

Los Angeles County  
Metropolitan Transportation Authority

February 27, 2013

# FTA Quarterly Review Briefing Book



Metro

FTA QUARTERLY REVIEW  
MEETING AGENDA

# AGENDA

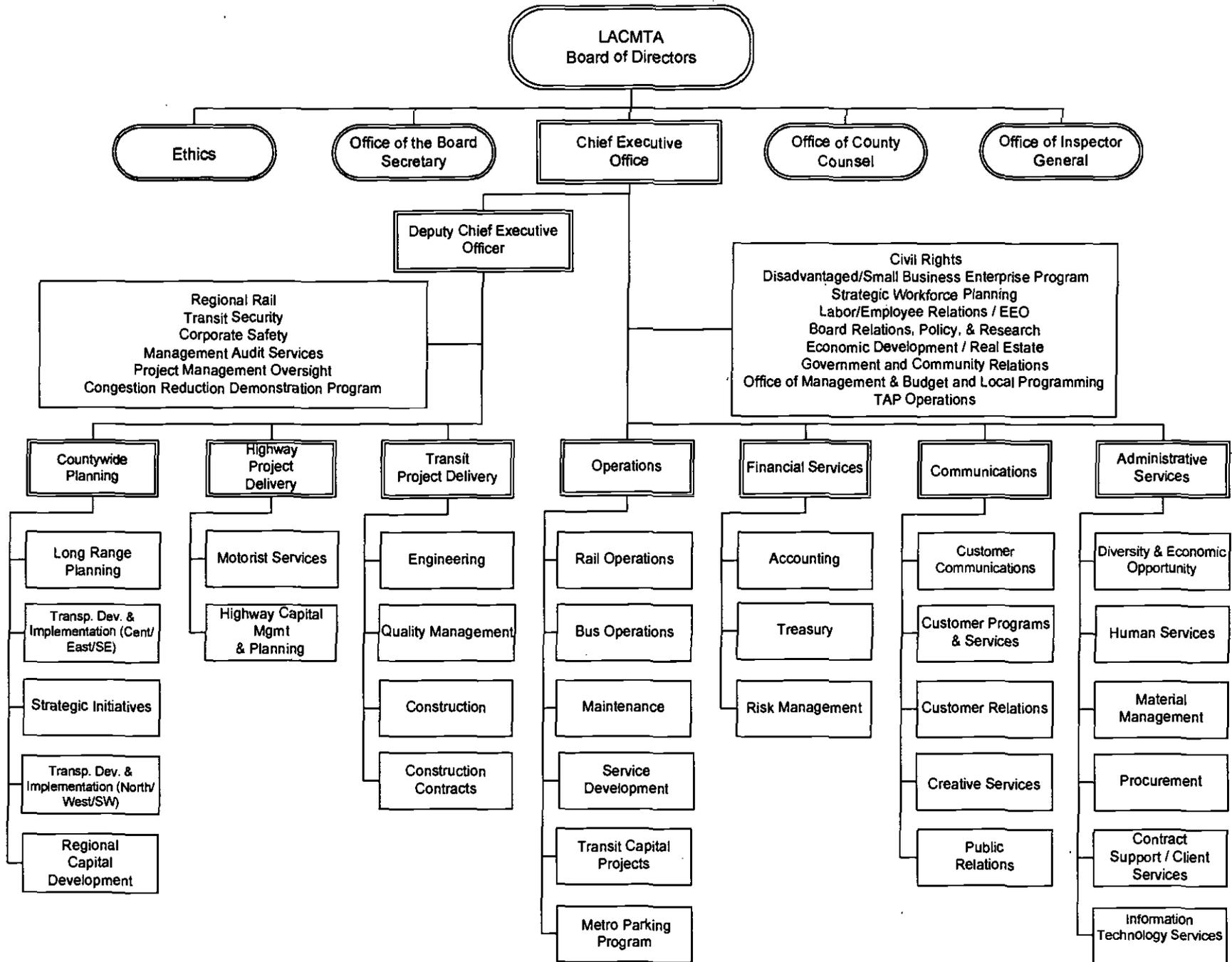
**Los Angeles County Metropolitan Transportation Authority  
FTA Quarterly Review Meeting  
February 27, 2013 – 10:00 a.m.**

Federal Transit Administration Region IX  
201 Mission Street, Suite 1650  
San Francisco, CA

- | <b>I. OVERVIEW</b>  | <b><u>PRESENTER</u></b> |
|---|-------------------------|
| A. FTA Opening Remarks                                    | Leslie Rogers           |
| B. Metro Management Overview                              | Paul Taylor             |
| C. America Fast Forward                                   | Paul Taylor             |
| D. General Safety and Security Issues                     | Paul Taylor             |
| <b>II. CONSTRUCTION REPORTS</b>                           |                         |
| A. Transit Project Delivery Overview                      | Krishniah Murthy        |
| B. Crenshaw/LAX Transit Corridor                          | Bryan Pennington        |
| C. Westside Subway Extension                              | Dennis Mori             |
| D. Regional Connector Transit Corridor                    | Bryan Pennington        |
| E. Metro Gold Line Eastside Extension                     | Dennis Mori             |
| <b>III. METRO PLANNING REPORTS</b>                        | Martha Welborne         |
| A. Small Starts Projects                                  |                         |
| • Wilshire BRT Project                                    |                         |
| • Gap Closure Project                                     |                         |
| B. 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                  |                         |
| • ARRA Projects   |                         |
| <b>IV. RAIL VEHICLE PROCUREMENT</b>                       | Paul Taylor             |
| A. P2550 Light Rail Vehicle Procurement                   |                         |
| B. P3010 Light Rail Vehicle Acquisition Program           |                         |
| <b>V. FTA ACTION ITEMS</b>                                | FTA/PMOC                |
| <b>VI. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING</b> |                         |

**Los Angeles County Metropolitan Transportation Authority  
Wednesday, May 29, 2013  
William Mulholland Conference Room – 15<sup>th</sup> Floor**

METRO MANAGEMENT  
ORGANIZATION CHART



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**TRANSIT CORRIDOR  
PROJECT ORG CHARTS**

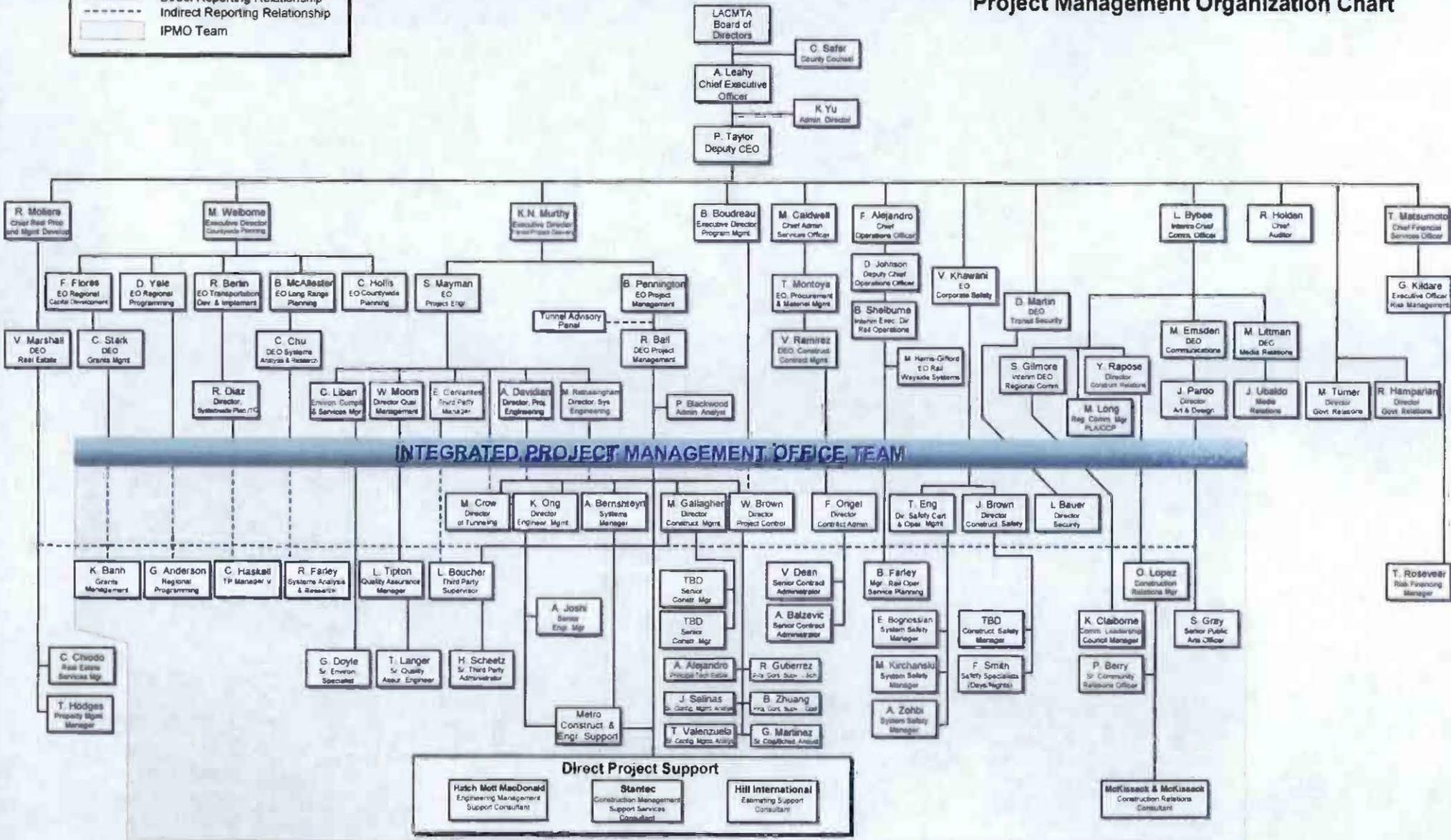
# Crenshaw/LAX Transit Corridor Project Management Organization Chart

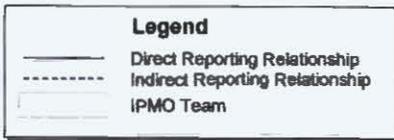
**Legend**

— Direct Reporting Relationship

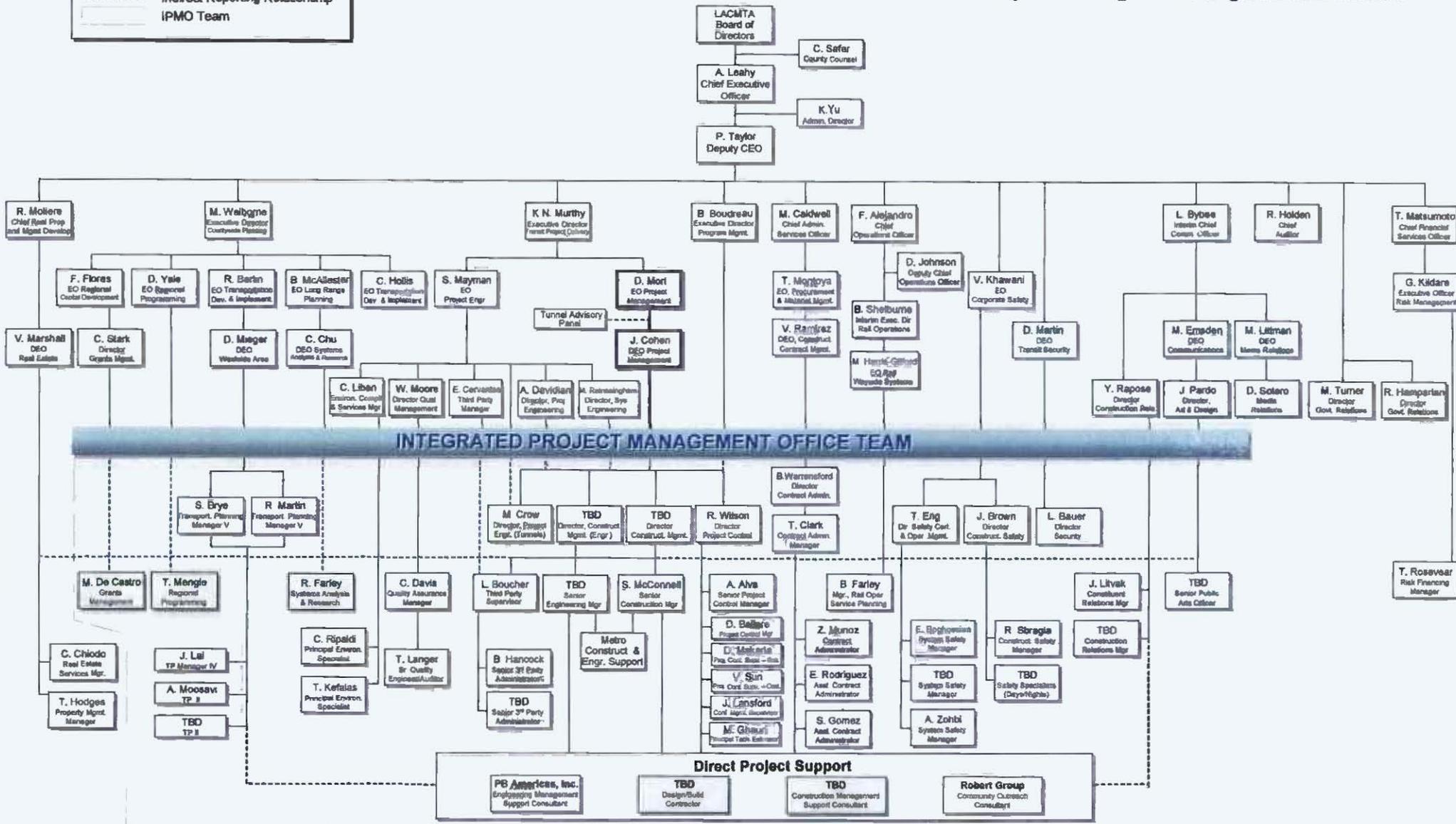
- - - Indirect Reporting Relationship

IPMO Team





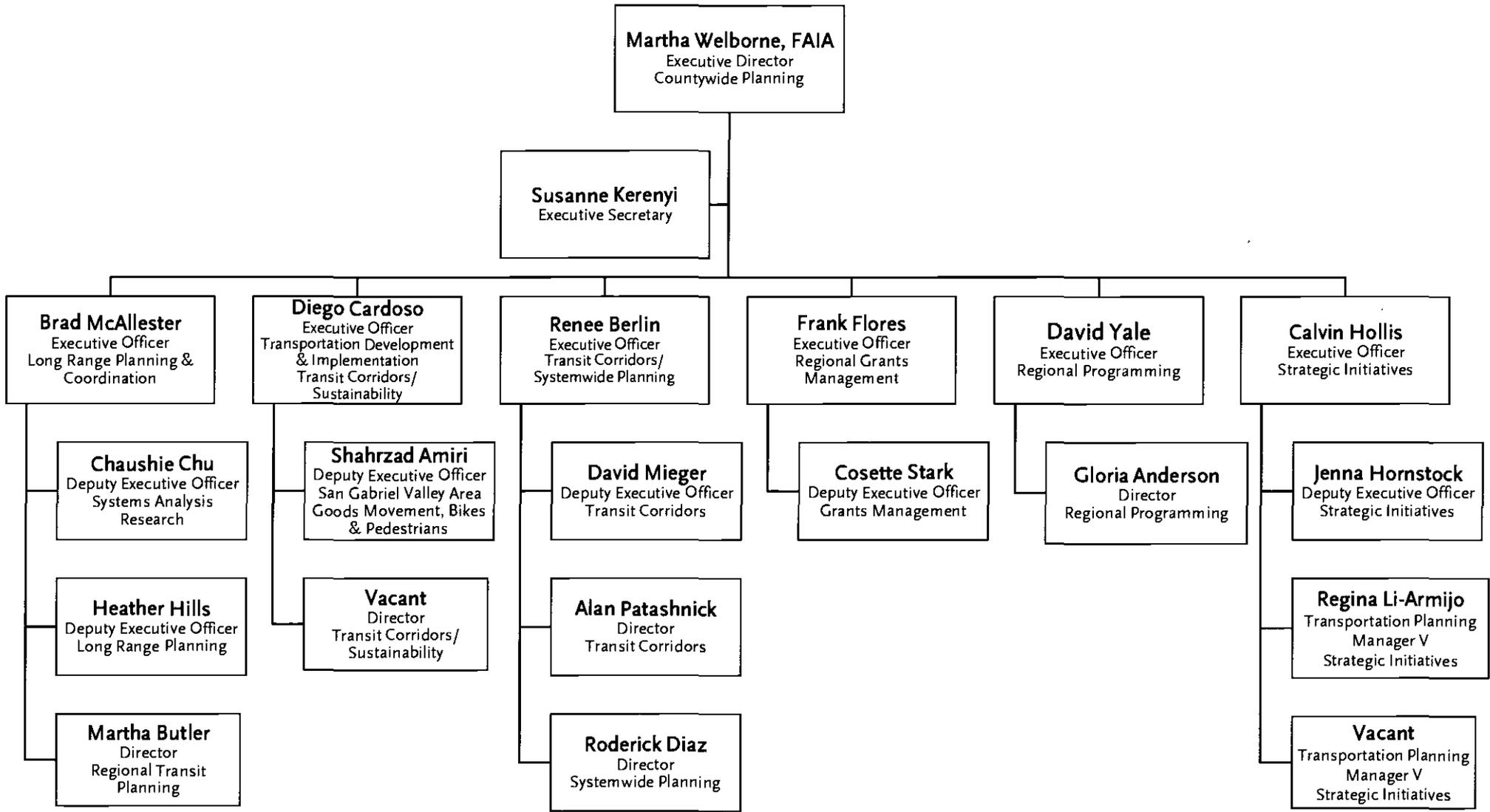
# Westside Subway Extension Project Management Organization Chart



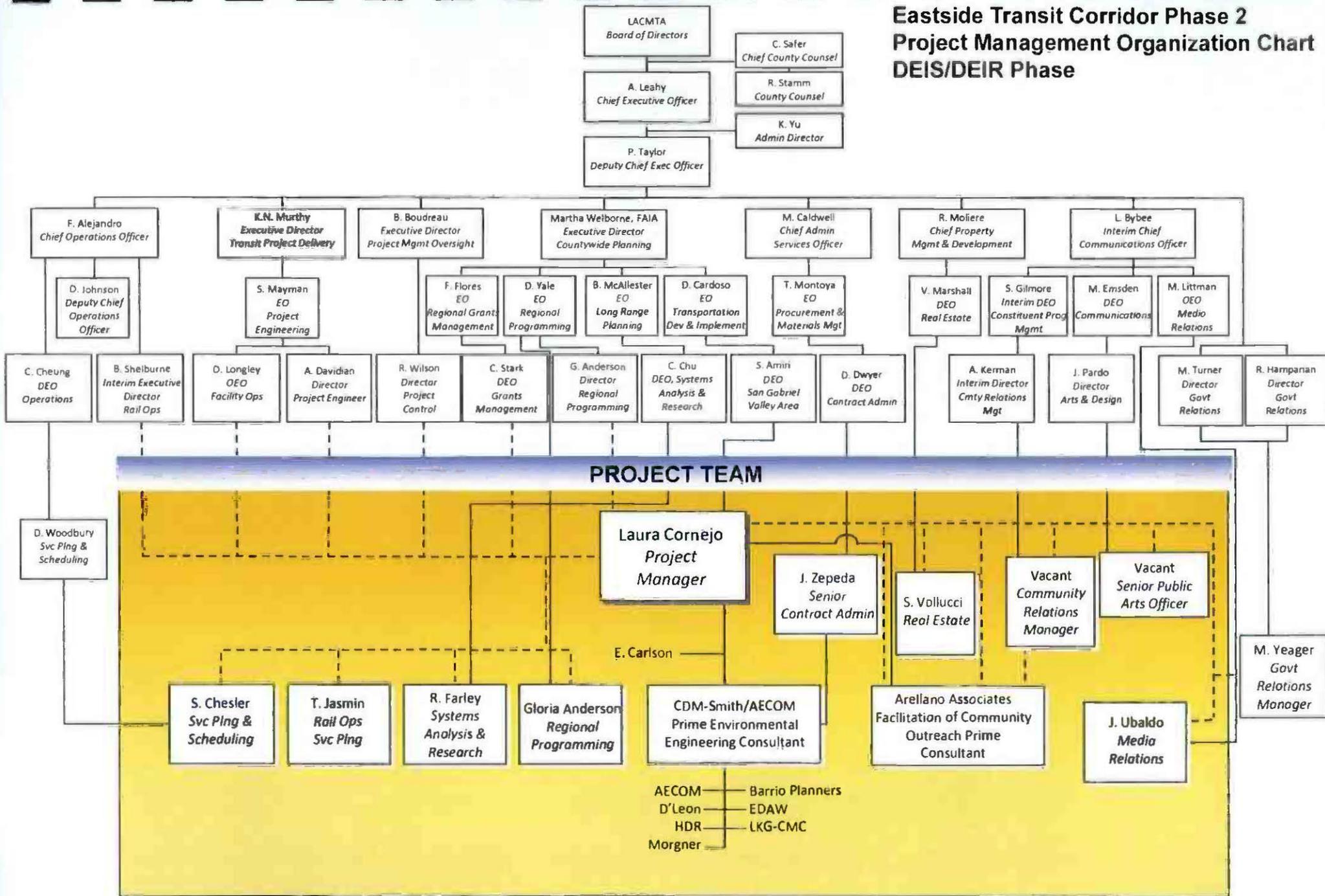


**COUNTYWIDE PLANNING  
ORGANIZATION CHARTS**

**FY13  
Countywide Planning**



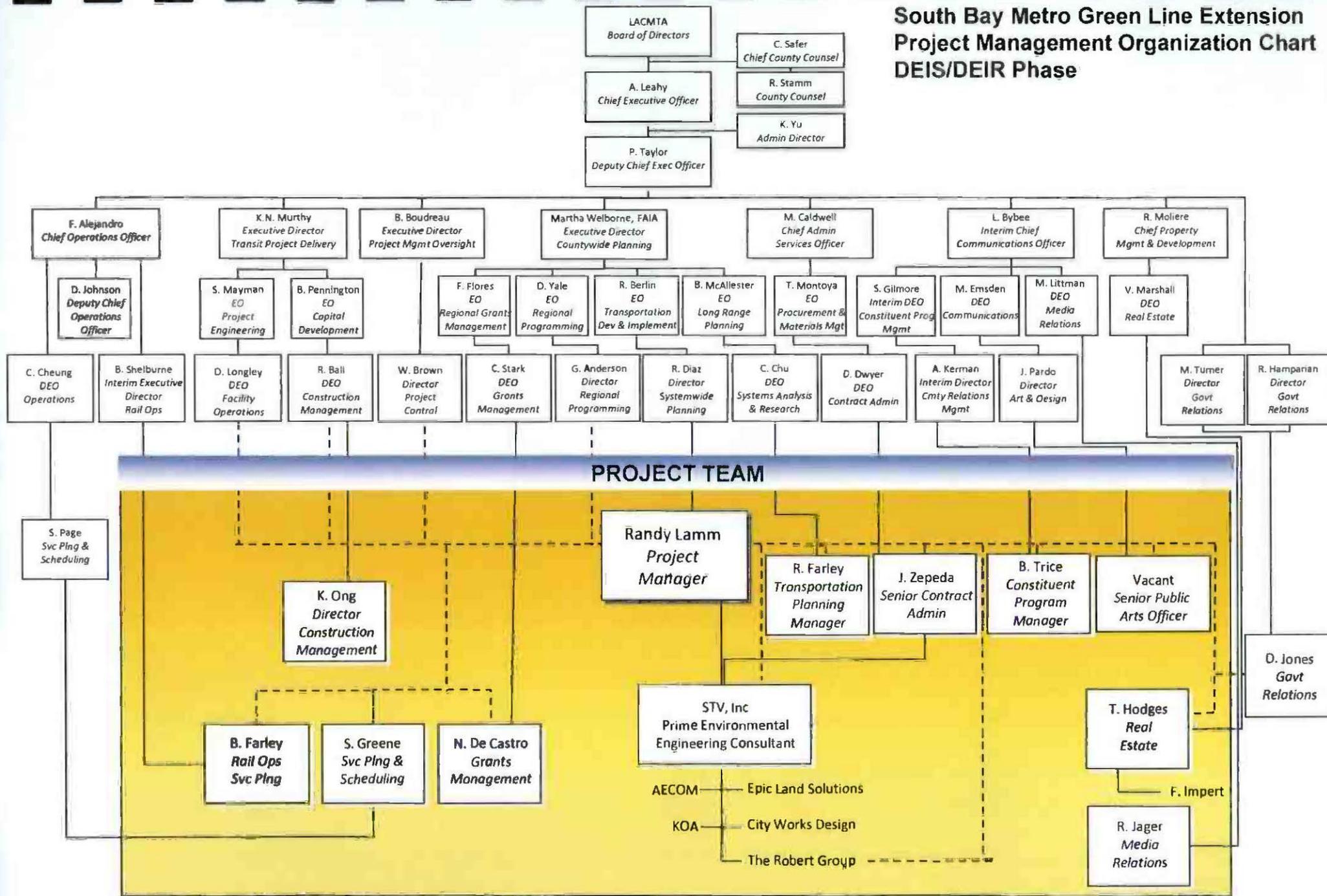
# Eastside Transit Corridor Phase 2 Project Management Organization Chart DEIS/DEIR Phase



February 1, 2013

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

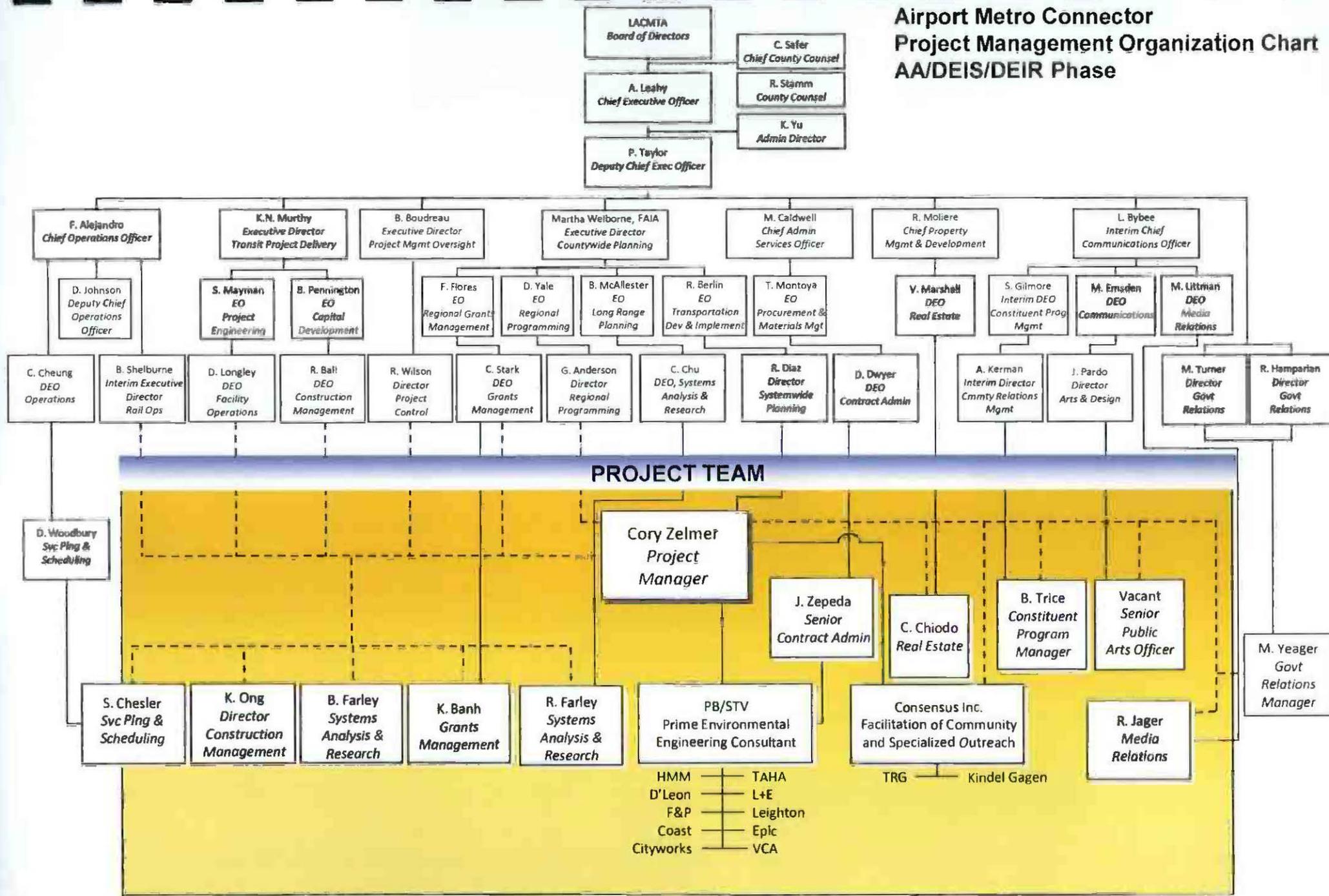
# South Bay Metro Green Line Extension Project Management Organization Chart DEIS/DEIR Phase



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

February 1, 2013

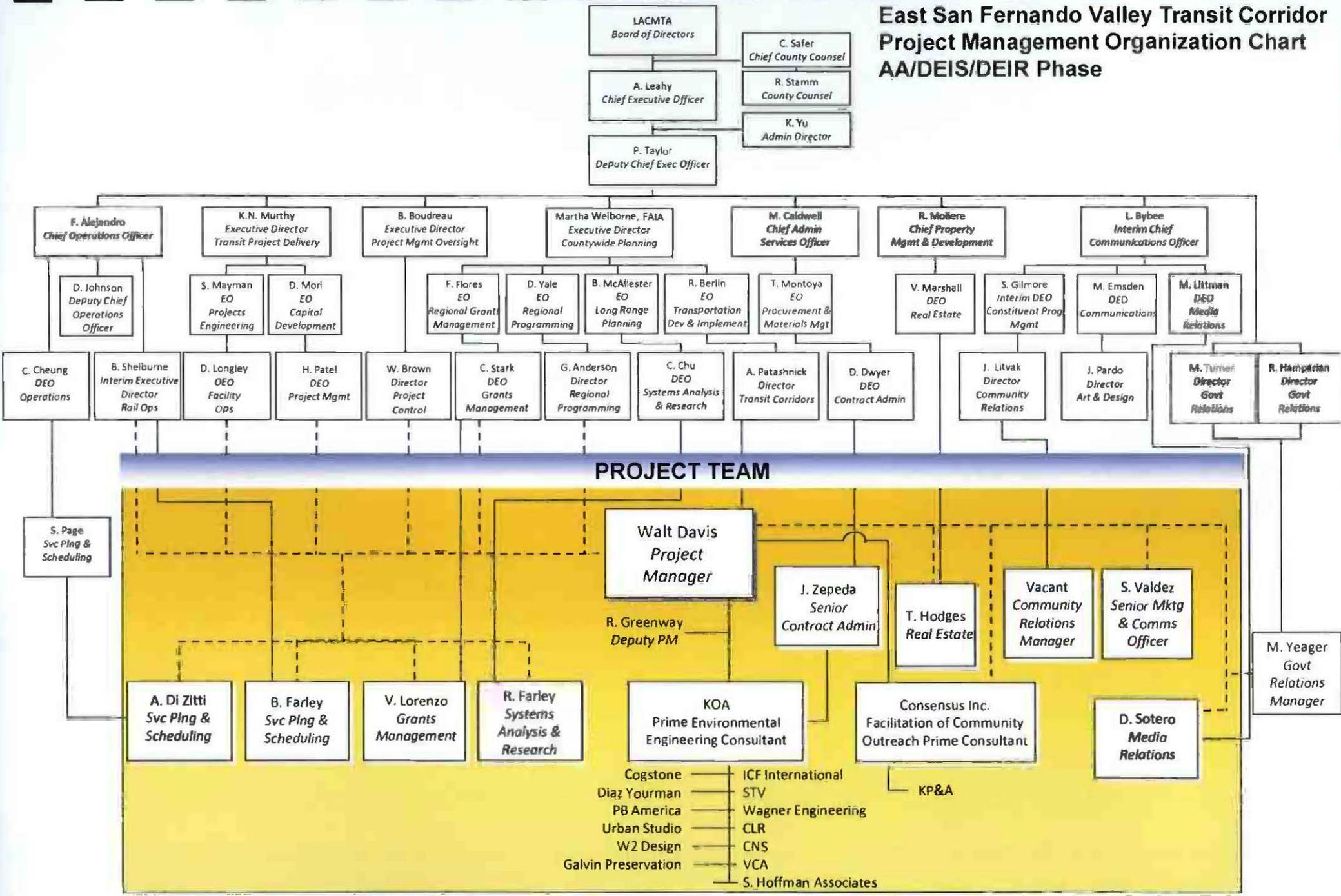
# Airport Metro Connector Project Management Organization Chart AA/DEIS/DEIR Phase



February 1, 2013

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



February 1, 2013

Legend:

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



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

**STATE ASSEMBLY**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<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	July 2012 - Support Work with Author	Chapter 806
<u>AB 1532</u> <b>(Perez)</b>	Would establish a Greenhouse Gas Reduction Account to fund measures and programs to reduce greenhouse gas emissions	March 2012 - Support	Chapter 807
<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	March 2012 - Work With Author	Chapter 189
<u>AB 1706</u> <b>(Eng)</b>	Would amend current law to clarify vehicle axle weight limits	March 2012 - Support Work With Author	Chapter 771
<u>AB 2245</u> <b>(Smyth)</b>	Would exempt certain bike-lane projects from the California Environmental Quality Act (CEQA) process	March 2012 - Support	Chapter 680
<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)	April 2012 - Support Work With Author	Chapter 750
<u>AB 2405</u> <b>(Blumenfield)</b>	Would authorize alternative-fuel vehicles to use the Express Lanes without being subject to a toll	March 2012 - Work With Author	Chapter 674
<u>AB 2440</u> <b>(Lowenthal)</b>	Would amend current law affecting Metro's procurement process (Metro Sponsored)	March 2012 - Support	Chapter 703
<u>AB 2477</u> <b>(Garrick)</b>	Would clarify state law specific to placement of video event recording equipment in vehicles	March 2012 - Support Work With Author	Chapter 375
<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	March 2011 - Support	Senate Appropriations Committee
<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>	April 2011- Support	Assembly Appropriations Committee
<u>AB 1444</u> <b>(Feuer)</b>	Would establish an expedited judicial process for transit projects subject to environmental lawsuits	Jan 2012 - Support	Assembly Appropriations Committee

Los Angeles County Metropolitan Transportation Authority  
2012 Government Relations Legislative Matrix  
December 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	<b>March 2012 - Support</b>	<b>Assembly Transportation Committee</b>

**STATE SENATE**

<u>SB 1225</u> <b>(Padilla)</b>	Would provide a local control mechanism of Amtrak's Pacific Sufliner (LOSSAN) Corridor	<b>March 2012 - Support</b>	<b>Chapter 802</b>
<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	<b>June 2011 - Work with Author</b>	<b>Assembly Appropriations Committee</b>
<u>SB 693</u> <b>(Dutton)</b>	Would expand existing state authority for Public Private Partnerships	<b>April 2011- Support Work With Author</b>	<b>Senate Transportation and Housing Committee</b>
<u>SB 862</u> <b>(Lowenthal)</b>	Would establish the Southern California Goods Movement Authority consisting of representatives from specified entities	<b>April 2011- Oppose Work With Author</b>	<b>Senate Transportation and Housing Committee</b>
<u>SB 867</u> <b>(Padilla)</b>	Would establish the Build California Bonds Program to be administered by the California Transportation Finance Authority	<b>March 2011 - Support</b>	<b>Senate Transportation and Housing Committee</b>
<u>SB 907</u> <b>(Evans)</b>	Would create the Master Plan for Infrastructure Financing and Development Commission	<b>April 2011- Support</b>	<b>Assembly Jobs, Economic Development and the Economy Committee</b>
<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	<b>July 2011 - Support</b>	<b>Enrolled Vetoed by Governor</b>
<u>SB 1117</u> <b>(DeSaulnier)</b>	Would require CTC to prepare a statewide passenger rail transportation plan for adoption by September 2014	<b>April 2012 - Support</b>	<b>Enrolled Vetoed by Governor</b>

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

**FEDERAL**

BILL/AUTHOR	DESCRIPTION	STATUS
<u>Moving Ahead For Progress In The 21<sup>st</sup> Century</u>	MAP-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:</b> \$105 Billion                             <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 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>
<b>HR 5976 (Waters) Tiger grants For Jobs Creation Act</b>	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

TELEPHONE  
(213) 922-2503  
FACSIMILE  
(213) 922-2530  
TDD  
(213) 633-0901

JOHN F. KRATTLI  
County Counsel

February 5, 2013

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 December 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:ctj

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 December 30, 2012

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham  consolidated with	BC150298, etc.	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").	Post trial and hearings accounting reference.
MTA v. Parson Dillingham	BC179027	MOS-1 and CA-03-0341, CA-90-X642	MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	
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. Cases have 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 reassigned to Judge Richard Fruin. Administrative record certified

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 reassigned to Judge Richard Fruin. Petitioner's motion for preliminary injunction was denied. Administrative record certified.
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 reassigned to Judge Richard Fruin. Petitioner's motion for preliminary injunction was denied. Administrative record certified.
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 Judge Torribio's courtroom in Norwalk for trial. Administrative record certified.
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	Case assigned to Judge Torribio in Norwalk. Administrative record certified.

			Constellation Station; and inadequate comparative risk assessment of the Santa Monica and Constellation Stations.	
Griffin, Judy B. v. LACMTA	BC464737		<u>Griffin and Serrano</u> : 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
Related to Serrano, Francisco v. LACMTA	BC464736		New case: Francisco Serrano filed a new lawsuit on August 30, 2012 LASC Case No. 491156. Served on MTA December 15, 2012. Assigned to Judge Joanne O'Donnell in Dept. 37. His new complaint alleges violations of Unruh Act and Disabled Persons Act, negligence and Intentional Inflection of Emotional Distress. Case Management Conference scheduled February 4, 2013.  Writ was denied on November 8, 2012. Settlement conference scheduled February 28, 2013.	Court granted a demurrer to third amended complaint on July 20, 2012 as to all causes of action except Intentional Inflection of Emotional Distress. MTA filed a demurrer on August 10, 2012, to the remaining Intentional Inflection of Emotional Distress 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 of mandate is resolved. Stay to be lifted on December 18, 2012.
Hudson, Patricia v. LACMTA	TC023672		<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	Cases were related to Griffin and Serrano on October 26, 2011. Discovery proceeding. At the September 13, 2012 Status Conference parties agreed to take
Related to Spicer Jr., Melvin v.	BC448847			

<p>LACMTA</p> <p>Also related to Griffin/Serrano</p>			<p>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>	<p>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.</p> <p>Court set new dates for filing regarding Opposition to Plaintiffs' Class Certification Motion. MTA's Opposition is due February 17, 2013 unless Plaintiffs substitute in a new class representative for Patricia Hudson. If no changes then on February 21, 2013 the Plaintiffs' Reply Brief is due and new hearing date for Class Certification motion is March 8, 2013.</p>
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**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 DECEMBER 31, 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 – NO CHANGE**

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. Efforts are underway to find a replacement site for the Customer Service Center. The retail tenant will be provided a courtesy notice in January 2013 advising them that their lease will be terminated pursuant to its terms. The courtesy notice will also indicate that the retail tenant will receive a termination notice in April

2013, which will indicate that they must vacate their space no later than 60 days after delivery of such notice. Delivery of the 60-day termination notice will be delayed if prudent and warranted by a change in the subway project's schedule.

**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 January 30, 2012**

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**METRO OPERATIONS  
PERFORMANCE REPORT**

Los Angeles County  
Metropolitan Transportation Authority

DEC 2012

# METRO OPERATIONS MONTHLY PERFORMANCE REPORT



Metro

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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	Oct Month	Nov Month	Dec Month
<b>Bus Systemwide</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,222	3,523	3,759	3,900	3,740		3,725	4,187	3,998
No. of unaddressed road calls	305	125	47		11		0	2	5
Mean Miles Between Total Road Calls (MMBTRC)**	1,566	2,052	2,292	2,400	2,398		2,370	2,532	2,499
In-Service On-time Performance ***	72.33%	75.17%	78.54%	80.00%	75.89%		73.92%	75.03%	78.13%
Bus Traffic Accidents Per 100,000 Miles *	3.08	3.23	3.72	3.10	3.55		4.08	3.24	3.55
Number of "482 alleged accidents"	245	232	248		119		20	17	16
Complaints per 100,000 Boardings	2.61	2.53	3.14	2.20	3.30		3.56	3.13	2.68
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	10.36	13.43	14.72	13.25	Nov YTD 15.99		Sep 17.22	Oct 12.95	Nov 14.54
* Data reflects updated data for each month.									
<b>Division 1</b>									
MMBMF	2,831	2,609	3,143	3,900	3,394		3,580	4,797	3,762
No. of unaddressed road calls	36	3	1		0		0	0	0
MMBTRC	1,354	1,540	1,823	2,400	1,839		1,785	2,111	2,108
In-Service On-time Performance	76.61%	78.85%	80.10%	80.00%	80.18%		78.82%	79.28%	78.85%
Bus Traffic Accidents Per 100,000 Miles *	3.07	3.42	3.77	3.24	3.69		3.29	2.53	4.62
Number of "482 alleged accidents"	49	30	19		14		0	2	3
Complaints per 100,000 Boardings	1.69	1.85	2.09	1.44	2.44		2.26	2.86	2.18
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.52	14.10	13.98	13.25	Nov YTD 15.23		Sep 24.75	Oct 15.07	Nov 5.32
* Data reflects updated data for each month.									
<b>Division 2</b>									
MMBMF	2,714	3,378	3,280	3,900	2,732		2,910	2,596	2,799
No. of unaddressed road calls	29	8	6		8		0	2	2
MMBTRC	1,475	1,721	1,834	2,400	1,784		1,839	1,689	1,794
In-Service On-time Performance	77.24%	73.89%	74.22%	80.00%	73.80%		72.07%	72.53%	74.57%
Bus Traffic Accidents Per 100,000 Miles *	3.16	3.56	4.33	3.76	4.23		4.91	4.02	3.15
Number of "482 alleged accidents"	23	21	25		11		2	1	4
Complaints per 100,000 Boardings	1.87	2.02	2.28	1.61	2.18		2.53	2.36	1.61
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.93	16.86	14.34	13.25	Nov YTD 14.26		Sep 14.99	Oct 11.04	Nov 17.22
* Data reflects updated data for each month.									
<b>Division 3</b>									
MMBMF	2,770	2,909	2,975	3,900	3,157		3,024	3,120	3,387
No. of unaddressed road calls	24	7	2		0		0	0	0
MMBTRC	1,555	1,967	2,195	2,400	2,354		2,171	2,274	2,412
In-Service On-time Performance	76.81%	77.71%	77.83%	80.00%	76.42%		74.87%	75.52%	75.93%
Bus Traffic Accidents Per 100,000 Miles *	3.39	3.28	3.27	2.81	3.78		4.02	3.36	4.15
Number of "482 alleged accidents"	0	0	26		17		4	3	3
Complaints per 100,000 Boardings	2.65	2.51	3.14	2.18	3.16		3.09	3.29	2.09
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	8.84	11.61	14.38	13.25	Nov YTD 12.23		Sep 14.55	Oct 5.37	Nov 5.68
* Data reflects updated data for each month.									

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Oct Month	Nov Month	Dec Month
<b>Division 5</b>									
MMBMF	3,493	3,643	3,141	3,900	3,242		3,238	3,828	3,556
No. of unaddressed road calls	4	2	2	3,900	0		0	0	0
MMBTRC	1,712	2,053	1,771	2,400	2,181		2,170	2,643	2,345
In-Service On-time Performance	87.62%	74.63%	78.30%	80.00%	76.44%		74.84%	75.66%	75.48%
Bus Traffic Accidents Per 100,000 Miles *	4.44	4.42	5.64	4.20	4.39		5.01	4.68	4.54
Number of "482 alleged accidents"	30	24	28	4.20	22		3	6	1
Complaints per 100,000 Boardings	1.90	1.84	2.00	1.41	2.50		2.78	2.94	2.55
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.78	12.43	13.50	13.25	Nov YTD 25.13		Sep 14.42	Oct 18.38	Nov 27.47
* Data reflects updated data for each month.									
<b>Division 6</b>									
MMBMF	7,816	11,021	12,999	3,900	14,968		27,829	9,403	10,168
No. of unaddressed road calls	8	1	0	3,900	0		0	0	0
MMBTRC	2,172	3,008	3,849	2,400	5,106		6,376	2,786	5,084
In-Service On-time Performance	68.27%	69.28%	78.44%	80.00%	73.83%		69.13%	67.85%	76.66%
Bus Traffic Accidents Per 100,000 Miles *	5.01	5.06	7.54	4.20	8.88		14.48	6.65	3.69
Number of "482 alleged accidents"	4	7	3	4.20	0		0	0	0
Complaints per 100,000 Boardings	2.86	3.17	2.52	1.57	1.86		2.08	1.44	2.89
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	5.95	8.26	9.69	13.25	Nov YTD 22.88		Sep 26.88	Oct 0.00	Nov 20.66
* Data reflects updated data for each month.									
<b>Division 7</b>									
MMBMF	2,997	3,106	3,611	3,900	3,291		3,477	3,287	3,430
No. of unaddressed road calls	101	18	6	3,900	0		0	0	0
MMBTRC	1,217	1,644	1,859	2,400	1,957		1,925	1,940	1,977
In-Service On-time Performance	68.38%	72.47%	73.15%	80.00%	72.47%		71.74%	72.57%	73.52%
Bus Traffic Accidents Per 100,000 Miles *	3.55	3.85	4.32	3.44	3.75		3.07	3.40	3.79
Number of "482 alleged accidents"	52	47	48	3.44	15		2	4	2
Complaints per 100,000 Boardings	2.56	2.40	3.28	2.30	3.14		2.71	3.02	2.37
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	9.64	13.04	11.53	13.25	Nov YTD 9.73		Sep 18.58	Oct 6.41	Nov 0.00
* Data reflects updated data for each month.									
<b>Division 8</b>									
MMBCMF	4,596	6,600	6,518	3,900	5,899		5,086	6,857	7,131
No. of unaddressed road calls	0	0	2	3,900	0		0	0	0
MMBTRC	2,445	4,348	4,924	2,400	4,246		4,334	4,618	4,402
In-Service On-time Performance	75.99%	79.00%	78.72%	80.00%	76.78%		76.27%	77.82%	79.76%
Bus Traffic Accidents Per 100,000 Miles *	2.29	2.87	2.78	2.14	2.31		2.36	1.82	2.52
Number of "482 alleged accidents"	17	7	9	2.14	5		3	0	0
Complaints per 100,000 Boardings	2.97	2.84	3.57	2.50	3.91		4.55	3.25	3.03
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.20	17.35	21.17	13.25	Nov YTD 15.27		Sep 20.75	Oct 10.86	Nov 20.08
* Data reflects updated data for each month.									
<b>Division 9</b>									
MMBMF	4,673	5,128	5,281	3,900	5,548		5,106	5,155	5,487
No. of unaddressed road calls	66	11	11	3,900	2		0	0	2
MMBTRC	2,918	3,489	3,879	2,400	4,362		3,931	3,933	4,091
In-Service On-time Performance	75.89%	76.33%	76.83%	80.00%	76.24%		73.90%	74.63%	76.19%
Bus Traffic Accidents Per 100,000 Miles *	2.01	1.81	2.10	1.75	2.40		2.73	2.19	1.98
Number of "482 alleged accidents"	3	20	10	1.75	12		1	0	1
Complaints per 100,000 Boardings	3.21	3.50	4.55	3.24	5.86		6.18	5.22	5.12
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	10.03	15.30	15.10	13.25	Nov YTD 22.45		Sep 21.36	Oct 12.88	Nov 15.80
* Data reflects updated data for each month.									

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Oct Month	Nov Month	Dec Month
<b>Division 10</b>									
MMBMF	2,594	2,392	2,653	3,900	2,843	◆	2,918	3,422	2,967
No. of unaddressed road calls	11	58	11		0		0	0	0
MMBTRC	1,129	1,446	1,727	2,400	1,860	◆	1,929	1,893	2,027
In-Service On-time Performance	68.98%	71.93%	73.42%	80.00%	72.20%	◆	70.21%	71.69%	75.08%
Bus Traffic Accidents Per 100,000 Miles *	4.02	3.93	4.27	3.89	4.35	◆	5.33	4.26	3.95
Number of "482 accidents"	33	41	30		6		0	0	1
Complaints per 100,000 Boardings	2.08	2.12	2.74	1.93	2.72	◆	3.15	2.29	2.42
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	10.76	10.58	12.38	13.25	Nov YTD 15.98	◆	Sep 20.18	Oct 17.77	Nov 21.83
* Data reflects updated data for each month.									
<b>Division 15</b>									
MMBCMF	3,357	4,097	4,459	3,900	4,249	●	4,227	5,498	5,684
No. of unaddressed road calls	6	0	0		0		0	0	0
MMBTRC	1,747	2,507	2,898	2,400	2,878	●	2,892	3,462	3,448
In-Service On-time Performance	74.62%	76.84%	76.95%	80.00%	77.38%	◆	75.43%	76.74%	77.92%
Bus Traffic Accidents Per 100,000 Miles *	2.67	2.84	3.11	2.52	3.28	◆	4.73	2.97	2.26
Number of "482 alleged accidents"	15	19	19		4		2	1	1
Complaints per 100,000 Boardings	2.98	3.01	3.77	2.68	3.35	◆	3.63	2.64	2.60
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.11	11.73	15.53	13.25	Nov YTD 12.17	●	Sep 14.19	Oct 13.00	Nov 11.28
* Data reflects updated data for each month.									
<b>Division 18</b>									
MMBCMF	2,917	3,506	4,183	3,900	3,928	●	3,785	4,977	3,693
No. of unaddressed road calls	20	17	6		1		0	0	1
MMBTRC	1,292	1,839	2,203	2,400	2,116	◆	2,061	2,425	1,993
In-Service On-time Performance	66.12%	70.63%	75.32%	80.00%	74.19%	◆	71.23%	73.46%	74.11%
Bus Traffic Accidents Per 100,000 Miles *	2.67	3.32	4.25	3.64	3.73	●	4.75	3.62	5.25
Number of "482 alleged accidents"	19	16	31		13		3	0	0
Complaints per 100,000 Boardings	4.19	3.42	4.19	2.89	4.00	■	4.76	3.59	2.99
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.06	13.65	16.51	13.25	Nov YTD 17.09	◆	Sep 8.76	Oct 24.08	Nov 21.03
* 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 Operations 13-Month Overview**

Measurement	FY12 Target	Dec 11	Jan 12	Feb 12	Mar 12	Apr 12	May 12	June 12	FY13 Target	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12
<b>Bus Systemwide</b>															
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls	3,850	4,101	3,820	2,997	3,771	3,582	3,549	4,021	3,900	3,664	3,457	3,524	3,725	4,247	3,944
Mean Miles Between Total Road Calls (MMBTRC) **	1,558	1,341	1,577	1,377	1,388	1,492	1,385	1,457	2,400	2,222	2,247	2,311	2,370	2,351	2,344
In-Service On-time Performance ***	85%	76%	79%	76%	77%	78%	76%	77%	80%	80%	77%	74%	74%	75%	76%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.10	4.27	3.78	3.67	3.99	3.18	3.88	4.11	3.10	3.81	3.89	3.26	4.08	3.28	3.55
Complaints per 100,000 Boardings	2.20	2.94	3.07	3.34	3.43	2.78	3.33	3.34	2.20	3.24	3.38	3.48	3.56	3.11	2.68
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	10.41	14.00	13.68	10.89	13.33	14.33	13.28	13.25	14.30	16.26	18.88	17.02	16.47	14.54
* Data reflects updated data for each month															
<b>Division 1</b>															
MMBMF No. of unaddressed road calls	3,650	3,569	3,079	3,090	3,256	3,024	3,359	3,384	3,900	2,940	2,896	3,069	3,580	4,197	3,762
MMBTRC	1,558	1,368	1,624	1,344	1,339	1,419	1,349	1,428	2,400	1,878	1,639	1,644	1,785	2,111	2,108
In-Service On-time Performance	85%	77%	82%	80%	80%	80%	79%	80%	80%	80%	77%	79%	79%	79%	79%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.31	5.09	3.93	4.03	4.18	3.11	3.36	3.76	3.24	3.99	4.78	3.37	3.29	2.33	4.62
Complaints per 100,000 Boardings	1.80	2.42	1.90	1.82	2.07	1.83	2.36	2.54	1.44	2.40	2.38	2.58	2.26	2.08	2.18
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	18.42	12.87	10.00	24.25	13.24	15.78	17.64	13.25	21.08	15.83	15.47	24.73	15.07	2.33
* Data reflects updated data for each month															
<b>Division 2</b>															
MMBMF No. of unaddressed road calls	3,650	3,721	3,239	3,442	3,465	2,860	3,405	3,219	3,900	3,128	2,634	2,445	2,910	2,596	2,799
MMBTRC	1,558	1,818	1,916	1,886	1,978	1,691	2,028	1,893	2,400	2,134	1,716	1,618	1,839	1,689	1,794
In-Service On-time Performance	85%	74%	76%	71%	74%	76%	73%	74%	80%	78%	74%	72%	72%	73%	75%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.45	5.24	3.21	3.63	4.01	3.34	3.87	3.59	3.78	4.41	5.67	3.23	4.91	4.22	3.33
Complaints per 100,000 Boardings	1.77	2.56	2.00	2.63	2.52	1.79	2.29	2.16	1.61	1.86	2.25	2.40	2.53	2.36	1.61
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	14.31	5.71	4.74	10.09	14.02	20.00	13.82	13.25	20.27	11.43	16.73	14.99	11.88	17.22
* Data reflects updated data for each month															

Measurement	FY12 Target	Dec 11	Jan 12	Feb 12	Mar 12	Apr 12	May 12	June 12	FY13 Target	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12
<b>Division 3</b>															
MMBMF															
No. of unaddressed road calls	3,650	3,070	2,876	2,994	3,175	3,329	3,163	3,794	3,900	3,374	2,931	3,184	3,024	3,120	3,387
MMBTRC	1,556	1,556	1,556	1,556	1,556	1,556	1,556	1,556	2,400	2,400	2,246	2,271	2,371	2,274	2,412
In-Service On-time Performance	85%	76%	80%	77%	77%	78%	77%	77%	80%	80%	77%	74%	75%	76%	76%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.05	3.74	3.96	3.54	3.60	3.89	2.46	3.59	2.81	4.94	3.67	3.34	4.17	3.52	4.15
Complaints per 100,000 Boardings	2.17	3.38	3.24	3.27	3.71	2.79	3.28	3.40	2.16	3.26	3.56	3.62	3.65	3.29	3.81
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	16.11	18.58	18.54	2.71	17.74	29.52	1.74	13.25	3.44	19.55	16.13	14.55	3.37	3.64
* Data reflects updated data for each month															
<b>Division 5</b>															
MMBMF															
No. of unaddressed road calls	3,850	3,006	2,873	2,741	3,200	2,854	3,108	3,536	3,900	3,205	2,887	2,961	3,238	3,029	3,556
MMBTRC	1,556	1,556	1,556	1,556	1,556	1,556	1,556	1,556	2,400	2,022	1,842	2,143	2,170	2,341	2,345
In-Service On-time Performance	85%	78%	81%	78%	78%	79%	78%	78%	80%	80%	77%	74%	75%	76%	75%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	4.37	6.41	3.66	5.02	8.32	3.75	6.87	5.81	4.20	3.17	5.66	4.54	5.01	4.86	4.54
Complaints per 100,000 Boardings	1.57	2.07	2.44	2.26	2.01	1.72	1.72	2.20	1.41	2.06	2.33	2.43	2.78	2.94	2.55
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	17.41	18.89	17.57	16.58	11.01	3.43	13.92	13.25	14.26	35.97	29.14	14.42	18.98	27.47
* Data reflects updated data for each month															
<b>Division 6</b>															
MMBMF															
No. of unaddressed road calls	3,650	3,441	3,447	3,121	3,341	3,293	4,244	3,717	3,900	3,304	3,390	3,238	2,702	3,493	3,841
MMBTRC	1,556	1,556	1,556	1,556	1,556	1,556	1,556	1,556	2,400	2,253	2,021	2,200	2,174	2,276	2,281
In-Service On-time Performance	85%	81%	81%	77%	82%	82%	74%	76%	80%	76%	79%	75%	69%	68%	77%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	4.87	6.53	10.32	2.74	3.88	4.67	4.05	6.88	4.20	8.00	3.10	4.40	14.48	6.65	3.88
Complaints per 100,000 Boardings	2.80	2.71	3.02	3.05	3.66	3.44	3.52	3.55	1.57	1.98	1.71	1.71	1.88	1.47	2.80
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	8.14	8.00	6.07	6.06	50.33	7.03	6.03	13.25	26.24	24.18	45.73	24.98	8.00	20.64
* Data reflects updated data for each month															

Measurement	FY12 Target	Dec 11	Jan 12	Feb 12	Mar 12	Apr 12	May 12	June 12	FY13 Target	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12
<b>Division 7</b>															
MMBMF No. of unaddressed road calls	3,850	3,864	3,717	3,899	3,595	3,524	3,683	3,612	3,900	3,251	3,350	2,987	3,477	3,287	3,430
MMBTRC	1,556	1,676	1,708	1,857	1,627	1,571	1,577	1,600	2,400	2,096	1,919	1,894	1,925	1,940	1,972
In-Service On-time Performance	85%	72%	76%	73%	74%	74%	72%	73%	80%	75%	72%	71%	72%	73%	74%
Bus Traffic Accidents Per 100,000 Miles - Number of "482 alleged accidents"	3.74	5.26	3.95	3.37	4.12	2.33	3.06	6.42	3.44	4.27	4.15	4.57	3.07	3.48	3.79
Complaints per 100,000 Boardings	2.07	3.01	3.88	3.49	3.80	2.89	2.42	2.84	2.30	3.27	3.74	3.28	2.71	3.02	2.37
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	8.96	13.35	22.36	28.05	8.44	8.08	3.33	13.25	11.22	11.03	12.93	18.58	4.47	6.38
† Data reflects updated data for each month															
<b>Division 8</b>															
MMBGMF No. of unaddressed road calls	3,850	3,733	3,720	4,003	3,776	3,133	3,411	3,244	3,900	3,200	3,200	3,075	3,400	3,277	3,241
MMBTRC	1,556	1,741	1,811	2,006	2,000	1,422	1,223	1,222	2,400	2,027	2,023	1,919	2,321	2,223	2,102
In-Service On-time Performance	85%	79%	80%	78%	79%	80%	78%	80%	80%	80%	80%	75%	76%	79%	80%
Bus Traffic Accidents Per 100,000 Miles - Number of "482 alleged accidents"	2.81	2.34	2.41	3.08	2.33	2.34	3.49	3.32	2.14	2.48	2.50	2.46	2.49	1.81	2.52
Complaints per 100,000 Boardings	2.43	3.21	3.25	1.67	3.11	3.13	4.36	4.43	2.50	3.65	4.19	4.73	4.25	3.25	3.03
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	21.65	27.47	37.02	37.88	13.73	12.31	29.05	13.25	23.86	6.61	16.41	20.73	10.34	20.00
† Data reflects updated data for each month															
<b>Division 9</b>															
MMBMF No. of unaddressed road calls	3,850	4,104	3,843	3,888	4,148	4,323	4,690	3,446	3,900	4,314	4,138	4,758	4,768	4,181	3,440
MMBTRC	1,556	1,814	1,917	2,211	1,974	1,900	2,228	2,125	2,400	1,921	1,910	2,221	2,335	2,223	1,973
In-Service On-time Performance	85%	74%	78%	77%	76%	77%	75%	77%	80%	80%	78%	73%	74%	75%	76%
Bus Traffic Accidents Per 100,000 Miles - Number of "482 alleged accidents"	1.78	2.33	2.06	2.70	1.71	2.24	2.46	2.08	1.75	2.97	2.94	2.37	2.57	2.19	1.96
Complaints per 100,000 Boardings	3.08	3.36	3.89	5.22	3.76	4.62	4.20	4.73	3.24	6.56	6.78	5.18	6.18	5.22	5.11
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	2.27	20.32	28.82	28.95	15.19	28.47	13.06	13.25	1.88	24.97	37.23	21.34	12.84	15.80
† Data reflects updated data for each month															

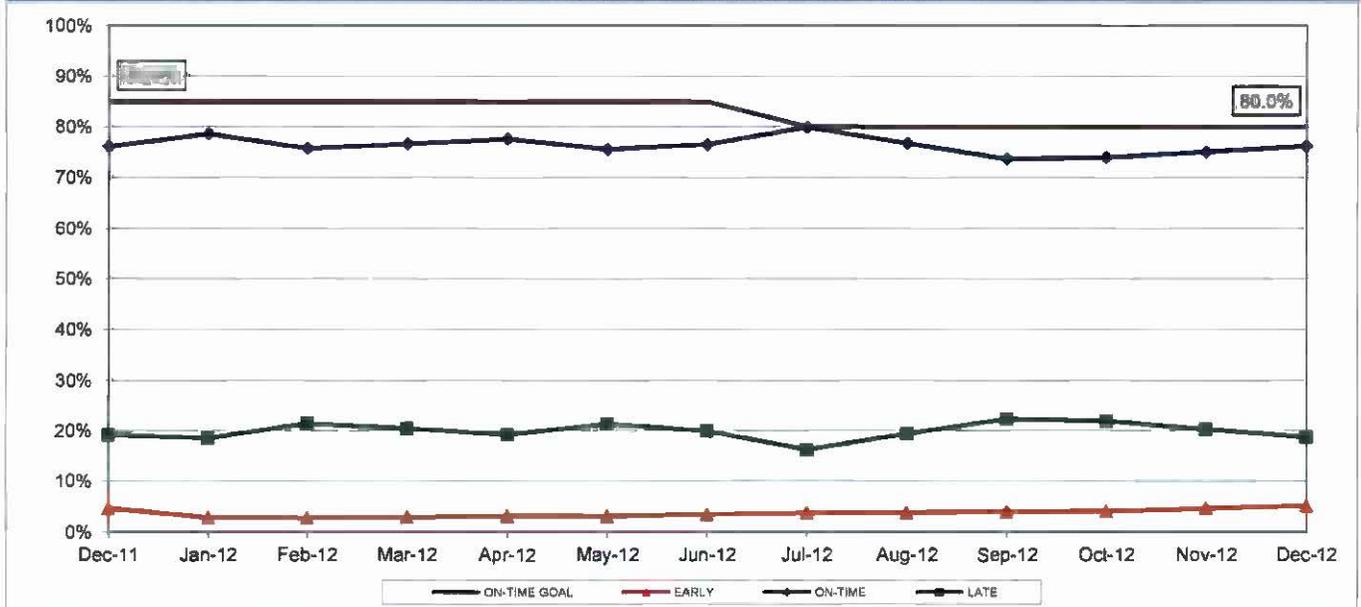
Measurement	FY12 Target	Dec-11	Jan 12	Feb 12	Mar 12	Apr 12	May 12	June 12	FY13 Target	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12
<b>Division 10</b>															
MMBMF No. of unaddressed road calls	3,650	3,079	2,702	2,630	2,541	2,415	3,127	2,778	3,900	2,841	2,409	2,721	2,918	3,422	2,967
MMBTRC	1,556	1,350	1,257	1,253	1,266	1,302	1,391	1,541	2,400	1,797	1,257	1,789	1,929	1,893	2,027
In-Service On-time Performance	85%	76%	77%	73%	74%	75%	72%	71%	80%	75%	72%	70%	70%	72%	75%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 accidents"	3.73	4.49	4.66	5.09	4.18	3.38	3.33	3.29	3.89	3.44	4.85	4.13	5.33	4.24	3.45
Complaints per 100,000 Boardings	1.79	2.01	2.13	3.45	3.19	2.03	2.77	2.89	1.83	2.73	3.34	2.26	3.15	2.29	2.42
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	11.70	10.14	6.84	19.00	21.04	8.40	10.34	13.25	13.94	8.70	16.69	20.10	18.71	21.83
* Data reflects updated data for each month.															
<b>Division 15</b>															
MMBGMF No. of unaddressed road calls	3,650	4,120	3,912	4,040	4,329	4,202	4,798	4,659	3,900	3,478	3,778	3,800	4,222	3,498	3,498
MMBTRC	1,556	1,211	1,309	1,312	1,402	1,325	1,411	1,318	2,400	2,400	2,310	2,280	2,385	2,463	2,348
In-Service On-time Performance	85%	77%	79%	77%	77%	78%	76%	78%	80%	78%	75%	75%	75%	77%	78%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.75	3.22	4.27	2.76	3.79	3.39	2.44	3.71	2.52	3.03	3.69	2.80	4.84	2.97	2.53
Complaints per 100,000 Boardings	2.58	3.12	3.42	3.84	4.11	3.24	3.74	3.65	2.88	3.28	3.70	4.00	3.63	2.64	2.65
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	8.72	19.74	17.62	20.26	19.01	8.72	10.60	13.25	15.95	8.21	13.26	14.19	13.00	11.20
* Data reflects updated data for each month.															
<b>Division 18</b>															
MMBGMF No. of unaddressed road calls	3,650	4,223	4,487	4,405	4,479	3,910	4,462	4,240	3,900	3,755	3,707	3,731	3,785	3,772	3,693
MMBTRC	1,556	1,355	1,396	1,385	1,345	1,345	1,422	1,423	2,400	2,265	2,099	1,925	2,061	2,055	1,993
In-Service On-time Performance	85%	76%	77%	74%	75%	77%	74%	75%	80%	79%	76%	71%	71%	73%	74%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.84	4.24	4.44	3.85	4.22	4.34	4.52	4.37	3.84	3.70	3.44	3.38	4.64	3.72	3.25
Complaints per 100,000 Boardings	2.98	3.89	4.69	4.03	4.36	3.31	4.33	4.40	2.89	4.56	4.40	4.02	4.74	3.59	2.99
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.50	16.06	8.71	23.32	16.11	13.14	17.61	15.42	13.25	12.15	16.80	14.20	9.78	14.08	21.83

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

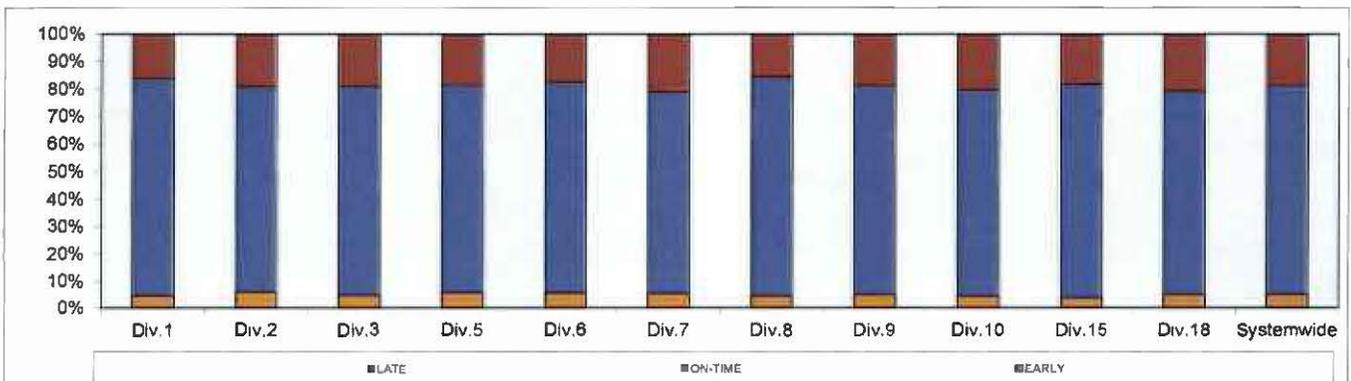
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses) Please note that Rapid Line performance is included in the ISOTP calculation beginning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

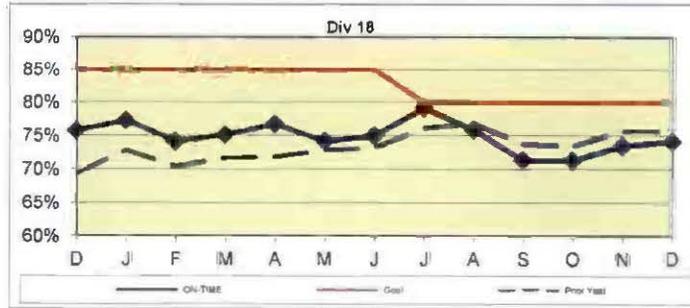
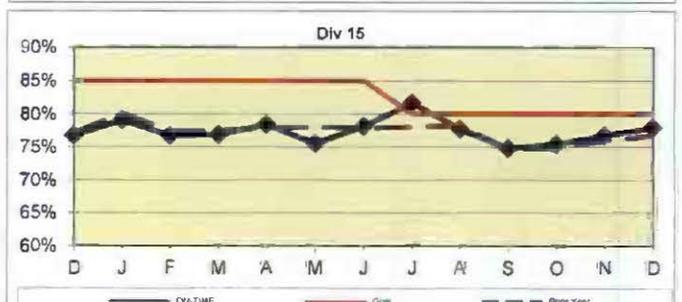
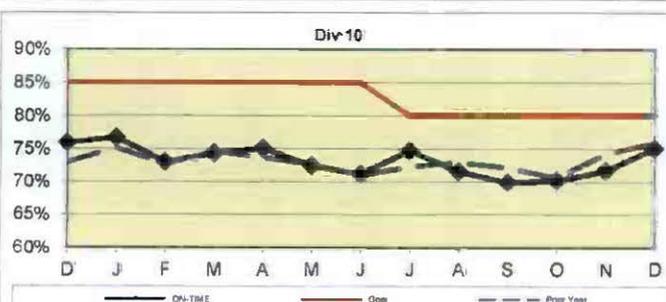
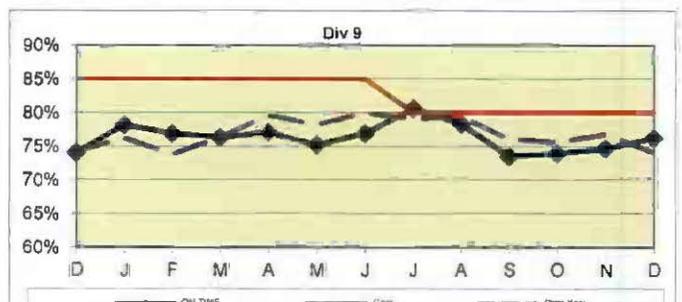
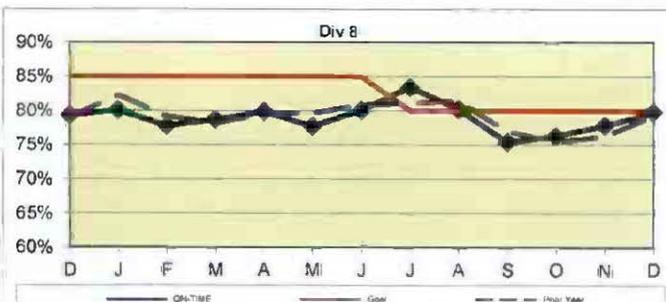
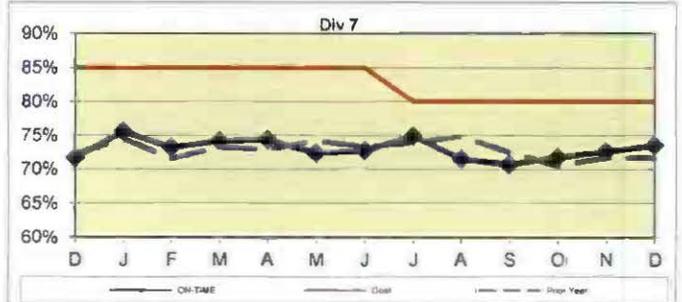
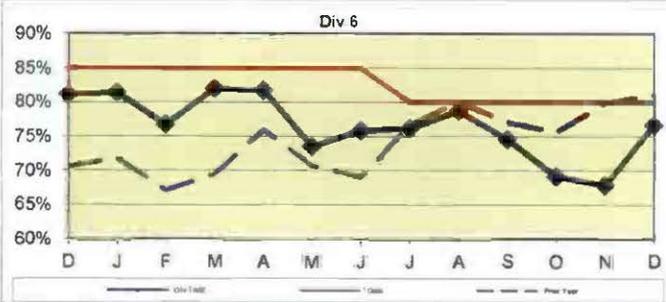
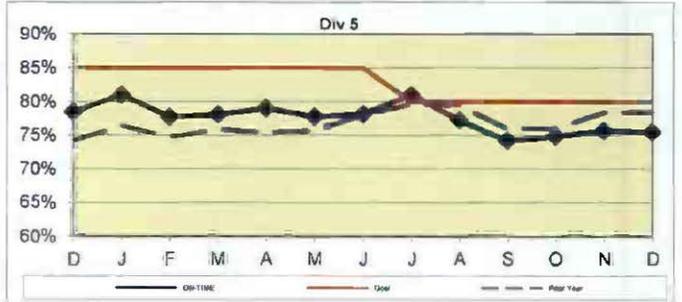
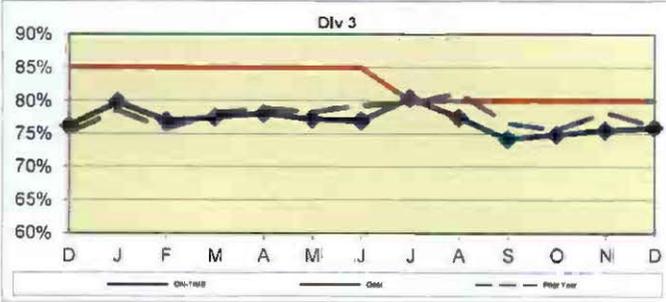


### ISOTP By Division



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%	4.03%	0.80%
On-Time	80.10%	80.18%	0.07%
Late	16.68%	15.80%	-0.88%

<b>Division 2</b>			
Early	4.55%	5.30%	0.75%
On-Time	74.22%	73.80%	-0.43%
Late	21.22%	20.90%	-0.32%

<b>Division 3</b>			
Early	3.66%	4.53%	0.87%
On-Time	77.83%	76.42%	-1.41%
Late	18.51%	19.04%	0.53%

<b>Division 5</b>			
Early	3.67%	4.94%	1.27%
On-Time	78.30%	76.44%	-1.86%
Late	18.03%	18.62%	0.59%

<b>Division 6</b>			
Early	3.45%	3.26%	-0.19%
On-Time	78.44%	73.83%	-4.61%
Late	18.11%	22.92%	4.80%

<b>Division 7</b>			
Early	4.41%	4.62%	0.21%
On-Time	73.15%	72.47%	-0.68%
Late	22.44%	22.92%	0.47%

	FY12	FY13-YTD	Variance
<b>Division 8</b>			
Early	2.84%	3.71%	0.87%
On-Time	78.72%	78.78%	0.06%
Late	18.44%	17.52%	-0.93%

<b>Division 9</b>			
Early	3.07%	3.79%	0.71%
On-Time	76.83%	76.24%	-0.59%
Late	20.10%	19.97%	-0.13%

<b>Division 10</b>			
Early	3.75%	4.17%	0.42%
On-Time	73.42%	72.20%	-1.22%
Late	22.83%	23.63%	0.80%

<b>Division 15</b>			
Early	3.65%	3.55%	-0.11%
On-Time	76.95%	77.36%	0.43%
Late	19.39%	19.07%	-0.32%

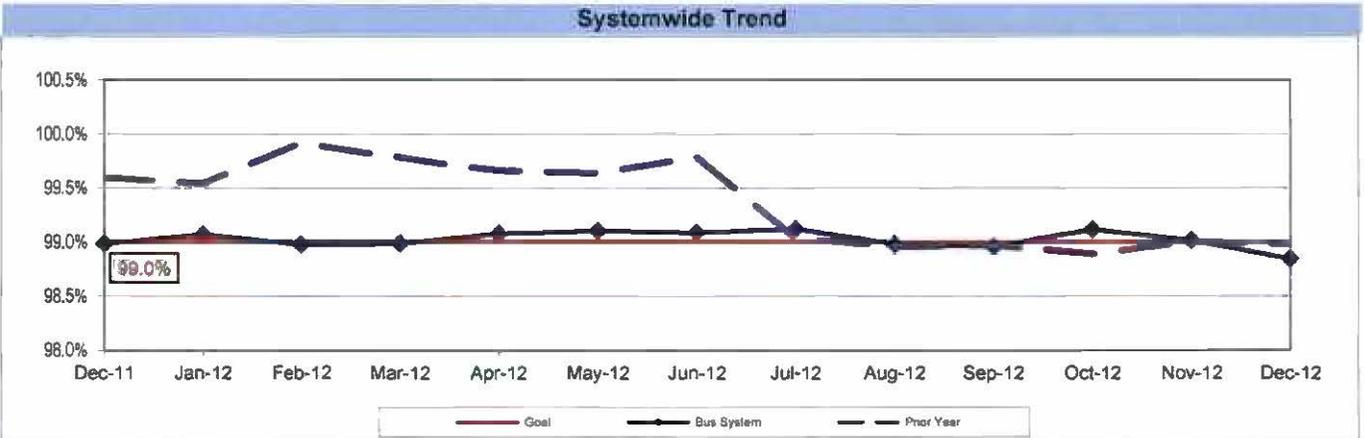
<b>Division 18</b>			
Early	3.29%	4.31%	1.02%
On-Time	75.32%	74.19%	-1.13%
Late	21.39%	21.50%	0.10%

<b>SYSTEMWIDE</b>			
Early	3.58%	4.27%	0.69%
On-Time	76.54%	75.89%	-0.65%
Late	19.87%	19.83%	-0.04%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED\*

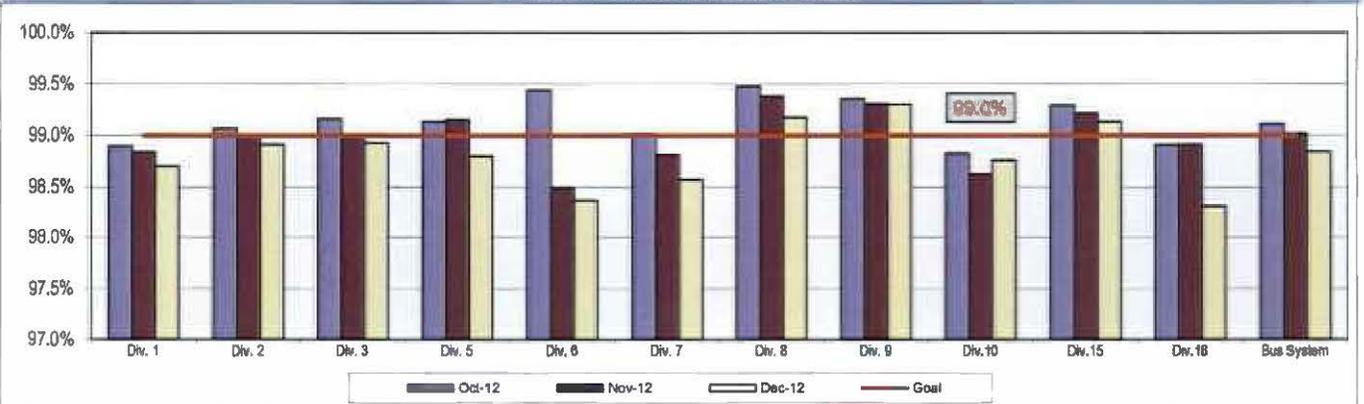
**Definition:** This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

**Calculation:**  $SRHD\% = 1 - ((\text{In-Service Delay Revenue Hours plus Cancelled Revenue Hours}) \text{ divided by } (\text{Total Scheduled Service Hours} + \text{Temporary Revenue Hours} + \text{Hollywood Bowl and Race Track Revenue Hours} + \text{In Addition Revenue Hours}))$   
 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  
 October 2012 - December 2012



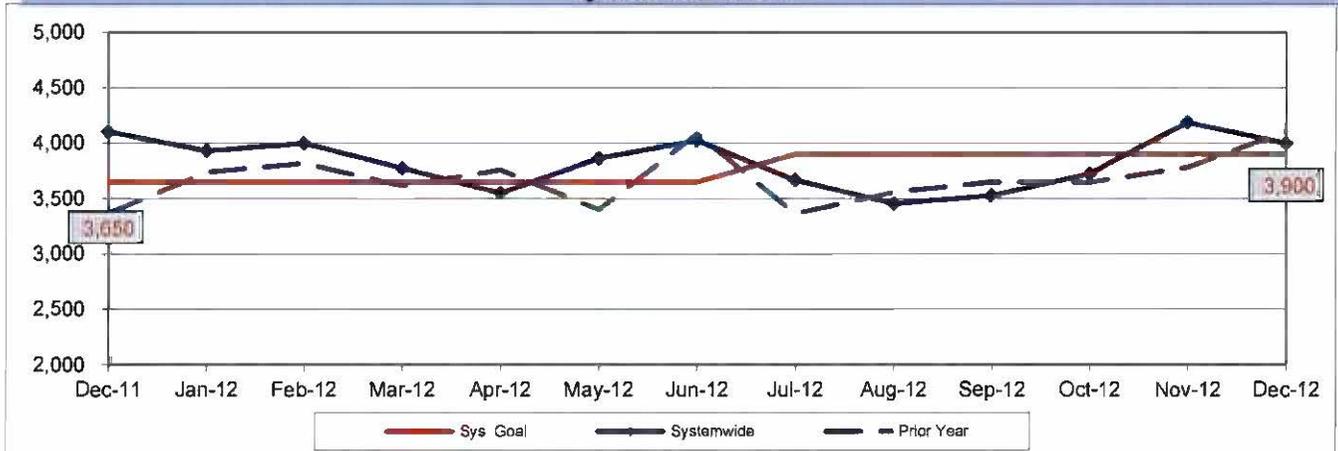
## BUS MAINTENANCE PERFORMANCE

### MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

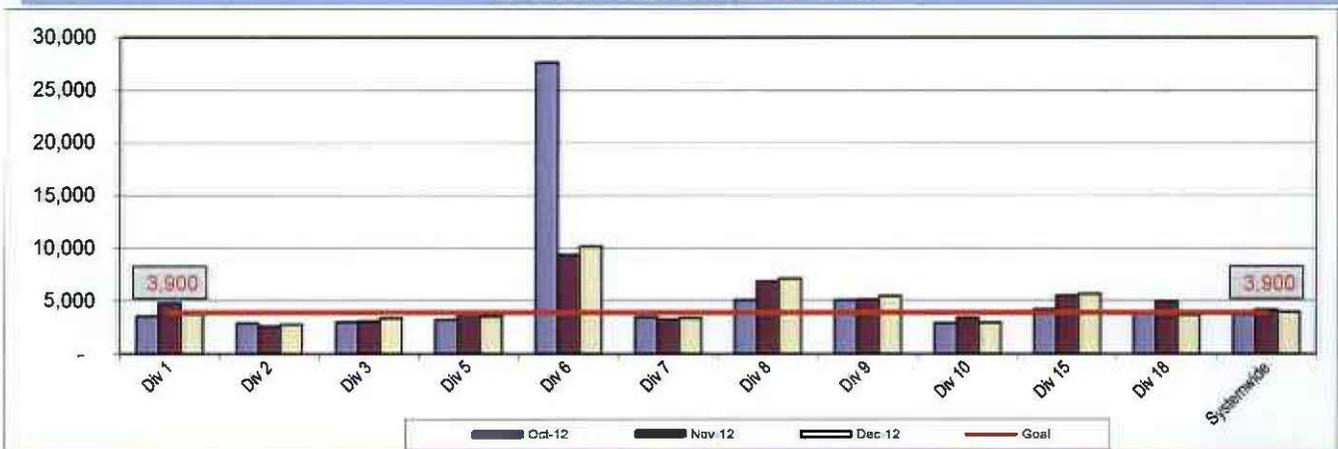
**Calculation:**  $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

#### Systemwide Trend



Remaining Above the Goal line is the target.

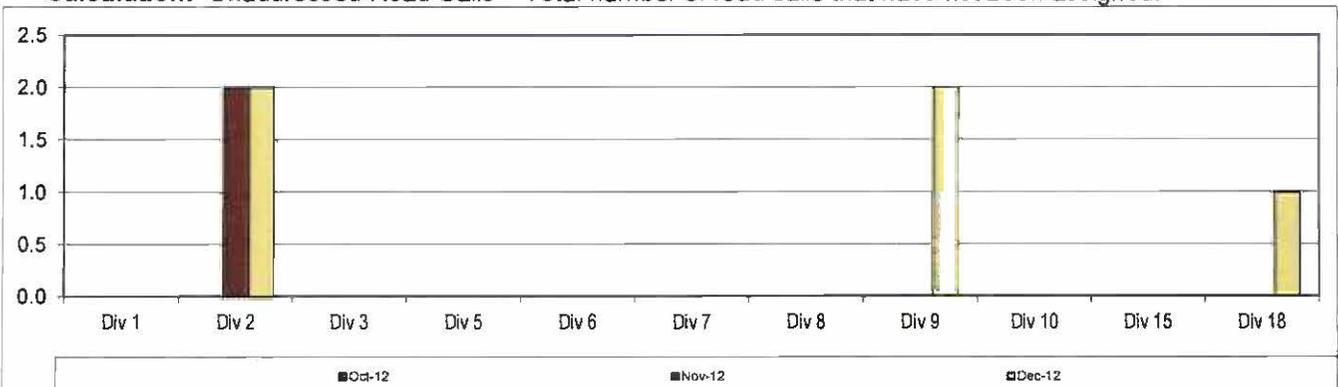
#### MMBMF -- Bus Operating Divisions October 2012 - December 2012



#### Unaddressed Road Calls -- Bus Operating Divisions October 2012 - December 2012

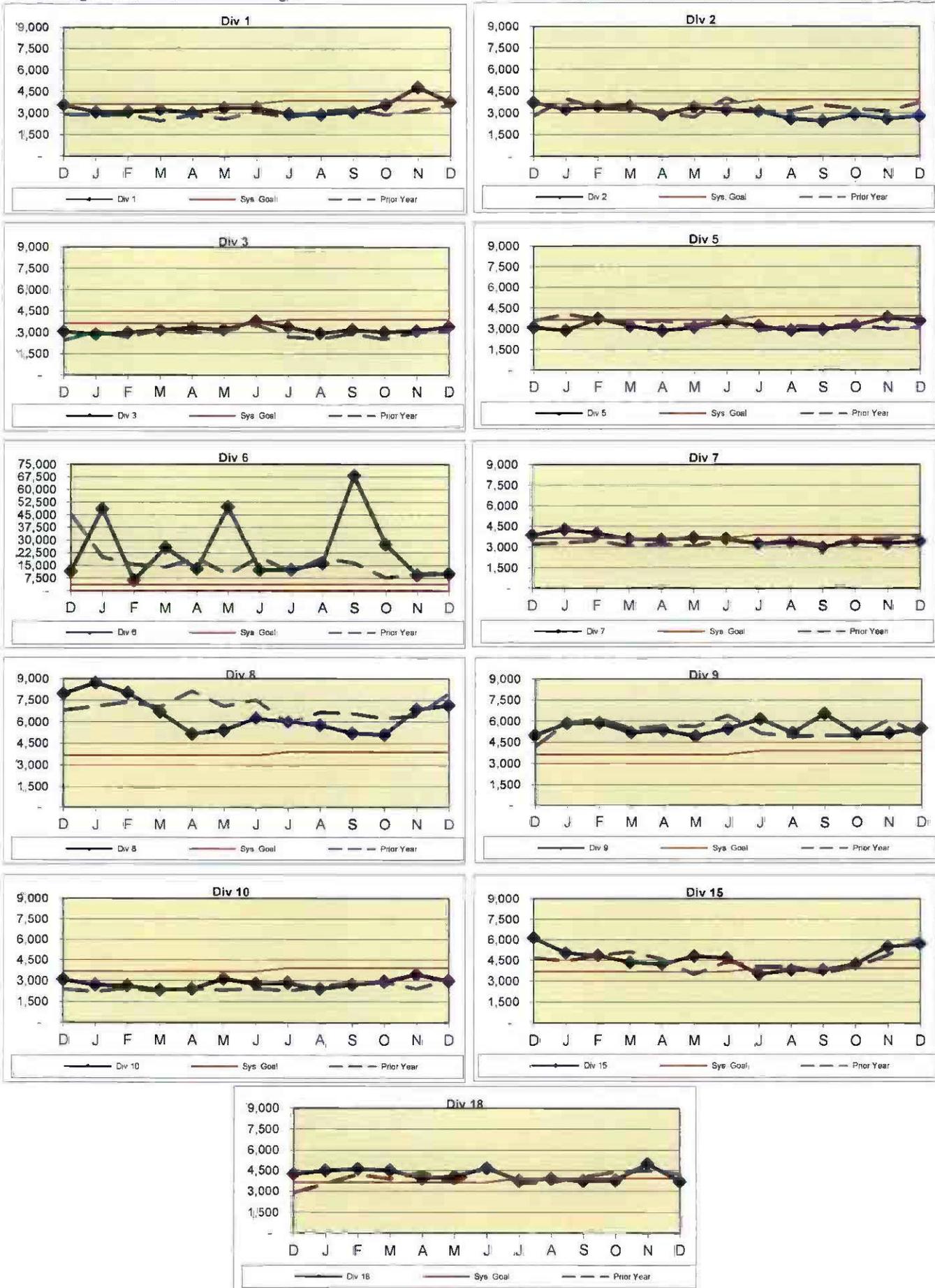
**Definition:** Road calls cannot be counted, per FTA definition, if no one has jobbed on to assign a job code. (Source: M3)

**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

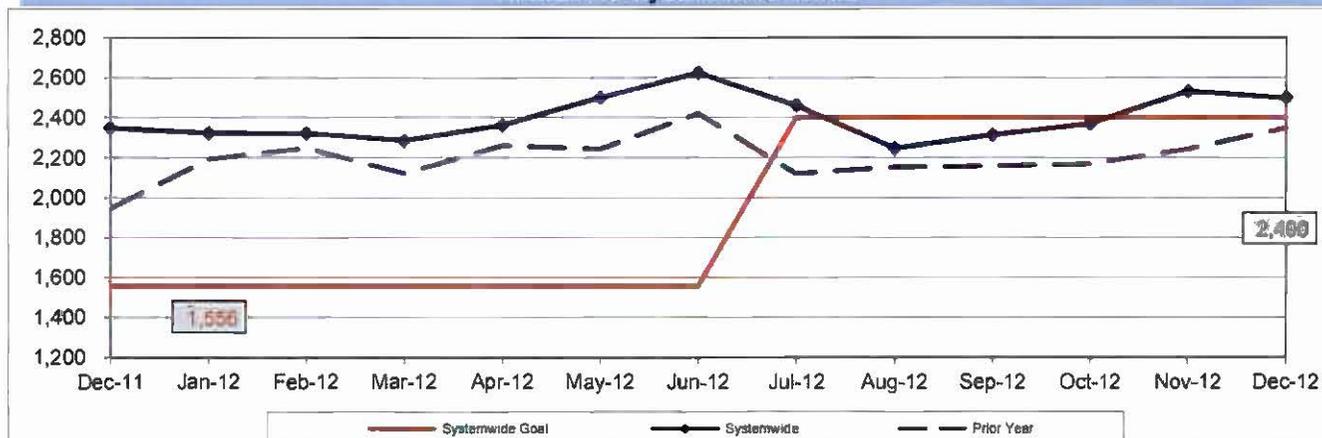


### MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

**Definition:** Average Hub Miles traveled between road call problems.

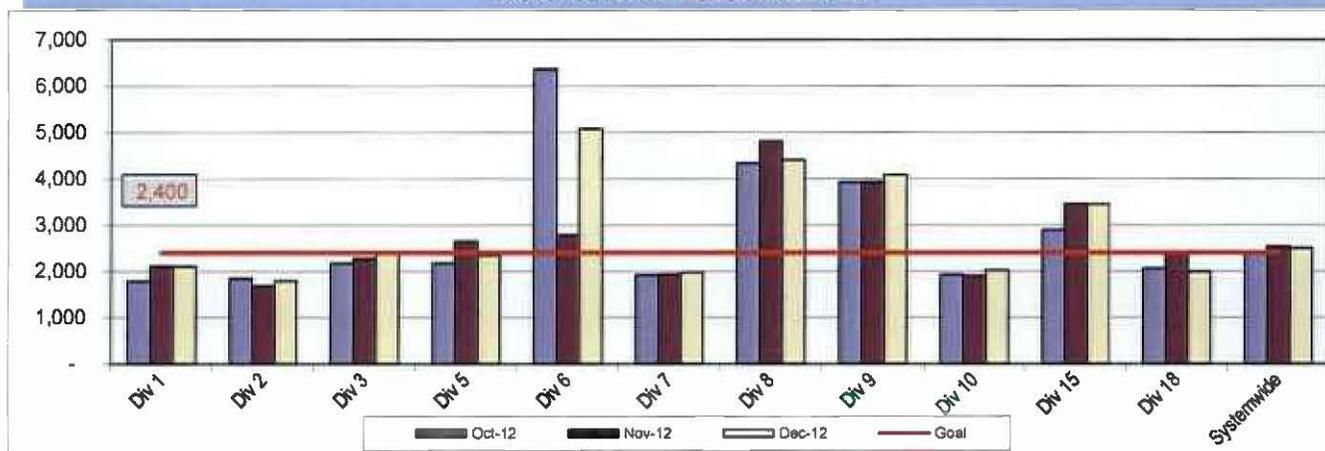
**Calculation:** MMBTRC = (Total Hub Miles / by Total Road Calls)

#### MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

#### MMBTRC -- Bus Operating Divisions October 2012 - December 2012



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

	Number of Buses	Percent of Buses
CNG	2,159	89.36%
Diesel	71	2.94%
Gasoline	59	2.44%
Propane	127	5.26%
Hybrid	0	0.00%
<b>Total</b>	<b>2,416</b>	<b>100.00%</b>

#### Average Age of Fleet by Divisions

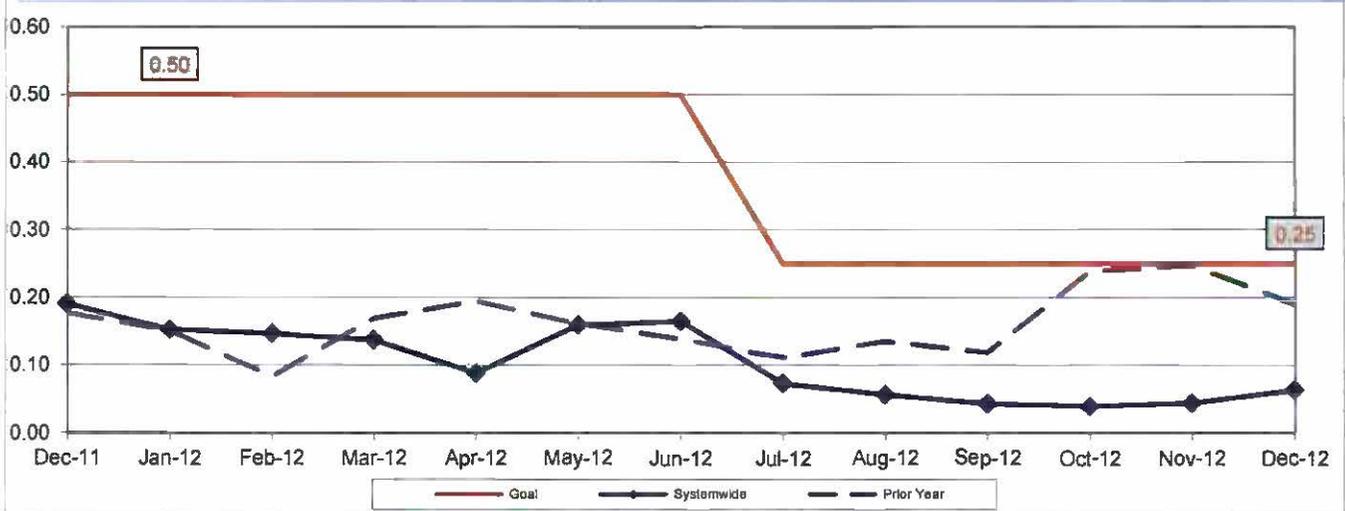
Div 1	Div 2	Div 3	Div 5	Div 6	Div 7
10.2	11.3	10.6	10.7	3.8	10.1
Div 8	Div 9	Div 10	Div 15	Div 18	
5.7	9.8	8.6	6.5	6.0	

**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)

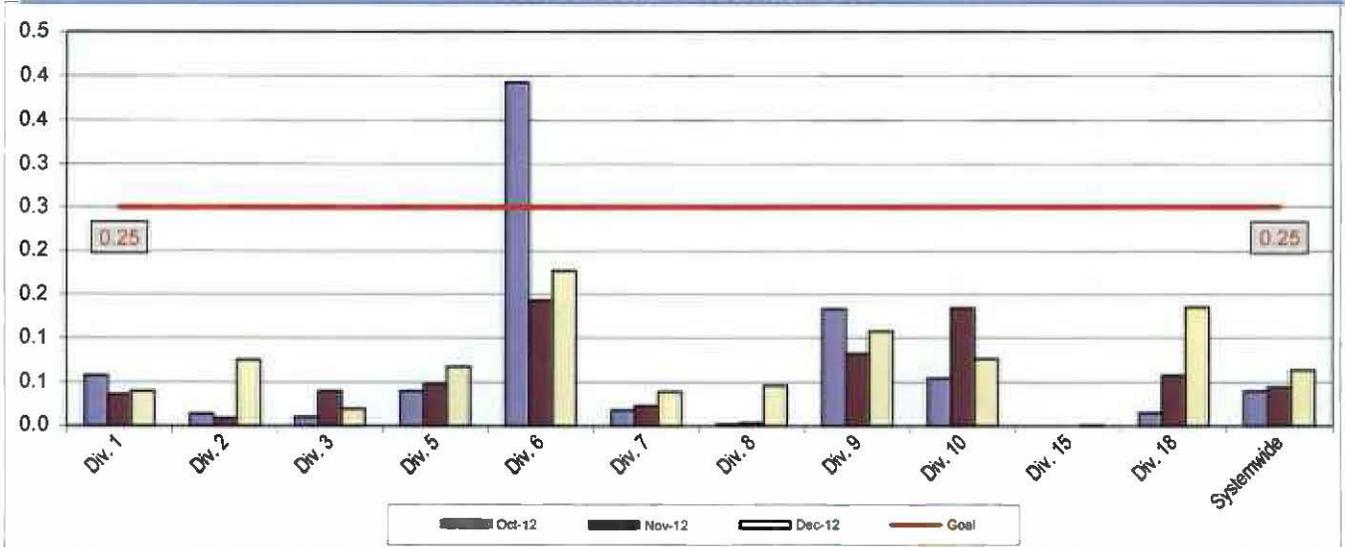
**Systemwide Trend**



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  
October 2012 - December 2012**



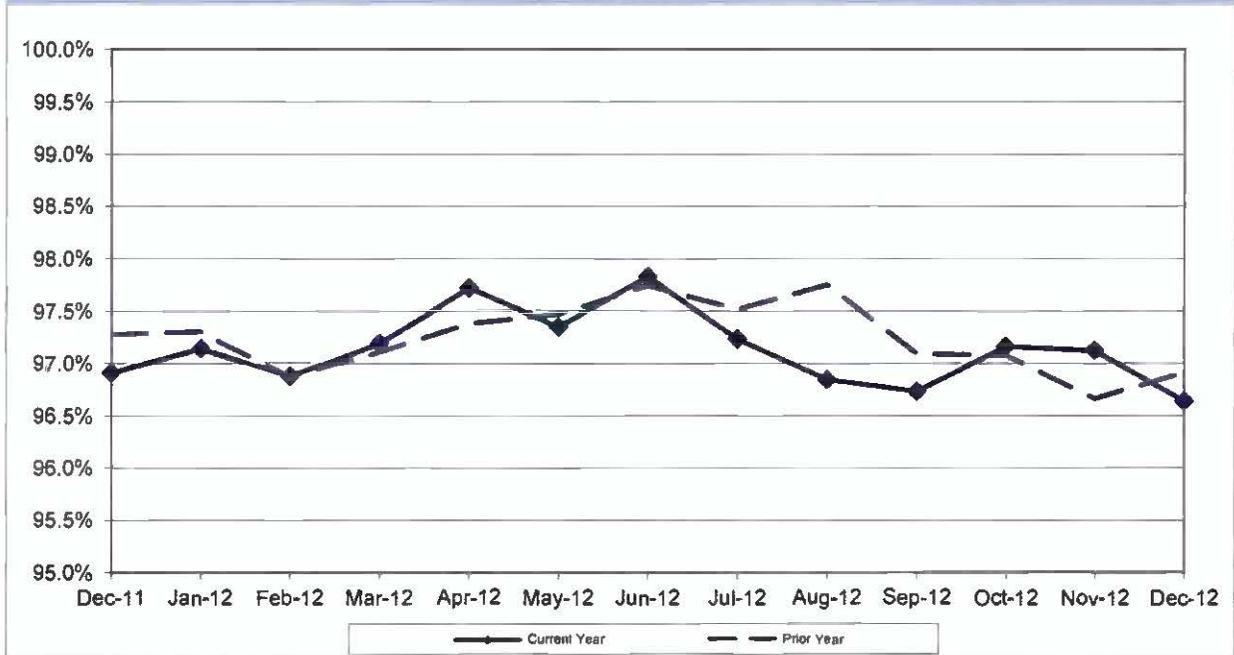
## ATTENDANCE

### MAINTENANCE ATTENDANCE

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

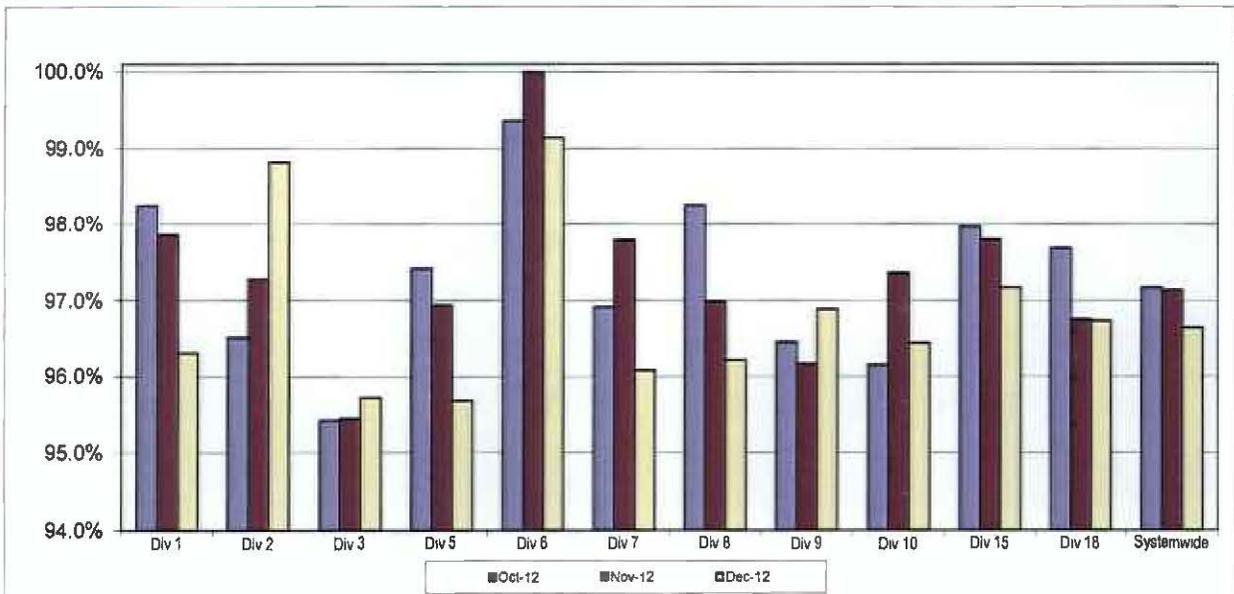
**Calculation:**  $1 - (\text{FTEs absent} / \text{by the total FTEs assigned})$

#### Systemwide Trend



Higher is better.

#### Maintenance Attendance - By Divisions (By Current Month) October 2012 - December 2012

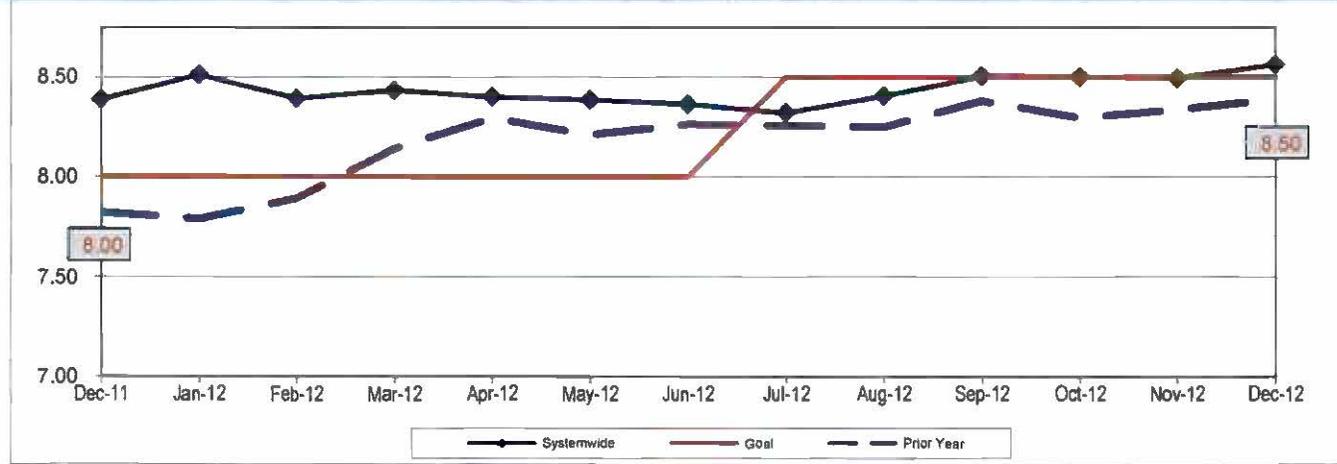


## BUS CLEANLINESS

**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.

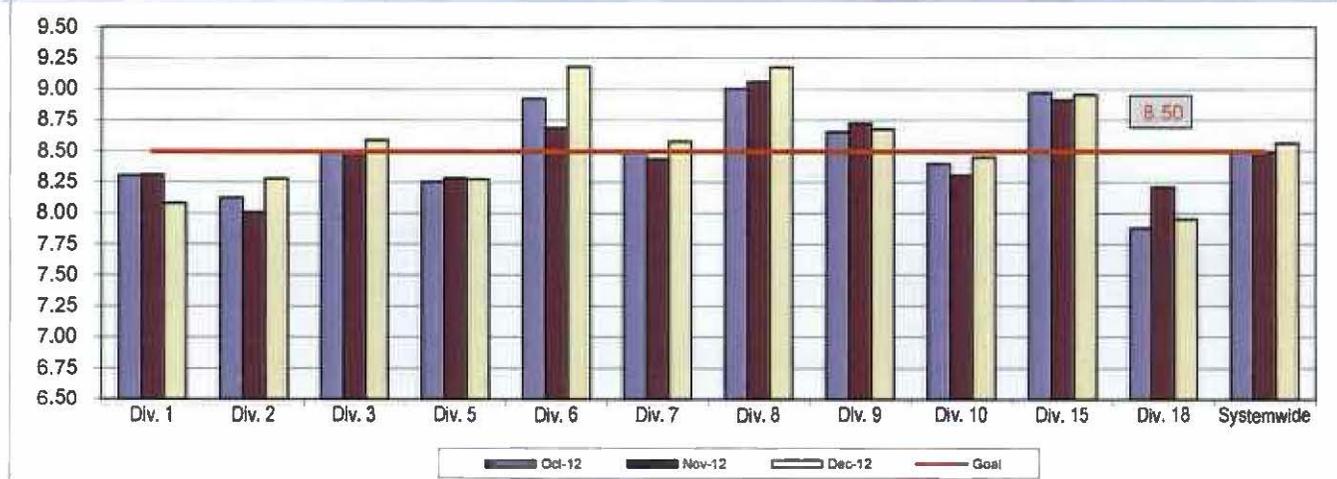
**Calculation:** Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

### Bus Cleanliness - Systemwide

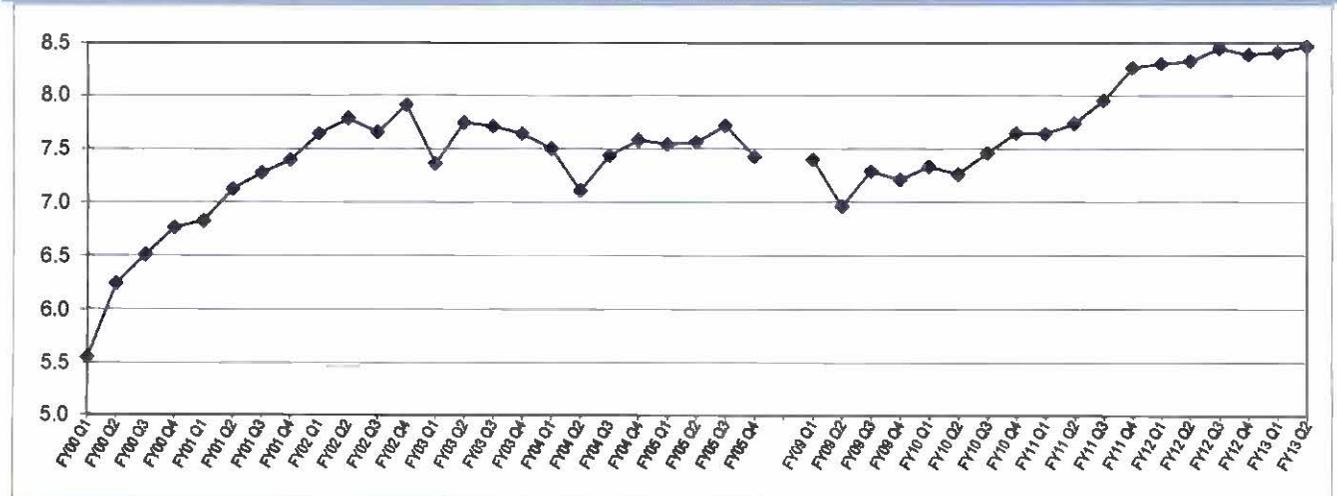


Remaining Above the Goal line is the target.

### Cleanliness by Bus Operating Divisions October 2012 - December 2012



### Quarterly Systemwide Bus Cleanliness FY01 Q1 - FY13 Q2

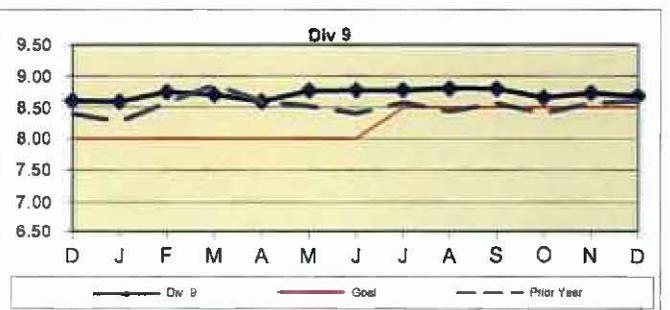
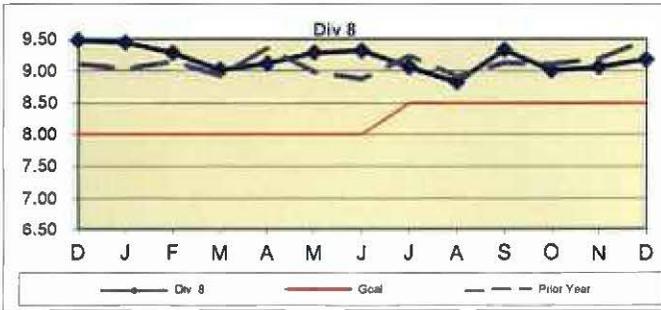
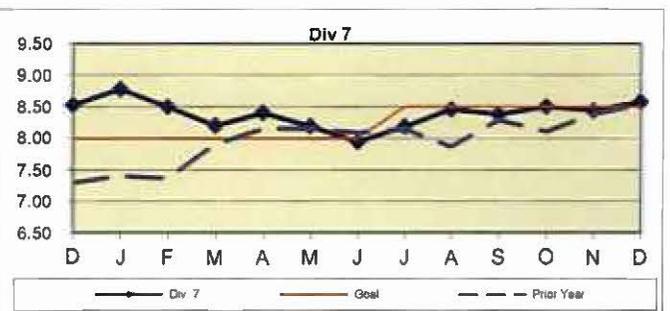
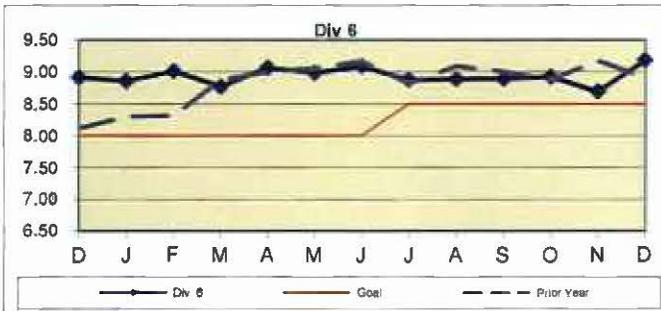
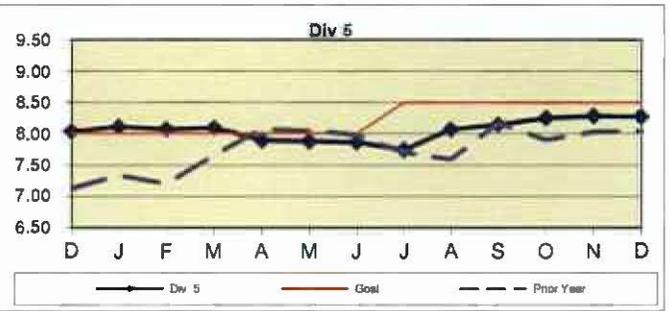
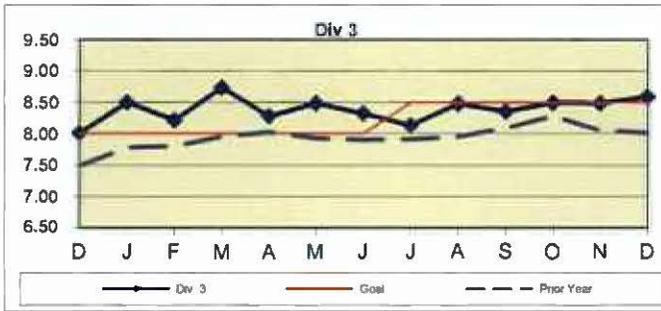
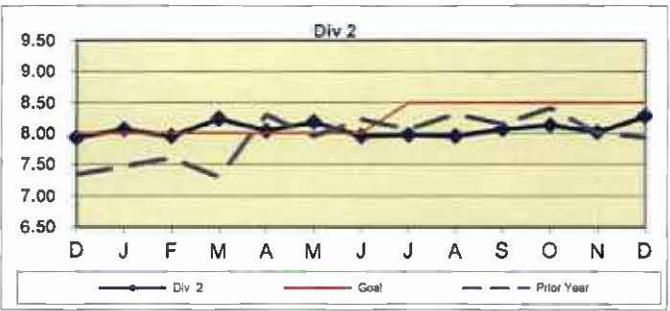
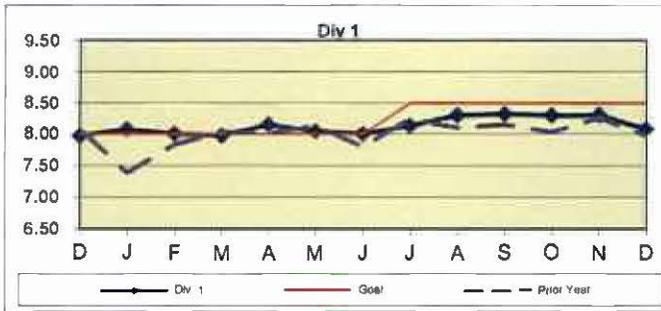


Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

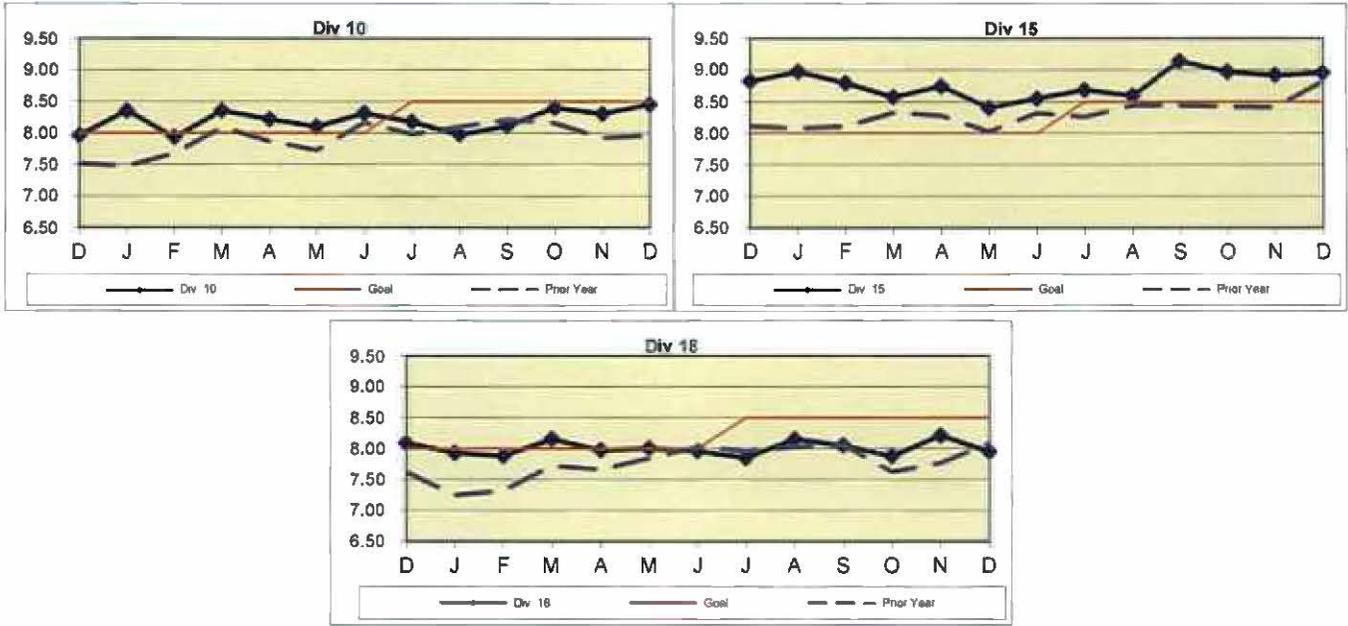
Remaining Above the Goal line is the target.

### 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	Oct Month	Nov Month	Nov Month
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	8.54	9.73	8.18	7.36	Nov YTD 9.78	◆	Sep 7.78	Oct 8.54	Nov 7.39
<b>Metro Red Line (MRL)</b>									
On-Time Pullouts	99.55%	99.86%	99.60%	99.00%	99.48%	●	99.30%	100.00%	99.78%
Mean Miles Between Chargeable Mechanical Failures	38,771	34,194	35,939	36,000	75,999	●	61,221	117,394	143,430
In-Service On-time Performance	99.54%	99.69%	99.45%	98.00%	99.47%	●	99.65%	99.38%	99.31%
Traffic Accidents Per 100,000 Train Miles	0.00	0.29	0.00	0.06	0.13	■	0.00	0.00	0.00
Complaints per 100,000 Boardings **	0.41	0.51	0.56	0.56	0.22	●	0.09	0.24	0.29
<i>** Beginning in FY13, 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%	98.96%	●	98.45%	99.54%	99.52%
Mean Miles Between Chargeable Mechanical Failures	20,830	14,194	13,940	15,000	14,564	◆	11,331	20,951	18,511
In-Service On-time Performance	98.81%	99.11%	98.31%	98.00%	96.38%	◆	95.76%	95.32%	96.42%
Traffic Accidents Per 100,000 Train Miles	1.45	1.76	1.35	1.35	1.30	●	0.58	1.81	0.58
Complaints per 100,000 Boardings **	0.80	0.81	1.22	1.08	1.04	●	0.95	1.18	0.84
<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 FY13, 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%	98.32%	●	98.75%	98.58%	98.46%
Traffic Accidents Per 100,000 Train Miles				1.35	0.67	●	1.92	1.97	0.00
Complaints per 100,000 Boardings **				1.08	3.10	■	2.34	2.91	1.12
<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 FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
<b>Metro Green Line (MGRl)</b>									
On-Time Pullouts	99.89%	99.85%	99.87%	98.00%	99.63%	●	99.27%	99.24%	100.00%
Mean Miles Between Chargeable Mechanical Failures	13,599	11,831	14,708	16,000	12,455	◆	7,531	22,347	11,275
In-Service On-time Performance	99.26%	99.50%	98.86%	98.00%	98.02%	●	97.20%	98.29%	98.98%
Traffic Accidents Per 100,000 Train Miles	0.00	0.07	0.07	0.06	0.14	■	0.00	0.00	0.00
Complaints per 100,000 Boardings **	0.76	1.13	1.06	1.01	0.77	●	1.43	0.42	0.68
<i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
<b>Metro Gold Line (MGoL)</b>									
On-Time Pullouts	99.86%	99.99%	100.00%	98.00%	99.90%	●	100.00%	99.71%	100.00%
Mean Miles Between Chargeable Mechanical Failures	16,151	21,097	18,017	23,000	29,698	●	29,015	34,257	131,572
In-Service On-time Performance	99.12%	99.58%	98.68%	98.00%	99.02%	●	99.04%	99.36%	98.92%
Traffic Accidents Per 100,000 Train Miles	0.82	0.61	0.42	0.41	0.23	●	0.00	0.00	0.70
Complaints per 100,000 Boardings **	1.68	1.22	1.21	1.19	0.63	●	0.35	0.47	0.48
<i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									

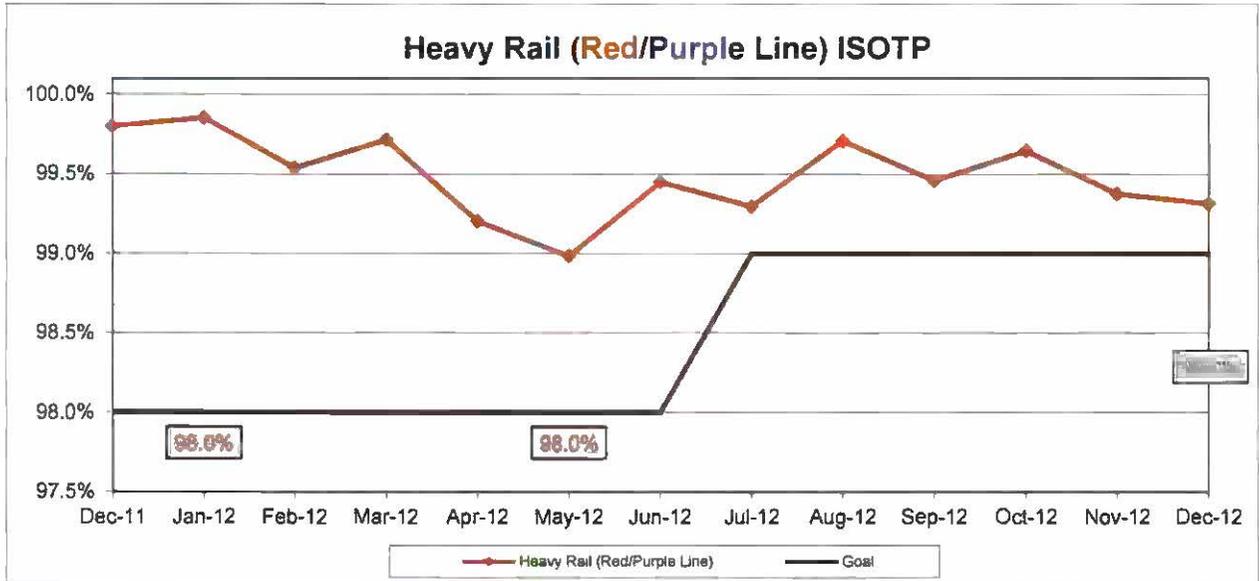
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- ◆ Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant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

# RAIL SERVICE PERFORMANCE

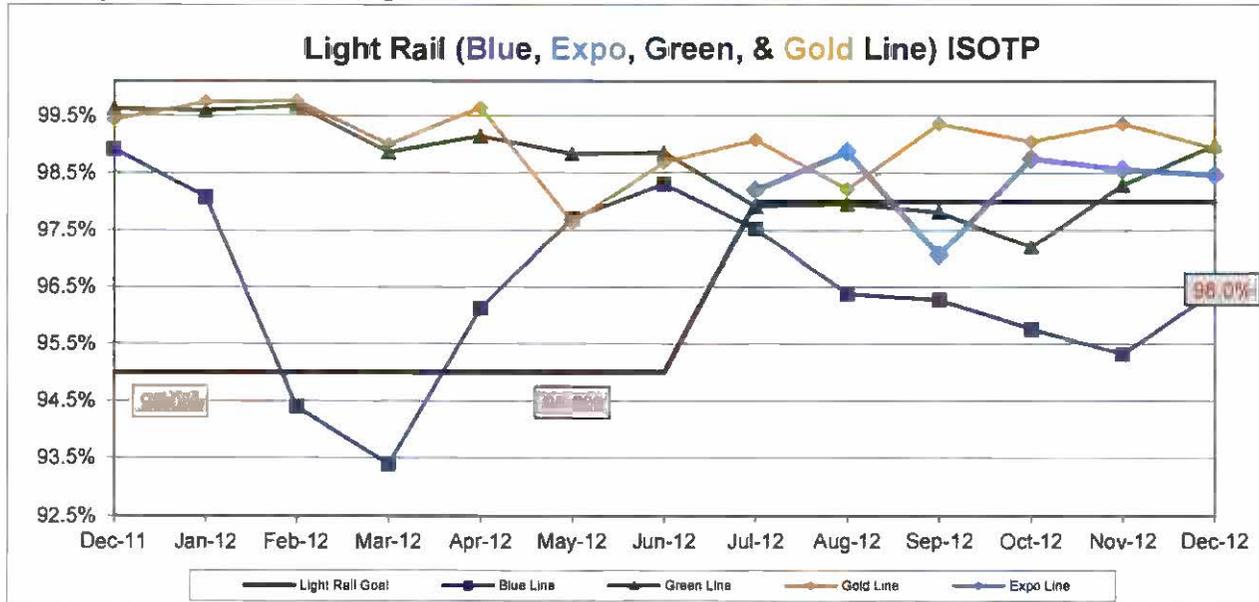
## IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

**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]



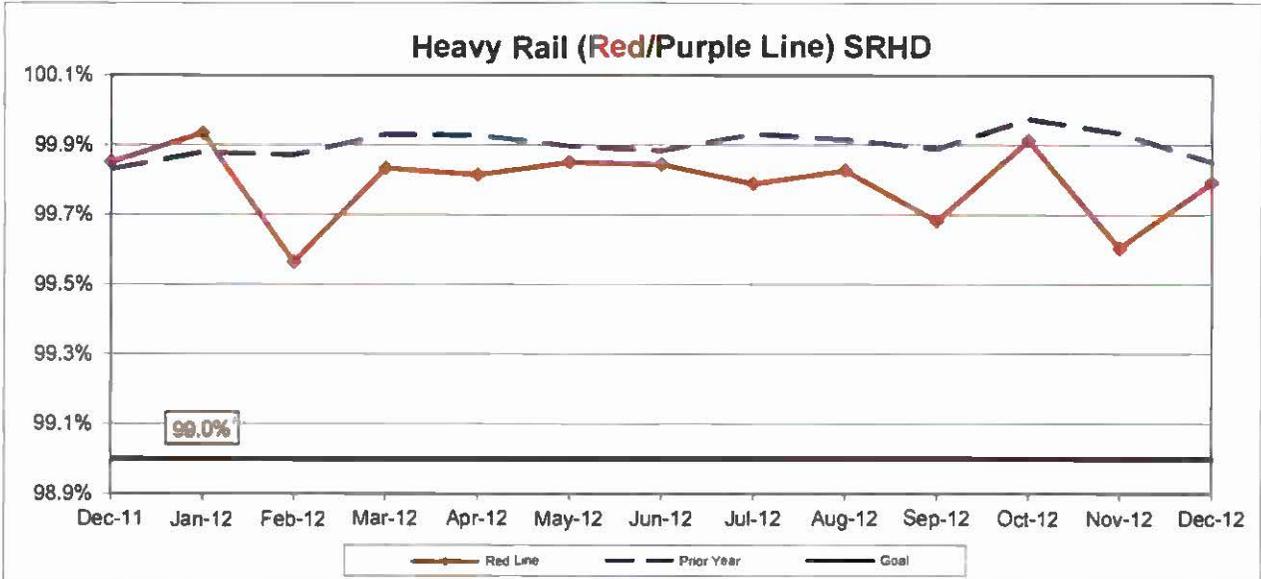
Remaining Above the Goal line is the target.



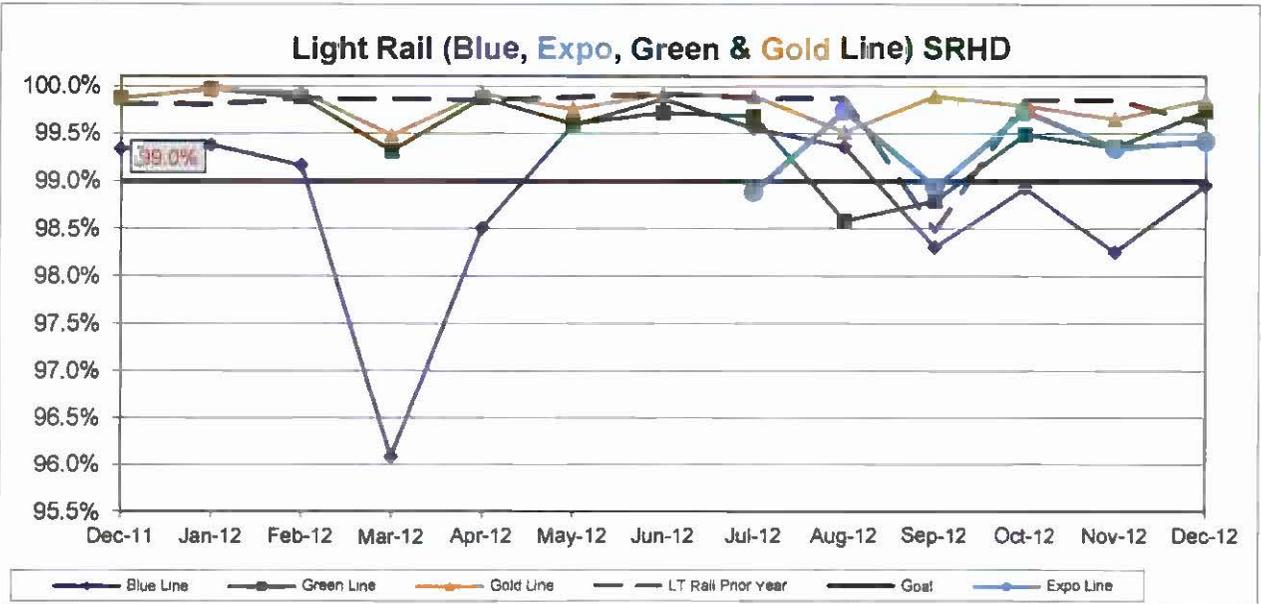
**Scheduled Revenue Hours Delivered (SRHD) by Rail Line**

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

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



Remaining At the Goal line is the target.

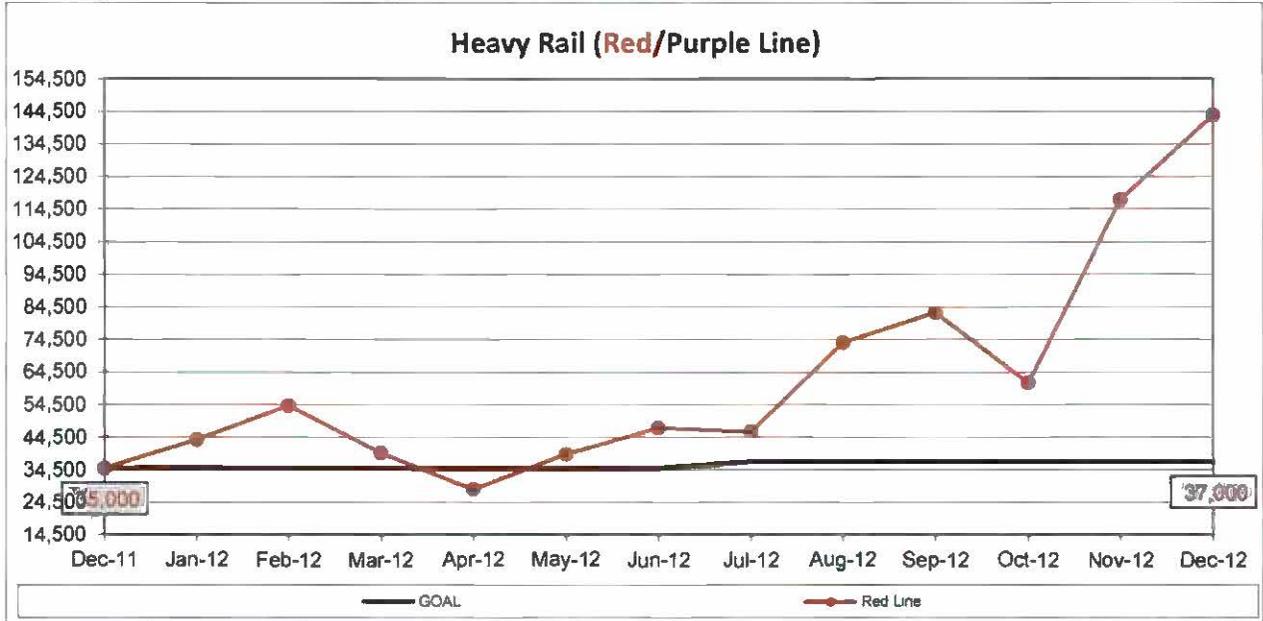


**Mean Miles Between Chargeable Mechanical Failures**

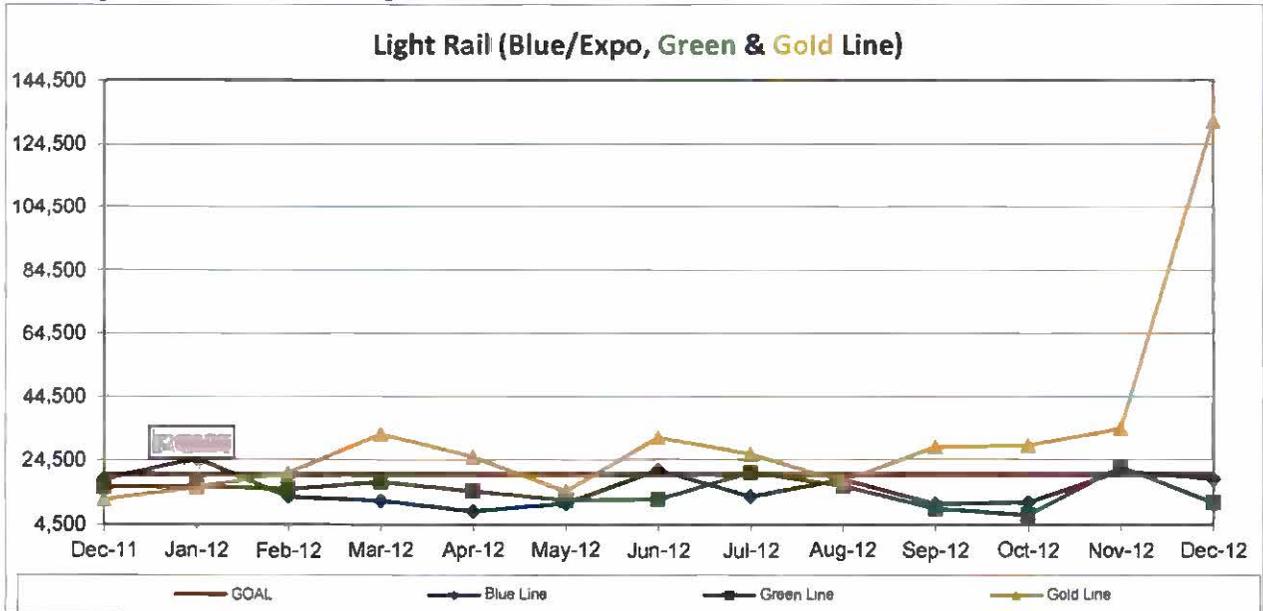
**Definition:** Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next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



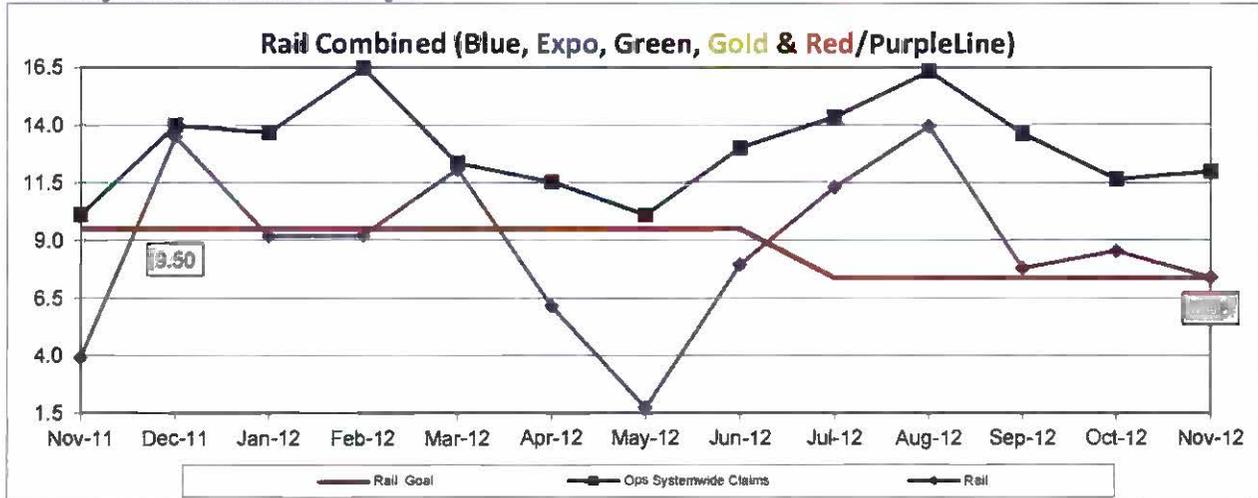
**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS**

**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.

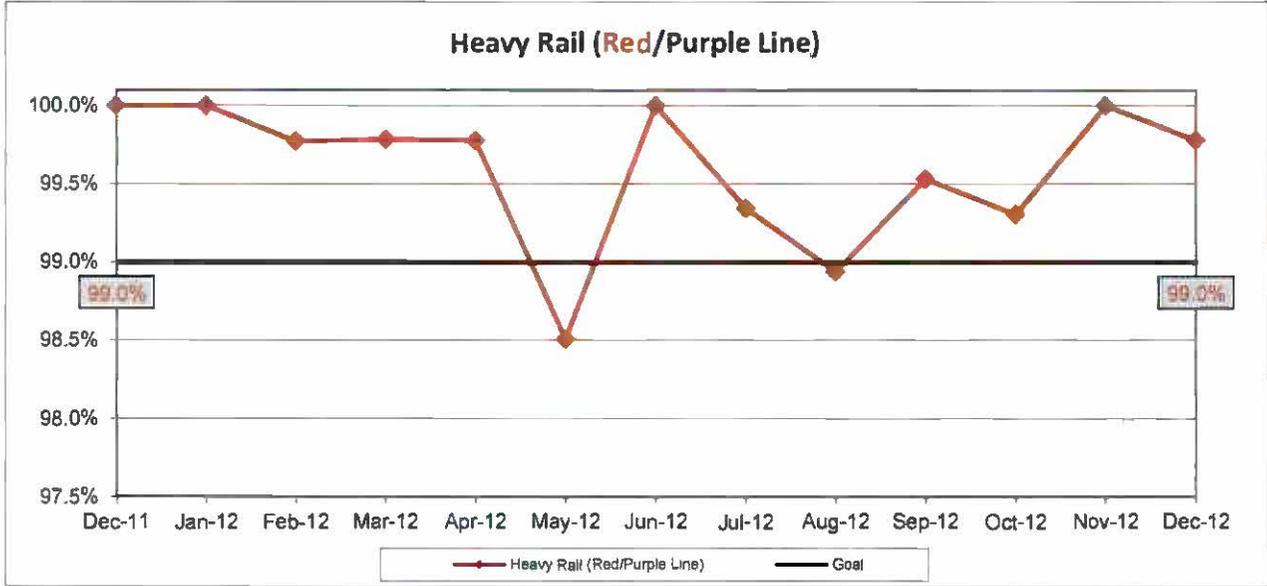
Remaining Below the Goal line is the target.



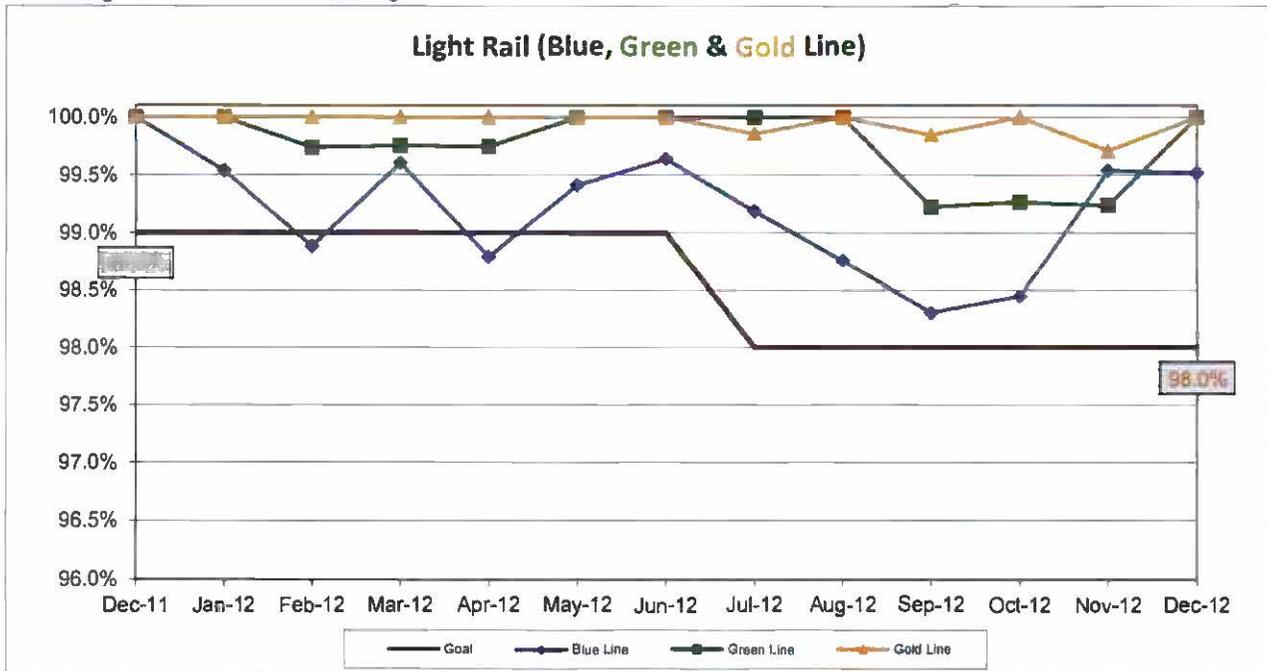
ON-TIME PULLOUTS (OTP)

**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.



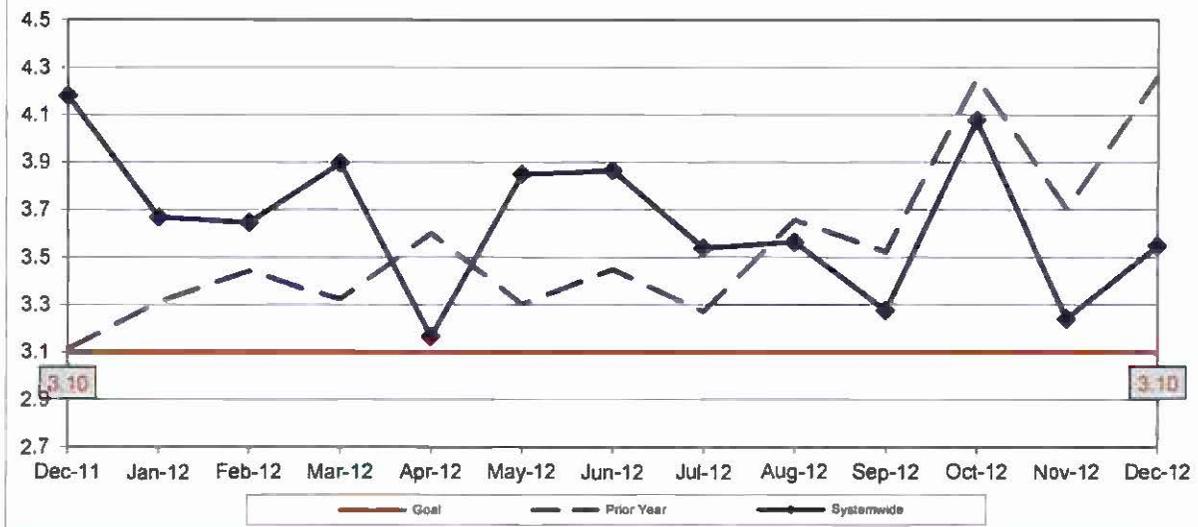
## SAFETY PERFORMANCE

### 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 / (Hub Miles / by 100,000))

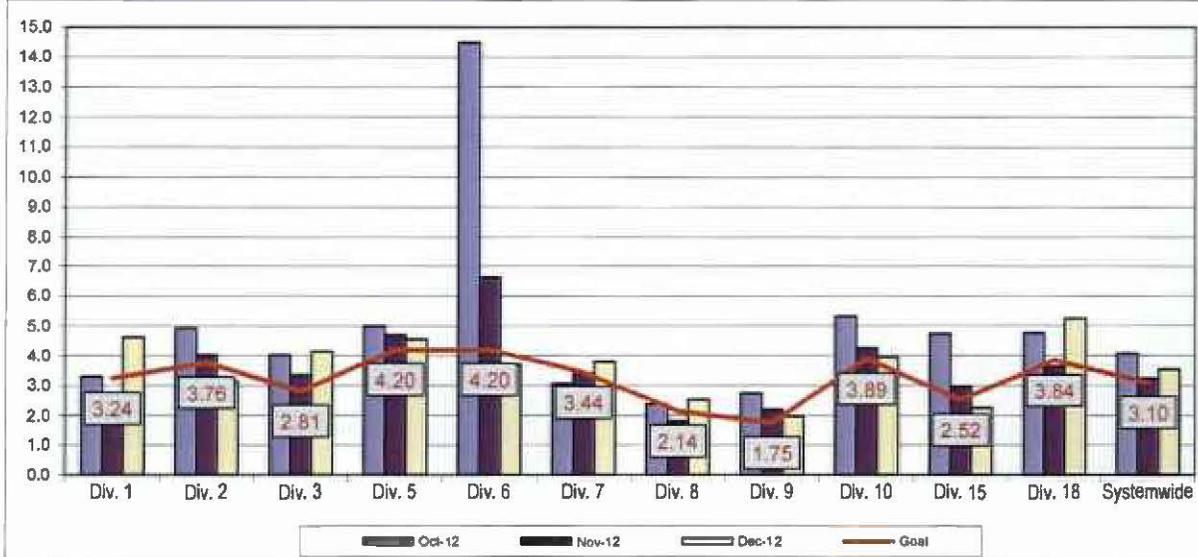
#### Systemwide Trend



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 October 2012 - December 2012

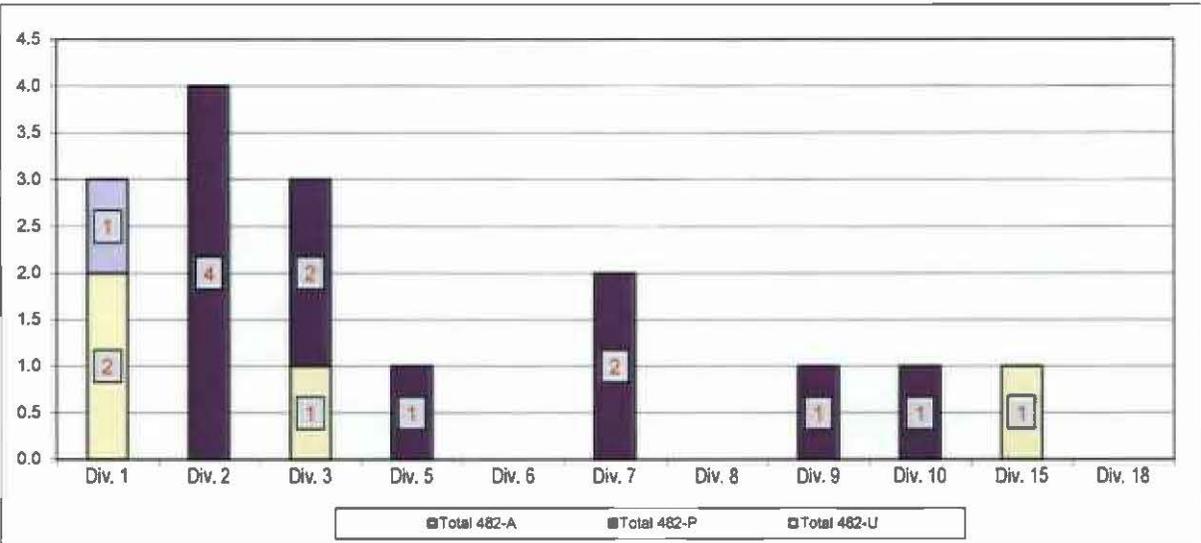


**Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions**

**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).

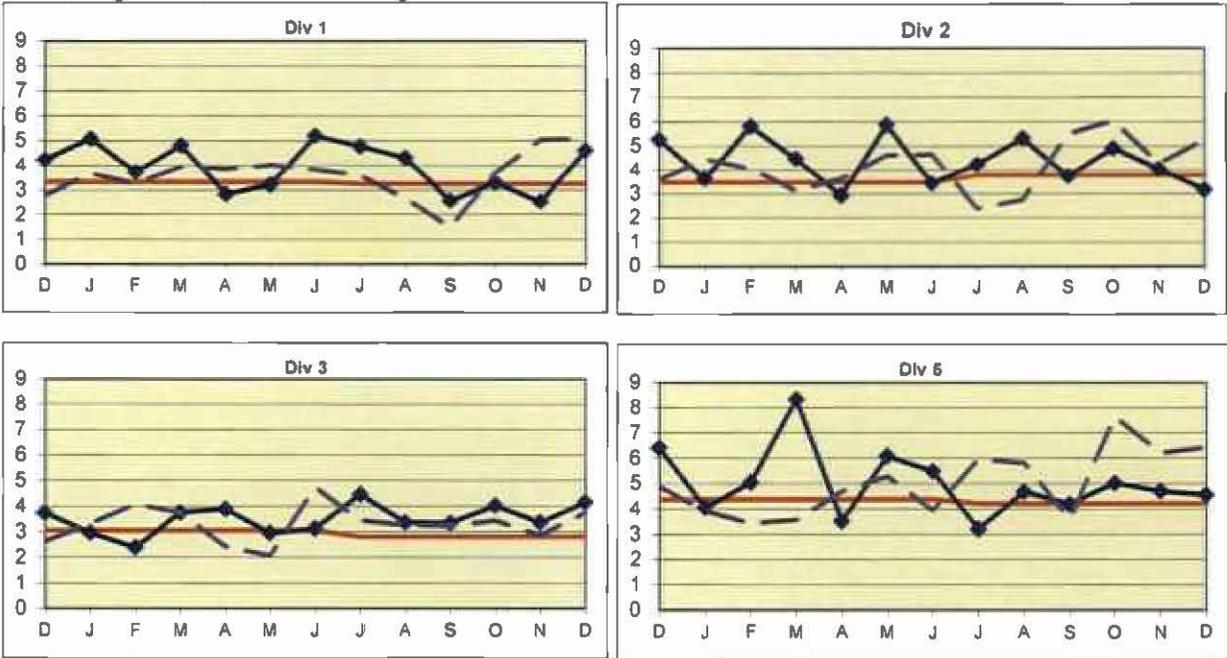
**Calculation:** Number of accidents in prior 13 months coded 482 "alleged" in the categories of A, P or U.

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



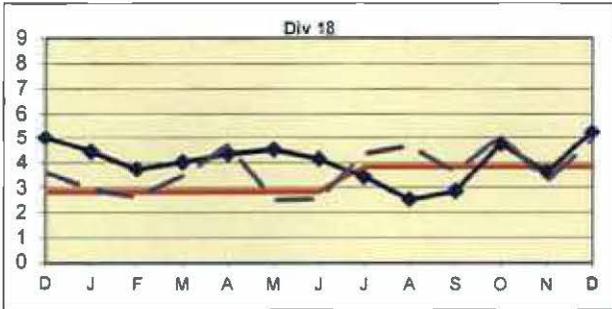
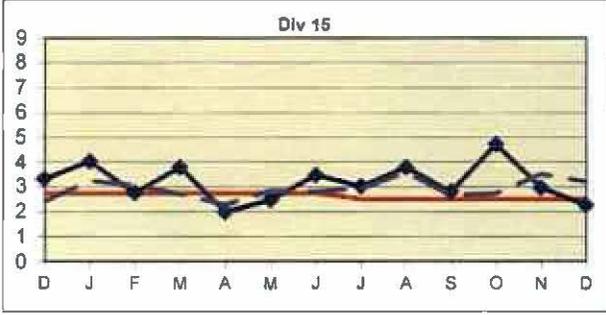
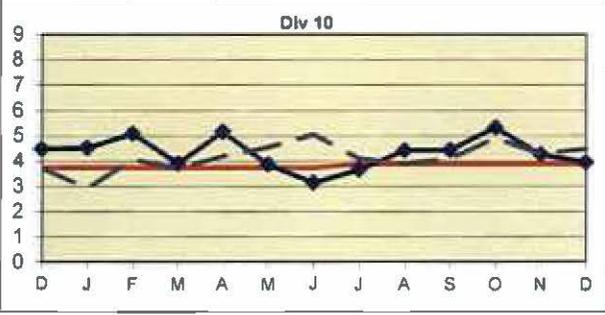
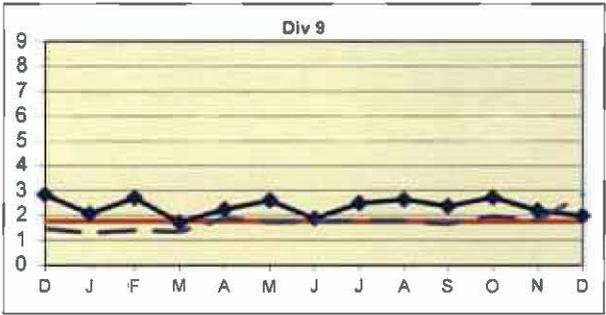
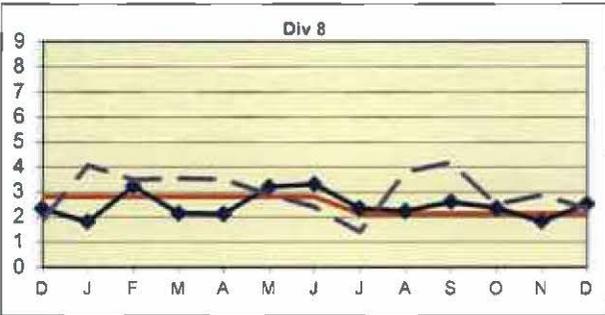
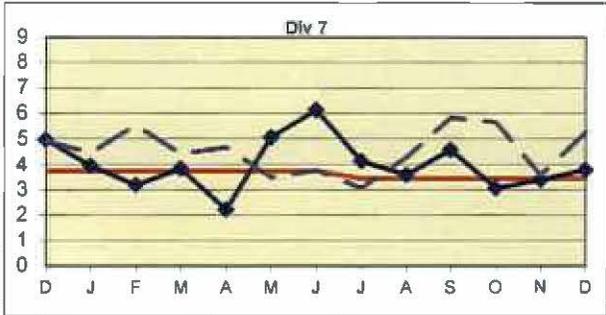
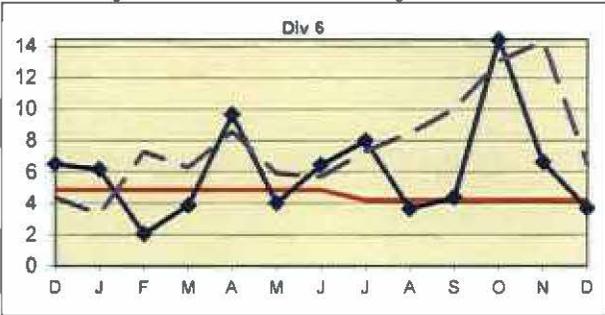
**BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions**

Remaining Below the Goal line is the target.



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

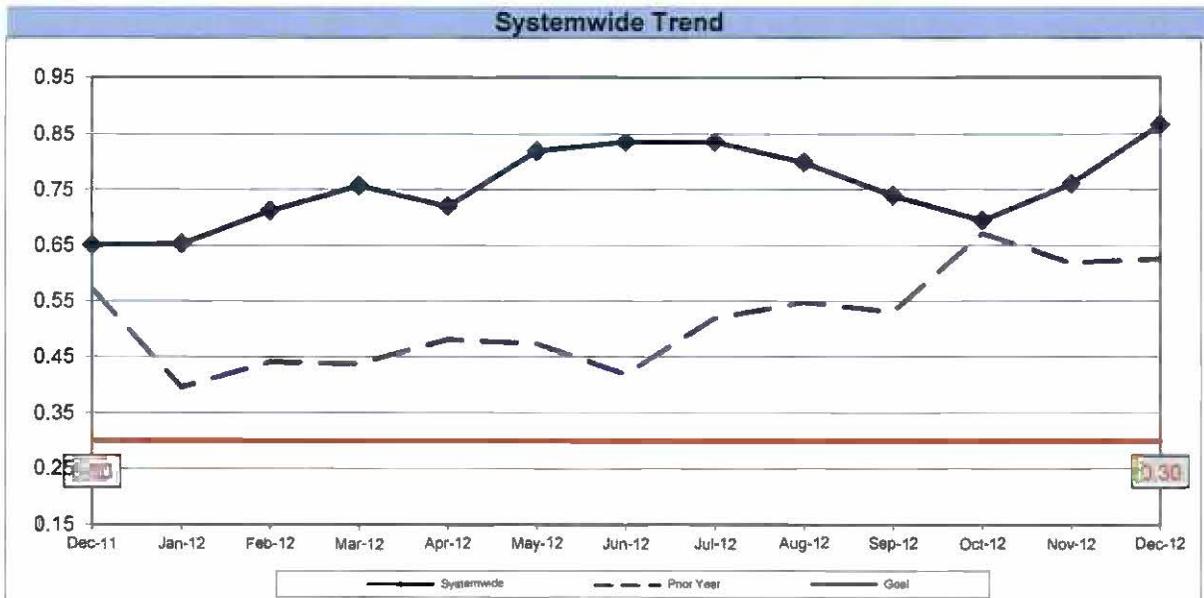
Remaining Below the Goal line is the target.



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

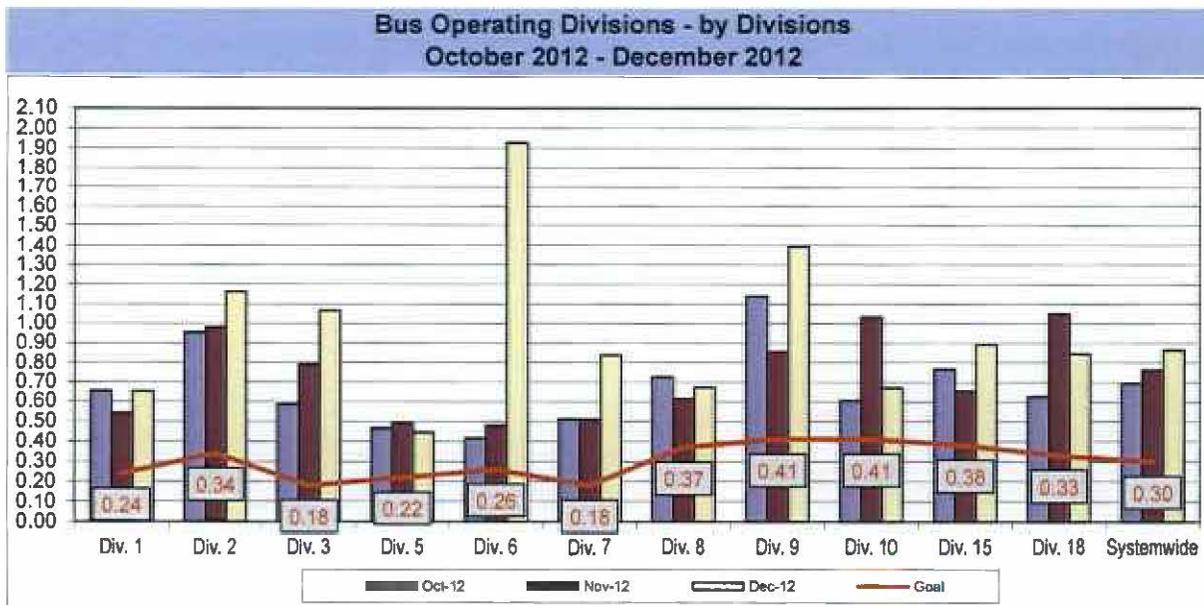
**Definition:** Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

**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

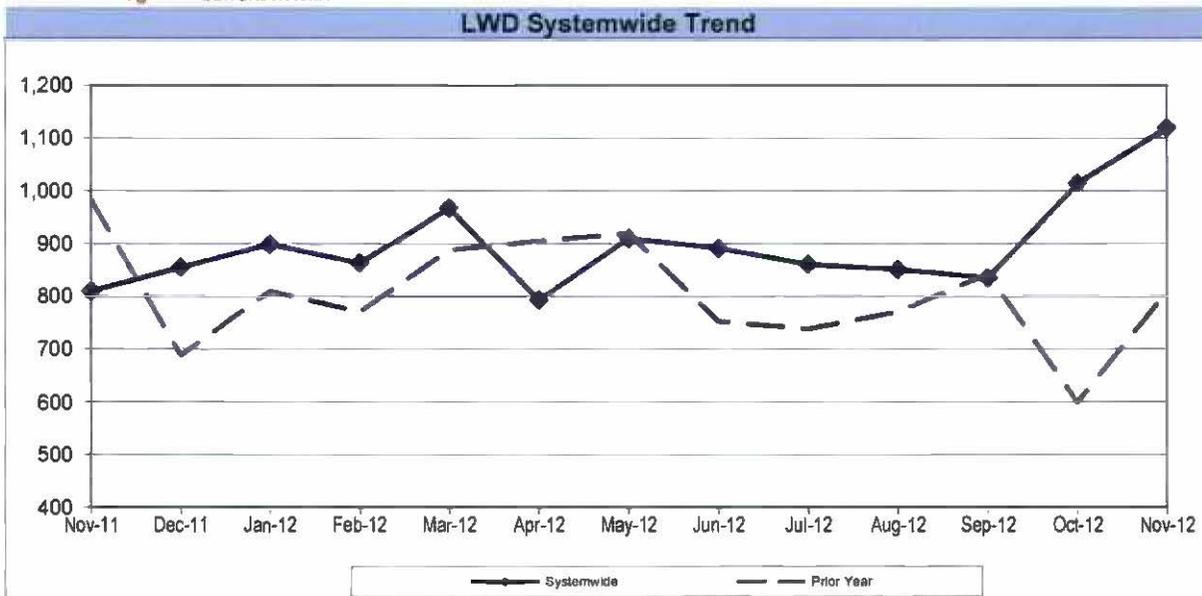


**LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS**

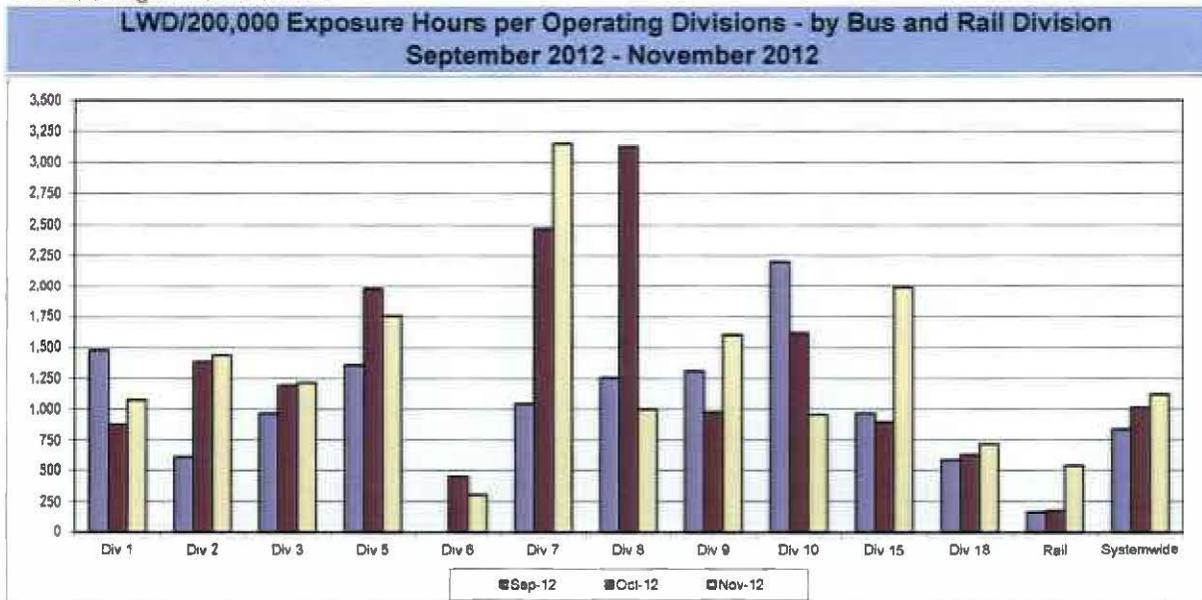
**Definition:** Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours.

**Calculation:**  $(\text{Total Temporary Disability Benefit Payments} / \text{Estimated TD Benefit Rate}) \times (5/7) / (\text{Number of Exposure Hours} / 200,000)$

One month lag from current month



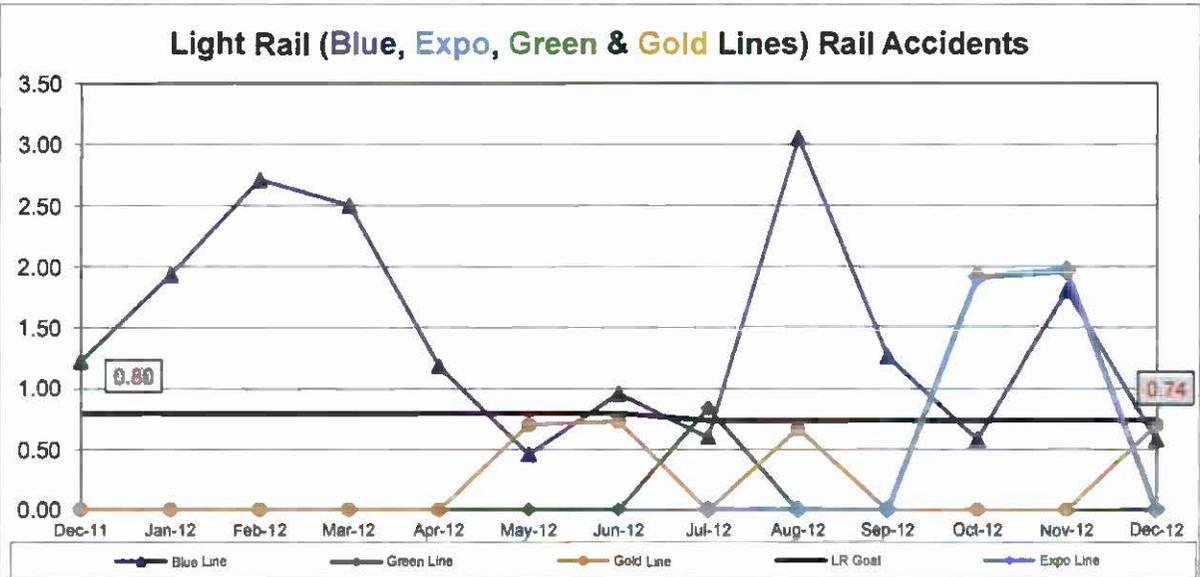
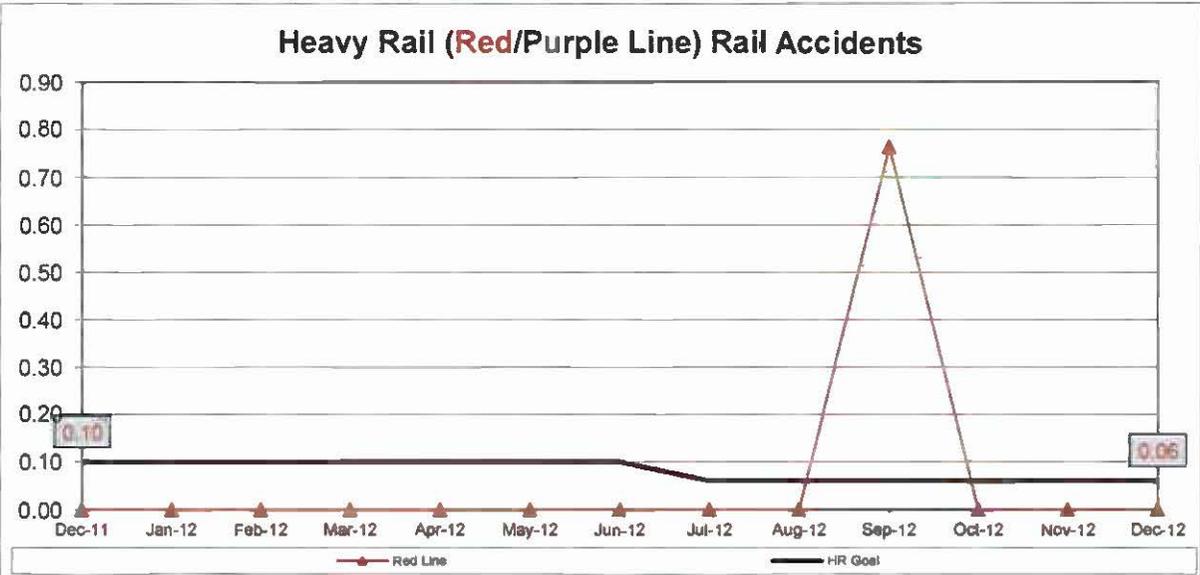
One month lag from current month



**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))

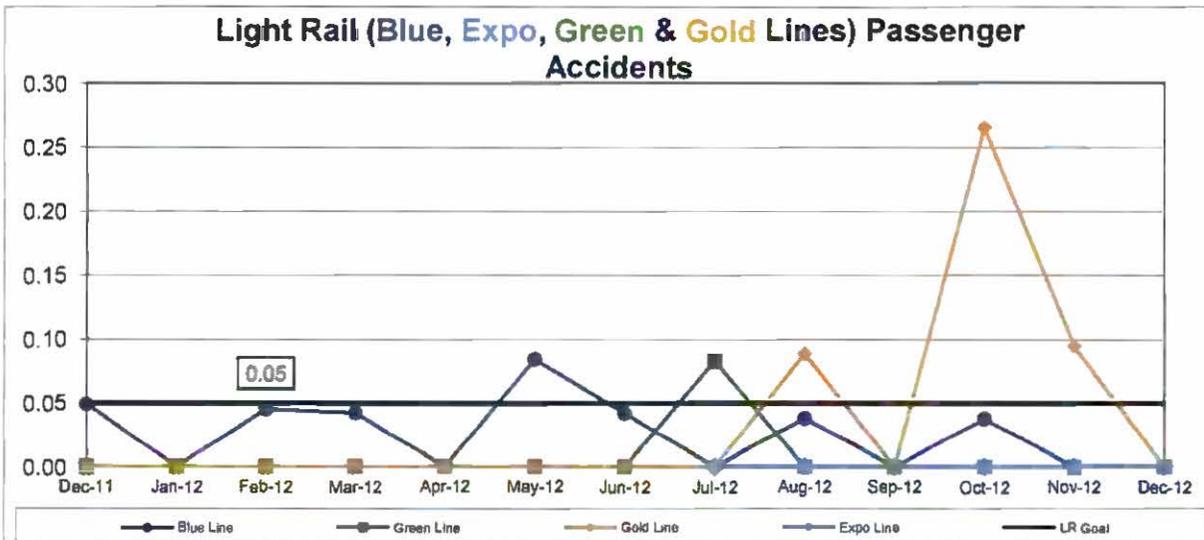
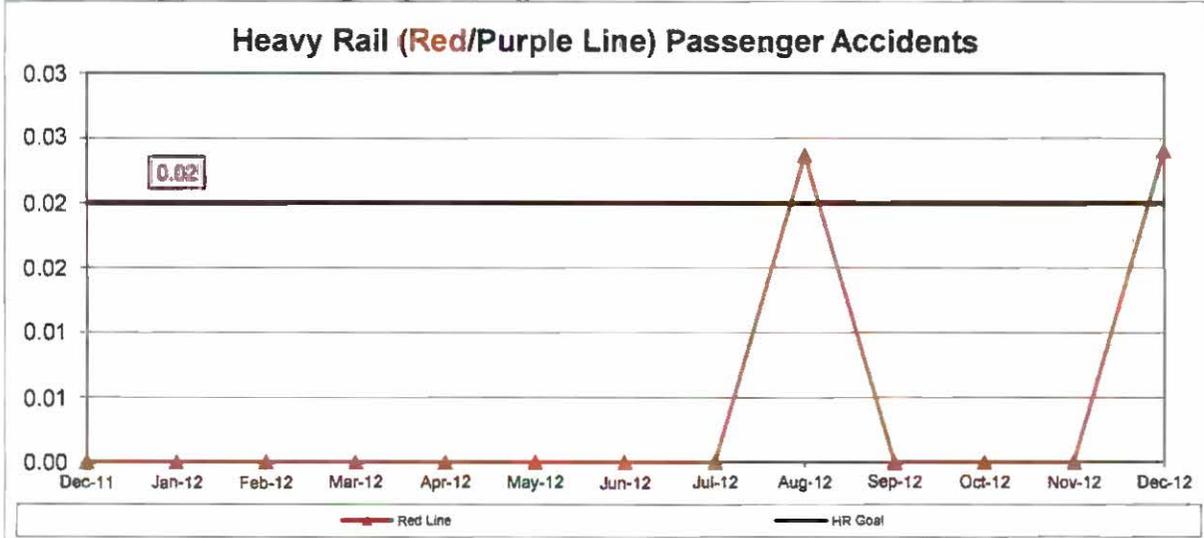


Remaining Below the Goal line is the target.

**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))



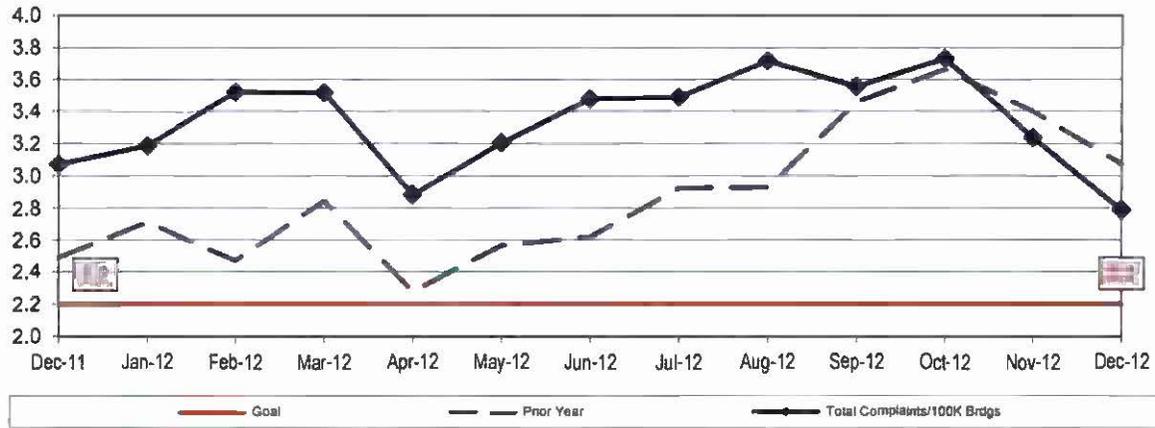
# CUSTOMER SATISFACTION

## COMPLAINTS PER 100,000 BOARDINGS

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

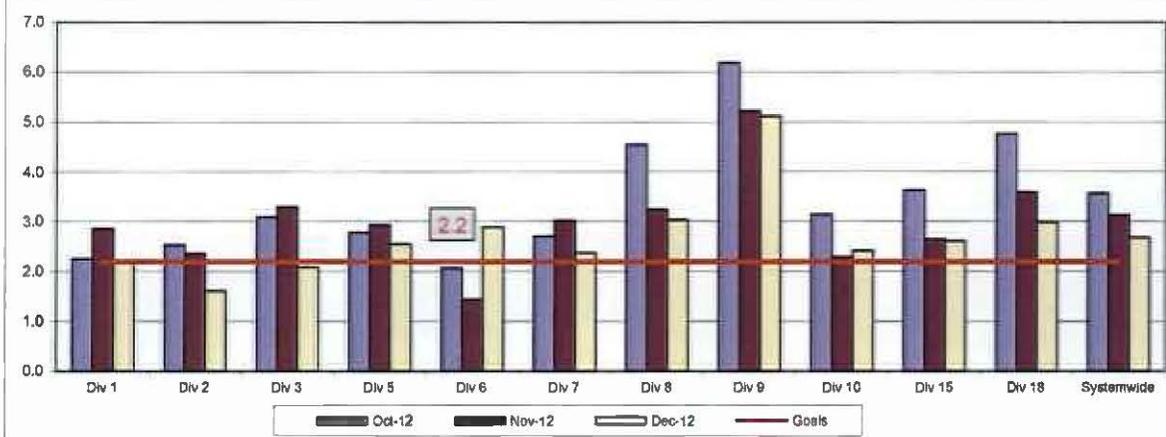
**Calculation:** Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

### Systemwide Trend



Remaining Below the Goal line is the target.

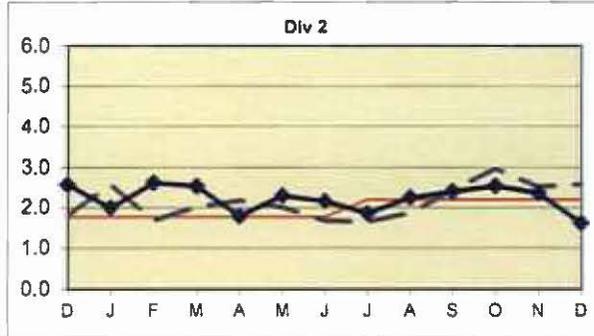
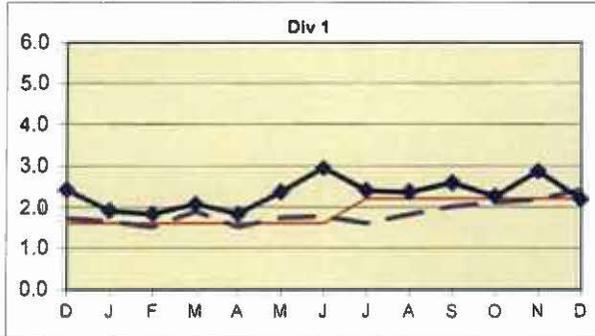
### Bus Operating Divisions, by Divisions October 2012 - December 2012



## COMPLAINTS PER 100,000 BOARDINGS

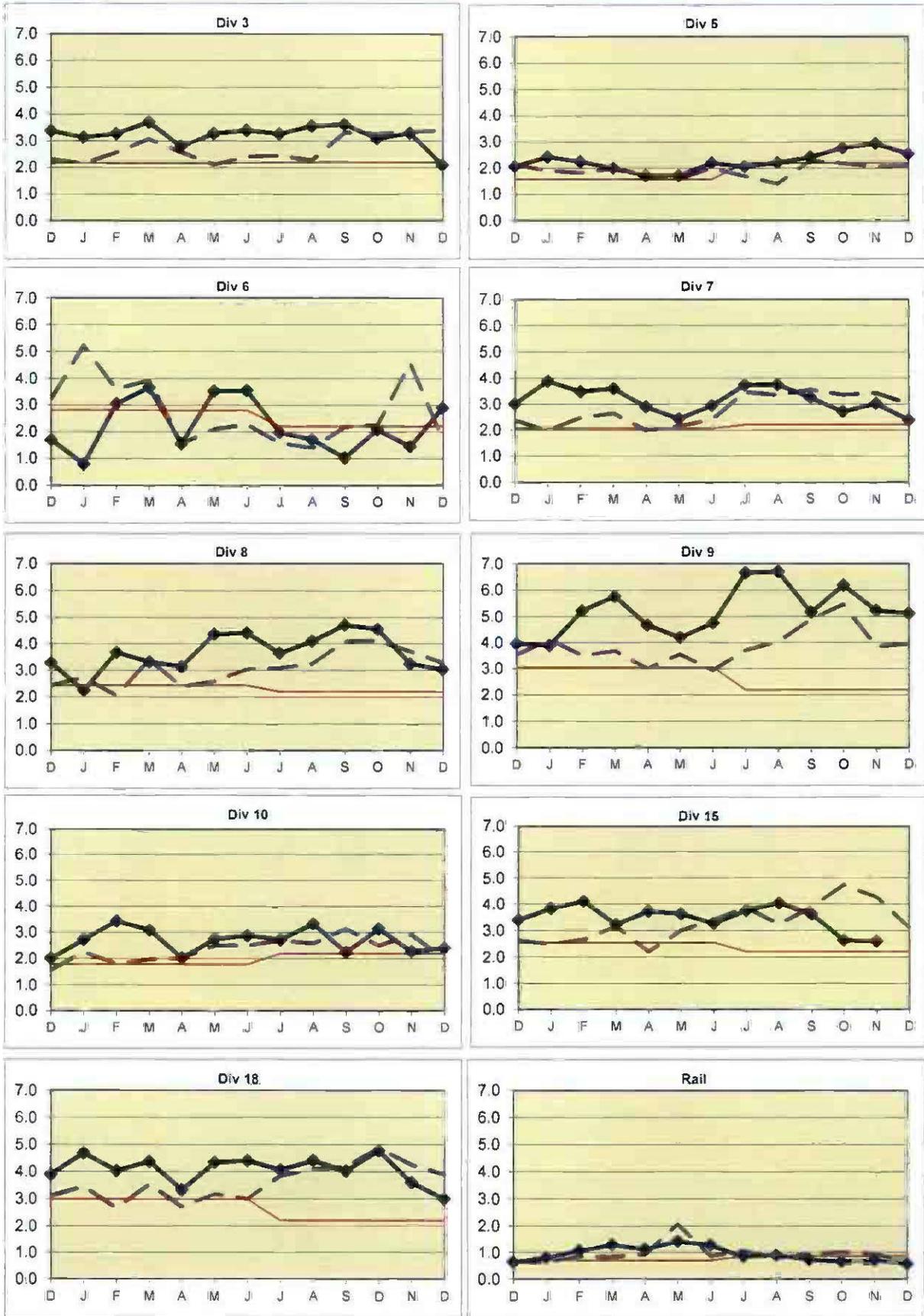
◆ Current Year    - - - - - Prior Year    — Goal

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

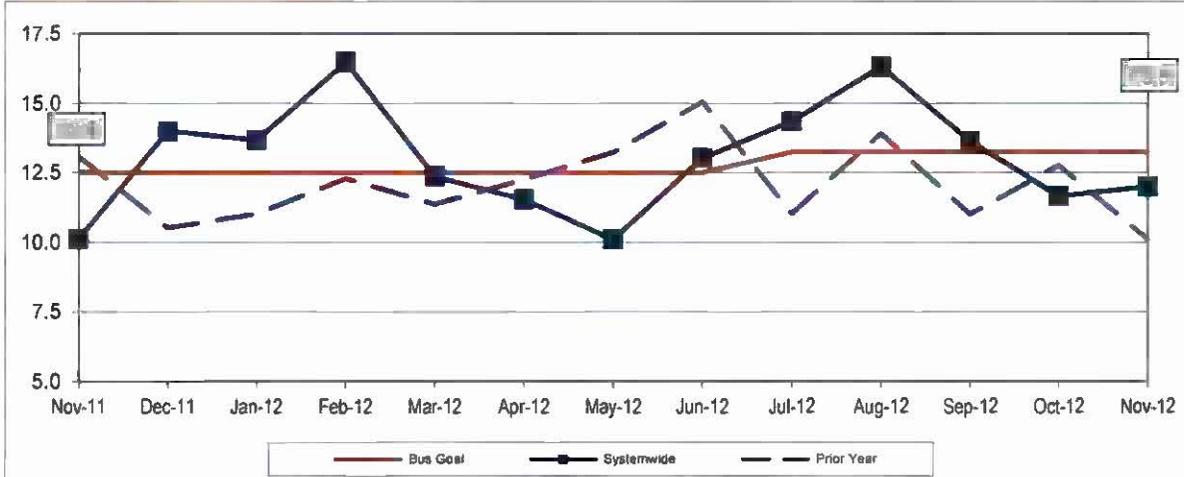
### New Workers Compensation Claims per 200,000 Exposure Hours

**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 =  $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

### 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.

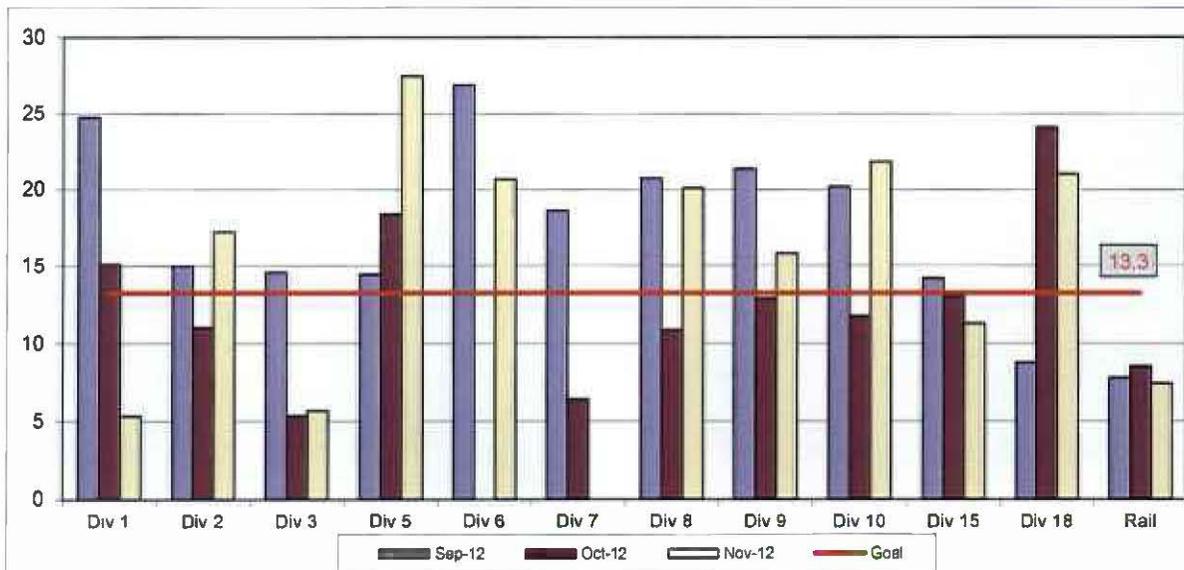
**Calculation:** New workers' compensation indemnity claims filed per 200,000 Exposure Hours =  $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

### Bus & Rail by Division September 2012 - November 2012

One month lag from current month.

Remaining Below the Goal line is the target.

Transportation & Maintenance Performance combined.



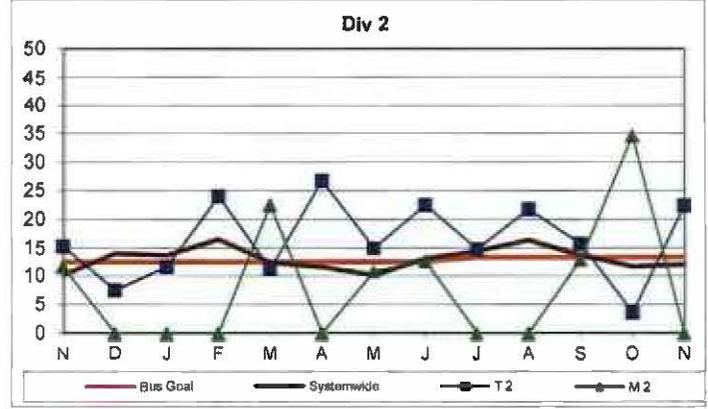
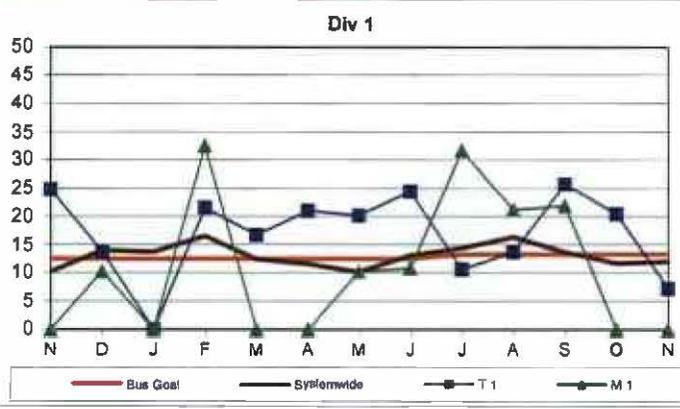
## NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

### 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.

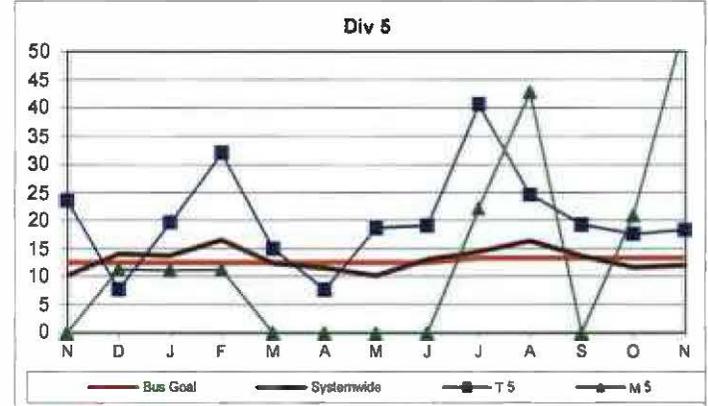
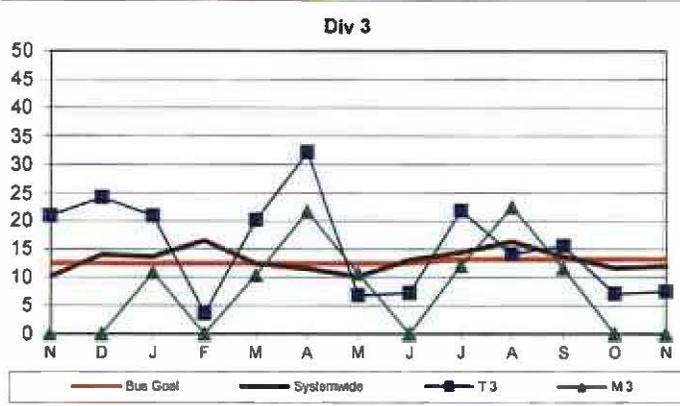
**Calculation:** New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

One month lag in reporting.

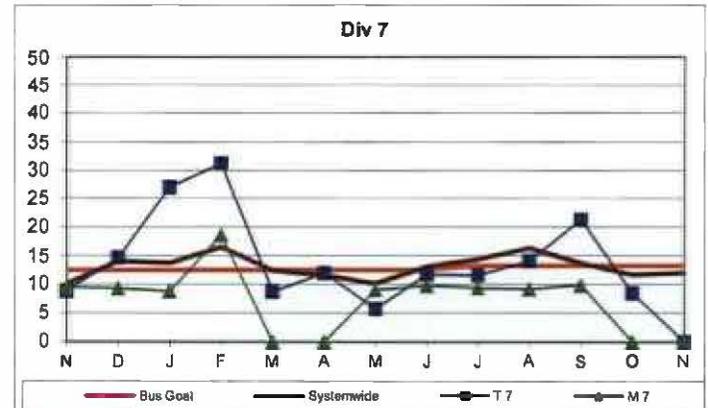
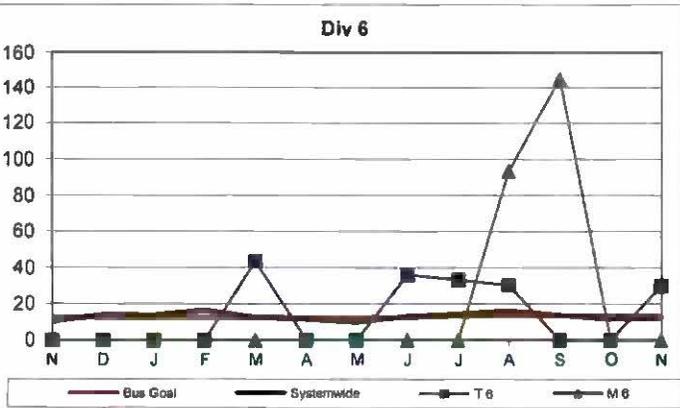


Remaining Below the Goal line is the target.

One month lag in reporting.



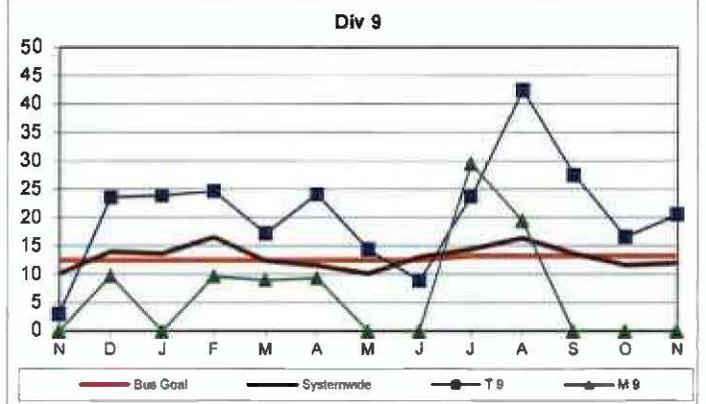
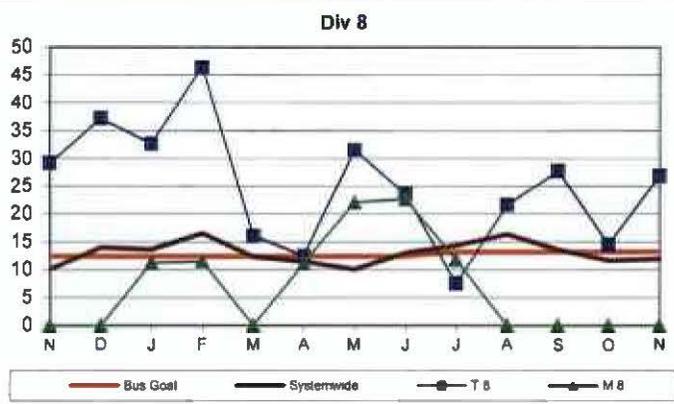
One month lag in reporting.



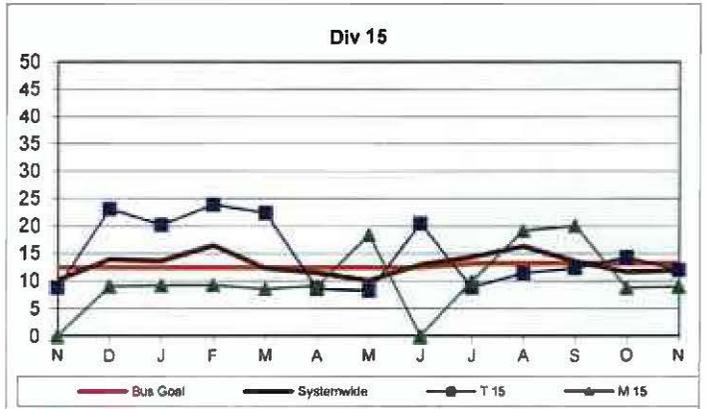
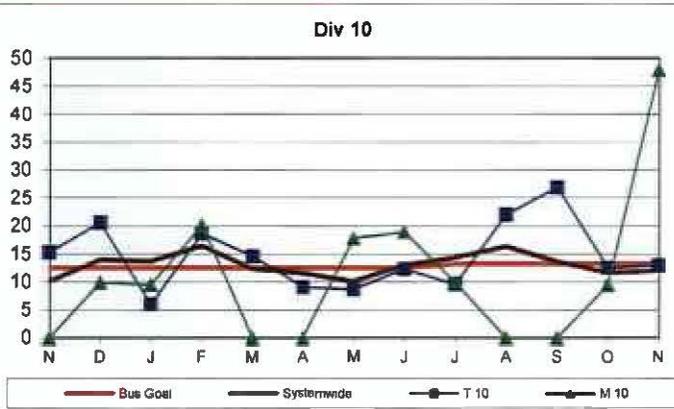
**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued**

Remaining Below the Goal line is the target.

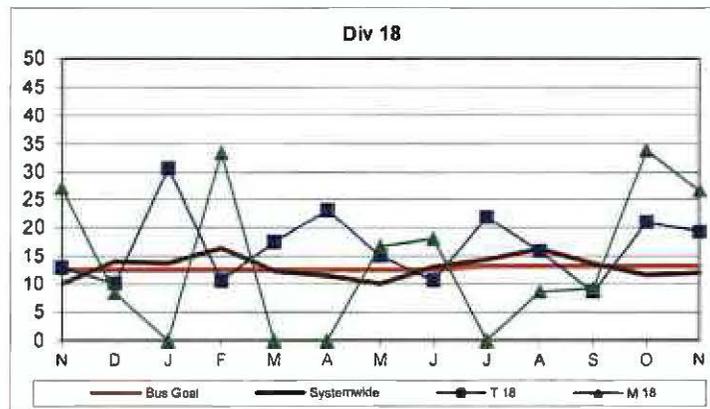
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



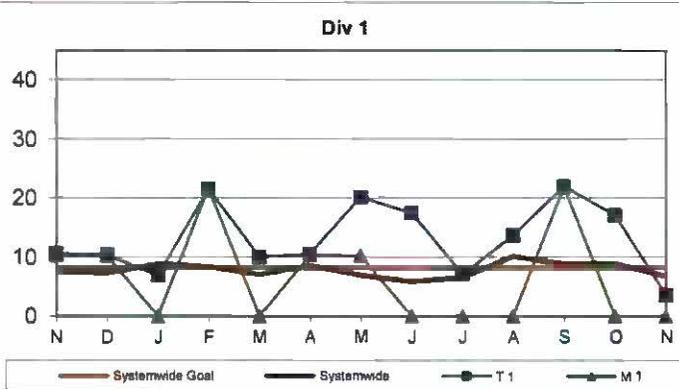
# OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

## 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.

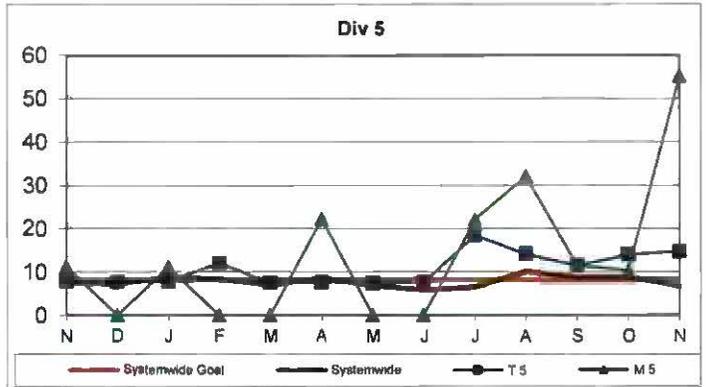
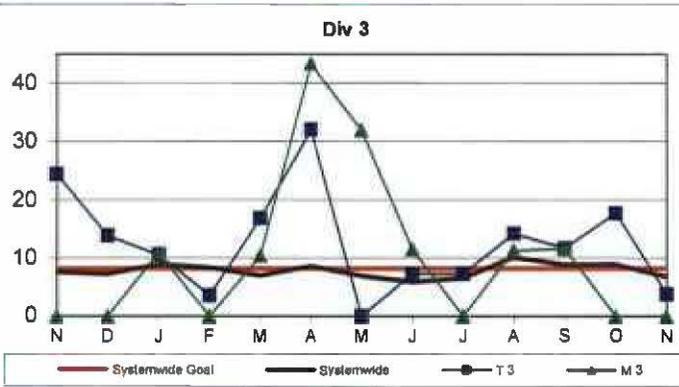
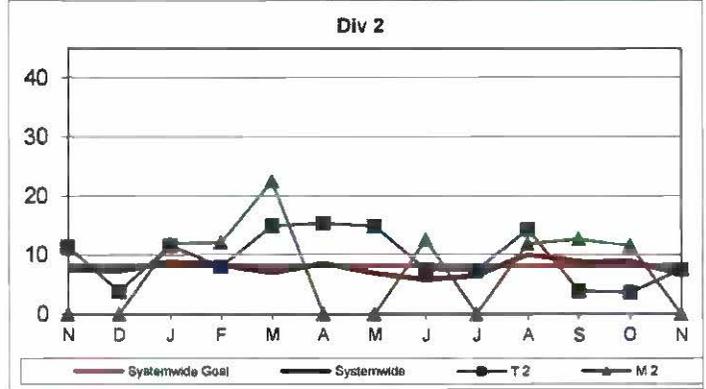
**Calculation:** New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries / (Exposure Hours/200,000)

One month lag in reporting.

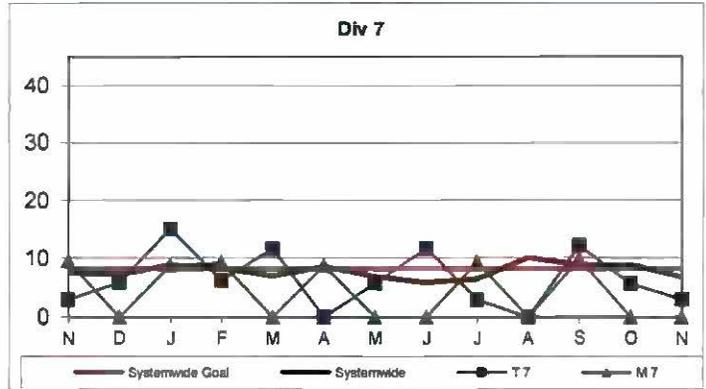
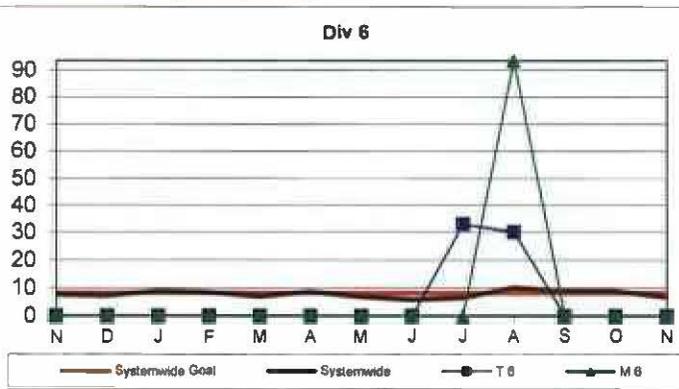


Remaining Below the Goal line is the target.

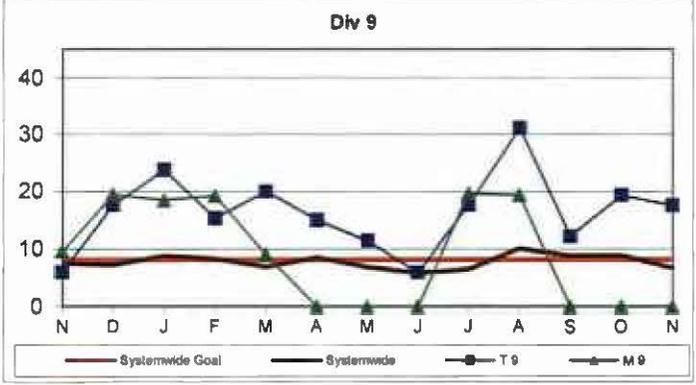
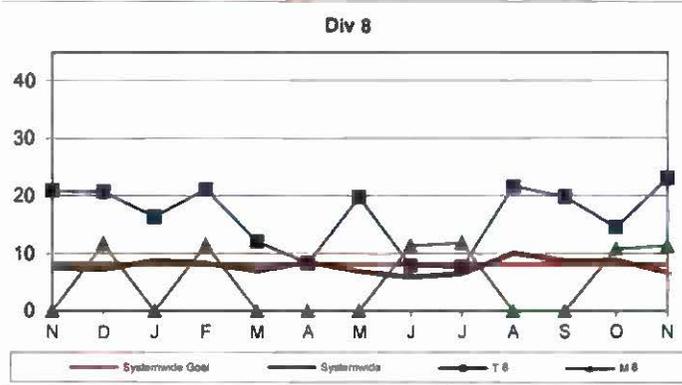
One month lag in reporting.



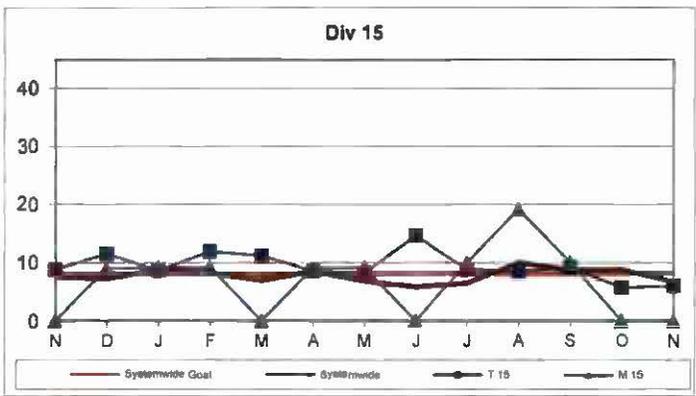
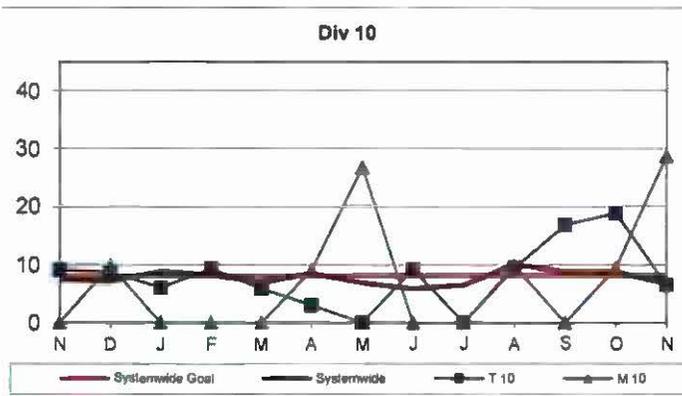
One month lag in reporting.



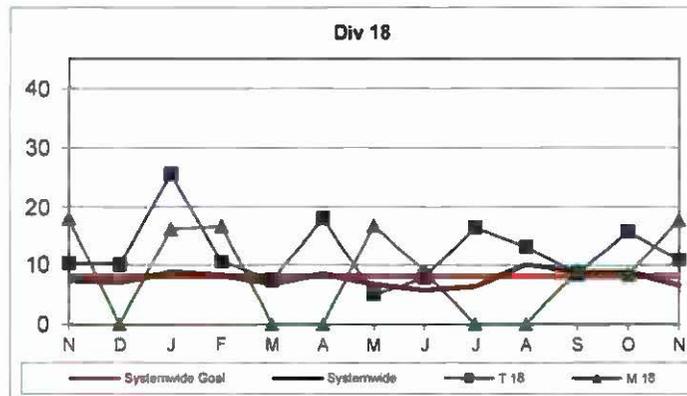
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



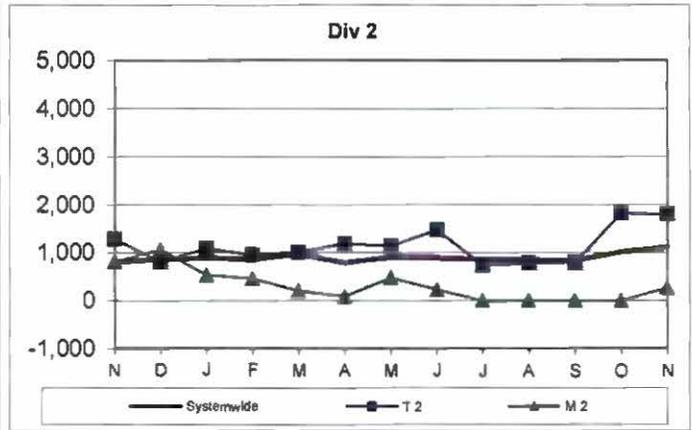
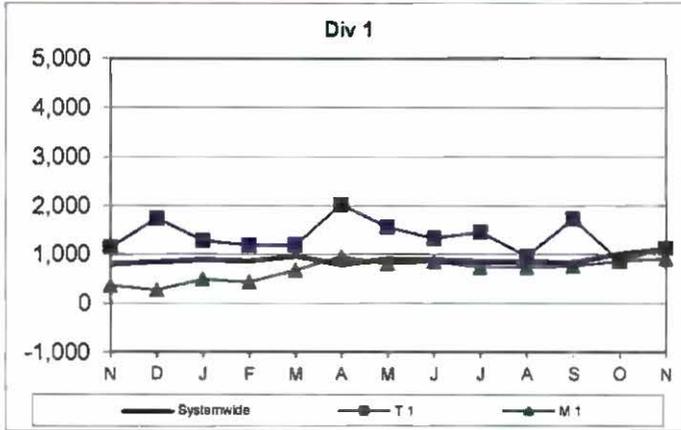
## NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

### 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.

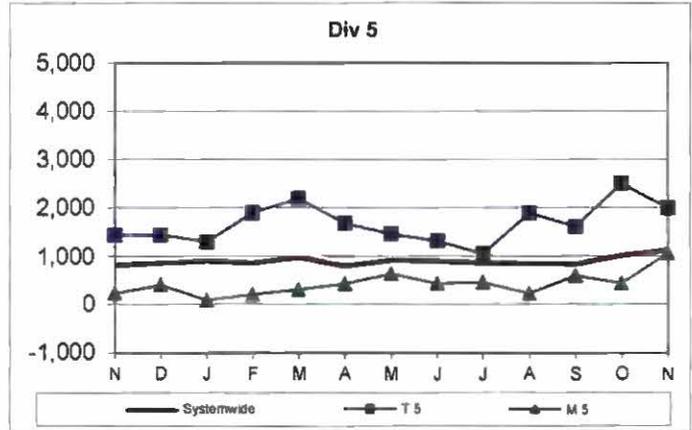
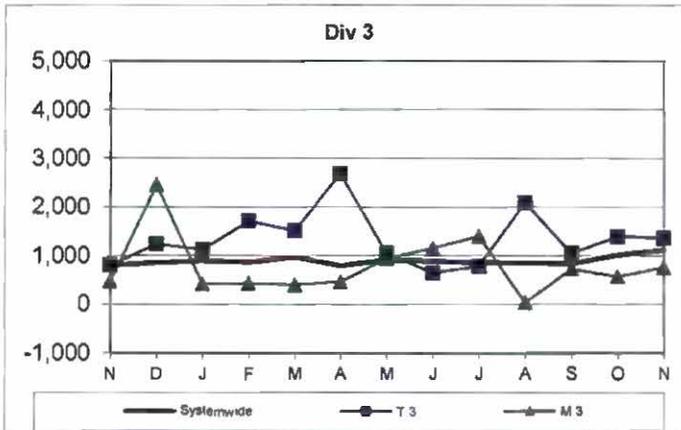
**Calculation:**  $(\text{Total Temporary Disability Benefit Payments} / \text{Estimated TD Benefit Rate}) \times (5/7) / (\text{Number of Exposure Hours} / 200,000)$

One month lag in reporting.

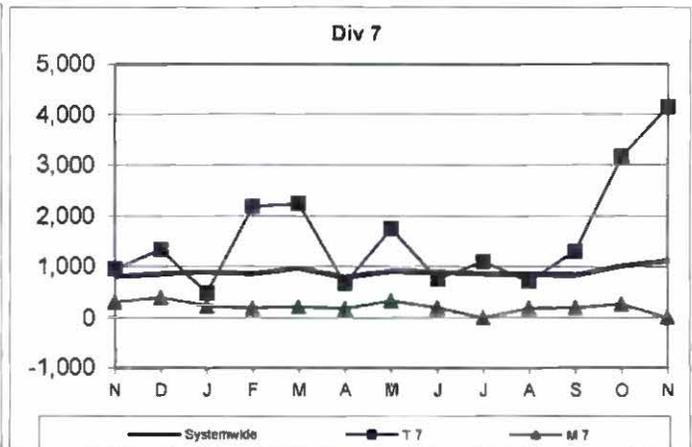
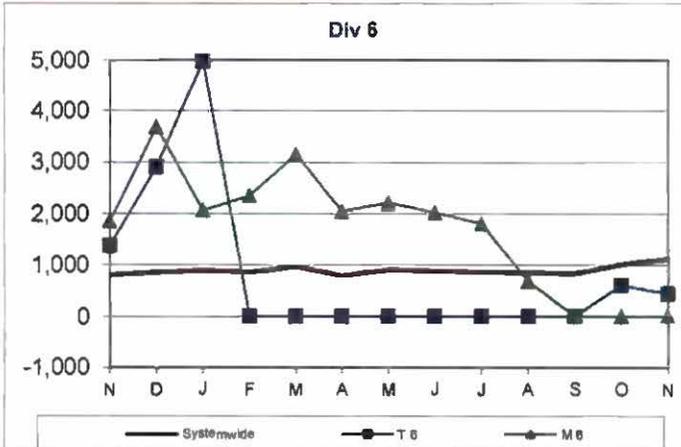


Lower is better.

One month lag in reporting.

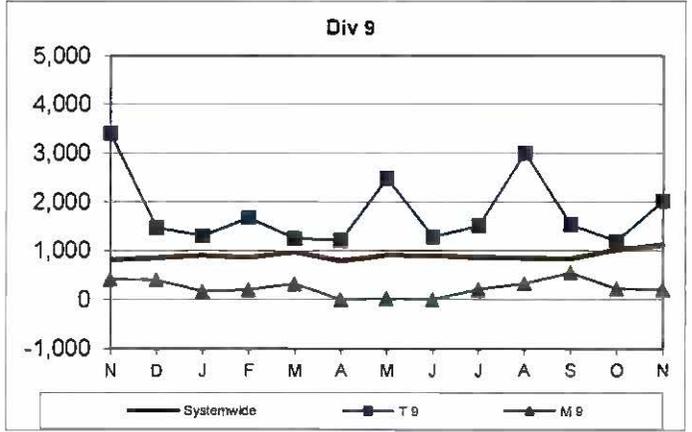
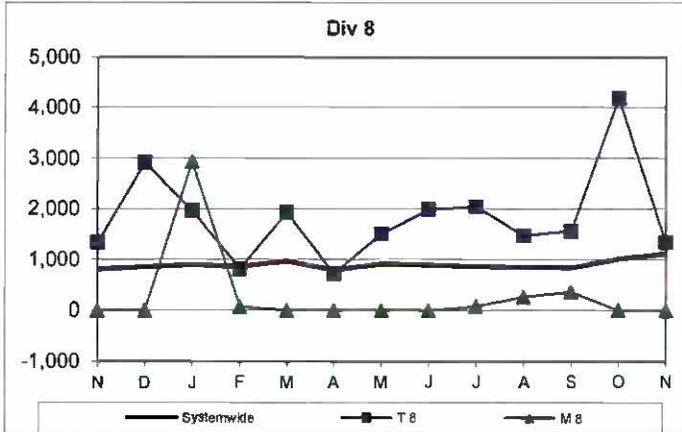


One month lag in reporting.



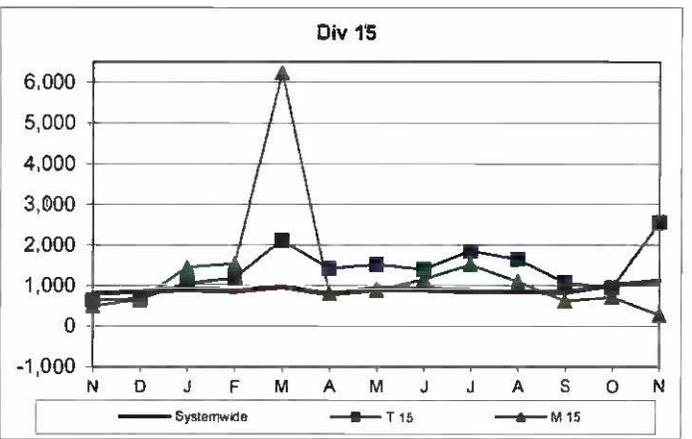
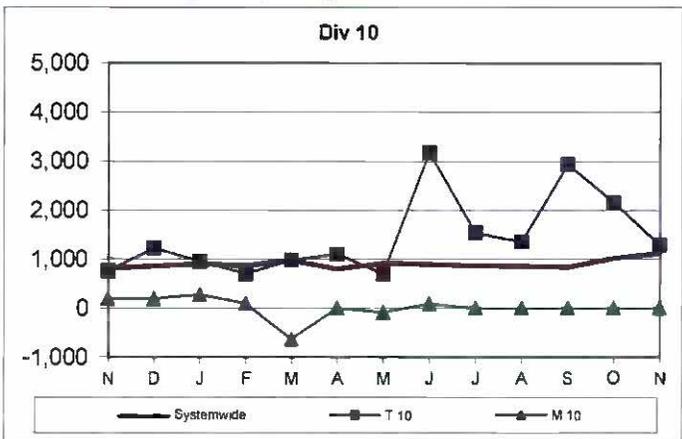
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.

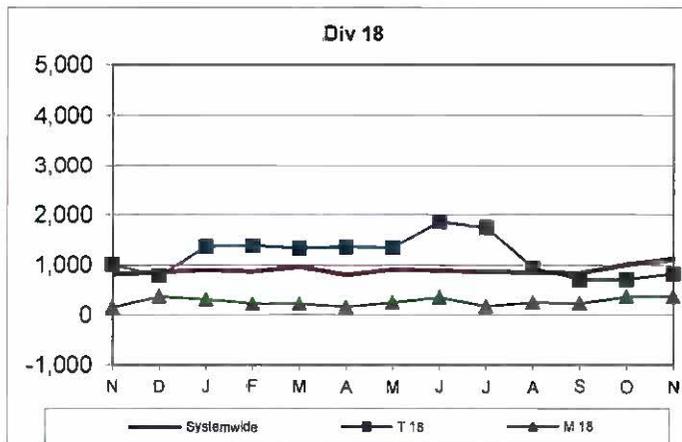


Lower is better.

One month lag in reporting.



One month lag in reporting.



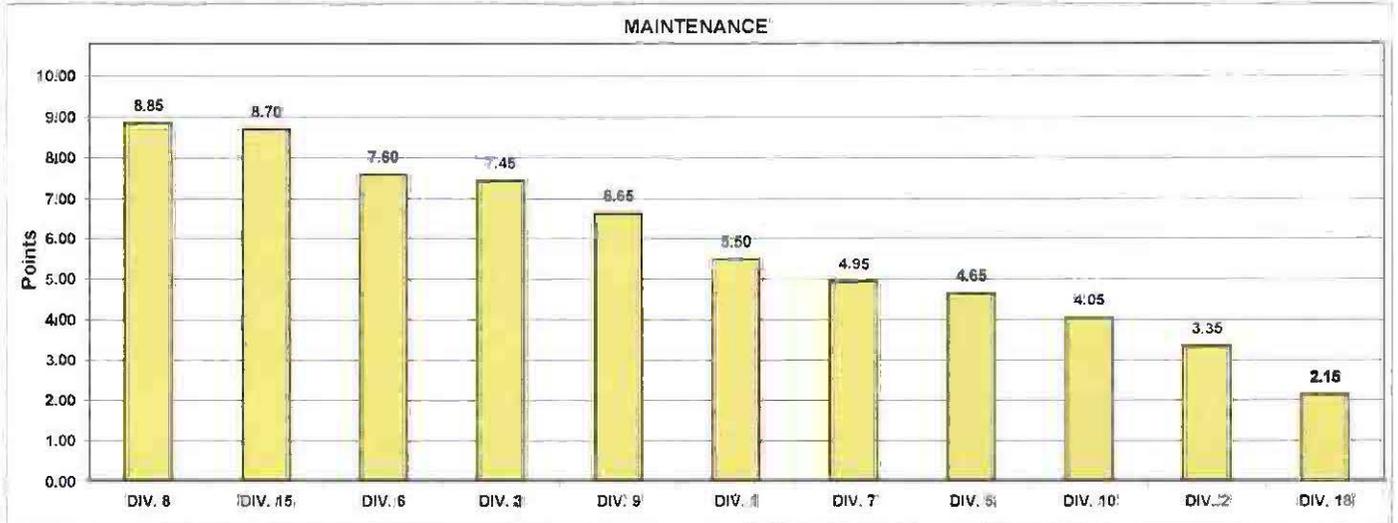
**"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM**

**Monthly Calculations - December 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%	78.8%	74.6%	75.9%	75.5%	76.7%	73.5%	79.8%	76.2%	75.1%	77.9%	74.1%
Points		10	3	6	5	8	1	11	7	4	9	2
Miles Between Total Road Calls	30%	2108.0	1794.4	2411.8	2345.1	5084.3	1977.1	4402.0	4090.7	2026.5	3447.7	1992.6
Points		5	1	7	6	11	2	10	9	4	8	3
Past Due PMPs	25%	0.040	0.075	0.019	0.068	0.177	0.039	0.046	0.108	0.077	0.001	0.135
Points		8	5	10	6	1	9	7	3	4	11	2
Bus Cleanliness	25%	8.08	8.28	8.59	8.27	9.18	8.58	9.18	8.68	8.45	8.96	7.95
Points		2	4	7	3	11	6	10	8	5	9	1
New WC Claims /200,000 Exp Hrs*	10%	0.00	0.00	0.00	55.17	0.00	0.00	0.00	0.00	47.89	9.07	26.59
Points		5	5	5	1	5	5	5	5	2	4	3
*One month lag												
<b>Totals</b>		<b>5.50</b>	<b>3.35</b>	<b>7.45</b>	<b>4.65</b>	<b>7.60</b>	<b>4.95</b>	<b>8.85</b>	<b>6.65</b>	<b>4.05</b>	<b>8.70</b>	<b>2.15</b>
<b>FINAL RANKING</b>												
	<b>DIV.</b>	<b>Div. 8</b>	<b>Div. 15</b>	<b>Div. 6</b>	<b>Div. 3</b>	<b>Div. 9</b>	<b>Div. 1</b>	<b>Div. 7</b>	<b>Div. 5</b>	<b>Div. 10</b>	<b>Div. 2</b>	<b>Div. 18</b>
	<b>Score</b>	<b>8.85</b>	<b>8.70</b>	<b>7.60</b>	<b>7.45</b>	<b>6.65</b>	<b>5.50</b>	<b>4.95</b>	<b>4.65</b>	<b>4.05</b>	<b>3.35</b>	<b>2.15</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>

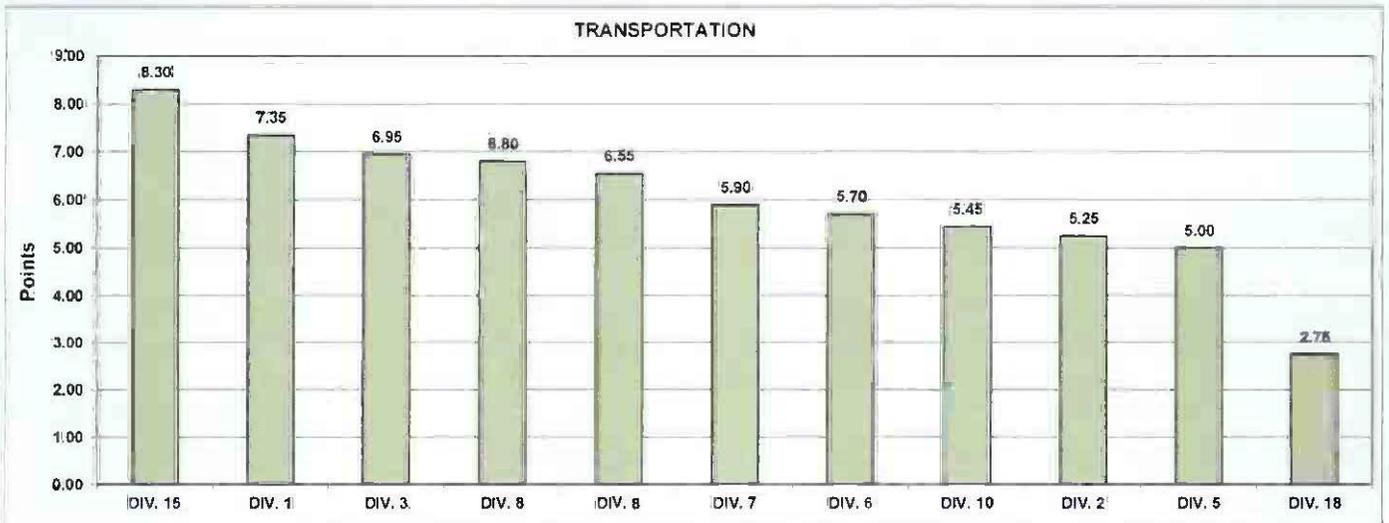


**Monthly Calculations - December 2012**  
**Metro Bus - Transportation**

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%	0.788	0.746	0.759	0.755	0.767	0.735	0.798	0.762	0.751	0.779	0.741
Points		10	3	6	5	8	1	11	7	4	9	2
Miles Between Total Road Calls	10%	2108.04	1794.41	2411.76	2345.14	5084.31	1977.06	4401.96	4090.71	2026.51	3447.72	1992.57
Points		5	1	7	6	11	2	10	9	4	8	3
Accident Rate	25%	4.62	3.15	4.15	4.54	3.69	3.79	2.52	1.96	3.95	2.26	5.25
Points		2	8	4	3	7	6	9	11	5	10	1
Complaints/100K Boardings	15%	2.18	1.61	2.09	2.55	2.89	2.37	3.03	5.12	2.42	2.60	2.99
Points		9	11	10	6	4	8	2	1	7	5	3
New WC Claims /200,000 Exp Hrs*	25%	7.20	22.44	7.46	18.29	29.85	0.00	26.89	20.47	12.89	12.01	19.31
Points		10	3	9	6	1	11	2	4	7	8	5
*One month lag												
<b>Totals</b>		<b>7.35</b>	<b>5.25</b>	<b>6.95</b>	<b>5.00</b>	<b>5.70</b>	<b>5.90</b>	<b>6.80</b>	<b>6.55</b>	<b>5.45</b>	<b>8.30</b>	<b>2.75</b>
<b>FINAL RANKING</b>												
	<b>DIV.</b>	<b>DIV. 15</b>	<b>DIV. 1</b>	<b>DIV. 3</b>	<b>DIV. 8</b>	<b>DIV. 9</b>	<b>DIV. 7</b>	<b>DIV. 6</b>	<b>DIV. 10</b>	<b>DIV. 2</b>	<b>DIV. 5</b>	<b>DIV. 18</b>
	<b>Score</b>	<b>8.30</b>	<b>7.35</b>	<b>6.95</b>	<b>6.80</b>	<b>6.55</b>	<b>5.90</b>	<b>5.70</b>	<b>5.45</b>	<b>5.25</b>	<b>5.00</b>	<b>2.75</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>



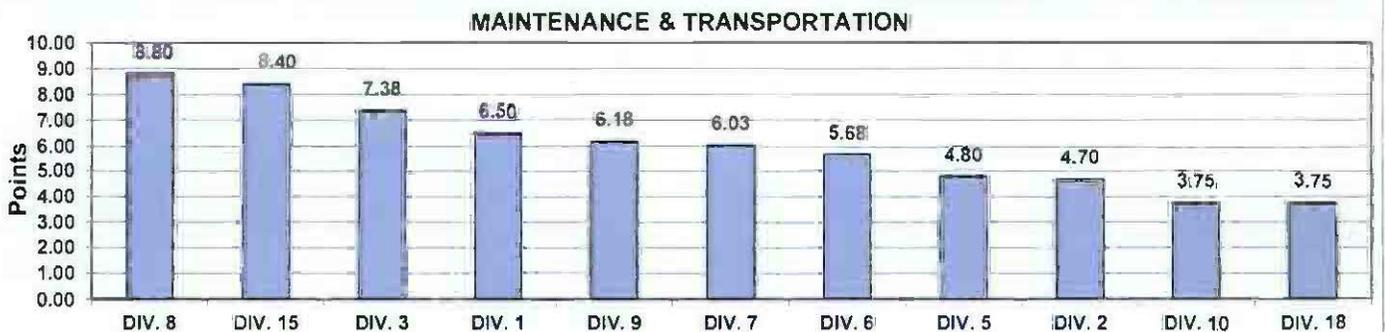
## "HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

### Quarterly Calculations: FY13 - Q2 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,

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%	0.790	0.730	0.754	0.753	0.715	0.726	0.778	0.749	0.723	0.767	0.729
Points		11	5	8	7	1	3	10	6	2	9	4
Miles Between Total Road Calls	15.0%	1984.39	1773.37	2278.84	2364.98	4276.09	1947.00	4504.27	3982.20	1947.79	3237.06	2141.93
Points		4	1	6	7	10	2	11	9	3	8	5
Past Due PMPs	12.5%	0.044	0.036	0.023	0.053	0.229	0.027	0.019	0.108	0.088	0.000	0.075
Points		6	7	9	5	1	8	10	2	3	11	4
Bus Cleanliness	12.5%	8.245	8.065	8.425	8.128	8.906	8.423	9.075	8.738	8.236	8.877	8.015
Points		5	2	7	3	10	6	11	8	4	9	1
Claims /200000 Exp.Hrs	5.0%	6.800	16.288	3.837	25.629	29.433	3.107	0.000	0.000	19.384	12.380	23.550
Points *		7	5	8	2	1	9	10	10	4	6	3
* One month Lag Sep 12 - Nov 12												
Transportation												
In-Service On-Time Performance	12.5%	0.790	0.730	0.754	0.753	0.715	0.726	0.778	0.749	0.723	0.767	0.729
Points		11	5	8	7	1	3	10	6	2	9	4
Miles Between Total Road Calls	5.0%	1984.39	1773.37	2278.84	2364.98	4276.09	1947.00	4504.27	3982.20	1947.79	3237.06	2141.93
Points		4	1	6	7	10	2	11	9	3	8	5
Accidents/100k Hub Miles	12.5%	3.470	4.032	3.846	4.750	8.352	3.414	2.238	2.305	4.527	3.346	4.546
Points		7	5	6	2	1	8	11	10	4	9	3
Complaints/100K Boardings	7.5%	2.433	2.185	2.846	2.758	2.133	2.704	3.672	5.547	2.643	2.998	3.831
Points		9	10	5	6	11	7	3	1	8	4	2
Claims /200000 Exp.Hrs	12.5%	17.783	13.770	9.905	18.326	10.049	9.786	22.835	21.335	17.318	12.941	16.505
Points *		4	7	10	3	9	11	1	2	5	8	6
* One month Lag Sep 12 - Nov 12												
<b>Totals</b>		<b>6.50</b>	<b>4.70</b>	<b>7.38</b>	<b>4.80</b>	<b>5.68</b>	<b>6.03</b>	<b>8.80</b>	<b>6.18</b>	<b>3.75</b>	<b>8.40</b>	<b>3.75</b>
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 8	DIV. 15	DIV. 3	DIV. 1	DIV. 9	DIV. 7	DIV. 6	DIV. 5	DIV. 2	DIV. 10	DIV. 18
	Score	8.80	8.40	7.38	6.50	6.18	6.03	5.68	4.80	4.70	3.75	3.75
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	10th



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**METRO FINANCIAL STATUS**

Los Angeles County Metropolitan Transportation Authority

# Financial Status

## December 31, 2012

FTA Quarterly Review  
February 2013



**Metro**

# 2Q13 - Highlights

- Y-o-y YTD, actual cash flow PA, PC, MR, TDA sales tax revenues increased 6.5% and ahead of budget
- December Unemployment Data:  
LA 10.2%, CA 9.7%, US 7.8%
- Transit indicators – YTD December 31, 2012
  - Ridership +3.2% above prior year
    - Bus ridership: 0.1% vs prior year
    - Rail ridership: +14.8% vs prior year
      - Expo Line opened in Spring 2012
      - Blue Line +15.3%
  - Fare revenues -0.2% vs prior year



Metro

## 2Q13 - Highlights

- **Measure J did not pass**
- **Express Lanes opened on Harbor Fwy**
- **Unions file 13(c) complaints**
- **Fiscal Cliff**
  - **Most Bush-era cuts extended**
  - **New, high income tax bracket set at \$400k**
  - **Social Security reverts to 6.2%**



**Metro**

# FY13 Look Ahead

- **Express Lanes on the I-10**
- **30/10 without Measure J**
  - AFF Bonds
- **TIFIA MCA**
  - Subway
  - Regional Connector



**Metro**



# Crenshaw/LAX Transit Corridor

FTA QUARTERLY REVIEW – February 27, 2013



Metro

# Crenshaw/LAX Transit Corridor

- 8.5 miles Light Rail
- 6 Stations with two additional stations carried as bid options
- Southwestern Yard Maintenance Facility
- \$1.762.9 Million (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	■ <C0988 D-B Alignment	■ <C0991 SW Yard					
Final Design			■ <C0988 D-B Alignment	■ <C0991 SW Yard					
Third Party Utility Relocations		■	■	■	■	■			
Right-of-Way		■	■	■	■				
Construction			■	■	■	■	■	■ <C0988 D-B Alignment	
Testing and Pre-Revenue Service								■ <C0991 SW Yard	
Revenue Service							12/2018>	◆	



\* 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

- Status
  - Draft CE document prepared and submitted to FTA for review – December 2012
  - CE covers following scope changes:
    - At-grade pedestrian crossing changed to undercrossing for FCBC west of Eucalyptus Avenue
    - LRT Underpass changed to LRT Overpass at La Brea Avenue
  - Comments received from FTA; updated CE completed and re-submitted to FTA – Feb. 5, 2013



**Metro**



# Crenshaw/LAX Transit Corridor Budget Expenditure Update

- Budget

– Long Range Transportation Plan	\$1,715.0 Million
– Reprogramming of available funds*	<u>\$ 47.9 Million</u>
Total LOP	\$1,762.9 Million

\* includes December 2012 Metro Board action increase of \$13.9 Million

- Expenditures through December, 2012

– Environmental / Planning Phase	\$ 25.5 Million
– Preliminary Engineering/Construction	<u>\$ 52.1 Million</u>
Total Expended:	\$ 77.6 Million



**Metro**



# Crenshaw/LAX Transit Corridor Budget By FTA SCC

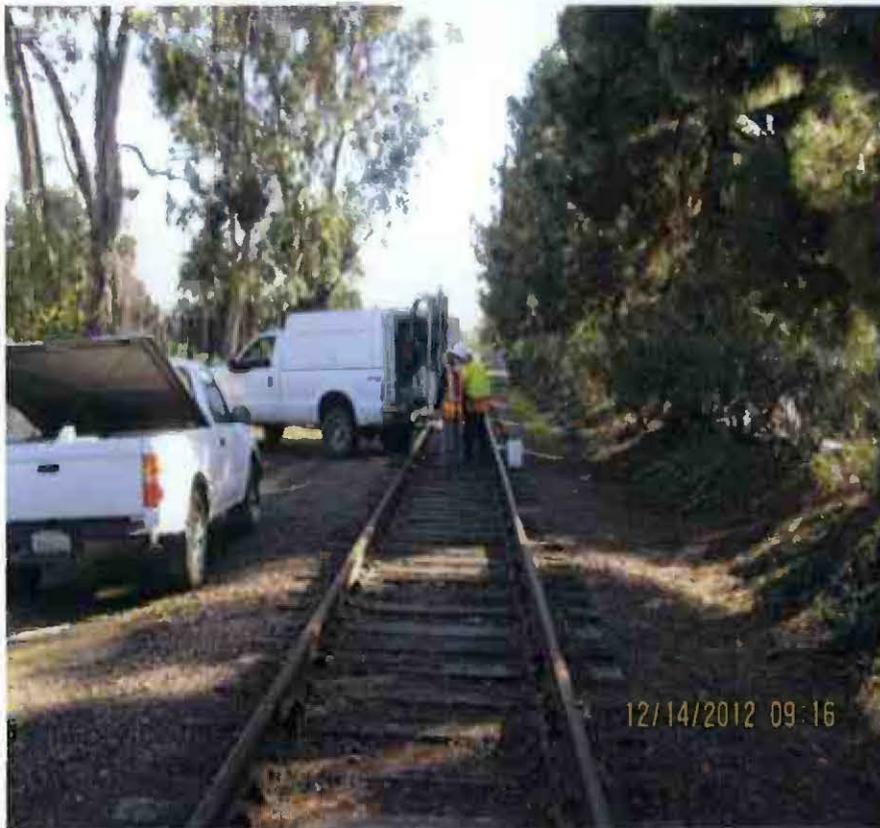
Description	YOE (x\$000)
10 GUIDEWAY & TRACK ELEMENTS	\$471,300
20 STATIONS, STOPS, TERMINALS, INTERMODAL	\$153,900
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$66,700
40 SITEWORK & SPECIAL CONDITIONS	\$235,600
50 SYSTEMS	\$125,100
SUBTOTAL CONSTRUCTION:	\$1,052,600
60 ROW, LAND, EXISTING IMPROVEMENTS	\$132,300
70 VEHICLES	\$87,800
80 PROFESSIONAL SERVICES	\$273,100
90 UNALLOCATED CONTINGENCY	\$191,100
PLANNING AND ENVIRONMENTAL COSTS	\$ 26,000
TOTAL COSTS	\$1,762,900



**Metro**

# Crenshaw/LAX Transit Corridor Major Project Status

Soil Sampling along Metro  
Right of Way



Traffic Control at Victoria Ave.



# Saw cutting and Excavation Begins within LAWA Security Area Under Escort – FAA Ductbank Relocation



Metro

01/16/2013 00:10

# Crenshaw/LAX Transit Corridor

## Major Project Status (Cont.)

- **Advanced Utility Contract C0990**
  - Major ductbank relocation at LAX commenced January 14, 2013
  - Major sewer line work commenced January 21, 2013
- **Real Estate Management Update**
  - Updated RAMP submitted to FTA on October 24, 2012
  - Twenty six (26) offers were made; four (4) agreements signed
  - Sixty eight (68) out of seventy five (75) parcels certified
- **Caltrans PSR/PR – Final signoff in progress**



**Metro**



# Crenshaw/LAX Transit Corridor

## Major Project Status (Cont.)

- **CPUC Grade Crossing Applications**
  - Metro submitted (4) formal grade crossing applications to CPUC covering all gated and street running crossings. Fifth and final application will cover all grade separations. Applications are not required for tunnel segments.
- **Faithful Central Bible Church**
  - Joint post-hearing statement from Metro and FCBC issued to Administrative Law Judge – November 2012
  - Pedestrian underpass at the mid-block crossing was included in Amendment 5.
  - Metro and FCBC will formalize the pedestrian underpass in an MOU – February 2013
- **Southwestern Yard – C0991**
  - Final Preliminary Engineering submittal received on Dec. 18, 2012
  - Metro evaluating SW Yard schedule and timeline for procurement.



**Metro**



# Crenshaw/LAX Transit Corridor Buy America Compliance/Utility Relocation

- Signed certificates received from all private utilities confirming compliance except for DWP, AT&T, SCE and Sprint.
- C/LAX project is not impacted by AT&T, SCE and Sprint.
- DWP is not compliant on 34.5 KV cable and gate valves/fittings on water.
- Reached agreement with DWP-Power to order Buy America compliant power cable and change orders to existing contracts are being processed.
- Reached agreement with DWP-Water for compliance on the water line relocations.



# Crenshaw/LAX Transit Corridor RFP Update

- **RFP – Alignment Contract C0988**
  - Seven (7) amendments were issued
  - Received proposals – December 6, 2012
  - Proceeding with Discussions – January 2013
  - Release BAFO – mid February 2013
  - Evaluate BAFO – mid March 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 July.
- 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	3/2013
City of Inglewood	LOA MCA	Executed MCA negotiations in progress	4/2012(A) 4/2013
LADWP	Amendment to 2002 MOU	DWP reviewing MTA comments; working under 2002 MOU in interim	4/2013
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



**Metro**



# Crenshaw/LAX Transit Corridor Risk Management Status

- Risk Assessment Update
  - Updated Risk Register – December 2012
  - Issued Risk Management Quarterly Progress Report – February 2013



# Crenshaw/LAX Transit Corridor Next Steps

- Complete submittal of all formal applications to CPUC in 1<sup>st</sup> quarter 2013; prepare for pre-hearing to address protests on initial application.
- Continue procurement actions for C0988 RFP; complete discussion with proposers – request and evaluate BAFOs
- Complete schedule review and procurement timeline analysis for Southwestern Yard.



**Metro**



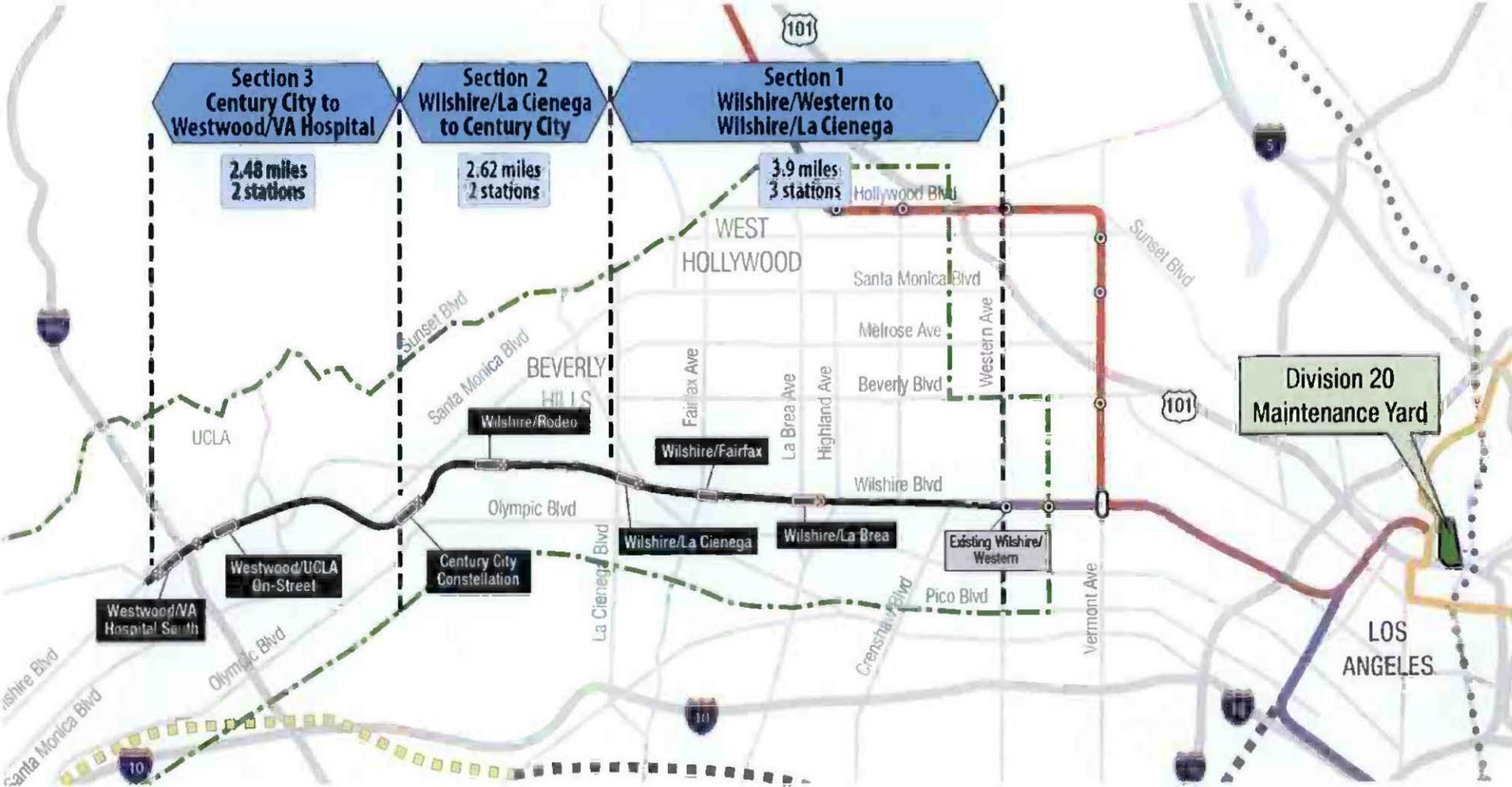
WESTSIDE SUBWAY  
EXTENSION

FTA Quarterly Review Meeting  
February 27, 2013  
Westside Subway Extension Project

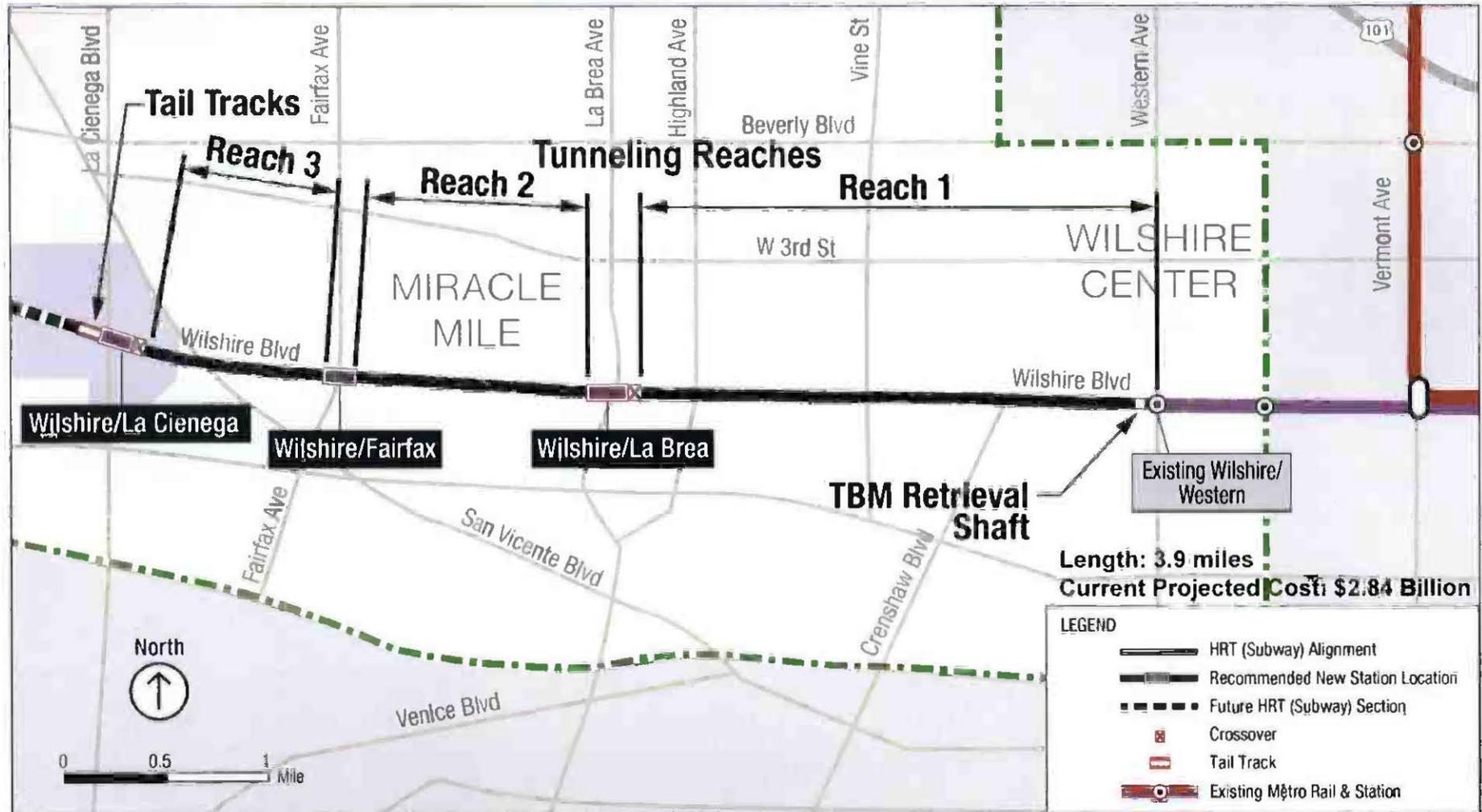


Metro

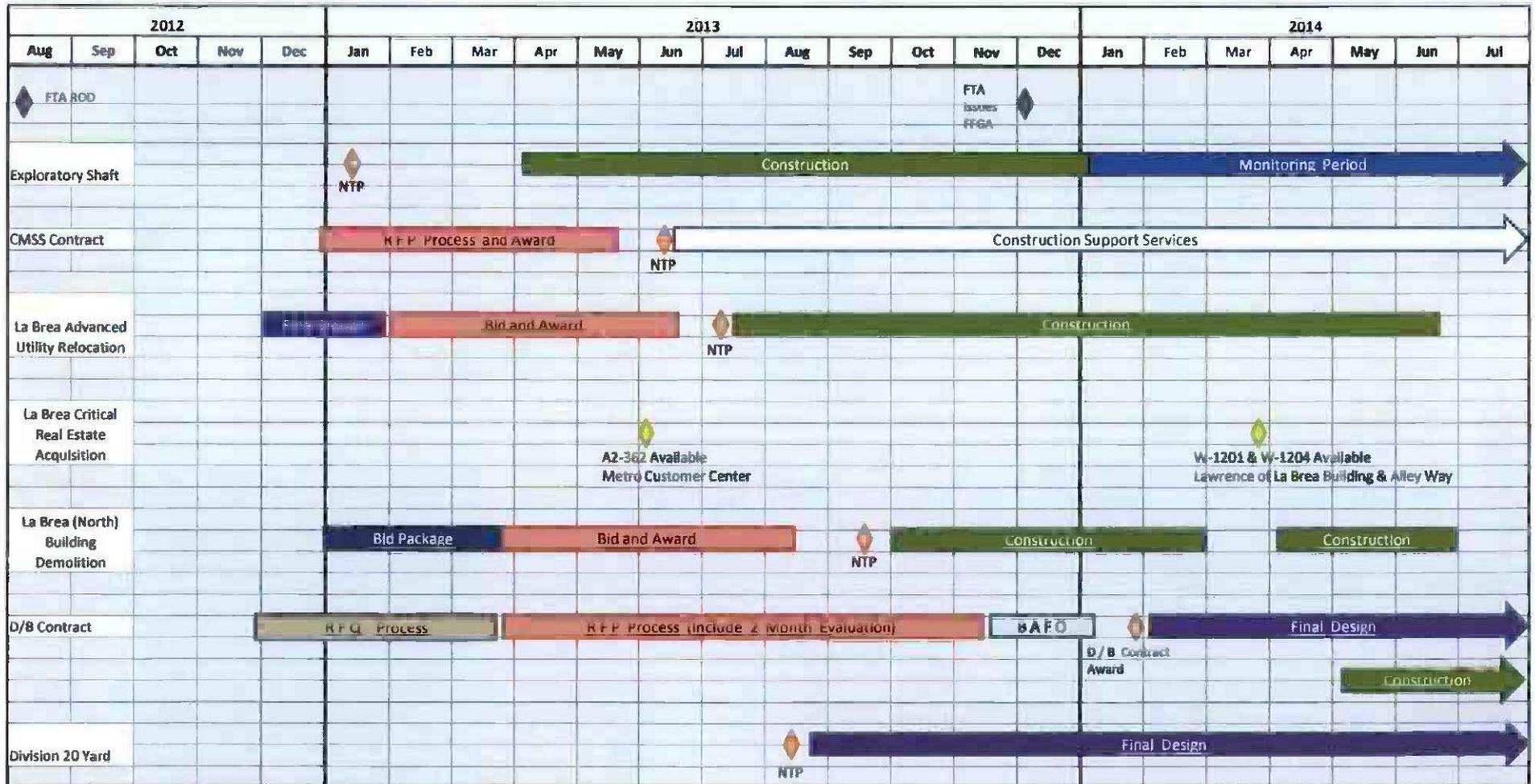
# Westside Subway Extension Project



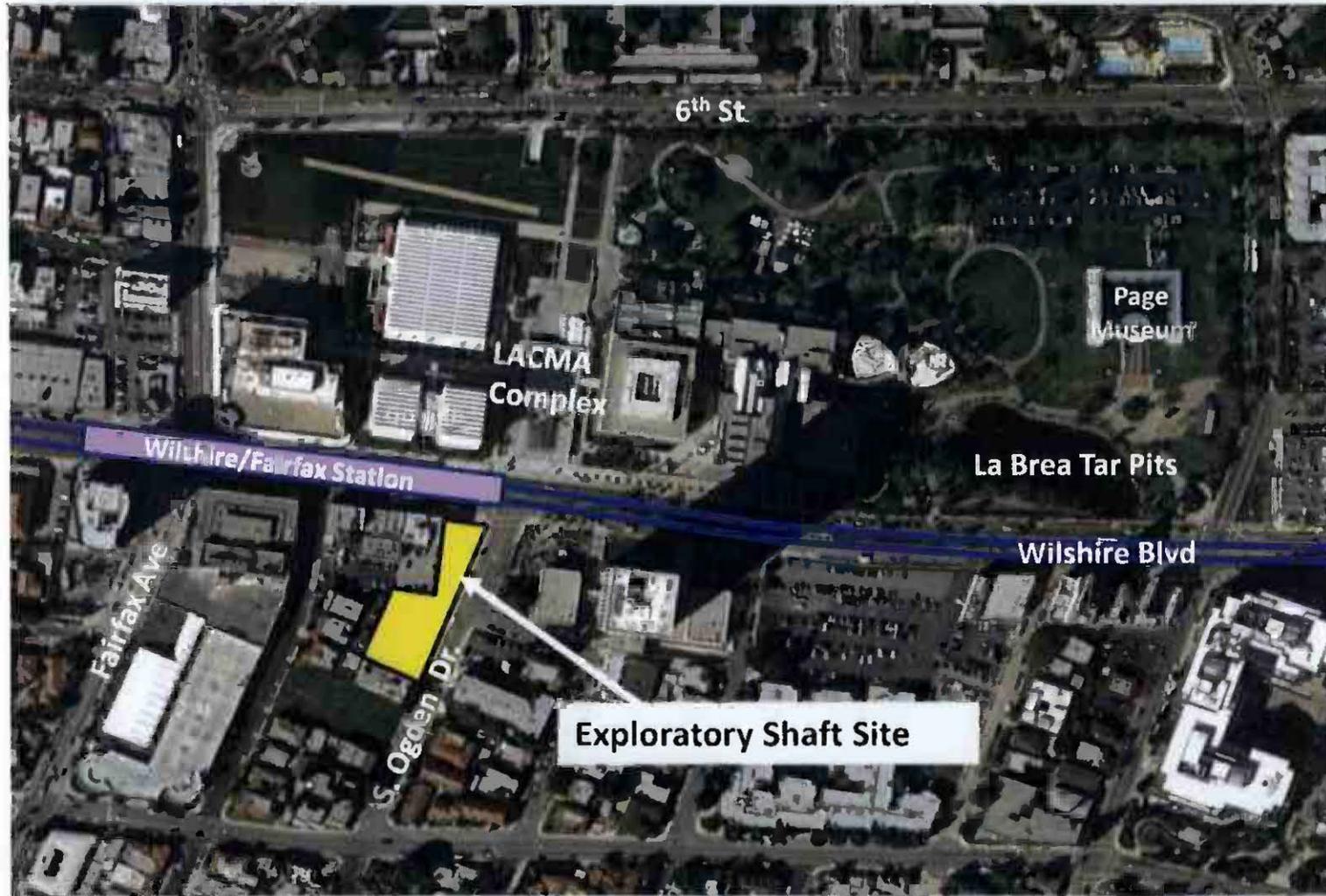
# Westside Subway Extension Project Section 1 (Wilshire/Western to Wilshire La Cienega)



# Westside Subway Extension Project Section 1 - Current Project Schedule Near Term Critical Activities



# Westside Subway Extension Project Wilshire/Fairfax Station Site Exploratory Shaft



## Westside Subway Extension Project Exploratory Shaft Status

The temporary exploratory shaft is being constructed to gather data related to soil conditions, gassy ground and ground water to assist in the geotechnical design of the Wilshire/Fairfax Station and tunnels.

- Construction Notice To Proceed was issued on January 15, 2013
- Shoring design/permit approval is expected in March 2013.
- Construction is to expected to begin in April 2013.
- Construction is scheduled to be completed in January 2014.
- Nine-month data monitoring period planned to begin in January 2014.

## Westside Subway Extension Project Advance Utility Relocation Contracts

- Advance Utility Relocation work is underway near the future Wilshire/La Brea Station:
  - Relocation of the AT&T TCG line at Detroit Street has been completed.
  - The relocation of joint fiber optic duct bank will begin late February/early March 2013, followed by the work of AT&T California
- Three Design/Bid/Build contracts are being planned for relocating water, power and sewers in advance of awarding the C1045 Design/Build Tunnels and Stations contract.

Location	IFB Package	Advertise	Contract Award	Complete
La Brea	Complete	2/1/2013	Jul-13	May-14
Fairfax	Pending	May-13	Oct-13	Jun-14
La Cienega	Pending	Aug-13	Dec-13	Feb-15

- "Buy America" compliance issues for AT&T California, SCE and the Gas Company will cause delays to the overall Project schedule and increase costs if they are not resolved in a timely manner.

# Westside Subway Extension Project

## Major Contracts Status

### **Contract C1045 – Tunnels, Stations, Trackwork and Systems (Design/Build)**

- Request For Qualifications (RFQ) was issued on November 30, 2012
- RFQ Responses received on February 7, 2013.
- Feedback from Industry Constructability Review will be considered.
- RFP technical specification documents are being based on Metro Performance Requirement (Design-Build) that have been developed as part of Regional Connector RFP package.
- February 1, 2013 RFP Progress set distributed for design and constructability reviews; comments are due on February 22, 2013.
- Request For Proposals (RFP) is scheduled to be issued in March 2013.

### **Division 20 Civil, Trackwork, Structures and Trackwork (Design/Bid/Build)**

- Metro Board approval received to begin final design of the yard modifications and new Maintenance Of Way building to accommodate the new turn-back tracks and train platforms in a manner “not-to-preclude” and future revenue station. The turn-back tracks from the Union Station terminus are required to maintain 4-minute headways for the Westside Subway Extension Project.

# Westside Subway Extension Project Consultant Services Contracts

## **Engineering Management Services**

- On January 24, 2013, the Metro Board approved Parsons Brinkerhoff Inc. to continue Advanced Preliminary Engineering for Sections 1 & 2 and to provide Engineering Support Services during the design/build solicitation process, design and contract solicitation for relocation of utilities, and Design Support During Construction.
- Also, on January 24, 2013, the Metro Board authorized a single source award to Parsons Brinkerhoff Inc. to perform Final Design Services for the Division 20 Yard Modifications to support the turn-back facility, and other modifications to the existing yard and shops facilities for the extension of the existing Metro Purple Line.

## **Construction Management Support Services**

- Issued the RFP on December 28, 2012.
- Proposals are due on February 20, 2013.
- Contract Notice to Proceed is planned for June 14, 2013.

# Westside Subway Extension Project Cost and Schedule Updates Current Project Estimate – Section 1

DESCRIPTION	YOE DOLLARS (\$ IN MILLIONS)
10 GUIDEWAY & TRACK ELEMENTS	\$ 537
20 STATIONS, STOPS, TERMINALS, INTERMODAL	501
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	77
40 SITEWORK & SPECIAL CONDITIONS	88
50 SYSTEMS	159
<b>SUBTOTAL CONSTRUCTION</b>	<b>1,362</b>
60 ROW, LAND, EXISTING IMPROVEMENTS	158
70 VEHICLES	240
80 PROFESSIONAL SERVICES	339
90 UNALLOCATED CONTINGENCY	211
100 FINANCE CHARGES	530
<b>TOTAL</b>	<b>\$ 2,840</b>

# Westside Subway Extension Project Cost and Schedule Updates Budget and Expenditures

DESCRIPTION	CURRENT BUDGET	EXPENDITURES THROUGH DEC-12
10 GUIDEWAY & TRACK ELEMENTS	\$ -	\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL	-	-
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-
40 SITEWORK & SPECIAL CONDITIONS	15,369,568	198,719
50 SYSTEMS	-	-
<b>SUBTOTAL CONSTRUCTION</b>	<b>15,369,568</b>	<b>198,719</b>
60 ROW, LAND, EXISTING IMPROVEMENTS	52,907,887	1,257,076
70 VEHICLES	5,000,000	-
80 PROFESSIONAL SERVICES	121,332,495	66,110,615
90 UNALLOCATED CONTINGENCY	4,155,672	-
100 FINANCE CHARGES	-	-
<b>TOTAL</b>	<b>\$ 198,765,622</b>	<b>\$ 67,566,410</b>

# Westside Subway Extension Project

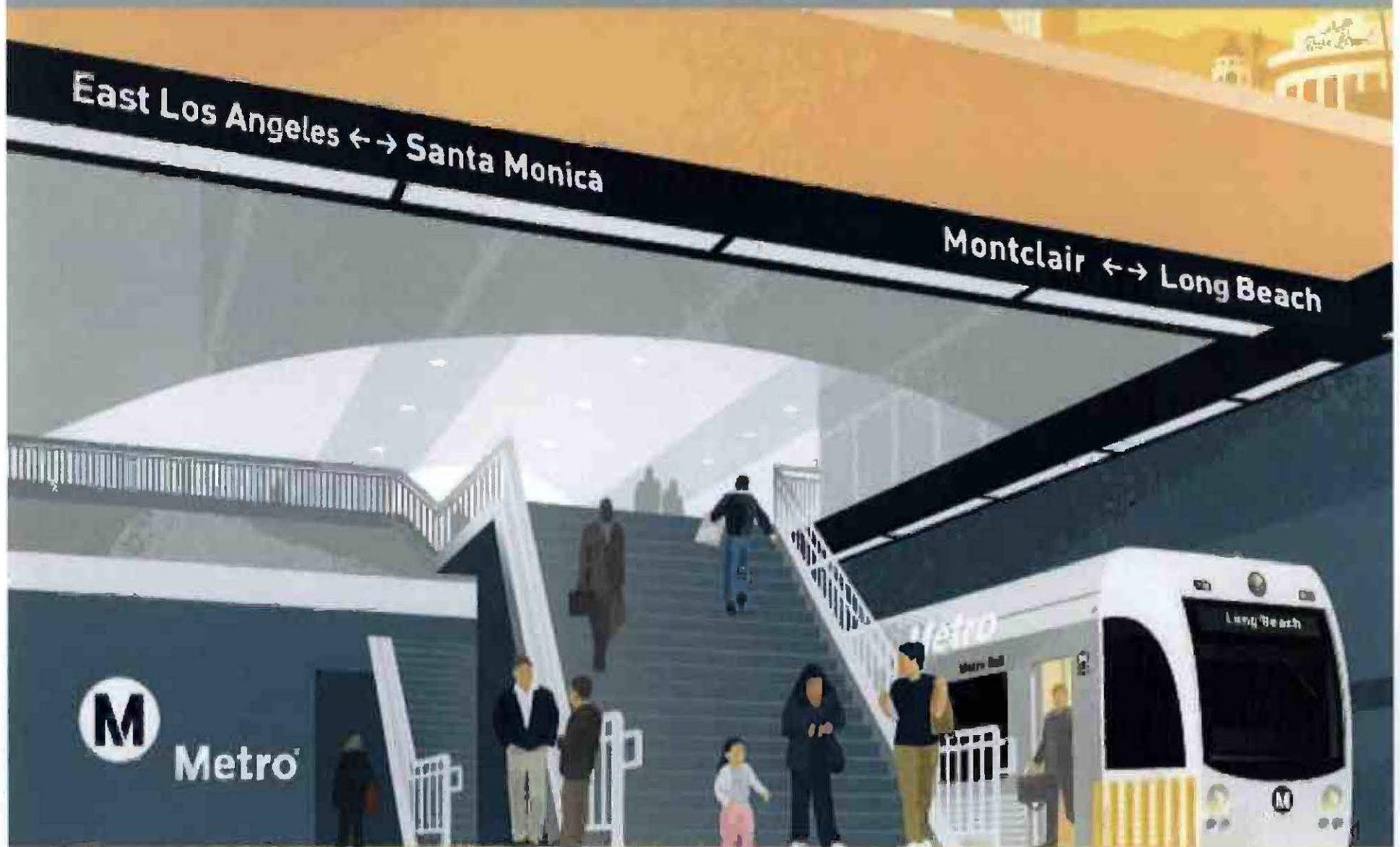
Questions?



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**REGIONAL CONNECTOR**

FTA Quarterly Review Meeting  
February 27, 2013  
Regional Connector Transit Corridor Project

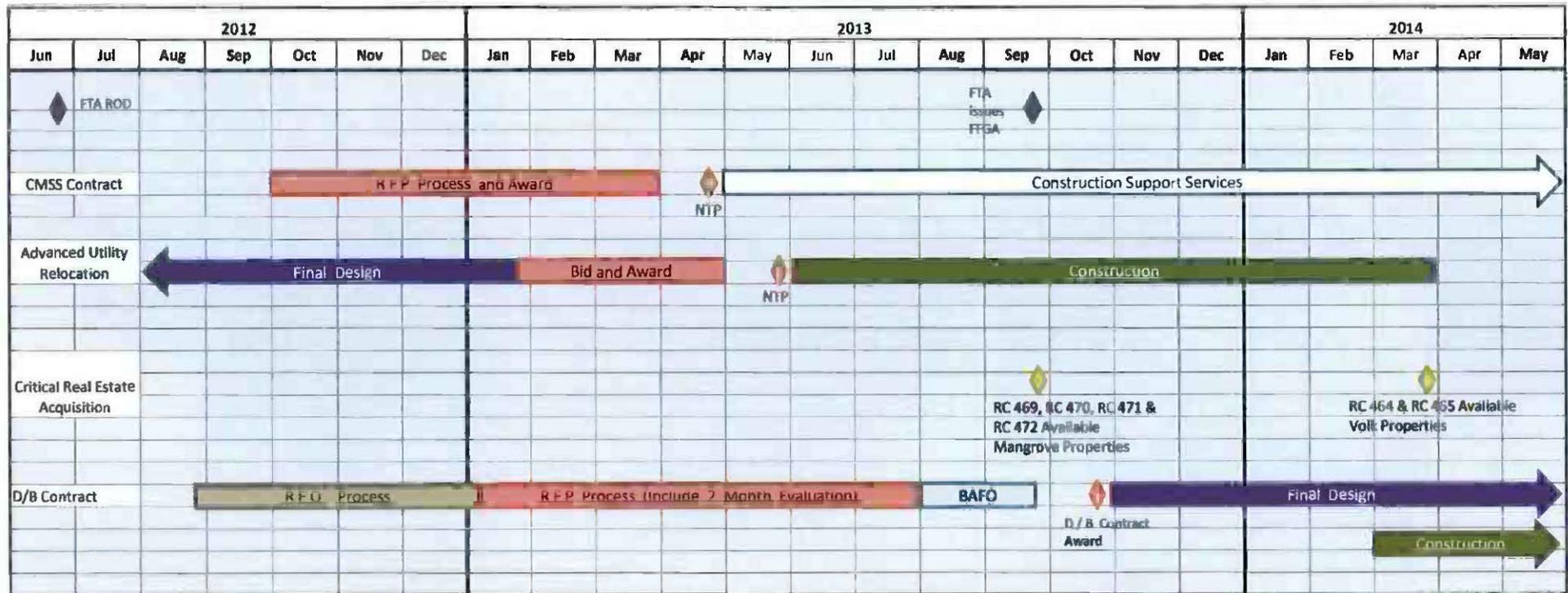


# Regional Connector Transit Corridor Project

Locally Preferred Alternative  
 1.9 Miles  
 3 Stations  
 88,000 Daily Project Trips  
 \$1.366 Billion (\$2019-30/10)



# Regional Connector Transit Corridor Project Current Project Schedule Near Term Critical Activities



# Regional Connector Transit Corridor Project Advance Utility Relocations

- Advance utility relocation work – Cable TV - by TWC/AT&T-TCG is underway near the future 2<sup>nd</sup>/Broadway Station.
- One Design/Bid/Build contract, C0981, is planned for relocating water, power and sewers in advance of the C0980 Design/Build Tunnels and Stations contract, start of major construction.
- Contract C0981 was advertised on January 25, 2013 and bids due on March 11, 2013.
- AT&T CA compliance with “Buy America” is now critically affecting the relocations along Alameda Street and if not resolved by March 2013, the Project schedule will be impacted.
- The Gas Company is evaluating their material origin and compliance with “Buy America”, but should relocations not start by April 2013 the Project schedule will be impacted.
- Delays to the Project schedule have a potential day-to-day impact that could result in an overall delay cost to the Project of \$106,000 per day.

# Regional Connector Transit Corridor Project

## Major Contract Status

### **Contract C0980 – Tunnels, Stations, Trackwork and Systems (Design/Build)**

- Request for Qualifications (RFQ) Responses were received on October 29, 2012.
- Issued the Request for Proposals (RFP) on January 9, 2013.
- Held Pre-Proposal Conference for the qualified Proposers and subcontractors on February 5, 2013.
- Cost Proposals due on May 21, 2013.

# Regional Connector Transit Corridor Project Consultant Services Contracts

## **Construction Management Support Services**

- Received proposals on November 29, 2012.
- Contract award is planned for late March 2013.

# Regional Connector Transit Corridor Current Project Estimate

DESCRIPTION	YOE DOLLARS (\$ IN MILLIONS)
10 GUIDEWAY & TRACK ELEMENTS	\$ 264
20 STATIONS, STOPS, TERMINALS, INTERMODAL	338
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	10
40 SITEWORK & SPECIAL CONDITIONS	146
50 SYSTEMS	77
<b>SUBTOTAL CONSTRUCTION</b>	<b>835</b>
60 ROW, LAND, EXISTING IMPROVEMENTS	113
70 VEHICLES	19
80 PROFESSIONAL SERVICES	253
90 UNALLOCATED CONTINGENCY	122
100 FINANCE CHARGES	24
<b>TOTAL COSTS</b>	<b>\$ 1,366</b>

# Regional Connector Transit Corridor Project Budget and Expenditures

DESCRIPTION	CURRENT BUDGET	EXPENDITURES THROUGH DEC-12
10 GUIDEWAY & TRACK ELEMENTS	\$ -	\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL	-	-
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-
40 SITEWORK & SPECIAL CONDITIONS	15,334,939	570,569
50 SYSTEMS	-	-
<b>SUBTOTAL CONSTRUCTION</b>	<b>15,334,939</b>	<b>570,569</b>
60 ROW, LAND, EXISTING IMPROVEMENTS	57,035,863	692,327
70 VEHICLES	-	-
80 PROFESSIONAL SERVICES	65,420,660	38,887,936
90 UNALLOCATED CONTINGENCY	2,664,300	-
100 FINANCE CHARGES	-	-
<b>TOTAL</b>	<b>\$ 140,455,762</b>	<b>\$ 40,150,832</b>

# Regional Connector Transit Corridor Project

Questions?

**METRO GOLD LINE  
EASTSIDE EXTENSION**

# FTA Quarterly Review Meeting

## February 27, 2013

### Metro Gold Line Eastside Extension Project



- 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 second 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	Dec-12 Current Budget	Dec-12 Forecast	Variance
CONSTRUCTION	\$ 648,310	\$ 644,088	\$ (4,222)
SPECIAL CONDITIONS	58,867	58,955	88
RIGHT-OF-WAY	37,889	37,687	(202)
PROFESSIONAL SERVICES	140,911	141,863	952
PROJECT CONTINGENCY	2,700	-	(2,700)
PROJECT REVENUE	(4,662)	(4,662)	-
<b>SUBTOTAL</b>	<b>884,014</b>	<b>877,931</b>	<b>(6,083)</b>
PROJECT FINANCE COST	14,800	11,080	(3,720)
<b>TOTAL</b>	<b>\$ 898,814</b>	<b>\$ 889,011</b>	<b>\$ (9,803)</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

February 27, 2013



# Milestones Achieved for Dec 2012 - Feb 2013

## DEC

- Silver Line ridership ↑81.87% since CRD improvements in June 2011
- Initial contractor tests at 37<sup>th</sup> St Station showed a 13 dB reduction in noise
- CCTV cameras installed at Harbor Transitway stations
- I-10 Freeway re-striped betw Fremont and I-605 to create additional Express Lane in each direction
- All signs installed on I-10 ExpressLanes

## JAN

- Installation testing started on I-10 ExpressLanes

## FEB

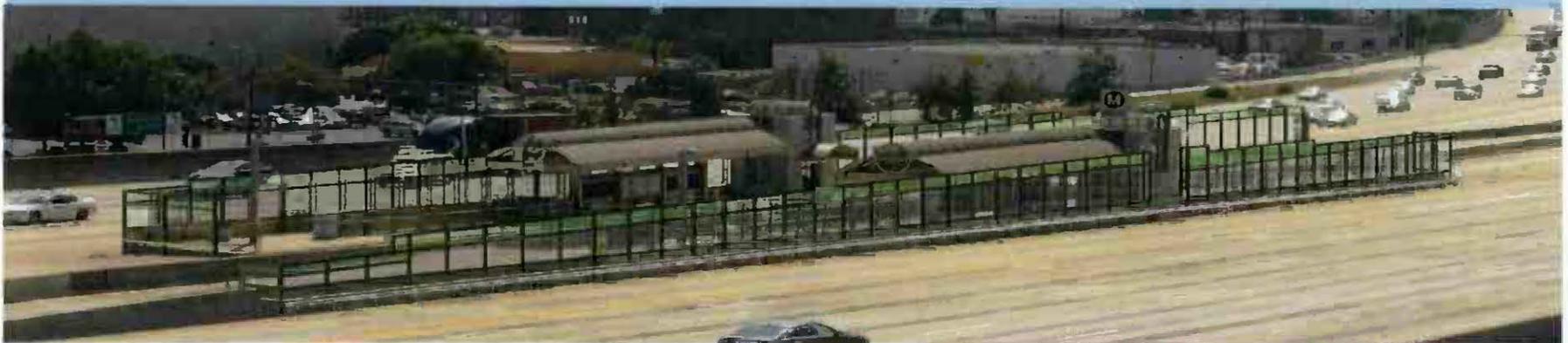
- I-10 ExpressLanes opened
- Foothill Transit deployed CRD funded buses



# Milestones Scheduled for Mar – May 2013

## MAR – MAY

- ExpressLanes operations and performance monitoring



# Patsaouras Plaza Bus Station



- All Bids received August 2012 were over estimate and highly variable in price
- Bids have been rejected
- 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.
- Metro Board approved additional engineering services in January 2013
- Designer re-engaged in February 2013 to revise PE package
- Revised PE complete in May 2013
- Plan to re-issue IFB in June 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			ongoing	ongoing	ongoing	
Increase Bus Service			completed	completed		
I-110 ExpressLanes & Adams Blvd Widening			completed			
I-10 ExpressLanes				completed		
Patsaouras Plaza Connector						

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**MID-CITY / EXPOSITION  
LRT PROJECT**

# Expo Light Rail Line

## Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – February 27, 2013



SEGMENT C

SEGMENT B

SEGMENT A

## Status

- **Closeout contract awarded to Griffith Company**
  - The last remaining piece of work, the Intersection of 37<sup>th</sup> and Flower is complete
  - Contractor working on punchlist items
  
- **Evaluating traffic mitigations**
  - Traffic analysis demonstrates that the signal at Crenshaw and 36<sup>th</sup> is not required
  - Traffic analysis demonstrates that left turn lane at Rodeo and La Cienega is not required
  - 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 work was completed the week of February 15<sup>th</sup>
- Culver City Parking Lot repaving began February 19<sup>th</sup> and should take 2 weeks to complete
- Noise and Vibration measurements in Culver City should take place next month

### ▪ Project Budget

- The current budget is \$932 million with \$877.4 committed.
- Latest forecast shows \$7.7 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

## February 27, 2013

### Metro Planning Report

- Post Measure J Actions
  - 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 of Historic Streetcar Service (City of LA)
  - American Recovery and Reinvestment Act of 2009 (ARRA)

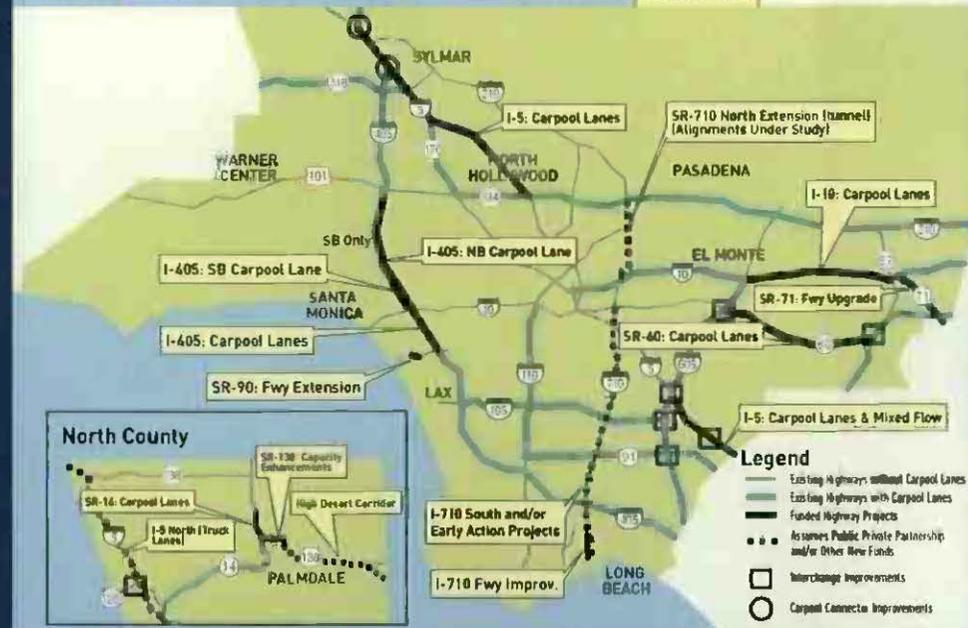
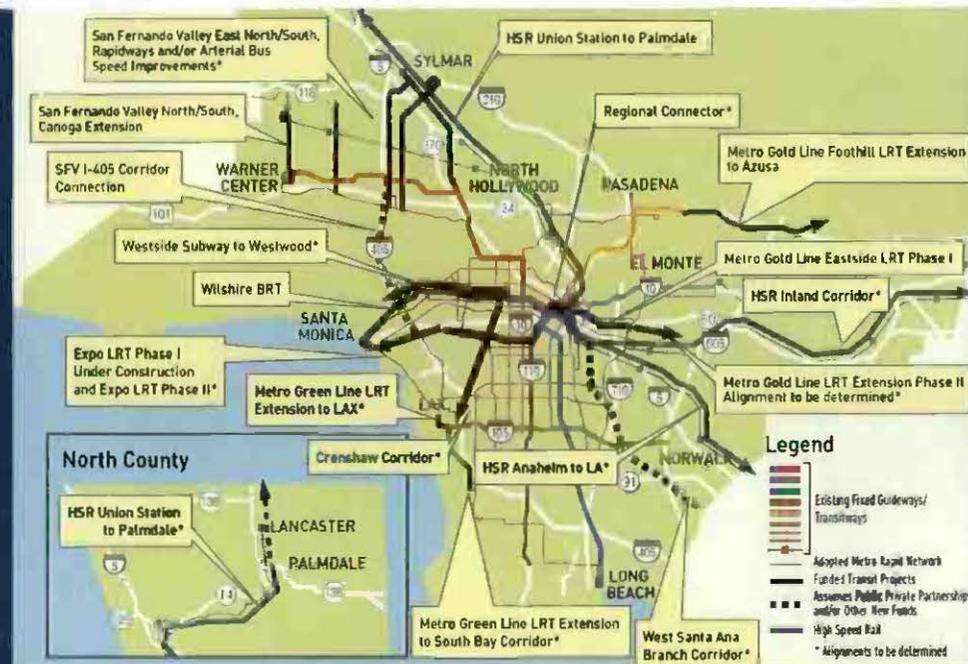


**Metro**

Los Angeles County  
Metropolitan Transportation Authority

# Transit and Highway Acceleration Benefits

- Complete 12 transit projects in 10 years
  - Create 152,000 jobs
  - Eliminate 522,000 lbs of emissions every day
  - Reduce vehicle miles traveled by 191 million
  - Increase transit boardings by 71 million
  
- Seek to accelerate 15 highway projects
  - Create 256,000 jobs
  - Relieve Congestion Countywide
  - Improve goods movement



# Board to Consider Acceleration Plan

## March 2013

### Proposed Metro Actions

- Amend Measure R
  - 2/3 vote of Board
- Amend TIFIA MCA
  - Westside Subway Extension and Regional Connector
- Submit TIFIA MCAs
  - Non-subway transit
  - Highway

### Proposed Federal Actions

- Essential:
  - Support EIS/EIR RODs
  - Approve TIFIA MCAs
  - Approve Full Funding Grant Agreements
- Pending Effort
  - Pass America Fast Forward Bond legislation
  - Approve AFF bond allocation for LA County

# Wilshire Boulevard Bus Rapid Transit

## Status

Segments	Status	Next Steps
Centinela to Barrington	<ul style="list-style-type: none"> <li>- Roadwork: Restripe/signage</li> <li>- Design to start June 2014</li> <li>- On schedule</li> </ul>	Work scheduled to begin June 2014
Barrington to Federal	<ul style="list-style-type: none"> <li>- Roadwork: Reconstruct/resurface/restripe</li> <li>- Design 50% complete (up from 35%)</li> <li>- On schedule</li> </ul>	Complete design work
Federal to Sepulveda	<ul style="list-style-type: none"> <li>- Roadwork: Reconstruct/resurface/restripe</li> <li>- Schedule delayed, (Additional discussion with VA)</li> <li>- See Segment Issue slide</li> </ul>	Meeting scheduled with the VA for February 22 <sup>nd</sup>
Veteran to City of Beverly Hills	<ul style="list-style-type: none"> <li>- Roadwork: Restriping/signage</li> <li>- Design to start June 2014</li> <li>- On schedule</li> </ul>	Work scheduled to begin June 2014



**Metro**

# Wilshire Boulevard Bus Rapid Transit

Segments	Status	Next Steps
San Vicente to Western	<ul style="list-style-type: none"> <li>- Roadwork: Reconstruct/resurface/restripe</li> <li>- Design 100% complete (up from 90%)</li> <li>- January 2013 - Advertised construction RFP</li> <li>- On schedule</li> </ul>	<ul style="list-style-type: none"> <li>- June/July 2013 - Award contract</li> </ul>
Western to Park View	<ul style="list-style-type: none"> <li>- Roadwork: Restriping/signage</li> <li>- Design 100% complete (up from 75%)</li> <li>- On schedule</li> </ul>	<p>May 2013 - Bus lanes open</p>
Transit Priority System (TPS) (corridor-wide)	<p>Communications/TPS Enhancements</p> <ul style="list-style-type: none"> <li>-Design 30% complete (up from 15%)</li> <li>-On schedule</li> </ul>	<p>Complete design work</p>

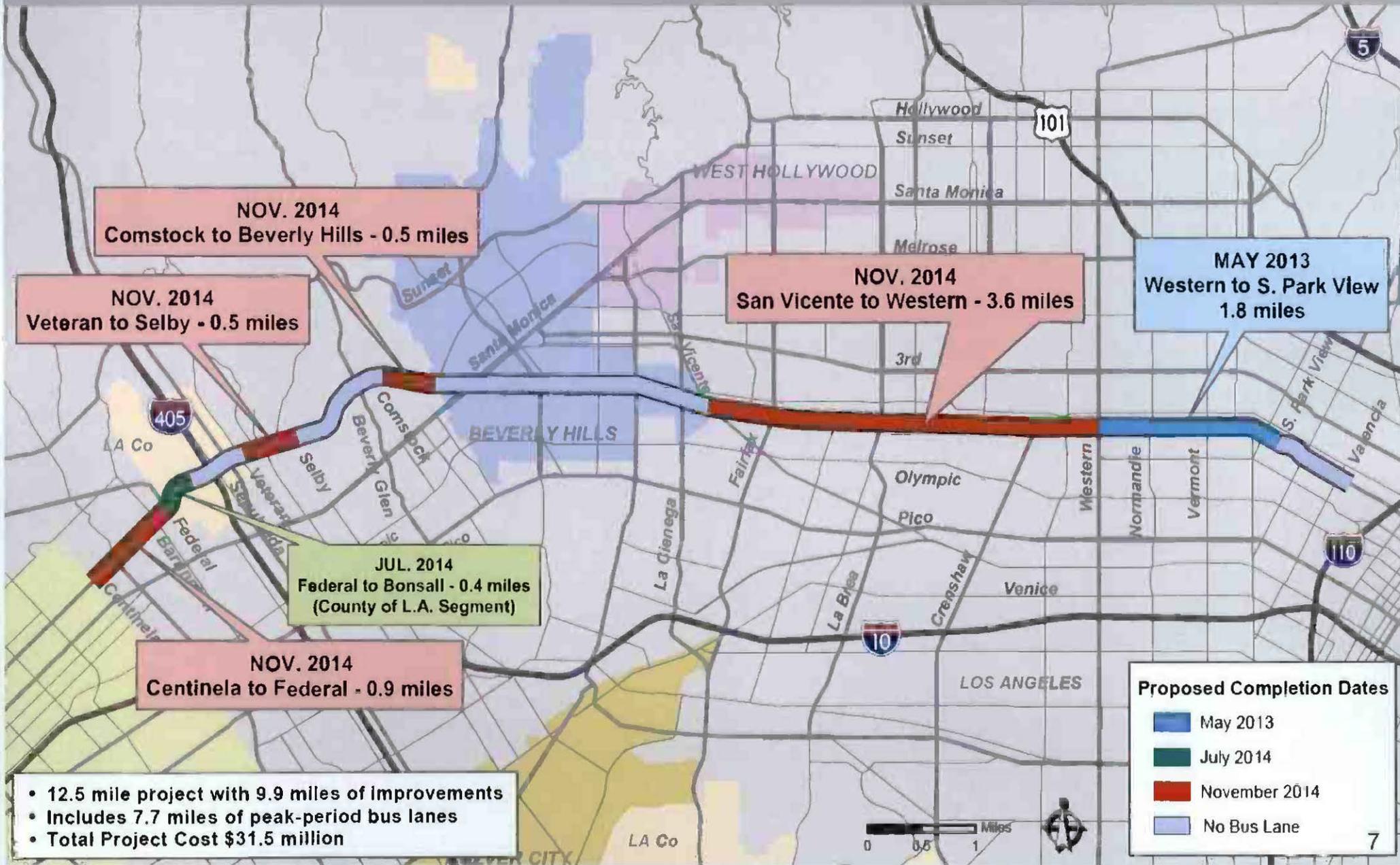
# Wilshire Boulevard Bus Rapid Transit

## Segment Issue

- Federal to Sepulveda
  - County seeks small strip of VA property for Wilshire/San Vicente right turn lane
    - County proposes to phase project:
      - Initial Project – Close north sidewalk and complete project
      - Future Phase – Add northside sidewalk  
(contingent upon VA approval)
    - Requires additional environmental analysis
    - February 22, 2013 - Meeting with VA and Congressional staff members
    - Segment completion date delayed from December 2013 to July 2014



# Wilshire Boulevard Bus Rapid Transit Proposed Bus Lane Opening Schedule



- 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

Proposed Completion Dates	
<span style="color: blue;">■</span>	May 2013
<span style="color: green;">■</span>	July 2014
<span style="color: red;">■</span>	November 2014
<span style="color: lightblue;">■</span>	No Bus Lane



# Metro Rapid System Gap Closure Lines

## Los Angeles Metro BRT Network

### Legend

- Gap Closure Lines
- Metro Rapid Lines
- Metro Orange Line
- Metro Silver Line
- Metro Rail
- Metrolink

Includes 7 Metro Rapid Corridors  
Total of 126 Miles  
Total Project Cost \$25.7 Million  
Note: All Gap Closure Rapid lines are currently operating



# Metro Rapid System Gap Closure Lines

## Status

- November 18, 2012 - Torrance/Long Beach Rapid opened for revenue service
- December 2012 - City of Los Angeles Branded Signs/Poles installed
- February 2013 - Manufacturers presented shelter designs for consideration
- February 28, 2013 – Submit invoices for reimbursement to FTA for installed signs/poles in the City of Los Angeles

# Metro Rapid System Gap Closure Lines

## Next Steps

- Signal Priority
  - Culver City
    - March 2013 - Complete Scope of Work
    - April 2013 - Develop funding agreement
- Shelters
  - May 2013 - Present conceptual shelter designs to city partners
  - July 2013 - Select final shelter design

# Metro Rapid System Gap Closure Lines

Corridor	Signal Priority Status
Garvey/Chavez	Construction complete Acceptance testing 99% (up from 95%, complete this quarter)
Atlantic	Construction began September 2012 Construction 50% complete (100% by June 2013)
Sepulveda	Complete & operating in City of LA (75% of corridor) TPS Scope of Work with Culver City being finalized (remaining 25% of corridor)
Torrance/Long Beach	City of Torrance awarded signal priority design/construction project management contract
West Olympic	Complete & operating along 100% of the corridor
Venice	Signal priority design 90% complete (up from 50%) Design completion by end of February 2013

Note: All Gap Closure Rapid lines are currently operating

# East San Fernando Valley Transit Corridor

## Status

- January 2013:
  - Project name change approved by Board
  - Board received AA
  - Two Build alternatives advanced to the Draft EIS/EIR
    - LRT and BRT
- February 27, 2013 - LA City Council Transportation Committee

# East San Fernando Valley Transit Corridor

- LRT Alternative
  - Dedicated Right of Way
  - Ventura Blvd to Sylmar/San Fernando Metrolink Station

11.2 Miles  
 Approximately 13 Stations  
 37,500 Weekday Boardings (2035)  
 LRTP-\$170.1 Million, 2018 RSD  
 LRT Estimated Cost-\$1.8 to \$2.3 Billion (YOE)  
 Measure R-\$68.5 Million (2008\$)



**Metro**



# East San Fernando Valley Transit Corridor

- BRT Alternative
  - Median running dedicated lane Metro Orange Line to San Fernando Road (6.5 miles)
  - Mixed flow San Fernando Road to Sylmar/San Fernando Metrolink Station (2.6 miles)
  - 4 options for southern terminus
- Potential Small Starts candidate

11.2 Miles  
 Approximately 14 Stations  
 37,500 Weekday Boardings (2035)  
 LRTP-\$170.1 Million, 2018 RSD  
 BRT Estimated Cost-\$250 to \$520 Million (YOE)  
 Measure R-\$68.5 Million (2008\$)



**Metro**

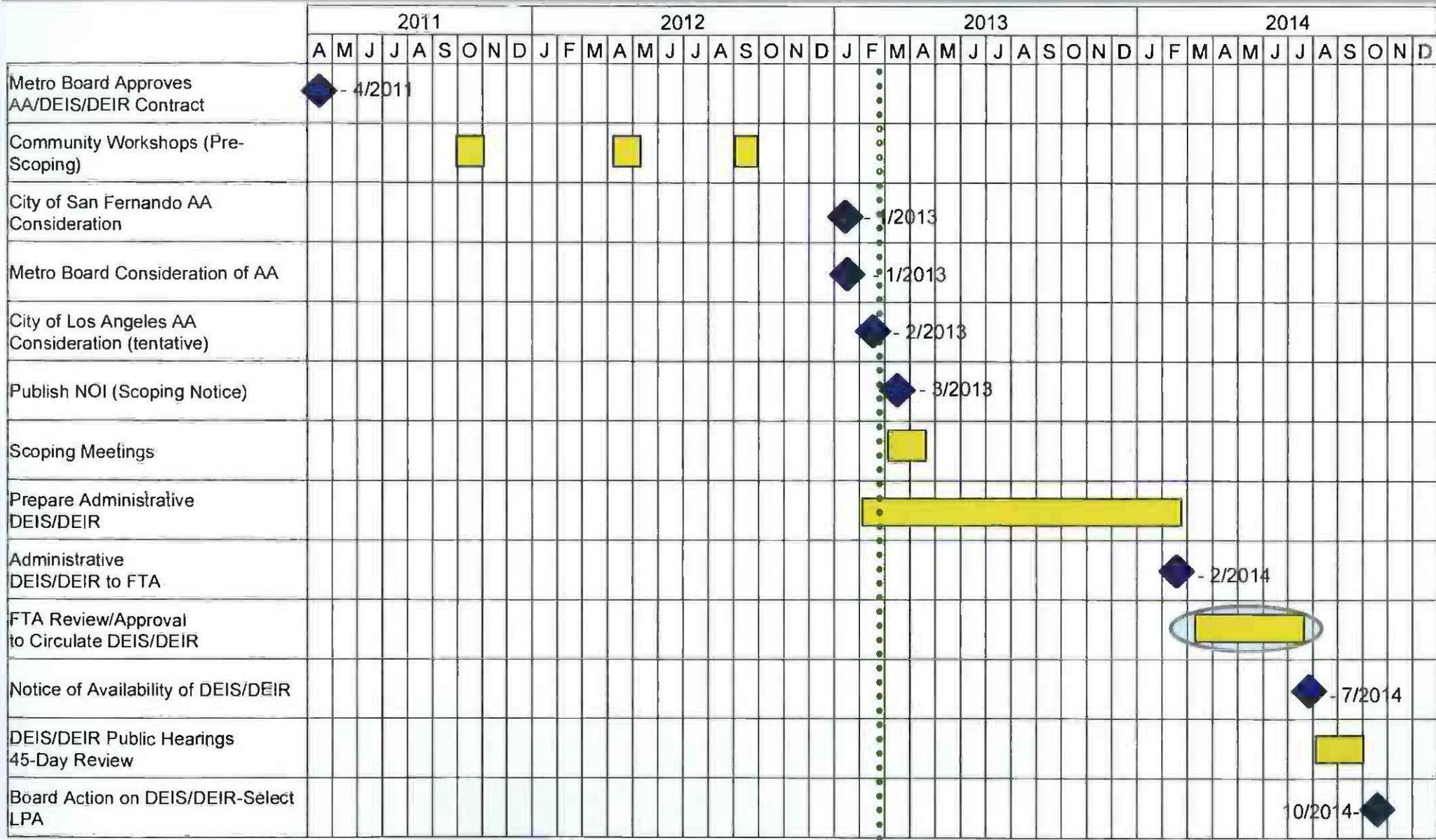


# East San Fernando Valley Transit Corridor

## Next Steps

- March 2013
  - LRTP financials and acceleration plan to Board
  - Initiate Environmental Process
    - NOI/NOP publication (Federal Register date March 1)
    - Scoping Meetings
      - 16th - Panorama High School
      - 19th - San Fernando Aquatic Center
      - 20th - Interagency Meeting
      - 21th - Arleta High School
      - 27th - Van Nuys Civic Center

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



◆ = Milestone Date

○ = FTA Action

Last Revised: 2/2013

# Airport Metro Connector

## Status

- Conducting technical analysis, ongoing coordination with LAWA, FAA and FTA
- LAWA Proposed Transit Connection (LRT to APM) locations
- December 2012 - Board approved consideration as P3 project (without changing LRTP priorities)
- February 2013:
  - 5th - Board of Airport Commissioners approved LAWA Staff Recommended Alternative (SRA) for SPAS which includes potential for Automated People Mover
  - 14th - City of Los Angeles Planning Commission approved SRA

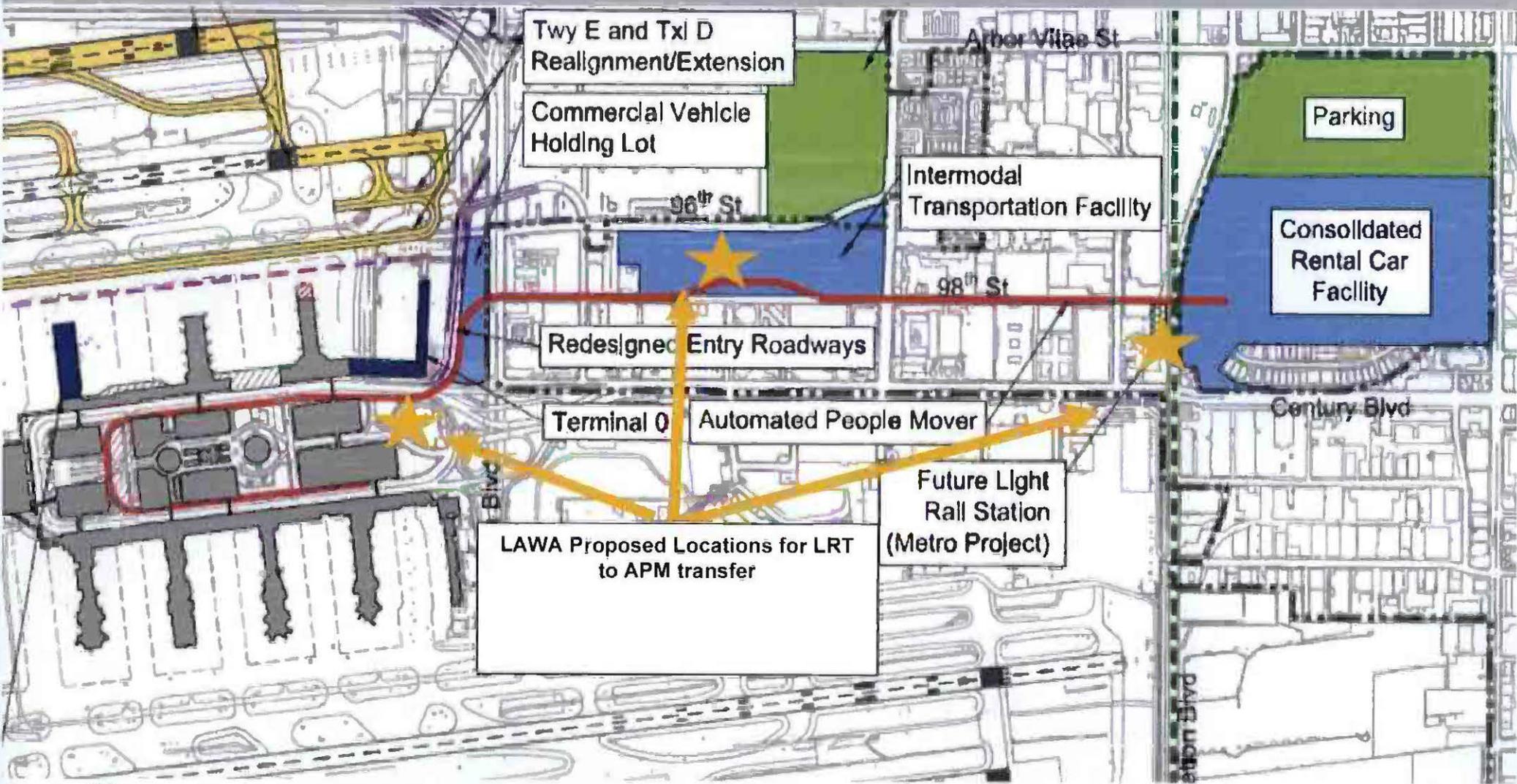
## Major Milestones

- Project schedule contingent upon:
  - Completion of LAWA Specific Plan Amendment Study (SPAS)
  - FTA and FAA authorization



**Metro**

# Airport Metro Connector (LAWA Proposed LRT to APM Connection Points)



# Airport Metro Connector (AA Recommended Alternatives)

## Direct LRT Branch



## Modified LRT Trunk (Through LAX)



- Extends Metro Rail to LAX terminals
- Two or three stations in terminal area
- Cost from AA: \$540-\$1.16 Million (\$2010)

- Metro Rail serves one underground station in terminal area
- Cost from AA: \$940-\$1.13 Million (\$2010)

1-2 Miles  
 Approximately 2-7 Stations  
 14,700-16,000 Average Daily Boardings  
 L RTP-\$330 Million, 2028 RSD  
 Measure R-\$200 Million (2008\$)



# Eastside Transit Corridor Phase 2

## Next Steps

- March 2013 - LRTP financials and acceleration plan to Board
- August 2013 - Revise Administrative Draft EIS/EIR to FTA
- October 2013 - Notice of Availability of Draft EIS/EIR
  - Release to public
  - Hold public hearings
- January 2014 - Board Action, select LPA, award ACE contract

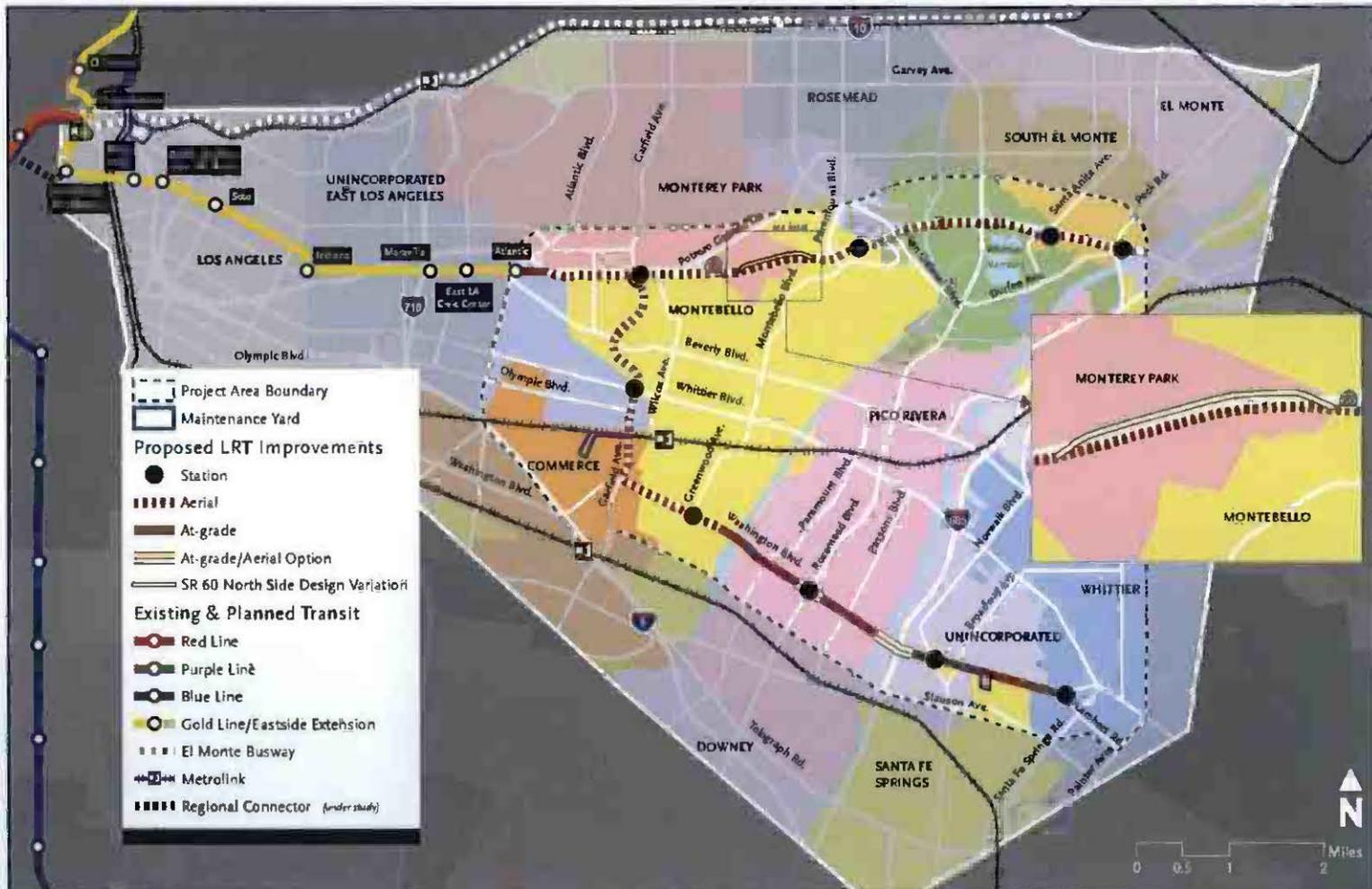
# Eastside Transit Corridor Phase 2

## SR-60 LRT

6.9 Miles  
 4 Stations (all aerial)  
 18,300 Average Daily Boardings (2035)  
 LRTP-\$2.4 Billion, 2035 RSD  
 Estimated Cost-\$2.4 Billion (YOE)  
 Measure R-\$1.2 Billion (2008\$)

## Washington LRT

9.5 Miles  
 6 Stations (3 aerial, 3 at-grade)  
 20,800 Average Daily Boardings (2035)  
 LRTP-\$2.4 Billion, 2035 RSD  
 Estimated Cost-\$2.7-\$3.2 Billion (YOE)  
 Measure R-\$1.2 Billion (2008\$)



# Eastside Transit Corridor Phase 2

## Status

- Responding to comments on Administrative Draft EIS/EIR from FTA and Cooperating Agencies
  - US Army Corps of Engineers
  - US Environmental Protection Agency
  - Caltrans
- January 17, 2013 - Submitted responses to US Army Corps of Engineers' comments
- February 20, 2013 - Meeting with US Environmental Protection Agency



# South Bay Metro Green Line Extension

## Next Steps

- March 2013:
  - LRTP financials and acceleration plan to Board
  - Revise Draft EIS/EIR to FTA
- Develop Scope of Work for Advanced Conceptual Engineering (ACE)
- July 2013 - Notice of Availability of Draft EIS/EIR
  - Release to public
  - Hold public hearings
- October 2013 - Board Action, select LPA, award ACE Contract

# 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
- February 2013 - Coordinating with:
  - Torrance
  - Resource agencies as needed
    - US Army Corps of Engineers - tentative



4.6 Miles  
 4 Stations  
 13,000 Average Daily Boardings (2035)  
 LRTP-\$555 Million, 2035 RSD  
 Estimated Cost-\$1.075 Billion (YOE)  
 Measure R-\$272 Million (2008\$)



# Airport Metro Connector AA/DEIS/DEIR Schedule

(Subject to Board Direction)

	2011												2012												2013					
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
Metro Board Approves AA/DEIS/DEIR Contract			◆ - 3/2011																											
Community Workshops (Pre-Scoping)							■							■																
Metro Board Consideration of AA																◆ - 4/2012														
<i>Approvals for Los Angeles World Airports (LAWA) Specific Plan Amendment Study (SPAS)</i>																														
<i>Board of Airport Commissioners</i>																										◆ - 2/2013				
<i>LA City Planning Commission</i>																										◆ - 2/2013				
<i>City Council Committees</i>																										◆ - 3/2013				
<i>County Airport Land Use Commission</i>																											◆ - 4/2013			
<i>LA City Council</i>																											◆ 5-5/2013	◆		
Publish NOI (Scoping Notice)	Schedule																													
Administrative DEIS/DEIR to FTA	TBD																													
Notice of Availability of DEIS/DEIR	TBD																													

Last Revised: 2/2013

◆ = LAWA SPAS Milestones

◆ = Milestone Date

○ = FTA Action

# Airport Metro Connector

## Next Steps

- Metro
  - March 2013 - LRTP financials and acceleration plan to Board
  - May 2013 - Technical work completed
  - Determine feasibility of P3 delivery potential
- LAWA
  - March 2013 - LA City Council Committees
  - April 2013 - County Airport Land Use Commission
  - May-June 2013 - LA City Council
  - June 2013 - LAWA Certifies SPAS Final EIR
- Joint
  - May/June 2013 - Decide Draft EIS/EIR approach
  - June/July 2013 - Initiate Draft EIS/EIR

# Airport Metro Connector (AA Recommended Alternatives)

## Circulator (APM)



- Metro Rail passengers transfer to APM system at Aviation/Century station
- Two or three stations in the terminal area
- Cost from AA: \$620-\$1.27 Million (\$2010)

## Circulator (BRT)



- Metro Rail passengers transfer to BRT system at Aviation/Century station
- Aerial BRT guideway to Sepulveda; uses existing roadway in terminal area with stops at each terminal
- Cost from AA: \$110-\$130 Million (\$2010)

# ARRA Project Status Summary

Project	Status	Next Steps	Completion Date
1. Replace 20 MBL Traction Power Substations	<ul style="list-style-type: none"> <li>• 14 completed</li> </ul>	<ul style="list-style-type: none"> <li>• March 2013 – 2 more complete</li> </ul>	July 2014
2. Wayside Energy Storage Substation	<ul style="list-style-type: none"> <li>• Initial System Engineering and Conceptual Configuration completed</li> <li>• Procured core flywheel materials</li> <li>• Operational Data Collection Complete</li> </ul>	<ul style="list-style-type: none"> <li>• May 2013 – Complete Systems Engineering</li> </ul>	February 2015
3. CNG Electrification 9 Bus Divisions	<ul style="list-style-type: none"> <li>• 9 Divisions completed</li> <li>• Awaiting Caltrans acceptance of portable compressor</li> </ul>	<ul style="list-style-type: none"> <li>• June 2013 – Close contracts &amp; release retentions</li> </ul>	June 2013
4. Metro Red Line Station Canopies (5)	<ul style="list-style-type: none"> <li>• Westlake/MacArthur Park completed</li> <li>• Civic Center completed</li> <li>• Pershing Square construction underway</li> </ul>	<ul style="list-style-type: none"> <li>• February 2013 – Complete Pershing Station</li> </ul>	June 2013
5. 141 Bus Purchase	<ul style="list-style-type: none"> <li>• December 2012 – Closed</li> </ul>		December 2012
6. Transit Enhancement	<ul style="list-style-type: none"> <li>• El Monte Station artwork completed</li> <li>• Harbor Gateway Transit Center art installation underway</li> </ul>	<ul style="list-style-type: none"> <li>• March 2013 – Harbor Gateway art installation 90% complete</li> </ul>	August 2013

# American Recovery and Reinvestment Act of 2009 (ARRA)

## Status

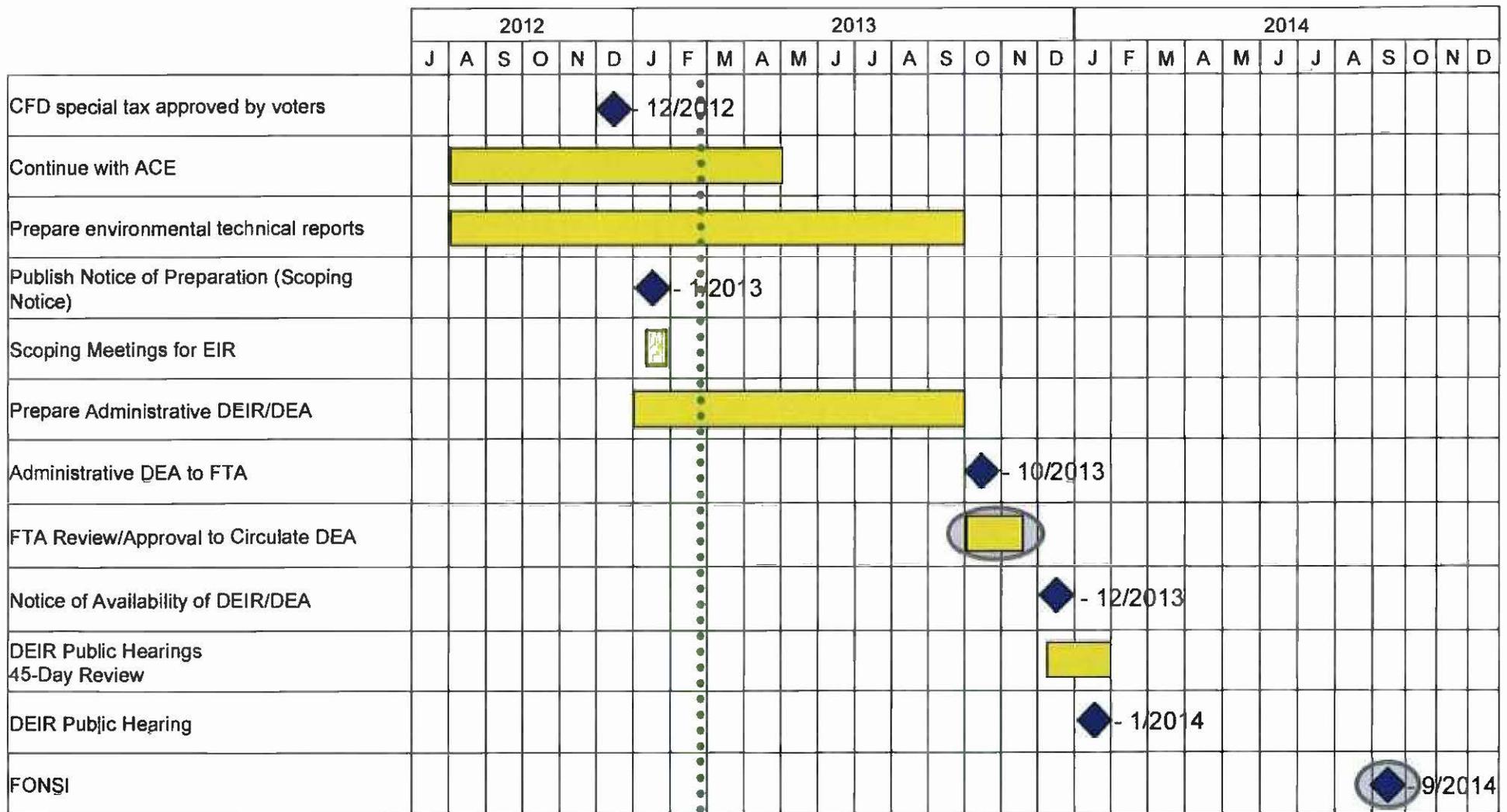
- \$312.3M awarded - 10 projects
- 5 projects completed
- One project closed December 2012 - 141 bus acquisition project
- \$276.7M (88.6%) spent
- \$305.3M (97.8%) committed
- 60.8 total FTEs paid this quarter
- Awaiting Federal OMB response on waiver request submitted July 2012 - allow fund disbursement after September 2013 for:
  - Traction Power Substation Replacement
  - Wayside Energy Storage Substation

# Milestones

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

\*Predicated on funding from City of LA

# Restoration of Historic Streetcar Service Environmental Schedule



Last Revised: 2/2013

◆ = Milestone Date      ○ = FTA Action

# Restoration of Historic Streetcar Service (City of LA)

## Next Steps

- February 28, 2013 - Metro Board approves contract amendment
- October 2013 - Administrative Draft EA to FTA
- December 2013 - Public release of Draft EA/EIR
- April 2014 - Final EA to FTA for approval to release
- August 2014 - Certification of EIR by City Council
- September 2014 - FTA issues Finding of No Significant Impact



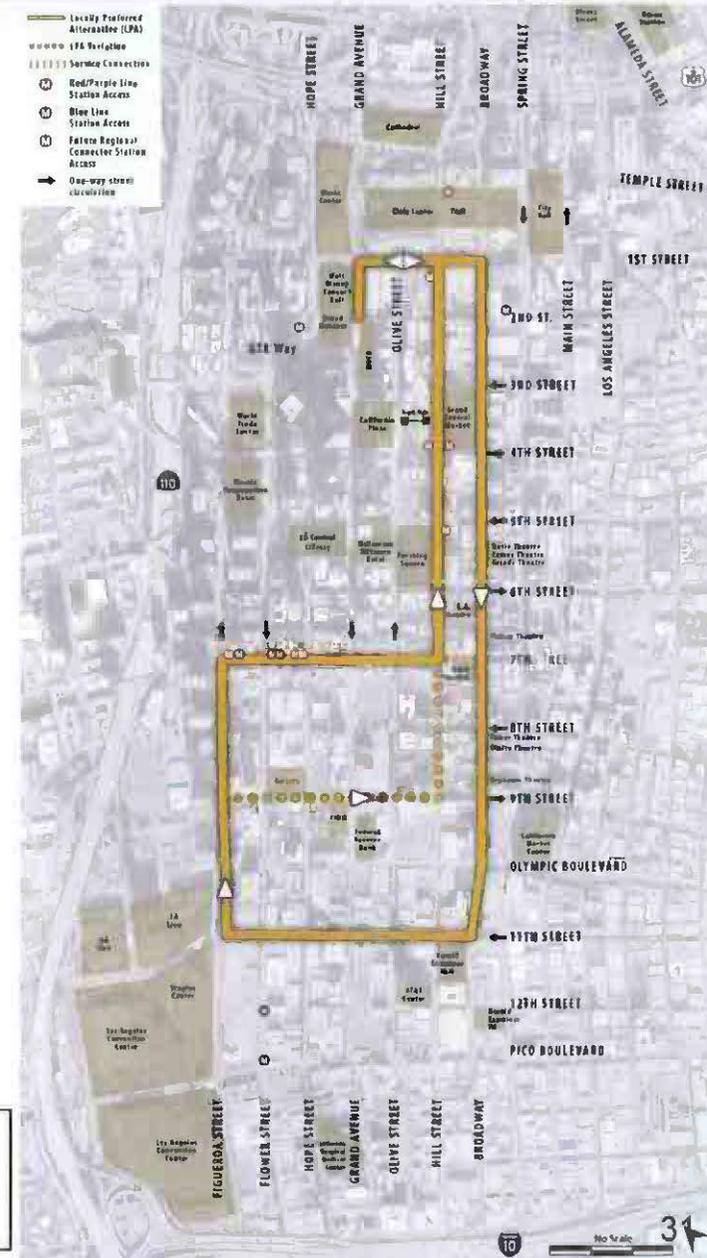
**Metro**

# Restoration of Historic Streetcar Service (City of LA)

## Status

- City of LA project sponsor, Metro consultant
- December 3, 2012
  - Voter approval of Community Facilities District special tax (local match)
    - \$57-\$62.5 million
- January 23, 2013 - Two EIR Scoping meetings
  - 102 attendees
  - Approximately 180 comments received
- Negotiating fund transfer agreement with City and LA Streetcar, Inc.
- Continuing:
  - Environmental technical reports
  - Advanced conceptual engineering work
- Preparing Small Starts application

3.8 Miles, Single Track Guideway  
Approximately 25 Stations  
8,390 Weekday Boardings (2016)  
\$125 Million (2011\$)



P2550 RAIL VEHICLE  
PROGRAM

Los Angeles County  
Metropolitan Transportation Authority

# P2550 Light Rail Vehicle Procurement Program



FTA Quarterly Review Meeting  
February 27, 2013



**Metro**

# P2550 Light Rail Vehicle Program - Overview

## Vehicle Delivery & Performance Status as of February 12, 2013:

### 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 9.84 million revenue service miles as of February 12, 2013
- MMBF December 2013 = 147 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: submittal of final manuals, 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 June 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

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**P3010 NEW LIGHT RAIL  
VEHICLE PROJECT**

Los Angeles County  
Metropolitan Transportation Authority

# P3010 Light Rail Vehicle Acquisition



FTA Quarterly Review Meeting  
February 27, 2013



**Metro**

# P3010 Light Rail Vehicle Acquisition Program

## PROJECT OVERVIEW

- Vehicle base order contract for 78 LRVs awarded to Kinkisharyo (KI) 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 78 Base Order LRVs, and four (4) Option Buys totaling 157 LRVs. Total P3010 LRVs combining base order and all options: 235 LRVs.
- Shipment of two pilot cars due 26 months following NTP, by October 2014.
- Delivery of 78 base production LRVs at a rate of four per month shall be completed 53 months following NTP, by February 2017.



**Metro**

# P3010 Light Rail Vehicle Acquisition Program

## MAJOR ACTIVITIES DURING REPORTING PERIOD

- Conducted the Technical Specification Review Conference with KI and major subcontractors.
- Completed and distributed the meeting minutes of the Technical Specification Review Conference.
- KI is in the process of negotiating the final assembly site contract.
- KI has executed purchase orders with all major subsystems (Tier 1) suppliers.



**Metro**

# P3010 Light Rail Vehicle Acquisition Program

## MAJOR ACTIVITIES DURING REPORTING PERIOD (CONTINUED)

- Conducted Preliminary Design Review meetings for the following subsystems: HVAC, Doors, Brakes, Lighting, Communications & Networks, Event Recorder, Cab Layout, Carbody, Trucks, and Propulsion.
- KI submitted the Draft Baseline Schedule. Metro P3010 Management Team is in the process of reviewing it to ensure that it is consistent with the Contract and has been updated to reflect the Notice To Proceed (NTP) date as well as developments and clarifications resulted from the Specification Review Conference.
- Continued development of a change control procedure.
- KI and Metro continue with the Submittal and Disposition of Design Review packages.



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# P3010 Light Rail Vehicle Acquisition Program

## ANTICIPATED ACTIVITIES

- Conduct Preliminary Design Review meetings for the following subsystems: Pantograph, Auxiliary Power Supply Equipment, Coupler, and Automatic Train Control System.
- Conduct first Cab Mock-up review at KI's design office.
- Conduct Design Review meetings in Japan for the following subsystems: Propulsion, Trucks, and Carbody.
- KI to finalize negotiation of final assembly site contract.
- Finalize procedure to manage change orders to the contract.
- KI to continue submitting contract deliverables for Metro review and comment.



**Metro**

**FTA ACTION ITEM REPORT**

### FTA Quarterly Review Action Item Report – November 28, 2012

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-8/29	Open	The Exposition Construction Authority to provide the FTA/PMOC the estimated cost at completion for the Mid-City/Exposition LRT Project. Metro will oversee this effort and prepare a range of project costs to complete the project.	Expo Construction Authority/ LACMTA	Eric Olson/ Brian Boudreau	2/27/13
2-8/29	Open	Metro to provide the FTA/PMOC the Westside Subway Extension bidability review dates, resulting recommendations from the review committee, and Metro plan for next steps.	LACMTA	Dennis Mori	2/27/13
3-8/29	Open	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	Jesus Montes / Victor Ramirez	2/27/13