

METRO RAIL PERFORMANCE FY16 –DECEMBER 2015



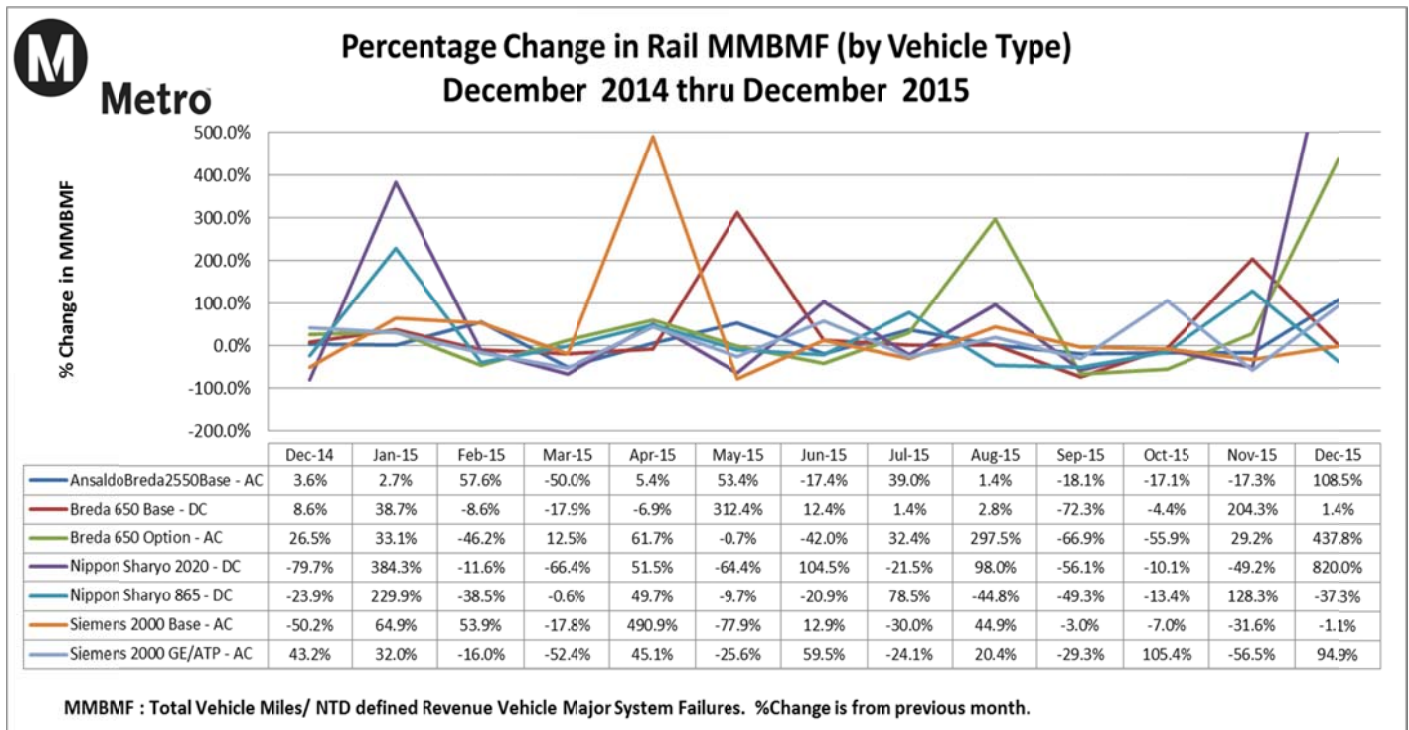
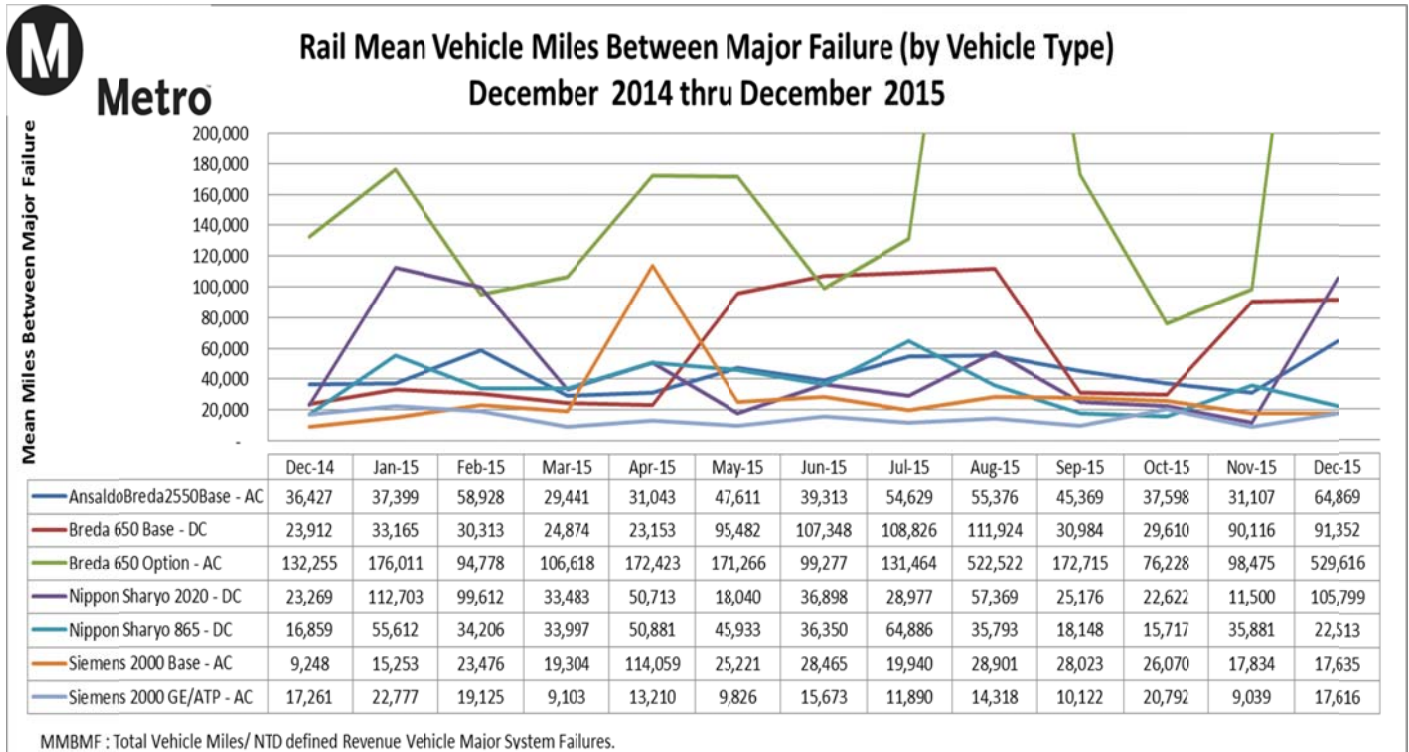
Metro

METRO RAIL PERFORMANCE – FY16 –DECEMBER 2015

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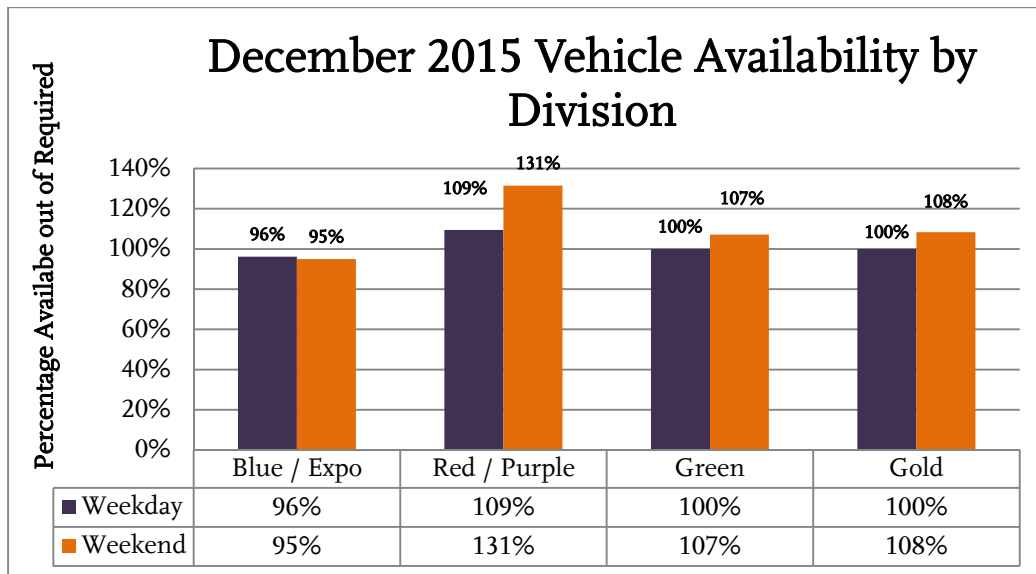
METRO RAIL PERFORMANCE – FY16 –DECEMBER 2015

RAIL PERFORMANCE SYSTEMWIDE



| Number of Rail Vehicle Type by Division | <u>RED/ PURPLE</u> | <u>BLUE/ EXPO</u> | <u>GREEN</u> | <u>GOLD</u> |
|---|------------------------|-----------------------|--------------|-------------|
| AnsaldoBreda2550Base - AC | | | | 50 |
| Breda 650 Base - DC | 30 | | | |
| Breda 650 Option - AC | 74 | | | |
| Nippon Sharyo 2020 - DC | | 15 | | |
| Nippon Sharyo 865 - DC | | 54 | | |
| Siemens 2000 Base - AC | | | 29 | |
| Siemens 2000 GE/ATP - AC | | 23 | | |
| TOTALS | 104 | 92 | 29 | 50 |

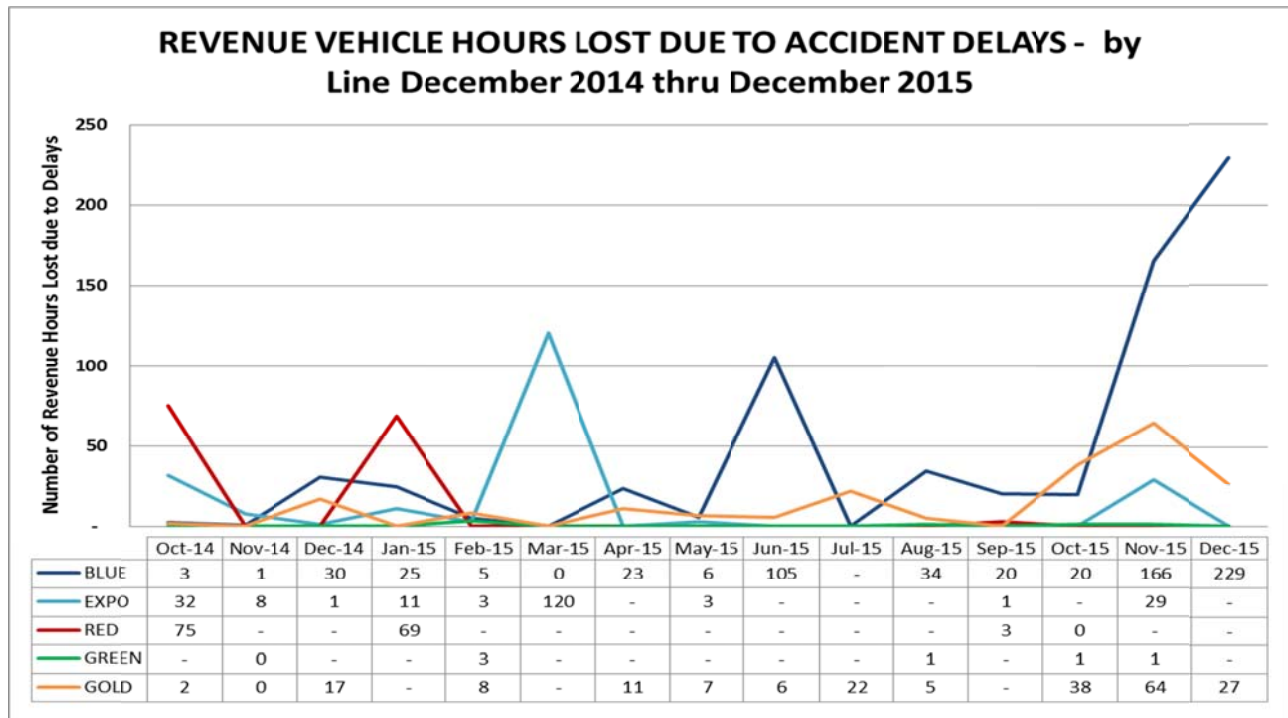
VEHICLE AVAILABILITY SYSTEMWIDE



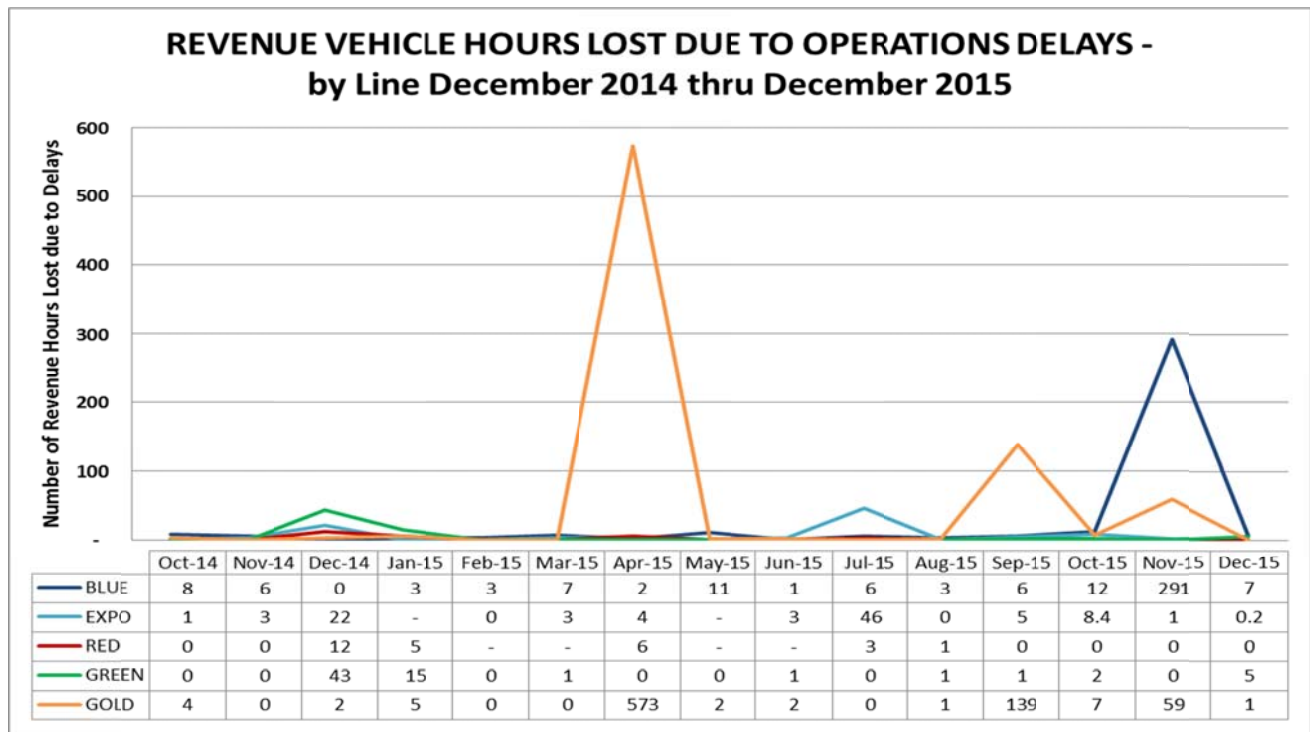
DECEMBER 2015 VEHICLE AVAILABILITY

| Blue/ Expo | | | |
|--------------|-------------------|-------------------|---------------------|
| Pullout Type | Vehicles Required | Average Available | Average % Available |
| Weekday | 78 | 75 | 96% |
| Weekend | 60 | 57 | 95% |
| Red/ Purple | | | |
| Pullout Type | Vehicles Required | Average Available | Average % Available |
| Weekday | 74 | 81 | 109% |
| Weekend | 54 | 71 | 131% |
| Green | | | |
| Pullout Type | Vehicles Required | Average Available | Average % Available |
| Weekday | 22 | 22 | 100% |
| Weekend | 14 | 15 | 107% |
| Gold | | | |
| Pullout Type | Vehicles Required | Average Available | Average % Available |
| Weekday | 42 | 42 | 100% |
| Weekend | 36 | 39 | 108% |

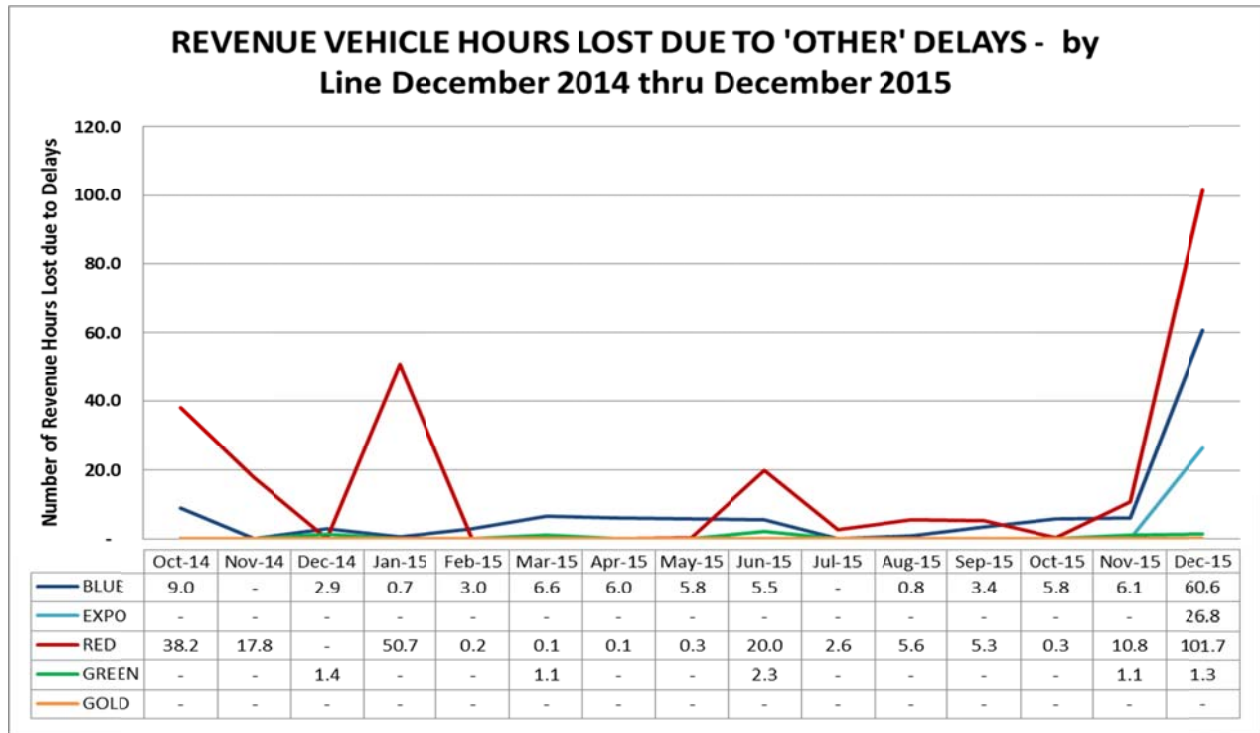
RAIL DELAYS BY CATEGORY – SYSTEMWIDE
REVENUE HOURS LOST RELATED TO – ACCIDENTS



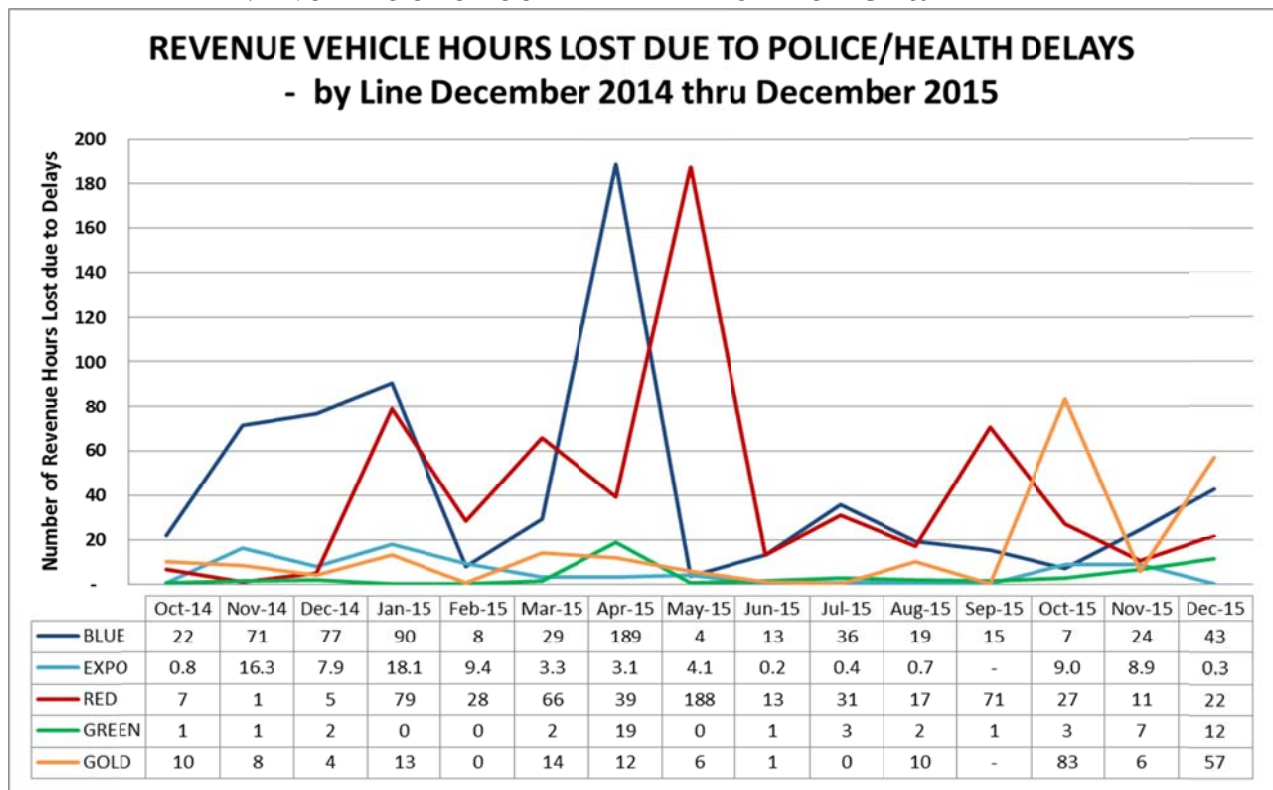
REVENUE HOURS LOST RELATED TO – OPERATIONS



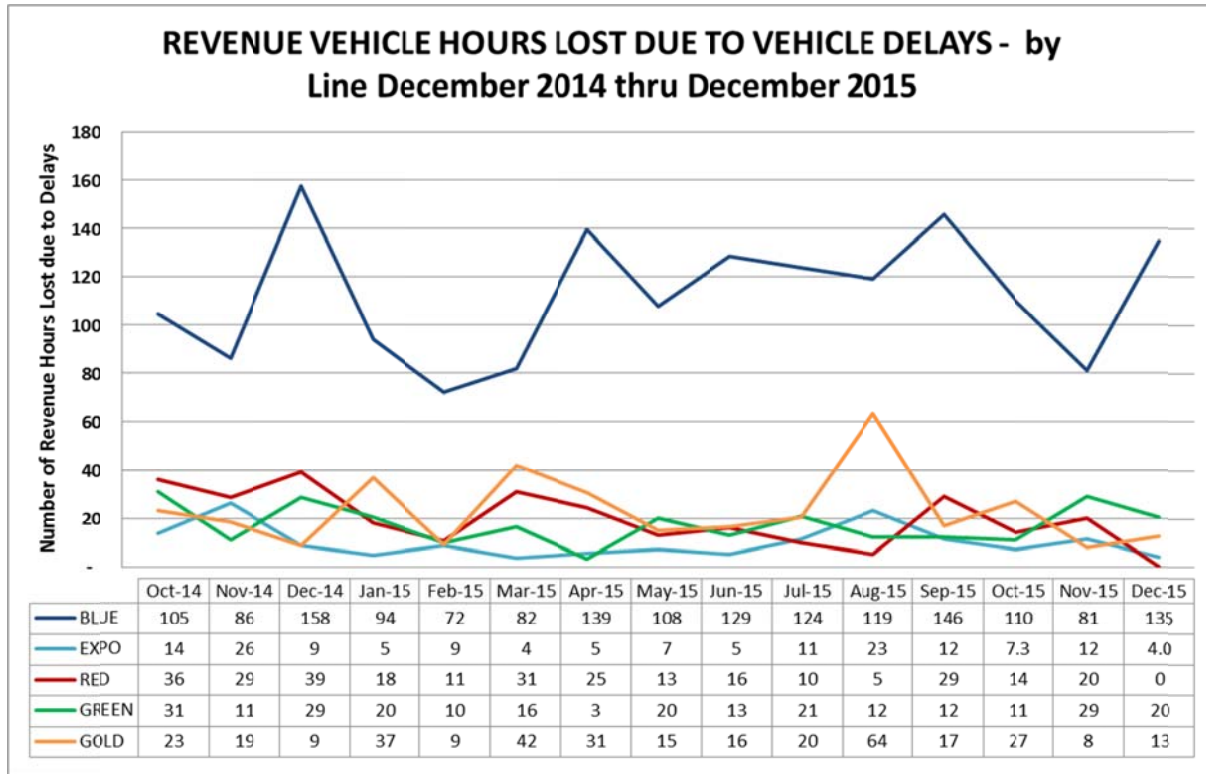
REVENUE HOURS LOST RELATED TO – OTHER



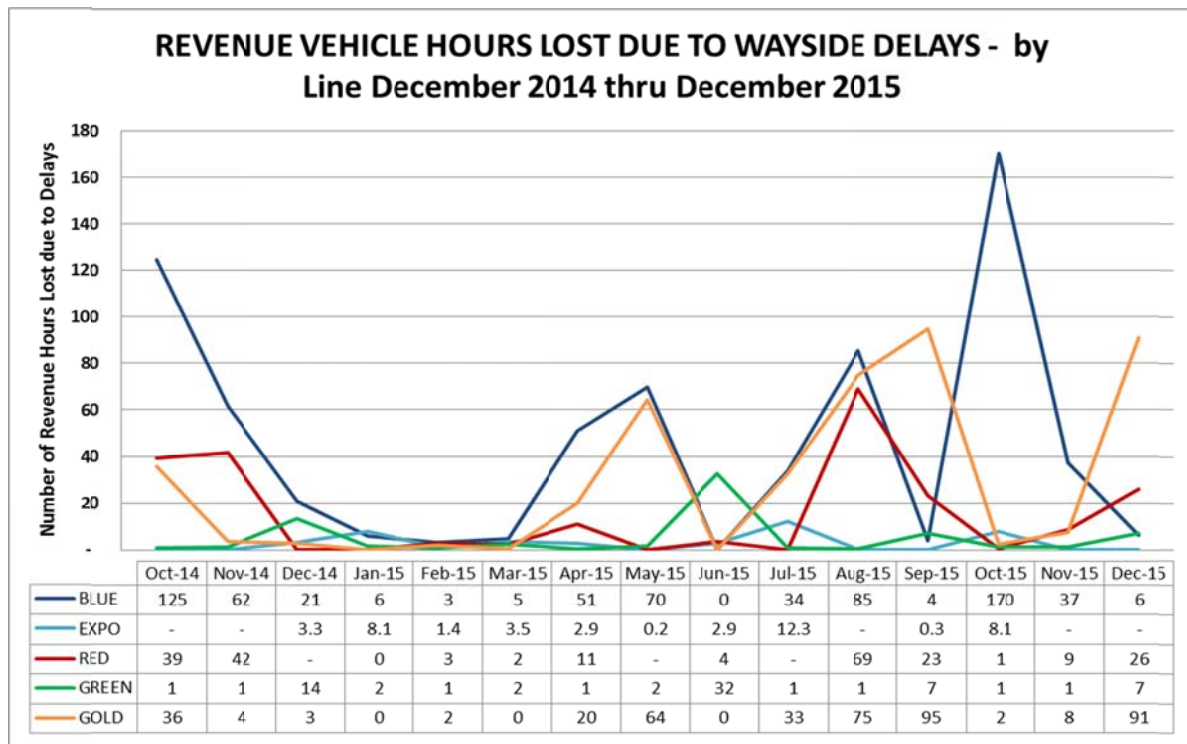
REVENUE HOURS LOST RELATED TO – POLICE & HEALTH



REVENUE HOURS LOST RELATED TO – VEHICLE



REVENUE HOURS LOST RELATED TO – WAYSIDE



RAIL PERFORMANCE BY LINE BLUE LINE

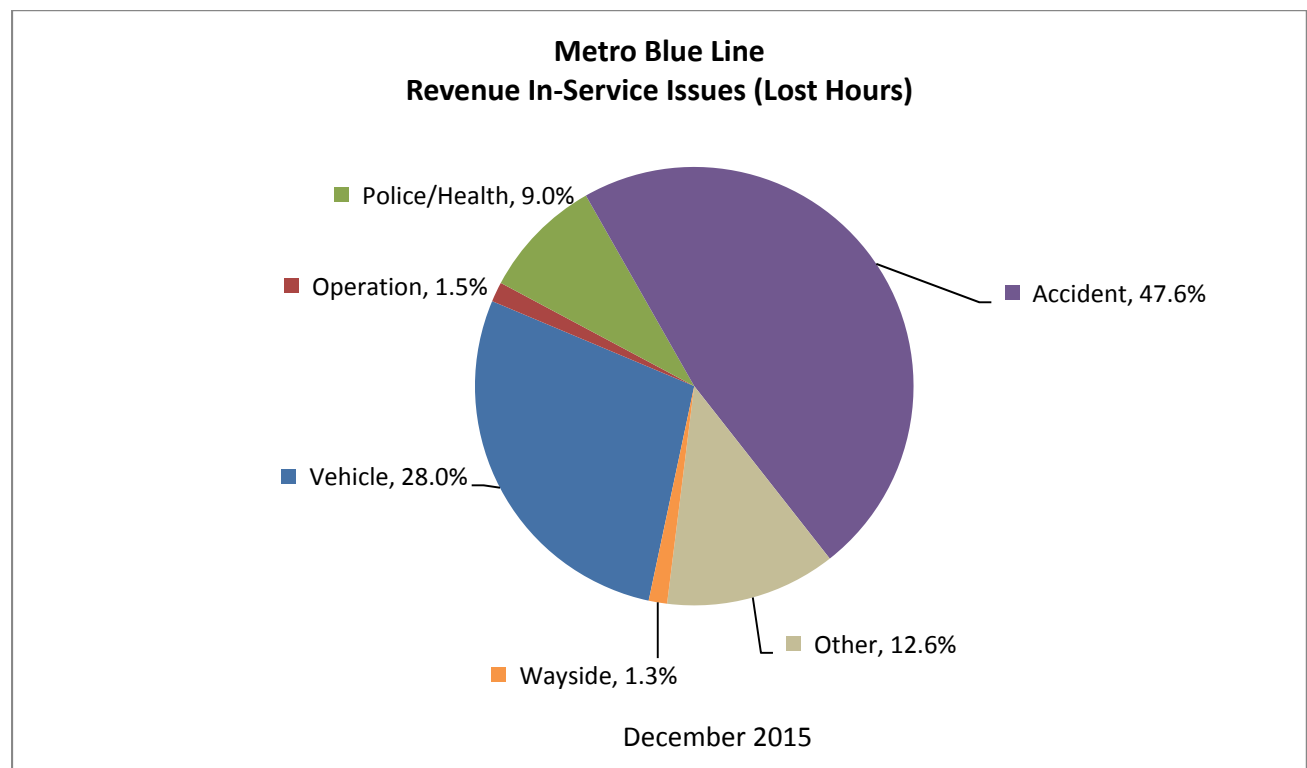
Out of a total of 21,939 hours operated, there were approximately 482 total hours of service delays.

December 2015 Service Hours:

| | | |
|------------------------------|--------|-------|
| Revenue Hours without Delays | 21,457 | 97.8% |
| Hours Delayed | 482 | 2.2% |
| Total Revenue Hours | 21,939 | 100% |

Summary of the major contributors:

| | | |
|-------------------|------------------|-------------|
| • Operations | 7 hours | 1 % |
| • Accidents | 229 hours | 48 % |
| • Vehicle | 135 hours | 28 % |
| • Wayside | 6 hours | 1 % |
| • Police & Health | 43 hours | 9 % |
| • Other | 61 hours | 13 % |
| Total: | 482 hours | 100% |



Blue Line major delay contributors were as follows:

Accident:

12/07/15 Accident

Train 101 reported Train vs. Pedestrian Northbound at the Wilmington grade crossing. Single tracking implemented from Florence to Imperial Pocket. Individual transported to Martin Luther King Medical Center for minor skin abrasion and complaints of pain in hip and leg (right side). Injuries are non-life-threatening. The patrons were evacuated at 1822 hrs. At 1855 hrs. the train was released back to the yard and normal operations resumed. 1 trip canceled with a max delay of 25 mins.

12/10/15 Accident

Train 122 reported Train vs. Pedestrian at the 41st Street. Tracks 1 and 2 were closed for train service. A fatality was confirmed. Trains were turned back Northbound at Washington Station and Southbound at Vernon Station. At 0750 hrs. single track operations were implemented on track 1 between Washington and Florence interlockings with a 30 min. headway. A bus bridge was established. At 1026 hrs. LASD and LA County Coroner completed the investigation and released the scene. Normal operations resumed at 1036 hrs. 67 trips canceled with a max delay of 85 mins.

12/17/15 Accident

Train 116 reported making contact with an Auto at 8th and Pacific. No injuries reported. Operator report indicates that both involved auto and train sustained minor damage. Turnback and reverse running operations implemented to and from Downtown Long Beach Mall using Anaheim Switch. Metro Personnel and LASD confirmed that there is no injury from this incident. The incident cleared at 1444 hrs. 9 trips canceled with a max delay of 20 mins.

12/17/15 Accident

Northbound Train 103 reported making a contact with a vehicle at the Washington and Hooper Intersection. No injuries reported at this time. Single Tracking and turn back operations implemented. At 1720 hrs. the incident train was released by investigating law enforcement and normal operations resumed. 5 trips canceled and 16 trips affected with a max delay of 41 mins to patrons on board incident train.

12/19/15 Accident

Train 122 reported Train vs. Auto Southbound at the 41st Street grade crossing. Single-tracking operations implemented. The operator reported the car went around the gates from east to west and sped away from the scene of the accident. Operator reported no damage to the train or injuries to passengers. Normal operations resumed at 0217 hrs. 2 trips canceled with a max delay of 22 mins.

Other:

12/15/15 Other

Emergency Gas Operations Procedures were activated. All trains were turned back at Pico Station due to smoke in the tunnel at 7th/Metro Center. 7th/Metro was closed due to an

LAFD investigation. No trains were allowed into area. 22 Blue and 20 Expo trips were partially canceled with a max delay 2 hrs. and 8 mins due to station closure.

Operations:

12/23/15 Operations

Due to scheduled single tracking for OCS maintenance between Main Yard Interlocking and Willow, trains were being sent two at a time. 16 trips affected with a max delay of 12 mins.

12/21/15 Yard Operations

Train 124 late pullout due to operator miss out. Southbound trip from Main Yard to Transit Mall and Transit Mall to Del Amo trip missed. 20 minutes lost. Train went into service on time from Del Amo Northbound. 1 trip canceled with a max delay of 20 mins.

Police/Health:

12/23/15 Police/Health

An operator at Willow Station reported that an individual approached Metro personnel (car-cutter) and made a terrorist threat. LASD personnel found a suspicious bag in a car in the parking lot. Turn back operations were implemented from Wardlow station and PCH station. LASD released the station at 2206 hrs. 14 trips partially canceled with a max delay of 1 hour and 40 mins.

12/23/15 Police/Health

Northbound Train 116 reported a medical emergency on board the train. A patron has a possible broken hip. Train held at Imperial Station for emergency services. 5 trips affected with a max delay of 19 mins.

Vehicle Maintenance:

12/10/15 Vehicle Maintenance

Train 110 reported no movement after an application of emergency braking on Car 248 Northbound at Pacific at 8th Street. Turnback and reverse running operations implemented through the LB Loop. At 2011 hrs. Train 110 had Northbound movement and proceeded to Blue line yard with vehicle tech on board. Normal operations resumed at 2030 hrs. 11 trips canceled with a max delay of 40 mins.

12/11/15 Vehicle Maintenance

Train 104 reported no movement on lead Car 242A Southbound at Washington/Flower Junction. A 2nd incident at Slauson Station and on Car 242A and the doors were 3/4 cut out. 25 mins max delay.

12/11/15 Vehicle Maintenance

Train 114 reported experiencing intermittent cab signal loss on Car 118 Northbound at Compton Station. Train remained in service with a 21 mins max delay.

12/11/15 Vehicle Maintenance

Train 119 Northbound at Imperial Interlocking reported a spin slide activated on Cars 250 & 248. The train lost movement. The train regained movement to Willowbrook Station and continued in service. 20 mins max delay.

12/13/15 Vehicle Maintenance

Train 110 reported a friction brake problems on Car 134 Southbound at Wardlow Station. Train off-loaded at Willow station and canceled to Transit Mall and back. 2 trips canceled with a max delay of 12 mins.

12/14/15 Vehicle Maintenance

Train 120 reported door issues with no movement on Car 146 Northbound at Del Amo Station. Train regained movement at 0439 hrs. from Del Amo Station. At Artesia station the train lost movement again. Train 120 offloaded and was authorized to reverse ends and return the train back to the yard. 2 trips canceled with a max delay of 24 mins.

12/15/15 Vehicle Maintenance

Train 106 reported a propulsion fault and self-applying brakes on Car 234 Northbound at Pacific Station. Incident train 106 at 0707 hrs. regained movement and returned to yard out of service. Trains 125 and 123 were turned back from Willow to 7MC. 3 trips canceled with a max delay of 14 mins.

12/15/15 Vehicle Maintenance

Train 106 reported a Propulsion / Dynamic Brakes on Car 230 Southbound at Vernon Station. Train was offloaded at Del Amo Station (100 passengers) and recovered to the yard. Trip was canceled from Del Amo to Transit Mall Southbound and Transit Mall to Del Amo Northbound. 2 trips canceled with a max delay of 12 mins.

12/16/15 Vehicle Maintenance

Train 113 reported no power and no movement on Car 147 Southbound at Artesia station. Turnback and single-tracking operations were implemented. A vehicle tech responded and switched out blown fuse and the affected car was able to move south out of service at 0928 hours. Line was back to normal operations at 0940 hrs. 3 trips canceled, 15 trips affected with a max delay of 30 mins.

12/22/15 Vehicle Maintenance

Train 102 reported a Propulsion / Dynamic Brakes on Car 154 Southbound at 103rd Station. Train was offloaded (100 passengers) at Del Amo Station and recovered to the yard. Trip was canceled from Del Amo to Transit Mall and Transit Mall to 7MC. 3 trips canceled with a max delay of 6 mins.

12/19/15 Vehicle Maintenance

Train 107 reported a no movement indication on lead car 249 proceeding Northbound on Washington Blvd. on approach to Grand Station. Turnback and single tracking operations implemented. A vehicle tech reset the codes on the train and the train was removed to 7th Metro Center. 2 trips a canceled with a max delay of 30 mins.

12/26/15 Vehicle Maintenance

Train 103 reported no movement with emergency lighting on Car 106 Southbound at Firestone Station. Single tracking operations implemented from Florence to Imperial Pocket interlocking. Train 121 off-loaded at Florence and used to couple to B.O. train for a dead tow. To prevent bottlenecks, trains 118, 106, 111, 114, and 116 were canceled and provided extra service to EXPO. Disabled train was routed into the yard at 2128 hrs. 12 trips canceled with a max delay of 20 mins.

12/28/15 Vehicle Maintenance

Train 108 reported friction brake faults on Car 302 and lost movement Southbound at Willowbrook Station. A vehicle tech uncoupled the consist to gain movement as single car consist. All cars were recovered back to the yard. 2 trains turned back to maintain Northbound service from Willowbrook. 3 trips canceled with a max delay of 20 mins.

12/29/15 Vehicle Maintenance

Train 106 reported no movement due to train T being pulled on Car 190 Southbound at Slauson Station. Single-tracking operations implemented around the train with no movement. Train 105 was scheduled to go out of service at Del Amo Station. Train 106 was canceled and patrons were transferred for service to Long Beach Transit Mall. 1 trip canceled with a max delay of 20 mins.

Wayside:

12/27/15 Power

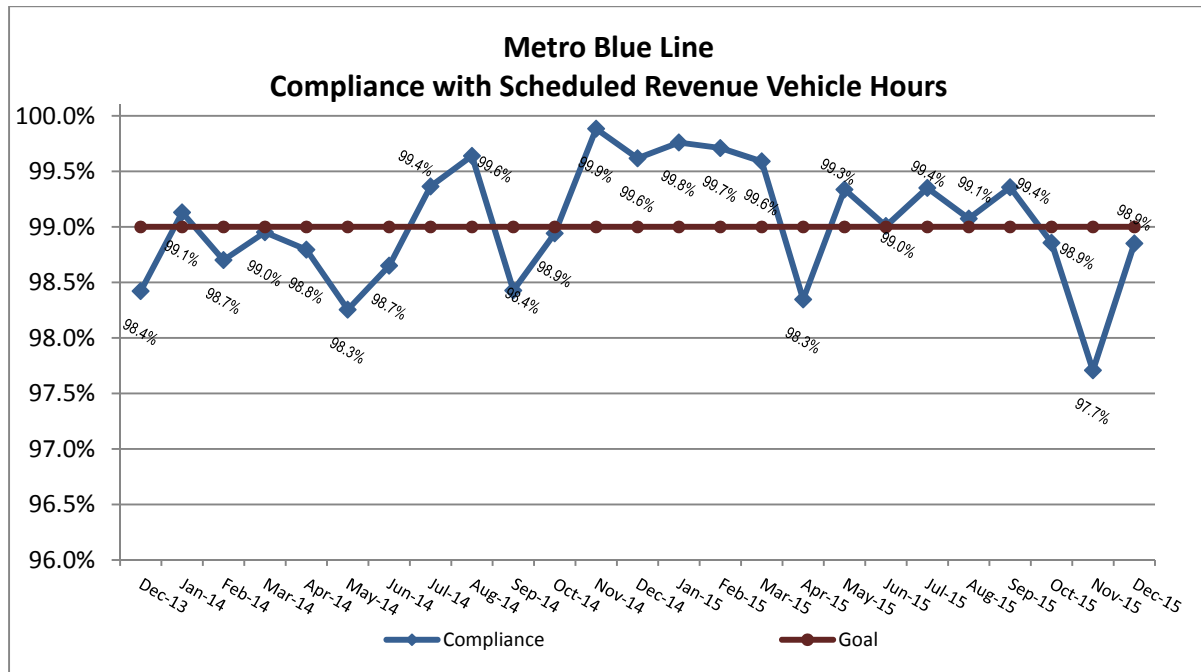
Single tracking was implemented between Washington and Florence due to hanger wires being replaced at Slauson Station. 20 trips affected with a max delay of 24 mins.

12/29/15 Signal

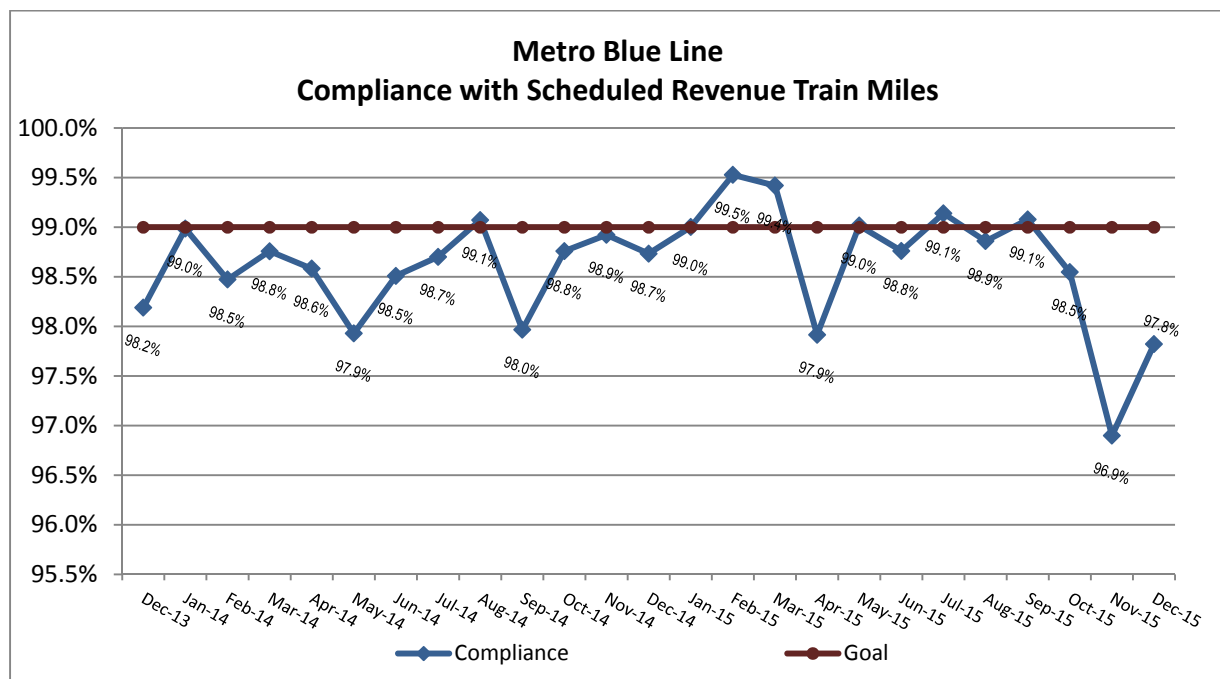
SCADA system indicated the Flower Street junction switch 3 was out of correspondence. Signals personnel were on-site trouble shooting in the area. The incident cleared at 1110 hrs. 2 trips canceled and 30 trips affected with a max delay of 17 mins.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

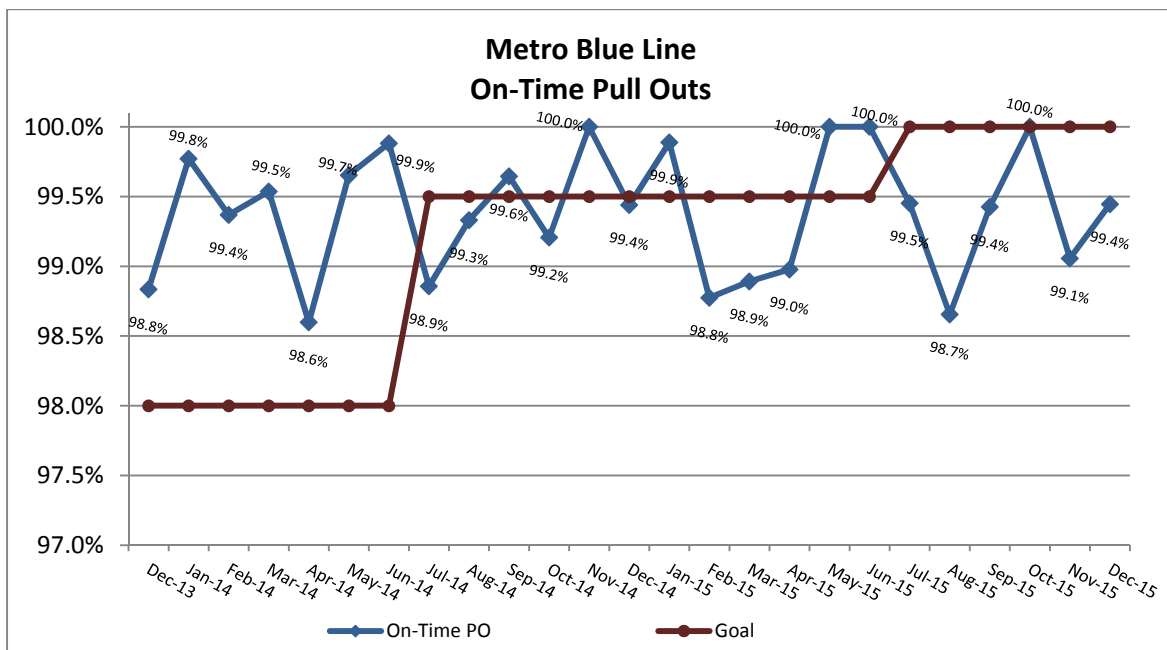
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



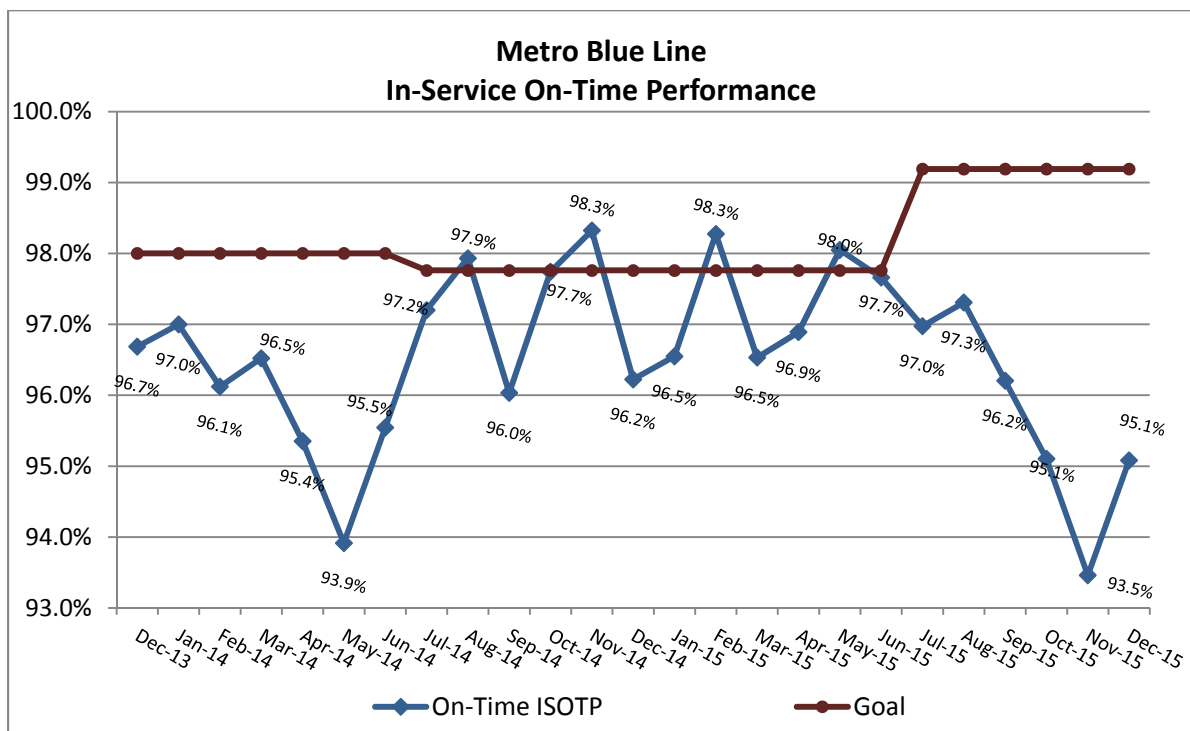
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART

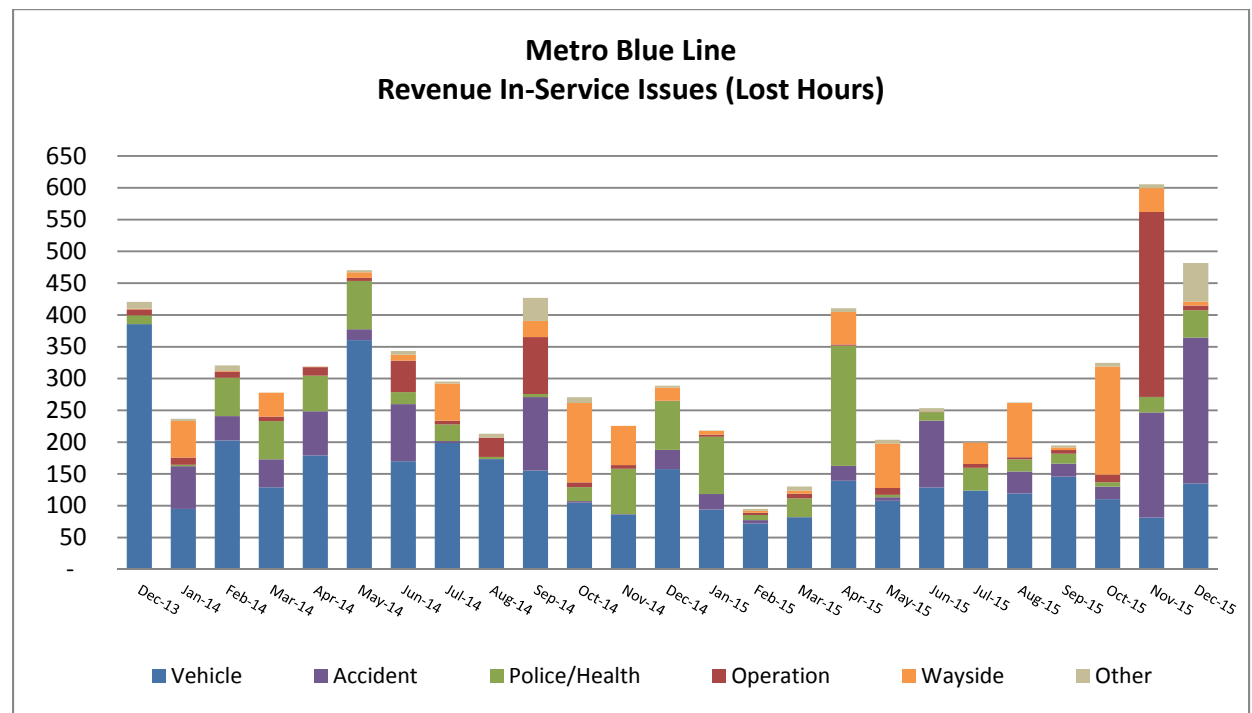
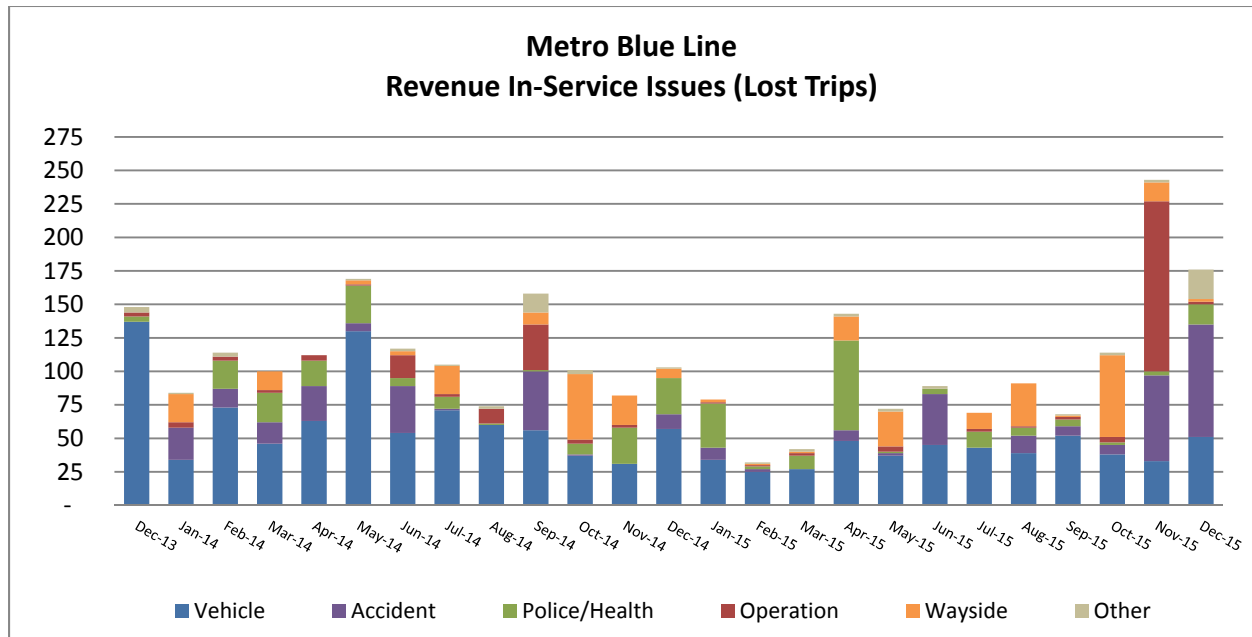


ON-TIME PULL OUTS CHART



IN-SERVICE ON-TIME PERFORMANCE CHART





EXPO LINE

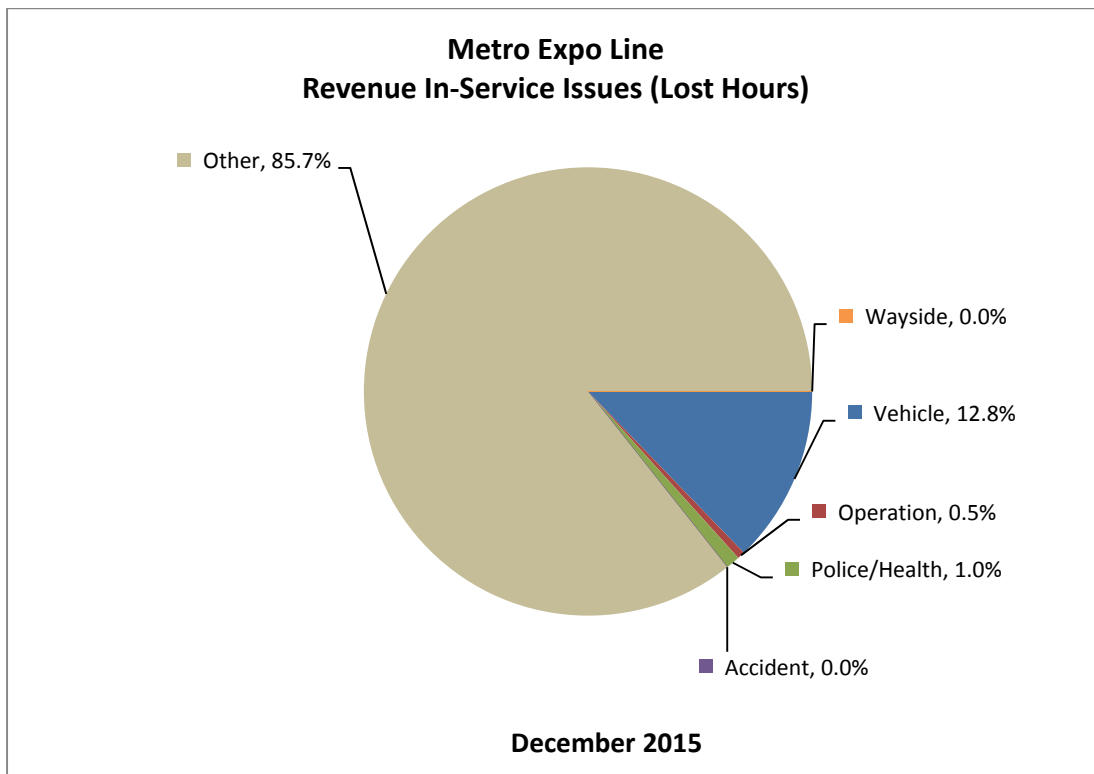
Out of a total of 9,822 hours operated, there were approximately 31 total hours of service delays.

December 2015 Service Hours:

| | | |
|------------------------------|-------|--------|
| Revenue Hours without Delays | 9,791 | 99.7% |
| Hours Delayed | 31 | 0.3% |
| Total Revenue Hours | 9,822 | 100.0% |

Summary of the major contributors:

| | | |
|-------------------|-----------------|-------------|
| • Operations | <1 hours | < 1 % |
| • Accidents | 0 hours | 0 % |
| • Vehicle | 4 hours | 13 % |
| • Wayside | 0 hours | 0 % |
| • Police & Health | 1 hour | 1 % |
| • Other | 26 hours | 86 % |
| Total: | 31 hours | 100% |



Expo Line major delay contributors were as follows:

Other:

12/15/15 Other

Emergency Gas Operations Procedures have been activated. All trains were turned back at Pico Station due to smoke in the tunnel at 7th/Metro Center. 7th/Metro was closed due to an LAFD investigation. No trains were allowed into area. 22 Blue and 20 Expo trips were partially canceled with a max delay 2 hrs. 8 mins due to station closure.

Vehicle Maintenance:

12/19/15 Vehicle Maintenance

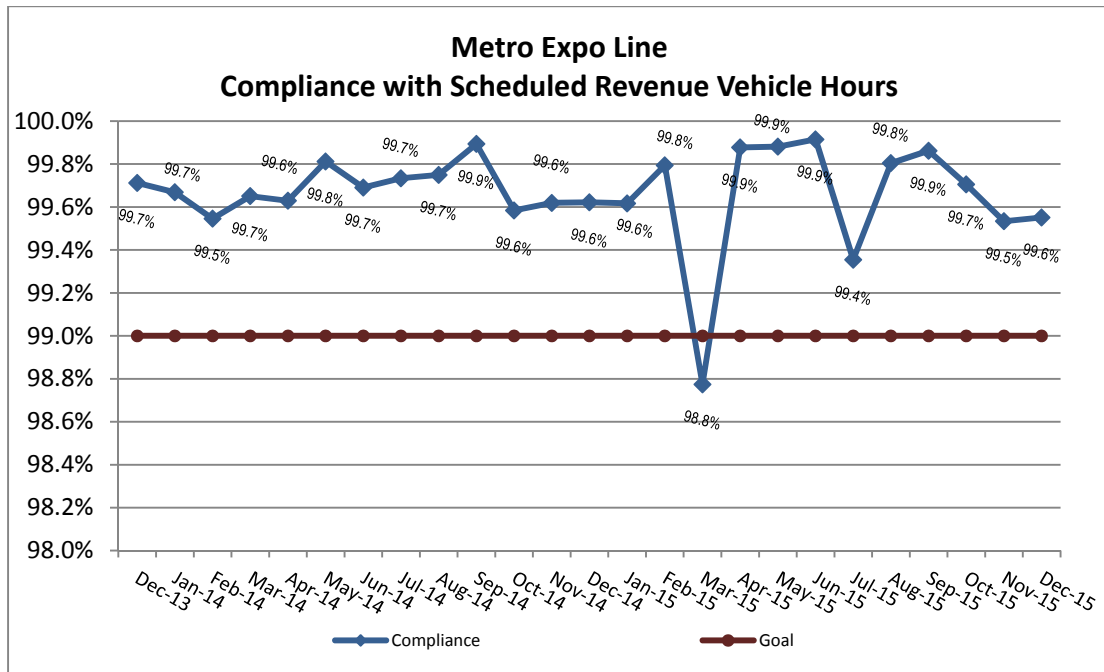
Train 118 reported no movement Southbound at 4th Avenue. No vehicle technician available. ATP bypass, clearance card, and manual block issued at 4th Avenue to Crenshaw. ATP placed back in normal and manual block canceled at Crenshaw. 10 trips affected with a max delay of 120 mins.

12/29/15 Vehicle Maintenance

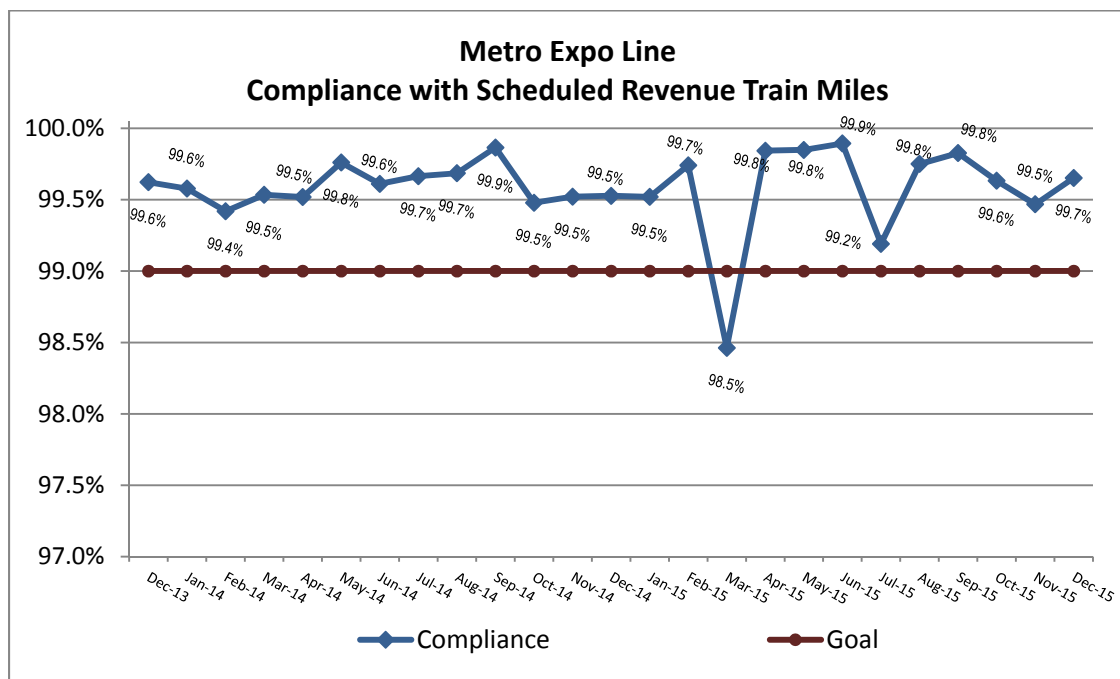
Train 113 reported a door problem with no movement on Car 240 Southbound at Pico Station. Train 113 was canceled and patrons were transferred to follower train on track 1 for Southbound service. 1 trip canceled with a max delay of 20 mins.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



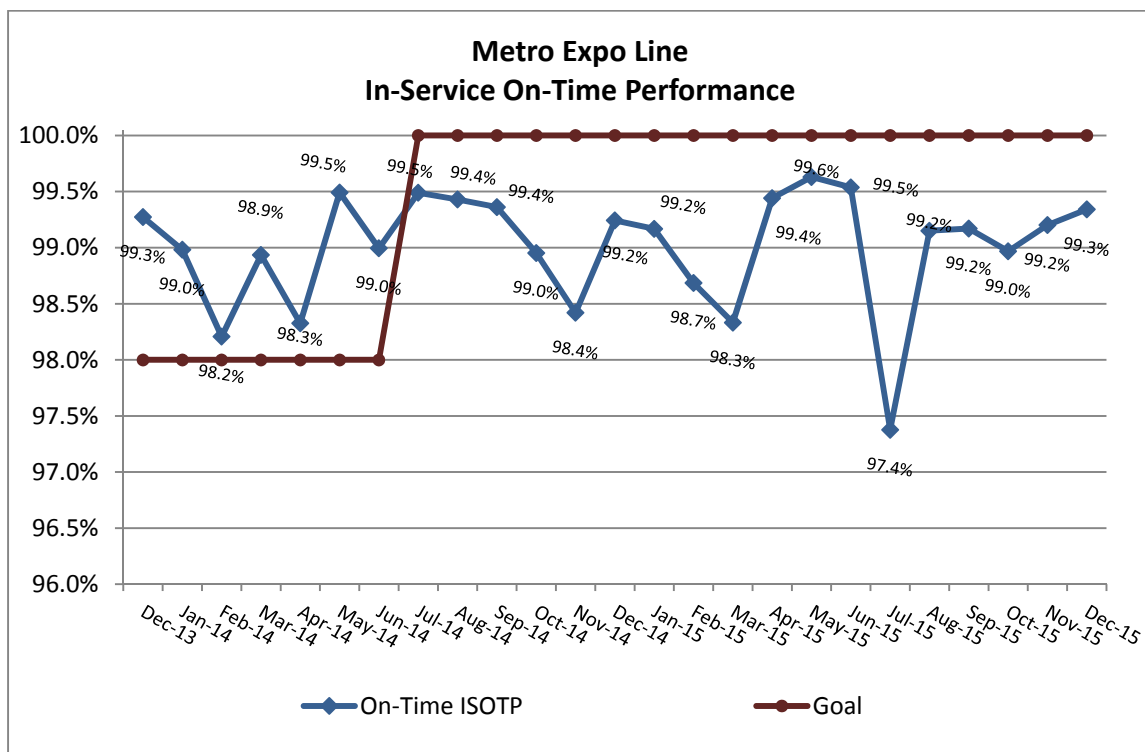
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART

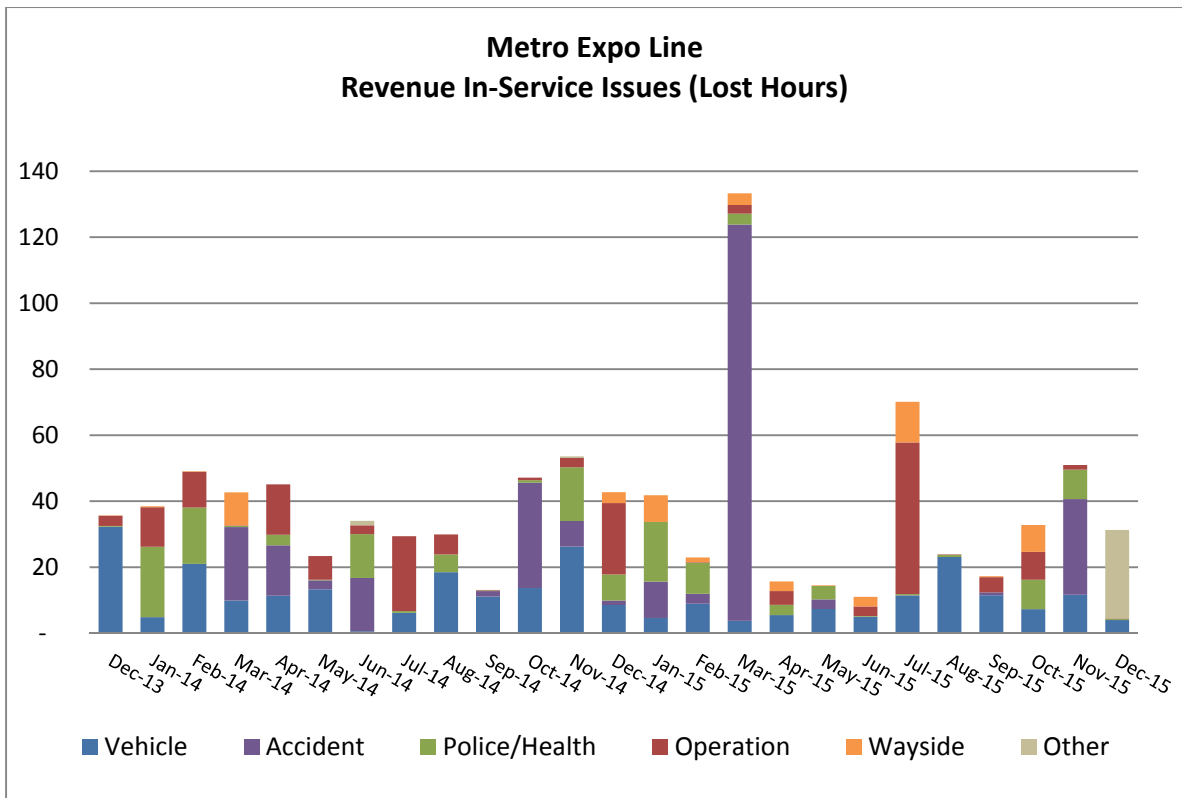
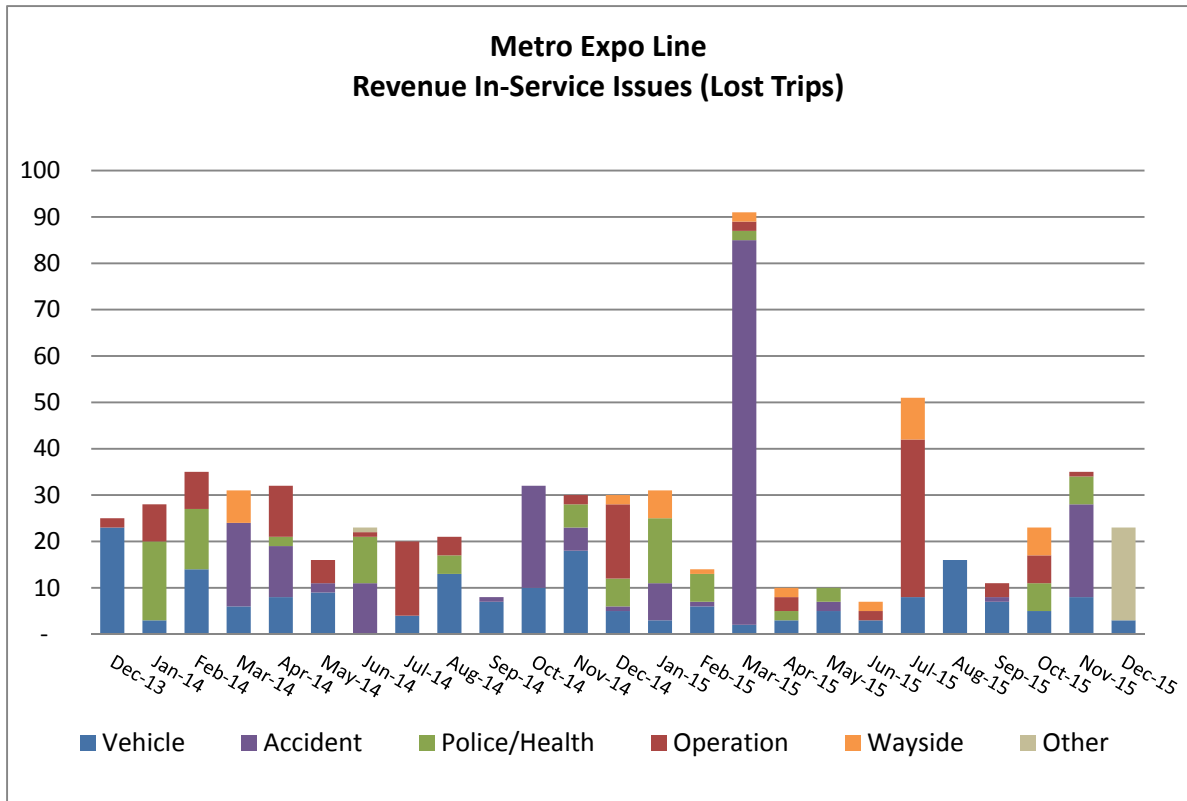


ON-TIME PULL OUTS

Expo Line Pull Outs are included in Blue line Pull Outs.

IN-SERVICE ON-TIME PERFORMANCE CHART





RED / PURPLE LINE

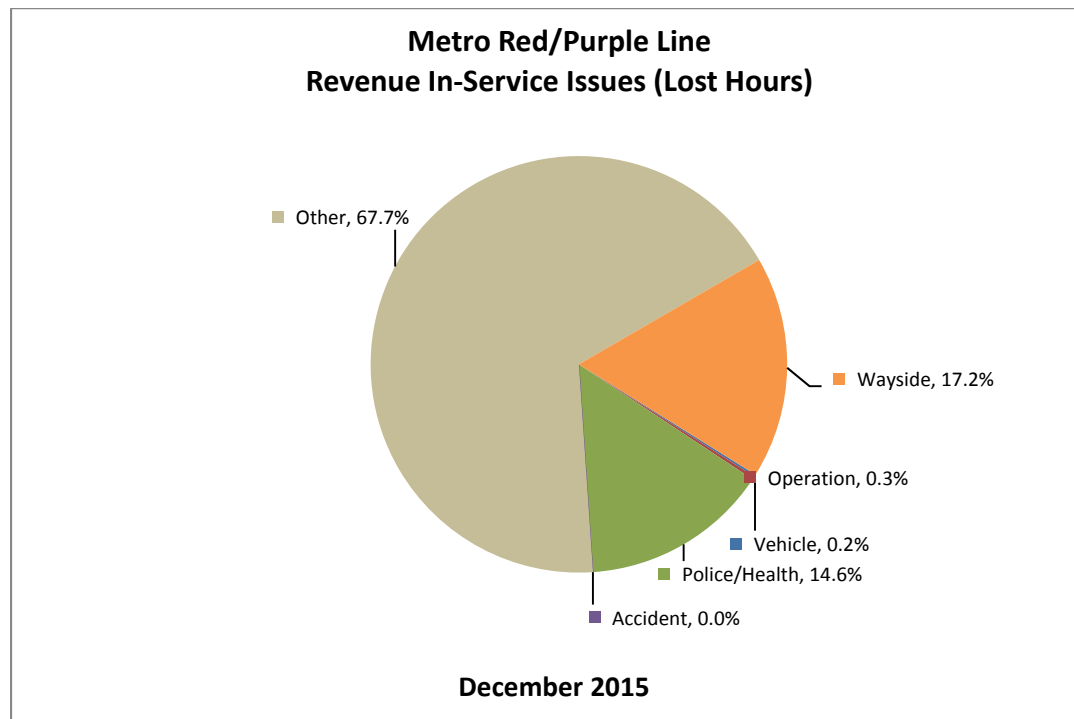
Out of a total of 26,617 hours operated, there were approximately 150 total hours of service delays.

December 2015 Service Hours:

| | | |
|------------------------------|--------|--------|
| Revenue Hours without Delays | 26,467 | 99.4% |
| Hours Delayed | 150 | 0.6% |
| Total Revenue Hours | 26,617 | 100.0% |

Summary of the major contributors:

| | | |
|-------------------|------------------|-------------|
| • Operations | <1 hours | <1 % |
| • Accidents | 0 hours | 0 % |
| • Vehicle | <1 hours | <1 % |
| • Wayside | 26 hours | 17 % |
| • Police & Health | 22 hours | 14 % |
| • Other | 101 hours | 68 % |
| Total: | 150 hours | 100% |



Red/Purple Line major delay contributors were as follows:

Other:

12/15/15 Other

SCADA system indicated smoke Detector alarms indications at between Westlake Station & 7TH/Metro. Train 209 off loaded at Pershing Square Station due and the track was de-energized. Due to power zones, all trains were turned back from Vermont Beverly and suspended train service to Wilshire/Western. At 1008 hrs. 7th/Metro Station was completely evacuated. At 1106 hrs. LAFD ordered Westlake Station to be evacuated. 40 trips were canceled with a max delay 2 hrs. and 8 mins due to station closure.

Police/Health:

12/01/15 Police/Health

Per a customer call to CCTV, a suspicious object was on the right of way on the AL at Hollywood Vine Station. LASD on scene requested to stop train movement. Train 201 was turned back to Highland. Single-track operations implemented. LASD removed suspicious object from the right of way at 0935 hrs. 1 trip canceled with a max delay of 20 mins.

12/03/15 Police/Health

Train 202 reported patrons informed of a man under the AR platform refuge area Westbound at Pershing Square Station. Train 206 at Westlake was turned back to Wilshire/Western, canceled rest of trip to Union Station and canceled Eastbound train to Wilshire/Western. The patron left the ROW on his own power at 2010 hrs. 2 trips canceled with a max delay of 13 mins.

12/03/15 Police/Health

CCTV reported a trespasser on the ROW at Pershing AL. CCTV reports the individual returned to the platform at 0442 hrs. At 0506 hrs. the individual jumped onto the AL track and is unresponsive at Pershing Square. Single track operations in effect on the AR track from Westlake to Union. At 0535 hrs. normal operations resumed. 20 mins max delay.

12/09/15 Police/Health

Train 211 was held at 7MC due to trespasser inside the tunnel at 7MC. Operator on board train 210 attempted to board patron, but the trespasser refused and started walking Eastbound towards the station. At 0639 hrs. LASD was on scene and escorted trespasser to the platform; personnel cleared the right of way at 0643 hrs. 7 trips affected with a max delays of 21 mins.

12/11/15 Police/Health

Train 203 was held at Union Station AL platform due to a suspicious package. Train 203 was offloaded and patrons were transferred to Train 201 at Union Station to North Hollywood. Train 203 roundtrip to Wilshire/Western was canceled. 2 trips canceled with a max delay of 10 mins.

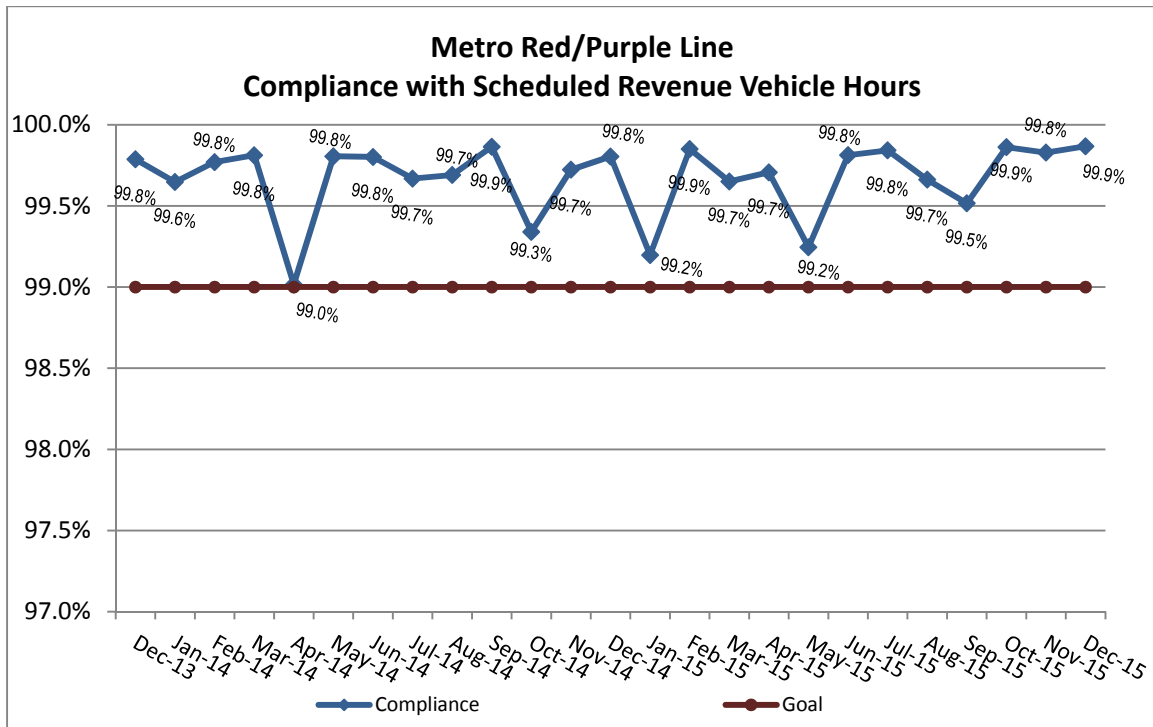
Wayside:

12/10/15 Power

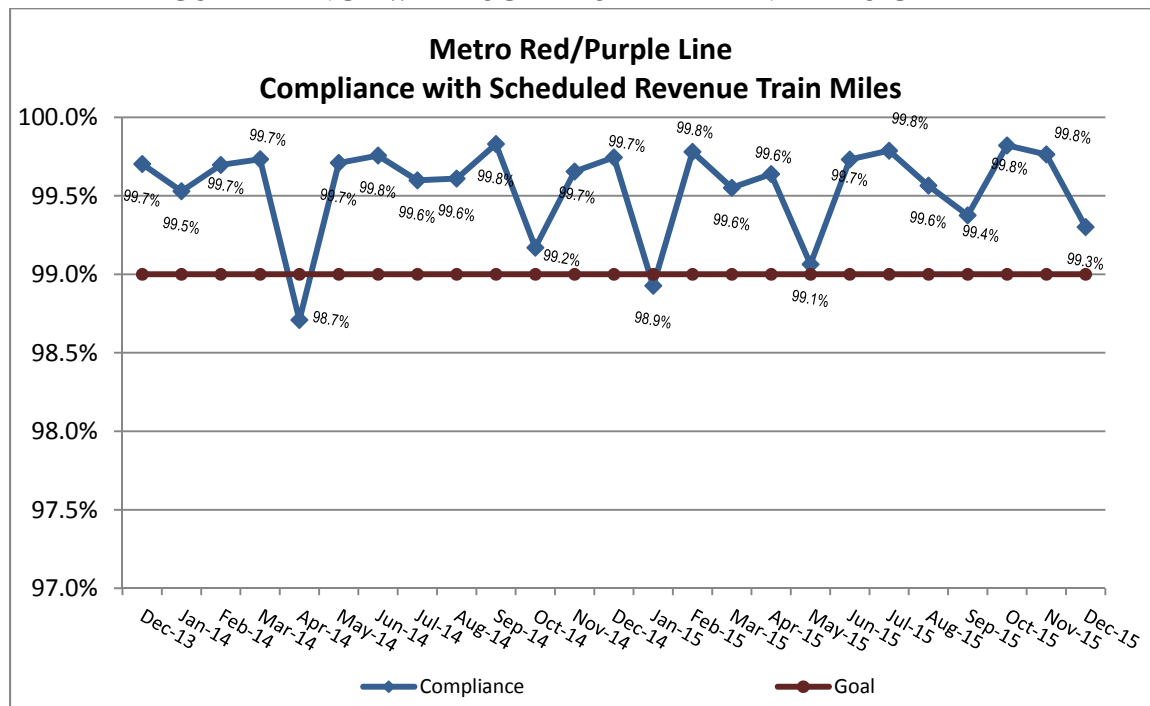
Red Line experienced a loss of power from the Yard to Civic on the AR and AL tracks. A bus bridge was requested and established from Union to Westlake. One train was stranded at Civic AL Station. Trains on the mainline were turned back at Westlake. Power was established at 0524 hrs. 10 trips canceled with a max delay of 33 mins.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

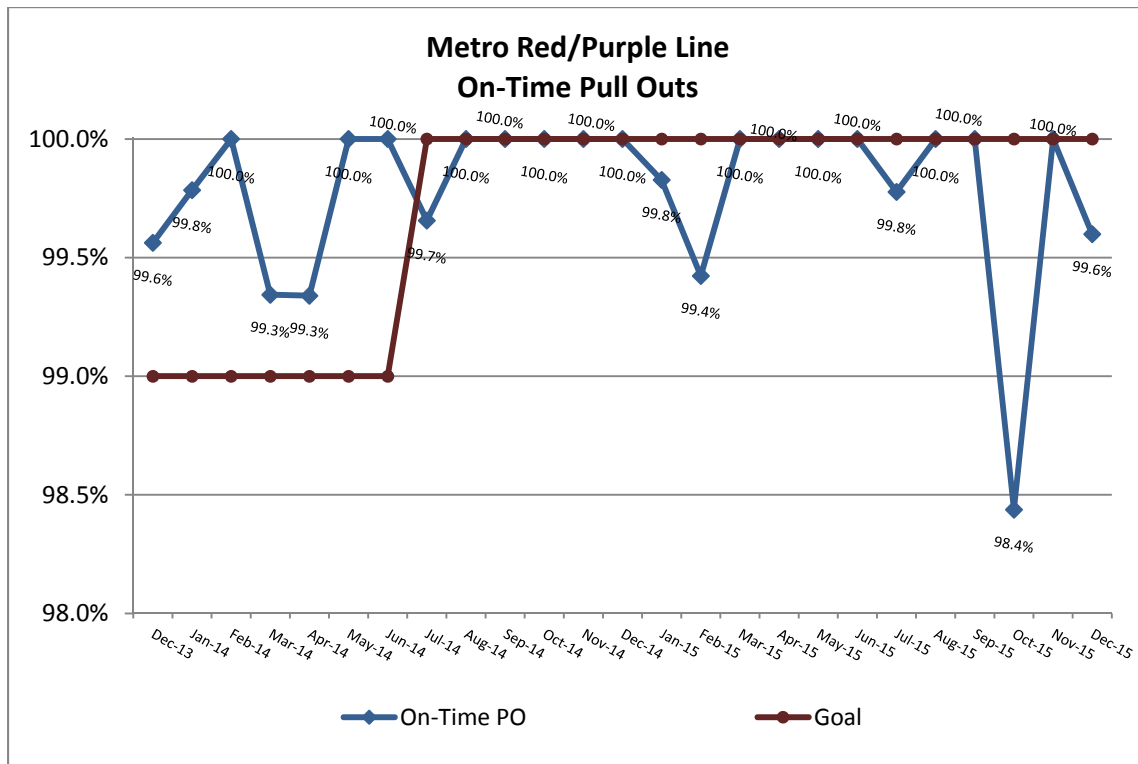
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



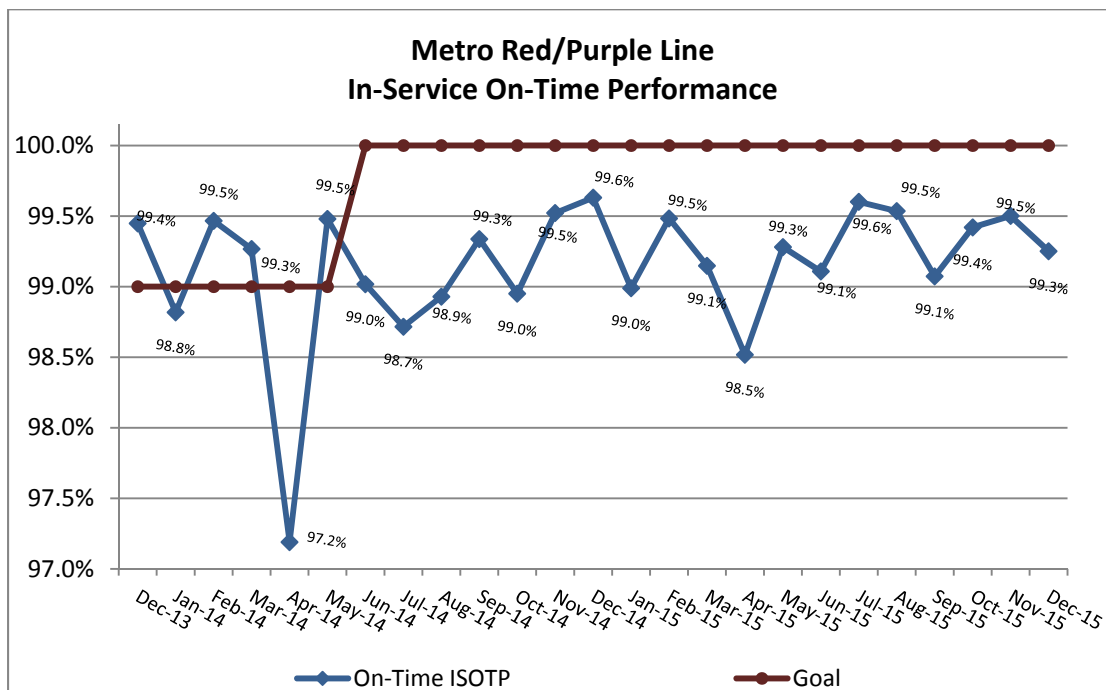
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART

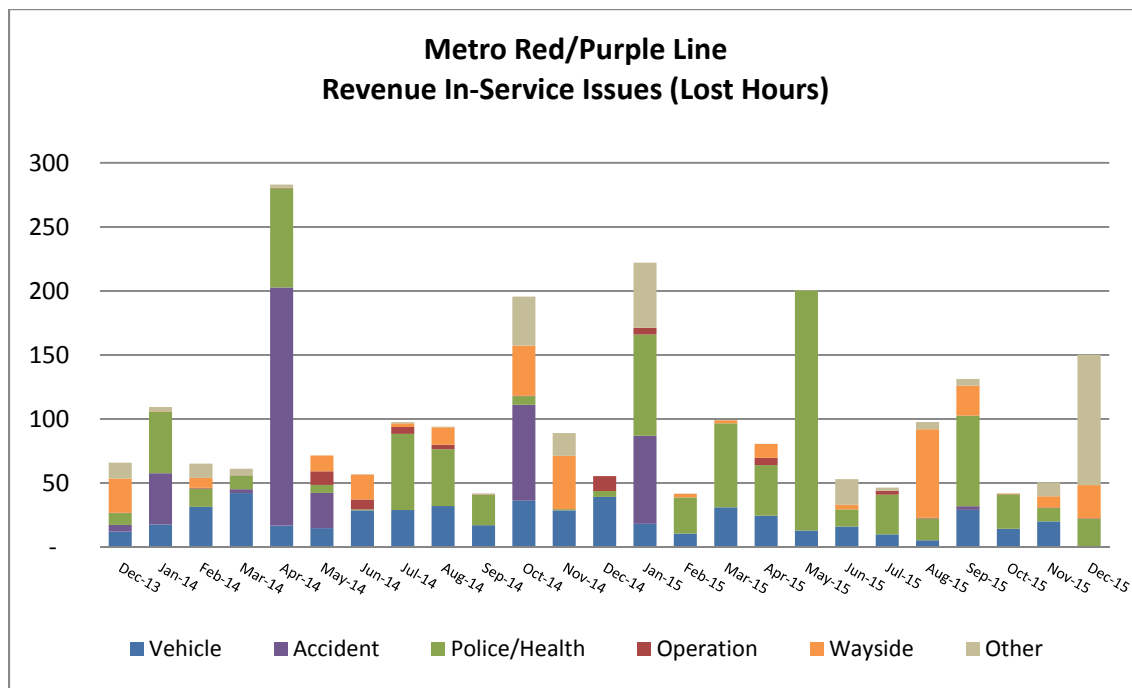
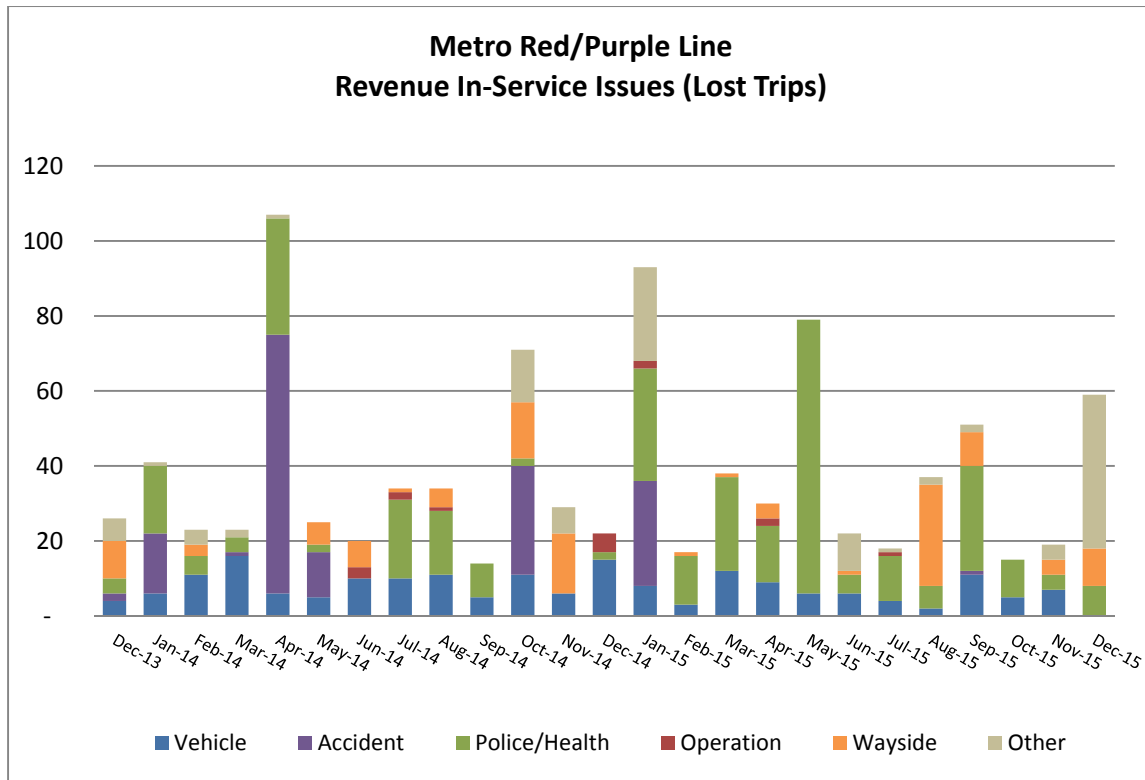


ON-TIME PULL OUTS CHART



IN-SERVICE ON-TIME PERFORMANCE CHART





GREEN LINE

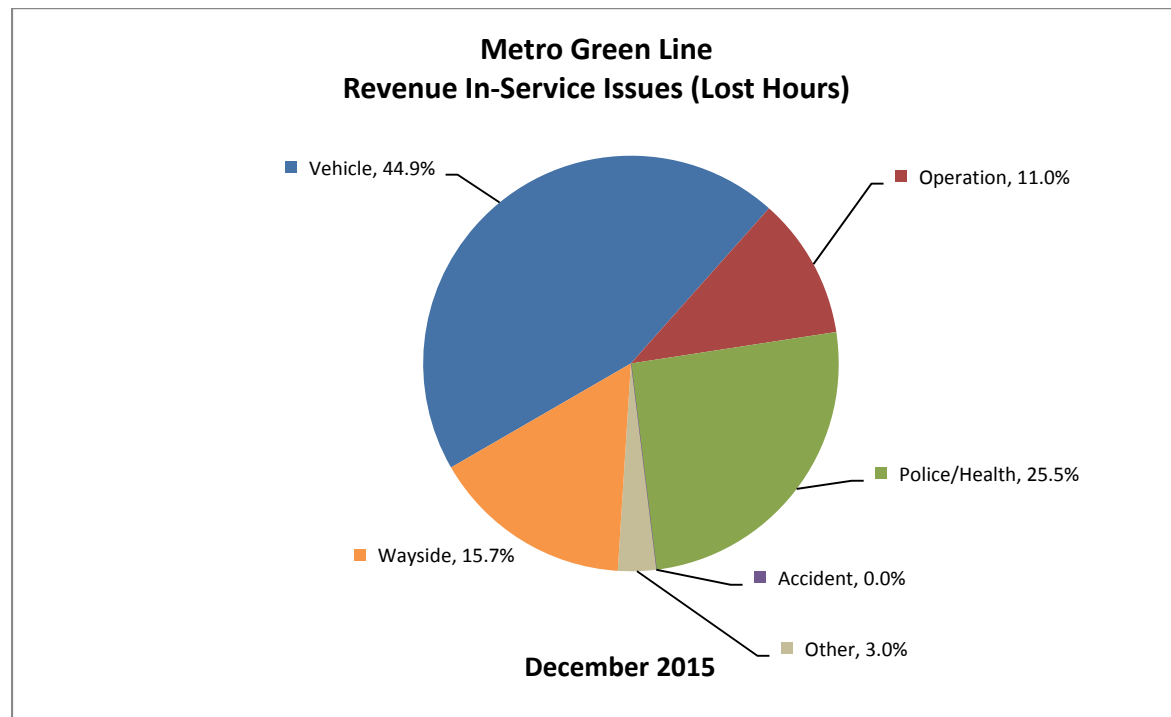
Out of a total of 7,667 hours operated, there were approximately 45 total hours of service delays.

December 2015 Service Hours:

| | | |
|------------------------------|-------|--------|
| Revenue Hours without Delays | 7,622 | 99.4% |
| Hours Delayed | 45 | 0.6% |
| Total Revenue Hours | 7,667 | 100.0% |

Summary of the major contributors:

| | | |
|-------------------|-----------------|-------------|
| • Operations | 5 hours | 11 % |
| • Accidents | 0 hours | 0 % |
| • Vehicle | 20 hours | 45 % |
| • Wayside | 7 hours | 16 % |
| • Police & Health | 12 hours | 25 % |
| • Other | 1 hour | 3 % |
| Total: | 45 hours | 100% |



Green Line major delay contributors were as follows:

Operations:

12/21/15 Operations

Train 331 reported a fencing pole has made contact with the train located 100 ft. Eastbound from Douglas Station. The next Eastbound from Marine (Train 332) confirmed the contact under sweep. Single track operations implemented from Marine Station to El Segundo Station. A field RTOS removed 5 fencing poles 100 ft. east of Douglas Station on track 2, clearing the hazard. 3 trips canceled with a max delay of 7 mins.

Police/Health:

12/29/15 Police/Health

Hawthorne PD requested to cease train movement between Aviation Station to Crenshaw Station due to a possible jumper on 105 freeway. All trains were turned back from Aviation Westbound and Crenshaw Eastbound. At 1208 hrs. LASD declared scene at Prairie and Imperial overpass all clear. Normal operations resumed. 10 trips canceled with a max delay of 63 mins.

Vehicle Maintenance:

12/02/15 Vehicle Maintenance

Train 334 reported reoccurring propulsion faults with a speed restriction on Car 222 Westbound at Norwalk Station. Train 334 was off loaded at Willowbrook station and placed in the Wilmington West pocket. 1 trip canceled with a max delay of 20 mins.

12/07/15 Vehicle Maintenance

Train 332 reported Car 226 developed smoking brakes Eastbound at Avalon. Train 332 offloaded and proceeded to Wilmington Pocket. Train 351 was turned back. 3 trips canceled with a max delay of 16 mins.

12/23/15 Vehicle Maintenance

Train 353 reported experiencing a mechanical issue on Car 209 Eastbound at Douglas Station. Operator was able to troubleshoot to clear the faults but faults re appeared. Train 353 off loaded and the trip was canceled from Mariposa Station to Norwalk Station. 2 trips canceled with a max delay of 12 mins.

12/29/15 Vehicle Maintenance

Train 334 reported propulsion faults on Car 207 Westbound at Lakewood Station. Train offloaded Westbound at Wilmington Station of approximately 35 patrons and pulled into the Wilmington West Pocket. 1 trip canceled with a max delay of 10 mins.

Wayside:

12/02/15 Signals

SCADA system indicated a Track Circuit Failure with a False Occupancy at the Vermont West Interlocking. Control authorized trains to proceed with clearance cards & ATP Bypass. At 2230 hrs. the signaling system was restored. 60 trips affected with a max delay of 8 mins.

12/03/15 SCADA System

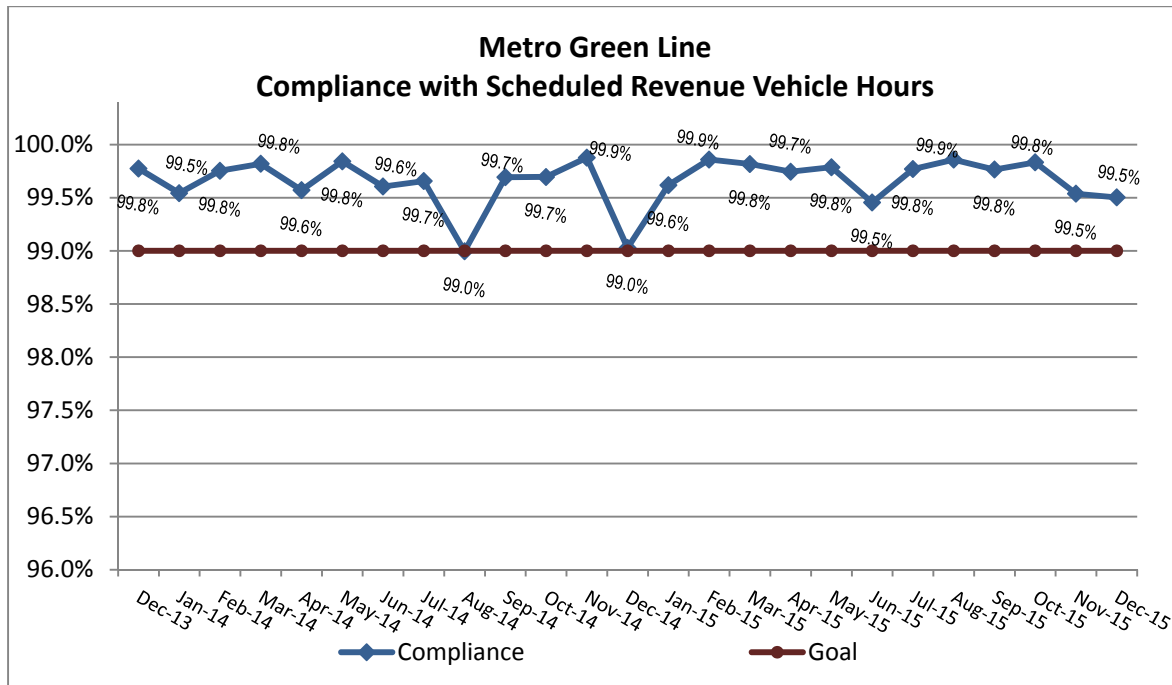
Green Line Control experienced a loss of remote control capabilities to the Crenshaw Interlocking. CTC schematics displayed a loss of track occupancy from track circuits 334 and 333. All Eastbound trains occupancy reappear at track circuit 450. All Westbound trains occupancy reappear at track circuit 27. ROC relinquished routing control to Field RTOS in the Crenshaw TCCB issuing clearance cards and implemented reverse run operations for Westbound trains from Vermont. 10 trips affected with a max delay of 15 mins.

12/22/15 Power

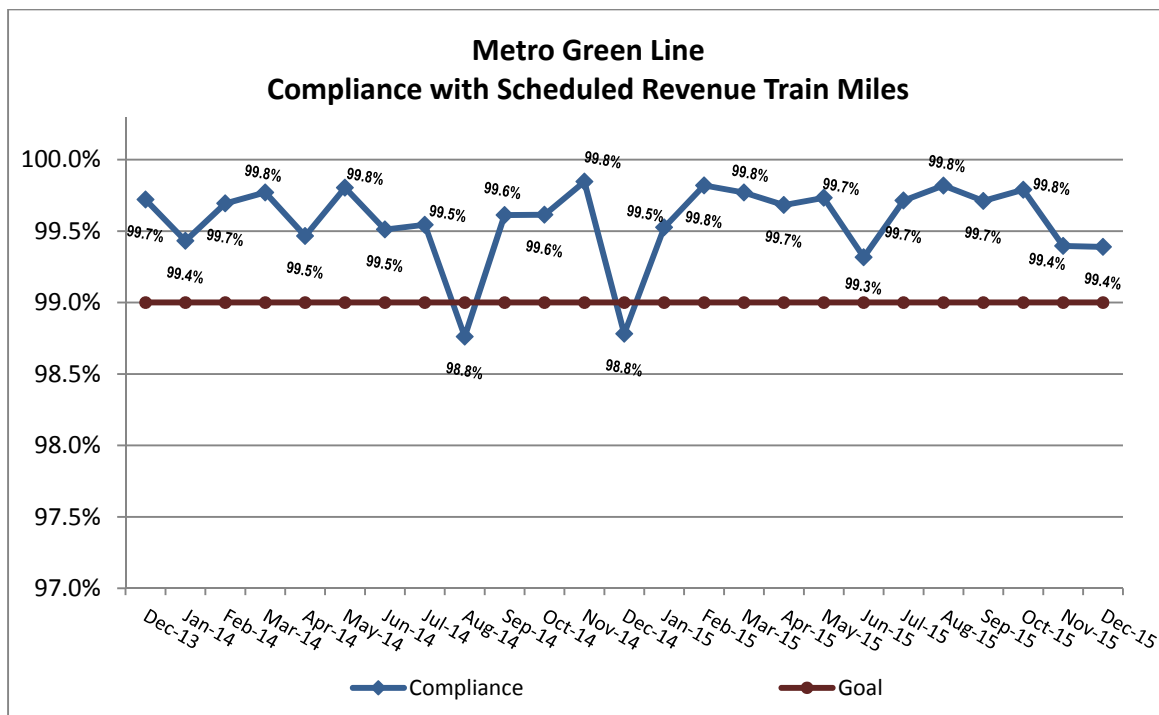
MGL Yard control stated there was no power on storage tracks 5, 6, and 7. ROC SCADA showed that MGL Yard had power to all tracks, no breakers were open, and there was voltage reading on all breakers, but the Yard still reported no power. Only 4 trains pulled out & no further trains were pulled out. Power restored at 0528 hrs. 6 trips canceled with a max delay of 25 mins.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

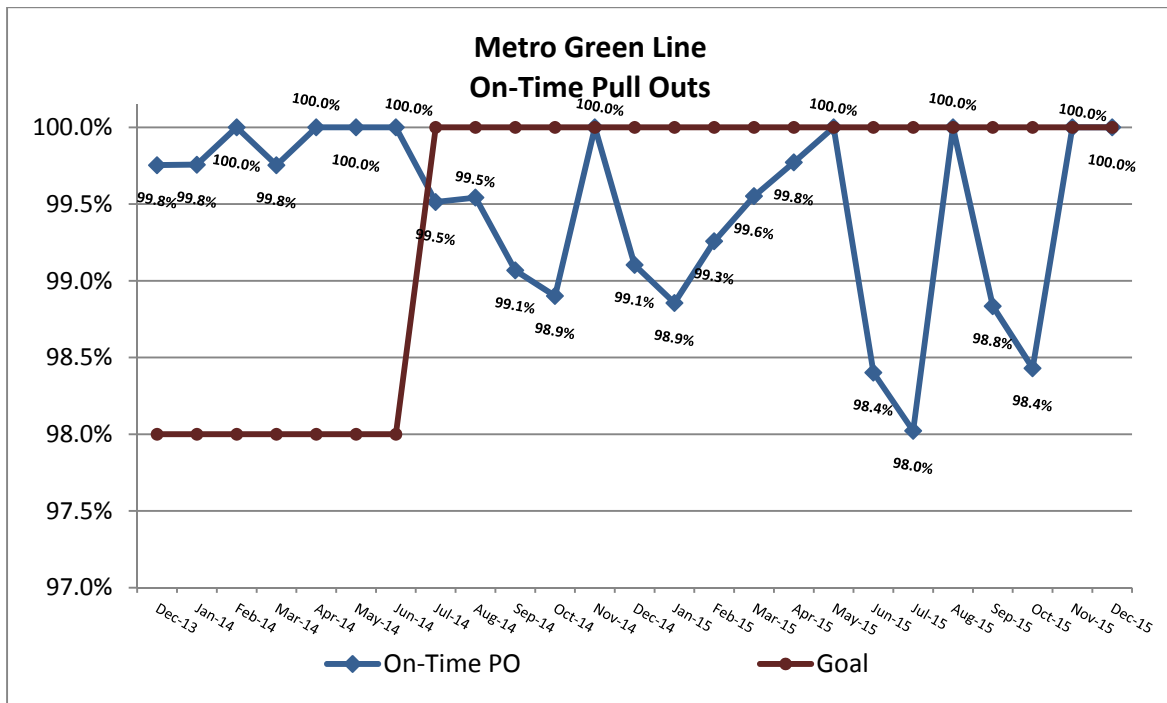
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



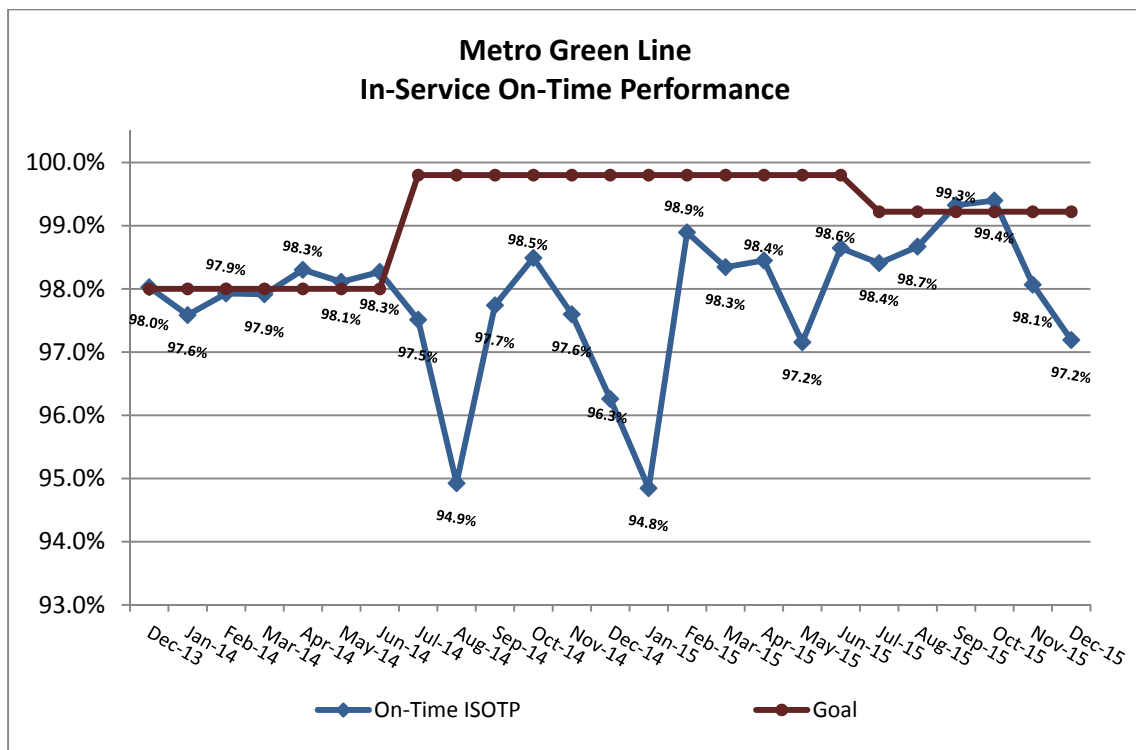
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART

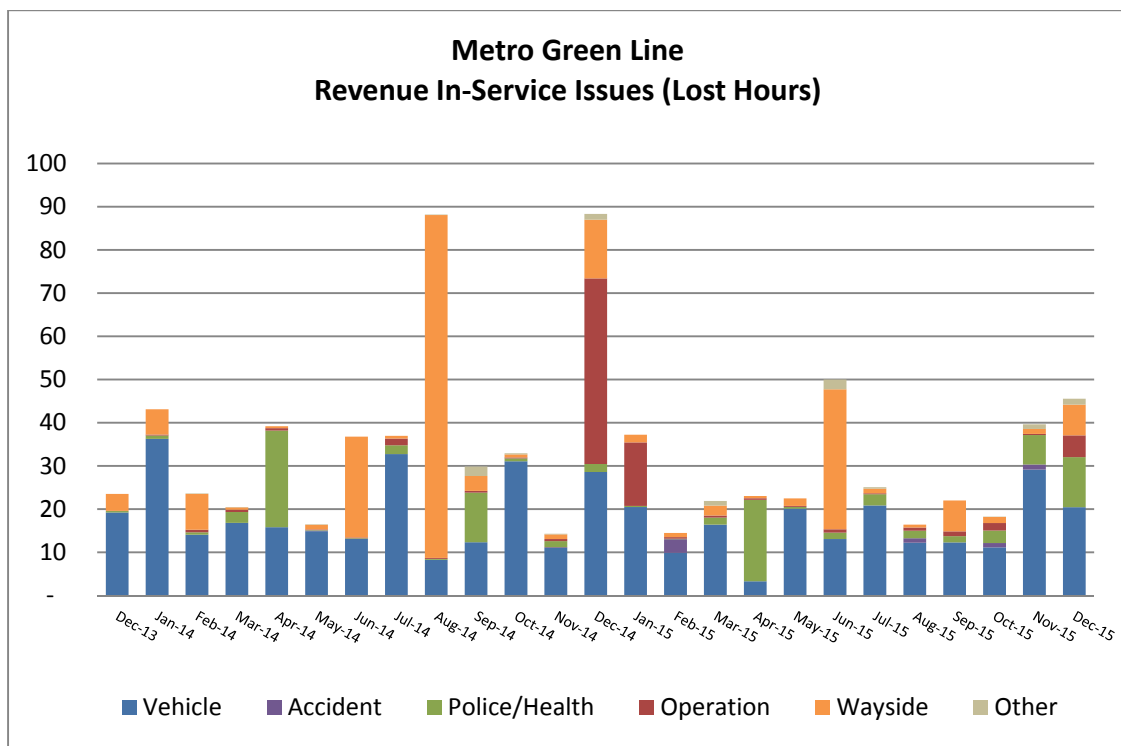
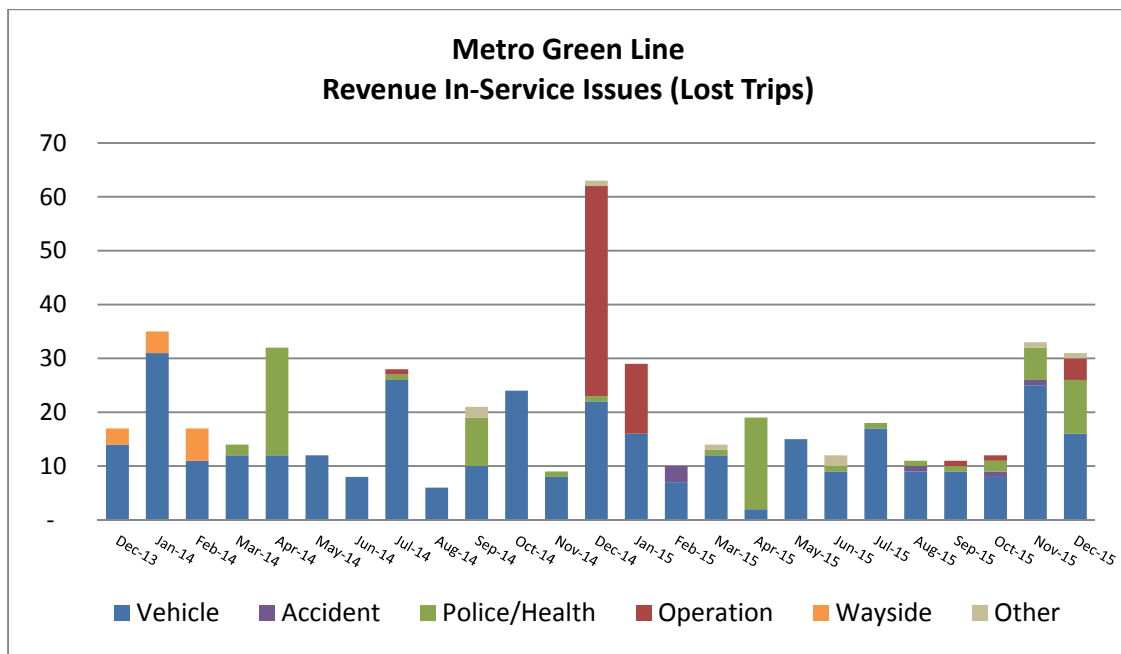


ON-TIME PULL OUTS CHART



IN-SERVICE ON-TIME PERFORMANCE CHART





GOLD LINE

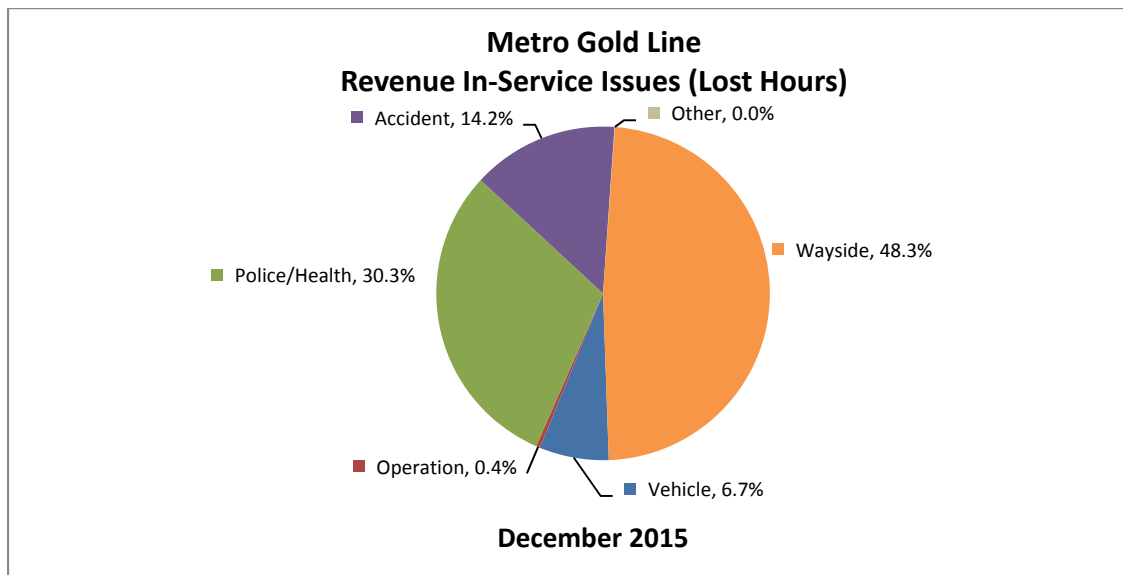
Out of a total of 15,758 hours operated, there were approximately 189 total hours of service delays.

December 2015 Service Hours:

| | | |
|------------------------------|--------|-------|
| Revenue Hours without Delays | 15,569 | 98.8% |
| Hours Delayed | 189 | 1.2% |
| Total Revenue Hours | 15,758 | 100% |

Summary of the major contributors:

| | | |
|-------------------|------------------|-------------|
| • Operations | 1 hour | 1 % |
| • Accidents | 27 hours | 14 % |
| • Vehicle | 13 hours | 7 % |
| • Wayside | 91 hours | 48 % |
| • Police & Health | 57 hours | 30 % |
| • Other | 0 hours | 0 % |
| Total: | 189 hours | 100% |



Gold Line major delay contributors were as follows:

Accident:

12/06/15 Accident

Train 402 reported a Train vs. Auto Southbound at 3rd and Eastern Ave. Single-tracking operations implemented. CHP closed both tracks as of 2325 hrs. Trains began turning back at Indiana Station Southbound and Maravilla Station Northbound. Accident train was released and relocated to the yard at 0041 hrs. Track 2 released for full service at 0042 hrs. 2 trains were added for extra service. 16 trips were canceled with a max delay of 1 hr. and 45 mins.

Police/Health:

12/17/15 Police/Health

Train 413 reported a possible seizure on board Southbound at Pico/Aliso Station. Train held for emergency services. Control turned back train 401 south to Atlantic Station and initiated single-tracking operations. Train was released at 1634 hrs. 2 trips canceled with a max delay of 13 mins.

12/28/15 Police/Health

LAPD reported investigating a large number of unattended packages on the street next to Highland Park Station and requested train movement to cease until the investigation was completed. All trains were turned back from Southwest Museum Station and South Pasadena Station. LAPD planned to detonate the suspicious package. At 1846 hrs. LAPD released the station for normal operations. 30 trips partially canceled with a max delay of 82 mins.

Vehicle Maintenance:

12/07/15 Vehicle Maintenance

Train 415 pulled out and shortly after reported jerking motion from train and reported that it is unsafe for service Northbound at Lincoln/Cypress Station. Train was removed from service at Highland Park. A replacement was provided South at Chinatown. 2 trips canceled with a max delay of 8 mins.

12/13/15 Vehicle Maintenance

Train 116 reported no movement on Car 236 while traveling northbound from the Crenshaw Station at the Arlington grade Crossing. Reverse run operations for Northbound trains from Crenshaw Station to Catalina Interlocking implemented. Train 116 Cars 232 & 236 uncoupled and passengers were transferred from the BO Car 236 onto Car 232. Car 232 then proceeded southbound to Crenshaw Station where the passengers were off loaded onto the platform. Car 236 was removed from service and stored. 2 trips canceled 9 trips affected with a max delay of 14 mins.

12/22/15 Vehicle Maintenance

Train 401 reported major propulsion faults with friction brake faults in both cars 747 & 701 between Lake Station and Memorial Station. Single-tracking was implemented on Track 1. Trains 417 and 409 were the only two single-tracked Reverse Running. Train 401 regained movement at 16mph and was moved to the Indiana Siding. 1 trip canceled with a max delay of 24 mins.

12/28/15 Vehicle Maintenance

Train Number 402 reported no-movement due to EMI fault on Car 744B Southbound at South Pasadena Station holding gates down from Fremont and Grevelia to Orange Grove. Single-tracking implemented. A vehicle tech requested the train be off loaded at Fillmore Station and removed from service. Train 405 was turned back north. 2 trips canceled with a max delay of 28 mins.

Wayside:

12/15/15 Signal

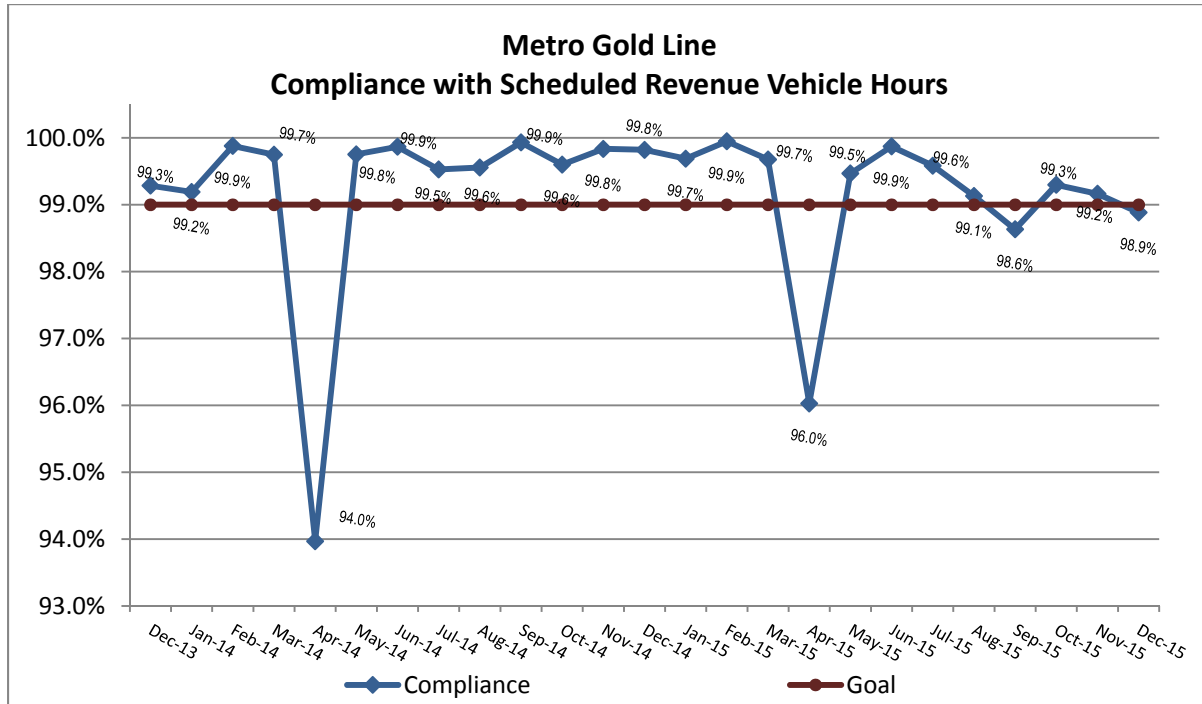
SCADA indicated a False Occupancy at the Sierra Madre Villa interlocking. Turnback operations implemented with some trains being crossed over and reverse run from Allen Interlocking. The incident cleared at 1952 hrs. 5 trips canceled with a max delay of 20 mins.

12/16/15 Signal

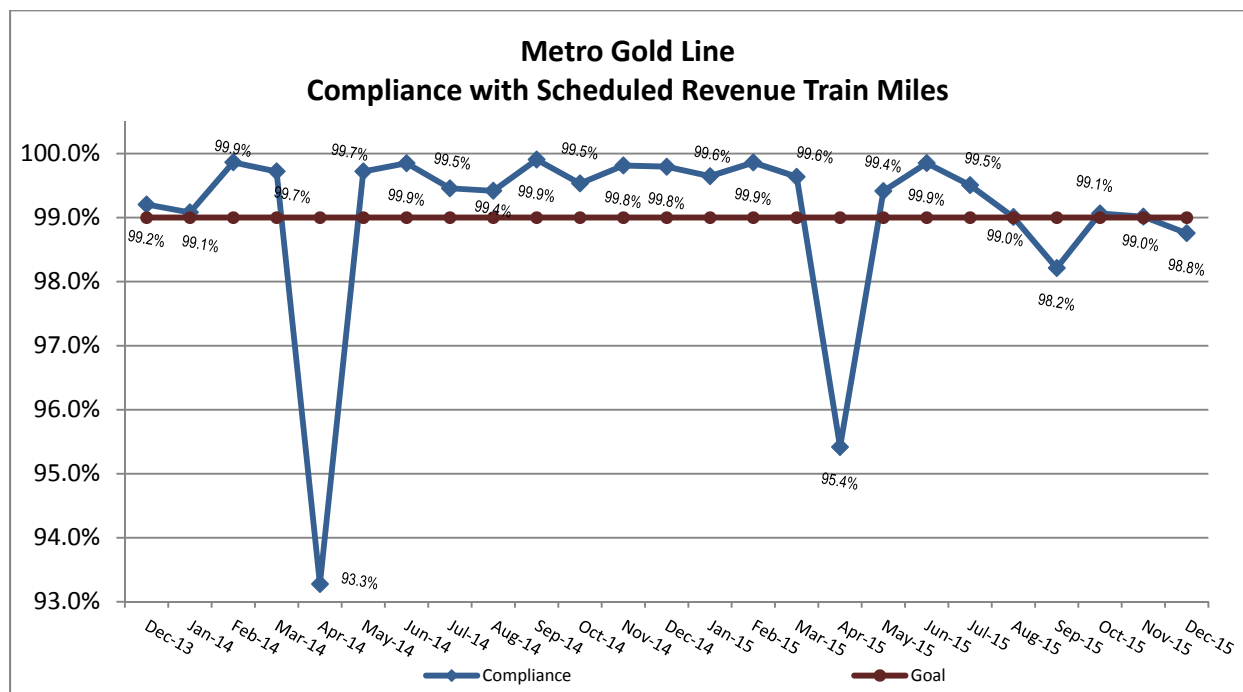
SCADA indicated a False Occupancy at SMV track. Two track circuits reappeared at 0625 hrs., and again at 0635 hrs. and 0718 hrs. Service canceled from Sierra Madre south. All trains turned back at Allen Station or Del Mar Station. Notified BOC #26 for a Bus Bridge. Major delays, turning back from Allen Station and Del Mar station. Signal department trouble shooting. Everbridge sent. At 1032 hrs, test trains were used and all cleared. Normal operations resumed at 1037 hrs. 50 trips partially canceled with a max delay of 12 mins.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

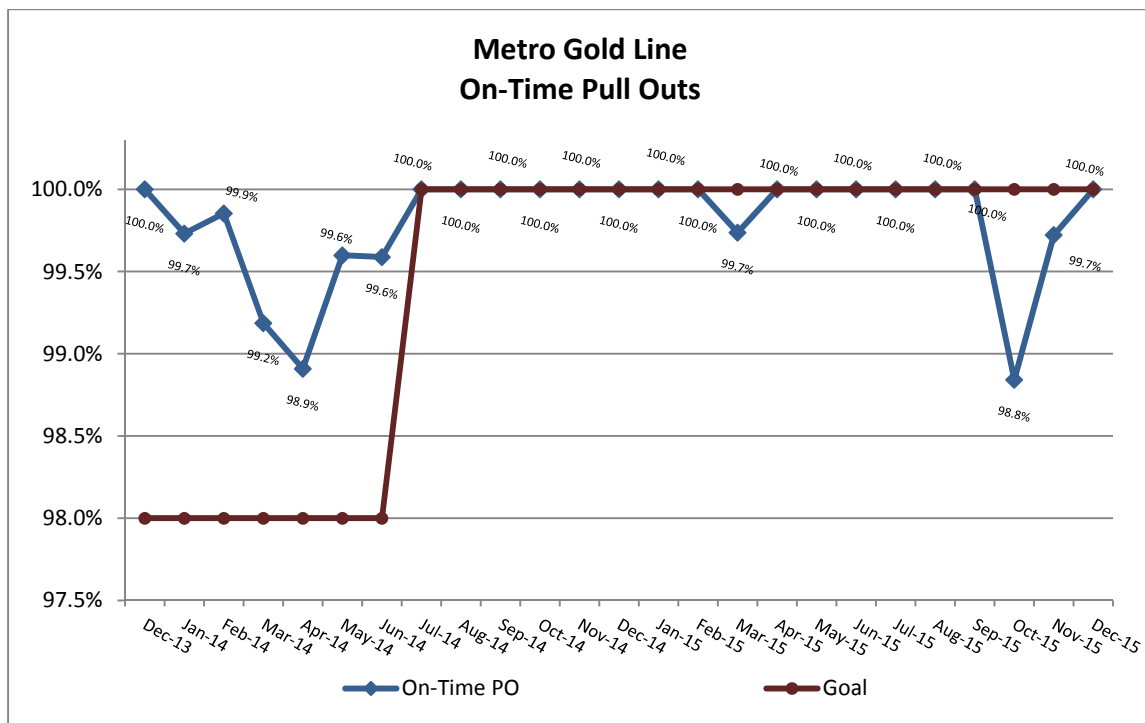
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



ON-TIME PULL OUTS CHART



IN-SERVICE ON-TIME PERFORMANCE CHART

