



Metro

DECEMBER 9, 2005

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE 
CHIEF EXECUTIVE OFFICER

FROM: JOHN B. CATOE, JR. 
DEPUTY CHIEF EXECUTIVE OFFICER FOR

SUBJECT: RECEIVER VAULT FAILURES AT UFS PILOT BUS DIVISIONS 1, 5,
8, 9 AND 15

ISSUE

At the November 17, 2005 Operations Committee meeting, Director John Fasana requested a Board Box regarding the UFS receiver vault failures at Divisions 1, 5, 8, 9 and 15.

DISCUSSION

Metro has identified two receiver vault problems. The first problem relates to mobile bins that become jammed against the vault door, or get stuck in the original locked position. The second problem relates to fare box cash boxes becoming stuck when the cash and coins are released into the vaults.

A corrective action plan has been established with the contractor, Cubic Transportation Systems, Inc. (Cubic). Currently, Cubic is replacing all key assemblies on the receiver bins. Separately, we are analyzing the instances of stuck cash boxes to determine whether or not the vault failures are related to receivers exceeding the maximum capacity of 12,500 bills per bin. Approximately two weeks will be required for Metro and Cubic to complete this analysis. Upon completion of the analysis and key assembly replacement, a date will be established to resume UFS installations, starting with Division 3, tentatively set for mid-January 2006.

With resumption of installations in mid-January, staff believes Cubic will be able to recover the project schedule and complete bus and rail installations by mid-2006.

In the event that Metro determines cash intakes exceed the receiver vault capacities, and that such excesses are proven to be the root cause of receiver vault failures, this analysis will be presented to the Operations Committee with a recommendation for purchase of

additional receiver vaults at specific divisions that operate lines collecting extraordinary high volumes of cash.

NEXT STEPS

Staff will continue to update the Board's Operation Committee on a monthly basis with status of this issue, and all UFS & TAP Implementation details.