

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA*



Agenda - Final

Thursday, January 18, 2018

9:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

System Safety, Security and Operations Committee

John Fasana, Chair

Robert Garcia, Vice Chair

Paul Krekorian

Mark Ridley-Thomas

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL****APPROVE Consent Calendar Item(s): 23 and 24.****Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.**CONSENT CALENDAR**23. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS [2017-0770](#)****RECOMMENDATION**

APPROVE nominee Rosalba Sánchez González for membership on Metro's San Fernando Valley Service Council.

Attachments: [Attachment A - Listing of Qualifications 1-25-2018](#)
[Attachment B - Nomination Letter 1-25-2018](#)

24. SUBJECT: HIGH SPEED/VOLUME COPIERS - METRO COPY CENTER [2017-0834](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. PS9395700 to Canon Solutions America, Inc., to provide high speed/volume copiers for Metro Copy Center for five years in an amount not-to-exceed \$1,977,549, inclusive of sales taxes, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

NON-CONSENT**25. SUBJECT: OPERATIONS EMPLOYEE OF THE MONTH [2017-0501](#)****RECOMMENDATION**

Operations Employee of the Month.

26. SUBJECT: ORAL REPORT ON SYSTEM SAFETY, SECURITY AND OPERATIONS [2017-0502](#)**RECOMMENDATION**

RECEIVE oral report on Metro rail event-day service for the period of December 2017 - January 2018.

27. SUBJECT: METRO IMPLEMENTS SERVICE ADJUSTMENTS [2017-0854](#)
EFFECTIVE DECEMBER 10, 2017

RECOMMENDATION

RECEIVE AND FILE status report on Metro schedule adjustments implemented December 10, 2017.

28. SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING [2017-0851](#)
PERFORMANCE

RECOMMENDATION

RECEIVE AND FILE Monthly Update on Transit Policing Performance.

Attachments: [Attachment A - System-Wide Law Enforcement Overview October & November 2017](#)
[Attachment B - Supporting Crime Data October & November 2017](#)
[Attachment C - Key Performance Indicators October & November 2017](#)

29. SUBJECT: RAIL AND BUS VEHICLE HISTORICAL PRESERVATION [2017-0803](#)
EFFORTS

RECOMMENDATION

CONSIDER:

- A. ADOPTING an expanded donation policy, as defined in Attachment B, for the purpose of enabling the historical preservation by others of some portion of the original rail vehicle and bus fleet; and
- B. RECEIVING AND FILING the attached P865 retirement schedule that is consistent with the revised donation policy for the transfer of rail vehicle 100 to the City of Long Beach.

Attachments: [Attachment A - Rail Vehicle Historical Preservation Efforts Motion](#)
[Attachment B - Revised Donation Policy](#)
[Attachment C - P865 Retirement Schedule](#)
[Attachment D - Survey of Transit Museums](#)

45. SUBJECT: Motion by Solis, Krekorian, Kuehl, Fasana, Garcetti, and [2017-0904](#)
Dupont-Walker

Advancing Job Creation and Equity Outcomes with Manufactured Transit Equipment Procurements

WE THEREFORE MOVE that the Board direct the CEO to apply the USEP to all federally funded rolling stock procurements, and related contracts with a minimum contract value of \$100 million that prescribes inclusion of, but is not limited to, the following:

- A. Factors such as the total wages and benefits for quality jobs that would be newly created or retained in connection to a major capital project contract; a requirement that Disadvantaged Workers comprise at least 10% of the total new wages, and benefits; identification of the location(s) of manufacture and assembly of the major capital projects; investment in new or existing facilities; investment in training, workforce development and apprenticeship programs;
- B. Include an evaluation mechanism in the USEP proposal scoring criteria that represents a meaningful level of the overall possible points for a Best Value proposal evaluation; and
- C. Enforcement mechanisms requiring awardees to submit quarterly reports regarding compliance with USEP commitments by Contractor and any Subcontractors after contract awards. The quarterly report shall summarize the major actions taken during the prior quarter during implementation of the USEP, and progress toward the attainment.

Adjournment

GENERAL PUBLIC COMMENT

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2017-0770, **File Type:** Appointment

Agenda Number: 23.

**SYSTEMS SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 18, 2018**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEE FOR APPOINTMENT TO METRO SERVICE COUNCIL

RECOMMENDATION

APPROVE nominee Rosalba Sánchez González for membership on Metro’s San Fernando Valley Service Council.

ISSUE

Each Metro Service Council is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2010 Census demographics of each of the Service Council regions are as follows:

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
San Gabriel Valley	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
San Fernando Valley	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The San Fernando Valley Service Council currently has one (1) vacancy that needs to be filled due to resignation of a previous Council Member. The individual listed below has been nominated by the Council’s appointing authority to fill this vacancy for the remainder of the term. If approved by the Board, this appointment will serve the remainder of the existing three-year term ending on June 30, 2020. A brief listing of qualifications for the new nominee is provided along with the nomination letter from the nominating authority:

The demographic makeup of the San Fernando Valley Service Council with the appointment of this nominee will consist of three (3) White members, five (5) Hispanic members, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and three (3) women.

- A. Rosalba Sánchez González, San Fernando Valley Service Council, New Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2020

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

FINANCIAL IMPACT

There is no financial impact imparted by approving the recommended action.

ALTERNATIVES CONSIDERED

The alternative to approving this appointment would be for this nominee to not be approved for appointment. To do so would result in reduced effectiveness of the San Fernando Valley Service Council, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Council to formulate and submit their recommendations to the Board. It would also result in the Service Council having less diverse representation of their service area.

NEXT STEPS

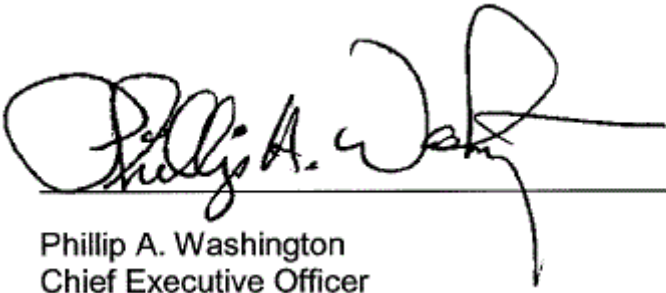
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan, implement, and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

Attachment A - Nominee Listing of Qualifications
Attachment B - Nomination Letter

Prepared by: Conan Cheung, Executive Officer of Transit Operations, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

ROSALBA SÁNCHEZ GONZÁLEZ



Nominee for San Fernando Valley Service Council

Rosalba Sánchez González currently serves as the Director of Operations for the Los Angeles County Democratic Party. Prior to holding her current position, Ms. González served as a Field Representative for State Senator Fran Pavley (Senate District 27) and State Assemblymember Bob Blumenfield (Assembly District 40/45). Ms. González has served on the Board of West Valley PALS, a community youth crime prevention program, since 2014, and has volunteered with multiple electoral campaigns. Ms. González holds a Bachelor in Arts in Latin American Studies from Mount Holyoke College.



ERIC GARCETTI
MAYOR

December 19, 2017

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Ms. Rosalba Gonzalez to serve as a representative on the San Fernando Valley Council, for term ending on June 30, 2020.

I certify that in my opinion Ms. Gonzalez is qualified for the work that will devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Garcetti', with a horizontal line extending to the right.

ERIC GARCETTI
Mayor

EG:cl



Board Report

File #: 2017-0834, File Type: Contract

Agenda Number: 24.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 18, 2018

SUBJECT: HIGH SPEED/VOLUME COPIERS - METRO COPY CENTER

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. PS9395700 to Canon Solutions America, Inc., to provide high speed/volume copiers for Metro Copy Center for five years in an amount not-to-exceed \$1,977,549, inclusive of sales taxes, subject to resolution of protest(s), if any.

ISSUE

Metro's current contracts for the lease of high-speed copiers, document finishing equipment, maintenance, and other services will expire on February 28, 2018.

DISCUSSION

Metro requires high-speed copy machines, laminating, binding and other finishing equipment to produce a wide range of documents that are required for agency business, including:

- Board and committee agenda packets
- Bound departmental reports
- Budget books
- Bus and rail "shake-up" materials
- Departmental forms
- Large format blueprints and posters
- Procurement IFB and RFP Packages
- Training manuals
- EIR/EIS and other planning documents

Documents are sent to the Copy Center whenever they can be produced more cost effectively and at a higher quality than is possible on convenience copiers.

DETERMINATION OF SAFETY IMPACT

Approval of this Board item will not have any impacts on the safety of our customers and employees.

FINANCIAL IMPACT

Since this is a multi-year contract, the cost center manager and Executive Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds for Project 100001 is General Overhead funds, comprised of Federal, State and local funds. These funds are eligible for bus and rail operating costs.

ALTERNATIVES CONSIDERED

One alternative would be to purchase the existing equipment at the current market value and purchase maintenance services and spare parts required to keep the machines operational. This alternative is not recommended because the current equipment has become less reliable as it has aged. This could delay document production, including documents required for high priority projects.

Another alternative would be to send all high volume jobs to an outside vendor. Sending all photocopying to an outside vendor would extend response time for production of critical documents. This alternative would also require modification of Metro's collective bargaining agreement with TCU that represents Copy Center employees who perform this work.

NEXT STEPS

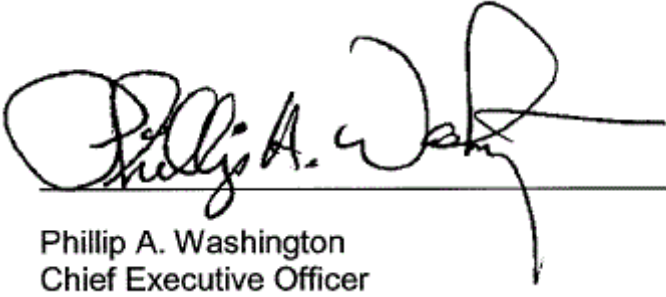
Upon Board approval, staff will execute Contract No. PS9395700 with Canon Solutions America, Inc., to provide high speed/volume copiers for Metro Copy Center.

ATTACHMENTS

- A. Attachment A - Procurement Summary
- B. Attachment B - DEOD Summary

Prepared by: Yolanda Limon, Manager, General Services, (213) 922-2113
Raul Gomez, Printing Services Supervisor, (213) 922-4356
Steve Jaffe, DEO General Services, (213) 922-6284

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051
Joanne Peterson, Chief Human Capital & Development Officer,
(213) 418-3088



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

HIGH SPEED/VOLUME COPIERS – METRO COPY CENTER / PS93957000

1.	Contract Number: PS93957000	
2.	Recommended Vendor : Canon Solutions America, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: August 11, 2017	
	B. Advertised/Publicized: August 11, 2017	
	C. Pre-Proposal/Pre-Bid Conference: August 22, 2017	
	D. Proposals/Bids Due: September 14, 2017	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: November 29, 2017	
	G. Protest Period End Date: January 22, 2018	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 8
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Raul Gomez	Telephone Number: (213) 922-4356

A. Procurement Background

This Board Action is to approve a contract award to lease equipment for Metro's Copy Center. The Contractor will be responsible for furnishing, at no additional cost, technical support, repair services by factory trained personnel, maintenance, initial and on-going training, applicable software and software licenses, hardware and hardware retrofits, equipment relocation/moving services, and all supplies throughout the term of the Contract. Board approval of contract awards is subject to resolution of any properly submitted protest.

Request for Proposal (RFP) No. PS43240 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 23, 2017, provided pre-proposal documents including agenda, sign-in sheets, and planholder's list;
- Amendment No. 2, issued on September 1, 2017, extended the proposal due date.

A pre-proposal conference was held on August 22, 2017. A total of eight participants representing four firms were in attendance.

On September 14, 2017, Metro received eight proposals from four firms as follows, in alphabetical order:

1. American Business Machines
2. Canon Business Solutions Inc. (option 1)
3. Canon Business Solutions Inc. (option 2)
4. Canon Business Solutions Inc. (option 3)
5. Ricoh USA
6. Ricoh USA (cost reduction alternative)
7. Xerox Corporation
8. Xerox Corporation (alternate value)

As stated in the RFP under IP-09 Modifications and Alternative Proposals, firms were allowed to submit alternate proposals if the proposals offered technical improvements that were to the overall benefit of Metro. Three firms submitted alternate proposals as shown in the table below.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET), consisting of staff from the Communications and General Services departments, was convened and conducted a comprehensive technical evaluation of the proposals received.

Proposals were evaluated based on the following criteria and weights:

- Degree of the Contractor’s (Firm and Staff) Skills and Experience 30%
- Effectiveness of Management Plan and Understanding of the Work 40%
- Cost Proposal 30%

Site visits were conducted by the PET at proposing firms’ local sites in order to field test the equipment proposed by the firms. Site visits were conducted between October 2, 2017 and October 13, 2017.

Following is a summary of the PET scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	Canon Business Solutions Inc. (option 1)				
3	Degree of the Contractor’s (Firm and Staff) Skills and Experience	91.3	30.00%	27.4	
4	Effectiveness of Management Plan and Understanding of the Work	92.0	40.00%	36.8	

5	Cost Proposal	93.7	30.00%	28.1	
6	Total		100.00%	92.3	1
7	Canon Business Solutions Inc. (option 2)				
8	Degree of the Contractor's (Firm and Staff) Skills and Experience	91.3	30.00%	27.4	
9	Effectiveness of Management Plan and Understanding of the Work	86.0	40.00%	34.4	
10	Cost Proposal	95.4	30.00%	28.6	
11	Total		100.00%	90.4	2
12	Xerox Corporation (alternate value)				
13	Degree of the Contractor's (Firm and Staff) Skills and Experience	87.0	30.00%	26.1	
14	Effectiveness of Management Plan and Understanding of the Work	82.25	40.00%	32.9	
15	Cost Proposal	100.0	30.00%	30.0	
16	Total		100.00%	89.0	3
17	Canon Business Solutions Inc. (option 3)				
18	Degree of the Contractor's (Firm and Staff) Skills and Experience	91.3	30.00%	27.4	
19	Effectiveness of Management Plan and Understanding of the Work	79.8	40.00%	31.9	
20	Cost Proposal	97.9	30.00%	29.4	
21	Total		100.00%	88.7	4
22	Xerox Corporation				
23	Degree of the Contractor's (Firm and Staff) Skills and Experience	87.0	30.00%	26.1	

24	Effectiveness of Management Plan and Understanding of the Work	84.5	40.00%	33.8	
25	Cost Proposal	95.2	30.00%	28.6-5	
26	Total		100.00%	88.5	5
27	Ricoh USA (cost reduction alternative)				
28	Degree of the Contractor's (Firm and Staff) Skills and Experience	79.7	30.00%	23.9	
29	Effectiveness of Management Plan and Understanding of the Work	73.3	40.00%	29.3	
30	Cost Proposal	83.3	30.00%	25.0	
31	Total		100.00%	78.2	6
32	American Business Machines				
33	Degree of the Contractor's (Firm and Staff) Skills and Experience	76.3	30.00%	22.9	
34	Effectiveness of Management Plan and Understanding of the Work	70.8	40.00%	28.3	
35	Cost Proposal	84.5	30.00%	25.4	
36	Total		100.00%	76.6	7
37	Ricoh USA				
38	Degree of the Contractor's (Firm and Staff) Skills and Experience	79.7	30.00%	23.9	
39	Effectiveness of Management Plan and Understanding of the Work	76.0	40.00%	30.4	
40	Cost Proposal	66.6	30.00%	20.0	
41	Total		100.00%	74.3	8

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, price analysis, fact finding, and technical evaluation which included a review of equipment specifications as stated in the Statement of Work. The ICE that was developed was based on the “full value” and not the “government pricing” which Canon and other bidders submitted. In addition, the ICE forecasted an increase in click charges but actual bid prices were more favorable. The SOW was also changed as we asked for higher speed equipment than previously requested for to handle our volume of printing. Actual pricing did not increase as expected.

PROPOSER	AMOUNT	METRO ICE	AWARD AMOUNT
Canon Business Solutions Inc. (option 1)	\$1,977,549.00	\$3,790,000.00	\$1,977,549.00
Xerox Corporation (alternate value)	\$1,853,080.00		
Canon Business Solutions Inc. (option 3)	\$1,893,688.20		
Canon Business Solutions Inc. (option 2)	\$1,942,083.00		
Xerox Corporation	\$1,947,250.00		
American Business Machines	\$2,193,018.10		
Ricoh (cost reduction alternative)	\$2,225,209.40		
Ricoh USA	\$2,783,018.10		

D. Background on Recommended Contractor

Since 1971, Canon Solutions America, Inc. (Canon) has been providing integrated systems technology that comprises one of the strongest solutions portfolios in the industry. Canon is a wholly-owned sales subsidiary of Canon U.S.A., Inc. operating within the United States. Canon Solutions America has been the equipment vendor for the Metro Copy Center for the past five years and they have been working closely with staff in support of the Copy Center, and have performed satisfactorily. Canon was the top ranked firm with the highest overall score based on their proposed equipment and key staff’s skills, experience, and performance throughout the term of the contract.

DEOD SUMMARY

HIGH SPEED/VOLUME COPIERS - METRO COPY CENTER / PS9395700

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation based on lack of subcontracting opportunities. As confirmed by Metro's Project Manager, Canon Solutions America Inc., will be the direct contact and manufacturer of all equipment maintained by factory trained technicians to avoid voiding any type of warranty offered under this Contract. In addition, the printing equipment has proprietary software and parts that manufacturer trained staff install and train internal Metro staff on operation and maintenance.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.



Board Report

File #: 2017-0851, **File Type:** Informational Report

Agenda Number: 28.

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 18, 2018

SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Monthly Update on Transit Policing Performance.

ISSUE

This report reflects October and November 2017 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LBPD). The information in this report summarizes system-wide Part 1 and Part 2 crime data, average emergency response times, assaults on bus operators, and Metro's fare compliance and homeless outreach efforts. The Six Key Performance Indicators (KPI) are System Wide Part 1 and Part 2 Crimes, Average Emergency Response Times, Percentage of Time Spent on the System, Ratio of Staffing Levels vs Vacant Assignments, Ratio of Proactive vs Dispatched Activity, and Number of Grade Crossing Operations.

DISCUSSION

Crime stats are as follows:

October

Part 1 crimes are down by 1.8% system-wide compared to the same period last year. The total Part 1 crimes equated to 4.6 crimes per 1 million boardings.

Part 2 crime activity is down by 10.9% system-wide compared to the same period last year.

October Summary by Mode

Part 1 crime on the rail system is down by 34.5% as compared to the same period last year.

However, Part 1 crime on the bus system increased by 77% (37 additional bus crimes were committed than the same period last year). The most frequent crimes committed were robberies and larcenies. The bus riding teams will continue their proactive work to target hot spots.

November

Part 1 crime activity increased by 17.9% system-wide compared to the same period last year. The total Part 1 crimes equated to 4.4 crimes per 1 million boardings.

Part 2 crime activity is down by 41.9% system-wide compared to the same period last year.

November Summary by Mode

Part 1 crime on the rail system increased by 13.6% compared to the same period last year. Part 1 crime on the bus system increased by 28.6% (10 additional crimes were committed than the same period last year). The increased activity was largely driven by organized groups of juveniles targeting Expo Line and bus riders for easy-to-grab items like cell phones, bags, and purses. LAPD deployed undercover officers over a series of weeks to address this problem. Eleven (11) suspects have been arrested as of late December.

Bus Operator Assaults

Seven (7) bus operators reported being assaulted in October, resulting in a 0% change from last year. Only 1 bus operator reported being assaulted in November, resulting in a 90.9% decrease from the prior year.

Average Emergency Response Times

Emergency response times averaged 5.43 minutes for the month of October.

Emergency response times averaged 5.30 minutes for the month of November.

Annual On-Board Customer Satisfaction Survey

Although there was an increase of Part 1 crimes in November compared to the same period last year, customer perception of safety remains fairly high. Additionally, Part 1 crimes in November are at the lowest point since the implementation of the multi-agency policing model. The results of our 2017 Annual On-Board Customer Satisfaction Survey revealed:

- 86% 90% of passengers feel safe while riding the bus.
- 78% 79% of passengers feel safe while riding the rail.

Physical Security Improvements:

The System Security and Law Enforcement Department continues to test new technology to screen passengers for weapons and explosives. In partnership with the Transportation Security Agency (TSA), Metro conducted a test of a person-borne explosive detection device called the SPO-NX at the 7th/Metro station during the week of December 11th. Subject matter experts from TSA were on

site to provide technical assistance and Metro Transit Security Officers supported the screening.

The physical security assessment contract was awarded to a very inventive company and upon granting the notice to proceed; the vendor will start the assessments of facilities throughout Metro.

We have purchased the command and control software called Ready Op, which will be installed and utilized by the emergency operations center, Metro Transit Security, and our law enforcement partners. This software will enhance our internal and multi-agency coordination during significant events.

The department has been tasked to support the Crenshaw/Green Line Tie-In project. The task consists of securing several sites during the construction period. The strategy is to leverage available technical resources such as drones and microwave intrusion detection devices to secure established perimeters.

Significant Activities:

Los Angeles Police Department

- **10/4/17-** Working with Homeland Security, US Marshals conducted an undercover operation at Union Station, and made an arrest of a homicide suspect. The suspect was placed into custody without incident.
- **10/12/17-** Patron waiting at the Red Line Hollywood/Highland Station alerted officers about a suspect who took a picture up a victim's skirt. The suspect was detained and booked.
- **10/14/17-** Officers at Exposition Blvd/Vermont Station observed a patron near a bus stop wearing body armor. Officers detained the suspect and recovered multiple weapons from his backpack. The investigation is on-going.
- **11/8/17-** Patron had their phone stolen at the Red Line North Hollywood Station. The suspect was located via lost phone app and was arrested without further incident.
- **11/26/17-** Suspect stole speakers at the Red Line 7th/Metro Station. A Metro employee witnessed the theft and notified LAPD, the suspect was arrested.
- **11/28/17-** Patron walked inside the Red Line tunnel at Hollywood/Vine. Fearing for the patron's safety, the ROC notified LAPD and they were able to take the suspect into custody without incident.

Los Angeles County Sheriff's Department

- **10/7/17-** While patrolling the system, Deputies recognized a suspect for criminal threats and arrested him without incident.
- **10/12/17-** Deputies noticed a patron slumped over and being supported by another patron on a bus bench. The patron slumped over was having difficulties breathing. Deputies performed CPR until the paramedics arrived and the paramedics were able to revive the patron.

- **10/30/17-** Deputies responded to a bus stop on Hawthorne Blvd regarding an assault. The suspect was detained and arrested.
- **11/6/17-** Deputy detained two suspects for grand theft related to cell phone theft on the Green Line.
- **11/9/17-** Deputies responded to a suspect vandalizing a Metro bus. The suspect was arrested without further incident.
- **11/20/17-** Deputies recognized a suspect wanted for grand theft at the Blue Line Slauson Station. The suspect was arrested without incident.

Long Beach Police Department

- **10/7/17-** Patron advised Officers that a suspect attempted to steal their phone. The suspect was found to be on active parole and was arrested.
- **10/12/17-** Officers were dispatched to a strong arm robbery incident near the intersection of Long Beach Blvd and Wardlow Road. The suspect was taken into custody.
- **10/31/17-** Officers responded to the Downtown Long Beach Station regarding a suspect waving a stick on the platform roof. Upon arrival, suspect threatened to commit suicide. The suspect was taken into custody and transported to a local hospital.
- **11/2/17-** Officers overheard a dispatch regarding three suspects who committed theft. Suspects were detained at the Blue Line Willow Station.
- **11/7/17-** Officers responded to the Blue Line 5th Street Station regarding a robbery. The suspect was arrested without further incident.
- **11/19/17-** Officers were dispatched to the Blue Line Willow Station regarding a suspect with a weapon. The suspect was taken into custody and the weapon was recovered.

Community and Problem Oriented Policing Activities:

Transit Law Enforcement attended two community events during the month of October, Metro Community Engagement at Poly Academy of Achievers and Leaders and MTA Source Blog interview and ride along.

Transit Law Enforcement attended the following community events during the month of November, Metro Mass Transit and Passenger Rail Tabletop Exercise and the Pregnant Woman Seeking Services Event.

Metro's Ongoing Homelessness Outreach Efforts:

In spring 2016, Metro created a Metro Homeless Task Force to address the homeless that have turned to Metro system and properties for alternative shelter. Out of that task force, Metro created

the Transit Homeless Action Plan which was presented to the Board of Directors in February 2017. The Action Plan’s main goals are to enhance the customer experience, maintain a safe and secure system, and provide coordinated homeless outreach to those homeless in need. Parts of the plan’s components include Metro’s coordination with County, City Measure H, and Measure HHH. The plan also calls for the hiring of two C3 teams (County, City, Community) through the County Department of Health Services as motioned by Metro’s Board of Directors. The C3 teams are to provide coordinated and responsive outreach to the homeless to ultimately get them in housing resources.

Metro’s Encampment Protocol:

LAPD HOPE and Sheriff MET teams are actively providing enforcement and outreach on city properties abutting Metro, while Metro is in the process of creating their own encampment protocol. Metro has met with LA City Prosecutor’s office to identify protocol requirements under the City Sanitation Department’s 56.11 to determine where and how to replicate a similar process at Metro where appropriate.

Additional Resources and Partnership:

Metro’s Homeless Action Plan integrates itself into the work provided under Measures H and HHH. Part of the E6 Strategies of Measure H includes 40 additional outreach workers to conduct outreach on Metro properties. It would be in Metro’s interest that these outreach workers go past the fare gates to conduct outreach on platforms and if appropriate inside trains. These additional 40 outreach personnel will conduct their outreach starting in January 2018.

The County continues to work on their full breath launch of the 2-1-1 hotline to provide homeless resources. For winter months, Metro has provided all law enforcement and Metro staff a winter shelter resource list for 24/7 operation.

Metro will partner with LAHSA in the 2018 LAHSA Homeless Count in January. Metro has developed the count methodology in concert with LASHA to best meet Metro’s service needs while LAHSA and the United Way will provide the volunteers.

Metro’s C3 Homeless Outreach Teams:

Metro's C3 Homeless Outreach teams' twelve-month pilot program began on May 22, 2017 with initial homeless outreach on the Red Line. Since the launch of Metro's C3 Homeless Outreach teams, they have provided substantial homeless outreach-with 1426 unduplicated contacts, 216 of whom have been placed into permanent housing solutions.

C3 Homeless Outreach May 22, 2017 through November 30, 2017:

Performance Measure	Monthly Number Served	Fiscal YTD Number Served
Unduplicated individuals’ initiated contact (pre-engagement phase)	157	2050
Unduplicated individuals engaged (engagement phase)	66	1426

Unduplicated individuals who are provided services or who successfully attained referrals	60	709
Unduplicated individuals engaged who successfully attained an interim housing resource (this includes crisis and/or bridge housing)	24	156
Unduplicated individuals engaged who are successfully linked to a permanent housing program	21	201
Unduplicated individuals engaged who are permanently housed	2	15

C3 Coordination with Law Enforcement

With Metro System Security and Law Enforcement personnel as the lead, Metro’s C3 teams coordinate with LAPD’s Homeless Outreach and Protective Engagement (HOPE) Teams, LASD’s Mental Evaluation Teams (MET), Long Beach PD, and Metro’s Transit Security Officers, in an effort to engage the homeless and provide placement into services. These law enforcement entities provide gap service to the Red Line when the C3 Teams are off duty and provide outreach support for the rest of the system that is not part of pilot program. LASD’s MET teams consist of Deputies paired with clinicians and the Department of Health LAPD’s HOPE teams consist of Officers who partner with LAHSA, the LA City Attorney’s Office and the LA City Department of Sanitation for homeless outreach response.

Los Angeles Police Department HOPE Teams

LAPD Transit Bureau homeless outreach totals the HOPE team contacts plus the patrol / Transit Services Division (TSD). Therefore, LAPD’s October 2017 homeless outreach is the following:

Action	HOPE	TSD	TOTAL
Contacts	101	98	199
Referrals	2	0	2
5150 Hold	11	4	15
Mental Illness	16	4	20
Substance Abuse	10	0	10
Veterans	4	0	4
Shelter	7	1	8
Motel With Housing Plan	0	0	0
VA Housing	0	0	0

Return To Family	0	0	0
Transitional Long-Term Housing	0	0	0
Detox	0	0	0
Rehab	0	0	0

Sheriff Mental Evaluation Team (MET) Contacts and Efforts

Location/Action	Contacts
Bus Contacts	65
Rail Contacts	221
DMS Contacts	0
TOTAL CONTACTS	286
Transports to Outreach Services	36
5150 WIC Transports	11

Long Beach Police Department

Efforts are being taken to better control the Willow Street Parking Station Elevator from becoming an alternative form of shelter for the homeless. Therefore, subjects have been warned, provided City of Long Beach Homeless Resource Pocket guides and offered transportation to Multi-Service Centers.

ATTACHMENTS

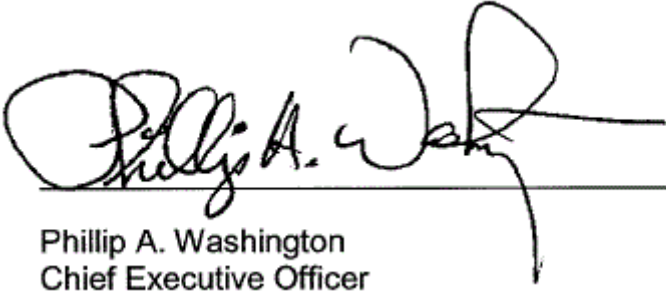
Attachment A - System-Wide Law Enforcement Overview October & November 2017

Attachment B - Supporting Crime Data October & November 2017

Attachment C - Key Performance Indicators October & November 2017

Prepared by: Alex Z Wiggins, Chief, System Security and Law Enforcement, (213) 922-4433

Reviewed by: Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023

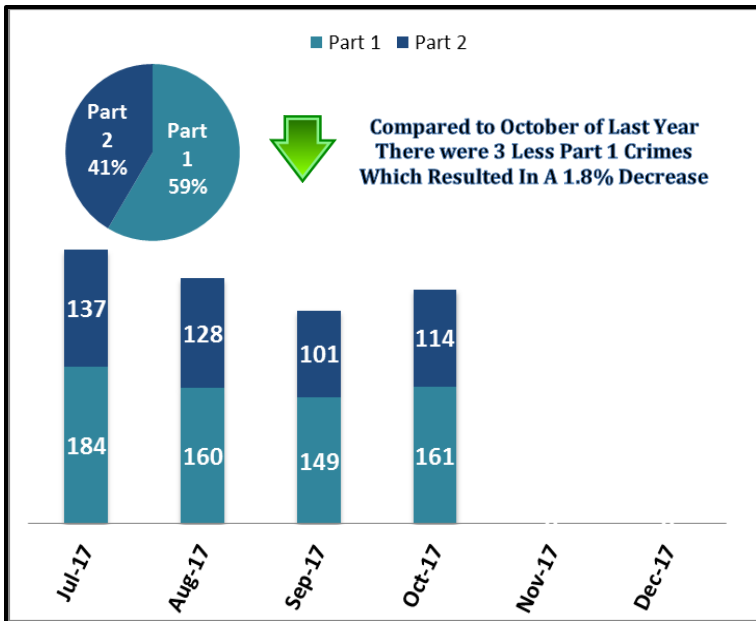


Phillip A. Washington
Chief Executive Officer

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

OCTOBER 2017

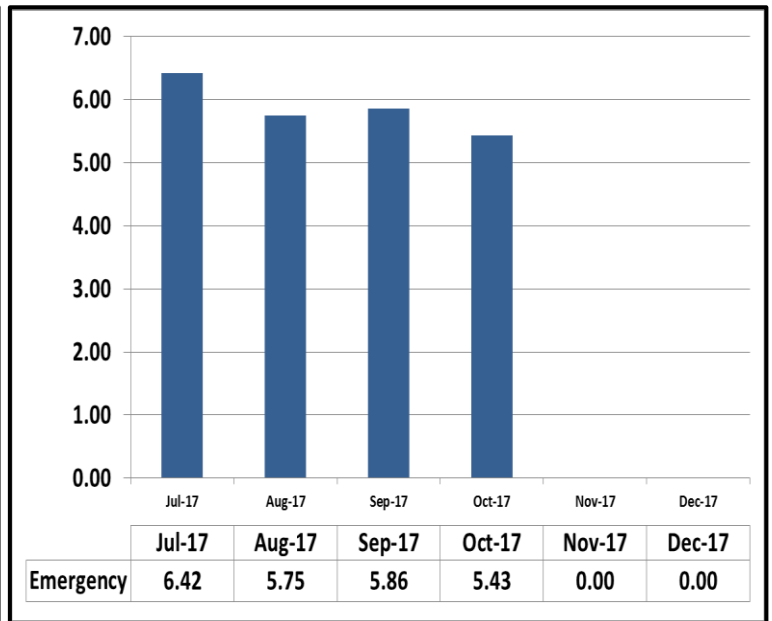
Part 1 & Part 2 Crimes



For the month of October 2017, Part 1 crime activity is down by 1.8% system-wide compared to the same period last year. In a monthly contrast, there were 12 more Part 1 crimes in October than in September, resulting in 8% increase.

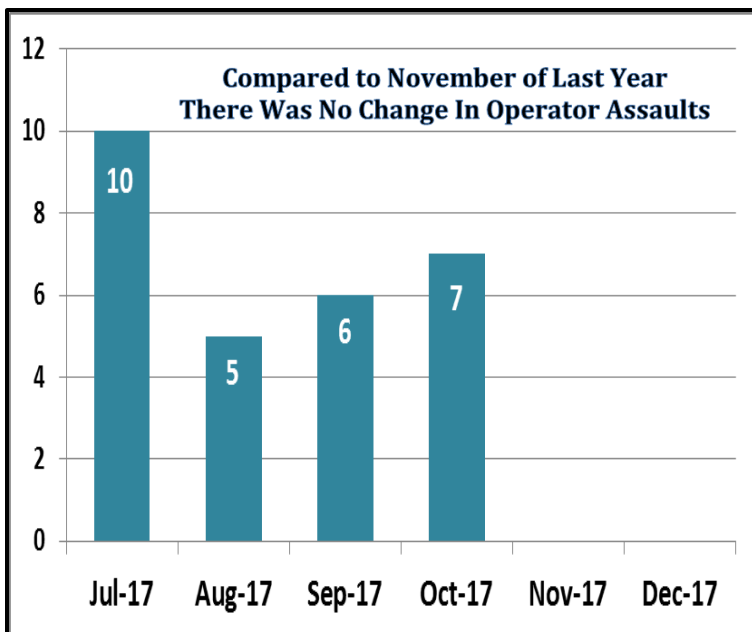
Part 2 crime activity is down by 10.9% system-wide compared to the same period last year. In a monthly contrast, there were 13 more Part 2 crimes in October than in September, resulting in 12.9% increase.

Average Emergency Response Times



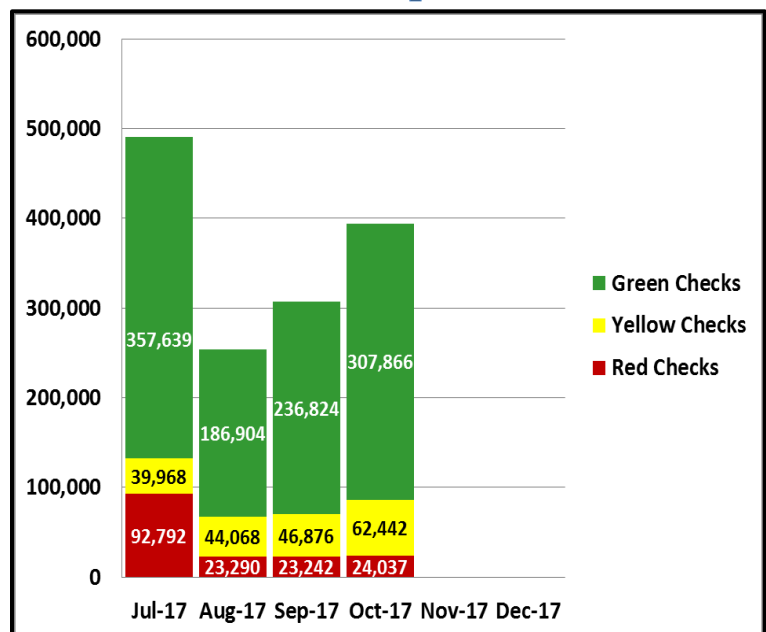
Average emergency response times were 5.43 mins

Bus Operator Assaults



There were a total of 7 Bus Operator Assaults. Comparing the Bus Operator Assaults from the same period last year, there were 7 Operator Assaults last year resulting in no change.

Fare Compliance



Green Checks- Occurs when a patron has valid fare

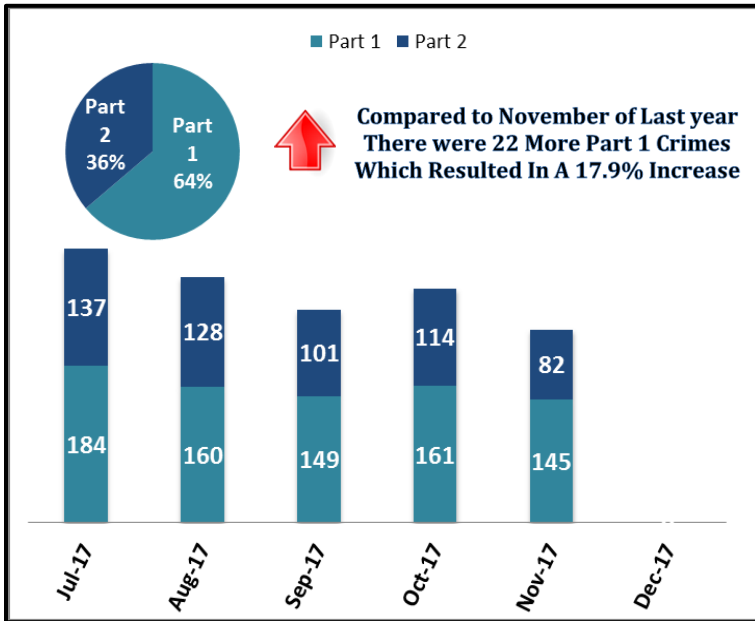
Yellow Checks- Occurs when a patron has valid fare, but did not tap at transfer station

Red Checks- Occurs when a patron has invalid fare

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

NOVEMBER 2017

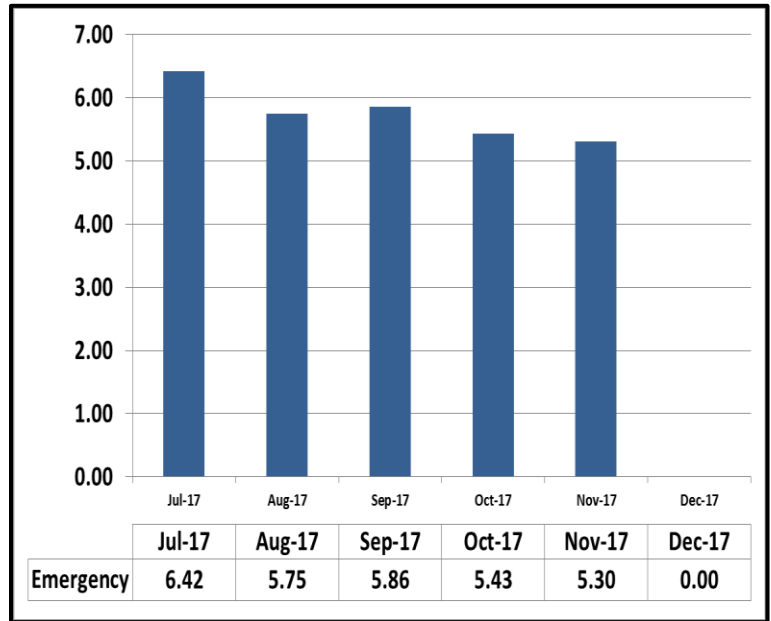
Part 1 & Part 2 Crimes



For the month of November 2017, Part 1 crime activity is up by 17.9% system-wide compared to the same period last year. In a monthly contrast, there were 16 less Part 1 crimes in November than in October, resulting in 9.9% decrease.

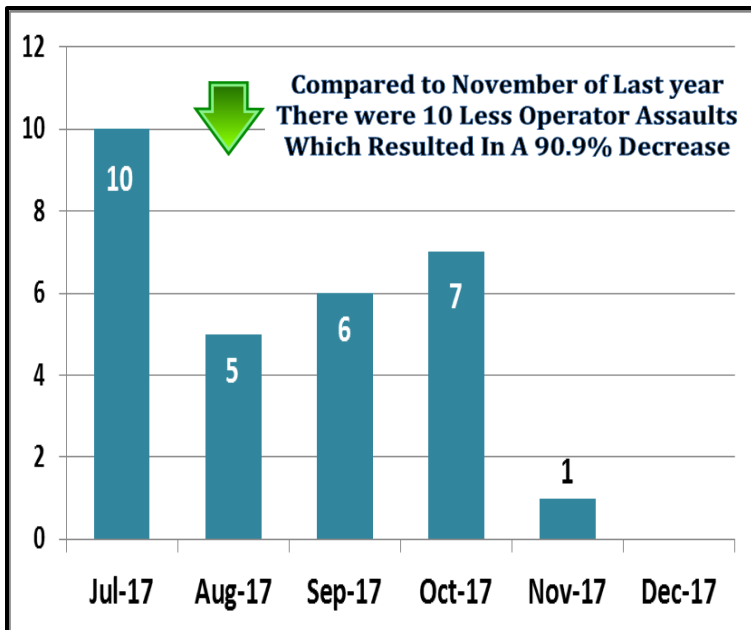
Part 2 crime activity is down by 41.9% system-wide compared to the same period last year. In a monthly contrast, there were 32 less Part 2 crimes in November than in October, resulting in 28.1% decrease.

Average Emergency Response Times



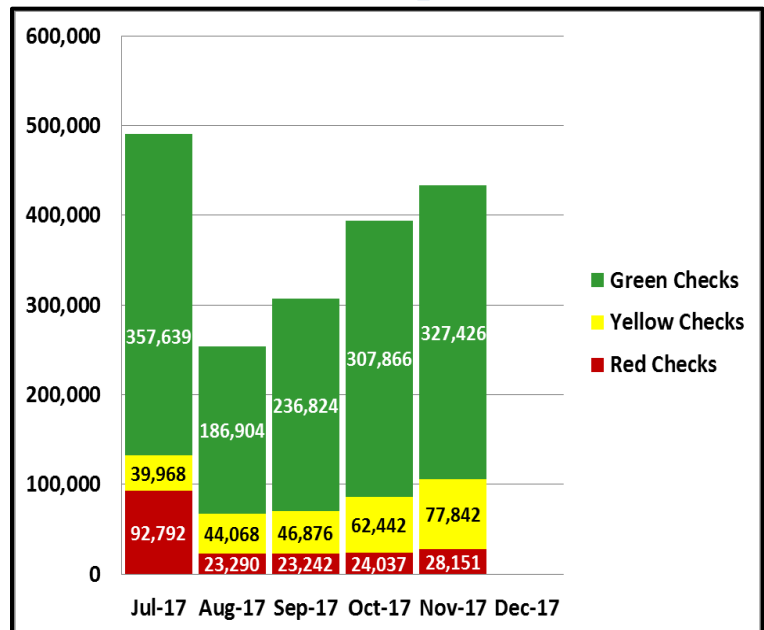
Average emergency response times were 5.30 mins

Bus Operator Assaults



There was a total of 1 Bus Operator Assault. Comparing the Bus Operator Assaults from the same period last year, there were 11 Operator Assaults last year resulting in a 90.9% decrease.

Fare Compliance



Green Checks- Occurs when a patron has valid fare

Yellow Checks- Occurs when a patron has valid fare, but did not tap at transfer station

Red Checks- Occurs when a patron has invalid fare

Blue Line - October 2017

ATTACHMENT B

REPORTED CRIME				
PART 1 CRIMES	LAPD	LASD	LBPDP	FYTD
Homicide	0	1	0	1
Rape	1	0	0	2
Robbery	1	3	3	21
Agg Assault	1	2	2	22
Agg Assault on Op	0	0	0	0
Burglary	0	0	0	1
Larceny	2	10	4	45
Bike Theft	0	1	0	4
Motor Vehicle Theft	0	3	0	7
Arson	0	0	0	1
SUB-TOTAL	5	20	9	104
Selected Part 2 Crimes				
Battery	0	2	4	35
Battery Rail Operator	0	0	0	0
Sex Offenses	0	1	1	6
Weapons	0	0	0	6
Narcotics	0	0	1	18
Trespassing	0	0	0	5
Vandalism	0	2	1	11
SUB-TOTAL	0	5	7	81
TOTAL	5	25	16	185

PART 1 CRIMES PER STATION		
Station	OCTOBER	FYTD
7th/Metro	2	3
Pico	1	1
Grand	0	0
San Pedro	0	0
Washington	1	4
Vernon	1	1
Slauson	3	5
Florence	5	10
Firestone	4	11
103rd St	0	1
Willowbrook	4	14
Compton	0	6
Artesia	1	8
Del Amo	3	7
Wardlow	1	4
Willow	4	8
PCH	0	5
Anaheim	1	6
5th St	2	3
1st St	0	0
Transit Mall	1	7
Pacific	0	0
Rail Yard	0	0
Total	34	104

ARRESTS				
TYPE	LAPD	LASD	LBPDP	FYTD
Felony	0	4	12	85
Misdemeanor	0	16	106	486
TOTAL	0	20	118	571

CITATIONS				
TYPE	LAPD	LASD	LBPDP	FYTD
Other Citations	44	7	67	705
Vehicle Code Citations	0	26	58	458
TOTAL	44	33	125	1,163

CALLS FOR SERVICE				
TYPE	LAPD	LASD	LBPDP	FYTD
Routine	N/A*	94	7	364
Priority	N/A*	92	91	767
Emergency	N/A*	28	61	303
TOTAL	0	214	159	1,434

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE			
TYPE	LAPD	LASD	LBPDP
Dispatched	20%	5%	12%
Proactive	80%	95%	88%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
LINE	OCTOBER
Blue Line-LAPD	92%
Blue Line-LASD	92%
Blue Line-LBPDP	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPDP	FYTD
Washington St	58			131
Flower St	20			52
103rd St	8			13
Wardlow Rd			1	3
Long Beach Blvd			1	5
TOTAL	86	0	2	204

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department
Long Beach Police Department

Blue Line Highlights

The Blue Line had 2 less Part 1 crimes than the same period last year (36), which is a 5.6% decrease

Green Line - October 2017

REPORTED CRIME

PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	0	18
Agg Assault	0	0	6
Agg Assault on Op	0	0	0
Burglary	0	0	2
Larceny	0	2	17
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	10
Arson	0	0	0
SUB-TOTAL	1	2	55
Selected Part 2 Crimes			
Battery	0	1	10
Battery Rail Operator	0	0	0
Sex Offenses	0	2	2
Weapons	0	0	4
Narcotics	0	2	8
Trespassing	0	0	3
Vandalism	2	0	6
SUB-TOTAL	2	5	33
TOTAL	3	7	88

PART 1 CRIMES PER STATION

Station	OCTOBER	FYTD
Redondo Beach	0	3
Douglas	1	2
El Segundo	0	1
Mariposa	0	0
Aviation	0	0
Hawthorne	0	2
Crenshaw	0	3
Vermont	0	4
Harbor	0	5
Avalon	1	2
Willowbrook	1	10
Long Beach	0	7
Lakewood	0	11
Norwalk	0	5
Total	3	55

ARRESTS

TYPE	LAPD	LASD	FYTD
Felony	0	2	29
Misdemeanor	0	6	80
TOTAL	0	8	109

CITATIONS

TYPE	LAPD	LASD	FYTD
Other Citations	9	5	54
Vehicle Code Citations	1	15	128
TOTAL	10	20	182

CALLS FOR SERVICE

TYPE	LAPD	LASD	FYTD
Routine	N/A*	80	330
Priority	N/A*	77	264
Emergency	N/A*	9	58
TOTAL	0	166	652

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE

TYPE	LAPD	LASD
Dispatched	26%	4%
Proactive	74%	96%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM

LINE	OCTOBER
Green Line-LAPD	89%
Green Line-LASD	88%

LEGEND

Los Angeles Police Department

Los Angeles County Sheriff's Department

Green Line Highlights

The Green Line had 24 less Part 1 crimes than the same period last year (27), which is a 88.9% decrease

Expo Line - October 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	0	10
Agg Assault	2	0	5
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	6	1	34
Bike Thefts	2	0	10
Motor Vehicle Theft	0	0	0
Arson	0	0	0
SUB-TOTAL	12	1	59
Selected Part 2 Crimes			
Battery	0	0	8
Battery Rail Operator	0	0	0
Sex Offenses	1	0	1
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	0	0	1
SUB-TOTAL	1	0	10
TOTAL	13	1	69

PART 1 CRIMES PER STATION		
Station	OCTOBER	FYTD
7th/Metro	1	4
Pico	1	2
23rd St	0	0
Jefferson/USC	0	2
Expo/USC	0	2
Expo/Vermont	2	6
Expo/Western	2	11
Expo/Crenshaw	1	3
Farmdale	2	4
La Brea	1	3
La Cienega	0	3
Culver City	0	7
Palms	1	1
Expo/Westwood	0	2
Expo/Sepulveda	0	1
Expo/Bundy	1	2
26th St /Bergamot	0	2
17th St/SMC	0	1
D/T Santa Monica	1	3
Expo Rail Yard	0	0
Total	13	59

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	2	2	10
Misdemeanor	0	1	7
TOTAL	2	3	17

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	43	0	72
Vehicle Code Citations	0	0	2
TOTAL	43	0	74

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	24	127
Priority	N/A*	45	114
Emergency	N/A*	2	11
TOTAL	0	71	252

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	21%	5%
Proactive	79%	95%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	OCTOBER
Expo Line-LAPD	92%
Expo Line-LASD	91%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	14		47
TOTAL	14	0	47

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Expo Line Highlights

The Expo Line had 8 less Part 1 crimes than the same period last year (21), which is a 38.1% decrease

Red Line - October 2017

REPORTED CRIME

PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	1
Robbery	6	22
Agg Assault	2	6
Agg Assault on Op	0	0
Burglary	0	0
Larceny	11	25
Bike Theft	2	2
Motor Vehicle Theft	0	13
Arson	0	0
SUB-TOTAL	21	69
Selected Part 2 Crimes		
Battery	14	48
Battery Rail Operator	0	0
Sex Offenses	0	6
Weapons	0	0
Narcotics	0	0
Trespassing	2	3
Vandalism	1	3
SUB-TOTAL	17	60
TOTAL	38	129

PART 1 CRIMES PER STATION

Station	OCTOBER	FYTD
Union Station	0	2
Civic Center	0	2
Pershing Square	2	4
7th/Metro	1	1
Westlake	5	18
Wilshire/Vermont	4	6
Wilshire/Normandie	0	0
Vermont/Beverly	0	3
Wilshire/Western	0	0
Vermont/Santa Monica	0	3
Vermont/Sunset	1	3
Hollywood/Western	1	2
Hollywood/Vine	3	6
Hollywood/Highland	2	8
Universal	0	3
North Hollywood	2	8
Red Line Rail Yard	0	0
Total	21	69

ARRESTS

TYPE	LAPD	FYTD
Felony	4	9
Misdemeanor	8	21
TOTAL	12	30

CITATIONS

TYPE	LAPD	FYTD
Other Citations	26	64
Vehicle Code Citations	1	2
TOTAL	27	66

CALLS FOR SERVICE

TYPE	LAPD
Routine	N/A*
Priority	N/A*
Emergency	N/A*
TOTAL	

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE

TYPE	LAPD
Dispatched	29%
Proactive	71%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM

LINE	OCTOBER
Red Line- LAPD	89%

LEGEND

Los Angeles Police Department

Red Line Highlights

The Red Line had 3 less Part 1 crime than the same period last year (24), which is a 12.5% decrease

Gold Line - October 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	1	3
Agg Assault	0	0	1
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	2	1	14
Bike Theft	0	0	8
Motor Vehicle Theft	0	0	2
Arson	0	0	0
SUB-TOTAL	3	2	28
Selected Part 2 Crimes			
Battery	3	4	12
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
Weapons	0	0	1
Narcotics	0	1	2
Trespassing	0	1	1
Vandalism	0	9	12
SUB-TOTAL	3	15	29
TOTAL	6	17	57

PART 1 CRIMES PER STATION		
Station	OCTOBER	FYTD
APU/Citrus College	0	2
Azusa Downtown	0	0
Irwindale	0	0
Duarte	0	1
Monrovia	0	5
Arcadia	0	0
Sierra Madre	0	0
Allen	0	0
Lake	0	0
Memorial Park	0	0
Del Mar	0	2
Fillmore	1	1
South Pasadena	0	0
Highland Park	0	1
SW Museum	0	0
Heritage Square	0	1
Lincoln Heights	0	0
Chinatown	0	1
Union Station	1	2
Little Tokyo	0	0
Pico/Aliso	0	2
Mariachi	1	1
Soto	0	0
Indiana (both LAPD & LASD)	1	2
Maravilla	0	0
East La	0	0
Atlantic	1	7
Total	5	28

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	0	0	7
Misdemeanor	4	6	51
TOTAL	4	6	58

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	83	4	134
Vehicle Code Citations	13	22	116
TOTAL	96	26	250

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	104	383
Priority	N/A*	100	321
Emergency	N/A*	14	37
TOTAL	0	218	741

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	24%	8%
Proactive	76%	92%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	OCTOBER
Gold Line-LAPD	90%
Gold Line-LASD	77%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	66		123
Arcadia Station		1	1
Del Mar Station		1	1
Filmore Station		1	1
Monrovia			6
Figueroa St	60		60
TOTAL GOAL= 10	126	3	192

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Gold Line Highlights

The Gold Line had 3 less Part 1 crime than the same period last year (8), which is a 37.5% decrease

Orange Line - October 2017

REPORTED CRIME

PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	5
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	0
Larceny	1	3
Bike Theft	0	0
Motor Vehicle Theft	0	1
Arson	0	0
SUB-TOTAL	2	12
Selected Part 2 Crimes		
Battery	0	6
Battery Bus Operator	0	0
Sex Offenses	1	2
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	1
SUB-TOTAL	1	9
TOTAL	3	21

PART 1 CRIMES PER STATION

Station	OCTOBER	FYTD
North Hollywood	0	5
Laurel Canyon	0	0
Valley College	0	0
Woodman	0	0
Van Nuys	0	2
Sepulveda	0	0
Woodley	0	0
Balboa	0	2
Reseda	1	1
Tampa	0	0
Pierce College	0	0
De Soto	0	0
Canoga	0	1
Warner Center	1	1
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	0
Total	2	12

ARRESTS

TYPE	LAPD	FYTD
Felony	1	1
Misdemeanor	1	4
TOTAL	2	5

CITATIONS

TYPE	LAPD	FYTD
Other Citations	335	702
Vehicle Code Citations	187	343
TOTAL	522	1,045

CALLS FOR SERVICE

TYPE	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
TOTAL	0	0

*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE

TYPE	LAPD
Dispatched	26.4%
Proactive	73.6%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM

LINE	OCTOBER
Orange Line- LAPD	85%

LEGEND

Los Angeles Police Department

Orange Line Highlights

The Orange Line had 8 less Part 1 crime than the same period last year (10), which is a 80% decrease

Silver Line - October 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	0
Agg Assault	0	0	0
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	1	0	1
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
SUB-TOTAL	1	0	1
Selected Part 2 Crimes			
Battery	1	0	0
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	0	0	0
SUB-TOTAL	1	0	0
TOTAL	2	0	1

PART 1 CRIMES PER STATION		
Station	OCTOBER	FYTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	0
Alameda	0	0
Downtown	1	1
37th St/USC	0	0
Slauson	0	0
Manchester	0	0
Harbor Fwy	0	0
Rosecrans	0	0
Harbor/Gateway	0	0
Carson	0	0
PCH	0	0
San Pedro	0	0
Total	1	1

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	2	0	2
Misdemeanor	4	0	9
TOTAL	6	0	11

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	301	0	662
Vehicle Code Citations	331	0	611
TOTAL	632	0	1,273

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	1	4
Priority	N/A*	1	4
Emergency	N/A*	0	1
TOTAL	0	2	9

*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	34%	0%
Proactive	66%	100%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	OCTOBER
Silver Line- LAPD	84%
Silver Line- LASD	66%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff Department	

Silver Line Highlights

The Silver Line had 1 more Part 1 crime than the same period last year (0), which is a 100% increase

Bus Patrol - October 2017

REPORTED CRIME

PART 1 CRIMES	LASD	LAPD	FYTD
Homicide	0	0	0
Rape	0	1	3
Robbery	3	20	92
Agg Assault	1	9	47
Agg Assault on Op	1	0	2
Burglary	0	0	2
Larceny	0	46	157
Bike Theft	0	0	4
Motor Vehicle Theft	1	0	18
Arson	0	0	0
SUB-TOTAL	6	76	325
Selected Part 2 Crimes			
Battery	3	32	157
Battery Bus Operator	1	5	25
Sex Offenses	0	9	33
Weapons	0	0	2
Narcotics	0	0	4
Trespassing	0	0	4
Vandalism	1	6	27
SUB-TOTAL	5	52	252
TOTAL	11	128	577

Bus Patrol

There were 44 more Part 1 crimes than the same period last year (38), which is a 115.8% increase

LASD's Part 1 Crimes per Sector

Sector	OCTOBER	FYTD
Westside	0	3
San Fernando	0	0
San Gabriel Valley	2	11
Gateway Cities	2	2
South Bay	2	9
Total	6	25

LAPD's Part 1 Crimes per Sector

Sector	OCTOBER	FYTD
Valley Bureau		
Van Nuys	2	6
West Valley	0	7
North Hollywood	1	9
Foothill	0	4
Devonshire	1	2
Mission	1	6
Topanga	1	3
Central Bureau		
Central	8	22
Rampart	4	17
Hollenbeck	0	4
Northeast	0	1
Newton	7	25
West Bureau		
Hollywood	2	5
Wilshire	4	18
West LA	0	5
Pacific	1	5
Olympic	7	30
Southwest Bureau		
Southwest	16	42
Harbor	3	13
77th Street	14	52
Southeast	4	25
Total	76	301
Total Part 1 Crimes	82	326

ARRESTS

TYPE	LASD	LAPD	FYTD
Felony	4	0	20
Misdemeanor	6	3	116
TOTAL	10	3	136

CITATIONS

TYPE	LASD	LAPD	FYTD
Other Citations	0	67	130
Vehicle Code Citations	31	0	341
TOTAL	31	67	471

CALLS FOR SERVICE

TYPE	LASD	LAPD	FYTD
Routine	83	234	1,008
Priority	100	261	1,370
Emergency	14	73	408
TOTAL	197	568	2,786

DISPATCHED VS. PROACTIVE

TYPE	LASD	LAPD
Dispatched	2%	23%
Proactive	98%	77%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM

LINE	OCTOBER
LASD BUS	84%
LAPD BUS	88%

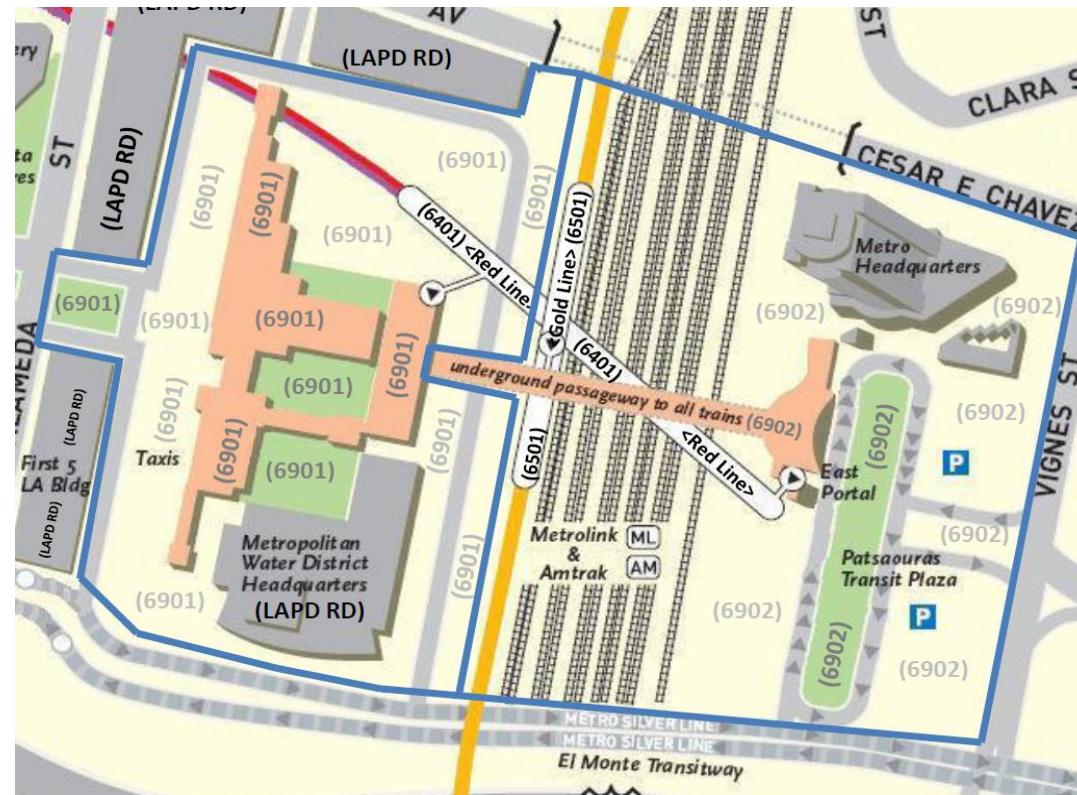
LEGEND

Los Angeles County Sheriff Department

Los Angeles Police Department

Union Station - October 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	1	5
Agg Assault on Op	0	0
Burglary	0	0
Larceny	5	17
Bike Theft	0	0
Motor Vehicle Theft	0	4
Arson	0	0
SUB-TOTAL	6	26
Selected Part 2 Crimes		
Battery	5	7
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	0	0
Trespassing	1	1
Vandalism	0	0
SUB-TOTAL	7	9
TOTAL	13	35



Westside

Eastside

ARRESTS		
TYPE	LAPD	FYTD
Felony	3	9
Misdemeanor	8	23
TOTAL	11	32

CITATIONS		
TYPE	LAPD	FYTD
Other Citations	4	62
Vehicle Code Citations	1	2
TOTAL	5	64

CALLS FOR SERVICE		
TYPE	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
TOTAL	0	0

*Currently unable to report stats by Union Station

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	30%
Proactive	70%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	85%

Union Station Highlights

Union Station had 1 more Part 1 crimes than the same period last year (5), which is a 20% increase

LEGEND

Los Angeles Police Department

Blue Line - November 2017

ATTACHMENT B

REPORTED CRIME				
PART 1 CRIMES	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	1
Rape	0	0	0	2
Robbery	0	5	1	26
Agg Assault	0	0	1	22
Agg Assault on Op	0	0	0	0
Burglary	0	0	1	1
Larceny	2	4	0	51
Bike Theft	0	0	1	4
Motor Vehicle Theft	0	0	0	7
Arson	0	0	0	1
SUB-TOTAL	2	9	4	115
Selected Part 2 Crimes				
Battery	2	2	2	39
Battery Rail Operator	0	0	0	0
Sex Offenses	1	0	0	7
Weapons	0	0	0	6
Narcotics	0	0	3	18
Trespassing	0	0	0	5
Vandalism	1	0		
SUB-TOTAL	4	2	5	75
TOTAL	6	11	9	190

PART 1 CRIMES PER STATION		
Station	NOVEMBER	FYTD
7th/Metro	1	4
Pico	0	2
Grand	0	0
San Pedro	0	0
Washington	0	5
Vernon	1	2
Slauson	3	8
Florence	0	10
Firestone	2	13
103rd St	0	2
Willowbrook	1	15
Compton	0	6
Artesia	1	9
Del Amo	2	9
Wardlow	1	4
Willow	1	8
PCH	0	5
Anaheim	0	6
5th St	0	3
1st St	0	0
Transit Mall	2	7
Pacific	0	0
Rail Yard	0	0
Total	15	118

ARRESTS				
TYPE	LAPD	LASD	LBPD	FYTD
Felony	0	4	12	101
Misdemeanor	0	18	144	648
TOTAL	0	22	156	749

CITATIONS				
TYPE	LAPD	LASD	LBPD	FYTD
Other Citations	5	5	55	770
Vehicle Code Citations	0	18	81	557
TOTAL	5	23	136	1,327

CALLS FOR SERVICE				
TYPE	LAPD	LASD	LBPD	FYTD
Routine	N/A*	65	13	442
Priority	N/A*	85	71	923
Emergency	N/A*	12	67	382
TOTAL	0	162	151	1,747

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE			
TYPE	LAPD	LASD	LBPD
Dispatched	21%	4%	11%
Proactive	79%	96%	89%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
LINE	NOVEMBER
Blue Line-LAPD	91%
Blue Line-LASD	94%
Blue Line-LBPD	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	53			184
Flower St	15			67
103rd St	9			22
Wardlow Rd			1	4
Pacific Ave.			1	1
208th St			1	1
Long Beach Blvd			1	5
TOTAL	77	0	4	284

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department
Long Beach Police Department

Blue Line Highlights

The Blue Line had 6 less Part 1 crimes than the same period last year (21), which is a 28.6% decrease

Green Line - November 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	5	23
Agg Assault	0	0	6
Agg Assault on Op	0	0	0
Burglary	0	0	2
Larceny	0	2	19
Bike Theft	0	1	3
Motor Vehicle Theft	2	0	10
Arson	0	0	0
SUB-TOTAL	3	8	63
Selected Part 2 Crimes			
Battery	0	1	11
Battery Rail Operator	0	0	0
Sex Offenses	0	0	2
Weapons	0	1	5
Narcotics	0	1	9
Trespassing	0	0	
Vandalism	0	1	7
SUB-TOTAL	0	4	34
TOTAL	3	12	97

PART 1 CRIMES PER STATION		
Station	NOVEMBER	FYTD
Redondo Beach	0	3
Douglas	0	2
El Segundo	1	2
Mariposa	0	0
Aviation	2	2
Hawthorne	1	3
Crenshaw	3	6
Vermont	1	5
Harbor	0	5
Avalon	1	3
Willowbrook	0	10
Long Beach	1	7
Lakewood	1	12
Norwalk	0	5
Total	11	65

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	1	0	30
Misdemeanor	0	11	91
TOTAL	1	11	121

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	2	3	59
Vehicle Code Citations	5	23	156
TOTAL	7	26	215

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	157	487
Priority	N/A*	48	312
Emergency	N/A*	12	70
TOTAL	0	217	869

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	16%	11%
Proactive	84%	89%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	NOVEMBER
Green Line-LAPD	99%
Green Line-LASD	90%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Green Line Highlights

The Green Line had 13 less Part 1 crimes than the same period last year (24), which is a 54.2% decrease

Expo Line - November 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	8	2	20
Agg Assault	1	1	7
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	23	0	57
Bike Thefts	0	0	10
Motor Vehicle Theft	0	0	0
Arson	0	0	0
SUB-TOTAL	32	3	94
Selected Part 2 Crimes			
Battery	4	0	12
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	2	0	
SUB-TOTAL	6	0	13
TOTAL	38	3	107

PART 1 CRIMES PER STATION		
Station	NOVEMBER	FYTD
7th/Metro	2	6
Pico	4	6
23rd St	0	0
Jefferson/USC	1	3
Expo/USC	0	2
Expo/Vermont	4	10
Expo/Western	12	23
Expo/Crenshaw	2	5
Farmdale	3	7
La Brea	1	4
La Cienega	0	3
Culver City	0	8
Palms	0	1
Expo/Westwood	1	3
Expo/Sepulveda	0	1
Expo/Bundy	2	4
26th St/Bergamot	1	3
17th St/SMC	2	3
D/T Santa Monica	0	3
Expo Rail Yard	0	0
Total	35	95

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	0	2	12
Misdemeanor	0	2	9
TOTAL	0	4	21

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	22	0	94
Vehicle Code Citations	0	0	2
TOTAL	22	0	96

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	28	155
Priority	N/A*	19	133
Emergency	N/A*	2	13
TOTAL	0	49	301

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	15%	4%
Proactive	85%	96%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	NOVEMBER
Expo Line-LAPD	99%
Expo Line-LASD	81%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	7		54
TOTAL	7	0	54

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Expo Line Highlights

The Expo Line had 16 more Part 1 crimes than the same period last year (19), which is a 84.2% increase

Red Line - November 2017

REPORTED CRIME

PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	1
Robbery	3	25
Agg Assault	5	11
Agg Assault on Op	0	0
Burglary	0	0
Larceny	17	42
Bike Theft	0	2
Motor Vehicle Theft	0	13
Arson	0	0
SUB-TOTAL	25	94
Selected Part 2 Crimes		
Battery	14	62
Battery Rail Operator	0	0
Sex Offenses	2	8
Weapons	0	0
Narcotics	0	0
Trespassing	0	3
Vandalism	4	7
SUB-TOTAL	20	80
TOTAL	45	174

PART 1 CRIMES PER STATION

Station	NOVEMBER	FYTD
Union Station	3	5
Civic Center	1	3
Pershing Square	2	6
7th/Metro	3	4
Westlake	3	21
Wilshire/Vermont	0	6
Wilshire/Normandie	0	0
Vermont/Beverly	1	4
Wilshire/Western	0	0
Vermont/Santa Monica	1	4
Vermont/Sunset	1	4
Hollywood/Western	1	3
Hollywood/Vine	3	9
Hollywood/Highland	3	11
Universal	0	3
North Hollywood	3	11
Red Line Rail Yard	0	0
Total	25	94

ARRESTS

TYPE	LAPD	FYTD
Felony	1	10
Misdemeanor	4	25
TOTAL	5	35

CITATIONS

TYPE	LAPD	FYTD
Other Citations	6	72
Vehicle Code Citations	0	2
TOTAL	6	74

CALLS FOR SERVICE

TYPE	LAPD
Routine	N/A*
Priority	N/A*
Emergency	N/A*
TOTAL	

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE

TYPE	LAPD
Dispatched	25%
Proactive	75%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM

LINE	NOVEMBER
Red Line- LAPD	89%

LEGEND

Los Angeles Police Department

Red Line Highlights

The Red Line had 10 more Part 1 crime than the same period last year (15), which is a 66.7% increase

Gold Line - November 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	0	4
Agg Assault	1	1	3
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	3	7	24
Bike Theft	0	0	8
Motor Vehicle Theft	0	1	3
Arson	0	0	0
SUB-TOTAL	5	9	42
Selected Part 2 Crimes			
Battery	3	1	16
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
Weapons	0	0	1
Narcotics	0	0	2
Trespassing	0	0	1
Vandalism	0	0	0
SUB-TOTAL	3	1	21
TOTAL	8	10	63

PART 1 CRIMES PER STATION		
Station	NOVEMBER	FYTD
APU/Citrus College	1	3
Azusa Downtown	1	1
Irwindale	1	1
Duarte	0	1
Monrovia	0	5
Arcadia	1	1
Sierra Madre	1	1
Allen	0	0
Lake	0	0
Memorial Park	0	0
Del Mar	0	2
Fillmore	0	1
South Pasadena	1	1
Highland Park	0	1
SW Museum	0	0
Heritage Square	0	1
Lincoln Heights	0	0
Chinatown	1	2
Union Station	1	3
Little Tokyo	1	1
Pico/Aliso	0	2
Mariachi	1	2
Soto	1	1
Indiana (both LAPD & LASD)	2	4
Maravilla	1	1
East La	0	0
Atlantic	0	7
Total	14	42

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	1	0	8
Misdemeanor	0	5	56
TOTAL	1	5	64

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	13	1	148
Vehicle Code Citations	1	12	129
TOTAL	14	13	277

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	88	471
Priority	N/A*	72	393
Emergency	N/A*	11	48
TOTAL	0	171	912

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	19%	5%
Proactive	81%	95%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	NOVEMBER
Gold Line-LAPD	92%
Gold Line-LASD	78%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	205		328
Arcadia Station			1
Del Mar Station		1	2
Filmore Station		8	9
Monrovia		1	7
Memorial		1	1
Magnolia Ave		1	
Azusa		1	1
Figueroa St			60
TOTAL GOAL= 10	205	13	409

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Gold Line Highlights

The Gold Line had 5 more Part 1 crime than the same period last year (9), which is a 55.6% increase

Orange Line - November 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	2	7
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	0
Larceny	2	5
Bike Theft	0	0
Motor Vehicle Theft	0	1
Arson	0	0
SUB-TOTAL	4	16
Selected Part 2 Crimes		
Battery	2	8
Battery Bus Operator	0	0
Sex Offenses	0	2
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	1	2
SUB-TOTAL	3	12
TOTAL	7	28

PART 1 CRIMES PER STATION		
Station	NOVEMBER	FYTD
North Hollywood	2	7
Laurel Canyon	0	0
Valley College	0	0
Woodman	0	0
Van Nuys	0	2
Sepulveda	1	1
Woodley	0	0
Balboa	0	2
Reseda	1	2
Tampa	0	0
Pierce College	0	0
De Soto	0	0
Canoga	0	1
Warner Center	0	1
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	0
Total	4	16

ARRESTS		
TYPE	LAPD	FYTD
Felony	0	1
Misdemeanor	1	5
TOTAL	1	6

CITATIONS		
TYPE	LAPD	FYTD
Other Citations	434	1,136
Vehicle Code Citations	200	543
TOTAL	634	1,679

CALLS FOR SERVICE		
TYPE	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
TOTAL	0	0

*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	25%
Proactive	75%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	NOVEMBER
Orange Line- LAPD	99%

LEGEND
Los Angeles Police Department

Orange Line Highlights

The Orange Line had 1 more Part 1 crime than the same period last year (3), which is a 33.3% increase

Silver Line - November 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	0
Agg Assault	0	0	0
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	0	0	1
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
SUB-TOTAL	0	0	1
Selected Part 2 Crimes			
Battery	1	0	2
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	0	0	0
SUB-TOTAL	1	0	2
TOTAL	1	0	3

PART 1 CRIMES PER STATION		
Station	NOVEMBER	FYTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	0
Alameda	0	0
Downtown	0	1
37th St/USC	0	0
Slauson	0	0
Manchester	0	0
Harbor Fwy	0	0
Rosecrans	0	0
Harbor/Gateway	0	0
Carson	0	0
PCH	0	0
San Pedro	0	0
Total	0	1

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	0	0	2
Misdemeanor	0	0	9
TOTAL	0	0	11

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	368	0	1,030
Vehicle Code Citations	177	0	788
TOTAL	545	0	1,818

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	3	7
Priority	N/A*	0	4
Emergency	N/A*	1	2
TOTAL	0	4	13

*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	27%	0%
Proactive	73%	100%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	NOVEMBER
Silver Line- LAPD	98%
Silver Line- LASD	62%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff Department	

Silver Line Highlights

The Silver Line had 1 less Part 1 crime than the same period last year (1), which is a 100% decrease

Bus Patrol - November 2017

REPORTED CRIME			
PART 1 CRIMES	LASD	LAPD	FYTD
Homicide	0	0	0
Rape	0	0	3
Robbery	0	13	105
Agg Assault	1	4	52
Agg Assault on Op	0	1	3
Burglary	0	0	2
Larceny	5	16	178
Bike Theft	1	0	5
Motor Vehicle Theft	0	0	18
Arson	0	0	0
SUB-TOTAL	7	34	366
Selected Part 2 Crimes			
Battery	2	13	172
Battery Bus Operator	0	8	33
Sex Offenses	1	3	37
Weapons	0	0	2
Narcotics	0	0	4
Trespassing	0	0	4
Vandalism	3	2	
SUB-TOTAL	6	26	252
TOTAL	13	60	618

Bus Patrol

There were 10 more Part 1 crimes than the same period last year (31), which is a 32.3% increase

LASD's Part 1 Crimes per Sector		
Sector	NOVEMBER	FYTD
Westside	3	6
San Fernando	0	0
San Gabriel Valley	1	13
Gateway Cities	2	4
South Bay	1	10
Total	7	33

LAPD's Part 1 Crimes per Sector		
Sector	NOVEMBER	FYTD
Valley Bureau		
Van Nuys	1	7
West Valley	1	8
North Hollywood	0	9
Foothill	0	4
Devonshire	0	2
Mission	0	6
Topanga	0	3
Central Bureau		
Central	3	25
Rampart	0	17
Hollenbeck	0	4
Northeast	0	1
Newton	3	31
West Bureau		
Hollywood	1	6
Wilshire	2	20
West LA	2	7
Pacific	3	8
Olympic	1	31
Southwest Bureau		
Southwest	9	51
Harbor	0	13
77th Street	8	60
Southeast	0	25
Total	34	338
Total Part 1 Crimes	41	371

ARRESTS			
TYPE	LASD	LAPD	FYTD
Felony	0	1	21
Misdemeanor	8	3	127
TOTAL	8	4	148

CITATIONS			
TYPE	LASD	LAPD	FYTD
Other Citations	0	11	141
Vehicle Code Citations	53	0	394
TOTAL	53	11	535

CALLS FOR SERVICE			
TYPE	LASD	LAPD	FYTD
Routine	69	230	1,307
Priority	109	229	1,708
Emergency	11	76	495
TOTAL	189	535	3,510

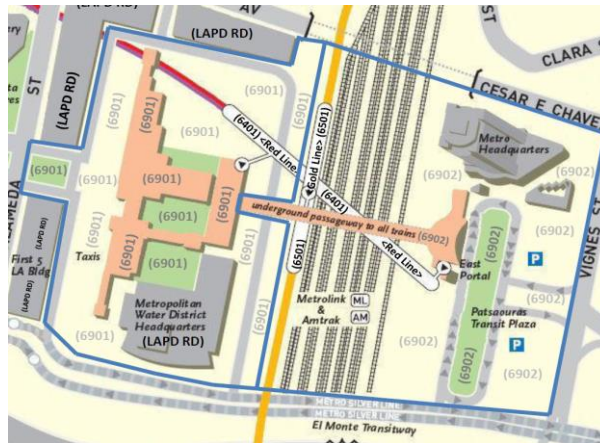
DISPATCHED VS. PROACTIVE		
TYPE	LASD	LAPD
Dispatched	1%	23%
Proactive	99%	77%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	NOVEMBER
LASD BUS	85%
LAPD BUS	99%

LEGEND	
Los Angeles County Sheriff Department	
Los Angeles Police Department	

Union Station - November 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	1	6
Agg Assault on Op	0	0
Burglary	0	0
Larceny	2	19
Bike Theft	0	0
Motor Vehicle Theft	0	4
Arson	0	0
SUB-TOTAL	3	29
Selected Part 2 Crimes		
Battery	2	9
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	1
Vandalism	0	0
SUB-TOTAL	2	11
TOTAL	5	40



Westside

Eastside

ARRESTS		
TYPE	LAPD	FYTD
Felony	3	12
Misdemeanor	0	23
TOTAL	3	35

CITATIONS		
TYPE	LAPD	FYTD
Other Citations	0	62
Vehicle Code Citations	0	2
TOTAL	0	64

CALLS FOR SERVICE		
TYPE	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
TOTAL	0	0

*Currently unable to report stats by Union Station

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	28%
Proactive	72%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	99%

Union Station Highlights

Union Station had 3 more Part 1 crimes than the same period last year (0), which is a 300% increase

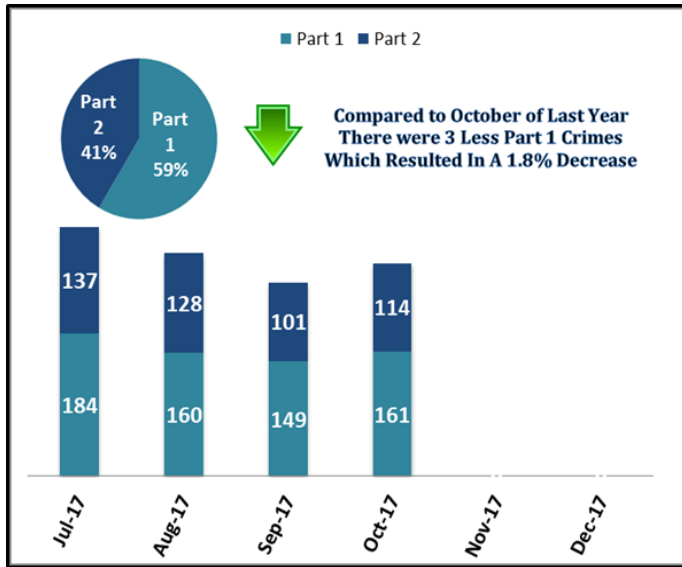
LEGEND	
Los Angeles Police Department	

Key Performance Indicators

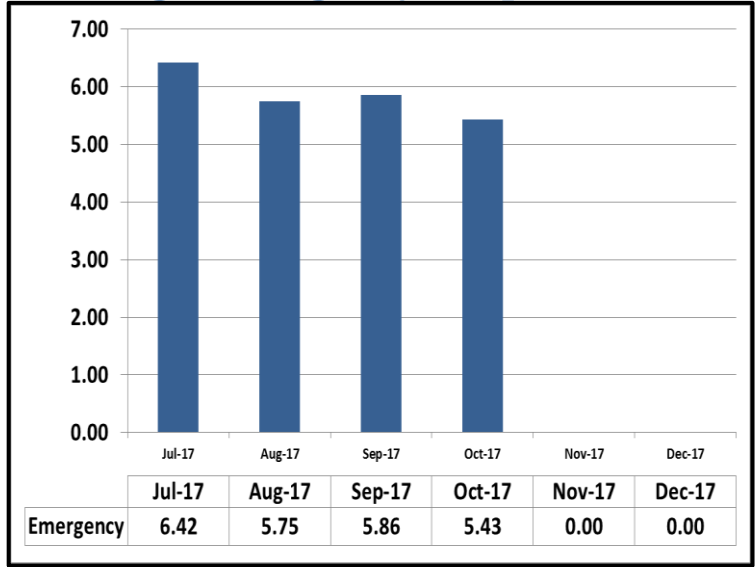
OCOTBER 2017

Attachment C

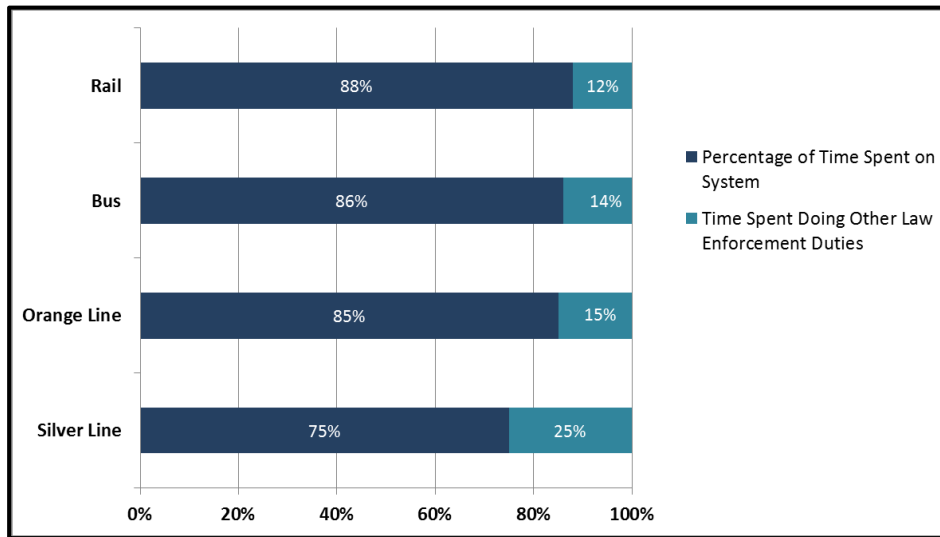
System Wide Part 1 & Part 2 Crimes



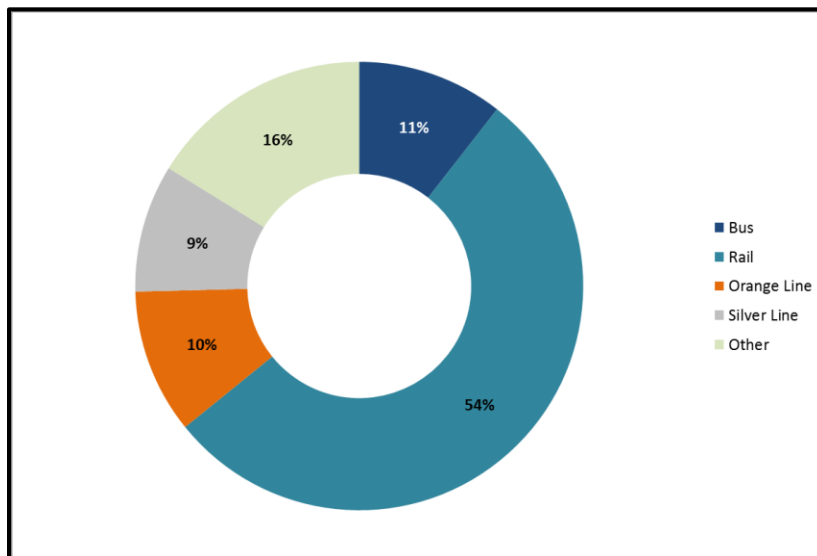
Average Emergency Response Times



Percentage of Time Spent on the System



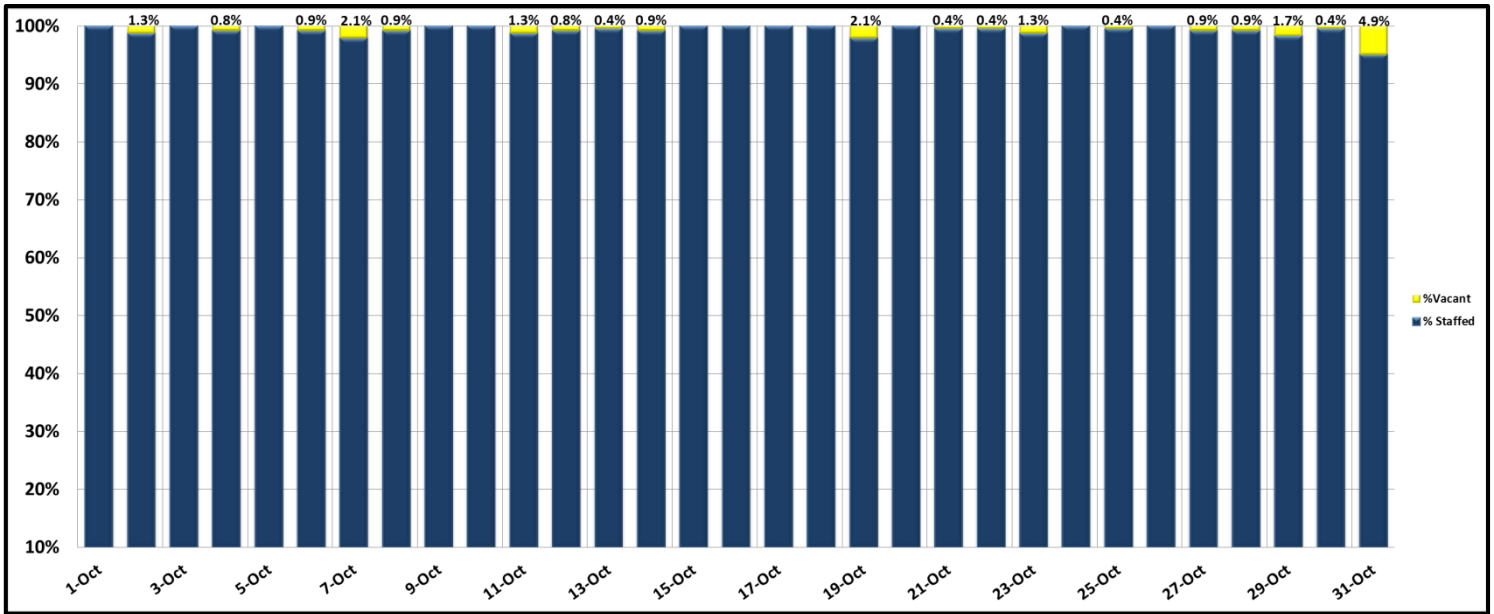
Percentage of Time Spent on the System as a Whole



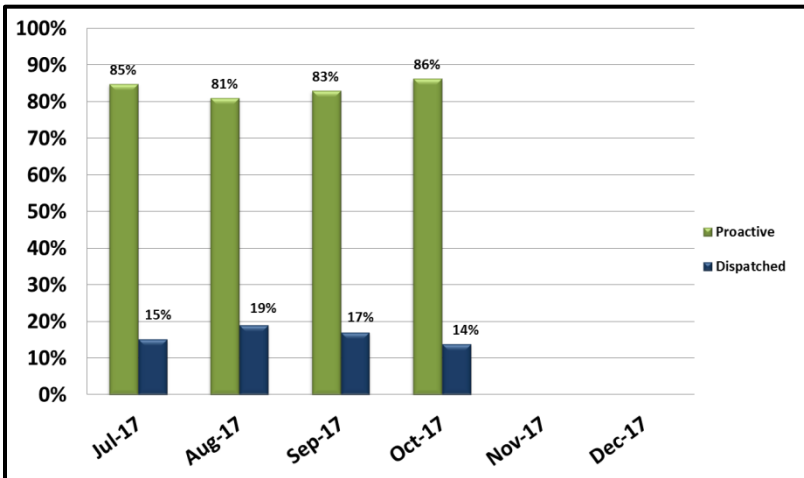
Key Performance Indicators

OCTOBER 2017

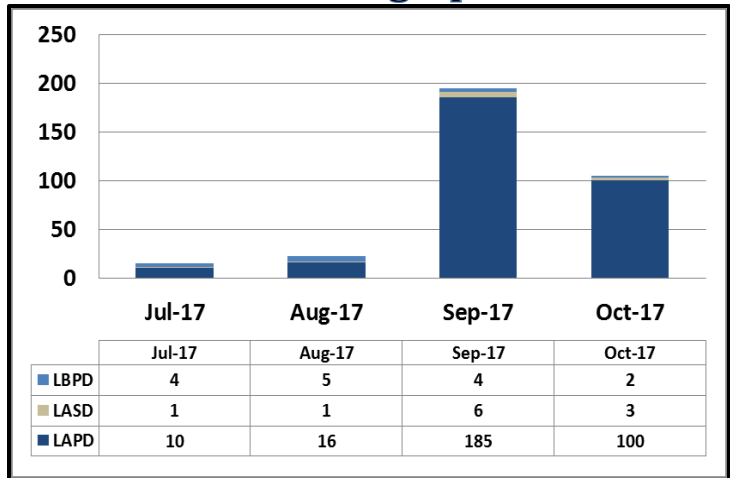
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



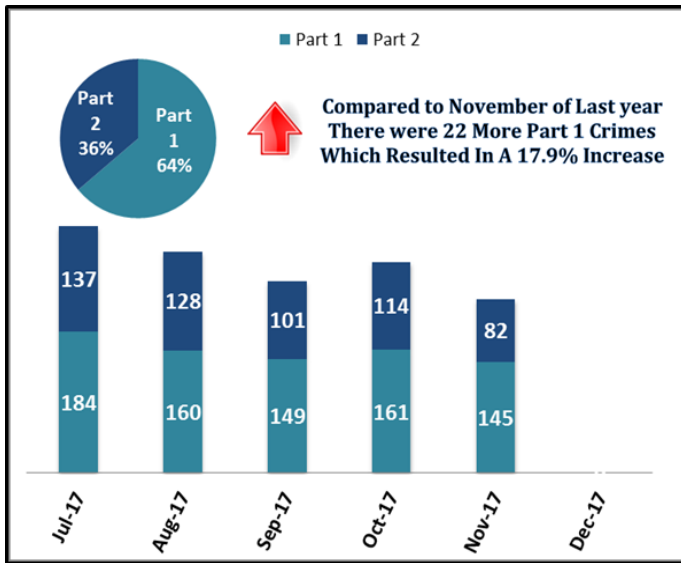
Grade Crossing Operation Locations October:

1. Washington St (58)
2. Flower St (20)
3. 103rd St (8)
4. Wardlow St (1)
5. Long Beach Blvd (1)
6. Exposition Blvd (14)
7. Marmion Way (66)
8. Figueroa St (60)
9. Gold Line Stations (3)

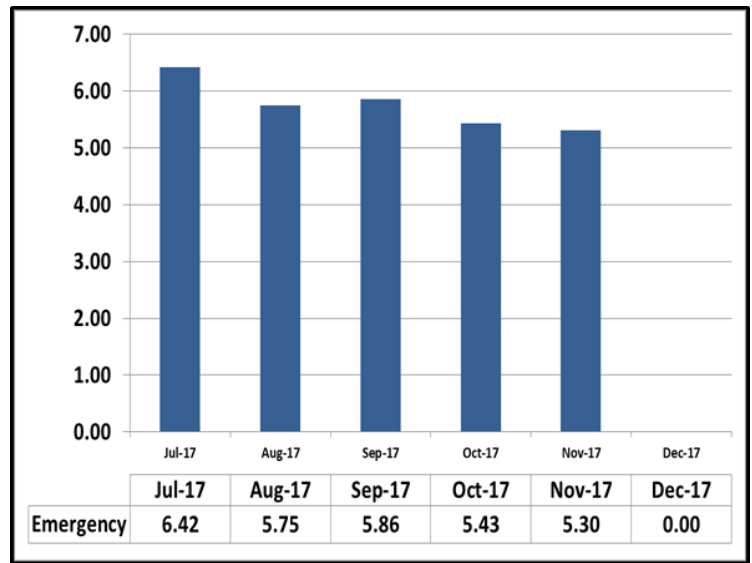
Key Performance Indicators

NOVEMBER 2017

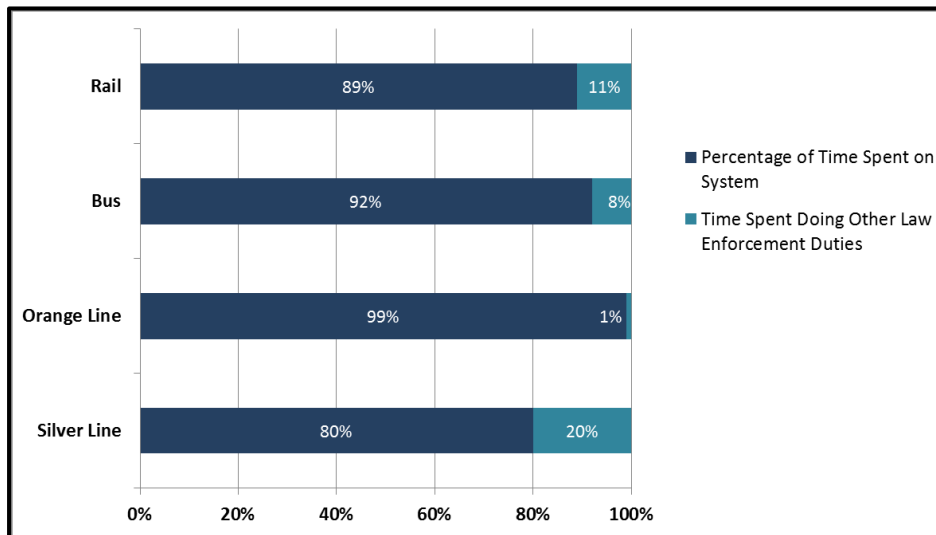
System Wide Part 1 & Part 2 Crimes



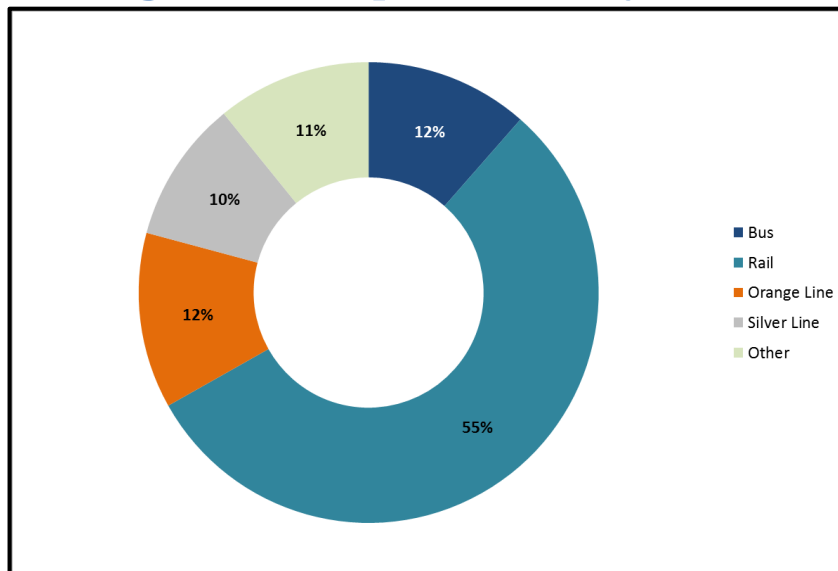
Average Emergency Response Times



Percentage of Time Spent on the System



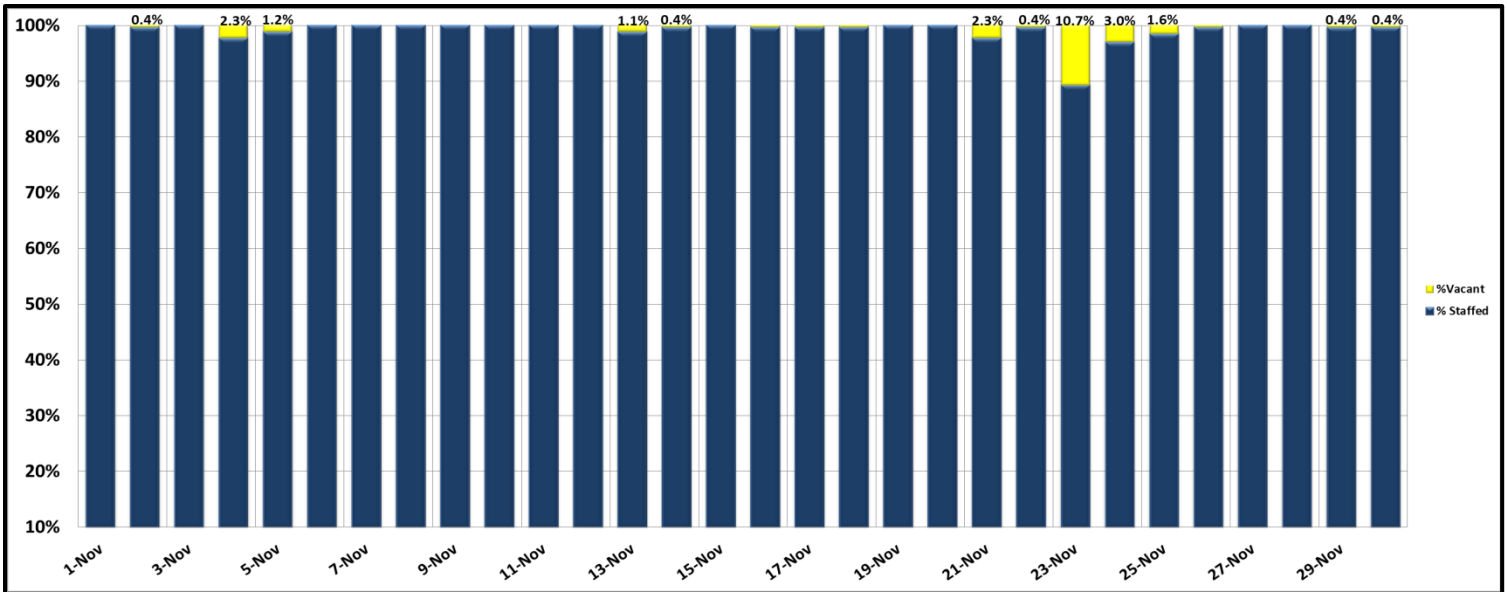
Percentage of Time Spent on the System as a Whole



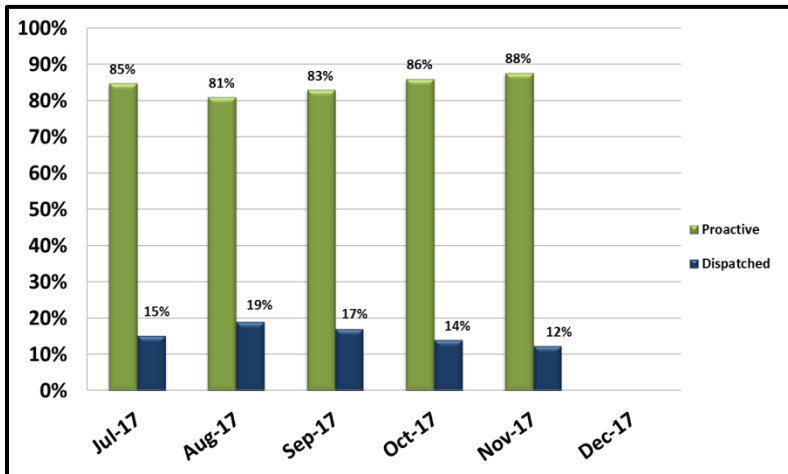
Key Performance Indicators

NOVEMBER 2017

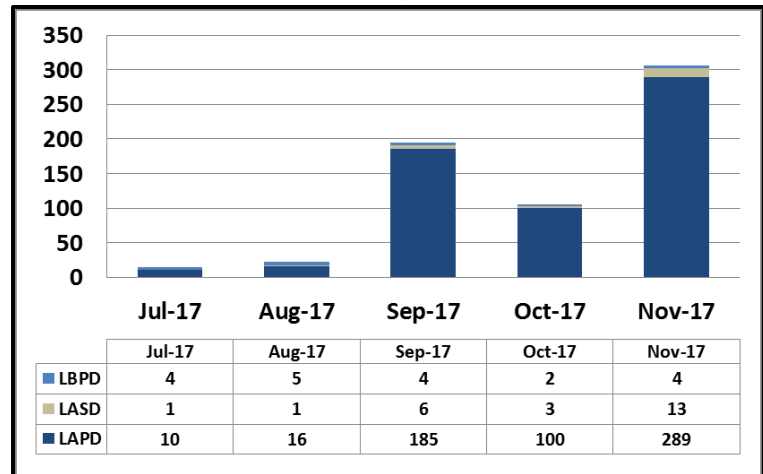
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



Grade Crossing Operation Locations November:

1. Washington St (53)
2. Flower St (15)
3. 103rd St (9)
4. Wardlow St (1)
5. Long Beach Blvd (1)
6. Pacific Ave & 208th st (2)
7. Exposition Blvd (7)
8. Marmion Way (205)
9. Gold Line Stations (13)



Board Report

File #: 2017-0803, File Type: Policy

Agenda Number: 29.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 18, 2018

**SUBJECT: RAIL AND BUS VEHICLE HISTORICAL PRESERVATION
EFFORTS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING an expanded donation policy, as defined in Attachment B, for the purpose of enabling the historical preservation by others of some portion of the original rail vehicle and bus fleet; and
- B. RECEIVING AND FILING the attached P865 retirement schedule that is consistent with the revised donation policy for the transfer of rail vehicle 100 to the City of Long Beach.

ISSUE

In September 2017, Motion #49 by Directors Garcia, Garcetti, Hahn, Solis, and Dupont-Walker was approved by the Metro Board and directed the CEO to develop an expanded donation/retirement policy for the historical preservation of the rail and bus vehicle fleet and to research transit museums. This report is provided in response to this Motion.

DISCUSSION

Metro operates and maintains a fleet of over 2,200 buses, 239 light rail, and 104 heavy rail cars. The light rail fleet consists of Nippon Sharyo P865 and P2020, Siemens P2000, Ansaldo-Breda P2550, and Kinkisharyo P3010 light rail vehicles. Metro's Rail Fleet Services department maintains a schedule for the retirement of the fleet that is consistent with the fleet management plan which focuses on age and condition investment needs, requirements, and new rail projects. P865 fleet retirement criteria includes assessment of vehicle and required maintenance activities based on age, useful-life, and State of Good Repair criteria consistent with regulatory requirements; identification of vehicles with the highest mileage. Challenges related to the historical preservation of vehicle fleets by Metro include lack of yard space to devote to long term storage; parts and materials obsolescence; know-how/training to address long-term P865 fleet repair activities; and regulatory challenges of keeping vehicles on Metro property for special operations. The existing donation policy does not

allow for rail cars and/or buses to be donated unless the donation is for continued transit operation.

Protection and preservation of transit vehicles is important to our agency and our industry, and therefore staff revised the bus and rail vehicle donation policy outlined in Attachment B. Because this motion specifically requested that rail vehicle 100 be made available to the City of Long Beach, staff reviewed the P865 rail car retirement schedule and will retain car 100 in accordance with the guidelines set by the proposed donation policy. Metro staff will also continue to proactively review existing bus retirement schedules in anticipation of donation requests for historical preservation purposes, or other well-intentioned civic uses that benefit the citizens of L.A. County. To address all future bus and rail vehicle preservation efforts, Metro staff will pursue the pathway listed below until a volunteer group is established and functional.

Expanded Donation Policy

The expanded donation policy recommended for adoption will allow public agencies, municipalities, school districts and non-profit organizations operating in Los Angeles County to receive donated rail cars, buses, and selected materials for re-purposed use. This expanded policy creates a procedure for expanding the useful life of Metro rolling stock for well-intentioned civic uses in Los Angeles County, inclusive of safety and education related hands-on training.

Transit Museum Research/Survey

Metro staff conducted research with regard to the historical preservation of our fleet by surveying transit museums in Los Angeles, throughout the U.S., and internationally dedicated to transit in an urban travel context. A total of 52 museums were surveyed as a part of this effort. There is one museum located in Los Angeles County, Travel Town, which is designated as a children's museum and focuses on railroad history. In terms of the modes that were surveyed, 48% are rail museums, 50% are multi-modal, and 4% focus on bus. Although some information was unavailable during our research, we know that about 27% rely on the assistance of volunteers and about 29% operate at a deficit. In addition, 90% of the 33 U.S. museums surveyed are registered as non-profit organizations. Most have missions related to education, preservation, operation, advocacy, restoration, recreation, and interpretation of local transportation history. Please see the complete list of transit museums surveyed in Attachment D.

Pathway Forward to Creating a Museum

- Continue research on transit museums in California, U.S. and internationally
- Explore, in detail, a select few museum models
- Survey/inventory like-minded potential partners, both public and private
- Establish a volunteer committee or group to pursue the pathway forward on this effort
- Explore organizational structure; governance matters; fundraising; locations and space criteria; acquisition & preservation of content; and like topics

Funding Sources

Staff researched potential funding sources for creating a transportation museum and found the following:

- Establishment of transportation museums are no longer eligible activities under the Federal MAP-21 Transportation Alternatives Program (TAP), formerly known as Transportation

Enhancement Activities (TEA) grants under previous federal transportation funding bills.

- Additional support and approval is required to potentially utilize any available Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) and City of Los Angeles redevelopment funding for a transportation museum/community facility.
- Review of National Institute of Museum and Library Services (IMLS) grant opportunities would be required in order to establish a transportation museum, should Metro decide to pursue becoming an accredited museum with a permanent location, professional staffing, a segregated budget, and maintains ongoing exhibits open to the general public.
- Review of local return funds regulations would be required to potentially utilize any available Proposition A, C and Measure R funding for a transportation museum. Although these funds are administered by Metro, they are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local public transit, paratransit and related transportation infrastructure in order to establish a transportation museum.
- As mentioned in the previous section, Metro staff will evaluate foundations, private sector support, and fundraising in an effort to fully analyze finance development options for the maintenance and operation of a transportation museum in Los Angeles County at a suitable location.

DETERMINATION OF SAFETY IMPACT

Expanding Metro's existing retired assets donation policy and developing a retirement schedule for P865 rail cars consistent with the revised donation policy will not have an impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

A complete financial impact from the adoption of this expanded donation policy cannot be determined at this time. As Metro's Vendor/Contract Management department receives and approves donation requests, they will then complete a Cost/Benefit Analysis that identifies the net value of the available Surplus Asset to Metro requested by the eligible donee. At this time, Metro will be able to accurately measure the net value of the Surplus Asset against the value of the services or re-purposed uses of the Surplus Assets.

ALTERNATIVES CONSIDERED

The Board could consider not adopting this expanded donation policy and keeping the existing policy; however, this approach would not be complementary to the theme of this motion which is to ensure that future generations in Los Angeles are able to understand and engage with Metro's history through the historical preservation by others of some portion of the original fleet.

NEXT STEPS

Metro will continue to retire its fleet based on approved retirement schedules and will review donation requests to ensure that they meet our policy standards. Upon Board approval of the expanded donation policy, staff will develop a form that public agencies, including the City of Long Beach, can

complete to request donation of a rail or bus vehicle. Until a volunteer group is established to carry Metro's pathway forward on this effort, Metro staff will continue work on research, outreach and analysis with other like-minded agencies, potential funding sources, and development of a proposal for a transportation and planning museum in Los Angeles County at Union Station or at other suitable locations, inclusive of a short-term and long-term implementation plan.

ATTACHMENTS

Attachment A - Motion #49 by Directors Garcia, Garcetti, Hahn, Solis, and Dupont-Walker

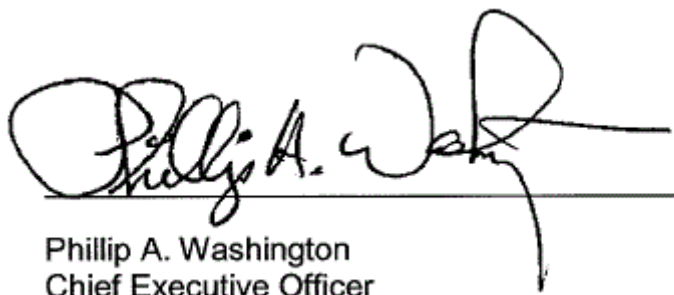
Attachment B - Revised Acquisition Policy and Procedure Manual (Chapter 12 Surplus and Sales Contracts, Section 12.28 Donations)

Attachment C - P865 Retirement Schedule

Attachment D - Metro Survey of Transit Museums Matrix

Prepared by: Nancy Saravia, Sr. Transportation Planning Manager (213) 922-1217
Matt Barrett, Director, Library Services and Records Management (213) 922-7444
Victor Ramirez, DEO, Procurement, (213) 922-1059

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

**Board Report**

File #:2017-0657, **File Type:**Motion / Motion
Response

Agenda Number:49.

**REGULAR BOARD MEETING
SEPTEMBER 28, 2017****Motion by:**

GARCIA, GARCETTI, HAHN, SOLIS, and DUPONT-WALKER

September 28, 2017

Historical Preservation Efforts for Rail Vehicles

The oldest rail vehicles in the Metro fleet are being retired and scrapped over the next two years. These vehicles began service on the Metro Blue Line when it opened in 1990 and have since primarily remained in revenue service on the Metro Blue Line. They have each traveled an average of over 1.5 million miles since they were put into service 27 years ago. To date, Metro has already retired and scrapped at least eight of these vehicles.

The Metro Board of Directors has a policy relating to Metro retired assets that limits the donation of these assets. However, some of these vehicles should be retained and made available for other uses. These other uses could include, but are not limited to: museum display, ceremonial special service, adaptive reuse, and emergency services training.

The very first of these rail vehicles - numbered 100 in the Metro fleet - is named after the City of Long Beach, and we wish for this vehicle to be made available first to its namesake city.

The current Metro Rail system will serve Los Angeles for many generations to come, and Metro should ensure that future generations are able to understand and engage with Metro's history. Metro should take steps to preserve at least one of each bus and rail vehicle model to create a heritage fleet that can be displayed in a future Los Angeles Transit Museum or deployed for special heritage or ceremonial service.

Metro can look to New York for inspiration on its historical preservation efforts. The New York Transit Museum opened in 1976 and features many historical rail vehicles, railway equipment, and vintage buses. Additionally, New York MTA runs special trains with vehicles as much as 100 years old.

Protection and preservation of Metro transit vehicles are important, as transit history can be communicated effectively through these vehicles for generations to come. The history of not just Metro, but of Los Angeles, can be experienced through Metro's transit vehicles.

**SUBJECT: MOTION BY GARCIA, HAHN, SOLIS, GARCETTI, AND DUPONT-WALKER
HISTORICAL PRESERVATION EFFORTS FOR TRANSIT VEHICLES**

WE, THEREFORE, MOVE to direct the CEO to develop an expanded policy for the preservation of some portion of the original rail vehicle and bus fleet for purposes that include, but are not limited to: historical preservation and conservation, ceremonial special service (if feasible), adaptive reuse, and emergency services training. We request a report back to the Metro Board of Directors on this policy, as well as any further considerations, within 60 days.

WE FURTHER MOVE to direct Metro staff to develop a plan that is consistent with the revised donation policy for the possible storage, donation, and transfer of rail vehicle number 100 to its namesake - the City of Long Beach - to be utilized by the city in a manner that raises the local visibility of the Metro Blue Line and embraces the region's transit history.

FRIENDLY AMENDMENT BY SOLIS:

I FURTHER MOVE, that the CEO report back include the following:

- A. A high level review of other public transit or transportation museums in the United States;
- B. Determine a pathway by which to further explore creating a Los Angeles County;
- C. Identify like-minded or mission-similar organizations that can serve as potential partners in the establishment, curation, maintenance and operation of such museum; and
- D. Report on funding sources that have transportation museums as an eligible use.

Existing Metro Acquisition Policy and Procedure Manual

(From Chapter 12 – Surplus Sales Contracts)

12.8 Donations

- ~~A. The donation of any material, equipment or non-revenue vehicle to a public agency, private or Non-Profit organization is permitted if it meets one of the following conditions:~~
- ~~B. If the asset has value, it must be determined that the asset will be used for some public transit related purpose within the MTA's jurisdiction; or~~
- ~~C. It must be determined that the asset has no market/salvage value; or~~
- ~~D. It must be determined that the cost to remove or dispose of the asset will exceed the estimated revenue or return from the sale.~~
- ~~E. This policy shall be implemented in concert with the prohibitions against gifts of public funds.~~

Revised Metro Acquisition Policy and Procedure Manual

12.8 Donations

Metro may make donations of its available surplus material, equipment, revenue service vehicles and non-revenue vehicles ("Surplus Asset") to Public Agencies, Municipalities, School Districts and Non-Profit Organizations ("Eligible Donee") for continued public transit services, or for other re-purposed public uses and services that benefits all Los Angeles County citizens.

Approved donation requests shall meet the policy standard that all donations shall not constitute a gift of public funds. In order to meet that standard a Cost/Benefit Analysis shall be performed on each donation request to ensure that the well-intended use of the Surplus Asset by the Eligible Donee is greater than the value that Metro would earn through the sale or salvage of the Surplus Asset.

- A. The Eligible Donee shall submit a Donation request to Vendor/Contract Management for a specific Surplus Asset. The Donation request shall provide a detailed description of the well-intended uses of the Surplus Asset, including the real value to be earned from the continued transit use of the Surplus Asset, and any factors that describe the real or intrinsic value of any repurposed use.
- B. Vendor/Contract Management shall perform a Cost/Benefit Analysis that first identifies the net value of the Surplus Asset to Metro. The net value includes the estimated market value for the sale or salvage of the Surplus Asset minus the cost to remove or dispose of the Surplus Asset.

The Cost/Benefit Analysis shall measure the net value of the Surplus Asset against the value of the services or re-purposed uses of the Surplus Asset by the Eligible Donee.

- C. The Chief of Vendor/Contract Management may approve the donation of Metro Assets if the Cost/Benefit Analysis performed by Metro demonstrates that the well-intentioned use by the Eligible Donee has greater value to all citizens of Los Angeles County than the net value of the Surplus Asset to Metro.
- D. Once a donation is approved by Metro the Eligible Donee is responsible for all costs associated with the transfer, storage, maintenance and re-title of the Surplus Asset. The Eligible Donee must remove and take possession of the Surplus Asset within 120 days of Metro's approval.
- E. The Eligible Donee shall indemnify Metro for any claims in connection with or relating to, the transfer, use or services performed by the Eligible Donee with the Surplus Asset.

Metro Blue Line P865
Decommissioning and Retirement Schedule

				2017												2018													
		Start	End	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
1.0	P865 Fleet Decommissioning/Retirement Schedule	Feb-17	Aug-18		105					129 147	115 132 128 133	116 122	152 134 143 146 109 126	153 123 150 136	118 124 119 145	139 114 130 121	127 111 103 141	101 104 120 110	102 131 107 117	100 106 108 112	113 135 140 144	148 125 142 151	137 149 138						
Total # of Cars (54)				0	1	0	0	0	0	2	4	2	6	4	4	4	4	4	4	4	4	4	3	0	0	0	0		

Survey of Transit Museums

Attachment D

This survey focused mainly on museums dedicated to transit in an urban travel context. It excludes museums that are dedicated solely to a single transportation mode such as automobiles, freight and interstate passenger railroads, stagecoaches, steamships, or intercity bus transportation. It also excludes aviation, maritime, military, motorcycle, and model railroad museums. Staff and budget information was gathered from GuideStar, when available, and reflects the most recent information available. Most descriptive statements are taken from museums' websites.

Summary of Findings: Most of the museums have rolling stock and other vehicles (many are operational). They are predominantly 501(c)(3)'s and tend to rely heavily on the assistance of volunteers. Many operate at a deficit. Most have missions related to education, preservation, operation, advocacy, restoration, recreation, and interpretation of local transportation history.

LOS ANGELES/GREATER LOS ANGELES

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Travel Town Museum	Griffith Park, City of Los Angeles, California	American Southwestern Railway Association Inc.	18 employees 300 volunteers	\$239,000	\$209,154	A combined transportation museum and recreation center. Designated a children's museum. Operated by the City of Los Angeles Department of Parks and Recreation.	To educate the public about railroad history as it pertains to the development of the Southwest Region of the United States, particularly the Los Angeles area.
Orange Empire Railway Museum	Perris, Riverside County, California	Southern California Railway Museum Inc.	7 employees 150 volunteers	\$1,597,815	\$1,615,061	Mainly LA streetcar, trolley and interurban rail oriented museum and archive. Key rail equipment was acquired from Metro's predecessors in the late 1950's to create the museum. Restored LA street railway cars run on a track. New 8,000 sq. ft. archive building added to the OERM campus recently (completed in 2015).	To bring Southern California's railway history to life.

CALIFORNIA

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Cable Car Museum	San Francisco, California	Friends of the Cable Car Museum	5 employees	\$294,093	\$231,279	Houses historic cable cars, photographs, mechanical displays, and a gift shop. Museum is free to the public and is focused on San Francisco cable car history.	To continue to enhance the museum exhibits and strive to raise the public's awareness of the importance of the cable car to San Francisco.
California Trolley and Railroad Museum	Santa Clara, California	California Trolley and Railroad Corporation	0 employees 50 volunteers	\$16,594	\$23,702	Museum is celebrating rich legacy of railroading and trolleys within Santa Clara County has been under development by CTCRC since 1992. Since 2002, CTCRC has been actively working with various public agencies for a suitable location within the community.	To preserve and reflect the rich legacy of rail transportation in the Santa Clara Valley for the educational and recreational benefit of current and future generations.
Market Street Railway and Streetcar Museum	San Francisco, California	Market Street Railway	5 employees 75 volunteers	\$317,018	\$259,204	Operating "vintage rail transit in its 'natural habitat,'" as well as maintaining a museum and gift shop. Museum is nonprofit preservation partner of the San Francisco Municipal Transportation Agency. SFMTA (Muni). Museum supports Muni's historic transit activities, but is not part of Muni and receives no government money.	Advocate for historic streetcar and cable car service improvements and expansion, educate people about the importance of attractive transit in creating vibrant, livable cities, and celebrate the wonderful historic streetcars, cable cars, and busses owned and operated by Muni, a service of the San Francisco Municipal Transportation Agency (SFMTA).
Pacific Bus Museum	Fremont, California	Pacific Bus Museum	Information unavailable	\$26,398	\$37,193	The museum is an active organization of 'bus enthusiasts' based in Northern California, is dedicated to honoring the history of this unique form of transportation. The bus collection comprises over 20 coaches, both transit (city) and intercity (over-the-road) types encompassing eras from the 1930s on and is focused on, but not limited to, California and the western United States. Many come from bus systems that no longer exist. The collection also includes bus artifacts and memorabilia.	The preservation, restoration and operation of historic buses and the acquisition and collection of bus artifacts and memorabilia for the education, appreciation and enjoyment of the membership and the public. Our aim is to preserve yesterday for tomorrow.

UNITED STATES (In no particular order)

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Baltimore Streetcar Museum	Baltimore, Maryland	Baltimore Streetcar Museum	0 employees 0 volunteers	\$122,118	\$147,126	A small, volunteer-run museum dedicated to the history of street railways and transit with representative operating streetcars also from Philadelphia. Numerous vintage cars operate at the museum, from early 20th Century wooden streetcars to more modern WWII era and post-WWII era PCC cars.	Preserving Baltimore's public transportation history, especially the street railway era.
Connecticut Trolley Museum	East Windsor, Connecticut	Connecticut Electric Railway Association Incorporated	17 employees 221 volunteers	\$340,092	\$357,957	The museum has over 70 pieces of rail equipment dating back to 1869. Visitors can see historic passenger and freight trolley cars, interurban cars, elevated railway cars, passenger and freight railroad cars, service cars, locomotives, and a variety of other equipment from railways around Connecticut. The collection includes examples from Brooklyn, Boston, New Orleans, Milwaukee, Cleveland, Springfield, Lynchburg, Montreal, and even Rio De Janeiro, Brazil.	To provide a historically accurate educational experience of the trolley era, through the interpretation, preservation, restoration, and operation of an electric railway.

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
New York Transit Museum	New York City, New York	Friends of the New York Transit Museum	44 employees	\$2,002,868	\$1,825,337	The museum is dedicated to telling and preserving the stories of mass transportation – extraordinary engineering feats, workers who labored in the tunnels over 100 years ago, communities that were drastically transformed, and the ever-evolving technology, design, and ridership of a system that runs 24 hours a day, every day of the year. Housed underground in an authentic 1936 subway station in Downtown Brooklyn, the Transit Museum’s working platform level spans a full city block, and is home to a rotating selection of twenty vintage subway and elevated cars dating back to 1907. Visitors can board the vintage cars, sit at the wheel of a city bus, step through a time tunnel of turnstiles, and explore changing exhibits that highlight the cultural, social and technological history – and future – of mass transit.	Founded in 1976, the New York Transit Museum is one of only a few museums in the world dedicated to telling the story of urban public transportation. The Museum collects, exhibits, interprets, and preserves the history, sociology, and technology of public transportation systems in the New York metropolitan region, and conducts research and educational programs that make its extensive collections accessible and meaningful to a broad audience.
Phoenix Trolley Museum	Phoenix, Arizona	Phoenix Trolley Museum	Information unavailable	Information unavailable	Information unavailable	The Phoenix Trolley project was started in 1975 by a group of individuals who purchased one of the last remaining bodies of an original Phoenix Streetcar, and became a museum in 1978. Since that time, a car barn has been constructed and streetcars have been purchased and partially restored. As of Spring 2016 the museum learned that it must relocate and is in the midst of executing a relocation plan.	Tell the Phoenix streetcar story... engage the community, offer interactive educational experiences, and collect, preserve, and showcase historic streetcars.
Brooklyn Trolley Museum	Brooklyn, New York	Brooklyn Historic Railway Association	Information unavailable	\$64,278	\$64,278	The Brooklyn Historic Railway Association (BHRA) is dedicated to returning trolleys to the streets of Brooklyn, NY. BHRA has two decades of experience working with light rail technology and historic trolleys. BHRA draws on its skilled technicians, trained laborers and motivated volunteers in completing all work in-house.	To extend the line to Downtown Brooklyn.
Champlain Valley Transportation Museum	Plattsburgh, New York	Champlain Valley Transportation Museum	2 employees	\$79,713	\$92,093	Located on the grounds of the former Plattsburgh Air Force Base, the museum contains examples of vehicles, boats, and railroad cars used in the Champlain Valley including Native American canoes, barges, ferries, and a rare restored 1915 luxury Type 82 Lozier automobile, at one time the most expensive car in America.	Information unavailable
Commonwealth Coach & Trolley Museum	Roanoke, Virginia	Commonwealth Coach and Trolley Museum	Information unavailable	\$22,702	\$27,340	The museum was formed in 1999 when the Virginia Museum of Transportation in Roanoke decided to de-access its fleet of transit coaches collected through the years. The purpose of the Museum is to educate Virginians about the history, use, and efficiency of public transit, all while serving non-profit organizations and public events. All personnel who drive and maintain the fleet are non-paid and the museum only asks for donations for fuel and maintenance if an organization is capable of assisting.	To educate Virginians about the history, use, and efficiency of public transit, all while serving non-profit organizations and public events.
East Troy Electric Railroad Museum	East Troy, Wisconsin	East Troy Railroad Museum	0 employees 171 volunteers	\$471,519	\$486,718	The East Troy Railroad Museum operates on the last remaining piece of the original interurban network which operated in Wisconsin. The museum has 32 pieces of equipment with over 500 members worldwide, 110 active volunteers and 15,000 visitors each year.	Dedicated to the preservation of the rail heritage of Wisconsin and America.
Forney Transportation Museum	Denver, Colorado	Forney Museum	9 employees 83 volunteers	\$813,701	\$590,874	The Forney Museum of Transportation is a one-of-a-kind collection of over 600 artifacts relating to historical transportation. It began with a single 1921 Kissel, but soon expanded to include vehicles of all kinds. Today it includes not just vehicles, but also buggies, motorcycles, steam locomotives, aircraft, carriages, rail equipment, fire apparatus, public transportation, sleighs, bicycles, toys & die-cast models, and vintage apparel.	To collect, preserve, and exhibit items of artistic, historical and technological interest relating to transportation for the purposes of education and personal enrichment.
The Henry Ford	Dearborn, Michigan	The Edison Institute, Inc.	1,946 employees 548 volunteers	\$61,610,348	\$67,707,047	A large indoor and outdoor history museum complex and National Historic Landmark in the Detroit suburb. The museum collection contains the presidential limousine of John F. Kennedy, Abraham Lincoln’s chair from Ford’s Theatre, Thomas Edison’s laboratory, the Wright Brothers’ bicycle shop, the Rosa Parks bus, and many more historical exhibits. It is the largest indoor-outdoor museum complex in the United States and is visited by 1.6 million people each year.	The Henry Ford provides unique educational experiences based on authentic objects, stories, and lives from America’s traditions of ingenuity, resourcefulness, and innovation. Our purpose is to inspire people to learn from these traditions to help shape a better future.

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Iowa Transportation Museum	Grinnell, Iowa	Iowa Transportation Museum	0 employees 0 volunteers	\$10,355	\$10,260	Museum opened in 2012 and closed in 2015. They ran out of money because of a change to historic tax credits. A "Transportation Heroes" online exhibit is maintained at www.transportationheroes.org .	Information unavailable
National Museum of Transportation	Kirkwood, Missouri	Transport Museum Association	55 employees 5 volunteers	\$878,317	\$811,156	Museum covers many forms of transportation, including a collection of "interurban and city transit." Founded in 1944, it restores, preserves, and displays a wide variety of vehicles spanning 15 decades of American history: cars, boats, aircraft, and in particular, locomotives and railroad equipment from around the United States.	We renovate. We restore. We educate. We preserve history for future generations.
Museum of the City	Online Museum (based out of Oregon)	Museum of the City	Information unavailable	Information unavailable	Information unavailable	Web-based museum includes a gallery on Transportation, mostly featuring urban transit in a variety of international cities. "The web-based Museum of the City publishes exhibits about the past, present and future of cities, humankind's greatest artifact. Museum visitors — thousands per month from over 40 nations — experience ideas, images, and interpretations that illuminate the design, health, and sustainability of cities worldwide. In partnership with Portland State University and the International Council of Museums' Committee for the Collections and Activities of Museums of Cities (CAMOC).	Every city tells a story. We at the Museum of the City believe citizens achieve a deeper understanding of cities—of their culture and peoples, their art and industries—as well as learn how to better plan their future, by sharing knowledge and stories about them.
Memphis Railroad & Trolley Museum,	Memphis, Tennessee	Memphis Railroad & Trolley Museum, Inc.	Information unavailable	\$27,481	\$4,180	The Memphis Railroad & Trolley Museum is dedicated to the local history of Railroad and the Memphis Trolleys. The museum provides static exhibits as well as video documentation and railroad model dioramas. Due to construction, the museum suspended operations on December 30, 2016, until such time that construction activities allow re-opening, expected to occur in the fall of 2018.	Information unavailable
Minnesota Transportation Museum	St. Paul, Minnesota	Minnesota Transportation Museum	7 employees 200 volunteers	\$562,866	\$882,664	The MTM was formed in 1962 to save a streetcar that had been built and operated by Twin City Rapid Transit (TCRT) in Minneapolis-St. Paul. In 2004–2005, the organization's streetcar operations became the Minnesota Streetcar Museum. In addition, a steamboat that was originally built by TCRT in a style similar to its streetcars became the Museum of Lake Minnetonka.	Minnesota Transportation Museum is a non-profit organization that collects, preserves, interprets and operates a historic railroad and transportation equipment and artifacts in order to tell the story of transportation history through unique attractions and engaging experiences.
Museum of Bus Transportation	Hershey, Pennsylvania	Museum of Bus Transportation	0 employees 0 volunteers	\$57,977	\$98,917	It has the largest collection of buses on display under one roof in the US. The Museum has representative vehicles from 1912 through 1975. Altogether eleven restored historical buses are currently on display. These antique buses are complimented with a colorful display of authentic bus memorabilia including bus station signs, bus stop signs, historical photographs, toy and model buses and other interesting items from these decades. Located in the basement of the Antique Auto Museum of Hershey.	To promote the bus industry, and seek to be of continuous interest to both the general public and the bus enthusiast.
National Capital Trolley Museum	Colesville, Maryland	National Capital Historical Museum of Transportation, Inc.	4 employees 40 volunteers	\$152,929	\$124,370	Primarily D.C. and US National trolley and streetcar collection, with some international representation as well.	The National Capital Trolley Museum preserves and interprets the history of electric street and interurban railways for the Nation's Capital.
North Carolina Transportation Museum	Spencer, North Carolina	North Carolina Transportation Museum Foundation	18 employees 250 volunteers	\$1,821,148	\$2,687,289	It is located on the site of what was once Southern Railway Company's largest steam locomotive repair facility. The site features an authentic train depot, antique automobiles, and a 37-bay Roundhouse that includes 25 locomotives, dozens of rail cars and other exhibit areas. The museum offers seasonal train rides, guided tours for scheduled groups, and special events scheduled throughout the year. The Museum is part of the Division of State Historic Sites, which is a division of the Department of Cultural Resources. The Department of Cultural Resources is a state agency dedicated to the promotion and protection of North Carolina's arts, history and culture.	To preserve and interpret the history of transportation in North Carolina and to present this history in a manner that allows visitors to enjoy their experience as well as learn from it. Objectives related to the mission are: To preserve the buildings and other historic features of Spencer Shops; To interpret the history of the Southern Railway repair facility, the community and the people who were associated with it; and To operate an on-going program of transportation artifact restoration and conservation.

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Oregon Electric Railway Museum	Brooks, Oregon	Oregon Electric Railway Historical Society, Inc.	Information unavailable	\$115,460	\$118,211	The Oregon Electric Railway Museum is an operating trolley museum. It features trolleys and other electric railway equipment from the West Coast as well as from around the world. The railway equipment collection dates from the 1890's thru 1977.	To preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations. To fulfill this mission The Society will promote: the study of electric railways, their physical equipment, properties and operation, devoting special attention to the electric railways of western Oregon; the procurement and preservation of historic electric railway equipment, materials and property; and the display, interpretation and operation of surviving historic equipment, materials and properties.
Owls Head Transportation Museum	Owls Head, Maine	The Owls Head Transportation Museum	21 employees 382 volunteers	\$1,769,389	\$2,076,814	Multi-mode transportation collection: Aircraft, automobiles, bicycles, carriages, engines, and motorcycles, all pre-WWII.	To collect, preserve, exhibit and operate pre-1940 aircraft, ground vehicles, engines, and related technologies significant to the evolution of transportation for the purpose of education
Pennsylvania Trolley Museum	Washington, Pennsylvania	Pennsylvania Trolley Museum	7 employees 150 volunteers	\$1,978,620	\$1,197,354	The Pennsylvania Trolley Museum opened in 1954. The museum boasts a collection of nearly 50 cars, over 600 members worldwide, 150 active volunteers, and over 30,000 visitors each year.	To communicate the story of Pennsylvania's Trolley Era to a diverse audience through the preservation, interpretation, and use of its collection of electric railway and railroad equipment, associated artifacts and photo/document archives, and to ensure that its visitors have an enjoyable and rewarding educational experience.
Seashore Trolley Museum	Kennebunkport, Maine	New England Electric Railway Historical Society	20 employees 66 volunteers	\$1,414,443	\$764,087	Bills itself as the largest electric railway museum in the world. Collection includes vehicles from almost all major cities in the United States that had streetcar systems, as well as from other cities across the globe, to provide samples of how generations past moved about for work, school and leisure and to show the dedicated craftsmanship put forth to construct these workhorse vehicles.	New England Electric Railway Historical Society shares powerful connections between the past and present. We preserve knowledge, context, and resources for future generations by collecting, restoring, operating, and exhibiting significant public transit vehicles and artifacts.
Shelburne Falls Trolley Museum	Shelburne Falls, Massachusetts	Shelburne Falls Trolley Museum Inc.	0 employees 0 volunteers	\$73,841	\$43,214	Small railroad museum dedicated to preserving and operating car number 10 of the former Shelburne Falls and Colrain Street Railway. The museum also has a small assortment of equipment that is not related to the Shelburne Falls & Colrain Street Railway, including an ex-Central Vermont caboose, a Central Vermont handcar, 2 MBTA PCC cars, and other railroad and trolley equipment.	To preserve railroad and trolley history and artifacts, especially of the Franklin County, Massachusetts area, and to educate the public about these artifacts and historical information through collection, restoration, display, demonstration and interpretation.
Shore Line Trolley Museum	East Haven, Connecticut	Shore Line Trolley Museum	Information unavailable	Information unavailable	Information unavailable	Shore Line Trolley Museum is the oldest operating trolley museum in the United States. It was founded to preserve the heritage of the trolley car. The museum includes exhibits on trolley history in the visitors' center and offers rides on restored trolleys along its 1.5 miles (2.4 km) track. The ride includes a tour of the museum's historic trolley collection. Also includes an Archives facility.	To preserve the unique heritage of an endangered species — the trolley car.
Trolley Museum of New York	Kingston, New York	Trolley Museum of New York	Information unavailable	\$31,536	\$55,780	The Trolley Museum of New York has been in downtown Kingston since 1983. It became an established attraction on the East Strand just as the area started to rise as a popular tourist destination spot.	Educate people on the importance of the trolley in the development of modern urban society.
Virginia Museum of Transportation	Roanoke, Virginia	Virginia Museum of Transportation Inc.	21 employees 120 volunteers	\$1,958,233	\$1,607,776	The Museum's collection includes approximately 2,500 objects, including more than 50 pieces of rolling stock – locomotives and other rail cars – including the largest collection of diesel locomotives in the South. The Museum has expanded its collection to include automotive, aviation, transit, and other artifacts and frequently exhibits loaned objects.	To advance all modes of transportation across the Commonwealth, to celebrate and preserve the hard work and ingenuity of generations past, and to inspire current and future generations to value this industry which is essential to Virginia's history, culture, and economic growth.
Smithsonian Museum – American on the Move (Permanent Exhibit)	Washington D.C.	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The Smithsonian Institution is a multi-building group of museums and research centers administered by the US Government. The National Museum of American History (one of the Smithsonian museums) has a permanent exhibit entitled "American on the Move," that explores the role of transportation in American history.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
INTERNATIONAL							
London Transport Museum	London, England	London Transport Museum	94 employees 262 volunteers	£15,599,000	£15,857,000	London Transport Museum explores the story of London and its transport system over the last 200 years, highlighting the powerful link between transport and the growth of modern London, culture and society since 1800. The museum cares for over 450,000 items - preserving, researching and acquiring objects to use in galleries, exhibitions and other activities.	<ul style="list-style-type: none"> • Preserve our transport heritage and interpret the vital role transport has played in the life of our city • Deliver education programs for schools, working with over 100,000 young people every year • Work with communities throughout London on creative and educational projects both within and outside the Museum • Raise awareness of future transport issues and opportunities to promote a sustainable London
Land Transport Authority Gallery	Singapore	Information unavailable	Information unavailable	Information unavailable	Information unavailable	<p>The Land Transport Gallery is the visitor center of the Land Transport Authority (LTA), a statutory board under the Ministry of Transport of Government of Singapore. The gallery is located at the main LTA Hampshire Office and showcases the evolution of the land transport system in Singapore.</p> <p>The Land Transport Authority (LTA), established on 1 September 1995, is responsible for planning, operating and maintaining Singapore's land transport infrastructure and systems. The gallery brings visitors through the history of LTA from the past to present and how the transport system in the country has evolved over the years.</p>	Information unavailable
Edmonton Radial Railway Society Museum	Edmonton, Alberta, Canada	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The Strathcona Streetcar Barn & Museum has displays that include artifacts, pictures and information relating to streetcar history, Edmonton's original streetcar system and museum streetcars from around the world. It has the largest fleet of heritage streetcars in Western Canada. In total there are over twenty-five streetcars, with eight in seasonal service, two undergoing restoration and sixteen others in storage or awaiting restoration.	Information unavailable
Urban Public Transport Museum	Szentendre, Budapest, Hungary	Information unavailable	Information unavailable	Information unavailable	Information unavailable	An old wish of the experts of Budapest Transport Limited came true when, at the time of the modernization of the Szentendre suburban railway line in 1991-92, a permanent exhibition could be opened in one of the reconstructed covered depots displaying the transport history of the capital and its neighborhood. The depot was built in 1914, during the electrification of the suburban railway line, but by the beginning of the 1990's it became unsuitable for the storage and maintenance of trains with big passenger carrying capacity. The museum consisting of five exhibition rooms and two display halls opened on July 14, 1992.	Information unavailable
Museum of Urban Electrical Transport	St. Petersburg, Russia	Information unavailable	Information unavailable	Information unavailable	Information unavailable	A collection of historic trams and trolleybuses, this museum is housed in a former transport park and has over 50 exhibits.	Information unavailable
Tokyo Metro Museum	Tokyo, Japan	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The world's first subway was opened in London, Great Britain, in 1863. In Japan, the first line between Ueno and Asakusa measuring 2.2 km was opened for service on Dec 30, 1927. Since then the subway network has continued to expand massively along with urban growth, to become a form of transport we cannot live without in our everyday lives. This museum was built with the hope that students and the younger generation, and many people, will further their understanding of the Subway. From the history of the subway to the latest technologies, you can learn much in this "look, touch, move" interactive museum.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Berliner U-Bahn Museum	Berlin, Germany	Information unavailable	Information unavailable	Information unavailable	Information unavailable	In 1983, when the electromechanical lever interlocking Olympia Stadium was closed and replaced by a track layout interlocking, a demolition of the old interlocking system was actually planned. However, thanks to the efforts of our colleague Ernst Neumann, we owe this unique technical artifact to us. Already at that time as a technical monument worth preserving, was the merger of the historic signal box with the collection of the former subway manager Klaus Siepert († 2009) a museum out of it, as it is unique in Europe of its diversity. Many functions are still presentable today, after more than 70 years. Unfortunately, not all ideas could be realized in space, especially in Berlin there is no possibility Exhibit the existing historic vehicles and integrate them into the museum. In September 2007, we celebrated the 10th anniversary of the subway museum.	Information unavailable
Delhi Metro Rail Corporation Ltd. Metro Museum	Delhi, India	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum, a collection of display panels, historical photographs and exhibits, traces the genesis of the Delhi Metro. It has displays on the unique management style and work culture of the DMRC that has helped it complete projects before time consistently, the importance of spiritualism which is a guiding principle and the 'Bhagavad Gita' which serves as an inspiration for the Metro employees. The Museum has an extensive section on the construction of the Metro and the problems encountered during the process. The technological features of the Metro system are described in the Museum.	Information unavailable
Riverside Museum	Glasgow, Scotland	Information unavailable	Information unavailable	Information unavailable	Information unavailable	Riverside Museum is Glasgow's award-winning transport museum. With over 3,000 objects on display there's everything from skateboards to locomotives, paintings to prams and cars to a Stormtrooper. Visitors can climb aboard a train, tram or bus and get a real feel for old public transport. There are over 90 large touch screens panels full of images, memories and films that tell the stories behind the objects.	Information unavailable
Kiev Metro Museum	Kiev, Ukraine	Information unavailable	Information unavailable	Information unavailable	Information unavailable	In 2010 Kiev Underground celebrated its 50th anniversary, which included an expansion of the exhibits at their museum, which was opened in 2000. The museum features 3 exhibit halls: the first hall is dedicated to the construction and opening of the various subway lines; the second hall is devoted to the services of the underground; and the third hall contains an operating model of the circulating deadlock system.	Information unavailable
Museum Del Ferrocarril de Madrid	Madrid, Spain	Information unavailable	Information unavailable	Information unavailable	Information unavailable	It opened its doors to the public in 1984. The museum contains a selection of vehicles and other railway-related exhibits which aims to show the historical evolution of this mode of transport. Its fundamental purposes are to convey the reality of the railway, both past and present, promote an appreciation and understanding of rail transport, encourage railway-related research and enhance railway heritage, all in the spirit of public service. The recent opening of the Railway History Archive and the Railway Library Consultation Room, as well as the conservation and constant expansion of the Photographic Library, have greatly contributed to the achievement of these objectives. The station's Central Hall houses a diverse range of locomotives and passenger coaches, which not only illustrate the development of traction (steam, electric and diesel) over more than 150 years of Spanish railway history.	Information unavailable
Public Museum of the Moscow Metro	Moscow, Russia	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum exhibits include photographs and equipment from the Metro system, including different kinds of tracks and cabling, turnstiles, tokens, uniforms, a miniature model escalator, and even a section of a train car. You can push the buttons and flip the levers in a real driver's cabin, or try your hand at directing trains on several different generations of metro traffic control machinery. There is an exhibit with details on each particular type of train that has been used in the system, as well as exhibits on other metro systems across Europe.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Le Musee des Transports Urbains de France	Paris, France	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The collection includes more than one hundred and fifty vehicles from 1863 to today: horse-drawn omnibus, horse-drawn, steam-powered, compressed-air, electric, underground, trolleybus and bus, including the first Parisian bus of 1906. It also includes a rich iconography and various objects, machines, and models relating to transport.	Information unavailable
Public Transport Museum	Prague, Czech Republic	Information unavailable	Information unavailable	Information unavailable	Information unavailable	Located in the tram depot in Prague-Střešovice is a unique collection of artifacts from the history of urban mass transit in the capital city of the Czech Republic. The permanent "Public Transport Museum" exhibition was opened in 1993 by the Prague Public Transport Company. It contains over 40 historical vehicles and many other exhibits – models, photographs, historical documents, tickets and blueprints, all available for viewing by the public.	Information unavailable
The Rotterdam Public Transport Museum	Rotterdam, Netherlands	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum offers an opportunity to learn about the past and present of public transport in Rotterdam, the Netherlands and around the world. What originally began as a private collection quickly grew into a small museum which opened its doors in 1984.	Information unavailable
Stockholm Tram Museum	Stockholm, Sweden	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The county's local traffic museum. The museum shows the importance of local traffic of the region ever since the first horse-drawn carriages in 1877. The documentation of the local traffic sector and the collections is the most comprehensive in the country. The exhibition is aimed at both children and adults. The museum is owned and operated by the Traffic Administration at Stockholm County Council.	Information unavailable
Museum of Transportation	Guaynabo, Puerto Rico	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum illustrates and recreates our history of transportation, displaying the trends that modernized our transportation in a challenging way throughout decades. Historic photographs, decorative walls, vintage neon signage, unique cars, bicycles and motorcycles among others, are beautifully displayed on our floors for you and your family to enjoy while learning about every period in our transportation history.	Information unavailable
Tram Museum	Brussels, Belgium	Information unavailable	Information unavailable	Information unavailable	Information unavailable	It was founded in 1982 by members of the Société des Transports Intercommunaux Bruxellois (STIB) and a few amateurs with a passion for public transport. While it is STIB that owns the buildings and the collection, it is the volunteers who manage and run the museum. It is also representative of the evolution of mobility since the 1850s when the city was beginning its transformation into a modern metropolis. It ties each vehicle to its time, its urban environment, to people's lifestyle and to minor and major events.	Information unavailable
Museum of Municipal Engineering	Krakow, Poland	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum was established in 1998 by the city, for the purpose of documenting and popularizing the history of the city engineering, transport, and technological progress. It consists of several buildings housing early trams, buses and motorcycles, radios, industrial machinery and early means of production, as well as many educational aids and displays. Has a collection on the History of Public Transport in Krakow. Public transport in Krakow has functioned regularly since 1882, when the horse tramway was introduced. Since 1999, the department has collected 63 objects associated with operation of bus and tramway network in Krakow, including tickets, taximeters, ticket-punchers, employee uniforms, and many others.	Information unavailable