
# FTA QUARTERLY REVIEW BRIEFING BOOK

## March 4, 2003

***Submitted By:***

***Los Angeles County Metropolitan Transportation Authority***
***One Gateway Plaza***
***Los Angeles, California 90012***

# AGENDA

## FTA NEW STARTS PROJECTS
## QUARTERLY REVIEW MEETING

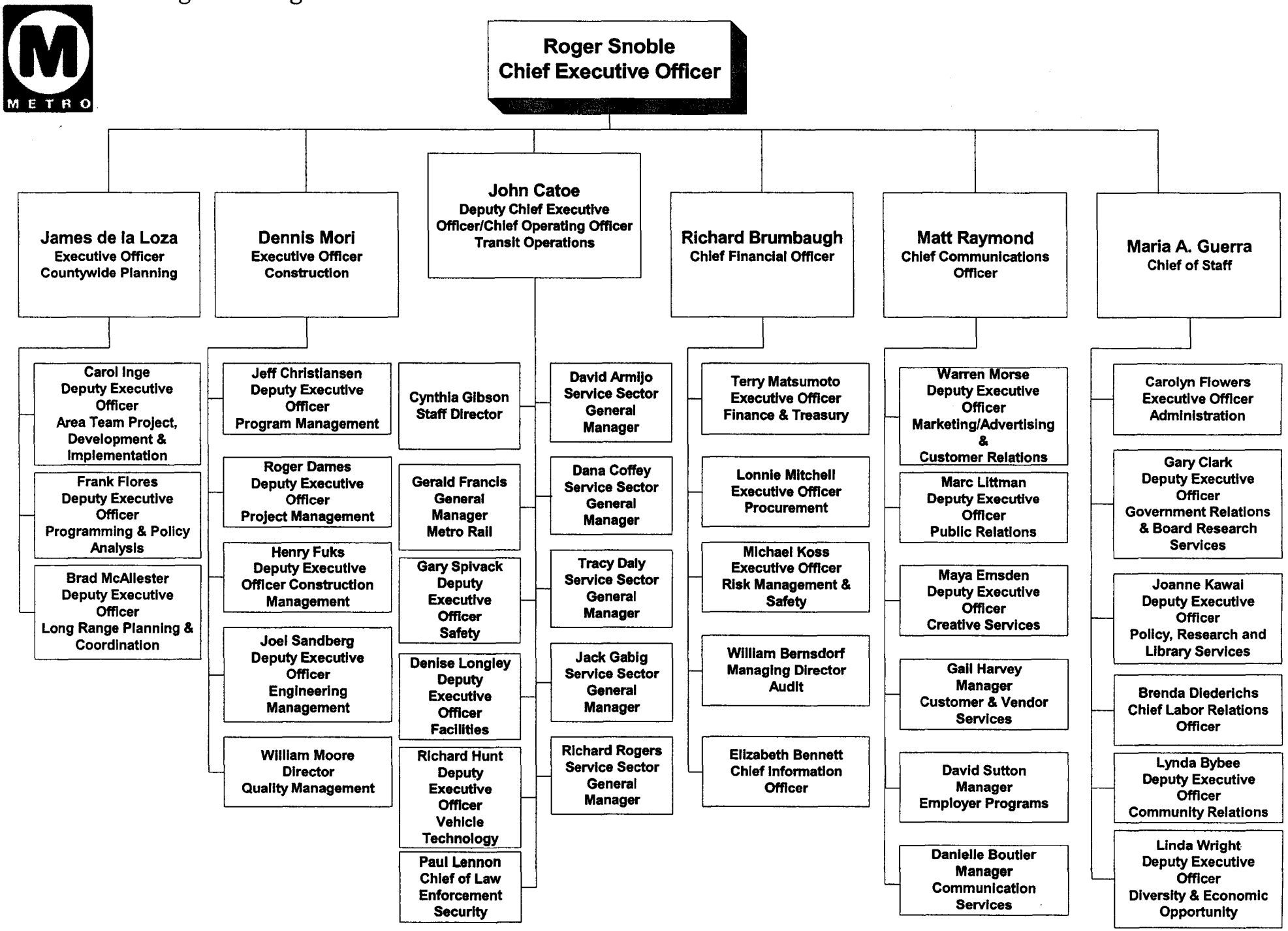
Los Angeles County Metropolitan Transportation Authority
Tuesday, March 4, 2003 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

| | | | PRESENTER |
|---|---|---|---|
| **I.** | **OVERVIEW** | | |
| | A. | FTA Opening Remarks | Leslie Rogers |
| | B. | MTA Management Overview | Roger Snoble |
| | C. | Legal Issues | Steve Carnevale |
| | D. | General Safety and Security Issues | Paul Lennon |
| | E. | ADA Key Station Voluntary Compliance Agreement | Ellen Blackman |
| **II.** | **METRO CONSTRUCTION REPORTS** | | |
| | A. | Construction Project Management Overview | Dennis Mori |
| | B. | Eastside Gold Line Extension | Eli Choueiry |
| | | • Cost/Schedule Status | |
| | | • Independent Cost Estimate | |
| | | • Risk Assessment Design/Build | |
| | | • Design/Support Status | |
| | | • Vehicle Procurement Status | |
| | | • Utility Relocation | |
| | | • FFGA Status | |
| | | - Letter of No Prejudice (LONP) | Brian Boudreau |
| | | - Project Management Plan | Brian Boudreau |
| | | - Rail Fleet Management Plan | Ed Clifford |
| | | - Bus Fleet Management Plan | Roderick Goldman |
| | | - Operations & Maintenance Plan | Gerald Francis |
| | | • Pasadena Gold Line Coordination | Joel Sandberg |
| | C. | Metro Red Line Segment 3 | |
| | | • North Hollywood Extension | Roger Dames |
| | | • Segment 3 Grant Closeout | Brian Boudreau |
| | | • Construction Contract and Change Order Closeout | Tom Mahoney |
| | | • Professional Services Contract Closeout | Tom Mahoney |
| | D. | San Fernando Valley East-West MRT Project | Roger Dames |
| **III.** | **OPEN ACTION ITEMS** | | Brian Boudreau |
| | A. | FTA (Reference December 2002 PMOC Monthly Report) | |
| **IV.** | **PLANNING** | | |
| | A. | Transit Corridor Projects | James de la Loza |
| | | • Mid-City Wilshire BRT Project | David Mieger |
| | | • Mid-City/Exposition LRT Project | Steve Brye |

**V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING**

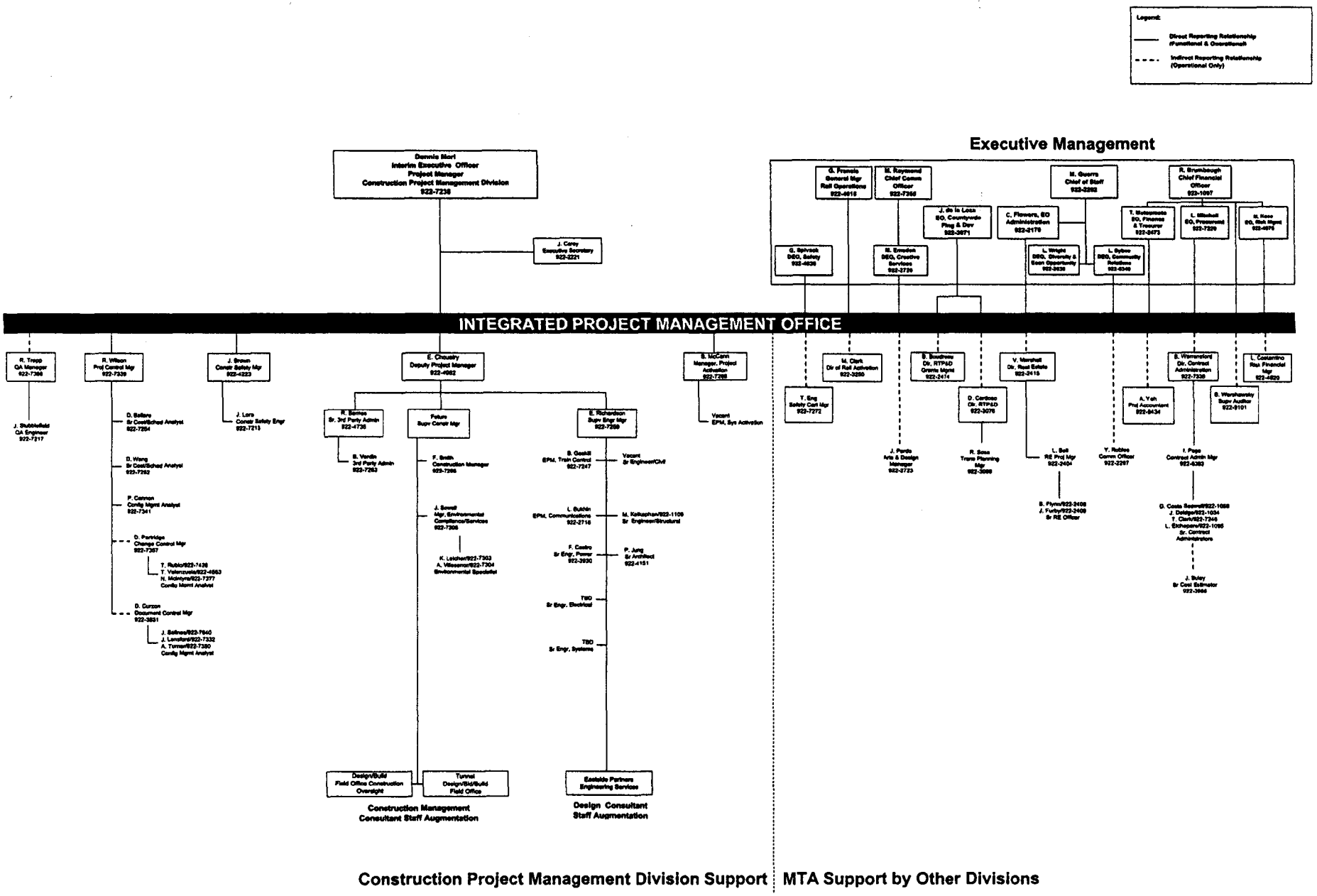
**Los Angeles County Metropolitan Transportation Authority**
Wednesday, May 21, 2003 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

# *LACMTA Management Organization Chart*

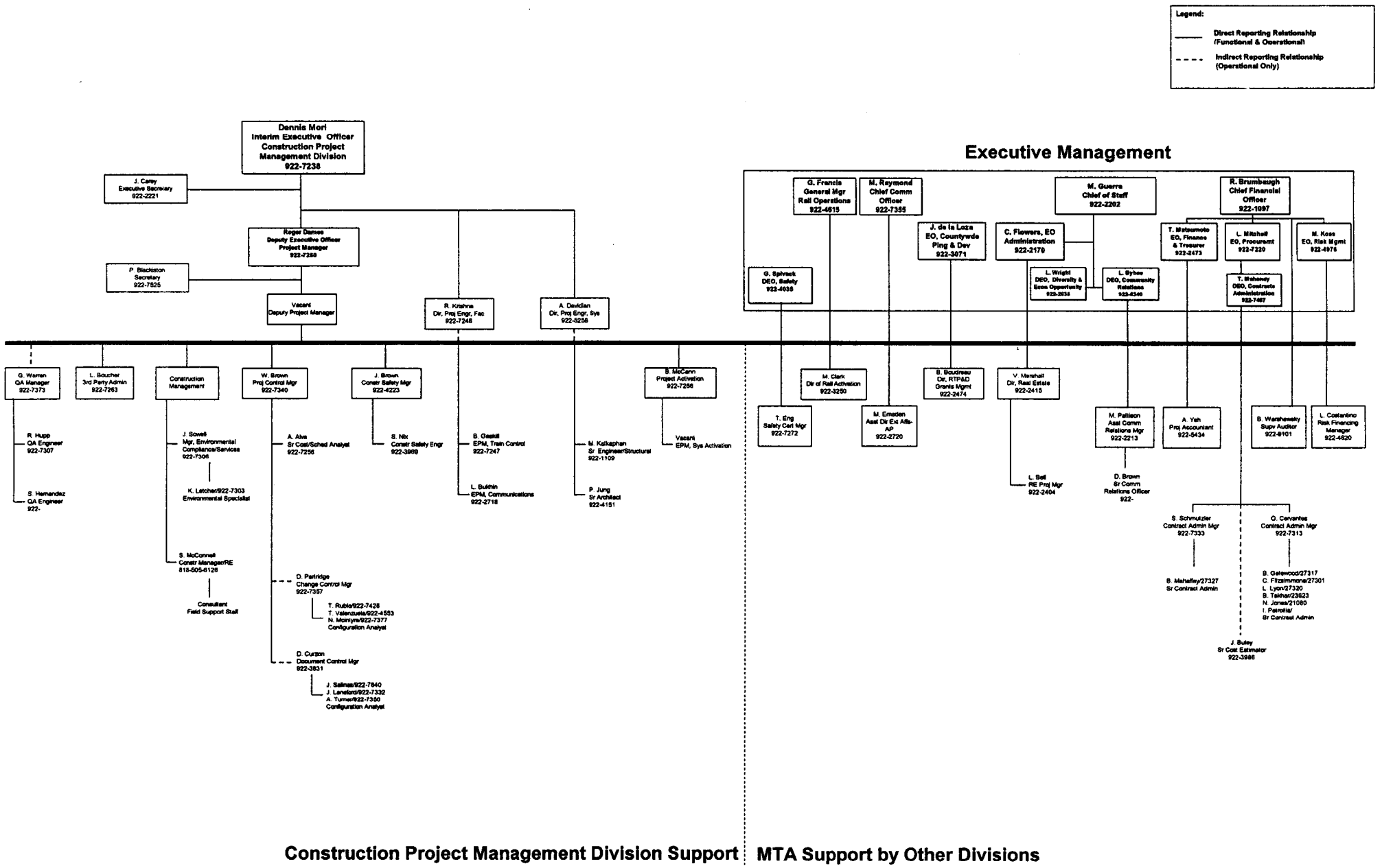



*October 2002*

# EXHIBIT 2.3 – EASTSIDE LIGHT RAIL TRANSIT PROJECT MANAGEMENT ORGANIZATON STRUCTURE

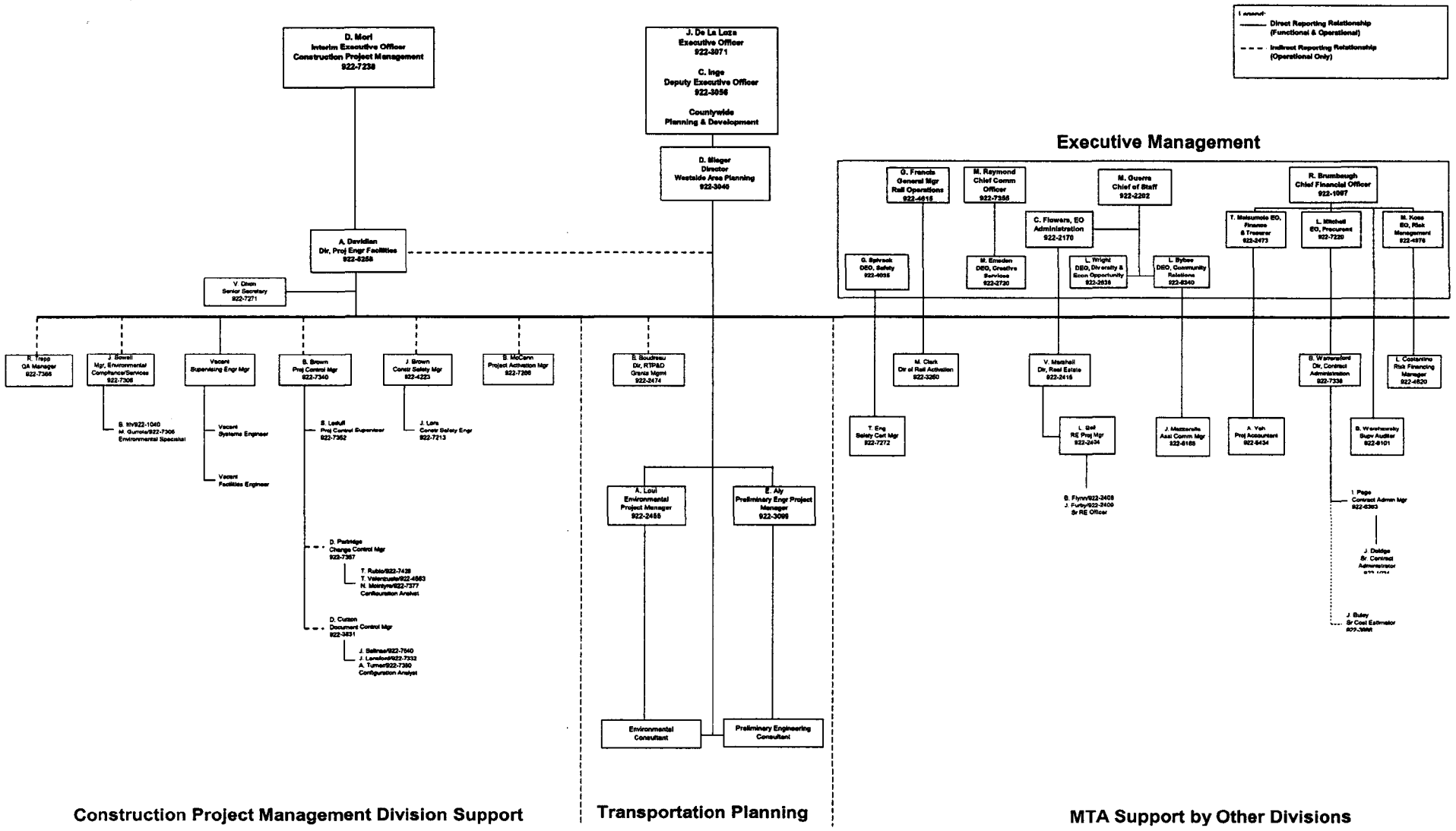


# SEGMENT 3 NORTH HOLLYWOOD EXTENSION



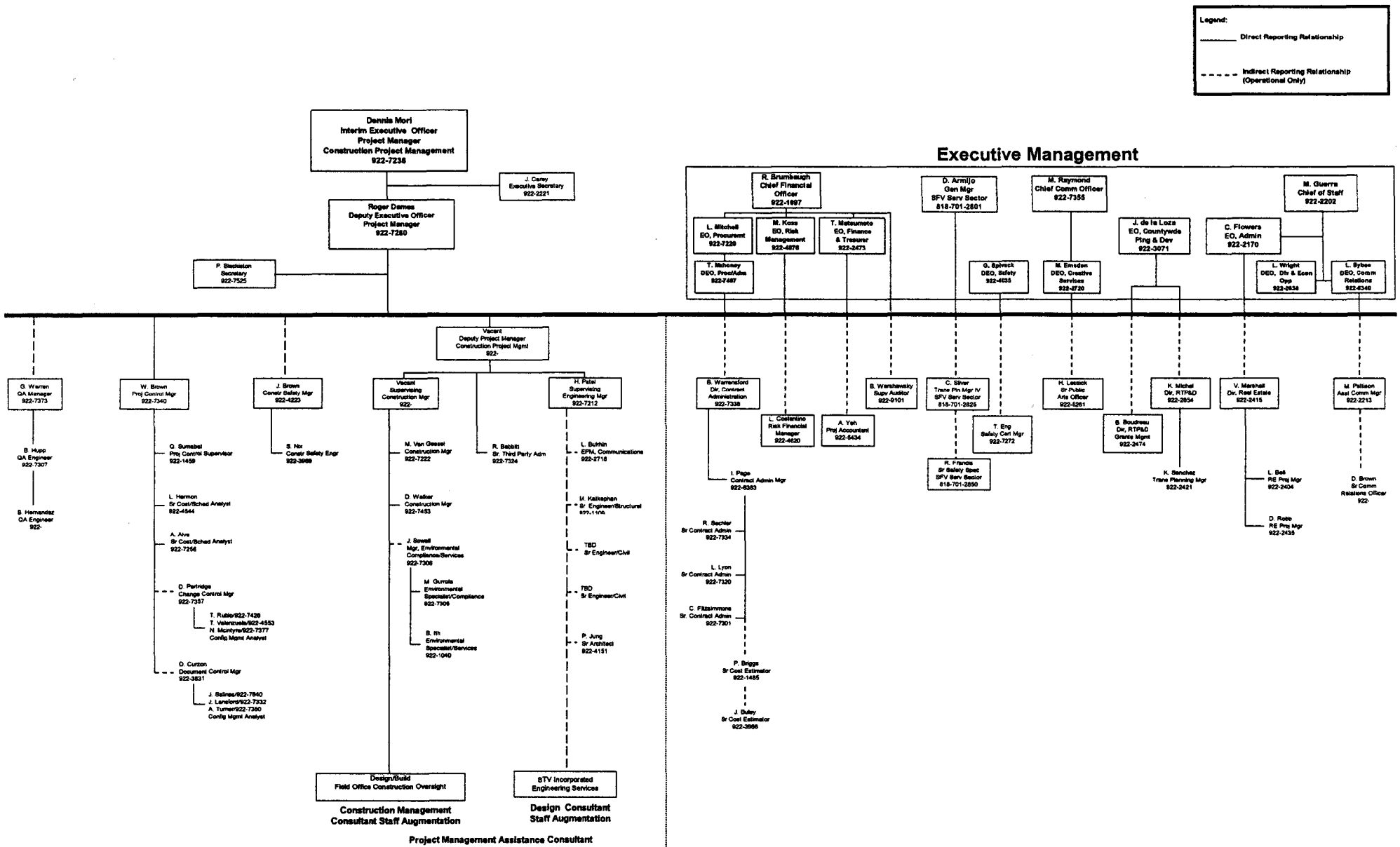

01/17/2003

# EXPOSITION LIGHT RAIL TRANSIT PROJECT
# ENVIRONMENTAL/PRELIMINARY ENGINEERING PHASE




01/17/2003

# EXHIBIT 2.3 - SAN FERNANDO VALLEY EAST-WEST BUS RAPID TRANSIT PROJECT MANAGEMENT ORGANIZATION STRUCTURE



# LOCAL, STATE AND FEDERAL LEGISLATIVE MATRIX

# IS NOT AVAILABLE

# FOR THE QUARTER ENDING DECEMBER 2002

# COUNTY OF LOS ANGELES
## OFFICE OF THE COUNTY COUNSEL
648 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012-2713

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LLOYD W. PELLMAN
County Counsel

Reply to:
TRANSPORTATION DIVISION
One Gateway Plaza
Los Angeles, California 90012-2952


January 23, 2003

Renee Marler, Esq.
Regional Counsel, Region IX
FEDERAL TRANSIT ADMINISTRATION
201 Mission Street, Suite 2210
San Francisco, California 94105

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

Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of December 31, 2002, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2520.

Very truly yours,

LLOYD W. PELLMAN
County Counsel

By Alan K. Terakawa
ALAN K. TERAKAWA
Principal Deputy County Counsel

AKT:ibm
Attachments

c: Steven Carnevale
Brian Boudreau
Jeff Christiansen
Frank Flores
Gladys Lowe
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 31, 2002

| CASE NAME | CASE NUMBER | GRANT NUMBER | NARRATIVE | CASE STATUS |
|---|---|---|---|---|
| Beauchamp, Larry, et al. v. LACMTA, et al. | CV 8 0402 CNB (BQRx) | ALL | Plaintiffs, disabled bus patrons, allege MTA and its contractor, Ryder/ATE, violated the ADA and section 504 of the Rehabilitation Act by failing to maintain bus wheelchair lifts and related equipment. Plaintiffs seek damages and an injunction requiring full and equal access. | All individual damage claims resolved. Case dismissed 05/30/01 |
| Engineering Management Consultant ("EMC") v. MTA | BC207617 | CA-03-0341, CA-90-X642 and CA-90-X575, CA-03-0392 | Breach of contract case. EMC, the designer for the subway system, is suing MTA alleging breach of contract, breach of implied covenant of good faith and fair dealing and requesting declaratory relief on certain contract issues. MTA cross-complained for, among other things, breach of contract by EMC. | Tentative settlement, negotiations ongoing. |
| Gerlinger (MTA) v. Parsons Dillingham<br><br>MTA v. Parson Dillingham | BC150298, etc.<br><br>BC179027 | MOS-1 and CA-03-0341, CA-90-X642<br><br>MOS-1 and CA-03-0341, CA-90-X642 | Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting.<br><br>In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services. | In Trial |
| Flores v. Access Service Inc., MTA, et al. | CV00-12188 | ALL | Western Law Center for Disability Rights filed suit against Access Services Inc., the paratransit provider in Los Angeles County, alleging failure to provide comparable paratransit service in violation of the ADA. Previously Plaintiffs filed similar claims with FTA's OCR and OCR found no violation of the ADA. | Discovery; class certification granted Settlement discussions underway. |

| | | | | |
|---|---|---|---|---|
| Gonzalez, et al. v. MTA, et al. | CV96-2785JMI | ALL | Plaintiffs. MTA employees allege that the MTA Drug Policy's designation of their positions, pursuant to FTA Regulations, as safety sensitive subject to random testing, violates the US and CA Constitutions. On a motion by the MTA, the District Court dismissed the case, holding random testing of safety sensitive employees was constitutional. The 9th Circuit reversed and remanded the case for further action concluding that more information was necessary before a determination could be made as to whether the FTA Regulations had properly classified the positions. Since Plaintiffs' allegations shifted from a challenge to the MTA's Policy to a challenge to the underlying FTA Regulations, the FTA and DOT were joined as parties. | Oral argument scheduled for 02/20/03. |
| Gonzalez, et al. v. MTA, et al. | CV97-5833JMI | ALL | In a second action, Plaintiff alleges she was discriminated and retaliated against and constructively discharged in violation of Title VII and the ADA because the MTA did not accommodate her religious beliefs and her disability, that she not be subjected to random drug testing. The MTA filed a motion to dismiss asserting, among other defenses, that the doctrine of res judicata barred the action. The District Court agreed and dismissed the action. Plaintiff appealed. Since this case had been dismissed pursuant the doctrine of res judicata, which no longer applies since the first case was remanded, parties agreed it also should be remanded and the District Court should consider the MTA's other grounds for dismissal. The Ninth Circuit agreed and remanded this case to District Court. | 06/10/02 stayed pending results of appeal Gonzalez I. |

| | | | | |
|---|---|---|---|---|
| Hanneken v. MTA;<br><br>Universal Hyundai v. MTA;<br><br>Nhut Dang v. MTA;<br><br>Hollywood Edgemont v. MTA;<br><br>Weber v. MTA | BC116625<br><br>BC142385<br><br>BC153683<br><br>BC148113<br><br>BC163711 | CA-03-0341, CA-90-X642;<br><br>CA-90-X575, CA-03-0392;<br><br>CA-03-0341, CA-90-X642;<br><br>CA-03-0341, CA-90-X642;<br><br>CA-90-X575, CA-03-0392 | These cases involve owners, merchants and tenants who claimed damages caused by MTA construction. All of the cases expect Weber have been settled by the MTA's insurance or have been litigated in favor of the MTA. Two cases are on appeal. Runyon Canyon property owners (Weber) claim a diminution in property values because of the presence of the Red Line Tunnels beneath their properties. There is an agreement to submit this case to a private trial. No trial date has been set. | Partially Settled. |
| Labor/Community Strategy Center v. MTA | CV94-5936TJH | ALL | On October 28, 1996, Federal Judge Terry Hatter approved a Consent Decree reached between the Authority and the class action plaintiffs. The Consent Decree provides for the Authority to: (i) reduce its load factor targets (i.e. the number of people who stand on the bus), (ii) expand bus service improvements by making available a net of 102 additional buses, (iii) implement a pilot project, followed by a Five Year Plan, to facilitate access to County-wide jobs, education and health centers, (iv) not increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which the Authority may raise fares subject to certain conditions of the Consent Decree and (v) introduce a weekly pass and an off-peak discount fare on selected lines. | Parties in dispute over MTA's load factor compliance under consent decree. 9th Circuit has affirmed district court order and Supreme Court denied petitioned for certiorari. Matter will be remanded to the special master for further determination. |
| LACMTA v. Neoplan | BC232584 | ALL | MTA filed suit in June 00 against Neoplan, Cummins Engine Co., Cummins Distributing, Inc., et al. alleging breach of contract, negligence, etc. arising out of deficiencies in over 600 buses supplied to MTA since 95. The deficiencies have occurred in the series 4500, 4700, 6300 & 6700 buses. Deficiencies principally involve the fuel supply and power train. Venue is Orange Co., Ca. | Discovery - partial settlement with Recaro Seat Co. Settlement discussions underway. Mediation set for 03/03 Cummins. |

| | | | | |
|---|---|---|---|---|
| MTA v. Argonaut; Argonaut v. MTA | BC171636 BC156601 | MOS-1, CA-03-0341, CA-90-X642, CA-90-X575, CA-03-0392 | MTA is in litigation with its carrier to determine the number of deductibles owed for Argonaut's insurance coverage on the Red Line Project. MTA alleges bad faith by Argonaut in administering MTA's insurance coverage on the Red Line. | First phase trial set for 06/30/03. |
| Obayashi v. MTA | EC024692 | CA-90-X575, CA-03-0392 | Obayashi, contractor for the Red Line tunnel between Universal City and North Hollywood stations, claims breach of contract for work performed on contract C331. MTA has cross complained alleging breach of contract and violation of False Claims Act. | CASE SETTLED 07/2002. |
| 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. | Judgment for MTA for $63 million. Case on Appeal. |

0311807220/2000

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

January 31, 2003

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
Region IX
201 Mission Street, Suite #2210
San Francisco, CA 94105

**RE: MTA WORKERS' COMPENSATION QUARTERLY REPORT**

Dear Mr. Rogers:

The MTA provides a regular quarterly status report to the FTA on the Agency's efforts to improve safety and effectively manage workers' compensation costs associated with employee related injury/illness claims. The attached report consisting of various attachments covers the second quarter of funding year 2003 which represents the months of October, November and December. In addition, a Metro Blue Line Train/Vehicle and Train/Pedestrian report covering the years of 1990 – 2002 is provided.

Consistent with our CEO's primary goal of "Safety First", please note that our areas of focus continue to be:

- Prevent employee and customer accidents and injuries
- Improve incident investigation procedures and the handling of claims
- Improve the Transitional Duty Return to Work Program
- Expand the Internal Special Investigation Unit role in prevention and prosecution of claims fraud.

Please contact me (213) 922-4976, if additional information is required.

Sincerely,

Michael A. Koss
Executive Officer
Risk Management and Corporate Safety Services

Attachments:

A. Accident Injury Scorecard Report
B. Summary of Metro Blue Line Train/Vehicle and Train/Pedestrian Accidents (July 1990 through December 2002)
C. Special Investigation Unit (SIU) update for the Second Quarter (FY03)
D. Employee Health and Safety Training Requirements – Annual Update

ATTACHMENT A

Safety's 1st

# Accident and Injury

# Scorecard Report

## December 2002

# Accident and Injury Scorecard Report

## Table of Contents

# Accident and Injury Scorecard Report

## Agency-wide Highlights

### December 2002

### Safety's First

- 46.10 percent of the over 9,000 non-management employees have been trained in the Safety's First skill-building training.
- A new report has been added that shows the percent of the bus traffic accidents that have been ruled by the Accident review board as unavoidable or avoidable. Accidents not yet reviewed are classified as pending.

### Accident and Injury Performance Measure Overview

- OSHA recordable injuries overall are down in December.
- Medical only claims and traffic accidents continue to focus management attention and training.

## Accident and Injury Performance Measure Overview

| Measurement | FY01 | FY02 | FY03 Target | FY03 YTD | Dec Month | Status |
|---|---|---|---|---|---|---|
| New lost work time claims reported (3 days lost or greater) | 1,774 | 2,083 | 887** | 781 | 124 | ● |
| New lost work time claims reported per 100 employees per month | 1.67 | 1.87 | 1.87 | 1.42 | 1.34 | ● |
| New lost work time claims for injuries that occurred in the period per 100 employees per month | N.A. | 1.83 | 1.83 | 1.19 | 0.8 | ● |
| Lost work time days paid per 100 employees per month* | 99.5 | 100.0 | 85.0 | 101.8 | 99.1 | ▬ |
| New workers' compensation **indemnity** claims per 200,000 exposure hours | 20.00 | 23.99 | 20.00 | 17.67 | 16.89 | ● |
| New workers' compensation **medical** claims per 200,000 exposure hours | 12.70 | 8.30 | 3.50 | 5.42 | 3.27 | ▬ |
| Occupational Safety & Health Administration (OSHA) Recordable Injuries per 200,000 exposure hours | N.A. | 19.17*** | 15.92 | 12.22 | 8.99 | ● |
| **Bus** | | | | | | |
| Vehicle Accidents Per 100,000 Miles | 3.99 | 3.91 | 2.70 | 3.86 | 3.59 | ▬ |
| Passenger Accidents Per 100,000 Boardings | 0.19 | 0.18 | 0.10 | 0.21 | 0.16 | ▬ |
| **Rail** | | | | | | |
| Vehicle Accidents Per 100,000 Miles | 0.69 | 0.42 | 0.40 | 0.26 | 0.26 | ● |
| Passenger Accidents Per 100,000 Boardings | 0.051 | 0.030 | 0.010 | **** | **** | |

* This measure includes settlements and other payments made during the period. It may include payment for claims not arising in the current period.

** Prorated for YTD

***January to July, 2002

****Rail ridership data is under review and has not been released.

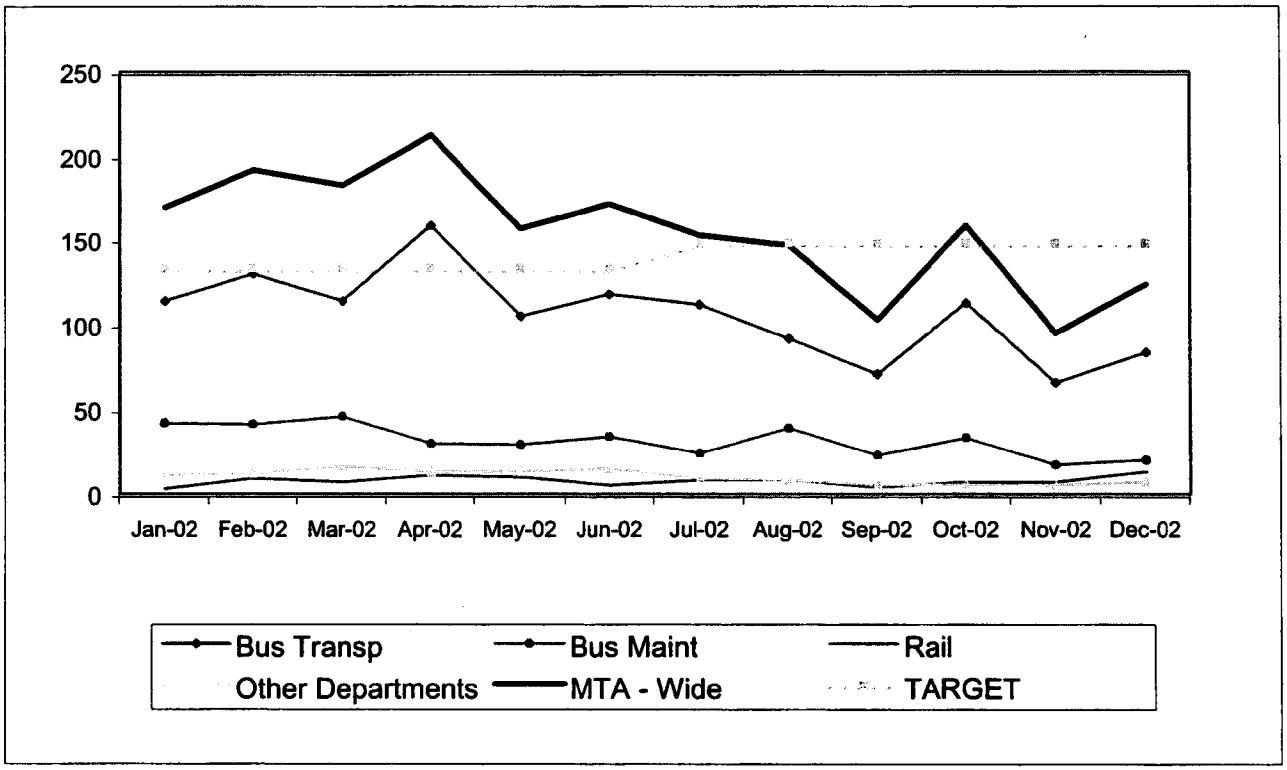
● Green - High probability of achieving the FY03 target (on track).

◇ Yellow - Uncertain if the FY03 target will be achieved -- slight problems, delays or management issues.

▬ Red - High probability that the FY03 target will not be achieved -- significant problems and/or delays.

# Accident and Injury Performance Measure Detail

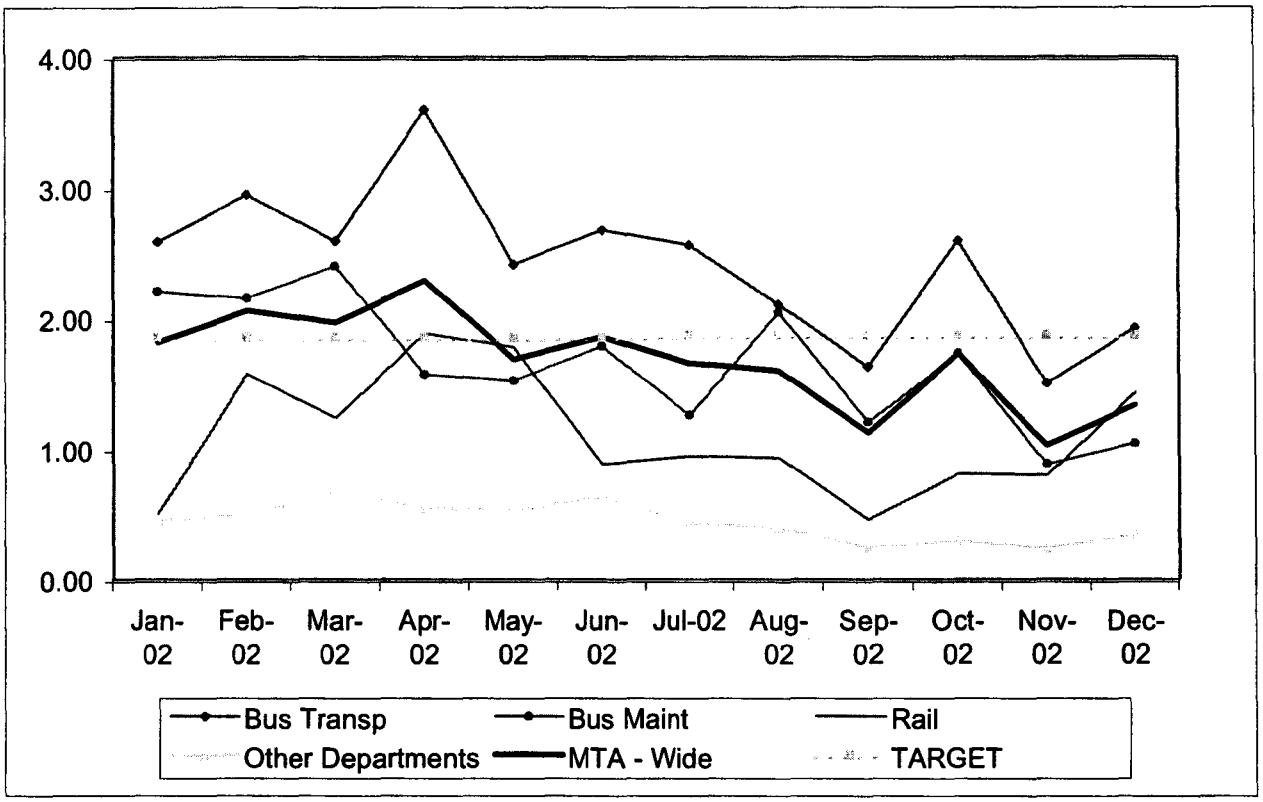
## New Lost Work Time Claims Reported




* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

| | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bus Trans | 114 | 130 | 114 | 159 | 105 | 118 | 112 | 92 | 71 | 113 | 66 | 84 |
| Bus Maint | 42 | 41 | 46 | 30 | 29 | 34 | 24 | 39 | 23 | 33 | 17 | 20 |
| Rail | 3 | 9 | 7 | 11 | 10 | 5 | 8 | 8 | 4 | 7 | 7 | 13 |
| Other Depart. | 11 | 12 | 16 | 13 | 13 | 15 | 9 | 8 | 5 | 6 | 5 | 7 |
| **MTA - Wide** | **170** | **192** | **183** | **213** | **157** | **172** | **153** | **147** | **103** | **159** | **95** | **124** |

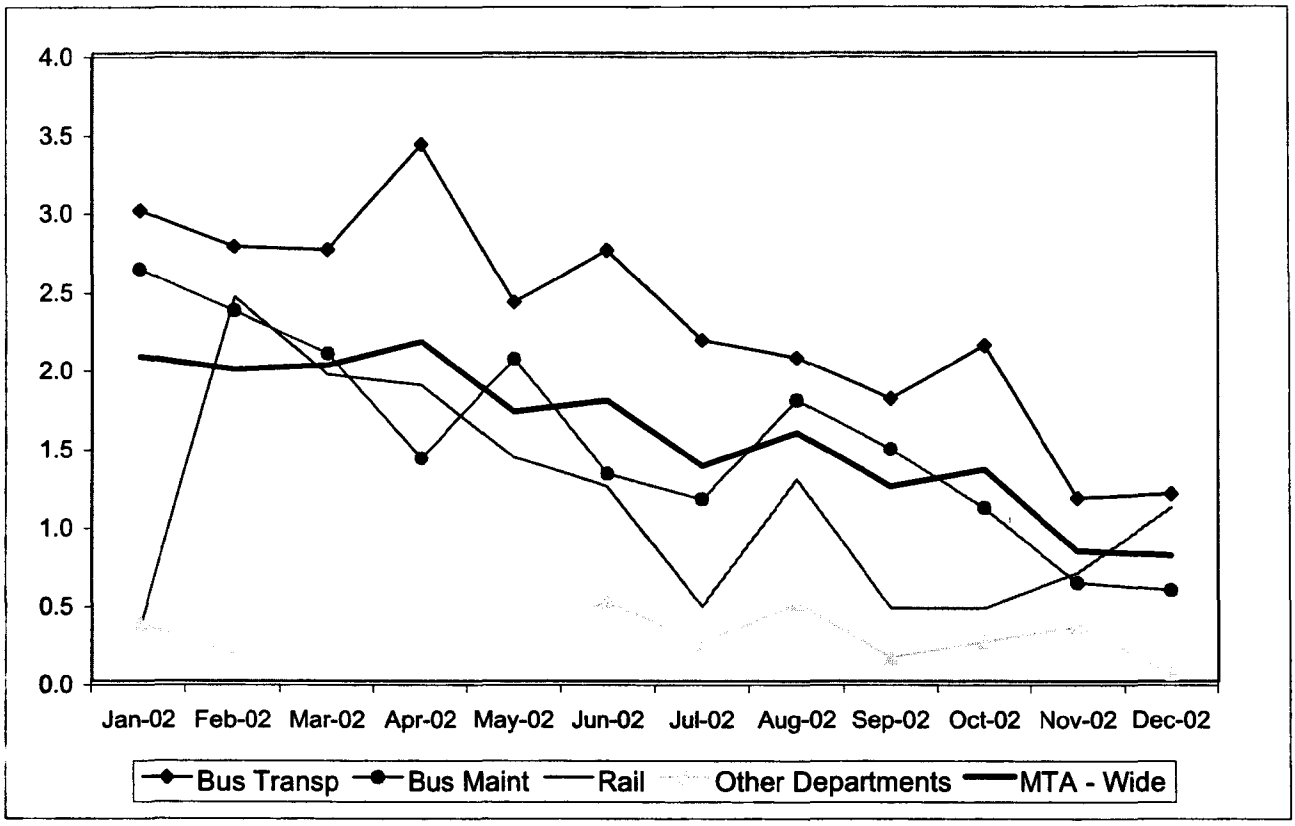
## New Lost Work Time Claims Reported per 100 Employees per Month




* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

| | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bus Trans | 2.59 | 2.95 | 2.59 | 3.60 | 2.41 | 2.68 | 2.56 | 2.10 | 1.63 | 2.60 | 1.51 | 1.92 |
| Bus Maint | 2.20 | 2.15 | 2.40 | 1.57 | 1.52 | 1.79 | 1.26 | 2.05 | 1.21 | 1.73 | 0.88 | 1.05 |
| Rail | 0.51 | 1.58 | 1.24 | 1.88 | 1.78 | 0.89 | 0.95 | 0.93 | 0.46 | 0.81 | 0.80 | 1.44 |
| Other Depart. | 0.45 | 0.49 | 0.66 | 0.55 | 0.53 | 0.63 | 0.43 | 0.39 | 0.25 | 0.30 | 0.25 | 0.34 |
| **MTA - Wide** | **1.82** | **2.06** | **1.97** | **2.29** | **1.69** | **1.86** | **1.66** | **1.60** | **1.13** | **1.74** | **1.03** | **1.34** |

## New Lost Work Time Claims for Injuries that Occurred in the Period per 100 Employees per Month

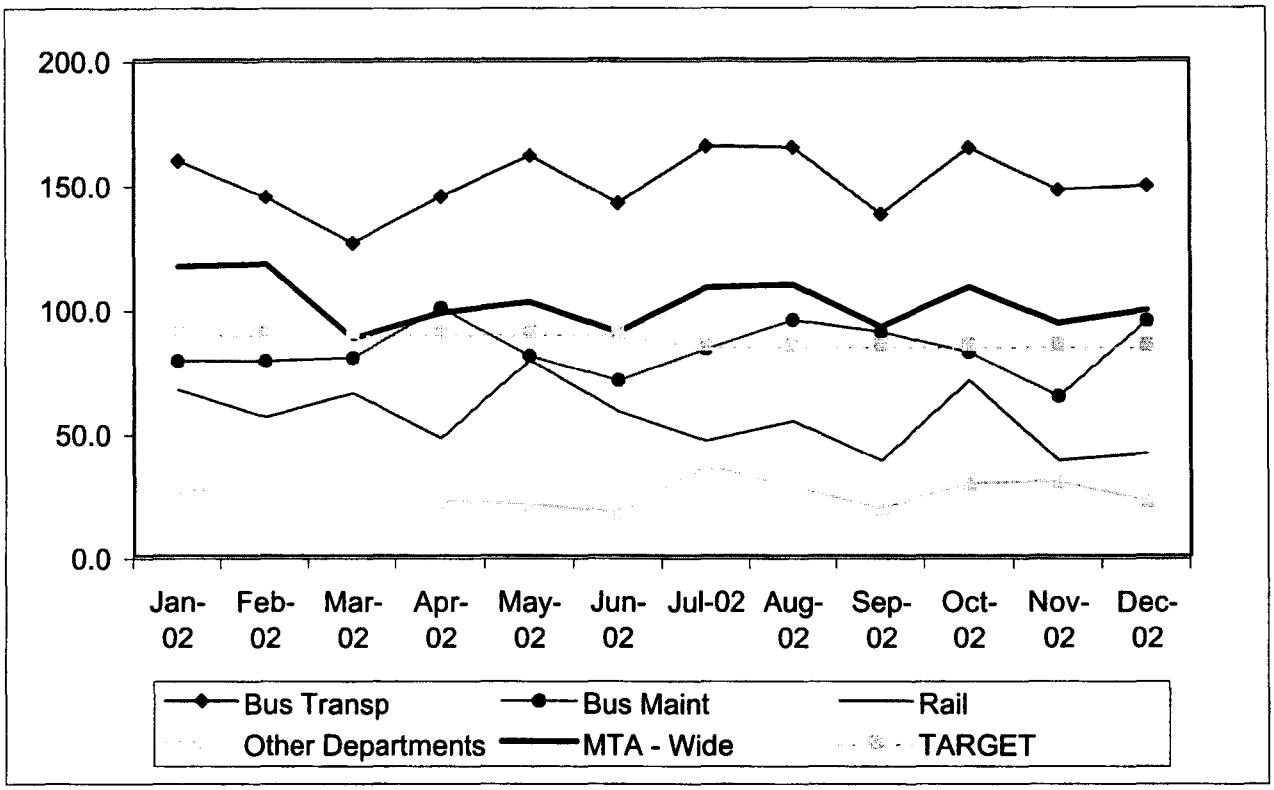



* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

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.

| | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bus Trans | 2.99 | 2.77 | 2.75 | 3.42 | 2.41 | 2.74 | 2.17 | 2.06 | 1.80 | 2.14 | 1.16 | 1.19 |
| Bus Maint | 2.62 | 2.36 | 2.08 | 1.42 | 2.05 | 1.32 | 1.16 | 1.78 | 1.48 | 1.10 | 0.62 | 0.58 |
| Rail | 0.34 | 2.45 | 1.95 | 1.88 | 1.42 | 1.24 | 0.47 | 1.28 | 0.46 | 0.46 | 0.69 | 1.10 |
| Other Depart. | 0.37 | 0.16 | 0.62 | 0.50 | 0.28 | 0.50 | 0.24 | 0.49 | 0.15 | 0.25 | 0.34 | 0.05 |
| **MTA - Wide** | **2.07** | **1.99** | **2.01** | **2.16** | **1.71** | **1.78** | **1.37** | **1.58** | **1.24** | **1.35** | **0.83** | **0.80** |

## Lost Work Time Days Paid per 100 Employees per Month*

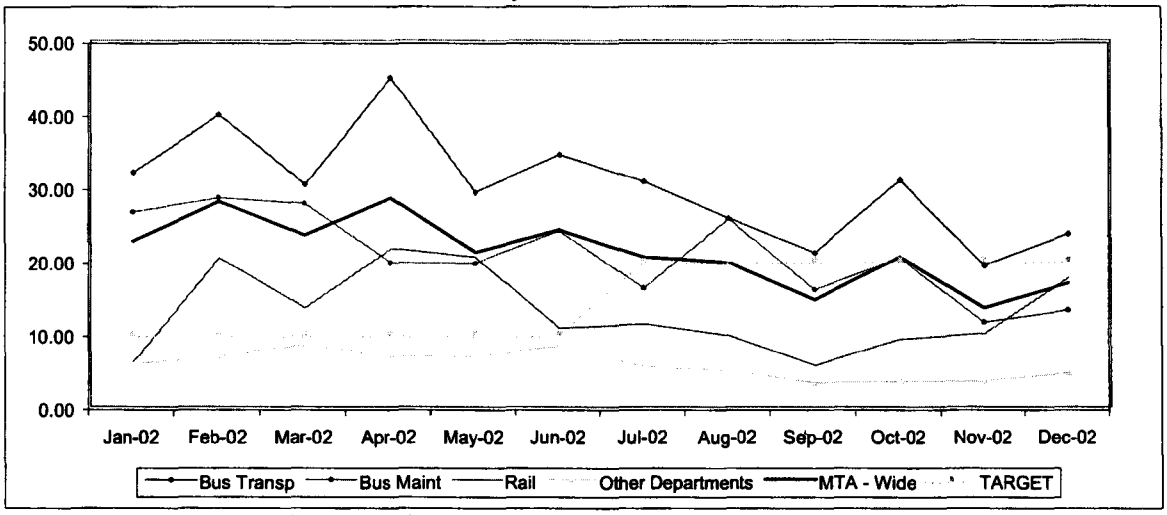



* This measure includes settlements and other payments made during the period.
It may include payment for claims not arising in the current period.
** Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

| | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bus Trans | 159.1 | 144.5 | 126.1 | 144.7 | 161.0 | 142.1 | 164.9 | 164.3 | 137.7 | 163.9 | 147.2 | 148.9 |
| Bus Maint | 78.5 | 78.5 | 79.7 | 99.9 | 80.6 | 70.6 | 83.6 | 94.9 | 90.3 | 82.0 | 64.2 | 94.7 |
| Rail | 67.0 | 56.1 | 65.6 | 47.6 | 78.8 | 58.2 | 46.6 | 54.4 | 38.4 | 70.7 | 38.5 | 41.5 |
| Other Depart. | 26.6 | 27.3 | 29.6 | 22.0 | 21.2 | 17.7 | 36.4 | 27.7 | 19.1 | 29.2 | 30.0 | 22.3 |
| **MTA - Wide** | **116.7** | **117.7** | **87.9** | **98.0** | **102.5** | **90.3** | **108.1** | **109.3** | **92.3** | **108.2** | **93.7** | **99.1** |

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

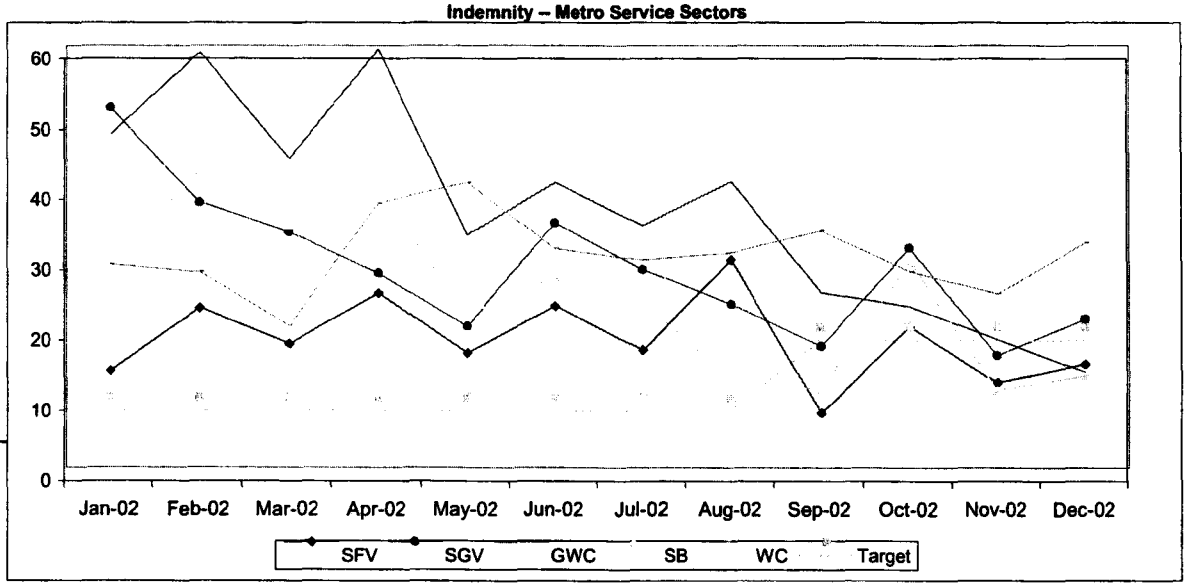
### Indemnity -- All Areas




* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center
**Exposure hour data is subject to change

| | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bus Trans. | 32.05 | 39.95 | 30.37 | 45.00 | 29.31 | 34.46 | 30.80 | 25.74 | 20.95 | 30.94 | 19.17 | 23.61 |
| Bus Maint | 26.62 | 28.56 | 27.78 | 19.66 | 19.54 | 24.01 | 16.17 | 25.70 | 15.90 | 20.26 | 11.46 | 13.17 |
| Rail | 6.03 | 20.34 | 13.53 | 21.58 | 20.41 | 10.71 | 11.35 | 9.70 | 5.59 | 9.22 | 9.95 | 17.57 |
| Other Depart. | 5.77 | 6.95 | 8.44 | 6.85 | 6.87 | 8.30 | 5.46 | 4.92 | 3.30 | 3.42 | 3.49 | 4.59 |
| **MTA - Wide** | **22.55** | **28.00** | **23.39** | **28.52** | **21.07** | **24.18** | **20.43** | **19.59** | **14.58** | **20.40** | **13.45** | **16.89** |

### Indemnity -- Metro Service Sectors

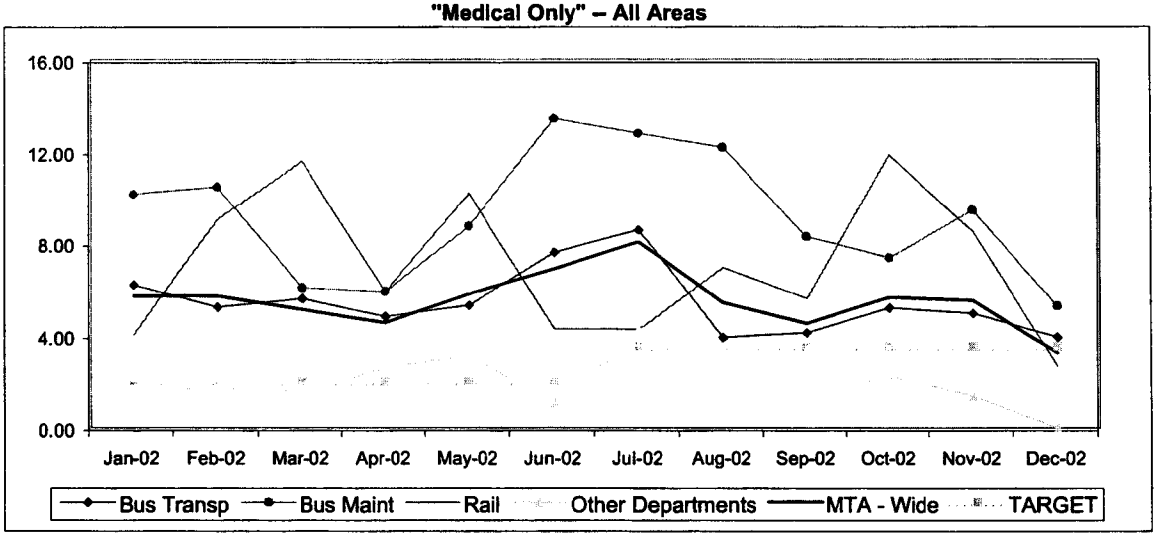



* Sector Maintenance data includes Facilities Maintenance, Regional Rebuild Center, Bus Operations Control and Operations Central Instruction

| Sector | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SFV | 13.81 | 22.73 | 17.61 | 24.76 | 16.32 | 22.99 | 16.80 | 29.51 | 7.73 | 20.04 | 12.16 | 14.79 |
| SGV | 51.21 | 37.77 | 33.46 | 27.64 | 20.11 | 34.73 | 28.23 | 23.21 | 17.28 | 31.15 | 15.96 | 21.24 |
| GWC | 47.43 | 59.06 | 43.95 | 59.51 | 33.11 | 40.54 | 34.43 | 40.68 | 24.88 | 22.86 | 18.26 | 13.64 |
| SB | 28.48 | 42.40 | 34.47 | 39.65 | 21.69 | 27.14 | 23.64 | 12.38 | 11.17 | 29.27 | 11.11 | 13.12 |
| WC | 28.85 | 27.79 | 20.13 | 37.55 | 40.55 | 31.10 | 29.44 | 30.50 | 33.60 | 27.83 | 24.74 | 31.91 |

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

### "Medical Only" – All Areas

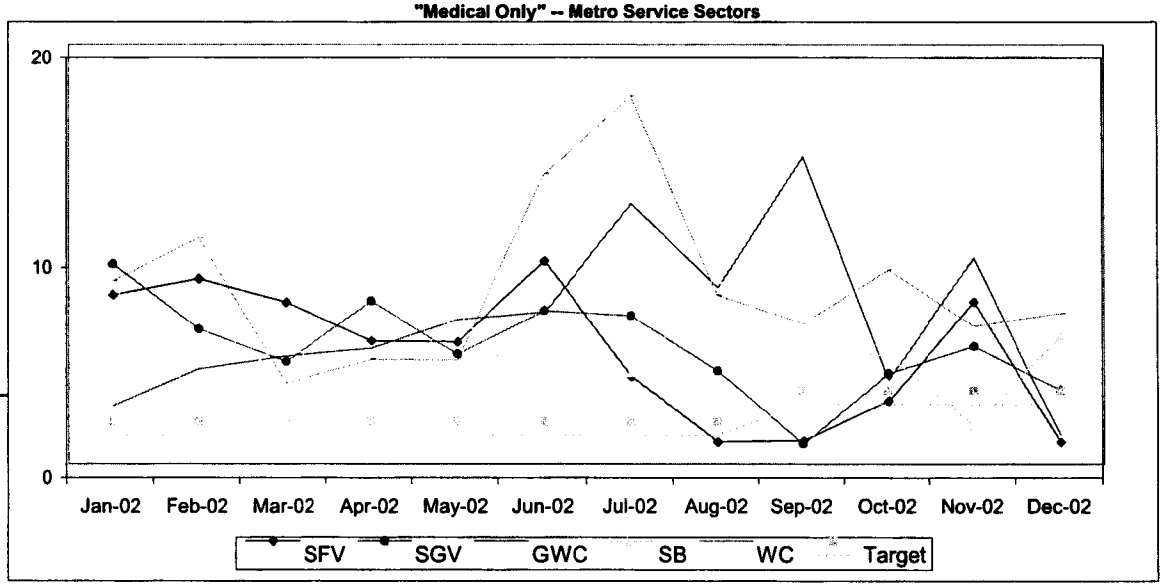



* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

**Exposure hour data is subject to change

| | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bus Trans. | 6.19 | 5.22 | 5.59 | 4.81 | 5.30 | 7.59 | 8.60 | 3.92 | 4.13 | 5.20 | 4.94 | 3.93 |
| Bus Maint | 10.14 | 10.45 | 6.04 | 5.90 | 8.76 | 13.42 | 12.80 | 12.17 | 8.30 | 7.37 | 9.44 | 5.27 |
| Rail | 4.02 | 9.04 | 11.59 | 5.89 | 10.20 | 4.28 | 4.26 | 6.93 | 5.59 | 11.85 | 8.53 | 2.70 |
| Other Depart. | 1.57 | 1.74 | 1.58 | 2.63 | 3.17 | 1.11 | 4.25 | 1.85 | 1.32 | 2.28 | 1.40 | 0.00 |
| **MTA - Wide** | **5.70** | **5.69** | **5.11** | **4.55** | **5.77** | **6.89** | **8.06** | **5.41** | **4.53** | **5.64** | **5.52** | **3.27** |

### "Medical Only" -- Metro Service Sectors

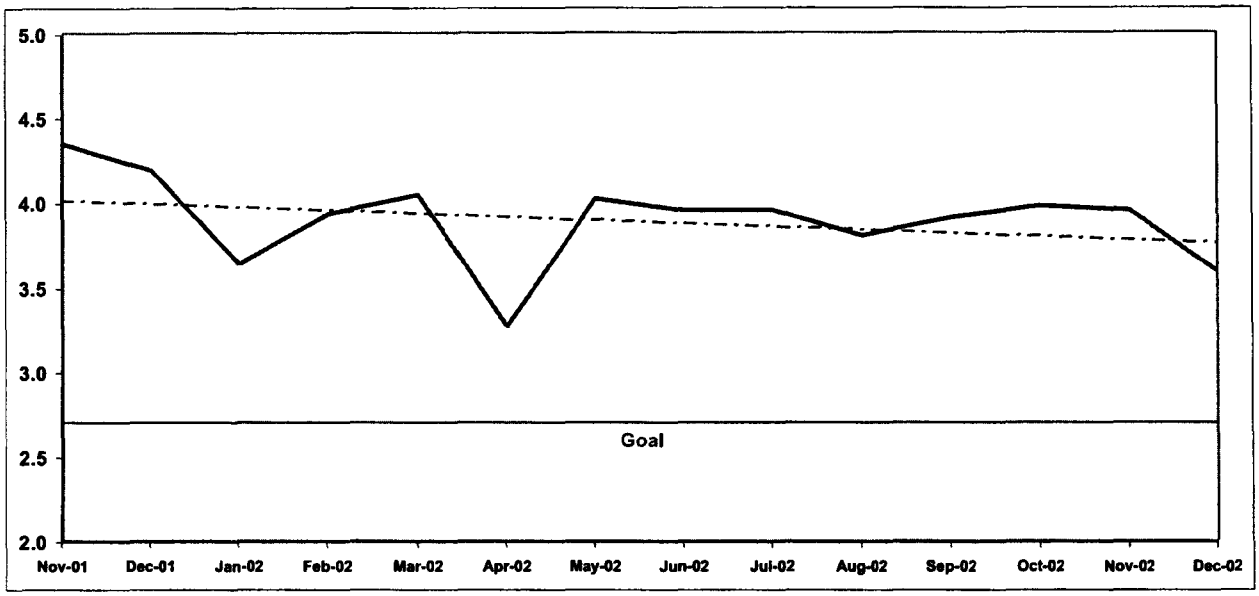



* Sector Maintenance data includes Facilities Maintenance, Regional Rebuild Center, Bus Operations Control and Operations Central Instruction

**Exposure hour data is subject to change

| Sector | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SFV | 8.06 | 8.84 | 7.70 | 5.90 | 5.83 | 9.68 | 4.20 | 1.05 | 1.10 | 3.01 | 7.74 | 1.06 |
| SGV | 9.53 | 6.45 | 4.90 | 7.77 | 5.25 | 7.31 | 7.06 | 4.46 | 0.96 | 4.33 | 5.63 | 3.54 |
| GWC | 2.79 | 4.54 | 5.17 | 5.54 | 6.90 | 7.24 | 12.40 | 8.42 | 14.63 | 4.03 | 9.83 | 1.36 |
| SB | 8.55 | 2.89 | 5.88 | 2.70 | 7.23 | 2.81 | 4.38 | 8.84 | 5.59 | 5.17 | 1.85 | 6.12 |
| WC | 8.74 | 10.76 | 3.87 | 5.01 | 4.96 | 13.82 | 17.50 | 8.03 | 6.72 | 9.28 | 6.60 | 7.18 |

## Bus Accidents per 100,000 Hub Miles*

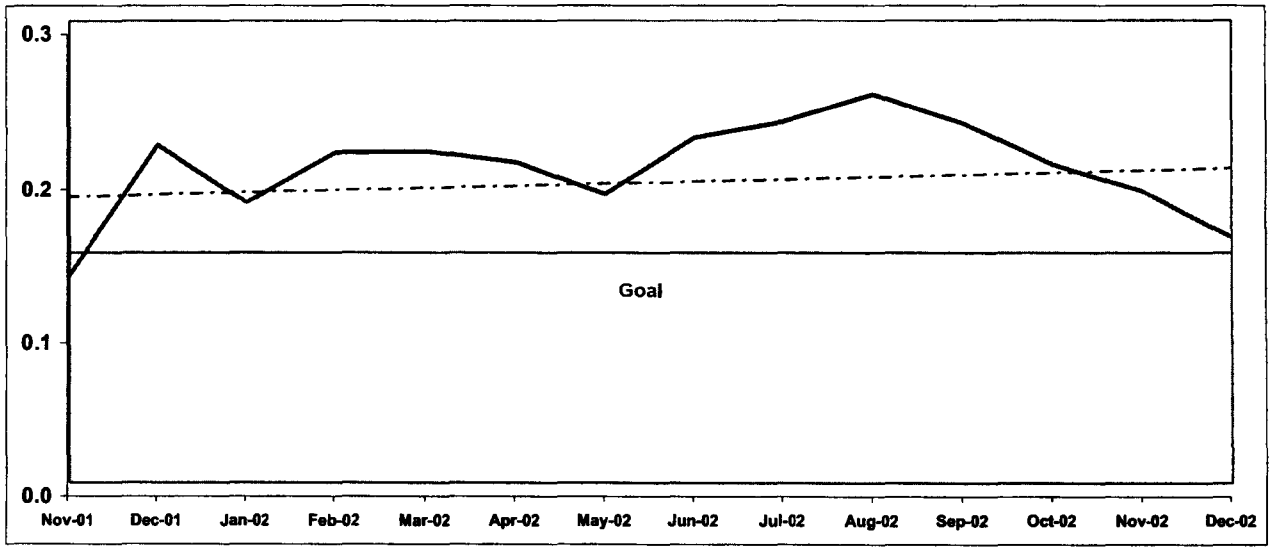



* Data represents number of bus traffic accidents (system safety performance) and not bus traffic accident claims filed.

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.

| Bus | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Accidents | 4.34 | 4.19 | 3.64 | 3.93 | 4.04 | 3.27 | 4.02 | 3.95 | 3.95 | 3.80 | 3.90 | 3.97 | 3.95 | 3.59 |

## Bus Passenger Accidents per 100,000 Boardings*

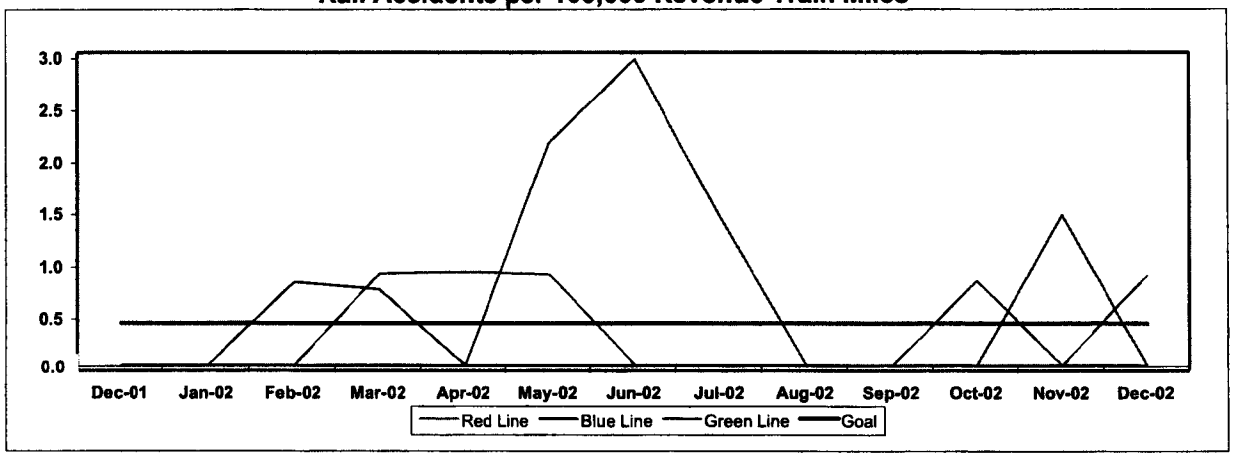



* Data represents number of bus passenger accidents (system safety performance) and not bus passenger accident claims filed.

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.

| Bus Passenger | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Accidents | 0.14 | 0.22 | 0.18 | 0.21 | 0.22 | 0.21 | 0.19 | 0.22 | 0.23 | 0.25 | 0.23 | 0.21 | 0.19 | 0.16 |

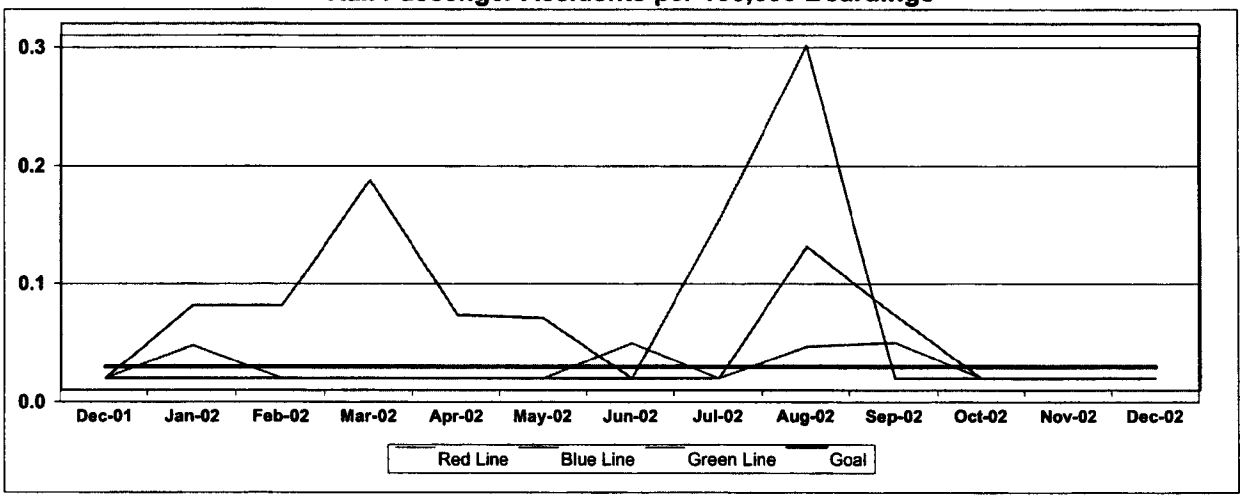
## Rail Accidents per 100,000 Revenue Train Miles*




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.

| Rail | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Red Line | 0 | 0 | 0 | 0.87 | 0.89 | 0.87 | 0 | 0 | 0 | 0 | 0 | 0 | 0.85 |
| Blue Line | 0 | 0 | 0.79 | 0.72 | 0 | 2.13 | 2.93 | 1.41 | 0 | 0 | 0 | 1.43 | 0 |
| Green Line | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.80 | 0 | 0 |

## Rail Passenger Accidents per 100,000 Boardings

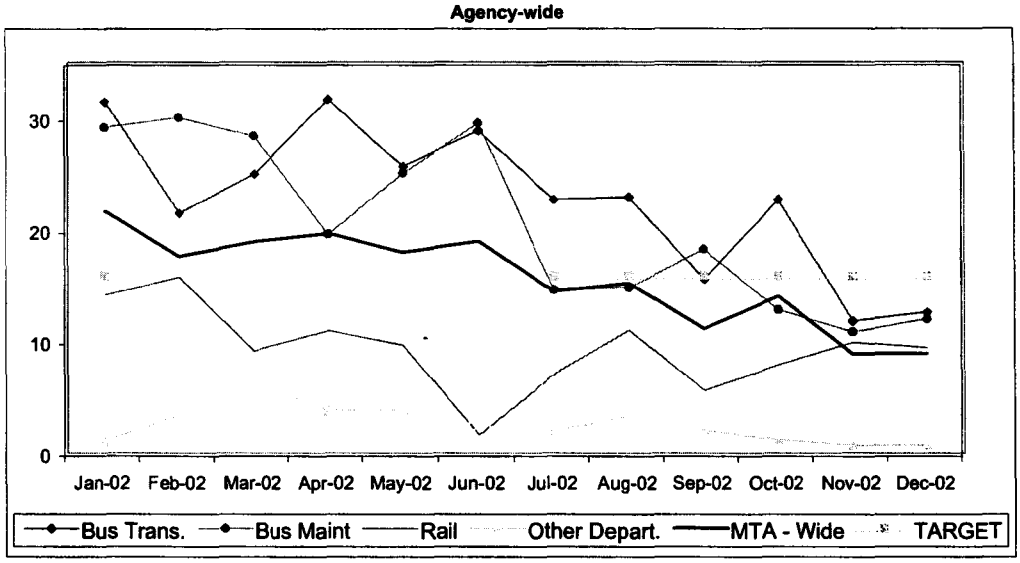



Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

| Passenger | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Red Line | 0 | 0.028 | 0 | 0 | 0 | 0 | 0 | 0 | 0.027 | 0.031 | 0 | 0 | 0 |
| Blue Line | 0 | 0 | 0.062 | 0.168 | 0.053 | 0.051 | 0 | 0 | 0.112 | 0.053 | 0 | 0 | 0 |
| Green Line | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.133 | 0.282 | 0 | 0 | 0 | 0 |

## Occupational Safety and Health Administration (OSHA) Recordable Injuries/Illnesses* per 200,000 Exposure Hours**

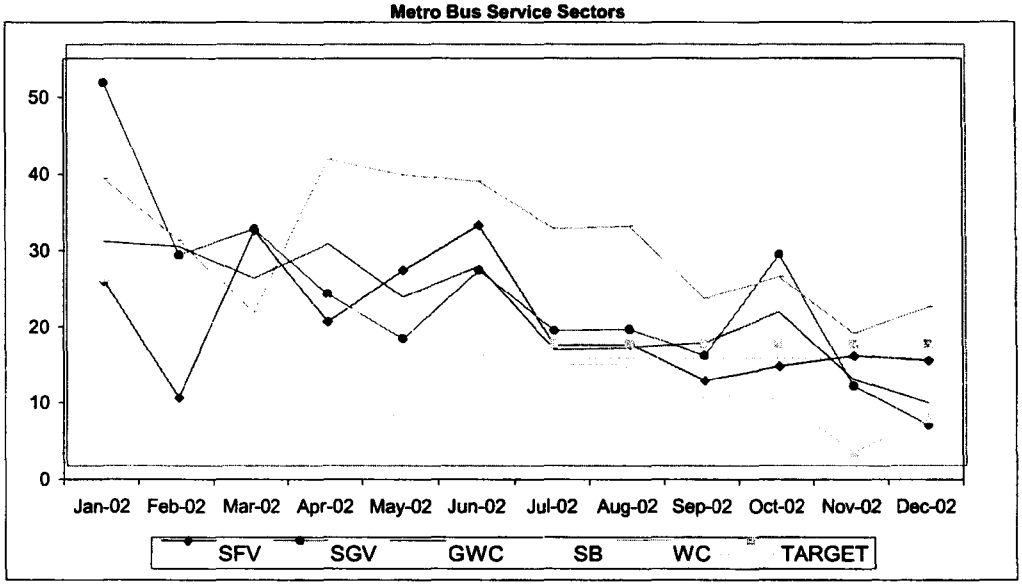
**Agency-wide**




* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

| | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bus Trans. | 31.49 | 21.51 | 25.04 | 31.70 | 25.68 | 28.91 | 22.75 | 22.94 | 15.64 | 22.72 | 11.91 | 12.65 |
| Bus Maint | 29.17 | 30.04 | 28.41 | 19.65 | 25.07 | 29.54 | 14.66 | 14.89 | 18.30 | 12.85 | 10.90 | 12.05 |
| Rail | 14.15 | 15.80 | 9.17 | 10.99 | 9.69 | 1.65 | 7.09 | 11.09 | 5.59 | 7.90 | 9.95 | 9.46 |
| Other Depart. | 1.11 | 3.43 | 6.28 | 3.84 | 3.86 | 2.50 | 1.97 | 3.29 | 2.06 | 1.19 | 0.72 | 0.72 |
| **MTA - Wide** | **21.69** | **17.63** | **18.92** | **19.69** | **17.99** | **18.98** | **14.51** | **15.27** | **11.18** | **14.11** | **8.92** | **8.99** |

**Metro Bus Service Sectors**

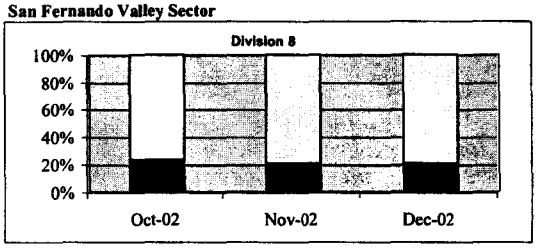


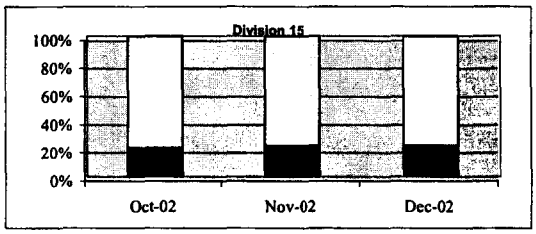

* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

| Sector | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SFV | 24.17 | 8.84 | 30.82 | 18.87 | 25.64 | 31.46 | 15.75 | 15.81 | 11.04 | 13.03 | 14.37 | 13.73 |
| SGV | 50.02 | 27.64 | 31.02 | 22.46 | 16.61 | 25.59 | 17.64 | 17.85 | 14.40 | 27.69 | 10.33 | 5.31 |
| GWC | 29.30 | 28.77 | 24.56 | 29.06 | 22.07 | 26.06 | 15.15 | 15.43 | 16.10 | 20.17 | 11.24 | 8.18 |
| SB | 24.69 | 18.31 | 19.33 | 21.63 | 18.08 | 14.97 | 13.13 | 13.26 | 9.31 | 8.61 | 1.85 | 6.12 |
| WC | 37.59 | 29.58 | 20.13 | 40.05 | 38.06 | 37.14 | 31.03 | 31.30 | 21.84 | 24.74 | 17.32 | 20.74 |

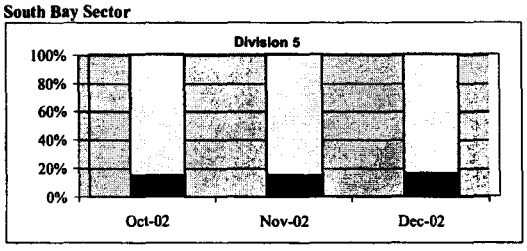
## Bus Traffic Accidents: Unavoidable - Avoidable - Pending
## 13 Month - Rolling Three Month View

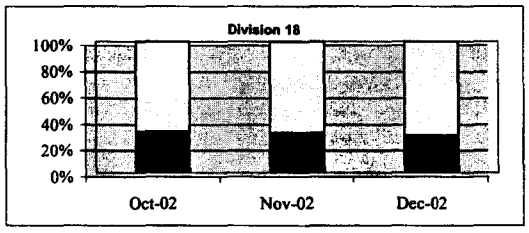
**San Fernando Valley Sector**



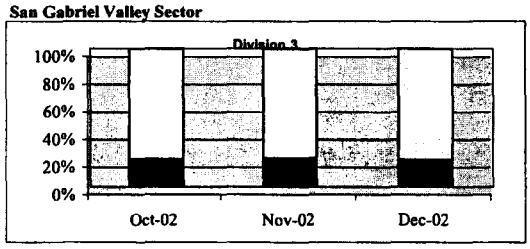



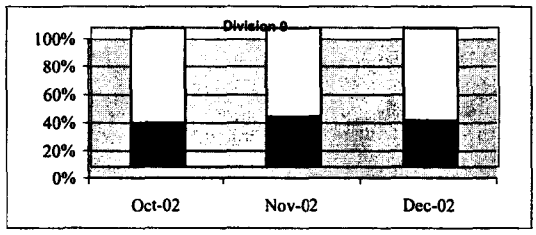

**South Bay Sector**



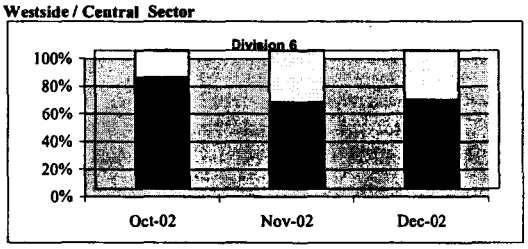



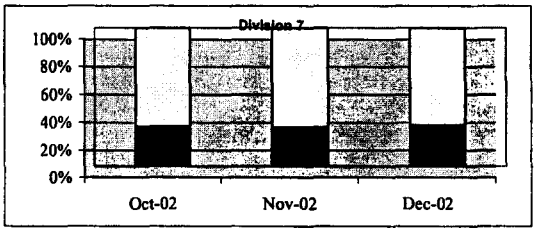

**San Gabriel Valley Sector**



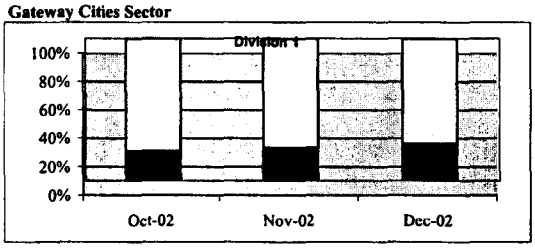



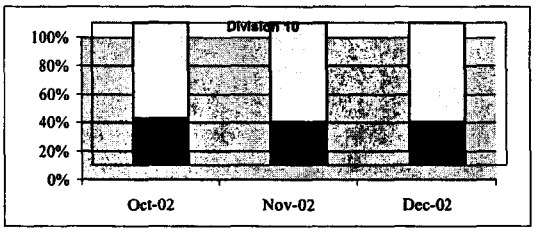

**Westside / Central Sector**

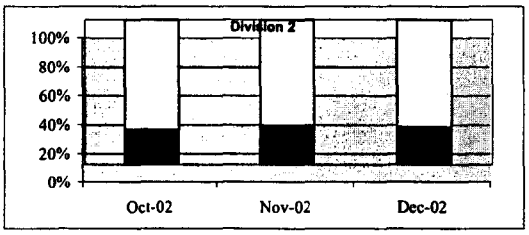


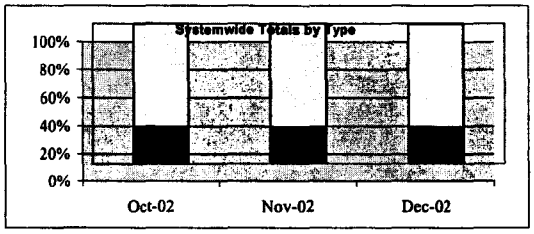



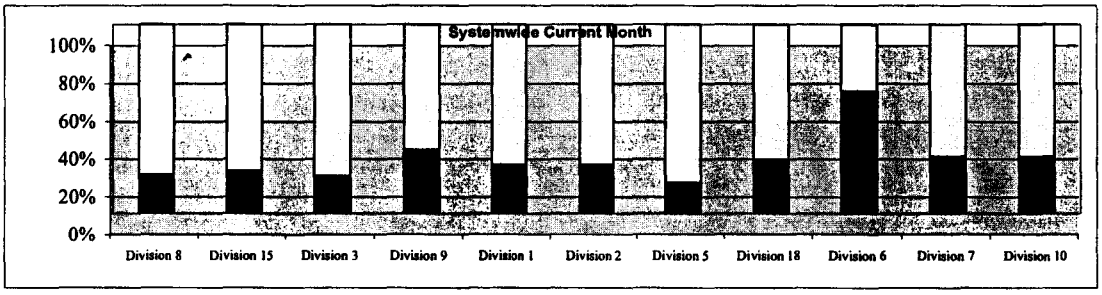

**Gateway Cities Sector**



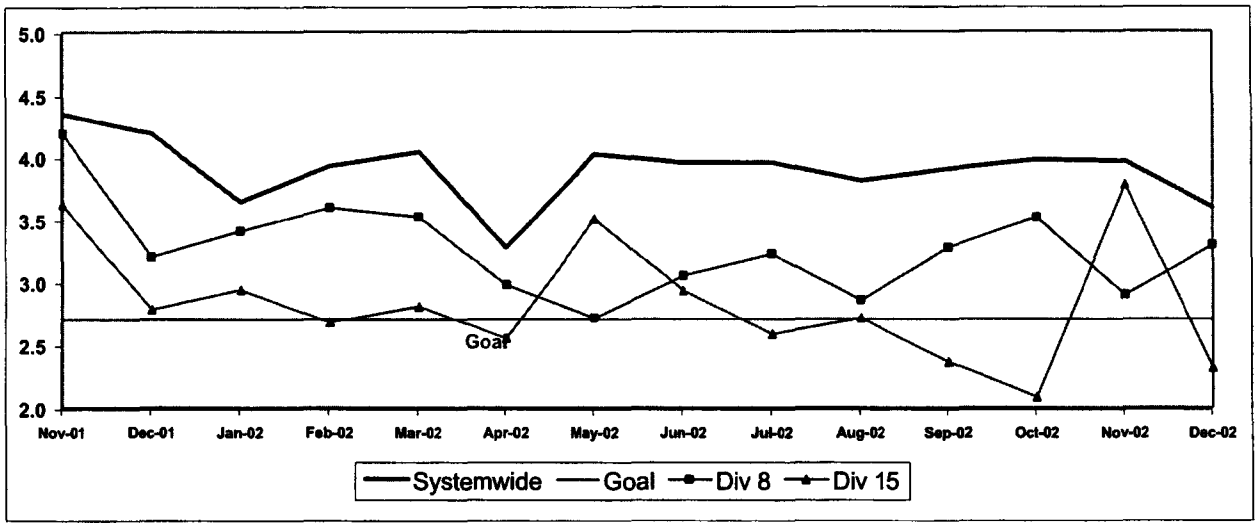




**Legend:** Unavoidable | Pending | Avoidable

## San Fernando Valley (SFV) Sector Bus Accidents per 100,000 Hub Miles*

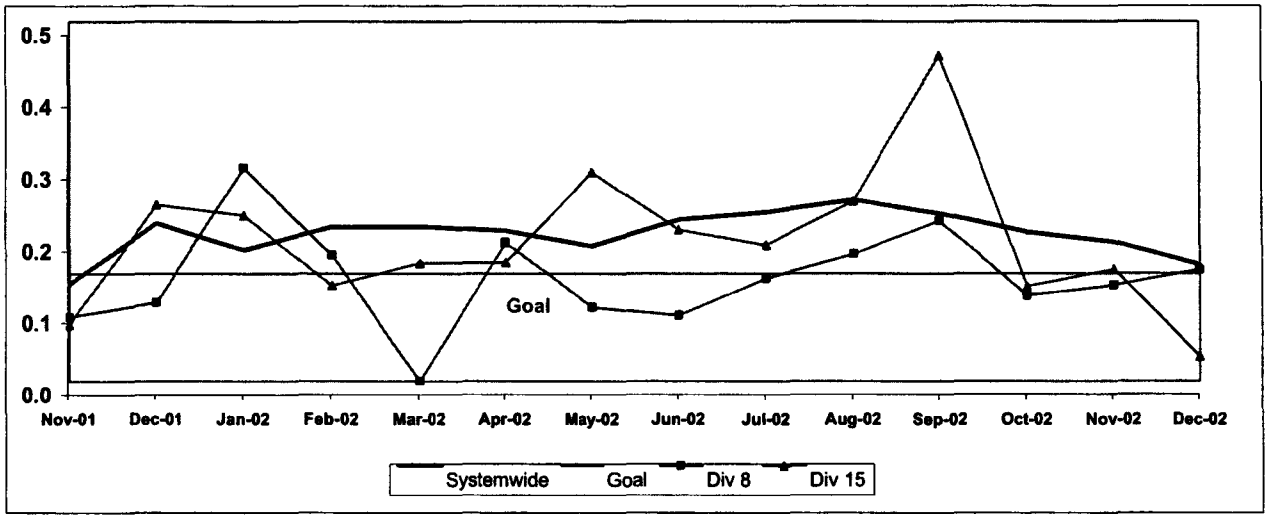



* Data represents number of bus traffic accidents (system safety performance) and not bus traffic accident claims filed.

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.

| Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 4.34 | 4.19 | 3.64 | 3.93 | 4.04 | 3.27 | 4.02 | 3.95 | 3.95 | 3.80 | 3.90 | 3.97 | 3.96 | 3.59 |
| Div 8 | 4.18 | 3.20 | 3.41 | 3.59 | 3.52 | 2.97 | 2.71 | 3.05 | 3.22 | 2.85 | 3.27 | 3.51 | 2.90 | 3.29 |
| Div 15 | 3.61 | 2.78 | 2.94 | 2.68 | 2.80 | 2.55 | 3.50 | 2.93 | 2.58 | 2.71 | 2.36 | 2.08 | 3.78 | 2.31 |

## SFV Bus Passenger Accidents per 100,000 Boardings*




* Data represents number of bus passenger accidents (system safety performance) and not bus passenger accident claims filed.

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.

| Passenger Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 0.14 | 0.22 | 0.18 | 0.21 | 0.22 | 0.21 | 0.19 | 0.22 | 0.23 | 0.25 | 0.23 | 0.21 | 0.19 | 0.16 |
| Div 8 | 0.09 | 0.11 | 0.30 | 0.18 | 0.00 | 0.19 | 0.10 | 0.09 | 0.14 | 0.18 | 0.22 | 0.12 | 0.13 | 0.16 |
| Div 15 | 0.08 | 0.24 | 0.23 | 0.13 | 0.16 | 0.17 | 0.29 | 0.21 | 0.19 | 0.25 | 0.45 | 0.13 | 0.16 | 0.03 |

# San Frenando Valley Service Sector

## Accidents By Line for December 2002

Total Scheduled Vehicle Miles from Operations Data Analysis' 424 Report Effective December 15, 2002.

### DIVISION 8

| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 426 | San Fernando Valley Wilshire Blvd Exp (BDOF) | 20,668 | 3 | 14.52 | 8.02 | 6.50 | 2.70 | (11.82) | 8.60 |
| 169 | Saticoy St Sunland Blvd | 9,889 | 1 | 10.11 | - | 10.11 | 2.70 | (7.41) | 1.63 |
| 154 | Tampa Ave Ventura Blvd Burbank Blvd Oxnard St | 11,118 | 1 | 8.99 | 8.65 | 0.35 | 2.70 | (6.29) | 4.30 |
| 161 | Westlake Canoga Park | 33,932 | 2 | 5.89 | - | 5.89 | 2.70 | (3.19) | 1.94 |
| 245 | Topanga Canyon Blvd Mulholland Dr Valley Circle Blvd | 21,442 | 1 | 4.66 | - | 4.66 | 2.70 | (1.96) | 0.77 |
| 750 | Rapid Bus Ventura Blvd | 107,430 | 5 | 4.65 | 2.90 | 1.75 | 2.70 | (1.95) | 3.57 |
| 243 | De Soto Ave Ventura Blvd Winnetka Ave | 24,492 | 1 | 4.08 | 4.34 | (0.26) | 2.70 | (1.38) | 1.98 |
| 418 | L.A. Roscoe Blvd Exp (BDOF) | 26,179 | 1 | 3.82 | - | 3.82 | 2.70 | (1.12) | 3.70 |
| 166 | Nordoff St Lankershim Blvd | 35,707 | 1 | 2.80 | - | 2.80 | 2.70 | (0.10) | 0.93 |
| 163 | Sherman Way Hollywood Way | 43,886 | 1 | 2.28 | 4.70 | (2.42) | 2.70 | 0.42 | 7.53 |
| 152 | Fallbrook Ave Roscoe Blvd Vinland Ave Burbank | 55,351 | 1 | 1.81 | 1.90 | (0.10) | 2.70 | 0.89 | 3.29 |
| 164, 165 | Vanowen St | 77,635 | 1 | 1.29 | 6.35 | (5.06) | 2.70 | 1.41 | 3.83 |
| 150 | Ventura Blvd Warner Center Canoga Park | 125,623 | - | - | 0.82 | (0.82) | 2.70 | 2.70 | 1.86 |
| 158 | Devonshire St Woodman Ave | 17,411 | - | - | - | - | 2.70 | 2.70 | - |
| 168 | Lassen St Paxton Ave | 10,724 | - | - | 9.03 | (9.03) | 2.70 | 2.70 | 2.97 |
| 236 | Balboa Blvd Rinaldi St Woodley Ave Van Nuys | 23,551 | - | - | - | - | 2.70 | 2.70 | 1.39 |
| **TOTALS:** | | 645,038 | 19 | 2.95 | 3.51 | 0.56 | 2.70 | (0.25) | 3.10 |

### DIVISION 15

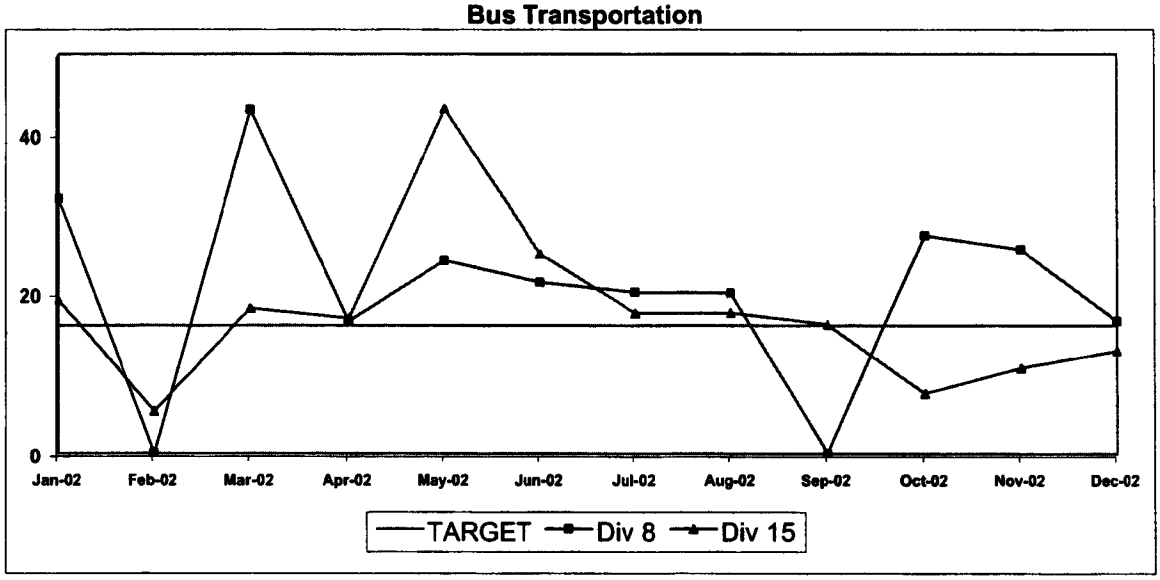
| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 156 | L.A. City College Van Nuys Panorama City | 101,560 | 7 | 6.89 | 3.00 | 3.89 | 2.70 | (4.19) | 3.44 |
| 152 | Fallbrook Ave Roscoe Blvd Vinland Ave Burbank | 42,372 | 2 | 4.72 | - | 4.72 | 2.70 | (2.02) | 4.71 |
| 166 | Nordoff St Lankershim Blvd | 61,237 | 2 | 3.27 | 1.75 | 1.52 | 2.70 | (0.57) | 1.61 |
| 90 | L.A. Sunland Sylmar Via Pennsylvania Ave | 72,169 | 2 | 2.77 | 1.42 | 1.35 | 2.70 | (0.07) | 1.14 |
| 561 | LAX Westwood Van Nuys Blvd San Fernando Exp | 148,152 | 3 | 2.02 | 7.27 | (5.24) | 2.70 | 0.68 | 3.13 |
| 234 | Sepulveda Blvd Brand Blvd Sayre St | 99,976 | 2 | 2.00 | 1.03 | 0.97 | 2.70 | 0.70 | 2.32 |
| 164, 165 | Vanowen St | 84,007 | 1 | 1.19 | 5.15 | (3.96) | 2.70 | 1.51 | 2.74 |
| 94, 394 | L.A. San Fernando | 170,826 | 2 | 1.17 | 4.22 | (3.05) | 2.70 | 1.53 | 1.55 |
| 154 | Tampa Ave Ventura Blvd Burbank Blvd Oxnard St | 18,077 | - | - | 5.50 | (5.50) | 2.70 | 2.70 | 1.77 |
| 158 | Devonshire St Woodman Ave | 7,628 | - | - | - | - | 2.70 | 2.70 | 4.34 |
| 163 | Sherman Way Hollywood Way | 44,048 | - | - | - | - | 2.70 | 2.70 | 1.13 |
| 169 | Saticoy St Sunland Blvd | 9,733 | - | - | 10.83 | (10.83) | 2.70 | 2.70 | 1.66 |
| 230, 239 | Laurel Canyon Blvd | 49,630 | - | - | 2.06 | (2.06) | 2.70 | 2.70 | 2.01 |
| 92, 93 | L.A. Glendale Burbank San Fernando Via Glendale Blvd | 94,461 | - | - | 2.18 | (2.18) | 2.70 | 2.70 | 1.93 |
| **TOTALS:** | | 1,003,876 | 21 | 2.09 | 1.94 | (0.15) | 2.70 | 0.61 | 2.32 |

### Sector Totals

| | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|
| **Division 8** | 645,038 | 19 | 2.95 | 3.51 | 0.56 | 2.70 | (0.25) | 3.10 |
| **Division 15** | 1,003,876 | 21 | 2.09 | 1.94 | (0.15) | 2.70 | 0.61 | 2.32 |
| **Service Sector Total** | 1,648,914 | 40 | 2.43 | 3.07 | (0.64) | 2.70 | 0.27 | 2.63 |

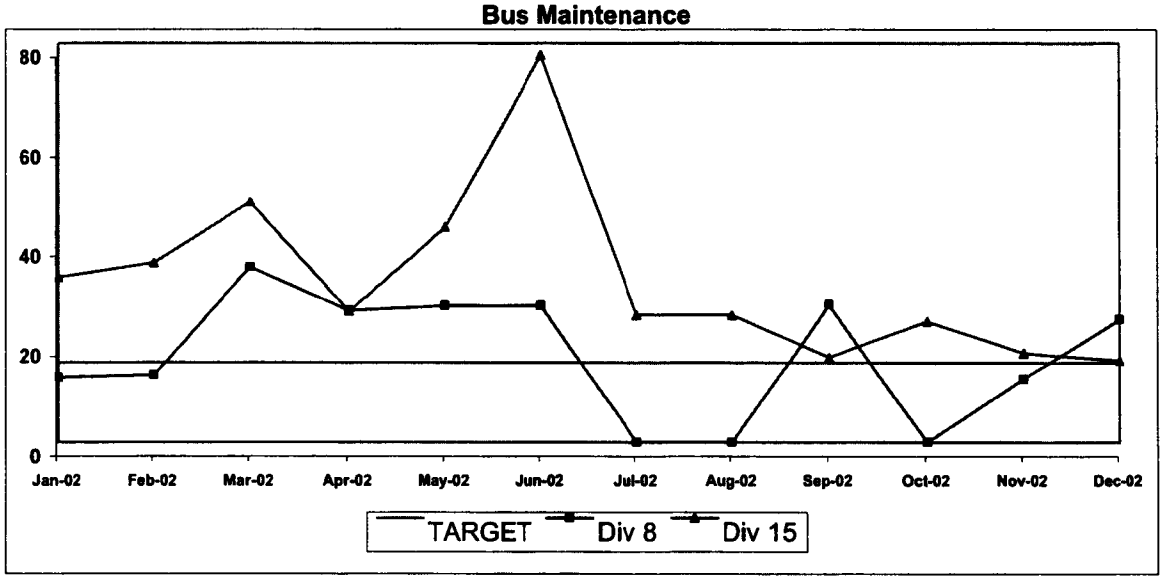
# San Fernando Valley (SFV) Sector Occupational Safety and Health Administration (OSHA) Recordable Injuries/Illnesses* per 200,000 Exposure Hours

## Bus Transportation



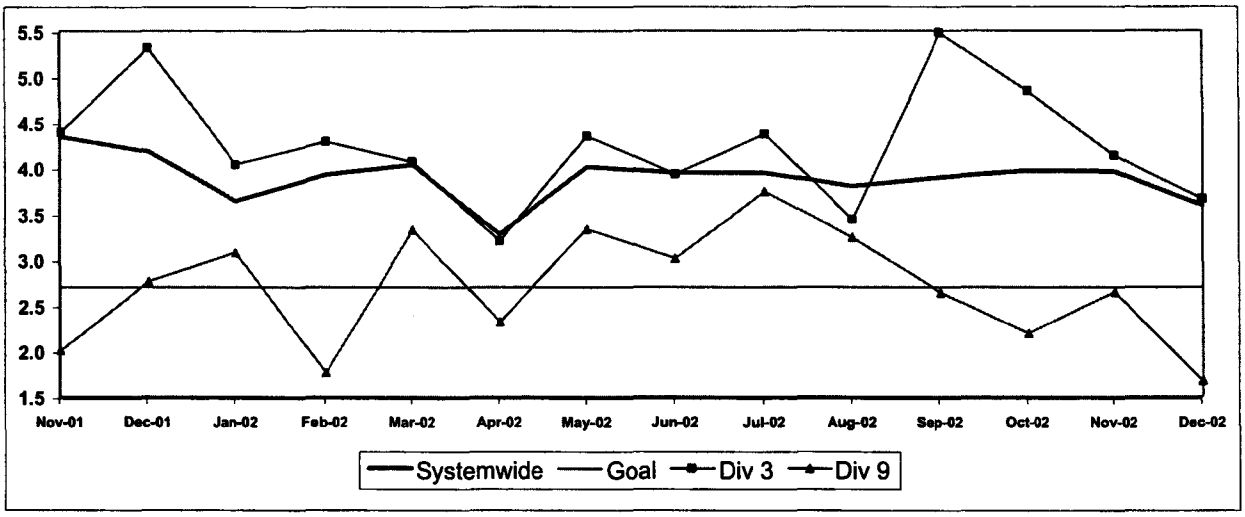

| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 8 | 31.86 | 0.00 | 42.98 | 16.48 | 24.09 | 21.34 | 20.09 | 20.06 | 0.00 | 27.25 | 25.48 | 16.52 |
| Div 15 | 19.09 | 5.21 | 18.08 | 16.88 | 43.11 | 24.99 | 17.46 | 17.54 | 16.11 | 7.51 | 10.64 | 12.76 |

## Bus Maintenance




| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 8 | 12.92 | 13.44 | 35.08 | 26.35 | 27.23 | 27.23 | 0.00 | 0.00 | 27.53 | 0.00 | 12.73 | 24.57 |
| Div 15 | 32.99 | 35.96 | 48.17 | 26.14 | 43.11 | 77.64 | 25.44 | 25.44 | 17.03 | 24.20 | 17.90 | 16.40 |

## San Gabriel Valley (SGV) Sector Bus Accidents per 100,000 Hub Miles*

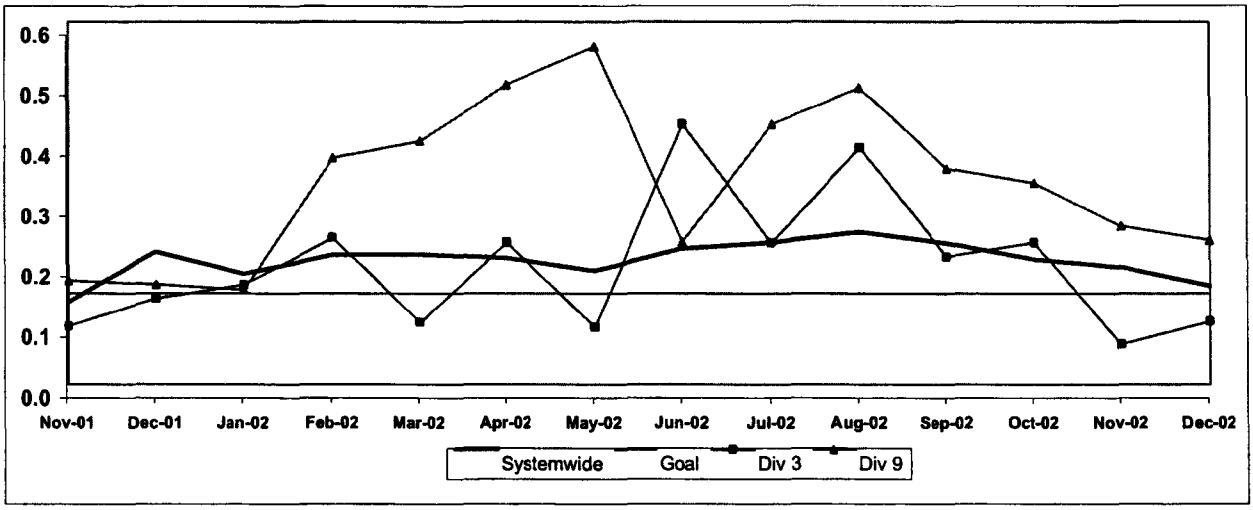



* Data represents number of bus traffic accidents (system safety performance) and not bus traffic accident claims filed.

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.

| Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 4.34 | 4.19 | 3.64 | 3.93 | 4.04 | 3.27 | 4.02 | 3.95 | 3.95 | 3.80 | 3.90 | 3.97 | 3.96 | 3.59 |
| Div 3 | 4.39 | 5.32 | 4.04 | 4.30 | 4.07 | 3.20 | 4.35 | 3.94 | 4.37 | 3.43 | 5.48 | 4.85 | 4.14 | 3.66 |
| Div 9 | 2.01 | 2.76 | 3.08 | 1.76 | 3.32 | 2.32 | 3.34 | 3.01 | 3.74 | 3.24 | 2.64 | 2.20 | 2.65 | 1.67 |

## SGV Bus Passenger Accidents per 100,000 Boardings*




* Data represents number of bus passenger accidents (system safety performance) and not bus passenger accident claims filed.

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.

| Passenger Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 0.14 | 0.22 | 0.18 | 0.21 | 0.22 | 0.21 | 0.19 | 0.22 | 0.23 | 0.25 | 0.23 | 0.21 | 0.19 | 0.16 |
| Div 3 | 0.10 | 0.14 | 0.16 | 0.24 | 0.10 | 0.24 | 0.09 | 0.43 | 0.23 | 0.39 | 0.21 | 0.23 | 0.07 | 0.10 |
| Div 9 | 0.17 | 0.17 | 0.16 | 0.38 | 0.40 | 0.50 | 0.56 | 0.24 | 0.43 | 0.49 | 0.36 | 0.33 | 0.26 | 0.24 |

# San Gabriel Valley Service Sector

## Accidents By Line for December 2002

Total Scheduled Vehicle Miles from Operations Data Analysis' 424 Report Effective December 15, 2002.

### DIVISION 3

| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 175 | Fountain Ave Talmadge St Hyperion Ave | 8,395 | 1 | 11.91 | 12.98 | (1.07) | 2.70 | (9.21) | 11.55 |
| 204, 354 | Vermont Ave | 81,025 | 7 | 8.64 | 2.65 | 5.99 | 2.70 | (5.94) | 5.02 |
| 251, 252 | Soto St Daly St Seville Ave 103rd Station | 75,351 | 5 | 6.64 | 4.93 | 1.71 | 2.70 | (3.94) | 4.35 |
| 81 | Figueroa St | 107,028 | 5 | 4.67 | 6.07 | (1.40) | 2.70 | (1.97) | 4.64 |
| 206 | Normandie Ave | 24,326 | 1 | 4.11 | 7.94 | (3.82) | 2.70 | (1.41) | 7.52 |
| 27, 28 | Olympic Blvd | 208,918 | 7 | 3.35 | 2.96 | 0.39 | 2.70 | (0.65) | 3.25 |
| 180, 181 | Hollywood Glendale Pasadena North Lake Via Colorado | 122,389 | 1 | 0.82 | 3.67 | (2.85) | 2.70 | 1.88 | 3.67 |
| 176 | Glassell Park Highland Park Alhambra El Monte | 7,682 | - | - | - | - | 2.70 | 2.70 | - |
| 201 | Silverlake Blvd | 13,998 | - | - | 14.75 | (14.75) | 2.70 | 2.70 | 5.91 |
| 255 | Griffin Ave County Hospital Rowan Ave | 9,034 | - | - | - | - | 2.70 | 2.70 | 3.69 |
| 401 | L.A. Pasadena North Allen Exp | 40,008 | - | - | 2.54 | (2.54) | 2.70 | 2.70 | 1.65 |
| 483 | L.A. Altadena Via Fair Oaks Ave Exp | 59,269 | - | - | 1.60 | (1.60) | 2.70 | 2.70 | 2.00 |
| TOTALS: | | 757,422 | 27 | 3.56 | 4.46 | 0.90 | 2.70 | (0.86) | 3.89 |

### DIVISION 9

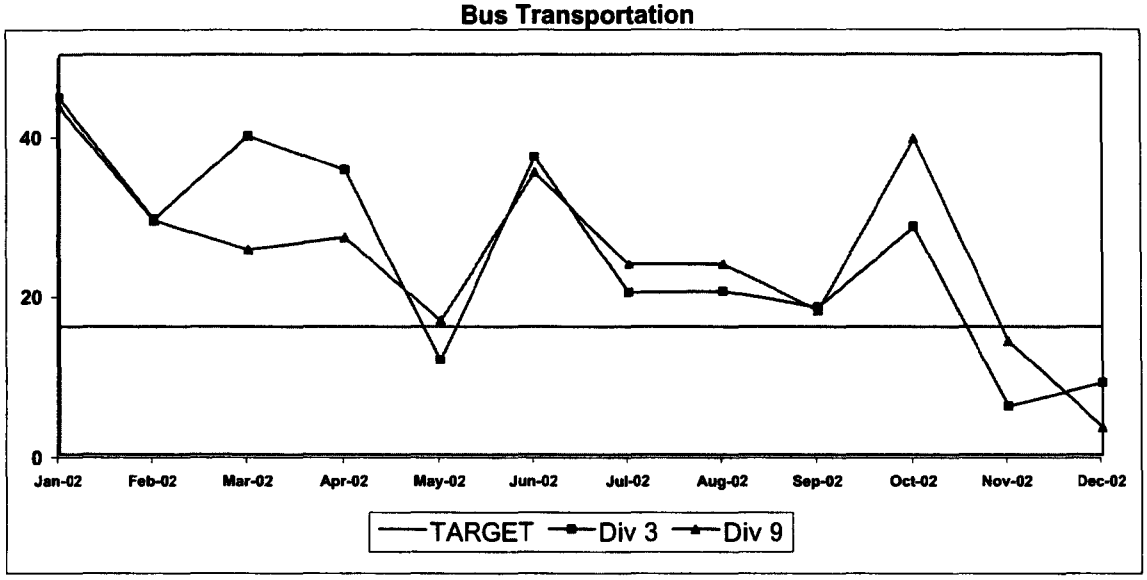
| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 170 | Hellman Av El Monte via South El Monte | 19,039 | 1 | 5.25 | - | 5.25 | 2.70 | (2.55) | 2.55 |
| 268 | Washington Blvd Baldwin Ave | 26,143 | 1 | 3.83 | - | 3.83 | 2.70 | (1.13) | 1.90 |
| 76 | L.A. El Monte via Valley Blvd | 66,139 | 2 | 3.02 | 4.57 | (1.55) | 2.70 | (0.32) | 4.78 |
| 70 | L.A. El Monte via Garvey Ave | 100,857 | 2 | 1.98 | 3.00 | (1.02) | 2.70 | 0.72 | 1.98 |
| 487 | L.A. San Gabriel Sierra Madre Exp | 56,649 | 1 | 1.77 | - | 1.77 | 2.70 | 0.93 | 2.62 |
| 484 | L.A. El Monte La Puente Pomona Exp | 125,676 | 2 | 1.59 | 0.88 | 0.71 | 2.70 | 1.11 | 1.71 |
| 260 | Artesia Station Pasadena Altadena Via Atlantic Blvd | 69,611 | 1 | 1.44 | 1.50 | (0.06) | 2.70 | 1.26 | 2.59 |
| 490 | L.A. El Monte Covina Diamond Bar Brea Exp | 76,012 | 1 | 1.32 | 2.71 | (1.40) | 2.70 | 1.38 | 1.73 |
| 78 | Santa Anita Only | 95,489 | 1 | 1.05 | 2.08 | (1.04) | 2.70 | 1.65 | 2.77 |
| 18 | W. Sixth St. | 14,142 | - | - | 7.42 | (7.42) | 2.70 | 2.70 | 2.28 |
| 188 | North Fair Oaks Ave Colorado Blvd Duarte Rd | 28,651 | - | - | 3.54 | (3.54) | 2.70 | 2.70 | 2.88 |
| 259 | Eastern Ave Arizona Ave Emery Park | 19,704 | - | - | - | - | 2.70 | 2.70 | 1.64 |
| 264 | San Gabriel Blvd Altadena Drive | 11,866 | - | - | - | - | 2.70 | 2.70 | 4.08 |
| 267 | Temple City Blvd Del Mar Blvd Lincoln Ave | 22,229 | - | - | - | - | 2.70 | 2.70 | 0.75 |
| 471 | Puente Hills Mall Whitwood Center Brea Mall | 27,977 | - | - | - | - | 2.70 | 2.70 | 3.00 |
| 489 | L.A. Hastings Ranch Exp | 14,808 | - | - | 7.07 | (7.07) | 2.70 | 2.70 | 1.09 |
| TOTALS: | | 774,992 | 12 | 1.55 | 2.12 | 0.57 | 2.70 | 1.15 | 2.41 |

### Sector Total

| | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|
| Division 3 | 757,422 | 27 | 3.56 | 4.46 | 0.90 | 2.70 | (0.86) | 3.89 |
| Division 9 | 774,992 | 12 | 1.55 | 2.12 | 0.57 | 2.70 | 1.15 | 2.41 |
| Service Sector Total | 1,532,414 | 39 | 2.55 | 2.94 | (0.40) | 2.70 | 0.15 | 3.14 |

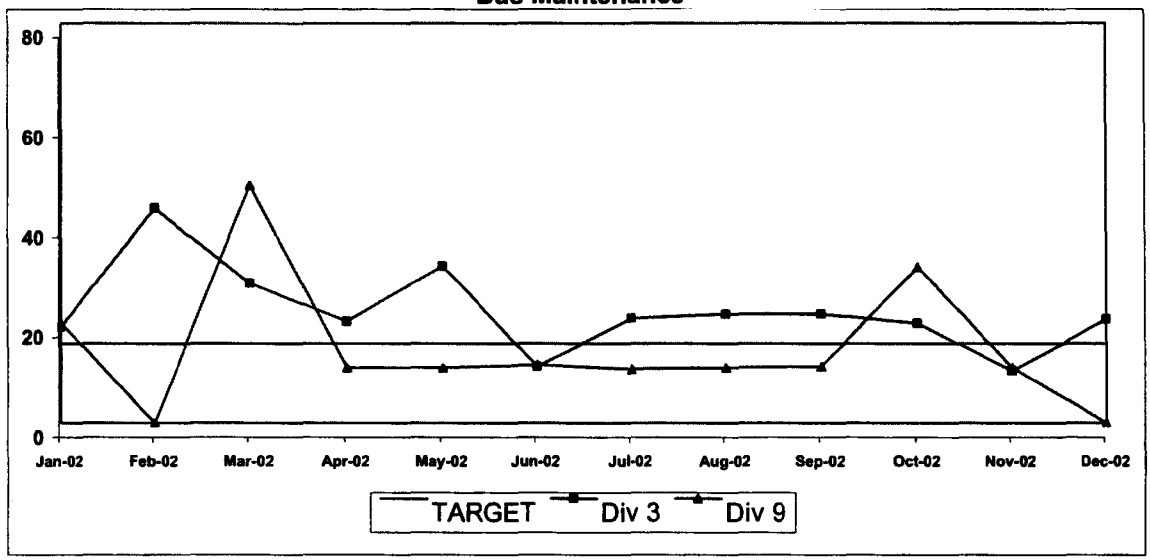
## San Gabriel Valley (SGV) Sector Occupational Safety and Health Administration (OSHA) Recordable Injuries/Illnesses* per 200,000 Exposure Hours

### Bus Transportation



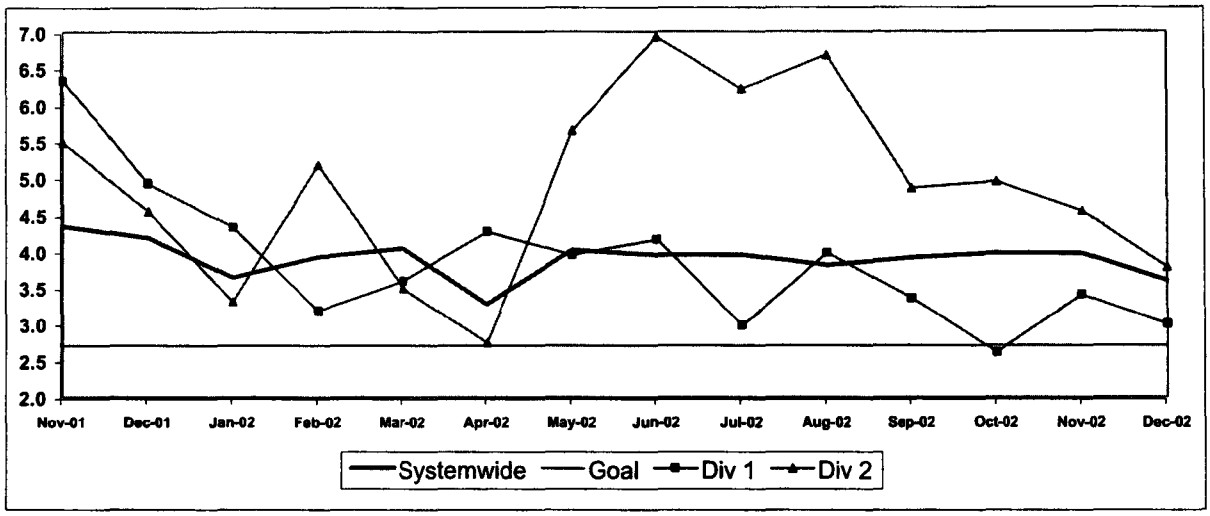

| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 3 | 44.53 | 29.33 | 39.74 | 35.51 | 11.78 | 37.14 | 20.16 | 20.36 | 18.37 | 28.40 | 6.04 | 8.96 |
| Div 9 | 43.36 | 29.19 | 25.57 | 27.09 | 16.74 | 35.18 | 23.74 | 23.75 | 17.94 | 39.47 | 14.15 | 3.43 |

### Bus Maintenance




| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 3 | 19.27 | 43.12 | 28.08 | 20.39 | 31.50 | 11.40 | 21.03 | 21.79 | 21.89 | 19.98 | 10.49 | 20.85 |
| Div 9 | 20.17 | 0.00 | 47.69 | 11.10 | 11.10 | 11.74 | 10.86 | 11.13 | 11.30 | 31.38 | 11.15 | 0.00 |

## Gateway Cities (GWC) Sector Bus Accidents per 100,000 Hub Miles*

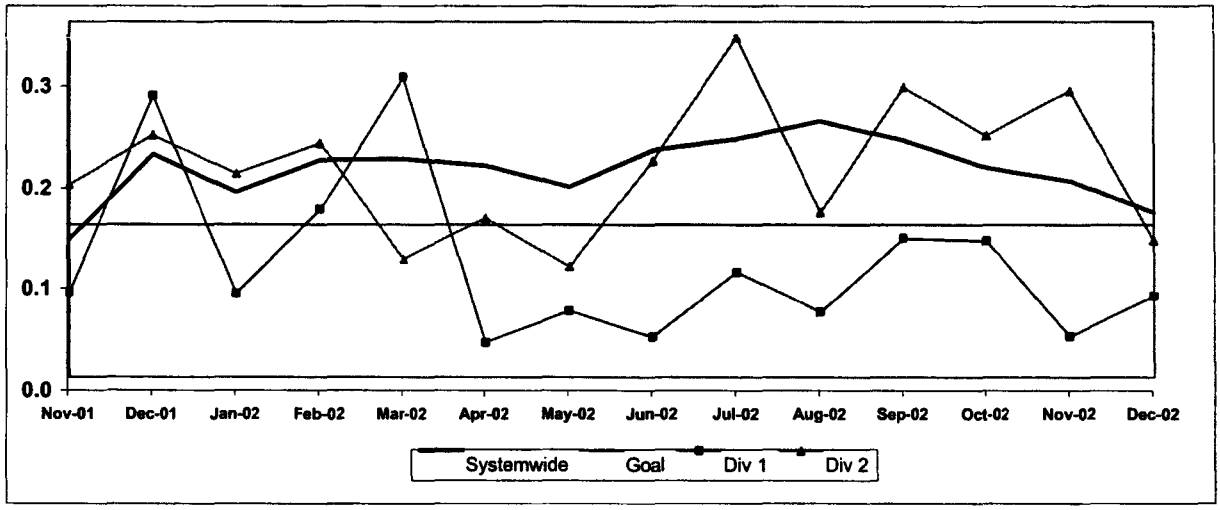



* Data represents number of bus traffic accidents (system safety performance) and not bus traffic accident claims filed.

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.

| Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 4.34 | 4.19 | 3.64 | 3.93 | 4.04 | 3.27 | 4.02 | 3.95 | 3.95 | 3.80 | 3.90 | 3.97 | 3.96 | 3.59 |
| Div 1 | 6.34 | 4.92 | 4.33 | 3.18 | 3.59 | 4.26 | 3.94 | 4.16 | 2.97 | 3.97 | 3.35 | 2.60 | 3.40 | 2.99 |
| Div 2 | 5.48 | 4.54 | 3.31 | 5.18 | 3.49 | 2.74 | 5.64 | 6.93 | 6.22 | 6.68 | 4.86 | 4.95 | 4.54 | 3.78 |

## GWC Bus Passenger Accidents per 100,000 Boardings*




* Data represents number of bus passenger accidents (system safety performance) and not bus passenger accident claims filed.

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.

| Passenger Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 0.14 | 0.22 | 0.18 | 0.21 | 0.22 | 0.21 | 0.19 | 0.22 | 0.23 | 0.25 | 0.23 | 0.21 | 0.19 | 0.16 |
| Div 1 | 0.08 | 0.28 | 0.08 | 0.17 | 0.30 | 0.03 | 0.07 | 0.04 | 0.10 | 0.06 | 0.14 | 0.13 | 0.04 | 0.08 |
| Div 2 | 0.19 | 0.24 | 0.20 | 0.23 | 0.12 | 0.16 | 0.11 | 0.21 | 0.34 | 0.16 | 0.29 | 0.24 | 0.28 | 0.13 |

# Gateway Cities Service Sector

## Accidents By Line for December 2002

Total Scheduled Vehicle Miles from Operations Data Analysis' 424 Report Effective December 15, 2002.

### DIVISION 1

| Line | Route Name | Division | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|---|
| 30, 31 | W. Pico E. First Floral Dr. | 1 | 125,860 | 4 | 3.18 | 2.42 | 0.76 | 2.70 | (0.48) | 3.82 |
| 18 | W. Sixth St. | 1 | 103,128 | 3 | 2.91 | 3.29 | (0.38) | 2.70 | (0.21) | 2.76 |
| 45 | Broadway | 1 | 109,111 | 3 | 2.75 | - | 2.75 | 2.70 | (0.05) | 0.45 |
| 460 | L.A. Norwalk Disneyland | 1 | 82,137 | 2 | 2.43 | 5.27 | (2.83) | 2.70 | 0.27 | 2.27 |
| 66 | E. Olympic Blvd W. Eighth St | 1 | 85,818 | 2 | 2.33 | 3.75 | (1.42) | 2.70 | 0.37 | 3.30 |
| 362 | Telegraph Rd Pioneer Blvd Limited | 1 | 49,944 | 1 | 2.00 | - | 2.00 | 2.70 | 0.70 | 2.29 |
| 745 | Rapid Bus Braodway | 1 | 62,727 | 1 | 1.59 | - | 1.59 | 2.70 | 1.11 | 0.26 |
| 16 | W. Third St. | 1 | 79,310 | - | - | 4.53 | (4.53) | 2.70 | 2.70 | 3.07 |
| 471 | Puente Hills Mall Whitwood Center Brea Mall | 1 | 20,005 | - | - | - | - | 2.70 | 2.70 | - |
| 576 | South L.A. Pacific Palisades Exp (BDOF) | 1 | 10,359 | - | - | 10.14 | (10.14) | 2.70 | 2.70 | 4.68 |
| TOTALS: | | | 728,399 | 16 | 2.20 | 2.55 | 0.36 | 2.70 | 0.50 | 2.34 |

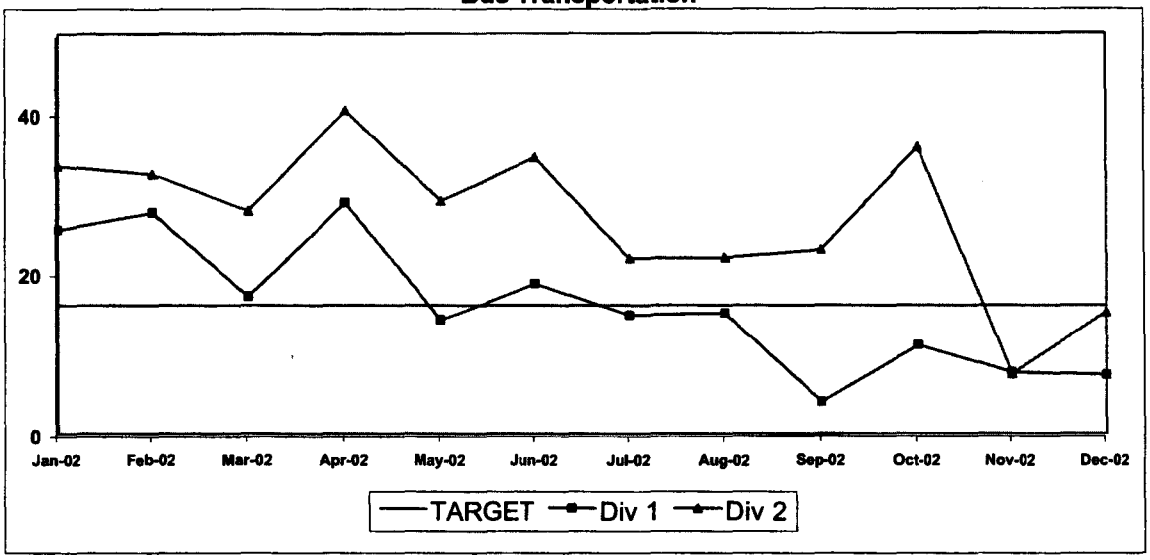
### DIVISION 2

| Line | Route Name | Division | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|---|
| 10, 11, 48 | Melrose Ave | 2 | 52,215 | 4 | 7.66 | 1.97 | 5.69 | 2.70 | (4.96) | 6.99 |
| 55 | L.A. Compton Ave Imperial Station | 2 | 35,052 | 2 | 5.71 | - | 5.71 | 2.70 | (3.01) | 0.95 |
| 2, 3 | Sunset Blvd | 2 | 44,757 | 2 | 4.47 | 6.98 | (2.51) | 2.70 | (1.77) | 5.91 |
| 26, 51 | Seventh St Virgil Franklin | 2 | 166,749 | 5 | 3.00 | 2.45 | 0.54 | 2.70 | (0.30) | 2.48 |
| 105 | Vernon Ave La Cienega Blvd | 2 | 67,625 | 2 | 2.96 | 10.30 | (7.34) | 2.70 | (0.26) | 5.08 |
| 60 | Long Beach Blvd Santa Fe Ave | 2 | 78,289 | 2 | 2.55 | - | 2.55 | 2.70 | 0.15 | 0.42 |
| 200 | Alvarado St | 2 | 45,028 | 1 | 2.22 | 6.83 | (4.61) | 2.70 | 0.48 | 5.91 |
| 4, 304 | Santa Monica Blvd | 2 | 104,908 | 1 | 0.95 | 2.94 | (1.99) | 2.70 | 1.75 | 4.94 |
| 53 | S. Central Ave | 2 | 1,159 | - | - | - | - | 2.70 | 2.70 | - |
| 56 | L.A. Wilmington Imperial Station | 2 | 13,486 | - | - | 15.31 | (15.31) | 2.70 | 2.70 | 7.44 |
| 65 | Washington Blvd Indiana St Gage Ave | 2 | 18,416 | - | - | 5.63 | (5.63) | 2.70 | 2.70 | 3.58 |
| 66 | E. Olympic Blvd W. Eighth St | 2 | 31,770 | - | - | - | - | 2.70 | 2.70 | 3.56 |
| 102 | E. Jefferson Blvd Coliseum St | 2 | 12,510 | - | - | - | - | 2.70 | 2.70 | 6.69 |
| TOTALS: | | | 671,964 | 19 | 2.83 | 4.85 | 2.02 | 2.70 | (0.13) | 3.86 |

| Sector Total | Division | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| Division 1 | 1 | 728,399 | 16 | 2.20 | 2.55 | 0.36 | 2.70 | 0.50 | 2.34 |
| Division 2 | 2 | 671,964 | 19 | 2.83 | 4.85 | 2.02 | 2.70 | (0.13) | 3.86 |
| Service Sector Total | Total | 1,400,363 | 35 | 2.50 | 3.93 | (1.43) | 2.70 | 0.20 | 3.07 |

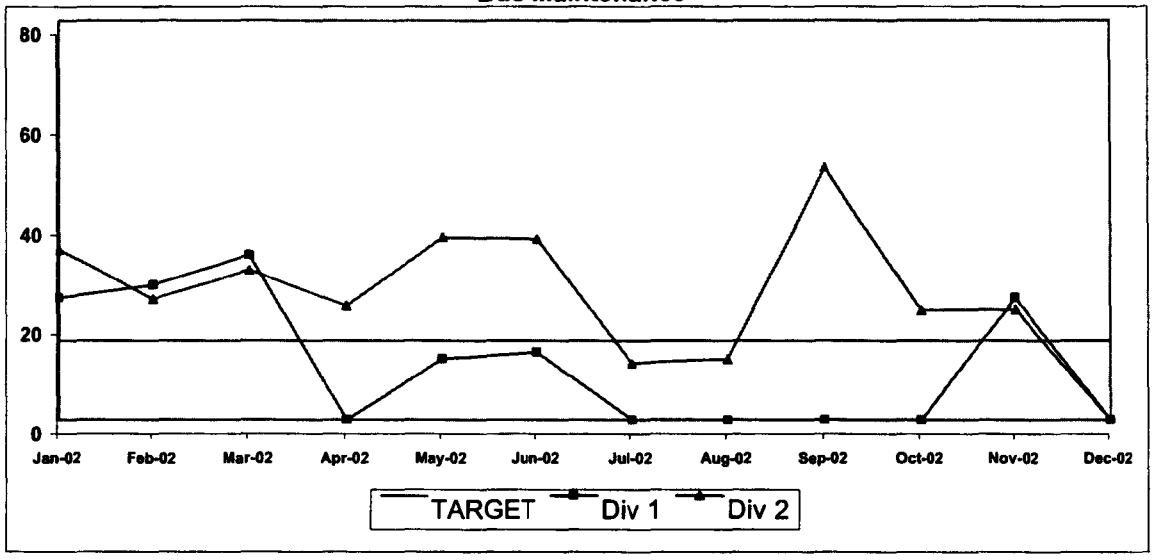
## Gateway Cities (GWC) Sector Occupational Safety and Health Administration (OSHA) Recordable Injuries/Illnesses* per 200,000 Exposure Hours

### Bus Transportation



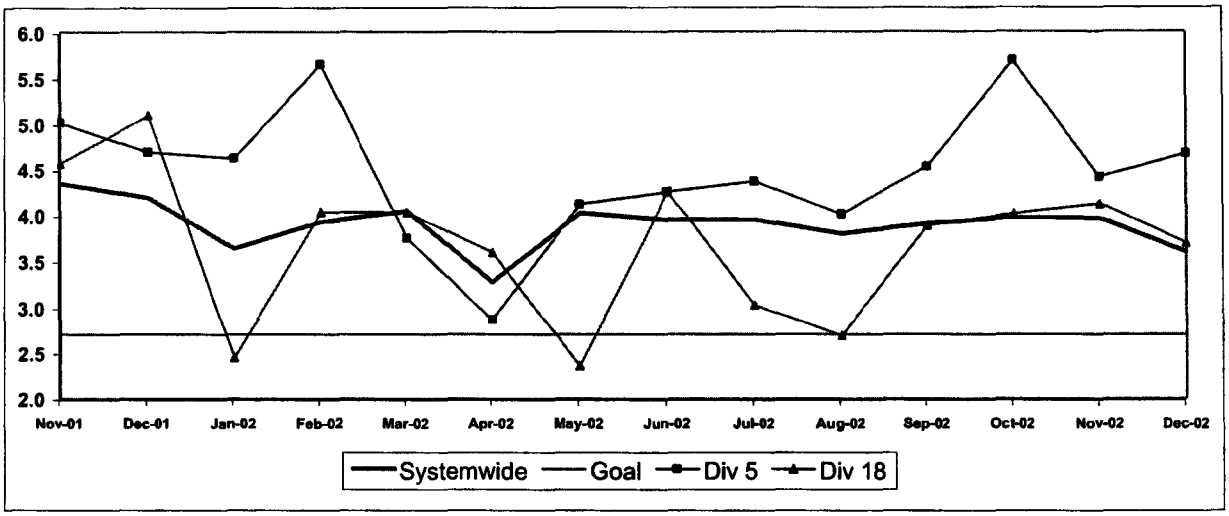

| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 1 | 25.41 | 27.58 | 17.05 | 28.78 | 14.13 | 18.62 | 14.71 | 14.96 | 3.96 | 10.99 | 7.66 | 7.29 |
| Div 2 | 33.39 | 32.33 | 27.80 | 40.30 | 29.02 | 34.46 | 21.81 | 21.91 | 22.90 | 35.76 | 7.51 | 15.09 |

### Bus Maintenance




| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 1 | 24.61 | 27.10 | 33.19 | 0.00 | 12.28 | 13.62 | 0.00 | 0.00 | 0.00 | 0.00 | 24.62 | 0.00 |
| Div 2 | 34.36 | 24.29 | 30.17 | 22.97 | 36.80 | 36.39 | 11.38 | 12.22 | 50.78 | 22.09 | 22.22 | 0.00 |

## South Bay (SB) Sector Bus Accidents per 100,000 Hub Miles*

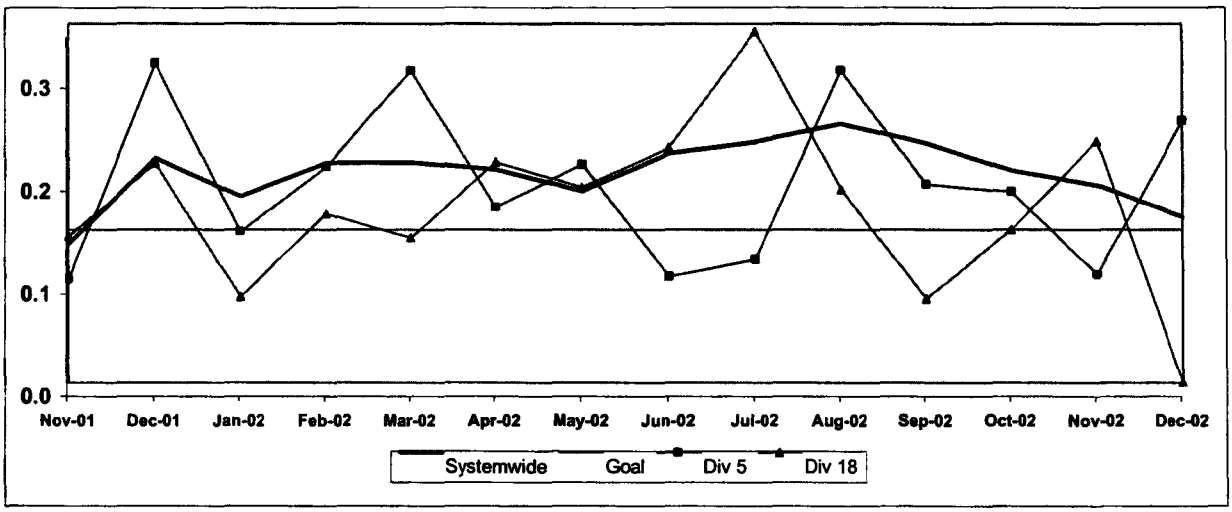



* Data represents number of bus traffic accidents (system safety performance) and not bus traffic accident claims filed.

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.

| Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 4.34 | 4.19 | 3.64 | 3.93 | 4.04 | 3.27 | 4.02 | 3.95 | 3.95 | 3.80 | 3.90 | 3.97 | 3.96 | 3.59 |
| Div 5 | 5.01 | 4.69 | 4.62 | 5.65 | 3.75 | 2.86 | 4.11 | 4.25 | 4.36 | 4.01 | 4.53 | 5.69 | 4.41 | 4.67 |
| Div 18 | 4.56 | 5.09 | 2.44 | 4.03 | 4.03 | 3.59 | 2.36 | 4.25 | 3.02 | 2.69 | 3.89 | 4.01 | 4.12 | 3.70 |

## SB Bus Passenger Accidents per 100,000 Boardings*




* Data represents number of bus passenger accidents (system safety performance) and not bus passenger accident claims filed.

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.

| Passenger Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 0.14 | 0.22 | 0.18 | 0.21 | 0.22 | 0.21 | 0.19 | 0.22 | 0.23 | 0.25 | 0.23 | 0.21 | 0.19 | 0.16 |
| Div 5 | 0.10 | 0.31 | 0.15 | 0.21 | 0.30 | 0.17 | 0.21 | 0.10 | 0.12 | 0.30 | 0.19 | 0.19 | 0.11 | 0.26 |
| Div 18 | 0.14 | 0.21 | 0.08 | 0.17 | 0.14 | 0.22 | 0.19 | 0.23 | 0.34 | 0.19 | 0.08 | 0.15 | 0.24 | 0.00 |

# South Bay Service Sector

## Accidents By Line for December 2002

Total Scheduled Vehicle Miles from Operations Data Analysis' 424 Report Effective December 15, 2002.

### DIVISION 5

| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 204, 354 | Vermont Ave | 88,997 | 7 | 7.87 | 6.73 | 1.13 | 2.70 | (5.17) | 8.05 |
| 754 | Rapid Bus Vermont Avenue | 137,811 | 7 | 5.08 | - | 5.08 | 2.70 | (2.38) | 0.83 |
| 207, 357 | Western Ave 120th St | 78,832 | 6 | 7.61 | 7.65 | (0.04) | 2.70 | (4.91) | 11.58 |
| 115, 315 | Manchester Ave Firestone Blvd | 104,754 | 5 | 4.77 | - | 4.77 | 2.70 | (2.07) | 3.47 |
| 110 | Gage Ave Centinela Ave Fox Hills Mall | 72,729 | 4 | 5.50 | 4.25 | 1.25 | 2.70 | (2.80) | 3.62 |
| 111, 311 | LAX Florence Ave Leffingwell Rd | 124,609 | 4 | 3.21 | 4.16 | (0.95) | 2.70 | (0.51) | 2.80 |
| 212 | La Brea Ave | 64,870 | 2 | 3.08 | 3.16 | (0.08) | 2.70 | (0.38) | 3.80 |
| 108 | Slauson Ave | 99,447 | 1 | 1.01 | 3.10 | (2.10) | 2.70 | 1.69 | 2.66 |
| 206 | Normandie Ave | 45,013 | 1 | 2.22 | 2.40 | (0.18) | 2.70 | 0.48 | 1.84 |
| 107 | 54th St Fairview Blvd Santa Ana St | 23,898 | - | - | 4.33 | (4.33) | 2.70 | 2.70 | 2.80 |
| 112 | Florence Ave Otis St | 6,185 | - | - | - | - | 2.70 | 2.70 | - |
| 209 | Van Ness Ave Arlington Ave | 16,769 | - | - | 5.88 | (5.88) | 2.70 | 2.70 | 2.86 |
| 251 | Soto St Daly St Seville Ave 103rd Station | 2,607 | - | - | - | - | 2.70 | 2.70 | - |
| TOTALS: | | 866,521 | 37 | 4.27 | 5.19 | 0.92 | 2.70 | (1.57) | 4.54 |

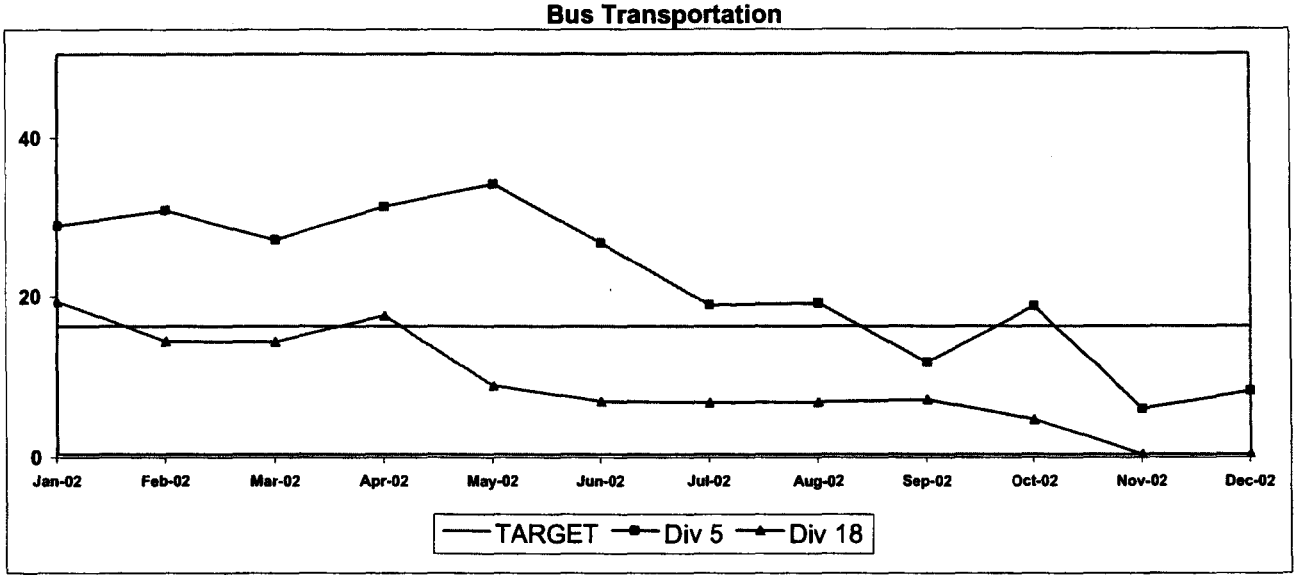
### DIVISION 18

| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 124 | El Segundo Blvd Santa Fe Ave | 16,282 | 2 | 12.28 | - | 12.28 | 2.70 | (9.58) | 3.04 |
| 55 | L.A. Compton Ave Imperial Station | 48,435 | 4 | 8.26 | - | 8.26 | 2.70 | (5.56) | 4.08 |
| 117 | Century Blvd Tweedy Blvd Rancho Los Amigos | 61,952 | 4 | 6.46 | 1.65 | 4.80 | 2.70 | (3.76) | 3.52 |
| 42 | L.A. Westchester LAX | 15,794 | 1 | 6.33 | 6.40 | (0.07) | 2.70 | (3.63) | 3.08 |
| 439 | L.A. LAX Redondo Beach | 51,722 | 3 | 5.80 | 8.13 | (2.33) | 2.70 | (3.10) | 3.23 |
| 207, 357 | Western Ave 120th St | 69,167 | 4 | 5.78 | - | 5.78 | 2.70 | (3.08) | 1.20 |
| 211 | Prarie Ave | 17,346 | 1 | 5.77 | - | 5.77 | 2.70 | (3.07) | 0.93 |
| 60 | Long Beach Blvd Santa Fe Ave | 110,211 | 6 | 5.44 | 3.83 | 1.62 | 2.70 | (2.74) | 4.70 |
| 120, 121 | Imperial Hwy Wilmington Blue Line to LAX | 66,151 | 3 | 4.54 | 7.78 | (3.24) | 2.70 | (1.84) | 3.76 |
| 210 | Vine St Crenshaw Blvd | 130,139 | 5 | 3.84 | 4.81 | (0.96) | 2.70 | (1.14) | 3.17 |
| 81 | Figueroa St | 27,155 | 1 | 3.68 | 3.48 | 0.20 | 2.70 | (0.98) | 6.16 |
| 550 | San Pedro West Hollywood Exp (BDOF) | 38,509 | 1 | 2.60 | 5.52 | (2.92) | 2.70 | 0.10 | 2.60 |
| 260 | Artesia Station Pasadena Altadena Via Atlantic Blvd | 40,273 | 1 | 2.48 | - | 2.48 | 2.70 | 0.22 | 3.74 |
| 53 | S. Central Ave | 81,516 | 2 | 2.45 | 8.84 | (6.38) | 2.70 | 0.25 | 4.26 |
| 445 | L.A. Sand Pedro Via Harbor Transitway Exp (BDOF) | 44,673 | 1 | 2.24 | 4.65 | (2.41) | 2.70 | 0.46 | 4.47 |
| 446, 447 | L.A. Carson Wilmington San Pedro Exp | 49,765 | 1 | 2.01 | 4.09 | (2.08) | 2.70 | 0.69 | 2.01 |
| 444 | L.A. West Torrance Rolling Hills Palos Verdes Exp | 59,327 | 1 | 1.69 | - | 1.69 | 2.70 | 1.01 | 1.67 |
| 40 | Hawthorne Blvd | 96,199 | - | - | 3.04 | (3.04) | 2.70 | 2.70 | 2.57 |
| 119 | 108th St | 19,538 | - | - | - | - | 2.70 | 2.70 | 1.65 |
| 127 | Compton Blvd Bellflower Blvd | 10,981 | - | - | - | - | 2.70 | 2.70 | - |
| 202 | Willowbrook Compton Wilmington | 24,606 | - | - | 4.23 | (4.23) | 2.70 | 2.70 | 1.35 |
| 265 | Paramount Blvd Pico Rivera | 24,434 | - | - | 4.30 | (4.30) | 2.70 | 2.70 | 2.64 |
| 305 | Crosstown Bus (BDOF) | 31,386 | - | - | 6.61 | (6.61) | 2.70 | 2.70 | 5.84 |
| 251, 252 | Soto St Daly St Seville Ave 103rd Station | 22,771 | - | - | 3.15 | (3.15) | 2.70 | 2.70 | 4.41 |
| TOTALS: | | 1,158,331 | 41 | 3.54 | 3.91 | 0.37 | 2.70 | (0.84) | 3.26 |

| Sector Total | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|
| Division 5 | 866,521 | 37 | 4.27 | 5.19 | 0.92 | 2.70 | (1.57) | 4.54 |
| Division 18 | 1,158,331 | 41 | 3.54 | 3.91 | 0.37 | 2.70 | (0.84) | 3.26 |
| Service Sector Total | 2,024,852 | 78 | 3.85 | 4.09 | (0.24) | 2.70 | (1.15) | 3.76 |

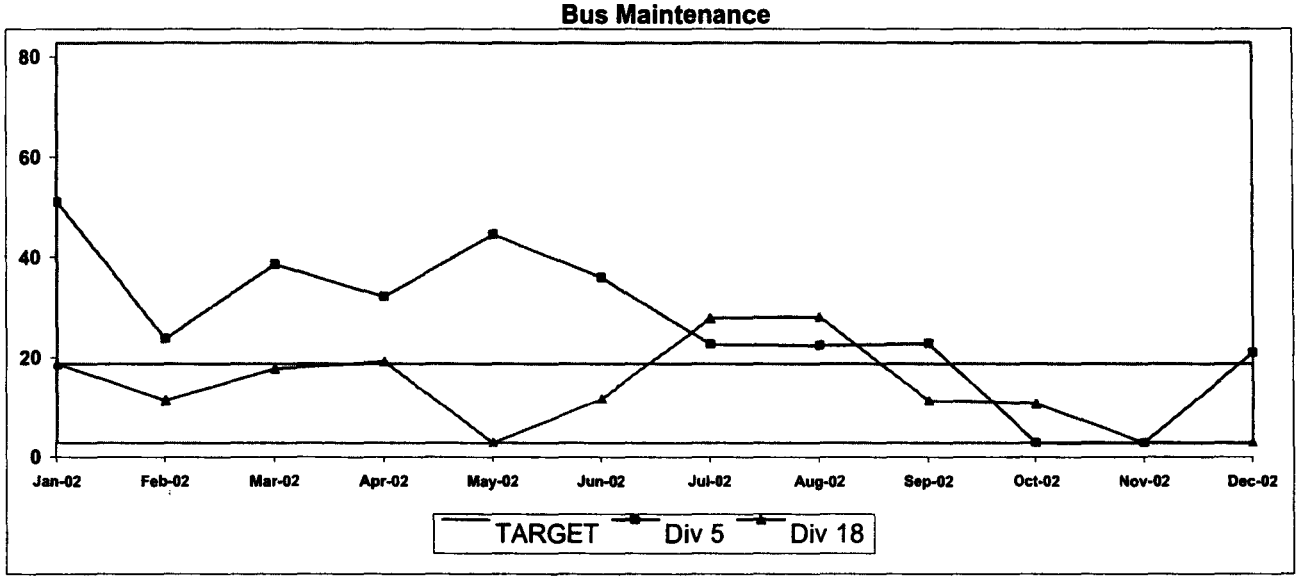
# South Bay (SB) Sector Occupational Safety and Health Administration (OSHA) Recordable Injuries/Illnesses* per 200,000 Exposure Hours

## Bus Transportation



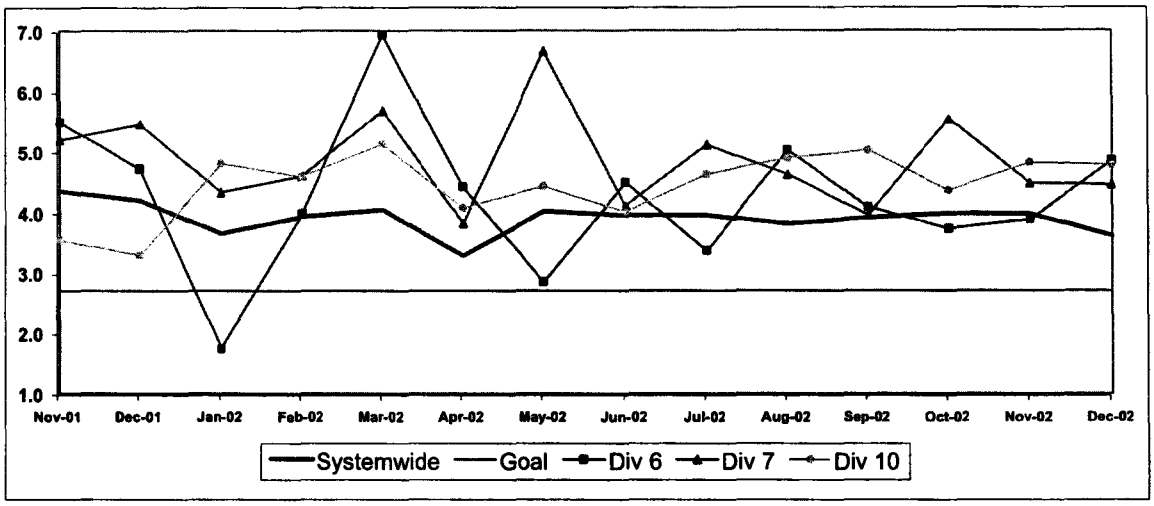

| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 5 | 28.51 | 30.44 | 26.77 | 30.92 | 33.71 | 26.31 | 18.58 | 18.79 | 11.39 | 18.43 | 5.59 | 7.85 |
| Div 18 | 19.04 | 14.09 | 14.00 | 17.26 | 8.46 | 6.58 | 6.39 | 6.45 | 6.80 | 4.28 | 0.00 | 0.00 |

## Bus Maintenance




| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 5 | 48.18 | 20.95 | 35.73 | 29.31 | 41.67 | 33.17 | 19.85 | 19.56 | 20.03 | 0.00 | 0.00 | 18.14 |
| Div 18 | 15.86 | 8.66 | 14.88 | 16.43 | 0.00 | 8.85 | 25.06 | 25.29 | 8.56 | 7.86 | 0.00 | 0.00 |

## Westside/Central (WC) Sector Bus Accidents per 100,000 Hub Miles*

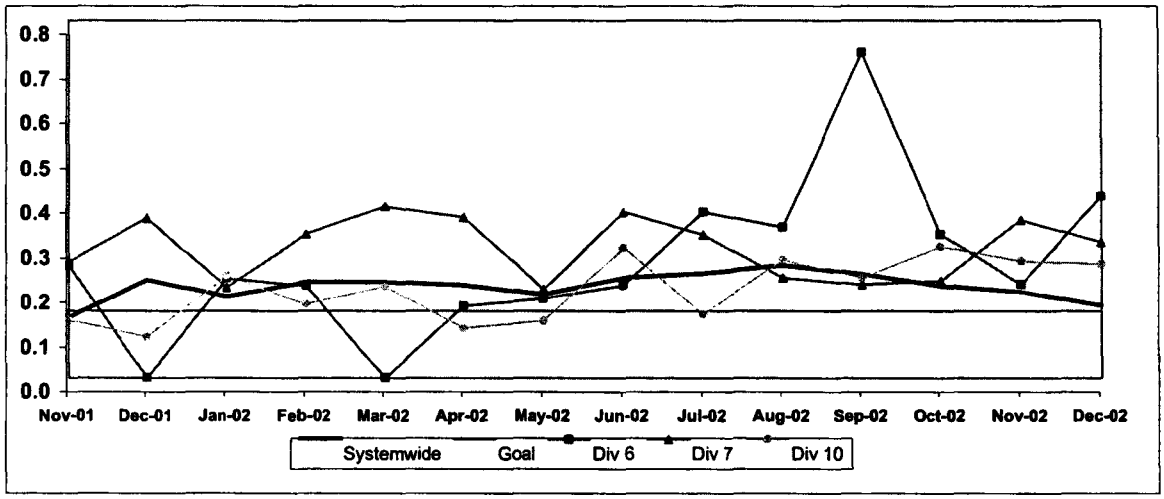



* Data represents number of bus traffic accidents (system safety performance) and not bus traffic accident claims filed.

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.

| Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 4.34 | 4.19 | 3.64 | 3.93 | 4.04 | 3.27 | 4.02 | 3.95 | 3.95 | 3.80 | 3.90 | 3.97 | 3.96 | 3.59 |
| Div 6 | 5.48 | 4.71 | 1.73 | 3.97 | 6.93 | 4.42 | 2.84 | 4.48 | 3.35 | 5.01 | 4.07 | 3.72 | 3.87 | 4.84 |
| Div 7 | 5.18 | 5.45 | 4.32 | 4.60 | 5.68 | 3.81 | 6.67 | 4.09 | 5.11 | 4.61 | 3.94 | 5.53 | 4.47 | 4.44 |
| Div 10 | 3.54 | 3.28 | 4.80 | 4.59 | 5.12 | 4.06 | 4.43 | 3.99 | 4.61 | 4.88 | 5.02 | 4.36 | 4.81 | 4.77 |

## WC Bus Passenger Accidents per 100,000 Boardings*




* Data represents number of bus passenger accidents (system safety performance) and not bus passenger accident claims filed.

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.

| Passenger Accidents | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide | 0.14 | 0.22 | 0.18 | 0.21 | 0.22 | 0.21 | 0.19 | 0.22 | 0.23 | 0.25 | 0.23 | 0.21 | 0.19 | 0.16 |
| Div 6 | 0.25 | 0.00 | 0.22 | 0.21 | 0.00 | 0.16 | 0.18 | 0.21 | 0.37 | 0.34 | 0.73 | 0.32 | 0.21 | 0.41 |
| Div 7 | 0.26 | 0.36 | 0.20 | 0.32 | 0.38 | 0.36 | 0.20 | 0.37 | 0.32 | 0.22 | 0.21 | 0.22 | 0.35 | 0.31 |
| Div 10 | 0.13 | 0.09 | 0.23 | 0.17 | 0.21 | 0.11 | 0.13 | 0.29 | 0.14 | 0.27 | 0.22 | 0.30 | 0.26 | 0.26 |

# Westside / Central Service Sector

## Accidents By Line for December 2002

Total Scheduled Vehicle Miles from Operations Data Analysis' 424 Report Effective December 15, 2002.

### DIVISION 6

| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 20, 21 | Wilshire Blvd | 7,736 | 1 | 12.93 | 7.91 | 5.01 | 2.70 | (10.23) | 14.62 |
| 4, 304 | Santa Monica Blvd | 26,527 | 2 | 7.54 | 4.20 | 3.34 | 2.70 | (4.84) | 7.92 |
| 434 | L.A. Santa Monica Malibu Trancas Exp (BDOF) | 28,611 | 1 | 3.50 | 8.01 | (4.52) | 2.70 | (0.80) | 4.52 |
| 22 | Century City Brentwood Shuttle | 50,849 | 1 | 1.97 | - | 1.97 | 2.70 | 0.73 | 0.32 |
| 33, 333 | Venice Blvd | 55,686 | 1 | 1.80 | - | 1.80 | 2.70 | 0.90 | 2.03 |
| TOTALS: | | 169,410 | 6 | 3.54 | 3.36 | (0.18) | 2.70 | (0.84) | 3.43 |

### DIVISION 7

| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 305 | Crosstown Bus (BDOF) | 24,012 | 3 | 12.49 | - | 12.49 | 2.70 | (9.79) | 4.90 |
| 220 | Robertson Blvd Culver City LAX | 20,434 | 2 | 9.79 | - | 9.79 | 2.70 | (7.09) | 4.92 |
| 2, 3 | Sunset Blvd | 79,347 | 6 | 7.56 | - | 7.56 | 2.70 | (4.86) | 3.96 |
| 217 | Fairfax Ave Hollywood | 65,875 | 4 | 6.07 | 7.82 | (1.75) | 2.70 | (3.37) | 7.29 |
| 720 | Rapid Bus Wilshire Whittier | 418,113 | 20 | 4.78 | 4.22 | 0.56 | 2.70 | (2.08) | 4.16 |
| 16 | W. Third St. | 57,914 | 2 | 3.45 | 7.21 | (3.76) | 2.70 | (0.75) | 4.59 |
| 4, 304 | Santa Monica Blvd | 61,168 | 2 | 3.27 | 8.29 | (5.02) | 2.70 | (0.57) | 5.53 |
| 550 | San Pedro West Hollywood Exp (BDOF) | 36,123 | 1 | 2.77 | 5.74 | (2.97) | 2.70 | (0.07) | 3.71 |
| 14, 37 | Beverly Blvd | 105,086 | 1 | 0.95 | 3.95 | (3.00) | 2.70 | 1.75 | 4.57 |
| 105 | Vernon Ave La Cienega Blvd | 36,410 | - | - | 4.71 | (4.71) | 2.70 | 2.70 | 6.87 |
| 10, 11, 48 | Melrose Ave | 38,334 | - | - | 2.64 | (2.64) | 2.70 | 2.70 | 4.29 |
| 38, 71 | W. Jefferson Blvd & Sybil Brand | 502 | - | - | - | - | 2.70 | 2.70 | - |
| TOTALS: | | 943,318 | 41 | 4.35 | 5.26 | 0.91 | 2.70 | (1.65) | 4.64 |

### DIVISION 10

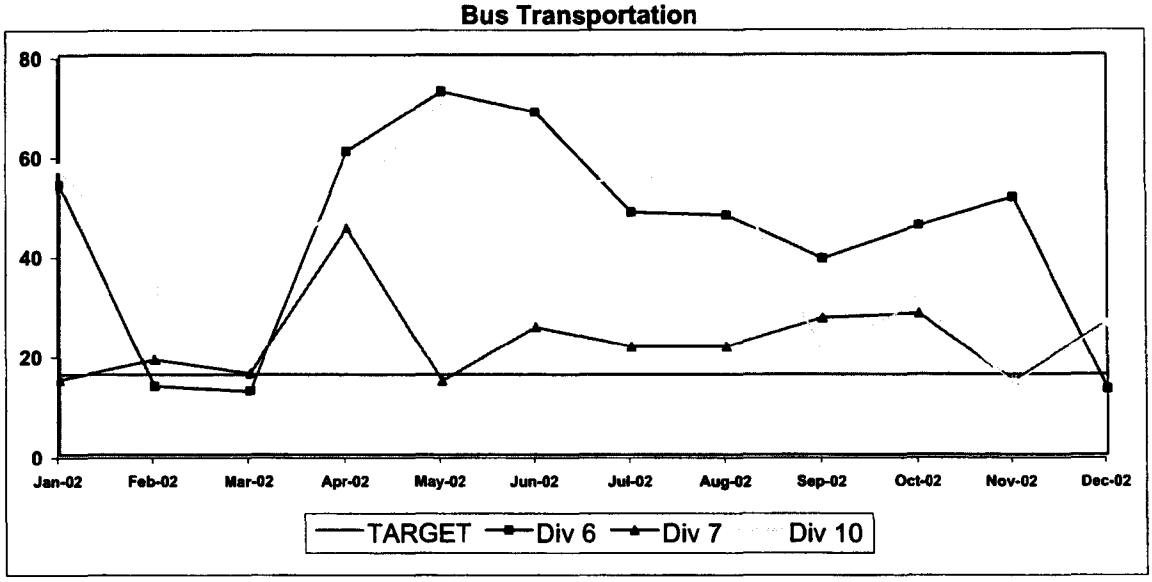
| Line | Route Name | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|---|
| 33, 333 | Venice Blvd | 140,783 | 10 | 7.10 | 3.66 | 3.44 | 2.70 | (4.40) | 4.86 |
| 42 | L.A. Westchester LAX | 17,158 | 1 | 5.83 | 11.74 | (5.91) | 2.70 | (3.13) | 4.83 |
| 4 | Santa Monica Blvd | 113,567 | 5 | 4.40 | - | 4.40 | 2.70 | (1.70) | 0.73 |
| 20, 21 | Wilshire Blvd | 117,356 | 5 | 4.26 | 8.87 | (4.61) | 2.70 | (1.56) | 6.30 |
| 30 | W. Pico E. First Floral Dr. | 125,860 | 5 | 3.97 | - | 3.97 | 2.70 | (1.27) | 0.66 |
| 60 | Long Beach Blvd Santa Fe Ave | 51,892 | 2 | 3.85 | 7.79 | (3.93) | 2.70 | (1.15) | 5.03 |
| 446, 447 | L.A. Carson Wilmington San Pedro Exp | 26,696 | 1 | 3.75 | 11.85 | (8.11) | 2.70 | (1.05) | 2.53 |
| 68 | W. Washington Blvd Chavez Ave | 110,142 | 3 | 2.72 | 1.90 | 0.82 | 2.70 | (0.02) | 3.44 |
| 55 | L.A. Compton Ave Imperial Station | 36,882 | 1 | 2.71 | 5.66 | (2.95) | 2.70 | (0.01) | 5.40 |
| 40 | Hawthorne Blvd | 74,072 | 2 | 2.70 | 6.24 | (3.54) | 2.70 | (0.00) | 3.57 |
| 434 | L.A. Santa Monica Malibu Trancas Exp (BDOF) | 76,140 | 2 | 2.63 | 1.32 | 1.31 | 2.70 | 0.07 | 3.25 |
| 2, 3 | Sunset Blvd | 90,813 | 1 | 1.10 | 7.18 | (6.08) | 2.70 | 1.60 | 2.88 |
| 45, 46, 345 | Broadway | 150,956 | 1 | 0.66 | 2.03 | (1.37) | 2.70 | 2.04 | 3.94 |
| 22 | Century City Brentwood Shuttle | 5,100 | - | - | - | - | 2.70 | 2.70 | - |
| 250 | Boyle Ave State St | 7,903 | - | - | - | - | 2.70 | 2.70 | 2.08 |
| 620 | Boyle Heights Shuttle | 1,067 | - | - | - | - | 2.70 | 2.70 | 15.14 |
| 38, 71 | W. Jefferson Blvd & Sybil Brand | 59,170 | - | - | 5.26 | (5.26) | 2.70 | 2.70 | 2.78 |
| TOTALS: | | 1,205,556 | 39 | 3.24 | 4.48 | 1.24 | 2.70 | (0.54) | 3.72 |

### Sector Totals

| | Total Scheduled Miles | Number of Traffic Accidents | Traffic Accident Rate Per 100k Sched Miles | Prior Month Rate | Change From Prior Month | Monthly Goal | Current Month Variance From Goal | FY03 YTD Accident Rate |
|---|---|---|---|---|---|---|---|---|
| **Division 6** | 169,410 | 6 | 3.54 | 3.36 | (0.18) | 2.70 | (0.84) | 3.43 |
| **Division 7** | 943,318 | 41 | 4.35 | 5.26 | 0.91 | 2.70 | (1.65) | 4.64 |
| **Division 10** | 1,205,556 | 39 | 3.24 | 4.48 | 1.24 | 2.70 | (0.54) | 3.72 |
| **Service Sector Total** | 2,318,284 | 86 | 3.71 | 4.48 | (0.77) | 2.70 | (1.01) | 4.09 |

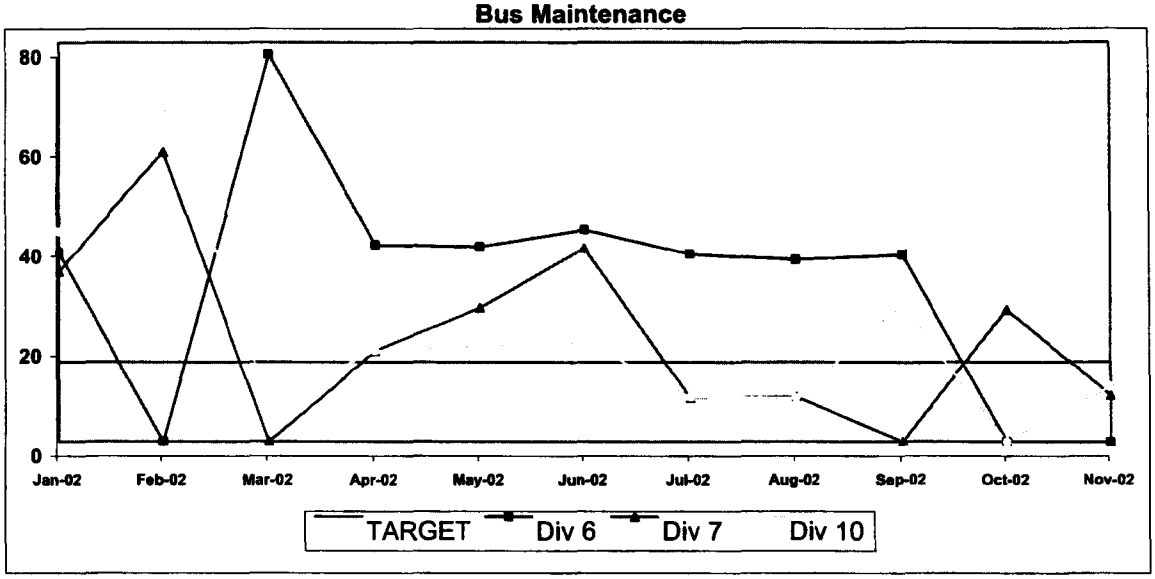
# Westside/Central (WC) Sector Occupational Safety and Health Administration (OSHA) Recordable Injuries/Illnesses* per 200,000 Exposure Hours

## Bus Transportation




| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 6 | 54.01 | 13.53 | 12.64 | 60.63 | 72.74 | 68.56 | 48.51 | 47.95 | 39.10 | 45.83 | 51.47 | 13.08 |
| Div 7 | 14.76 | 18.91 | 16.19 | 45.37 | 14.68 | 25.39 | 21.53 | 21.46 | 27.29 | 28.14 | 14.72 | 26.46 |
| Div 10 | 57.41 | 32.68 | 35.39 | 50.85 | 70.51 | 54.07 | 55.03 | 56.62 | 20.54 | 30.46 | 14.15 | 26.20 |

## Bus Maintenance




| Injuries/ Illnesses | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Div 6 | 37.92 | 0.00 | 77.71 | 39.33 | 38.96 | 42.51 | 37.51 | 36.38 | 37.37 | 0.00 | 0.00 | 35.16 |
| Div 7 | 34.07 | 58.08 | 0.00 | 18.12 | 26.81 | 38.71 | 8.79 | 9.01 | 0.00 | 26.42 | 9.43 | 18.87 |
| Div 10 | 42.06 | 67.49 | 8.16 | 18.16 | 18.94 | 20.12 | 8.94 | 8.72 | 27.26 | 0.00 | 11.15 | 0.00 |

# Glossary

| Term | Definition |
|---|---|
| **New Workers' Compensation Lost Work Time Claims reported/filed** | Number of new workers compensation indemnity claims filed.<br>Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time<br><br>Source: Travelers monthly report and Valley Oaks System monthly report. |
| **New Workers' Compensation Lost Work Time Claims reported/filed per 100 Employees per month** | Number of new workers compensation indemnity claims filed per 100 employees each month.<br>Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time<br><br>Calculation: Number of New Workers Compensation Claims Filed / (Employees / 100)<br><br>Source: Travelers monthly report, Valley Oaks System monthly report and HR. |
| **New Workers' Compensation Lost Work Time Claims for Injuries that Occurred in the Period per 100 Employees per month** | Number of new workers compensation indemnity claim occurrences per 100 employees each month.<br>Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time<br><br>Calculation: Number of New Workers Compensation Occurrences / (Employees / 100)<br><br>Source: Travelers monthly report, Valley Oaks System monthly report and HR. |
| **New Workers' Compensation Lost Work Time Claims reported/filed per 200,000 exposure hours** | Number of new workers compensation claims filed – indemnity and medical.<br>Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time<br>Medical – all other claims<br><br>Calculation: Number of New Workers Compensation Claims Filed / (Exposure Hours / 200,000)<br><br>Source: Travelers monthly report and Valley Oaks System monthly report. |
| **Occupational Safety & Health Administration (OSHA) Recordable Injuries/Illnesses per 200,000 Exposure Hours** | Work-related injuries and illnesses that result in:<br>-- death<br>-- loss of consciousness,<br>-- days away from work,<br>-- restricted work activity or job transfer, or<br>-- medical treatment beyond first aid<br><br>Calculation: Number of OSHA Injuries/Illnesses Filed / (Exposure Hours / 200,000)<br><br>Source: Safety Department OSHA log file. |

# Glossary

| Term | Definition |
|---|---|
| **Accidents per 100,000 Miles** | Measures vehicle accidents reported (bus and rail) per 100,000 miles of actual fixed route mileage (bus uses hub miles and rail uses train miles).<br><br>Calculation: Vehicle Accidents / (Actual Mileage / 100,000)<br><br>Source: Vehicle Maintenance System (VMS) and Vehicle Accident Maintenance System (VAMS) |
| **Passenger Accidents per 100,000 Boardings** | Measures passenger accidents reported (bus and rail) per 100,000 boardings during actual fixed route service.<br><br>Calculation: Passenger Accidents / (Boardings/100,000)<br><br>Source: Vehicle Accident Maintenance System (VAMS) and Countywide Planning and Development |
| **Bus Traffic Accidents: Unavoidable, Avoidable or Pending** | Measures percent of vehicle accidents reported that the Accident Review Board rules as an unavoidable or avoidable accident for the operator. Those accidents not yet reviewed are considered pending.<br><br>Calculation: Number of Vehicle Accidents Unavoidable, Avoidable or Pending / Total Number of Vehicle Accidents<br><br>Source: Vehicle Accident Maintenance System (VAMS) |
| **Boardings** | (See also Average Weekday Ridership) The total number of patrons utilizing public transportation as projected from ridership surveys.<br><br>Source: Countywide Planning and Development |
| **Workers' Compensation Lost Work Days Paid Per 100 Employees per month** | Number of paid working days lost due to employees* workers' compensation injuries each month.<br><br>Calculation: (Total temporary disability paid / $70 x 5/7) / (Number of employees / 100)<br><br>Source: Workers' compensation claims detail financial report, Travelers, Valley Oaks System and MTA Human Resources<br><br>*Part-time and full-time employees have equal weight |

ATTACHMENT B

# LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
# METRO BLUE LINE
# GRADE CROSSING SAFETY IMPROVEMENT PROGRAM

## SUMMARY OF METRO BLUE LINE TRAIN / VEHICLE AND TRAIN / PEDESTRIAN ACCIDENTS (July 1990 – December 2002)

Compiled By

Risk Management

**INTEROFFICE MEMO**

Los Angeles County Metropolitan Transportation Authority

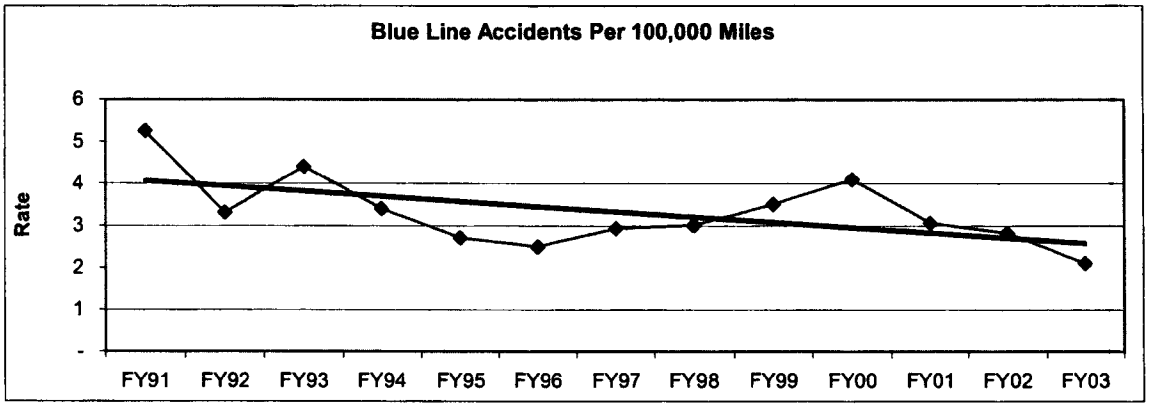
**TO:** Distribution

**FROM:** Risk Management

**SUBJECT:** Metro Blue Line Accident Report for Fiscal Year 2003

Attached is the Blue Line Summary Report for the second quarter of fiscal year ending June 30, 2003.

Since the inception of Metro Blue Line in July of 1990 there have been 638 accidents. This total includes 524 train/vehicle and 114 train/pedestrian collisions reported at crossings or at other locations inside the right-of-way. One fatality occurred during the most recent quarter. The total fatalities since inception is 61. The chart below shows decreasing accident trend along the Metro Blue Line.



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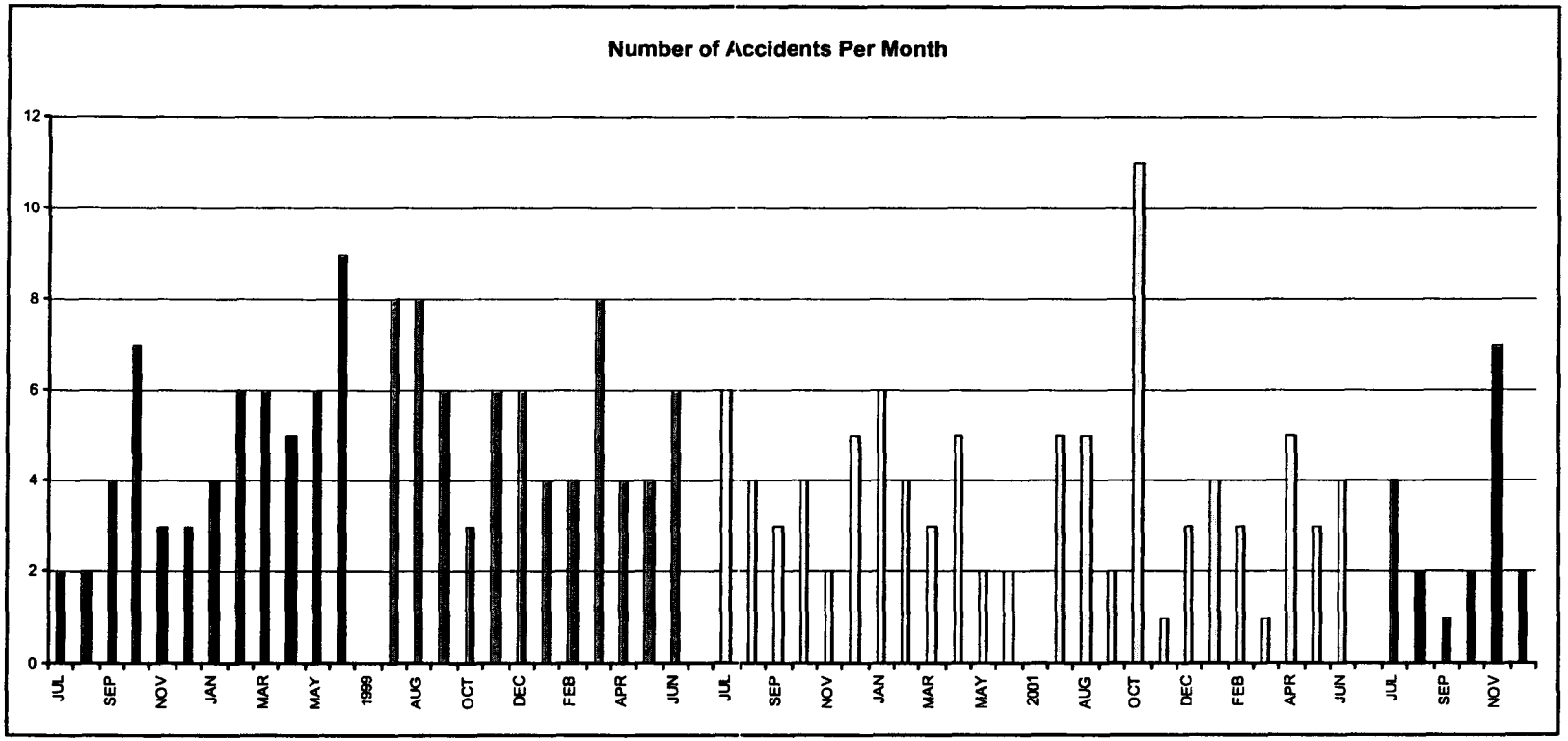
# TRAIN / VEHICLE AND TRAIN / PEDESTRIAN ACCIDENT TRENDS

# METRO BLUE LINE ACCIDENTS

## FY98 - FY03 (JULY 1997 - DECEMBER 2002)

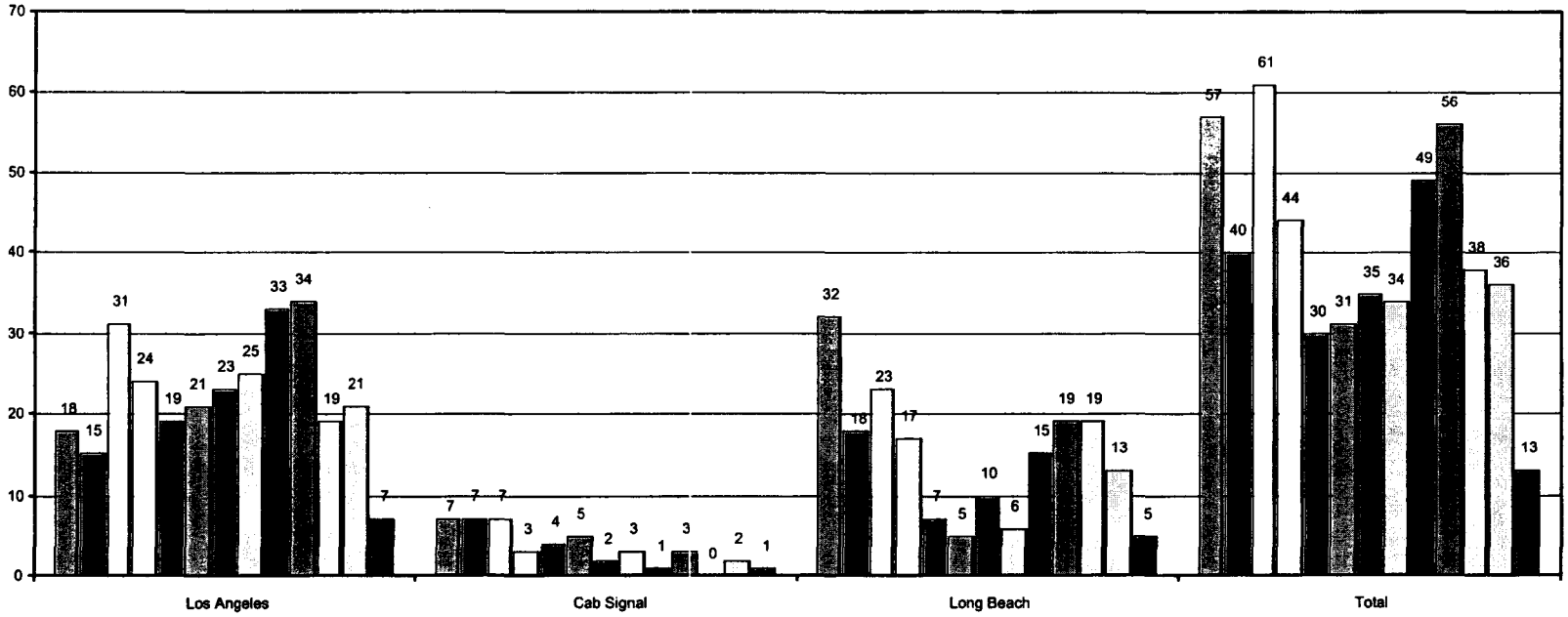



| | FY99 07/01/98 - 06/30/99 | FY00 07/01/99 - 06/30/00 | FY01 07/01/00 - 06/30/01 | FY02 07/01/01 - 06/30/02 | FY03 07/01/02 - 12/31/02 |
|---|---|---|---|---|---|
| Annual Total | 57 | 67 | 46 | 47 | 18 |

# MBL TRAIN / VEHICLE ACCIDENTS BY ROUTE SEGMENT

## FY91 - FY03 (JULY 1990 - DECEMBER 2002)

Number of Train / Vehicle Accidents



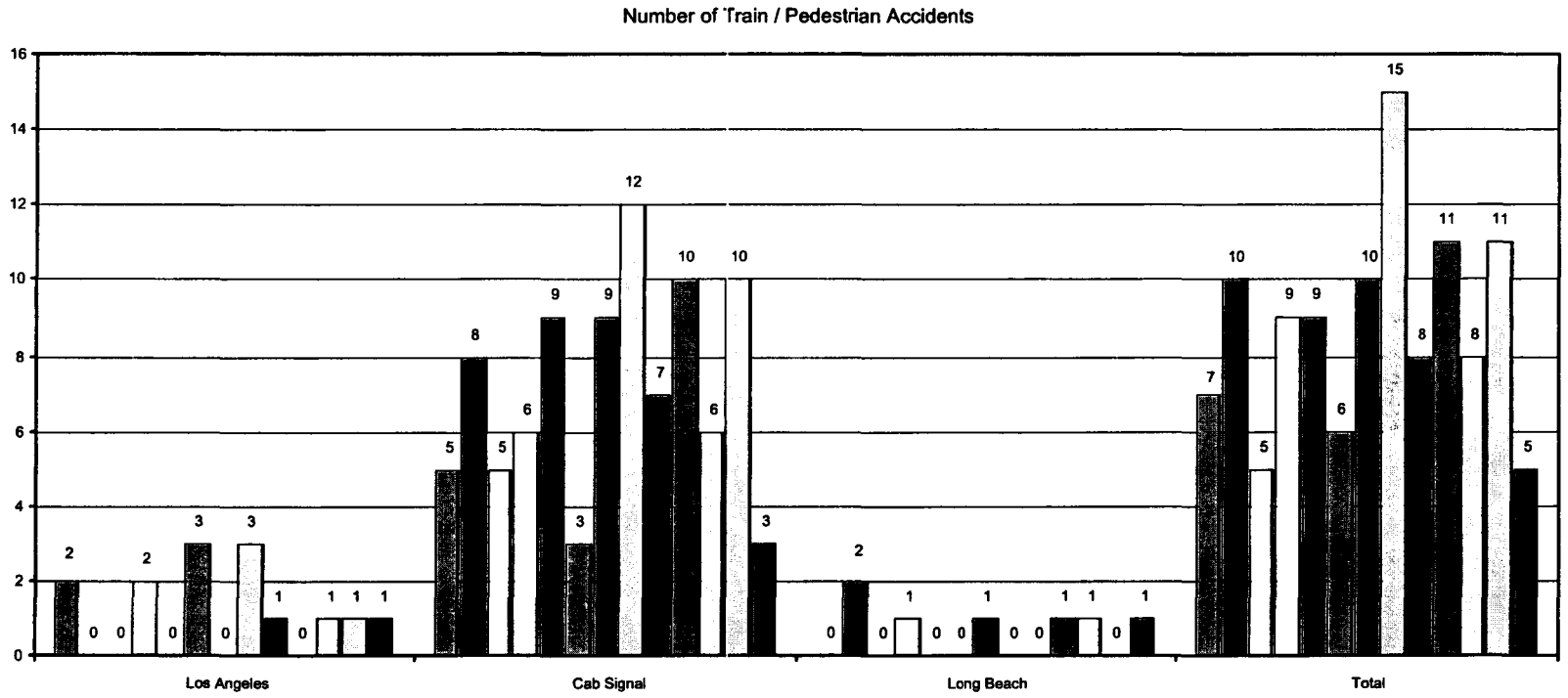

| | LA | Cab | LB | Total |
|---|---|---|---|---|
| FY91 | 18 | 7 | 32 | 57 |
| FY92 | 15 | 7 | 18 | 40 |
| FY93 | 31 | 7 | 23 | 61 |
| FY94 | 24 | 3 | 17 | 44 |

| | LA | Cab | LB | Total |
|---|---|---|---|---|
| FY95 | 19 | 4 | 7 | 30 |
| FY96 | 21 | 5 | 5 | 31 |
| FY97 | 23 | 2 | 10 | 35 |
| FY98 | 25 | 3 | 6 | 34 |

| | LA | Cab | LB | Total |
|---|---|---|---|---|
| FY99 | 33 | 1 | 15 | 49 |
| FY00 | 34 | 3 | 19 | 56 |
| FY01 | 19 | 0 | 19 | 38 |
| FY02 | 21 | 2 | 13 | 36 |
| FY03 | 7 | 1 | 5 | 13 |
| Total since inception | 290 | 45 | 189 | 524 |

# MBL TRAIN / PEDESTRIAN ACCIDENTS BY ROUTE SEGMENT

## FY91 - FY03 (JULY 1990 - DECEMBER 2002)




| | LA | Cab | LB | Total |
|---|---|---|---|---|
| FY91 | 2 | 5 | 0 | 7 |
| FY92 | 0 | 8 | 2 | 10 |
| FY93 | 0 | 5 | 0 | 5 |
| FY94 | 2 | 6 | 1 | 9 |

| | LA | Cab | LB | Total |
|---|---|---|---|---|
| FY95 | 0 | 9 | 0 | 9 |
| FY96 | 3 | 3 | 0 | 6 |
| FY97 | 0 | 9 | 1 | 10 |
| FY98 | 3 | 12 | 0 | 15 |

| | LA | Cab | LB | Total |
|---|---|---|---|---|
| FY99 | 1 | 7 | 0 | 8 |
| FY00 | 0 | 10 | 1 | 11 |
| FY01 | 1 | 6 | 1 | 8 |
| FY02 | 1 | 10 | 0 | 11 |
| FY03 | 1 | 3 | 1 | 5 |
| Total since inception | 14 | 93 | 7 | 114 |

MBL fy03q2 charts

# METRO BLUE LINE ACCIDENTS BY SEGMENT & LOCATION

July 1, 1990 through December 31, 2002

**LOS ANGELES STREET RUNNING**

| Loc No. | Location Description | Vehicle | Ped |
|---|---|---|---|
| 0062 | 12TH ST | 11 | 1 |
| 0066 | ALLEY NR 12TH ST | 3 | |
| 0072 | PICO STATION PED | | 2 |
| 0075 | PICO BLVD | 14 | 1 |
| 0079 | CAMERON LANE | 8 | |
| 0084 | DRIVEWAY AT 1348 FLOWER | 2 | |
| 0086 | DRIVEWAY AT 1360 FLOWER (GLOBE) | 4 | |
| 0091 | DRIVEWAY AT 1370/1374 FLOWER | 4 | |
| 0092 | DRIVEWAY AT CAL PRESS | 2 | |
| 0099 | VENICE BLVD | 29 | |
| 0104 | DRIVEWAY NORTH OF I-10 ON RAMP | 6 | |
| 0110 | I-10 ON RAMP | 6 | |
| 0112 | 18TH ST | 15 | |
| 0120 | UNK FLOWER ST | 1 | |
| 0123 | WASH BLVD/FLOWER | 3 | |
| 0130 | HOPE ST | 1 | |
| 0140 | GRAND AVE | 15 | 3 |
| 0144 | OLIVE ST | 17 | |
| 0149 | HILL ST | 8 | |
| 0156 | BROADWAY | 12 | |
| 0156_0163 | between Broadway and Main St | 1 | 1 |
| 0163 | MAIN ST | 16 | |
| 0170 | LOS ANGELES ST | 17 | |
| 0183 | MAPLE ST | 9 | |
| 0198 | TRINITY ST | 10 | 2 |
| 0208 | SAN PEDRO ST | 22 | |
| 0215 | SAN PEDRO PED | | 2 |
| 0219 | SAN PEDRO STA | 1 | 1 |
| 0234 | GRIFFITH AVE | 9 | |
| 0234_0254 | between Griffith Ave and Central Ave | | 1 |
| 0254 | CENTRAL AVE | 14 | |
| 0271 | NAOMI ST | 11 | |
| 0285 | HOOPER ST | 12 | |
| 0304 | LONG BEACH AVE | 7 | |
| | **Los Angeles Street Running Total** | **290** | **14** |

**CAB SIGNAL ROUTE SEGMENT**

| Loc No. | Location Description | Vehicle | Ped |
|---|---|---|---|
| 0390 | 41ST ST | 3 | |
| 0420 | VERNON AVE | | 15 |
| 0426 | VERNON STA | | 3 |
| 0450 | 48TH PL | 1 | |
| 0500 | 55TH ST | 3 | 6 |
| 0570 | GAGE AVE | 2 | |
| 0620 | FLORENCE AVE | | 8 |
| 0623 | FLORENCE STA | | 2 |
| 0670 | NADEAU ST | 2 | 1 |
| 0770 | 92ND ST | | 1 |
| 0820 | CENTURY BLVD | 1 | 2 |
| 0840 | 103RD ST | | 8 |
| 0846 | 103RD ST STA | | 1 |
| 0880 | 108TH ST | 2 | |
| 0930 | WILMINGTON AVE | 5 | 4 |
| 0940 | IMPERIAL HWY | 1 | 3 |
| 0946 | IMPERIAL PED | | 4 |
| 0951 | IMPERIAL STA | | 1 |
| 0980 | 119TH ST | 1 | 1 |
| 1010 | 124TH ST | 4 | 1 |
| 1040 | EL SEGUNDO BLVD | | 2 |
| 1050 | 130TH ST | 2 | 3 |
| 1080 | STOCKWELL ST | 2 | |
| 1150 | ELM ST | 2 | |
| 1174 | COMPTON PED | | 1 |
| 1178 | COMPTON STA | | 3 |
| 1190 | COMPTON BLVD | 1 | 2 |
| 1210 | MYRRH ST | 1 | |
| 1240 | ALONDRA BLVD | 1 | 4 |
| 1290 | GREENLEAF BLVD | 6 | 1 |
| 1319 | ARTESIA PED | | 9 |
| 1322 | ARTESIA STA | | 2 |
| 1350 | ARTESIA FWY OVER | 1 | |
| 1370 | MANVILLE ST | 1 | |
| 1529_1744 | between Del Amo and Wardlow Stations | | 2 |
| 1744 | WARDLOW STA | | 1 |
| 1750 | WARDLOW PED | 3 | |
| 1810 | SPRING ST | | 1 |
| 1843 | WILLOW STA | | 1 |
| | **Cab Signal Route Segment Total** | **45** | **93** |

**LONG BEACH STREET RUNNING**

| Loc No. | Location Description | Vehicle | Ped |
|---|---|---|---|
| 1847 | WILLOW Ped | | 1 |
| 1850 | 27TH ST | 2 | |
| 1850_1860 | between 27th and Willow St | 1 | |
| 1860 | WILLOW ST | 6 | |
| 1890 | BURNETT ST | 13 | |
| 1910 | HILL ST | 16 | |
| 1940 | 20TH ST | 20 | 2 |
| 1950 | 19TH ST | 9 | |
| 1960 | PCH & LB BLVD | 2 | |
| 1980 | 16TH ST | 8 | |
| 2000 | 14TH ST | 13 | |
| 2010 | ANAHEIM ST | 8 | |
| 2015 | ANAHEIM STA | | 1 |
| 2015_2040 | between Anaheim Station and 10th St | | 1 |
| 2040 | 10TH ST | 2 | |
| 2042 | 9TH ST DIAMOND | 1 | |
| 2050 | 8TH ST & LB BLVD | 2 | |
| 2060 | 7TH ST & LB BLVD | 11 | 1 |
| 2070 | 6TH ST & LB BLVD | 10 | |
| 2080 | 5TH ST PED XING | 1 | |
| 2090 | 4TH ST & LB BLVD | 3 | |
| 2096 | 3RD ST & LB BLVD | 10 | |
| 2100 | BROADWAY/LB BLVD | 7 | |
| 2110 | 1ST ST & LB BLVD | 1 | |
| 2110_2130 | between Long Beach Blvd and Pine Ave | 1 | |
| 2130 | PINE & 1ST ST | 1 | |
| 2135 | TRANSIT MALL STA | 1 | 1 |
| 2140 | PACIFIC & 1ST ST | 5 | |
| 2150 | BROADWAY & PAC | 2 | |
| 2155 | 3RD ST & PACIFIC | 8 | |
| 2160 | 4TH ST & PACIFIC | 3 | |
| 2170 | 5TH ST & PACIFIC | 2 | |
| 2180 | 6TH ST & PACIFIC | 5 | |
| 2190 | 7TH ST & PACIFIC | 5 | |
| 2196 | 8TH ST & PACIFIC | 5 | |
| 2200 | PINE & 8TH ST | 3 | |
| 2210 | LOCUST & 8TH ST | 1 | |
| 2215 | UNK 8TH STREET | 1 | |
| | **Long Beach Street Running Total** | **189** | **7** |

# TRAIN/VEHICLE AND TRAIN/PEDESTRIAN ACCIDENT LIST

**Metro Blue Line**
**Train/Vehicle and Train/Pedestrian**
**Accident Summary Report**

In June 2002, Corporate Safety staff conducted a review of accidents dating back to January 1997. This review also prompted corrections to the acquisition process of accident data for this report.

Starting in June 2002, Corporate Safety will gather the accident data from the following sources:

a. Supervisory Employees' Accident/Incident Investigation Form – this report if filled out by the Rail Transit Operations Supervisor who responds to the accident.
b. Rail Accident/Incident Report – this report is filled out by the Rail Operator.
c. Controller's Unusual Occurrence Reports – this report is generated by the Rail Operations Controller.

All data is forwarded from Corporate Safety to Risk Management for database entry, maintenance, and distribution. This report, Summary of Metro Blue Line Train/Vehicle and Train/Pedestrian Accidents is part of the trending performed by LACMTA.

The Rail Operations Safety Department monitors and analyzes the trends and patterns. In the past, trending has resulted in implementation of grade crossing safety improvements such as the fiber optic trains signs along Flower Street and Washington Blvd, the four quad gate demonstration project, photo enforcement program, new legislation, and public education programs. Rail Operations Safety will continue to make recommendations and improvements to the rail system as necessary.

The following contributing factors codes are used in the report:

| | |
|---|---|
| LT | Vehicle entered trackway from left turn lane. |
| RT | Vehicle entered trackway from right turn lane. |
| UT | Vehicle attempted to make a U turn on a street perpendicular to the trackway. |
| RS | Vehicle ran through a red traffic signal or stop sign. |
| FLB | Pedestrian violated flashing lights/bells. |
| AE | Encroachment by vehicle into the trackway, other than by turning onto the tracks in front of a train or by running through a red traffic signal or stop sign. |
| RG | Vehicle or pedestrian ran around a down crossing gate. |
| TR | Pedestrian trespassing on the right-of-way. |
| HR | Vehicle left accident scene without stopping |
| DR | Intoxicated driver or pedestrian. |
| ST | Two or more trains passing through the crossing. |
| SU | Suicide. |
| PD | Police Department vehicle involved in accident. |
| FD | Fire Department vehicle involved in accident. |

SD Vehicle or pedestrian traveling in same direction as train.
EB Vehicle or pedestrian entered trackway in eastbound direction.
WB Vehicle or pedestrian entered trackway in westbound direction.
NB Vehicle or pedestrian entered trackway in northbound direction.
SB Vehicle or pedestrian entered trackway in southbound direction.

The direction of travel of the MBL train is either northbound (track 1) or southbound (track 2). In the "Contributing Factor(s)" column, the geographical direction of travel of the vehicle or pedestrian is used.

There are two types of accidents, Train vs. Auto (TA) or Train vs. Pedestrian (TP). Incidents involving bicyclists are coded as TP; incidents involving motorcycles are coded as TA. Incidents involving objects are not included in this report. Incidents, which only involve mirror damage to either the Train or the vehicle, are noted in a separate table in the back of the report. Same for incidents categorized as possible pedestrian incidents. These incidents result in no pedestrian found at the scene when either the Operator or Supervisor investigates but no conclusion can be made as to whether an incident occurred or not.

Accidents marked with an asterisk (*) to the right of TA or TP have occurred since the last Accident Summary Report was generated.

# METRO BLUE LINE
# TRAIN/VEHICLE AND TRAIN/PEDESTRIAN
# ACCIDENTS FROM JULY 1990 THROUGH DECEMBER 2002

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0062** | | **12TH ST** | | | | |
| 7/30/1991 | 4:45 PM | TA | TS | LT | | 0 |
| 4/9/1992 | 10:08 AM | TA | TS | LT | | 0 |
| 10/8/1992 | 10:25 AM | TA | TS | AE | | 0 |
| 9/5/1994 | 10:09 AM | TA | TS | LT | | 0 |
| 11/8/1994 | 12:15 PM | TA | TS | LT | | 0 |
| 7/10/1995 | 4:01 PM | TP | TS | TR | | 0 |
| 10/25/1995 | 3:04 PM | TA | TS | LT | | 0 |
| 8/7/1996 | 2:21 PM | TA | TS | LT | | 0 |
| 8/29/1997 | 11:09 AM | TA | TS | LT/SD | S | 0 |
| 3/18/1999 | 2:29 PM | TA | TS | LT/SD | S | 0 |
| 4/5/2000 | 9:55 AM | TA | TS | LT/SD | S | 0 |
| 11/3/2000 | 2:48 PM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 12 | No. of fatalities: | 0 |
| **LOCATION: 0066** | | **ALLEY NR 12TH ST** | | | | |
| 10/7/1997 | 11:19 AM | TA | S/NLT | LT/SD | S | 0 |
| 9/4/1998 | 3:18 PM | TA | S/NLT | LT/SD | S | 0 |
| 7/28/1999 | 5:39 PM | TA | S/NLT | LT/SD | S | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| **LOCATION: 0072** | | **PICO STATION PED** | | | | |
| 7/30/1990 | 5:20 PM | TP | S/NLT | | | 0 |
| 2/11/2002 | 4:54 PM | TP | S/NLT | | N | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 0075** | | **PICO BLVD** | | | | |
| 3/15/1991 | 5:20 PM | TA | TS | LT | | 0 |
| 5/27/1991 | 11:25 AM | TP | TS | | | 0 |
| 11/21/1991 | 8:06 AM | TA | TS | LT | | 0 |
| 4/20/1992 | 3:20 PM | TA | TS | RS | | 0 |
| 10/16/1992 | 9:39 AM | TA | TS | LT/HR | | 0 |
| 7/7/1993 | 3:27 PM | TA | TS | LT | | 0 |
| 12/15/1993 | 4:45 PM | TA | TS | LT | | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0075** | | **PICO BLVD** | | | | |
| 7/4/1995 | 11:47 AM | TA | TS | RS | | 0 |
| 9/19/1996 | 4:50 PM | TA | TS | LT/HR | | 0 |
| 5/15/1997 | 1:11 PM | TA | TS | LT/SD | S | 0 |
| 7/15/1999 | 11:44 AM | TA | TS | LT/SD | S | 0 |
| 9/15/1999 | 7:10 AM | TA | TS | RS/WB | N | 0 |
| 1/28/2000 | 12:57 PM | TA | TS | LT/SD/PD | S | 0 |
| 10/12/2001 | 2:28 PM | TA | TS | RS/EB | S | 0 |
| 9/6/2002 | 12:33 PM | TA | TS | LT/SD/HR | S | 0 |
| | | | No. of accidents: | 15 | No. of fatalities: | 0 |
| **LOCATION: 0079** | | **CAMERON LANE** | | | | |
| 8/21/1992 | 3:58 PM | TA | S/NLT | LT | | 0 |
| 9/23/1993 | 10:12 AM | TA | S/NLT | AE | | 0 |
| 5/16/1994 | 9:42 AM | TA | S/NLT | AE | | 0 |
| 3/12/1997 | 11:38 AM | TA | S/NLT | LT/SD/ST | S | 0 |
| 4/2/1999 | 5:15 PM | TA | S/NLT | LT/SD | S | 0 |
| 8/22/1999 | 9:44 AM | TA | S/NLT | LT/WB | S | 0 |
| 5/1/2000 | 4:10 PM | TA | S/NLT | LT/SD | S | 0 |
| 5/30/2002 | 2:17 PM | TA | S/NLT | LT/SD | S | 0 |
| | | | No. of accidents: | 8 | No. of fatalities: | 0 |
| **LOCATION: 0084** | | **DRIVEWAY AT 1348 FLOWER** | | | | |
| 12/7/1995 | 4:42 PM | TA | S/NLT | | | 0 |
| 8/20/2001 | 4:08 PM | TA | S/NLT | LT/SD | S | |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 0086** | | **DRIVEWAY AT 1360 FLOWER (GLOBE)** | | | | |
| 8/21/1992 | 3:53 PM | TA | S/NLT | AE | | 0 |
| 1/18/1998 | 4:33 PM | TA | S/NLT | LT/SD | S | 0 |
| 3/1/2000 | 11:06 AM | TA | S/NLT | AE | N | 0 |
| 7/24/2002 | 5:07 PM | TA | S/NLT | LT/SD | S | 0 |
| | | | No. of accidents: | 4 | No. of fatalities: | 0 |
| **LOCATION: 0091** | | **DRIVEWAY AT 1370/1374 FLOWER** | | | | |
| 1/13/1993 | 11:18 AM | TA | S/NLT | AE | | 0 |
| 2/5/2000 | 12:35 PM | TA | S/NLT | LT/SD | S | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 0091 | | DRIVEWAY AT 1370/1374 FLOWER | | | | |
| 6/23/2000 | 9:42 AM | TA | S/NLT | LT/SD | S | 0 |
| 7/18/2000 | 5:16 PM | TA | S/NLT | LT/SD | S | 0 |
| | | | No. of accidents: | 4 | No. of fatalities: | 0 |
| LOCATION: 0092 | | DRIVEWAY AT CAL PRESS | | | | |
| 5/10/1993 | 12:57 PM | TA | S/NLT | AE/HR | | 0 |
| 2/13/1997 | 6:18 PM | TA | S/NLT | LT/SD | S | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| LOCATION: 0099 | | VENICE BLVD | | | | |
| 8/8/1991 | 6:14 AM | TA | TS | RS | | 0 |
| 3/26/1992 | 7:57 AM | TA | TS | RS | | 0 |
| 4/12/1992 | 9:20 PM | TA | TS | LT | | 0 |
| 1/3/1993 | 9:21 AM | TA | TS | RS | | 0 |
| 5/16/1993 | 3:05 PM | TA | TS | AE | | 0 |
| 6/16/1993 | 8:20 AM | TA | TS | LT | | 0 |
| 7/31/1993 | 7:09 PM | TA | TS | RS/FD | | 0 |
| 2/9/1994 | 8:50 AM | TA | TS | RS/HR | | 0 |
| 9/6/1994 | 7:11 AM | TA | TS | RS | | 0 |
| 7/10/1995 | 9:44 AM | TA | TS | LT | | 0 |
| 10/20/1996 | 3:41 PM | TA | TS | RS/WB | | 0 |
| 4/8/1997 | 9:19 AM | TA | TS | RS/WB | N | 0 |
| 10/25/1997 | 4:45 PM | TA | TS | RS/EB | S | 0 |
| 10/7/1998 | 8:13 AM | TA | TS | RS/EB | N | 0 |
| 10/17/1998 | 4:19 PM | TA | TS | RS/EB | S | 0 |
| 11/28/1998 | 2:40 PM | TA | TS | HR/EB | N | 0 |
| 2/18/1999 | 12:08 PM | TA | TS | LT/SD | S | 0 |
| 4/11/1999 | 10:57 AM | TA | TS | RS/WB | S | 0 |
| 6/6/1999 | 10:12 AM | TA | TS | RS/EB | N | 0 |
| 7/12/1999 | 5:47 PM | TA | TS | LT/SD | S | 0 |
| 4/21/2000 | 7:34 AM | TA | TS | WB/AE | N | 0 |
| 5/28/2000 | 6:57 AM | TA | TS | EB | N | 0 |
| 7/28/2000 | 7:02 AM | TA | TS | LT/SD | S | 0 |
| 9/13/2000 | 1:42 PM | TA | TS | EB | N | 0 |
| 12/2/2000 | 6:25 AM | TA | TS | LT/SD | S | 0 |
| 1/7/2001 | 8:13 PM | TA | TS | AE/WB | N | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0099** | | **VENICE BLVD** | | | | |
| 4/13/2001 | 9:41 AM | TA | TS | AE/WB | N | 0 |
| 1/21/2002 | 9:40 AM | TA | TS | AE/WB | N | 0 |
| 3/19/2002 | 12:33 PM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 29 | No. of fatalities: | 0 |
| **LOCATION: 0104** | | **DRIVEWAY NORTH OF I-10 ON RAMP** | | | | |
| 7/21/1993 | 12:15 PM | TA | S/NLT | LT | | 0 |
| 2/28/1994 | 8:28 AM | TA | S/NLT | RS | | 0 |
| 1/19/1996 | 10:18 AM | TA | S/NLT | LT | | 0 |
| 3/8/1996 | 4:50 PM | TA | S/NLT | AE | | 0 |
| 8/18/1999 | 10:35 AM | TA | S/NLT | LT/SD | S | 0 |
| 12/6/1999 | 6:20 PM | TA | S/NLT | LT/SD | S | 0 |
| | | | No. of accidents: | 6 | No. of fatalities: | 0 |
| **LOCATION: 0110** | | **I-10 ON RAMP** | | | | |
| 3/27/1997 | 8:24 AM | TA | TS | LT/SD | S | 0 |
| 5/9/1997 | 5:52 PM | TA | TS | LT/SD | S | 0 |
| 5/22/1998 | 11:58 AM | TA | TS | LT | S | 0 |
| 9/28/1998 | 6:35 PM | TA | TS | LT/SD | S | 0 |
| 9/28/1998 | 4:09 PM | TA | TS | LT/SD | S | 0 |
| 2/15/2002 | 10:58 AM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 6 | No. of fatalities: | 0 |
| **LOCATION: 0112** | | **18TH ST** | | | | |
| 1/27/1991 | 1:50 PM | TA | TS | LT | | 0 |
| 4/5/1993 | 11:54 AM | TA | TS | LT | | 0 |
| 7/21/1993 | 1:39 PM | TA | TS | LT | | 0 |
| 10/11/1995 | 2:13 PM | TA | TS | | | 0 |
| 4/2/1996 | 8:19 AM | TA | TS | LT | | 0 |
| 11/5/1996 | 5:04 PM | TA | TS | LT/HR | | 0 |
| 3/7/1997 | 8:40 AM | TA | TS | LT/HR/SD | S | 0 |
| 9/5/1997 | 5:28 PM | TA | TS | LT/SD | S | 0 |
| 2/4/1998 | 4:52 PM | TA | TS | LT/HR | S | 0 |
| 3/13/2000 | 6:46 PM | TA | TS | LT | S | 0 |
| 6/14/2000 | 1:32 PM | TA | TS | LT/SD | S | 0 |
| 8/24/2000 | 3:00 PM | TA | TS | LT/SD | S | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0112** | | **18TH ST** | | | | |
| 2/5/2001 | 3:35 PM | TA | TS | LT/SD | S | |
| 10/17/2001 | 4:46 PM | TA | TS | LT | S | 0 |
| 2/18/2002 | 8:40 AM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 15 | No. of fatalities: | 0 |
| **LOCATION: 0120** | | **UNK FLOWER ST** | | | | |
| 6/16/1993 | 7:40 AM | TA | | AE/HR | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0123** | | **WASH BLVD/FLOWER** | | | | |
| 12/9/1996 | 1:40 PM | TA | TS | RS/WB | | 0 |
| 1/21/1997 | 5:38 PM | TA | TS | AE/HR | N | 0 |
| 12/13/1997 | 9:27 PM | TA | TS | RS/HR | N | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| **LOCATION: 0130** | | **HOPE ST** | | | | |
| 5/19/1995 | 3:43 PM | TA | | LT | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0140** | | **GRAND AVE** | | | | |
| 4/16/1991 | 7:15 AM | TA | TS | LT | | 0 |
| 4/24/1992 | 3:10 PM | TA | TS | LT | | 0 |
| 8/24/1992 | 9:15 PM | TA | TS | LT | | 0 |
| 11/16/1992 | 12:35 PM | TA | TS | LT/HR | | 0 |
| 3/13/1993 | 1:38 PM | TA | TS | LT | | 0 |
| 9/1/1993 | 11:21 AM | TA | TS | LT/HR | | 0 |
| 11/11/1993 | 6:53 AM | TP | TS | | | 0 |
| 6/3/1994 | 6:44 PM | TA | TS | LT | | 0 |
| 6/6/1994 | 6:35 AM | TP | TS | | | 0 |
| 3/5/1995 | 7:18 AM | TA | TS | AE/PD | | 0 |
| 4/13/1995 | 6:48 AM | TA | TS | LT | | 0 |
| 6/24/1995 | 10:27 AM | TA | TS | LT | | 0 |
| 1/26/1996 | 8:10 PM | TA | TS | LT | | 0 |
| 2/15/1996 | 7:45 AM | TA | TS | LT | | 0 |
| 6/11/1996 | 6:00 PM | TP | TS | | | 1 |
| 10/20/2000 | 6:38 AM | TA | TS | LT/SD | N | |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0140** | | **GRAND AVE** | | | | |
| 8/21/2001 | 4:05 PM | TA | TS | LT/SD | N | 0 |
| 9/5/2001 | 9:10 AM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 18 | No. of fatalities: | 1 |
| **LOCATION: 0144** | | **OLIVE ST** | | | | |
| 12/28/1992 | 2:33 PM | TA | TS | LT | | 0 |
| 11/26/1993 | 1:07 PM | TA | TS | LT/PD | | 0 |
| 11/30/1993 | 7:18 AM | TA | TS | LT | | 0 |
| 12/6/1993 | 1:57 PM | TA | TS | LT/HR | | 0 |
| 5/1/1994 | 6:06 PM | TA | TS | LT/HR | | 0 |
| 9/26/1994 | 6:20 AM | TA | TS | LT | | 0 |
| 11/3/1994 | 3:02 PM | TA | TS | LT/HR | | 0 |
| 11/22/1994 | 9:55 AM | TA | TS | LT | | 0 |
| 12/2/1995 | 6:44 PM | TA | TS | AE | | 0 |
| 12/14/1998 | 10:21 AM | TA | TS | LT/SD | N | 0 |
| 2/1/1999 | 8:10 AM | TA | TS | LT/HR | S | 0 |
| 7/8/1999 | 4:52 PM | TA | TS | LT/SD | N | 0 |
| 10/22/1999 | 10:12 AM | TA | TS | LT/SD | S | 0 |
| 12/21/1999 | 11:06 AM | TA | TS | LT/SD | S | 0 |
| 5/26/2000 | 3:54 AM | TA | TS | LT/SD | S | 0 |
| 10/24/2002 | 12:20 PM | TA(*) | TS | LT/SD | N | 0 |
| 11/22/2002 | 11:51 PM | TA(*) | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 17 | No. of fatalities: | 0 |
| **LOCATION: 0149** | | **HILL ST** | | | | |
| 11/12/1991 | 7:15 AM | TA | TS | AE | | 0 |
| 12/31/1992 | 8:25 AM | TA | TS | LT | | 0 |
| 1/29/1993 | 9:46 AM | TA | TS | LT | | 0 |
| 7/30/1993 | 5:00 PM | TA | TS | AE | | 0 |
| 11/22/1995 | 4:20 PM | TA | TS | LT/HR | | 0 |
| 12/5/1998 | 6:12 PM | TA | TS | LT/SD | S | 0 |
| 6/2/1999 | 7:04 AM | TA | TS | LT/SD | S | 0 |
| 6/8/1999 | 12:23 PM | TA | TS | LT/SD/HR | S | |
| | | | No. of accidents: | 8 | No. of fatalities: | 0 |
| **LOCATION: 0156** | | **BROADWAY** | | | | |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 0156 | | BROADWAY | | | | |
| 1/17/1992 | 6:48 PM | TA | TS | LT | | 0 |
| 11/28/1992 | 6:25 AM | TA | TS | LT/HR | | 0 |
| 7/24/1994 | 12:43 PM | TA | TS | LT | | 0 |
| 10/31/1994 | 8:57 AM | TA | TS | LT | | 0 |
| 1/7/1995 | 8:30 AM | TA | TS | LT | | 0 |
| 4/14/1997 | 4:55 PM | TA | TS | LT/SD/ST | S | 0 |
| 7/16/1997 | 6:56 PM | TA | TS | LT/SD | N | 0 |
| 1/8/1998 | 1:04 PM | TA | TS | LT/AE | N | 0 |
| 10/20/1998 | 11:12 AM | TA | TS | RS/NB | N | 0 |
| 8/27/1999 | 3:23 PM | TA | TS | LT/SD | S | 0 |
| 4/24/2000 | 6:12 PM | TA | TS | HR | N | 0 |
| 5/8/2002 | 10:03 PM | TA | TS | LT/SB/RS | N | 0 |
| | | | No. of accidents: | 12 | No. of fatalities: | 0 |
| LOCATION: 0156_0163 | | between Broadway and Main St | | | | |
| 12/29/1995 | 2:42 PM | TA | | AE | | 0 |
| 2/24/1998 | 3:23 PM | TP | | TR | N | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| LOCATION: 0163 | | MAIN ST | | | | |
| 7/28/1990 | 1:50 PM | TA | TS | LT | | 0 |
| 9/7/1992 | 9:55 AM | TA | TS | LT/HR | | 0 |
| 12/15/1992 | 10:26 AM | TA | TS | AE | | 0 |
| 5/3/1995 | 8:49 PM | TA | TS | LT | | 0 |
| 10/11/1995 | 7:30 AM | TA | TS | AE | | 0 |
| 2/10/1997 | 10:51 PM | TA | TS | LT/SD/PD | S | 0 |
| 11/12/1997 | 4:48 PM | TA | TS | LT/SD | S | 0 |
| 3/28/1998 | 11:28 AM | TA | TS | LT/SD | N | 0 |
| 3/28/1998 | 8:22 AM | TA | TS | LT/SD/HR | N | 0 |
| 4/9/1999 | 7:55 PM | TA | TS | LT/SD/HR | N | 0 |
| 9/18/1999 | 9:55 AM | TA | TS | LT/SD | N | 0 |
| 7/6/2000 | 6:53 PM | TA | TS | LT/SD | N | 0 |
| 7/30/2000 | 5:13 PM | TA | TS | LT/SD | N | 0 |
| 5/1/2001 | 1:09 PM | TA | TS | LT/SD | N | 0 |
| 7/30/2002 | 4:20 PM | TA | TS | RS/NB | S | 0 |
| 10/18/2002 | 2:39 PM | TA(*) | TS | LT/SD | N | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0163** | | **MAIN ST** | | | | |
| | | | No. of accidents: | 16 | No. of fatalities: | 0 |
| **LOCATION: 0170** | | **LOS ANGELES ST** | | | | |
| 7/25/1990 | 7:11 AM | TA | TS | LT | | 0 |
| 8/27/1990 | 10:48 AM | TA | TS | LT | | 0 |
| 2/16/1991 | 9:45 AM | TA | TS | LT | | 0 |
| 2/10/1992 | 1:08 PM | TA | TS | LT | | 0 |
| 3/13/1992 | 4:57 PM | TA | TS | LT | | 0 |
| 11/2/1992 | 5:29 PM | TA | TS | LT/HR | | 0 |
| 2/4/1993 | 8:01 AM | TA | TS | LT/HR | | 0 |
| 4/16/1994 | 12:42 PM | TA | TS | AE/HR | | 0 |
| 2/15/1996 | 9:12 AM | TA | TS | LT | | 0 |
| 7/18/1996 | 10:37 AM | TA | TS | LT | | 0 |
| 11/3/1996 | 11:28 AM | TA | TS | AE/HR | | 0 |
| 6/25/1997 | 1:40 PM | TA | TS | LT/SD | N | |
| 3/23/1998 | 10:42 AM | TA | TS | LT/SD | N | 0 |
| 6/29/1998 | 9:10 AM | TA | TS | LT/SD | S | 0 |
| 8/4/1998 | 9:10 AM | TA | TS | LT/SD | S | 0 |
| 8/25/1998 | 2:45 PM | TA | TS | LT/SD | N | 0 |
| 12/7/2000 | 1:17 PM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 17 | No. of fatalities: | 0 |
| **LOCATION: 0183** | | **MAPLE ST** | | | | |
| 7/24/1990 | 12:00 AM | TA | TS | LT | | 0 |
| 2/4/1991 | 5:43 PM | TA | TS | LT | | 0 |
| 4/26/1991 | 8:00 PM | TA | TS | LT | | 0 |
| 10/16/1992 | 6:50 PM | TA | TS | LT | | 0 |
| 5/2/1994 | 5:25 PM | TA | TS | AE/PD | | 0 |
| 8/31/1995 | 3:10 PM | TA | TS | | | 0 |
| 9/24/1997 | 6:20 AM | TA | TS | LT/SD | N | 0 |
| 10/21/1997 | 4:53 PM | TA | TS | LT/SD | S | 0 |
| 3/7/2000 | 2:44 PM | TA | TS | LT/SD/HR | S | 0 |
| | | | No. of accidents: | 9 | No. of fatalities: | 0 |
| **LOCATION: 0198** | | **TRINITY ST** | | | | |
| 5/12/1991 | 3:52 PM | TA | TS | LT | | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 0198 | | TRINITY ST | | | | |
| 11/20/1992 | 4:20 PM | TA | TS | LT | | 0 |
| 1/15/1993 | 5:17 PM | TA | TS | AE | | 0 |
| 1/26/1993 | 7:15 PM | TA | TS | LT | | 0 |
| 12/17/1994 | 1:15 PM | TA | TS | LT | | 0 |
| 6/1/1995 | 2:26 PM | TA | TS | LT | | 0 |
| 10/6/1995 | 8:11 PM | TP | TS | | | 0 |
| 10/23/1997 | 8:55 AM | TA | TS | LT/SD | S | 0 |
| 3/19/1998 | 6:57 PM | TP | TS | TR | S | 1 |
| 5/27/1999 | 10:00 AM | TA | TS | LT/SD | S | 0 |
| 8/13/1999 | 4:38 PM | TA | TS | LT/SD | N | 1 |
| 1/7/2002 | 2:44 PM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 12 | No. of fatalities: | 2 |
| LOCATION: 0208 | | SAN PEDRO ST | | | | |
| 8/19/1990 | 10:32 AM | TA | TS | LT | | 0 |
| 6/1/1991 | 2:05 PM | TA | TS | AE | | 0 |
| 8/26/1991 | 10:29 AM | TA | TS | AE | | 0 |
| 5/7/1993 | 12:30 PM | TA | TS | RS | | 0 |
| 8/9/1993 | 5:10 PM | TA | TS | LT | | 0 |
| 11/5/1993 | 6:59 PM | TA | TS | LT | | 0 |
| 11/12/1994 | 12:21 PM | TA | TS | LT | | 0 |
| 11/22/1994 | 7:27 AM | TA | TS | LT/HR | | 0 |
| 3/2/1995 | 4:07 PM | TA | TS | LT/HR | | 0 |
| 11/6/1995 | 9:37 AM | TA | TS | LT | | 0 |
| 12/10/1996 | 5:15 PM | TA | TS | | | 0 |
| 4/27/1997 | 11:58 AM | TA | TS | LT/SD | S | 0 |
| 3/12/1998 | 5:25 PM | TA | TS | LT/SD/HR | S | |
| 2/7/1999 | 9:29 AM | TA | TS | LT/SD/HR | S | 0 |
| 12/13/1999 | 5:36 PM | TA | TS | LT/SD | S | 0 |
| 7/10/2000 | 3:40 PM | TA | TS | RS/NB | N | 0 |
| 9/15/2000 | 8:43 AM | TA | TS | LT | S | 0 |
| 8/3/2001 | 10:50 AM | TA | TS | LT/SD | S | 0 |
| 10/15/2001 | 1:49 PM | TA | TS | LT/SD | S | 0 |
| 10/30/2001 | 7:56 PM | TA | TS | LT/SD | S | 0 |
| 12/12/2001 | 3:33 PM | TA | TS | RS/SB | N | 0 |
| 5/4/2002 | 4:49 PM | TA | TS | LT | N | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0208** | | **SAN PEDRO ST** | | | | |
| | | | No. of accidents: | 22 | No. of fatalities: | 0 |
| **LOCATION: 0215** | | **SAN PEDRO PED** | | | | |
| 7/31/1997 | 7:16 AM | TP | TS | | S | 0 |
| 1/23/1999 | 1:05 PM | TP | TS | | S | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 0219** | | **SAN PEDRO STA** | | | | |
| 9/6/1990 | 10:10 PM | TA | | AE/DR | | 0 |
| 11/22/2002 | 7:34 AM | TP(*) | | | S | 1 |
| | | | No. of accidents: | 2 | No. of fatalities: | 1 |
| **LOCATION: 0234** | | **GRIFFITH AVE** | | | | |
| 9/1/1990 | 10:32 AM | TA | TS | LT | | 0 |
| 10/29/1991 | 1:15 PM | TA | TS | LT | | 0 |
| 8/5/1993 | 8:23 AM | TA | TS | AE | | 0 |
| 12/4/1995 | 10:35 AM | TA | TS | LT/HR | | 0 |
| 1/9/1996 | 11:01 AM | TA | TS | LT | | 0 |
| 5/27/1997 | 4:08 PM | TA | TS | LT/SD | S | 0 |
| 1/26/1999 | 7:17 PM | TA | TS | LT/SD | S | 0 |
| 8/5/1999 | 2:48 PM | TA | TS | RS/UT | S | 0 |
| 10/16/2001 | 8:55 AM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 9 | No. of fatalities: | 0 |
| **LOCATION: 0234_0254** | | **between Griffith Ave and Central Ave** | | | | |
| 4/22/2001 | 11:25 AM | TP | | WB | N | 1 |
| | | | No. of accidents: | 1 | No. of fatalities: | 1 |
| **LOCATION: 0254** | | **CENTRAL AVE** | | | | |
| 4/18/1991 | 4:30 PM | TA | TS | LT | | 0 |
| 10/3/1995 | 1:22 PM | TA | TS | LT | | 0 |
| 7/8/1996 | 5:55 PM | TA | TS | LT | | 0 |
| 8/21/1997 | 9:30 AM | TA | TS | LT/SD | S | 0 |
| 11/17/1997 | 7:37 AM | TA | TS | AE/HR | S | 0 |
| 9/25/1998 | 8:30 AM | TA | TS | LT/SD | N | 0 |
| 10/15/1998 | 8:52 AM | TA | TS | LT/SD | S | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0254** | | **CENTRAL AVE** | | | | |
| 11/17/1998 | 9:08 PM | TA | TS | RS/NB | N | 0 |
| 7/2/1999 | 5:01 PM | TA | TS | LT/AE | N | 0 |
| 11/3/1999 | 6:24 PM | TA | TS | RT/AE/H | N | 0 |
| 11/18/1999 | 6:29 PM | TA | TS | LT/SD | N | 0 |
| 5/26/2000 | 5:30 PM | TA | TS | AE/HR | S | 0 |
| 7/25/2000 | 12:02 PM | TA | TS | LT/SD | S | 0 |
| 3/28/2001 | 9:56 PM | TA | TS | LT/SD/HR | S | 0 |
| | | | No. of accidents: | 14 | No. of fatalities: | 0 |
| **LOCATION: 0271** | | **NAOMI ST** | | | | |
| 2/2/1991 | 12:30 PM | TA | TS | LT | | 0 |
| 7/21/1993 | 8:12 AM | TA | TS | LT/FD | | 0 |
| 1/18/1994 | 8:10 AM | TA | TS | LT/HR | | 0 |
| 11/6/1996 | 1:00 PM | TA | TS | LT/HR | | 0 |
| 9/20/1997 | 1:30 PM | TA | TS | NB/HR | S | 0 |
| 2/8/1998 | 9:59 PM | TA | TS | UT/HR | S | 0 |
| 1/25/1999 | 8:30 AM | TA | TS | LT/SD | N | 0 |
| 4/8/1999 | 1:05 PM | TA | TS | LT/HR | S | 0 |
| 9/30/1999 | 1:38 PM | TA | TS | LT/SD | S | |
| 10/1/2001 | 6:09 AM | TA | TS | LT/SD | S | 0 |
| 6/2/2002 | 10:17 AM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 11 | No. of fatalities: | 0 |
| **LOCATION: 0285** | | **HOOPER ST** | | | | |
| 10/8/1990 | 2:23 PM | TA | TS | LT | | 0 |
| 5/7/1993 | 12:03 PM | TA | TS | LT | | 0 |
| 6/23/1993 | 1:20 PM | TA | TS | LT | | 0 |
| 3/6/1998 | 5:50 PM | TA | TS | LT/SD | N | 0 |
| 6/12/1998 | 1:27 PM | TA | TS | LT/SD/AE | S | 0 |
| 2/3/1999 | 10:15 AM | TA | TS | LT/SD | S | 0 |
| 3/2/1999 | 3:58 PM | TA | TS | LT/HR | S | 0 |
| 3/22/1999 | 12:27 PM | TA | TS | LT/SD | S | 0 |
| 5/3/1999 | 2:54 PM | TA | TS | | N | 0 |
| 7/14/1999 | 8:30 AM | TA | TS | AE/HR | N | 0 |
| 8/3/2000 | 11:38 AM | TA | TS | LT/SD | N | 0 |
| 1/16/2002 | 3:47 PM | TA | TS | LT/SD/AE | N | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0285** | | **HOOPER ST** | | | | |
| | | | No. of accidents: | 12 | No. of fatalities: | 0 |
| **LOCATION: 0304** | | **LONG BEACH AVE** | | | | |
| 8/20/1991 | 8:50 AM | TA | TS | AE | | 0 |
| 7/31/1992 | 10:31 PM | TA | TS | AE | | 0 |
| 6/1/1993 | 9:01 AM | TA | TS | AE | | 0 |
| 4/10/1994 | 4:25 PM | TA | TS | AE/HR | | 0 |
| 11/19/1995 | 3:39 PM | TA | TS | AE | | 0 |
| 5/13/1999 | 10:59 PM | TA | TS | HR | | 0 |
| 8/4/2002 | 9:02 AM | TA | TS | RS/HR | S | 0 |
| | | | No. of accidents: | 7 | No. of fatalities: | 0 |
| **LOCATION: 0390** | | **41ST ST** | | | | |
| 10/24/1990 | 4:36 PM | TA | GFLB/TS | RG/ST | | 2 |
| 12/30/1991 | 1:22 PM | TA | GFLB/TS | RG | | 1 |
| 5/22/1993 | 6:38 AM | TA | GFLB/TS | RG/SU | | 1 |
| | | | No. of accidents: | 3 | No. of fatalities: | 4 |
| **LOCATION: 0420** | | **VERNON AVE** | | | | |
| 11/7/1990 | 8:05 PM | TP | GFLB/TS | | | 1 |
| 3/15/1992 | 6:22 AM | TP | GFLB/TS | | | 0 |
| 5/11/1992 | 12:59 PM | TP | GFLB/TS | | | 0 |
| 10/9/1992 | 4:13 PM | TP | GFLB/TS | | | 0 |
| 4/12/1993 | 3:58 PM | TP | GFLB/TS | | | 0 |
| 8/15/1993 | 8:18 PM | TP | GFLB/TS | SU | | 1 |
| 10/8/1993 | 3:31 PM | TP | GFLB/TS | | | 0 |
| 11/25/1994 | 5:51 PM | TP | GFLB/TS | | | 1 |
| 4/6/1996 | 7:58 PM | TP | GFLB/TS | | | 0 |
| 5/19/1997 | 4:40 PM | TP | GFLB/TS | | S | 0 |
| 5/7/1998 | 10:30 AM | TP | GFLB/TS | TR/EB | S | 1 |
| 6/13/2000 | 7:22 PM | TP | GFLB/TS | DR | S | 0 |
| 8/7/2000 | 1:57 PM | TP | GFLB/TS | | S | 0 |
| 11/2/2000 | 2:29 PM | TP | GFLB/TS | | S | |
| 7/19/2001 | 5:09 PM | TP | GFLB/TS | EB | S | 1 |
| | | | No. of accidents: | 15 | No. of fatalities: | 5 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0426** | | **VERNON STA** | | | | |
| 8/23/1999 | 7:29 AM | TP | | | S | 0 |
| 11/11/1999 | 3:05 PM | TP | | | S | 0 |
| 12/22/2001 | 2:53 PM | TP | | | S | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| **LOCATION: 0450** | | **48TH PL** | | | | |
| 4/24/2002 | 11:39 AM | TA | GFLB/TS | AE | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0500** | | **55TH ST** | | | | |
| 10/16/1990 | 4:16 PM | TA | GFLB | RG/ST | | 0 |
| 10/26/1991 | 10:06 PM | TP | GFLB | TR | | 0 |
| 5/1/1992 | 9:23 AM | TP | GFLB | | | 0 |
| 8/20/1992 | 8:30 PM | TP | GFLB | | | 0 |
| 9/12/1992 | 3:20 PM | TA | GFLB | RG/ST | | 1 |
| 6/10/1993 | 5:33 AM | TP | GFLB | | | 1 |
| 2/27/1994 | 12:20 PM | TP | GFLB | | | 1 |
| 5/2/1996 | 12:47 PM | TA | GFLB | RG/EB | | 0 |
| 7/16/1999 | 4:27 PM | TP | GFLB | SU | S | 1 |
| | | | No. of accidents: | 9 | No. of fatalities: | 4 |
| **LOCATION: 0570** | | **GAGE AVE** | | | | |
| 2/12/1992 | 10:55 AM | TA | GFLB | RG | | 0 |
| 5/26/1992 | 6:20 AM | TA | GFLB | RG | | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 0620** | | **FLORENCE AVE** | | | | |
| 9/8/1990 | 12:10 PM | TP | GFLB | | | 0 |
| 2/18/1992 | 12:25 PM | TP | GFLB | | | 0 |
| 7/23/1997 | 4:54 PM | TP | GFLB | WB | S | 1 |
| 11/24/1997 | 1:35 PM | TP | GFLB | EB | S | 0 |
| 12/13/1997 | 5:24 PM | TP | GFLB | | S | 0 |
| 2/27/1998 | 7:50 AM | TP | GFLB | TR | S | 1 |
| 6/28/1999 | 6:05 AM | TP | GFLB | | N | 0 |
| 4/9/2001 | 4:24 PM | TP | GFLB | | S | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0620** | | **FLORENCE AVE** | | | | |
| | | | No. of accidents: | 8 | No. of fatalities: | 2 |
| **LOCATION: 0623** | | **FLORENCE STA** | | | | |
| 12/5/1997 | 5:28 PM | TP | | | N | 0 |
| 6/10/1998 | 4:30 PM | TP | | | S | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 0670** | | **NADEAU ST** | | | | |
| 7/17/1990 | 6:07 PM | TA | GFLB | RG | | 0 |
| 4/11/1996 | 9:03 PM | TA | GFLB | RG/EB | | 0 |
| 2/22/1997 | 1:38 PM | TP | GFLB | | S | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| **LOCATION: 0770** | | **92ND ST** | | | | |
| 4/8/2002 | 7:27 PM | TP | GFLB | | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0820** | | **CENTURY BLVD** | | | | |
| 9/20/1990 | 5:29 PM | TP | DGFLB/TS | | | 1 |
| 1/8/1995 | 11:29 AM | TP | DGFLB/TS | | | 1 |
| 5/29/1999 | 4:03 PM | TA | DGFLB/TS | RG/RT/H | N | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 2 |
| **LOCATION: 0840** | | **103RD ST** | | | | |
| 5/20/1991 | 11:32 AM | TP | GFLB/TS | ST | | 0 |
| 10/6/1996 | 1:39 PM | TP | GFLB/TS | | | 0 |
| 2/17/1997 | 9:41 PM | TP | GFLB/TS | | S | 0 |
| 2/26/1997 | 6:21 AM | TP | GFLB/TS | EB | S | 0 |
| 10/31/1997 | 3:48 PM | TP | GFLB/TS | | N | 0 |
| 2/21/1998 | 12:51 PM | TP | GFLB/TS | TR/SU | S | 1 |
| 10/16/1998 | 3:28 PM | TP | GFLB/TS | | N | 0 |
| 6/24/1999 | 1:49 PM | TP | GFLB/TS | | S | 1 |
| | | | No. of accidents: | 8 | No. of fatalities: | 2 |
| **LOCATION: 0846** | | **103RD ST STA** | | | | |
| 6/23/1997 | 9:27 AM | TP | | | N | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0846** | | **103RD ST STA** | | | | |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0880** | | **108TH ST** | | | | |
| 12/12/1992 | 11:25 AM | TA | GFLB/S | RG/EB | | 0 |
| 6/28/1994 | 2:35 PM | TA | GFLB/S | RG | | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 0930** | | **WILMINGTON AVE** | | | | |
| 9/25/1992 | 6:56 PM | TA | GFLB | RG | | 0 |
| 6/19/1994 | 6:27 PM | TP | GFLB | | | 0 |
| 12/20/1994 | 8:47 AM | TA | GFLB | RG | | 0 |
| 11/20/1995 | 9:30 PM | TA | GFLB | RG/HR | | 0 |
| 5/6/1998 | 10:29 PM | TA | GFLB | RG | S | 1 |
| 5/16/1998 | 8:50 PM | TP | GFLB | TR/WB | S | 1 |
| 7/7/1998 | 7:54 AM | TP | GFLB | TR/EB | S | 1 |
| 11/25/1998 | 9:08 PM | TP | GFLB | TR | S | 1 |
| 12/22/1999 | 11:17 AM | TA | GFLB | LT/SD/RG | S | 0 |
| | | | No. of accidents: | 9 | No. of fatalities: | 4 |
| **LOCATION: 0940** | | **IMPERIAL HWY** | | | | |
| 10/8/1994 | 2:00 PM | TP | GFLB/TS | | | 1 |
| 9/2/1996 | 12:46 PM | TA | GFLB/TS | RG/LT | | 0 |
| 3/27/1997 | 5:12 PM | TP | GFLB/TS | EB | S | 1 |
| 8/30/1999 | 4:20 PM | TP | GFLB/TS | | S | 0 |
| | | | No. of accidents: | 4 | No. of fatalities: | 2 |
| **LOCATION: 0946** | | **IMPERIAL PED** | | | | |
| 11/28/1994 | 4:05 PM | TP | FLB | | | 0 |
| 12/14/1998 | 3:53 PM | TP | FLB | | S | 1 |
| 9/1/1999 | 2:39 PM | TP | FLB | EB | S | 0 |
| 11/5/2001 | 12:41 PM | TP | FLB | | S | 1 |
| | | | No. of accidents: | 4 | No. of fatalities: | 2 |
| **LOCATION: 0951** | | **IMPERIAL STA** | | | | |
| 6/1/1995 | 4:00 PM | TP | | | | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 0951 | | IMPERIAL STA | | | | |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| LOCATION: 0980 | | 119TH ST | | | | |
| 1/23/1998 | 4:20 PM | TA | GFLB/TS | RG/WB | S | 0 |
| 6/17/2001 | 10:55 PM | TP | GFLB/TS | DR | N | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| LOCATION: 1010 | | 124TH ST | | | | |
| 3/4/1992 | 10:44 PM | TA | GFLB/TS | RG | | 0 |
| 11/16/1993 | 9:00 PM | TA | GFLB/TS | RG/ST | | 2 |
| 4/5/1995 | 5:23 PM | TA | GFLB/TS | RG | | 0 |
| 5/3/1995 | 8:49 PM | TP | GFLB/TS | TR | | 1 |
| 9/1/1996 | 4:02 PM | TA | GFLB/TS | RG | | 0 |
| | | | No. of accidents: | 5 | No. of fatalities: | 3 |
| LOCATION: 1040 | | EL SEGUNDO BLVD | | | | |
| 7/26/1994 | 9:07 AM | TP | DGFLB/TS | | | 1 |
| 10/15/1998 | 4:38 PM | TP | DGFLB/TS | | N | 1 |
| | | | No. of accidents: | 2 | No. of fatalities: | 2 |
| LOCATION: 1050 | | 130TH ST | | | | |
| 6/29/1991 | 12:05 PM | TP | GFLB/TS | SU | | 1 |
| 12/31/1991 | 4:49 PM | TA | GFLB/TS | RG/EB | | 0 |
| 11/20/1992 | 7:44 PM | TA | GFLB/TS | RG/DR | | 0 |
| 11/13/1993 | 3:20 PM | TP | GFLB/TS | | | 1 |
| 12/23/1996 | 8:45 AM | TP | GFLB/TS | | | 1 |
| | | | No. of accidents: | 5 | No. of fatalities: | 3 |
| LOCATION: 1080 | | STOCKWELL ST | | | | |
| 5/18/1993 | 7:30 PM | TA | GFLB/TS | RG/ST | | 2 |
| 4/13/2002 | 7:12 PM | TA | GFLB/TS | AE | S | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 2 |
| LOCATION: 1150 | | ELM ST | | | | |
| 10/4/1990 | 5:34 AM | TA | GFLB | RG/ST | | 0 |
| 6/24/1996 | 7:28 AM | TA | GFLB | RG/LT | | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 1150** | | **ELM ST** | | | | |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 1174** | | **COMPTON PED** | | | | |
| 11/7/1996 | 5:55 PM | TP | FLB | | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 1178** | | **COMPTON STA** | | | | |
| 11/13/1992 | 6:32 AM | TP | | | | 0 |
| 3/25/2000 | 9:54 PM | TP | | | S | 0 |
| 7/18/2002 | 4:18 PM | TP | | WB | N | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| **LOCATION: 1190** | | **COMPTON BLVD** | | | | |
| 5/10/1996 | 11:03 AM | TP | DGFLB/TS | | | 0 |
| 12/10/1997 | 4:00 PM | TA | DGFLB/TS | RG/ST | N | 0 |
| 3/27/2000 | 3:54 PM | TP | DGFLB/TS | TR/SU | N | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| **LOCATION: 1210** | | **MYRRH ST** | | | | |
| 3/19/1991 | 1:40 PM | TA | GFLB/TS | RG | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 1240** | | **ALONDRA BLVD** | | | | |
| 1/15/1991 | 11:43 AM | TA | GFLB/TS | RG | | 0 |
| 2/19/1995 | 4:08 PM | TP | GFLB/TS | | | 1 |
| 7/24/1999 | 7:09 AM | TP | GFLB/TS | TR/SU | S | 1 |
| 3/13/2001 | 6:11 AM | TP | GFLB/TS | WB/SU | N | 1 |
| 7/31/2001 | 4:32 PM | TP | GFLB/TS | | N | 0 |
| | | | No. of accidents: | 5 | No. of fatalities: | 3 |
| **LOCATION: 1290** | | **GREENLEAF BLVD** | | | | |
| 8/7/1990 | 11:15 AM | TA | GFLB/S | RG/ST | | 0 |
| 4/25/1993 | 8:40 PM | TA | GFLB/S | RG | | 0 |
| 11/29/1993 | 9:39 AM | TP | GFLB/S | SU | | 1 |
| 11/28/1994 | 8:44 PM | TA | GFLB/S | RG/HR | | 0 |
| 4/10/1995 | 8:29 PM | TA | GFLB/S | RG | | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 1290** | | **GREENLEAF BLVD** | | | | |
| 9/18/1995 | 3:00 PM | TA | GFLB/S | RG | | 0 |
| 11/27/1999 | 11:02 PM | TA | GFLB/S | LT/SD/RG | S | 6 |
| | | | No. of accidents: | 7 | No. of fatalities: | 7 |
| **LOCATION: 1319** | | **ARTESIA PED** | | | | |
| 8/13/1991 | 7:55 AM | TP | FLB | ST | | 0 |
| 3/18/1992 | 4:55 PM | TP | FLB | ST | | 0 |
| 6/17/1992 | 9:18 AM | TP | FLB | | | 0 |
| 12/16/1994 | 9:01 AM | TP | FLB | | | 0 |
| 6/12/1998 | 8:15 AM | TP | FLB | | S | 0 |
| 10/22/2001 | 5:12 PM | TP | FLB | | S | 0 |
| 6/24/2002 | 10:10 AM | TP | FLB | SU | S | 1 |
| 11/9/2002 | 5:50 AM | TP(*) | FLB | | S | 0 |
| 12/23/2002 | 12:33 PM | TP(*) | FLB | FLB | S | 0 |
| | | | No. of accidents: | 9 | No. of fatalities: | 1 |
| **LOCATION: 1322** | | **ARTESIA STA** | | | | |
| 7/7/2001 | 8:23 PM | TP | | DR | S | 0 |
| 10/27/2001 | 3:38 PM | TP | | | S | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 1350** | | **ARTESIA FWY OVER** | | | | |
| 1/8/1994 | 5:22 AM | TA | | AE | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 1370** | | **MANVILLE ST** | | | | |
| 1/18/1992 | 3:32 PM | TA | GFLB/S | RG/EB | | 1 |
| | | | No. of accidents: | 1 | No. of fatalities: | 1 |
| **LOCATION: 1529_1744** | | **between Del Amo and Wardlow Stations** | | | | |
| 10/30/2000 | 1:05 AM | TP | | | N | 0 |
| 7/8/2001 | 10:21 PM | TP | | TR | N | 1 |
| | | | No. of accidents: | 2 | No. of fatalities: | 1 |
| **LOCATION: 1744** | | **WARDLOW STA** | | | | |
| 2/26/2000 | 5:47 PM | TP | | | N | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 1744 | | WARDLOW STA | | | | |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| LOCATION: 1750 | | WARDLOW RD | | | | |
| 6/2/1992 | 8:13 AM | TA | GFLB/TS | RG | | 0 |
| 3/14/2000 | 6:30 PM | TA | GFLB/TS | WB | N | 0 |
| 11/23/2002 | 6:28 AM | TA(*) | GFLB/TS | WB/RG | S | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| LOCATION: 1810 | | SPRING ST | | | | |
| 8/19/1995 | 7:21 PM | TP | GFLB | TR/SU | | 1 |
| | | | No. of accidents: | 1 | No. of fatalities: | 1 |
| LOCATION: 1843 | | WILLOW STA | | | | |
| 11/13/1997 | 6:03 PM | TP | | | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| LOCATION: 1847 | | WILLOW PED | | | | |
| 12/22/2002 | 8:55 PM | TP(*) | W/DW | | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| LOCATION: 1850 | | 27TH ST | | | | |
| 1/4/2001 | 5:01 PM | TA | TS | | S | 0 |
| 10/8/2001 | 5:13 PM | TA | TS | | S | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| LOCATION: 1850_1860 | | between 27th and Willow St | | | | |
| 5/24/1999 | 12:00 PM | TA | | LT/AE | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| LOCATION: 1860 | | WILLOW ST | | | | |
| 3/8/1991 | 6:41 PM | TA | TS | UT/PD | | 0 |
| 6/30/1991 | 10:08 PM | TA | TS | LT | | 0 |
| 10/1/1991 | 5:30 PM | TA | TS | AE | | 0 |
| 3/11/1995 | 11:36 PM | TA | TS | LT/HR | | 0 |
| 12/11/2001 | 4:18 PM | TA | TS | AE | N | 0 |
| 11/5/2002 | 5:06 PM | TA(*) | TS | LT/SD | S | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 1860 | | WILLOW ST | | | | |
| | | | No. of accidents: | 6 | No. of fatalities: | 0 |
| LOCATION: 1890 | | BURNETT ST | | | | |
| 10/25/1990 | 8:05 AM | TA | TS | LT | | 0 |
| 4/26/1991 | 12:15 PM | TA | TS | LT | | 0 |
| 7/12/1991 | 5:15 PM | TA | TS | AE | | 0 |
| 7/26/1991 | 8:35 AM | TA | TS | AE | | 0 |
| 9/26/1991 | 4:35 PM | TA | TS | LT | | 0 |
| 6/9/1992 | 7:33 PM | TA | TS | LT | | 0 |
| 9/25/1993 | 6:55 PM | TA | TS | LT | | 0 |
| 7/9/1994 | 1:24 PM | TA | TS | LT/HR | | 0 |
| 8/24/1995 | 2:46 PM | TA | TS | LT | | 0 |
| 1/28/1997 | 7:00 PM | TA | TS | LT/SD | S | 0 |
| 8/16/2000 | 5:48 PM | TA | TS | LT/SD/AE | S | 0 |
| 1/27/2001 | 10:53 AM | TA | TS | LT/SD | N | 0 |
| 6/25/2002 | 12:34 PM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 13 | No. of fatalities: | 0 |
| LOCATION: 1910 | | HILL ST | | | | |
| 10/25/1990 | 7:40 PM | TA | TS | LT | | 0 |
| 1/22/1991 | 5:56 PM | TA | TS | LT | | 0 |
| 3/25/1991 | 2:25 PM | TA | TS | LT | | 0 |
| 7/9/1993 | 10:58 PM | TA | TS | LT | | 0 |
| 1/19/1994 | 7:16 PM | TA | TS | LT | | 0 |
| 12/2/1996 | 9:15 PM | TA | TS | AE/HR | | 0 |
| 1/19/1997 | 8:11 PM | TA | TS | LT/SD | N | |
| 2/28/1997 | 10:38 PM | TA | TS | LT/SD/HR | N | 0 |
| 6/14/1999 | 8:23 AM | TA | TS | LT/SD | S | 0 |
| 8/7/1999 | 9:43 PM | TA | TS | LT/SD | N | 0 |
| 1/15/2000 | 7:04 AM | TA | TS | LT/SD/HR | N | 0 |
| 3/26/2000 | 6:34 PM | TA | TS | LT/SD | S | 0 |
| 12/24/2000 | 9:04 AM | TA | TS | LT/SD | S | 0 |
| 1/15/2001 | 1:39 PM | TA | TS | LT/SD | S | 0 |
| 10/24/2001 | 7:11 PM | TA | TS | LT/SD | N | 0 |
| 6/20/2002 | 9:03 AM | TA | TS | LT/SD | S | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 1910** | | **HILL ST** | | | | |
| | | | No. of accidents: | 16 | No. of fatalities: | 0 |
| **LOCATION: 1940** | | **20TH ST** | | | | |
| 12/16/1990 | 7:30 AM | TA | TS | LT | | 0 |
| 3/14/1991 | 2:09 PM | TA | TS | LT | | 0 |
| 7/3/1991 | 5:21 PM | TA | TS | LT | | 0 |
| 2/5/1992 | 4:26 PM | TP | TS | | | 0 |
| 8/11/1992 | 1:39 PM | TA | TS | LT | | 0 |
| 8/30/1992 | 1:03 PM | TA | TS | LT | | 0 |
| 9/11/1992 | 8:46 AM | TA | TS | LT | | 0 |
| 11/20/1992 | 5:20 PM | TA | TS | AE/HR | | 0 |
| 7/20/1993 | 10:15 PM | TP | TS | | | 1 |
| 11/7/1993 | 9:17 PM | TA | TS | LT/HR | | 0 |
| 1/19/1994 | 4:11 PM | TA | TS | AE | | 0 |
| 1/31/1994 | 12:39 PM | TA | TS | LT | | 0 |
| 5/6/1994 | 5:08 PM | TA | TS | LT | | 0 |
| 7/19/1994 | 11:04 PM | TA | TS | AE | | 0 |
| 5/5/1995 | 9:59 PM | TA | TS | LT | | 0 |
| 10/19/1995 | 9:08 AM | TA | TS | LT | | 0 |
| 3/12/1999 | 12:48 PM | TA | TS | LT/SD | S | 0 |
| 10/16/1999 | 6:18 PM | TA | TS | LT/SD | S | 0 |
| 11/15/1999 | 5:47 PM | TA | TS | LT/SD | S | |
| 6/6/2000 | 8:06 AM | TA | TS | LT/SD/HR | S | 0 |
| 1/9/2001 | 9:04 AM | TA | TS | LT/SD | N | 0 |
| 8/6/2001 | 1:01 PM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 22 | No. of fatalities: | 1 |
| **LOCATION: 1950** | | **19TH ST** | | | | |
| 2/8/1991 | 5:51 PM | TA | TS | LT | | 0 |
| 3/14/1991 | 12:45 PM | TA | TS | LT | | 0 |
| 4/4/1991 | 1:05 PM | TA | TS | LT | | 0 |
| 4/8/1991 | 8:13 AM | TA | TS | LT | | 0 |
| 5/10/1991 | 8:15 AM | TA | TS | LT | | 0 |
| 10/2/1992 | 8:57 PM | TA | TS | LT | | 0 |
| 12/30/1996 | 5:58 PM | TA | TS | LT | | 0 |
| 12/17/2000 | 11:50 AM | TA | TS | LT/SD | S | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 1950** | | **19TH ST** | | | | |
| 4/10/2002 | 5:44 PM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 9 | No. of fatalities: | 0 |
| **LOCATION: 1960** | | **PCH & LB BLVD** | | | | |
| 9/13/1993 | 8:53 AM | TA | TS | LT/HR | | 0 |
| 3/23/1996 | 1:27 PM | TA | TS | AE/HR | | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 1980** | | **16TH ST** | | | | |
| 9/14/1990 | 3:15 PM | TA | TS | LT | | 0 |
| 1/8/1992 | 5:24 AM | TA | TS | LT | | 0 |
| 4/6/1996 | 5:00 PM | TA | TS | LT | | 0 |
| 5/7/1999 | 11:02 AM | TA | TS | LT/SD/HR | S | 0 |
| 6/4/1999 | 5:28 PM | TA | TS | LT/SD | N | 0 |
| 2/17/2000 | 9:49 AM | TA | TS | LT/SD | N | 0 |
| 1/15/2001 | 12:51 PM | TA | TS | LT/SD | S | 0 |
| 11/14/2002 | 6:56 PM | TA(*) | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 8 | No. of fatalities: | 0 |
| **LOCATION: 2000** | | **14TH ST** | | | | |
| 12/1/1990 | 3:30 PM | TA | TS | UT/DR | | 0 |
| 1/26/1991 | 12:00 AM | TA | TS | UT | | 0 |
| 1/30/1991 | 4:50 PM | TA | TS | UT | | 0 |
| 1/9/1992 | 10:23 PM | TA | TS | LT | | 0 |
| 9/25/1992 | 10:48 AM | TA | TS | LT | | 0 |
| 10/18/1992 | 6:24 PM | TA | TS | LT | | 0 |
| 2/7/1993 | 11:08 AM | TA | TS | LT/HR | | 0 |
| 2/25/1993 | 4:25 PM | TA | TS | LT/HR | | 0 |
| 7/17/1993 | 9:08 PM | TA | TS | LT | | 0 |
| 9/15/2000 | 2:23 PM | TA | TS | LT/SD | S | 0 |
| 2/26/2001 | 5:23 PM | TA | TS | LT/SD | N | 0 |
| 7/5/2001 | 9:26 AM | TA | TS | LT/SD | S | 0 |
| 8/19/2002 | 11:41 PM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 13 | No. of fatalities: | 0 |
| **LOCATION: 2010** | | **ANAHEIM ST** | | | | |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 2010** | | **ANAHEIM ST** | | | | |
| 10/22/1991 | 6:23 PM | TA | TS | LT | | 0 |
| 3/26/1992 | 3:07 PM | TA | TS | LT | | 0 |
| 12/14/1992 | 8:46 AM | TA | TS | LT | | 0 |
| 1/8/1998 | 8:46 AM | TA | TS | LT/SD | S | 0 |
| 6/9/1998 | 5:41 AM | TA | TS | LT/SD | N | 0 |
| 3/16/2001 | 7:37 AM | TA | TS | LT/SD/AE | S | 0 |
| 9/7/2001 | 8:45 AM | TA | TS | LT/SD | S | 0 |
| 10/10/2001 | 5:57 PM | TA | TS | AE | N | 0 |
| | | | No. of accidents: | 8 | No. of fatalities: | 0 |
| **LOCATION: 2015** | | **ANAHEIM STA** | | | | |
| 10/28/2000 | 11:59 AM | TP | | | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 2015_2040** | | **between Anaheim Station and 10th St** | | | | |
| 6/26/2000 | 2:51 PM | TP | | WB | N | 1 |
| | | | No. of accidents: | 1 | No. of fatalities: | 1 |
| **LOCATION: 2040** | | **10TH ST** | | | | |
| 12/3/1990 | 11:17 AM | TA | TS | LT | | 0 |
| 9/23/1992 | 8:28 PM | TA | TS | LT | | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 2042** | | **9TH ST DIAMOND** | | | | |
| 9/1/1992 | 10:08 PM | TA | | AE/HR | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 2050** | | **8TH ST & LB BLVD** | | | | |
| 1/20/1993 | 11:57 AM | TA | TS | LT | | 0 |
| 4/4/1999 | 6:27 PM | TA | TS | RS/SB | N | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 2060** | | **7TH ST & LB BLVD** | | | | |
| 1/7/1991 | 6:55 PM | TA | TS | LT | | 0 |
| 1/29/1992 | 3:18 PM | TA | TS | LT | | 0 |
| 1/26/1993 | 8:34 AM | TA | TS | AE | | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 2060** | | **7TH ST & LB BLVD** | | | | |
| 6/21/1997 | 3:34 PM | TP | TS | WB | S | 0 |
| 6/28/1999 | 11:02 AM | TA | TS | LT/SD | S | 0 |
| 12/26/1999 | 5:55 PM | TA | TS | LT/SD | S | 0 |
| 3/1/2000 | 9:54 PM | TA | TS | LT/SD | S | 0 |
| 4/2/2001 | 12:14 PM | TA | TS | LT/SD | S | 0 |
| 5/23/2001 | 12:17 PM | TA | TS | LT/SD | S | 0 |
| 1/9/2002 | 5:08 PM | TA | TS | LT/SD | S | 0 |
| 7/7/2002 | 8:37 AM | TA | TS | LT/SD | S | 0 |
| 11/24/2002 | 4:43 PM | TA(*) | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 12 | No. of fatalities: | 0 |
| **LOCATION: 2070** | | **6TH ST & LB BLVD** | | | | |
| 4/9/1991 | 7:12 PM | TA | TS | LT | | 0 |
| 1/19/1993 | 12:43 PM | TA | TS | LT | | 0 |
| 4/5/1993 | 10:49 AM | TA | TS | LT | | 0 |
| 9/12/1995 | 3:07 PM | TA | TS | LT | | 0 |
| 9/6/1999 | 12:57 PM | TA | TS | LT/SD | S | 0 |
| 9/29/1999 | 5:55 PM | TA | TS | LT/SD | S | 0 |
| 12/26/1999 | 8:21 AM | TA | TS | LT/SD | S | 0 |
| 1/20/2000 | 1:43 PM | TA | TS | LT | S | 0 |
| 2/27/2000 | 9:49 AM | TA | TS | LT/SD | S | 0 |
| 2/23/2001 | 6:58 PM | TA | TS | HR | S | 0 |
| | | | No. of accidents: | 10 | No. of fatalities: | 0 |
| **LOCATION: 2080** | | **5TH ST PED XING** | | | | |
| 12/8/2000 | 2:20 PM | TA | TS | LT | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 2090** | | **4TH ST & LB BLVD** | | | | |
| 10/31/1990 | 4:18 PM | TA | TS | LT | | 0 |
| 11/8/1990 | 9:30 AM | TA | TS | LT | | 0 |
| 4/15/1995 | 5:33 PM | TA | TS | LT | | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| **LOCATION: 2096** | | **3RD ST & LB BLVD** | | | | |
| 9/19/1990 | 1:37 PM | TA | TS | LT | | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 2096 | | 3RD ST & LB BLVD | | | | |
| 5/27/1991 | 2:50 PM | TA | TS | UT | | 0 |
| 8/23/1991 | 5:11 PM | TA | TS | UT | | 0 |
| 10/22/1991 | 6:45 PM | TA | TS | RS | | 0 |
| 7/15/1992 | 9:55 PM | TA | TS | LT | | 0 |
| 1/17/1999 | 2:10 PM | TA | TS | LT | S | 0 |
| 3/21/1999 | 9:55 AM | TA | TS | | S | 0 |
| 10/23/1999 | 4:55 PM | TA | TS | LT/SD | S | 0 |
| 4/30/2001 | 1:45 PM | TA | TS | LT/EB/HR | S | 0 |
| 6/16/2001 | 7:11 PM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 10 | No. of fatalities: | 0 |
| LOCATION: 2100 | | BROADWAY/LB BLVD | | | | |
| 6/17/1991 | 9:04 PM | TA | TS | LT | | 0 |
| 9/7/1991 | 2:12 PM | TA | TS | UT | | 0 |
| 7/19/1993 | 7:06 PM | TA | TS | LT | | 0 |
| 2/3/1997 | 5:22 PM | TA | TS | LT/SD | S | 0 |
| 4/18/1997 | 8:46 AM | TA | TS | LT/SD | S | 0 |
| 2/16/1998 | 3:48 PM | TA | TS | LT/SD | S | 0 |
| 8/19/2001 | 2:55 PM | TA | TS | LT/SD | S | 0 |
| | | | No. of accidents: | 7 | No. of fatalities: | 0 |
| LOCATION: 2110 | | 1ST ST & LB BLVD | | | | |
| 6/24/1999 | 4:25 PM | TA | TS | RT | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| LOCATION: 2110_2130 | | between Long Beach Blvd and Pine Ave | | | | |
| 10/18/1998 | 11:59 PM | TA | | AE | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| LOCATION: 2130 | | PINE & 1ST ST | | | | |
| 2/23/2001 | 2:51 PM | TA | TS | AE | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| LOCATION: 2135 | | TRANSIT MALL STA | | | | |
| 8/16/1991 | 3:41 PM | TP | | | | 0 |
| 12/17/1992 | 6:39 PM | TA | | AE | | 2 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 2135** | | **TRANSIT MALL STA** | | | | |
| | | | No. of accidents: | 2 | No. of fatalities: | 2 |
| **LOCATION: 2140** | | **PACIFIC & 1ST ST** | | | | |
| 8/30/1990 | 3:15 PM | TA | TS | RT | | 0 |
| 8/8/1992 | 11:30 AM | TA | TS | LT/HR | | 0 |
| 10/6/1993 | 5:55 PM | TA | TS | AE | | 0 |
| 3/17/1997 | 5:16 PM | TA | TS | AE | N | 0 |
| 1/26/1998 | 3:34 PM | TA | TS | AE | N | 0 |
| | | | No. of accidents: | 5 | No. of fatalities: | 0 |
| **LOCATION: 2150** | | **BROADWAY & PAC** | | | | |
| 11/15/1990 | 9:00 AM | TA | TS | LT | | 0 |
| 4/10/2000 | 10:19 AM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| **LOCATION: 2155** | | **3RD ST & PACIFIC** | | | | |
| 9/19/1991 | 9:02 AM | TA | TS | LT | | 0 |
| 1/14/1992 | 1:21 PM | TA | TS | LT | | 0 |
| 6/26/1992 | 4:15 PM | TA | TS | LT | | 0 |
| 1/30/1993 | 11:42 AM | TA | TS | LT | | 0 |
| 4/2/1993 | 11:22 AM | TA | TS | LT | | 0 |
| 9/3/1993 | 4:47 PM | TA | TS | AE | | 0 |
| 1/20/1994 | 10:44 AM | TA | TS | LT | | 0 |
| 6/13/2000 | 2:47 PM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 8 | No. of fatalities: | 0 |
| **LOCATION: 2160** | | **4TH ST & PACIFIC** | | | | |
| 4/1/1991 | 9:43 AM | TA | TS | LT | | 0 |
| 4/9/1991 | 6:59 PM | TA | TS | LT | | 0 |
| 4/15/1992 | 8:55 AM | TA | TS | LT | | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| **LOCATION: 2170** | | **5TH ST & PACIFIC** | | | | |
| 6/9/1993 | 6:40 AM | TA | TS | LT | | 0 |
| 4/19/2002 | 5:47 PM | TA | TS | LT/SD | S | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 2170 | | 5TH ST & PACIFIC | | | | |
| | | | No. of accidents: | 2 | No. of fatalities: | 0 |
| LOCATION: 2180 | | 6TH ST & PACIFIC | | | | |
| 9/27/1993 | 11:59 AM | TA | TS | RS | | 0 |
| 4/28/1994 | 11:14 AM | TA | TS | AE | | 0 |
| 1/10/1995 | 5:01 PM | TA | TS | LT | | 0 |
| 6/12/1995 | 4:45 PM | TA | TS | AE | | 0 |
| 1/28/2000 | 6:21 PM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 5 | No. of fatalities: | 0 |
| LOCATION: 2190 | | 7TH ST & PACIFIC | | | | |
| 11/25/1992 | 12:09 PM | TA | TS | LT | | 1 |
| 8/21/1996 | 11:03 PM | TA | TS | LT | | 0 |
| 1/13/1997 | 1:08 PM | TA | TS | LT/SD | N | 0 |
| 2/2/1999 | 11:22 AM | TA | TS | WB/HR | N | 0 |
| 11/18/1999 | 3:16 PM | TA | TS | LT/SD/PD | N | 0 |
| | | | No. of accidents: | 5 | No. of fatalities: | 1 |
| LOCATION: 2196 | | 8TH ST & PACIFIC | | | | |
| 6/20/1994 | 6:51 PM | TA | TS | RT | | 0 |
| 7/5/1997 | 2:03 PM | TA | TS | AE | N | 0 |
| 1/23/1998 | 5:38 PM | TA | TS | LT/AE | N | 0 |
| 2/8/1999 | 5:43 PM | TA | TS | AE/HR | N | 0 |
| 10/30/2000 | 5:27 PM | TA | TS | RS | N | 0 |
| | | | No. of accidents: | 5 | No. of fatalities: | 0 |
| LOCATION: 2200 | | PINE & 8TH ST | | | | |
| 10/18/1990 | 2:35 PM | TA | TS | RS | | 0 |
| 11/19/1990 | 1:00 PM | TA | TS | RS | | 0 |
| 7/21/1998 | 7:05 PM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 3 | No. of fatalities: | 0 |
| LOCATION: 2210 | | LOCUST & 8TH ST | | | | |
| 3/6/1999 | 6:24 PM | TA | TS | LT/SD | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| LOCATION: 2215 | | UNK 8TH STREET | | | | |
| 4/19/1994 | 9:00 AM | TA | | AE | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| | | | Total no. of accidents: | 638 | Total no. of fatalities: | 61 |

**INCIDENTS INVOLVING**
**MIRROR AND POSSIBLE PEDESTRIAN**

# METRO BLUE LINE
# MIRROR INCIDENTS
# FROM JULY 1990 THROUGH DECEMBER 2002

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0134** | | **GRAND STA** | | | | |
| 6/21/2000 | 1:52 PM | TP | | | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0170** | | **LOS ANGELES ST** | | | | |
| 7/17/1999 | 8:54 PM | TA | TS | LT/AE | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0285** | | **HOOPER ST** | | | | |
| 6/1/1999 | 7:38 AM | TA | TS | AE | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0623** | | **FLORENCE STA** | | | | |
| 4/28/1997 | 10:53 AM | TP | | | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 1860** | | **WILLOW ST** | | | | |
| 6/18/1999 | 6:11 PM | TA | TS | LT/SD/AE | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 1910** | | **HILL ST** | | | | |
| 3/8/2001 | 7:12 AM | TA | TS | LT/SD/AE | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 2130** | | **PINE & 1ST ST** | | | | |
| 2/2/1999 | 2:46 PM | TA | TS | AE | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| | | | Total no. of accidents: | 7 | Total no. of fatalities: | 0 |

# METRO BLUE LINE
# POSSIBLE PEDESTRIAN INCIDENTS
# FROM JULY 1990 THROUGH DECEMBER 2002

| Date of Accident | Time of Accident | Type of Accident | Grade Crossing Type | Contributing Factor(s) | Direction of Travel (MBL) | Reported Fatalities |
|---|---|---|---|---|---|---|
| **LOCATION: 0144_0149** | | **between Olive St and Hill St** | | | | |
| 9/16/1999 | 5:10 PM | TP | | | N | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0420** | | **VERNON AVE** | | | | |
| 12/30/1998 | 5:45 PM | TP | GFLB/TS | | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 0840** | | **103RD ST** | | | | |
| 3/11/1998 | 6:18 PM | TP | GFLB/TS | TR | | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| **LOCATION: 1080** | | **STOCKWELL ST** | | | | |
| 2/19/2000 | 7:28 PM | TP | GFLB/TS | | S | 0 |
| | | | No. of accidents: | 1 | No. of fatalities: | 0 |
| | | | Total no. of accidents: | 4 | Total no. of fatalities: | 0 |

# TRAIN/VEHICLE AND TRAIN/PEDESTRIAN FATALITIES

**SUMMARY OF FATALITIES**
**TRAIN/VEHICLE AND TRAIN/PEDESTRIAN COLLISIONS**
**ALONG METRO BLUE LINE**
**July 1, 1990 through December 31, 2002**

| Date | Vehicle | Pedestrian | Total | Loc No | Location | Segment |
|---|---|---|---|---|---|---|
| 09/20/90 | | 1 | | 0820 | Centruy Blvd | CAB |
| 10/24/90 | 2 | | | 0390 | 41st St | CAB |
| 11/07/90 | | 1 | | 0420 | Vernon Ave | CAB |
| 06/29/91 | | 1 | | 1050 | 130th St | CAB |
| **FY 91 TOTAL** | 2 | 3 | 5 | | | |
| 12/30/91 | 1 | | | 0390 | 41st St | CAB |
| 01/18/92 | 1 | | | 1370 | Manville St | CAB |
| **FY 92 TOTAL** | 2 | - | 2 | | | |
| 09/12/92 | 1 | | | 0500 | 55th St | CAB |
| 11/25/92 | 1 | | | 2190 | 7th St & Pacific | LB |
| 12/17/92 | 2 | | | 2135 | Transit Mall Sta | LB |
| 05/18/93 | 2 | | | 1080 | Stockwell St | CAB |
| 05/22/93 | 1 | | | 0390 | 41st St | CAB |
| 06/10/93 | | 1 | | 0500 | 55th St | CAB |
| **FY 93 TOTAL** | 7 | 1 | 8 | | | |
| 07/20/93 | | 1 | | 1940 | 20th St | LB |
| 08/15/93 | | 1 | | 0420 | Vernon Ave | CAB |
| 11/13/93 | | 1 | | 1050 | 130th St | CAB |
| 11/16/93 | 2 | | | 1010 | 124th St | CAB |
| 11/29/93 | | 1 | | 1290 | Greenleaf Blvd | CAB |
| 02/27/94 | | 1 | | 0500 | 55th St | CAB |
| **FY 94 TOTAL** | 2 | 5 | 7 | | | |
| 07/26/94 | | 1 | | 1040 | El Segundo Blvd | CAB |
| 10/08/94 | | 1 | | 0940 | Imperial Hwy | CAB |
| 11/25/94 | | 1 | | 0420 | Vernon Ave | CAB |
| 01/08/95 | | 1 | | 0820 | Century Blvd | CAB |
| 02/19/95 | | 1 | | 1240 | Alondra Blvd | CAB |
| 05/03/95 | | 1 | | 1010 | 124th St | CAB |
| **FY 95 TOTAL** | - | 6 | 6 | | | |
| 08/19/95 | | 1 | | 1810 | Spring St | CAB |
| 06/11/96 | | 1 | | 0140 | Grand Ave | LA |
| **FY 96 TOTAL** | - | 2 | 2 | | | |
| 12/23/96 | | 1 | | 1050 | 130th St | CAB |
| 03/27/97 | | 1 | | 0940 | Imperial Hwy | CAB |
| **FY 97 TOTAL** | - | 2 | 2 | | | |
| 07/23/97 | | 1 | | 0620 | Florence Ave | CAB |
| 02/21/98 | | 1 | | 0840 | 103rd St | CAB |
| 02/27/98 | | 1 | | 0620 | Florence Ave | CAB |
| 03/19/98 | | 1 | | 0198 | Trinity St | LA |
| 05/06/98 | 1 | | | 0930 | Wilmington Ave | CAB |
| 05/07/98 | | 1 | | 0420 | Vernon Ave | CAB |
| 05/16/98 | | 1 | | 0930 | Wilmington Ave | CAB |
| **FY 98 TOTAL** | 1 | 6 | 7 | | | |
| 07/07/98 | | 1 | | 0930 | Wilmington Ave | CAB |
| 10/15/98 | | 1 | | 1040 | El Segundo Blvd | CAB |
| 11/25/98 | | 1 | | 0930 | Wilmington Ave | CAB |
| 12/14/98 | | 1 | | 0946 | Imperial Ped | CAB |
| 06/24/99 | | 1 | | 0840 | 103rd St | CAB |
| **FY 99 TOTAL** | - | 5 | 5 | | | |
| 07/16/99 | | 1 | | 0500 | 55th St | CAB |
| 07/24/99 | | 1 | | 1240 | Alondra Blvd | CAB |
| 08/13/99 | 1 | | | 0198 | Trinity st | LA |
| 11/27/99 | 6 | | | 1290 | Greenleaf Blvd | CAB |
| 06/26/00 | | 1 | | 2015_2040 | between Anaheim Station and 10th St | LB |
| **FY 00 TOTAL** | 7 | 3 | 10 | | | |
| 03/13/01 | | 1 | | 1240 | Alondra blvd | CAB |
| 04/22/01 | | 1 | | 0234_0254 | between Griffith Ave and Central Ave | LA |
| **FY 01 TOTAL** | - | 2 | 2 | | | |
| 07/08/01 | | 1 | | 1529_1744 | between Del Amo and Wardlow Stations | CAB |
| 07/19/01 | | 1 | | 0420 | Vernon Ave | CAB |
| 11/05/01 | | 1 | | 0946 | Imperial Ped | CAB |
| 06/24/02 | | 1 | | 1319 | Artesia Ped | CAB |
| **FY 02 TOTAL** | - | 4 | 4 | | | |
| 11/22/02 | - | 1 | | 219 | San Pedro Station | LA |
| **FY 03 TOTAL** | - | 1 | 1 | | | |
| | | | | | | |
| **GRAND TOTAL SINCE STARTUP** | 21 | 40 | 61 | | | |

**ATTACHMENT C**

## Special Investigations Unit (SIU)
## Second Quarter FY03

Second Quarter of FY03, October 1, 2002 through December 31, 2002, status-report on activities and accomplishments of the SIU.

- In October 2002, a strategic action plan was developed for the SIU and presented to the Executive Officer of Risk Management and Safety.
- The SIU and MTA's County Counsel met with the Los Angeles District Attorney's Office on November 22, 2002 to present and review five potential fraud cases for criminal filing. Of the five only two warranted further investigation. Both cases remain open.
- The SIU and County Counsel are reviewing the weekly new claims roster, to identify any immediate cases of potential fraud.
- The SIU has been attending WCAB court hearings/trials on cases already assigned to the SIU for possible criminal prosecution.
- SIU attended seven case injury claims review meetings in the quarter. A total of 97 claims were reviewed.
- In December 2002, the SIU transferred its reporting from Corporate Safety to Risk Management under Claims Manager, Randall Jones. This move will enhance the working structure of the SIU by adding staff to assist the SIU. A claims examiner and an administrative aide will be dedicated fulltime to work with the SIU strictly on cases warranting investigation.
- The SIU has researched and begun developing a program to focus its direction of investigation by adding data mining resources to the SIU. Six different technical data information services are being considered for implementation in January 2003.
- In December 2002, the SIU became responsible for being the conduit for all investigations stemming from claims examiner requests for AOE/COE investigation, activities checks and surveillance. The SIU is focusing on the quality of work received from the contracted investigation panel of vendors, as well as monitoring and containing costs at an appropriate level.

### Scorecard for Second Quarter FY2003

| | |
|---|---|
| Cases Opened | **4** |
| Cases Closed | **13** |
| Total Cases Active at the end of the Quarter | **20** |
| Claims denied based on investigation | **1** |
| Cases referred for criminal review by the District Attorney's Office | **5** |
| Cases recommended for administrative disciplinary action | **1** |
| Cases Reviewed (*Denials/AOE/COE/Surveillance/Historical data, etc.)* | **204** |
| Total hours of Surveillance investigation | **113** |

In the final month of the quarter, the SIU has begun to network with other special investigative units both public and private, in an effort to pursue proven methods of investigation and criminal prosecution of suspected fraudulent workers' compensation claims. With the anticipated new data mining capabilities on-line, the SIU expects to conduct more intensive investigation of all claims with potential for fraud.

ATTACHMENT D

# LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

# EMPLOYEE HEALTH AND SAFETY TRAINING REQUIREMENTS ANNUAL UPDATE

## 2003

**Developed and Distributed by Corporate Safety**

**January 2003**

Safety' s 1st!

And also 24 hour/ 7 days a week at MTA. This *Health and Safety Training Matrix* is part of our overall program commitment to Incident, Injury and Illness Prevention.

All Health and Safety training requirements included in this document are based upon a recognized standard, as set forth in federal, state, city or local regulation, or by the MTA Board of Directors, MTA Executive Management or their designee.

The requirements are interpreted as 'minimum' requirements. Best Safety practices dictate that additional training may be required as circumstances dictate.

It is incumbent upon Management to assess workplace hazards and risk through periodic inspections and provide training programs that provide initial and periodic re-training that will keep workers safe.

Training goals may be accomplished through supervisory led classes, Computer Based Training (CBT) programs, outside seminars or via contractors and "content expert" trainers.

Line Management is responsible for employee and work site activities. They must evaluate changing conditions, and provide for any retraining upon discovery of any change in equipment or process, after an incident, or when any previously unknown or new hazard is discovered.

Topics included in this Training Matrix were based upon input from a variety of departments and program managers. Their assistance in the preparation and editing of this material is greatly appreciated.

Special thanks goes to Mr. Charles Chism, Corporate Safety Training Coordinator and Pamela Engelke, Occupational Health and Safety Manager, Injury and Illness Prevention Program Manager.

Gary Spivack, DEO, Corporate Safety

Michael Koss, EO, Risk Management and Corporate Safety

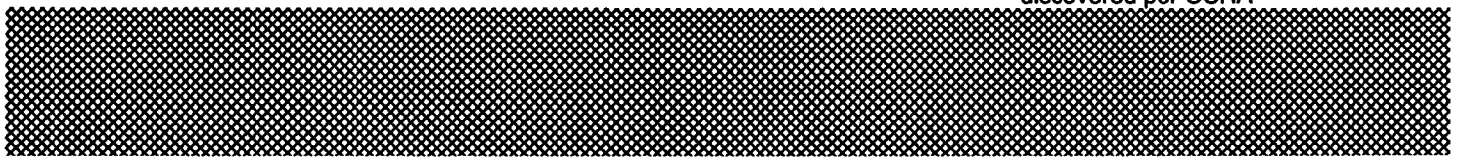
| # | TOPIC | REGULATION | SCOPE OF TRAINING | TRAINING REQUIREMENTS |
|---|---|---|---|---|
| 1 | **Air Cylinder**<br>(See Compressed Gas) | | | |
| 2 | **Asbestos Abatement I**<br>*Awareness Level* | Cal OSHA GISO 5208 | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s). | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Annual Notification letter (distributed by Program Manager) |
| 3 | **Asbestos Abatement II, *Qualified Worker***<br>*Safe Work Practice Level* | Cal OSHA GISO 5208 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** –Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 4 | **Back Safety- Lifting**<br>*(See Ergonomics)* | | | |
| 5 | **Blood borne Pathogens I**<br>*Awareness Level* | Cal OSHA GISO 5193 | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s). | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA. |
| 6 | **Blood borne Pathogens II**<br>*Safe Work Practice Level* | Cal OSHA GISO 5193 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA. |
| 7 | **Compressed Gas and Air Cylinders**<br>(Not CNG cylinders)<br>*Safe Work Practice Level* | Cal OSHA GISO 4649 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA. |
| 8 | **CNG I**<br>*Awareness Level* | Cal OSHA GISO 3203, 3220 | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s). | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per MTA |

| # | TOPIC | REGULATION | SCOPE OF TRAINING | TRAINING REQUIREMENTS |
|---|---|---|---|---|
| 9 | **CNG II**<br>*Safe Work Practice Level* | Cal OSHA GISO 3203, NFPA 51, 51 B. 52<br>CCR Title 13 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per MTA |
| 10 | **Confined Space Entry I**<br>*Awareness Level* | Cal OSHA GISO 5157 + | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s). | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 11 | **Confined Space Entry II**<br>*Safe Work Practice Level* | Cal OSHA GISO 5157 + | Job Specific - Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 12 | **Crane and Rigging Operation, Qualified Operator**<br>*Safe Work Practice Level* | Cal OSHA GISO 5006 | Job Specific Training/Manufacturer Guideline Review for specialized equipment **PLUS** demonstrated proficiency. | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 13 | **Drug and Alcohol Testing (Deterrence)**<br>*Safe Work Practice Level* | Omnibus Transportation Employee Testing Act of 1991<br>49 CFR Parts 655<br>49 CFR Part 40<br>Drug Free Workplace Act of 1988<br>49 CFR 391.41 - 391.49 | Overview Training for **ALL** employees | **Initial only** - Before assignment to Safety Sensitive Duties, per FTA. |
| 14 | **Electrical Safety**<br>*Awareness Level* | Cal OSHA GISO 3203<br>Cal ESO 2320 | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s). | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |

| # | TOPIC | REGULATION | SCOPE OF TRAINING | TRAINING REQUIREMENTS |
|---|---|---|---|---|
| 15 | **Electrical Safety – Low Voltage**<br>*Safe Work Practice Level*<br>*For **Qualified Workers*** | Cal OSHA ESO 2320 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees **PLUS** demonstrated proficiency | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 16 | **Electrical Safety – High Voltage** (> 600 volts)<br>*Safe Work Practice Level*<br>*For **Qualified Workers*** | Cal OSHA ESO 2940, 2948 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees **PLUS** demonstrated proficiency | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 17 | **Elevated Work Platforms**<br>*Safe Work Practice Level* | Cal OSHA GISO 3646, 3648<br>Cal OSHA ESO 2946 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees /Manufacturer Guideline Review for specialized equipment | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 18 | **Emergency Action Plan**<br>*Safe Work Practice Level* | Cal OSHA GISO 3220 | Job, Site and Hazard Specific Training for **ALL** employees | **Initial** - Before assignment per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 19 | **Ergonomics I**<br>*Awareness Level* | Cal OSHA GISO 5110 | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s) for **ALL** employees | **Initial** - Before assigned to area where hazard is known to exist per OSHA |
| 20 | **Ergonomics II**<br>*Safe Work Practice Level* | Cal OSHA GISO 5110 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 21 | **Fall Protection and Fall Arrest Systems**<br>*Safe Work Practice Level* | Cal OSHA GISO 3210(b)(5)<br>Cal OSHA CSO 1670 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 22 | **Fire Safety /Fire Extinguisher**<br>*Awareness Level* | Cal OSHA GISO 4848, 6151 | Job, Site and Hazard Specific Training for **ALL** employees | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |

| # | TOPIC | REGULATION | SCOPE OF TRAINING | TRAINING REQUIREMENTS |
|---|---|---|---|---|
| 23 | **Fire Watch**<br>*(See Welding)* | | | |
| 24 | **First Aid/CPR/AED**<br>*Certification Course for Public* | Cal OSHA GISO 3400<br>Cal CSO 1512<br>Cal TSO 8421<br>Cal Civil Code 1714 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees / Citizen Responder course | **Initial** - Before assignment per OSHA<br>**Retraining** – Yearly for CPR/AED; Every 3 years for First Aid, per American Red Cross (ARC) /COSHA |
| 25 | **Forklift Operations**<br>*Qualified Operator* | Cal OSHA GISO 3650, 3668 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees /Manufacturer Guideline Review for specialized equipment **PLUS** demonstrated proficiency | **Initial** - Before beginning work duties per OSHA<br>**Retraining** – Every 3 years, **or** Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 26 | **Hand Tools – Portable and/or Powered**<br>*Safe Work Practice Level* | Cal OSHA GISO 3555 - 3564 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Yearly, **or** Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 27 | **Hazard Communication**<br>*Safe Work Practice Level* | Cal OSHA GISO 5194 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA |
| 28 | **Hazardous Materials Business Plans**<br>*Awareness Level* | California Fire Code 80.01.3.2 | Overview training for management, existence of the program, proper response to incidents and inspections. | **Initial** - Upon assignment to a location requiring a Hazardous Materials Business Plan |
| 29 | **Hazardous Materials, First Responder**<br>*Awareness Level* | Cal OSHA GISO 5192 | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s).<br>*Ensures proper response and notification upon detection of a hazardous materials spill* | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 29 | **Hazardous Materials, First Responder**<br>*Operations and Emergency Response Level (HAZWOPER)* | Cal OSHA GISO 5192 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties, 40 hour class by Certified Instructor, per OSHA<br>**Retraining** – *Yearly*, 8 hour course, by a Fed OSHA certified Instructor per OSHA/EPA |

| # | TOPIC | REGULATION | SCOPE OF TRAINING | TRAINING REQUIREMENTS |
|---|---|---|---|---|
| 31 | **Heavy Rail Safety Training**<br>*Awareness Level* | Cal OSHA GISO 3203<br>Cal ESO 2940 | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s).. | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** – Not required |
| 31 | **Hearing Conservation Program**<br>*Safe Work Practice Level*<br>***Competent Person Oversight Required*** | Cal OSHA GISO 5099 | (Required Class by Contractors/Vendors)<br>Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** – Before beginning work duties at a minimum or within 6 months on the job at a maximum, per OSHA<br>**Retraining** - *Yearly*, **or** Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA.<br>NOTE: Retraining includes a return demonstration on use of Hearing Protection Devices and Medical Surveillance. |
| 32 | **Injury and Illness Prevention Program** (IIPP)<br>*Awareness Level* | Cal OSHA GISO 3203 | Job, Site and Hazard Specific Training for **ALL** employees | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per MTA & OSHA |
| 33 | **Ladder Safety**<br>*Safe Work Practice Level* | Cal OSHA GISO 3276 + | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 34 | **Lead**<br>*Safe Work Practice Level* | Cal OSHA GISO 5216, 5198 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** – *Yearly*, or Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 35 | **Light Rail Safety Training**<br>*Awareness Level* | Cal OSHA GISO 3203 | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s).<br>(Required Class by Contractors/Vendors) | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** – Not required |

| # | TOPIC | REGULATION | SCOPE OF TRAINING | TRAINING REQUIREMENTS |
|---|---|---|---|---|
| 36 | **Lock Out Tag Out**<br>*Awareness Level* | Cal OSHA GISO 3203<br>Cal ESO 2320.4 | Overview Training for workers who work near, in or around this hazard or who may be inadvertently exposed to the hazard. | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 37 | **Lock Out Tag Out (LOTO)**<br>*Safe Work Practice Level*<br>***For Qualified Operator*** | Cal OSHA GISO 2320.4 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees **PLUS** demonstrated proficiency | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 38 | **Machinery and Machine Guarding; Mechanical Power Presses**<br>*Safe Work Practice Level* | Cal OSHA GISO 4189 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees /Manufacturer Guideline Review for specialized equipment **PLUS** demonstrated proficiency | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 39 | **Office Safety**<br>*Awareness Level* | Cal OSHA GISO 3203<br>MTA Policy, Corporate Safety, Injury and Illness Prevention Program | Overview Training for workers who work near, in or around specific hazard(s) or who may be inadvertently exposed to the hazard(s). | **Initial** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA. |
| 40 | **OSHA 32 Hour Supervisor Safety Training Course**<br>*Fed OSHA 501 course* | Cal OSHA GISO 3203 (a)(7)(A)(F)<br>MTA Policy | Job Specific – Supervisory level training (and higher) to be familiar with the health and safety hazards to which their employees may be exposed. | **Initial** - As soon as possible after assignment to Supervisory duties.<br>**Retraining** – Not required |
| 41 | **Personal Protective Equipment (PPE)**<br>*Safe Work Practice Level* | Cal OSHA GISO 3380-3385 | Job Specific Training /Manufacturer Guideline Review for specialized equipment **PLUS** demonstrated proficiency | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 42 | **Powered Industrial Trucks, Categories # 1 - 7**<br>*(See Forklifts)* |  | | |

| # | TOPIC | REGULATION | SCOPE OF TRAINING | TRAINING REQUIREMENTS |
|---|---|---|---|---|
| 43 | **Respiratory Protection**<br>*Safe Work Practice Level*<br><br>***Competent Person Oversight Required*** | Cal OSHA GISO 5144, 5150 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** – Before beginning work duties per OSHA<br>**Retraining** - *Yearly*, **or** Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered, per OSHA.<br>NOTE: Retraining includes a return demonstration on use of Respiratory equipment and Medical Surveillance. |
| 44 | **Safety's 1st**<br>*Awareness Level* | MTA Policy | Overview Training for ALL employees | **Initial** - Before assigned to area where hazard is known to exist per OSHA |
| 45 | **Scaffolding, work platforms**<br>*Safe Work Practice Level* | Cal OSHA CSO 1637 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 46 | **Scaffolding – Erection/dismantling**<br>*Safe Work Practice Level*<br><br>***Competent Person Oversight Required*** | Cal OSHA CSO 1637(k)(1), GISO 3275, 3620-27 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 47 | **Slips, Trips and Falls**<br>*Safe Work Practice Level* | Cal OSHA GISO 3210 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |

| # | TOPIC | REGULATION | SCOPE OF TRAINING | TRAINING REQUIREMENTS |
|---|---|---|---|---|
| 48 | **Storage batteries**<br>*Safe Work Practice Level* | Cal OSHA GISO 5185 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 49 | **Tire and Rim handling**<br>*Safe Work Practice Level* | Cal OSHA GISO 3327 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 50 | **Trenching and Shoring**<br>*Safe Work Practice Level*<br><br>***Competent Person Oversight Required*** | Cal OSHA CSO 1539 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 51 | **Tunnel Safety**<br>*Awareness Level* | Cal OSHA TSO 8407 | Overview Training for workers who work near, in or around this hazard or who may be inadvertently exposed to the hazard. | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA |
| 52 | **Tunnel Safety** – *Safe Work Practice Level* - **Self Rescuer** | CAL OSHA TSO 8430 (f)<br>MSA W65 Self Rescuer Instructions | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before assigned to area where hazard is known to exist per OSHA<br>**Retraining** –*Every 90 days* per OSHA |
| 54 | **Welding, Cutting, Brazing*** **Qualified Operator**<br>*Safe Work Practice Level*<br><br>** Includes Oxygen-fuel gas welding, arc welding, resistance welding and industrial lasers* | Cal OSHA GISO 4850, 5150 | Job Specific – Hazard Specific Training for all Authorized or Affected Employees | **Initial** - Before beginning work duties per OSHA<br>**Retraining** - Whenever there is a change in process or equipment, after an incident, or when new hazards are discovered per OSHA. |

## Appendix - Definitions

| Term | Meaning |
|---|---|
| Affected employee/worker | Employees who are close to, or may be affected by hazardous activities of other workers. Most hazardous activities involve procedures to notify nearby employees (Awareness Training) |
| Authorized employee/worker | Employees, as selected by the employer according to knowledge, training or experience, to perform specific tasks. |
| Awareness Level Training | Communication with workers warning them of certain activities by others, which could be hazardous, and how they can stay safe during such activities. May be written or verbal, and is usually accomplished in short safety meetings. |
| CNG | Compressed Natural Gas, primary fuel source and engine system for MTA passenger coaches. |
| Competent Person | Employees who are designated to oversee regulated hazardous activities. They must have the knowledge, training, and experience to safely oversee employee activities. They must have power to correct unsafe acts or conditions, including shutting down operations. |
| CSO | Construction Safety Orders, California Title 8 Code of Regulations governing workplace safety for construction type activities |
| Demonstrated Competency | Written Documentation of an employee's workers knowledge, training, or experience to perform a designated task safely. Specifically required for Electrical workers and operators of high hazard equipment including forklift and cranes. This documentation can be a written test, or transcript of a verbal interview, either must be signed by the employee. |
| ESO | Electrical Safety Orders, California Title 8 Code of Regulations governing workplace safety for high and low voltage work activities |
| GISO | General Industry Safety Orders, California Title 8 Code of Regulations governing workplace safety. |
| Medical Oversight | Certain activities with health concerns must be overseen and approved by a designated Medical/ Health Provider - Respiratory, Hearing, Lead, Asbestos, Known Workplace Specific Chemicals, AED programs, etc. |
| Job Specific Training | Training or training verification given by employer to ensure employee has knowledge, training, or experience to conduct a specific activity safely. |
| (Periodic) Re-training | Re-train employees whenever there is a change in equipment, process or duty, near miss, incident, injury, or new hazards are found |
| Qualified Operator | Employees operating hazardous and regulated equipment, who have the knowledge. Training, or experience to operate safely. Specifically pertains to cranes, forklifts, and any machines, and processes where operator error can cause a catastrophic event. |
| Qualified Worker | Employees who have the demonstrated knowledge, training, or experience to perform a task safely |
| Safe Work Practice Level Training | Methods and procedures associated with regulated work activities that are demonstrated to be safe. May be outlined in OSHA, Company, or manufactures literature, usually in the operators' manual. |
| TSO | Tunnel Safety Orders, California Title 8 Code of Regulations governing workplace safety for underground and tunnel construction and repair activities |

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

**STATUS REPORT AS OF 12/31/02**

**Parcel A1-250/Wilshire Vermont Station**
**Wilshire/Western Station**

Staff is currently negotiating the lease agreements with the developer, Wilshire Entertainment Center, LLC to construct a mixed-use development encompassing 50,800 sq. ft. of retail and restaurants, 200 apartment units (20% affordable), a 700-space parking garage, and 14-bus layover facility. In addition, the developer proposes to add 110,000 square feet of self-storage facility directly above the bus layover on 6th Street.

Staff is currently negotiating the lease agreements with the developer Urban Partners, to construct 380 apartment units, 700 parking spaces, 30,000 square feet of commercial space, child care center as well as a three-story middle school for approximately 800 students on the northern portion of the Metro Red Line Wilshire/Vermont Station.

**B-102 and B-103 - Temple Beaudry**

Operations has requested that this site be retained while funding is identified for a downtown bus layover. No further action has been taken to dispose of the site.

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

The Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project was certified by the MTA Board on August 15, 2002. The EIR included a transit station and public parking at Wilshire/Crenshaw. One additional parcel will be acquired and the site will be developed as transit parking and a transit station. In the interim, the site will be leased to the Los Angeles Unified School District for parking. Construction is scheduled to occur in 2004-2005 based on the current schedule and funding.

**A2-362 - Wilshire/La Brea**

The corridor study discussed above includes the Wilshire/LaBrea site as a station for the Wilshire Bus Rapid Transit Project. The site will be improved to provide transit parking and enhanced transit station. Construction is scheduled to occur in 2004-2005 based on the current schedule and level of funding.

**Parcels A4-755, A4-765, A4-767, A4-772, A4-774, A4-761 - Universal City Station**
**C4-815 - North Hollywood Station**

Staff was instructed by MTA Board to defer consideration of development proposals until a later date on the Metro Red Line North Hollywood Station.

An RFP offering the Universal City Station will be prepared at a later date.

**LACMTA EXCESS REAL PROPERTY**
**METRO RAIL PROJECT - MOS-1**
**CA-03-0130**

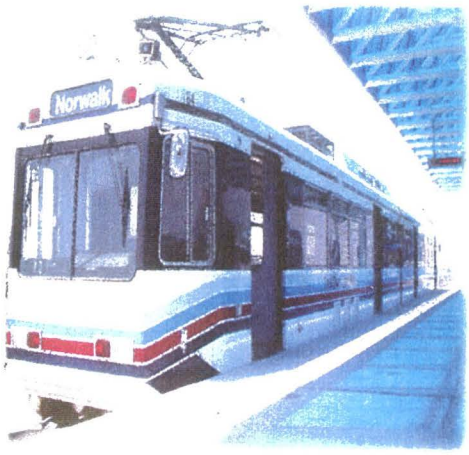
1. **Parcels A1-015, A1-016,**

   Parcels A1-015 and A1-016 are designated as a temporary soil storage site in support various construction projects. It is used to store excavated soils pending environmental testing from operational divisions and the rail construction projects. The parcels will also be used for this purpose during pending new transit projects and are expected to continue to be used in support of MTA operations.

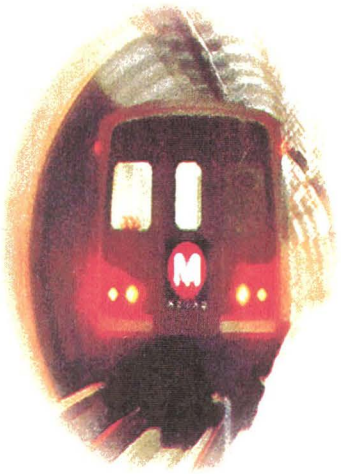
2. **Parcel A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Alvarado Station**

   MTA Board terminated Exclusive Negotiation Agreements with the developer due to developer's inability to execute a Joint Development Agreement. Staff is considering alternative development strategies for the Metro Red Line Westlake/MacArthur Park Station.

# Metro Operations Monthly Performance Report
# for
# December 2002







*Prepared by:*

**Los Angeles County**
**Metropolitan Transportation Authority**
**Metro Operations, Service Performance Analysis**

# Table of Contents

## San Fernando Valley Sector Scorecard Overview (SFV)

This sector has two MTA operating divisions, Division 8 in Chatsworth and Division 15 in Sun Valley. The sector is responsible for the operation of approximately 430 Metro buses and 23 Metro Bus lines carrying nearly 68.4 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Actual Revenue Service Hours (RSH) Delivered
* On-Time Pullout Percentage
* In-Service On-Time Performance
* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings

| Measurement | FY01 | FY02 | FY03 Target | FY03 YTD | Dec. Month | Status |
|---|---|---|---|---|---|---|
| **Bus Systemwide** | | | | | | |
| On-Time Pullouts (system) | 99.36% | 99.61% | 100% | 99.69% | 99.70% | |
| Mean Miles Between Chargeable Mechanical Failures (MMBCMF) | 4,808 | 5,415 | 6,500 | 7,001 | 7,742 | |
| In-Service On-time Performance | 63.71% | 64.88% | 70.00% | 67.23% | 63.82% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.99 | 3.91 | 2.70 | 3.86 | 3.59 | |
| Complaints per 100,000 Boardings | 3.11 | 3.54 | 3.00 | 4.01 | 3.71 | |
| **SFV Sector** | | | | | | |
| On-Time Pullouts (system) | N.A. | 99.45% | 100% | 99.79% | 99.70% | |
| Mean Miles Between Chargeable Mechanical Failures | N.A. | 4,646 | 6,500 | 7,825 | 10,124 | |
| In-Service On-time Performance | N.A. | | 70.00% | 62.07% | 64.94% | |
| Bus Traffic Accidents Per 100,000 Miles | N.A. | 3.09 | 2.70 | 2.85 | 2.72 | |
| Complaints per 100,000 Boardings | N.A. | 3.43 | 3.00 | 5.86 | 3.99 | |
| **Division 8** | | | | | | |
| On-Time Pullouts (system) | 99.40% | 99.57% | 100% | 99.83% | 99.74% | |
| Mean Miles Between Chargeable Mechanical Failures | 6,637 | 5,775 | 6,500 | 8,055 | 12,617 | |
| In-Service On-time Performance | 65.59% | 67.88% | 70.00% | 67.27% | 66.74% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.02 | 3.22 | 2.70 | 3.18 | 3.29 | |
| Complaints per 100,000 Boardings | 3.26 | 3.16 | 3.00 | 6.43 | 3.93 | |
| **Division 15** | | | | | | |
| On-Time Pullouts (system) | 98.97% | 99.37% | 100% | 99.76% | 99.67% | |
| Mean Miles Between Chargeable Mechanical Failures | 2,871 | 4,514 | 6,500 | 7,668 | 8,889 | |
| In-Service On-time Performance | 65.32% | 62.51% | 70.00% | 62.71% | 61.32% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.25 | 3.01 | 2.70 | 2.62 | 2.31 | |
| Complaints per 100,000 Boardings | 4.05 | 3.58 | 3.00 | 5.55 | 4.02 | |

Green - High probability of achieving the FY03 target (on track).

Yellow - Uncertain if the FY03 target will be achieved -- slight problems, delays or management issues.

Red - High probability that the FY03 target will not be achieved -- significant problems and/or delays.

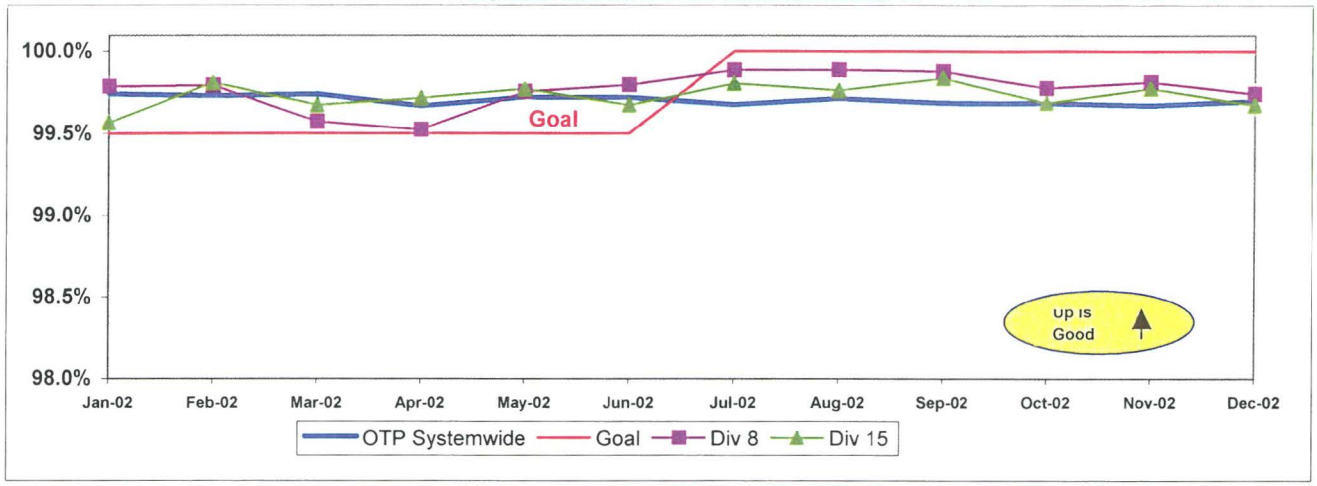
# SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

## ON-TIME PULLOUT (OTP) PERCENTAGE

**Definition:** On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:** OTP% = [(100% - [(Total late and cancelled runs / by Total scheduled pullouts) X 100)]

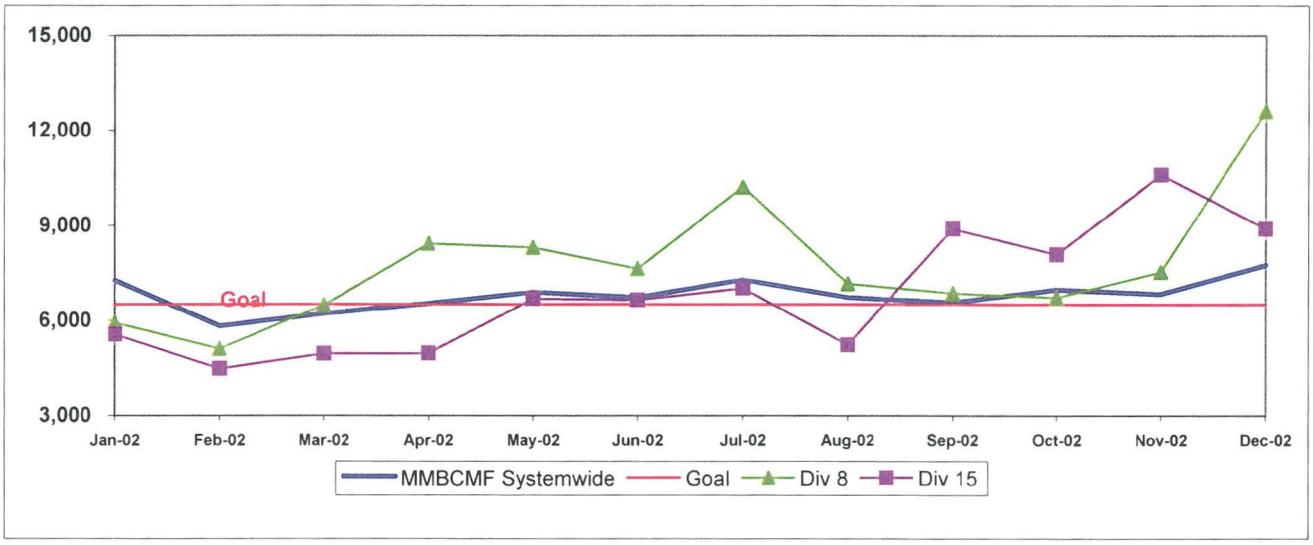
### OTP Systemwide and Divisions 8 and 15




## MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES
### Systemwide and Divisions 8 and 15

**Definition:** Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

**Calculation:** MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)




### Outlates & Cancellations by Sector's Divisions

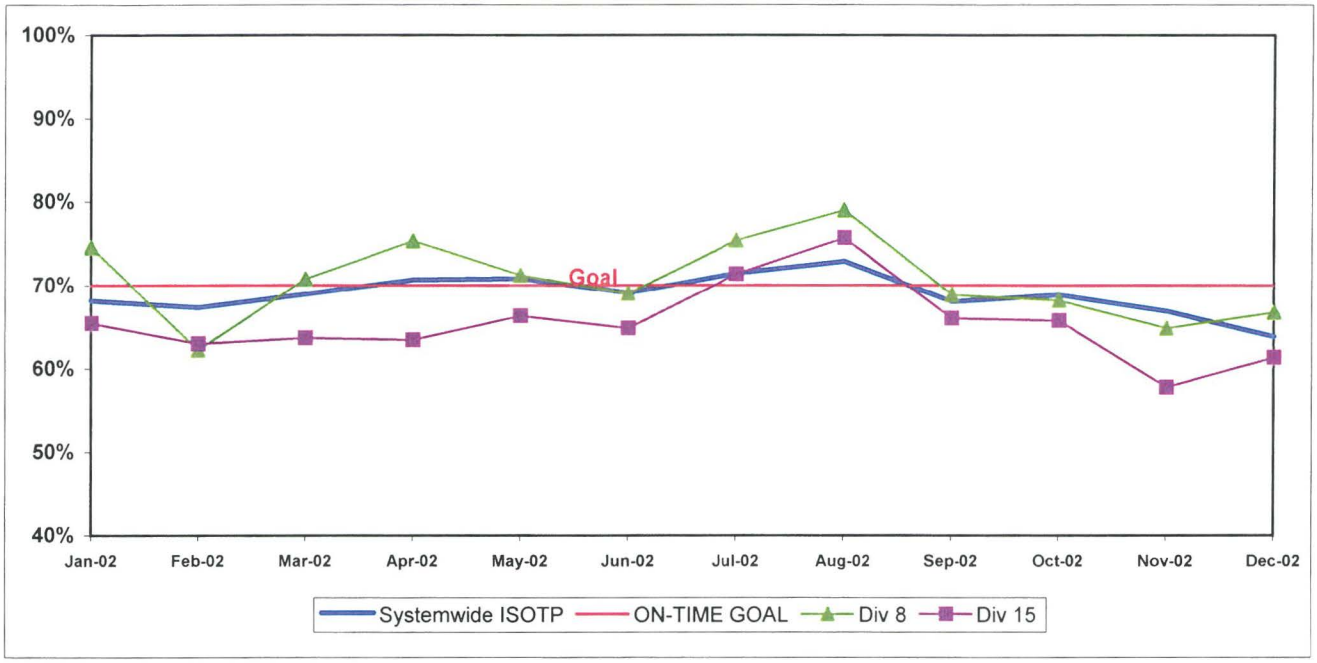
| Div. | Sched. Pull-Outs | CANCELLATIONS Number | CANCELLATIONS % of Pull-outs | OUTLATES Number | OUTLATES % of Pull-outs | % Total Outlates & Cancellations | ON-TIME PULL-OUT RATE | REASONS FOR OUTLATES and CANCELLATIONS: No Operator Available | Bus Mechanical Failure | Other |
|---|---|---|---|---|---|---|---|---|---|---|
| **San Fernando Valley (SFV)** | | | | | | | **99.70%** | | | |
| *8* | 5044 | 0 | 0.00% | 13 | 0.26% | 6.13% | 99.74% | 0 | 11 | 2 |
| *15* | 7033 | 1 | 0.01% | 22 | 0.31% | 10.85% | 99.67% | 1 | 18 | 4 |
| SYS. TOTAL | 70540 | 2 | 0.00% | 210 | 0.30% | 100.00% | 99.70% | 18 | 164 | 43 |

## IN-SERVICE ON-TIME PERFORMANCE

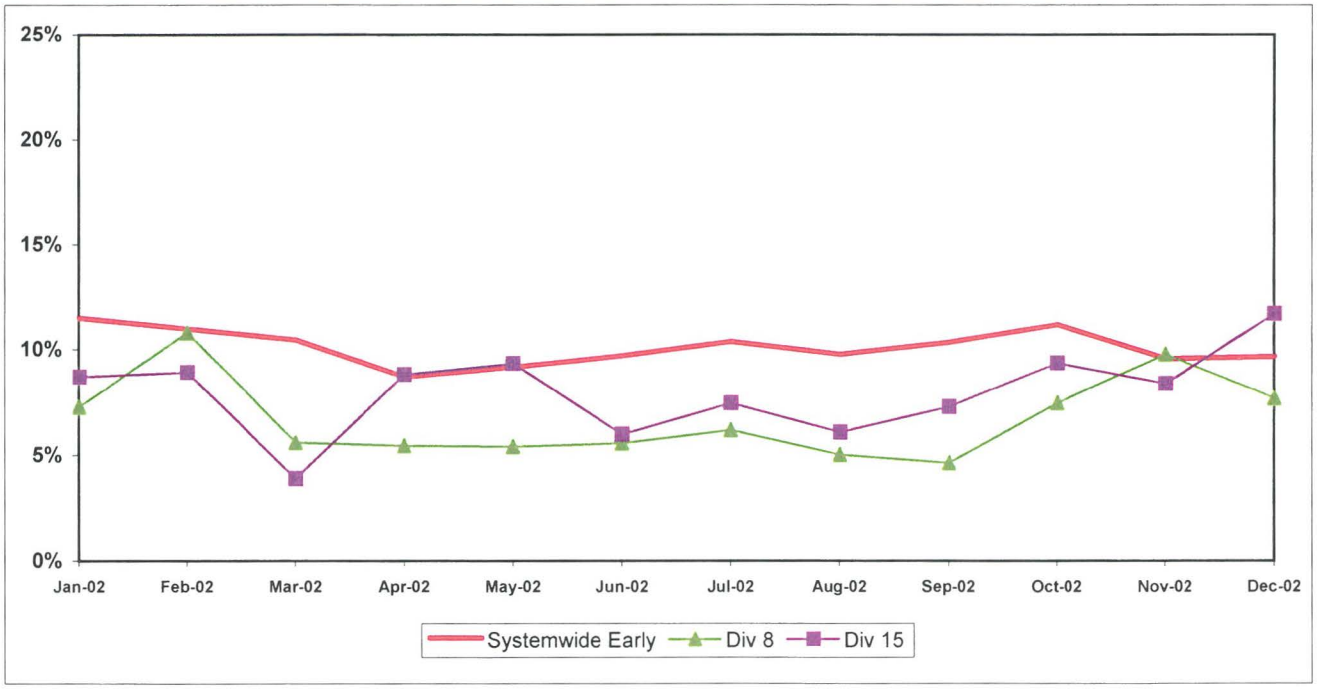
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

### Systemwide and Bus Operating Divisions 8 and 15
### ISOTP - 1 Minute Tolerance for Running Hot



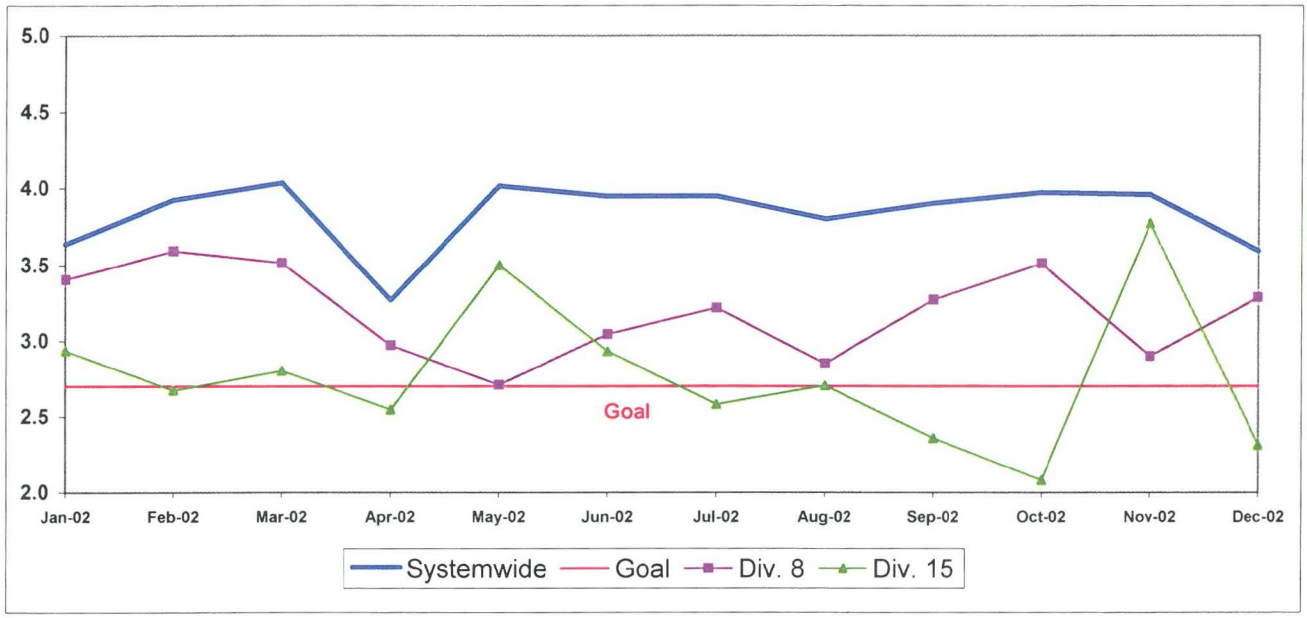

### Running Hot - Systemwide and Bus Operating Divisions 8 and 15



## BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
### Systemwide and Bus Operating Divisions 8 and 15

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

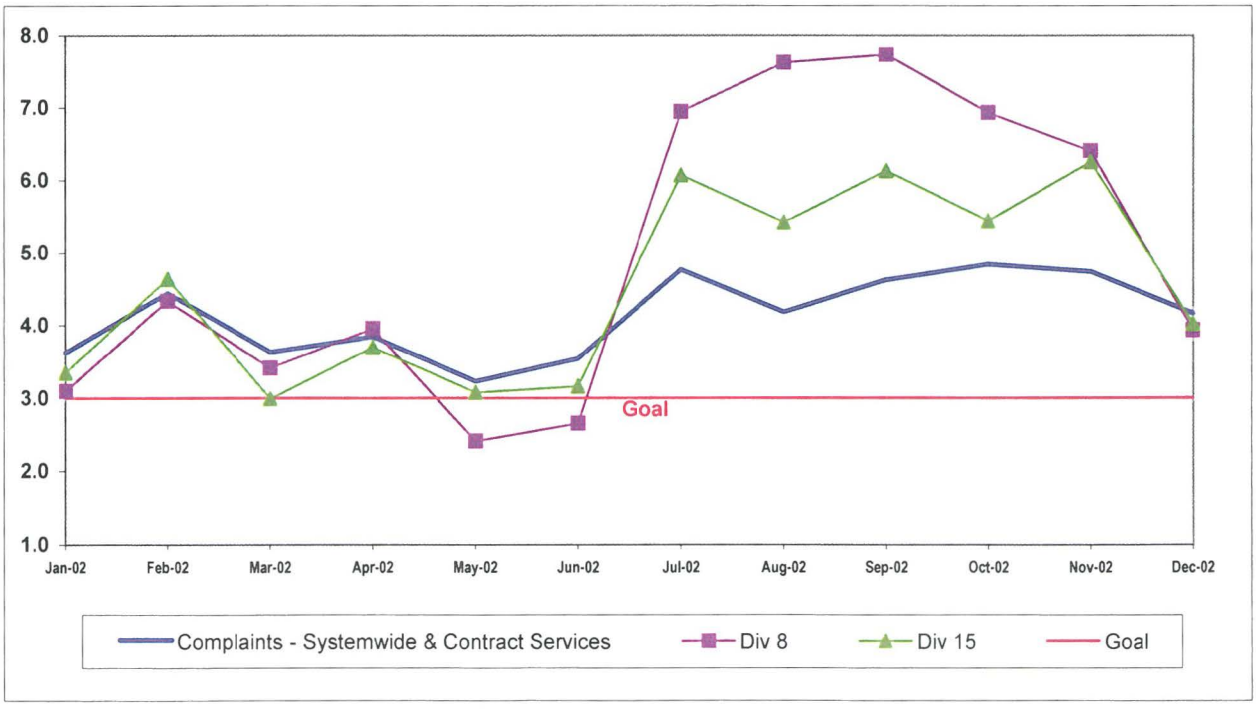
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))




## COMPLAINTS PER 100,000 BOARDINGS
### Systemwide and Bus Operating Divisions 8 and 15

**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)



## San Gabriel Valley Sector Scorecard Overview (SGV)

This sector has two MTA operating divisions, Division 3 Cypress Park and Division 9 in El Monte. The sector is responsible for the operation of approximately 440 Metro buses and 28 Metro Bus lines carrying over 60.4 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Actual Revenue Service Hours (RSH) Delivered
* On-Time Pullout Percentage
* In-Service On-Time Performance
* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings

| Measurement | FY01 | FY02 | FY03 Target | FY03 YTD | Dec. Month | Status |
|---|---|---|---|---|---|---|
| **Bus Systemwide** | | | | | | |
| On-Time Pullouts (system) | 99.36% | 99.61% | 100% | 99.69% | 99.70% | |
| Mean Miles Between Chargeable Mechanical Failures (MMBCMF) | 4,808 | 5,415 | 6,500 | 7,001 | 7,742 | |
| In-Service On-time Performance | 63.71% | 64.88% | 70.00% | 67.23% | 63.82% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.99 | 3.91 | 2.70 | 3.86 | 3.59 | |
| Complaints per 100,000 Boardings | 3.11 | 3.54 | 3.00 | 4.01 | 3.71 | |
| **SGV Sector** | | | | | | |
| On-Time Pullouts | N.A. | 99.71% | 100% | 99.78% | 99.83% | |
| MMBCMF | N.A. | 6,708 | 6,500 | 7,833 | 7,386 | |
| In-Service On-time Performance | N.A. | | 70% | 68.18% | 66.62% | |
| Bus Traffic Accidents Per 100,000 Miles | N.A. | 3.23 | 2.70 | 3.49 | 2.64 | |
| Complaints per 100,000 Boardings | N.A. | 3.13 | 3.00 | 3.40 | 3.40 | |
| **Division 3** | | | | | | |
| On-Time Pullouts | 99.60% | 99.69% | 100% | 99.70% | 99.69% | |
| MMBCMF | 4,505 | 5,538 | 6,500 | 5,825 | 5,499 | |
| In-Service On-time Performance | 67.86% | 68.70% | 70% | 68.19% | 67.65% | |
| Bus Traffic Accidents Per 100,000 Miles | 4.63 | 3.96 | 2.70 | 4.32 | 3.66 | |
| Complaints per 100,000 Boardings | 2.35 | 2.61 | 3.00 | 2.96 | 3.15 | |
| **Division 9** | | | | | | |
| On-Time Pullouts | 99.53% | 99.72% | 100% | 99.87% | 100.00% | |
| Mean Miles Between Chargeable Mechanical Failures | 6,181 | 8,336 | 6,500 | 11,665 | 10,948 | |
| In-Service On-time Performance | 68.22% | 64.56% | 70.00% | 67.53% | 64.27% | |
| Bus Traffic Accidents Per 100,000 Miles | 2.31 | 2.56 | 2.70 | 2.69 | 1.67 | |
| Complaints per 100,000 Boardings | 3.82 | 3.90 | 3.00 | 4.08 | 3.73 | |

Green - High probability of achieving the FY03 target (on track).

Yellow - Uncertain if the FY03 target will be achieved -- slight problems, delays or management issues.

Red - High probability that the FY03 target will not be achieved -- significant problems and/or delays.

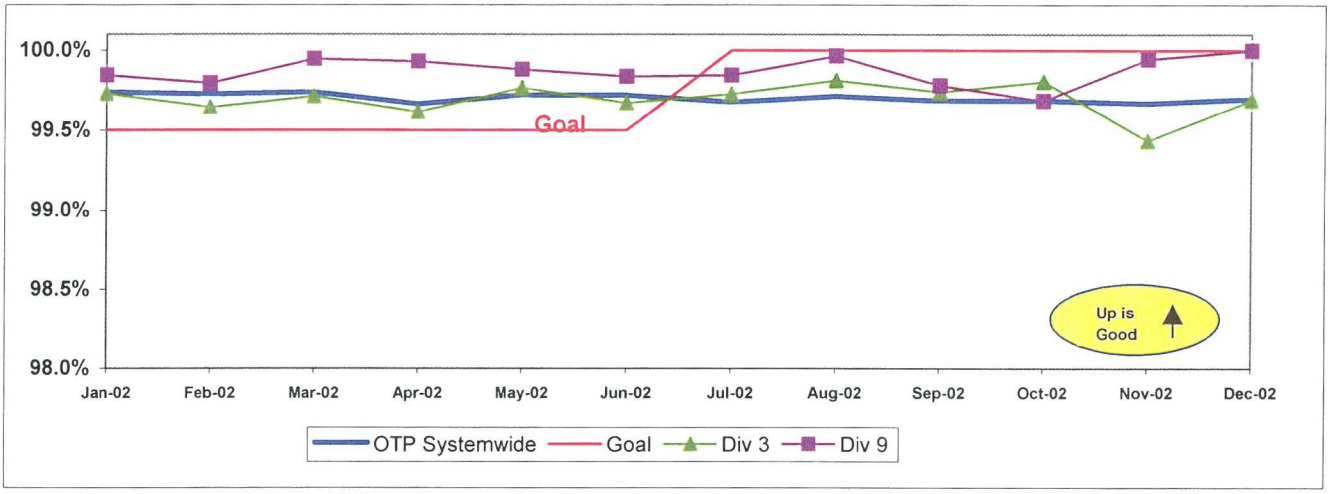
# SAN GABRIEL VALLEY SECTOR (SGV) BUS SERVICE PERFORMANCE

## ON-TIME PULLOUT (OTP) PERCENTAGE

**Definition:** On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:** OTP% = [(100% - [(Total late and cancelled runs / by Total scheduled pullouts) X 100)]

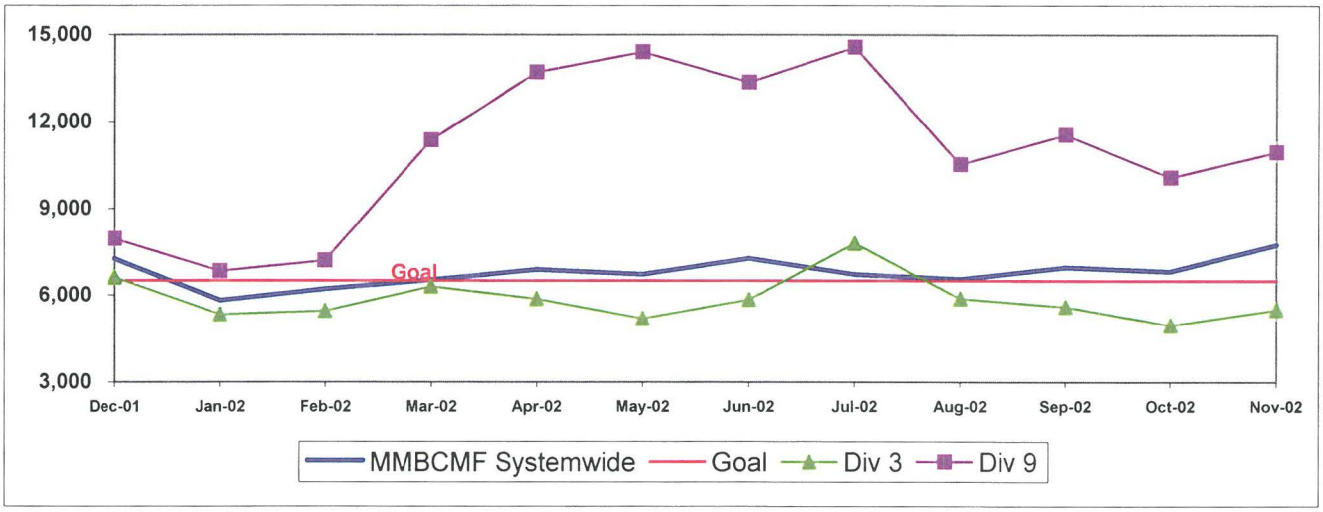
### OTP - Systemwide and Divisions 3 and 9




## MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES
## Systemwide and Divisions 3 and 9

**Definition:** Average Hub Miles traveled between chargeable mechanical problems that result in a service

**Calculation:** MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)




### Outlates & Cancellations by Sector Division

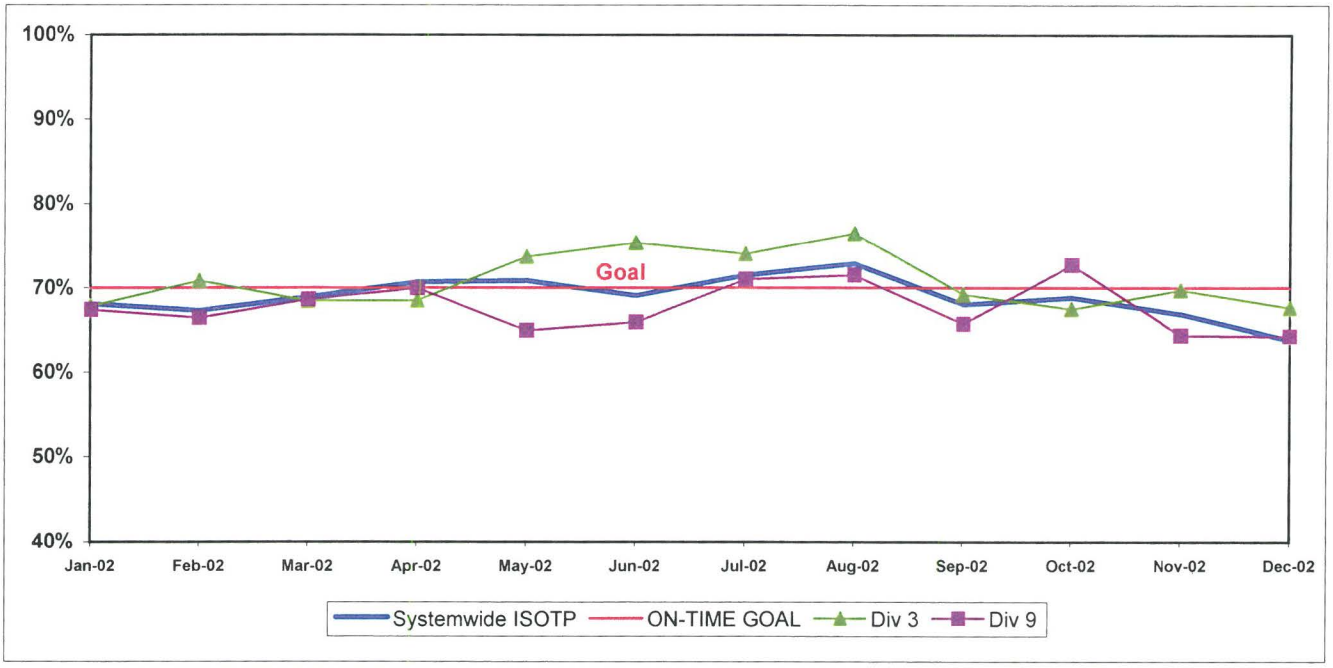
| Div. | Sched. Pull-Outs | CANCELLATIONS Number | CANCELLATIONS % of Pull-outs | OUTLATES Number | OUTLATES % of Pull-outs | % Total Outlates & Cancellations | ON-TIME PULL-OUT RATE | REASONS FOR OUTLATES and CANCELLATIONS: No Operator Available | Bus Mechanical Failure | Other |
|---|---|---|---|---|---|---|---|---|---|---|
| **San Gabriel Valley (SGV)** | | | | | | | **99.83%** | | | |
| *3* | 6456 | 0 | 0.00% | 20 | 0.31% | 9.43% | 99.69% | 0 | 17 | 3 |
| *9* | 5597 | 0 | 0.00% | 0 | 0.00% | 0.00% | 100.00% | 0 | 0 | 0 |
| SYS. TOTAL | 70540 | 2 | 0.00% | 210 | 0.30% | 100.00% | 99.70% | 18 | 164 | 43 |

## IN-SERVICE ON-TIME PERFORMANCE

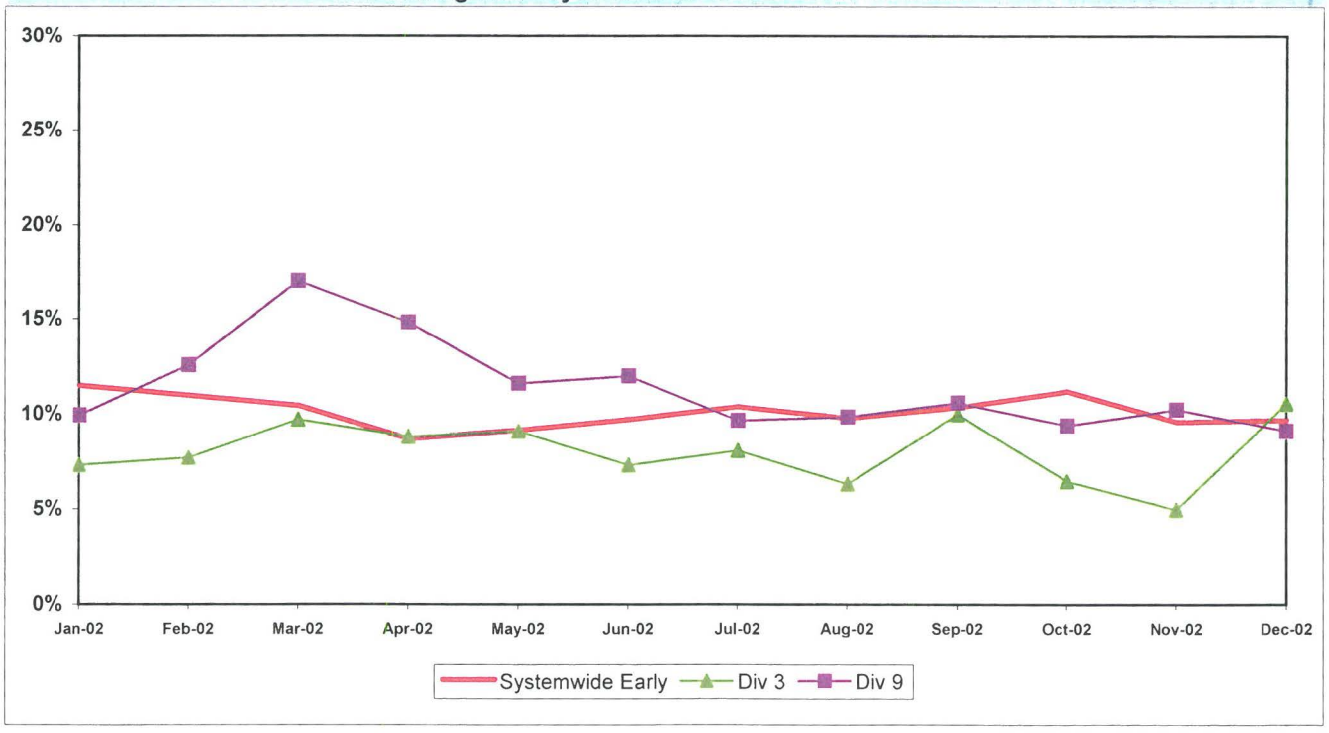
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

### Systemwide and Bus Operating Divisions 3 and 9
### ISOTP - 1 Minute Tolerance for Running Hot



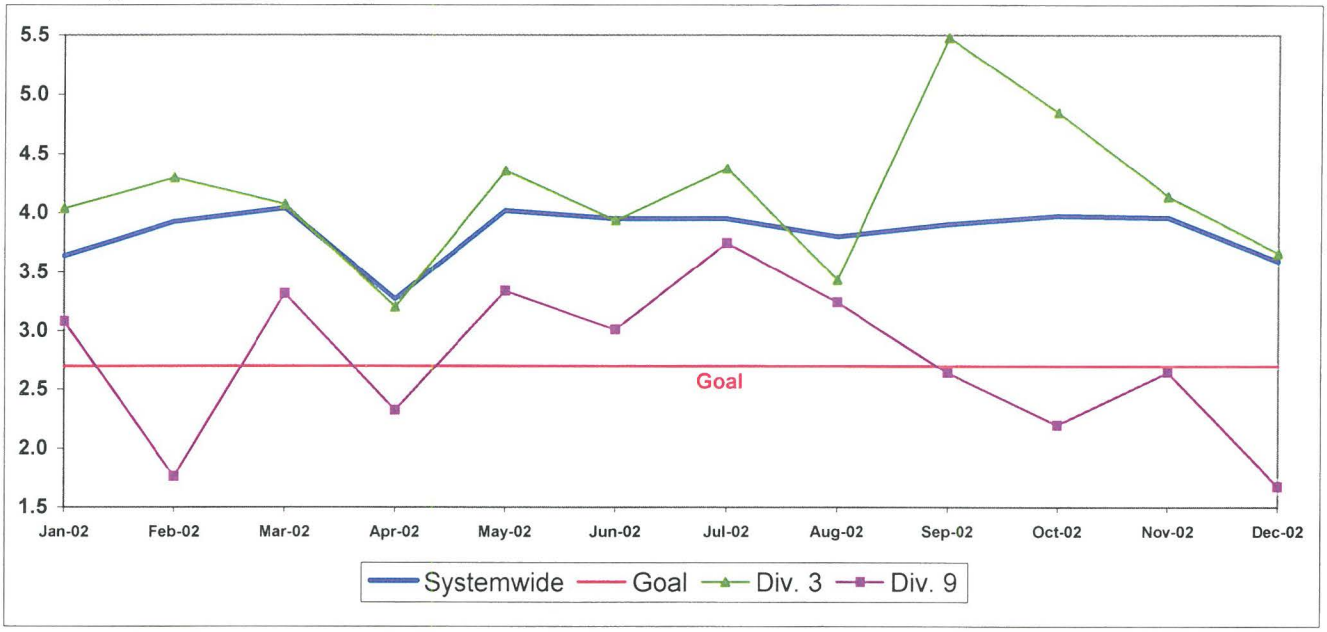

### Running Hot - Systemwide and Divisions 3 and 9



## BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
### Systemwide and Divisions 3 and 9

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

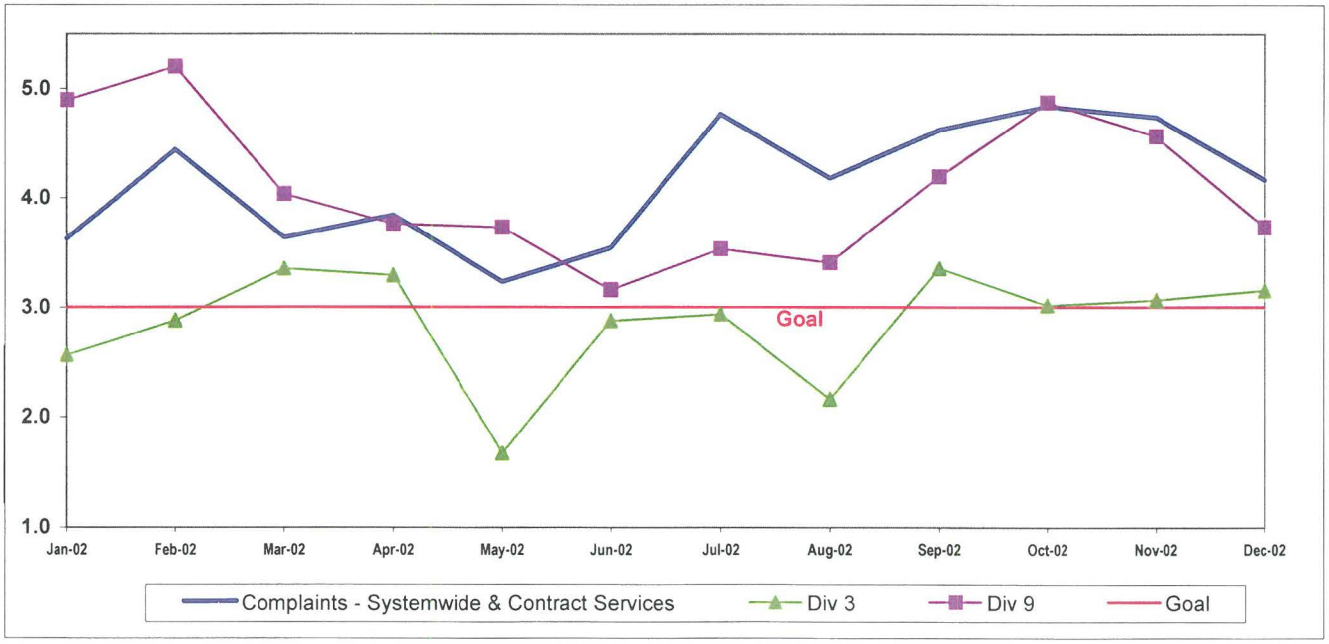
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))




## COMPLAINTS PER 100,000 BOARDINGS
### Systemwide and Divisions 3 and 9

**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)



## Gateway Cities Sector Scorecard Overview (GC)

This sector has two MTA operating divisions, Division 1 and 2, both operating out of the downtown Los Angeles area. The sector will be responsible for the operation of approximately 365 Metro buses and 16 Metro Bus lines carrying nearly 63.4 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Actual Revenue Service Hours (RSH) Delivered
* On-Time Pullout Percentage
* In-Service On-Time Performance
* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings

| Measurement | FY01 | FY02 | FY03 Target | FY03 YTD | Dec. Month | Status |
|---|---|---|---|---|---|---|
| **Bus Systemwide** | | | | | | |
| On-Time Pullouts (system) | 99.36% | 99.61% | 100.00% | 99.69% | 99.70% | |
| Mean Miles Between Chargeable Mechanical Failures (MMBCMF) | 4,808 | 5,415 | 6,500 | 7,001 | 7,742 | |
| In-Service On-time Performance | 63.71% | 64.88% | 70.00% | 67.23% | 63.82% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.99 | 3.91 | 2.70 | 3.86 | 3.59 | |
| Complaints per 100,000 Boardings | 3.11 | 3.54 | 3.00 | 4.01 | 3.71 | |
| **GC Sector** | | | | | | |
| On-Time Pullouts | N.A. | 99.64% | 100% | 99.75% | 99.88% | |
| MMBCMF | N.A. | 6,726 | 6,500 | 6,972 | 9,803 | |
| In-Service On-time Performance | N.A. | | 70% | 72.84% | 71.72% | |
| Bus Traffic Accidents Per 100,000 Miles | N.A. | 4.49 | 2.70 | 4.18 | 3.37 | |
| Complaints per 100,000 Boardings | N.A. | 2.07 | 3.00 | 2.61 | 2.34 | |
| **Division 1** | | | | | | |
| On-Time Pullouts | 99.69% | 99.84% | 100% | 99.83% | 99.88% | |
| MMBCMF | 2,036 | 8,510 | 6,500 | 10,302 | 10,929 | |
| In-Service On-time Performance | 70.78% | 74.95% | 70% | 77.45% | 78.17% | |
| Bus Traffic Accidents Per 100,000 Miles | 4.50 | 4.51 | 2.70 | 3.21 | 2.99 | |
| Complaints per 100,000 Boardings | 1.72 | 1.76 | 3.00 | 2.04 | 2.31 | |
| **Division 2** | | | | | | |
| On-Time Pullouts | 99.18% | 99.44% | 100% | 99.66% | 99.88% | |
| MMBCMF | 2,301 | 5,514 | 6,500 | 5,253 | 8,827 | |
| In-Service On-time Performance | 61.26% | 63.01% | 70% | 63.84% | 59.85% | |
| Bus Traffic Accidents Per 100,000 Miles | 5.34 | 4.48 | 2.70 | 5.17 | 3.78 | |
| Complaints per 100,000 Boardings | 2.43 | 2.38 | 3.00 | 3.30 | 2.38 | |

Green - High probability of achieving the FY03 target (on track).

Yellow - Uncertain if the FY03 target will be achieved -- slight problems, delays or management issues.

Red - High probability that the FY03 target will not be achieved -- significant problems and/or delays.

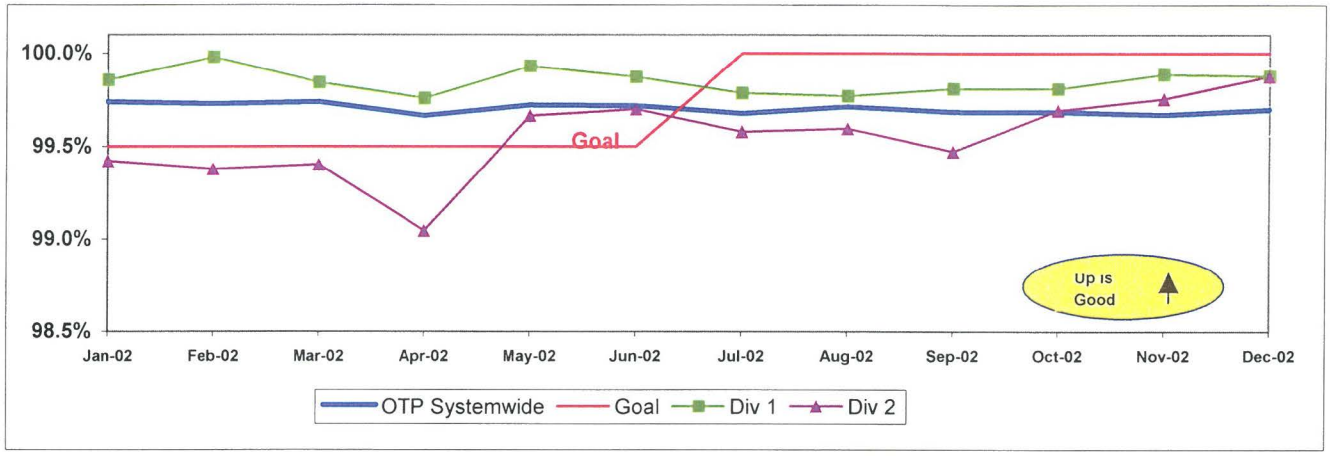
# GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

## ON-TIME PULLOUT (OTP) PERCENTAGE

**Definition:** On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:** OTP% = [(100% - [(Total late and cancelled runs / by Total scheduled pullouts) X 100)]

### OTP - Systemwide and Divisons 1 and 2

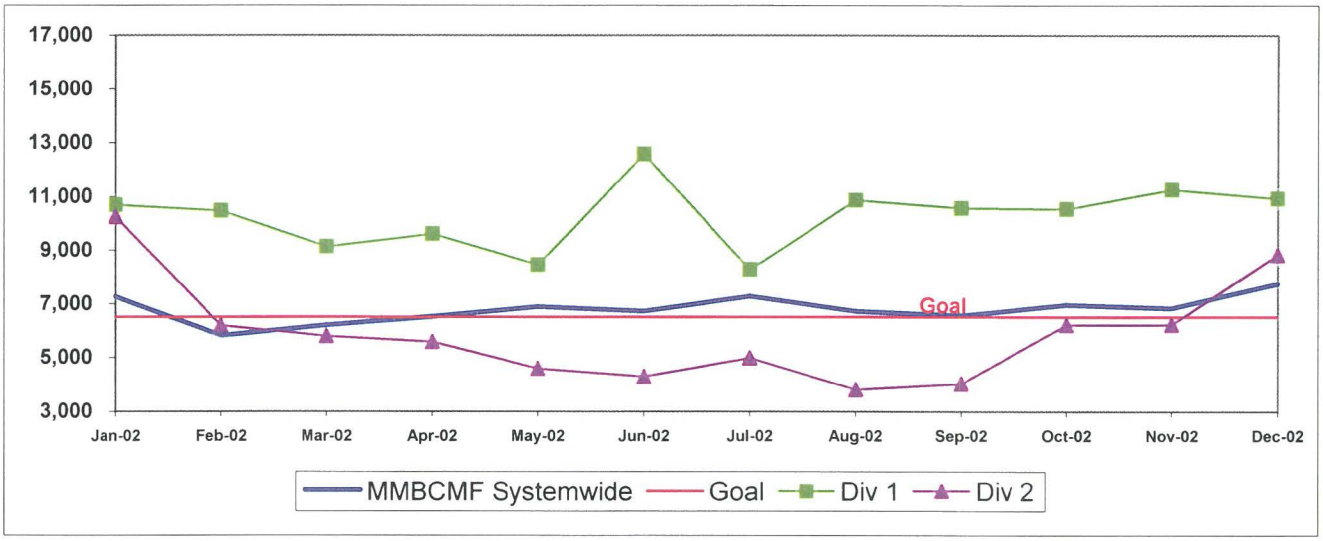



## MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES

### Systemwide and Divisons 1 and 2

**Definition:** Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

**Calculation:** MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)




### Outlates & Cancellations by Sector's Divisions

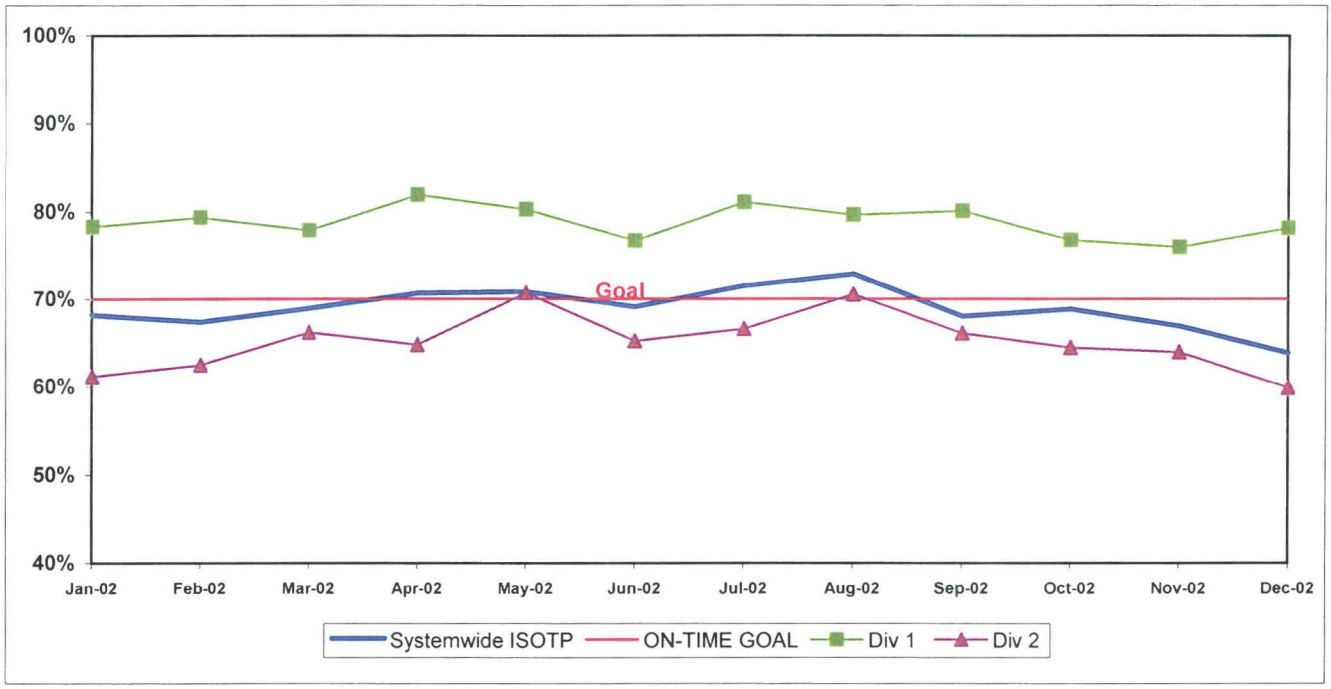
| Div. | Sched. Pull-Outs | CANCELLATIONS Number | CANCELLATIONS % of Pull-outs | OUTLATES Number | OUTLATES % of Pull-outs | % Total Outlates & Cancellations | ON-TIME PULL-OUT RATE | REASONS FOR OUTLATES and CANCELLATIONS: No Operator Available | Bus Mechanical Failure | Other |
|---|---|---|---|---|---|---|---|---|---|---|
| **Gateway Cities (GWC)** | | | | | | | **99.88%** | | | |
| *1* | 5788 | 0 | 0.00% | 7 | 0.12% | 3.30% | 99.88% | 0 | 6 | 1 |
| *2* | 5658 | 0 | 0.00% | 7 | 0.12% | 3.30% | 99.88% | 0 | 6 | 1 |
| SYS. TOTAL | 70540 | 2 | 0.00% | 210 | 0.30% | 100.00% | 99.70% | 18 | 164 | 43 |

## IN-SERVICE ON-TIME PERFORMANCE

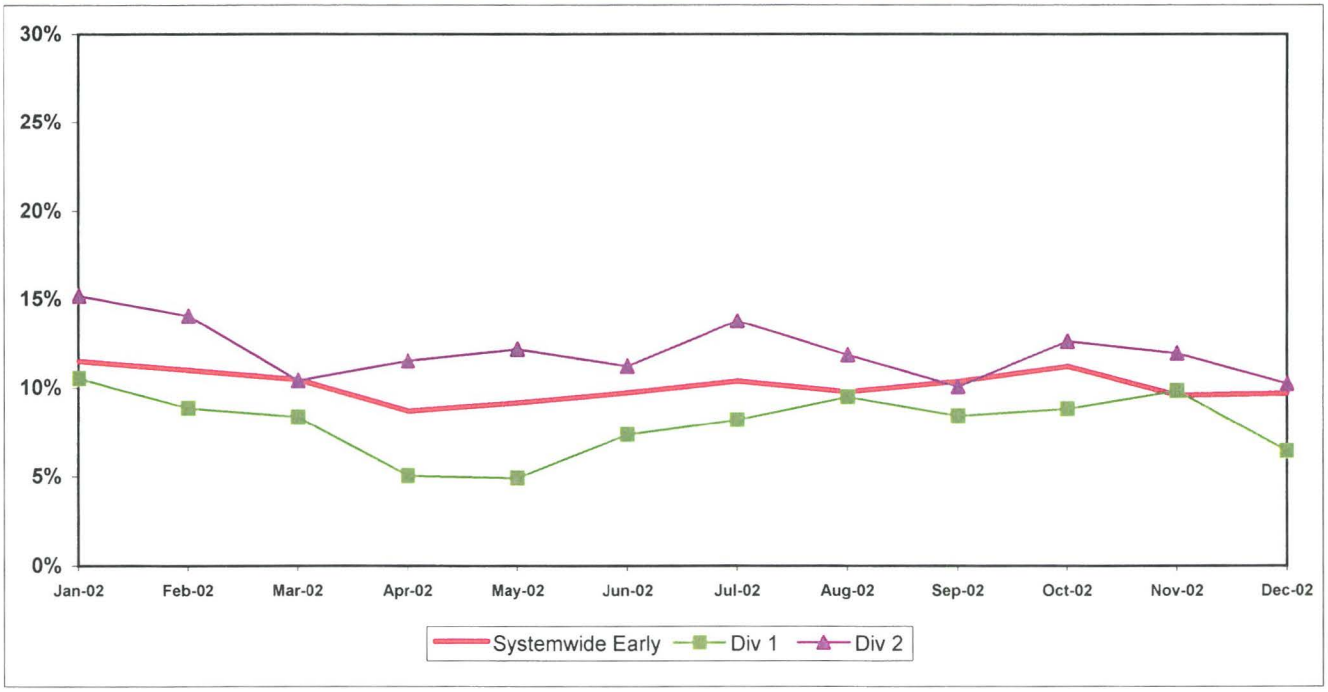
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

### Systemwide and Bus Operating Divisions 1 and 2
### ISOTP - 1 Minute Tolerance for Running Hot



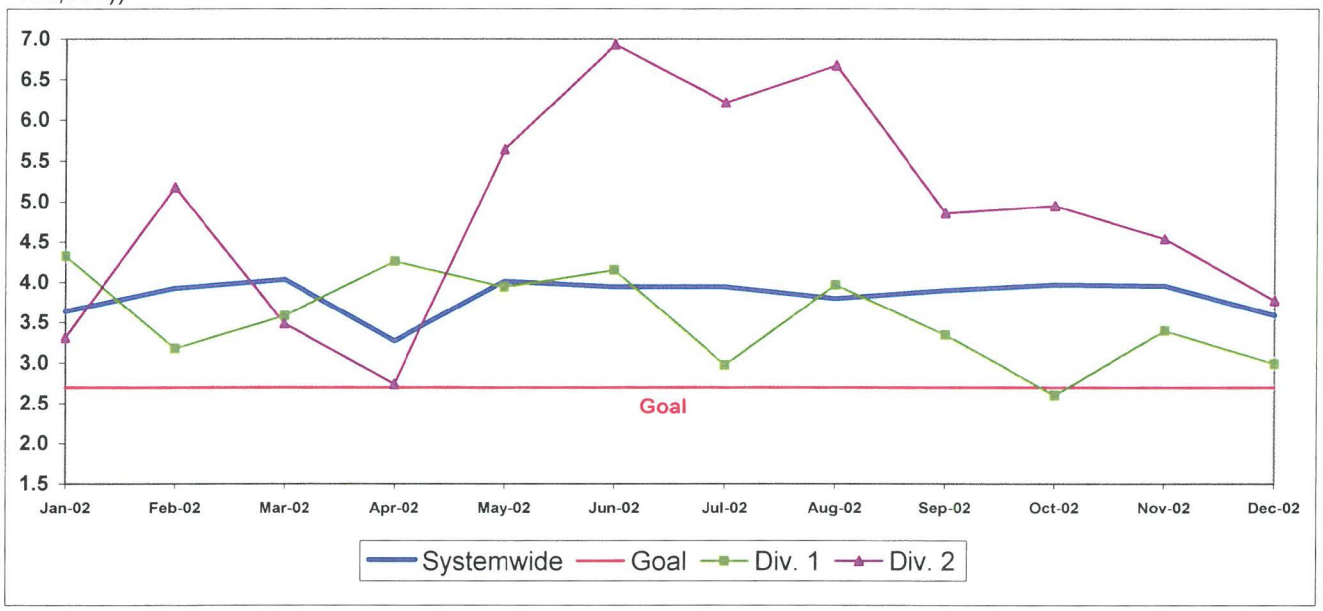

### Running Hot - Systemwide and Divisions 1 and 2



## BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
### Systemwide and Divisons 1 and 2

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

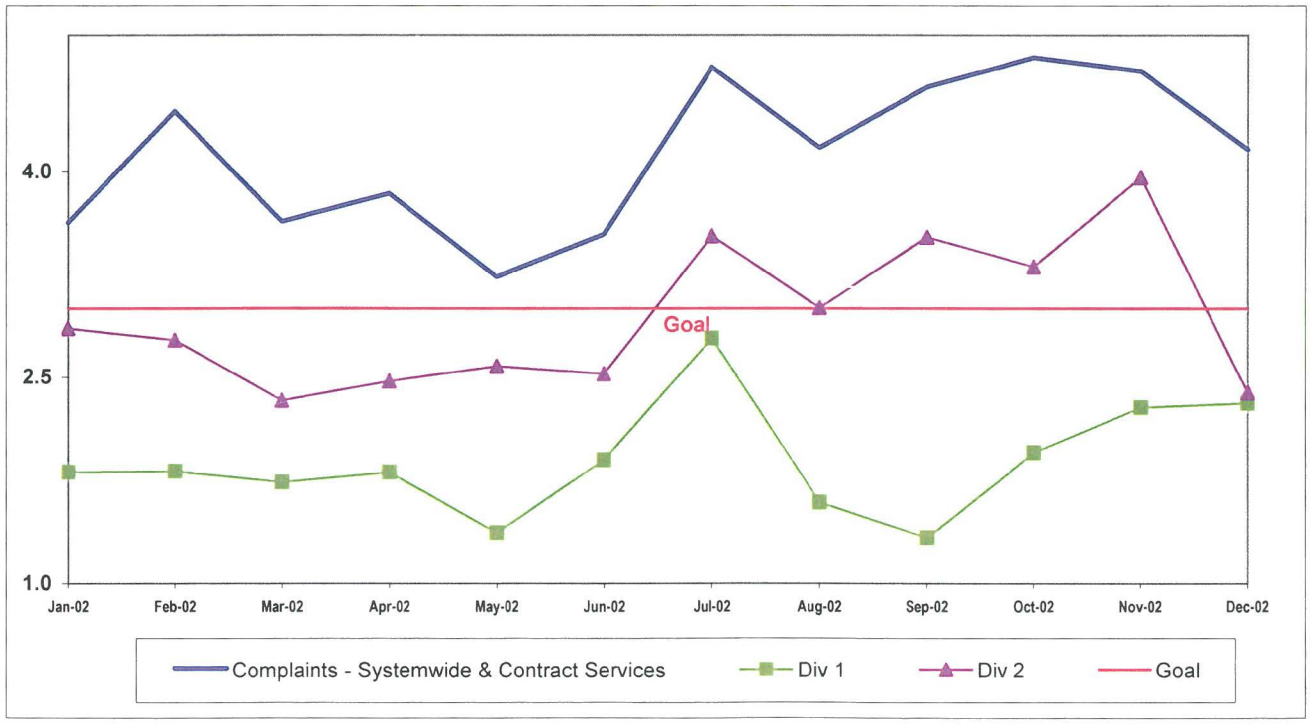
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))




## COMPLAINTS PER 100,000 BOARDINGS
### Systemwide and Divisons 1 and 2

**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)



## South Bay Sector Scorecard Overview (SB)

This sector has two MTA operating divisions, Division 5 in Inglewood and Division 18 in Carson. The sector will be responsible for the operation of approximately 530 Metro buses and 32 Metro Bus lines carrying over 85.6 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Actual Revenue Service Hours (RSH) Delivered
* On-Time Pullout Percentage
* In-Service On-Time Performance
* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings

| Measurement | FY01 | FY02 | FY03 Target | FY03 YTD | Dec. Month | Status |
|---|---|---|---|---|---|---|
| **Bus Systemwide** | | | | | | |
| On-Time Pullouts (system) | 99.36% | 99.61% | 100% | 99.69% | 99.70% | |
| Mean Miles Between Chargeable Mechanical Failures | 4,808 | 5,415 | 6,500 | 7,001 | 7,742 | |
| In-Service On-time Performance | 63.71% | 64.88% | 70% | 67.23% | 63.82% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.99 | 3.91 | 2.70 | 3.86 | 3.59 | |
| Complaints per 100,000 Boardings | 3.11 | 3.54 | 3.00 | 4.01 | 3.71 | |
| **SB Sector** | | | | | | |
| On-Time Pullouts | N.A. | 99.75% | 100% | 99.71% | 99.74% | |
| MMBCMF | N.A. | 5,665 | 6,500 | 6,719 | 10,948 | |
| In-Service On-time Performance | N.A. | | 70% | 61.41% | 53.87% | |
| Bus Traffic Accidents Per 100,000 Miles | N.A. | 4.03 | 2.70 | 3.99 | 4.12 | |
| Complaints per 100,000 Boardings | N.A. | 3.42 | 3.00 | 4.07 | 3.74 | |
| **Division 5** | | | | | | |
| On-Time Pullouts | 99.57% | 99.74% | 100% | 99.70% | 99.66% | |
| MMBCMF | 3,047 | 8,883 | 6,500 | 9,373 | 8,116 | |
| In-Service On-time Performance | 64.94% | 63.31% | 70% | 64.23% | 51.40% | |
| Bus Traffic Accidents Per 100,000 Miles | 4.45 | 4.35 | 2.70 | 4.61 | 4.67 | |
| Complaints per 100,000 Boardings | 2.45 | 2.47 | 3.00 | 2.95 | 3.15 | |
| **Division 18** | | | | | | |
| On-Time Pullouts | 99.24% | 99.76% | 100% | 99.71% | 99.67% | |
| MMBCMF | 3,938 | 4,514 | 6,500 | 5,609 | 7,059 | |
| In-Service On-time Performance | 59.98% | 60.19% | 70% | 58.28% | 51.40% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.57 | 3.80 | 2.70 | 3.56 | 3.70 | |
| Complaints per 100,000 Boardings | 4.75 | 4.39 | 3.00 | 5.24 | 4.35 | |

Green - High probability of achieving the FY03 target (on track).

Yellow - Uncertain if the FY03 target will be achieved -- slight problems, delays or management issues.

Red - High probability that the FY03 target will not be achieved -- significant problems and/or delays.

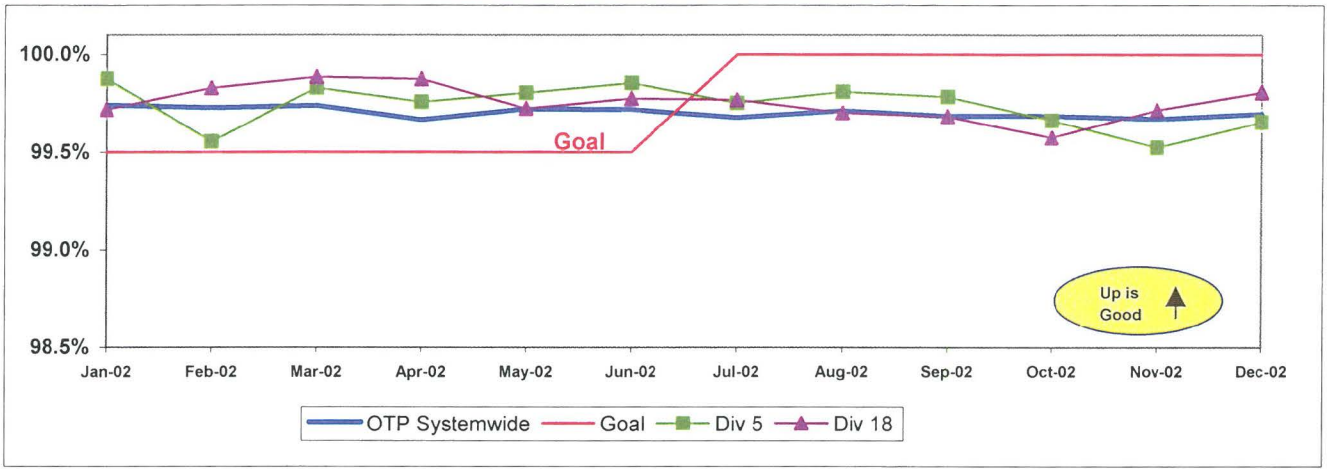
# SOUTH BAY SECTOR (SB) BUS SERVICE PERFORMANCE

## ON-TIME PULLOUT (OTP) PERCENTAGE

**Definition:** On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:** OTP% = [(100% - [(Total late and cancelled runs / by Total scheduled pullouts) X 100)]

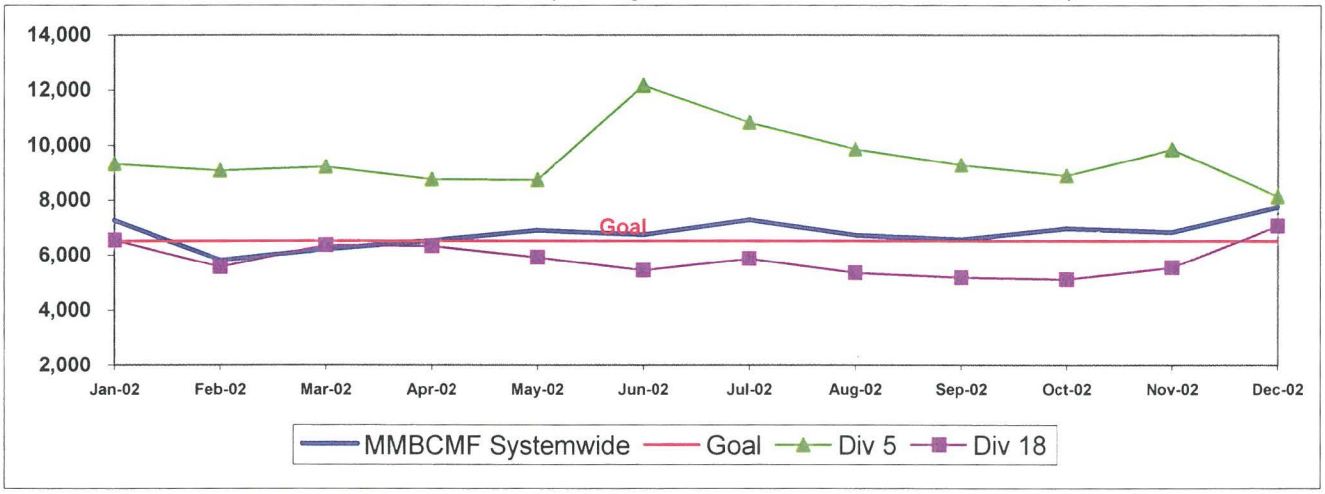
### OTP - Systemwide Trend and Division 5 and 18




## MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES
### Systemwide and Divisions 5 and 18

**Definition:** Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

**Calculation:** MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)




### Outlates & Cancellations by Sector's Divisions

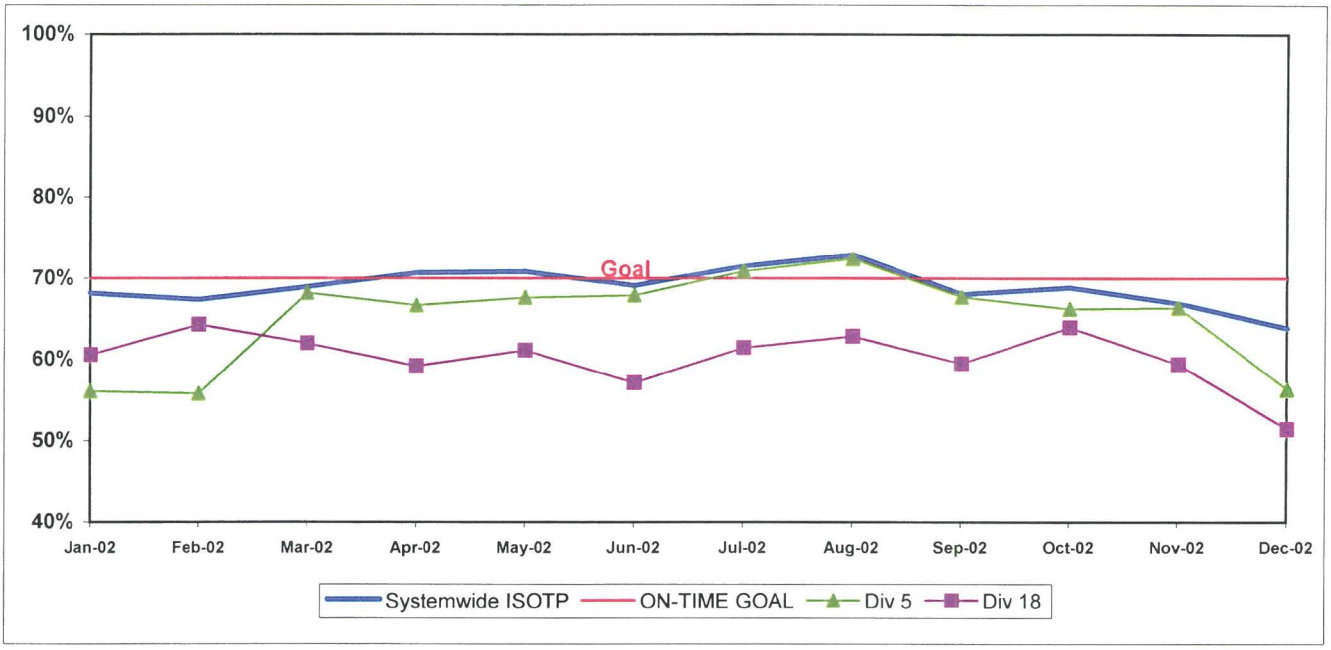
| Div. | Sched. Pull-Outs | CANCELLATIONS Number | CANCELLATIONS % of Pull-outs | OUTLATES Number | OUTLATES % of Pull-outs | % Total Outlates & Cancellations | ON-TIME PULL-OUT RATE | REASONS FOR OUTLATES and CANCELLATIONS: No Operator Available | Bus Mechanical Failure | Other |
|---|---|---|---|---|---|---|---|---|---|---|
| **South Bay (SB)** | | | | | | | **99.74%** | | | |
| *5* | 7000 | 1 | 0.01% | 23 | 0.33% | 11.32% | 99.66% | 4 | 15 | 5 |
| *18* | 8956 | 0 | 0.00% | 17 | 0.19% | 8.02% | 99.81% | 0 | 18 | 6 |
| SYS. TOTAL | 70540 | 2 | 0.00% | 210 | 0.30% | 100.00% | 99.70% | 18 | 164 | 43 |

## IN-SERVICE ON-TIME PERFORMANCE

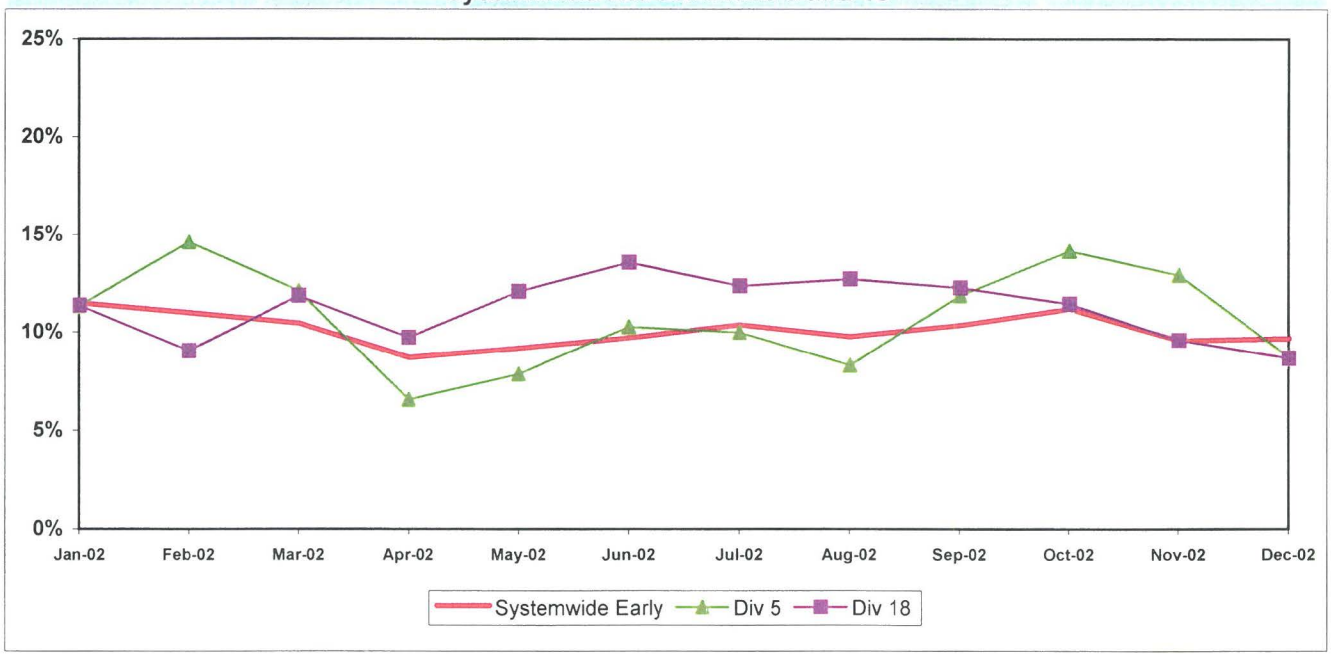
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

### Systemwide and Bus Operating Divisions 5 and 18
### ISOTP - 1 Minute Tolerance for Running Hot

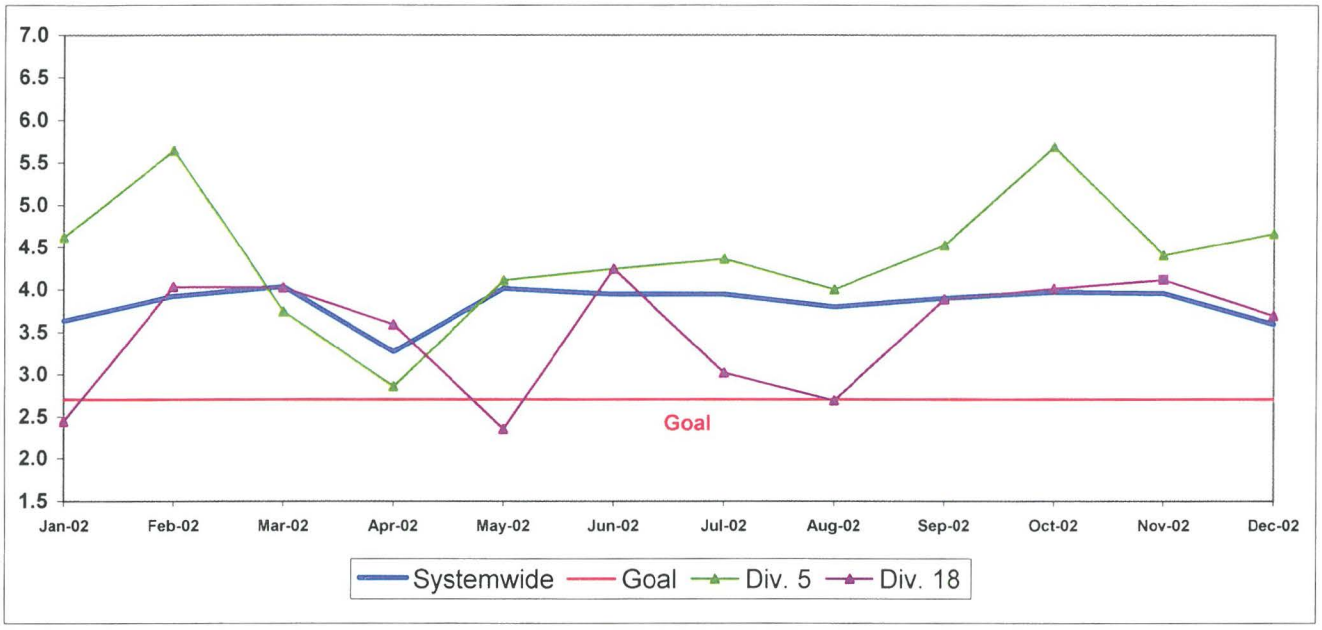



### Running Hot
### Systemwide and Divisions 5 and 18



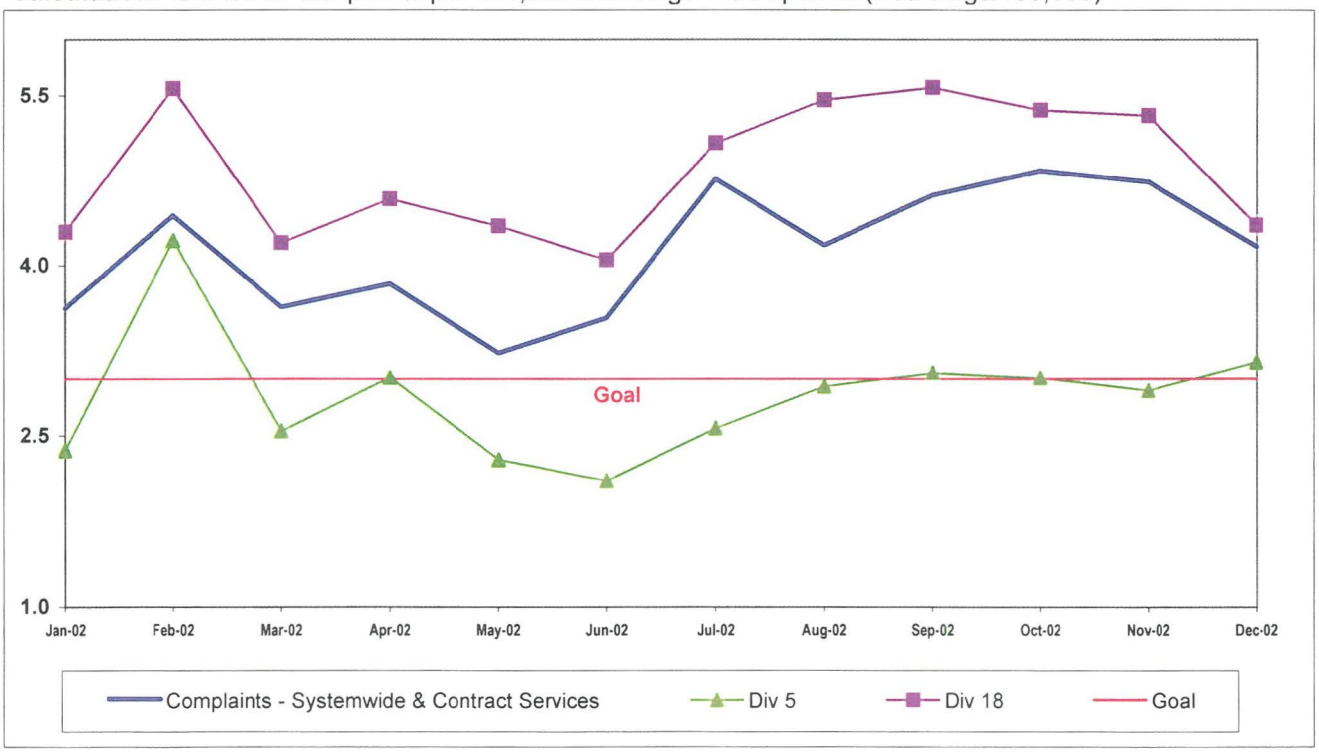
## BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
### Systemwide and Divisions 5 and 18

**Definition:** Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))




## COMPLAINTS PER 100,000 BOARDINGS
### Systemwide and Divisions 5 and 18

**Definition:** Average number of customer complaints per 100,000 boardings. This indicator measures service
**Calculation:** Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)



## Westside/Central Sector Scorecard Overview (WC)

This sector has three MTA operating divisions, Division 6 in Venice, Division 7 in West Hollywood, and Division 10 in Los Angeles, near the Gateway building. The sector will be responsible for the operation of approximately 605 Metro buses and 25 Metro Bus lines carrying nearly 89.3 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Actual Revenue Service Hours (RSH) Delivered
* On-Time Pullout Percentage
* In-Service On-Time Performance
* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings

| Measurement | FY01 | FY02 | FY03 Target | FY03 YTD | Dec. Month | Status |
|---|---|---|---|---|---|---|
| **Bus Systemwide** | | | | | | |
| On-Time Pullouts (system) | 99.36% | 99.61% | 100.00% | 99.69% | 99.70% | |
| Mean Miles Between Chargeable Mechanical Failures (MMBCMF) | 4,808 | 5,415 | 6,500 | 7,001 | 7,742 | |
| In-Service On-time Performance | 63.71% | 64.88% | 70.00% | 67.23% | 63.82% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.99 | 3.91 | 2.70 | 3.86 | 3.59 | |
| Complaints per 100,000 Boardings | 3.11 | 3.54 | 3.00 | 4.01 | 3.71 | |
| **WC Sector** | | | | | | |
| On-Time Pullouts | N.A. | 99.59% | 100% | 99.52% | 99.47% | |
| MMBCMF | N.A. | 6,099 | 6,500 | 6,234 | 6,296 | |
| In-Service On-time Performance | N.A. | | 70% | 65.14% | 62.82% | |
| Bus Traffic Accidents Per 100,000 Miles | N.A. | 4.69 | 2.70 | 4.67 | 4.62 | |
| Complaints per 100,000 Boardings | N.A. | 3.33 | 3.00 | 4.34 | 4.64 | |
| **Division 6** | | | | | | |
| On-Time Pullouts | 99.21% | 99.73% | 100% | 99.86% | 99.90% | |
| MMBCMF | 9,868 | 9,241 | 6,500 | 8,078 | 6,283 | |
| In-Service On-time Performance | 59.23% | 64.64% | 70% | 66.77% | 62.37% | |
| Bus Traffic Accidents Per 100,000 Miles | 4.70 | 4.18 | 2.70 | 4.13 | 4.84 | |
| Complaints per 100,000 Boardings | 4.73 | 4.51 | 3.00 | 6.04 | 5.30 | |
| **Division 7** | | | | | | |
| On-Time Pullouts | 99.38% | 99.59% | 100% | 99.53% | 99.56% | |
| MMBCMF | 5,847 | 6,942 | 6,500 | 5,746 | 5,943 | |
| In-Service On-time Performance | 57.80% | 67.96% | 70% | 66.49% | 64.63% | |
| Bus Traffic Accidents Per 100,000 Miles | 5.53 | 5.23 | 2.70 | 4.70 | 4.44 | |
| Complaints per 100,000 Boardings | 3.07 | 3.36 | 3.00 | 4.42 | 4.73 | |
| **Division 10** | | | | | | |
| On-Time Pullouts | 99.27% | 99.56% | 100% | 99.44% | 99.29% | |
| MMBCMF | 3,787 | 5,121 | 6,500 | 6,540 | 6,697 | |
| In-Service On-time Performance | 63.76% | 63.56% | 70% | 62.78% | 60.86% | |
| Bus Traffic Accidents Per 100,000 Miles | 3.88 | 4.23 | 2.70 | 4.73 | 4.77 | |
| Complaints per 100,000 Boardings | 2.73 | 3.13 | 3.00 | 4.00 | 4.44 | |

Green - High probability of achieving the FY03 target (on track).

Yellow - Uncertain if the FY03 target will be achieved -- slight problems, delays or management issues.

Red - High probability that the FY03 target will not be achieved -- significant problems and/or delays.

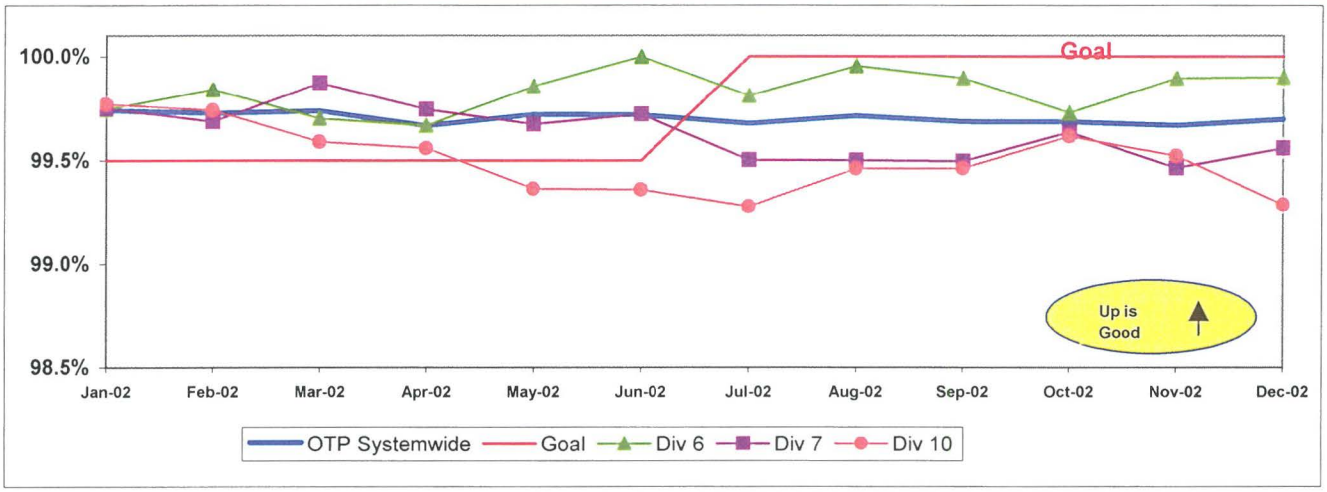
# WESTSIDE/CENTRAL SECTOR (WC) BUS SERVICE PERFORMANCE

## ON-TIME PULLOUT (OTP) PERCENTAGE

**Definition:** On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:** OTP% = [(100% - [(Total late and cancelled runs / by Total scheduled pullouts) X 100)]

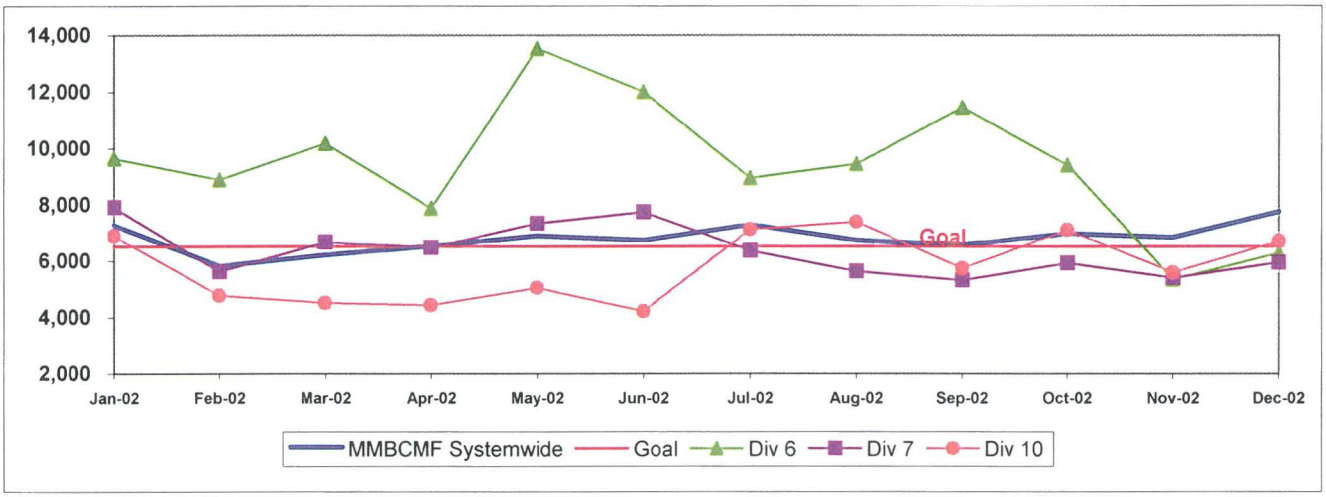
### OTP - Systemwide Trend and Divisions 6, 7 and 10




## MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES

**Definition:** Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

**Calculation:** MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)




## Outlates & Cancellations by Sector Division

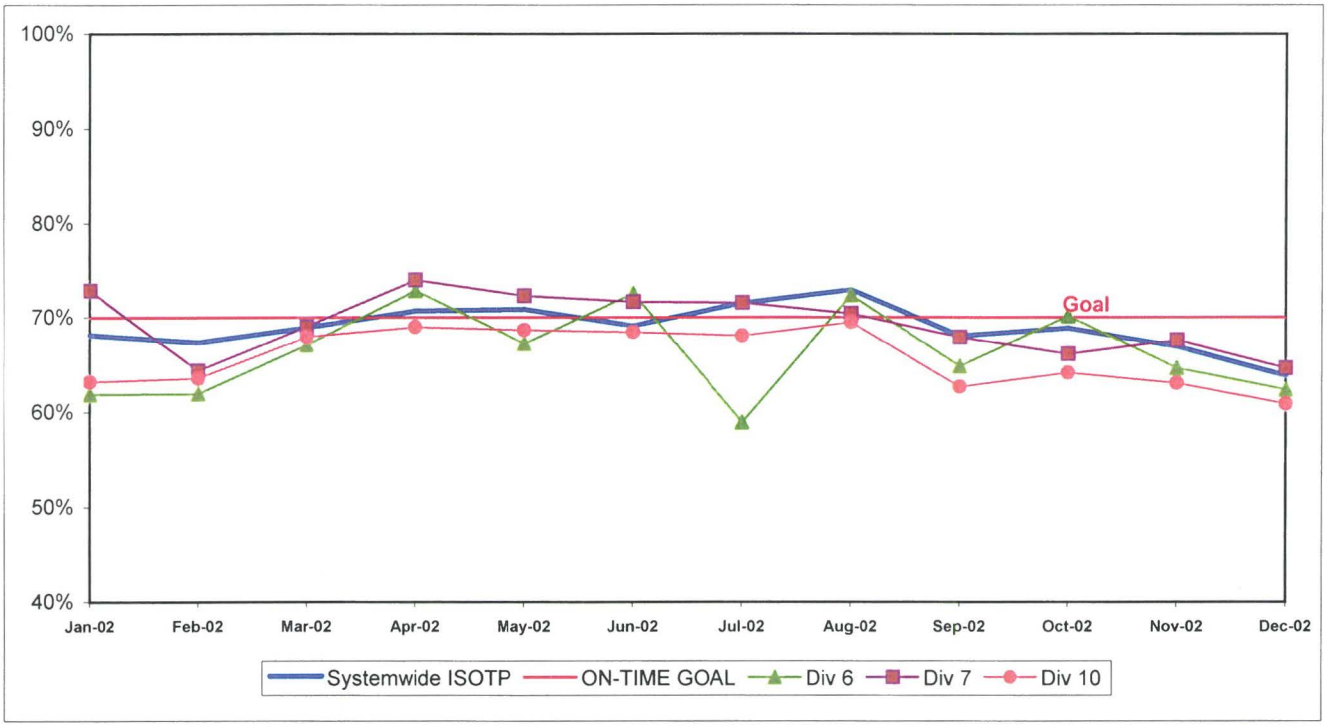
| Div. | Sched. Pull-Outs | CANCELLATIONS Number | CANCELLATIONS % of Pull-outs | OUTLATES Number | OUTLATES % of Pull-outs | % Total Outlates & Cancellations | ON-TIME PULL-OUT RATE | REASONS FOR OUTLATES and CANCELLATIONS: No Operator Available | Bus Mechanical Failure | Other |
|---|---|---|---|---|---|---|---|---|---|---|
| **Westside/Central (WC)** | | | | | | | **99.47%** | | | |
| *6* | 2037 | 0 | 0.00% | 2 | 0.10% | 0.94% | 99.90% | 0 | 2 | 0 |
| *7* | 7974 | 0 | 0.00% | 35 | 0.44% | 16.51% | 99.56% | 3 | 28 | 10 |
| *10* | 8997 | 0 | 0.00% | 64 | 0.71% | 30.19% | 99.29% | 10 | 43 | 11 |
| SYS. TOTAL | 70540 | 2 | 0.00% | 210 | 0.30% | 100.00% | 99.70% | 18 | 164 | 43 |

## IN-SERVICE ON-TIME PERFORMANCE

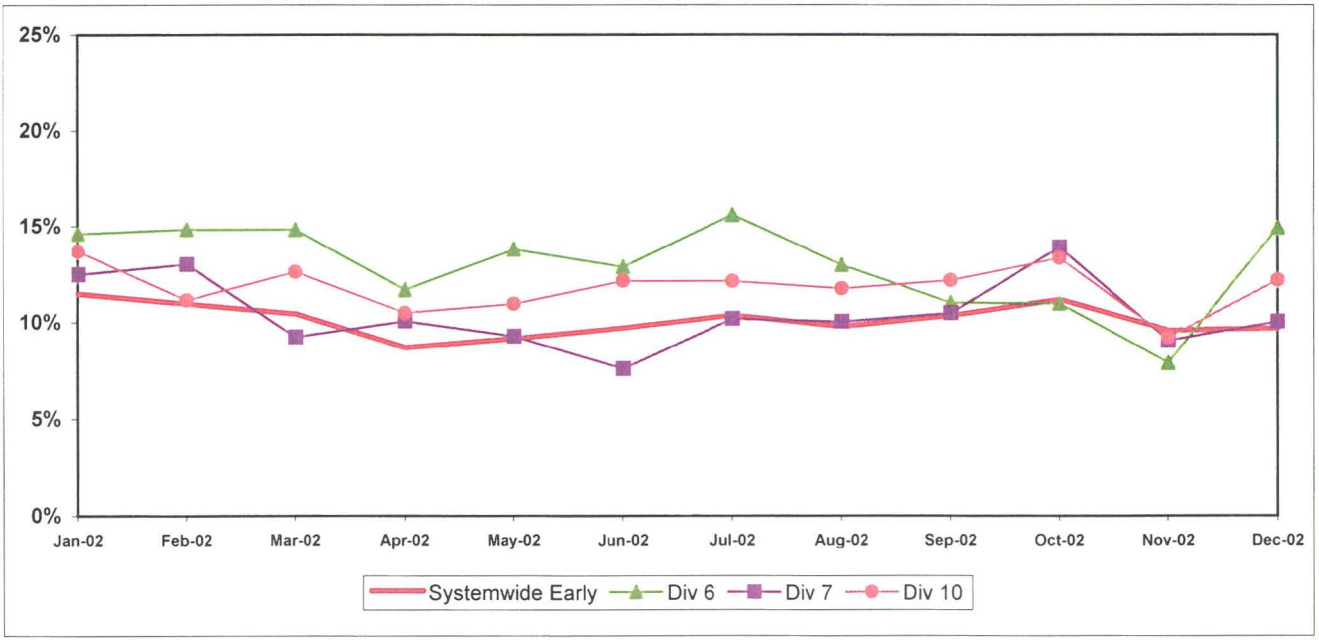
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

### Systemwide and Bus Operating Divisions 6, 7 and 10
### ISOTP - 1 Minute Tolerance for Running Hot



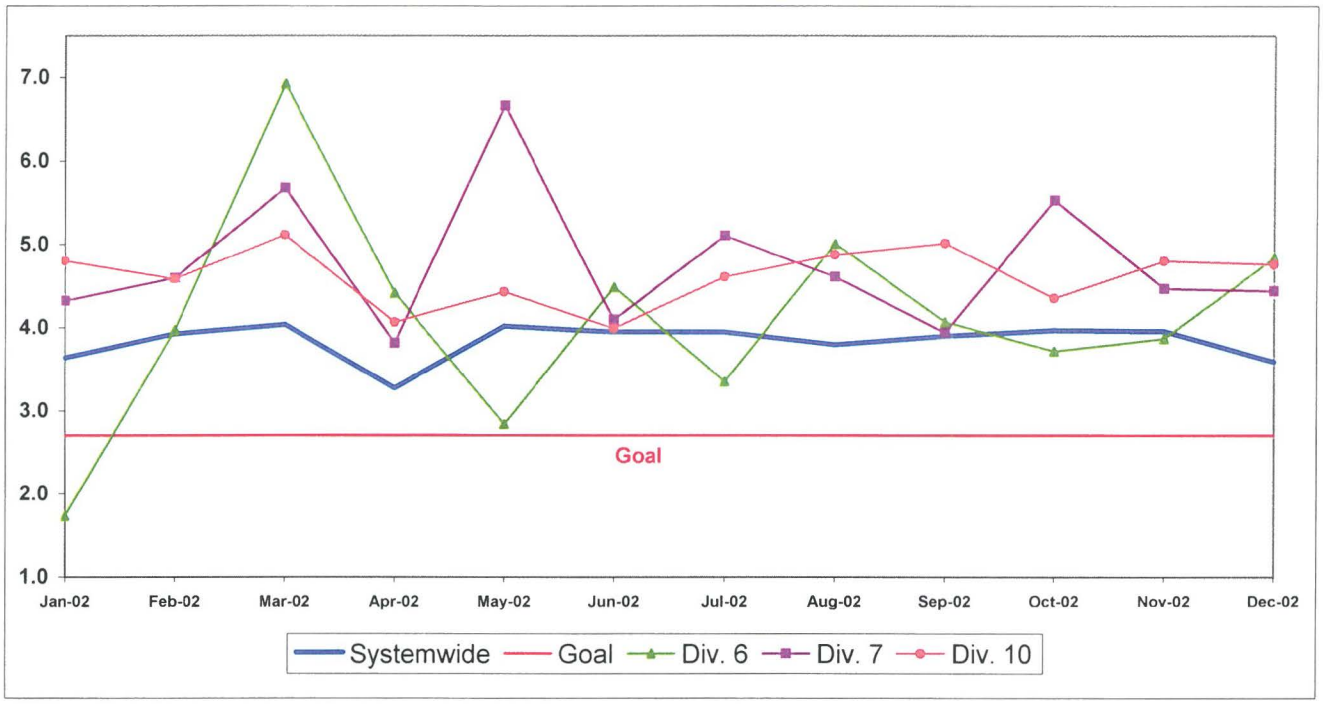

### Running Hot - Systemwide and Divisions 6, 7 and 10



## BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
### Systemwide and Bus Operating Divisions 6, 7 and 10

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

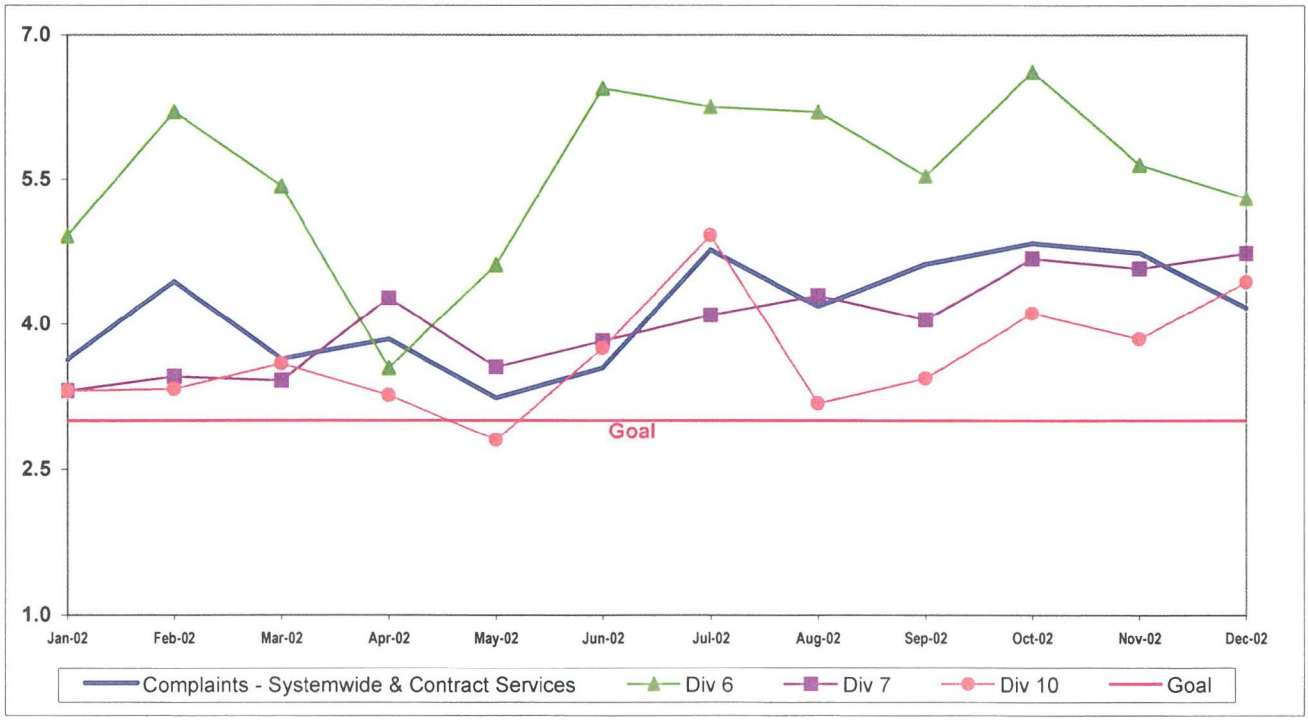
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))




## COMPLAINTS PER 100,000 BOARDINGS
### Systemwide and Bus Operating Divisions 6, 7 and 10

**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)



## Metro Rail Scorecard Overview

Metro Rail operates one heavy rail line, Metro Red Line from Union Station to North Hollywood and two light rail lines, Metro Blue Line from downtown to Long Beach and Metro Green Line along the 105 freeway. Metro Rail is responsible for the operation of approximately 74 heavy rail cars and 66 light rail cars carrying nearly 5.8 million boarding passengers each year.

This report gives a brief overview of sector operations':

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

| Measurement | FY01 | FY02 | FY03 Target | FY03 YTD | Dec. Month | Status |
|---|---|---|---|---|---|---|
| **Metro Red Line (MRL)** | | | | | | |
| On-Time Pullouts | 99.53% | 99.89% | 99.40% | 99.14% | 99.60% | ◇ |
| Mean Miles Between Chargeable Mechanical Failures | 1,644 | 9,842 | 10,000 | 8,284 | 8,350 | ● |
| In-Service On-time Performance | 99.13% | 99.60% | 99.00% | 99.15% | 98.55% | ● |
| Traffic Accidents Per 100,000 Train Miles | 0.08 | 0.22 | 0.10 | 0.15 | 0.85 | ● |
| Complaints per 100,000 Boardings | 0.83 | 0.73 | 0.85 | * | * | |
| **Metro Blue Line (MBL)** | | | | | | |
| On-Time Pullouts | 99.09% | 99.43% | 99.00% | 99.03% | 99.04% | ◇ |
| Mean Miles Between Chargeable Mechanical Failures | 4,221 | 4,897 | 10,000 | 5,954 | 7,264 | ▬ |
| In-Service On-time Performance | 98.00% | 98.70% | 98.00% | 97.17% | 98.35% | ◇ |
| Traffic Accidents Per 100,000 Train Miles | 1.75 | 0.97 | 0.55 | 0.47 | 0.00 | ● |
| Complaints per 100,000 Boardings | 0.76 | 0.97 | 0.88 | * | * | |
| **Metro Green Line (MGrL)** | | | | | | |
| On-Time Pullouts | 99.29% | 99.62% | 99.00% | 98.60% | 100.00% | ◇ |
| Mean Miles Between Chargeable Mechanical Failures | 5,891 | 3,990 | 10,000 | 4,842 | 5,769 | ▬ |
| In-Service On-time Performance | 99.09% | 99.16% | 98.00% | 98.13% | 97.85% | ◇ |
| Traffic Accidents Per 100,000 Train Miles | 0.07 | 0.00 | 0.55 | 0.14 | 0.00 | ● |
| Complaints per 100,000 Boardings | 1.15 | 1.22 | 0.88 | * | * | |

* Current boarding data for rail is under review and has not been released.

● Green - High probability of achieving the FY03 target (on track).

◇ Yellow - Uncertain if the FY03 target will be achieved -- slight problems, delays or management issues.

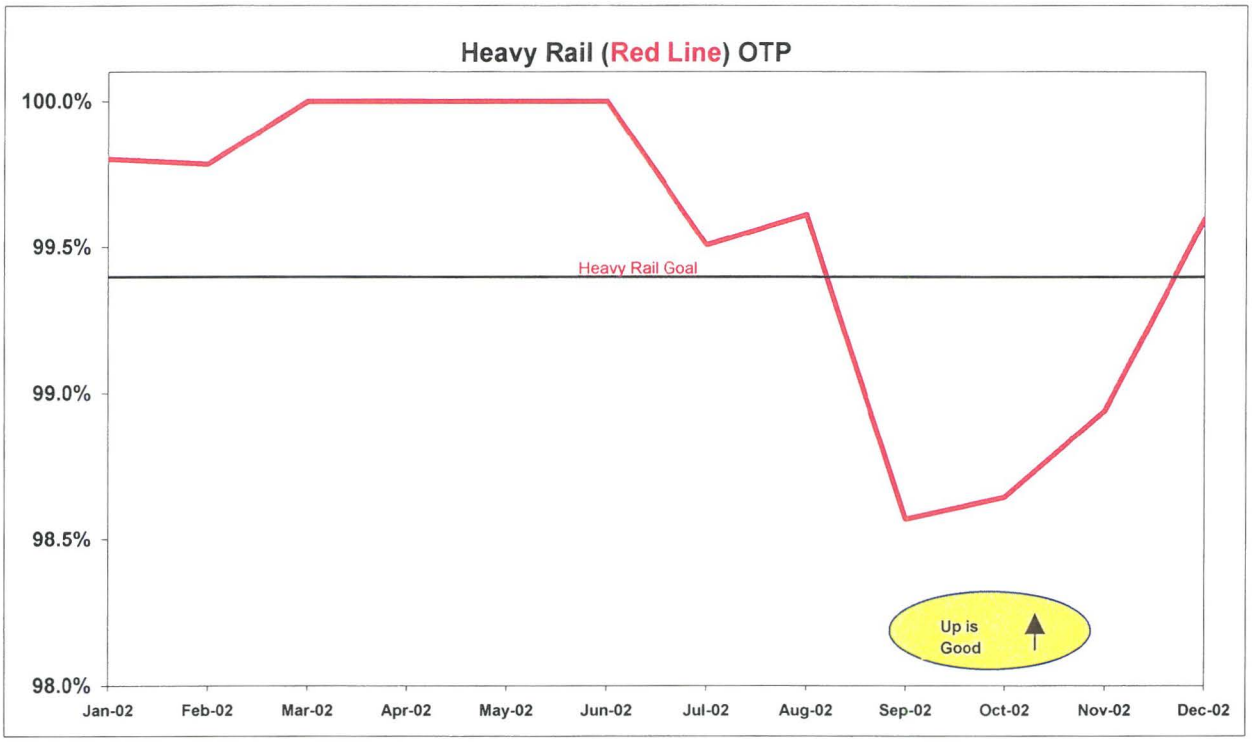
▬ Red - High probability that the FY03 target will not be achieved -- significant problems and/or delays.

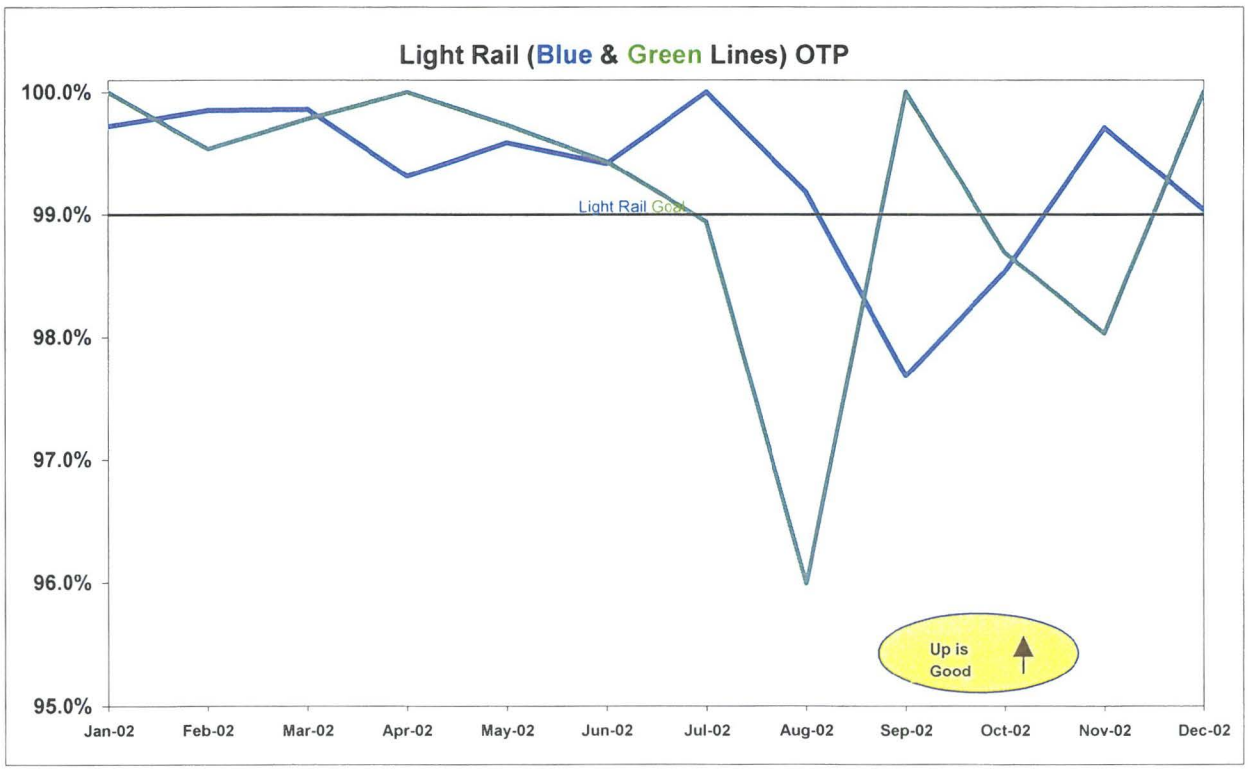
# RAIL SERVICE PERFORMANCE

## ON-TIME PULLOUTS

**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% - [(Total cancelled pullouts plus late pullouts) / by Total scheduled pullouts) X by 100)]

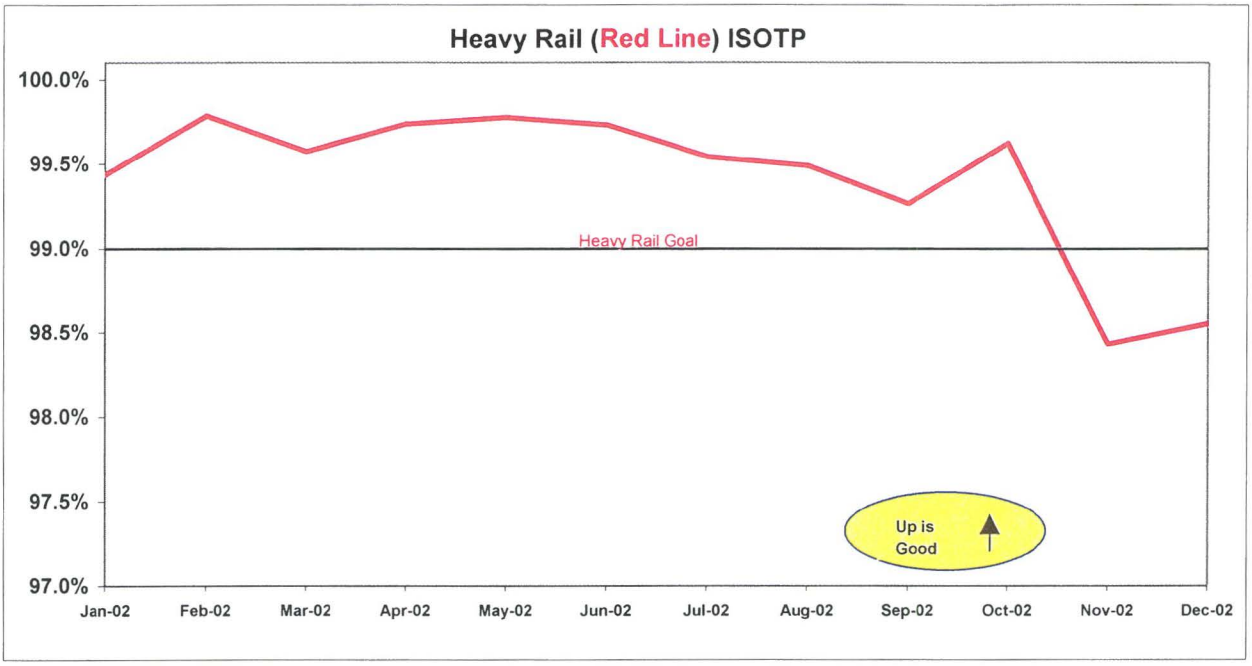


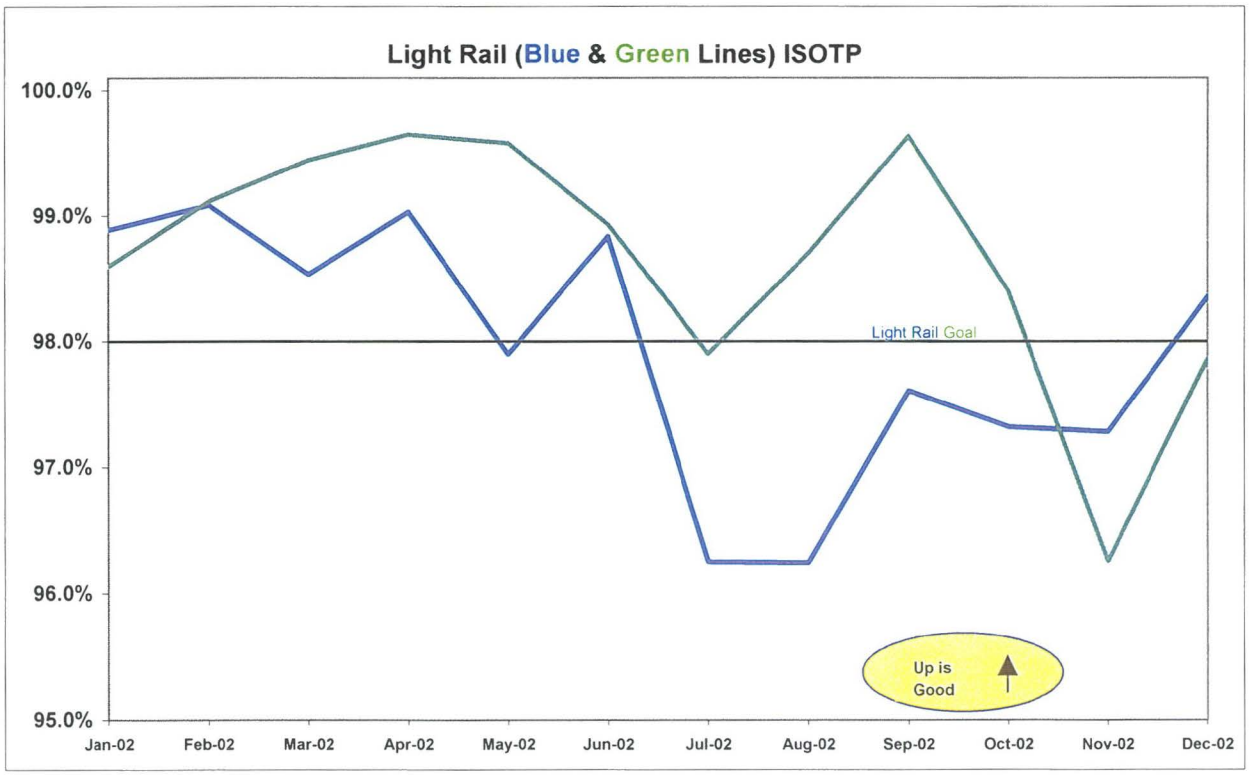



## IN-SERVICE ON-TIME PERFORMANCE

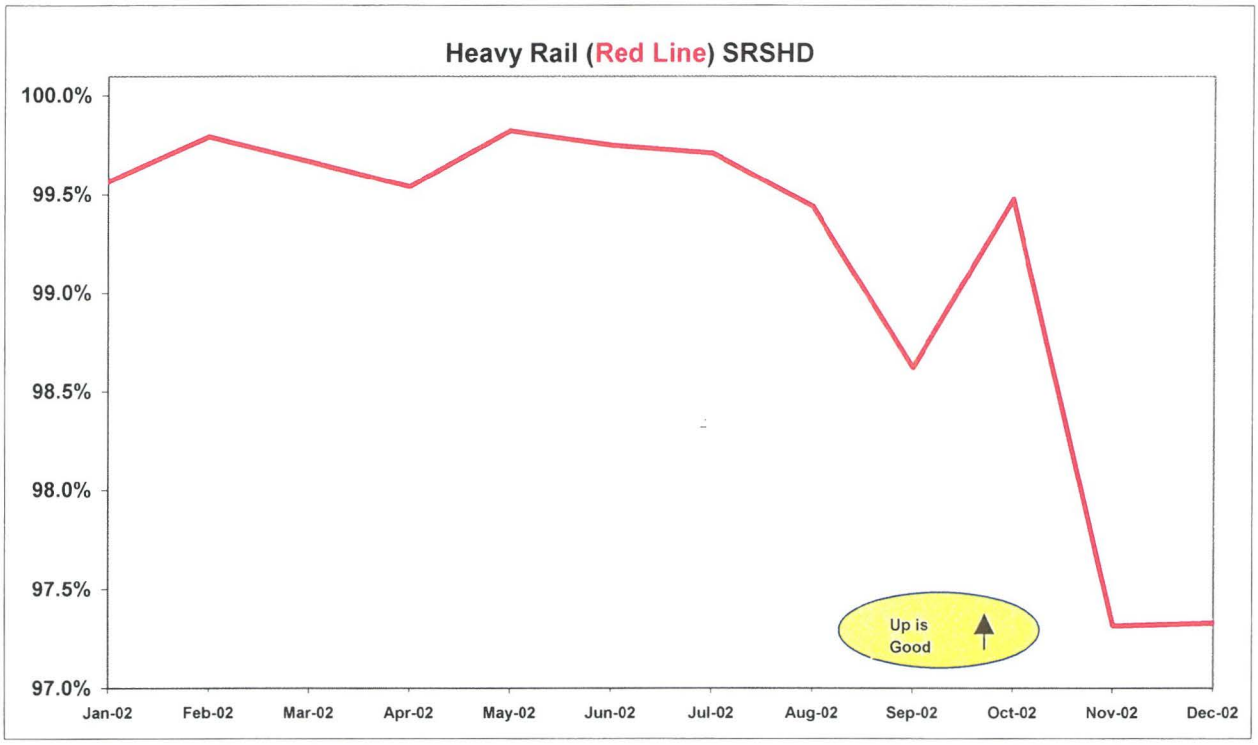
**Definition:** In-Service On-Time Performance measures the percentage of trains leaving all timecheck points on any run no earlier than thirty seconds, nor later than 5 minutes of the scheduled time. The higher the number, the more reliable the service.

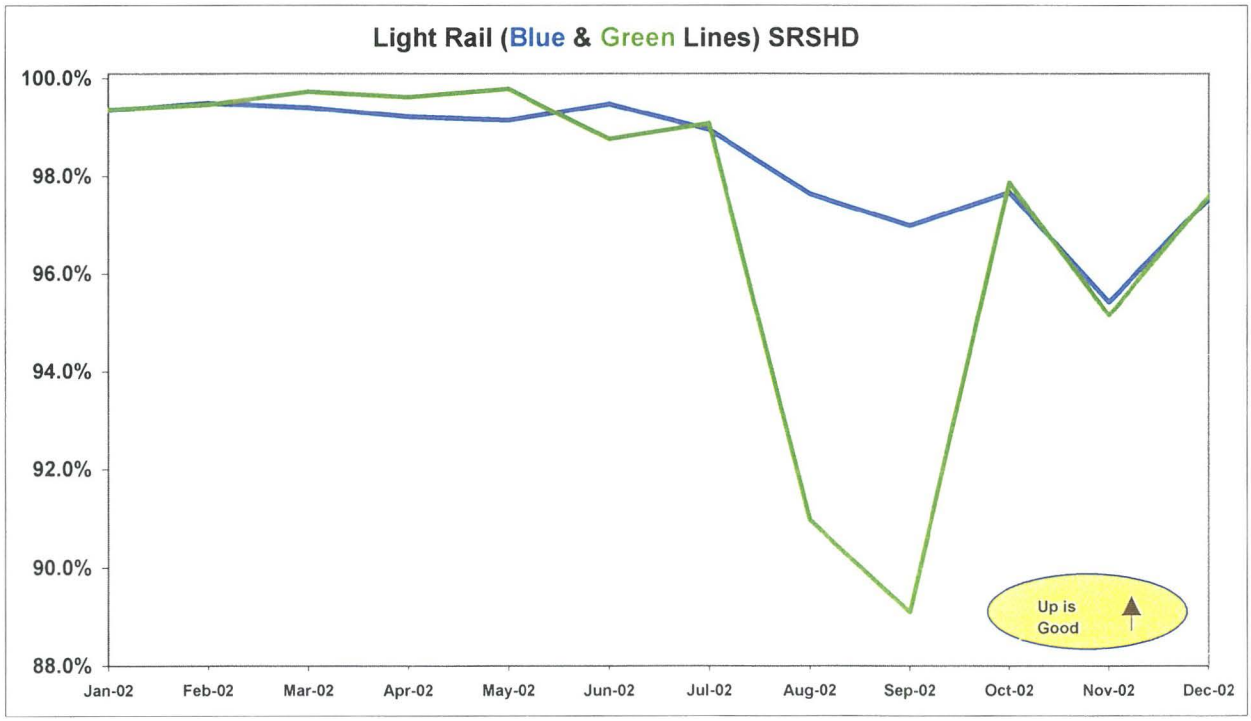
**Calculation:** ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100)]



| Scheduled Revenue Service Hours Delivered 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:** SRSHD% = (1-(Total Service Hours Lost / by Total Scheduled Service Hours)) |

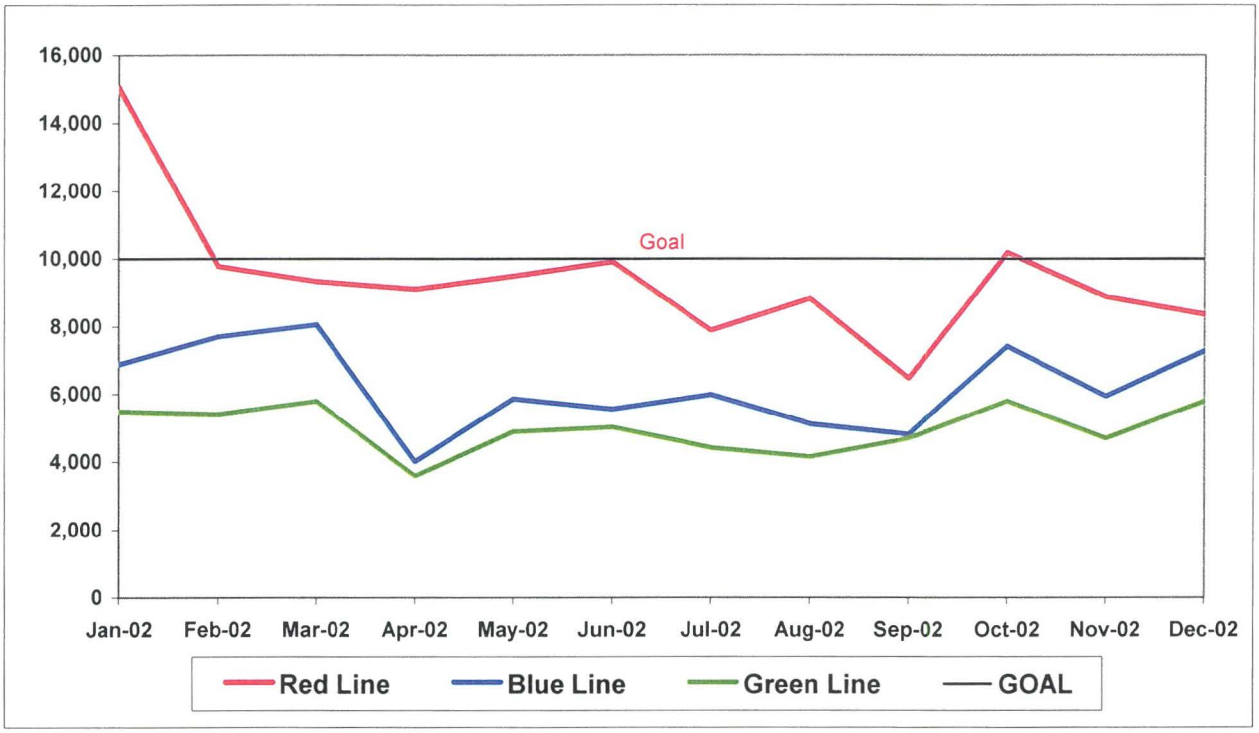


## Mean Miles Between Chargeable Mechanical Failures

**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 = Total Vehicle Miles / Revenue Vehicle Systems Failures

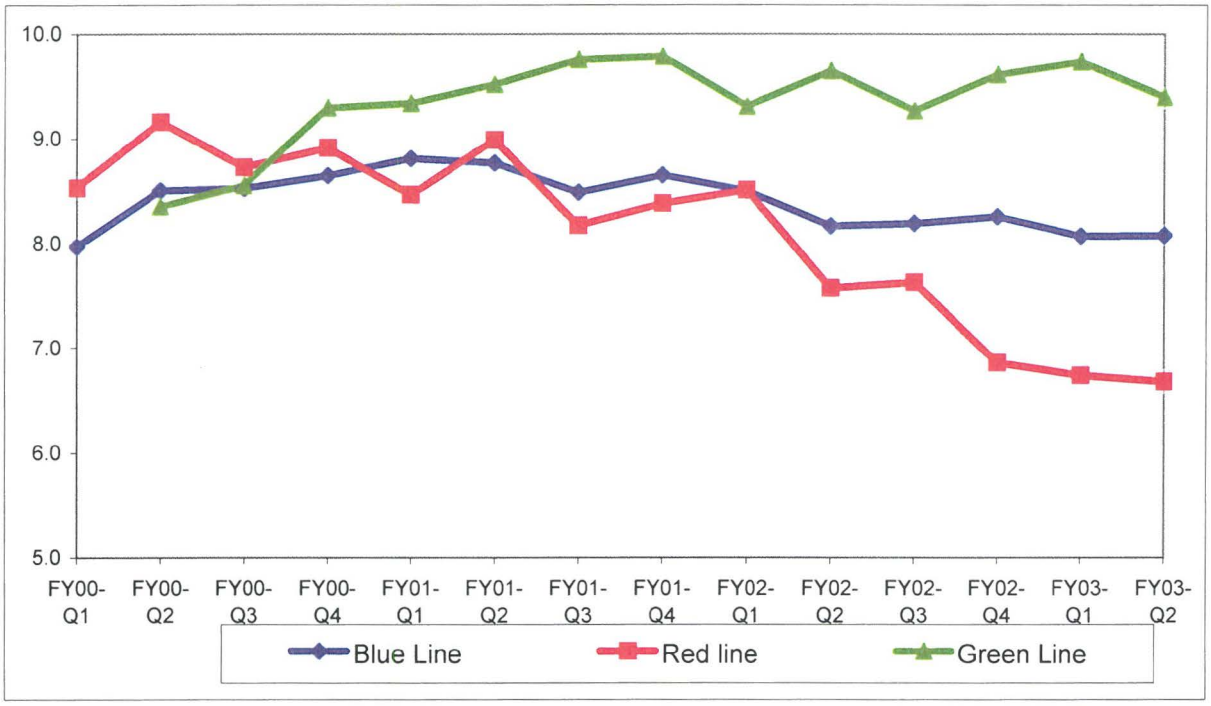


## RAIL CLEANLINESS

Definition: A team of three Quality Assurance Supervisors rates twenty percent of each line per Quarter. The number of cleanliness categories is 14 for the Blue and Green Lines and 13 for the Red Line. Each category is 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 Point Accumulated divided by # of categories).

**Systemwide Trend**




**Analysis:** Overall cleanliness scores for Divisions 11, 20 and 22 remained consistent with the first quarter. Divisions 11 and 22 received overall ratings above the 8.0 mark.
Scores for the categories of window etching, interior graffiti, exterior graffiti, exterior body condition and exterior roof cleanliness were above the 8.0 mark.

**Corrective Action**: Operator cab area, transom/ledges, ceilings/vents, windows, sacrificial windows, doors, floors and exterior cleanliness received an overall score of 7.8 or lower. Overall improvement is needed in these areas.

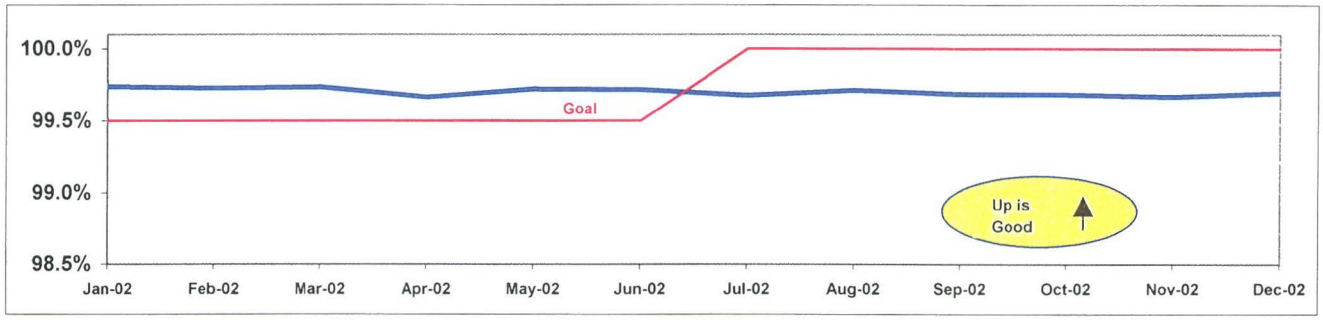
# BUS SERVICE PERFORMANCE

## ON-TIME PULLOUT PERCENTAGE

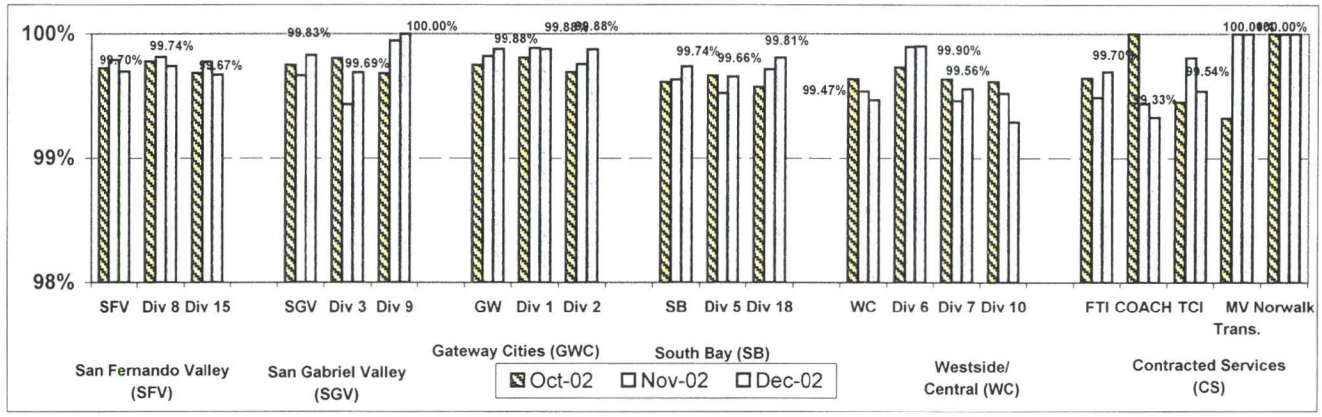
**Definition:** On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:** OTP% = [(100% - [(Total late and cancelled runs / by Total scheduled pullouts) X 100)]

### OTP - Systemwide Trend




### OTP by Sector Bus Operating Divisions
### October - December 2002




### Outlates & Cancellations by Sector Divisions

| Div. | Sched. Pull-Outs | CANCELLATIONS Number | CANCELLATIONS % of Pull-outs | OUTLATES Number | OUTLATES % of Pull-outs | % Total Outlates & Cancellations | ON-TIME PULL-OUT RATE | REASONS FOR OUTLATES and CANCELLATIONS: No Operator Available | Bus Mechanical Failure | Other |
|---|---|---|---|---|---|---|---|---|---|---|
| **San Fernando Valley (SFV)** | | | | | | | **99.70%** | | | |
| *8* | 5044 | 0 | 0.00% | 13 | 0.26% | 6.13% | 99.74% | 0 | 11 | 2 |
| *15* | 7033 | 1 | 0.01% | 22 | 0.31% | 10.85% | 99.67% | 1 | 18 | 4 |
| **San Gabriel Valley (SGV)** | | | | | | | **99.83%** | | | |
| *3* | 6456 | 0 | 0.00% | 20 | 0.31% | 9.43% | 99.69% | 0 | 17 | 3 |
| *9* | 5597 | 0 | 0.00% | 0 | 0.00% | 0.00% | 100.00% | 0 | 0 | 0 |
| **Gateway Cities (GWC)** | | | | | | | **99.88%** | | | |
| *1* | 5788 | 0 | 0.00% | 7 | 0.12% | 3.30% | 99.88% | 0 | 6 | 1 |
| *2* | 5658 | 0 | 0.00% | 7 | 0.12% | 3.30% | 99.88% | 0 | 6 | 1 |
| **South Bay (SB)** | | | | | | | **99.74%** | | | |
| *5* | 7000 | 1 | 0.01% | 23 | 0.33% | 11.32% | 99.66% | 4 | 15 | 5 |
| *18* | 8956 | 0 | 0.00% | 17 | 0.19% | 8.02% | 99.81% | 0 | 18 | 6 |
| **Westside/Central (WC)** | | | | | | | **99.47%** | | | |
| *6* | 2037 | 0 | 0.00% | 2 | 0.10% | 0.94% | 99.90% | 0 | 2 | 0 |
| *7* | 7974 | 0 | 0.00% | 35 | 0.44% | 16.51% | 99.56% | 3 | 28 | 10 |
| *10* | 8997 | 0 | 0.00% | 64 | 0.71% | 30.19% | 99.29% | 10 | 43 | 11 |
| TOTAL | 70540 | 2 | 0.00% | 210 | 0.30% | 100.00% | **99.70%** | 18 | 164 | 43 |

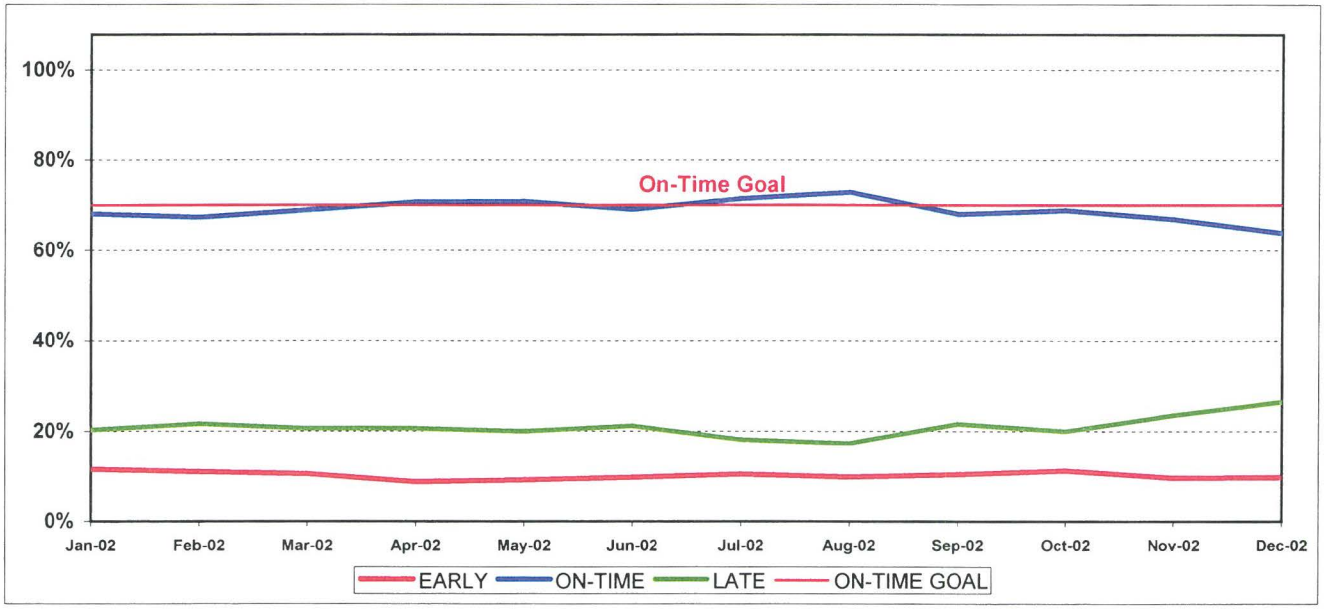
## IN-SERVICE ON-TIME PERFORMANCE

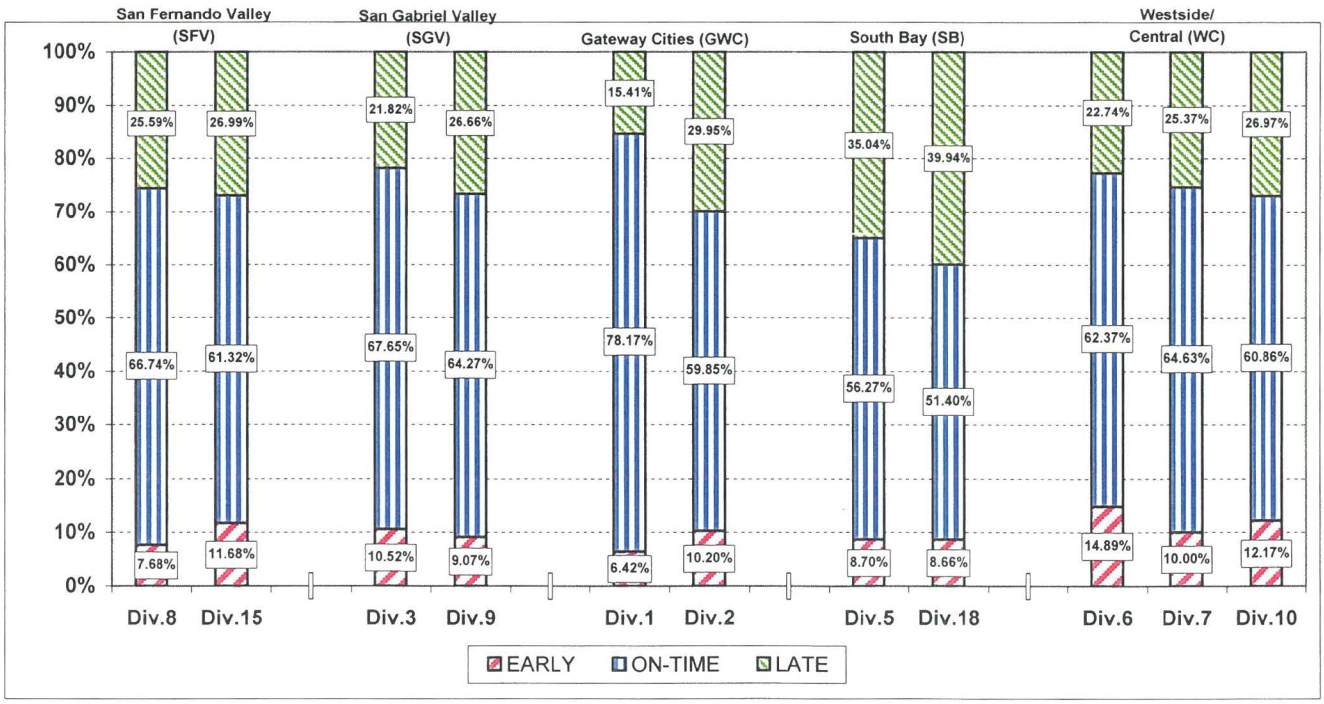
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

### Systemwide Trend

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



## ISOTP By Sectors' Divisions

### Year-to-Date Compared To Last Year

| | FY02 | FY03-YTD | Variance |
|---|---|---|---|
| **San Fernando Valley Sector (SFV)** | | | |
| **Division 8** | | | |
| Early | 8.05% | 7.33% | -0.72% |
| On-Time | 67.88% | 67.27% | -0.61% |
| Late | 24.06% | 25.39% | 1.33% |
| **Division 15** | | | |
| Early | 9.44% | 9.07% | -0.38% |
| On-Time | 62.51% | 62.71% | 0.20% |
| Late | 28.05% | 28.23% | 0.18% |
| **Gateway Cities Sector (GWC)** | | | |
| **Division 1** | | | |
| Early | 11.69% | 8.53% | -3.17% |
| On-Time | 74.95% | 77.45% | 2.50% |
| Late | 13.35% | 14.02% | 0.67% |
| **Division 2** | | | |
| Early | 15.63% | 11.47% | -4.17% |
| On-Time | 63.01% | 63.84% | 0.82% |
| Late | 21.35% | 24.70% | 3.34% |
| **South Bay Sector (SB)** | | | |
| **Division 5** | | | |
| Early | 12.52% | 11.90% | -0.62% |
| On-Time | 63.31% | 64.23% | 0.93% |
| Late | 24.18% | 23.87% | -0.30% |
| **Division 18** | | | |
| Early | 12.27% | 10.46% | -1.81% |
| On-Time | 60.19% | 58.28% | -1.91% |
| Late | 27.55% | 31.27% | 3.72% |

| | FY02 | FY03-YTD | Variance |
|---|---|---|---|
| **San Gabriel Valley Sector (SGV)** | | | |
| **Division 3** | | | |
| Early | 10.02% | 7.86% | -2.17% |
| On-Time | 68.70% | 68.49% | -0.21% |
| Late | 21.28% | 23.65% | 2.37% |
| **Division 9** | | | |
| Early | 12.63% | 9.81% | -2.82% |
| On-Time | 64.56% | 67.53% | 2.96% |
| Late | 22.81% | 22.67% | -0.14% |
| **Westside/Central Sector (WC)** | | | |
| **Division 6** | | | |
| Early | 15.45% | 11.12% | -4.33% |
| On-Time | 64.64% | 66.77% | 2.14% |
| Late | 19.91% | 22.10% | 2.19% |
| **Division 7** | | | |
| Early | 12.46% | 11.47% | -0.99% |
| On-Time | 67.96% | 66.49% | -1.47% |
| Late | 19.58% | 22.04% | 2.45% |
| **Division 10** | | | |
| Early | 14.48% | 11.94% | -2.54% |
| On-Time | 63.56% | 62.78% | -0.78% |
| Late | 21.96% | 25.28% | 3.32% |

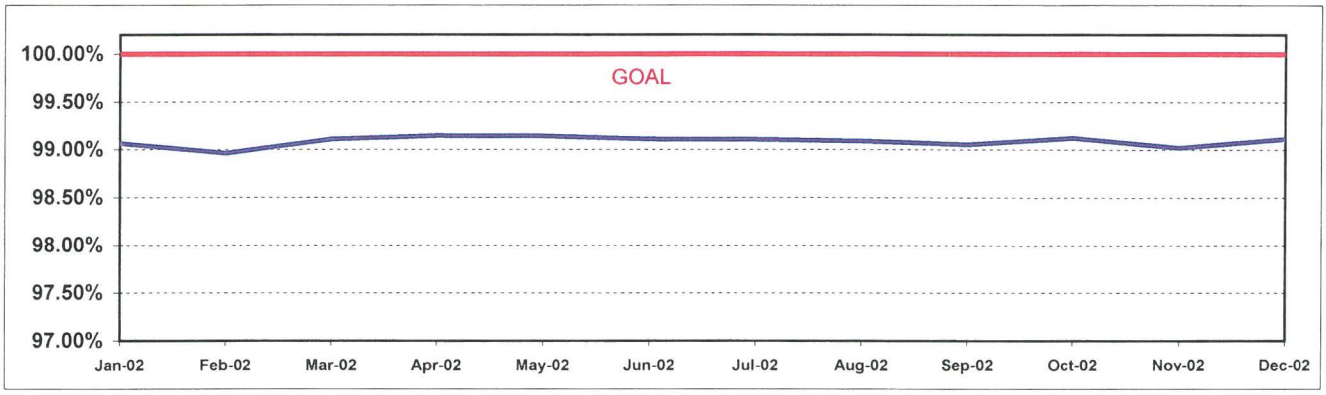
| | | | |
|---|---|---|---|
| **SYSTEMWIDE** | | | |
| Early | 12.45% | 10.32% | -2.13% |
| On-Time | 66.42% | 67.23% | 0.81% |
| Late | 21.14% | 22.46% | 1.32% |

## SCHEDULED REVENUE SERVICE HOURS DELIVERED

**Definition:** This performance indicator measures the percentage of scheduled Revenue Service Hours delivered after being offset by cancellations, outlates and in-service equipment failures.

**Calculation:** SRSHD% = (Lost Revenue Service Hours minus Recovered Service Hours divided by Total Scheduled Service Hours)

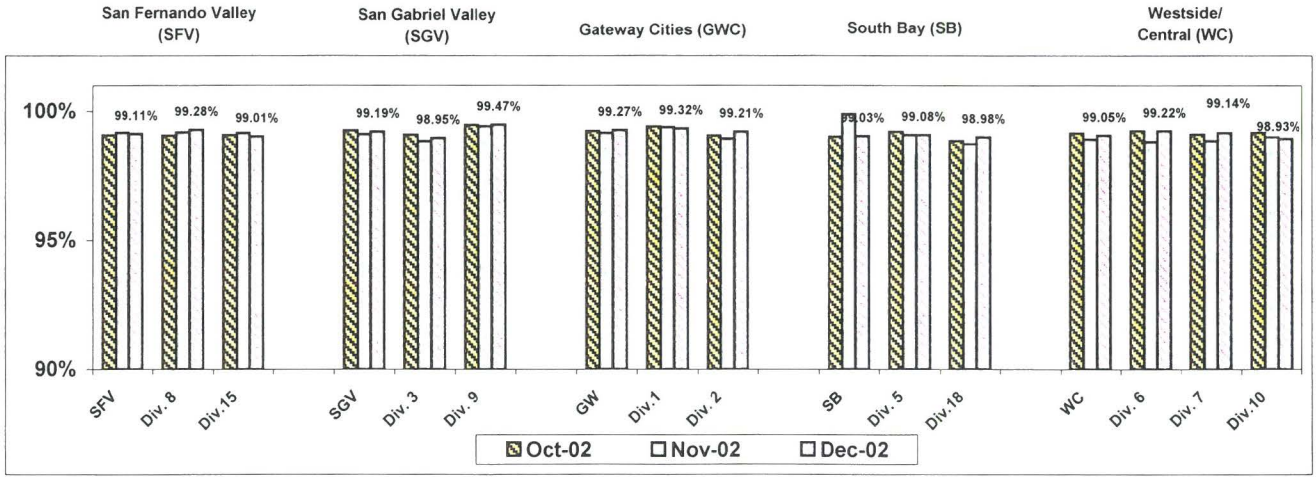
### Systemwide Trend




Performance Year-to-Date Compared To Last Year

| SRSHD | FY02 | FY03-YTD | Variance |
|---|---|---|---|
| **San Fernando Valley Sector (SFV)** | | | |
| Division 8 | 99.22% | 99.22% | 0.00% |
| Division 15 | 98.59% | 99.03% | 0.44% |
| **Gateway Cities Sector (GWC)** | | | |
| Division 1 | 99.27% | 99.39% | 0.12% |
| Division 2 | 98.80% | 98.97% | 0.17% |
| **South Bay Sector (SB)** | | | |
| Division 5 | 99.08% | 99.18% | 0.10% |
| Division 18 | 98.89% | 99.85% | 0.96% |

| SRSHD | FY02 | FY03-YTD | Variance |
|---|---|---|---|
| **San Gabriel Valley Sector (SGV)** | | | |
| Division 3 | 98.95% | 99.00% | 0.05% |
| Division 9 | 99.14% | 99.44% | 0.30% |
| **Westside/Central Sector (WC)** | | | |
| Division 6 | 99.11% | 99.01% | -0.10% |
| Division 7 | 99.12% | 99.07% | -0.05% |
| Division 10 | 99.17% | 99.03% | -0.14% |
| Systemwide | 99.01% | 99.09% | 0.08% |



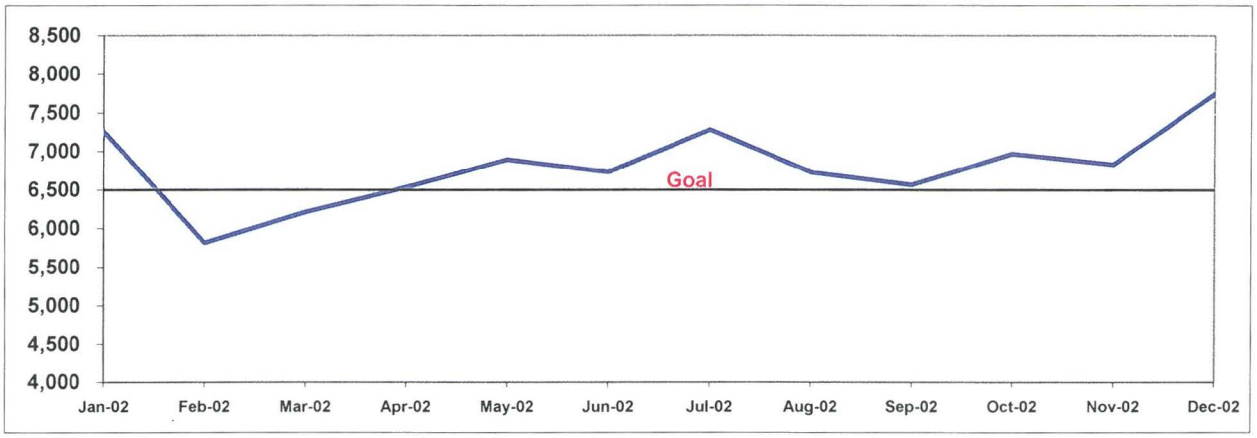
# MAINTENANCE PERFORMANCE

## MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES

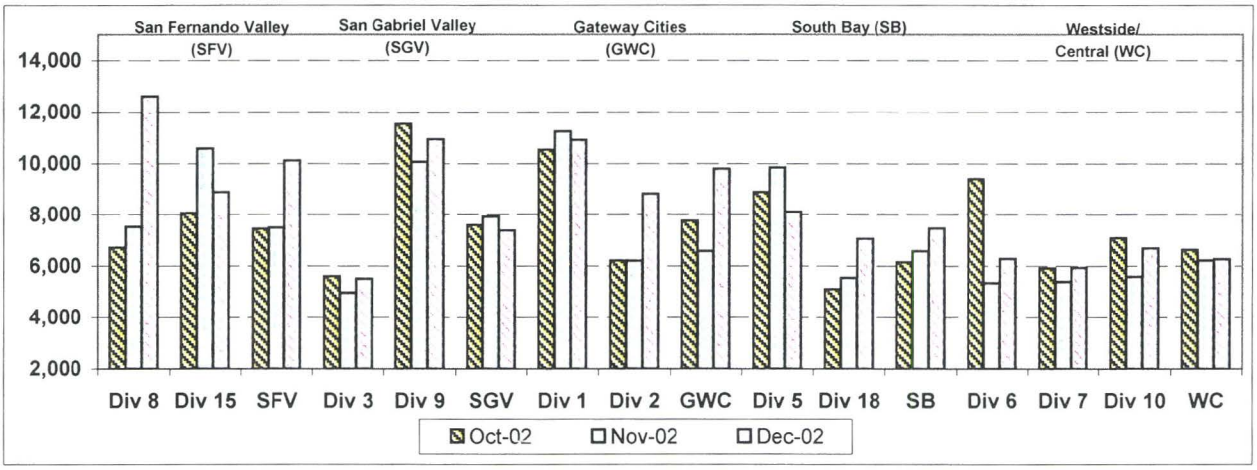
**Definition:** Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

**Calculation:** MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)

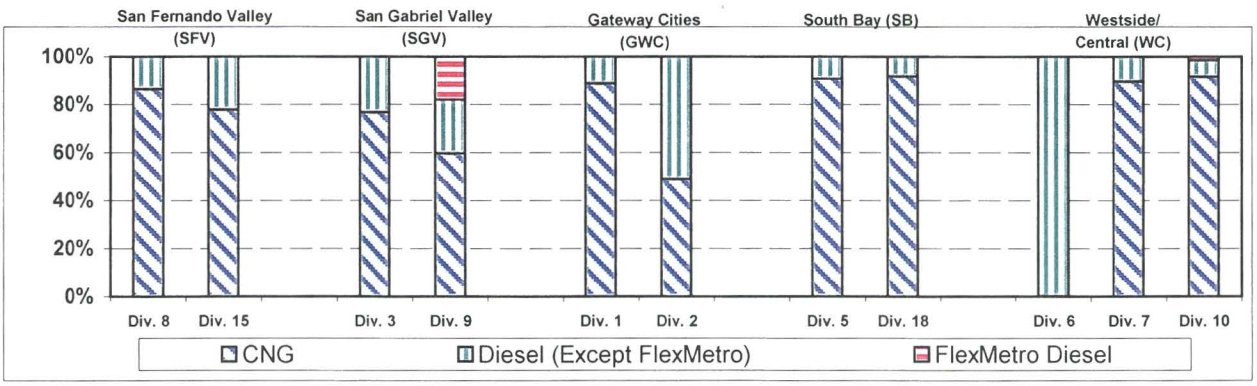
### Systemwide Trend




### Bus Operating Sector Divisions
### October - December 2002




### Fleet Mix by Fuel Type

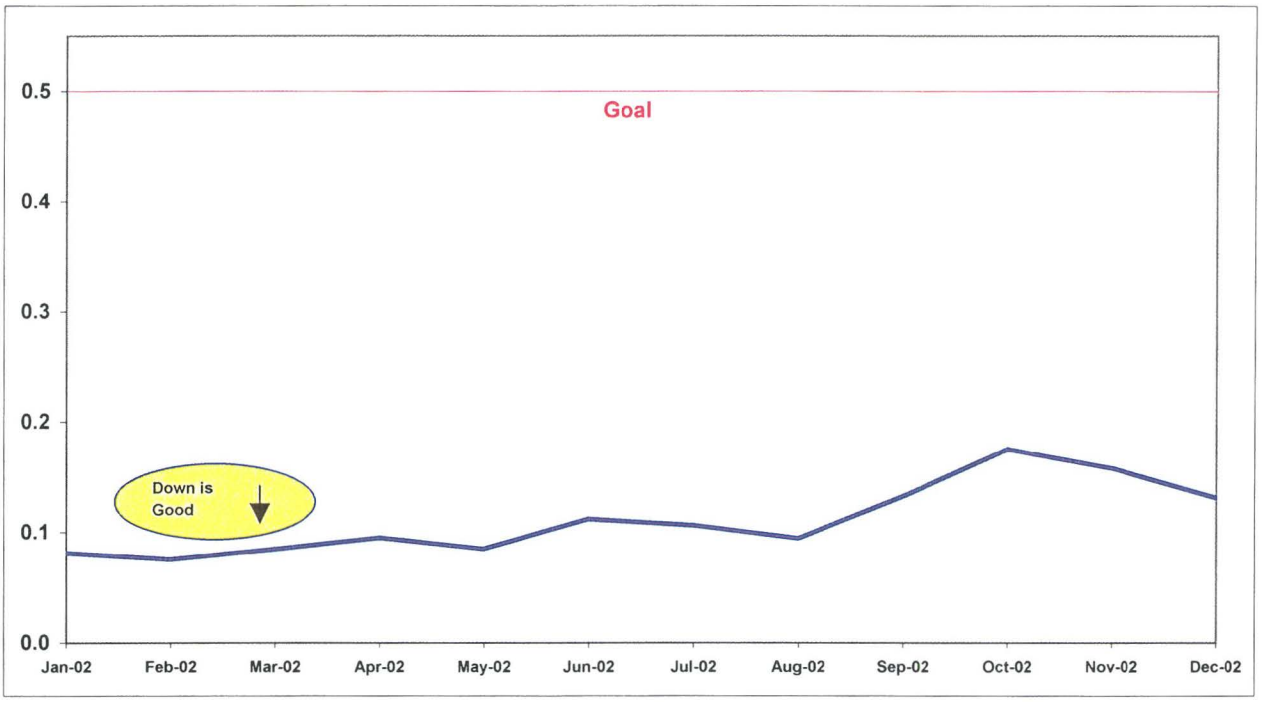


## PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)

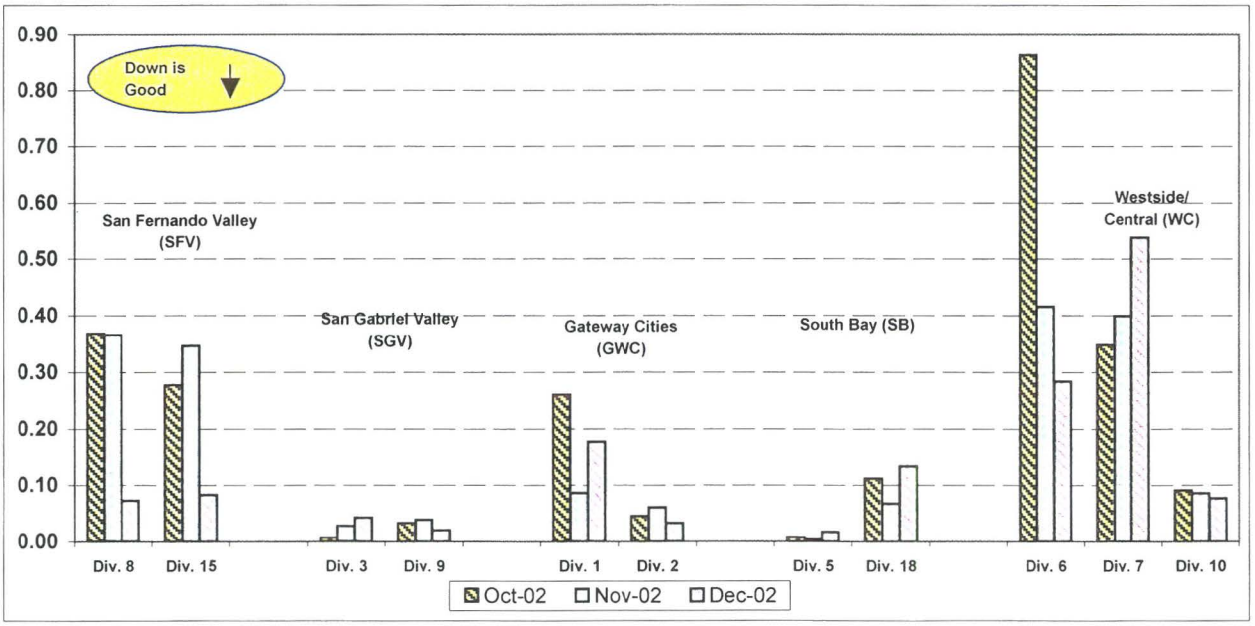
**Definition:** Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

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

### Systemwide Trend




### Past Due Critical PMPs - by Sectors' Divisions October - December 2002

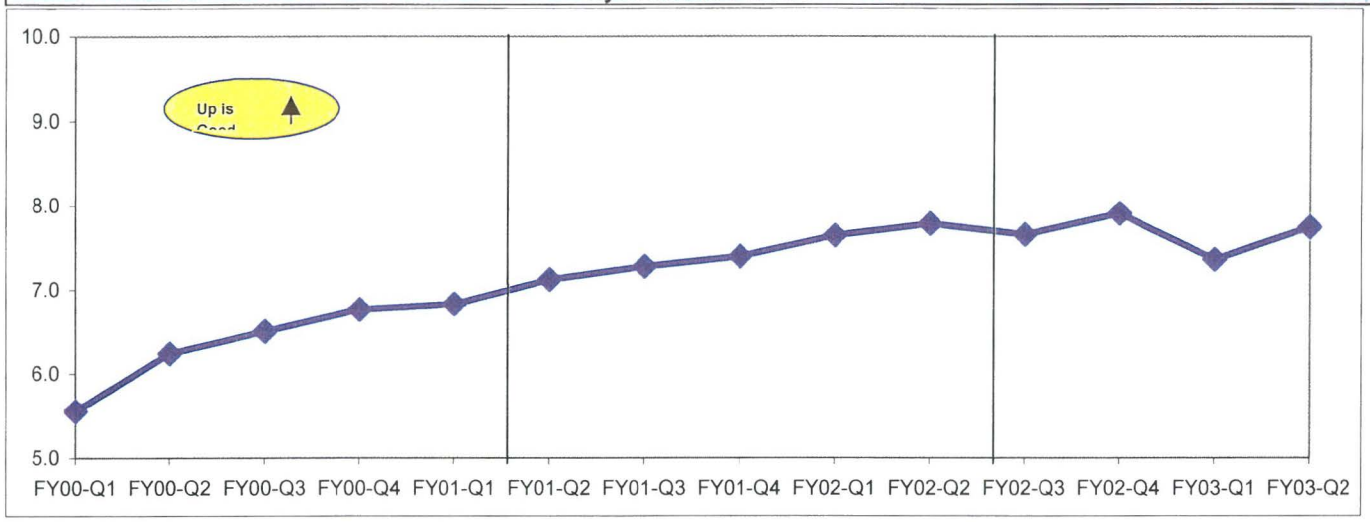


## BUS CLEANLINESS

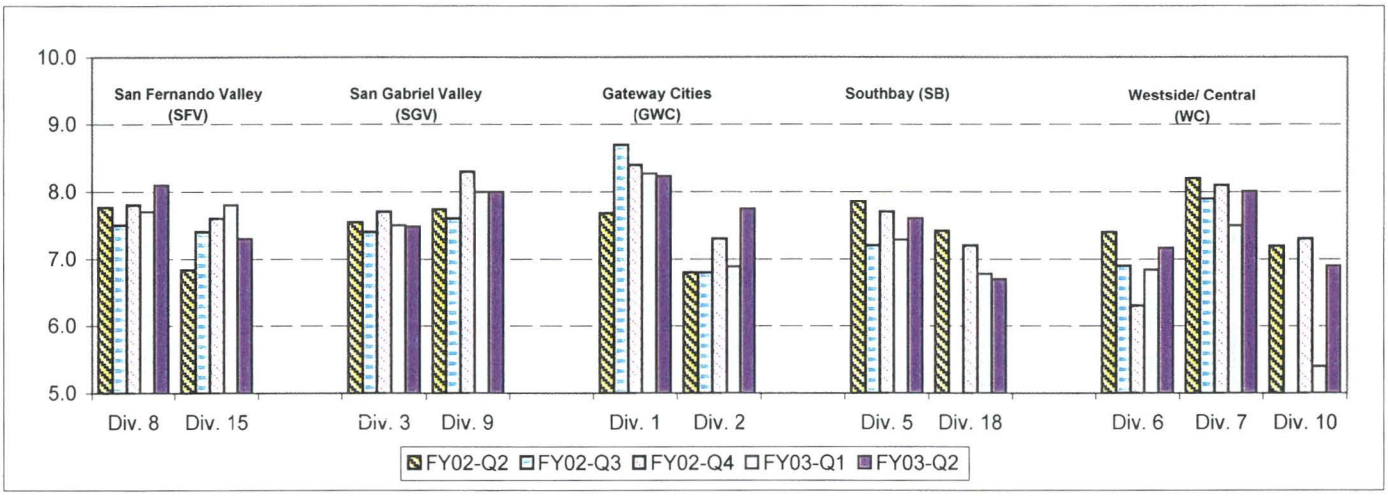
Definition: A team of three Quality Assurance Supervisors rates twenty percent of the fleet at each division and contractor per Quarter. Each of sixteen categories is examined and assigned a point value as follows: 1-3= Unsatisfactory; 4-7=Conditional; 8-10=Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

**Calculation:** Overall Cleanliness Rating = (Total Point Accumulated divided by 16)

### Systemwide Trend




### Bus Operating Divisions by Sector
### Third Quarter FY02 - Second Quarter FY03




**Analysis:** Overall cleanliness score for Divisions 2 and 7 improved in the second quarter. Overall cleanliness scores for Divisions 1, 3, 5, 6, 8, 9, 10, 15 and 18 remained consistent with the second quarter. Divisions 1, 7, 8 and 9 received overall ratings above the 8.0 mark.
Scores for the categories of window etching, interior graffiti, exterior graffiti, exterior cleanliness, exterior body condition and front and rear bumper condition were above the 8.0 mark.

**Corrective Action:** Overall improvement is needed in the areas of dashboards, drivers area, transom/ledges, ceilings, seats, windows, sacrificial windows, doors, floors and stepwells.

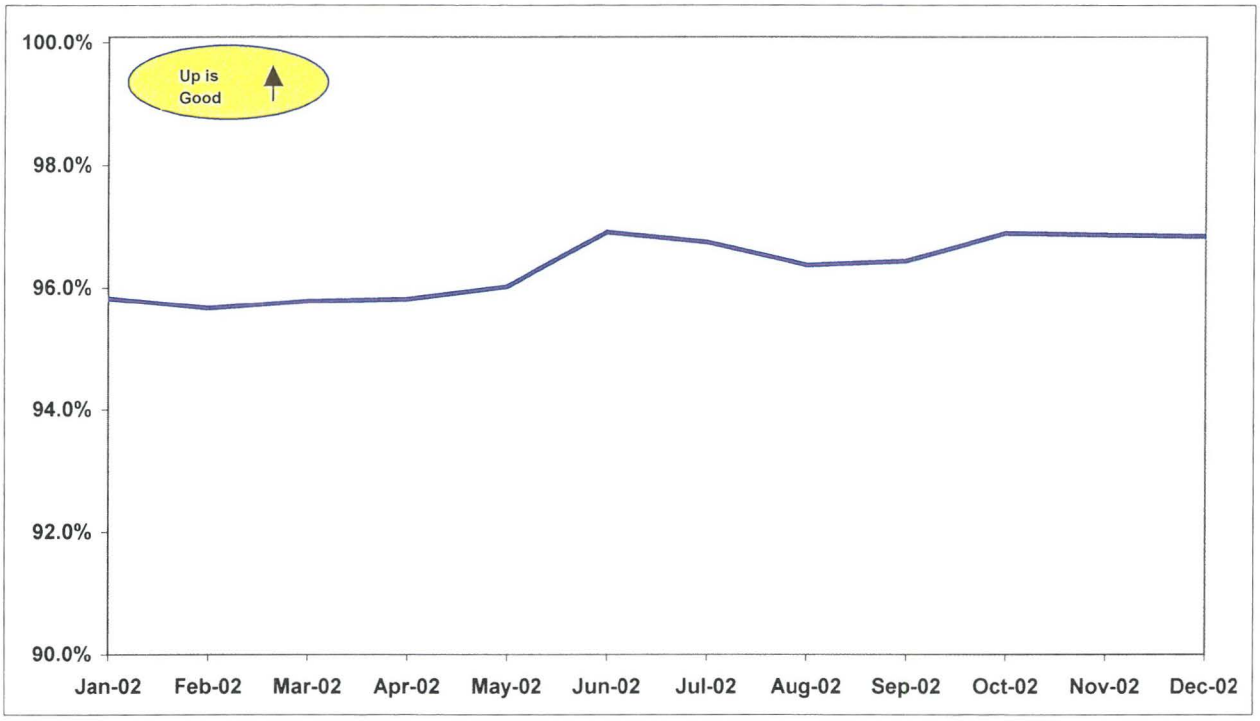
# ATTENDANCE

## MAINTENANCE ATTENDANCE

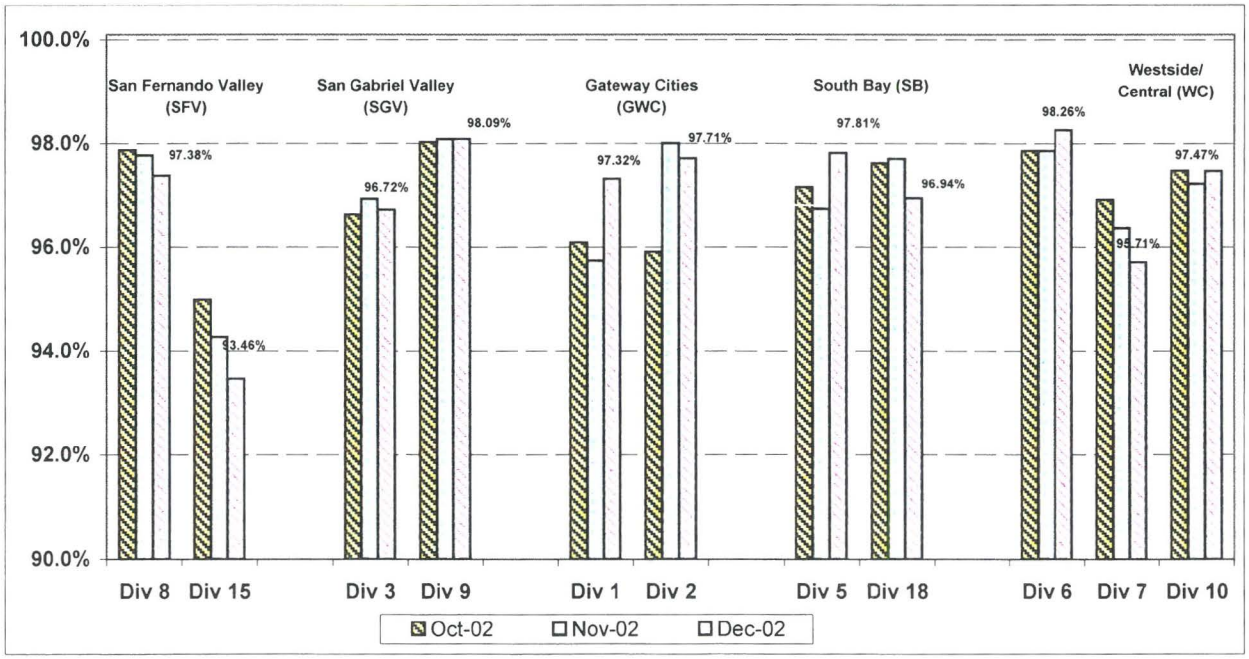
**Definition:** Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

**Calculation:** 1-(FTEs absent / by the total FTEs assigned)

### Systemwide Trend




### Maintenance Attendance - By Sectors' Divisions (By Current Month)
### October - December 2002



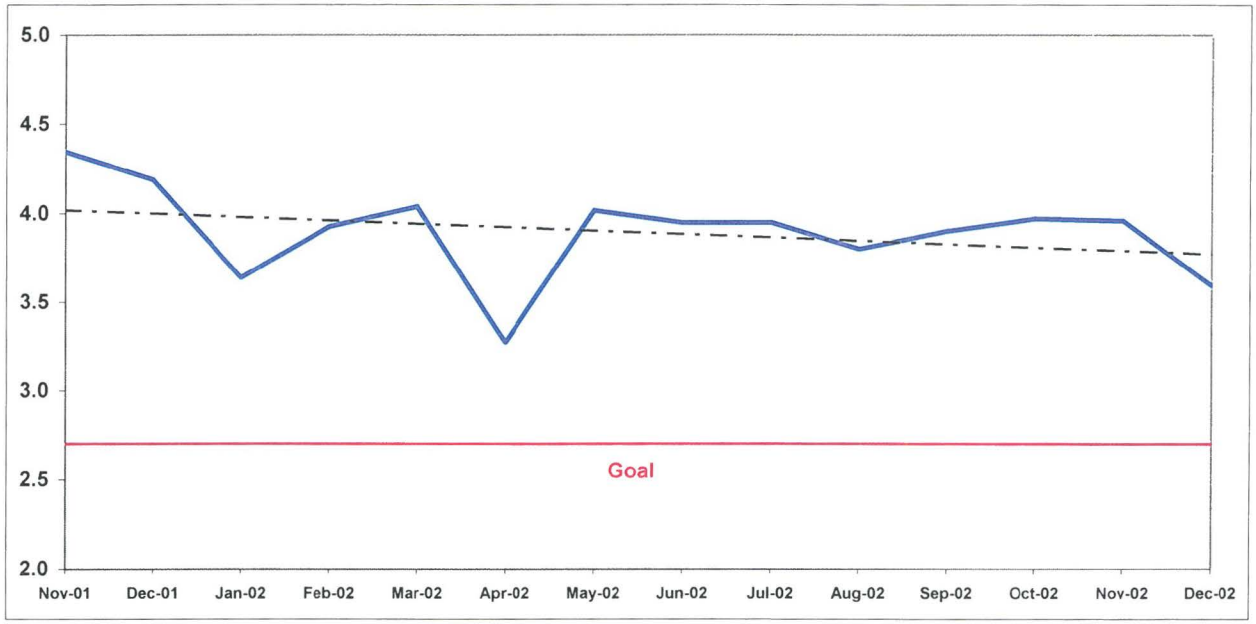
# SAFETY PERFORMANCE

## BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

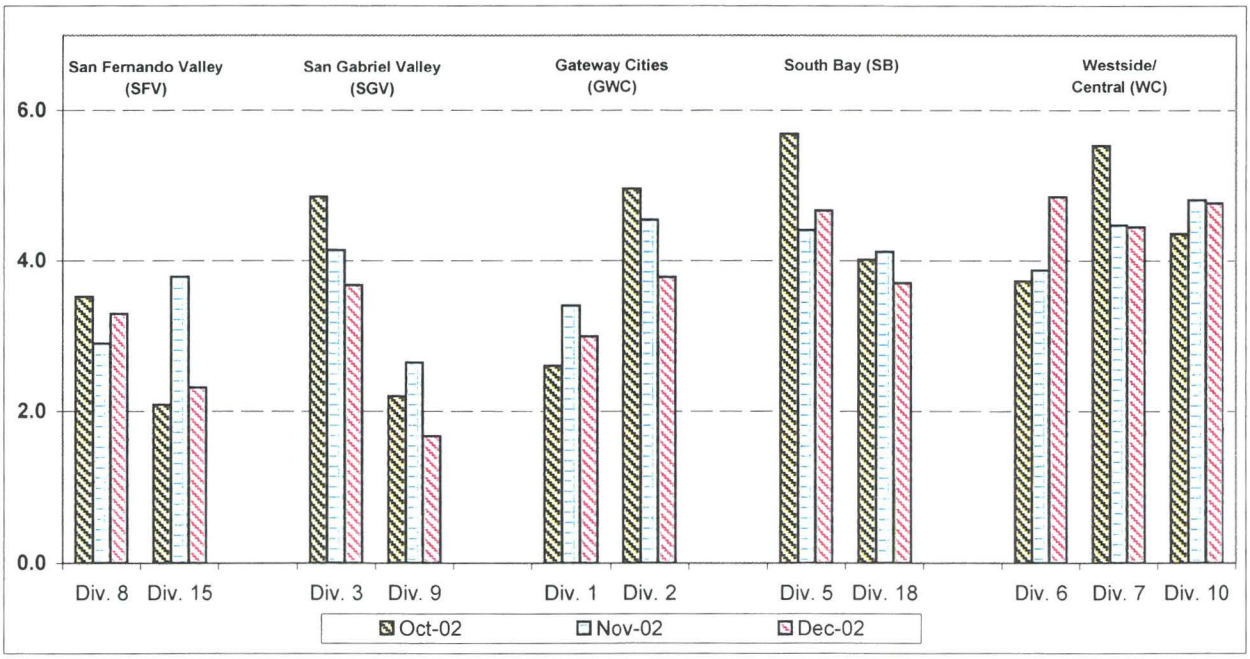
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

### Systemwide Trend




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

### Bus Operating Divisions - by Sectors' Divisions
### October - December 2002

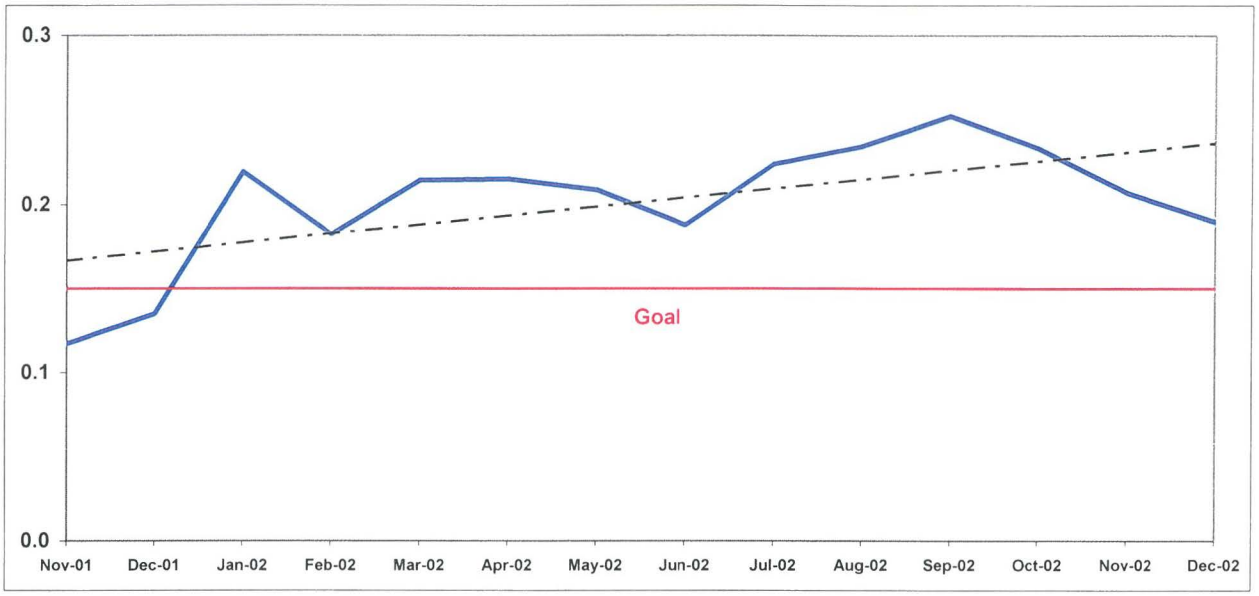


## BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

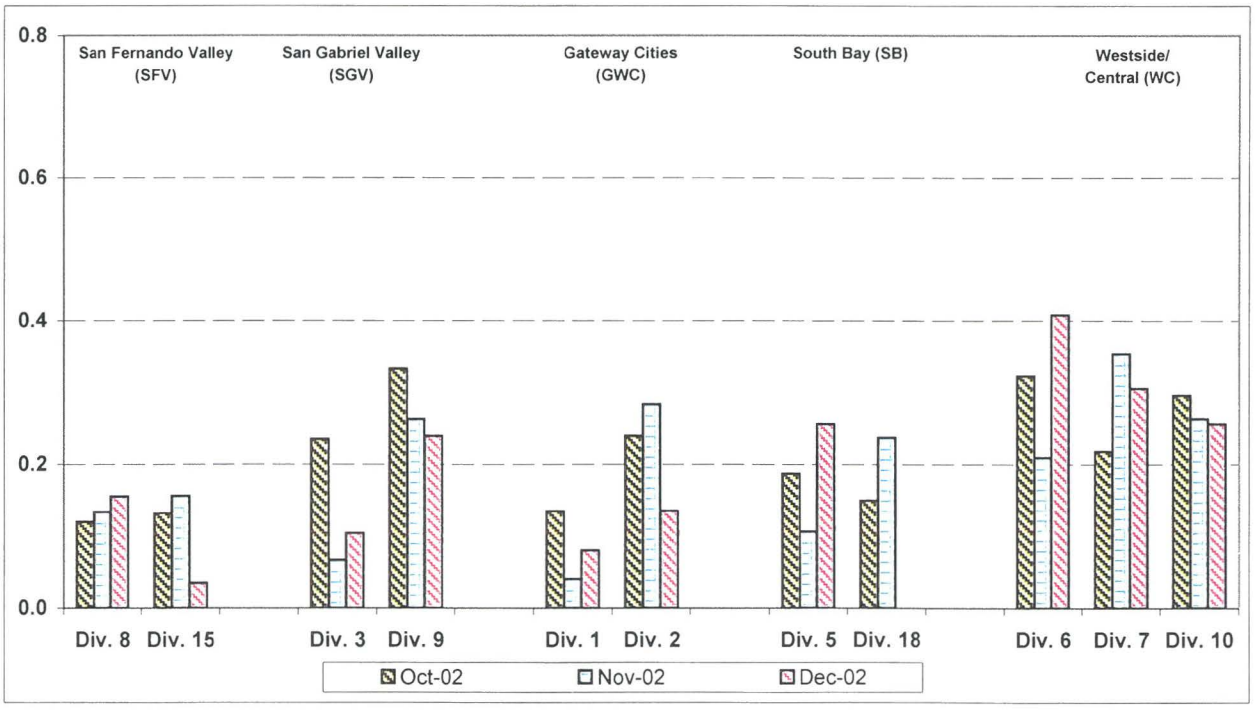
**Calculation:** Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by (Boardings / by 100,000))

### 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.

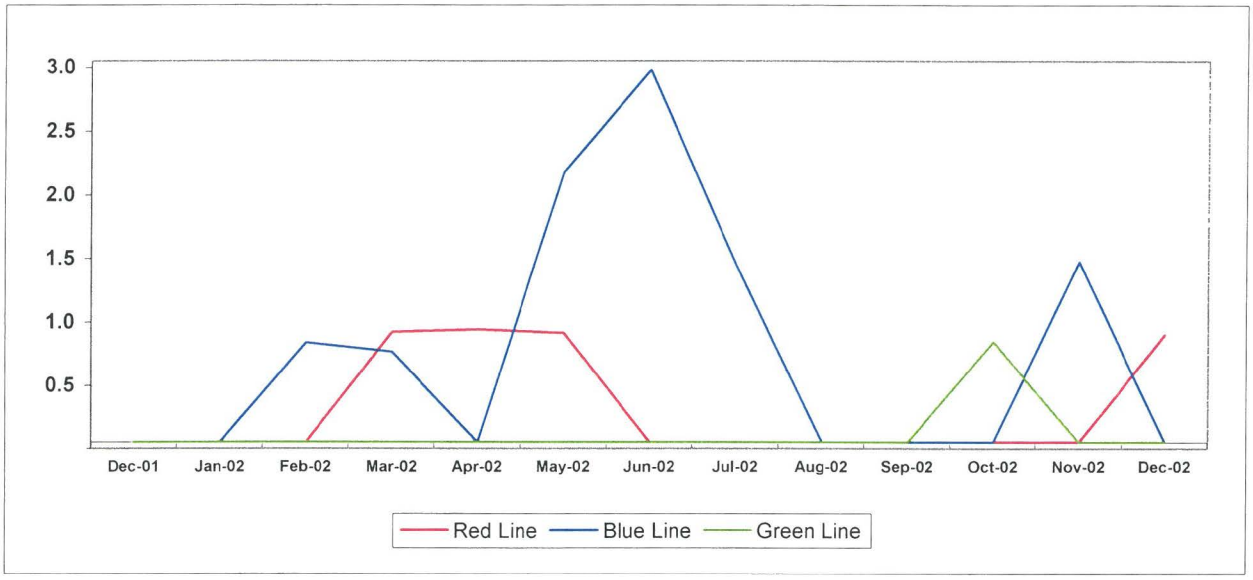
### Bus Operating Divisions - by Sectors' Divisions
### October - December 2002



## RAIL ACCIDENTS PER 100,000 REVENUE TRAIN MILES

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

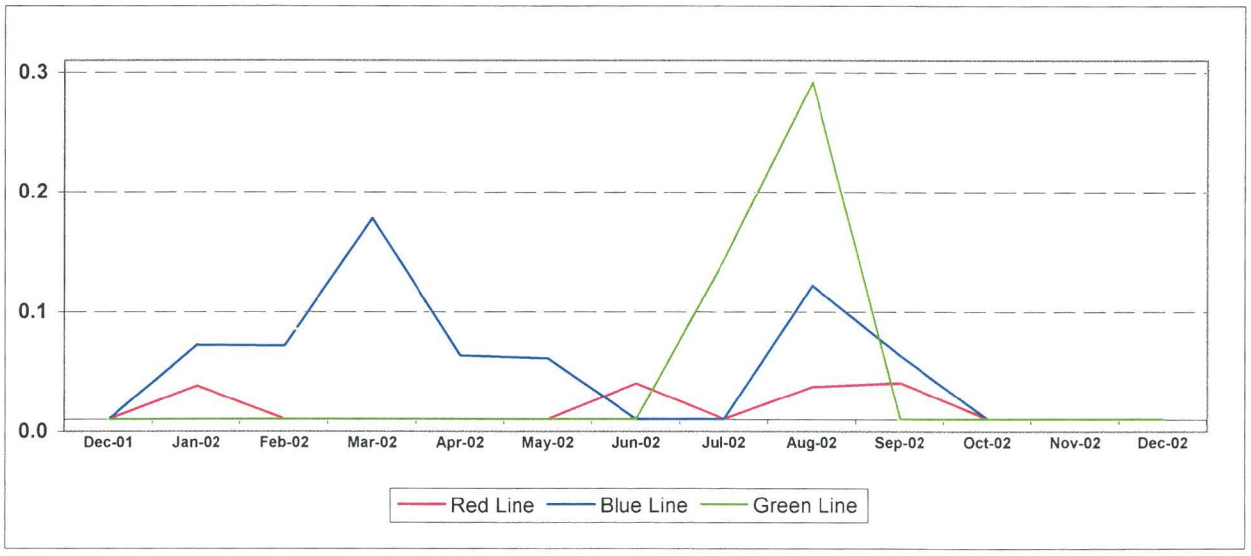
**Calculation:** Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))




## 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))




* November boarding data for rail is under review and has not been released.

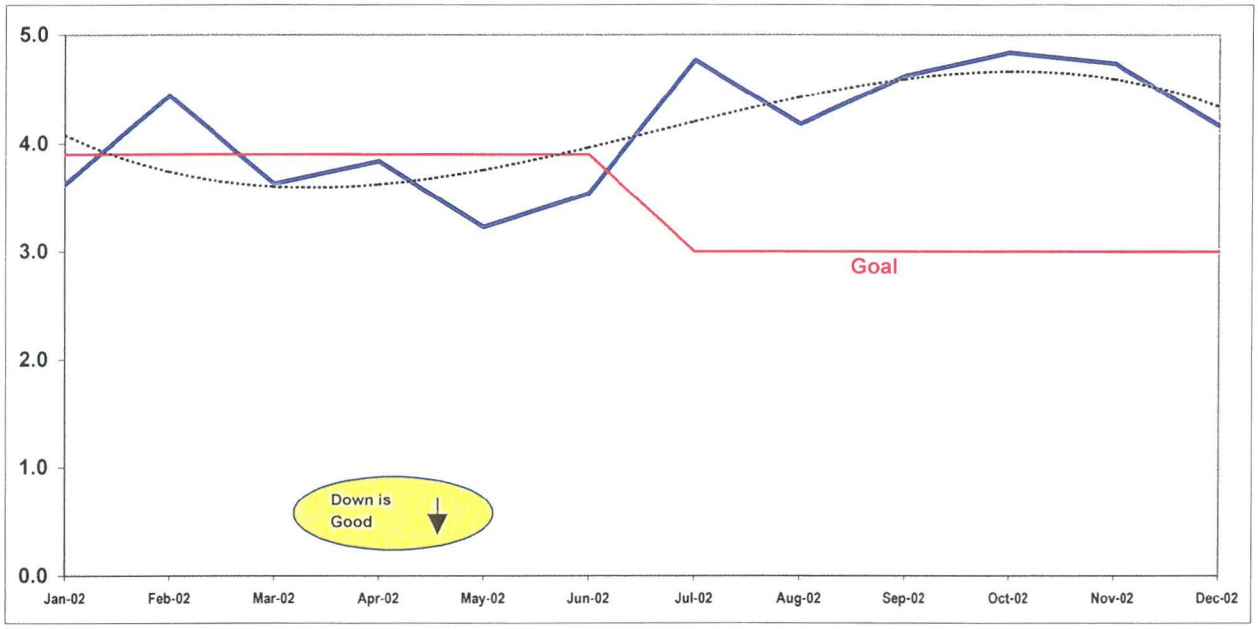
# CUSTOMER SATISFACTION

## COMPLAINTS PER 100,000 BOARDINGS

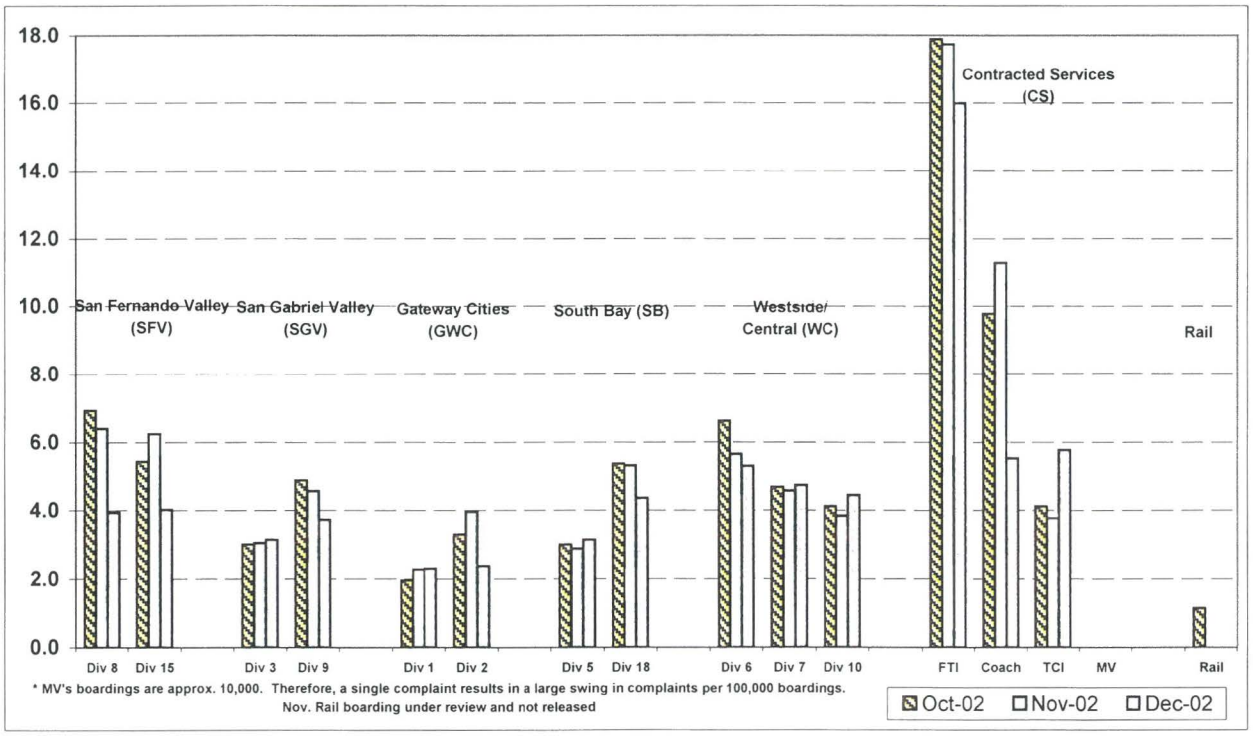
**Definition:** Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

### Systemwide Trend




### Bus Operating Divisions - by Sectors' Divisions
### October - December 2002



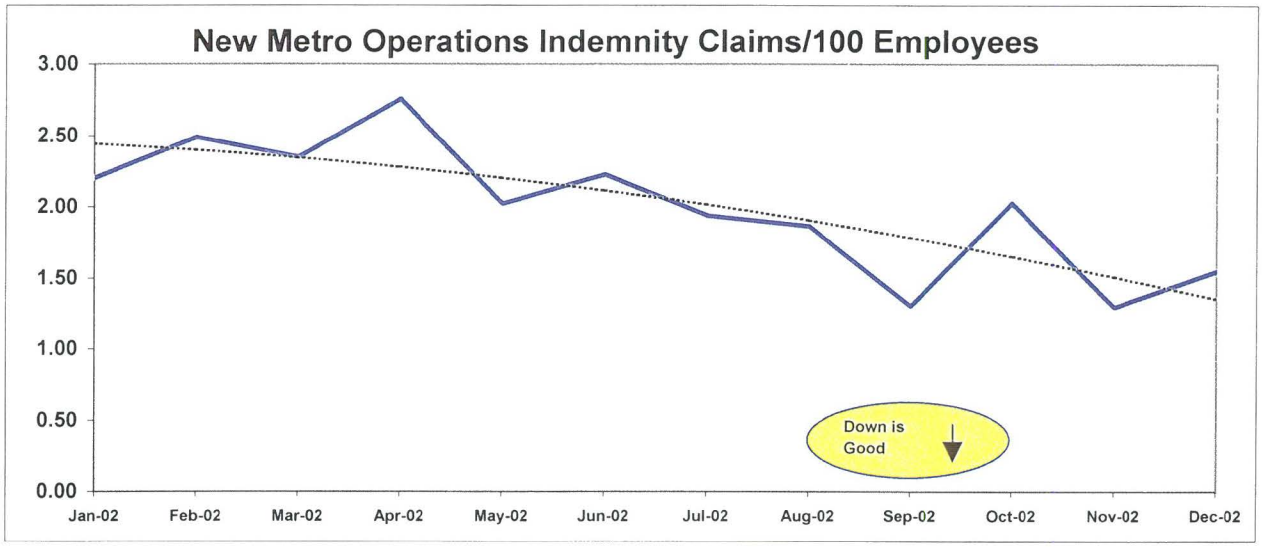
# WORKERS COMPENSATION CLAIMS

## New Workers Compensation Claims per 100 Employees

**Definition:** This indicator measures the total new indemnity claims per 100 Transit Operations employees filed each month (Includes: Transportation, Maintenance, Rail and all Administration).

**Calculation:** Workers Compensation Claims per 100 Employees-Month = Total New Workers Compensation Claims filed by Transit Operations Employees/(Total Transit Operations positions in which there is an incumbent during the month/100).

### Metro Operations Trend

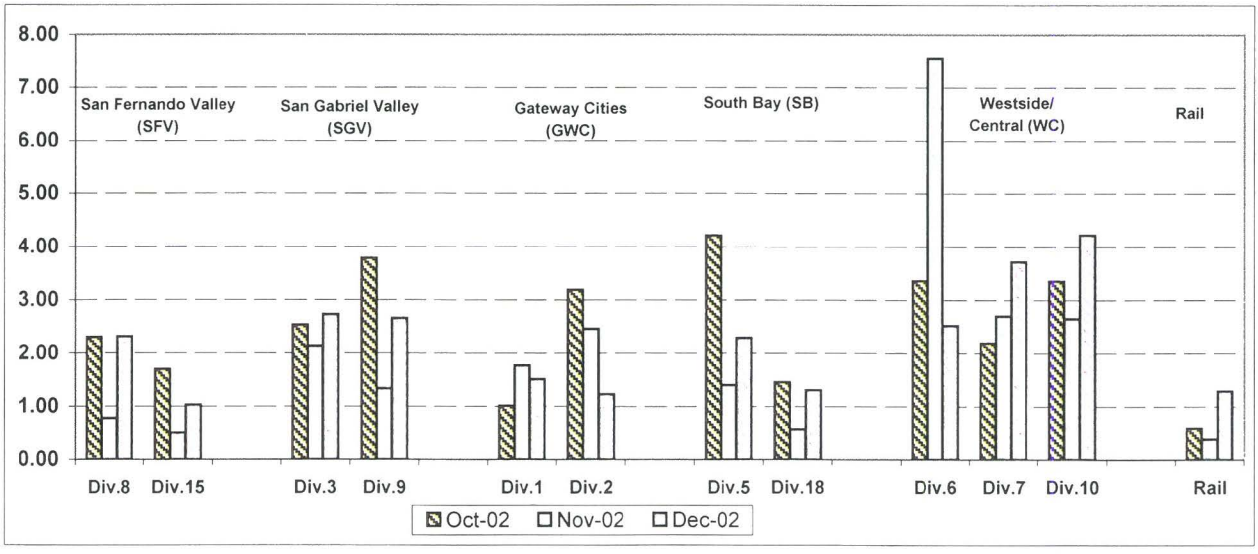



## NEW CLAIMS PER 100 EMPLOYEES BY BUS SECTORS' DIVISION & RAIL

**Definition:** This indicator reflects a three-month view of Bus & Rail new indemnity claims per 100 employees in which there is an incumbent each month.

**Calculation:** New workers compensation claims per 100 employees by Division & Rail for three months = Total new workers compensation claims filed by Division & Rail employees/(total positions occupied in the Division & Rail during the month/100).

### Bus & Rail - by Bus Sectors' Divisions and Rail
### October - December 2002



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

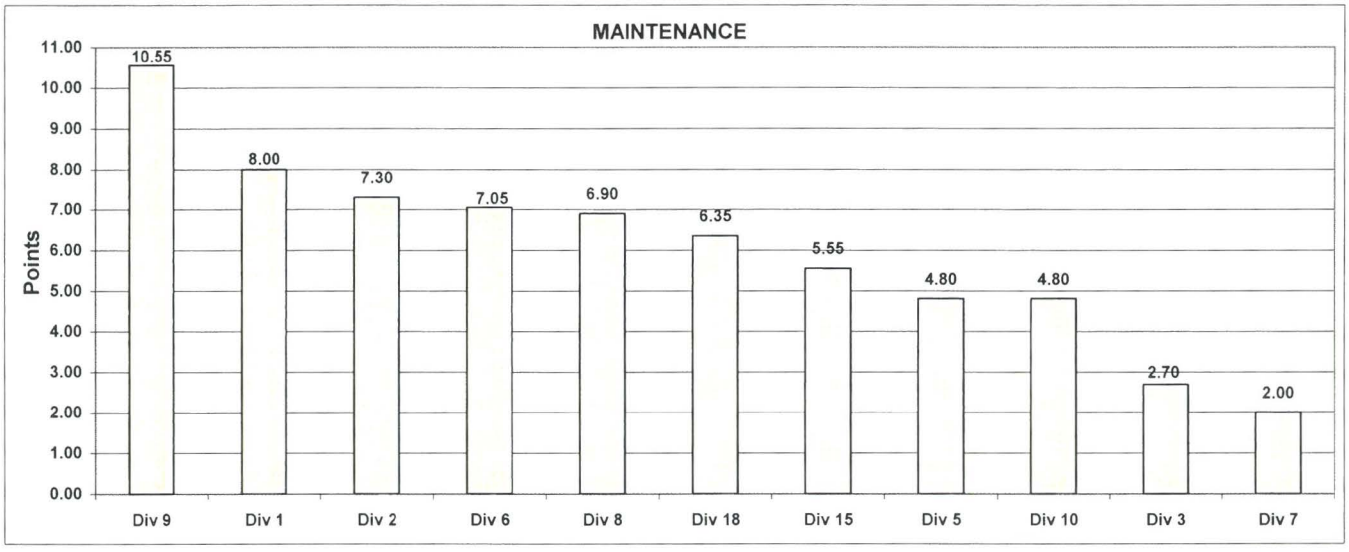
### Monthly Calculations - December 2002
### Metro Bus - Maintenance

**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.

| 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 Pullouts | 35% | 0.9988 | 0.9988 | 0.9969 | 0.9966 | 0.9990 | 0.9956 | 0.9974 | 1.0000 | 0.9929 | 0.9967 | 0.9981 |
| Points | | 9 | 8 | 5 | 3 | 10 | 2 | 6 | 11 | 1 | 4 | 7 |
| Miles Between Mechanical Failures | 30% | 10929 | 8827 | 5499 | 8116 | 6283 | 5943 | 12617 | 10948 | 6697 | 8889 | 7059 |
| Points | | 9 | 7 | 1 | 6 | 3 | 2 | 11 | 10 | 4 | 8 | 5 |
| Attendance | 15% | 0.9732 | 0.9771 | 0.9672 | 0.9781 | 0.9826 | 0.9571 | 0.9738 | 0.9809 | 0.9747 | 0.9346 | 0.9694 |
| Points | | 5 | 8 | 3 | 9 | 11 | 2 | 6 | 10 | 7 | 1 | 4 |
| New WC Claims /100 Emp | 20% | 0.9615 | 1.8868 | 4.9180 | 2.9412 | 2.8571 | 4.5455 | 2.9412 | 0.0000 | 0.0000 | 0.7519 | 0.6536 |
| Points | | 7 | 6 | 1 | 3 | 5 | 2 | 3 | 11 | 11 | 8 | 9 |
| **Totals** | | **8.00** | **7.30** | **2.70** | **4.80** | **7.05** | **2.00** | **6.90** | **10.55** | **4.80** | **5.55** | **6.35** |

| FINAL RANKING | Maintenance Division Ranking (Sorted) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DIV. | Div 9 | Div 1 | Div 2 | Div 6 | Div 8 | Div 18 | Div 15 | Div 5 | Div 10 | Div 3 | Div 7 |
| | Score | 10.55 | 8.00 | 7.30 | 7.05 | 6.90 | 6.35 | 5.55 | 4.80 | 4.80 | 2.70 | 2.00 |
| | Rank | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 9th | 11th |



## Monthly Calculations - December 2002
## Metro Bus - Transportation

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

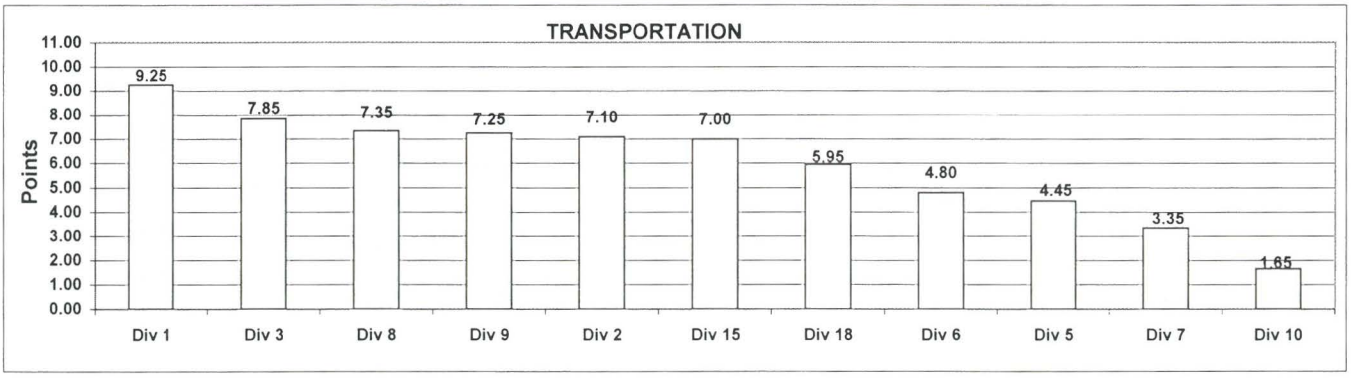
**Calculation:** Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance indicator and then summed. Summed values 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| On-Time Pullouts | 15% | 0.99879 | 0.99876 | 0.99690 | 0.99657 | 0.99902 | 0.99561 | 0.99742 | 1.00000 | 0.99289 | 0.99673 | 0.99810 |
| Points | | 9 | 8 | 5 | 3 | 10 | 2 | 6 | 11 | 1 | 4 | 7 |
| In-Service On-Time Performance | 15% | 0.7745 | 0.6384 | 0.6849 | 0.6423 | 0.6677 | 0.6649 | 0.6727 | 0.6753 | 0.6278 | 0.6271 | 0.5828 |
| Points | | 11 | 4 | 10 | 5 | 7 | 6 | 8 | 9 | 3 | 2 | 1 |
| Running Hot | 20% | 0.0853 | 0.1147 | 0.0786 | 0.1190 | 0.1112 | 0.1147 | 0.0733 | 0.0981 | 0.1194 | 0.0907 | 0.1046 |
| Points | | 9 | 4 | 10 | 2 | 5 | 3 | 11 | 7 | 1 | 8 | 6 |
| Accident Rate | 15% | 2.9914 | 3.7764 | 3.6645 | 4.6656 | 4.8443 | 4.4449 | 3.2900 | 1.6725 | 4.7654 | 2.3131 | 3.6956 |
| Points | | 9 | 5 | 7 | 3 | 1 | 4 | 8 | 11 | 2 | 10 | 6 |
| Complaints/100K Boardings | 10% | 2.3091 | 2.3849 | 3.1544 | 3.1506 | 5.3036 | 4.7315 | 3.9307 | 3.7296 | 4.4392 | 4.0232 | 4.3526 |
| Points | | 11 | 10 | 8 | 9 | 1 | 2 | 6 | 7 | 3 | 5 | 4 |
| New WC Claims /100 Emp | 25% | 1.7100 | 0.9933 | 2.0420 | 2.0824 | 2.3753 | 3.4771 | 2.0862 | 3.5328 | 5.6346 | 1.1128 | 1.4907 |
| Points | | 8 | 11 | 7 | 6 | 4 | 3 | 5 | 2 | 1 | 10 | 9 |
| **Totals** | | **9.25** | **7.10** | **7.85** | **4.45** | **4.80** | **3.35** | **7.35** | **7.25** | **1.65** | **7.00** | **5.95** |

Transportation Division Ranking (Sorted)

| FINAL RANKING | DIV. | Div 1 | Div 3 | Div 8 | Div 9 | Div 2 | Div 15 | Div 18 | Div 6 | Div 5 | Div 7 | Div 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Score | 9.25 | 7.85 | 7.35 | 7.25 | 7.10 | 7.00 | 5.95 | 4.80 | 4.45 | 3.35 | 1.65 |
| | Rank | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th |



## Monthly Calculations - December 2002
## Metro Rail

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

**Calculation:** Performance indicators are ranked from best to worst. Performance percentages for various indicators are averaged and outcomes are are sorted from high to low. The rail line competes with itself on its own improvement over prior year performance. The percentage score showing best improvement (or least decline) wins the program award for the month.

| | Metro Blue Line | | | Metro Red Line | | | Metro Green Line | | |
|---|---|---|---|---|---|---|---|---|---|
| **Wayside Availability** | Dec-01 | Dec-02 | Yearly Improvement | Dec-01 | Dec-02 | Yearly Improvement | Dec-01 | Dec-02 | Yearly Improvement |
| Track | 100.00% | 99.98% | -0.02% | 100.00% | 99.99% | -0.01% | 100.00% | 99.99% | -0.01% |
| Signals | 100.00% | 99.91% | -0.09% | 99.99% | 99.95% | -0.04% | 99.97% | 99.54% | -0.43% |
| Power | 100.00% | 99.78% | -0.22% | 100.00% | 99.90% | -0.10% | 99.93% | 99.87% | -0.06% |
| **Wayside Performance** | 100.000% | 99.9% | -0.11% | 100.00% | 99.95% | -0.05% | 100.0% | 99.80% | -0.17% |
| **Vehicle Availability** | | | | | | | | | |
| Vehicle Performance | 99.82% | 98.46% | -1.36% | 99.86% | 98.96% | -0.90% | 99.83% | 98.50% | -1.33% |
| **Operator Availability** | | | | | | | | | |
| Operators | 99.97% | 99.80% | -0.17% | 99.96% | 99.76% | -0.20% | 99.99% | 99.75% | -0.24% |
| **In-Service Performance** | | | | | | | | | |
| ISOTP - Rail | 99.79% | 97.92% | -1.87% | 99.81% | 98.56% | -1.25% | 99.72% | 97.66% | -2.06% |
| **Total Rail Line Performance** | 99.895% | 99.018% | -0.878% | 99.907% | 99.307% | -0.600% | 99.877% | 98.928% | -0.949% |

**Metro Rail Final Ranking (Sorted)**

| Rail Line | RED | BLUE | GREEN |
|---|---|---|---|
| Score | -0.600% | -0.878% | -0.949% |
| Rank | 1st | 2nd | 3rd |

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

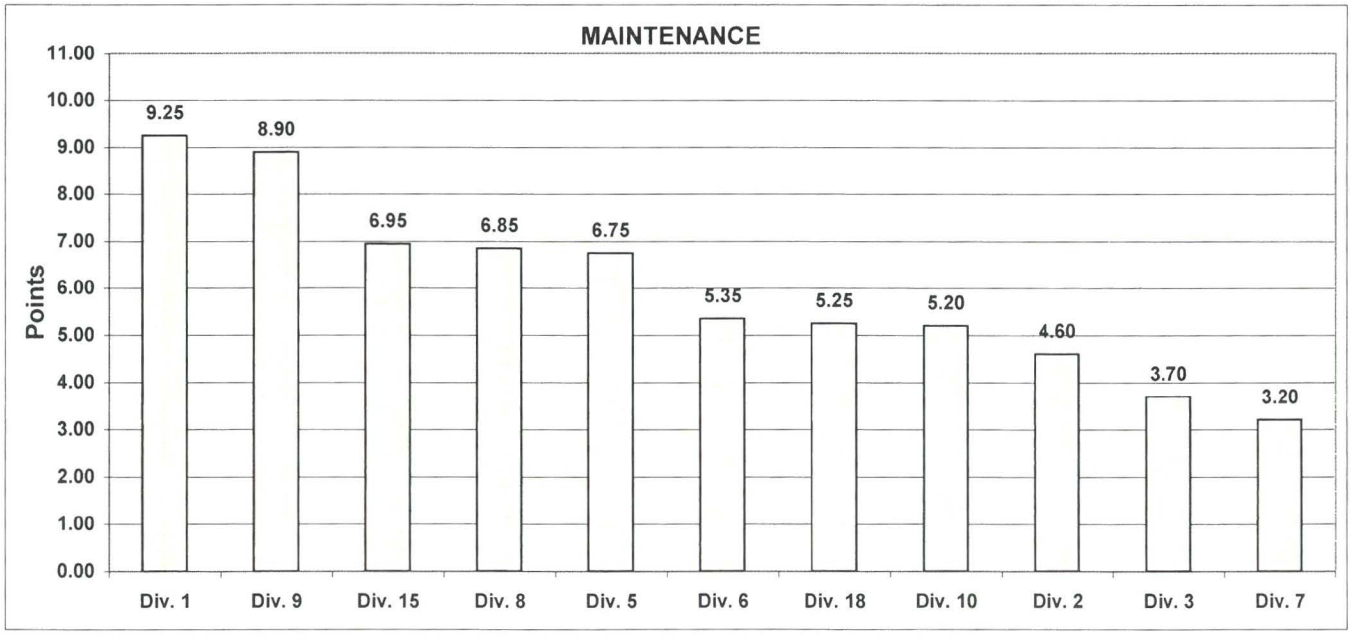
### Quarterly Calculations: FY03-Q2
### Metro Bus - Maintenance

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

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

| Maintenance | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Pullouts | 15% | 0.9986 | 0.9977 | 0.9965 | 0.9962 | 0.9984 | 0.9956 | 0.9978 | 0.9987 | 0.9948 | 0.9971 | 0.9970 |
| Points | | 10 | 7 | 4 | 3 | 9 | 2 | 8 | 11 | 1 | 6 | 5 |
| Miles Between Mechanical Failures | 30% | 10902 | 6878 | 5345 | 8864 | 6771 | 5742 | 8277 | 10840 | 6414 | 9023 | 5787 |
| Points | | 11 | 6 | 1 | 8 | 5 | 2 | 7 | 10 | 4 | 9 | 3 |
| Attendance | 15% | 0.9639 | 0.9721 | 0.9675 | 0.9723 | 0.9799 | 0.9633 | 0.9767 | 0.9806 | 0.9739 | 0.9425 | 0.9742 |
| Points | | 3 | 5 | 4 | 6 | 10 | 2 | 9 | 11 | 7 | 1 | 8 |
| New WC Claims /100 Emp | 20% | 0.9677 | 3.4700 | 3.5326 | 2.1845 | 2.8571 | 2.2613 | 2.6144 | 1.5060 | 0.4695 | 0.9732 | 0.4376 |
| Points | | 9 | 2 | 1 | 6 | 3 | 5 | 4 | 7 | 10 | 8 | 11 |
| Bus Cleanliness | 20% | 8.2333 | 7.1625 | 8.0938 | 8.0133 | 6.9000 | 7.4813 | 7.7400 | 7.5500 | 7.3313 | 7.9688 | 6.6938 |
| Points | | 11 | 3 | 10 | 9 | 2 | 5 | 7 | 6 | 4 | 8 | 1 |
| **Totals** | | **9.25** | **4.60** | **3.70** | **6.75** | **5.35** | **3.20** | **6.85** | **8.90** | **5.20** | **6.95** | **5.25** |

| FINAL RANKING | Maintenance Division Ranking (Sorted) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DIV. | Div. 1 | Div. 9 | Div. 15 | Div. 8 | Div. 5 | Div. 6 | Div. 18 | Div. 10 | Div. 2 | Div. 3 | Div. 7 |
| | Score | 9.25 | 8.90 | 6.95 | 6.85 | 6.75 | 5.35 | 5.25 | 5.20 | 4.60 | 3.70 | 3.20 |
| | Rank | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th |



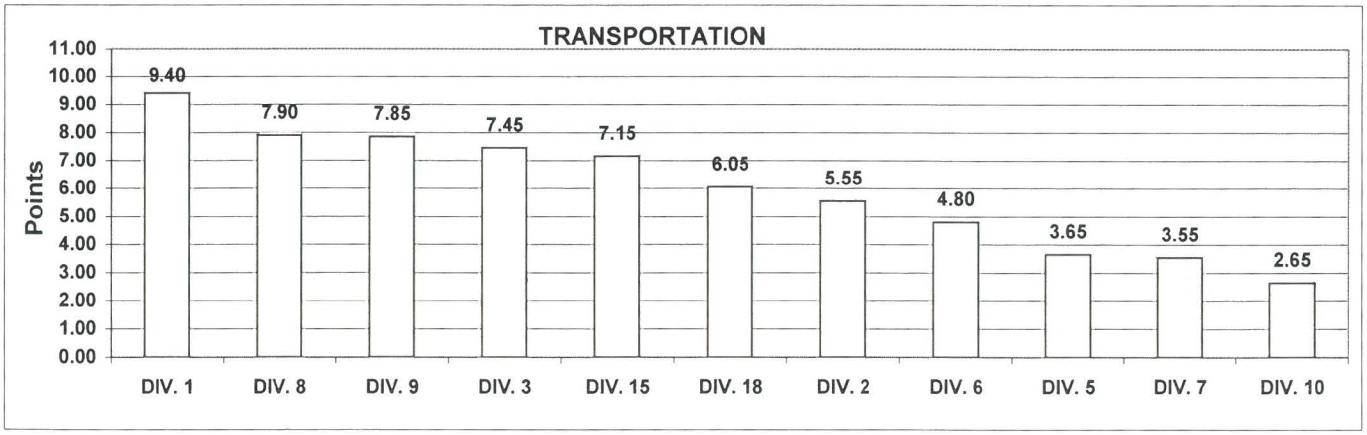
## Quarterly Calculations: FY03-Q2
## Metro Bus - Transportation

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

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

| Transportation | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **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 Pullouts | **15%** | 0.9986 | 0.9977 | 0.9965 | 0.9962 | 0.9984 | 0.9956 | 0.9978 | 0.9987 | 0.9948 | 0.9971 | 0.9970 |
| Points | | 10 | 7 | 4 | 3 | 9 | 2 | 8 | 11 | 1 | 6 | 5 |
| In-Service On-Time Performance | **15%** | 0.7687 | 0.6325 | 0.6823 | 0.6299 | 0.6720 | 0.6614 | 0.6675 | 0.6821 | 0.6281 | 0.6152 | 0.5784 |
| Points | | 11 | 5 | 10 | 4 | 8 | 6 | 7 | 9 | 3 | 2 | 1 |
| Running Hot | **20%** | 0.0856 | 0.1184 | 0.0715 | 0.1191 | 0.1115 | 0.1172 | 0.0821 | 0.0950 | 0.1187 | 0.0972 | 0.0979 |
| Points | | 9 | 3 | 11 | 1 | 5 | 4 | 10 | 8 | 2 | 7 | 6 |
| Accident Rate | **15%** | 2.9964 | 4.4357 | 4.2314 | 4.9198 | 4.1026 | 4.8236 | 3.2413 | 2.1682 | 4.6377 | 2.6921 | 3.9392 |
| Points | | 9 | 4 | 5 | 1 | 6 | 2 | 8 | 11 | 3 | 10 | 7 |
| Complaints/100K Boardings | **10%** | 2.1657 | 3.2087 | 3.0756 | 3.0162 | 5.9203 | 4.6629 | 5.6398 | 4.4068 | 4.1300 | 5.2021 | 5.0350 |
| Points | | 11 | 8 | 9 | 10 | 1 | 5 | 2 | 6 | 7 | 3 | 4 |
| New WC Claims /Emp | **25%** | 1.5960 | 1.8762 | 2.1270 | 2.7765 | 5.1465 | 3.0425 | 1.5067 | 2.9440 | 4.3825 | 1.1128 | 1.3044 |
| Points | | 8 | 7 | 6 | 5 | 1 | 3 | 9 | 4 | 2 | 11 | 10 |
| **Totals** | | **9.40** | **5.55** | **7.45** | **3.65** | **4.80** | **3.55** | **7.90** | **7.85** | **2.65** | **7.15** | **6.05** |

| FINAL RANKING | Transportation Division Ranking (Sorted) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **DIV.** | **DIV. 1** | **DIV. 8** | **DIV. 9** | **DIV. 3** | **DIV. 15** | **DIV. 18** | **DIV. 2** | **DIV. 6** | **DIV. 5** | **DIV. 7** | **DIV. 10** |
| | **Score** | **9.40** | **7.90** | **7.85** | **7.45** | **7.15** | **6.05** | **5.55** | **4.80** | **3.65** | **3.55** | **2.65** |
| | **Rank** | **1st** | **2nd** | **3rd** | **4th** | **5th** | **6th** | **7th** | **8th** | **9th** | **10th** | **11th** |



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

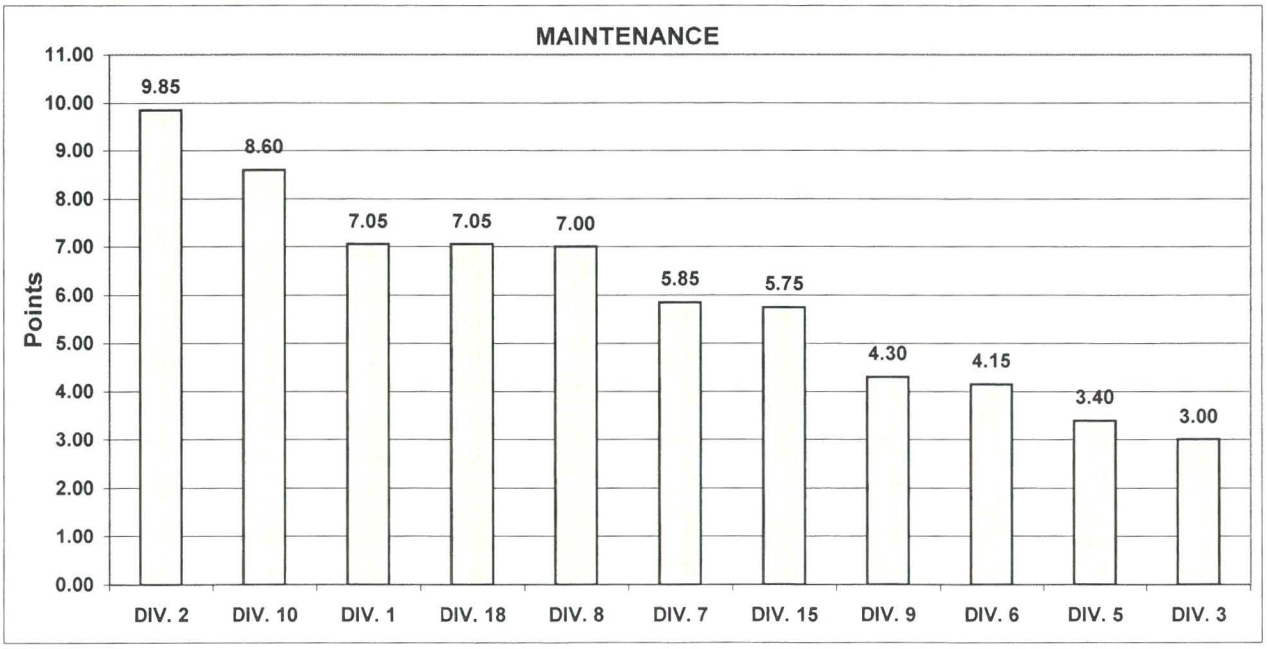
### Most Improved Quarter Calculations: FY03-Q1 to FY03-Q2
### Metro Bus - Maintenance

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

**Calculation:** Data reflects a positve or negative difference in performance between the two most recent consecutive quarters. Performance indicators by Division are sorted from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance measure, summed with the other scores for that Division and sorted from high to low score.

| Maintenance | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Pullouts | 15% | 0.0007 | 0.0022 | -0.0011 | -0.0017 | -0.0005 | 0.0006 | -0.0011 | 0.0001 | 0.0008 | -0.0009 | -0.0002 |
| Points | | 9 | 11 | 2 | 1 | 5 | 8 | 3 | 7 | 10 | 4 | 6 |
| Miles Between Mechanical Failures | 30% | 1148 | 2657 | -1054 | -1088 | -3050 | -7 | 428 | -1783 | -260 | 2344 | 345 |
| Points | | 9 | 11 | 4 | 3 | 1 | 6 | 8 | 2 | 5 | 10 | 7 |
| Attendance | 15% | 0.0009 | 0.0170 | -0.0040 | 0.0011 | 0.0021 | -0.0037 | 0.0065 | 0.0032 | 0.0033 | -0.0132 | 0.0240 |
| Points | | 4 | 10 | 2 | 5 | 6 | 3 | 9 | 7 | 8 | 1 | 11 |
| New WC Claims /100 Emp | 20% | -0.6504 | -0.2683 | 1.6095 | 1.1235 | 0.9341 | 1.0388 | -0.0172 | 0.9195 | -1.5713 | -0.6895 | -0.8810 |
| Points | | 8 | 7 | 1 | 2 | 4 | 3 | 6 | 5 | 11 | 9 | 10 |
| Bus Cleanliness | 20% | -0.0400 | 0.8525 | 0.0313 | 0.2625 | 0.3188 | 0.5200 | 0.4375 | -0.0625 | 1.5000 | -0.4188 | -0.0875 |
| Points | | 4 | 10 | 5 | 6 | 7 | 9 | 8 | 3 | 11 | 1 | 2 |
| **Totals** | | **7.05** | **9.85** | **3.00** | **3.40** | **4.15** | **5.85** | **7.00** | **4.30** | **8.60** | **5.75** | **7.05** |

| FINAL RANKING | Maintenance Division Ranking (Sorted) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DIV. | DIV. 2 | DIV. 10 | DIV. 1 | DIV. 18 | DIV. 8 | DIV. 7 | DIV. 15 | DIV. 9 | DIV. 6 | DIV. 5 | DIV. 3 |
| | Score | 9.85 | 8.60 | 7.05 | 7.05 | 7.00 | 5.85 | 5.75 | 4.30 | 4.15 | 3.40 | 3.00 |
| | Rank | 1st | 2nd | 3rd | 3rd | 5th | 6th | 7th | 8th | 9th | 10th | 11th |



## Most Improved Quarter Calculations: FY03-Q1 to FY03-Q2
## Metro Bus - Transportation

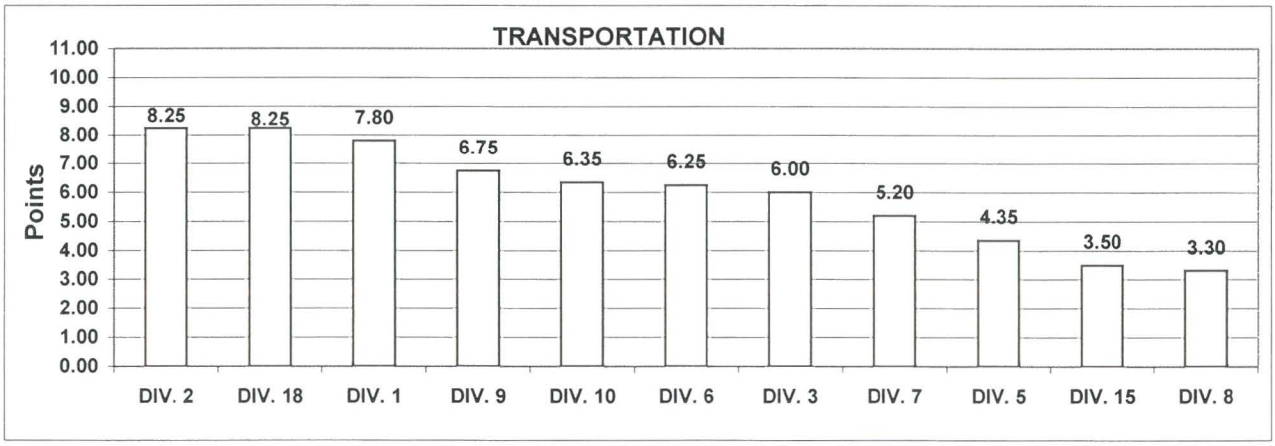
**Definition:** A performance awareness program designed to increase productivity and efficiency.

**Calculation:** Data reflects a positve or negative difference in performance between the two most recent consecutive quarters. Performance indicators by Division are sorted from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance measure, summed with the other scores for that Division and sorted from high to low score.

Transportation

| | 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 Pullouts | 15% | 0.0007 | 0.0022 | -0.0011 | -0.0017 | -0.0005 | 0.0006 | -0.0011 | 0.0001 | 0.0008 | -0.0009 | -0.0002 |
| Points | | 9 | 11 | 2 | 1 | 5 | 8 | 3 | 7 | 10 | 4 | 6 |
| In-Service On-Time Performance | 15% | -0.0358 | -0.0441 | -0.0515 | -0.0759 | 0.0217 | -0.0399 | -0.0818 | -0.0120 | -0.0423 | -0.0987 | -0.0342 |
| Points | | 8 | 5 | 4 | 3 | 11 | 7 | 2 | 10 | 6 | 1 | 9 |
| Running Hot | 20% | -0.0004 | -0.0040 | -0.0092 | 0.0205 | -0.0239 | 0.0152 | 0.0282 | -0.0050 | -0.0015 | 0.0279 | -0.0261 |
| Points | | 5 | 7 | 9 | 3 | 10 | 4 | 1 | 8 | 6 | 2 | 11 |
| Accident Rate | 15% | -0.4420 | -1.3594 | -0.1758 | 0.6258 | -0.0460 | 0.2806 | 0.1280 | -1.0515 | -0.2333 | 0.1391 | 0.7528 |
| Points | | 9 | 11 | 7 | 2 | 6 | 3 | 5 | 10 | 8 | 4 | 1 |
| Complaints/100K Boardings | 10% | 0.2653 | -0.1422 | 0.2575 | 0.1821 | -0.0839 | 0.5210 | -1.7666 | 0.7084 | 0.2945 | -0.6808 | -0.3289 |
| Points | | 4 | 8 | 5 | 6 | 7 | 2 | 11 | 1 | 3 | 10 | 9 |
| New WC Claims /Emp | 25% | -1.2369 | -0.8470 | -0.6969 | -0.9401 | 0.9004 | -0.5882 | 0.4360 | -0.1255 | -0.4154 | 0.1460 | -1.3943 |
| Points | | 10 | 8 | 7 | 9 | 1 | 6 | 2 | 4 | 5 | 3 | 11 |
| **Totals** | | **7.80** | **8.25** | **6.00** | **4.35** | **6.25** | **5.20** | **3.30** | **6.75** | **6.35** | **3.50** | **8.25** |

| FINAL RANKING | | Transportation Division Ranking (Sorted) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DIV. | DIV. 2 | DIV. 18 | DIV. 1 | DIV. 9 | DIV. 10 | DIV. 6 | DIV. 3 | DIV. 7 | DIV. 5 | DIV. 15 | DIV. 8 |
| | Score | 8.25 | 8.25 | 7.80 | 6.75 | 6.35 | 6.25 | 6.00 | 5.20 | 4.35 | 3.50 | 3.30 |
| | Rank | 1st | 1st | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th |



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

January 23, 2003

Federal Transit Administration
Office of Civil Rights, Room 9102
ATTN: Ms. Clarissa Swann, TCR-1
400 - 7th Street, SW
Washington, DC 20590

Dear Ms. Swann:

Enclosed is the October-December 2002 update on the Los Angeles County Metropolitan Transportation Authority (MTA) Voluntary Compliance Agreement (VCA).

As of December 2002, only one task from the VCA has not yet been completed, modifications to reduce the train-platform gap in 13 key stations. During the last quarter, the ramps/walkways to three light rail stations were modified to reduce the slope and meet the definition of walkways rather than ramps. All other items in the VCA were completed by December 31, 2001.

MTA staff is currently assessing prototype train-door extenders to determine whether these will reduce the gap and provide safe entry for passengers using mobility devices. There are concerns about the prototypes and their installation on MTA trains. Therefore, MTA is re-evaluating its options to determine the best method to meet the need to reduce the gap.

Also included in this update is an addendum providing an update on the items identified in the November 2001 FTA review of key stations. This addendum consists of a matrix identifying the projected completion dates for each item identified in the five stations reviewed, and an explanation page providing further information on accomplishments to date and tasks remaining for each identified item. During the last quarter, MTA staff developed plans to complete the remaining construction tasks, and this work has begun. These specific tasks are identified in the addendum and will be completed on or before May 2003.

If you have any questions about this update, please contact Ellen Blackman at (213) 922-2808.

Sincerely,

Rex Gephart, Director
Regional Transit Planning

cc: Leslie Rogers, Regional Administrator
Darrin Jourdan, Regional Civil Rights Officer

## LOS ANGELES COUNTY MTA -- VOLUNTARY COMPLIANCE AGREEMENT MATRIX -- QUARTERLY UPDATE -- OCTOBER - DECEMBER 2002

| Key Station | Parking | Drop-Off | Accessible Route | Curb Ramps | Entrance (Signage) | Doors / Gates | Ramps | Ticketing / Fare Vending | Platforms | Elevators | Elevators: Emergency Communication | Telephones | Signage: Station Name |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Union Station | Oct-98 (completed) | | | | Jan-99 (completed) | | | Dec-01 (completed) | TBD*** | Apr 01 (completed) | Apr 01 (completed) | | |
| Civic Center | | | | | Jun-00 (completed) | | | Dec-01 (completed) | TBD*** | Apr 01 (completed) | Apr 01 (completed) | Dec-98 (completed) | |
| Pershing Square | | | | Added Jan-99 (completed) | Jan-99 (completed) | | | Dec-01 (completed) | TBD*** | Apr 01 (completed) | Apr 01 (completed) | | |
| Metro Center - Red Line | | | | Nov-98 (completed) | Jun-00 (completed) | | | Dec-01 (completed) | TBD*** | Apr 01 (completed) | Apr 01 (completed) | | |
| Westlake / MacArthur Park | Jun-00 (completed) | | | | Dec-98 (completed) | | Dec-01 (completed) | Dec-01 (completed) | TBD*** | Apr 01 (completed) | Apr 01 (completed) | | |
| Metro Center - Blue Line | | | | Nov-98 (completed) | Jun-00 (completed) | | | Dec-01 (completed) | Dec-01 (completed) | Apr 01 (completed) | Apr 01 (completed) | | |
| Pico / Flower | | | Jun-01 (completed) | | Jan-99 (completed) | | N/A | Dec-01 (completed) | | | | | Jun-99 (completed) |
| Grand | | | | Nov-98 (completed) | Jan-99 (completed) | | N/A | Dec-01 (completed) | TBD*** | | | | Jun-99 (completed) |
| Florence | Dec-01 (completed) | | Mar-01 (completed) | Added Oct-99 (completed) | Jan-99 (completed) | | N/A | Dec-01 (completed) | TBD*** | | | | Jun-99 (completed) |
| 103rd | | | Jun-01 (completed) | N/A | Jan-99 (completed) | | N/A | Dec-01 (completed) | TBD*** | | | | Jun-99 (completed) |
| Imperial Hwy | Jun-00 (completed) | Jun-00 (completed) | Mar-01 (completed) | N/A | Jan-99 (completed) | | N/A | Dec-01 (completed) | TBD*** | Apr 01 (completed) | Apr 01 (completed) | | Jun-99 (completed) |
| Compton | | | Mar-01 (completed) | N/A | Jan-99 (completed) | | Nov-02 (completed) | Dec-01 (completed) | | | | | Jun-99 (completed) |
| Artesia | Jun-00 (completed) | | Mar-01 (completed) | N/A | Jan-99 (completed) | | Dec-02 (completed) | Dec-01 (completed) | TBD*** | | | | Jun-99 (completed) |
| Willow | | | | N/A | Jan-99 (completed) | | N/A | Dec-01 (completed) | TBD*** | | | | Jun-99 (completed) |
| Anaheim | | | | Nov-98 (completed) | Jan-99 (completed) | | N/A | Dec-01 (completed) | TBD*** | | | | Jun-99 (completed) |
| 5th Street | | | | N/A | Jan-99 (completed) | | Dec-02 (completed) | Dec-01 (completed) | | | | | Jun-99 (completed) |
| Transit Mall | | | Dec-01 (completed) | Nov-98 (completed) | Jan-99 (completed) | | | Dec-01 (completed) | TBD*** | | | | Jun-99 (completed) |

***** Completion date to be determined. See explanation (next page)**

## VCA UPDATE – OCTOBER – DECEMBER 2002 -- EXPLANATIONS

Ramps

Walkways leading to platforms were designed to have a slope under 5%, to qualify as sloping walkways rather than ramps. MTA surveyed all ramp slopes, reviewed measurements with consultants conducting ADA rail station reviews, and worked with a task force of persons with different mobility disabilities to determine the impact of the slopes on their ability to access the stations.

Three light-rail walkways with slopes just over 5% were modified in November and December to reduce the slope. Reconstruction of the walkways was done one station at a time. This work required closing the accessible entrance at the station during modifications; MTA worked with the local disability communities to ensure advance notification and access to alternative transportation during these closures.

Platforms

MTA originally focused on reducing the platform-train gaps through a construction contract, to add less than one inch to the edges of platforms with gaps exceeding 3 inches.

The strategy was revised in mid-2001, to reduce the gap by modifying the door-entry of all rail cars. MTA worked with the disability community on this option, and considered it advantageous since it would enhance accessibility at all stations rather than just the key stations.

A request for bids was issued in December 2001. Technical concepts and price quotes were received separately, in late March and late April respectively, and a contract was awarded in July. MTA received prototypes of the door-extenders in late 2002, and has been evaluating the prototypes to determine whether they would meet the need and provide a safe entry for persons with mobility disabilities. In addition, staff working on the project visited Atlanta to review the door-extenders used in that system. There are concerns about whether the train door extenders would meet MTA needs for a safe method to reduce the gap. MTA is currently re-evaluating its options to determine the best method to meet this need. After a decision is made on the best option, staff can provide a projected completion date.

The construction option was kept for the Metro Center/Blue Line Station, as part of an existing construction contract for that station, and was completed in December 2001.

All items in the VCA, except the two discussed above, were completed by December 2001. The explanatory comments therefore provide updates and progress reports only on these two items.

A separate matrix and explanations are included with this update, as an addendum, covering tasks identified during the November 2001 review of five key stations. Because these items were not in the original VCA, progress of these items is reported separately.

**LOS ANGELES COUNTY MTA -- VOLUNTARY COMPLIANCE AGREEMENT ADDENDUM -- KEY STATIONS REVIEW NOVEMBER 2001**
**UPDATE -- OCTOBER - DECEMBER 2002**

| Key Station | Parking | Drop-Off | Accessible Route | Curb Ramps | Entrance (Signage) | Doors / Gates | Ramps | Ticketing / Fare Vending | Platforms | Elevators | Elevators: Emergency Communication | Telephones | Signage: Station Name |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pico / Flower | | | Apr-02 completed | Mar-02 completed | Oct-02 completed | | May-03 | Dec-01 completed | | | | | |
| 103rd | | | Apr-02 completed | Mar-02 completed | Jun-02 completed | | | Dec-01 completed | | | | | |
| Imperial Hwy | May-03 | | Apr-02 completed | May-03 | Jun-02 completed | | | Dec-01 completed | Aug-02 completed | Dec-01 completed | Aug-02 completed | | |
| Artesia | May-03 | May-03 | Apr-02 completed | May-03 | | | | Dec-01 completed | | | | | |
| Willow | May-03 | | May-03 | | | | | Dec-01 completed | | | | | |

This addendum identifies issues raised during the FTA review of 5 rail stations in November 2001, and the actions and timelines proposed in the MTA response. The matrix provides an update on actions taken through June 2002

**Dates in bold font are modifications since the last update.**

## VCA ADDENDUM – OCTOBER – DECEMBER 2002 – EXPLANATIONS

| | |
|---|---|
| Parking | The FTA review identified missing parking and van-accessible signs at Artesia, Imperial, and Willow stations. MTA Facilities Engineering staff conducted a detailed review of these parking areas and reviewed design-drawings for all construction and related modifications with MTA Rail Facilities Maintenance in December 2002; Rail Facilities Maintenance will complete the required modifications by May 2003. Facilities Engineering will work with Rail Facilities Maintenance to modify the placement of parking signs which protrude or are incorrectly mounted at Willow and Artesia stations.<br><br>To correct problems identified with the parallel parking spaces adjacent to the Willow station, MTA Facilities Engineering prepared design drawings in December 2002 and has worked with MTA Rail Facilities Maintenance to prepare a plan to re-locate these spaces to a nearby part of the parking area; this work will be completed by May 2003. MTA will contact the California Department of Transportation, which owns one of the Imperial Station parking lots, for permission to add two van-accessible parking spaces at this station and make related modifications to the route from the accessible parking area; if permission is granted, this work will be completed by May 2003. |
| Drop-Off | MTA Facilities Engineering prepared design drawings for the passenger loading zone at the Artesia Station and reviewed these with MTA Rail Facilities Maintenance in December 2002. Rail Facilities Maintenance staff will complete the construction of a curb cut, ramp, and appropriate signage adjacent to the passenger loading zone at the station by May 2003. |
| Accessible Route | MTA Transit Planning has written to the City of Los Angeles about the uneven pavement on the accessible route from the bus stop north of the 103rd Street station to the station entrance. MTA Rail Operations completed modifications to the rail crossing at the Pico/Flower station by April 2002. MTA Public Affairs contacted Union Pacific Railroad in an attempt to coordinate modification of the freight track crossings at Artesia, Imperial, and 103rd Street stations to correct excessive gaps and modify the surfaces to be flush with the walkway.<br><br>MTA Facilities Engineering surveyed the route between the Willow station and the parking garage, prepared design drawings, and reviewed the designs with MTA Rail Facilities Maintenance, which will install handrails by May 2003. |
| Curb Ramps | MTA Transit Planning has written to the City of Los Angeles about the non-compliant curb ramps at the Pico/Flower and 103rd Street stations.<br><br>MTA Facilities Engineering surveyed the ramp slopes on the path between the Imperial Station and the parking area and the slope adjacent to the van-accessible parking space, and prepared design drawings of the necessary modifications. These were reviewed with MTA Rail Facilities Maintenance staff which will make the modifications by May 2003; modifications to one parking lot at this station depend on permission from the California Department of Transportation which owns the parking lot. Facilities Engineering is also working with Rail Facilities Maintenance to construct a curb cut on the accessible pathway east of the station by May 2003. |
| Entrance (Signage) | There was a minor delay in obtaining acceptable entrance signs, resulting in a slight delay in installation of the new entrance signs. Station identification signs were installed in June 2002 at the entrances of the Imperial, Pico, and 103rd Street stations. Because of a delay in placing the accessibility entrance and directional signs, these were installed at Pico station in September 2002. |

| | |
|---|---|
| Ramps | MTA Facilities Engineering prepared design drawings of the modifications required to extend the ramp handrails at the Pico/Flower station, and reviewed these with MTA Rail Facilities Maintenance in December 2002. Facilities Engineering also surveyed slopes between the Artesia station and the accessible parking area, and prepared design drawings of these modifications. MTA Rail Facilities Maintenance will complete these modifications by May 2003. |
| Ticket Vending Machines | Modified graphics were installed on the ticket vending machines in all key rail stations in December 2001, and in remaining rail stations by February 2002. Ticket vending machines in stations on the Pasadena Gold Line, currently under construction, will also provide a method for persons with vision disabilities to independently use the TVMs. |
| Platforms | The platform identification sign at Imperial station is now correctly located. |
| Elevators | MTA Facilities Maintenance staff corrected the audible elevator signals at the Imperial station in December 2001. |
| Elevators: Emergency Communications | The elevator emergency communication system was modified to use only one correctly-located emergency button, and the incorrectly-located button removed in August 2002. |