

Los Angeles County
Metropolitan Transportation Authority

August 28, 2013

FTA Quarterly Review Briefing Book



Metro

AGENDA

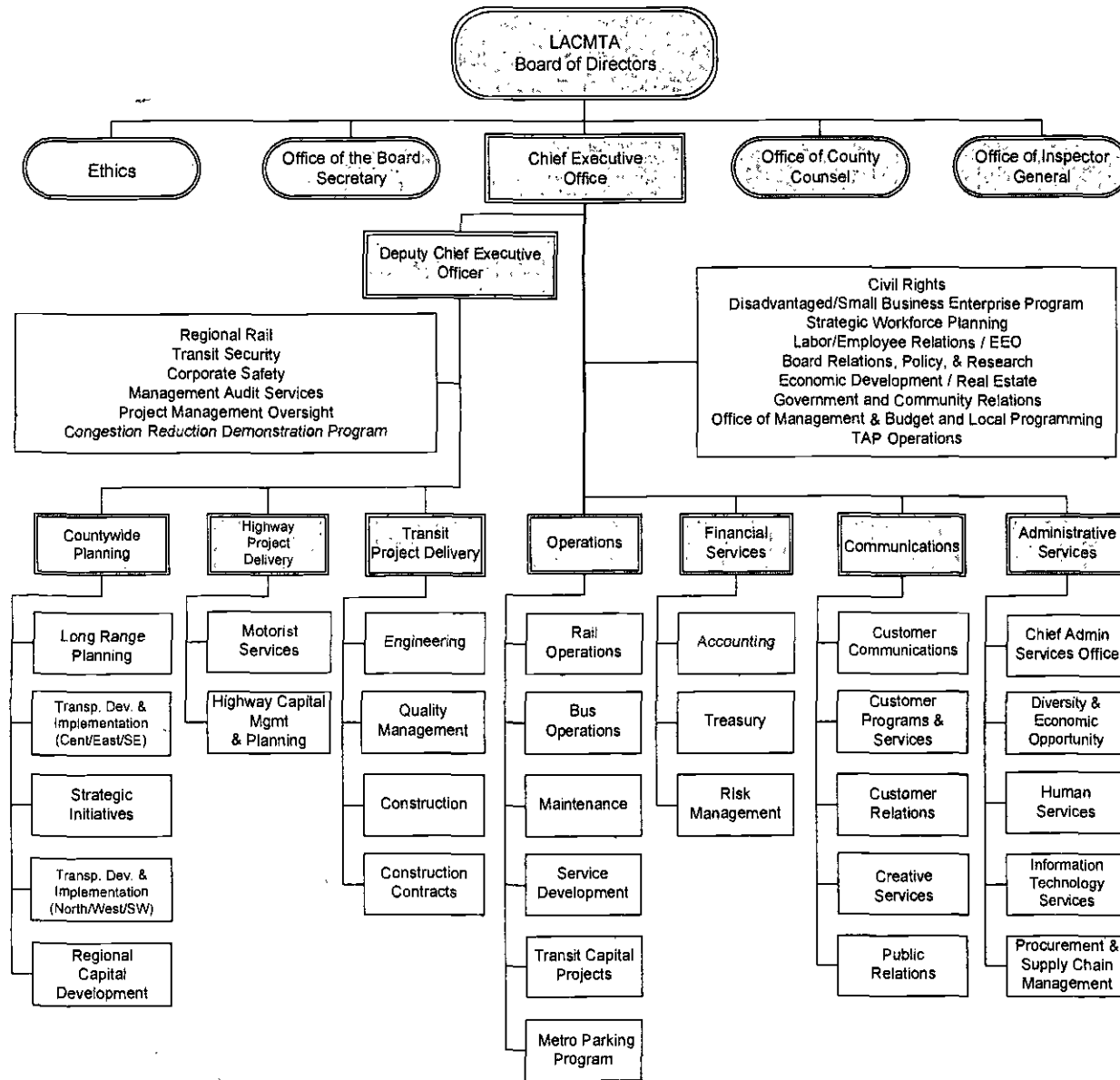
FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority
Wednesday, August 28, 2013 – 9:00 a.m.
William Mulholland Conference Room – 15th Floor

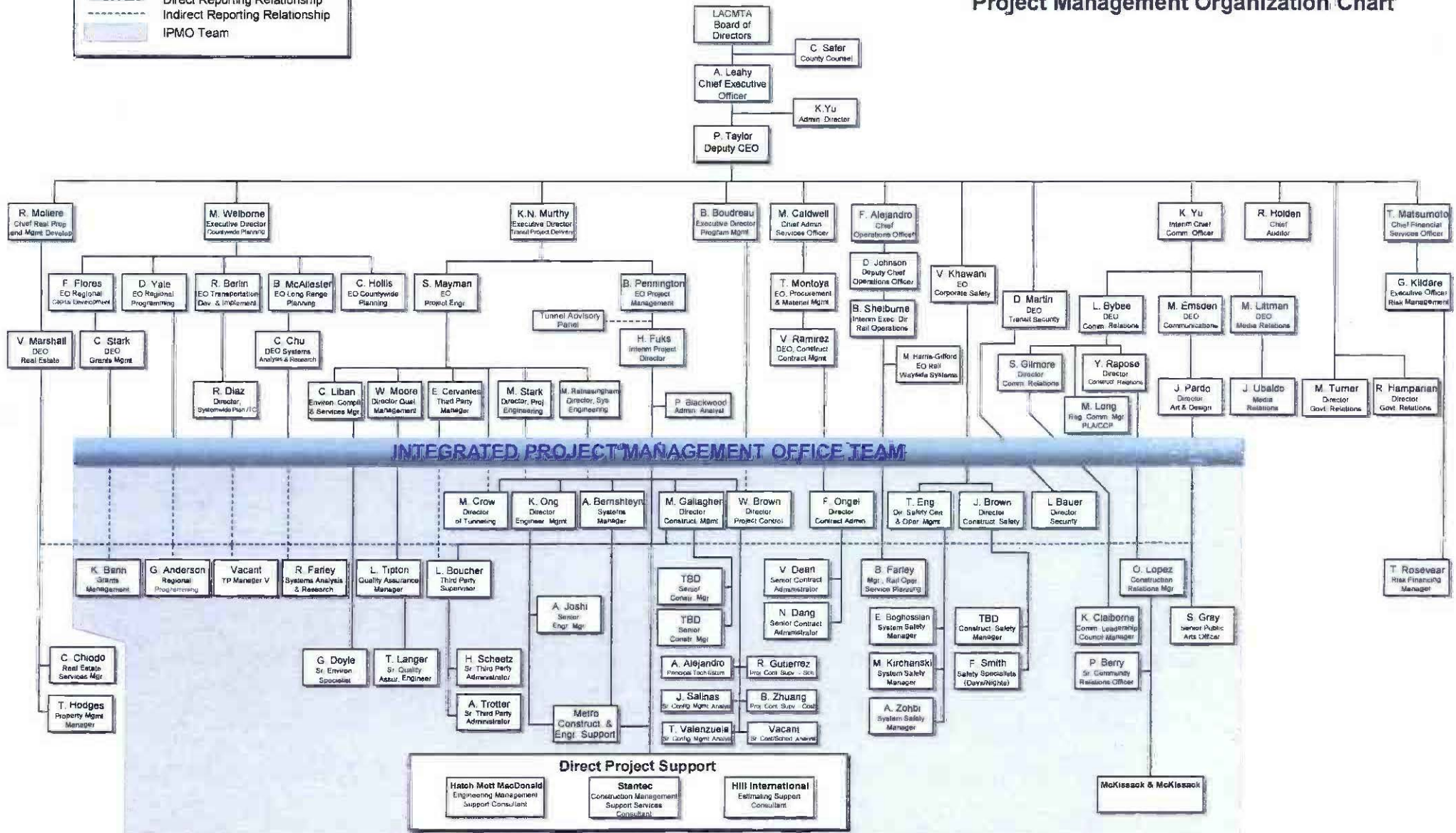
- | | <u>PRESENTER</u> |
|---|-------------------------|
| I. OVERVIEW | |
| A. FTA Opening Remarks | Leslie Rogers |
| B. Metro Management Overview | Arthur Leahy |
| C. Financial Plan Status | Terry Matsumoto |
| D. Legal Issues | Charles Safer |
| E. America Fast Forward | Paul Taylor |
| F. General Safety and Security Issues | Vijay Khawani |
| G. Civil Rights | Dan Levy |
| II. CONSTRUCTION REPORTS | |
| A. Transit Project Delivery Overview | Krishniah Murthy |
| B. Crenshaw/LAX Transit Corridor | Henry Fuks |
| C. Westside Subway Extension | Dennis Mori |
| D. Regional Connector Transit Corridor | Girish Roy |
| E. Metro Gold Line Eastside Extension | Dennis Mori |
| F. Metro LA CRD (ExpressLanes) Program | Stephanie Wiggins |
| G. Mid-City/Exposition LRT Project – Phase 1 | Eric Olson |
| III. METRO PLANNING REPORTS | Martha Welborne |
| A. Measure R Acceleration Plan | |
| B. Small Starts Projects | |
| • Wilshire BRT Project | |
| • Gap Closure Project | |
| C. Other Projects | |
| • East San Fernando Valley Transit Corridor | |
| • Airport Metro Connector | |
| • South Bay Metro Green Line Extension | |
| • Eastside Transit Corridor – Phase 2 | |
| • ARRA Projects | |
| IV. RAIL VEHICLE PROCUREMENT | |
| A. P2550 Light Rail Vehicle Procurement Program | Richard Lozano |
| B. P3010 Vehicle Acquisition Program | Jesus Montes |
| V. FTA ACTION ITEMS | FTA/PMOC |
| VI. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING | |

Los Angeles County Metropolitan Transportation Authority
Wednesday, December 4, 2013
William Mulholland Conference Room – 15th Floor

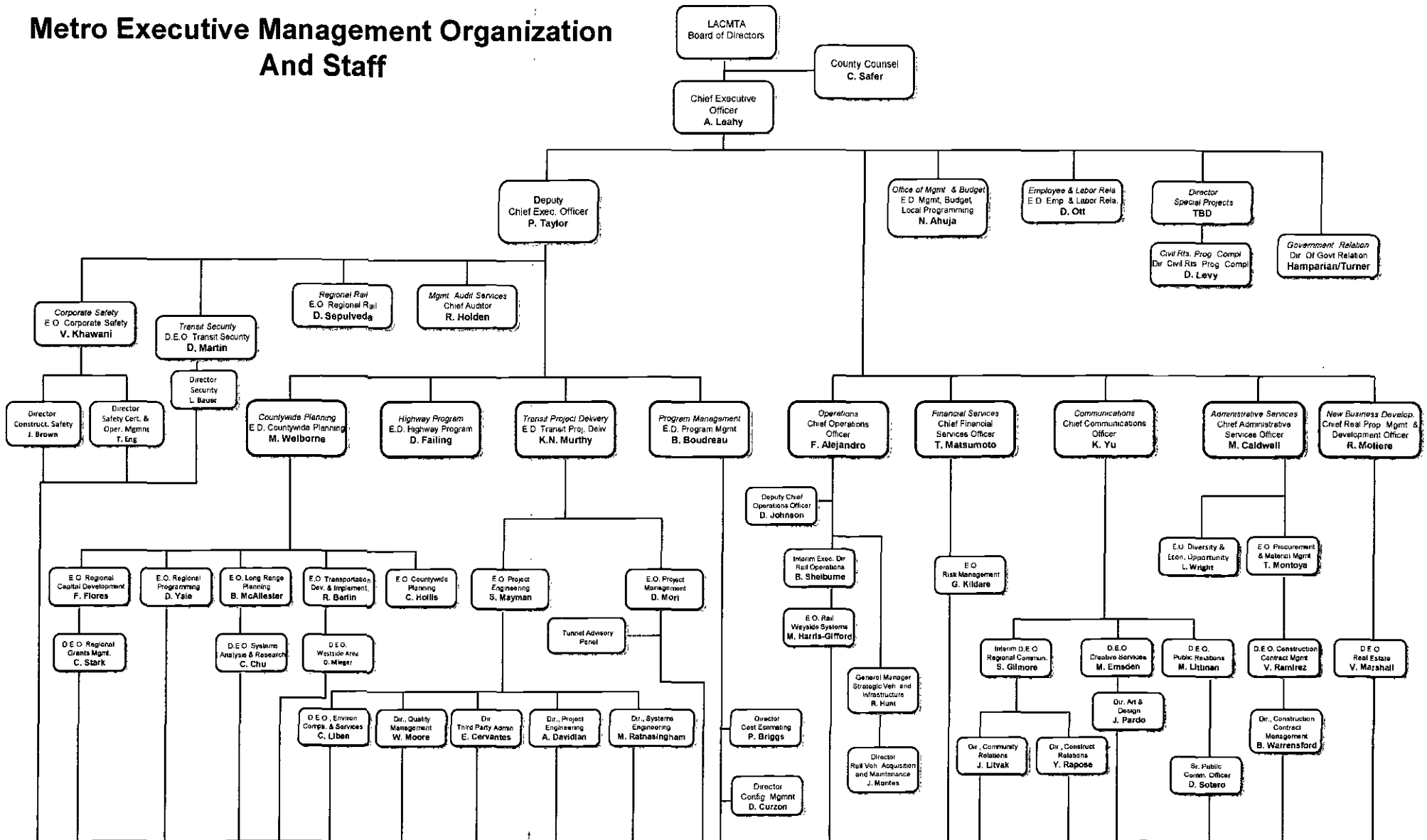
Los Angeles County Metropolitan Transportation Authority
 FY14 Proposed Budget



Crenshaw/LAX Transit Corridor Project Management Organization Chart

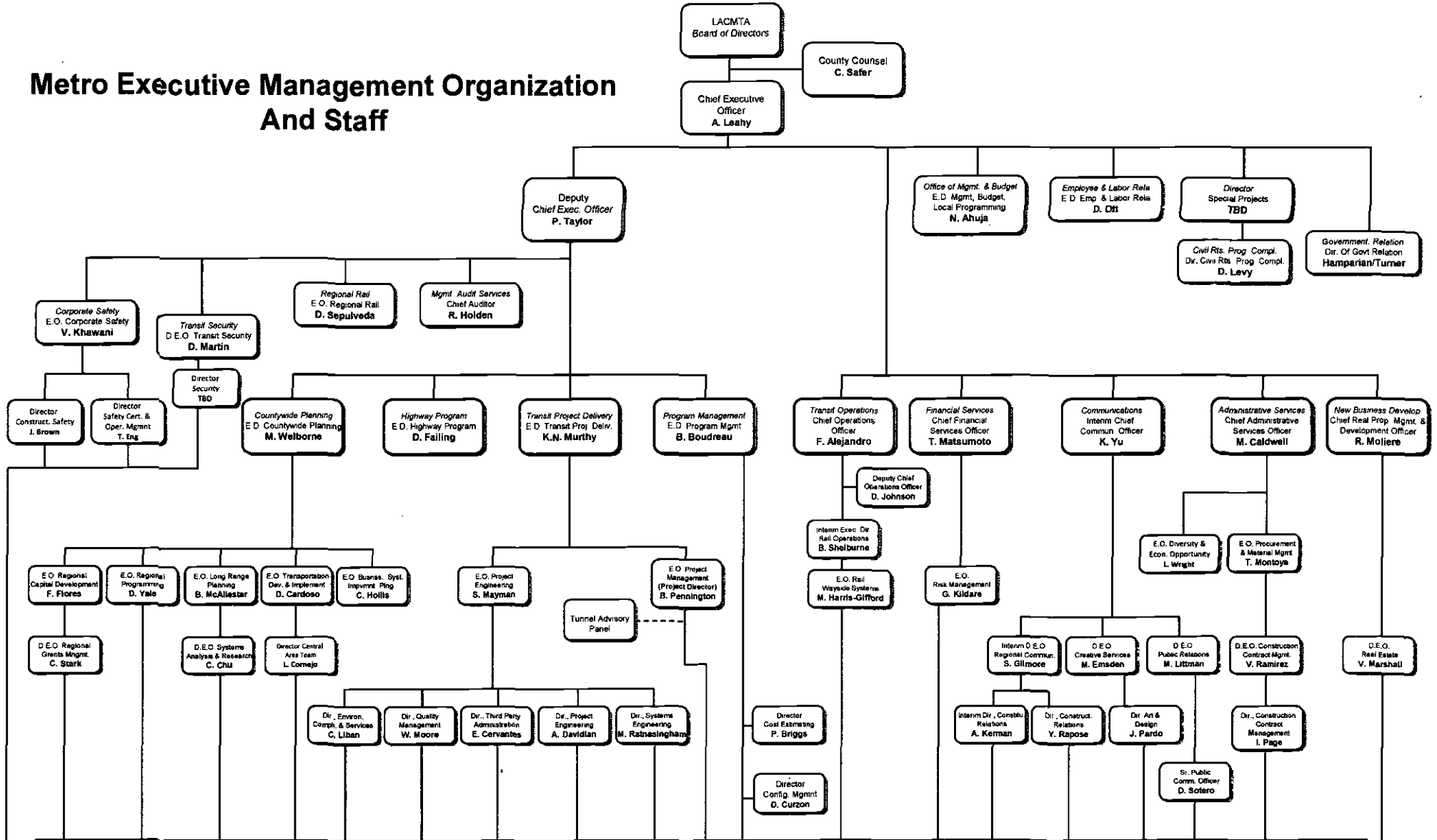


Metro Executive Management Organization And Staff



Purple Line Extension Integrated Project Management Office Team (IPMO)

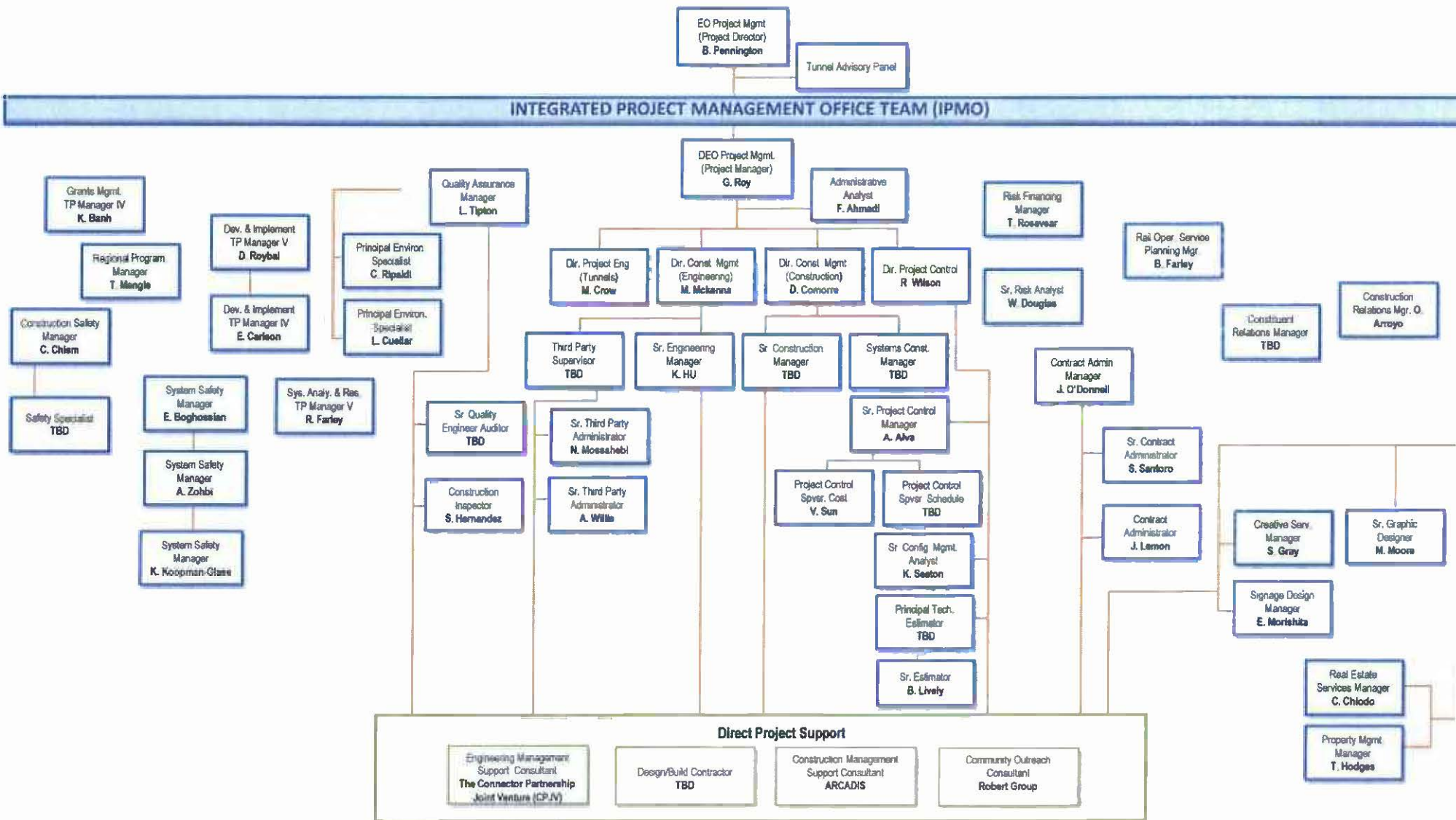
Metro Executive Management Organization And Staff



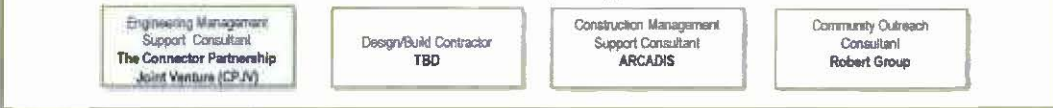
Regional Connector Transit Corridor Project Integrated Project Management Office Team (IPMO) – See Exhibit 2.3

REGIONAL CONNECTOR TRANSIT CORRIDOR INTEGRATED PROJECT MANAGEMENT OFFICE TEAM

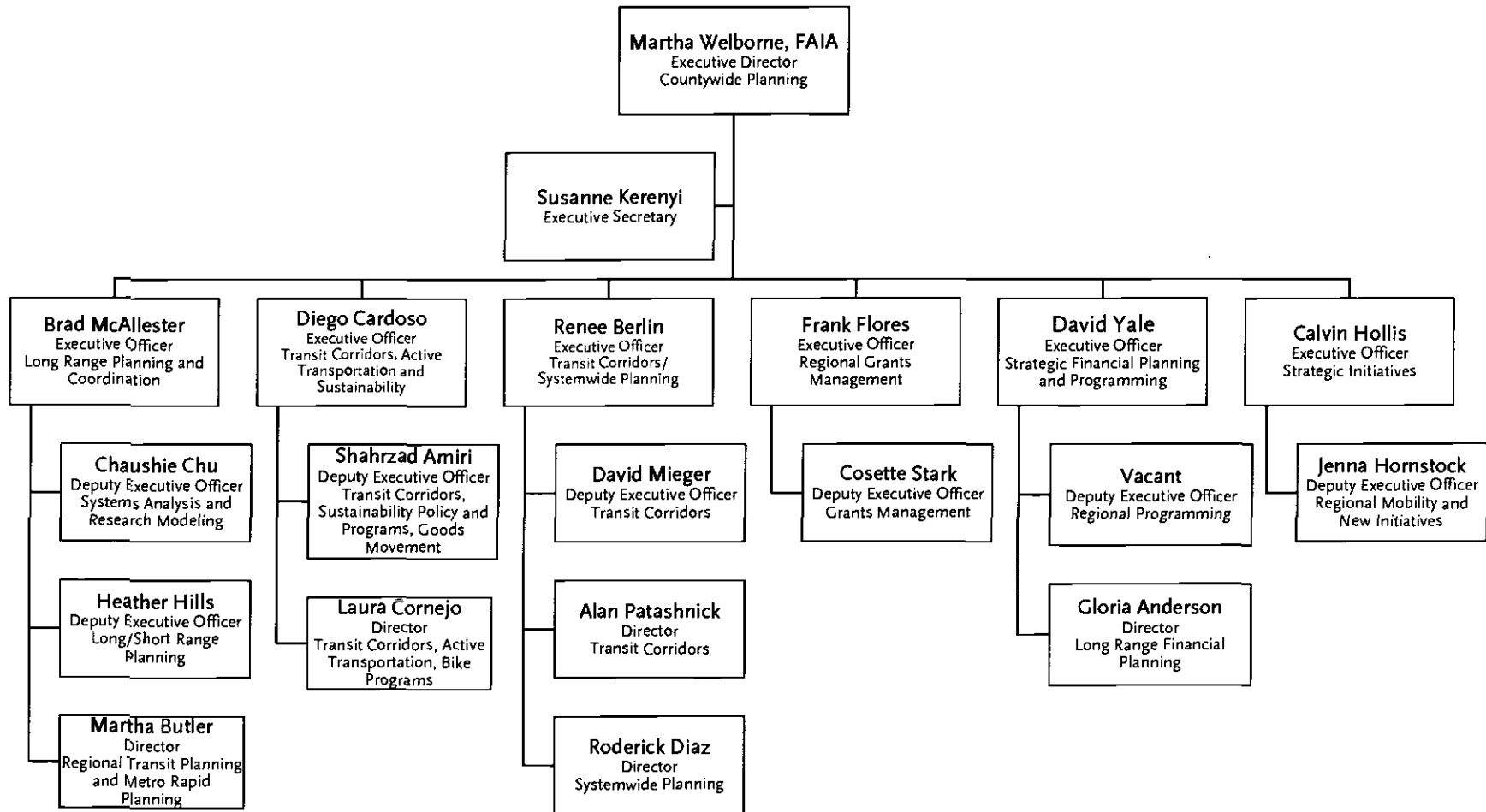
Metro Executive Management Organization and Staff



Direct Project Support

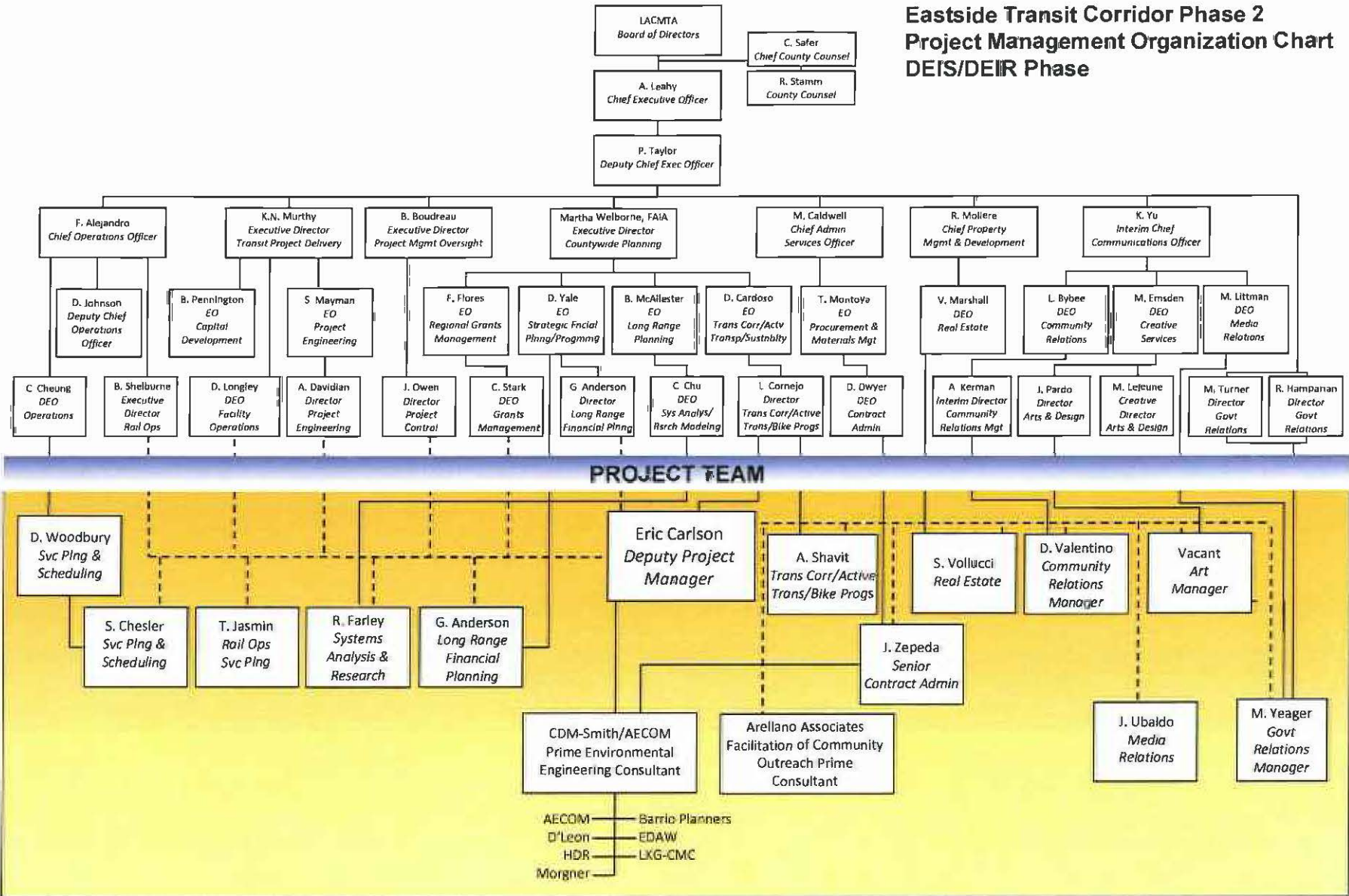


**FY14
Countywide Planning**



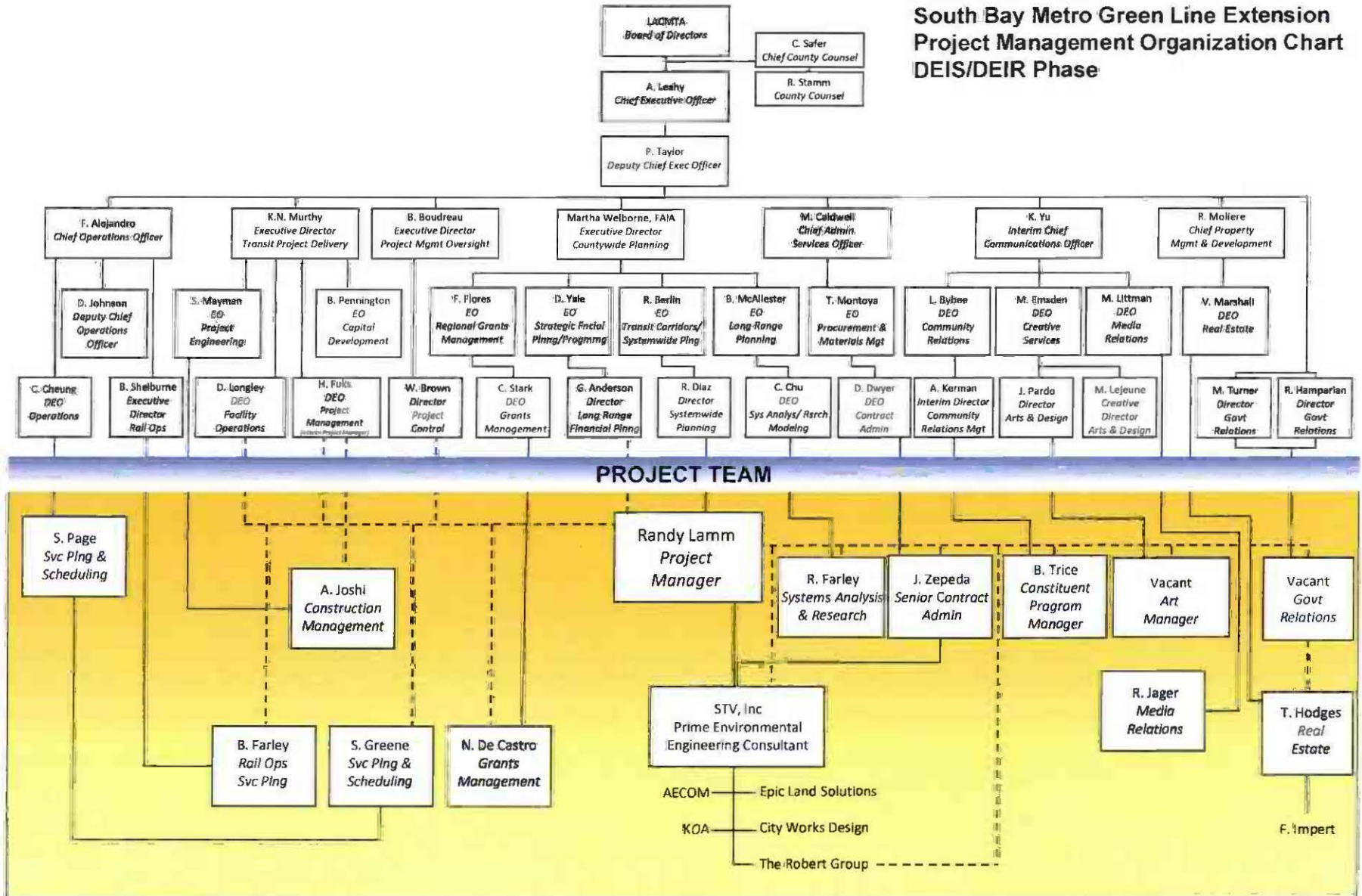
July 30, 2013

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



July 30, 2013

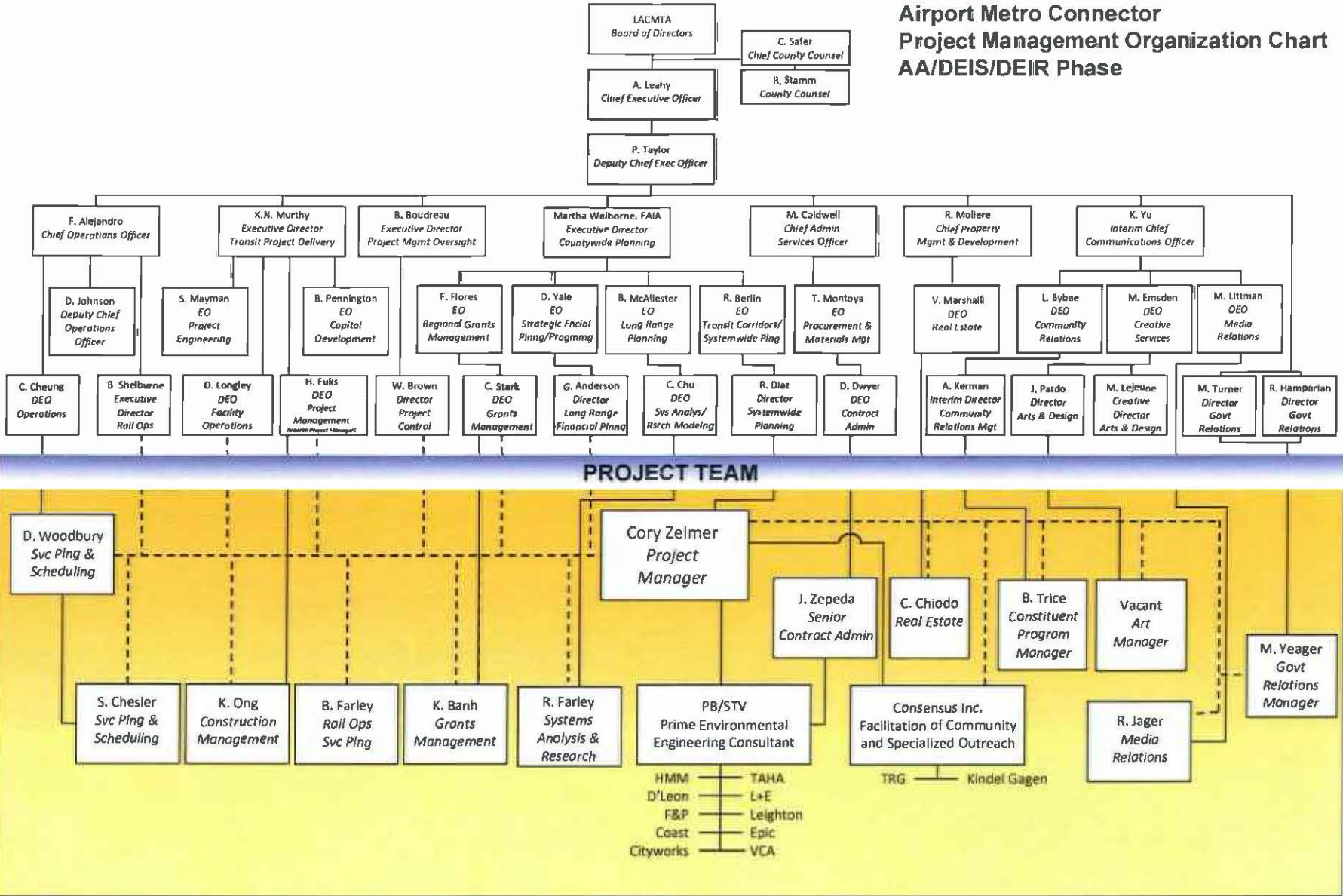
South Bay Metro Green Line Extension Project Management Organization Chart DEIS/DEIR Phase



July 30, 2013

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

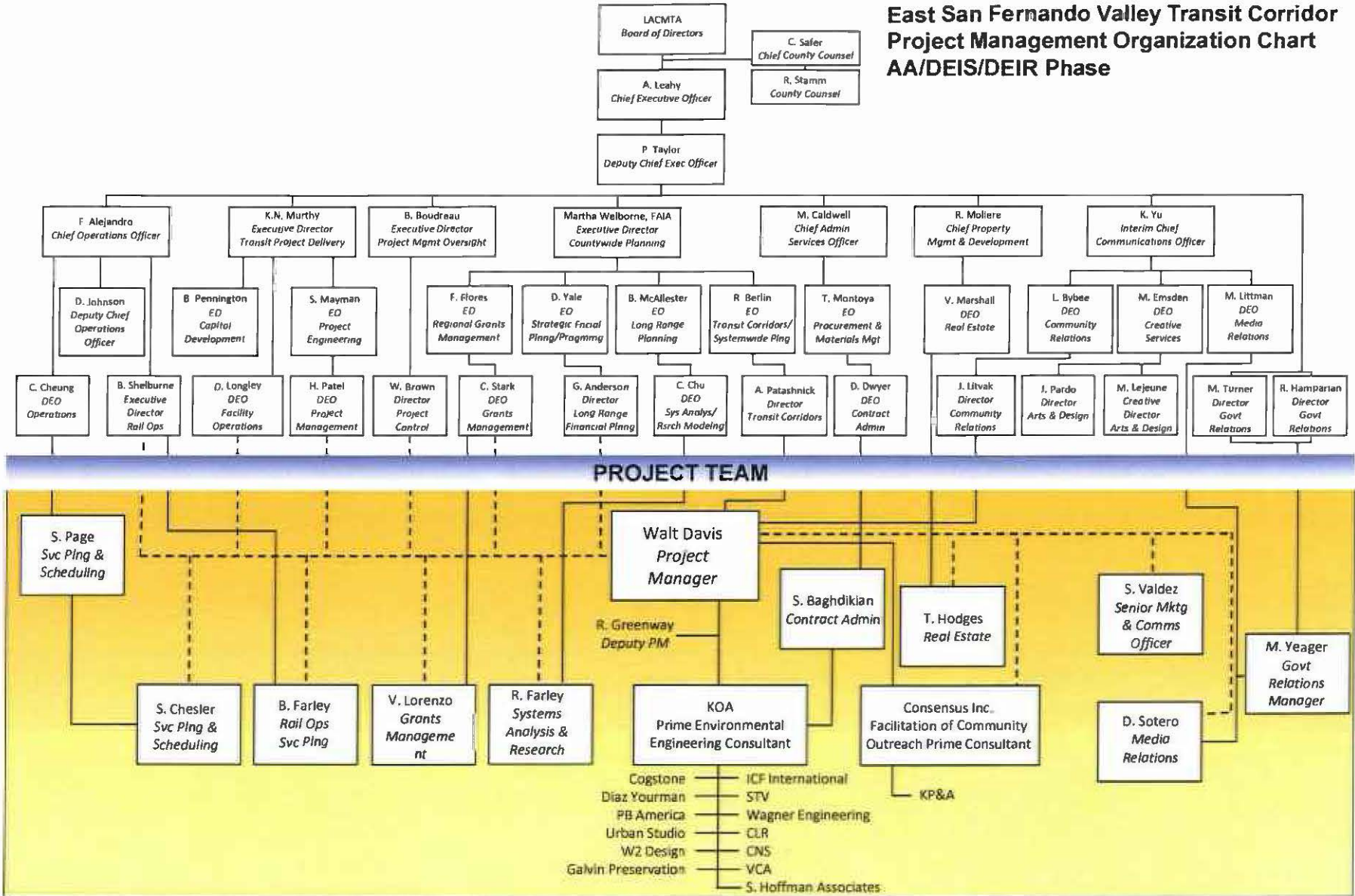
Airport Metro Connector Project Management Organization Chart AA/DEIS/DEIR Phase



July 30, 2013

Legend:
 Indicates Direct Relationship
 Indicates Coordinated Relationship
 Project Team

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



July 30, 2013

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

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 8 (Perea)	Would extend existing funding for alternative fuels and air quality programs	March 2013 - SUPPORT	Senate Transportation and Housing
AB 160 (Alejo)	Would exempt from the Public Employee's Pension Reform Act, by exempting from the definition of public retirement system, employer plans whose employees' collective bargaining rights are protected by a specific provision of federal law.	February 2013 - NEUTRAL WORK WITH AUTHOR	Assembly Appropriations
AB 179 (Bocanegra)	Would prohibit a transportation agency from selling or providing personally identifiable information obtained through electronic toll collection.	April 2013 - SUPPORT IF AMENDED	Senate Floor
AB 266 (Blumenfield& Bloom)	Would extend the expiration date of current low emission vehicle program allowing use of HOV lanes without carrying the requisite number of passengers until the year 2018.	April 2013 - OPPOSE UNLESS AMENDED	Senate Appropriations
AB 268 (Holden)	Would state the intent of the legislature to extend the Metro Gold Line Foothill Extension project to Ontario Airport with intermediate stops along the transit corridor.	May 2013- WORK WITH AUTHOR	Assembly Rules
AB 405 (Gatto)	Would create a six-month demonstration project to evaluate part-time usage of HOV lanes on State Route 134.	March 2013- SUPPORT WORK WITH AUTHOR	Senate Appropriations
AB 417 (Frazier)	Would establish a CEQA exemption for bicycle transportation plans until 2018.	April 2013 - SUPPORT	Senate Floor
AB 466 (Quirk-Silva)	Would require that federal funds allocated under the Congestion Mitigation Air Quality and Improvement Program be based on a weighted formula that considers population and pollution.	April 2013 - SUPPORT	Senate Floor
AB 612 (Nazarian)	Would require that for every intersection with a photo enforcement system, an additional one second be added to every yellow light interval.	July 2013- OPPOSE	Senate Transportation and Housing
AB 756 (Melendez)	Would have CEQA lawsuits pertaining to Public Works Projects heard directly by the Court of Appeals.	April 2013 - SUPPORT	Assembly Judiciary

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

AB 1257 (Bocanegra)	Would require the California Energy Commission to prepare a report that identifies strategies to best employ natural gas as an energy source.	April 2013 – SUPPORT	Senate Appropriations
AB 1290 (Pérez)	Would integrate land use and transportation decisions by restructuring the California Transportation Commission and form a committee and require reports to be submitted by local agencies to implement the provisions of SB 375.	May 2013 – WORK WITH AUTHOR	Senate Appropriations
AB 1371 (Bradford)	Would enact the "Three Feet for Safety Act which would require a motorist passing a bicycle to slow to a reasonable speed and pass only when doing so would not endanger the safety of a bicyclist.	May 2013– SUPPORT	Senate Floor
BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 11 (Pavley, Cannella, Hill & Jackson)	Would extend existing funding for alternative fuels and air quality programs	March 2013 – SUPPORT	Assembly Natural Resources
SB 33 (Wolk & Frazier)	Would allow local agencies to use Infrastructure Financing Districts to pay for public works projects.	March 2013 – SUPPORT WORK WITH AUTHOR	Assembly Floor
SB 142 (DeSaulnier)	Would authorize a transit district/operator/agency to create special benefit districts and issue bonds within the districts to fund rail and transit project construction.	April 2013 – SUPPORT	Assembly Local Government
SB 286 (Yee)	Would extend the expiration date of current low emission vehicle program allowing use of HOV lanes without carrying the requisite number of passengers until the year 2018.	April 2013 – NEUTRAL	Assembly Floor
SB 556 (Corbett)	Would require that all government agencies, who contract for services, include on the contracted personnel and equipment notifications that the personnel and equipment is not operated by a government employee. Further specify that the notice shall be in the same font size and the logo of the government agency.	July 2013– OPPOSE Unless Amended	Assembly Floor
SB 811 (Lara)	Would require the environmental impact report for the Interstate 710 project to include various mitigation measures related to bicycle and pedestrian paths and the Los Angeles river and would require the project to fund those mitigations and various job training and employment programs.	May 2013 – SUPPORT	Assembly Transportation

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
HR 5976 (Waters)	Tiger grants For Jobs Creation Act Would provide a \$1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Program over the next two years	March 2013 - SUPPORT



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County Counsel

July 28, 2013

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

Re: Quarterly Update on Status of Key Legal Actions

Dear Ms. Marler:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of June 30, 2013, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

JOHN F. KRATTLI
County Counsel

By

RICHARD P. CHASTANG
Principal Deputy County Counsel
Transportation Division

RPC:ctj

Attachments

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

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of June 30, 2013

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham consolidated with MTA v. Parson Dillingham	BC150298, etc. BC179027	MOS-1 and CA-03-0341, CA-90-X642 MOS-1 and CA-03-0341, CA-90-X642	Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Various post-trial briefs.
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal. On retrial MTA obtained false claim judgment on tunnel handrail item. Cases have been appealed by both parties.	Notices of appeal filed. Case being briefed at the present time.
Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3Loan	Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.	Administrative record certified. Cross-motions for summary judgment will be fully briefed by July 2, 2013 for hearing on August 15, 2013.
Japanese Village Plaza, LLC v. MTA	BS137343; CV13-0396		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	CEQA case awaiting trial before Judge Richard Fruin on October 21, 2013; NEPA case awaiting trial before Judge John Kronstadt on November 4, 2013.

515 and 555 Flower Associates, LLC (Thomas Properties) v. MTA	BS137271; CV13-0453		Petitioner alleges that the project was approved without full disclosure and analysis in the FEIS/EIR of its environmental impacts and, if the project proceeds, there will be severe unmitigated adverse impacts on Thomas Properties, its employees, its tenants and their customers. Petitioner contends a tunnel boring machine should be utilized to construct the tunnels along Flower Street rather than the more disruptive cut and cover construction method that was approved by MTA.	CEQA case awaiting trial before Judge Richard Fruin on October 21, 2013; NEPA case awaiting trial before Judge John Kronstadt on November 4, 2013.
Today's IV, Inc. dba Westin Bonaventure Hotel and Suites v. MTA	BS137540; CV13-0378		Petitioner alleges that there is no substantial evidence in the record to support MTA's refusal to significantly reduce and eliminate significant unmitigated impacts to traffic, building access/egress, increased risk of structural instability to tall buildings, increased noise, air emissions and other health risks from open trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	CEQA case awaiting trial before Judge Richard Fruin on October 21, 2013; NEPA case awaiting trial before Judge John Kronstadt on November 4, 2013.
City of Beverly Hills v. MTA	BS137607		Petitioner alleges that the project's construction impacts and risk to human health and safety were not adequately disclosed, analyzed, or mitigated in the FEIS/EIR. Petitioner further alleges that the changes and new information added after the Draft EIS/EIR was circulated required MTA to revise and recirculate the FEIS/EIR for public comment before approving the project.	Case related to BHUSD v. MTA in Judge Torribio's courtroom in Norwalk for trial. Administrative record certified. Briefing schedule established, but no trial date.
Beverly Hills Unified School District v. MTA	BS137606		Petitioner alleges that MTA's certification of the FEIS/EIR and approval of the project violated CEQA in the following ways: inadequate project description; inadequate analysis of seismic impacts; refusal to prepare and recirculate a	Case assigned to Judge Torribio in Norwalk. Administrative record certified. Briefing schedule established, but no trial date.

			Supplemental Draft EIS/EIR; bias in pre-commitment to the Constellation Station; inadequate analysis of the impacts of the Constellation Station; and inadequate comparative risk assessment of the Santa Monica and Constellation Stations.	
Griffin, Judy B. v. LACMTA Related to Serrano, Francisco v. LACMTA	BC464737 BC464736		<p>Griffin and Serrano: Accessibility action under ADA, Sec. 504, and state causes of action for violation of Unruh Act, violation of Disabled Persons Act, Negligence, Negligence Per Se, and Intentional Inflection of Emotional Distress.</p> <p>New case: Francisco Serrano filed a new lawsuit on August 30, 2012 LASC Case No. 491156. Served on MTA December 15, 2012. Assigned to Judge Joanne O'Donnell in Dept. 37. His new complaint alleges violations of Unruh Act and Disabled Persons Act, negligence and Intentional Inflection of Emotional Distress. Case Management Conference scheduled February 4, 2013.</p> <p>Writ was denied on November 8, 2012. Settlement conference scheduled February 28, 2013. Griffin MSC on February 28, 2013 was unsuccessful. Motion to Dismiss to be filed. Hearing on Motion to Dismiss June 14, 2013 in Griffin.</p> <p>Serrano – no hearing dates pending. Will conduct discovery on Serrano's new claims.</p> <p>Ms. Griffin filed a stipulation to discuss her case on June 28, 2013. This is, no doubt, in preparation to appeal the Court's ruling on MTA's demurrer on July 20, 2012.</p>	<p>Cases were originally filed in Federal Court and dismissed on June 1, 2011 by plaintiffs. Cases re-filed in state court on July 1, 2011. On January 4, 2012, court sustained MTA's demurrer granting plaintiffs 30 days leave to amend complaint. Cases were related to the cases of Patricia Hudson v. LACMTA, LASC Case No. TC023672 and Melvin Spicer Jr. v. LACMTA, LASC Case No. BC 448847 on October 26, 2011. Court granted a demurrer to third amended complaint on July 20, 2012 as to all causes of action except Intentional Inflection of Emotional Distress. MTA filed a demurrer on August 10, 2012, to the remaining Intentional Inflection of Emotional Distress cause of action. Plaintiffs filed petition for writ of mandate seeking to vacate the Court's granting of MTA's demurrer and motion to strike on July 20, 2012. At the September 13, 2012 Status Conference the court stayed all action on MTA's August 10, 2012 demurrer until writ of mandate is resolved. Stay to be lifted on December 18, 2012.</p>

Hudson, Patricia v. LACMTA	TC023672	<p><u>Hudson</u>: Plaintiff a wheelchair patron of MTA alleges the bus was negligently driven and caused her to fall and be injured. Plaintiff further alleges the MTA has a pattern of violating the American's with Disabilities Act and California State Law as it relates to the boarding and securement of wheelchair patrons. She is seeking damages and injunctive relief. In a Second Amended Complaint she is demanding a class be certified. A motion to consolidate a related case of another wheelchair patron and a continued case management conference is scheduled for February 11, 2011. Extensive discovery and investigation are ongoing.</p>	<p>Cases were related to Griffin and Serrano on October 26, 2011. Discovery proceeding. At the September 13, 2012 Status Conference parties agreed to take discovery motion off calendar to discuss Class Certification motion. Class Certification motion filed October 23, 2012. Class Certification motion to be heard December 12, 2012. MTA to file its opposition December 7, 2012.</p>
Related to Spicer Jr., Melvin v. LACMTA	BC448847	<p><u>Spicer</u>: Plaintiff is a wheelchair patron of the MTA and has been so since 1984. He has numerous complaints that MTA drivers have and continue to violate the American's with Disabilities Act and the related California State Laws. Specifically, he alleges he has been passed by and improperly secured, if at all, and is therefore asking for injunctive relief and money damages. Plaintiff further alleges there are thousands of other MTA wheelchair patrons with the same experience and is asking the Court to certify a class of plaintiffs.</p>	<p>Court set new dates for filing regarding Opposition to Plaintiffs' Class Certification Motion. MTA's Opposition is due February 17, 2013 unless Plaintiffs substitute in a new class representative for Patricia Hudson. If no changes then on February 21, 2013 the Plaintiffs' Reply Brief is due and new hearing date for Class Certification motion is March 8, 2013.</p>
Also related to Griffin/Serrano		<p>On December 24, 2012 the following 7 new class-action-styled cases were filed against MTA:</p> <p>Peaches Parker v. MTA, Case No. BC498046, January 2, 2013 Allan McDowell v. MTA, Case No. BC498047, January 2, 2013 Francisco Galvan v. MTA, Case No. BC498048, January 2, 2013 Reese Anthony Jr. v. MTA, Case No. BC498049, January 2, 2013</p>	<p>Ms. Hudson was replaced as a class representative. Her MSC is scheduled for May 28, 2013. Her Trial Readiness Conference is scheduled for December 6, 2013. Her trial is scheduled for January 13, 2014. Her case is no longer consolidated with Melvin Spicer.</p> <p>Class Certification Motion filed by Plaintiffs' attorney on December 24, 2012 is applicable and binding on all 10 new plaintiffs. MTA is now</p>

			<p>Michael Goldsmith v. MTA, Case No. BC498050, January 2, 2013 Ebony Allen v. MTA, Case No. BC498051, January 2, 2013 Carla Dale Short v. MTA, Case No. BC498052, January 2, 2013 and were related to Hudson/Spicer on January 14, 2012.</p> <p>On February 11, 2013 the following 2 new class-action-styled cases were filed against MTA:</p> <p>Sharon Smith v. MTA, Case No. BC500932 (not served) Behnam Talasavan v. MTA, Case No. BC500933</p> <p>On February 22, 2013 the following class-action-style cases were filed against MTA:</p> <p>Bernardine Harris v. MTA, Case No. BC501547</p> <p>All 10 have the same allegations raised in Hudson/Spicer and are represented by the same attorney.</p> <p>Ebony Allen and Bernardine Harris are new class representatives, replacing Patricia Hudson.</p> <p>On February 15, 2013, MTA filed demurrer as to the 9th cause of action for unfair competition alleged in Parker, McDowell, Galvan, Anthony, Goldsmith, Allen and Short. Hearing scheduled on May 24, 2013.</p> <p>Behnam Talasavan filed an individual complaint on April 12, 2013, Case No, BC505804.</p>	<p>deposing new class representatives, Ebony Allen and Bernardine Harris.</p> <p>MTA shall file its opposition to Plaintiffs' Class Certification Motion on May 28, 2013. Plaintiffs shall file reply in support of Class Certification on June 11, 2013. Hearing on Class Certification shall be on June 27, 2013.</p> <p>Except for Class Certification schedule, the depositions of Harris and Allen, and demurrer of MTA, everything in Spicer case and 10 other cases are stayed until Court rules on class certification.</p> <p>Hudson MSC was taken off calendar. Class certification motion denied on June 27, 2013.</p> <p>Frances Santiago v. MTA Case No. BC511011 and Melvin Spicer v. MTA case (filed as an individual) Case No. BC506947 were served on MTA on July 10, 2013. Plaintiffs' attorney now has 16 wheelchair patron cases filed against MTA. Status conference on all cases scheduled on August 7, 2013.</p>
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Los Angeles County
Metropolitan Transportation Authority

Above & Beyond ADA

Metro's Response to Growing ADA Ridership

FTA Quarterly Meeting
August 2013



Metro

The Challenge

- **Growing ridership by persons with disabilities**
- **From 3,500 to 80,000 wheelchairs monthly on buses in 10 years**
 - NYC has 66,000/month on buses *AND* rail

Handling the Growth

- Metro is committed to building and operating the most accessible transit system in the U.S.
- Metro is taking many initiatives that go *above and beyond* the legal requirements
- Adopting best practices from around world

Making Room for Wheelchairs

- Operators must ask people sitting on Flip-up seats to move – but can't order people
- Solution to relocate designated seats for seniors/disabled to first fixed seats & improve identification of wheelchair space

Bolder Identification of Space



**RESERVED
FOR MOBILITY
DEVICES**

Reservados para
dispositivos de movilidad



Metro

Priority Seating Requirement

- ***Priority seats*** required on every bus and rail vehicle for seniors & persons with disabilities
- Existing signage and designation ineffective and not distinctive
- New labeling as *Reserved*, and use of bolder identification of seats

New Identification



**RESERVED FOR SENIORS AND
PERSONS WITH DISABILITIES**

Reservados para personas mayores y discapacitadas



Wheelchair Space on Rail Cars

- **Subway has shared space with bikes, luggage, strollers**
 - **Now creating separate dedicated space for wheelchairs and clearly marking with side and floor decals**
- **Light Rail dedicated wheelchair spaces per car increasing from 2 to 4 with separate bike area in new P-3010s**

Railcar Floor Marking & Decal



**RESERVED
FOR MOBILITY
DEVICES**

Reservados para
dispositivos de movilidad

Wheelchair Securement Systems

- **Current 4 Point systems are difficult and slow to use – disliked by operators and passengers**
- **Metro does not require securement**
 - **And most ($\frac{3}{4}$) of wheelchair users refuse to have their wheelchair secured, risking injury to themselves and other passengers**

Introduce 3 Point System

- 3 Points are easier & faster
- 3 Point System on 550 new buses
- Retrofit on existing buses with extended remaining life



Adding Rear Facing Position

- **Rear Facing wheelchair position has been proven to be safe WITHOUT securement**
- **550 New buses will be equipped with two DUAL positions with forward facing 3 point securement and rear facing without securement**
- **Ultimately a policy change – ride forward facing secured or rear facing unsecured**

Dual Mode Position



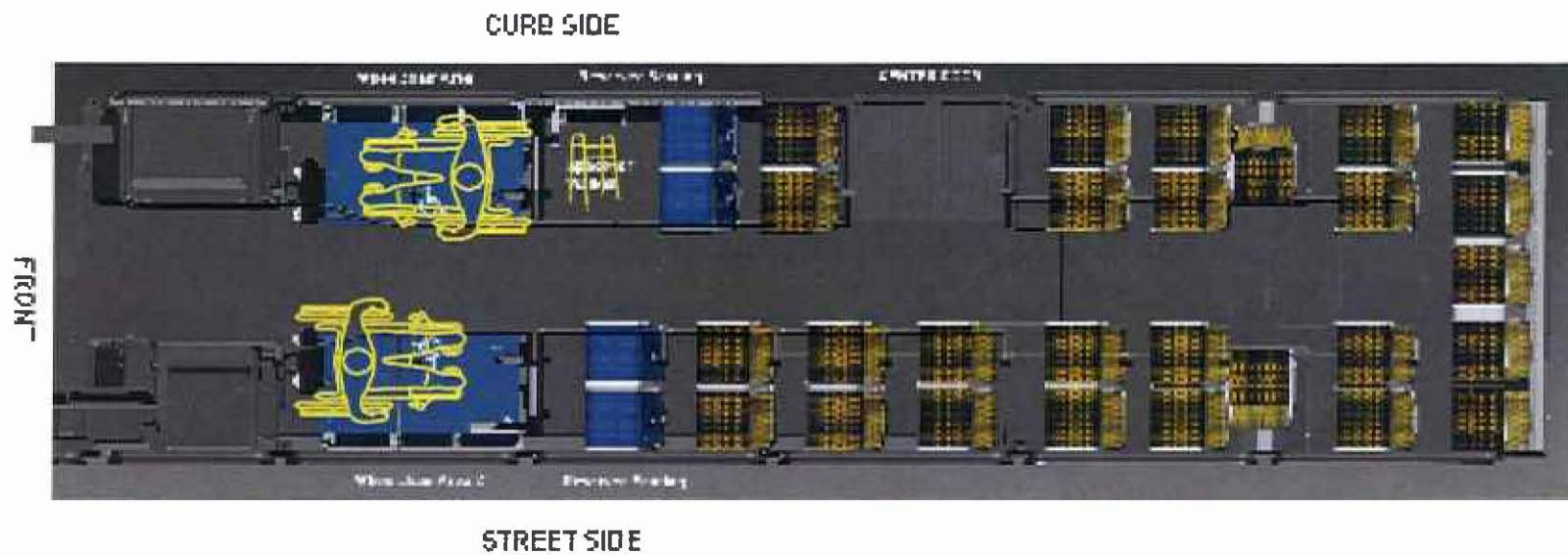
Metro

Create Area for Walker on New Buses

- Walkers can't block aisles and must be secured – taking a wheelchair position
- New configuration allows one walker to be compartmentalized and not use a wheelchair position



Layout of New Bus Interior



Revised layout with flip up seats in up position accommodating two (2) wheelchairs and one (1) walker.

ADA Requires 2 Wheelchair Spaces

- **2 wheelchair positions required in buses 22' or longer**
- **Over past 10 years Metro has purchased articulated buses that have about 50% more seats than a standard bus – but they have only 2 wheelchair positions**

Three Wheelchair Positions

- Metro will be working with manufacturers to determine if 3 wheelchair positions, accessible from front door can be installed in future articulated buses (Orange Line) and if retrofits are feasible in any existing buses with sufficient remaining life



Tactile Guidance & Warnings

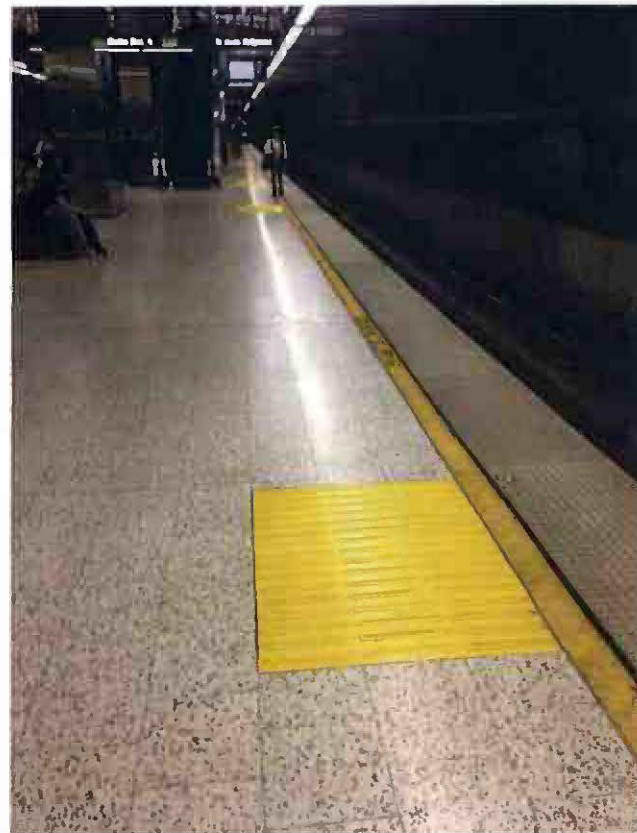
- **ADA requires:**
 - Tactile warning strip along edge
 - Between car barriers
- **State Title 24 requires**
 - Tactile directional bars at waiting locations
 - Currently at 8 of 120 rail stations but now being installed at remaining locations
- **But Tactile Guidance is not required**

Existing Warnings & Guidance

Between Car Barriers &
Tactile Warning Strip



Directional Bars &
Tactile Warning Strip



Tactile Guidance Elsewhere



Tactile Guidance will be Installed

- **Westside Subway**
- **Regional Connector**
- **Crenshaw Line**
- **Gold Line Extension**
- **Expo II Extension**
- **Retrofits as funds permit**

Improved Information Signs

Existing



Improved



Subway Destination not Announced

- Visually impaired have no way to know if a train is Red or Purple until after they board
- Unlike light rail cars the subways cars are not equipped with external speakers
- Speakers will be retrofit as cars are rehabilitated starting next year

Hands Free Gate Intercom

- Need to maintain accessibility when gates are latched on rail system
- Unique application developed by Access Advisory Committee & Metro Wayside Communications



Camera

Intercom

Sensor



Wheelchair Boarding/Alighting Priority

- Changed from board first and alight last to alight first and board first.

Make it a safe trip for everyone.



metro.net

- > Let riders in wheelchairs board first and exit first.
- > Please move from reserved and wheelchair seating areas if requested.
- > Bus operators will assist with wheelchair securement; it only takes a moment. Thank you for your patience.



Metro

If you have questions or concerns, call 213.922.6235.



Metro

Conclusion

- **The objective of Metro is to improve the ride experience of persons with disabilities ensure they have are safe at our facilities and onboard our vehicles**
 - **Adopting best practices from around the world**
 - **Goal is to lead, not follow on providing accessible transportation in U.S.**
 - **Metro is going above and beyond the minimum requirements of the ADA and State Title 24**



Metro

Questions



Above and Beyond ADA

Metro's Response to Growing ADA Ridership



Metro

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

STATUS REPORT AS OF JUNE 30, 2013

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

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

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

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

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

The Metro Board adopted the environmental documents for the Westside Subway Project on April 26, 2012. Both Metro-owned parcels located at the corner of Wilshire Boulevard and Crenshaw Avenue have been included in the Westside Subway Project. The parcels will be used for construction staging, utility relocations and construction of the subway project.

Parcel A2-362 - Wilshire/La Brea

The Metro Board adopted the environmental documents for the Westside Subway Project on April 26, 2012. The Westside Subway Project has identified the Metro-owned property located at the northwest corner of La Brea and Wilshire as the subway project's Wilshire/La Brea Station site. A building situated on this site houses the Metro Customer Service Center and contains vacant retail space. An undeveloped portion of the site is leased to the City of Los Angeles for parking. The City's parking use will be permitted to remain on the site on a month-to-month basis, until the area supporting this use is required for the subway project. Replacement space for the Customer Service Center has been identified and lease negotiations have commenced with the expectation that the replacement space will be available for occupancy by October 30, 2013.

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

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

Parcel C4-815 - North Hollywood Station – NO CHANGE

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

Parcel A1-021 – NO CHANGE

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

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

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

Metro and another McCormack Baron Salazar development entity continue to be parties to a Joint Development Agreement which contemplates development of Phase B of the mixed-use joint development project. This phase will be situated on 1.5 acres of Metro-owned property at and adjacent to the subway portal. When complete, Phase B will contain 82 affordable apartments, 6,000 to 12,000 sq. ft. of retail and an 83

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

Updated 7/29/13

Los Angeles County
Metropolitan Transportation Authority

JUN 2013

METRO OPERATIONS MONTHLY PERFORMANCE REPORT



Metro

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Metro Bus Systemwide and Division Scorecard Overview

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

This report gives a brief overview of Systemwide and Division operations:

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

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Apr Month	May Month	Jun Month
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,222	3,523	3,759	3,900	3,827	◇	4,242	3,835	4,023
No. of unaddressed road calls	305	125	47	3,900	15		1	0	0
Mean Miles Between Total Road Calls (MMBTRC) **	1,566	2,052	2,292	2,400	2,443	●	2,689	2,447	2,580
In-Service On-time Performance ***	72.33%	75.17%	76.54%	80.00%	75.82%	◇	76.17%	74.76%	75.08%
Bus Traffic Accidents Per 100,000 Miles *	3.08	3.23	3.72	3.10	3.66	◇	3.77	3.91	3.80
Number of "482 alleged accidents"	245	232	248	3.10	219	◇	19	23	20
Complaints per 100,000 Boardings	2.61	2.53	3.14	2.20	3.12	◇	2.99	2.79	2.90
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	10.36	13.43	14.72	13.25	15.40	◇	16.41	15.89	17.33
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lag.			
Division 1									
MMBMF	2,831	2,609	3,143	3,900	3,539	◇	4,161	3,403	4,087
No. of unaddressed road calls	36	3	1	3,900	0	◇	0	0	0
MMBTRC	1,354	1,540	1,823	2,400	1,915	◇	2,129	1,936	2,112
In-Service On-time Performance	76.61%	78.85%	80.10%	80.00%	79.56%	●	79.40%	78.00%	77.44%
Bus Traffic Accidents Per 100,000 Miles *	3.07	3.42	3.77	3.24	3.75	◇	3.12	4.24	3.97
Number of "482 alleged accidents"	49	30	19	3.24	24	◇	1	3	3
Complaints per 100,000 Boardings	1.89	1.85	2.09	1.44	2.35	■	2.19	2.23	2.54
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.52	14.10	13.98	13.25	16.45	◇	14.52	23.36	24.94
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lag.			
Division 2									
MMBMF	2,714	3,378	3,280	3,900	2,993	◇	3,209	3,267	3,491
No. of unaddressed road calls	29	8	6	3,900	8	◇	0	0	0
MMBTRC	1,475	1,721	1,834	2,400	1,892	◇	1,963	1,909	2,307
In-Service On-time Performance	77.24%	73.89%	74.22%	80.00%	74.02%	◇	74.82%	73.28%	74.91%
Bus Traffic Accidents Per 100,000 Miles *	3.16	3.56	4.33	3.76	4.31	◇	5.97	5.04	3.96
Number of "482 alleged accidents"	23	21	25	3.76	17	◇	3	2	0
Complaints per 100,000 Boardings	1.87	2.02	2.28	1.61	2.01	◇	2.03	1.65	1.58
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.93	16.86	14.34	13.25	18.81	◇	27.88	8.41	32.29
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lag.			

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Apr Month	May Month	Jun Month
Division 3									
MMBMF	2,770	2,909	2,975	3,900	3,446	◇	3,614	3,678	4,641
No. of unaddressed road calls	24	7	2	3,900	2	◇	1	0	0
MMBTRC	1,555	1,967	2,195	2,400	2,575	●	2,727	2,788	3,761
In-Service On-time Performance	76.81%	77.71%	77.83%	80.00%	76.10%	◇	75.10%	75.13%	75.72%
Bus Traffic Accidents Per 100,000 Miles *	3.39	3.28	3.27	2.81	3.90	◇	3.83	4.75	4.17
Number of "482 alleged accidents"	0	0	26	2.81	28	◇	4	2	1
Complaints per 100,000 Boardings	2.65	2.51	3.14	2.16	3.20	■	3.86	2.54	3.01
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	8.84	11.61	14.38	13.25	11.50	●	12.34	8.14	8.70
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lga.			
Division 5									
MMBMF	3,493	3,643	3,141	3,900	3,428	◇	4,104	4,123	4,358
No. of unaddressed road calls	4	2	2	3,900	0	◇	0	0	0
MMBTRC	1,712	2,053	1,771	2,400	2,211	◇	2,399	2,647	2,417
In-Service On-time Performance	67.82%	74.63%	78.30%	80.00%	75.89%	◇	76.28%	75.94%	74.83%
Bus Traffic Accidents Per 100,000 Miles *	4.44	4.42	5.64	4.20	4.50	◇	2.89	4.39	4.34
Number of "482 alleged accidents"	30	24	28	4.20	36	◇	2	4	2
Complaints per 100,000 Boardings	1.90	1.84	2.00	1.41	2.37	■	3.03	1.93	1.71
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	14.78	12.43	13.50	13.25	20.77	■	11.92	16.23	17.31
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lga.			
Division 6									
MMBMF	7,816	11,021	12,999	3,900	11,013	●	8,806	5,376	10,040
No. of unaddressed road calls	8	1	0	3,900	0	●	0	0	0
MMBTRC	2,172	3,008	3,849	2,400	3,726	●	3,340	2,419	2,915
In-Service On-time Performance	68.27%	69.28%	78.44%	80.00%	75.26%	◇	76.88%	73.46%	74.02%
Bus Traffic Accidents Per 100,000 Miles *	5.01	5.06	7.54	4.20	6.98	■	7.23	6.20	6.64
Number of "482 alleged accidents"	4	7	3	4.20	1	■	1	0	0
Complaints per 100,000 Boardings	2.86	3.17	2.52	1.57	2.34	■	2.03	1.01	2.17
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	5.95	8.26	9.69	13.25	11.57	●	37.62	0.00	0.00
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lga.			
Division 7									
MMBMF	2,997	3,106	3,611	3,900	3,394	◇	4,129	3,460	3,294
No. of unaddressed road calls	101	18	6	3,900	0	◇	0	0	0
MMBTRC	1,217	1,644	1,859	2,400	1,980	◇	2,219	2,128	1,920
In-Service On-time Performance	68.38%	72.47%	73.15%	80.00%	71.96%	◇	71.59%	70.60%	70.11%
Bus Traffic Accidents Per 100,000 Miles *	3.55	3.85	4.32	3.44	4.06	◇	4.40	5.41	4.02
Number of "482 alleged accidents"	52	47	48	3.44	30	◇	4	4	2
Complaints per 100,000 Boardings	2.56	2.40	3.28	2.30	3.10	◇	3.05	2.71	3.54
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	9.64	13.04	11.53	13.25	10.73	●	9.49	23.37	6.74
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lga.			
Division 8									
MMBCMF	4,596	6,600	6,518	3,900	5,957	●	7,696	5,135	5,577
No. of unaddressed road calls	0	0	2	3,900	2	●	0	0	0
MMBTRC	2,445	4,348	4,924	2,400	4,348	●	5,930	3,865	4,125
In-Service On-time Performance	75.99%	79.00%	78.72%	80.00%	79.82%	◇	81.29%	79.59%	81.80%
Bus Traffic Accidents Per 100,000 Miles *	2.29	2.87	2.78	2.14	2.20	◇	2.21	2.31	2.44
Number of "482 alleged accidents"	17	7	9	2.14	8	◇	0	0	2
Complaints per 100,000 Boardings	2.97	2.84	3.57	2.50	3.75	■	3.61	3.52	3.45
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	11.20	17.35	21.17	13.25	14.47	◇	15.06	24.58	14.56
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lga.			

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Apr Month	May Month	Jun Month
Division 9									
MMBMF	4,673	5,126	5,281	3,900	5,109	●	4,883	4,573	4,611
No. of unaddressed road calls	66	11	11		2		0	0	0
MMBTRC	2,918	3,489	3,879	2,400	4,101	●	3,816	3,560	4,092
In-Service On-time Performance	75.89%	76.33%	76.83%	80.00%	76.04%	◇	75.89%	74.74%	75.99%
Bus Traffic Accidents Per 100,000 Miles *	2.01	1.81	2.10	1.75	2.29	◇	2.44	2.57	1.87
Number of "482 alleged accidents"	3	20	10		16		0	1	0
Complaints per 100,000 Boardings	3.21	3.50	4.55	3.24	5.05	■	4.16	3.92	4.40
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	10.03	15.30	15.10	13.25	17.20	◇	17.25	15.30	11.50
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lag.			
Division 10									
MMBMF	2,594	2,392	2,653	3,900	2,999	◇	3,482	3,342	3,098
No. of unaddressed road calls	11	58	11		0		0	0	0
MMBTRC	1,129	1,446	1,727	2,400	1,947	◇	2,416	2,170	1,967
In-Service On-time Performance	68.98%	71.93%	73.42%	80.00%	71.76%	◇	71.85%	68.22%	67.34%
Bus Traffic Accidents Per 100,000 Miles *	4.02	3.93	4.27	3.89	4.77	◇	6.26	4.49	5.93
Number of "482 accidents"	33	41	30		12		0	1	5
Complaints per 100,000 Boardings	2.08	2.12	2.74	1.93	2.56	◇	2.38	2.39	2.69
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	10.76	10.58	12.38	13.25	14.45	◇	23.76	9.25	24.65
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lag.			
Division 15									
MMBCMF	3,357	4,097	4,459	3,900	4,285	●	4,407	4,230	3,866
No. of unaddressed road calls	6	0	0		0		0	0	0
MMBTRC	1,747	2,507	2,898	2,400	2,984	●	3,103	3,228	2,942
In-Service On-time Performance	74.62%	76.84%	76.95%	80.00%	77.46%	◇	77.48%	76.33%	77.87%
Bus Traffic Accidents Per 100,000 Miles *	2.67	2.84	3.11	2.52	3.29	◇	3.26	2.80	3.69
Number of "482 alleged accidents"	15	19	19		16		2	2	1
Complaints per 100,000 Boardings	2.98	3.01	3.77	2.68	3.23	◇	2.83	3.22	2.98
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	14.11	11.73	15.53	13.25	11.78	●	14.57	15.27	14.01
* Data reflects updated data for each month.						W.C. now reflects current month's data. No data lag.			
Division 18									
MMBCMF	2,917	3,506	4,183	3,900	3,712	◇	3,959	3,427	3,847
No. of unaddressed road calls	20	17	6		1		0	0	0
MMBTRC	1,292	1,839	2,203	2,400	2,024	◇	2,266	1,723	2,046
In-Service On-time Performance	66.12%	70.63%	75.32%	80.00%	74.21%	◇	75.01%	73.44%	73.18%
Bus Traffic Accidents Per 100,000 Miles *	2.67	3.32	4.25	3.84	4.03	◇	3.89	4.02	4.21
Number of "482 alleged accidents"	19	16	31		31		2	4	4
Complaints per 100,000 Boardings	4.19	3.42	4.19	2.89	3.12	◇	3.09	3.83	3.28
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	11.06	13.65	16.51	13.25	18.96	◇	15.61	16.22	23.14

* Data reflects updated data for each month.

W.C. now reflects current month's data. No data lag.

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

Bus Operations 13-Month Overview

Measurement	FY12 Target	June 12	FY13 Target	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Feb 13	Mar 13	Apr 13	May 13	Jun 13
Bus Systemwide															
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)	3,650	3,992	3,900	3,605	3,419	3,495	3,690	4,028	3,928	3,867	4,116	3,862	4,242	3,835	4,023
No. of unaddressed road calls	1,556	2,611	2,400	2,438	2,223	2,291	2,348	2,472	2,455	2,409	2,534	2,552	2,689	2,447	2,580
In-Service On-time Performance ***	85%	77%	80%	79.9%	77%	74%	74%	75%	76%	78%	75%	76%	76%	75%	75%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.10	3.88	3.10	3.60	3.60	3.31	3.32	3.68	3.38	3.74	3.55	3.84	3.93	3.80	3.80
Complaints per 100,000 Boardings	2.20	3.34	2.20	3.34	3.60	3.40	3.56	3.13	2.68	2.93	3.02	3.03	2.99	2.79	2.90
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	13.20	13.25	16.26	19.08	17.22	12.95	14.54	11.54	14.55	13.82	15.38	16.41	15.89	17.33
<small>* Data reflects updated data for each month. W.C. now reflects current month's data. No data for...</small>															
Division 1															
MMBMF	3,650	3,368	3,900	2,916	2,480	3,036	3,579	4,797	3,762	3,628	4,011	3,187	4,111	3,403	4,083
No. of unaddressed road calls	1,556	2,400	2,400	1,862	1,830	1,626	1,785	2,111	2,108	1,905	2,161	1,862	2,129	1,936	2,112
In-Service On-time Performance	85%	80%	80%	79%	79%	79%	79%	79%	79%	79%	79%	78%	79%	78%	77%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.31	5.23	3.24	4.81	4.34	3.29	2.53	4.62	3.70	3.88	3.59	3.12	4.24	3.97	3.97
Complaints per 100,000 Boardings	1.60	2.94	1.44	2.40	2.36	2.59	2.26	2.16	2.18	2.15	2.21	2.21	2.19	2.23	2.54
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	17.69	13.25	15.83	15.47	24.73	15.07	6.32	16.04	12.88	13.99	15.90	14.52	23.36	24.94
<small>* Data reflects updated data for each month. W.C. now reflects current month's data. No data for...</small>															
Division 2															
MMBMF	3,650	3,208	3,900	3,128	2,614	2,443	2,910	2,596	2,799	3,315	3,253	3,379	3,209	3,267	3,491
No. of unaddressed road calls	1,556	2,400	2,400	2,134	1,716	1,609	1,839	1,689	1,794	2,024	1,848	2,106	1,963	1,909	2,307
In-Service On-time Performance	85%	74%	80%	75.2%	74%	72%	72%	73%	75%	76%	72%	74%	75%	73%	73%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.45	3.44	3.76	4.23	5.31	3.71	4.91	4.02	3.15	3.33	3.89	4.61	5.97	5.04	3.96
Complaints per 100,000 Boardings	1.77	2.16	1.64	1.86	2.55	2.40	2.53	2.36	1.612	1.64	1.74	2.38	2.03	1.65	1.68
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	13.82	13.25	11.43	16.73	14.99	11.04	17.22	17.13	13.99	28.04	29.06	27.88	34.41	32.29
<small>* Data reflects updated data for each month. W.C. now reflects current month's data. No data for...</small>															
Division 3															
MMBMF	3,650	3,295	3,900	3,374	2,931	3,184	3,024	3,120	3,387	3,849	4,054	3,334	3,614	3,678	4,641
No. of unaddressed road calls	1,556	2,400	2,400	2,454	2,246	2,687	2,171	2,274	2,411	2,621	2,945	2,619	2,701	2,786	3,761
In-Service On-time Performance	85%	77%	80%	80%	77%	74%	75%	76%	76%	78%	76%	75%	75%	75%	76%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.05	3.12	2.81	4.47	3.37	3.34	4.82	3.36	4.31	3.95	2.86	4.92	4.17	4.59	4.17
Complaints per 100,000 Boardings	2.17	3.40	2.16	3.28	3.56	3.62	3.09	3.29	2.09	3.47	3.50	3.02	3.88	2.54	3.01
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	7.21	13.25	19.55	16.13	14.55	5.37	5.95	6.00	13.50	17.80	11.08	12.34	8.14	8.73
<small>* Data reflects updated data for each month. W.C. now reflects current month's data. No data for...</small>															
Division 5															
MMBMF	3,650	3,519	3,900	3,111	2,887	2,950	3,238	3,473	3,303	3,067	3,503	3,804	4,104	4,123	4,358
No. of unaddressed road calls	1,556	2,400	2,400	1,963	1,842	2,135	2,170	2,390	2,179	1,945	2,379	2,399	2,417	2,422	2,422
In-Service On-time Performance	85%	78%	80%	81%	77%	74%	75%	76%	75%	76%	74%	75%	76%	76%	75%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	4.37	5.50	4.20	3.25	4.66	5.01	5.16	4.49	3.02	5.83	4.65	3.87	4.74	4.34	4.34
Complaints per 100,000 Boardings	1.57	2.28	1.41	2.06	2.22	2.43	2.78	2.94	2.55	1.87	2.45	2.49	3.03	1.93	1.71
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	13.92	13.25	35.97	29.14	14.42	18.38	27.47	22.18	18.33	24.83	16.23	16.23	17.31	17.31
<small>* Data reflects updated data for each month. W.C. now reflects current month's data. No data for...</small>															

- Green - Meets Target at 100% or better.
- ◇ Yellow - Falls below Target 70 - 99%.
- Red - Falls below Target >70%.

Measurement	FY12 Target	June 12	FY13 Target	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Feb 13	Mar 13	Apr 13	May 13	Jun 13
Division 6															
MMBMF No. of unaddressed road calls	3,650	11,911	3,900	12,037	15,751	66,917	25,989	6,704	9,481	13,742	12,509	11,642	8,806	3,179	3,640
MMBTRC	1,556	1,411	2,400	5,145	4,633	6,129	6,767	2,378	4,748	3,206	3,168	4,334	3,340	2,401	3,001
In-Service On-time Performance	85%	76%	80%	76%	79%	75%	69%	68%	77%	78%	78%	77%	77%	77%	74%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	4.87	6.71	4.20	6.31	1.01	4.18	15.39	7.18	1.96	4.16	7.99	8.59	7.23	6.20	6.64
Complaints per 100,000 Boardings	2.80	3.55	1.57	1.98	1.71	1.00	2.08	1.00	2.89	3.91	4.14	3.22	2.03	1.01	2.17
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	3.00	13.25	24.18	45.73	26.88	0.00	20.66	0.00	0.00	0.00	0.00	37.62	0.00	0.00
* Data reflects updated data for each month. W.C. now reflects current month's data. No data for 12/12/12.															
Division 7															
MMBMF No. of unaddressed road calls	3,650	3,581	3,900	3,245	3,336	2,969	3,476	3,268	3,414	3,305	3,622	3,449	4,127	3,460	3,294
MMBTRC	1,556	1,377	2,400	2,093	1,911	1,882	1,925	1,929	1,968	1,818	1,915	2,120	2,219	2,128	1,920
In-Service On-time Performance	85%	73%	80%	75%	72%	71%	72%	73%	74%	75%	71%	71%	72%	71%	70%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.74	6.19	3.44	4.14	3.61	4.60	3.07	3.42	3.81	5.53	5.53	3.61	4.40	5.41	4.02
Complaints per 100,000 Boardings	2.07	2.94	2.30	3.37	3.74	3.25	2.71	3.02	2.37	2.54	3.69	2.90	3.05	2.74	3.54
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	6.53	13.25	11.03	12.91	18.88	8.43	0.00	4.40	14.82	9.41	10.92	9.48	23.37	6.76
* Data reflects updated data for each month. W.C. now reflects current month's data. No data for 12/12/12.															
Division 8															
MMBTRC	1,556	1,199	2,400	4,609	3,715	3,596	4,103	4,618	4,793	5,719	3,826	3,989	5,301	4,813	4,125
In-Service On-time Performance	85%	80%	80%	83%	80%	75%	76%	78%	80%	81%	80%	81%	81%	80%	82%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.81	3.21	2.14	2.41	2.28	2.66	2.44	1.90	2.64	1.38	3.06	2.08	2.21	2.45	2.44
Complaints per 100,000 Boardings	2.43	4.41	2.50	3.65	4.10	4.71	4.55	3.25	3.03	3.76	3.57	3.52	3.81	3.52	3.45
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	29.05	13.25	8.61	16.41	20.75	10.86	20.08	20.09	18.99	16.03	16.68	15.06	24.58	14.56
* Data reflects updated data for each month. W.C. now reflects current month's data. No data for 12/12/12.															
Division 9															
MMBMF No. of unaddressed road calls	3,650	5,401	3,900	5,920	5,066	6,412	5,106	5,185	5,423	6,559	5,453	4,824	4,893	4,173	4,611
MMBTRC	1,556	1,177	2,400	1,724	1,135	5,473	3,933	3,933	1,043	3,924	1,341	1,887	3,614	2,560	1,092
In-Service On-time Performance	85%	77%	80%	78%	73%	74%	75%	76%	78%	75%	76%	76%	76%	75%	76%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 accidents"	1.76	1.88	1.75	2.59	2.69	2.39	2.73	2.19	1.88	1.04	3.09	1.98	2.44	2.47	1.87
Complaints per 100,000 Boardings	3.08	4.75	3.24	6.66	6.70	5.16	6.18	5.22	5.12	4.99	3.92	4.19	4.16	3.92	4.40
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	13.00	13.25	24.97	37.23	21.30	12.88	15.80	18.76	13.06	16.84	13.44	17.25	15.30	11.61
* Data reflects updated data for each month. W.C. now reflects current month's data. No data for 12/12/12.															
Division 10															
MMBMF No. of unaddressed road calls	3,650	2,766	3,900	2,818	2,397	2,718	2,918	3,381	2,937	2,884	2,968	3,525	3,482	3,342	3,098
MMBTRC	1,556	1,177	2,400	1,783	1,748	1,787	1,929	1,871	2,006	1,798	1,857	2,285	2,170	1,967	1,967
In-Service On-time Performance	85%	71%	80%	75%	72%	70%	70%	72%	75%	75%	73%	72%	72%	68%	67%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 accidents"	3.73	3.11	3.89	3.68	4.45	4.45	5.93	4.31	4.29	3.47	4.19	4.23	6.25	4.34	5.93
Complaints per 100,000 Boardings	1.79	2.09	1.93	2.73	3.34	2.26	3.15	2.29	2.42	2.29	2.09	2.39	2.38	2.39	2.68
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	0.91	13.25	9.70	16.69	20.18	11.11	21.83	14.43	4.43	5.26	12.26	23.76	9.21	24.65
* Data reflects updated data for each month. W.C. now reflects current month's data. No data for 12/12/12.															

- Green - Meets Target at 100% or better.
- ◇ Yellow - Falls below Target 70 - 99%.
- Red - Falls below Target >70%.

Measurement	FY12 Target	June 12	FY13 Target	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Feb 13	Mar 13	Apr 13	May 13	Jun 13
Division 15															
MMBCMF															
No. of unaddressed road calls	3,850	4,276	3,000	3,403	3,718	3,753	4,161	3,271	3,633	3,418	3,057	4,761	4,407	4,231	3,866
MMBTRC	1,556	3,111	2,400	2,429	2,523	2,643	3,048	3,319	3,671	3,147	3,447	3,126	3,261	3,231	2,893
In-Service On-time Performance	85%	78%	80%	78%	76%	75%	75%	77%	78%	78%	77%	77%	77%	76%	78%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	2.75	3.54	2.52	3.09	3.89	2.84	4.00	3.10	3.24	3.15	2.60	3.70	3.30	2.91	3.69
Complaints per 100,000 Boardings	2.56	3.67	2.88	3.28	3.78	4.18	3.63	3.64	2.96	3.30	2.92	3.39	2.83	3.22	2.98
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	10.61	13.25	8.11	13.26	14.19	13.00	11.29	8.80	8.25	9.80	11.48	14.57	15.27	14.01
<small>* Data reflects updated data for each month. W.C. now reflects current month's data. No date lag.</small>															
Division 18															
MMBCMF															
No. of unaddressed road calls	3,850	4,621	3,000	3,677	3,812	3,657	3,677	4,201	3,612	3,455	3,621	3,403	3,998	3,427	3,847
MMBTRC	1,556	3,453	2,400	2,217	2,051	1,887	2,002	2,329	1,949	1,963	1,934	2,076	2,266	1,723	2,046
In-Service On-time Performance	85%	75%	80%	79%	76%	71%	71%	73%	74%	76%	74%	74%	75%	73%	73%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	2.84	4.11	3.84	3.44	2.34	2.43	4.89	2.77	3.97	4.33	5.02	3.53	4.01	4.02	4.21
Complaints per 100,000 Boardings	2.98	4.69	2.89	4.26	4.40	4.02	4.70	3.59	2.99	3.46	3.80	3.64	3.09	3.83	3.28
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	12.50	15.42	13.25	16.80	14.20	8.70	34.08	21.03	22.77	27.44	22.04	14.41	15.61	16.22	23.14
<small>* Data reflects updated data for each month. W.C. now reflects current month's data. No date lag.</small>															

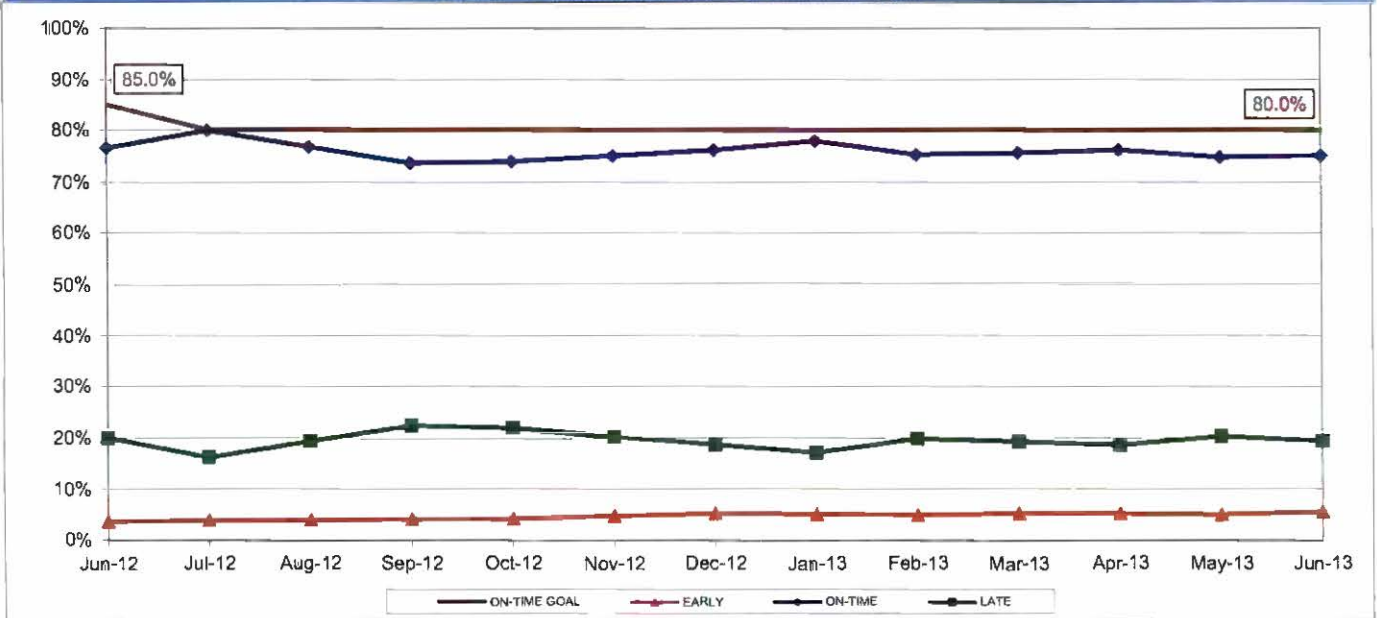
- Green - Meets Target at 100% or better.
- ◇ Yellow - Falls below Target 70 - 99%.
- Red - Falls below Target >70%.

BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

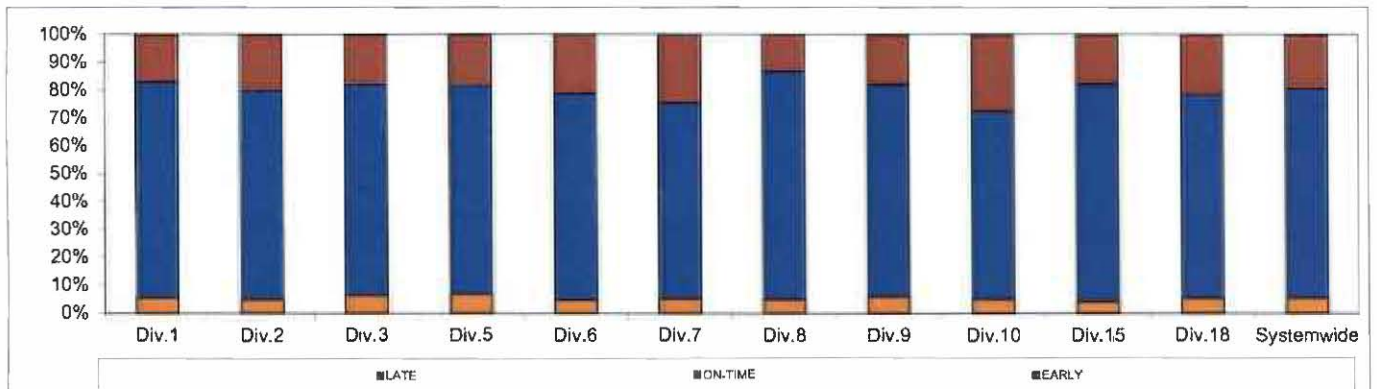
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses). Please note that Rapid Line performance is included in the ISOTP calculation beginning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

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

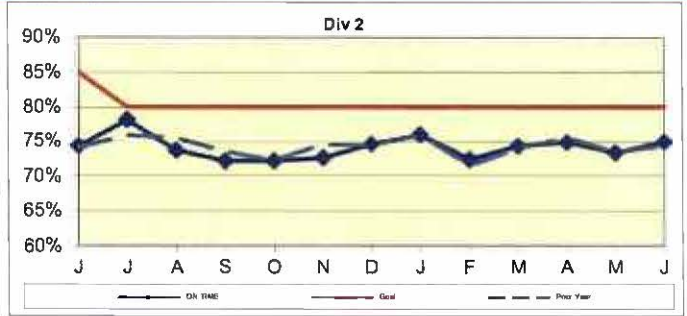
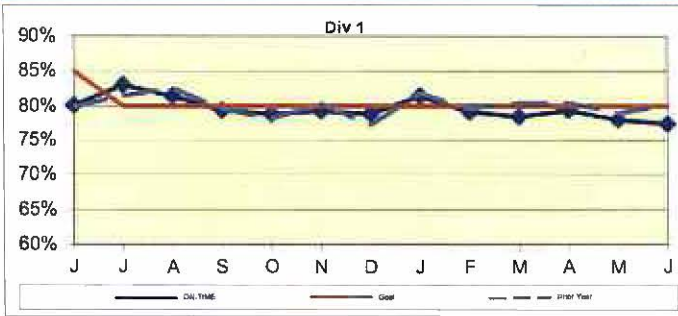
Systemwide Trend Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



Remaining Above the Goal line is the target.

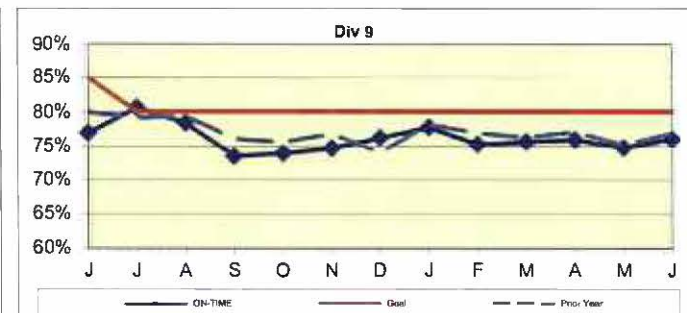
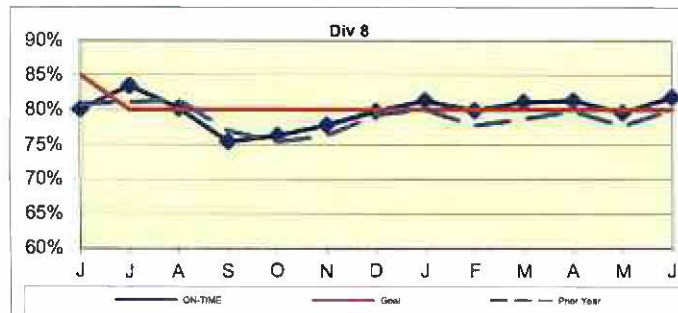
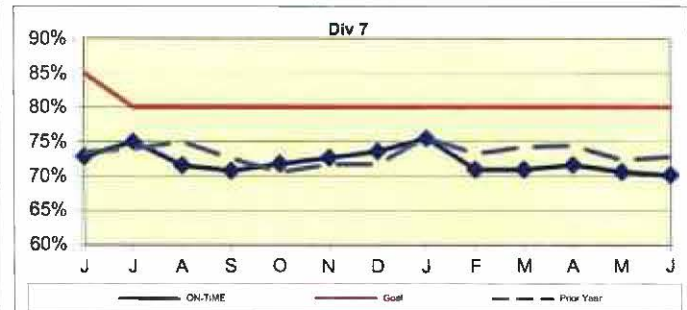
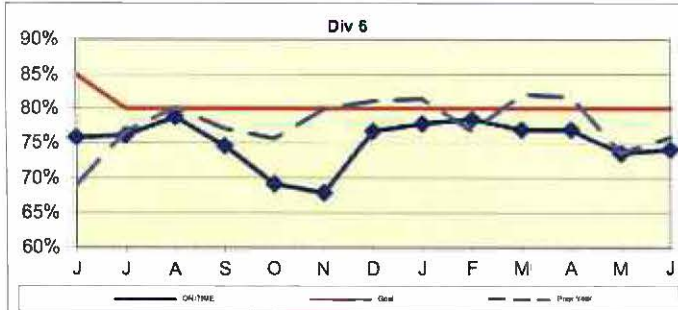
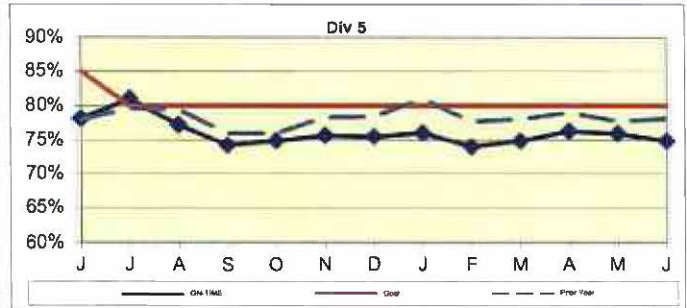
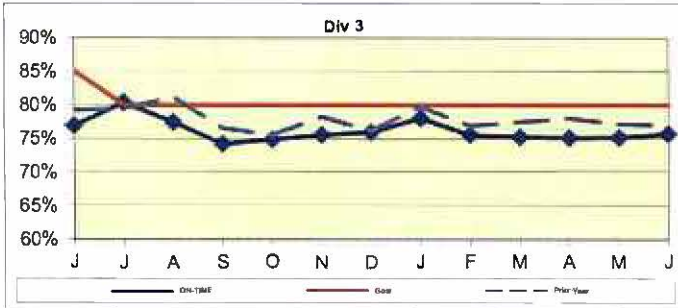


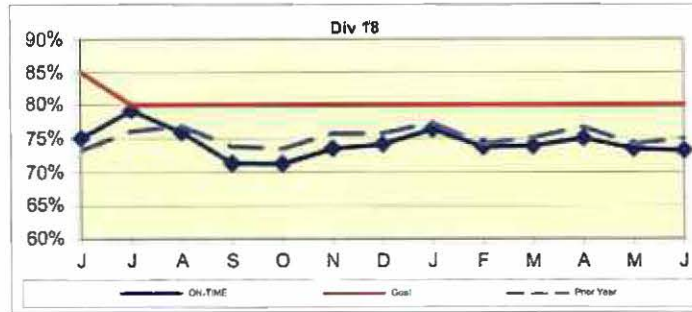
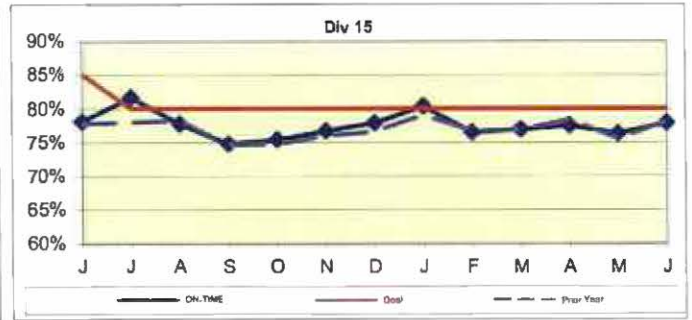
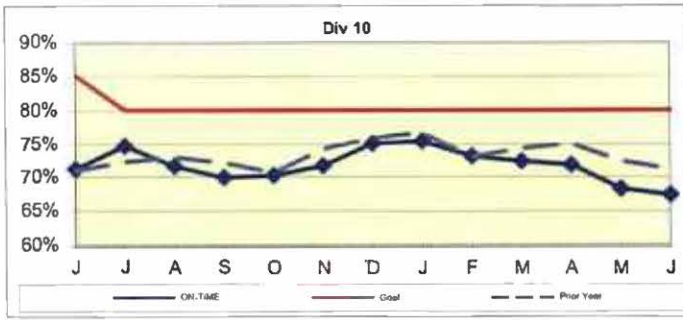
ISOTP By Division



Remaining Above the Goal line is the target.

Bus Service Performance - Continued





ISOTP By Divisions

Year-to-Date Compared To Last Year

	FY12	FY13-YTD	Variance
Division 1			
Early	3.22%	4.59%	1.37%
On-Time	80.10%	79.56%	-0.54%
Late	16.68%	15.85%	-0.83%

	FY12	FY13-YTD	Variance
Division 8			
Early	2.84%	3.95%	1.12%
On-Time	78.72%	79.82%	1.10%
Late	18.44%	16.23%	-2.22%

	FY12	FY13-YTD	Variance
Division 2			
Early	4.55%	5.24%	0.69%
On-Time	74.22%	74.02%	-0.20%
Late	21.22%	20.74%	-0.49%

	FY12	FY13-YTD	Variance
Division 9			
Early	3.07%	4.35%	1.27%
On-Time	76.83%	76.04%	-0.79%
Late	20.10%	19.61%	-0.49%

	FY12	FY13-YTD	Variance
Division 3			
Early	3.66%	5.18%	1.52%
On-Time	77.83%	76.10%	-1.73%
Late	18.51%	18.72%	0.21%

	FY12	FY13-YTD	Variance
Division 10			
Early	3.75%	4.54%	0.79%
On-Time	73.42%	71.76%	-1.66%
Late	22.83%	23.70%	0.87%

	FY12	FY13-YTD	Variance
Division 5			
Early	3.67%	5.78%	2.11%
On-Time	78.30%	75.89%	-2.41%
Late	18.03%	18.33%	0.30%

	FY12	FY13-YTD	Variance
Division 15			
Early	3.65%	3.68%	0.03%
On-Time	76.95%	77.46%	0.50%
Late	19.39%	18.86%	-0.53%

	FY12	FY13-YTD	Variance
Division 6			
Early	3.45%	4.43%	0.99%
On-Time	78.44%	75.26%	-3.18%
Late	18.11%	20.31%	2.19%

	FY12	FY13-YTD	Variance
Division 18			
Early	3.29%	4.82%	1.53%
On-Time	75.32%	74.21%	-1.11%
Late	21.39%	20.97%	-0.42%

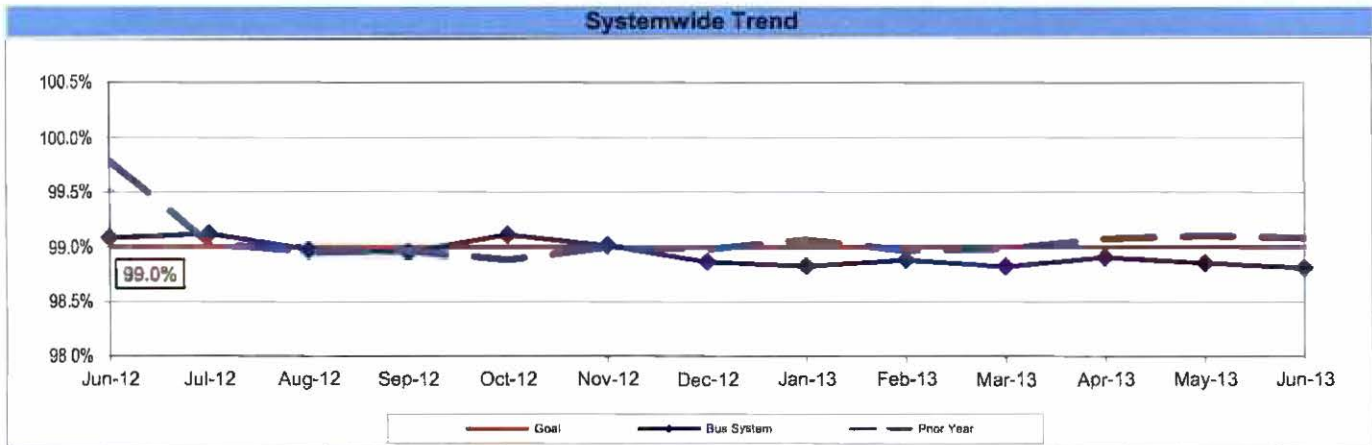
	FY12	FY13-YTD	Variance
Division 7			
Early	4.41%	4.95%	0.54%
On-Time	73.15%	71.96%	-1.19%
Late	22.44%	23.09%	0.65%

	FY12	FY13-YTD	Variance
SYSTEMWIDE			
Early	3.58%	4.69%	1.11%
On-Time	76.54%	75.62%	-0.72%
Late	19.87%	19.49%	-0.39%

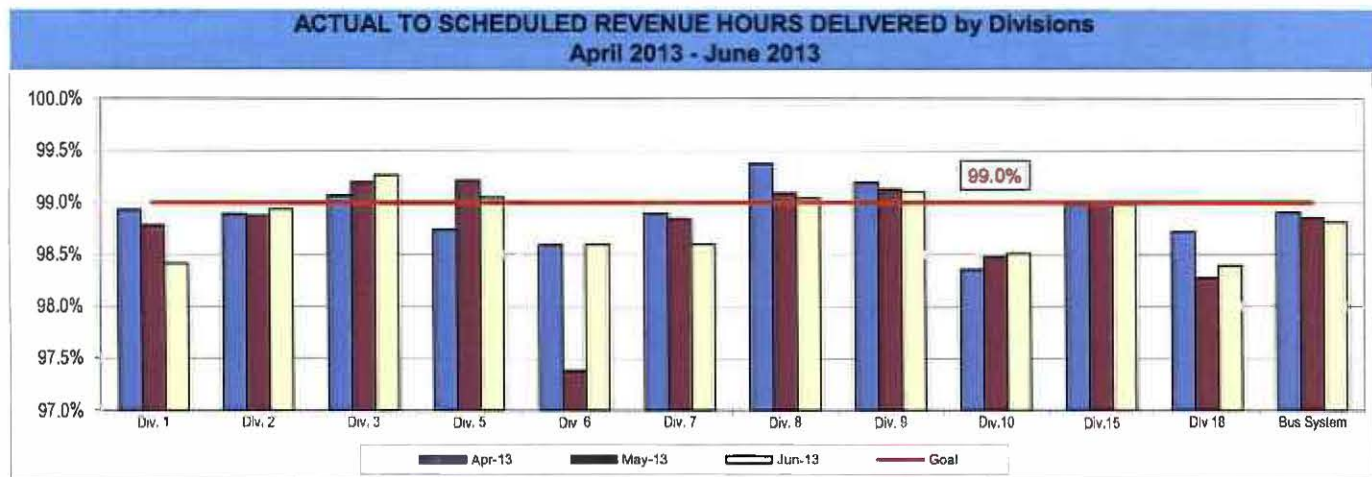
ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

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

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



Remaining At the Goal line is the target.



BUS MAINTENANCE PERFORMANCE

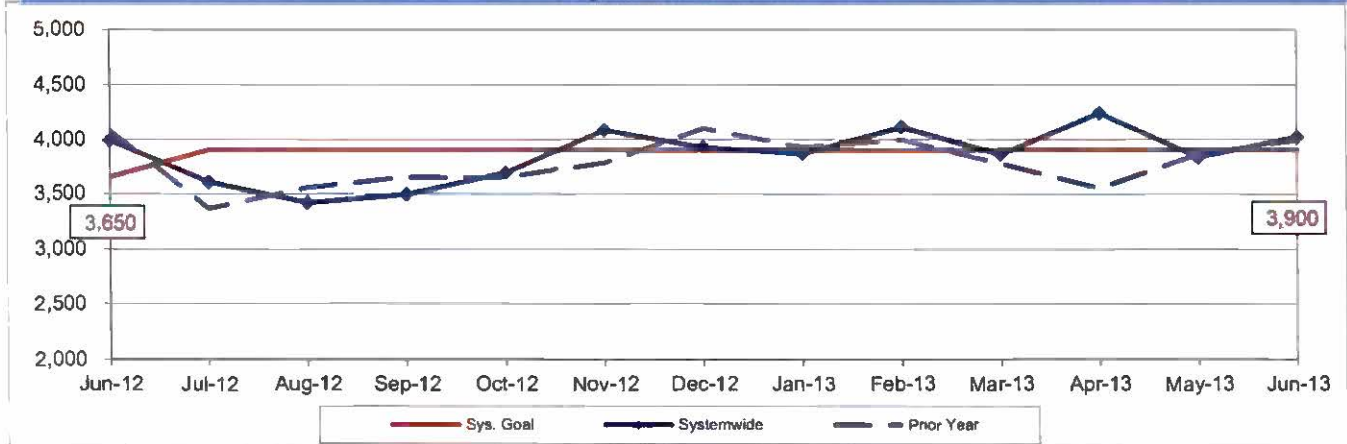
MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

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

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

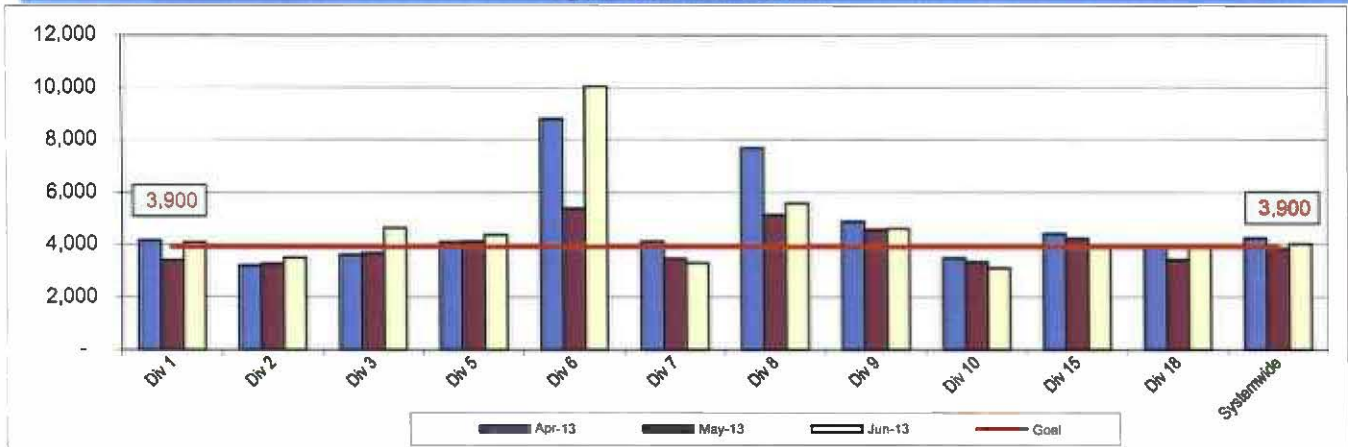
Systemwide Trend



Remaining Above the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

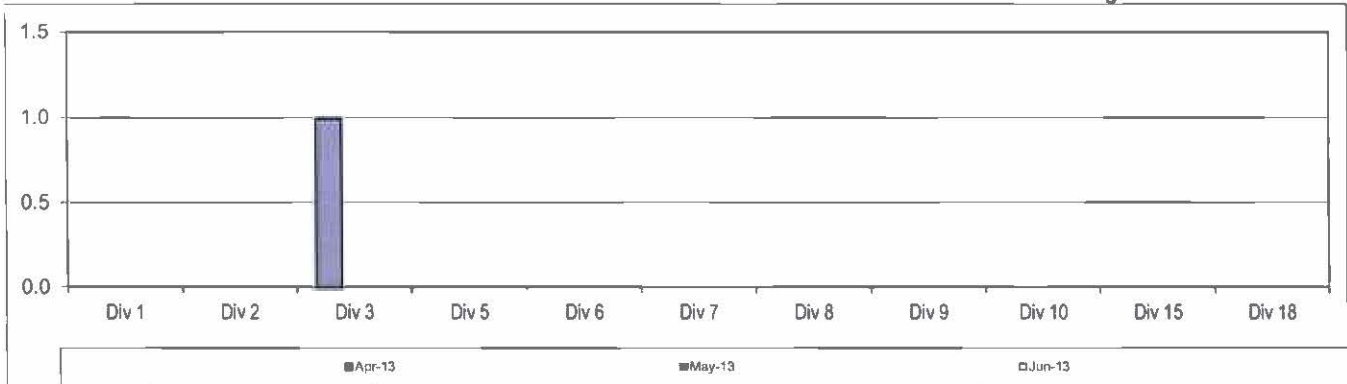
MMBMF -- Bus Operating Divisions April 2013 - June 2013



**Unaddressed Road Calls -- Bus Operating Divisions
April 2013 - June 2013**

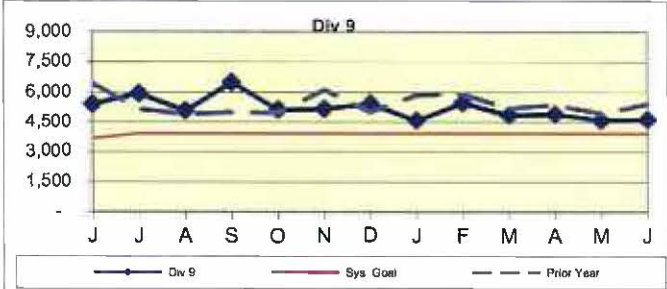
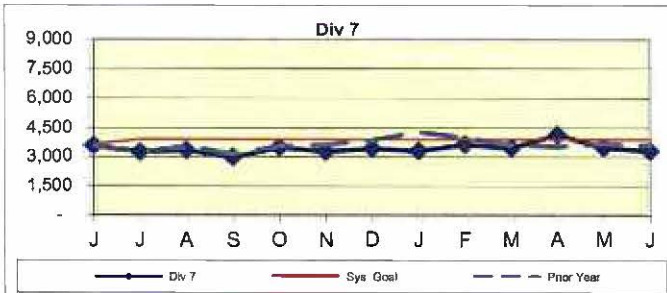
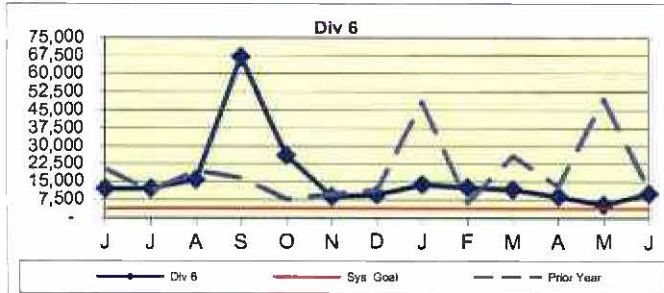
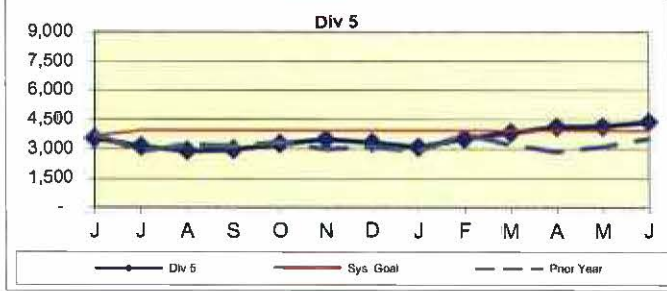
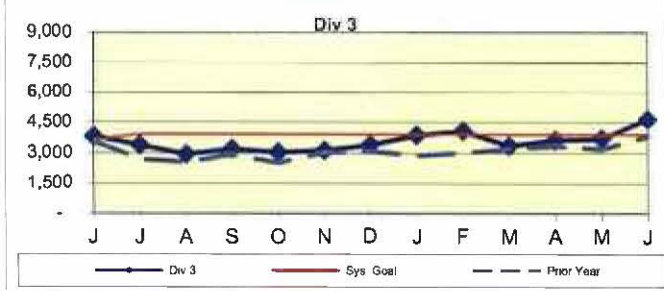
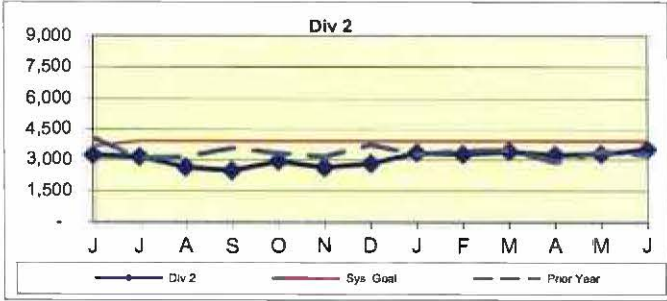
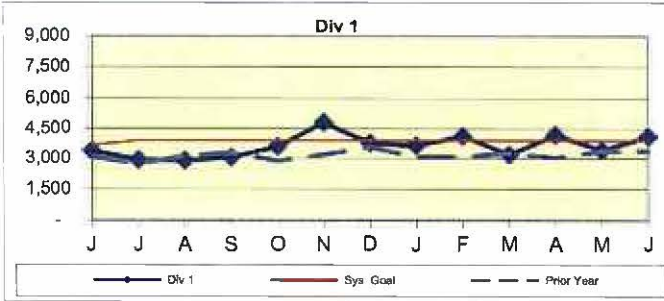
Definition: Road calls cannot be counted, per FTA definition, if no one has jobbed on to assign a job code.
(Source: M3)

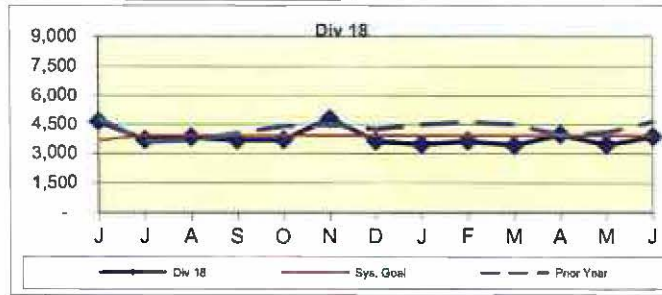
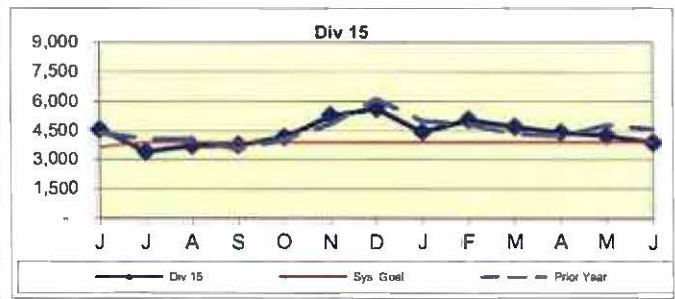
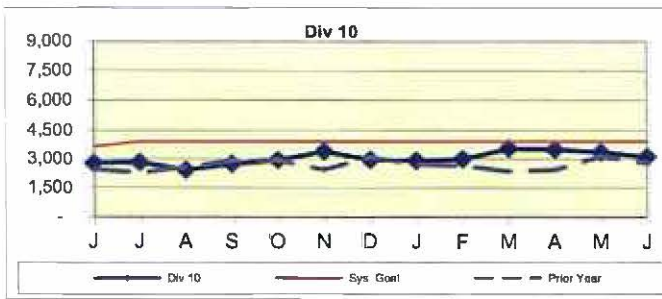
Calculation: Unaddressed Road Calls = Total number of road calls that have not been assigned.



Remaining Above the Goal line is the target.

Bus Maintenance Performance - Continued





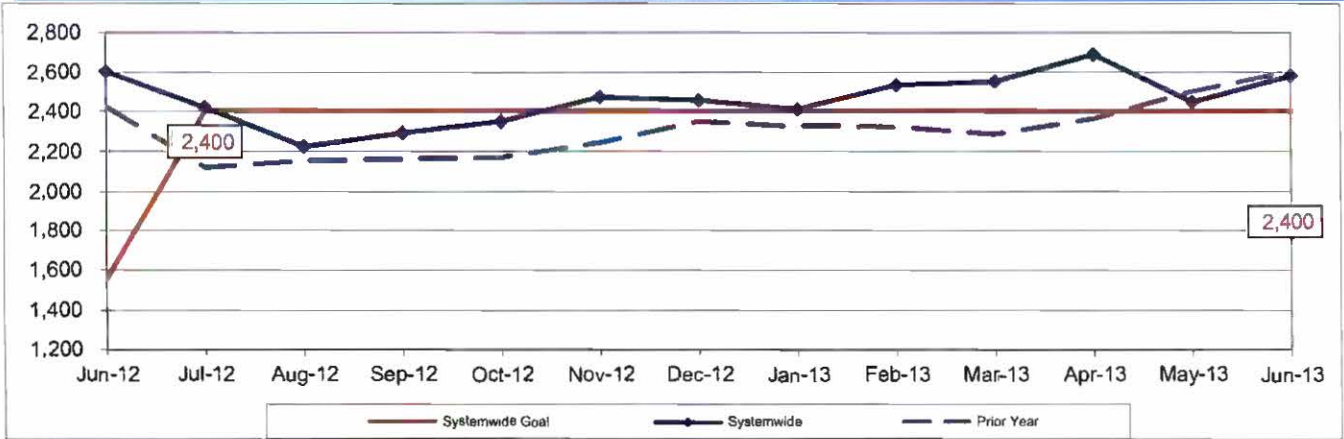
MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

Definition: Average Hub Miles traveled between road call problems.

Calculation: $MMBTRC = \frac{\text{Total Hub Miles}}{\text{Total Road Calls}}$

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

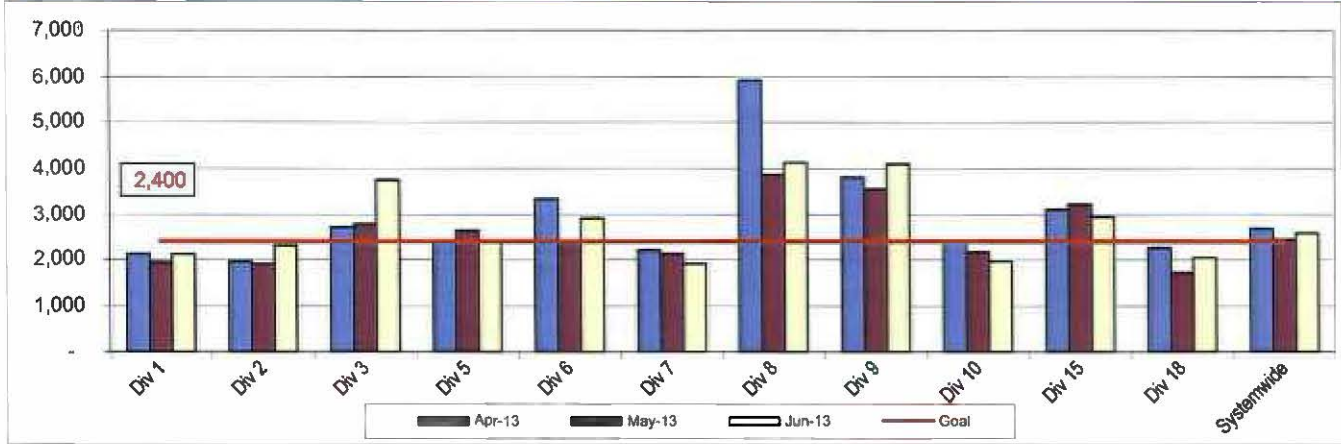
MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

**MMBTRC -- Bus Operating Divisions
April 2013 - June 2013**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,116	89.09%
Diesel	71	2.99%
Gasoline	59	2.48%
Propane	129	5.43%
Hybrid	0	0.00%
Total	<u>2,375</u>	<u>100.00%</u>

Average Age of Fleet by Divisions

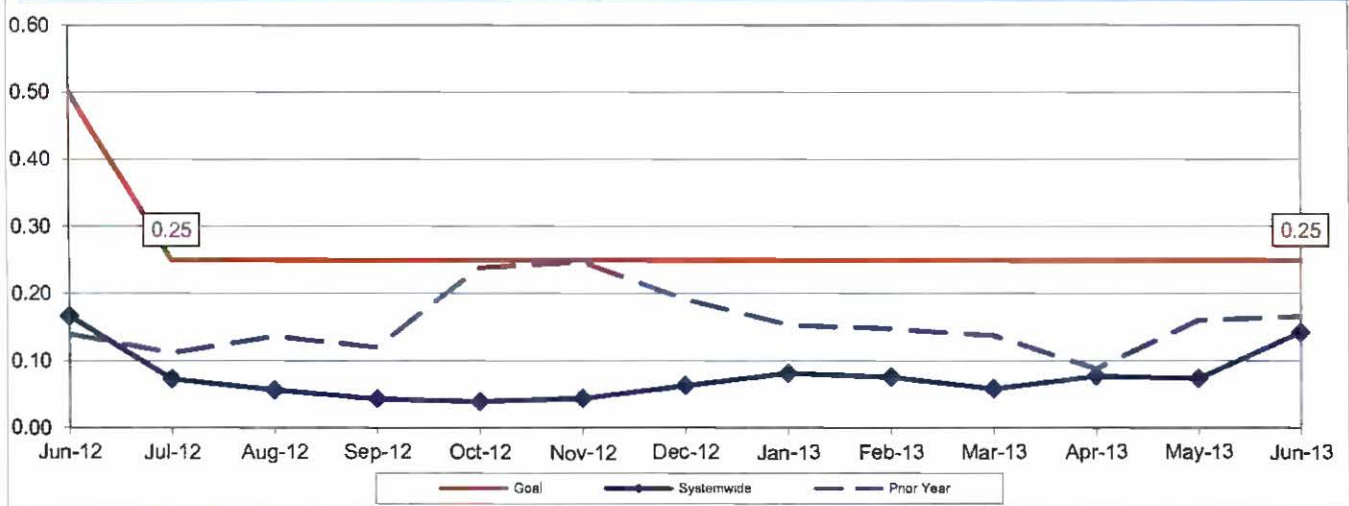
Div 1 10.8	Div 2 11.8	Div 3 7.0	Div 5 10.2	Div 6 4.2	Div 7 9.9
Div 8 6.2	Div 9 10.4	Div 10 9.2	Div 15 6.7	Div 18 6.6	

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

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

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

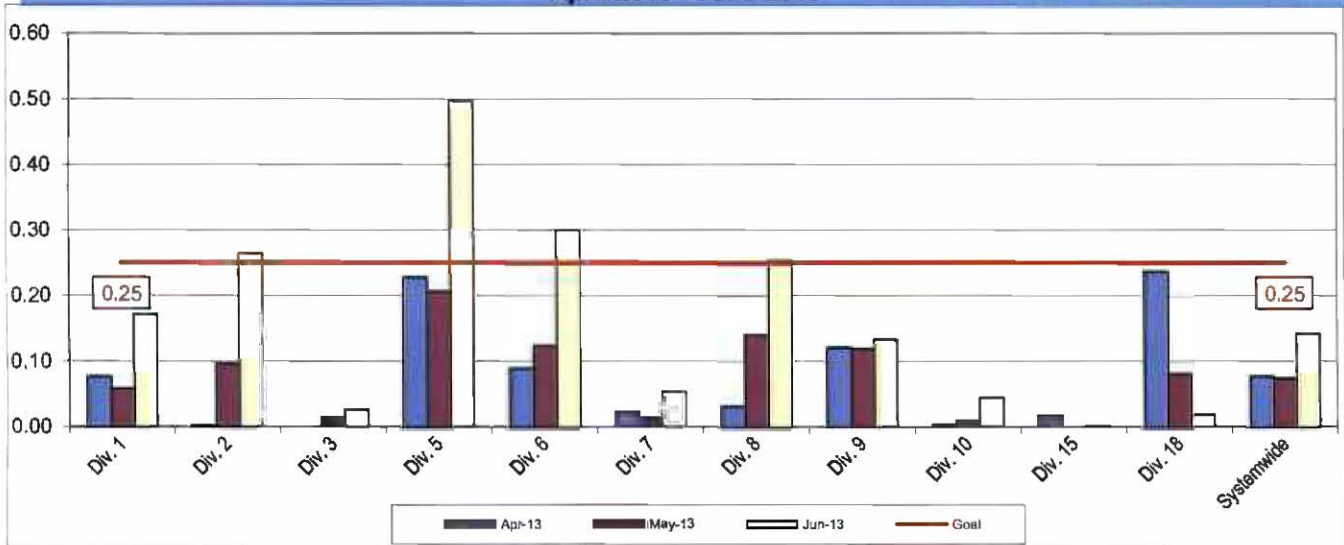
Systemwide Trend



Remaining Below the Goal line is the target.

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

**Past Due Critical PMPs - by Divisions
April 2013 - June 2013**



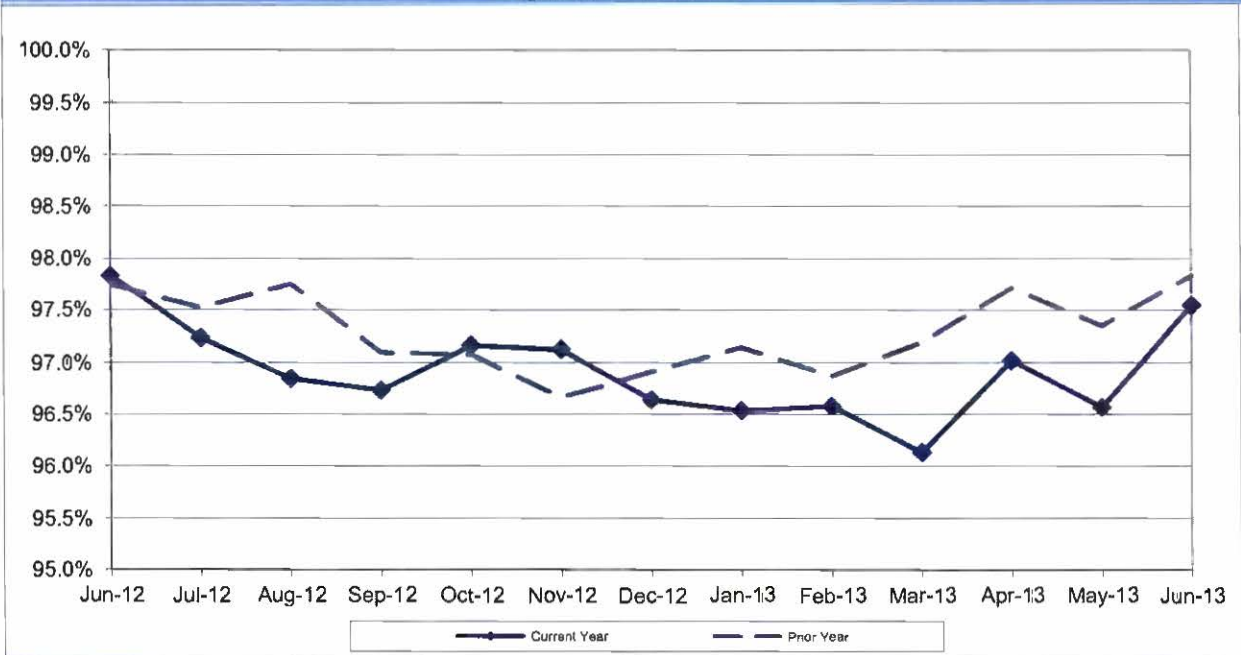
ATTENDANCE

MAINTENANCE ATTENDANCE

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

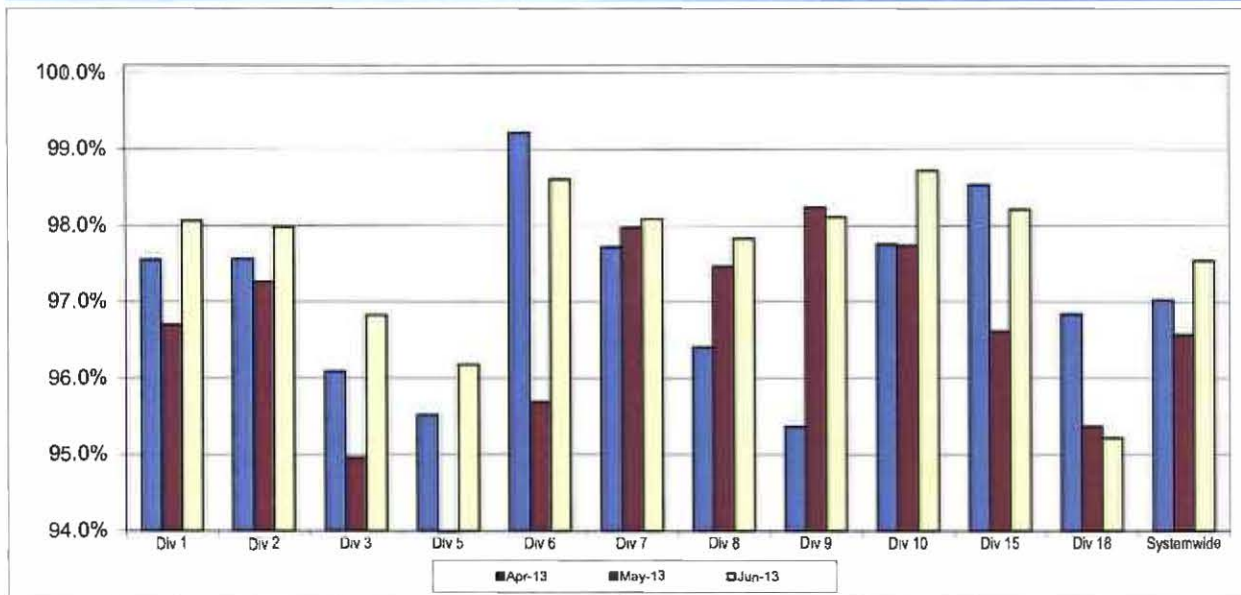
Calculation: 1-(FTEs absent / by the total FTEs assigned)

Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions (By Current Month) April 2013 - June 2013

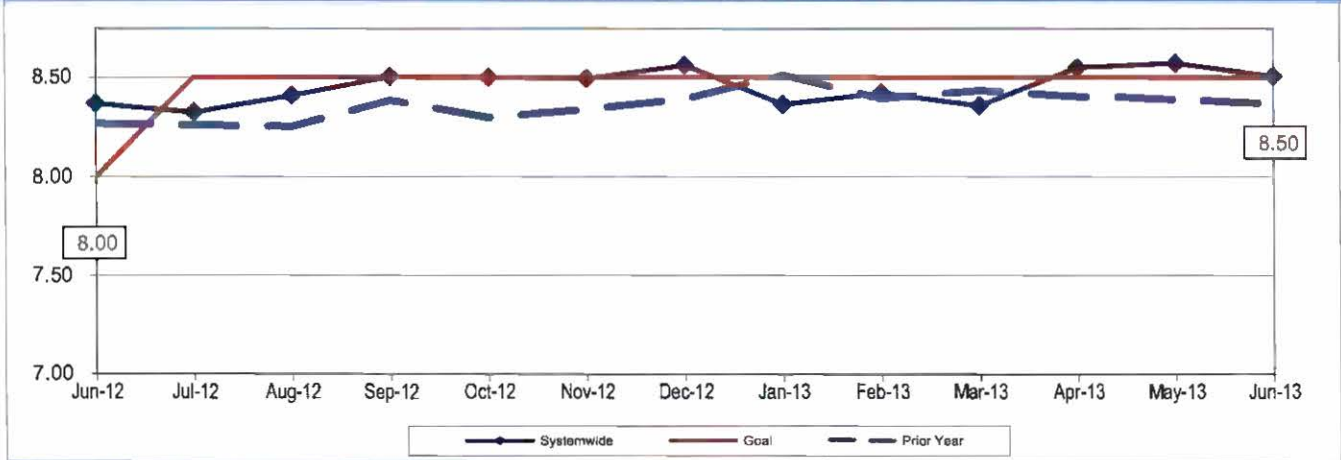


BUS CLEANLINESS

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

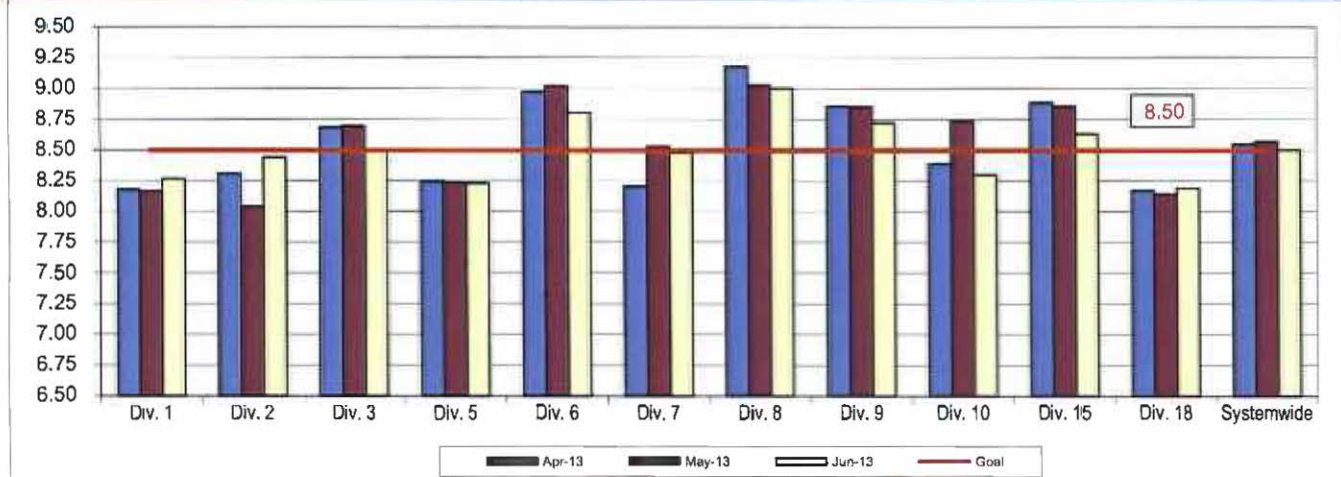
Calculation: Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

Bus Cleanliness - Systemwide

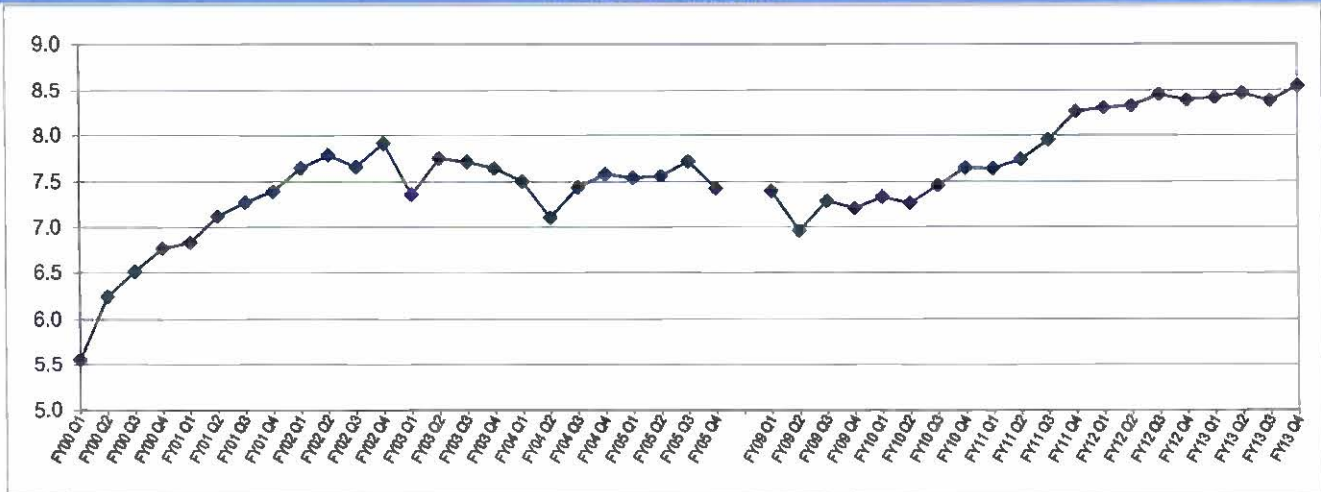


Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions April 2013 - June 2013



**Quarterly Systemwide Bus Cleanliness
FY01 Q1 - FY13 Q4**

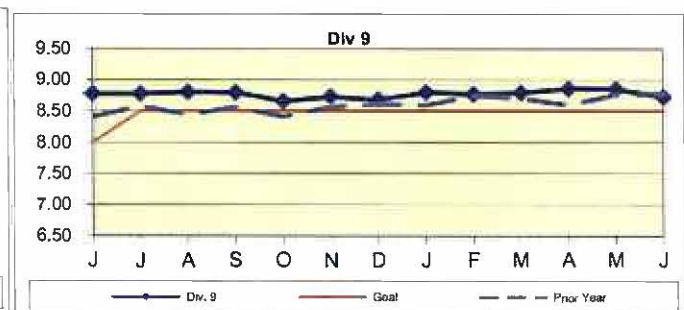
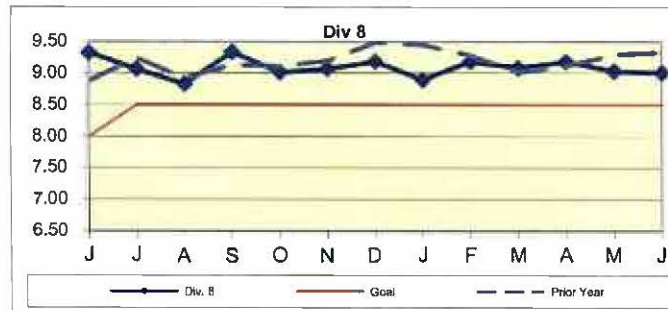
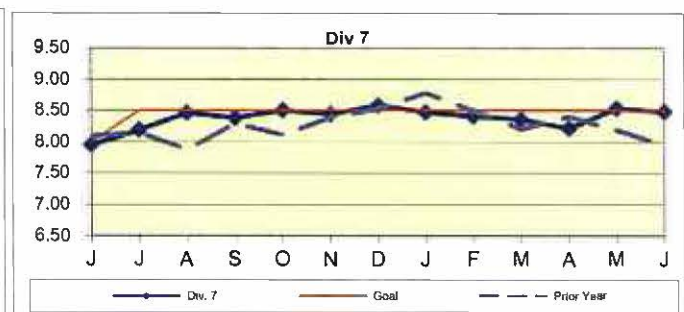
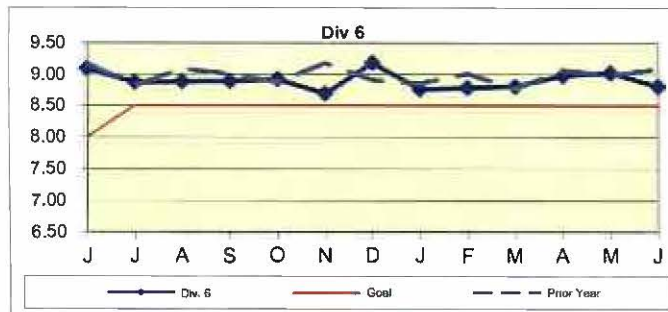
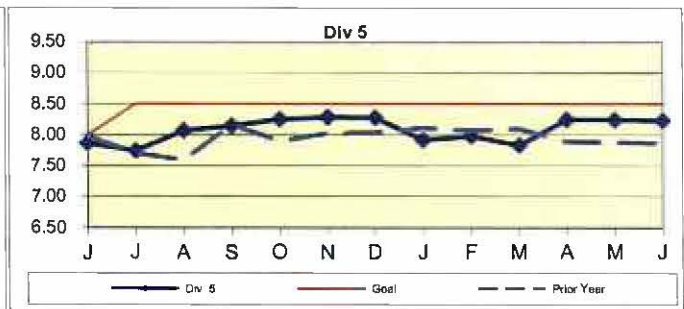
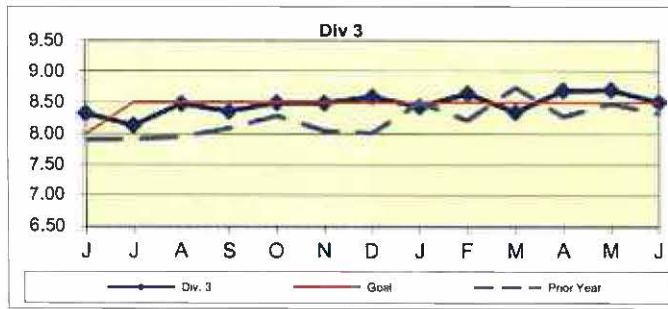
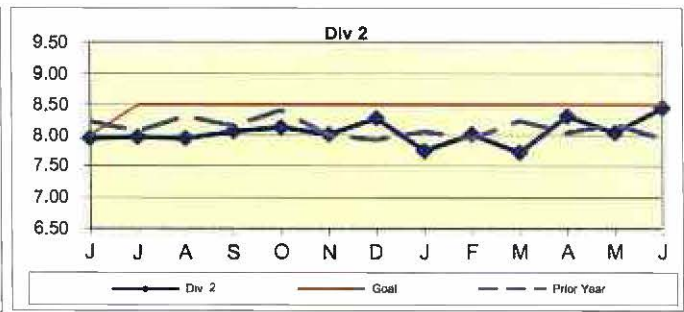
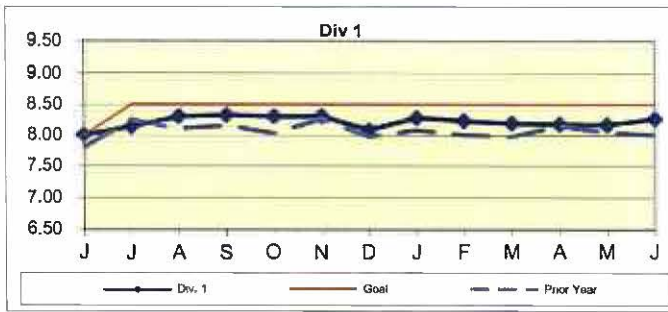


Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

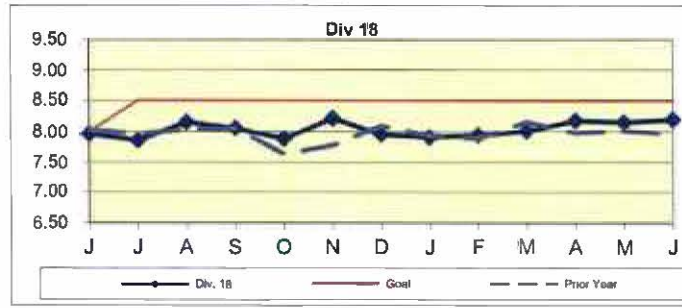
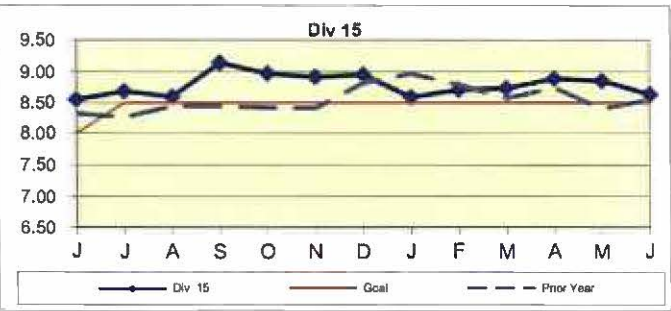
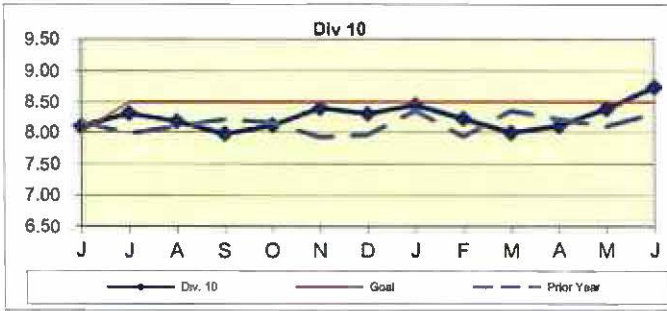
Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



Metro Rail Scorecard Overview

Metro Rail operates heavy rail lines, Metro Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report. Metro Rail operates three light rail lines: 1. Metro Blue Line from downtown to Long Beach; 2. Metro Green Line along the 105 freeway; and 3. Metro Gold Line from Pasadena and East Los Angeles. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million passengers boarding each year.

This report gives a brief overview of Metro Rail operations:

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

Measurement	FY10	FY11	FY12	FY13 Target	FY13 YTD	FYTD Status	Apr Month	May Month	Jun Month
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	8.54	9.73	8.18	7.36	9.03	⬡	9.62	13.89	8.83
<i>* Data reflects updated data for each month. W.C. now reflects current month's data. No data lag.</i>									
Metro Red Line (MRL)									
On-Time Pullouts	99.55%	99.86%	99.60%	99.00%	99.37%	●	99.34%	98.92%	98.18%
Mean Miles Between Chargeable Mechanical Failures	38,771	34,194	35,939	36,000	62,212	●	150,751	76,754	54,138
In-Service On-time Performance	99.54%	99.69%	99.45%	98.00%	99.32%	●	99.41%	99.06%	99.29%
Traffic Accidents Per 100,000 Train Miles	0.00	0.29	0.00	0.06	0.19	⬡	0.83	0.00	0.00
Complaints per 100,000 Boardings **	0.41	0.51	0.56	0.56	0.26	●	0.19	0.43	0.32
<i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
Metro Blue Line (MBL)									
On-Time Pullouts	99.71%	99.10%	99.48%	98.00%	99.34%	●	100.00%	99.77%	99.40%
Mean Miles Between Chargeable Mechanical Failures	20,830	14,194	13,940	15,000	16,755	●	20,927	34,606	16,168
In-Service On-time Performance	98.81%	99.11%	98.31%	98.00%	95.80%	⬡	96.98%	97.56%	98.00%
Traffic Accidents Per 100,000 Train Miles	1.45	1.76	1.35	1.35	1.45	⬡	2.38	1.72	1.20
Complaints per 100,000 Boardings **	0.80	0.81	1.22	1.08	0.90	⬡	0.59	0.42	0.66
<i>* At this time Expo Mechanical Failures and Pull Outs cannot be separated from Blue Line so they are reported combined for reporting purposes in Blue Line.</i>									
<i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
Metro Expo Line (MEXL)									
On-Time Pullouts (Expo Pull Outs are included in Blue Line Pull Outs)									
Mean Miles Between Chargeable Mechanical Failures (Expo MMBCMF are included in Blue Line MMBCMF)									
In-Service On-time Performance				98.00%	98.47%	●	96.87%	99.24%	99.04%
Traffic Accidents Per 100,000 Train Miles				1.35	0.34	●	0.00	0.00	0.00
Complaints per 100,000 Boardings **				1.08	2.20	■	1.43	1.77	0.85
<i>* At this time Expo Mechanical Failures and Pull Outs cannot be separated from Blue Line so they are reported combined for reporting purposes in Blue Line.</i>									
<i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									

Metro Green Line (MGrL)									
On-Time Pullouts	99.89%	99.85%	99.87%	98.00%	99.71%	●	100.00%	99.77%	100.00%
Mean Miles Between Chargeable Mechanical Failures	13,599	11,831	14,708	16,000	13,297	◇	22,251	18,937	24,167
In-Service On-time Performance	99.26%	99.50%	98.86%	98.00%	98.06%	◇	98.56%	98.81%	98.97%
Traffic Accidents Per 100,000 Train Miles	0.00	0.07	0.07	0.06	0.14	■	0.00	0.00	0.00
Complaints per 100,000 Boardings **	0.76	1.13	1.06	1.01	0.63	●	0.63	0.91	0.38
<i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									
Metro Gold Line (MGoL)									
On-Time Pullouts	99.86%	99.99%	100.00%	98.00%	99.88%	●	99.87%	99.49%	100.00%
Mean Miles Between Chargeable Mechanical Failures	16,151	21,097	18,017	23,000	28,299	●	33,505	40,132	24,197
In-Service On-time Performance	99.12%	99.58%	98.68%	98.00%	98.45%	●	96.95%	98.94%	97.74%
Traffic Accidents Per 100,000 Train Miles	0.82	0.61	0.42	0.41	0.22	●	0.00	0.00	1.23
Complaints per 100,000 Boardings **	1.68	1.22	1.21	1.19	0.68	●	0.63	0.54	0.94
<i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i>									

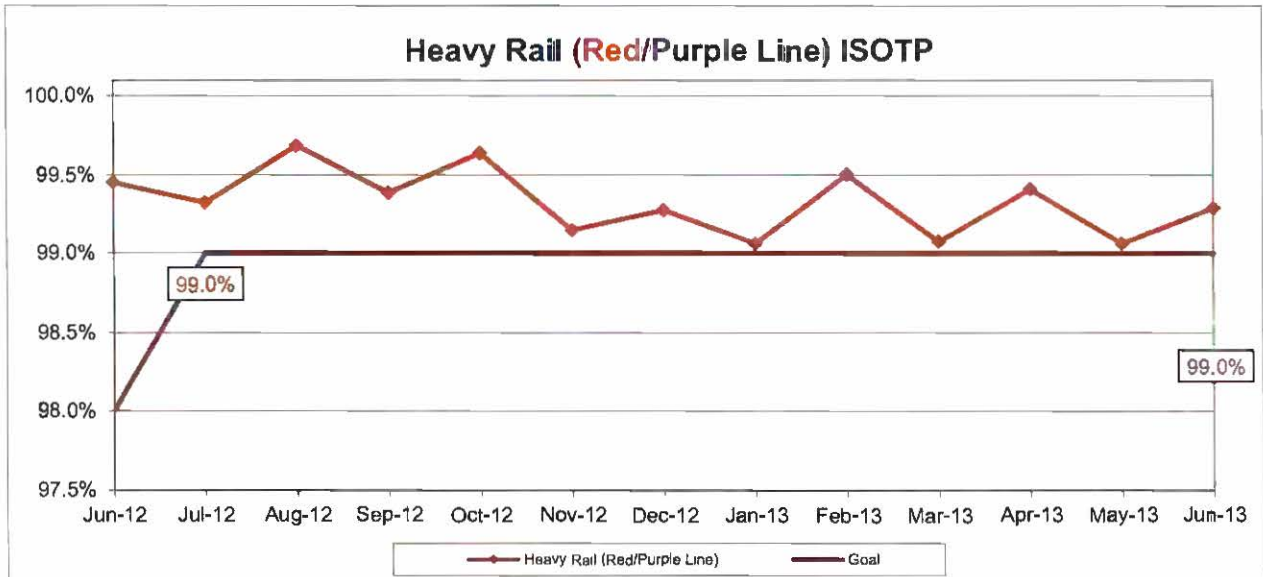
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- ◇ Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant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

RAIL SERVICE PERFORMANCE

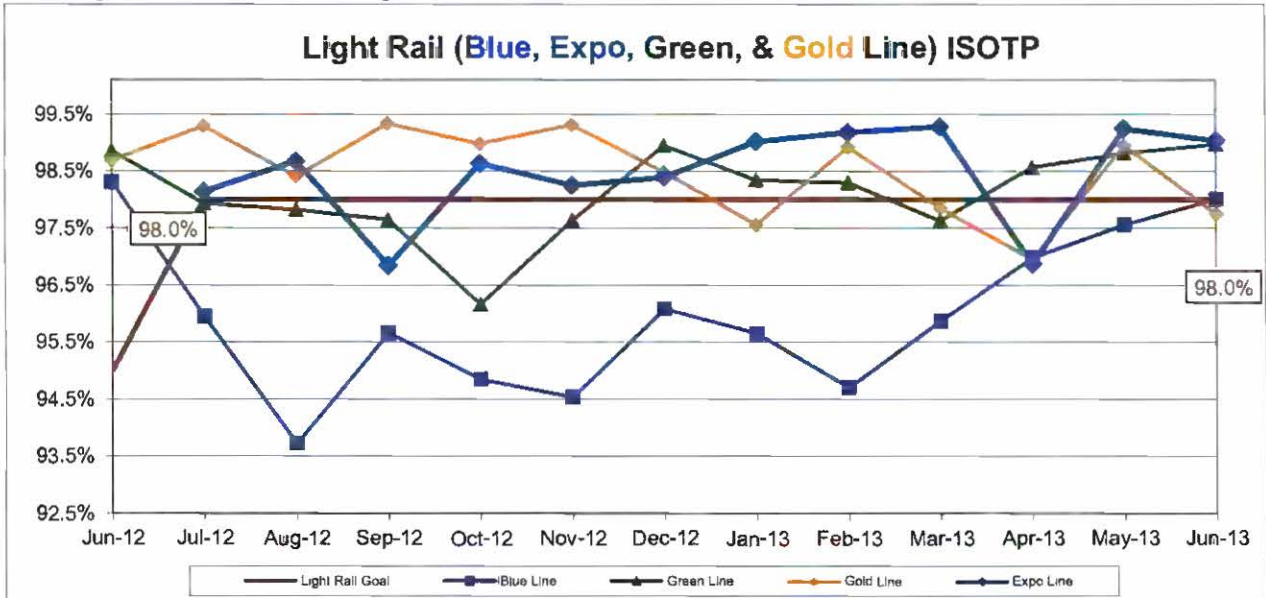
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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



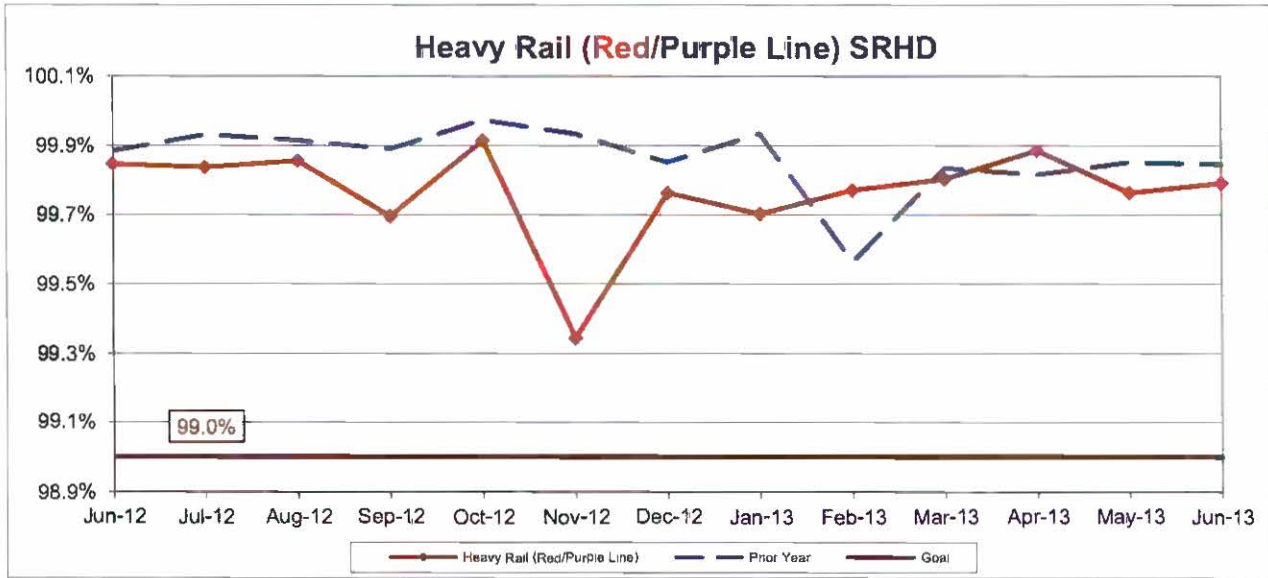
Remaining Above the Goal line is the target.



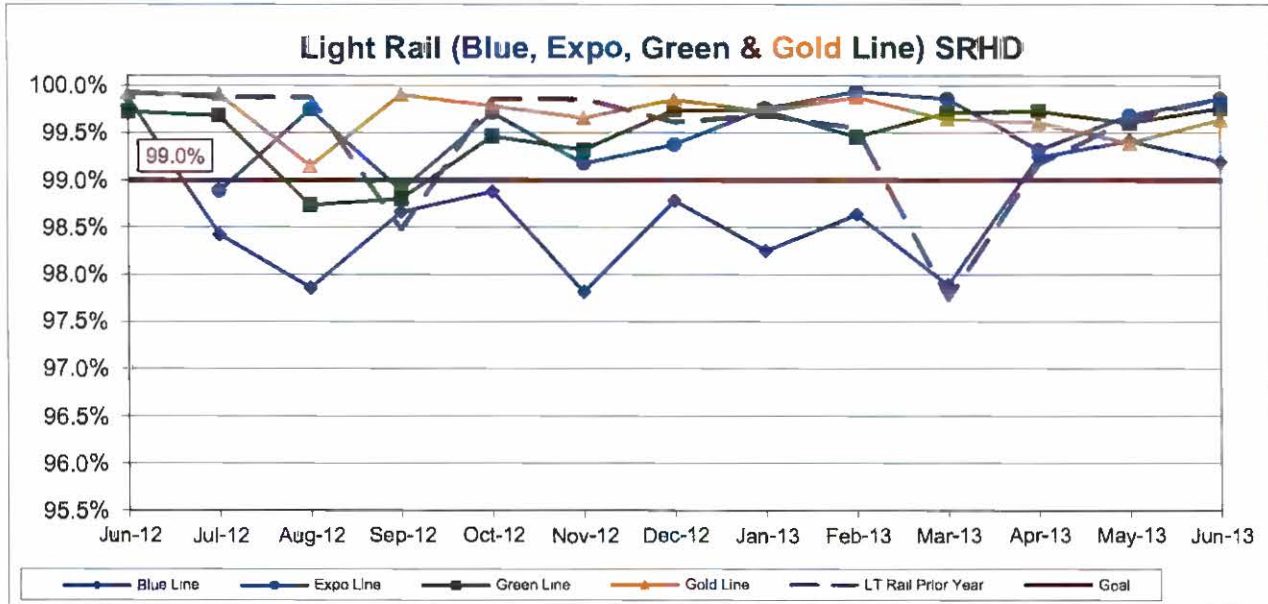
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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



Remaining At the Goal line is the target.

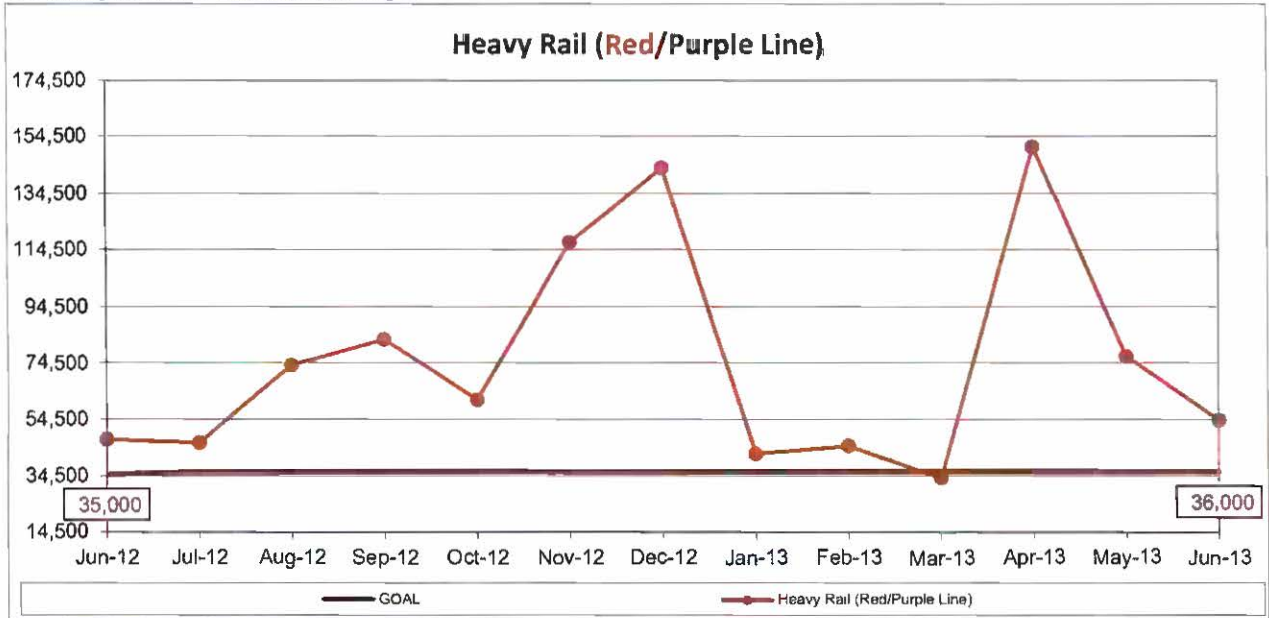


Mean Miles Between Chargeable Mechanical Failures

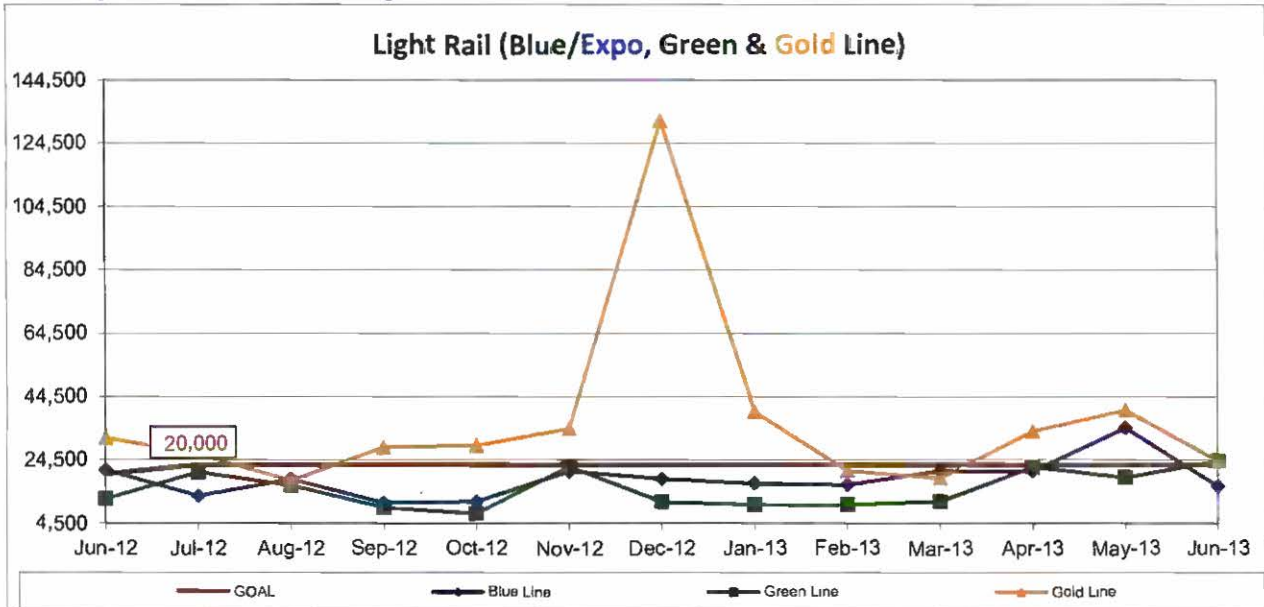
Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled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

Calculation: MVMBRVF = Total Vehicle Miles / Revenue Vehicle Systems Failures

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.



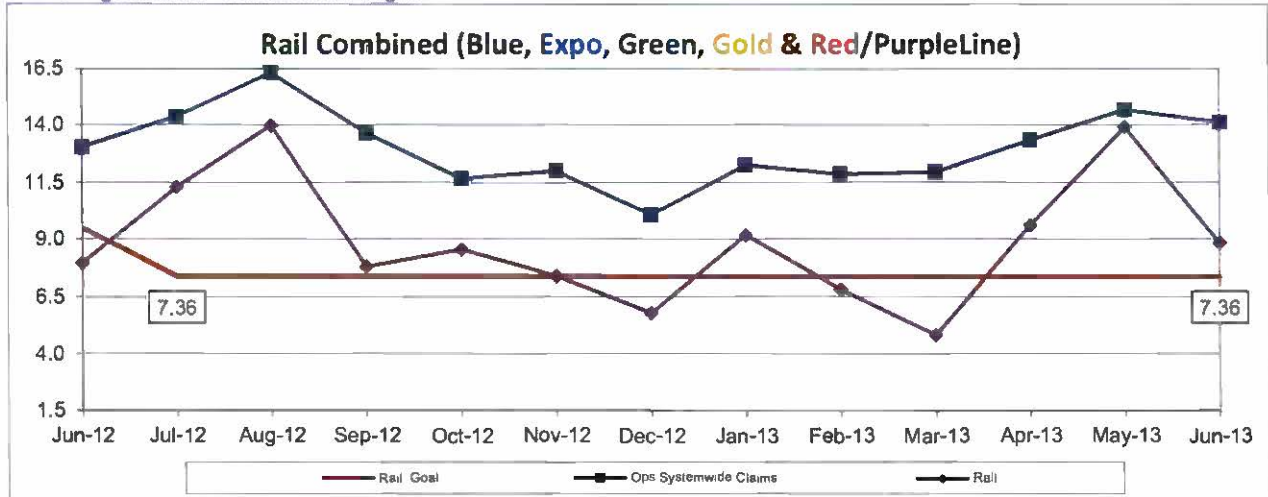
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.

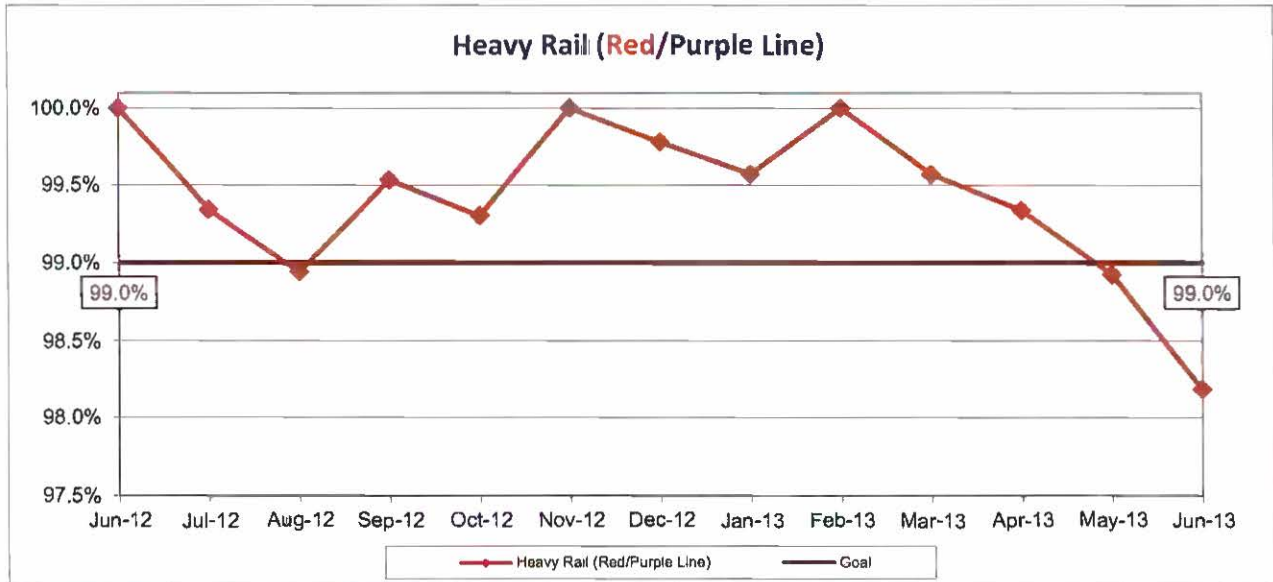
Remaining Below the Goal line is the target.



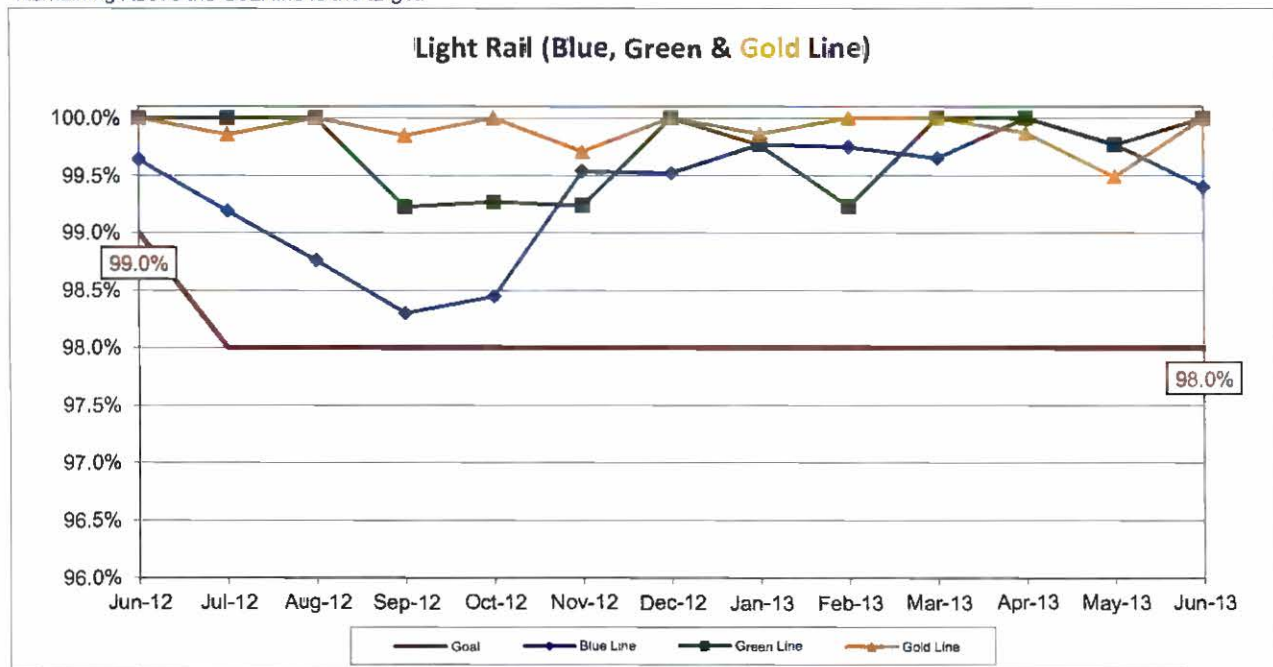
ON-TIME PULLOUTS (OTP)

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

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



Remaining Above the Goal line is the target.



SAFETY PERFORMANCE

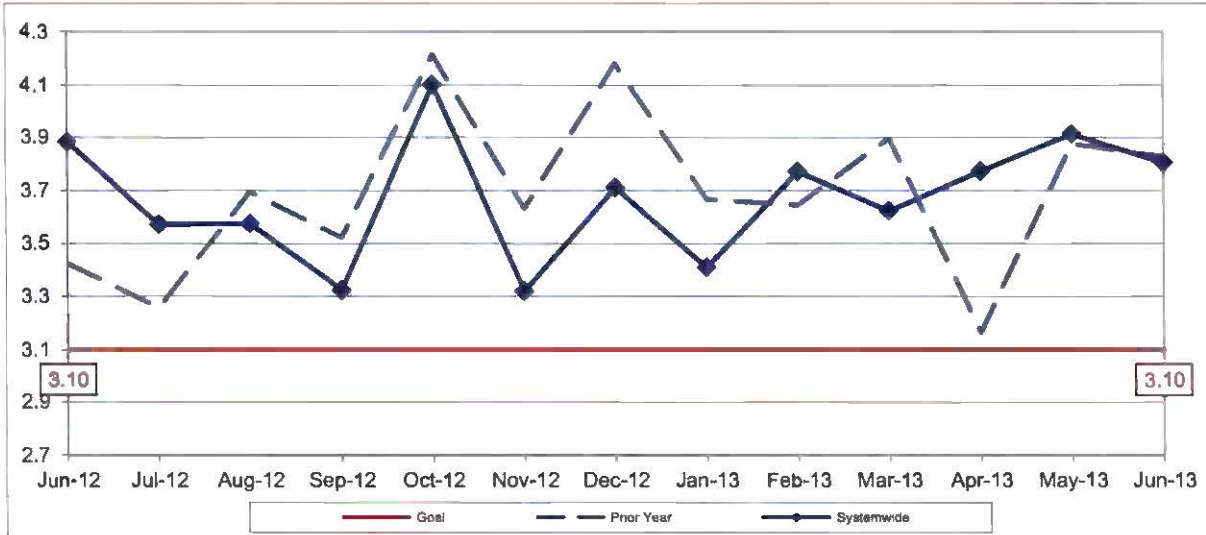
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

Systemwide Trend

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

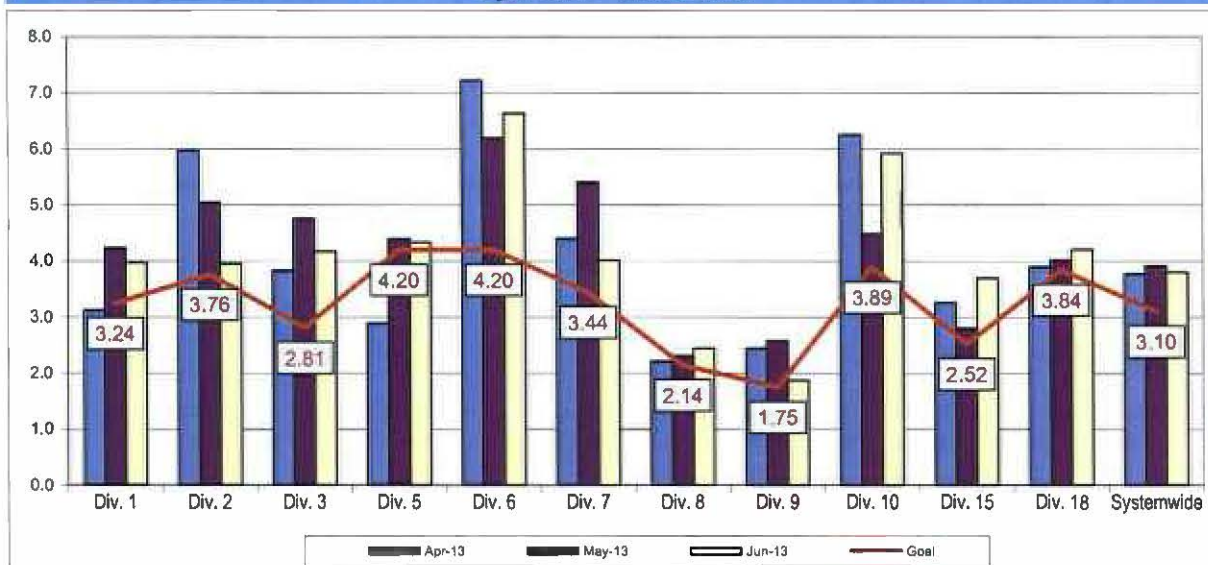


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

Remaining Below the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

Bus Operating Divisions - by Divisions April 2013 - June 2013

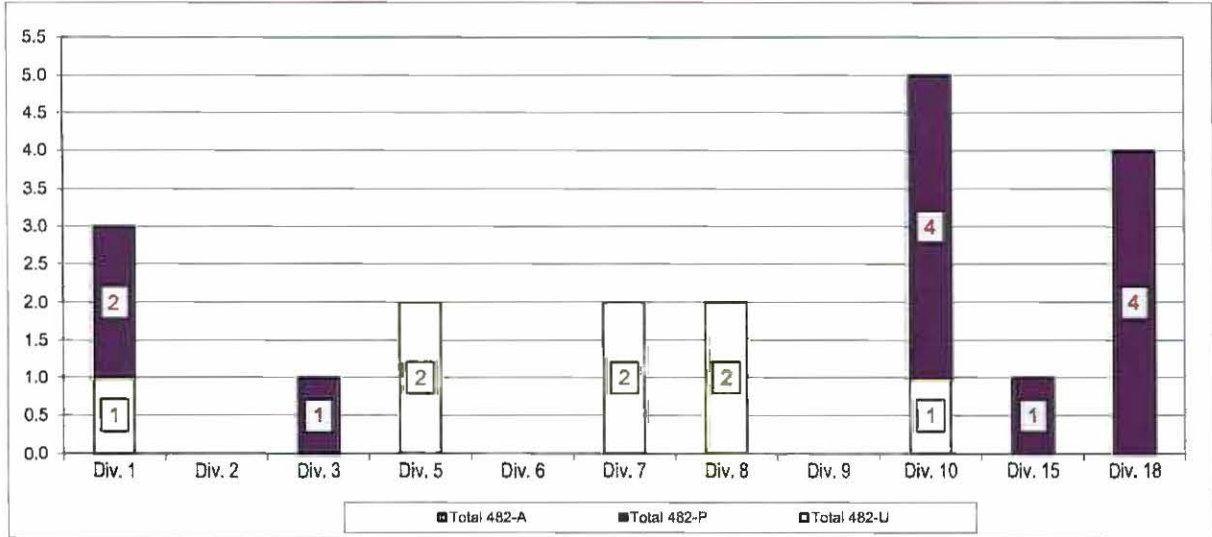


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions

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

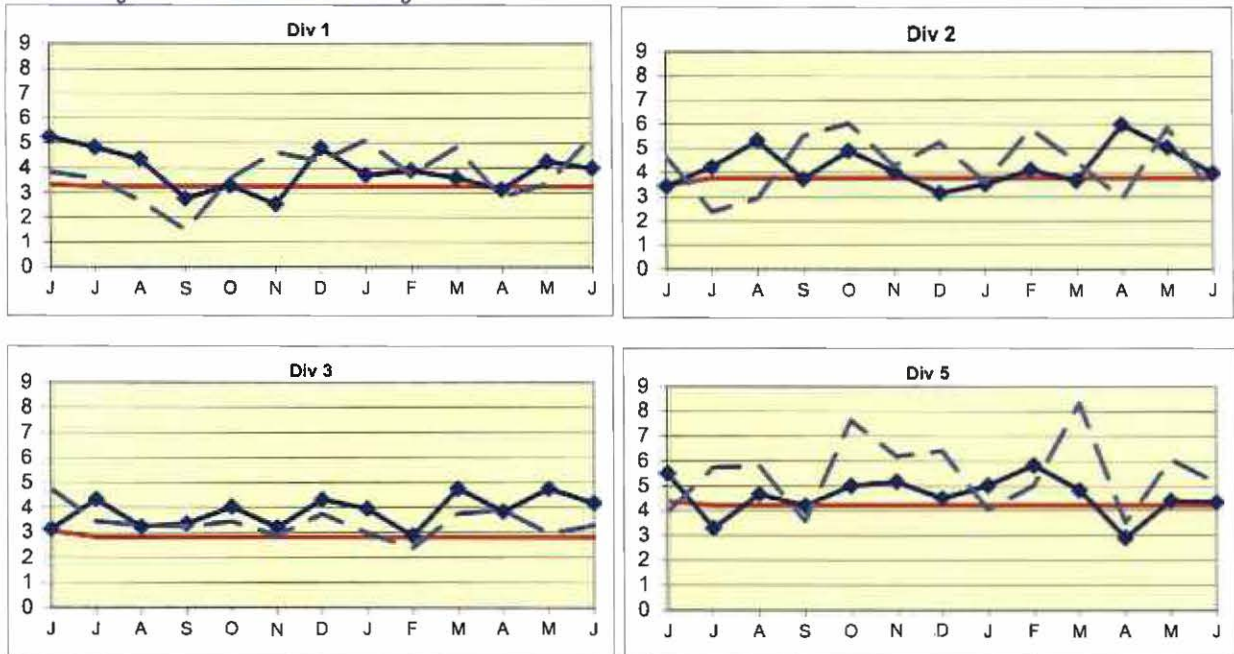
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of A, P or U.

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



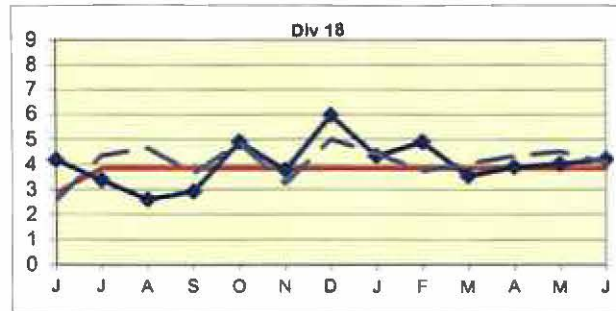
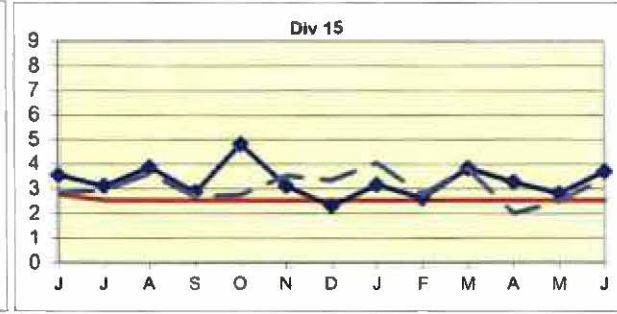
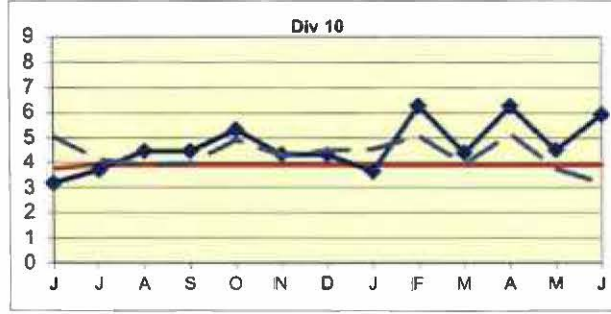
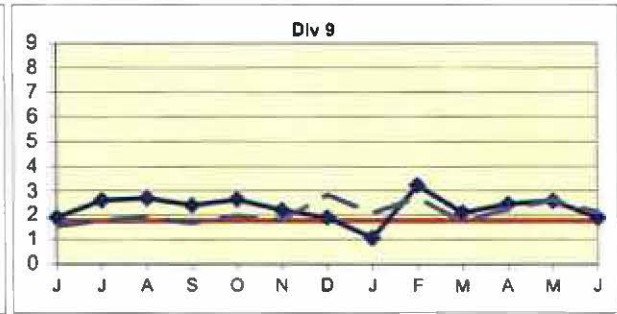
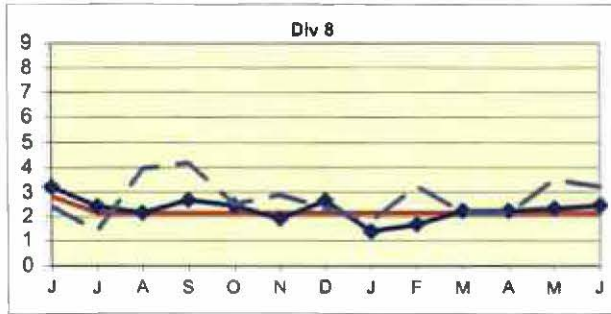
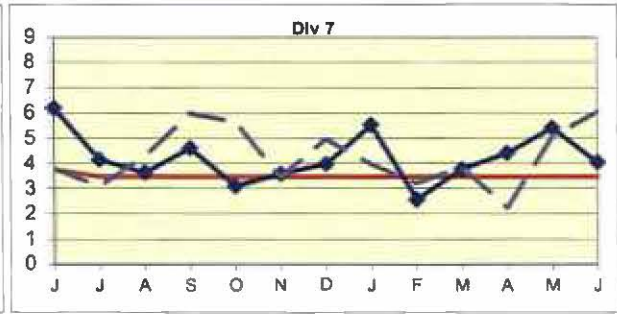
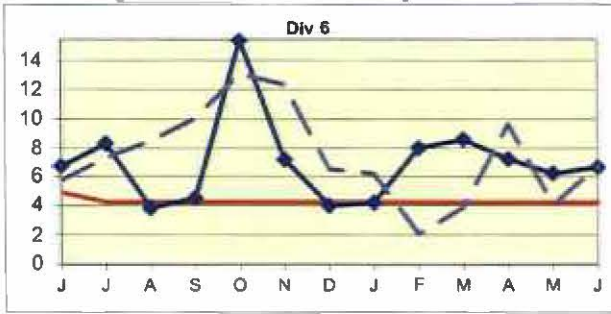
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.



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

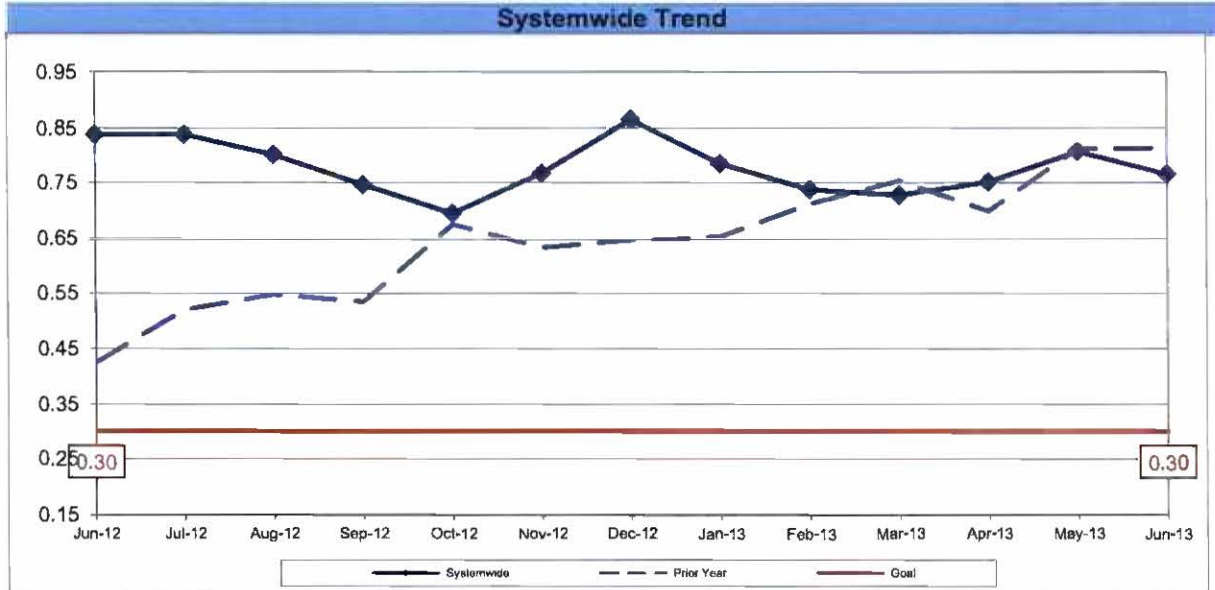
Remaining Below the Goal line is the target.



BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

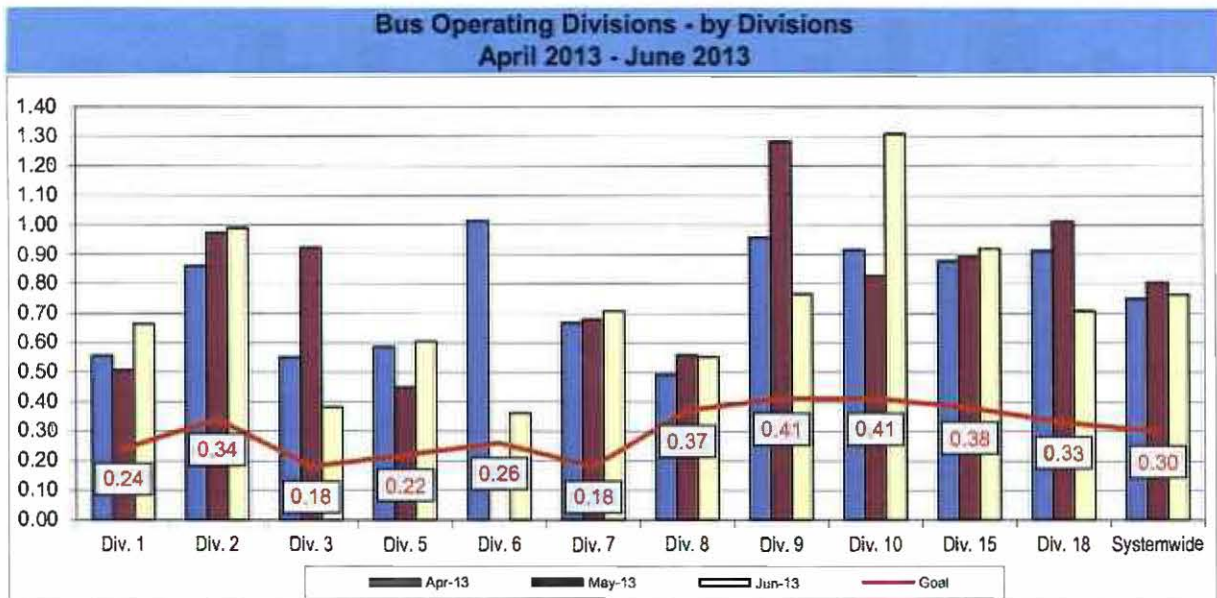
Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

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



Remaining Below the Goal line is the target.

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

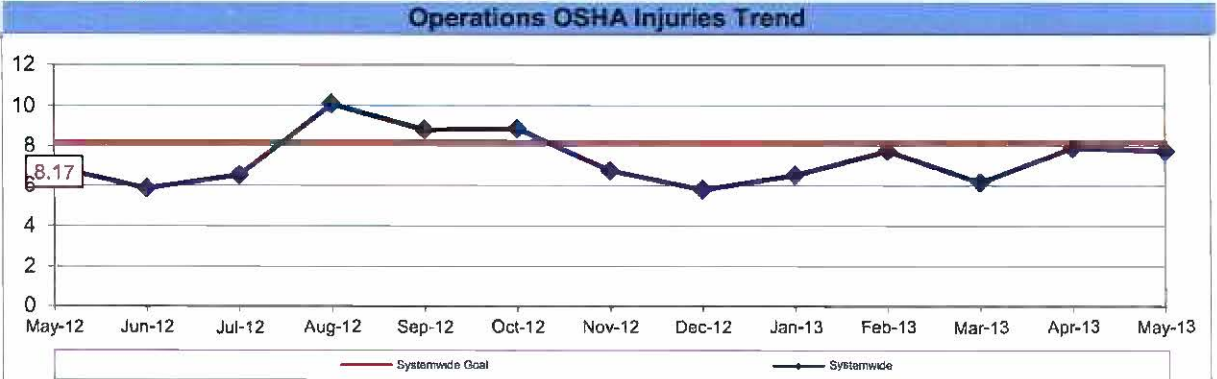


OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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

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

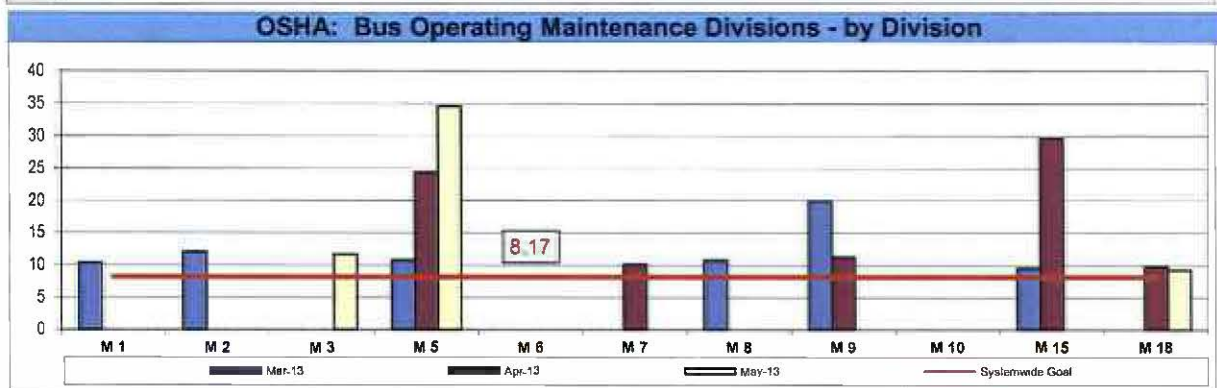
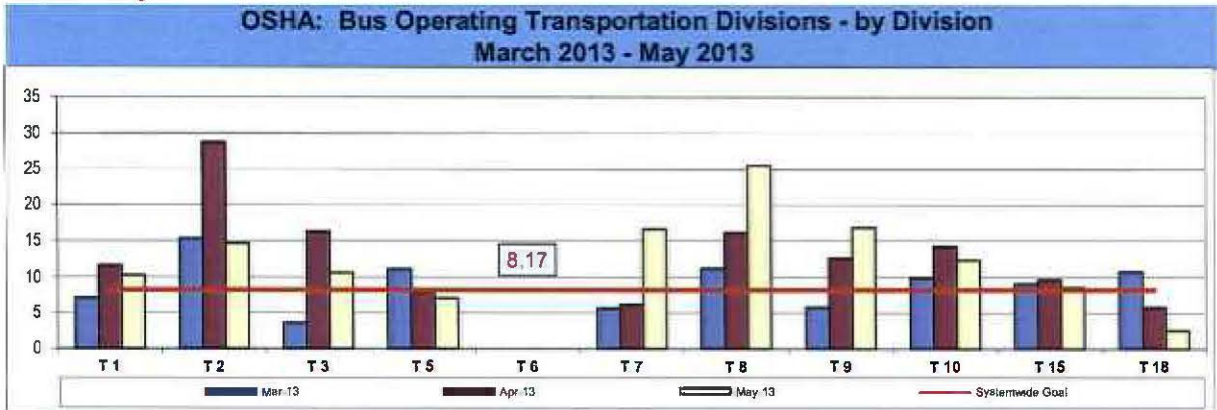
One month lag from current month



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

Remaining Below the Goal line is the target.

One month lag from current month



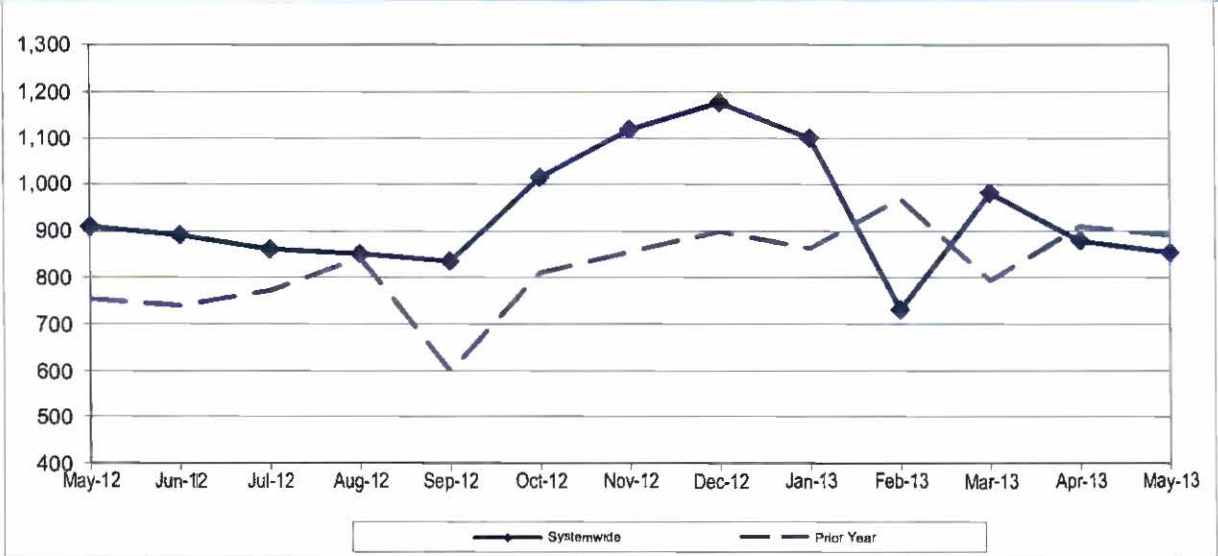
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

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

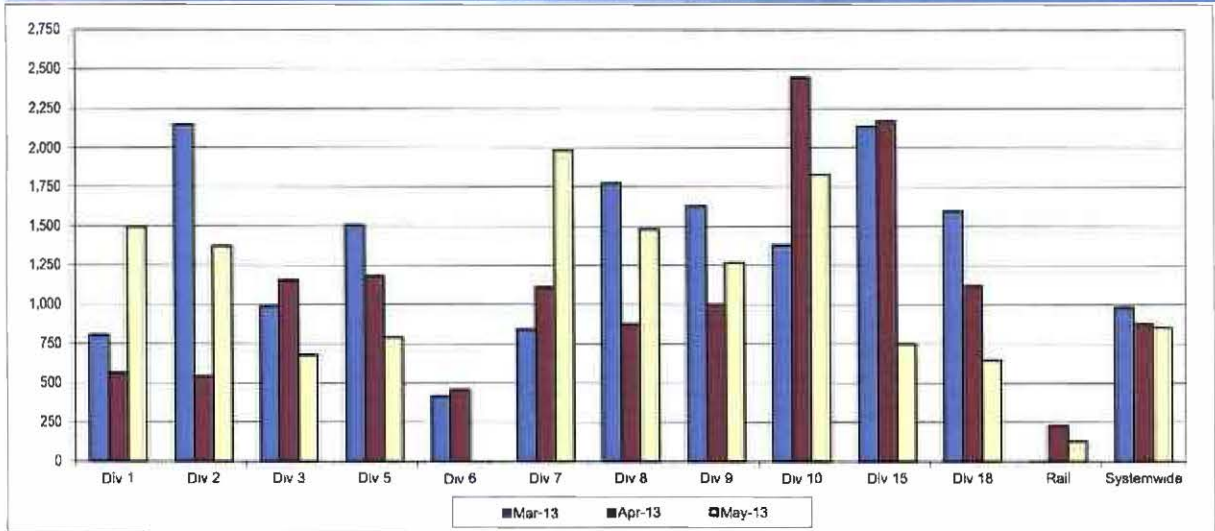
One month lag from current month

LWD Systemwide Trend



One month lag from current month

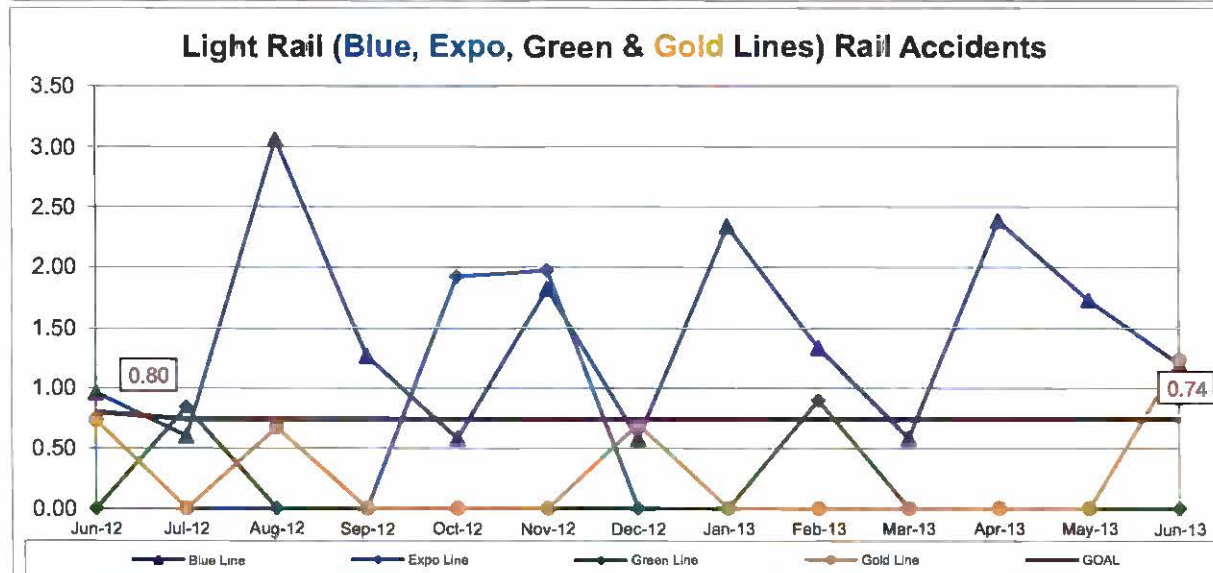
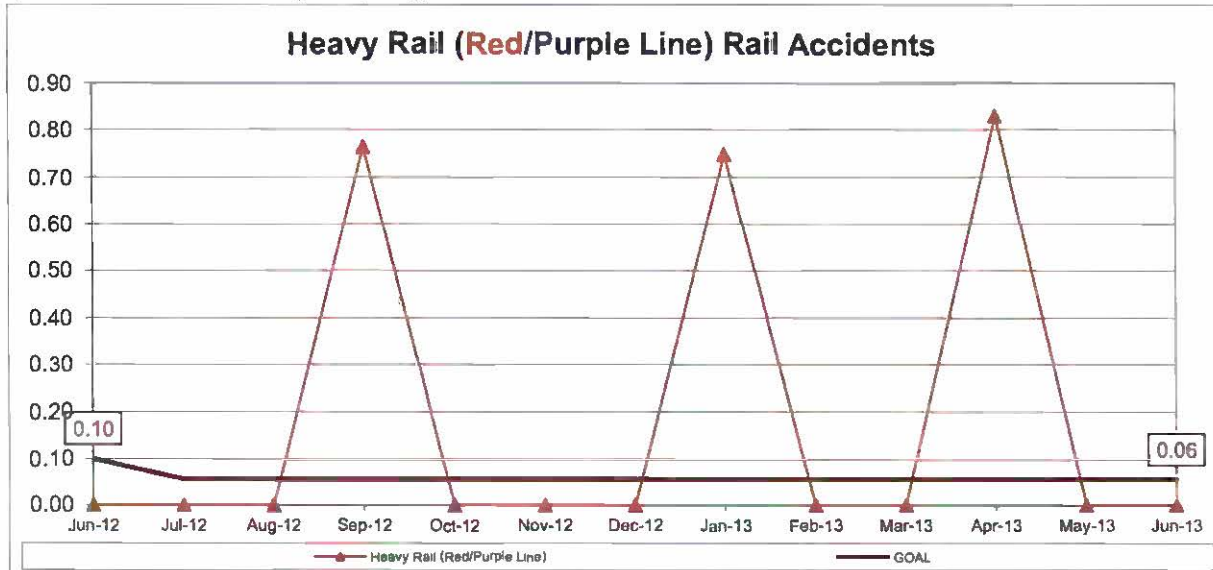
**LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division
March 2013 - May 2013**



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

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

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

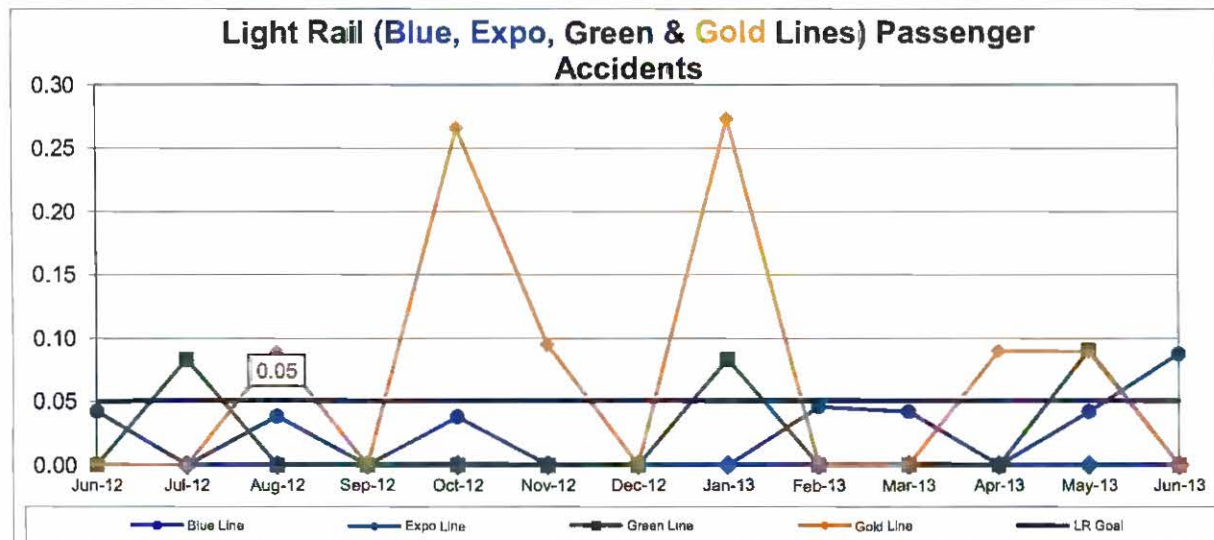
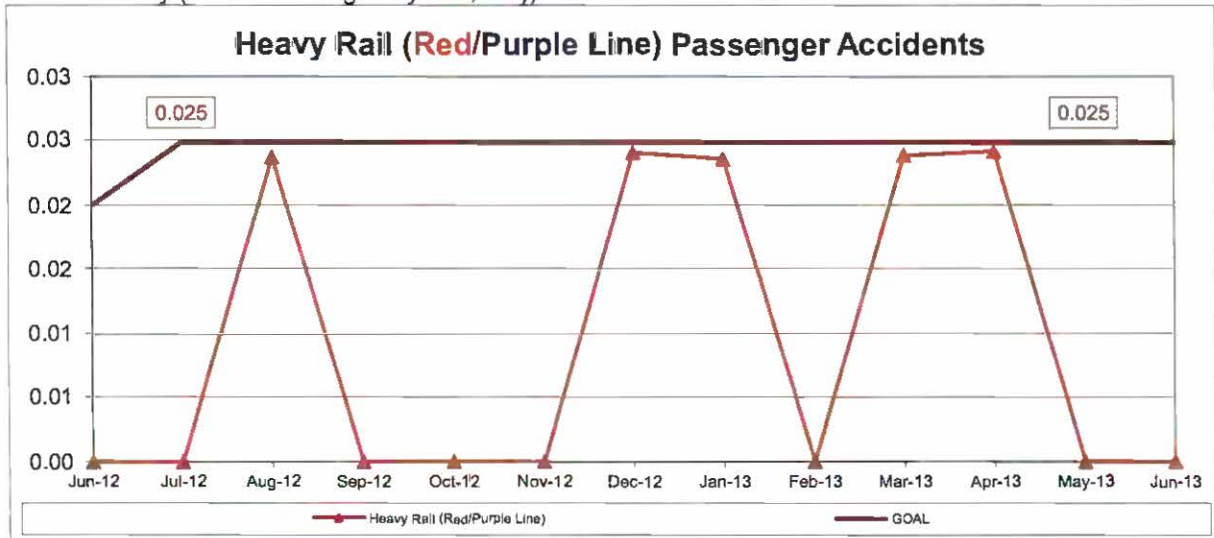


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

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



CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

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

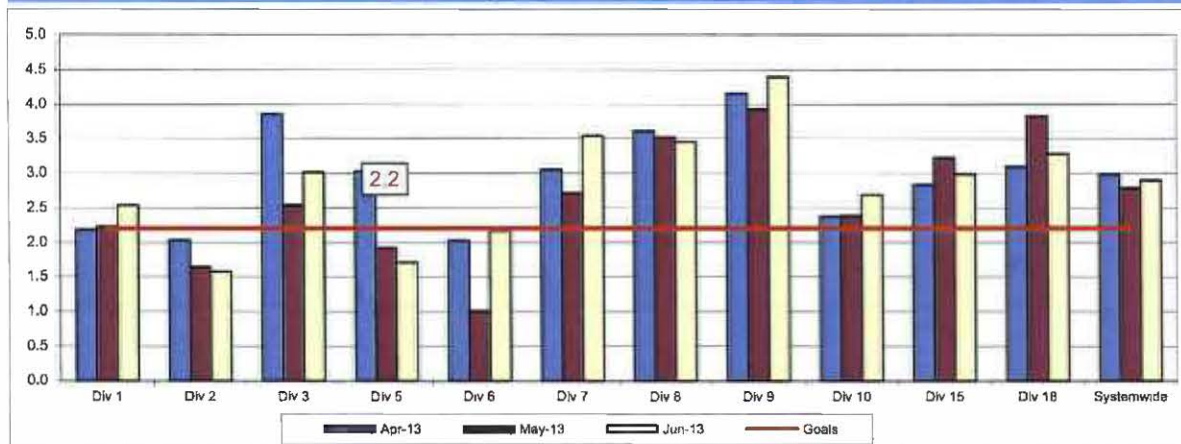
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Remaining Below the Goal line is the target.

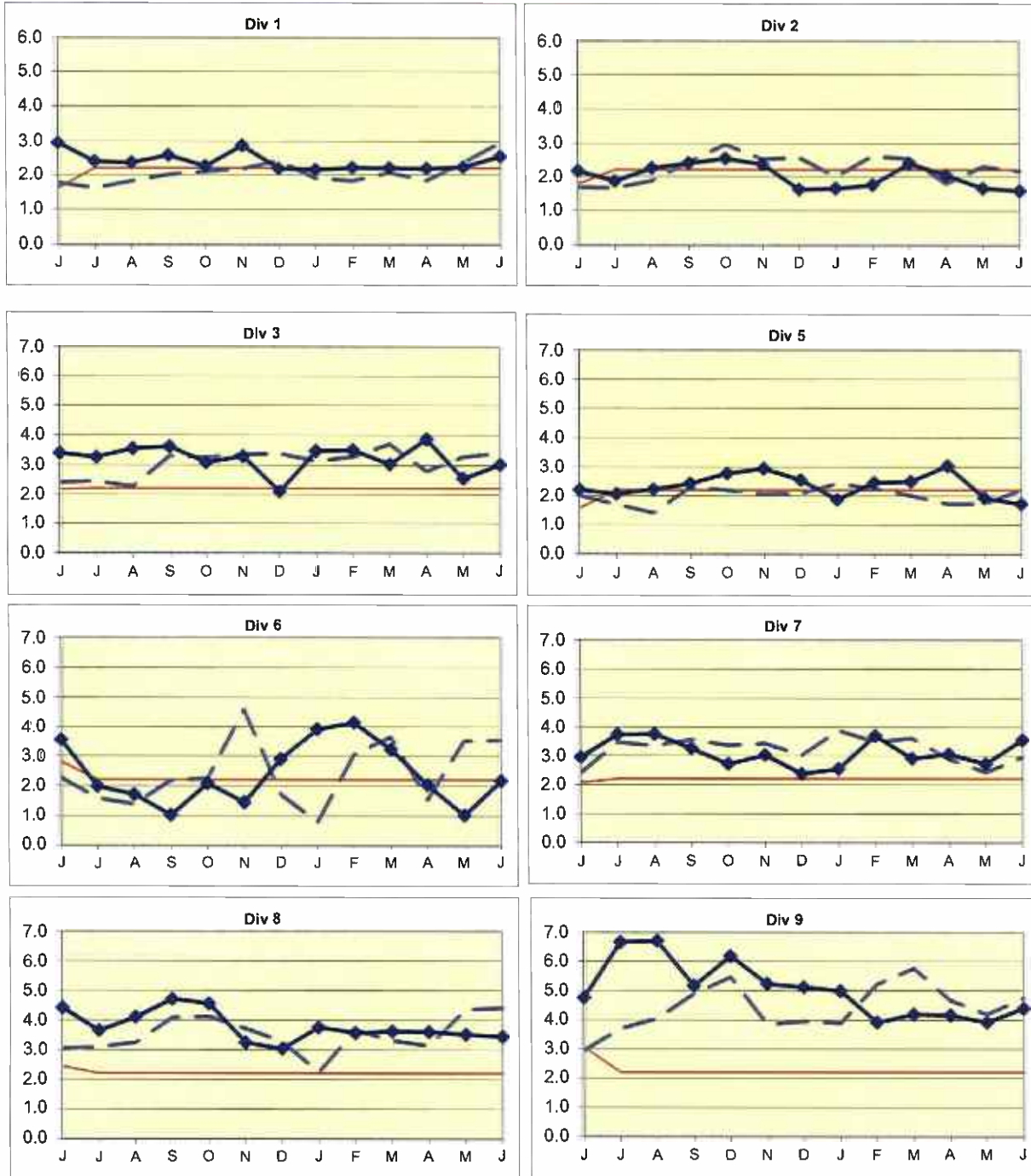
Bus Operating Divisions, by Divisions April 2013 - June 2013



COMPLAINTS PER 100,000 BOARDINGS

◆ Current Year
 - - - - Prior Year
 — Goal

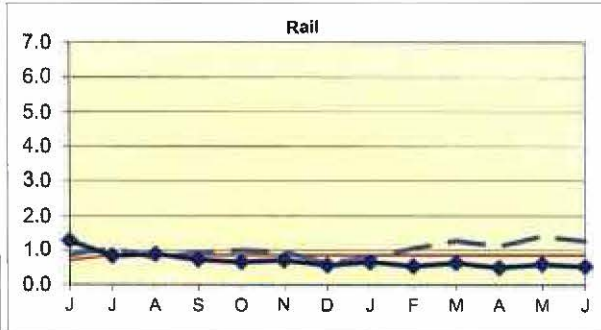
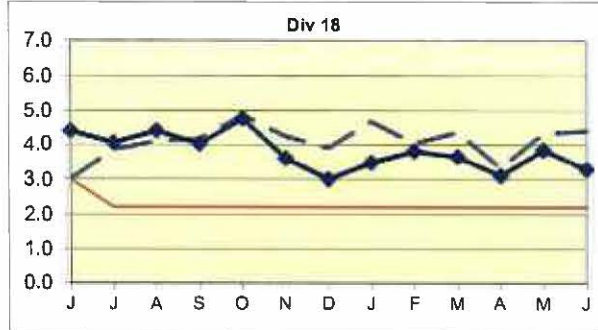
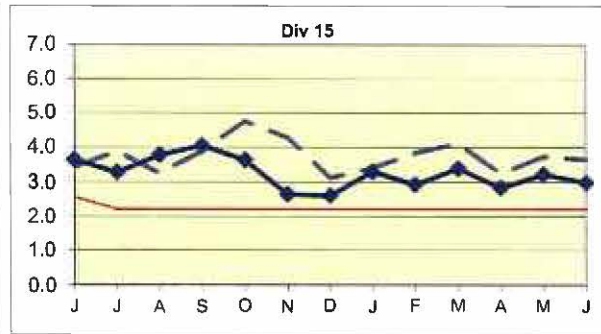
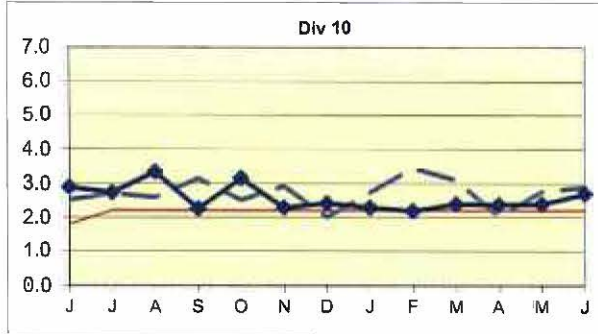
Remaining Below the Goal line is the target.



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

Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS - Continued



WORKERS COMPENSATION CLAIMS

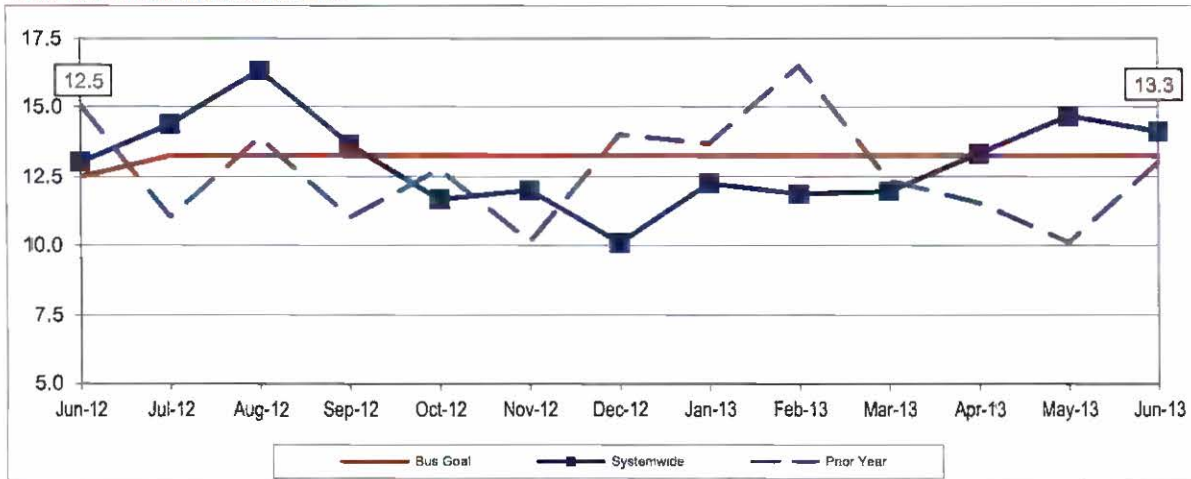
New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend

Data now reflects the current month.



Remaining Below the Goal line is the target.

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

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

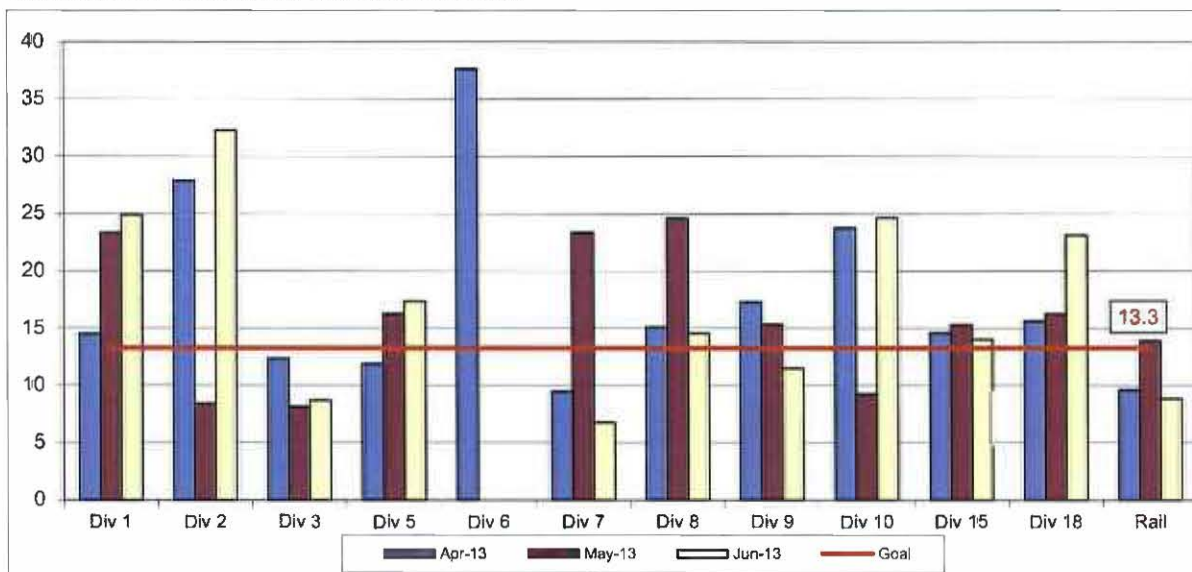
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Bus & Rail by Division April 2013 - June 2013

Data now reflects the current month.

Remaining Below the Goal line is the target.

Transportation & Maintenance Performance combined.

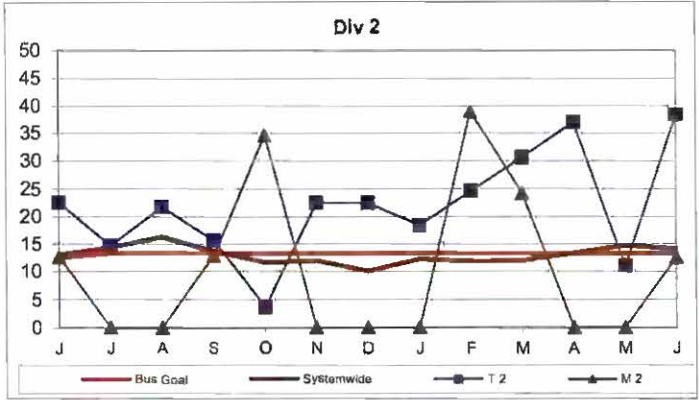
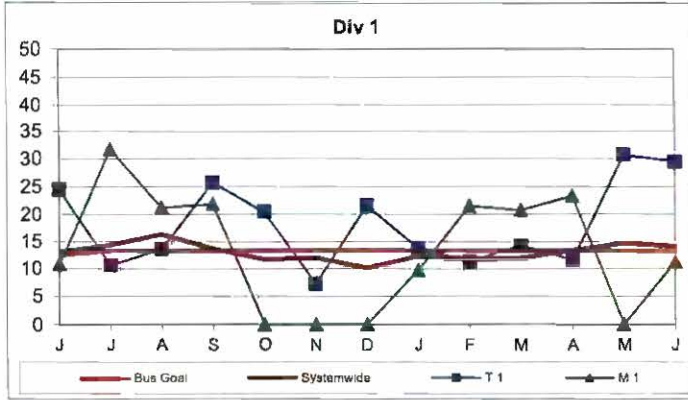


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

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

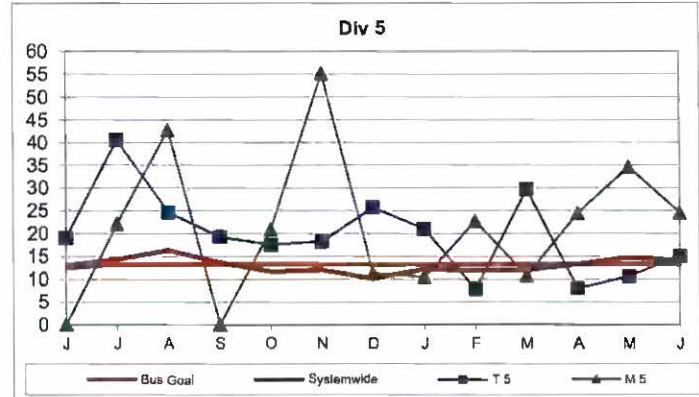
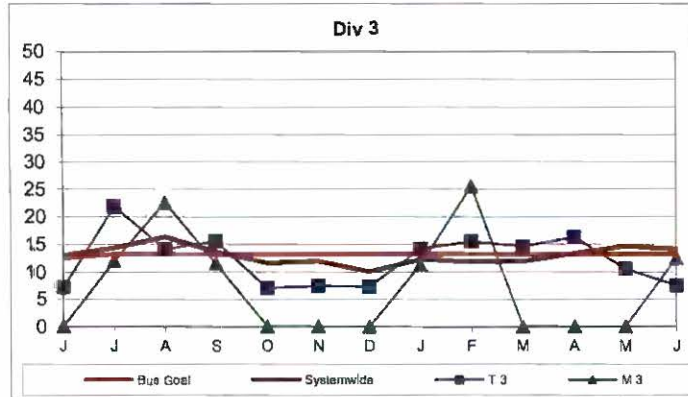
Calculation: New Workers' Compensation Indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

W.C. now reflects current month's data. No data lag.



Remaining Below the Goal line is the target.

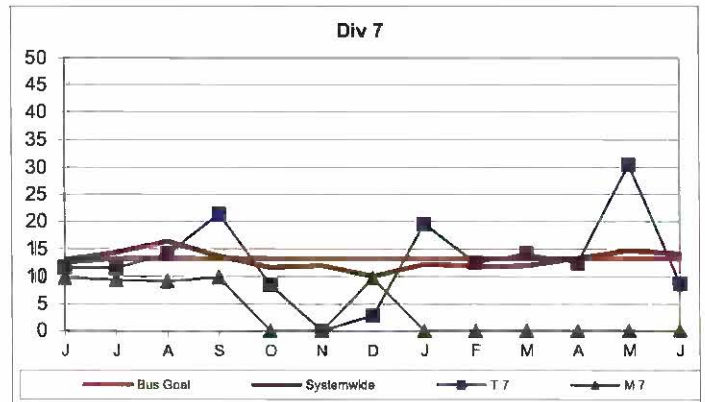
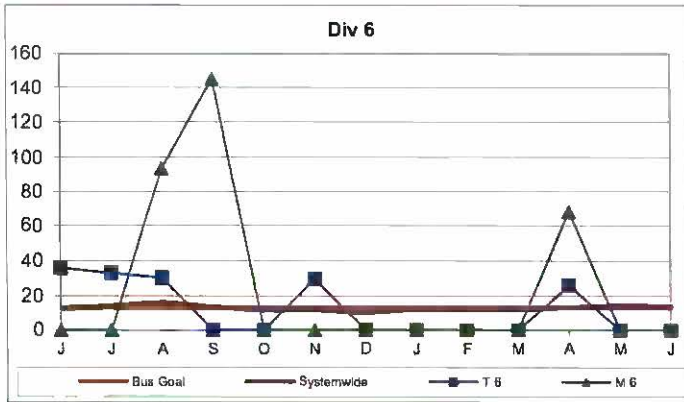
W.C. now reflects current month's data. No data lag.



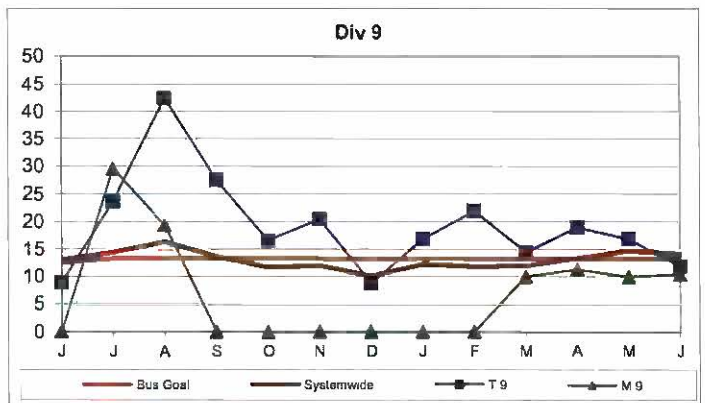
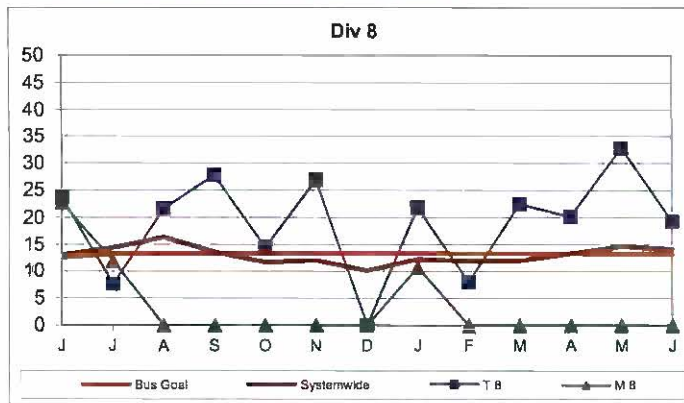
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

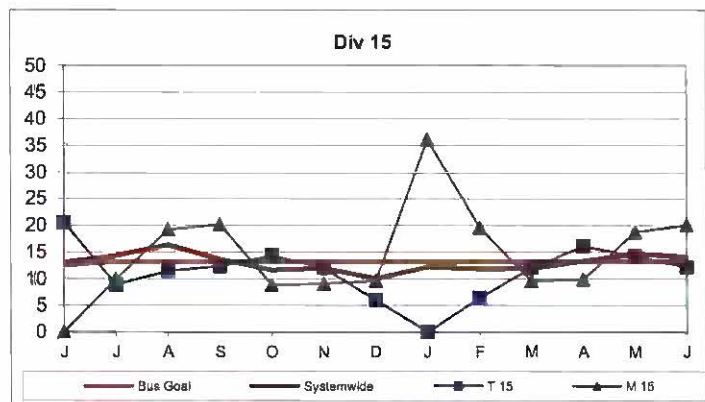
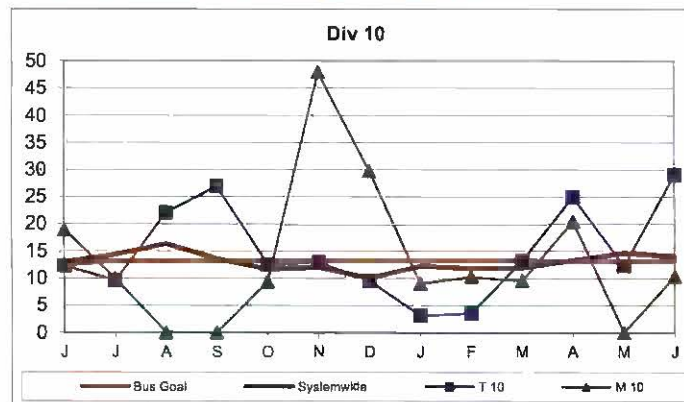
W.C. now reflects current month's data. No data lag.



W.C. now reflects current month's data. No data lag.



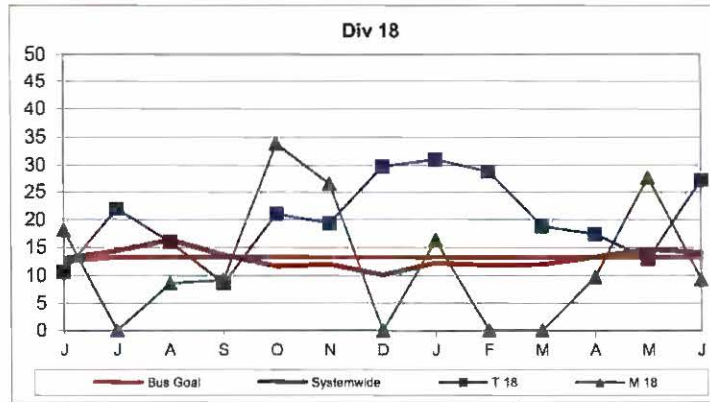
W.C. now reflects current month's data. No data lag.



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

Remaining Below the Goal line is the target.

W.C. now reflects current month's data. No data lag.



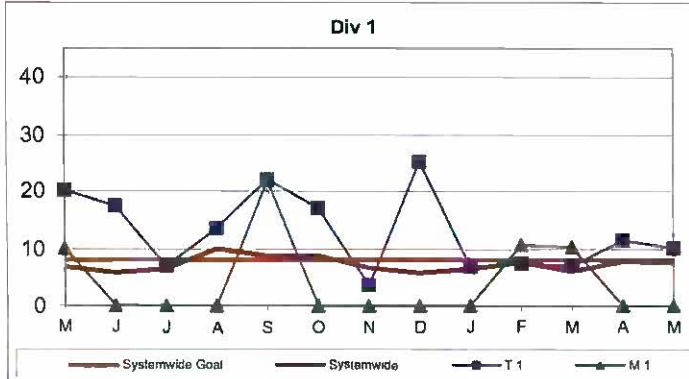
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

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

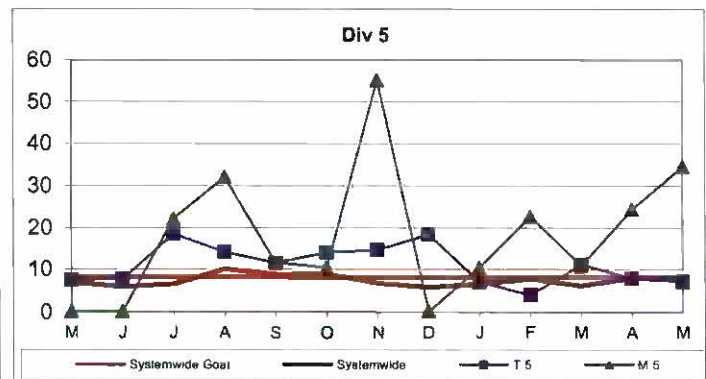
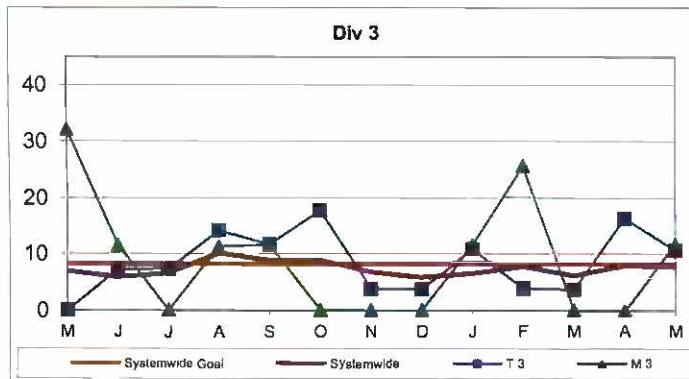
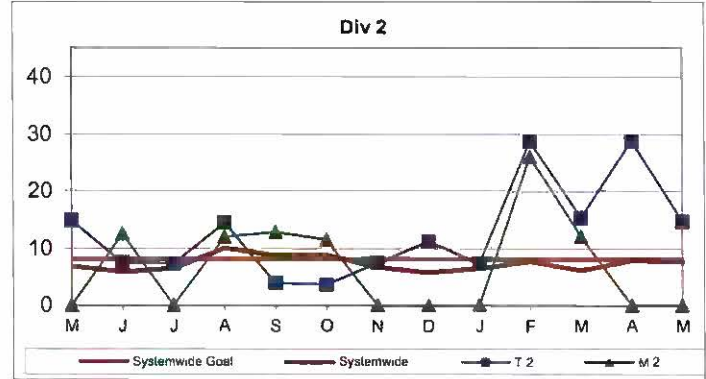
Calculation: New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries /(Exposure Hours/200,000)

One month lag in reporting.

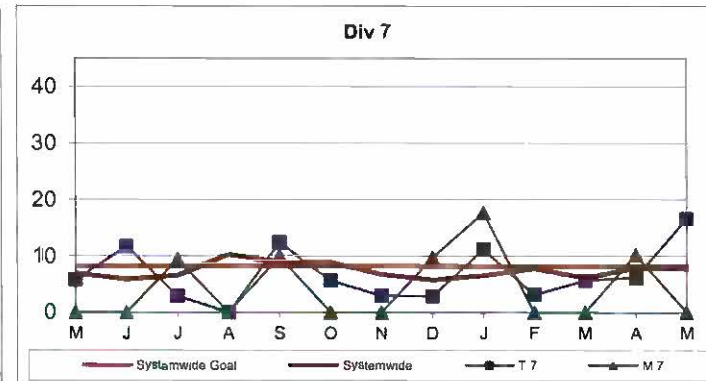
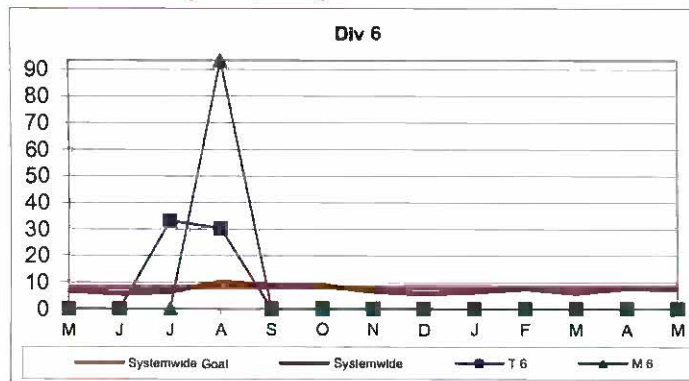


Remaining Below the Goal line is the target.

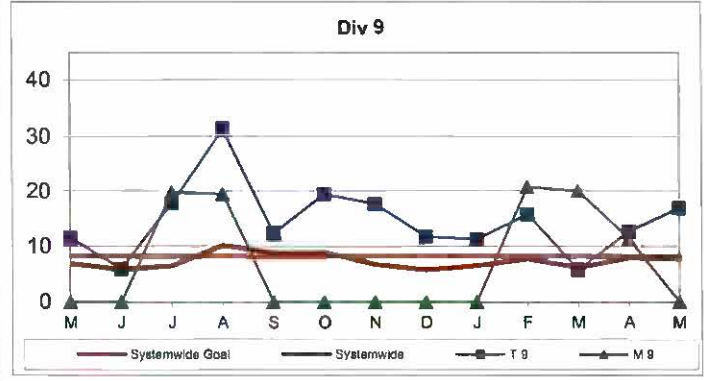
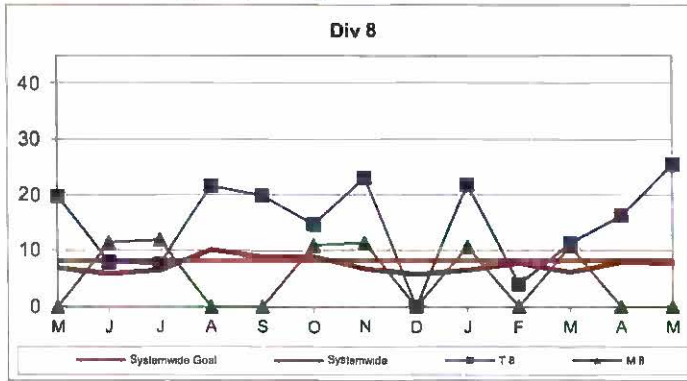
One month lag in reporting.



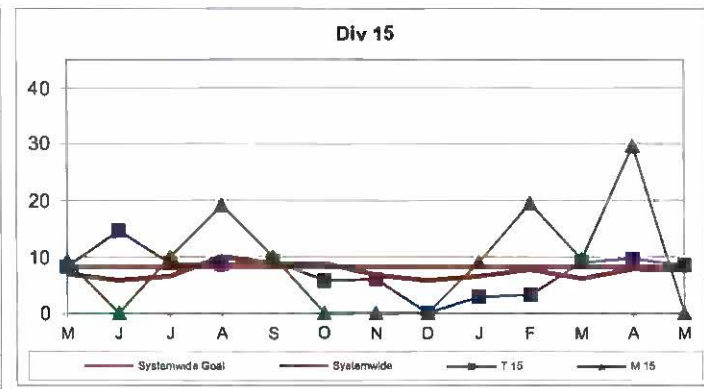
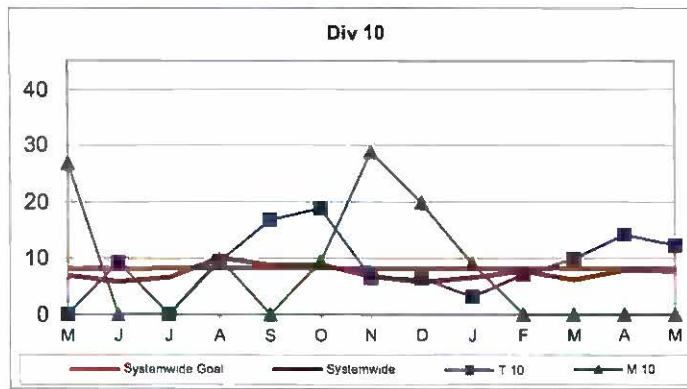
One month lag in reporting.



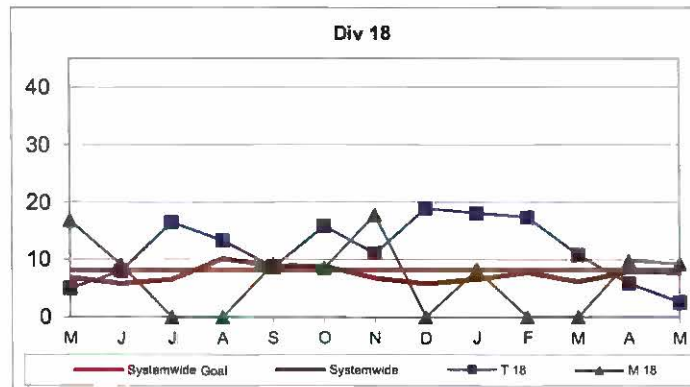
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



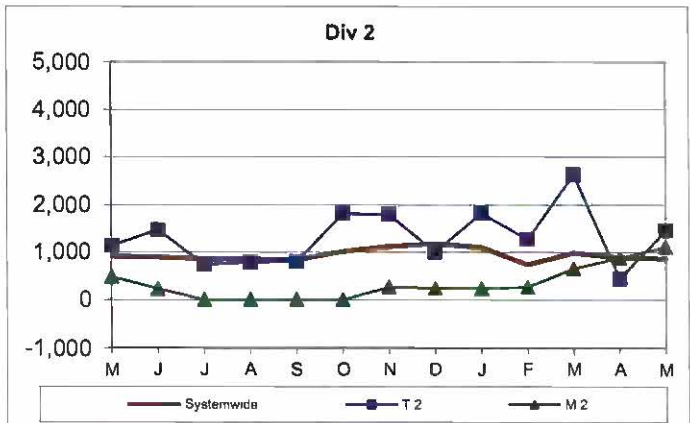
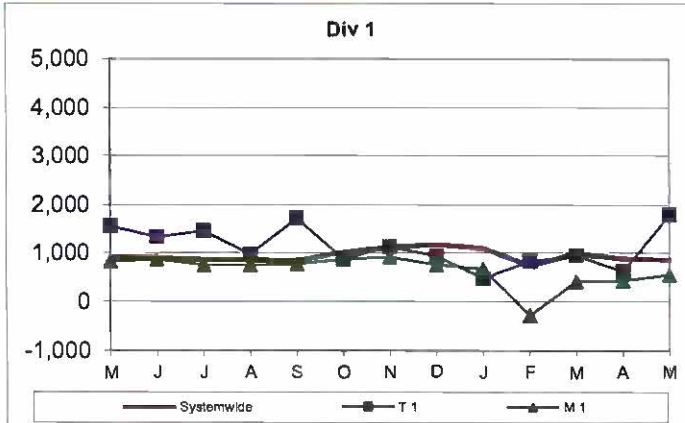
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

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

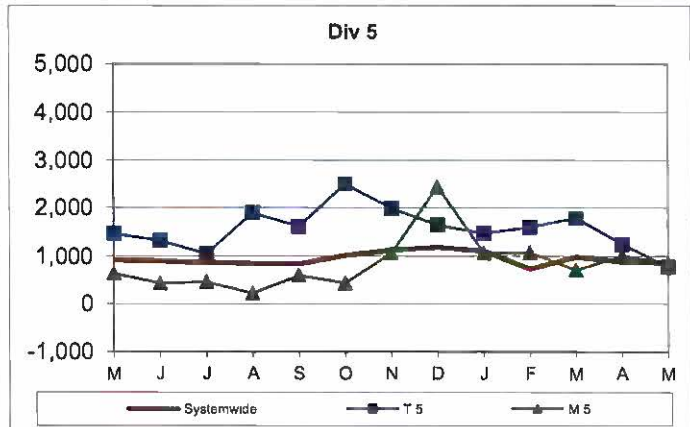
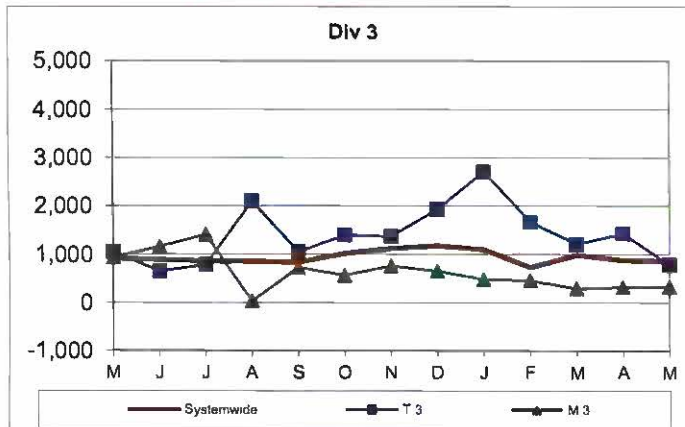
Calculation: : (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number of Exposure Hours / 200,000)

One month lag in reporting.



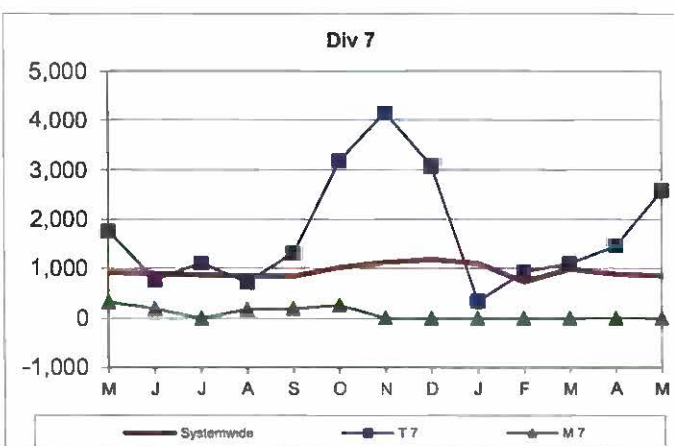
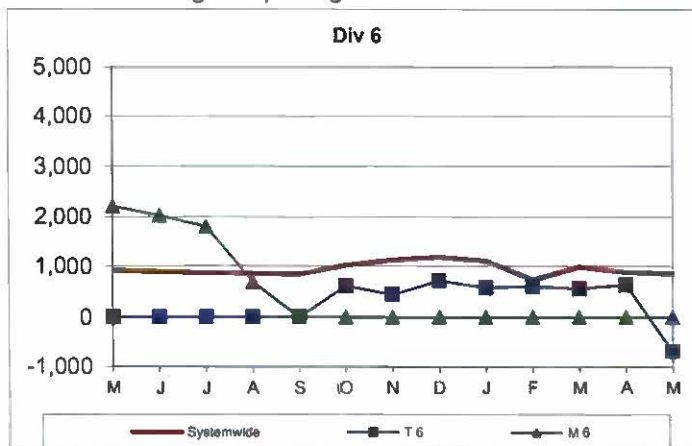
One month lag in reporting.

Lower is better.

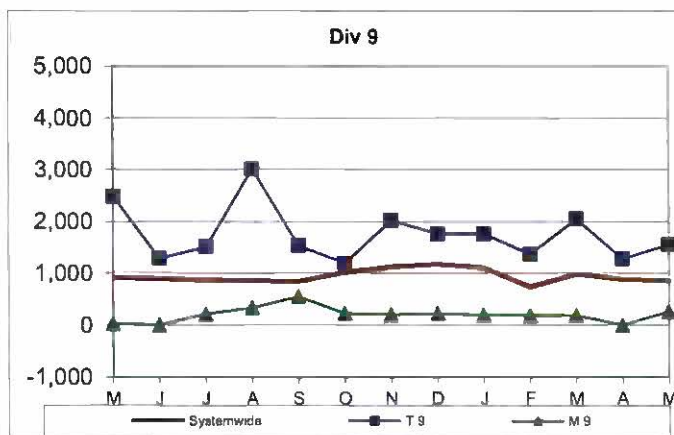
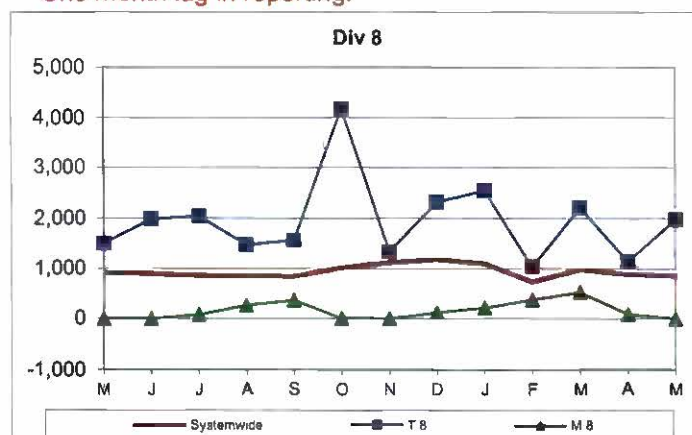


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.

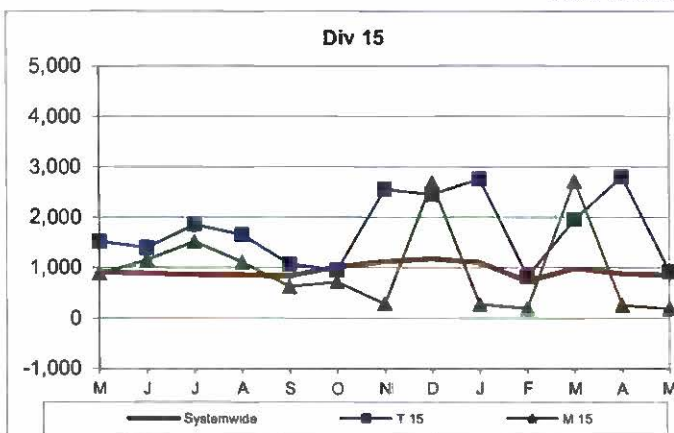
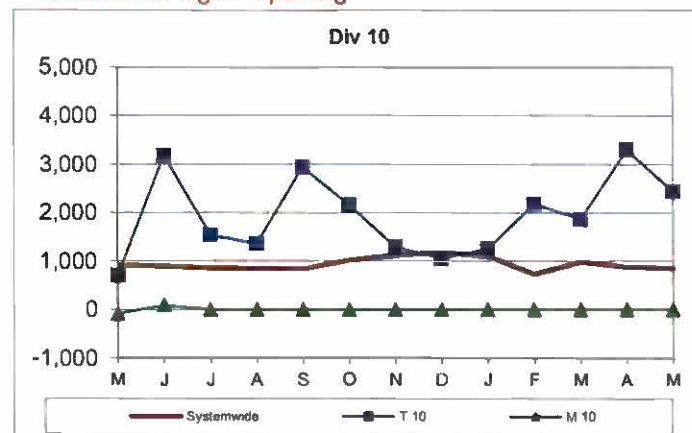


One month lag in reporting.



One month lag in reporting.

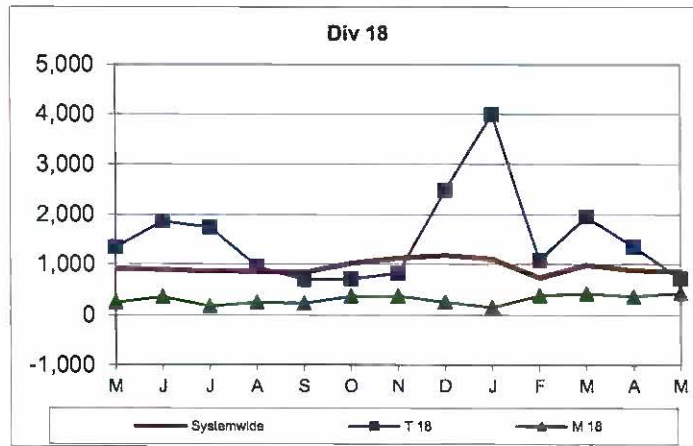
Lower is better.



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

One month lag in reporting.

Lower is better.



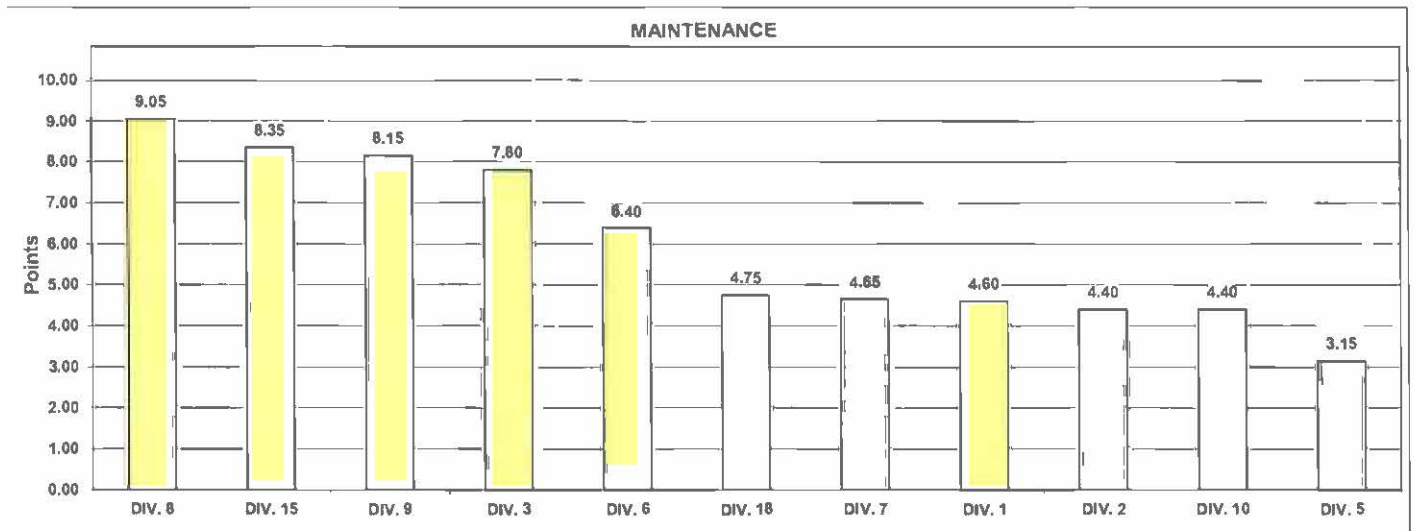
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - June 2013
Metro Bus - Maintenance**

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10%	77.4%	74.9%	75.7%	74.8%	74.0%	70.1%	81.8%	76.0%	67.3%	77.8%	73.2%
Points		9	6	7	5	4	2	11	8	1	10	3
Miles Between Total Road Calls	30%	2111.9	2307.2	3761.2	2416.8	2914.9	1918.6	4124.9	4091.6	1966.9	2941.9	2046.0
Points		4	5	9	6	7	1	11	10	2	8	3
Past Due PMPs	25%	0.172	0.265	0.026	-0.497	0.300	0.054	0.254	0.133	0.044	0.001	0.018
Points		5	3	9	1	2	7	4	6	8	11	10
Bus Cleanliness	25%	8.27	8.44	8.51	8.23	8.84	8.48	9.00	8.72	8.30	8.63	8.19
Points		3	5	7	2	10	6	11	9	4	8	1
New WC Claims /200,000 Exp Hrs	10%	11.19	12.60	12.47	24.53	0.00	0.00	0.00	10.40	10.37	20.01	9.27
Points		5	3	4	1	9	9	9	6	7	2	8
Totals		4.60	4.40	7.80	3.15	6.40	4.65	9.05	8.15	4.40	8.35	4.75
FINAL RANKING	Div.	Div. 8	Div. 15	Div. 9	Div. 3	Div. 6	Div. 18	Div. 7	Div. 1	Div. 2	Div. 10	Div. 5
	Score	9.05	8.35	8.15	7.80	6.40	4.75	4.65	4.60	4.40	4.40	3.15
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	9th	10th



Monthly Calculations - June 2013
Metro Bus - Transportation

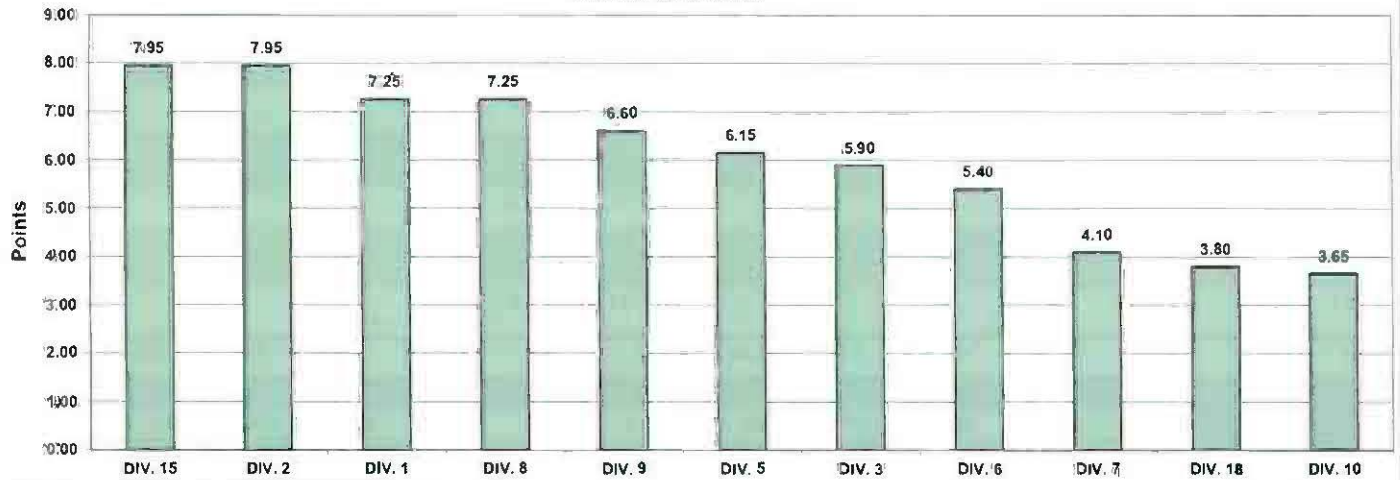
Definition: A performance awareness program designed to increase productivity and efficiency.

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

Transportation *												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	20%	0.774	0.749	0.757	0.748	0.740	0.701	0.818	0.760	0.673	0.779	0.732
Points		9	6	7	5	4	2	11	8	1	10	3
Accident Rate	35%	3.97	3.98	4.17	4.34	6.64	4.02	2.44	1.87	5.93	3.89	4.21
Points		7	8	5	3	1	6	10	11	2	9	4
Complaints/100K Boardings	35%	2.54	1.58	3.01	1.71	2.17	3.54	3.45	4.40	2.69	2.98	3.28
Points		8	11	5	10	9	2	3	1	7	6	4
New WC Claims /200,000 Exp Hrs	10%	29.46	38.36	7.55	15.09	0.00	8.71	19.30	11.81	29.11	12.19	27.21
Points		2	1	10	6	11	9	5	8	3	7	4
Totals		7.25	7.95	5.90	6.15	5.40	4.10	7.25	6.60	3.65	7.95	3.80
FINAL RANKING												
	DIV.	DIV. 15	DIV. 2	DIV. 1	DIV. 8	DIV. 9	DIV. 5	DIV. 3	DIV. 6	DIV. 7	DIV. 18	DIV. 10
	Score	7.95	7.95	7.25	7.25	6.60	8.15	5.90	5.40	4.10	3.80	3.65
	Rank	1st	1st	2nd	2nd	3rd	4th	5th	6th	7th	8th	9th

* Please Note: The Transportation HYD ranking categories and weighting have been modified effective January 2013.

TRANSPORTATION



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

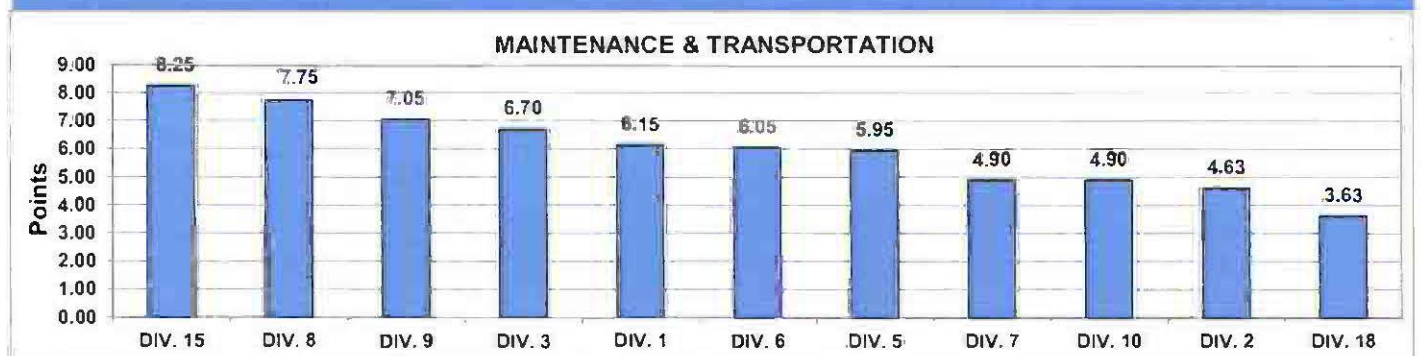
Quarterly Calculations: FY13 - Q4 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	5.0%	0.783	0.743	0.753	0.757	0.748	0.707	0.809	0.755	0.691	0.772	0.739
Points		10	4	6	8	5	2	11	7	1	9	3
Miles Between Total Road Calls	15.0%	2053.41	2042.77	3016.89	2483.79	2839.90	2082.52	4480.01	3808.04	2170.43	3089.11	4983.10
Points		3	2	8	6	7	4	11	10	5	9	1
Past Due PMPs	12.5%	0.107	0.132	0.014	0.326	0.184	0.032	0.151	0.125	0.021	0.006	0.100
Points		6	4	10	2	2	8	3	5	9	11	7
Bus Cleanliness	12.5%	8.204	8.265	8.631	8.240	8.935	8.407	9.069	8.809	8.476	8.793	8.169
Points		2	4	7	3	10	5	11	9	6	8	1
Claims /200000 Exp.Hrs	5.0%	11.239	4.110	4.090	27.952	22.036	0.000	0.000	10.493	9.935	16.229	15.650
Points *		5	8	9	1	2	10	10	6	7	3	4
Transportation												
In-Service On-Time Performance	10.0%	0.783	0.743	0.753	0.757	0.748	0.707	0.809	0.755	0.691	0.772	0.739
Points		10	4	6	8	5	2	11	7	1	9	3
Accidents/100k Hub Miles	17.5%	3.782	4.994	4.255	3.877	6.690	4.622	2.320	2.299	5.549	3.241	4.042
Points		8	3	5	7	1	4	10	11	2	9	6
Complaints/100K Boardings	17.5%	2.315	1.755	3.136	2.235	1.724	3.090	3.529	4.153	2.480	3.015	3.407
Points		8	10	4	9	11	5	2	1	7	6	3
Claims /200000 Exp.Hrs	5.0%	24.285	28.319	11.342	11.227	8.267	17.493	24.312	15.808	21.863	14.137	19.134
Points *		3	1	9	10	11	6	2	7	4	8	5
Totals		6.15	4.63	6.70	5.95	6.05	4.90	7.75	7.05	4.90	8.25	3.63

Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 15	DIV. 8	DIV. 9	DIV. 3	DIV. 1	DIV. 6	DIV. 5	DIV. 7	DIV. 10	DIV. 2	DIV. 18
	Score	8.25	7.75	7.05	6.70	6.15	6.05	5.95	4.90	4.90	4.63	3.63
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	8th	9th	9th



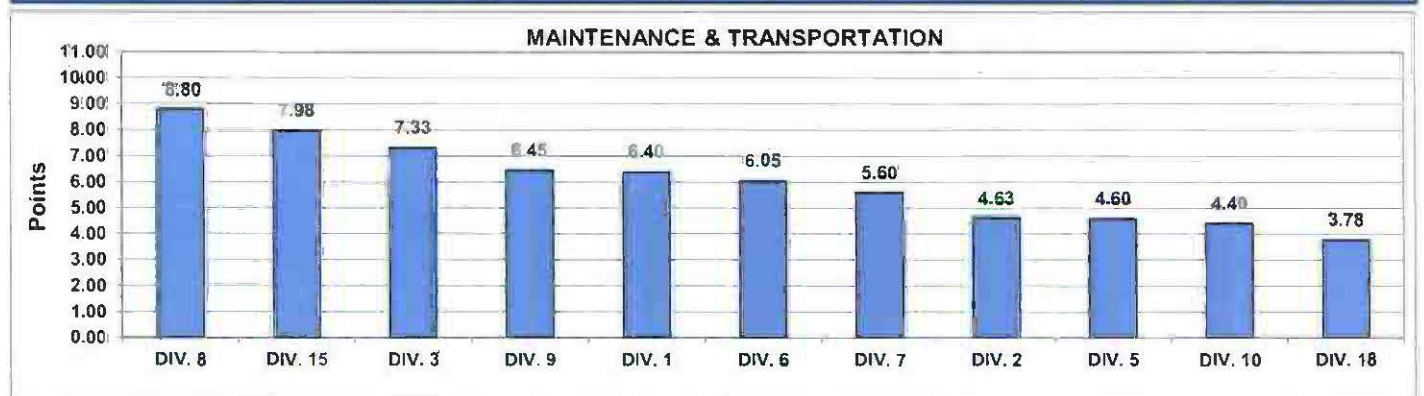
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Yearly Calculations - FY13 Metro Bus - Maintenance and Transportation

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

Calculation: Data reflects a cumulative total of performance data for each performance indicator for the first six months in the current calendar year. Performance by Division is 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
In-Service On-Time Performance	5.0%	0.80	0.74	0.76	0.76	0.75	0.72	0.80	0.76	0.72	0.77	0.74
Points		10	3	8	6	5	2	11	7	11	9	4
Miles Between ² Total Road Calls	15.0%	1914.67	1892.17	2575.35	2211.13	3725.72	1979.78	4347.53	4100.49	1947.42	2984.20	2023.54
Points		2	1	7	6	9	4	11	10	3	8	5
Past Due PMPs	12.5%	0.084	0.063	0.024	0.449	0.195	0.032	0.055	0.011	0.050	0.003	0.106
Points		5	6	10	2	1	9	7	3	8	11	4
Bus Cleanliness	12.5%	8.233	8.054	8.487	8.101	8.883	8.415	9.067	8.767	8.264	8.806	8.036
Points		4	2	7	3	10	6	11	8	5	9	1
New WC Claims ⁷ /100 Emp	5.0%	13.172	10.217	7.883	23.318	18.735	3.147	1.902	7.557	13.037	15.899	11.927
Points		4	7	8	1	2	10	11	9	5	3	6
Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10.0%	0.796	0.740	0.761	0.759	0.753	0.720	0.798	0.760	0.718	0.775	0.742
Points		10	3	8	6	5	2	11	7	1	9	4
Accident Rate	17.5%	3.754	4.306	3.897	2.501	6.985	4.056	2.201	2.294	4.773	3.288	4.025
Points		8	4	7	3	1	5	11	10	2	9	6
Complaints/100K Boardings	17.5%	2.345	2.009	3.195	2.375	2.344	3.102	3.750	5.054	2.555	3.231	3.756
Points		9	11	5	8	10	6	3	1	7	4	2
New WC Claims /Emp	5.0%	17.562	21.469	12.624	19.938	8.986	13.061	18.645	20.002	14.914	10.481	21.099
Points		6	1	9	4	11	8	5	3	7	10	2
Totals		6.40	4.63	7.33	4.60	6.05	5.60	8.80	6.45	4.40	7.98	3.78
FINAL Maintenance and Transportation Division Ranking (Sorted)												
RANKING	DIV.	DIV. 8	DIV. 15	DIV. 3	DIV. 9	DIV. 1	DIV. 6	DIV. 7	DIV. 2	DIV. 5	DIV. 10	DIV. 18
	Score	8.80	7.98	7.33	6.45	6.40	6.05	5.60	4.63	4.60	4.40	3.78
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Most Improved Yearly Calculations: FY12 to FY13 Metro Bus - Maintenance and Transportation

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

Calculation: Data reflects a positive or negative difference in performance between the first and last quarters of the current calendar year. 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
In-Service On-Time Performance	5.0%	-0.0054	-0.0020	-0.0173	-0.0241	-0.0318	-0.0119	0.0110	-0.0079	-0.0166	0.0050	-0.0111
Points		8	9	3	2	1	5	11	7	4	10	6
Miles Between Total Road Calls	15.0%	-92.40	58.94	380.78	440.78	-109.48	121.61	-572.43	224.81	221.46	90.55	-177.56
Points		6	4	10	11	3	7	1	9	8	5	2
Past Due PMPs	12.5%	-0.0779	0.0052	-0.1250	-0.1421	0.0933	0.0065	0.0519	-0.0441	-0.4322	-0.0036	-0.1467
Points		7	4	8	9	1	3	2	6	11	5	10
Bus Cleanliness	12.5%	0.1464	-0.0523	0.2494	0.1561	-0.0880	0.1382	-0.1407	0.1569	0.1306	0.2371	0.0832
Points		7	3	11	8	2	6	1	9	5	10	4
New WC Claims /100k Exp Hrs	5.0%	6.3468	1.4920	-0.4334	19.6406	18.7354	-4.5305	-4.8668	2.7160	2.7298	3.6534	0.7028
Points		3	7	9	1	2	10	11	6	5	4	8
Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10.0%	-0.0054	-0.0020	-0.0173	-0.0241	-0.0318	-0.0119	0.0110	-0.0079	-0.0166	0.0050	-0.0111
Points		8	9	3	2	1	5	11	7	4	10	6
Accident Rate	17.5%	3.7539	4.3060	3.8967	4.5014	6.9845	4.0564	2.2013	2.2944	4.7726	3.2878	4.0252
Points		8	4	7	3	1	5	11	10	2	9	6
Complaints/100K Boardings	17.5%	2.3455	2.0094	3.1954	2.3749	2.3443	3.1023	3.7496	5.0543	2.5552	3.2313	3.7560
Points		9	11	5	8	10	6	3	1	7	4	2
New WC Claims /100k Exp Hrs	5.0%	17.5618	21.4688	12.6245	19.9383	8.9858	13.0605	18.6454	20.0022	14.9145	10.4806	21.0988
Points		6	1	9	4	11	8	5	3	7	10	2
Totals		7.28	5.85	7.33	6.25	3.55	5.75	5.43	6.65	5.98	7.10	4.85
FINAL RANKING Maintenance and Transportation Division Ranking (Sorted)												
DIV.	DIV. 3	DIV. 1	DIV. 15	DIV. 9	DIV. 5	DIV. 10	DIV. 2	DIV. 7	DIV. 8	DIV. 18	DIV. 6	
Score	7.33	7.28	7.10	6.65	6.25	5.98	5.85	5.75	5.43	4.85	3.55	
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	



Los Angeles County Metropolitan Transportation Authority

Financial Status

June 30, 2013

FTA Quarterly Review
August 2013



Metro

4Q13 – Highlights (update)

- **FY13 actual cash flows from sales tax revenues (PA, PC, MR, TDA) increased 5.8% from FY12 and exceeded budget**
- **June unemployment data continued downward trend:
LA 9.7%, CA 8.5% and US 7.6%**
- **Transit indicators – YTD June 30, 2013**
 - Ridership 2.4% above prior year**
 - **Bus ridership: -0.25% vs prior year**
 - **Rail ridership: +11.48% vs prior year**
 - Expo Line opened in Spring 2012; full year ridership: +7.5 million
 - Fare revenues -0.9% vs prior year**

4Q13 - Highlights

- **Met with unions and State regarding 13(c)**
- **TIFIA invited MTA to apply for loans**
 - **Regional Connector \$160m**
 - **Subway \$856m**
- **Crenshaw DB contract approved**
 - **Optional stations approved**
- **Alternative funding strategies approved to resolve known funding shortfalls**
- **FY14 budget approved**



Metro

FY14 Look Ahead

- **30/10 without Measure J**
 - Meas R Amendment with conditions
 - TIFIA loans, FFGAs and AFF bonds
- **Submit TIFIA loan applications**
 - Subway
 - Regional Connector

Crenshaw/LAX Transit Corridor

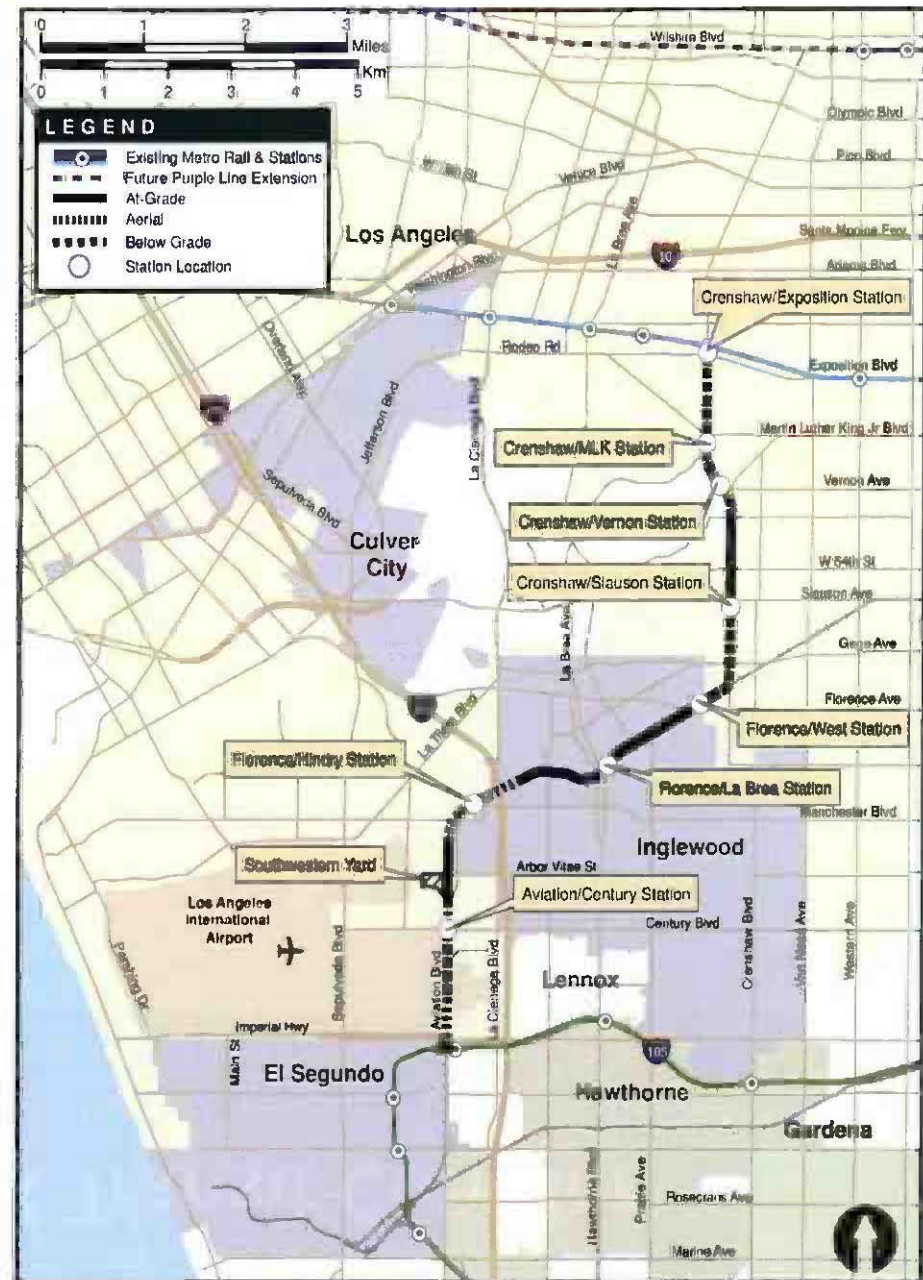
FTA QUARTERLY REVIEW – August 28, 2013



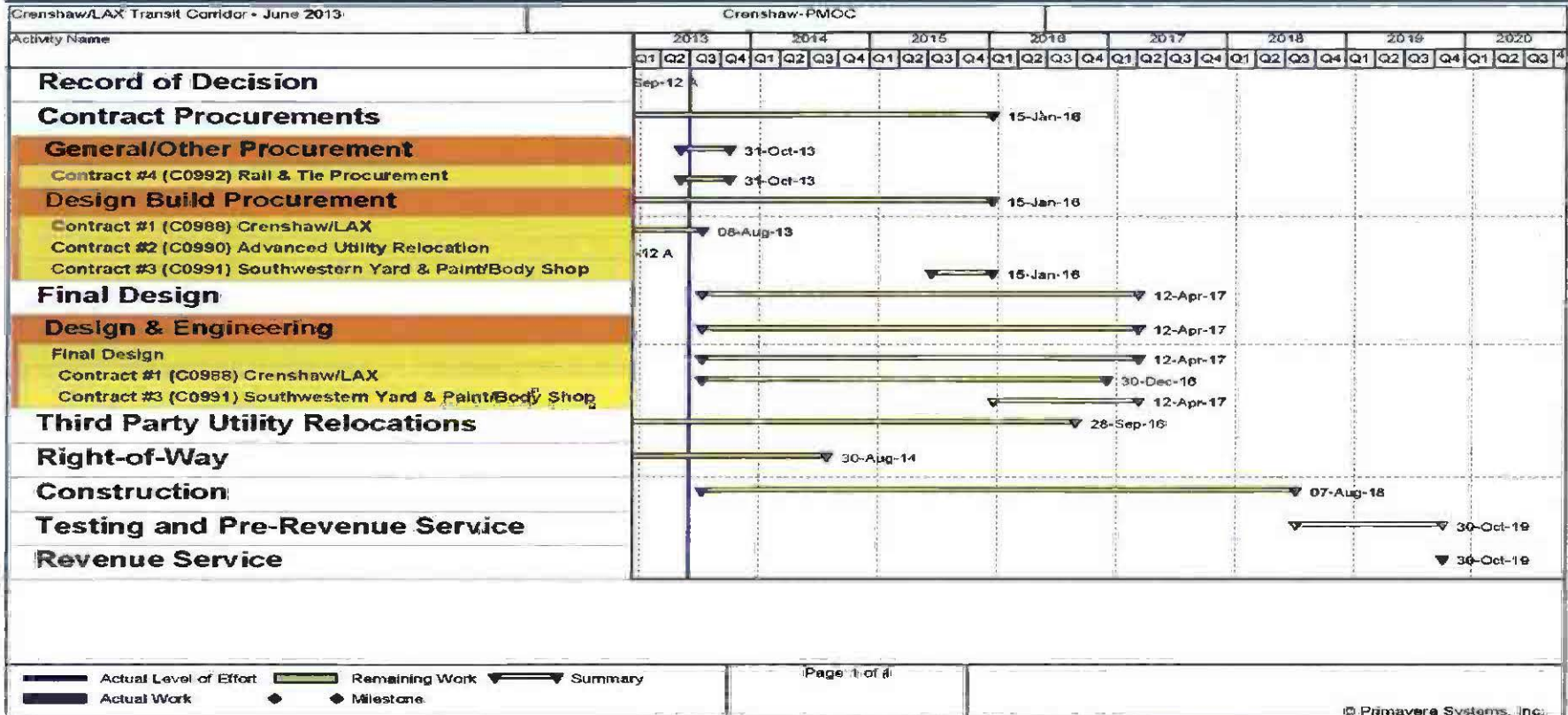
Metro

Crenshaw/LAX Transit Corridor

- 8.5 miles Light Rail
- 8 Stations
- Southwestern Yard Maintenance Facility
- \$2,058.0 Million
(Board approved revised LOP)



Crenshaw/LAX Transit Corridor Design and Construction Schedule



*Design builder's substantial completion is August 2018 with testing and schedule contingency (10 months) leading to revenue service in October 2019.

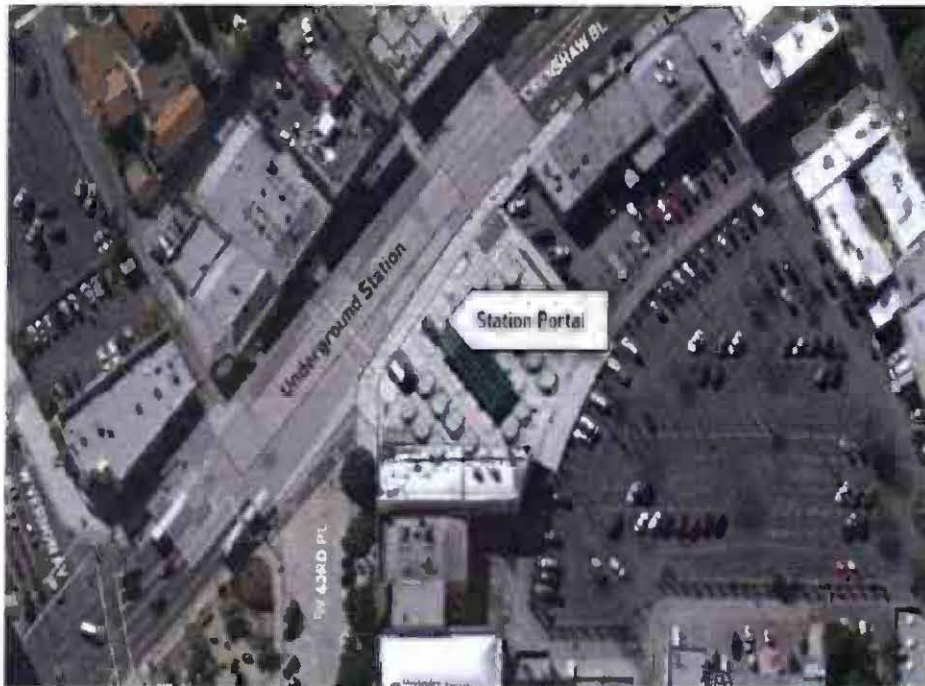


Crenshaw/LAX Transit Corridor

Status of Leimert Park & Hindry Stations

- City Council action approved \$55 million in funding for both stations
- May 23 Board motion for \$80 million approved 10 to1 to fully fund Leimert Park Station

Leimert Park Station



Hindry Station



Crenshaw/LAX Transit Corridor

Major Project Status

- **Advanced Utility Contract C0990**
 - Completion of Work – Potential 90 day delay to Oct/Nov 2013
- **D-B Contract C0988**
 - Contract awarded to Walsh Shea Corridor Constructors on June 27, 2013 Board meeting
- **Real Estate Management Update**
 - Twenty eight (28) offers were made; six (6) agreements signed and five (5) parcels acquired
 - 73 out of 76 parcels certified; 3 decertified



Metro



Crenshaw/LAX Transit Corridor Budget Expenditure Update

- Budget
 - Long Range Transportation Plan \$1,715.0 Million
 - Reprogramming of available funds \$ 343.0 Million
 - Total LOP \$2,058.0 Million*

*Board approved increase on June 27, 2013

- Expenditures through June, 2013
 - Environmental / Planning Phase \$ 25.5 Million
 - Engineering/Construction \$ 91.1 Million
 - Total Expended: \$ 116.6 Million



Crenshaw/LAX Transit Corridor Project Definition Changes in CEQA Addenda

- Covers minor design changes since Record of Decision:
 - Relocation of optional at-grade Aviation/Manchester Station to Florence and Hindry
 - LRT alignment revisions along the Harbor Subdivision which reduced ROW acquisitions and utility impacts.
 - Street, driveway, and sidewalk modifications.
 - Relocation of the optional station in-street at Crenshaw Boulevard/Vernon Avenue.
 - LRT Guideway changed to overpass over La Brea Avenue and station raised to street grade at Florence.
 - Mid-Block Pedestrian Undercrossing at Faithful Central Bible Church
- Approved and adopted in two separate CEQA actions at June 2013 Board.



Metro



Crenshaw/LAX Transit Corridor Budget By FTA SCC

Description	YOE (x\$000)
10 GUIDEWAY & TRACK ELEMENTS	\$452,500
20 STATIONS, STOPS, TERMINALS, INTERMODAL	\$316,100
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$66,700
40 SITEWORK & SPECIAL CONDITIONS	\$348,600
50 SYSTEMS	\$169,300
SUBTOTAL CONSTRUCTION:	\$1,353,200
60 ROW, LAND, EXISTING IMPROVEMENTS	\$127,400
70 VEHICLES	\$82,100
80 PROFESSIONAL SERVICES	\$295,800
90 UNALLOCATED CONTINGENCY	\$173,500
PLANNING AND ENVIRONMENTAL COSTS	\$ 26,000
TOTAL COSTS	\$2,058,000



Metro

Advanced Utility Work DWP at Crenshaw Boulevard



Advanced Utility Relocation Work



Crenshaw/LAX Transit Corridor Major Project Status (Cont.)

- **Lawsuit Update – Crenshaw Subway Coalition (CSC)**
 - Pre-hearing held June 14, 2013 to hear protest filed on street running segment in Park Mesa Heights
 - Administrative Law Judge has encouraged all parties to seek ADR
 - Proposed timeline for conclusion in February 2014
- **Faithful Central Bible Church**
 - Finalized settlement agreement between Metro and FCBC
 - Approved in closed board session - May 2013
 - Joint petition filed to CPUC Administrative Law Judge requesting approval of crossing application.



Metro



CPUC Formal Grade Crossing Application Progress

- Awaiting approval by CPUC on joint motion filed by Metro and FCBC for crossings at Eucalyptus and pedestrian undercrossing.
- Protest by City of Inglewood on Centinela Avenue may go to full hearing. ALJ has encouraged both parties to seek a ADR process.



Crenshaw/LAX Transit Corridor

Major Project Status (Cont.)

- **Southwestern Yard – C0991**
 - Metro is continuing with Southwestern Yard real estate activities to have all parcels available for interim use by D-B contractor.
 - Early handover of OHL Office Facility to be used as joint project office – September 1, 2013; demolition and available to Yard contractor – Aug. 1, 2017
 - Laydown/staging areas available to D-B contractor – Feb. 2014; demolition and available to yard contractor – June 5, 2017
 - D-B contractor responsible for demolition of remaining parcels and available to Yard contractor – December 15, 2015
 - IFB schedule for D-B contract for SW Yard – Release for bid in Spring 2015



Interim Areas Proposed for Use by Design-Build Contractor

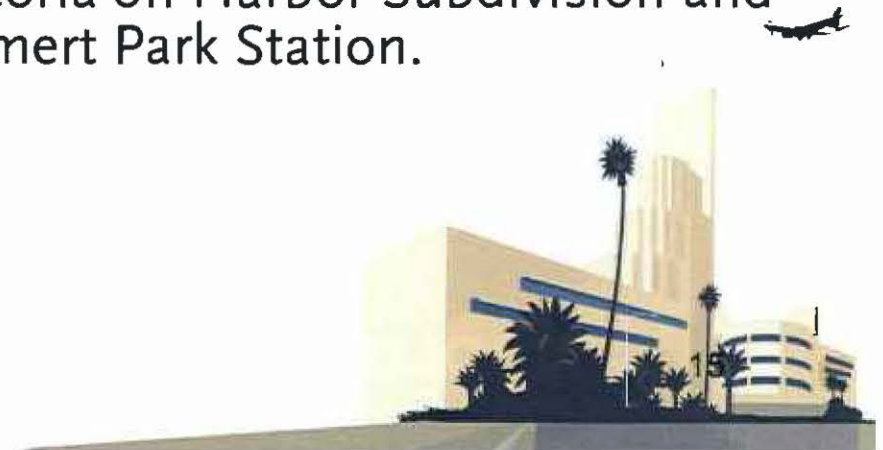


Buy America Compliance Utility Relocation (LADWP)

- DWP Water & Power are now Buy America compliant – work in progress.
- SCE & SCG relocations on Harbor Subdivision are affected.
 - SCE has agreed to become compliant with Buy America – awaiting formal reply.
 - Third Party project staff still looking at options for SCG that include relocations at Victoria on Harbor Subdivision and 16” main crossing the Leimert Park Station.



Metro



Crenshaw/LAX Transit Corridor Third Party Coordination

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

Agency	Agreement Type	Status	Forecast Execution Date
City of Los Angeles	MCA	City and Metro working under the 2003 MCA	N/A
City of Inglewood	LOA MCA	Executed MCA negotiations continuing	4/2012(A) 9/2013
LADWP	MOU	DWP and Metro working under 2002 service utility agreement	N/A
LA County Public Works	LOA	Executed	4/2011 (A)
Caltrans	Amendment	Executed	8/2011 (A)
LAWA	N/A	LOA not required	N/A
Private Utilities	LOA, MOU or UCA	Work orders issued – design and construction work continuing	N/A



Crenshaw/LAX Transit Corridor Risk Management Status

- Completed Risk Register update as of June 2013
- Risk Assessment Workshop to be scheduled 4th Qtr. 2013.



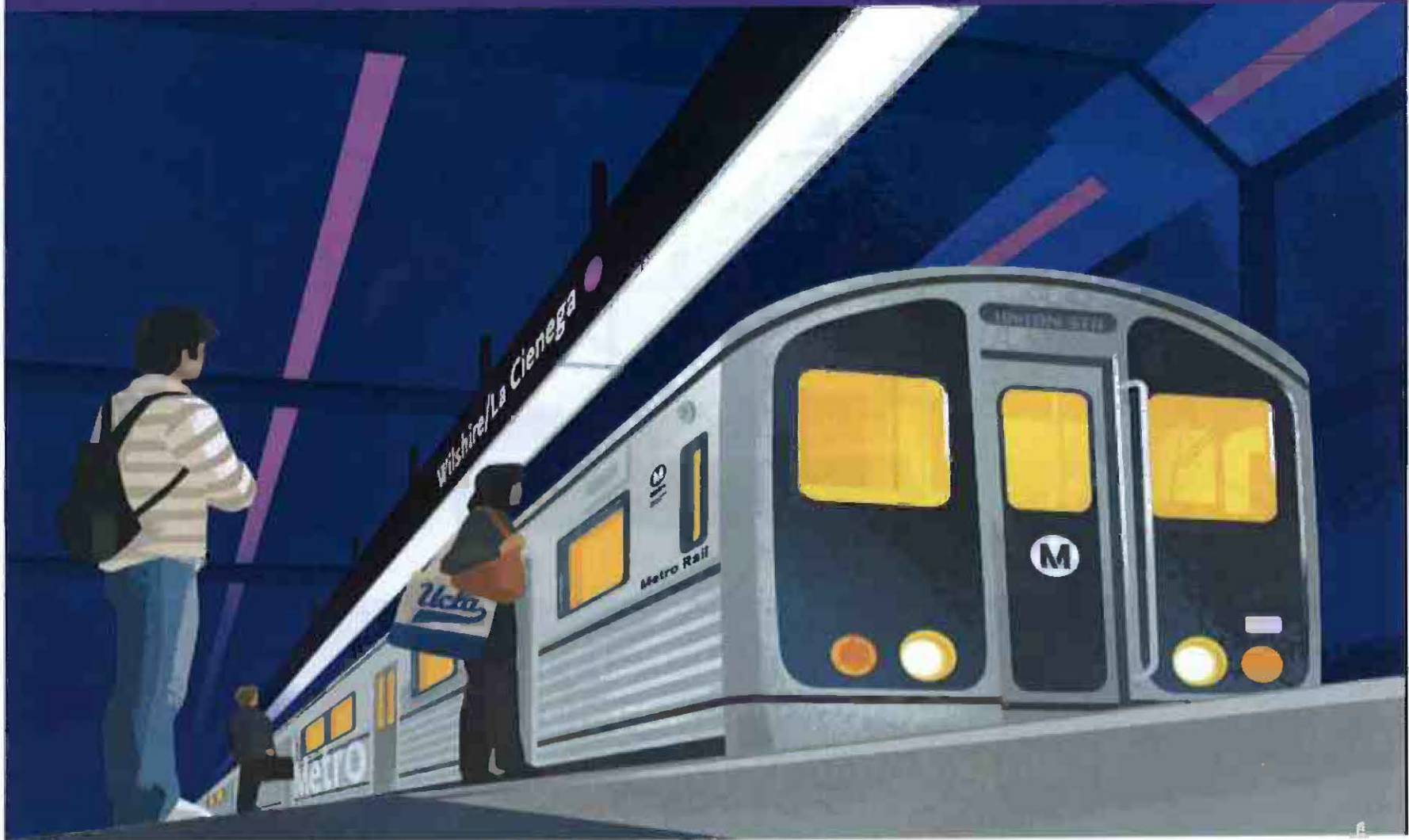
Crenshaw/LAX Transit Corridor

Next Steps

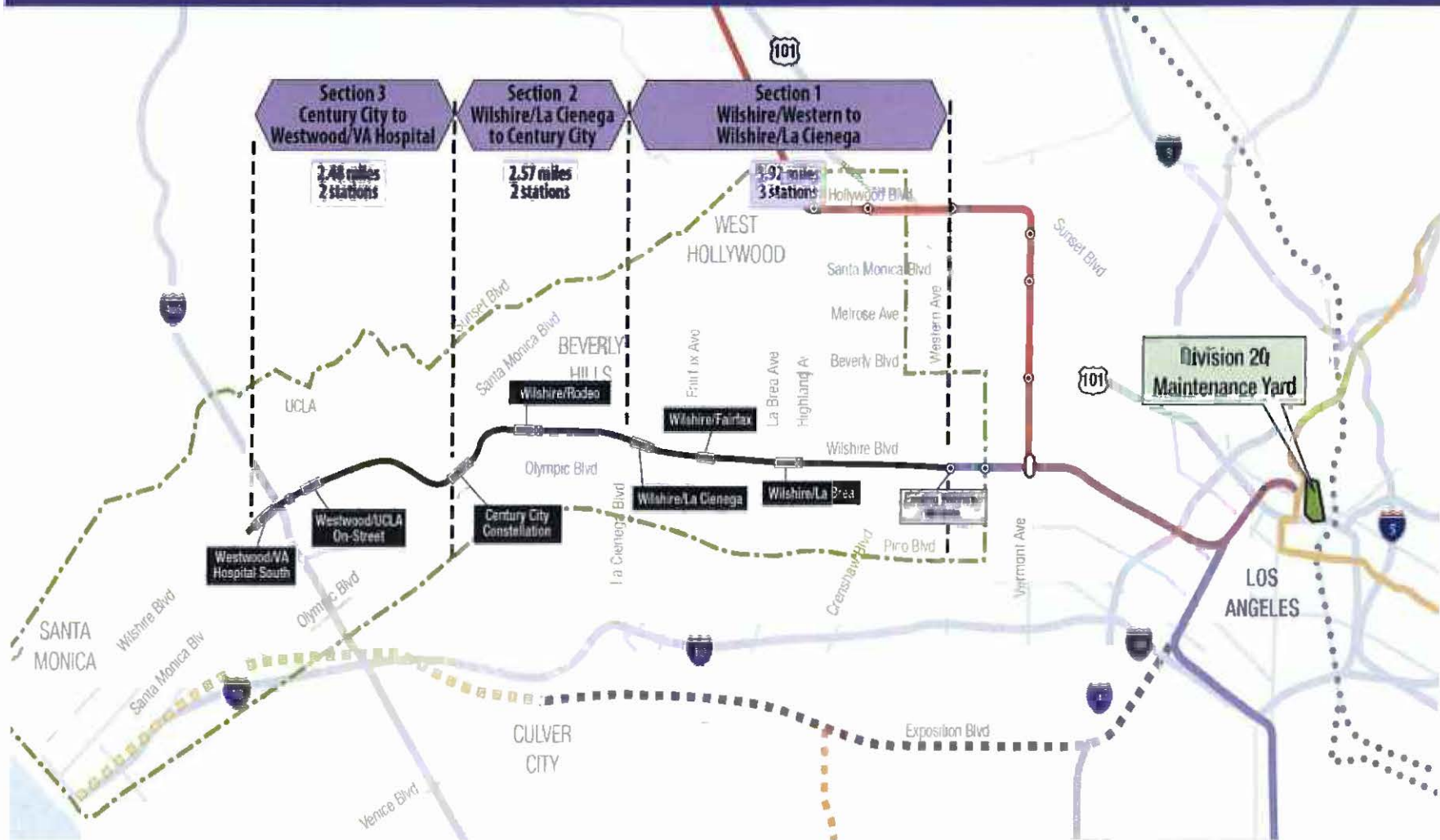
- Design-build contract notice to proceed planned for September 10, 2013.
- Work on grant agreements with City of Los Angeles and loan modifications to TIFIA loan agreement.
- Amendment #3 for Running Rail & Concrete Tie Contract C0992 issued July 19, 2013.
- Begin setup of co-located project office at Southwestern Yard site.



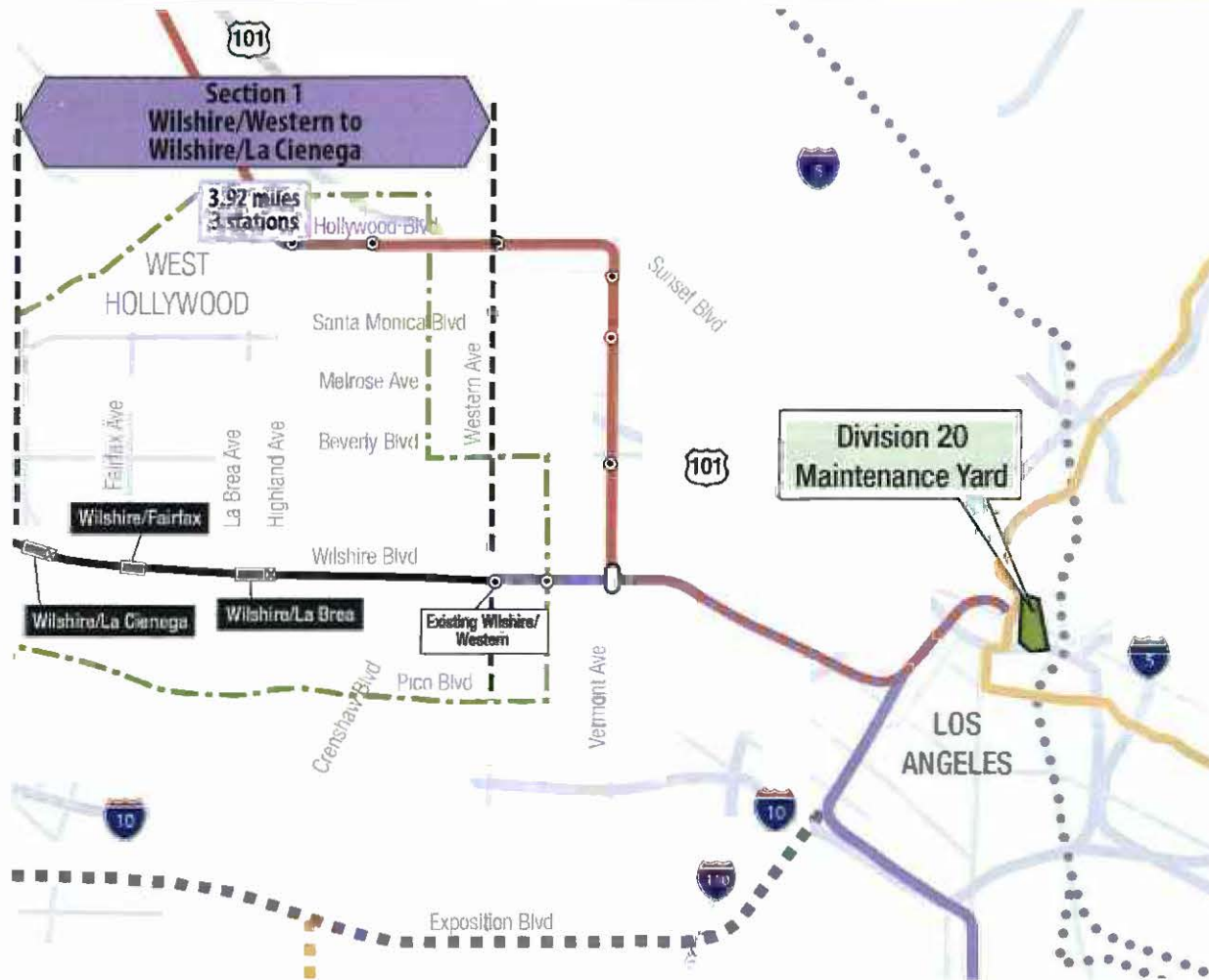
FTA Quarterly Review Meeting
August 28, 2013
Westside Subway Extension Project



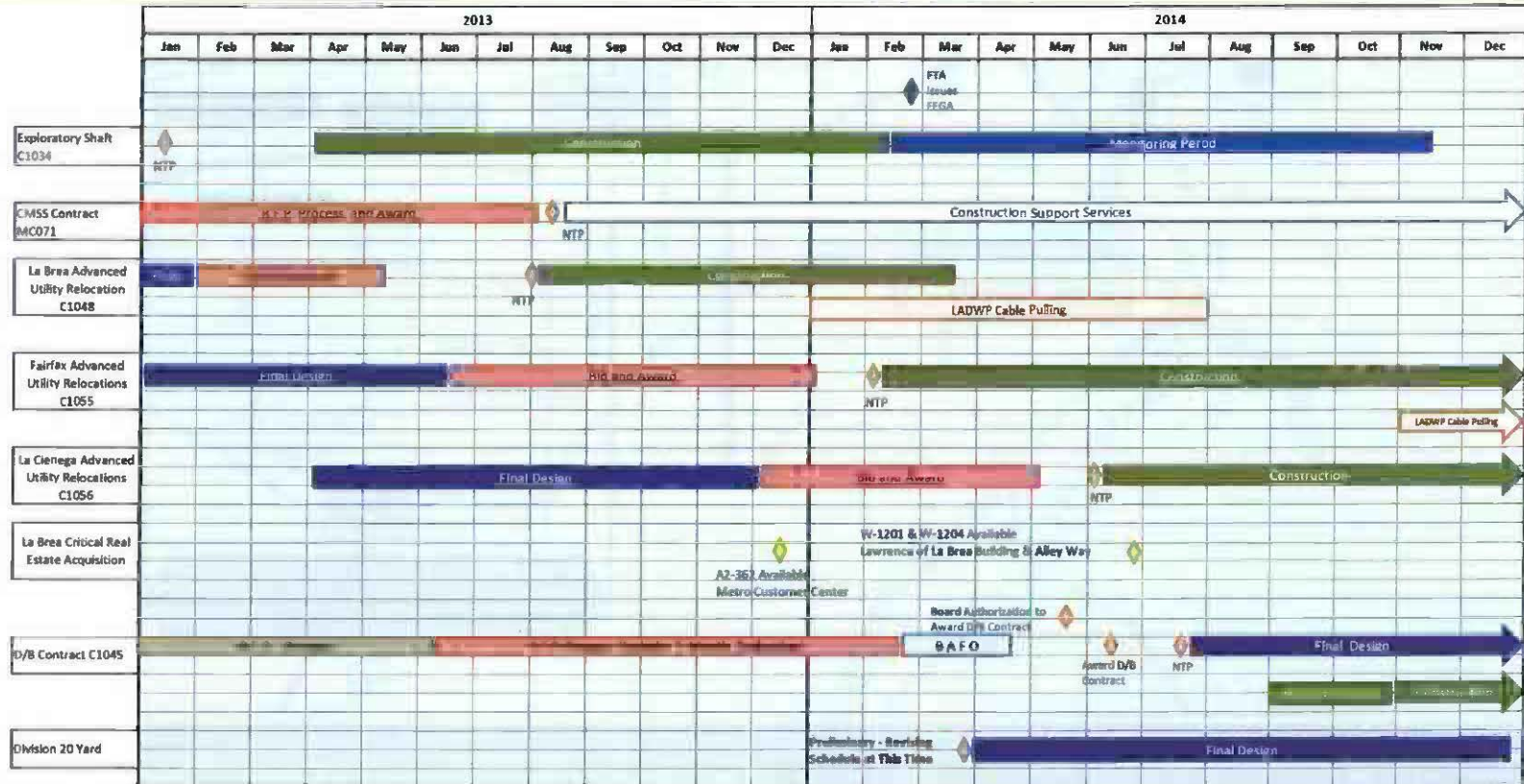
Westside Subway Extension Project Project Description Final EIS/EIR Alignment



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



Westside Subway Extension Project Project Schedule Update Near Term Critical Activities and Implementation



Implementation Phase	Duration
Preliminary Engineering	11/01/10 – 10/26/12
Final Design	08/05/13 – 01/18/17
FFGA – Submit request to award	09/16/13 – 01/31/14
Major Construction (Includes System Integration)	11/14/14 – 11/16/22
Testing (System Integration to RSD)	06/16/22 – 05/25/23
Revenue Operations	05/26/23

Westside Subway Extension Project Wilshire/Fairfax Station Site Exploratory Shaft



Westside Subway Extension Project Exploratory Shaft Status

The temporary exploratory shaft is being constructed to gather data related to soil conditions, gassy ground and ground water to assist in the geotechnical design of the Wilshire/Fairfax Station and tunnels. Risks associated with potential construction delays during the discovery and excavation of prehistoric fossils will be mitigated through planning of early construction activities.



Installation of Shoring Piles



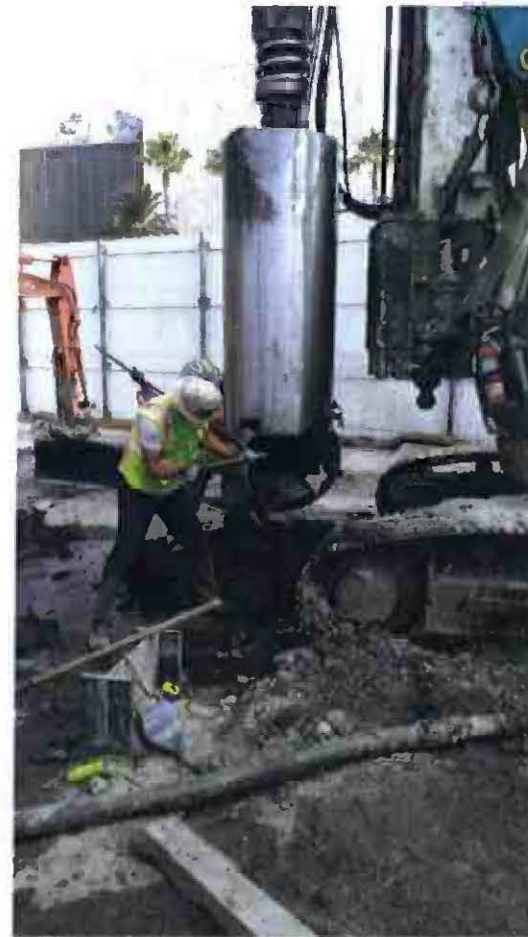
Construction site including staging and office trailers

- Construction Notice To Proceed was issued on January 15, 2013
- Shoring design/permit approval was obtained in March 2013.
- Installation of Shoring Piles began in mid-July 2013.
- Construction is scheduled to be completed in January 2014.
- Nine-month data monitoring period planned to begin in January 2014.

Westside Subway Extension Project Exploratory Shaft Status



Installation of Shoring Piles



Removing Soil from Bucket Auger

Westside Subway Extension Project Advanced Utility Relocations

Three Design/Bid/Build contracts are planned for relocating water, power, storm drain and sewer in advance of awarding the Design/Build contract.

Location	IFB Package	Advertise	Contract Award	Complete
La Brea	Complete	2/1/2013	5/13/2013	3/19/2014
Fairfax	Complete	6/14/2013	1/6/2014	1/13/2015
La Cienega	Pending	12/3/2013	5/1/2014	7/30/2015

- Fiber optic relocation work previously authorized under a work order with the individual telecommunications company is underway.
- Notice To Proceed was issued on August 1, 2013 for the La Brea C1048 Advanced Utility Relocations Contract.

Westside Subway Extension Project

Third Party Coordination

Permits and Master Cooperative Agreements

- Efforts are continuing with Los Angeles Bureau of Engineering, Los Angeles Department of Transportation and local Council Districts to obtain relief from Peak Hour Exemptions and Holiday Moratorium work hour restrictions.
- Met with City of Beverly Hills engineering staff in July 2013 to discuss after hours construction work hours and multiple lane closures for utility relocations at the La Cienega Station site. The process for reviewing and approving permits was discussed at the City Council study session on August 6, 2013.
- A Draft MCA for Section 1 which includes a terminus at the La Cienega Station was sent to the City of Beverly Hills on July 19, 2013. The MCA is patterned after the 2002 MCA between the MTA and City of LA.

Coordination with City of LA 6th Street Bridge Project

- Continuing coordination for the Division 20 Yard Modifications involving the real estate needs for the new Maintenance of Way and Non-Revenue Vehicle Service Building adjacent to the City of LA 6th Street Bridge Project.

Westside Subway Extension Project Contract C1045 RFP

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

- Request For Qualifications (RFQ) was issued on November 30, 2012.
- RFQ Responses were received on February 7, 2013.
- Request For Proposals (RFP) was on June 10, 2013 to the following teams:

Impregilo S.p.A., Samsung E & C America, Inc., and Salini USA, Inc. (Westside Transit Partners)

Shimmick Construction Company, Inc.; Obayashi Corporation; and FCC Construction, S.A. (Shimmick / Obayashi / FCC, a Joint Venture)

Skanska USA Civil West California District Inc., Traylor Bros., Inc., and J.F. Shea Construction, Inc. (Skanska, Traylor and Shea, a joint Venture)

Dragados USA, Inc. (DUSA), Southland Contracting, Inc., and Astaldi Construction Corporation (Dragados / Southland / Astaldi (DSA) a Joint Venture)

- Pre-Proposal Meeting held on July 24, 2013 (over 200 attendees)
- Amendment #1 - Issued on July 24, 2013
- Amendment #2 - Scheduled to be Issued during the week September 16, 2013
- Proposals are due on December 19, 2013

Westside Subway Extension Project Division 20 Final Design Solicitation Schedule

- Staff will seek Board approval in September 2013 for the use of the Design-Build contracting delivery approach for the Division 20 Maintenance and Storage Facility.
- Design-Bid-Build is still the preferred approach for the remaining scope of work involving the modifications to the existing yard lead tracks and the construction of a new turn-back facility.
- The RFP for final design services for the turn-back facility and related track modifications will be issued by the end of 2013.
- The Design-Build IFB for Division 20 Maintenance and Storage Facility will be issued in early 2014.

Westside Subway Extension Project Current Project Cost Estimate

DESCRIPTION	YOE DOLLARS (\$ IN MILLIONS)
10 GUIDEWAY & TRACK ELEMENTS	\$ 550
20 STATIONS, STOPS, TERMINALS, INTERMODAL	555
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	94
40 SITEWORK & SPECIAL CONDITIONS	136
50 SYSTEMS	121
SUBTOTAL CONSTRUCTION	1,456
60 ROW, LAND, EXISTING IMPROVEMENTS	195
70 VEHICLES	160
80 PROFESSIONAL SERVICES	409
90 UNALLOCATED CONTINGENCY	226
100 FINANCE CHARGES	375
TOTAL	\$ 2,822

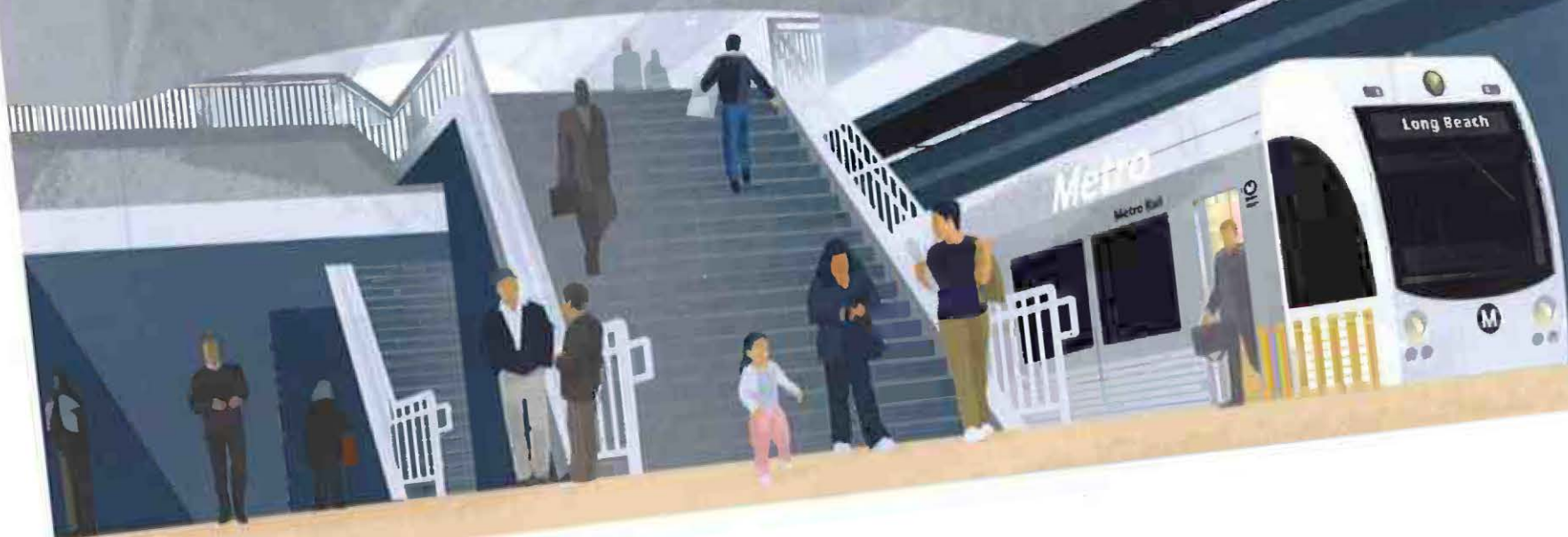
Westside Subway Extension Project Budget and Expenditures

DESCRIPTION	CURRENT BUDGET	EXPENDITURES THROUGH JUN-13
10 GUIDEWAY & TRACK ELEMENTS	\$ -	\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL	-	-
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-
40 SITEWORK & SPECIAL CONDITIONS	15,369,568	2,340,648
50 SYSTEMS	-	-
SUBTOTAL CONSTRUCTION	15,369,568	2,340,648
60 ROW, LAND, EXISTING IMPROVEMENTS	52,907,887	2,424,209
70 VEHICLES	5,000,000	-
80 PROFESSIONAL SERVICES	137,038,300	79,033,916
90 UNALLOCATED CONTINGENCY	4,155,672	-
100 FINANCE CHARGES	-	-
TOTAL	\$ 214,471,427	\$ 83,798,773

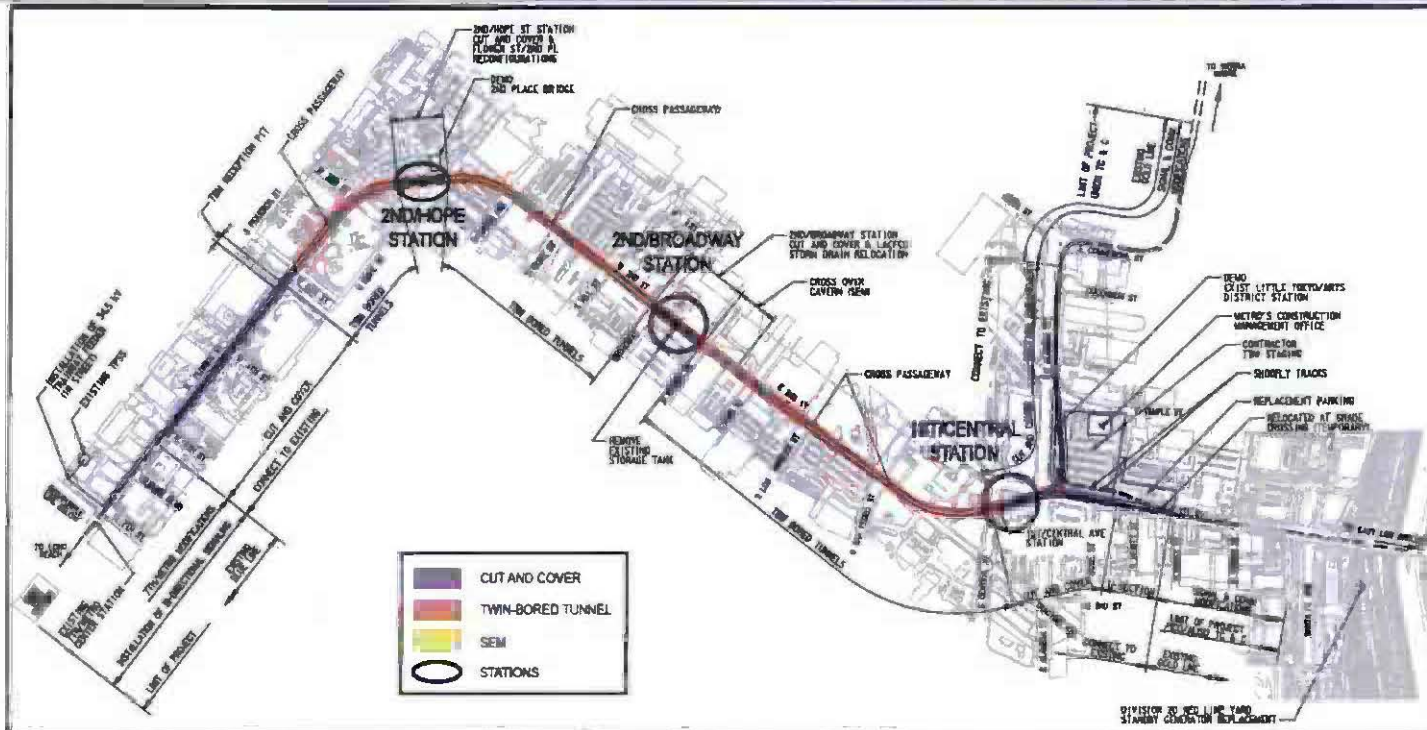
FTA Quarterly Review Meeting
August 28, 2013
Regional Connector Transit Corridor Project

East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



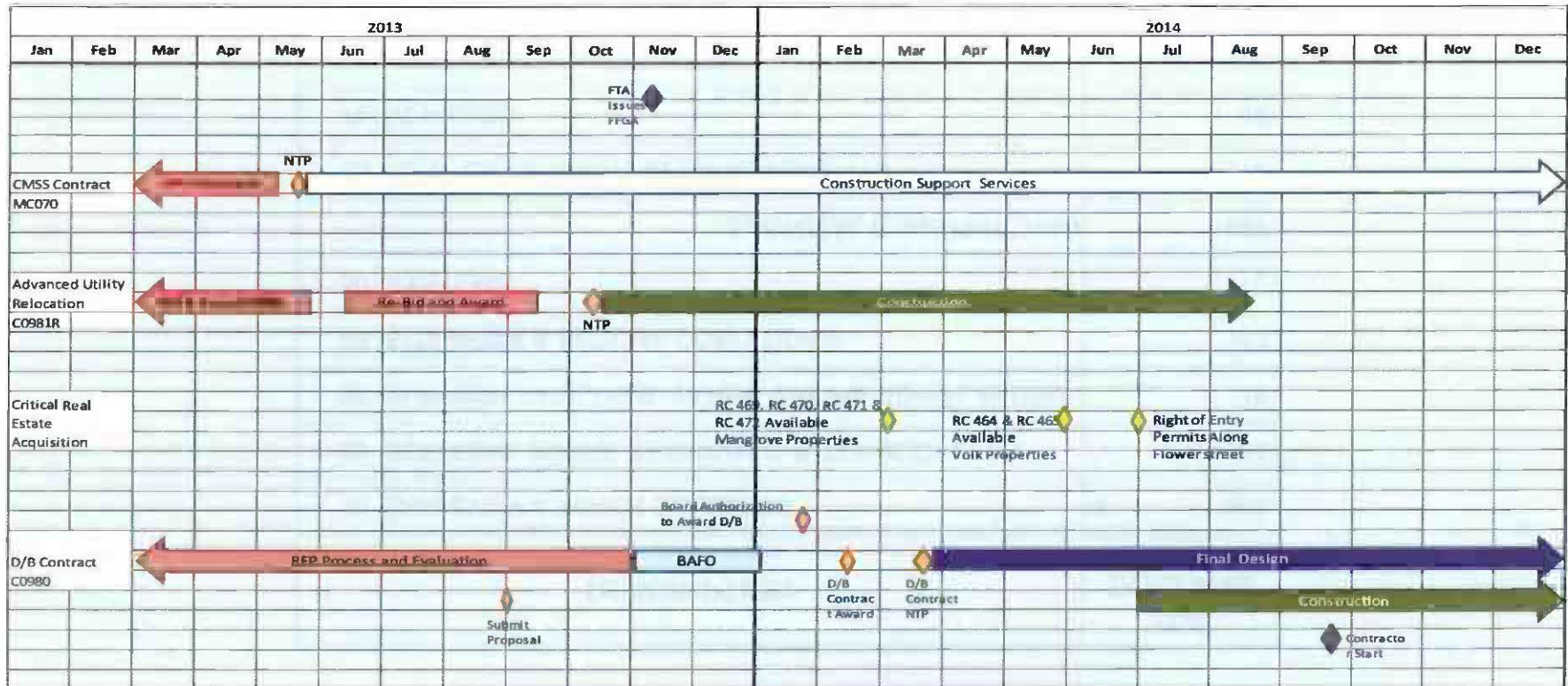
Regional Connector Transit Corridor Project



1.9 mile Link Connecting Blue & Expo Lines with Gold Line
 3 New Stations
 \$1.403 Billion (2020 YOE)
 90,000 Daily Project Transit Trips
 17,700 Daily New Transit Trips

Regional Connector Transit Corridor Project Current Project Schedule

Near Term Critical Activities



Preliminary Engineering	01/04/11 - 03/29/13
Final Design	03/21/14 - 09/02/15
FFGA - Submit request to award	08/01/13 - 11/08/13
Major Construction	07/07/14 - 03/27/20
Testing	11/26/18 - 07/09/20
Revenue Operations	7/10/2020

Regional Connector Transit Corridor Project Current Project Cost Estimate

DESCRIPTION	YOE DOLLARS (\$ IN MILLIONS)
10 GUIDEWAY & TRACK ELEMENTS	\$ 281
20 STATIONS, STOPS, TERMINALS, INTERMODAL	354
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	10
40 SITEWORK & SPECIAL CONDITIONS	142
50 SYSTEMS	70
SUBTOTAL CONSTRUCTION	857
60 ROW, LAND, EXISTING IMPROVEMENTS	116
70 VEHICLES	16
80 PROFESSIONAL SERVICES	261
90 UNALLOCATED CONTINGENCY	125
100 FINANCE CHARGES	28
TOTAL COSTS	\$ 1,403

Regional Connector Transit Corridor Project Budget and Expenditures

DESCRIPTION	CURRENT BUDGET	EXPENDITURES THROUGH JUN-13
10 GUIDEWAY & TRACK ELEMENTS	\$ -	\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL	-	-
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-
40 SITEWORK & SPECIAL CONDITIONS	15,334,939	1,446,998
50 SYSTEMS	-	-
SUBTOTAL CONSTRUCTION	15,334,939	1,446,998
60 ROW, LAND, EXISTING IMPROVEMENTS	57,035,863	1,115,420
70 VEHICLES	-	-
80 PROFESSIONAL SERVICES	73,326,475	50,382,082
90 UNALLOCATED CONTINGENCY	1,891,590	-
100 FINANCE CHARGES	-	-
TOTAL	\$ 147,588,867	\$ 52,944,499

Regional Connector Transit Corridor Project Major Project Status

Work Hour Restrictions: Status of agreement with City and LAPD to allow increased work hours

- The City has provided preliminary agreement as to the need for the approvals and has committed to evaluate contractor submittals, during construction in pursuit of the permits issuance.
- C0980 contract includes increased work hours.

Regional Connector Transit Corridor Project Major Project Status (Cont.)

Financial District and Japanese Village Plaza Action: Update on legal actions

- Metro had a hearing on Thursday, July 25th, 2013. The Judge did not make a decision on Metro's request for CEQA exemption.
- Metro is scheduled to go to trial on November 4th, 2013 on all three outstanding cases including Japanese Village Plaza.

Regional Connector Transit Corridor Project Major Project Status (Cont.)

Buy America Requirements

AT&T California

- Letter requesting FTA confirmation on subcomponent compliance has been sent out to FTA. Awaiting reply from the FTA.

The Gas Company

- Gas Co now proceeding with work based on the temp approach.

Advanced Utility Construction Work by MCI - Flower St.

Using Sound blanket during saw cutting and digging trench



Advanced Utility Work by CES, TWC, Level 3, AT&T, and TCG – 2nd and Broadway

Digging and Trenching for Conduit Placement



Advanced Utility Work by CES, TWC, Level 3, AT&T, and TCG – 1st and Spring

Trenching, placing Conduit, Backfilling, Slurring and Plating



Advanced Utility Work by CES, TWC, Level 3, AT&T, and TCG – 2nd and Spring

Pouring encasement and slurry; filling and placing steel plates on street and sidewalk



Regional Connector Third Party Coordination

- **Third Party Coordination** – Continuing coordination with City of Los Angeles, LADOT, LABOE, LADWP, LA County Department of Public Works, Caltrans.
- **Private Utilities** –Private utility work in progress along corridor. Finalizing agreements with Level3, Quest, Time Warner Cable.

Agency	Agreement Type	Status	Forecast Execution Date
City of Los Angeles	MCA	EXECUTED	N/A
LADWP -- Water	MCA	EXECUTED	N/A
LADWP -- Power	MCA	EXECUTED	N/A
LA County Public Works Flood Control	LOA	EXECUTED	N/A
Caltrans	MCA	EXECUTED	N/A
Southern California Gas	UCA	EXECUTED	N/A
Private Utilities	UCA	EXECUTED	N/A
Level 3, Quest, Time Warner Cable	UCA	PENDING	September 2013

Regional Connector Transit Corridor Project Major Contract Status

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

- Addendum 6 was issued on August 9, 2013 to provide revised technical scope.
- Proposals are due on August 30, 2013.
- The Board approved FY14 budget to provide Bid Period services and Engineering support during construction by CPJV

Regional Connector Transit Corridor Project Major Contract Status (Cont.)

Contract C0981: Current status of C0981 advanced utility relocation IFB

- Four bids were received on August 5, 2013.
 - *Metro Engineer's Estimate:* \$ 20,809,713
 - WA Rasic Construction \$ 22,435,000
 - Steve Bubalo Construction \$ 25,831,200
 - Pulice Construction \$ 26,873,000
 - Colich & Sons-Gantry JV \$ 28,311,500

- Construction NTP is scheduled for October 15th, 2013.

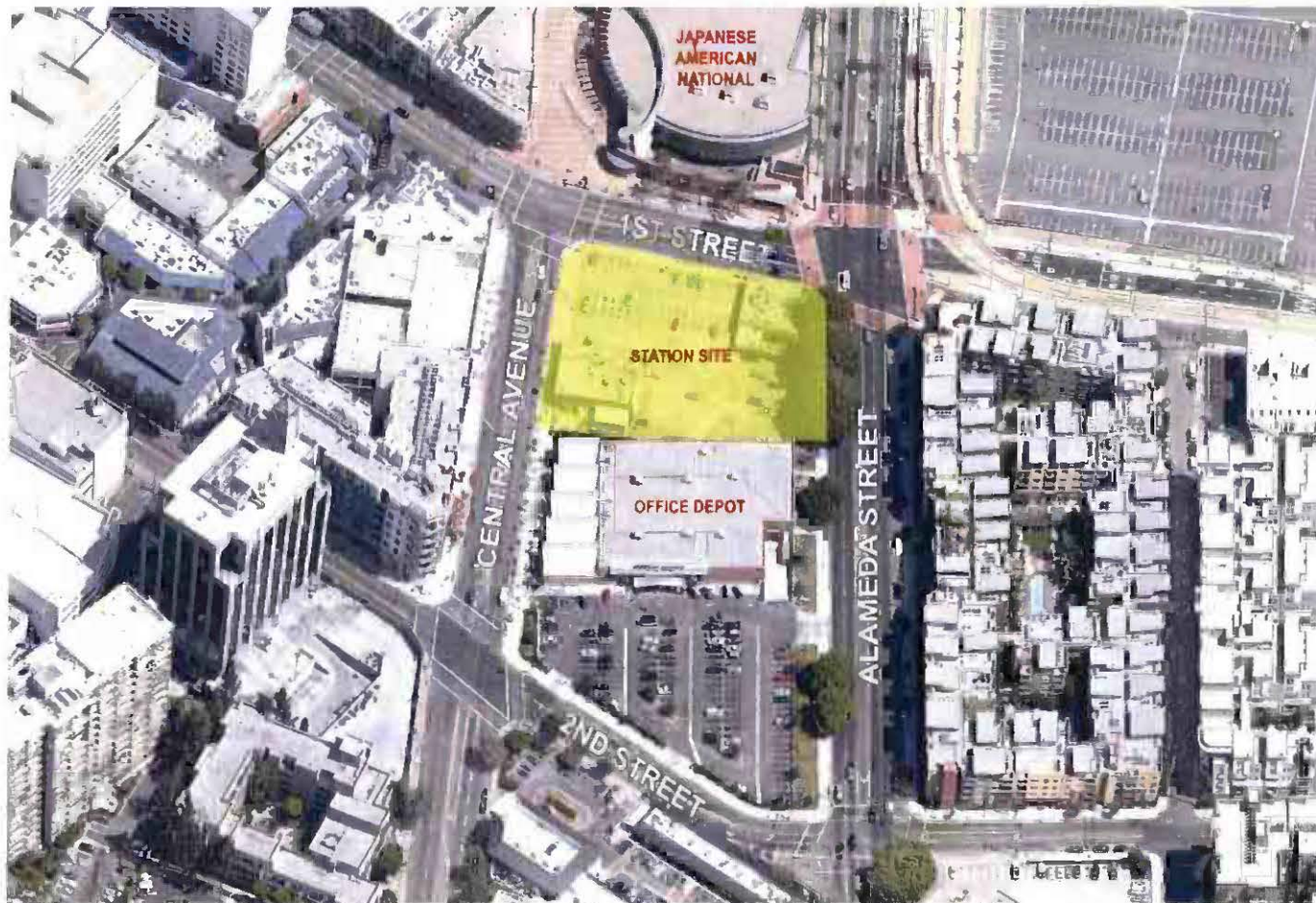
Regional Connector Transit Corridor Project Consultant Services Contracts

Contract MC070 – Update on Construction Management Services Contract Activities

- The Board approved FY14 budget to provide Bid Period construction management services by Arcadis.
- Arcadis Completed constructability review of C0981 – D/B contract and comments were incorporated in Addendum 5.
- Arcadis providing construction support for on going utility relocations by the Third Party utility.

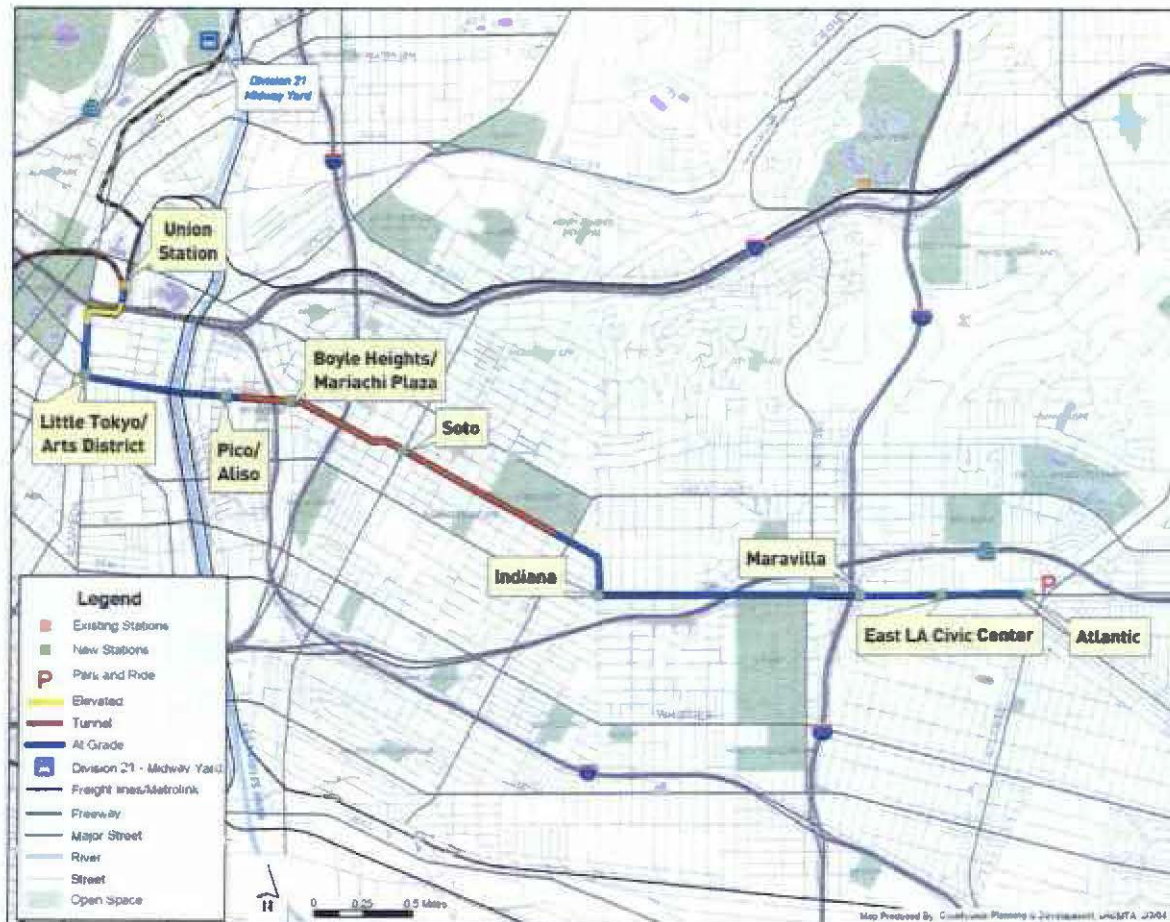
Regional Connector Transit Corridor Project

Questions?



FTA Quarterly Review Meeting August 28, 2013

Metro Gold Line Eastside Extension Project



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

Metro Gold Line Eastside Extension Project Closeout

- Final payment to The Southern California Gas Company was issued on June 7, 2013. There are no further outstanding issues with third party utilities.
- Contract closeout of P2550 – Rail Vehicle Procurement is anticipated within the second quarter of 2014. Closeout elements include resolution of non-technical deliverables and contract modifications, and reconciliation of Liquidated Damages and cost savings realized from the procurement and settlement actions.



Metro

Gold
Line

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

Description	Mar-13 Current Budget	Jun-13 Forecast	Variance
CONSTRUCTION	648,310	644,089	(4,221)
SPECIAL CONDITIONS	58,867	58,746	(121)
RIGHT-OF-WAY	37,889	37,687	(202)
PROFESSIONAL SERVICES	140,911	141,968	1,058
PROJECT CONTINGENCY	2,700	-	(2,700)
PROJECT REVENUE	(4,662)	(4,662)	-
SUBTOTAL	884,014	877,828	(6,186)
PROJECT FINANCE COST	14,800	11,080	(3,720)
TOTAL	898,814	888,908	(9,906)

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



Metro



**Gold
Line**

METRO EXPRESSLANES

August 28, 2013

FTA Quarterly Review Meeting



Milestones for June to August 2013

Metro ExpressLanes



- **Silver Line Ridership continues to increase since CRD improvements in June 2011**
- **ExpressLanes continue operation on I-110 and I-10**

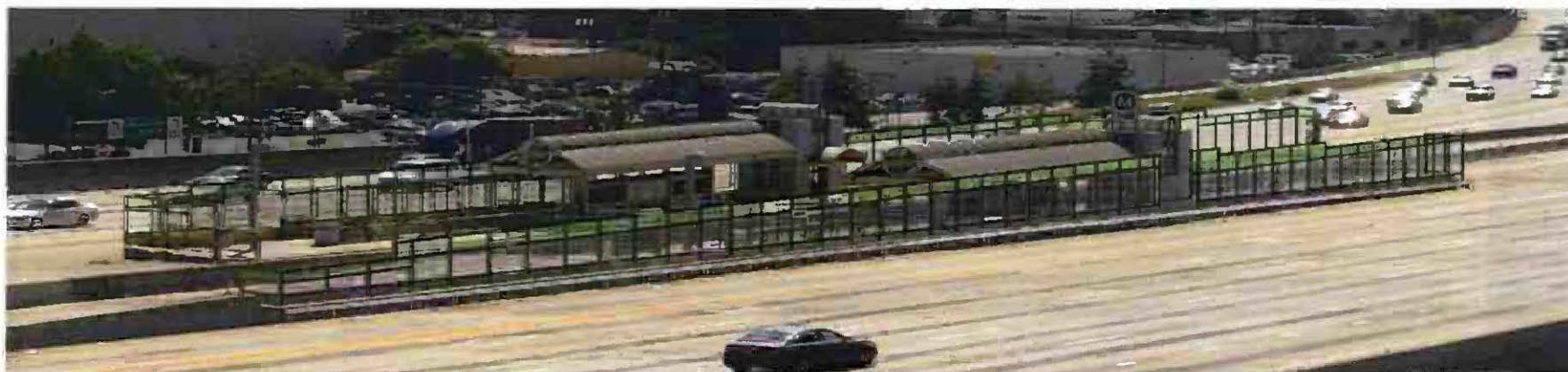


Metro

Milestones for Sept to Nov 2013



- **ExpressLanes operations and performance monitoring**
- **Complete one-year of operation on the I-110 ExpressLanes**
- **Construction Close Out**



Data as of April 30, 2013

ExpressLane Corridor (Launch Date)	110 (11/10/12)	10 (2/23/13)	COMBINED TOTAL
Trips	6,741,259	1,328,065	8,069,324
Transit Ridership	2,740,823	1,835,969	4,576,792
New Vanpools Formed	18	40	58
Preliminary Toll Revenue	\$5,742,882	\$1,223,602	\$6,966,484
Average Toll During Peak Period	\$5.35 for 11 mile trip	\$5.50 for 14 mile trip	
Avg Travel Speeds (AM Peak)			
ExpressLanes	65 mph	64 mph	
General Purpose Lanes	48.3 mph	51.6 mph	
Visits to metroexpresslanes.net			1,346,205
Calls to Customer Service Center			150,243
FasTrak® Accounts			125,585
Transponders Issued			152,787
Equity Plan Accounts for Low Income Commuters			3,000

BY THE NUMBERS



Month	ExpressLanes	GP Lanes
December 2012	64.5 mph	47.3 mph
January 2012	64.4 mph	46.9 mph
February 2013	65.4 mph	47.2 mph
March 2013	64.3 mph	48.3 mph
April 2013	64.5 mph	48.3 mph
	April 2012 (before)	48.4 mph



"In the morning peak travel period (6am-9am), average speeds in the 110 ExpressLanes increased by over 5 mph with the implementation of ExpressLanes after controlling for seasonality and other known factors. There is no statistically meaningful variation in average speeds along the conventional mainline lanes." – Source: Cornell University independent, unsolicited, and unpaid research

Month	ExpressLanes	GP Lanes
March 2013	65 mph	50.9 mph
April 2013	64 mph	51.6 mph
	April 2012 (before)	-TBD-*



"On the other hand, speeds in HOT lanes along the I-10 after February implementation of the ExpressLanes, slowed by approximately 2mph on average. The difference between the effect of the policy on speeds on the 110 and 10 could be the result of different levels of participation in the program because of heterogenous values of time, trip type, or time constraint." - Source: Cornell University independent, unsolicited, and unpaid research.

* A construction project in the general purpose lanes between 2009 and 2012 resulted in the removal of loop detectors which provide Caltrans data regarding travel speeds.



Fig 6. 110 Peak Period ExpressLanes Average Travel Speeds (MPH): AM Peak Period is 5am to 9am (M-F) and PM Peak Period is 4pm-7pm (M-F)

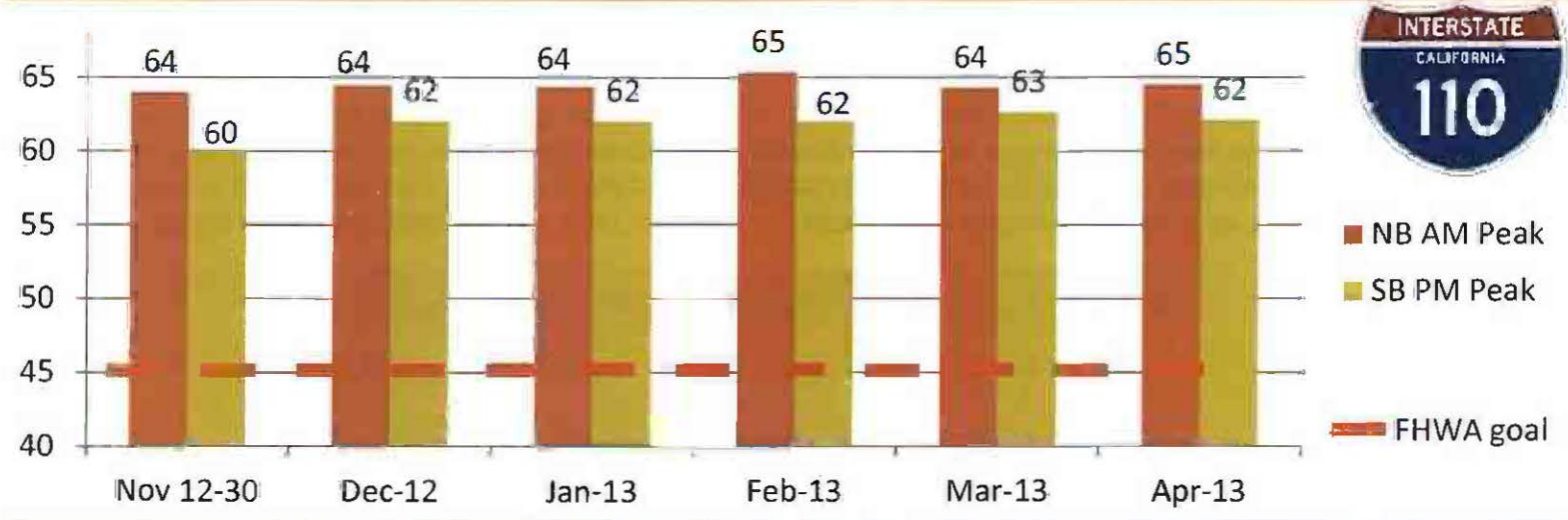
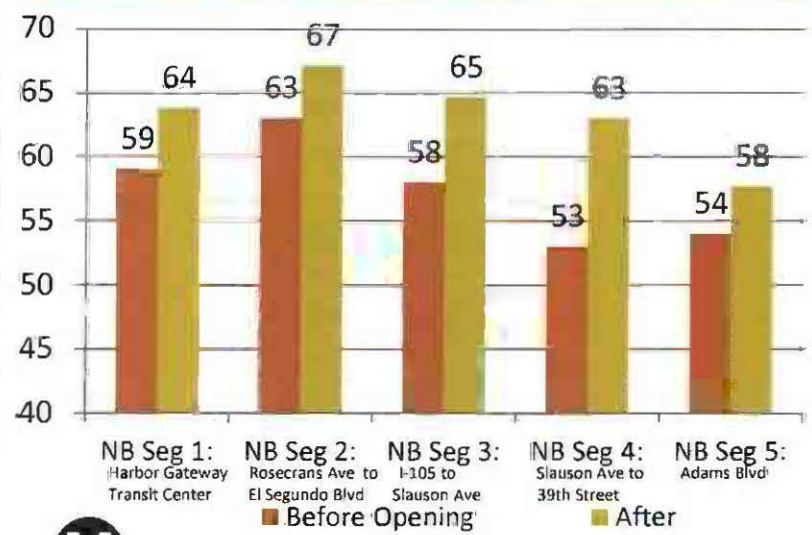


Fig 7. Avg NB ExpressLanes MPH (7am-8am) Apr 1 – Apr 30, 2013



Summary

- The 110 ExpressLanes keeps travel speeds above 45 mph 100% of the time during the peak period in both directions of travel (Fig 6 above).
- At 7 – 8 AM the most congested segment of the 110 corridor is Northbound (NB) between Slauson Avenue and 39th Street.
- Further, travel speeds in this segment have improved as compared to the period before opening of October 10th through November 2nd. (Fig 7).

NOTE: All of the traffic statistics (i.e. speed and volume) in this report are comprised of data collected individually, but in cooperation, between Metro and Caltrans District 7.



Fig 7. 10 ExpressLanes Average Travel Speeds (MPH). AM Peak Period is 5am to 9am (M-F) and PM Peak Period is 4pm-7pm (M-F)

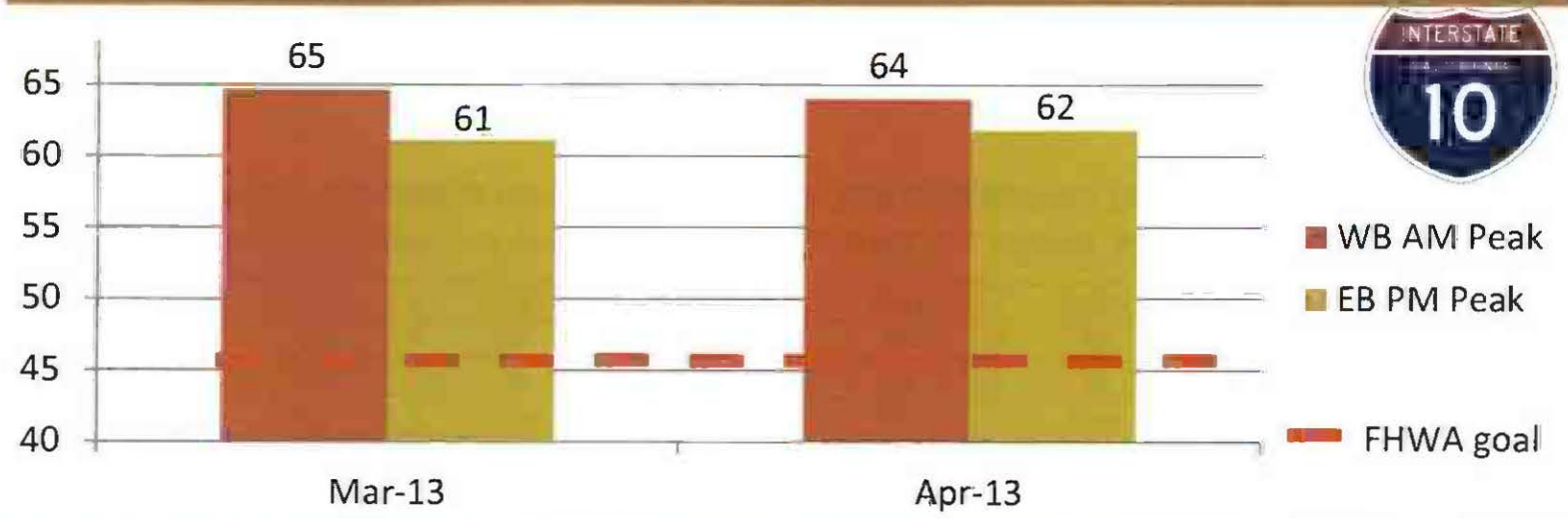


Fig 8. Avg WB ExpressLanes Speed (7am-8am) Apr 1 – Apr 30, 2013



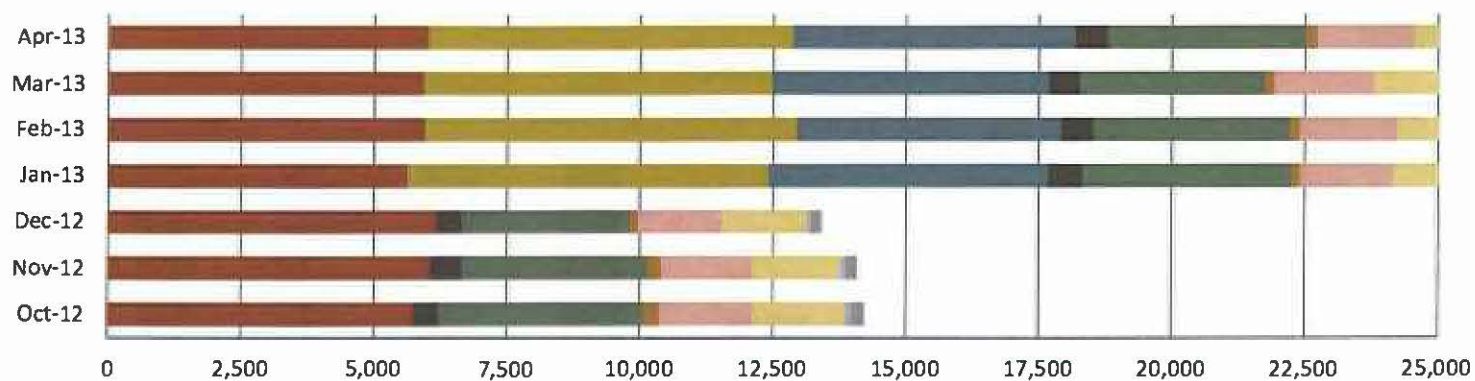
Summary

- The 10 ExpressLanes keeps travel speeds above 45 mph 100% of the time during the peak period in both directions of travel (Fig 7 above).
- At 7 – 8 AM the most congested segment is Westbound (WB) 5 between SR-101 and Alameda Street – the terminus of the WB ExpressLanes (Fig 8).

NOTE: All of the traffic statistics (i.e. speed and volume) in this report are comprised of data collected individually, but in cooperation, between Metro and Caltrans District 7.



AVG. WEEKDAY RIDERSHIP, OCT 2012 - APR 2013



	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13
■ 910 (I-110)	5,731	6,072	6,175	5,631	5,951	5,930	6,018
■ 910 (I-10)	0	0	0	6,791	6,999	6,550	6,856
■ Silver Streak	0	0	0	5,249	4,961	5,216	5,297
■ Gardena Line 1x	491	582	480	643	611	560	625
■ Gardena Line 2	3,852	3,494	3,173	3,952	3,705	3,511	3,734
■ Torrance Line 1/2/4	287	253	147	150	178	172	190
■ Metro 450x	1,771	1,723	1,570	1,751	1,845	1,874	1,851
■ Metro 550	1,747	1,655	1,592	1,667	1,720	1,726	1,719
■ OCTA 701	106	97	80	96	95	96	103
■ OCTA 721	244	225	194	196	206	202	196
Totals	14,229	14,101	13,411	27,331	27,376	27,025	27,920

To support the deployment of the 110 and 10 ExpressLanes, Metro also offers transit riders the ability to earn toll credits through linking their TAP card to their FasTrak® account.

A 1st of its kind in the country, as of April 30, 2013, a total of **3,362** accounts have enrolled in the Transit Rewards Plan. \$825 in toll credits have been earned by 165 accounts.



Fig 3. On Time Performance for the Silver Line BRT – 110 portion only

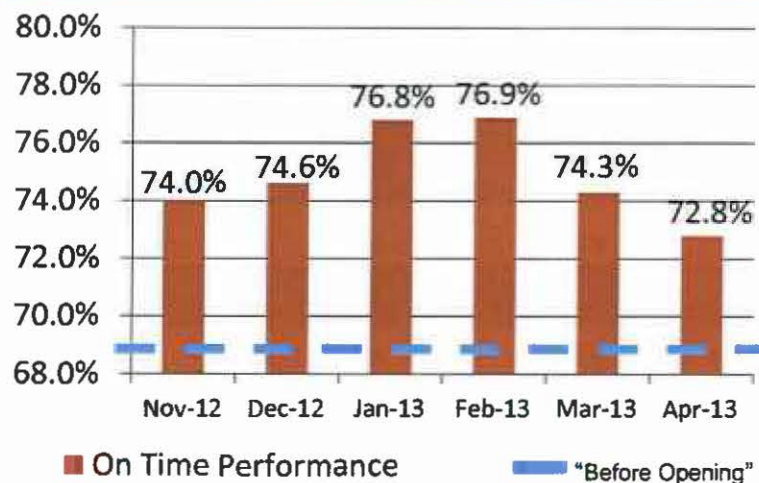


Fig 5. 110 Harbor Transitway Silver Line HTW Boardings

Stations	July 2011 *	Oct 2012	Apr 2013	% since July 2011	% since opening
37 th Street/USC	113	197	162	+43%	(22%)
Slauson	131	232	253	+93%	+9%
Manchester	185	327	374	+102%	+14%
I-105/Green Line	503	832	948	+88%	+14%
Rosecrans	129	184	240	+86%	+30%
Harbor Gateway Transit Center	1,196	1,836	1,834	+53%	0%

*41 clean fuel buses were purchased to operate on the Metro ExpressLanes. The buses increased the frequency of Silver Line service so that it now functions as Bus Rapid Transit (BRT). The BRT service began July 2011.



Fig 4. Harbor Transitway (HTW) Ridership Statistics

Avg Weekday Ridership	Apr 2012	Apr 2013	% Change
Silver Line (HTW)	4,134	6,018	+46%
Metro Line 450X	1,679	1,851	+10%
Metro Line 550*	3,169	1,719	N/A
Torrance Line 4**(Line 1&2)	419	190	N/A
ardena Line 1x	282	625	+122%
Gardena Line 2***	3,237	3,734	+15%
Totals	12,920	14,137	

* Decline due to route change
 **Line 4 began service on Nov. 18 2012 (Line 1&2 discontinued route in Nov 12)
 ***AM and PM Peak ridership only
 Data excludes LADOT 438/488 & OCTA 701/721

Summary

- The on-time performance for the Silver Line BRT continues to exceed the “before opening” threshold of 69% (Fig 3). Additionally, the average weekday transit ridership continues to grow (Fig 4).
- The majority of Harbor Transitway Stations, served by the Silver Line BRT, continue to experience increase in usage during the reporting period (Fig 5).



Fig 4. OTP for the Silver Line BRT – El Monte Busway Portion Only

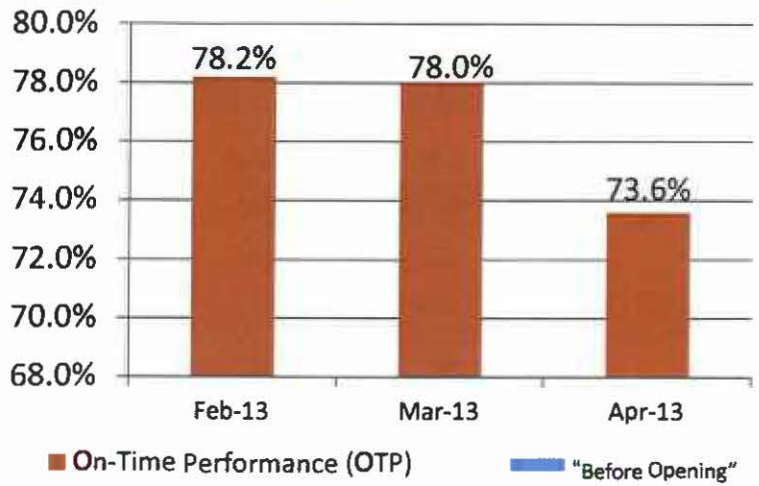


Fig 6. 10 El Monte Busway Silver 2 Silver EMB Boardings

Stations	July 2011 *	Jan 2013	Apr 2013	% since July 2011	% since opening
El Monte	998	3,130	1,171	30%	
USC Medical Ctr	311	325	377	21%	16%
El Monte	521	3,130	1,374	2%	
El Monte	3,164	3,130	3,254	3%	4%

*The boardings for the 10 ExpressLanes stations in Silver Line 2 Silver Streak are 10 ExpressLanes

Fig 5. El Monte Busway (EMB) Ridership Statistics*

Ridership	Apr 12	Apr 13	% Change
Silver Line (I-10)*	7,107	6,856	(4%)
Foothill Silver Streak*	4,171	5,738	+38%
Foothill Line 699	1,044	1,331	+27%
Totals	12,322	13,925	+13%

*Between El Monte Station and Downtown LA, the Metro Silver Line and Foothill Transit Silver Streak launched a pilot program to use each other's fare media on the El Monte Busway.

Summary

- The on-time performance was strong in February & March, but OTP declined in April due to incident-related delays (Fig 4).
- Ridership continued to increase for all of the routes operating on the 10 ExpressLanes during the period (Fig 5).
- 45 new vanpools have been formed for the 10 ExpressLanes. The goal during the 12 month pilot period is 50.



Fig 1. Majority of FasTrak® Accounts have HOV (Carpool) Trips

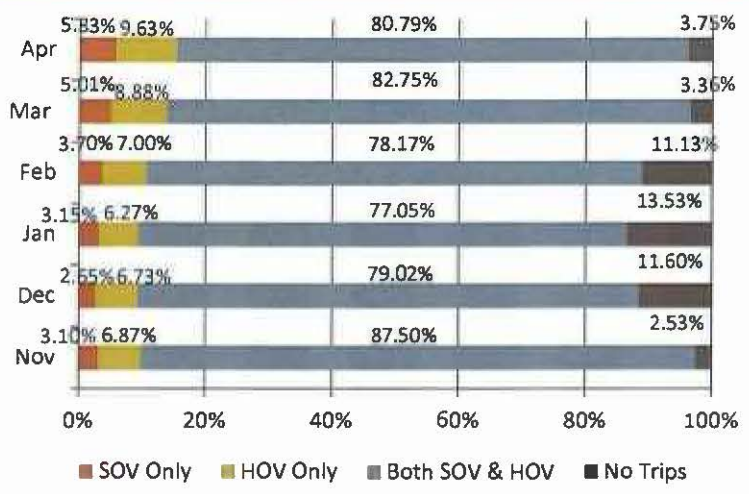
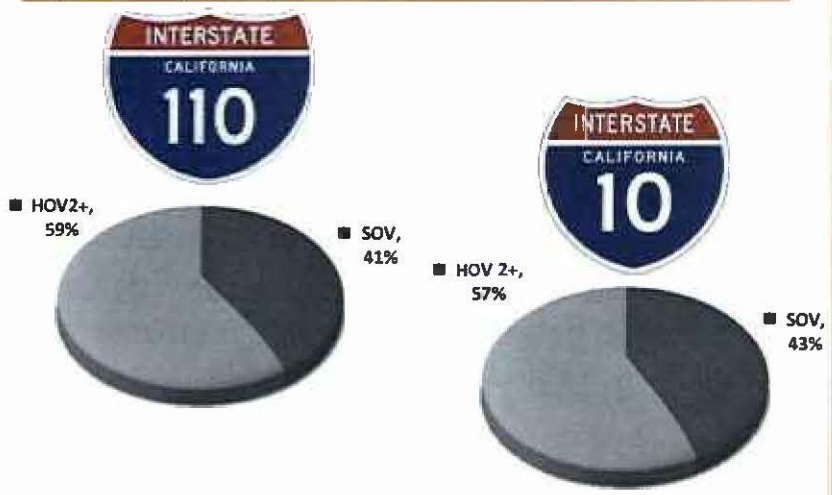


Fig 2. Mode Split by ExpressLane Corridor



Summary

- Over the last six months, an average of 88.4% of accounts have HOV trips every month – either as HOV only trips (7.6% avg) or a combination of both HOV and SOV trips (80.8% avg) (Fig 1).
- Only 7.6% on average are carpool only accounts and an even smaller percentage (3.9%) are SOV Only.
- The percentage of accounts with “no trips” was the highest in the early months due to the major holiday season in December and January.
- Carpool trips outpace SOV trips in both the 110 and 10 corridors (Fig 2).



Fig 3. Cumulative Issuance of FasTrak® Transponders

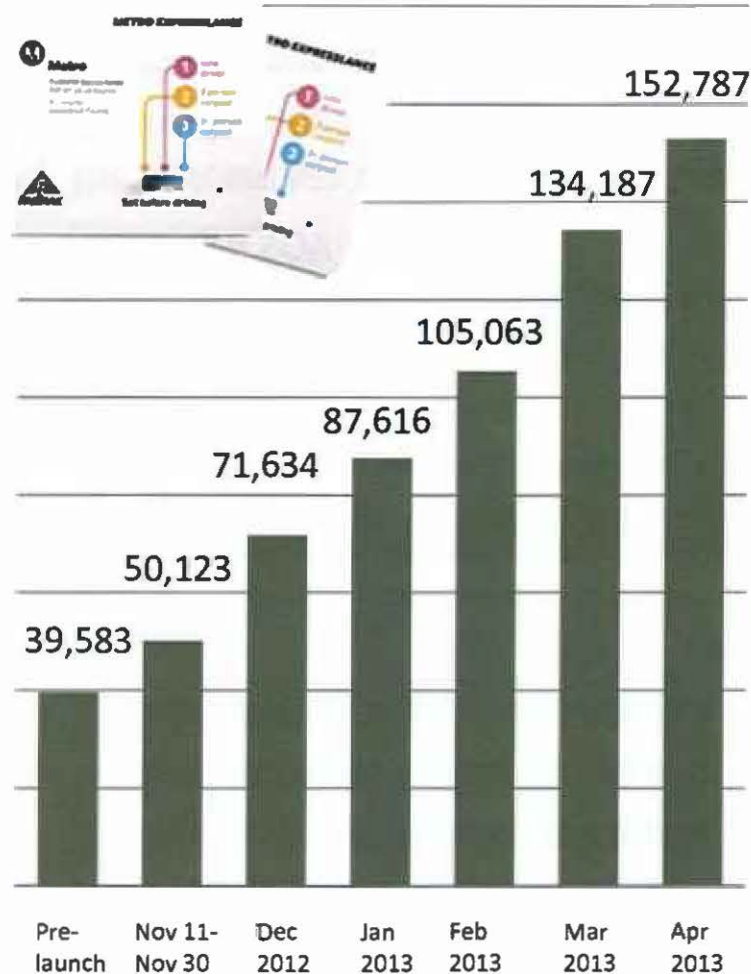
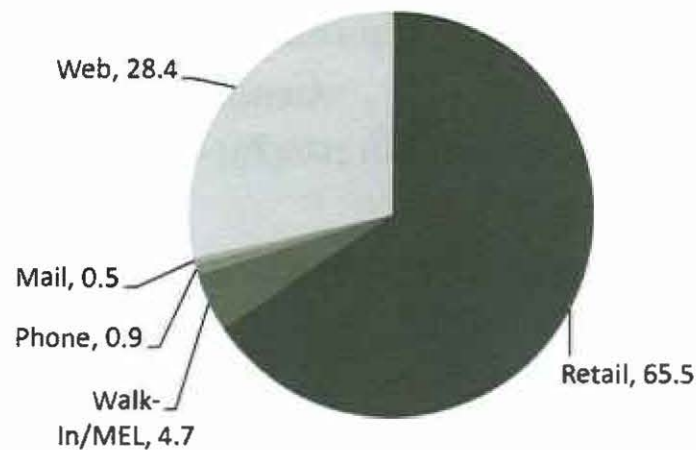


Fig 4. Percentage of Accounts Opened By Channel thru April 2013



Summary

- Transponder adoption has increased 286% since the opening of the 110 ExpressLanes in Nov. 2012 (Fig 3).
- Our retail partners continue to be our largest channel of distribution (Fig 4). There are 175 participating retail outlets – Albertsons, Costco, and the Auto Club.
- As of April 30, 2013, 152,787 transponders were assigned to 125,585 accounts.



Patsaouras Plaza Bus Station



- Revised Advance Conceptual Engineering (ACE)
- Draft ACE submitted in May 2013
- IFB re-issued on July 5th
- Propose extensive Prime contractor outreach effort



Project Schedule

Metro ExpressLanes



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

Expo Light Rail Line

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – August 28, 2013



SEGMENT C

SEGMENT B

SEGMENT A

Status

- **Closeout contract awarded to Griffith Company**
 - All work complete

- **Evaluating traffic mitigations**
 - Preparing CEQA and NEPA documents for elimination of traffic signal at 37th and Crenshaw and elimination of additional left turn lane at Rodeo and La Cienega
 - Venice/National Improvements currently being done as part of Venice Blvd. Underpass contract

Major Issues

▪ Schedule

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

▪ Revenue Operations

- Completed rail grinding in August
- Replacement Spring Frogs for National Crossover to be installed in September
- Noise and Vibration measurements in Culver City should take place once the replacement spring frogs are installed

▪ Project Budget

- Metro Board approved \$39 million in additional funding for the project
- Metro Board to approve adjustment of the Life of Project Budget from \$932 million to \$971 million next month

FTA Quarterly Planning Update

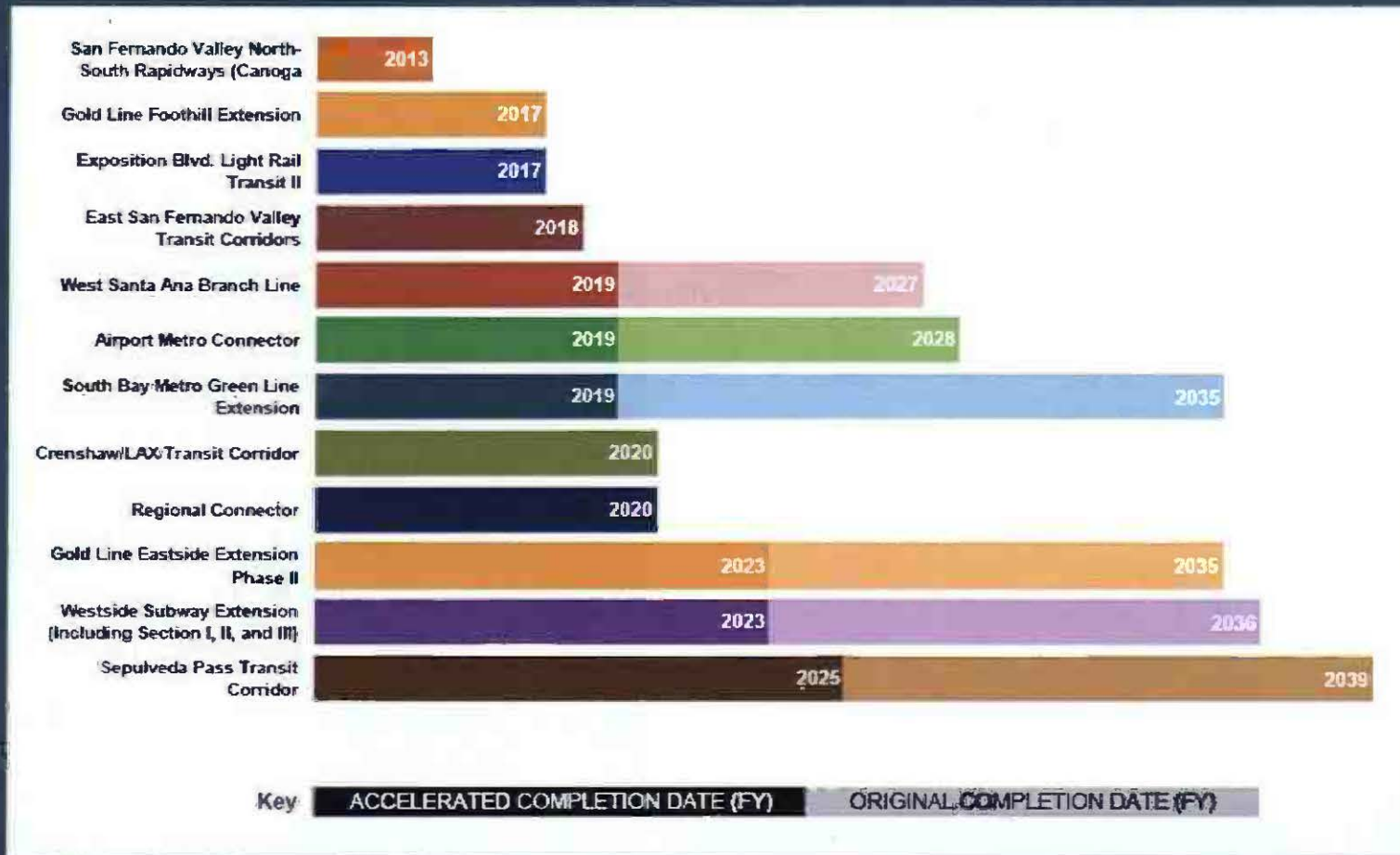
August 28, 2013

Metro Planning Report

- Measure R Acceleration Plan
- Small Starts Projects
 - Wilshire BRT
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector
 - South Bay Metro Green Line Extension
 - Eastside Transit Corridor Phase 2
 - American Recovery and Reinvestment Act of 2009 (ARRA)



Measure R Acceleration Plan



Measure R Acceleration Plan

- June 27, 2013 - Metro Board approved:
 - Amending Measure R Ordinance and Expenditure to advance “funds available beginning” dates, contingent upon for all 1st decade projects:
 - Securing funding
 - Completing environmental and preliminary engineering, without utilizing 2nd and 3rd decade projects’ funding
 - Identify Measure R unfunded scope elements
 - Status report on 2nd and 3rd decade projects including:
 - Phase of work
 - Necessary steps to complete current phase
 - Anticipated completion dates
 - Highway project completion dates
 - Ballot initiatives:
 - Return in six months with recommended ballot initiative for November 2014 or 2016 election

Wilshire Boulevard Bus Rapid Transit

Status

Segments	Status	Next Steps
Centinela to Barrington*	<ul style="list-style-type: none"> - Roadwork - Restriping/signage - Design to start June 2014 (no change) - Work scheduled for completion November 2014 	<ul style="list-style-type: none"> - August 2014 - Work scheduled to begin
Barrington to Federal	<ul style="list-style-type: none"> - Roadwork - Widen/repave/restripe - 50% Design plans submitted to City for review 	<ul style="list-style-type: none"> - Late 2013 - Complete design work
Federal to Sepulveda	<ul style="list-style-type: none"> - Environmental Technical Memo submitted to FTA in compliance with federal regulations (130[c]) to address project modifications <ul style="list-style-type: none"> o Includes Sections 106 and 4(f) evaluations - SHPO concurrence received with finding of no adverse effect <ul style="list-style-type: none"> o Conditional; qualified historic archaeological monitor to be present during ground disturbance (e.g. utility and drainage relocation) - Roadwork - Widen/repave/restripe - Target completion date July 2014 	<ul style="list-style-type: none"> - Develop long-term easement agreement with VA property
Veteran to City of Beverly Hills*	<ul style="list-style-type: none"> - Roadwork - Restriping/signage - Design to start June 2014 (no change) - Work scheduled for completion November 2014 	<ul style="list-style-type: none"> - August 2014 - Work scheduled to begin

* Work scheduled to coincide with opening of all segments in late 2014

Wilshire Boulevard Bus Rapid Transit

Status (continued)

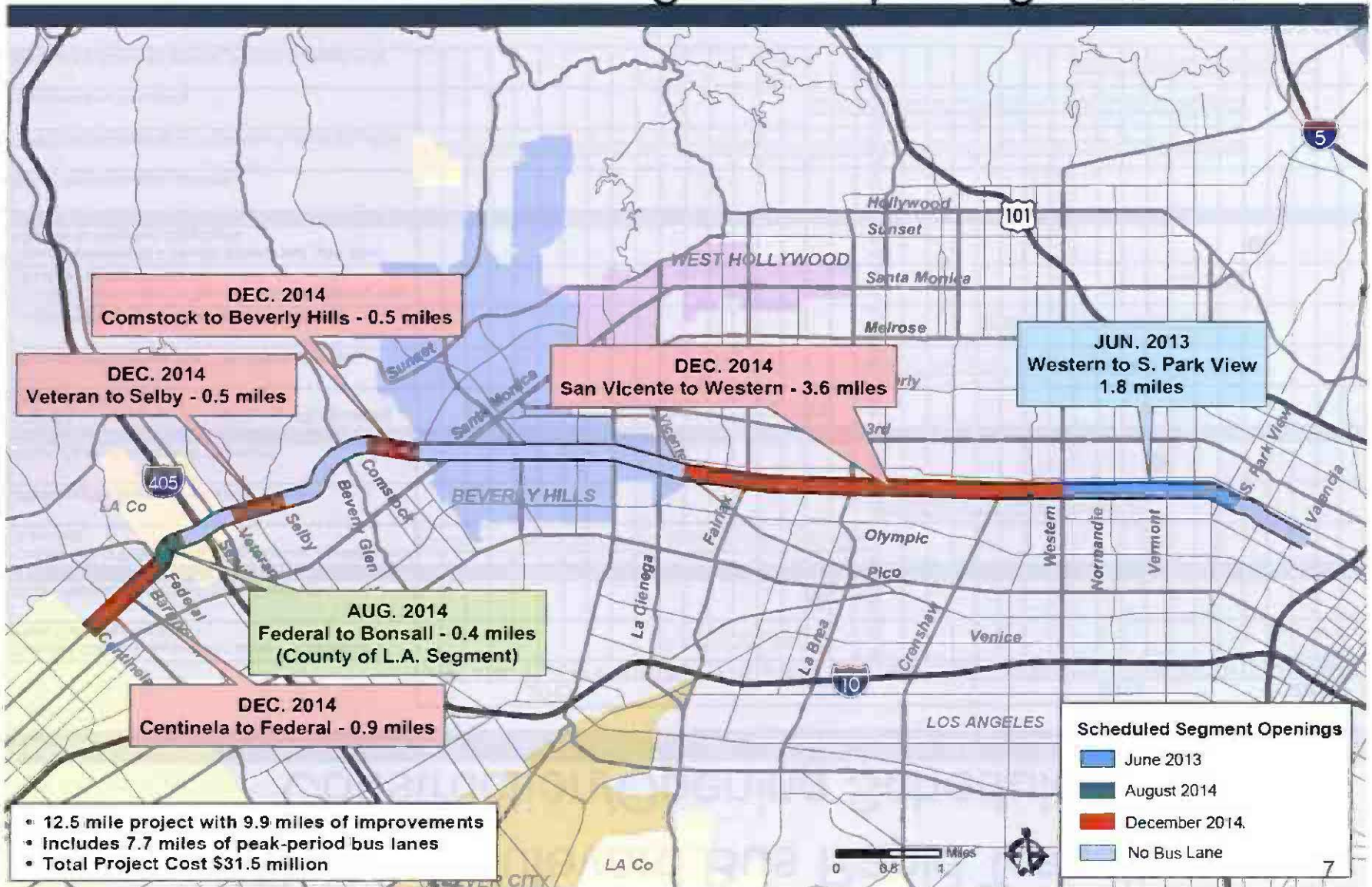
Segments	Status	Next Steps
San Vicente to Western	<ul style="list-style-type: none">- Roadwork - Reconstruct/resurface/restripe- June 2013 - Construction contract awarded- Target completion date November 2014	<ul style="list-style-type: none">- August 2013 - Begin construction activities
Western to S. Park View	<ul style="list-style-type: none">- Segment completed- Media event held June 4, 2013	<ul style="list-style-type: none">- June 5, 2013 - <u>Bus lane opened for service</u>
Corridor-Wide Transit Priority System (TPS)	<ul style="list-style-type: none">- Communications/TPS Enhancements- Design 60% complete (up from 50%)- Target completion date November 2014	<ul style="list-style-type: none">- Continue design work

Wilshire Boulevard Bus Rapid Transit

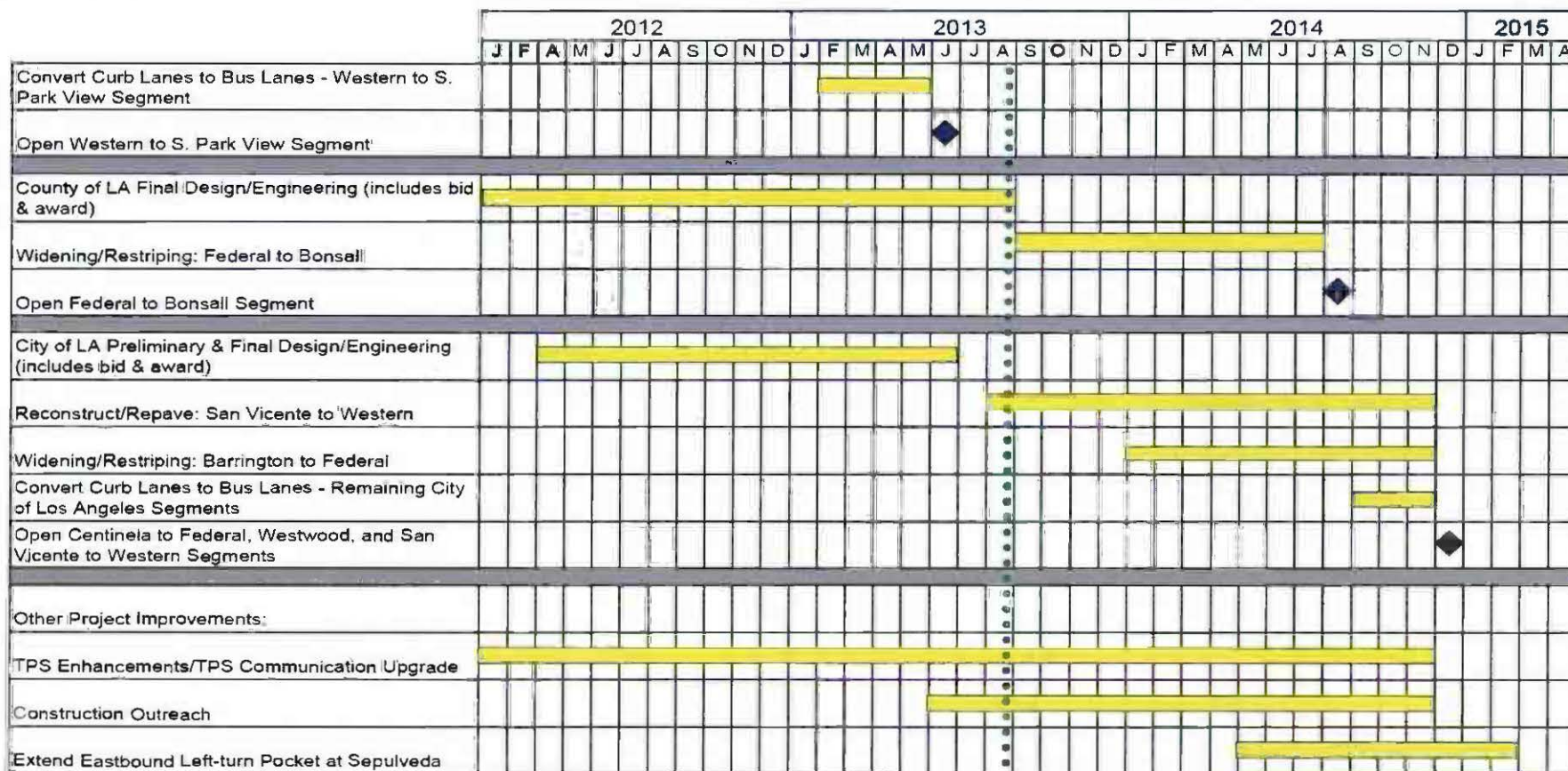
Western to S. Park View Ribbon Cutting Event



Wilshire Boulevard Bus Rapid Transit Scheduled Segment Openings



Wilshire Boulevard Bus Rapid Transit Construction/Opening Schedule



Last Revised: 8/2013

◆ = Milestone Date

Metro Rapid System Gap Closure Lines



Metro Rapid System Gap Closure Lines Transit Signal Priority

Corridor	Status	Next Steps
Atlantic	Construction 80% complete (up from 75%)	October 2013 - Complete construction
Sepulveda	August 2013 - City releasing RFP to hire ITS consultant to refine project costs	October 2013 - Award contract
Torrance-Long Beach	July 25, 2013 - Signal priority proposals received	September 2013 - Award contract
Venice	August 9, 2013 - Signal priority RFP released	September 18, 2013 - RFP proposals due October 2013 - Award contract
Garvey-Chavez	Completed	N/A
West Olympic	Completed	N/A

Metro Rapid System Gap Closure Lines Shelter Implementation

Status

- Conducted field reviews for final inventory of station locations with:
 - LA County
 - Monterey Park
 - Commerce
 - Pasadena
 - Vernon

Metro Rapid System Gap Closure Lines Shelter Implementation

Next Steps

- September 2013 - Complete field work for final station inventory
- March 2014 - Release RFP for design/construction
- September 2015 - Complete countywide shelter installation

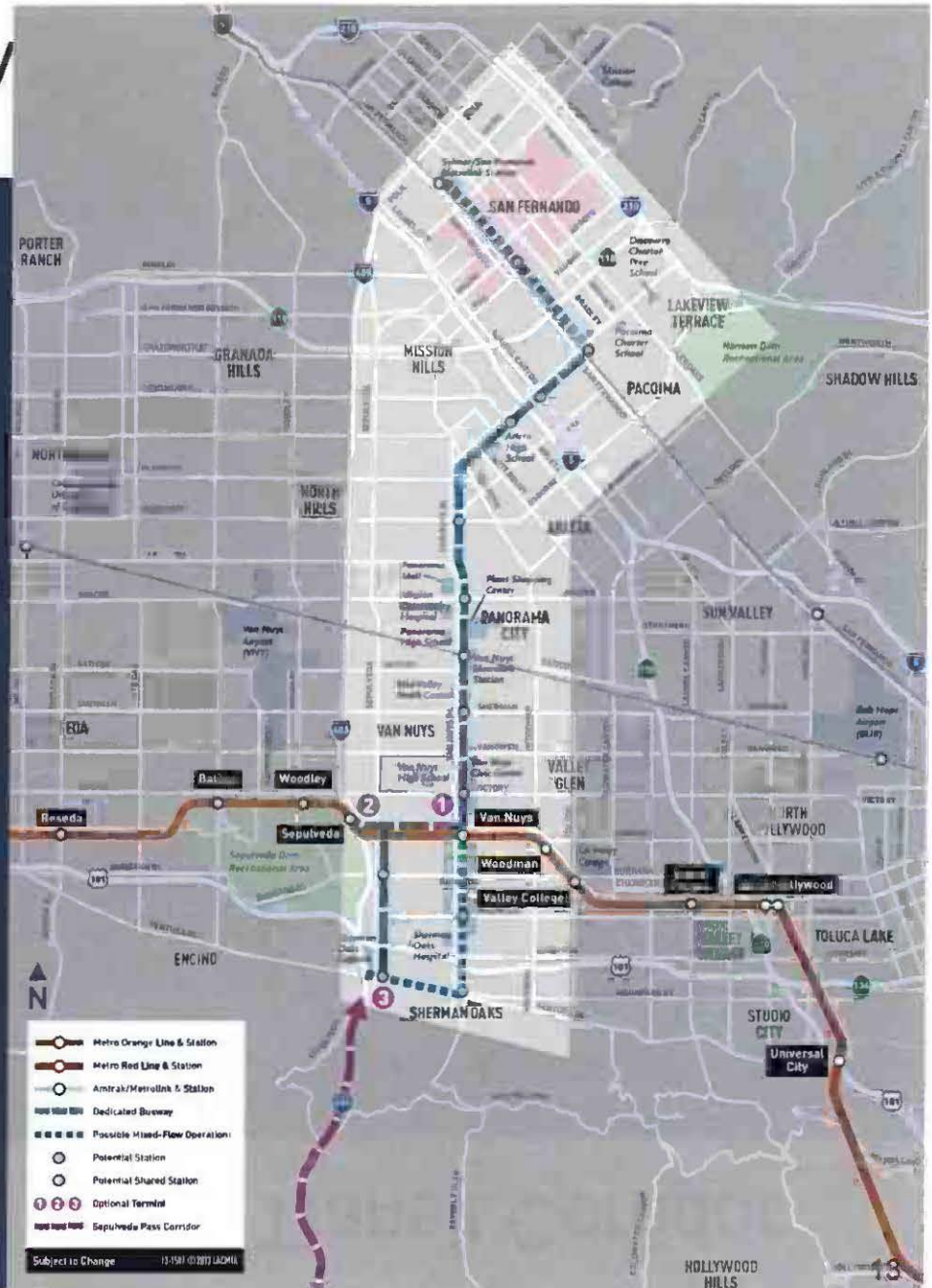
East San Fernando Valley Transit Corridor

Status

- Initiated Draft Environmental Process
 - Refined Build Alternatives
 - LRT
 - BRT
 - August 7, 2013 - Submitted Scoping Outreach Document to FTA
- BRT potential Small Starts candidate
- LRT would need to identify more substantial funding
- Project refinement briefings held with:
 - FTA
 - City of Los Angeles
 - City of San Fernando



Measure R-\$68.5 Million (2008\$)



East San Fernando Valley Transit Corridor

Next Steps

- Conceptual Engineering of Refined Alternatives
- Continue environmental analysis
 - State Historic Preservation Office (SHPO) coordination
 - Identify Area of Potential Effect (APE)
- January/February 2014 (tentative) - Community Update meetings
- March 2014 - Administrative Draft submitted for FTA review

Airport Metro Connector

Status

- Conducting technical analysis, ongoing coordination with LAWA, FAA and FTA
- May/June 2013
 - City of Los Angeles:
 - Certified EIR for LAWA Specific Plan Amendment Study (SPAS)
 - Adopted Land Use Ordinance to amend LAX Specific Plan
 - EIS for SPAS - initiation to be determined
 - Metro Board directed:
 - LRT alignment through LAWA proposed Intermodal Transportation Facility (ITF) to be studied in Draft EIS/EIR
 - Transmit letter to FAA to support initiation of Draft EIS
 - Metro to study LRT options in EIS
 - LAWA to study APM options in separate yet coordinated EIS
 - Both transit types expected to complement each other, yet have independent utility
 - Seeking FAA guidance on preferred role during NEPA process

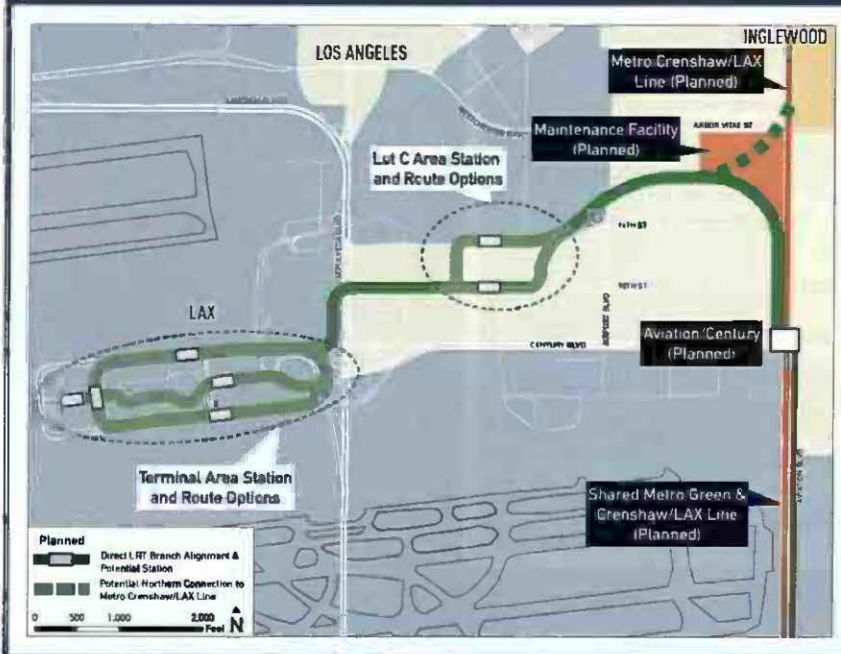
Major Milestones

- Project schedule contingent upon:
 - Authorization to proceed with Draft EIS/EIR

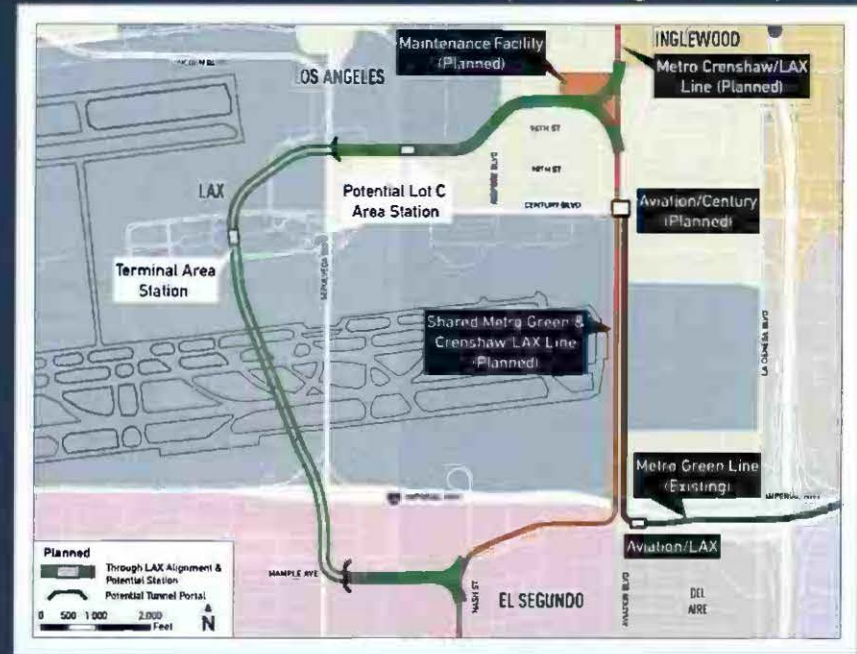


Airport Metro Connector Alternatives Recommended after the AA Study

Direct LRT Branch

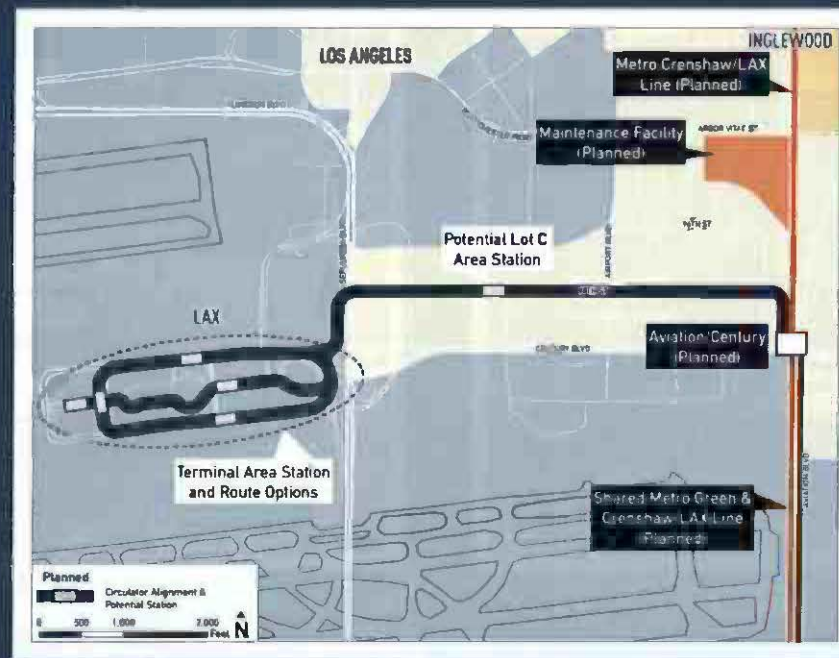


Modified LRT Trunk (Through LAX)



Airport Metro Connector Alternatives Recommended after the AA Study

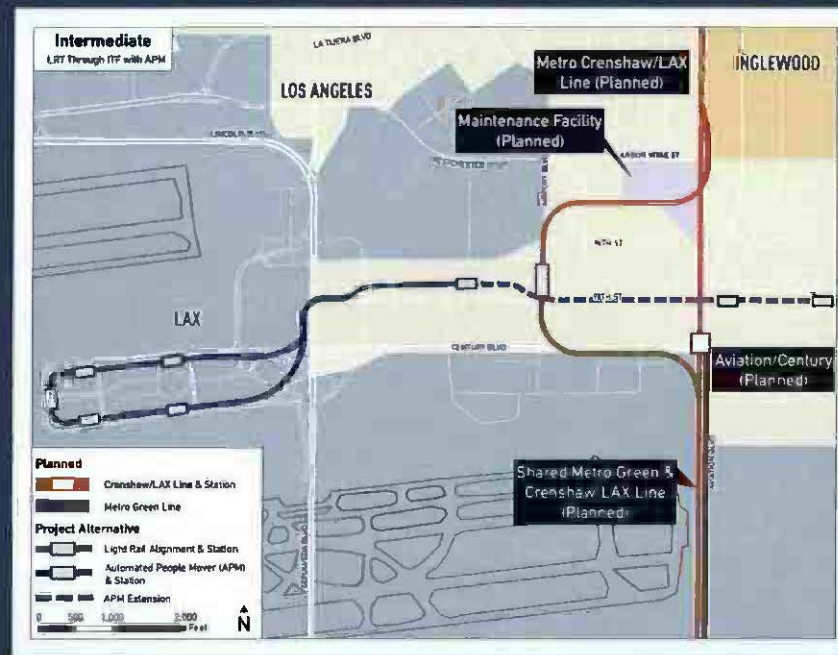
APM



Airport Metro Connector

Board Directed Alternative to be Further Studied

Through ITF



Airport Metro Connector

Next Steps

- September 2013
 - Send letter to FAA requesting support to start Draft EIS
 - Elected official and community updates
- October 2013
 - Metro Board receives Technical Refinement Study
 - Alternatives to be carried into Draft EIS/EIR may be refined
 - Status of FAA letter
- Determine feasibility of P3 delivery potential

South Bay Metro Green Line Extension

Status

- Evaluated:
 - Full extension to Torrance (4.6 miles)
 - Minimum Operable Segment (MOS) to Redondo Beach (2.1 miles)
- June 24, 2013 - Received FTA comments
- Continued coordination:
 - Torrance
 - Resource agencies as needed
 - US Army Corps of Engineers (USACE)
 - California Department of Fish and Wildlife

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



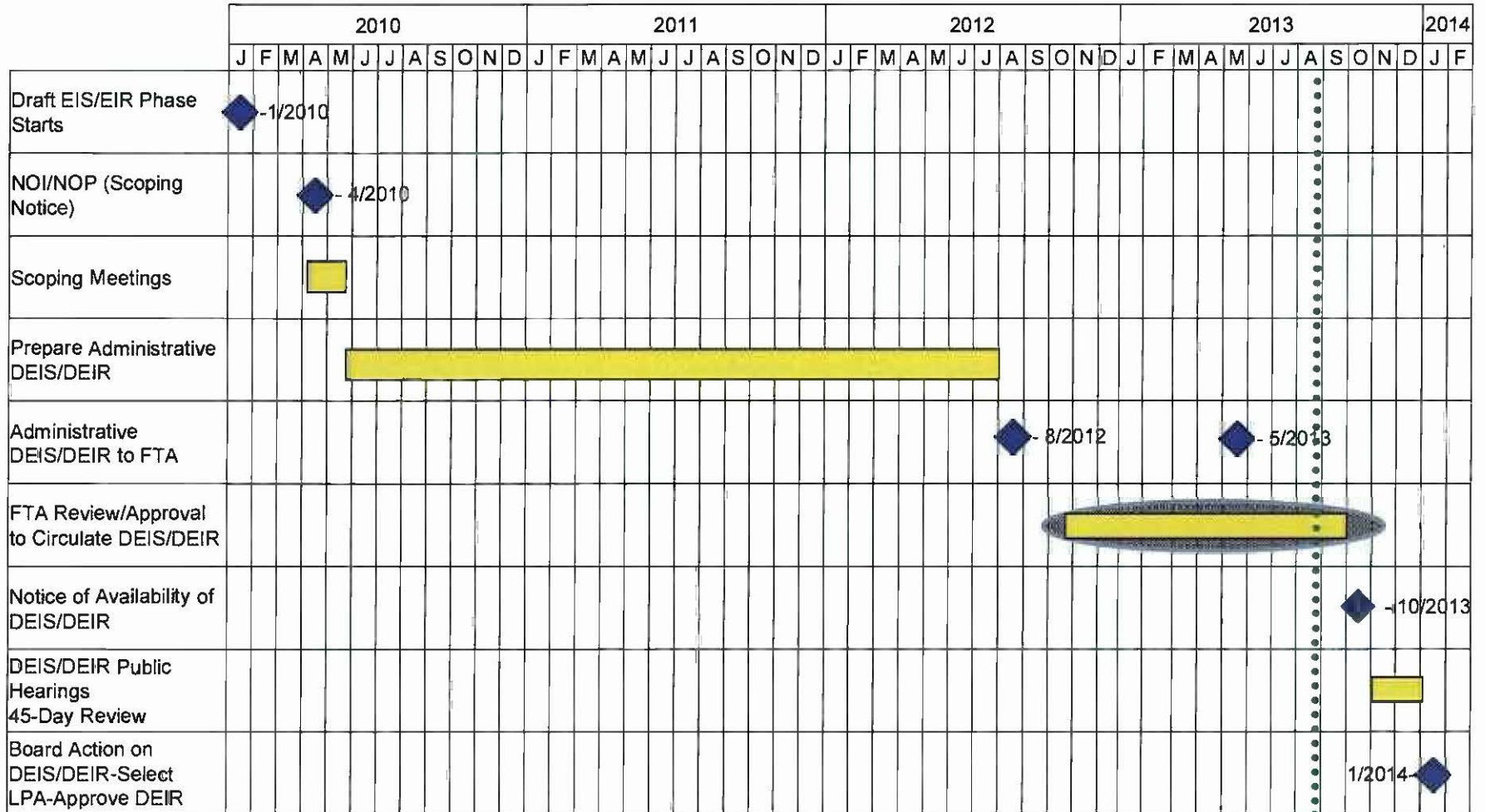
South Bay Metro Green Line Extension

Next Steps

- August 2013 - Respond to comments and submit revised Administrative Draft EIS/EIR to FTA
 - Pending resolution of outstanding issues with USACE and California Department of Fish and Wildlife
- October 2013
 - Release RFP for Advanced Conceptual Engineering (ACE)
 - Notice of Availability of Draft EIS/EIR
 - Release to public
 - Hold public hearings
- January 2014 - Board Action, select LPA

South Bay Metro Green Line Extension Draft EIS/EIR Schedule

(Subject to Board Direction)



◆ = Milestone Date

■ = FTA Action

Last Revised: 8/2013

Eastside Transit Corridor Phase 2

Status

- Responded to comments on Administrative Draft EIS/EIR from FTA and Cooperating Agencies
 - USACE
 - US Environmental Protection Agency (USEPA)
 - Caltrans
- May 15, 2013 - Transmitted historical landslide documents to USEPA
- June 2013 - Agreed on path forward to address outstanding items with USACE and USEPA
- July 29, 2013 - Transmitted Metro's response to FTA comments
- June/August 2013 - Outreach to Gateway and San Gabriel Valley Council of Governments
- Updating Administrative Draft EIS/EIR to reflect 2012 RTP and 2010 Census Data
 - Population and employment
 - Traffic and congestion management
 - Travel demand
 - Community and neighborhood impacts
 - Social justice
 - Air quality
 - Climate change



Metro

Eastside Transit Corridor Phase 2

SR-60 LRT

6.9 Miles

4 Stations (all aerial)

16,700 Average Daily Boardings (2035)

L RTP-\$2.4 Billion, 2035 RSD

Estimated Cost-\$2.5 Billion (YOE)

Measure R-\$1.2 Billion (2008\$)

Washington LRT

9.5 Miles

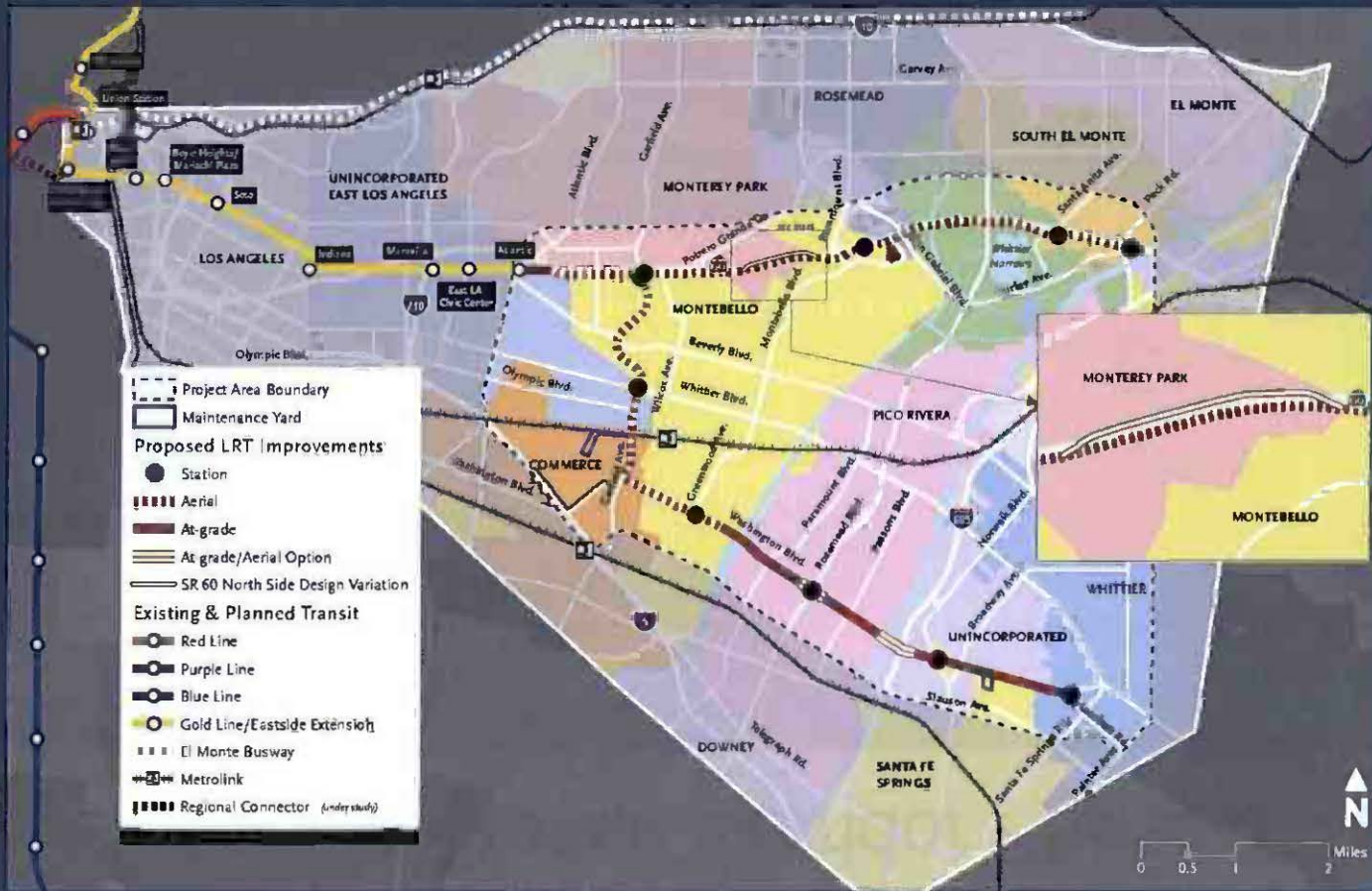
6 Stations (3 aerial, 3 at-grade)

19,900 Average Daily Boardings (2035)

L RTP-\$2.4 Billion, 2035 RSD

Estimated Cost-\$2.8-\$3.2 Billion (YOE)

Measure R-\$1.2 Billion (2008\$)



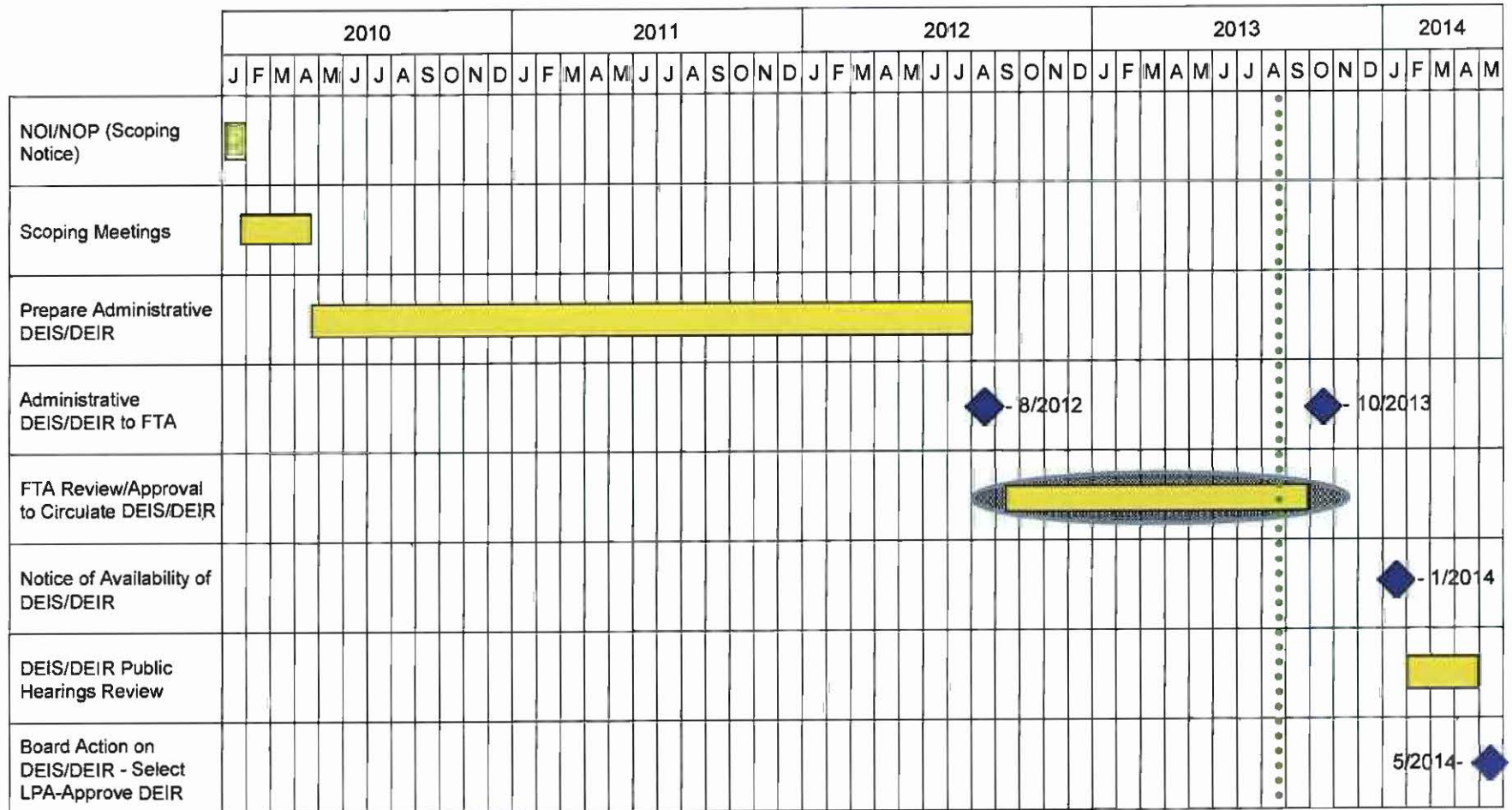
Eastside Transit Corridor Phase 2

Next Steps

- September through December - Project status presentation to Corridor cities
- October 2013 - Submit updated Administrative Draft EIS/EIR to FTA and USACE
- January 2014
 - Release RFP for Advanced Conceptual Engineering (ACE)
 - Notice of Availability of Draft EIS/EIR
 - Release to public
 - Hold public hearings
- May 2014 - Board Action, select LPA

Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule

(Subject to Board Direction)



◆ = Milestone Date

○ = FTA Action

Last Revised: 8/2013

Milestones

	NOI	Admin Draft EIS/EIR to FTA	Notice of Availability of DEIS/DEIR	Locally Preferred Alternative
East San Fernando Valley Transit Corridor	Mar-13	Mar-14	Jul-14	Dec-14
Airport Metro Connector	TBD	TBD	TBD	TBD
South Bay Green Line	Apr-10	Aug-12	Oct-13	Jan-14
Eastside Transit Corridor Phase 2	Jan-10	Aug-12	Jan-14	May-14

American Recovery and Reinvestment Act of 2009 (ARRA)

Status

- \$291.1 Million (93.5%) spent (up from 91.2%)
- \$305.3 Million (97.8%) committed
- 54.3 total FTEs paid this quarter
- May 2013
 - Submitted 2nd round waiver amendment request (approval pending)
 - Allows fund disbursement after September 2013
 - Traction Power Substation Replacement
 - Wayside Energy Storage Substation Project
 - CNG Electrification

ARRA Project Status Summary

Project	Status	Next Steps	Completion Date
1. Replace 20 MBL Traction Power Substations and Associated Electrical Support Systems	<ul style="list-style-type: none"> • 18 new substations energized • Completed over 60% preliminary engineering for substations' associated electrical support systems (UPS, Wayside disconnect switches, and transfer trip systems) 	<ul style="list-style-type: none"> • September 2013 - 2 more substations energized 	March 2015
2. Wayside Energy Storage Substation	<ul style="list-style-type: none"> • Systems engineering complete • Project specific final design 85% complete • Completed manufacturing and factory operational tests of the Real Time Controller (RTC) 	<ul style="list-style-type: none"> • September 2013 - Complete project specific final design • Complete manufacturing of 4 units with total 16 Flywheels 	June 2015
3. CNG Electrification 9 Bus Divisions	<ul style="list-style-type: none"> • 9 Divisions completed • Caltrans accepted modified portable compressor 	<ul style="list-style-type: none"> • September 2013 - Receive and accept final documentation • Begin contract/project close-out 	March 2014
4. Metro Red Line Station Canopies (5)	<ul style="list-style-type: none"> • All canopy construction complete • Negotiating final change orders for final payment 	<ul style="list-style-type: none"> • September 2013 - Complete contract/project close-out 	September 2013
5. Transit Enhancement	<ul style="list-style-type: none"> • July 2013 - Awarded contracts for design, fabrication and installation at El Monte Station 	<ul style="list-style-type: none"> • September 2013 - Complete design and begin fabrication 	March 2014

Los Angeles County
Metropolitan Transportation Authority

P2550 Light Rail Vehicle Procurement Program



FTA Quarterly Review Meeting
August 28, 2013



Metro

P2550 Light Rail Vehicle Program - Overview

Performance Status as of August 01, 2013:

- Accumulated over **11,504,901** million revenue service miles
- January – August fleet reliability is 26,795 MMBF
- 12 month fleet reliability is very good at 39,997 MMBF.

Phase 1 | Delivery & Final Acceptance of Vehicles

- All cars are Final Accepted.

Phase 2 | Completion & Acceptance of Non-vehicle Deliverables

- Final version of manuals due on or before November 2013.
- Capital spares – majority are delivered with odds & ends remaining.
- Warranty parts are being resolved with majority returned to stock.

Phase 3 | Warranty

- 12 vehicles remain under general warranty.
- Metro has identified fleet defects of which AB is honoring; HVAC drain pan, connector beam/resilient pins and lateral shocks (in process with no impact to safety or meeting service requirements).



Metro

P2550 Light Rail Vehicle Program - Overview

Project Closeout (cont.):

- Metro's Project Management staff are working closely with the Contractor, Contract Administration, and the Grants department for closeout of the P2550 contract:
 - **Closeout elements include:**
 - Resolution of non-technical deliverables (under final resolution).
 - Resolution of final contract modification for P2550 settlement action (90% complete)
 - Reconcile cost savings realized from the procurement and settlement actions (in process with PMO).
 - The project management staff are working closely with the FTA & PMO and are on target for project close out resolution end of 2013.
- End of presentation.

Los Angeles County
Metropolitan Transportation Authority

P3010 Light Rail Vehicle Acquisition



FTA Quarterly Meeting
August 28, 2013



Metro

P3010 Light Rail Vehicle Acquisition Program

PROJECT OVERVIEW

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



P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

- Conducted several design reviews meetings, including: friction brakes, propulsion, HVAC, trucks, carbody shell, automatic train control (ATC), train-to-wayside control (TWC), train control network, train operator display, pantograph, couplers, and auxiliary power supply
- Attended Preliminary Cab Mock-up and provided comments to KI
- Established list of potential contract modifications and began processing requests for change
- Developed Independent Cost Estimates for the potential contract modifications
- Project Baseline Schedule, Rev. 4 was submitted by KI, and “approved as noted” by Metro

P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD (CONTINUATION)

- Established Safety Certification Committee and completed the first draft of the Safety Certification Criteria Checklist
- Continued reviewing design drawings, program plans and design calculations, and provided comments to KI
- Ansaldo-STS began ATC System Development Testing on existing Metro light rail lines to collect data
- Exchanged information with KI regarding the equipment and facilities needed at the Metro yards and shops for performance testing and commissioning activities

P3010 Light Rail Vehicle Acquisition Program

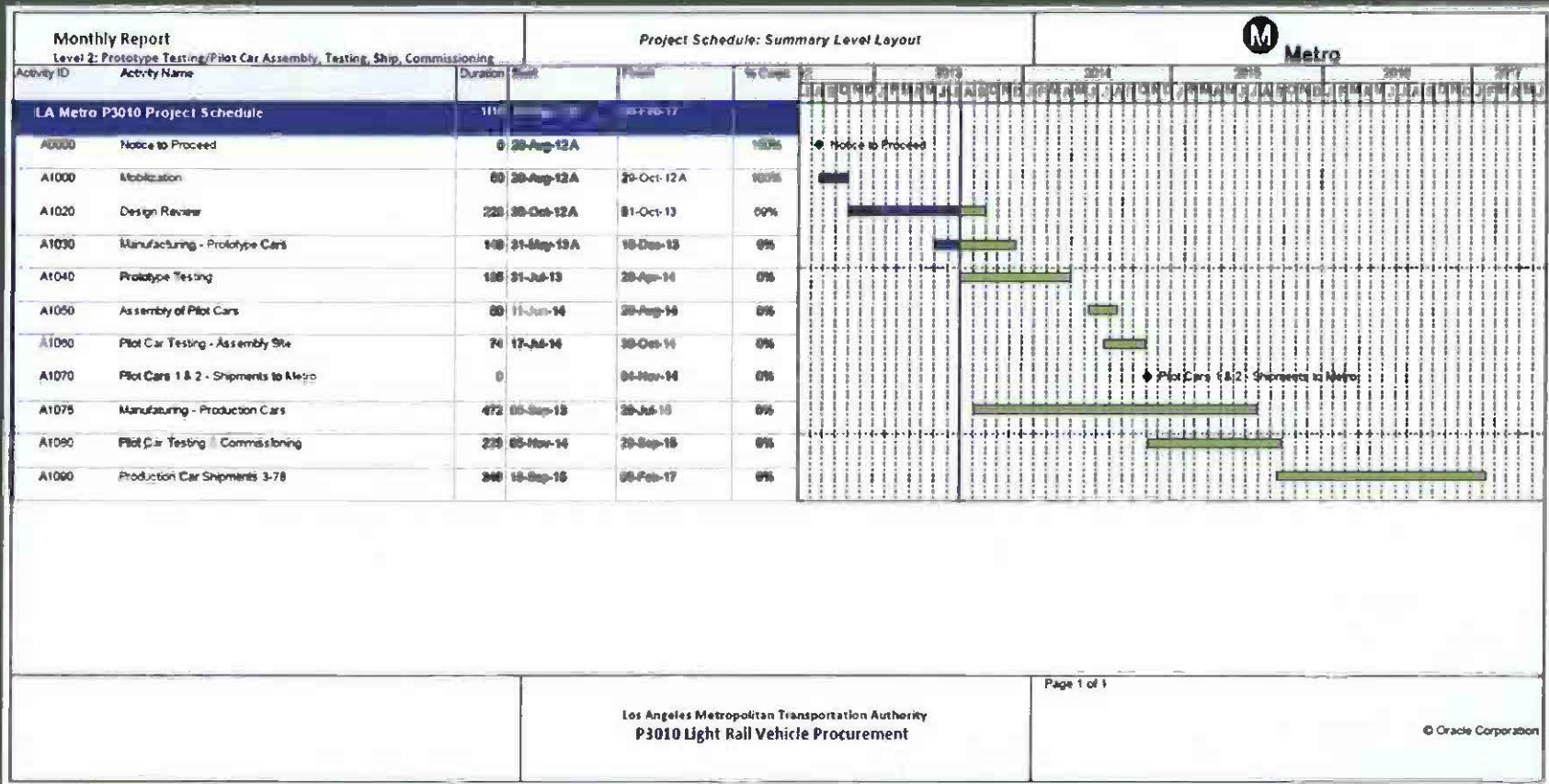
ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

- Continue the design review process
- Complete Safety Certification Checklist
- Begin checking for confirmation of compliance with the Safety Certification Checklist
- KI to begin manufacturing of prototype equipment
- Follow up with review of cab mock-up at Kinkisharyo in Japan
- Continue reviewing of contract submittals
- Continue processing requests for change



P3010 Light Rail Vehicle Acquisition Program

PROJECT SCHEDULE



P3010 Light Rail Vehicle Acquisition Program

POTENTIAL CONTRACT MODIFICATIONS (INITIATED BY METRO)

RFC	Description	ROM	Status
001	The addition of back-up TOD	\$ 858,000	RFC 001 - Issued with MAKI-0365, received technical and commercial proposal
002	Exterior Signs w/ color route ID	\$ 700,000	RFC 002 - Issued via MAKI-0363, pending for KI's proposal
003	Exterior Rear View Mirrors	\$ 475,000	RFC 003 - Issued with MAKI-0369, pending for KI's proposal
004	Automatic Passenger Counter - Matrix Sensor System	\$ 500,000	RFC 004 - Issued via MAKI 0370, pending for KI's proposal
005	Ground Fault Detection on the Auxiliary Power Supply System	\$ 200,000	RFC 005 pending for issue
006	Interior Route Information Signs	\$ 1,200,000	RFC 006 - Issued via MAKI-0567, pending for KI's proposal
007	Revise Sand Box Location	\$ 525,000	RFC 007 - Issued via MAKI-0568, pending for KI's proposal
008	Location for Emergency Tool Enclosures	\$ -	RFC 008 - Publication pending via MAKI-0569
009	Adding LED light on the interior recording cameras	\$ 150,000	RFC 009 - Issued via MAKI-0570, pending for KI's proposal
010	Door Close Operator Alert	\$ 50,000	RFC 010 - Issued via MAKI-0571, pending for KI's proposal
011	Train Operator Log -in for Vehicle Operation in 'On-Mode'	\$ 350,000	RFC-011 - issued via MAKI-0572, pending for KI's proposal
012	ADA Door Open Alert	\$ 300,000	RFC 012 - Issued via MAKI-0573, pending for KI's proposal
013	Adding Graphic Design on Floor and Seats at ADA and Priority Seating Areas	\$ 400,000	RFC 013 - Issued via MAKI-0574, pending for KI's proposal
014	Four Digits Car Numbers	\$ 30,000	RFC 014 - Issued via MAKI-0591, pending for KI's proposal.



FTA Quarterly Review Action Item Report – May 29, 2013

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-5/29	Open	Metro to provide a report on P2550 Contract Modification No. 17 settlement with Anasaldobreda related to cost savings for FTA.	LACMTA	Richard Lozano/ Susan Dove	6/14/13
2-5/29	Open	Metro to verify any schedule delay of the P3010 Project with Kinki Sharyo and advise FTA regarding how Metro and Kinki Sharyo will address and mitigate the delay.	LACMTA	Jesus Montes/ Annie Yang	6/28/13
3-5/29	Open	Metro to provide a report on Technical Capacity and Capability and Attrition Plan to the FTA for review based on the results of a recent agency Management and Organization Study of the Construction group as well as agency-wide.	LACMTA	K.N. Murthy/ Brian Boudreau	6/28/13
5-2/27	Open	Metro to develop alternative solutions to resolving Buy America compliance issues for AT&T and Southern California Gas utility relocations for Regional Connector and Westside Extension Projects.	LACMTA	Sam Mayman/ Bryan Pennington Dennis Mori/ Girish Roy	3/27/13
3-2/27	Closed	Metro to provide the FTA with the written justification evaluation for the award of the Division 20 Maintenance Facility modifications final design (element of the Westside Subway Extension Project) to PB as a "single source" contract.	LACMTA	Dennis Mori	8/28/13

FTA Quarterly Review Action Item Report – May 29, 2013

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
4-2/27	Closed	Metro to review the estimate for number of vehicles required for Westside Subway Extension Section 1 and provide the FTA/PMOC with an update to the Westside Subway Extension Project Operations and Maintenance Plan identifying the phased construction/opening approach, as well as an applicable RFMP, if needed.	LACMTA	Dennis Mori/ Bruce Shelburne	3/27/13