

Los Angeles County  
Metropolitan Transportation Authority

February 27, 2008

# FTA Quarterly Review Briefing Book



**Metro**

# P2550 Light Rail Vehicle Program



FTA Quarterly Review  
February 27, 2008

# P2550 Light Rail Vehicle

## - Overview -

- P2550 program consists of acquisition of 50 Base vehicles plus Options for two - 50 vehicle orders from AnsaldoBreda. - Project is two years behind schedule
- 18 Vehicles are in Pittsburg, CA in Final Assembly – 3 in transition from Italy to Pittsburg
- 7 Vehicles are at Metro Gold Line in Post Arrival Testing
- 2 Prototype Vehicles at Green Line (701 & 702) to be returned to Pittsburg for retrofit to final configuration
- LRV's 706 & 708 are in final preparation for Conditional Acceptance.

## Plan For Cars 706 & 708 Conditional Acceptance

- Developed Critical Items List depicting status of Testing, CDRL Submittals, FAI's & Field Finding Reports
- Project Team met this month with AB management and engineering staff for a two week working session in AB plant in Italy, to close critical open items
- From approximately 300 critical open items only 60 items remained at the conclusion of working meeting
- The remaining open items are being closed during daily working conference with AB engineering in Pistoia, Italy

# CPUC Safety Certification

- CPUC required specification compliance documentation is near completion for submittal
- CPUC required static and dynamic vehicle tests have been conducted and demonstrated to CPUC Staff
- Operator and Maintenance staff training is ongoing
- Operation and Maintenance manuals have been submitted

# P2550 Light Rail Vehicle Program - Summary -



# P2550 Light Rail Vehicle Program

## - Summary -

- Significant progress has been made in resolution of safety critical technical open items. EMI emissions testing and ATP/TWC system design approval is near completion.
- Project Team has visited both Pittsburg and Pistoia plants to address QA/QC issues.
- Also the weight mitigation issues, the program schedule and commercial issues have been discussed with AB Management for action.

## P2550 Light Rail Vehicle Program Summary (continued)

- Safety Certification process with CPUC is progressing well and several static and dynamic demonstration tests have been performed for CPUC and FTA engineers
- Cars 706 & 708 have been placed in Burn-in program and vehicles performances have been monitored. To date car 706 has accumulated 1,397 miles and car 708 has 1,861 miles.
- Project Team is considering Conditional Acceptance of the first vehicle by the end of February.





# AGENDA

## FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

Los Angeles County  
Metropolitan Transportation Authority  
Wednesday, February 27, 2008 – 10:00 a.m.  
Gateway Conference Room – 3<sup>rd</sup> Floor

### I. OVERVIEW

- A. FTA Opening Remarks
- B. Metro Management Overview
- C. Financial Plan Status
- D. Legal Issues
- E. General Safety and Security Issues
- F. 2550 Rail Vehicle Program

### PRESENTER

Leslie Rogers  
Roger Snoble  
Terry Matsumoto  
Charles Safer  
Jack Eckles  
Richard Lozano

### II. METRO CONSTRUCTION REPORTS

- A. Construction Project Management Overview
- B. Metro Gold Line Eastside Extension
  - Issues/Accomplishments
  - Construction Safety
  - Schedule Status (*Critical Path*)
  - Cost/Budget Status (*Construction, Design, PM, Contingencies*)
  - Quality Assurance
  - Construction Contracts Update
    - C0803 Tunnel, Stations, Trackwork & Systems
    - C0802 101 Freeway Bridge Overcrossing
  - 1<sup>st</sup> Street Bridge
  - Midway Yard – Central Maintenance Facility
- C. Mid City/Exposition LRT Project

Rick Thorpe  
Dennis Mori

Eric Olson

### III. METRO PLANNING REPORTS

Carol Inge

### IV. ACTION ITEMS

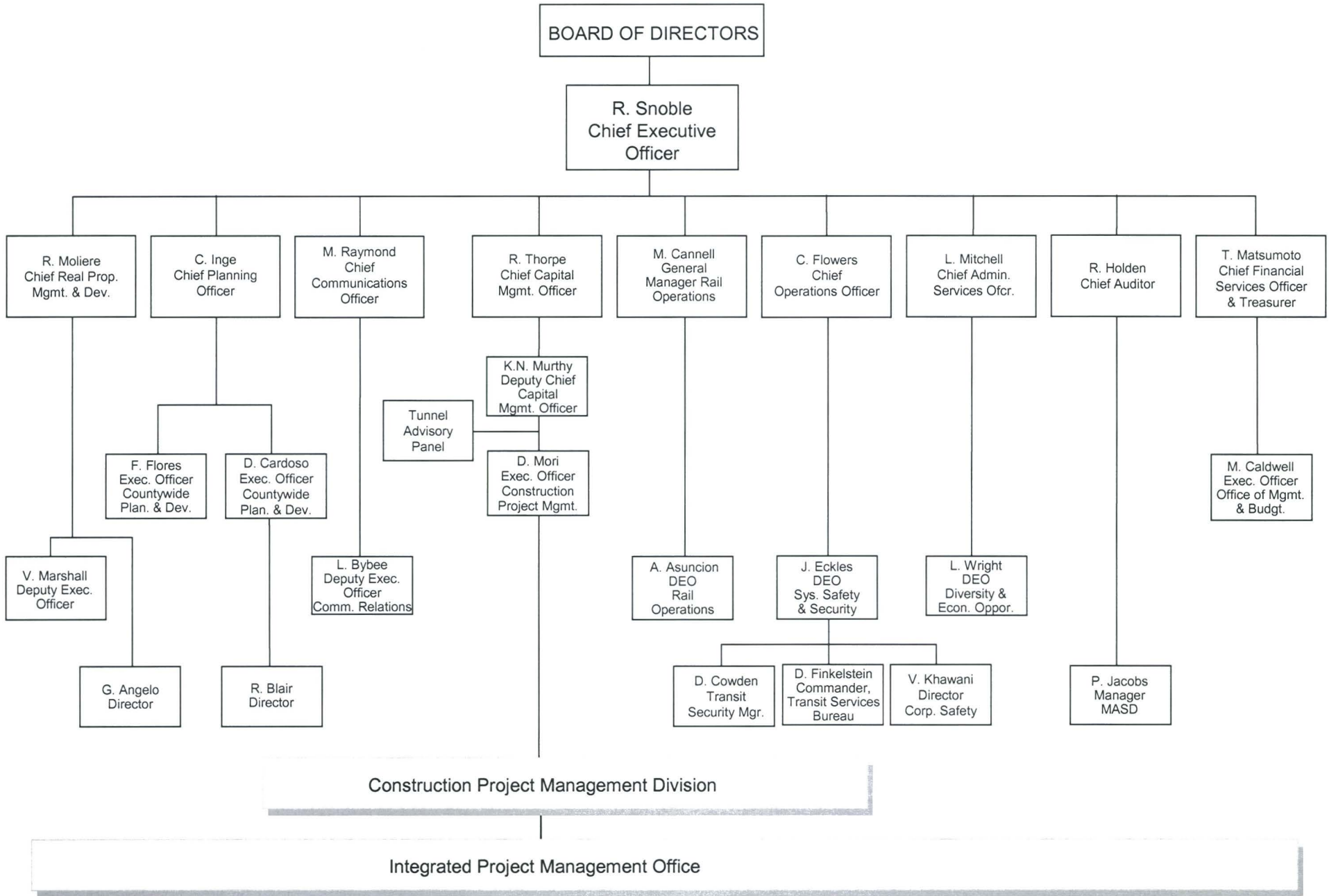
FTA/PMOC

### V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County  
Metropolitan Transportation Authority  
Wednesday, May 28, 2008  
Gateway Conference Room – 3<sup>rd</sup> Floor

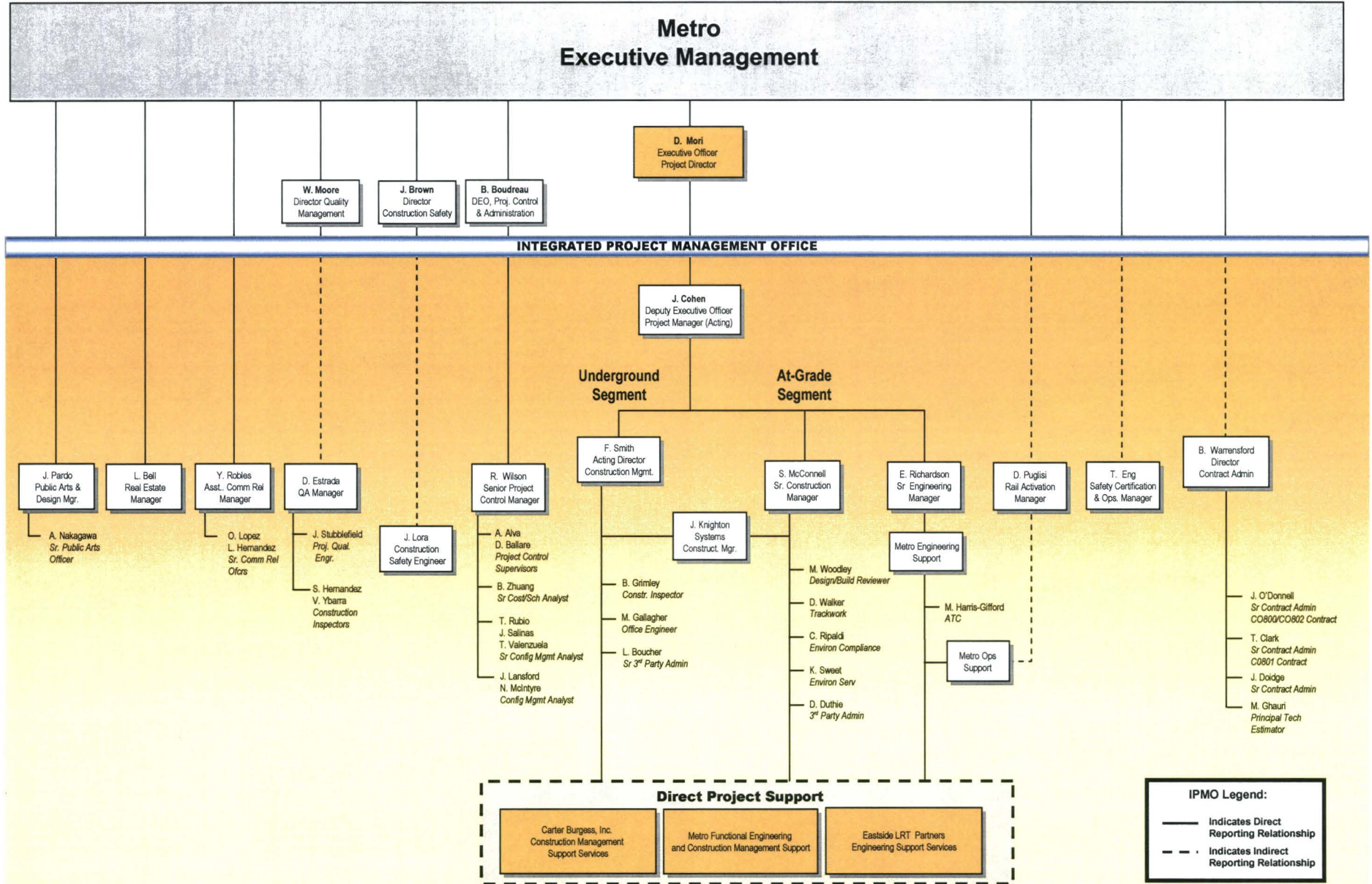


## Metro's Executive Management Organization



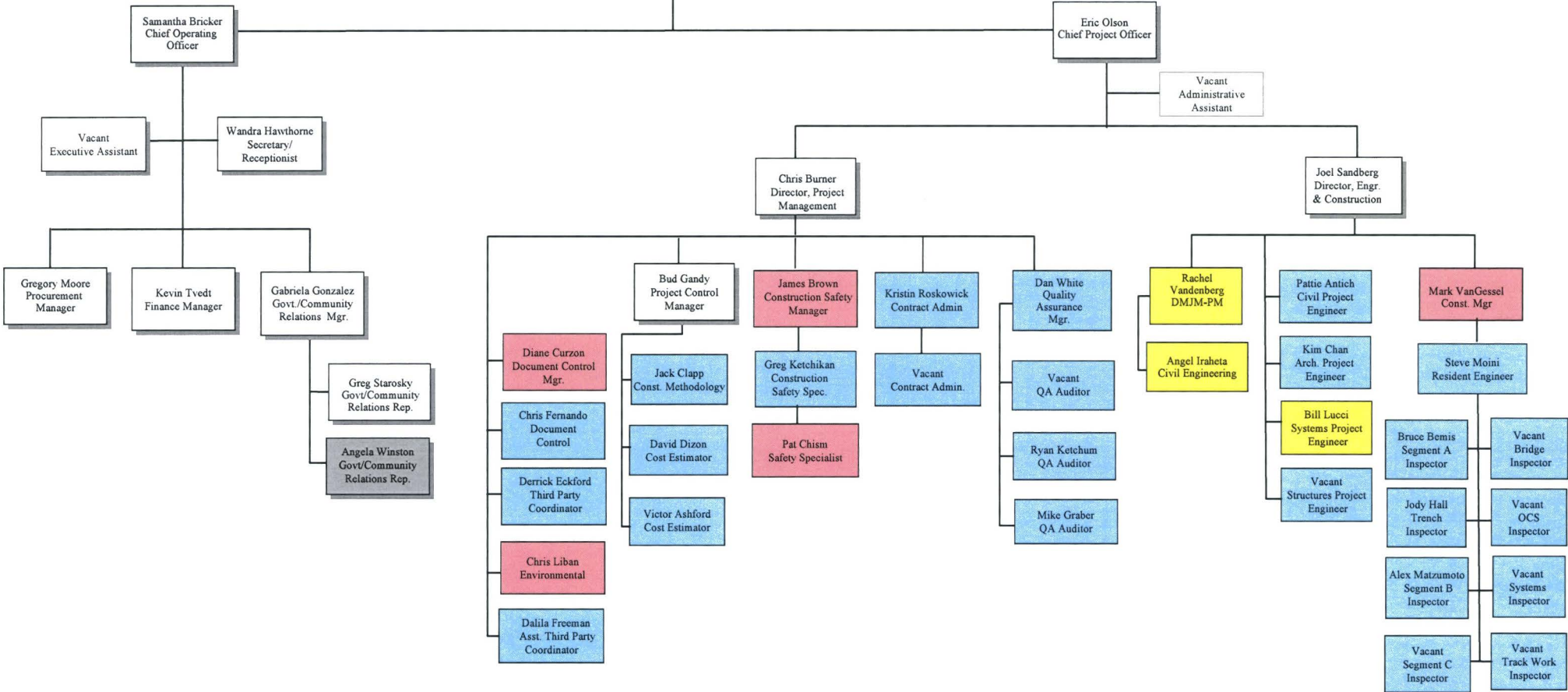
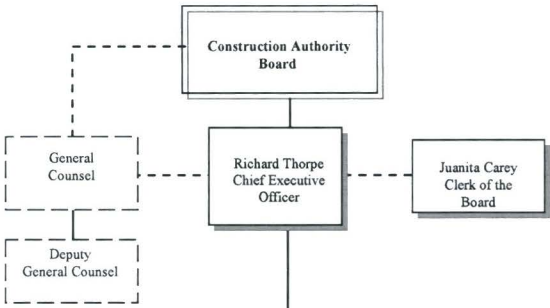


# Metro Gold Line Eastside Extension Project Management Organization Structure



# Construction Authority Organization Chart

	Expo Authority
	MTA
	Design Consultant
	Construction Mgmt. Consultant
	Future Expo Authority
	Other



**Metro Non-Technical Functional Support**

- Real Estate
- Finance
- Planning
- Risk Management
- Human Resources
- Art

**Metro Technical Support**

- Cost Estimating
- Contracts
- Scheduling
- Metro Security
- Engineering
- Construction

**DMJM Technical Support**

- Structural Eng
- Geotechnical
- Traffic Eng
- Electrical Eng
- Mechanical Eng

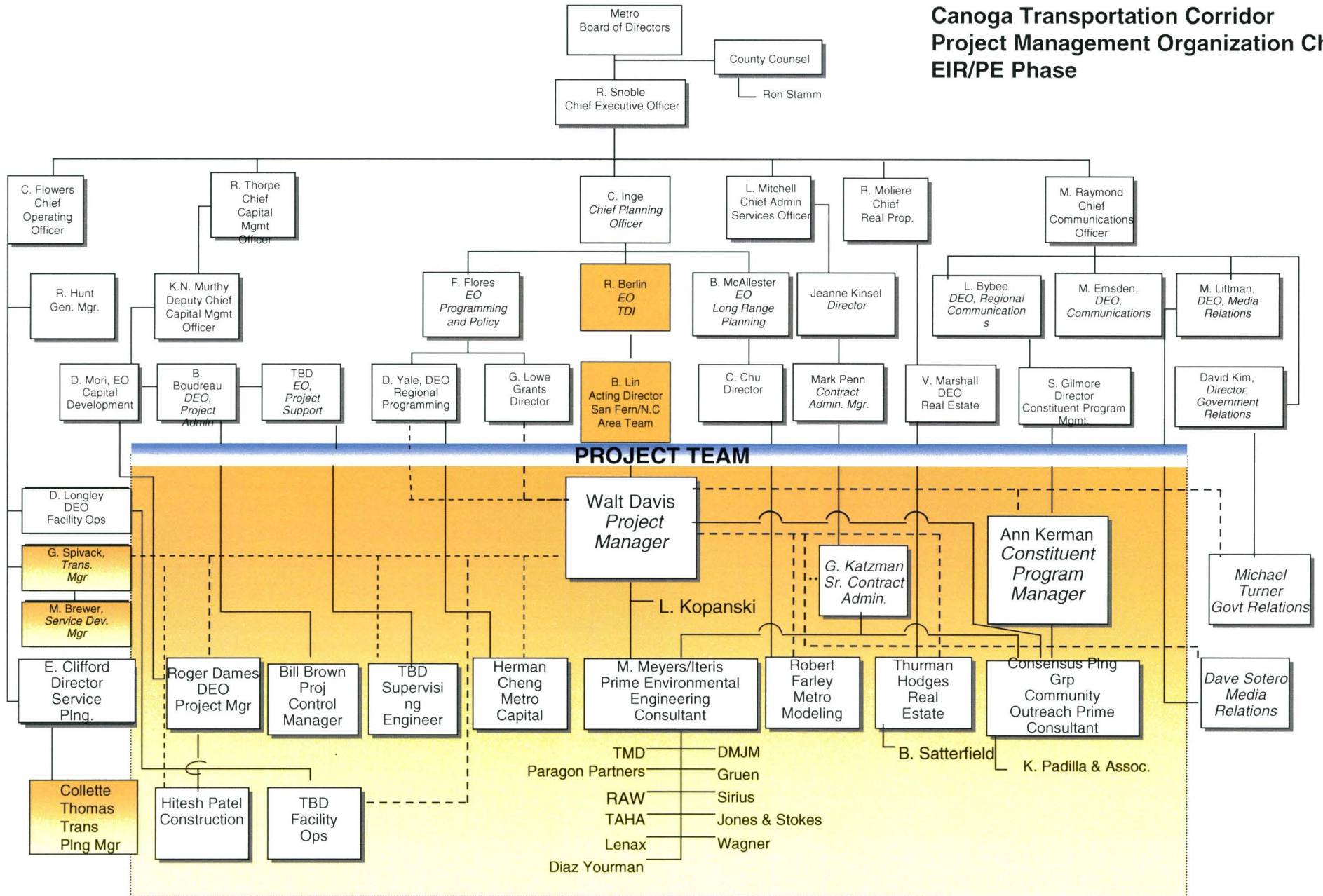
**Carter Burgess CM Support**

- Safety Support
- UFS Support





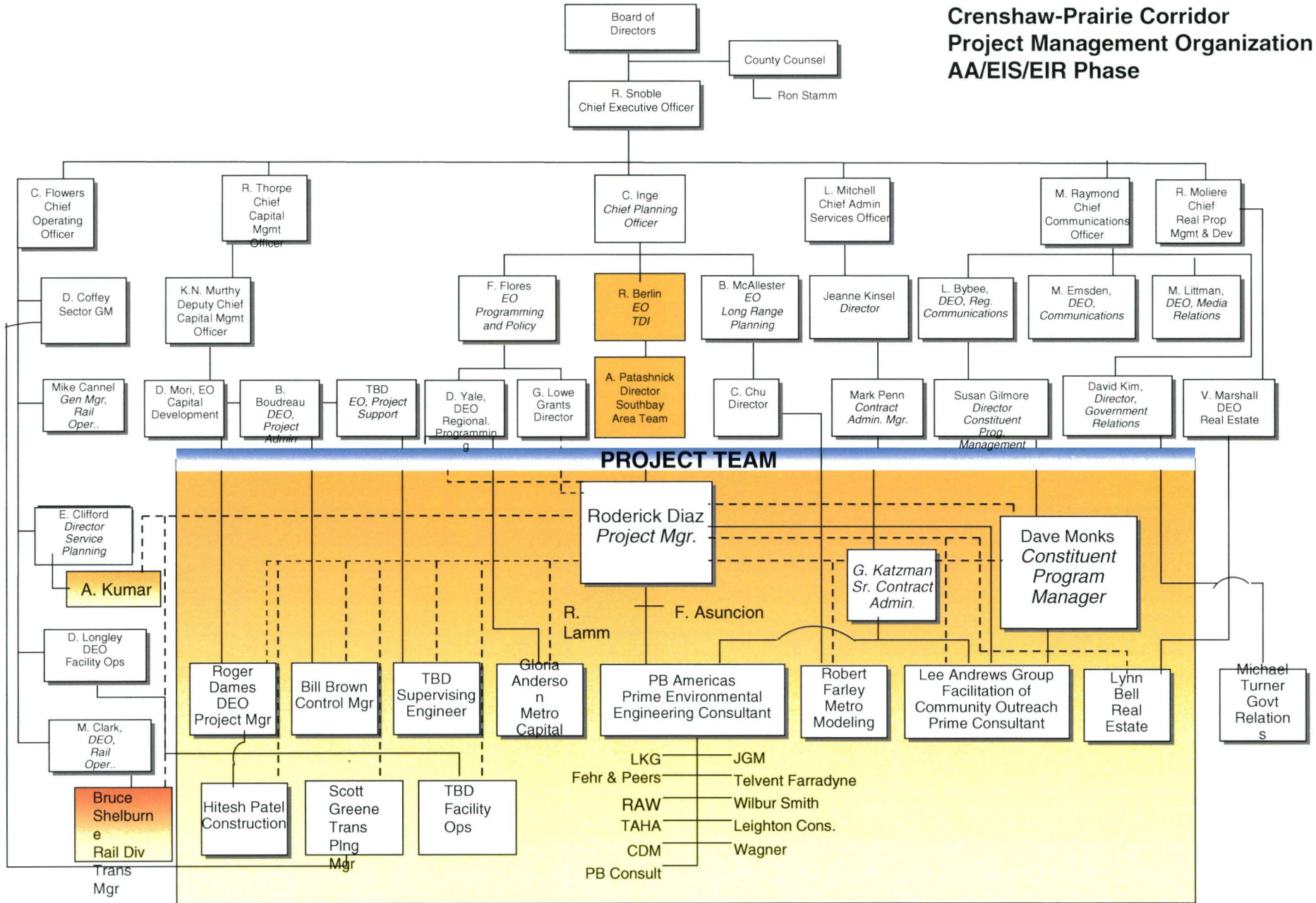
# Canoga Transportation Corridor Project Management Organization Chart EIR/PE Phase



January 28, 2008

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

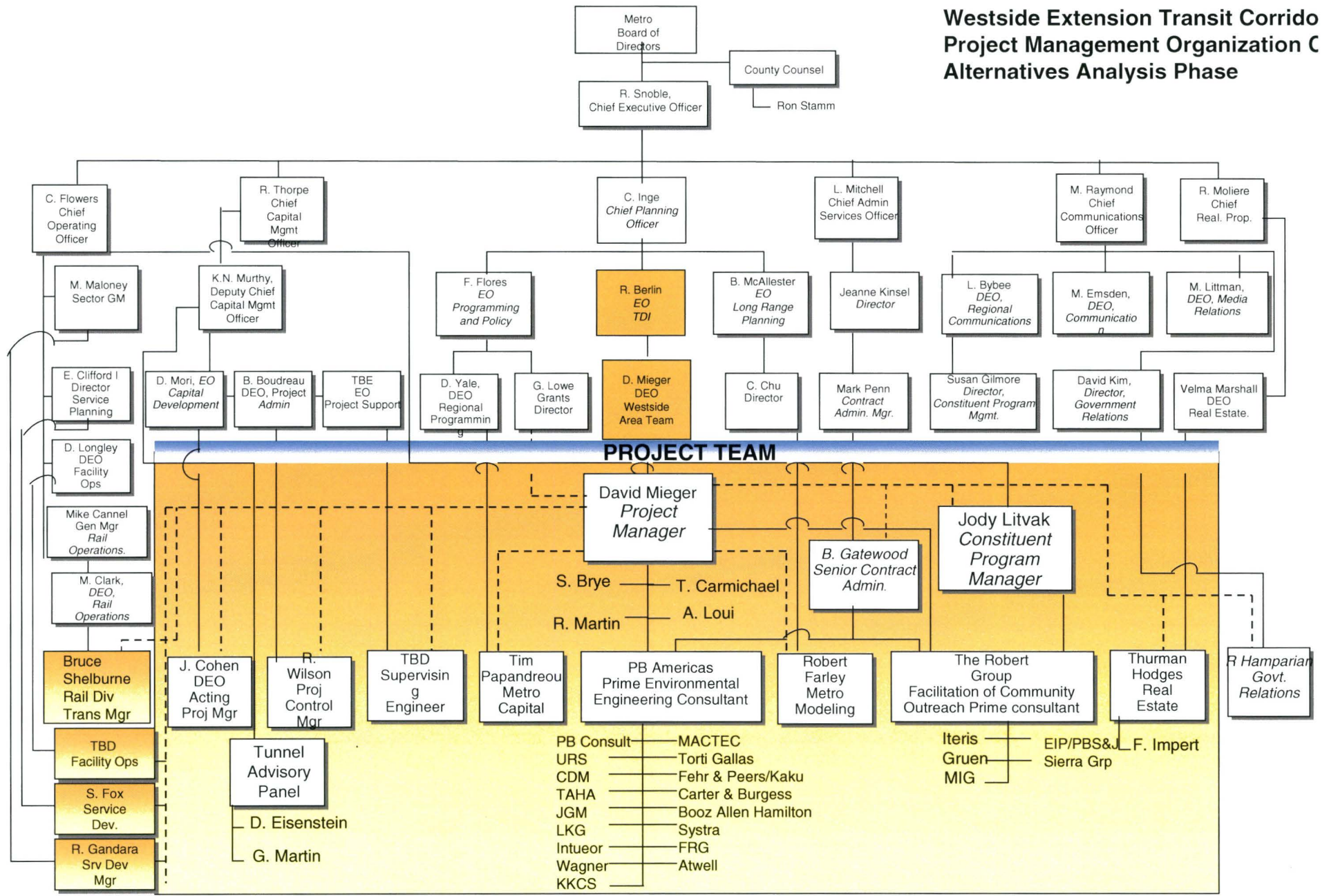
# Crenshaw-Prairie Corridor Project Management Organization CI AA/EIS/EIR Phase



January 28, 2008

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

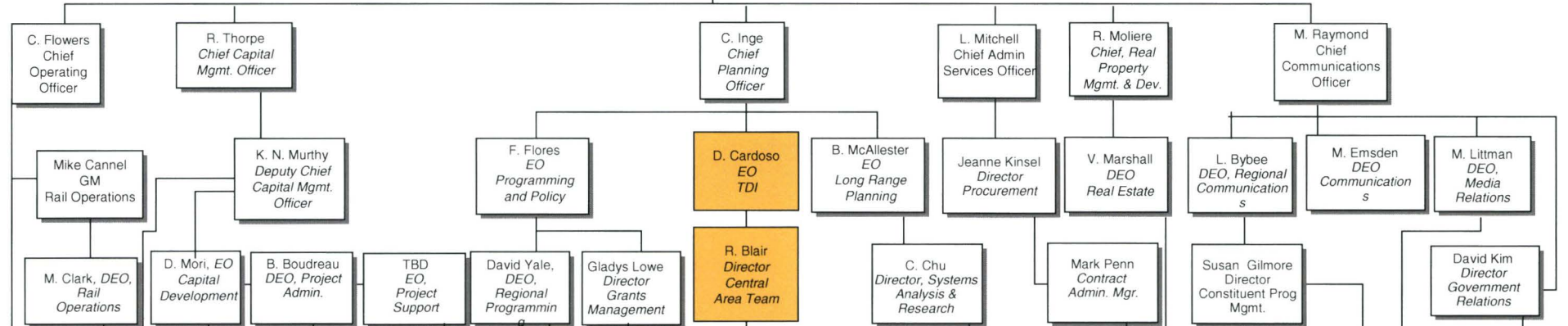
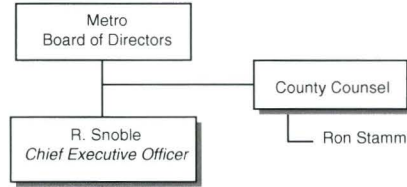
# Westside Extension Transit Corrido Project Management Organization C Alternatives Analysis Phase



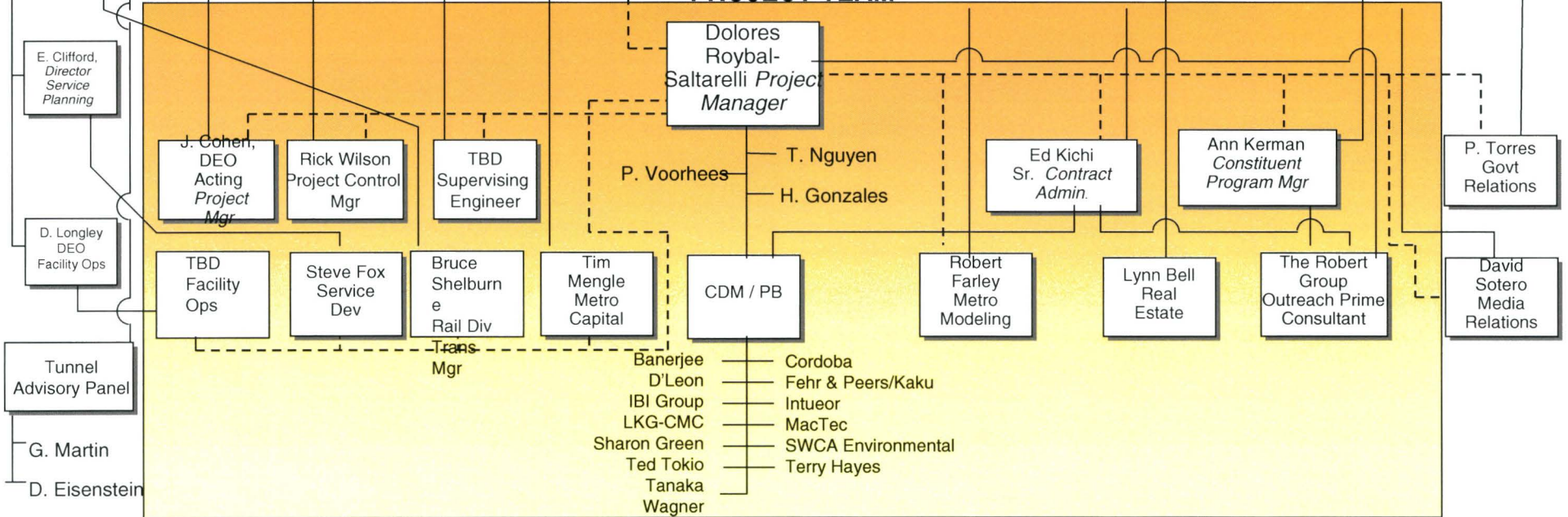
January 28, 2008

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

# Regional Connector Transit Corridor Project Management Organization Chart Alternatives Analysis Phase



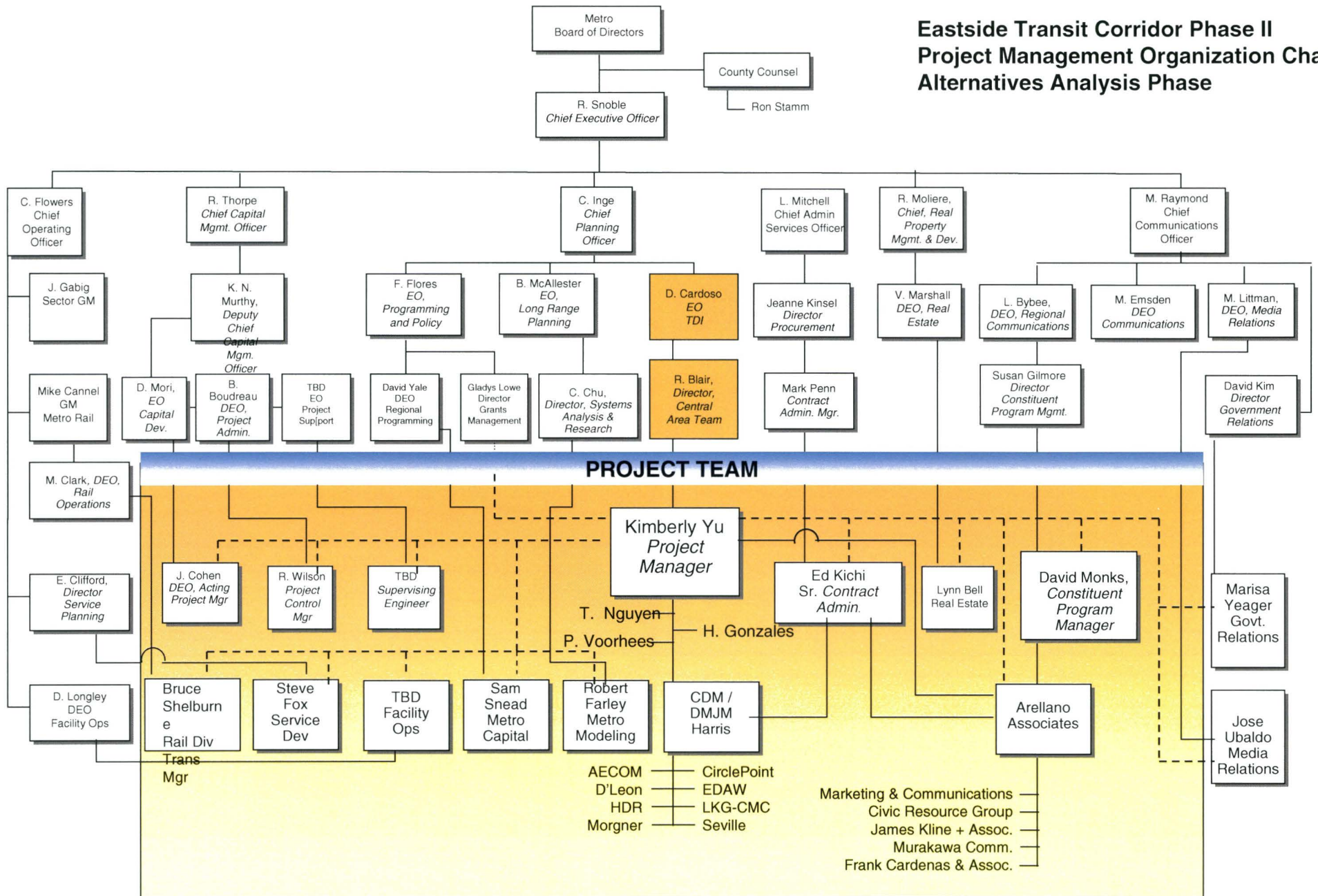
## PROJECT TEAM



January 28, 2008

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

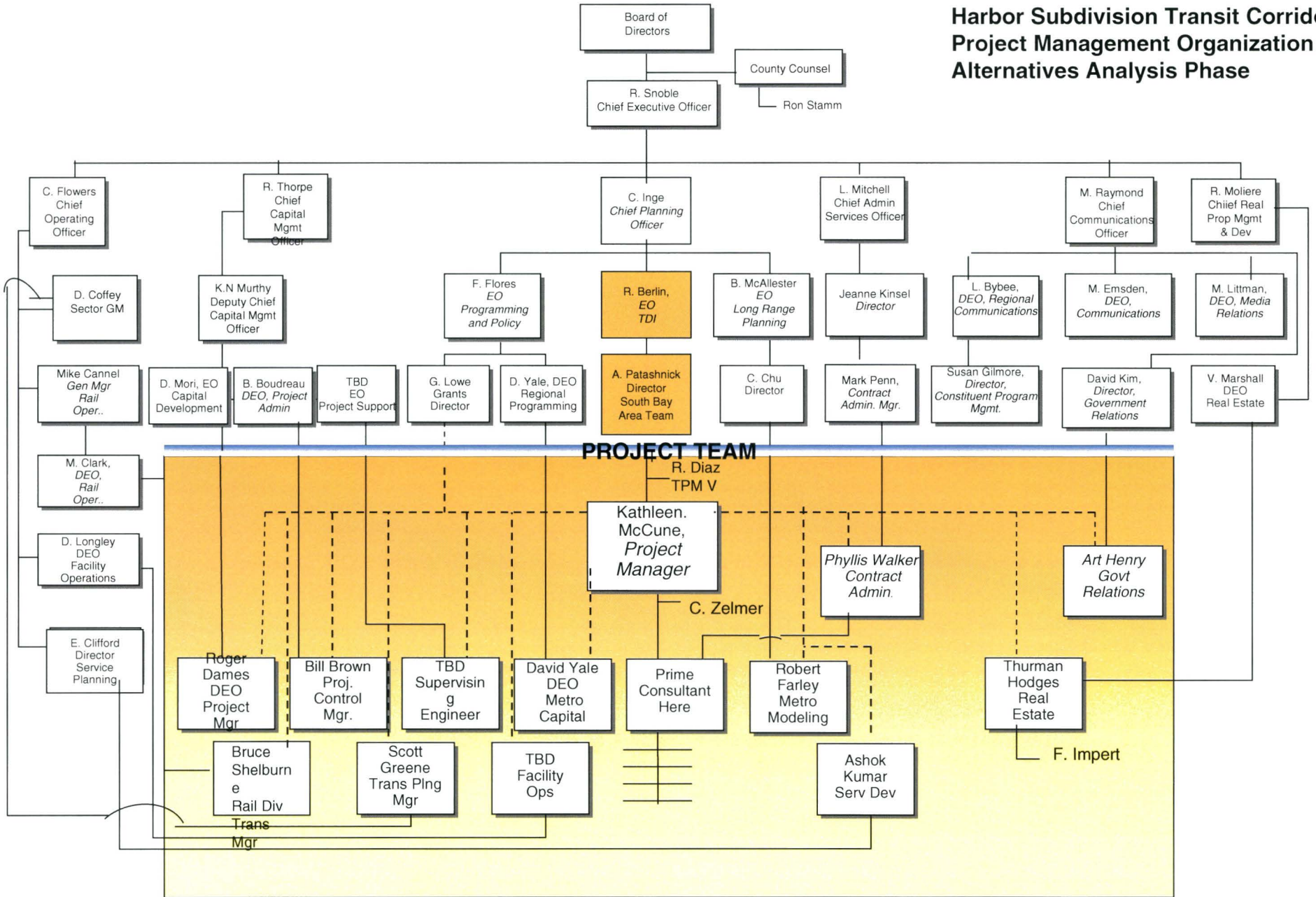
# Eastside Transit Corridor Phase II Project Management Organization Chart Alternatives Analysis Phase



January 28, 2008

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

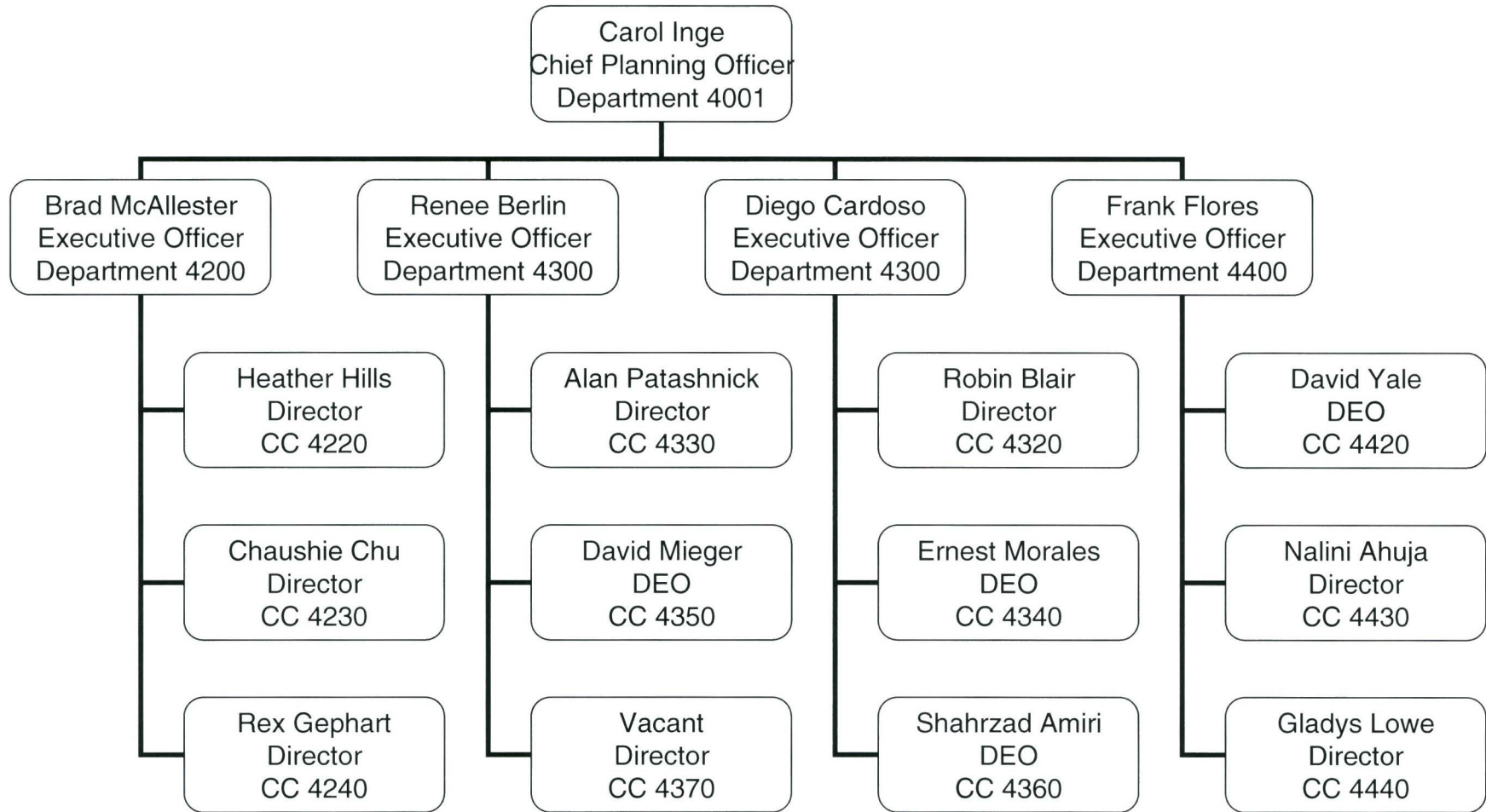
# Harbor Subdivision Transit Corridor Project Management Organization CI Alternatives Analysis Phase



January 28, 2008

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

# Countywide Planning & Development



January 28, 2008





METROPOLITAN TRANSPORTATION AUTHORITY

**GOVERNMENT RELATIONS**  
**2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX**  
 January 2008

STATE ASSEMBLY			
BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
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	Suspense file
AB 900 (Núñez)	Expands the voting membership of the California Transportation Commission	Support	Amended to a different subject it is now AB 1672
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	Failed passage
AB 1326 (Houston)	Would remove the escalation clause automatically adjusting procurement thresholds applicable to Metro	Support	Chaptered
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	In trailer SB 88
AB 1351 (Levine)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Support	2 year bill
AB 1672 (Núñez)	Expands the voting membership of the California Transportation Commission	Support	Chaptered

**GOVERNMENT RELATIONS**  
**2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX**  
**January 2008**

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	Assembly Appropriations Committee
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	Amended into SB 88 bond implementation trailer bill
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	2 year bill
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	Chaptered

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.

1/11/2008

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	2 year bill
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	2 year bill
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	Amended into SB 88
SB 717 ( Perata)	Modifies the allocation of Proposition 42 funds that flow into the Public Transportation Account.		Chaptered
SB 724 (Kuehl)	Would specify an expedited process for Exposition Construction Authority grade crossing applications	Support	2 year bill
SB 748 (Corbett)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Oppose	2 year bill
SB 803 (Lowenthal)	Would require that projects utilizing a community conservation corps be given priority in the allocation of transportation enhancement funds.	Support	Vetoed
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	Vetoed
SB 974 (Lowenthal)	Requires the Ports of Los Angeles, Long Beach and Oakland to impose container fees	Work with Author	Inactive file

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.

1/11/2008

**GOVERNMENT RELATIONS**  
**2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX**  
**January 2008**

**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"> <li>• 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.”</li> </ul>	<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>November 12, 2007: legislative language included in the FY08 Transportation Appropriations bill adopted on Senate floor</p> <p>December 26, 2007 – language is enacted into law with passage of H.R. 2764 – Omnibus Appropriations Bill (Public Law No: 110-161)</p>

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.

1/11/2008

<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 &amp; 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>
<p>S. 1926 Dodd</p>	<p>S. 1926 seeks to establish a National Infrastructure Bank to provide funding for qualified infrastructure projects.</p>	<p>August 1, 2007: Read twice and referred to Senate Committee on Banking, Housing, and Urban Affairs</p>

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.

1/11/2008

**GOVERNMENT RELATIONS**  
**2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX**  
**January 2008**

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.	<p>March 12, 2007: Referred to House Committee on Ways and Means as well as Committee on Oversight and Government Reform</p> <p>February 28, 2007: Read twice and referred to the Senate Committee on Finance</p> <p>Mar 12, 2007: Referred to House Oversight and Government Reform</p>
H.R. 2783 Tauscher	H.R. 2783 provides federal reimbursement for mass transportation services as a result of a highway emergency.	<p>June 19, 2007: House Transportation and Infrastructure Committee</p> <p>June 20, 2007, referred to the Subcommittee on Highways and Transit</p> <p>August 1, 2007: language from H.R. 2783 is included in a SAFETEA-LU technical corrections bill (H.R. 3248) adopted by the House</p>
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 Committee on Energy and Commerce and Senate Committee on Environment and Public Works

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.

1/11/2008

<p>H.R. 2701 Oberstar</p>	<p>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.</p>	<p>June 20, 2007: House committee/subcommittee actions. Status: Ordered to be Reported (Amended) by Voice Vote</p>
<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> <p>December 26, 2007 – language is enacted into law with passage of H.R. 2764 – Omnibus Appropriations Bill (Public Law No: 110-161)</p>

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.

1/11/2008







COUNTY OF LOS ANGELES  
OFFICE OF THE COUNTY COUNSEL

648 KENNETH HAHN HALL OF ADMINISTRATION  
500 WEST TEMPLE STREET  
LOS ANGELES, CALIFORNIA 90012-2713

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

RAYMOND G. FORTNER, JR.  
County Counsel

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

January 16, 2008

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**

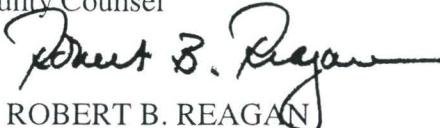
Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of December 31, 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 December 31, 2007

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham	BC150298, etc.	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.	Most of phase one of trial has been completed. Each party has submitted proposed statements of decision (SOD).
MTA v. Parson Dillingham	BC179027	MOS-1 and CA-03-0341, CA-90-X642	In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	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. The Court ruled neither party presented a prima facie case regarding their respective night work restriction claims. MTA has filed request for new trial on that issue.
----------------------------	----------------------	---------------------------	--	--



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

**STATUS REPORT AS OF DECEMBER 30, 2007**

**Parcel A1-250/Wilshire Vermont Station** - The site comprises a total of 6.85 acres. 1.02 acres at the northeast corner of Wilshire and Shatto and a 5.83-acre block bounded by Wilshire, Vermont, Sixth and Shatto. The 1.02 acre site is currently used as a Metro bus layover facility. A 2.59-acre portion of the block bordering on Sixth and Shatto was sold to LAUSD in July 2006 for construction of a middle school, which construction is scheduled to be complete in the third quarter of 2008. The remaining 3.24-acre portion of block, bordering on Wilshire and Vermont, has been developed with mixed-use residential/retail project. This portion of the site contains the Metro subway portal.

**Wilshire/Western Station** - Metro has entered into a long-term ground lease and other development and operational agreements with developer KOAR Wilshire Western LLC for the development of a mixed-use residential/retail development at the station site. The development will surround Metro's existing subway portal and will include a Metro bus layover facility. The development is currently 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 is working with the developer to determine if it is feasible and prudent to purchase an adjacent property and include it in the development.

**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/La Brea. The Board subsequently took action to defer construction of the Project. In the interim, the site will continue to house the Metro Customer Service Center and a portion leased to a retail outlet. The remainder of the site is leased to the City of Los Angeles for parking.

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

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

*Universal City Station* – Metro Board authorized the CEO in January 2007 to enter into exclusive negotiations with a developer for the development of a mixed-use retail, office and production facility project with subterranean and structured parking on Metro properties at this site. Staff is currently in negotiations.

**LACMTA 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.



Los Angeles County  
Metropolitan Transportation Authority

# DEC 2007

## METRO OPERATIONS MONTHLY PERFORMANCE REPORT







## Table of Contents

	Page
<b>San Fernando Valley Sector (SFV)</b>	<b>3</b>
<b>San Gabriel Valley Sector (SGV)</b>	<b>7</b>
<b>Gateway Cities Sector (GC)</b>	<b>11</b>
<b>South Bay Sector (SB)</b>	<b>15</b>
<b>Westside/Central Sector (WC)</b>	<b>19</b>
<b>Rail Performance</b>	<b>23</b>
On-time Service	
In-Service On-Time Performance	
Schedule Revenue Service Hours Delivered	
Mean Miles Between Chargeable Mechanical Failures	
<b>Bus Service Performance Systemwide</b>	<b>28</b>
In-Service On-Time Performance	
Scheduled Revenue Service Hours Delivered	
<b>Maintenance Performance</b>	<b>31</b>
Mean Miles Between Chargeable Mechanical Failures	
Past Due Critical Preventive Maintenance Program	
<b>Attendance</b>	<b>34</b>
Maintenance Attendance	
<b>Safety Performance</b>	<b>35</b>
Bus Accidents per 100,000 Hub Miles	
Bus Passenger Accidents per 100,000 Boardings	
Rail Accidents per 100,000 Revenue Train Miles	
Rail Passenger Accidents per 100,000 Boardings	
OSHA Injuries per 200,000 Exposure Hours	
Lost Work Days Paid per 200,000 Exposure Hours	
<b>Customer Satisfaction</b>	<b>40</b>
Complaints per 100,000 Boardings	
<b>New Workers' Compensation Claims</b>	<b>41</b>
New Workers' Compensation Claims per 200,000 Exposure Hours	
<b>"How You Doin'?" Incentive Program</b>	<b>42</b>
Monthly Metro Bus & Metro Rail	
Quarterly Metro Bus & Metro Rail	



## 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	Dec. Month	Status
<b>Bus Systemwide</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,176 444	3,434 73	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.67%	62.67%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.42	3.25	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.70	2.35	
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	Nov YTD 11.38	Nov. 11.56	
<small>**Div 15 Nov. '05 data excluded &amp; Dec. Data after shake-up</small>									
<b>SFV Sector</b>									
MMBMF No. of unaddressed road calls				3,319	3,619 432*	3,500	3,014 135	3,440 3	
In-Service On-time Performance	67.30%	67.47%	68.54%	65.19%**	65.60%	67.50%	66.49%	66.44%	
Bus Traffic Accidents Per 100,000 Miles						2.90	2.58	2.48	
Complaints per 100,000 Boardings	6.32	5.45	4.39	3.24	3.00	3.00	3.20	2.73	
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	Nov YTD 13.42	Nov. 14.93	
<small>**Div 15 Nov. '05 data excluded &amp; Dec. Data after shake-up</small>									
<b>Division 8</b>									
MMBMMF No. of unaddressed road calls				3,836	3,912 258*	3,500	3,027 97	3,508 2	
In-Service On-time Performance	70.09%	69.12%	69.78%	68.23%	67.48%	68.00%	67.21%	66.89%	
Bus Traffic Accidents Per 100,000 Miles						2.80	1.95	2.17	
Complaints per 100,000 Boardings	6.87	5.09	4.17	3.37	2.75	2.80	2.71	2.69	
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	Nov YTD 15.15	Nov. 18.51	
<b>Division 15</b>									
MMBMMF No. of unaddressed road calls				2,996	3,420 174*	3,500	3,004 38	3,390 1	
In-Service On-time Performance	66.13%	66.62%	67.84%	63.84%**	64.41%	67.00%	66.05%	66.17%	
Bus Traffic Accidents Per 100,000 Miles						3.00	3.05	2.71	
Complaints per 100,000 Boardings	6.01	5.70	4.55	3.14	3.16	3.20	3.55	2.75	
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	Nov YTD 12.53	Nov. 9.59	

\*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.

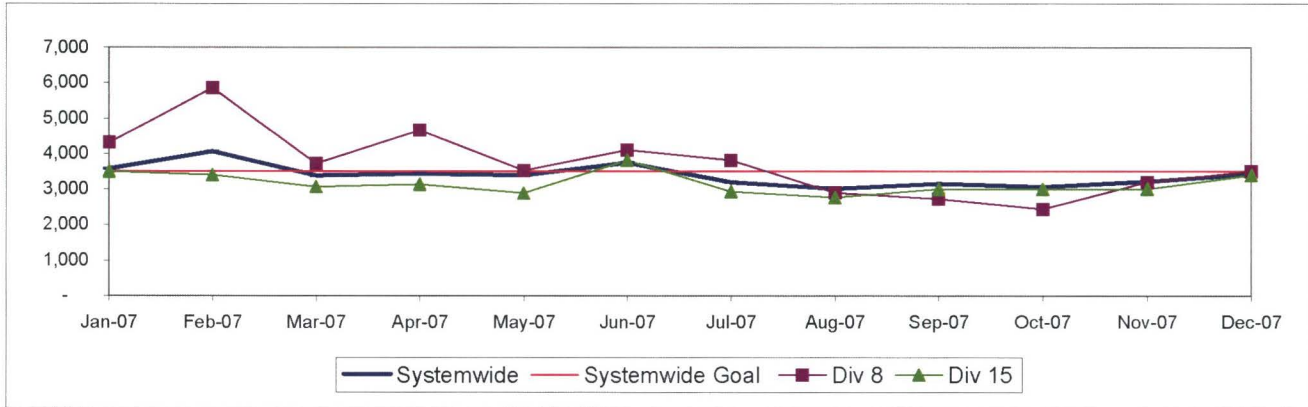
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

## 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)



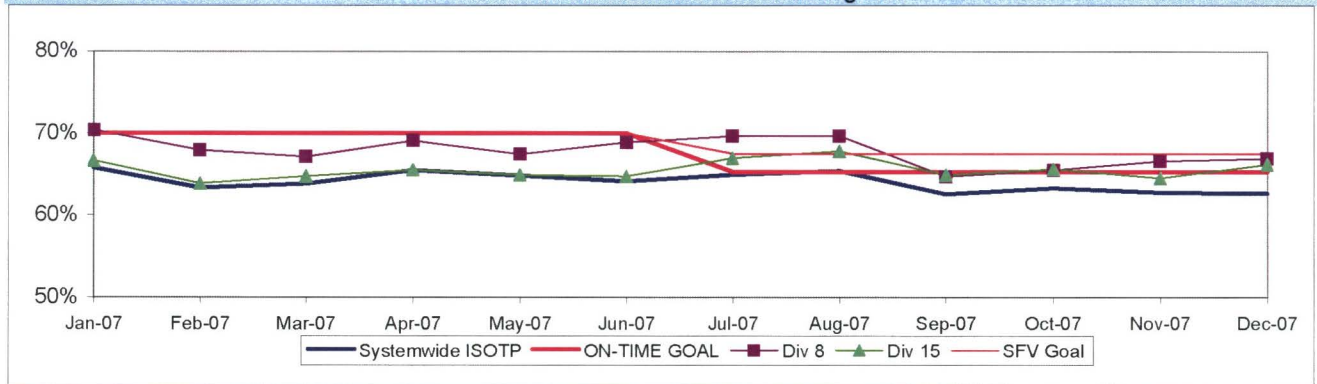
### IN-SERVICE ON-TIME PERFORMANCE\*

**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.)

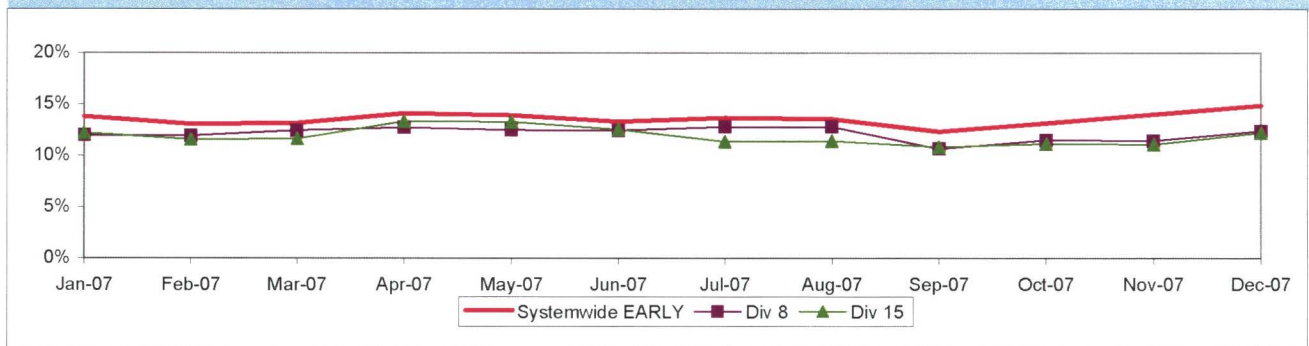
**Calculation:** ISOTP% = 1 - ((Number of buses departing early + Number of buses departing more than five minutes late) / (Total buses sampled))

\* Division 15 November data not available.

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



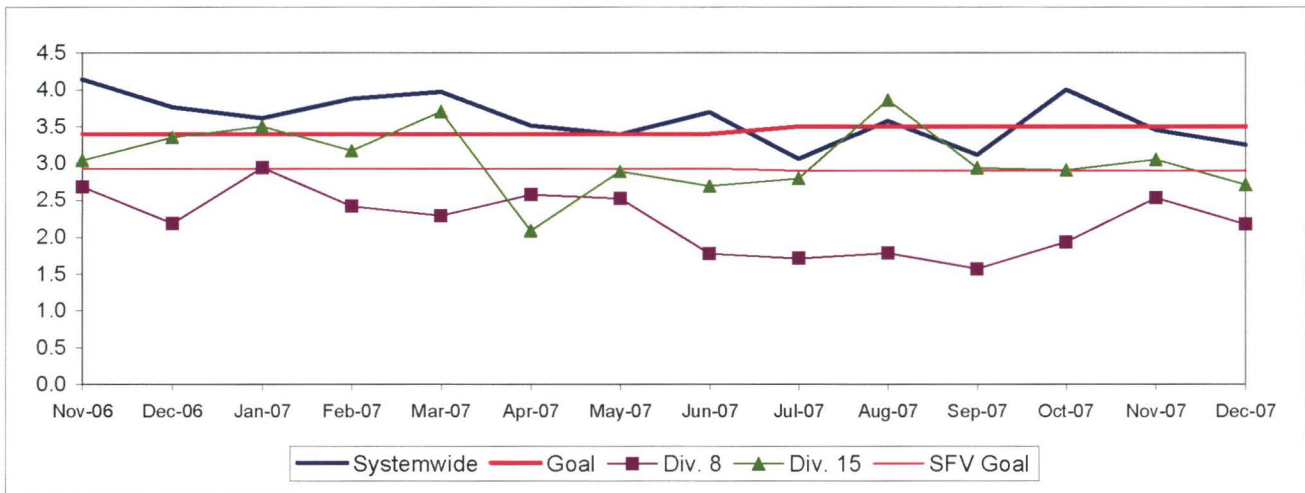
### Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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

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

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

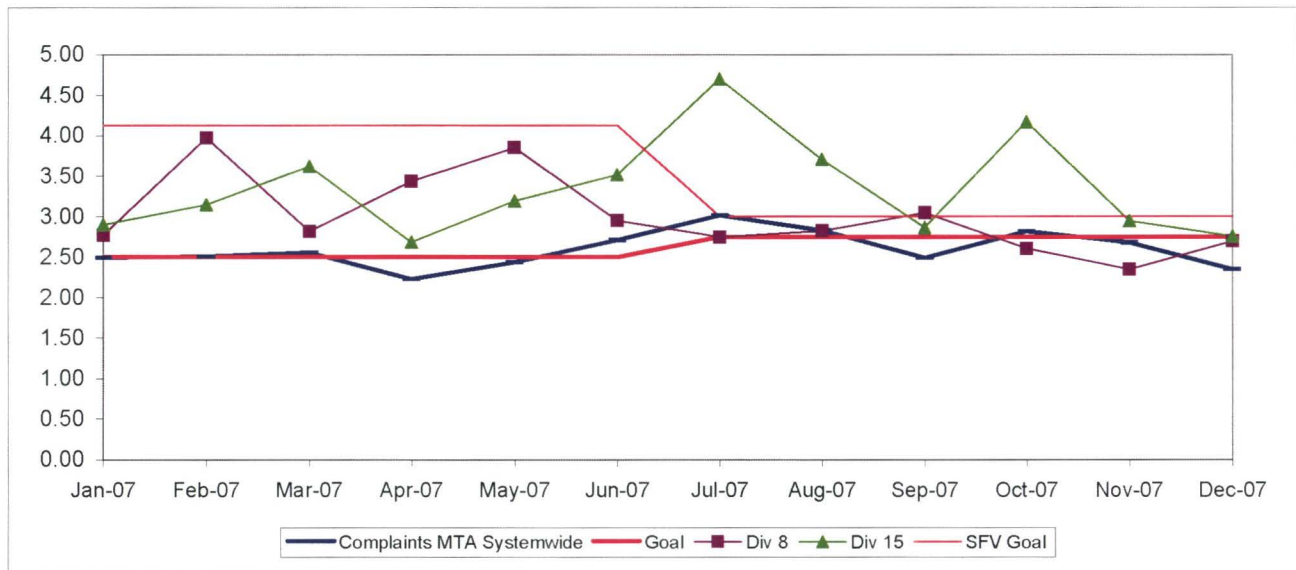


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

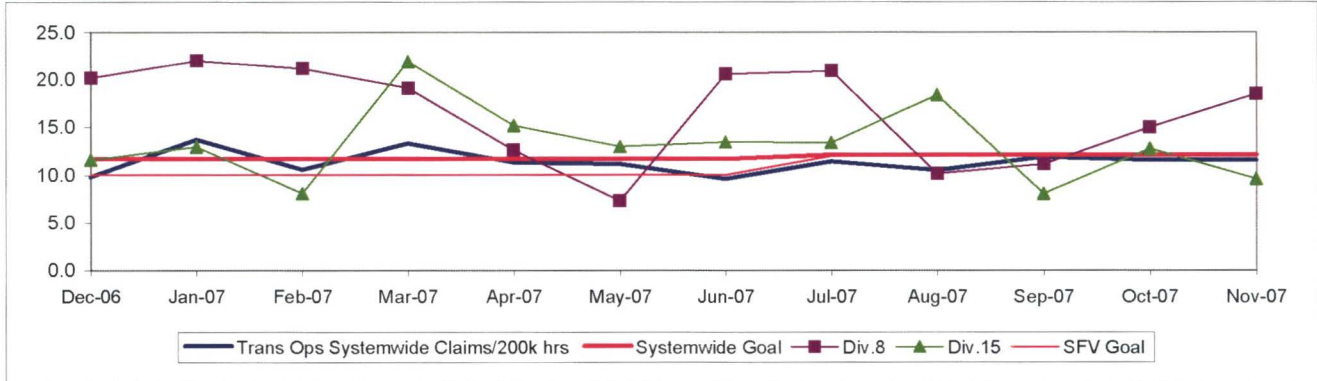


**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 8 and 15**

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

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

One month lag in reporting.

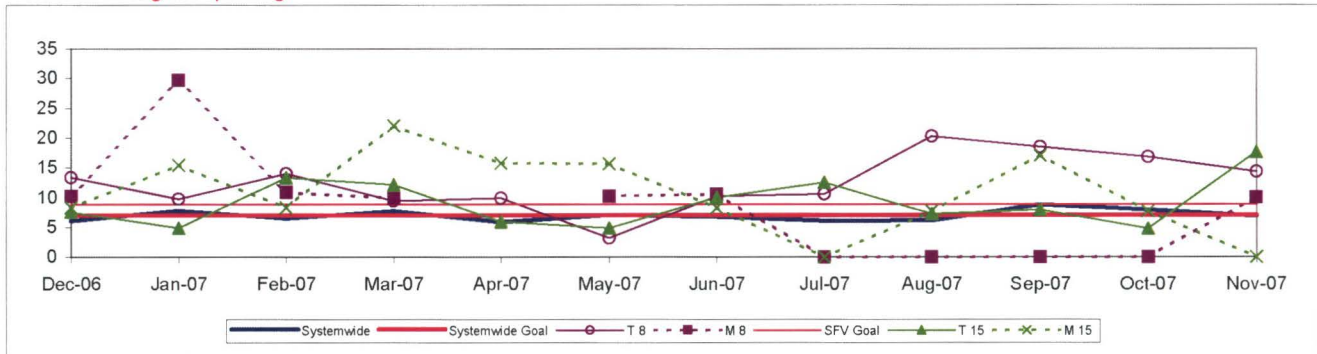


**OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 8 and 15**

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

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

One month lag in reporting.

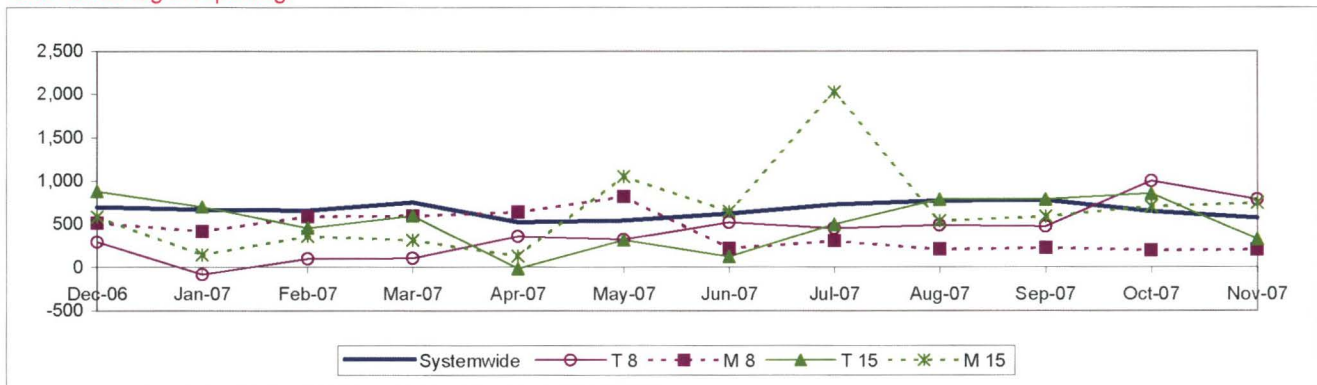


**NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 8 and 15**

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

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

One month lag in reporting.



## San Gabriel Valley Sector Scorecard Overview (SGV)

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

This report gives a brief overview of sector operations':

- \* Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)
- \* 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	Dec. Month	Status
<b>Bus Systemwide</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,532	3,500	3,176	3,434	Yellow Diamond
No. of unaddressed road calls					1,116*		444	73	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.67%	62.67%	Yellow Diamond
Bus Traffic Accidents Per 100,000 Miles						3.50	3.42	3.25	Green Circle
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.70	2.35	Green Circle
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	Nov YTD 11.38	Nov. 11.56	Green Circle
<b>SGV Sector</b>									
MMBMF				3,467	3,376	3,500	3,144	3,432	Yellow Diamond
No. of unaddressed road calls					88*		44	26	
In-Service On-time Performance	70.02%	69.98%	70.10%	68.59%	65.85%	68%	66.45%	64.39%	Yellow Diamond
Bus Traffic Accidents Per 100,000 Miles						2.90	3.08	2.78	Yellow Diamond
Complaints per 100,000 Boardings	3.57	3.80	2.95	2.18	2.49	2.50	2.52	2.16	Yellow Diamond
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	Nov YTD 10.05	Nov. 12.84	Green Circle
<b>Division 3</b>									
MMBMF				2,690	2,838	3,500	2,577	3,094	Yellow Diamond
No. of unaddressed road calls					58*		15	2	
In-Service On-time Performance	71.08%	70.80%	71.06%	70.05%	16.54%	68%	66.34%	63.52%	Yellow Diamond
Bus Traffic Accidents Per 100,000 Miles						2.90	4.13	3.75	Yellow Diamond
Complaints per 100,000 Boardings	3.09	3.02	2.60	1.83	2.12	2.50	2.13	2.15	Green Circle
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	Nov YTD 12.64	Nov. 14.14	Yellow Diamond
<b>Division 9</b>									
MMBMF				4,585	4,087	3,500	3,766	3,726	Green Circle
No. of unaddressed road calls					30*		29	24	
In-Service On-time Performance	67.47%	68.16%	68.16%	67.01%	12.52%	68%	66.53%	65.07%	Yellow Diamond
Bus Traffic Accidents Per 100,000 Miles						2.90	2.29	2.08	Green Circle
Complaints per 100,000 Boardings	4.31	5.09	5.09	2.61	2.24	2.50	2.89	2.18	Yellow Diamond
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	Nov YTD 7.55	Nov. 12.76	Green Circle

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

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

- Green - High probability of achieving the 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.

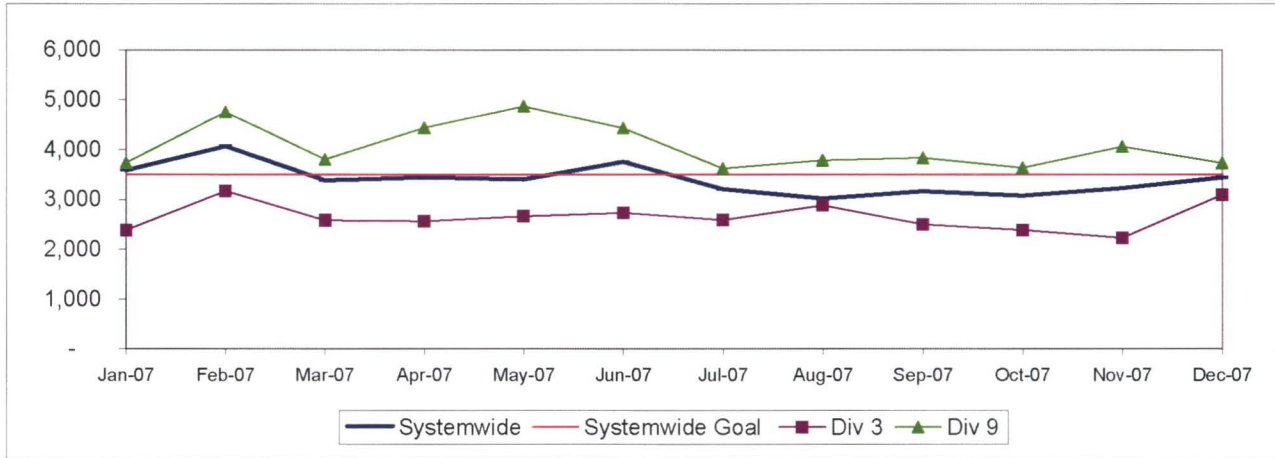


## SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

### 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)

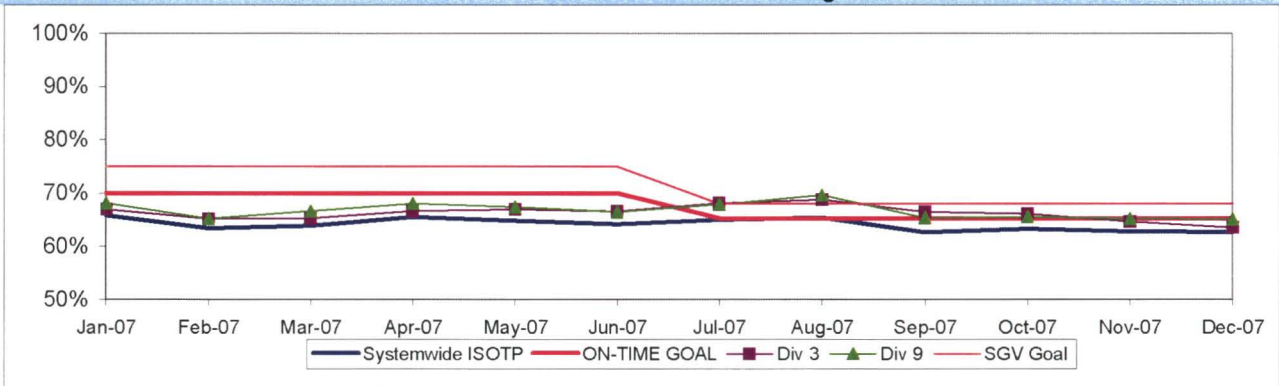


### IN-SERVICE ON-TIME PERFORMANCE

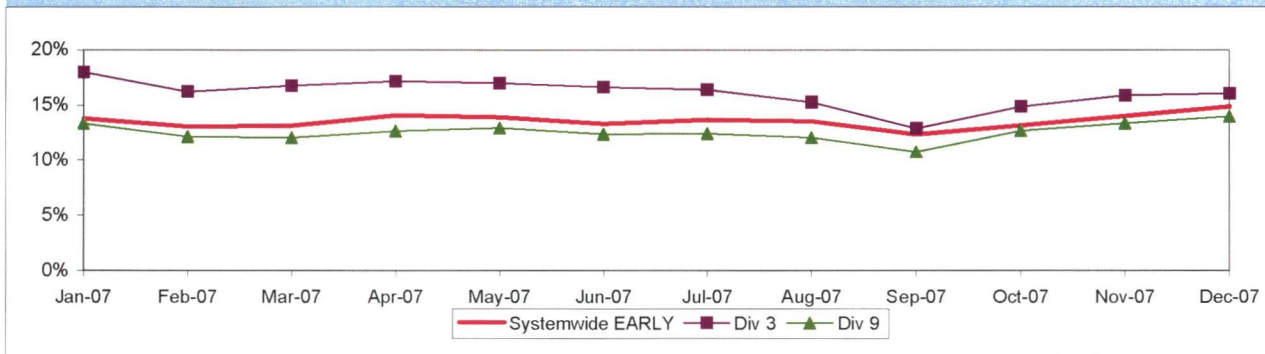
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

**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



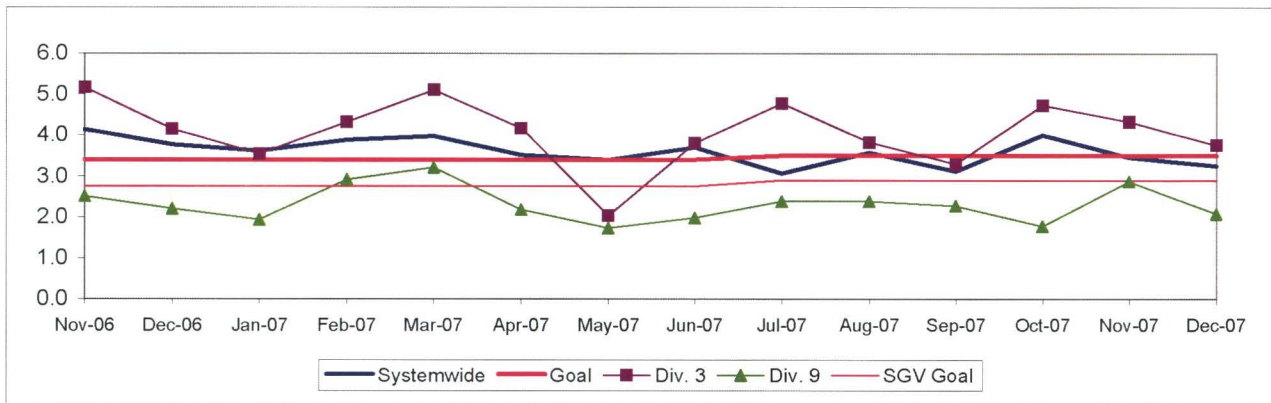
### Running Hot - Systemwide and Bus Operating Divisions 3 and 9



**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))

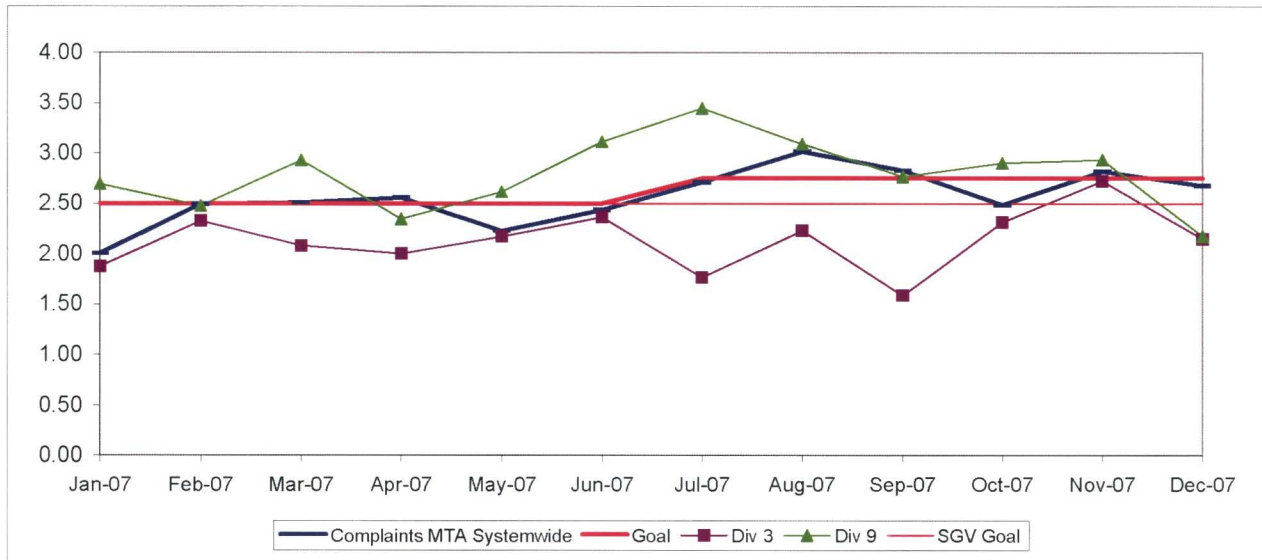


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

**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)

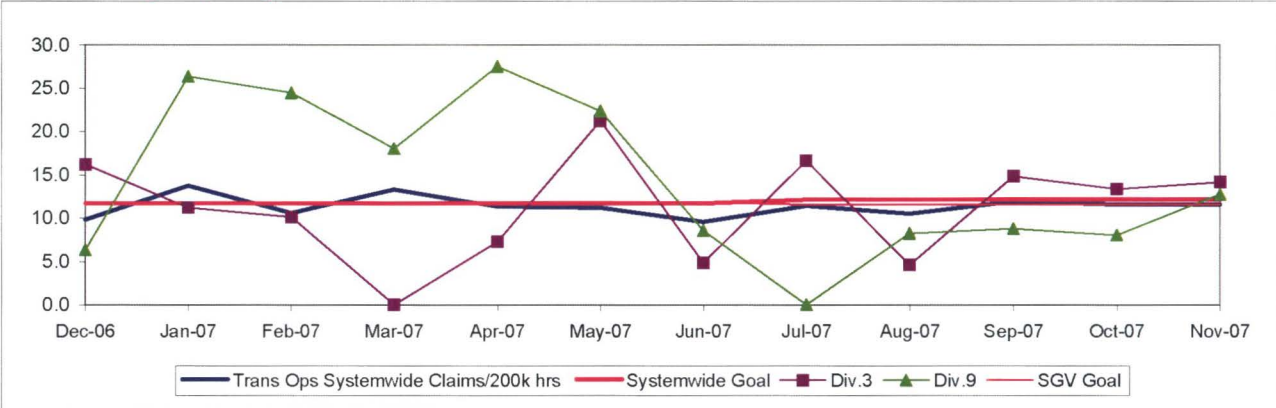


**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS  
Systemwide and Bus Operating Divisions 3 and 9**

**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.

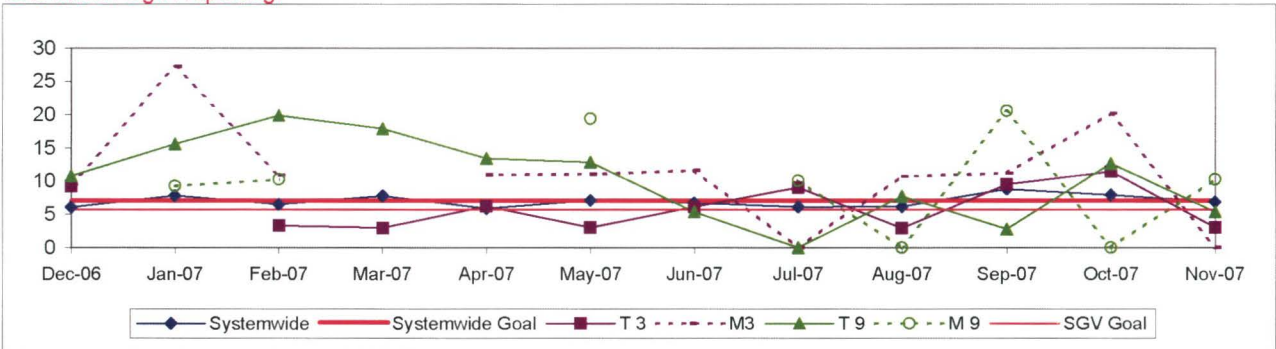


**OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS  
Systemwide and Bus Operating Divisions 3 and 9**

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

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

One month lag in reporting.

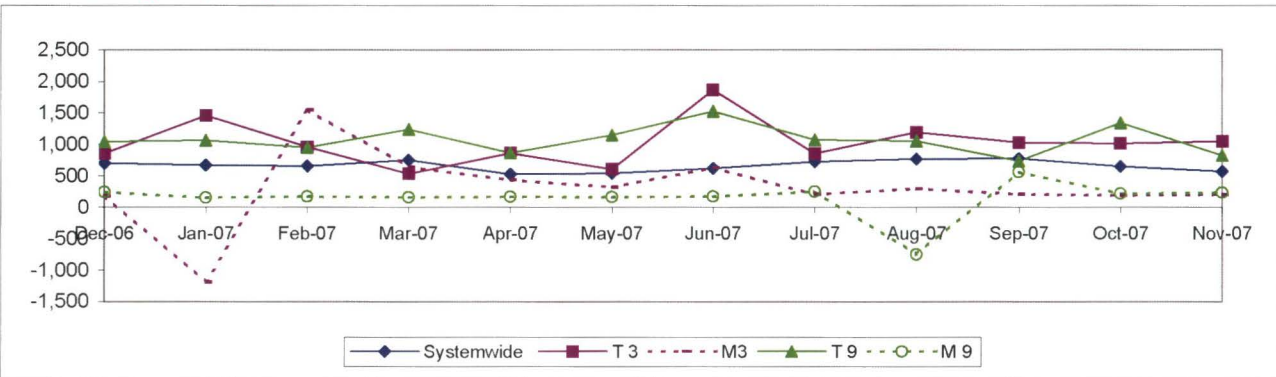


**NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS  
Systemwide and Bus Operating Divisions 3 and 9**

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

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

One month lag in reporting.



## Gateway Cities Sector Scorecard Overview (GC)

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

This report gives a brief overview of sector operations':

- \* Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)
- \* 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	Dec. Month	Status
<b>Bus Systemwide</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,176 444	3,434 73	Yellow
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.67%	62.67%	Yellow
Bus Traffic Accidents Per 100,000 Miles						3.50	3.42	3.25	Green
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.70	2.35	Green
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	Nov YTD 11.38	Nov. 11.56	Green
<b>GC Sector</b>									
MMBMF No. of unaddressed road calls				2,506	3,163 170*	3,500	3,070 154	3,092 37	Yellow
In-Service On-time Performance	74.53%	69.34%	71.20%	71.73%	68.01%	71.00%	66.86%	65.49%	Yellow
Bus Traffic Accidents Per 100,000 Miles						3.65	3.22	2.59	Green
Complaints per 100,000 Boardings	2.63	3.08	2.58	1.69	1.78	2.00	1.97	1.99	Green
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	Nov YTD 10.59	Nov. 6.73	Green
<b>Division 1</b>									
MMBMF No. of unaddressed road calls				2,409	3,757 138*	3,500	3,671 150	3,151 37	Green
In-Service On-time Performance	78.22%	70.57%	71.62%	71.06%	68.02%	71.00%	66.11%	64.11%	Yellow
Bus Traffic Accidents Per 100,000 Miles						3.65	3.14	2.72	Green
Complaints per 100,000 Boardings	2.26	3.32	2.92	1.92	1.89	2.00	1.92	1.81	Green
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	Nov YTD 7.53	Nov. 4.28	Green
<b>Division 2</b>									
MMBMF No. of unaddressed road calls				2,660	2,598 32*	3,500	2,524 4	3,019 0	Yellow
In-Service On-time Performance	67.53%	67.62%	70.42%	72.71%	67.99%	71.00%	67.56%	66.91%	Yellow
Bus Traffic Accidents Per 100,000 Miles						3.65	3.33	2.42	Green
Complaints per 100,000 Boardings	3.07	2.84	2.15	1.42	1.64	2.00	2.03	2.21	Yellow
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	Nov YTD 14.44	Nov. 10.25	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.

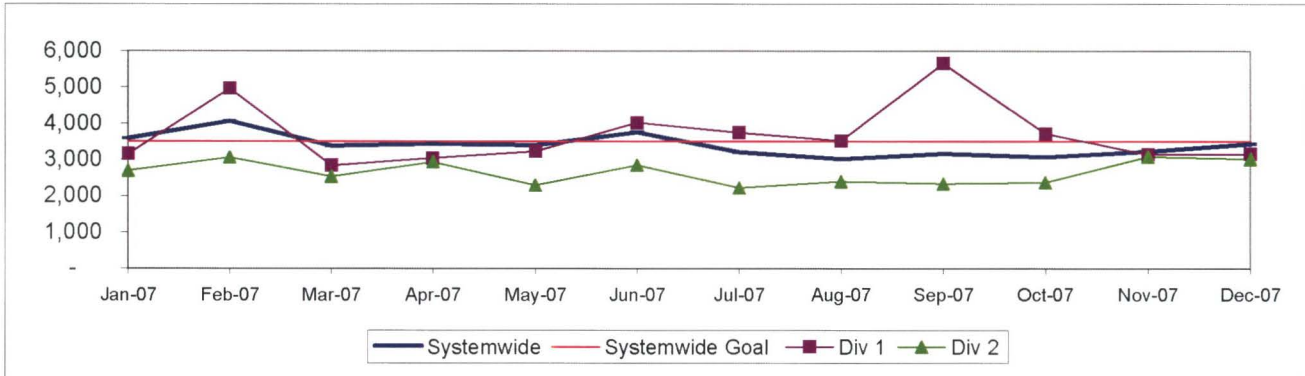
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

## GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

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

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

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

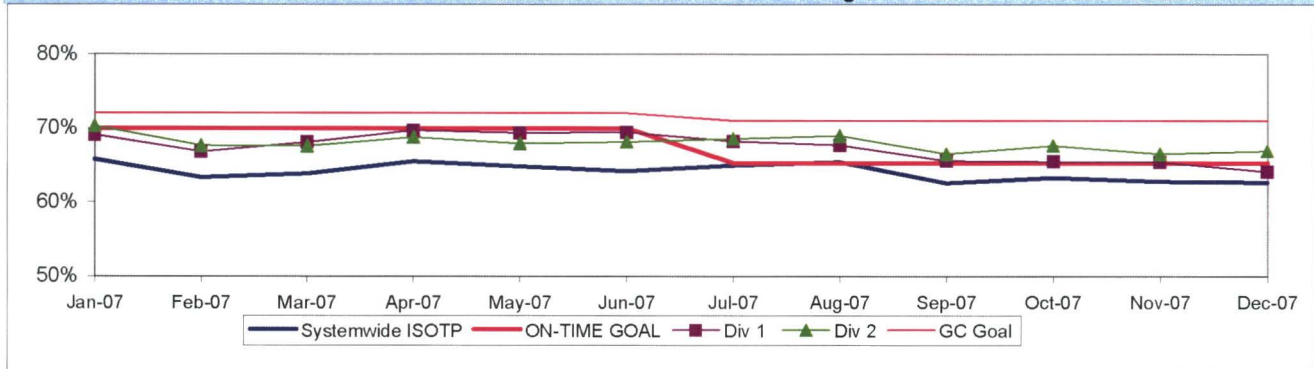


### IN-SERVICE ON-TIME PERFORMANCE

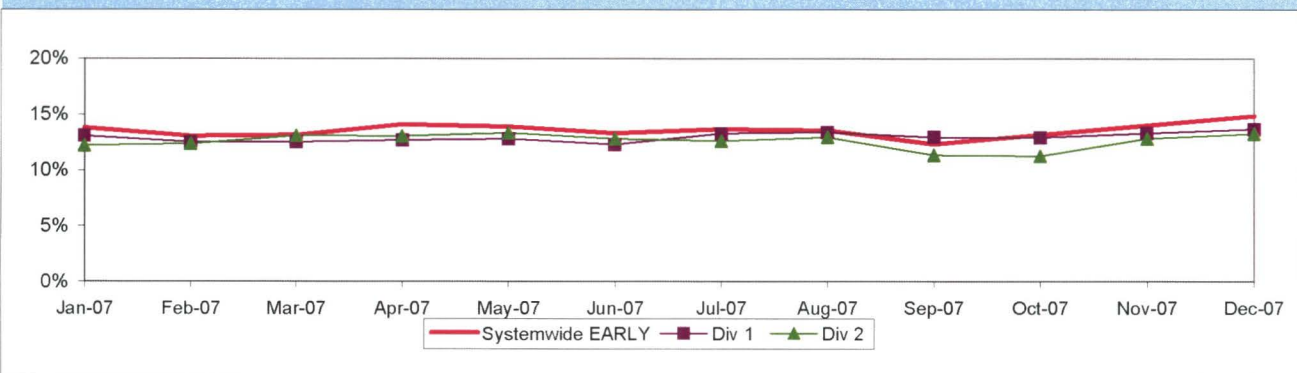
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

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



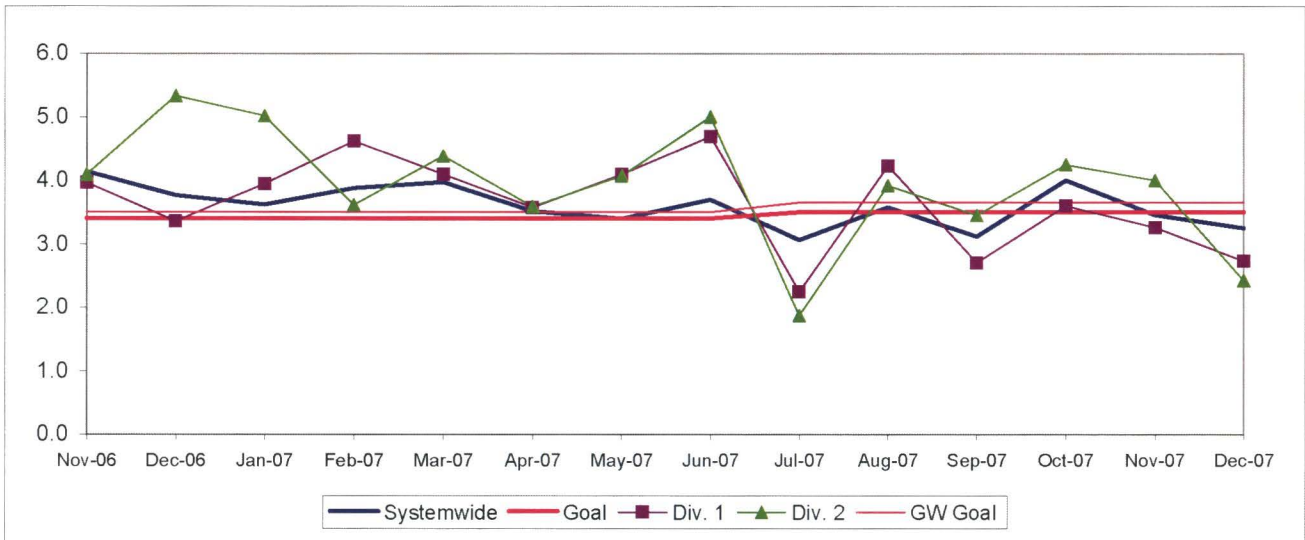
#### Running Hot - Systemwide and Bus Operating Divisions 1 and 2



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

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

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

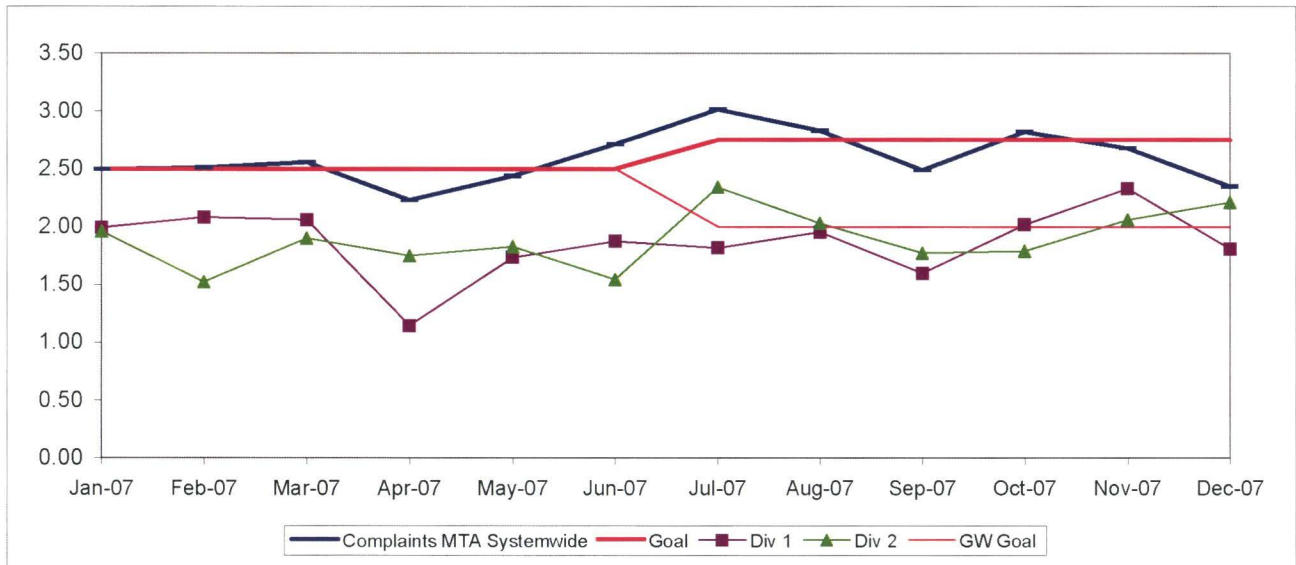


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

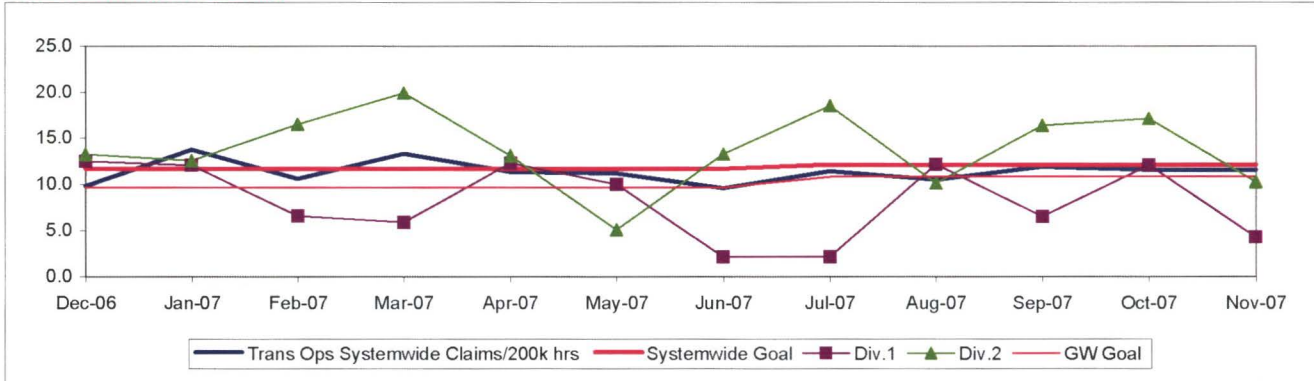


**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS  
Systemwide and Bus Operating Divisions 1 and 2**

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

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

One month lag in reporting.

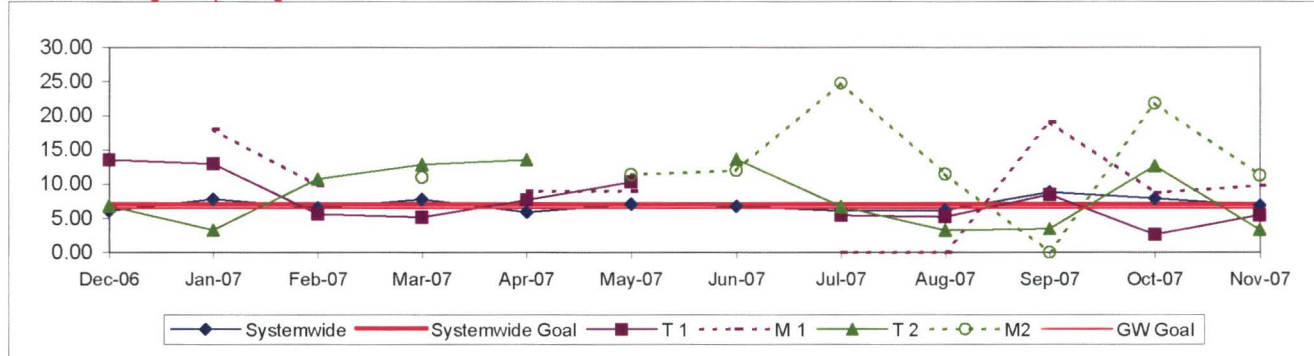


**OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS  
Systemwide and Bus Operating Divisions 1 and 2**

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

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

One month lag in reporting.

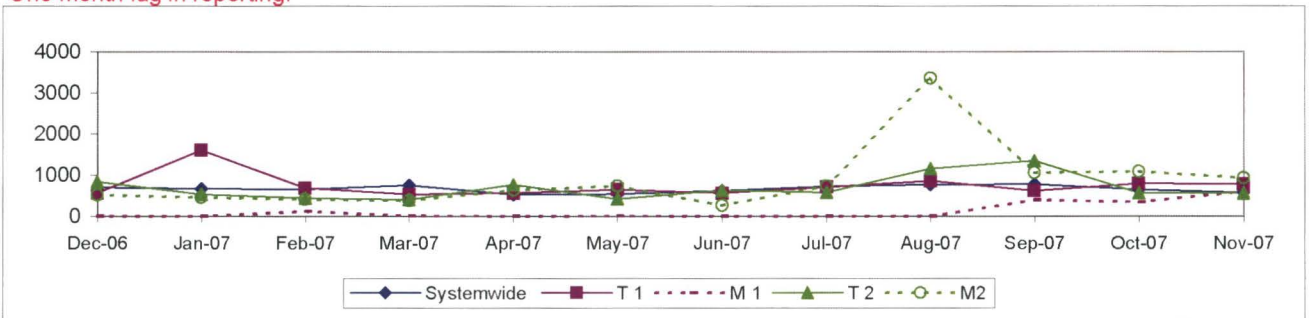


**NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS  
Systemwide and Bus Operating Divisions 1 and 2**

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

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

One month lag in reporting.



## South Bay Sector Scorecard Overview (SB)

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

This report gives a brief overview of sector operations':

- \*Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)
- \* 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	Dec. Month	Status
<b>Bus Systemwide</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,532	3,500	3,176	3,434	Yellow
No. of unaddressed road calls					1,116*		444	73	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.67%	62.67%	Yellow
Bus Traffic Accidents Per 100,000 Miles						3.50	3.42	3.25	Green
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.70	2.35	Green
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	Nov YTD 11.38	Nov. 11.56	Green
<small>**Div 15 Nov. '05 data excluded &amp; Dec. Data after shake-up</small>									
<b>SB Sector</b>									
MMBMF				3,688	3,826	3,500	3,350	3,409	Yellow
No. of unaddressed road calls					231*		43	1	
In-Service On-time Performance	63.67%	61.74%	64.13%	59.05%	62.39%	60.00%	62.25%	61.22%	Green
Bus Traffic Accidents Per 100,000 Miles						4.00	3.79	4.26	Green
Complaints per 100,000 Boardings	4.02	4.63	3.61	2.49	2.51	3.25	2.60	2.25	Green
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	Nov YTD 12.97	Nov. 20.17	Green
<b>Division 5</b>									
MMBMF				3,656	3,580	3,500	3,075	3,538	Yellow
No. of unaddressed road calls					57*		5	0	
In-Service On-time Performance	66.30%	63.17%	65.58%	61.85%	63.83%	60.00%	63.42%	62.79%	Green
Bus Traffic Accidents Per 100,000 Miles						4.00	5.12	6.57	Yellow
Complaints per 100,000 Boardings	2.86	3.45	2.71	1.87	1.71	3.25	1.46	1.36	Green
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	Nov YTD 13.69	Nov. 14.96	Yellow
<b>Division 18</b>									
MMBMF				3,712	4,008	3,500	3,542	3,336	Green
No. of unaddressed road calls					214*		57	0	
In-Service On-time Performance	61.23%	60.78%	63.42%	57.31%	61.19%	60.00%	61.25%	59.74%	Green
Bus Traffic Accidents Per 100,000 Miles						4.00	2.98	2.56	Green
Complaints per 100,000 Boardings	5.26	5.74	4.44	3.07	3.29	3.25	2.81	3.19	Green
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	Nov YTD 12.97	Nov. 23.44	Green

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

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

- Green - High probability of achieving the 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.

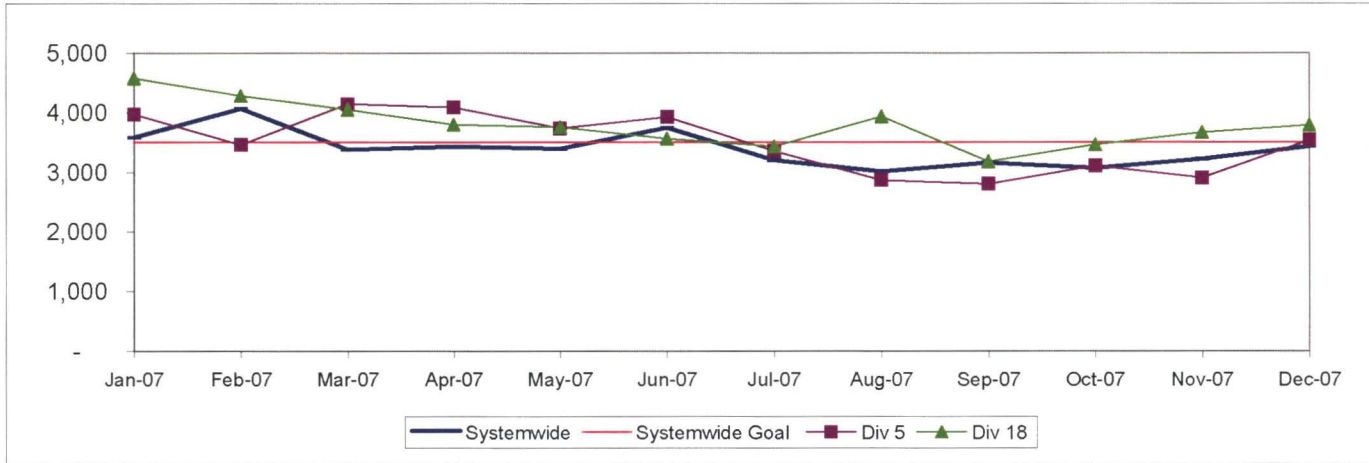


## SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

### 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 = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)

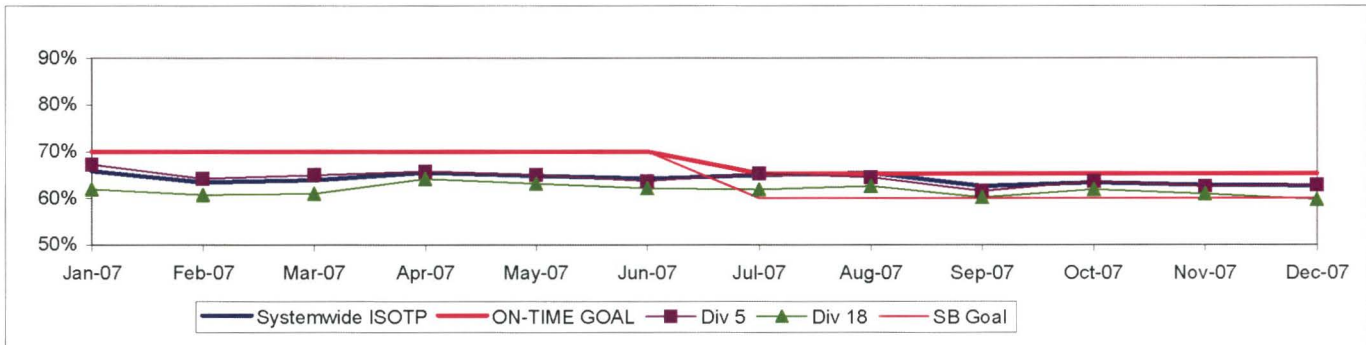


### IN-SERVICE ON-TIME PERFORMANCE

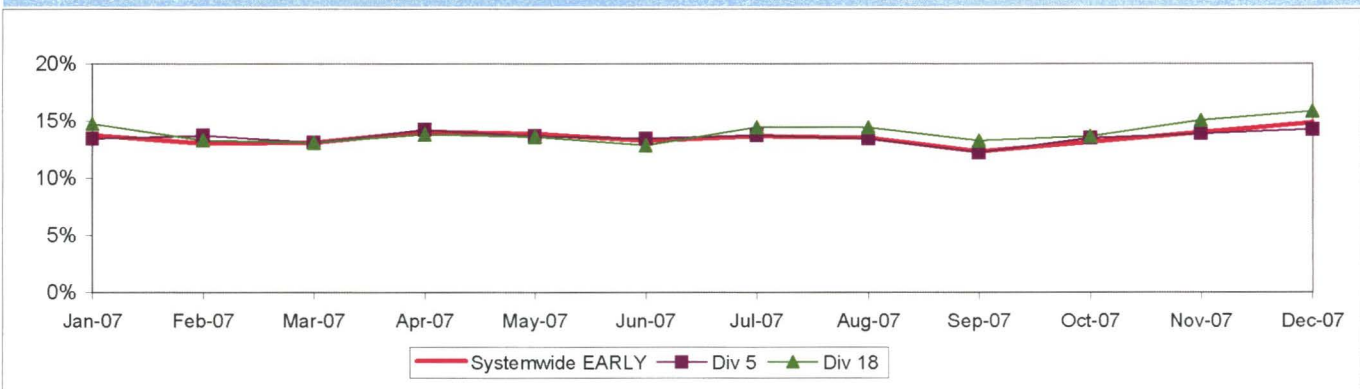
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

**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 5 and 18 ISOTP - 1 Minute Tolerance for Running Hot



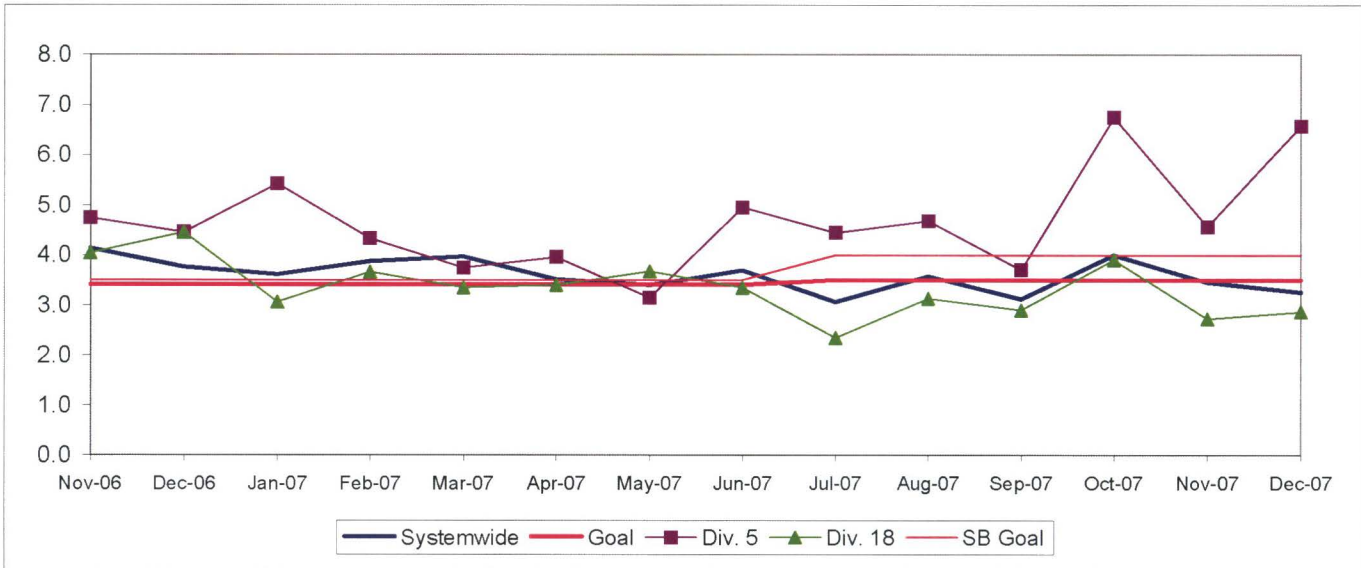
#### Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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

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

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

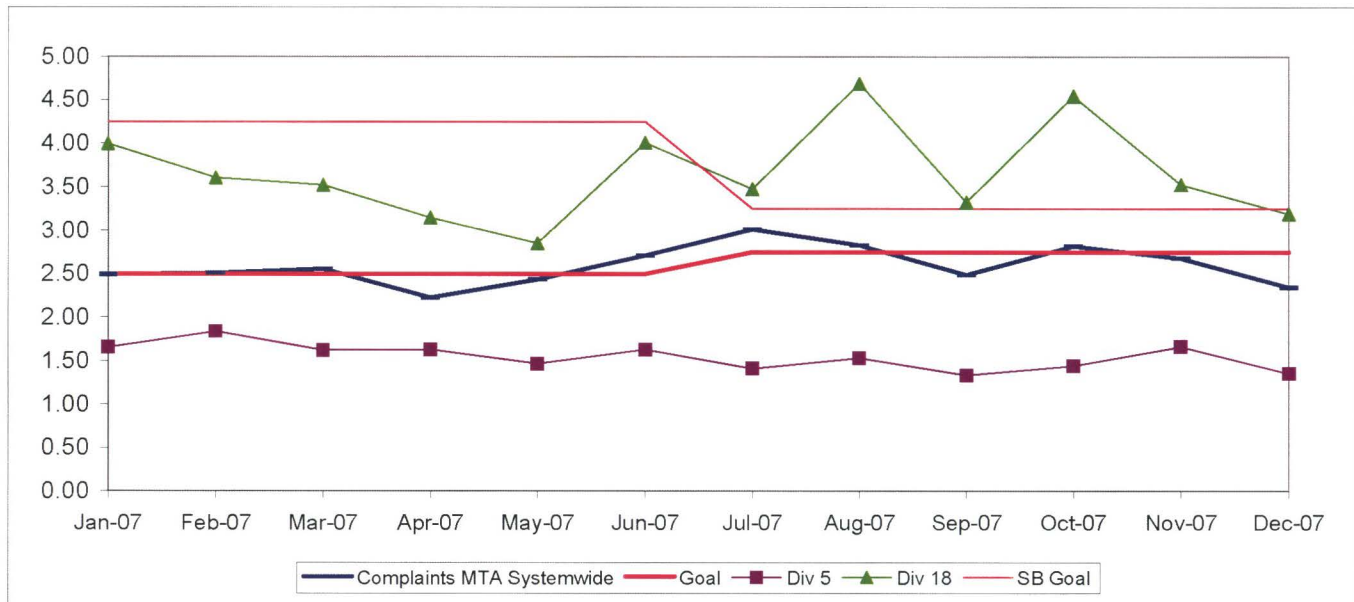


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

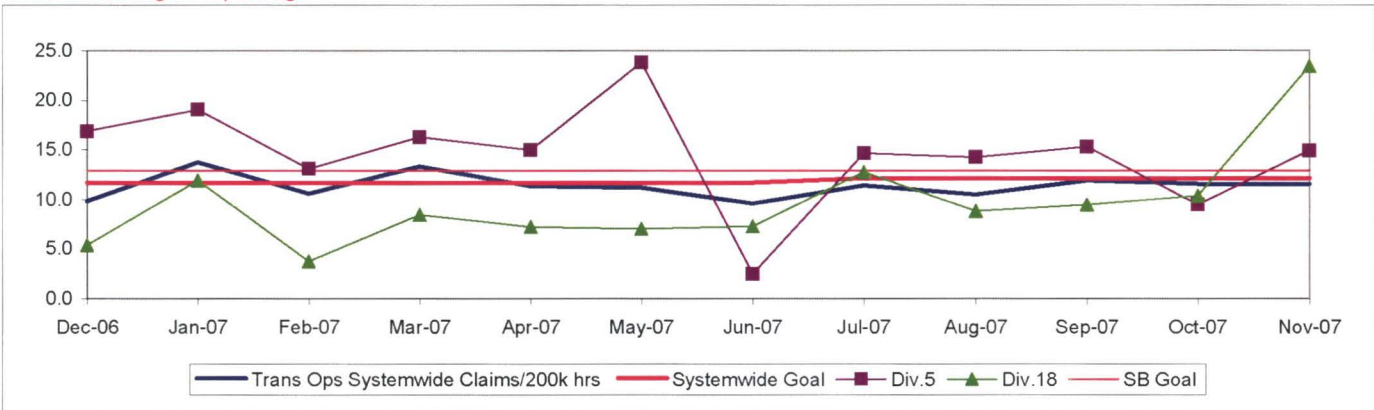


**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 5 and 18**

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

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

One month lag in reporting.

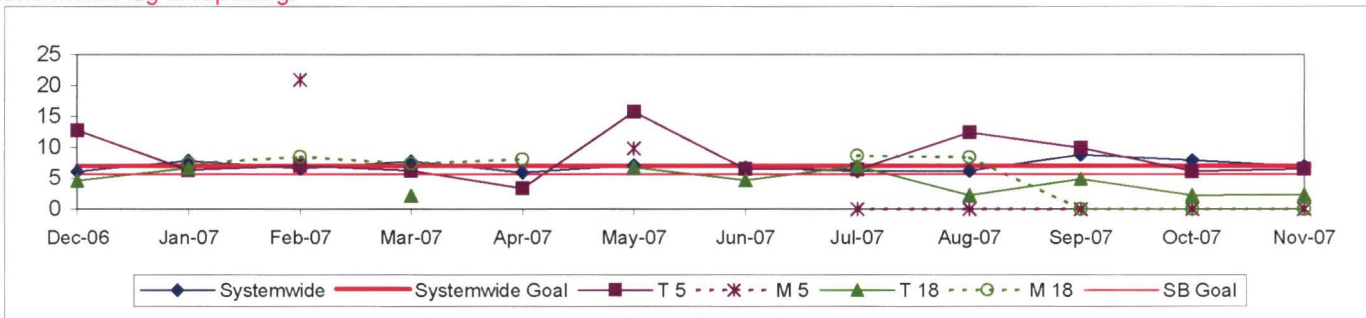


**OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 5 and 18**

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

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

One month lag in reporting.

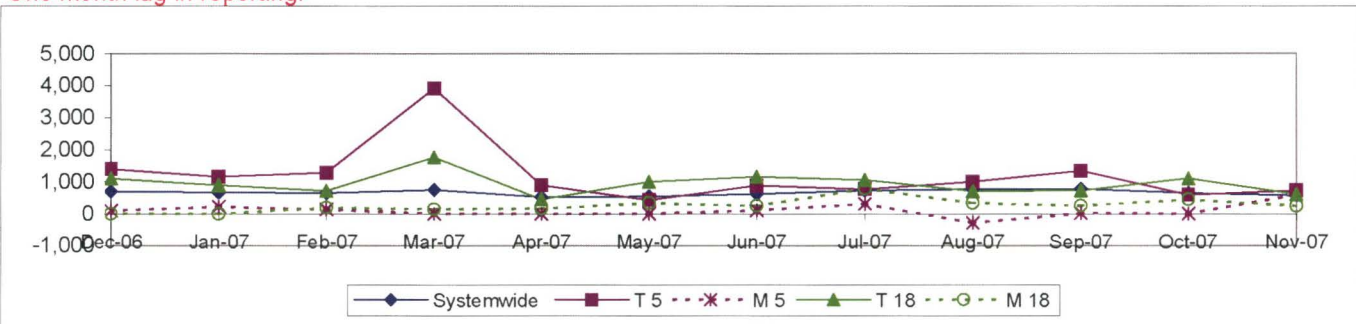


**NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 5 and 18**

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

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

One month lag in reporting.



## Westside/Central Sector Scorecard Overview (WC)

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

This report gives a brief overview of sector operations':

- \* Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)
- \* 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	Dec. Month	Status
<b>Bus Systemwide</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,532	3,500	3,176	3,434	Yellow
No. of unaddressed road calls					1,116*		444	73	
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.67%	62.67%	Yellow
Bus Traffic Accidents Per 100,000 Miles						3.50	3.42	3.25	Green
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.70	2.35	Green
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	Nov YTD 11.38	Nov. 11.56	Green
<b>WC Sector</b>									
MMBMF				3,499	3,651	3,500	3,313	3,785	Yellow
No. of unaddressed road calls					155*		49	7	
In-Service On-time Performance	67.88%	63.31%	63.39%	60.82%	57.59%	60.00%	56.65%	56.41%	Yellow
Bus Traffic Accidents Per 100,000 Miles						4.00	4.37	4.00	Yellow
Complaints per 100,000 Boardings	4.84	5.30	4.10	2.53	2.66	3.00	3.28	2.67	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	Nov YTD 13.40	Nov. 11.72	Green
<b>Division 6</b>									
MMBMF				6,279	4,456	3,500	3,737	3,449	Green
No. of unaddressed road calls					30*		26	0	
In-Service On-time Performance	65.93%	60.11%	56.75%	57.20%	53.28%	60.00%	53.13%	52.71%	Yellow
Bus Traffic Accidents Per 100,000 Miles						4.00	2.86	5.22	Green
Complaints per 100,000 Boardings	6.10	6.15	4.47	2.52	2.10	3.00	2.77	2.32	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	Nov YTD 10.65	Nov. 8.90	Green
<b>Division 7</b>									
MMBMF				2,947	3,468	3,500	3,297	4,493	Yellow
No. of unaddressed road calls					64*		23	7	
In-Service On-time Performance	68.80%	64.59%	64.22%	61.78%	58.01%	60.00%	57.44%	57.21%	Yellow
Bus Traffic Accidents Per 100,000 Miles						4.00	4.02	3.22	Yellow
Complaints per 100,000 Boardings	4.74	5.70	4.24	2.87	2.98	3.00	3.20	2.33	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	Nov YTD 14.43	Nov. 12.90	Yellow
<b>Division 10</b>									
MMBMF				3,723	3,702	3,500	3,247	3,366	Yellow
No. of unaddressed road calls					61*		0	0	
In-Service On-time Performance	67.34%	62.85%	64.14%	60.73%	58.61%	60.00%	56.68%	56.54%	Yellow
Bus Traffic Accidents Per 100,000 Miles						4.00	5.00	4.48	Yellow
Complaints per 100,000 Boardings	4.73	4.85	3.92	2.23	2.48	3.00	3.44	3.06	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	3.74	3.80	14.02	13.40	Nov YTD 13.95	Nov. 12.44	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.

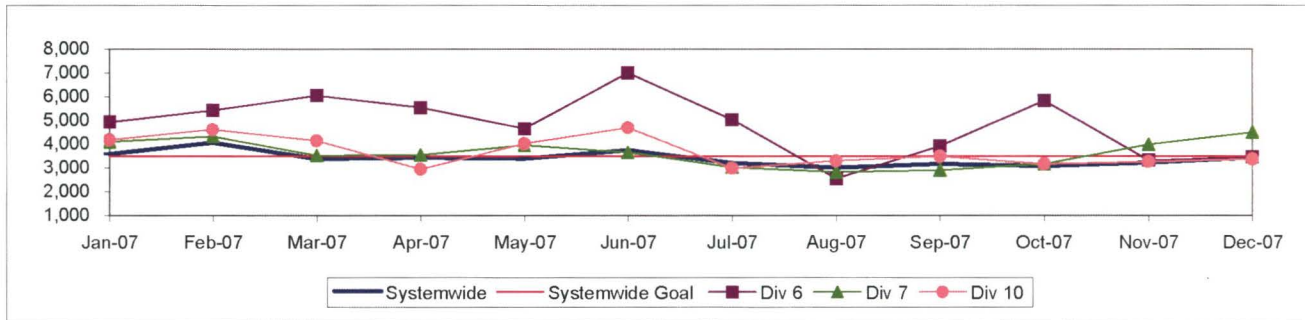
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

## 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)

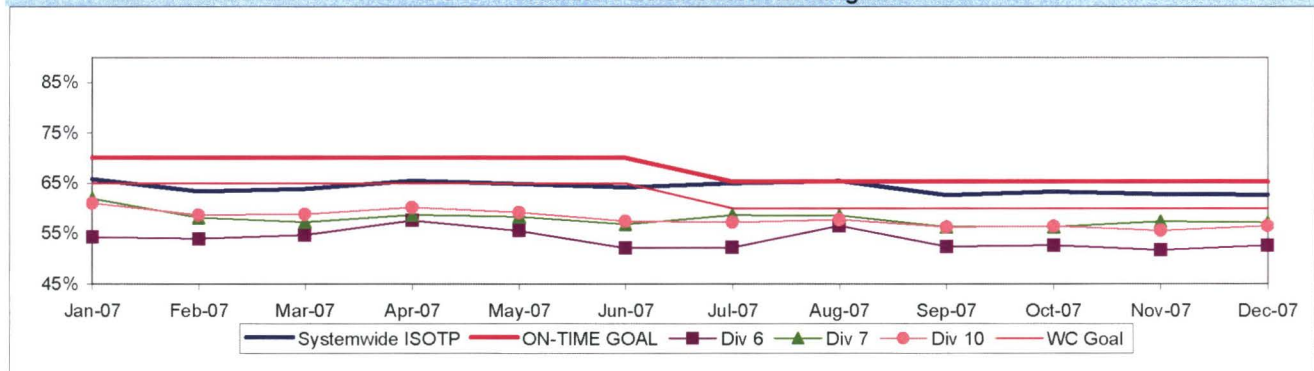


### IN-SERVICE ON-TIME PERFORMANCE

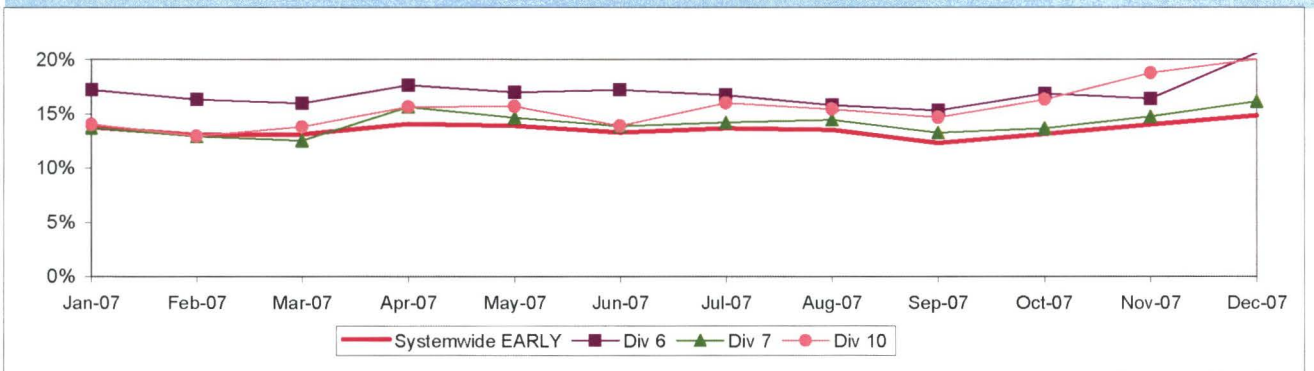
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



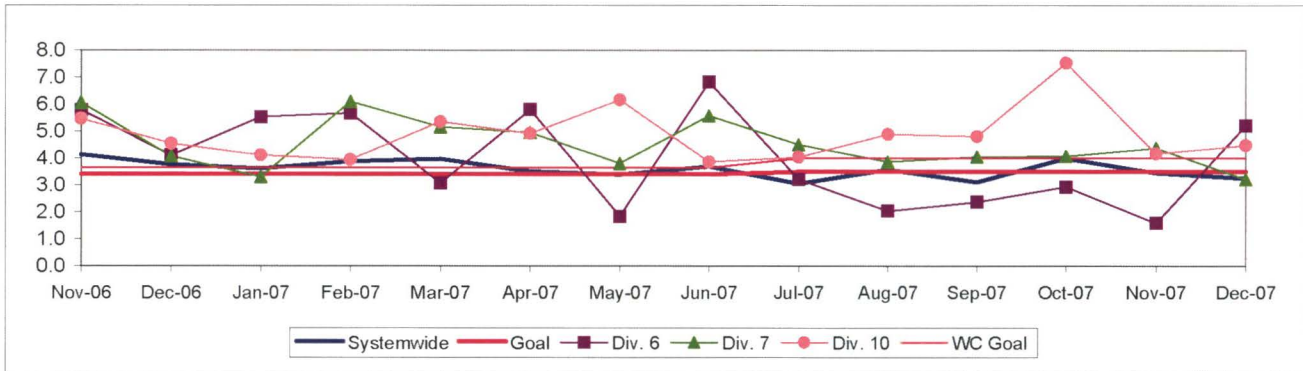
#### Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



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

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

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

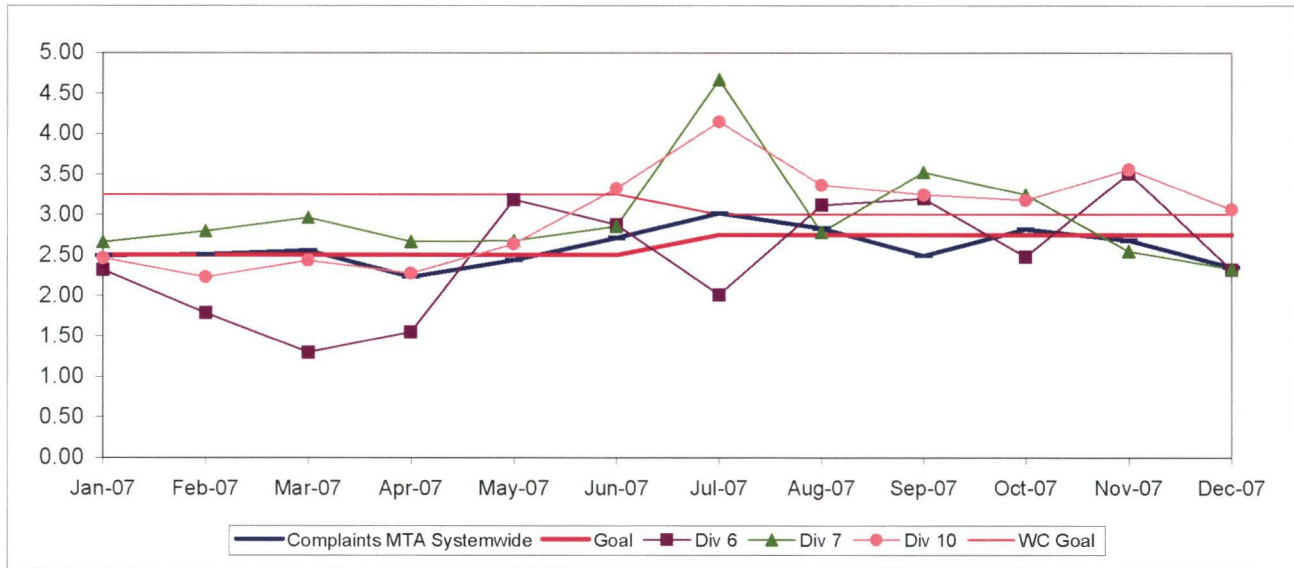


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

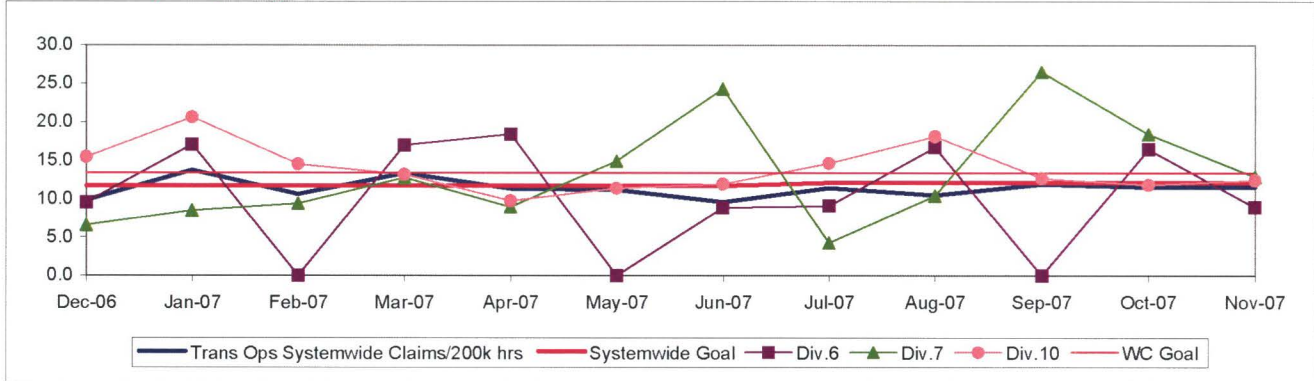


**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 6, 7 and 10**

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

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

One month lag in reporting.

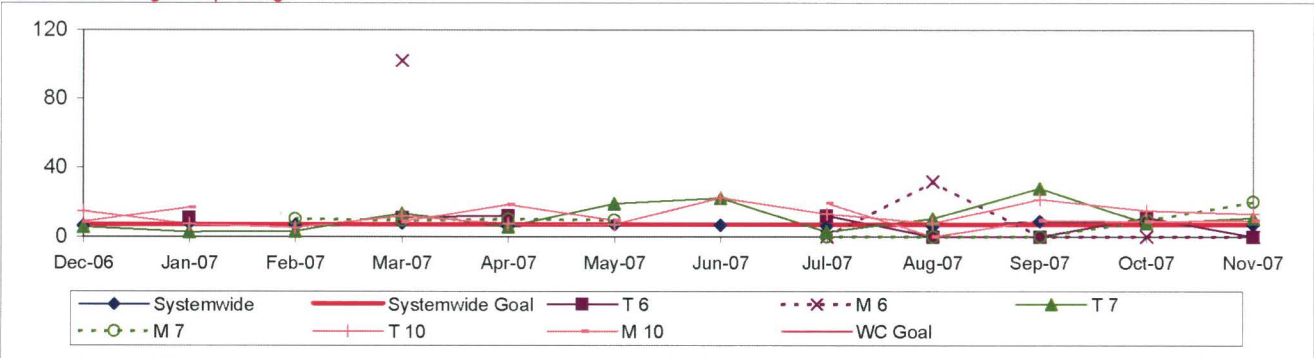


**OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 6, 7 and 10**

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

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

One month lag in reporting.

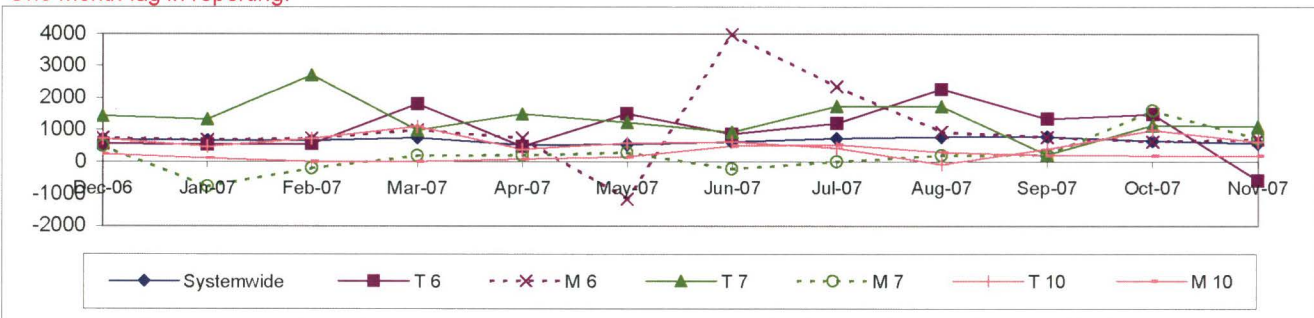


**NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS**  
**Systemwide and Bus Operating Divisions 6, 7 and 10**

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

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

One month lag in reporting.



## Metro Rail Scorecard Overview

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

This report gives a brief overview of sector 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	Dec. 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	Nov YTD 12.33	Nov. 8.83	Yellow Diamond
<b>Metro Red Line (MRL)</b>									
On-Time Pullouts	99.36%	99.71%	99.94%	99.61%	99.76%	99.00%	99.93%	100.00%	Green Circle
Mean Miles Between Chargeable Mechanical Failures	9,495	12,793	11,759	19,587	17,260	20,000	20,979	45,775	Green Circle
In-Service On-time Performance*						99.00%	99.13%	98.81%	Green Circle
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.22	0	0.14	0.30	1.09	Yellow Diamond
Complaints per 100,000 Boardings	1.20	1.17	1.13	0.66	0.41	0.50	0.42	0.41	Green Circle
<b>Metro Blue Line (MBL)</b>									
On-Time Pullouts	99.07%	99.94%	99.73%	99.76%	99.72%	99.00%	99.61%	99.72%	Green Circle
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	26,774	35,125	20,000	29,907	43,784	Green Circle
In-Service On-time Performance*						99.00%	98.81%	99.09%	Yellow Diamond
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.96	1.35	0.40	1.75	2.11	Red Bar
Complaints per 100,000 Boardings	1.30	0.97	0.98	0.78	0.53	0.73	0.61	0.75	Green Circle
<b>Metro Green Line (MGrL)</b>									
On-Time Pullouts	98.99%	99.78%	99.91%	99.97%	99.54%	99.00%	99.66%	99.19%	Green Circle
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	20,635	27,471	20,000	49,281	71,424	Green Circle
In-Service On-time Performance*						99.00%	99.06%	99.22%	Green Circle
Traffic Accidents Per 100,000 Train Miles	0.14	0.08	0.00	0	0	0.40	0	0.00	Green Circle
Complaints per 100,000 Boardings	1.26	1.37	1.39	0.92	0.72	0.73	0.49	0.23	Green Circle
<b>Metro Gold Line (MGOL)</b>									
On-Time Pullouts		100%	99.85%	99.97%	99.95%	99.00%	100.00%	100.00%	Green Circle
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	23,329	22,775	20,000	36,897	70,566	Green Circle
In-Service On-time Performance*						99.00%	98.84%	98.21%	Yellow Diamond
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.12	0.23	0.40	0.45	0.00	Yellow Diamond
Complaints per 100,000 Boardings		3.81	2.85	2.71	1.88	0.73	1.80	1.05	Yellow Diamond

\*Effective December, ISOTP calculated differently.

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.

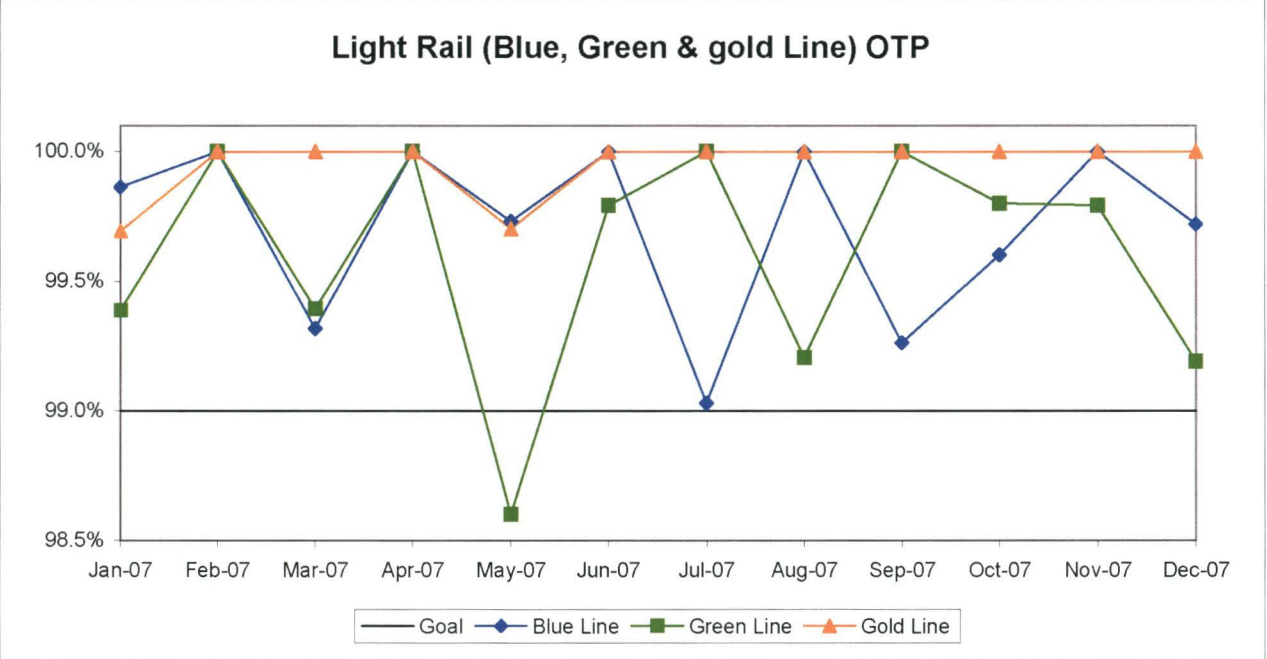
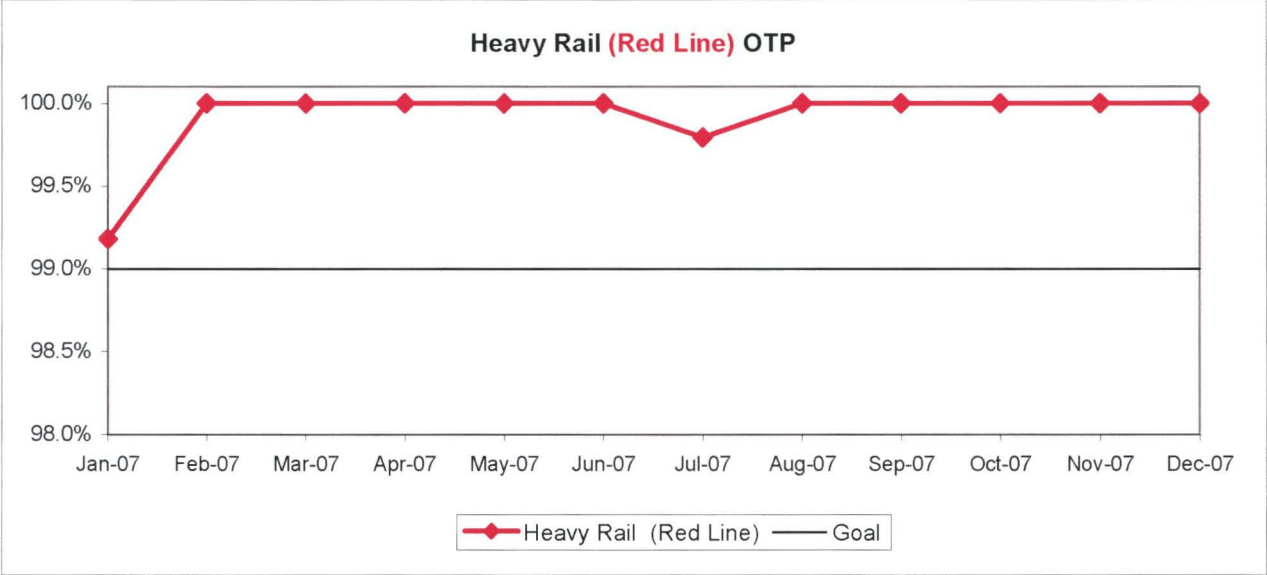


# RAIL SERVICE PERFORMANCE

## 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.

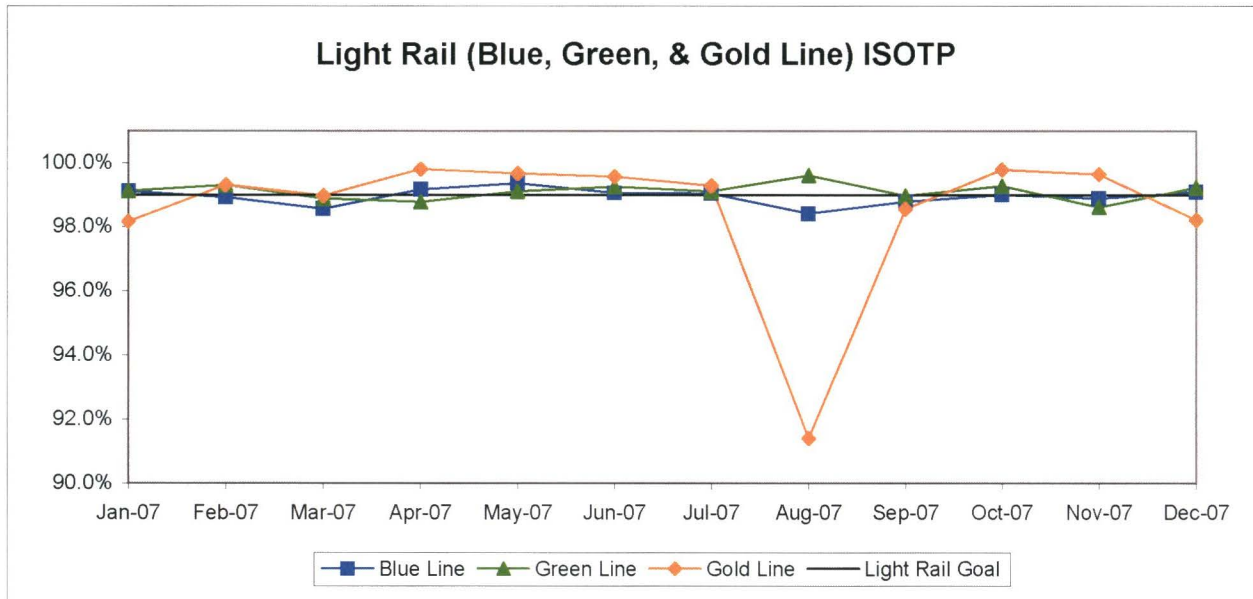
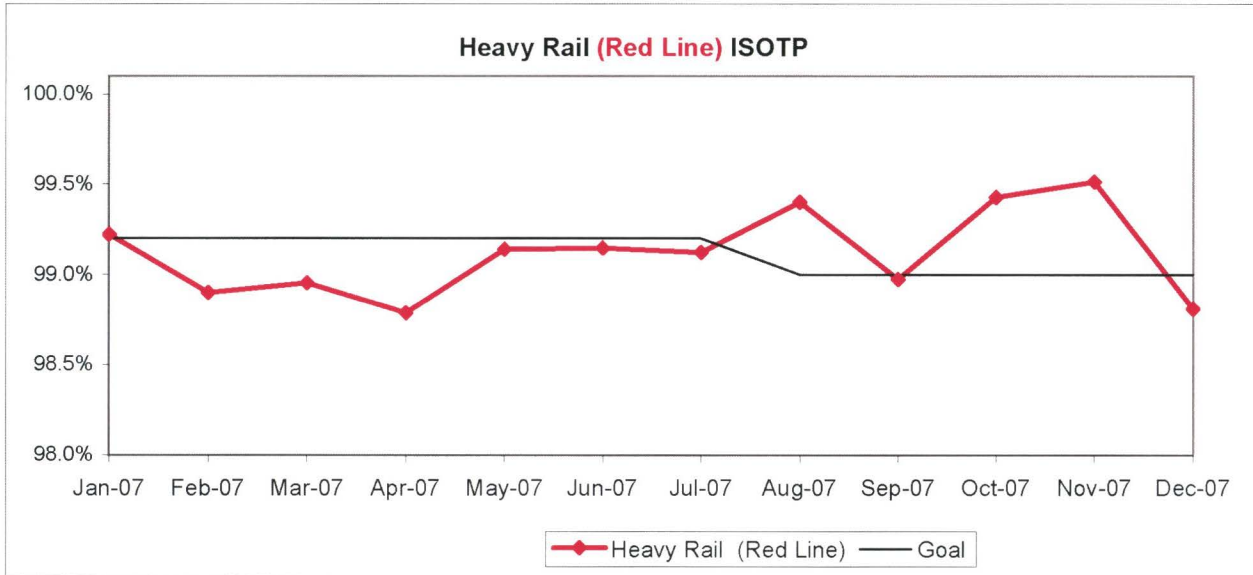
**Calculation:**  $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{Total scheduled pullouts}) \times 100)]$



**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.

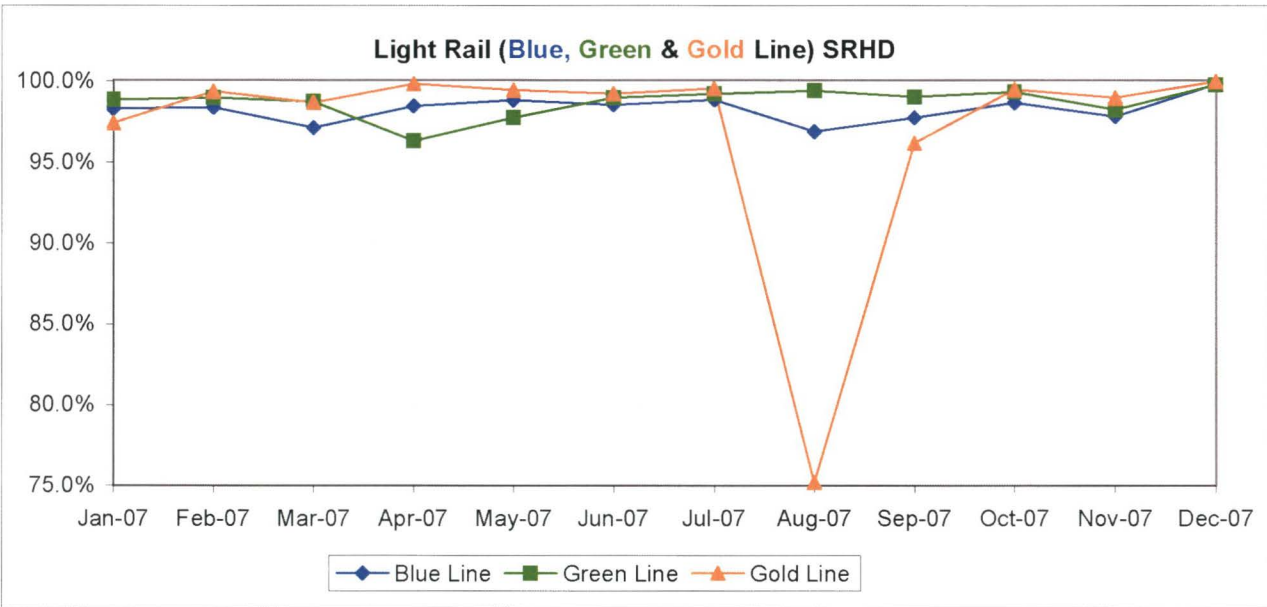
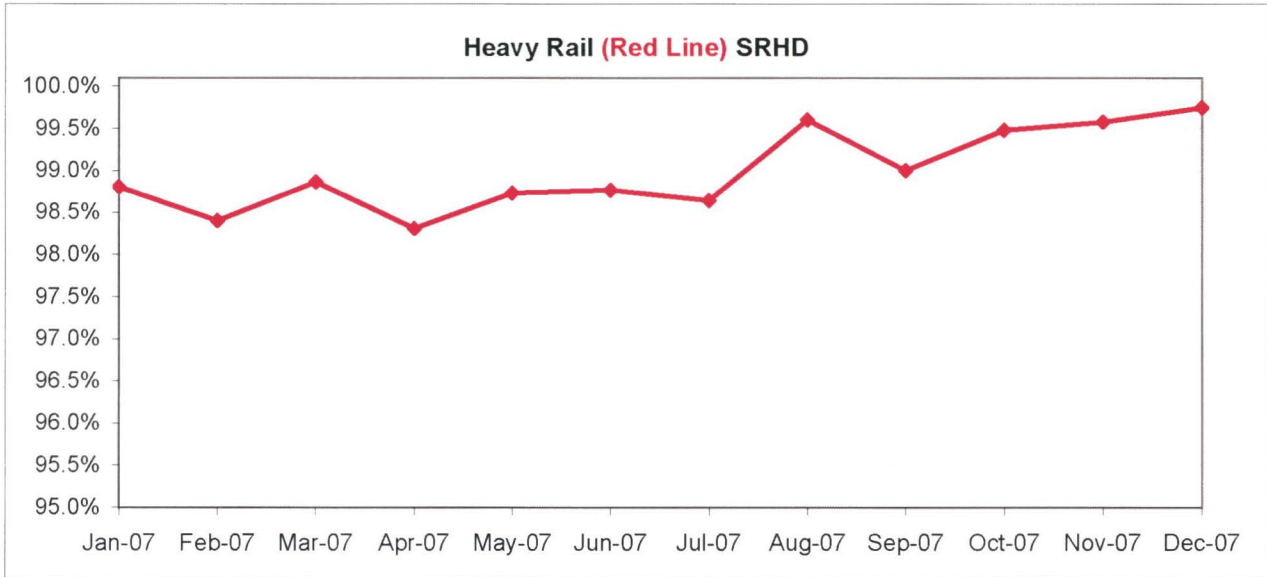
**Calculation:** ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]



**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.

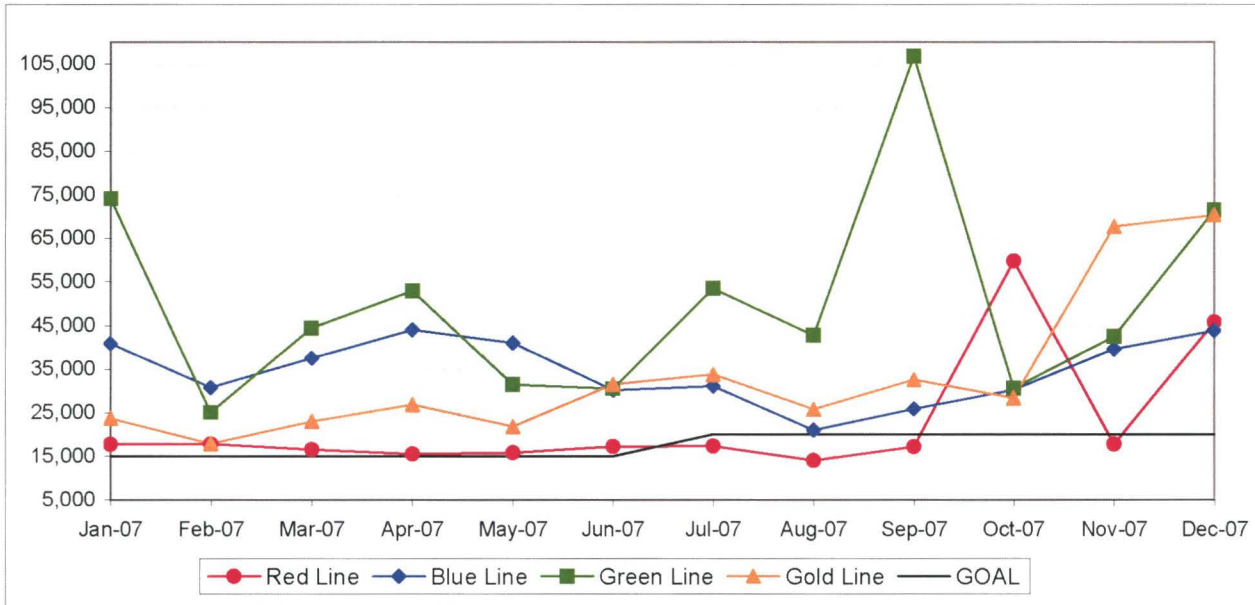
**Calculation:**  $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



**Mean Miles Between Chargeable Mechanical Failures**

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

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

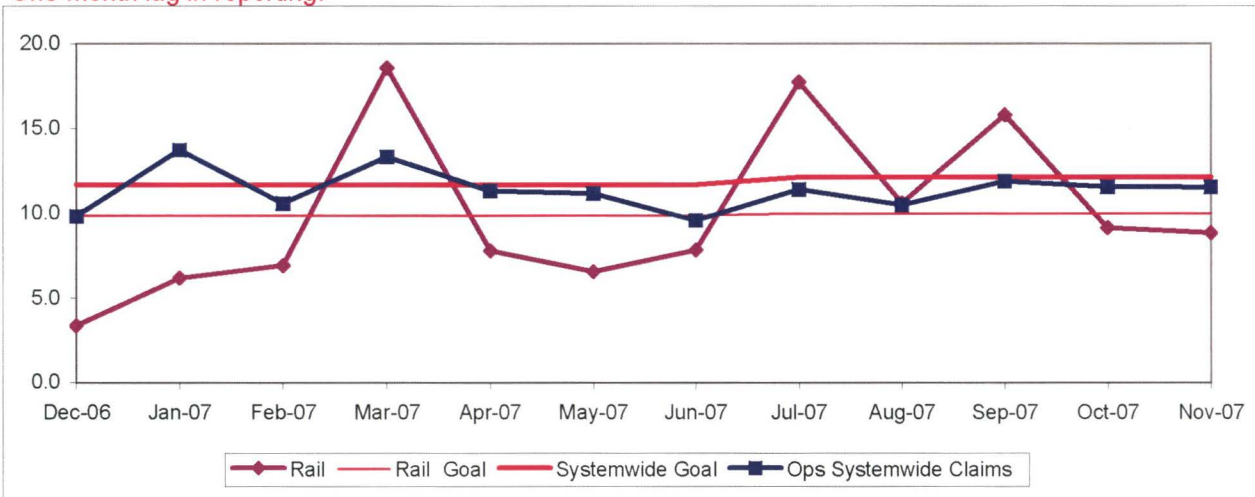


**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS**

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

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

One month lag in reporting.



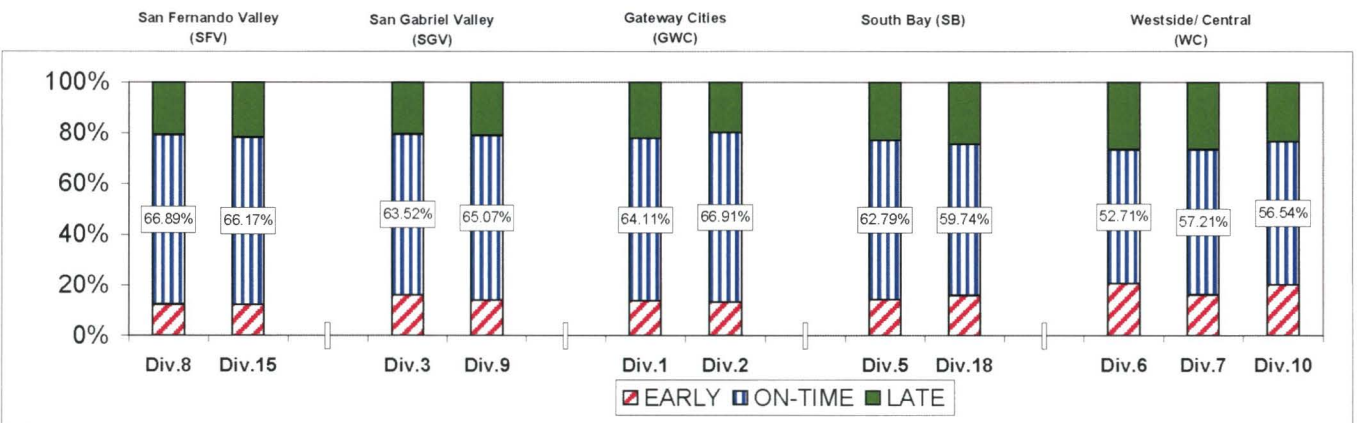
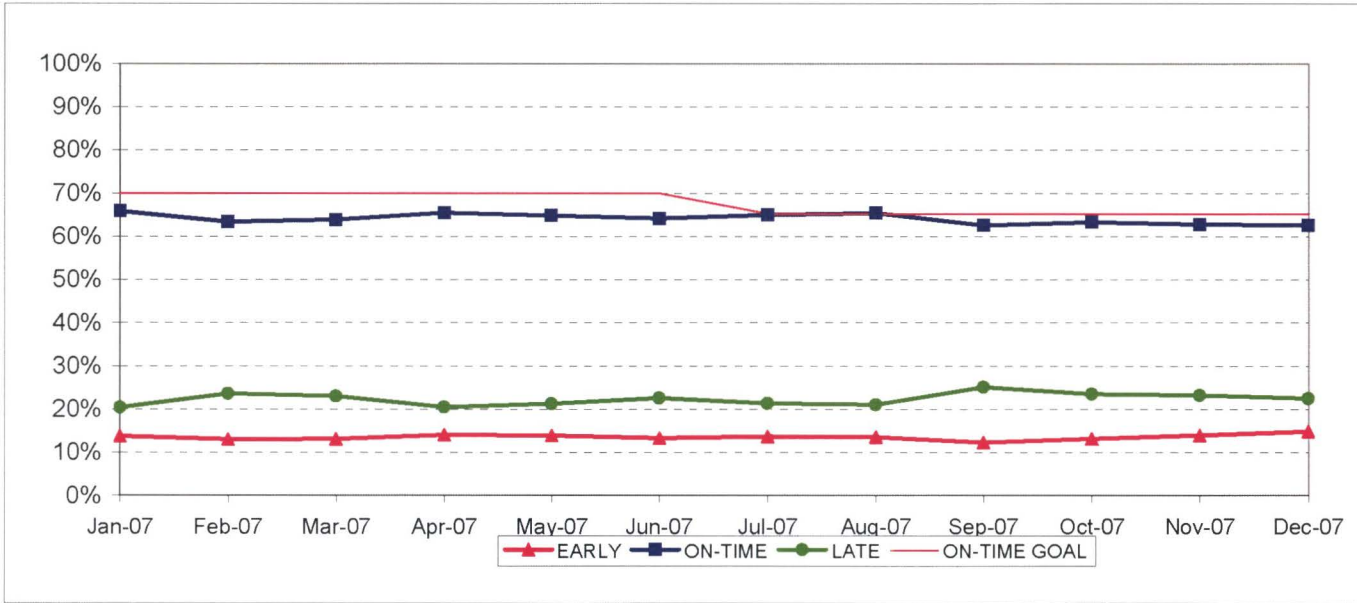
## BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

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

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

### Systemwide Trend

#### Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY07	FY08-YTD	Variance
<b>San Fernando Valley Sector (SFV)</b>			
<b>Division 8</b>			
Early	12.33%	11.92%	-0.42%
On-Time	67.48%	67.21%	-0.27%
Late	20.19%	20.87%	0.68%
<b>Division 15</b>			
Early	12.23%	11.32%	-0.91%
On-Time	64.41%	66.05%	1.63%
Late	23.36%	22.63%	-0.72%
<b>Gateway Cities Sector (GWC)</b>			
<b>Division 1</b>			
Early	12.63%	13.23%	0.60%
On-Time	68.02%	66.11%	-1.91%
Late	19.34%	20.66%	1.32%
<b>Division 2</b>			
Early	12.57%	12.35%	-0.22%
On-Time	67.99%	67.56%	-0.43%
Late	19.44%	20.09%	0.65%
<b>South Bay Sector (SB)</b>			
<b>Division 5</b>			
Early	13.69%	13.53%	-0.16%
On-Time	63.83%	63.42%	-0.41%
Late	22.48%	23.05%	0.57%
<b>Division 18</b>			
Early	13.70%	13.53%	-0.17%
On-Time	61.19%	86.47%	25.27%
Late	25.10%	0.00%	-25.10%

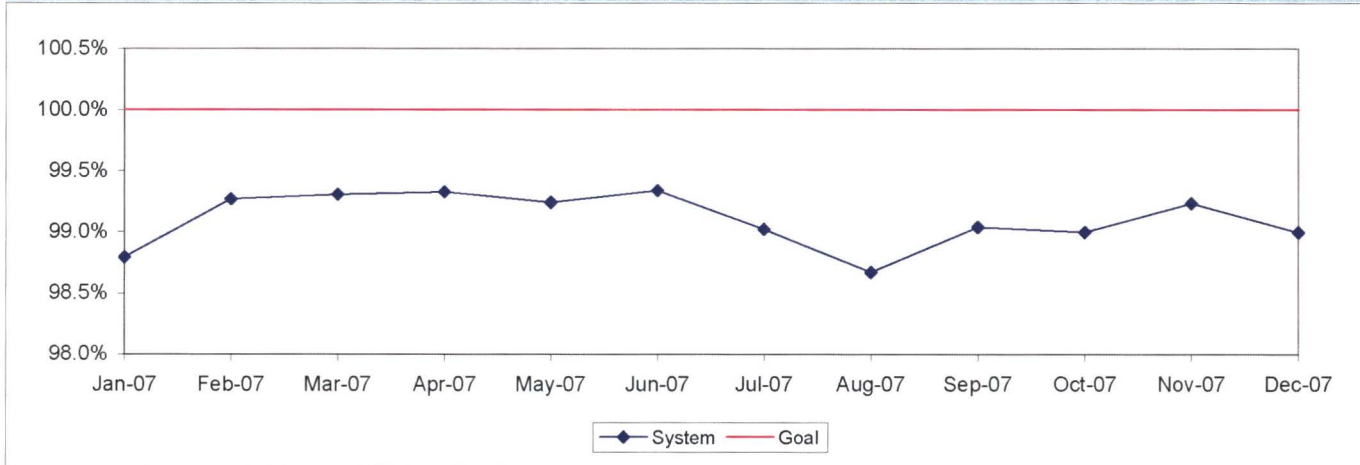
	FY07	FY08-YTD	Variance
<b>San Gabriel Valley Sector (SGV)</b>			
<b>Division 3</b>			
Early	16.54%	15.18%	-1.36%
On-Time	65.35%	66.34%	1.00%
Late	18.12%	18.48%	0.36%
<b>Division 9</b>			
Early	12.52%	12.49%	-0.03%
On-Time	66.22%	66.53%	0.31%
Late	21.26%	20.98%	-0.27%
<b>Westside/Central Sector (WC)</b>			
<b>Division 6</b>			
Early	16.44%	16.93%	0.49%
On-Time	53.28%	53.13%	-0.15%
Late	30.28%	29.94%	-0.34%
<b>Division 7</b>			
Early	13.62%	14.36%	0.74%
On-Time	58.01%	57.44%	-0.58%
Late	28.37%	28.21%	-0.16%
<b>Division 10</b>			
Early	14.17%	16.86%	2.70%
On-Time	58.61%	56.68%	-1.93%
Late	27.23%	26.46%	-0.77%
<b>SYSTEMWIDE</b>			
Early	13.44%	13.56%	0.12%
On-Time	63.77%	63.67%	-0.10%
Late	22.78%	22.77%	-0.02%

**ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED\***

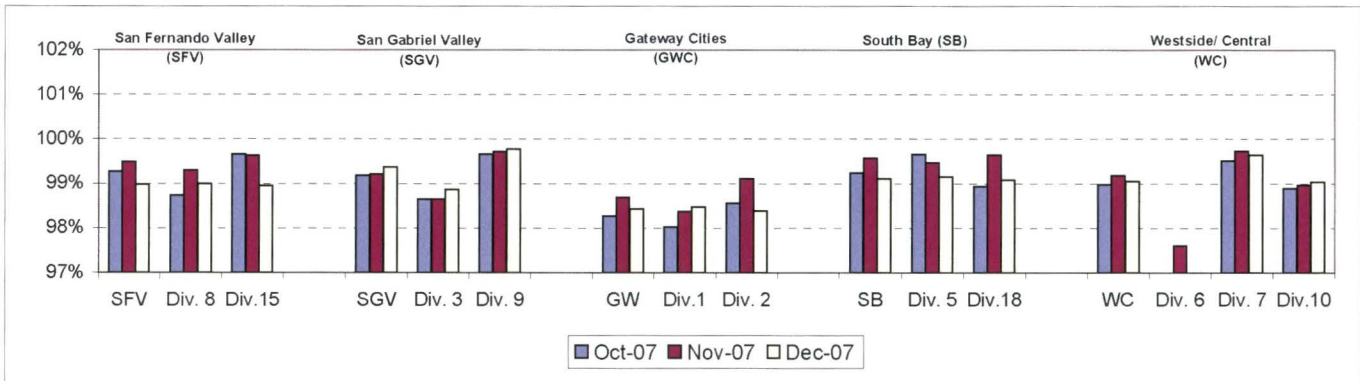
**Definition:** This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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



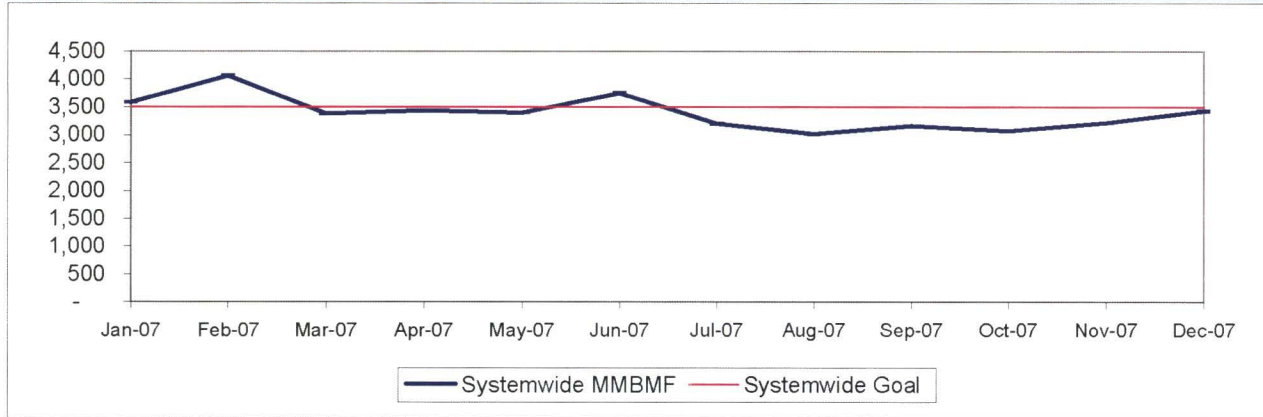
## MAINTENANCE PERFORMANCE

### MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)\*

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

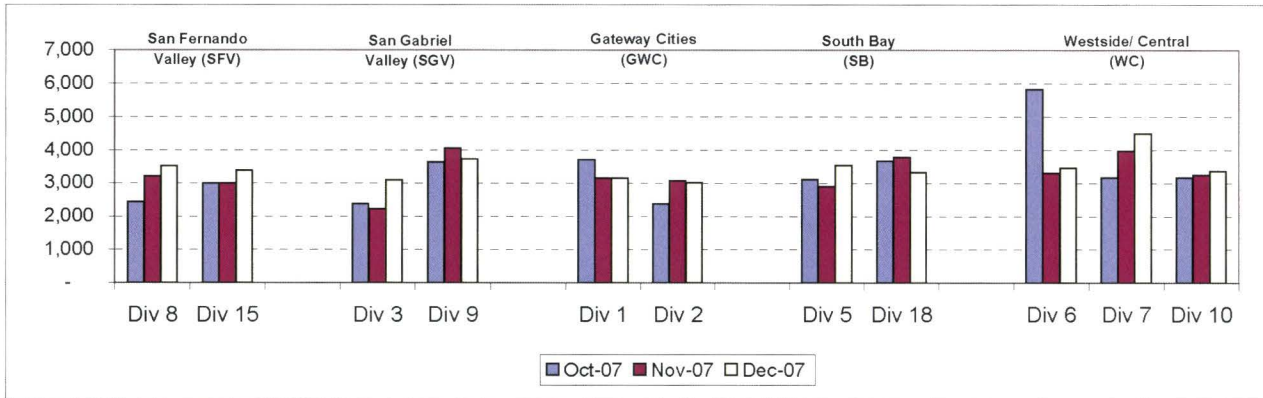
**Calculation:**  $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

#### Systemwide Trend



\* New Indicator.

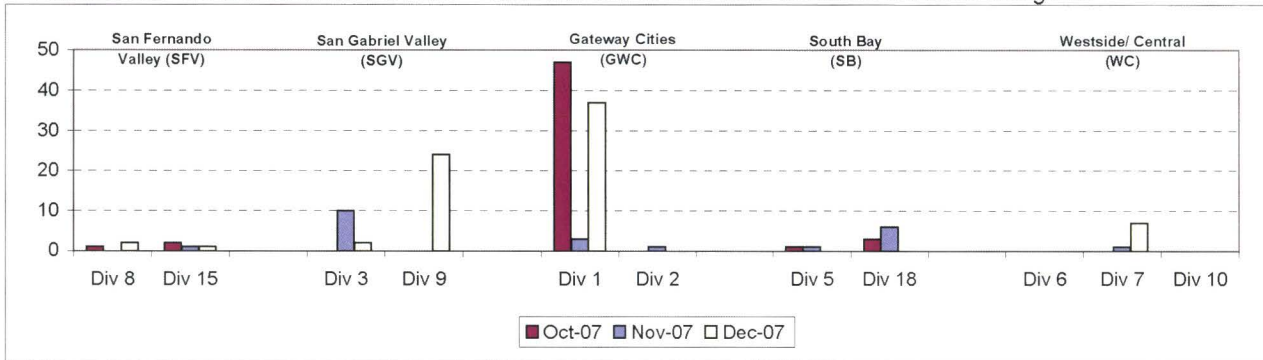
#### MMBMF -- Bus Operating Sector Divisions October - December 2007



#### Unaddressed Road Calls -- Bus Operating Sector Divisions\* October - December 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.

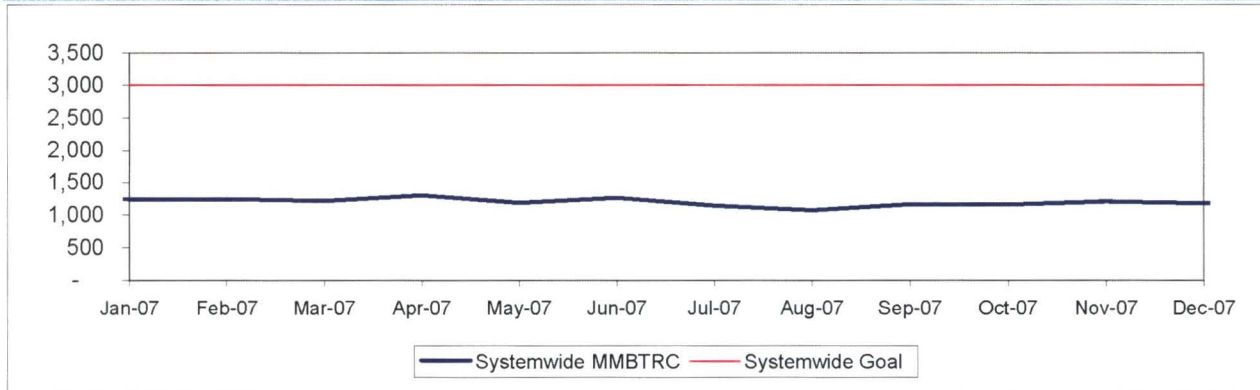


**MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)\***

**Definition:** Average Hub Miles traveled between road call problems.

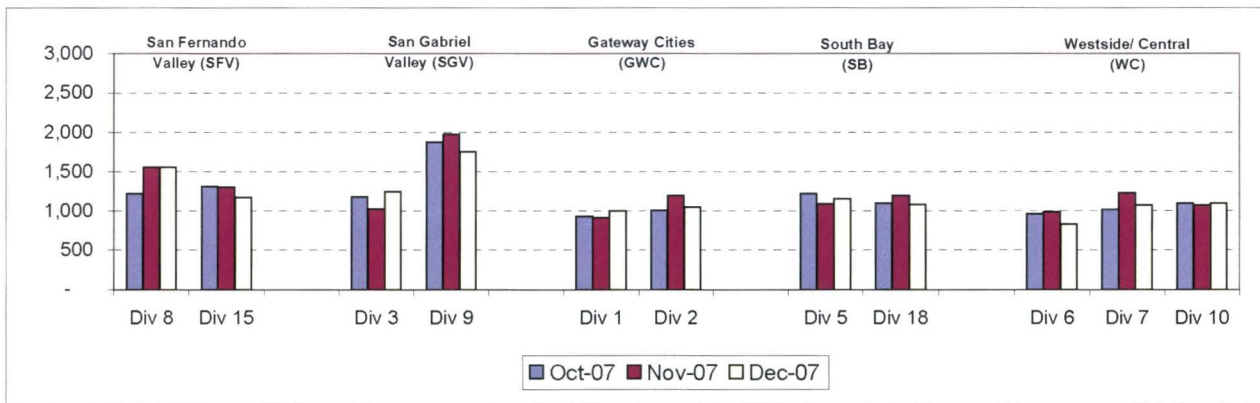
**Calculation:** MMBTRC = (Total Hub Miles / by Total Road Calls)

**MMBTRC Systemwide Trend**



\* New Indicator.

**MMBTRC --Bus Operating Sector Divisions  
October - December 2007**



**Fleet Mix by Fuel Type Systemwide (Metro Divisions only)**

	Number of Buses	Percent of Buses
CNG	2,360	86.70%
Diesel	269	9.88%
Gasoline	59	2.17%
Propane	34	1.25%
<b>Total</b>	<b>2,722</b>	<b>100.00%</b>

**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
8.7	7.6	8.0	6.6	6.5	6.6	5.6	8.0

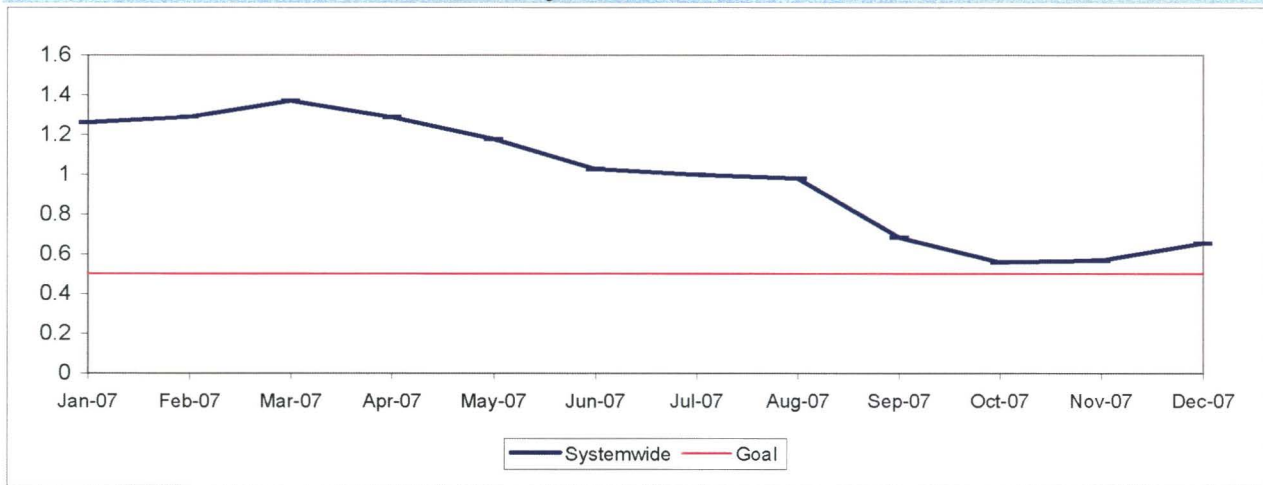
WC		
Div 6	Div 7	Div 10
13.4	6.1	5.4

**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.

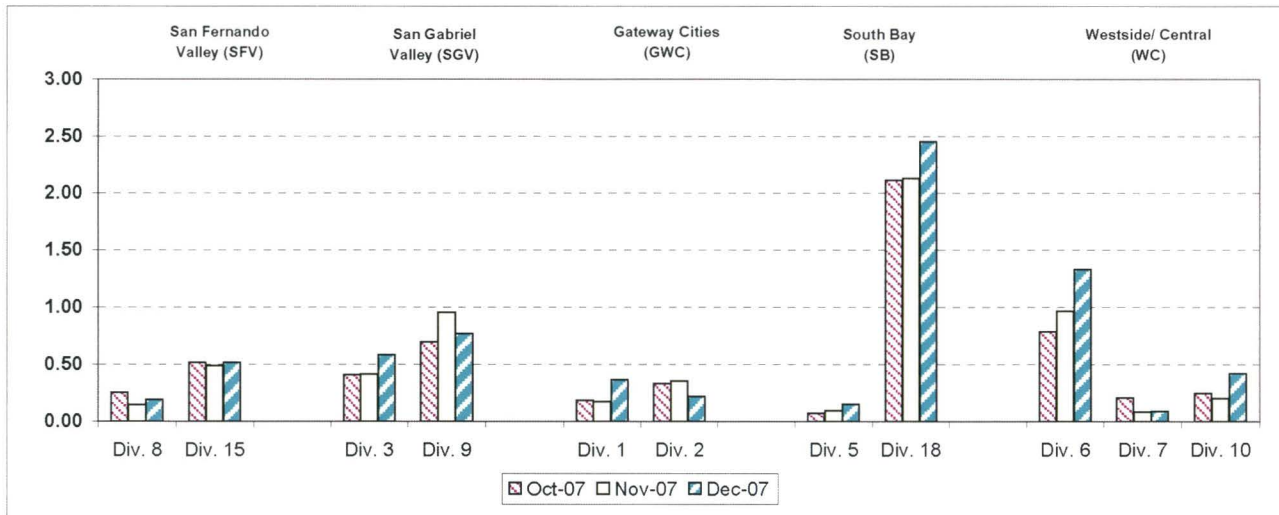
**Calculation:** Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

**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  
October - December 2007**



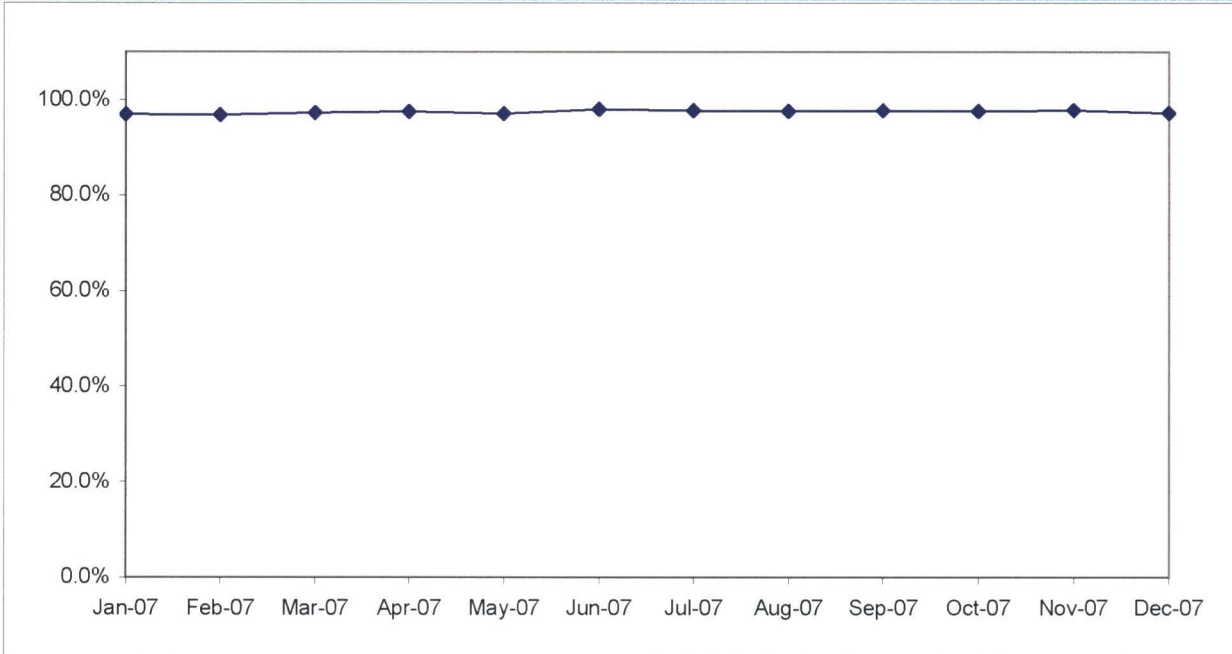
## ATTENDANCE

### MAINTENANCE ATTENDANCE

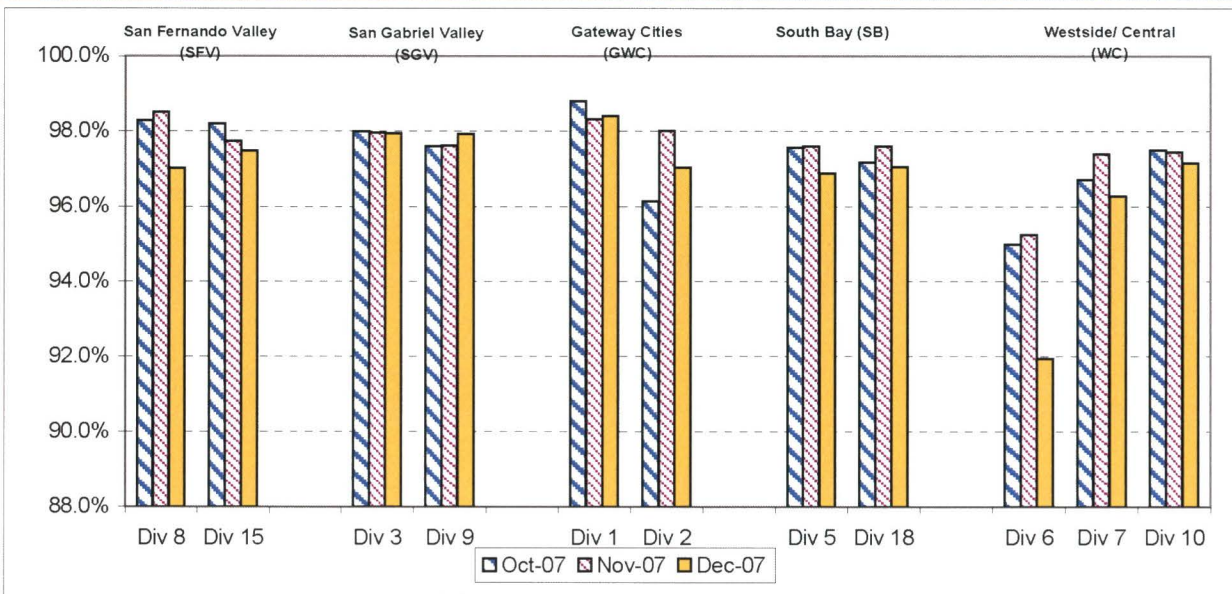
**Definition:** Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

#### Systemwide Trend



#### Maintenance Attendance - By Sectors' Divisions (By Current Month) October - December 2007



## SAFETY PERFORMANCE

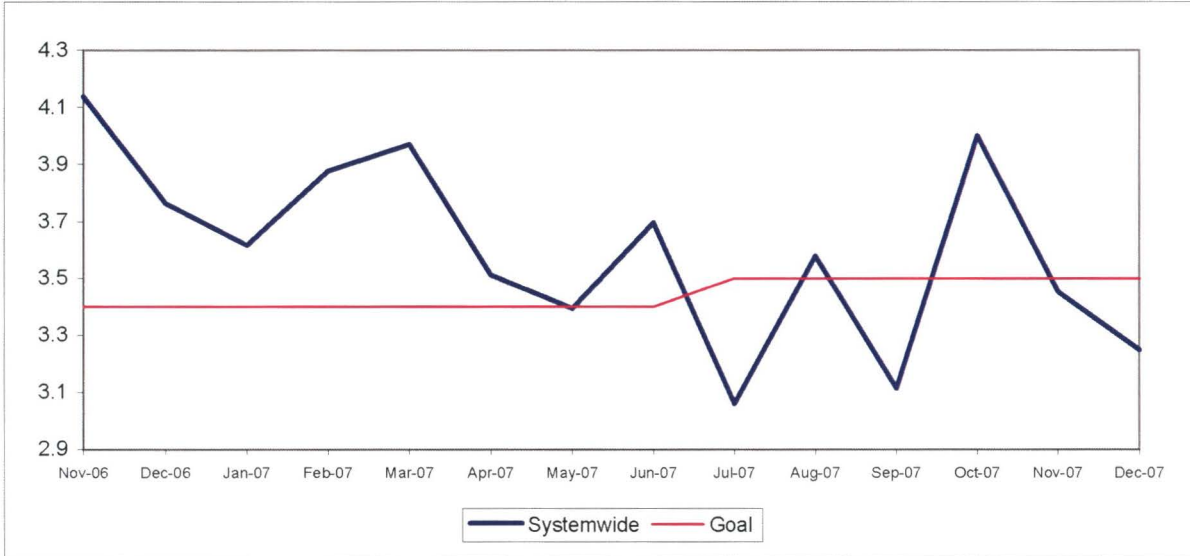
### BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

**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.

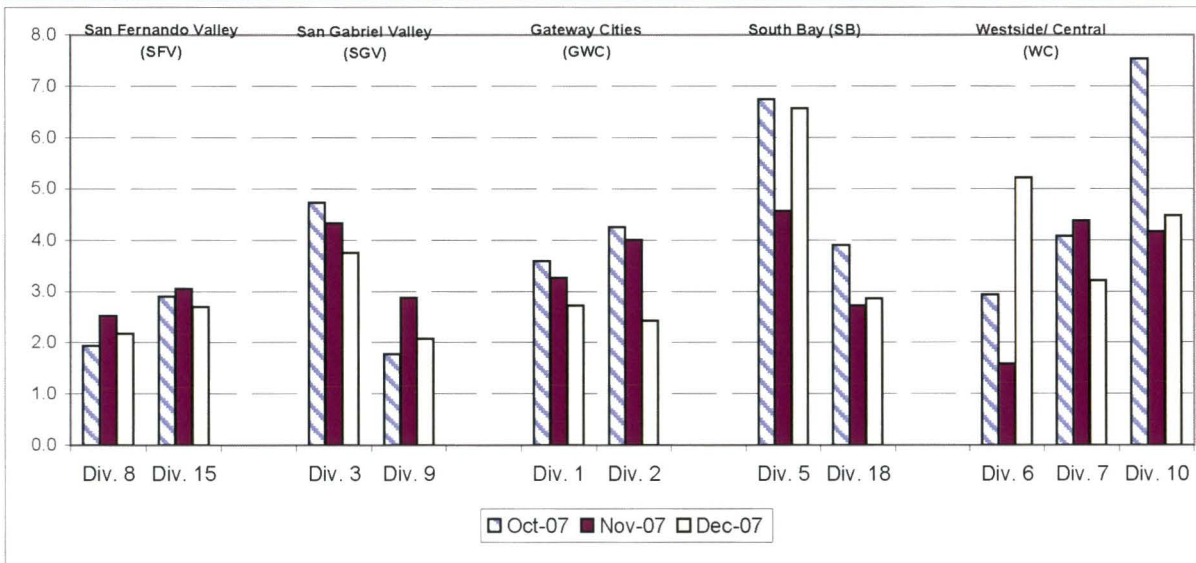
#### Systemwide Trend



**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 October - December 2007

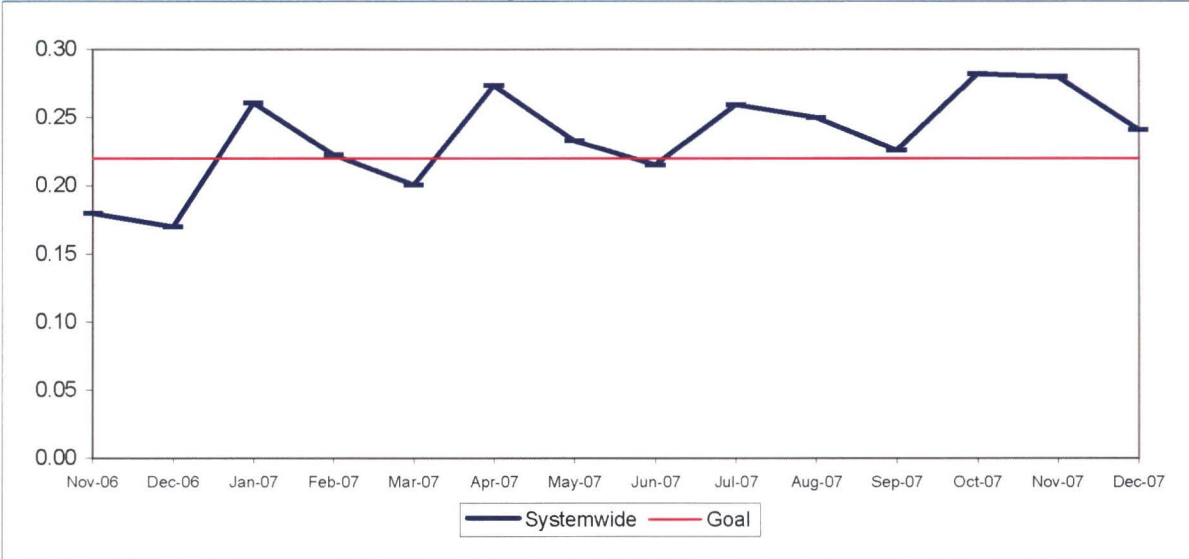


**BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS**

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

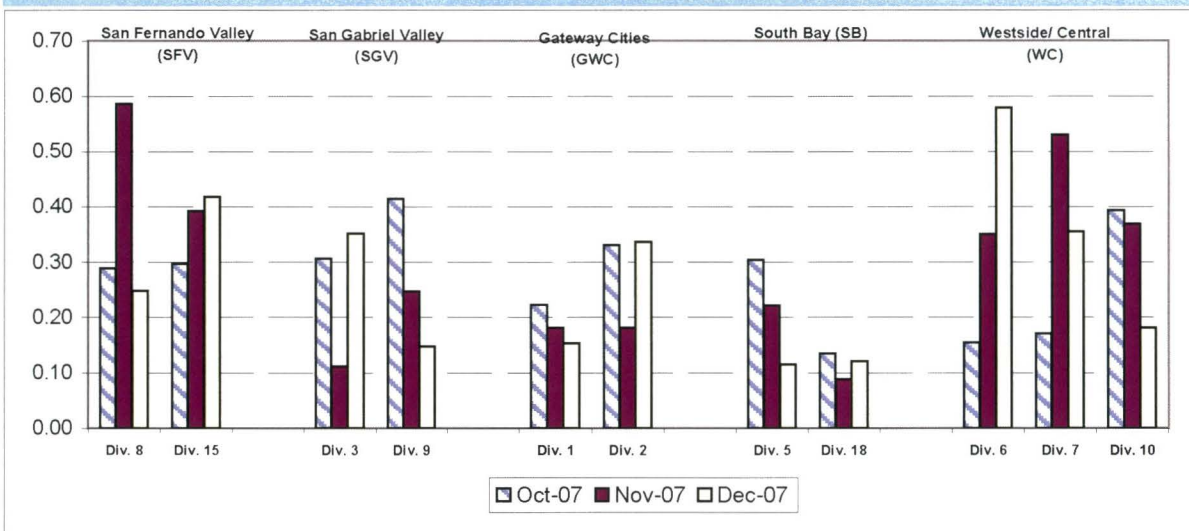
**Calculation:** Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by (Boardings / by 100,000))

**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.

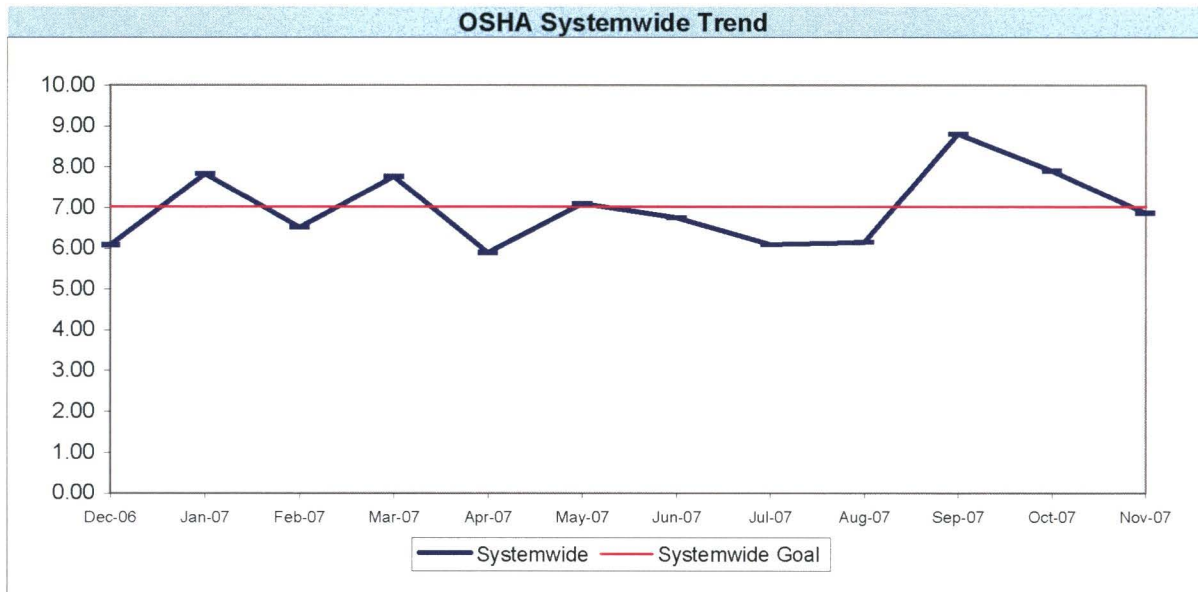
**Bus Operating Divisions - by Sectors' Divisions  
October - December 2007**



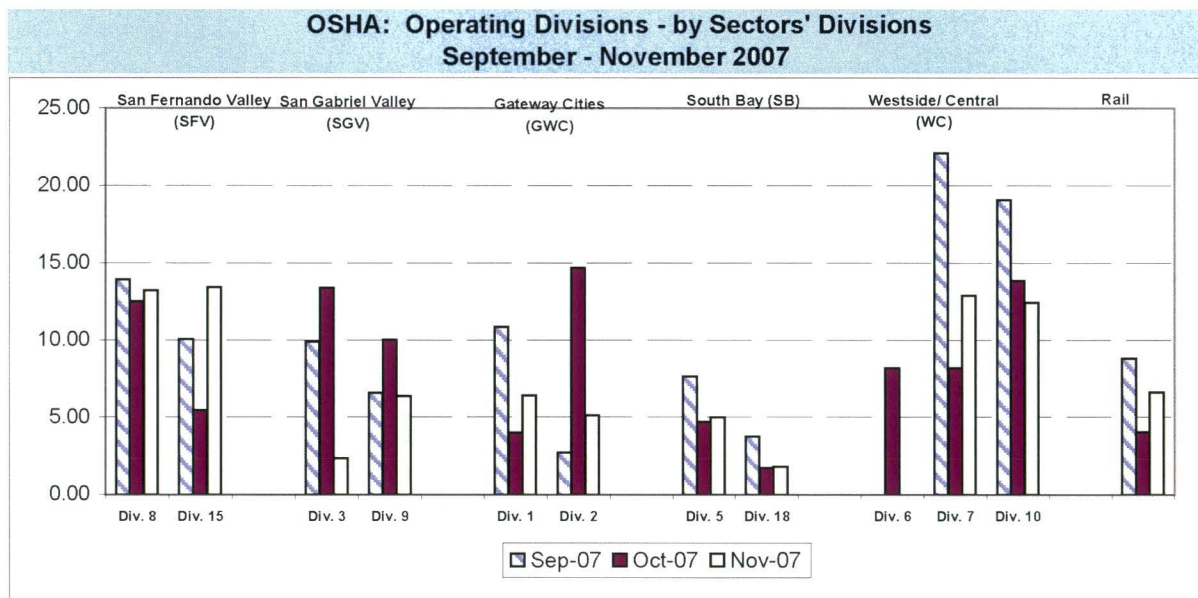
## OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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

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



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

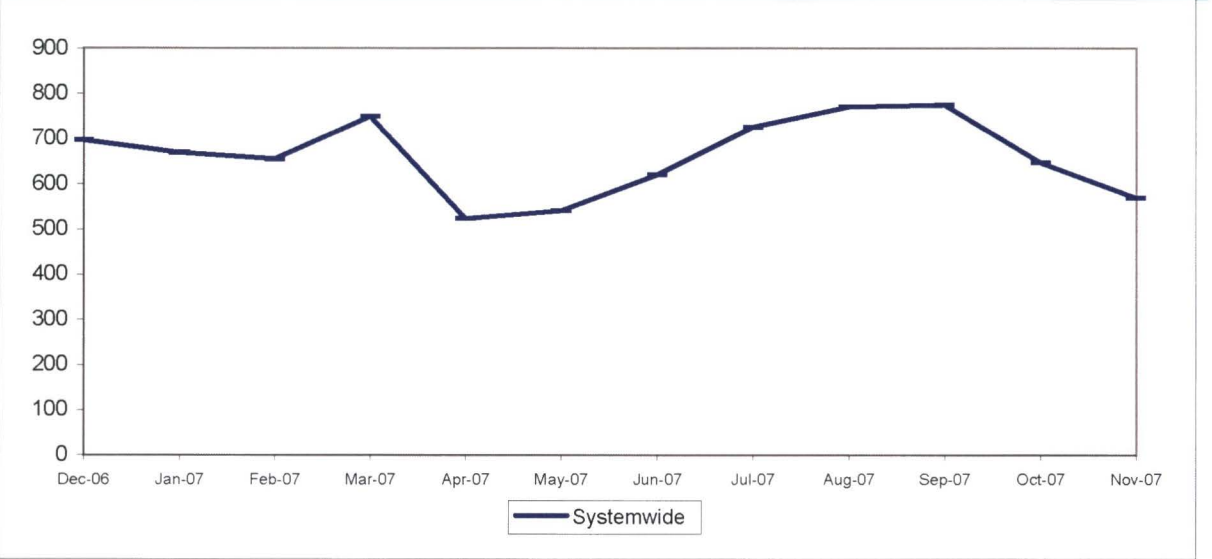


**LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS**

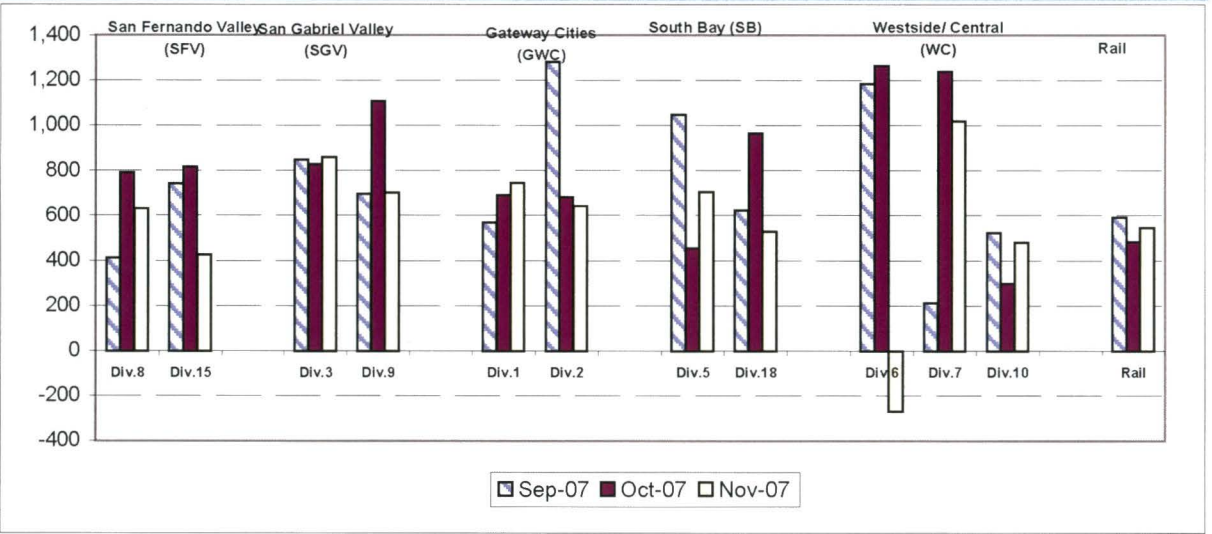
**Definition:** Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours..

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

**LWD Systemwide Trend**



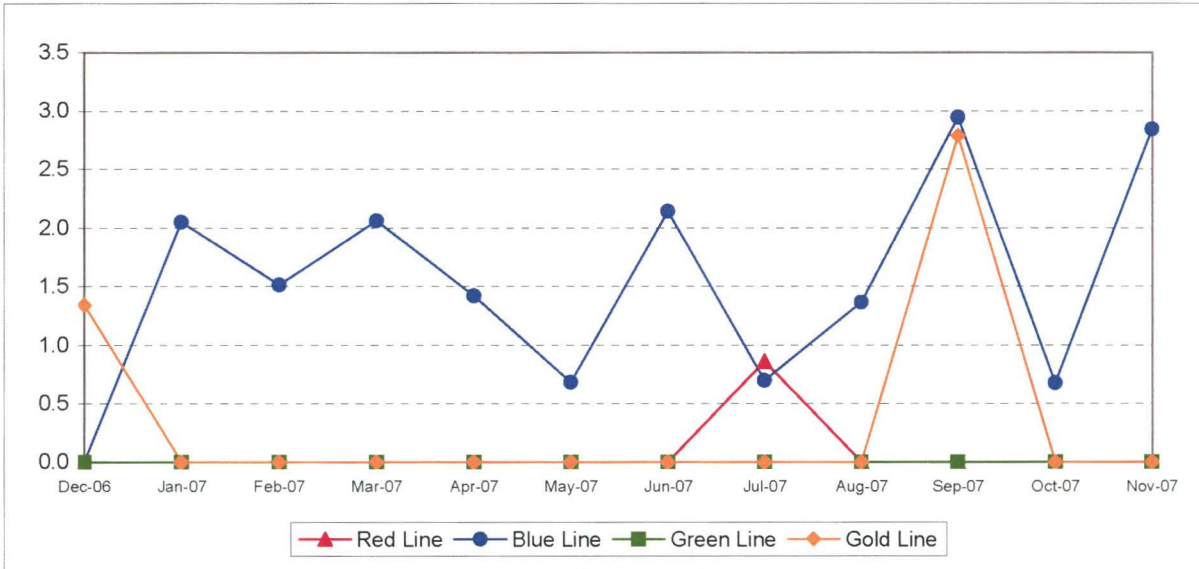
**LWD/200,000 Exposure Hours per Operating Divisions - by Sectors' Divisions  
September - November 2007**



**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.

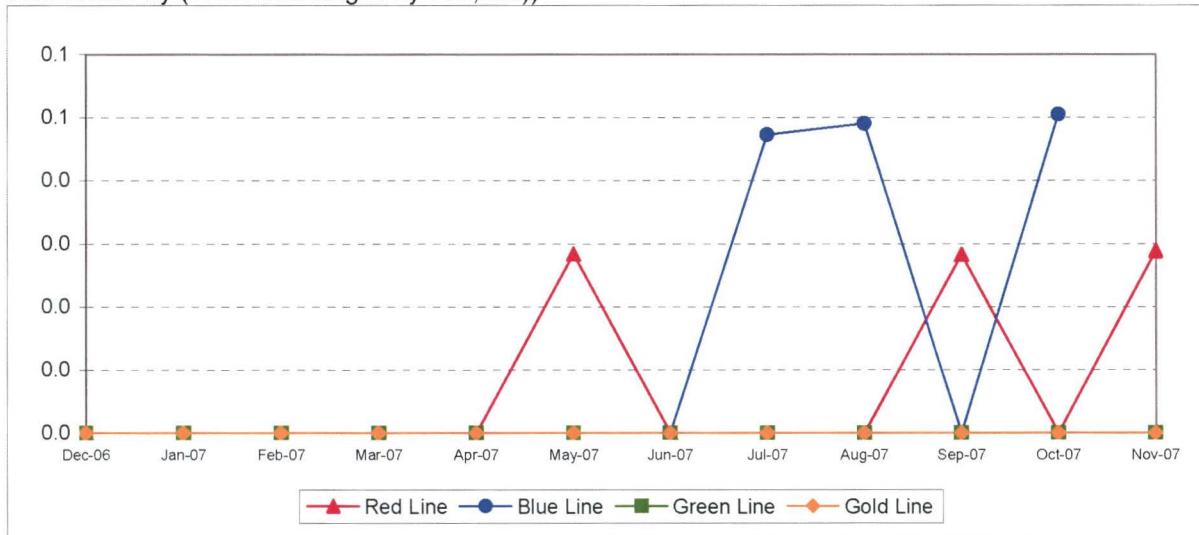
**Calculation:** Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



**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))





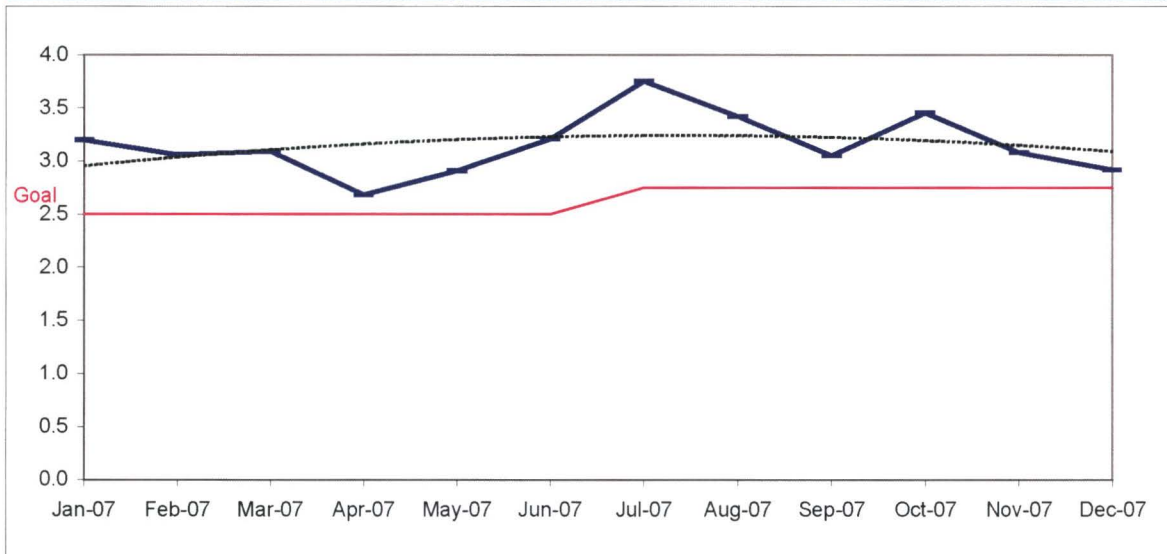
## CUSTOMER SATISFACTION

### 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 October - December 2007



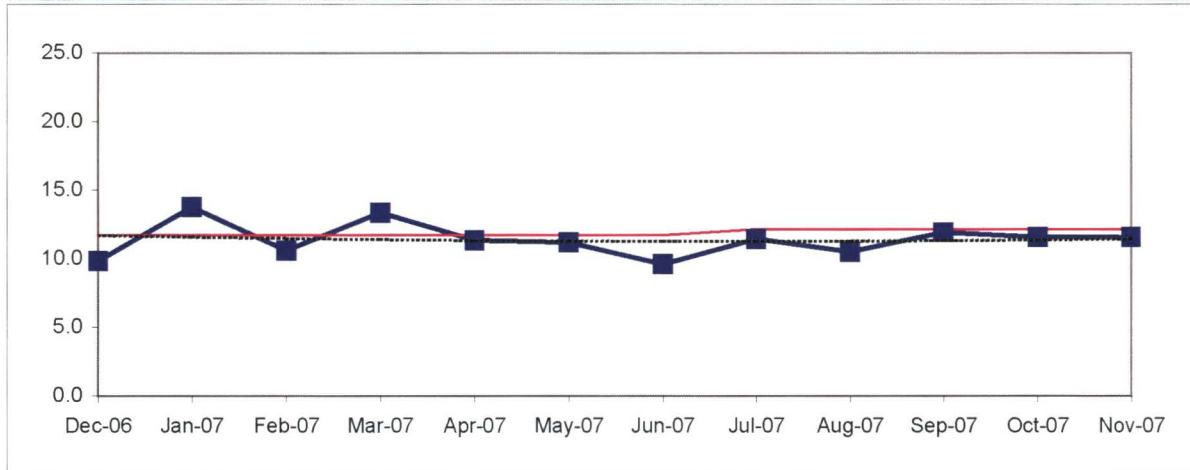
## WORKERS COMPENSATION CLAIMS

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

#### Metro Operations Trend



One month lag from current month

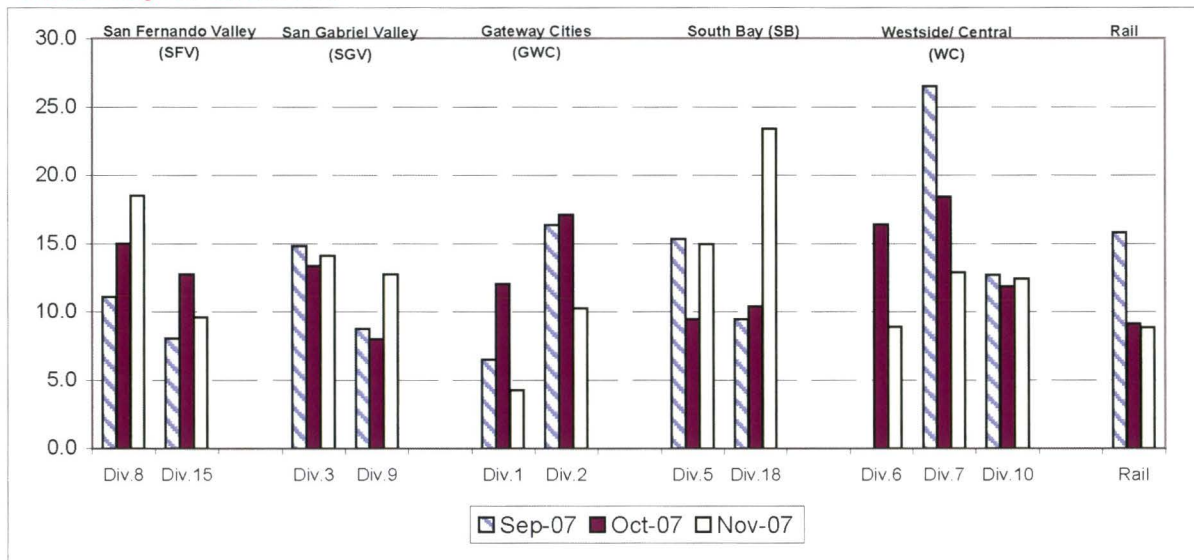
### NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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

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

#### Bus & Rail - by Bus Sectors' Divisions and Rail September - November 2007

One month lag from current month



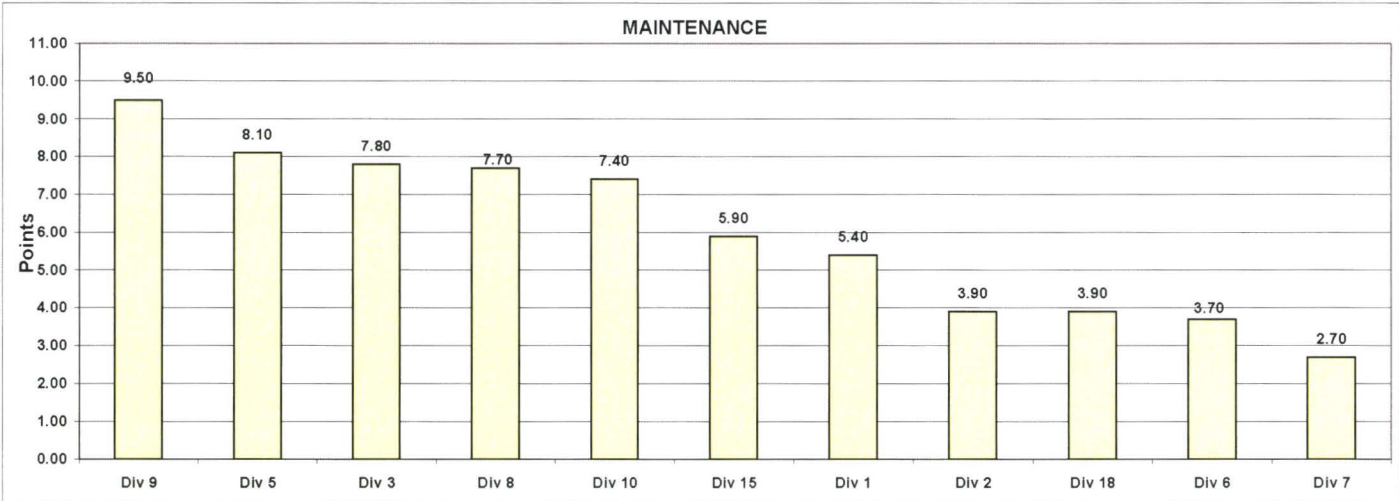
**"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM**

**Monthly Calculations - December 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	<b>64%</b>	1000.8	1052.6	1241.8	1154.3	825.0	1072.0	1552.1	1754.1	1098.9	1176.4	1084.1
Points		2	3	9	7	1	4	10	11	6	8	5
Attendance	<b>20%</b>	0.98447	0.97857	0.98122	0.98062	0.92098	0.96844	0.97323	0.99172	0.97954	0.97815	0.97348
Points		10	6	9	8	1	2	3	11	7	5	4
New WC Claims /200,000 Exp Hrs*	<b>36%</b>	9.8049	11.2356	10.6593	0.0000	0.0000	30.5452	10.0777	10.2833	0.0000	15.9779	24.1146
Points		8	4	5	10	10	1	7	6	10	3	2
*One month lag												
<b>Totals</b>		<b>5.40</b>	<b>3.90</b>	<b>7.80</b>	<b>8.10</b>	<b>3.70</b>	<b>2.70</b>	<b>7.70</b>	<b>9.50</b>	<b>7.40</b>	<b>5.90</b>	<b>3.90</b>
<b>FINAL RANKING</b>		<b>Maintenance Division Ranking (Sorted)</b>										
	<b>DIV.</b>	Div 9	Div 5	Div 3	Div 8	Div 10	Div 15	Div 1	Div 2	Div 18	Div 6	Div 7
	<b>Score</b>	9.50	8.10	7.80	7.70	7.40	5.90	5.40	3.90	3.90	3.70	2.70
	<b>Rank</b>	1st	2nd	3rd	4th	5th	6th	7th	8th	8th	10th	11th

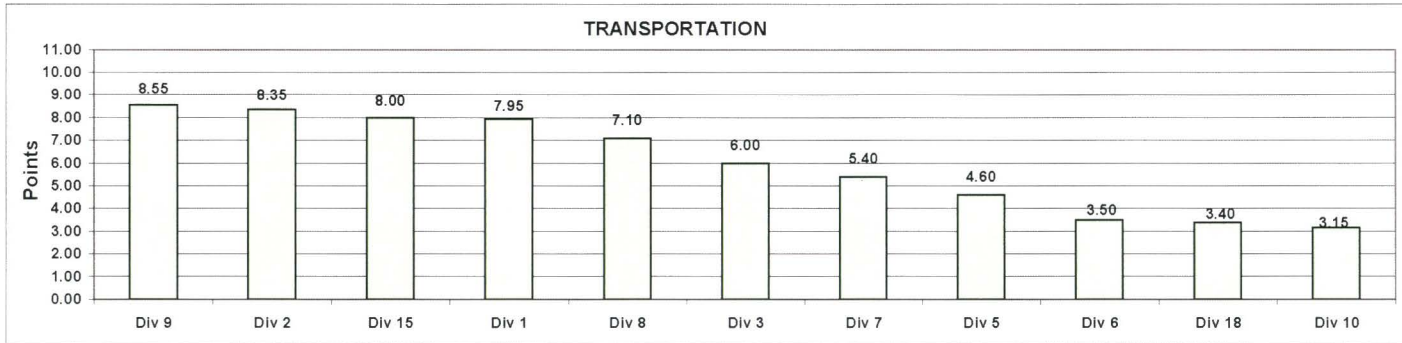


**Monthly Calculations - December 2007  
Metro Bus - Transportation**

**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	<b>25%</b>	0.6411	0.6691	0.6352	0.6279	0.5271	0.5721	0.6689	0.6507	0.5654	0.6617	0.5974
Points		7	11	6	5	1	3	10	8	2	9	4
Miles Between Total Road Calls	<b>10%</b>	1000.8252	1052.6447	1241.8418	1154.2695	825.0316	1072.0069	1552.1335	1754.0945	1098.8736	1176.4146	1084.1093
Points		2	3	9	7	1	4	10	11	6	8	5
Accident Rate	<b>25%</b>	2.7273	2.4234	3.7521	6.5702	5.2195	3.2167	2.1731	2.0806	4.4794	2.7078	2.8595
Points		7	9	4	1	2	5	10	11	3	8	6
Complaints/100K Boardings	<b>15%</b>	1.8082	2.2091	2.1510	1.3552	2.3155	2.3291	2.6929	2.1773	3.0592	2.7549	3.1896
Points		10	7	9	11	6	5	4	8	2	3	1
New WC Claims /200,000 Exp Hrs*	<b>25%</b>	2.7355	9.9647	15.1221	19.4327	11.8241	8.1734	21.5128	13.4053	15.9787	7.5674	23.2393
Points		11	8	5	3	7	9	2	6	4	10	1
*One month lag												
<b>Totals</b>		<b>7.95</b>	<b>8.35</b>	<b>6.00</b>	<b>4.60</b>	<b>3.50</b>	<b>5.40</b>	<b>7.10</b>	<b>8.55</b>	<b>3.15</b>	<b>8.00</b>	<b>3.40</b>
<b>FINAL RANKING</b>												
	<b>DIV.</b>	Div 9	Div 2	Div 15	Div 1	Div 8	Div 3	Div 7	Div 5	Div 6	Div 18	Div 10
	<b>Score</b>	<b>8.55</b>	<b>8.35</b>	<b>8.00</b>	<b>7.95</b>	<b>7.10</b>	<b>6.00</b>	<b>5.40</b>	<b>4.60</b>	<b>3.50</b>	<b>3.40</b>	<b>3.15</b>
	<b>Rank</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>	<b>5th</b>	<b>6th</b>	<b>7th</b>	<b>8th</b>	<b>9th</b>	<b>10th</b>	<b>11th</b>



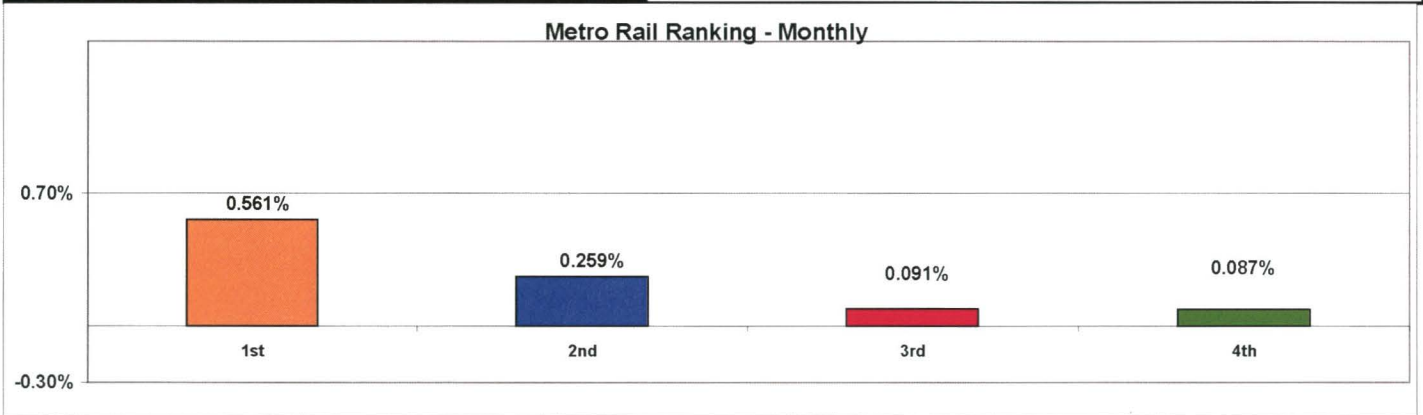
**Monthly Calculations  
Metro Rail**

**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		
	Dec-06	Dec-07	Yearly Improvement	Dec-06	Dec-07	Yearly Improvement	Dec-06	Dec-07	Yearly Improvement	Dec-06	Dec-07	Yearly Improvement
<b>Wayside Availability</b>												
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	99.94%	99.97%	0.03%	99.93%	100.00%	0.07%	98.74%	100.00%	1.26%	99.98%	100.00%	0.02%
Power	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	99.51%	-0.49%
<b>Wayside Performance</b>	<b>99.98%</b>	<b>99.99%</b>	<b>0.01%</b>	<b>99.98%</b>	<b>100.00%</b>	<b>0.02%</b>	<b>99.58%</b>	<b>100.00%</b>	<b>0.42%</b>	<b>99.99%</b>	<b>99.84%</b>	<b>-0.16%</b>
<b>Vehicle Availability</b>												
Vehicle Performance	99.75%	99.62%	-0.14%	99.60%	99.89%	0.29%	99.45%	99.83%	0.38%	99.32%	99.89%	0.57%
<b>Operator Availability</b>												
Operators	99.86%	99.96%	0.10%	99.76%	99.89%	0.13%	99.99%	99.82%	-0.17%	100.00%	99.87%	-0.13%
<b>In-Service Performance</b>												
Rev. Hr. Delivered - Rail	99.56%	99.93%	0.37%	99.29%	99.89%	0.60%	98.18%	99.80%	1.62%	99.29%	99.37%	0.08%
<b>Total Rail Line Performance</b>	<b>99.79%</b>	<b>99.88%</b>	<b>0.09%</b>	<b>99.66%</b>	<b>99.92%</b>	<b>0.26%</b>	<b>99.30%</b>	<b>99.86%</b>	<b>0.56%</b>	<b>99.65%</b>	<b>99.74%</b>	<b>0.09%</b>

Metro Rail Final Ranking (Sorted)				
Rail Line	GREEN	RED	GOLD	BLUE
Score	0.561%	0.259%	0.091%	0.087%
Rank	1st	2nd	3rd	4th



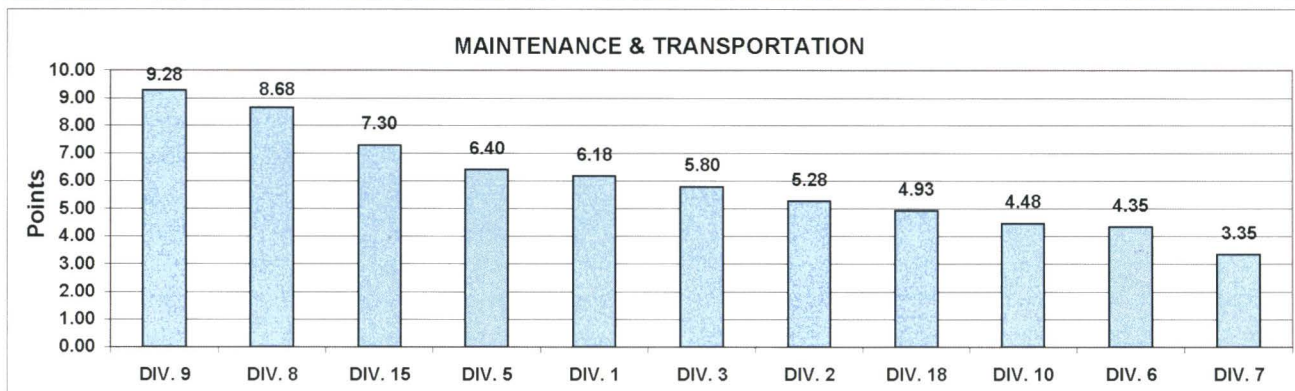
## "HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

### Quarterly Calculations: FY08-Q2 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%	943	1079	1145	1153	922	1097	1420	1863	1091	1260	1126
Points		2	3	7	8	1	5	10	11	4	9	6
Attendance	10.0%	0.9862	0.9798	0.9837	0.9834	0.9453	0.9710	0.9838	0.9869	0.9825	0.9799	0.9772
Points		10	4	8	7	1	2	9	11	6	5	3
Claims /200000												
Exp.Hrs	15.0%	9.3338	11.5088	17.7157	3.5898	0.0000	26.6315	3.4402	6.6903	6.1577	13.4539	10.8106
Points		6	4	2	9	11	1	10	7	8	3	5
<i>*One month Lag: Sep - Nov 07</i>												
Transportation												
In-Service On-Time Performance	12.5%	0.6501	0.6703	0.6484	0.6302	0.5241	0.5695	0.6631	0.6530	0.5622	0.6545	0.6089
Points		7	11	6	5	1	3	10	8	2	9	4
Miles Between Total Road Calls	5.0%	942.5	1079.3	1144.9	1152.8	921.6	1096.8	1420.4	1862.9	1091.2	1259.8	1126.1
Points		2	3	7	8	1	5	10	11	4	9	6
Accidents/100k Hub Miles	12.5%	3.2030	3.5716	4.2865	5.9755	3.1809	3.8940	2.2079	2.2296	5.4316	2.8898	3.1747
Points		6	5	3	1	7	4	11	10	2	9	8
Complaints/100K Boardings	7.5%	2.0503	2.0109	2.3977	1.4883	2.7687	2.7303	2.5458	2.6860	3.2673	3.3290	3.7834
Points		9	10	8	11	4	5	7	6	3	2	1
<i>*One month Lag: Sep - Nov 07</i>												
Claims /200000												
Exp.Hrs	12.5%	7.2474	15.4763	13.0628	16.0085	12.0164	17.1789	18.8900	10.6482	14.0744	9.2031	15.4787
Points		11	5	7	3	8	2	1	9	6	10	4
<b>Totals</b>		<b>6.18</b>	<b>5.28</b>	<b>5.80</b>	<b>6.40</b>	<b>4.35</b>	<b>3.35</b>	<b>8.68</b>	<b>9.28</b>	<b>4.48</b>	<b>7.30</b>	<b>4.93</b>
<b>FINAL RANKING Maintenance and Transportation Division Ranking (Sorted)</b>												
<b>DIV.</b>		<b>DIV. 9</b>	<b>DIV. 8</b>	<b>DIV. 15</b>	<b>DIV. 5</b>	<b>DIV. 1</b>	<b>DIV. 3</b>	<b>DIV. 2</b>	<b>DIV. 18</b>	<b>DIV. 10</b>	<b>DIV. 6</b>	<b>DIV. 7</b>
<b>Score</b>		<b>9.28</b>	<b>8.68</b>	<b>7.30</b>	<b>6.40</b>	<b>6.18</b>	<b>5.80</b>	<b>5.28</b>	<b>4.93</b>	<b>4.48</b>	<b>4.35</b>	<b>3.35</b>
<b>Rank</b>		<b>1st</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>	<b>5th</b>	<b>6th</b>	<b>7th</b>	<b>8th</b>	<b>9th</b>	<b>10th</b>	<b>11th</b>



**Quarterly Calculations: FY08-Q2  
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.

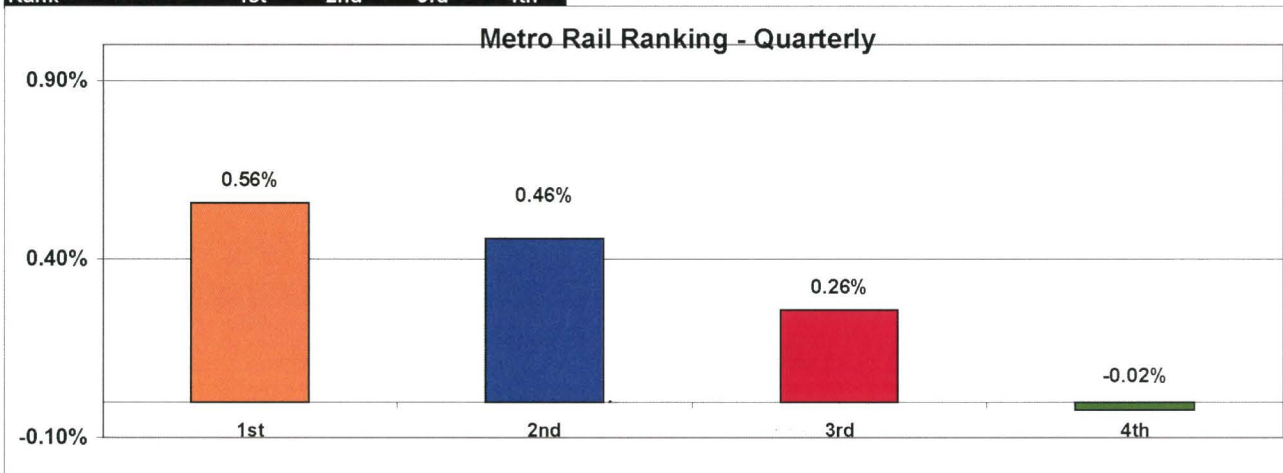
**Calculation:** Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are sorted from high 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
<b>Overall Rail Line Performance</b>				
Jul-07	0.85%	0.39%	-0.10%	0.13%
Aug-07	0.43%	0.12%	0.21%	1.45%
Sep-07	<u>0.09%</u>	<u>0.26%</u>	<u>-0.18%</u>	<u>0.09%</u>
<b>Quarter Average</b>	<b>0.46%</b>	<b>0.26%</b>	<b>-0.02%</b>	<b>0.56%</b>

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	BLUE	RED	GREEN
Score	0.56%	0.46%	0.26%	-0.02%
Rank	1st	2nd	3rd	4th







## Construction Safety November- January 2008



- Metro Gold Line Eastside Extension Construction has been underway for more than 44 months or 1, 315 days
- 2,669,962 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 (2.4); well below the national average of (5.6)
- Thirty-three recordable injuries have been reported Project to Date. Twenty-five involved medical treatment and restrictive duty. Eight required medical treatment only.





Los Angeles County Metropolitan Transportation Authority

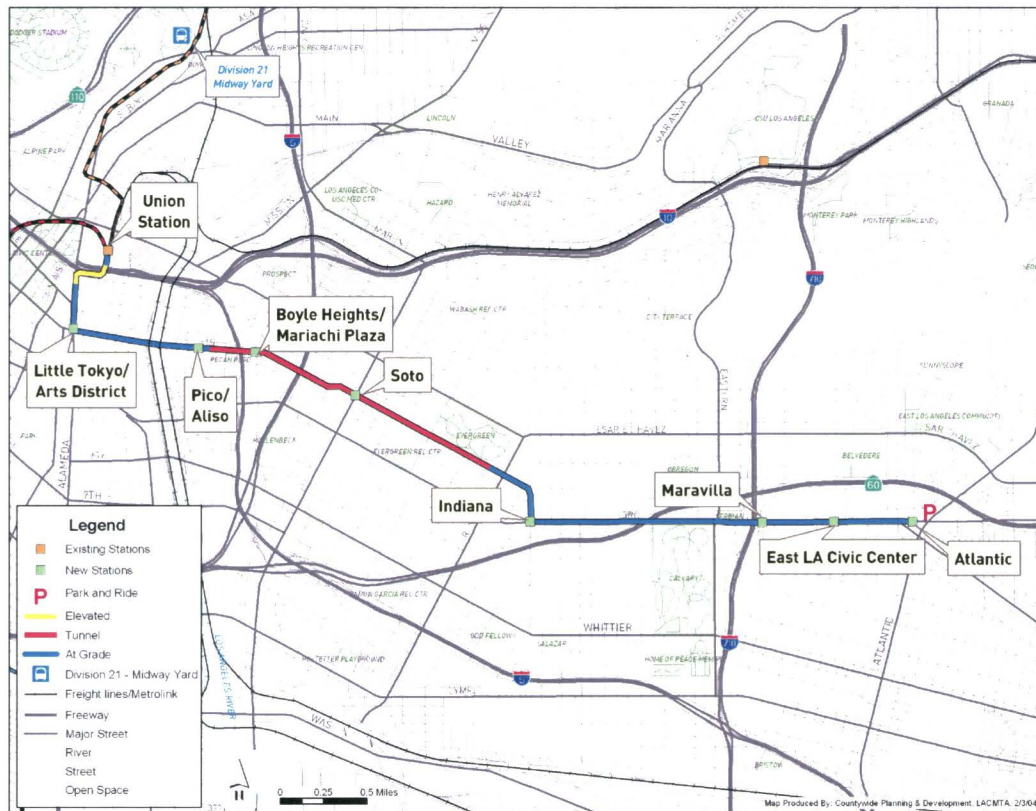
## **Metro Gold Line Eastside Extension FTA Quarterly Presentation**



**February 27, 2008**



# Metro Gold Line Eastside Extension Project Description



- 6 Mile Alignment
- 1.7 Miles of Tunnel
- 8 Stations (6 At-Grade and 2 Underground)
- Park & Ride Facility
- Direct Connection to the Pasadena Metro Gold Line
- \$898.8 million
- Opens in 2009
- On-Time/Within Budget
- Over 2.6 million safe work hours

# Metro Gold Line Eastside Extension Issues & Accomplishments

Issues: None

Accomplishments:

- Completed all Systems Design Packages.
- LACMTA issued the C0803 contractor access to the 1<sup>st</sup> Street Bridge. Guideway construction is underway.
- Significant progress has been made in the delivery and installation of the Traction Power Sub-stations.
- Completed civil guideway construction in Segment 7.
- Began OCS and Train Control installations.
- Began station canopy installation at the at-grade stations.
- Began construction of the temporary baggage handling road at Union Station.
- Began preparation work for rail installation in the tunnels.



**Metro**

Gold  
Line

# Metro Gold Line Eastside Extension Issues & Accomplishments

## Accomplishments:

- Began manufacturing of Universal Fare Equipment.
- Began Pomona/Atlantic Parking Structure design.
- Over 2.6 million safe work hours.



Metro

Gold  
Line

# Metro Gold Line Eastside Extension Construction Safety

- Metro Gold Line Eastside Extension Construction has been underway for more than 43 months (1, 272 days).
- 2,669,962 work hours to date with Zero Days Away from work due to injury.
- Thirty-three recordable incidents have been reported Project to Date. Twenty-five involved medical treatment and restrictive duty. Eight required medical treatment only.
- The recordable rate is 2.4, well below the national average of 5.6.

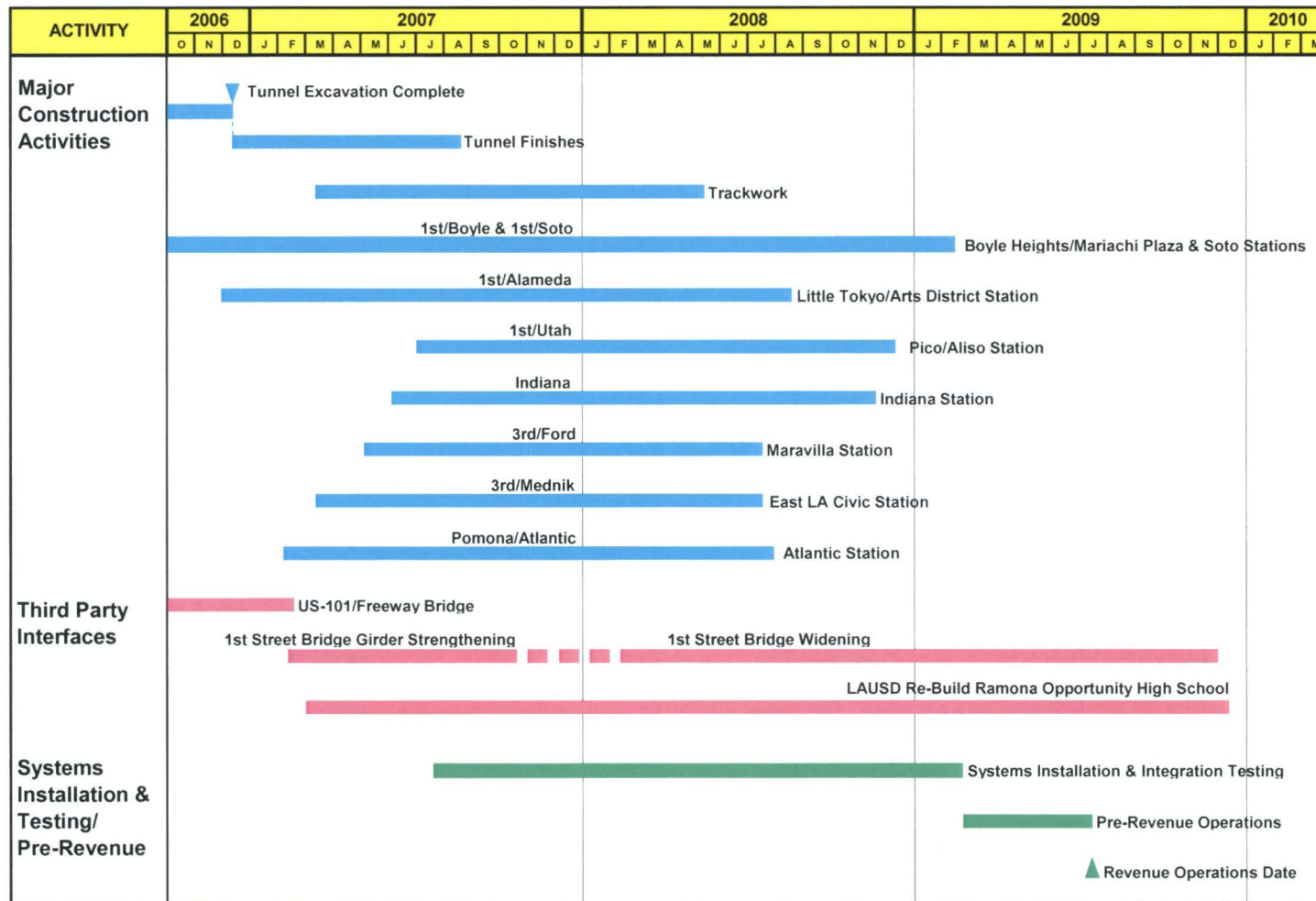


Metro

Gold  
Line



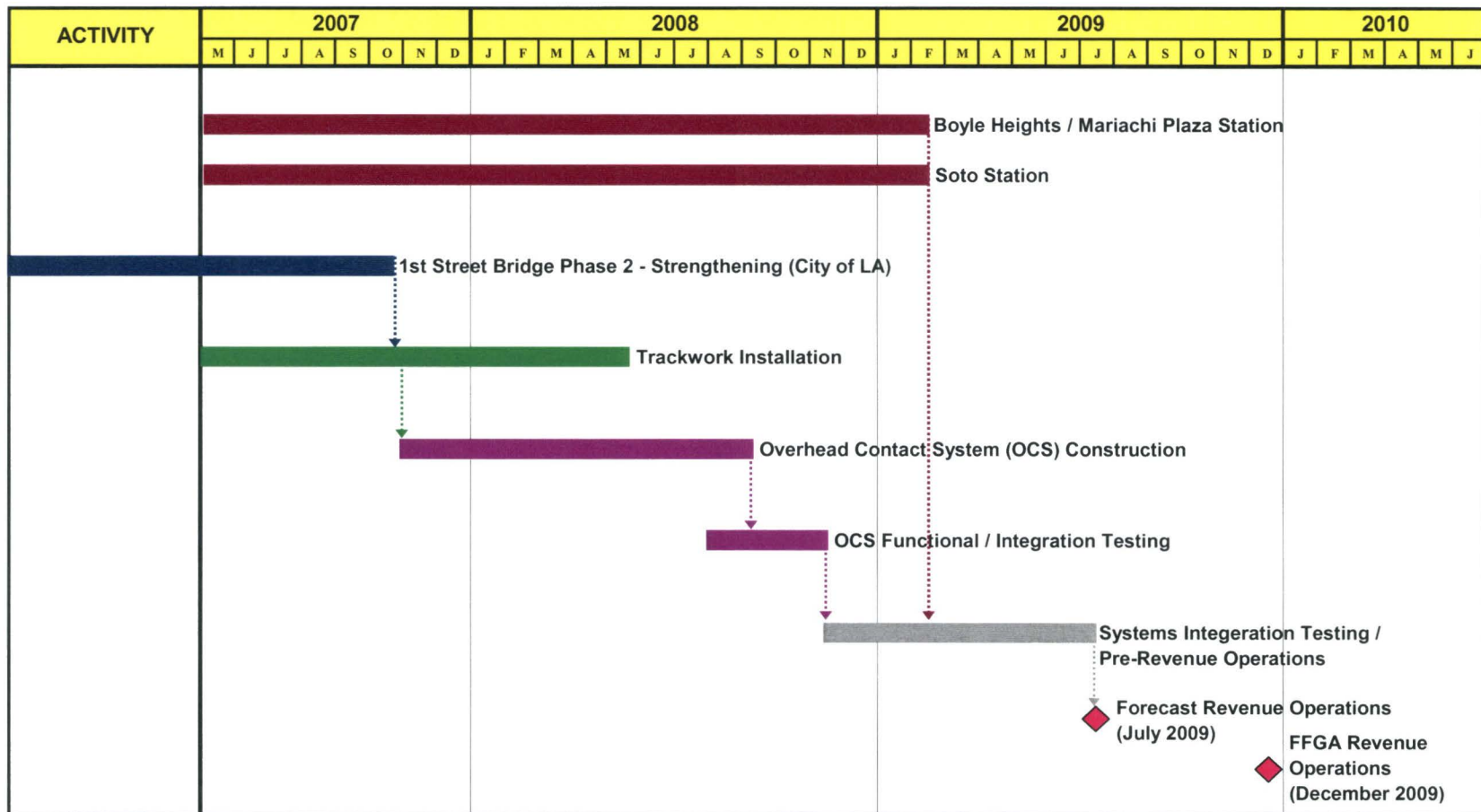
# Metro Gold Line Eastside Extension Overview of Major Construction Activities



**Metro**

**Gold Line**

# Metro Gold Line Eastside Extension Schedule Status (Critical Path)



# 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



Metro

Gold  
Line

# Metro Gold Line Eastside Extension Cost/Budget Status

Description	Sep-07 Current Budget	Dec-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)	-
<b>SUBTOTAL</b>	<b>884,014</b>	<b>884,014</b>	<b>-</b>
PROJECT FINANCE COST	14,800	14,800	-
<b>TOTAL</b>	<b>898,814</b>	<b>898,814</b>	<b>-</b>



**Metro**

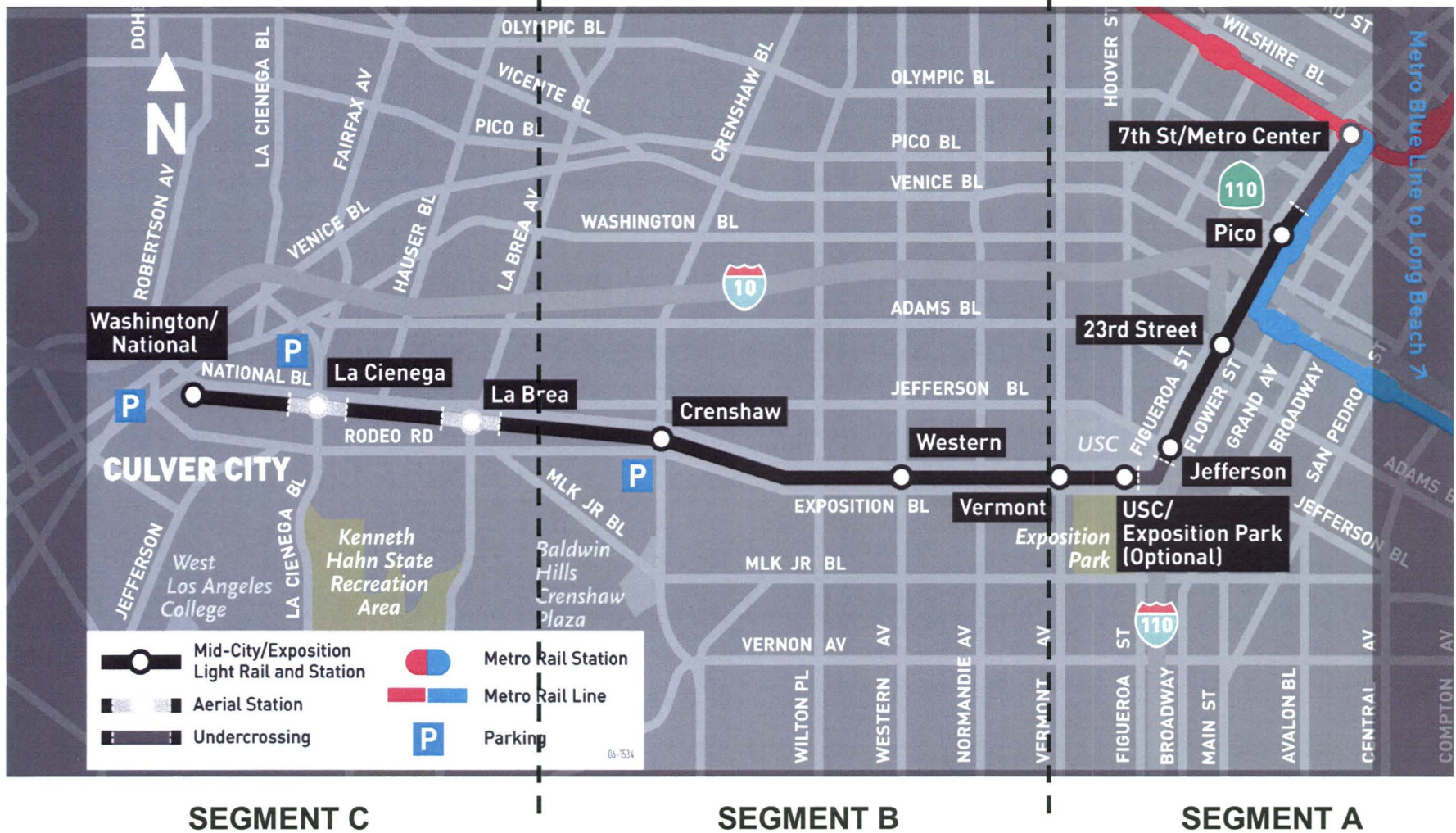


Gold  
Line

Exposition Metro Line Construction Authority  
 Expo Line Transit Project

# Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – February 27, 2008



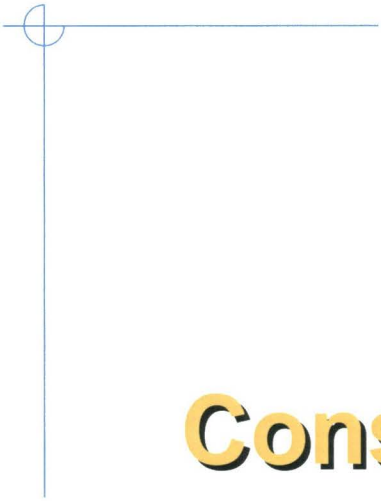
# Metro Gold Line Eastside Extension Quality Assurance

- Quality Management continues to perform monthly reviews of the contractor's 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, including color digital pictures identifying sites of surveillance and issues of concern.
- Fabrication of station canopies and field installation are ongoing. Contractor's use of an independent test laboratory weld inspection is an area of Metro's attention. As issues appear, they are being coordinated to resolution.



Metro

Gold  
Line



# Construction Contracts Update



# Metro Gold Line Eastside Extension Light Rail Transit Stations



LittleTokyo/  
Arts District



Pico/Aliso



Boyle Heights/  
Mariachi Plaza



1<sup>st</sup>/Soto



Maravilla



Indiana Station



East Los Angeles  
Civic Center



Pomona/Atlantic

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



Metro



Gold  
Line



# Metro Gold Line Eastside Extension US 101 Freeway LRT Bridge Overcrossing



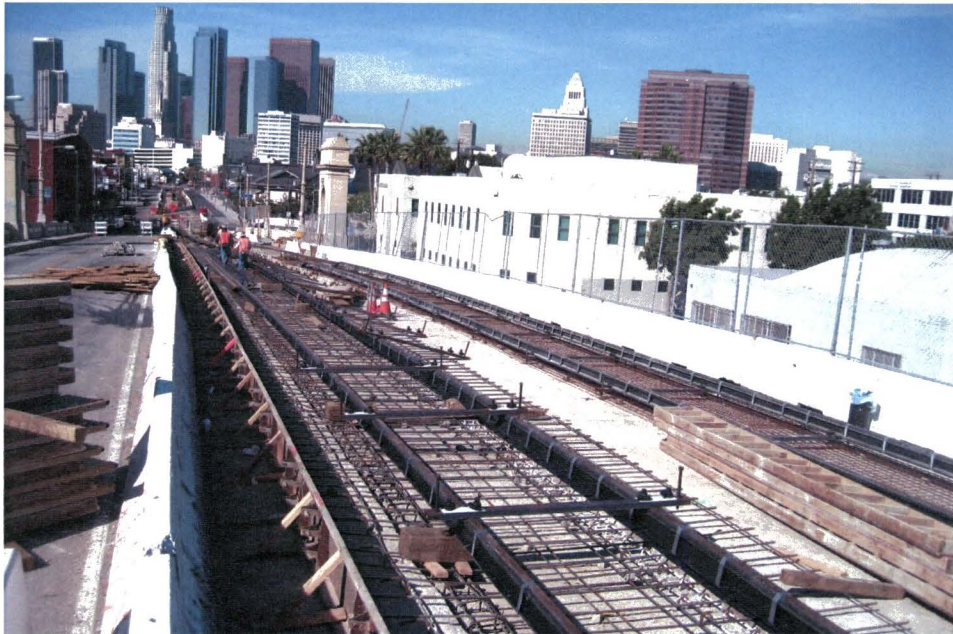
US 101 Freeway LRT Bridge



Union Station Baggage Handling Road

The 101 Freeway LRT Bridge was completed on-time last 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. Construction of the baggage handling road, which connects to the LRT Bridge, is underway.

# Metro Gold Line Eastside Extension LA River 1<sup>st</sup> Street Bridge






LA River 1<sup>st</sup> Street Bridge 30-day closure began on January 28, 2008. Metro's contractor has made significant progress towards the completion of the track and guideway installation.

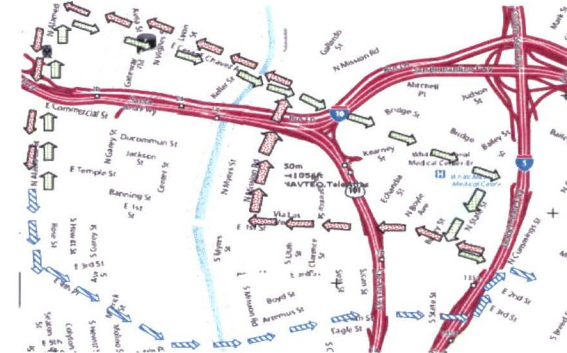
Metro Gold Line  
Eastside Extension

## Notice of Full Street Closure

FIRST STREET BRIDGE CLOSURE EFFECTIVE JANUARY 28, 2008  
CIERRE COMPLETO DEL PUENTE DE LA CALLE PRIMERA  
EMPEZANDO EL 28 DE ENERO DEL 2008

### Legend

-  Primary Eastbound Traffic Detour / Desvío principal del tráfico en dirección este
-  Alternative Eastbound Traffic Detour / Desvío alternativo del tráfico en dirección este
-  Westbound Traffic Detour / Desvío del tráfico en dirección oeste



To request further information through an assistive listening device, please call 1 800 252 9040

Please note that construction is a dynamic process and subject to change without notice.

Thank you for your patience and cooperation.

For most recent road closure information visit [metro.net/eastside](http://metro.net/eastside)

For more information, call the Community Relations Construction Impact Team: 213.922.2259.

Metro  
One Gateway Plaza, MS 99-17-94  
Los Angeles, CA 90012-3952



Gold  
Line

# Metro Gold Line Eastside Extension Portal to Underground Construction



View from 1<sup>st</sup> Street Bridge to West Portal



West Portal

Construction of the track guideway and the Pico/Aliso Station between the 1<sup>st</sup> Street Bridge and West Portal is underway. Removal of the temporary concrete street decking at the West Portal is planned to begin in late March 2008, followed by street restoration.

# Metro Gold Line Eastside Extension Underground Stations Construction



Boyle Heights/Mariachi Plaza Station  
Emergency Exit



Boyle Heights/Mariachi Plaza Station  
Entrance

Construction of the roof slab at Boyle Heights/Mariachi Plaza Station is underway. Surface appendages are being constructed prior to removal of temporary concrete street deck.

# Metro Gold Line Eastside Extension At-Grade Guideway and OCS Installation



Overhead Contact System (OCS) poles, hangers and down guys continue to be installed along the LRT guideway on 3<sup>rd</sup> Street.

# Metro Gold Line Eastside Extension Traction Power Sub-Stations



Traction Power Sub-Station 4 Installation



Traction Power Sub-Station 6 Interior

Two of the six Traction Power Sub-Stations (TPSS 4 & 6) have been delivered and installed. Installation for the remaining Sub-Stations and energizing of all the Sub-Stations will be completed over the next six months.

# Metro Gold Line Eastside Extension Pomona/Atlantic Site



Metro

Gold  
Line

# Metro Gold Line Eastside Extension Pomona/Atlantic Station Parking

- January 2002 Final SEIS/SEIR indicates that 200 vehicle spaces will be provided based on year 2020 parking demand; not as an environmental mitigation.
- In March 2005, the Metro Board of Directors approved funding for a possible parking structure at Pomona/Atlantic.
- Construction of parking facilities for the Pomona/Atlantic site was scheduled to begin in January 2008.
- In January 2007, the Metro Board of Directors approved the plan to begin negotiations with a developer for potential joint development of the Pomona/Atlantic site to provide senior citizen housing with a parking structure including 200 Transit-Dedicated parking spaces. This proposal has been withdrawn.



Metro

Gold  
Line



# Metro Gold Line Eastside Extension Pomona/Atlantic Station Parking

- On September 27, 2007, the Metro Board of Directors approved funding for Engineering and Environmental Services for the design of a parking structure at the Pomona/Atlantic site.
- The design will include a multi-level parking structure with a minimum of 200 Transit-Dedicated parking spaces and provisions to allow for the future conversion for up to 8,000 square feet at the ground level for potential commercial space.
- The parking structure will be designed to the current zoning, building height and traffic restrictions and is subject to approval by the County of Los Angeles Department of Public Works.
- The parking structure will not be completed until after the forecast July 2009 Revenue Operations Date (ROD) for the Metro Gold Line Eastside Extension Project. Based on our current schedule the parking structure will open up four months after the July 2009 ROD.



**Metro**

Gold  
Line

# Metro Gold Line Eastside Extension Pomona/Atlantic Station Parking

**PROJECT DATA**

ZONING: C2-NEIGHBORHOOD BUSINESS ZONE (TELFORD) &  
C3-UNLIMITED COMMERCIAL ZONE (ATLANTIC)

C2: 15,486 SF  
C3: 34,806 SF

MAXIMUM HEIGHT LIMIT: C2: 38 FT  
C3: 40 FT

SITE AREA: 90,100 SF

BUILDING COVERAGE: 28,500 SF

POTENTIAL FUTURE RETAIL: 8,000 SF

**PARKING ANALYSIS:**

- METRO PARK & RIDE ONLY: 200-PER EIR  
313-TOTAL PROVIDED
- METRO PARK & RIDE :  
w/COMMERCIAL 200-PER EIR  
274-TOTAL PROVIDED



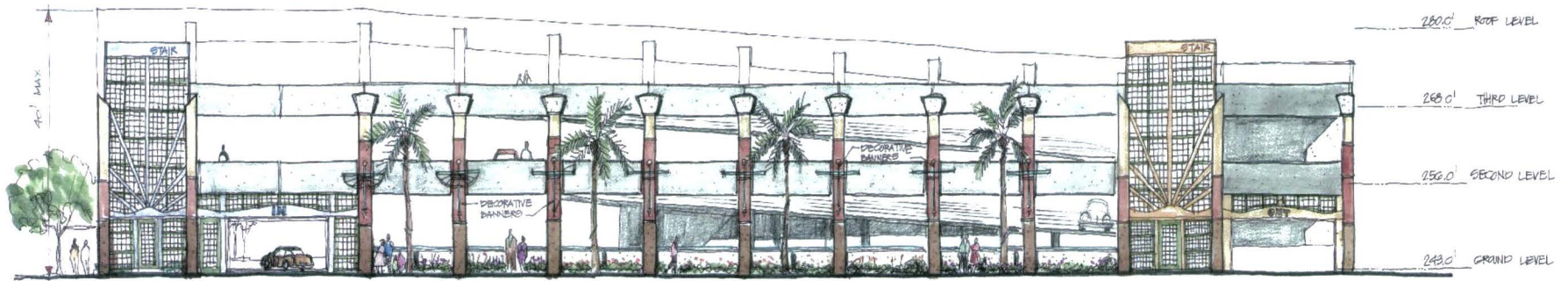
**PRELIMINARY SITE PLAN**



**Metro**

**Gold  
Line**

# Metro Gold Line Eastside Extension Pomona/Atlantic Station Parking



## PRELIMINARY ELEVATION



Gold  
Line



## Design

- Design approximately 80% complete

## Construction Packages

- Negotiated 8 of the 19 construction packages
- Construction approximately 10% complete



## CPUC Grade Crossing Applications

- The CPUC approved 36 of the 38 requested grade crossings at their December 20<sup>th</sup>, 2007 meeting
- The Commission ruled that evidentiary hearings are necessary for Farmdale (Dorsey H.S.) and the Harvard Pedestrian Crossing (Foshay Learning Center)
- The schedule for the evidentiary hearings is pending



## Project Budget Summary

### ■ Construction Budget

- 8 of 19 construction packages have been negotiated in an amount totaling \$195 million
- Currently under running the revised construction budget

### ■ Project Budget

- All tasks are within the revised budget
- Remaining significant risks to the budget include:
  - Contracts yet to be negotiated
  - Contractor claims
  - Farmdale crossing
  - Yard & storage facility
  - Use of contaminated soil in embankment approaches to aerial structures



# Expo Line Transit Project

## BASELINE WORK

Package	Description	Budget	Negotiated Amount	Difference From Budget
A-1	Seg A Flower 18th to 23rd	\$10,017,577	\$10,017,577	\$0
A-2	Seg A Civil Improvements	\$45,367,744	\$45,367,744	\$0
A-3	Seg A Trench	\$36,979,778	\$36,979,778	\$0
A-4	Seg A 61" Waterline	\$3,046,052	\$3,046,052	\$0
A-5	Seg A Caltrans Improvements	\$11,688,600		
B-1	Seg B Utility Improvements	\$11,550,000	\$10,681,849	(\$868,151)
B-2	Seg B Civil Improvements	\$54,112,728	\$52,189,225	(\$1,923,503)
C-1	Seg C Utility Improvements	\$4,960,437		
C-2	Seg C Civil Improvements	\$98,787,312		
C-3	Seg C Parking Structure	\$16,275,000		
D-1	Systemwide Signs & Graphics	\$1,800,000		
D-2	Systemwide Track Procure / Install	\$28,216,805		
D-3	Systemwide Substation Procure	\$10,623,932	\$9,673,232	(\$950,700)
D-4	Systemwide OCS Installation	\$15,642,643		
D-5	Systemwide Sig / Comms Procure	\$22,407,350	\$22,116,180	(\$291,170)
D-6	Systemwide Sig / Comms Install	\$14,938,233		
E-1	Metro Blue Line Tie-in (base contract)	\$2,400,000		
E-2	Mid-Day Layover / Maint Facility	\$18,600,000		
	<b>Subtotal</b>	<b>\$407,414,191</b>	<b>\$190,071,638</b>	<b>(\$4,033,523)</b>

## ADDITIONAL WORK

C-4	National Boulevard Roadway Bridge	\$8,150,000	\$4,926,353	(\$3,223,647)
-----	-----------------------------------	-------------	-------------	---------------



## Expo Line Transit Project

# Pressures on Contingency Status

Description	Contingency Amount	Forecasted ROM	Contingency Less ROM	Fully Executed CO'S
1 Construction Contingency Amount	\$20,000,000	\$2,000,000	\$18,000,000	\$76,517
2 National Blvd Bridge	\$9,000,000	\$5,850,000	\$3,150,000	\$850,000
3 DB Change Contingency	\$11,918,186	\$2,200,000	\$9,718,186	\$726,700
4 Hazardous Material Remediation	\$4,000,000	\$3,600,000	\$400,000	\$0
5 Trousdale Station	\$7,000,000	\$7,000,000	\$0	\$700,000
6 Trade Tech CPUC Changes	\$1,638,000	\$1,638,000	\$0	\$0
7 Expo/Blue Line Interface	\$11,300,000	\$11,300,000	\$0	\$250,000
8 Other CPUC Changes*	\$3,000,000	\$1,000,000	\$2,000,000	\$0
9 N/A - Withdrawn	\$0	\$0	\$0	N/A
11 Non-Metro Funded Betterments	\$138,600	\$119,100	\$19,500	\$119,100
<b>Total:</b>	<b>\$67,994,786</b>	<b>\$34,707,100</b>	<b>\$33,287,686</b>	<b>\$2,722,317</b>

\* Amount does not include a grade separation design alternative at Farmdale

### Project Schedule Summary

- FFP is currently showing a 14-month delay to Substantial Completion
  - Impacts associated with the Blue Line Tie-In and Metro Enhancements
  - Impacts associated with the Mid-Day Layover and Maintenance Facility
  - Impacts associated with the Segment A3 Trench work
  - Working with Metro to identify interim vehicle storage and maintenance approach
  
- Schedule Recovery Plan
  - Removing work for DB Contractor scope and bid as part of a separate DB contract
  - Contractor evaluating excavating trench from both ends in lieu of linear approach
  - Working with Metro to identify interim vehicle storage and maintenance approach
  
- Other areas of Potential Delay
  - Location and layout of Service and Inspection Facility
  - Aerial structures at La Cienega, La Brea and Ballona Creek
  - Any changes to the Farmdale crossing
  - Incorporation of Culver City Aerial Station
  - Removing and re-bidding Blue Line Tie-In and Segment C work



## Project Issue Summary

- Service and Inspection Facility
  - Originally located adjacent to Long Beach Blue Line Yard on Edison Property
  - Edison will not allow permanent facilities under existing power lines
  - Staff evaluating alternative sites
  
- Additional Environmental Studies
  - Relocation of Traction Power Substations 3 & 4 require Environmental Assessment
  - Modified location and layout of Service and Inspection Facility Alternatives require Environmental Assessment or Supplemental EIS/EIR
  - Farmdale Crossing Alternatives Environmental Study

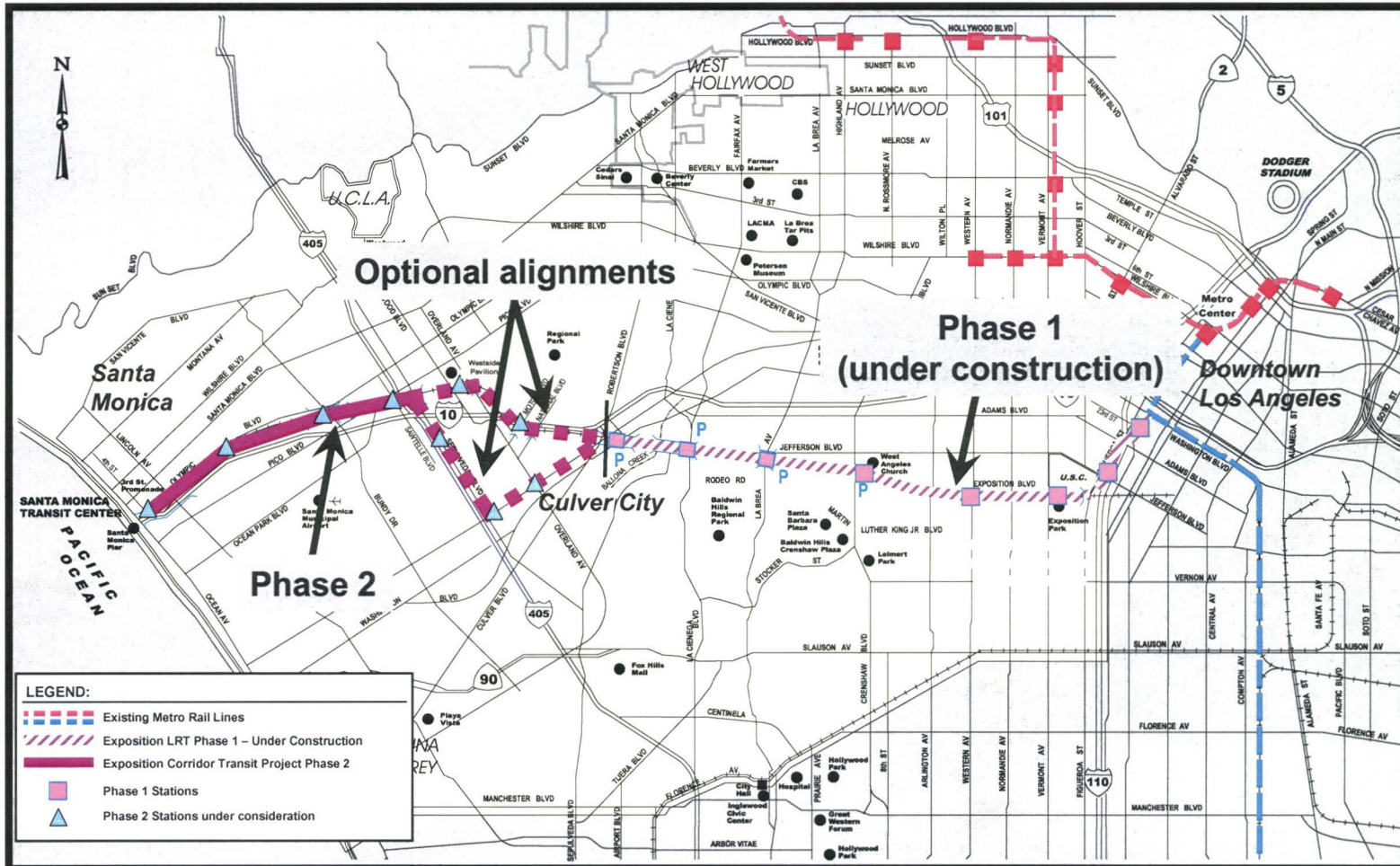


## Project Issue Summary (cont.)

- Sewer Pipe Cracking Along Exposition at USC
  - Approximately 1,200 feet of newly installed sewer pipe has cracked and will need to be replaced
  - Will uncover approximately 200 feet of 15-inch pipe to evaluate cause of failure and need for replacement
  - Remaining pipe will be replaced in March or April 2008
  
- DB Procurement for Blue Line Junction and Segment C Civil/Utilities
  - Staff evaluation of costs have determined a lump sum agreement on the Blue Line Junction and Segment C Work Packages will not be reached
  - Expo is preparing DB documents for an IFP for these 2 Work Packages
  - Current DB contractor evaluating current costs and schedule impacts in an effort to get costs in line with Expo Authority



# Exposition LRT, Santa Monica Extension



▲ Phase 2 Station locations currently under consideration



February 27, 2008

## AA/EIS/Conceptual Engineering

- Continued preparation of draft technical background reports
- Advanced work on Colorado Street alternative and Olympic Blvd option per City of Santa Monica's request
- Advanced draft Milestone 2 grade crossing reports
- Advanced Overland Avenue drainage analysis
- Worked with Metro on ridership model corrections and recalibration
- Continued work on station/parking layouts and locations



Phase 2 Milestones				
Activity	Scheduled Completion Date	Current Completion Date	Status	Comments
Scoping Meetings & Report	Mar-07	May-07	Complete	
Screening of Alternatives	May-07	Oct-07	Complete	Delay in receiving ridership model from Metro
Administrative Draft to FTA	Oct-07	Apr-08	In Progress	Delay due to need to recalibrate model received from Metro
Start Public Hearings on Draft DEIS/DEIR	Feb-08	Jul-08		FTA must sign off on Draft DEIS before document can be circulated
Submit New Starts 5309 Report	Summer 2008	Summer 2008		
Board Adoption of LPA	May-08	Oct-08		
Request to enter Preliminary Engineering (PE)	May-08	Oct-08		

### Risks to Current Schedule:

- Ridership Model
- Colorado Street Alignment Analysis
- Maintenance Facility for Phase 2



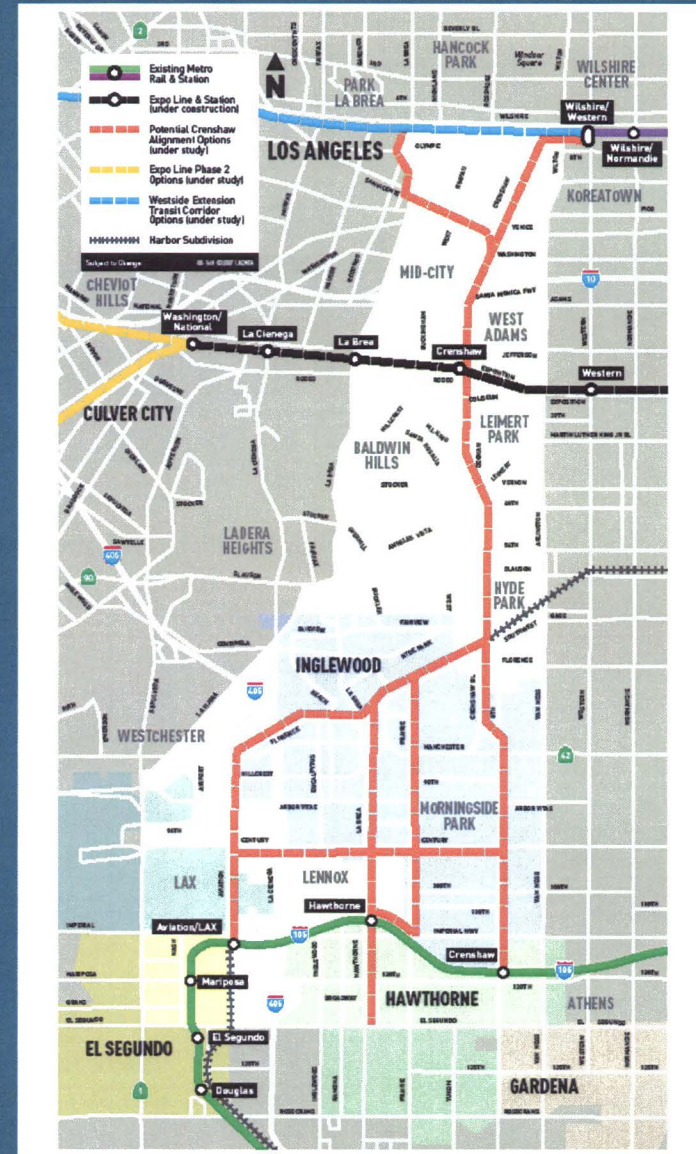






# Crenshaw-Prairie Transit Corridor Alternatives Revision in Response to Comments

- Added northern alignment to Wilshire/La Brea
- Added consideration of grade separations in constrained locations



# Crenshaw-Prairie Transit Corridor

## Accomplishments This Quarter:

- Screened Alternatives
- Second Round Public Meetings to Confirm Alternatives Screening: February 20<sup>th</sup>, 21<sup>st</sup>, 23<sup>rd</sup> and 25<sup>th</sup>
- Briefed Elected Offices

## Upcoming Milestones:

- SAFETEA-LU Section 6002 Coordination Plan
- Update Study Progress with Planning & Programming Committee on March 19<sup>th</sup>
- Final Scoping Report
- Final Definition of Alternatives/Initial Alternatives Screening Report
- Initiate environmental analysis



# Westside Extension Transit Corridor Fixed-Route Alignments and Potential Stations

- 17 Build Alternatives Identified in 5 groups:
  - 1) Wilshire Subway (3)
  - 2) Santa Monica Subway (5)
  - 3) Combined Wilshire/Santa Monica (5)
  - 4) Aerial Rail Alternatives (3)
  - 5) BRT Alternative (1)



# Westside Extension Transit Corridor

## Accomplishments This Quarter:

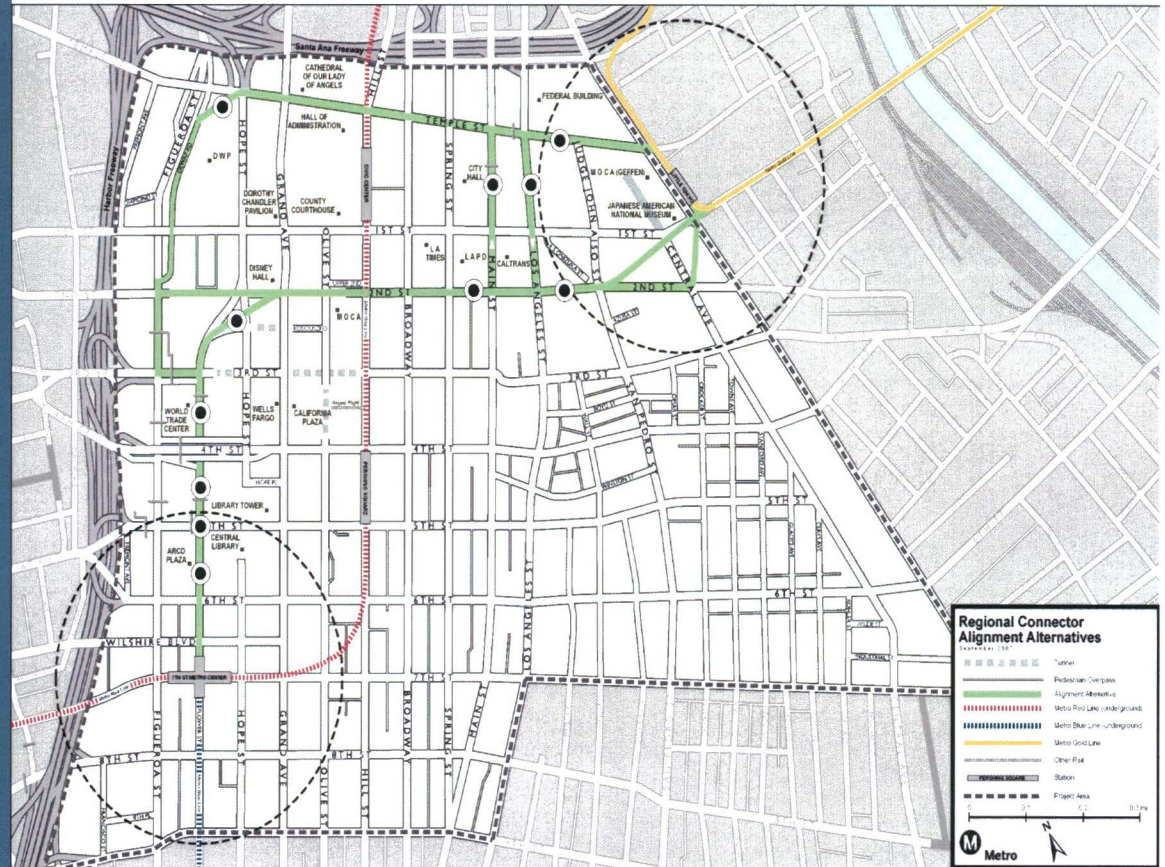
- Early Scoping Report
- Preliminary Definition of Alternatives Report
- Community Update Meetings on January 31<sup>st</sup> February 5<sup>th</sup> and 6<sup>th</sup>
- Briefing for Planning and Programming Committee on February 20<sup>th</sup>

## Upcoming Milestones:

- Initial Screening of Alternatives
- Community Update Meetings in April 2008

# Regional Connector Transit Corridor Study Initial Alignment/Station Alternatives

- The Initial Alternatives has four typical alignments:
  - 2<sup>nd</sup> Street at-grade
  - Couplet at-grade
  - Temple Street at-grade
  - Underground LRT
- Configuration combinations
- 11 to 12 potential station locations



# Regional Connector Transit Corridor

## Accomplishments This Quarter:

- Draft Early Scoping Report
- Draft Alternatives Analysis Methodology Report
- Draft Alternatives Identification Report

## Upcoming Milestones:

- Finalize above draft reports
- Community Update Meetings on February 26<sup>th</sup> and 28<sup>th</sup>
- Review Study Progress with Planning & Programming Committee on March 19<sup>th</sup>



# Eastside Transit Corridor Phase 2 – Study Area

Approximately 80 sq. miles

Study Area Cities:

Bell

Commerce

Downey

El Monte

Industry

Los Angeles City

Montebello

Monterey Park

Pico Rivera

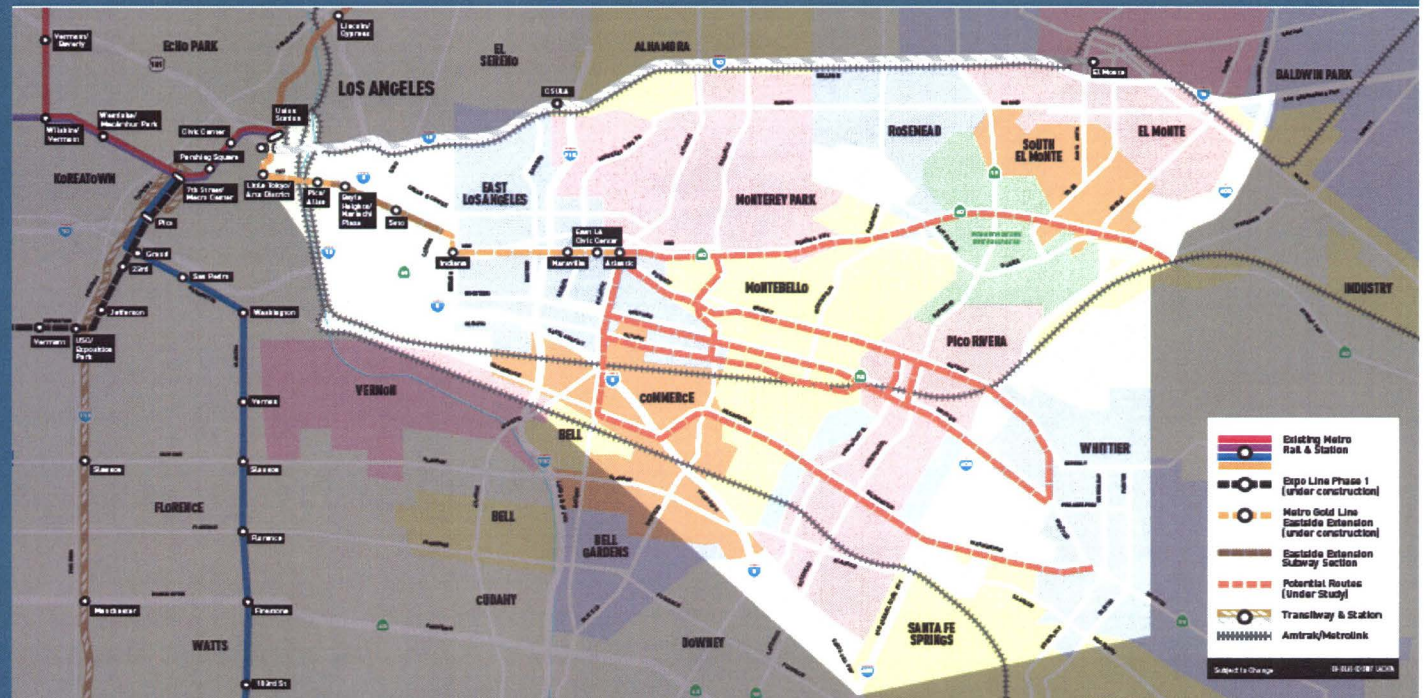
Rosemead

Santa Fe Springs

South El Monte

Whittier

Unincorporated Los Angeles County



## Eastside Transit Corridor Phase 2

### Accomplishments This Quarter:

- Early Scoping Report
- Draft Initial Conceptual Alternatives

### Upcoming Milestones:

- Finalize Conceptual Alternatives
- Technical Advisory Committee Meeting
- Review Study Progress with Planning and Programming Committee on March 19<sup>th</sup>
- Community Update Meetings TBD

# Current Activities: Mode Choice Model Update

Briefing to FTA Methods Division on January 15<sup>th</sup>

- Model inputs (e.g., fare assumptions, network coding, path/skim parameters)
- On-board surveys
- Reasonableness checks on trip interchanges

Status of Calibration/Re-validation

- Home-work-peak model ongoing, other sub-models to follow
- Present model to FTA in March-April 2008

# 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



## FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

### Outstanding FTA Action Items Status – February 28, 2007

<b>Outstanding Action Items</b>	There was one (1) Outstanding Action Item that was identified at the February 28, 2007 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
<b>09-02/28/07</b>	The LACMTA will provide the FTA/PMOC environmental determination on the Atlantic Station parking structure and traction power substation relocation.
	<i>Status: Pending</i> <i>The traction power substation relocation is executed within the same LACMTA property, no environmental determination is needed.</i>

## FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

### Outstanding FTA Action Items Status – May 30, 2007

<b>Outstanding Action Items</b>	There was one (1) Outstanding Action Item that was identified at the May 30, 2007 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
<b>02-05/30/07</b>	The LACMTA will provide the FTA/PMOC advanced notice of P02550 vehicle testing at the Pittsburg, CA Assembly Plant.
	<i>Status: Pending</i> <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>

## FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

### Outstanding FTA Action Items Status – August 29, 2007

<b>New Action Items</b>	There was one (1) Outstanding Action Item that was identified at the August 29, 2007 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
<b>01-08/29/07</b>	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.
	<i>Status: Pending</i>

HE 4301 .F72 Q22 2008 Feb.  
Los Angeles County...  
FTA quarterly briefing book /

DATE DUE			

**MTA LIBRARY**  
**ONE GATEWAY PLAZA, 15th Floor**  
**LOS ANGELES, CA 90012**

--- 35550

