

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review Briefing Book

AUGUST 29, 2018



FTA QUARTERLY REVIEW MEETING AGENDA

Los Angeles County Metropolitan Transportation Authority

Wednesday, August 29, 2018 – 9:00 a.m.

William Mulholland Conference Room – 15th Floor

I. OVERVIEW

- A. FTA Opening Remarks
- B. Metro Management Overview
- C. Financial Status
- D. Legal Issues
- E. Construction Safety and Security

PRESENTER

Edward Carranza
Phillip Washington
Drew Phillips
Charles Safer
Greg Kildare

II. METRO PLANNING REPORTS

- A. East San Fernando Valley Transit Corridor
- B. Eastside Transit Corridor Phase 2
- C. West Santa Ana Branch Transit Corridor

Therese McMillan

III. CONSTRUCTION REPORTS

- A. Program Management Overview
- B. Crenshaw/LAX Transit Project
- C. Westside Purple Line Extension Section 1 Project
- D. Westside Purple Line Extension Section 2 Project
- E. Westside Purple Line Extension Section 3 Project
- F. Regional Connector Transit Project

Richard Clarke
Sameh Ghaly
James Cohen
Michael McKenna
Michael McKenna
Gary Baker

IV. FTA ACTION ITEMS

FTA / PMOC

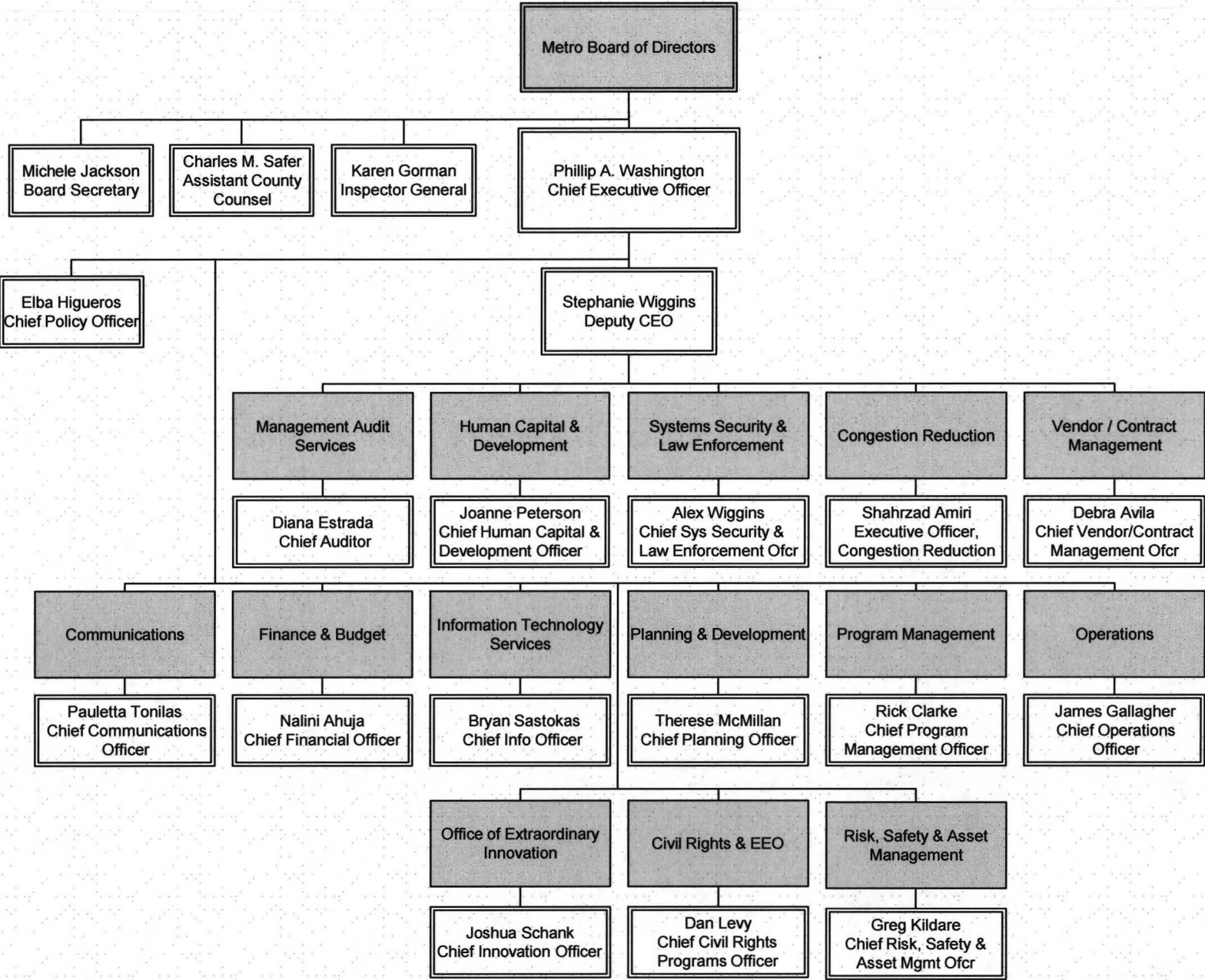
PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority

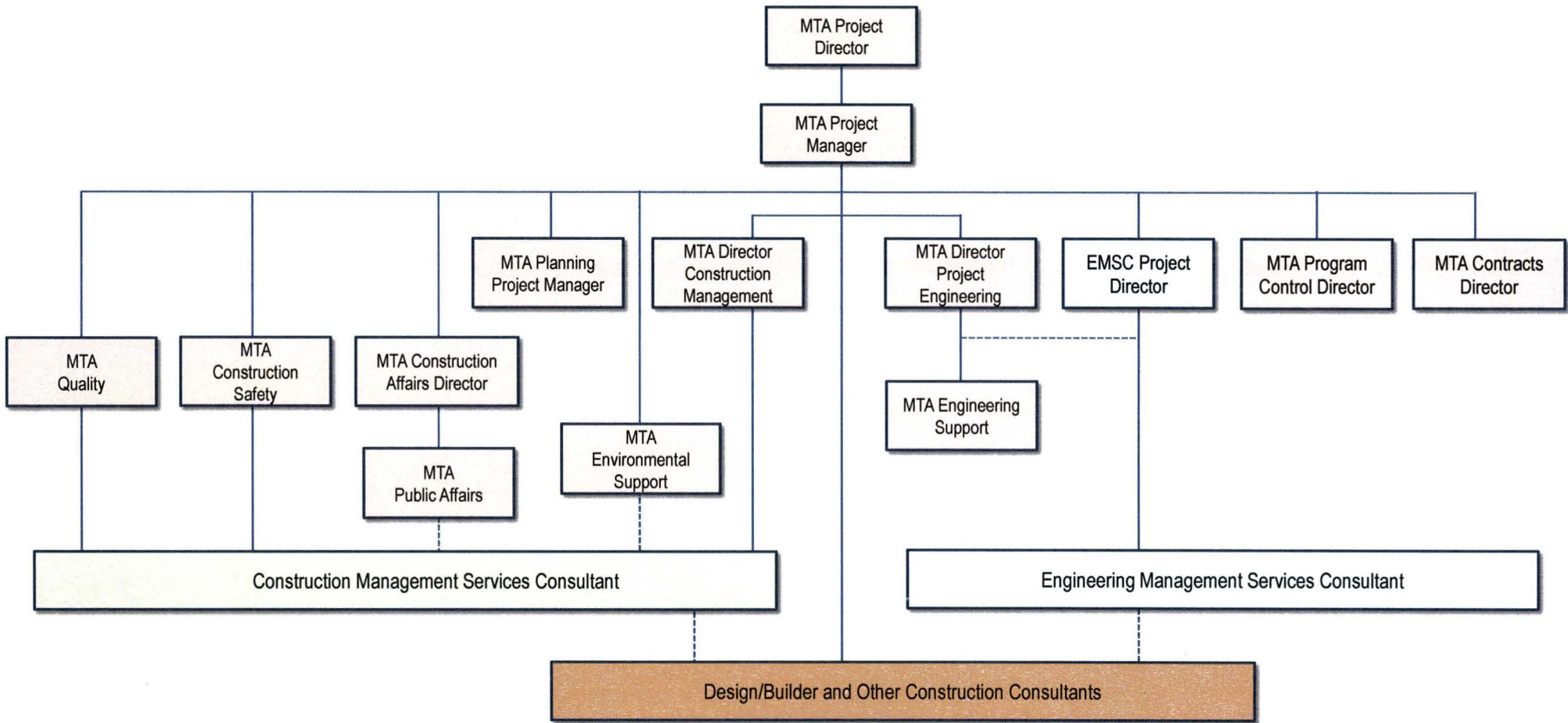
Wednesday, December 5, 2018

William Mulholland Conference Room - 15th Floor

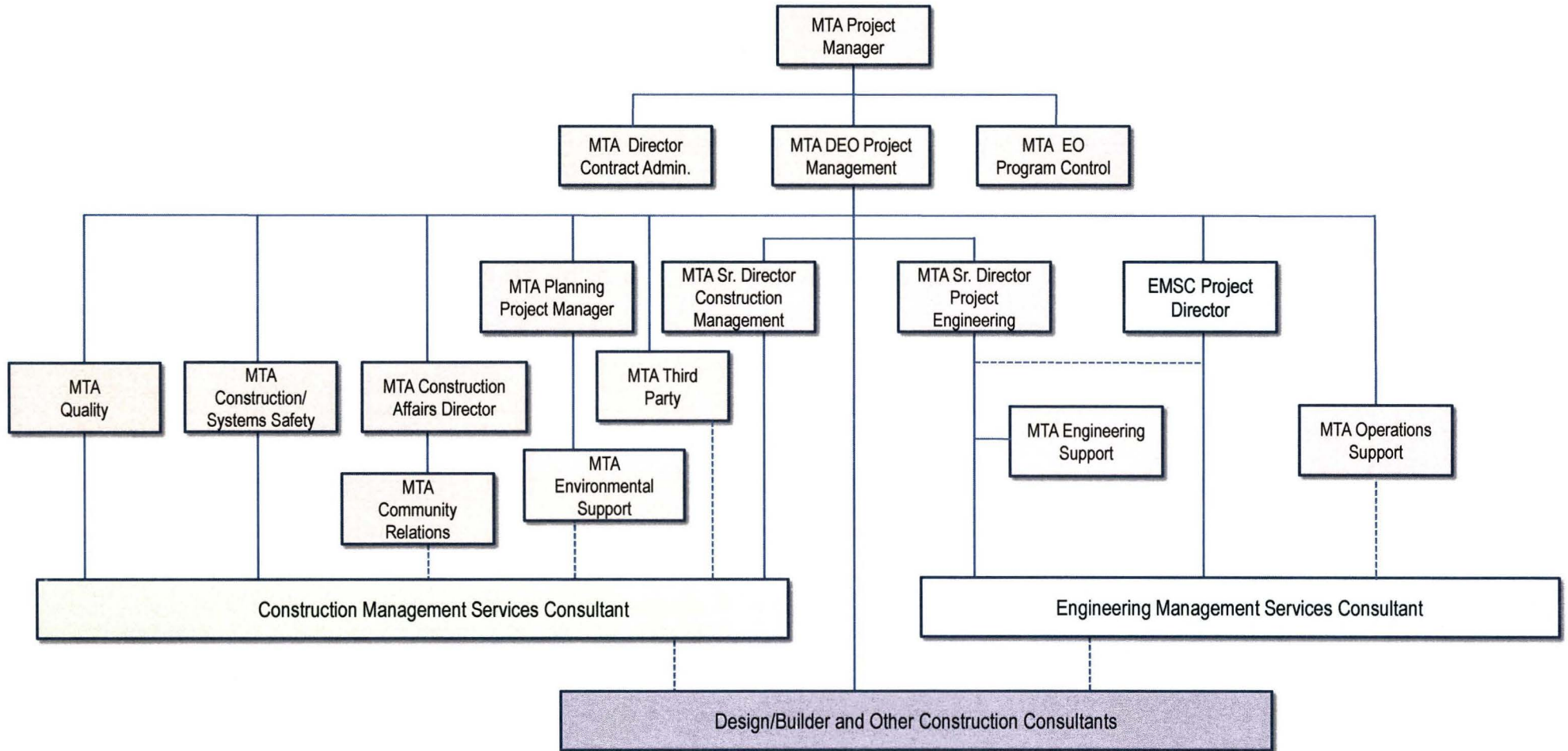
Metro Organization Chart



**CRENSHAW/LAX TRANSIT PROJECT
Responsibility and Reporting Matrix**



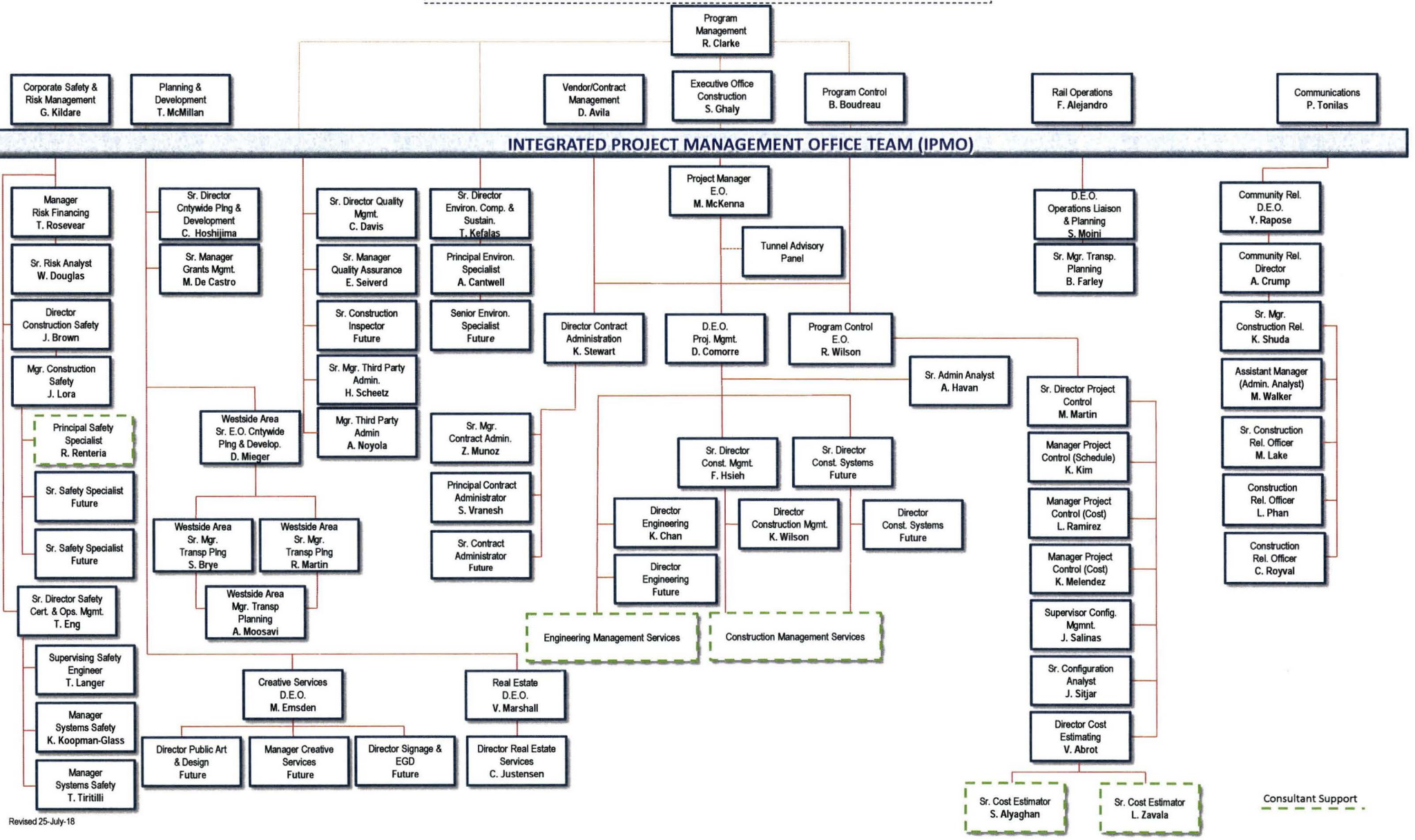
Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix



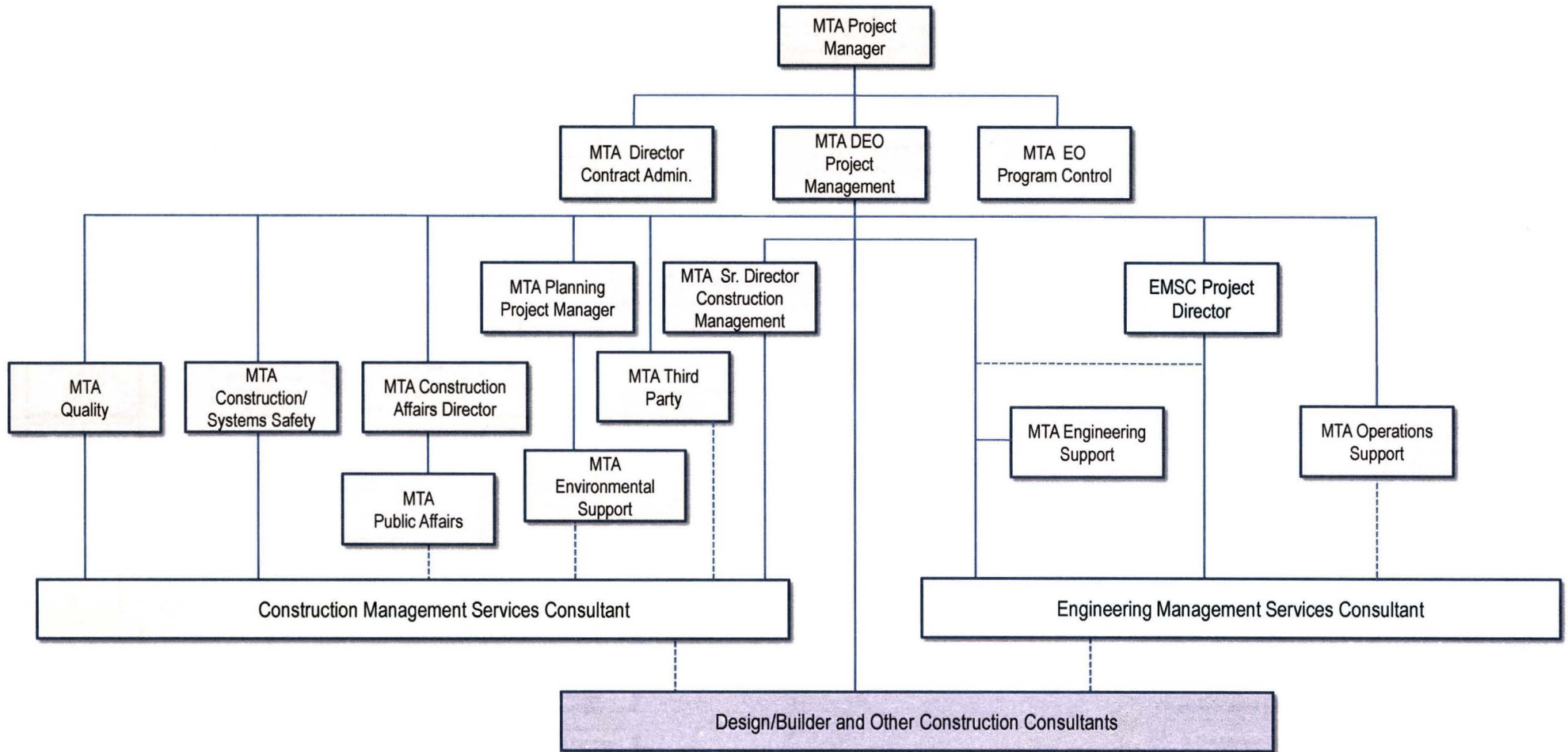
WESTSIDE PURPLE LINE EXTENSION SECTION 2

Matrix Organization

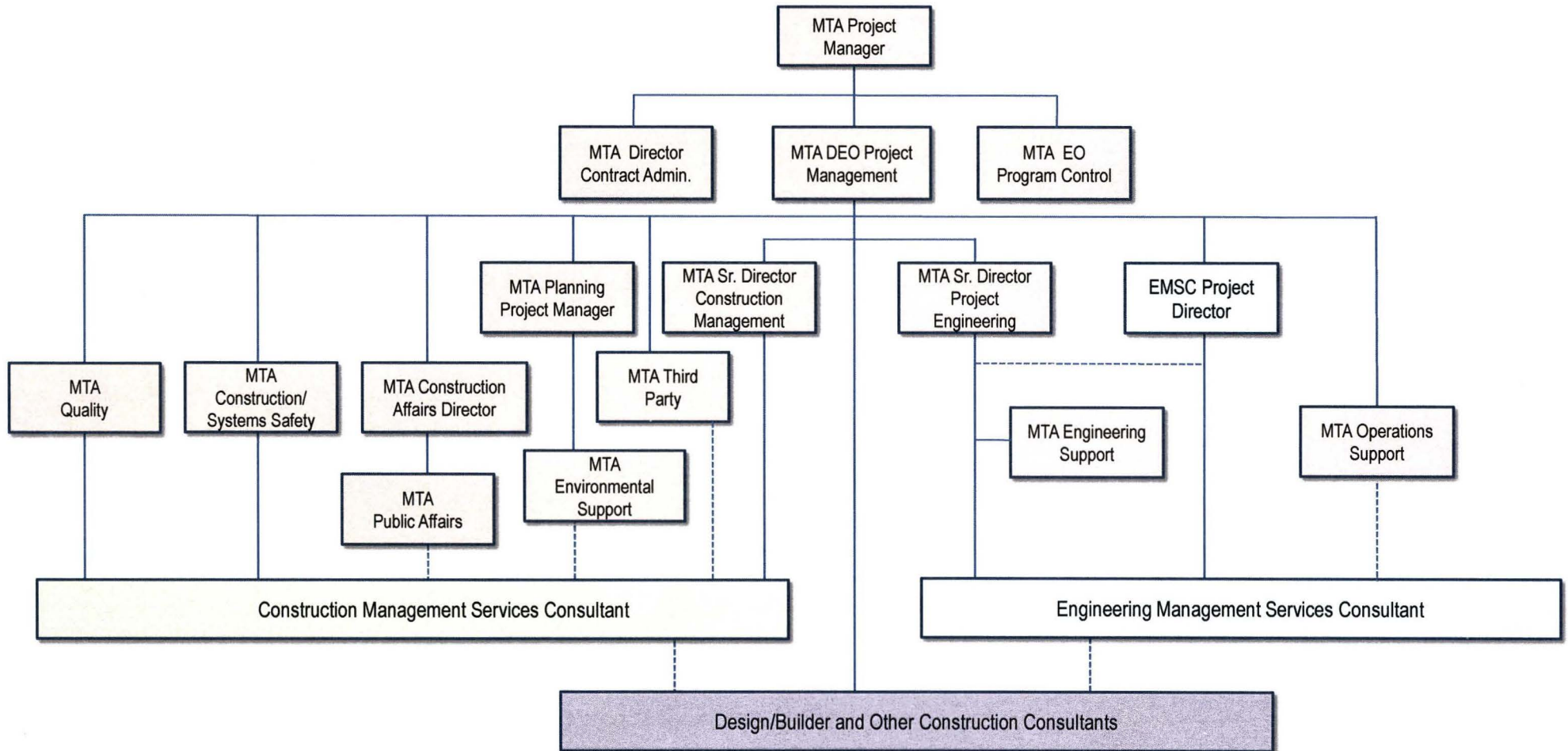
Metro Executive Management Organization and Staff



Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix

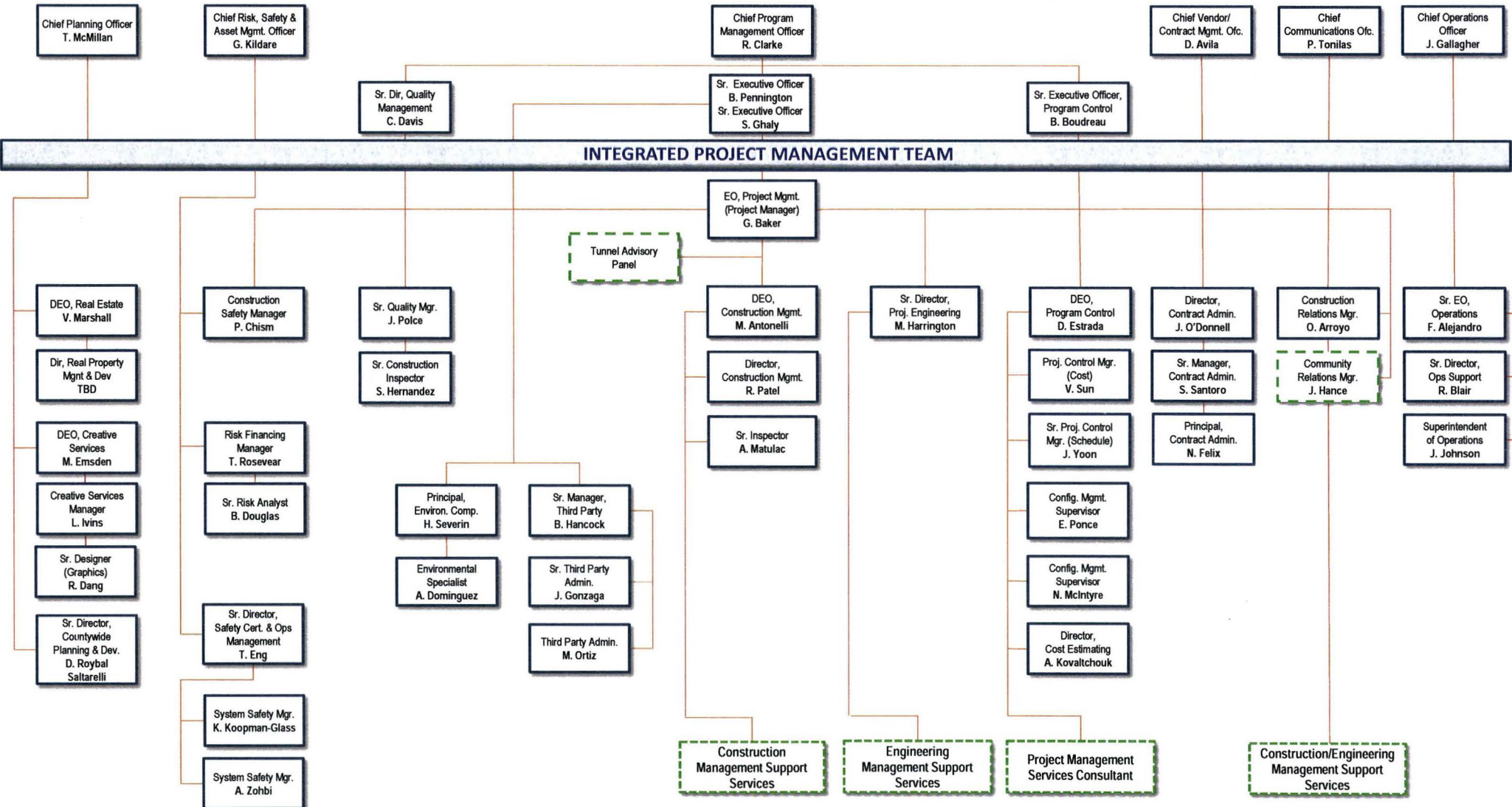


Westside Purple Line Extension Section 3 Responsibility and Reporting Matrix

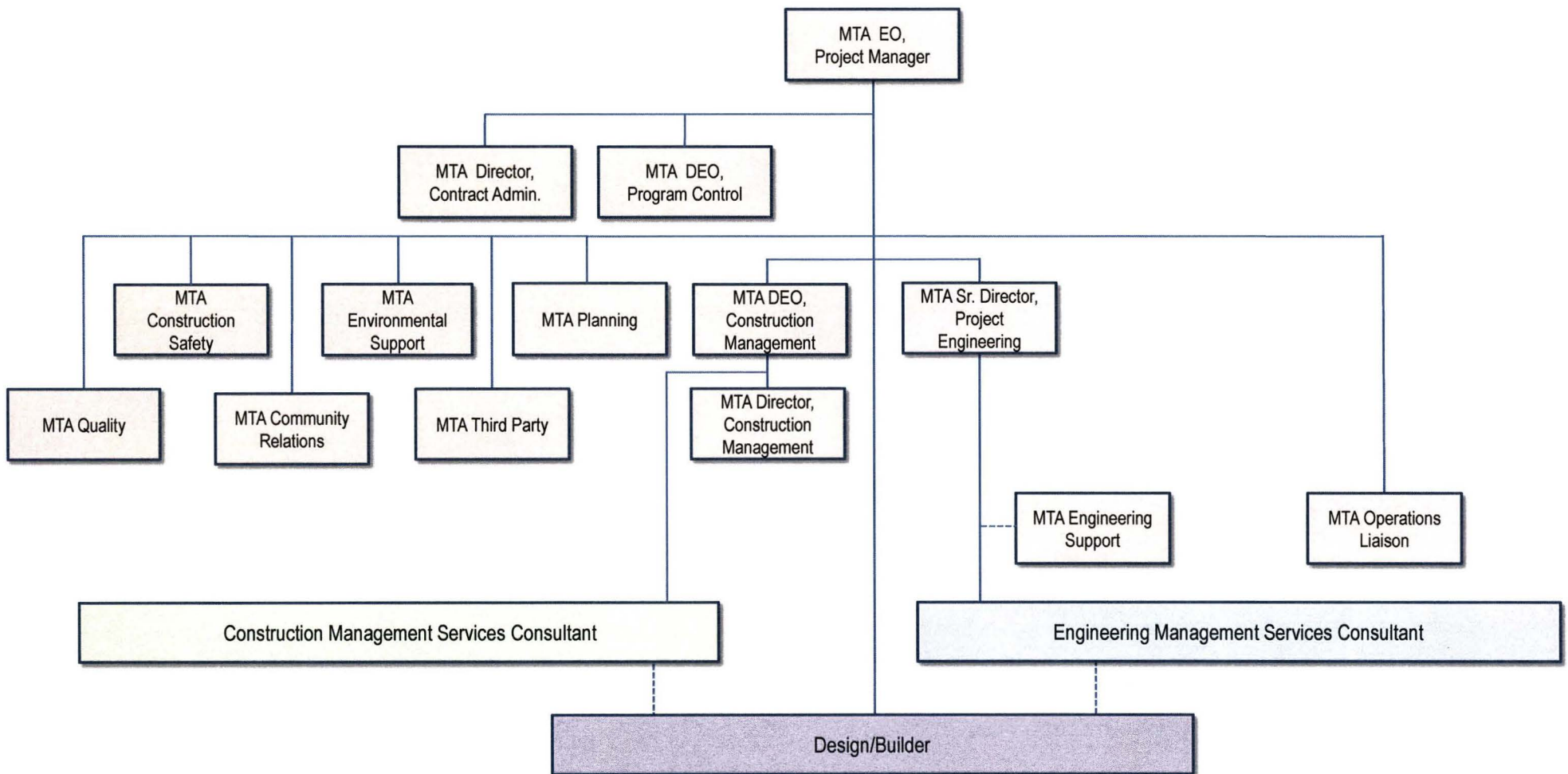


REGIONAL CONNECTOR TRANSIT PROJECT MATRIX ORGANIZATION

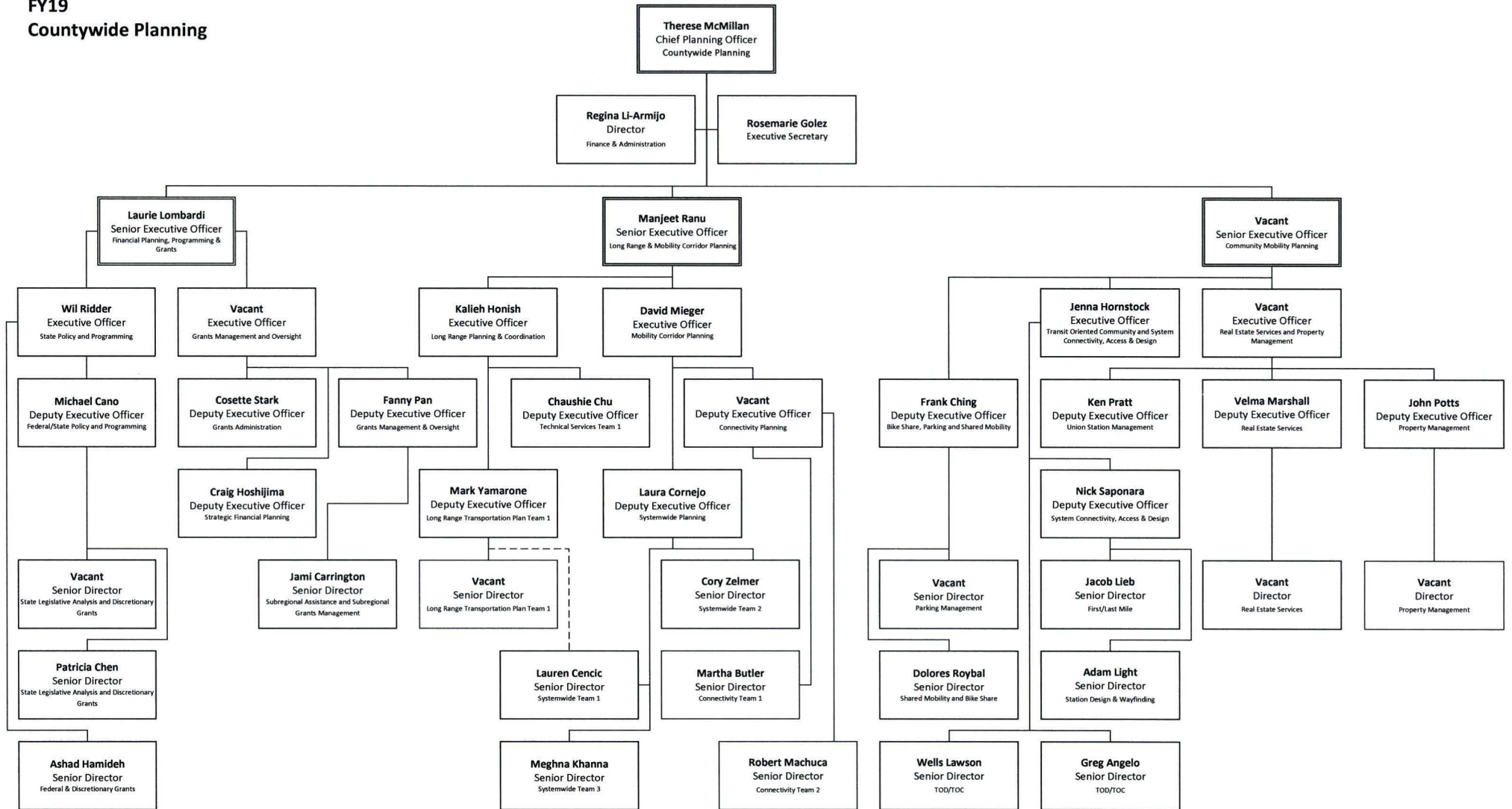
Metro Executive Management Organization and Staff



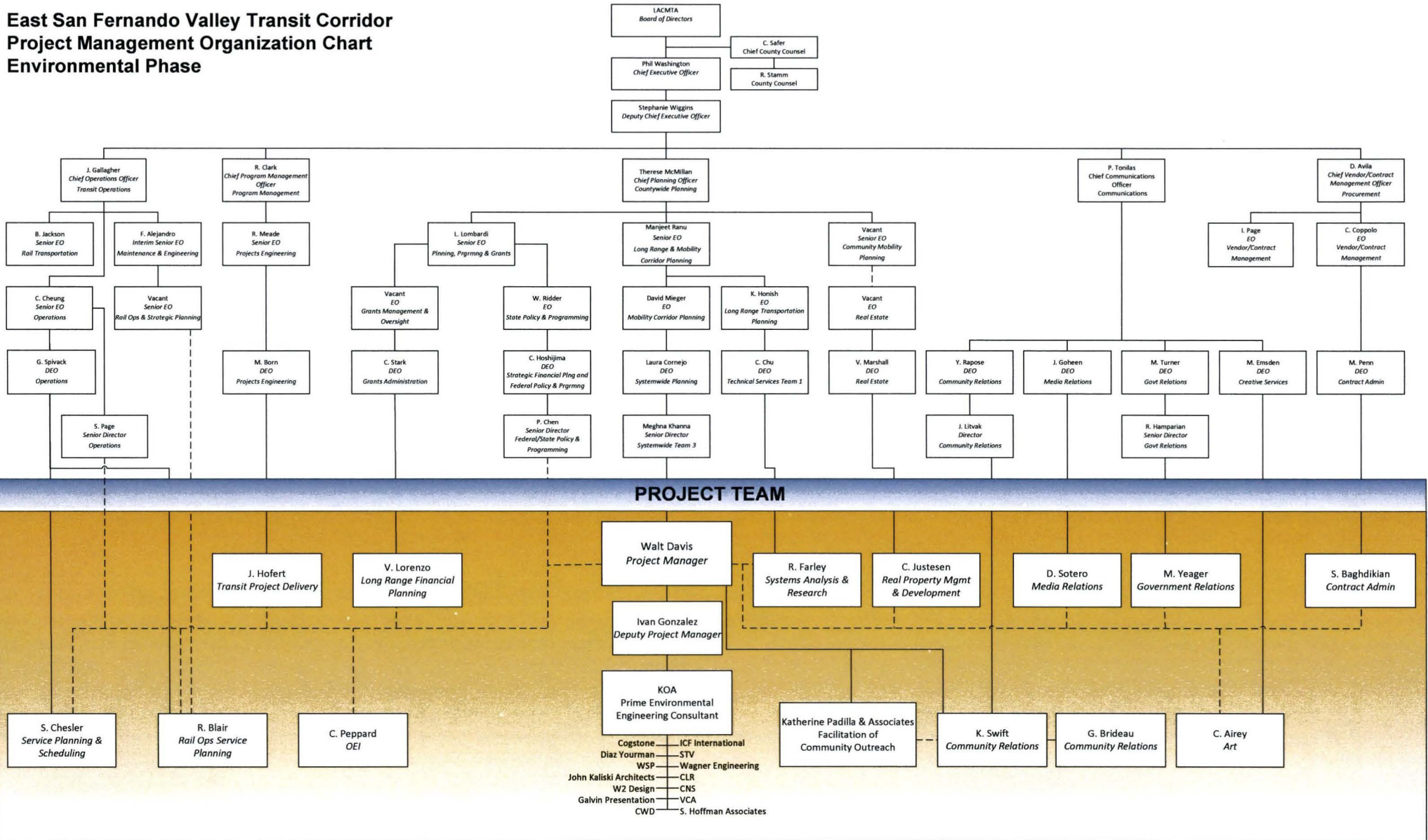
Regional Connector Transit Project Responsibility and Reporting Matrix



**FY19
Countywide Planning**



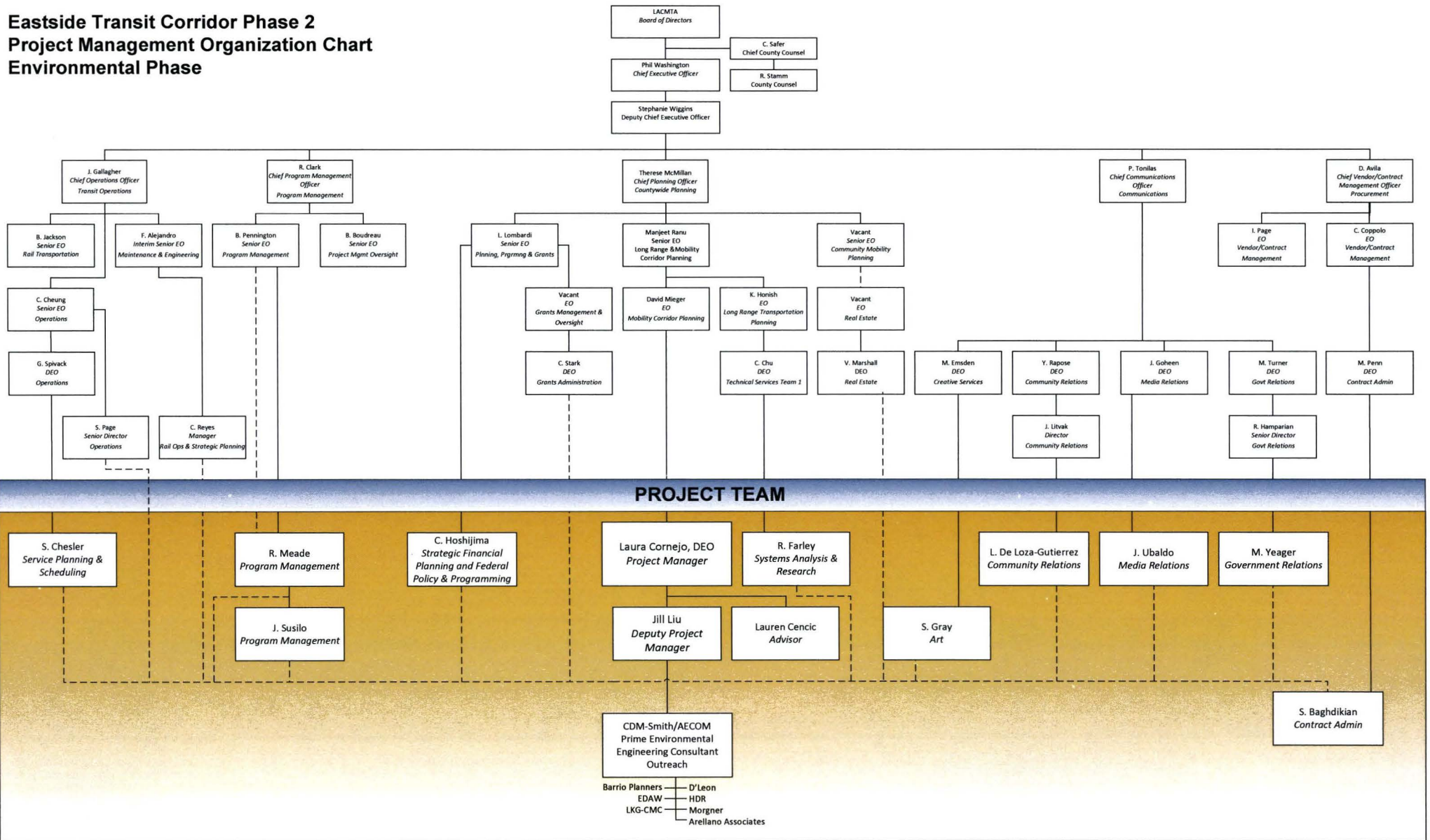
East San Fernando Valley Transit Corridor Project Management Organization Chart Environmental Phase



July 26, 2018

Legend: ——— Indicates Direct Relationship
 - - - - - Indicates Coordinated Relationship
 [Yellow Box] Project Team

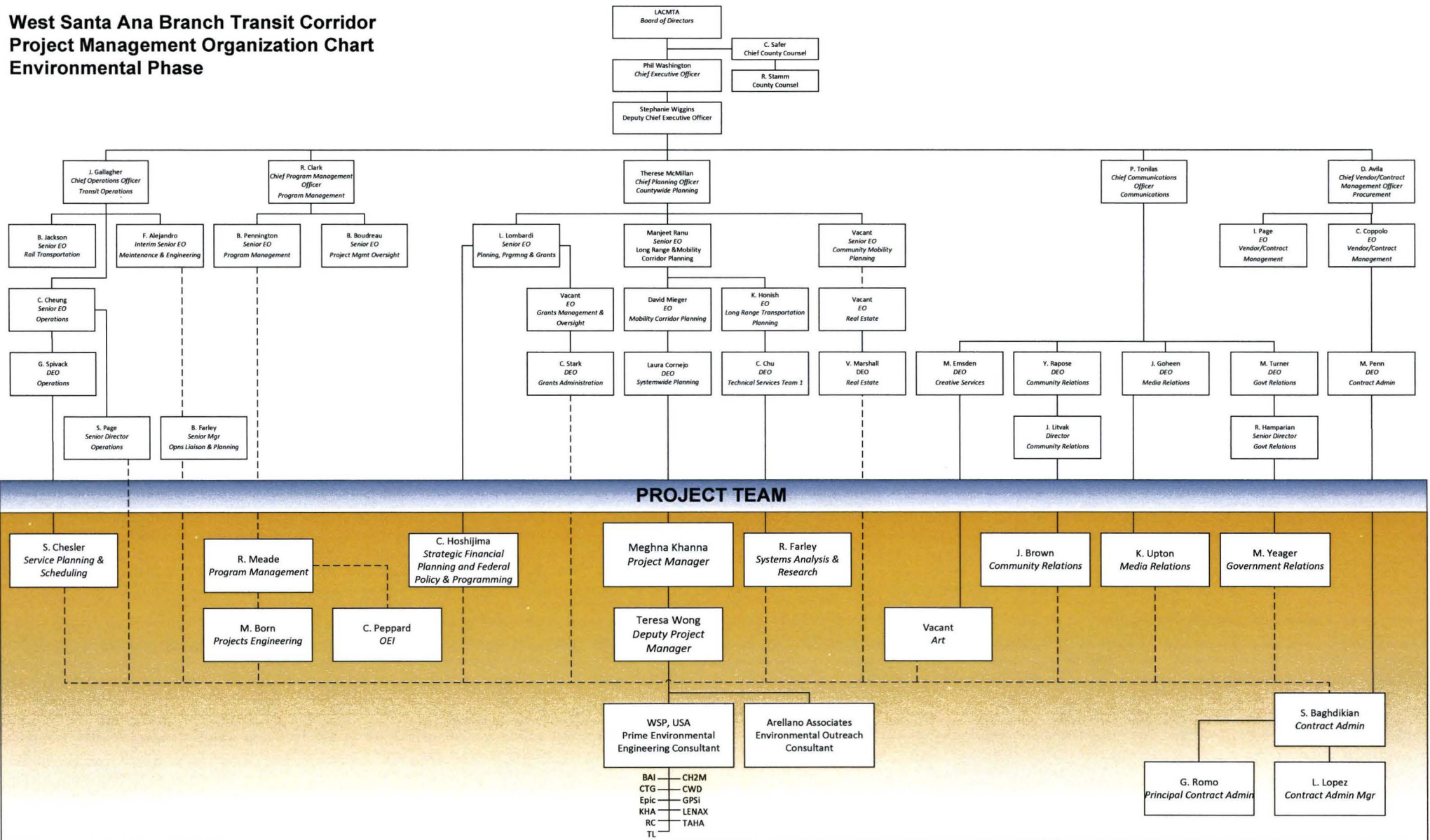
Eastside Transit Corridor Phase 2 Project Management Organization Chart Environmental Phase



July 26, 2018

Legend: ——— Indicates Direct Relationship
 - - - - - Indicates Coordinated Relationship
 [Shaded Area] Project Team

West Santa Ana Branch Transit Corridor Project Management Organization Chart Environmental Phase



July 26, 2018

Legend: ——— Indicates Direct Relationship
 - - - - - Indicates Coordinated Relationship
 [Shaded Area] Project Team

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix – Board Approved Positions
JULY 2018
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
<p>AB 327 Gipson D</p> <p>South Coast Air Quality Management District: fleets.</p>	<p>In Senate T& H committee: Set, first hearing. Held without recommendation.</p>	<p>Existing law authorizes the governing board of the South Coast Air Quality Management District to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of 15 or more vehicles, when adding vehicles or replacing vehicles in an existing fleet or forming a new fleet, to purchase vehicles that are capable of operating on methanol or other equivalently clean-burning alternative fuel and that require these vehicles to be operated, to the maximum extent feasible, on the alternative fuel when operating in the south coast district.</p> <p>This bill instead would authorize the governing board of the south coast district to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of 15 or more vehicles to purchase the cleanest commercially available vehicles, as defined, that will meet the operator’s operational needs; to require the replacement of no more than 15% of existing vehicles per calendar year, as specified; and to require those cleanest commercially available vehicles to be operated, to the maximum extent feasible, in the south coast district.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the south coast district.</p>	<p>Oppose Unless Amended</p>
<p>AB 1205 Jones-Sawyer D</p> <p>Los Angeles County Metropolitan Transportation Authority: contracting.</p>	<p>05/16/18 Read second time. Ordered to third reading.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law authorizes LACMTA to award contracts under certain circumstances to small business enterprises with respect to work that is set aside for competition among certified small business enterprises, as long as price quotations are obtained by LACMTA from 3 or more small business enterprises, and requires LACMTA to report to the Legislature by December 31, 2017, regarding any contracts awarded in this regard.</p> <p>This bill would instead authorize LACMTA to award contracts in this manner as long as it solicits rather than obtains price quotations from 3 or more small business enterprises. The bill would delete the requirement that LACMTA report to the Legislature regarding contracts awarded to small business enterprises in this regard.</p> <p>This bill would similarly authorize LACMTA to award contracts under similar circumstances to medium business enterprises with respect to work that is set aside for competition among medium business enterprises.</p>	<p>SUPPORT (Sponsor)</p>
<p>AB 1912 Rodriguez D</p> <p>Public employees’ retirement: joint powers agreements: liability.</p>	<p>Re-referred to Com. on APPR.</p>	<p>1) Existing law establishes various public agency retirement systems, including, among others, the Public Employees’ Retirement System, the State Teachers’ Retirement System, the Judges’ Retirement System II, and various county retirement systems pursuant to the County Employees Retirement Law of 1937. These systems provide defined pension benefits to public employees based on age, service credit, and amount of final compensation.</p> <p>The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power. Under the act, if an agency is not one or more of the parties to the agreement but is a public entity, commission, or board constituted pursuant to the agreement, the debts, liabilities, and obligations of the agency are the debts, liabilities, and obligations of the parties to the agreement, unless the agreement specifies otherwise. The act also authorizes a party to a joint powers agreement to separately contract for, or assume responsibilities for, specific debts, liabilities, or obligations of the agency.</p> <p>This bill would eliminate that authorization, and would specify that if an agency established by a joint powers agreement participates in, or contracts with, a public retirement system, member agencies, both current and former to the agreement,</p>	<p>Oppose Unless Amended</p>

Los Angeles County Metropolitan Transportation Authority (Metro)

State and Federal Legislative Matrix – Board Approved Positions

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Metro Government Relations

Bill ID/Topic	Location	Summary	Position
		<p>would be required, upon prior to a termination or a decision to dissolve or cease <i>the</i> operations of the agency, to mutually agree as to the apportionment of the agency’s retirement obligations among themselves, within 60 calendar days, themselves, provided that the agreement equals the total 100% of the retirement liability of the agency. If the member agencies are unable to mutually agree to the apportionment, the bill would require them to be jointly and severally liable for the retirement liability of the agency; <i>the board to apportion the retirement liability of the agency to each member agency based on the share of service received from the agency, or the population of each member agency, as specified, and would establish procedures allowing a member agency to challenge the board’s determination through the arbitration process.</i> The bill would also provide that if a judgment is rendered against an agency or a party to the agreement for a breach of its obligations to the retirement system, the time within which a claim for injury may be presented or an action commenced against the other party that is subject to the liability determined by the judgment begins to run when the judgment is rendered. The bill would specify that those provisions apply <i>both</i> retroactively to all parties, both current and former, to the joint powers agreement; <i>a member agency, or current and former member agency, that has an agreement with the board on or before January 1, 2019, and to new agreements with the board on or after that date.</i></p> <p>(2) The Public Employees’ Retirement Law (PERL) creates the Public Employees’ Retirement System (PERS), which provides a defined benefit to members of the system, based on final compensation, credited service, and age at retirement, subject to certain variations. PERL vests management and control of PERS in its Board of Administration.</p> <p>(3) Existing</p> <p><i>Existing</i> law authorizes the governing board of a contracting agency to terminate its membership with PERS, subject to specified criteria. Existing law requires the PERS board to enter into a specified agreement with the governing body of a terminating agency, upon request of that agency, to ensure that final compensation is calculated in the same manner as benefits of nonterminating agencies, and that related necessary adjustments in the employer’s contribution rate are made and benefits adequately funded, including a lump-sum payment at termination, if agreed to by the terminating agency and the board. Existing law requires a terminating agency to notify the PERS board of its intention to enter into this agreement within a specified period of time. Existing law authorizes the PERS board to choose not to enter into an agreement to terminate if the board determines that it is not in the best interests of PERS. Existing law requires all plan assets and liabilities of a terminating agency to be deposited in a single pooled account, the terminated agency pool subaccount within the Public Employees’ Retirement Fund, a continuously appropriated fund.</p> <p>This bill would also require the PERS board to enter into the above-described agreement upon request of a member agency of a terminating agency formed under the Joint Exercise of Powers Act, and would require a member agency to notify the PERS board of its intention to enter into this agreement within a specified period of time. The bill would authorize the board, if it determines that it is not in the best interests of the retirement system, to choose not to enter into that agreement. To the extent that the bill would increase any lump-sum payments made by a terminating agency and deposited into a subaccount within the Public Employees’ Retirement Fund, the bill would make an appropriation. The bill would also provide that if the</p>	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix – Board Approved Positions
JULY 2018
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
		<p>governing body of a terminating agency or the governing bodies of its member agencies do not enter into an agreement, the member agencies would then assume the retirement obligations for their retirement systems.</p> <p>(4)</p> <p>(3) Existing law makes a terminated agency liable to the system for any deficit in funding for earned benefits, interest, and for reasonable and necessary costs of collection, including attorney’s fees. Existing law provides that the board has a lien on the assets of a terminated contracting agency, as specified, and that assets shall also be available to pay actual costs, including attorney’s fees necessarily expended for collection on the lien.</p> <p>This bill would extend that liability and lien to all of the parties of a terminating agency that was formed under the Joint Exercise of Powers Act. To the extent that these changes would increase deposits in the Public Employees’ Retirement Fund, the bill would make an appropriation.</p> <p>(5)</p> <p>(4) Existing law authorizes the board of PERS to elect not to impose a reduction, or to impose a lesser reduction, on a terminated plan if the board has made all reasonable efforts to collect the amount necessary to fully fund the liabilities of the plan and the board finds that not reducing the benefits, or imposing a lesser reduction, will not impact the actuarial soundness of the terminated agency pool.</p> <p>This bill would eliminate that provision. The bill would require the board, prior to exercising its authority to reduce benefits, to consider and exhaust all options and necessary actions, including evaluating whether to bring a civil action against any member agencies to a terminated agency formed by an agreement under the Joint Exercise of Powers Act to compel payment of the terminated public agency’s pension obligations. The bill would also specify that the board is entitled to reasonable attorney’s fees in addition to other costs. The bill would also set forth related legislative findings. AMENDED July 3, 2018</p>	

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<u>AB 1721</u> Committee on Revenue and Taxation Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	SENATE RLS. 6/1/2017 - Referred to Com. on RLS. (Set for hearing) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.)	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill would correct an erroneous cross-reference in these provisions. This bill contains other existing laws.	Support
<u>AB 2417</u> Rodriguez D Metro Gold Line Foothill Extension Construction Authority.	05/23/18 In committee: Set, first hearing. Hearing canceled at the request of author.	(1) Existing law creates the Metro Gold Line Foothill Extension Construction Authority, governed by a board of 5 voting members and 3 nonvoting members, appointed as specified, for purposes relating to the development of a light rail project extending from the City of Los Angeles to the Cities of Pasadena and Montclair, and authorizes the authority to accept grants, fees, and allocations from federal, state, local agencies, and private entities, and to accept transfers of funds from federal, state, and local agencies. This bill would increase to 6 the voting members of the board by adding one voting member appointed by the City of Montclair. Because this bill would require a local authority to assume additional responsibilities, it would create a state-mandated local program. (2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	Oppose

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<p><u>AB 2548</u> <u>Friedman D</u></p> <p>Commute benefit policies: Los Angeles County Metropolitan Transportation Authority.</p>	<p>07/05/18 In Assembly.</p> <p>Concurrence in Senate amendments pending. May be considered on or after August 3 pursuant to Assembly Rule 77.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law creates the Los Angeles County Metropolitan Transportation Authority, with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would authorize the authority to adopt a commute benefit ordinance that requires covered employers operating within the authority's area with a specified number of employees to offer certain employees commute benefits, as specified, except that the bill would prohibit the ordinance from affecting employers covered by certain South Coast Air Quality Management District rules or regulations. The bill would require the ordinance to specify certain matters, including any consequences for noncompliance. The bill would, if the authority adopts a commute benefit ordinance, require the authority, before January 1, 2022, to submit a report to the transportation policy committees of each house of the Legislature that includes specified elements. Last Amended on 6/25/2018</p>	<p>SUPPORT (Sponsor)</p>

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<p><u>AB 3124</u> <u>Bloom D</u></p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>06/01/18 Chaptered by Secretary of State - Chapter 22, Statutes of 2018.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed. The bill would require a public agency operating transit services to establish a route review committee, as specified, in order to operate that articulated bus or articulated trolley coach, and would require the committee, by a majority vote, to make a determination of which routes are suitable for the safe operation of that articulated bus or articulated trolley coach. The bill would also make technical, nonsubstantive changes and a conforming change in a related provision. Last Amended on 4/2/2018</p>	Support
<p><u>AB 3201</u> <u>Daly D</u></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>05/25/18 In committee: Held under submission.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would add large-scale deployments of transit buses to the program's list of eligible projects, require the annual framework and plan for the program to instead be a 3-year framework and plan, and revise the definition of zero- and near-zero-emission to include infrastructure that reduces greenhouse gas emissions and improves air quality when compared with conventional or fully commercialized alternatives. This bill contains other existing laws. Last Amended on 5/1/2018</p>	Support

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<p>SB 268 Mendoza D</p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>ASSEMBLY L. GOV. 9/5/2017 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors that consists of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles City Council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the Los Angeles County Board of Supervisors, and a nonvoting member appointed by the Governor. This bill would require the authority, the Los Angeles County Division of the League of California Cities, the California Contract Cities Association, and the Los Angeles County City Selection Committee to prepare and provide to the Legislature by December 1, 2018, a plan agreed to by at least 3 of these entities, for reorganizing the membership of the authority to include 22 members, and to provide equitable and proportional voting representation for each area of the county on the authority, including more representation for cities other than the City of Los Angeles. The bill would require the plan to provide for the reconstitution of the authority no later than January 1, 2020. The bill, commencing on January 1, 2020, would require the membership of the authority to be reconstituted pursuant to the plan. The bill, if a plan is not submitted or is not implemented, would, commencing on January 1, 2020, provide for the authority to consist of 22 members, including the 5 members of the Los Angeles County Board of Supervisors, the Mayor of the City of Los Angeles, 5 members of the Los Angeles City Council and one public member appointed by the mayor, one member appointed by the City of Long Beach, 8 members from cities other than Los Angeles appointed by the Los Angeles County City Selection Committee, and one nonvoting member appointed by the Governor. The bill would require every appointee to serve a 4-year term without limitation or until the expiration of the term of his or her elected office. The bill would also delete, on January 1, 2020, the requirement for the authority to submit a plan to the Legislature if the number of members of the board of supervisors is increased. This bill contains other related provisions and other existing laws. Last Amended on 9/5/2017</p>	<p>Oppose</p>

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<p>SB 1434 Leyva D</p> <p>Transportation electrification: electricity rate design.</p>	<p>07/02/18 Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. This bill would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file rate design applications for those purposes. The bill would require that a rate design proposed by an electrical corporation seek to minimize overall costs and maximize overall benefits to transit agencies and would require the commission to approve, or modify and approve, rate design applications, if they are consistent with this requirement and are in the interests of ratepayers. This bill contains other existing laws. Last Amended on 7/2/2018</p>	<p>Support</p>

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<p><u>SB 1479</u> <u>Stern D</u></p> <p>Los Angeles County Metropolitan Transportation Authority: billing requirement.</p>	<p>SENATE E. U., & C. 4/23/2018 - April 25 set for first hearing canceled at the request of author.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with certain powers and duties relative to transportation planning and programming, and the operation of transit service. Existing law provides that the authority is the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission. This bill would adopt electricity billing requirements applicable to the Los Angeles County Metropolitan Transportation Authority that are similar to the above-described requirements applicable to BART, but would also impose those requirements applicable to an electrical corporation in the BART statute on a local publicly owned electric utility. The bill would declare that, due to the special circumstances applicable only to the Los Angeles County Metropolitan Transportation Authority, a general statute cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution, and the enactment of a special statute is therefore necessary. This bill contains other existing laws. Last Amended on 4/2/2018</p>	<p>Sponsor - Support</p>

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FEDERAL		
BILL/AUTHOR	DESCRIPTION	STATUS
SENATE BILL 2320 Senator John Cornyn (R-TX) And Senator Mark Warner (D-VA)	“BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT The U.S. Department of Transportation (USDOT) currently has a statutory cap (\$15 billion) on the amount of Private Activity Bonds available for approval to finance infrastructure projects. USDOT has approved \$10.8 billion in Private Activity Bonds, currently leaving just under \$5 billion available nationwide. It is expected that future project approvals throughout the nation will continue to decrease the amount of Private Activity Bonds available. S. 2320 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval.	SENATE – REFERRED TO THE COMMITTEE ON FINANCE
HOUSE RESOLUTION 1458 REPRESENTATIVE EARL BLUMENAUER (D-OR)	“RAISE IT ACT” The federal government’s Highway Trust Fund is facing solvency issues and is increasingly reliant on general fund transfers from the U.S. Treasury. According to the Congressional Budget Office, the “trust fund will have insufficient resources to meet all of its obligations, resulting in steadily accumulating shortfalls.” Furthermore, the Congressional Budget Office estimates that the Highway Trust Fund will incur negative balances by the end of Fiscal Year 2020. Approving a solution to ensure solvency of the Highway Trust Fund will be a critical task for Congress to address as the current surface transportation authorization bill expires September 30, 2020.	HOUSE – REFERRED TO THE COMMITTEE ON WAYS AND MEANS

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix – Board Approved Positions
JULY 2018
Metro Government Relations**

<p>H.R. 6016</p> <p>U.S. Representative Grace Napolitano (D-El Monte)</p>	<p>THE BUS OPERATOR AND PEDESTRIAN ACT</p> <p>Would give transit agencies two years to develop a Bus Operations Safety Risk Reduction Program in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (USDOT).</p> <p>The bill authorizes \$25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Programs:</p> <ul style="list-style-type: none"> • Assault mitigation infrastructure and technology, including barriers to prevent assaults on bus operators • De-escalation training for bus operators • Modified bus specifications and retrofits to reduce visibility impairments • Driver assistance technology that reduces accidents • Installation of enhanced bus driver seating to reduce ergonomic injuries <p>This legislation will also require transit agencies to report all assaults on bus drivers to the USDOT’s National Transit Database (NTD).</p>	<p>7/29/18 – Metro Board approves Support Work With Author position</p> <p>House - 06/07/2018 Referred to the Subcommittee on Highways and Transit</p>
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<p>H.R. 3305</p> <p>U.S. House of Representative Earl Blumenauer (D-Portland)</p>	<p>THE BIKESHARE TRANSIT ACT OF 2017</p> <p>Which would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an “associated transit improvement” under Title 49 of U.S. Code, add bikeshare projects to the definition of “capital project” under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definitions of transit projects as well as make clear to states that administer FHWA funding that bikeshare is eligible to receive federal funding.</p>	<p>7/29/18 - Metro Board approves Support position (previous Metro support in 2016)</p> <p>House - 07/20/2017 Referred to the Subcommittee on Highways and Transit.</p>
<p>H.R. 3001</p> <p>U.S. Representative Alan Lowenthal (D-Long Beach)</p>	<p>ECONOMY IN MOTION: THE NATIONAL MULTIMODAL AND SUSTAINABLE FREIGHT INFRASTRUCTURE ACT</p> <p>Would establish a Freight Transportation Infrastructure Trust Fund and create freight specific formula and competitive grant program for multimodal projects. In 2015, Congress passed the bipartisan Fixing America’s Surface Transportation (FAST) Act, which for the first time outlined a national freight policy and set up both formula and competitive programs to invest in these systems. The FAST Act funded both of these programs through 2021, but because the Highway Trust Fund is not able to provide the amount of funding necessary to keep up with the nation’s infrastructure needs, it is important to identify and support sustainable funding sources that will be dedicated to specific uses that will improve infrastructure.</p>	<p>House - 06/23/2017 Referred to the Subcommittee on Water Resources and Environment.</p>

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<p>H.R. 3388</p> <p>U.S. Representative Robert e. Latta (R-Ohio)</p>	<p>SELF DRIVE Act Designating Each Car's Automation Level Act or the DECAL Act</p> <p>This bill requires the Department of Transportation (DOT) to: complete research to determine the most cost effective method and terminology for informing consumers about the capabilities and limitations of each highly automated vehicle or each vehicle that performs partial driving automation; and determine whether such information includes terminology as defined by SAE International in Recommended Practice Report J3016 (published September 2016) or alternative terminology. After completion of such research, DOT shall initiate a rulemaking proceeding to require manufacturers to inform consumers about such information.</p> <p>The bill defines: (1) a "highly automated vehicle" as a motor vehicle, other than a commercial motor vehicle, that is equipped with an automated driving system; and (2) an "automated driving system" as the hardware and software of a vehicle that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether such system is limited to a specific operational design domain.</p>	<p>Senate - 09/07/2017 Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation</p>
<p>S. 1885</p> <p>U.S. Senator John Thune (R-South Dakota)</p>	<p>AV START Act The American Vision for Safer Transportation Through Advancement of Revolutionary Technologies (AV START) Act</p> <p>To support the development of highly automated vehicle safety technologies, and for other purposes. The legislation outlines provisions related to: safety oversight, federal state and local rules, using provisions from HR 3388, deployment, rulemaking, cyber security, data sharing and vehicle safety standards, consumer education and ADA considerations. Directs additional research and coordination with state and local governments on traffic safety and law enforcement. Creates requirements for manufacturers to ensure that all self-driving vehicles account for state and local traffic laws.</p>	<p>Senate - 11/28/2017 Placed on Senate Legislative Calendar under General Orders. Calendar No. 268</p>

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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Metro Government Relations**

<p>H.R 1625 – the Consolidated Appropriations Act, FY 2018</p>	<p>On March 23, 2018, the U.S. Senate passed H.R.1625, the Consolidated Appropriations Act, 2018 by a vote of 65 – 32. The measure was signed later that day by President Trump, averting a government shutdown slated for the end of that day. The House previously passed this bill by a vote of 256 – 167. Overall, the bill provides about \$13.5 billion in budgetary resources for the Federal Transit Administration (FTA), which is an increase of more than \$1 billion as compared to FY 2017 enacted levels. Programs funded by Mass Transit Account (MTA) of the Highway Trust Fund received \$9.733 billion, as authorized by the Fixing America's Surface Transportation (FAST) Act for FY 2018. A handful of programs traditionally funded by the MTA also received an additional \$834 million from the general fund, including \$400 million for Bus and Bus Facilities grant programs, \$400 million for State of Good Repair, and \$30 million for High Density States. Of the Bus and Bus Facilities funding, \$209.1 million is allocated to formula grants, \$161.45 for competitive grants, and \$29.45 for no or low emissions grants.</p> <p>The Capital Investment Grants (CIG) program was appropriated \$2.645 billion, up from \$2.413 billion in FY 2017. This total includes more than \$1.5 billion for New Starts, almost \$716 million for Core Capacity projects, and almost \$401 million for Small Starts. The bill also contains strong, legislative language to ensure the future of the CIG program.</p> <p>This bill provides \$1.9 billion for Amtrak overall. Of this, \$650 million goes to Amtrak’s Northeast Corridor (NEC), which is \$322 million more than FY 2017 enacted levels, and \$1.29 billion for Amtrak’s National Network. Finally, the TIGER program is funded at a level of \$1.5. billion, \$1 billion more than FY 2017 enacted levels.</p>	<p>3/23/18 Congress approved to fund the Federal Government at through September 30, 2018.</p> <p>The President then signed the bill shortly after Congress held the vote.</p>
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COUNTY OF LOS ANGELES
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MARY C. WICKHAM
County Counsel

July 17, 2018

Martia Fox, Esq.
Regional Counsel, Region IX
FEDERAL TRANSIT ADMINISTRATION
90 Seventh Street, Suite 15-300
San Francisco, CA 94103

Re: Quarterly Update on Status of Key Legal Actions

Dear Ms. Fox:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of June 30, 2018, on the status of MTA litigation related to federally-funded MTA projects.

If you have any questions, please call (213) 922-2529.

Very truly yours,

MARY C. WICKHAM
County Counsel

By

A handwritten signature in black ink, appearing to read "Joanne Nielsen", written over a horizontal line.

JOANNE NIELSEN
Principal Deputy County Counsel
Transportation Division

CMS:kh

Attachments

c: Brian Boudreau
Emma Nogales
Leslie Rogers
Cindy Smouse
Cosette Stark

Los Angeles County Metropolitan Transportation Authority
 Status of Key MTA Litigation Related to Federally Funded MTA Projects
 As of June 30, 2018

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
<p>Gerlinger (MTA) v. Parsons Dillingham</p> <p>consolidated with</p> <p>MTA v. Parson Dillingham</p>	<p>BC150298, etc.</p> <p>BC179027</p>	<p>MOS-1 and CA-03-0341, CA-90-X642</p> <p>MOS-1 and CA-03-0341, CA-90-X642</p>	<p>Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD").</p> <p>MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.</p>	<p>Trial court granted summary judgment in favor of defendants. Court of Appeal upheld trial court judgment.</p> <p>Trial court granted breach of contract judgment in favor of MTA. Court of Appeal reversed trial court judgment.</p> <p>MTA's Petition for Review before the California Supreme Court was denied.</p>
<p>Beverly Hills Unified School District</p>	<p>2:18-cv-00716</p>		<p>Plaintiff alleges that MTA and FTA violated federal law (NEPA, §4(f), §106 and the APA) by issuing the Record of Decision approving the FEIS and FSEIS for the Purple Line Extension Project.</p>	<p>Complaint filed in USDC on January 26, 2018. Plaintiff's motion to augment the administrative record will be heard July 26, 2018.</p>
<p>Brentwood Residents Coalition v. MTA</p>	<p>BS173523</p>		<p>This lawsuit is against the City of Los Angeles, with MTA named as a real party in interest. The lawsuit alleges that the City approved a categorical exemption for the Boring Company's proof of concept tunnel on Sepulveda Boulevard in West Los Angeles in violation of CEQA. Petitioners contend an Environmental Impact Report should have been prepared instead.</p>	<p>MTA will file a responsive pleading within 20 days after certification of the administrative record.</p>
<p>Crenshaw Subway Coalition v. MTA, et al.</p>	<p>CV11-9603</p>	<p>TIFIA3 Loan</p>	<p>Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.</p>	<p>Judgments for MTA and FTA on CEQA and NEPA claims. Government Code Claim for disparate impact remanded to state court.</p>

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
City of Beverly Hills v. MTA	BS144164		Petitioner alleges that Metro accelerated funding for the subway without CEQA clearance.	Case is currently on hold. Status Conference on August 8, 2018
City of Beverly Hills v. FTA, MTA	2:18-cv-03891		This lawsuit is against both MTA and the Federal Transit Administration ("FTA"), and their respective officials. The lawsuit alleges that the Supplemental Environmental Impact Statement issued by FTA in November 2017 for MTA's Purple Line Extension Project, Section 2 fails to comply with the National Environmental Policy Act and with Section 4(f) of the Department of Transportation Act.	MTA will file a responsive pleading in October 2018 if a settlement is not reached by then.
Today's IV. Inc. v. MTA	BS160846		Petitioner alleges that Metro is not maintaining access to the hotel and complying with applicable noise standards in violation of the MMRP.	Petitioner's applications for various TROs were denied; discovery is ongoing. Trial will be reset for no later than early 2019. MTA will demur to Third Amended Complaint.
West Adams Heritage Association	BS173732		This lawsuit is against Caltrans, with MTA named as a real party in interest. The lawsuit alleges that Caltrans approved a Mitigated Negative Declaration for its I-110 Flyover Project in downtown Los Angeles in violation of CEQA. Petitioners contend an Environmental Impact Report should have been prepared instead.	CEQA settlement meeting will be held July 19, 2018.
Transport Technologies v. MTA	2:15-cv-6423-RSWL-MRW		This is a patent infringement lawsuit. Plaintiff alleges that MTA infringed upon its patent relating to wireless reader technology in connection with MTA's ExpressLanes Project. MTA's contract with the ExpressLanes Project general contractor Atkinson requires Atkinson to defend and indemnify MTA in any Intellectual Property claims.	In 2016, MTA initiated summary proceedings to contest plaintiff's patent claims. On November 17, 2017, the Patent Trial and Appeal Board ("PTAB") issued a decision in favor of MTA finding that the claims on which plaintiff sued MTA are unpatentable. On January 17, 2018 plaintiff filed an appeal in the United States Federal Circuit Court; however, pending a contrary

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
				decision on the appeal, MTA and other transportation agencies are free to continue using the ExpressLanes and the transponder devices associated with the ExpressLanes.

Wheelchair-Disability Discrimination Cases

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Rosa Miller v. MTA	BC674571		This is a personal injury case in which the plaintiff alleged an ADA violation when she could not sit in seating area designated for disabled passengers because those seats were occupied by what she perceived to be non-disabled passengers.	FSC 2/13/19 Trial 2/27/19 OSC re dismissal for failure to prosecute 9/1/20

**FTA-Funded Excess Real Property and ALAP Parcels
Utilization Report**

June 30, 2018

Wilshire/Vermont Station (Parcels B2-113 through B2-121; ALAP Parcel B2-118) – NO CHANGE

These parcels encompass the 5.8-acre Wilshire/Vermont station site and a 1.02-acre site located across Shatto Place from the station site on the northeast corner of Wilshire Boulevard and Shatto Place. All property on the station site that is not used to support Metro rail operations has been sold or ground leased for development through Metro's joint development program. The ground leased portion of this site contains a mixed-use, transit-oriented development operated by Klein Financial and consists of 449 apartments (90 affordable) and approximately 36,000 square feet of retail space. The sold property contains an 800-student LAUSD middle school. The 1.02-acre site situated across the street from the station site is currently used as a Metro bus layover facility.

Temple/Beaudry (ALAP Parcels B-102 and B-103) – NO CHANGE

This site is currently being used to support Metro bus operations.

Wilshire/La Brea (ALAP Parcel A2-362) – NO CHANGE

This site has been turned over to the Westside Subway Project for construction of the Metro Purple Line extension's Wilshire/La Brea station.

Wilshire/Crenshaw (ALAP Parcels A1-300 and A2-301) – NO CHANGE

This property has been turned over to the Westside Subway Project to be used for construction staging with respect to the Metro Purple Line extension project.

Universal City Station (Parcels C3-750 through C3-755, C3-757 through C3-776, C3-778, C3-785, C3-786; ALAP Parcels A4-755, A4-765, A4-767, A4-772, A4-774 and A4-761) – NO CHANGE

This site is currently being used to house a portion of the Metro Red Line's Universal City station, a bus layover facility and a park-and-ride lot.

North Hollywood Station & Southwest Corner of Lankershim/Chandler (Parcels C3-806, C3-810, C3-812, C3-813, C3-815, C3-821-1 through C3-821-3, C3-825 and C3-826; ALAP Parcel C4-815)

These parcels encompass 15.6 acres that include the Metro Red Line's North Hollywood station site, its adjoining bus layover facility and park-and-ride lot, and a vacant 1.8 acre lot located on the southwest corner of Lankershim and Chandler

Boulevards. 11.18 acres of this property was acquired with federal assistance.

In May 2017, the Metro Board authorized an Exclusive Negotiation Agreement (“**ENA**”) with developers Trammell Crow Company (“**TCLA**”). Metro has since been working with TCLA as the project moves forward in its design phases to further shape the retail, residential, and transportation improvements coming to the station area.

The development program of the site will include 1,000 – 1,200 market rate for-rent apartment units, 250 – 325 affordable rate for-rent apartment units, 300,000-400,000 square feet of office space, and 80,000 – 150,000 square feet of retail uses. TCLA and the project team are working closely with Metro Operations and Engineering to determine the optimal configuration of the new transit center and replacement transit parking. Further community outreach will take place in fall 2018 and environmental clearance and entitlement work is expected to start in 2019.

In the interim, Metro is leasing a portion of the 1.8-acre site to an adjacent business for parking.

Westlake/MacArthur Park Station (ALAP Parcels A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224) - NO CHANGE

These parcels encompass the 1.8-acre Westlake/MacArthur Park station site, situated between Alvarado Boulevard and Westlake Avenue, and a 1.6-acre site located one block southeast of the station site. These sites were anticipated to house a two-phased transit oriented development by McCormack Baron Salazar (“**MBS**”) known as “Phase A” and “Phase B.”

Phase A of this development, a mixed-use project that includes 90 affordable apartments, 20,000 sq. ft. of retail space and a 233 space parking structure, with 100 preferred parking spaces for transit users, was constructed in May, 2012 and has been in operation on the 1.6-acre site since then. Phase A is situated on land ground leased by Metro to development entities created by MBS.

In May 2017, a Joint Development Agreement between Metro and MBS for the development of Phase B expired. At the time, MBS had indicated to Metro that the cost of accommodating and working around existing Metro subway infrastructure on the site was too costly to proceed with the project as planned. MBS provided Metro with an alternate design for the project, which was significantly and materially different from the originally proposed design. After reviewing the alternate design, Metro elected to (a) not move forward with it, and (b) not pursue an extension of the Joint Development Agreement, letting it expire.

In December 2017, Metro received an unsolicited proposal for development of the Phase B site. In accordance with Metro’s Unsolicited Proposal Policy and Process, a proposal evaluation team was established and reviewed the initial proposal. Following this initial evaluation and pursuant to Metro’s Unsolicited Proposals policy, the evaluation team has requested the proposer to submit a Phase 2 Detailed Proposal.

Submittal and review of the Phase 2 Detailed Proposal will be completed in the third quarter of 2018.

Southwest corner of 1st/Boyle (Parcels ED-121 through ED-125, ED-191, ED-193 and ED-194) - NO CHANGE

On March 19, 2015, Metro and a MBS development entity entered into a ground lease for the construction and operation of a mixed-use, transit-oriented development on this 1.5-acre, vacant site situated across the street from the Metro Gold Line's Mariachi Plaza station. The proposed development is an 80-unit, affordable apartment project with approximately 4,000 square feet of retail space. Construction of the development was substantially completed in June of 2017 and residential move-in was completed in July of 2017. MBS is still seeking a tenant for the project's retail space.

Mariachi Plaza Station (Parcels ED-130 through ED-132, ED-134 and ED-135) - NO CHANGE

These parcels encompass the Metro Gold Line's 1.3-acre Mariachi Plaza station site.

In March 2017, Metro released a Request for Proposals (RFP) for joint development of these parcels. On June 29, 2017, Metro received two proposals and completed a thorough evaluation. In January 2018, the Metro Board of Directors authorized entering into an 18-month Exclusive Negotiation and Planning Document ("ENA") with one of the proposers, East Los Angeles Community Corporation ("ELACC"), the highest scoring firm. ELACC's proposal consists of a 60-unit affordable rental development targeted to low income families and young adults; 6,340 square feet of street-level retail facing the Plaza; a 6,000 square foot community garden; and a 2,035 square foot Mariachi Cultural Center. During the 18-month ENA period, ELACC, with Metro staff support, will outreach to the community regarding the project, further refine the project scope, seek entitlements and negotiate a term sheet leading to a Joint Development Agreement and Ground Lease.

Southeast corner of Pennsylvania/Bailey (Parcel ED-147) - NO CHANGE

This 0.14-acre vacant lot, situated across Bailey Street from the Mariachi Plaza Station site, was included in the Request for Proposals (RFP) for joint development released in March 2017. (See the update for Mariachi Plaza Station, above, for details.) ELACC's proposal contemplates developing this parcel into a community garden. During the quarter, this site was leased to a local business for customer parking.

Soto Station (Parcels ES-548, ES-549, ES-551A, ES-551B and ES-553 through ES-555) - NO CHANGE

These parcels encompass the Metro Gold Line's 1.09-acre Soto station site and a 0.29-acre, Metro-owned parcel located across Soto Street from the station.

In June 2016, Metro and Bridge Housing Corporation/East LA Community Corporation (“**Bridge/ELACC**”) entered into an Exclusive Negotiation Agreement and Planning Document (“**ENA**”) with respect to the development of the Soto station site and the 0.29-acre parcel. Under the framework of the ENA, and a prior Short Term Exclusive Agreement and Planning Document (the “**Interim Agreement**”), Bridge/ELACC has continued to work with Metro to refine the project’s scope and design with input from community stakeholders. These efforts have led to a proposed mixed-use project that will be constructed on a portion of 1.09-acre Soto station site and will provide 66 apartments, 65 of which will be affordable, to families earning 30-50% of Area Median Income, along with approximately 5,000 square feet of ground floor retail space. In addition, the Peabody/Werden Historic Home, which is currently being stored on the 0.29-acre site under a license agreement from Metro, is being considered for community space and other community serving uses as part of the proposed development.

In December 2017, the parties extended the term of the ENA through December 22, 2018. The next steps for the project include submittal of an entitlements/CEQA package to the City of Los Angeles for their review and approval, and an application to the City of Los Angeles’ Housing and Community Investment Department for inclusion in their funding pipeline.

The Bridge/ELACC team was selected via a competitive procurement process to explore development of Metro’s Soto station sites in March 2015.

1st/Lorena (Parcel EG-409) - NO CHANGE

This 1.27-acre site is mostly vacant, but does house a traction power substation for the Metro Gold Line. Metro and A Community of Friends (“**ACOF**”) are parties to an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented development on this site. Unless extended, the ENA will expire in June 2019. The proposed development will contain 49 apartments (24 of which will provide supportive housing for veterans) and approximately 10,000 square feet of retail space. Community outreach has been completed and the project has been approved by the Boyle Heights Neighborhood Council and the Metro-established Boyle Heights Design Review Advisory Committee.

In March 2016, the City of Los Angeles Planning Department recommended approval of the project’s entitlements and clearance of the project under CEQA via a Mitigated Negative Declaration. A month later, however, the adjacent property owner appealed the City Planning Department’s recommendation and the project was placed on hold. In March 2018, it looked as though the project would be able to move forward when the City Council approved the project’s entitlements and the Mitigated Negative Declaration, but in April 2018, the adjacent property owner filed suit against the City with respect to its CEQA analysis, which again placed the project on hold pending resolution of the lawsuit.

Cesar E. Chavez/Soto (Parcels EE-220 and EE-272 through EE-274)

This 1.96-acre site was acquired by Metro for an extension of the Metro Red Line into Boyle Heights, a project that was replaced by the extension of the Metro Gold Line to the Eastside.

In November 2017, the Metro Board approved the CEQA clearance for the project and authorized the execution of a Joint Development Agreement and Ground Lease with Abode Communities (“**Abode**”) pursuant to certain specified key terms and conditions. In January 2018, Metro and Abode executed a Joint Development Agreement consistent with the Metro Board-approved key terms and conditions. Under the purview of this agreement, Abode is advancing the project’s design and seeking project financing, among other things. Upon completion of these tasks in accordance with the Joint Development Agreement, the parties will execute a Ground Lease for the construction and operation of the project, which will contain key terms and conditions consistent with Metro Board-approved key terms and conditions.

Abode was selected via a competitive procurement process for development of the site in March 2015 and prior to execution of the Joint Development Agreement had been advancing the project under a Short-Term Exclusive Negotiation Agreement and Planning Document (executed in March 2015) and an Exclusive Negotiation Agreement and Planning Document (executed in December 2015).

The project will provide 77 apartments, 76 of which will be affordable to families earning between 30% and 50% of the area median income, and will include approximately 8,000 square feet of ground floor retail space.

Cesar E. Chavez/Fickett (Parcels EE-276 through EE-283) - NO CHANGE

This 1.56-acre site sits across Matthews Street from the Cesar E. Chavez/Soto site and was also acquired by Metro for an extension of the Metro Red Line into Boyle Heights.

In March 2017 Metro released an RFP for joint development of this site. In June 2017, Metro received 5 proposals and conducted a thorough evaluation of these proposals in fall 2017. In January 2018, the Metro Board of Directors authorized entering into an 18-month Exclusive Negotiation and Planning Document (“**ENA**”) with one of the proposers, Abode Communities (“**Abode**”), who had the highest scoring proposal.

During the 18-month ENA period, Abode, with Metro staff support, will outreach to the community regarding the project, further refine the project scope, seek entitlements and negotiate a term sheet leading to a Joint Development Agreement and Ground Lease.

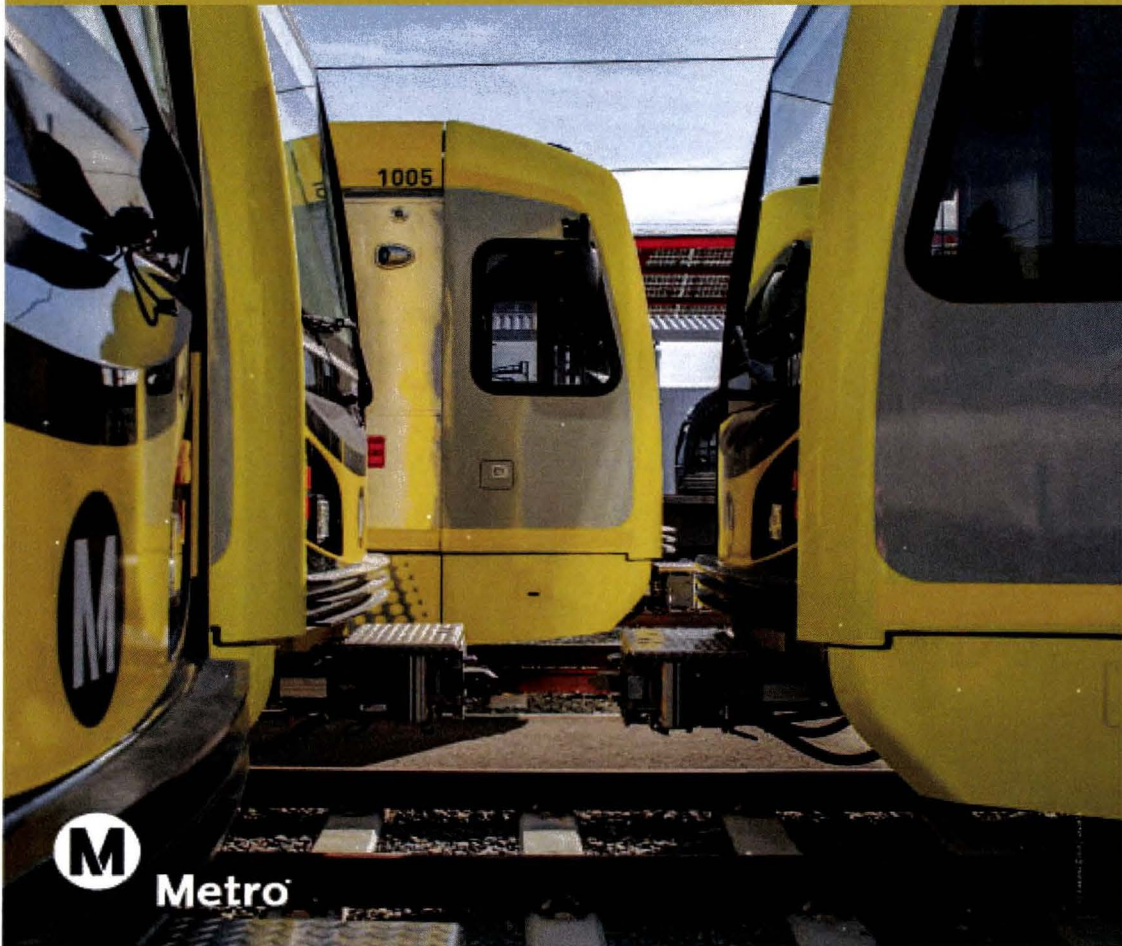
The project will provide 60 apartments, 59 of which will be affordable for families earning between 30% and 50% of Area Median Income. It will also include 25,000 square feet for a community serving grocery store and a 6,500 square foot community park.

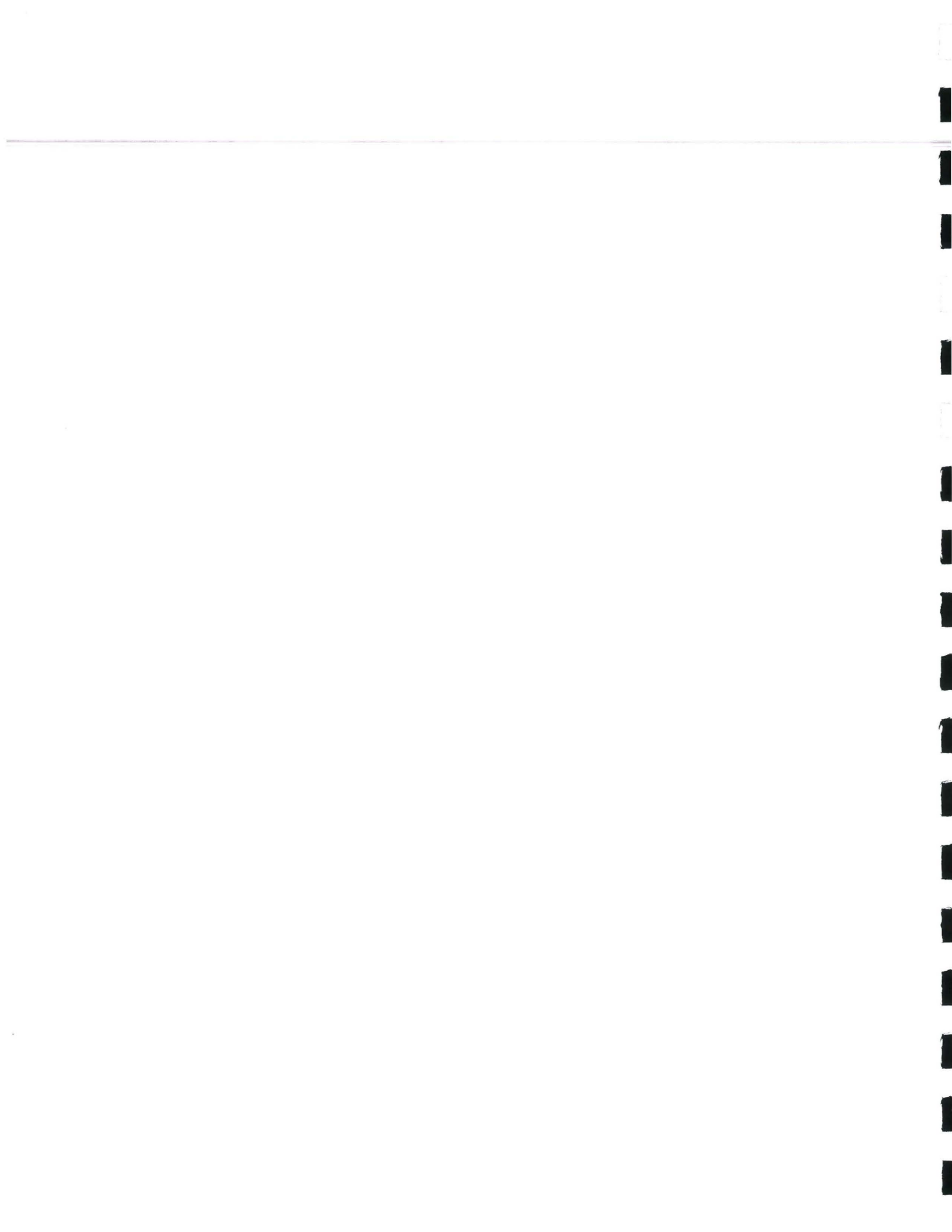
Throughout the quarter, Metro leased this site to a community organization for parking.

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY RAIL PERFORMANCE REPORT

JUNE 2018





METRO RAIL PERFORMANCE – JUNE 2018

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Metro Rail Scorecard Overview

Metro operates heavy rail, the Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report.

Metro also operates four light rail lines: Blue Line from Downtown to Long Beach, Green Line along the 105 freeway, Gold Line from Azusa to East Los Angeles, and Expo Line from Los Angeles to Santa Monica.

Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 203 light rail cars carrying nearly 110 million passengers each year.

Also included in this report are Key Performance Indicators for Wayside, which is in the process of being developed.

Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Apr Month	May Month	Jun Month
Systemwide									
On-Time Pullouts	99.67%	99.63%	99.61%	99.50%	99.68%	●	99.84%	99.68%	99.97%
Mean Miles Between Chargeable Mechanical Failures ³	34,524	30,482	29,711	32,550	31,146	●	32,574	33,253	46,569
In-Service On-time Performance	98.39%	98.10%	98.24%	98.99%	98.48%	●	98.21%	98.72%	98.85%
Service Delivery Ratio	99.35%	99.22%	99.23%	99.00%	99.22%	●	99.23%	99.43%	99.53%
Traffic Accidents Per 100,000 Train Miles	1.18	1.17	1.01	1.01	0.96	●	0.68	1.05	0.96
CPUC Reportable Accidents per 100,000 Train Miles	0.43	0.60	0.36	0.37	0.54	●	0.41	0.79	0.68
Passenger Accidents per 100,000 Boardings	0.013	0.016	0.023	0.010	0.022	●	0.046	0.033	0.023
Complaints per 100,000 Boardings	0.78	1.43	1.98	1.10	1.81	●	1.86	1.95	1.82
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours ^{1,2}	11.11	10.97	12.27	10.42	11.17	●	15.86	13.66	13.14
Lost Work Days per 200,000 Exposure Hours ^{1,2}	880	482	733	450.00	876	●	965	853	-
OSHA Injuries per 200,000 Exposure Hours ^{1,2}	6.68	6.32	8.53	6.00	7.48	●	13.88	12.68	-
Wayside									
Past-Due Preventive Maintenance - Aging of Outstanding Work Orders	1	1	9	N/A	243	N/A	39	31	59
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	9.07	4.77	5.35	4.53	5.02	●	12.27	0.00	4.06
Lost Work Days per 200,000 Exposure Hours ¹	309	148	194	138	297	●	295	194	-
OSHA Injuries per 200,000 Exposure Hours ¹	8.28	4.40	4.01	4.18	4.37	●	12.27	4.04	-
Blue Line									
On-Time Pullouts	99.41%	99.59%	99.60%	99.50%	99.39%	●	100.00%	99.47%	100.00%
Mean Miles Between Chargeable Mechanical Failures ³	23,716	19,240	15,405	22,825	13,772	●	10,762	14,550	23,872
In-Service On-time Performance	97.28%	96.10%	96.44%	98.80%	97.11%	●	98.02%	98.18%	98.50%
Service Delivery Ratio	98.88%	98.41%	98.54%	99.00%	98.42%	●	99.06%	98.90%	99.42%
Traffic Accidents Per 100,000 Train Miles	2.48	2.38	2.18	2.18	1.63	●	0.00	2.51	1.33
CPUC Reportable Accidents per 100,000 Train Miles	0.89	1.39	0.71	0.40	1.03	●	0.00	1.89	1.33
Passenger Accidents per 100,000 Boardings	0.034	0.016	0.046	0.010	0.033	●	0.121	0.000	0.000
Complaints per 100,000 Boardings	0.90	1.33	1.67	1.07	2.22	●	1.63	2.38	1.97
New Workers' Compensation Indemnity Claims per	15.10	15.08	16.74	10.42	13.95	●	17.43	11.08	23.56
Lost Work Days per 200,000 Exposure Hours ¹	1,622	797	836	450	1,022	●	822	916	-
OSHA Injuries per 200,000 Exposure Hours ¹	10.64	6.79	10.40	6.00	7.31	●	11.62	16.62	-

¹ There is a One Month lag in reporting this data

² Includes Operations, RFS and Wayside

³ MMBMF for each line is based on Actual Vehicle Revenue Miles since hub miles are not available by the line operated.

Vehicles from Division 11 may operate on the Expo or Blue Line.

● Green - High probability of achieving the target (on track). Meets Target at 100% or better.

● Yellow - Uncertain if the target will be achieved – slight problems, delays or management issues. Falls below Target 70 - 99%.

● Red - High probability that the target will not be achieved – significant problems and/or delays. Falls below Target >70%.

N/A = Not Available

Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Apr Month	May Month	Jun Month
Red Line									
On-Time Pullouts	99.91%	99.79%	99.95%	99.50%	99.88%	●	99.59%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures ³	85,090	94,312	104,637	131,376	68,407	●	62,225	70,991	70,723
In-Service On-time Performance	99.13%	99.45%	99.39%	99.50%	99.33%	●	99.49%	99.46%	99.31%
Service Delivery Ratio	99.60%	99.71%	99.72%	100.00%	99.65%	●	99.81%	99.67%	99.52%
Traffic Accidents Per 100,000 Train Miles	0.47	0.75	0.57	0.57	0.64	●	0.88	0.84	1.76
CPUC Reportable Accidents per 100,000 Train Miles	0.07	0.07	0.14	0.21	0.21	●	0.00	0.84	0.88
Passenger Accidents per 100,000 Boardings	0.002	0.002	0.004	0.000	0.000	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	0.54	0.57	1.19	0.55	1.16	●	1.04	1.31	1.00
New Workers' Compensation Indemnity Claims per	6.20	16.43	12.68	10.42	11.80	●	15.68	16.15	5.34
*Lost Work Days per 200,000 Exposure Hours	649	526	992	450	785	●	563	389	-
*OSHA Injuries per 200,000 Exposure Hours	3.54	7.99	7.52	6.00	4.96	●	10.45	10.77	-

Green Line									
On-Time Pullouts	99.32%	99.49%	99.69%	99.50%	99.59%	●	99.37%	100.00%	99.79%
Mean Miles Between Chargeable Mechanical Failures ³	21,054	19,238	16,375	23,220	21,614	●	34,874	22,920	40,554
In-Service On-time Performance	97.39%	98.52%	98.69%	98.80%	98.72%	●	99.22%	98.82%	99.17%
Service Delivery Ratio	99.50%	99.59%	99.61%	99.00%	99.38%	●	99.71%	99.42%	99.77%
Traffic Accidents Per 100,000 Train Miles	0.21	0.42	0.48	0.48	0.34	●	0.00	0.75	0.00
CPUC Reportable Accidents per 100,000 Train Miles	0.07	0.07	0.07	0.40	0.00	●	0.00	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.024	0.034	0.048	0.010	0.010	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	0.89	1.54	2.08	1.27	1.69	●	2.03	1.83	1.20
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	7.32	7.18	9.14	10.42	12.87	●	18.30	8.93	28.60
*Lost Work Days per 200,000 Exposure Hours	479	228	712	450	986	●	1,132	849	-
*OSHA Injuries per 200,000 Exposure Hours	4.07	3.19	6.65	6.00	8.22	●	9.15	8.93	-

Gold Line									
On-Time Pullouts	99.98%	99.68%	99.82%	99.50%	99.84%	●	100.00%	99.75%	100.00%
Mean Miles Between Chargeable Mechanical Failures ³	44,171	40,426	38,427	60,252	43,588	●	62,815	43,724	53,235
In-Service On-time Performance	98.56%	97.60%	97.61%	98.80%	98.19%	●	94.64%	97.41%	98.08%
Service Delivery Ratio	99.34%	99.11%	98.88%	99.00%	99.07%	●	98.01%	99.33%	99.49%
Traffic Accidents Per 100,000 Train Miles	1.14	0.99	0.61	0.61	0.55	●	0.91	0.44	0.90
CPUC Reportable Accidents per 100,000 Train Miles	0.30	0.60	0.25	0.40	0.26	●	0.46	0.44	0.45
Passenger Accidents per 100,000 Boardings	0.007	0.039	0.030	0.010	0.086	●	0.158	0.146	0.147
Complaints per 100,000 Boardings	1.01	2.73	2.78	2.22	2.65	●	4.43	3.72	2.73
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	15.96	11.87	14.31	10.42	14.24	●	23.08	34.18	24.23
*Lost Work Days per 200,000 Exposure Hours	1,068	766	1,055	450	1,145	●	1,791	1,592	-
*OSHA Injuries per 200,000 Exposure Hours	3.83	9.29	9.69	6.00	11.84	●	23.08	34.18	-

Expo Line									
On-Time Pullouts	-	99.53%	98.76%	99.50%	99.71%	●	100.00%	99.33%	100.00%
Mean Miles Between Chargeable Mechanical Failures ³	-	18,114	33,402	22,825	57,013	●	336,512	90,379	87,083
In-Service On-time Performance	99.14%	98.61%	98.48%	98.80%	98.72%	●	99.25%	99.37%	99.02%
Service Delivery Ratio	99.64%	99.56%	99.46%	99.00%	99.54%	●	99.72%	99.76%	99.59%
Traffic Accidents Per 100,000 Train Miles	1.02	0.74	1.26	1.26	1.78	●	1.74	0.81	0.84
CPUC Reportable Accidents per 100,000 Train Miles	1.02	0.50	0.63	0.40	1.30	●	1.74	0.81	0.84
Passenger Accidents per 100,000 Boardings	0.000	0.019	0.018	0.010	0.010	●	0.000	0.061	0.000
Complaints per 100,000 Boardings	1.12	3.38	3.68	1.83	2.20	●	1.76	1.54	3.04
New Workers' Compensation Indemnity Claims per	24.97	8.44	19.26	10.42	12.57	●	8.46	16.12	0.00
*Lost Work Days per 200,000 Exposure Hours	937	73	887	450	1,464	●	1,844	1,719	-
*OSHA Injuries per 200,000 Exposure Hours	-	5.63	16.60	6.00	10.75	●	16.91	-	-

* There is One Month lag in reporting this data

³ MMBMF for each line is based on Actual Vehicle Revenue Miles since hub miles are not available by the line operated. Vehicles from Division 11 may operate on the Expo or Blue Line.

● Green - High probability of achieving the target (on track). Meets Target at 100% or better.

● Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.

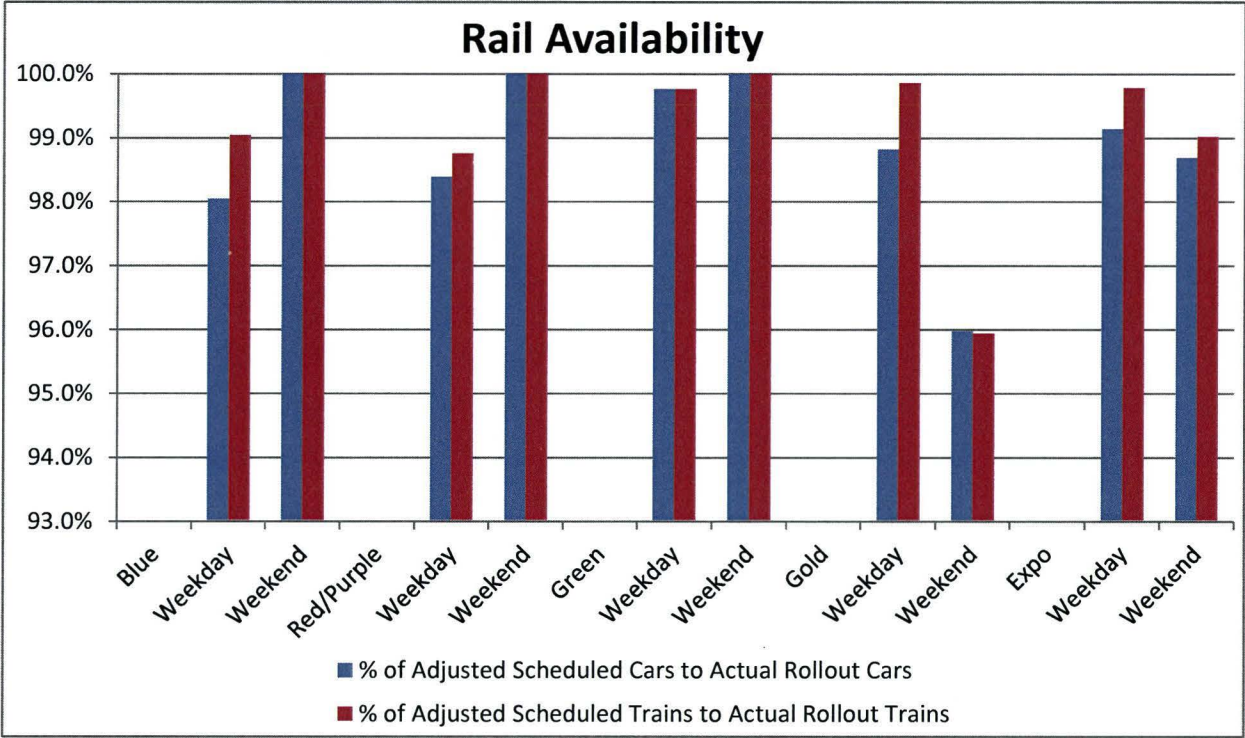
● Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

N/A = Not Available

Vehicle Availability

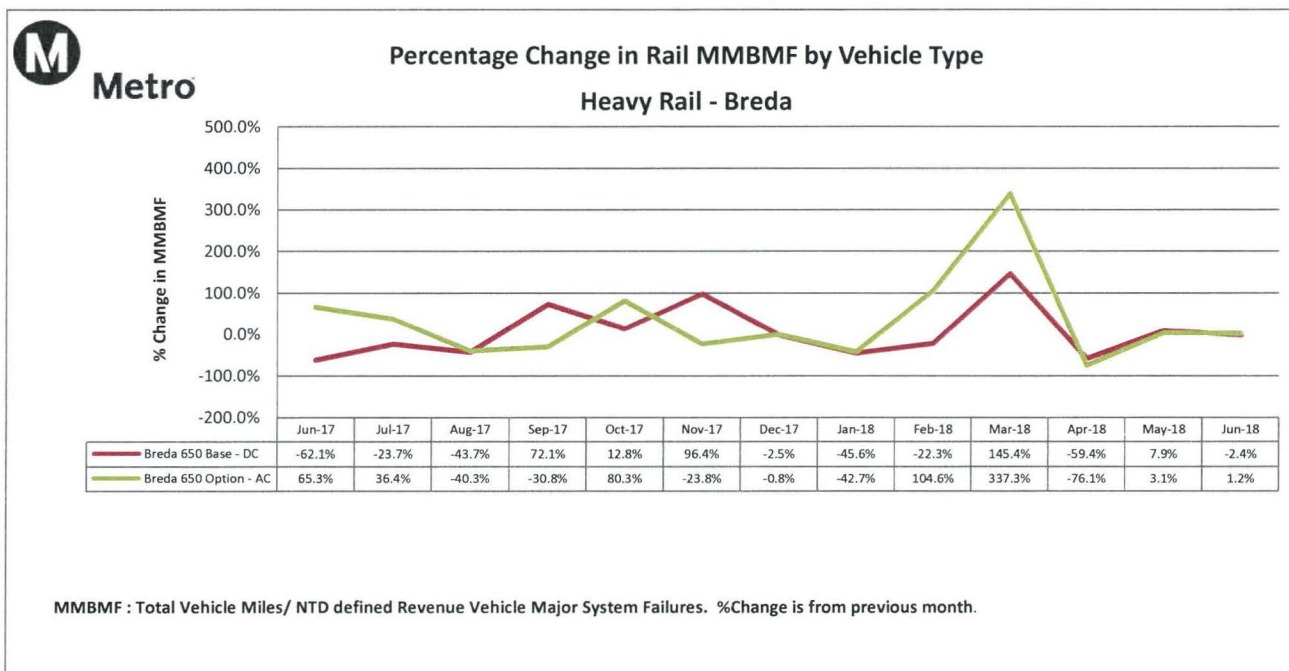
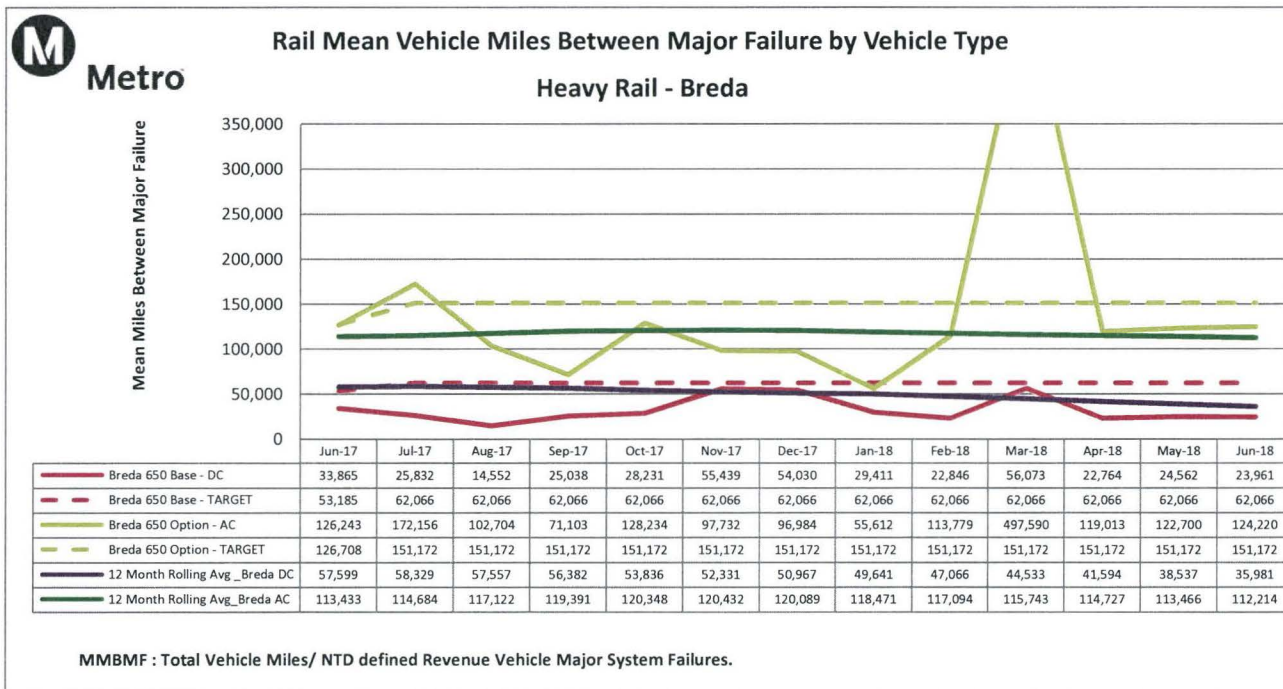
Jun 2018

Day Type	% of Adjusted Scheduled Cars to Actual Rollout Cars	% of Adjusted Scheduled Trains to Actual Rollout Trains
Blue		
Weekday	98.04%	99.04%
Weekend	100.00%	100.00%
Red/Purple		
Weekday	98.38%	98.75%
Weekend	100.00%	100.00%
Green		
Weekday	99.76%	99.76%
Weekend	100.00%	100.00%
Gold		
Weekday	98.82%	99.85%
Weekend	95.97%	95.93%
Expo		
Weekday	99.14%	99.78%
Weekend	98.69%	99.02%



METRO RAIL PERFORMANCE – JUNE 2018

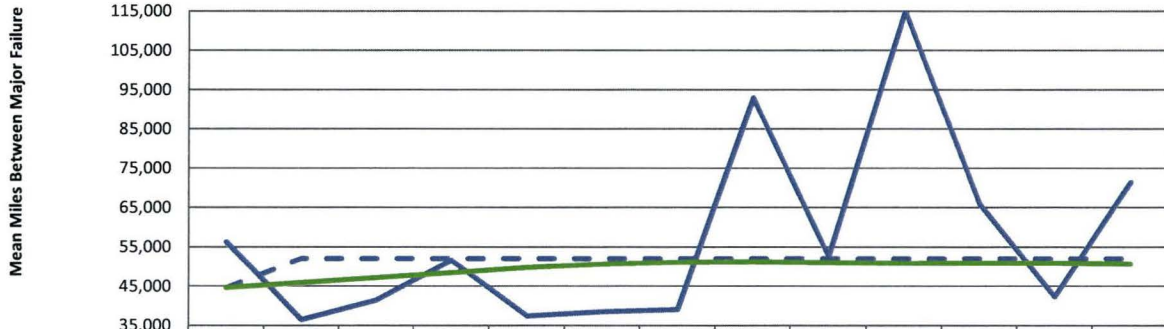
Rail Performance by Vehicle Type





Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type Light Rail - Breda



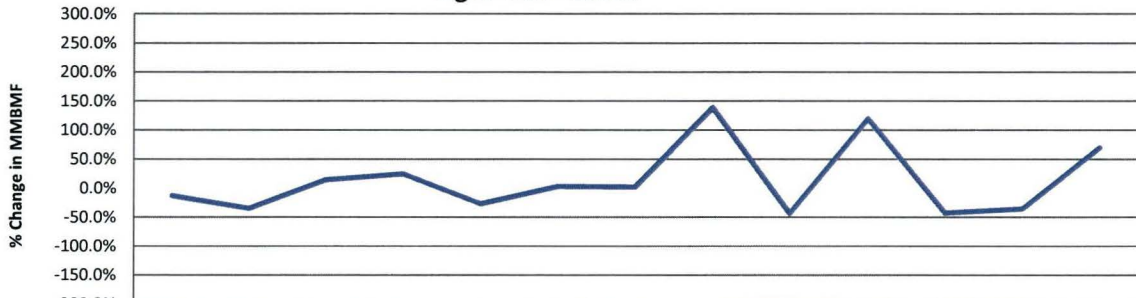
	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
— AnsaldoBreda 2550 Base - AC	56,193	36,347	41,380	51,475	37,331	38,376	38,933	92,854	52,534	114,997	65,940	42,253	71,408
- - AnsaldoBreda 2550 Base - TARGET	44,517	51,977	51,977	51,977	51,977	51,977	51,977	51,977	51,977	51,977	51,977	51,977	51,977
— 12 Month Rolling Avg	44,481	45,811	47,033	48,318	49,674	50,500	51,042	51,204	50,959	50,773	50,874	50,847	50,638

MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type Light Rail - Breda



	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
— AnsaldoBreda 2550 Base - AC	-13.2%	-35.3%	13.8%	24.4%	-27.5%	2.8%	1.5%	138.5%	-43.4%	118.9%	-42.7%	-35.9%	69.0%

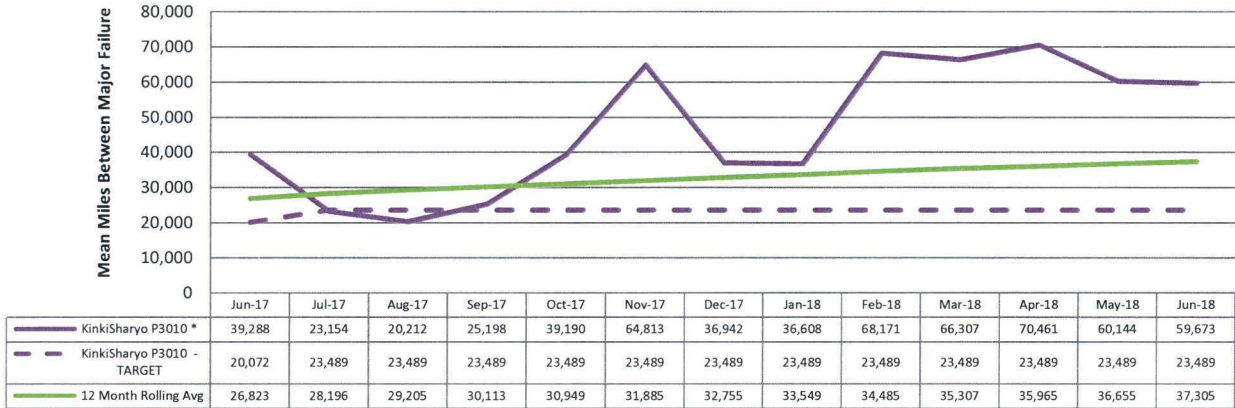
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - KinkiSharyo



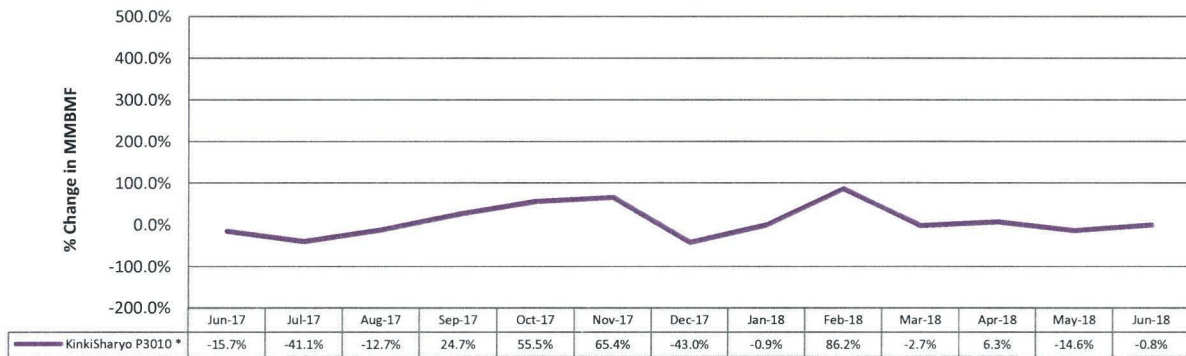
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - KinkiSharyo



MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

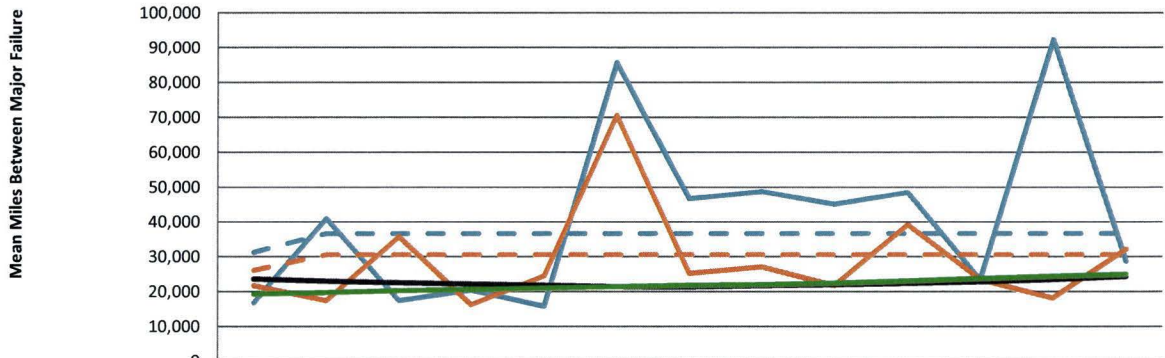
* KinkiSharyo rolling stock began service March 2016



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - NipponSharyo



	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Nippon Sharyo 2020 - DC	16,760	40,831	17,363	20,372	15,702	85,687	46,539	48,643	44,981	48,401	23,206	92,295	28,597
Nippon Sharyo 2020 - TARGET	31,214	36,599	36,599	36,599	36,599	36,599	36,599	36,599	36,599	36,599	36,599	36,599	36,599
Nippon Sharyo 865 - DC	21,622	17,375	35,667	16,224	24,416	70,563	25,166	26,995	21,676	39,077	23,328	18,025	32,041
Nippon Sharyo 865 - TARGET	26,062	30,478	30,478	30,478	30,478	30,478	30,478	30,478	30,478	30,478	30,478	30,478	30,478
12 Month Rolling Avg - Nippon 2020 DC	23,622	22,957	22,534	22,157	21,789	21,370	21,409	21,774	22,028	22,334	22,762	23,454	24,363
12 Month Rolling Avg - Nippon 2020 AC	19,239	19,660	20,178	20,566	20,983	21,402	21,704	21,887	22,331	22,989	23,681	24,364	24,881

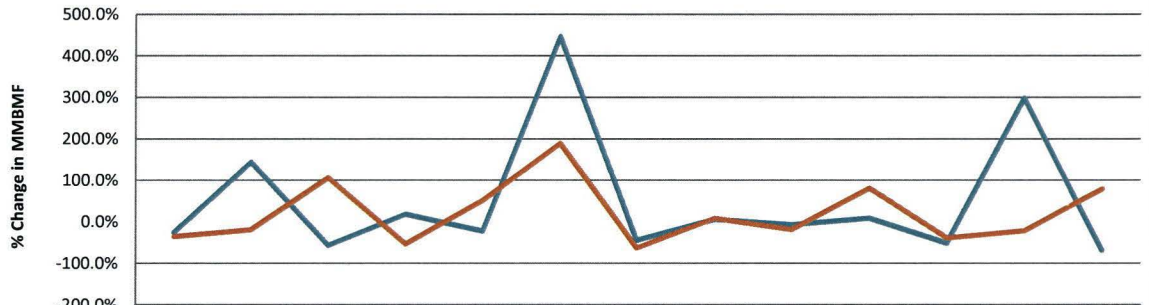
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - NipponSharyo



	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Nippon Sharyo 2020 - DC	-25.9%	143.6%	-57.5%	17.3%	-22.9%	445.7%	-45.7%	4.5%	-7.5%	7.6%	-52.1%	297.7%	-69.0%
Nippon Sharyo 865 - DC	-36.3%	-19.6%	105.3%	-54.5%	50.5%	189.0%	-64.3%	7.3%	-19.7%	80.3%	-40.3%	-22.7%	77.8%

MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

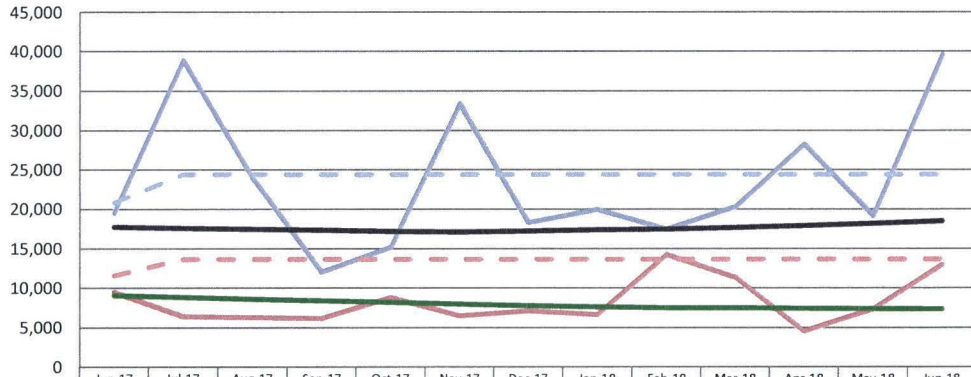


Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - Siemens

Mean Miles Between Major Failure



MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.

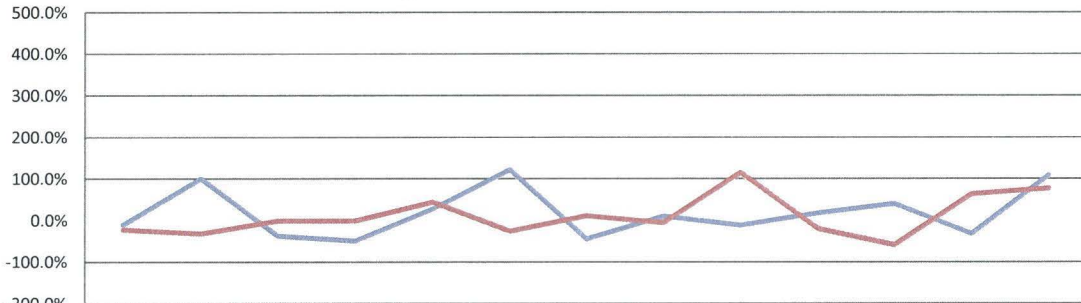


Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - Siemens

% Change in MMBMF



MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

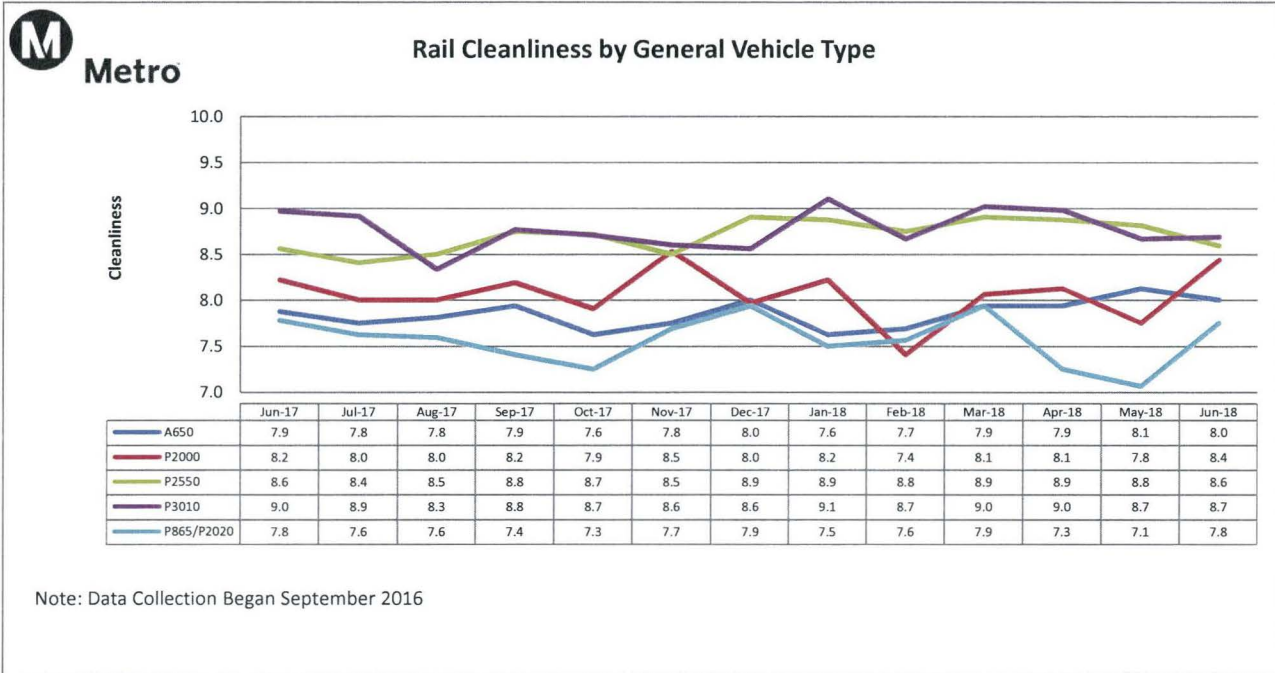
Mean Miles Between Major Failures

	FY 2017	FY 2018 Goal	FY 2018 YTD
AnsaldoBreda2550Base - AC	51,977	51,977	49,423
Breda 650 Base - DC	68,962	62,066	27,568
Breda 650 Option - AC	123,655	151,172	107,839
Kinkisharyo P3010	35,818	23,489	42,626
Nippon Sharyo 2020 - DC	19,963	36,599	31,703
Nippon Sharyo 865 - DC	20,570	30,478	25,920
Siemens 2000 Base - AC	16,738	24,373	21,014
Siemens 2000 GE/ATP - AC	7,988	13,620	7,365

Rail Fleet Distribution – JUNE 2018

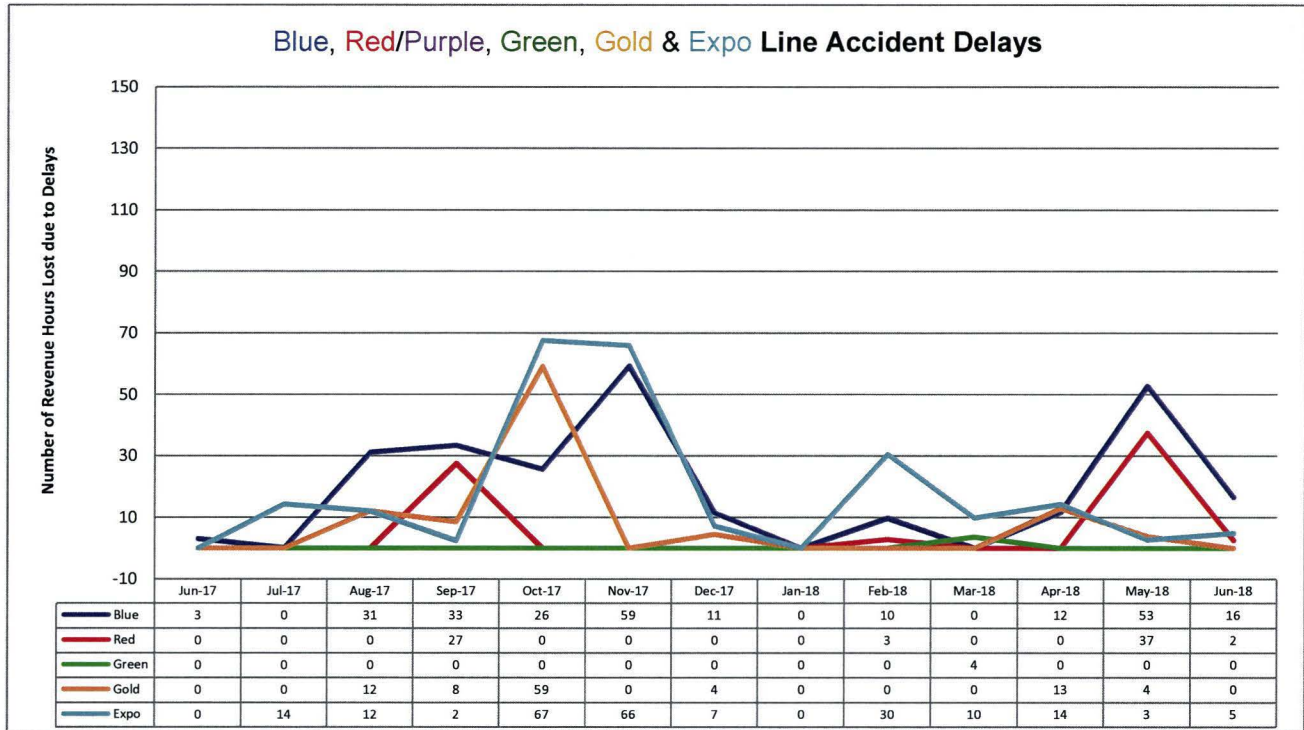
Number of Rail Vehicle Type by Division	Blue	Red / Purple	Green	Gold	Expo
AnsaldoBreda 2550 Base - AC				50	
Breda 650 Base - DC		30			
Breda 650 Option - AC		68			
KinkiSharyo P3010	43		9	22	55
Nippon Sharyo 2020 - DC	15				
Nippon Sharyo 865 - DC	12				
Siemens 2000 Base - AC	22				
Siemens 2000 GE/ATP - AC			25		
TOTALS	92	98	34	72	55

Cleanliness by Vehicle Type

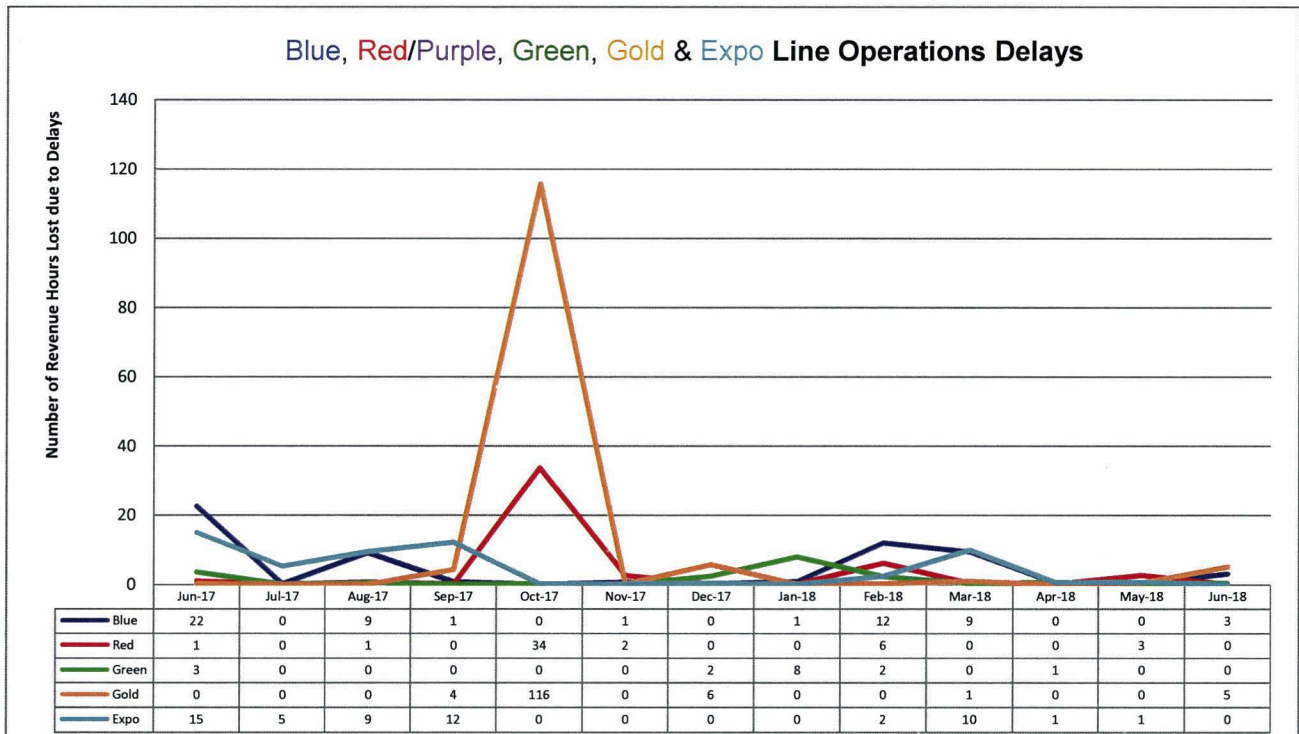


RAIL DELAYS BY CATEGORY - SYSTEMWIDE

Revenue Hours Lost Related to - ACCIDENTS

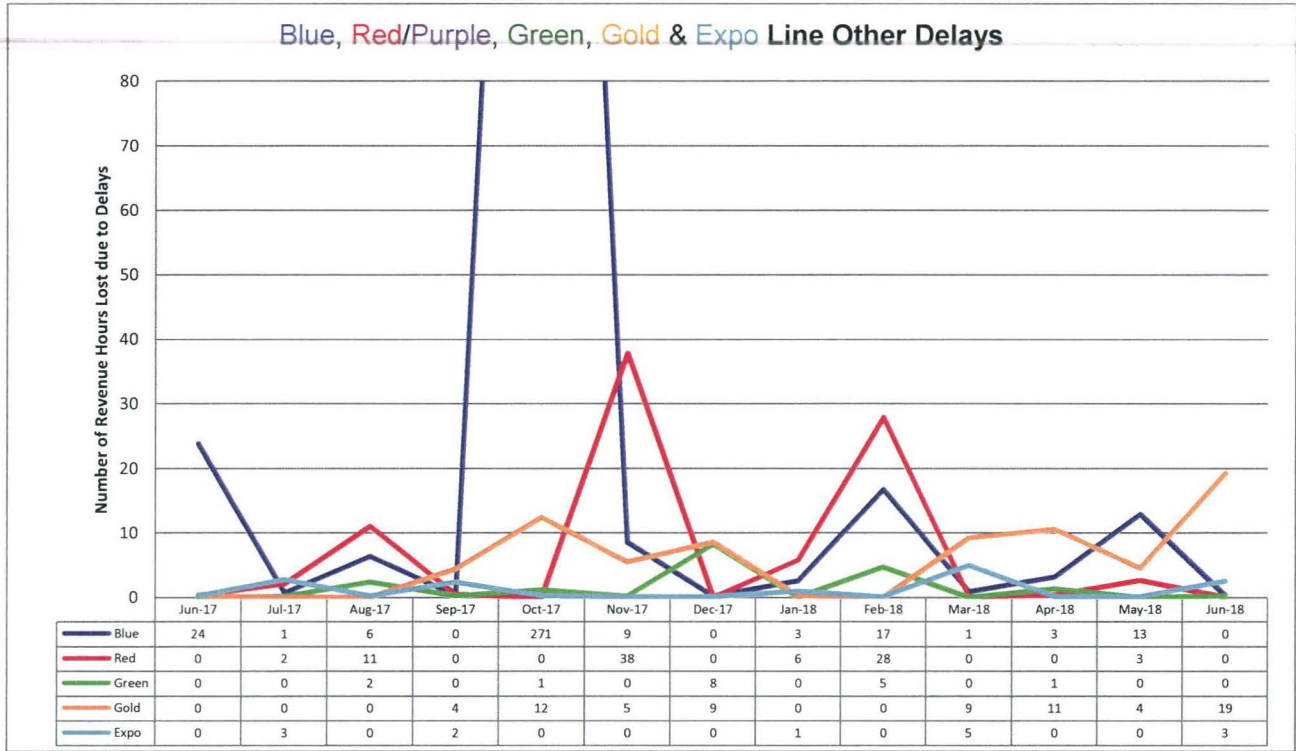


Revenue Hours Lost Related to - OPERATIONS



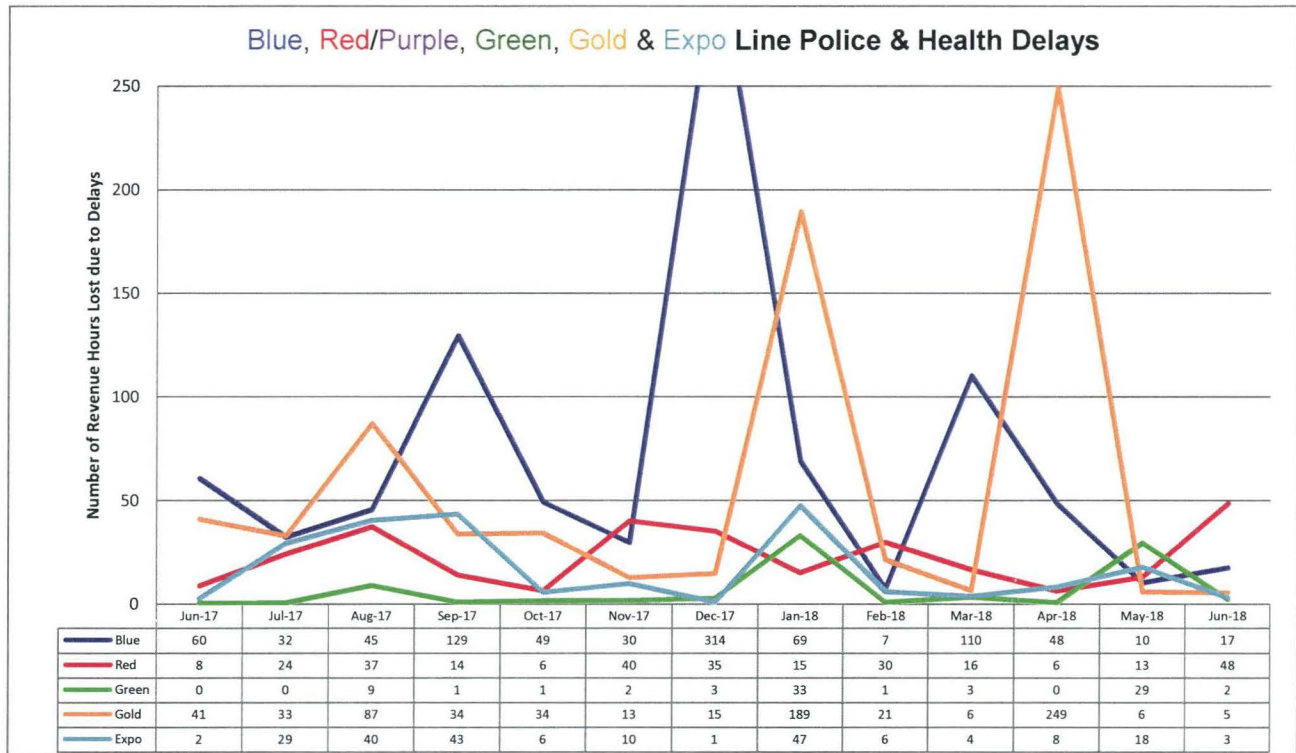
Revenue Hours Lost Related to - OTHER

Blue, Red/Purple, Green, Gold & Expo Line Other Delays



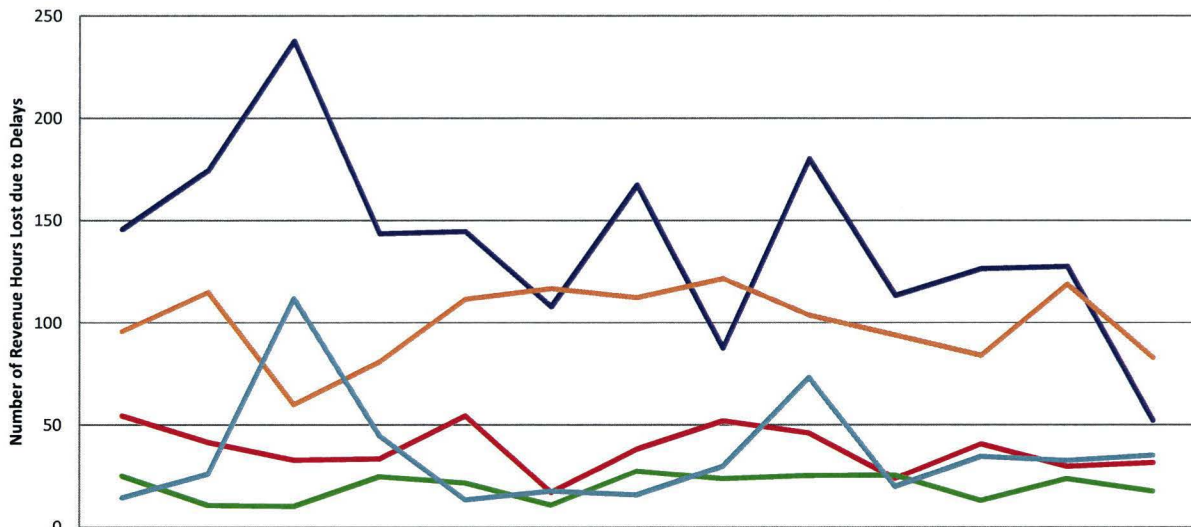
Revenue Hours Lost Related to - POLICE & HEALTH

Blue, Red/Purple, Green, Gold & Expo Line Police & Health Delays



Revenue Hours Lost Related to - Vehicle Delays

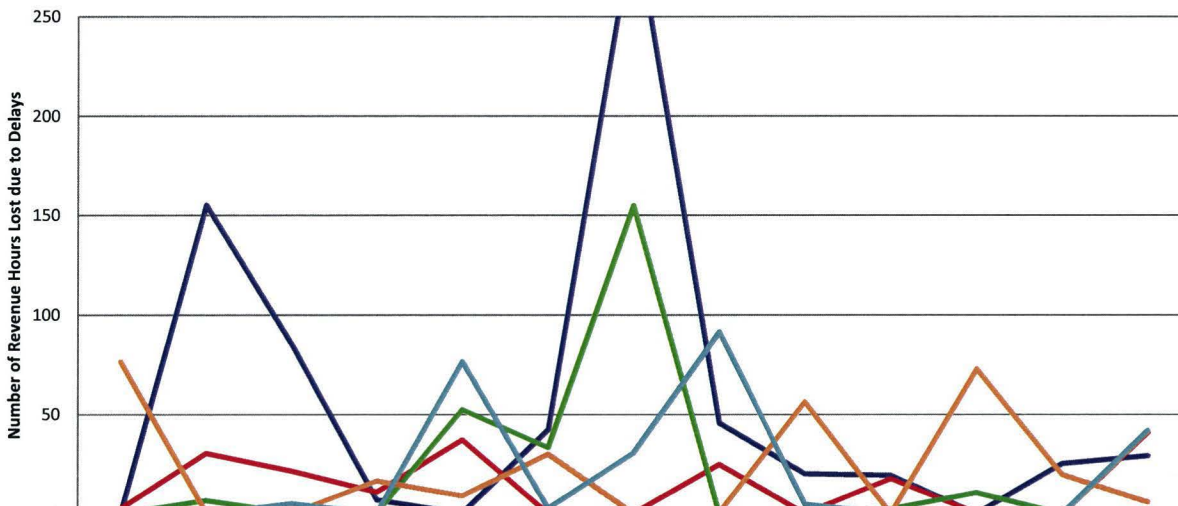
Blue, Red/Purple, Green, Gold & Expo Line Vehicle Delays



	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Blue	145	174	237	143	145	108	167	87	180	113	126	127	52
Red	54	41	33	33	54	17	38	52	46	24	41	30	31
Green	25	10	10	24	21	11	27	24	25	25	13	24	17
Gold	96	115	60	81	111	117	112	121	104	94	84	119	83
Expo	14	26	112	44	13	17	16	30	73	20	34	32	35

Revenue Hours Lost Related to - WAYSIDE

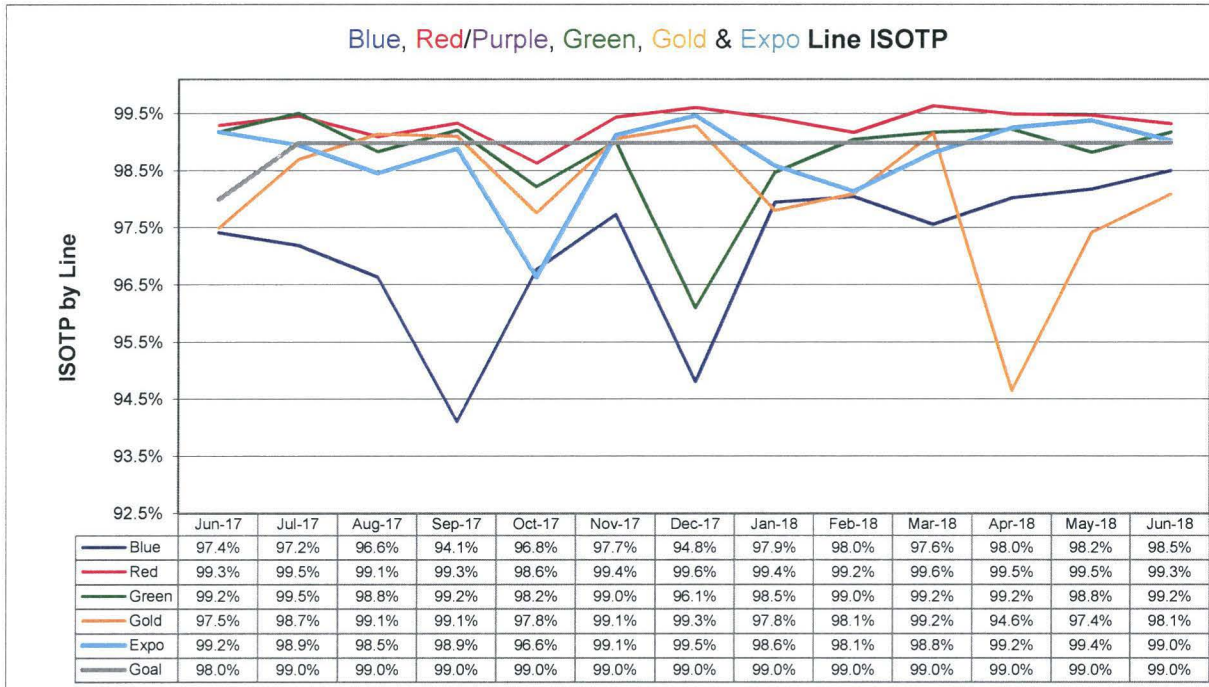
Blue, Red/Purple, Green, Gold & Expo Line Wayside Delays



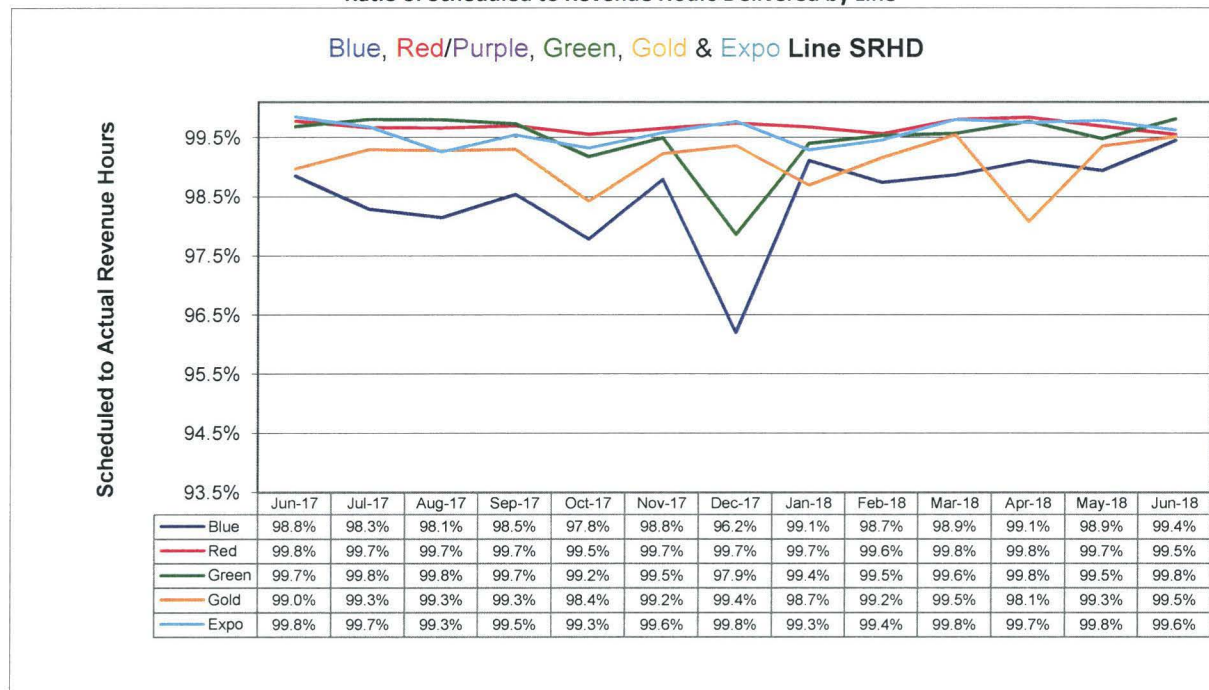
	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Blue	0	155	85	7	0	42	299	46	20	19	0	25	29
Red	3	30	21	11	37	0	0	25	0	18	0	0	41
Green	0	7	0	0	52	33	155	0	0	2	10	0	0
Gold	76	1	0	17	9	30	0	0	56	0	73	20	6
Expo	0	0	5	0	76	3	31	91	5	0	0	0	42

Rail Service Performance

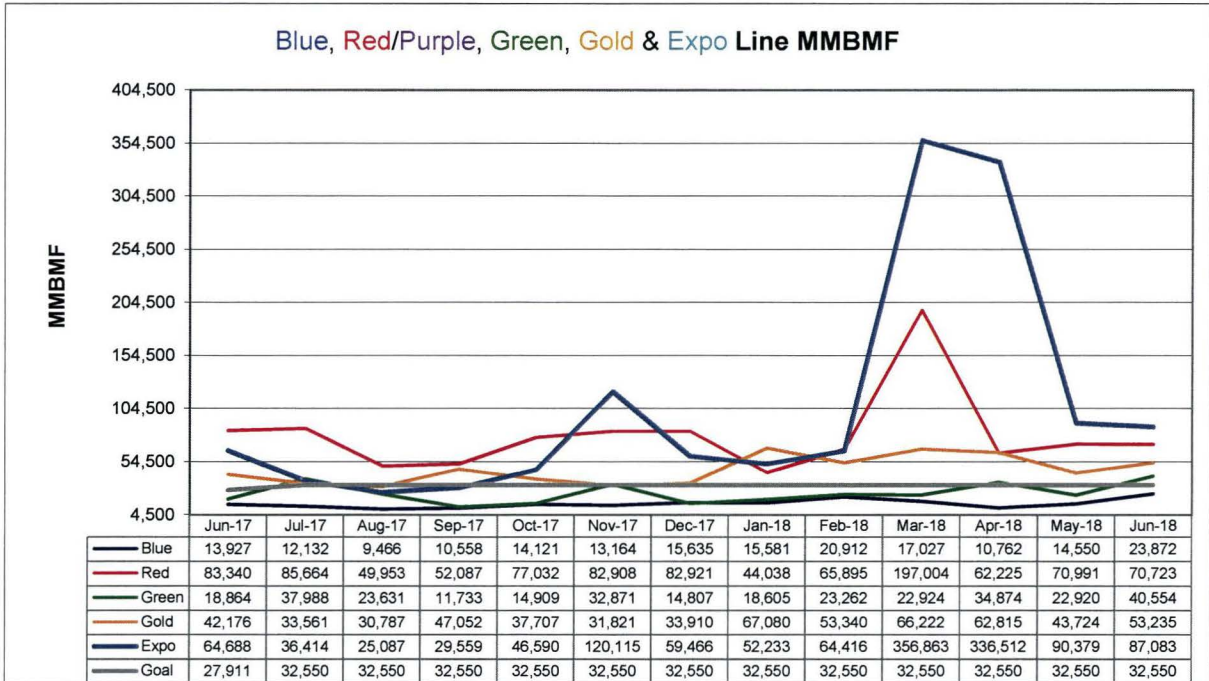
In Service On Time Performance by Line



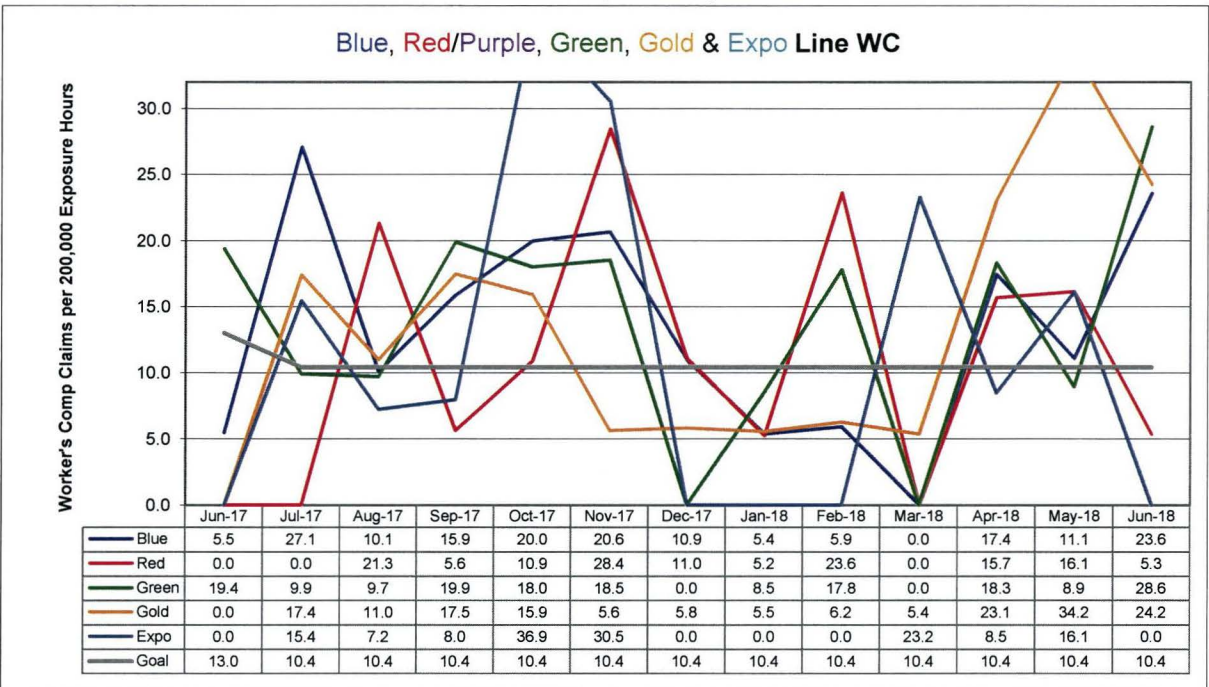
Ratio of Scheduled to Revenue Hours Delivered by Line



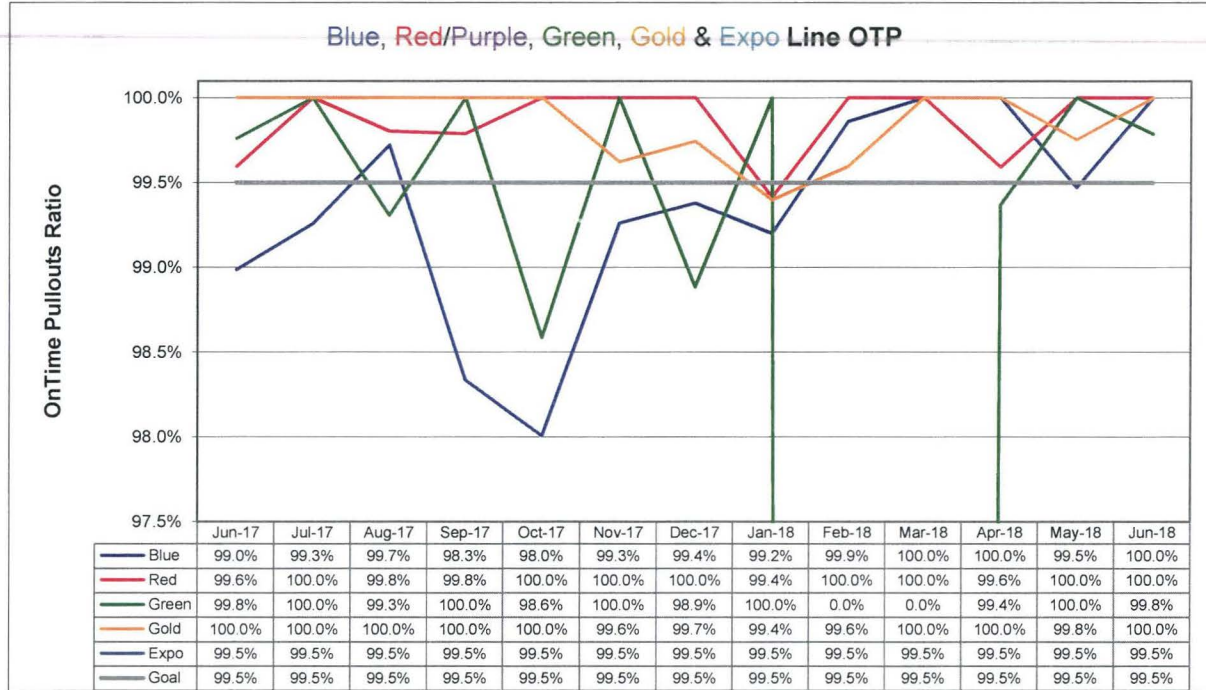
Mean Miles Between Mechanical Failures by Line



Workers Comp Claims by Line

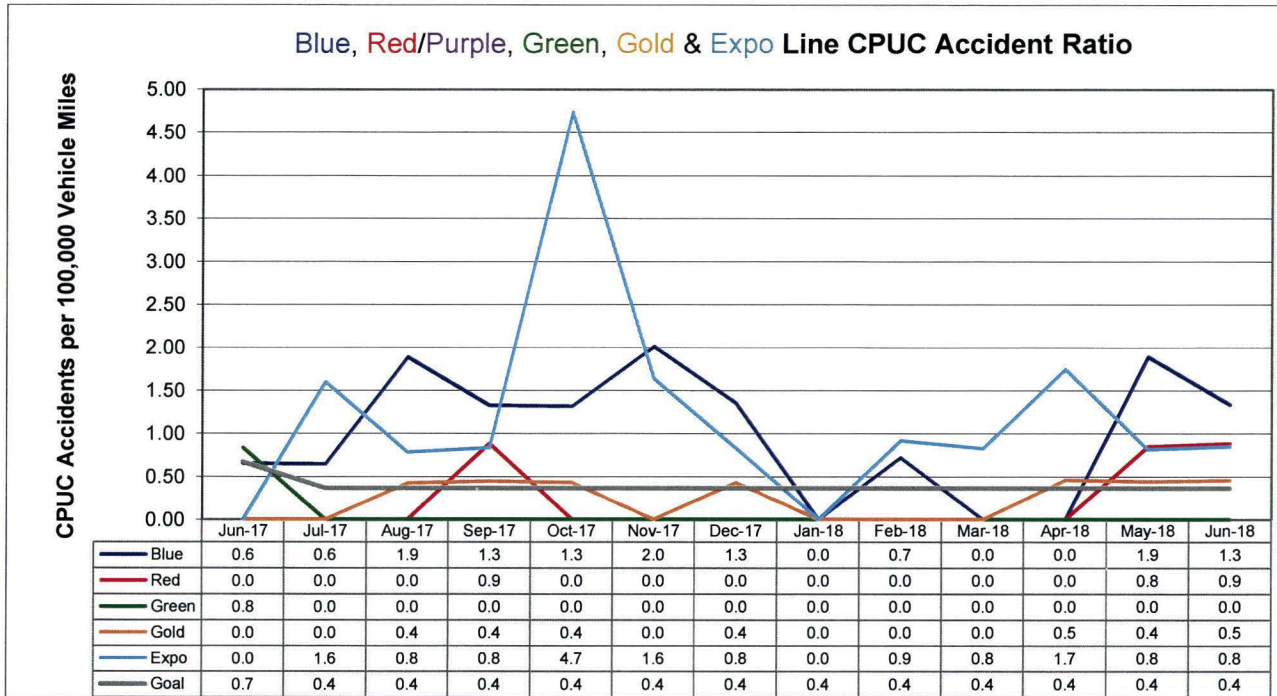


On-Time Pullouts Ratio by Line

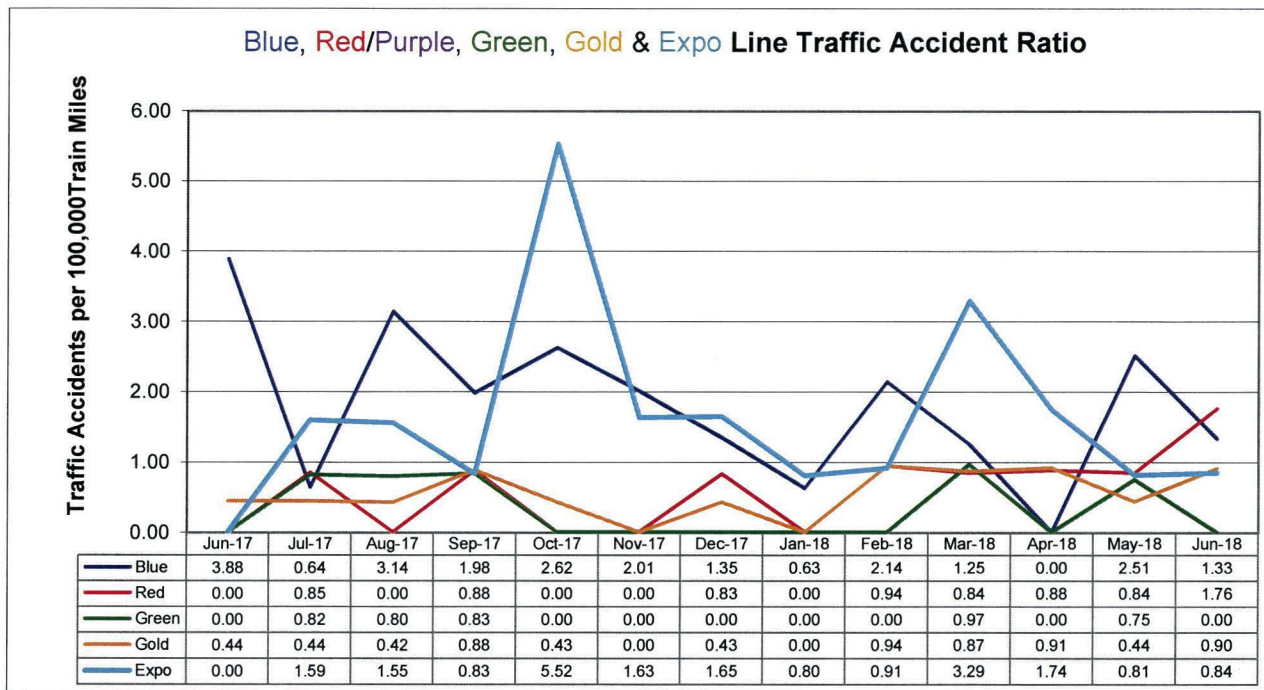


Rail Safety Performance

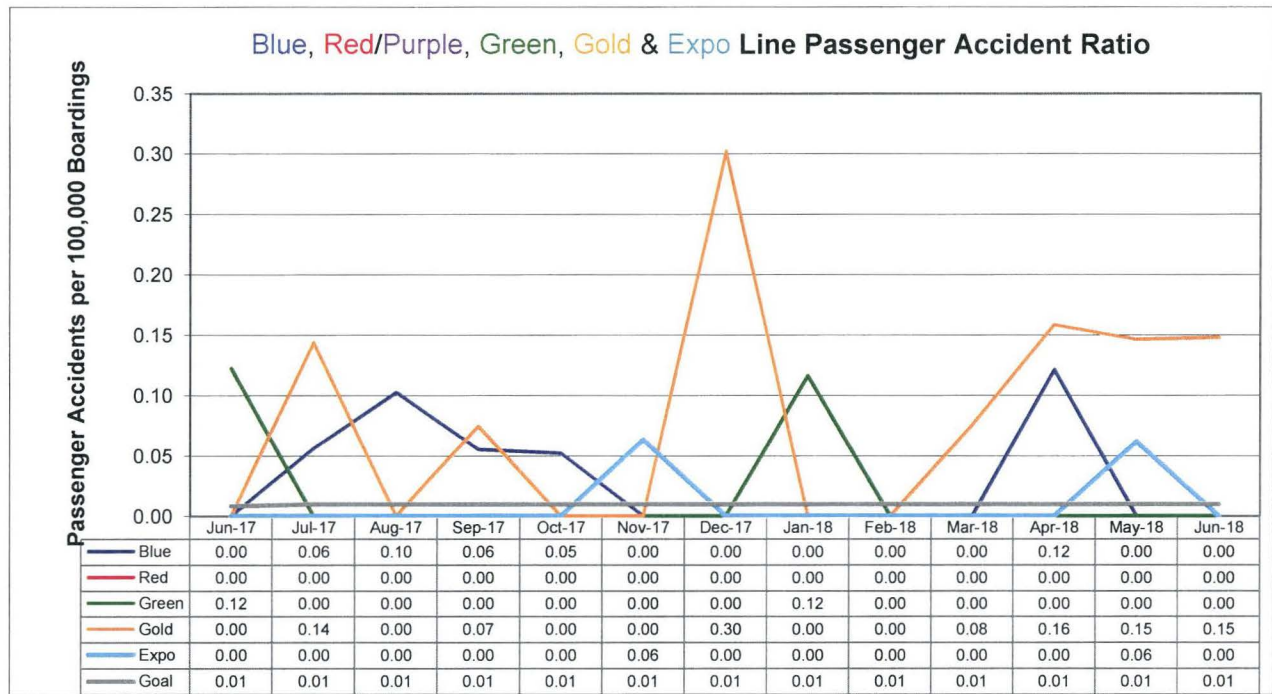
CPUC REPORTABLE ACCIDENTS PER 100,000 TRAIN MILES



TRAFFIC ACCIDENTS PER 100,000 TRAIN MILES

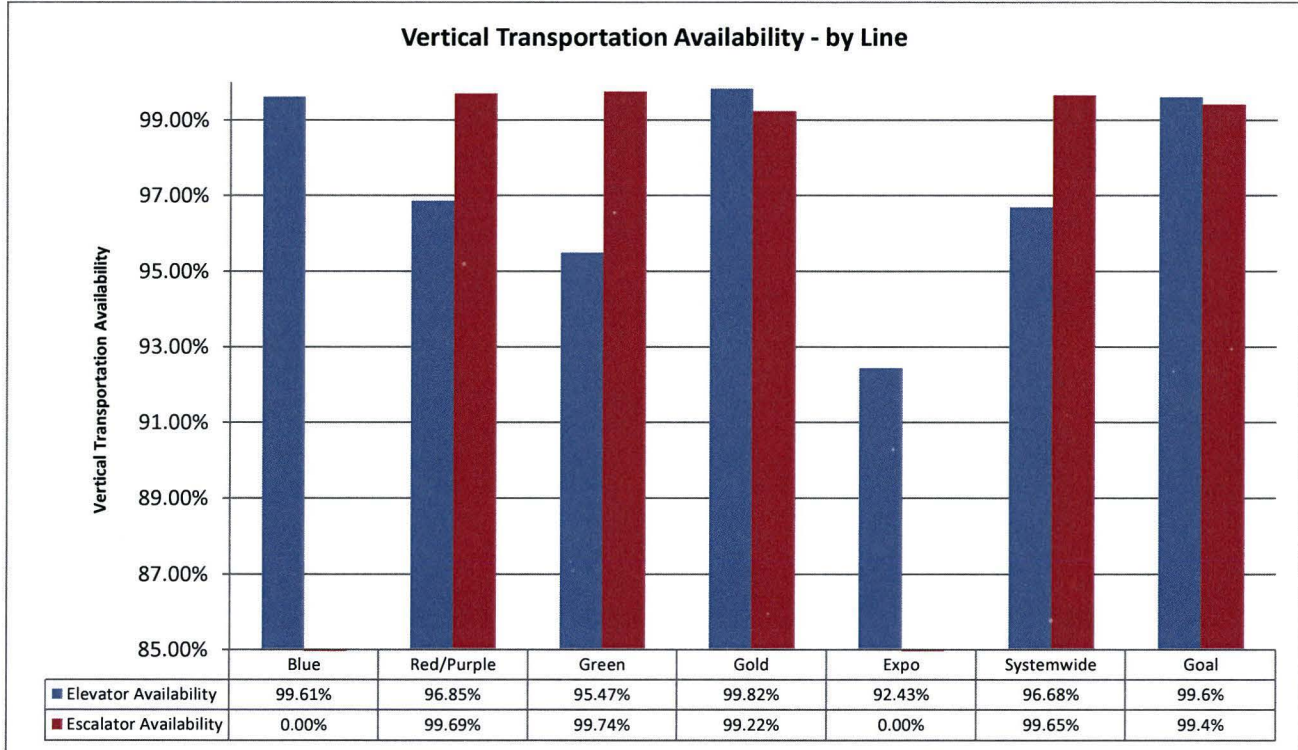


PASSENGER ACCIDENTS PER 100,000 BOARDINGS

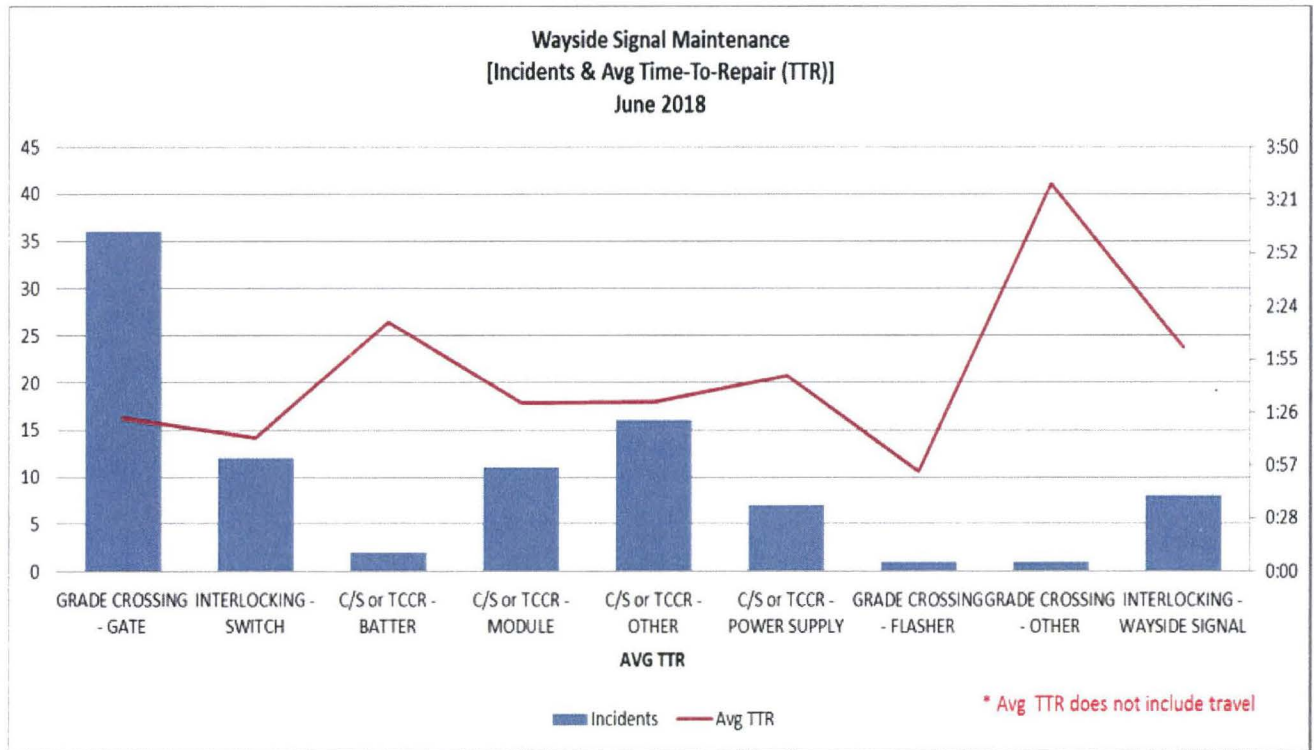


Systemwide Vertical Transportation Availability by Line

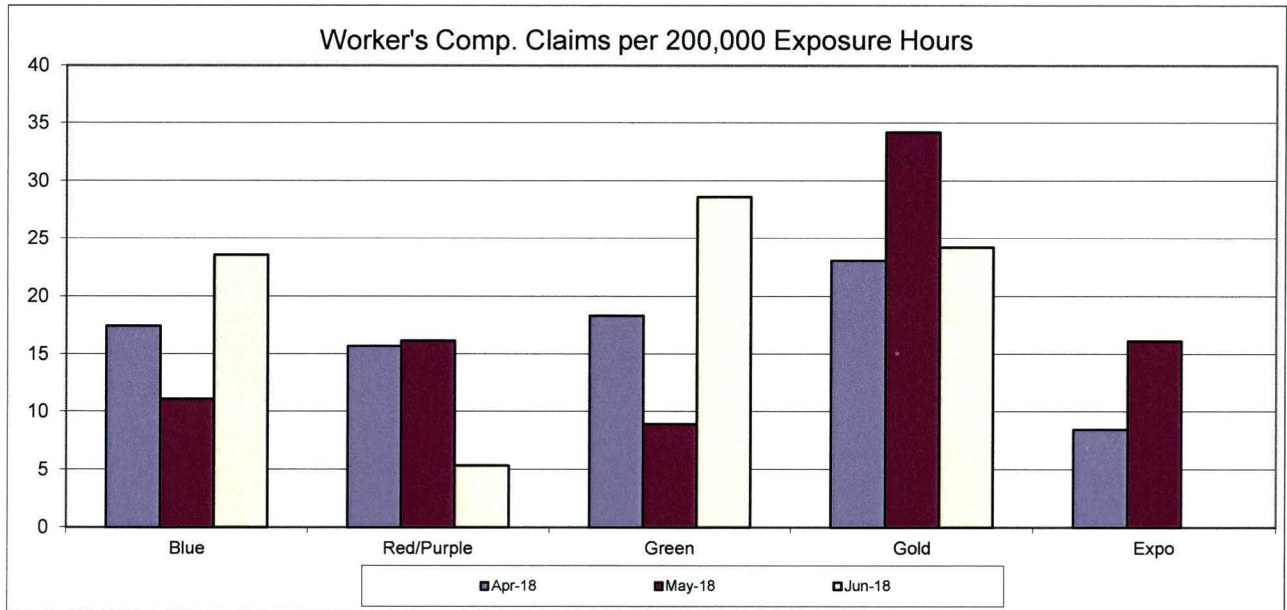
Jun 2018



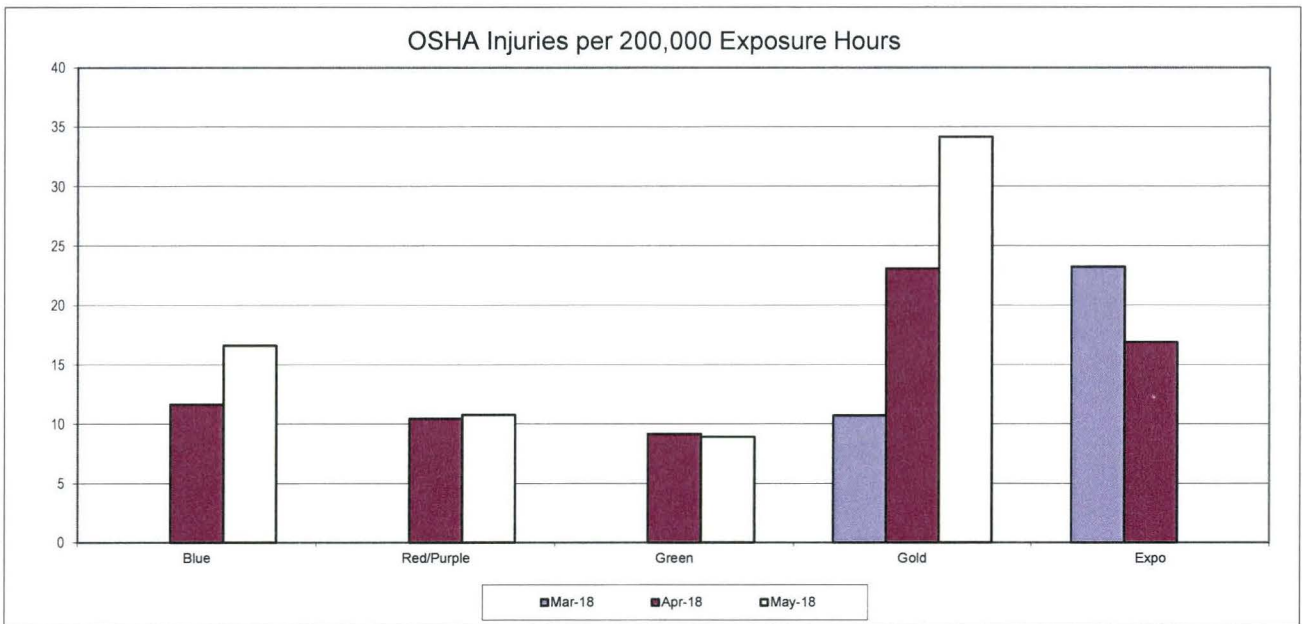
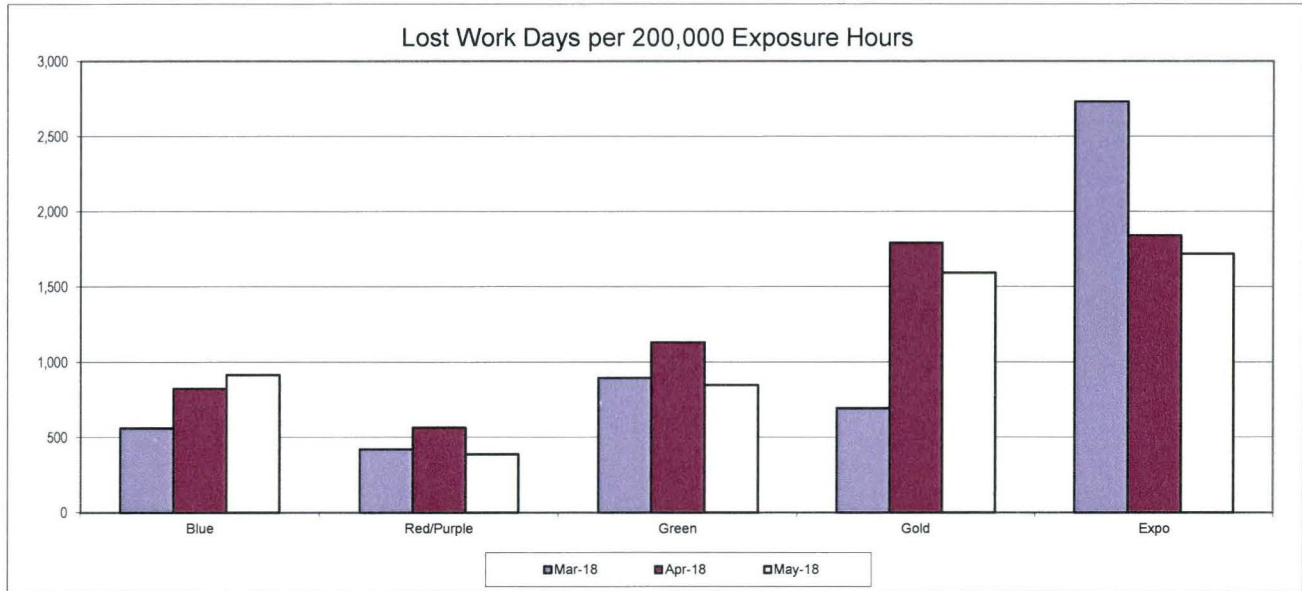
Note: No Escalators at Blue and Expo Lines



Worker's Comp. Claims
Apr 2018 - Jun 2018
3 Month Comparison



Lost Work Days and OSHA Injuries
Mar 2018 - May 2018
3 Month Comparison



Note: There is a one month lag in Lost Work Days and OSHA data.

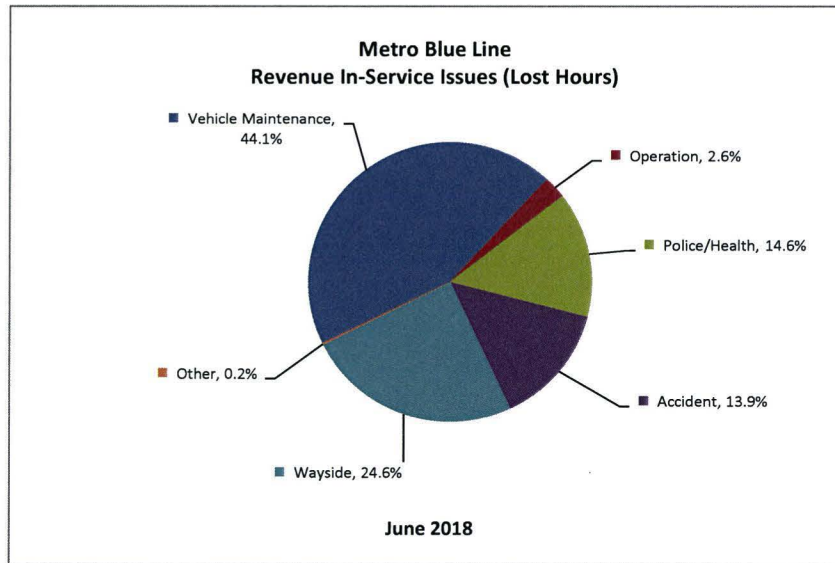
BLUE LINE

Out of a total of 20,209 hours operated, there were approximately 118 total hours of service delays.

June 2018 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	20,091	99.4%
Cancelled + Delayed Hours	118	0.6%
Total Revenue Hours	20,209	100.0%

Summary of the incidents:	Count	Hours	Percent
Operations	2	3.0	2.6%
Accidents	2	16.5	13.9%
Vehicle Maintenance	26	52.1	44.1%
Wayside	6	29.1	24.6%
Police & Health	9	17.2	14.6%
Other	1	0.2	0.2%
Total	46	118.1	100.0%

* Data from M3 used to report Service Delays is under review for accuracy
 The number of incidents on the following page may differ from the summary count due to some incidents not properly designated as cancelled or delayed



June 2018 Blue Line incidents causing delay were as follows:

Operations Incidents:

6/5/2018 7:39:00 PM - Incident# 3013811 (1 lost trip, 166 lost minutes)

Operator T-053 informed the ROC that she would like to be relieved from her assignment as she was feeling sick.

6/13/2018 1:15:00 PM - Incident# 3016765 (0 lost trips, 15 lost minutes)

Train 104 departed northbound from transit mall 4 minutes late, by the time he got to Washington Station northbound. he arrived 16 minutes late.

Accidents:

6/3/2018 10:00:00 AM - Incident# 3012785 (1 lost trip, 141 lost minutes)

Operator reports of a train vs. vehicle at Washington Blvd. and Trinity

Train 102

T-200

(239)237

Washington Blvd./Trinity, Trk. 2, southbound

6/14/2018 7:00:00 PM - Incident# 3017422 (5 lost trips, 846 lost minutes)

Vernon/Operator says she hit a person departing the station.

Vehicle Maintenance Incidents:

6/5/2018 5:35:00 AM - Incident# 3013517 (1 lost trip, 166 lost minutes)

Auto Train Protection (Speed Limit)

(1127)-1098-1123

Train 104

T-262

Washington, Southbound, Track 2

6/7/2018 4:48:00 PM - Incident# 3014662 (0 lost trips, 6 lost minutes)

Operator reports no movement northbound on Car 1118.

Cars 1121, 1075, (1118)

Train 102

T-26

Willow TRK 2, southbound

6/8/2018 5:10:00 AM - Incident# 3014782 (0 lost trips, 15 lost minutes)

Door problem, no movement.

Train 102

T-300\

1106-(1100A)-1105

Grand Station, Track 2, Southbound

6/9/2018 4:00:00 PM - Incident# 3015297 (1 lost trip, 162 lost minutes)

Propulsion faults

Train 101

Car 301

T-253

Anaheim Station

Southbound

6/10/2018 9:38:00 AM - Incident# 3015426 (0 lost trips, 7 lost minutes)

Doors not opening.

Train #108.

T-416.

LRV-(301A), 237.

Transit Mall, Track #1, Northbound.

6/11/2018 4:43:00 AM - Incident# 3015615 (2 lost trips, 334 lost minutes)

Prop Fault With Speed Restriction

Train 107

T-495

240-(234)-233

Yard Limits

6/11/2018 11:50:00 AM - Incident# 3015814 (1 lost trip, 167 lost minutes)

Doors
(1077B)-1108-1121
Train 104
T-291
Wardlow, Southbound, Track 2

6/12/2018 12:05:00 PM - Incident# 3016340 (0 lost trips, 5 lost minutes)

Train 106 reports that the PRO-Trans system is not activating when passing workers on the ROW.
Train 106
T-102
LRV'S (1118B) 1122-1075
Willow Station, track 2 , southbound.

6/13/2018 4:30:00 AM - Incident# 3016573 (0 lost trips, 10 lost minutes)

Propulsion fault
Train 104
T-262
233A-(234)-233
Wardlow Station Trk 1
+10 Minute delay

6/13/2018 6:08:00 AM - Incident# 3016594 (2 lost trips, 341 lost minutes)

Prop fault, blown motor fuse
Train 114
T-182
(154A)151-164
103rd Street Station, Track 1, Northbound.

6/13/2018 8:00:00 AM - Incident# 3016631 (1 lost trip, 167 lost minutes)

Train 104 reports Propulsion faults unable to clear with a 35mph speed restriction.
Train 104
T-194
LRV'S 240 (234) 233
Washington Station, Track 2, southbound.

6/13/2018 4:58:00 PM - Incident# 3016945 (1 lost trip, 173 lost minutes)

Operator reports no movement from Car 1108.
Cars (1108), 1112, 1074
Train 107
T-81
7th and Metro TRK 2, southbound

6/14/2018 3:50:00 PM - Incident# 3019172 (1 lost trip, 167 lost minutes)

Train 111 propulsion dynamaic brake fault
Northbound track 1
Wardlow Station
T-82
166-148 159

6/14/2018 9:23:00 PM - Incident# 3018363 (0 lost trips, 15 lost minutes)

Loss of Cab Signal
(1079) 1117 1116
Train 102
T-253
7th MC Portal, track 2

6/18/2018 6:00:00 AM - Incident# 3018397 (0 lost trips, 4 lost minutes)

Train 106 reports no train line and no PA.
Train 106
T-46
Southbound, Track 2, 103rd Street Station

6/18/2018 2:03:00 PM - Incident# 3018698 (1 lost trip, 167 lost minutes)

Reports of burning brakes smell

Train #106

T-291

(235B)-238-245

Willowbrook Station, Track #2, SB

6/19/2018 5:07:00 PM - Incident# 3019244 (1 lost trip, 167 lost minutes)

Firestone/TR 108 reports smelling burning brakes.

6/19/2018 5:49:00 PM - Incident# 3019256 (0 lost trips, 6 lost minutes)

Grand/TR 121 is reporting no movement southbound.

6/20/2018 12:42:00 PM - Incident# 3019580 (1 lost trip, 167 lost minutes)

Car 231 MA Low fault due to AC Fail.

6/21/2018 6:46:00 AM - Incident# 3019845 (2 lost trips, 348 lost minutes)

Door issues on train 104.

6/22/2018 2:37:00 PM - Incident# 3020493 (0 lost trips, 6 lost minutes)

Yard/TR 119 BO in the Yard, bumping trains in the yard.

6/23/2018 12:22:00 PM - Incident# 3020690 (0 lost trips, 4 lost minutes)

PA Announcement are not working

Train 101

T-259

(1089B)-1118-1090

Southbound, Track 2 Willow station.

6/24/2018 2:04:00 PM - Incident# 3020990 (1 lost trip, 174 lost minutes)

(1090A)-1127-1121

ATP Fault, ADU Frozen

SB Washington Interlocking

Train 101

T-522

6/25/2018 3:56:00 PM - Incident# 3021423 (0 lost trips, 6 lost minutes)

Propulsion / Dynamic Brakes

Train 108

T-075

(244)-(302)-(249)

Northbound, Track 1 at Pacific Coast Highway station.

6/27/2018 8:25:00 AM - Incident# 3022094 (1 lost trip, 166 lost minutes)

Train 111 Car 106 developed a propulsion fault and smoke was observed deriving from an unknown source.

6/29/2018 4:02:00 PM - Incident# 3023189 (1 lost trip, 177 lost minutes)

Operator reports propulsion failure with a speed restriction.

Cars (166A), 142, 107

TR 120

T-416

Vernon TRK 2, southbound

Wayside Incidents:

6/4/2018 7:46:00 PM - Incident# 3013372 (4 lost trips, 675 lost minutes)

Signal Power failure Compton to Willow

6/4/2018 8:29:00 PM - Incident# 3013381 (0 lost trips, 10 lost minutes)

7th Metro North Interlocking

6/7/2018 5:07:00 AM - Incident# 3014340 (0 lost trips, 11 lost minutes)

False occupancy track circuit 14

Train 102

T-332

(142)-165-157

7th Metro Trk 2

6/12/2018 2:29:00 PM - Incident# 3016399 (6 lost trips, 1,021 lost minutes)

AIRINC Indicates Signal Power Failure From Imperial to Willow

6/19/2018 11:10:00 AM - Incident# 3019091 (0 lost trips, 15 lost minutes)
S-13 reports of debris on the OCS track 1 side at compton grade crossing

6/27/2018 5:22:00 AM - Incident# 3022021 (0 lost trips, 13 lost minutes)
1N Artesia unable to clear northbound traffic.

Police & Health Incidents:

6/3/2018 6:48:00 PM - Incident# 3012870 (0 lost trips, 10 lost minutes)
Sick Individual
Male Transient, Willow Station
Track # 1

6/6/2018 10:45:00 AM - Incident# 3014078 (0 lost trips, 10 lost minutes)
Patron had a seizure on train 101.

6/10/2018 9:46:00 PM - Incident# 3015560 (1 lost trip, 116 lost minutes)
Train Operator reported that a Passenger was laying on the floor unconscious in car 168.
Train 109
155(168A)
T-43
Wardlow Station Track #2 Southbound.

6/11/2018 8:36:00 PM - Incident# 3015978 (0 lost trips, 5 lost minutes)
Stalled car track 1 55th grade crossing

6/14/2018 8:52:00 AM - Incident# 3017181 (4 lost trips, 683 lost minutes)
Vernon Station Police Blockade
Train 102

6/22/2018 11:45:00 AM - Incident# 3020423 (1 lost trip, 174 lost minutes)
Sick Individual - Patron having a seizure on board Train 103, Car 1074.

6/24/2018 11:25:00 PM - Incident# 3021077 (0 lost trips, 15 lost minutes)
Operator T-233 reports physical altercation on board car 1122.
Train 102
T-233
Cars (1122)-1075-1073
Northbound, Track 1, Washington Station

6/25/2018 6:27:00 PM - Incident# 3021459 (0 lost trips, 12 lost minutes)
Police Activity @ Compton Station (guns drawn)

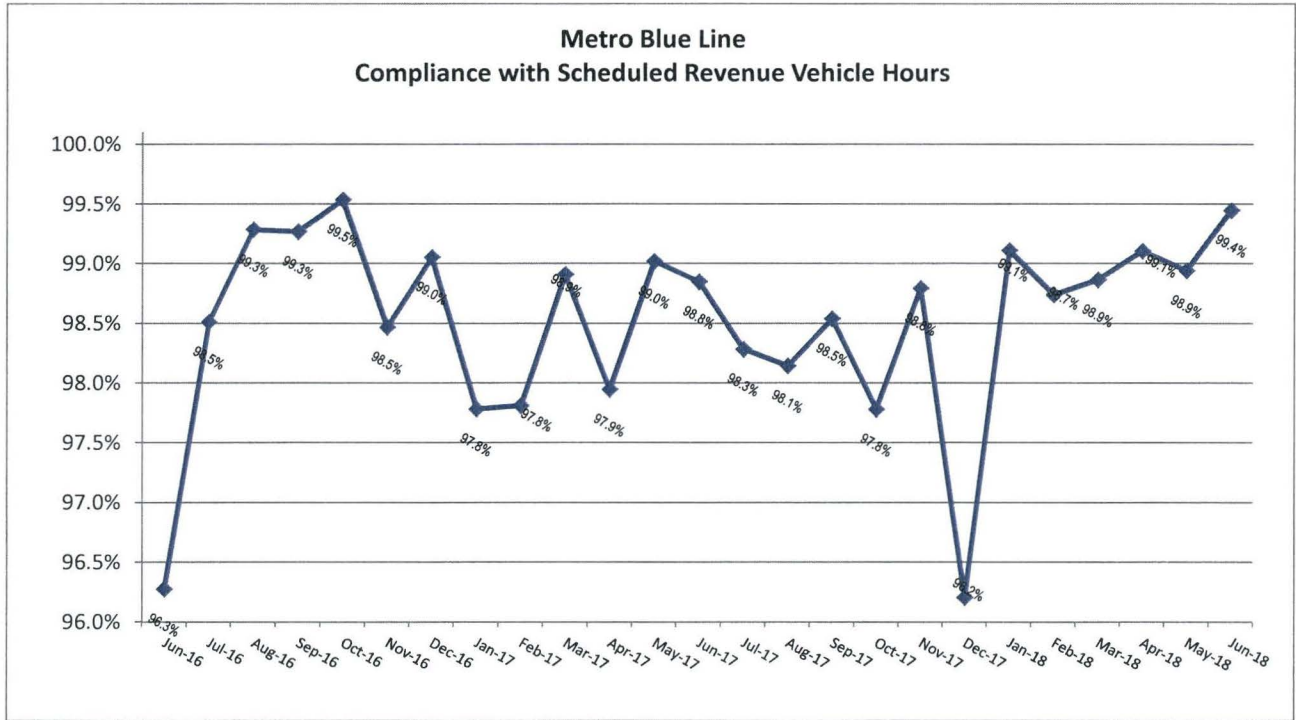
6/26/2018 3:50:00 PM - Incident# 3022246 (0 lost trips, 6 lost minutes)
Medical emergency
Tran 101
230 229 242
Platform 2 7th and Metro Station

Other Incidents:

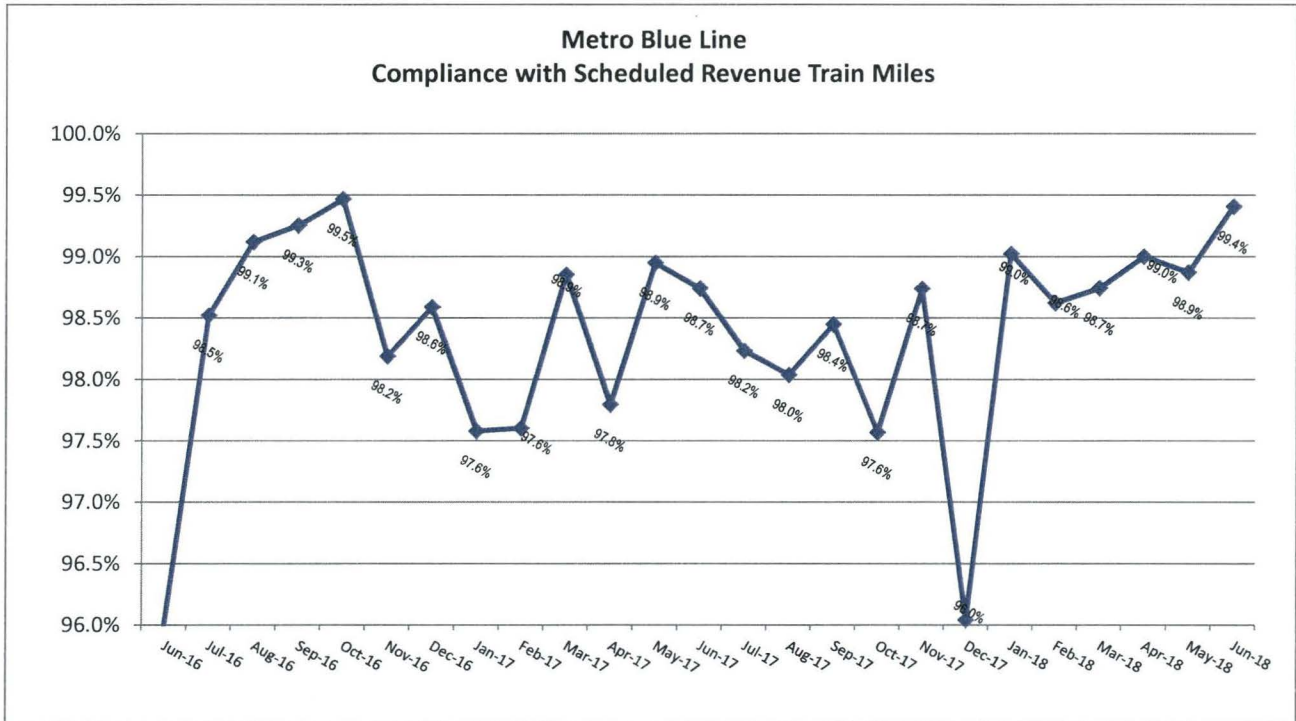
6/28/2018 11:33:00 AM - Incident# 3022689 (0 lost trips, 12 lost minutes)
Arinc Summary Alarms indicates lost of RTUs at main yard interlocking interface when breakers were open for blue line yard track allocation

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

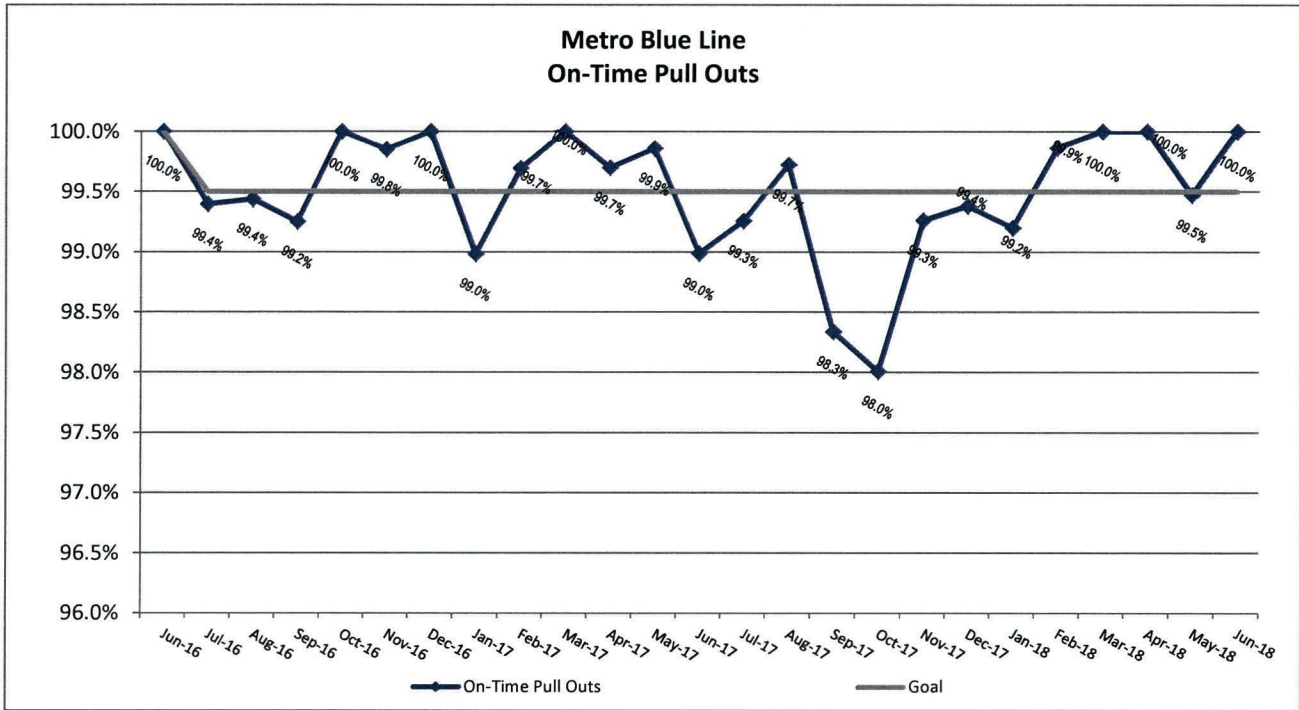
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



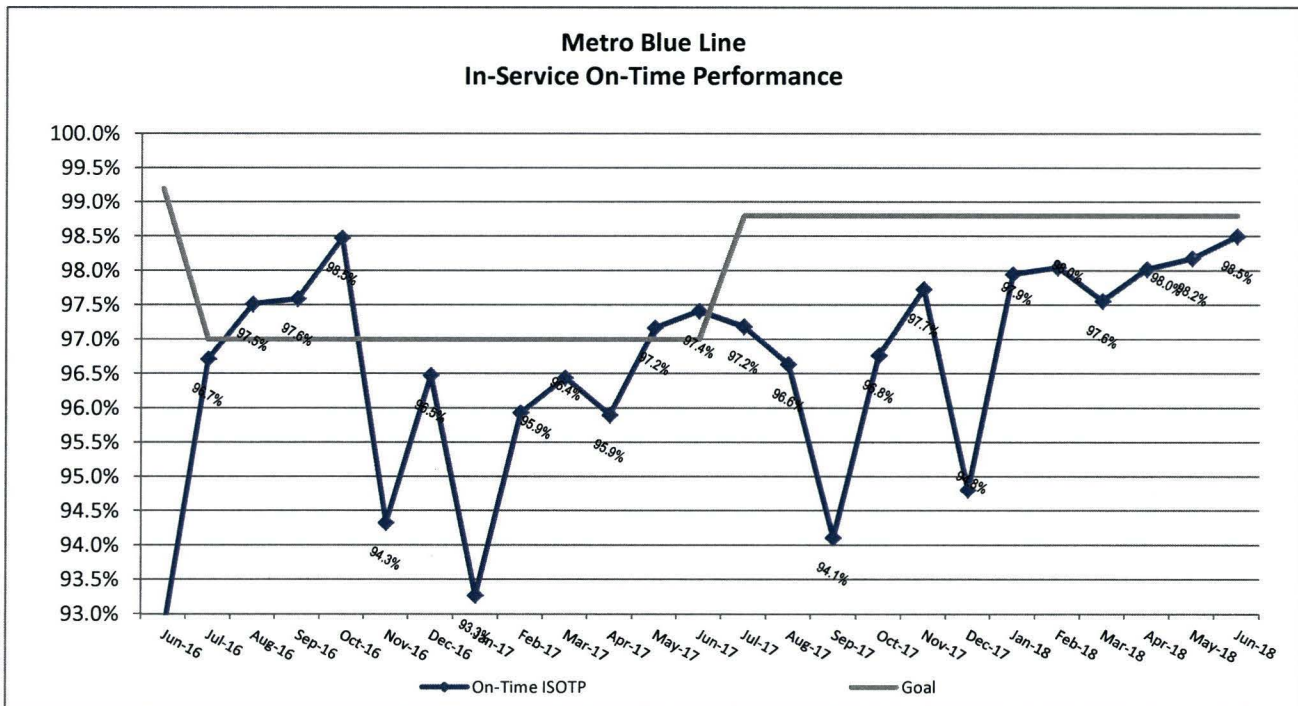
COMPLIANCE WITH SCHEDULED TRAIN MILES



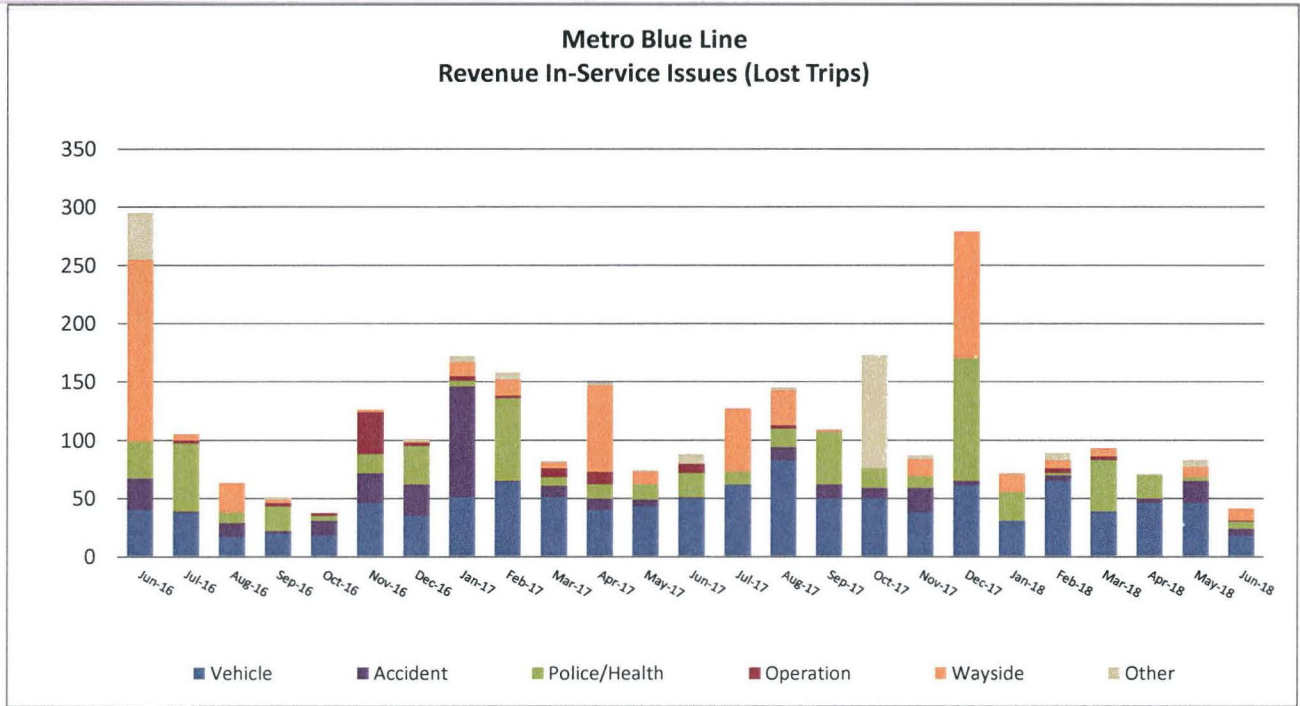
ON-TIME PULL OUTS



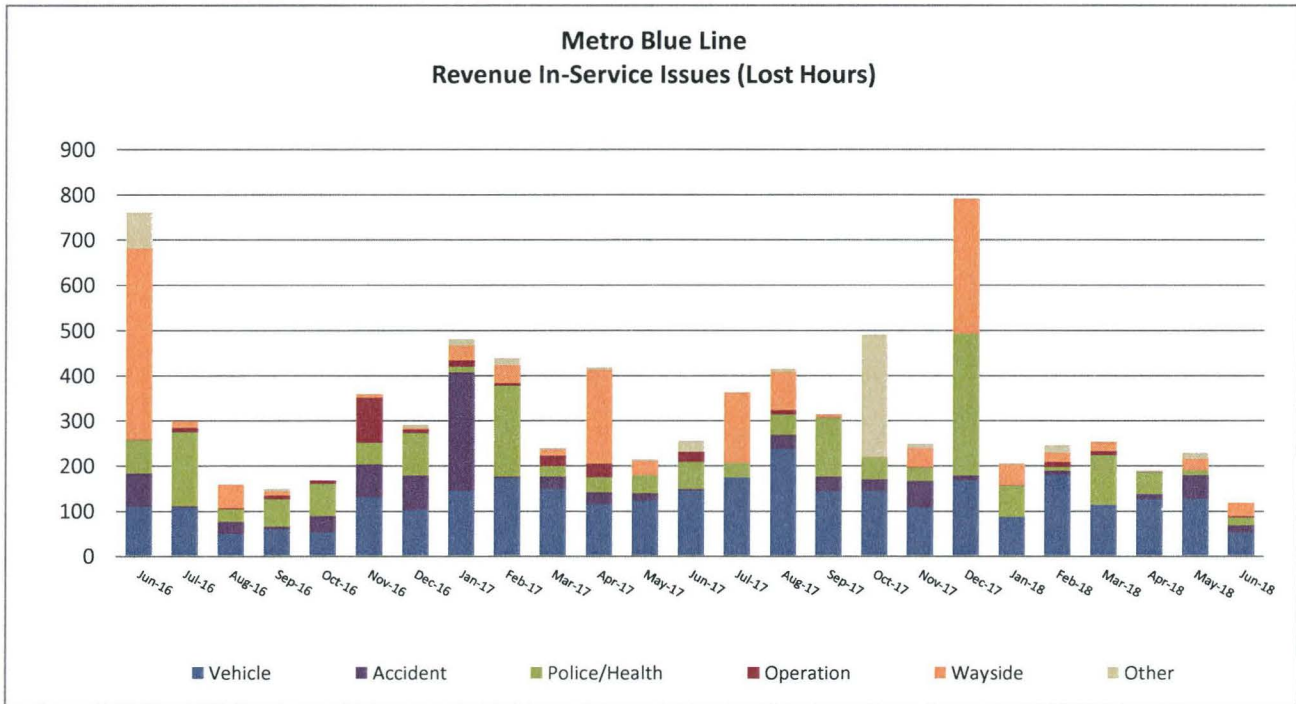
IN-SERVICE ON-TIME PERFORMANCE CHART



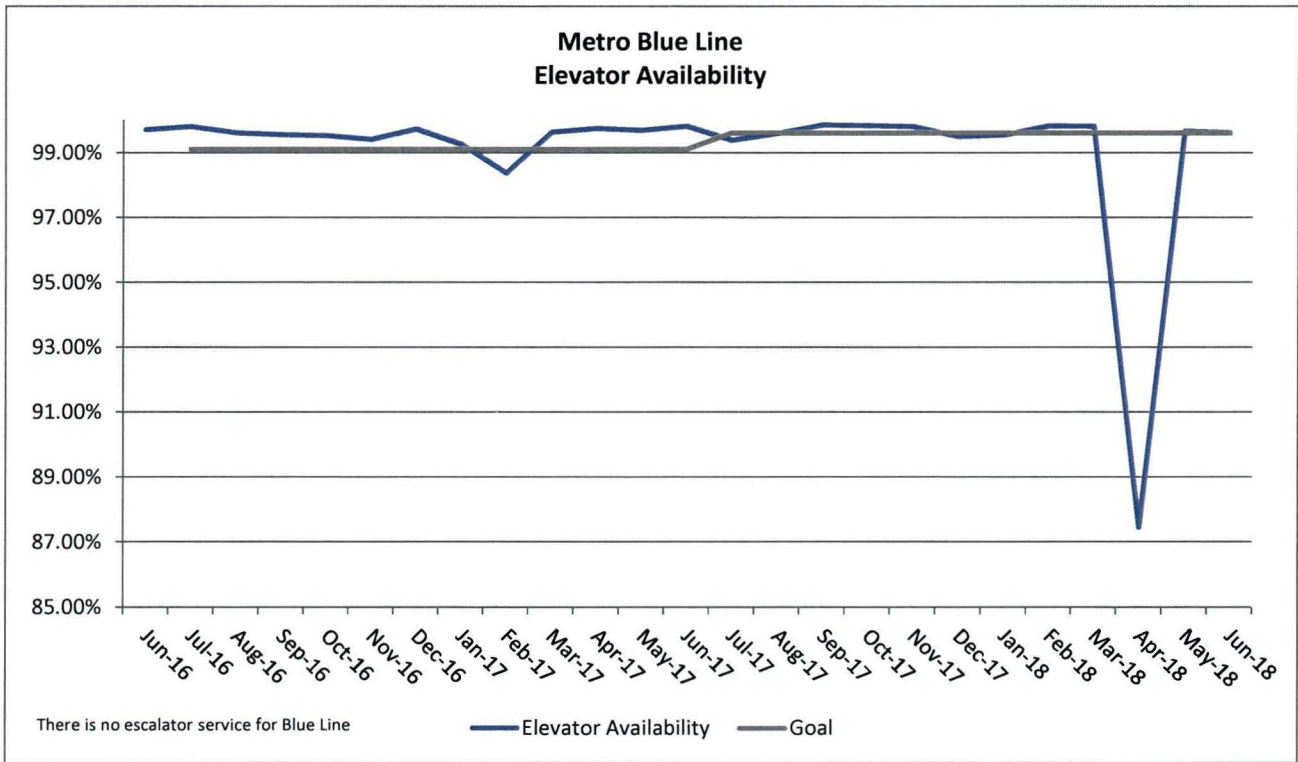
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



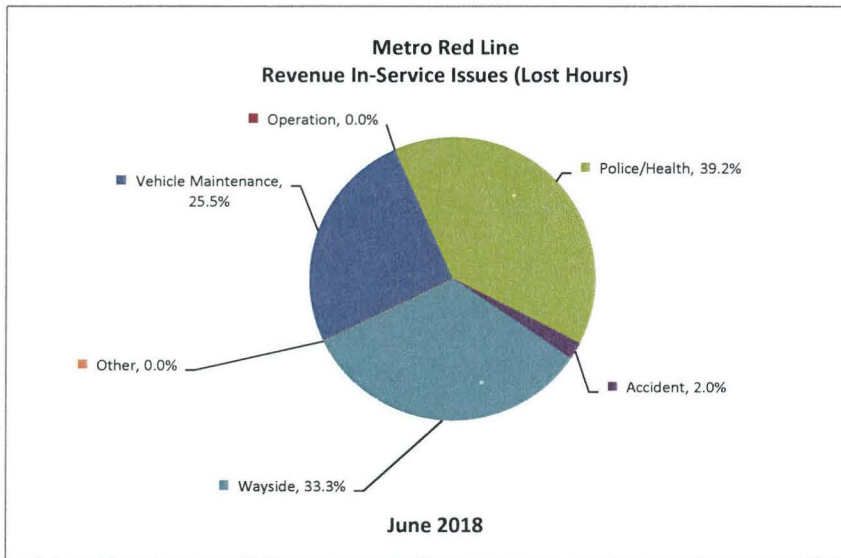
RED LINE

Out of a total of 25,805 hours operated, there were approximately 123 total hours of service delays.

June 2018 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	25,682	99.5%
Cancelled + Delayed Hours	123	0.5%
Total Revenue Hours	25,805	100.0%

Summary of the incidents:	Count	Hours	Percent
Operations	0	0.0	0.0%
Accidents	1	2.5	2.0%
Vehicle Maintenance	13	31.5	25.5%
Wayside	3	41.1	33.3%
Police & Health	8	48.3	39.2%
Other	0	0.0	0.0%
Total	25	123.3	100.0%

* Data from M3 used to report Service Delays is under review for accuracy
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June 2018 Red Line incidents causing delay were as follows:

Operations Incidents:

Accidents:

6/21/2018 2:12:00 PM - Incident# 3020055 (1 lost trip, 150 lost minutes)

T-101 reports hitting a stroller on the ROW at Vermont Sunset on the AL Track. Emergency braking was used however T-101 was unable to stop prior to running over the stroller.

Train 205, cars 563, 564, 533, 534. Lead car 534.

Vehicle Maintenance Incidents:

6/2/2018 12:39:00 PM - Incident# 3012577 (1 lost trip, 123 lost minutes)

No power to Train/Car 545 doors won't open.

T-378

Train 203

(545)-546-601-602

Universal City AR West.

6/11/2018 9:13:00 AM - Incident# 3015724 (5 lost trips, 761 lost minutes)

Brakes will not release on Train 203

T-481, Train 203,

AR, West, CP #9

529-520-(517)-518

6/13/2018 4:01:00 PM - Incident# 3016903 (1 lost trip, 157 lost minutes)

Report of propulsion service brake failure.

T-172

Train 216

Cars (507)-510-529-520-519-526

Union Station AR westbound.

6/14/2018 5:40:00 PM - Incident# 3017389 (0 lost trips, 11 lost minutes)

Report a patron pry doors open on car 544 that was cut out due to dirty car, which cause friction brake to apply.

T-003

Train 202

Cars 543-(544)-539-540

Wilshire Vermont AL east bound.

6/18/2018 3:35:00 PM - Incident# 3018747 (0 lost trips, 6 lost minutes)

Recurring emergency brake application.

Train #217

T-023

Cars # 567-568-559-560-577-(578).

E/Bound North Hollywood Station A/R Track.

6/19/2018 12:45:00 PM - Incident# 3019123 (0 lost trips, 7 lost minutes)

Train 201 (593,594,549,550) T-329, Hollywood Vine, AL reports propulsion, electric brake failure train line indications.

6/19/2018 4:20:00 PM - Incident# 3019220 (1 lost trip, 150 lost minutes)

Train 202 (591,592,581,582) T-542, Wilshire Western, BR, reports no movement, emergency brakes not releasing, flashing cab signals.

6/20/2018 10:07:00 PM - Incident# 3019747 (1 lost trip, 165 lost minutes)

Report of air leak.

T-031

Train 214

Cars 603-604-549-550-547(548)

Universal City AL east bound.

6/21/2018 5:34:00 AM - Incident# 3019811 (0 lost trips, 6 lost minutes)

Car 520 ATP Failure, speed code of 3 MPH

Train 202

T-12

Wilshire Western Interlocking BL track Eastbound

consist 507-510-529-520

6/22/2018 4:51:00 PM - Incident# 3020547 (1 lost trip, 151 lost minutes)

Report emergency brake won't release.

T-314

Train 206

Cars (577)-578-599-600

Union Station AR west bound.

6/24/2018 4:30:00 PM - Incident# 3021007 (1 lost trip, 186 lost minutes)

Operator reported no movement/no indications.

T-329

Train 206

501-502-527-522-(511)-512

Wilshire/Normandie BR West

6/25/2018 6:10:00 AM - Incident# 3021128 (0 lost trips, 16 lost minutes)

T-175

Train 203

Emergency brake will not clear

WW BR traveling eastbound

503, 504, 523, 528

6/27/2018 2:48:00 PM - Incident# 3022275 (1 lost trip, 149 lost minutes)

Report emergency brake won't release.

T-145

Train 216

Cars (529)-520-525-524-501-502

Union Station AR west bound.

Wayside Incidents:

6/15/2018 5:29:00 PM - Incident# 3017824 (10 lost trips, 1,533 lost minutes)

SCADA indicates

6/16/2018 1:35:00 AM - Incident# 3017881 (0 lost trips, 10 lost minutes)

Switch 3B will not go to normal unable to route.

6/19/2018 7:53:00 AM - Incident# 3018975 (6 lost trips, 919 lost minutes)

Loss of DC power At Westlake (D04) and Wilshire Vermont (D02).

Police & Health Incidents:

6/4/2018 12:38:00 AM - Incident# 3012937 (0 lost trips, 20 lost minutes)

Sick individual car # 571 Train 208 AL Track Hollywood Western Station

6/10/2018 1:15:00 AM - Incident# 3015375 (12 lost trips, 2,193 lost minutes)

Female called ROC from ETS 40, Pershing Square AR. female made no sense and activated ETS 40 afterward female activated

6/15/2018 6:22:00 AM - Incident# 3017536 (1 lost trip, 151 lost minutes)

Male having a seizure

Train 207

T-012

595-596-545-546-533-(534)

Universal AL East

6/15/2018 10:20:00 AM - Incident# 3017629 (0 lost trips, 7 lost minutes)

Train 204 held at Hollywood Highland AL East for +07 at the request of LAPD.

6/15/2018 11:28:00 AM - Incident# 3017678 (0 lost trips, 15 lost minutes)

Train 205 reports receiving emergency PIC

T-101, Train 205

AR, West, UC

535-536 577-(578)

6/22/2018 8:13:00 PM - Incident# 3020602 (0 lost trips, 15 lost minutes)

Report a male patron laying on the floor inside car 554, none responsive.

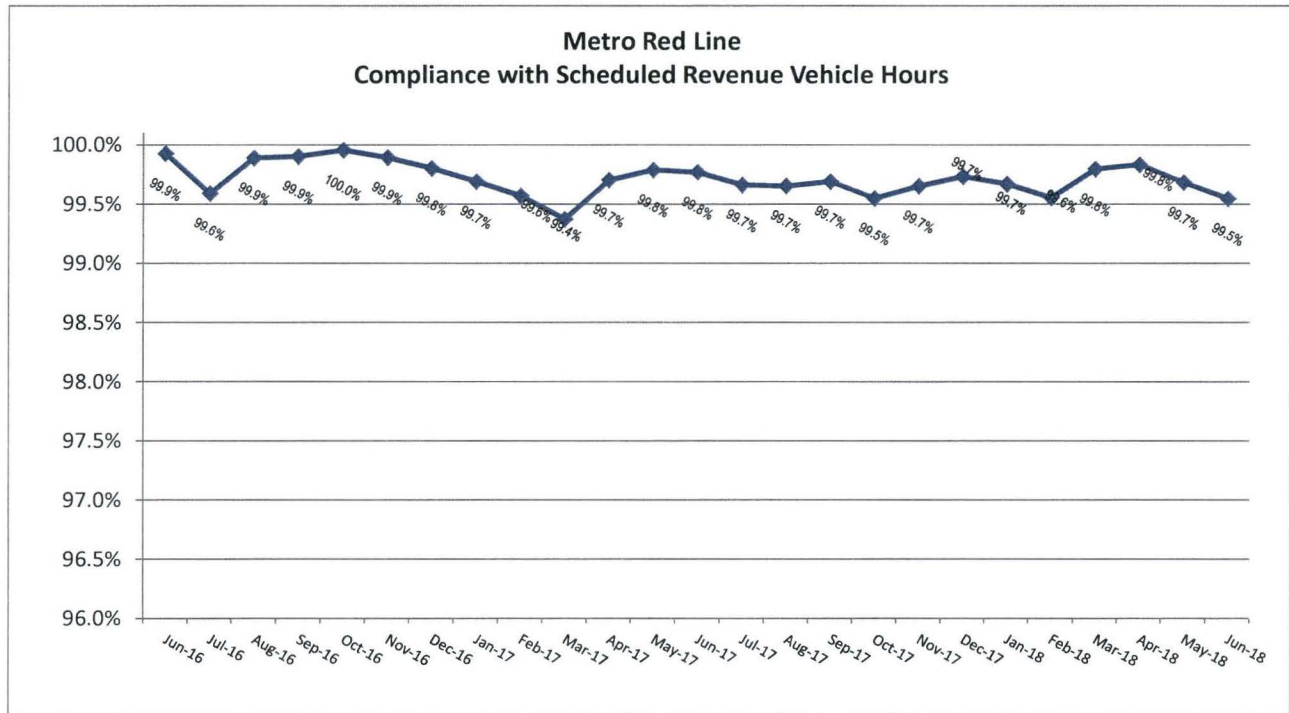
6/24/2018 7:00:00 PM - Incident# 3021026 (2 lost trips, 348 lost minutes)

T-483 reports of non-responsive individual laying on the floor of train 204.

6/28/2018 3:26:00 PM - Incident# 3022819 (1 lost trip, 149 lost minutes)
Train #203, reports there's a non responsive patron.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

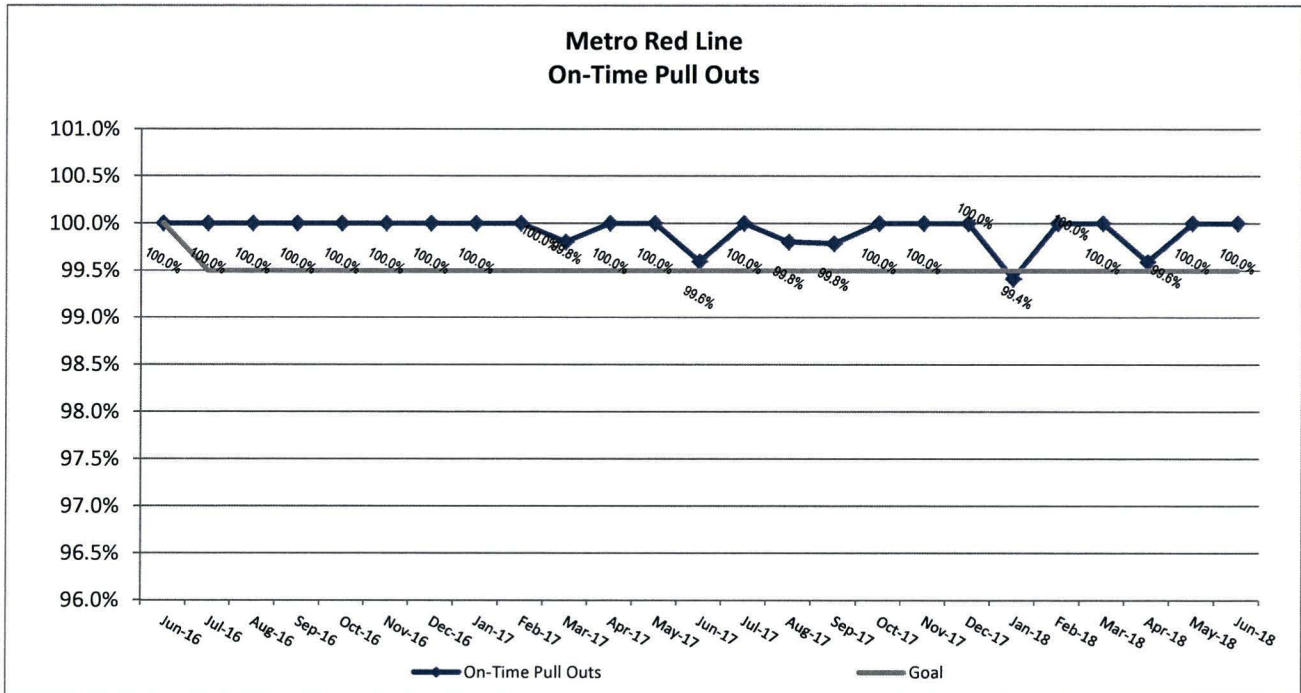
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



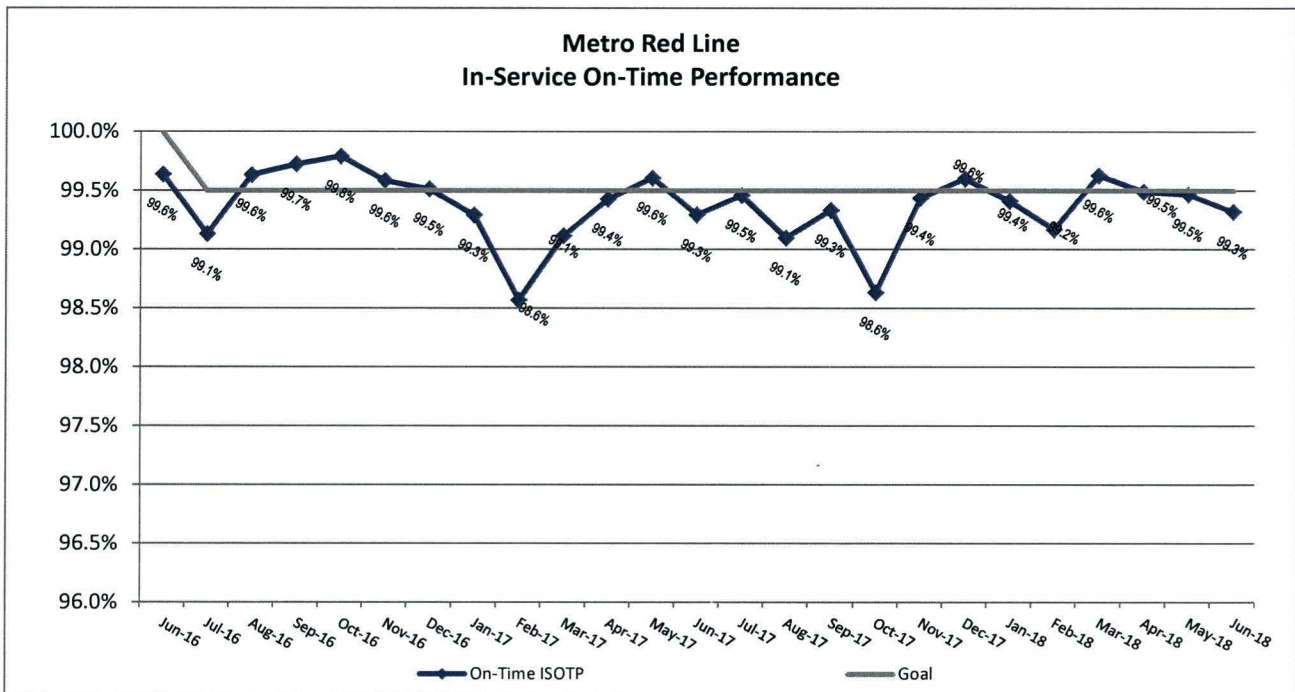
COMPLIANCE WITH SCHEDULED TRAIN MILES



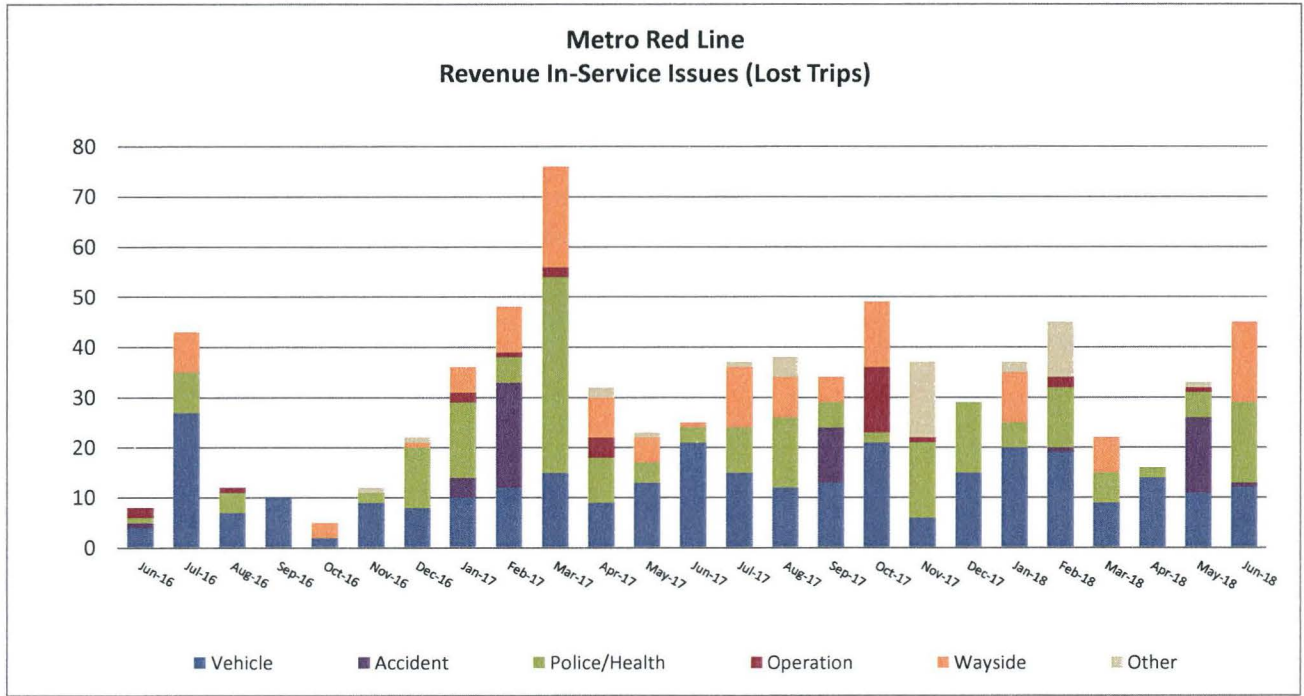
ON-TIME PULL OUTS



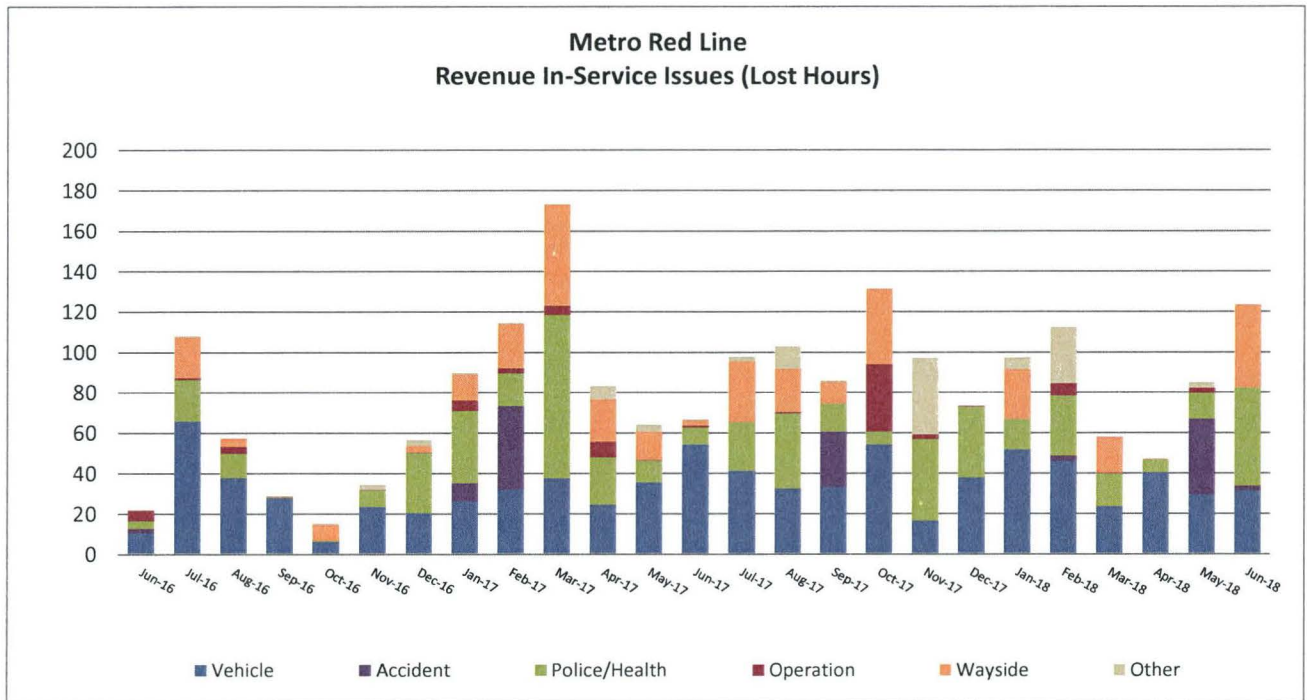
IN-SERVICE ON-TIME PERFORMANCE



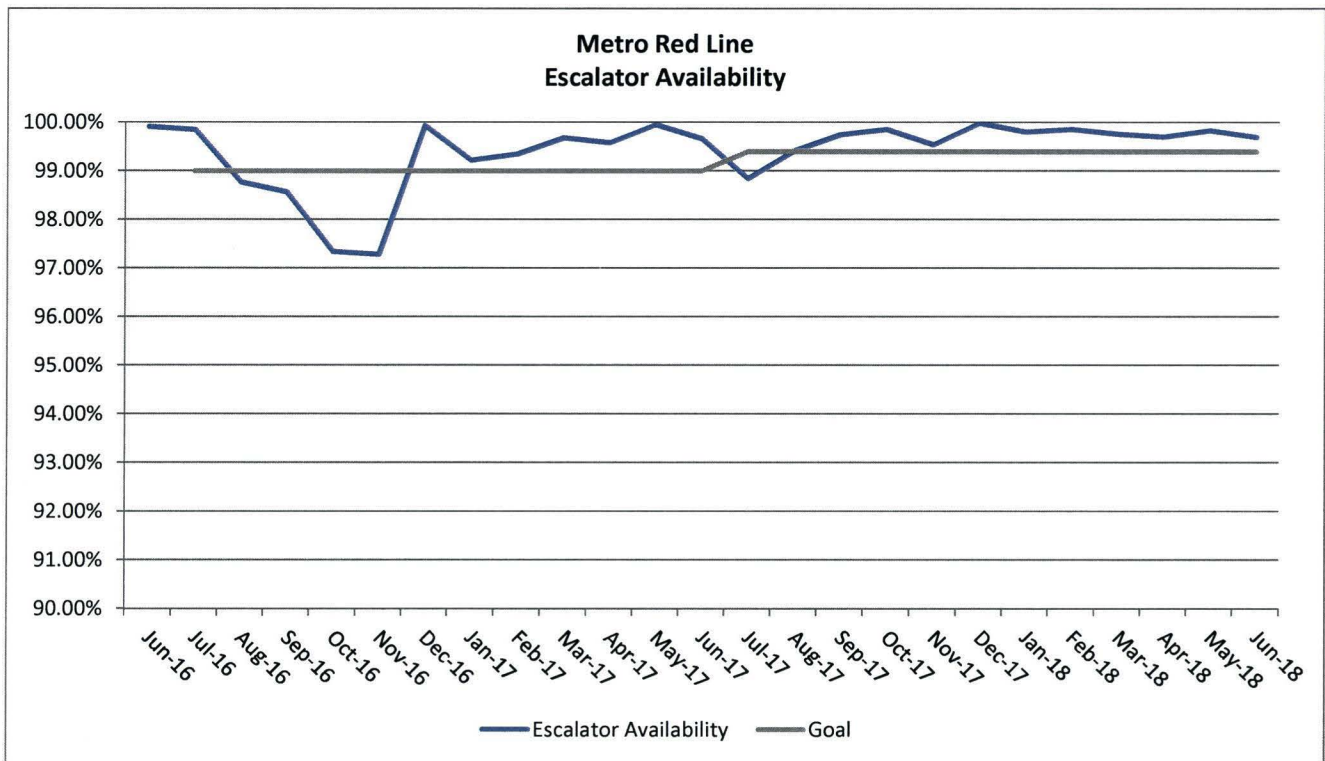
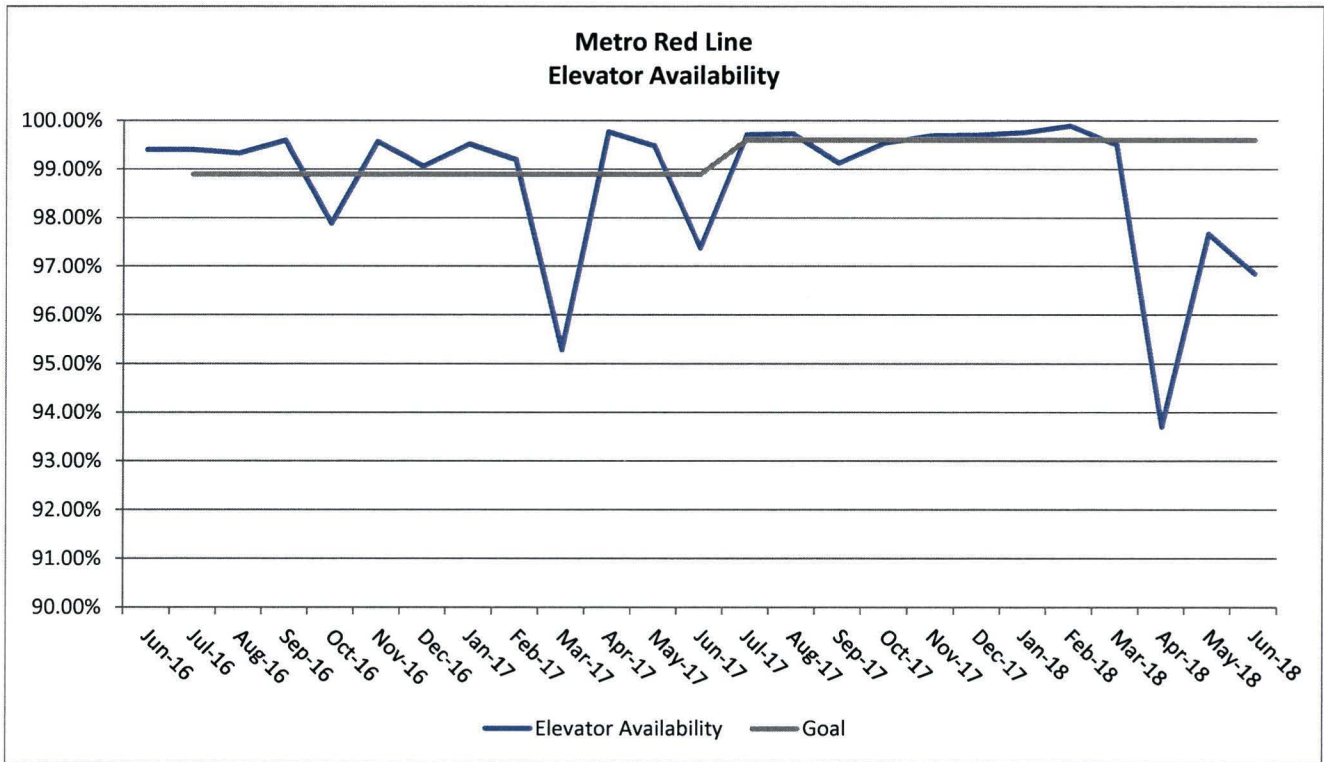
LOST TRIPS



LOST TRIPS



VERTICAL TRANSPORTATION AVAILABILITY



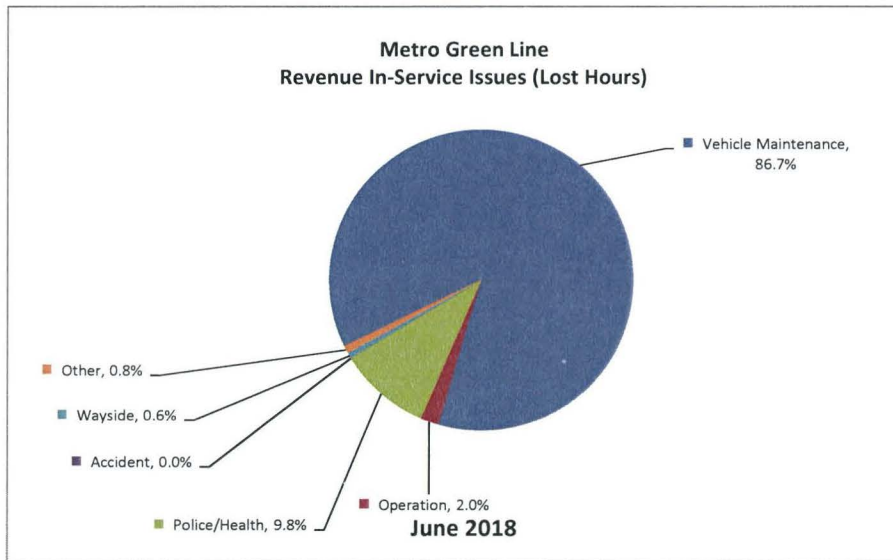
GREEN LINE

Out of a total of 8,946 hours operated, there were approximately 20 total hours of service delays.

June 2018 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	8,925	99.8%
Cancelled + Delayed Hours	20	0.2%
Total Revenue Hours	8,946	100.0%

Summary of the incidents:	Count	Hours	Percent
Operations	3	0.4	2.0%
Accidents	0	0.0	0.0%
Vehicle Maintenance	18	17.5	86.7%
Wayside	1	0.1	0.6%
Police & Health	5	2.0	9.8%
Other	1	0.2	0.8%
Total	28	20.1	100.0%

* Data from M3 used to report Service Delays is under review for accuracy
 The number of incidents on the following page may differ from the summary count due to some incidents not properly designated as cancelled or delayed



June 2018 Green Line incidents causing delay were as follows:

Operations Incidents:

6/11/2018 4:15:00 AM - Incident# 3015605 (0 lost trips, 15 lost minutes)

Train 337 fifteen minute service delay, departing Wilmington Station westbound.

6/25/2018 3:01:00 PM - Incident# 3021400 (0 lost trips, 4 lost minutes)

Operator Late, cars #(220-203)

T-024

Train #351

Norwk Station, Track #001, Westbound.

6/30/2018 11:49:00 AM - Incident# 3023356 (0 lost trips, 5 lost minutes)

Train reports man on gas scooter

T-266 Train 341

Track 2, Wilmington, East

213-222

Vehicle Maintenance Incidents:

6/1/2018 4:53:00 AM - Incident# 3012098 (0 lost trips, 6 lost minutes)

Cab Panel light out.

Train 334

T-40

(207B) cab panellightout .-(203) prop fault

Long Beach Station Trk 2

6/1/2018 5:43:00 AM - Incident# 3012127 (1 lost trip, 65 lost minutes)

No equipment

Train 335

T-44

(225-218)

Green Line yard

+6 minutes

6/5/2018 6:08:00 AM - Incident# 3013510 (1 lost trip, 66 lost minutes)

Train 336

T-140

Cars 1080-1082

Marine Station

Operator reported 5 Mph speed code.

6/7/2018 3:44:00 PM - Incident# 3014631 (0 lost trips, 2 lost minutes)

Platform Overshoot

Train 346 T-235

Westbound

Harbor freeway

Track 1

(1083A)-1087

6/10/2018 10:03:00 PM - Incident# 3015577 (0 lost trips, 6 lost minutes)

Propulsion fault with a speed restriction.

Train #341, T-277

222-219

WB, Relief Platform, Track #1

6/11/2018 2:10:00 PM - Incident# 3015861 (0 lost trips, 5 lost minutes)

Operator reports of VDU problems.

Train 334

T-184

(218)-214

Marine Station Track 2 Eastbound.

6/12/2018 9:19:00 AM - Incident# 3016170 (2 lost trips, 132 lost minutes)

Operator reports of Propulsion fault.

Train 331
T-105
LRV (215)-225
Mariposa Station track 2 Eastbound

6/13/2018 10:52:00 PM - Incident# 3016993 (1 lost trip, 66 lost minutes)

Friction Brakes (Code 52)

Train 344
T-497
(225B)-226
Westbound track 1 Harbor station.

6/14/2018 2:54:00 PM - Incident# 3017270 (0 lost trips, lost minutes)

Late Pullout

T-235 Tk1
Yard Interface
(1086)-1081
Westbound

6/15/2018 4:15:00 PM - Incident# 3017801 (0 lost trips, 6 lost minutes)

Unable to engage (Stop and Proceed Mode)

Train 346 Tk1/2
Marine EB
T-348/T-140
(204B)-214

6/18/2018 12:05:00 AM - Incident# 3018342 (1 lost trip, 66 lost minutes)

Low Air Pressure

Train #331, T-55
Car # 206
WB, Aviation Station, Track #1

6/22/2018 6:25:00 AM - Incident# 3020311 (0 lost trips, 3 lost minutes)

Aux power (AC or MA Fault)

Train 332
T-068
(221)-214
Westbound, Track 1 Aviation station.

6/22/2018 7:58:00 AM - Incident# 3020353 (1 lost trip, 65 lost minutes)

Other Vehicle System-No faults no movement

Train 339
T-227
LRV (1088),(1083)
Norwalk Station, Track 1
Westbound

6/25/2018 4:51:00 AM - Incident# 3021108 (0 lost trips, 8 lost minutes)

Door Problem.

Train #335.
T-177.
LRV- 220, 203.
Crenshaw Station, Track #2, Eastbound.

6/26/2018 6:35:00 AM - Incident# 3021607 (0 lost trips, 8 lost minutes)

Train 335, Car (1088A) and 1082.
Norwalk Station Platform 1 westbound
No movement, no cab signal.

6/26/2018 7:59:00 AM - Incident# 3021645 (0 lost trips, 9 lost minutes)

No Fault - No Movement
213-218
Train 345
T-148
Norwalk, Track 1, Westbound

6/26/2018 4:10:00 PM - Incident# 3021870 (2 lost trips, 132 lost minutes)
Train 337 reporting re-occurrent Propulsion Faults. with Speed Restriction of 35 mph.
Train 337
T-235
LRV'S (209B) 216
Marine Station, track 1, westbound.

6/27/2018 7:22:00 AM - Incident# 3022086 (5 lost trips, 341 lost minutes)
Train 346, Cars 209 & 202.
Milepost Marker 7 Track 1 westbound.
Prop fault, dynamic brake fault and door problem.

6/30/2018 8:24:00 AM - Incident# 3023324 (1 lost trip, 63 lost minutes)
Train 332 reports no illumination on console
T-266, Train 332
Track 2, Marine, East
220-(208A)

Wayside Incidents:

6/18/2018 3:03:00 PM - Incident# 3018727 (0 lost trips, 7 lost minutes)
CTC SYSTEM indicates a signal overrun at Signal 76 YDI

Police & Health Incidents:

6/5/2018 4:25:00 AM - Incident# 3013446 (0 lost trips, 8 lost minutes)
Sick Individual
Train 332
T-202
Norwalk Station Platform 1

6/5/2018 1:30:00 PM - Incident# 3013715 (0 lost trips, 15 lost minutes)
Non-Felony/Misdemeanor, unstable individual.

6/17/2018 11:15:00 PM - Incident# 3018338 (0 lost trips, 10 lost minutes)
Trespasser
Train #342, T-266
(AB)--
NSB, 7th and Metro Center Station, Track #

6/18/2018 12:00:00 PM - Incident# 3018649 (1 lost trip, 66 lost minutes)
Operator reports of a chemical being used (possible pepper spray) on the train
Train 334
T-348
(223)205
Avalon Station, Trk. 2, eastbound

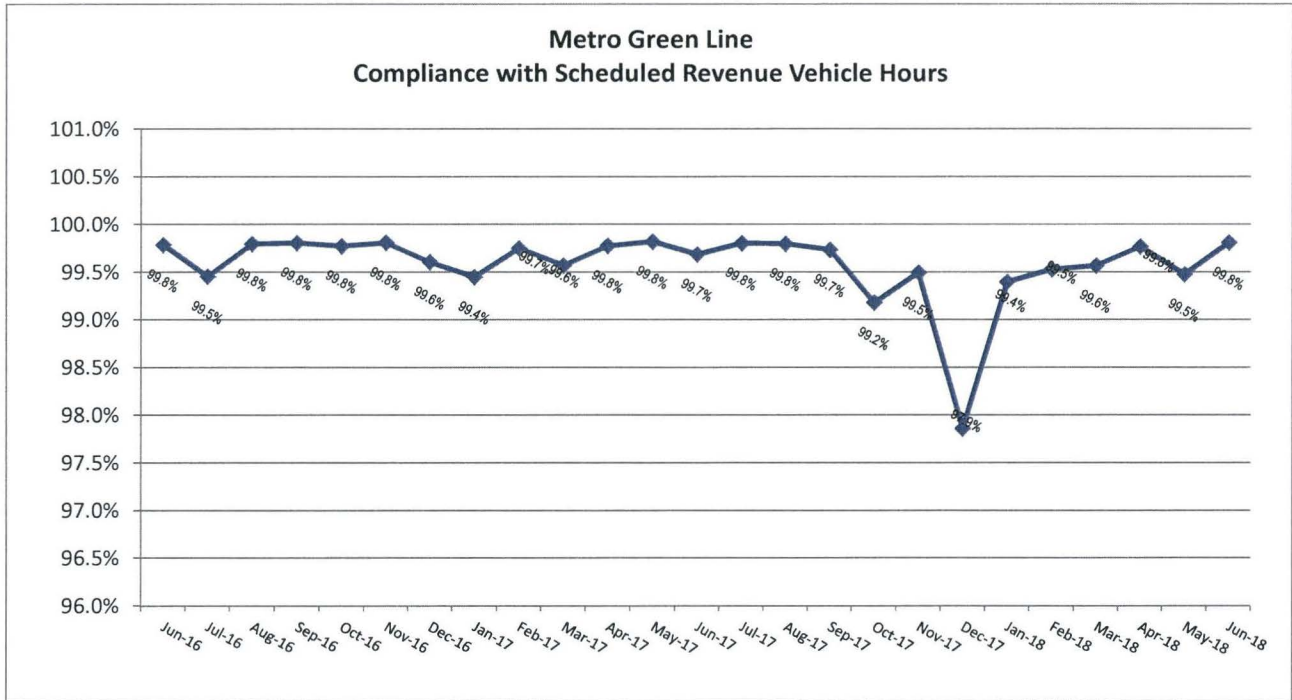
6/23/2018 2:32:00 AM - Incident# 3020650 (0 lost trips, 20 lost minutes)
Train operator reports a lost/stranded teenager at Wilmington Station.
LASD #603A - Dep. Guido
Tag number - 25
Teen name - Audrey Rivera -13 years old
Group Home - Vista Del Mar

Other Incidents:

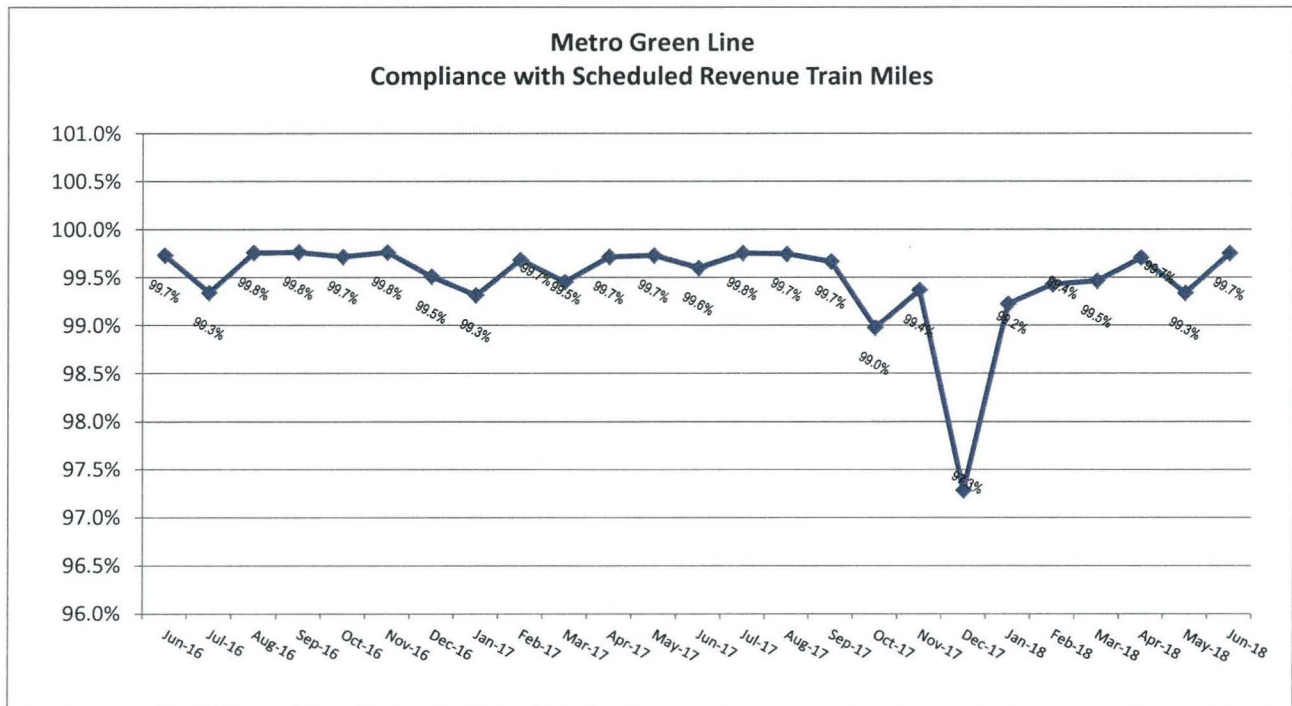
6/17/2018 2:38:00 PM - Incident# 3018235 (0 lost trips, 10 lost minutes)
Train Delay

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

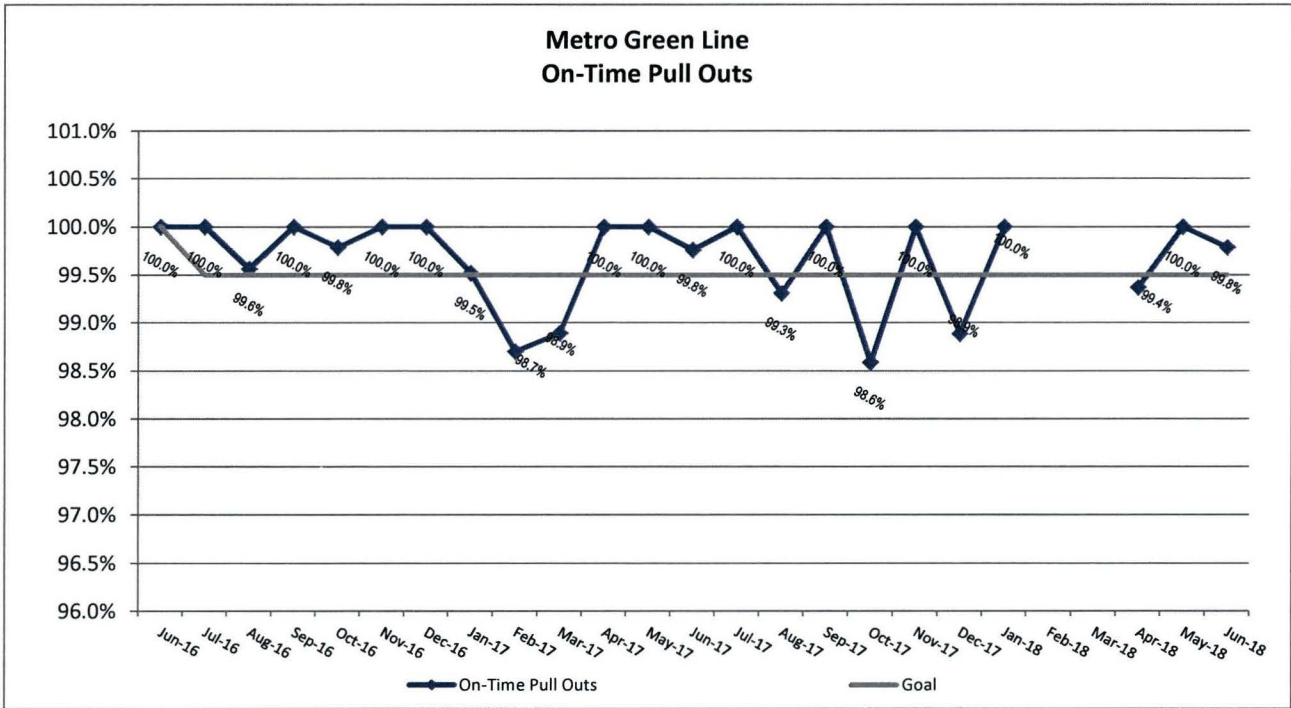
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



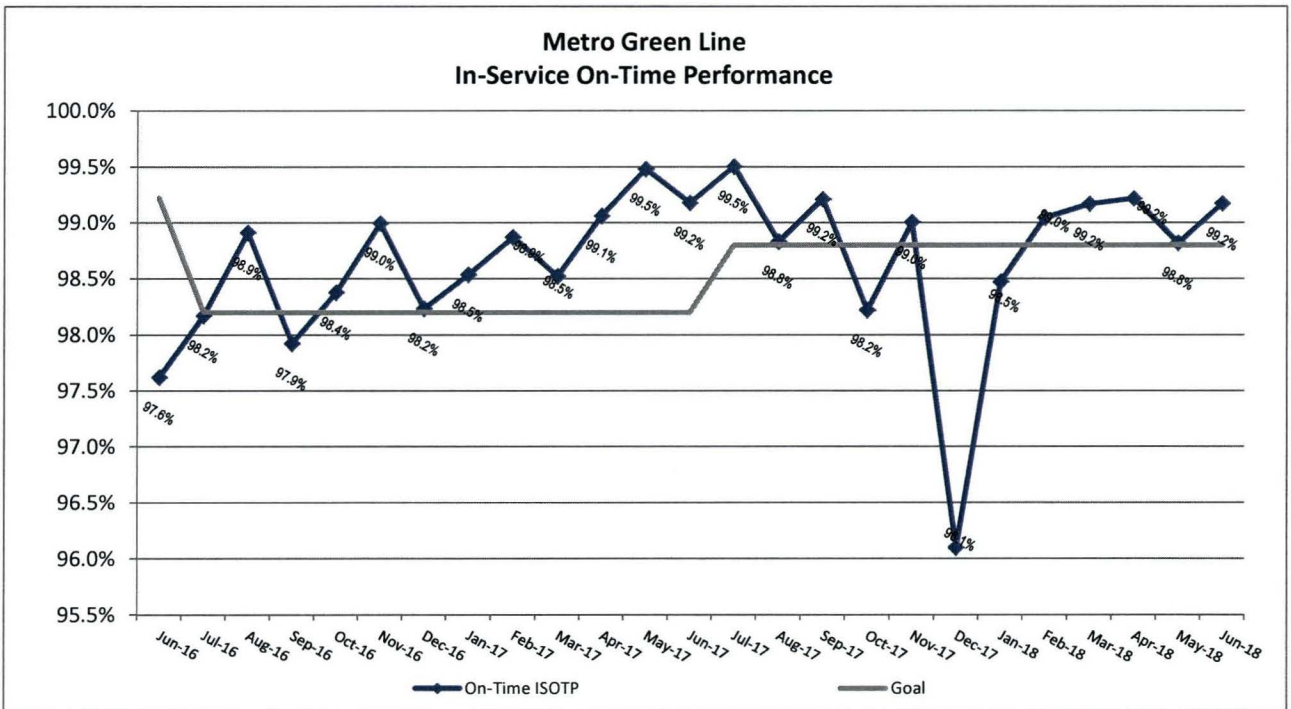
COMPLIANCE WITH SCHEDULED TRAIN MILES



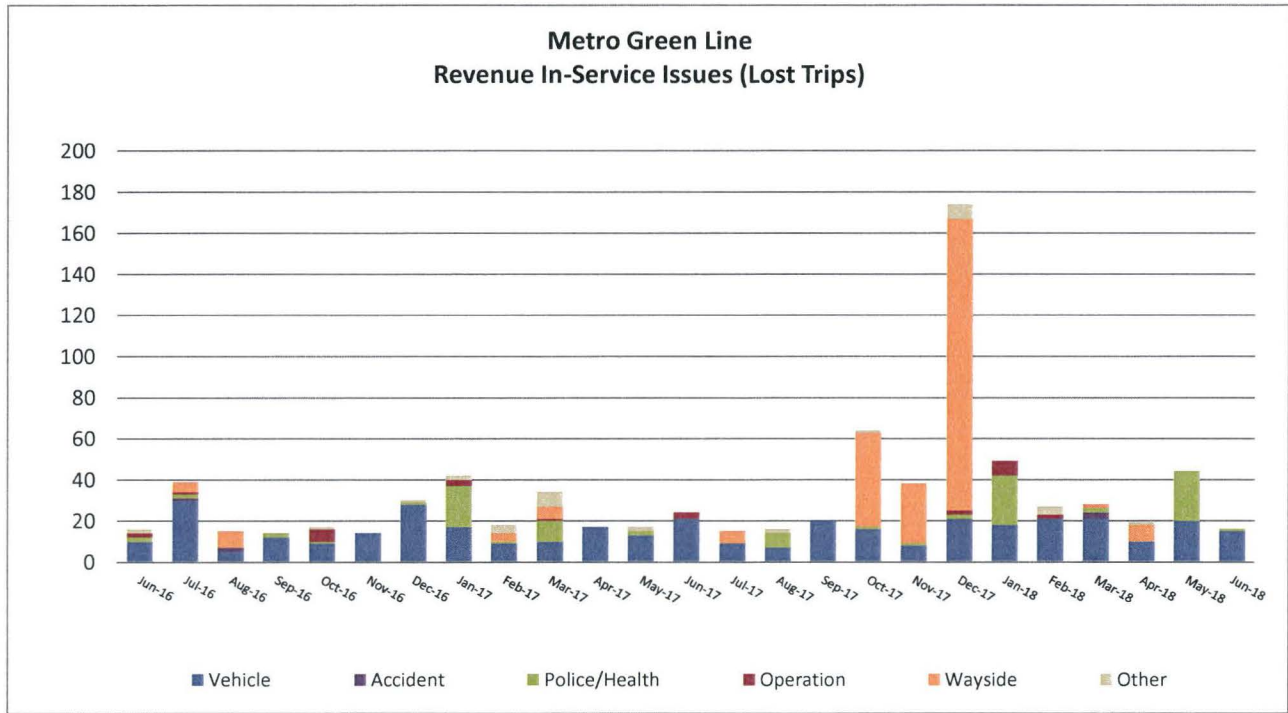
ON-TIME PULL OUTS



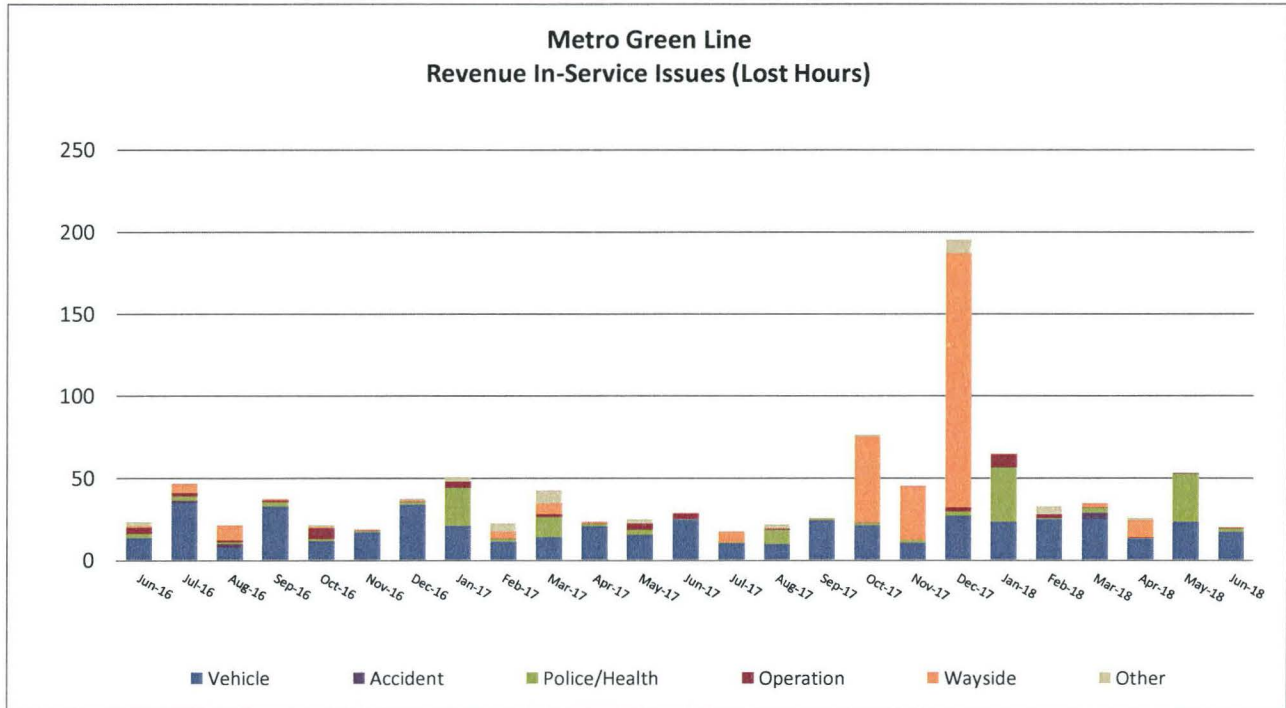
IN-SERVICE ON-TIME PERFORMANCE



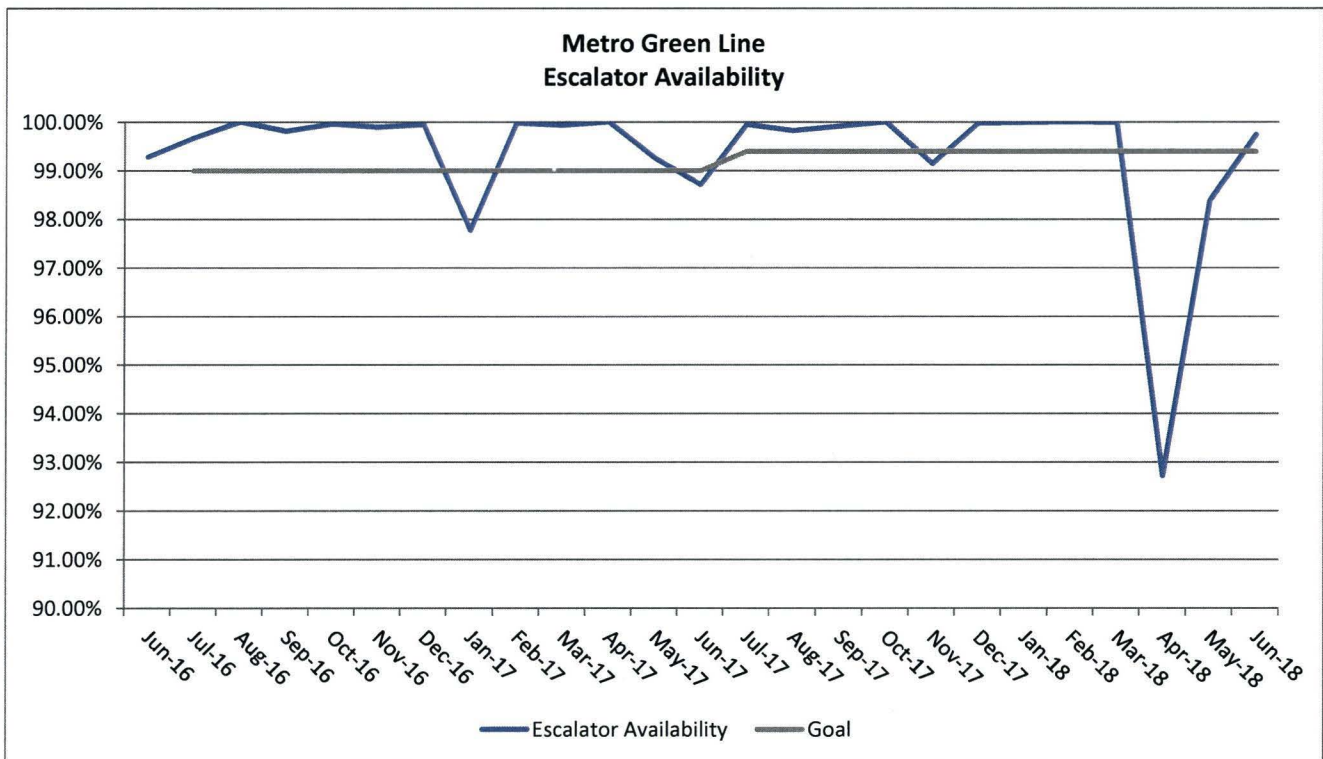
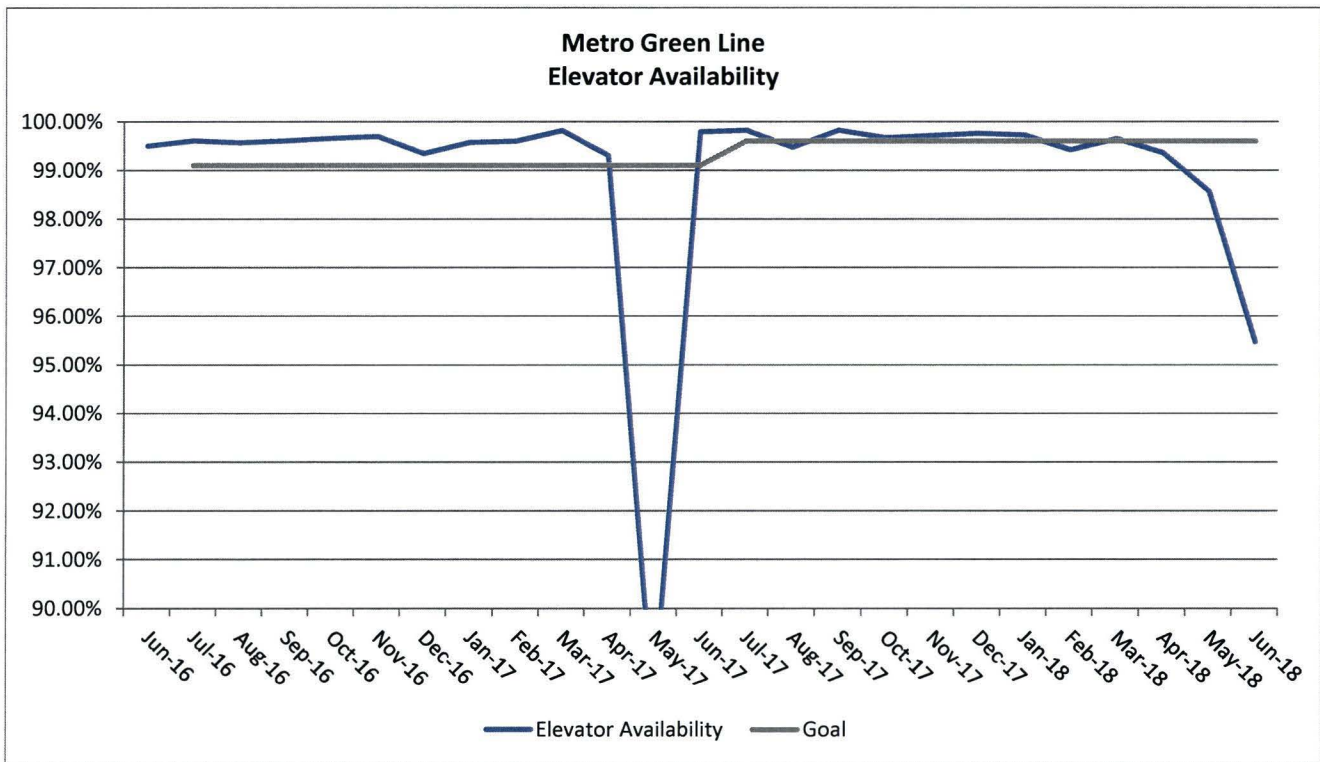
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



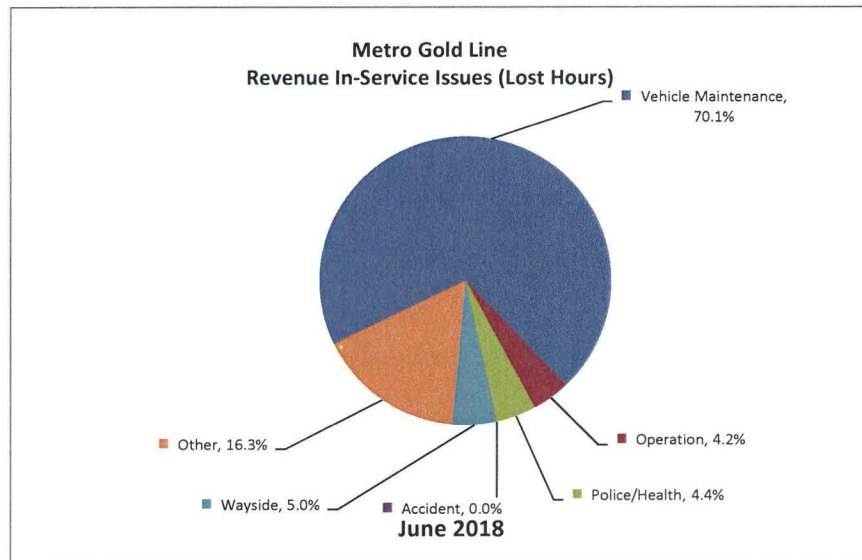
GOLD LINE

Out of a total of 23,049 hours operated, there were approximately 118 total hours of service delays.

June 2018 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	22,931	99.5%
Cancelled + Delayed Hours	118	0.5%
Total Revenue Hours	23,049	100.0%

Summary of the incidents:	Count	Hours	Percent
Operations	2	5.0	4.2%
Accidents	0	0.0	0.0%
Vehicle Maintenance	22	82.8	70.1%
Wayside	5	5.9	5.0%
Police & Health	4	5.2	4.4%
Other	2	19.2	16.3%
Total	35	118.1	100.0%

* Data from M3 used to report Service Delays is under review for accuracy
 The number of incidents on the following page may differ from the summary count due to some incidents not properly designated as cancelled or delayed



June 2018 Gold Line incidents causing delay were as follows:

Operations Incidents:

6/11/2018 8:06:00 AM - Incident# 3015705 (1 lost trip, 286 lost minutes)

Operator T-338 notified Control she was at Atlantic Station, walked over to Kaiser Perm because she did not feel right.

6/13/2018 11:43:00 AM - Incident# 3016722 (0 lost trips, 14 lost minutes)

Operator late departure

Train 405

T-025

Atlantic station northbound

Vehicle Maintenance Incidents:

6/1/2018 9:31:00 AM - Incident# 3012238 (0 lost trips, 15 lost minutes)

Doors problem 749

T-124

Train 452

LRV 749-744-731

Little Tokyo Station, Track 2, southbound.

6/6/2018 7:40:00 PM - Incident# 3014271 (1 lost trip, 297 lost minutes)

Operator reports of malfunctioning doors

Train 441

T-273

704-724-701

Civic Ctr. Trk. 2, southbound

6/10/2018 5:52:00 PM - Incident# 3015525 (1 lost trip, 322 lost minutes)

T-245 reports of left side doors on train 401 not opening.

6/11/2018 6:36:00 AM - Incident# 3015642 (0 lost trips, 7 lost minutes)

Doors 3/4 and 7/8 not opening on car (733B).

Train # 452

T-143

South Pasadena, track #2, southbound

746 745 (733)

6/11/2018 9:54:00 AM - Incident# 3015749 (1 lost trip, 291 lost minutes)

Operator reports no movement at Atlantic Station, unable to see right side doors.

Train # 452

T-60

Atlantic Station, track #1, northbound

710 709

6/12/2018 6:31:00 PM - Incident# 3016475 (1 lost trip, 287 lost minutes)

713 C truck brakes dont apply

6/12/2018 9:22:00 PM - Incident# 3016515 (1 lost trip, 287 lost minutes)

1107 doors 1 and 2 could not be cut out.

6/13/2018 5:30:00 AM - Incident# 3016584 (4 lost trips, 1,163 lost minutes)

Train 404 has no movement due to doors being off track and unable to close on car 1007.

Train 404

T-11

Cars 1009 (1007) 1104.

Del Mar track #2.

6/14/2018 7:28:00 PM - Incident# 3017441 (0 lost trips, 15 lost minutes)

Train 431 reports no movement at Duarte Sb

6/15/2018 4:57:00 AM - Incident# 3017491 (1 lost trip, 284 lost minutes)

Speed restriction. No fault indication or any other indications.

Train 404

T-11

Track 2, S/B

Irwindale Station

1011-1010-1007

6/19/2018 2:35:00 PM - Incident# 3019170 (0 lost trips, 5 lost minutes)

Auto Train Protection (Speed Limit) LRV 1059

T-151

Train 452

LRV (1059) 1011

South Pasadena Station, southbound, Track 2.

6/19/2018 5:02:00 PM - Incident# 3019245 (1 lost trip, 283 lost minutes)

Reports of ATP failure with speed restriction

Train #441

T-536

744-(739)-731

Chinatown Station, Track #2, SB

6/22/2018 9:20:00 AM - Incident# 3020388 (1 lost trip, 289 lost minutes)

Train 411 reports no movement @ Ave 51

T-129, Train 411

Track 1, Ave 51, North

(727A)-715-705

6/23/2018 6:20:00 AM - Incident# 3020674 (1 lost trip, 336 lost minutes)

Unknown Burning Smell

723 (713) 716

T-143

Train 403

APU Citrus track 1 South

6/24/2018 6:26:00 PM - Incident# 3021027 (0 lost trips, 6 lost minutes)

Train 410 (715,705,709) T-316, Little Tokyo Station, track 2 reports door faults on car 709.

6/25/2018 4:28:00 AM - Incident# 3021109 (0 lost trips, 13 lost minutes)

Limited speed, brake fault. possible coupling issue.

Train 403

T-129

Track 2 southbound Irwindale

1012 1010 (1007)

6/27/2018 5:47:00 AM - Incident# 3022035 (2 lost trips, 586 lost minutes)

T-144 reports of a speed restriction HSCB trip on car 706.

6/27/2018 6:04:00 AM - Incident# 3022042 (0 lost trips, lost minutes)

T-154 reports of a 5 mph cab signal on train 417 at APU Citrus.

6/29/2018 6:47:00 AM - Incident# 3022969 (0 lost trips, 7 lost minutes)

Report of the last (2) cars on train are not showing on ADU and speed restriction of (35 mph).

Train 453

T-250

Irwindale, track #2, southbound.

746 (743 745)

6/29/2018 9:20:00 AM - Incident# 3023046 (0 lost trips, 5 lost minutes)

Doors closing slowly on car (1007A) doors 1A/2A.

Train # 402

T-103

Heritage Square, track #1, northbound

1008 (1007) 1056

6/29/2018 5:55:00 PM - Incident# 3023226 (0 lost trips, 20 lost minutes)

Doors would not close

T-388

Train 432

1008-(1007)-1056

Memorial Park Station Tk 1 N/B

6/30/2018 9:27:00 AM - Incident# 3023337 (1 lost trip, 224 lost minutes)

Train 208 Car 1057 doors unable to close.

6/30/2018 3:39:00 PM - Incident# 3023414 (1 lost trip, 224 lost minutes)

Train 413 Car 1007 door is unable to be cut out.

Wayside Incidents:

6/12/2018 10:21:00 AM - Incident# 3016176 (0 lost trips, 4 lost minutes)

Damaged bolts

10 Miles per hour speed restriction implemented

MT-143

Track #02, South West Museum switch 1B.

6/18/2018 1:05:00 PM - Incident# 3018643 (1 lost trip, 316 lost minutes)

False occupancy at Del Mar Track Circuit 2

6/19/2018 6:00:00 PM - Incident# 3019273 (0 lost trips, 10 lost minutes)

Track Circuit: Loss Of Cab Signaling

SCADA

Memorial Park to State grade crossing

6/19/2018 11:48:00 PM - Incident# 3019335 (0 lost trips, 10 lost minutes)

Maintenance: Replace Equipment at Del Mar interlocking for False occupancy.

6/23/2018 2:37:00 PM - Incident# 3020762 (0 lost trips, 12 lost minutes)

MS-125 Troubleshooting BK Alarm at Hope St

Police & Health Incidents:

6/13/2018 3:04:00 PM - Incident# 3016825 (0 lost trips, 7 lost minutes)

LAPD held train at Highland Park Station due to a loud passenger.

6/16/2018 4:18:00 PM - Incident# 3018029 (0 lost trips, 15 lost minutes)

Train 410 Man Reported to be Threatening Patron With Knife

6/20/2018 6:05:00 PM - Incident# 3019693 (1 lost trip, 283 lost minutes)

Reports female patron is bleeding on board car 721.

6/29/2018 10:40:00 AM - Incident# 3023274 (0 lost trips, 5 lost minutes)

LASD notified Control of a child parent separations on train departing Atlantic Station.

Train #453

T-129

Atlantic, Track #1, northbound

745 743 746

Other Incidents:

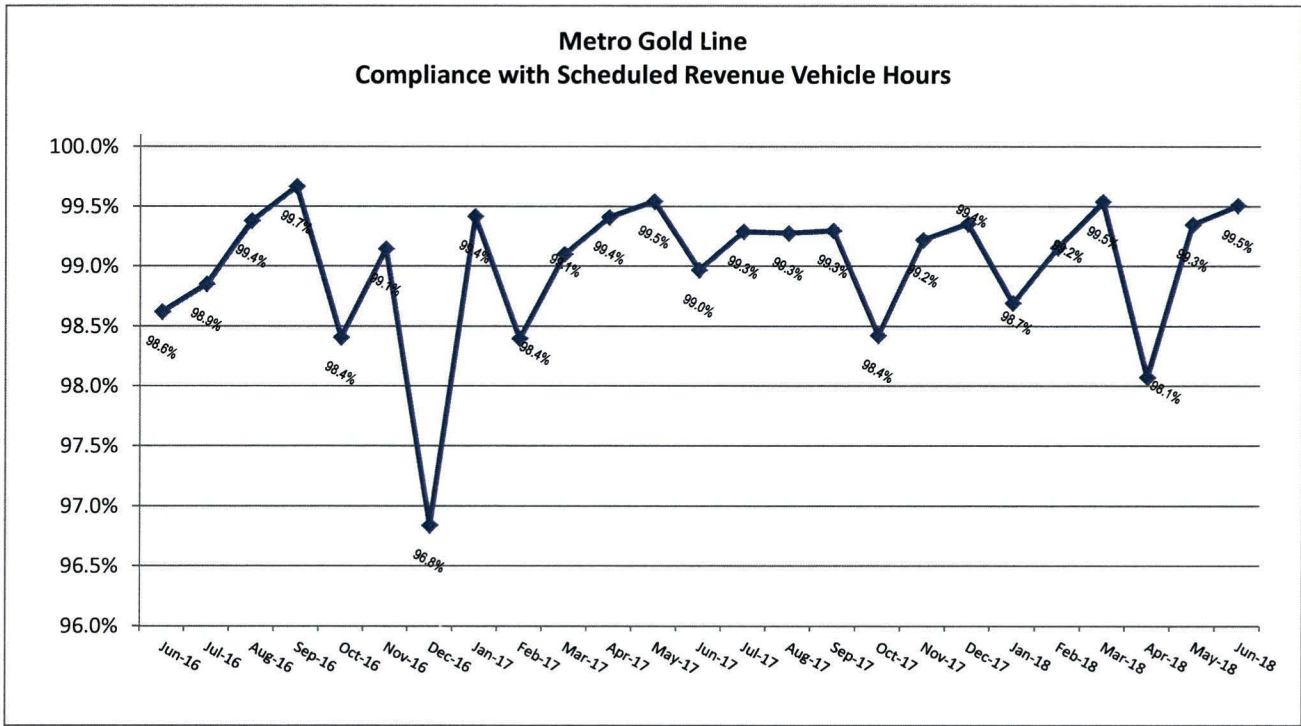
6/13/2018 5:00:00 PM - Incident# 3016932 (1 lost trip, 287 lost minutes)

Blood spill on the floor of car 1104.
Train 436.
T-251.

6/22/2018 3:55:00 PM - Incident# 3020526 (3 lost trips, 868 lost minutes)
CCTV R-444 reports a patron called to report that car 1015 has feces in it.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

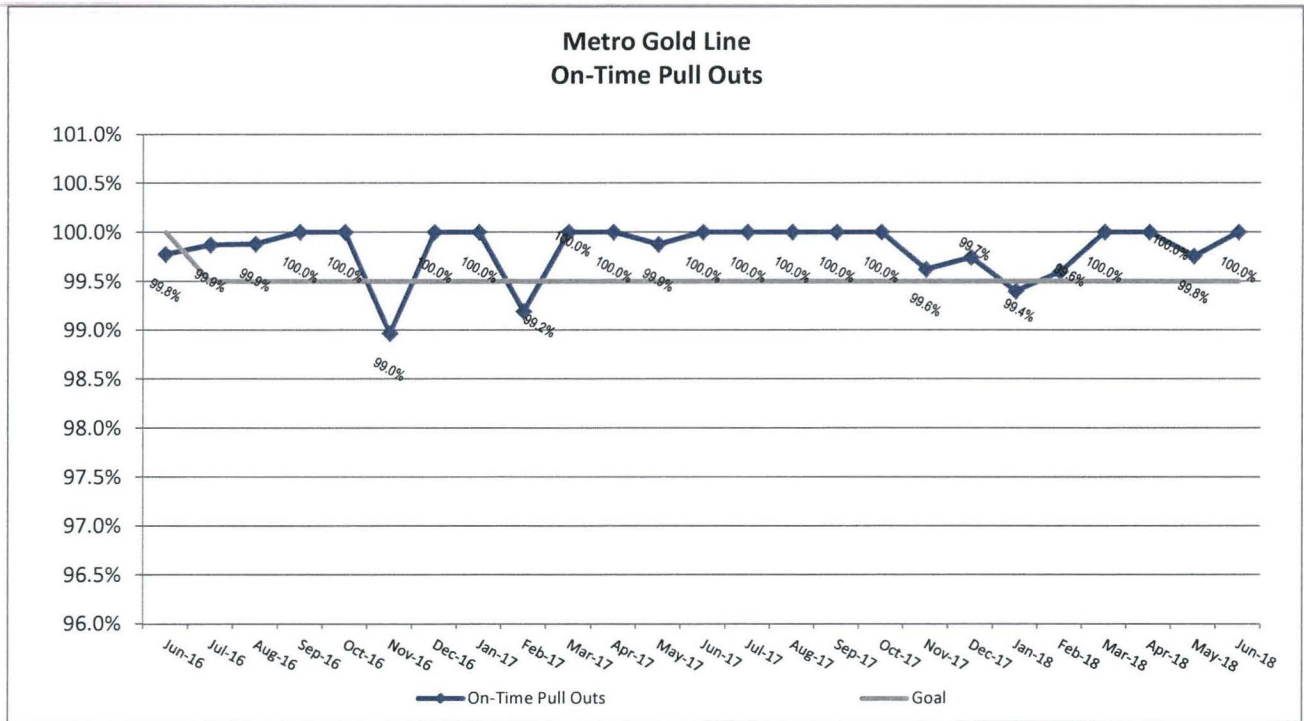
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



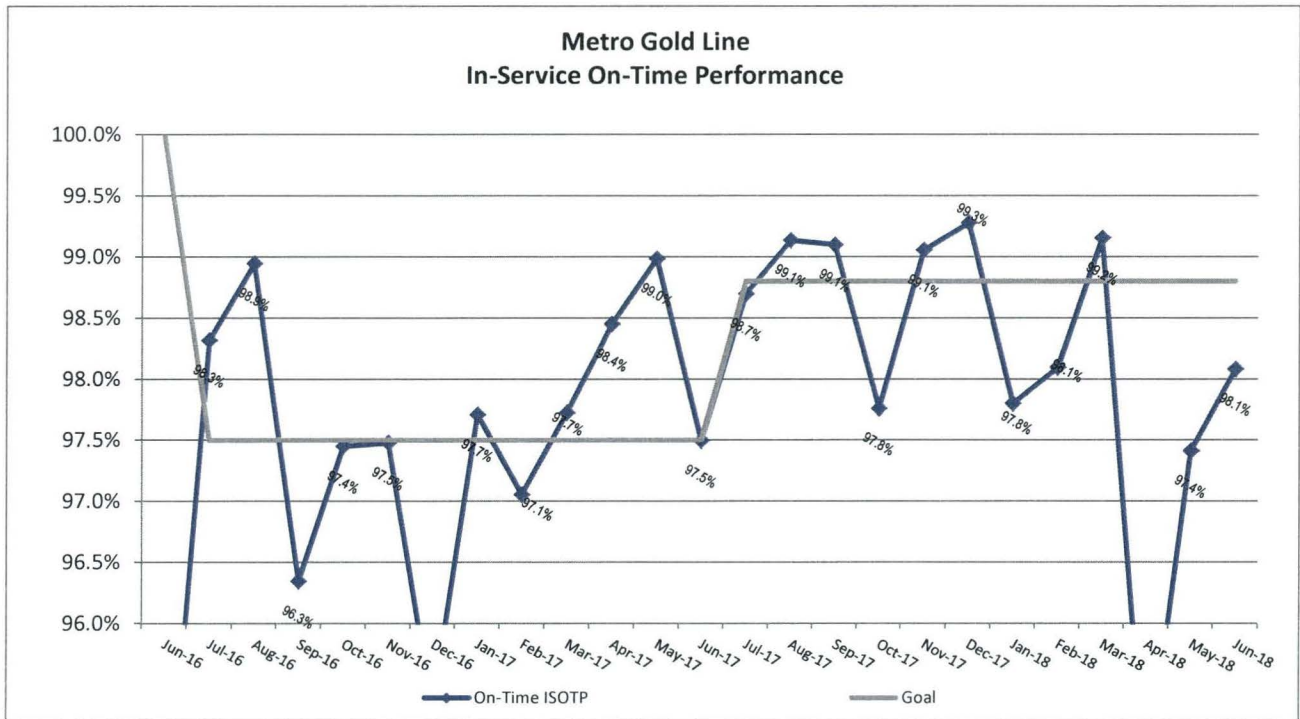
COMPLIANCE WITH SCHEDULED TRAIN MILES



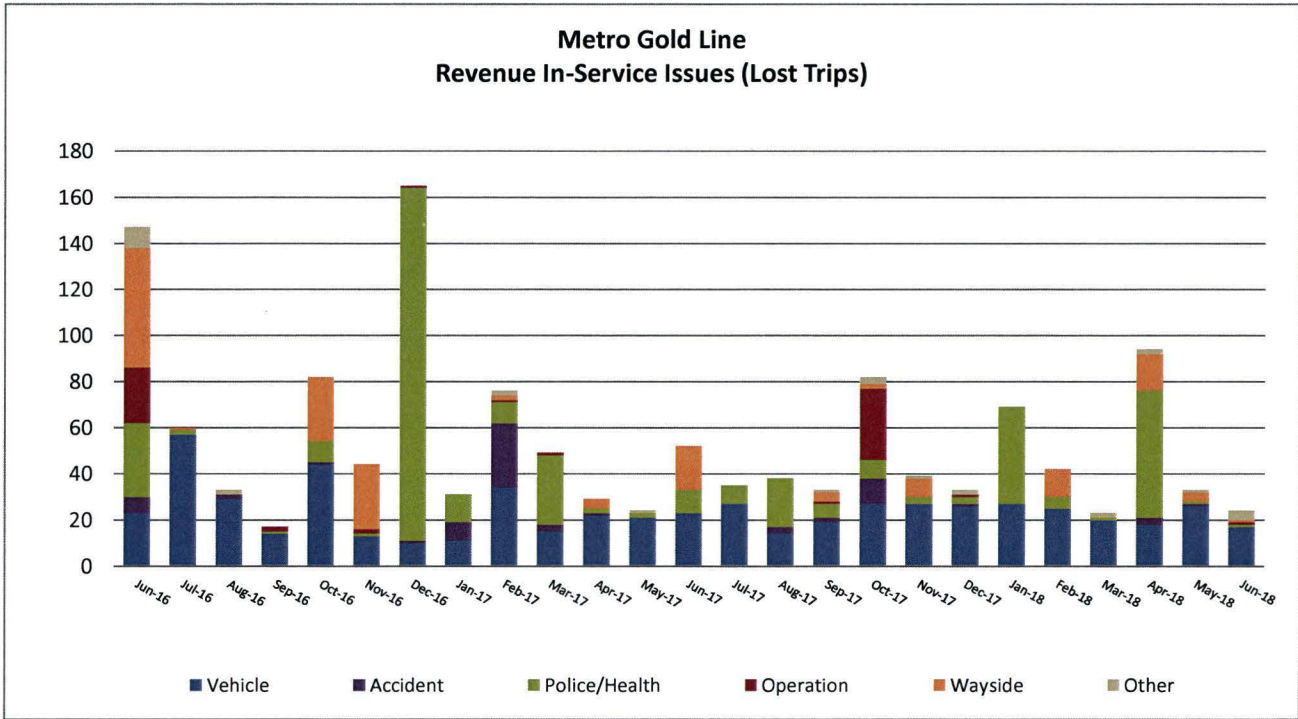
ON-TIME PULL OUTS



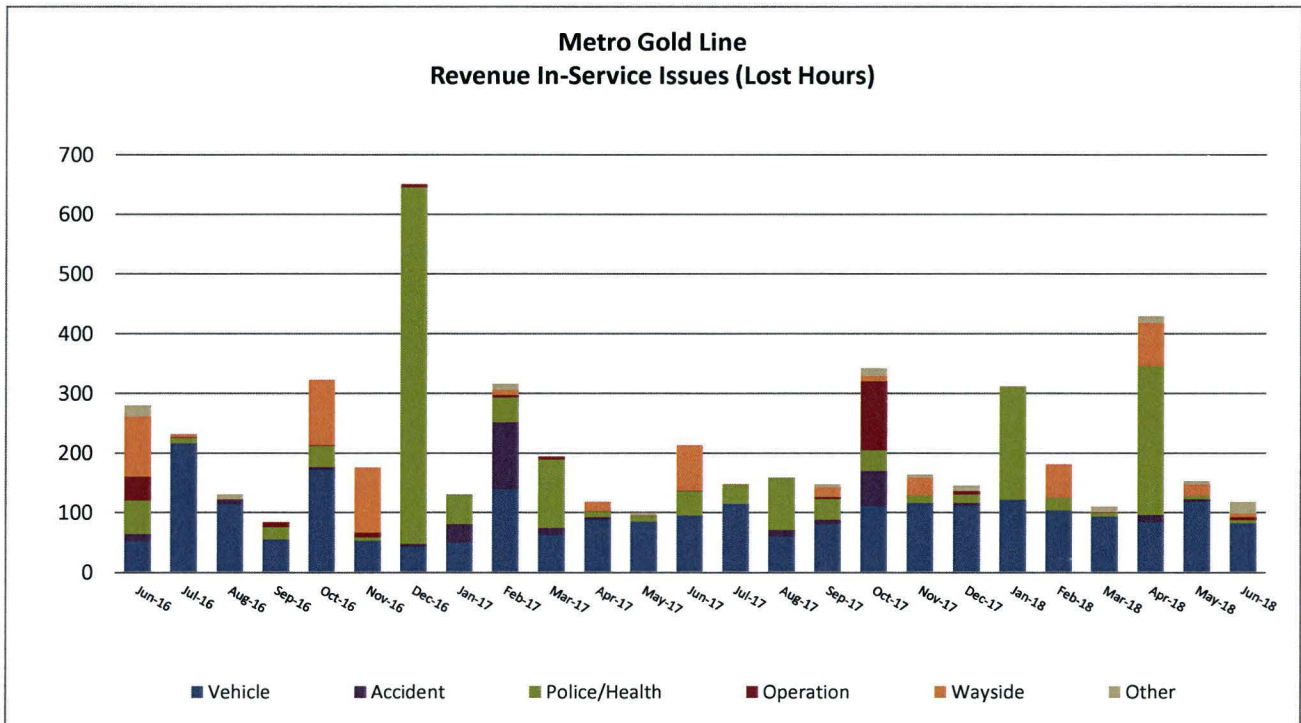
IN-SERVICE ON-TIME PERFORMANCE



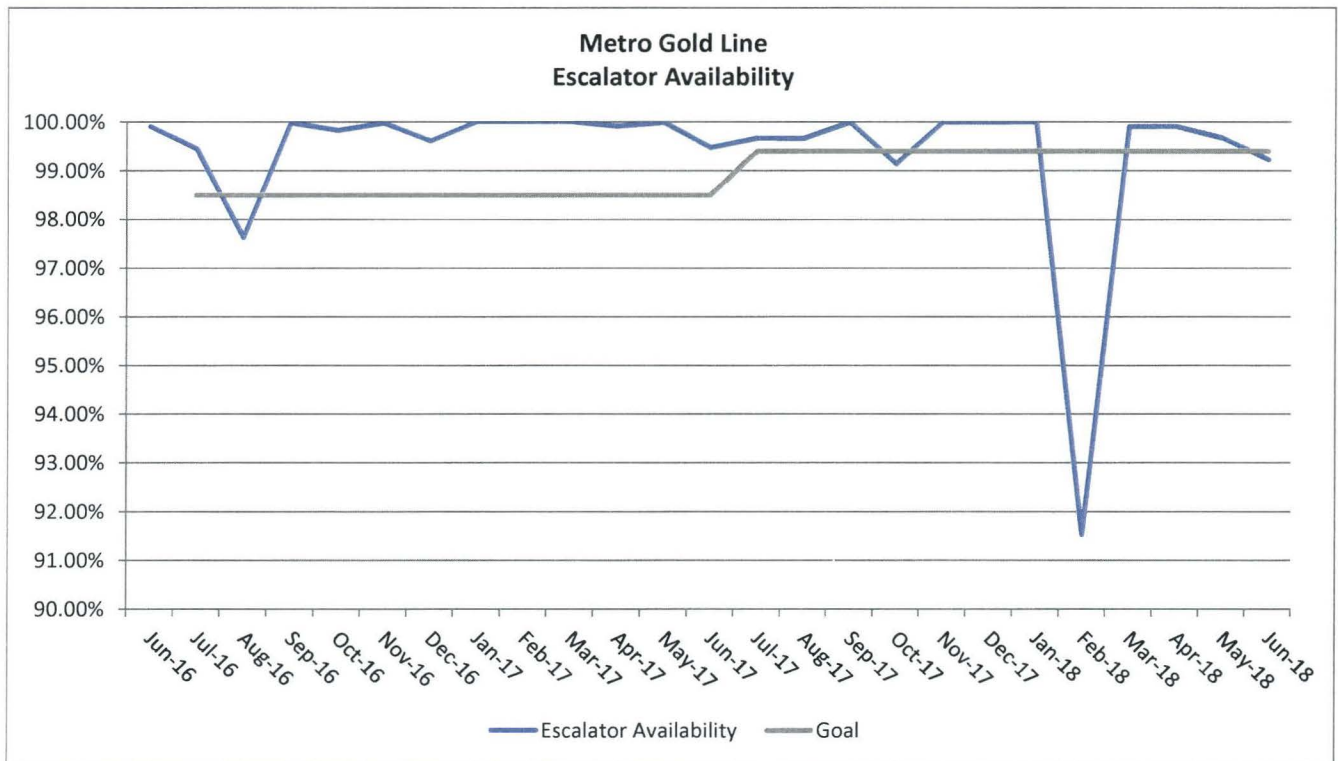
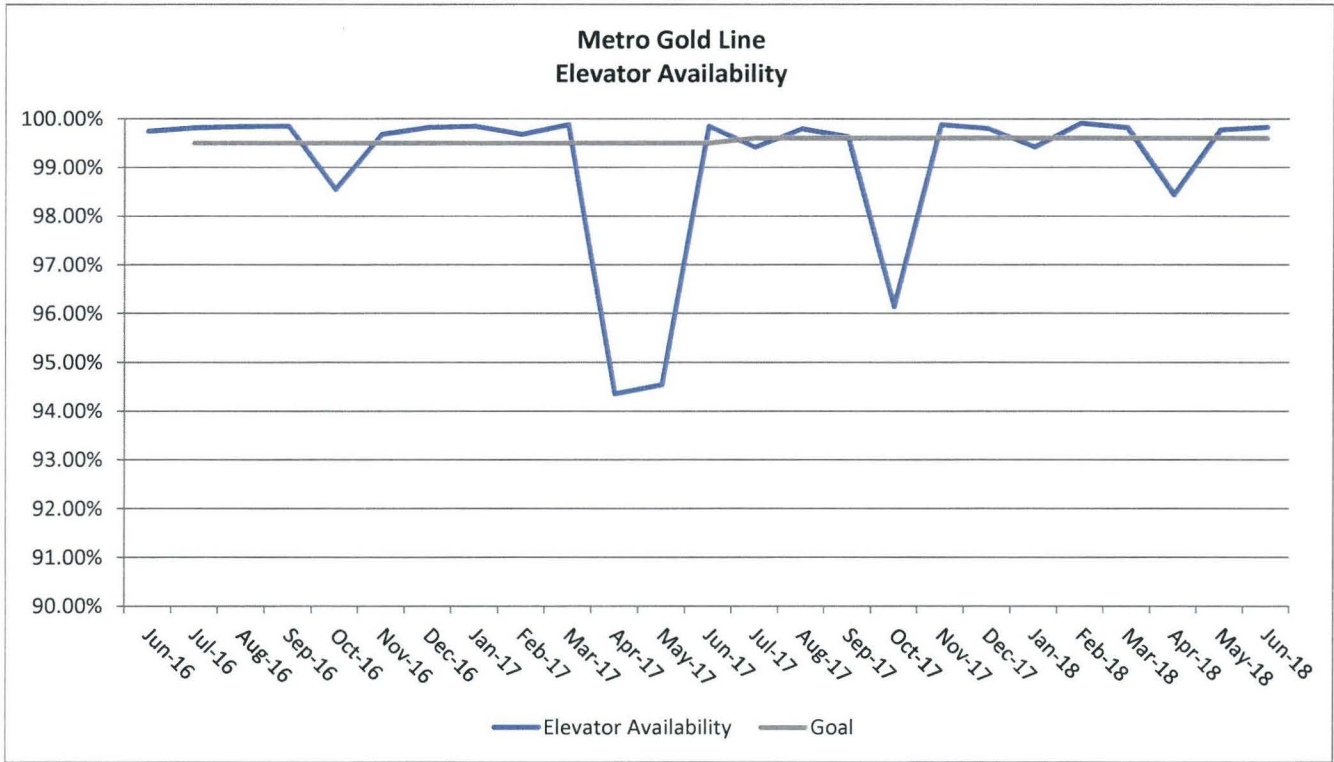
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



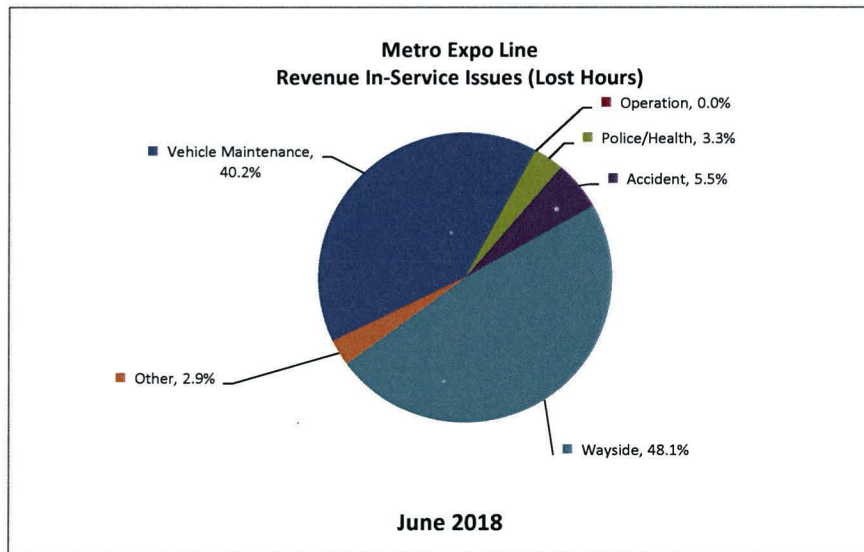
EXPO LINE

Out of a total of 21,458 hours operated, there were approximately 87 total hours of service delays.

June 2018 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	21,371	99.6%
Cancelled + Delayed Hours	87	0.4%
Total Revenue Hours	21,458	100.0%

Summary of the incidents:	Count	Hours	Percent
Operations	0	0.0	0.0%
Accidents	1	4.8	5.5%
Vehicle Maintenance	15	35.0	40.2%
Wayside	3	41.9	48.1%
Police & Health	4	2.9	3.3%
Other	3	2.5	2.9%
Total	26	87.0	100.0%

* Data from M3 used to report Service Delays is under review for accuracy
 The number of incidents on the following page may differ from the summary count due to some incidents not properly designated as cancelled or delayed



June 2018 Expo Line incidents causing delay were as follows:

Accidents:

6/14/2018 5:24:00 PM - Incident# 3017402 (2 lost trips, 288 lost minutes)

I-10 on ramp limit line on Flower at 18th street.train vs auto

Train 602

T-126

(230), 249, 248

I-10 limit line, strack 2, southbound

Vehicle Maintenance Incidents:

6/3/2018 11:52:00 AM - Incident# 3012936 (0 lost trips, 10 lost minutes)

Doors Not Opening

Train 651

T-375

1050-(1063)-1037

Farmdale Station, Track 3, Northbound

6/4/2018 8:43:00 AM - Incident# 3013052 (2 lost trips, 292 lost minutes)

Train 663 reporting train going into Street Run Mode on Cab Signal Territory departing Bundy Station on track number 3. LRV 1069B did not pick up Cab Signals.

Train 663

T-062

LRV-(1069B) 1040-1051

Bundy Station, track 3 , northbound.

6/4/2018 11:14:00 AM - Incident# 3013197 (0 lost trips, 10 lost minutes)

Train 653 reporting a door problems at Santa Monica Station

Train 653

T-090

LRV'S 1066-1048-1043

Santa Monica Station , track 4, northbound.

6/4/2018 4:45:00 PM - Incident# 3013262 (2 lost trips, 292 lost minutes)

Operator reports of doors not functioning within the intermediate rail car.

Train 653

T-180

(1063)1037-1050

La Cienega station, Trk. 3, southbound

6/7/2018 5:32:00 AM - Incident# 3014366 (3 lost trips, 440 lost minutes)

No indications, no faults. No movement.

Train 662

Track 3, N/B

T-423

Jefferson Station.

(1035)-1034-1002

6/14/2018 11:45:00 AM - Incident# 3017195 (0 lost trips, 10 lost minutes)

Door trouble

Train 603

T-358

235,(242), 244

Metro Center, Track 1, Southbound

6/15/2018 6:56:00 AM - Incident# 3017553 (1 lost trip, 141 lost minutes)

Train Operator T-358 reports propulsion fault with speed restriction.

Train 656

T-358

Cars (104B)-127

Northbound, Western Station, Track 3

6/15/2018 6:22:00 PM - Incident# 3017836 (0 lost trips, 6 lost minutes)

Propulsion fault on car 1002

Train 653

T-219

Cars 1027, (1002),1060

SB, Track 4, Farmdale Station

6/18/2018 4:22:00 PM - Incident# 3018784 (2 lost trips, 282 lost minutes)

Friction Brake Fault unknown

6/20/2018 9:49:00 AM - Incident# 3019494 (0 lost trips, 6 lost minutes)

Doors

(1065B 1/2)-1019-1064

T-208

Santa Monica, Northbound, Track 3

6/20/2018 11:37:00 PM - Incident# 3019761 (2 lost trips, 297 lost minutes)

Operator reports no movement from Car1039A.

Cars (1039), 1026, 1034

Train 672

T-2219

Sepulveda TRK 3, northbound

6/22/2018 3:17:00 PM - Incident# 3020514 (2 lost trips, 282 lost minutes)

Auto Train Protection (Speed Limit)

(1002)-1022-1045

Train 653

T-157

23rd Station, Southbound, Track 4

6/25/2018 12:37:00 PM - Incident# 3021327 (0 lost trips, 7 lost minutes)

Reports of ATP failure

Train #654

T-108

(1040B)-1050-1023

Pico Station, Track #2, SB

6/25/2018 4:28:00 PM - Incident# 3021486 (0 lost trips, 10 lost minutes)

Door fault

Train 602

T-180

Cars 248 231 302

Downtown Santa Monica Station

6/29/2018 6:25:00 AM - Incident# 3022959 (0 lost trips, 15 lost minutes)

Train Operator T-208 reports emergency braking.

Train 602

T- 204

Cars (301)-302-231

Southbound, track 4, Sepulveda Station.

Wayside Incidents:

6/11/2018 9:58:00 AM - Incident# 3015754 (1 lost trip, 146 lost minutes)

Clarrington TPSS Breakers tripped open.

6/21/2018 3:53:00 PM - Incident# 3020100 (0 lost trips, 10 lost minutes)

ARINC SYSTEM indicated a track circuit at the Degnan interlocking, which in turn caused a false overrun and the signaling to malfunction.

6/27/2018 10:28:00 AM - Incident# 3022159 (16 lost trips, 2,356 lost minutes)

DC breakers B12, B13, B14, and B15 at Clarrington TPSS and B15 and B14 at National TPSS. Loss of power tracks 3 and 4 from Culver City to Palms Station.

Police & Health Incidents:

6/3/2018 8:47:00 PM - Incident# 3012892 (0 lost trips, 17 lost minutes)

Train Operator was notified that a Passenger got assaulted on Train 655 car 1047B

Train 655

1071-1052-(1047B)

T-374

Vermont Station Track #3 Northbound

6/14/2018 4:20:00 AM - Incident# 3017040 (0 lost trips, lost minutes)

Operator reports of a patron holding the doors and refusing to exit the train.

6/16/2018 6:23:00 AM - Incident# 3017908 (0 lost trips, 10 lost minutes)

Sick Individual on 1036

T-517

Train 657

LRV (1036) 1021 1044

17th Street Station, Track 3, northbound.

6/17/2018 11:56:00 AM - Incident# 3018192 (0 lost trips, 3 lost minutes)

Train 660 reports man bleeding from head

T-133, Train 660

Track 4, 23rd, West

1047-1060-(1057)

6/22/2018 7:38:00 PM - Incident# 3020596 (1 lost trip, 141 lost minutes)

Operator reports of a medical emergency on board the train.

Other Incidents:

6/5/2018 9:15:00 PM - Incident# 3013838 (1 lost trip, 141 lost minutes)

Patron falls between cars at Jefferson Station

Train 669

T-114

Cars (1019)-1061-1004

Jefferson station track3 N/B

6/6/2018 2:31:00 PM - Incident# 3014181 (0 lost trips, 5 lost minutes)

Reports of passengers playing loud music

Train #653

T-473

1066-(1043)-1048

USC/Expo Park Station, Track #4, SB

6/11/2018 7:57:00 PM - Incident# 3015995 (0 lost trips, 4 lost minutes)

Female individual holding doors

Train 666

T-29

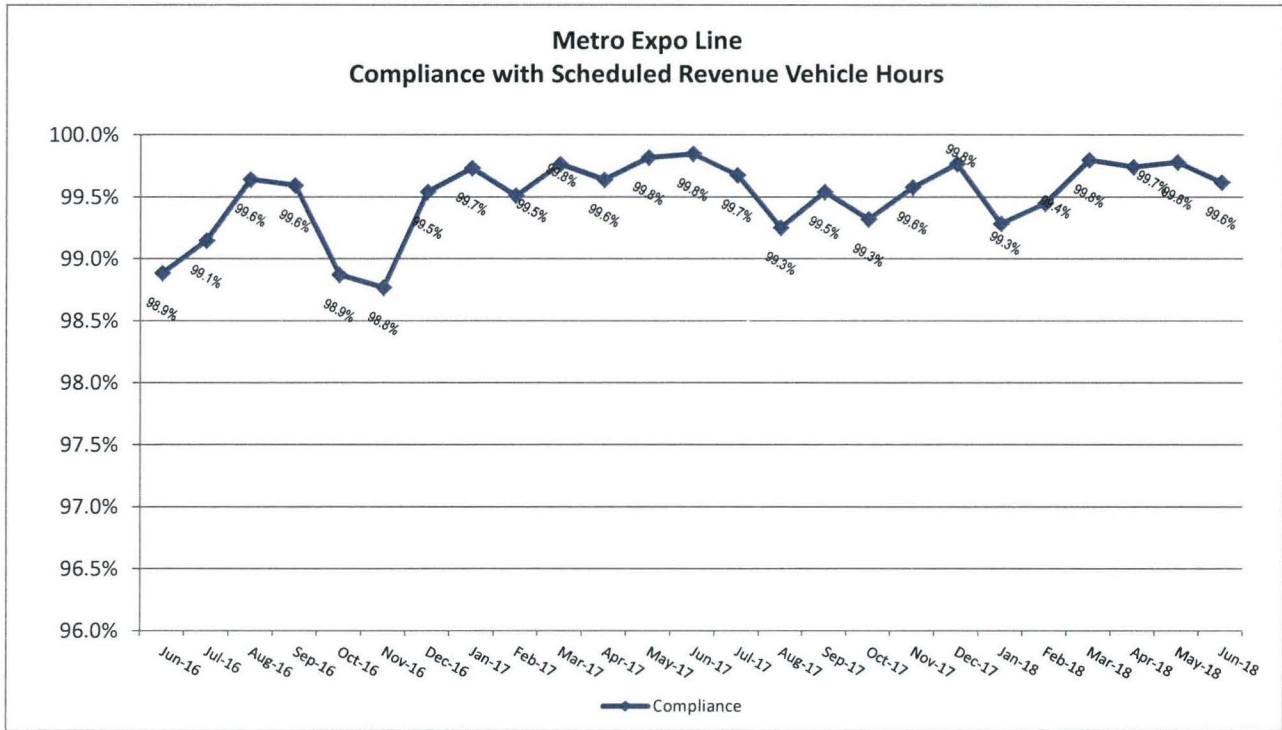
1017-1070-1026

Track 3

Santa Monica station

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

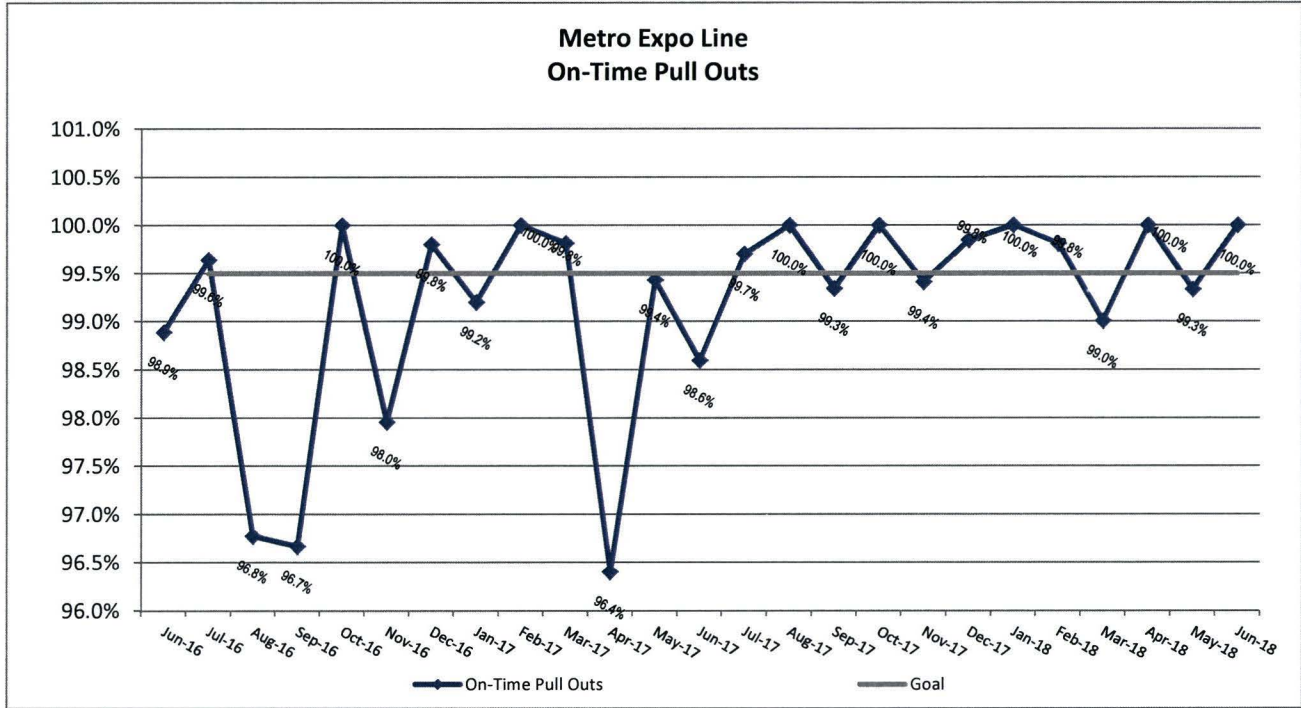
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



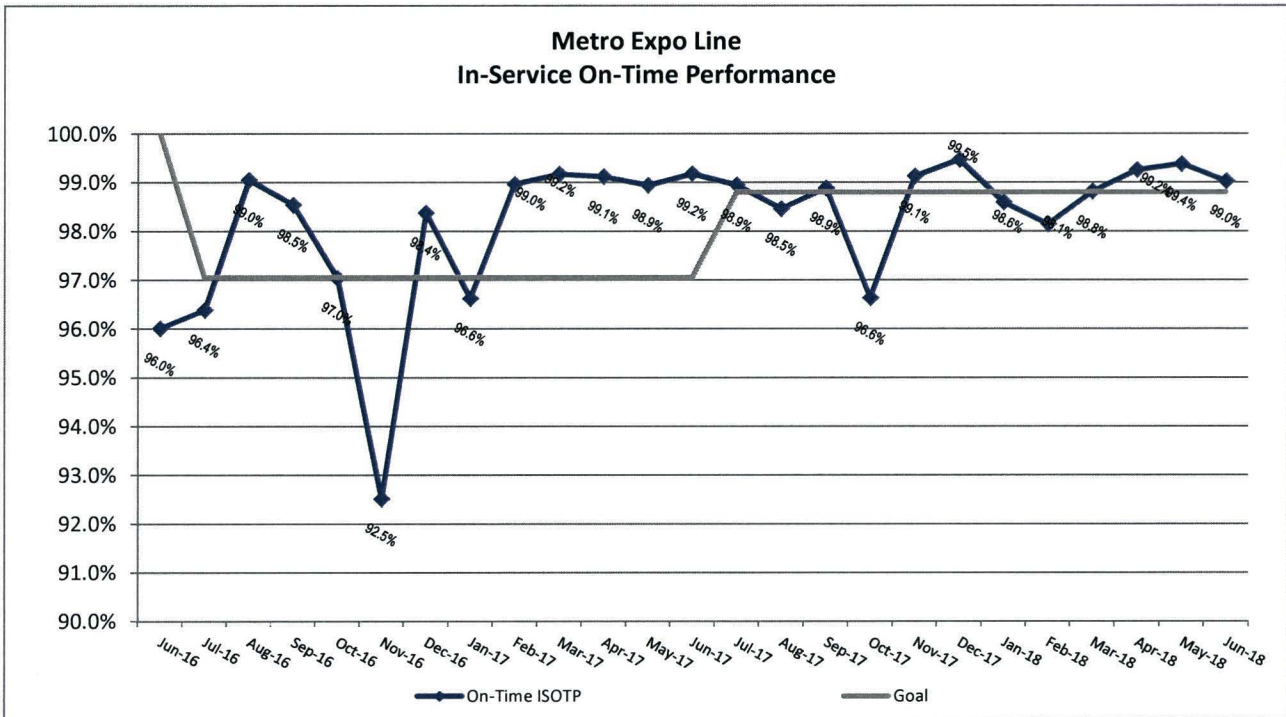
COMPLIANCE WITH SCHEDULED TRAIN MILES



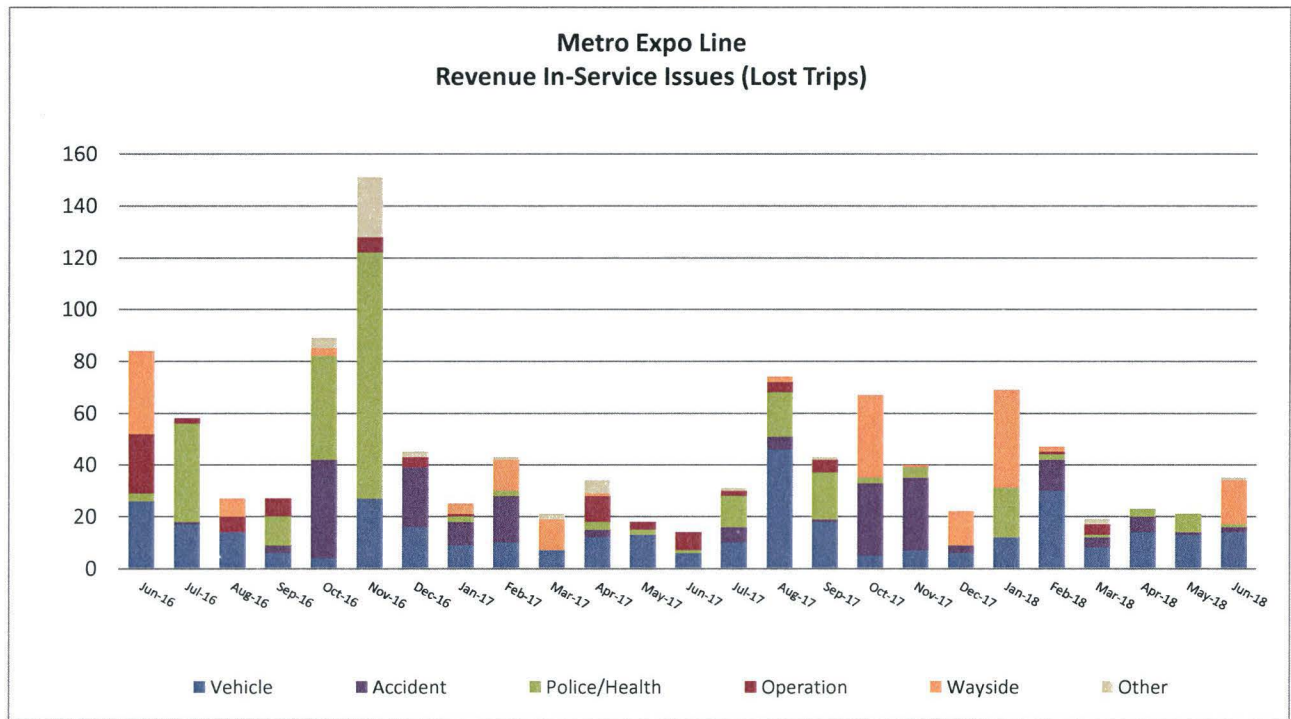
ON-TIME PULL OUTS



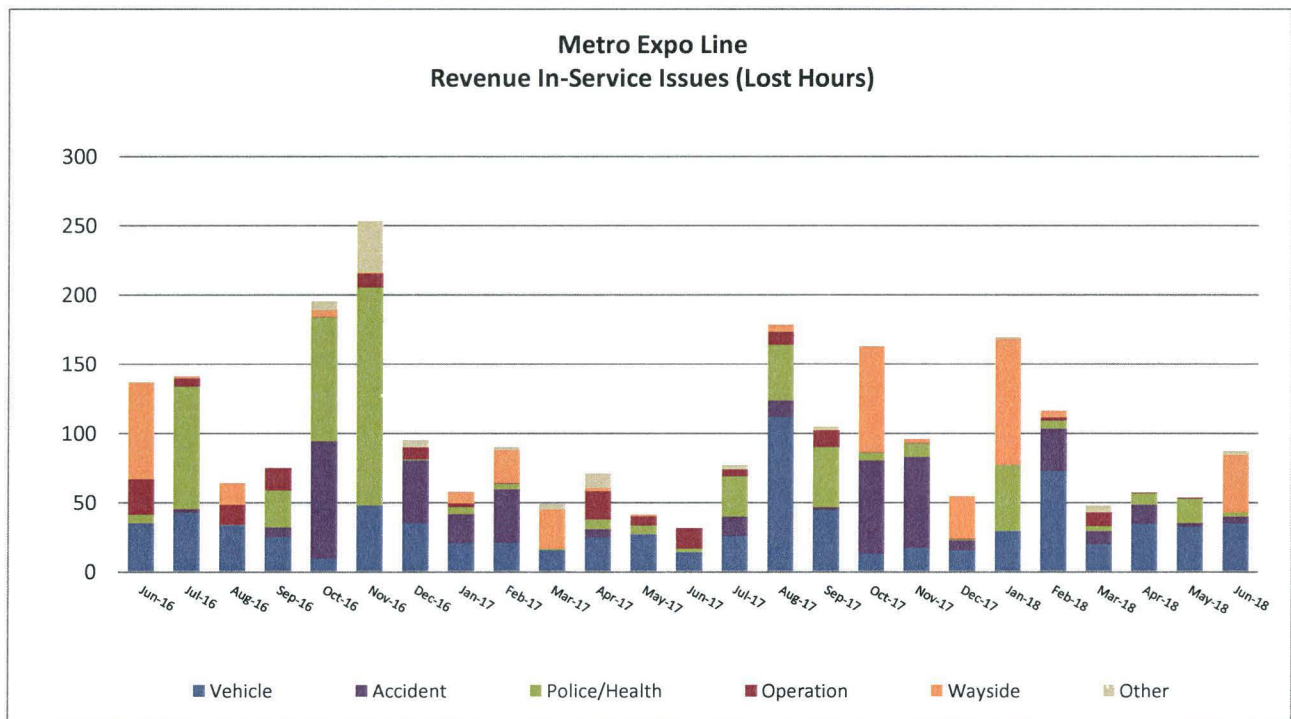
IN-SERVICE ON-TIME PERFORMANCE



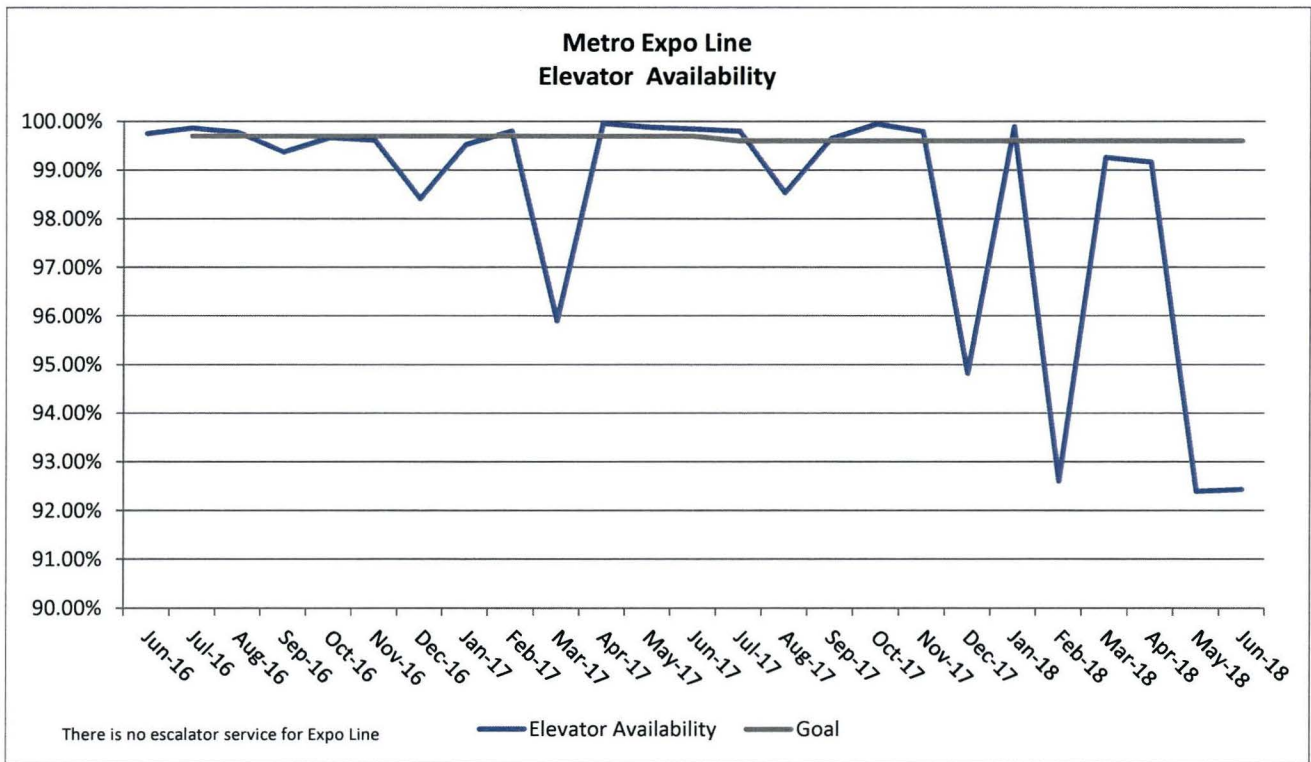
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY





Financial Status

June 2018

FTA Quarterly Review

August 29, 2018



FY18 – Indicators

- **FY18 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR, MM) totaled \$757.2M during Q4, and \$3.1B for the full year. Excluding Measure M, sales tax cash receipts increased 2.8%**
- **The Jun 2018 Los Angeles County unemployment remained at March level while State and National figures declined slightly.
LA 4.5%, CA 4.2% and US 4.0%**
- **Inflation in the Los Angeles Metropolitan Area continues to inch upward and was 4.0% for the period Jun '18 over Jun '17**
 - **Excluding Food and Energy, core inflation equaled 3.5%**
- **Transit indicators – FY 18**
 - Ridership versus prior year**
 - Bus: -3.19%**
 - Rail: -3.16%**
 - Total: -3.18%**
 - Fare revenues – FY18 -5.9% vs FY 17**

FY18 Q4 – Highlights

- **Approval of the FY19 budget at \$6.6 billion**
- **Metro received a recommendation of \$1.792B in STA and TIRCP funding;**
 - **SCRRA (Metrolink) received an additional \$876M for regionwide projects including \$398M for LINK US**
- **Metro Board approved the Metro Vision 2028 plan;**
 - **Strategic 10 year outlook for the county**
- **Metro Board approved LRT as the Locally Preferred Alternative for the East San Fernando Valley Transit Corridor**



FY19 Q1– Look Ahead

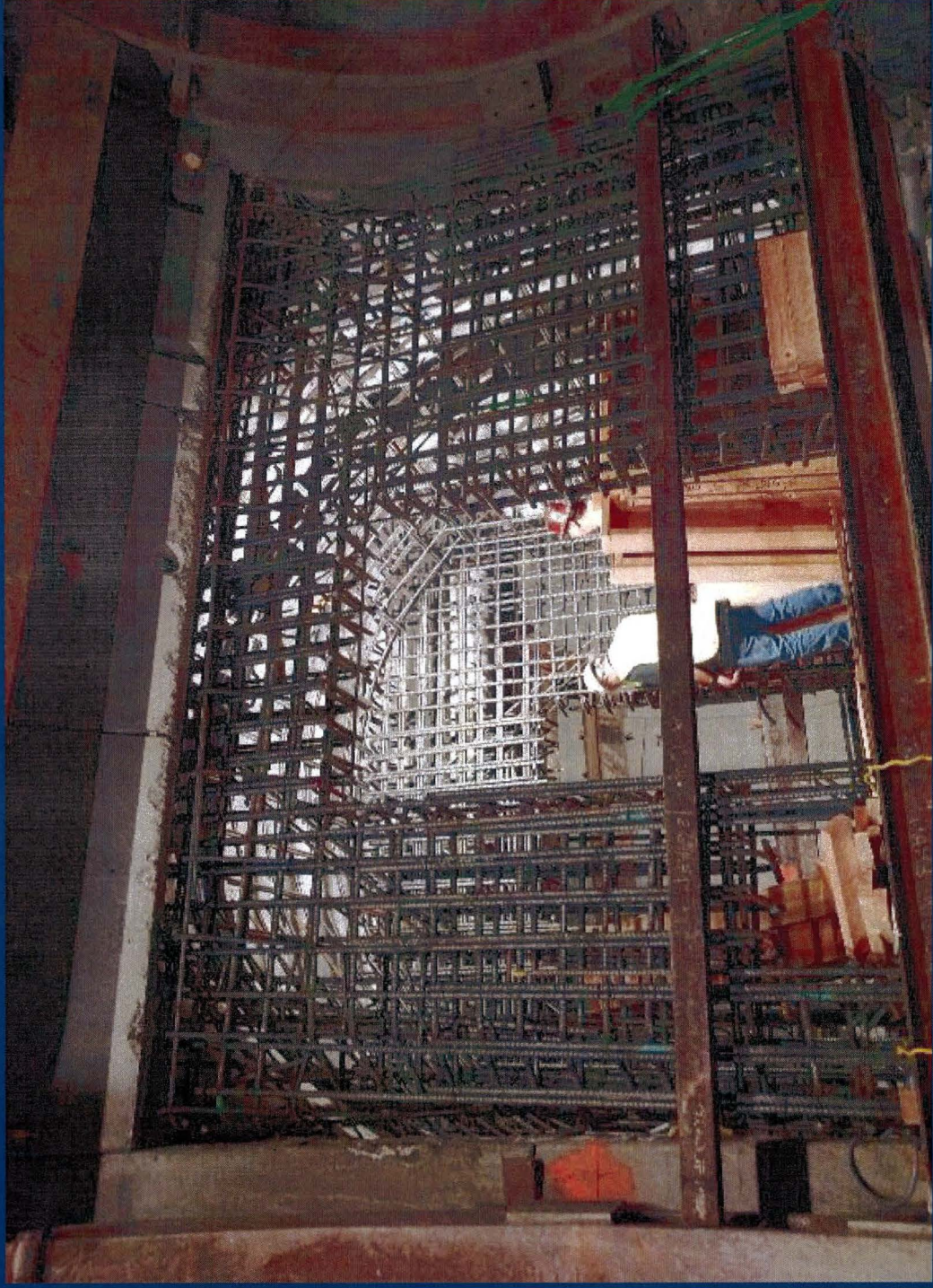
- **Conceptual Approval of the Orange Line Bus Rapid Transit (BRT) Improvements, including:**
 - Railroad type Gating locations, Potential Grade Separations and Aerial Stations**
- **Final closeout and dissolution of the Exposition Line Construction Authority**
- **Work with the departments to begin integration of the 10 Year Strategic Plan objectives within the 10 Year Budget Plan**

Los Angeles County
Metropolitan Transportation Authority

METRO CONSTRUCTION SAFETY

FTA Quarterly Review Meeting

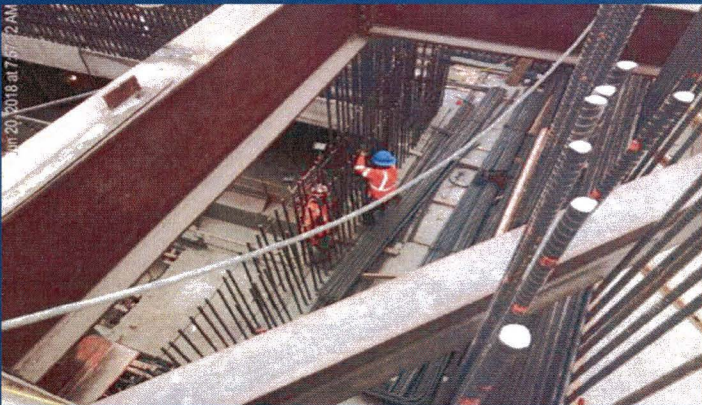
August 29, 2018



CONSTRUCTION SAFETY QUARTERLY REPORT

CRENSHAW/LAX TRANSIT PROJECT

- ❑ Metro participated in WSCC Tool-Box Safety Huddle Meetings in April, May and June 2018.
- ❑ WSCC participated in Metro's All Hands Safety and Security Meetings in April, May and June 2018.
- ❑ WSCC participated in Metro's Executive Safety Walks and Safety Briefings in May and June 2018.
- ❑ Project-to-Date Total Work Hours: 6,716,495
- ❑ Recordable Injuries as of June 2018: 84
- ❑ Project Rate per 200,000 Labor Hours: 2.5
- ❑ BLS National Heavy Construction Incident Rate: 2.8
- ❑ Total Days Away Cases: 3
- ❑ Total Restrictive Duty Cases: 11



Crenshaw/LAX Transit Project



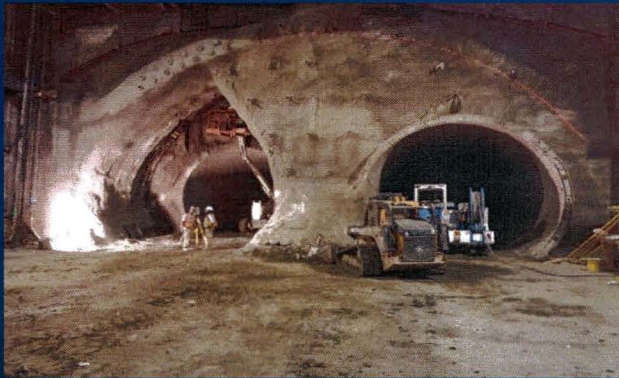
CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

<input type="checkbox"/> Project to Date Total Work Hours:	2,837,515
<input type="checkbox"/> Recordable Injuries as of May 2018:	13
<input type="checkbox"/> Project Rate per 200,000 Labor Hours:	.93
<input type="checkbox"/> BLS National Heavy Construction Incident Rate:	2.8
<input type="checkbox"/> Total Days Away Cases:	4



Regional Connector Transit Project

REGIONAL CONNECTOR TRANSIT PROJECT

<input type="checkbox"/> Project to Date Total Work Hours:	3,129,173
<input type="checkbox"/> Recordable Injuries as of June 2018:	15
<input type="checkbox"/> Project Rate per 200,000 Labor Hours:	.96
<input type="checkbox"/> BLS National Heavy Construction Incident Rate:	2.8
<input type="checkbox"/> Total Days Away Cases:	0

CONSTRUCTION SAFETY QUARTERLY REPORT



- Conducted monthly All Hands Safety/Security Meetings with the Westside Purple Line Extension Section 1 Project and Regional Connector Transit Project contractors.
- Monitored construction activities on a daily basis including nights and weekends to ensure compliance with contract specifications including Cal/OSHA and CPUC.
- Participated in weekly progress meetings to discuss safety / security and quality related issues and work schedules.

FTA Quarterly Planning Update

August 29, 2018

Metro Planning Report

- Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Eastside Transit Corridor Phase 2
 - West Santa Ana Branch Transit Corridor
- Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project



Metro Rapid System Gap Closure Lines

Transit Signal Priority

- Included total of 126.3 miles of TSP along 7 Metro Rapid corridors:
 - Torrance-Long Beach
 - Venice
 - Atlantic
 - Garvey-Chavez
 - West Olympic
 - South Sepulveda
 - San Fernando
- Completed 123 miles or 97%
- Last 3.3 miles in Culver City*
 - July 2018 – City awarded contract
 - August 2019 – Complete project



Metro Rapid System Gap Closure Lines Shelter Implementation

Status

- 150 total station locations
- 102 stations completed in 13 jurisdictions
- 48 stations remaining:

Number of Stations	Agency	Completion Date	Notes
11	Metro	Fall 2018	Contract awarded
29	City of Torrance	December 2018	Revised shelter design
8	Culver City	Fall 2018	Engineering revisions underway
48	TOTAL		



Metro Rapid System Gap Closure Lines

Current Project Budget and Expenditures

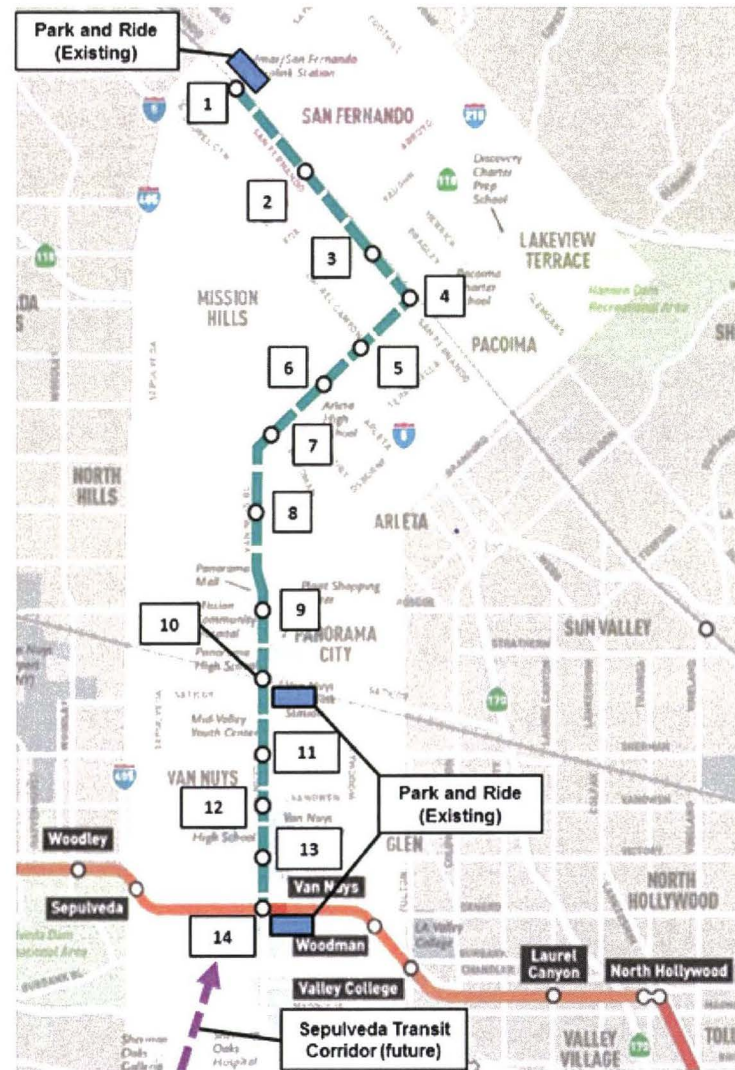
Funding Source	Current Budget
Federal Section 5309 Very Small Starts	\$16,700,000
Local Match	\$12,504,301
TOTAL BUDGET	\$29,204,301

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Transit Signal Priority	\$24,044,301	\$23,121,925	\$19,106,126	\$4,938,175
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 4,112,676	\$1,047,324
TOTAL	\$29,204,301	\$28,281,925	\$23,218,802	\$5,985,499

East San Fernando Valley Transit Corridor

June 2018 – Metro Board Action:

- Selected the Locally Preferred Alternative (LPA):
 - Light Rail Transit (LRT)
 - 9.2 Miles
 - 14 Stations
 - At-Grade
 - Maintenance Facility Option B



1. Sylmar/San Fernando Metrolink Station
2. Maclay Station
3. Paxton Station
4. Van Nuys/San Fernando Station
5. Laurel Canyon Station
6. Arleta Station
7. Woodman Station
8. Nordhoff Station
9. Roscoe Station
10. Van Nuys Metrolink Station
11. Sherman Way Station
12. Vanowen Station
13. Victory Station
14. Van Nuys Metro Orange Line Station

East San Fernando Valley Transit Corridor

Next Steps

Initiate work on:

- Final EIS/EIR

Technical Studies in support of the Final EIS/EIR:

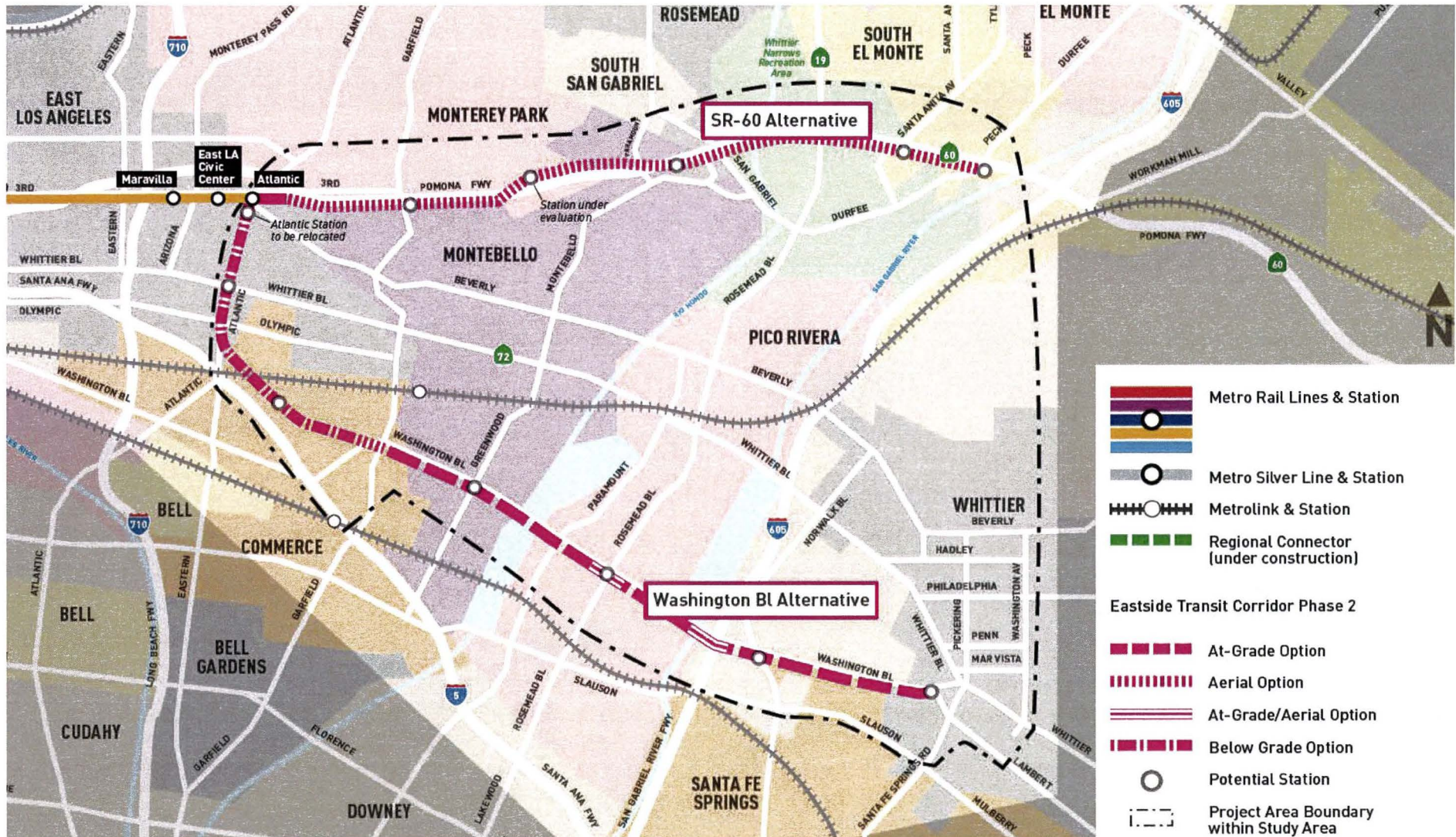
- Advanced conceptual engineering (ACE)
- Rail Grade Crossing Study and ROW Coordination with Regional Rail and City of San Fernando
- Orange Line Connectivity Study



Eastside Transit Corridor Phase 2

Three (3) Build Alternatives per May 2017 Metro Board Motion:

- SR 60 North Side Design Variation LRT
- Washington Boulevard LRT with Atlantic Below Grade
- Combined Alternative with both SR-60 and Washington Boulevard via Atlantic



Eastside Transit Corridor Phase 2

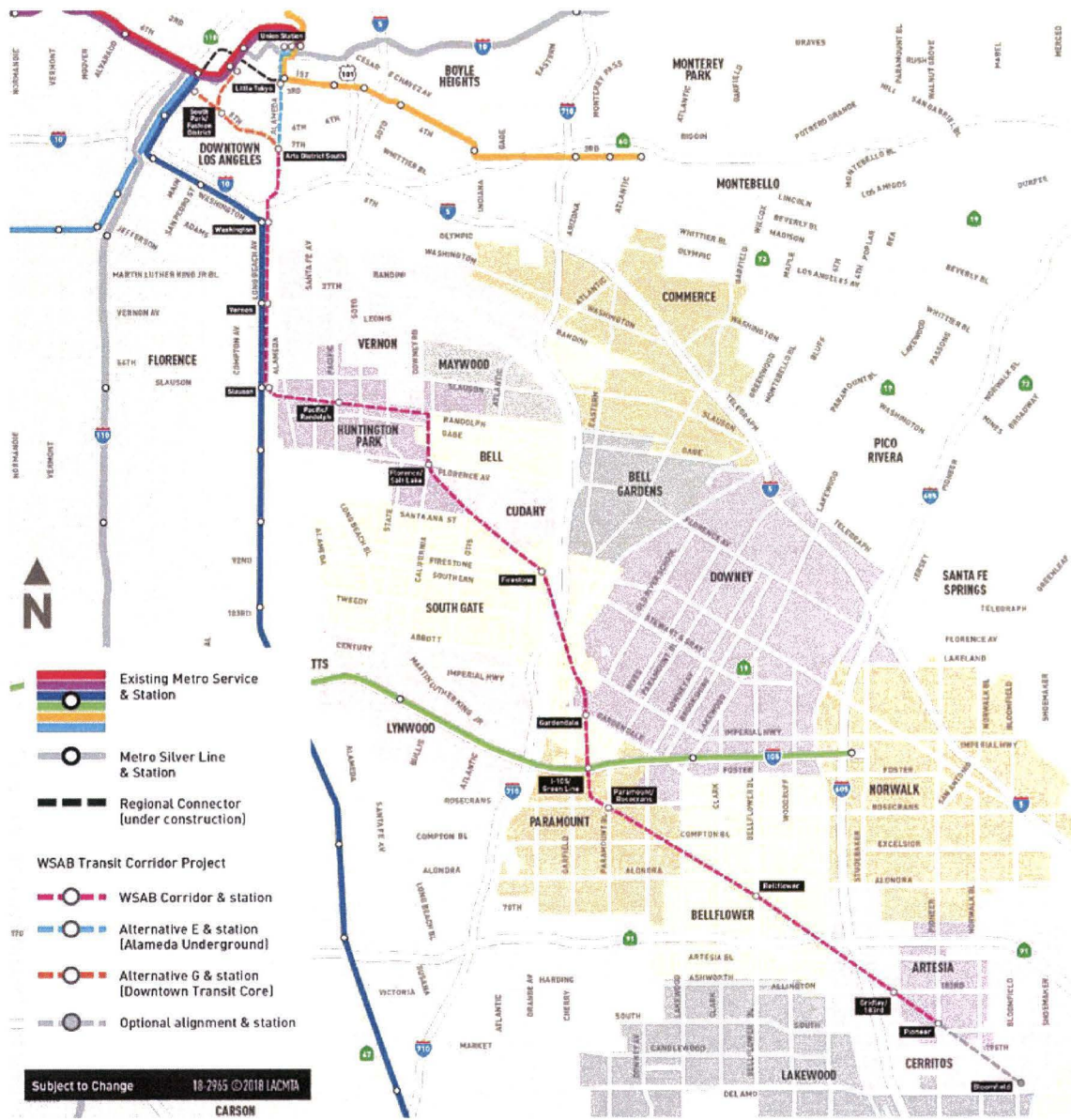
Status

- June 2018 – Outreach contract awarded to support upcoming reinitiated DEIS/DEIR process
- August 2018 – Continue procurements for professional services:
 - Supplemental EIS/EIR (contract modification with existing consultant)
 - Advanced Conceptual Engineering (ACE) design services RFP
- Outreach to cities and key stakeholders

Next Steps

- Fall 2018
 - Board award of environmental and ACE contracts
 - Community Update Meetings

West Santa Ana Branch Transit Corridor



20-mile light rail transit corridor connecting Downtown Los Angeles to southeast LA County

Board Approvals:

- Northern Alignment Options
 - Alternative E – Alameda Underground
 - Alternative G – Downtown Transit Core
- One Southern Alignment

West Santa Ana Branch Northern Alignment Options



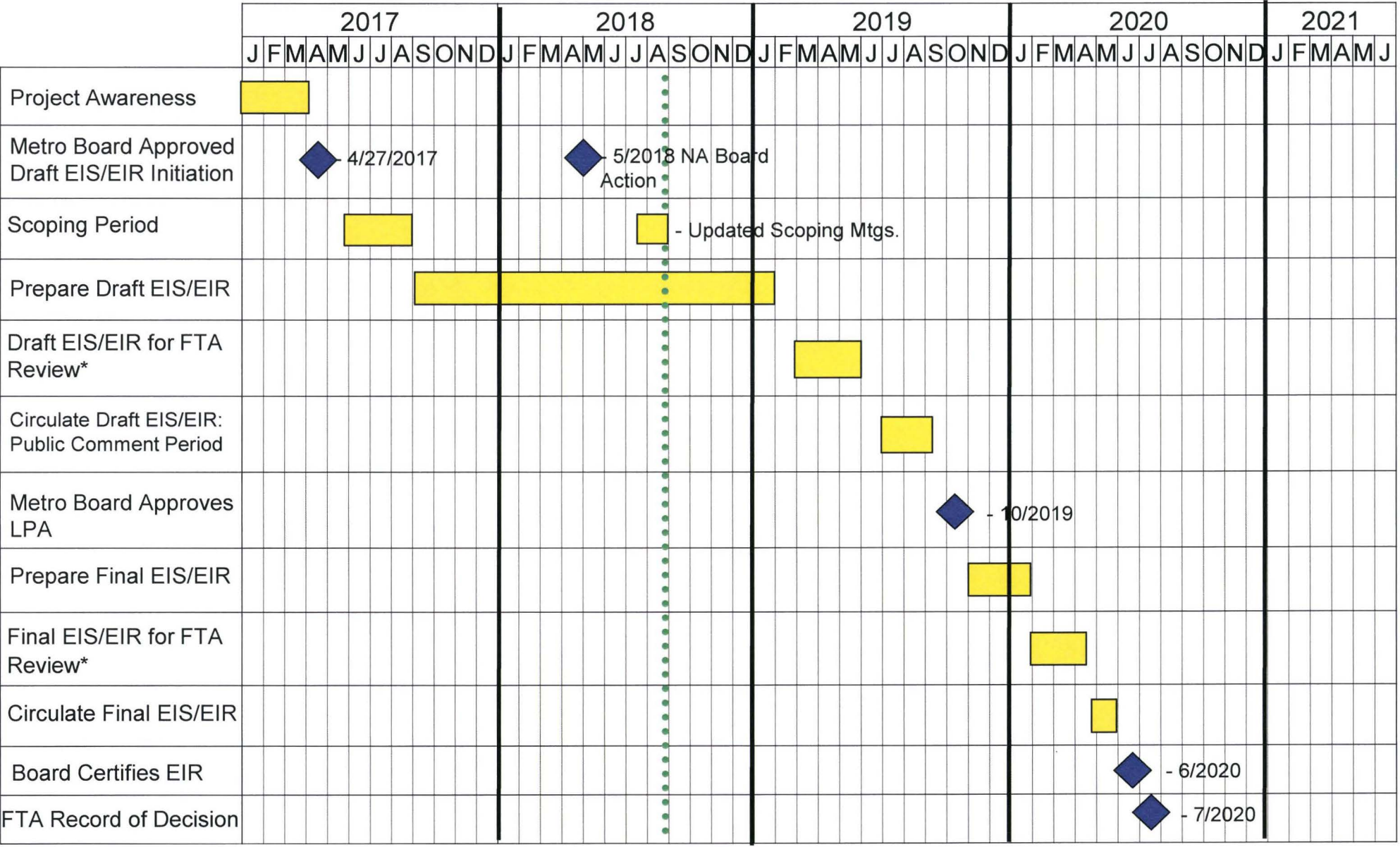
Status

- May 2018 – Board approved Northern Alignment Options E and G to be carried forward into the Draft EIS/EIR
- Ongoing stakeholder briefings
- July 2018 – Updated scoping meetings
 - July 24th – Downtown Los Angeles
 - July 25th – Cudahy
 - July 31st – Bellflower

Next Steps

- Review scoping comments
- Prepare administrative Draft EIS/EIR
- Initiate PE procurement
- Support FTA staff resource needs to accelerate environmental review process

West Santa Ana Branch Transit Corridor Schedule



◆ = Milestone Date

Last Revised: 7/18

*FRA review to be coordinated.

Milestones

PROJECT		NOI/NOP	Admin Draft to FTA	NOA	LPA	Admin Final to FTA
CEQA/ NEPA	East San Fernando Valley Transit Corridor	Mar-13	Jul-16	Aug-17	Jun-18	Feb-19
	Eastside Transit Corridor Phase 2	Jan-10	Dec-13	Aug-14	May-21	Nov-21
	West Santa Ana Branch Transit Corridor	Jun-17	Mar-19	Jun-19	Oct-19	Feb-20

Cesar Chavez Bus Stop Improvements Project

Status

- Construction procurement for transit pavilion out; bids due late Summer 2018
- City coordination for city shelters is in progress

Next steps / schedule:

- Complete procurements and seek Board approval by Fall 2018
- Begin construction Winter 2019
- Complete construction by February 2020

Cesar Chavez Bus Stop Improvements Project Renderings



Cesar Chavez Bus Stop Improvements Project

Current Project Budget and Expenditures

Funding Source	Current Budget
FTA Grant	\$1,668,557
Local Funds	\$417,140
TOTAL BUDGET	\$2,085,697

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Design	\$342,849	\$342,849	\$313,148	\$29,701
Construction	\$1,742,848	\$1,742,848	\$1,983	\$1,740,865
TOTAL	\$2,085,697	\$2,085,697	\$234,273	\$1,851,424

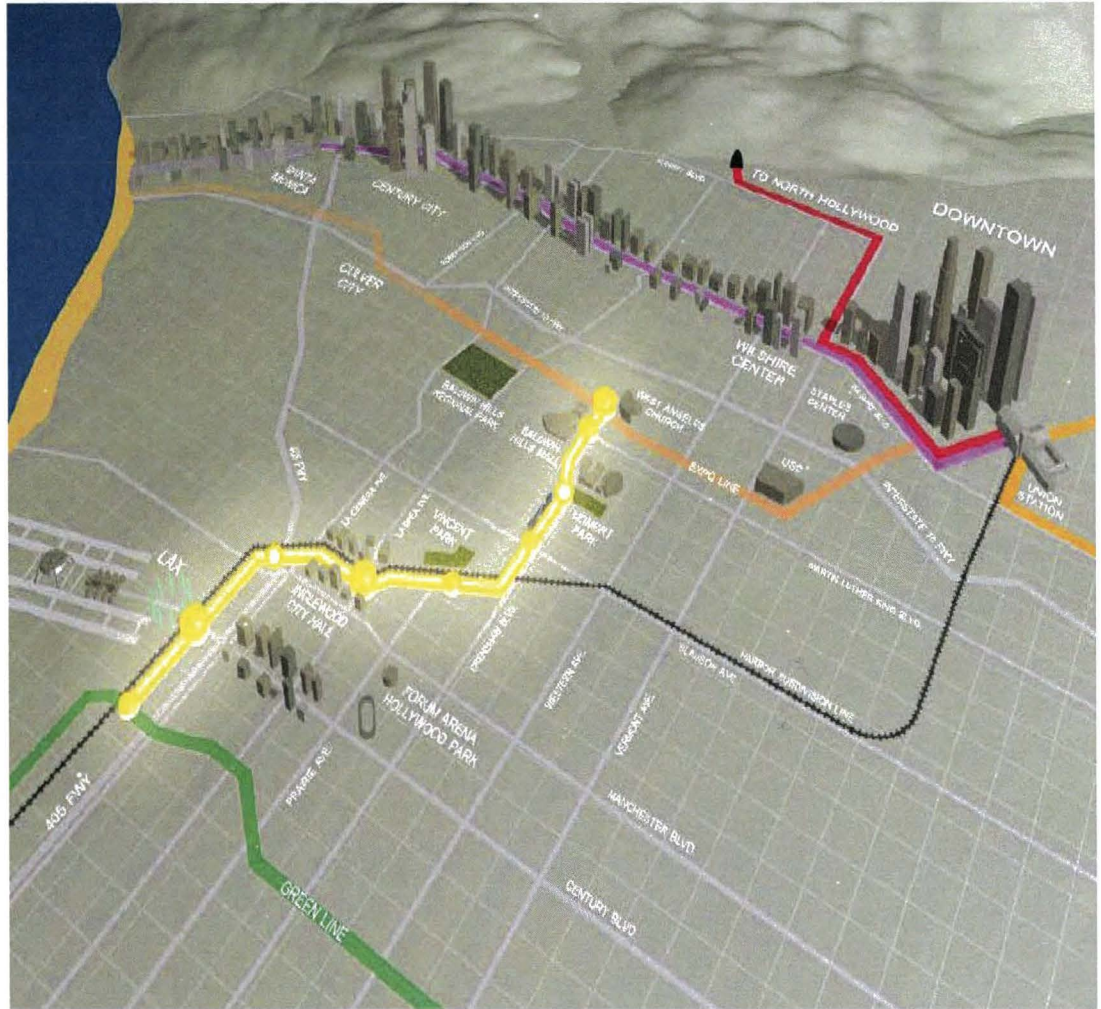


Crenshaw/LAX Transit Project FTA Quarterly Review – August 29, 2018



Project Description

- 8.5 miles, 8 stations, 22 LRT vehicles
- Current Budget = \$2,058 million
- Current Forecast = \$2,058 million
- Remaining Unallocated Contingency = 0.9% of Total Project Current Forecast and 4.3% of Total Project Cost-to-Go
- Contractor Award Date = August 01, 2013
- Current Revenue Service = October 30, 2019
- Forecast Revenue Service = October 30, 2019
- Design progress = 99%
- Construction progress = 83%
- Federal Funds = \$651.8 million
- Local Funds = \$1,117.3 million
- State Funds = \$288.9 million



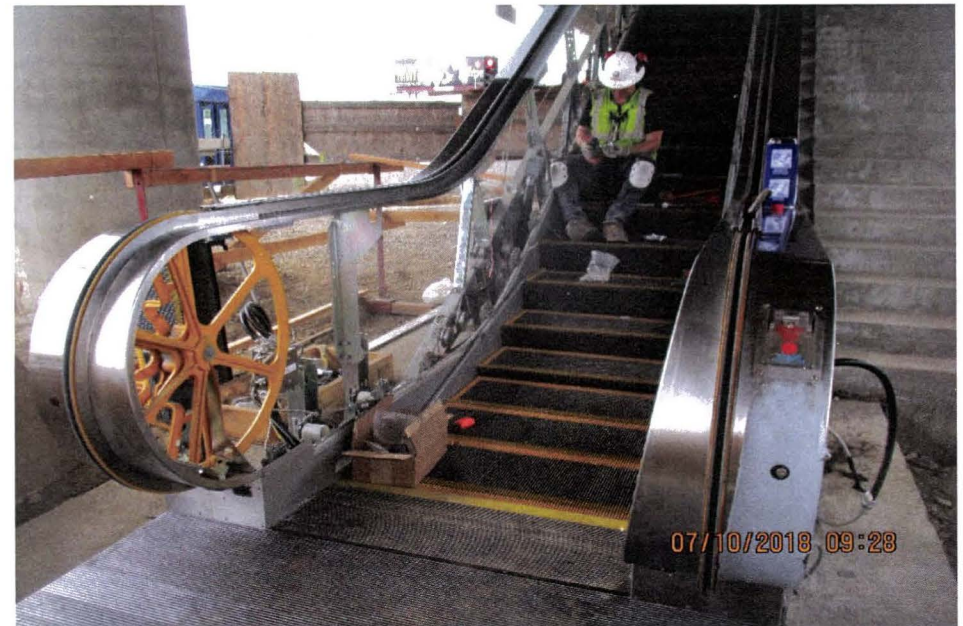
Project Update

- The restoration of the road areas above the three underground stations began on June 15th and is anticipated to be complete by October 2018.
- The main line contractor continues work through all areas of the alignment but progress is slower than planned and contractor continues to be behind schedule.
- The safety recordable rate is at 2.5 (June 2018), which is less than the national average of 2.8 (based on 200,000 work hours).
- The estimated jobs created to-date is 16,870 with 854 estimated jobs created last quarter*.
- The Southwestern Yard (Division 16) contractor is on schedule toward a planned completion in January 2019.

* Estimate methodology reference *Construction Impacts of Metro's Measure R Transportation Projects, 2015 Update*, https://laedc.org/wp-content/uploads/2016/04/Measure-R-Projects-SUMMARY_20160304.pdf

Construction Update Segment A

MSE 111 – Crew continue installing contact wire.



AVIATION/CENTURY STATION – Installation of the escalator in progress.

Construction Update Segment B



UG#3 – Installation of plinth rebar in the Southbound tunnel.



HYDE PARK STATION – Installation of glass canopy.

Construction Update Segment C



LEIMERT PARK STATION – Installing rebar at the entrance structure.



LEIMERT PARK STATION – Deck beam removal (restoration work) during 43-day closure.

Construction Update Southwestern Yard

Southwestern Yard – View of western entrances to main building and carwash.



Southwestern Yard – Main Shop.



Southwestern Yard – Aerial view.

Project Cost Status

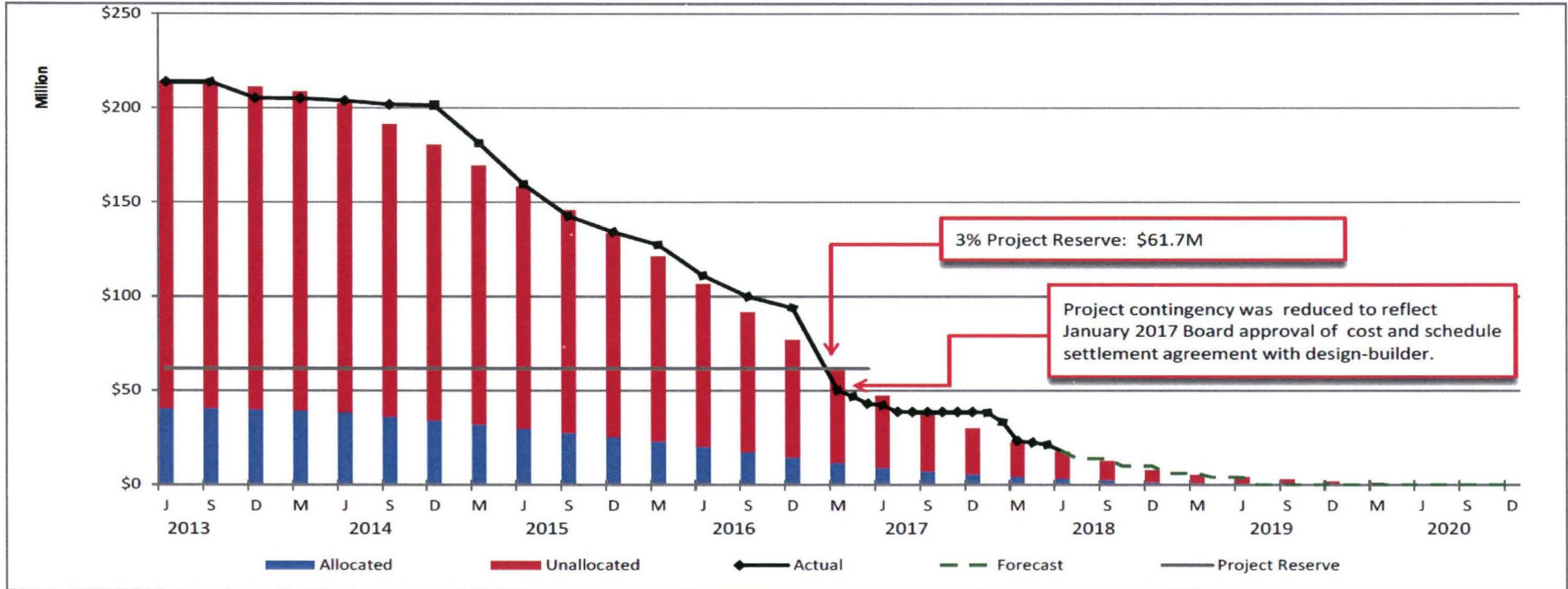
SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	450,354,375	671,376	451,603,007	3,087,609	410,874,698	671,376	451,606,027	1,251,652
20	STATIONS, STOPS, TERMINALS, INTERMODAL	153,906,000	-	315,050,000	30,367	317,722,420	6,716,893	203,196,138	30,367	317,722,420	2,672,420
30	SUPPORT FACILITIES (SOUTHWEST YARD)	66,673,000	-	71,164,000	(1,545,978)	68,132,352	2,074,594	53,874,126	-	71,164,000	-
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	395,798,361	1,003,784	409,102,995	1,915,948	339,666,908	810,171	416,572,170	20,773,809
50	SYSTEMS	125,132,000	-	169,436,000	653,465	161,946,202	3,334,553	80,601,813	521,337	171,355,333	1,919,333
	CONSTRUCTION SUBTOTAL (10-50)	1,052,622,000	-	1,401,802,736	813,015	1,408,506,976	17,129,597	1,088,213,683	2,033,251	1,428,419,951	26,617,215
60	RIGHT-OF-WAY	132,294,000	-	127,490,000	-	124,785,521	(77,800)	124,522,296	-	124,785,632	(2,704,368)
70	VEHICLES / BUSES	87,780,000	-	83,571,544	-	82,158,061	-	70,354,699	-	83,571,544	(0)
80	PROFESSIONAL SERVICES	273,147,000	-	368,734,466	1,501,482	368,141,819	3,289,269	323,440,052	1,564,977	377,468,980	8,734,514
	SUBTOTAL (10-80)	1,545,843,000	-	1,981,598,746	2,314,496	1,983,592,377	20,341,066	1,606,530,731	3,598,228	2,014,246,107	32,647,361
90	UNALLOCATED CONTINGENCY	177,157,000	-	50,401,254	-	-	-	-	(3,598,228)	17,753,893	(32,647,361)
	TOTAL PROJECT 865512 (10-100)	1,723,000,000	-	2,032,000,000	2,314,496	1,983,592,377	20,341,066	1,606,530,731	-	2,032,000,000	(0)
	ENVIRONMENTAL/PLANNING - 405512	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
	ENVIRONMENTAL/PLANNING - 465512	20,473,850	-	20,473,850	-	20,022,881	-	20,022,881	-	20,473,850	-
	TOTAL PROJECTS 405512 & 465512 (ENV / PLAN'G)	26,000,000	-	26,000,000	-	25,549,031	-	25,549,031	-	26,000,000	-
	TOTAL PROJECTS 405512, 465512 & 865512	1,749,000,000	-	2,058,000,000	2,314,496	2,009,141,408	20,341,066	1,632,079,762	-	2,058,000,000	(0)

Non-Crenshaw/LAX Transit Project Funded Scope of Work

- The costs shown in the table below are not part of Crenshaw/LAX Transit Project costs but are funded by other Metro projects using the services of the alignment design-builder (Contract C0988)

C0988 NON-CRENSHAW/LAX TRANSIT PROJECT FUNDED SCOPE OF WORK									
DESCRIPTION	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
405556 SYSTEMWIDE TRANSIT PLANNING	-	175,495	-	320,035	90,000	320,035	-	175,495	-
210090/93 FARE GATE PROJECT	-	2,566,226	-	2,566,226	3,500	256,226	-	2,566,226	-
210152 CRENSHAW/LAX BUS TRANSFER FACILITY	-	2,200,000	-	2,200,000	-	403,334	-	2,200,000	-
460303 AIRPORT METRO CONNECTOR	-	37,914,465	-	35,794,171	275,535	35,592,090	-	37,914,465	-
500013 C/LAX LAWA SCOPE OF WORK	-	1,575,362	-	914,613	-	741,407	-	1,575,362	-
TOTAL	-	44,431,548	-	41,795,045	369,035	37,313,093	-	44,431,548	-

Budget Contingency Drawdown



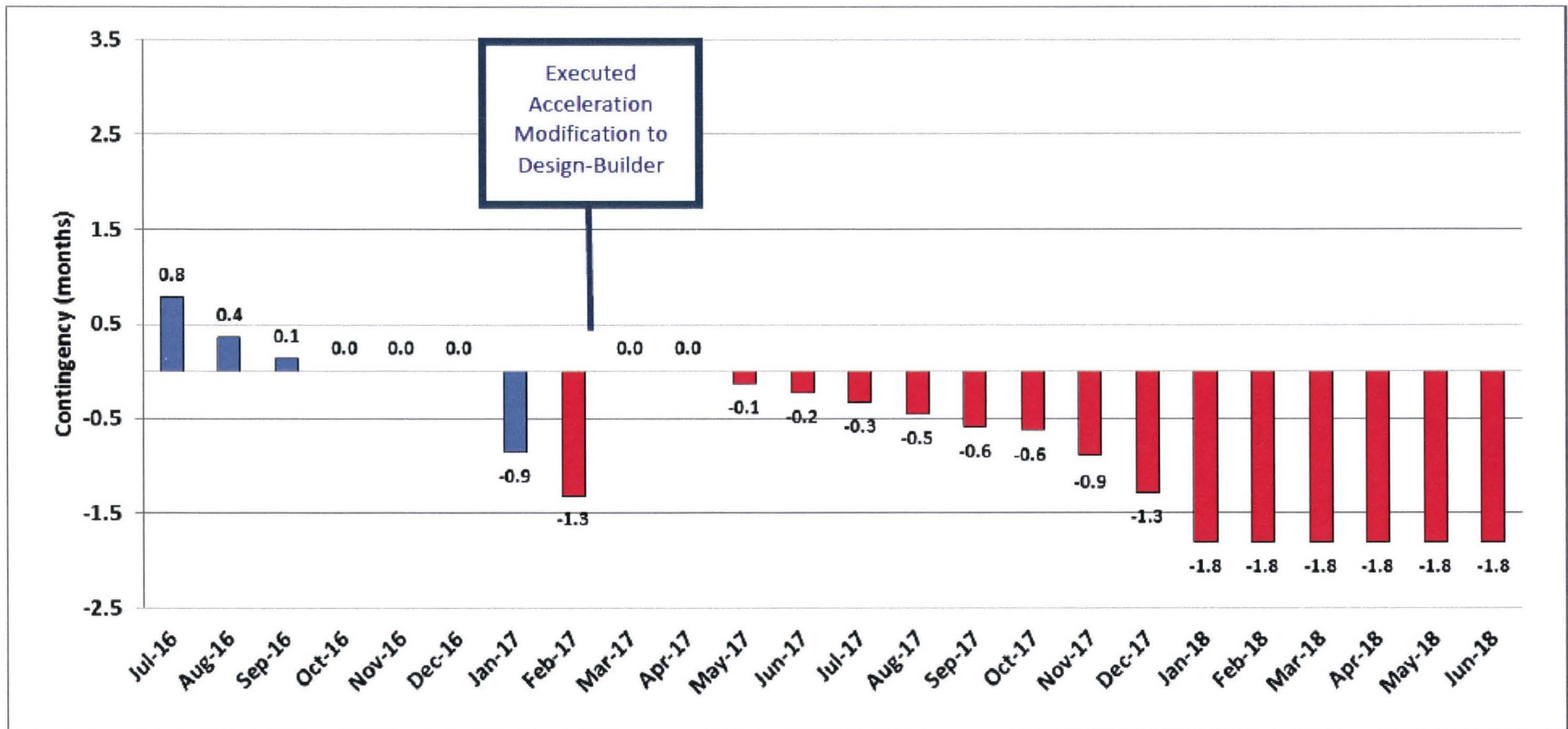
PROJECT COST CONTINGENCY (through 29-Jun-2018)					
UNITS IN DOLLARS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(152,147,879)	(3,598,228)	(155,746,107)	17,753,893
Allocated Contingency	40,366,792	(40,366,792)	-	(40,366,792)	-
Total Contingency	213,866,792	(192,514,671)	(3,598,228)	(196,112,899)	17,753,893

Summary Schedule

Crenshaw/LAX Transit Corridor - Master Schedule June 2018		Crenshaw-WBS Summary (MPSR)		Data Date: 30-Jun-18													
Activity ID	Activity Name	Start	Finish	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Crenshaw/LAX Transit Corridor - Master Schedule				23-Jun-09 A	24-Dec-19												
Milestones & Key Dates				19-Nov-09 A	24-Dec-19												
Program Elements				01-Apr-11 A	01-Jul-19												
865512 - Crenshaw/LAX				23-Jun-09 A	24-Dec-19												
C0988 - Pre-Construction Crenshaw/LAX				23-Jun-09 A	19-Mar-18												
Right of Way				01-Jan-12 A	08-Nov-16 A												
Design Build Procurement				22-Dec-11 A	10-Sep-13 A												
Design & Engineering				23-Jun-09 A	19-Mar-18												
C0988 - Construction & Installation				06-Dec-13 A	24-Dec-19												
Stations				06-Dec-13 A	01-May-19												
Guidway & Track				01-Jul-14 A	06-Feb-19												
System-Wide Components				15-May-18	24-Dec-18												
Systems				01-Jul-14 A	11-Feb-19												
Training				12-Jul-16 A	04-Dec-18												
Testing				05-Feb-18	26-Jun-19												
Start Up				16-May-19	24-Dec-19												
860003 - Southwestern Yard and Paint Body Shop				20-Oct-10 A	30-Jan-19												
Milestone				29-Jun-15 A	30-Jan-19												
Preliminary Engineering				20-Oct-10 A	18-Dec-12 A												
Right of Way				31-Jan-12 A	31-Oct-17 A												
Design Build Procurement				29-Aug-14 A	29-Jun-15 A												
Final Design				29-Jun-15 A	11-Jan-17 A												
Construction & Installation				10-Jun-14 A	30-Jan-19												

<ul style="list-style-type: none"> Remaining Level of Effort Actual Level of Effort Actual Work Remaining Work Milestone Summary 	<p>Page 1 of 1</p>	<p>Planned Revenue Service is October 30, 2019. Project contractor is 56 calendar days behind schedule which is reflected in the projected December 24, 2019 date shown.</p> <p>Schedule mitigation measures are under review.</p>
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Schedule Contingency Drawdown



Top Risks & Mitigations

RISK ID	RISK DESCRIPTION	RISK SCORE	MITIGATION STRATEGIES
124	Main Line testing prior to pre-revenue operations may take longer than expected, resulting in increased Main Line Metro and Consultant costs and potential delay to May 1, 2019 - Substantial Completion.	18	<ol style="list-style-type: none"> 1. Prepare appropriate testing schedule and review with operations people. 2. Have pre-meetings with test firm presidents to emphasize importance of staffing. 3. Testing schedules to be prepared based on previous project startup experience. 4. DB submit test plan, Metro review for completeness. 5. Monitor completion of factory acceptance testing - FATs. 6. Monitor completion of local field acceptance tests – LFATs. 7. Expedite contractor/vendor turnaround of test results. 8. Keep test firms informed of critical schedule needs.
359	Extended Overhead or productivity loss claims exposure not covered by cost impacts in individual risks.	18	<ol style="list-style-type: none"> 1. Verify the CM is keeping very good documentation. 2. Responds to all contractor notice of delay to protect Metro interests and clarify negative implications in contractors letters. 3. Resolve time impacts at the same time as resolving the direct cost of changes. 4. Identify potential critical procurements.
355	Issues with long lead delivery or improper planning for integration, testing and startup of Communication systems.	12	<ol style="list-style-type: none"> 1. Verify contractor has qualified installers and inspectors. 2. Verify system vendors are kept informed of schedule. 3. Verify that all required interfaces with other systems have been addressed in the testing and startup procedures.

**Westside Purple Line Extension Section 1 Project
FTA Quarterly Review Meeting
August 29, 2018**



Westside Purple Line Extension Section 1 Project (Wilshire/Western to Wilshire/La Cienega) Project Description

The WPLE Section 1 Project is 3.92 miles (Wilshire/Western to Wilshire/La Cienega); Scope of work includes twin-bored tunnels, three (3) new subway stations, and 34 HRVs:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega

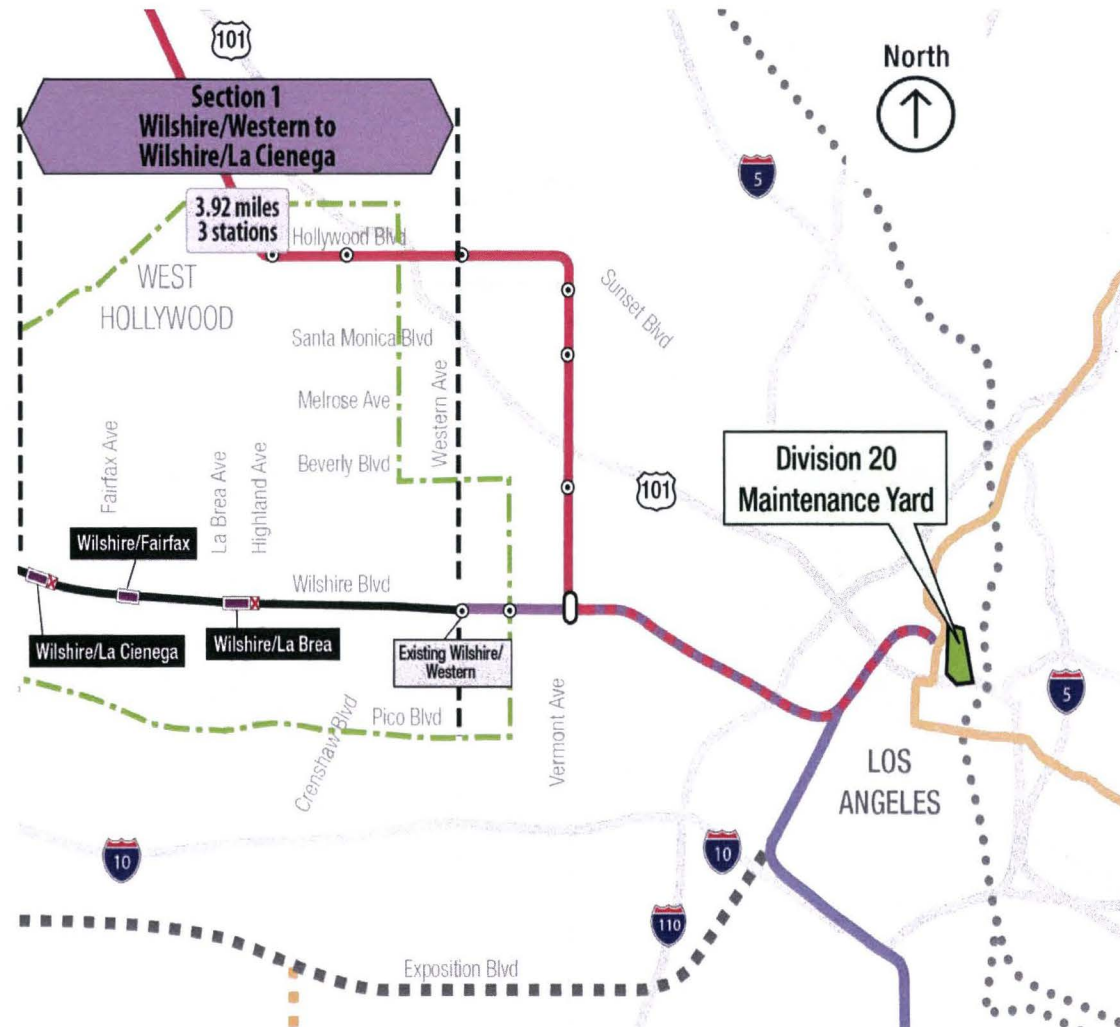
Division 20 Yard Modifications

FFGA Budget: \$2.82 Billion
 FFGA Forecast: \$3.09 Billion
 FFGA RSD: October 31, 2024
 Forecast RSD: November 8, 2023

Design Progress: 100% (Final Design Complete)
 Construction Progress: 38%
 Daily Project Transit Trips: 33,694
 Daily New Transit Trips: 9,841

Current Contingency Forecast (SCC 10-80): 8%
 Current Contingency Forecast of Cost-to-Go (SCC 10-80): 16%

Federal Funds: \$1.26 Billion
 Local Funds: \$1.56 Billion
 Status: All three (3) stations and W/W TBM Shaft under construction



Westside Purple Line Extension Section 1 Project

Key Project Updates

- Work at the Wilshire/La Cienega Station location is currently being performed under the terms of the Memorandum of Understanding (MOA) with the City of Beverly Hills. A MOD has been issued to STS for the changed scope of work for the MOA. STS signed the MOD in July 2018.
- The current job creation estimates as extrapolated from the Los Angeles Economic Development Corporation (LAEDC) analysis of job impacts is the following:
 - June 2018: 502 estimated jobs
 - Fourth Quarter of FY 2018: 937 estimated jobs
 - To date: 13,289 estimated jobs

Westside Purple Line Extension Section 1 Project Project Update Division 20 MOW/NRV Building Location 64

Current Activities:

- Building construction

Overview:

- Division 20 MOW Building – Building Envelope, Interior MEP Work & Framing
- Parts & Storage Expansion – Slab on Grade

Status:

- On the Division 20 MOW Building, work on the building envelope moves forward with the installation and detailing of precast panels.
- Interior MEP rough-in continues on all three levels while framing and drywall work progresses. Testing on fire sprinklers, domestic water and gas piping has commenced.
- Steel erection and metal decking at the Division 20 Parts and Storage Expansion area has completed. Slab on grade activities in this area have started.



Division 20 Building – HVAC work on the Upper Roof



Division 20 Building – Exterior Wall Framing⁴

Westside Purple Line Extension Section 1 Project

Project Update

Wilshire/Western TBM Retrieval Shaft

Current Activities:

- Shaft excavation, waler/strut installation
- Dewatering activities

Overview:

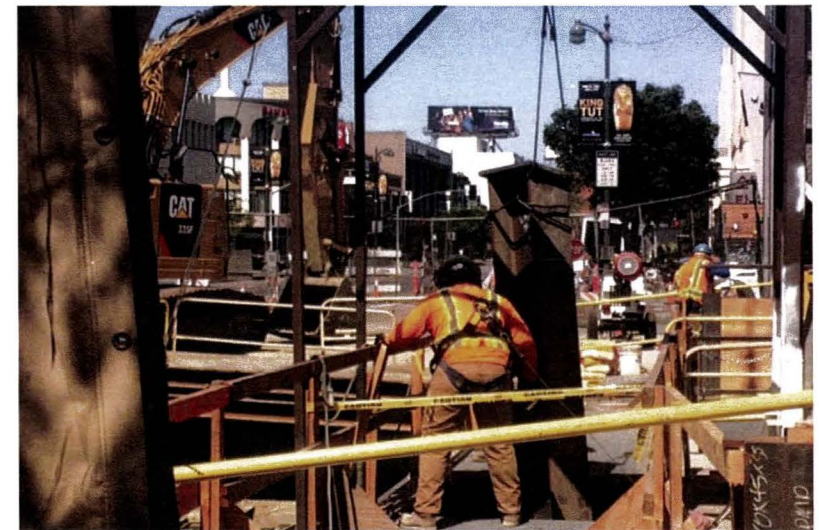
- Shaft excavation and bracing

Status:

- Level B excavation, waler/strut installation and support bracing inside the Blast Relief Shaft (BRS) have been completed. Excavation to the bottom of the BRS has been reached.
- Excavation and dewatering activities continue.



Level B Strut Installation at Wilshire/Western



Blast Relief Shaft Bracing at Wilshire/Western

Westside Purple Line Extension Section 1 Project

Project Update

Wilshire/La Brea Station

Current Activities:

- TBM/Conveyor Assembly
- Concrete placement (including rebar and forming) for invert Block 16

Overview:

- Work primarily occurs underground beneath concrete decking.
- Material delivery and hauling occurs day/night.

Status:

- Concrete wall pours at Wilshire/La Brea Station to support TBM assembly completed in June 2018.
- On July 13, 2018, TBM components began being lowered into the station box for assembly.
- On July 17, 2018, concrete placement for invert Block 16 was completed.
- TBM Cradle – Conveyor – Grout Plant assembly and car passer installation continue.



TBM Assembly at Wilshire/La Brea Station



Wilshire/La Brea Station Looking West

Westside Purple Line Extension Section 1 Project

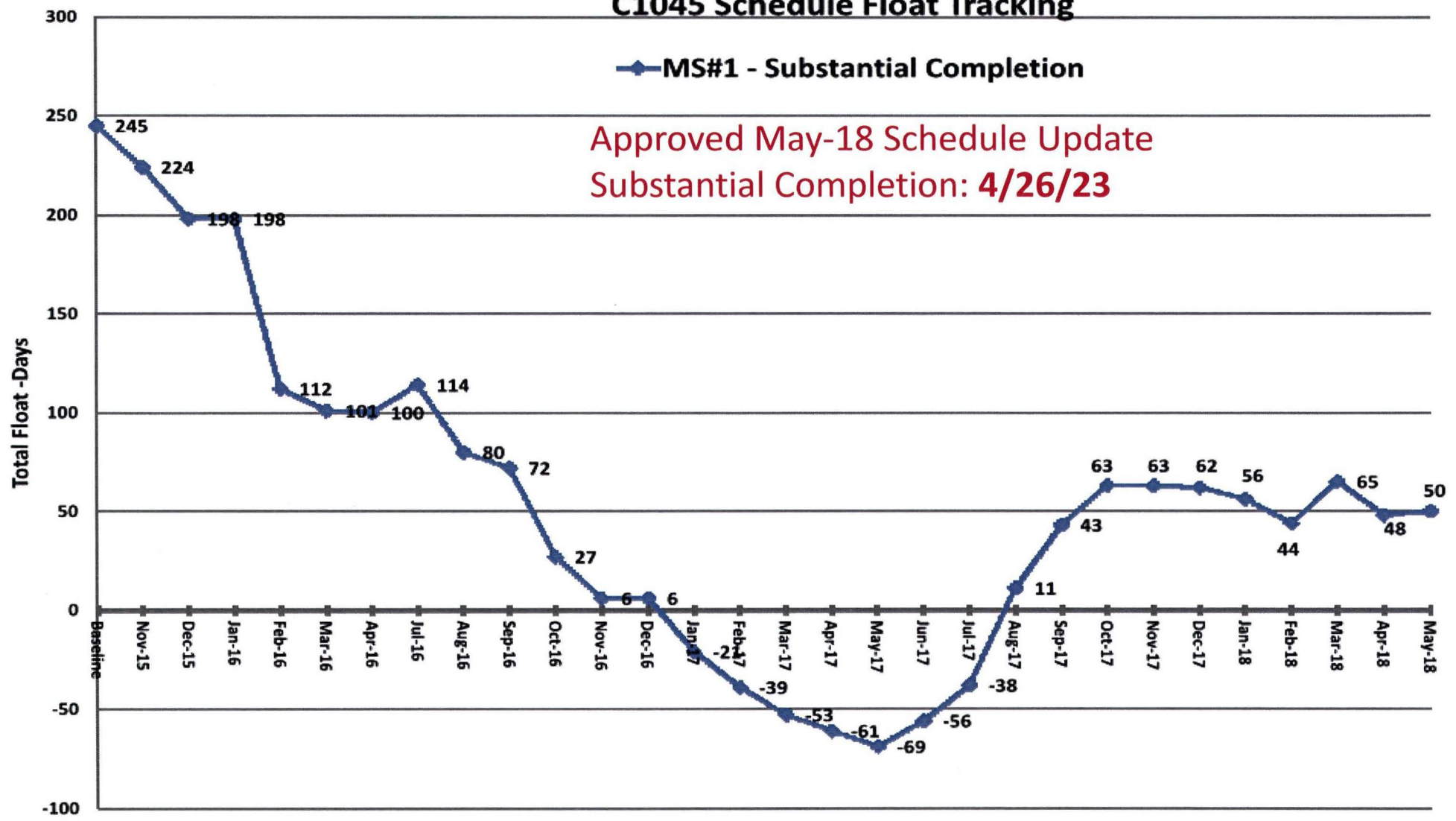
Project Update

Wilshire/La Brea Station

C1045 Schedule Float Tracking

◆ MS#1 - Substantial Completion

Approved May-18 Schedule Update
 Substantial Completion: **4/26/23**



Westside Purple Line Extension Section 1 Project

Project Update

Wilshire/Fairfax Station

Current Activities:

- Station excavation
- Waler/Strut installation
- Work on Pipe Canopies, tunnel eyes and soil nails

Overview:

- Work primarily occurs underground beneath concrete decking.
- Material delivery and hauling occurs day/night.

Status:

- Excavation toward subgrade elevation moves forward and Level D waler/strut installation continues.
- Work on the pipe canopies, shotcrete of tunnel eyes and the installation of soil nails moves forward.



Wilshire/Fairfax Station Excavation



Wilshire/Fairfax Station at Canopy Pipe

Westside Purple Line Extension Section 1 Project

Project Update

Wilshire/La Cienega Station

Current Activities:

- Station excavation, strut installation
- Dewatering well start-up, utility hanging

Overview:

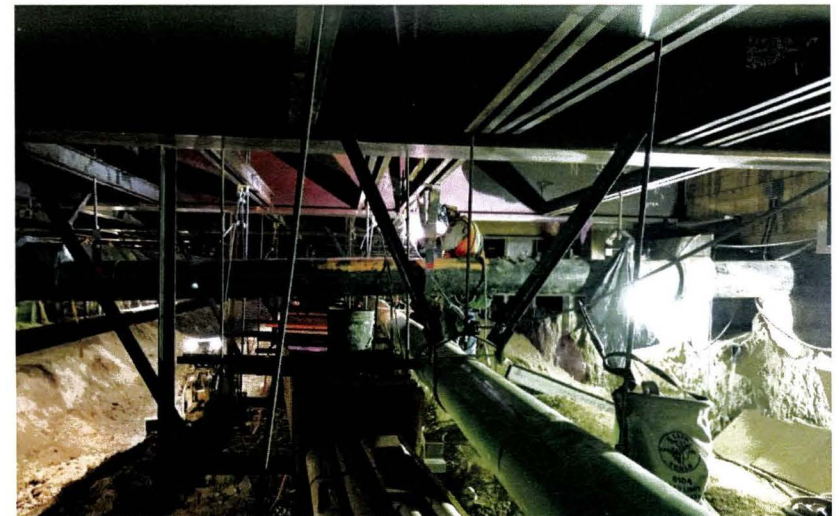
- Work primarily occurs underground beneath concrete decking.
- Material delivery and hauling occurs day/night.

Status:

- Level A excavation and waler/strut installation for the main station box progresses. Level B gut trench excavation continues.
- The hanging of utilities continues along with work on the dewatering wells.



Wilshire/La Cienega Station Excavation



Wilshire/La Cienega Station Utility Hanging

Westside Purple Line Extension Section 1 Project Project Update Tunneling – Tunnel Boring Machines

Current Activities:

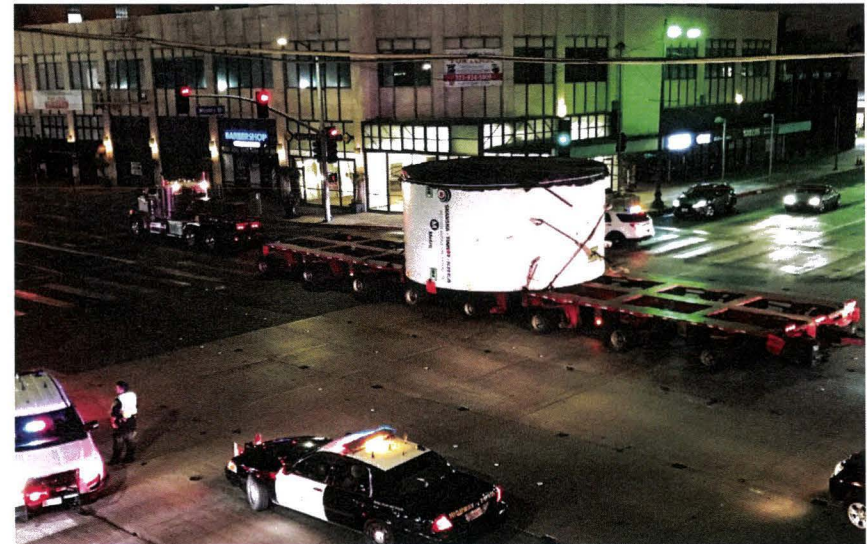
- Delivery of TBM components to the Wilshire/La Brea Station site
- Installation of TBM support equipment “grout silos/muck conveyors/muck bin”

Overview:

- TBM assembly to occur at Wilshire/La Brea Station site.

Status:

- On July 13, 2018, the Tunnel Boring Machine (TBM) components starting being delivered to the Wilshire/La Brea Station site.
- Tunneling is planned to start in September 2018.
- Tunnel instrumentation installation along Reach 1 continues.



Delivery of TBM Shield to Wilshire/La Brea Station



Westside Purple Line Extension Section 1 Project Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	PROPOSED FFGA BUDGET*	COMMITMENTS	EXPENDITURES	CURRENT FORECAST**	PROPOSED FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	387,938	381,118	128,442	387,938	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	489,322	449,350	137,785	489,322	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	38,092	36,497	15,303	38,092	-
40	SITWORK & SPECIAL CONDITIONS	139,820	812,415	780,584	514,494	812,415	-
50	SYSTEMS	123,579	115,199	99,544	23,237	115,199	-
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,842,966	1,747,093	819,262	1,842,966	-
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	190,036	190,036	165,810	190,036	-
70	VEHICLES	160,196	108,302	98,118	14,607	108,302	-
80	PROFESSIONAL SERVICES	410,342	506,876	344,825	292,816	506,876	-
SUBTOTAL (10-80)		2,220,629	2,648,180	2,380,071	1,292,495	2,648,180	-
90	UNALLOCATED CONTINGENCY	225,859	110,856	-	-	110,856	-
100	FINANCE CHARGES	375,470	331,065	-	-	331,065	-
TOTAL PROJECT (10-100)		2,821,957	3,090,101	2,380,071	1,292,495	3,090,101	-

NOTE: TOTAL INCURRED COST TO DATE \$1,311,065

* PROPOSED FFGA BUDGET UPDATED ON AN ANNUAL BASIS, LAST UPDATED MARCH 2018. GRANT AMENDMENT TO REFLECT UPDATES ONLY PERMITTED AFTER FFGA AMENDMENT IS APPROVED.

** CURRENT PROJECT BUDGET LESS CONCURRENT NON-FFGA ACTIVITIES.

Westside Purple Line Extension Section 1 Project FFGA / Non-FFGA Costs

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	PROPOSED FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	PROPOSED FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	565,080	387,938	381,118	128,442	387,938	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	489,322	449,350	137,785	489,322	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	39,086	38,092	36,497	15,303	38,092	-
40	SITWORK & SPECIAL CONDITIONS	139,820	812,415	780,584	514,494	812,415	-
50	SYSTEMS	123,579	115,199	99,544	23,237	115,199	-
	CONSTRUCTION SUBTOTAL (10-50)	1,437,616	1,842,966	1,747,093	819,262	1,842,966	-
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	190,036	190,036	165,810	190,036	-
70	VEHICLES	160,196	108,302	98,118	14,607	108,302	-
80	PROFESSIONAL SERVICES	410,342	506,876	344,825	292,816	506,876	-
	SUBTOTAL (10-80)	2,220,629	2,648,180	2,380,071	1,292,495	2,648,180	-
90	UNALLOCATED CONTINGENCY	225,859	110,856	-	-	110,856	-
100	FINANCE CHARGES	375,470	331,065	-	-	331,065	-
	TOTAL FFGA PROJECT ACTIVITIES (10-100)	2,821,957	3,090,101	2,380,071	1,292,495	3,090,101	-

NOTE: TOTAL INCURRED COST TO DATE \$1,311,065

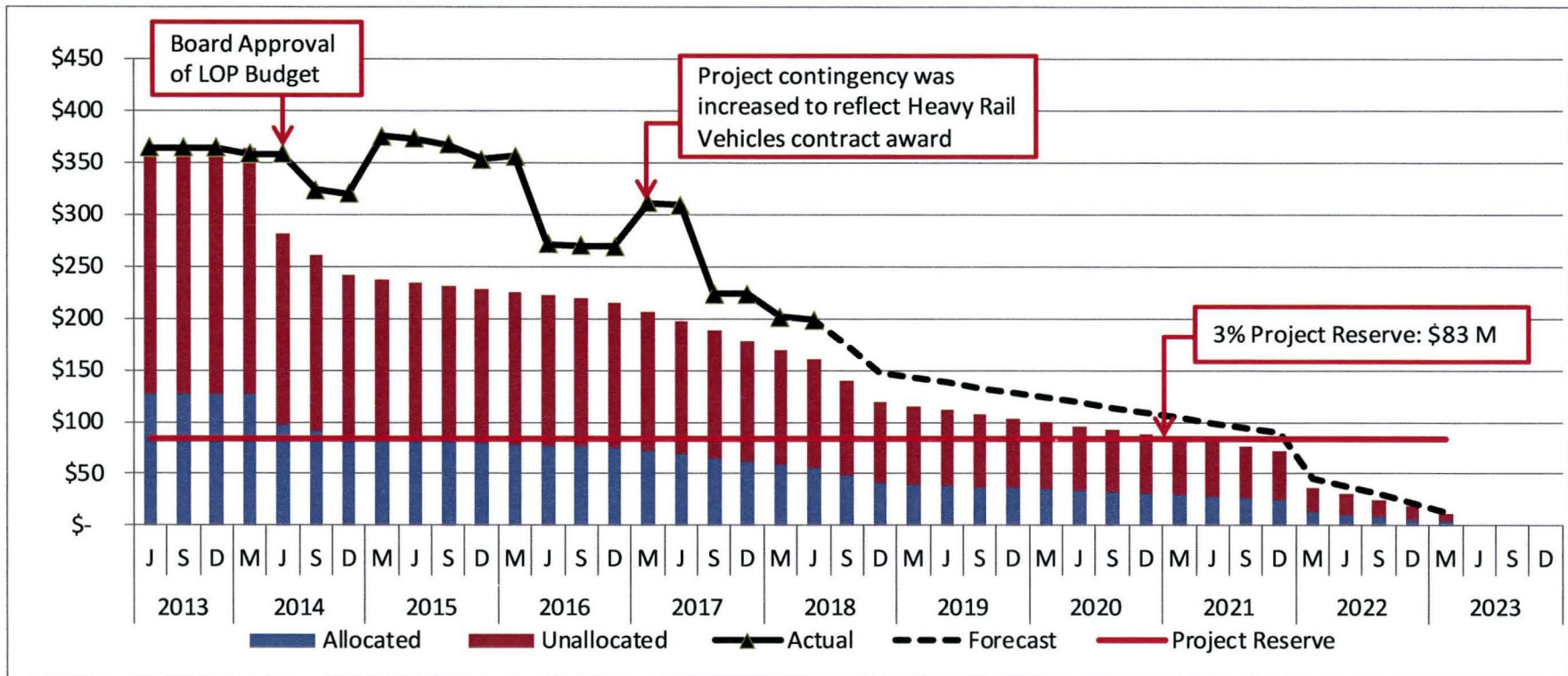
SCC CODE	DESCRIPTION	ORIGINAL NON FFGA BUDGET	CURRENT NON FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT NON FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	-	-	-	-	-	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	-	-	-	-	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	-	2,925	5,073	2,617	5,260	2,335
40	SITWORK & SPECIAL CONDITIONS	-	-	484	484	2,031	2,031
50	SYSTEMS	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	-	2,925	5,557	3,101	7,291	4,366
60	ROW, LAND, EXISTING IMPROVEMENTS	12,805	12,805	12,945	8,450	12,945	140
70	VEHICLES	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	1,500	3,575	2,877	3,139	3,628	53
	SUBTOTAL (10-80)	14,305	19,305	21,379	14,689	23,864	4,559
90	UNALLOCATED CONTINGENCY	2,000	5,574	-	-	1,015	(4,559)
100	FINANCE CHARGES	-	-	-	-	-	-
	TOTAL CONCURRENT NON-FFGA PROJECT ACTIVITIES (10-100)	16,305	24,879	21,379	14,689	24,879	-
	ENVIRONMENTAL/PLANNING	39,370	39,370	39,370	39,357	39,370	-
	TOTAL NON-FFGA (INCL. ENV./PLANNING)	55,674	64,248	60,748	54,046	64,248	-

NOTE: TOTAL INCURRED COST TO DATE \$54,473

TOTAL PROJECT	2,838,262	3,154,350	2,440,819	1,346,541	3,154,350	-
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NOTE: TOTAL INCURRED COST TO DATE \$1,365,539

Westside Purple Line Extension Section 1 Project Project Cost Contingency Drawdown



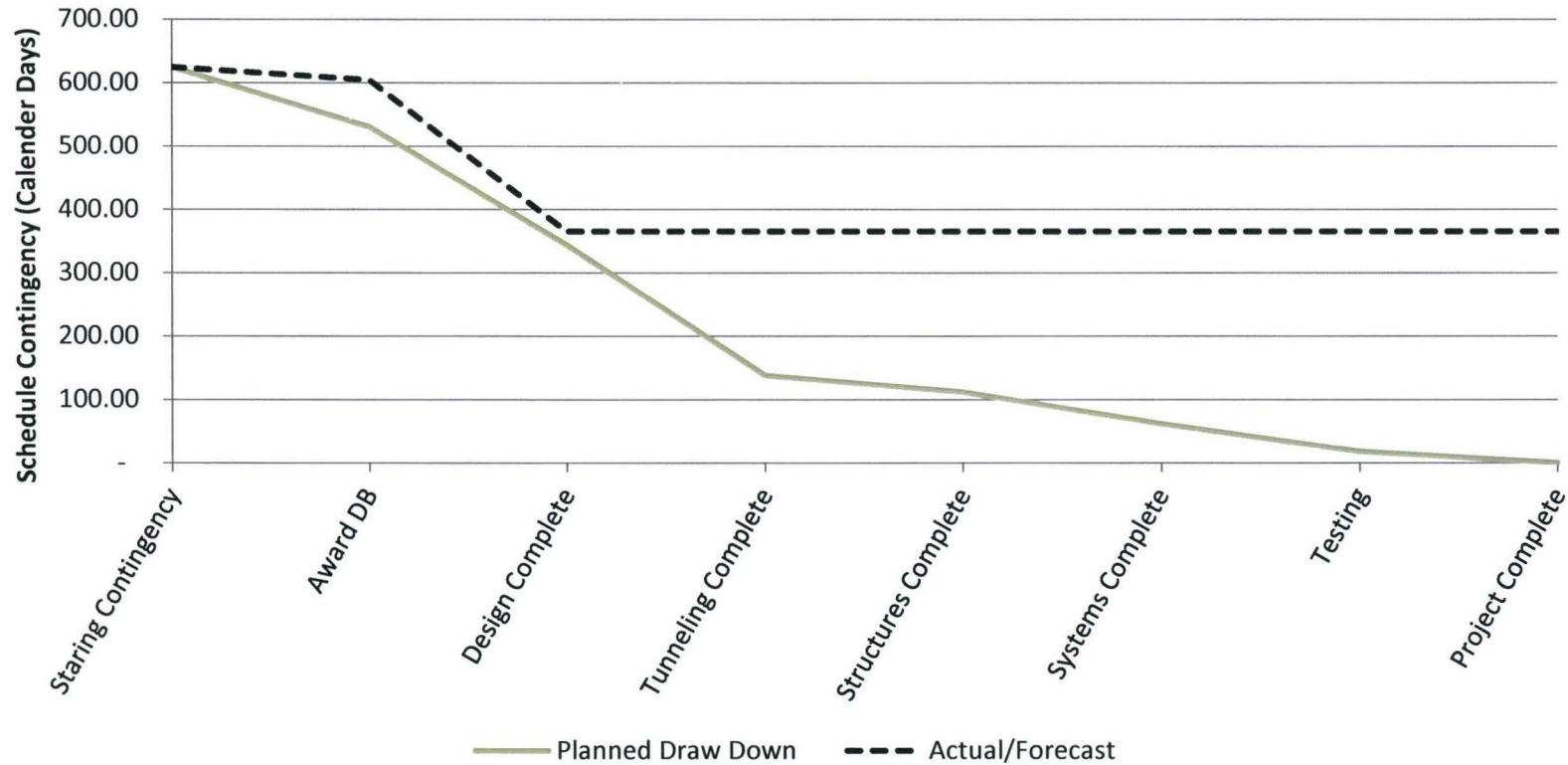
PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	248,592	(136,721)	-	(136,721)	111,871
Allocated Contingency	71,963	16,982	(2,308)	14,674	86,637
Total Contingency	320,555	(119,739)	(2,308)	(122,047)	198,508

Westside Purple Line Extension Section 1 Project Disadvantaged Business Enterprise (DBE) Status

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

DISADVANTAGED BUSINESS ENTERPRISE (DBE) STATUS							
Contract C1045 Westside Purple Line Extension - Section 1 (Reported Data as of May 2018)							
<ul style="list-style-type: none"> DBE Goal – Design A numerically expressed percentage of funds apportioned to Design Contracts and is calculated based upon the relative availability of DBE firms as compared to all firms in the relevant geographic market area. <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; vertical-align: top;">20.25%</td> </tr> </table> Current DBE Commitment – Design Total DBE Committed Dollars divided by Total Contract Value for Design or Construction. <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; vertical-align: top;">\$13,086,625 (20.25%)</td> </tr> </table> Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime. <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; vertical-align: top;">\$12,353,196 (19.48%)</td> </tr> </table> <p>Fourteen (14) Design DBE subcontractors have been identified to-date.</p>			20.25%		\$13,086,625 (20.25%)		\$12,353,196 (19.48%)
	20.25%						
	\$13,086,625 (20.25%)						
	\$12,353,196 (19.48%)						
<ul style="list-style-type: none"> DBE Goal – Construction A numerically expressed percentage of funds apportioned to Construction Contracts and is calculated based upon the relative availability of DBE firms as compared to all firms in the relevant. <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; vertical-align: top;">17.00%</td> </tr> </table> Current DBE Commitment – Construction Contract commitment divided by current contract value for Construction. <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; vertical-align: top;">\$261,838,935 (17.00%)</td> </tr> </table> Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime. <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; vertical-align: top;">\$89,065,255 (15.56%)</td> </tr> </table> <p>One hundred-four (104) Construction DBE subcontractors have been identified to-date.</p>			17.00%		\$261,838,935 (17.00%)		\$89,065,255 (15.56%)
	17.00%						
	\$261,838,935 (17.00%)						
	\$89,065,255 (15.56%)						

Westside Purple Line Extension Section 1 Project Project Schedule Contingency Drawdown



PROJECT SCHEDULE CONTINGENCY DRAWDOWN ANALYSIS

The project schedule contingency drawdown curve is based on a November 8, 2023 Revenue Service Date (RSD).

Westside Purple Line Extension Section 1 Project Top Risks & Mitigations

Risk ID	Risk Description	Risk Score	Action Items
633.0	Cost of ROW acquisition exceeds the FFGA SCC Line Item.	15	<ol style="list-style-type: none"> 1. Metro's Life of Project Budget includes contingency that covers the increase. The Risk Score will remain as "high" until the \$3.15 billion Life of Project Budget is reconciled with the \$2.82 billion FFGA Budget. 2. FTA has approved the property sale. Escrow on the Gale property has closed. Proceeds from the sale have been reflected in FIS (Financial Information System). 3. Reconciliation process has commenced. Targeting the end of year (2018) to complete reconciliation.
673 (NEW)	Tariff potentially impacts the pricing for the vehicle and station contracts.	10.5	<ol style="list-style-type: none"> 1. Monitor the market trend and assess the potential impact.
668.1	Gas may travel into adjacent properties or utilities and result in incident.	9	<ol style="list-style-type: none"> 1. Metro has strict safety requirements in place, which are part of the safety requirements for contractors. Metro will further supplement existing safety requirements based on Geotechnical/Environmental investigations. 2. Re-assemble taskforce. The taskforce is currently meeting on a periodic basis. The scope of work has been developed.
671.0	Disposal of Tunnel Muck	9	<ol style="list-style-type: none"> 1. White paper has been completed. Disposal sites have been identified, but cost remains an open item.
288.1	Construction impacts including air quality, noise, and vibration have the potential for impacts on neighboring communities which may require mitigation efforts. Section 1 construction will take place in Wilshire Blvd. which is mixed residential and commercial.	9	<ol style="list-style-type: none"> 1. DB contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements. 2. DB Contractor has mitigation measures in place.

Westside Purple Line Extension Section 1 Project Questions



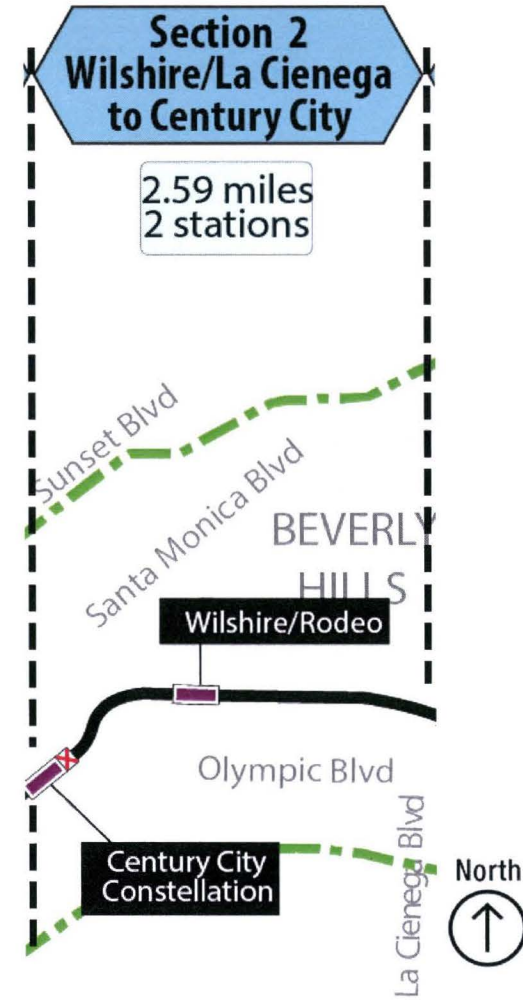
C1045 Design/Build Contract Computer-Generated Rendering of Wilshire/La Cienega Station 18

**Westside Purple Line Extension Section 2 Project
FTA Quarterly Review Meeting
August 29, 2018**



Westside Purple Line Extension Section 2 Project Description

- The WPLE Section 2 Project is a 2.59 mile alignment from the future Wilshire/La Cienega Station to the future Century City Constellation Station. The Project includes 20 heavy rail vehicles, twin-bored tunnels and two (2) new subway stations:
 - Wilshire/Rodeo
 - Century City Constellation
- FFGA Budget: \$2.50 Billion
- FFGA Forecast: \$2.50 Billion
- FFGA RSD: December 31, 2026
- Forecast RSD: August 29, 2025
- Design/Builder: Tutor Perini/O&G, a Joint Venture (TPOG)
- Design Progress: 75%
- Construction Progress: 9%
- Daily Project Transit Trips: 36,121
- Daily New Transit Trips: 5,350
- Current Contingency Forecast (SCC 10-80): 17%
- Current Contingency Forecast of Cost-to-Go (SCC 10-80): 22%
- Federal Funds: \$1.36 Billion
- Local Funds: \$1.14 Billion



Westside Purple Line Extension Section 2 Project

Key Project Updates

- Supplemental Environmental Impact Statement (SEIS) Status:
 - The Supplemental Record of Decision was issued on November 22, 2017
 - The Final SEIS was published in the Federal Register on December 1, 2017
- The current job creation estimates as extrapolated from the Los Angeles Economic Development Corporation (LAEDC) analysis of job impacts is as follows:
 - June 2018: 125 estimated jobs
 - Fourth Quarter of FY 2018: 558 estimated jobs
 - To date: 4,634 estimated jobs
- The Draft City of Beverly Hills (COBH) Memorandum of Agreement (MOA) for the C1120 Contract was presented at the COBH City Council meeting on July 17, 2018. The final version is scheduled to be presented to the COBH City Council on August 21, 2018.

Westside Purple Line Extension Section 2 Project Contract C1120 Design Update

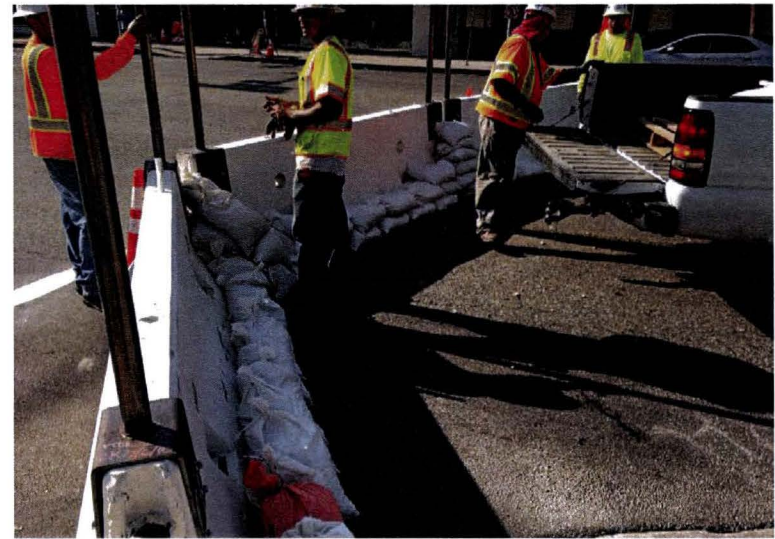
- TPOG is continuing with the required contractual submittals and has recently submitted the following:
 - **Design Package 1**
 - Volume 1A: Temporary Street/Temporary Utility Design at Launch Box, 100%
 - Volume 1B: Santa Monica Bus Layover, 100%
 - Volume 1C: Traffic Control at Launch Box, AFC
 - Volume 1D: Construction Staging for Century City Constellation Station – Temporary Utilities, AFC
 - **Design Package 2**
 - Volume 2A: Temporary Street/Temporary Utility/Traffic Control Design at Wilshire Rodeo Station, 100%
 - Volume 2B: Temporary Street/Temporary Utility/Traffic Control Design at Century City Constellation Station, 100%
 - **Design Package 3**
 - Volume 1A – Standard Tunnel Liner 100%
 - **Other**
 - SOE Launch Box – Invert Slab/Launch Box/SOE Design, 85%
 - SOE Launch Box – TBM Jacking Frame, 85%

Westside Purple Line Extension Section 2 Project

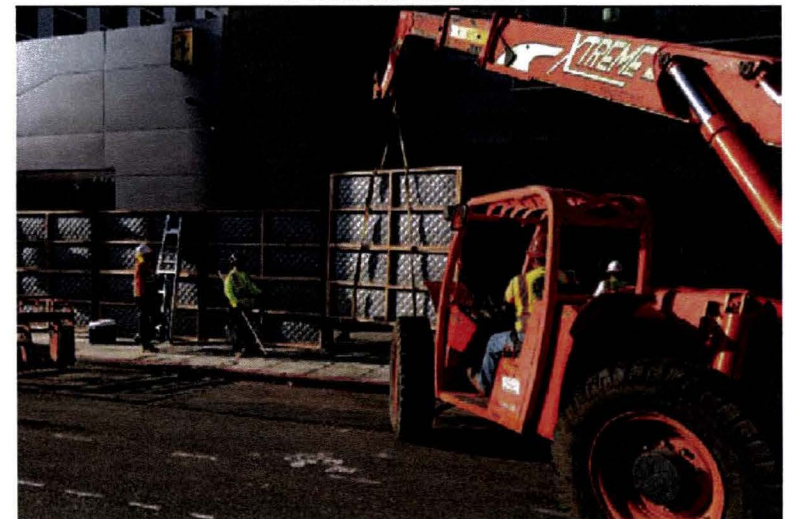
Project Update

Wilshire/Rodeo Station

- SCG and AT&T (combined) – Utility relocations began on February 12, 2018. Completion for both utilities including cable pulling and splicing is anticipated in September 2018.
- Geotechnical fault line investigation borings started in late May 2017, and 10 borings have been completed. MTA to request additional 10 borings.
- Final negotiations with the COBH for an MOA for the C1120 Contract began in August 2017 and are anticipated to complete in August 2018.



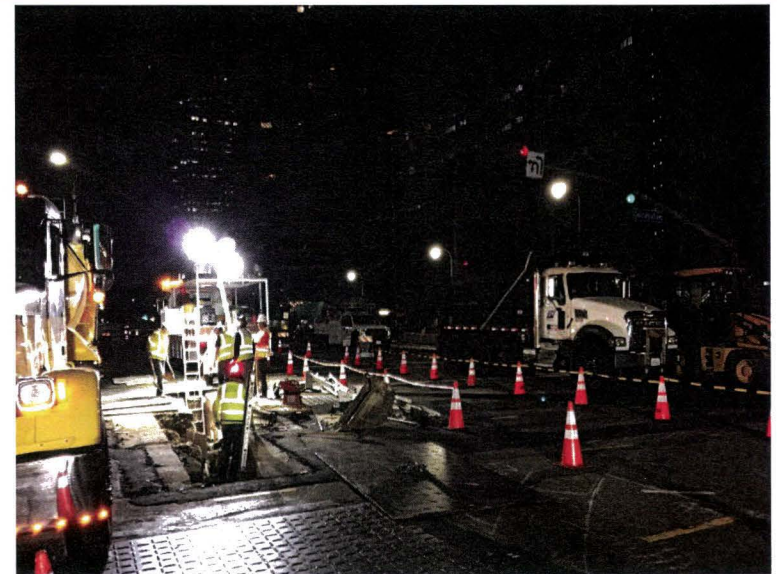
K-Rail Installation



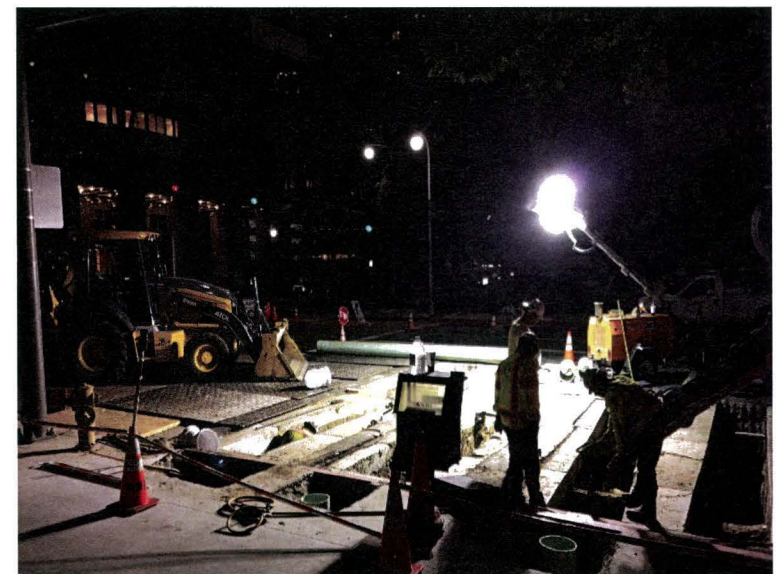
Sidewalk Panel Installation

Westside Purple Line Extension Section 2 Project Project Update Century City Constellation Station

- AT&T is anticipated to complete civil work in Summer 2018 and continue cable pulling and splicing until November 2019.
- LADWP Power will commence cable pulling and splicing in August 2018 once civil work is complete. Cable pulling and splicing will continue until November 2019.
- The nine-month street closure for Constellation Blvd. is anticipated to begin in September 2018. A 15-month street closure will be proposed at a future Board of Public Works meeting.
- Demolition of 1950 Century Park East commenced in late May and continues. The building and parking structure for 1940 Century Park East are completely demolished.
- Removal of oil lines is ongoing at Launch Box.



DWP Power Utility Work



Westside Purple Line Extension Section 2 Project Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET ¹	COMMITMENTS	EXPENDITURES	CURRENT FFGA FORECAST	CURRENT BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	385,323	346,440	306,924	23,000	328,836	(17,605)
20	STATIONS, STOPS, TERMINALS, INTERMODAL	517,378	434,990	410,368	97	443,071	8,081
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	406,955	537,107	529,834	232,112	560,625	23,518
50	SYSTEMS	96,734	81,457	68,537	2,832	81,907	450
	CONSTRUCTION SUBTOTAL (10-50)	1,406,389	1,399,994	1,315,663	258,041	1,414,439	14,445
60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	419,396	223,081	144,769	419,396	-
70	VEHICLES	85,351	42,000	-	-	42,000	-
80	PROFESSIONAL SERVICES	383,941	373,478	179,154	129,755	374,574	1,096
	SUBTOTAL (10-80)	2,188,104	2,234,869	1,717,898	532,565	2,250,409	15,540
90	UNALLOCATED CONTINGENCY	222,441	175,676	-	-	160,136	(15,540)
100	FINANCE CHARGES	88,695	88,695	-	-	88,695	-
	TOTAL (10-100)	2,499,240	2,499,240	1,717,898	532,565	2,499,240	-

NOTE: TOTAL FFGA INCURRED COST TO DATE \$542,884

EXCLUDES CONCURRENT NON-FFGA PROJECT ACTIVITIES

¹ APPROVED LIFE OF PROJECT (LOP) PLUS FINANCE CHARGES

Westside Purple Line Extension Section 2 Project FFGA / Non-FFGA Costs

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET ¹	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	385,323	346,440	306,924	23,000	328,836	(17,605)
20	STATIONS, STOPS, TERMINALS, INTERMODAL	517,378	434,990	410,368	97	443,071	8,081
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	406,955	537,107	529,834	232,112	560,625	23,518
50	SYSTEMS	96,734	81,457	68,537	2,832	81,907	450
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60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	419,396	223,081	144,769	419,396	-
70	VEHICLES	85,351	42,000	-	-	42,000	-
80	PROFESSIONAL SERVICES	383,941	373,478	179,154	129,755	374,574	1,096
	SUBTOTAL (10-80)	2,188,104	2,234,869	1,717,898	532,565	2,250,409	15,540
90	UNALLOCATED CONTINGENCY	222,441	175,676	-	-	160,136	(15,540)
100	FINANCE CHARGES	88,695	88,695	-	-	88,695	-
	TOTAL PROJECT (10-100)	2,499,240	2,499,240	1,717,898	532,565	2,499,240	-

NOTE: TOTAL FFGA INCURRED COST TO DATE \$542,884

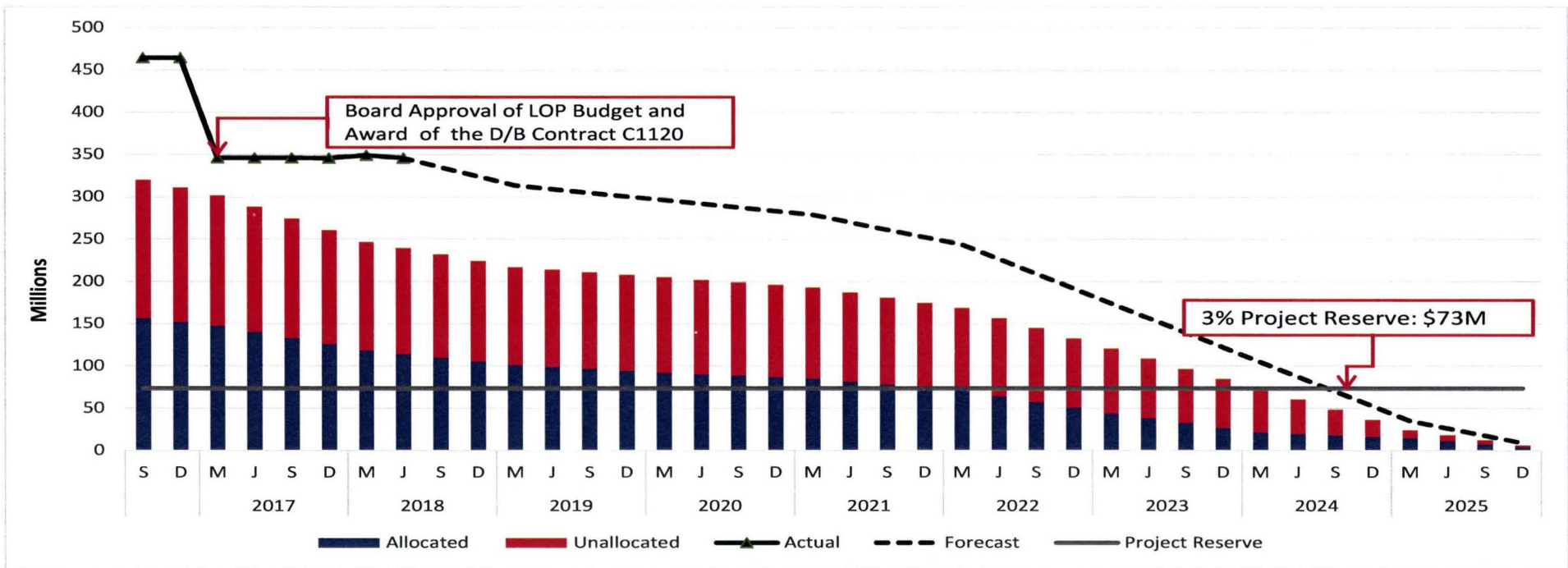
SCC CODE	DESCRIPTION	ORIGINAL NON FFGA BUDGET	CURRENT NON FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT NON FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	-	-	-	-	-	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	-	-	-	-	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	16,175	16,175	8,065	4,715	16,175	-
50	SYSTEMS	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	16,175	16,175	8,065	4,715	16,175	-
60	ROW, LAND, EXISTING IMPROVEMENTS	7,000	7,000	7,000	6,578	7,000	-
70	VEHICLES	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	1,400	1,400	602	90	1,400	-
	SUBTOTAL (10-80)	24,575	24,575	15,667	11,382	24,575	-
90	UNALLOCATED CONTINGENCY	1,500	1,500	-	-	1,500	-
100	FINANCE CHARGES	-	-	-	-	-	-
	TOTAL NON-FFGA (10-100)	26,075	26,075	15,667	11,382	26,075	-
	ENVIRONMENTAL/PLANNING	4,349	4,349	3,329	2,873	4,349	-
	TOTAL NON-FFGA (INCL. ENV./PLANNING)	30,424	30,424	18,996	14,256	30,424	-

NOTE: TOTAL NON-FFGA INCURRED COST TO DATE \$14,256

TOTAL PROJECT	2,529,664	2,529,664	1,736,894	546,821	2,529,664	-
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NOTE: TOTAL INCURRED COST TO DATE \$557,140

Westside Purple Line Extension Section 2 Project Project Cost Contingency Drawdown



PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	177,176.30	(15,540)	-	(15,540)	161,636
Allocated Contingency	168,534	15,367	(139)	15,229	183,762
Total Contingency	345,710	(173)	(139)	(312)	345,398

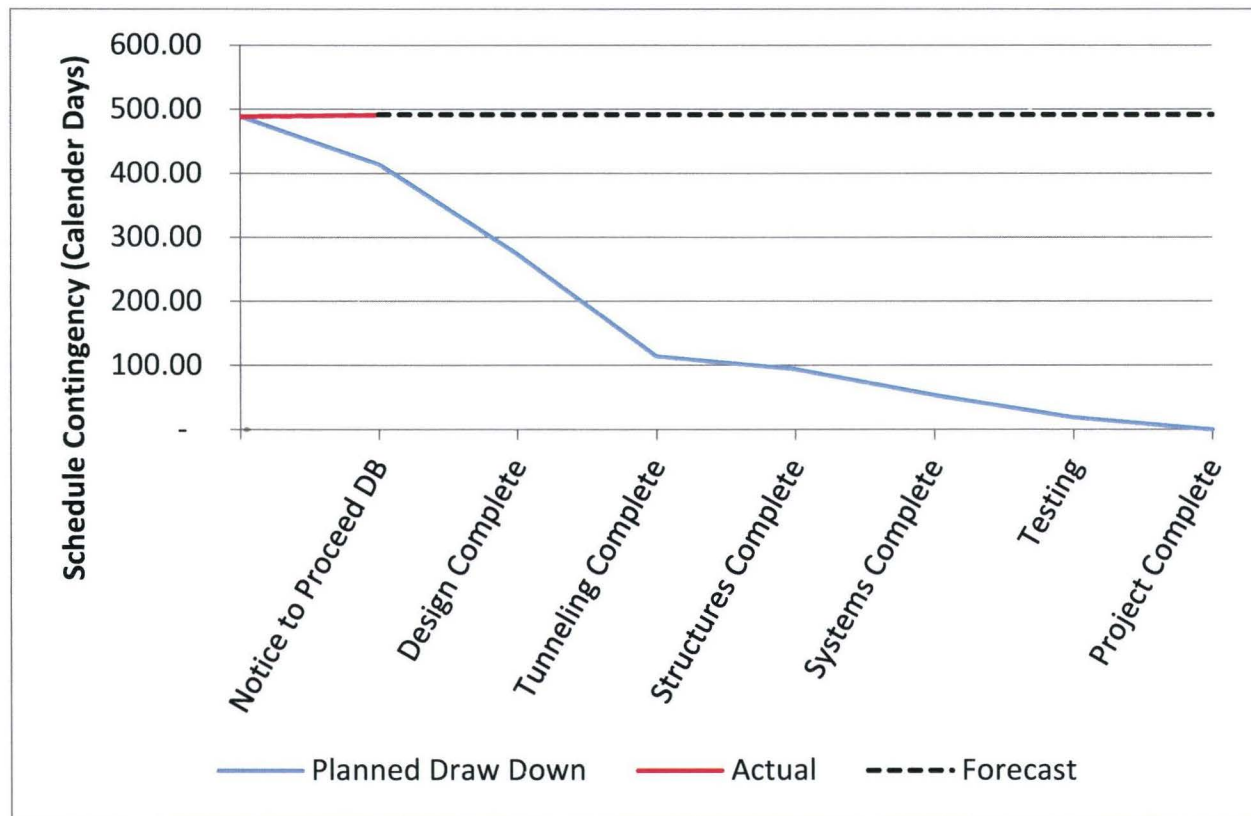
Westside Purple Line Extension Section 2 Project Race-Conscious Disadvantaged Business Enterprise (DBE) Status

<ul style="list-style-type: none"> RC-DBE Goal – Design A numerically expressed percentage of funds apportioned to Design Contracts and is calculated based upon the relative availability of RC-DBE firms as compared to all firms in the relevant geographic market area. 25.00%
<ul style="list-style-type: none"> Current RC-DBE Commitment – Design Total RC-DBE Committed Dollars divided by Total Contract Value for Design or Construction. \$14,731,914 (25.31%)
<ul style="list-style-type: none"> Current RC-DBE Participation Total amount paid to date to RC-DBEs divided by the amount paid to date to Prime. \$9,521,537 (19.18%) <p>Fifteen (15) Design RC-DBE subcontractors have been identified.</p>
<ul style="list-style-type: none"> RC-DBE Goal – Construction A numerically expressed percentage of funds apportioned to Construction Contracts and is calculated based upon the relative availability of RC-DBE firms as compared to all firms in the relevant geographic market area. 17.00%
<ul style="list-style-type: none"> Current RC-DBE Commitment – Construction Actual commitments as Construction work is awarded. \$77,732,279 (5.99%)
<ul style="list-style-type: none"> Current RC-DBE Participation Total amount paid to date to RC-DBEs divided by the amount paid to date to Prime. \$2,923,180 (1.28%) <p>Seven (7) Construction RC-DBE subcontractors have been identified to-date.</p>

Westside Purple Line Extension Section 2 Project Summary Project Schedule

WPLE Section 2 - Wilshire/La Cienega to Century City		Project Schedule Report												Data Date: 30-Jun-18	
Activity Name	Start	2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029													
Record of Decision	09-Aug-12 A														
FEIS / SEIS	02-Mar-15 A	01-Dec-17 A													
Contract Procurement	20-May-15 A	26-Apr-17 A													
Right of Way	02-Mar-15 A	08-Mar-19													
Advanced Utility Reloc.	06-Sep-16 A	28-Feb-20													
Final Design - D/B	27-Apr-17 A	24-Jan-19													
Construction Mob.	05-Sep-17 A	30-Apr-18 A													
Construction	29-May-18 A	04-Apr-25													
D/B-Sub. Comp.	02-May-25	02-May-25													
Testing/ Pre-Rev. Srv.	10-Jan-25	28-Aug-25													
Forecast RSD	29-Aug-25	29-Aug-25													
FFGA RSD	31-Dec-26	31-Dec-26													

Westside Purple Line Extension Section 2 Project Project Schedule Contingency Drawdown

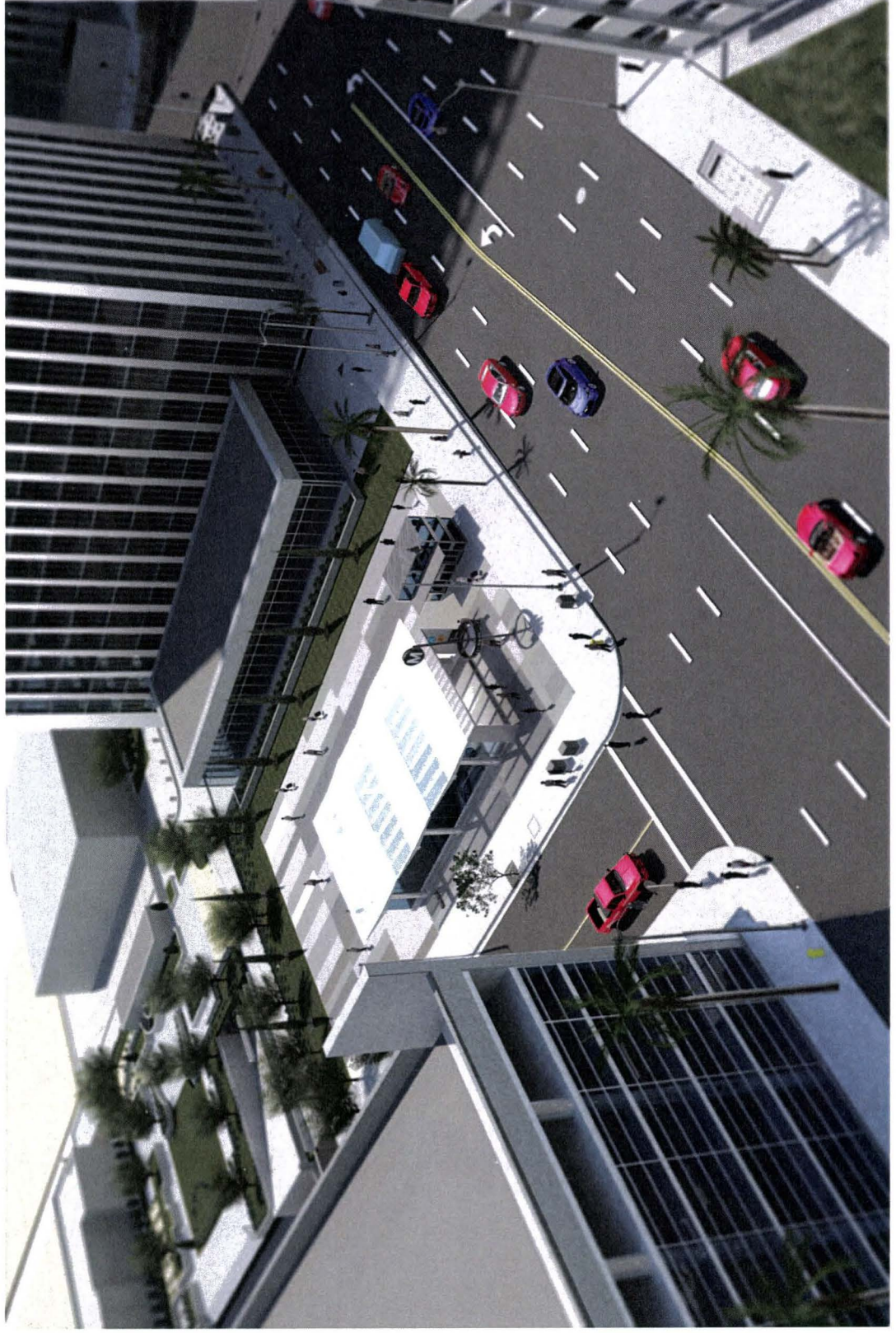


The project schedule contingency drawdown curve is based on an August 29, 2025 Forecast Revenue Service Date (RSD) compared to the FFGA RSD.

Westside Purple Line Extension Section 2 Project Top Risks & Mitigations

RiskID	Risk Description	Risk Score	Action Items
33.2	Acquisition of property is delayed due to condemnation and/or legal battle.	14.0	1. Current project schedule accounts for additional time required for condemnation.
125.2	Advance utility relocations delay construction.	13.5	1. Work with City and Utility Owners to expedite obtaining permits, and complete design and construction on schedule.
282.2	Turnover of property to DB contractor is delayed beyond the dates stipulated in the Contract Documents.	12.0	1. Metro to complete property acquisition before the need date.
395.0	Public protest to the Project causes delays.	12.0	1. Continue working collaboratively with the City and communities.
396.0	Delayed negotiations on MOA with City of Beverly Hills for utility work and DB contract could delay the Project and/or result in additional project costs.	9.0	1. Metro will continue developing agreements based on current MOA.

Westside Purple Line Extension Section 2 Project Questions

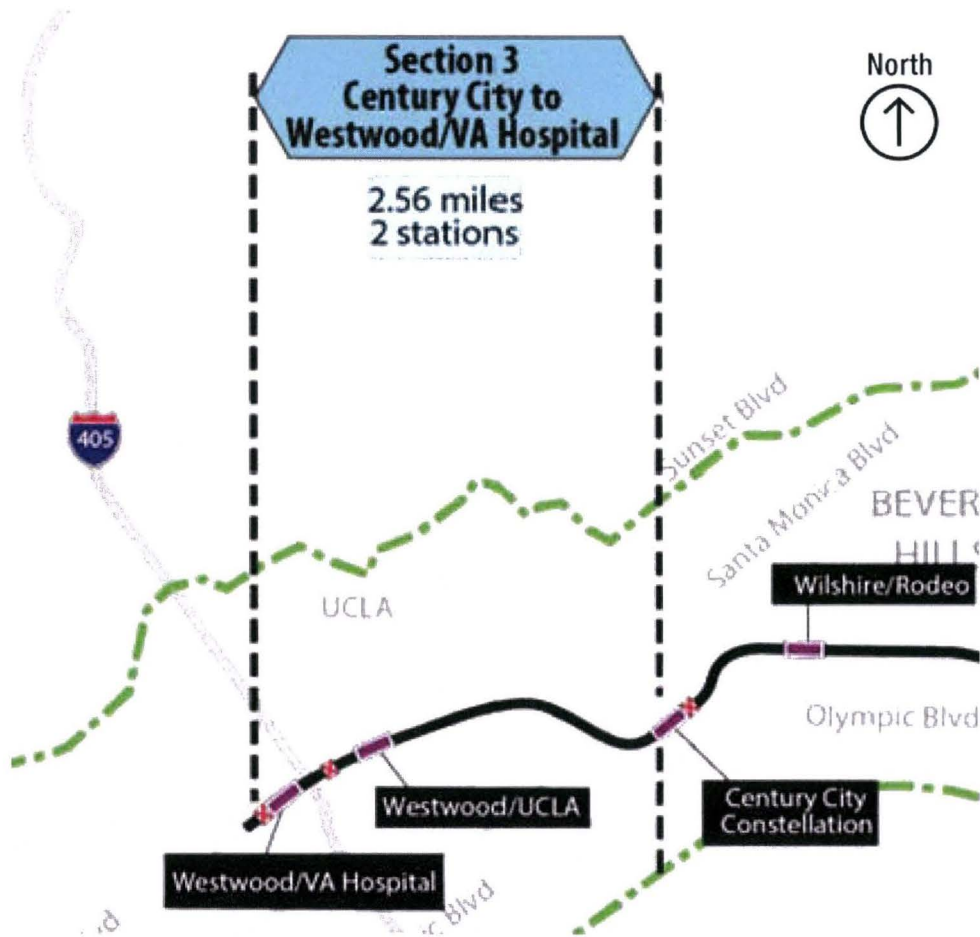


Wilshire/Rodeo Station

**Westside Purple Line Extension Section 3 Project
FTA Quarterly Review Meeting
August 29, 2018**



Westside Purple Line Extension Section 3 Project (Century City Constellation to Westwood/VA Hospital) Project Description

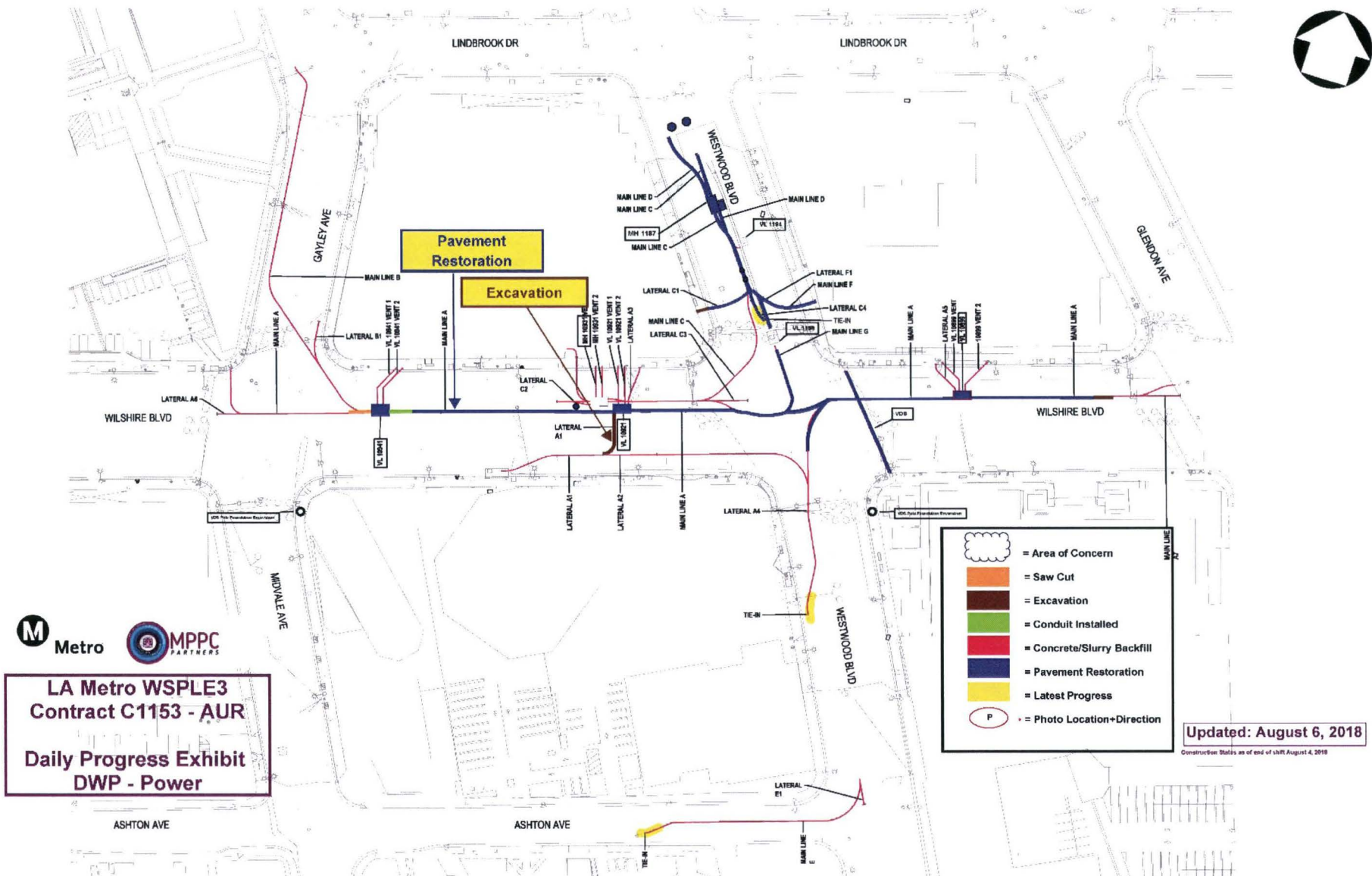


- The WPLE Section 3 Project is a 2.56 mile alignment from the future Century City Constellation Station to the future Westwood/VA Hospital Station. The Project includes 16 heavy rail vehicles, twin-bored tunnels and two (2) new subway stations:
 - Westwood/UCLA
 - Westwood/VA Hospital
- Capital Cost Estimate (YOE Dollars):
 - \$3.664 Billion
- Revenue Service Date:
 - Forecast –2026
- Daily Project Transit Trips: 42,903
- Daily New Transit Trips: 9,386

Westside Purple Line Extension Section 3 Project Project Update

- Metro requested entry into the FTA New Starts Engineering Phase on April 28, 2017. PMOC conducted a FTA Pre-Engineering Risk Review on March 20, 2018. The draft Risk Report was released for review on July 03, 2018. Report recommendations have been addressed by Metro.
- Submitted Request for Letter of No Prejudice (LONP) to FTA for approval on September 11, 2017. LONP Review Workshop action items have been addressed by Metro.
- The kick off meeting for the FFGA Tracking Log was held on July 10, 2018. Metro is submitting the FFGA required documents to FTA/PMOC for review.
- Procurement
 - C1151 Tunnel Contract – Issued Notice of Intent to Award to Frontier-Kemper/Tutor Perini Joint Venture on June 13, 2018. Contract award is subject to FTA approval of the LONP.
 - C1152 Stations, Trackwork and Systems Contract – Issued Request for Qualifications (RFQ)/Request for Proposals (RFP) on September 15, 2017. Received qualifications from respondents on November 20, 2017. Proposals are due on August 22, 2018.
- The current job creation as extrapolated from the Los Angeles Economic Development Corporation (LAEDC) analysis of job impacts is the following:
 - June 2018: 35 estimated jobs
 - Fourth quarter of FY 2018: 73 estimated jobs
 - To date: 614 estimated jobs

Westside Purple Line Extension Section 3 Project Project Update – AUR Contract

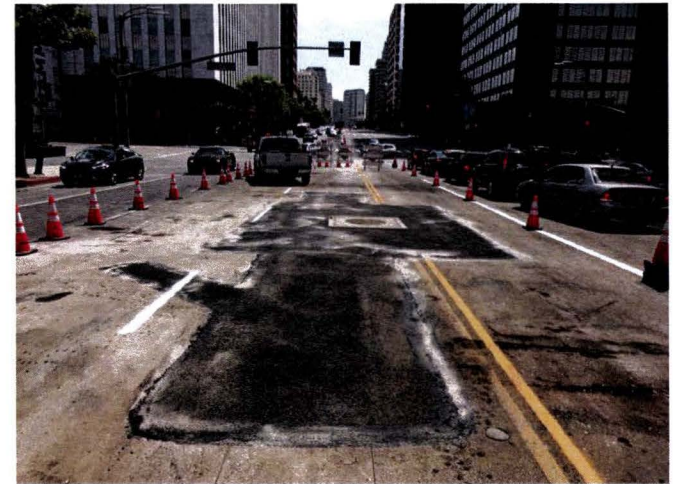


Westside Purple Line Extension Section 3 Project

Project Update

Westwood/UCLA Station

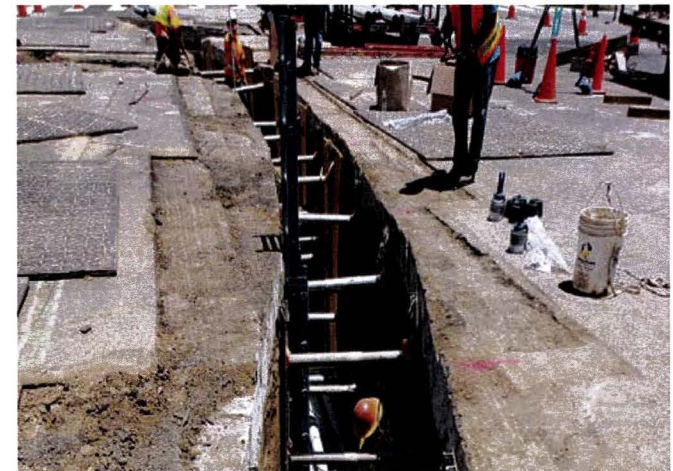
- C1153 Advanced Utility Relocation (AUR) Contract Construction is 33% complete.
- LADWP power conduit and vault relocations are occurring along Wilshire Boulevard, Gayley Avenue and Westwood Boulevard.
- Video Detection System (VDS) installation at SE corner of Wilshire/Westwood is ongoing.



Installed Power Vault # 10921



VDS Installation



LADWP Relocations along Wilshire Blvd.

Westside Purple Line Extension Section 3 Project Project Cost Status

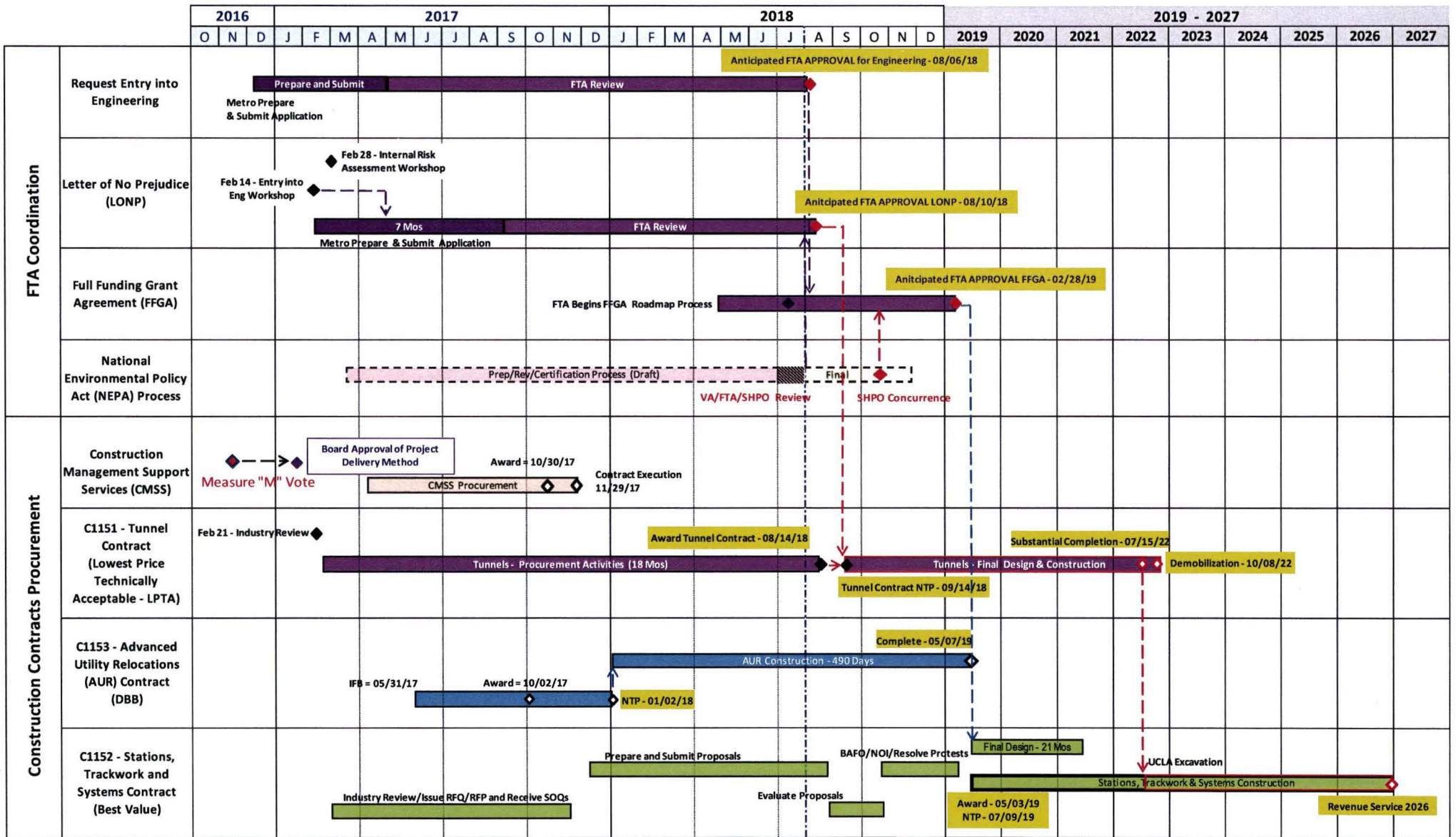
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	CURRENT ESTIMATE	LIFE OF PROJECT BUDGET *	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT COST ESTIMATE / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	490,712	362,560	-	-	490,712	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	624,995	6,428	-	-	624,995	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	491,805	187,286	17,105	2,445	491,805	-
50	SYSTEMS	130,778	-	-	-	130,778	-
CONSTRUCTION SUBTOTAL (10-50)		1,738,291	556,274	17,105	2,445	1,738,291	-
60	ROW, LAND, EXISTING IMPROVEMENTS	466,874	466,874	101,437	40	466,874	-
70	VEHICLES	38,092	-	-	-	38,092	-
80	PROFESSIONAL SERVICES	504,493	221,924	75,348	48,976	504,493	-
SUBTOTAL (10-80)		2,747,750	1,245,073	193,890	51,462	2,747,750	-
90	UNALLOCATED CONTINGENCY	464,142	128,623	-	-	464,142	-
100	FINANCE CHARGES	451,100	-	-	-	451,100	-
TOTAL PROJECT ACTIVITIES (10-100)		3,662,992	1,373,696	193,890	51,462	3,662,992	-

NOTE: TOTAL INCURRED COST TO DATE IS \$52,908,745

* EXCLUDES ENVIRONMENTAL PLANNING PHASE

Westside Purple Line Extension Section 3 Project Preliminary Summary Schedule



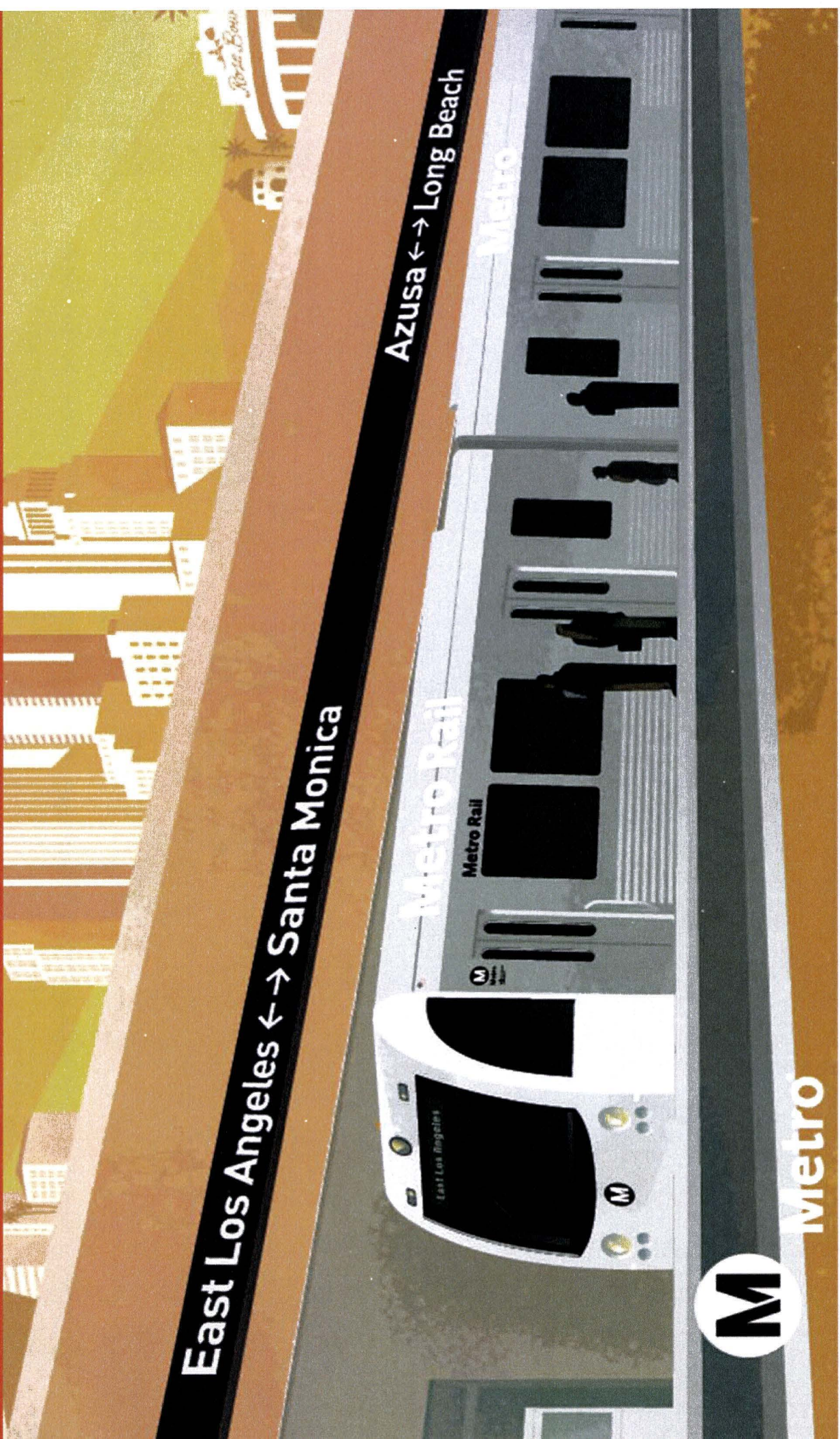
Westside Purple Line Extension Section 3 Project Top Risks & Mitigations

Risk ID	Risk Description	Risk Score	Action Items
652.3	Additional environmental documentation process delays tunnel contract.	10.5	<p>07/12/2017 - Had good meeting with SHPO on 7/11. Confirmed required documentation. Most likely not 130C and could be higher level (e.g. EA).</p> <p>10/30/2017 - It is anticipated environmental can be resolved with a 130C, however VA could request an EA. Letter expected from VA this week. 106 issues need to be resolved before issue to SHPO. 130C required for LONP.</p> <p>02/01/2018 - Draft 130C has been submitted to VA & Army Reserve on 01/25/2018</p> <p>03/20/2018 - Comments to 130c from FTA and VA were received and scope refinements at Army Reserve suggest a revision to ratings.</p> <p>05/03/2018 - Work on a parallel path to prepare an alternate 130C document to reflect the shaft at the VA property.</p> <p>07/31/2018 - Alternate 130C document submitted to VA and FTA for review and comment. Army Reserve property/easement is no longer needed for the project.</p>
640	The current environmental effort delays the approval of the LONP.	10.5	<p>11/29/2016 - New Risk.</p> <p>07/12/2017 - Probability increased 1-5; cost and schedule 4-5</p> <p>03/20/2018 - At Workshop, ratings changed from 5-5-5 to 4-3-3 due to progression of 130c and comments from FTA and VA. Also, Metro indicates bids will be good for 6 months, which provides some cushion to schedule.</p>
901	Tariff potentially impact the pricing for the vehicle and station contracts.	10.5	<p>05/03/2018 - New risk</p>
287.3	Delays due to obtaining lane closures and peak hour exemptions.	9.0	<p>02/28/2017 - Cost increased from 1-2.</p> <p>07/12/2017 - Time increased from 1-3.</p> <p>10/30/2017 - Cost increased from 2-3.</p>
653.3	Delay of contract turnover from tunnels to stations.	8.0	<p>02/28/2017 - New Risk.</p> <p>07/12/2017 - Probability decreased from 4-2.</p> <p>02/01/2018 - Move from SCC 90 to SCC 20</p>

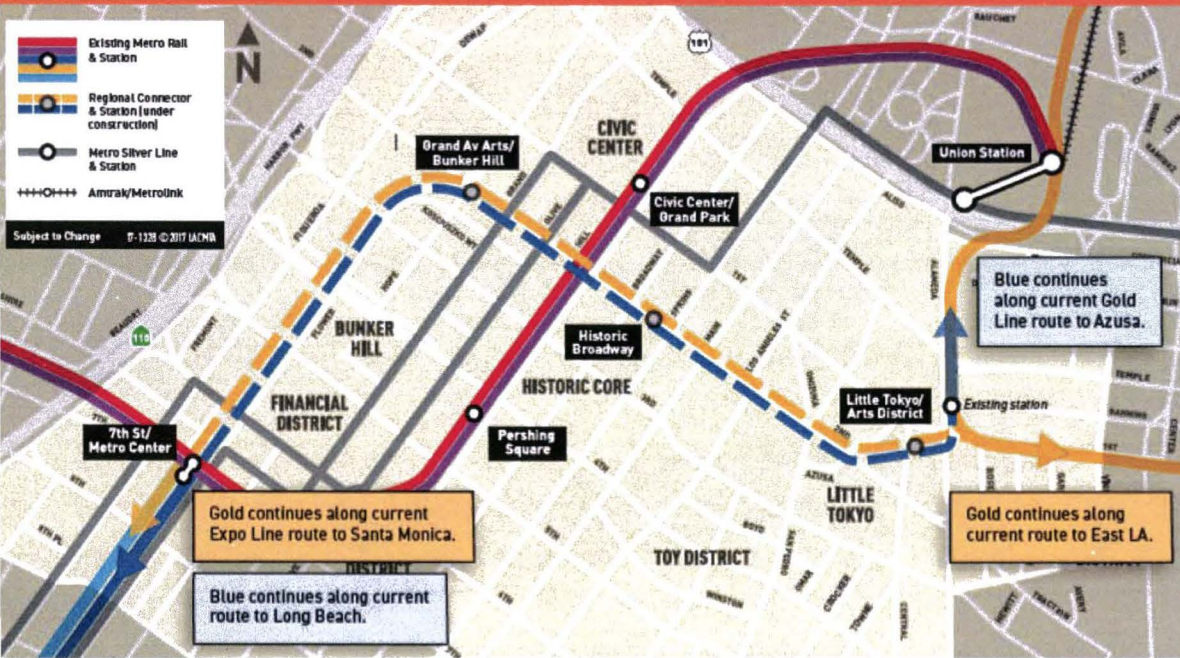
Regional Connector Transit Project

FTA Quarterly Review Meeting

August 29, 2018



Project Description



- 1.9 mile Link Connecting Blue & Expo Lines with Gold Line
- 3 New Stations
- 4 Light Rail Vehicles
- 90,000 Daily Project Transit Trips
- 17,700 Daily New Transit Trips

- FFGA Budget – \$1,402.93M
- FFGA Forecast – \$1,670.83M
- FFGA Proposed RSD – 02/2023
- Forecast RSD – 12/2021
- FFGA Contingency (Proposed Budget) – 4.21%
- FFGA Contingency (To Go) – 9.44%
- Federal Funds – \$911.30M
- Local Funds – \$858.84M
- Design-Build Contractor: Regional Connector Constructors
- Award Amount: \$927.23M
- Status: In Construction
- Overall Project Progress – 50.2%
- Final Design Progress – 99.8%
- Construction Progress – 46.9%

Key Project Updates

- Focus remains on two schedule-critical areas of the Project:
 1. Broadway Station / SEM Cavern / Overbuild
 2. Project-wide Level of Effort
- Contractor Recordable Injury Rate (May 2018) = 1.16
 - C0980 – 2,310,013 WH / 13 Recordable
 - C0981R – 111,059 WH / 1 Recordable
- Total Aggregated Project Safety Record (May 2018) – 1.00*
 - Contractors, Metro and Consultant Staff – 2,986,001 WH / 15 Recordable
- Estimated Jobs Created to Date as of June 2018 is 10,987 with a Estimated Total Jobs of 20,000.**

*Using RIR method of calculating.

**Estimate methodology per: Cooper, Christine Ph.D. & Mitra, Somjita Ph.D. *Construction Impacts of Metro's Measure R Transportation Projects, 2015 Update*, Institute for Applied Economics, Los Angeles County Economic Development Corporation, February 2016.

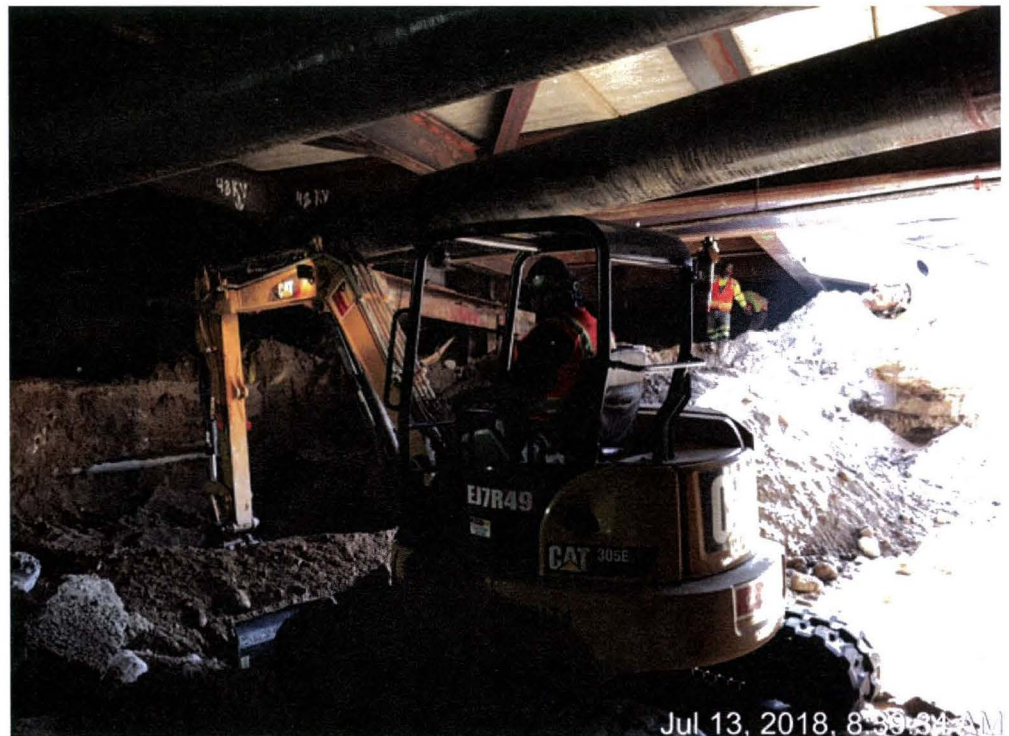
Construction Update

Little Tokyo/Art District Station

- Excavation and related support of excavation (SOE) continues at Station and beneath 1st/Alameda



Bracing installation at Central



Excavation/Demo of sewer pipe at Wye

Construction Update

SEM Cavern



Placing shotcrete, left drift / Excavation of invert, right drift

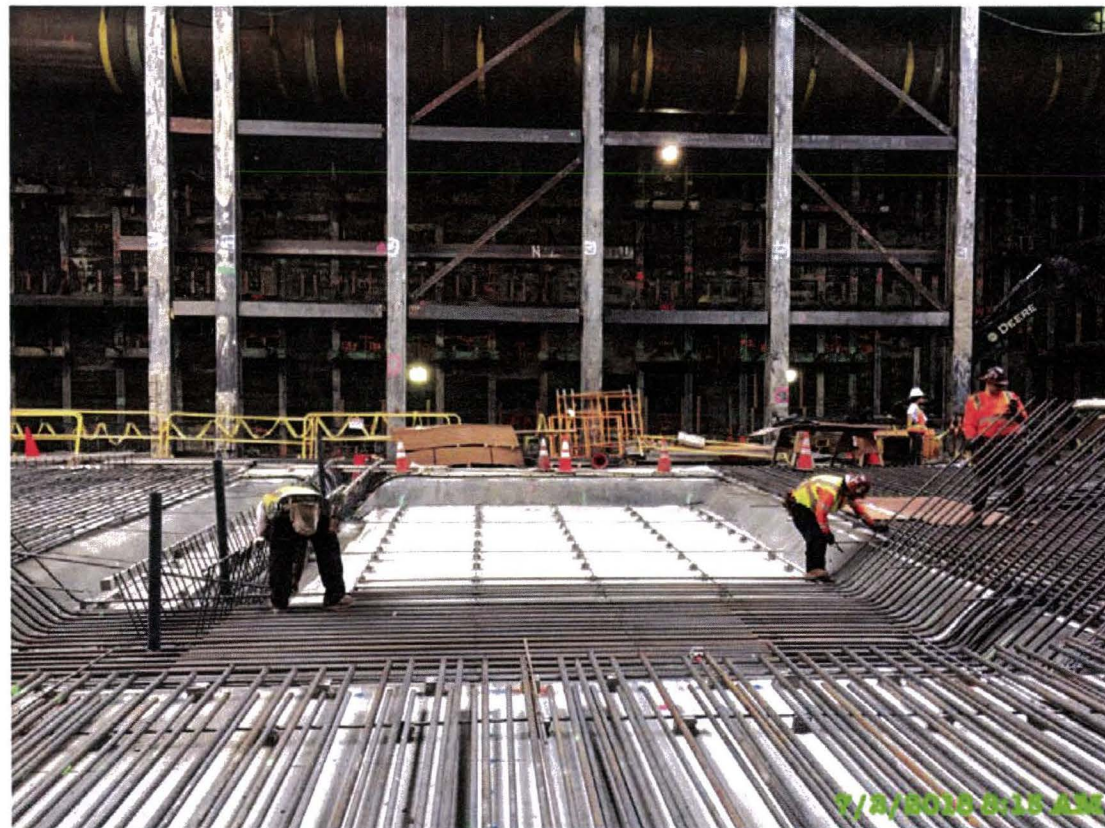


Installation of top head girder, right drift

- SEM Crossover Cavern construction underway adjacent to Historic Broadway Station including: excavation of left and right caverns with initial liner and MEP embeds

Construction Update Historic Broadway Station

- Tieback installation and tie-offs complete
- Station box excavation near complete
- Rebar installation in ancillary underway



Bottom mat rebar installation in ancillary



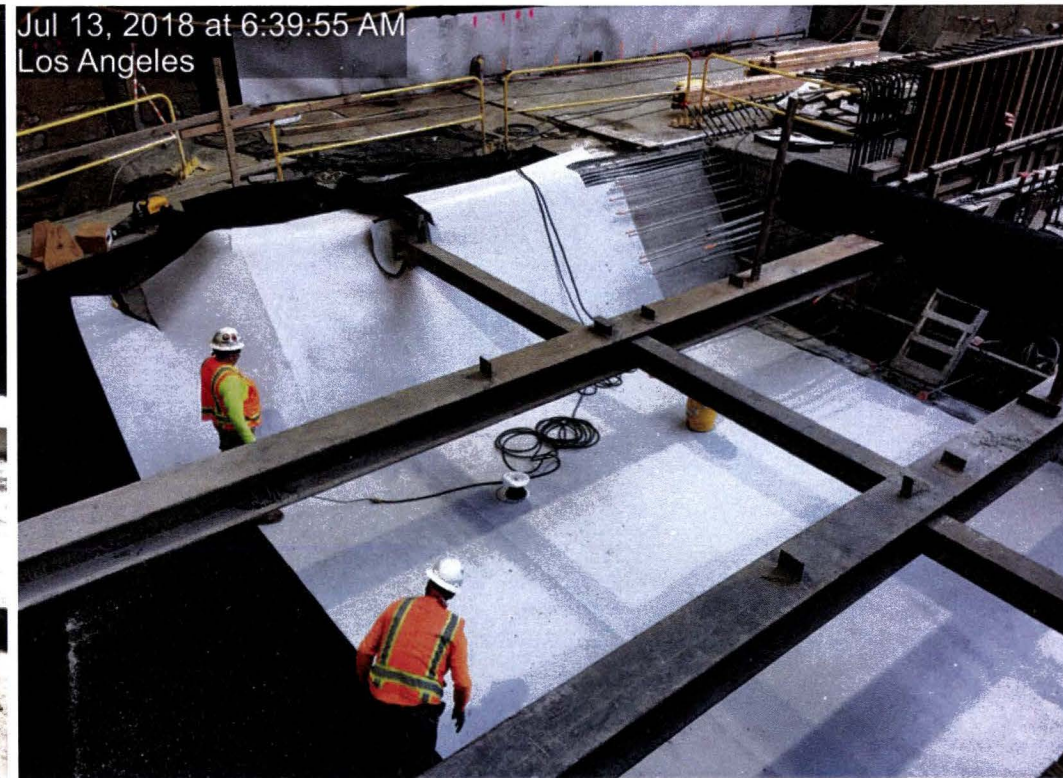
Excavation in center station box

Construction Update

Grand Av Arts/Bunker Hill Station



Excavation of west hammerhead deep sump



Waterproofing installation at east hammerhead shallow sump

- Excavation of shallow sump complete; beginning HDPE and excavation of deep sump
- Continue wall concrete placement, patching and repairs
- Gearing-up for resumption of structural concrete operations

Construction Update Flower Street



Decking installation at 6th/Flower



Pouring mud slab in TBM Retrieval Shaft

- Weekend closures for decking from 6th Street to 7th/Metro has commenced
- Support of Excavation (SOE) and excavation south of 5th Street continues
- Structural concrete sequence initiated north of 5th Street

Disadvantaged Business Enterprises

Contract C0980 Regional Connector Transit Corridor Design-Build (Reporting Data as of May 2018)

Phase	DBE Goal	Current DBE Commitment	Current DBE Participation	DBE Sub-consultants Identified
Design	20%	\$13.8M (22.63%)	27.02%	Twelve (12) design DBE sub-consultants have been identified to date
Construction	18%	\$191.9M (18%)	12.46%	Seventy-six (76) construction DBE sub-consultants have been identified to date

Project Cost Status

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)
 PERIOD ENDING JUNE 2018
 DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	PROPOSED FFGA BUDGET*	COMMITMENTS	EXPENDITURES	PROPOSED FFGA FORECAST AT COMPLETION**	VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	244,931	242,966	146,489	249,107	4,176
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	220,966	220,954	45,769	221,180	214
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	578,180	570,160	417,334	591,525	13,345
50	SYSTEMS	69,667	72,674	63,736	11,932	73,990	1,316
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,116,752	1,097,815	621,523	1,135,803	19,051
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	90,629	52,141	51,929	74,297	-16,331
70	VEHICLES	16,275	16,275	16,275	1,678	16,275	0
80	PROFESSIONAL SERVICES	261,455	350,272	278,717	251,143	359,848	9,576
	SUBTOTAL (10-80)	1,239,963	1,573,927	1,444,949	926,273	1,586,224	12,297
90	UNALLOCATED CONTINGENCY	135,399	82,600	0	0	70,303	-12,297
100	FINANCE CHARGES	27,571	14,301	0	0	14,301	0
	TOTAL PROJECT (10-100)	1,402,932	1,670,828	1,444,949	926,273	1,670,828	0

NOTE: TOTAL INCURRED COST TO DATE \$936,366,751.

*PROPOSED FFGA BUDGET UPDATED ON AN ANNUAL BASIS; LAST UPDATED (MAY 2017). GRANT AMENDMENT TO REFLECT UPDATES PERMITTED ONLY AFTER FFGA AMENDMENT IS APPROVED.

**CURRENT PROJECT BUDGET LESS NON-FFGA ACTIVITIES.

Project Cost Status

FFGA / Non-FFGA

DOLLARS IN THOUSANDS

PERIOD ENDING JUNE 2018

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	PROPOSED FFGA BUDGET*	COMMITMENTS	EXPENDITURES	PROPOSED FFGA FORECAST AT COMPLETION**	VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	244,931	242,966	146,489	249,107	4,176
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	220,966	220,954	45,769	221,180	214
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	578,180	570,160	417,334	591,525	13,345
50	SYSTEMS	69,667	72,674	63,736	11,932	73,990	1,316
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70	VEHICLES	16,275	16,275	16,275	1,678	16,275	0
80	PROFESSIONAL SERVICES	261,455	350,272	278,717	251,143	359,848	9,576
	SUBTOTAL (10-80)	1,239,963	1,573,927	1,444,949	926,273	1,586,224	12,297
90	UNALLOCATED CONTINGENCY	135,399	82,600	0	0	70,303	-12,297
100	FINANCE CHARGES	27,571	14,301	0	0	14,301	0
	TOTAL PROJECT (10-100)	1,402,932	1,670,828	1,444,949	926,273	1,670,828	0

NOTE: TOTAL INCURRED COST TO DATE \$936,366,751.

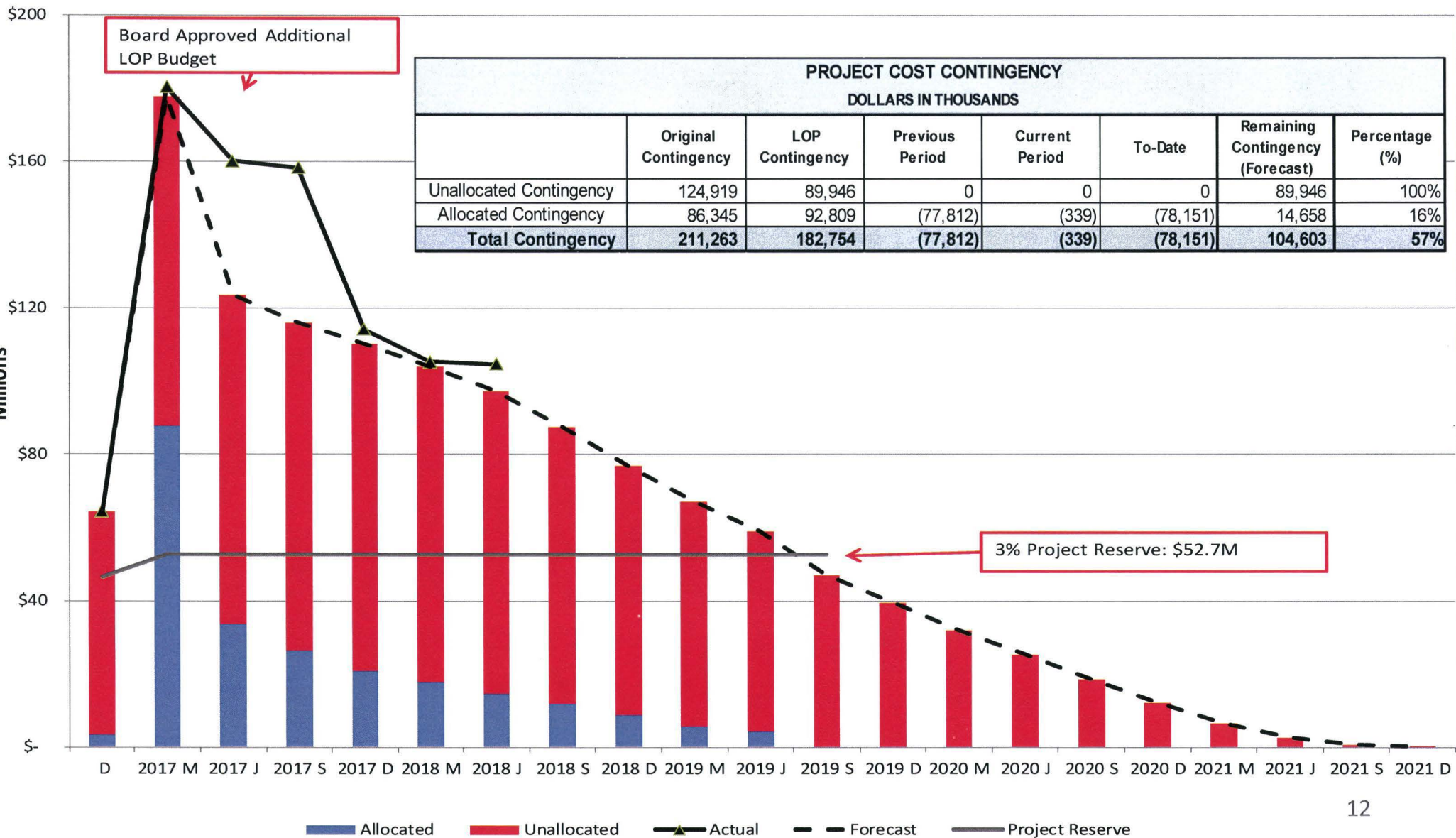
*PROPOSED FFGA BUDGET UPDATED ON AN ANNUAL BASIS; LAST UPDATED (MAY 2017). GRANT AMENDMENT TO REFLECT UPDATES PERMITTED ONLY AFTER FFGA AMEUREMENT IS APPROVED.

**CURRENT PROJECT BUDGET LESS NON-FFGA ACTIVITIES.

SCC CODE	DESCRIPTION	ORIGINAL NON FFGA BUDGET	PROPOSED NON FFGA BUDGET	COMMITMENTS	EXPENDITURES	PROPOSED NON FFGA FORECAST AT COMPLETION	VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS		4,350	4,350	239	4,350	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL		8,953	8,953	8,050	8,980	28
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS		0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS		20,237	10,746	3,640	27,780	7,544
50	SYSTEMS		750	0	0	1,065	315
	CONSTRUCTION SUBTOTAL (10-50)		34,289	24,049	11,928	42,175	7,886
60	ROW, LAND, EXISTING IMPROVEMENTS		2,113	0	0	2,113	0
70	VEHICLES		0	0	0	0	0
80	PROFESSIONAL SERVICES		29,066	14,036	9,491	27,567	-1,499
	SUBTOTAL (10-80)		65,468	38,085	21,419	71,855	6,387
90	UNALLOCATED CONTINGENCY		7,346	0	0	959	-6,387
100	FINANCE CHARGES		0	0	0	0	0
	TOTAL NON-FFGA (10-100)		72,814	38,085	21,419	72,814	0
	ENVIRONMENTAL/PLANNING		26,500	26,500	25,015	26,500	0
	TOTAL NON-FFGA (INCL. ENV./PLANNING)		99,314	64,584	46,434	99,314	0
	TOTAL PROJECT	1,402,932	1,770,142	1,509,534	972,707	1,770,142	0

NOTE: TOTAL INCURRED COST TO DATE \$47,731,601. METRO AND TRIBUNE AGREED ON REIMBURSEMENT OF \$1.6 MILLION RELATED TO 2ND/BROADWAY OVERBUILD.

Budget Contingency Drawdown



Summary Schedule

Regional Connector Master Schedule Current (June 2018)			Regional Connector Level 1 Schedule																MASTER SCHEDULE JUNE 2018																			
Activity ID	Activity Name	Finish	2014				2015				2016				2017				2018				2019				2020				2021				2022			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
	Regional Connector Master Schedule Current (June 2018)	29-Nov-21																																				
	Project Planning & Development	29-Jun-12 A																																				
	FFGA / TIFIA Loan Approved	20-Feb-14 A	▼ 20-Feb-14 A																																			
	Engineering	31-Aug-18	▶ 31-Aug-18																																			
	Right of Way	31-Dec-18	▶ 31-Dec-18																																			
	Metro Furnished Equipment	12-Feb-20	▶ 12-Feb-20																																			
	Construction	29-Oct-21	▶ 29-Oct-21																																			
	Utilities (Including 3rd Parties)	15-Sep-20	▶ 15-Sep-20																																			
	Guideway & Track	06-May-21	▶ 06-May-21																																			
	SEM	30-Jan-20	▶ 30-Jan-20																																			
	Stations	07-May-21	▶ 07-May-21																																			
	Systems	25-Aug-21	▶ 25-Aug-21																																			
	Substantial Completion	01-Oct-21	▶ 01-Oct-21																																			
	Testing	29-Oct-21	▶ 29-Oct-21																																			
	Pre-Revenue Operations	29-Nov-21	▶ 29-Nov-21																																			
	RSD	29-Nov-21	▶ 29-Nov-21																																			

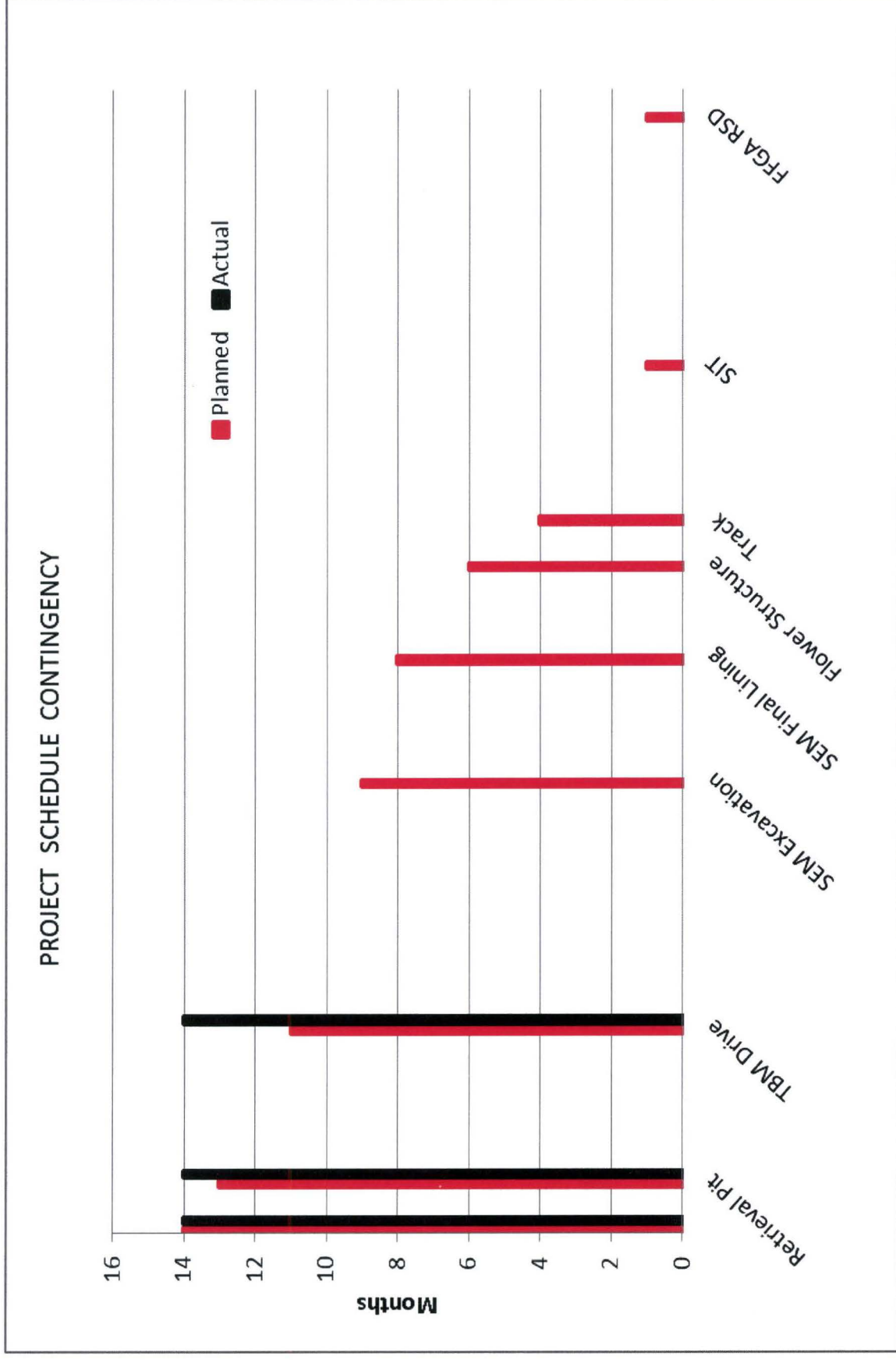
 Remaining Work
 Milestone

1 of 1

Regional Connector Level 1 Summary Schedule
Los Angeles County Metropolitan Transportation Authority

Data Date : 30-Jun-18
Current Date : 10-Jul-18

Schedule Contingency Drawdown (Proposed FFGA RSD)



Top Risks & Mitigations

July 2018

RISK ID	RISK DESCRIPTION	RISK SCORE	ACTION ITEMS
213	Lawsuits at Flower Street may delay the Project and increase costs.	8	<ol style="list-style-type: none"> 1. Strict compliance of Mitigation Monitoring and Reporting Requirements (MMRP) 2. Review of RCC plans and activities 3. Outreach to stakeholders 4. Meeting weekly with Bonaventure to share work plans and discuss concerns/requests 5. Interface with other Flower Street stakeholders to discuss ongoing plans and issues
311	Commonwealth Agreement may impact costs due to extended "construction phase."	8	<ol style="list-style-type: none"> 1. Ensure responsiveness to Commonwealth commitments 2. Refine response to FSP obligations with already budgeted costs 3. Interface with Community Relations regarding Business Assistance 4. Community Relations to provide information to determine schedule updates on Flower Street
333	<i>Damage to streets throughout the alignment due to volume of work (i.e. potholing, trenching, water and power utility installation) may require additional restoration work.</i>	6	<ol style="list-style-type: none"> 1. <i>Monitor progress of both restoration packages</i> 2. <i>Revisit South of 6th St on Flower for scope requests</i>
355	<i>Excavation inefficiencies due to 2nd/Broadway geotechnical movement may have cost implication.</i>	6	<ol style="list-style-type: none"> 1. Continue to monitor 2. Increase the maximum levels 3. Provide a revised excavation plan before starting Level 7 & 8 excavation
363	<i>WYE pin pile removal after backfill and street restoration may have schedule & cost implication beyond the WYE.</i>	6	<ol style="list-style-type: none"> 1. <i>Secure interface plan between pin piles and structure/street restoration</i> 2. <i>Develop TCP specific to the challenges</i> 3. <i>Explore alternate constructability solutions</i> 4. <i>Workshop scheduled in July</i>



Patsaouras Plaza Busway Station

FTA Quarterly Review – August 29, 2018



Patsaouras Plaza Busway Station

Project Description

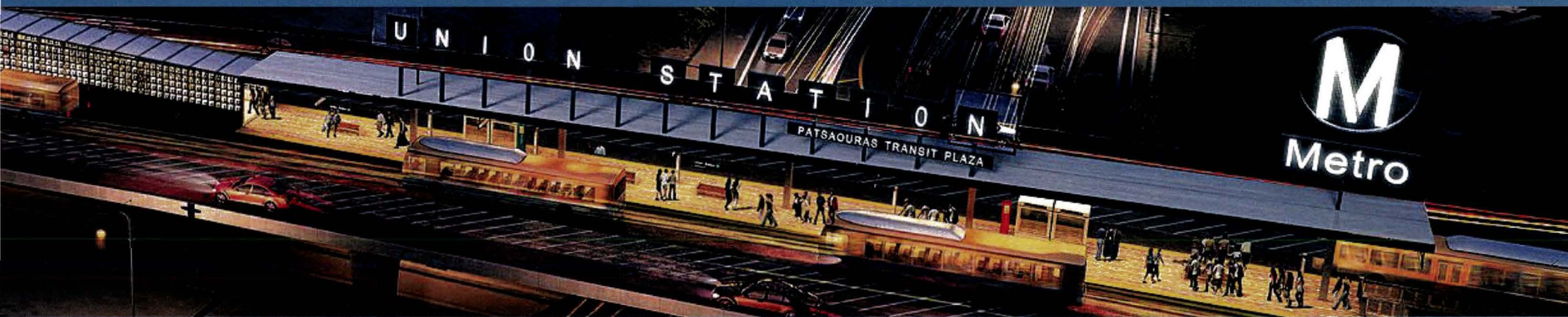


- Relocates patron boarding station currently on North Alameda
- Improves vertical and horizontal pedestrian circulation
- Provides direct connection to Union Station
- Widens existing Caltrans Los Angeles River Busway Bridge
- Will serve Metro, Foothill Transit, and other operators



Patsaouras Plaza Busway Station

Project Budget



ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
				TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	19,992,000	25,435,000	23,342,000	15,701,000	25,777,000	342,000
S	SPECIAL CONDITIONS	750,000	2,517,000	1,326,000	602,000	1,338,000	(1,179,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	9,024,000	11,664,000	10,954,000	12,577,000	3,553,000
PC	PROJECT CONTINGENCY	2,817,000	2,817,000	-	-	101,000	(2,716,000)
TOTAL PROJECT		30,984,000	39,793,000	36,332,000	27,257,000	39,793,000	-

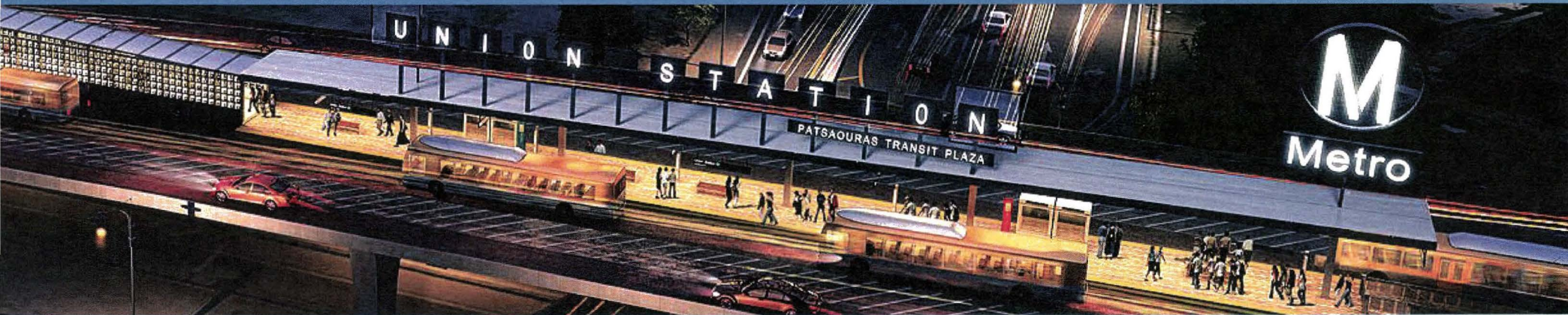


Expenditures through June 30, 2018



Patsaouras Plaza Busway Station

Issues With Potential to go Above \$100,000



- Construction work stoppage due to discovery of archaeological features and Native American remains
- Identification, evaluation, and treatment of the archaeological resources and Native American remains



Metro



Patsaouras Plaza Busway Station

Project Schedule

C0970 - Union/Patsaouras Plaza Station		June 2018 vs. Approved Re-Baseline 2017												10-Jul-18																																		
Activity ID	Activity Name	Orig. Dur.	Re-Baseline Start	Re-Baseline Finish	Start	Finish	2016												2017												2018												2019					
							May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun				
C0970 - Union/Patsaouras Plaza Station - January 20							1344	28-Feb-14	05-Oct-18	28-Feb-14 A	24-Apr-19																																					
Key Milestones							1344	28-Feb-14	30-Apr-15	28-Feb-14 A	24-Apr-19																																					
Contract Milestones / Summary							1344	28-Feb-14	31-Mar-14	28-Feb-14 A	24-Apr-19																																					
A1000	Contract Award	1	28-Feb-14	28-Feb-14	28-Feb-14 A	28-Feb-14 A																																										
A1010	Notice to Proceed (NTP)	1	31-Mar-14	31-Mar-14	31-Mar-14 A	31-Mar-14 A																																										
A1090	Final Design Complete	0				29-Feb-16 A																																										
A1100	Construction Start	0			03-Jan-17 A																																											
A1080	Substantial Completion	0				24-Apr-19																																										
Required & Furnishes Permits							42	20-May-14	30-Apr-15	20-May-14 A	30-Apr-15 A																																					
A1020	Caltrans Encroachment Permit Survey	20	20-May-14	11-Aug-14	20-May-14 A	11-Aug-14 A																																										
A1040	Caltrans Encroachment Permit Construction	5	08-Oct-14	03-Dec-14	08-Oct-14 A	03-Dec-14 A																																										
A1030	Caltrans Encroach Permit Pothole	5	15-Aug-14	30-Apr-15	15-Aug-14 A	30-Apr-15 A																																										
Final Design							985	31-Mar-14	29-Feb-16	31-Mar-14 A	03-Jan-17 A																																					
A1050	Final Design	259	31-Mar-14	29-Feb-16	31-Mar-14 A	29-Feb-16 A																																										
A1110	Permits and Traffic Control Plans	5			01-Mar-16 A	03-Jan-17 A																																										
Construction							626	03-Jan-17	05-Sep-18	03-Jan-17 A	25-Mar-19																																					
A1120	Demolition	5			03-Jan-17 A	06-Apr-17 A																																										
A1140	EI Monie Busway Bridge Widening: CIDH	5			27-Mar-17 A	28-Jun-17 A																																										
A1130	Utility Potholing and Relocations	5			02-Feb-17 A	04-Aug-17 A																																										
A1150	EI Monie Busway Bridge Widening: Substructure	5			25-Apr-17 A	15-Nov-17 A																																										
A1160	EI Monie Busway Bridge Widening: Superstructure	5			25-Sep-17 A	20-May-18 A																																										
A1180	Relocate K-Rail on the Bridge	1			20-May-18 A	20-May-18 A																																										
A1210	DELAY - Construction on Hold - Discovery of Human Bones	5			24-Apr-18 A	26-Jul-18																																										
A1170	Pedestrian Over-Crossing Substructure	55			27-Jul-18	11-Oct-18																																										
A1190	Pedestrial Overcrossing Superstructure & Enclosure	60			12-Oct-18	03-Jan-19																																										
A1060	Construction	263	03-Jan-17	05-Sep-18	03-Jan-17 A	25-Mar-19																																										
A1200	Pedestrial Overcrossing Finishes	57			04-Jan-19	25-Mar-19																																										
Project Substantial Completion							22	06-Sep-18	05-Oct-18	25-Mar-19	24-Apr-19																																					
A1070	Project Substantial Completion	22	06-Sep-18	05-Oct-18	25-Mar-19	24-Apr-19																																										

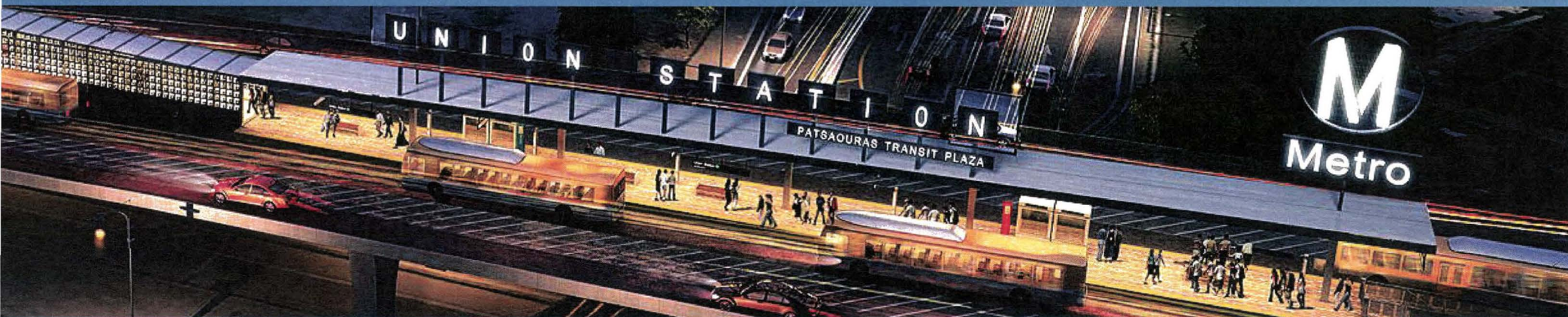


* Contractor's current schedule. Actual finish to be negotiated.



Patsaouras Plaza Busway Station

Design/Build Contract C0970 - Current Quarter Update



- On April 24, the Native American monitor stopped work on micropiles for the pedestrian overcrossing.
- On May 11, Caltrans taped a major portion of the site as an “Environmental Sensitive Area.”
- On May 16, the State Office of Historic Preservation and federal Advisory Council on Historic Preservation requested to the Federal Transit Administration that all ground level work be halted until the consulting parties were reengaged and Section 106 of the national Historic Preservation Act process was completed.
- On May 22, the contractor demobilized all field workers from the project site as no more construction work was possible.
- On June 5, the consulting parties recommended entering into a Programmatic Agreement, amending the 2012 *Cultural Resources Mitigation and Discovery Plan* (CRMPD) and preparing an *Archaeological Identification, Evaluation and Treatment Plan* (AIETP) in order to restart construction.



Patsaouras Plaza Busway Station

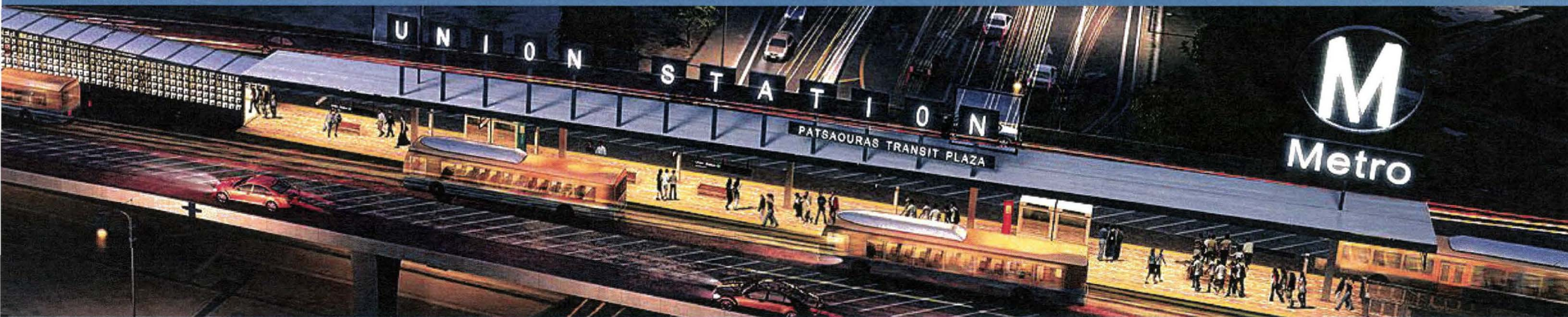
Design/Build Contract C0970 – Top Risks and Mitigations

Risk	Impact	Mitigation
Potential for differing site conditions at Pedestrian ramp micropiles and elevator foundations	Budget/ Schedule	Immediate direction to contractor to do changed work. Metro reallocating savings from Special Conditions to pay for work. 3 rd Party Agents on Project Team.
Schedule delays related to TIAs for design	Budget	Metro/Contractor Executive Management in settlement negotiations
Schedule delays related to TIAs for construction	Budget	Metro directed and contractor agreed to expedited monthly schedule update and TIA processing
Delays due to Cultural Resources at Pedestrian Ramp Micropiles and Austin Vault	Budget/ Schedule	Immediate direction to contractor to re-sequence the work. Metro developing an Evaluation and Treatment Plan for CALTRANS, Native American tribes, and SHPO approval.



Patsaouras Plaza Busway Station

Activities for Next Quarter



- Meet with consulting parties to resume construction
- Revise *Cultural Resources Monitoring and Discovery Plan*
- Prepare *Archeological Identification, Evaluation and Treatment Plan*
- Work with FTA to prepare *Programmatic Agreement*



Patsaouras Plaza Busway Station

Construction Photos



Caltrans designates part of the site as an Environmentally Sensitive Area



Metro





Willowbrook/Rosa Parks Station

FTA Quarterly Review Meeting

August 29, 2018



Willowbrook/Rosa Parks Station

Major Activities During Reporting Period



- Early Start Package:
 - Completed signal installation at the NRC tracks
 - Installed new Golden State Water line
 - Trenched and backfilled SoCal Edison duct bank
- Package A:
 - Board approved Life of Project Budget
 - Awarded the Construction Contract to Icon West, Inc.
 - Issued the Notice to Proceed



Metro

Willowbrook/Rosa Parks Station

Project Schedule

MILESTONE	Baseline Date	Current Date
Grant Award	1/17/2014	1/17/2014
Environmental Finding	8/1/2015	8/1/2015
Preliminary Engineering		
30% Design	9/9/2016	9/9/2016
Final Design		
60% Design	11/18/2016	12/29/2016
100% Design	11/30/2016	7/6/2017
Third Party Approval (Caltrans/LACDPW)	3/24/2017	3/24/2018
Completion of Land Transfer	7/1/2016	10/24/2017 A
TIGER Funds 100% Obligated	9/30/2016	6/8/2016
Design Bid Docs/Date: Early Start		
Bid Set Submittal		8/21/2017 A
Contract Award		12/7/2017 A
Construction		
Notice to Proceed		12/20/2017 A
Begin Construction		12/27/2017 A
End of Construction		8/31/2018
Design Bid Docs/Date: Package A		
Bid Set Submittal	10/31/2016	11/22/2017
IFB Issue	5/1/2016	1/18/2018 A
Contract Award	9/1/2016	6/5/2018 A
Construction		
Notice to Proceed	10/30/2016	7/30/2018 A
Begin Construction	5/30/2017	8/2/2018
End Construction (substantial completion)	10/31/2018	8/30/2019
Design Bid Docs/Date: Package B		
Bid Set Submittal		3/1/2019
IFB Issue		4/1/2019
Contract Award		8/1/2019
Construction		
Notice to Proceed		11/1/2019
Begin Construction		1/15/2020
End Construction (substantial completion)	10/3/2018	7/15/2020
Project Closeout Date	4/30/2019	6/30/2021

Willowbrook/Rosa Parks Station

Project Cost Update

Activity	ORIGINAL GRANT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	ORIGINAL GRANT BUDGET / CURRENT FORECAST VARIANCE
Blue Line Improvements (<i>Items 1-5: Platform Extensions, Canopies, Grade Crossing Improvements, new South Entrance, ROW Fencing</i>)	\$4,747,240	\$4,747,240	\$22,676	\$ 8,012,339	(\$3,265,099)
Green Line Improvements (<i>Items 6-9: Vertical Circulation, Lighting & Acoustical Enhancements</i>)	\$14,417,979	\$14,417,979	\$0	\$ 5,936,478	\$8,481,501
New Construction (<i>Items 10-13: Civic Plaza, Metro Customer Service Center, Sheriff's Facility, Mobility Hub</i>)	\$16,642,913	\$16,642,913	\$0	\$ 12,409,835	\$4,233,078
Bus and Shelter Improvements (<i>Items 14-16: Improvements to West and East Bus Depots</i>)	\$3,462,904	\$3,462,904	\$0	\$ 567,798	\$2,895,106
Parking Improvements (<i>Items 17-19: Safety enhancement and reconfiguration for both East and West Park & Ride Lots</i>)	\$3,555,068	\$3,555,068	\$0	\$ 4,241,432	(\$686,364)
Circulation Improvements (<i>Items 20-23: Signage, Transit Hall, Pedestrian Promenade, Kiss & Ride Lot</i>)	\$4,844,679	\$4,844,679	\$6,396	\$ 1,115,317	\$3,729,362
Site-Wide Improvements (<i>Items 24-26: General Site Work, Landscaping, Artwork</i>)	\$3,236,024	\$3,236,024	\$1,490,928	\$ 9,060,970	(\$5,824,946)
Preliminary Engineering and Final Design	\$4,281,888	\$4,281,888	\$5,731,424	\$ 5,889,710	(\$1,607,822)
Construction - Agency Labor			\$296,225		
Construction - Third Party			\$300,762		
Contingency (10%)	\$5,518,878	\$5,518,878	\$0	\$ 4,134,417	\$1,384,461
Land Transaction	\$4,650,000	\$4,650,000	\$5,553,317	\$ 4,650,000	\$0
Tenant Relocation	\$1,300,000	\$1,300,000	\$57,637	\$ 1,300,000	\$0
Total Project Cost	\$66,657,573	\$66,657,573	\$13,459,365	\$ 57,318,296	\$9,339,277

1. Expenditures cumulative through 7/30/2018; TIGER expenditures YTD: \$312,096.21

2. Total Construction Progress percentage: 3%

3. The mezzanine is approximately 29% of the total project costs, PE Commitments and Expenditures were adjusted accordingly.



Metro

Willowbrook/Rosa Parks Station

Top Risks and Mitigations

Top Risks and Mitigations

Risk ID	Risk Description	Type RDMC	Risk Rating	Mitigation Strategies
21	Coordination with Operations and other concurrent Blue Line Projects ongoing.	C	13.5	1. Continue ongoing coordination with Operations during phasing plan development and construction.
19	Complete construction during scheduled Blue Line Closure (8 months)	C	10.5	1. Complete construction and testing for Station re-opening and public access in September 2019
16b	3rd party coordination: - County - Union Pacific - Caltrans	M	9	1. Continue coordination during County review of Packages A and C with LOA 2. Establish monthly coordination meetings/updates with UP and Caltrans
3	As-built drawings not available for underground, Potential Unknown Utilities	DM	7.5	1. Field investigation during design development - Done 2. Evaluating Sewer and Date lines based on the investigation - Potholing for Sewer connection will be const. contract. - Installing new Data line
16a	3rd party coordination: - Caltrans	M	7.5	1. Separate the Project into five (5) separate design packages (Design & Construction) - Complete 2. Coordinate the review of Package B - Ongoing



Metro

Willowbrook/Rosa Parks Station

Anticipated Activities for Next Reporting Period

- Early Start Package – Complete Construction (Substantial Completion)
- Package A:
 - Complete mobilization
 - Host Media Event
 - Start Construction
 - Continue monthly coordination with UPRR
- Package B: Continue Caltrans Encroachment Permit application process





Eastside Access Improvements 1st and Central Station FTA Quarterly Meeting – August 29, 2018



Metro

Eastside Access Improvements

Project Description

Project consists of 8 unique segments within City of Los Angeles Right of Way and Include:

- Class 1 and Class 2 Bike lanes, and Walk-Bike Esplanade installation
- Sidewalk widening and repairs
- Crosswalk improvements
- Tree planting
- Replacement of street lights
- Wayfinding and signage
- Storm Water Management



Metro

Eastside Access Improvements

Preliminary Funding Plan



TIGER VI Discretionary Funds	\$11,800,000
Local (TIGER Match)	\$5,000,000
TOTAL	\$16,800,000



Metro

Eastside Access Improvements

Design-Construction Budget

COST FORECAST

Rev 1

SEGMENT	ACTIVITY	ORIGINAL BUDGET	INTERIM BUDEGT	EXPENDITURES	65% DESIGN FORECAST	GRANT - FORECAST VARIANCE
1	1st Street: From Los Angeles Street to Mission Road	\$2,896,108	\$1,791,334	\$0	\$1,844,700	\$1,051,408
2	Alameda Esplanade	\$1,290,531	\$4,364,962	\$0	\$4,494,900	-\$3,204,369
3	Los Angeles Street Esplanade: From the Plaza to 2nd Street	\$3,698,730	\$684,920	\$0	\$705,300	\$2,993,430
4	2nd Traction Street	\$1,038,816	\$230,535	\$0	\$237,400	\$801,416
5	Central Avenue: From 1st Street to 3rd Street	\$310,438	\$315,017	\$0	\$324,400	-\$13,962
6	Judge John Aiso/San Pedro Street: From Temple to 3rd Street	\$691,711	\$350,559	\$0	\$361,000	\$330,711
7	Santa Fe Spine	\$1,163,645	\$2,763,476	\$0	\$2,845,800	-\$1,682,155
8	Funda.Ped. Improvements for the Project + Azusa + Little Tokyo	\$386,999	\$305,090	\$0	\$314,200	\$72,799
	General Site Access and Staging (Mob/Demob etc.)	\$0	\$989,400	\$0	\$1,000,000	-\$1,000,000
	Subtotal:	\$11,476,978	\$11,795,291	\$0	\$12,127,700	-\$650,722
	Preliminary Engineering/Professional Services	N/A	\$2,548,451	\$1,598,929	\$2,960,492	
	Third Party	N/A	\$900,000	\$242,314	\$900,000	
	Metro Project Labor and Construction Management (*)	N/A	\$0	\$0	\$3,000,000	
	Escalation	\$1,423,022	Included above	\$0	\$0	
	Mobilization/Traffic Control	\$1,100,000	Included above	\$0	\$0	
	Construction Contingency (@20%)	\$2,800,000	\$2,359,058	\$0	\$2,425,540	
	Total Project Cost:	\$16,800,000	\$17,602,801	\$1,841,243	\$21,413,732	-\$4,613,732

Notes:

Expenditures cumulative through July 31, 2018

General Site Access and Staging (Mob/Demob etc.) estimate increase is for additional efforts necessary due to overlapping projects in Segments 1,2, & 7

Preliminary Engineering/Professional Services estimate includes additional \$900,000 Contract Modification Authority approved by Metro Board of Directors

Forecast includes estimated Metro (soft) cost during the construction phase of \$3,000,000

Design Contingency, GC, Bonds & Insurance, Profit & OH, Escalation , and Traffic Control included in the Segment Costs



Metro

Eastside Access Improvements Project Schedule

MILESTONE SCHEDULE

MILESTONE	BASELINE DATE	ACTUAL START DATE	ACTUAL END DATE	NOTES
Grant Award	22-Sep-15	22-Sep-15		
Environmental Finding	22-Sep-15	22-Sep-15		
Design (100% Plan Approval)				
Start Date:	30-Sep-15	8-Mar-16		
30% Design		8-Nov-16	15-Sep-17	
65% Design		28-Sep-17	31-Aug-18	
End Date:	30-Sep-16	30-Sep-18	26-Feb-19	
Procurement:				
IFB Issue:		2-Jul-19		
Bid Opening:		30-Aug-19		
NTP:		23-Mar-20		
Construction: (*)		START	END	
Submittals		24-Mar-20	23-Jun-20	
Segment 1		4-Jan-21	12-Jul-21	Coordinate with Regional Conector
Segment 2		1-Jun-21	15-Feb-22	Coordinate with Regional Conector
Segment 3:		2-Mar-20	30-Oct-20	
Segment 4:		31-Aug-20	13-Mar-21	
Segment 5:		4-Jan-21	14-Sep-21	Coordinate with Regional Conector
Segment 6:		2-Mar-20	9-Nov-20	
Segment 7:		2-Mar-20	5-Nov-20	Coordinate with Div 20, ESOC AND Link US
Punch List and Substantial Completion		2-Nov-20	16-Mar-22	
Schedule Contingency		31-Jan-23	1-Jun-23	
Project Close-Out:		18-Mar-22	30-Jan-23	

Rev 1

(*)

Proposed dated for EAIP are based on anticipated construction schedules for Regional Connector, Div 20, Link US, and ESOC projects.
Construction sequence, durations and dates for EAIP construction are to be validated upon receipt of contractor's approved baseline schedule



Metro

Eastside Access Improvements

Risk Register

Score	Low (1)	Med (2)	High (3)	Very High (4)	Significant (5)	Risk Score $P*(C+T)/2$
Probability (P)	<10%	10-50%	50-70%	75-90%	>90%	>=10
Cost Impact (C)	<\$250K	\$250K - \$1M	\$1 - 3M	\$3 - 10M	>\$10M	3 - 10
Time Impact (T)	< 1 Mth	1 - 3 Mths	3 - 6 Mths	6 - 12 Mths	>12 Mths	<=3

NO	RISK CATEGORY	RISK DESCRIPTION	PROB	COST	TIME	RISK SCORE	RMA TARGET DATE	RISK OWNER	RISK MANAGEMENT ACTION - RMA	ACTION STATUS
			(P)	(C)	(T)	$P*(C+T)/2$				
	Funding									
1		Initial Grant Budget shortfall due to forecasted cost increase (From \$16.8 M to \$21.8 M)	5	4	5	22.5	Apr-19	Metro	Metro to identify additional funding sources for Board approval	PM working with Sr. Mgt.
2		RCC Change Order could exceed allotted budget.	5	2	2	10	Jun-19	Metro	EAIP to coordinate with RC prior to confirming the Mod	PM coordinating with Regional Connector
3		Increase in TTTA Contract Fees	5	1	2	7.5	Apr-18	Metro	To present Contract Modification at April Board	Board has approved the Change Request
	Design									
4		Delay in 100% Plan approval will impact IFB release date	4	2	4	12	Jan-19	Metro	Closer City coordination, Diligent QC of submittals by TTTA & its Subs	PM working with City, RC, and TTTA
5		LADOT requires street parking incorporated on Alameda Esplanade	3	2	2	6	Jun-18	Metro	Metro to coordinate with CD-14 and LADOT to address the request	Design will be modified pending LABOS approval
6		LABSS requiring Metro to maintain Bioswale on public ROW at Alameda Esplanade	5	3	3	15	Jul-18	Metro	Metro Senior Management to establish a new MCA applicable to all projects	Met with Sr. Leadership at COLA on April 9
7		Delay due to LADOT parking requirements for Sci-Are, Taxi Zone and at Alameda	2	3	4	7	Jun-18	Metro	TTTA has modified design as agreed with CD-14, DOT, BSS, BOS, BOE, BSL	Approaching final resolution
	Schedule									
8		Segment 1, 2, and 7 Construction delays could extend project beyond TIGER deadline	5	1	5	15	Jul-18	Metro	PM to coordinate with concurrent Metro Projects RC, Div 20, and ESOC	Coordinating with other Metro projects and TTTA
	Construction									
9		Metro - COLA Procurement process for construction could delay contract award	4	2	3	10	Jun-19	Metro	Metro to coordinate closely with COLA	PM coordinating with TTTA and COLA
10		Construction coordination with concurrent projects in the area could affect schedule/cost	5	2	5	17.5	Jun-19	Metro	PM reviewing options to reduce the delay with other PMs	PM continue to discuss with PMs, COLA & CD14
11		Unanticipated utility work could delay project and increase cost	4	3	4	14	Oct-20	Metro	TTTA has completed design phase investigation	PM has approached RC for related information
12		Azusa Street Improvements - Additional scope	2	2	1	3	Oct-18	Metro	Meeting with Little Tokyo Representatives to finalize scope	Conceptual design prepared and shared with LT



Metro

Eastside Access Improvements

Current Quarter Update

MAJOR ACTIVITIES DURING CURRENT REPORTING PERIOD: May-July 2018

Advancing design plans

Coordination with Overlapping projects on Segment 7

- Design reviews with other Metro overlapping projects
- Construction Phasing Reviews

Continue coordination with City Bureaus

- 65% Design reviews
- Design coordination with other Metro overlapping projects

Continue Community Outreach activities

- Design sharing with Arts District and Little Tokyo Community

Updated Cost and Schedule containment Plan



Metro

Eastside Access Improvements

Activities for Next Quarter

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD: August – October 2018

COLA: Complete 65% plans submittals and comments resolution

COLA: Prepare 100% plans

Coordination Meetings with Metro overlapping projects

Continue Joint meeting between Metro Projects , COLA, and CD 14

Resolution on Maintenance Agreement with COLA

Update Cost and Schedule Containment Plan



Metro

P3010 Light Rail Vehicle Acquisition FTA Quarterly Progress Report – August 2018



Reporting Month: April 2018-June 2018

Presentation Date: August 29, 2018

Key Project Issues

“The intermittent unreliability of the vehicle on-board communication systems has not yet been resolved. The forecast date for development of a solution is February to April, 2018. Once viable solution is determined, formal design review, qualification testing, and FAI will follow. Metro and KI are treating this a complete re-design of the Communication System. As a result, no vehicles have been awarded Final Acceptance status.

Service Bulletins have been issued to further improve the communication system’s reliability. In parallel with this effort, KI has engaged another communication system vendor to achieve 100% reliability. Meaningful progress have been made and the Project Team will continue to follow up with KI and TOA accordingly.

Project Updates

- The delivery of Option 4 Cars is underway.
- 15 Cars shipped; 141 Cars shipped total.
- 12 Cars Conditionally Accepted; 129 Cars Conditionally Accepted total.
- 22 Cars in Revenue Service at the Foothill Extension Line; 107 Cars in Expo, Blue, Green Lines.
- Car 1167 was the latest Car in the Final Assembly line.

Project Cost Status (Base Order)

DOLLARS IN THOUSANDS

DESCRIPTION	APPROVED BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	FORECAST TO COMPLETION	VARIANCE
BASE ORDER - 78 LRV'S	\$268,427,613.00	\$268,427,613.00	\$268,427,613.00	\$244,278,592.00	\$24,149,021.00	\$0.00
SPARE PARTS	\$20,069,679.00	\$20,069,679.00	\$20,069,679.00	\$12,583,698.00	\$7,485,980.90	\$0.00
SPECIAL TOOLS	\$819,258.00	\$819,258.00	\$819,258.00	\$0.00	\$819,258.00	\$0.00
DIAGNOSTIC TEST EQUIPMENT	\$2,683,041.00	\$2,683,041.00	\$2,683,041.00	\$0.00	\$2,683,041.00	\$0.00
TRAINING	\$1,366,776.00	\$1,366,776.00	\$1,366,776.00	\$129,844.00	\$1,236,932.00	\$0.00
MANUALS	\$675,512.00	\$675,512.00	\$675,512.00	\$0.000	\$675,512.00	\$0.00
PERFORMANCE BOND	\$8,714,500.00	\$8,714,500.00	\$8,714,500.00	\$8,714,500.00	\$0.00	\$0.00
ON-SITE ENGINEER	\$1,679,366.00	\$1,679,366.00	\$1,679,366.00	\$1,595,398.00	\$83,968.00	\$0.00
VEHICLE SUB-TOTAL	\$304,435,745.00	\$304,435,745.00	\$304,435,745.00	\$267,302,032.00	\$37,133,713.00	\$0.00
CONTINGENCY SUB-TOTAL	\$10,704,091.00	\$10,704,091.00	\$7,017,614.00	\$7,017,614.00	\$3,686,477.00	\$0.00
VEHICLE TOTAL	\$315,139,836.00	\$315,139,836.00	\$311,453,359.00	\$274,319,646.00	\$40,820,190.00	\$0.00
PROFESSIONAL SERVICES (ELEMENT A)	\$21,208,749.00	\$21,208,749.00	\$21,208,749.00	\$17,048,796.00	\$4,159,953.00	\$0.00
PROFESSIONAL SERVICES (ELEMENT B)	\$8,378,885.00	\$8,378,885.00	\$8,378,885.00	\$3,412,858.00	\$4,966,027.00	\$0.00
PROFESSIONAL SERVICES SUB-TOTAL	\$29,587,634.00	\$29,587,634.00	\$29,587,634.00	\$20,461,654.00	\$9,125,980.00	\$0.00

Reporting Month: April 2018-June 2018
Presentation Date: August 29, 2018

Project Cost Status (Options #1 and #4)

DOLLARS IN THOUSANDS

DESCRIPTION	APPROVED BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	FORECAST TO COMPLETION	VARIANCE
Options 1 & 4 - 97 LRVs	\$323,798,891.00	\$323,798,891.00	\$323,798,891.00	\$210,705,955.00	\$113,092,936.00	\$0.00
SPARE PARTS	\$27,332,000.00	\$27,332,000.00	\$27,332,000.00	\$0.00	\$27,332,000.00	\$0.00
SPECIAL TOOLS	\$943,789.00	\$943,789.00	\$943,789.00	\$0.00	\$943,789.00	\$0.00
DIAGNOSTIC TEST EQUIPMENT	\$2,080,181.00	\$2,080,181.00	\$2,080,181.00	\$0.00	\$2,080,181.00	\$0.00
TRAINING	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MANUALS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PERFORMANCE BOND	\$12,166,783.00	\$12,166,783.00	\$12,166,783.00	\$12,166,783.00	\$0.00	\$0.00
ON-SITE ENGINEER	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
VEHICLE SUB-TOTAL	\$366,321,644.00	\$366,321,644.00	\$366,321,644.00	\$222,872,738.00	\$143,448,906.00	\$0.00
CONTINGENCY SUB-TOTAL	\$18,604,375.00	\$18,604,375.00	\$13,744,658.00	\$13,744,658.00	\$4,859,717.00	\$0.00
VEHICLE TOTAL	\$384,926,019.00	\$384,926,019.00	\$380,066,302.00	\$236,617,396.00	\$148,308,623.00	\$0.00

Note: P3010 Life Of Project (LOP) TOTAL (Base Buy, Options #1 & #4 and Options #2 & #3) is \$972 Million

Reporting Month: April 2018-June 2018

Presentation Date: August 29, 2018

Project Cost Status (Options #2 and #3)

DOLLARS IN THOUSANDS

DESCRIPTION	APPROVED BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	FORECAST TO COMPLETION	VARIANCE
Options 2 & 3 - 60 LRVs	\$214,370,373.96	\$211,235,977.03	\$211,235,977.03	\$24,080,898.87	\$187,155,078.16	\$0.00
SPARE PARTS	\$15,821,024.40	\$15,589,698.73	\$15,589,698.73	\$0.00	\$15,589,698.73	\$0.00
SPECIAL TOOLS	\$389,434.57	\$383,740.49	\$383,740.49	\$0.00	\$383,740.49	\$0.00
DIAGNOSTIC TEST EQUIPMENT	\$1,416,049.63	\$1,395,344.99	\$1,395,344.99	\$0.00	\$1,395,344.99	\$0.00
TRAINING	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MANUALS	\$0.00	\$0.00	\$0.00	\$0.000	\$0.00	\$0.00
PERFORMANCE BOND	\$7,921,238.44	\$7,805,418.77	\$7,805,418.77	\$0.00	\$7,805,418.77	\$0.00
ON-SITE ENGINEER	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
VEHICLE SUB-TOTAL	\$239,918,121.00	\$236,410,180.00	\$236,410,180.00	\$24,080,898.87	\$212,329,281.13	\$0.00
CONTINGENCY SUB-TOTAL	\$15,869,912.00	\$15,869,912.00	\$4,461,625.00	\$4,461,625.00	\$11,408,287.00	\$0.00
VEHICLE TOTAL	\$255,788,033.00	\$252,280,092.00	\$240,871,805.00	\$28,542,523.87	\$223,737,568.13	\$0.00

Note: P3010 Life Of Project (LOP) TOTAL (Base Buy, Options #1 & #4 and Options #2 & #3) is \$972 Million

Reporting Month: April 2018-June 2018

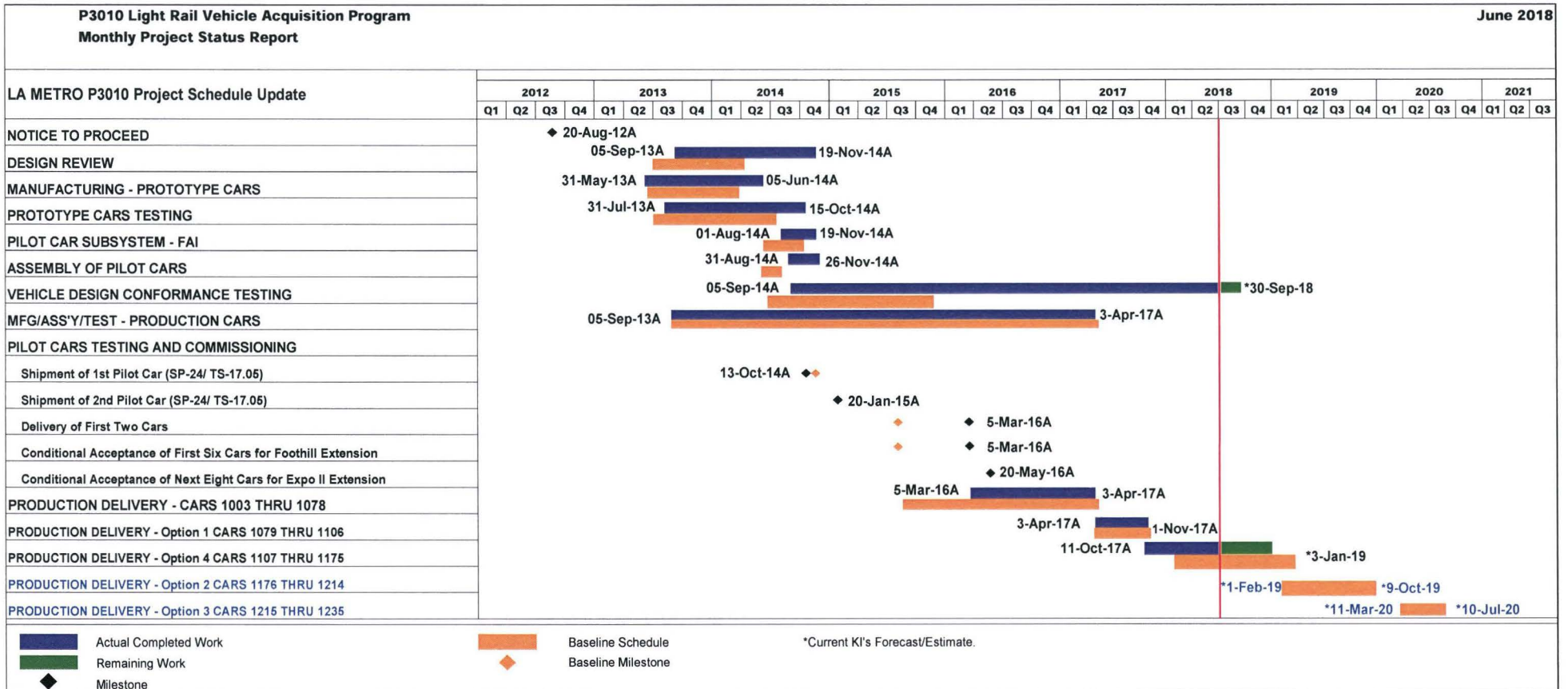
Presentation Date: August 29, 2018

Budget Contingency Drawdown

PROJECT COST CONTINGENCY (through June 2018)					
UNITS IN DOLLARS					
Orders	Original Contingency (Budget)	Previous Period	Current Period	Allocated To-Date (Forecast)	Remaining Contingency (Forecast)
Base Order	\$10,704,091	\$0	\$0	\$7,017,614	\$3,686,477
Options 1 and 4	\$18,604,375	\$0	\$0	\$13,744,658	\$4,859,717
Options 2 and 3	\$15,869,912	\$0	\$0	\$4,461,625	\$11,408,287
Total Contingency	\$45,178,378	\$0	\$0	\$25,223,897	\$19,954,481

Reporting Month: April 2018-June 2018
Presentation Date: August 29, 2018

Summary Schedule



Reporting Month: April 2018-June 2018
 Presentation Date: August 29, 2018

Top Risks & Mitigations

Risk ID	Risk Description	Risk Score	Risk Mitigation
03	Aggressive Schedule - Overly aggressive project schedule may potentially become impossible for both Metro and KI to implement.	12	<ol style="list-style-type: none"> 1. Maintain master integrated schedule to identify interfacing capital projects. 2. Stagger project implementation schedule (i.e. avoid overlap of procurement cycles). 3. Identify activities that can be fast-tracked.
12	Systems integration is critical to a smooth testing program.	11	Metro to closely monitor KI's approach and implementation of the systems integration including the communication systems.
02	Design Conformance Testing (DCT) - DCT is performed on Metro's property prior to vehicle acceptance and could take longer than expected due to mainline test track availability.	9	<ol style="list-style-type: none"> 1. Perform early coordination with Operations and Planning on the test logistics and yard/track/Operator needs. 2. Develop contingency plans to continue performing mainline test at alternative yards. 3. Monitor and anticipate mainline test track availability.
01	Final Assembly Site – Potential workforce challenges including not being able to obtain/maintain qualified personnel to perform quality work within aggressive FA schedule.	9	<ol style="list-style-type: none"> 1. Perform early training on acquired staffs, clearly define working expectations, and allocate time for corrective actions. 2. Identify potential open items, establish/maintain quality verification process and standards, allocate staffs to mitigate potential schedule slippage due to re-works and re-tests. 3. KI to provide plans to grow and retain current staffs as well as incentives for attracting new qualifying staffs.
04	Contract Modification Process – Changes initiated by either party during design review, assembly, commissioning and warranty could potentially cause delay or claims.	8	<ol style="list-style-type: none"> 1. Anticipate, identify and define potentially essential "Needs" and "Wants" in the early stages of the project phase. 2. Engage customers and stakeholders for early discussions. 3. Obtain swift concurrence on the "Needs" based on safety, maintainability, and reliability requirements.

Reporting Month: April 2018-June 2018

Presentation Date: August 29, 2018

Los Angeles County
Metropolitan Transportation Authority

Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review
August 29, 2018



Metro

New Heavy Rail Vehicle Program

- **PROJECT STATUS (ACTIVITIES FOR REPORTING PERIOD)**
 - Pre-Production Configuration Review (PPCR)
 - Metro will be exercising the Fire Mist Suppression System (FMSS) Alternative Technology
 - This Design Review phase is continuing and anticipate to be completed by September 2019, pending contract execution of FMSS and CRRC MA's request for schedule relief.
 - Metro Technical Support
 - Metro and its Consultants have been providing technical support to the Contractor and its suppliers through working sessions.
 - Metro has Resident Engineers stationed in Changchun, China and Quincy, MA in order to provide the Contractor and its suppliers with direct technical support and clarification to inquiries.
 - Metro have been providing the Contractor and its suppliers with direct contact to our Consultant Subject Matter Experts (SMEs) for technical support and clarification inquiries.



Metro

New Heavy Rail Vehicle Program

- PROJECT BUDGET**

DESCRIPTION	ORIGINAL PROJECT BUDGET	CURRENT PROJECT BUDGET	EXPENDITURES (ITD)	CURRENT PROJECT FORECAST (CONTRACT MODIFICATIONS)	PROJECT FORECAST
BASE ORDER 64 VEHICLES	\$178,395,869	\$178,395,869	\$25,804,223	\$7,403	\$178,403,272
PROFESSIONAL SERVICES	\$20,938,375	\$20,938,375	\$5,396,564	\$0	\$20,938,375
MTA ADMINISTRATION	\$11,960,055	\$11,960,055	\$2,136,170	\$0	\$11,960,055
VEHICLE SUBTOTAL	\$211,294,299	\$211,294,299	\$33,336,957	\$7,403	\$211,301,702
CONTINGENCY	\$21,926,767	\$21,926,767	\$0	\$0	\$21,926,767
TOTAL PROJECT	\$233,221,066	\$233,221,066	\$33,336,957	\$7,403	\$233,221,066

New Heavy Rail Vehicle Program

- CHANGE ORDER IN-PROCESS

Metro Requested Changes	Status	Credit to CRRC
Addition of Low Beam	In-Process	\$106,487.45
FMSS Escalation Cost	In-Process	\$246,130.38
FMSS Spare Parts	In-Process	\$81,039.00
FMSS Specials Tools	In-Process	\$16,038.00
Total		\$449,694.83
CRRC Requested Changes	Status	Credit to Metro
IP Ratings of Underfloor Enclosures	In-Process	\$8,736.00
Fuse vs HSCB/APE	In-Process	\$286,375.38
Single Sided Interior Announcement Sign	In-Process	\$134,226.96
Door System Recycle Button and Trainline Elimination	In-Process	\$12,953.50
Total		\$442,291.84
Variance		\$7,402.99

New Heavy Rail Vehicle Program

- **PROJECT SCOPE**
 - **Base Order of 64 new HRVs:**
 - 34 HRVs to support the Purple Line Extension (PLE), Section 1
 - 30 HRVs for A650 Base Buy fleet replacement.
 - The Total Project Budget is \$233 million, excluding five Options.
 - **Options:**
 - Option 1 (24 HRVs) and Option 2 (84 HRVs) to support fleet and service expansion
 - Option 3 (20 HRVs) to support the Purple Line Extension (PLE), Section 2
 - Option 4 (16 HRVs) to support the Purple Line Extension (PLE), Section 3
 - Option 5 (74 HRVs) for the A650 Option Buy fleet replacement
 - Metro does not intend to exercise any Options until we are confident in the Contractor being able to deliver a safe, reliable and performing vehicle.



Metro

New Heavy Rail Vehicle Program

- MASTER PROJECT SCHEDULE (MPS) – BASE ORDER

ID	ID	Task Name	Start	Finish	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1	1	LA PROJECT	Fri 6/30/17	Fri 4/30/27	[Timeline bar from 6/30/17 to 4/30/27]											
2	2	Conceptual Proposal Review (CPR)	Fri 6/30/17	Wed 11/29/17	[Timeline bar from 6/30/17 to 11/29/17]											
20	20	Pre-Production Configuration Review														
21	21	PPCR for Carbody	Fri 8/17/18	Fri 8/17/18	◆ 8/17											
22	22	PPCR for Interior & Exterior Appointments	Tue 8/21/18	Tue 8/21/18	◆ 8/21											
23	23	PPCR for Lighting	Wed 8/22/18	Wed 8/22/18	◆ 8/22											
24	24	PPCR for Cab Equipment and Controls	Thu 8/23/18	Thu 8/23/18	◆ 8/23											
25	25	PPCR for HVAC	Mon 8/27/18	Mon 8/27/18	◆ 8/27											
26	26	PPCR for Coupler & Draftgear	Thu 8/30/18	Thu 8/30/18	◆ 8/30											
27	27	PPCR for Trucks	Fri 8/31/18	Fri 8/31/18	◆ 8/31											
28	28	PPCR for Friction Brakes & Pneumatic	Thu 9/6/18	Thu 9/6/18	◆ 9/6											
29	29	PPCR for Electrical	Mon 9/3/18	Mon 9/3/18	◆ 9/3											
30	30	PPCR for Passenger Doors & Controls	Wed 8/29/18	Wed 8/29/18	◆ 8/29											
31	31	PPCR for Propulsion & Dynamic Braking	Tue 9/4/18	Tue 9/4/18	◆ 9/4											
32	32	PPCR for Auxiliary Power Equipment	Fri 9/7/18	Fri 9/7/18	◆ 9/7											
33	33	PPCR for MDS	Mon 9/10/18	Mon 9/10/18	◆ 9/10											
34	34	PPCR for Event Recorder	Tue 9/11/18	Tue 9/11/18	◆ 9/11											
35	35	PPCR for Trainlines & Network System	Wed 9/12/18	Wed 9/12/18	◆ 9/12											
36	36	PPCR for Communication & Passenger Information	Fri 9/14/18	Fri 9/14/18	◆ 9/14											
37	37	PPCR for ATC & TWC	Mon 9/17/18	Mon 9/17/18	◆ 9/17											
38	38	Pre-Production Configuration Review (PPCR)	Mon 9/17/18	Mon 9/17/18	◆ 9/17											
39	39	Final Configuration Review (FCR)	Thu 4/4/19	Thu 4/4/19	◆ 4/4											
40	40	First Article Inspections (Fals)	Thu 2/14/19	Thu 2/14/19	◆ 2/14											
41	41	Pilot Vehicle Delivery & Test in g Base Order Delivery	Fri 4/3/20	Mon 8/31/20	4/3 ▲ ▼ 8/31											
42	42	Base Order Delivery	Tue 4/7/20	Thu 3/31/22	4/7 ▲ ▼ 3/31											
43	43	Warranty Final Completion	Fri 1/1/21	Fri 4/30/27	1/1 ▲ ▼ 4/30											



*Note: Contractor has not submitted new schedule until FMSS Contract Modification is executed.

Metro

New Heavy Rail Vehicle Program

RISK MANAGEMENT

Risk Description	Date	Updated	Cost	Time	Prob	Risk Score	Risk Owner	Mitigation Strategy	Risk Score = $\frac{(\text{Cost} + \text{Time})}{2} \times \text{Probability}$	Cost	Time	Prob	Risk Score After Mitigation
U.S. Government 25% tariffs on steel, aluminum and other products could result in a cost change order	06-Apr-18	20-Jul-18	5	1	5	15	Contractor	Accept	1. LACMTA is in discussions with other affected Agencies, MBTA, SEPTA & CTA. 2. LACMTA Gov't Affairs is closely monitoring 3. LACMTA will request a cost mitigation plan from CRRC	5	1	5	15
FY19 Federal Appropriations Bill placing a one year ban on federal funding for Chinese subsidized companies (rail rolling stock).	30-Jun-18	06-Aug-18	5	1	5	15	LACMTA	Accept	1. LACMTA is in discussions with other affected Agencies, MBTA, SEPTA & CTA. 2. LACMTA Gov't Affairs is closely monitoring	5	1	5	15
Contractor may not be able to provide necessary U.S. based resources, which may delay design, performance and car delivery.	15-Nov-16	29-Jan-18	5	3	4	16	LACMTA	Mitigate	1. LACMTA to work and coordinate with Contractor to plan and mitigate risks. 2. LACMTA to work and coordinate with Consultants to leverage and apply best practices/lessons learned to plan and mitigate risks. 3. LACMTA to meet with CRRC Senior Execs to push for necessary resources	4	3	3	10.5
Times Electric, Kingair and HZY have a very aggressive schedule for leasing, designing and permitting their new manufacturing facility in the LA Area. The facility may not be ready in time for vehicle production.	10-May-17	13-Jul-18	3	4	4	14	Contractor	Mitigate	1. LACMTA to assign resources to closely work with and monitor the Supplier's Local Employment Plan. 2. Should it be necessary, design verification could be first held at their Chinese facility and then official FAIs performed in LA. 3. LACMTA to audit suppliers for compliance to LEP commitment 4. Require CRRC to identify a dedicated person responsible for shepherding this process who will regularly meet with LACMTA staff and discuss progress.	2	3	4	10
The Contractor may not effectively manage their suppliers during design and production	15-Nov-16	29-Jan-18	4	3	4	14	LACMTA	Mitigate	1. Closely monitor the Contractor and their management of its suppliers. Arrange a bi-weekly meeting between LACMTA support staff and responsible CRRC staff to discuss progress. 2. Encourage intermediate "over-the-shoulder design reviews." 3. Hold periodic Supplier Forums, to communicate current issues and look ahead info. 4. Schedule design review workshops with CRRC and Suppliers	3	3	3	9
Resources and track availability may be a constraint for LACMTA and delay the Contractor in delivering Vehicles	25-Jan-16	29-Jan-18	3	4	4	14	LACMTA	Mitigate	1. LACMTA will coordinate closely with competing projects to avoid conflicts and resource availability. 2. LACMTA will consider some preliminary testing to be performed in the yard. 3. Contractor to perform static, functional and dynamic testing before delivering Vehicles to ensure that LACMTA yard is a Commissioning Site.	3	3	3	9

New Heavy Rail Vehicle Program

- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Continue with Pre-Production Configuration Review (PPCR)
 - Perform Quality Assurance audit of the Contractor and its Suppliers
 - Conduct Working Sessions and Design Review meetings with the Contractor and its Supplier.
 - Contractor is in the process of obtaining permits to start construction for the Localization facility in the City of Industry (installing equipment, interior office spaces, and etc.).
 - Physical Foam Mock-Up will arrive in Los Angeles at the end of September 2018.



Metro

FTA Quarterly Review Action Item Report – May 30, 2018

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-2/28	Open	Metro to provide the FTA/PMOC a revised Project Cost and Schedule Containment Plan for the Patsaouras Plaza Busway Station.	LACMTA	Timothy Lindholm/ Manuel Gurrola	4/30/18

