

Los Angeles County
Metropolitan Transportation Authority

December 2, 2009

FTA Quarterly Review Briefing Book



Metro

**FTA QUARTERLY REVIEW
MEETING AGENDA**

AGENDA

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

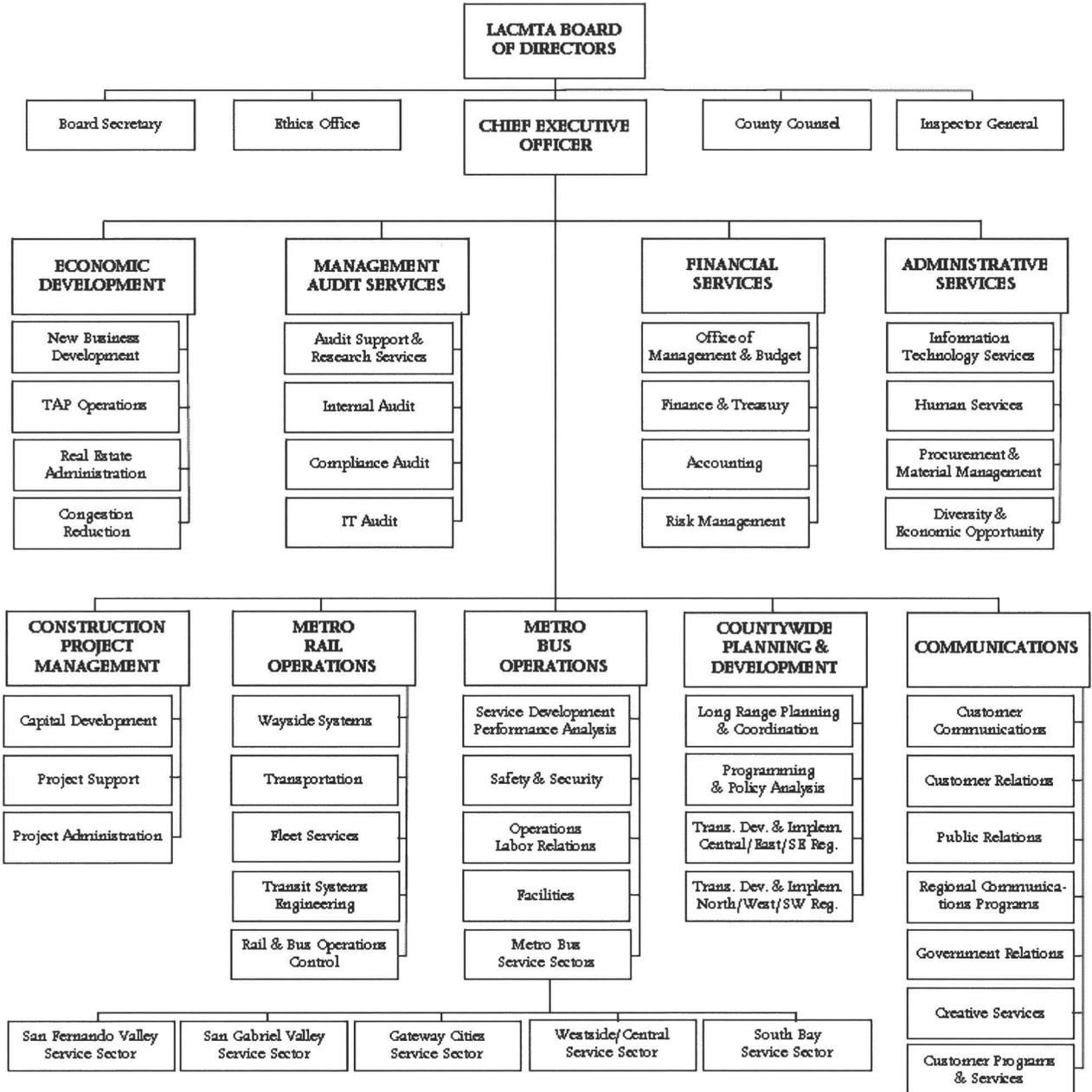
Los Angeles County
Metropolitan Transportation Authority
Wednesday, December 2, 2009 – 10:00 a.m.
Windsor Conference Room – 15th Floor

- | I. OVERVIEW | <u>PRESENTER</u> |
|--|-------------------------|
| A. FTA Opening Remarks | Leslie Rogers |
| B. Metro Management Overview | Art Leahy |
| C. Financial Plan Status | Terry Matsumoto |
| D. Legal Issues | Charles Safer |
| E. LA ExpressLanes Project | Stephanie Wiggins |
| F. General Safety and Security Issues | Paul Taylor |
| G. P2550 Rail Vehicle Program | Richard Lozano |
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| II. METRO CONSTRUCTION REPORTS | |
| A. Construction Project Management Overview | K. N. Murthy |
| B. Metro Gold Line Eastside Extension | Dennis Mori |
| • Issues/Accomplishments | |
| • Cost Forecast | |
| • Closeout Activities | |
| C. Mid City/Exposition LRT Project | Eric Olson |
| • Phase I | |
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| III. METRO PLANNING REPORTS | Carol Inge |
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| IV. ACTION ITEMS | FTA/PMOC |
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| V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING | |

Los Angeles County
Metropolitan Transportation Authority
Wednesday, February 24, 2010
Windsor Conference Room – 15th Floor

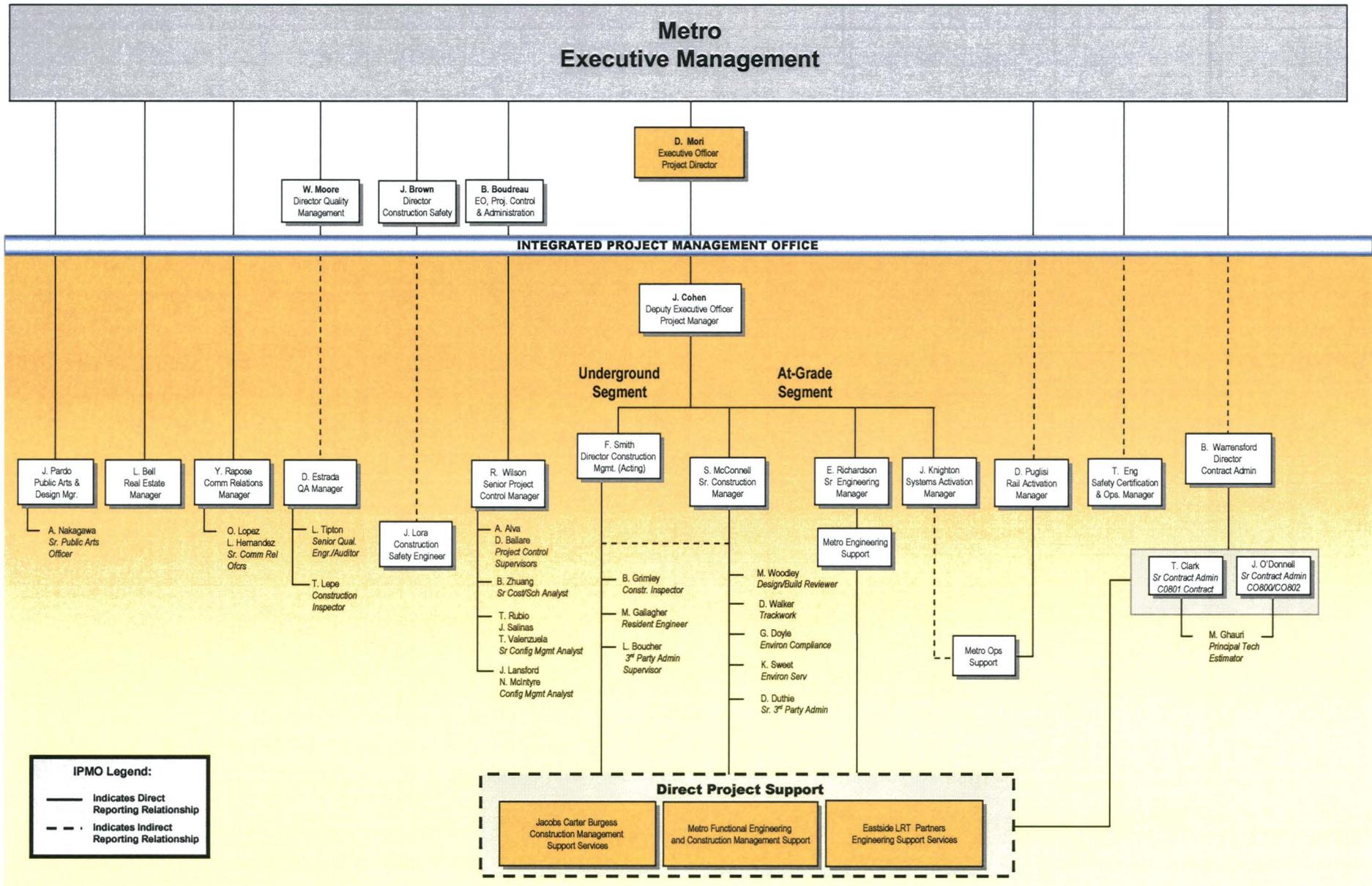
**METRO MANAGEMENT
ORGANIZATION CHART**

Los Angeles County Metropolitan Transportation Authority Organization Chart



**EASTSIDE / EXPOSITION
ORGANIZATION CHARTS**

Metro Gold Line Eastside Extension Project Management Organization Structure



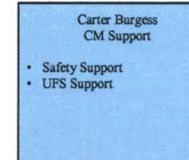
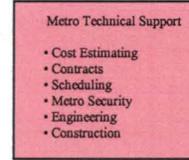
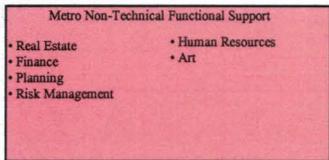
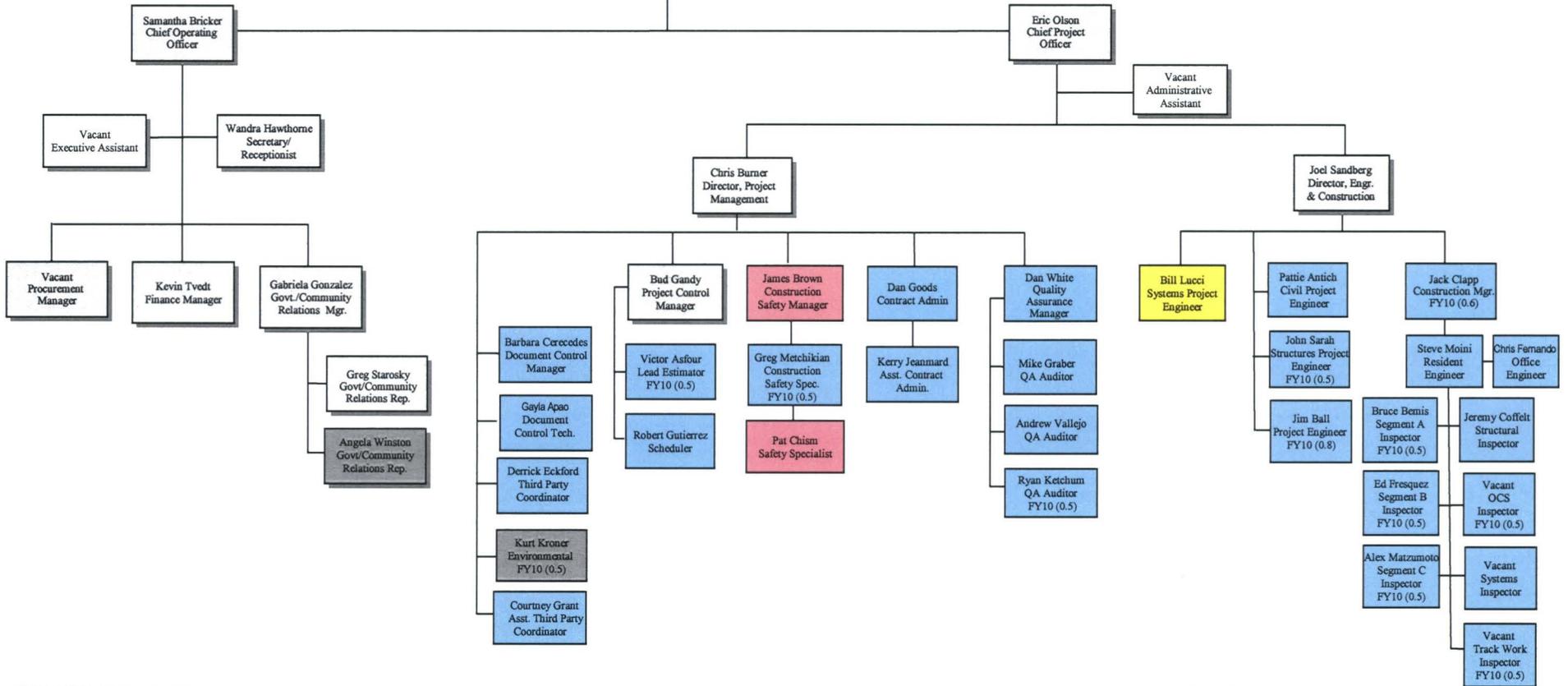
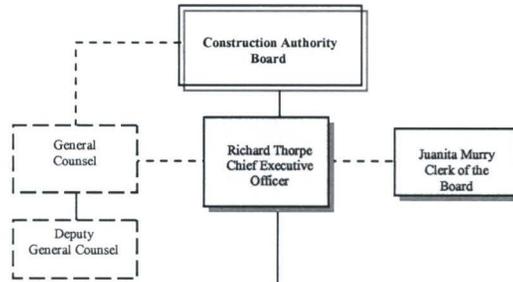
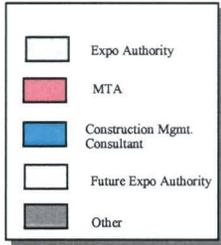
IPMO Legend:

- Indicates Direct Reporting Relationship
- - - Indicates Indirect Reporting Relationship

Direct Project Support

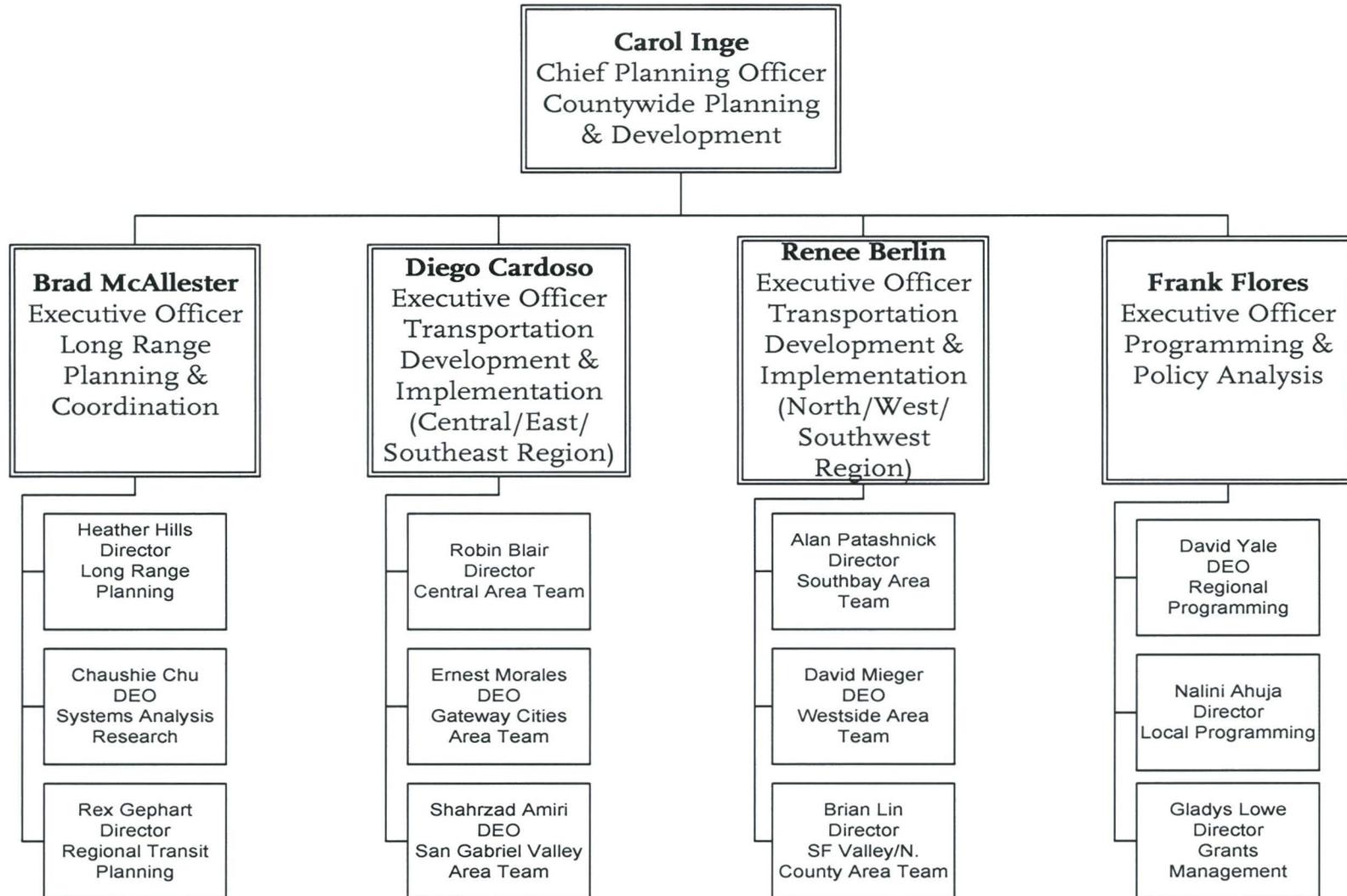
- Jacobs Carter Burgess Construction Management Support Services
- Metro Functional Engineering and Construction Management Support
- Eastside LRT Partners Engineering Support Services

Construction Authority Organization Chart Fiscal Year 2010



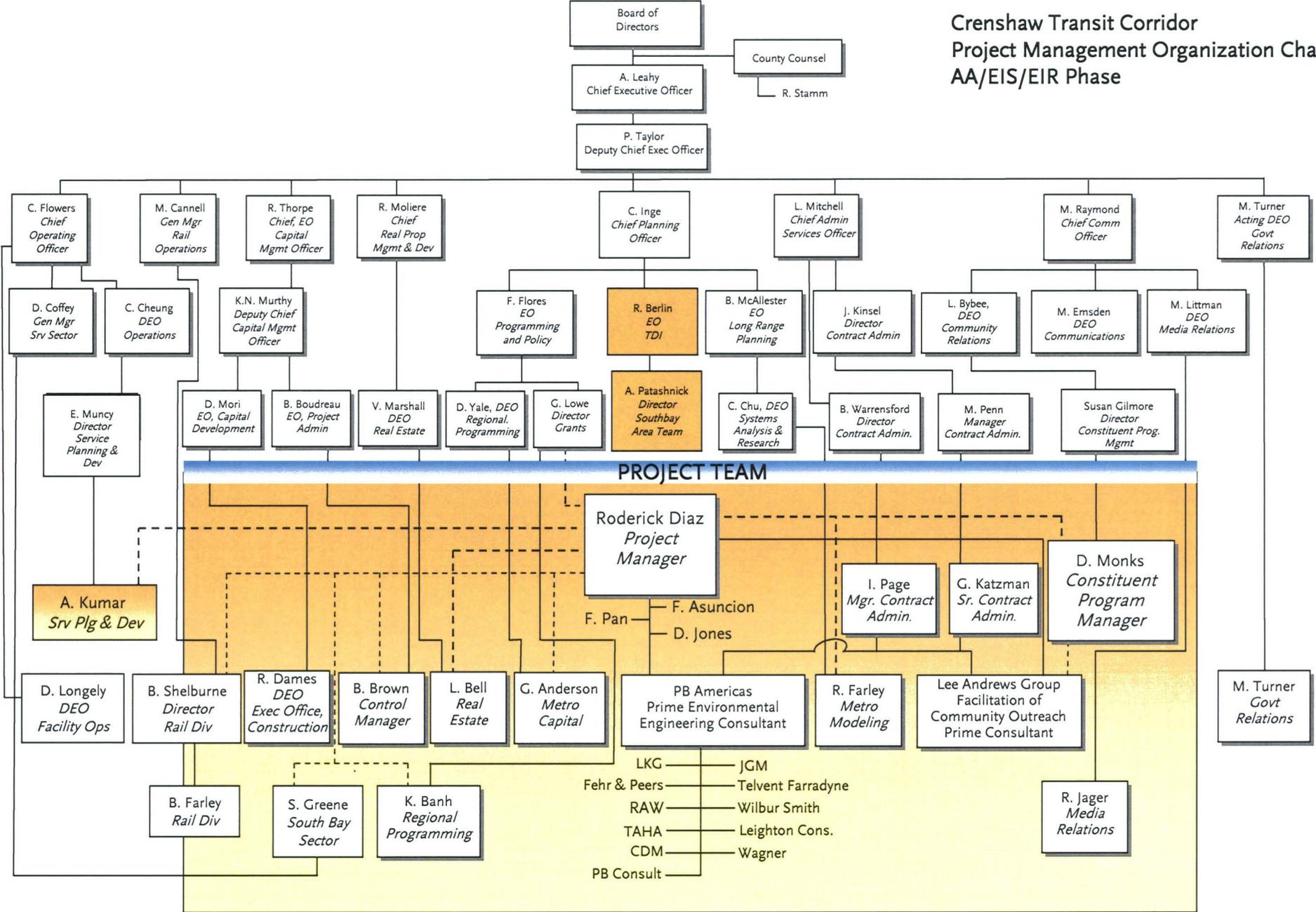
FY10

Countywide Planning & Development



October 26, 2009

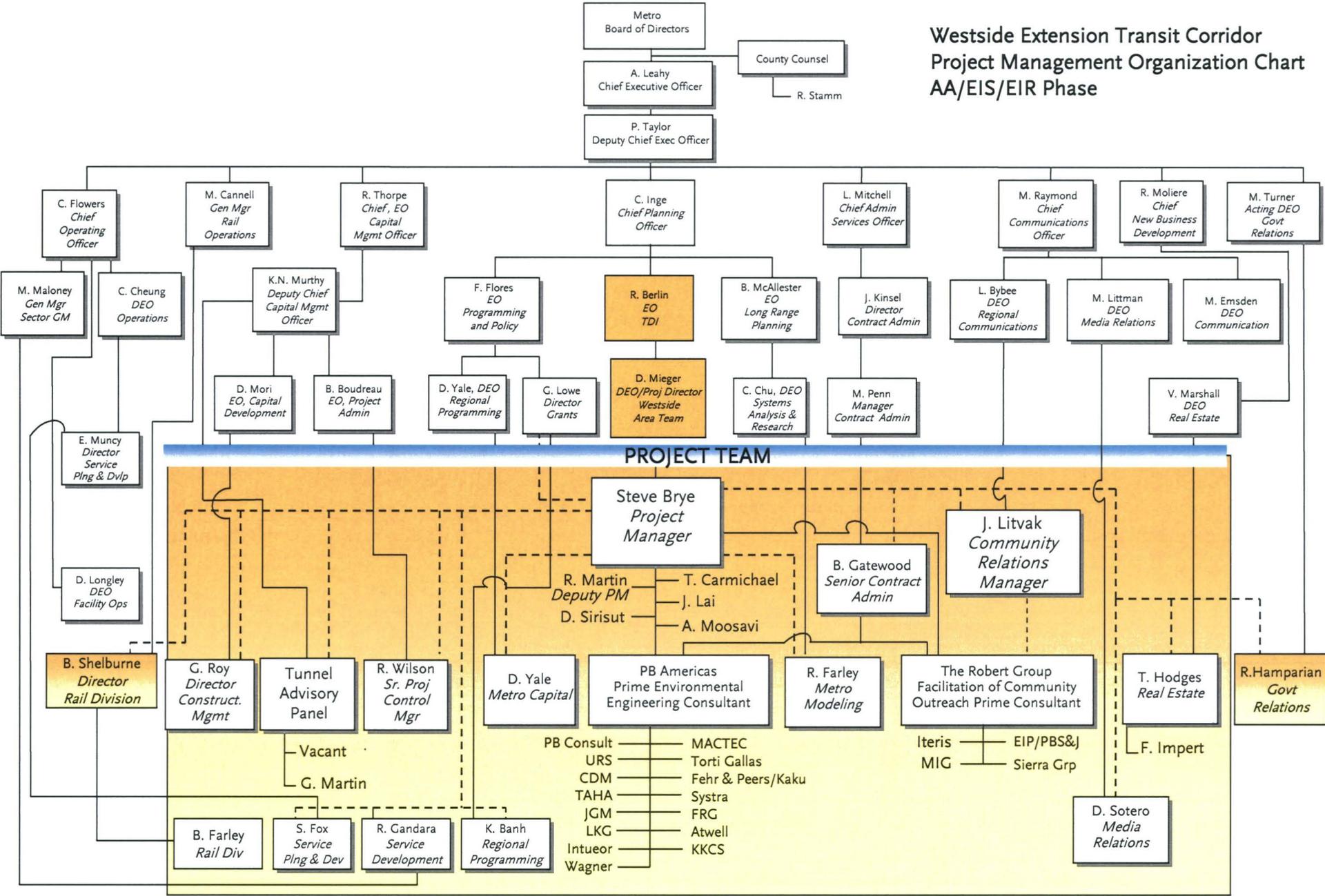
Crenshaw Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



October 26, 2009

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

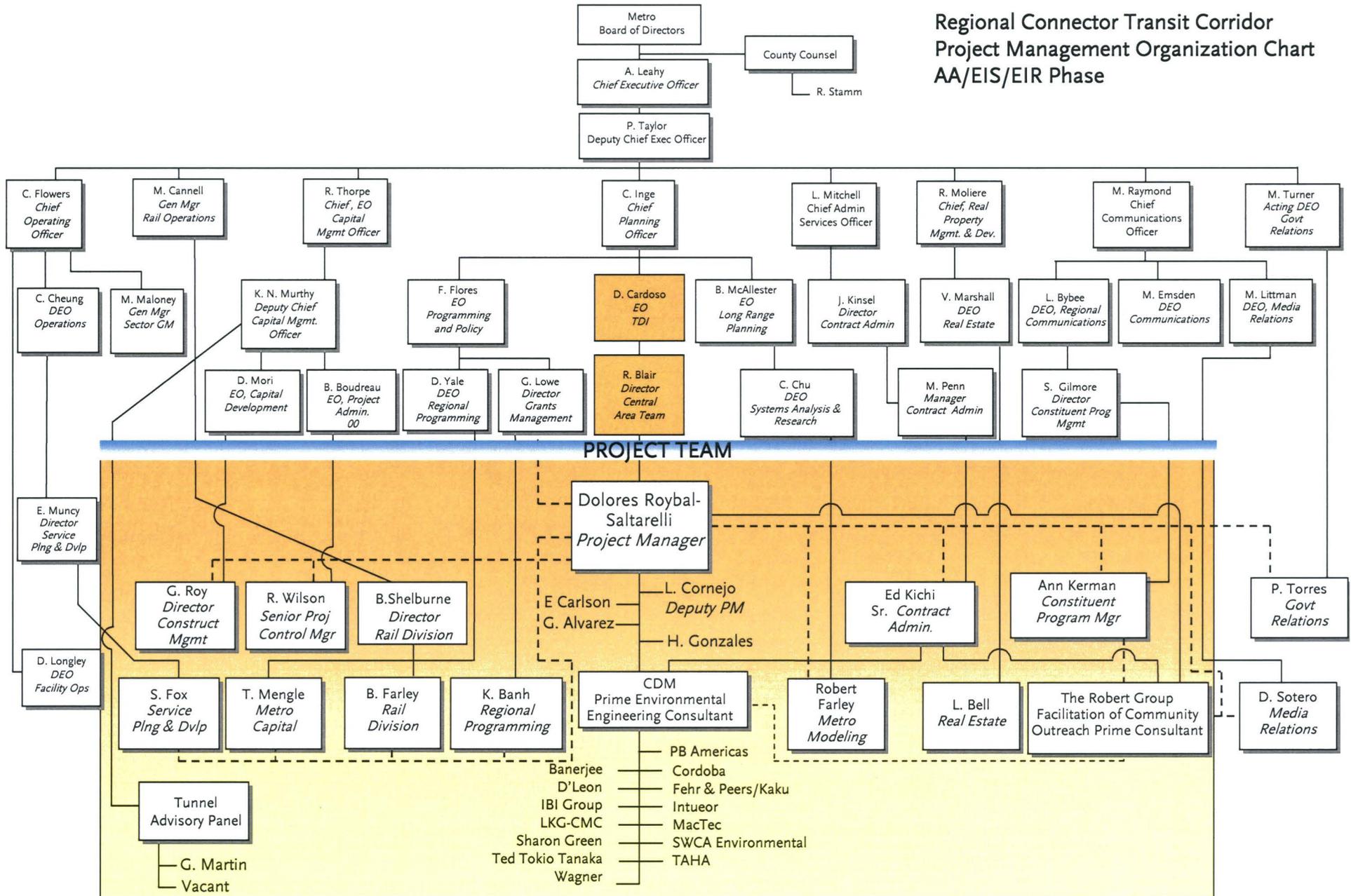
Westside Extension Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



October 26, 2009

Legend:
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 Indicates Coordinated Relationship
 [Yellow Box] Project Team

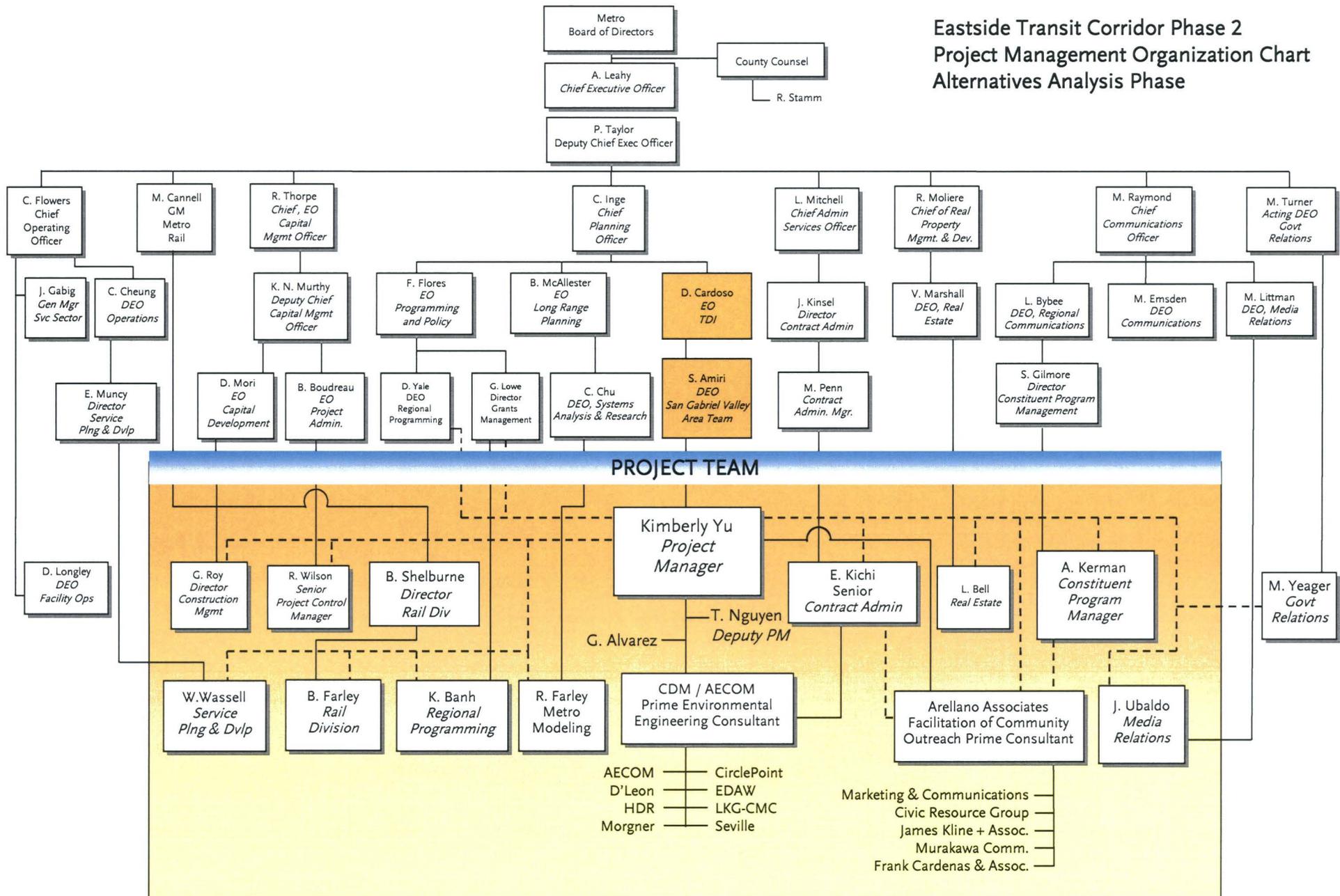
Regional Connector Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



October 26, 2009

Legend:
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 Indicates Coordinated Relationship
 [Yellow Box] Project Team

Eastside Transit Corridor Phase 2 Project Management Organization Chart Alternatives Analysis Phase



October 26, 2009

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

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS

2009/2010 STATE AND FEDERAL LEGISLATIVE MATRIX

October 2009

STATE SENATE

BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
<u>SB 409 (Ducheny)</u>	Which would create a Department of Railroads in the Business, Transportation and Housing Agency.	WORK WITH AUTHOR	Two year bill
<u>SB 535 (Yee)</u>	Which would allow a new class of clean fuel to use the High Occupancy Vehicle (HOV) lanes without meeting the minimum occupancy requirement.	WORK WITH AUTHOR	Assembly Appropriations Committee
<u>SB 545 (Cedillo)</u>	Which would require a subsurface route for the I-710 Gap Closure project.	WORK WITH AUTHOR	Vetoed
<u>SB 632 (Lowenthal)</u>	Which would require the Ports of Los Angeles, Long Beach and Oakland, by July 1, 2010, to assess their infrastructure and air quality improvement needs, including assessing the total cost for these projects and identifying potential sources of funding for them.	WORK WITH AUTHOR	Inactive file
<u>SB 652 (Huff)</u>	Which would establish that the Alameda Corridor-East Construction Authority and the San Gabriel Valley Council of Governments shall be considered political subdivisions of the State, and that these entities may be applicants for state or federal funds for projects within their jurisdiction.	OPPOSE – WORK WITH AUTHOR	Senate Transportation and Housing Committee Hearing Cancelled
<u>SB 716 (Wolk)</u>	Which would allow farm-worker vanpools to be an eligible program for Transportation Development Act (TDA) funding.	NEUTRAL	Assembly Floor

GOVERNMENT RELATIONS
2009/2010 STATE AND FEDERAL LEGISLATIVE MATRIX
October 2009

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
<u>AB 113 (Portantino)</u>	Require the Department of Transportation (Caltrans) to sell state-owned property along the unconstructed areas of the State Highway Route 710 (north of the 10)	OPPOSE	Assembly Transportation Committee
<u>AB 672 (Bass)</u>	Establishes a Letter of No Prejudice (LONP) process for projects funded through Proposition 1B.	SUPPORT – SPONSOR	Signed into law
<u>AB 798 (Nava)</u>	Establishes the California Transportation Financing Authority (CTFA) to facilitate construction of transportation projects including authority to approve tolling projects.	SUPPORT	Signed into law
<u>AB 1072 (Eng)</u>	Make permanent the formula for allocating Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) funds.	SUPPORT	Signed into law
<u>AB 1243 (B. Lowenthal)</u>	Which would create the South East Los Angeles County Commercial Vehicle Network Development and Advisory Committee to address truck in that area.	SUPPORT	Senate Appropriations
<u>AB 1361 (Portantino)</u>	Which would seek to restrict truck traffic in State Route 2 (Angeles Crest Highway) in the wake of the tragic runaway truck crash that killed two County residents on April 1, 2009.	SUPPORT	Chaptered
<u>AB 1381 (Pérez)</u>	Makes technical changes to existing authority for congestion pricing program.	SUPPORT – SPONSOR	Signed into law
<u>AB 1403 (Eng)</u>	Which would eliminate the \$1 million cap on TDA funds for the Southern California Association of Governments (SCAG).	SUPPORT	Senate Floor
<u>AB 1471 (Eng)</u>	Makes technical corrections and streamlines our current procurement process.	SUPPORT – SPONSOR	Signed into law
<u>AB 1500 (Lieu)</u>	Which would extend the sunset provision authorizing existing alternative fuel vehicles, mainly compressed natural gas powered vehicles, to use the HOV lanes without meeting the minimum occupancy requirement.	WORK WITH AUTHOR	Senate Appropriations

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto
Note: "Status" will provide most recent action on the legislation and current position in the legislative process.

GOVERNMENT RELATIONS
2009/2010 STATE AND FEDERAL LEGISLATIVE MATRIX
October 2009

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>REAUTHORIZATION OF THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION EQUITY ACT – A LEGACY FOR USERS (SAFETEA-LU)</p>	<p>Metro has worked with regional and statewide stakeholders to build a broad consensus on fundamental principles to incorporate in the authorization legislation that will replace SAFETEA-LU. This consensus is outlined in the <u>Southern California Surface Transportation Reauthorization Consensus Document</u> and the <u>California Consensus on Federal Transportation Authorization Plan</u> that are included in this board report. Metro’s authorization priorities are accurately captured in these two documents and can be squarely placed in four distinct categories:</p> <ul style="list-style-type: none"> ▪ Funding: Metro’s goal is to dramatically increase the amount of federal funding dedicated to the next surface transportation bill. SAFETEA-LU failed to deliver the resources necessary to dramatically improve mobility in Los Angeles County. ▪ Reform of Existing Programs: For example, Metro is seeking a dramatic reform of the New Starts and Rail Modernization Programs which fund the creation new transit systems and help maintain rail cars on our current rail system. ▪ Endorse the creation of a Goods Movement Trust Fund: This new fund, modeled after the existing Highway Trust Fund, would include a return to source clause to ensure that resources from this fund would be used in areas most impacted by the movement of goods, like Los Angeles County. ▪ Priority Metro Projects: Seek the inclusion of Metro priority projects in the authorization bill to replace SAFETEA-LU. 	<p>APRIL 2009 - SUPPORT</p>

<p>STATEWIDE TRANSPORTATION PRINCIPLES</p>	<p>The California Consensus on Federal Transportation Authorization is a broadly worded document that outlines seven critical areas of special concern to our state with respect to the new surface transportation authorization bill to be considered by Congress later this year. Given the need to secure a general consensus among statewide stakeholders, this document does not delve into specifics. Rather, it represents broad agreement on a basic set of principles that all major transportation stakeholders in California can support in the months to come. Below is a summary of the seven principles outlined in the California Consensus on Federal Transportation Authorization plan.</p> <ol style="list-style-type: none"> 1. Ensure the financial integrity of the Highway and Transit Trust Funds. 2. Rebuild and maintain California's existing network of highways and bridges and transit systems. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Establish a special federal program to improve congestion in major metropolitan areas. 5. Strengthen the federal commitment to safety and security, consistent with California's existing Strategic Highway Safety Plan. 6. Provide federal funding to mitigate the air, water, and other environmental impacts of transportation projects. 7. Streamline federal regulations in order to streamline project delivery for highway and transit projects. 	<p>APRIL 2009 - SUPPORT</p>
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<p>SOUTHERN CALIFORNIA REAUTHORIZATION OF FEDERAL SURFACE TRANSPORTATION PRINCIPLES BY STAKEHOLDERS AND TRANSPORTATIONS COMMISSIONS OF SAN DIEGO, RIVERSIDE, SAN BERNARDINO, ORANGE AND VENTURA COUNTIES, ALONG WITH PORTS OF LOS ANGELES AND LONG BEACH, LOS ANGELES WORLD AIRPORTS, SCRRRA (METROLINK) AND SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS</p>	<p>Metro staff has been working closely with transportation agencies in the counties of Orange, Riverside, San Bernardino, San Diego and Ventura, and with the Southern California Association of Governments, Southern California Regional Rail Authority (Metrolink) and the South Coast Air Quality Management District to prepare a document outlining a regional, Southern California-specific agenda for the legislation that will replace the existing surface transportation authorization bill, the Safe Accountable Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). We also are collaborating with Mobility 21 to ensure that the broad consensus on the authorization of a new transportation bill is extended to stakeholders in the private sector, including area Chambers of Commerce.</p> <p>Below is a summary of the eight principles outlined in the Southern California Authorization Consensus Document.</p> <ol style="list-style-type: none"> 1. Encourage a strong federal commitment to rail security, including assistance in instituting Positive Train Control on the Metrolink rail network. 2. Support the reforms needed to ensure a reliable and viable federal source of funding for transportation projects and programs. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Encourage additional support for programs, like the Congestion Mitigation and Air Quality Program that simultaneously improves our environment and reduces congestion. 5. Ensure that transportation related discretionary funds are distributed based on proven performance measures so precious resources are not spent on weak programs and projects. 6. Reform the New Starts and Small Starts programs. 7. Support the creation of a new federal program for major metropolitan areas. 8. Increase the effectiveness of federal programs related to seniors and the disabled, bicycle-pedestrian paths, transit oriented development, clarify federal rules related to public private partnernships, among other recommended reforms. 	<p>APRIL 2009 - SUPPORT</p>
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<p>H.R. 1329 (Blumenauer) Clean, Low-Emission, Affordable, New Transportation Efficiency Act (CLEAN-TEA Act)</p>	<p>CLEAN-TEA would require the Administrator of the Environmental Protection Agency (EPA), for each of calendar years 2012-2050, to auction 10% of emission allowances established under any EPA program providing for the reduction of greenhouse gas emissions and the auctioning of emission allowances. The bill would also deposit the auction proceeds into a Low Greenhouse Gas Transportation Fund to implement state and eligible regional or local entity greenhouse gas emission reduction plans, and provide funding to transit projects that help reduce such emissions. For areas like Los Angeles County, the bill would require eligible regional entities such as Metro to establish goals for reducing greenhouse gas emissions from the transportation sector for the next 10 years; and to develop transportation greenhouse gas emission reduction plans, including supporting lists of prioritized transit projects, that are integrated into state and eligible regional or local entity long-range transportation and transportation improvement plans.</p> <p>Finally, the legislation directs the Secretary of Transportation and the EPA Administrator to contract with the Transportation Research Board of the National Academy of Sciences to study and report recommendations for improving research tools and federal data sources necessary to assess the effect of state and local transportation, land use, and environmental plans on motor vehicle use rates and transportation sector greenhouse gas emissions.</p>	<p>May 2009 – SUPPORT</p>
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<p>H.R. 2521 (DeLauro) National Infrastructure Development Bank Act of 2009</p>	<p>The National Infrastructure Development Bank Act of 2009 would create an institution broadly modeled after the European Investment Bank and other development banks around the world. The Bank, as outlined in H.R. 2521, would be led by an independent Board of Directors that would be charged with making final infrastructure financing determinations. The Board would consist of five members, all appointed by the President, with the advice and consent of the Senate. Two of the directors would be required to have public sector experience and three of the directors would be required to have private sector experience. To assist the Board, the bill would create an Executive Committee that would handle the day-to-day operations of the Bank; and Risk Management and Audit Committees to manage risk and monitor the Bank's overall activities.</p> <p>As written and outlined by the author, the legislation would permit the Bank Board to have the authority to, among other things, issue "public benefit" bonds; make loans and offer loan guarantees; and purchase and sell infrastructure-related loans and securities on the global capital market.</p> <p>The legislation asserts that investment decisions on major infrastructure projects, whether they are water, energy or transportation related, shall be made based on a strict set of criteria. Section 10 of the legislation asserts that the bank would take into account the economic, environmental, social benefits and costs of each project it considers for financing. Among two other important criteria outlined in the bill are the following; if a project can be expedited and if that project acceleration would lower the overall cost of the project and the extent to which the bank's support for a project would maximize the level of private investment.</p>	<p>June 2009 – SUPPORT</p>
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<p>. 1341 (Menendez) Close the SILO/LILO Loophole Act</p>	<p>For transportation infrastructure projects, the legislation outlines the following seven criteria that the bank's board must consider when making a decision on a given project(s):</p> <p>(a. Job creation, including workforce development for women and minorities, responsible employment practices, and quality job training opportunities; b.) Reduction in carbon emissions; c.) Reduction in surface and air traffic congestion; d.) Smart growth in urban areas; e.) Poverty and inequality reduction through targeted training and employment opportunities for low-income workers; f) Use of smart tolling, such as vehicle miles traveled and congestion pricing, for highway, road, and bridge projects; g.) Public health benefits.</p> <p>Consistent with the budget proposed by President Obama on February 26, 2009, the National Infrastructure Bank would be capitalized with authorized appropriations of \$5 billion a year for 5 years (fiscal year 2010 – 2014).</p> <p>This legislation seeks to amend the Internal Revenue Code of 1986 by imposing an excise tax of 100% on windfall proceeds that investors are demanding from transportation agencies that engaged in SILO/LILO agreements.</p>	<p>July 2009 - SUPPORT – WORK WITH AUTHOR</p>
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COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL
TRANSPORTATION DIVISION
ONE GATEWAY PLAZA
LOS ANGELES, CALIFORNIA 90012-2952

ROBERT E. KALUNIAN
Acting County Counsel

October 20, 2009

TDD
(213) 633-0901
TELEPHONE
(213) 922-2508
TELECOPIER
(213) 922-2530
E-MAIL
Reaganr@metro.net

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

Re: Quarterly Update on Status of Key Legal Actions

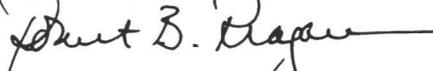
Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of September 30, 2009, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2508.

Very truly yours,

ROBERT E. KALUNIAN
Acting County Counsel

By 

ROBERT B. REAGAN
Principal Deputy County Counsel

RBR:ibm
Attachments

c: Charles M. Safer
Brian Boudreau
Frank Flores
Gladys Lowe
Leslie Rogers
Cindy Smouse ✓

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of September 30, 2009

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham MTA v. Parson Dillingham	BC150298, etc. BC179027	MOS-1 and CA-03-0341, CA-90-X642 MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting. In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Court issued its SOD. Case referred to accounting referee.
Labor/Community Strategy Center v. MTA	CV94-5936 (TJH)	ALL	On 10/28/96, Federal Judge Hatter approved a Consent Decree reached between MTA and the class action plaintiffs. The Consent Decree provides for MTA to: (i) reduce its load factor targets (i.e. the # of people who stand on the bus), (ii) expand bus service improvements by making available 102 additional buses, (iii) implement a pilot project, followed by a 5-yr Plan, facilitate access to County-wide jobs, ed & health centers, (iv) not increase cash fares for 2-yrs & pass fares for 3-yrs beginning 12/01/96, after which MTA may raise fares subject to conditions of the Consent Decree and (v) introduce a weekly pass & an off-peak discount fare on selected lines.	Consent decree terminated by its own terms, however trial court retained jurisdiction over implementation of New Service Plan. Plaintiffs' appeal was denied.
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal.	Court found in MTA's favor in 2006 re: Tunnel Handrail Claim. Trial on remaining issues set for January 2010.

**ADVANCED LAND
ACQUISITION PROGRAM**

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

STATUS REPORT AS OF SEPTEMBER 30, 2009

Parcel A1-250/Wilshire Vermont Station

The remaining site at Wilshire Vermont is comprised of a 1.02 acre site at the northeast corner of Wilshire and Shatto. The 1.02 acre site is currently used as a Metro bus layover facility but is being considered for a development project.

Wilshire/Western Station

Metro has entered into a long-term ground lease and other development and operational agreements with developer KOAR Wilshire Western LLC for the development and operation of a mixed-use residential condominium/retail development on Metro-owned and private property located in the block bounded by Wilshire, Western, Sixth and Oxford. The development surrounds the Wilshire/Western Metro subway portal and includes a Metro bus layover facility. Construction of the development is substantially complete. Some of the retail space is occupied and operational and some is still undergoing tenant improvement work. Condominiums continue to be offered for sale.

B-102 and B-103 - Temple Beaudry – NO CHANGE

Metro is negotiating with a local developer to construct a bus layover area in tandem with housing and a small component of retail as a result of a Metro Board-approved project solicitation and exclusive negotiating agreement. Metro is working with the developer to determine if it is feasible and prudent to purchase an adjacent property and include it in the development. In the meantime, Operations is going forward to pave the lot for use as a temporary bus layover area.

A1-300 and A2-301 - Wilshire/Crenshaw –NO CHANGE

The Metro Board certified the Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project on August 15, 2002 which includes a transit station and public parking at Wilshire/Crenshaw. The Board subsequently took action to defer construction of the Project. In the interim, the site is being leased to the Los Angeles Unified School District for parking.

A2-362 - Wilshire/La Brea – NO CHANGE

The Metro Board certified the Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project on August 15, 2002 which includes a transit station and public parking at Wilshire/La Brea. The Board subsequently took action to defer construction of the Project. In the

interim, the site will continue to house the Metro Customer Service Center and a portion leased to a retail outlet. The remainder of the site is leased to the City of Los Angeles for parking.

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

North Hollywood Station – North Hollywood Station – North Hollywood Station – North Hollywood Station – NO CHANGE

The MTA Board in September 2007 approved the selection of Lowe Enterprises as the joint development project developer and authorized the Chief Operating Officer to enter into an exclusive negotiating agreement to develop a mixed-use project on the MTA-owned properties. Metro and Lowe Enterprises are currently finalizing an Exclusive Negotiating Agreement.

Universal City Station –

Metro Board authorized the CEO in January 2007 to enter into exclusive negotiations with a developer for the development of a mixed-use retail, office and production facility project with subterranean and structured parking on Metro properties at this site. Negotiations with the developer are currently on hold due to the state of the economy.

Parcel A1-021 – NO CHANGE

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. A new and larger facility is required. Property has been acquired for the new storage facility and construction is expected to begin in August 2008. FTA will be asked to approve the sale of this site and to authorize the use of revenue generated towards construction and operation of a new facility.

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

Metro has entered into a Joint Development Agreement with developer McCormack Baron Salazar for development of Metro's 3.13 acre site. The Joint Development Agreement contemplates execution of various ground leases in two phases:

- Phase A (90 affordable apartments, 20,000 gsf of retail and a 233 space parking structure, with 100 preferred parking spaces for transit); and
- Phase B (82 affordable apartments, 18,000 gsf of retail and an 83 space parking structure surrounding a refurbished 16,500 square foot public plaza fronting on the subway portal).

The specific terms of the Phase "A" ground leases are currently in negotiations and the Phase "A" design is progressing. Financing for Phase A has been secured and execution of the Phase A ground leases and other Phase A development documents is expected prior to the end of the year. Commencement of construction should occur promptly thereafter.

**METRO OPERATIONS
PERFORMANCE REPORT**

Los Angeles County
Metropolitan Transportation Authority

METRO OPERATIONS MONTHLY PERFORMANCE REPORT

SEPT 2009



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San Fernando Valley Sector Scorecard Overview (SFV)

This sector has two Metro operating divisions, Division 8 in Chatsworth and Division 15 in Sun Valley. The sector is responsible for the operation of approximately 490 Metro buses and 24 Metro Bus lines carrying nearly 64.9 million boarding passengers each year. They operate the successful Orange Line.

This report gives a brief overview of sector operations':

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Sep. Month	Status
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,137 386	3,540	2,820 84	2,790 41	Yellow
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,290	1,556	1,351	1,347	Yellow
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.25%	70.80%	71.49%	69.60%	Green
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 53	3.47 240	3.06 216	3.28	2.92 72	3.18 16	Green
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.76	2.58	2.67	3.15	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	9.30	10.81	Aug YTD 9.77	Aug 9.40	Green
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up										
SFV Sector										
MMBMF No. of unaddressed road calls			3,319	3,619 432*	2,938 153	3,067 13	3,500	2,730 2	2,665 1	Yellow
MMBTRC				1,310	1,222	1,440	1,638	1,470	1,467	Yellow
In-Service On-time Performance	67.47%	68.54%	65.19%**	65.60%	67.48%	69.15%	72.00%	73.42%	71.78%	Green
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 3	2.55 32	2.20 38	2.24	2.30 9	2.66 1	Yellow
Complaints per 100,000 Boardings	5.45	4.39	3.24	3.00	2.88	3.05	2.80	3.33	3.93	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	15.15	13.71	11.75	13.74	12.17	12.01	12.50	Aug YTD 11.05	Aug 8.59	Green
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up										
Division 8										
MMBCMF No. of unaddressed road calls			3,836	3,912 258*	2,944 100	3,473	3,500	2,960	3,008	Yellow
MMBTRC				1,537	1,333	1,707	1,922	1,622	1,724	Yellow
In-Service On-time Performance	69.12%	69.78%	68.23%	67.48%	68.50%	69.29%	72.00%	73.14%	70.53%	Green
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 1	1.99 18	1.87 12	2.05	1.99 3	2.05 0	Green
Complaints per 100,000 Boardings	5.09	4.17	3.37	2.75	2.64	3.01	2.75	3.27	3.56	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	19.15	16.77	13.81	16.14	15.03	12.45	12.50	Aug YTD 6.74	Aug -0-	Green
Division 15										
MMBCMF No. of unaddressed road calls			2,996	3,420 174*	2,933 53	3,003 1	3,500	2,592 2	2,472 1	Yellow
MMBTRC				1,175	1,151	1,291	1,469	1,382	1,331	Yellow
In-Service On-time Performance	66.62%	67.84%	63.84%**	64.41%	66.85%	69.06%	72.00%	73.57%	72.48%	Green
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 2	2.98 14	2.45 26	2.38	2.52 6	3.08 1	Yellow
Complaints per 100,000 Boardings	5.70	4.55	3.14	3.16	3.05	3.08	2.85	3.36	4.17	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.14	12.46	10.41	12.44	10.58	11.89	12.50	Aug YTD 13.97	Aug 15.21	Yellow

*Jan-June '07 ** Div 15 excluded (Nov. '05 data excluded --No schedules loaded for Orange Line Oct.31 shake-up & Dec. Data after shake-up used.)

NOTE: As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

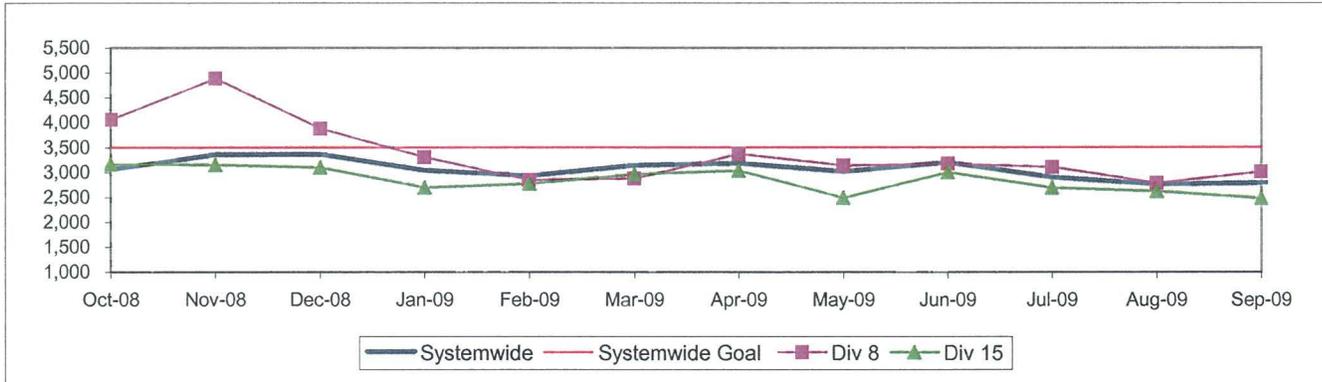
SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE

Systemwide and Divisions 8 and 15

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

Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)

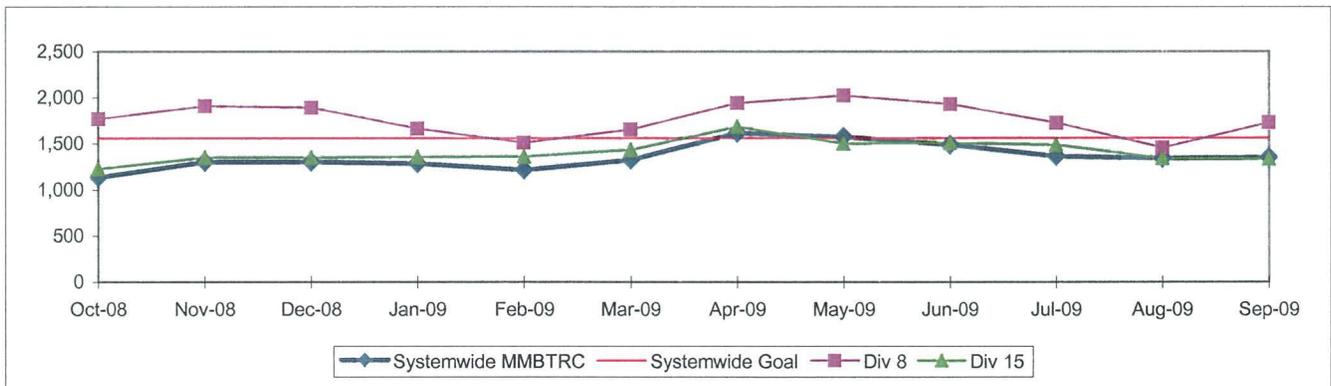


MEAN MILES BETWEEN TOTAL ROADCALLS

Systemwide and Divisions 8 and 15

Definition: Average Hub Miles traveled between total roadcalls.

Calculation: MMBMF = (Total Hub Miles / by Total Roadcalls)



IN-SERVICE ON-TIME PERFORMANCE*

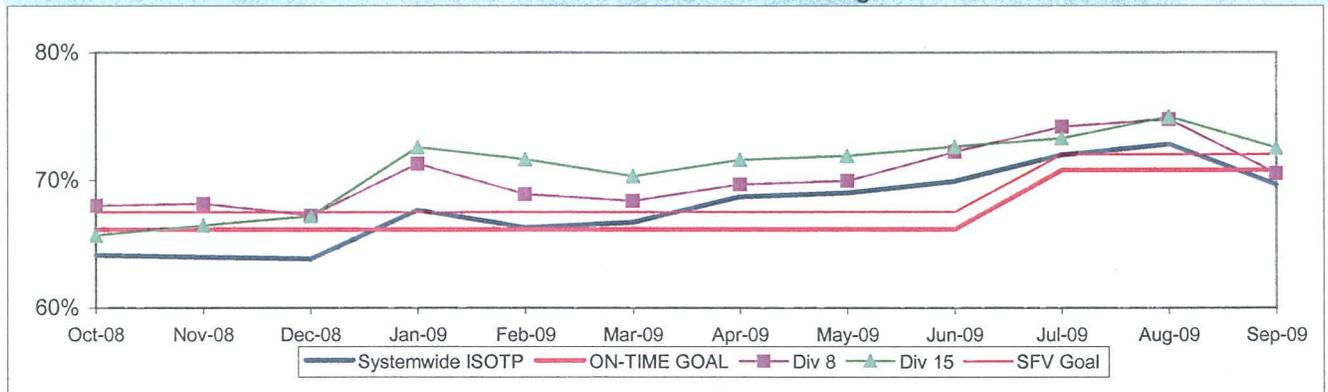
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

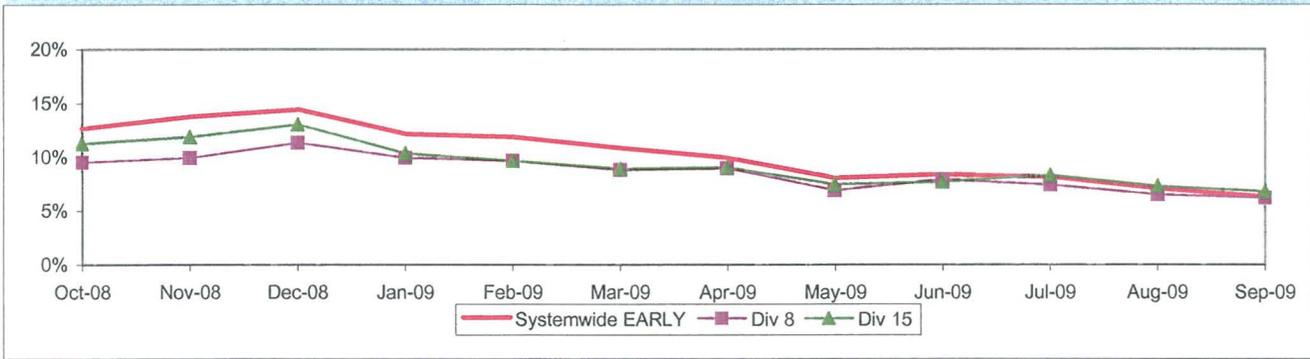
* Division 15 November data not available.

Systemwide and Bus Operating Divisions 8 and 15

ISOTP - 1 Minute Tolerance for Running Hot



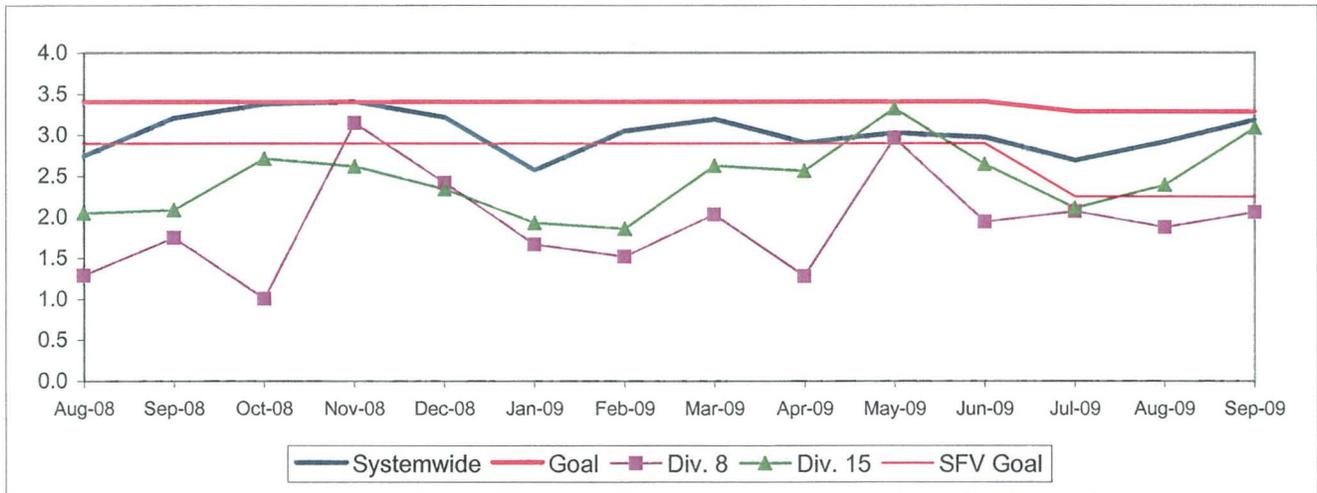
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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

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

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

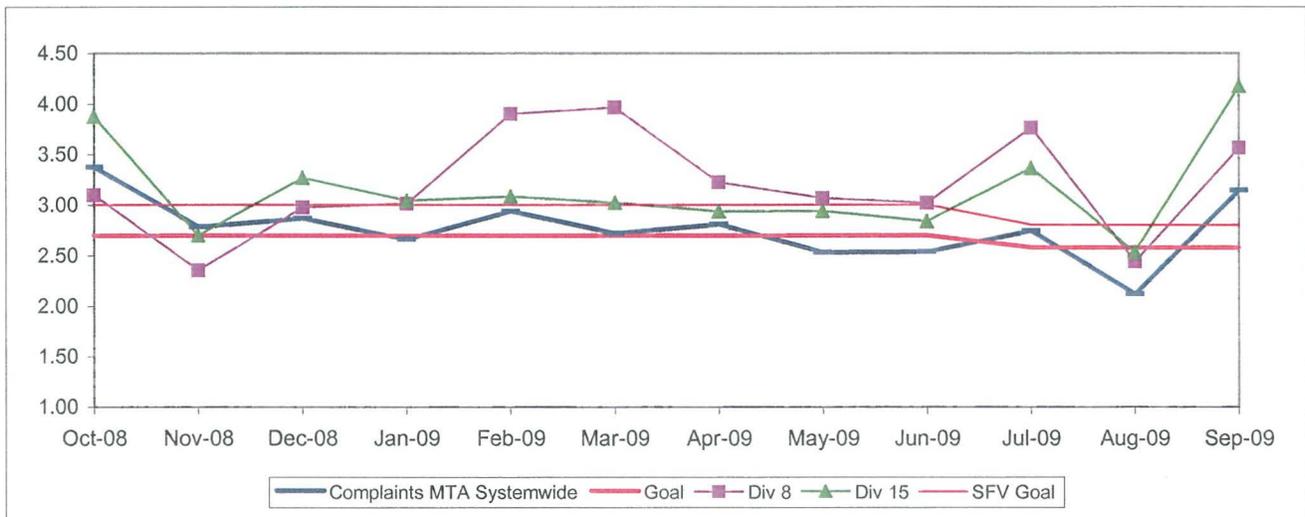


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

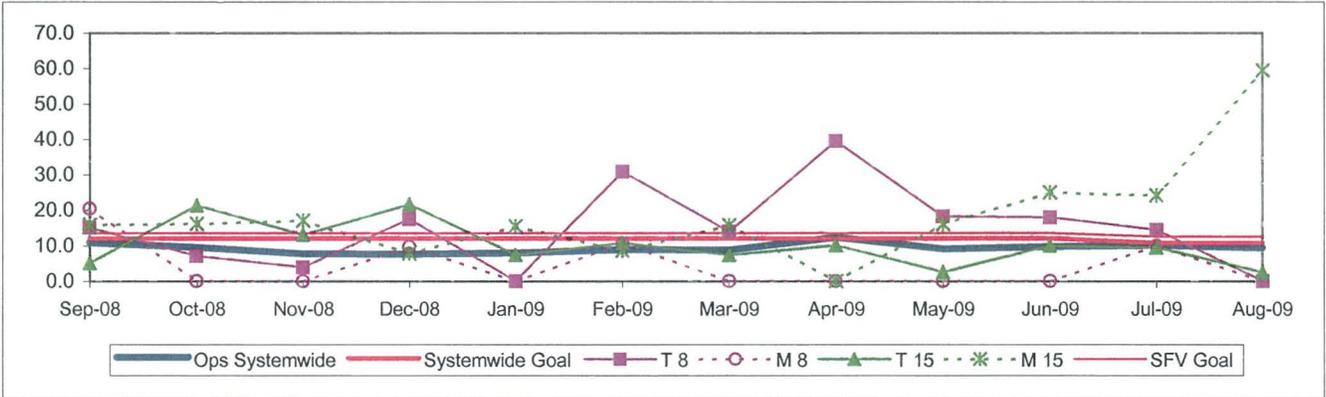


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.

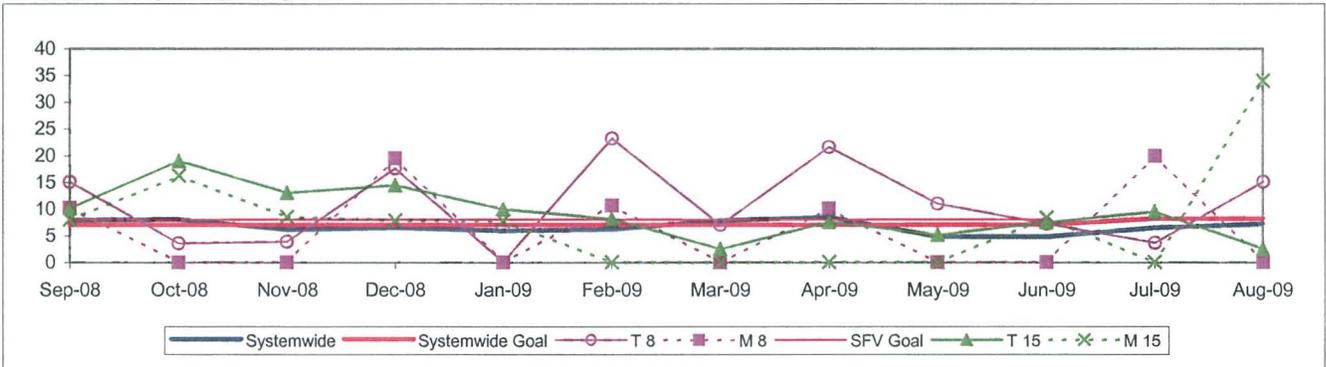


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.

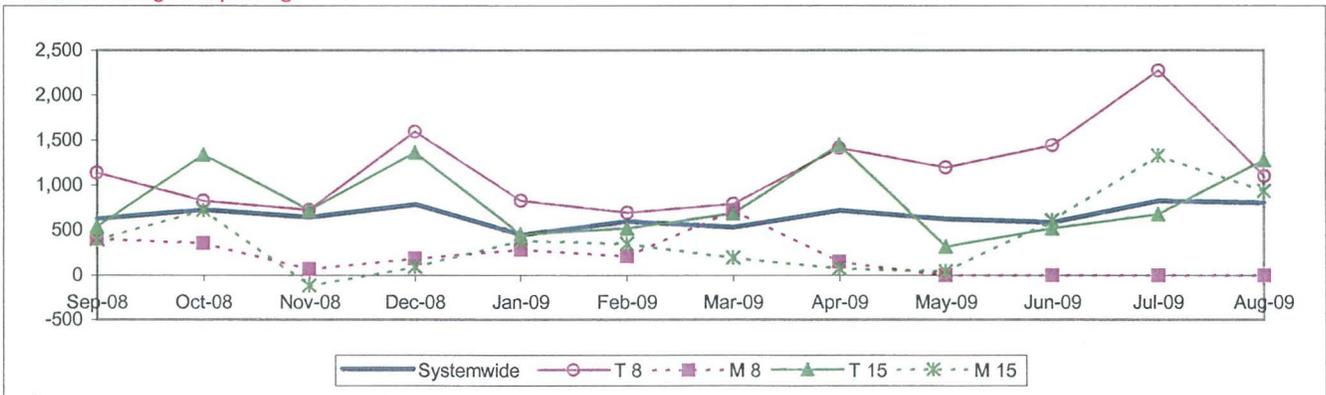


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.



San Gabriel Valley Sector Scorecard Overview (SGV)

This sector has two Metro operating divisions, Division 3 Cypress Park and Division 9 in El Monte. The sector is responsible for the operation of approximately 485 Metro buses and 28 Metro Bus lines carrying over 71.6 million boarding passengers each year.

This report gives a brief overview of sector operations*:

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Sep. Month	Status
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)			3,274	3,532	3,137	3,137	3,540	2,820	2,790	Yellow Diamond
No. of unaddressed road calls				1,116*	824	386		84	41	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,290	1,556	1,351	1,347	Yellow Diamond
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.25%	70.80%	71.49%	69.60%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.47	3.06	3.28	2.92	3.18	Green Circle
Number of "482 alleged accidents"	0	0	0	53	240	216	3.28	72	16	
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.76	2.58	2.67	3.15	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	9.30	10.81	Aug YTD 9.77	Aug 9.40	Green Circle
SGV Sector										
MMBMF			3,467	3,376	3,300	3,345	3,500	3,365	3,261	Yellow Diamond
No. of unaddressed road calls				88*	133	85		21	9	
MMBTRC				1,618	1,516	1,793	2,023	2,029	2,038	Green Circle
In-Service On-time Performance	69.98%	70.10%	68.59%	65.85%	66.83%	69.90%	74%	75.49%	72.67%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.20	2.70	2.85	2.40	2.79	Green Circle
Number of "482 alleged accidents"	0	0	0	7	29	14	2.85	1	0	
Complaints per 100,000 Boardings	3.80	2.95	2.18	2.49	2.58	2.94	2.62	2.84	3.61	Green Circle
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.12	10.14	12.57	13.35	10.17	11.64	11.00	Aug YTD 7.93	Aug 10.83	Green Circle
Division 3										
MMBMF			2,690	2,838	2,573	2,552	3,500	2,619	2,332	Yellow Diamond
No. of unaddressed road calls				58*	45	23		11	5	
MMBTRC				1,239	1,132	1,303	1,549	1,431	1,375	Yellow Diamond
In-Service On-time Performance	70.80%	71.06%	70.05%	16.54%	66.83%	69.78%	74%	74.86%	71.65%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	4.24	3.60	3.60	3.35	3.94	Green Circle
Number of "482 alleged accidents"	0	0	0	3	9	0	3.60	0	0	
Complaints per 100,000 Boardings	3.02	2.60	1.83	2.12	2.14	2.69	2.22	2.73	3.40	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.36	6.68	11.36	10.06	12.81	9.50	8.75	Aug YTD 11.11	Aug 15.13	Yellow Diamond
Division 9										
MMBMF			4,585	4,087	4,119	4,267	3,500	4,163	4,445	Green Circle
No. of unaddressed road calls				30*	88	62		10	4	
MMBTRC				2,099	1,989	2,425	2,623	2,824	3,009	Green Circle
In-Service On-time Performance	68.16%	68.16%	67.01%	12.52%	66.84%	70.01%	74%	76.14%	73.77%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	2.46	2.07	2.40	1.76	2.03	Green Circle
Number of "482 alleged accidents"	0	0	0	4	20	14	2.40	1	0	
Complaints per 100,000 Boardings	5.09	5.09	2.61	2.24	2.98	3.18	3.02	2.94	3.81	Green Circle
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.75	14.66	14.34	17.30	8.35	14.07	10.42	Aug YTD 5.09	Aug 8.25	Green Circle

*Jan - June '07 **Div 15 Nov. '05 data excluded & Dec. Data after shake-up used.

NOTE: As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

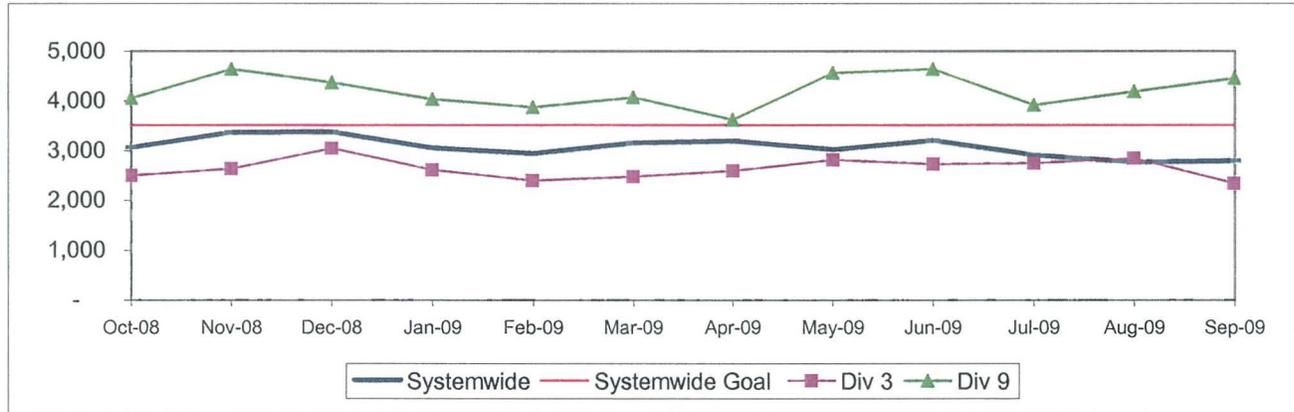
Red - High probability that the target will not be achieved -- significant problems and/or delays.

SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE Systemwide and Divisions 3 and 9

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

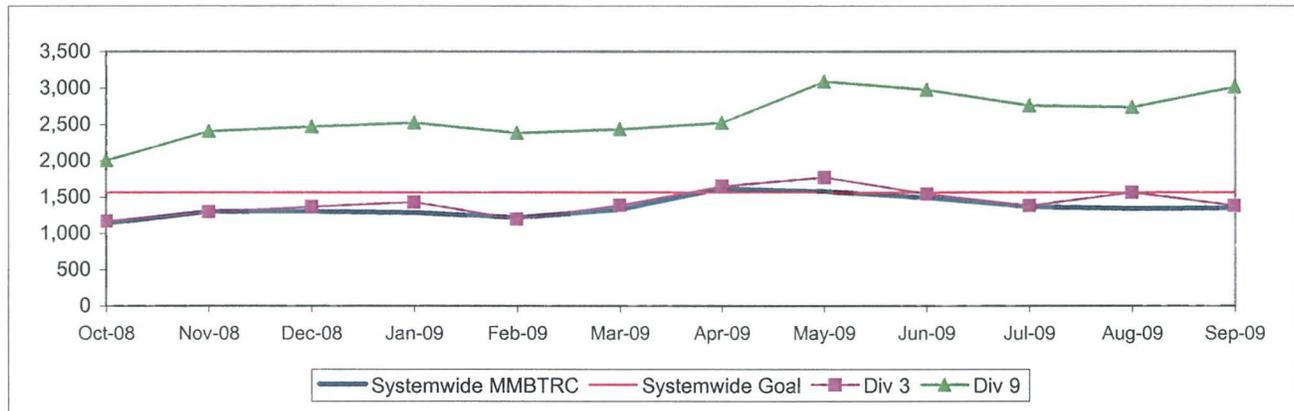
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS Systemwide and Divisions 3 and 9

Definition: Average Hub Miles traveled between total roadcalls

Calculation: MMBMF = (Total Hub Miles / by Total Roadcalls)

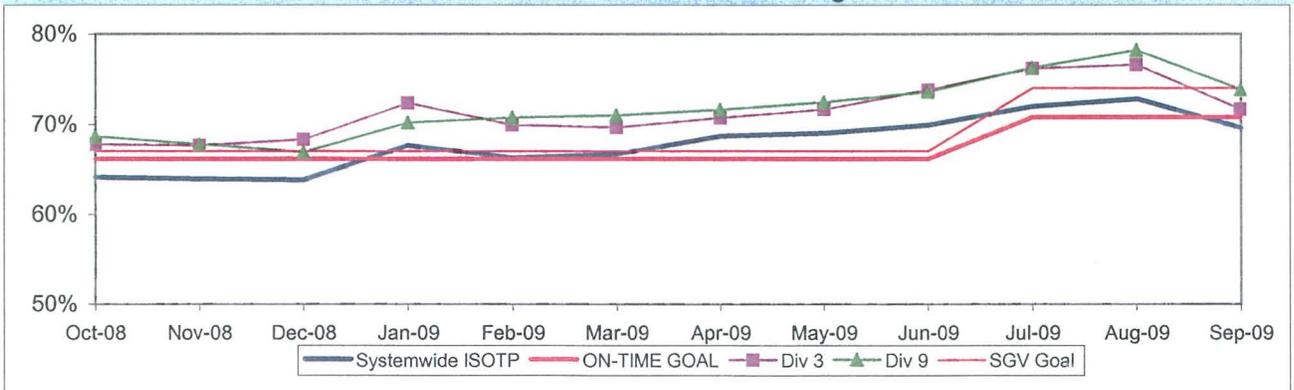


IN-SERVICE ON-TIME PERFORMANCE

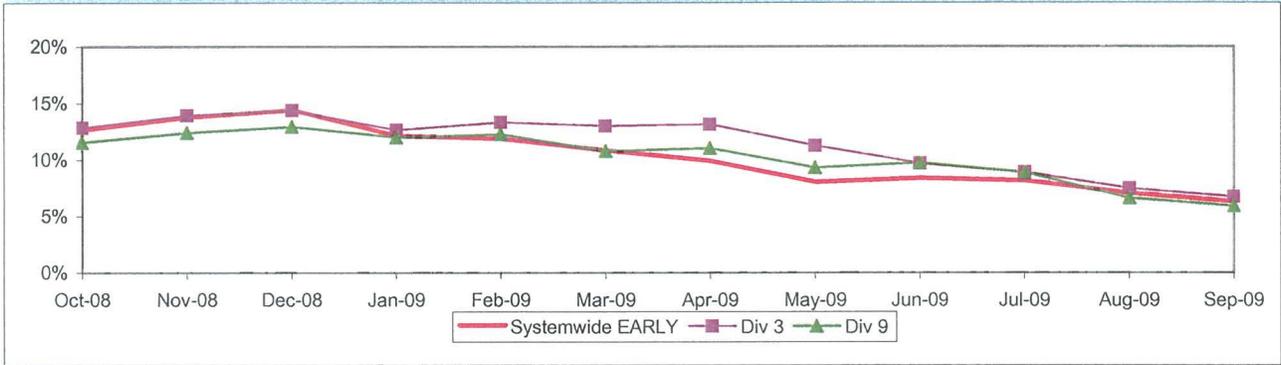
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

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



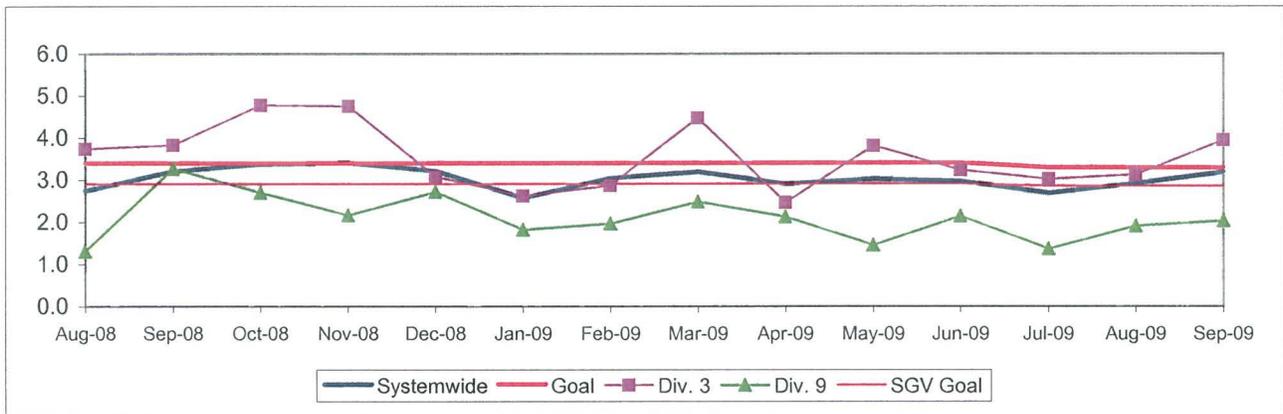
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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

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

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

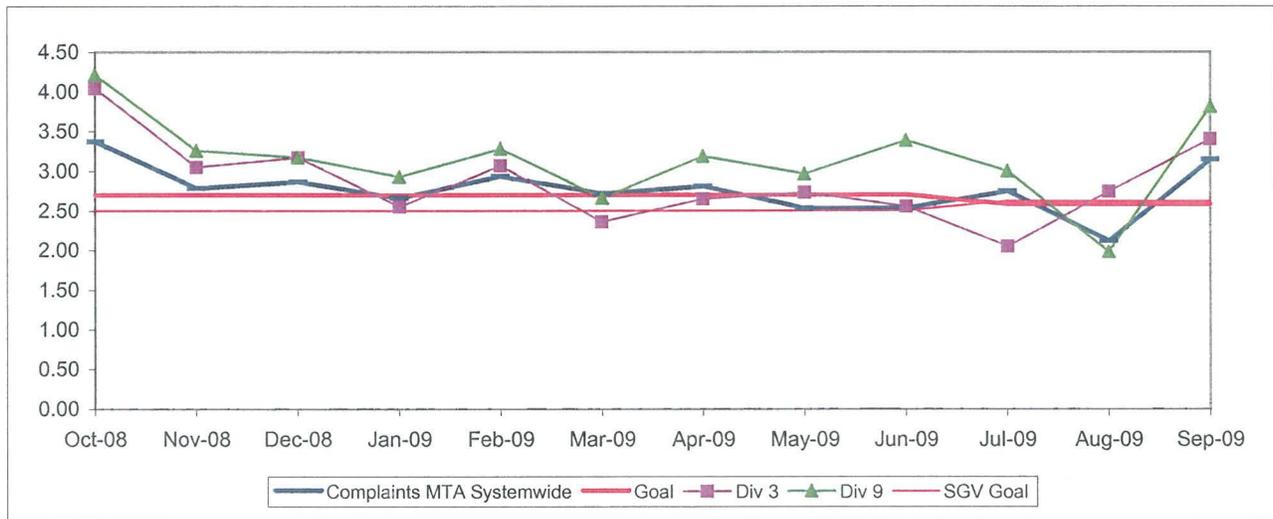


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 3 and 9

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

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

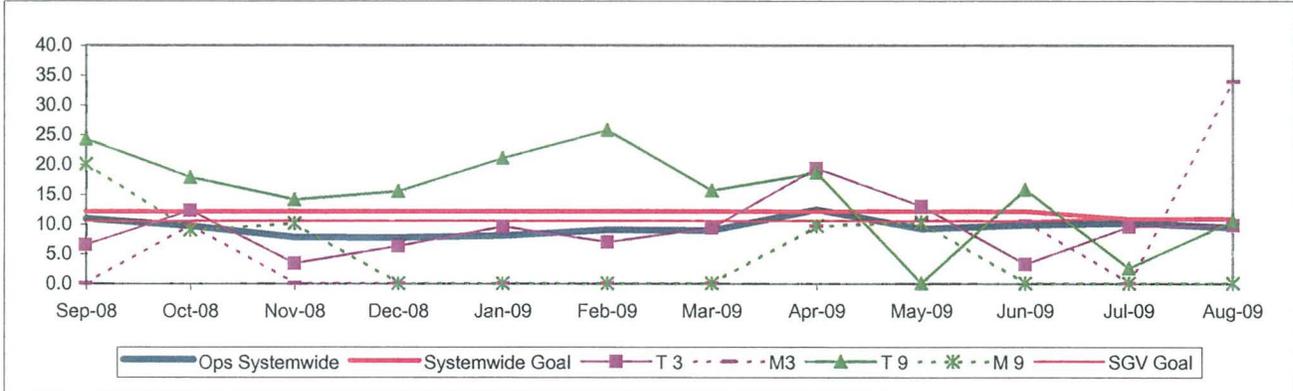


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.

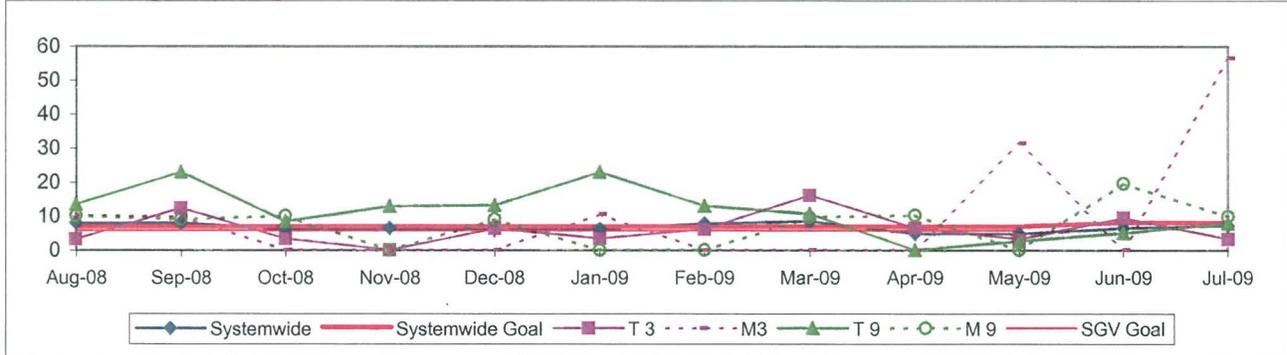


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.

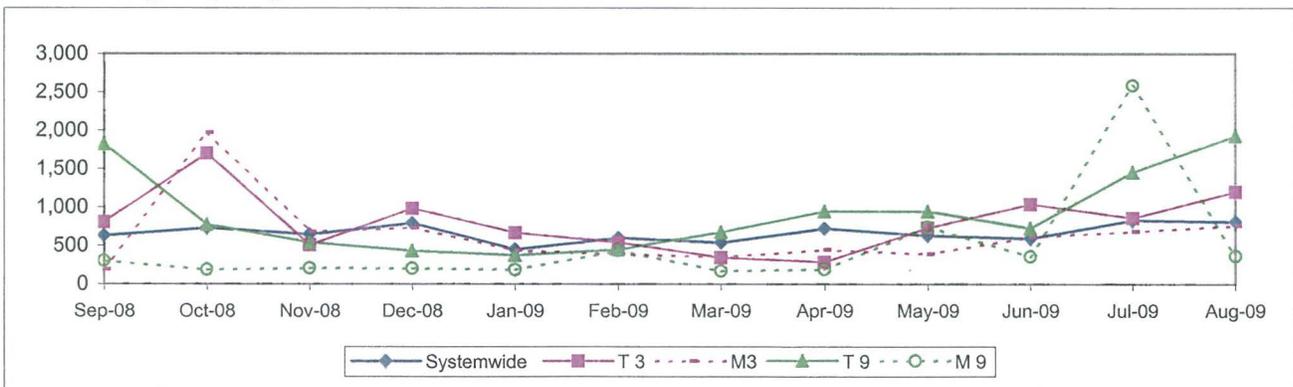


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.



Gateway Cities Sector Scorecard Overview (GC)

This sector has two Metro operating divisions, Division 1 and 2, both operating out of the downtown Los Angeles area. The sector will be responsible for the operation of approximately 465 Metro buses and 22 Metro Bus lines carrying nearly 81.2 million boarding passengers each year.

This report gives a brief overview of sector operations':

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Sep. Month	Status
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)			3,274	3,532	3,137	3,137	3,540	2,820	2,790	Yellow
No. of unaddressed road calls				1,116*	824	386		84	41	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,290	1,556	1,351	1,347	Yellow
In-Service On-time Performance	65.43%	66.50%	64.35%**	63.77%	64.05%	66.25%	70.80%	71.49%	69.60%	Green
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.47	3.06		2.92	3.18	Green
Number of "482 alleged accidents"	0	0	0	53	240	216	3.28	72	16	
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.76	2.58	2.67	3.15	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	9.30	10.81	Aug YTD 9.77	Aug 9.40	Green
GC Sector										
MMBMF			2,506	3,163	2,845	2,626	3,500	2,576	2,794	Yellow
No. of unaddressed road calls				170*	322	106		32	19	
MMBTRC				995	960	1,203	1,244	1,257	1,271	Green
In-Service On-time Performance	69.34%	71.20%	71.73%	68.01%	68.09%	71.99%	74.00%	76.82%	75.39%	Green
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.52	3.20		2.91	3.17	Green
Number of "482 alleged accidents"	0	0	0	7	51	47	3.30	16	3	
Complaints per 100,000 Boardings	3.08	2.58	1.69	1.78	1.91	1.94	2.00	1.80	2.09	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.19	14.11	11.45	10.27	10.56	10.24	9.55	Aug YTD 13.43	Aug 13.61	Yellow
Division 1										
MMBMF			2,409	3,757	2,960	2,640	3,500	2,527	2,890	Yellow
No. of unaddressed road calls				138*	311	62		31	18	
MMBTRC				932	908	1,166	1,165	1,158	1,193	Yellow
In-Service On-time Performance	70.57%	71.62%	71.06%	68.02%	67.55%	71.05%	73.50%	75.59%	73.80%	Green
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.41	3.02		2.98	3.05	Green
Number of "482 alleged accidents"	0	0	0	6	36	22	3.30	12	3	
Complaints per 100,000 Boardings	3.32	2.92	1.92	1.89	1.90	1.85	2.00	1.88	2.14	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.82	12.71	10.92	8.48	7.59	9.92	9.55	Aug YTD 9.65	Aug 10.94	Green
Division 2										
MMBMF			2,660	2,598	2,707	2,608	3,500	2,644	2,679	Yellow
No. of unaddressed road calls				32*	11	44		1	1	
MMBTRC				1,097	1,039	1,255	1,371	1,416	1,389	Green
In-Service On-time Performance	67.62%	70.42%	72.71%	67.99%	68.60%	72.72%	74.50%	77.81%	76.60%	Green
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.67	3.43		2.82	3.32	Green
Number of "482 alleged accidents"	0	0	0	1	15	25	3.30	4	0	
Complaints per 100,000 Boardings	2.84	2.15	1.42	1.64	1.93	2.03	2.00	1.71	2.03	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.56	16.69	12.97	13.36	14.82	11.14	9.55	Aug YTD 19.09	Aug 17.93	Yellow

*Jan - June '07 **Div 15 Nov. '05 data excluded & Dec. Data after shake-up used.

NOTE: As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

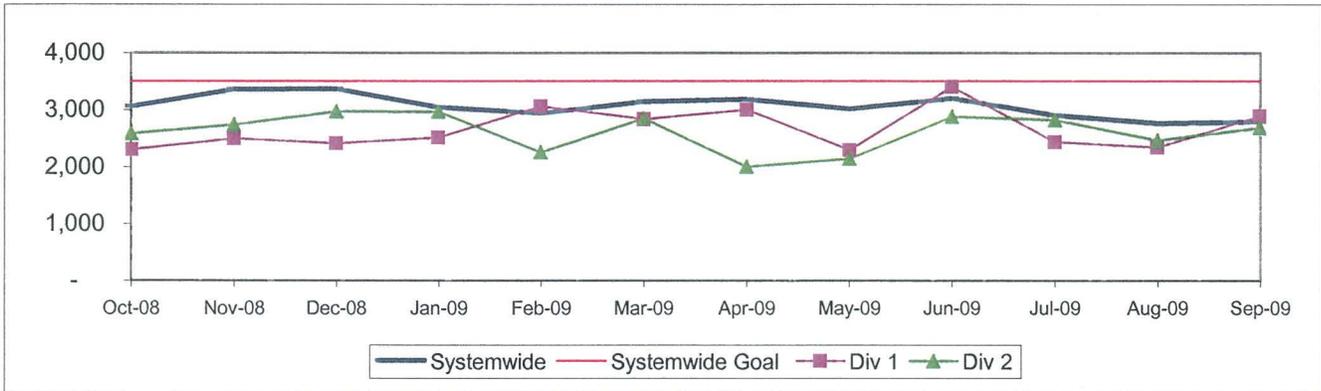
Red - High probability that the target will not be achieved -- significant problems and/or delays.

GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE Systemwide and Divisions 1 and 2

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

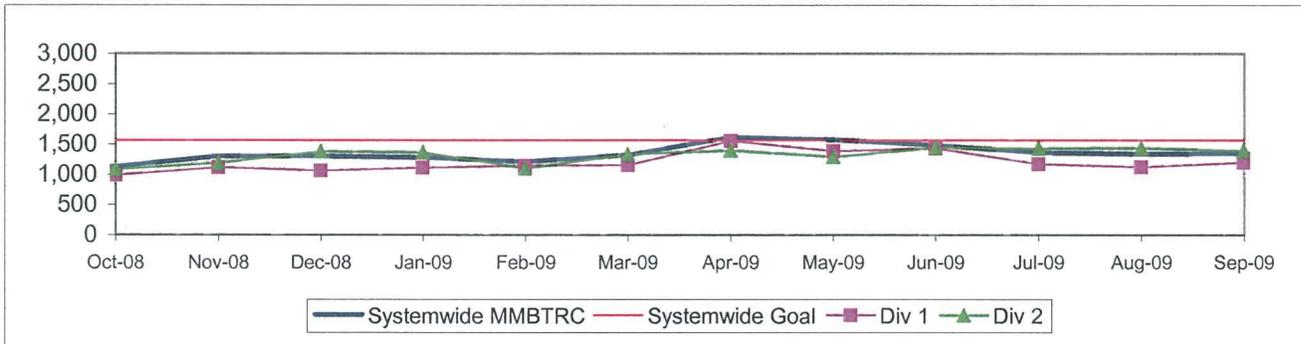
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS Systemwide and Divisions 1 and 2

Definition: Average Hub Miles Between Total Roadcalls

Calculation: MMBMTRC = (Total Hub Miles / by Total Roadcalls)

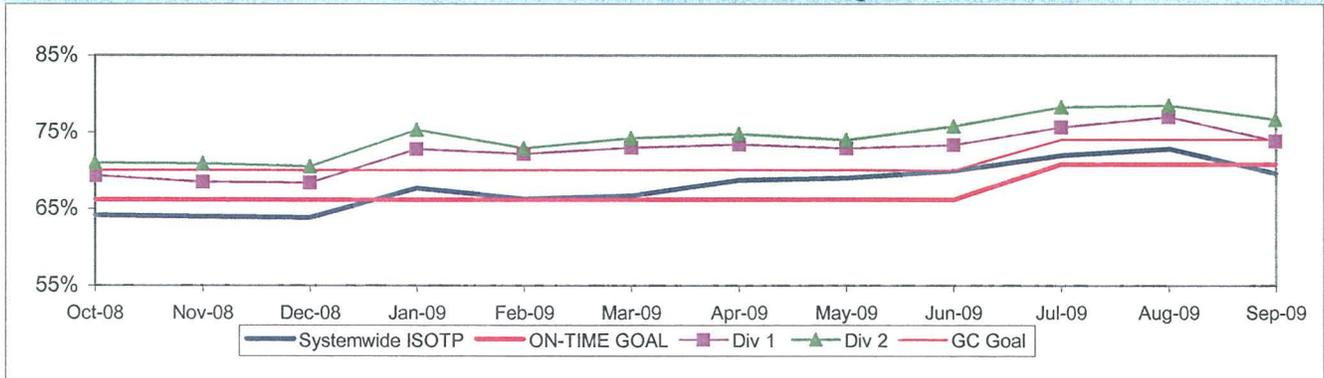


IN-SERVICE ON-TIME PERFORMANCE

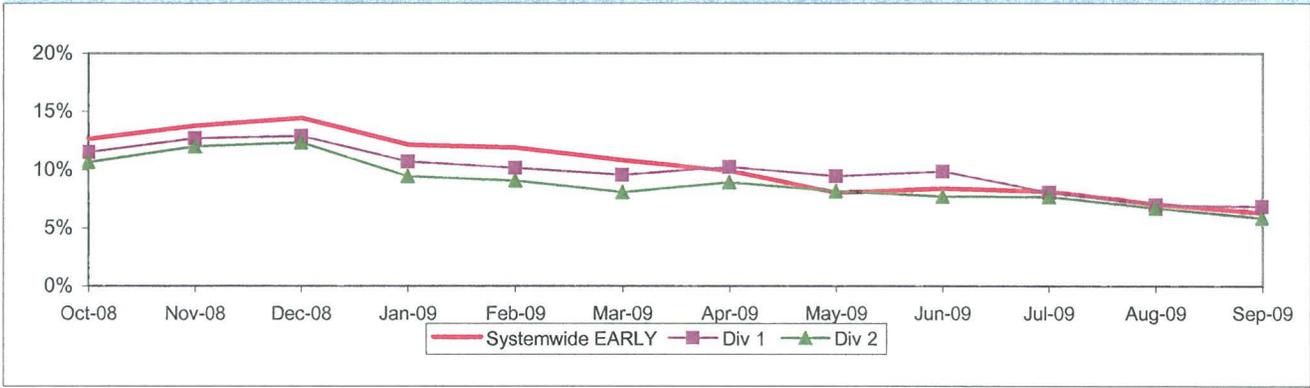
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

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



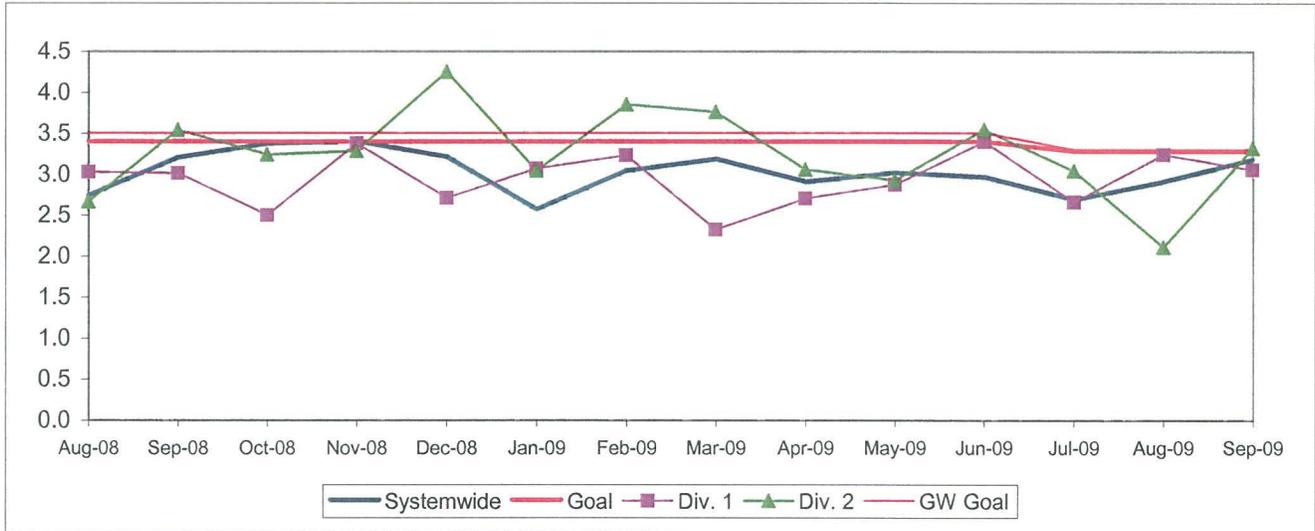
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Bus Operating Divisions 1 and 2

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

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

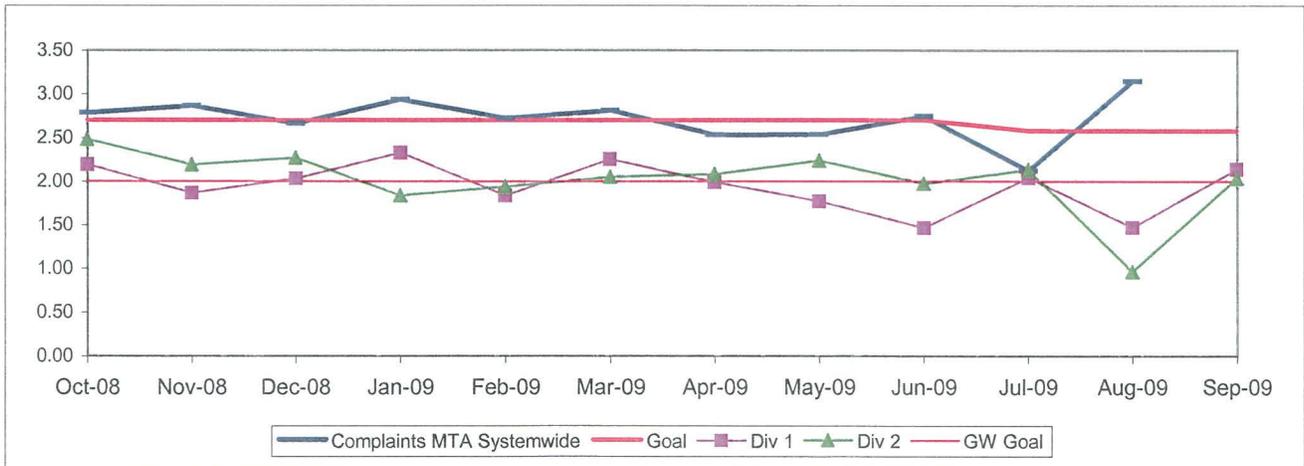


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 1 and 2

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

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

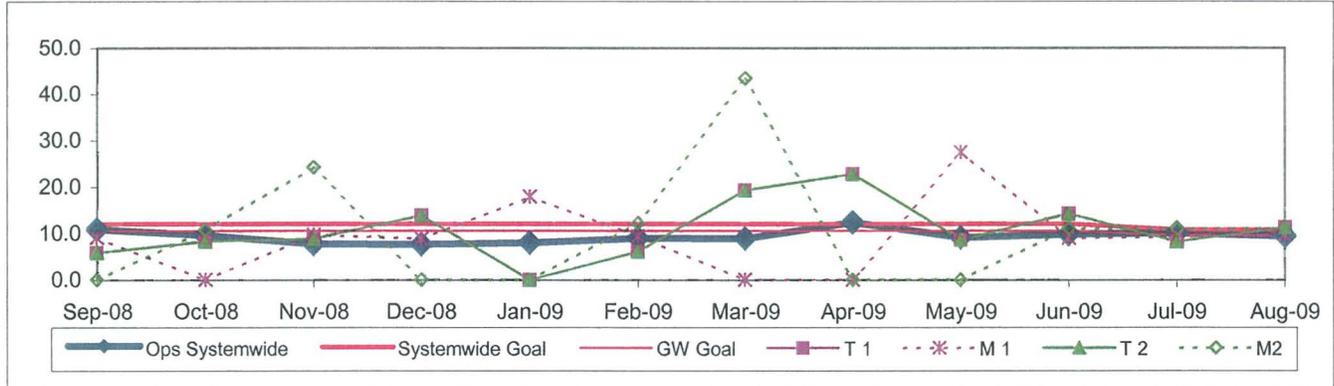


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.

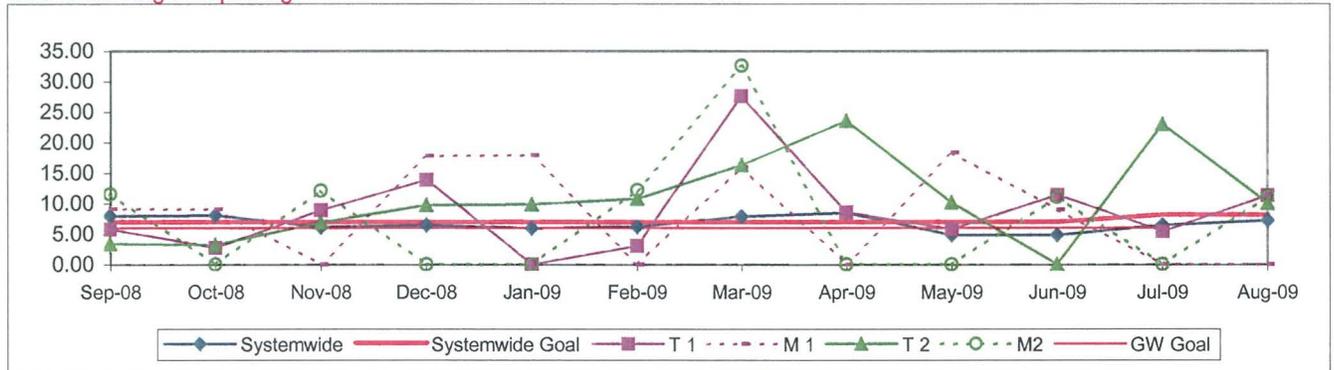


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.

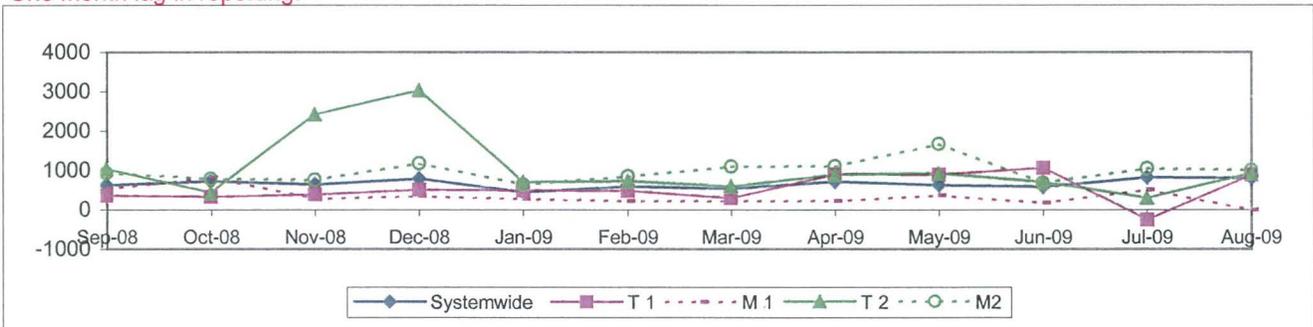


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.



South Bay Sector Scorecard Overview (SB)

This sector has two Metro operating divisions, Arthur Winston Division (5) in South Los Angeles and Carson Division (18) in Carson. The sector will be responsible for the operation of approximately 530 Metro buses and 32 Metro Bus lines carrying over 90.2 million boarding passengers each year.

This report gives a brief overview of sector operations:

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Sep. Month	Status
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)			3,274	3,532	3,137	3,137	3,540	2,820	2,790	Yellow
No. of unaddressed road calls				1,116*	824	386		84	41	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,290	1,556	1,351	1,347	Yellow
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.25%	70.80%	71.49%	69.60%	Green
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.47	3.06	3.28	2.92	3.18	Green
Number of "482 alleged accidents"	0	0	0	53	240	216		72	16	
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.76	2.58	2.67	3.15	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	9.30	10.81	Aug YTD 9.77	Aug 9.40	Green
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up										
SB Sector										
MMBMF			3,688	3,826	3,427	3,378	3,500	2,885	2,945	Yellow
No. of unaddressed road calls				231*	100	71		5	2	
MMBTRC				1,273	1,117	1,198	1,591	1,312	1,367	Yellow
In-Service On-time Performance	61.74%	64.13%	59.05%	62.39%	62.03%	62.46%	67.00%	67.27%	65.66%	Green
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.86	3.34	4.00	3.23	2.86	Green
Number of "482 alleged accidents"	0	0	0					17	5	
Complaints per 100,000 Boardings	4.63	3.61	2.49	2.51	2.56	3.09	2.75	3.02	3.40	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.84	14.65	13.85	10.81	15.18	10.61	10.50	Aug YTD 10.95	Aug 11.04	Yellow
Division 5										
MMBMF			3,656	3,580	3,227	3,314	3,500	3,037	3,068	Yellow
No. of unaddressed road calls				57*	26	16		2	2	
MMBTRC				1,459	1,130	1,420	1,824	1,583	1,506	Yellow
In-Service On-time Performance	63.17%	65.58%	61.85%	63.83%	63.35%	64.43%	67.00%	68.38%	65.56%	Green
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	5.11	4.32	4.00	4.09	3.37	Yellow
Number of "482 alleged accidents"	0	0	0	13	35	29		13	2	
Complaints per 100,000 Boardings	3.45	2.71	1.87	1.71	1.46	1.88	2.00	1.88	1.91	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	15.22	18.72	14.68	14.89	15.96	12.75	11.50	Aug YTD 14.34	Aug 7.27	Yellow
Division 18										
MMBMF			3,712	4,008	3,563	3,421	3,500	2,799	2,874	Yellow
No. of unaddressed road calls				214*	74	55		3		
MMBTRC				1,174	1,109	1,090	1,468	1,187	1,293	Yellow
In-Service On-time Performance	60.78%	63.42%	57.31%	61.19%	60.88%	60.66%	67.00%	66.28%	65.75%	Yellow
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.08	2.72	4.00	2.70	2.55	Green
Number of "482 alleged accidents"	0	0	0	5	14	27		4	3	
Complaints per 100,000 Boardings	5.74	4.44	3.07	3.29	3.72	4.46	3.50	4.30	5.06	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.71	11.67	13.63	8.50	14.70	8.95	9.50	Aug YTD 9.09	Aug 12.86	Green

*Jan - June '07 **Div 15 Nov. '05 data excluded & Dec. Data after shake-up used.

NOTE: As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

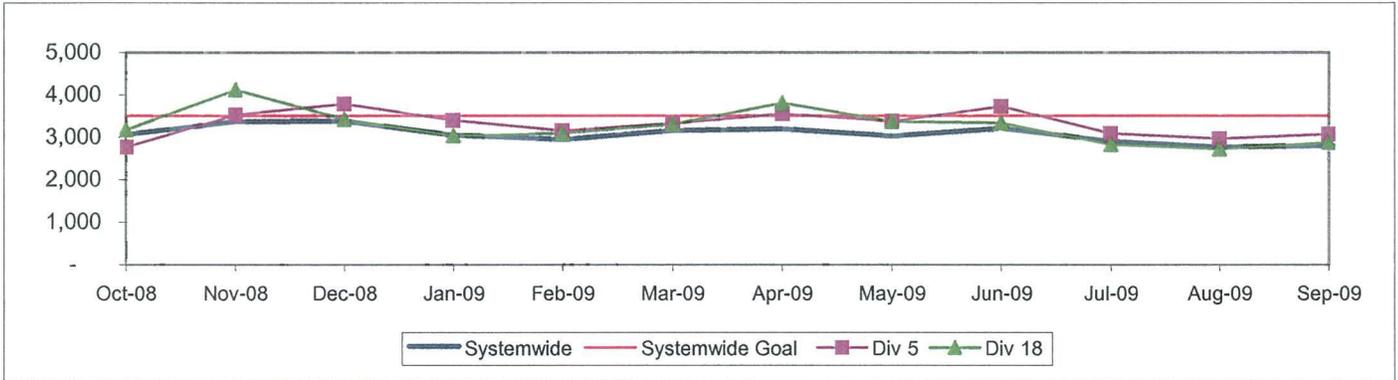
Red - High probability that the target will not be achieved -- significant problems and/or delays.

SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE Systemwide and Divisions 5 and 18

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

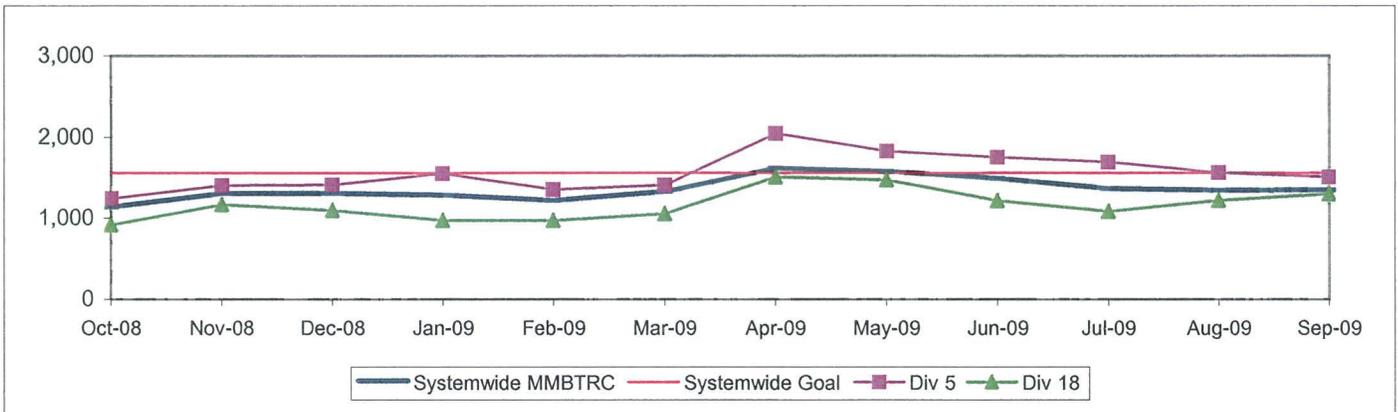
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS Systemwide and Divisions 5 and 18

Definition: Average Hub Miles traveled between total roadcalls.

Calculation: MMBMF = (Total Hub Miles / by Total Roadcalls)

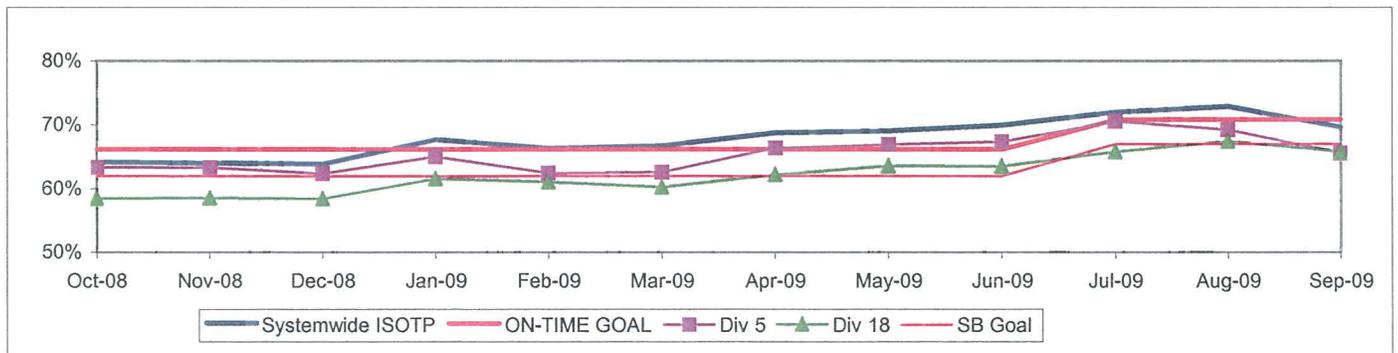


IN-SERVICE ON-TIME PERFORMANCE

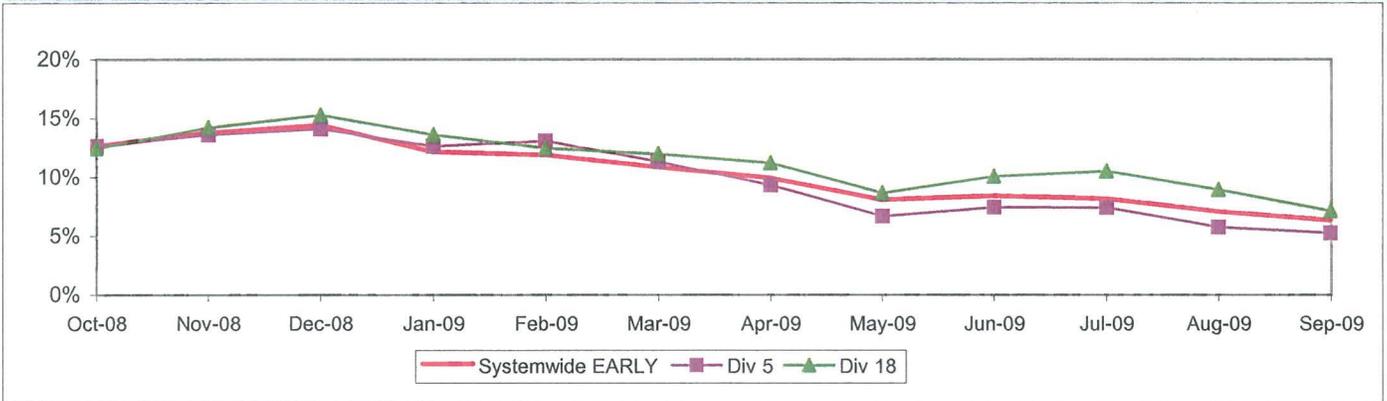
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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

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

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

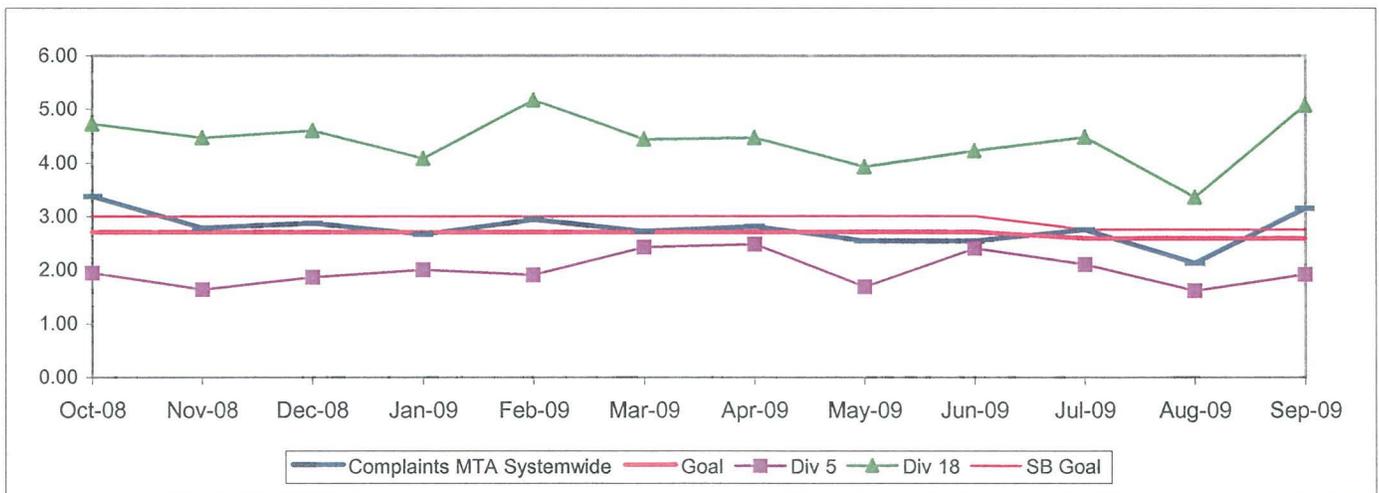


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 5 and 18

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

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

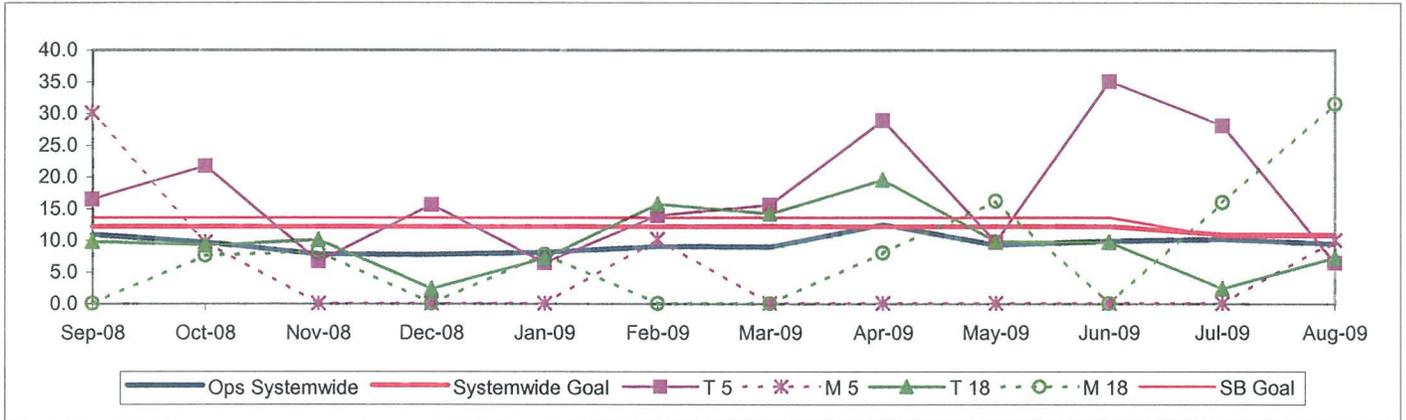


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.

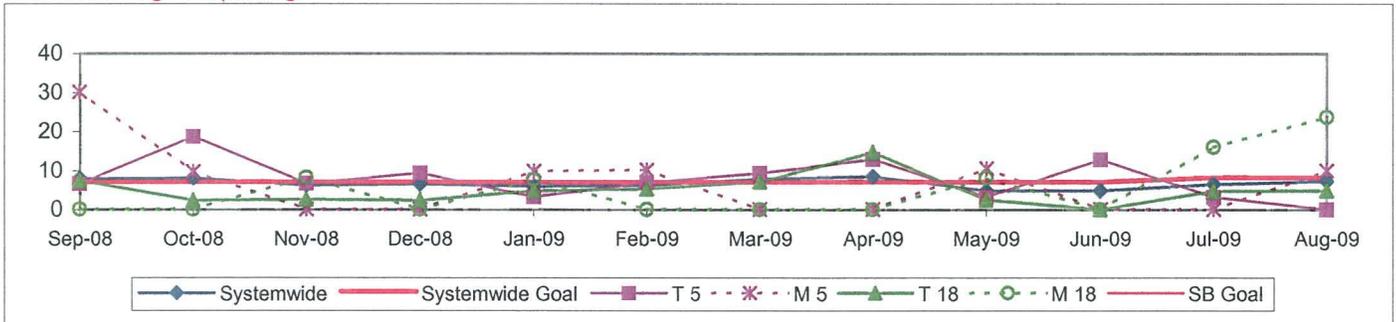


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.

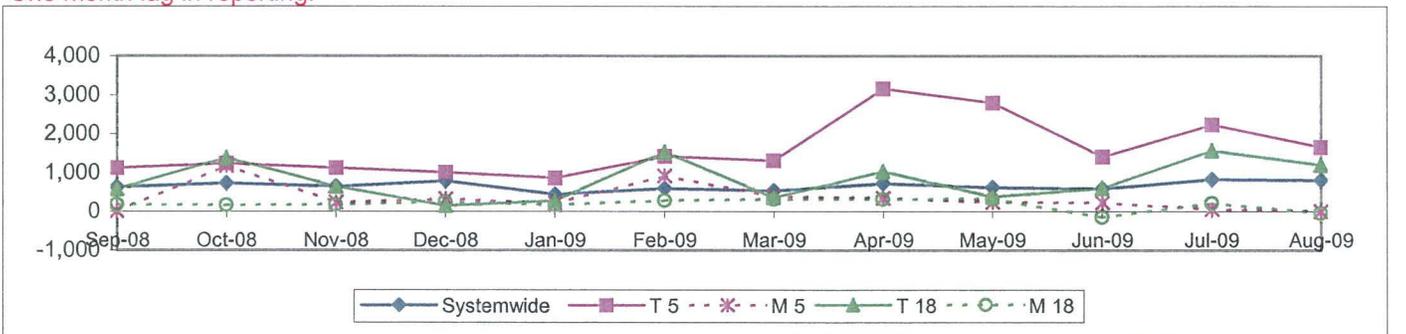


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.



Westside/Central Sector Scorecard Overview (WC)

This sector has three Metro operating divisions, Division 6 in Venice, Division 7 in West Hollywood, and Division 10 in Los Angeles, near the Gateway building. The sector will be responsible for the operation of approximately 575 Metro buses and 21 Metro Bus lines carrying nearly 88.8 million boarding passengers each year.

This report gives a brief overview of sector operations*:

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Sep. Month	Status
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532	3,137	3,137	3,540	2,820	2,790	Yellow Diamond
				1,116*	824	386		84	41	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,290	1,556	1,351	1,347	Yellow Diamond
In-Service On-time Performance	65.43%	66.50%	64.35%**	63.77%	64.05%	66.25%	70.80%	71.49%	69.60%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.47	3.06		2.92	3.18	Green Circle
Number of "482 alleged accidents"	0	0	0	53	240	216	3.28	72	16	
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.76	2.58	2.67	3.15	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	9.30	10.81	Aug YTD 9.77	Aug 9.40	Green Circle
WC Sector										
MMBMF No. of unaddressed road calls			3,499	3,651	3,213	3,305	3,600	2,649	2,452	Yellow Diamond
				155*	116	111		24	10	
MMBTRC				1,152	1,001	1,046	1,439	1,034	988	Yellow Diamond
In-Service On-time Performance	63.31%	63.39%	60.82%	57.59%	56.72%	61.65%	67.00%	68.68%	67.15%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	4.25	3.88		3.76	4.38	Green Circle
Number of "482 alleged accidents"	0	0	0	16	70	61	4.00	29	7	
Complaints per 100,000 Boardings	5.30	4.10	2.53	2.66	2.97	2.78	2.75	2.48	2.87	Green Circle
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.52	18.80	14.61	12.99	13.41	7.50	10.50	Aug YTD 7.62	Aug 8.61	Green Circle
Division 6										
MMBMF No. of unaddressed road calls			6,279	4,456	3,756	7,186	3,600	8,276	9,232	Green Circle
				30*	32	11		3	1	
MMBTRC				1,063	899	1,307	1,329	1,839	1,950	Green Circle
In-Service On-time Performance	60.11%	56.75%	57.20%	53.28%	53.12%	56.98%	66.00%	68.72%	66.73%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.86	4.13		7.67	11.55	Yellow Diamond
Number of "482 alleged accidents"	0	0	0	1	3	1	4.00	1	0	
Complaints per 100,000 Boardings	6.15	4.47	2.52	2.10	2.70	3.55	2.85	2.48	3.82	Green Circle
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.71	18.23	16.43	15.02	11.77	7.86	10.50	Aug YTD 4.79	Aug -0-	Green Circle
Division 7										
MMBMF No. of unaddressed road calls			2,947	3,468	3,327	3,399	3,600	2,739	2,856	Yellow Diamond
				64*	84	99		21	9	
MMBTRC				1,118	981	1,039	1,397	1,064	1,050	Yellow Diamond
In-Service On-time Performance	64.59%	64.22%	61.78%	58.01%	57.66%	62.15%	67.50%	68.61%	67.14%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	4.10	3.83		3.13	3.49	Green Circle
Number of "482 alleged accidents"	0	0	0	5	36	28	4.00	19	4	
Complaints per 100,000 Boardings	5.70	4.24	2.87	2.98	3.00	2.88	2.70	2.62	2.97	Green Circle
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.05	19.44	15.76	12.09	13.42	7.80	10.50	Aug YTD 8.27	Aug 8.37	Green Circle
Division 10										
MMBMF No. of unaddressed road calls			3,723	3,702	3,028	2,947	3,600	2,338	1,993	Yellow Diamond
				61*	0	1				
MMBTRC				1,197	1,044	1,015	1,496	948	878	Yellow Diamond
In-Service On-time Performance	62.85%	64.14%	60.73%	58.61%	56.63%	61.90%	67.50%	68.74%	67.24%	Green Circle
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	4.47	3.87		3.67	4.01	Green Circle
Number of "482 accidents"	0	0	0	8	31	32	4.00	9	3	
Complaints per 100,000 Boardings	4.85	3.92	2.23	2.48	2.99	2.59	2.70	2.36	2.68	Green Circle
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	22.90	3.74	3.80	14.02	14.74	7.49	10.50	Aug YTD 8.47	Aug 11.42	Green Circle

*Jan - June '07 **Div 15 Nov. '05 data excluded & Dec. Data after shake-up used.

NOTE: As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

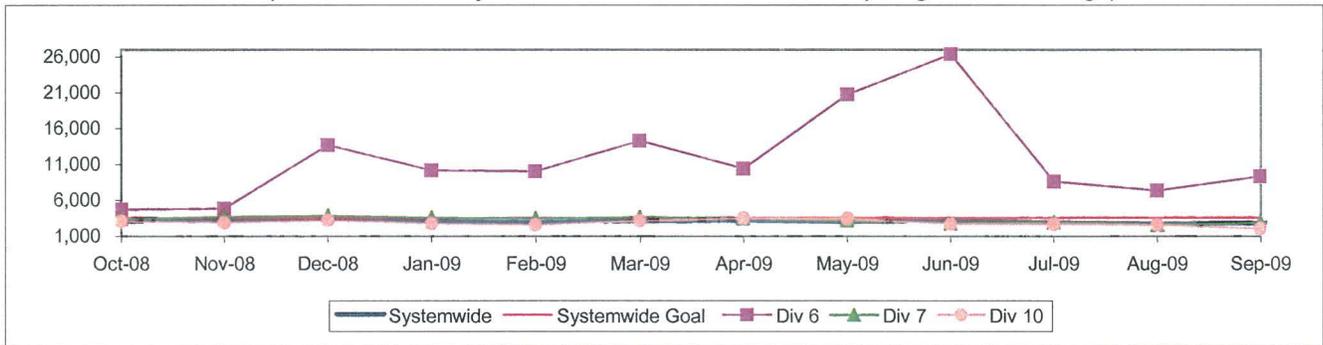
Red - High probability that the target will not be achieved - significant problems and/or delays.

WESTSIDE / CENTRAL SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE Systemwide and Divisions 6, 7 and 10

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

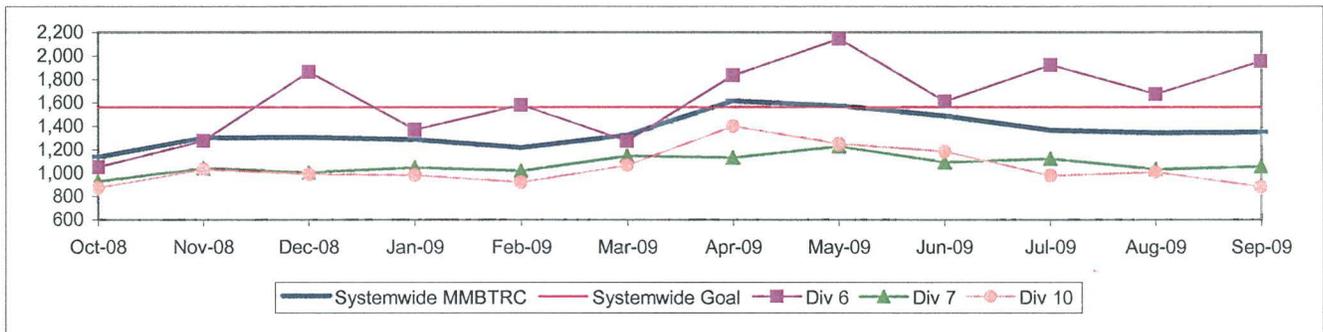
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROAD CALLS Systemwide and Divisions 6, 7 and 10

Definition: Average Hub Miles traveled between total road calls.

Calculation: MMBTRC = (Total Hub Miles / by Total Roadcalls)

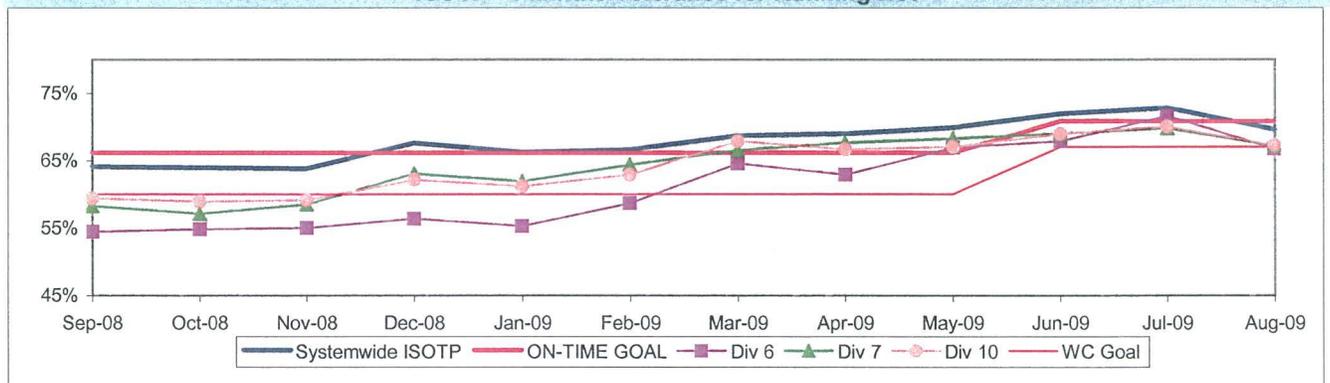


IN-SERVICE ON-TIME PERFORMANCE

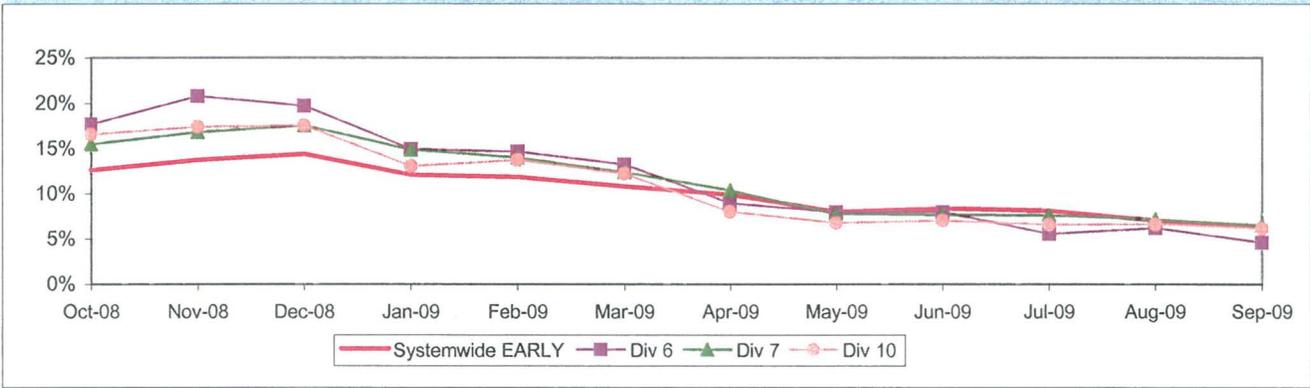
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



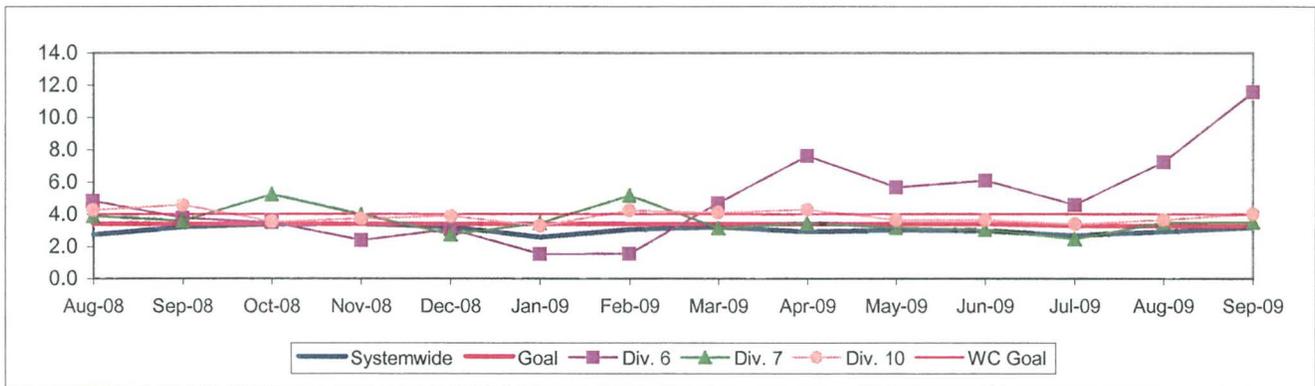
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



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

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

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

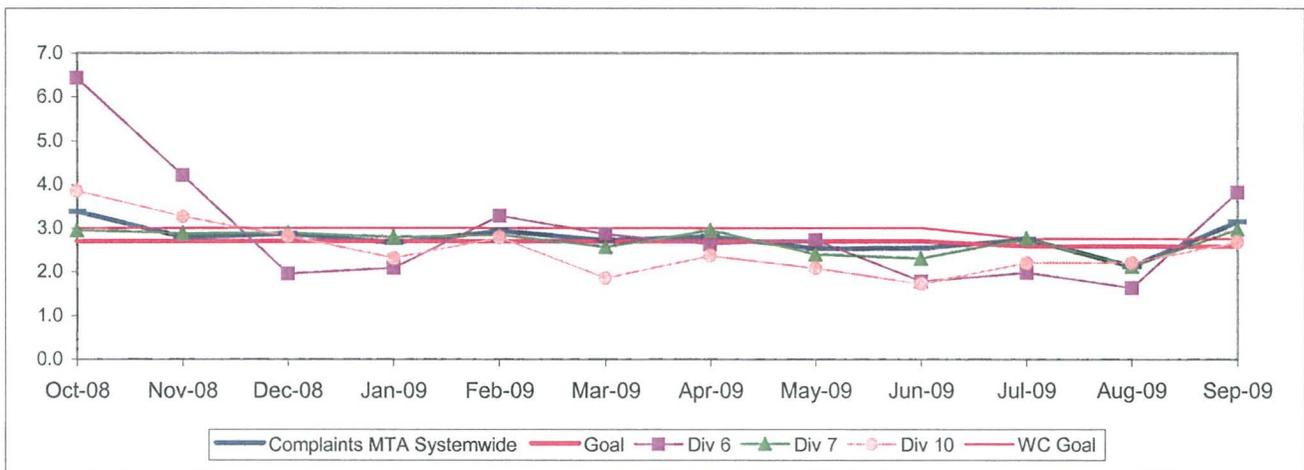


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

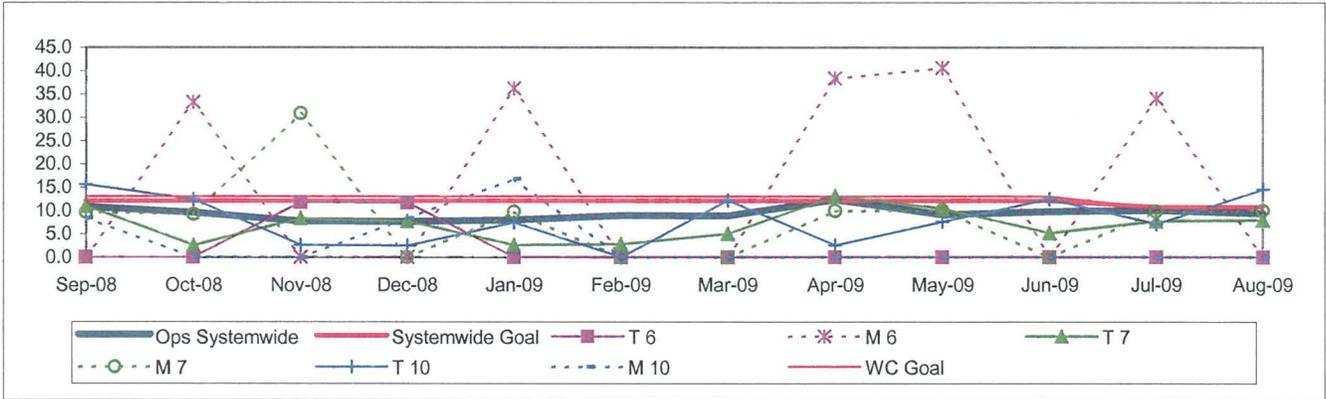


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.

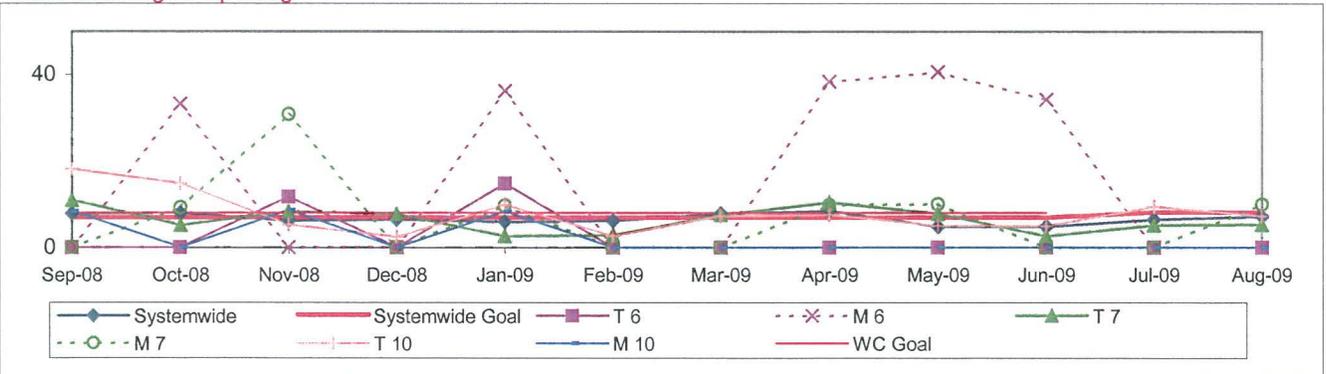


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.

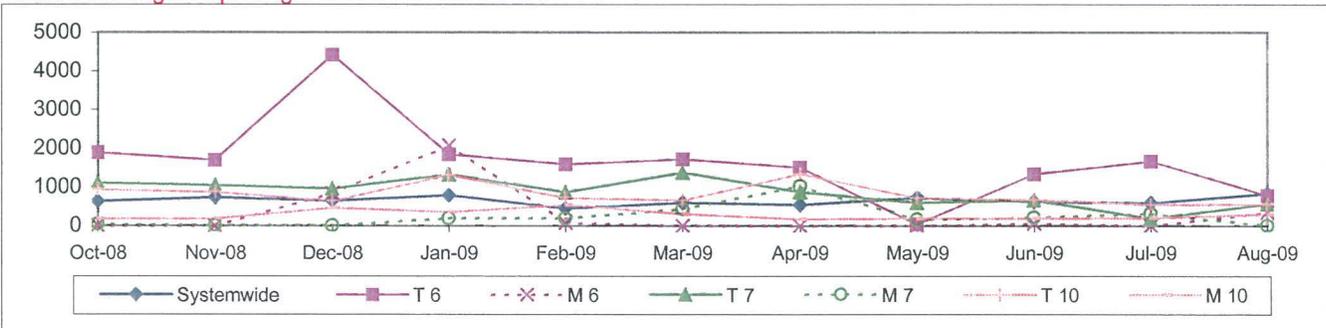


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.



Metro Rail Scorecard Overview

Metro Rail operates one heavy rail line, Metro Red Line from Union Station to North Hollywood and three light rail lines, Metro Blue Line from downtown to Long Beach, Metro Green Line along the 105 freeway and Metro Gold Line to Pasadena. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million boarding passengers each year.

This report gives a brief overview of sector operations¹:

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Sep. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.59	9.32	11.56	8.08	11.24	6.03	10.00	Aug YTD 10.80	Aug 8.36	◊
Metro Red Line (MRL)										
On-Time Pullouts	99.71%	99.94%	99.61%	99.76%	99.79%	99.97%	99.00%	100%	100%	●
Mean Miles Between Chargeable Mechanical Failures	12,793	11,759	19,587	17,260	26,743	41,482	30,000	63,397	46,001	●
In-Service On-time Performance*					99.13%	99.38%	99.10%	99.45%	99.48%	●
Traffic Accidents Per 100,000 Train Miles	0	0.22	0.22	0	0.30	0.07	0.02	0.03	0	◊
Complaints per 100,000 Boardings	1.17	1.13	0.66	0.41	0.50	0.37	0.50	0.40	0.33	●
Metro Blue Line (MBL)										
On-Time Pullouts	99.94%	99.73%	99.76%	99.72%	99.62%	99.74%	99.00%	99.49%	99.50%	●
Mean Miles Between Chargeable Mechanical Failures	10,365	16,273	26,774	35,125	31,278	27,051	24,000	24,584	32,608	●
In-Service On-time Performance*					98.81%	98.24%	99.00%	98.58%	98.94%	◊
Traffic Accidents Per 100,000 Train Miles	1.36	0.64	0.96	1.35	1.65	1.26	0.05	0.05	1.47	●
Complaints per 100,000 Boardings	0.97	0.98	0.78	0.53	0.64	0.58	0.90	0.49	0.56	●
Metro Green Line (MGrL)										
On-Time Pullouts	99.78%	99.91%	99.97%	99.54%	99.80%	99.95%	99.00%	99.66%	100%	●
Mean Miles Between Chargeable Mechanical Failures	11,337	12,558	20,635	27,471	36,727	19,195	24,000	17,509	11,814	◊
In-Service On-time Performance*					99.07%	98.90%	99.00%	99.04%	99.18%	●
Traffic Accidents Per 100,000 Train Miles	0.08	0.00	0	0	0.00	0.07	0.05	0	0	●
Complaints per 100,000 Boardings	1.37	1.39	0.92	0.72	0.81	0.82	0.90	0.68	0.61	●
Metro Gold Line (MGoL)										
On-Time Pullouts	100%	99.85%	99.97%	99.95%	99.95%	99.95%	99.00%	100%	100%	●
Mean Miles Between Chargeable Mechanical Failures	8,938	16,571	23,329	22,775	39,521	24,250	24,000	13,214	17,479	◊
In-Service On-time Performance*					98.86%	99.38%	99.00%	98.81%	98.87%	◊
Traffic Accidents Per 100,000 Train Miles	0.25	0.23	0.12	0.23	0.43	0.21	0.05	0	0	●
Complaints per 100,000 Boardings	3.81	2.85	2.71	1.88	1.57	1.50	0.90	1.89	2.20	◊

¹Effective December, ISOTP calculated differently.

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

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

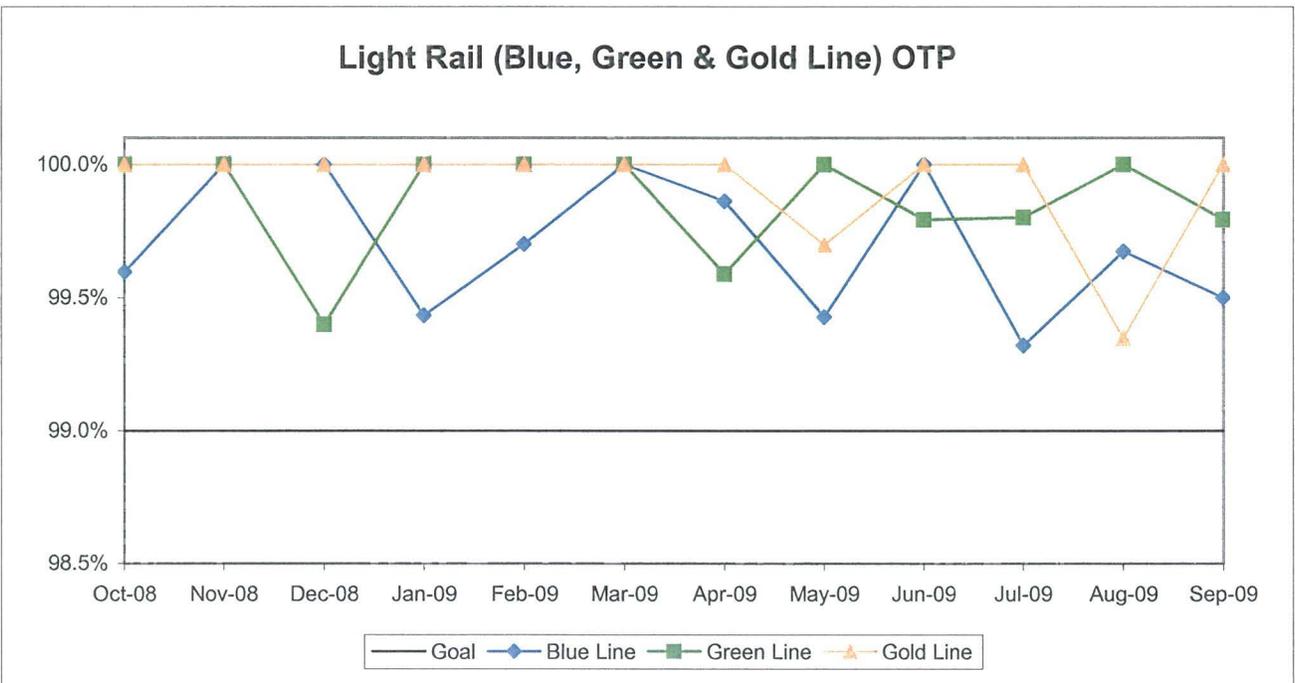
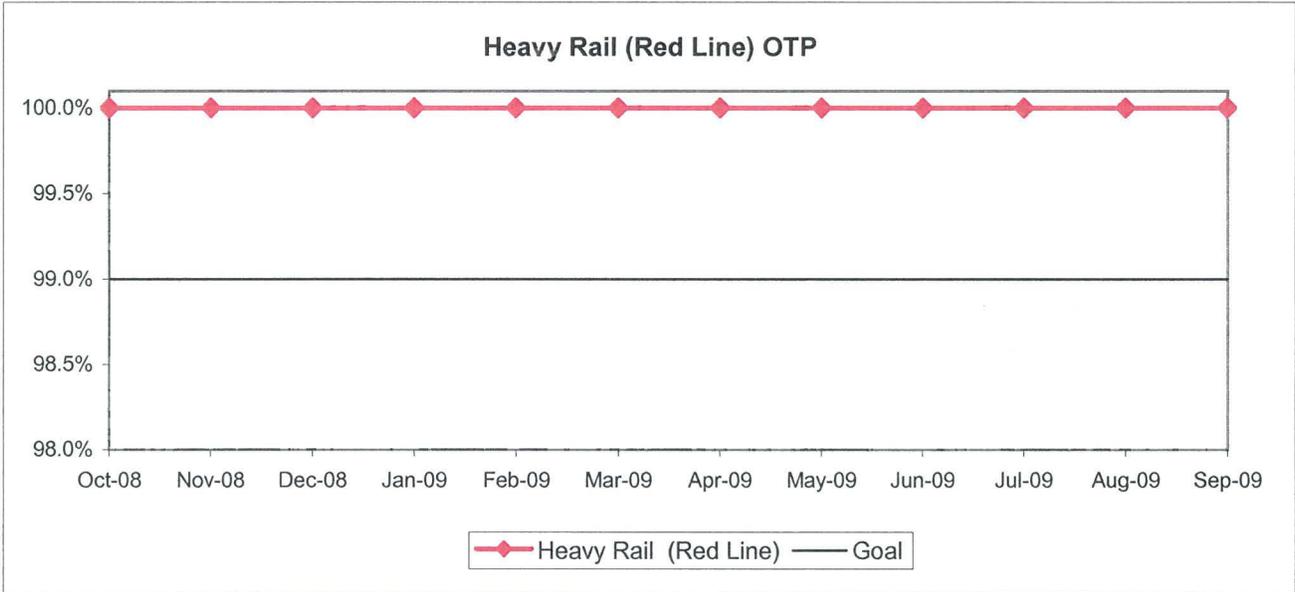
■ Red - High probability that the target will not be achieved -- significant problems and/or delays.

RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS (OTP)

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

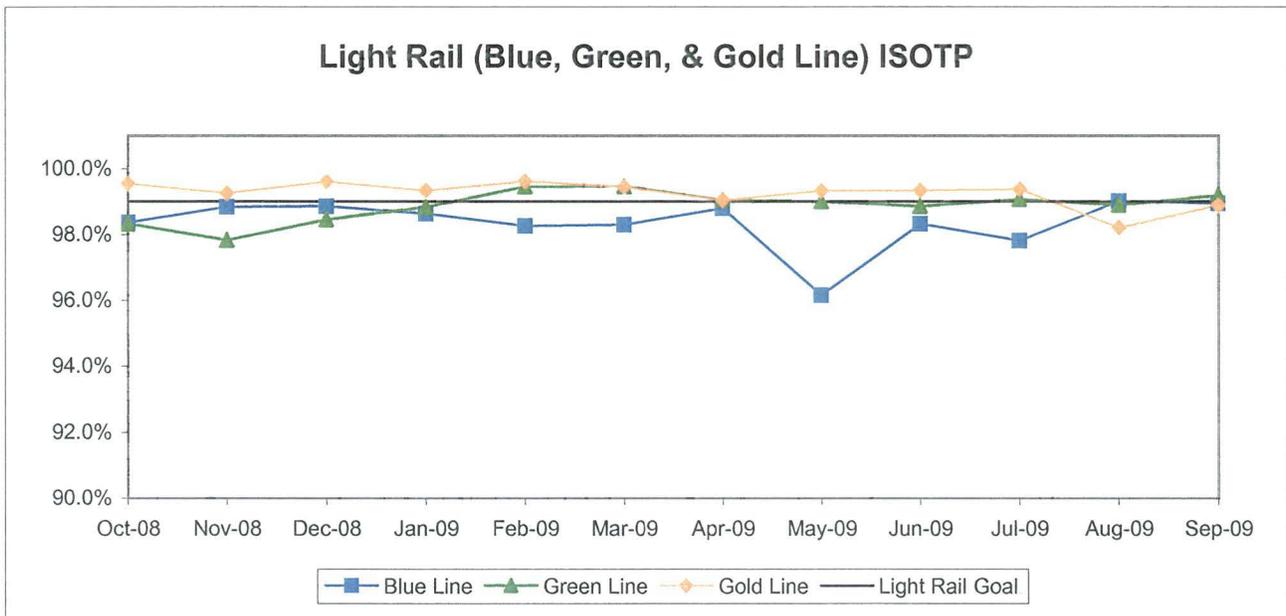
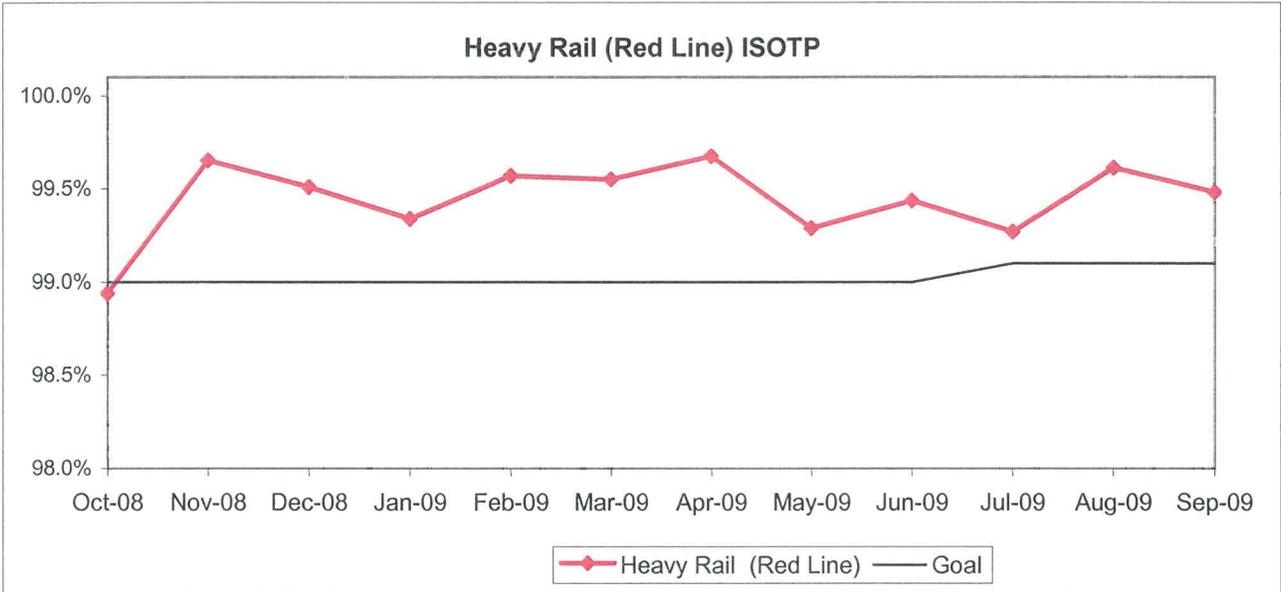
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{by Total scheduled pullouts}) \times 100]$



IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

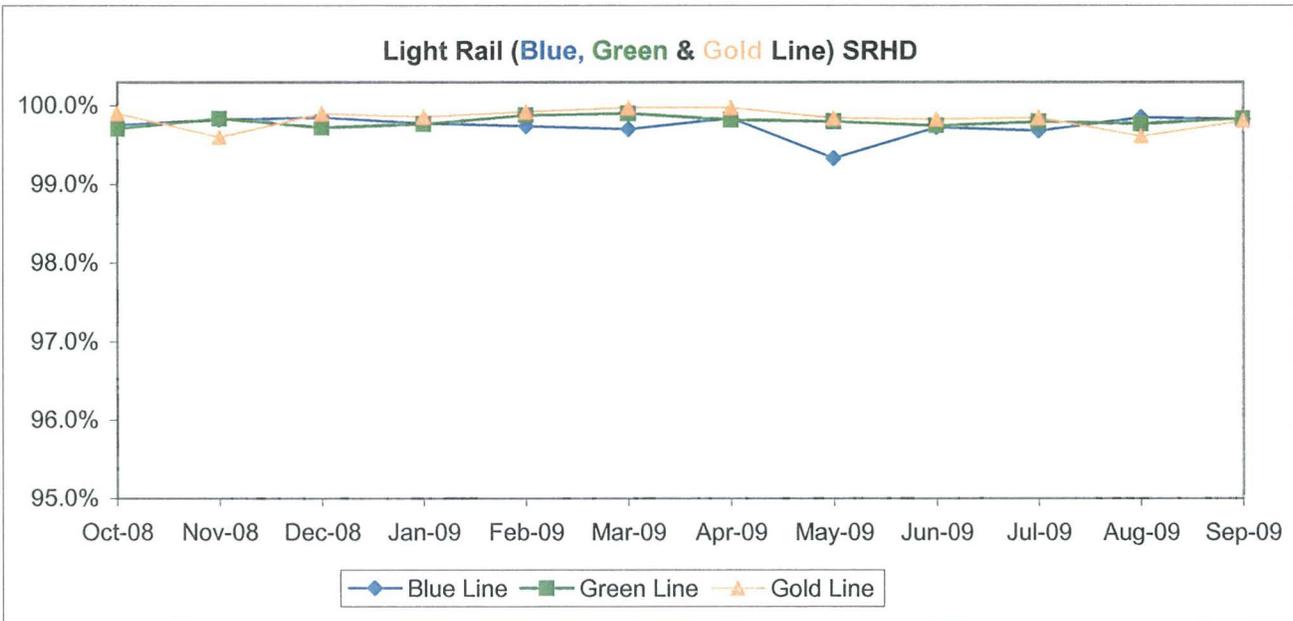
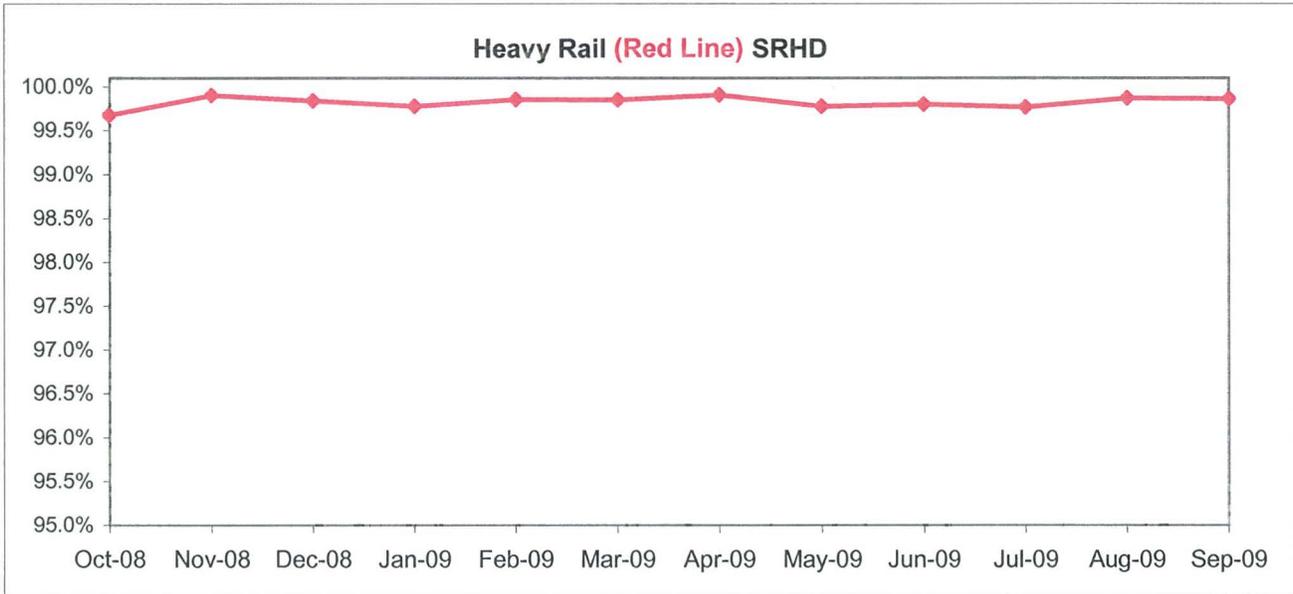
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]



Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

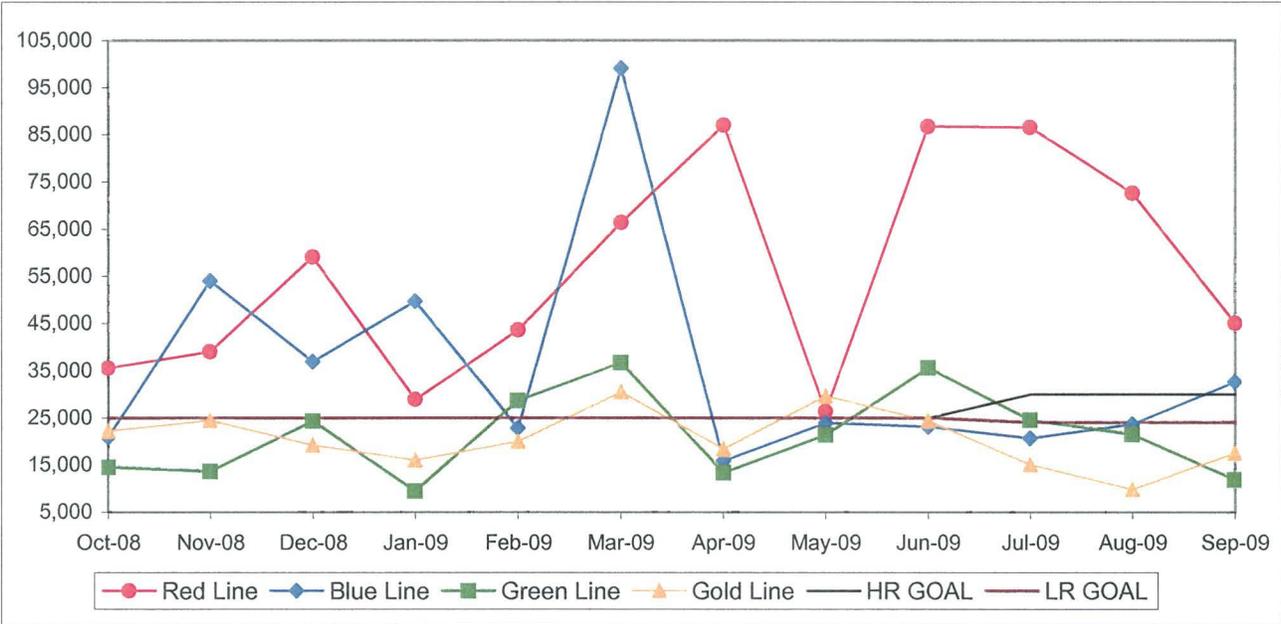
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Mean Miles Between Chargeable Mechanical Failures

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

Calculation: $MVMBRVF = \text{Total Vehicle Miles} / \text{Revenue Vehicle Systems Failures}$

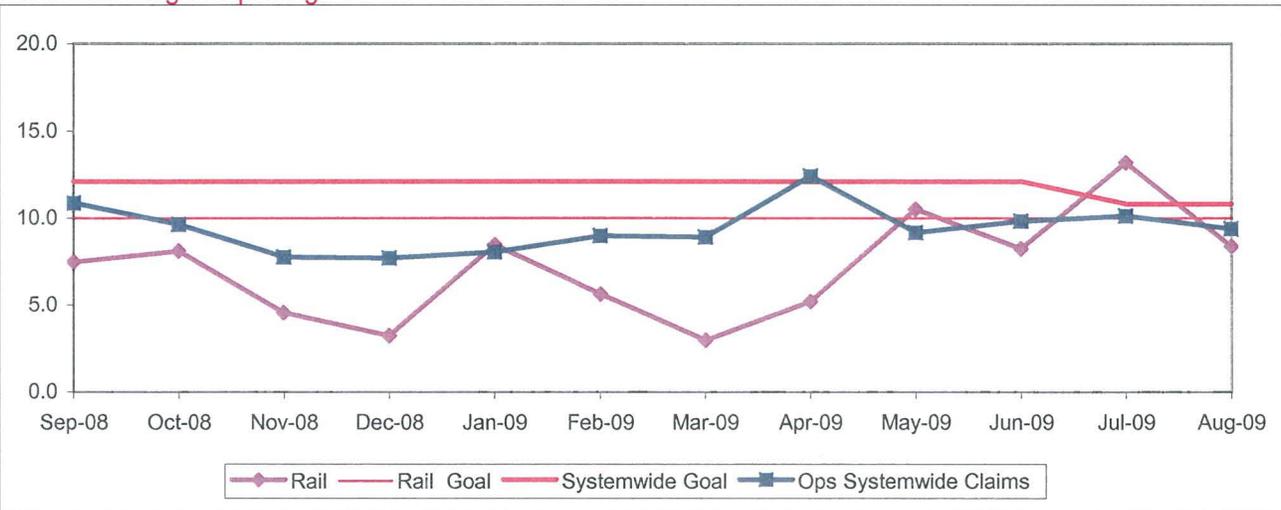


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.



BUS SERVICE PERFORMANCE

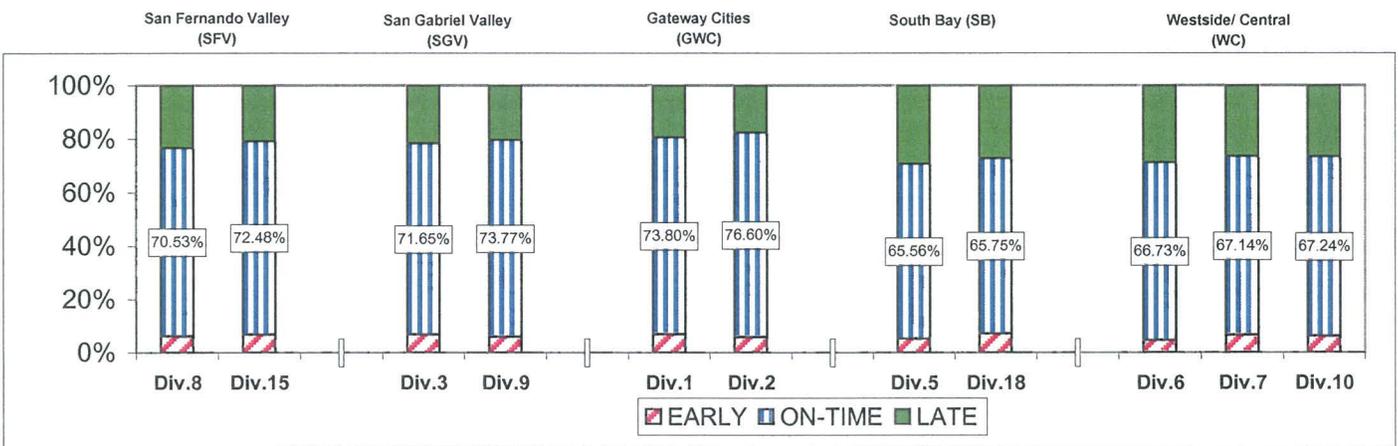
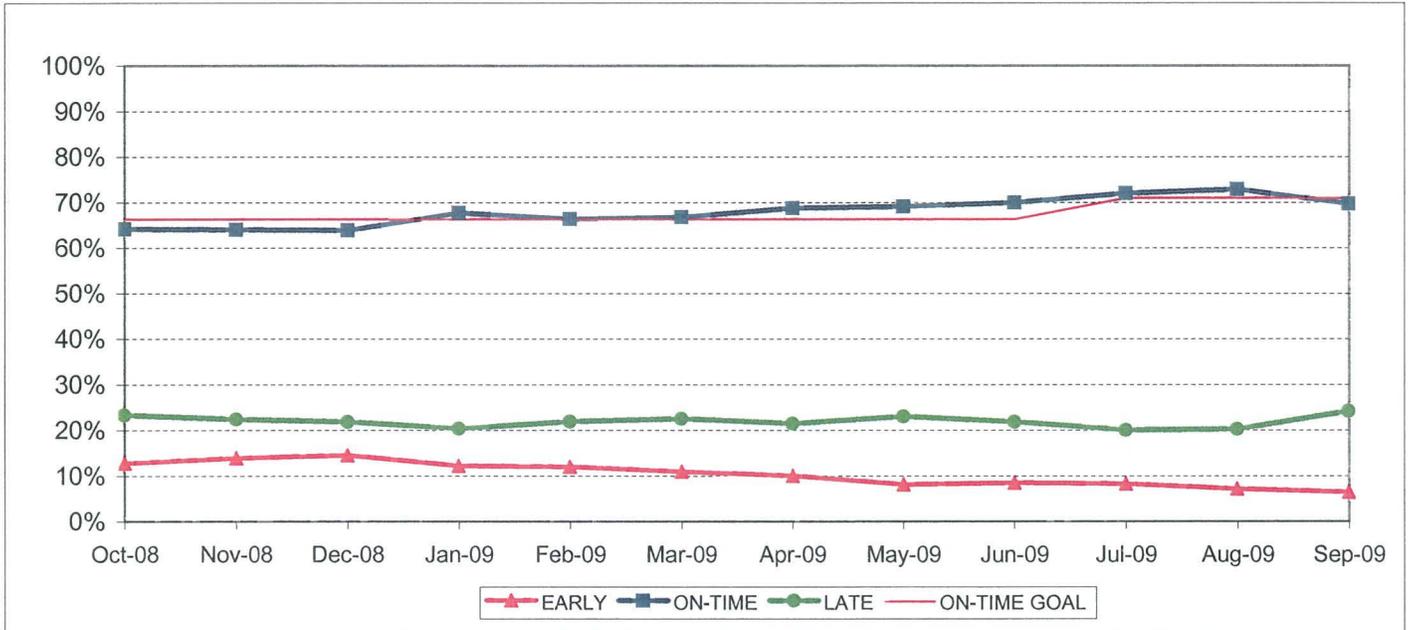
IN-SERVICE ON-TIME PERFORMANCE

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

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

Systemwide Trend

Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY09	FY10-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	9.38%	6.65%	-2.73%
On-Time	69.29%	73.14%	3.85%
Late	21.33%	20.20%	-1.12%
Division 15			
Early	10.16%	7.44%	-2.71%
On-Time	69.06%	73.57%	4.50%
Late	20.78%	18.99%	-1.79%
Gateway Cities Sector (GWC)			
Division 1			
Early	11.25%	7.31%	-3.94%
On-Time	71.05%	75.59%	4.54%
Late	17.70%	17.10%	-0.60%
Division 2			
Early	9.97%	6.76%	-3.21%
On-Time	72.72%	77.81%	5.09%
Late	17.31%	15.43%	-1.88%
South Bay Sector (SB)			
Division 5			
Early	11.65%	6.07%	-5.58%
On-Time	64.43%	68.38%	3.95%
Late	23.92%	25.55%	1.63%
Division 18			
Early	12.44%	8.82%	-3.62%
On-Time	60.66%	66.28%	5.61%
Late	26.89%	24.90%	-2.00%

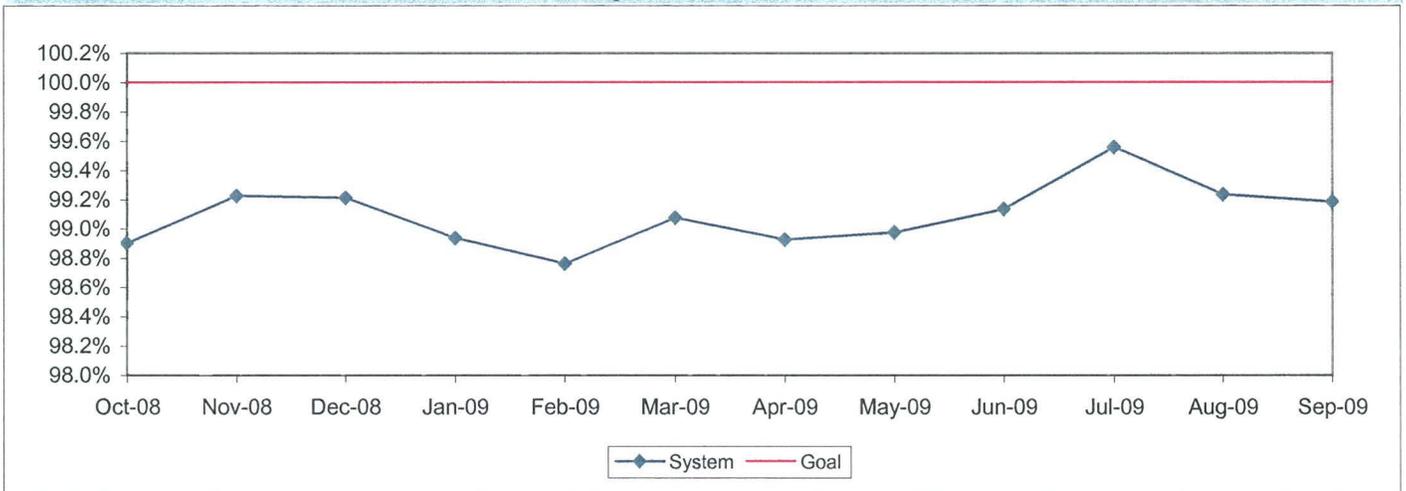
	FY09	FY10-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	12.94%	7.66%	-5.28%
On-Time	69.78%	74.86%	5.09%
Late	17.28%	17.47%	0.19%
Division 9			
Early	11.32%	7.13%	-4.19%
On-Time	70.01%	76.14%	6.13%
Late	18.67%	16.73%	-1.95%
Westside/Central Sector (WC)			
Division 6			
Early	16.07%	5.42%	-10.65%
On-Time	56.98%	68.72%	11.74%
Late	26.95%	25.86%	-1.09%
Division 7			
Early	13.74%	7.06%	-6.68%
On-Time	62.15%	68.61%	6.47%
Late	24.12%	24.32%	0.21%
Division 10			
Early	13.31%	6.44%	-6.88%
On-Time	61.90%	68.74%	6.84%
Late	24.78%	24.82%	0.04%
SYSTEMWIDE			
Early	11.77%	7.15%	-4.62%
On-Time	66.25%	71.49%	5.24%
Late	21.99%	21.36%	-0.63%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

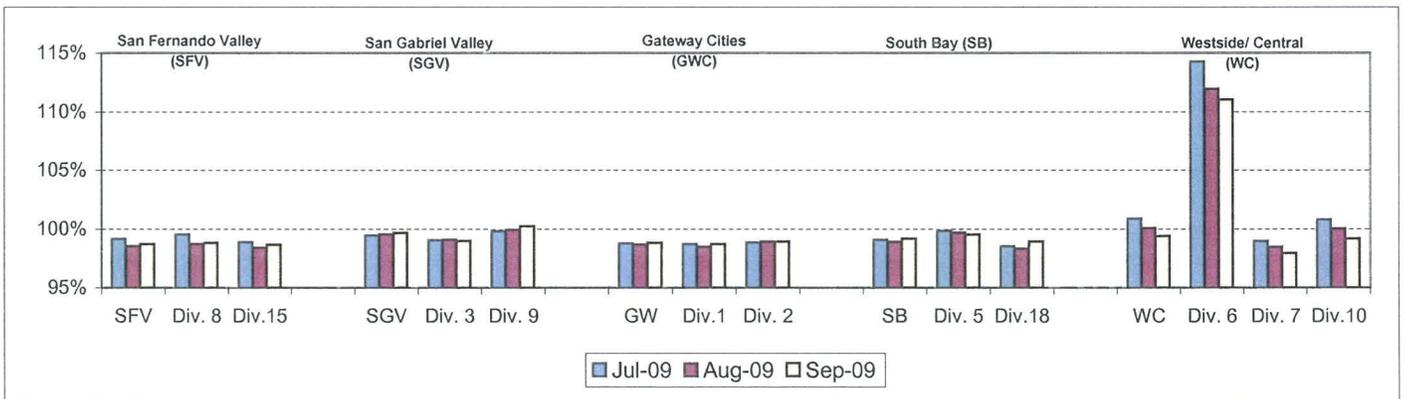
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

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

Systemwide Trend



* Used Scheduled Hours delivered in FY05. Beginning July 2005, calculating the Actual RH to Scheduled Revenue Hours.



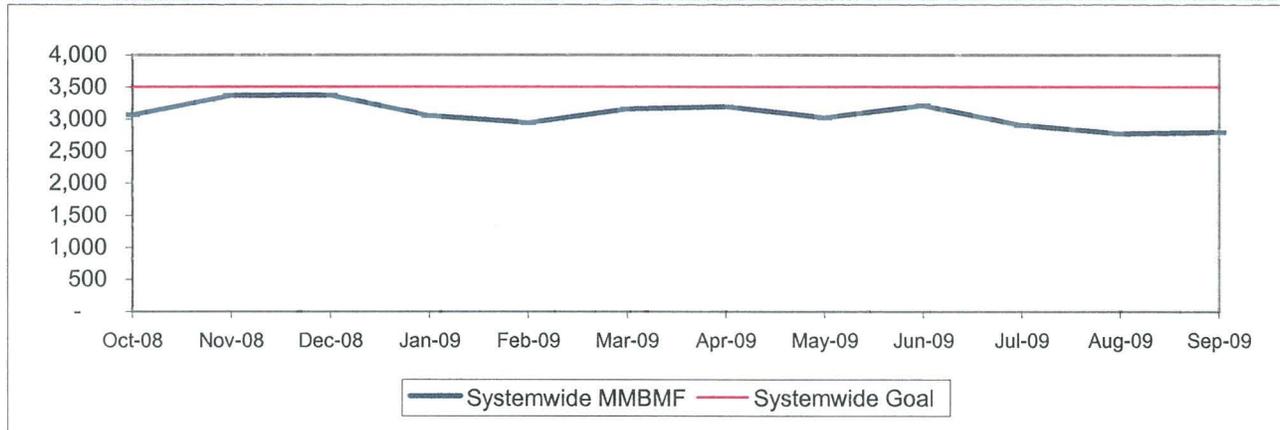
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

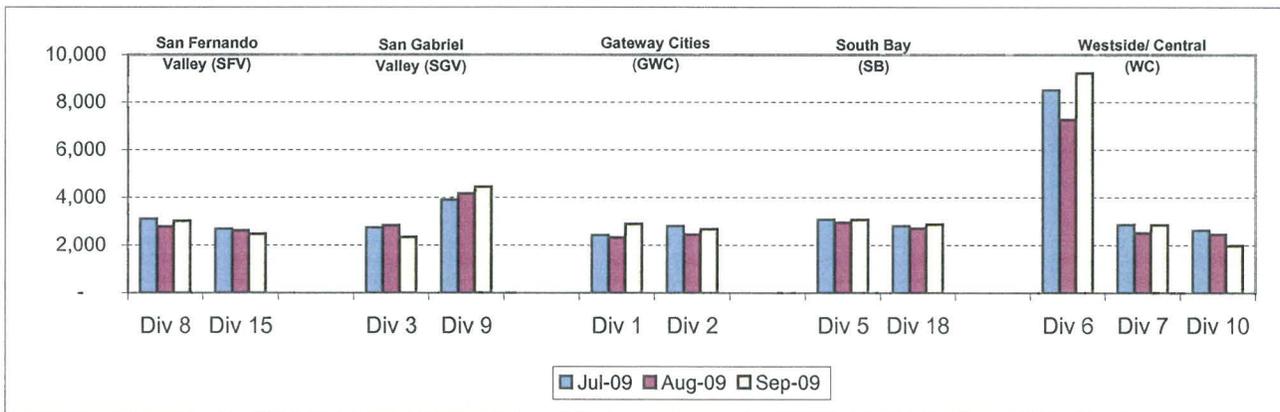
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



* New Indicator.

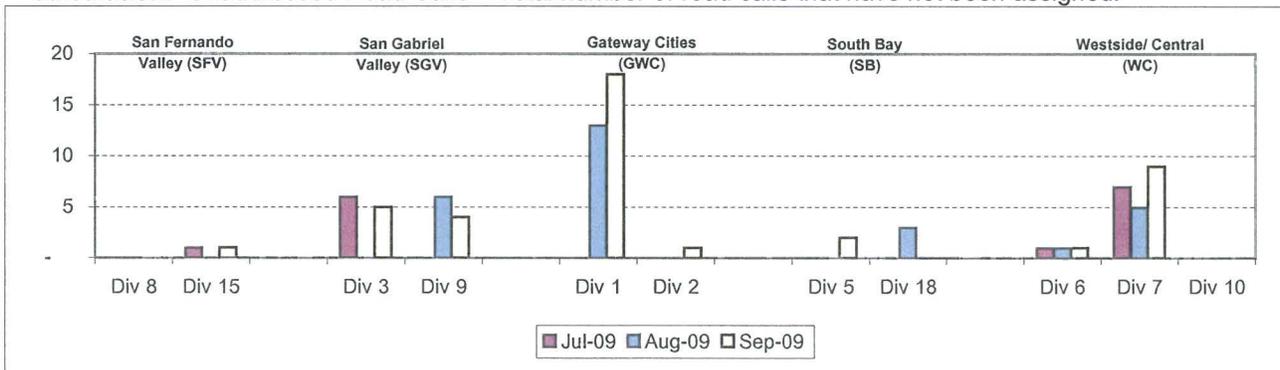
MMBMF -- Bus Operating Sector Divisions July - September 2009



Unaddressed Road Calls -- Bus Operating Sector Divisions* July - September 2009

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

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



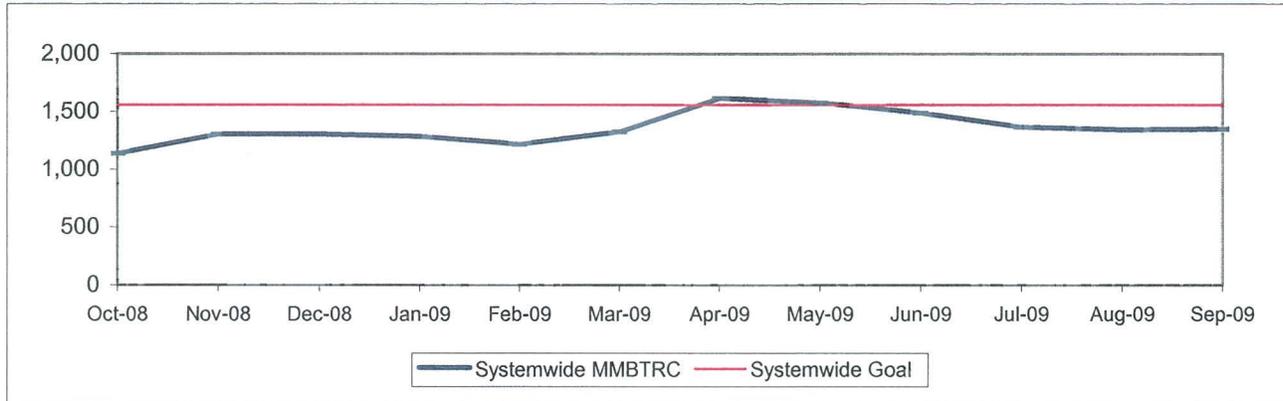
* New Indicator.

MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

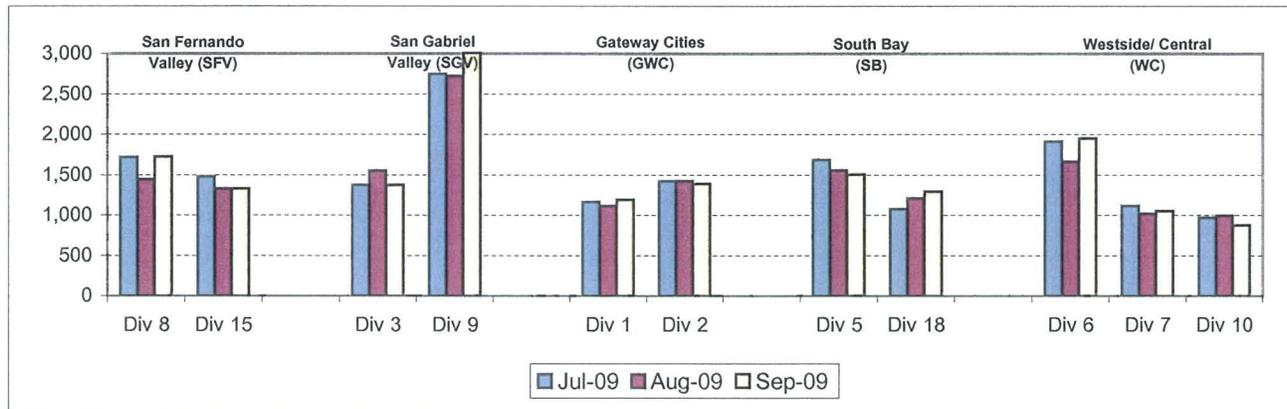
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



* New Indicator.

**MMBTRC --Bus Operating Sector Divisions
July - September 2009**



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,521	93.20%
Hybrid	6	0.22%
Diesel	85	3.14%
Gasoline	59	2.18%
Propane	34	1.26%
Total	2,705	100.00%

Average Age of Fleet by Sectors' Divisions

SFV		SGV		GWC		SB	
Div 8	Div 15	Div 3	Div 9	Div 1	Div 2	Div 5	Div 18
8.9	7.2	8.4	7.6	7.5	7.7	7.4	8.7

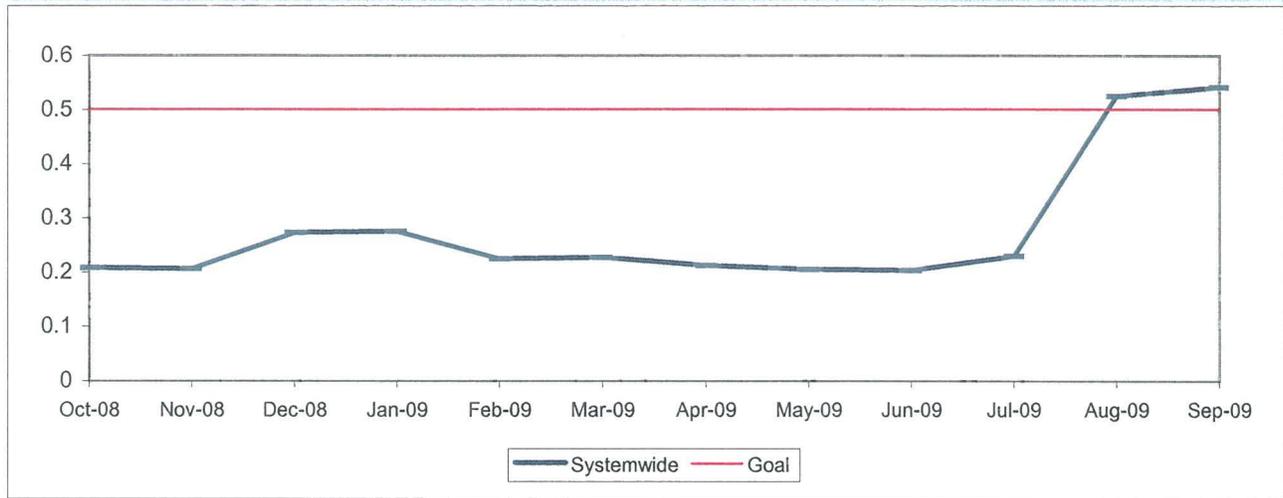
WC		
Div 6	Div 7	Div 10
2.7	8.1	7.6

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

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

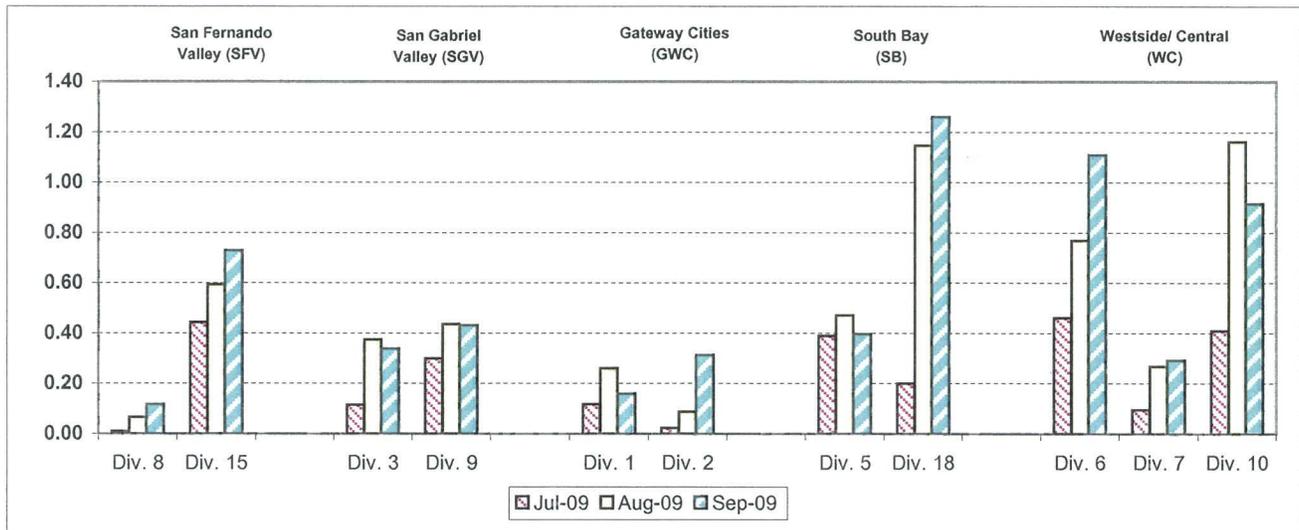
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

Systemwide Trend



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

Past Due Critical PMs - by Sectors' Divisions
July - September 2009



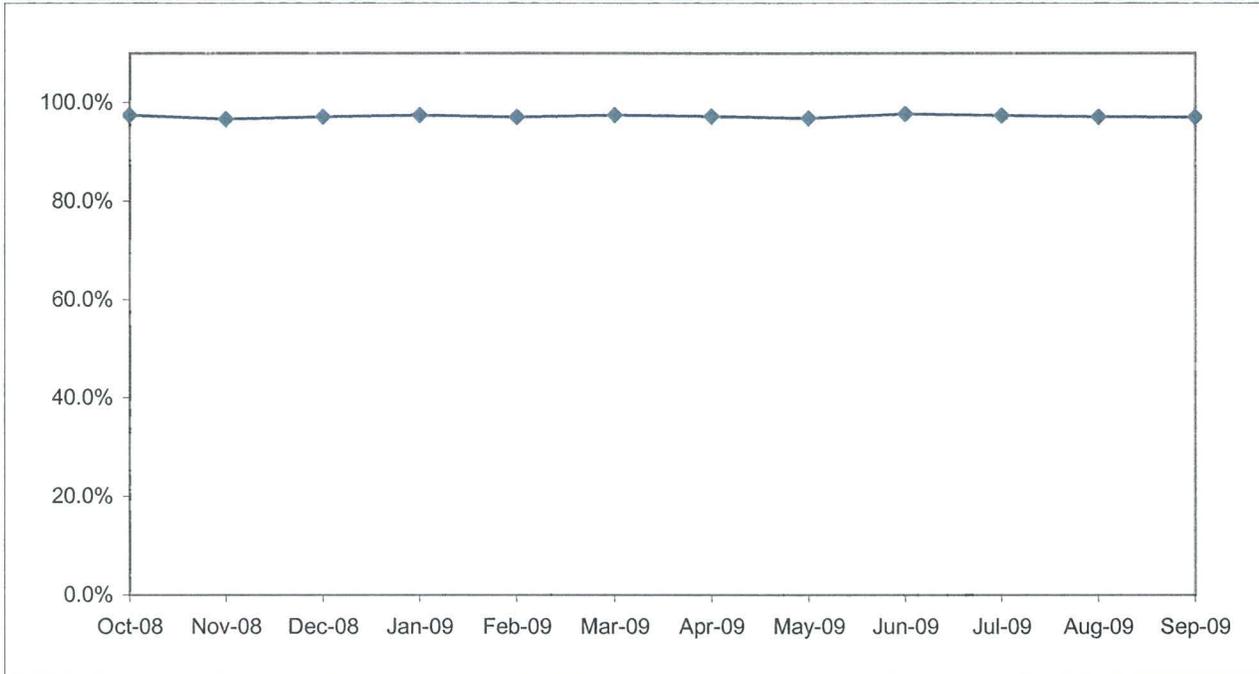
ATTENDANCE

MAINTENANCE ATTENDANCE

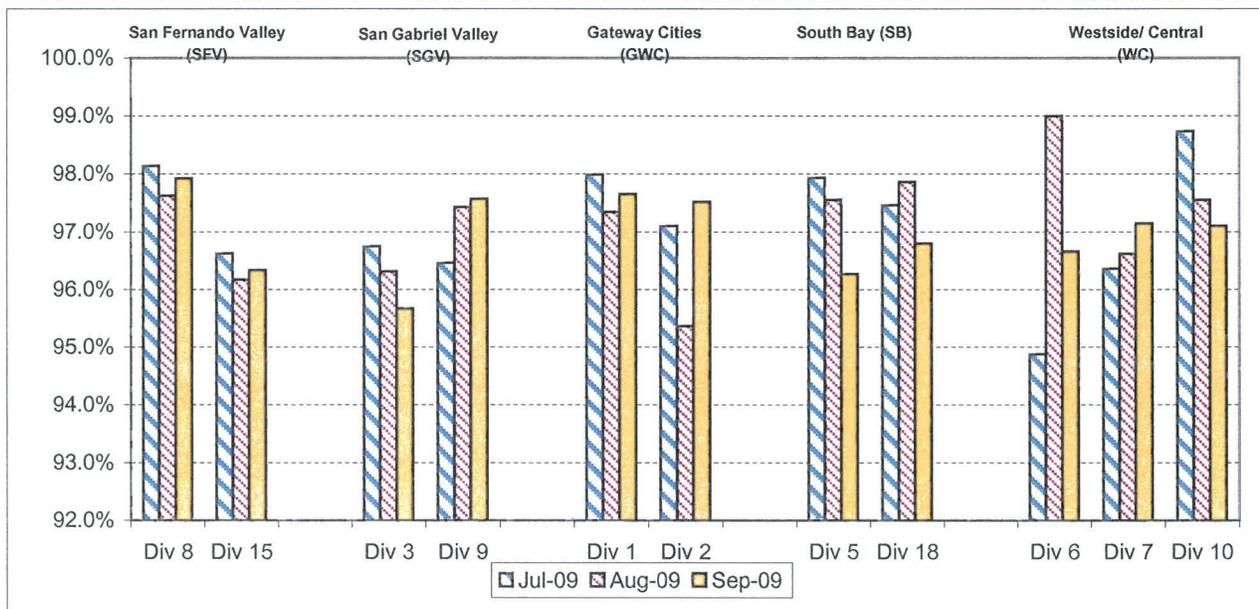
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



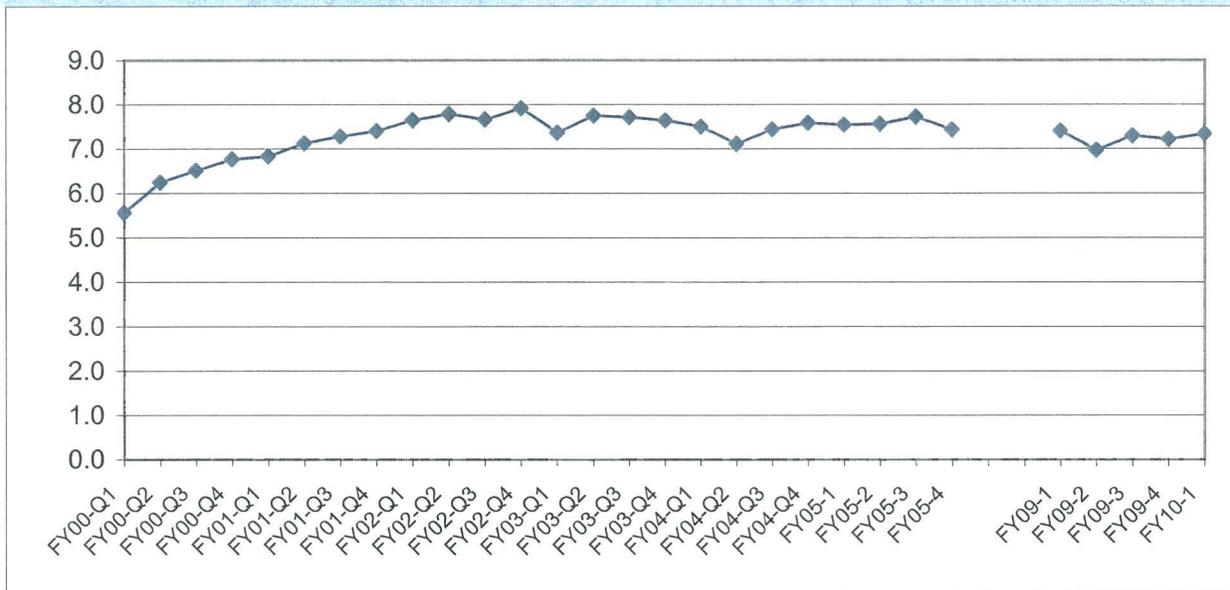
Maintenance Attendance - By Sectors' Divisions (By Current Month) July - September 2009



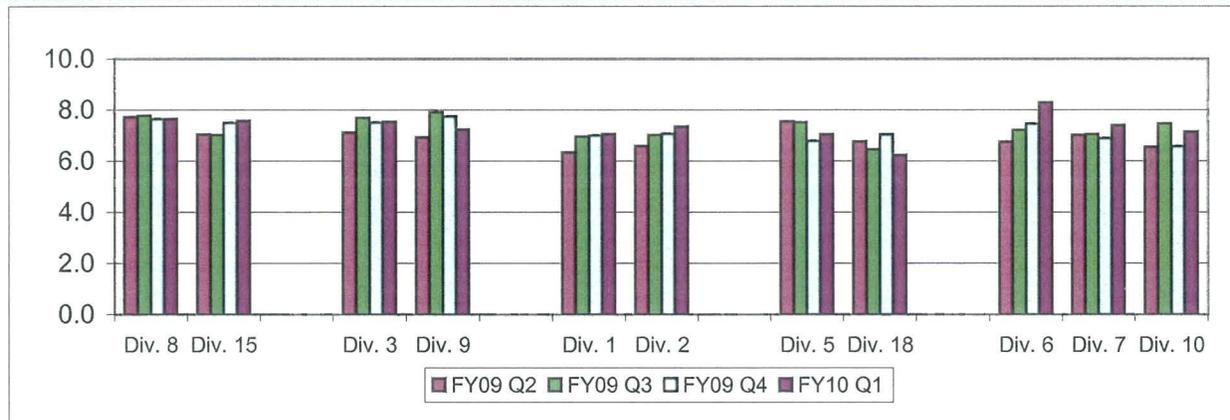
BUS CLEANLINESS

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

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



Bus Operating Sector Divisions FY09 Q2 - FY10 Q1



Analysis: Divisions 6 received an overall cleanliness scores above 8.0. Overall cleanliness scores for Divisions 1, 2, 3, 5, 6, 7, 10, and 15 improved and Division 8 remained consistent with the fourth quarter of FY09. However, Divisions 9 and 18 overall cleanliness scores dropped nearly half a point and point respectively.

Scores for the category of exterior graffiti was above the 8.0 mark.

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

SAFETY PERFORMANCE

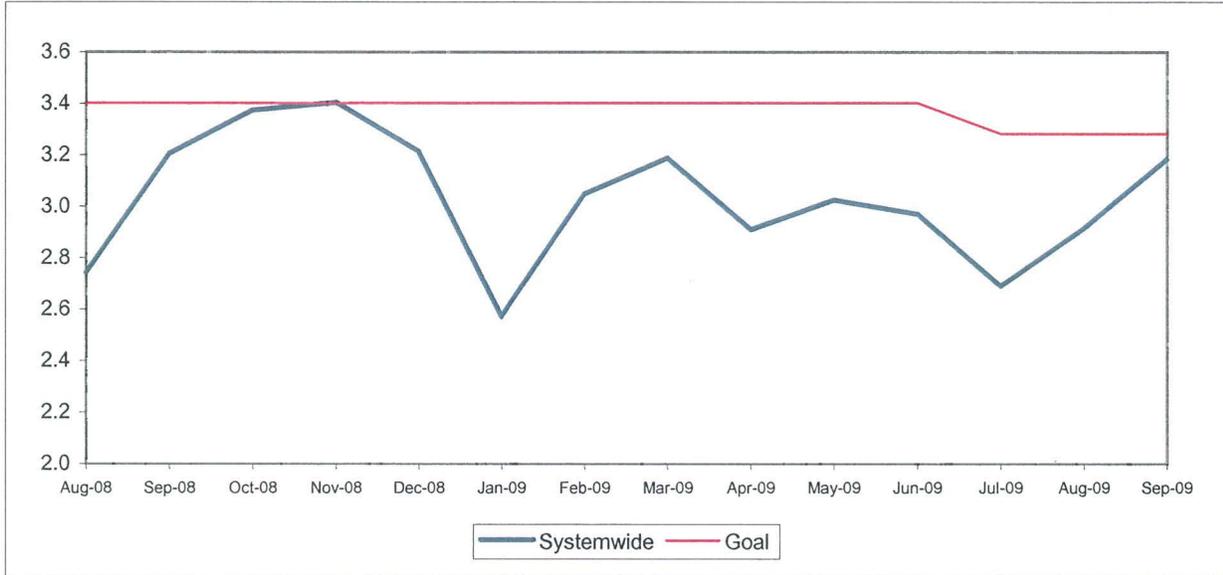
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

NOTE: As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

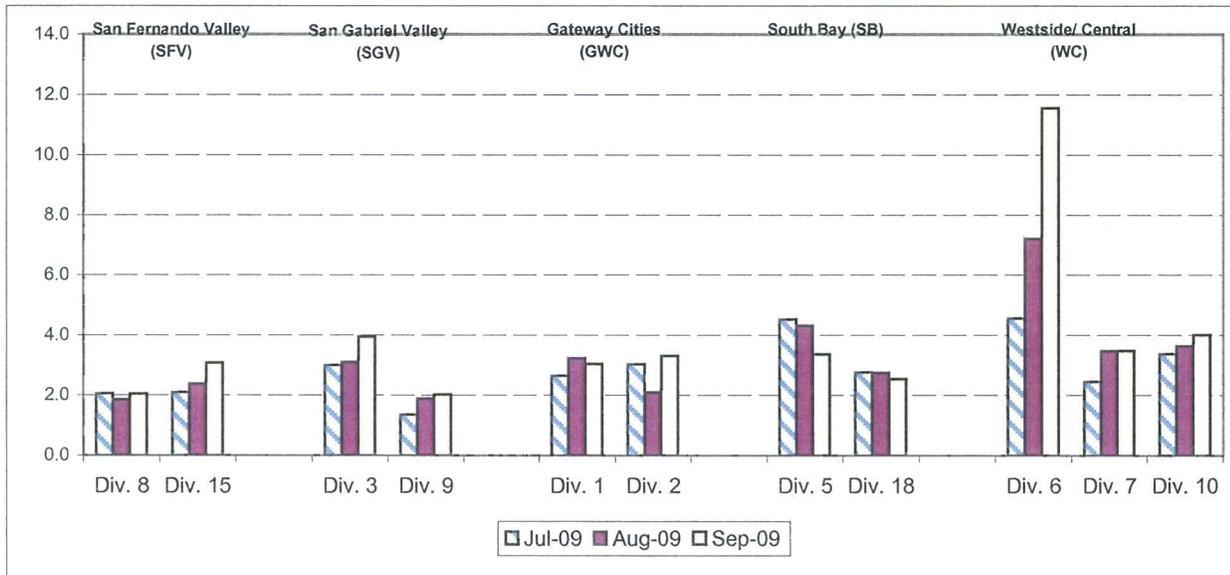
Systemwide Trend



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

NOTE: As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

Bus Operating Divisions - by Sectors' Divisions July - September 2009



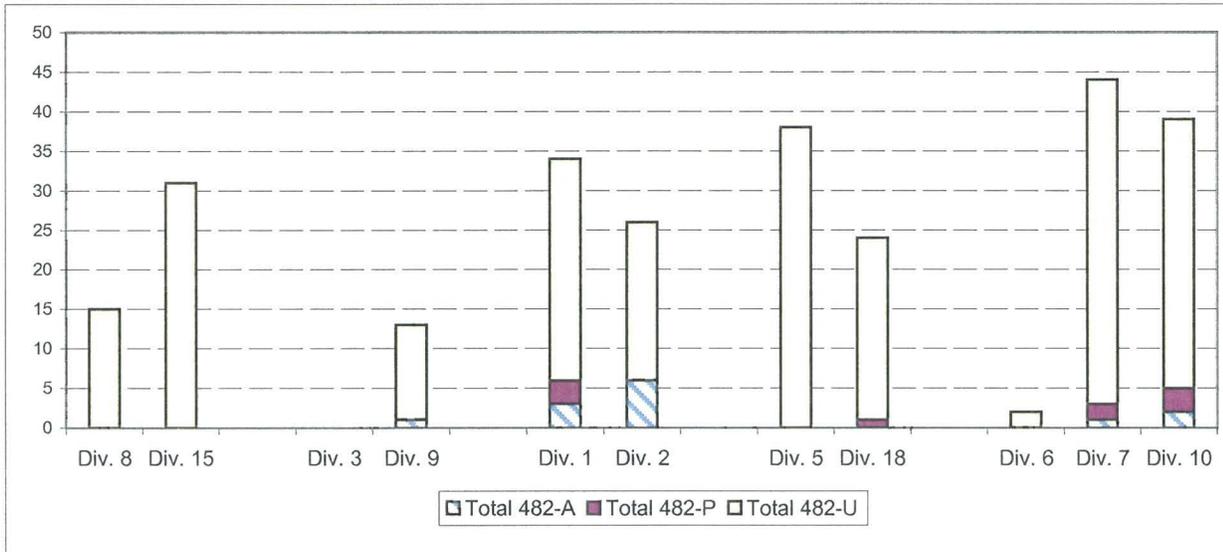
Safety Performance Continued

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

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

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

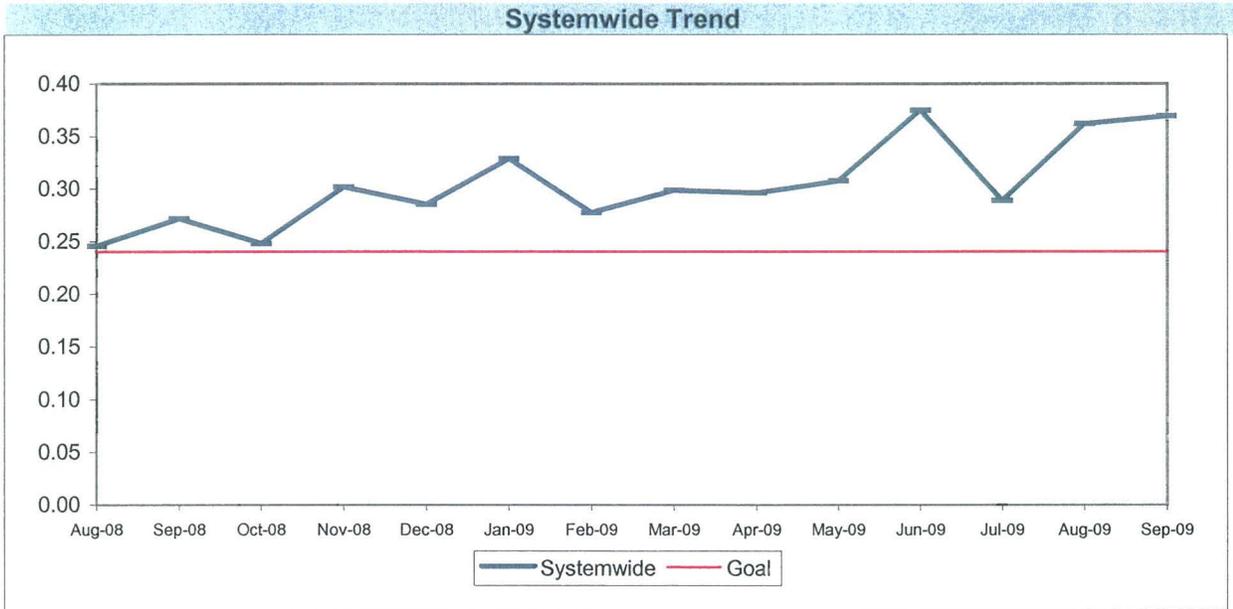
NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.



BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

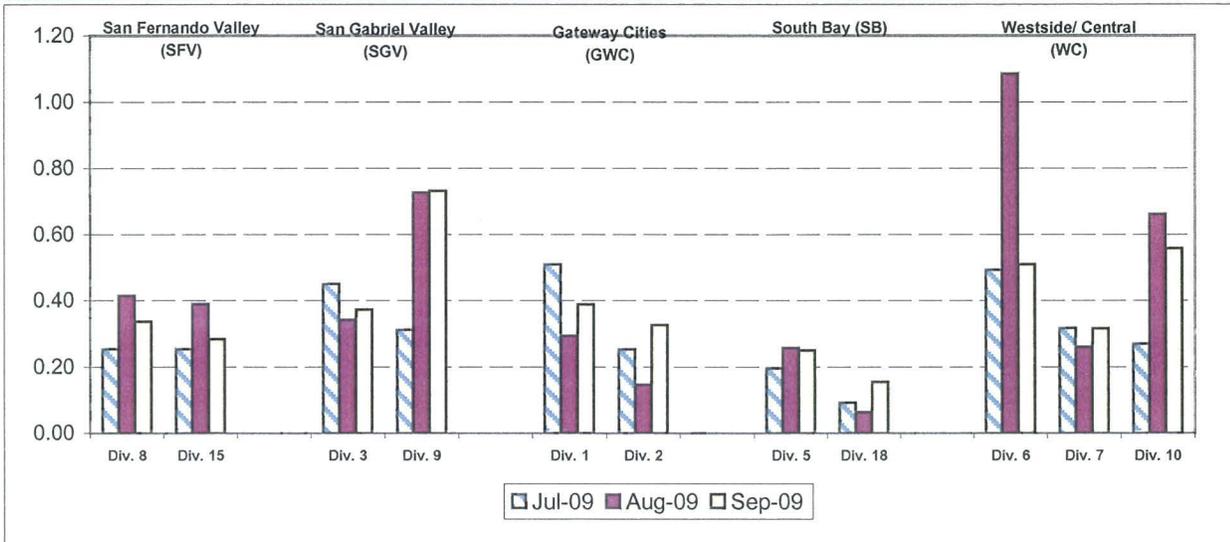
Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

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



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

**Bus Operating Divisions - by Sectors' Divisions
July - September 2009**



Safety Performance Continued

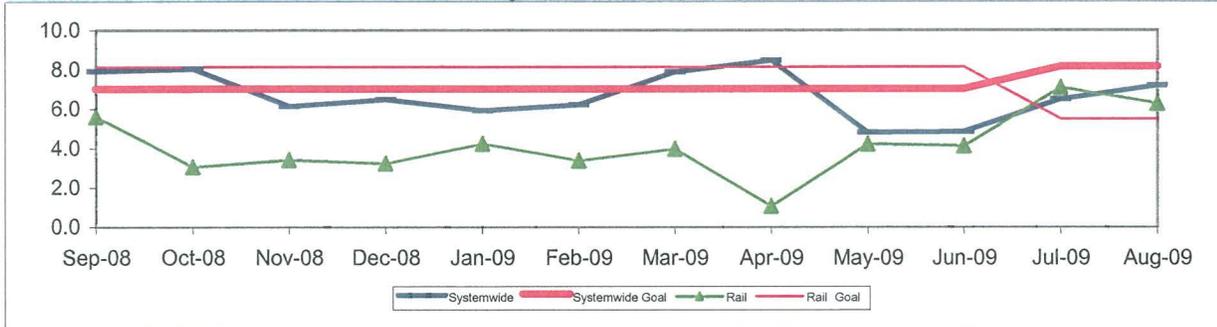
OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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

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

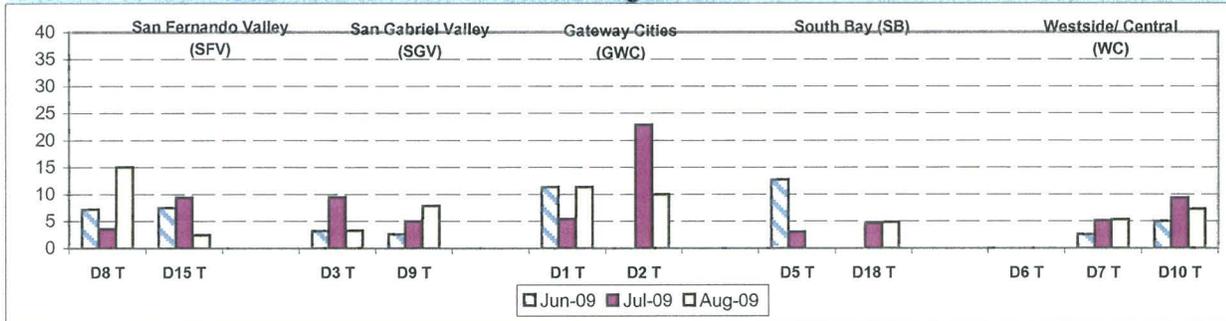
One month lag from current month

OSHA Systemwide Trend and Rail

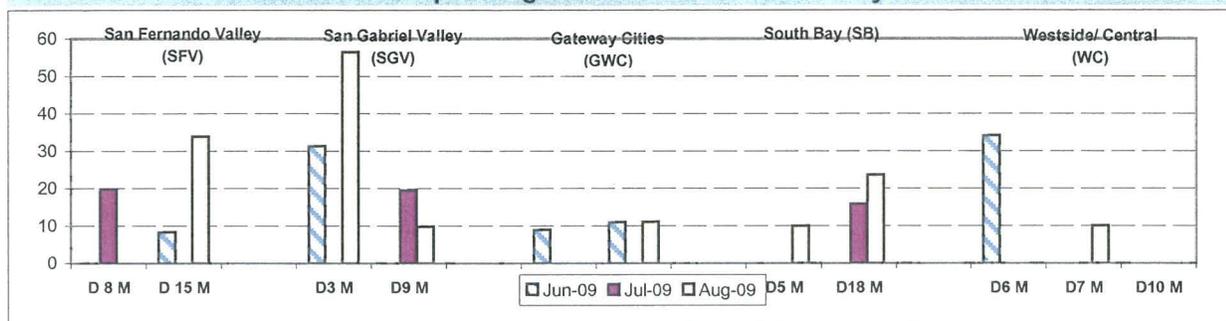


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

OSHA: Bus Operating Transportation Divisions - by Sectors' June - August 2009



OSHA: Bus Operating Maintenance Divisions - by Sectors'



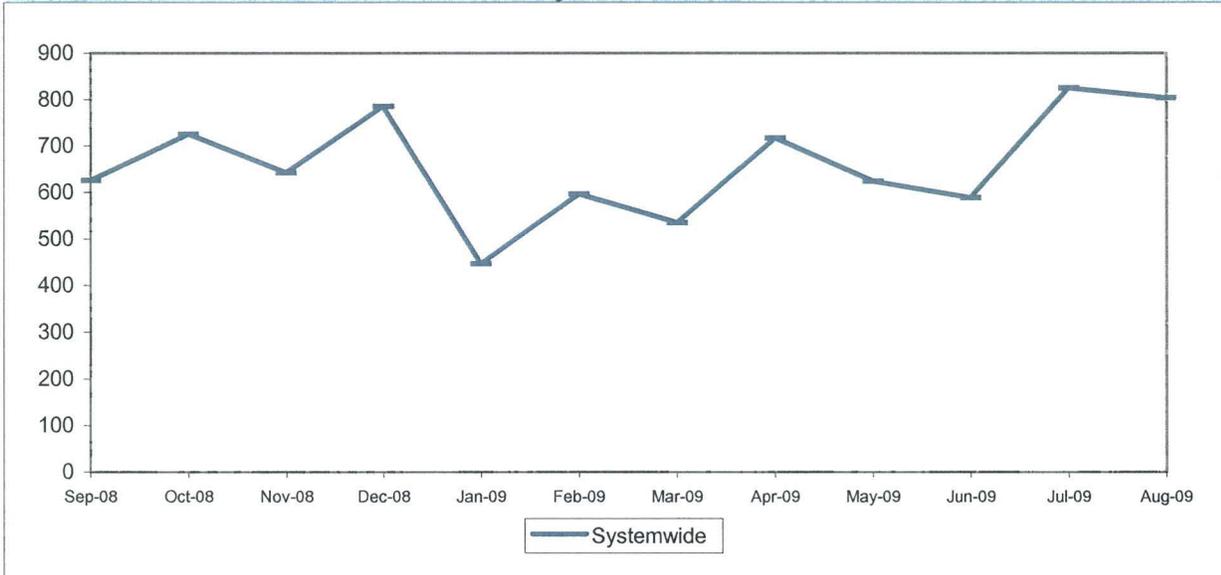
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

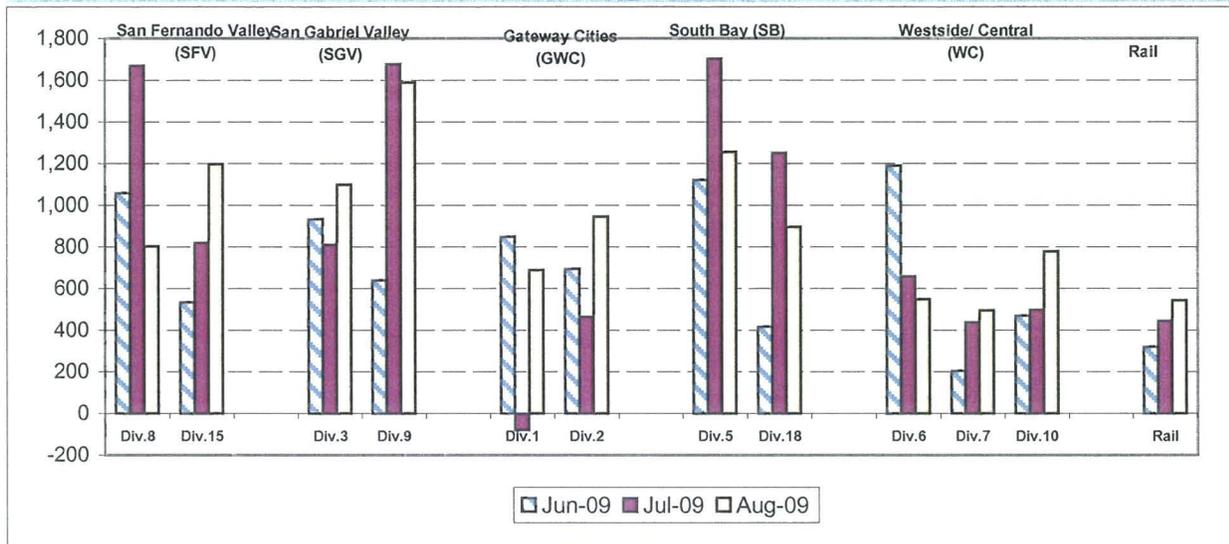
Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number

One month lag from current month

LWD Systemwide Trend



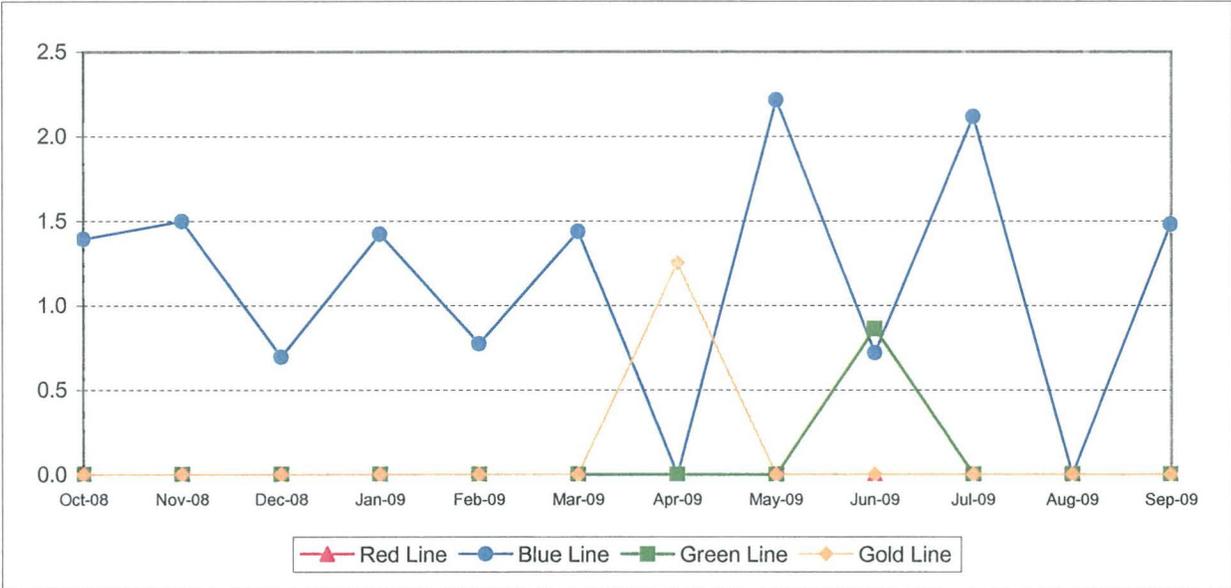
LWD/200,000 Exposure Hours per Operating Divisions - by Sectors' Divisions June - August 2009



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

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

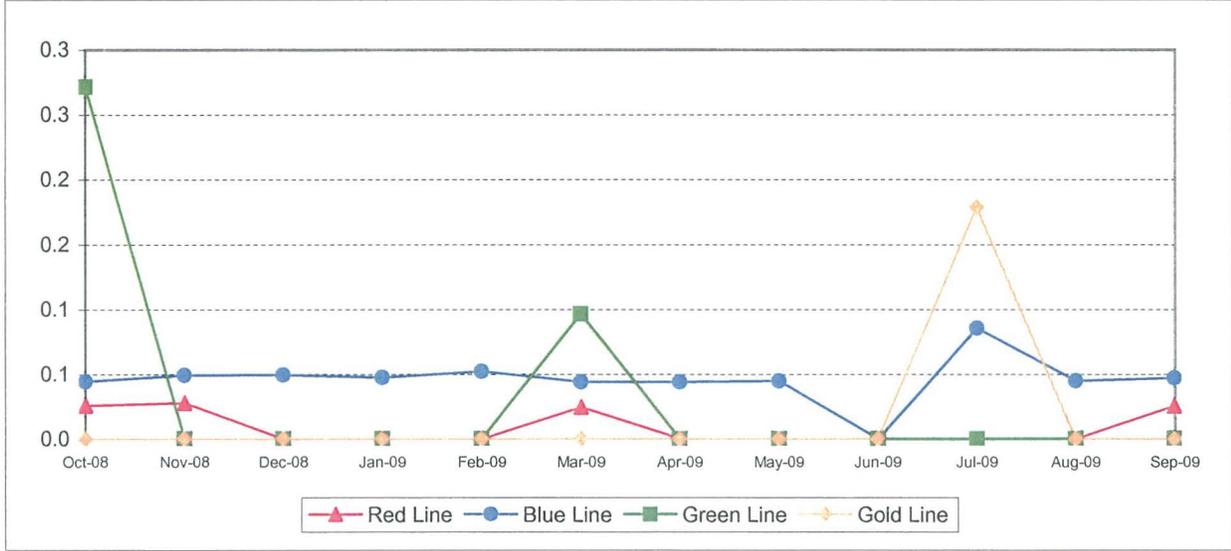
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

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



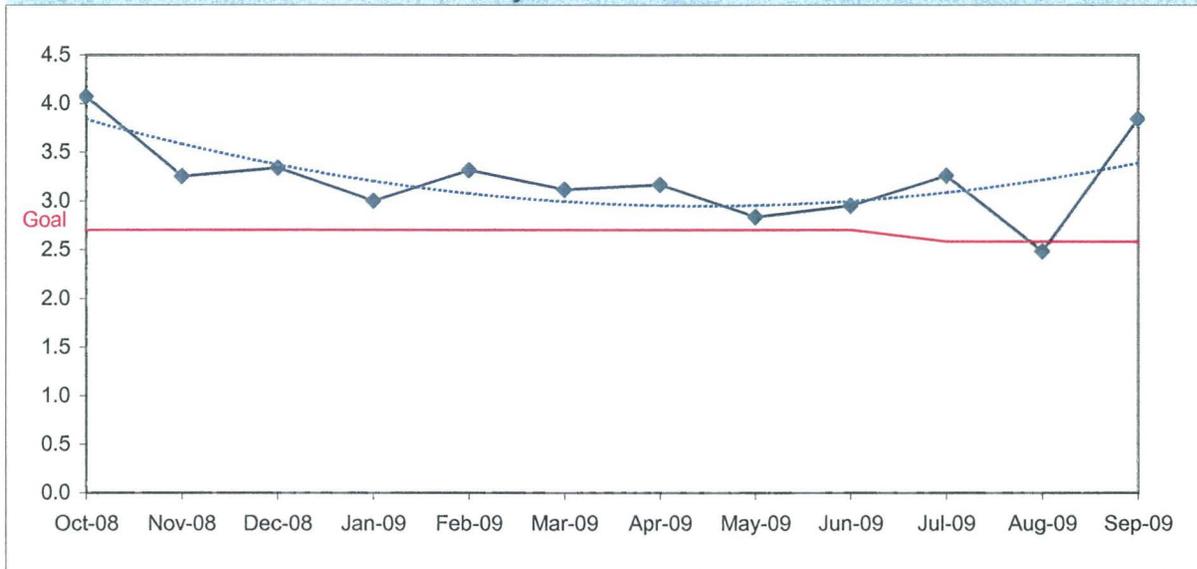
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

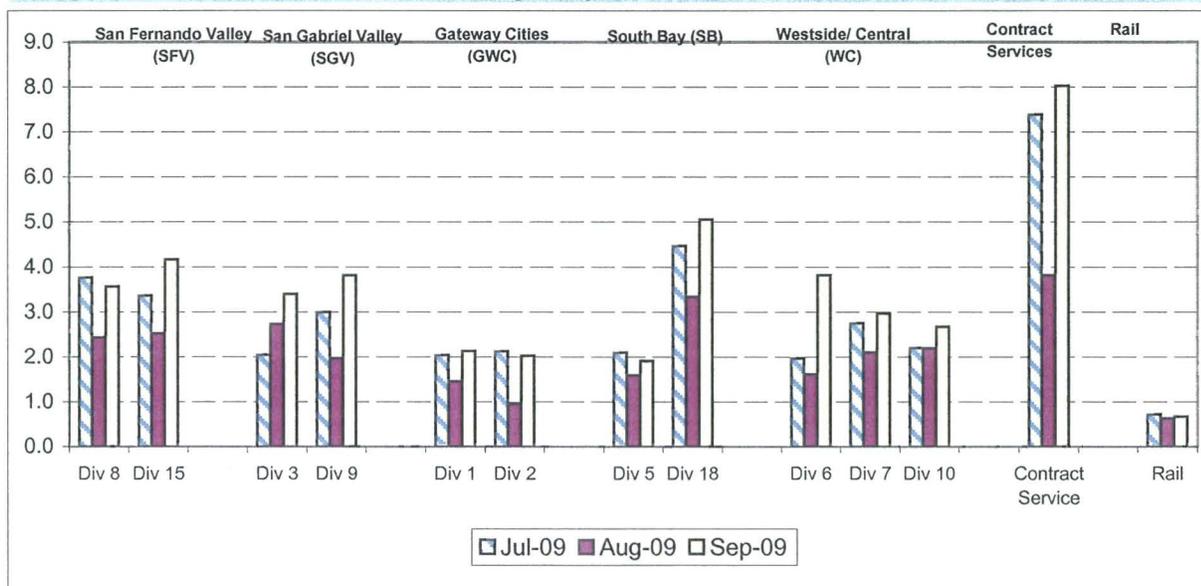
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions July - September 2009



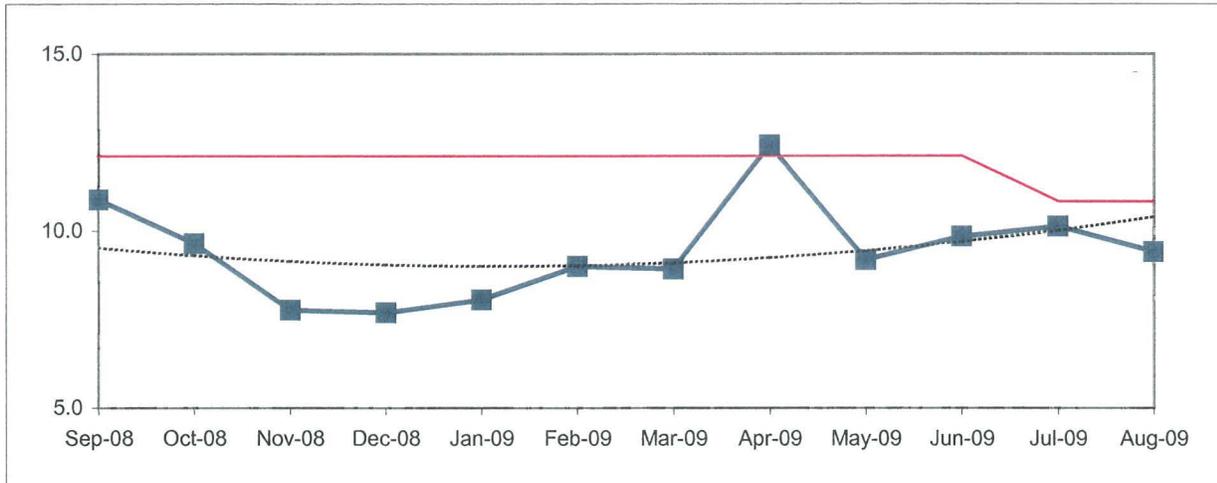
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend



One month lag from current month

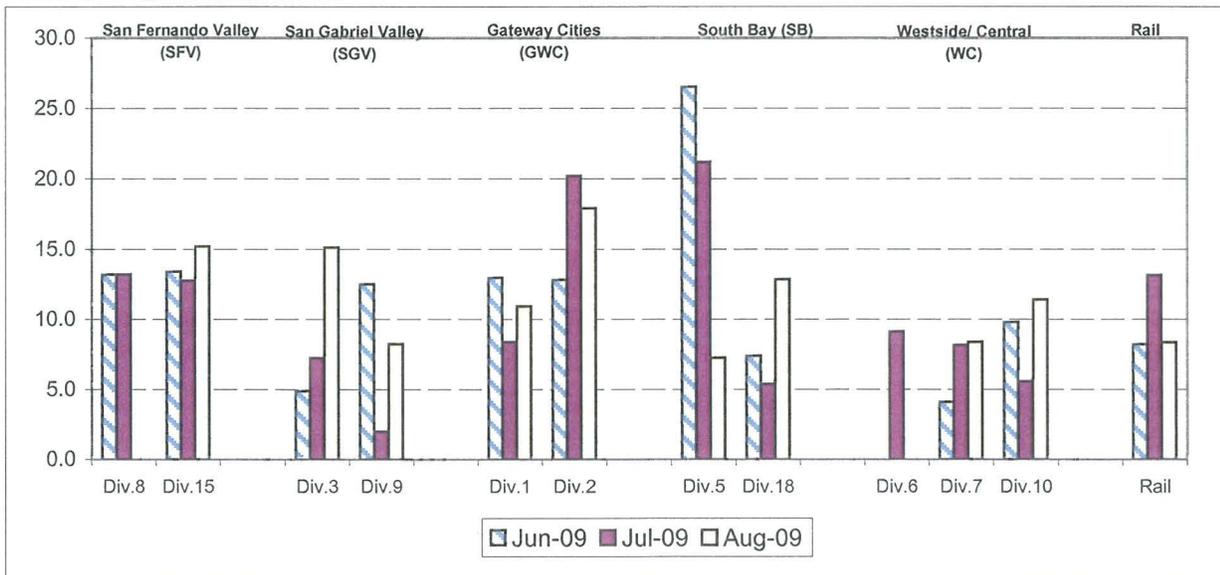
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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

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

Bus & Rail - by Bus Sectors' Divisions and Rail June - August 2009

One month lag from current month



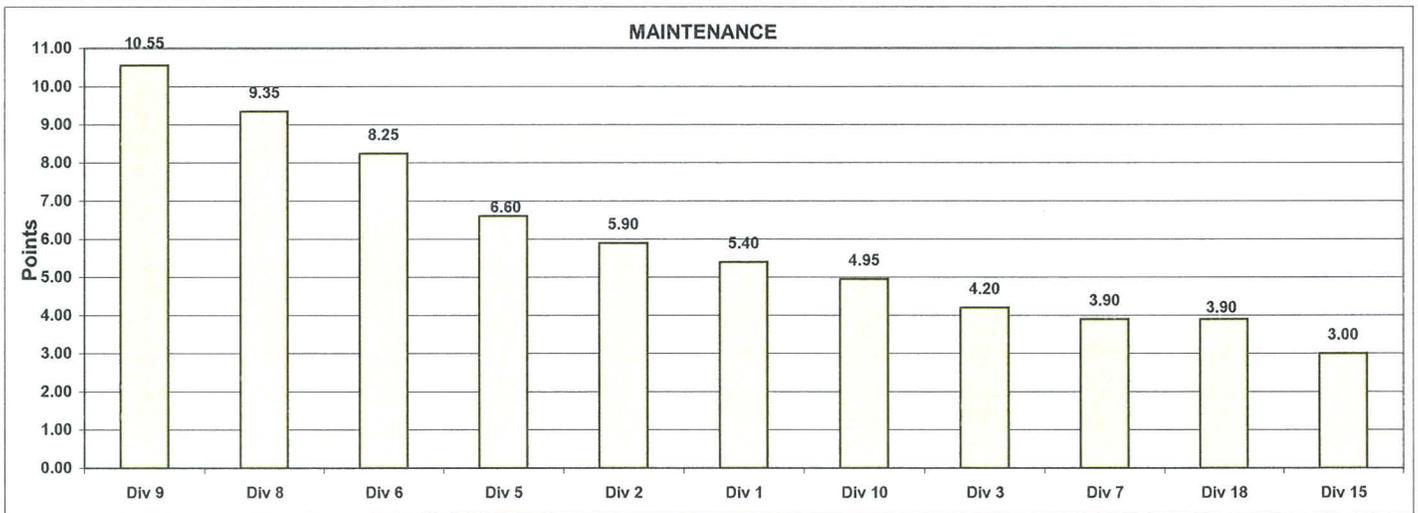
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - September 2009
Metro Bus - Maintenance**

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	50%	1192.8	1388.9	1374.7	1505.6	1950.3	1050.0	1724.1	3008.8	877.6	1331.1	1293.1
Points		3	7	6	8	10	2	9	11	1	5	4
Attendance Points	20%	0.97822	0.97678	0.96846	0.97221	0.96658	0.97700	0.98059	0.98208	0.97732	0.96336	0.97370
Points		9	6	3	4	2	7	10	11	8	1	5
New WC Claims /200,000 Exp Hrs*	30%	9.6225	11.1127	33.8748	9.9448	0.0000	10.0066	0.0000	0.0000	0.0000	59.3949	31.4663
Points		7	4	2	6	9.5	5	9.5	9.5	9.5	1	3
*One month lag												
Totals		5.40	5.90	4.20	6.60	8.25	3.90	9.35	10.55	4.95	3.00	3.90
FINAL RANKING												
		Maintenance Division Ranking (Sorted)										
DIV. Score		Div 9	Div 8	Div 6	Div 5	Div 2	Div 1	Div 10	Div 3	Div 7	Div 18	Div 15
Score		10.55	9.35	8.25	6.60	5.90	5.40	4.95	4.20	3.90	3.90	3.00
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	9th	11th

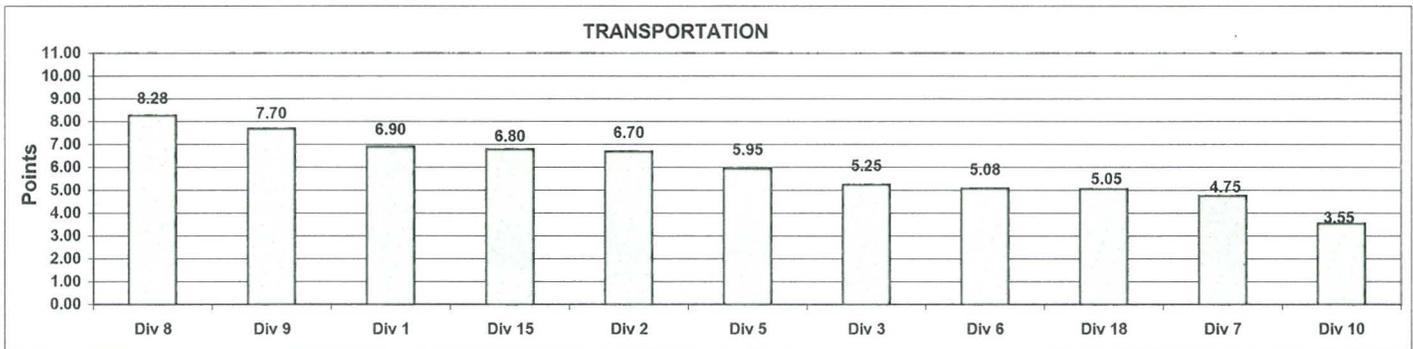


**Monthly Calculations - September 2009
Metro Bus - Transportation**

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

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

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	25%	0.7380	0.7660	0.7165	0.6556	0.6673	0.6714	0.7053	0.7377	0.6724	0.7248	0.6575
Points		10	11	7	1	3	4	6	9	5	8	2
Miles Between Total Road Calls	10%	1192.8225	1386.8970	1374.6873	1505.6406	1950.3070	1050.0142	1724.1189	3008.7890	877.6380	1331.0985	1293.0769
Points		3	7	6	8	10	2	9	11	1	5	4
Accident Rate	25%	3.0532	3.3180	3.9403	3.3668	11.5547	3.4875	2.0519	2.0266	4.0058	3.0835	2.5526
Points		8	6	3	5	1	4	10	11	2	7	9
Complaints/100K Boardings	15%	2.1372	2.0285	3.3996	1.9129	3.8188	2.9667	3.5647	3.8082	2.6796	4.1688	5.0604
Points		9	10	6	11	3	7	5	4	8	2	1
New WC Claims /200,000 Exp Hrs*	25%	11.3273	19.9721	9.7387	6.4046	0.0000	7.9384	0.0000	10.4418	14.5458	2.4499	7.1907
Points		3	1	5	8	11	6	11	4	2	9	7
*One month lag												
Totals		6.90	6.70	5.25	5.95	5.08	4.75	8.28	7.70	3.55	6.80	5.05
FINAL RANKING	DIV.	Div 8	Div 9	Div 1	Div 15	Div 2	Div 5	Div 3	Div 6	Div 18	Div 7	Div 10
	Score	8.28	7.70	6.90	6.80	6.70	5.95	5.25	5.08	5.05	4.75	3.55
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Monthly Calculations - September 2009
Metro Rail

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

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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	Sep-08	Sep-09	Yearly Improvement	Sep-08	Sep-09	Yearly Improvement	Sep-08	Sep-09	Yearly Improvement	Sep-08	Sep-09	Yearly Improvement
Wayside Availability												
Track	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	100.00%	99.98%	-0.02%	99.95%	100.00%	0.05%	100.00%	99.99%	-0.01%	100.00%	99.98%	-0.02%
Power	99.98%	100.00%	0.02%	99.98%	100.00%	0.02%	99.92%	100.00%	0.08%	100.00%	100.00%	0.00%
Wayside Performance	99.99%	99.99%	0.00%	99.98%	100.00%	0.02%	99.97%	100.00%	0.02%	100.00%	99.96%	-0.04%
Vehicle Availability												
Vehicle Performance	99.82%	99.95%	0.13%	99.94%	99.87%	-0.07%	99.85%	99.85%	0.00%	99.96%	99.93%	-0.03%
Operator Availability												
Operators	99.99%	99.99%	0.00%	99.98%	99.99%	0.01%	99.99%	100.00%	0.01%	99.97%	100.00%	0.03%
In-Service Performance												
Rev. Hr. Delivered - Rail	99.81%	99.94%	0.14%	99.84%	99.86%	0.02%	99.76%	99.83%	0.07%	99.93%	99.80%	-0.13%
Total Rail Line Performance	99.90%	99.97%	0.068%	99.93%	99.93%	-0.003%	99.89%	99.92%	0.02%	99.96%	99.92%	-0.042%

Metro Rail Final Ranking (Sorted)				
Rail Line	BLUE	GREEN	RED	GOLD
Score	0.068%	0.025%	-0.003%	-0.042%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

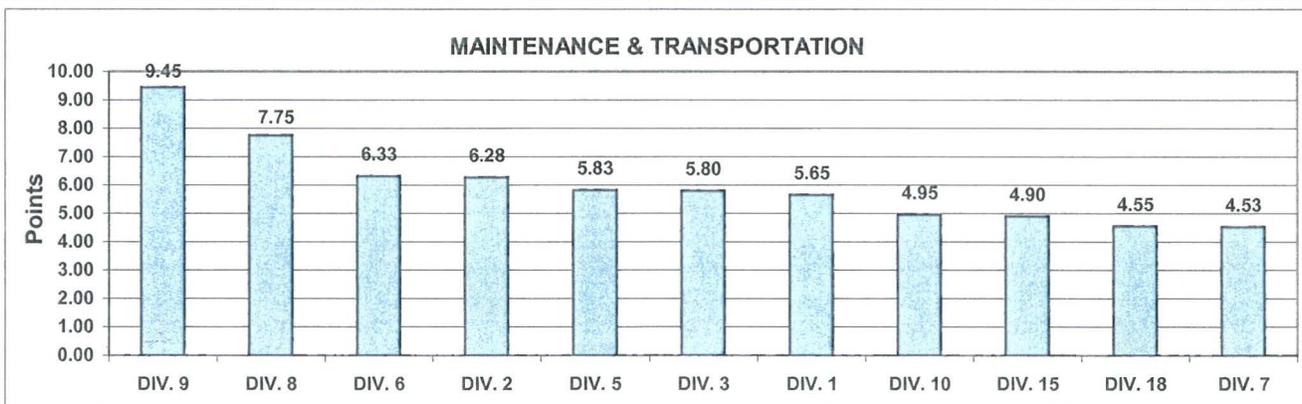
Quarterly Calculations: FY10-Q1 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total												
Road Calls	25.0%	1158	1416	1431	1583	1839	1064	1622	2824	948	1382	1187
Points		3	6	7	8	10	2	9	11	1	5	4
Attendance	10.0%	0.9790	0.9729	0.9736	0.9774	0.9693	0.9697	0.9812	0.9800	0.9842	0.9656	0.9771
Points		8	4	5	7	2	3	10	9	11	1	6
Claims /200000												
Exp.Hrs	15.0%	9.2609	11.0516	14.1924	3.2913	11.6801	6.6824	3.3475	0.0000	0.0000	35.8575	15.8903
Points		6	5	3	9	4	7	8	10.5	10.5	1	2
<i>*One month Lag: Jun - Aug 09</i>												
Transportation												
In-Service On-Time Performance												
Points	12.5%	0.7559	0.7781	0.7486	0.6838	0.6872	0.6861	0.7314	0.7614	0.6874	0.7357	0.6628
Points		9	11	8	2	4	3	6	10	5	7	1
Miles Between Total												
Road Calls	5.0%	1157.7	1416.2	1431.4	1583.0	1839.0	1063.8	1621.8	2823.7	947.7	1381.7	1186.9
Points		3	6	7	8	10	2	9	11	1	5	4
Accidents/100k Hub												
Miles	12.5%	2.9800	2.8179	3.3454	4.0852	7.6686	3.1350	1.9948	1.7558	3.6698	2.5156	2.6990
Points		6	7	4	2	1	5	10	11	3	9	8
Complaints/100K												
Boardings	7.5%	1.8843	1.7090	2.7260	1.8752	2.4845	2.6173	3.2664	2.9432	2.3602	3.3633	4.3015
Points		9	11	5	10	7	6	3	4	8	2	1
<i>*One month Lag: Jun - Aug 09</i>												
Claims /200000												
Exp.Hrs	12.5%	11.1937	18.8069	7.4595	23.2123	0.0000	6.9361	10.9465	9.4915	11.3002	7.2960	6.3390
Points		4	2	7	1	11	9	5	6	3	8	10
Totals		5.65	6.28	5.80	5.83	6.33	4.53	7.75	9.45	4.95	4.90	4.55

Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 9	DIV. 8	DIV. 6	DIV. 2	DIV. 5	DIV. 3	DIV. 1	DIV. 10	DIV. 15	DIV. 18	DIV. 7
	Score	9.45	7.75	6.33	6.28	5.83	5.80	5.65	4.95	4.90	4.55	4.53
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY10-Q1
Metro Rail**

Definition: A performance awareness program designed to increase productivity and efficiency. Based on monthly "IN-SERVICE" Performance as reported by RAIL OPERATIONS CONTROL.

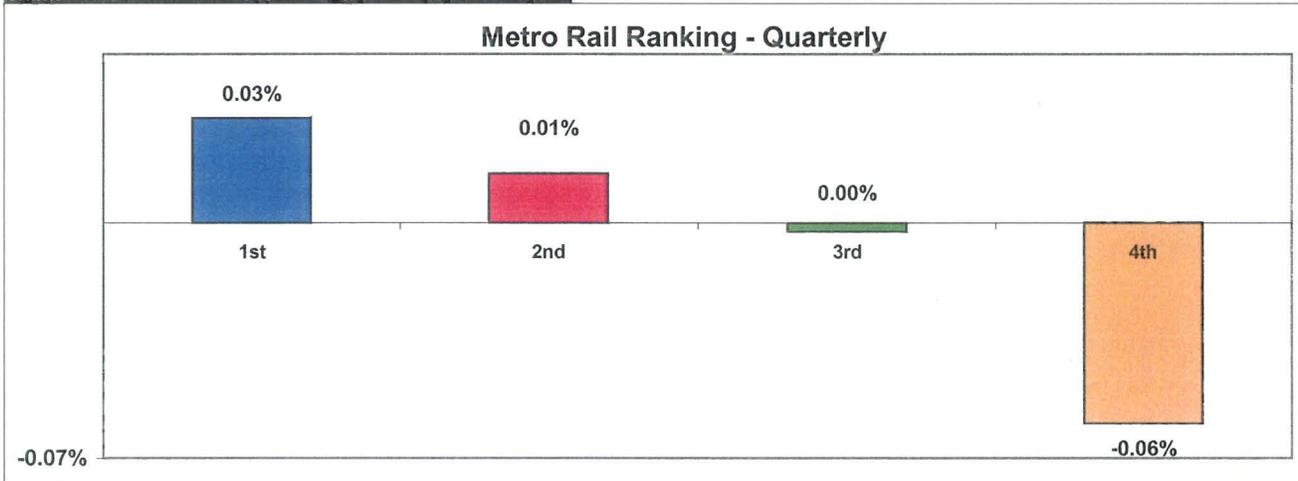
Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are sorted from high to low. The rail line competes with itself on its own improvement over prior year performance. The percentage score showing best improvement (or least decline) wins the program award for the quarter.

Improvement from Previous Year

Overall Rail Line Performance	<u>Metro Blue Line</u>	<u>Metro Red Line</u>	<u>Metro Green Line</u>	<u>Metro Gold Line</u>
Jul-09	0.01%	0.00%	0.01%	0.00%
Aug-09	0.01%	0.04%	-0.04%	-0.14%
Sep-09	<u>0.07%</u>	<u>0.00%</u>	<u>0.02%</u>	<u>-0.04%</u>
Quarter Average	0.03%	0.01%	0.00%	-0.06%

Metro Rail Final Ranking (Sorted)

Rail Line	BLUE	RED	GREEN	GOLD
Score	0.03%	0.01%	0.00%	-0.06%
Rank	1st	2nd	3rd	4th



Los Angeles County Metropolitan Transportation Authority

Financial Status

September 30, 2009

FTA Quarterly Review
December 2009



Metro

1st Quarter

- Actual FY09 sales taxes were \$200 million below budget
- Gasoline prices around \$3 gallon
- Recession is over?
 - Dow recovered to approx \$10,000
 - LA County unemployment nearly 13%
 - Transit indicators continue to decline
 - Ridership 7% below FY09
 - Bus ridership, 8% down
 - Rail ridership, 1% up
 - Fare revenues 7% below budget
- Operating costs below budget

1st Quarter

MTA FY10 Budget \$3.9 billion

- MGLEE opening delayed
- Budget increases
 - Meas R, first payment received in Sept ahead of estimate
 - I-405 underway w/ limited funding
 - Congestion Pricing, brought \$35 million in house from Caltrans

FY10 Look Ahead

- **Eastside ROD**
- **Labor contracts**
- **LRV option**
- **Long Range Plan**
- **Gates**
- **Sales tax revenue???**



**LA County
Congestion Reduction
Demonstration Project**
ExpressLanes
July – September 2009



Metro



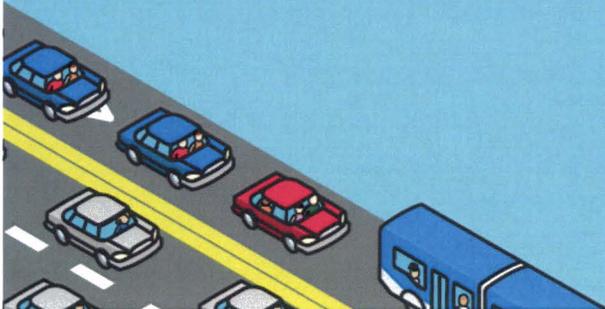
FTA Quarterly Review Meeting
December 2, 2009

Milestones Achieved July – Sept 2009

July 2009 Metro Board Approval of Toll Rates and Toll Policy

Aug 2009 Executed Funding Agreements with Metrolink, LADOT, Foothill Transit, Torrance Transit and Gardena Transit

Sept 2009 Ongoing Work on ExpressLanes Mitigated Baseline Master Schedule and Revised Project Management Plan



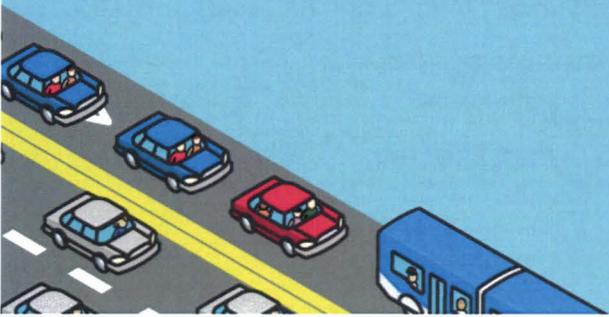
Milestones Scheduled for Next Three Months

Nov 2009 Mitigated Baseline Master Schedule
Congestion Pricing TIGER Team led
by Doug Failing
Revised PMP
SEMP
Final Concept of Operations
El Monte Transit Center Design-Build
Contract Advertised

Dec 2009 Circulation of Draft Environmental
Document
All Transit Facility Improvement
Projects Environmentally Cleared (El
Monte Transit Center, Patsouras
Plaza and Harbor Transitway)



El Monte Transit Center



Construction Safety July – September 2009



- MGLEE Construction has been underway for more than 64 months or 1,861 days
- 4,321,848 work hours to date.
- The recordable rate is (1.9); well below the Published incident rate of (5.3).
- Forty-two recordable injuries have been reported Project to Date. Thirty-Two (32) involved medical treatment and restrictive duty. Ten (10) required medical treatment only.

Construction Security July - September 2009

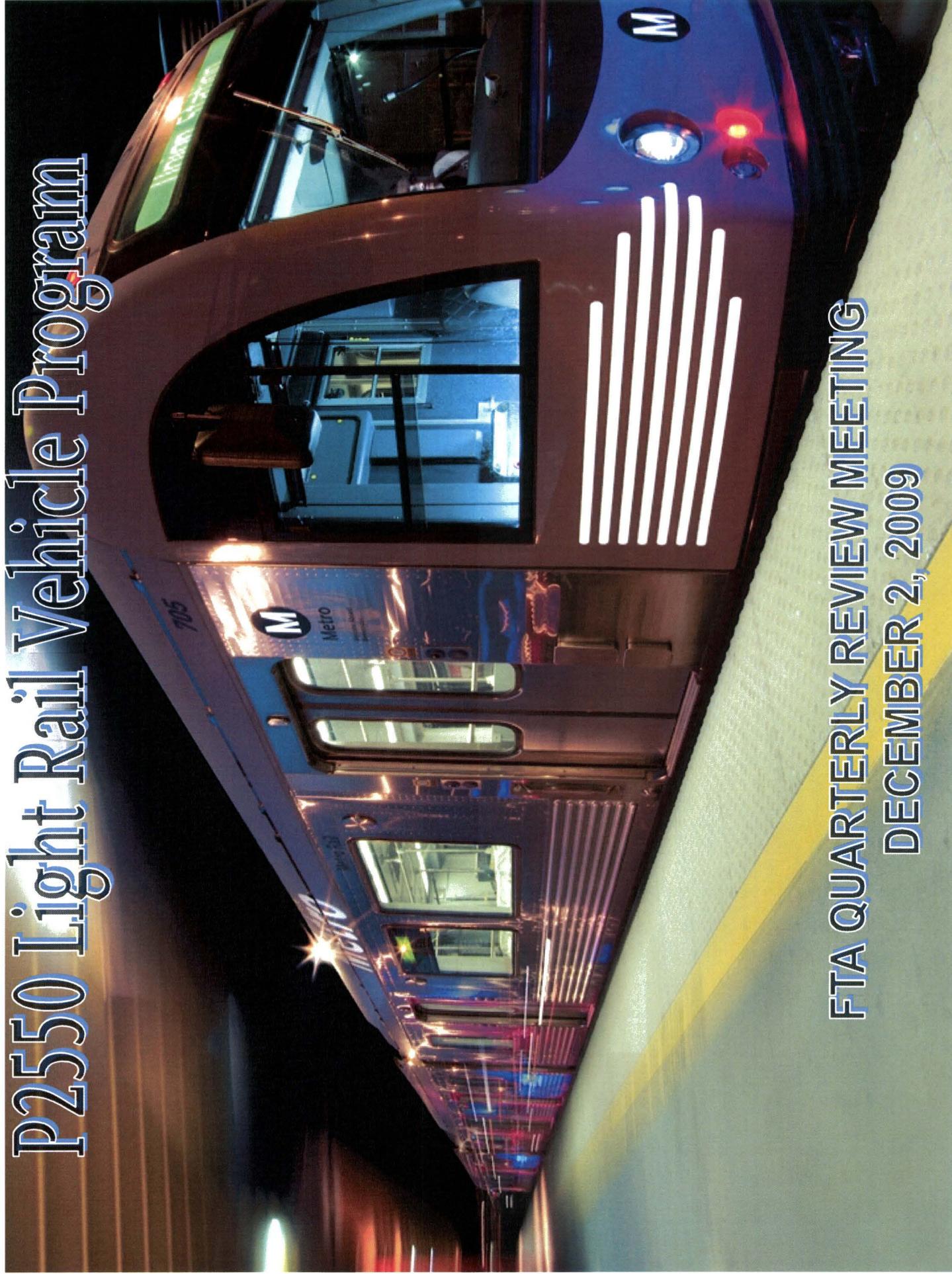


- Contractor security guards continue to patrol the alignment and other construction access points such as the East/West Portals and 1st & Boyle/ 1st & Soto Underground stations.
- Metro staff continue to meet with L.A. Sheriff Dept. to discuss various security issues involved in transition from construction to revenue operations.

MGLEE SAFETY ENHANCEMENTS

- Board Approved \$4.5M
- Four Quadrant Gates
Feasibility Study
Board Request – EIR/EIS
- Grade Crossing Ambassadors
- Spanish Language Signs
- Safety Certification Report
- System Safety Program Plan

P2550 Light Rail Vehicle Program



FTA QUARTERLY REVIEW MEETING
DECEMBER 2, 2009

P2550 Light Rail Vehicle

- Overview -

- P2550 program consists of acquisition of 50 light rail vehicles from AnsaldoBreda (AB).
- To date, 27 Vehicles have been Conditionally Accepted by Metro and are in revenue service at Metro Gold Line:
 - Accumulated over 863,000 miles
 - Since September 09, weekday rollout average is 18 - 20 cars to support Eastside testing and ROD.
- 6 Vehicles are at Metro Blue Line in acceptance testing
 - Anticipate conditionally acceptance of 3 more vehicle by end of year.
- 15 Vehicles are in Pittsburg, CA in Final Assembly.
- Total number of vehicles in US is 48 out of 50 vehicles on order. Two vehicles are ready for shipment from Italy to US.

Project Progress

- Vehicle availability and reliability for revenue service has been the primary focus of MTA/AB Project Team in preparation for the East Side ROD.
- Brake and propulsion software upgrades have been implemented with good results. ATP/TWC systems software are also being upgraded.
- Project Team meets, on regular basis, with the PMOC team to update on project status.
- In late October/November Project Team met in Pistoia, Italy to address open Project correspondence and closure of engineering open items.

Project Progress (continued)

- Operation and Maintenance manuals have been submitted and review is ongoing.
- Warranty Program has started since the acceptance of the first vehicle in March 2008.
- Warranty and Contract spare parts delivery are late but the delivery is ongoing, AB have committed to deliver 90% of contract spare parts by end of this year.
- Schedule calls for 50th car delivered by July2010.

Los Angeles County Metropolitan Transportation Authority

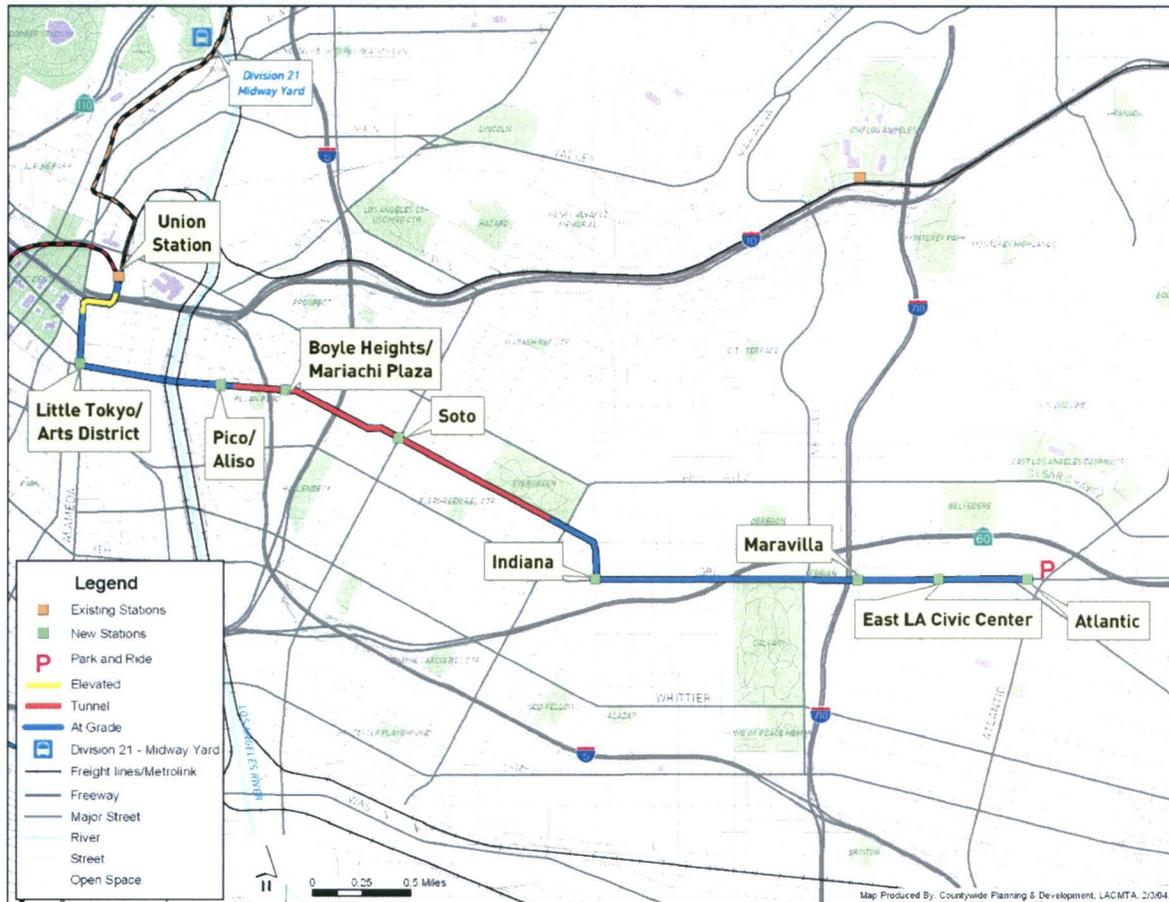
Metro Gold Line Eastside Extension FTA Quarterly Presentation



December 2, 2009



Metro Gold Line Eastside Extension Project Update



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

Metro Gold Line Eastside Extension Major Accomplishments

- Construction of the Metro Gold Line Eastside Extension Project began in July 2004.
- Tunneling was completed in December 2006 without any measurable surface settlement.
- The contractor, Eastside LRT Constructors, has worked over 4.3 million hours without a day-away from work accident.
- Change orders are less than 3% of the \$600.4 million base contract scope. There are no outstanding claims on the contract.
- Pre-Revenue Operations began on October 4, 2009.
- Grand Opening Dedication Ceremony occurred on November 14, 2009.
- The Project opened to the public on November 15, 2009 with over 75,000 first-time riders; on-time and within budget.



Metro

Gold
Line

Metro Gold Line Eastside Extension Cost and Schedule Status

PROJECT COST:

Current Forecast	\$898.8 Million
FFGA Budget	\$898.8 Million

PROJECT COMPLETION:

(Revenue Operations Date)

Actual	November 15, 2009
FFGA	December 31, 2009

FFGA – Full Funding Grant Agreement



Metro

Gold
Line

Metro Gold Line Eastside Extension Cost Forecast Status

Description	Jun-09 Current Budget	Sep-09 Current Budget	Variance
CONSTRUCTION	650,702	650,702	-
SPECIAL CONDITIONS	57,032	57,032	-
RIGHT-OF-WAY	37,681	37,681	-
PROFESSIONAL SERVICES	135,860	135,860	-
PROJECT CONTINGENCY	7,401	7,401	-
PROJECT REVENUE	(4,662)	(4,662)	-
SUBTOTAL	884,014	884,014	-
PROJECT FINANCE COST	14,800	14,800	-
TOTAL	898,814	898,814	-



Metro

Gold
Line

Metro Gold Line Eastside Extension

Division 21 – Metro Gold Line Midway Yard

Body Repair Shop



- The contract was advertised for bids on August 22, 2009.
- Construction bid opening occurred on October 7, 2009.
- Nine bids were received.
- Lowest responsible bidder's price is within Project's current budget amount.
- Construction Notice to Proceed is planned for mid-December 2009.
- Construction is planned to be completed by late February 2011.

Metro Gold Line Eastside Extension Pomona/Atlantic Station Parking



View north from the Pomona/Atlantic intersection of the 280 car parking structure at the Atlantic Station terminus.

- Completed Level 2 shear walls and columns, and suspended slab deck.
- Completed Level 2 elevator structure.
- Began installation of forms and rebar for Level 3 elevator structure.
- Enclosed the mechanical and electrical rooms.
- Completion of the parking structure is on schedule for mid-February 2010.



Metro

Gold
Line

Metro Gold Line Eastside Extension Project Closeout Activities

- Closeout activities are well underway for the ELRTC Contract C0803 scope, including negotiation of remaining contract modifications, warranty, spare parts/materials, as-built drawing requirements and Contractor demobilization plan.
- Third Party Agency final invoices are being generated for payments.
- Maintenance agreements for new guideway construction along Caltrans and the County of LA right-of-way are being finalized.
- Closeout of Project cost portion (10 vehicles) of P2550 Light Rail Vehicle Contract is being finalized for remaining cost obligations.
- Cost data is being provided to the Metro Asset Database on the Metro Gold Line Eastside Extension Project.
- Closeout of Professional Services contracts has begun for services which have been completed.



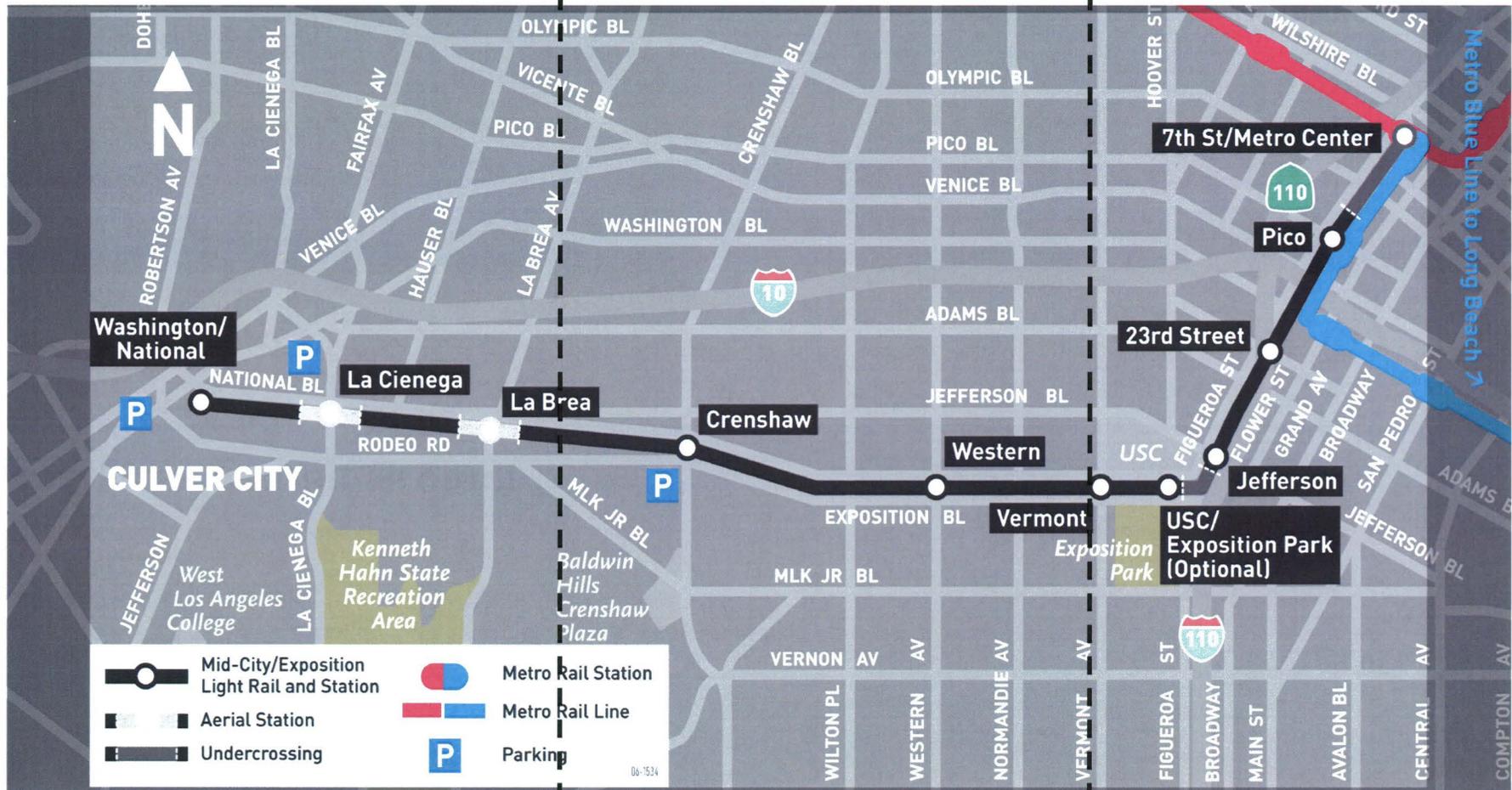
Metro

Gold
Line

Exposition Metro Line Construction Authority
 Expo Line Transit Project

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – December 2, 2009



SEGMENT C

SEGMENT B

SEGMENT A

Design

- Baseline design is approximately 98% complete

Construction

- Construction is approximately 54% complete

Construction Packages

- Negotiated 16 of the 20 construction packages totaling \$400 million

Project Schedule

- Contractor's latest update shows 54 week delay
- Although there are numerous areas of work that are behind schedule, the critical activities are: I-110 Flower Street Bridge, La Cienega Bridge, and Ballona Creek Bridge.

Project Budget

- Currently within the construction and overall project budget
- There are still outstanding issues that could pose a significant risk to the budget and schedule
 - Project Delays
 - Venice/Robertson Aerial Structure and Station
 - Changes to Farmdale Avenue Grade Crossing
 - Blue Line Tie-in
 - Storage & Inspection Facility
 - Professional Services
 - Third Parties
 - Additional Changes to Project Scope

Expo Line Transit Project

Construction Progress



**Construction of Flower Street Overcrossing
at I-110 Freeway**



**Phase 1
Expo Line Transit Project**

Construction Progress



Direct Fixation Trackwork in Trench Structure



Expo Line Transit Project

Construction Progress



Embedded Track Installation along Flower Street



Expo Line Transit Project

Construction Progress



Falsework Installation over La Cienega Blvd



Expo Line Transit Project

Construction Progress



Ballasted Track Grade Crossing Construction at 7th Avenue and Exposition Boulevard

Phase 1
Expo Line Transit Project

Construction Progress

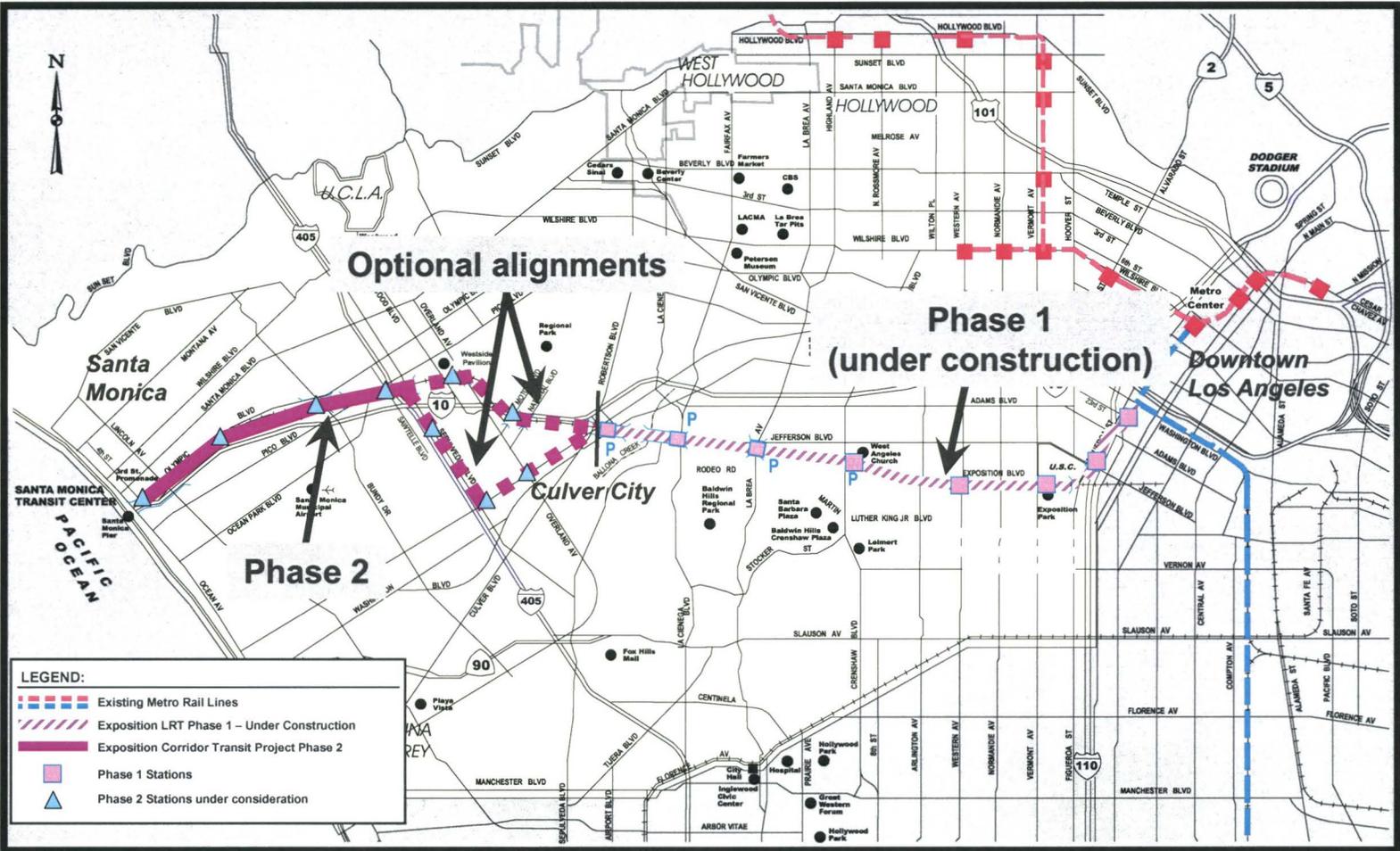


**Concrete Placement for 144" CIDH Pile
at Venice/Robertson Aerial Structure**

Farmdale Amended Application

- **Submitted amended application with 4 options to CPUC**
 - **Pedestrian Overcrossing with Farmdale Closed**
 - **At-Grade Crossing with Near side split platform station at Farmdale**
 - **At-Grade Crossing with Stop and Proceed**
 - **At-Grade Crossing with Stop and Proceed until such time the Near side split platform station is constructed**
- **Protested by LAUSD, UCA and NFSR**
- **Pre-Hearing Conference held by CPUC on September 30th**
 - **ALJ asked the parties to see if any possibility for a settlement on the 4 options**
 - **Continue to work with parties in pursuit of a settlement**
- **Submitted Draft CEQA/NEPA Environmental Document**
 - **Submitted Draft CEQA document to CPUC**
 - **Submitted Draft NEPA document to FTA**

Exposition LRT, Santa Monica Extension



▲ Phase 2 Station locations currently under consideration



December 2, 2009

Final Environmental Impact Report (FEIR)

- Staff is finalizing FEIR and technical reports
- Began environmental analysis for a design option that would remove station parking at the Westwood station in response to community comments
- Continued environmental work on a hybrid maintenance facility site utilizing the Santa Monica City College property, in response to requests from SM City Council and community
- Certification of the FEIR is still on schedule for Jan 2010
- Conducted three (3) community meetings to present a project update, including changes to the project since the DEIR was published

Date	Location	# of Attendees	# of Speakers
October 5, 2009	Vista del Mar Child and Family Services (Cheviot Hills/Rancho Park)	97	27
October 7, 2009	St. Andrew's Lutheran Church (Mar Vista)	57	7
October 14, 2009	Santa Monica Civic Auditorium (Santa Monica)	120	34

Design-Build Procurement

- Completed one-on-one meetings with interested firms
- Issued a Request for Proposal (RFP) for Preliminary Engineering work on November 9th (documents are now available at www.buildexpo.org)
- Pre-Proposal Conference held on Friday, November 13
- Proposals due December 22nd
- Selection of Stage A Preliminary Engineering teams is on schedule for Feb 2010

Metro Planning Report

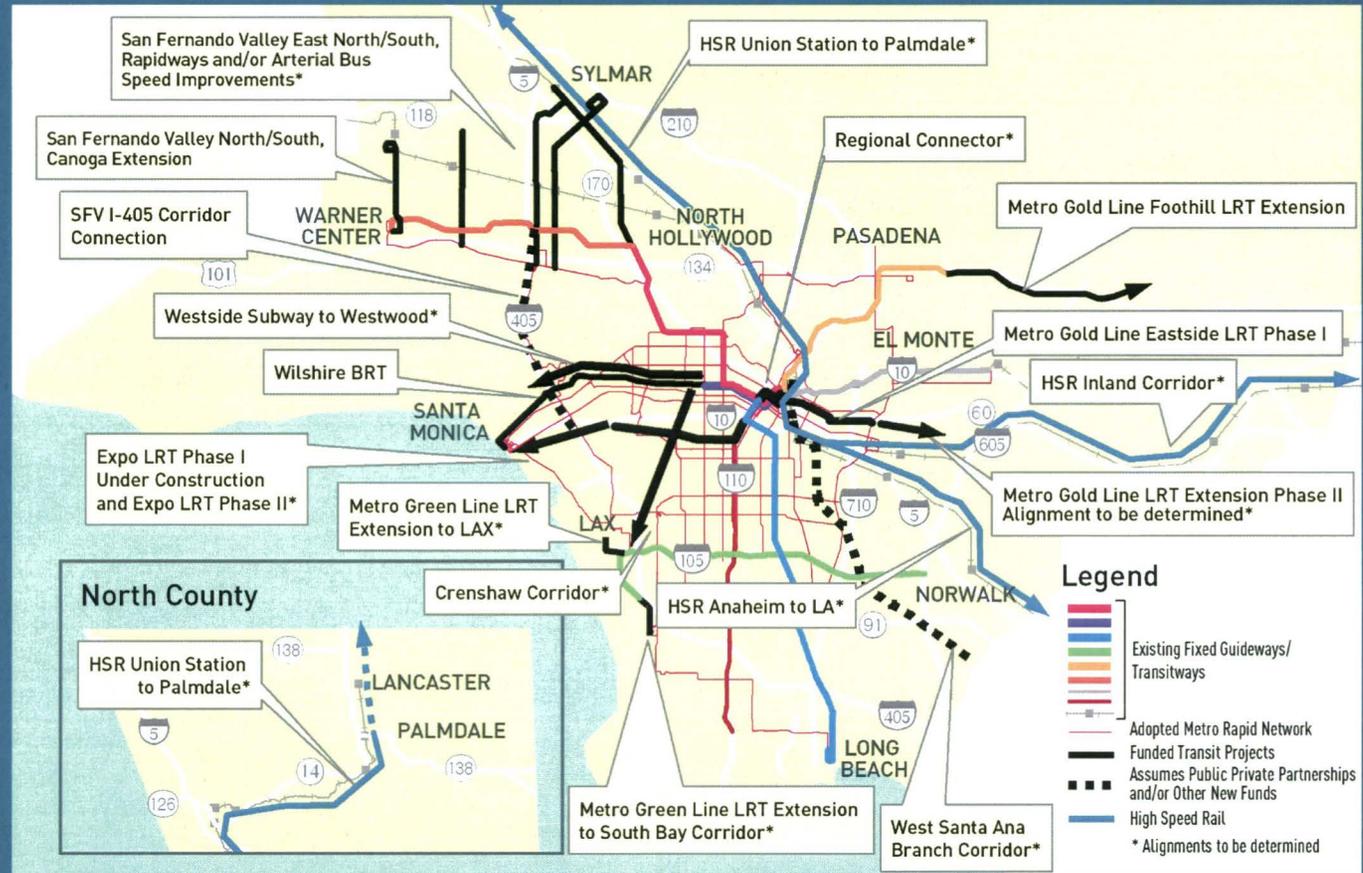
- Long Range Transportation Plan
- Small Starts/Very Small Starts Updates
 - Wilshire Blvd. Bus Lane
 - System Gap Closure Project
- Transit Corridor Updates
 - Mode Choice Model Update
 - Crenshaw Corridor
 - Westside Extension
 - Regional Connector
 - Eastside Transit Corridor Phase 2
 - Harbor Subdivision



FTA Quarterly Review Planning Update
December 2, 2009

Long Range Transportation Plan (LRTP)

October 22nd:
Metro Board
adopted LRTP



L RTP Provides for Major Public Transit

- 4,500 Bus Fleet (40' equivalents) – Metro & Muni operators combined
- Transit Corridor Projects by 2019
 - Exposition LRT Phase I – 2010/2011
 - San Fernando Valley North-South Metro Orange Line Canoga Extension – 2013
 - Exposition LRT Phase II – 2015
 - Wilshire Boulevard Bus Rapid Transitway – 2015
 - Gold Line Foothill Extension – 2017
 - Crenshaw Transit Corridor – 2018
 - San Fernando Valley East: North-South Rapidways – 2018
 - Westside Subway Extension Segment 1 (to Fairfax) – 2019
 - Regional Connector – 2019
 - High Speed Rail (LA to Anaheim) – 2019



L RTP Provides for Major Public Transit (Cont.)

- Transit Corridor Projects Beyond 2019
 - Westside Subway Extension Segments 2 & 3 (to Westwood)
 - Metro Green Line LRT Extension to LAX
 - Metro Green Line LRT Extension (Redondo Beach to South Bay Corridor)
 - Metro Gold Line Eastside LRT Extension
 - San Fernando Valley I-405 Corridor Connection
 - West Santa Ana Branch ROW Corridor
 - High Speed Rail (Palmdale & Inland Empire Corridors)



Metro

Small Starts/Very Small Starts Update

- Wilshire Boulevard BRT
- Metro Rapid System Gap Closure



Wilshire Boulevard BRT

- Environmental Assessment
 - Amended consultant scopes-of-work to address EIR/EA
 - Continued work on draft technical studies to environmentally clear both the Proposed Project and Project Alternative
 - Four project scoping meetings held Oct. 5, 7, 8, & 13, 2009 along Wilshire corridor
- Will seek FTA approval of Final EIR/EA in April 2010, and Metro Board approval in May 2010

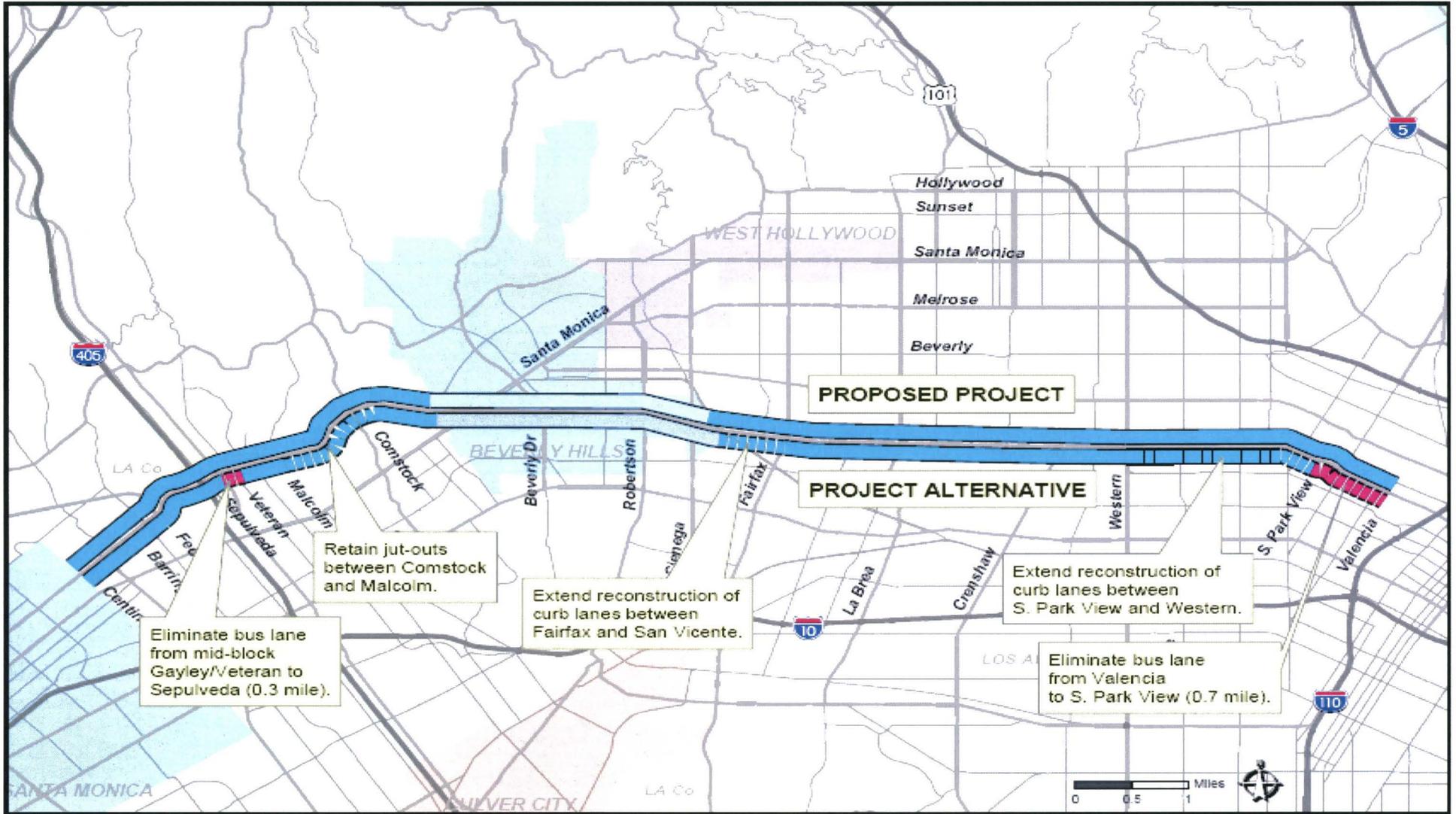


Metro

Wilshire Boulevard BRT

	2009					2010						
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul		
Scoping/Community Meetings												
Draft Technical Studies												
Draft EIR/EA for Public Review												
Seek FTA Approval of Final EIR/EA												
Metro Board Consideration												
Seek LA City/County Approval												
Begin Design & Construction												

Wilshire Boulevard BRT



Wilshire Bus Rapid Transit Project Proposed Project/Project Alternative



Metro Rapid System Gap Closure

Corridors	City of L.A. TPS % Complete	Outside City of L.A. BSP % Complete
West Olympic	100%	n/a
Garvey-Chavez	100%	Design Progress from 30% to 60% Complete
Manchester	100%	Design Progress from 90% to 100% Complete Construction Begins Nov 2009
Atlantic	n/a	Design Begins Jan 2010
San Fernando South	95%	n/a
Central	40%	n/a
Sepulveda	95%	MOU Being Developed
Torrance-Long Beach	Design 20% Complete	TBD



TPS = City of L.A. Transit Priority System – Based on loops & transponders
 BSP = Outside City of L.A. – Wireless technology

Station Construction

City of Los Angeles

- The City of Los Angeles and CBS/Decaux met on July 21, 2009 to renegotiate the City's 20-year Street Furniture Contract
- The Metro Rapid station construction program is one component of the City's Street Furniture Contract
- Metro and City representatives met on September 30, 2009 to discuss alternative Metro Rapid station designs, spare part requirements, and station maintenance obligations
- The Mayor's Office continues to negotiate with CBS/Decaux and is committed to resolve the shelter issues



Metro

Station Construction & Budget

Los Angeles County

- The Los Angeles County Metro Rapid Station construction contract was submitted to the County Dept. of Public Work's legal counsel for review
- Metro reviewed County's comments and submitted draft contract to Metro legal counsel in November 2009
- Final contract terms are pending the City of Los Angeles' decision regarding station design

Project Budget

- The project budget remains unchanged



Metro

Transit Corridor Updates

- Model Update
- Crenshaw Corridor
- Westside Subway Extension
- Regional Connector
- Eastside Corridor Phase 2
- Harbor Subdivision (Metro Green Line to South Bay Corridor)



Mode Choice Model Update

- Final version of Corridor Base Model completed August 7th
 - Debriefing with Jim Ryan held in Washington, DC September 30th
 - No comments requiring action
- Travel demand modeling now proceeding for the Westside Extension and the Regional Connector
 - Corridors testing/reviewing new model with new Socio Economic Database and network assumptions
 - Future baseline networks being developed, including updated background bus levels



Crenshaw Corridor

Last Quarter Accomplishments:

- Completed DEIS/DEIR and released Notice of Availability
 - Federal Register Notice: September 11, 2009
 - End of Comment Period: October 26, 2009
- Open Houses / Public Hearings:
 - 4 total meetings: September 30, October 1, 3, 6
- DEIS/DEIR taken to Metro Planning & Programming Committee on November 18th & Metro Board on December 10th



BRT – Wilshire / Western to
Metro Green Line



LRT – Expo Line to
Metro Green Line
(service continues to Metro Green
Line Redondo Beach station)

Crenshaw Transit Corridor DEIS-DEIR Public Hearing Comments

Summary of Comments:

Over 500 comments received

• LRT Alternative:

– Support:

- Consistency with Economic Development Objectives
- Connectivity with Metro Green Line
- LAX Connection
- Grade Separation Options

– Concerns

- At-Grade Light Rail, Desire for More Grade Separation than Studied
 - Traffic, Safety, Schools, Visual Impacts, Equity
- Value and impacts of the Manchester Station
- General: noise, traffic, construction impacts, and impacts to property values

• BRT Alternative:

- Support: lower cost / faster implementation
- Concern: impacts to the future of rail along the Harbor Subdivision, traffic impacts along Crenshaw

• Maintenance Facilities:

- Westchester: Impacts to existing uses (esp. a playhouse), closure of streets, proximity to residences, noise, air quality
- El Segundo: Impacts to future retail tax base, need to preserve rail access, road access to facility, request for more detail on impacts



Metro

Locally Preferred Alternative Recommendation

- Mode
 - Light Rail Transit
- Stations
 - Exposition/Crenshaw, Crenshaw/Martin Luther King Jr., Crenshaw/Slauson, Florence/West, Florence/La Brea, Aviation/Manchester (optional), Aviation/Century (aerial, Design Option 1)
- Alignment
 - Aerial Grade Separations: La Brea, La Cienega/I-405, Manchester (Design Option 2), Century
 - Below Grade: 39th to 48th Sts., 59th to Victoria Av. (Design Option 4), adjacent to LAX South runways
- Maintenance Facility
 - Continue analysis of El Segundo Site + other sites as appropriate
- Cost with included Design Options: \$1,360 million



Crenshaw Corridor Schedule

Task Name	2009												2010											
	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A
Notice to Availability of DEIS/DEIR																								
DEIS/DEIR Public Hearings																								
Board Action on DEIS/DEIR-Select LPA																								
Award ACE / PE Work Efforts																								
ACE / PE, Prepare Final EIS/EIR																								

Last Revised: 11/03/09



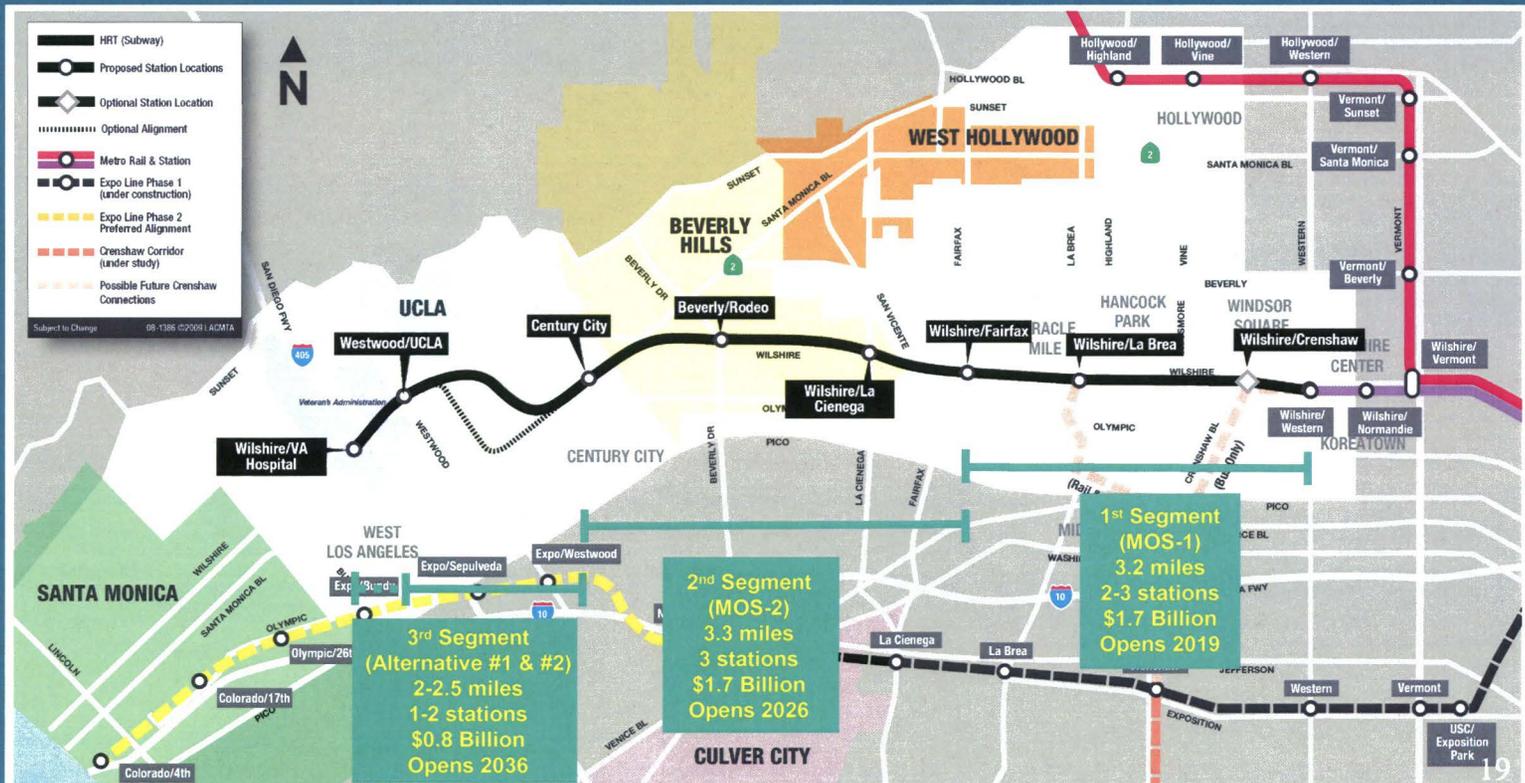
◆ = Milestone Date
 = FTA Action

Westside Subway Extension

DEIS/DEIR Alternatives in Measure R

- Alternative #1 – Westwood/UCLA Extension
- Alternative #2 – Westwood/VA Hospital Extension
- MOS-1 – Fairfax Extension
- MOS-2 – Century City Extension

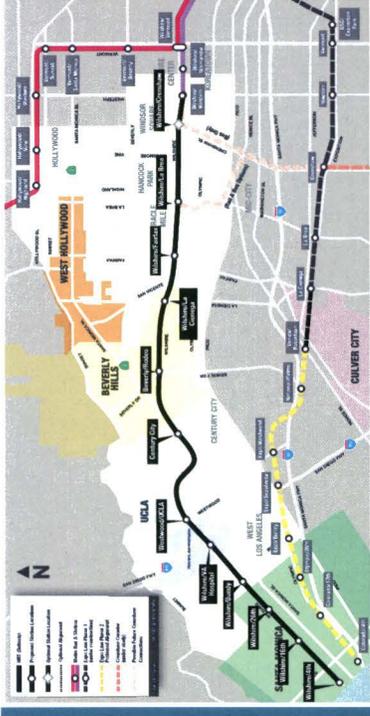
Total Measure R Project
8.5 - 9.0 Miles
6 - 8 Stations
\$4.2 Billion (2008 dollars)



Westside Subway Extension

DEIS/DEIR Alternatives Beyond Measure R

- Alternative #3 Santa Monica Extension (AA Study Alt #1)
 - 3.5 miles beyond Measure R
 - +4 stations
- Alternative #4 Westwood/West Hollywood
 - 4.5 miles beyond Measure R
 - +5 stations
- Alternative #5 Santa Monica/West Hollywood (AA Study Alt #11)
 - 8.0 miles beyond Measure R
 - +9 stations



Alternative #3



Alternative #4



Alternative #5

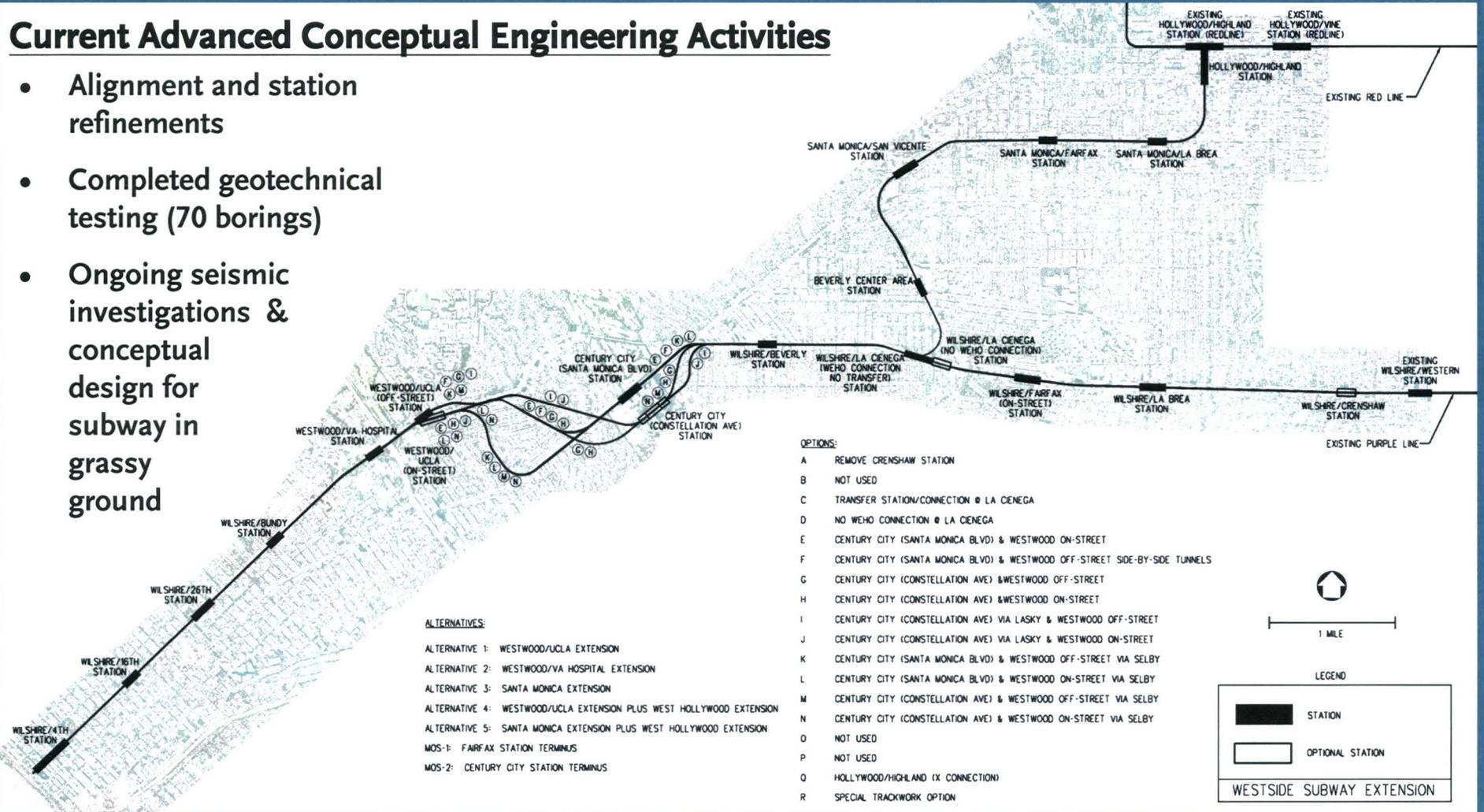


Metro

Westside Subway Extension Corridor

Current Advanced Conceptual Engineering Activities

- Alignment and station refinements
- Completed geotechnical testing (70 borings)
- Ongoing seismic investigations & conceptual design for subway in grassy ground



Westside Subway Extension Corridor

Last Quarter Milestones:

- Ongoing preparation of Draft EIS/EIR and Advanced Conceptual Engineering
- September 24th : Metro Board selected Westside Extension & Regional Connector as FTA New Starts Program candidate corridors
- October 22nd : Metro Board adopted LRTP including Westside Subway Extension to Westwood.
- Oct 22nd – Nov 5th : Held 5 Station Area Community Planning Meetings



Metro

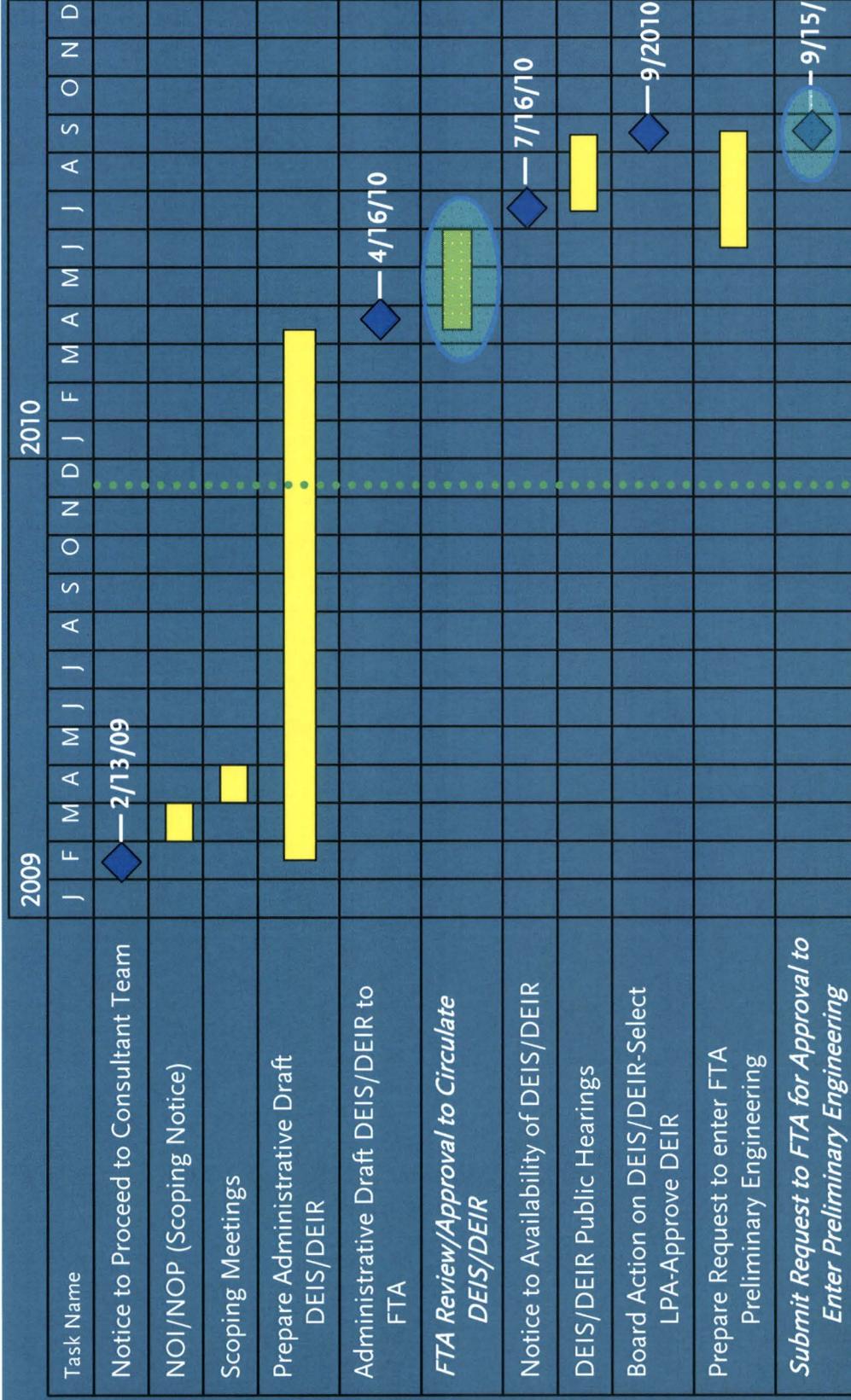
Westside Subway Extension Corridor

Next Quarter Milestones:

- Refinement of station concepts and portal entrances with cities, agencies, stakeholders, and the public
- Environmental impact ongoing assessments
- Engineering design refinement and special studies for gassy ground
- Ridership Modeling & Forecasts
- Submission of Administrative DEIS/DEIR to FTA for review: April 2010



Revised Westside DEIS/DEIR Schedule



Last Revised: 10/30/09



Metro

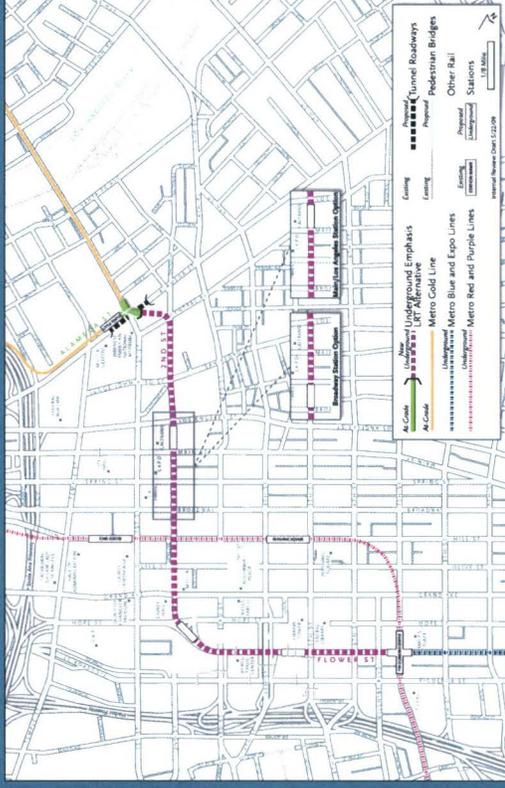
Regional Connector Transit Corridor Study

Last Quarter Accomplishments:

- Environmental - Review of Technical Reports: Sept/Oct.
- SAFETEA-LU Coordination Plan submitted to Participating Agencies
- SHPO: Coordination Letter and APE map were accepted
- September 24th: Metro Board selected Regional Connector and Westside Extension as FTA New Starts Program candidate corridors
- October 22nd: Metro Board adopted L RTP including Regional Connector
- Public Outreach
 - Little Tokyo Working Group/Focus Group Meetings: Sept. to Jan.
 - TAC Meeting: Oct. 22nd
 - One on One Meetings: ongoing



At-Grade Emphasis



Underground Emphasis



Metro

Regional Connector Transit Corridor Study

Next Quarter Milestones:

- Environmental impact ongoing assessments
- Complete Geotechnical Explorations
- Community Update meetings (5)
- Final Urban Design Stakeholder Mtg. Jan. 2010
- Submission of Administrative DEIS/DEIR to FTA for Review: April 2010



At-Grade Emphasis

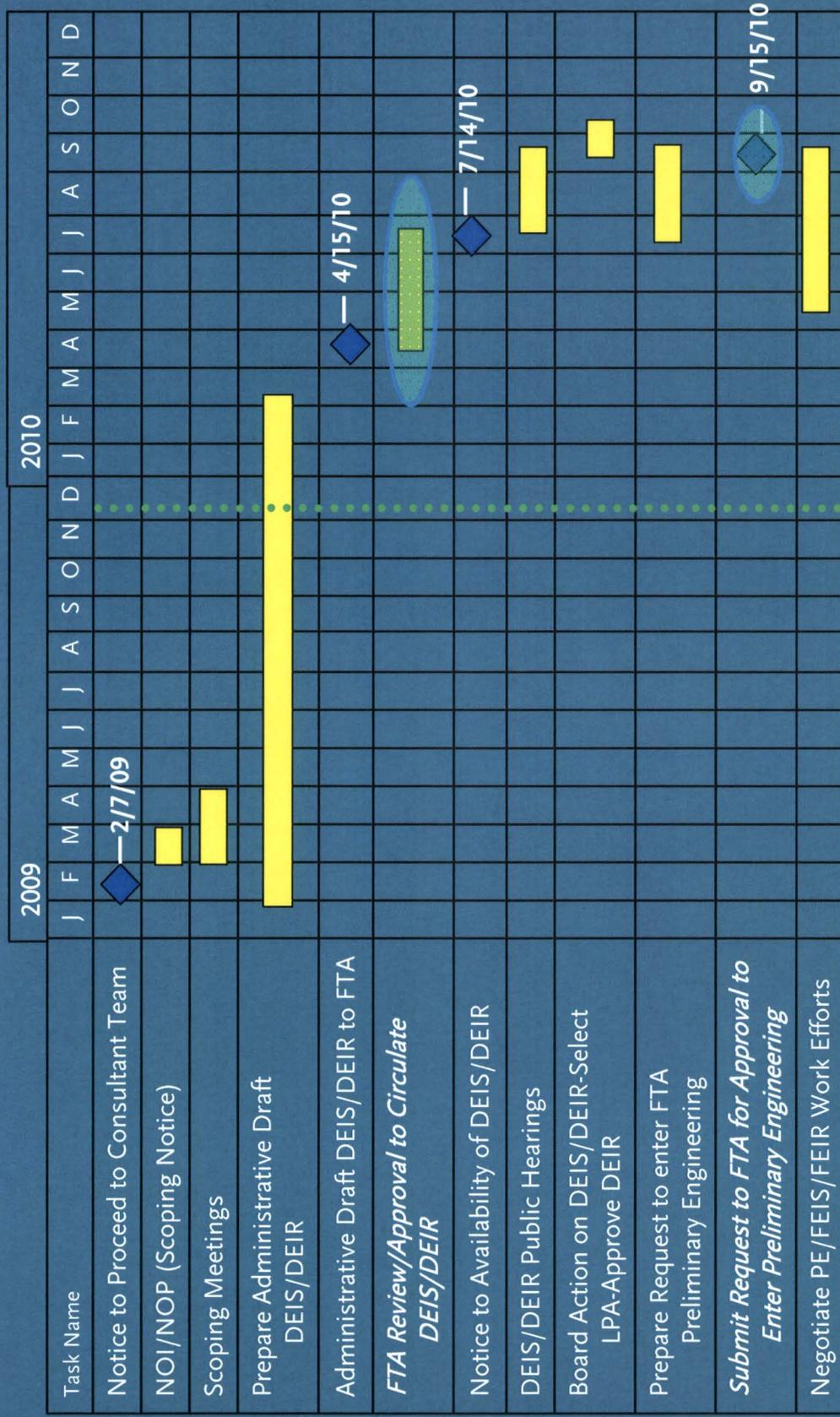


Underground Emphasis



Metro

Regional Connector DEIS/DEIR Schedule to LPA



Last Revised: 10/30/09

- = Milestone Date
- = FTA Action



Eastside Transit Corridor Phase 2

Last Quarter Accomplishments:

- October 6th: Project Update to Technical Advisory Committee
- One-on-one meeting w/ USEPA & Army Corps of Engineers.
- October 20th & 22nd: Community Open Houses on project update
- October 22nd: Metro Board approved reducing number of Alternatives from four to two for environmental document
 - Build Alternatives for continued study include: SR-60 LRT and Washington Blvd LRT
 - Alternatives not recommended for continued study include: Beverly Blvd LRT and Beverly/Whittier Blvd LRT

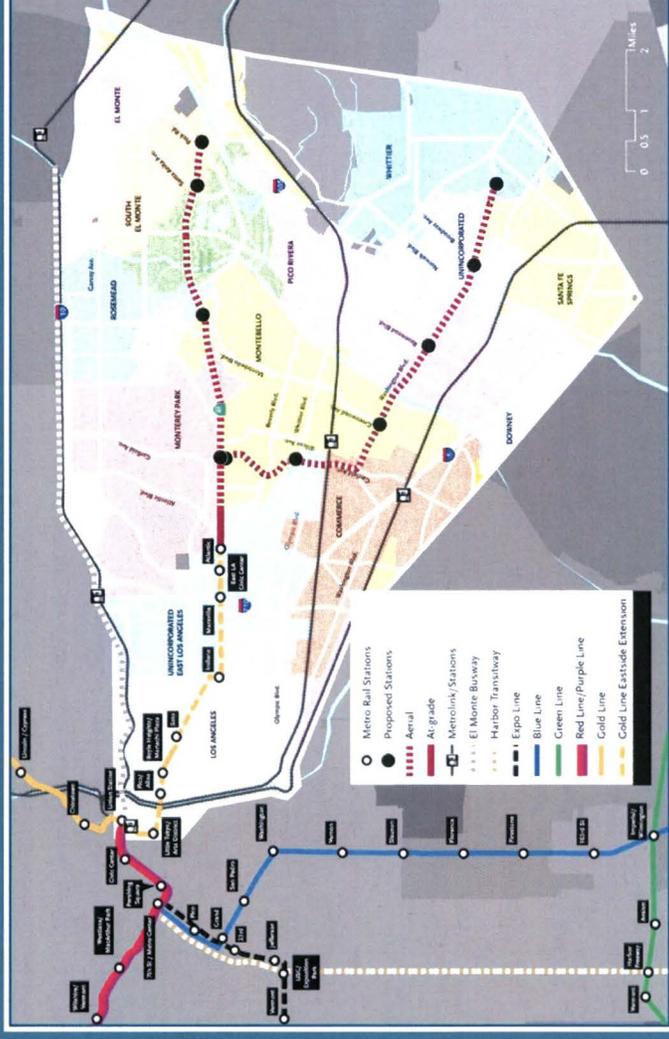


Metro

Eastside Transit Corridor Phase 2

Next Quarter Milestones:

- Begin environmental analysis of two alternatives: SR-60 LRT & Washington Blvd LRT.
- Scoping Meetings
- Technical Advisory Committee Meeting
- Coordination with key federal and state agencies
- Coordinate with other planning projects along the corridor: High Speed Rail



Phased Implementation Strategy

- Priority I
 - Local South Alternative – Metro Green Line to Torrance RTC
- Priority II (Not ranked in order)*
 - Regional Alternative – LAUS to Vermont/I-110
 - Local North Alternative – Metro Blue Line to Crenshaw Blvd
- Priority III (Not ranked in order)*
 - Local South Alternative – Torrance RTC to San Pedro via I-110
 - Local South Alternative – Torrance RTC to Long Beach via Sepulveda / Willow
 - Regional Alternative – Vermont/I-110 to San Pedro
 - Express Alternative – LAUS to LAX (Both High and Low Investment Options)

* Priorities II and III could be considered when additional funding is available and infrastructure improvements as part of other projects, such as California High Speed Rail, are put into place.



Metro



Harbor Subdivision

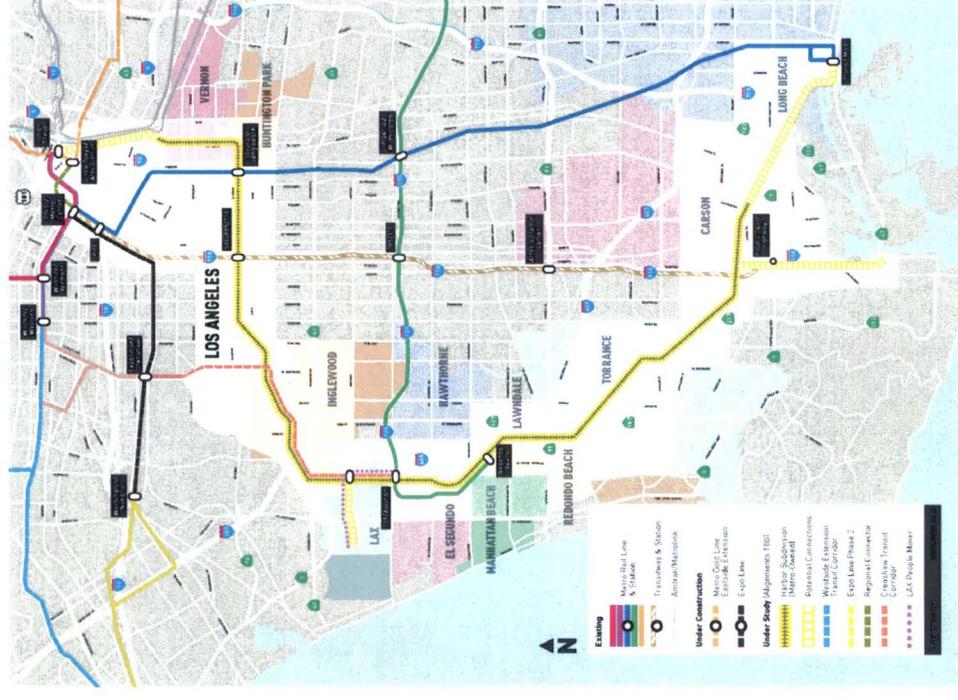
Next Quarter Milestones:

- December 10th: Metro Board action on AA Study
- Recommendations and Preparation of Draft EIS/EIR on Metro Green Line extension to proposed Torrance Regional Transit Center
- Initiate DEIS/DEIR Phase
- Prepare Notice of Intent/Notice of Preparation
- Hold Scoping Meetings

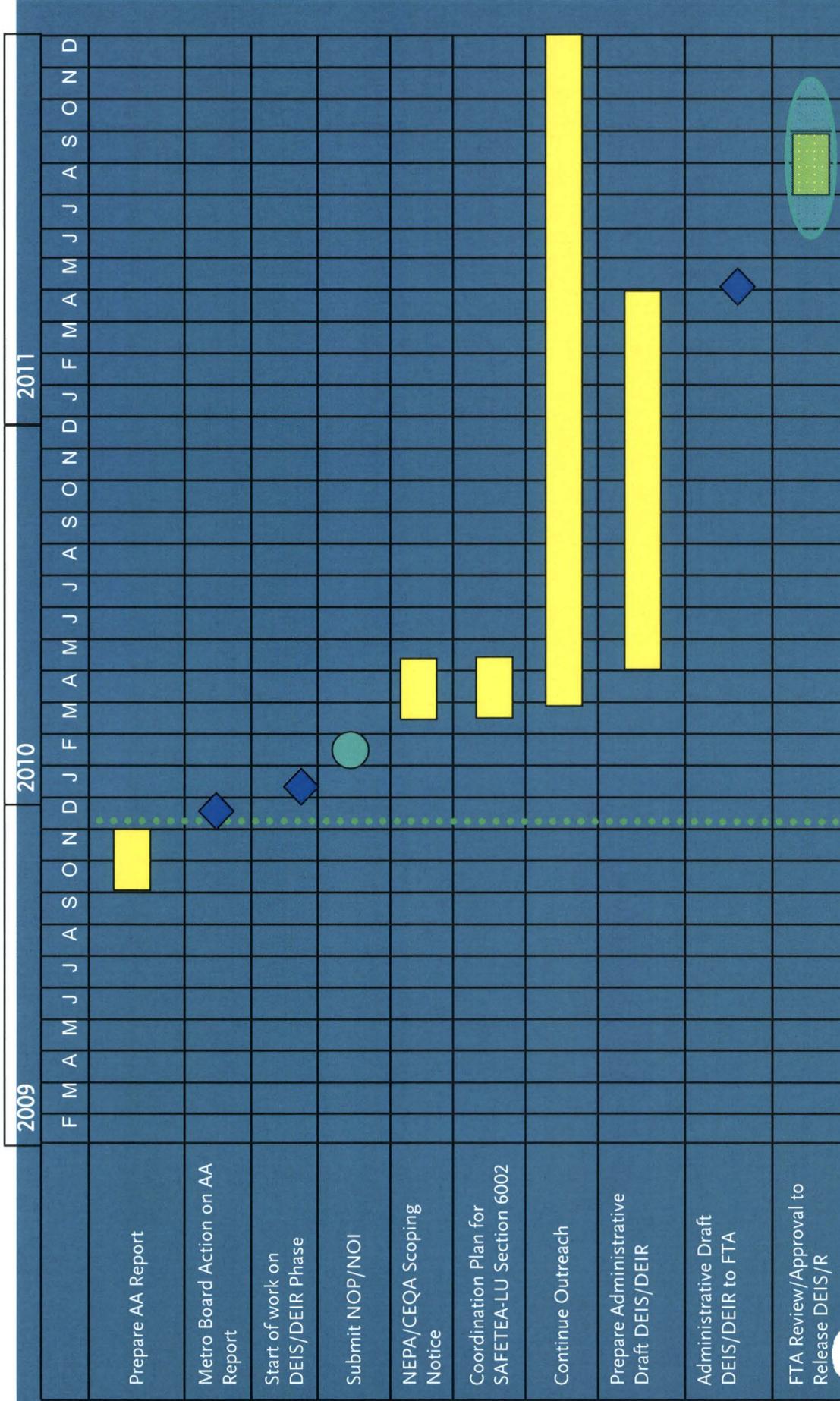


Metro

Harbor Subdivision Transit Corridor Study Area



Harbor Subdivision Schedule



= Milestone Date
 August 2011 = FTA Action
 Last Revised: 11/3/09



FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – March 4, 2009

Outstanding Action Items	There was one Outstanding Action Item that was identified at the March 4, 2009 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
02-03/04/09	Mid-Way Yard: The LACMTA will provide the PMOC/FTA a white paper on the Mid-Way Yard detailing the work around strategy for maintenance, storage and repair of rail vehicles before the May 27, 2009 FTA New Starts Projects Quarterly Review Meeting.
	<i>Status: Completed</i>

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – May 27, 2009

Outstanding Action Items	There was one Outstanding Action Item that was identified at the May 27, 2009 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
01-05/27/09	Bus Fleet Management Plan: The LACMTA will provide the PMOC/FTA draft copies of the Bus Fleet Management Plan by August 26, 2009.
	<i>Status: Pending</i>

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Los Angeles County...
FTA quarterly briefing book /

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