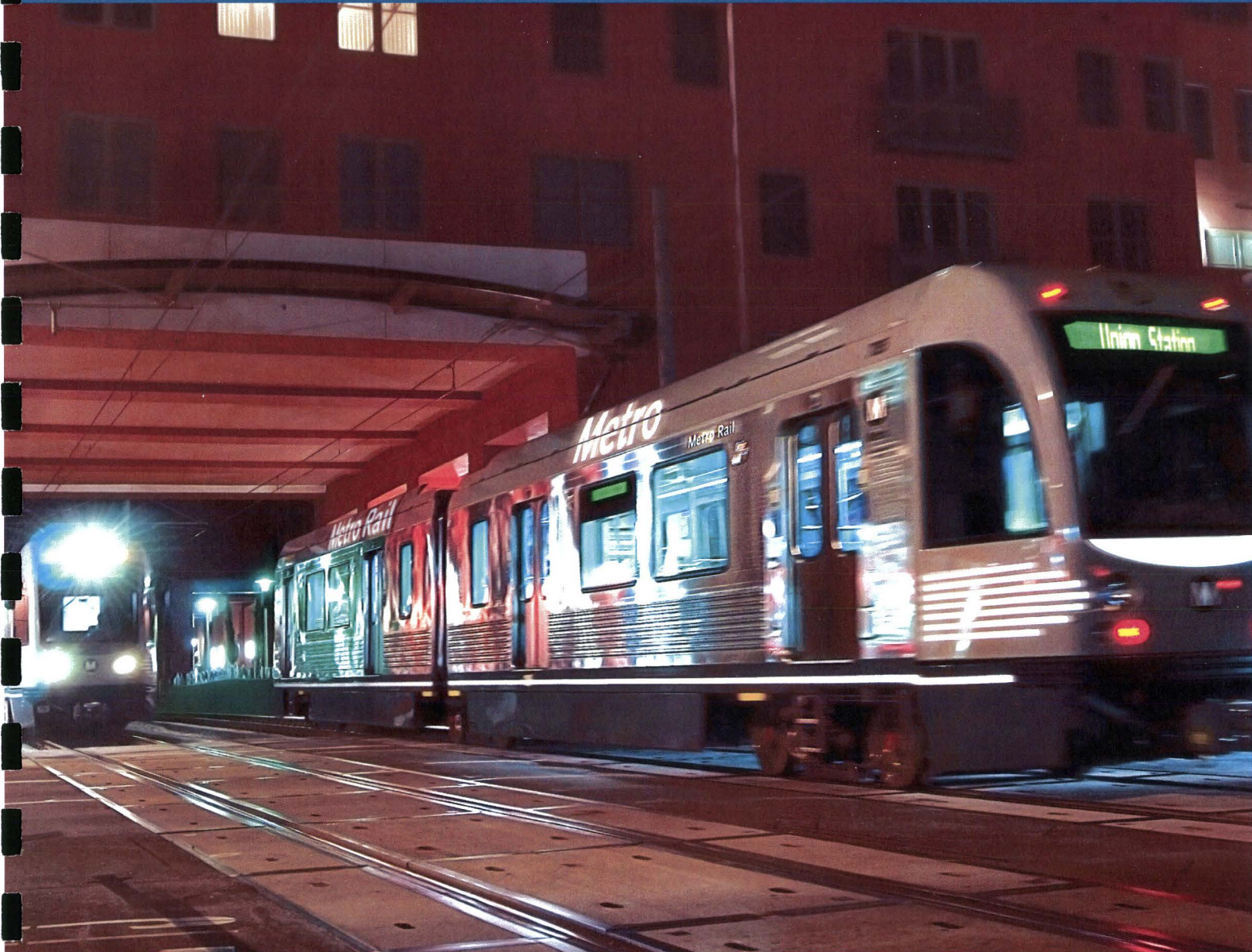


Los Angeles County
Metropolitan Transportation Authority

December 5, 2007

FTA Quarterly Review Briefing Book



Metro

01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

AGENDA

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

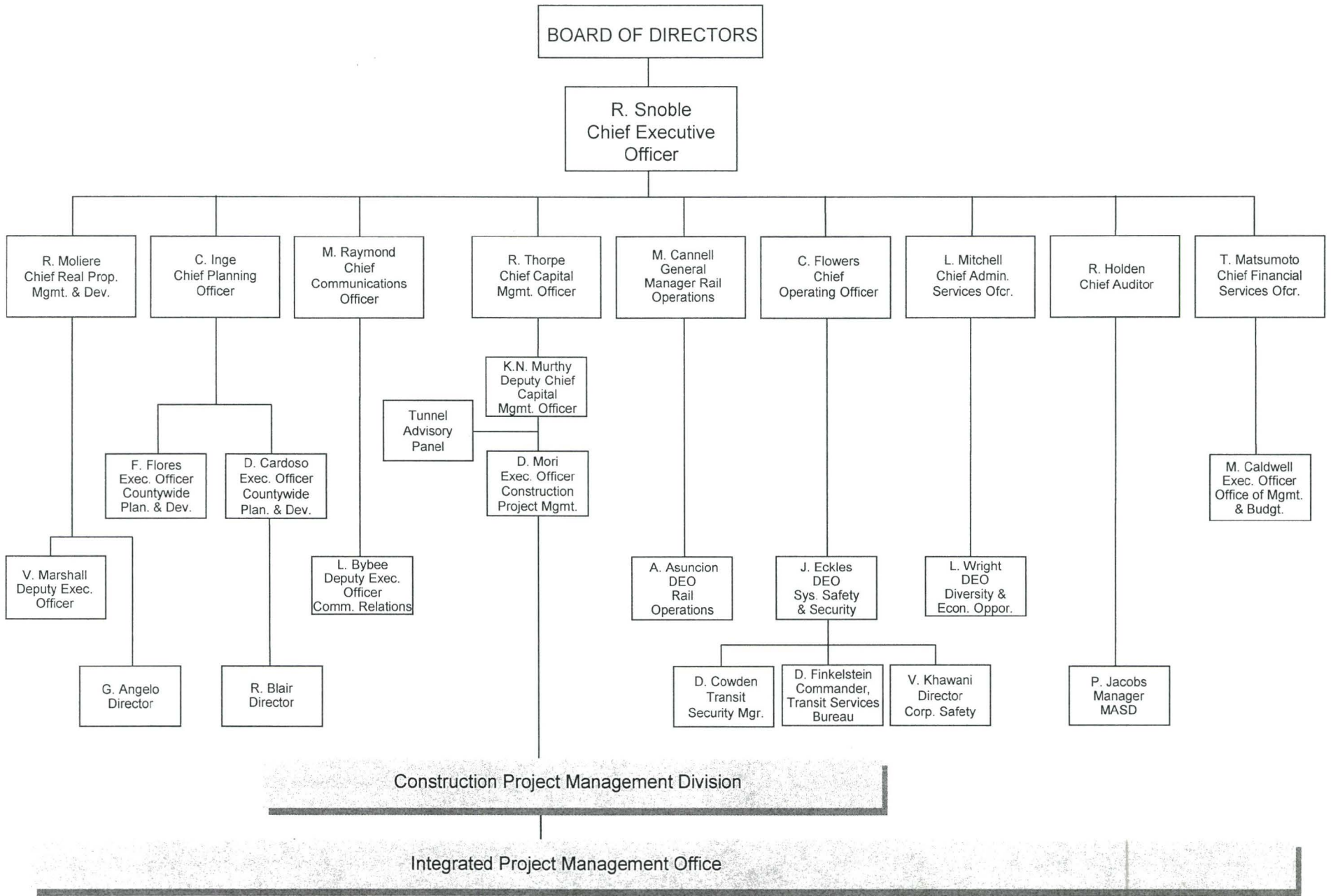
Los Angeles County
Metropolitan Transportation Authority
Wednesday, December 5, 2007 – 10:00 a.m.
Gateway Conference Room – 3rd Floor

- | | <u>PRESENTER</u> |
|---|------------------|
| I. OVERVIEW | |
| A. FTA Opening Remarks | Leslie Rogers |
| B. Metro Management Overview | Roger Snoble |
| C. Financial Plan Status | Terry Matsumoto |
| D. Legal Issues | Charles Safer |
| E. General Safety and Security Issues | James Brown |
| F. 2550 Rail Vehicle Program | Richard Lozano |
| II. METRO CONSTRUCTION REPORTS | |
| A. Construction Project Management Overview | Rick Thorpe |
| B. PMP/SSMP Status | Dennis Mori |
| C. Metro Gold Line Eastside Extension | Dennis Mori |
| • Issues/Accomplishments | |
| • Construction Safety | |
| • Schedule Status (<i>Critical Path</i>) | |
| • Cost/Budget Status (<i>Construction, Design, PM, Contingencies</i>) | |
| • Quality Assurance | |
| • Construction Contracts Update | |
| C0803 Tunnel, Stations, Trackwork & Systems | |
| C0802 101 Freeway Bridge Overcrossing | |
| • 1 st Street Bridge | |
| D. Mid City/Exposition LRT Project | Eric Olson |
| • Phase 1 Status (<i>Cost, Budget, Schedule, Critical Path, Issues</i>) | |
| • Phase 2 Status | |
| III. METRO PLANNING REPORTS | Carol Inge |
| IV. ACTION ITEMS | FTA/PMOC |
| V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING | |

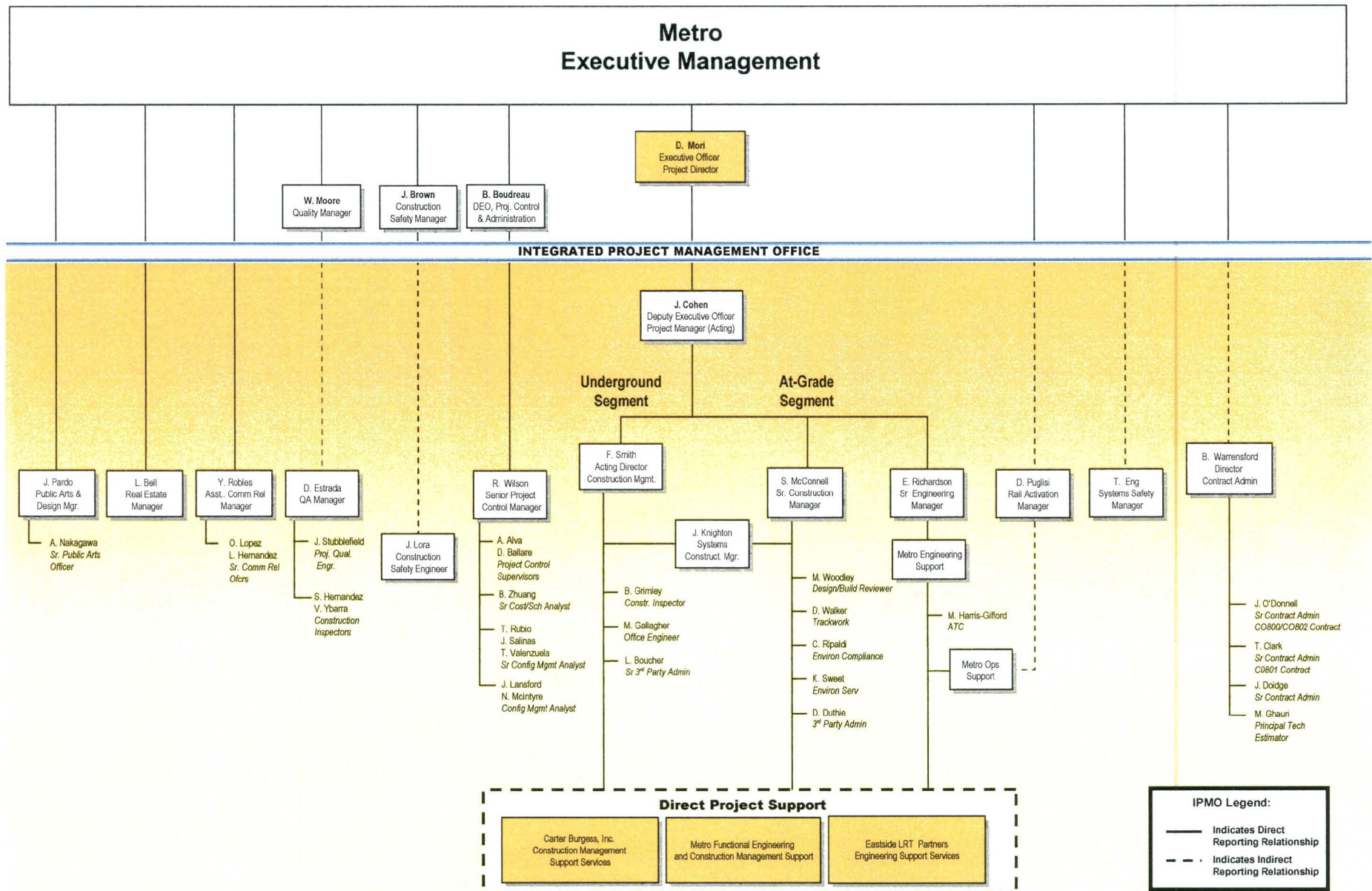
Los Angeles County
Metropolitan Transportation Authority
Wednesday, February 27, 2008
Gateway Conference Room – 3rd Floor

**METRO MANAGEMENT
ORGANIZATION CHART**

Metro Management Organization Structure

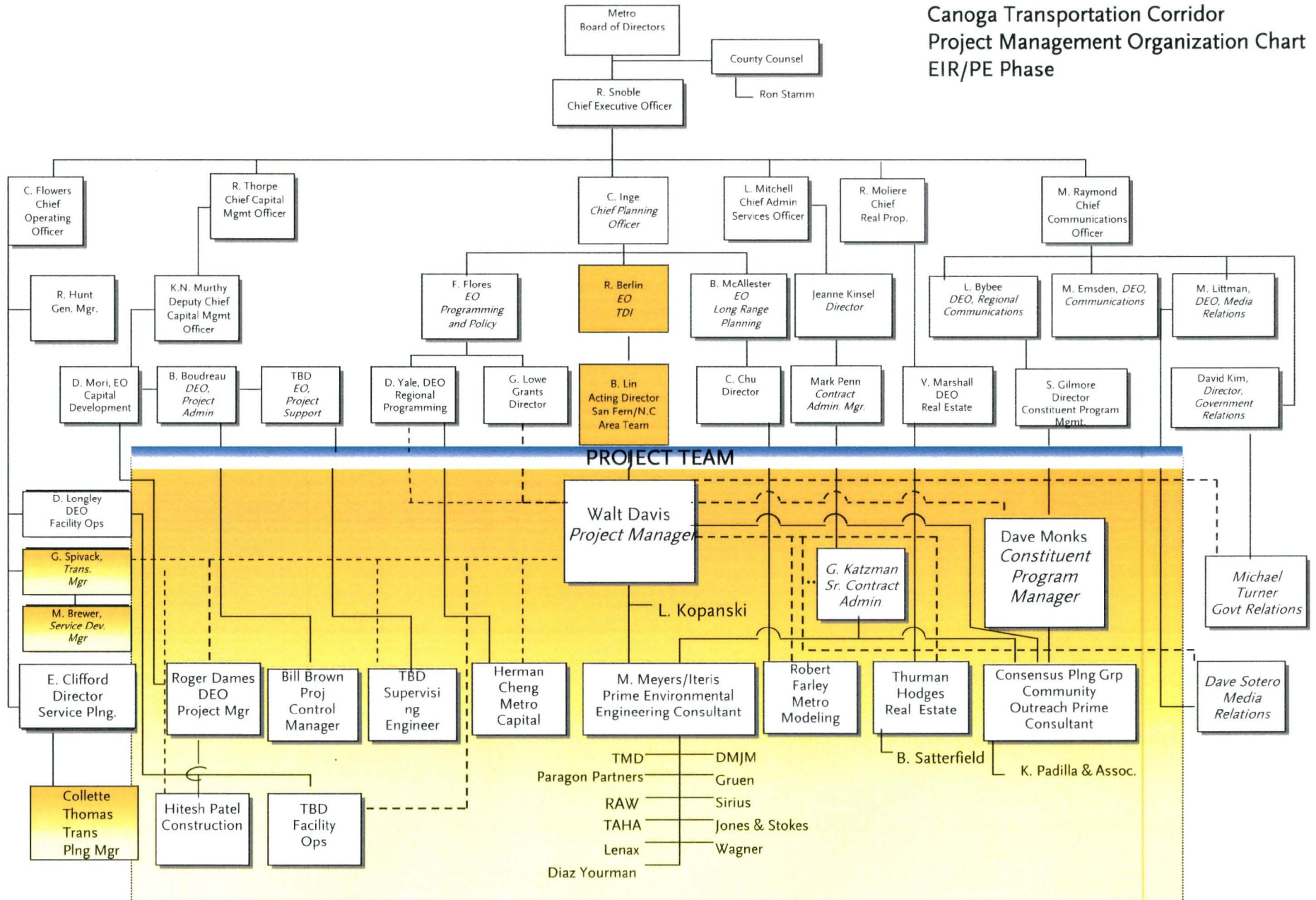


Metro Gold Line Eastside Extension Project Management Organization Structure



**PLANNING ORGANIZATION
CHART**

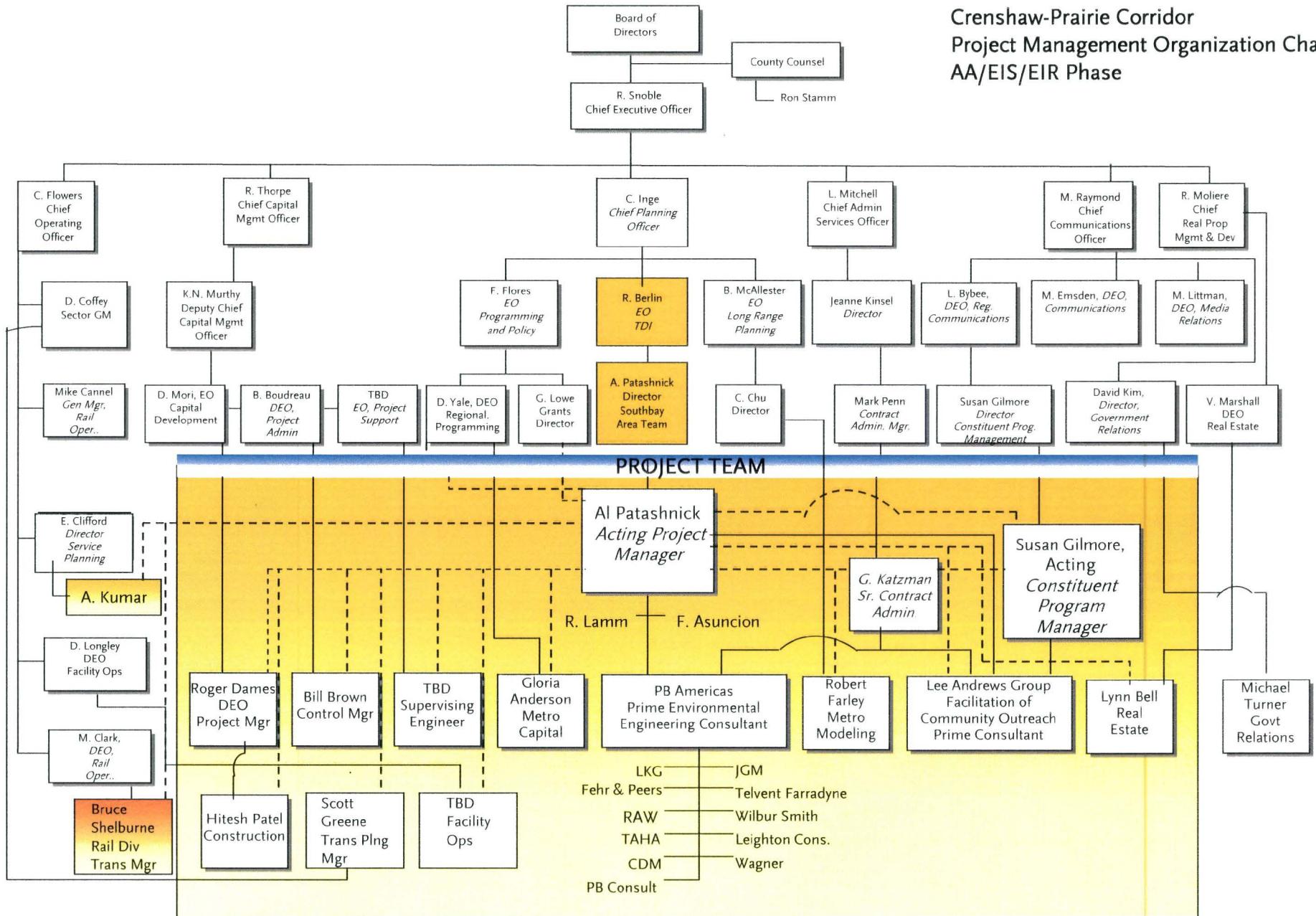
Canoga Transportation Corridor Project Management Organization Chart EIR/PE Phase



October 30, 2007

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

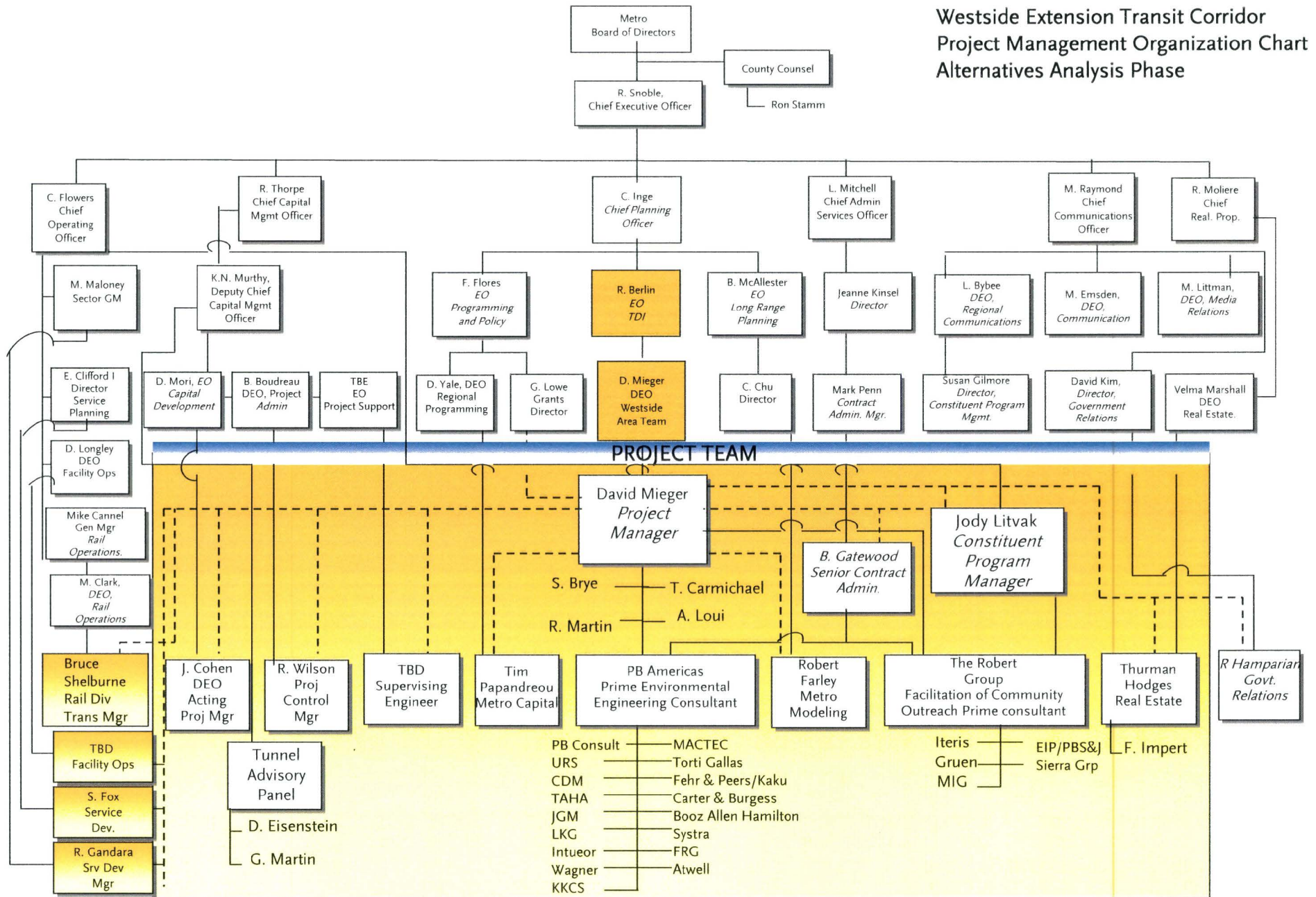
Crenshaw-Prairie Corridor Project Management Organization Chart AA/EIS/EIR Phase



October 30, 2007

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

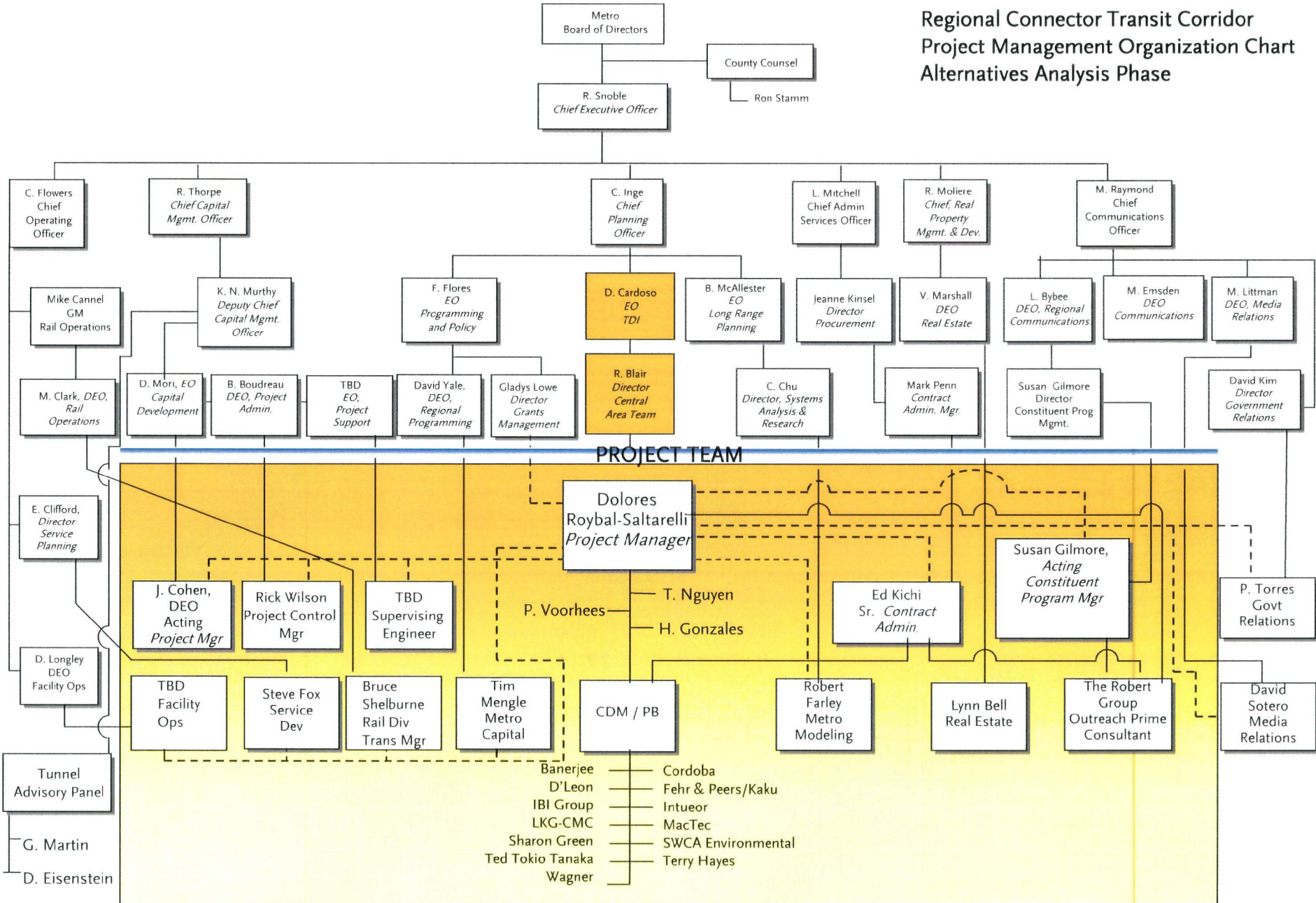
Westside Extension Transit Corridor Project Management Organization Chart Alternatives Analysis Phase



October 30, 2007

Legend:
 Indicates Direct Relationship
 Indicates Coordinated Relationship
 Project Team

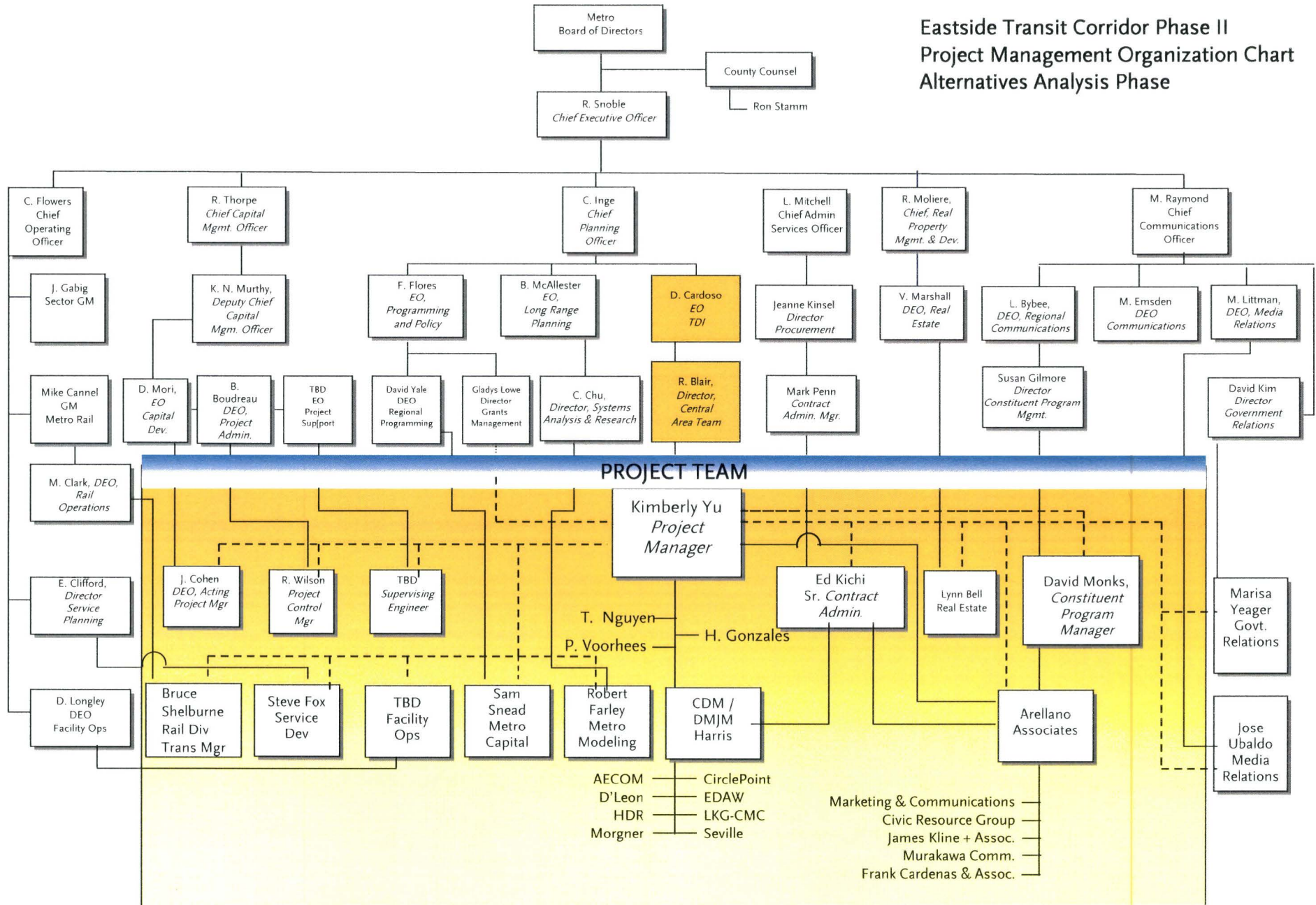
Regional Connector Transit Corridor Project Management Organization Chart Alternatives Analysis Phase



October 30, 2007

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

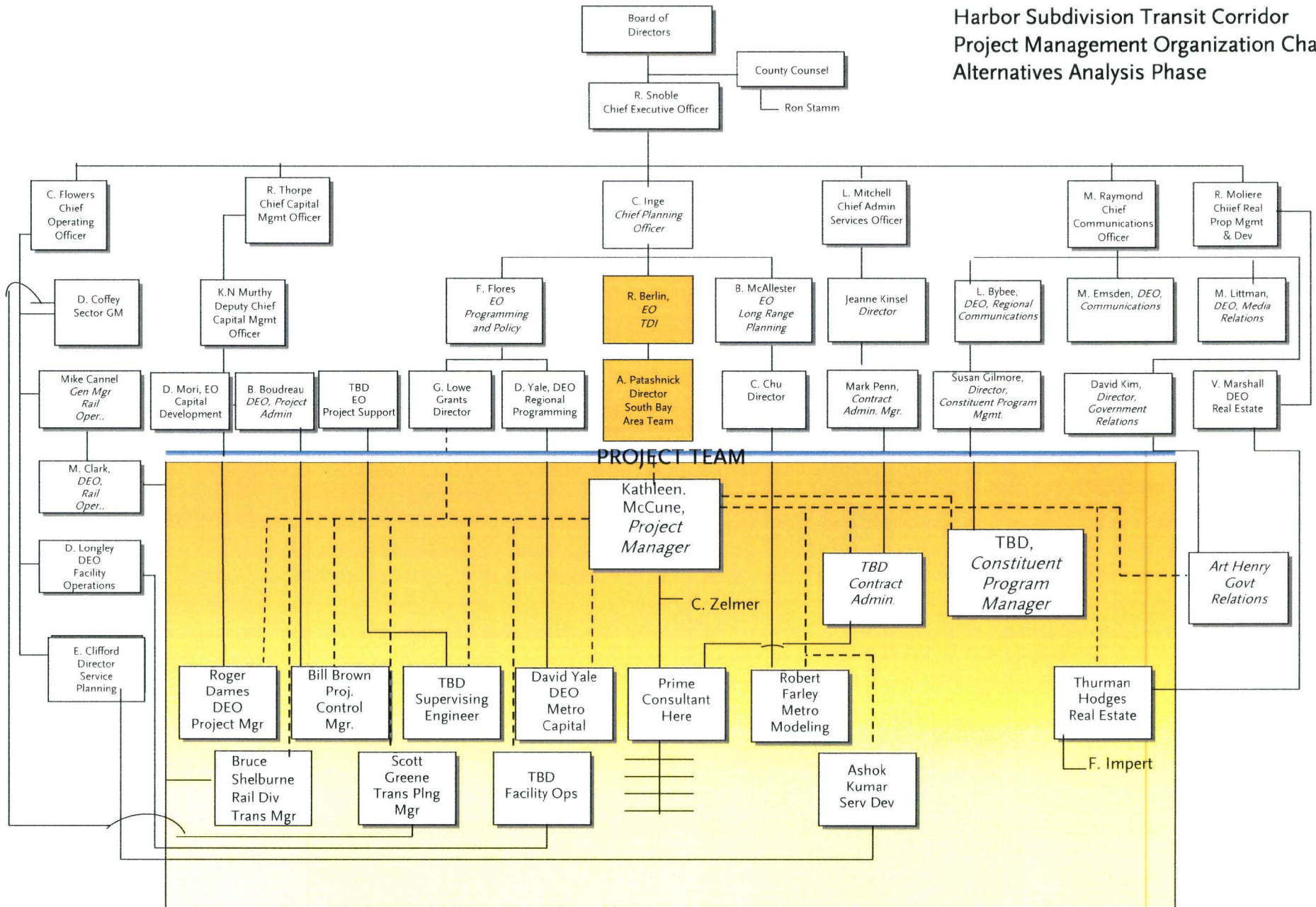
Eastside Transit Corridor Phase II Project Management Organization Chart Alternatives Analysis Phase



October 30, 2007

Legend:
 Indicates Direct Relationship
 Indicates Coordinated Relationship
 Project Team

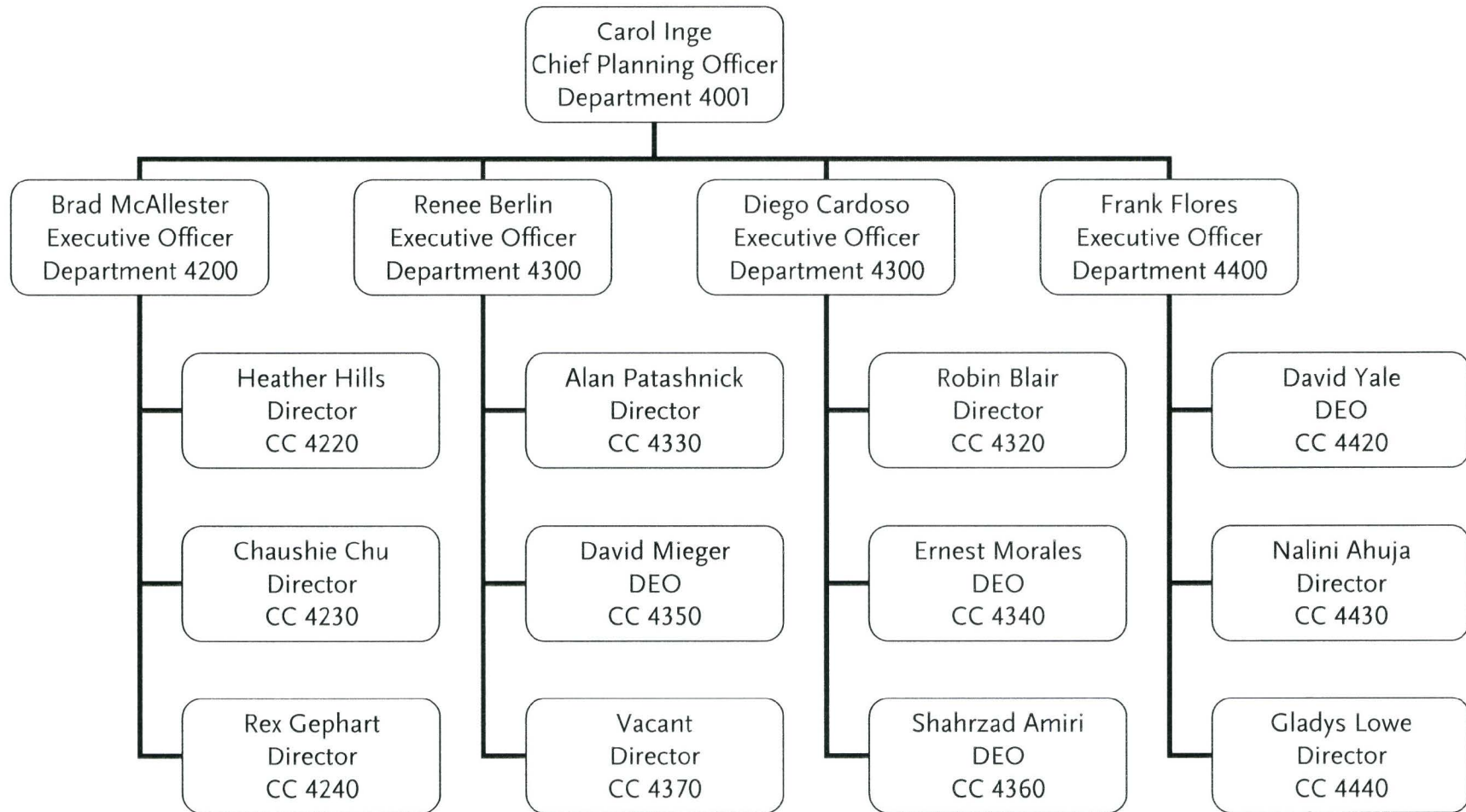
Harbor Subdivision Transit Corridor Project Management Organization Chart Alternatives Analysis Phase



October 30, 2007

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

Countywide Planning & Development



October 30, 2007

METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX
September 2007

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
ACA 2 (Walters)	Would propose an amendment to the Constitution of the State to permit private property to be taken or damaged only for a stated public use and only when just compensation has been paid to, or into court for, the owner of the property.	To be determined	Assembly Judiciary
AB 57 (Soto)	Would delete April 1, 2008, repeal date of the Safe Routes to School construction program, thereby extending the provisions indefinitely.	To be determined	Senate Appropriations Committee
AB 60 (Nava)	Would recast bicycle provisions as to overtake a bicycle by requiring the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance without interfering with the safe operation of the overtaken bicycle.	To be determined	Assembly Transportation Committee
AB 99 (Feuer)	Would make legislative findings and declarations regarding the use of clean, alternative fuels.	To be determined	Assembly Transportation Committee
AB 470 (DeSaulnier)	Would remove the sunset clause on provisions relating to electric personal assistive mobility devices (Segways)	Support	Senate Appropriations Committee - Chaptered
AB 889 (Lieu)	Establishes a Metro Green Line Construction Authority	Oppose	Assembly Appropriations Committee
AB 900 (Núñez)	Expands the voting membership of the California Transportation Commission	Support	Amended to a different subject
AB 901 (Núñez)	Would provide accountability measures in the allocation of the money deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account	Support if amended	Amended into SB 88 bond implementation trailer bill
AB 1209 (Karnette)	Would establish requirements for the allocation of \$1 billion in Proposition 1B proceeds for the California Ports Infrastructure, Security and Air Quality Improvement Account.	Support	Amended into SB 88 bond implementation trailer bill

AB 1306 (Huff)	Would eliminate the Public Transportation Account Spillover mechanism and reduce the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account.	Oppose	Assembly Transportation Committee
AB 1326 (Houston)	Would remove the escalation clause automatically adjusting procurement thresholds applicable to Metro	Support	Senate Transportation & Housing Committee
AB 1350 (Núñez and Richardson)	Would establish requirements to conduct a study in order to facilitate allocation of transit security funds from Proposition 1B.	Support if amended	Senate Appropriations Committee
AB 1351 (Levine)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Support	Senate Appropriations Committee
AB 1672 (Núñez)	Expands the voting membership of the California Transportation Commission	Support	Senate Appropriations Committee

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
2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX
September 2007

STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 9 (Lowenthal)	Would amend existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act.	Work with Author	Amended into SB 88 bond implementation trailer bill
SB 19 (Lowenthal)	Would declare the intent of the Legislature to enact legislation that establishes conditions and criteria for projects funded under provisions of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	Work with Author	Assembly Appropriations Committee
SB 45 (Perata)	Would state the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.	Work with Author	Amended into SB 88 bond implementation trailer bill
SB 47 (Perata)	Would state the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and port Security Bond Act of 2006 to the State-Local Partnership Program.	Work with Author	Senate Rules Committee
SB 79 (Committee on Budget and Fiscal Review)	Transportation budget trailer bill. Provides that future Public Transportation Account Spillover (PTA) revenues will be allocated ½ to the General Fund and ½ to the PTA.		Chaptered
SB 88 (Committee on Budget and Fiscal Review)	Implements various categories of funding from Proposition 1B.		Chaptered
SB 163 (Migden)	Obligates the State to fund connecting ramps from the San Francisco Oakland Bay Bridge to Yerba Buena Island	Oppose	Assembly Appropriations Committee

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.

SB 375 (Steinberg)	Would require Regional Transportation Plans (RTP) to address the reduction of greenhouse gases and require transportation funding to be allocated according to those plans. Would authorize modified environmental review procedures for projects conforming to the new plans.	Work with Author	Assembly Appropriations Committee
SB 445 (Torlakson)	Would create the Road User Task Force to report on alternatives to the current system of taxing road users through per-gallon fuel taxes	Support if amended	Assembly Transportation Committee
SB 650 (Padilla)	Expands the maximum vehicle length requirement for buses	Support	Amended to a different subject
SB 716 (Perata)	Would establish an allocation process for public transit funding made available from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act (November 2006) (November 2006).	Oppose	Assembly Appropriations Committee
SB 717 (Perata)	Modifies the allocation of Proposition 42 funds that flow into the Public Transportation Account.		Passed Senate concurrence vote
SB 724 (Kuehl)	Would specify an expedited process for Exposition Construction Authority grade crossing applications	Support	Senate Energy, Utilities & Communications Committee
SB 748 (Corbett)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Oppose	Assembly Appropriations Committee
SB 803 (Lowenthal)	Would require that projects utilizing a community conservation corps be given priority in the allocation of transportation enhancement funds.	Support	Assembly Appropriations Committee
SB 964 (Romero)	Would prohibit a majority of the members of a legislative body from using a series of communications, directly or through intermediaries, to conduct deliberations, including, but not limited to any communications that advance or clarify a member's understanding of an issue.	Neutral	Assembly Governmental Organization
SB 974 (Lowenthal)	Requires the Ports of Los Angeles, Long Beach and Oakland to impose container fees	Work with Author	Assembly Appropriations Committee

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.

SCA 1 (McClintock)	Would relate to eminent domain proceedings. Provides that private property may be taken or damaged only for a stated public use, and not without the consent of the owner for purposes of economic development, increasing tax revenue, or any other private use, nor for maintaining the present use by a different owner.	To be determined	Senate Judiciary Committee
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GOVERNMENT RELATIONS
2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX
September 2007

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 238/S.497 Waxman/Boxer/Feinstein</p>	<p>H.R. 238/S.497 seeks to repeal a restriction on federal funding for subway tunneling in the Wilshire Corridor.</p> <p>Specifically, H.R. 238 would provide the following:</p> <ul style="list-style-type: none"> • Repeal the second sentence of section 321 of the Department of Transportation and Related Agencies Appropriations Acts of 1986 (99 Stat. 1287). That sentence reads: "None of the funds described in Section 320 may be made available for any segment of the downtown Los Angeles to San Fernando Valley Metro Rail project unless and until the Southern California Rapid Transit District officially notifies and commits to the Urban Mass Transportation Administration that no part of the Metro Rail project will tunnel into or through any zone designated as a potential risk zone or high potential risk zone in the report of the City of Los Angeles dated July 10, 1985, entitled "Task Force Report on the April 24, 1985 Methane Gas Explosion and Fire in the Fairfax Area." 	<p>Passed the House of Representatives on February 7, 2007.</p> <p>Referred to Senate Banking, Housing and Urban Affairs Committee on March 27, 2007</p> <p>July 11, 2007: legislative language included in House Appropriations FY08 Committee report.</p> <p>July 12, 2007: legislative language included in Senate Appropriations FY08 Committee report.</p> <p>September 12, 2007: legislative language included in the FY08 Transportation Appropriations bill adopted on Senate floor</p>

<p>H.R. 1195/S. 1611 Oberstar/Dodd</p>	<p>H.R.1195/S. 1611, amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes</p>	<p>June 6, 2007: Senate Committees on Banking, Housing and Urban Affairs and Environment & Public Works approved with an amendment in the nature of a substitute favorably.</p> <p>June 13, 2006: placed on Senate Legislative Calendar under General Orders. Calendar No. 198.</p> <p>August 1, 2007: House passed H.R. 3248 – a modified version of H.R. 1195</p>
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GOVERNMENT RELATIONS
2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX
September 2007

FEDERAL		
BILLS/AUTHOR	DESCRIPTION	STATUS
H.R. 1475/S.712 McGovern/Schumer	H.R. 1475/S.712, Bills that amends Internal Revenue Code to create parity between the parking and transit portions of the transportation tax benefit.	March 12, 2007: Referred to House Oversight and Government Reform Committee February 28, 2007: Read twice and referred to the Senate Committee on Finance
H.R. 2783 Tauscher	H.R. 2783 provides federal reimbursement for mass transportation services as a result of a highway emergency.	June 19, 2007: House Transportation and Infrastructure Committee August 1, 2007: language from H.R. 2783 is included in a SAFETEA-LU technical corrections bill (H.R. 3248) adopted by the House
H.R. 2548/S.1499 Solis/Boxer	H.R. 2548/S.1499 amends the Clean Air Act to reduce air pollution from marine vessels.	May 24, 2007: House Energy and Commerce Committee and Senate Environment and Public works
H.R. 2701 Oberstar	H.R. 2701 strengthens our Nation's energy security and mitigates the effects of climate change by promoting energy efficient transportation and public buildings, creating incentives for the use of alternative fuel vehicles and renewable energy, and ensuring sound water resource and natural disaster preparedness planning, and for other purposes.	June 20, 2007: House committee/subcommittee actions. Status: Ordered to be Reported (Amended) by Voice Vote

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.

<p>FY 2008 Transportation Appropriations Request</p>	<p><u>\$80 million in Section 5309 New Starts Funding for the final design and construction of the Eastside Light Rail project.</u> This innovative light rail project would run from Union Station through East Los Angeles, serving one of the most transit-dependent areas in the City of Los Angeles.</p> <p><u>\$10 million in Section 5309 Bus and Bus Related Discretionary Funding to assist Metro in “greening” our existing bus facilities.</u> Metro supports the Municipal Operators Bus Appropriations requests.</p> <p><u>\$16.7 million in Section 5309 Very Small Starts Funding,</u> to expand eight more Metro Rapid routes across Los Angeles County.</p>	<p>December 2006-LACMTA Board Adopted 2007 Legislative program</p> <p>FY08 Appropriations requests submitted to Senators Boxer and Feinstein and Representative Roybal-Allard</p> <p>July 11, 2007: House Appropriations Committee approved FY08 Appropriations Bill, includes subway legislative language, \$80 million for Eastside Extension and \$16.7 for Small Starts program</p> <p>July 12, 2007: Senate Appropriations Committee approved FY08 Appropriations Bill, includes subway legislative language and \$70 million for Eastside Extension</p> <p>July 24, 2007: Full House adopts bill, includes subway legislative language, \$80 million for Eastside Extension and \$16.7 for Small Starts program</p> <p>September 12, 2007: Full Senate adopts bill with subway legislative language and \$70 million for Eastside Extension</p>
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COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012-2713

RAYMOND G. FORTNER, JR.
County Counsel

Reply to:
Transportation Division
One Gateway Plaza
Los Angeles, California 90012-2952

October 29, 2007

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Reaganr@mta.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, 2007, 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,

RAYMOND G. FORTNER, JR.
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, 2007

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.	Most of phase one of trial has been completed. Each party has submitted proposed statements of decision (SOD). Awaiting court's decision of SOD.
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 have appealed judge's denial of their motion to extend consent decree.

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.	Trial court has ordered mini trials on separate issues. First trial resulted in verdict for MTA for about \$450,000. Awaiting date for next trial. Court awarded \$400,000 in prejudgment interest to MTA.
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**ADVANCED LAND
ACQUISITION PROGRAM**

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

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

STATUS REPORT AS OF SEPTEMBER 30, 2007

Parcel A1-250/Wilshire Vermont Station - Site developed with mixed use residential/retail project.

Wilshire/Western Station - Development under construction

B-102 and B-103 - Temple Beaudry

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 recently completed an appraisal to provide a basis for negotiations. Previously, Metro had worked with Caltrans to secure additional adjacent property to include in the development of the 1.2 acre site. Caltrans officials later determined it was necessary to place the adjacent property up for auction. The local developer plans to attend the auction, and if successful, incorporate the adjacent parcel into its project plan.

A1-300 and A2-301 - Wilshire/Crenshaw

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

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 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 – 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.

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. Staff is currently in negotiations.

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

Parcels A1-015, A1-016,

Parcels A1-015 and A1-016 are designated as a temporary soil storage site in support various construction projects. The parcels will also be used for this purpose during pending new transit projects and are expected to continue to be used in support of Metro operations.

Parcel A1-021

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. A new and larger facility is required. Efforts are underway to acquire a new site and to combine all of the materials at one location. FTA will be asked to approve the sale of this site and to authorize the use of revenue generated for the acquisition of a new site and/or towards construction 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 providing for the construction and operation of a mixed-use development containing approximately 199 affordable apartments, 50,000 square feet of commercial space, a 16,500 square foot public plaza fronting on the subway portal, and a minimum of 100 parking spaces for transit users. Construction will proceed in two phases: Phase A and phase B. The specific terms of the Phase "A" ground leases are currently in negotiations and the Phase "A" design is progressing.

-

Updated October 12, 2007

Los Angeles County
Metropolitan Transportation Authority

SEPT 2007

METRO OPERATIONS MONTHLY PERFORMANCE REPORT



Photo Credit: MTA

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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)
- * 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	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Sep. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,532	3,500	3,123	3,160	
No. of unaddressed road calls					1,116*		294	57	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.38%	62.61%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.23	3.09	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.78	2.49	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.11	12.13	Aug YTD 10.95	Aug. 10.50	
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SFV Sector									
MMBMF				3,319	3,619	3,500	2,975	2,876	
No. of unaddressed road calls					432*		128	5	
In-Service On-time Performance	67.30%	67.47%	68.54%	65.19%**	65.60%	67.50%	67.19%	64.85%	
Bus Traffic Accidents Per 100,000 Miles						2.90	2.56	2.35	
Complaints per 100,000 Boardings	6.32	5.45	4.39	3.24	3.00	3.00	3.78	3.28	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.72	15.15	13.71	11.75	13.74	12.00	Aug YTD 15.12	Aug. 14.31	
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
Division 8									
MMBICMF				3,836	3,912	3,500	3,088	2,722	
No. of unaddressed road calls					258*		94	1	
In-Service On-time Performance	70.09%	69.12%	69.78%	68.23%	67.48%	68.00%	68.13%	64.73%	
Bus Traffic Accidents Per 100,000 Miles						2.80	1.69	1.57	
Complaints per 100,000 Boardings	6.87	5.09	4.17	3.37	2.75	2.80	3.95	4.20	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.92	19.15	16.77	13.81	16.14	13.00	Aug YTD 15.45	Aug. 10.14	
Division 15									
MMBICMF				2,996	3,420	3,500	2,896	3,003	
No. of unaddressed road calls					174*		34	4	
In-Service On-time Performance	66.13%	66.62%	67.84%	63.84%**	64.41%	67.00%	66.63%	64.91%	
Bus Traffic Accidents Per 100,000 Miles						3.00	3.21	2.94	
Complaints per 100,000 Boardings	6.01	5.70	4.55	3.14	3.16	3.20	3.69	2.80	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.23	13.14	12.46	10.41	12.44	11.00	Aug YTD 15.95	Aug. 18.39	

*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 FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

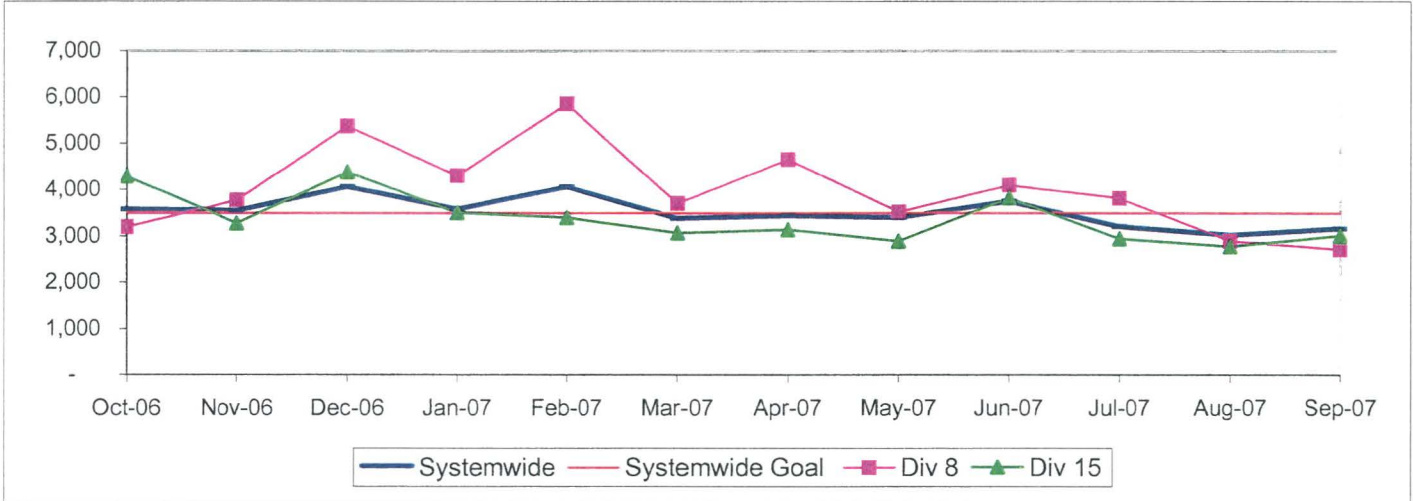
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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)



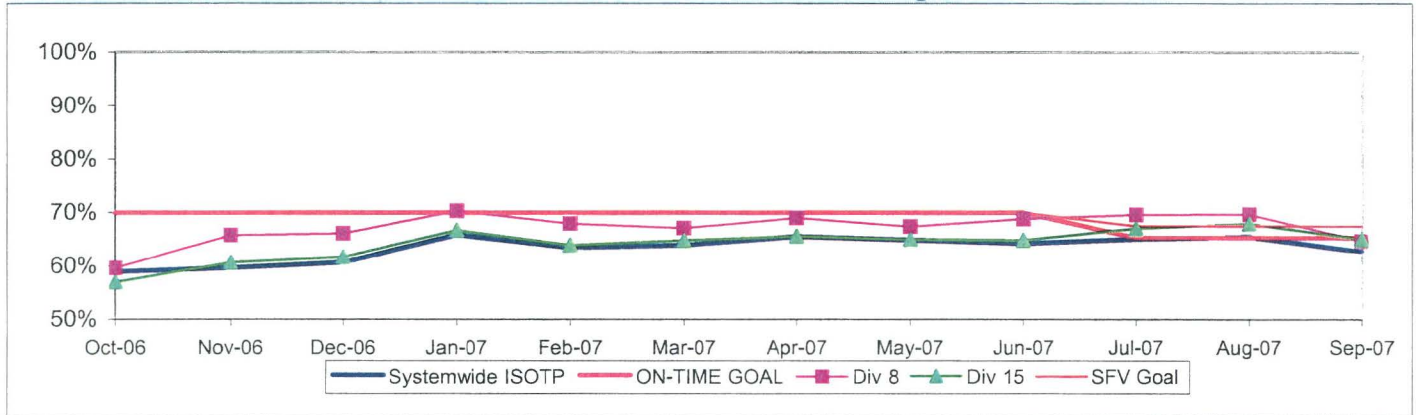
IN-SERVICE ON-TIME PERFORMANCE*

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.)

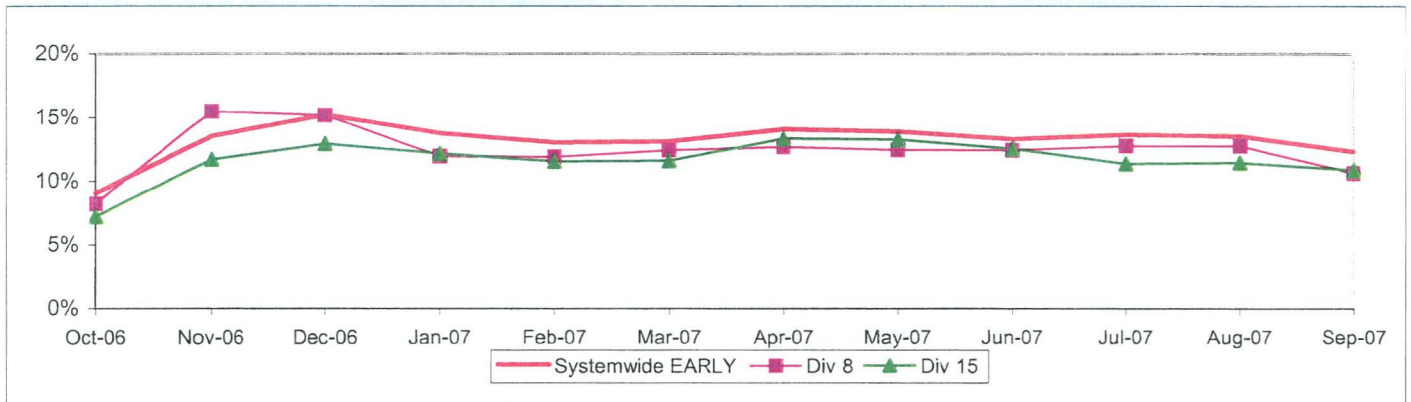
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

* Division 15 November data not available.

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



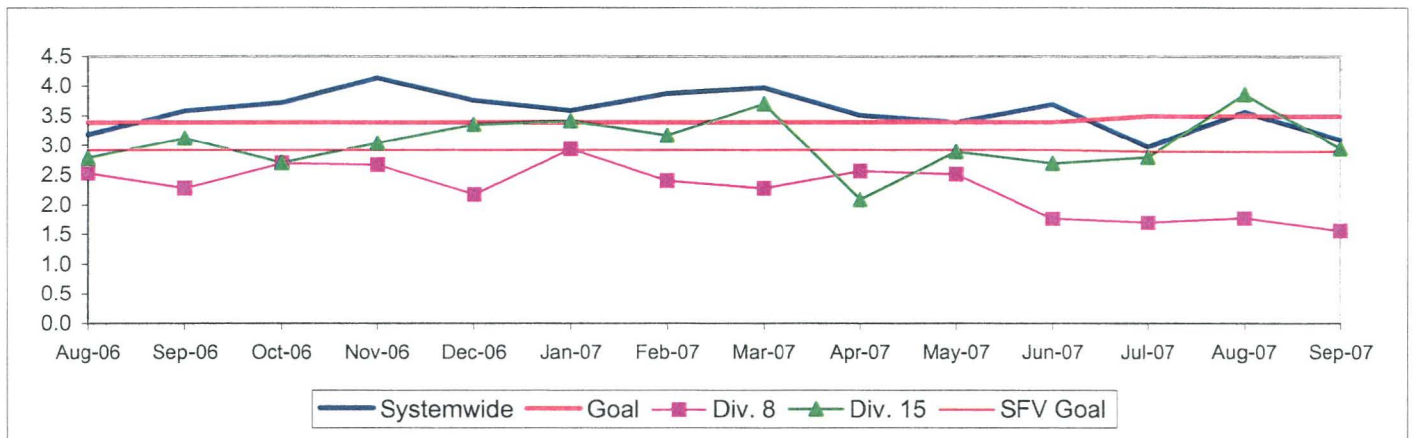
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



**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: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$

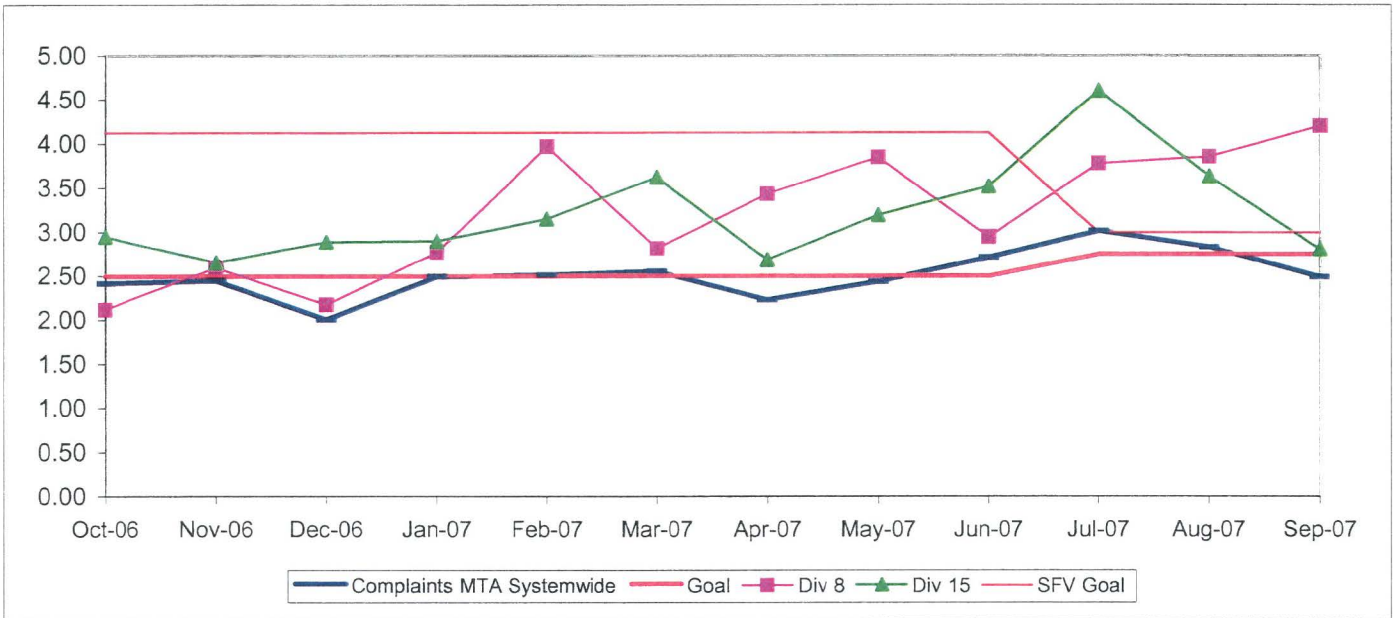


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

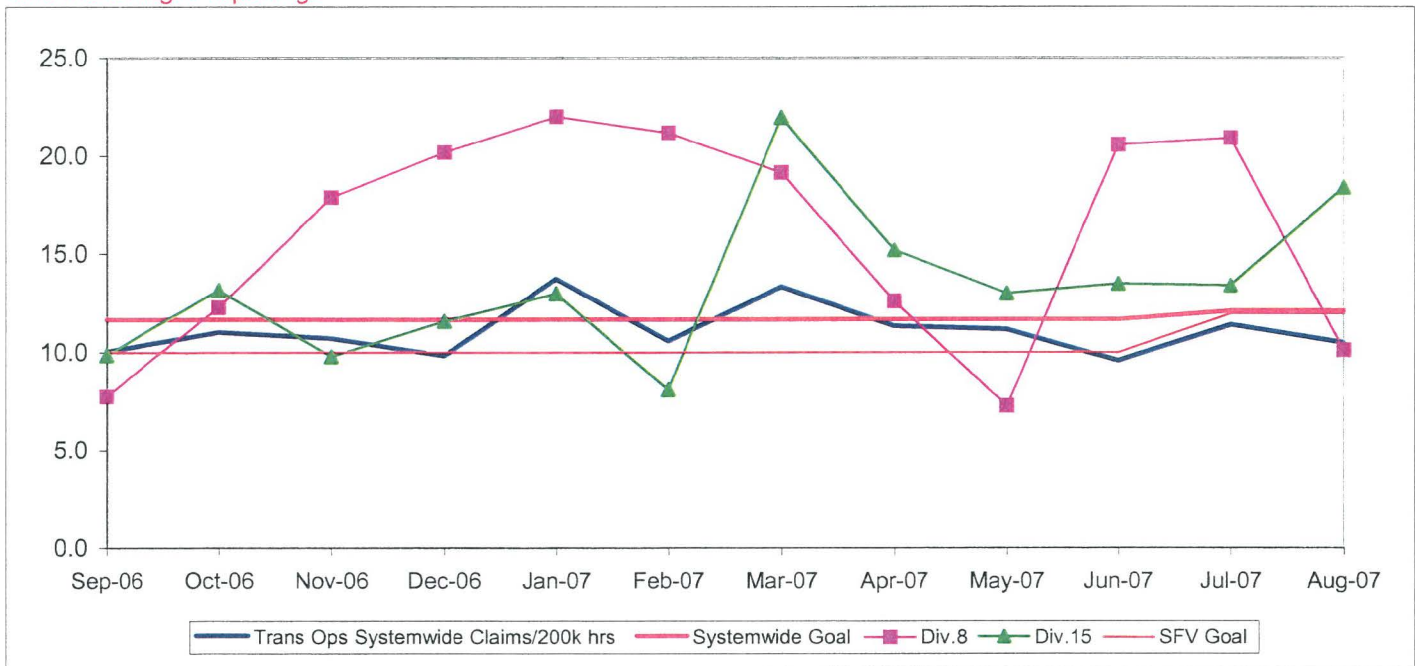


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.



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)
- * 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	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 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*	3,500	3,123 294	3,160 57	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.38%	62.61%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.23	3.09	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.78	2.49	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.11	12.13	Aug YTD 10.95	Aug. 10.50	
SGV Sector									
MMBMF No. of unaddressed road calls				3,467	3,376 88*	3,500	3,176 8	3,114 0	
In-Service On-time Performance	70.02%	69.98%	70.10%	68.59%	65.85%	68%	67.74%	65.83%	
Bus Traffic Accidents Per 100,000 Miles						2.90	2.85	2.65	
Complaints per 100,000 Boardings	3.57	3.80	2.95	2.18	2.49	2.50	2.45	2.15	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	23.15	16.12	10.14	12.57	13.35	11.56	Aug YTD 7.86	Aug. 6.21	
Division 3									
MMBMF No. of unaddressed road calls				2,690	2,838 58*	3,500	2,649 3	2,497 0	
In-Service On-time Performance	71.08%	70.80%	71.06%	70.05%	16.54%	68%	67.74%	65.83%	
Bus Traffic Accidents Per 100,000 Miles						2.90	3.98	3.29	
Complaints per 100,000 Boardings	3.09	3.02	2.60	1.83	2.12	2.50	1.83	1.55	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.54	12.36	6.68	11.36	10.06	11.56	Aug YTD 10.48	Aug. 4.57	
Division 9									
MMBMF No. of unaddressed road calls				4,585	4,087 30*	3,500	3,740 5	3,832 0	
In-Service On-time Performance	67.47%	68.16%	68.16%	67.01%	12.52%	68%	67.69%	65.35%	
Bus Traffic Accidents Per 100,000 Miles						2.90	2.01	2.17	
Complaints per 100,000 Boardings	4.31	5.09	5.09	2.61	2.24	2.50	3.04	2.71	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.54	20.75	14.66	14.34	17.30	11.56	Aug YTD 4.17	Aug. 8.24	

*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 FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

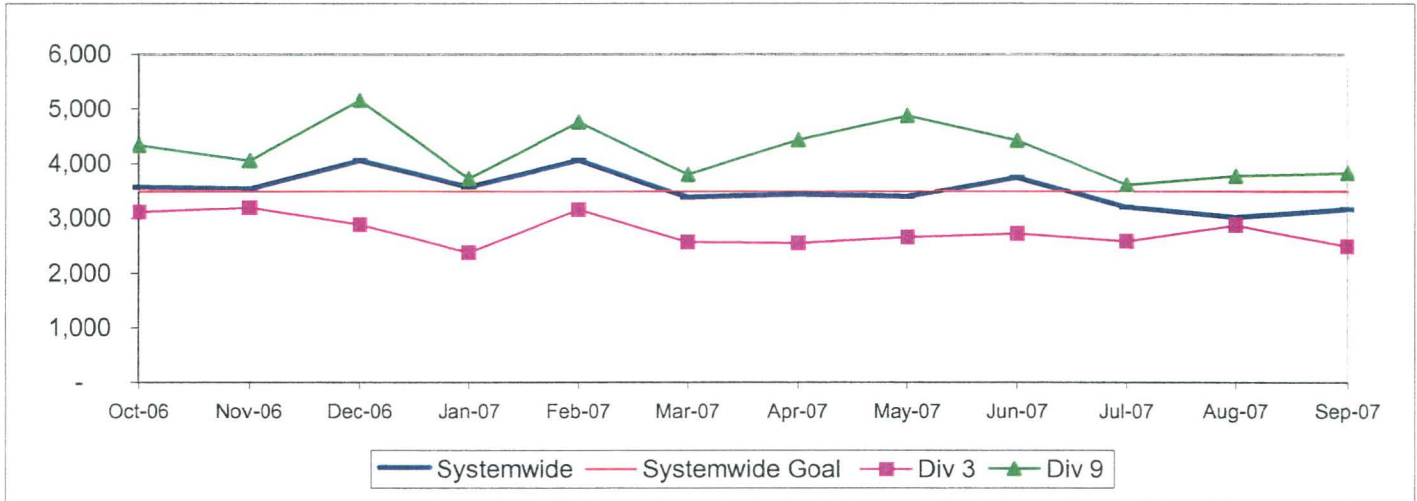
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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)

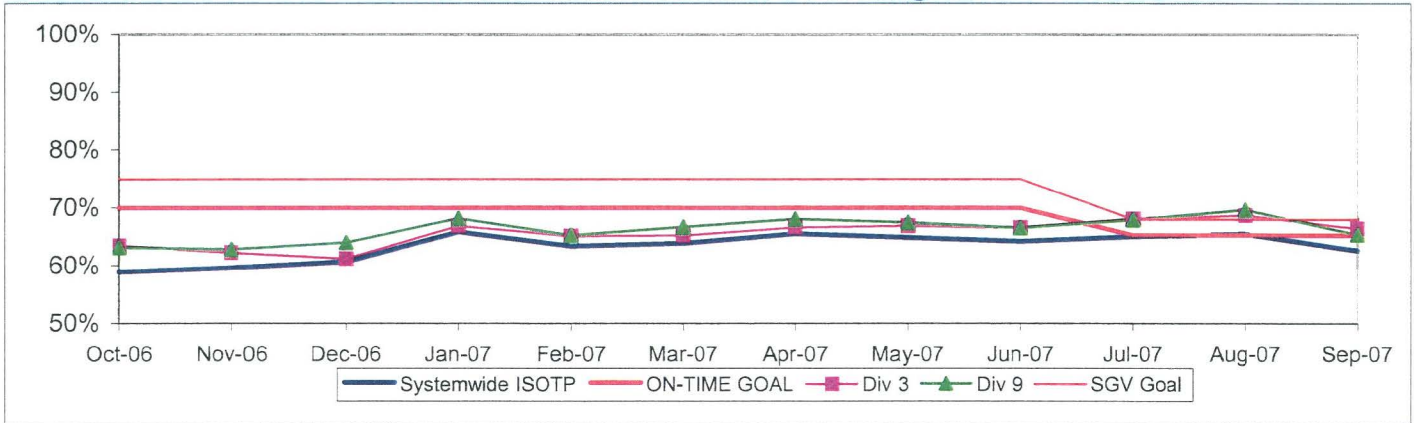


IN-SERVICE ON-TIME PERFORMANCE

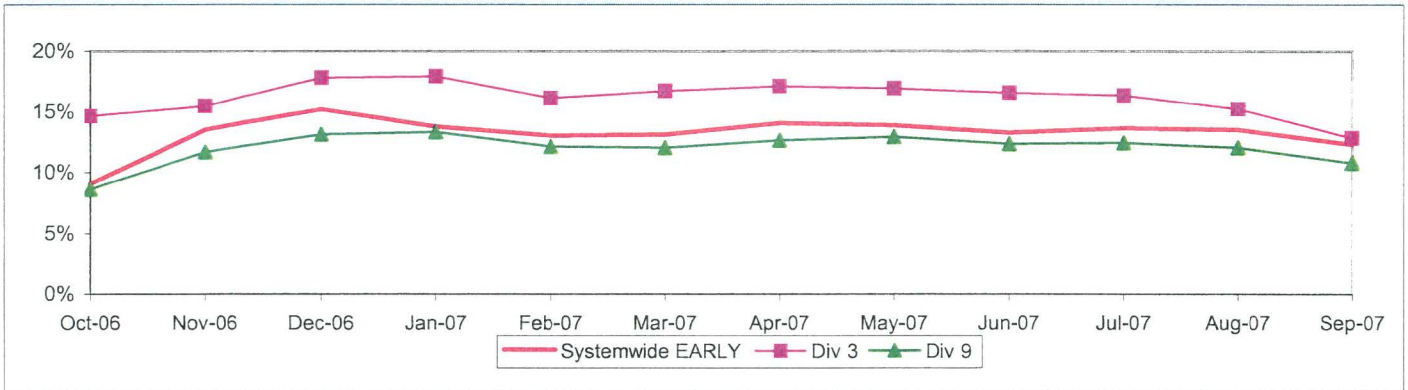
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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**



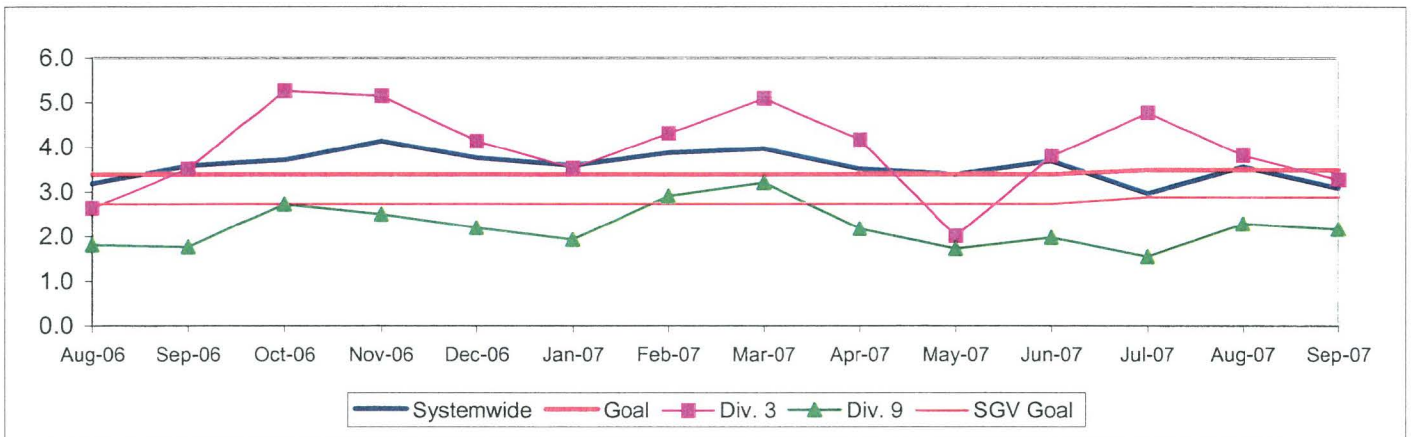
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



**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))

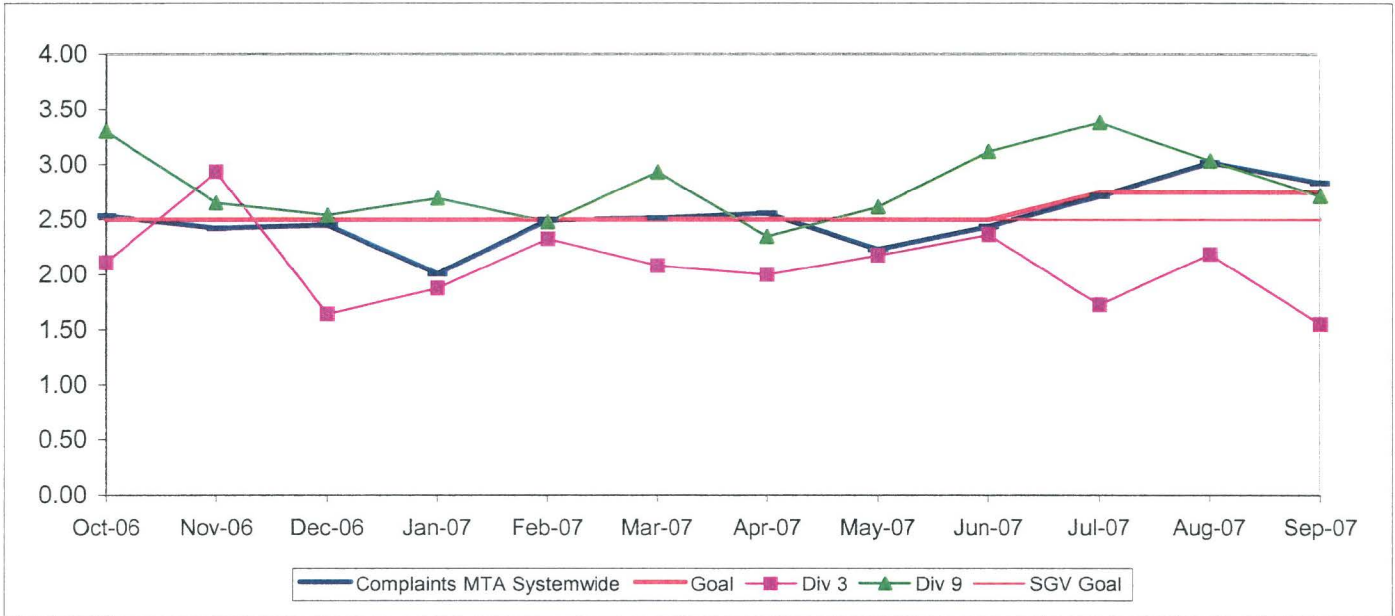


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

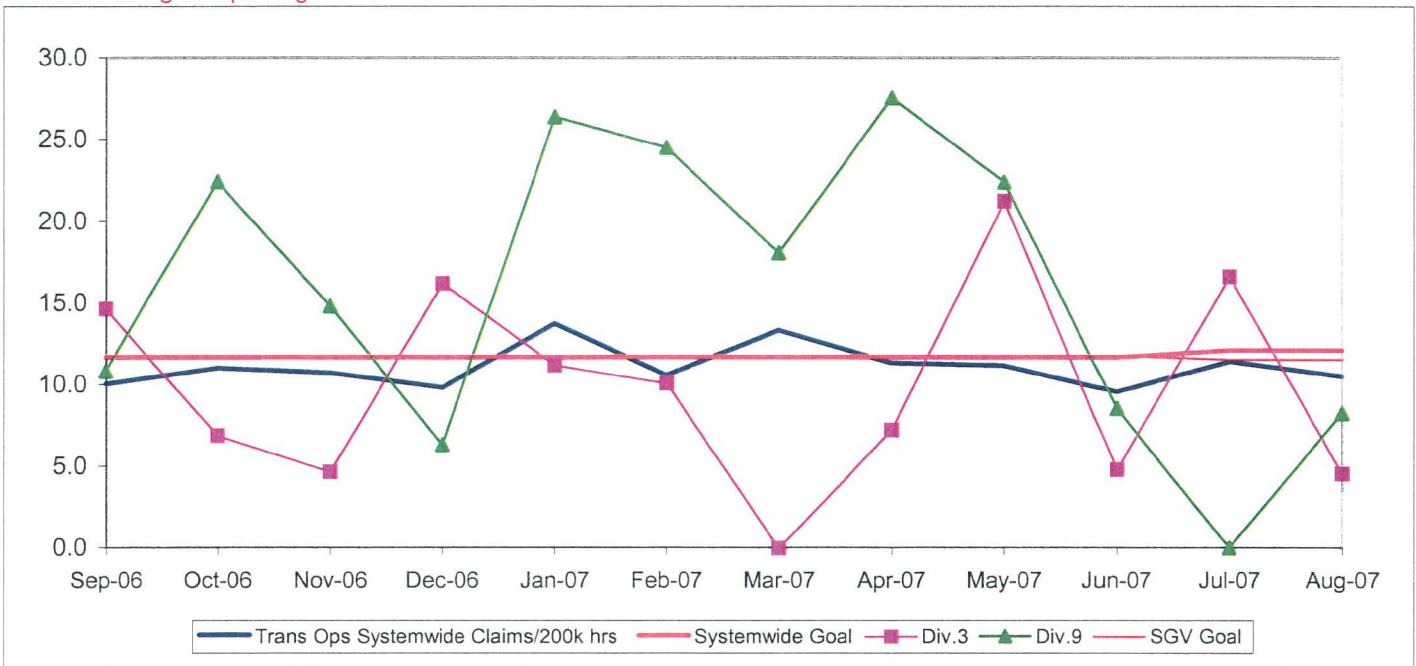


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.



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)
- * 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	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Sep. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,532	3,500	3,123	3,160	
No. of unaddressed road calls					1,116*		294	57	
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.38%	62.61%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.23	3.09	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.78	2.49	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.11	12.13	Aug YTD 10.95	Aug. 10.50	
GC Sector									
MMBMF				2,506	3,163	3,500	3,078	3,515	
No. of unaddressed road calls					170*		66	36	
In-Service On-time Performance	74.53%	69.34%	71.20%	71.73%	68.01%	71.00%	67.67%	66.08%	
Bus Traffic Accidents Per 100,000 Miles						3.65	3.06	2.95	
Complaints per 100,000 Boardings	2.63	3.08	2.58	1.69	1.78	2.00	1.87	1.64	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	25.30	20.19	14.11	11.45	10.27	10.80	Aug YTD 10.55	Aug. 11.94	
Division 1									
MMBMF				2,409	3,757	3,500	4,097	5,697	
No. of unaddressed road calls					138*		63	36	
In-Service On-time Performance	78.22%	70.57%	71.62%	71.06%	68.02%	71.00%	67.23%	65.61%	
Bus Traffic Accidents Per 100,000 Miles						3.65	3.08	2.70	
Complaints per 100,000 Boardings	2.26	3.32	2.92	1.92	1.89	2.00	1.76	1.56	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.42	16.82	12.71	10.92	8.48	10.80	Aug YTD 7.26	Aug. 12.15	
Division 2									
MMBMF				2,660	2,598	3,500	2,316	2,333	
No. of unaddressed road calls					32*		3	0	
In-Service On-time Performance	67.53%	67.62%	70.42%	72.71%	67.99%	71.00%	68.06%	66.51%	
Bus Traffic Accidents Per 100,000 Miles						3.65	3.03	3.28	
Complaints per 100,000 Boardings	3.07	2.84	2.15	1.42	1.64	2.00	2.01	1.73	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	31.18	24.56	16.69	12.97	13.36	10.80	Aug YTD 14.22	Aug. 10.13	

*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 FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

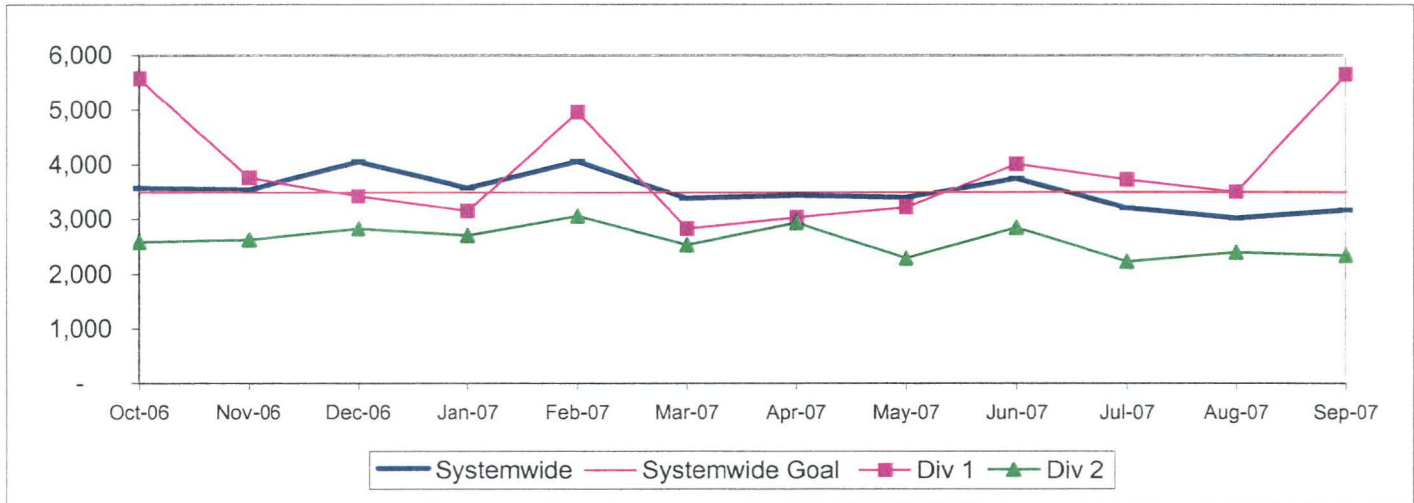
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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

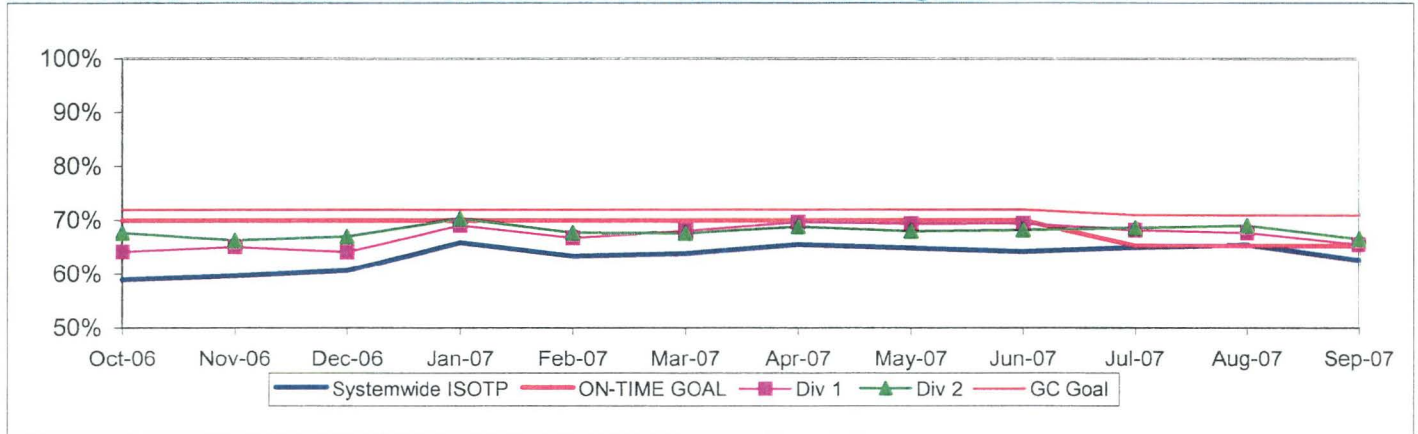


IN-SERVICE ON-TIME PERFORMANCE

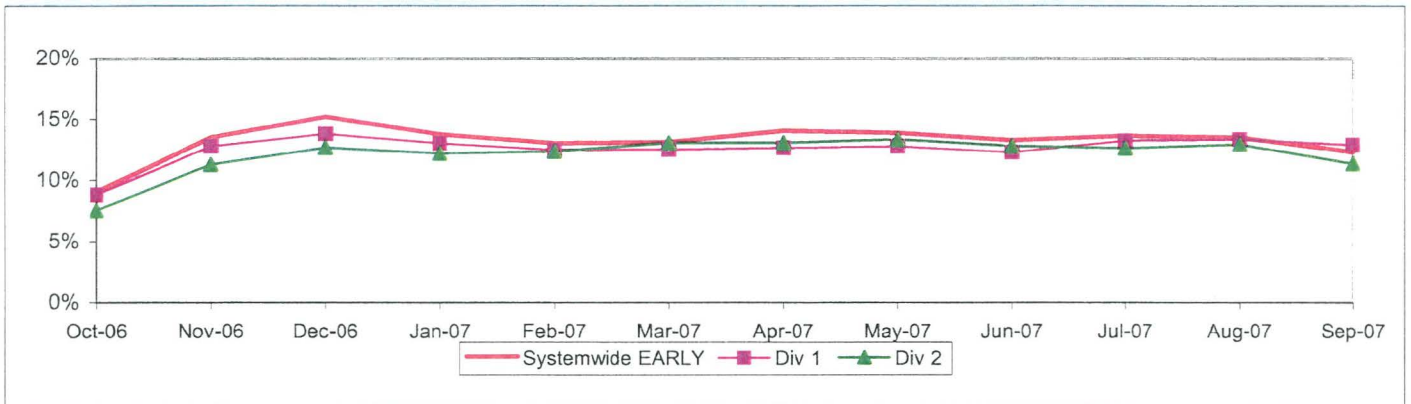
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

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



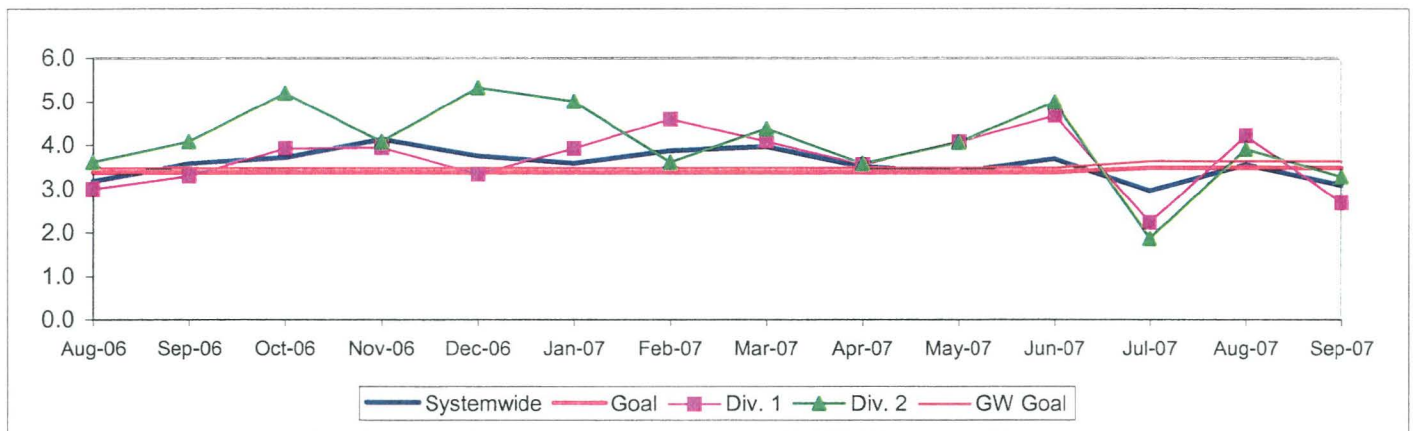
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



**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: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$

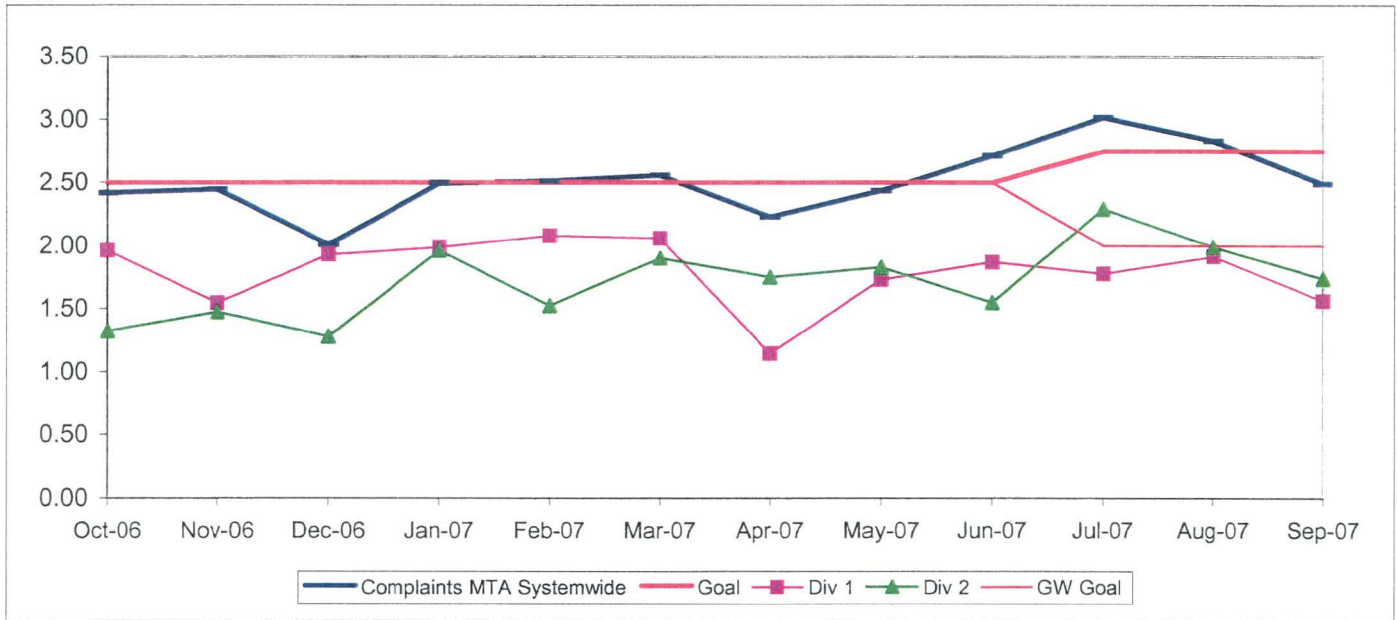


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

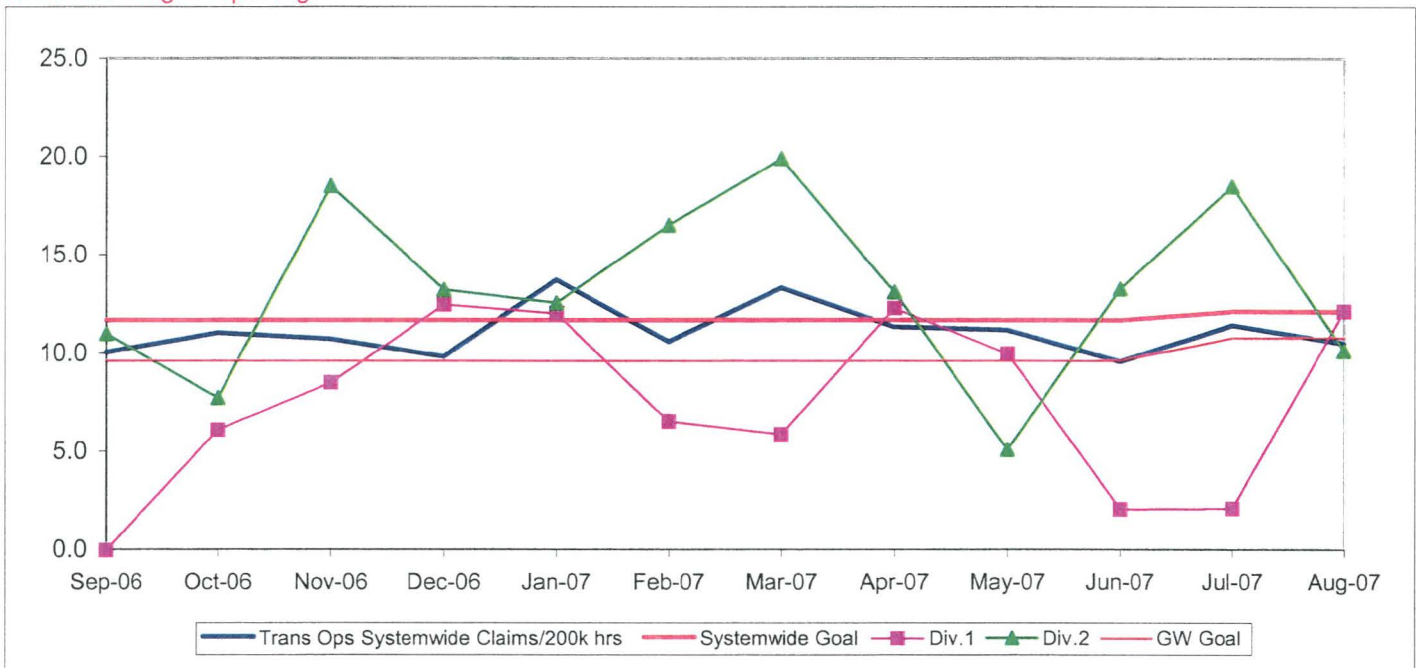


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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.



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)
- * 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	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 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*	3,500	3,123 294	3,160 57	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.38%	62.61%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.23	3.09	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.78	2.49	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.11	12.13	Aug YTD 10.95	Aug. 10.50	
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SB Sector									
MMBMF No. of unaddressed road calls				3,688	3,826 231*	3,500	3,286 37	3,183 6	
In-Service On-time Performance	63.67%	61.74%	64.13%	59.05%	62.39%	60.00%	62.59%	60.79%	
Bus Traffic Accidents Per 100,000 Miles						4.00	3.36	3.20	
Complaints per 100,000 Boardings	4.02	4.63	3.61	2.49	2.51	3.25	2.54	2.24	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.28	14.84	14.65	13.85	10.81	13.40	Aug YTD 11.95	Aug. 10.73	
Division 5									
MMBMF No. of unaddressed road calls				3,656	3,580 57*	3,500	2,994 3	2,806 2	
In-Service On-time Performance	66.30%	63.17%	65.58%	61.85%	63.83%	60.00%	63.84%	61.53%	
Bus Traffic Accidents Per 100,000 Miles						4.00	4.29	3.70	
Complaints per 100,000 Boardings	2.86	3.45	2.71	1.87	1.71	3.25	1.40	1.31	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.16	15.22	18.72	14.68	14.89	13.40	Aug YTD 14.45	Aug. 14.25	
Division 18									
MMBMF No. of unaddressed road calls				3,712	4,008 214*	3,500	3,496 48	3,465 4	
In-Service On-time Performance	61.23%	60.78%	63.42%	57.31%	61.19%	60.00%	61.58%	60.20%	
Bus Traffic Accidents Per 100,000 Miles						4.00	2.79	3.09	
Complaints per 100,000 Boardings	5.26	5.74	4.44	3.07	3.29	3.25	3.76	3.26	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.40	14.71	11.67	13.63	8.50	13.40	Aug YTD 10.77	Aug. 8.83	

*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 FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

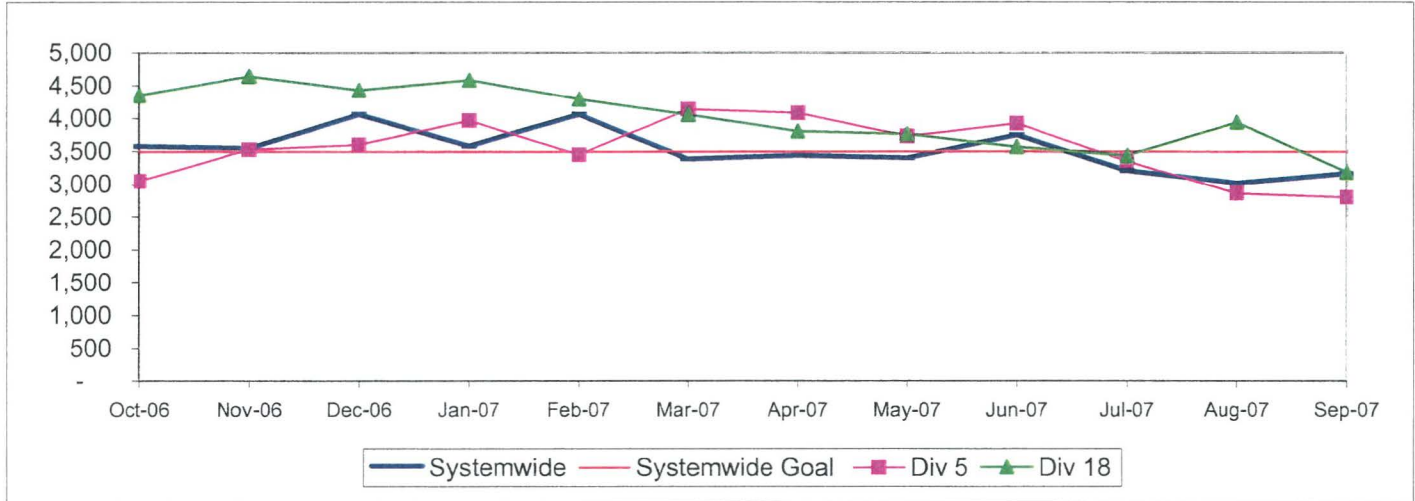
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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

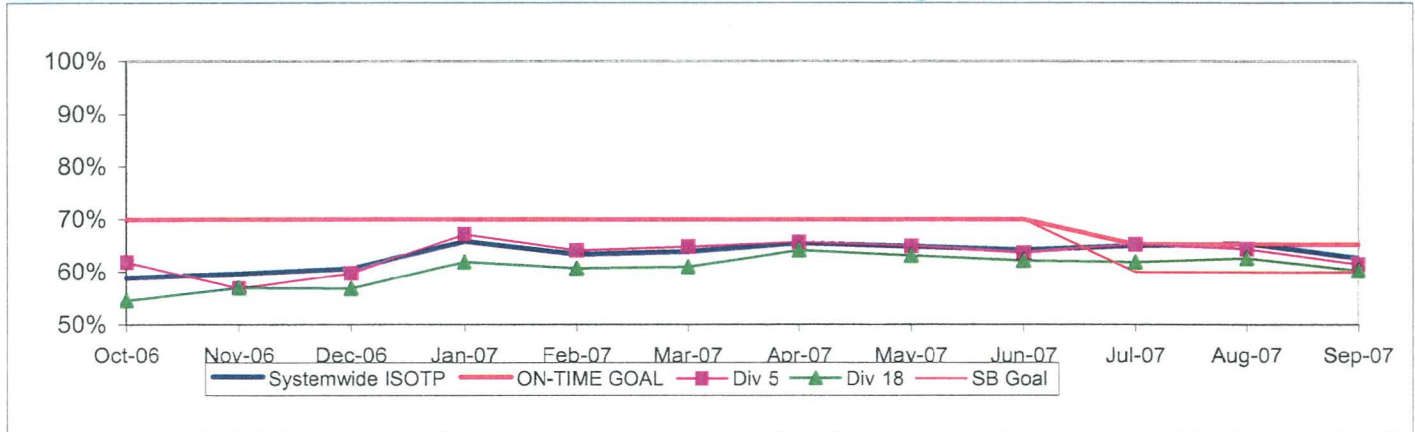


IN-SERVICE ON-TIME PERFORMANCE

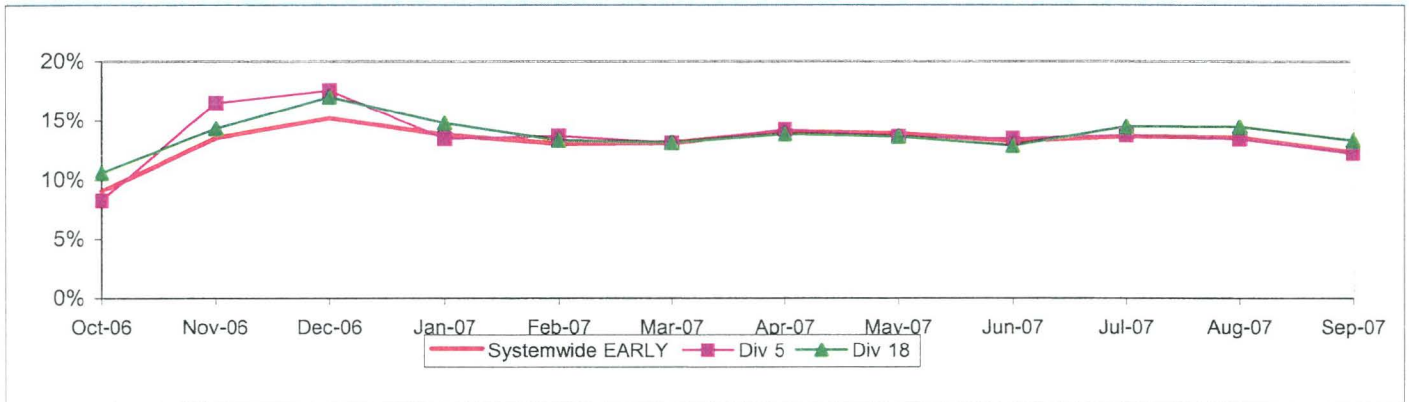
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



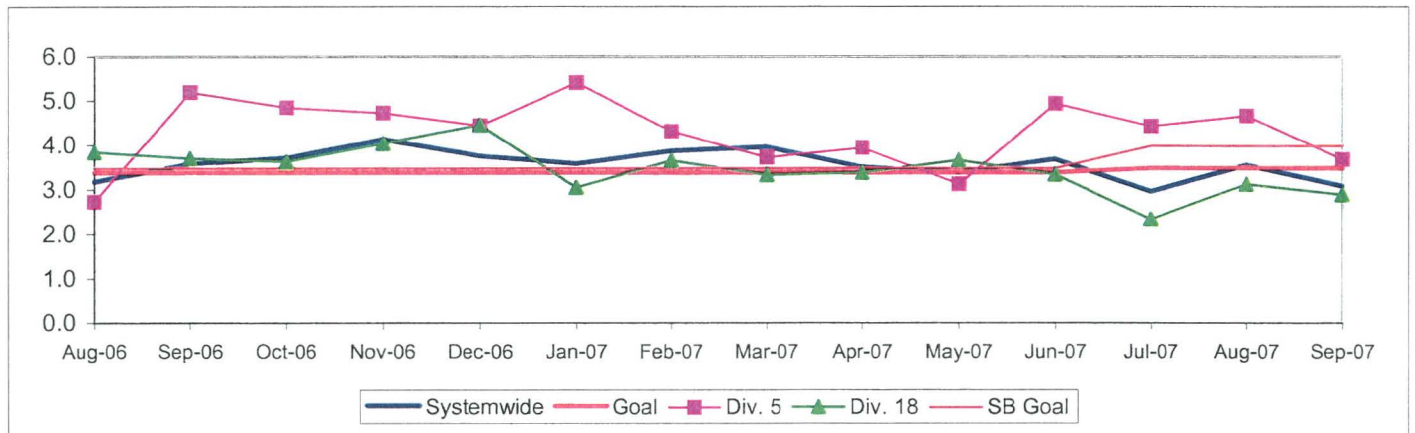
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



**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: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$

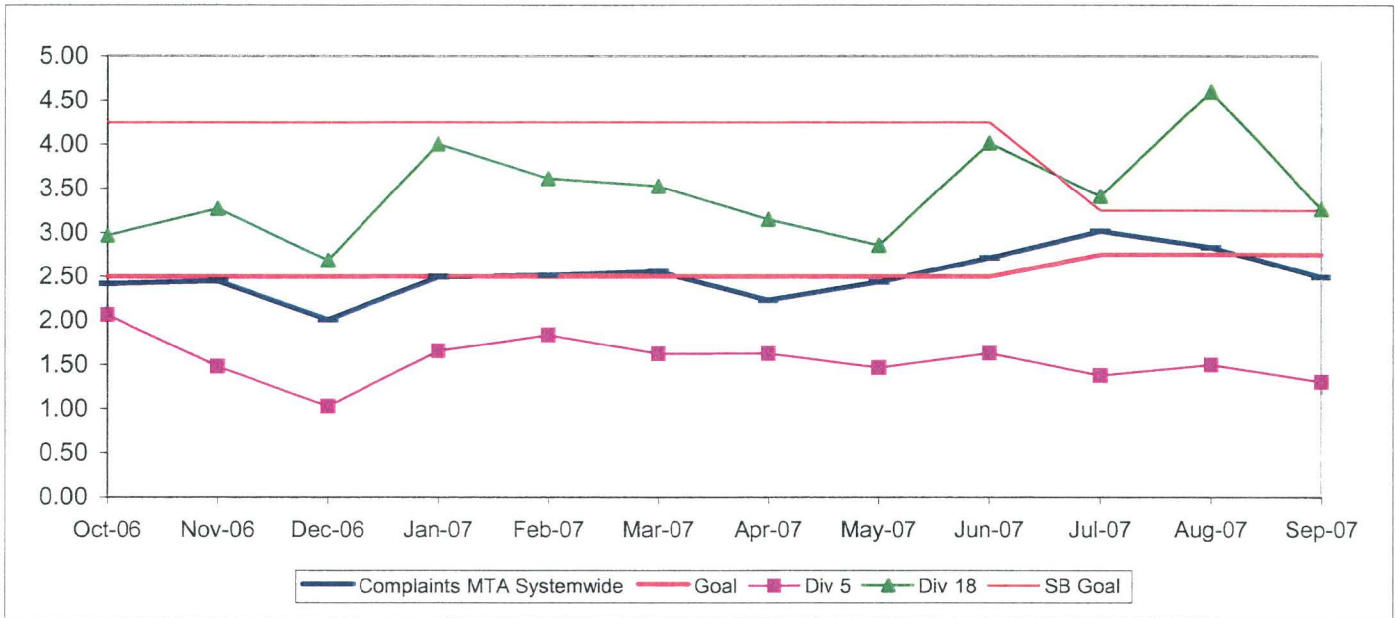


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision

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)

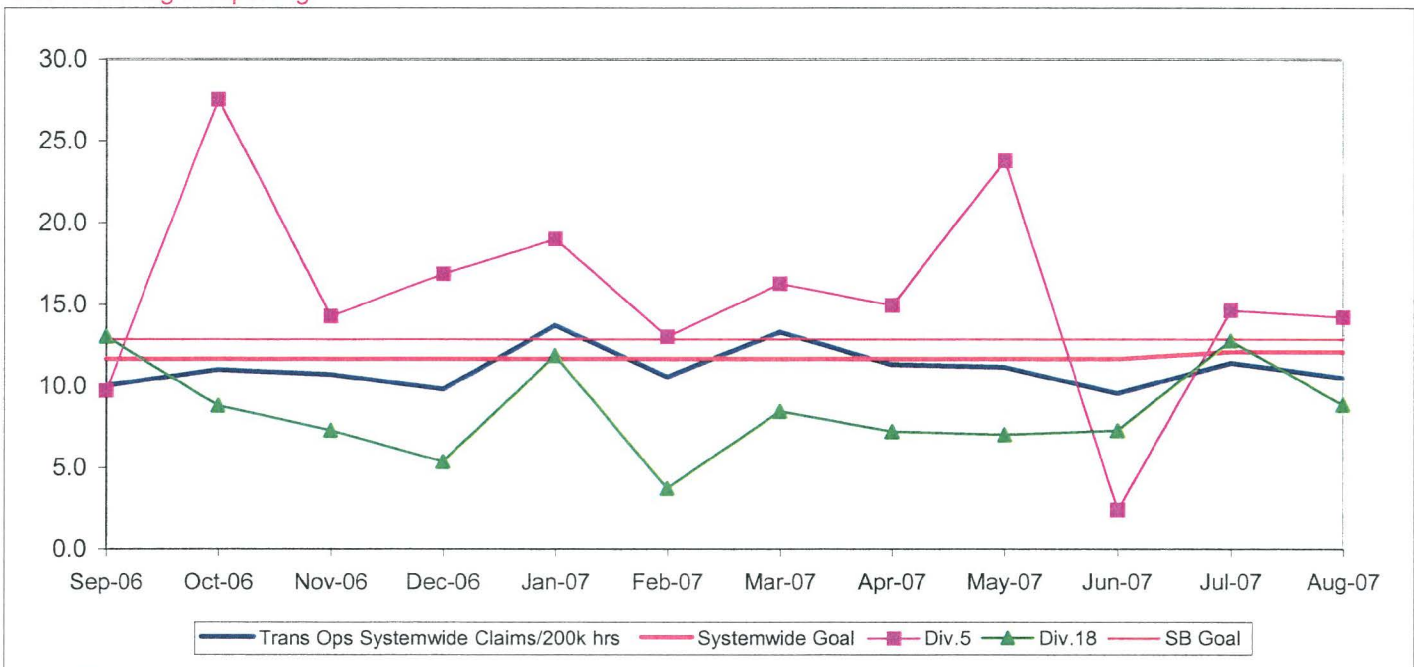


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.



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)
- * 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	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Sep. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532	3,500	3,123 294	3,160 57	Yellow
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.38%	62.61%	Yellow
Bus Traffic Accidents Per 100,000 Miles						3.50	3.23	3.09	Green
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.78	2.49	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.11	12.13	Aug YTD 10.95	Aug. 10.50	Green
WC Sector									
MMBMF No. of unaddressed road calls				3,499	3,651	3,500	3,116 41	3,003 4	Yellow
In-Service On-time Performance	67.88%	63.31%	63.39%	60.82%	57.59%	60.00%	57.16%	55.92%	Yellow
Bus Traffic Accidents Per 100,000 Miles						4.00	4.19	4.25	Yellow
Complaints per 100,000 Boardings	4.84	5.30	4.10	2.53	2.66	3.00	3.47	3.29	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.74	21.52	18.80	14.61	12.99	13.40	Aug YTD 11.51	Aug. 11.49	Green
Division 6									
MMBMF No. of unaddressed road calls				6,279	4,456	3,500	3,513 26	3,922 8	Green
In-Service On-time Performance	65.93%	60.11%	56.75%	57.20%	53.28%	60.00%	53.89%	52.42%	Yellow
Bus Traffic Accidents Per 100,000 Miles						4.00	2.54	2.37	Green
Complaints per 100,000 Boardings	6.10	6.15	4.47	2.52	2.10	3.00	2.71	3.13	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	30.72	21.71	18.23	16.43	15.02	13.40	Aug YTD 13.05	Aug. 16.70	Green
Division 7									
MMBMF No. of unaddressed road calls				2,947	3,468	3,500	2,920 15	2,910 2	Yellow
In-Service On-time Performance	68.80%	64.59%	64.22%	61.78%	58.01%	60.00%	57.89%	56.33%	Yellow
Bus Traffic Accidents Per 100,000 Miles						4.00	4.14	4.05	Yellow
Complaints per 100,000 Boardings	4.74	5.70	4.24	2.87	2.98	3.00	3.58	3.45	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.52	21.05	19.44	15.76	12.09	13.40	Aug YTD 7.37	Aug. 10.41	Green
Division 10									
MMBMF No. of unaddressed road calls				3,723	3,702	3,500	3,237 0	3,488 0	Yellow
In-Service On-time Performance	67.34%	62.85%	64.14%	60.73%	58.61%	60.00%	57.14%	56.30%	Yellow
Bus Traffic Accidents Per 100,000 Miles						4.00	4.58	4.82	Yellow
Complaints per 100,000 Boardings	4.73	4.85	3.92	2.23	2.48	3.00	3.52	3.18	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	3.74 114	3.80 1	14.02	13.40	Aug YTD 18.11	Aug. 16.40	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 FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

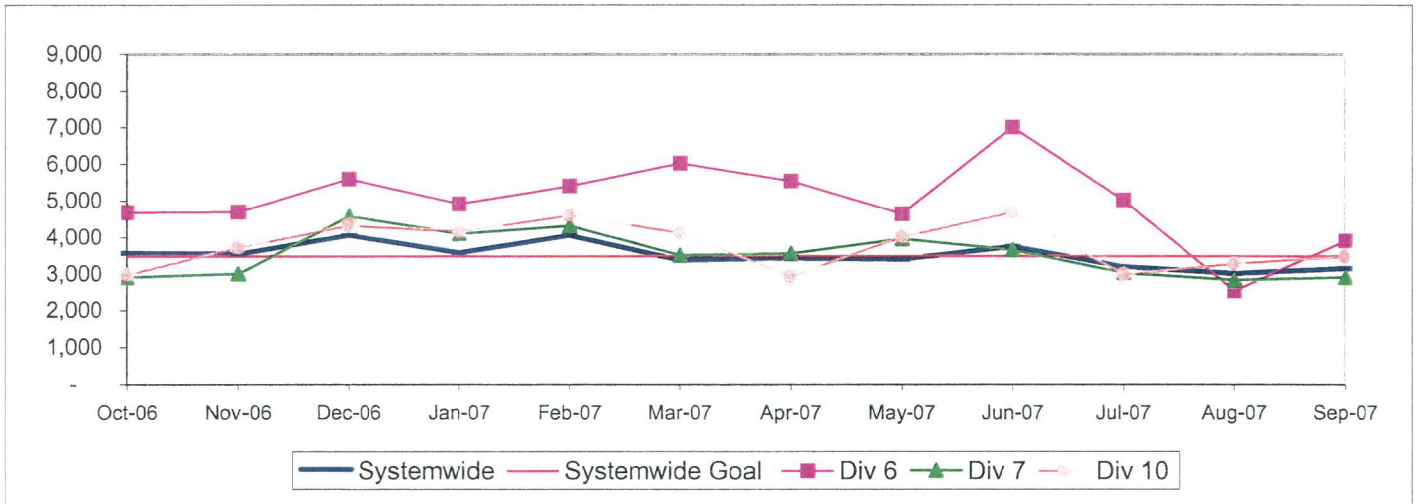
WESTSIDE / CENTRAL SECTOR BUS SERVICE PERFORMANCE

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)

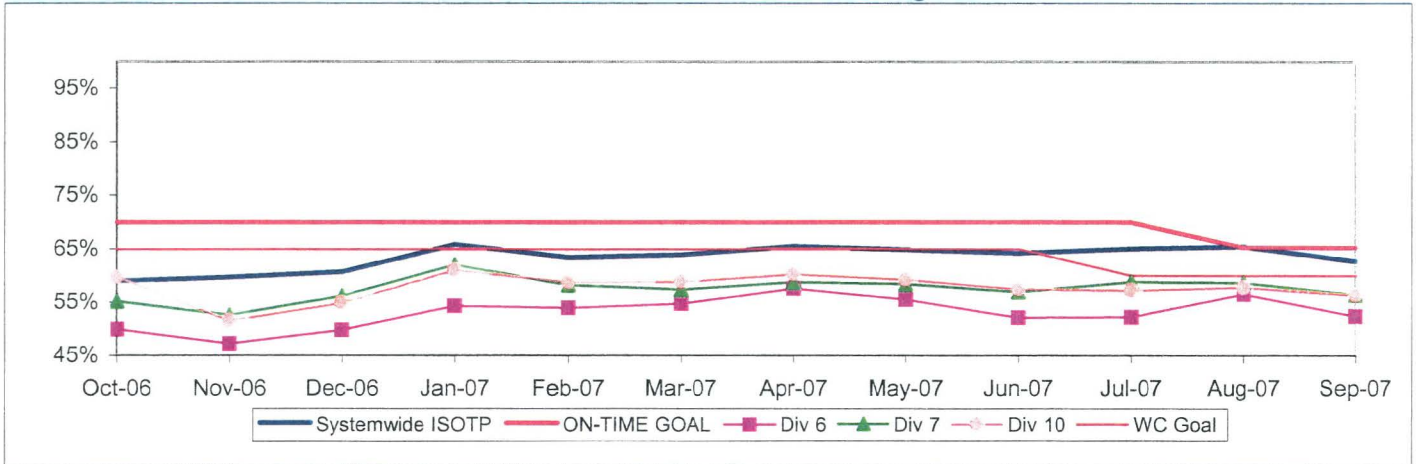


IN-SERVICE ON-TIME PERFORMANCE

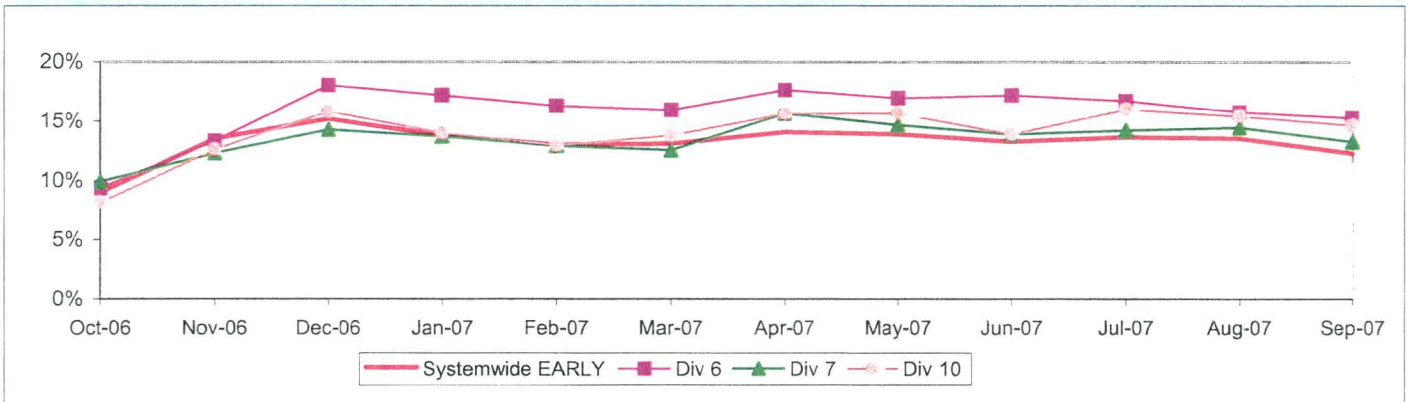
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



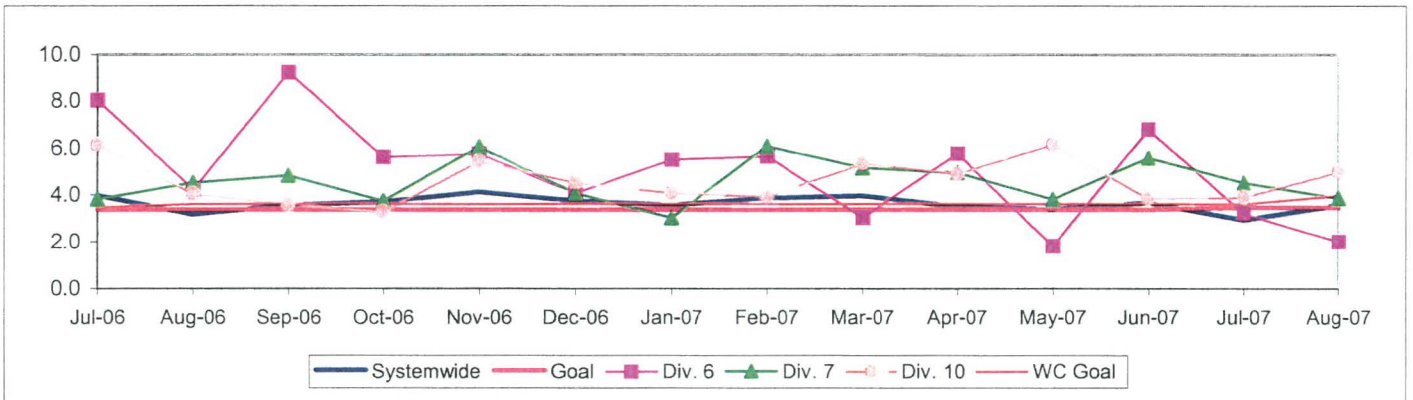
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



**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: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$

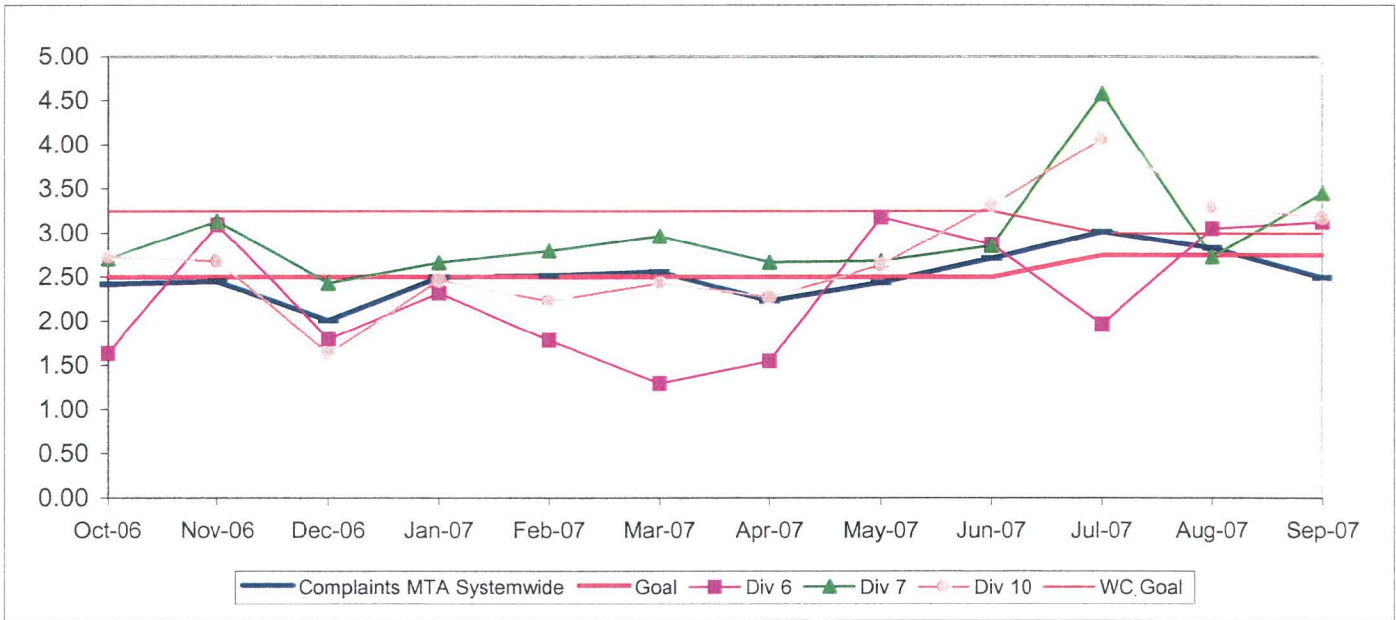


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

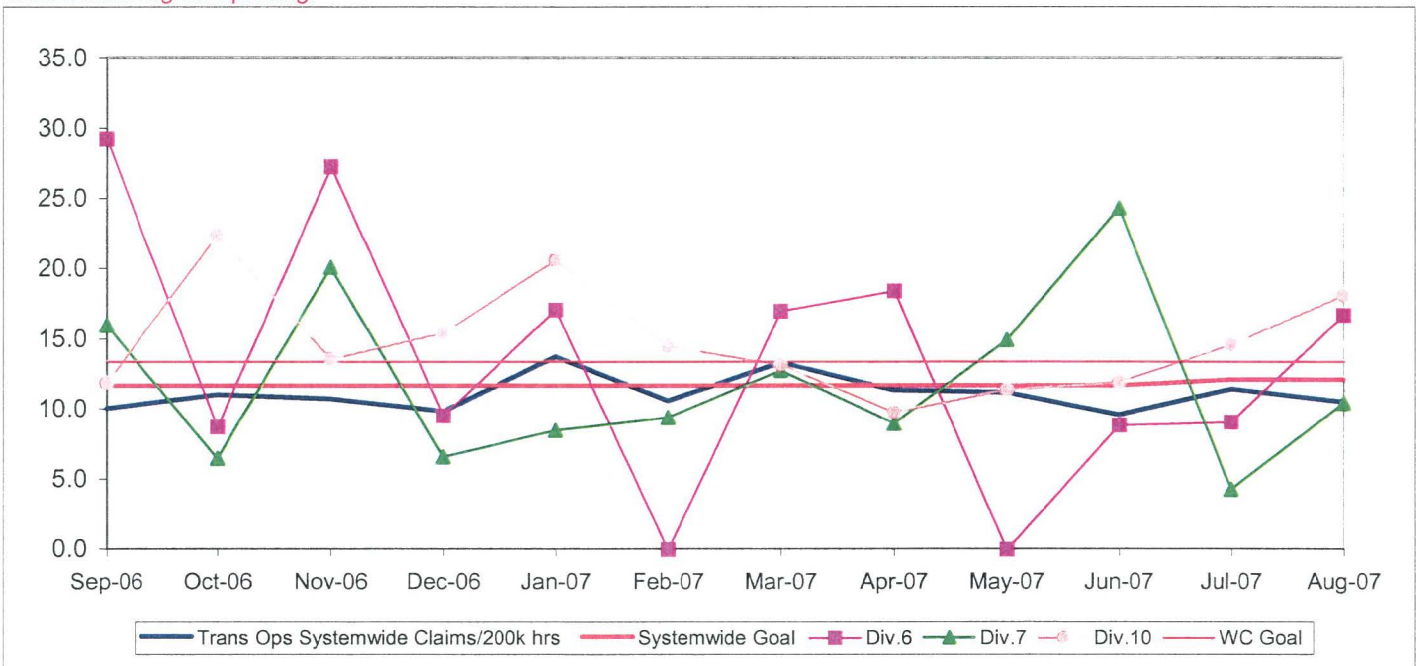


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.



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 operations':

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

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Sep. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.25	11.59	9.32	11.56	8.08	10.00	Aug YTD 14.09	Aug. 10.61	◊
Metro Red Line (MRL)									
On-Time Pullouts	99.36%	99.71%	99.94%	99.61%	99.76%	99.00%	99.86%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures*	9,495	12,793	11,759	19,587	17,260	20,000	15,998	17,182	◊
In-Service On-time Performance	99.15%	99.04%	98.66%	99.05%	99.07%	99.00%	99.09%	98.97%	●
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.22	0	0.14	0.39	0.00	◊
Complaints per 100,000 Boardings	1.20	1.17	1.13	0.66	0.41	0.50	0.39	0.34	●
Metro Blue Line (MBL)									
On-Time Pullouts	99.07%	99.94%	99.73%	99.76%	99.72%	99.00%	99.44%	99.26%	●
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	26,774	35,125	20,000	25,203	25,841	●
In-Service On-time Performance	97.59%	98.74%	98.16%	96.95%	98.81%	99.00%	98.08%	98.79%	●
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.96	1.35	0.40	1.64	2.94	◊
Complaints per 100,000 Boardings	1.30	0.97	0.98	0.78	0.53	0.73	0.71	0.64	●
Metro Green Line (MGrL)									
On-Time Pullouts	98.99%	99.78%	99.91%	99.97%	99.54%	99.00%	99.73%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	20,635	27,471	20,000	58,281	106,804	●
In-Service On-time Performance	98.21%	98.99%	98.22%	99.36%	99.04%	99.00%	99.08%	98.97%	●
Traffic Accidents Per 100,000 Train Miles	0.14	0.08	0.00	0	0	0.40	0	0.00	●
Complaints per 100,000 Boardings	1.26	1.37	1.39	0.92	0.72	0.73	0.45	5.00	●
Metro Gold Line (MGoL)									
On-Time Pullouts		100%	99.85%	99.97%	99.95%	99.00%	100.00%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	23,329	22,775	20,000	30,311	32,528	●
In-Service On-time Performance		98.52%	97.97%	98.90%	99.32%	99.00%	98.73%	98.55%	●
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.12	0.23	0.40	0.93	2.79	●
Complaints per 100,000 Boardings		3.81	2.85	2.71	1.88	0.73	1.79	2.00	◊

● Green - High probability of achieving the FY06 target (on track).

◊ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

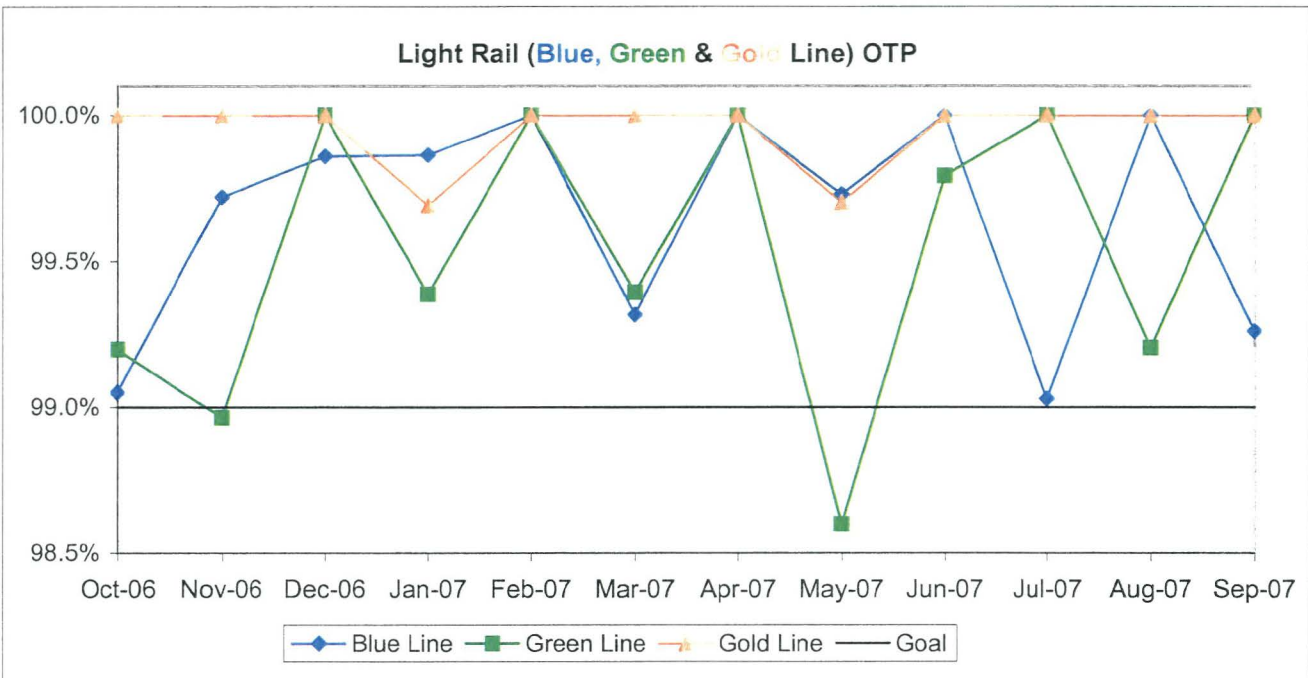
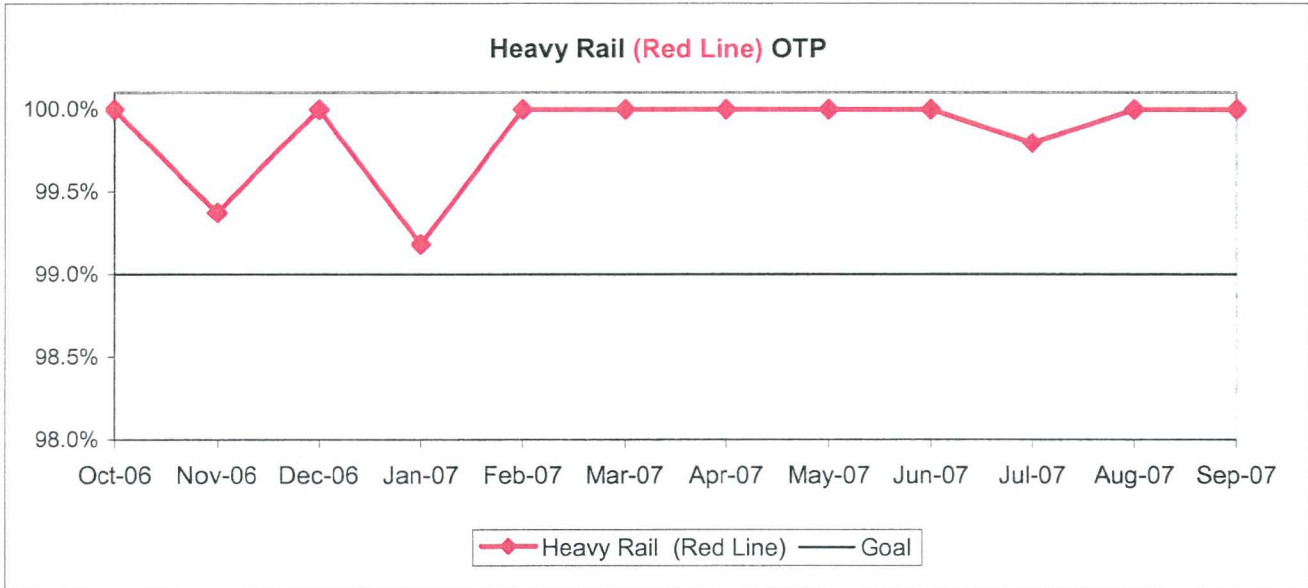
■ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

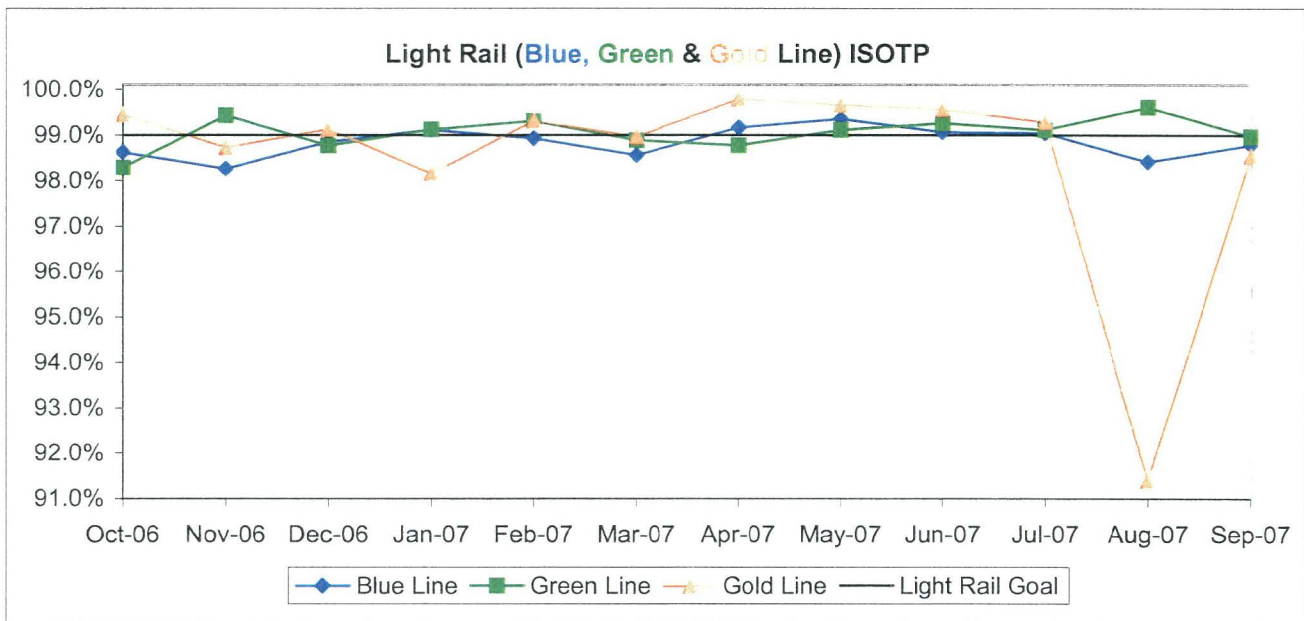
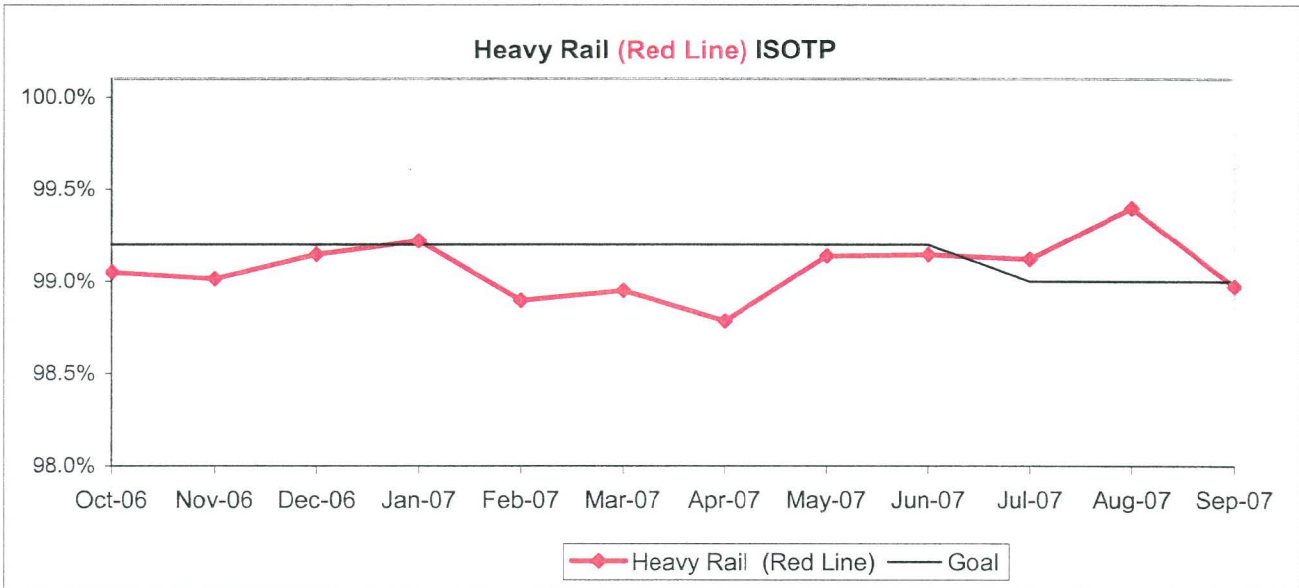
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{Total scheduled pullouts}) \times 100]$



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.

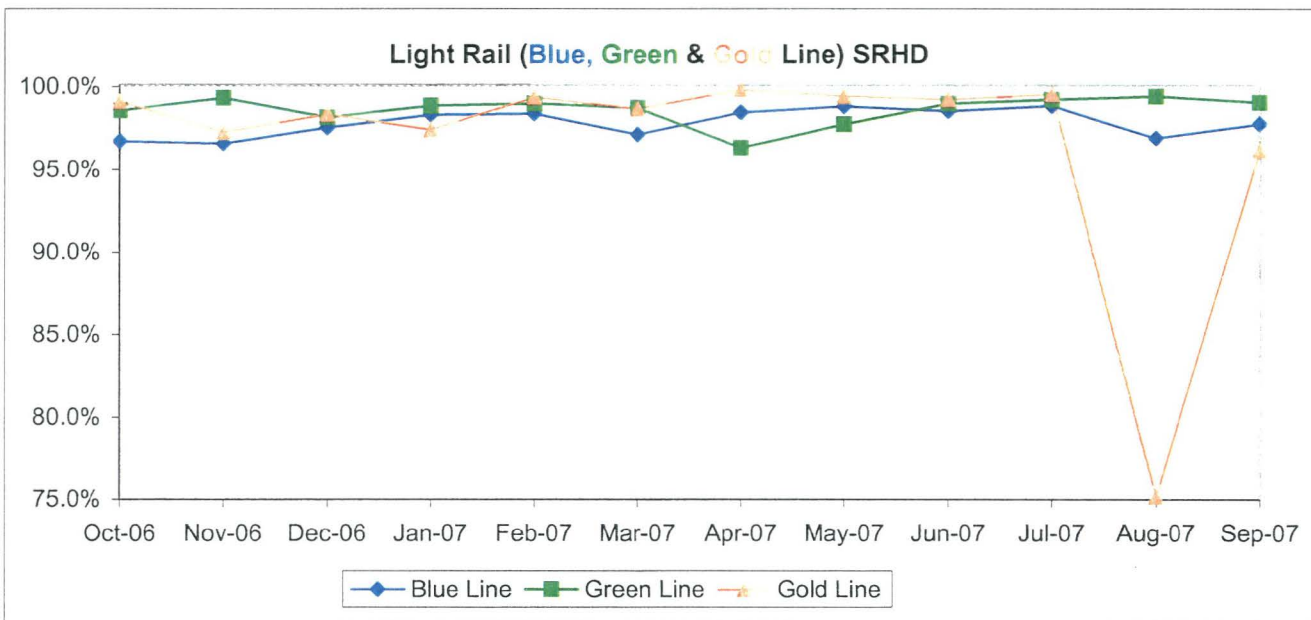
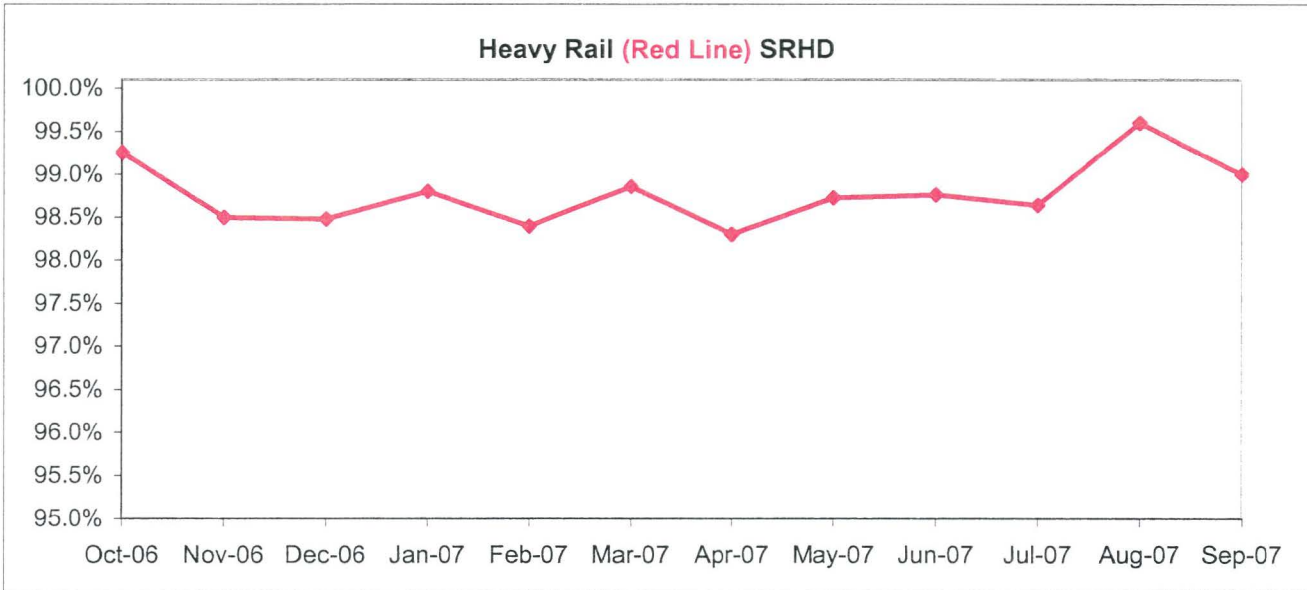
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs] X by 100)]



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.

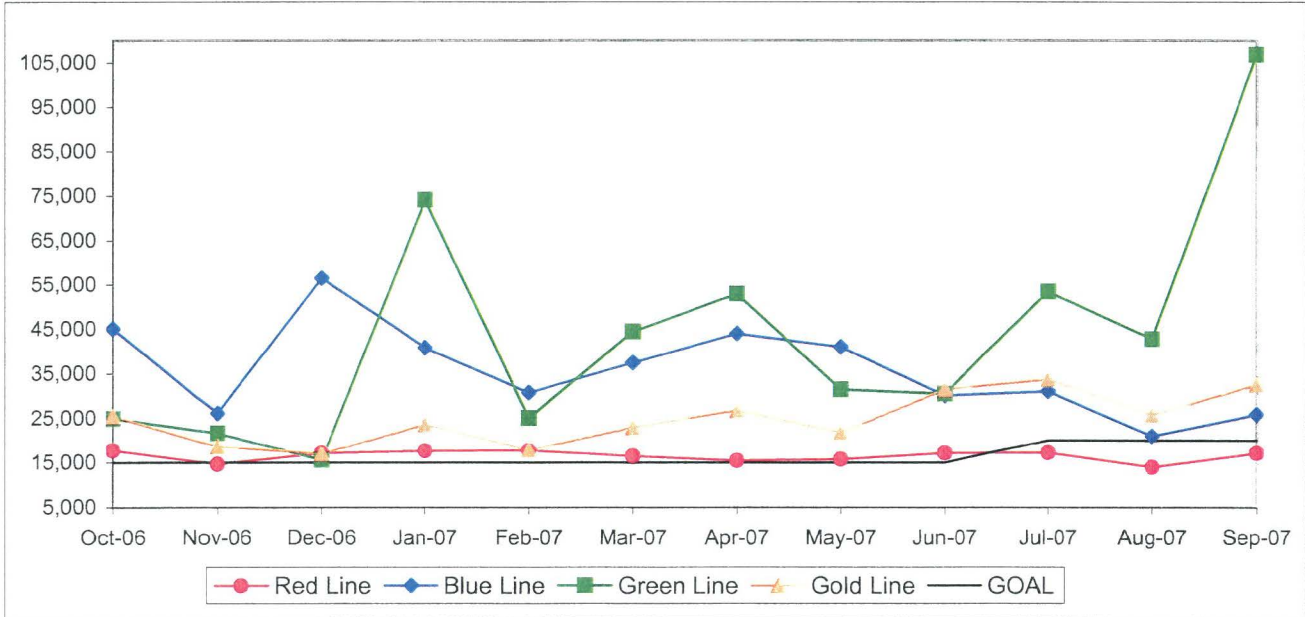
Calculation: $SRSHD\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



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 = Total Vehicle Miles / Revenue Vehicle Systems Failures

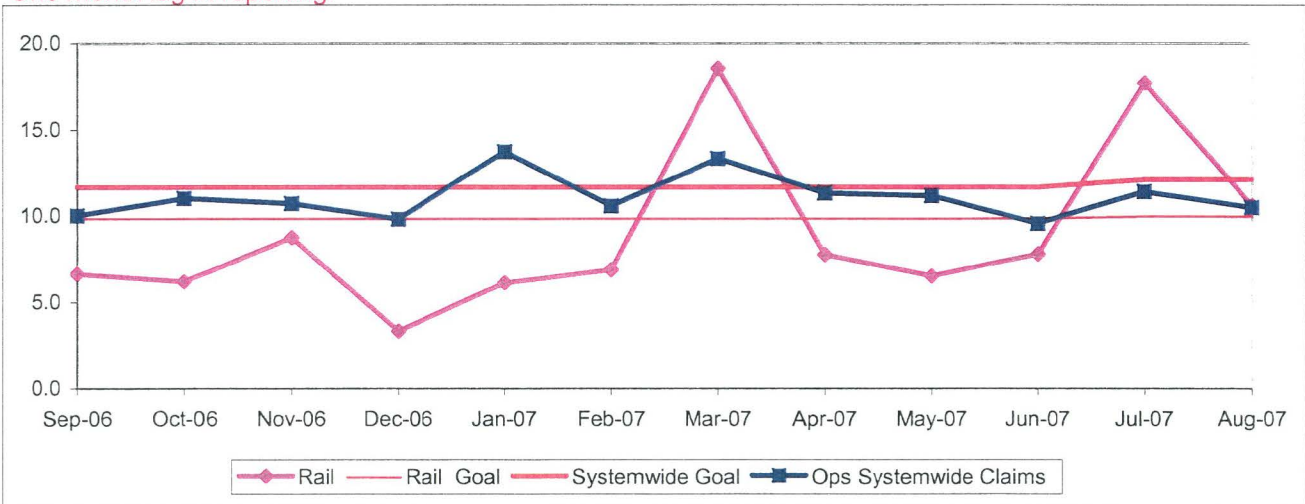


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

One month lag in reporting.



BUS SERVICE PERFORMANCE

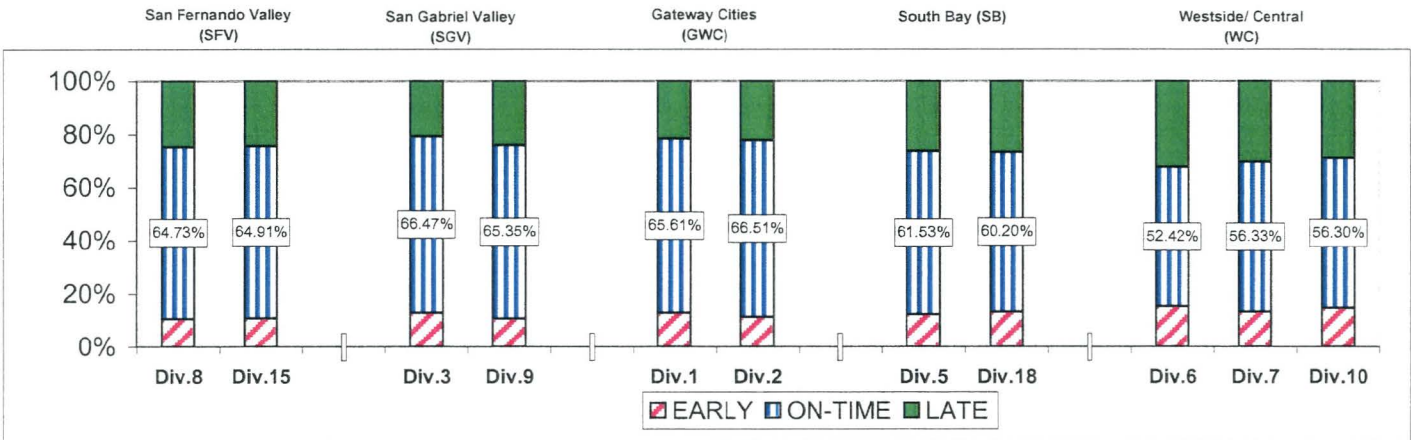
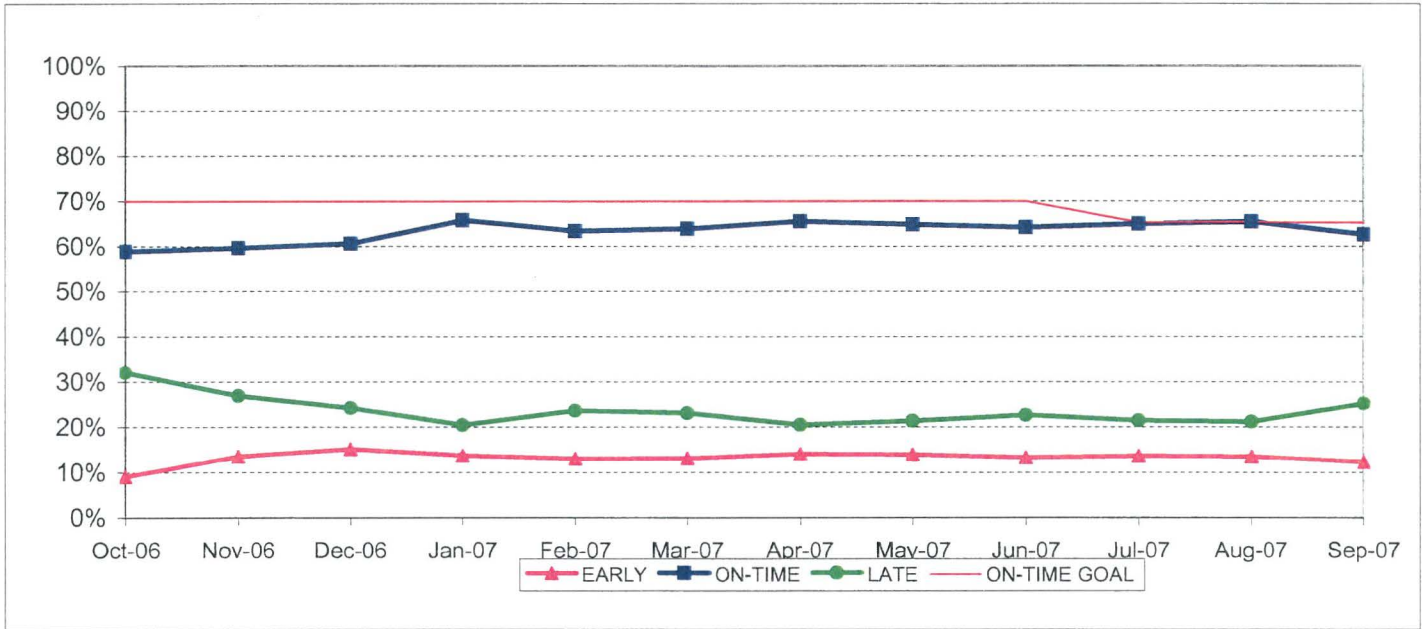
IN-SERVICE ON-TIME PERFORMANCE

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

	FY07	FY08-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	12.33%	12.10%	-0.23%
On-Time	67.48%	68.13%	0.66%
Late	20.19%	19.77%	-0.43%
Division 15			
Early	12.23%	11.20%	-1.03%
On-Time	64.41%	66.63%	2.22%
Late	23.36%	22.17%	-1.19%
Gateway Cities Sector (GWC)			
Division 1			
Early	12.63%	13.19%	0.56%
On-Time	68.02%	67.23%	-0.79%
Late	19.34%	19.58%	0.24%
Division 2			
Early	12.57%	12.31%	-0.26%
On-Time	67.99%	68.06%	0.07%
Late	19.44%	19.63%	0.19%
South Bay Sector (SB)			
Division 5			
Early	13.69%	13.18%	-0.51%
On-Time	63.83%	63.84%	0.01%
Late	22.48%	22.98%	0.50%
Division 18			
Early	13.70%	14.08%	0.37%
On-Time	61.19%	61.58%	0.39%
Late	25.10%	24.34%	-0.77%

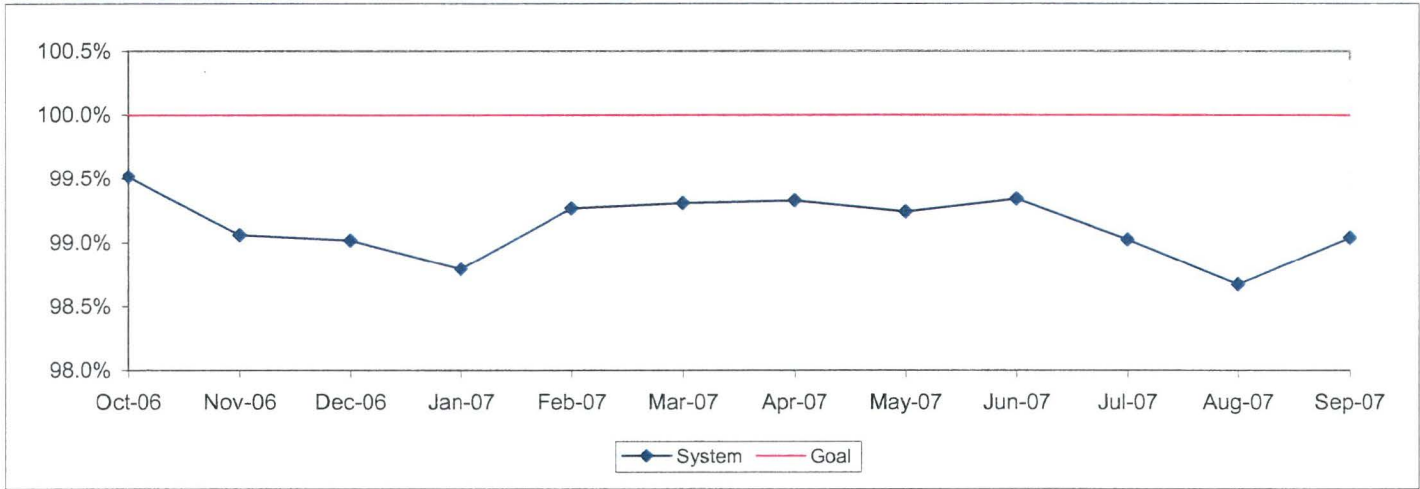
	FY07	FY08-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	16.54%	14.83%	-1.71%
On-Time	65.35%	67.81%	2.47%
Late	18.12%	17.36%	-0.76%
Division 9			
Early	12.52%	11.75%	-0.77%
On-Time	66.22%	67.69%	1.47%
Late	21.26%	20.56%	-0.70%
Westside/Central Sector (WC)			
Division 6			
Early	16.44%	15.94%	-0.51%
On-Time	53.28%	53.89%	0.61%
Late	30.28%	30.18%	-0.10%
Division 7			
Early	13.62%	13.97%	0.35%
On-Time	58.01%	57.89%	-0.13%
Late	28.37%	28.14%	-0.23%
Division 10			
Early	14.17%	15.38%	1.22%
On-Time	58.61%	57.14%	-1.47%
Late	27.23%	27.48%	0.25%
SYSTEMWIDE			
Early	13.44%	13.19%	-0.25%
On-Time	63.77%	64.38%	0.61%
Late	22.78%	22.43%	-0.36%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

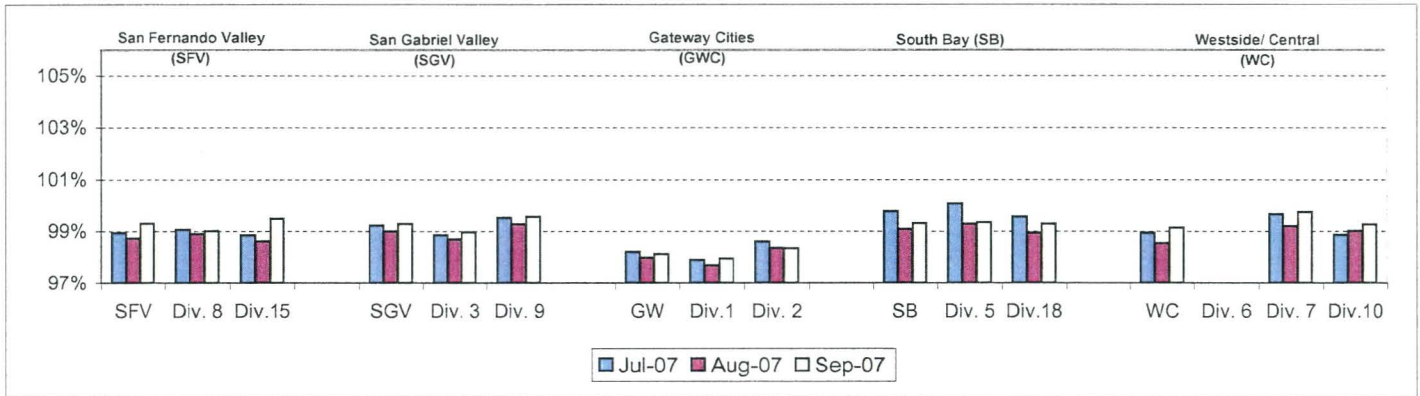
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary 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.



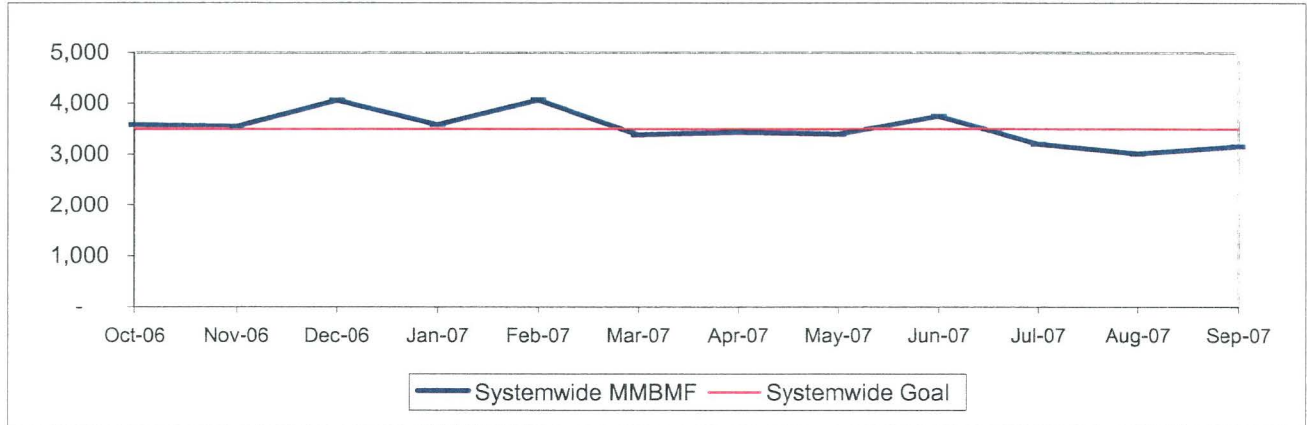
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

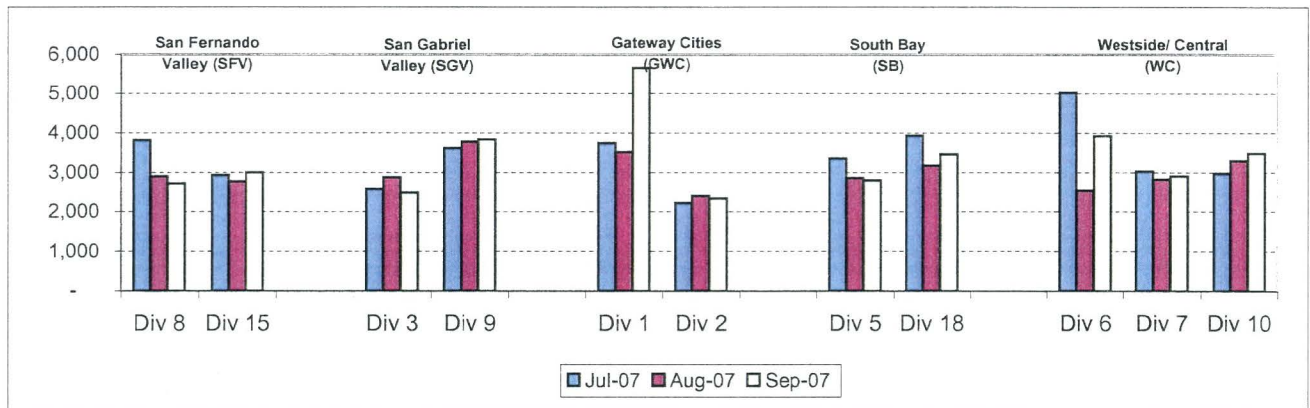
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



* New Indicator.

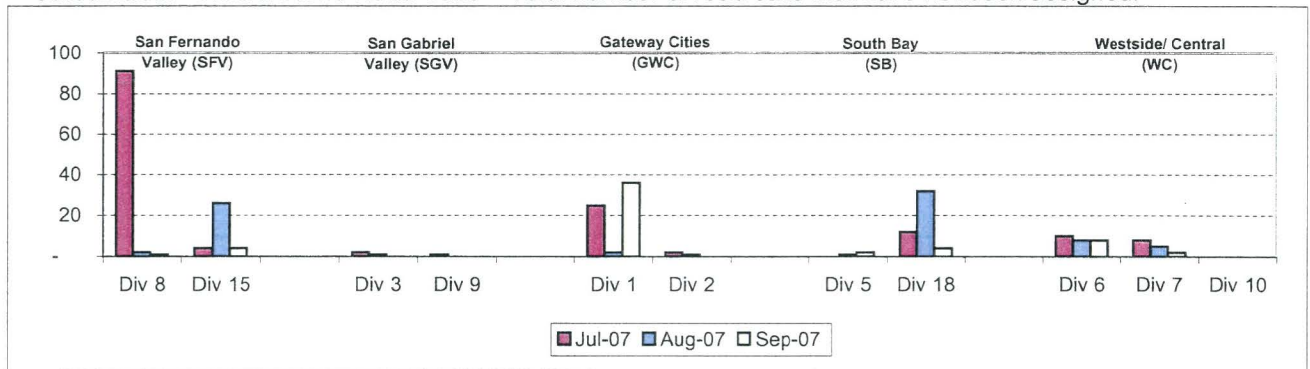
MMBMF -- Bus Operating Sector Divisions July - September 2007



Unaddressed Road Calls -- Bus Operating Sector Divisions* July - September 2007

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.



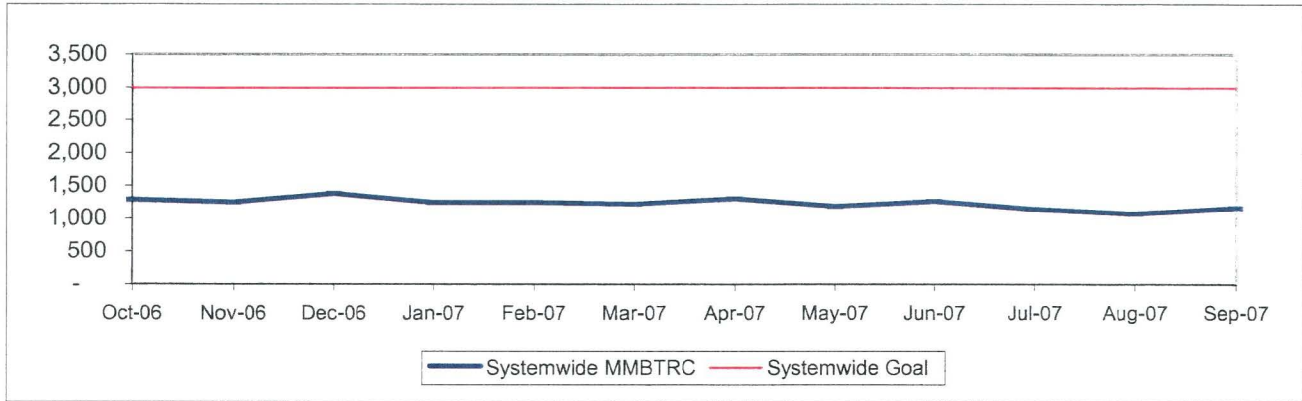
* New Indicator.

MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

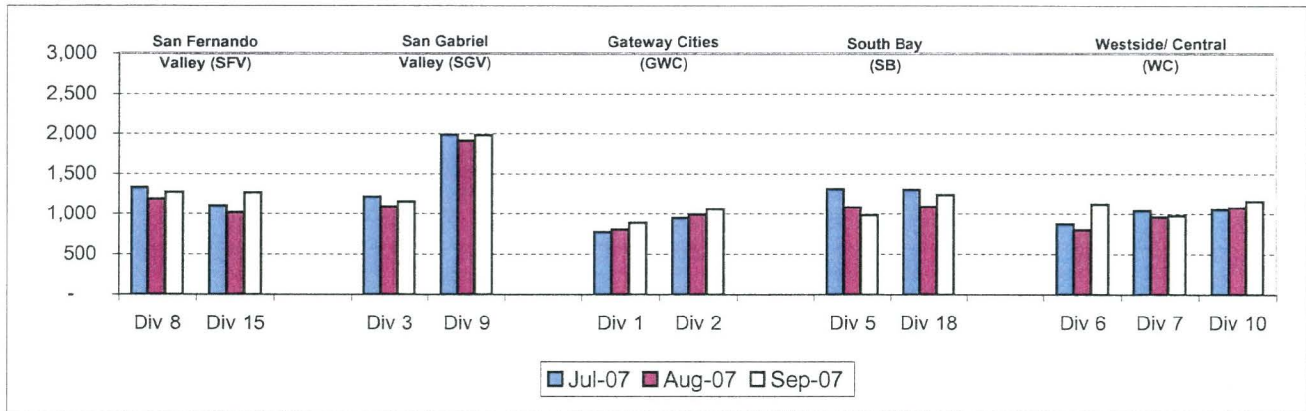
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



* New Indicator.

**MMBTRC --Bus Operating Sector Divisions
July - September 2007**



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,358	86.75%
Diesel	267	9.82%
Gasoline	59	2.17%
Propane	34	1.25%
Total	2,718	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
8.4	7.3	7.6	6.2	6.1	6.3	5.2	7.7

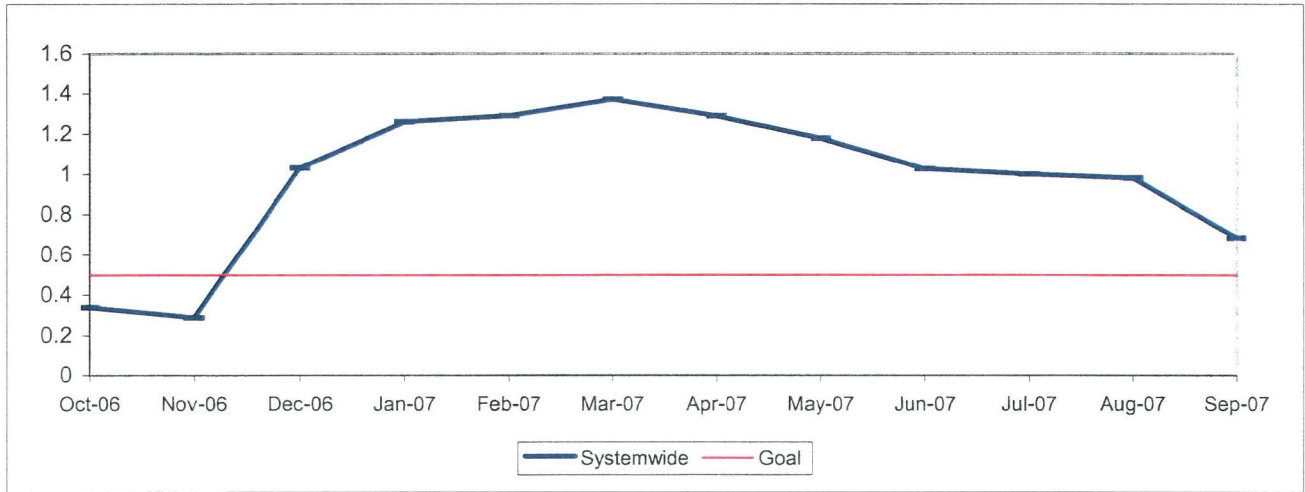
WC		
Div 6	Div 7	Div 10
13.1	5.7	5.1

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.

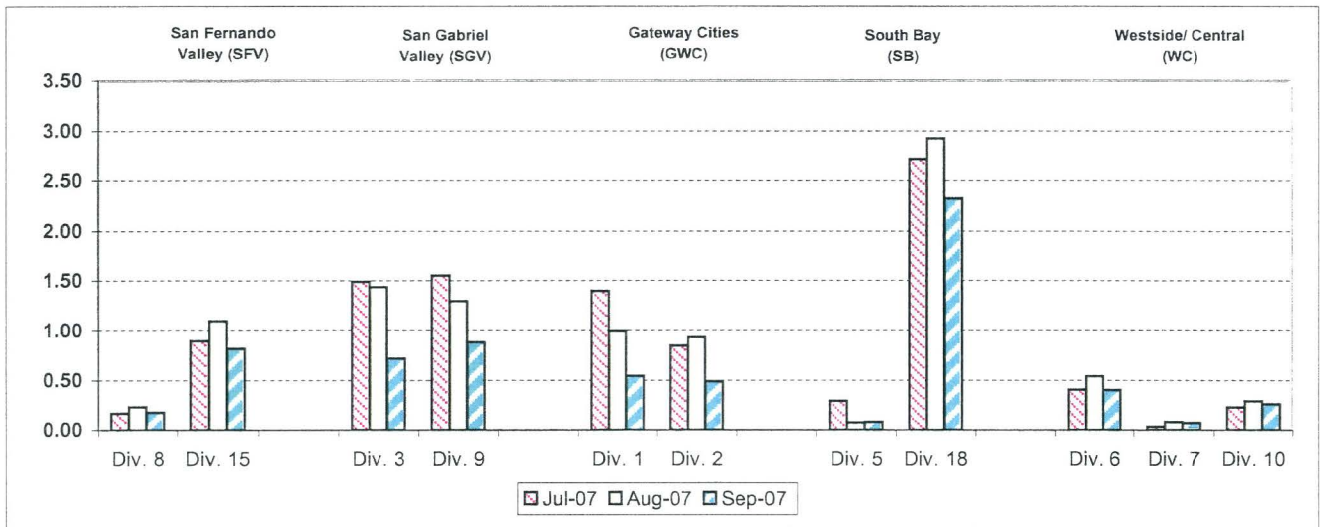
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

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 2007**



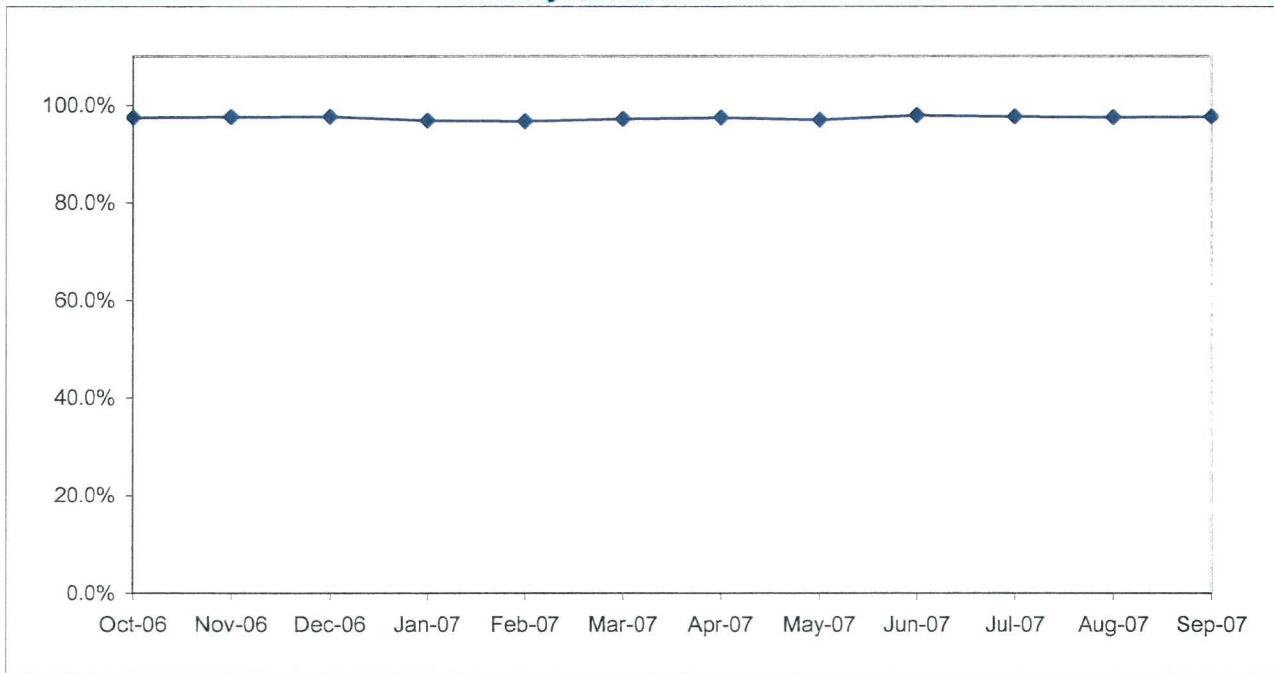
ATTENDANCE

MAINTENANCE ATTENDANCE

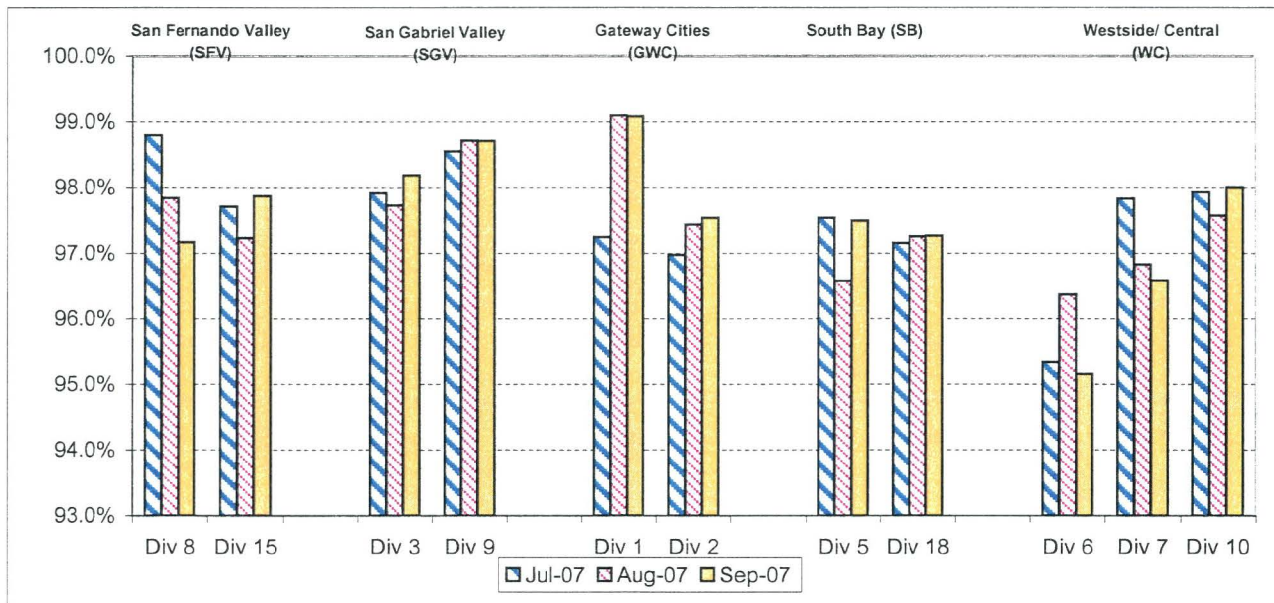
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month) July - September 2007



SAFETY PERFORMANCE

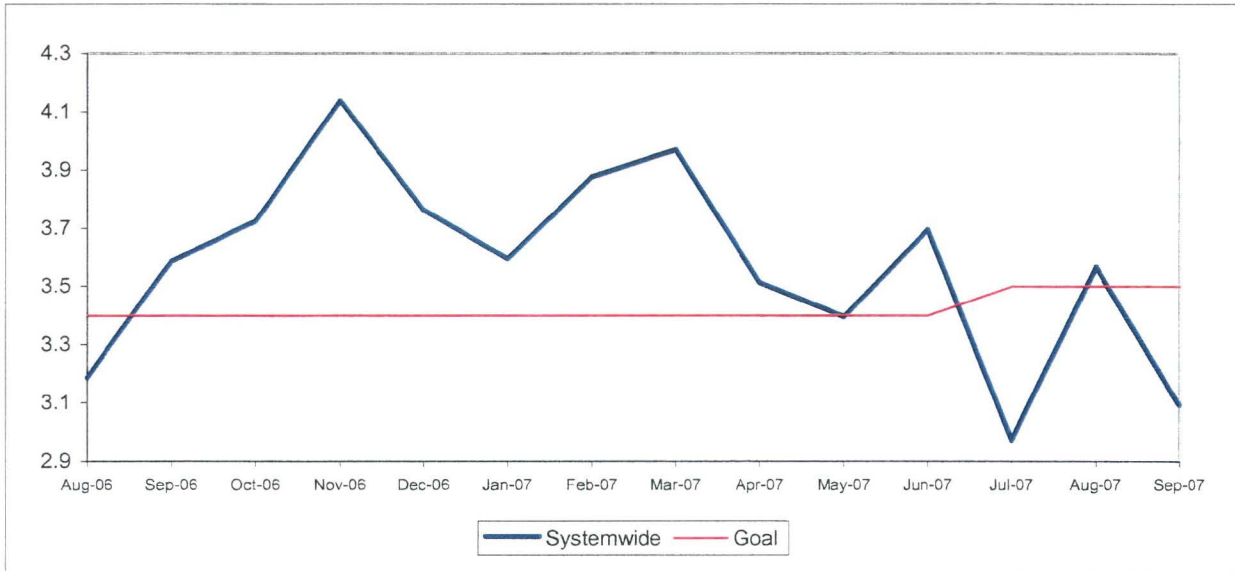
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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.

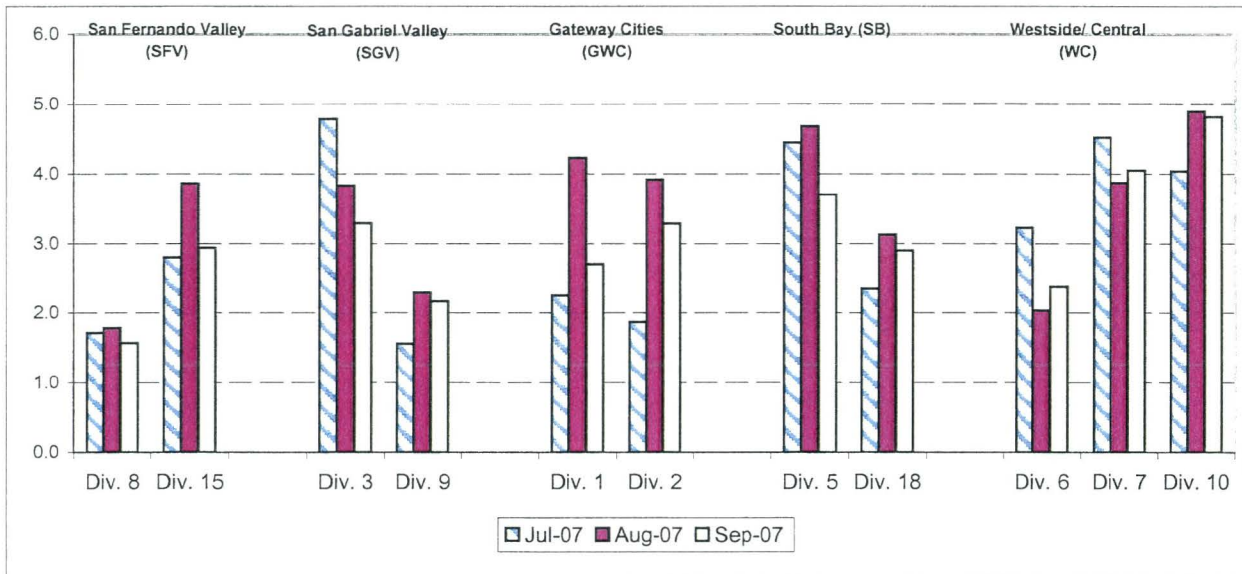
Systemwide Trend



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 2007

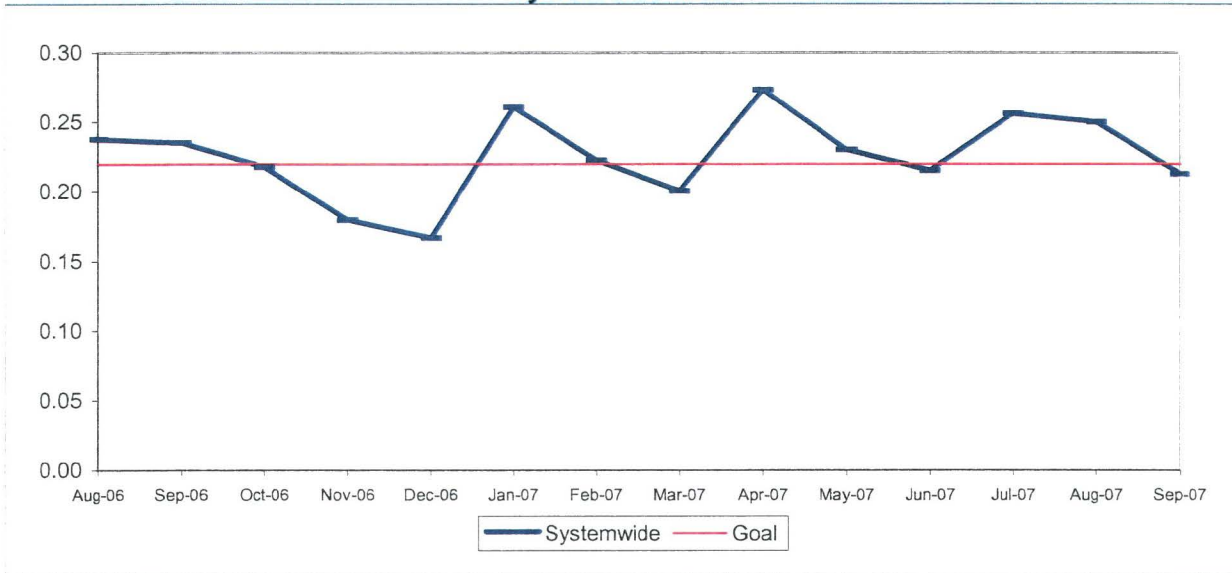


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

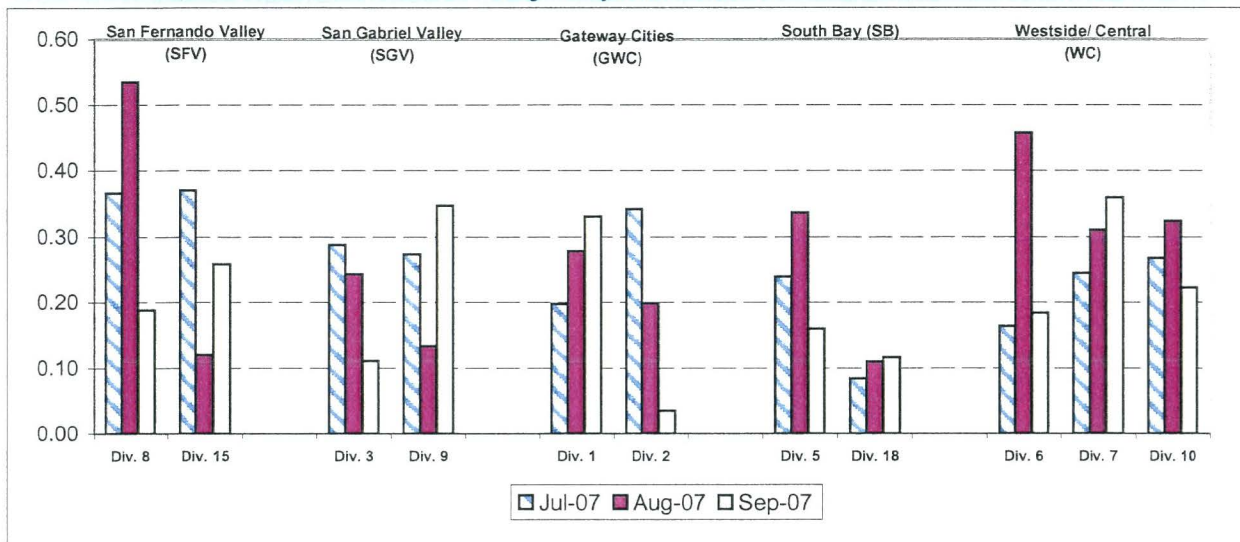
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by (Boardings / by 100,000))

Systemwide Trend



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

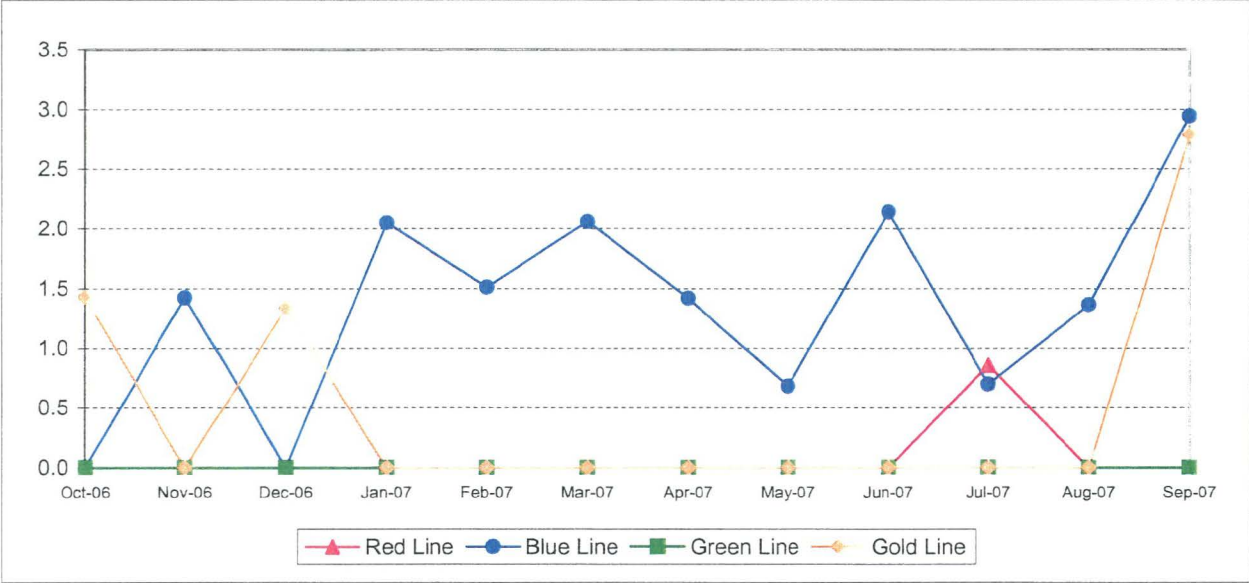
**Bus Operating Divisions - by Sectors' Divisions
July - September 2007**



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.

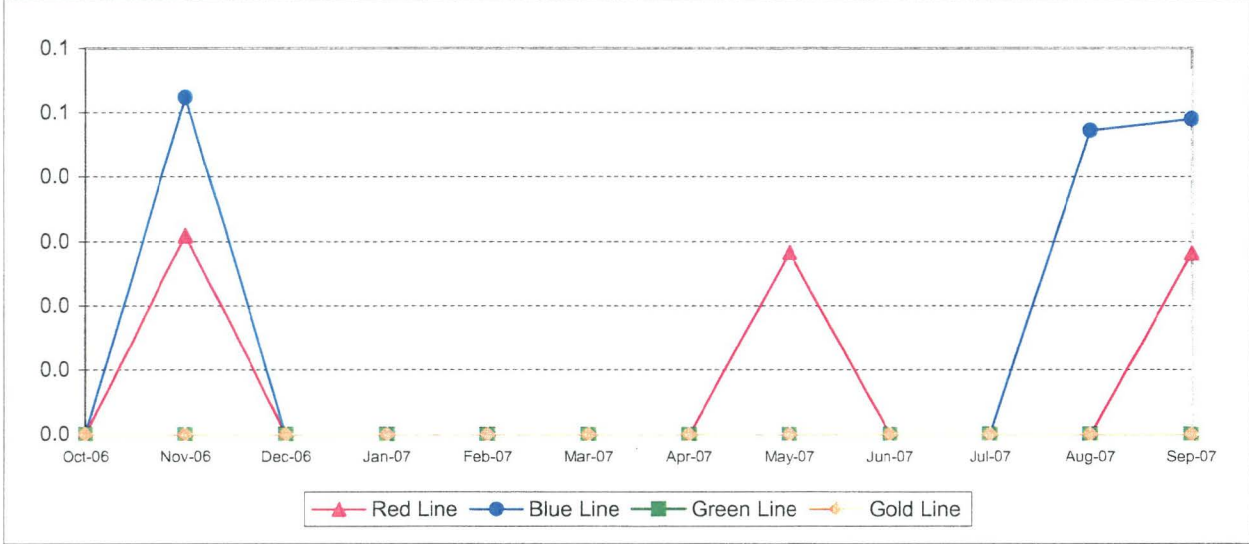
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))



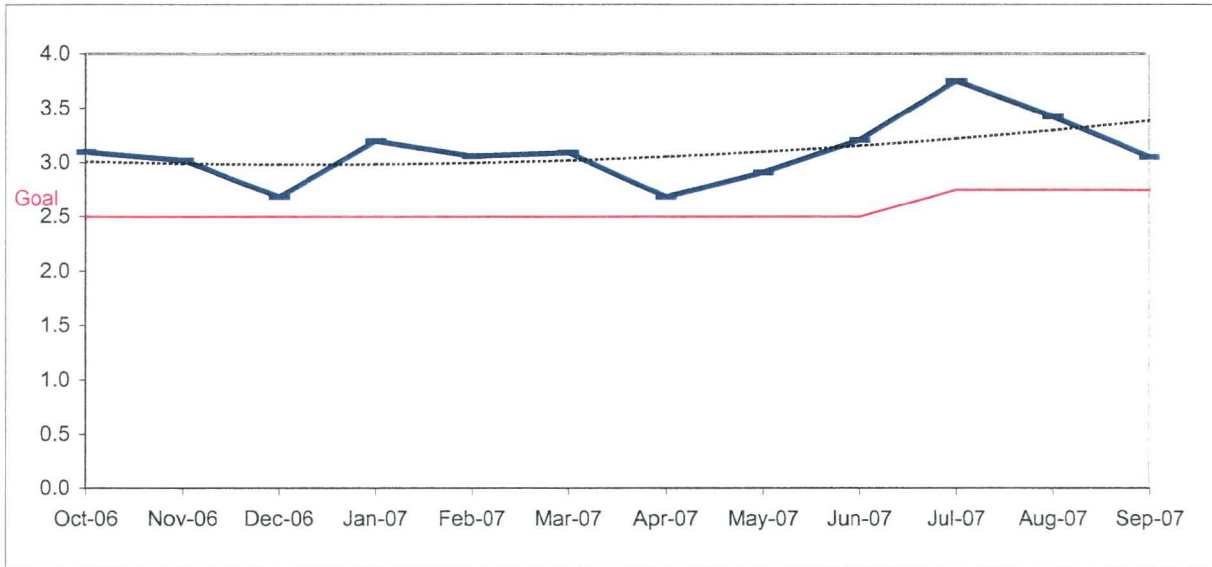
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

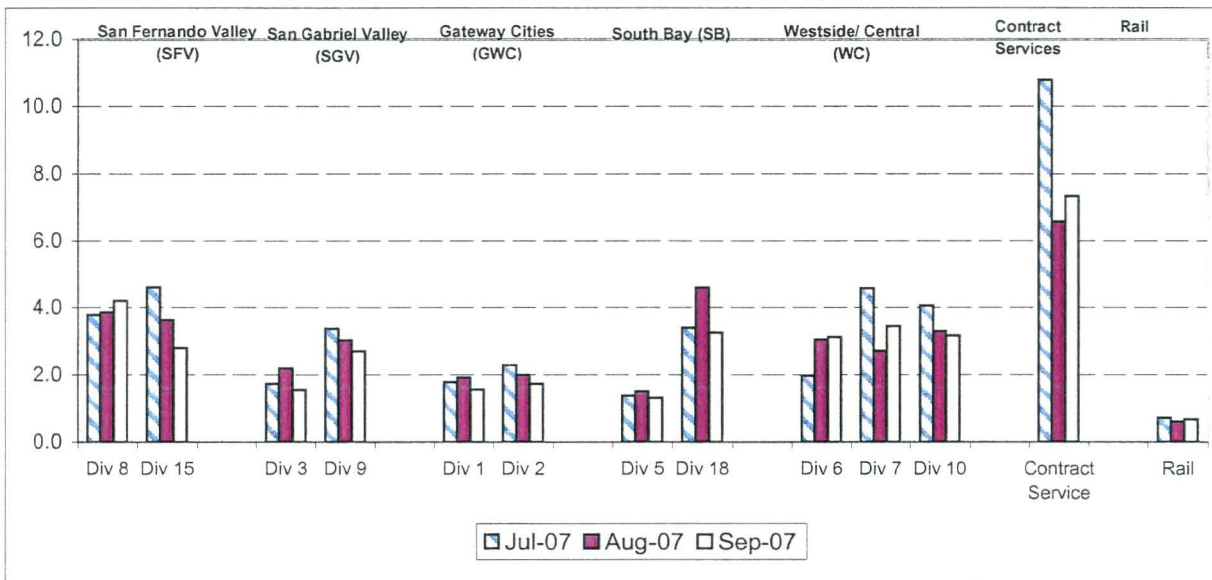
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions July - September 2007



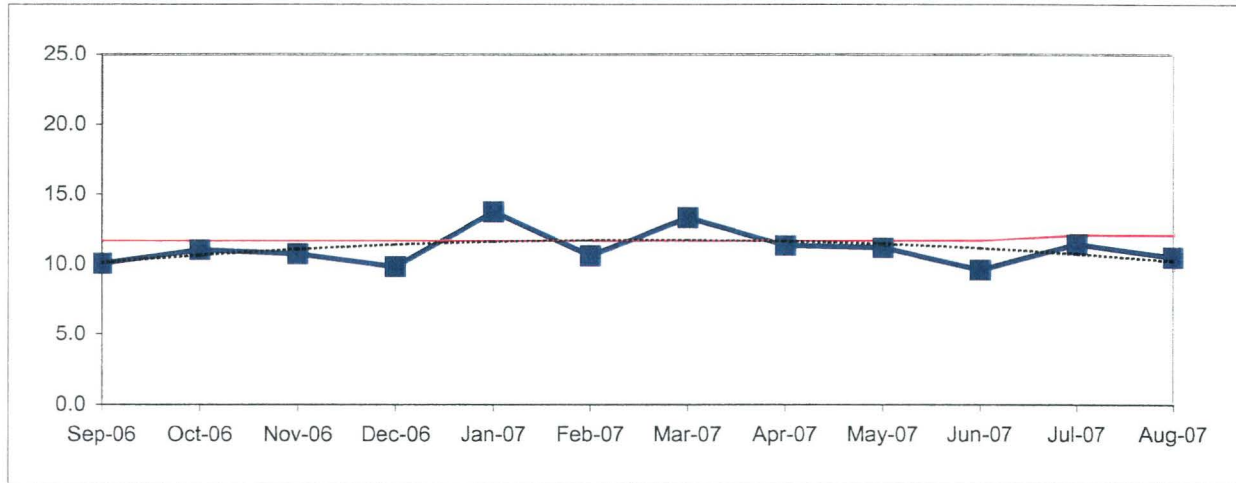
WORKERS COMPENSATION CLAIMS

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 = $\text{New Claims} / (\text{Exposure Hours} / 200,000)$

Metro Operations Trend



One month lag from current month

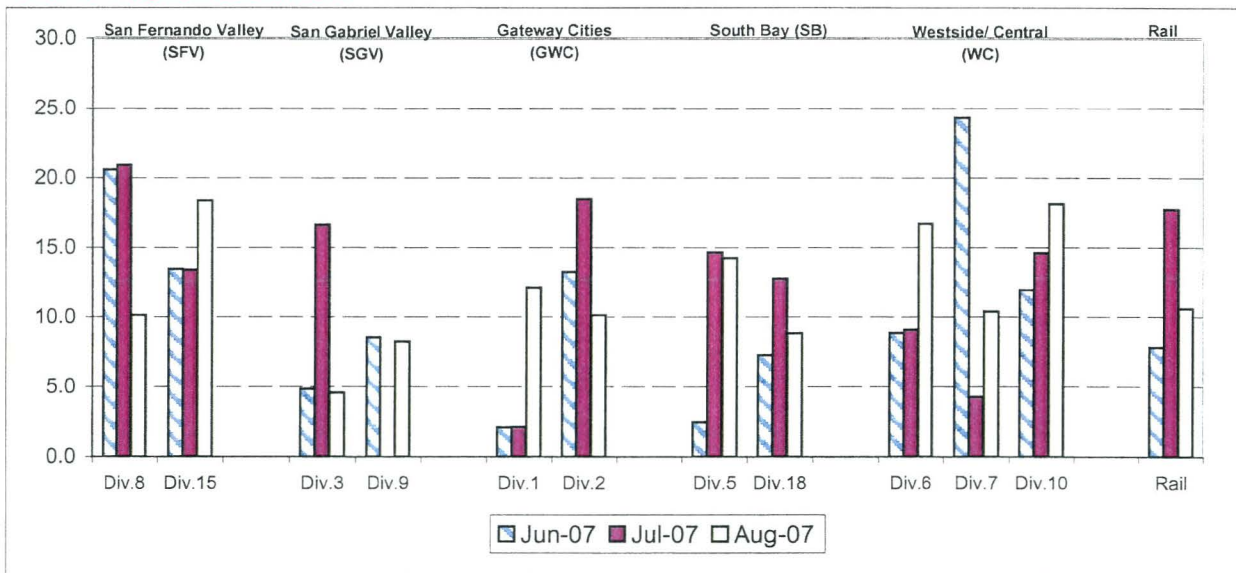
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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 = $\text{New Claims} / (\text{Exposure Hours} / 200,000)$

Bus & Rail - by Bus Sectors' Divisions and Rail June - August 2007

One month lag from current month



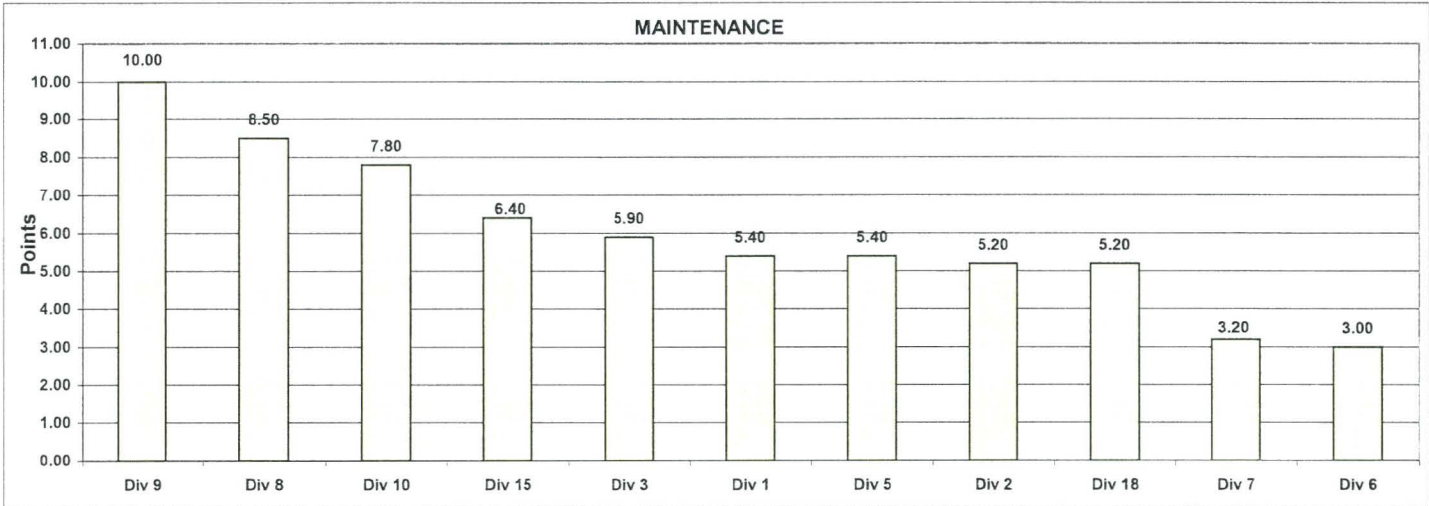
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - September 2007
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	64%	886.5	1059.2	1153.6	985.1	1124.2	976.1	1272.8	1981.7	1159.4	1268.5	1237.7
Points		1	4	6	3	5	2	10	11	7	9	8
Attendance	20%	0.99256	0.98881	0.98643	0.98583	0.95157	0.96887	0.98084	0.98795	0.96739	0.98323	0.97754
Points		11	10	7	6	1	2	4	9	8	5	3
New WC Claims /200,000 Exp Hrs*	36%	0.0000	11.4437	10.7354	0.0000	31.8453	10.0040	0.0000	0.0000	0.0000	15.3958	16.8253
Points		9	4	5	9	1	6	9	9	9	3	2
*One month lag												
Totals		5.40	5.20	5.90	5.40	3.00	3.20	8.50	10.00	7.80	6.40	5.20
FINAL RANKING												
	DIV. Score Rank	Div 9	Div 8	Div 10	Div 15	Div 3	Div 1	Div 5	Div 2	Div 18	Div 7	Div 6
		10.00	8.50	7.80	6.40	5.90	5.40	5.40	5.20	5.20	3.20	3.00
		1st	2nd	3rd	4th	5th	6th	6th	8th	8th	10th	11th

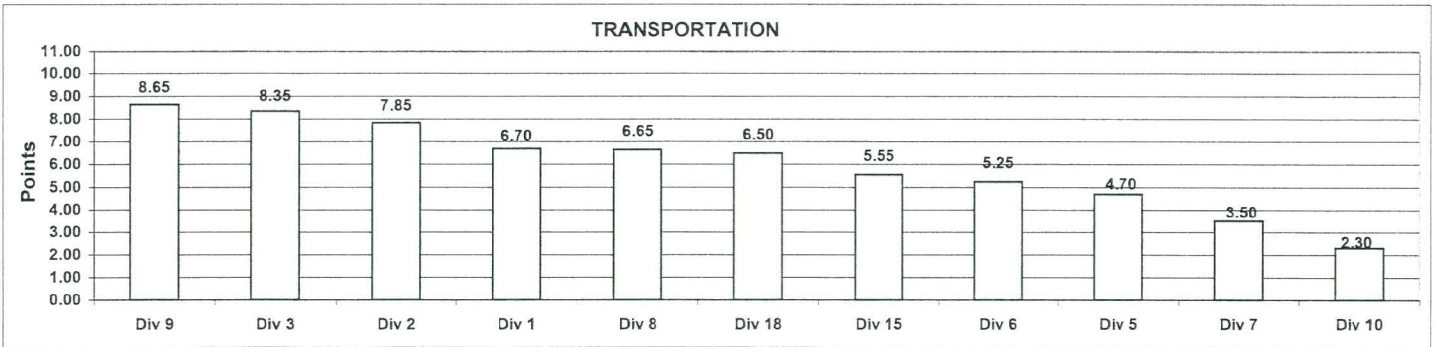


**Monthly Calculations - September 2007
Metro Bus - Transportation**

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 Points	25%	0.6561 9	0.6651 11	0.6647 10	0.6153 5	0.5242 1	0.5633 3	0.6473 6	0.6535 8	0.5630 2	0.6491 7	0.6020 4
Miles Between Total Road Calls Points	10%	886.4728 1	1059.1722 4	1153.5713 6	985.1275 3	1124.2420 5	976.0751 2	1272.7764 10	1981.6665 11	1159.4025 7	1268.5201 9	1237.6888 8
Accident Rate Points	25%	2.7005 8	3.2839 5	3.2901 4	3.7025 3	2.3720 9	4.0510 2	1.5688 11	2.1658 10	4.8185 1	2.9378 6	2.8956 7
Complaints/100K Boardings Points	15%	1.5634 9	1.7350 8	1.5520 10	1.3080 11	3.1291 5	3.4476 2	4.2048 1	2.7072 7	3.1767 4	2.8020 6	3.2570 3
New WC Claims /200,000 Exp Hrs* Points	25%	15.6825 4	9.7537 9	2.9044 11	18.5656 3	11.3154 6	10.5125 7	13.4892 5	10.3205 8	23.2856 1	19.3300 2	6.7072 10
*One month lag												
Totals		6.70	7.85	8.35	4.70	5.25	3.50	6.65	8.65	2.30	5.55	6.50
FINAL RANKING												
	DIV.	Div 9	Div 3	Div 2	Div 1	Div 8	Div 18	Div 15	Div 6	Div 5	Div 7	Div 10
	Score	8.65	8.35	7.85	6.70	6.65	6.50	5.55	5.25	4.70	3.50	2.30
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



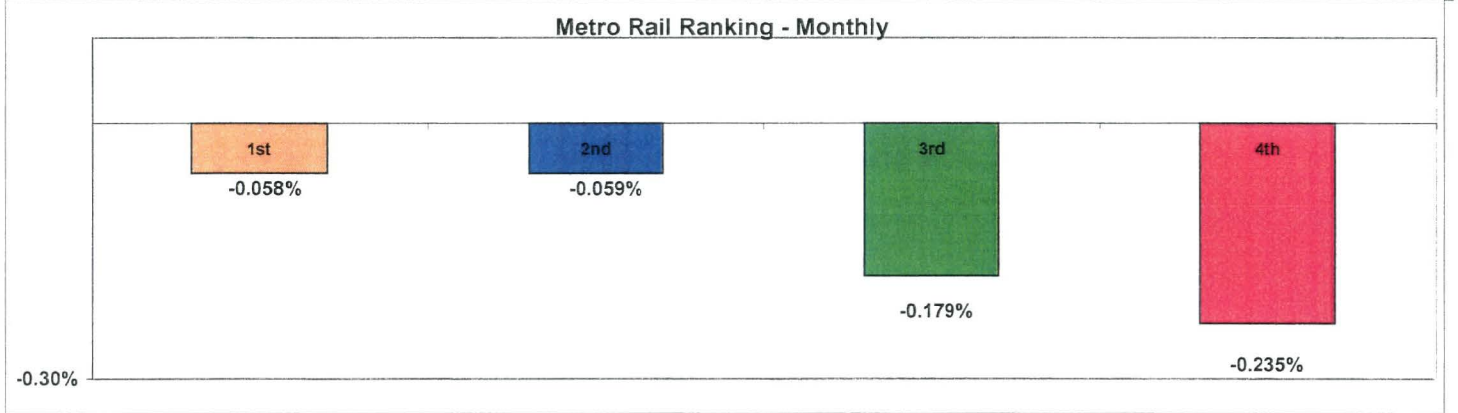
**Monthly Calculations
Metro Rail**

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-06	Sep-07	Yearly Improvement	Sep-06	Sep-07	Yearly Improvement	Sep-06	Sep-07	Yearly Improvement	Sep-06	Sep-07	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%	99.95%	-0.05%	99.97%	99.69%	-0.29%	99.96%	99.91%	-0.05%	99.94%	99.81%	-0.13%
Power	100.00%	99.40%	-0.60%	100.00%	100.00%	0.00%	99.94%	99.95%	0.01%	100.00%	99.97%	-0.03%
Wayside Performance	100.00%	99.78%	-0.22%	99.99%	99.90%	-0.10%	99.97%	99.95%	-0.01%	99.98%	99.93%	-0.05%
Vehicle Availability												
Vehicle Performance	99.03%	99.17%	0.14%	99.54%	99.29%	-0.25%	99.53%	99.24%	-0.29%	99.83%	99.83%	-0.01%
Operator Availability												
Operators	99.79%	99.97%	0.18%	100.00%	99.97%	-0.03%	100.00%	99.96%	-0.04%	100.00%	100.00%	0.00%
In-Service Performance												
Rev. Hr. Delivered - Rail	98.82%	98.48%	-0.34%	99.51%	98.95%	-0.56%	99.44%	99.07%	-0.37%	99.77%	99.60%	-0.17%
Total Rail Line Performance	99.41%	99.35%	-0.06%	99.76%	99.53%	-0.23%	99.73%	99.56%	-0.18%	99.90%	99.84%	-0.06%

Metro Rail Final Ranking (Sorted)				
Rail Line	GOLD	BLUE	GREEN	RED
Score	-0.058%	-0.059%	-0.179%	-0.235%
Rank	1st	2nd	3rd	4th



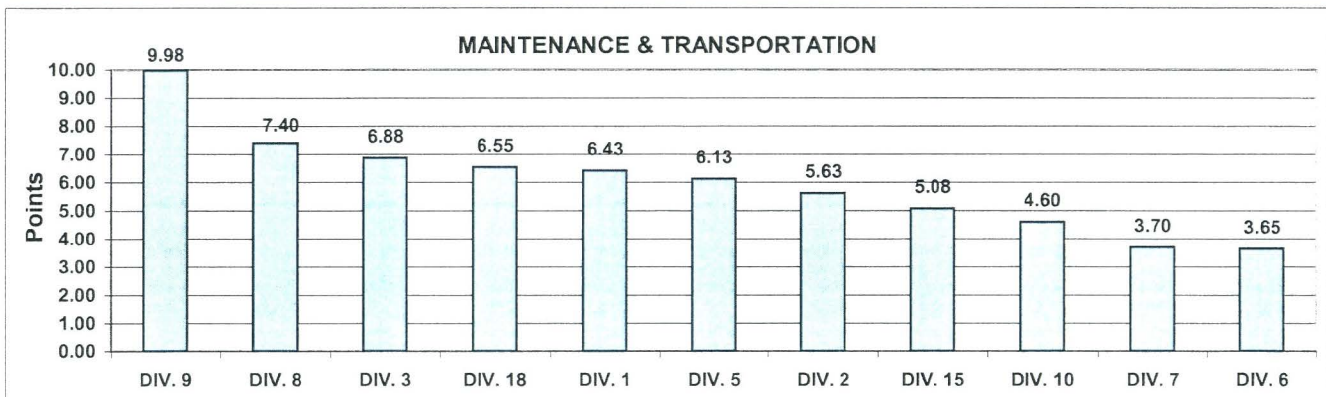
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY08-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%	819	997	1150	1114	906	991	1259	1959	1095	1115	1202
Points		1	4	8	6	2	3	10	11	5	7	9
Attendance	10.0%	0.9865	0.9851	0.9832	0.9827	0.9576	0.9721	0.9849	0.9899	0.9856	0.9814	0.9772
Points		10	8	6	5	1	2	7	11	9	4	3
Claims /200000 Exp.Hrs	15.0%	0.0000	15.8983	11.2006	0.0000	11.5627	3.3472	6.8591	0.0000	3.1542	8.0164	5.6162
Points		10	1	3	10	2	7	5	10	8	4	6
<i>*One month Lag: June - Aug 07</i>												
Transportation												
In-Service On-Time Performance	12.5%	0.6723	0.6806	0.6781	0.6384	0.5389	0.5789	0.6813	0.6769	0.5714	0.6663	0.6158
Points		7	10	9	5	1	3	11	8	2	6	4
Miles Between Total Road Calls	5.0%	818.8	996.9	1150.4	1113.8	905.6	990.7	1259.4	1958.7	1094.5	1115.1	1202.2
Points		1	4	8	6	2	3	10	11	5	7	9
Accidents/100k Hub Miles	12.5%	3.0759	3.0285	3.9762	4.2916	2.5383	4.1448	1.6912	2.0062	4.5815	3.2105	2.7917
Points		6	7	4	2	9	3	11	10	1	5	8
Complaints/100K Boardings	7.5%	1.7562	2.0067	1.8288	1.3975	2.7098	3.5790	3.9465	3.0393	3.5202	3.6896	3.7641
Points		10	8	9	11	7	4	1	6	5	3	2
<i>*One month Lag: June - Aug 07</i>												
Claims /200000 Exp.Hrs	12.5%	7.1299	13.3488	7.9646	13.7633	11.7014	15.4121	20.6009	7.0611	18.0942	17.3400	10.7079
Points		10	6	9	5	7	4	1	11	2	3	8
Totals		6.43	5.63	6.88	6.13	3.65	3.70	7.40	9.98	4.60	5.08	6.55
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV. Score	DIV. 9	DIV. 8	DIV. 3	DIV. 18	DIV. 1	DIV. 5	DIV. 2	DIV. 15	DIV. 10	DIV. 7	DIV. 6
	Rank	9.98	7.40	6.88	6.55	6.43	6.13	5.63	5.08	4.60	3.70	3.65
		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY08-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

	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
Overall Rail Line Performance				
Jul-07	0.11%	0.30%	-0.10%	0.10%
Aug-07	-0.65%	0.18%	0.21%	-9.07%
Sep-07	<u>-0.06%</u>	<u>-0.23%</u>	<u>-0.18%</u>	<u>-0.06%</u>
Quarter Average	-0.20%	0.08%	-0.02%	-3.01%

Metro Rail Final Ranking (Sorted)

Rail Line	RED	GREEN	BLUE	GOLD
Score	0.08%	-0.02%	-0.20%	-3.01%
Rank	1st	2nd	3rd	4th

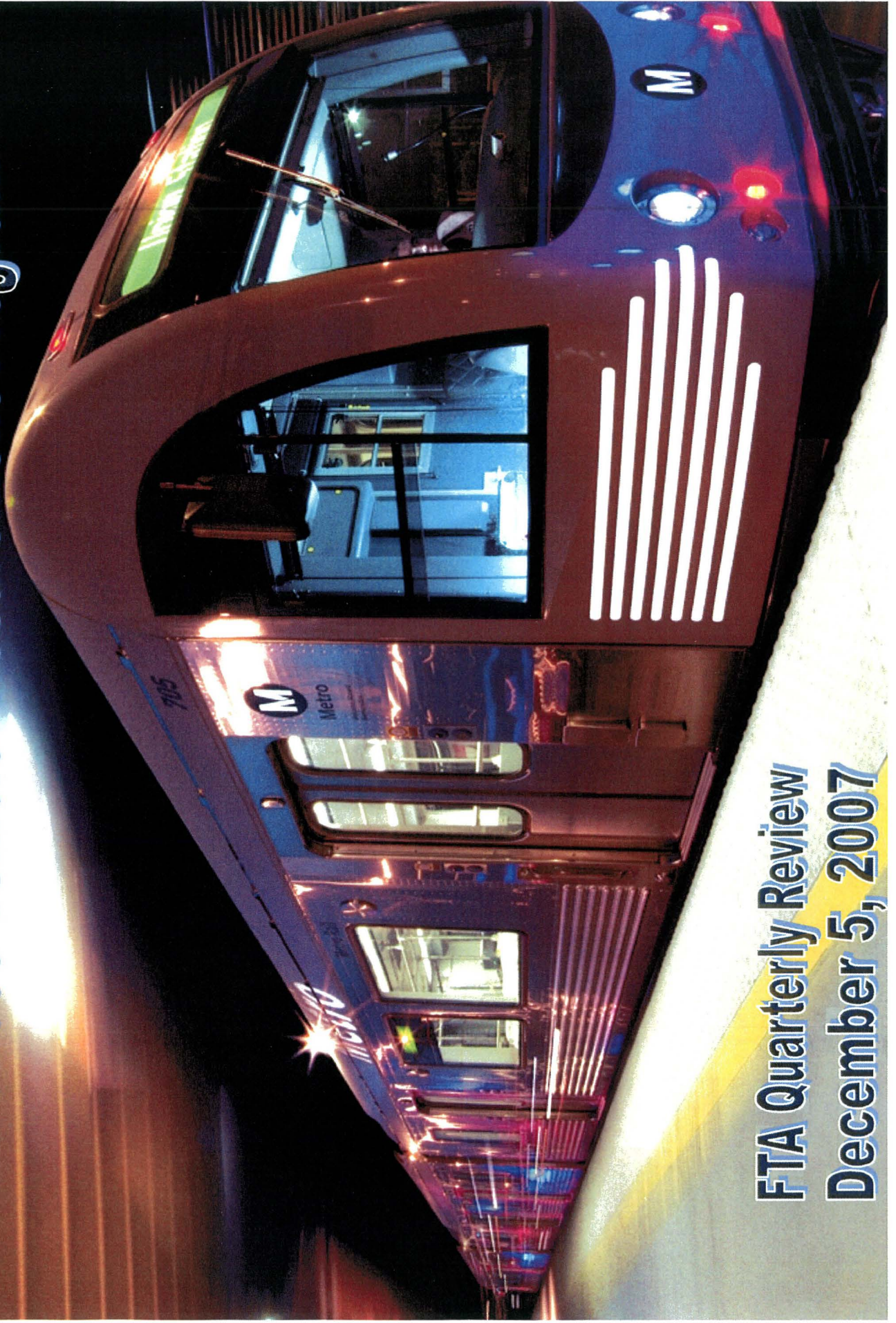


Construction Safety August- October 2007



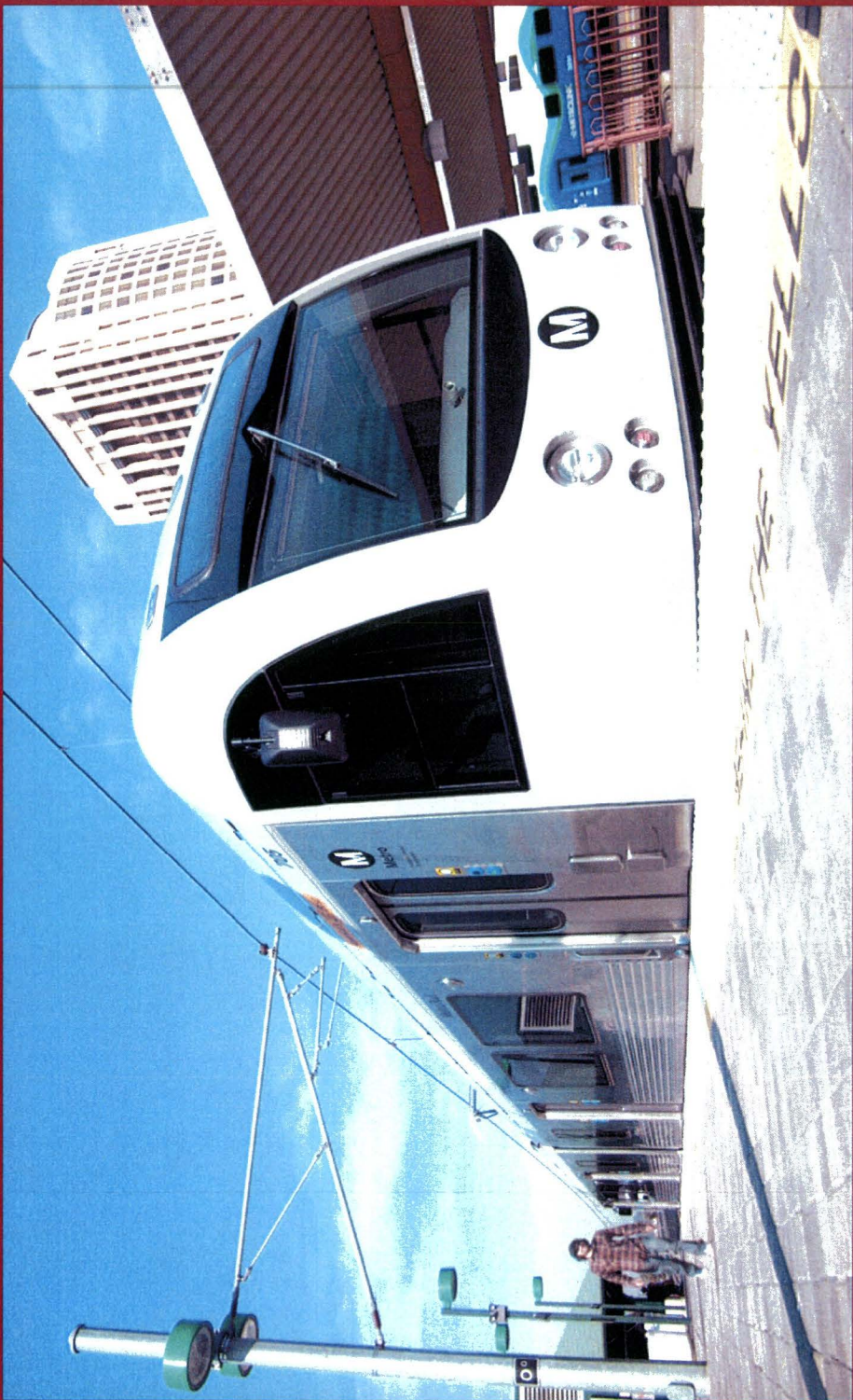
- Metro Gold Line Eastside Extension Construction has been underway for more than 41 months or 1, 230 days
- 2,390,894 work hours to date with Zero Days Away from work due to injury
- Injury statistical rate for Days Away from work is Zero
- The recordable rate is (2.6); well below the national average of (5.6)
- Thirty-two recordable injuries have been reported Project to Date. Twenty-five involved medical treatment and restrictive duty. Seven required medical treatment only

AB P2550 Vehicle Procurement Program



**FTA Quarterly Review
December 5, 2007**

Progress



PROGRESS

(General)

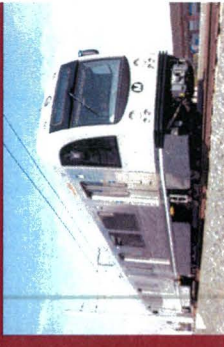
- New Management evaluated overall project status
- Organized new MTA Project Team to support project's objectives
- Identified Critical Items List for cars #706/708
- Established responsible approving departments
(CPUC, MTA Corporate Safety, Operations, Maintenance...)
- Established meeting schedule with key players
(MTA Safety, CPUC, Operations, Maintenance, AnsaldoBreda, Capital Projects, Contracts...)
- Determined the need for staff support increase
 - initiated inspection team staff increase (at Gold Line)



PROGRESS

(Specifics- AB)

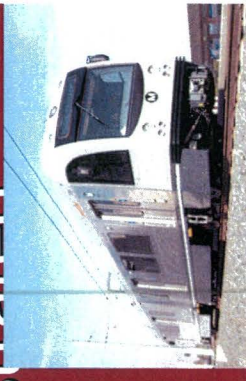
- MTA compiled four lists to assist AB with definition of Critical Open Items for vehicles 706 & 708
 - Testing
 - CDRL submittals
 - FAI's & Field observed items
- Communicated with AB to work towards closing Critical Item list on priority basis
 - THE BIG PUSH
- Visited Pittsburg, CA assembly facility



PROGRESS

(Specifics – Safety Certification)

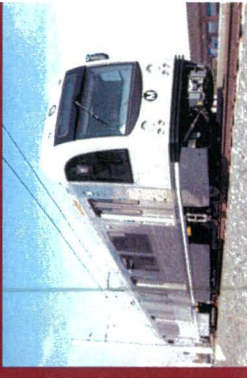
- Prioritized Safety Certification Process
- Met with MTA Corporate Safety to pave the way for Certification
 - Initiated contact with CPUC staff to expedite Certification
 - Tasked LTK to review where we are and what is needed to complete Safety Certification Conformance Check List
 - Communication Systems test demonstrated to CPUC



PROGRESS

(Specifics – QA and Operations & Maintenance)

- Emphasized the need to AB for increased inspection of AB's work at Pistoia, Pittsburgh and at Gold Line
- Selected a QA site inspector for the Gold Line site
- Operators and Maintenance staff training has started

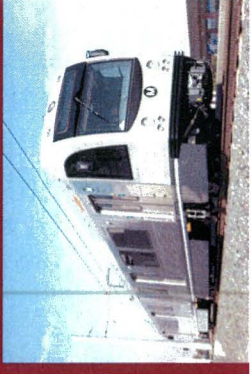


Areas of Concern



Areas of Concern

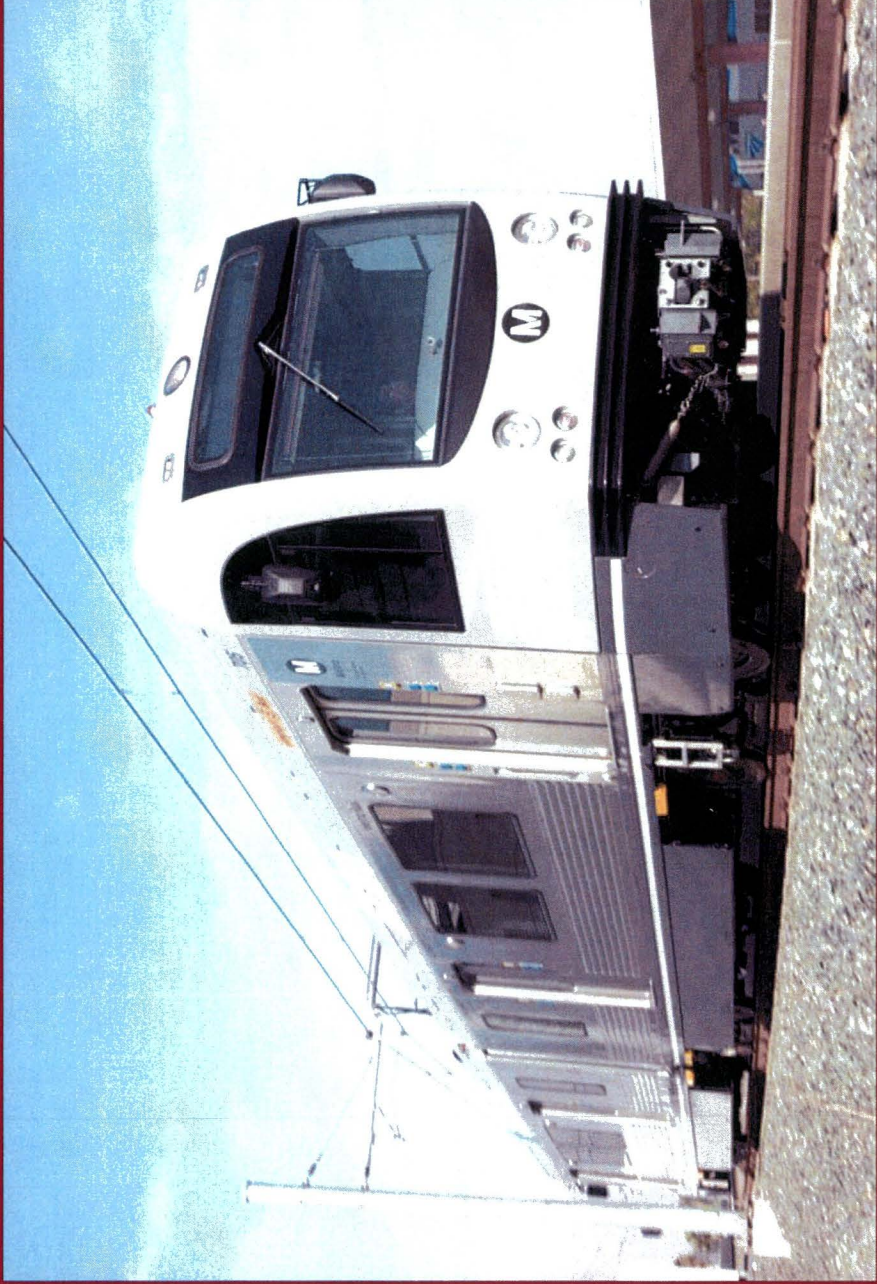
- ATP/TWC systems not fully tested and approved. Meetings and testing are scheduled for November and December 2007
- EMI testing has been progressing but further testing is planned in November/December to finalize the design
- Safety Certification Process must be completed



Areas of Concern

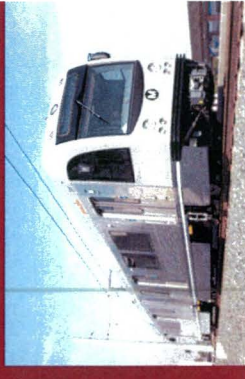
- Vehicle weight must be finalized.
- Quality and workmanship issues must be addressed
- Overall project delivery schedule must be established and schedule issues mitigated

PLANS



Plans

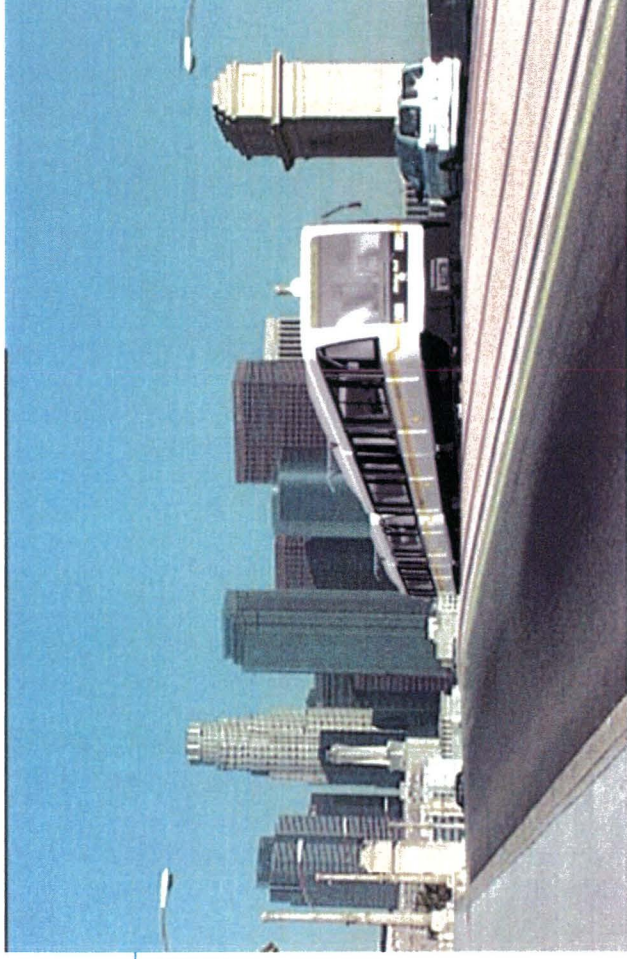
- Continue informing AB of MTA's objectives and establish expected progress milestones and corrective actions such as:
 - Stop progress payment
 - Stop shipment
 - Non exercise of Options
- Meeting with AB new and reinforced project team in November and December 2007 to establish progress.
- Plan further testing with MTA Corporate safety and CPUC.



01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Los Angeles County Metropolitan Transportation Authority

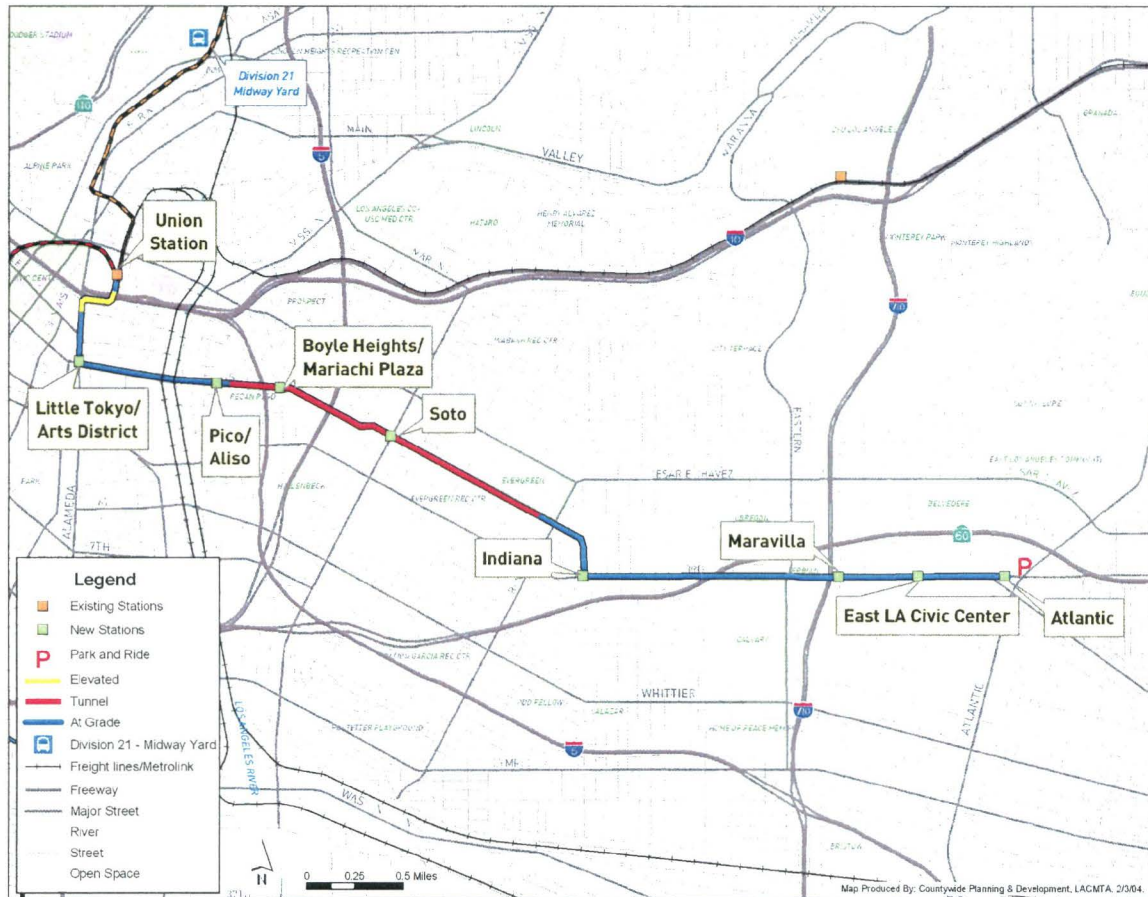
Metro Gold Line Eastside Extension FTA Quarterly Presentation



December 5, 2007



Metro Gold Line Eastside Extension Project Description



- 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

Metro Gold Line Eastside Extension Issues & Accomplishments

Issues: None

Accomplishments:

- The C0803 tunneling subcontractor has demobilized from the project site.
- All eight stations are under construction.
- Mezzanine concrete slabs at both underground stations have been completed.
- Completed the I-710 Freeway Overcrossing seismic retrofit and structural upgrades.
- City of Los Angeles has completed Phase II Girder Strengthening of the 1st Street Bridge.
- 2.4 million man-hours have been worked with Zero Days Away from work due to injury.



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Metro Gold Line Eastside Extension Construction Safety

- Metro Gold Line Eastside Extension Construction has been underway for more than 41 months (1, 213 days).
- 2,390,894 work hours to date with Zero Days Away from work due to injury.
- Injury statistical rate for Days Away from work is Zero.
- Thirty-two recordable incidents have been reported Project to Date. Twenty-five involved medical treatment and restrictive duty. Seven required medical treatment only.
- The recordable rate is 2.6, well below the national average of 5.6.

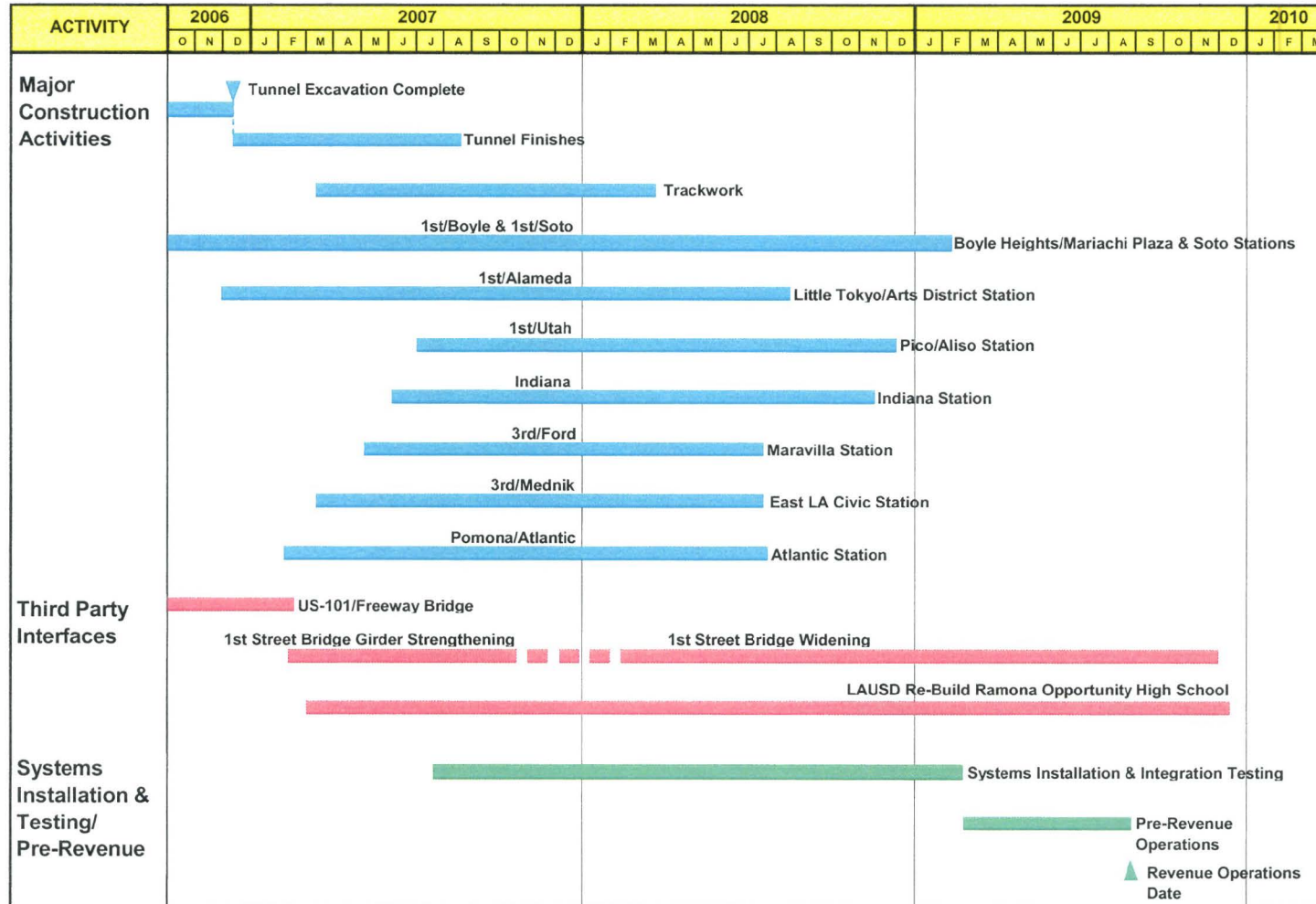


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Metro Gold Line Eastside Extension

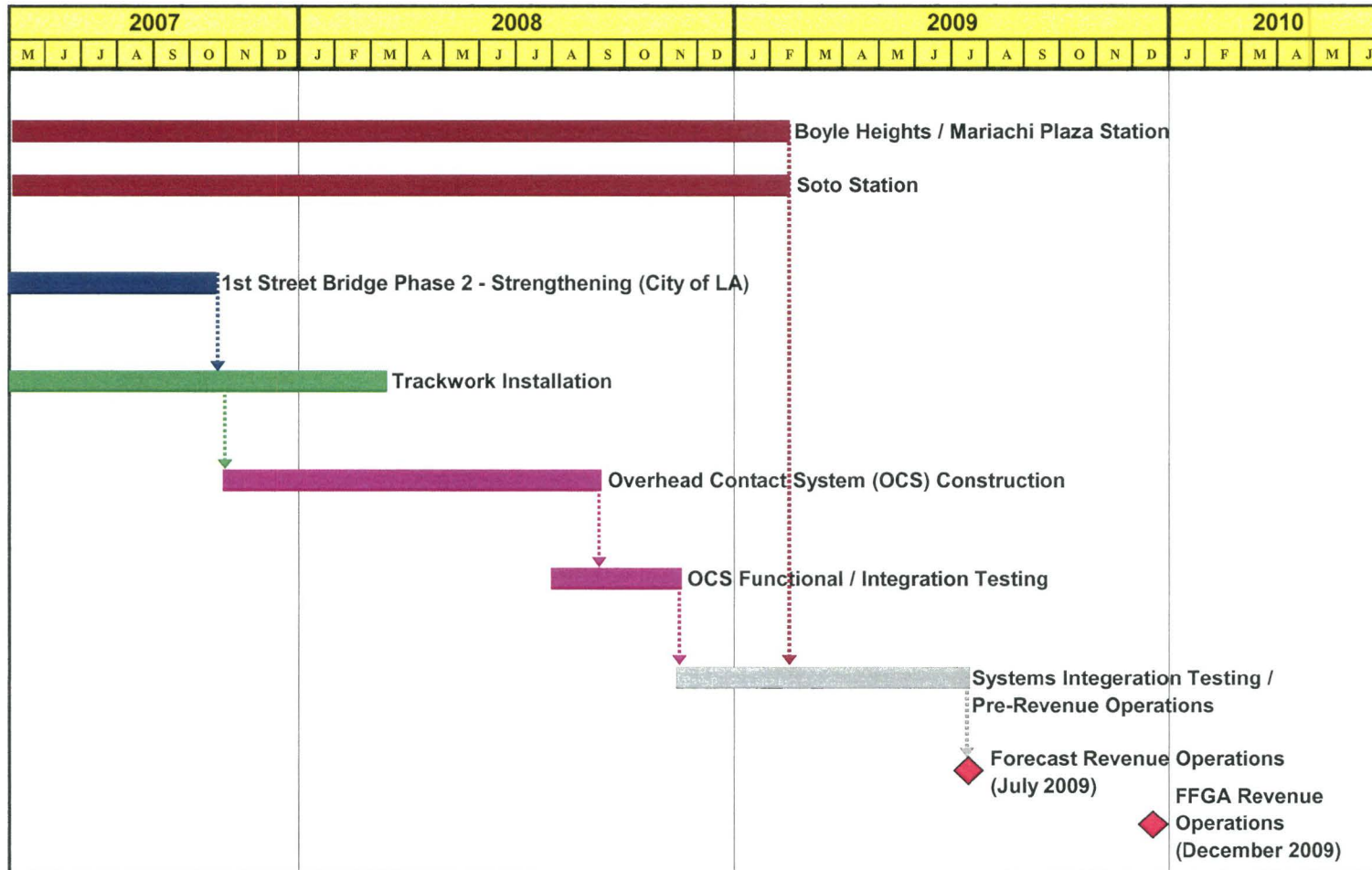
Overview of Major Construction Activities



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Metro Gold Line Eastside Extension Schedule Status (Critical Path)



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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)

Current Forecast	July 2009
FFGA	December 2009

FFGA – Full Funding Grant Agreement



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Metro Gold Line Eastside Extension Cost/Budget Status

Description	Jun-07 Current Budget	Sep-07 Current Budget	Variance
CONSTRUCTION	651,961	651,961	-
SPECIAL CONDITIONS	43,948	43,948	-
RIGHT-OF-WAY	42,299	42,299	-
PROFESSIONAL SERVICES	135,841	135,841	-
PROJECT CONTINGENCY	14,599	14,599	-
PROJECT REVENUE	(4,633)	(4,633)	-
SUBTOTAL	884,014	884,014	-
PROJECT FINANCE COST	14,800	14,800	-
TOTAL	898,814	898,814	-

Metro Gold Line Eastside Extension Quality Assurance

- Quality Management continues to review the contractor's monthly Asphalt, Concrete Compressive Strength and Soils Compaction reports - areas of concern, if any, are coordinated to resolution with the onsite lab representative.
- The results of field surveillance activities continue to be identified in Weekly Surveillance Reports.
- Fabrication of the OCS poles has been completed. The issues which were the subject of Metro's Quality involvement have not impacted installation.
- Fabrication of station canopies have been an area of concern. Metro has assigned an independent test laboratory to monitor the work and as issues appear, they are being coordinated to resolution.

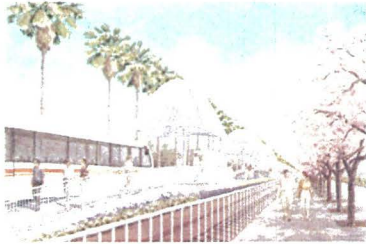


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Construction Contracts Update

Metro Gold Line Eastside Extension Light Rail Transit Stations



LittleTokyo/
Arts District



Pico/Aliso



Boyle Heights/
Mariachi Plaza



1st/Soto



Maravilla



Indiana Station



East Los Angeles
Civic Center



Pomona/Atlantic

Construction is underway on all of the Light Rail Transit Stations.

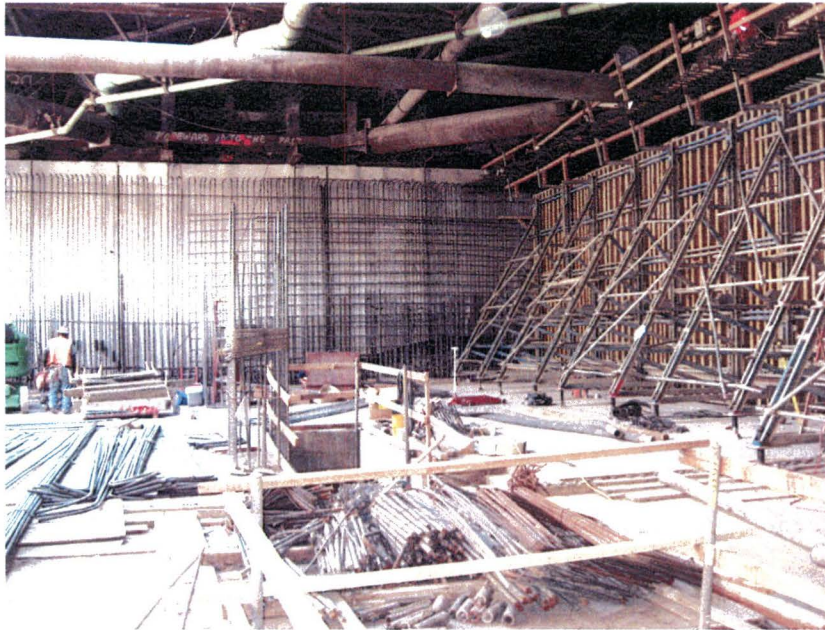


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Metro Gold Line Eastside Extension Underground Construction 1st/Boyle and 1st/Soto Stations



1st /Boyle Mariachi Plaza Station - Concrete for upper mezzanine level walls are underway. All lower level walls have been completed at the track level.



1st /Soto Station – Work on the track level equipment rooms has begun.

Metro Gold Line Eastside Extension At-Grade Station Construction



Little Tokyo/Arts District Station



Pico/Aliso Station

Construction of the Little Tokyo/Arts District Station platform is complete and the excavation for the construction of the Pico/Aliso Station near 1st/Utah has been completed.



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Metro Gold Line Eastside Extension At-Grade Station Construction



Indiana Station



Maravilla Station

Construction of the Indiana Station and the Maravilla Station at 3rd/Ford is well underway.

Metro Gold Line Eastside Extension At-Grade Station Construction



East LA Civic Center Station



Pomona/Atlantic Station

Work on the station platforms at the East LA Civic Center and Pomona/Atlantic stations involving the installation of Overhead Contact System pole foundations and station canopy construction has begun.

Metro Gold Line Eastside Extension 101 Freeway LRT Bridge at Union Station



The 101 Freeway LRT Bridge was completed on-time earlier this year by Caltrans to allow the construction to begin for the installation of trackwork at the future connection to the Pasadena Gold Line at Union Station.

View north to Union Station from the 101 Freeway LRT Bridge



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Metro Gold Line Eastside Extension LA River 1st Street Bridge



The City of Los Angeles Phase II Girder Strengthening work is substantially complete, which allowed Metro's contractor to begin track guideway construction in early October 2007. Metro has implemented work site traffic controls at Vignes Street and Mission Street intersections.

View towards Downtown LA from the LA River 1st Street Bridge



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Metro Gold Line Eastside Extension At-Grade Guideway and Street Improvements



1st Street – View East from Lorena Street



1st Street – South side view to Lorena Street

Utilities Relocation and Street Widening – Construction along 1st Street between Lorena Street and Indiana Street involving sidewalks, curbs, gutters and street paving along the curb lanes has been completed.



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Metro Gold Line Eastside Extension 3rd Street Guideway Construction



The U-Channel section along 3rd Street between Marianna Avenue and Downey Avenue has been completed and Overhead Contact System (OCS) poles are being installed between the tracks within the guideway.

View along 3rd Street to the west near Sunol Avenue.



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Metro Gold Line Eastside Extension 3rd Street I-710 Freeway Overcrossing



Metro's contractor completed the I-710 seismic retrofit and structural upgrades on-time to allow Caltrans to continue their work below on the freeway median and shoulder improvements. The handover of the work site involved coordinating the concurrent activities of two contractors.

View to the west along 3rd Street at the I-710 Freeway Overcrossing.

Metro Gold Line Eastside Extension 3rd Street Guideway Construction



Overhead Contact System (OCS) poles are being installed within the new guideway that has been constructed along 3rd Street. Metro is working with the Contractor to determine if vehicular access to properties can be improved as the construction of the track guideway progresses.

View to the east along 3rd Street near McDonnell Avenue.



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Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – December 5, 2007



SEGMENT C

SEGMENT B

SEGMENT A

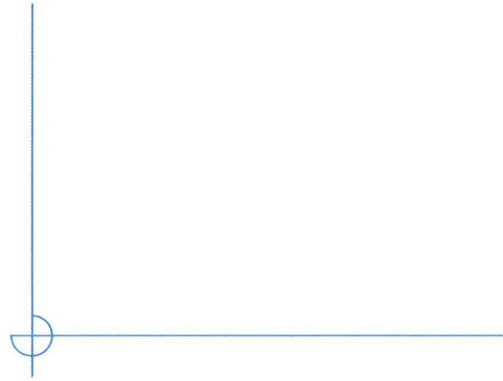
Project Description

- 8.6 miles of light rail
- 1.3 miles shared track with Metro Blue Line
- 10 stations
- 3 park-and-ride lots
- 42,900 daily riders estimated in 2025
- Completion in 2010
- Estimated cost of \$640 million

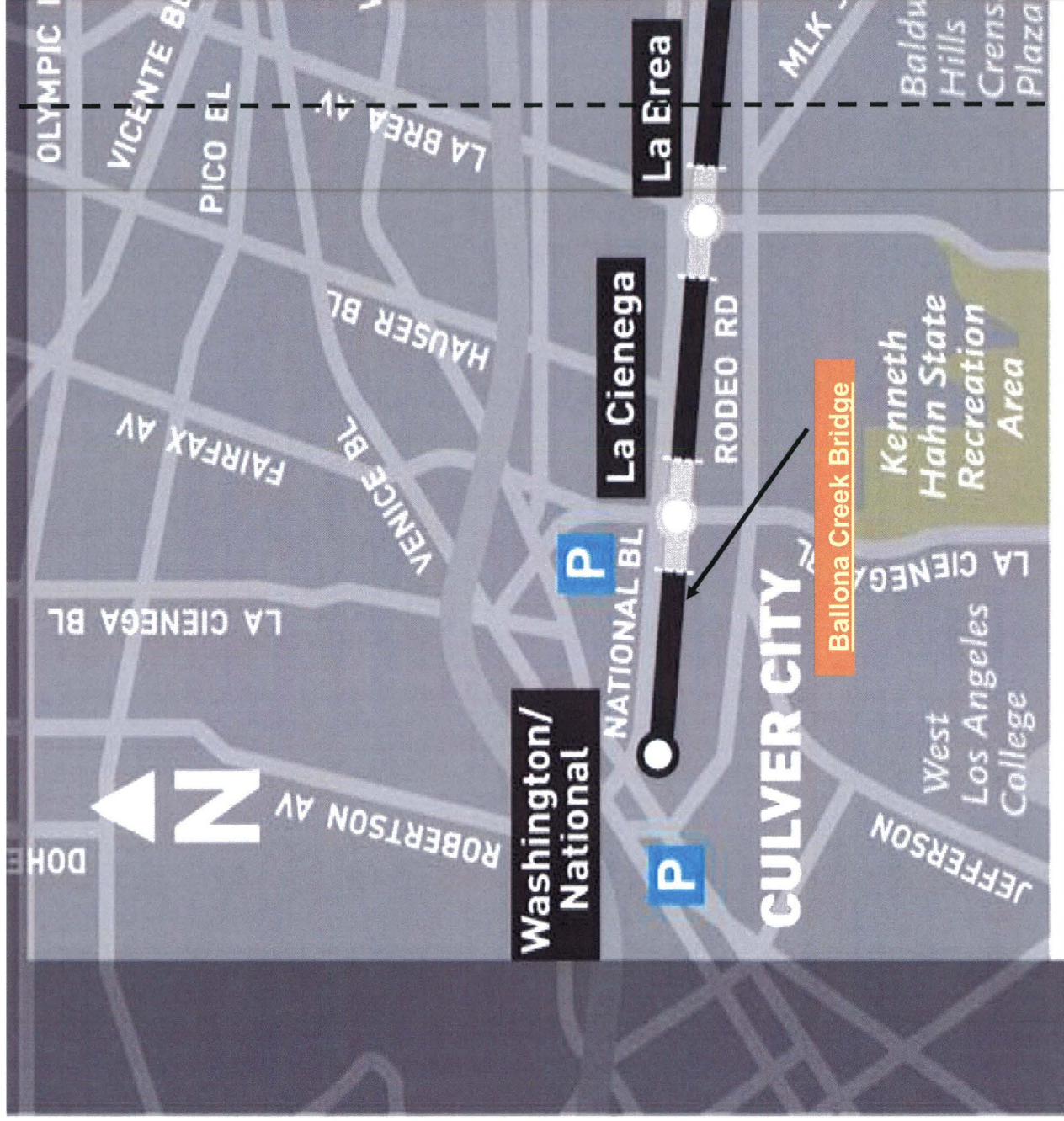
Segment A



Segment B



Segment C



Project Status

- Design approximately 75% complete
- Negotiated six of the 18 construction packages
- Executed five of the eight third party agreements

Project Status (continued)

- Current construction activities:
 - Drilling secant and CIDH piles for trench walls
 - Casting box girders for street crossings at trench structure
 - Began construction of 61-inch waterline relocation

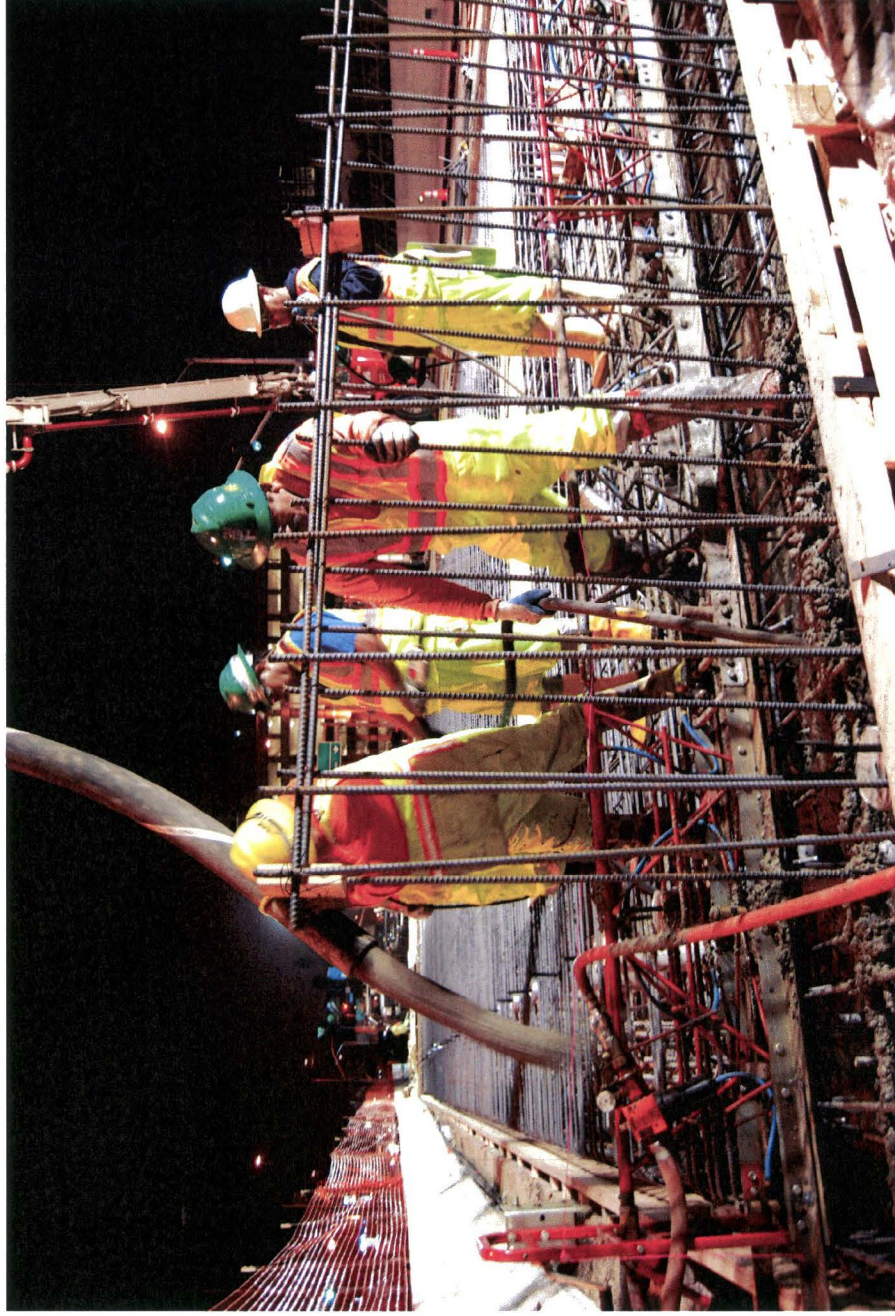
CPUC Status

- 10 CPUC applications were filed for the 38 crossings on the project that require CPUC approval
- Protests were filed on all 10 grade crossing applications by *Expo Communities United (ECU)*
- Commissioner Simon determined an evidentiary hearing is necessary only for the Farmdale application:
 - Public participation hearing held November 5, 2007
 - Evidentiary hearing postponed until early 2008
 - At the November Board meeting, the Board directed staff to study grade separated alternatives at Farmdale Avenue
- Evidentiary hearings are not required for the other 9 applications
 - Proposed decision form ALJ expected November 2007
 - Commission decision expected December 20, 2007

Construction Progress

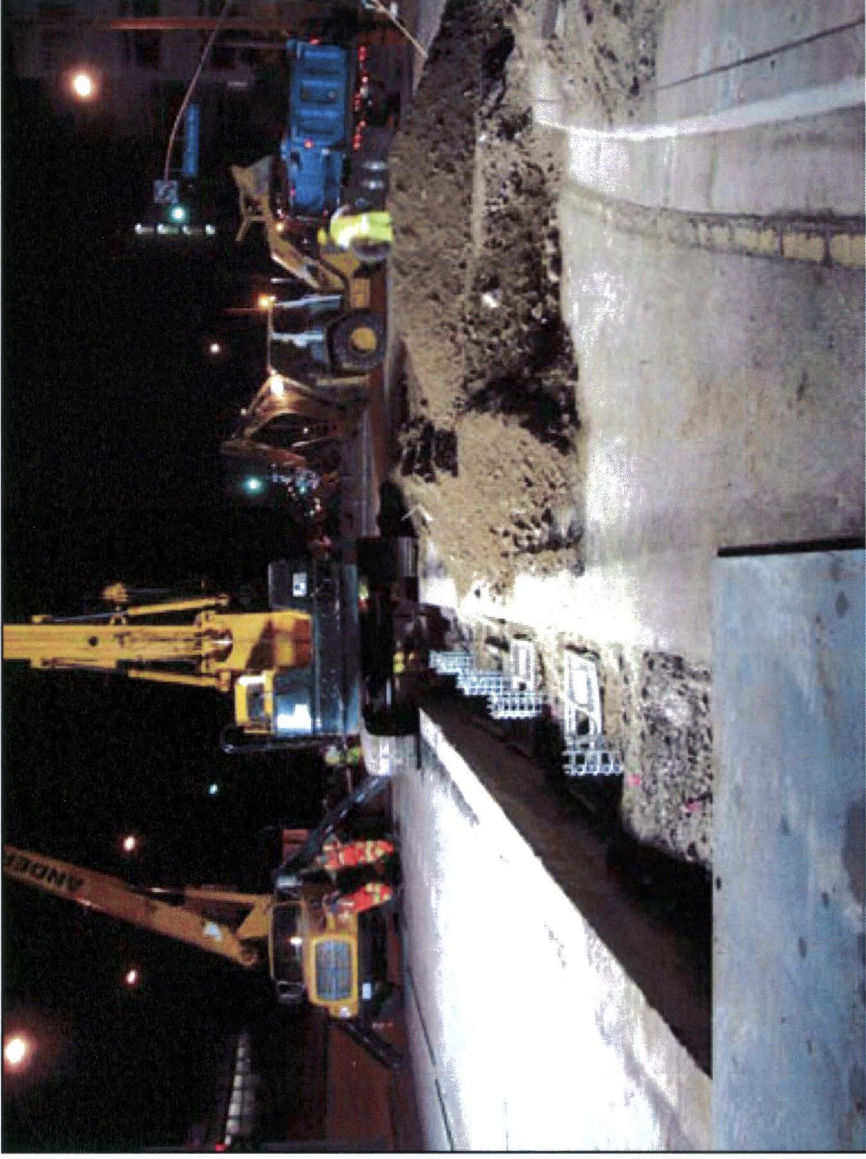


Construction Progress



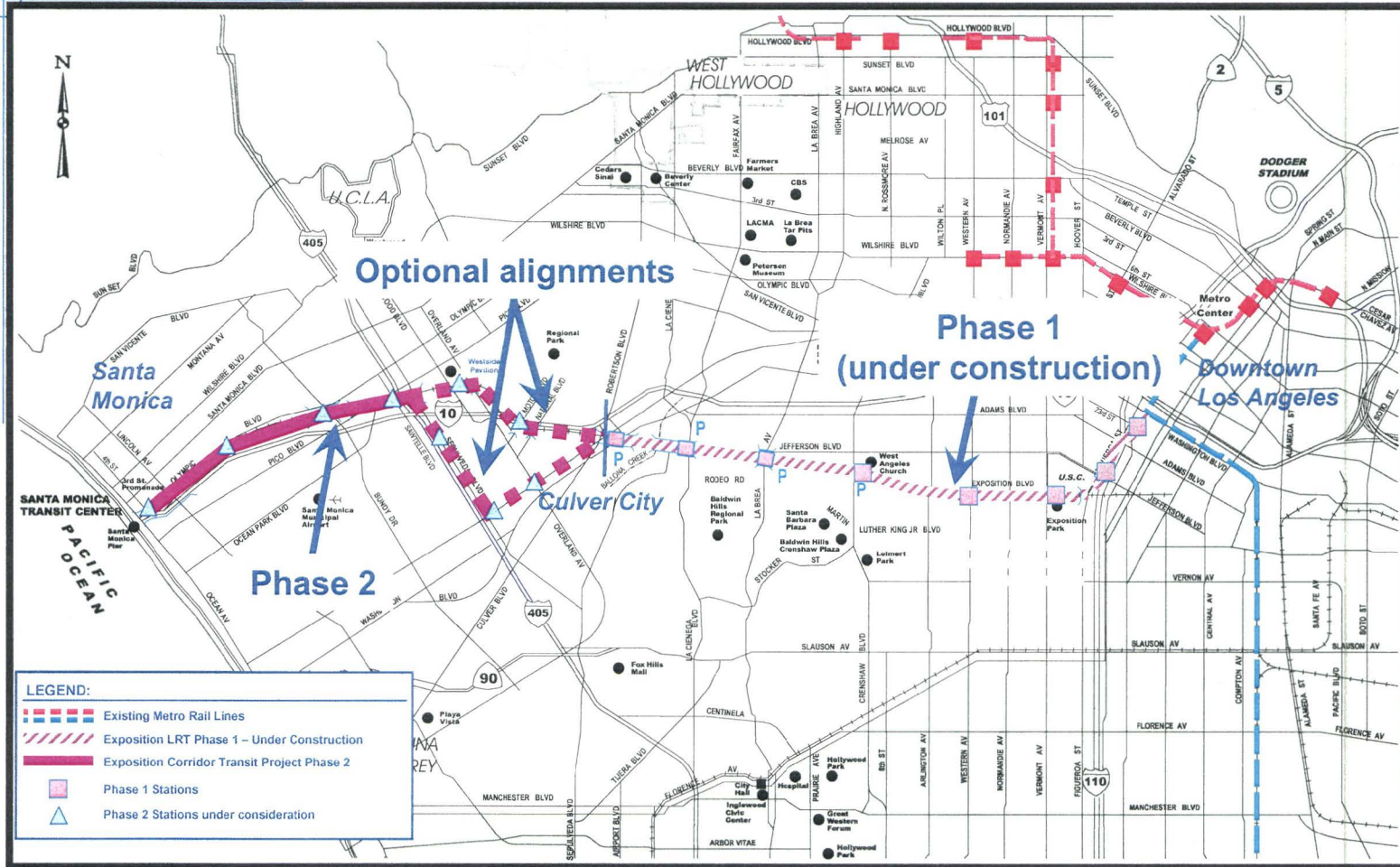
Pouring of Pardee Way Cast-in-Place Deck

Construction Progress



Ongoing CIDH Pile Drilling

Exposition LRT, Santa Monica Extension



△ Phase 2 Station locations currently under consideration

Phase 2—Overview

- Exposition Transit Corridor to Santa Monica (Phase 2) was included in the Metro 2001 Long Range Transportation Plan (LRTP) and Draft 2006 LRTP
- Metro has Programmed \$15 Million Over the Next Three Years to Complete Environmental Work & Preliminary Engineering
- Environmental and engineering consulting contract has been awarded and work began in January 2007
- NOI Publication in Federal Register February 12, 2007
- A Locally Preferred Alternative will be chosen by the Metro Board in Spring 2008 and Preliminary Engineering is scheduled to begin in late Spring/early Summer 2008.
- FEIS and Federal Record of Decision in Summer 2009
- Full Funding Grant Agreement (FFGA) in early 2010

Phase 2—Update

- Completed screening of 9 build alternatives based upon NOI and scoping meetings held in early 2007 and submitted draft screening report to FTA for approval.
- Draft screening report recommends elimination of 6 of the 9 alternatives and retention of the following three for further evaluation:
 - LRT on the Metro owned right-of-way
 - LRT on Venice/Sepulveda
 - BRT on the Metro owned right-of-way subject to further evaluation.
- Screening results presented at community meetings held October 22, 24, and 25.
- Screening recommendations presented to Expo Board on November 1st and approved by the Board subject to approval of the screening report by FTA.

Project Milestones/Dates

- **Board Authorization to Award Environmental Contract** Nov/2006
- **Public Scoping Meetings** Feb/March 2007
- **Definition of AA/DEIS Alternatives** Spring 2007
- **Start of Public Comment Period on DEIS/DEIR** Winter 2008
- **Adoption of Locally Preferred Alternative** Spring 2008
- **New Starts Rating Submittal** Summer 2008
- **Board Certification of FEIS/FEIR** Spring 2009
- **Record of Decision from FTA** Summer 2009
- **Request to Enter Final Design** Summer 2009
- **Construction Begins** 2010
- **Revenue Operations Date** 2014-2015

Los Angeles County
Metropolitan Transportation Authority

Metro Planning Report

New Starts AA Transit Corridors

- Crenshaw Corridor***
- Regional Connector***
- Westside Extension***
- Eastside Transit Corridor Phase 2***

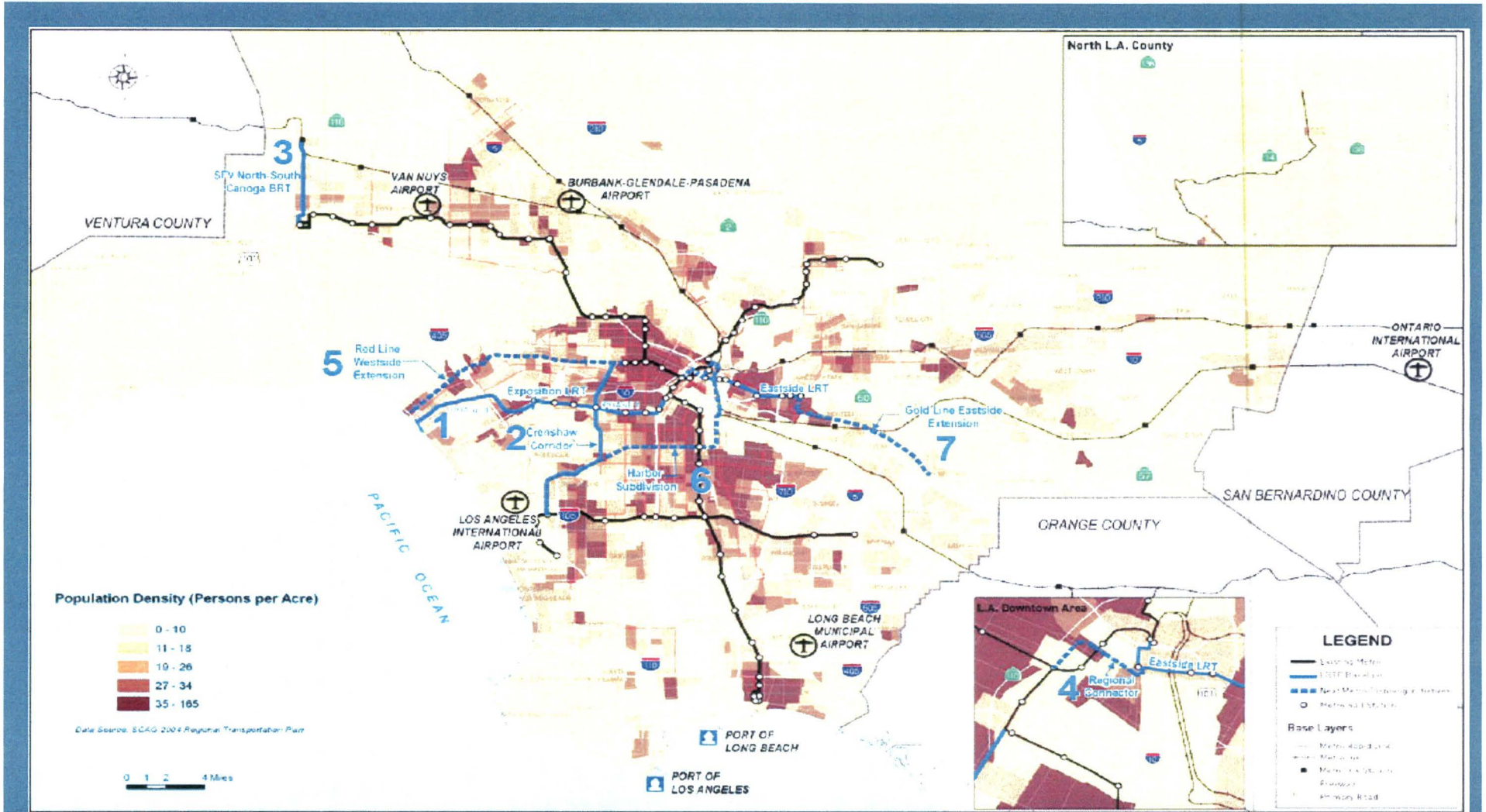


FTA Quarterly Review – December 5, 2007



Metro

New AA Corridor Initiatives



Crenshaw-Prairie Transit Corridor Study Area

- Approximately 10 miles in length
- Includes portions of 5 jurisdictions – Los Angeles, Inglewood, Hawthorne, El Segundo, and Los Angeles County



Crenshaw-Prairie Transit Corridor

Accomplishments in the Last Quarter:

- Early Scoping Notice Publish Date: Oct. 2nd
- Agency\Public Scoping meetings: Oct. 15th, 16th, 17th, & 20th
- Comment Period Ends: Nov. 5th

Next Steps:

- Prepare:
 - Scoping Report
 - SAFTEA-LU Section 6002 Coordination Plan
 - Screening Report
- Continue Outreach Efforts



Metro

Regional Connector Transit Corridor Study Area



Regional Connector Transit Corridor

Accomplishments in the Last Quarter:

- Early Scoping Notice Publish Date: Oct. 31st
- Agency\Public Early Scoping meetings: Oct.30th, Nov.6th, & 7th
- Comment Period Ends: Nov. 21st

Next Steps:

Prepare:

- - Scoping Report
- - Screening Report
- Continue Outreach Efforts



Metro

Westside Extension Transit Corridor- Study Area



Westside Extension Transit Corridor

Accomplishments in the Last Quarter:

- Early Scoping Notice Publish Date: Oct. 1st
- Agency\Public Early Scoping meetings: Oct 9th, 11th, 16th, 17th & 18th
- Comment Period End: Nov. 1st

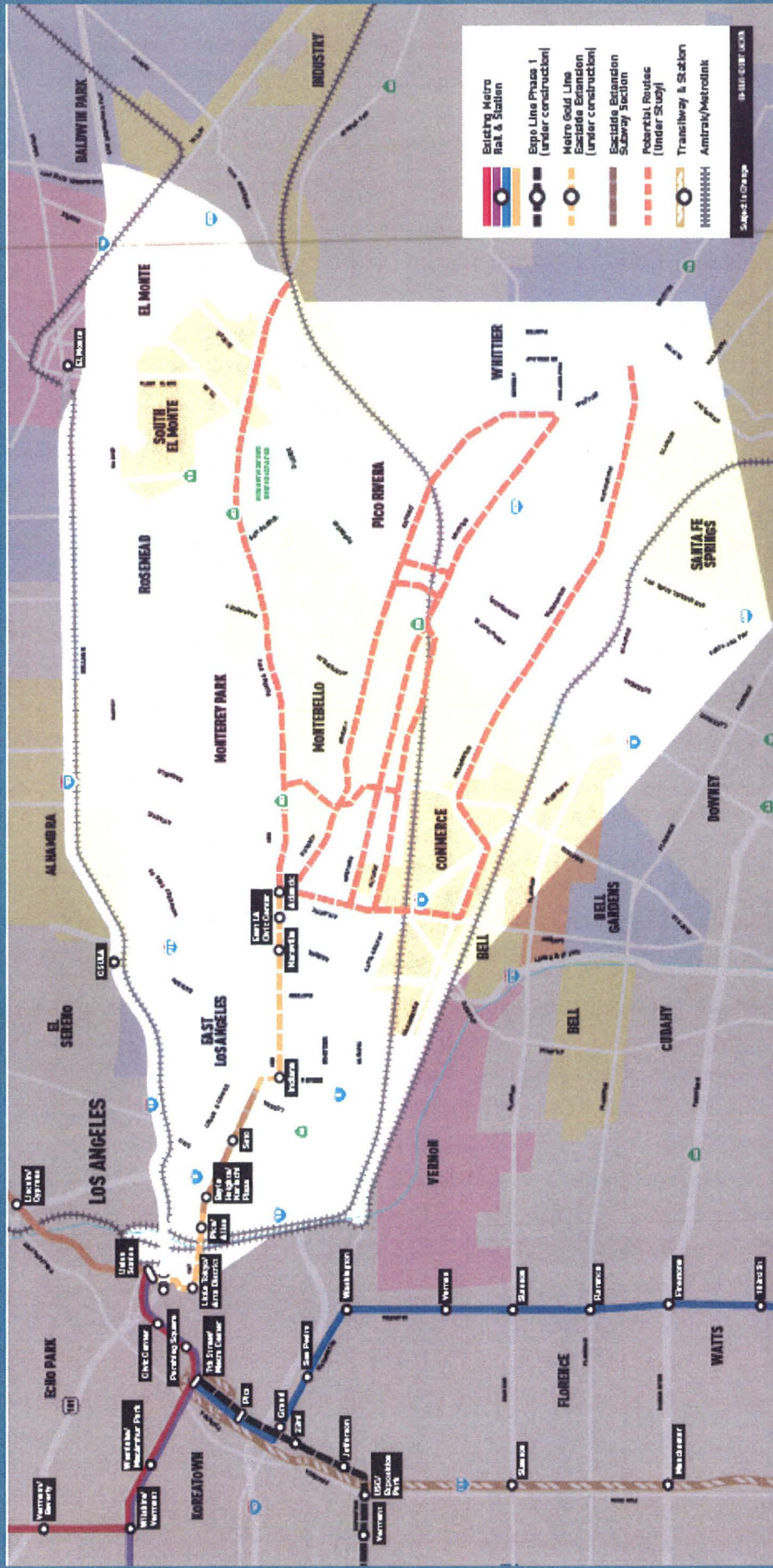
Next Steps:

- Prepare:
 - Scoping Report
 - Screening Report
- Continue Outreach Efforts



Metro

Eastside Transit Corridor Phase 2 – Study Area



Eastside Transit Corridor Phase 2 – Study Area

Accomplishments in the Last Quarter:

- Early Scoping Notice Publish Date: Oct. 31st
- Agency\Public Early Scoping meetings: Nov 8th, 10th, 14th, & 15th
- Comment Period End: Nov. 30th

Next Steps:

- Prepare:
 - Scoping Report
 - Screening Report
- Continue Outreach Efforts



Metro

Current Activities: Mode Choice Model Update

Model Refinements Completed

- Separate BRT from general express-bus mode
- Update Metro Rapid bus speed curves
- Fine-tune constants for BRT and Metro Rapid Bus modes

On-going Model Re-Validation

- Rework network coding
- Revise model in Feb/March 2008
- Present model to FTA in March 2008



Metro

Modeling Oversight Consultant

Purpose

- Consistency
- Reasonableness of forecasts

Discussions with FTA Office of Planning

Phase I – Design Stage (Contract in Place)

- Expert panel (FTA/PBQD/DMJM)
- Modeling guidelines and quality control manual

Phase II – Application Stage (Procuring Contract)

- Compilation and digest of modeling results
- Monthly reporting by Oversight Consultant



Metro

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

New FTA Action Items Status – August 29, 2007

New Action Items	There was one (1) New Action Items that was identified at the August 29, 2007 FTA Quarterly Review Meeting as indicated below with their disposition in italic:
01-08/29/07	Within thirty days, the LACMTA will provide the PMOC a checklist of outstanding issues and quality records, to identify what steps need to be taken to secure the timely certification of vehicles.
	Status: Pending

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

Outstanding FTA Action Items Status – May 30, 2007

Outstanding Action Items	There were three (3) Outstanding Action Items that were identified at the May 30, 2007 FTA Quarterly Review Meeting as indicated below with their disposition in italic:
01-05/30/07	<p>The LACMTA will provide the CPUC a draft copy of the MGLLE Safety and Security Management Plan (SSMP) for review.</p> <p>Status: Pending <i>The LACMTA will provide the CPUC a draft copy of the MGLLE Safety and Security Management Plan (SSMP).</i></p>
02-05/30/07	<p>The LACMTA will provide the FTA/PMOC advanced notice of P02550 vehicle testing at the Pittsburg, CA Assembly Plant.</p> <p>Status: Pending <i>A site meeting was held on July 10, 2007 with representatives of FTA Region IX, the CPUC and PMOC attending. However, no testing was witnessed at the meeting.</i></p>
05-05/30/07	<p>The LACMTA will provide the FTA/PMOC environmental determination on the driveway access associated with the Trade Tech School located adjacent to the Exposition LRT alignment.</p> <p>Status: Partially Completed <i>The EMLCA has provided the FTA information regarding the environmental determination request on the driveway access associated with the Trade Tech School, located adjacent to the Exposition alignment, complete with attached drawings and schedule. To evaluate the submitted information regarding the environmental determination on the driveway access, the FTA has requested that the Authority complete the submittal with additional supporting documents, illustrating the proposed street and sidewalk arrangements.</i></p>

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

Outstanding FTA Action Items Status – February 28, 2007

Outstanding Action Items	There was one (1) Outstanding Action Item that was identified at the February 28, 2007 FTA Quarterly Review Meeting as indicated below with their disposition in italic:
09-02/28/07	The LACMTA will provide the FTA/PMOC environmental determination on the Atlantic Station parking structure and traction power substation relocation.
	Status: Pending