

Los Angeles County  
Metropolitan Transportation Authority

November 28, 2012

# FTA Quarterly Review Briefing Book



**Metro**

FTA QUARTERLY REVIEW  
MEETING AGENDA

# AGENDA

## FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, November 28, 2012 – 9:00 a.m.

William Mulholland Conference Room – 15<sup>th</sup> Floor

### I. OVERVIEW

- A. FTA Opening Remarks
- B. Metro Management Overview
- C. Financial Plan Status
- D. Legal Issues
- E. America Fast Forward
- F. General Safety and Security Issues

### PRESENTER

Edward Carranza  
Arthur Leahy  
Terry Matsumoto  
Charles Safer  
Paul Taylor  
Vijay Khawani

### II. CONSTRUCTION REPORTS

- A. Transit Project Delivery Overview
- B. Crenshaw/LAX Transit Corridor
- C. Westside Subway Extension
- D. Regional Connector Transit Corridor
- E. Metro Gold Line Eastside Extension
- F. Metro LA CRD (ExpressLanes) Program
- G. Mid-City/Exposition LRT Project – Phase 1

Krishniah Murthy  
Rob Ball  
Dennis Mori  
Girish Roy  
Dennis Mori  
Stephanie Wiggins  
Eric Olson

### III. METRO PLANNING REPORTS

- A. Small Starts Projects
  - Wilshire BRT Project
  - Gap Closure Project
- B. Other Projects
  - East San Fernando Valley North South
  - Metro Green Line to LAX
  - South Bay Metro Green Line Extension
  - Eastside Transit Corridor – Phase 2
  - Restoration Historic Streetcar Service
  - ARRA Projects

Martha Welborne

### IV. RAIL VEHICLE PROCUREMENT

- A. P2550 Rail Vehicle Program
- B. P3010 New Rail Vehicles

Jesus Montes

### V. FTA ACTION ITEMS

FTA/PMOC

### VI. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, February 27, 2013

William Mulholland Conference Room – 15<sup>th</sup> Floor

**METRO MANAGEMENT  
ORGANIZATION CHART**

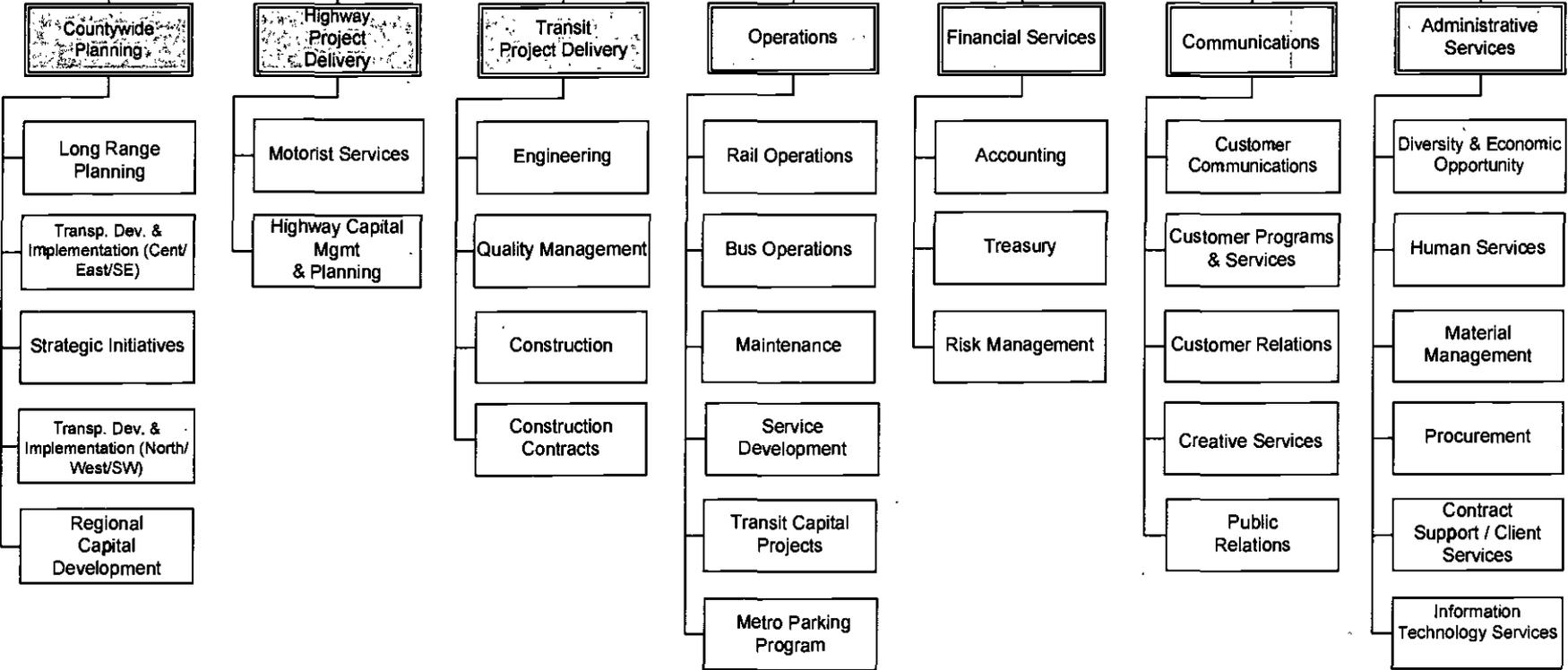
LACMTA  
Board of Directors



Deputy Chief Executive Officer

Regional Rail  
Transit Security  
Corporate Safety  
Management Audit Services  
Project Management Oversight  
Congestion Reduction Demonstration Program

Civil Rights  
Disadvantaged/Small Business Enterprise Program  
Strategic Workforce Planning  
Labor/Employee Relations / EEO  
Board Relations, Policy, & Research  
Economic Development / Real Estate  
Government and Community Relations  
Office of Management & Budget and Local Programming  
TAP Operations

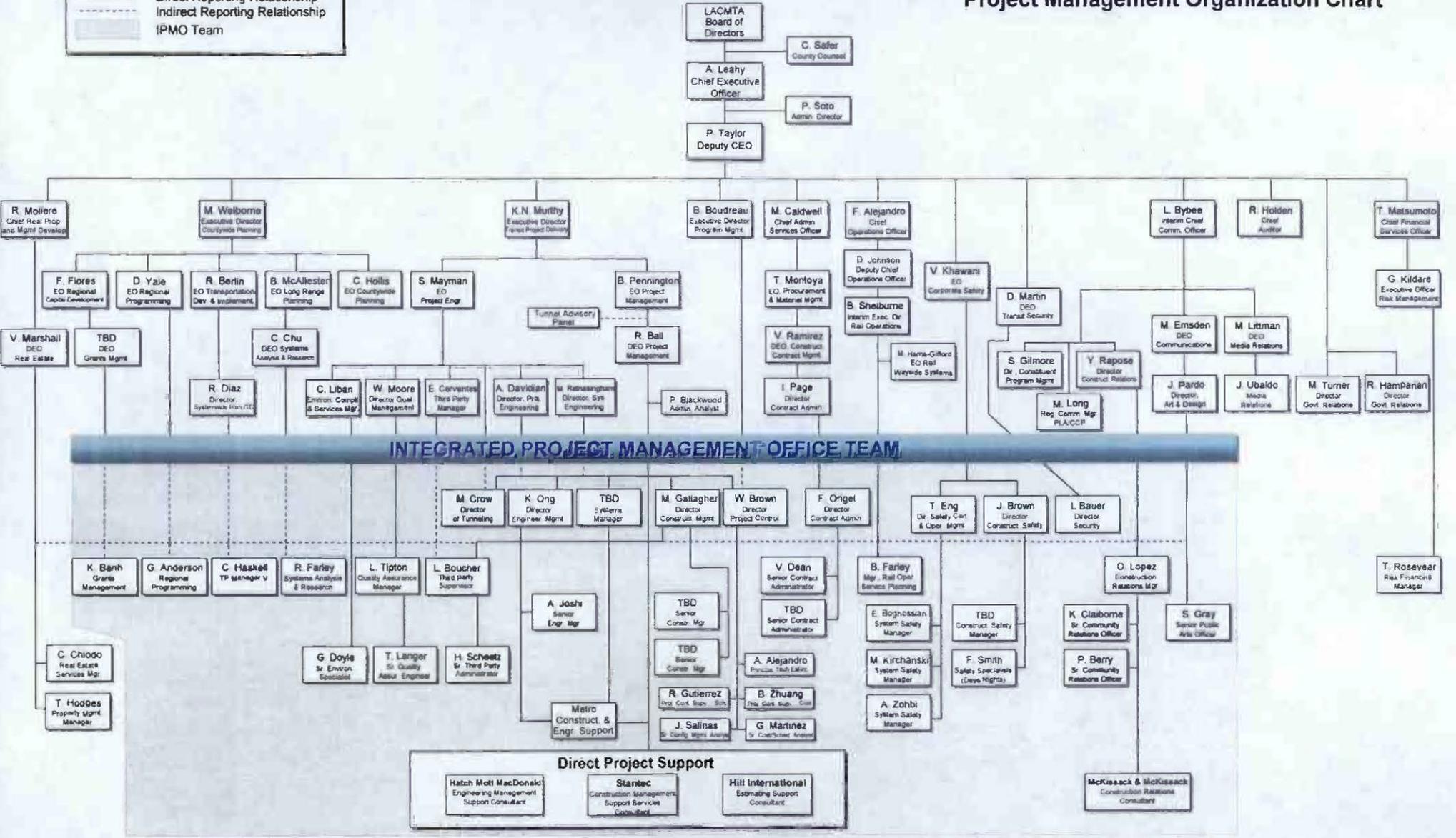


TRANSIT CORRIDOR  
PROJECT ORG CHARTS

# Crenshaw/LAX Transit Corridor Project Management Organization Chart

**Legend**

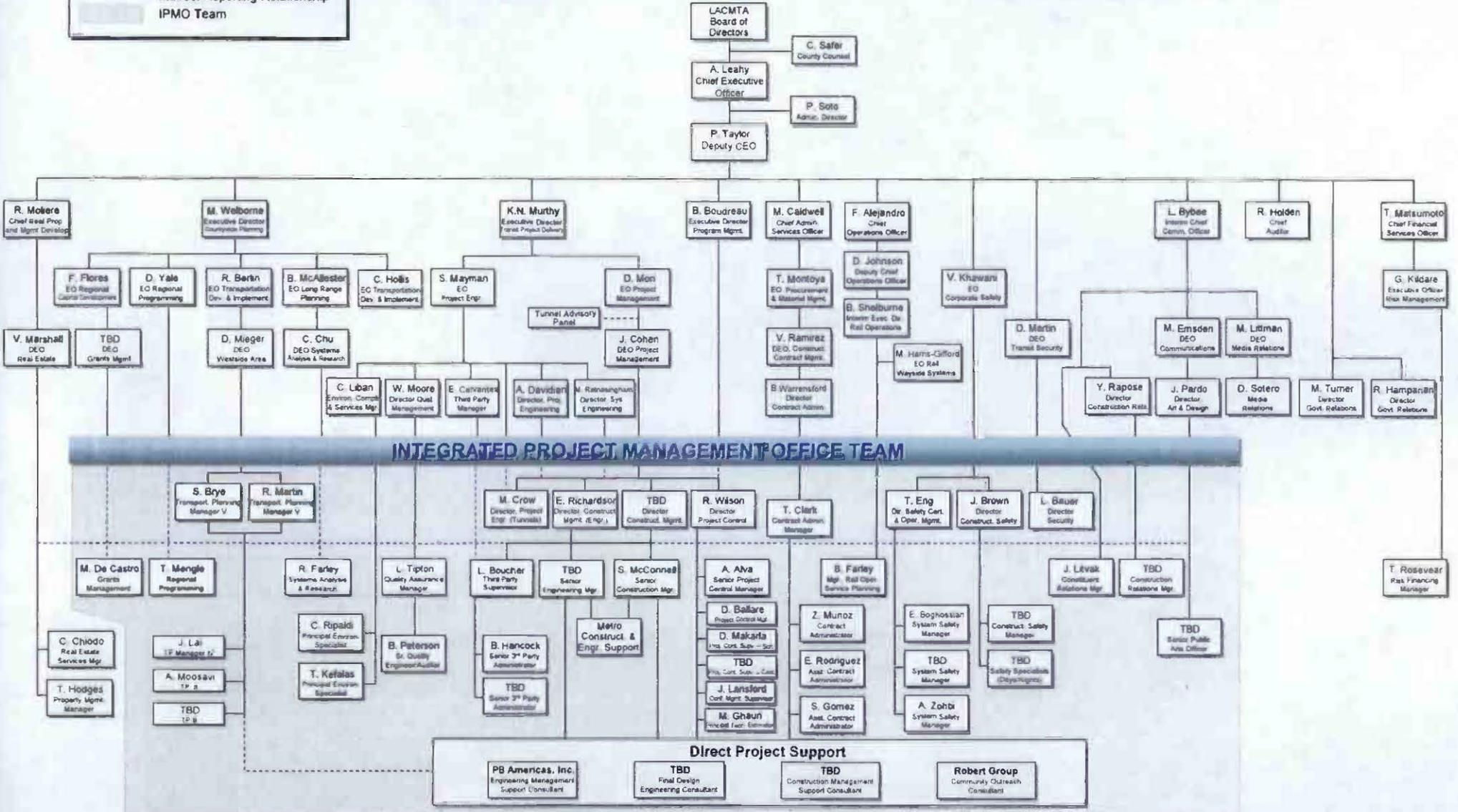
- Direct Reporting Relationship
- - - Indirect Reporting Relationship
- IPMO Team



# Westside Subway Extension Project Management Organization Chart

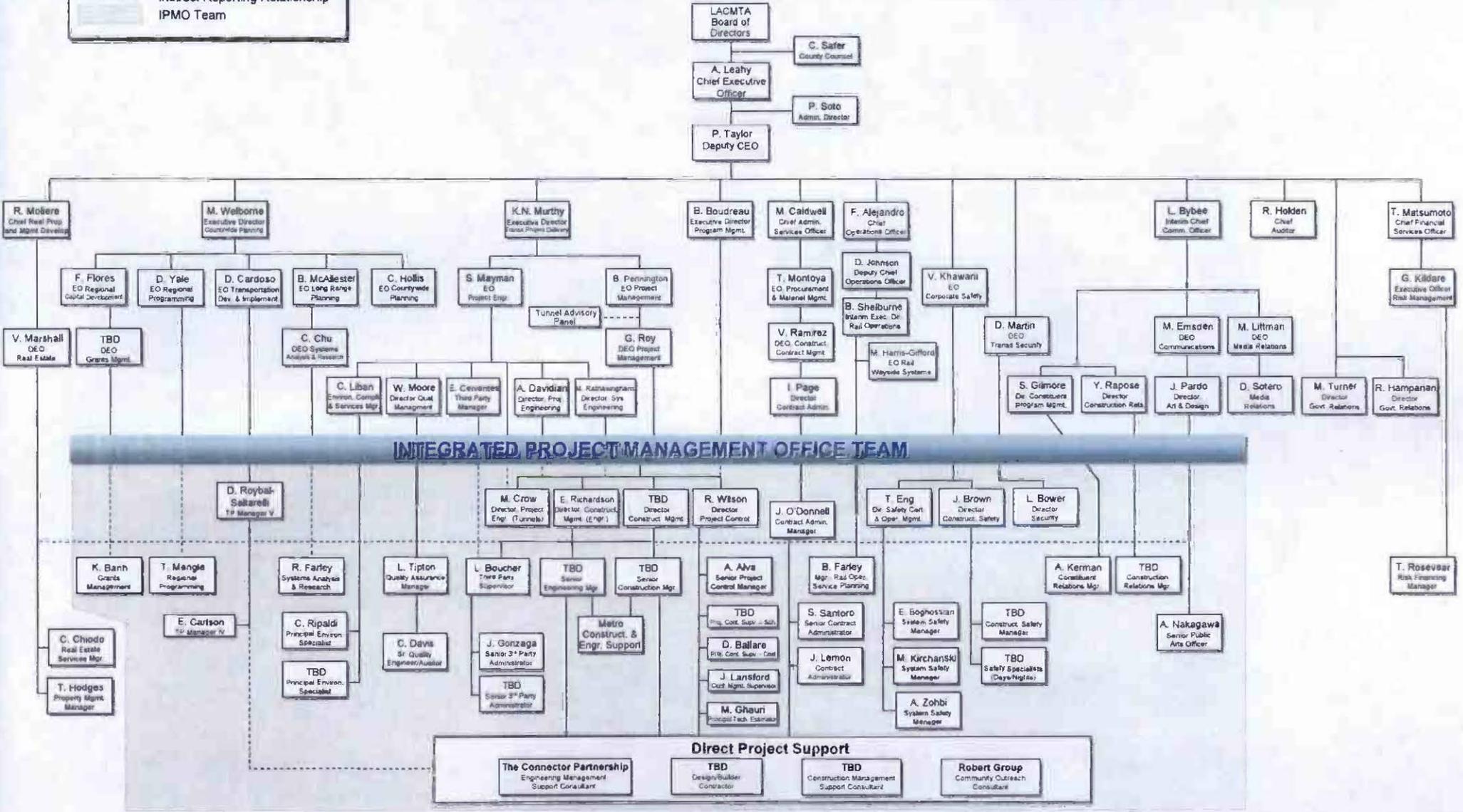
**Legend**

- Direct Reporting Relationship
- - - Indirect Reporting Relationship
- IPMO Team



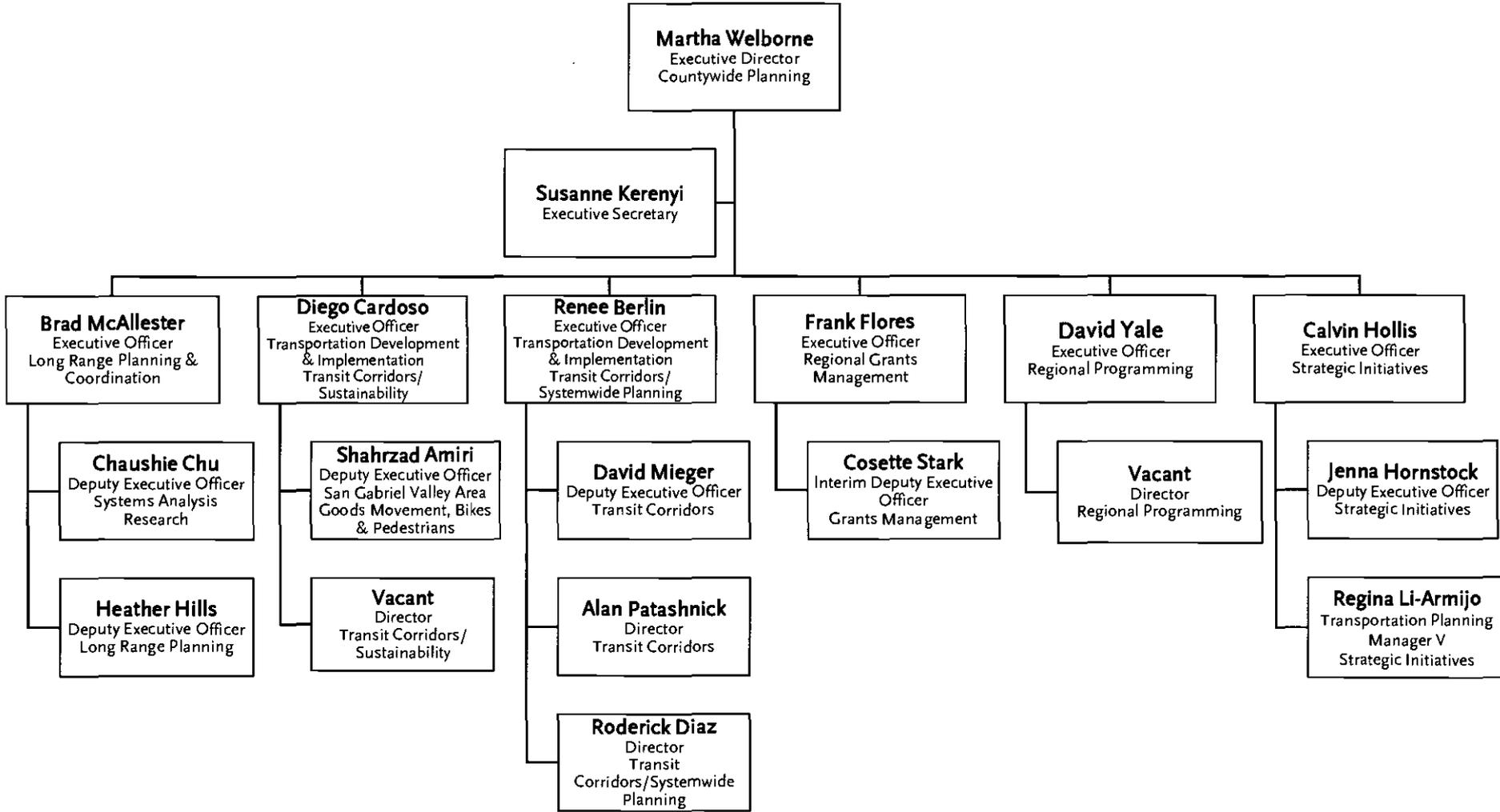


# Regional Connector Project Management Organization Chart

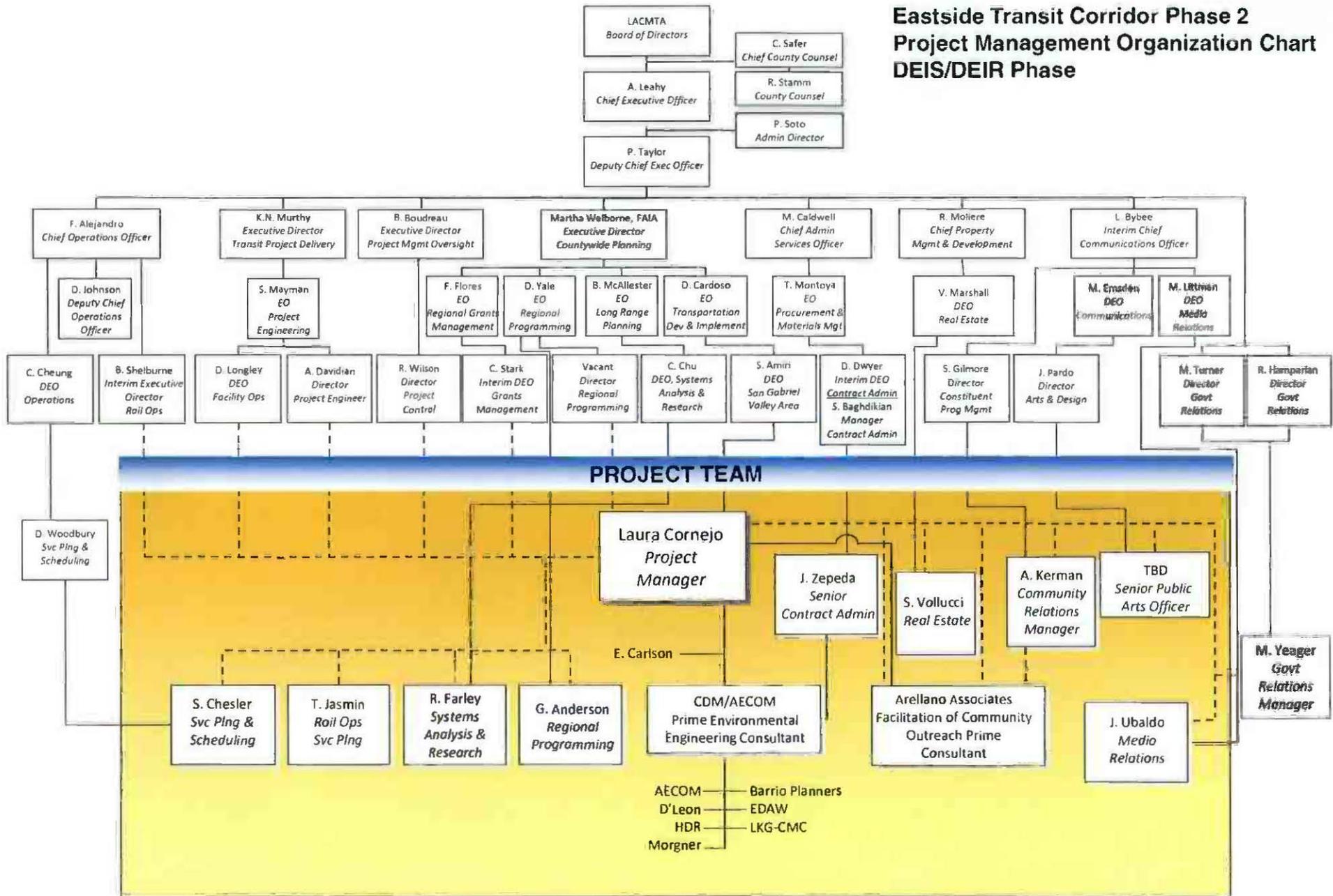


COUNTYWIDE PLANNING  
ORGANIZATION CHARTS

**FY13  
Countywide Planning**



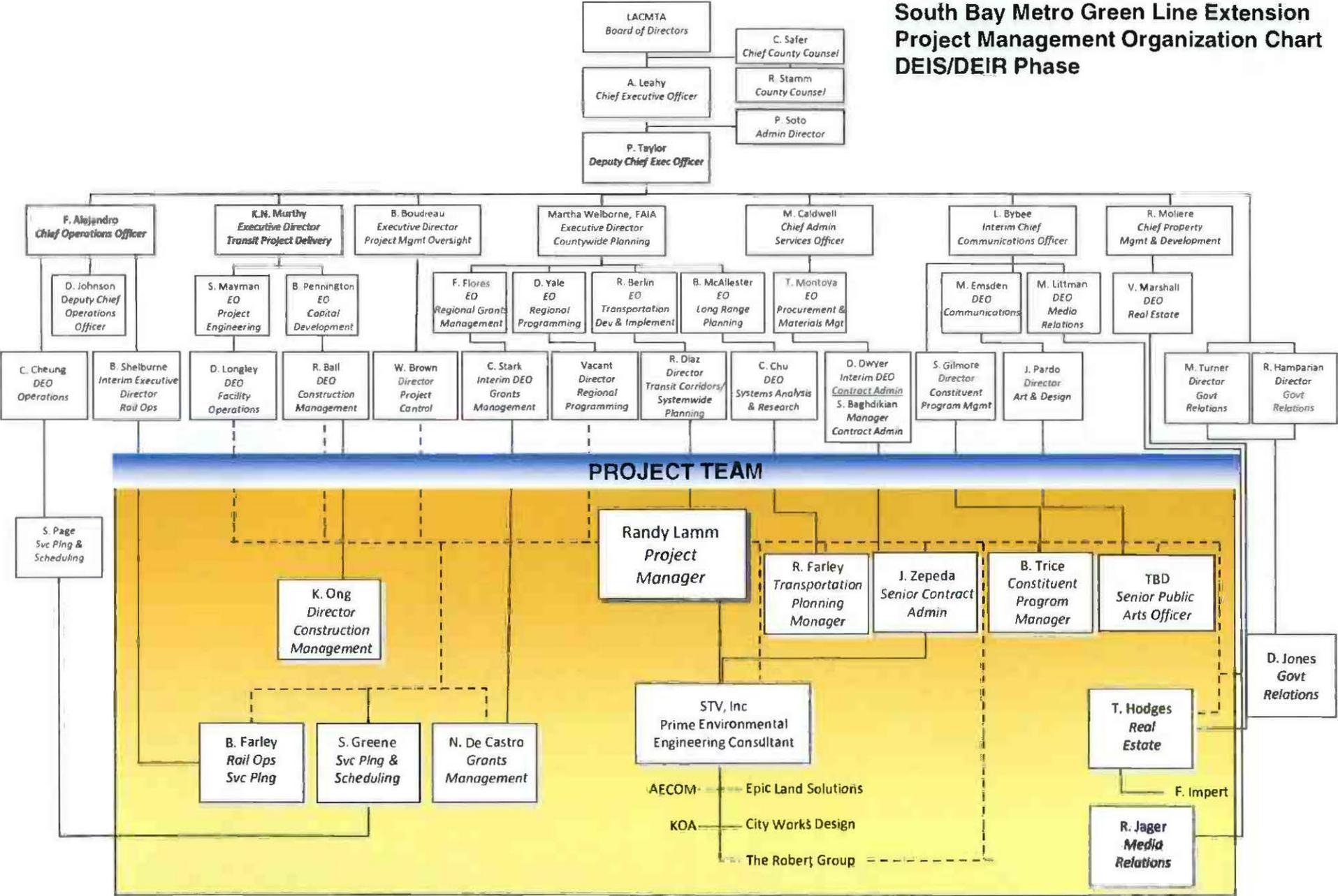
# Eastside Transit Corridor Phase 2 Project Management Organization Chart DEIS/DEIR Phase



November 2, 2012

- Legend:
- Indicates Direct Relationship
  - Indicates Coordinated Relationship
  - Project Team

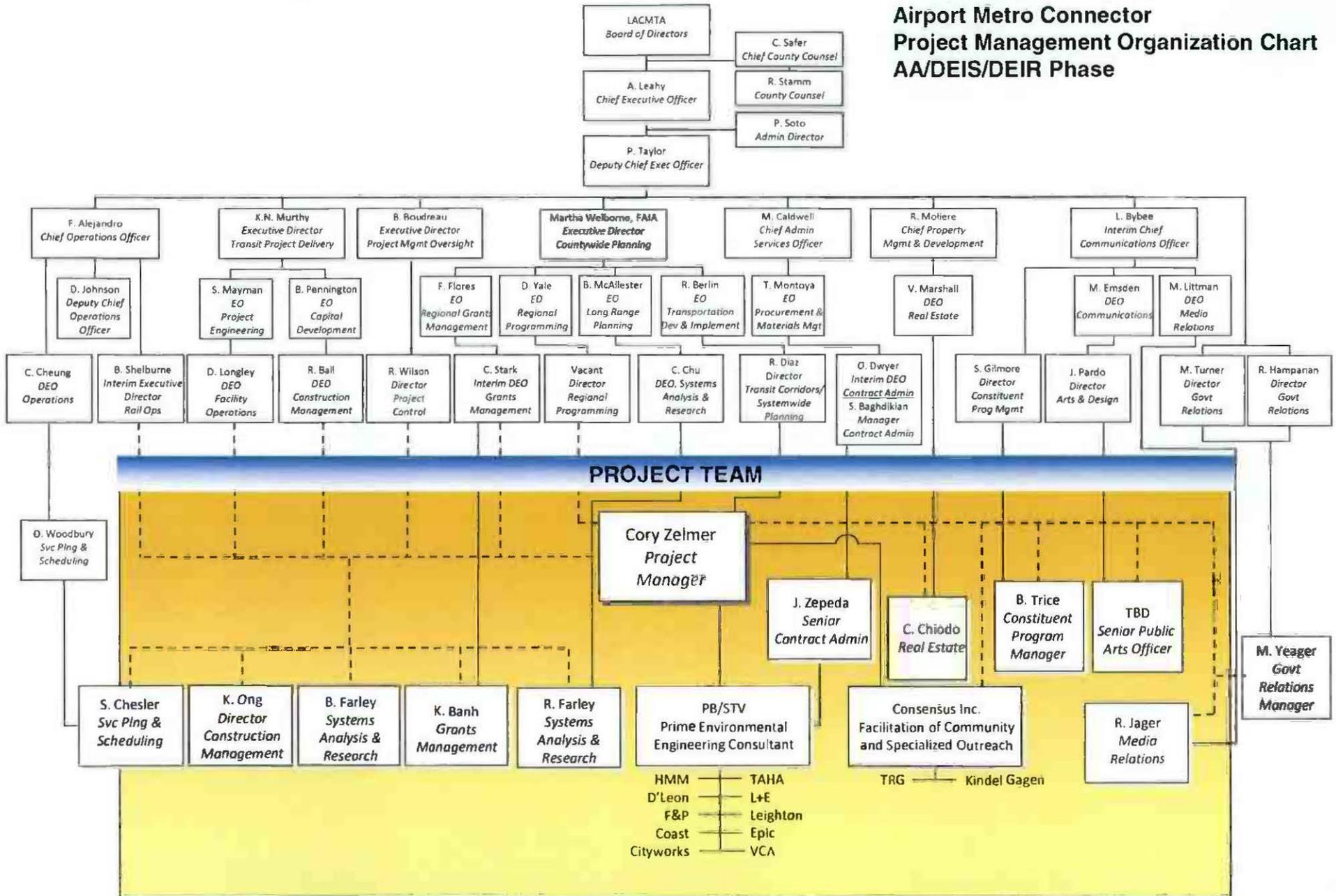
# South Bay Metro Green Line Extension Project Management Organization Chart DEIS/DEIR Phase



November 2, 2012

- Legend:
- Indicates Direct Relationship
  - ..... Indicates Coordinated Relationship
  - Project Team

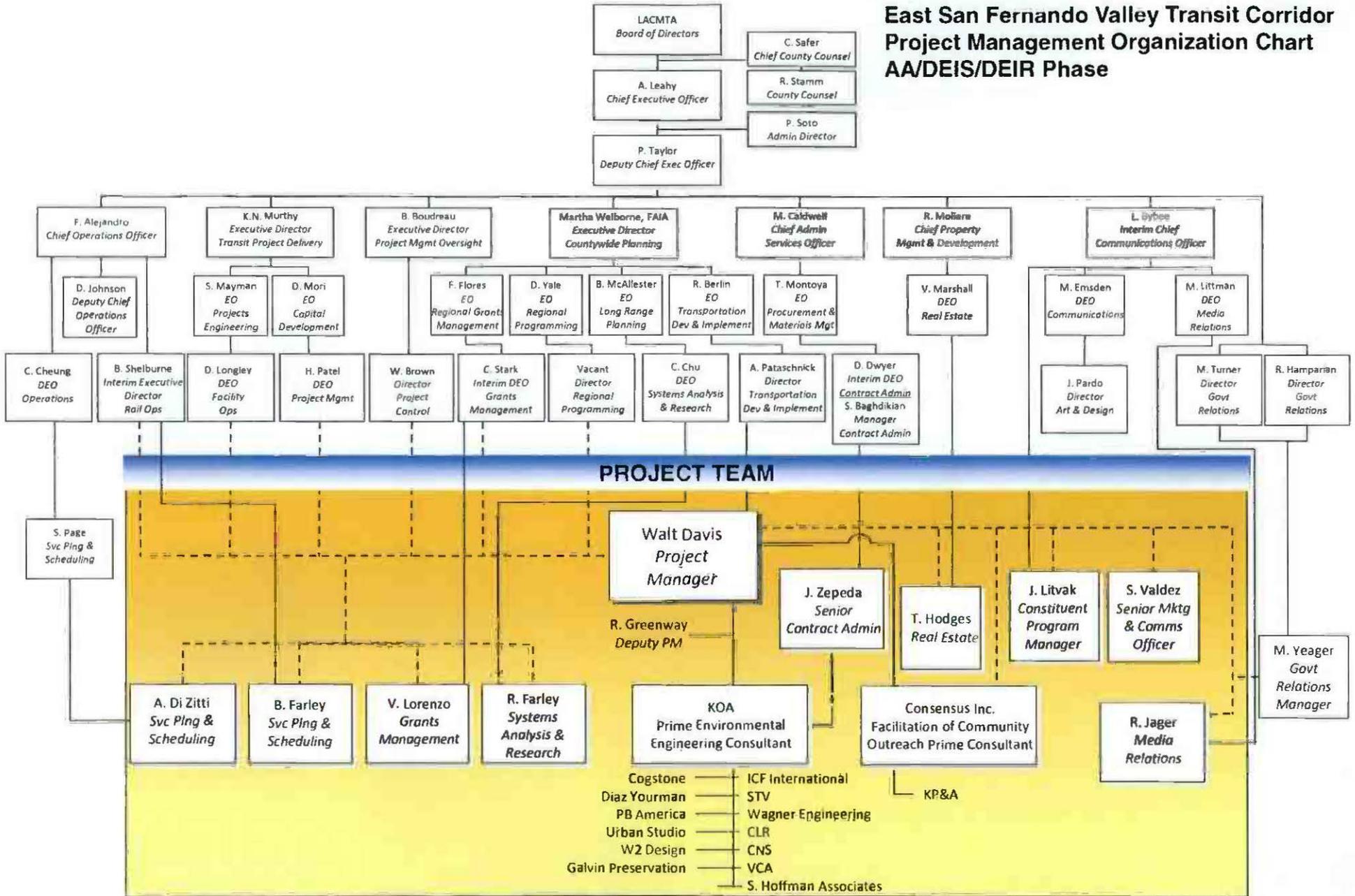
# Airport Metro Connector Project Management Organization Chart AA/DEIS/DEIR Phase



November 2, 2012

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

# East San Fernando Valley Transit Corridor Project Management Organization Chart AA/DEIS/DEIR Phase



November 2, 2012

Legend:

- Indicates Direct Relationship
- ..... Indicates Coordinated Relationship
- Project Team



Los Angeles County Metropolitan Transportation Authority  
2012 Government Relations Legislative Matrix  
November 2012

**STATE ASSEMBLY**

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<u>AB 1446</u> <b>(Feuer)</b>	Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to place before the voters an ordinance to extend Los Angeles Measure R sales tax an additional 30 years	<b>July 2012 - Support Work with Author</b>	<b>Chapter 806</b>
<u>AB 1532</u> <b>(Perez)</b>	Would establish a Greenhouse Gas Reduction Account to fund measures and programs to reduce greenhouse gas emissions	<b>March 2012 - Support</b>	<b>Chapter 807</b>
<u>AB 1600</u> <b>(Torres)</b>	Would allow the Metro Gold Line Foothill Extension Construction Authority to plan, design and construct the Foothill Extension into San Bernadino County	<b>March 2012 - Work With Author</b>	<b>Chapter 189</b>
<u>AB 1706</u> <b>(Eng)</b>	Would amend current law to clarify vehicle axle weight limits	<b>March 2012 - Support Work With Author</b>	<b>Chapter 771</b>
<u>AB 2245</u> <b>(Smyth)</b>	Would exempt certain bike-lane projects from the California Environmental Quality Act (CEQA) process	<b>March 2012 - Support</b>	<b>Chapter 680</b>
<u>AB 2247</u> <b>(Lowenthal)</b>	Would authorize Metro's Transit Court to administratively process violations for illegal vending on our system (Metro Sponsored)	<b>April 2012 - Support Work With Author</b>	<b>Chapter 750</b>
<u>AB 2405</u> <b>(Blumenfield)</b>	Would authorize alternative-fuel vehicles to use the Express Lanes without being subject to a toll	<b>March 2012 - Work With Author</b>	<b>Chapter 674</b>
<u>AB 2440</u> <b>(Lowenthal)</b>	Would amend current law affecting Metro's procurement process (Metro Sponsored)	<b>March 2012 - Support</b>	<b>Chapter 703</b>
<u>AB 2477</u> <b>(Garrick)</b>	Would clarify state law specific to placement of video event recording equipment in vehicles	<b>March 2012 - Support Work With Author</b>	<b>Chapter 375</b>
<u>AB 1229</u> <b>(Feuer)</b>	Would authorize the California Transportation Finance Authority to direct the Treasurer to utilize unrestricted moneys held by the California Transportation Finance Authority to subsidize the payment of interest by those local or regional agencies on revenue bonds	<b>March 2011 - Support</b>	<b>Senate Appropriations Committee</b>
<u>AB 1308</u> <b>(Miller)</b>	Would allow for Continuous Appropriations from the Highway Users Tax Account in the Transportation Tax Fund in any year in which the Budget Act has not been enacted by July 1 <sup>st</sup>	<b>April 2011- Support</b>	<b>Assembly Appropriations Committee</b>
<u>AB 1444</u> <b>(Feuer)</b>	Would establish an expedited judicial process for transit projects subject to environmental lawsuits	<b>Jan 2012 - Support</b>	<b>Assembly Appropriations Committee</b>

Los Angeles County Metropolitan Transportation Authority  
2012 Government Relations Legislative Matrix  
November 2012

**STATE ASSEMBLY**

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<u>AB 2147</u> <b>(Cedillo)</b>	Would clarify the statutes related to Metro's red-light photo enforcement program	March 2012 - Support	Assembly Transportation Committee

**STATE SENATE**

<u>SB 1225</u> <b>(Padilla)</b>	Would provide a local control mechanism of Amtrak's Pacific Sunliner (LOSSAN) Corridor	March 2012 - Support	Chapter 802
<u>SB 517</u> <b>(Lowenthal)</b>	Would move the existing California High-Speed Rail Authority into the Business Transportation and Housing Agency, requires reappointment of the Authority board and places ethics restrictions on the Authority	June 2011 - Work with Author	Assembly Appropriations Committee
<u>SB 693</u> <b>(Dutton)</b>	Would expand existing state authority for Public Private Partnerships	April 2011- Support Work With Author	Senate Transportation and Housing Committee
<u>SB 862</u> <b>(Lowenthal)</b>	Would establish the Southern California Goods Movement Authority consisting of representatives from specified entities	April 2011- Oppose Work With Author	Senate Transportation and Housing Committee
<u>SB 867</u> <b>(Padilla)</b>	Would establish the Build California Bonds Program to be administered by the California Transportation Finance Authority	March 2011 - Support	Senate Transportation and Housing Committee
<u>SB 907</u> <b>(Evans)</b>	Would create the Master Plan for Infrastructure Financing and Development Commission	April 2011- Support	Assembly Jobs, Economic Development and the Economy Committee
<u>SB 910</u> <b>(Lowenthal)</b>	Would create standards for vehicles attempting to pass bicycles on a highway and penalty amounts for a violation. Would require the driver of a vehicle, when passing a bicyclist, to allow three feet of space between the vehicle and the bicyclist when a road does not have adequate width to accommodate motorist and bicyclist	July 2011 - Support	Enrolled Vetoed by Governor
<u>SB 1117</u> <b>(DeSaulnier)</b>	Would require CTC to prepare a statewide passenger rail transportation plan for adoption by September 2014	April 2012 - Support	Enrolled Vetoed by Governor

Los Angeles County Metropolitan Transportation Authority  
 2011-2012 Government Relations Legislative Matrix  
 November 2012

**FEDERAL**

BILL/AUTHOR	DESCRIPTION	STATUS
<u>Moving Ahead For Progress In The 21<sup>st</sup> Century</u>	MAR-21 <ul style="list-style-type: none"> <li>• 27 month bill - expires on October 1, 2014 / Extends motor fuels tax through October 1, 2015</li> <li>• <b>Total Funding: \$105 Billion</b> <ul style="list-style-type: none"> <li>○ <b>Highway Funding:</b> \$39.7 Billion in FY13 and \$40 Billion in FY14</li> <li>○ <b>Transit Funding:</b> \$10.5 Billion in FY13 and \$10.7 Billion in FY14</li> </ul> </li> <li>• Includes <b>America Fast Forward</b> Innovative Financial Provision (TIFIA)               <ul style="list-style-type: none"> <li>○ Does not include Qualified Transportation Improvement Bonds (QTIB)</li> </ul> </li> </ul>	<b>July 6, 2012</b> <b>Signed by President into law</b>
<u>HR 2766 (Miller) Breaking Down Barriers (OCTA)</u>	OCTA began a dialogue with congressional leaders and representatives of the U.S. Department of Transportation (USDOT) to explore the subject of expediting the current federal project delivery process. This dialogue was initiated during the current economic downturn and in the context of finding a path forward where projects that are currently tied up in "red tape" can move to construction, thereby enabling employment opportunities for thousands of southland residents and thousands of other workers across the nation whose livelihood is directly tied to the construction of transportation projects. OCTA labeled their effort to expedite the federal project delivery process: Breaking Down Barriers.	<b>April 2011-Support</b>  <b>House Transportation and Infrastructure: Referred to the Subcommittee on Highways and Transit.</b>
<u>HR 5976 (Waters) Tiger grants For Jobs Creation Act</u>	Would provide a \$1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Program over the next two years	<b>June 2012-SUPPORT</b>

**KEY LEGAL ACTIONS**



COUNTY OF LOS ANGELES  
OFFICE OF THE COUNTY COUNSEL

TRANSPORTATION DIVISION  
ONE GATEWAY PLAZA  
LOS ANGELES, CALIFORNIA 90012-2952

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JOHN F. KRATTLI  
County Counsel

November 6, 2012

Renee Marler, Esq.  
Regional Counsel, Region IX  
FEDERAL TRANSIT ADMINISTRATION  
201 Mission Street, Suite 1650  
San Francisco, California 94105

**Re: Quarterly Update on Status of Key Legal Actions**

Dear Ms. Marler:

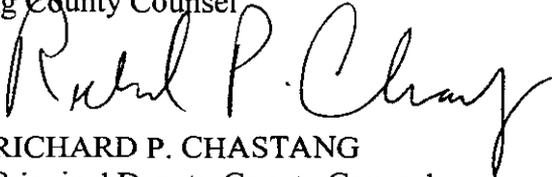
Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of September 30, 2012, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2503.

Very truly yours,

JOHN F. KRATTLI  
Acting County Counsel

By

  
RICHARD P. CHASTANG  
Principal Deputy County Counsel  
Transportation Division

RPC:sg

Attachments

c: Charles M. Safer  
Brian Boudreau  
Frank Flores  
Leslie Rogers  
Cindy Smouse ✓

Los Angeles County Metropolitan Transportation Authority  
 Status of Key Legal Actions Related to Federally Funded MTA Projects  
 Date as of September 30, 2012

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham  consolidated with  MTA v. Parson Dillingham	BC150298, etc.  BC179027	MOS-1 and CA-03-0341, CA-90-X642  MOS-1 and CA-03-0341, CA-90-X642	Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting.  In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Post trial accounting reference.
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal. On retrial MTA obtained false claim judgment on tunnel handrail item. Case has been appealed by both parties.	Notices of appeal filed. Case being briefed at the present time.
Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3Loan	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.	Administrative record certified. Hearing on cross-motions for summary judgment set for March 18, 2013.
Japanese Village Plaza, LLC v. MTA	BS137343		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	Case reassignment to Judge Ann Jones. Administrative record being prepared.

515 and 555 Flower Associates, LLC (Thomas Properties) v. MTA			Petitioner alleges that the project was approved without full disclosure and analysis in the FEIS/EIR of its environmental impacts and, if the project proceeds, there will be severe unmitigated adverse impacts on Thomas Properties, its employees, its tenants and their customers. Petitioner contends a tunnel boring machine should be utilized to construct the tunnels along Flower Street rather than the more disruptive cut and cover construction method that was approved by MTA.	Case assigned to J. McKnew in Norwalk. Petitioner's motion for preliminary injunction was denied. Administrative record being prepared.
Today's IV, Inc. dba Westin Bonaventure Hotel and Suites v. MTA	BS137540		Petitioner alleges that there is no substantial evidence in the record to support MTA's refusal to significantly reduce and eliminate significant unmitigated impacts to traffic, building access/egress, increased risk of structural instability to tall buildings, increased noise, air emissions and other health risks from open trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	Case assigned to J. Goodman in Santa Monica. Petitioner's motion for preliminary injunction was denied. Administrative record being prepared.
City of Beverly Hills v. MTA	BS137607		Petitioner alleges that the project's construction impacts and risk to human health and safety were not adequately disclosed, analyzed, or mitigated in the FEIS/EIR. Petitioner further alleges that the changes and new information added after the Draft EIS/EIR was circulated required MTA to revise and recirculate the FEIS/EIR for public comment before approving the project.	Case related to BHUSD v. MTA in J McKnew's courtroom in Norwalk for trial. Administrative record being prepared.
Beverly Hills Unified School District v. MTA	BS137606		Petitioner alleges that MTA's certification of the FEIS/EIR and approval of the project violated CEQA in the following ways: inadequate project description; inadequate analysis of seismic impacts; refusal to prepare and recirculate a Supplemental Draft EIS/EIR; bias in pre-commitment to the Constellation Station; inadequate analysis of the impacts of the Constellation Station; and inadequate comparative risk assessment of the Santa Monica and Constellation Stations.	Case assigned to J. McKnew in Norwalk. Administrative record being prepared.

Griffin, Judy B. v. LACMTA	BC464737		Griffin and Serrano: Accessibility action under ADA, Sec. 504, and state causes of action for violation of Unruh Act, violation of Disabled Persons Act, Negligence, Negligence Per Se, and Intentional Inflection of Emotional Distress.	Cases were originally filed in Federal Court and dismissed on June 1, 2011 by plaintiffs. Cases re-filed in state court on July 1, 2011. On January 4, 2012, court sustained MTA's demurrer granting plaintiffs 30 days leave to amend complaint. Cases were related to the cases of Patricia Hudson v. LACMTA, LASC Case No. TC023672 and Melvin Spicer Jr. v. LACMTA, LASC Case No. BC 448847 on October 26, 2011. Court granted a demurrer to third amended complaint on July 20, 2012 as to all causes of action except Intentional Inflection of Emotional Distress (IIED). MTA filed a demurrer on August 10, 2012, to the remaining IIED cause of action. Plaintiffs filed petition for writ of mandate seeking to vacate the Court's granting of MTA's demurrer and motion to strike on July 20, 2012. At the September 13, 2012 Status Conference the court stayed all action on MTA's August 10, 2012 demurrer until writ
Related to Serrano, Francisco v. LACMTA	BC464736			

				of mandate is resolved. Stay to be lifted on December 18, 2012.
Hudson, Patricia v. LACMTA	TC023672		<p><u>Hudson</u>: Plaintiff a wheelchair patron of MTA alleges the bus was negligently driven and caused her to fall and be injured. Plaintiff further alleges the MTA has a pattern of violating the American's with Disabilities Act and California State Law as it relates to the boarding and securement of wheelchair patrons. She is seeking damages and injunctive relief. In a Second Amended Complaint she is demanding a class be certified. A motion to consolidate a related case of another wheelchair patron and a continued case management conference is scheduled for February 11, 2011. Extensive discovery and investigation are ongoing.</p> <p><u>Spicer</u>: Plaintiff is a wheelchair patron of the MTA and has been so since 1984. He has numerous complaints that MTA drivers have and continue to violate the American's with Disabilities Act and the related California State Laws. Specifically, he alleges he has been passed by and improperly secured, if at all, and is therefore asking for injunctive relief and money damages. Plaintiff further alleges there are thousands of other MTA wheelchair patrons with the same experience and is asking the Court to certify a class of plaintiffs.</p>	Cases were related to Griffin and Serrano on October 26, 2011. Discovery proceeding. At the September 13, 2012 Status Conference parties agreed to take discovery motion off calendar to discuss Class Certification motion. Class Certification motion filed October 23, 2012. Class Certification motion to be heard December 12, 2012. MTA to file its opposition December 7, 2012.
Related to Spicer Jr., Melvin v. LACMTA	BC448847			
Also related to Griffin/Serrano				

ADVANCED LAND  
ACQUISITION PROGRAM

**ADVANCED LAND ACQUISITION PROGRAM (ALAP) PARCELS METRO RAIL  
PROJECT MOS-2 and MOS-3  
CA-90-0022**

**STATUS REPORT AS OF SEPTEMBER 30, 2012**

**Parcel A1-250 – Wilshire/Vermont Station – NO CHANGE**

The remaining undeveloped portion of the Wilshire Vermont station property is a 1.02-acre site at the northeast corner of Wilshire and Shatto, situated across the street from the station portal and the completed joint development project surrounding the same. The 1.02-acre site is currently used as a Metro bus layover facility, but is being considered for a joint development project.

**Parcels B-102 and B-103 — Temple/Beaudry – NO CHANGE**

Previously, the Temple/Beaudry site was the subject of a Metro Board-approved joint development project, but the proposal under consideration was withdrawn by the developer and negotiations have ceased. The site has been paved and is currently being used to support Metro bus operations, but is still being considered for a joint development project.

**Parcels A1-300 and A2-301 - Wilshire/Crenshaw**

The Metro Board adopted the environmental documents for the Westside Subway Project on April 26, 2012. Both Metro-owned parcels located at the corner of Wilshire Boulevard and Crenshaw Avenue have been included in the Westside Subway Project. The parcels will be used for construction staging, utility relocations and construction of the subway project. The interim parking lease to the Los Angeles Unified School District was terminated on September 30, 2012, and these parcels are now available for purposes of the subway project.

**Parcel A2-362 - Wilshire/La Brea – NO CHANGE**

The Metro Board adopted the environmental documents for the Westside Subway Project on April 26, 2012. The Westside Subway Project has identified the Metro-owned property located at the northwest corner of La Brea and Wilshire as the subway project's Wilshire/La Brea Station site. This site currently houses the Metro Customer Service Center and a retail outlet (under lease to Metro). The remainder of the site is leased to the City of Los Angeles for parking. The Westside Subway Project has indicated a need for this site by June 1, 2013. The Customer Service Center and the retail lease will be required to vacate the property prior to the June 1, 2013 deadline.

**Parcels A4-755, A4-765, A4-767, A4-772, A4-774, A4-761 - Universal City Station – NO CHANGE**

In January 2007, the Metro Board authorized the CEO to enter into exclusive negotiations with a developer for the development of a mixed-use retail, office and production facility project with subterranean and structured parking on Metro-owned property at this site. In December 2011, the developer withdrew their proposal from consideration and negotiations ceased. Metro is still considering joint development at this site. In addition to its use as the Metro Red Line's Universal City station, the property continues to be used as a bus layover facility and park-and-ride lot.

**Parcel C4-815 - North Hollywood Station – NO CHANGE**

In September 2007, the Metro Board approved the selection of Lowe Enterprises as the developer of the Metro-owned property situated at and around the Metro Red Line's North Hollywood Station and authorized the CEO to enter into an exclusive negotiating agreement with Lowe to develop a mixed-use project on the this property. In 2011, Lowe withdrew its proposal from consideration and negotiations ceased. Metro is still considering joint development at this site. In addition to its use as the Metro Red Line's North Hollywood station, the property continues to be used as a bus layover facility and park-and-ride lot.

**Parcel A1-021 – NO CHANGE**

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. This property is required to accommodate the storage of materials and will not be declared surplus. Construction of a new material storage facility on this property has been completed and is now occupied.

**Parcels A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Westlake/MacArthur Park Station – NO CHANGE**

In late March 2010, Metro entered into long-term ground leases and other development and operational agreements with various development entities created by developer McCormack Baron Salazar for the development, construction and operation of Phase A of a two-phased mixed-use joint development project at the Westlake/MacArthur Park subway station. Phase A, which includes 90 affordable apartments, 20,000 sq. ft. of retail and a 233 space parking structure, with 100 preferred parking spaces for transit users, was substantially complete in June, 2012. This phase of the development is situated one block southeast of the subway portal on 1.6 acres of Metro-owned property.

Metro and another McCormack Baron Salazar development entity continue to be parties to a Joint Development Agreement which contemplates development of Phase B of the mixed-use joint development project. This phase will be situated on 1.5 acres of Metro-owned property at and adjacent to the subway portal. When complete, Phase B will contain 82 affordable apartments, 18,000 sq. ft. of retail and an 83 space parking

structure surrounding a refurbished 16,500 sq. ft. public plaza fronting on the subway portal. Design and other pre-development work for Phase B have commenced and the developer continues its work to secure financing for the project.

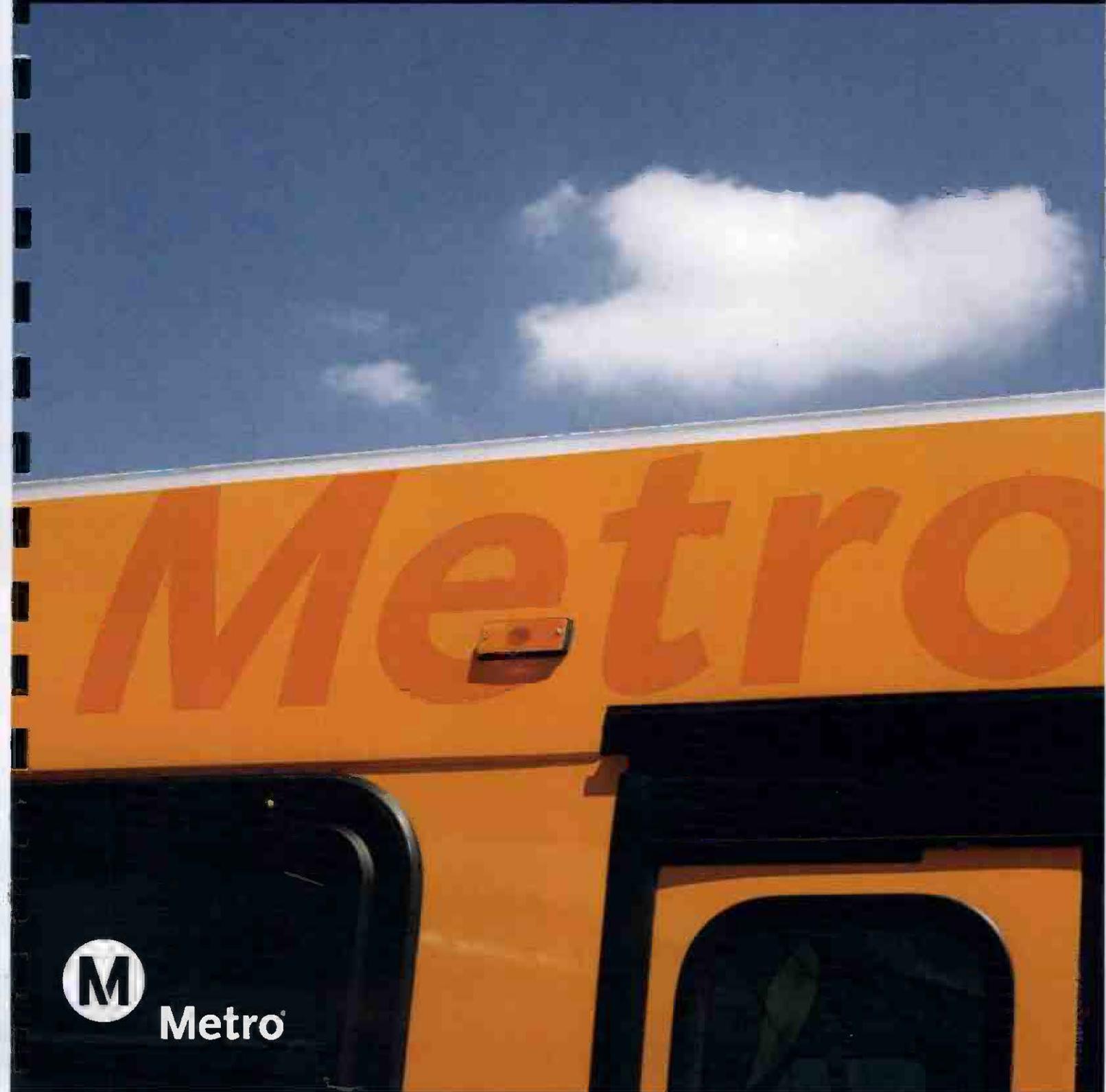
**Updated October 31, 2012**

**METRO OPERATIONS  
PERFORMANCE REPORT**

Los Angeles County  
Metropolitan Transportation Authority

SEPT 2012

METRO OPERATIONS  
MONTHLY PERFORMANCE  
REPORT



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Monthly Metro Bus & Metro Rail	
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## Metro Bus Systemwide and Division Scorecard Overview

Metro Bus has eleven Metro operating divisions: Division 1 and 2, both operating out of the downtown Los Angeles area; Division 3 in Cypress Park; Arthur Winston Division 5 in South Los Angeles; Division 6 in Venice; Division 7 in West Hollywood; Division 8 in Chatsworth; Division 9 in El Monte; Division 10 in Los Angeles, near the Gateway building; Division 15 in Sun Valley; and Division 18 in Carson. Metro Bus systemwide is responsible for the operation of approximately 2,490 Metro buses and 144 Metro Bus lines carrying nearly 373.1 million boarding passengers each year. Metro bus also operates the successful Orange Line. This report gives a brief overview of Systemwide and Division operations:

- \* Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF).
- \* Mean Miles Between Total Road Calls (MMBTRC).
- \* In-Service On-Time Performance.
- \* Traffic Accidents per 100,000 Hub Miles.
- \* Complaints per 100,000 Boardings.
- \* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours.

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
<b>Bus Systemwide</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,222	3,523	3,759	3,900	3,548		3,669	3,457	3,529
No. of unaddressed road calls	305	125	47	3,900	4		1	3	0
Mean Miles Between Total Road Calls (MMBTRC) **	1,566	2,052	2,292	2,400	2,336		2,461	2,247	2,313
In-Service On-time Performance ***	72.33%	75.17%	76.54%	80.00%	76.78%		79.91%	76.73%	73.61%
Bus Traffic Accidents Per 100,000 Miles *	3.08	3.23	3.72	3.10	3.46		3.54	3.58	3.26
Number of "482 alleged accidents"	245	232	248	3.10	65		20	24	21
Complaints per 100,000 Boardings	2.61	2.53	3.14	2.20	3.45		3.34	3.60	3.40
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	10.36	13.43	14.72	13.25	Aug YTD 17.69		Jun 14.30	Jul 16.26	Aug 19.08
* Data reflects updated data for each month.									
<b>Division 1</b>									
MMBMF	2,831	2,609	3,143	3,900	2,964		2,940	2,896	3,069
No. of unaddressed road calls	36	3	1	3,900	0		0	0	0
MMBTRC	1,354	1,540	1,823	2,400	1,713		1,878	1,639	1,644
In-Service On-time Performance	76.61%	78.85%	80.10%	80.00%	81.29%		83.00%	81.41%	79.39%
Bus Traffic Accidents Per 100,000 Miles *	3.07	3.42	3.77	3.24	3.91		4.77	4.32	2.57
Number of "482 alleged accidents"	49	30	19	3.24	9		4	3	2
Complaints per 100,000 Boardings	1.89	1.85	2.09	1.44	2.44		2.40	2.36	2.58
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.52	14.10	13.98	13.25	Aug YTD 15.65		Jun 21.08	Jul 15.83	Aug 15.47
* Data reflects updated data for each month.									
<b>Division 2</b>									
MMBMF	2,714	3,378	3,280	3,900	2,700		3,128	2,614	2,445
No. of unaddressed road calls	29	8	6	3,900	4		1	3	0
MMBTRC	1,475	1,721	1,834	2,400	1,794		2,134	1,716	1,610
In-Service On-time Performance	77.24%	73.89%	74.22%	80.00%	74.59%		78.19%	73.61%	72.06%
Bus Traffic Accidents Per 100,000 Miles *	3.16	3.56	4.33	3.76	4.43		4.23	5.31	3.72
Number of "482 alleged accidents"	23	21	25	3.76	4		1	2	1
Complaints per 100,000 Boardings	1.87	2.02	2.28	1.61	2.17		1.86	2.25	2.40
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.93	16.86	14.34	13.25	Aug YTD 14.11		Jun 20.27	Jul 11.43	Aug 16.73
* Data reflects updated data for each month.									
<b>Division 3</b>									
MMBMF	2,770	2,909	2,975	3,900	3,149		3,374	2,931	3,184
No. of unaddressed road calls	24	7	2	3,900	0		0	0	0
MMBTRC	1,555	1,967	2,195	2,400	2,432		2,461	2,246	2,637
In-Service On-time Performance	76.81%	77.71%	77.83%	80.00%	77.39%		80.39%	77.48%	74.16%
Bus Traffic Accidents Per 100,000 Miles *	3.39	3.28	3.27	2.81	3.72		4.46	3.37	3.34
Number of "482 alleged accidents"	0	0	26	2.81	5		3	2	0
Complaints per 100,000 Boardings	2.65	2.51	3.14	2.16	3.48		3.26	3.56	3.62
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	8.84	11.61	14.38	13.25	Aug YTD 17.81		Jun 5.49	Jul 19.55	Aug 16.13
* Data reflects updated data for each month.									

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
<b>Division 5</b>									
MMBMF	3,493	3,643	3,141	3,900	3,009		3,205	2,887	2,961
No. of unaddressed road calls	4	2	2	3,900	0		0	0	0
MMBTRC	1,712	2,053	1,771	2,400	1,990		2,021	1,842	2,143
In-Service On-time Performance	67.82%	74.63%	78.30%	80.00%	77.53%		80.99%	77.23%	74.19%
Bus Traffic Accidents Per 100,000 Miles *	4.44	4.42	5.64	4.20	4.20		3.19	4.83	4.54
Number of "482 alleged accidents"	30	24	28	9	9		1	5	3
Complaints per 100,000 Boardings	1.90	1.84	2.00	1.41	2.24		2.06	2.22	2.43
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.78	12.43	13.50	13.25	Aug YTD 32.48		Jun 14.26	Jul 35.97	Aug 29.14
* Data reflects updated data for each month									
<b>Division 6</b>									
MMBMF	7,816	11,021	12,999	3,900	18,764		12,494	16,390	68,250
No. of unaddressed road calls	8	1	0	3,900	0		0	0	0
MMBTRC	2,172	3,008	3,849	2,400	6,433		5,355	4,821	17,063
In-Service On-time Performance	68.27%	69.28%	78.44%	80.00%	76.54%		76.14%	78.78%	74.56%
Bus Traffic Accidents Per 100,000 Miles *	5.01	5.06	7.54	4.20	5.33		8.00	3.66	4.40
Number of "482 alleged accidents"	4	7	3	0	0		0	0	0
Complaints per 100,000 Boardings	2.86	3.17	2.52	1.57	1.58		1.98	1.71	1.02
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	5.95	8.26	9.69	13.25	Aug YTD 35.26		Jun 26.26	Jul 24.18	Aug 45.73
* Data reflects updated data for each month									
<b>Division 7</b>									
MMBMF	2,997	3,106	3,611	3,900	3,193		3,251	3,350	2,987
No. of unaddressed road calls	101	18	6	3,900	0		0	0	0
MMBTRC	1,217	1,644	1,859	2,400	1,966		2,096	1,919	1,894
In-Service On-time Performance	68.38%	72.47%	73.15%	80.00%	72.36%		74.92%	71.50%	70.72%
Bus Traffic Accidents Per 100,000 Miles *	3.55	3.85	4.32	3.44	4.09		4.13	3.59	4.57
Number of "482 alleged accidents"	52	47	48	7	7		1	4	2
Complaints per 100,000 Boardings	2.56	2.40	3.28	2.30	3.58		3.73	3.74	3.25
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	9.64	13.04	11.53	13.25	Aug YTD 11.98		Jun 11.22	Jul 11.03	Aug 12.91
* Data reflects updated data for each month									
<b>Division 8</b>									
MMBTRC	4,596	6,600	6,518	3,900	5,637		5,990	5,760	5,195
No. of unaddressed road calls	0	0	2	3,900	0		0	0	0
MMBTRC	2,445	4,348	4,924	2,400	4,015		4,737	3,783	3,675
In-Service On-time Performance	75.99%	79.00%	78.72%	80.00%	79.69%		83.42%	80.21%	75.39%
Bus Traffic Accidents Per 100,000 Miles *	2.29	2.87	2.78	2.14	2.34		2.35	2.24	2.48
Number of "482 alleged accidents"	17	7	9	4	4		1	1	2
Complaints per 100,000 Boardings	2.97	2.84	3.57	2.50	4.16		3.65	4.10	4.71
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.20	17.35	21.17	13.25	Aug YTD 12.61		Jun 23.36	Jul 8.62	Aug 16.41
* Data reflects updated data for each month									
<b>Division 9</b>									
MMBMF	4,673	5,126	5,281	3,900	5,885		6,167	5,170	6,550
No. of unaddressed road calls	66	11	11	3,900	0		0	0	0
MMBTRC	2,918	3,489	3,879	2,400	4,818		4,920	4,220	5,536
In-Service On-time Performance	75.89%	76.33%	76.83%	80.00%	77.51%		80.60%	78.35%	73.47%
Bus Traffic Accidents Per 100,000 Miles *	2.01	1.81	2.10	1.75	2.50		2.49	2.63	2.37
Number of "482 alleged accidents"	3	20	10	10	10		4	1	5
Complaints per 100,000 Boardings	3.21	3.50	4.55	3.24	6.18		6.66	6.70	5.16
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	10.03	15.30	15.10	13.25	Aug YTD 31.21		Jun 6.90	Jul 24.97	Aug 37.23
* Data reflects updated data for each month.									

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
<b>Division 10</b>									
MMBMF	2,594	2,392	2,653	3,900	2,641		2,841	2,409	2,721
No. of unaddressed road calls	11	58	11	3,900	0		0	0	0
MMBTRC	1,129	1,446	1,727	2,400	1,781		1,797	1,757	1,789
In-Service On-time Performance	68.98%	71.93%	73.42%	80.00%	72.14%		74.72%	71.61%	69.92%
Bus Traffic Accidents Per 100,000 Miles**	4.02	3.93	4.27	3.89	4.07		3.65	4.42	4.13
Number of "482 accidents"	33	41	30	3.89	6		2	3	1
Complaints per 100,000 Boardings	2.08	2.12	2.74	1.93	2.79		2.73	3.34	2.26
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	10.76	10.58	12.38	13.25	Aug YTD 13.22		Jun 13.94	Jul 9.70	Aug 16.69
* Data reflects updated data for each month									
<b>Division 15</b>									
MMBCMF	3,357	4,097	4,459	3,900	3,679		3,478	3,778	3,800
No. of unaddressed road calls	6	0	0	3,900	0		0	0	0
MMBTRC	1,747	2,507	2,898	2,400	2,591		2,483	2,618	2,683
In-Service On-time Performance	74.62%	76.84%	76.95%	80.00%	78.10%		81.60%	77.77%	74.81%
Bus Traffic Accidents Per 100,000 Miles*	2.67	2.84	3.11	2.52	3.22		3.03	3.80	2.80
Number of "482 alleged accidents"	15	19	19	2.52	0		0	0	0
Complaints per 100,000 Boardings	2.98	3.01	3.77	2.68	3.71		3.28	3.78	4.05
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.11	11.73	15.53	13.25	Aug YTD 11.22		Jun 15.95	Jul 9.11	Aug 13.26
* Data reflects updated data for each month									
<b>Division 18</b>									
MMBCMF	2,917	3,506	4,183	3,900	3,796		3,755	3,901	3,731
No. of unaddressed road calls	20	17	6	3,900	0		0	0	0
MMBTRC	1,292	1,839	2,203	2,400	2,090		2,265	2,099	1,925
In-Service On-time Performance	66.12%	70.63%	75.32%	80.00%	75.47%		79.15%	75.85%	71.28%
Bus Traffic Accidents Per 100,000 Miles *	2.67	3.32	4.25	3.84	2.93		3.41	2.53	2.86
Number of "482 alleged accidents"	19	16	31	3.84	11		3	3	5
Complaints per 100,000 Boardings	4.19	3.42	4.19	2.89	4.16		4.06	4.40	4.02
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.06	13.65	16.51	13.25	Aug YTD 15.47		Jun 12.35	Jul 16.80	Aug 14.20
* Data reflects updated data for each month									

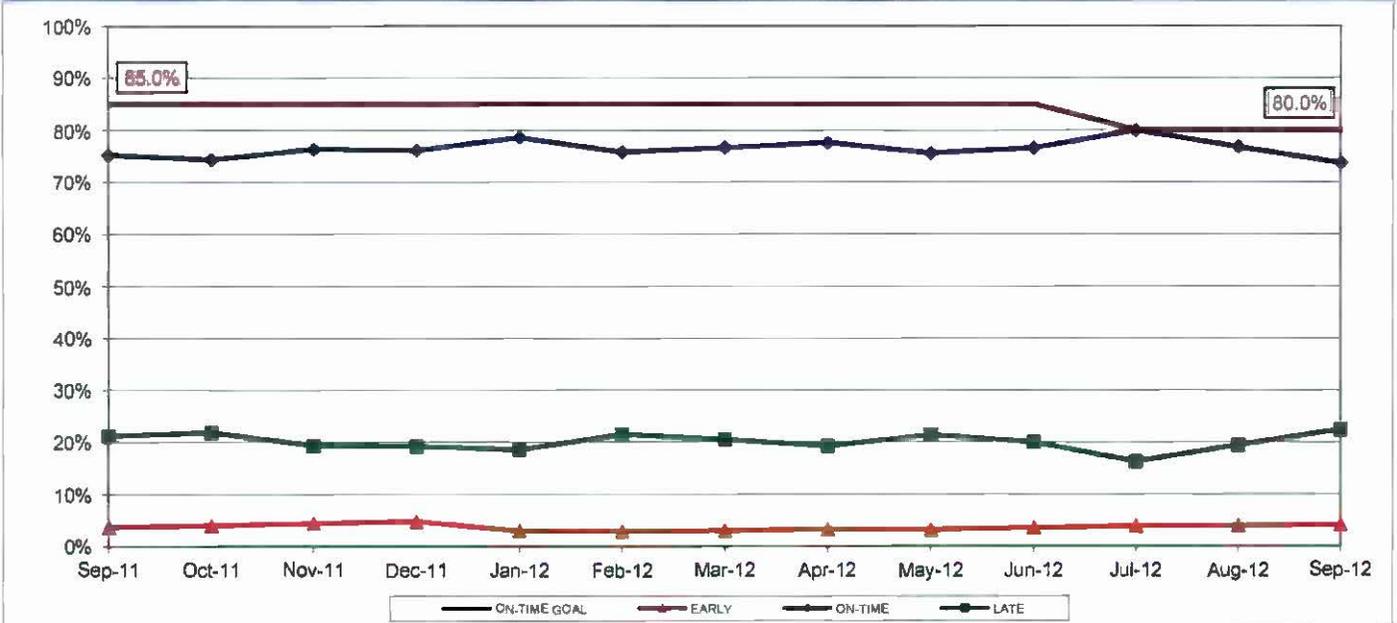
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

## BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

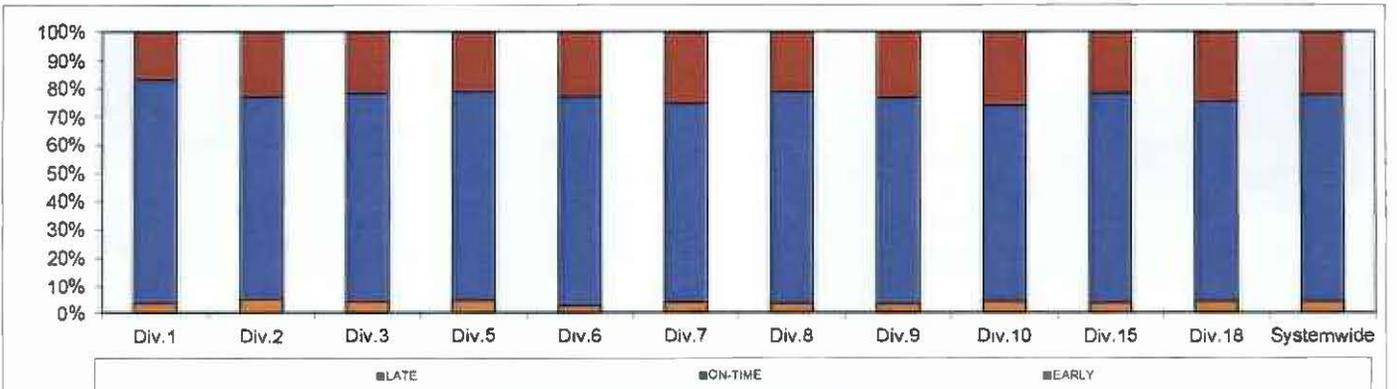
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses) Please note that Rapid Line performance is included in the ISOTP calculation beginning January 2010.

**Calculation:**  $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

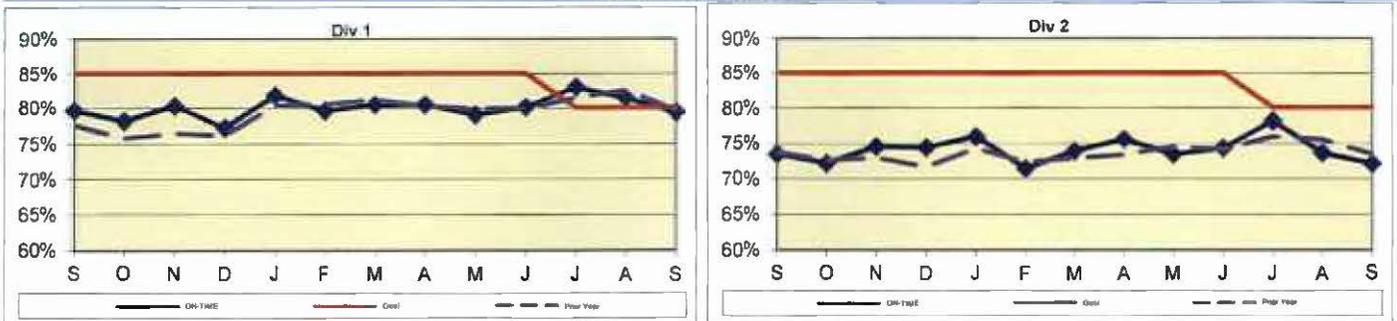
### Systemwide Trend Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



Remaining Above the Goal line is the target.

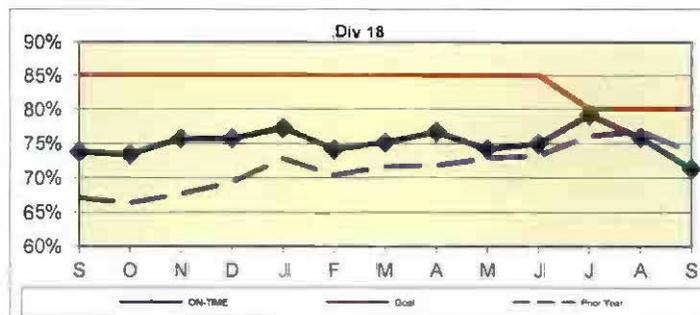
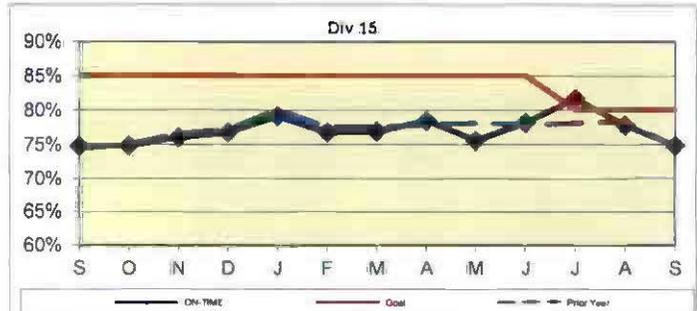
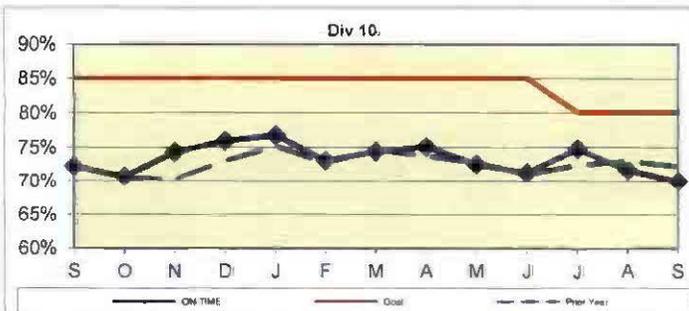
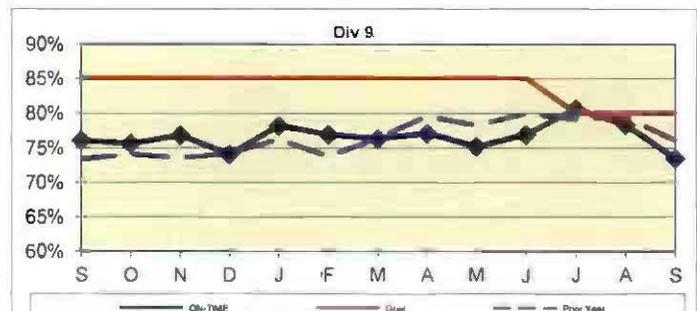
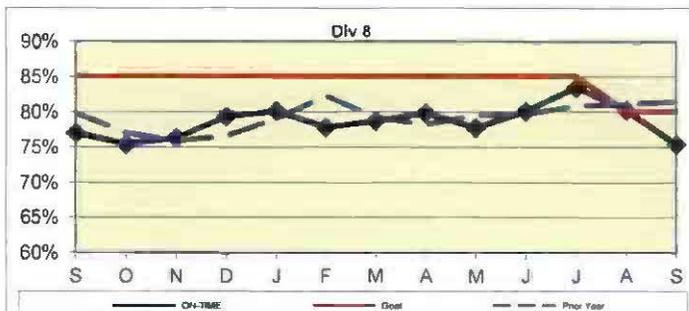
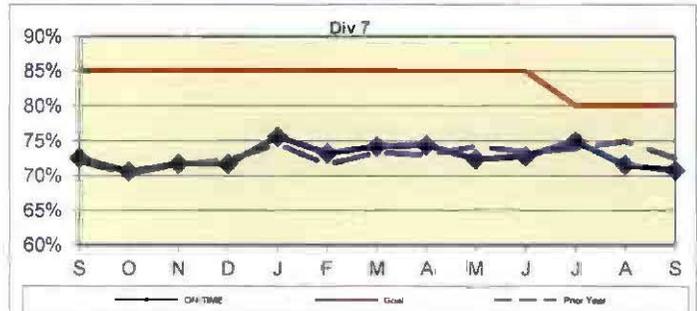
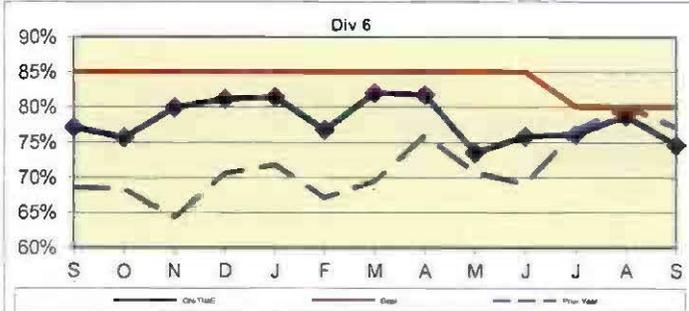
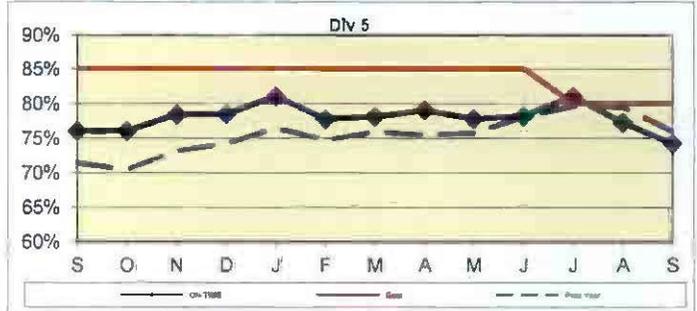
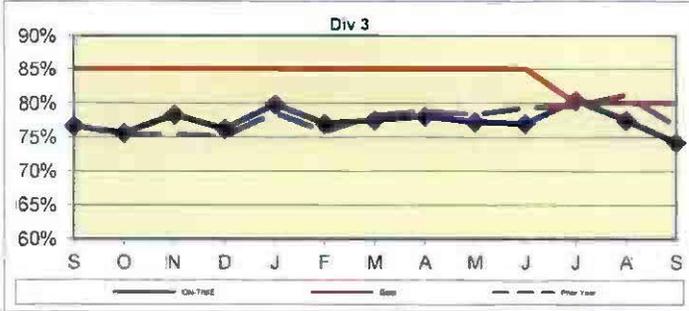


### ISOTP By Division



Remaining Above the Goal line is the target.

Bus Service Performance - Continued



ISOTP By Divisions

Year-to-Date Compared To Last Year

	FY12	FY13-YTD	Variance
<b>Division 1</b>			
Early	3.22%	3.50%	0.28%
On-Time	80.10%	81.29%	1.19%
Late	16.68%	15.20%	-1.47%

<b>Division 2</b>			
Early	4.55%	4.85%	0.30%
On-Time	74.22%	74.59%	0.36%
Late	21.22%	20.56%	-0.66%

<b>Division 3</b>			
Early	3.66%	4.18%	0.52%
On-Time	77.83%	77.39%	-0.44%
Late	18.51%	18.43%	-0.08%

<b>Division 5</b>			
Early	3.67%	4.51%	0.83%
On-Time	78.30%	77.53%	-0.77%
Late	18.03%	17.97%	-0.06%

<b>Division 6</b>			
Early	3.45%	2.45%	-1.00%
On-Time	78.44%	76.54%	-1.90%
Late	18.11%	21.01%	2.90%

<b>Division 7</b>			
Early	4.41%	4.32%	-0.09%
On-Time	73.15%	72.36%	-0.79%
Late	22.44%	23.32%	0.88%

	FY12	FY13-YTD	Variance
<b>Division 8</b>			
Early	2.84%	3.45%	0.61%
On-Time	78.72%	79.69%	0.97%
Late	18.44%	16.86%	-1.58%

<b>Division 9</b>			
Early	3.07%	3.32%	0.25%
On-Time	76.83%	77.51%	0.68%
Late	20.10%	19.17%	-0.93%

<b>Division 10</b>			
Early	3.75%	4.00%	0.25%
On-Time	73.42%	72.14%	-1.28%
Late	22.83%	23.86%	1.03%

<b>Division 15</b>			
Early	3.65%	3.39%	-0.27%
On-Time	76.95%	78.10%	1.14%
Late	19.39%	18.51%	-0.88%

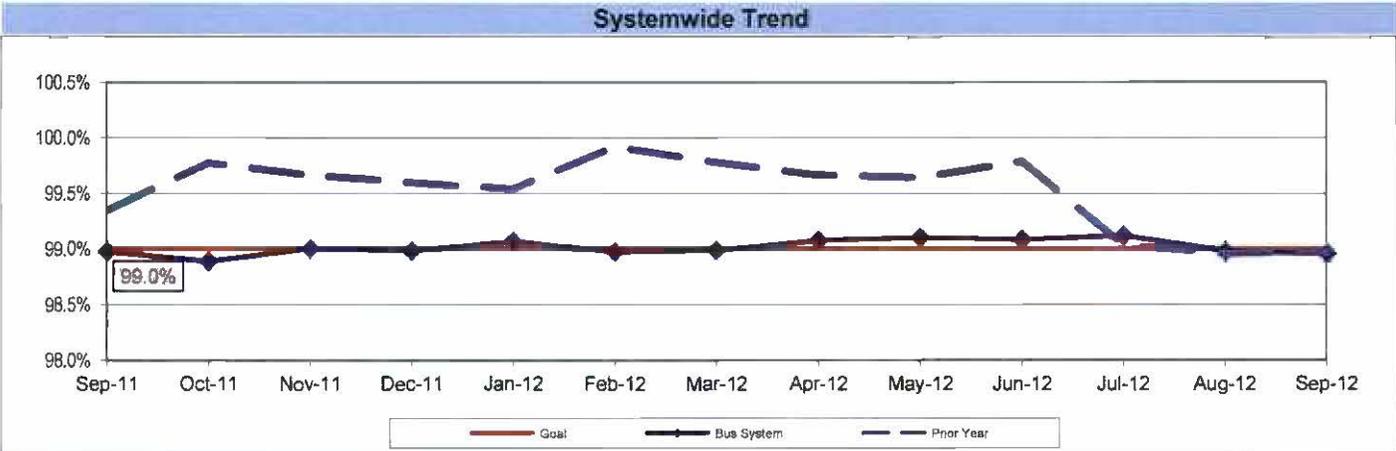
<b>Division 18</b>			
Early	3.29%	3.95%	0.66%
On-Time	75.32%	75.47%	0.15%
Late	21.39%	20.58%	-0.82%

<b>SYSTEMWIDE</b>			
Early	3.58%	3.92%	0.34%
On-Time	76.54%	76.78%	0.24%
Late	19.87%	19.30%	-0.58%

**ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED\***

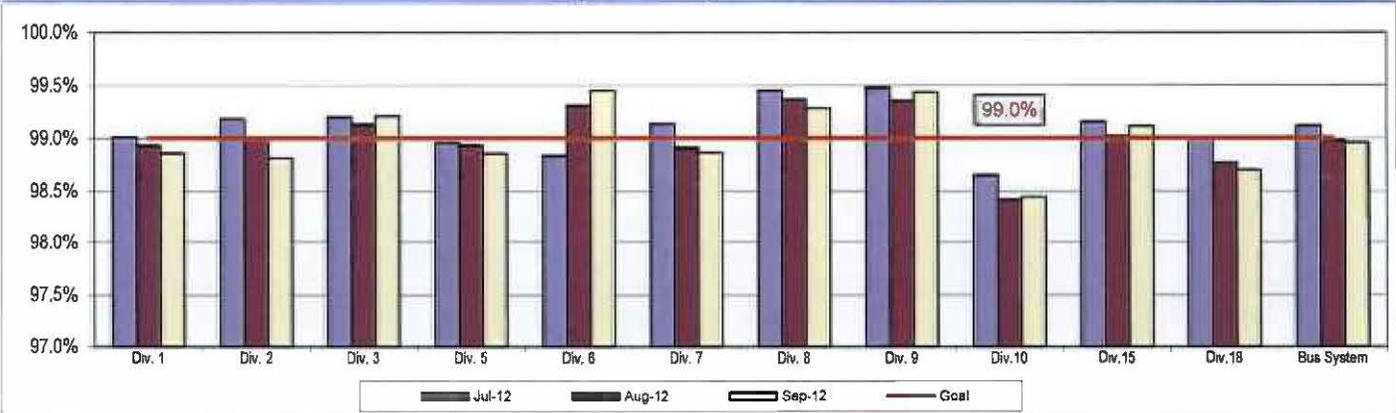
**Definition:** This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary RH service added, Hollywood Bowl and Race Track RH, in addition RH due to overtime offset by cancellations and in-service delays.

**Calculation:**  $SRHD\% = 1 - ((\text{In-Service Delay Revenue Hours plus Cancelled Revenue Hours}) \div (\text{Total Scheduled Service Hours} + \text{Temporary Revenue Hours} + \text{Hollywood Bowl and Race Track Revenue Hours} + \text{In Addition Revenue Hours}))$   
 FY06: Actual Revenue Hours Delivered divided by Scheduled Revenue Hours.



Remaining At the Goal line is the target.

**ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED by Divisions  
July 2012 - September 2012**



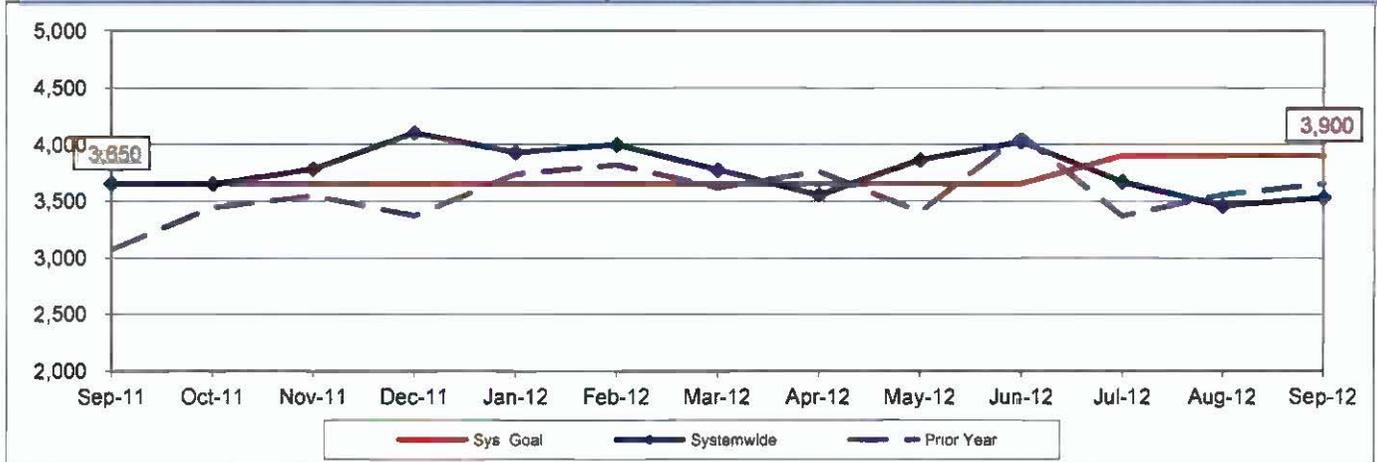
## BUS MAINTENANCE PERFORMANCE

### MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

**Definition:** Average Hub Miles traveled between mechanical problems that result in a bus exchange.

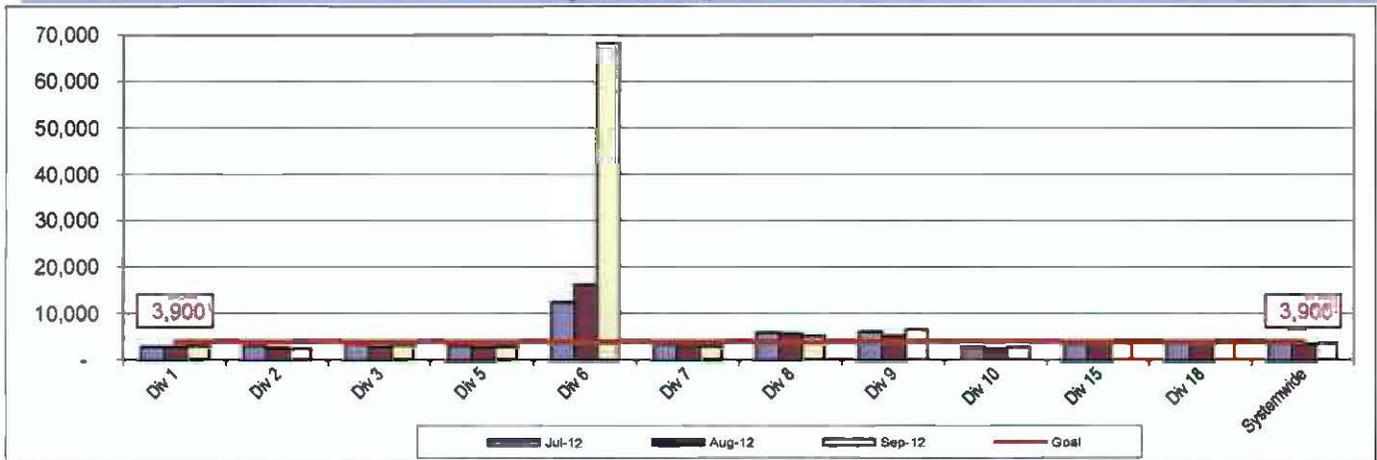
**Calculation:**  $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

#### Systemwide Trend



Remaining Above the Goal line is the target.

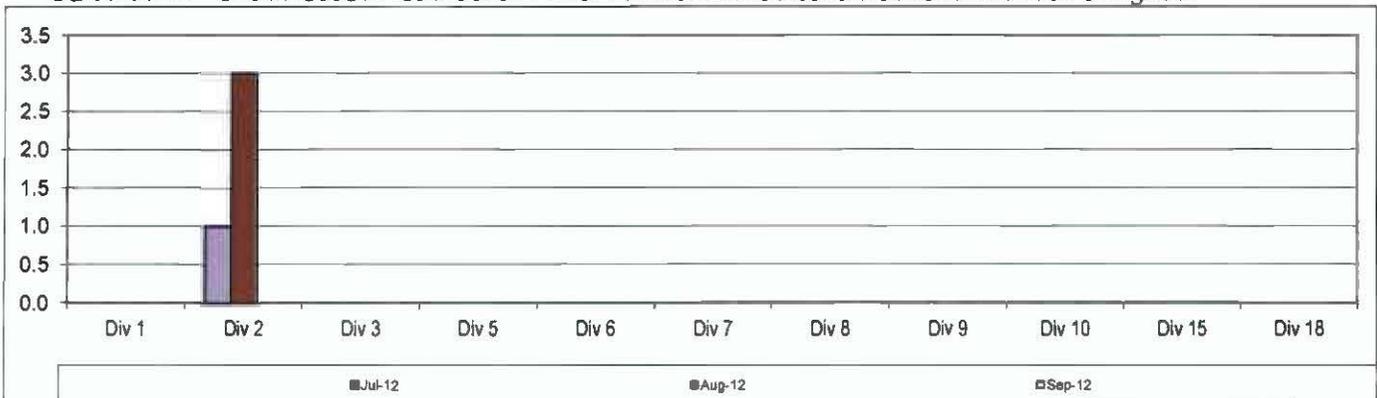
#### MMBMF – Bus Operating Divisions July 2012 - September 2012



#### Unaddressed Road Calls -- Bus Operating Divisions July 2012 - September 2012

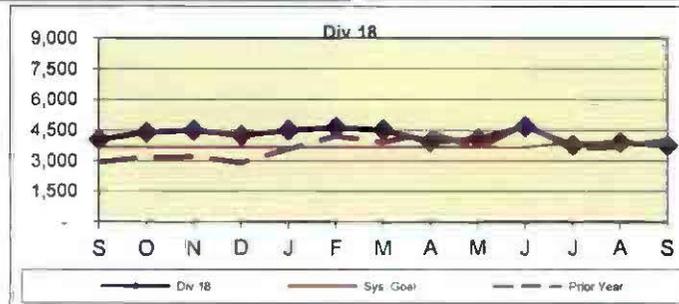
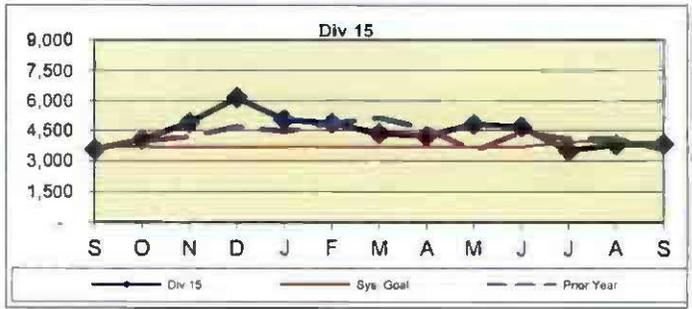
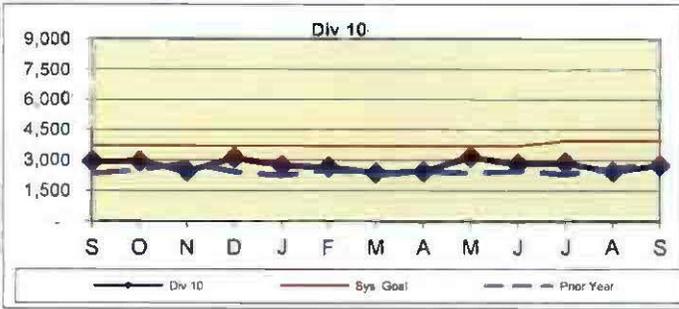
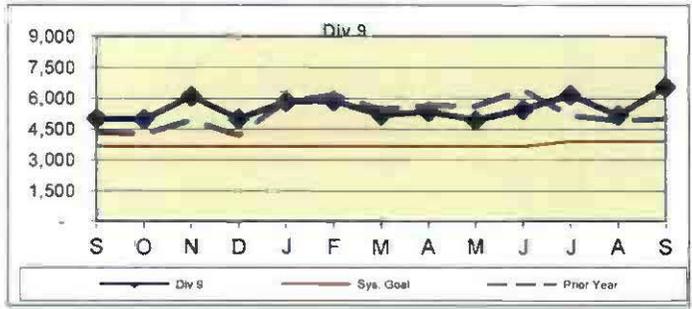
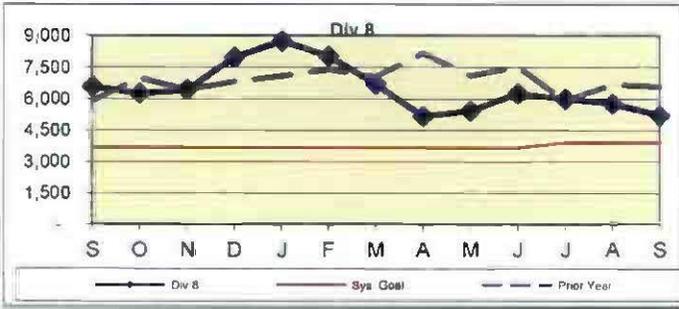
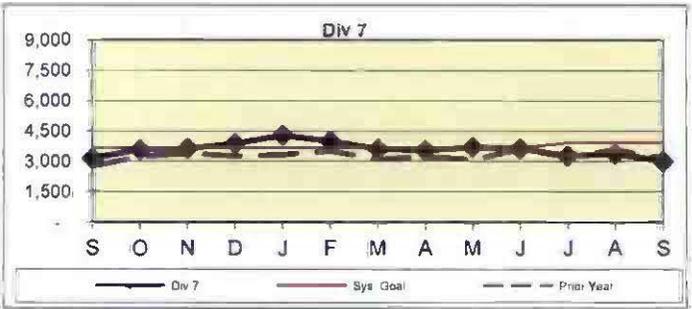
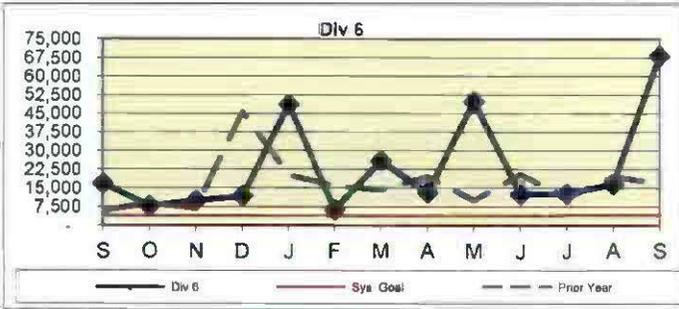
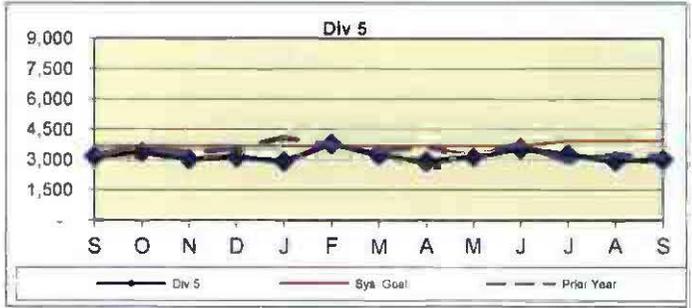
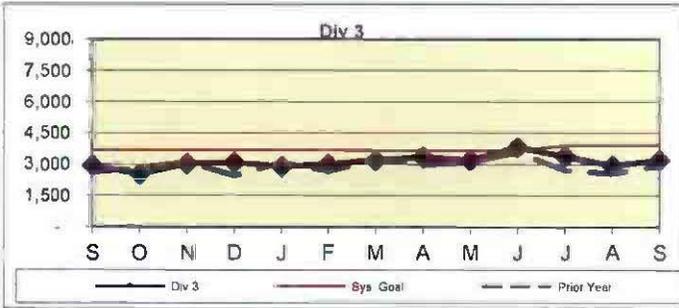
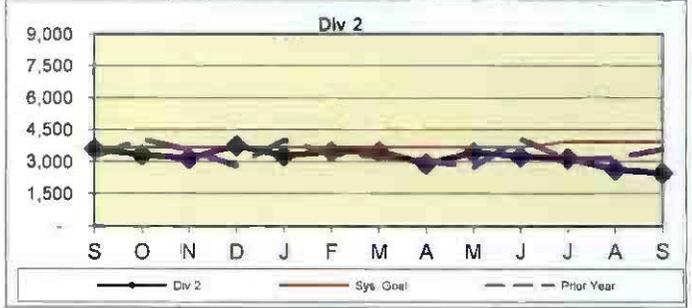
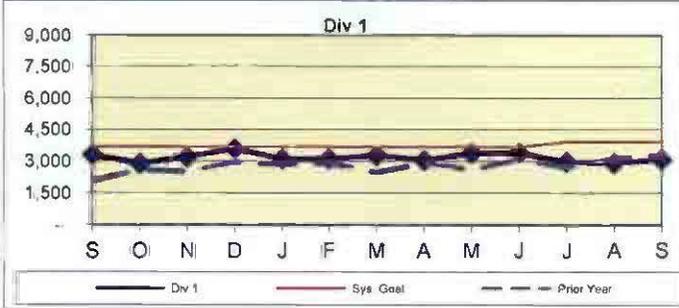
**Definition:** Road calls cannot be counted, per FTA definition, if no one has jobbed on to assign a job code. (Source: M3)

**Calculation:** Unaddressed Road Calls = Total number of road calls that have not been assigned.



Remaining Above the Goal line is the target.

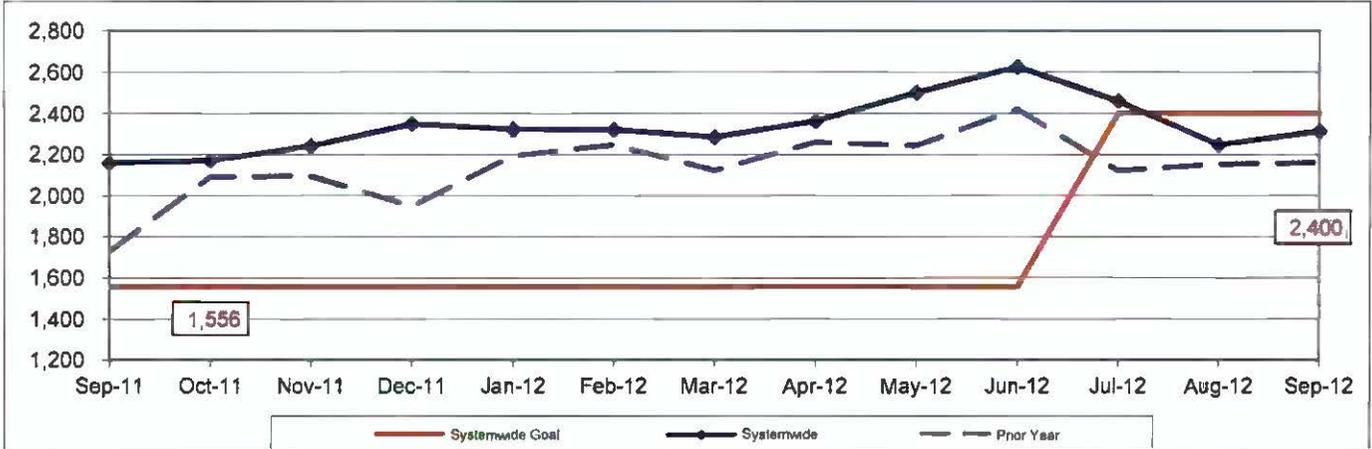
### Bus Maintenance Performance - Continued



## MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

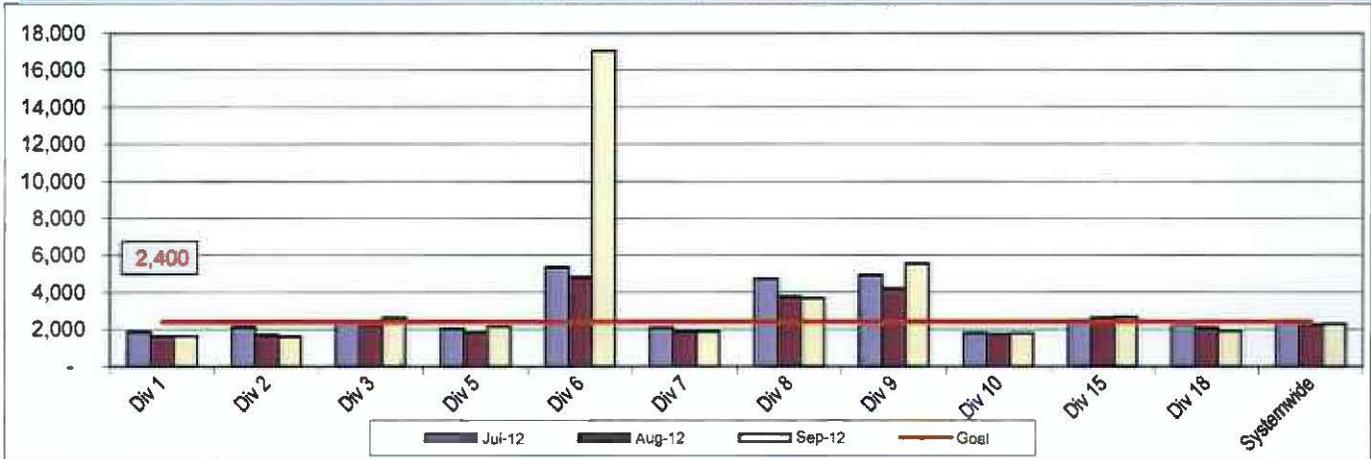
**Definition:** Average Hub Miles traveled between road call problems.  
**Calculation:** MMBTRC = (Total Hub Miles / by Total Road Calls)

### MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

### MMBTRC -- Bus Operating Divisions July 2012 - September 2012



### Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,148	89.50%
Diesel	71	2.96%
Gasoline	59	2.46%
Propane	122	5.08%
Hybrid	0	0.00%
<b>Total</b>	<b>2,400</b>	<b>100.00%</b>

### Average Age of Fleet by Divisions

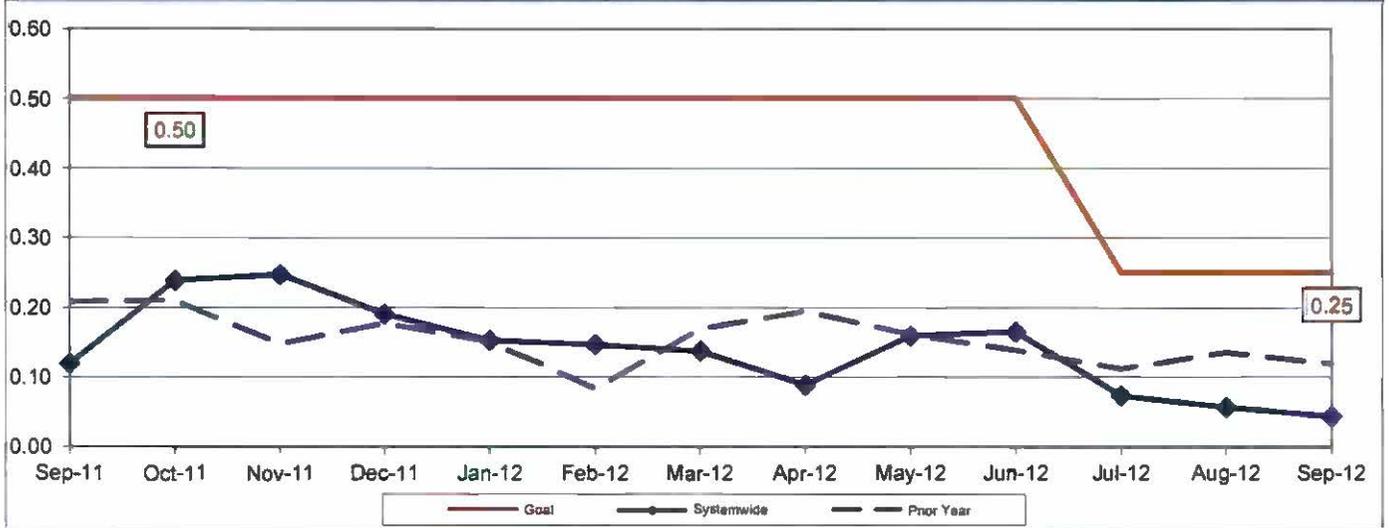
Div 1 9.9	Div 2 11.0	Div 3 11.8	Div 5 10.4	Div 6 3.5	Div 7 10.0
Div 8 5.2	Div 9 9.7	Div 10 8.6	Div 15 6.3	Div 18 5.7	

**PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)**

**Definition:** Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

**Calculation:** Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

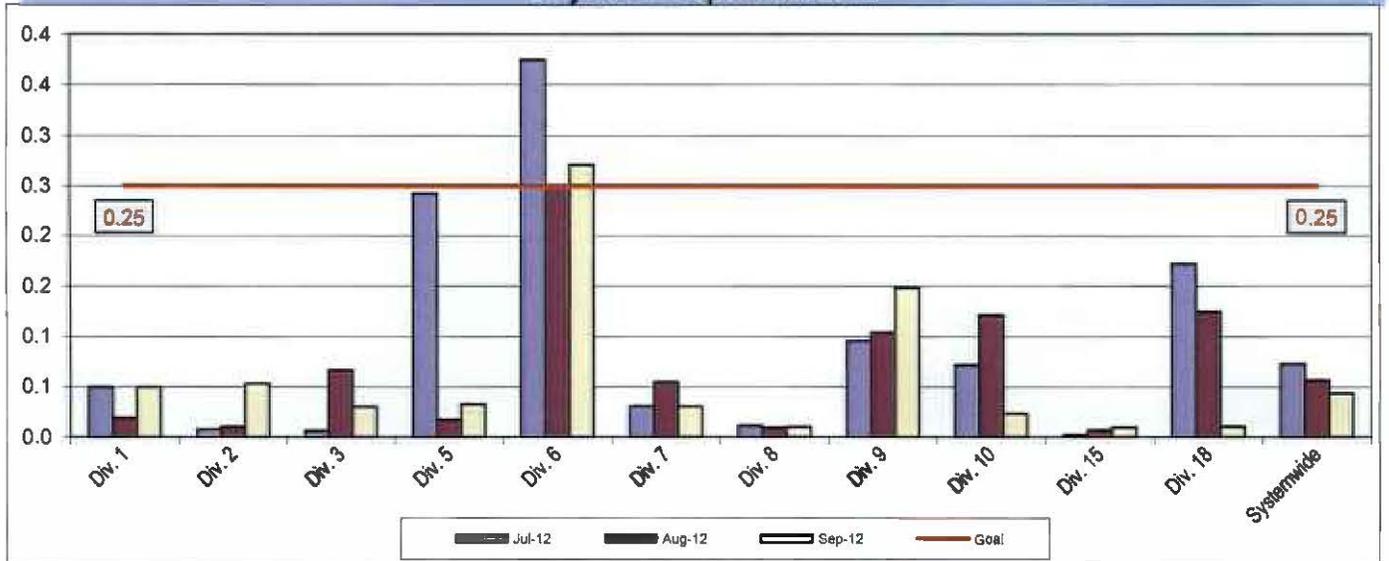
**Systemwide Trend**



Remaining Below the Goal line is the target.

Note: Since July 2004, six divisions (Divisions 1, 2, 3, 8, 9 and 15) have been involved in a pilot project to test extending maintenance critical PMP mileage periodicities. These "extended" mileages have not been officially implemented at this time; therefore, these divisions will appear not to have completed their critical PMP's in current monthly and weekly reports until the program is officially modified systemwide accordingly.

**Past Due Critical PMPs - by Divisions  
July 2012 - September 2012**



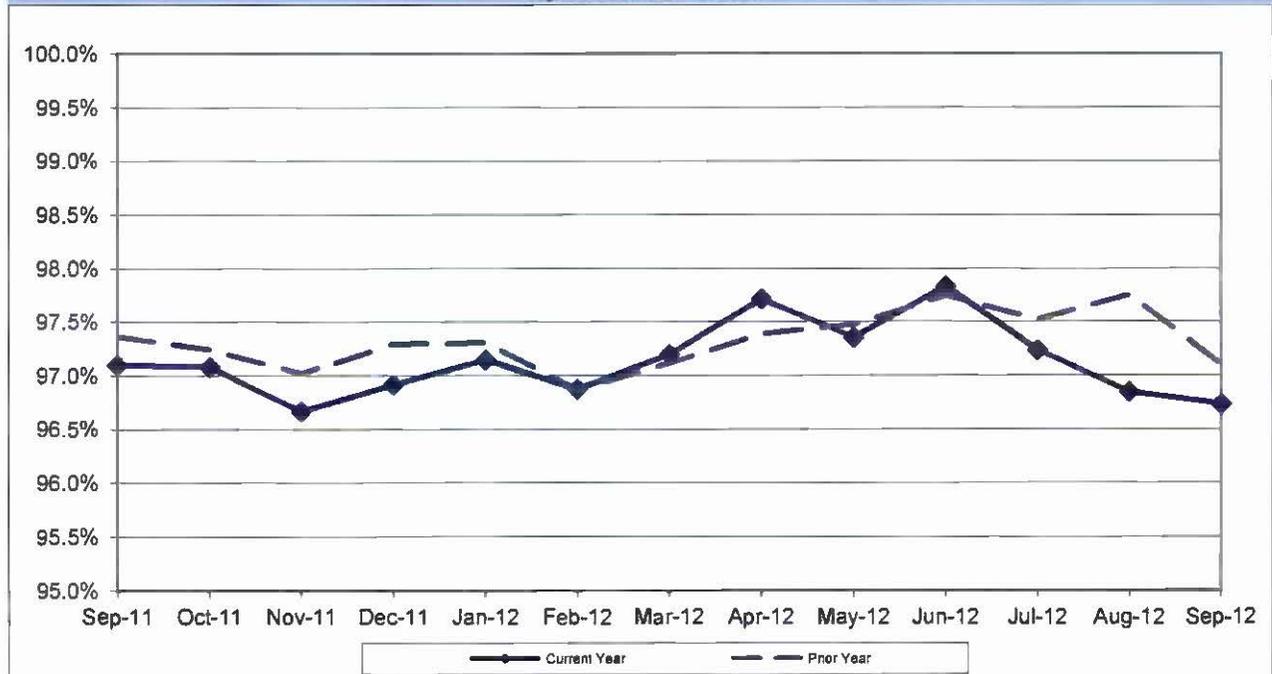
## ATTENDANCE

### MAINTENANCE ATTENDANCE

**Definition:** Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

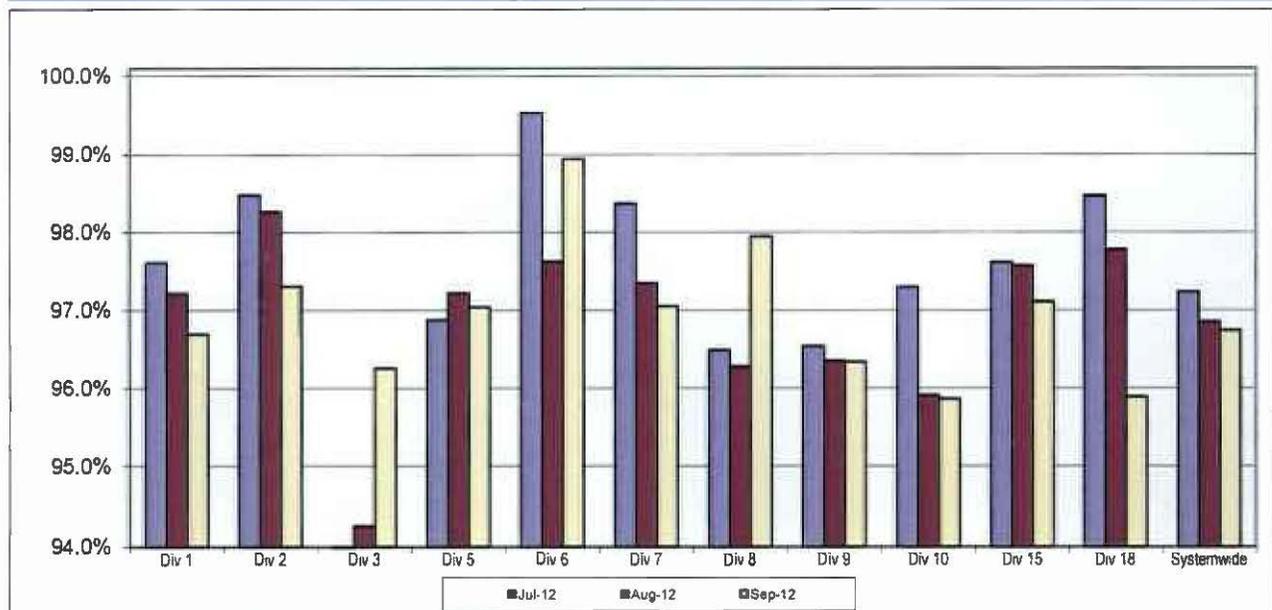
**Calculation:**  $1 - (\text{FTEs absent} / \text{by the total FTEs assigned})$

#### Systemwide Trend



Higher is better.

#### Maintenance Attendance - By Divisions (By Current Month) July 2012 - September 2012

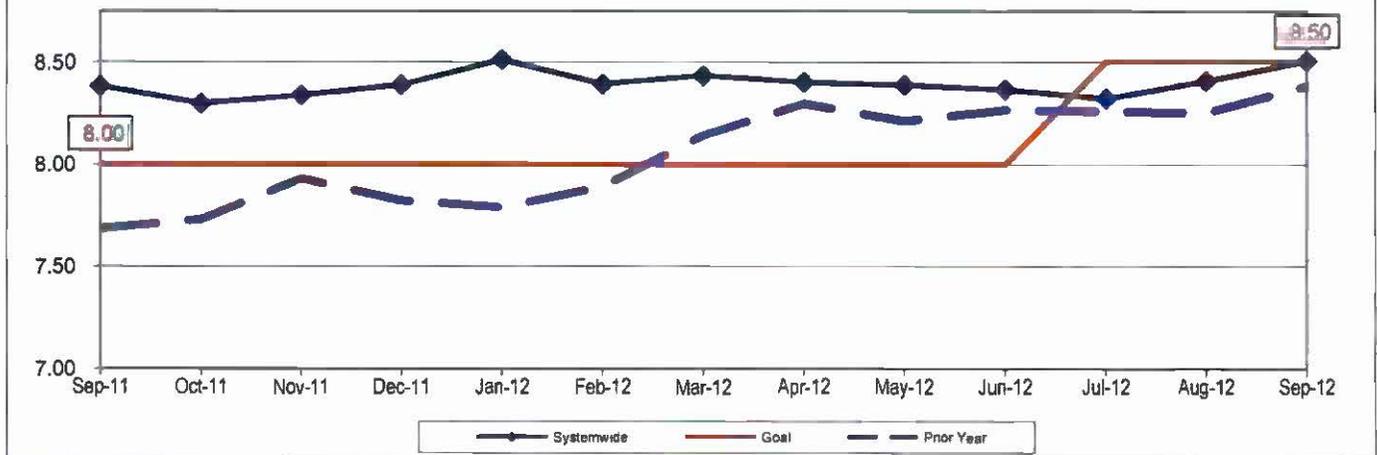


## BUS CLEANLINESS

**Definition:** A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division per time period. Beginning January 2004, they rate the divisions each month. Each of sixteen categories is examined and assigned a point value as follows: 1-3 = Unsatisfactory; 4-7 = Conditional; 8-10 = Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

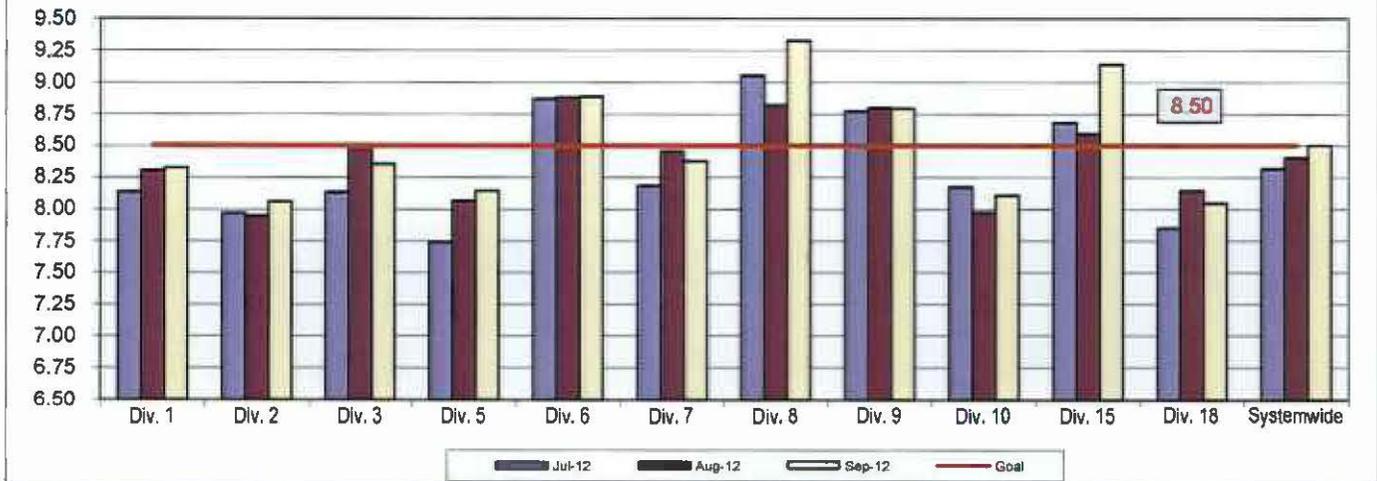
**Calculation:** Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

### Bus Cleanliness - Systemwide

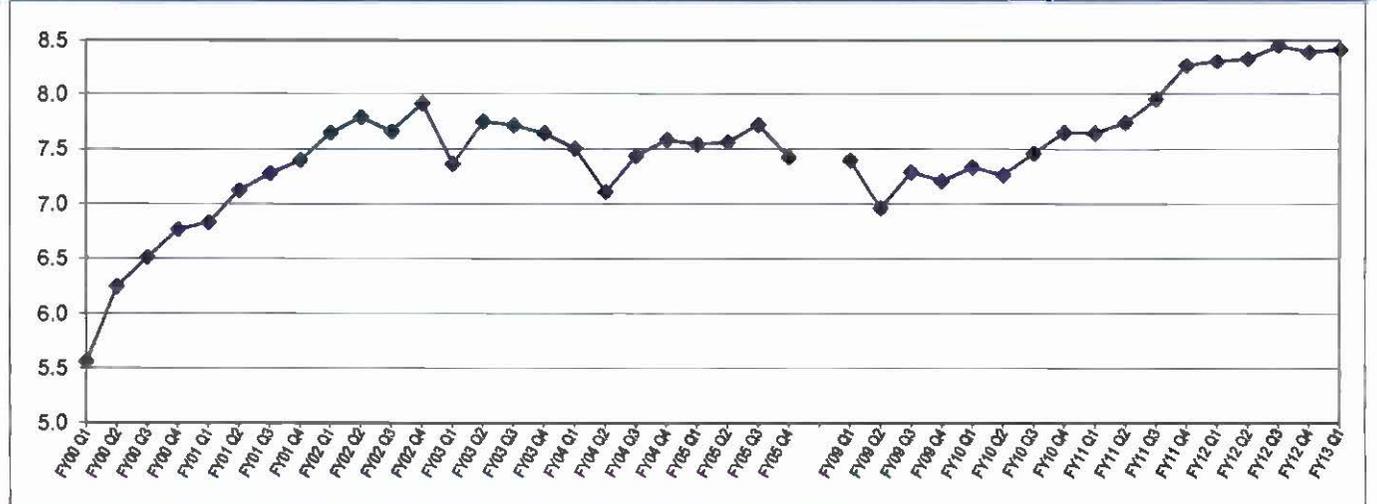


Remaining Above the Goal line is the target.

### Cleanliness by Bus Operating Divisions July 2012 - September 2012



### Quarterly Systemwide Bus Cleanliness FY01 Q1 - FY12 Q4

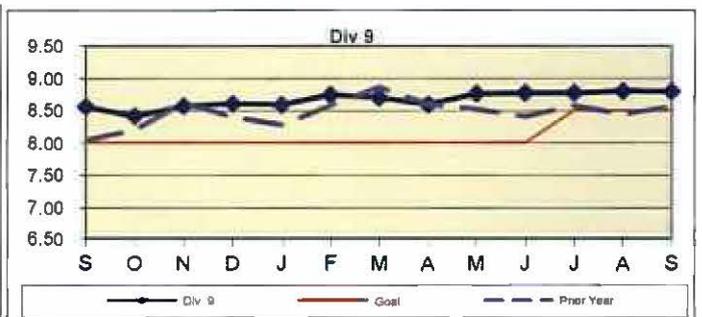
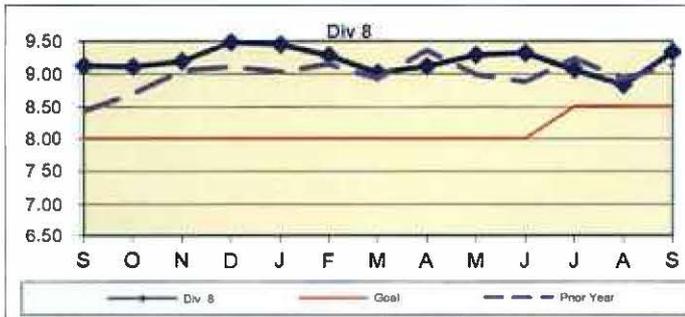
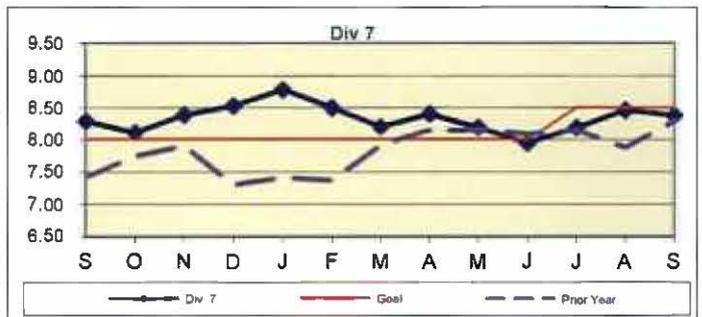
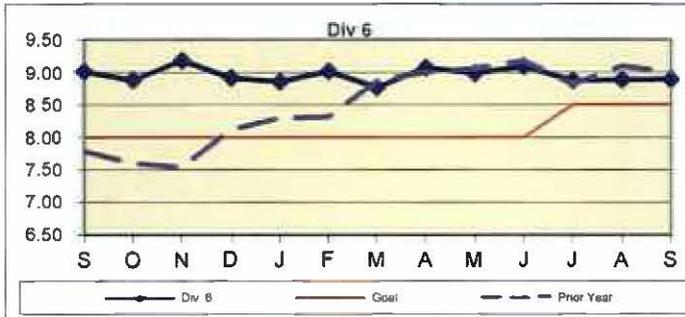
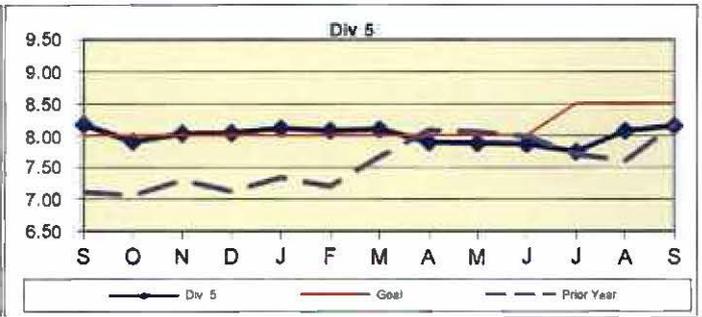
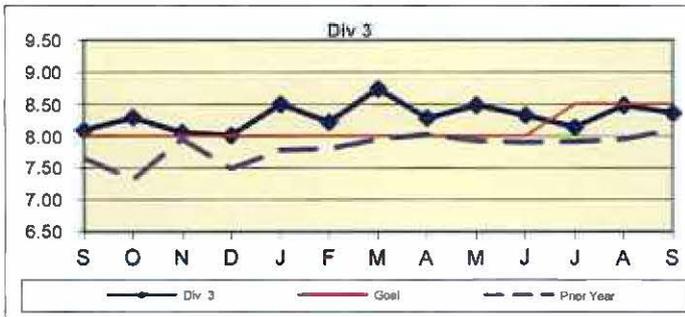
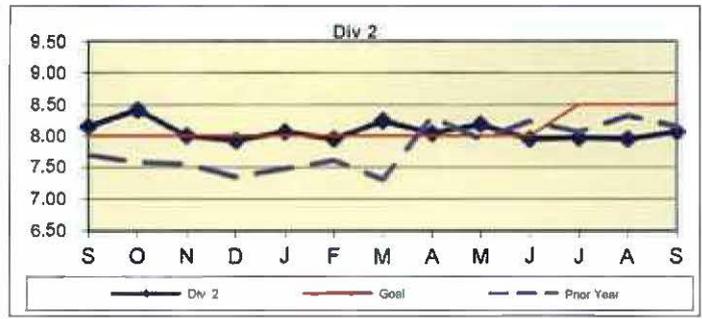
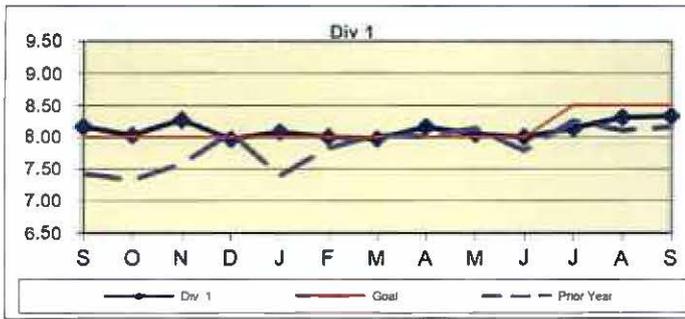


Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

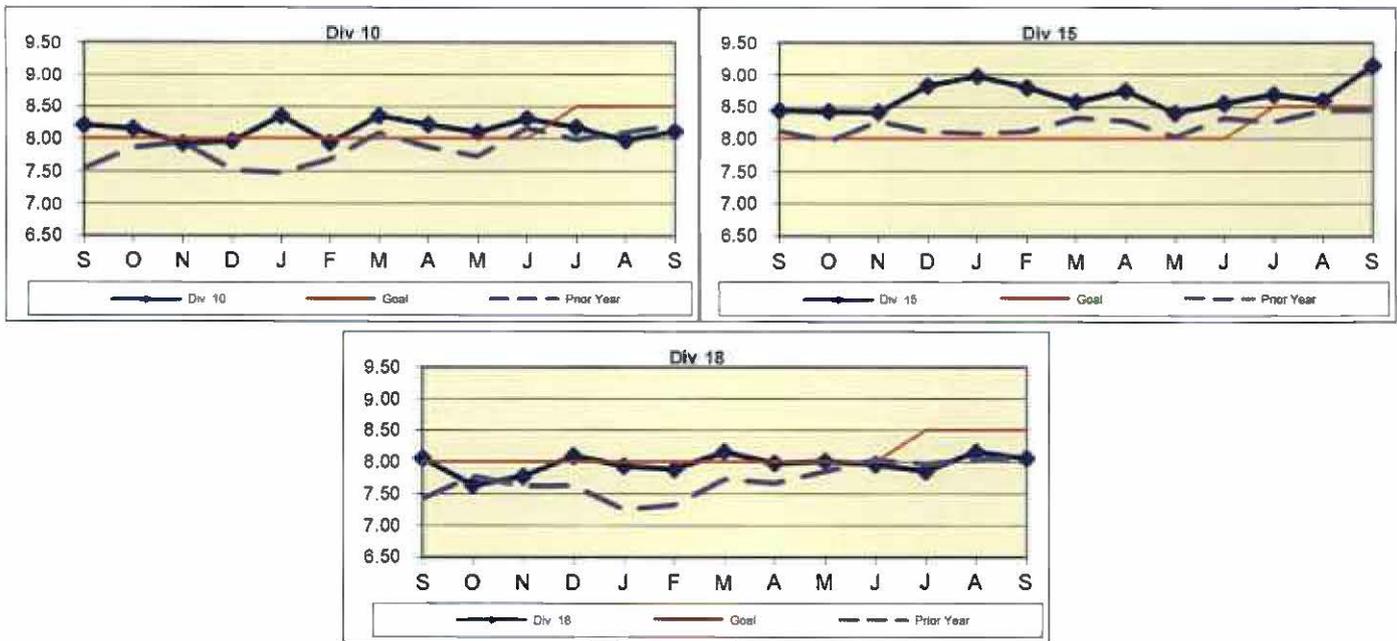
Remaining Above the Goal line is the target.

### BUS CLEANLINESS - Continued



Remaining Above the Goal line is the target.

### BUS CLEANLINESS - Continued



## Metro Rail Scorecard Overview

Metro Rail operates heavy rail lines, Metro 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 Rail operates three light rail lines: 1. Metro Blue Line from downtown to Long Beach; 2. Metro Green Line along the 105 freeway; and 3. Metro Gold Line from Pasadena and East Los Angeles. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million passengers boarding each year.

This report gives a brief overview of Metro Rail operations:

- \* On-Time Pullout Percentage.
- \* Mean Miles Between Chargeable Mechanical Failures (MMBMF).
- \* In-Service On-Time Performance.
- \* Traffic Accidents per 100,000 Train Miles.
- \* Complaints per 100,000 Boardings.

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Jul Month	Jul Month	Sep Month
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	8.54	9.73	8.18	7.36	Aug YTD 12.67	◊	Jun 7.95	Jul 11.31	Aug 13.96
<b>Metro Red Line (MRL)</b>									
On-Time Pullouts	99.55%	99.86%	99.60%	99.00%	99.30%	●	99.34%	98.90%	99.61%
Mean Miles Between Chargeable Mechanical Failures	38,771	34,194	35,939	36,000	60,312	●	45,141	69,761	75,521
In-Service On-time Performance	99.54%	99.69%	99.45%	98.00%	99.61%	●	99.30%	99.70%	99.84%
Traffic Accidents Per 100,000 Train Miles	0.00	0.29	0.00	0.06	0.25	■	0.00	0.00	0.77
Complaints per 100,000 Boardings **	0.41	0.51	0.56	0.56	0.68	◊	0.93	0.85	0.26
<i>** Beginning in Sept., only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
<b>Metro Blue Line (MBL)</b>									
On-Time Pullouts	99.71%	99.10%	99.48%	98.00%	98.75%	●	99.19%	98.76%	98.29%
Mean Miles Between Chargeable Mechanical Failures	20,830	14,194	13,940	15,000	13,678	◊	13,208	18,905	10,884
In-Service On-time Performance	98.81%	99.11%	98.31%	98.00%	96.62%	◊	97.53%	96.37%	95.61%
Traffic Accidents Per 100,000 Train Miles	1.45	1.76	1.35	1.35	1.30	●	0.45	2.20	2.20
Complaints per 100,000 Boardings **	0.80	0.81	1.22	1.08	1.55	◊	1.72	2.04	0.86
<i>* At this time Expo Mechanical Failures and Pull Outs cannot be separated from Blue Line so they are reported combined for reporting purposes in Blue Line.</i>									
<i>** Beginning in Sept., only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
<b>Metro Expo Line (MEXL)</b>									
On-Time Pullouts (Expo Pull Outs are Included in Blue Line Pull Outs)									
Mean Miles Between Chargeable Mechanical Failures (Expo MMBCMF are Included in Blue Line MMBCMF)									
In-Service On-time Performance				98.00%	98.14%	●			98.14%
Traffic Accidents Per 100,000 Train Miles				1.35	0.00	●			0.00
Complaints per 100,000 Boardings **				1.08	1.21	◊			1.21
<i>* At this time Expo Mechanical Failures and Pull Outs cannot be separated from Blue Line so they are reported combined for reporting purposes in Blue Line.</i>									
<i>** Beginning in Sept., only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
<b>Metro Green Line (MGL)</b>									
On-Time Pullouts	99.89%	99.85%	99.87%	98.00%	99.75%	●	100.00%	100.00%	99.22%
Mean Miles Between Chargeable Mechanical Failures	13,599	11,831	14,708	16,000	14,084	◊	20,737	16,604	9,368
In-Service On-time Performance	99.26%	99.50%	98.86%	98.00%	97.86%	◊	97.92%	97.86%	97.81%
Traffic Accidents Per 100,000 Train Miles	0.00	0.07	0.07	0.06	0.28	■	0.83	0.00	0.00
Complaints per 100,000 Boardings **	0.76	1.13	1.06	1.01	1.18	■	1.25	1.64	0.62
<i>** Beginning in Sept., only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
<b>Metro Gold Line (MGL)</b>									
On-Time Pullouts	99.86%	99.99%	100.00%	98.00%	99.89%	●	99.86%	100.00%	99.85%
Mean Miles Between Chargeable Mechanical Failures	16,151	21,097	18,017	23,000	22,117	●	25,202	17,066	27,667
In-Service On-time Performance	99.12%	99.58%	98.68%	98.00%	98.92%	●	99.07%	98.22%	99.35%
Traffic Accidents Per 100,000 Train Miles	0.82	0.61	0.42	0.41	0.23	●	0.00	0.67	0.00
Complaints per 100,000 Boardings **	1.68	1.22	1.21	1.19	1.58	◊	2.07	1.78	0.79
<i>** Beginning in Sept., only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									

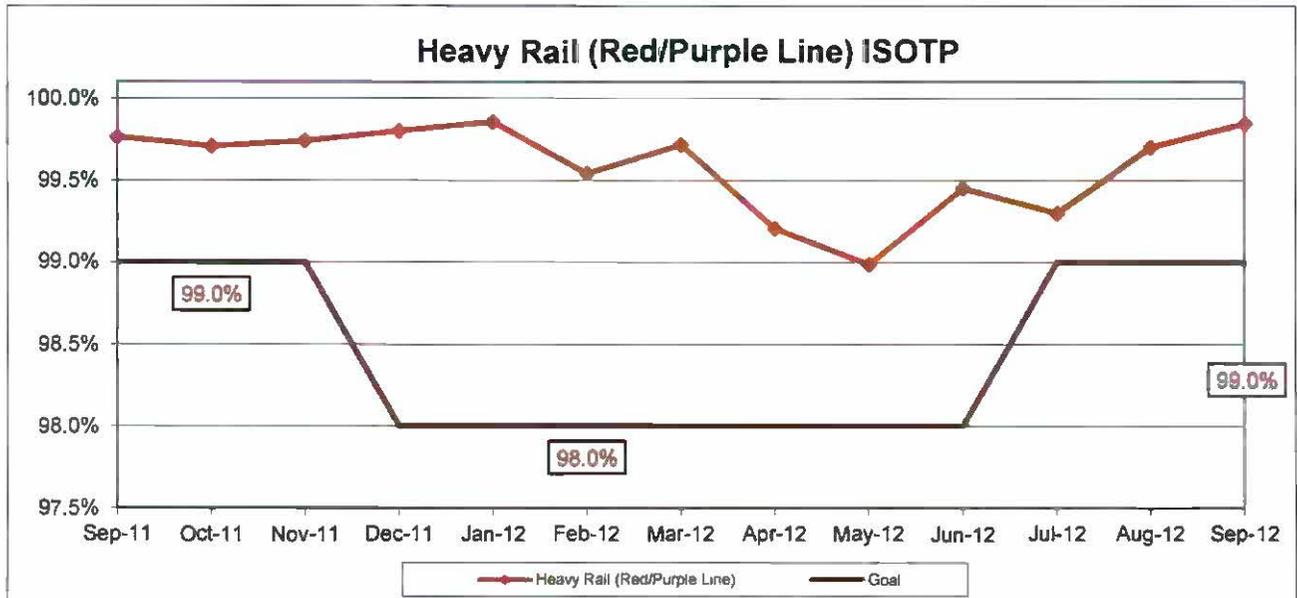
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- ◊ Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70-- 99%.
- Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

## RAIL SERVICE PERFORMANCE

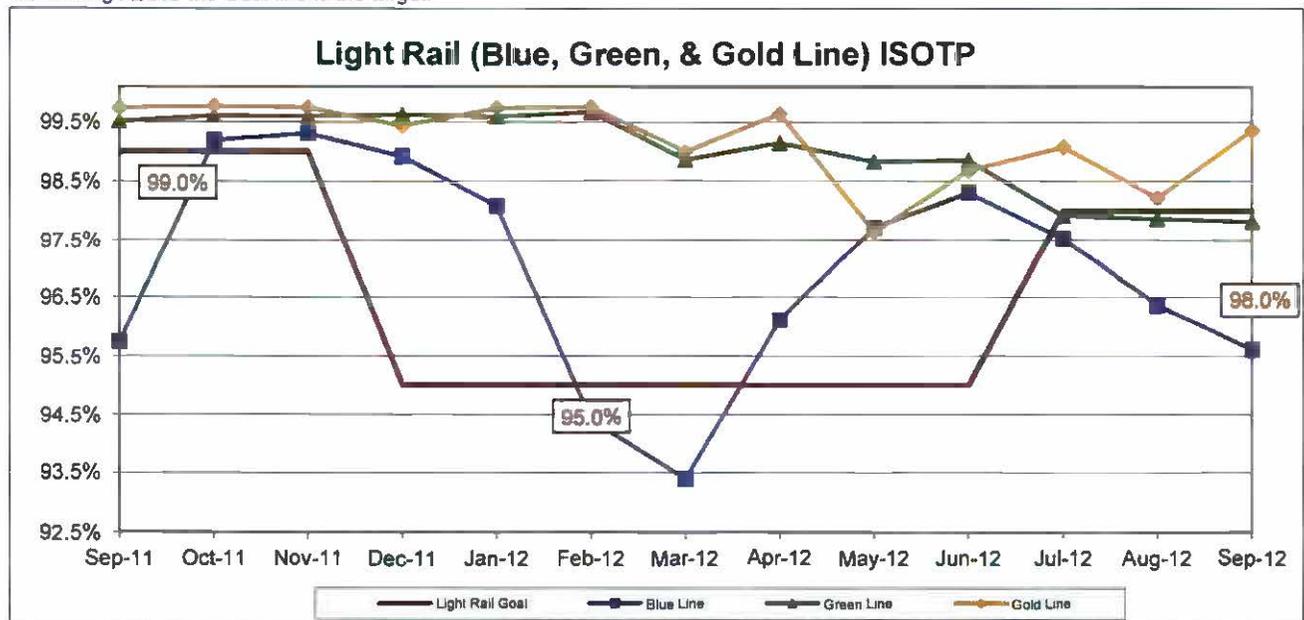
### IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

**Definition:** In-Service On-Time Performance measures the percentage of trains leaving all timecheck points on any run no earlier than thirty seconds, nor later than 5 minutes of the scheduled time. The higher the number, the more reliable the service.

**Calculation:** ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]



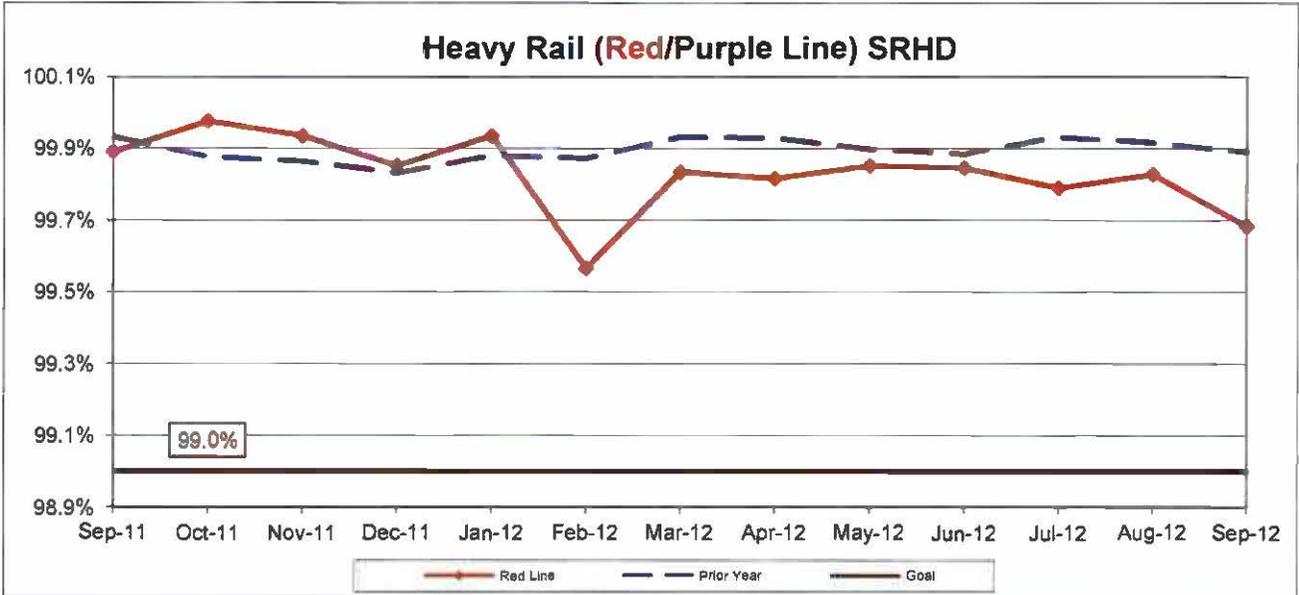
Remaining Above the Goal line is the target.



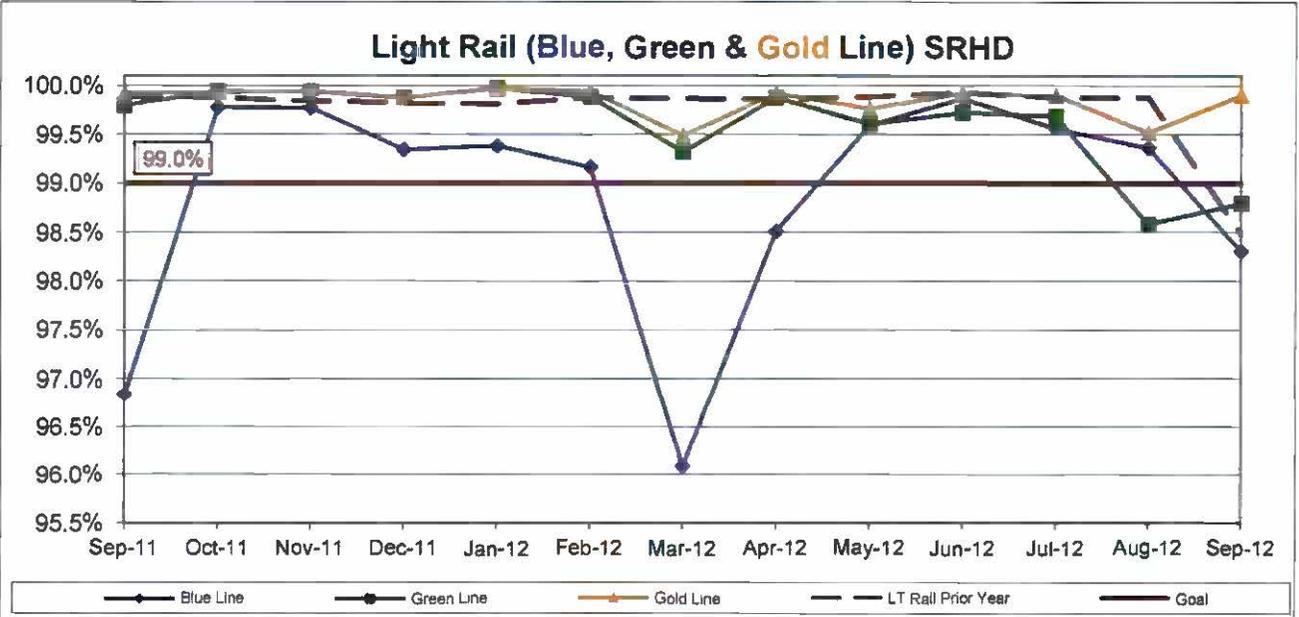
**Scheduled Revenue Hours Delivered (SRHD) by Rail Line**

**Definition:** This performance indicator measures the percentage of scheduled Revenue Service Hours delivered after subtracting cancellations, outlates and in-service delays.

**Calculation:**  $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Remaining At the Goal line is the target.

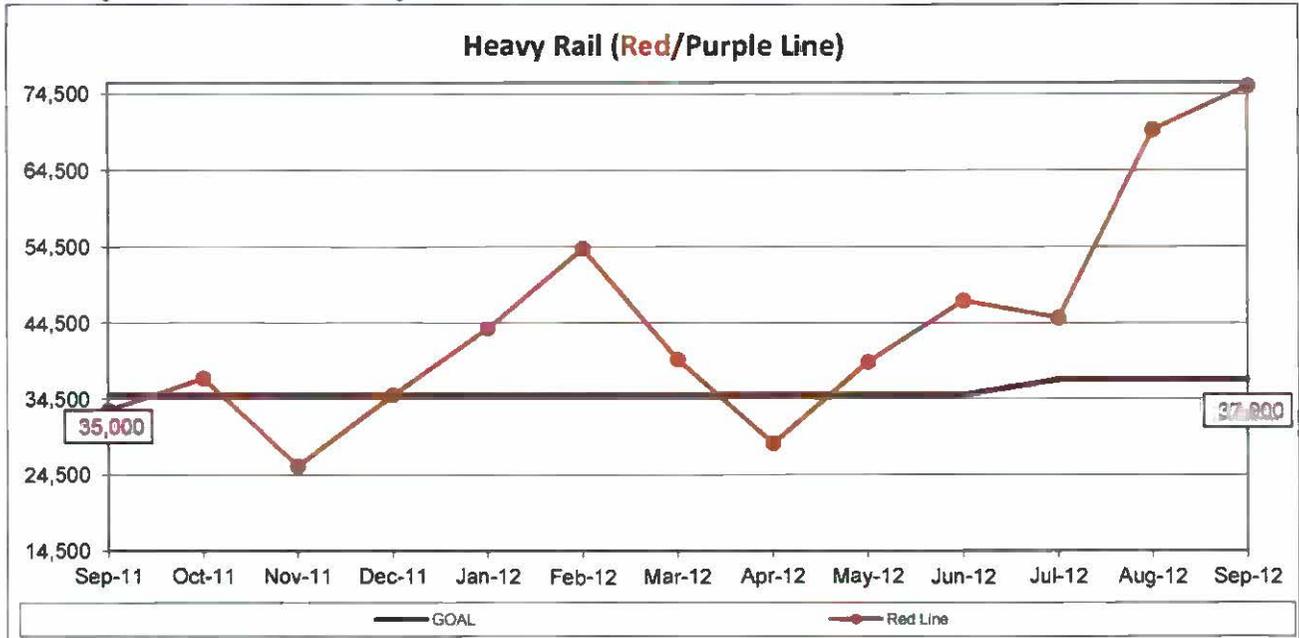


**Mean Miles Between Chargeable Mechanical Failures**

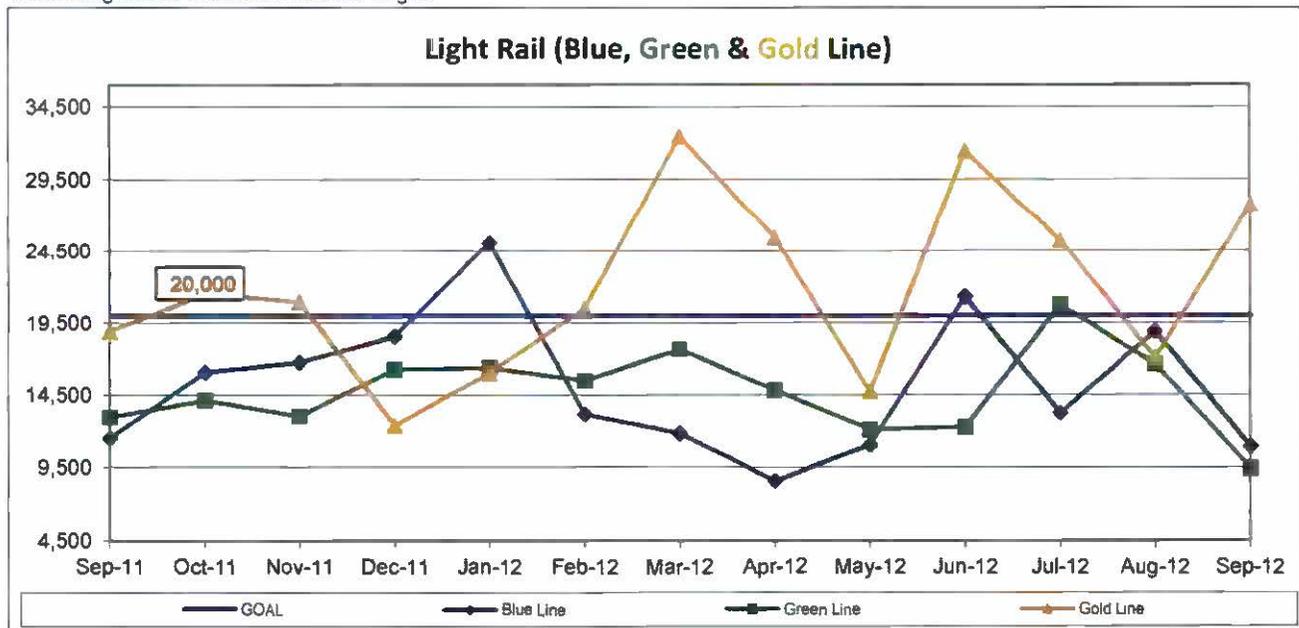
**Definition:** Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled revenue trip.

**Calculation:**  $MVMBRVF = \text{Total Vehicle Miles} / \text{Revenue Vehicle Systems Failures}$

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.



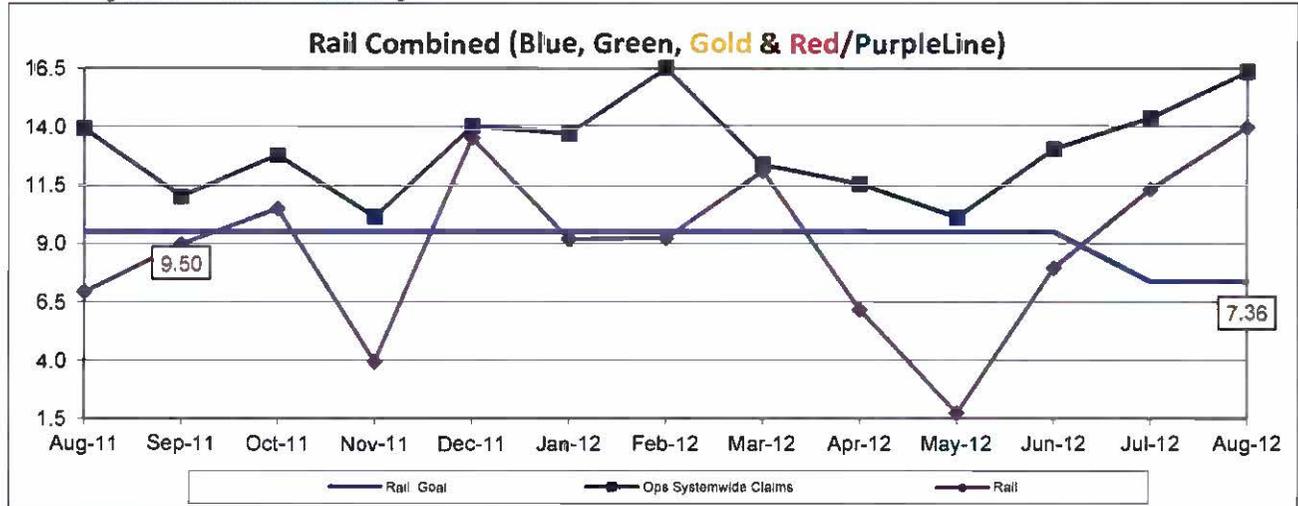
**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS**

**Definition:** Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

**Calculation:** New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

One month lag in reporting.

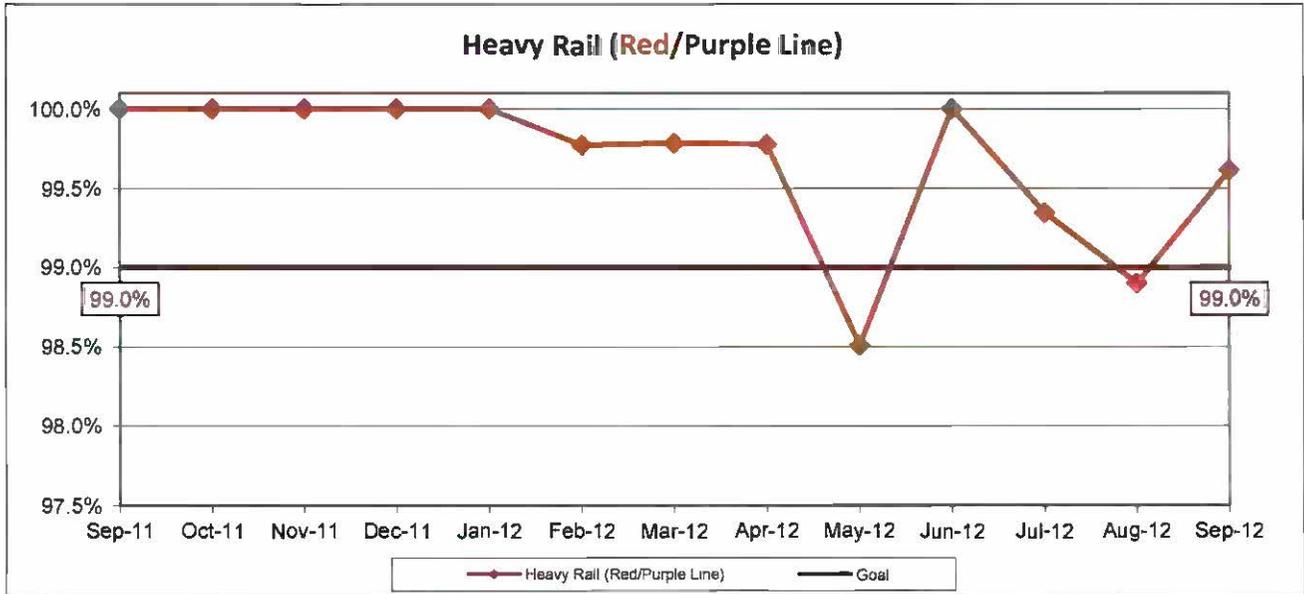
Remaining Below the Goal line is the target.



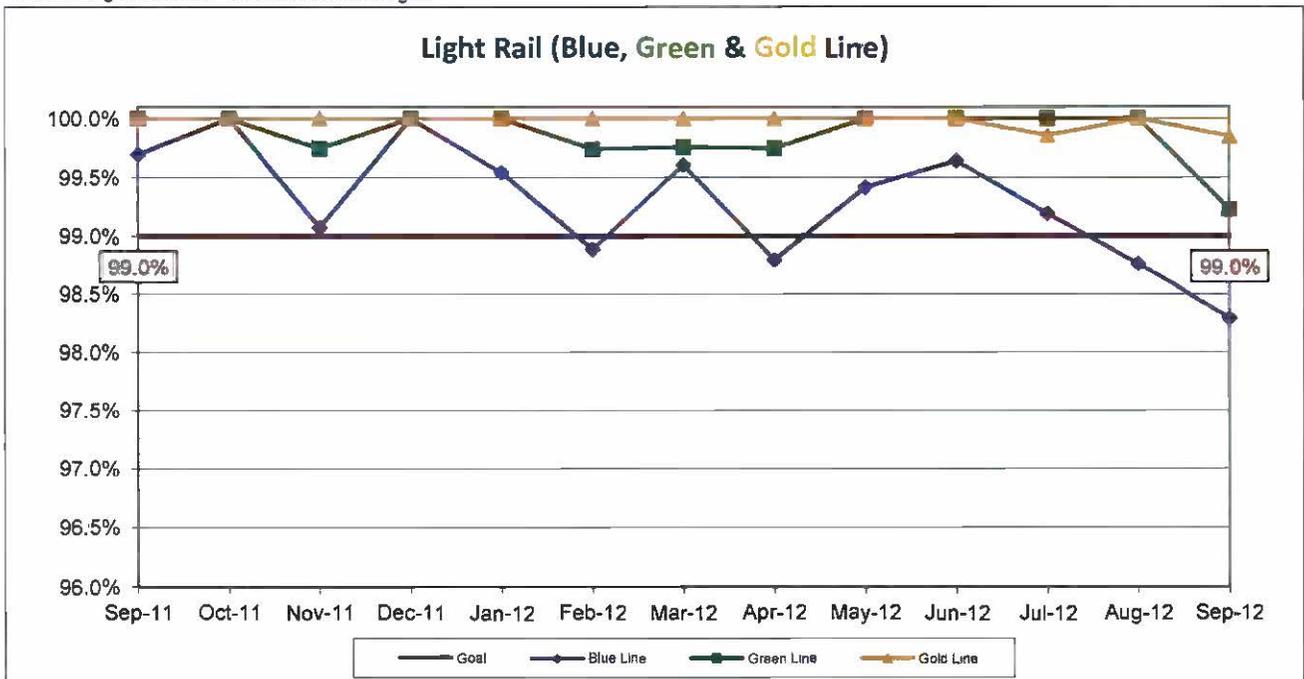
**ON-TIME PULLOUTS (OTP)**

**Definition:** On-time Pullouts measures the percentage of trains leaving the yard within ninety seconds of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:**  $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{by Total scheduled pullouts}) \times 100]$



Remaining Above the Goal line is the target.



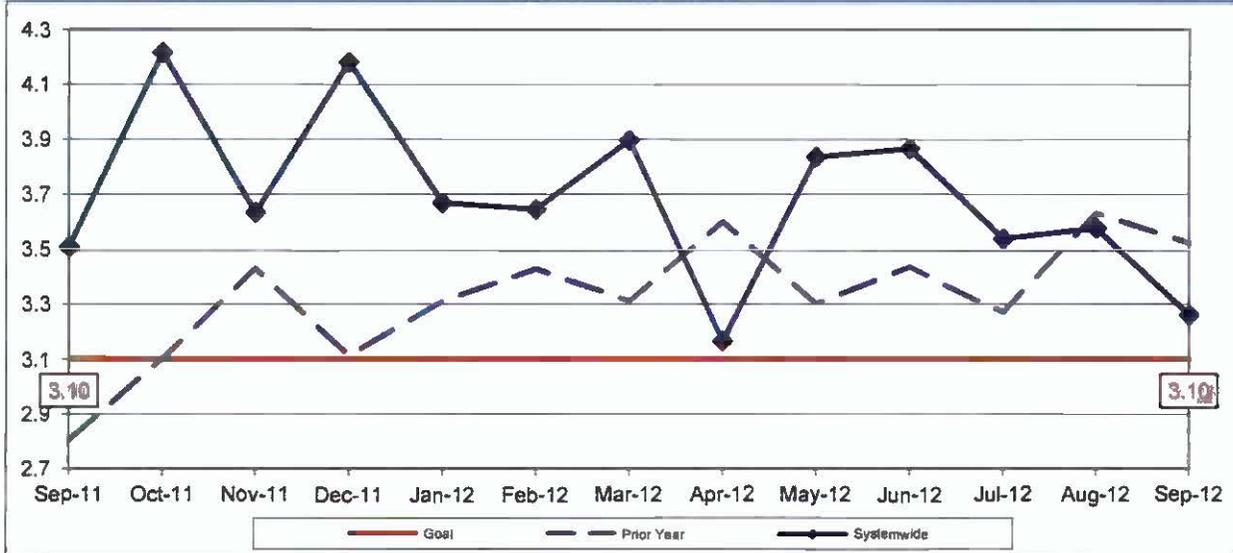
## SAFETY PERFORMANCE

### BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

**Definition:** Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.

**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

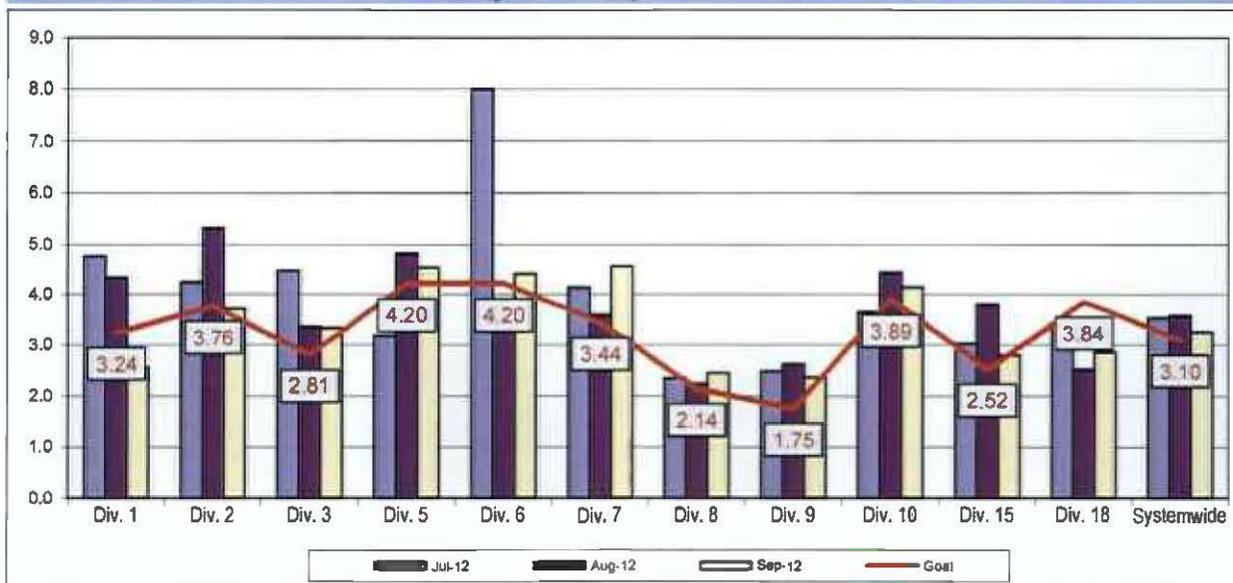
#### Systemwide Trend



**Note:** The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

Remaining Below the Goal line is the target.

### Bus Operating Divisions - by Divisions July 2012 - September 2012

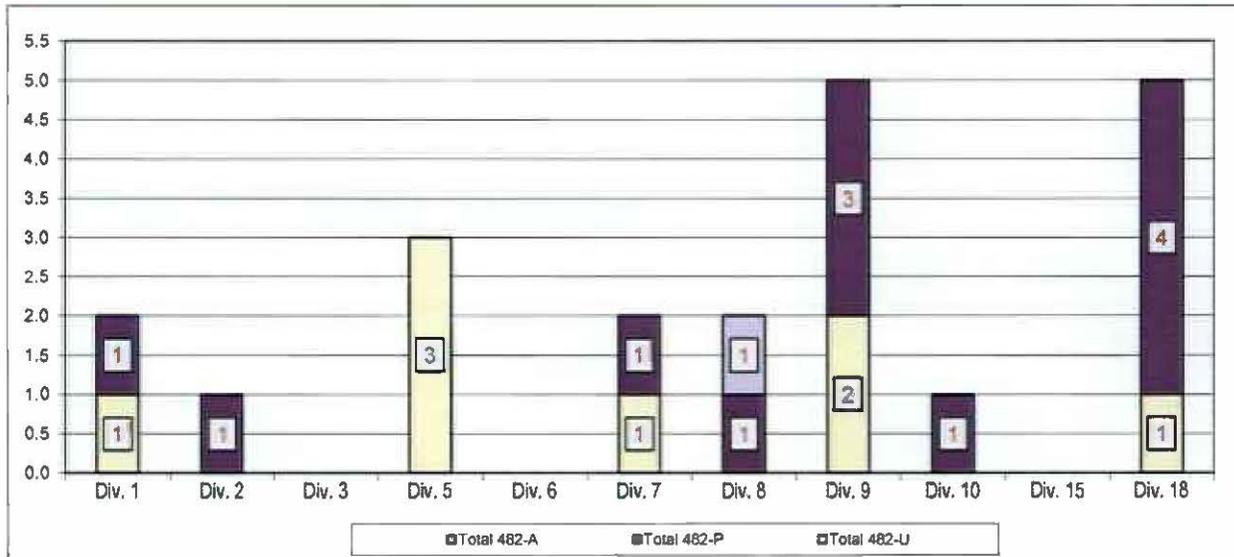


**Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions**

**Definition:** Number of accidents that are coded 482 "alleged" accidents in prior 13 months and the accident determination as avoidable (A), pending investigation (P) or unavoidable (U).

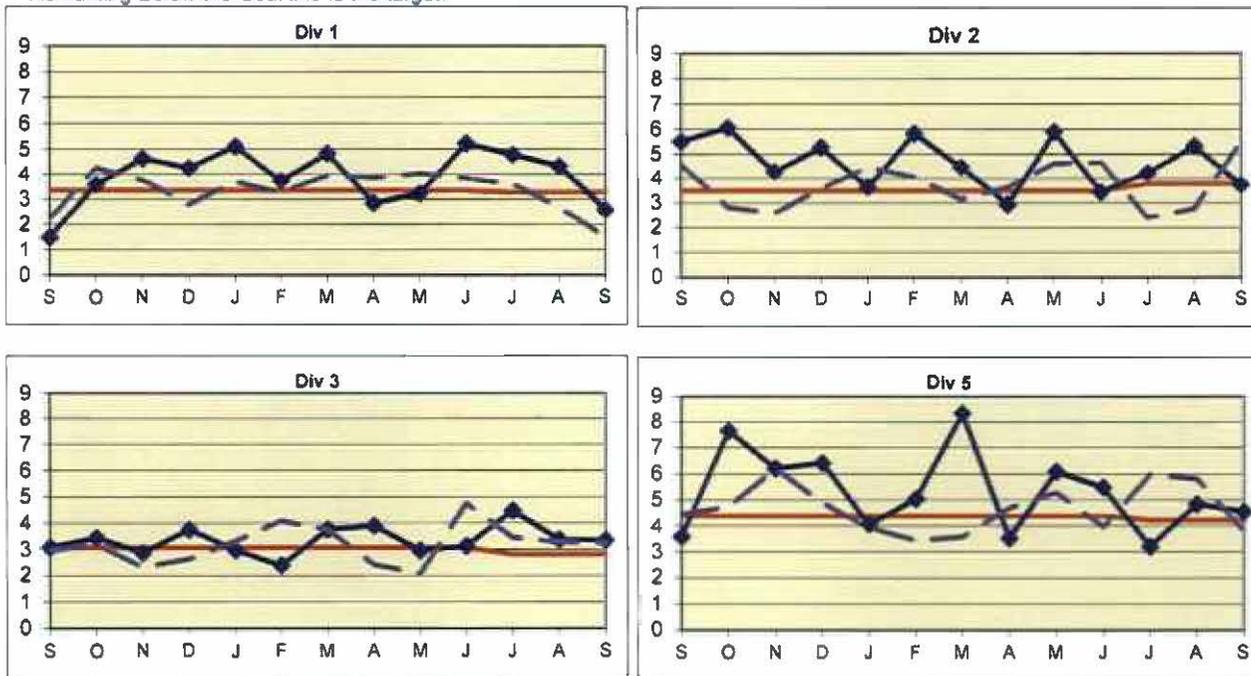
**Calculation:** Number of accidents in prior 13 months coded 482 "alleged" in the categories of A, P or U.

NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision



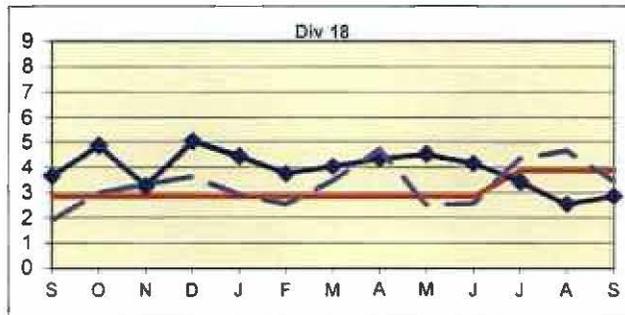
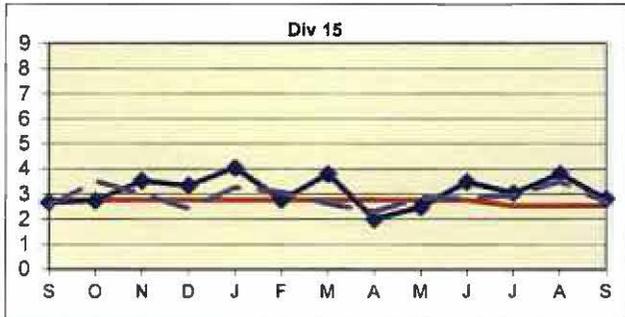
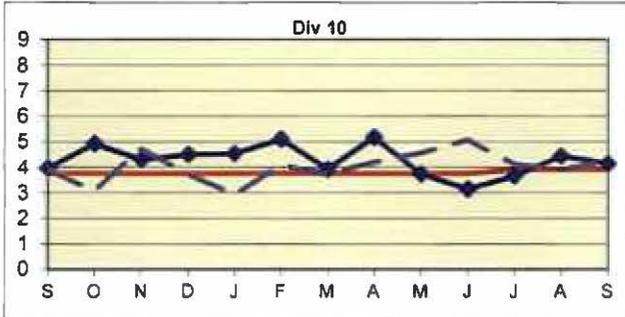
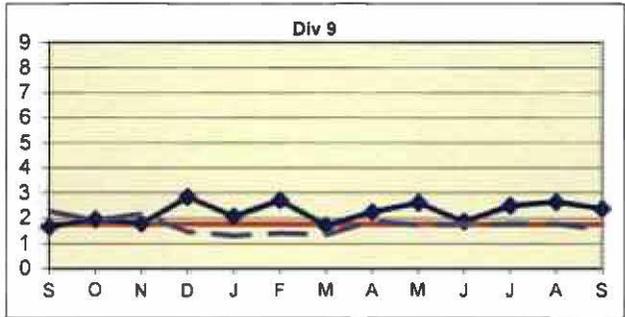
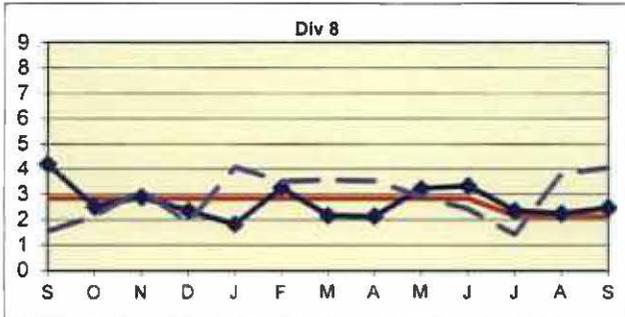
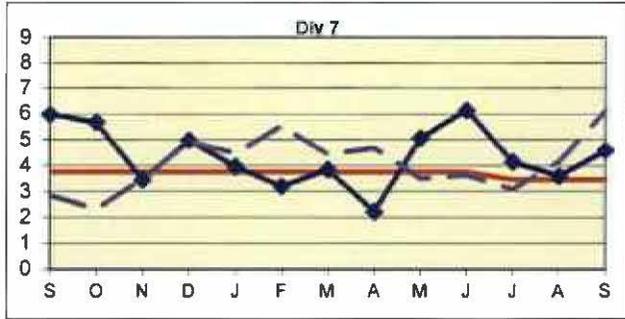
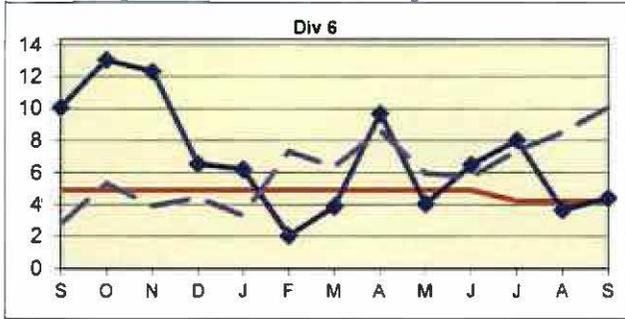
**BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions**

Remaining Below the Goal line is the target.



**BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES**  
**Bus Operating Divisions**

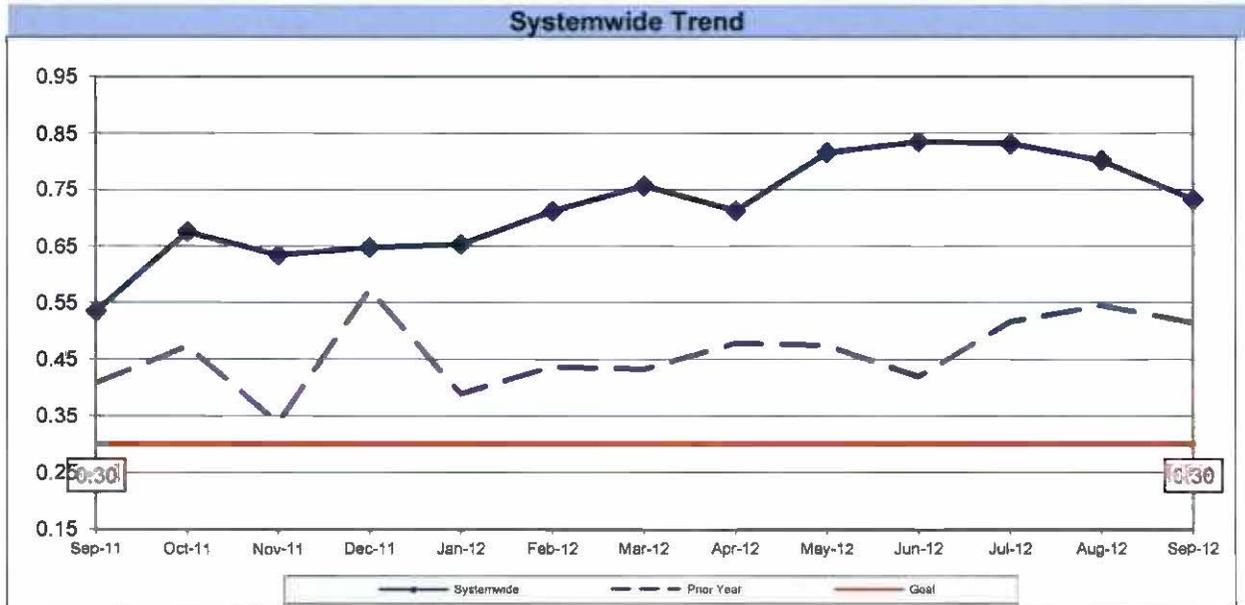
Remaining Below the Goal line is the target.



**BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS**

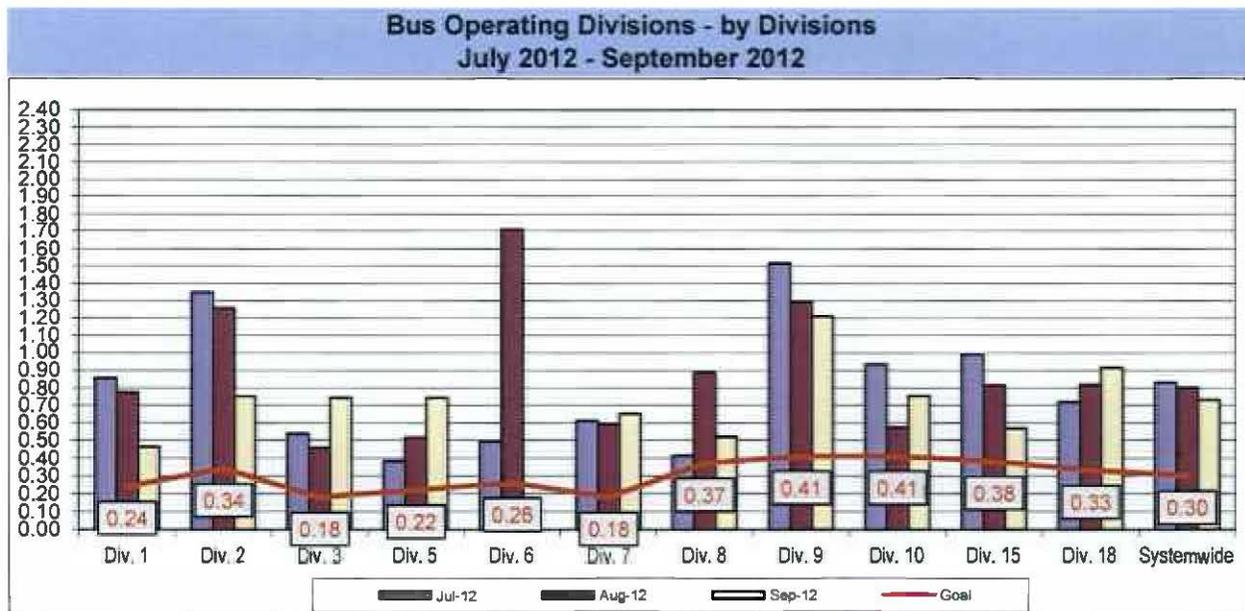
**Definition:** Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

**Calculation:** Passenger Accidents Per 100,000 Boardings = (The number of Passengers Accidents / by (Boardings / by 100,000))



Remaining Below the Goal line is the target.

Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.



**OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS**

**Definition:** Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid.

**Calculation:** Number of OSHA Injuries / Illnesses Filed / (Exposure Hours / 200,000)

One month lag from current month

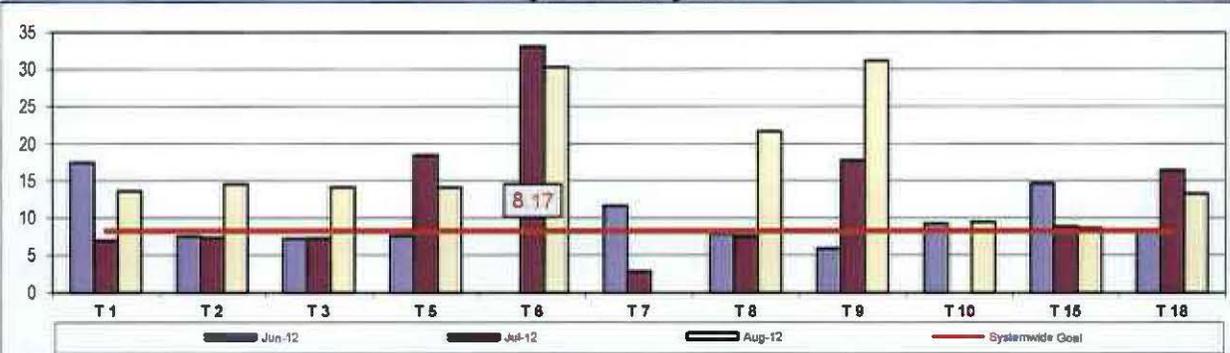


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

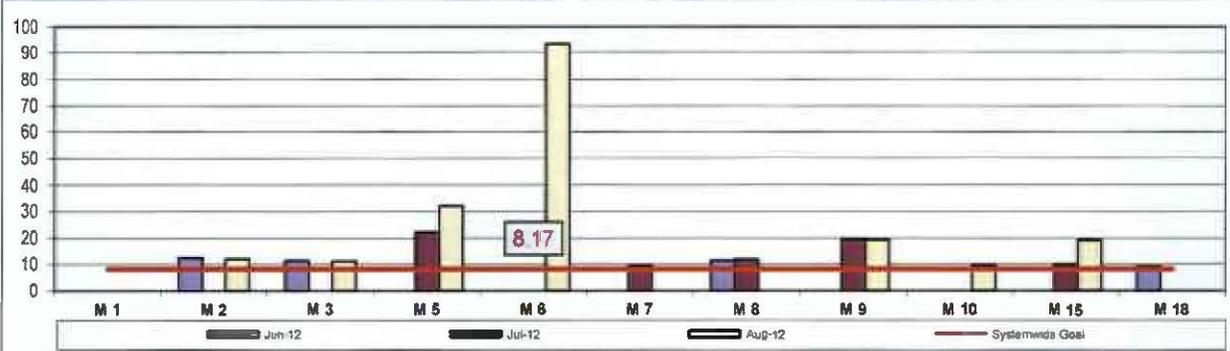
Remaining Below the Goal line is the target.

One month lag from current month

**OSHA: Bus Operating Transportation Divisions - by Division**  
May 2012 - July 2012



**OSHA: Bus Operating Maintenance Divisions - by Division**

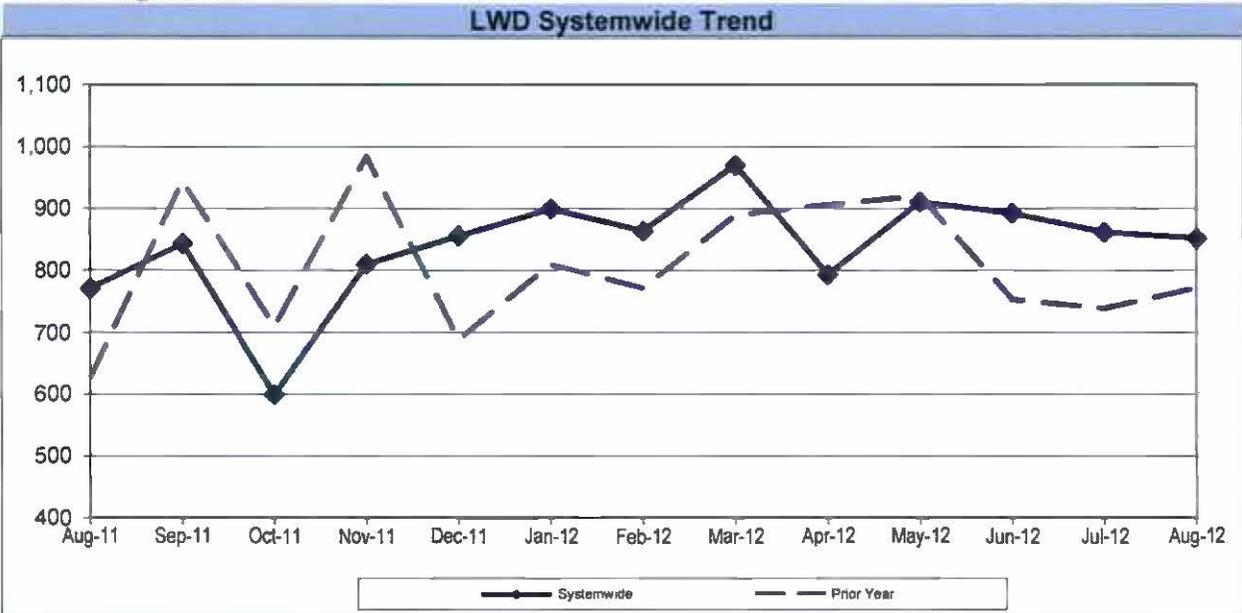


**LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS**

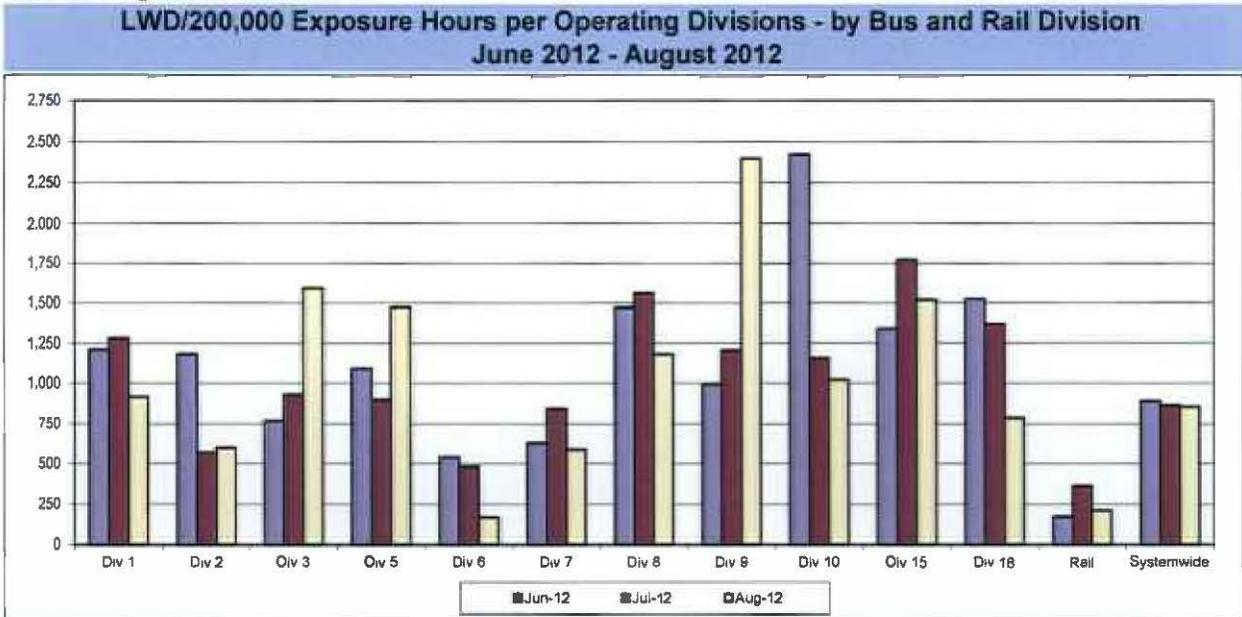
**Definition:** Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours.

**Calculation:** (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number of Exposure Hours / 200,000)

One month lag from current month



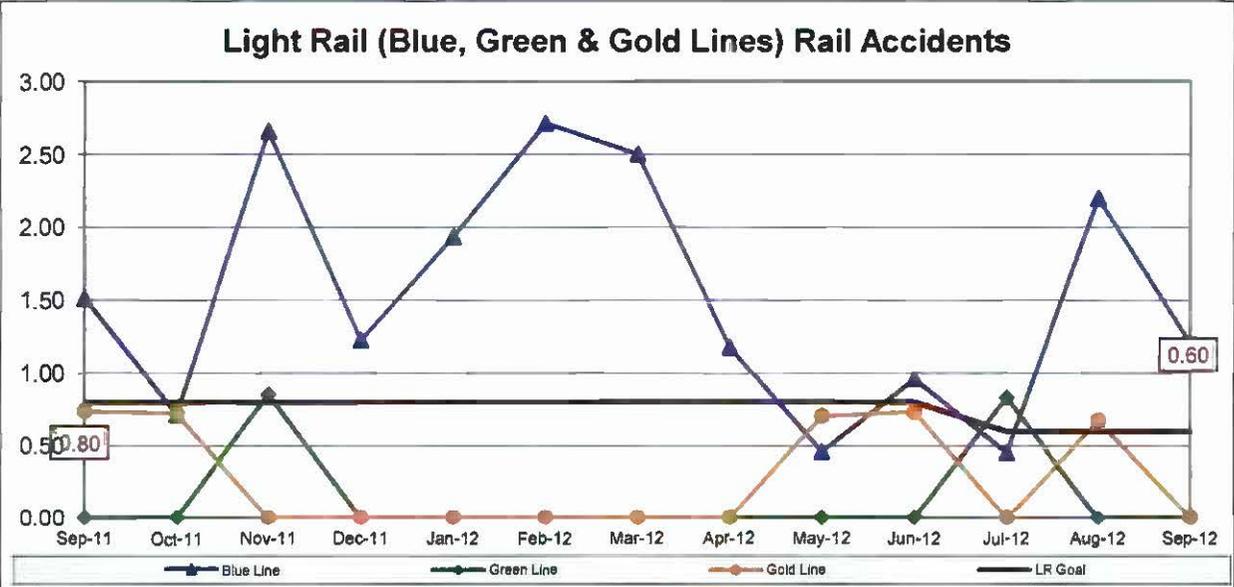
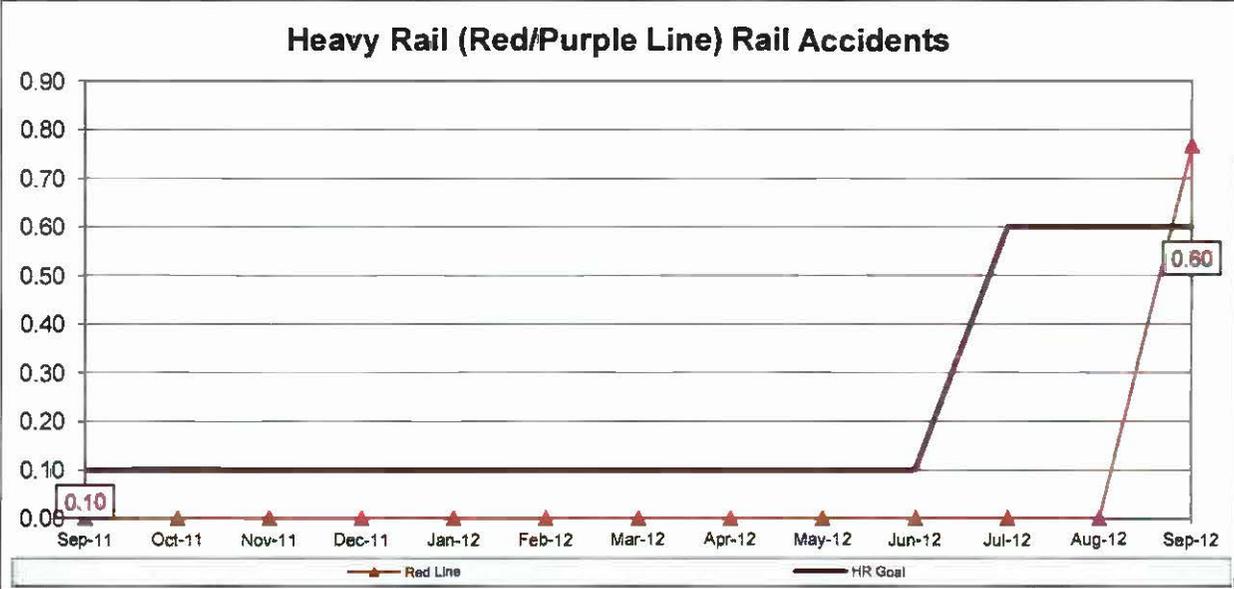
One month lag from current month



**RAIL ACCIDENTS PER 100,000 REVENUE TRAIN MILES (PUC Reportable)**

**Definition:** Average number of Rail Accidents for every 100,000 Revenue Train Miles traveled. This indicator measures system safety.

**Calculation:** Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))

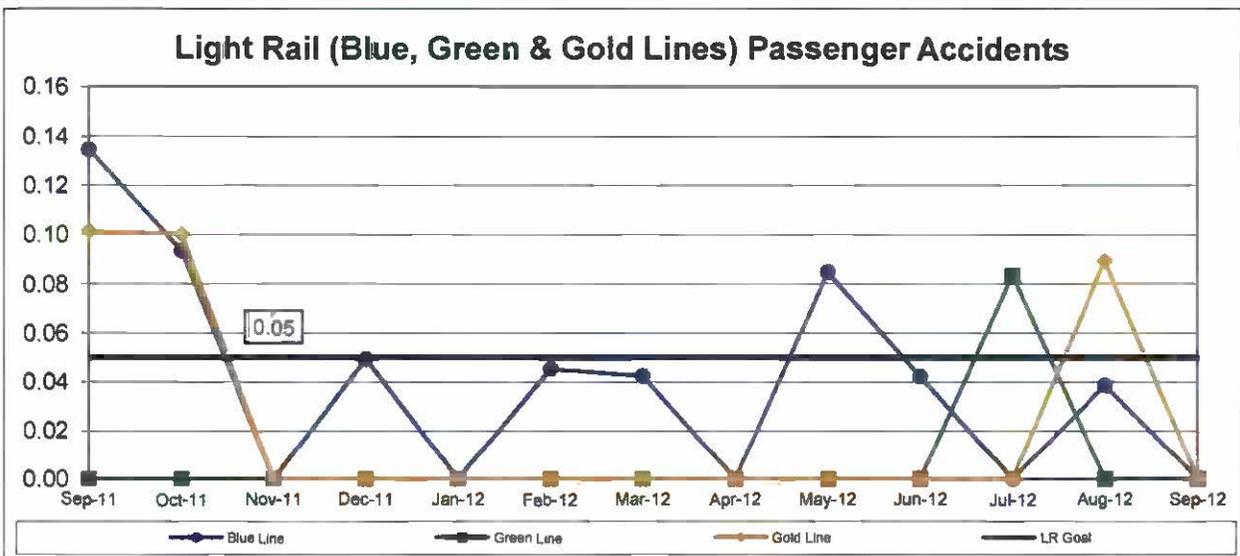
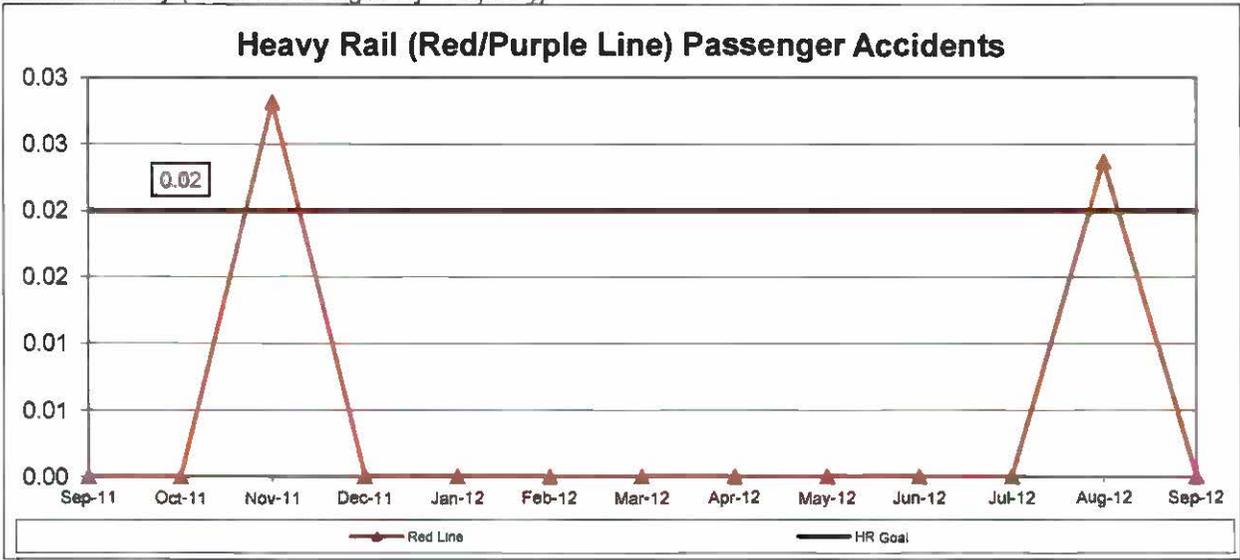


Remaining Below the Goal line is the target.

**RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS\***

**Definition:** Average number of Rail Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

**Calculation:** Rail Passenger Accidents Per 100,000 Boardings = (The number of Rail Passenger Accidents / by (Train Boardings / by 100,000))



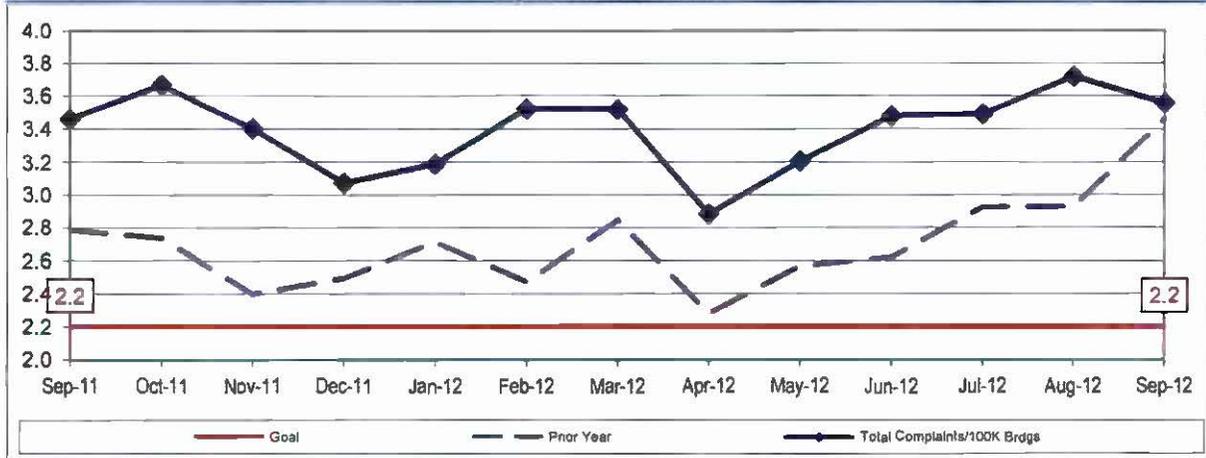
# CUSTOMER SATISFACTION

## COMPLAINTS PER 100,000 BOARDINGS

**Definition:** Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

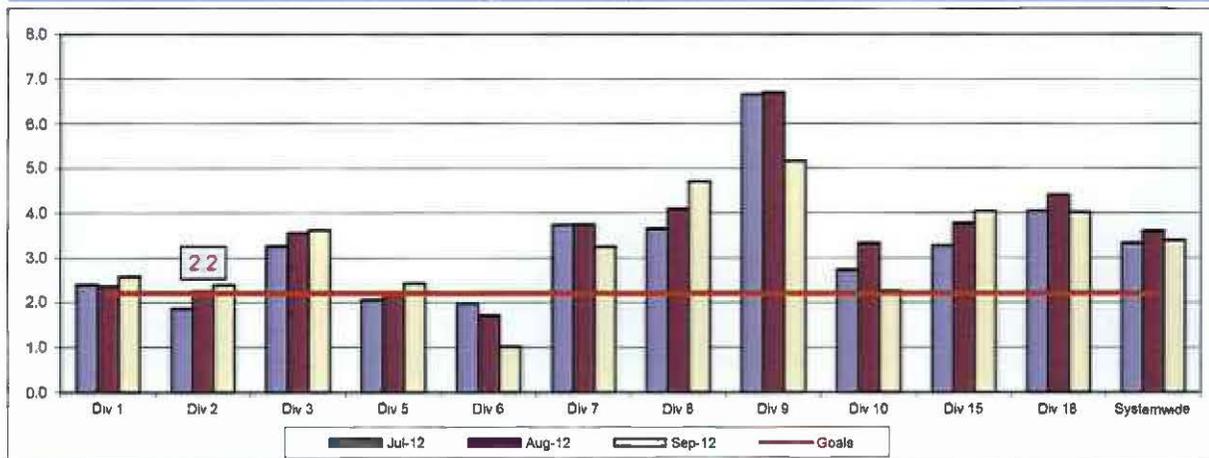
**Calculation:** Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

### Systemwide Trend



Remaining Below the Goal line is the target.

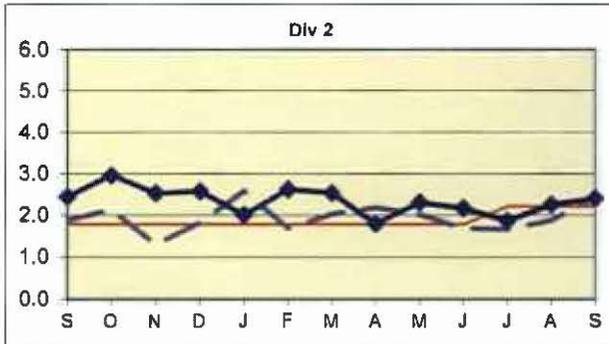
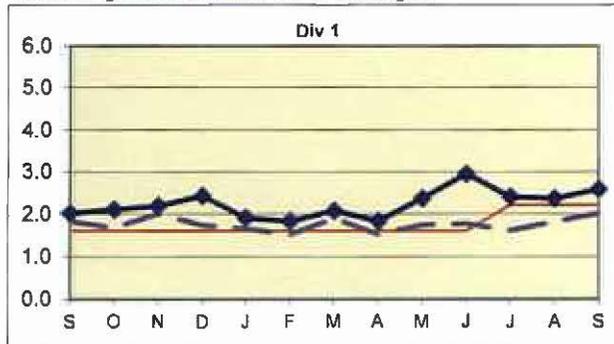
### Bus Operating Divisions, by Divisions July 2012 - September 2012



## COMPLAINTS PER 100,000 BOARDINGS

◆ Current Year    - - - - - Prior Year    — Goal

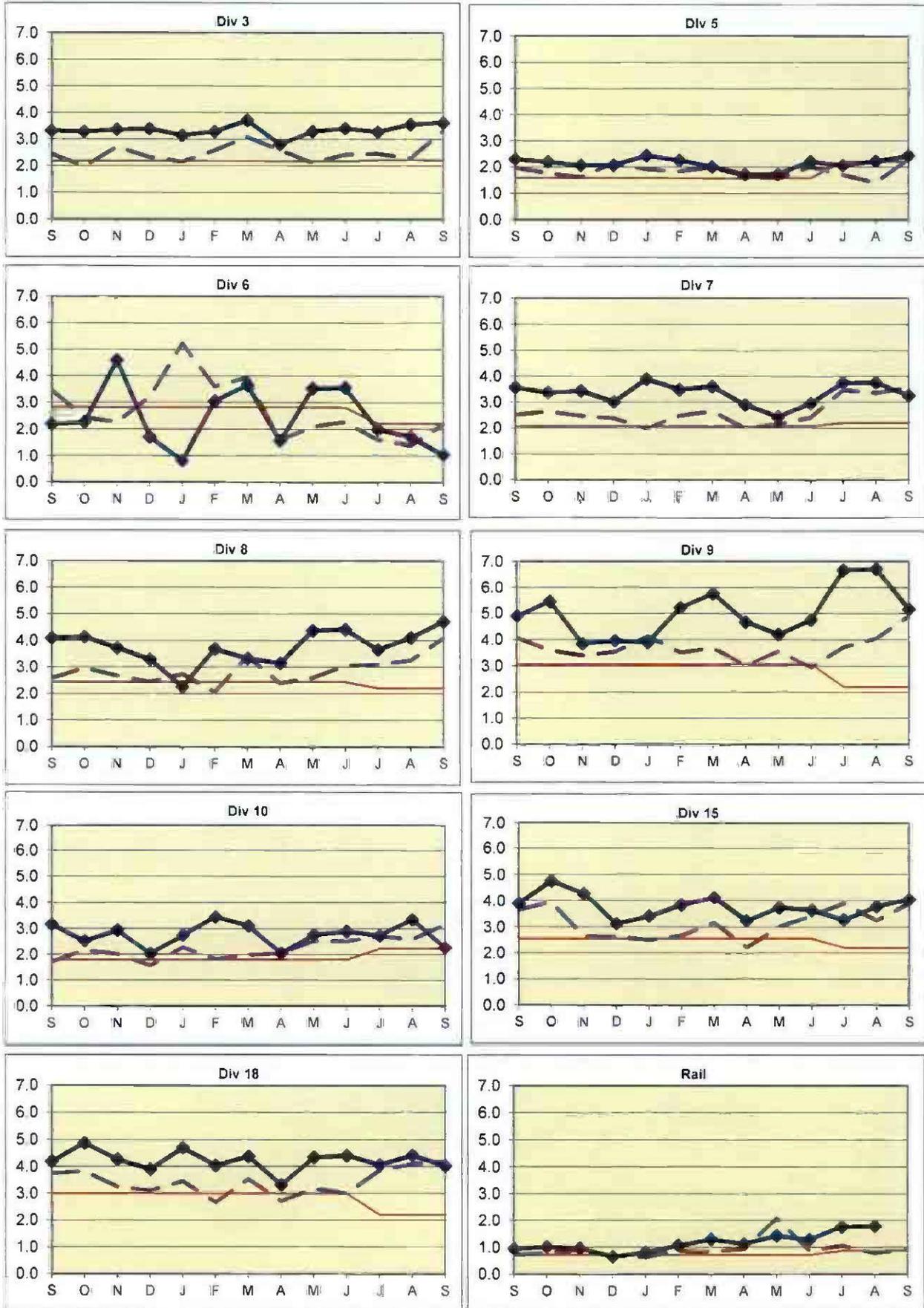
Remaining Below the Goal line is the target.



◆ Current Year    - - - - - Prior Year    — Goal

Remaining Below the Goal line is the target.

### COMPLAINTS PER 100,000 BOARDINGS - Continued



## WORKERS COMPENSATION CLAIMS

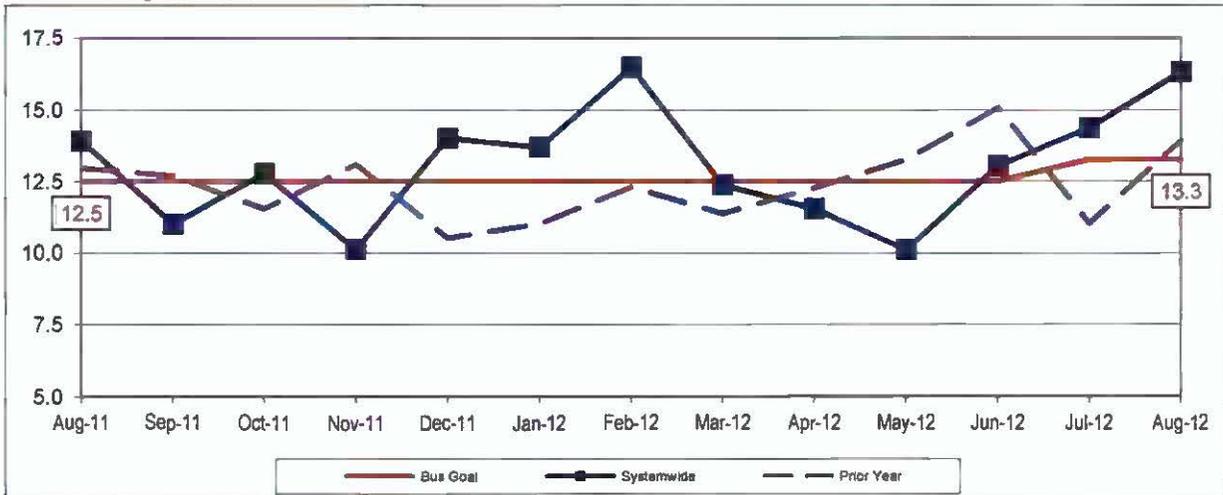
### New Workers Compensation Claims per 200,000 Exposure Hours

**Definition:** Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

**Calculation:** New workers' compensation indemnity claims filed per 200,000 Exposure Hours =  $\text{New Claims} / (\text{Exposure Hours} / 200,000)$

#### Metro Operations Trend

One month lag from current month.



Remaining Below the Goal line is the target.

#### NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION & RAIL

**Definition:** Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

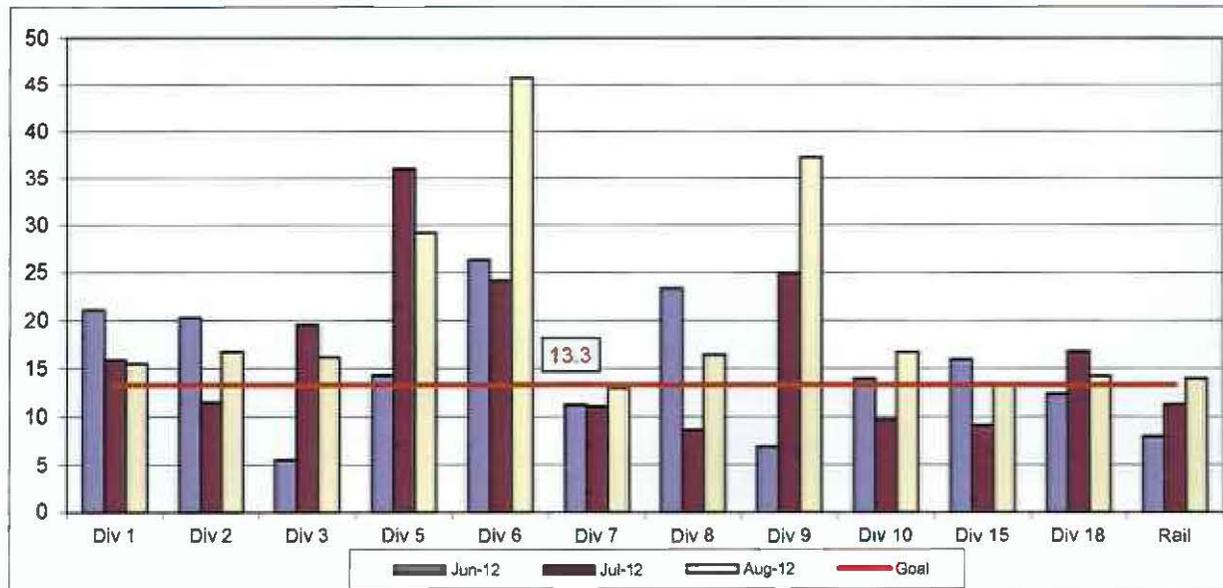
**Calculation:** New workers' compensation indemnity claims filed per 200,000 Exposure Hours =  $\text{New Claims} / (\text{Exposure Hours} / 200,000)$

#### Bus & Rail by Division June 2012 - August 2012

One month lag from current month.

Remaining Below the Goal line is the target.

Transportation & Maintenance Performance combined.

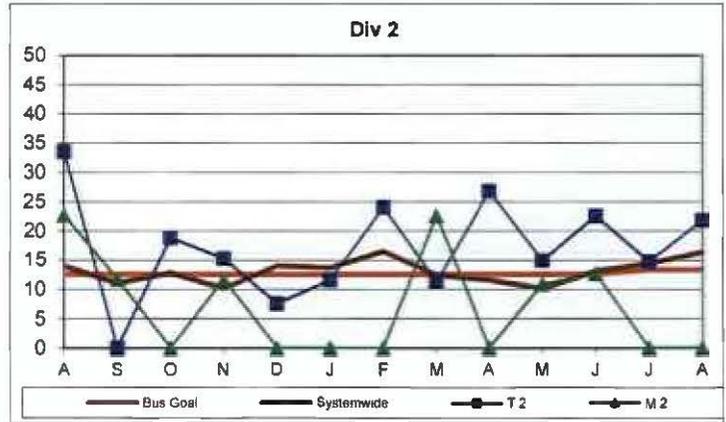
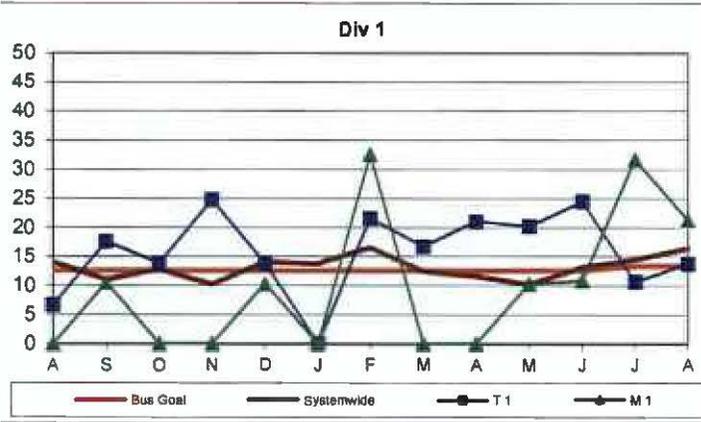


## NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

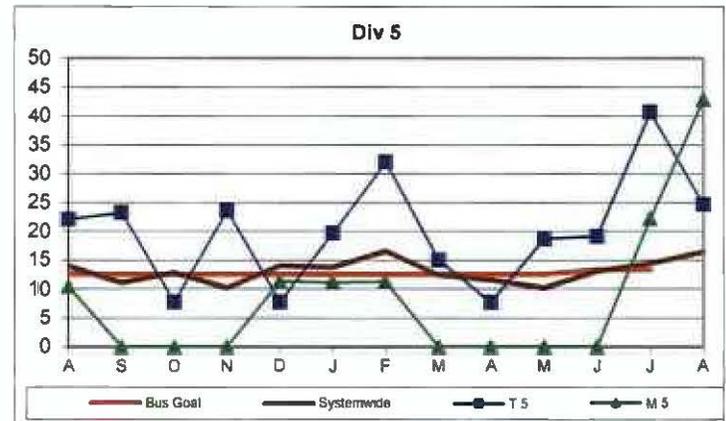
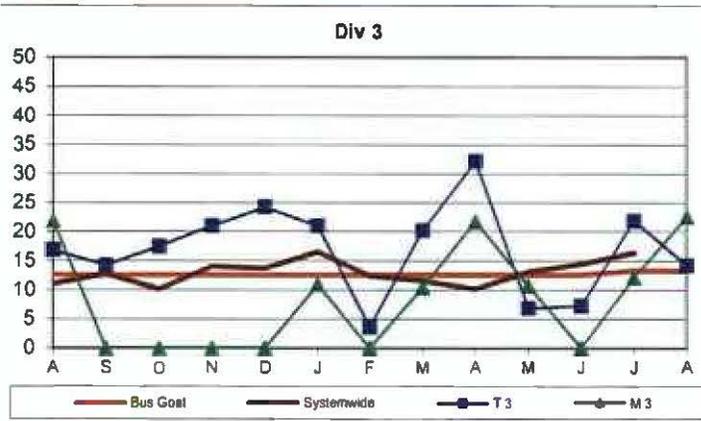
**Definition:** Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

**Calculation:** New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

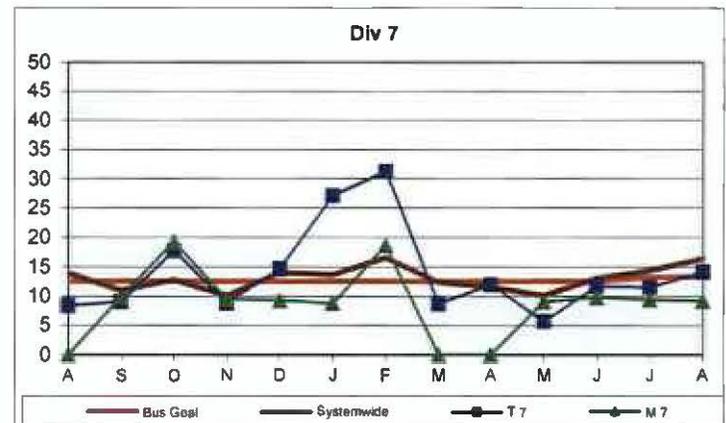
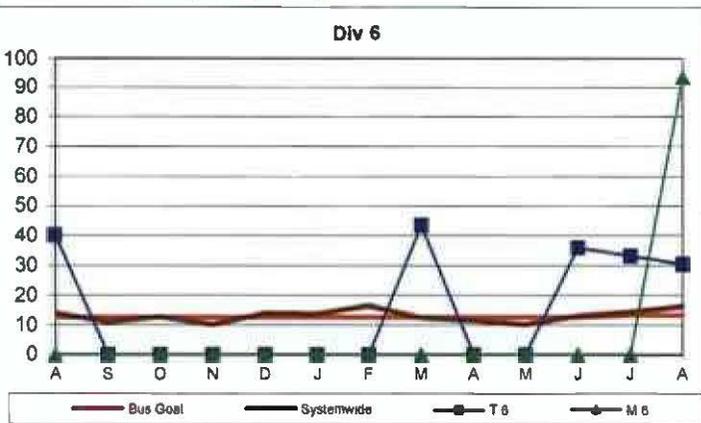
One month lag in reporting.



Remaining Below the Goal line is the target.  
One month lag in reporting.



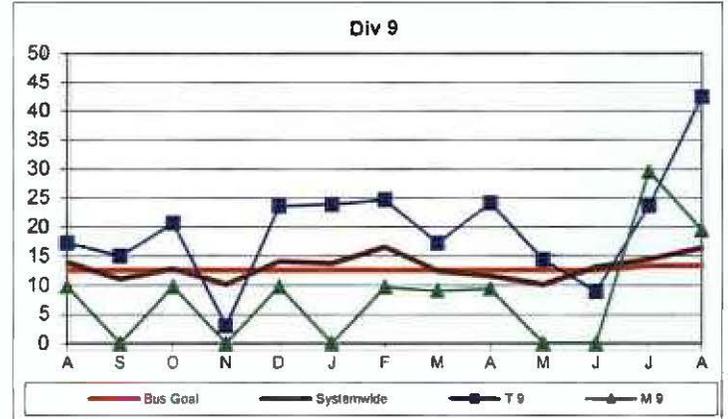
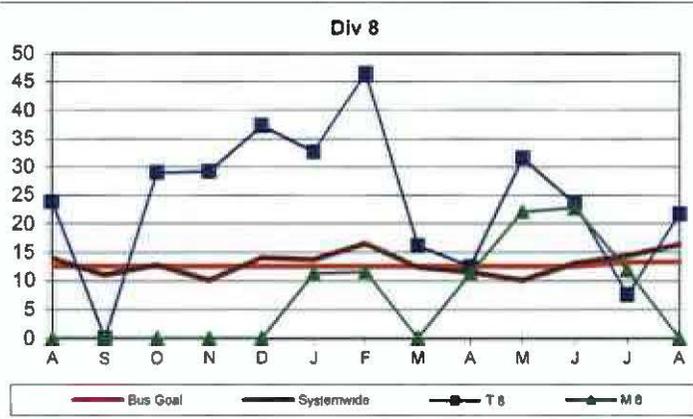
One month lag in reporting.



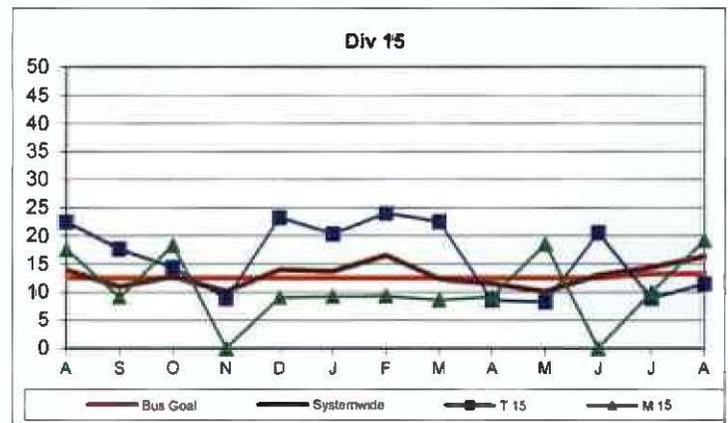
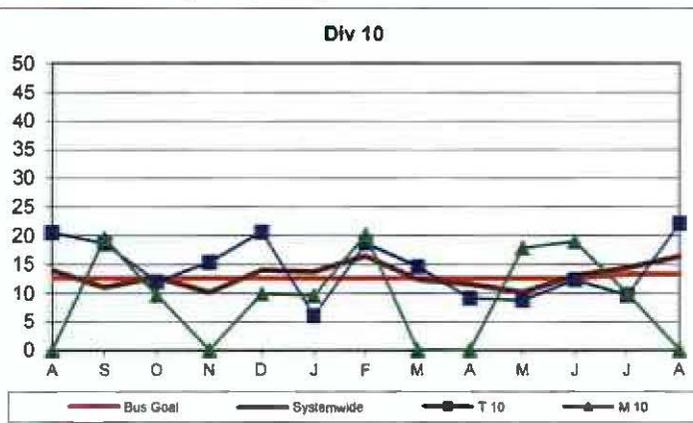
# NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

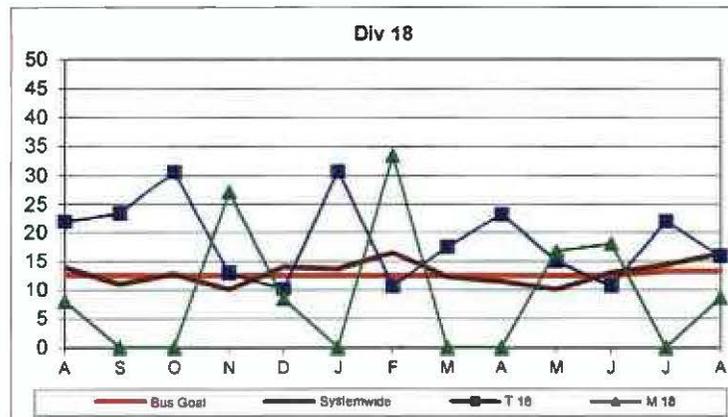
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



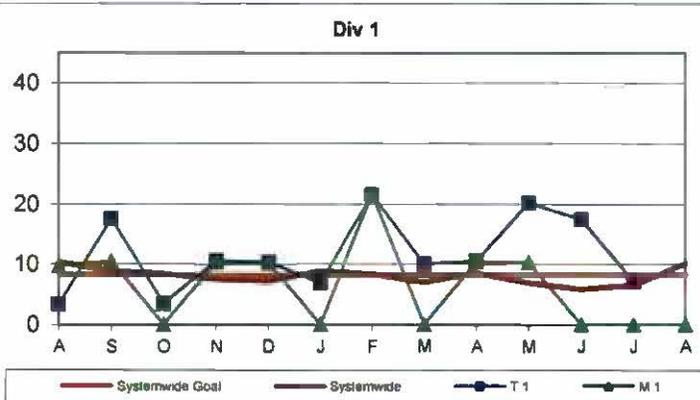
## OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

### Systemwide and Bus Operating Divisions

**Definition:** Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

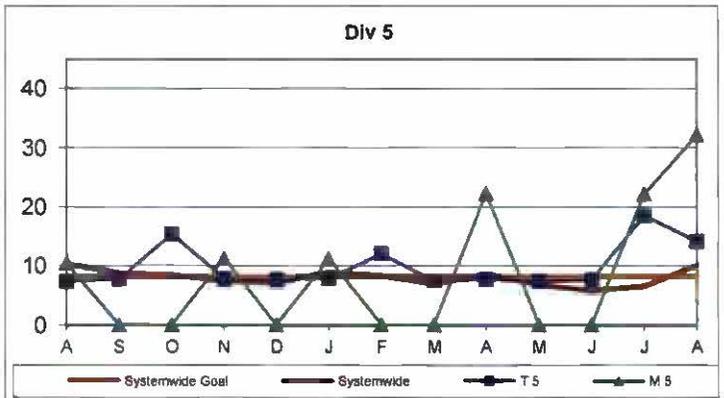
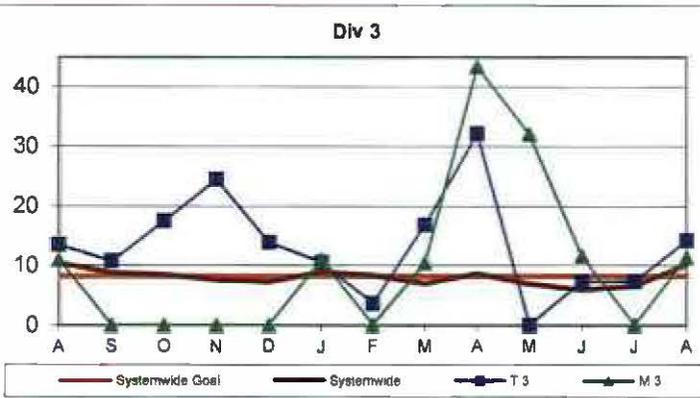
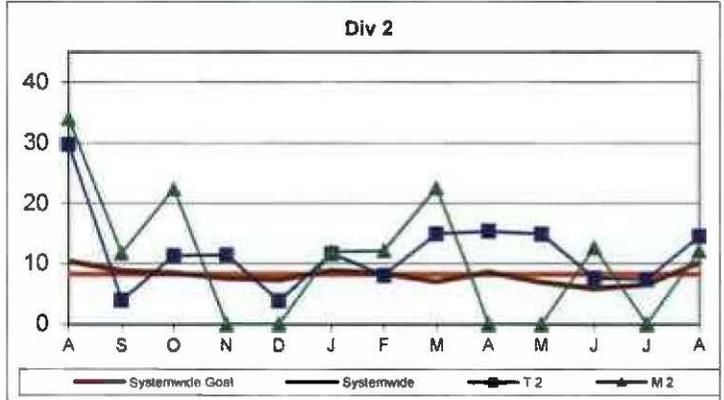
**Calculation:** New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries / (Exposure Hours/200,000)

One month lag in reporting.

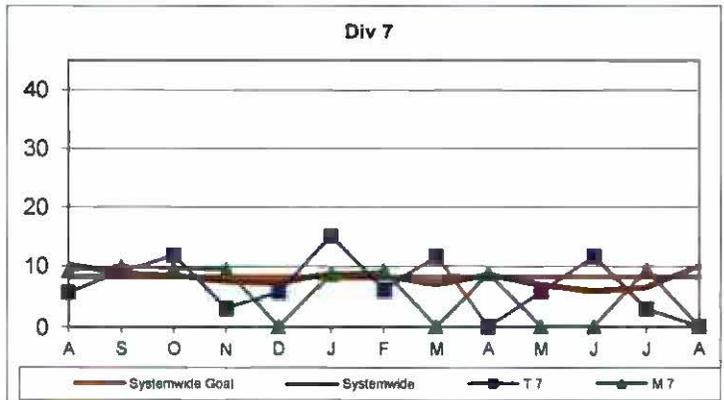
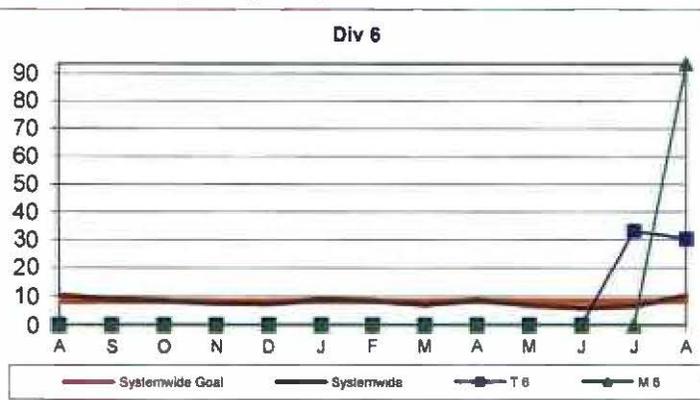


Remaining Below the Goal line is the target.

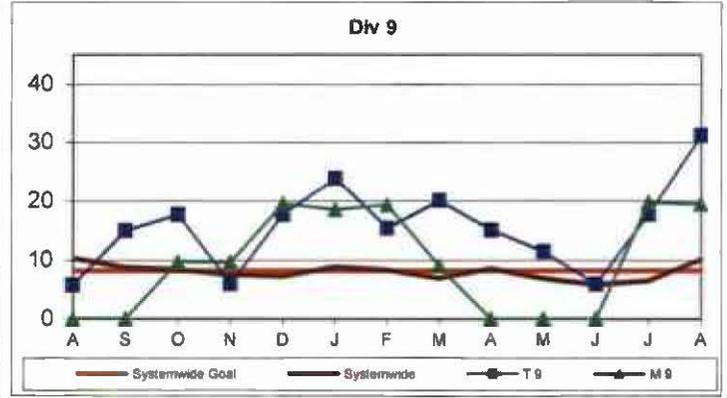
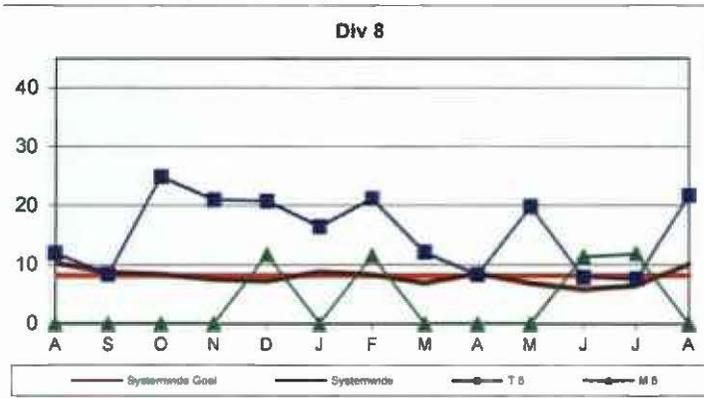
One month lag in reporting.



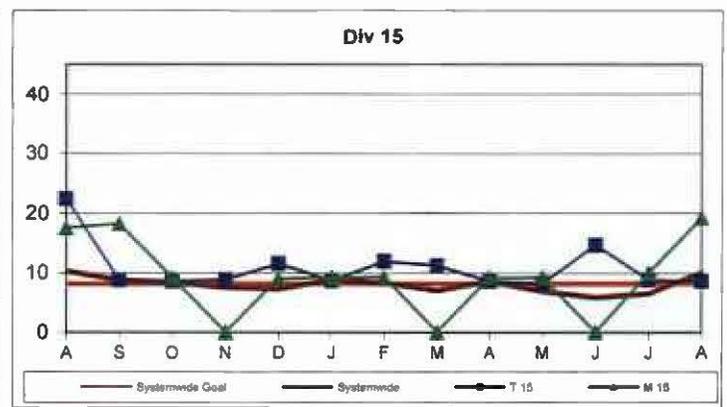
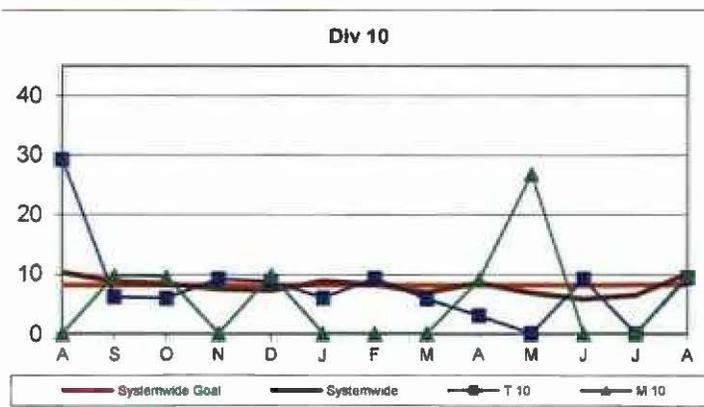
One month lag in reporting.



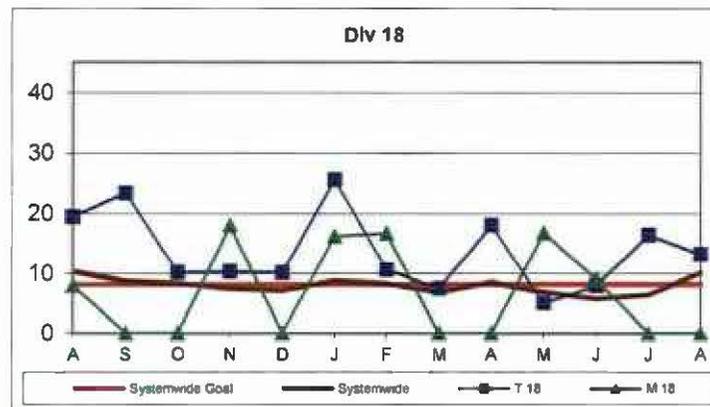
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



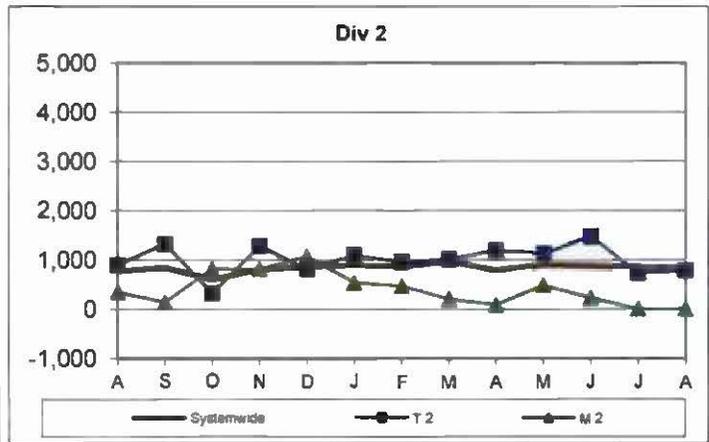
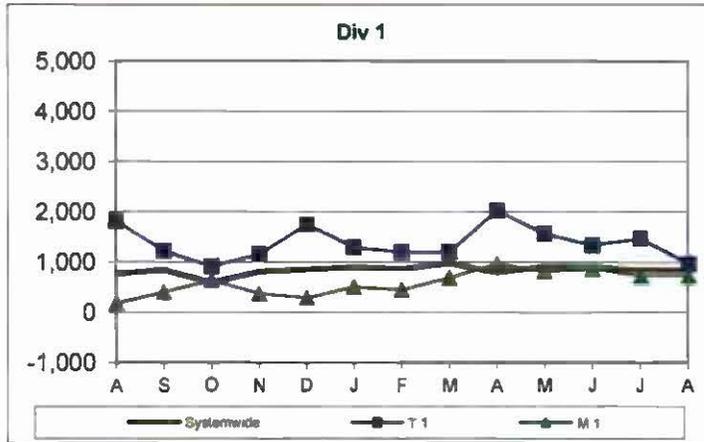
## NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

### Systemwide and Bus Operating Divisions

**Definition:** Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours. This indicator measures use of Transitional Duty Program.

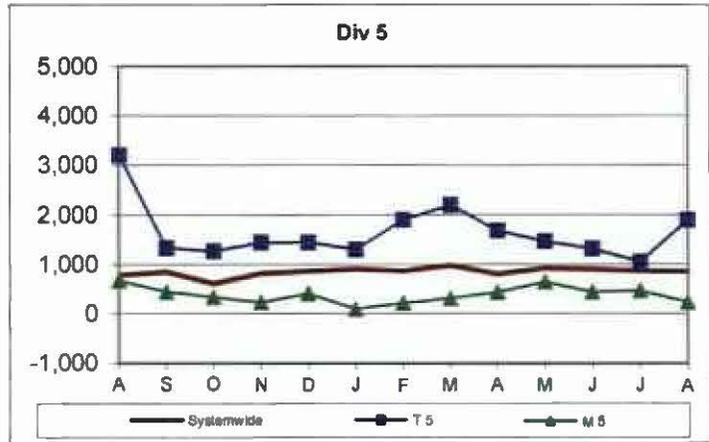
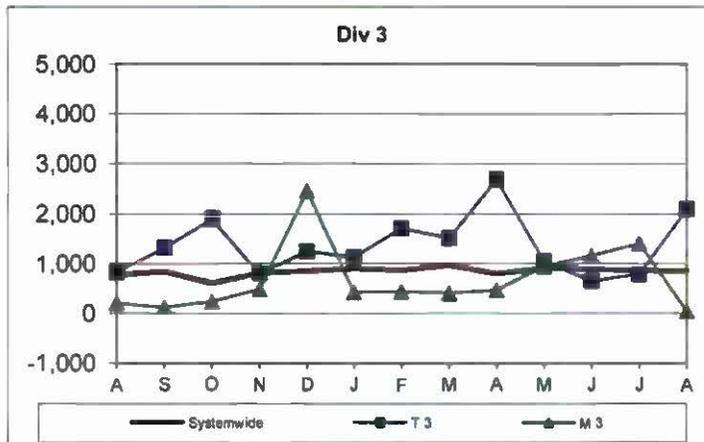
**Calculation:** : (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number of Exposure Hours / 200,000)

One month lag in reporting.

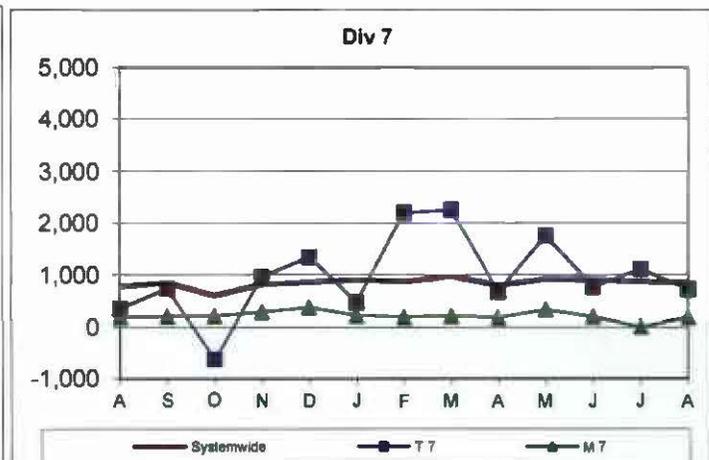
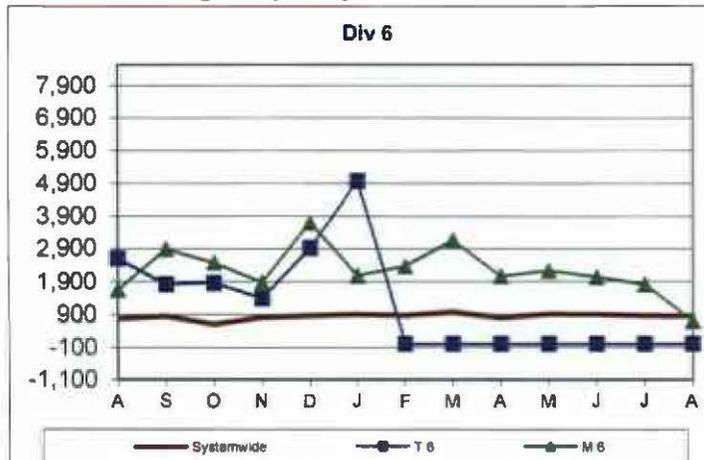


Lower is better.

One month lag in reporting.

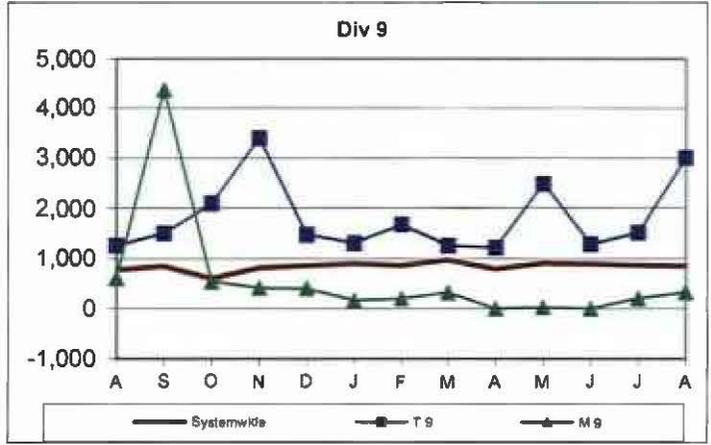
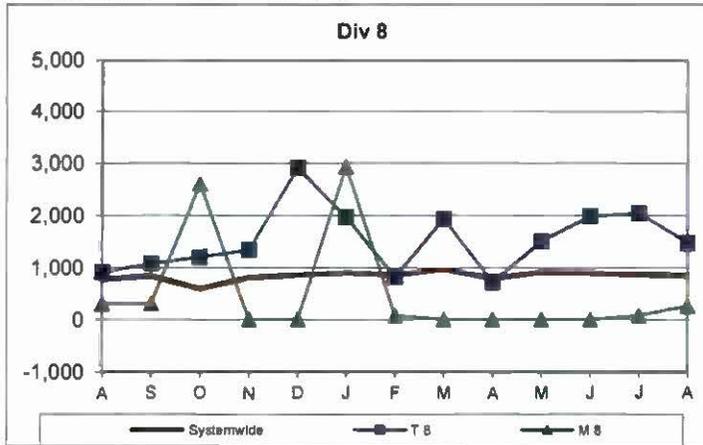


One month lag in reporting.



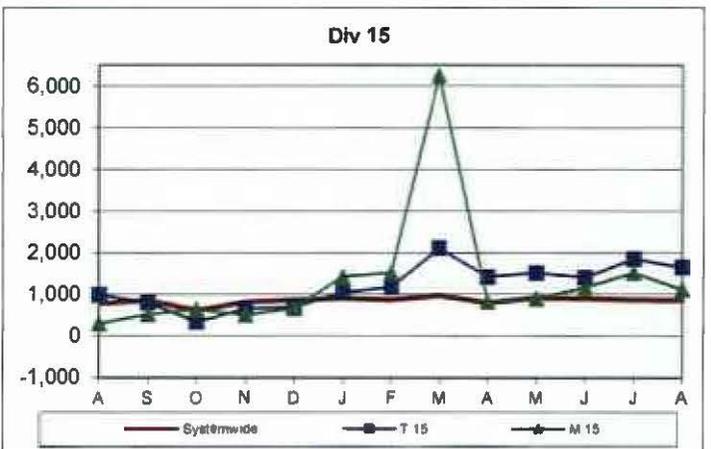
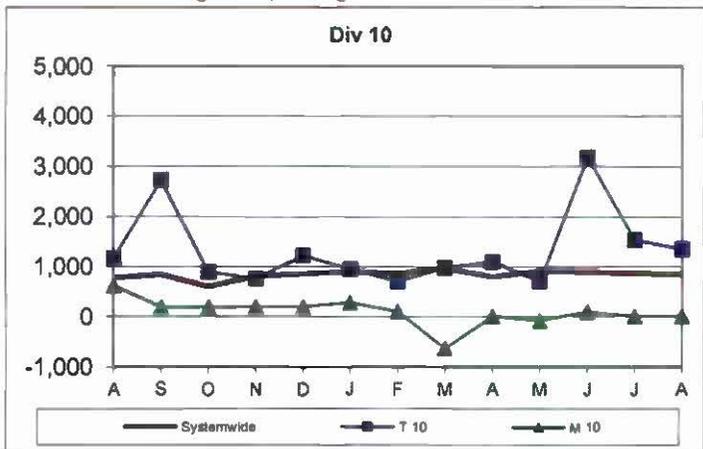
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.

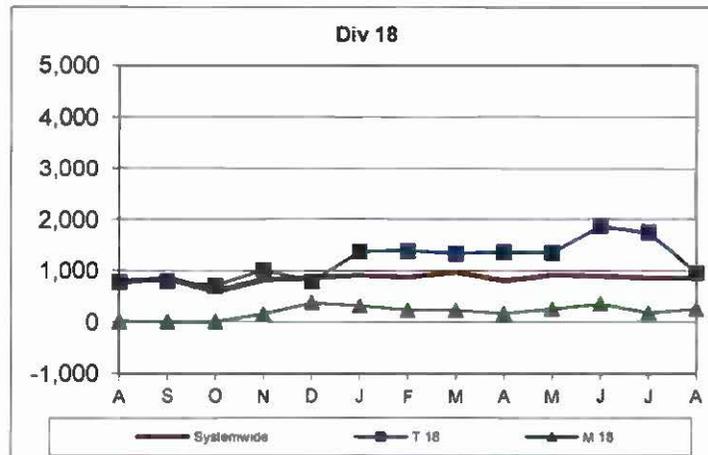


Lower is better.

One month lag in reporting.



One month lag in reporting.



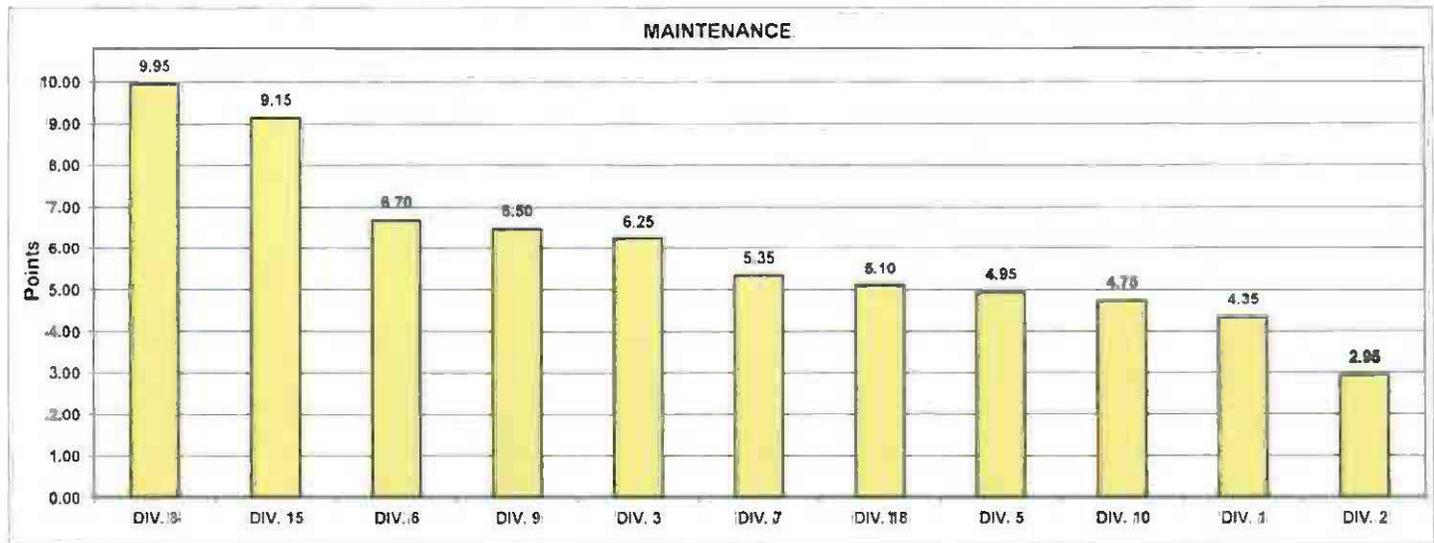
**"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM**

**Monthly Calculations - September 2012  
Metro Bus - Maintenance**

**Definition:** A performance awareness program designed to increase productivity and efficiency.

**Calculation:** Performances by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance indicator and then summed. Summed values are sorted from high to low and the Division with the highest score wins the program award for the month.

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
On-Time Performance	10%	79.4%	72.1%	74.2%	74.2%	74.6%	70.7%	75.4%	73.5%	69.9%	74.8%	71.3%
Points		11	4	6	7	8	2	10	5	1	9	3
Miles Between Total Road Calls	30%	1644.0	1610.3	2637.3	2142.7	17062.5	1894.1	3674.8	5536.3	1789.2	2682.6	1925.5
Points		2	1	7	6	11	4	9	10	3	8	5
Past Due PMPs	25%	0.050	0.053	0.030	0.033	0.271	0.031	0.010	0.149	0.023	0.010	0.011
Points		4	3	7	5	1	6	10	2	8	11	9
Bus Cleanliness	25%	8.33	8.06	8.36	8.15	8.89	8.38	9.33	8.79	8.11	9.14	8.05
Points		5	2	6	4	9	7	11	8	3	10	1
New WC Claims /200,000 Exp Hrs*	10%	21.21	0.00	22.50	42.79	93.42	9.17	0.00	19.38	0.00	19.17	8.52
Points		4	10	3	2	1	7	10	5	10	6	8
*One month lag												
<b>Totals</b>		<b>4.35</b>	<b>2.95</b>	<b>6.25</b>	<b>4.95</b>	<b>6.70</b>	<b>5.35</b>	<b>9.95</b>	<b>6.50</b>	<b>4.75</b>	<b>9.15</b>	<b>5.10</b>
<b>FINAL RANKING</b>	<b>DIV.</b>	<b>DIV. 8</b>	<b>DIV. 15</b>	<b>DIV. 6</b>	<b>DIV. 9</b>	<b>DIV. 3</b>	<b>DIV. 7</b>	<b>DIV. 18</b>	<b>DIV. 5</b>	<b>DIV. 10</b>	<b>DIV. 1</b>	<b>DIV. 2</b>
	<b>Score</b>	<b>9.95</b>	<b>9.15</b>	<b>6.70</b>	<b>6.50</b>	<b>6.25</b>	<b>5.35</b>	<b>5.10</b>	<b>4.95</b>	<b>4.75</b>	<b>4.35</b>	<b>2.95</b>
	<b>Rank</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>	<b>5th</b>	<b>6th</b>	<b>7th</b>	<b>8th</b>	<b>9th</b>	<b>10th</b>	<b>11th</b>



**Monthly Calculations - September 2012**  
**Metro Bus - Transportation**

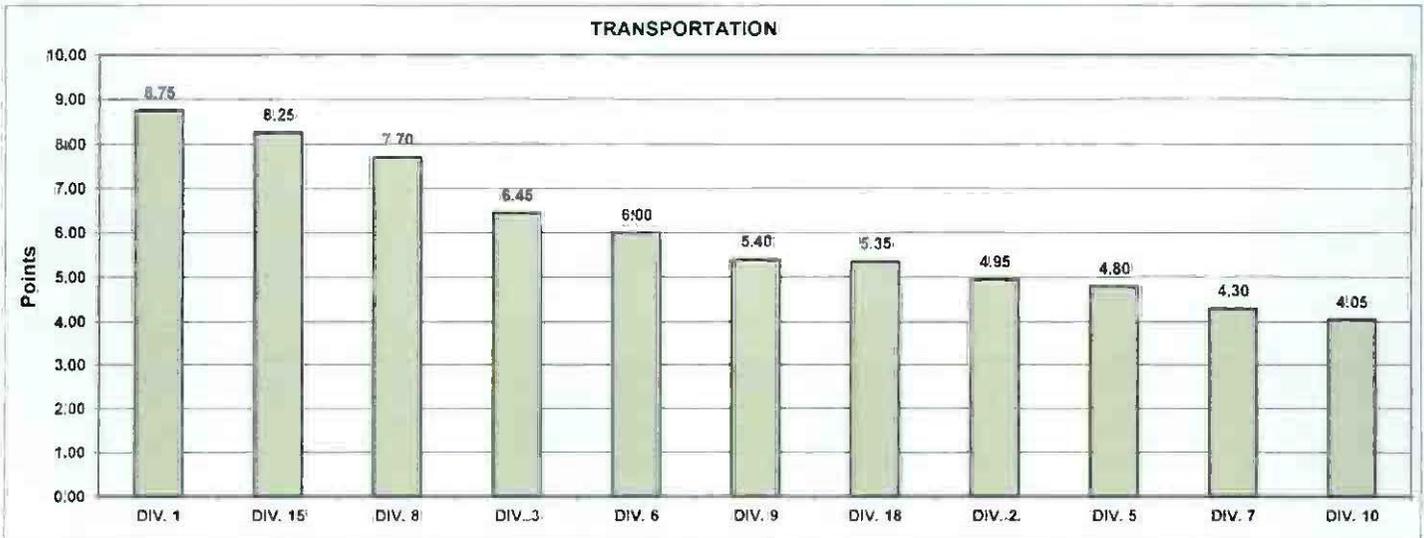
**Definition:** A performance awareness program designed to increase productivity and efficiency.

**Calculation:** Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance indicator and then summed. Summed values are sorted from high to low and the Division with the highest score wins the program award for the month.

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	.25%	0.794	0.721	0.742	0.742	0.746	0.707	0.754	0.735	0.699	0.748	0.713
Points		11	4	6	7	8	2	10	5	1	9	3
Miles Between Total Road Calls	10%	1644.06	1610.34	2637.30	2142.72	17062.50	1894.14	3674.85	5536.25	1789.25	2682.56	1925.49
Points		2	1	7	6	11	4	9	10	3	8	5
Accident Rate	25%	2.57	3.72	3.34	4.54	4.40	4.57	2.46	2.37	4.13	2.80	2.88
Points		9	5	6	2	3	1	10	11	4	8	7
Complaints/100K Boardings	15%	2.58	2.40	3.62	2.43	1.02	3.25	4.71	5.16	2.26	4.05	4.02
Points		7	8	5	8	11	6	2	11	10	3	4
New WC Claims /200,000 Exp Hrs*	25%	13.63	21.76	14.13	24.65	30.28	14.06	21.62	42.44	22.02	11.49	15.91
Points		10	5	8	3	2	9	6	1	4	11	7
*One month lag												
<b>Totals</b>		<b>8.75</b>	<b>4.95</b>	<b>6.45</b>	<b>4.80</b>	<b>6.00</b>	<b>4.30</b>	<b>7.70</b>	<b>5.40</b>	<b>4.05</b>	<b>8.25</b>	<b>5.35</b>

FINAL Transportation Division Ranking (Sorted)												
RANKING	DIV.	DIV. 1	DIV. 15	DIV. 8	DIV. 3	DIV. 6	DIV. 9	DIV. 18	DIV. 2	DIV. 5	DIV. 7	DIV. 10
Score		8.75	8.25	7.70	6.45	6.00	5.40	5.35	4.95	4.80	4.30	4.05
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



## "HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

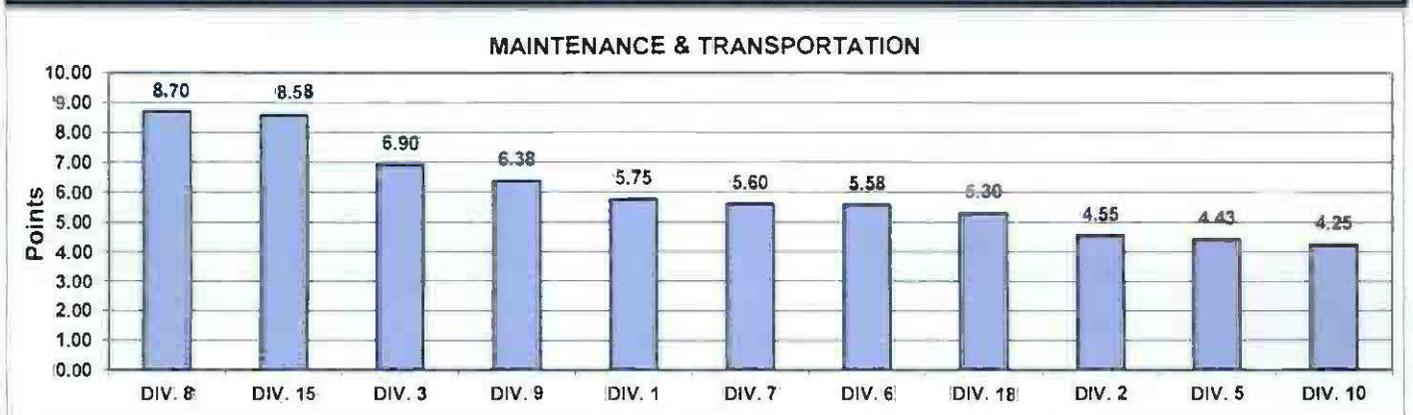
### Quarterly Calculations: FY13 - Q1 Metro Bus - Maintenance and Transportation

**Definition:** A performance awareness program designed to increase productivity and efficiency.

**Calculation:** Data reflects a cumulative total of performance data for each performance indicator for the three months in the most current closed quarter. Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance measure, summed with the other scores for that Division and sorted from high to low score.

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	5.0%	0.813	0.746	0.774	0.775	0.765	0.724	0.797	0.775	0.721	0.781	0.755
Points		11	3	6	8	5	2	10	7	1	9	4
Miles Between Total Road Calls	15.0%	1713.34	1793.84	2431.92	1989.76	6433.34	1966.26	4014.71	4818.05	1780.57	2590.88	2089.89
Points		1	3	7	5	11	4	9	10	2	8	6
Past Due PMPs	12.5%	0.040	0.026	0.034	0.093	0.297	0.038	0.010	0.119	0.068	0.007	0.095
Points		6	9	8	4	1	7	10	2	5	11	3
Bus Cleanliness	12.5%	8.257	7.991	8.325	7.986	8.881	8.340	9.069	8.789	8.067	8.806	8.017
Points		5	2	6	1	10	7	11	8	4	9	3
Comp Claims /200000 Exp.Hrs	5.0%	21.268	4.167	11.579	22.024	31.269	9.426	11.516	16.551	9.750	9.930	8.882
Points *		3	11	5	2	1	9	6	4	8	7	10
* One month Lag Jun 12 - Aug 12												
Transportation												
In-Service On-Time Performance	12.5%	0.813	0.746	0.774	0.775	0.765	0.724	0.797	0.775	0.721	0.781	0.755
Points		11	3	6	8	5	2	10	7	1	9	4
Miles Between Total Road Calls	5.0%	1713.34	1793.84	2431.92	1989.76	6433.34	1966.26	4014.71	4818.05	1780.57	2590.88	2089.89
Points		1	3	7	5	11	4	9	10	2	8	6
Accidents/100k Hub Miles	12.5%	3.908	4.433	3.724	4.198	5.329	4.088	2.344	2.498	4.071	3.223	2.931
Points		6	2	7	3	1	4	11	10	5	8	9
Complaints/100K Boardings	7.5%	2.442	2.170	3.482	2.237	1.579	3.577	4.161	6.175	2.790	3.708	4.164
Points		8	10	6	9	11	5	3	1	7	4	2
Comp Claims /200000 Exp.Hrs	12.5%	16.197	19.655	14.368	28.149	32.900	12.438	17.595	25.244	14.665	13.614	16.111
Points *		6	4	9	2	1	11	5	3	8	10	7
* One month Lag Jun 12 - Aug 12												
<b>Totals</b>		<b>5.75</b>	<b>4.55</b>	<b>6.90</b>	<b>4.43</b>	<b>5.58</b>	<b>5.60</b>	<b>8.70</b>	<b>6.38</b>	<b>4.25</b>	<b>8.58</b>	<b>5.30</b>

Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	Div. 8	Div. 15	Div. 3	Div. 9	Div. 1	Div. 7	Div. 6	Div. 18	Div. 2	Div. 5	Div. 10
	Score	8.70	8.58	6.90	6.38	5.75	5.60	5.58	5.30	4.55	4.43	4.25
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



METRO FINANCIAL STATUS

Los Angeles County Metropolitan Transportation Authority

# Financial Status

## September 30, 2012

FTA Quarterly Review  
November 2012



**Metro**

# 1Q13 - Highlights

- Y-o-y, actual cash flow PA, PC, MR, TDA sales tax revenues increased 8.4% and ahead of budget
- September Unemployment Data:  
LA 10.6%, CA 10.2%, US 7.8%
- Transit indicators – Quarter ended September 30, 2012

**Ridership +1.4% above prior year**

- Bus ridership: -0.2% vs prior year
  - Orange Line Ext opened last weekend of the quarter
- Rail ridership: +6.5% vs prior year
  - Expo Line opened in Spring 2012, average 500k+/mo

**Fare revenues +1.7% vs prior year**



**Metro**

## 1Q13 - Highlights

- **Measure J approved for November ballot**
- **Refinanced \$400m PA bonds, over \$50m savings**
- **Westside Subway ROD**
- **CA Pension Reform passed**
- **Crenshaw TIFIA loan closed**
  - 2.43%, lowest in TIFIA history
- **Carmageddon 2 – non-event**



**Metro**

# FY13 Look Ahead

- **Express Lanes on the 110**
- **30/10 without Measure J**
- **TIFIA MCA**



**Metro**



# Crenshaw/LAX Transit Corridor

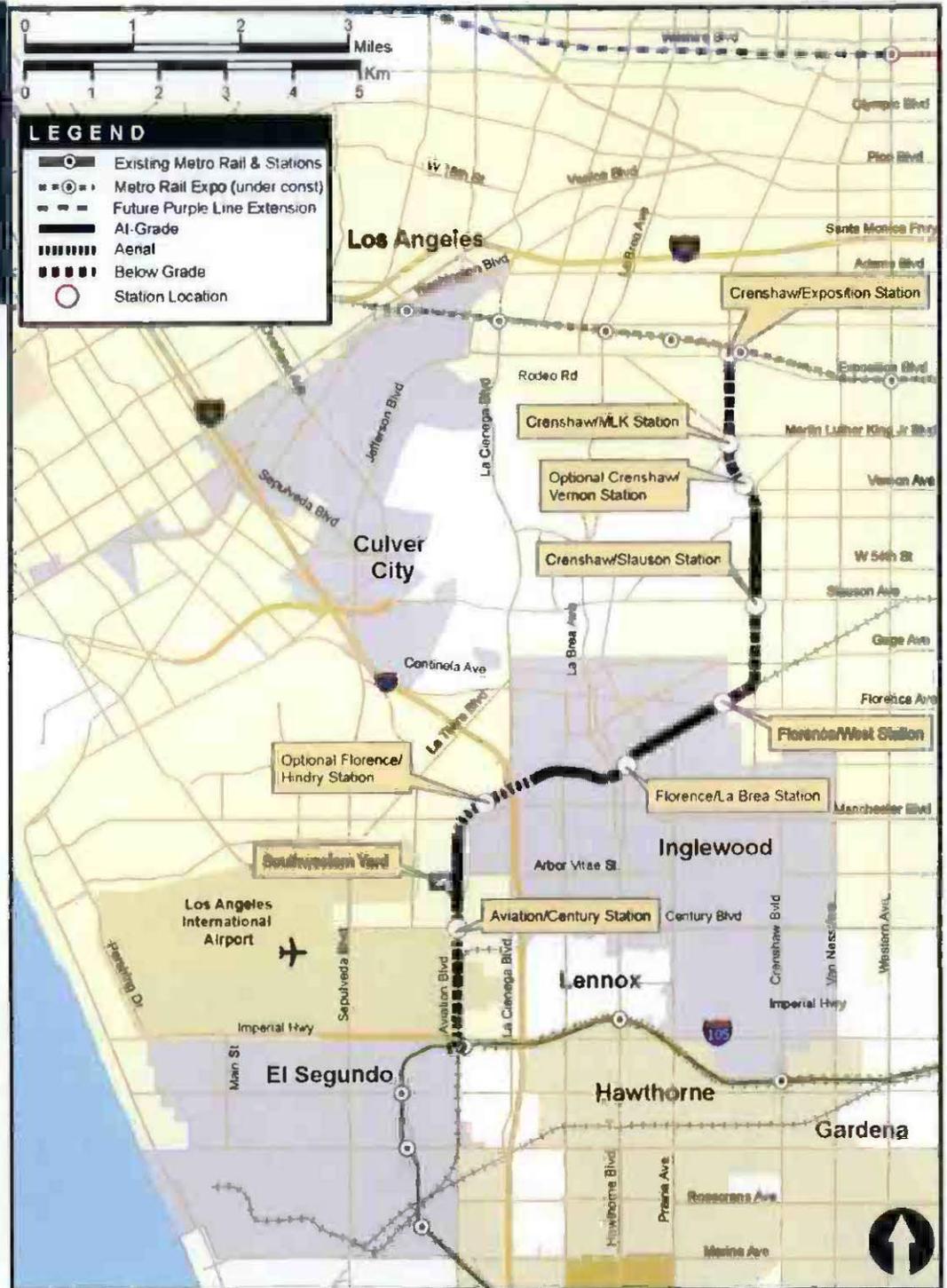
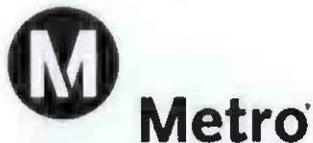
FTA QUARTERLY REVIEW – November 28, 2012



**M** Metro

# Crenshaw/LAX Transit Corridor

- 8.5 miles Light Rail
- 6 Stations with two additional stations carried as bid options
- Southwestern Yard Maintenance Facility
- \$1.749 Billion (Board approved LOP)
- 24,400 Project Trips (2035)



# Crenshaw/LAX Transit Corridor Design and Construction Schedule

Activity Name	2011	2012	2013	2014	2015	2016	2017	2018	2019
Record of Decision from FTA		◆ <12/30/2011							
Design-Build Contract Procurements		◆ <09/04/12 FONSI							
Final Design									
Third Party Utility Relocations									
Right-of-Way									
Construction									
Testing and Pre-Revenue Service									
Revenue Service									



\* Revenue service date to be re-evaluated upon award of D-B contract and decision on bid options.



# Crenshaw/LAX Transit Corridor Additional Environmental Process

- **Supplemental Environmental Assessment**
  - Completed FONSI process for Supplemental Environmental Assessment to the FEIS.
  - Approved by FTA on September 4, 2012.
  - Challenges – Public Notice issued by FTA on October 22, 2012 announcing final environmental actions by FTA.
  - CEQA addendum in process for board signoff and filing of NOD.
- **Other Environmental Issues**
  - Mid-Block crossing changed to pedestrian undercrossing
  - La Brea LRT Underpass changed to a LRT Overpass
  - 130 C (CE) Process to be implemented



**Metro**



# Crenshaw/LAX Transit Corridor Budget Expenditure Update

- Budget

– Long Range Transportation Plan	\$1,715.0 Million
– Reprogramming of available funds	<u>\$ 34.0 Million</u>
Total LOP *	\$1,749.0 Million
– December 2012 board action planned to increase LOP Budget to:	\$1,762.9 Million

- Expenditures through August, 2012

– Environmental / Planning Phase	\$ 25.5 Million
– Preliminary Engineering Phase	<u>\$ 39.9 Million</u>
Total Expended:	\$ 65.4 Million



**Metro**

\* Metro Board approved LOP October 2011



# Crenshaw/LAX Transit Corridor Budget By FTA SCC

Description	YOE Dollars (x\$000)
10 GUIDEWAY & TRACK ELEMENTS	\$471,300
20 STATIONS, STOPS, TERMINALS, INTERMODAL	\$153,900
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$66,700
40 SITEWORK & SPECIAL CONDITIONS	\$235,600
50 SYSTEMS	\$125,100
SUBTOTAL CONSTRUCTION:	\$1,052,600
60 ROW, LAND, EXISTING IMPROVEMENTS	\$132,300
70 VEHICLES	\$87,800
80 PROFESSIONAL SERVICES	\$273,100
90 UNALLOCATED CONTINGENCY	\$177,200
PLANNING AND ENVIRONMENTAL COSTS	\$ 26,000
<b>TOTAL COSTS</b>	<b>\$1,749,000</b>



**Metro**

\* YOE Dollars to be adjusted with board action in December and after contract award in 2013.



# Crenshaw/LAX Transit Corridor Major Project Status

- BNSF Abandonment
  - Formal abandonment order
    - August 24, 2012
  - Final conveyance completed on September 28, 2012.
  - Received quit claim of remnant properties and recorded
- Notice of Abandonment filed with CPUC – October 1, 2012
- Metro assumes maintenance until D-B contractor on board



## Supporting Space Shuttle Move



# Crenshaw/LAX Transit Corridor

## Major Project Status (Cont.)

- **Advanced Utility Contract C0990**
  - Changes to Construction Safety & Phasing Plan (CSPP) proposed by Contractor; under review by FAA/LAWA
  - LAX work re-scheduled to mid January 2013 due to upcoming Holiday Moratorium period
  - Focus shifted to utility relocation work in Crenshaw Blvd
- **Real Estate Management Update**
  - Updated RAMP submitted to FTA on October 24, 2012
  - 76 Certifications completed; 17 offers made; 2 agreements signed
- **Caltrans PSR/PR – Final signoff in progress**



# Crenshaw/LAX Transit Corridor

## Major Project Status (Cont.)

- **CPUC Grade Crossing Applications**
  - General Order 164-D process suspended by CPUC
  - Metro to file formal applications – initial application filed for three controversial crossings in Inglewood
- **Faithful Central Bible Church**
  - Held pre-hearing conference with CPUC Administrative Law Judge on October 1, 2012
  - FCBC agreed to a pedestrian underpass at the mid-block crossing
  - Metro co-authored a joint post-hearing statement with FCBC
  - Litigation and formal grievance suspended by FCBC; MOU in process
- **Southwestern Yard – C0991**
  - Pre-final submittal issued for review – October 17, 2012
  - Release of IFB – February/March 2013



**Metro**



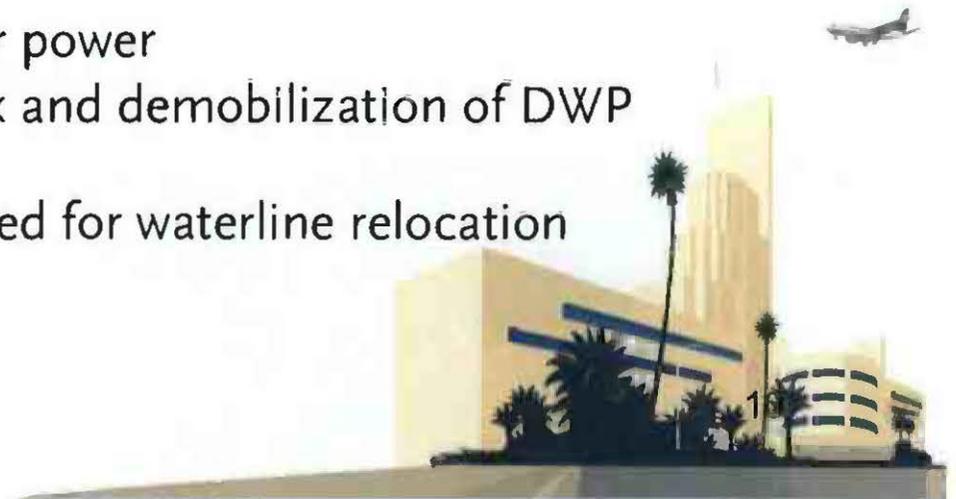
# Crenshaw/LAX Transit Corridor

## Buy America Compliance/Utility Relocation

- **Non Compliant Utilities on Crenshaw/LAX include:**
  - DWP Water (valves & fittings) & DWP Power (34.5 KV cable)
  - All other utilities complaint or costs borne by private utility
- **Current Status**
  - 34.5 KV cable order assigned to project – ductbank work in progress, cable installation scheduled to start January 2013
  - Water line pipe & fittings at DWP – installation scheduled to start January 2013 at Exposition & MLK Stations
- **Impacts**
  - 12 months delay to schedule for power
  - Would require stoppage of work and demobilization of DWP contractor
  - 12 to 18 months delay anticipated for waterline relocation
  - Significant cost impacts



**Metro**



# Crenshaw/LAX Transit Corridor RFP Update

- **RFP – Alignment Contract C0988**
  - Issued RFP – June 22, 2012
  - Amendments 1 through 6 issued to proposers
  - ATC Process
    - > 119 initial ATCs received
    - > 47 detailed ATCs received – signed off on 37 ATCs
    - > Lessons learned to be developed from ATC process
  - Proposal due date – December 6, 2012
  - Proposal Evaluation Team in place – December 10<sup>th</sup> through mid January 2013
  - Contract Award w/o BAFO – February 2013
  - Contract Award with BAFO – May 2013



**Metro**



# Crenshaw/LAX Transit Corridor Third Party Coordination

- Third Party Coordination – Continuing coordination and agreements with FAA, LAWA, LADOT, LABOE, Inglewood, Caltrans, and CPUC. Finalized agreement with Capri (Baldwin Hills Mall) to use mall property for the MLK station portal plus staging; execution of right of entry agreement anticipated in January.
- Private Utilities – Completed design at the LAWA trench area; conditional NTP authorization received from LAWA; private utility work in progress along corridor.

Agency	Agreement Type	Status	Forecast Execution Date
City of Los Angeles	Amendment to 2003 MCA	Language for MCA is almost finalized; Metro / City working under 2003 MCA in interim	12/2012
City of Inglewood	LOA MCA	Executed MCA negotiations in progress	4/2012(A) 12/2012
LADWP	Amendment to 2002 MOU	DWP reviewing MTA comments; working under 2002 MOU in interim	12/2012
LA County Public Works	LOA	Executed	4/2011 (A)
Caltrans	Amendment	Executed	8/2011 (A)
LAWA	LOA	LOA not required	N/A
Private Utilities	LOA, MOU or UCA	Utility impacts identified; work in progress	2/2013



# Crenshaw/LAX Transit Corridor Risk Management Status

- Risk Assessment Update
  - Risk Register – Updated monthly
  - Risk Management – Quarterly Progress Report issued for September 2012
  - Next formal risk assessment after Contract Award



# Crenshaw/LAX Transit Corridor Next Steps

- Filed three initial grade crossing applications – November 2012
- Continue with submittal of formal applications to CPUC – December 2012
- Alignment RFP proposal due date – December 6, 2012; proposal evaluation team anticipated to be in place week of December 10<sup>th</sup> with evaluation/recommendations completed by mid January 2013.
- Complete design of Southwestern Yard – Nov./Dec. 2012; release IFB February/March 2013



**Metro**



**WESTSIDE SUBWAY  
EXTENSION**

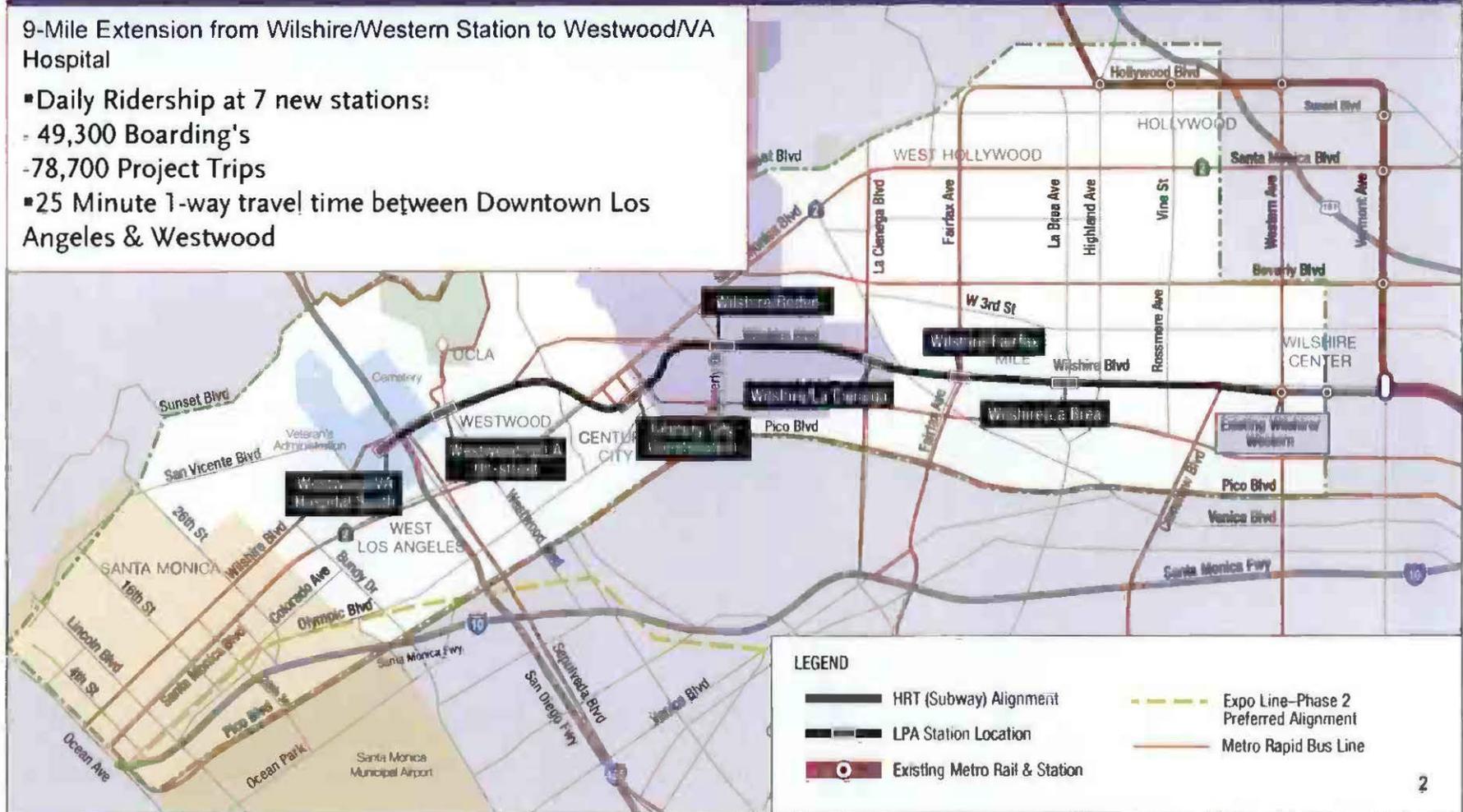
Westside Subway Extension  
FTA Quarterly Review Meeting  
November 28, 2012



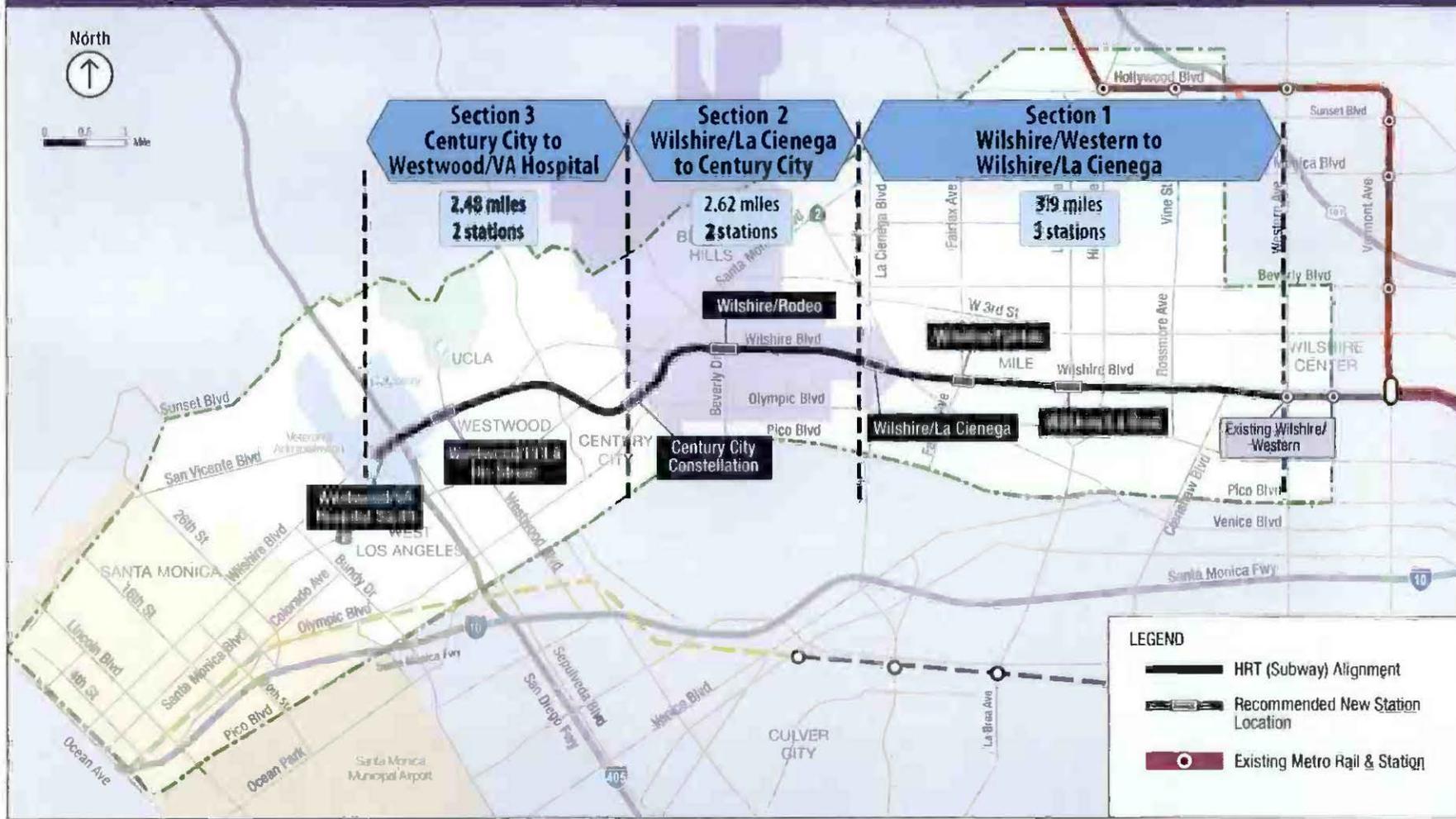
# Westside Subway Extension Project Approved Alignment & Station Locations

9-Mile Extension from Wilshire/Western Station to Westwood/VA Hospital

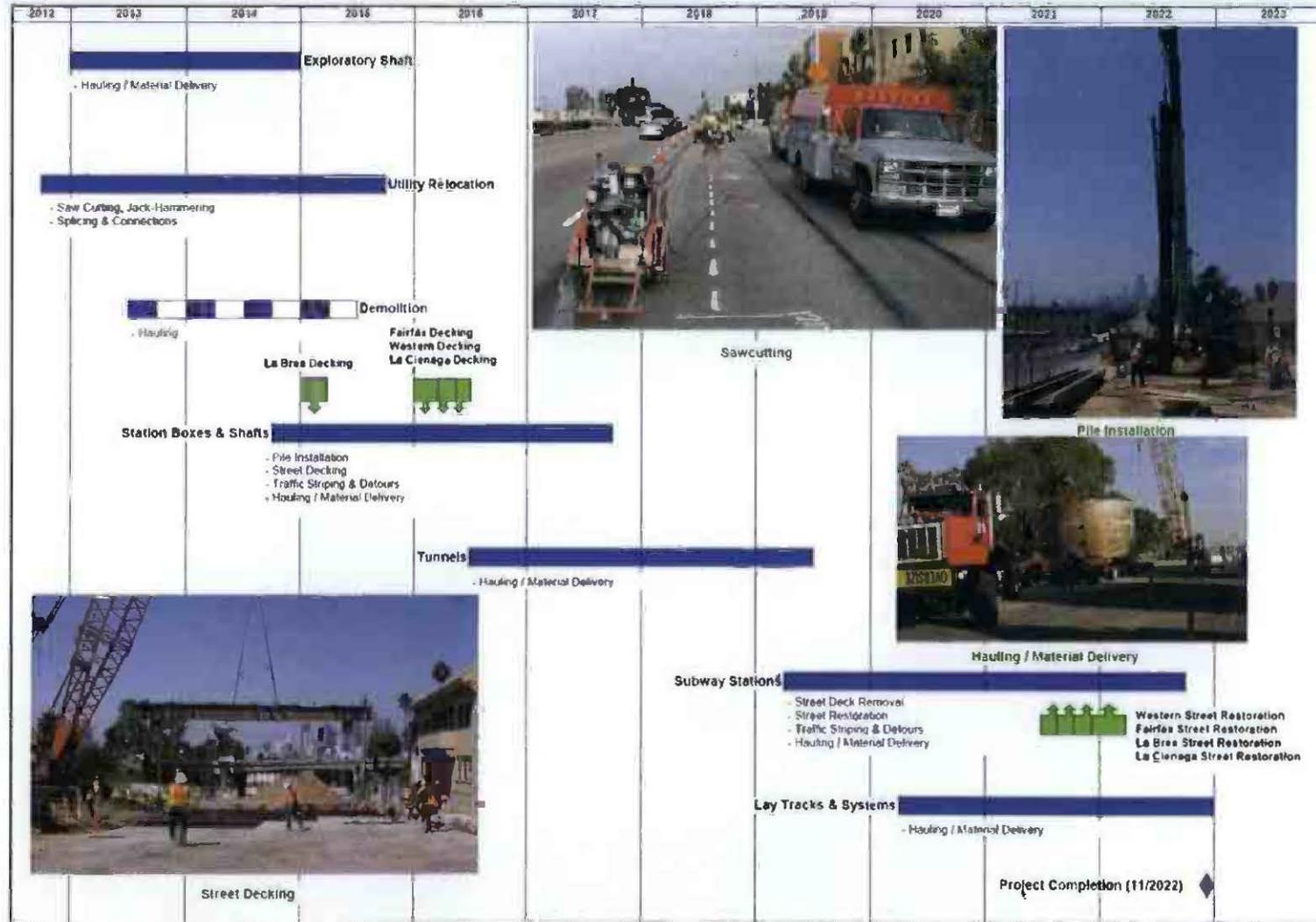
- Daily Ridership at 7 new stations:
- 49,300 Boarding's
- 78,700 Project Trips
- 25 Minute 1-way travel time between Downtown Los Angeles & Westwood



# Westside Subway Extension Construction Sections



# Planned Activities on Wilshire Boulevard Section 1 – Wilshire/Western to Wilshire/La Cienega



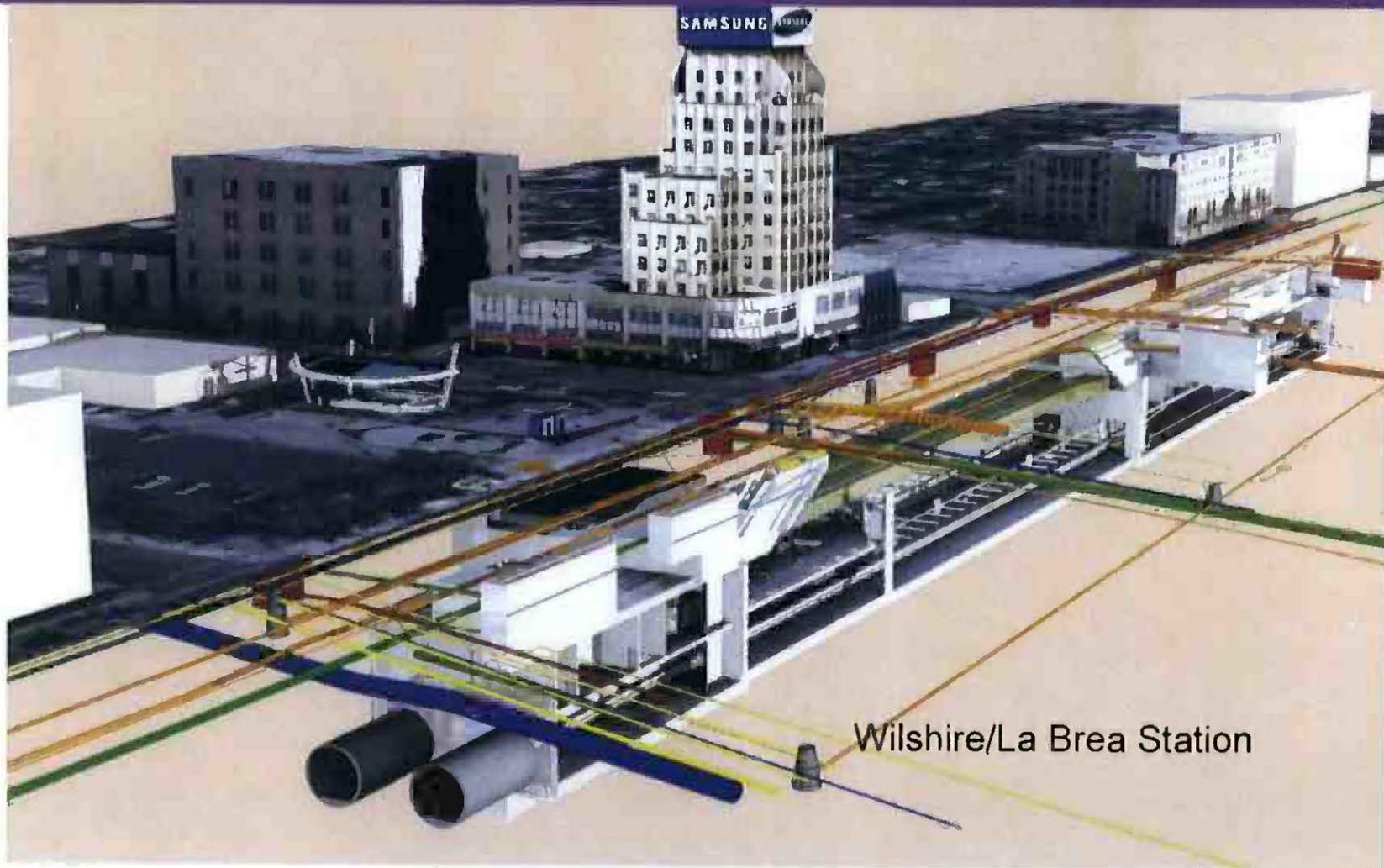
## Westside Subway Extension Section 1 – Wilshire/Western to Wilshire/La Cienega

- **Advanced Utility Relocation**
  - Wilshire/La Brea Telecommunications Cable - November 13, 2012
  - Advanced Utility Contract – IFB December 2012; Award Contract March 2013
  - Buy America Requirements – Potential Schedule and Cost Impacts
- **Wilshire/Fairfax Exploratory Shaft**
  - Award Contract – November 2012; Construction NTP by January 2012
- **Design-Build Contract**
  - Industry Constructability Review – October 2012 thru November 2012
  - RFQ – December 2012; RFP March 2013
- **Real Estate Acquisition**
- **Professional Services Contracts**
  - Engineering Management Services – Bid Period and Design Services
  - Construction Management Support Services – RFP – December 2012

**Westside Subway Extension  
Wilshire/La Brea – Start of Utility Relocation Work  
November 13, 2012**

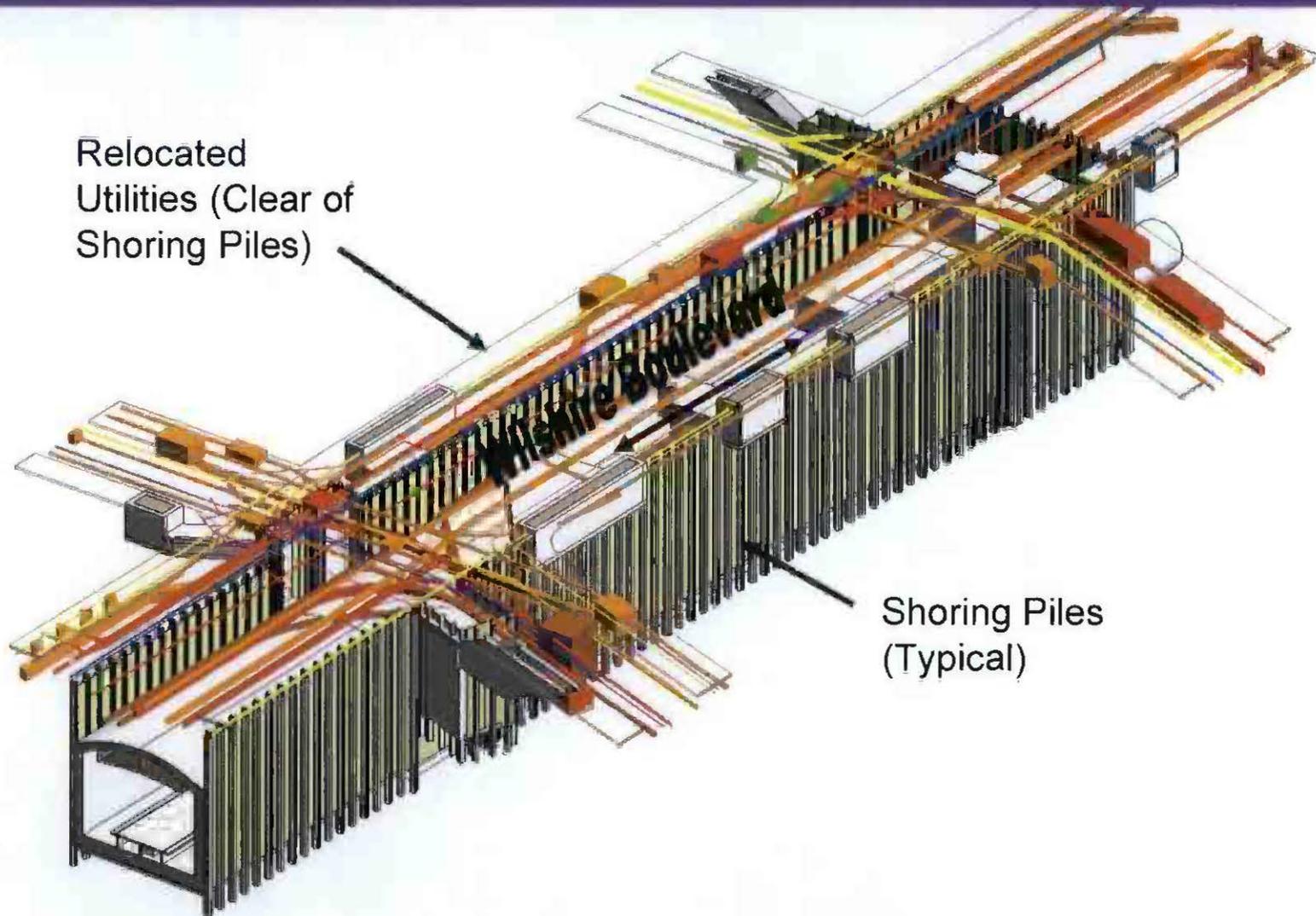


# Westside Subway Extension Project Utilities Over Typical Station Box

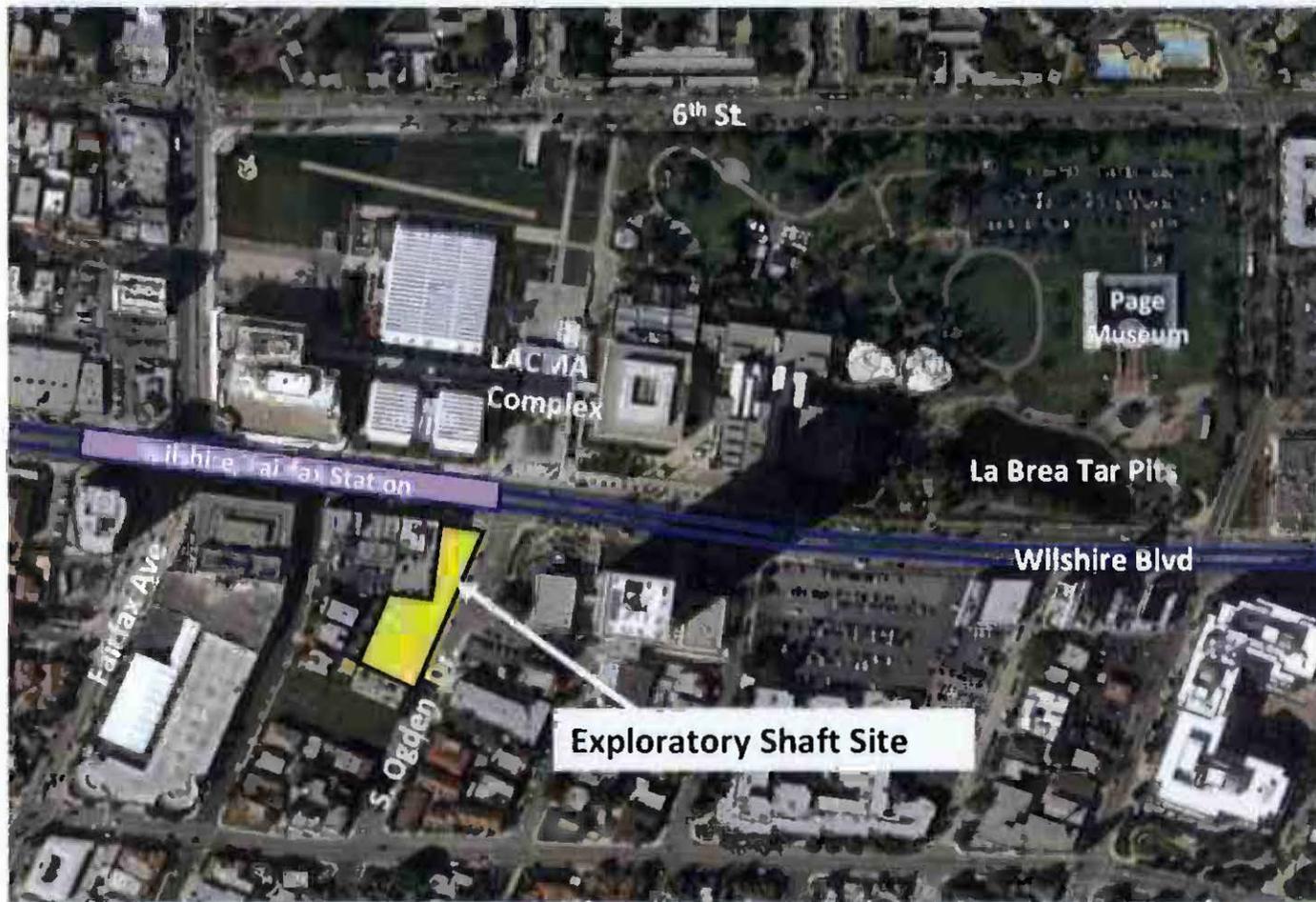


Wilshire/La Brea Station

# Westside Subway Extension Advanced Utility Relocation Coordination and Future Station Excavation



# Westside Subway Extension Wilshire/Fairfax Station Site Exploratory Shaft



## Westside Subway Extension Exploratory Shaft Status

- Notice to Award the Contract in the amount of \$6,577,020 to Innovative Construction Solutions, Inc. is scheduled for November 2012.
- Authorization to execute the Right-of-Entry permit with LACMA was approved by the Metro Board on October 25, 2012
- MTA received a letter on November 6, 2012 from the FTA confirming that the work associated with the Exploratory Shaft is consistent with the criteria under the requirements for a Class II Categorical Exclusion.
- Construction Notice To Proceed (NTP) is scheduled to be issued by January 2013.

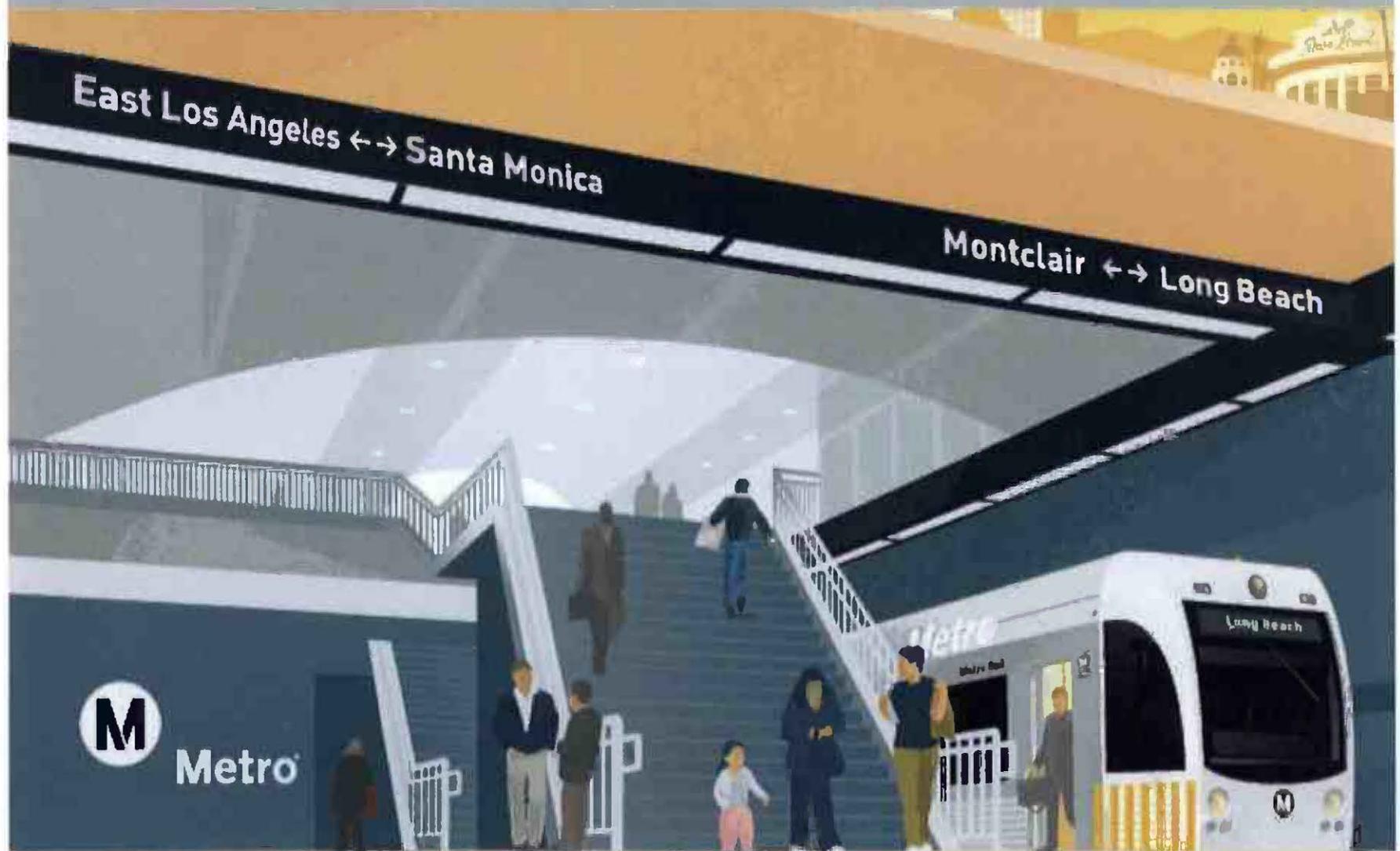


# Westside Subway Extension Project Budget and Expenditures

DESCRIPTION	CURRENT BUDGET	EXPENDITURES THROUGH SEP-12
10 GUIDEWAY & TRACK ELEMENTS	\$ -	\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL	-	-
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-
40 SITEWORK & SPECIAL CONDITIONS	15,369,568	151,063
50 SYSTEMS	-	-
<b>SUBTOTAL CONSTRUCTION</b>	<b>15,369,568</b>	<b>151,063</b>
60 ROW, LAND, EXISTING IMPROVEMENTS	52,907,887	1,101,934
70 VEHICLES	5,000,000	-
80 PROFESSIONAL SERVICES	121,332,495	60,687,253
90 UNALLOCATED CONTINGENCY	4,155,672	-
100 FINANCE CHARGES	-	-
<b>TOTAL</b>	<b>\$ 198,765,622</b>	<b>\$ 61,940,250</b>

REGIONAL CONNECTOR

# Regional Connector Transit Corridor Project FTA Quarterly Review – November 28, 2012



# Regional Connector Transit Corridor

**Locally Preferred Alternative**  
 1.9 Miles  
 3 Stations  
 88,000 Daily Project Trips  
 \$1.342 Billion (\$2019-30/10)



As-Grade	Underground	Locally Preferred Alternative	Existing	Tunnel Roadways
As-Grade	Underground	Existing Metro Gold Line	Existing	Pedestrian Bridges
	Underground	Existing Metro Blue and Expo Lines	Existing	Other Rail
	Underground	Existing Metro Red and Purple Lines	Existing	Stations
			Existing	Proposed
			STATION NAME	Underground
				1/8 Mile

## Regional Connector Transit Corridor Final EIR/EIS

- On September 14<sup>th</sup>, the Court denied the motion from the Thomas Properties Group for a Preliminary Injunction
- On October 25<sup>th</sup>, the Court denied the motion from the Westin Bonaventure for a Preliminary Injunction

# Regional Connector Transit Corridor Current Major Project Issues

## Buy America

- Seven utility companies (XO Communication, CES, MCI/Verizon, Time Warner, AT&T-TCG, Wilshire Connection and Above Net) have signed certificates committing to comply with Buy America.
- Four utility companies (DWP/Power & Water, AT&T California and Sprint) have signed certificates unable to comply with Buy America language. Materials include cable fittings and valves.

# Regional Connector Transit Corridor Current Major Project Issues

## Buy America (Cont)

- Four utility companies (Qwest, Level 3, Southern California Gas Co. and Edison) have not responded yet.
- Potential Schedule Impact: 5-7 months
- FTA guidance is required as to what extent and which materials have to be in compliance and if there are % dollar thresholds

# Regional Connector Transit Corridor PE Design Progress Update

- Advance architectural design to incorporate Metro standards for pavilion elements of commonality and kit-of-parts
- Update station structures based on advanced architectural designs.
- Advance design of Overhead Contact Rail in tunnel vs. Overhead Catenary System

# Regional Connector Transit Corridor PE Design Progress Update

- Continue monthly risk assessment
- Advance systems (TP, OCS, TC, Comm) design including tie-in to Blue Line and Gold Line; Load Flow Analysis; evaluate 34.5kv feeder.
- Finalize logic, sequence, duration of critical activities, and milestones for tie-in to Blue Line and Gold Line coordinated with Metro Operations
- Finalizing Updated Baseline Schedule for Construction.

## Regional Connector Transit Corridor PE Design Progress Update

- Additional Geotech studies in progress for Coyote Pass Escarpment Impacts.
- Continue support of Metro Community Outreach Program – Participated in four Outreach Meetings.
- Submitted Draft RFP package for Metro County Counsel review on November 7, 2012.
- On-going development of Technical Requirements and Contract Documents to work with Metro Standards.
- Advance Utility Relocation Contract (CO981) – Advertisement for Procurement – End of December 2012.

## Regional Connector Transit Corridor RFQ/RFP Update

- Project Construction Contract RFQ
  - Issued RFQ – August 24, 2012
  - Received SOQ – October 29, 2012
- RFP – Construction Management Support Services Contract (CMSSC)
  - Issued RFP – October 1, 2012
  - Proposal Due Date – November 29, 2012



# Regional Connector Transit Corridor Project Budget and Expenditures

## Current Project Budget & Expenditures

DESCRIPTION	CURRENT BUDGET	EXPENDITURES THROUGH AUG-12
10 GUIDEWAY & TRACK ELEMENTS	\$ -	\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL	-	-
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-
40 SITEWORK & SPECIAL CONDITIONS	15,334,939	161,426
50 SYSTEMS	-	-
SUBTOTAL CONSTRUCTION	15,334,939	161,426
60 ROW, LAND, EXISTING IMPROVEMENTS	57,035,863	535,136
70 VEHICLES	-	-
80 PROFESSIONAL SERVICES	59,226,417	32,349,004
90 UNALLOCATED CONTINGENCY	2,664,300	-
100 FINANCE CHARGES	-	-
<b>TOTAL</b>	<b>\$ 134,261,519</b>	<b>\$ 33,045,566</b>

# Regional Connector Transit Corridor Project Budget and Expenditures

## Current Project Capital Cost Estimate

DESCRIPTION	YOE DOLLARS (\$ IN MILLIONS)
10 GUIDEWAY & TRACK ELEMENTS	\$ 264
20 STATIONS, STOPS, TERMINALS, INTERMODAL	337
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	10
40 SITEWORK & SPECIAL CONDITIONS	162
50 SYSTEMS	77
<b>SUBTOTAL CONSTRUCTION</b>	<b>850</b>
60 ROW, LAND, EXISTING IMPROVEMENTS	97
70 VEHICLES	19
80 PROFESSIONAL SERVICES	253
90 UNALLOCATED CONTINGENCY	123
100 FINANCE CHARGES	-
<b>TOTAL COSTS</b>	<b>\$ 1,342</b>

## Regional Connector Transit Corridor Next Steps

- Roadmap Process to Obtain  
FFGA in September 2013

**METRO GOLD LINE  
EASTSIDE EXTENSION**

# Metro Gold Line Eastside Extension FTA Quarterly Review Meeting November 28, 2012



- 6 Mile Alignment
- 1.7 Miles of Tunnel
- 8 Stations (6 At-grade & 2 Underground)
- Park & Ride Facility
- Direct Connection to the Pasadena Metro Gold Line
- \$898.8 million
- On-Time/Within Budget
- Over 4.3 million Safe Work Hours
- Opened to the Public November 15, 2009

## Metro Gold Line Eastside Extension Project Closeout

- The remaining outstanding invoices from the Southern California Gas Company are being processed and have been accounted for in the forecast budget at-completion.
- Contract closeout of P2550 – Rail Vehicle Procurement is anticipated within the first quarter of 2013. The anticipated final value of the contract has been accounted for in the forecast budget at-completion.



Metro

Gold  
Line

## Metro Gold Line Eastside Extension Cost Forecast Status (Based on Quarterly Updates)

Description	Sep-12 Current Budget	Sep-12 Forecast	Variance
CONSTRUCTION	\$ 648,310	\$ 644,208	\$ (4,102)
SPECIAL CONDITIONS	58,867	58,875	8
RIGHT-OF-WAY	37,889	37,889	-
PROFESSIONAL SERVICES	140,911	141,747	836
PROJECT CONTINGENCY	2,700	-	(2,700)
PROJECT REVENUE	(4,662)	(4,662)	-
<b>SUBTOTAL</b>	<b>884,014</b>	<b>878,057</b>	<b>(5,957)</b>
PROJECT FINANCE COST	14,800	11,080	(3,720)
<b>TOTAL</b>	<b>\$ 898,814</b>	<b>\$ 889,137</b>	<b>\$ (9,677)</b>

The final cost will be provided as part of the project closeout report.



**Metro**

**Gold  
Line**

**METRO LA CRD  
(EXPRESSLANES) PROGRAM**

# ExpressLanes

FTA Quarterly Review Meeting

November 28, 2012



**Metro**



# Milestones Achieved for Sep - Nov 2012

## SEP

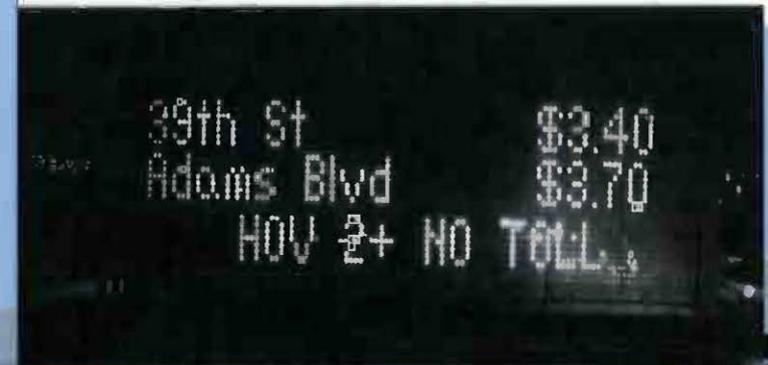
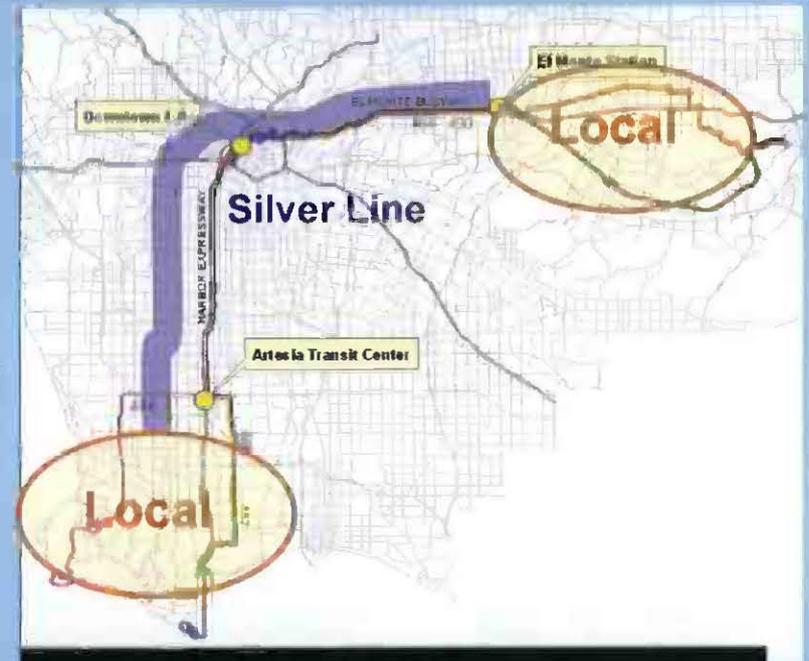
- Silver Line ridership 77.31% since CRD improvements in June 2011
- LADOT TPS construction and tie-in completed

## OCT

- 37<sup>th</sup> Street sound enclosure completed
- HTW CCTV installation at stations completed
- Adams Blvd widening and POC construction completed

## NOV

- I-110 ExpressLanes opened Nov 10th @ 10:02:26
- Gardena and Torrance started CRD service
- Transponders available at Costco and Albertsons
- TPIS on HTW installed
- ExpressPark Phases II and III completed



Metro

Caltrans

# Milestones Scheduled for Dec '12 - Feb '13

## DEC

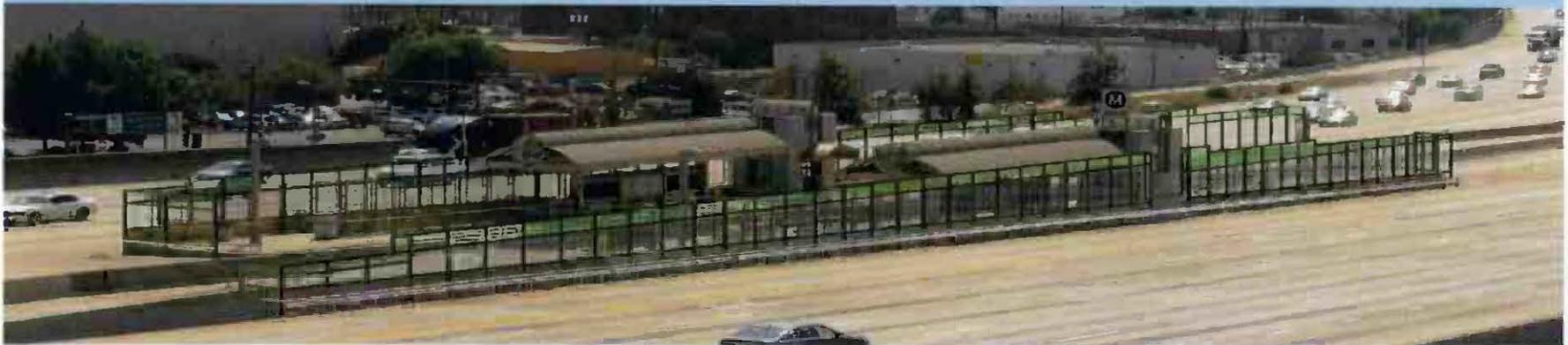
- Construction completed on the I-10 ExpressLanes
- Commissioning Testing to start on the I-10 ExpressLanes

## JAN

- Commissioning testing continues on I-10 ExpressLanes

## FEB

- I-10 ExpressLanes open
- Foothill Transit to deploy CRD funded buses



# El Monte Station opened Oct. 14, 2012



- El Monte Station is complete and opened for passenger service October 14, 2012
- Grand Opening ceremony held October 10, 2012
- Metro's 5<sup>th</sup> LEED building (Gold)
- Restoration of temporary terminal back into parking lot in process
- Project completed under LOP budget of \$60 million
- No claims or unresolved issues with Contractor



# Patsaouras Plaza Bus Station



- All Bids received August 2012 were over estimate and highly variable in price
- Bids have been rejected
- Value engineering and debriefs with contractors have been completed.
- Preliminary engineering package will be revised and enhanced to capture cost savings and re-solicited as a design/build
- Design and construction schedules for contractor will be extended based on feedback.
- A budget revision by Metro Board will be required in January 2013
- Goal is to re-solicit the contract in February 2013



# Project Schedule

Description	2010	2011	2012	2013	2014	2015
Pomona (North) Metrolink Station	completed					
Acquire 57 Clean Fuel Buses	completed					
Harbor Transitway Improvements – Phase 1	completed					
Acquire 2 Clean Fuel Buses		completed				
Harbor Transitway Improvements – Phase 2			completed			
Transit Signal Priority – Downtown LA			completed			
LA ExpressPark – Phase 1			completed			
LA ExpressPark – Phases 2 & 3			completed			
El Monte Transit Center			completed			
Promote Van Pools			●			
Increase Bus Service			completed			
I-110 ExpressLanes & Adams Blvd Widening			completed			
I-10 ExpressLanes				●		
Patsaouras Plaza Connector						●



# Expo Light Rail Line

## Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – November 28, 2012



SEGMENT C

SEGMENT B

SEGMENT A

## Status

- **Closeout contract awarded to Griffith Company**
  - Work at Rodeo and Cimmaron is complete
  - Intersection of 37<sup>th</sup> and Flower last remaining piece of work
  
- **Evaluating traffic mitigations**
  - Traffic signal at Crenshaw and 36<sup>th</sup>
  - Left turn lane at Rodeo and La Cienega
  - Venice/National Improvements currently being done as part of Venice Blvd. Underpass contract

## Major Issues

### ▪ Schedule

- FFP contract closeout:
  - Liquidated Damages
  - Change Order closeout
  - Unresolved claims

### ▪ Revenue Operations

- Junction diamond
- Culver City Parking Lot
- Noise and Vibration

### ▪ Project Budget

- The current budget is \$932 million with \$873.7 committed.
- Latest forecast shows \$6.6 million shortfall exclusive of LDs, claims or other unknowns.
- Some of the shortfall could be offset by Third Party reimbursements (\$2.8 million).

METRO PLANNING REPORTS

# FTA Quarterly Planning Update November 28, 2012

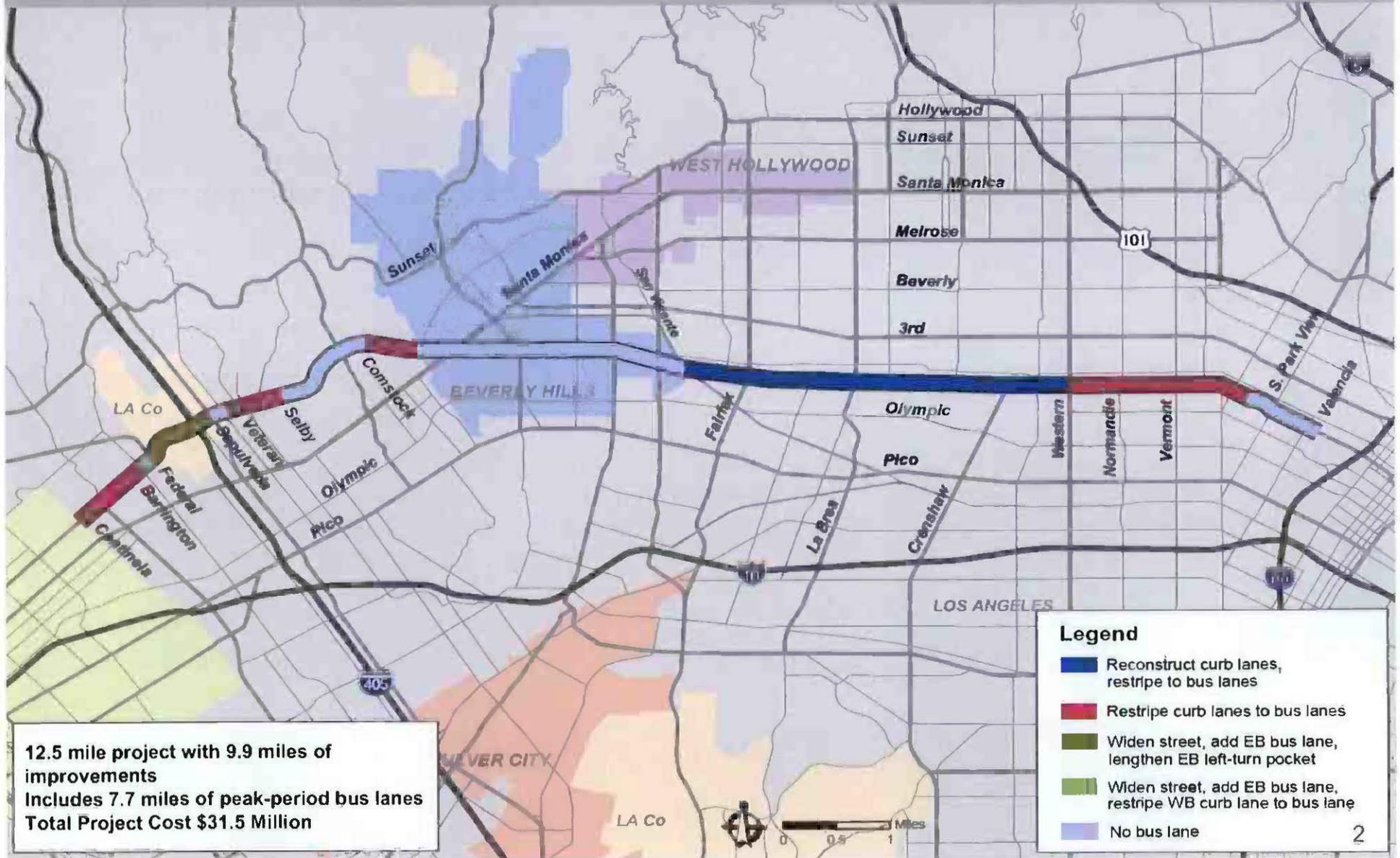
## Metro Planning Reports

- Small Starts Projects
  - Wilshire BRT
  - Gap Closure Project
- Other Projects
  - East San Fernando Valley Transit Corridor
  - Airport Metro Connector
  - South Bay Metro Green Line Extension
  - Eastside Transit Corridor Phase 2
  - Restoration Historic Streetcar Service
  - American Recovery and Reinvestment Act of 2009 (ARRA)



Los Angeles County  
Metropolitan Transportation Authority

# Wilshire Boulevard Bus Rapid Transit



12.5 mile project with 9.9 miles of improvements  
 Includes 7.7 miles of peak-period bus lanes  
 Total Project Cost \$31.5 Million

**Legend**

- Reconstruct curb lanes, restripe to bus lanes
- Restripe curb lanes to bus lanes
- Widen street, add EB bus lane, lengthen EB left-turn pocket
- Widen street, add EB bus lane, restripe WB curb lane to bus lane
- No bus lane

# Wilshire Boulevard Bus Rapid Transit

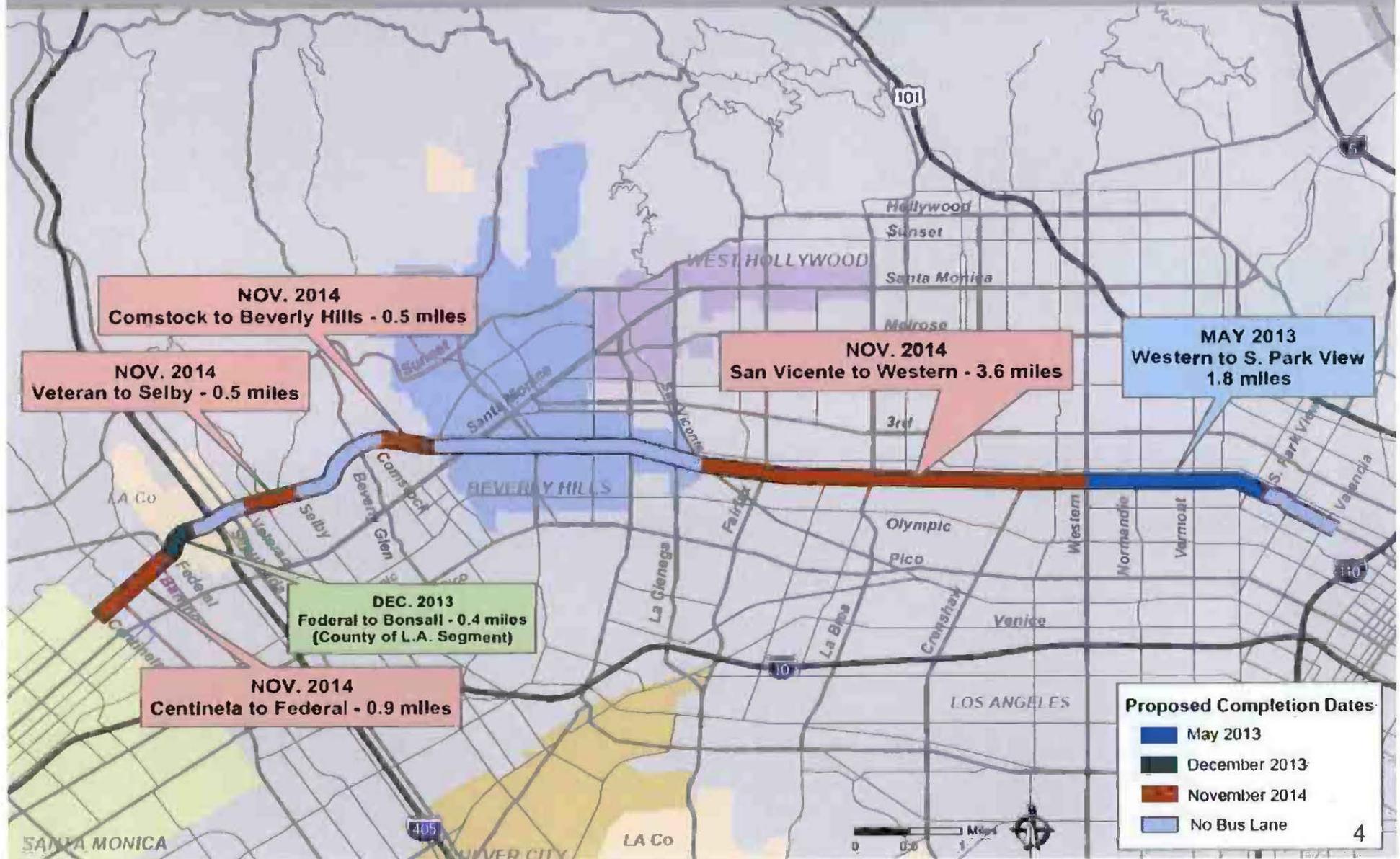
## Status

- City of Los Angeles
  - Roadwork:
    - Final design Federal to Barrington and Western to San Vicente 90% complete, up from 60%
    - Began design for Park View to Western, target completion February 2013
  - Signals:
    - Completed Signal Communications upgrade design
    - Began developing software for Transit Priority System enhancements
    - Work orders issued to begin design for new signals
- County of Los Angeles
  - Design work for roadway reconfiguration between Bonsall to Federal 90% complete, target completion February 2013

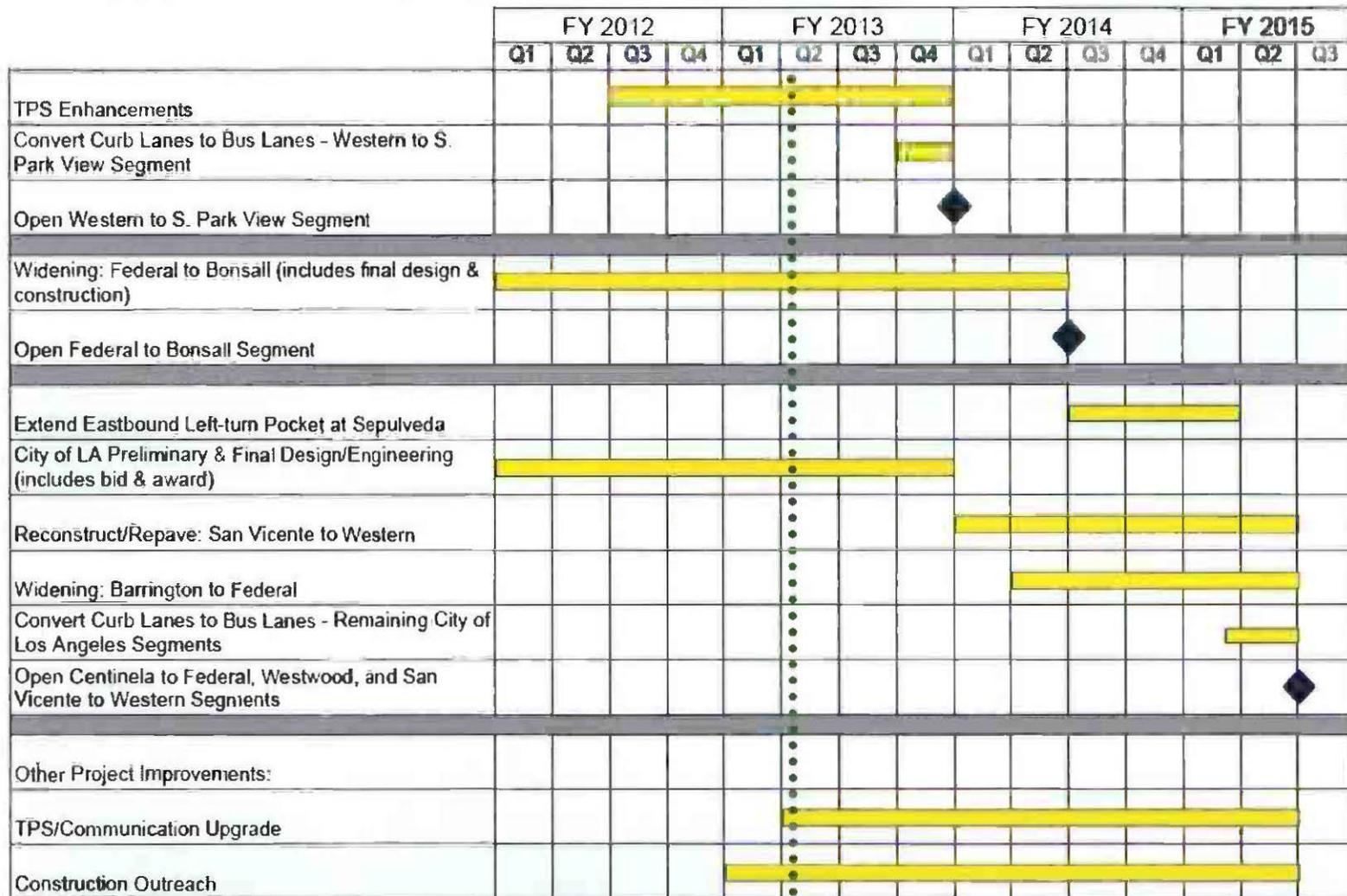


**Metro**

# Wilshire Boulevard Bus Rapid Transit Proposed Bus Lane Opening Schedule



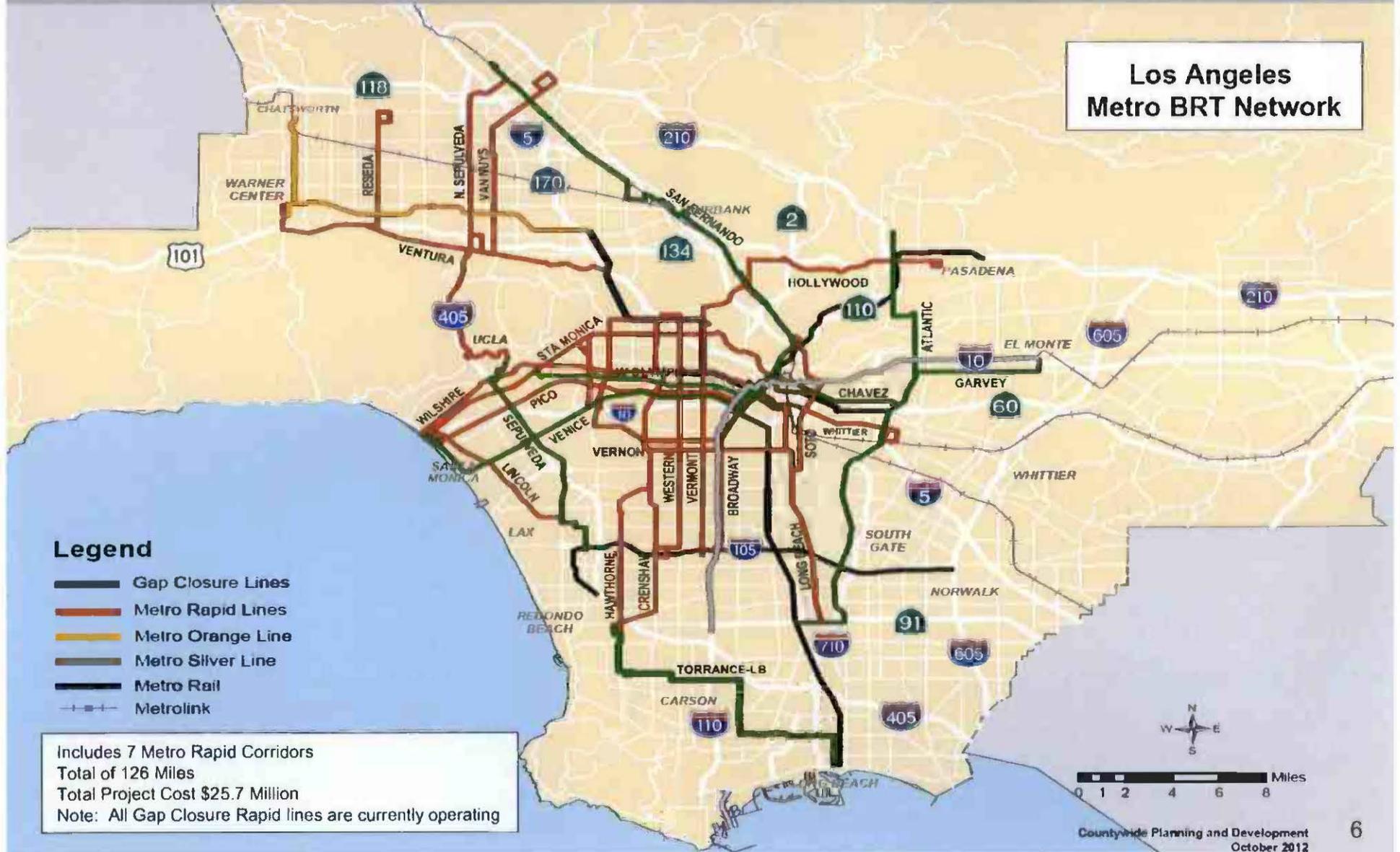
# Wilshire Boulevard Bus Rapid Transit Design/Construction Schedule



◆ = Milestone Date

Last Revised: 11/2012

# Metro Rapid System Gap Closure Lines



# Metro Rapid System Gap Closure Lines

## Status

- October 25, 2012 - City of Torrance held media event announcing November 18, 2012 opening of Torrance/Long Beach Rapid
- City of Los Angeles Branded Signs/Poles being fabricated for installation by target date December 2012
- Developing RFP for bus shelter designs with LA County and other cities by target date April 2013

# Metro Rapid System Gap Closure Lines

Corridor	Signal Priority Status
Garvey/Chavez	Construction complete Acceptance testing 95% (up from 90%)
Atlantic	Design 100% complete (up from 97%) Construction began September 2012
Sepulveda	City of LA (75% of corridor complete) Agreement with Culver City (25% of corridor), anticipated December 2012
Torrance/Long Beach	City reviewing proposals for signal priority system design/construction project management
West Olympic	Complete
Venice	TPS loops 50% complete at 53 intersections (Began July 2012)

Note: All Gap Closure Rapid lines are currently operating

# East San Fernando Valley Transit Corridor

## Status

- Finalizing the Draft Alternatives Analysis Report
  - Van Nuys, Sepulveda or Hybrid Corridor from Ventura Blvd to Sylmar/San Fernando Metrolink Station or Foothill Blvd
  - Focusing on LRT and BRT
- October 2012 - Community meetings
  - Approximately:
    - 175 attendees
    - 650 comments received by 118 individuals
  - Major themes:
    - Prefer Light Rail
    - Utilize Van Nuys Blvd Corridor
    - Enhance Bus Service



Van Nuys - 10 to 11 miles  
Sepulveda - 12 to 13 miles  
LRTP-2018 ROD

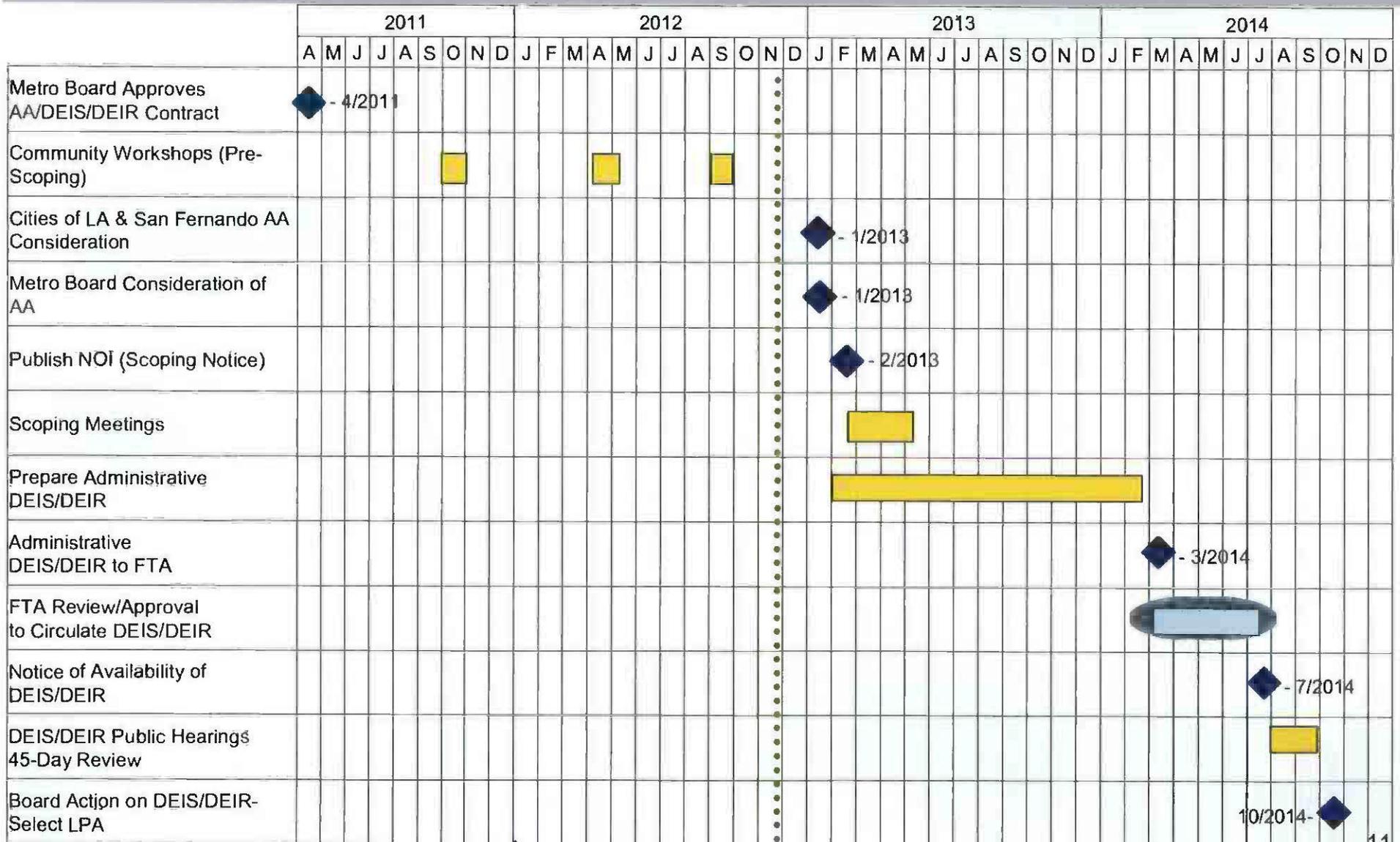


# East San Fernando Valley Transit Corridor

## Next Steps

- FTA Review Draft AA Report
- January 2013 - Present findings to:
  - Cities of Los Angeles and San Fernando
  - Metro Board
- February 2013 - Start Draft Environmental Document

# East San Fernando Valley Transit Corridor AA/DEIS/DEIR Schedule



◆ = Milestone Date

■ = FTA Action

Last Revised: 1/1/2012

# Airport Metro Connector

## Status

- Conducting technical analyses
- Continued coordination with LAWA
- October 2012 - Public comment period closed for LAWA Specific Plan Amendment Study (SPAS) Draft EIR

## Major Milestones

- Continue coordination with FAA, FTA and LAWA



\* Aviation/Century Station implemented with the Crenshaw/LAX Transit Corridor Project



# Airport Metro Connector

## Next Steps

- With loss of Measure J funding, seeking Board direction

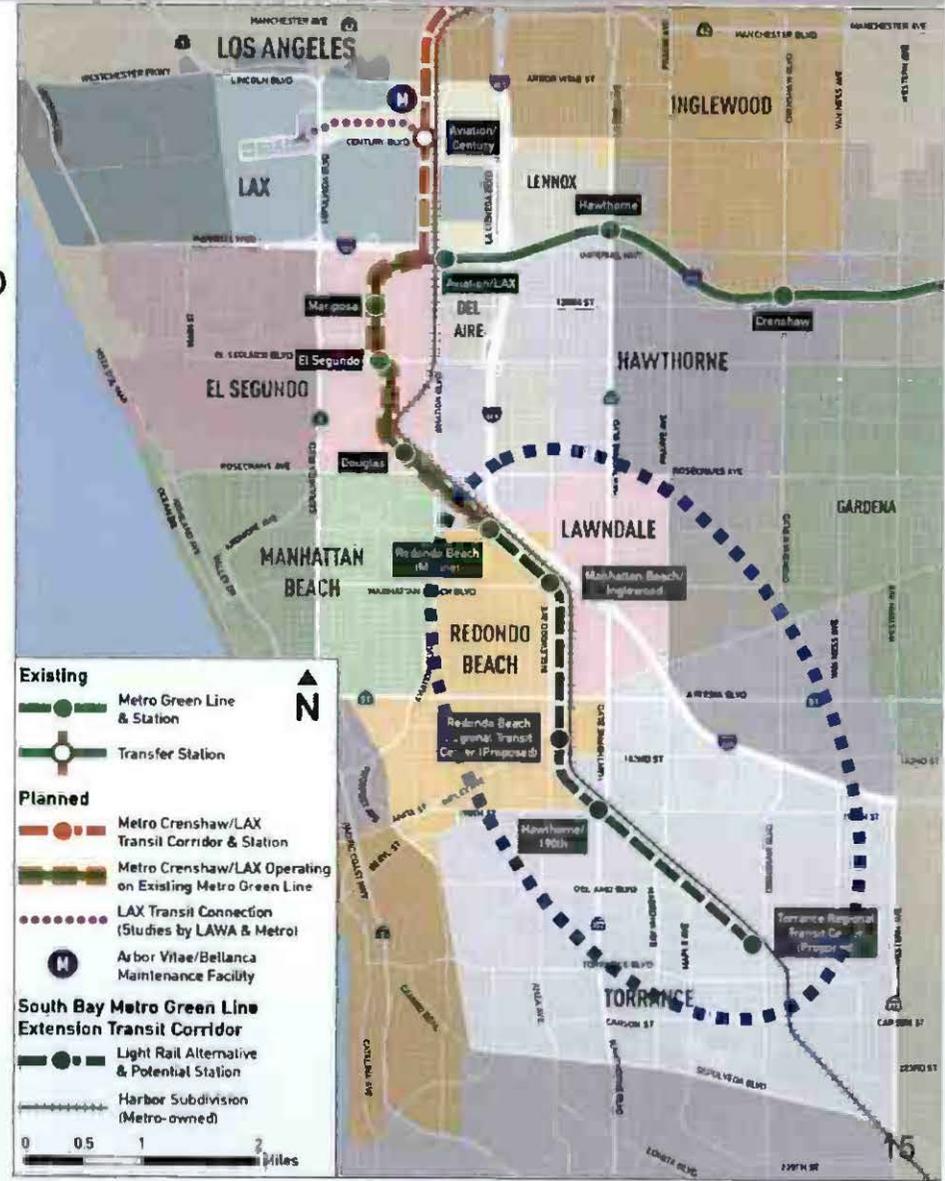


# South Bay Metro Green Line Extension

## Status

- Evaluated:
  - Full extension to Torrance (4.6 miles)
  - Minimum Operable Segment (MOS) to Redondo Beach (2.1 miles)
- Responding to FTA comments on Administrative Draft EIS/EIR

Build Alternative  
 4.6 miles  
 4 stations  
 13,000 Average Daily Boardings (2035)  
 LRTP-2035 ROD



# South Bay Metro Green Line Extension

## Next Steps

- With loss of Measure J funding, seeking Board direction



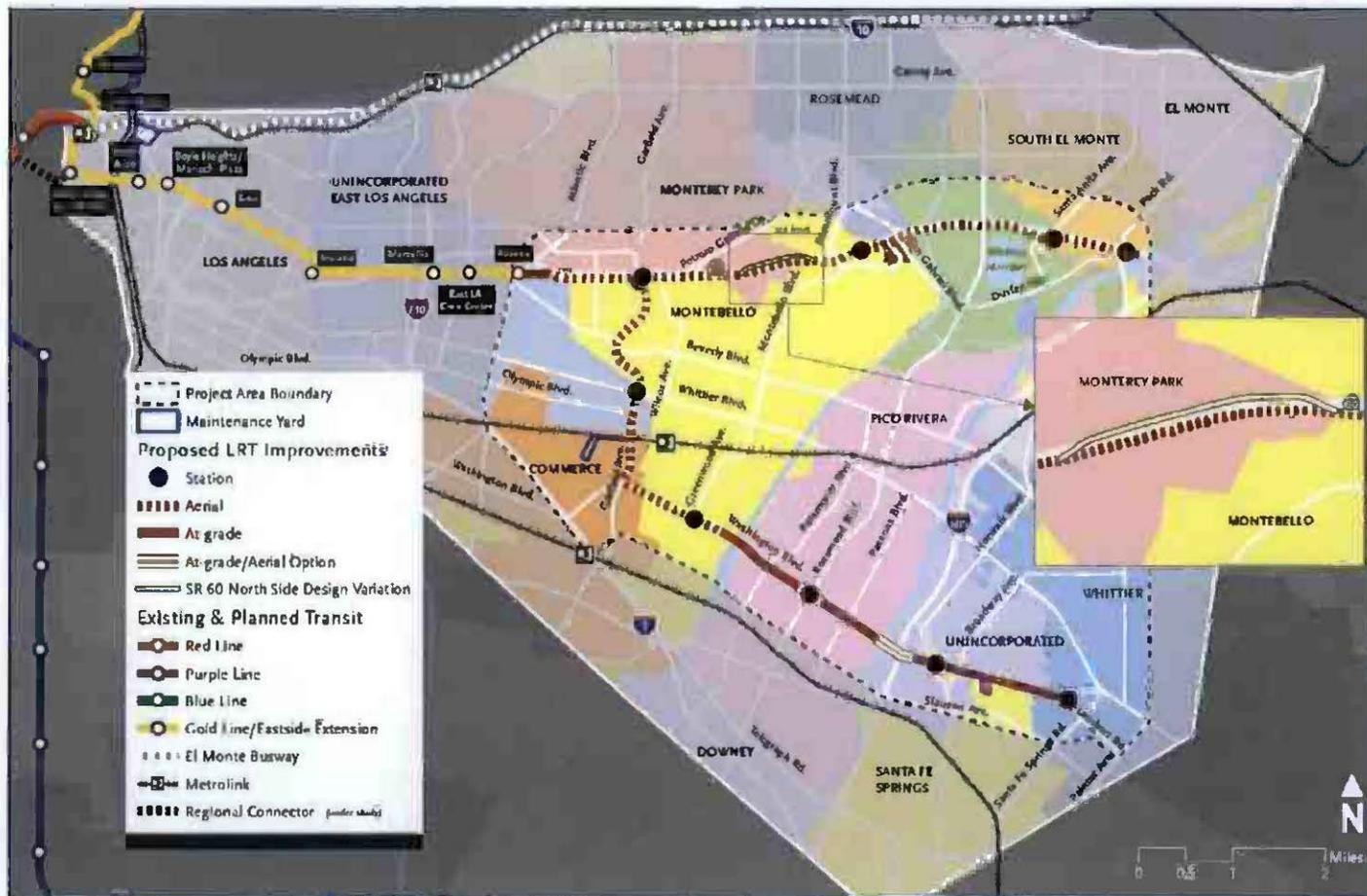
# Eastside Transit Corridor Phase 2

## SR-60 LRT:

6.9 Miles  
 4 Stations (all aerial)  
 18,300 Average Daily Boardings (2035)  
 LRTP-2035 ROD

## Washington LRT:

9.5 Miles  
 6 Stations (3 aerial, 3 at-grade)  
 20,800 Average Daily Boardings (2035)  
 LRTP-2035 ROD



# Eastside Transit Corridor Phase 2

## Status

- Responding to comments from FTA and Cooperating Agencies on Administrative DEIS/DEIR
- October 2012:
  - Submitted Final Section 106 Package to FTA
  - Submitted to SHPO

# Eastside Transit Corridor Phase 2

## Next Steps

- With loss of Measure J funding, seeking Board direction



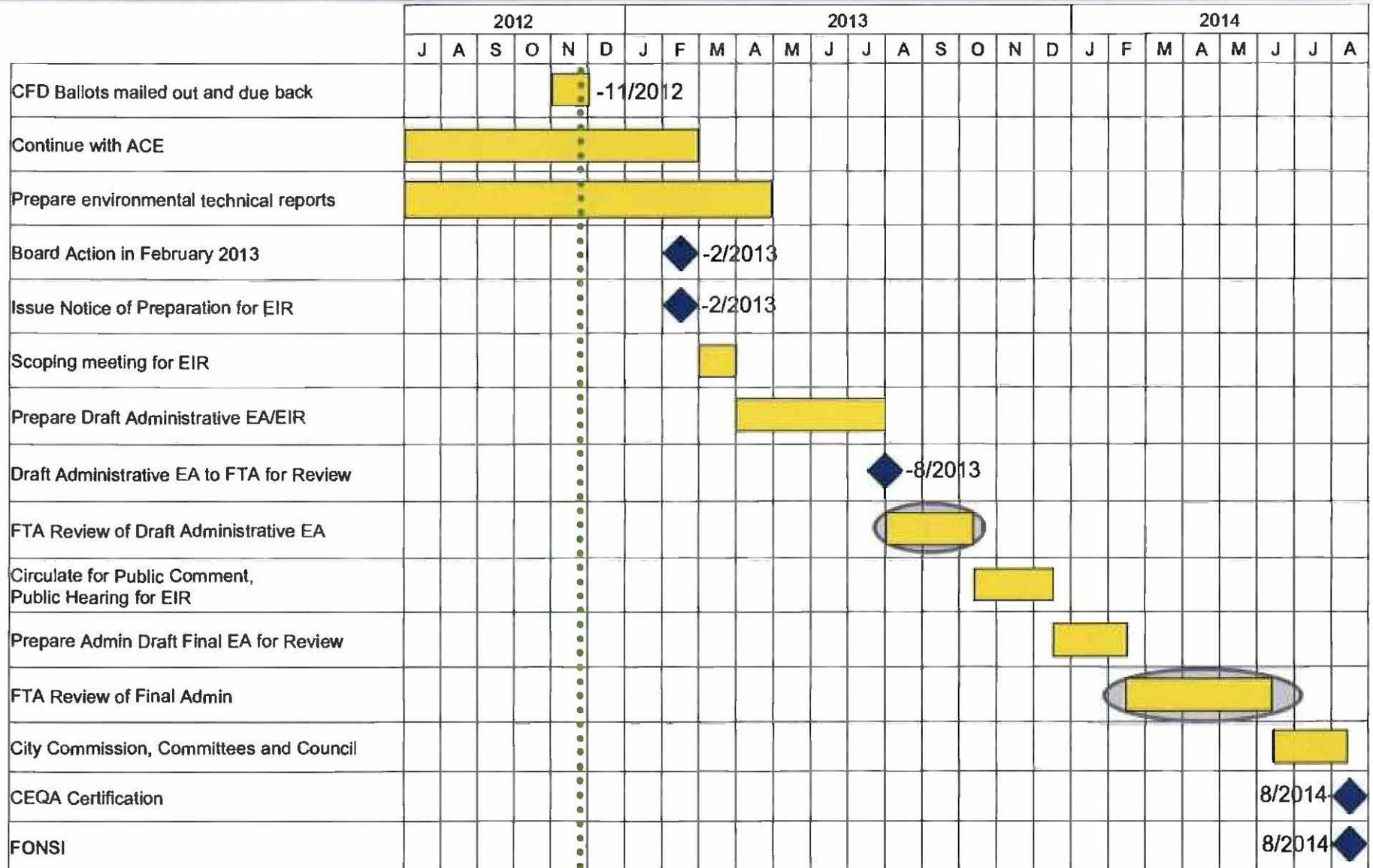


# Restoration of Historic Streetcar Service

## Next Steps

- December 3, 2012 - Community Facilities District ballot (local match) counted by City Clerk
- August 2013 - Administrative Draft EA to FTA for review
- August 2014:
  - Certification of EIR by City Council
  - Finding of No Significant Impact (FONSI) by FTA

# Restoration of Historic Streetcar Service Environmental Schedule



◆ = Milestone Date

○ = FTA Action

Last Revised: 11/2012

# Milestones

	NOI	Admin Draft EIS/EIR to FTA	Notice of Availability of DEIS/DEIR*	Locally Preferred Alternative*
East San Fernando Valley Transit Corridor	Feb-13	Mar-14	Jun-14	Oct-14
Airport Metro Connector	TBD	TBD	TBD	TBD
South Bay Green Line	Apr-10	Aug-12	Jan-13	Apr-13
Eastside Transit Corridor Phase 2	Jan-10	July-12	Feb-13	Apr-13
Restoration of Historic Streetcar Service**	N/A	Admin Draft EA/EIR to FTA Aug-13	Admin Final EA/EIR to FTA Feb-14	FONSI Aug-14

\*Subject to Board Direction

\*\*Predicated on funding from City of LA and CFD Election

# American Recovery and Reinvestment Act of 2009

## Status

- FTA Waiver decision expected in November 2012
  - OMB issued directive to disburse all ARRA funds by September 2013
  - Metro submitted waiver applications for:
    - 20 MBL Traction Power Substation Replacements
    - Wayside Energy Storage Substation
- 43.7 total FTEs paid in reporting quarter
- Expenditures of \$270.9 Million (86.7%) of \$312.3 Million awarded
- Committed funds of \$305.3 Million (97.8%) of \$312.3 Million awarded

# American Recovery and Reinvestment Act of 2009

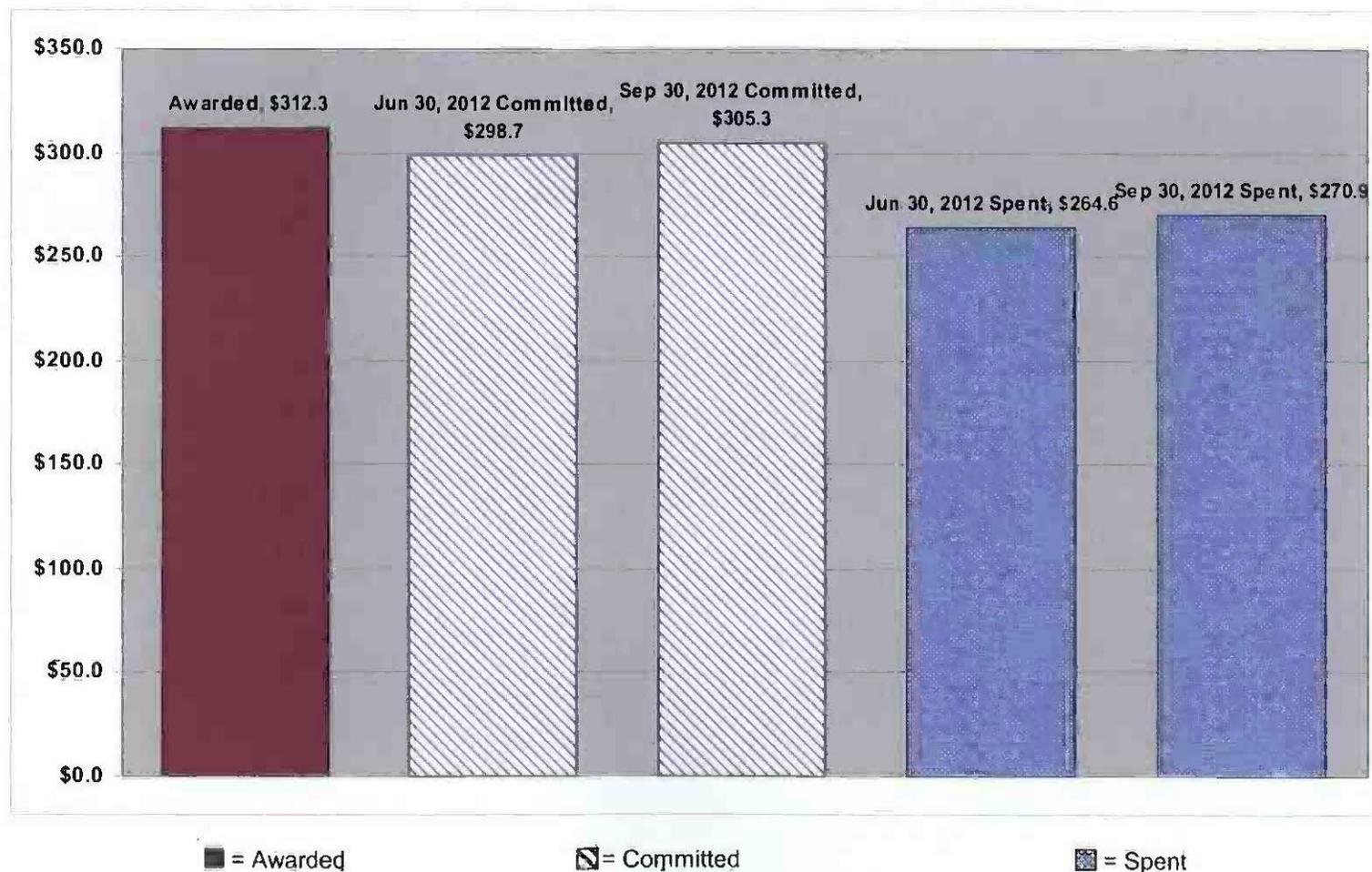
Project	Status	Completion Date
1. Replace 20 MBL Traction Power Substations	<ul style="list-style-type: none"> <li>• 12 substations completed</li> <li>• 3 more complete by next quarter</li> <li>• October 2012 – Board approval of change order valued at \$2.5M to accelerate construction/installation by 6 months</li> </ul>	July 2014
2. Wayside Energy Storage Substation	<ul style="list-style-type: none"> <li>• October 2012 - Contract executed</li> </ul>	February 2015
3. CNG Electrification 9 Bus Divisions	<ul style="list-style-type: none"> <li>• 9 Bus Divisions Completed</li> <li>• December 2012 - Final contractual deliverable of a portable compressor</li> <li>• Close contracts and release retentions next quarter</li> </ul>	March 2013

# American Recovery and Reinvestment Act of 2009

Project	Status	Completion Date
4. Metro Red Line Station Canopies (5)	<ul style="list-style-type: none"> <li>• Westlake/MacArthur Park Station Canopy complete</li> <li>• Civic Center NE &amp; SW Canopies to be completed next quarter</li> <li>• Construction began at Pershing NE &amp; SE last quarter</li> </ul>	June 2013
5. Acquisition of 141 buses	<ul style="list-style-type: none"> <li>• Project in close-out phase</li> </ul>	December 2012
6. Transit Enhancement	<ul style="list-style-type: none"> <li>• Artwork fabrication for the El Monte Station is complete</li> <li>• Artwork fabrication for Harbor Gateway Transit Center complete next quarter</li> <li>• Bid documents completed for signage/wayfinding at 3 stations</li> </ul>	August 2013

# American Recovery and Reinvestment Act of 2009 September 2012 Funding Status

(\$ in Millions) Comparison to Prior Quarter



P2550 RAIL VEHICLE  
PROGRAM

Los Angeles County  
Metropolitan Transportation Authority

# P2550 Light Rail Vehicle Procurement Program



FTA Quarterly Review Meeting  
November 28, 2012



**Metro**

# P2550 Light Rail Vehicle Program - Overview

## Vehicle Delivery & Performance Status as of November 13, 2012:

### Los Angeles, CA | Commissioning Site

- 50 vehicles have been delivered to Metro.
- 50 vehicles have been Final Accepted and are in revenue service.

### Performance

- Fleet has accumulated approximately 8.56 million revenue service miles as of September 30, 2012.
- MMBF September 2012 = 30.6 k miles



# P2550 Light Rail Vehicle Program - Overview

## Project Closeout

### Phase 1 | Delivery & Final Acceptance of Vehicles

- 50 cars are on site and all have been Final Accepted
- Event recorder qualification has been completed. The approved software and hardware is being applied on the fleet.

### Phase 2 | Completion & Acceptance of Non-vehicle Deliverables

- Deliverables include: completion of training program on special tools, submittal of manuals, computer based training aids, capital spares and special tools
- Metro is in bi-weekly communication with AB to expedite submittal of these deliverables
- Target is to receive all deliverables by March 2013.

### Phase 3 | Warranty

- Warranty Program. Bi-weekly meetings are being held to review open work orders, evaluate failure trends, review failure investigations and track warranty parts.

- END -



**Metro**

P3010 NEW LIGHT RAIL  
VEHICLE PROJECT

Los Angeles County  
Metropolitan Transportation Authority

# P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Review Meeting  
November 28, 2012



**Metro**

# P3010 Light Rail Vehicle Acquisition Program

## PROJECT OVERVIEW

- Vehicle base order contract for 78 LRVs awarded to Kinkisharyo on 4/30/2012 - Contract value: \$299,061,827.00
- Contract signed on 8/7/2012
- Notice to Proceed issued on 8/20/2012
- Contract includes four (4) options totaling 157 LRVs; 235 LRVs with base order
- Shipment of two pilot cars due 26 months following NTP, by October 2014
- Delivery of 78 production LRVs at rate of four per month shall be completed 53 months following NTP, by January 2017



**Metro**

# P3010 Light Rail Vehicle Acquisition Program

## MAJOR ACTIVITIES DURING REPORTING PERIOD

- Established Project Collaboration Sharepoint Site
- Conducted kick-off meetings with Contractor and Consultants
- Initiated Specification Review Conference
- KI set up local office and is in process of selecting assembly site
- KI is finalizing contracts with Tier 1 subcontractors.
- KI is submitting contract deliverables for Metro review and comment



**Metro**

# P3010 Light Rail Vehicle Acquisition Program

## ANTICIPATED ACTIVITIES

- Completion of Technical Specification Review Conference
- KI Selection of Assembly Site
- KI Signs contracts with Tier 1 Subcontractors.
- Metro and KI initiate Design Review Phase
- KI continues to submit contract deliverables for Metro review and comment



**Metro**



### FTA Quarterly Review Action Item Report – August 29, 2012

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
2-8/29	New	Metro to provide the FTA/PMOC the Westside Subway Extension and Regional Connector bidability review dates and invite the FTA/PMOC to participate.	LACMTA	Dennis Mori/ Girish Roy	11/28/12
3-8/29	New	Metro to provide the FTA/PMOC details on the P3010 schedule for Pilot Car Delivery and First Production Car Delivery. The details will include all pilot car testing and incorporation of changes due to such testing on the production cars in an effort to further validate the schedule timeframe.	LACMTA	Victor Ramirez/ Jesus Montes	11/28/12
1-8/29	Closed	The Exposition Construction Authority to provide the FTA/PMOC the estimated cost at completion for the Mid-City/Exposition LRT Project. Eric Olson will schedule a meeting with the PMOC to provide this information during the first week of September.	Expo Construction Authority	Eric Olson	11/28/12
4-8/29	Closed	Metro to provide the FTA/PMOC a Safety and Security Certification Plan for the Crenshaw/LAX Transit Corridor Project, the Westside Subway Extension and the Regional Connector.	LACMTA	Vijay Khawani	11/28/12