

Los Angeles County
Metropolitan Transportation Authority

August 26, 2009

FTA Quarterly Review Briefing Book



Metro

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AGENDA
FTA NEW START PROJECTS
QUARTERLY REVIEW MEETING

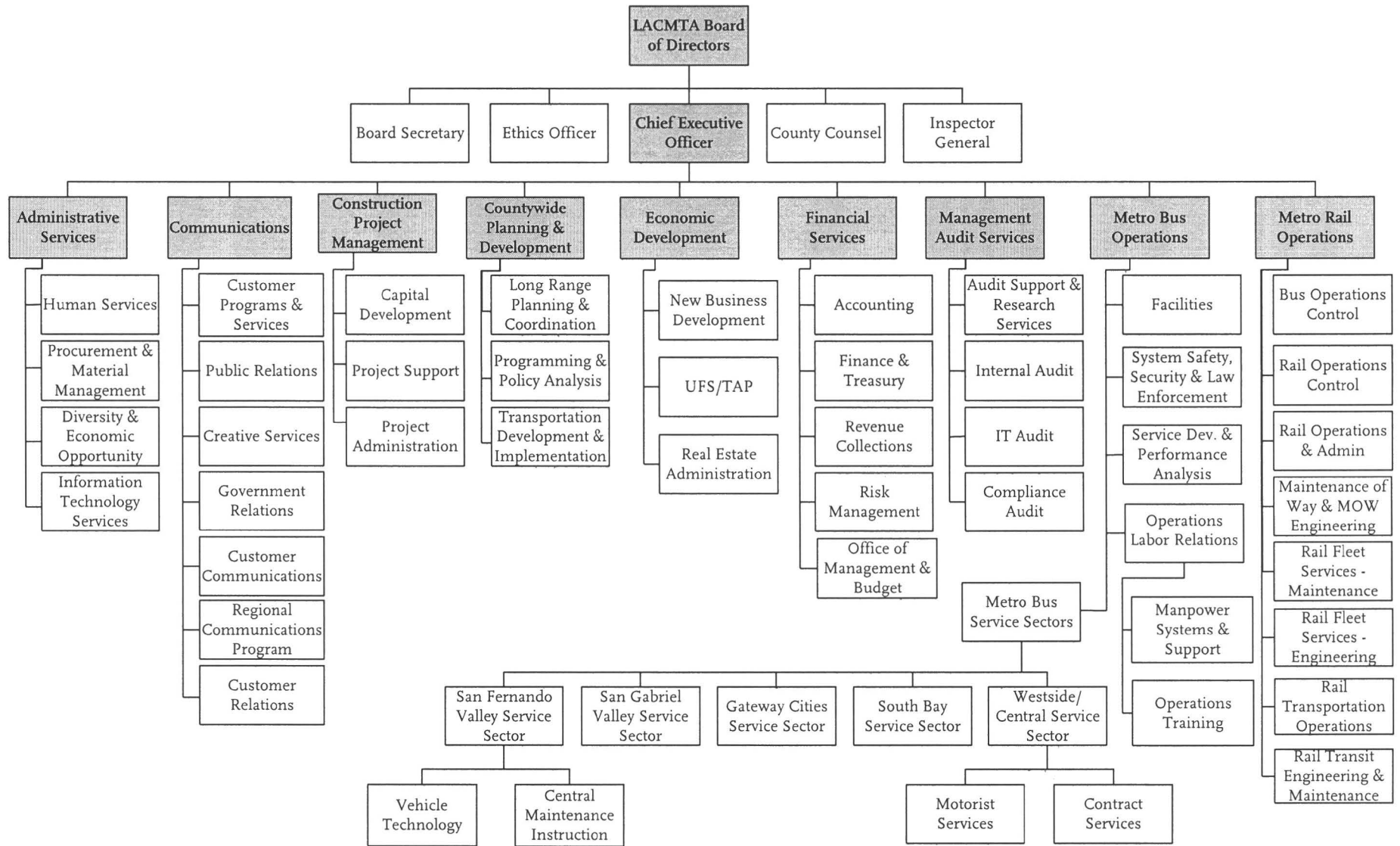
Los Angeles County
Metropolitan Transportation Authority
Wednesday, August 26, 2009 – 10:00 a.m.
Windsor Conference Room – 15th Floor

- | | |
|--|--------------------------|
| I. OVERVIEW | <u>PRESENTER</u> |
| A. FTA Opening Remarks | Leslie Rogers |
| B. Metro Management Overview | Art Leahy |
| C. Financial Plan Status | Terry Matsumoto |
| D. Legal Issues | Charles Safer |
| E. LA ExpressLanes Project | Stephanie Wiggins |
| F. General Safety and Security Issues | Paul Taylor |
| G. P2550 Rail Vehicle Program | Richard Lozano |
|
 | |
| II. METRO CONSTRUCTION REPORTS | |
| A. Construction Project Management Overview | Rick Thorpe/K. N. Murthy |
| B. Metro Gold Line Eastside Extension | Dennis Mori |
| • Issues/Accomplishments | |
| • Overall Cost, Schedule, Critical Path Status | |
| • Construction/ Installation and Testing Update | |
| • Pre-Revenue Operations | |
| • Quality Assurance | |
| C. Mid City/Exposition LRT Project | Eric Olson |
| • Environmental Issues | |
|
 | |
| 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, December 2, 2009
Windsor Conference Room – 15th Floor

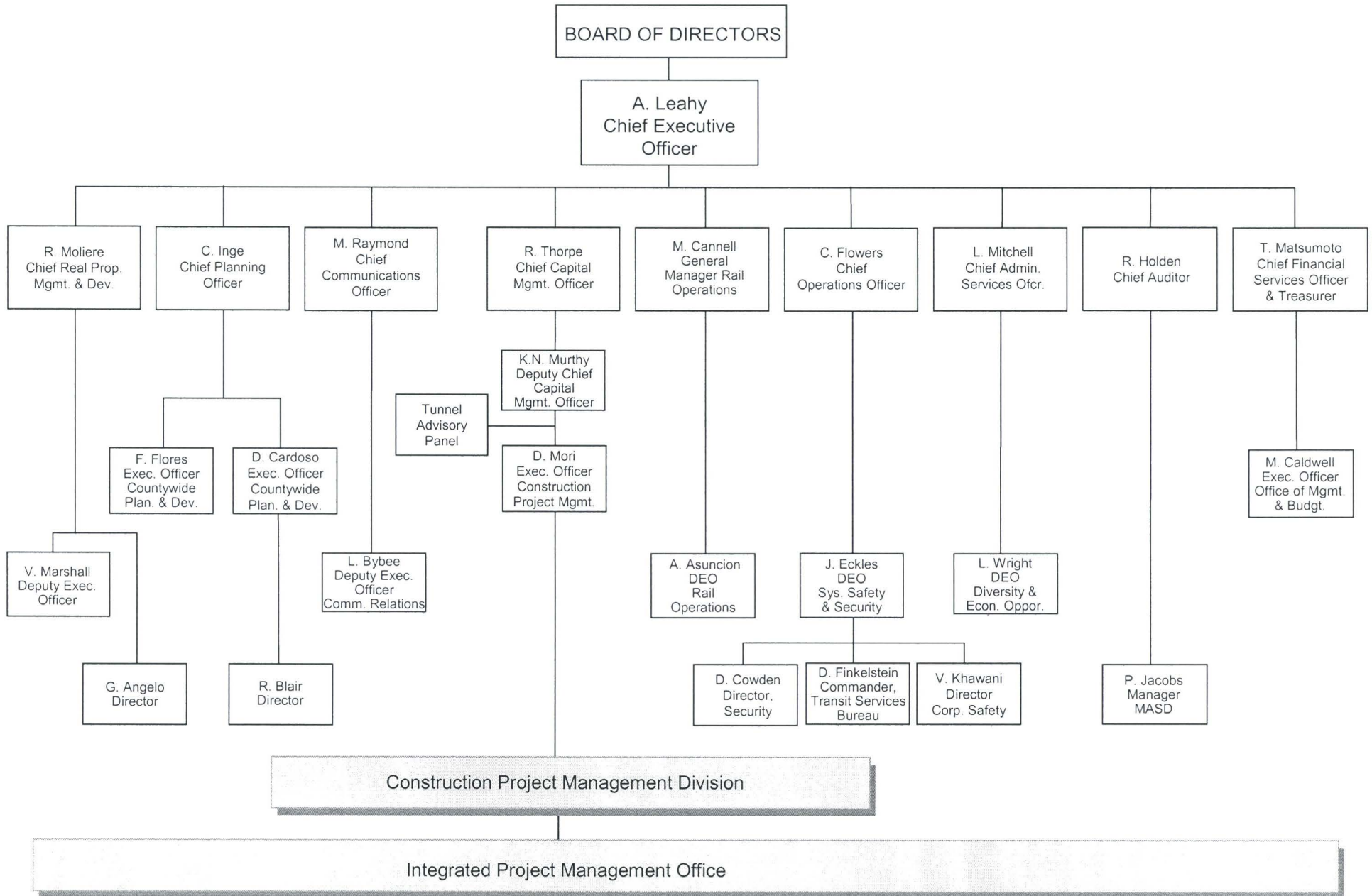
**METRO MANAGEMENT
ORGANIZATION CHART**

FY09 LACMTA Organization Chart

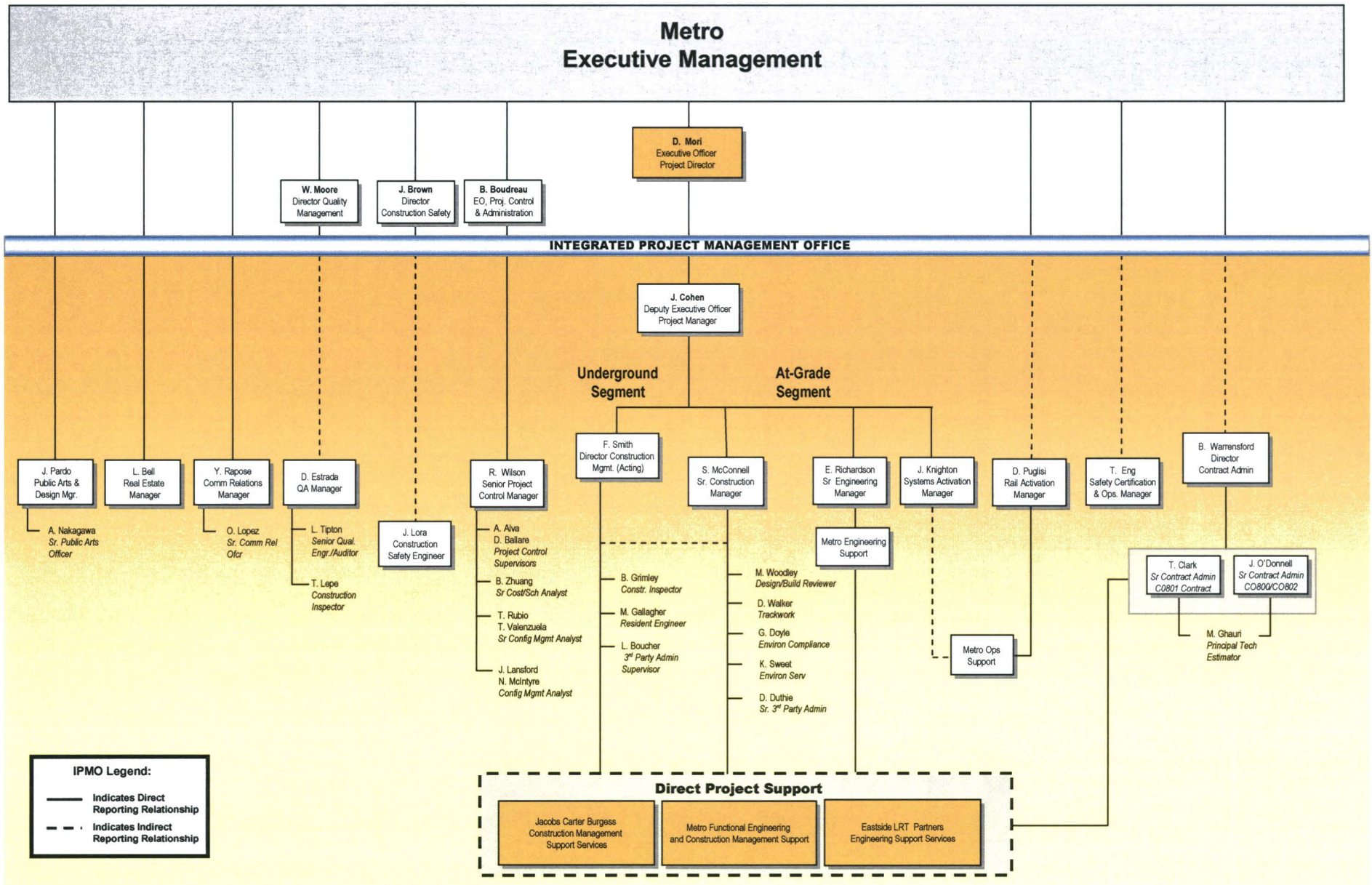


**EASTSIDE / EXPOSITION
ORGANIZATION CHARTS**

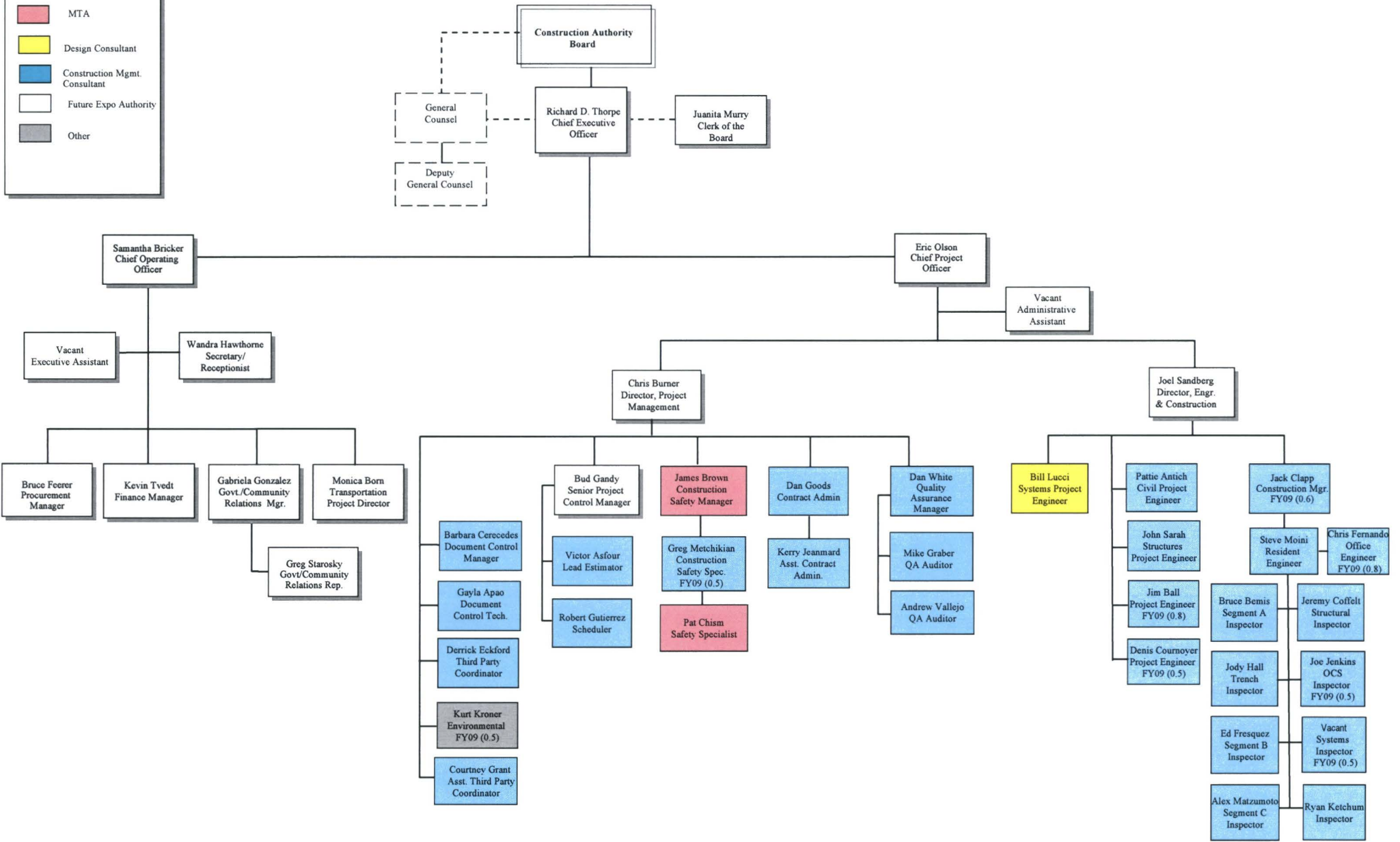
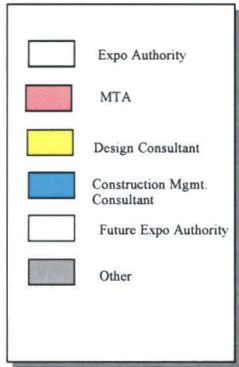
Metro Gold Line Eastside Extension Project Executive Management Organization



Metro Gold Line Eastside Extension Project Management Organization Structure



Construction Authority Organization Chart Fiscal Year 2009



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

- Geotechnical
- Traffic Eng
- Electrical Eng
- Mechanical Eng

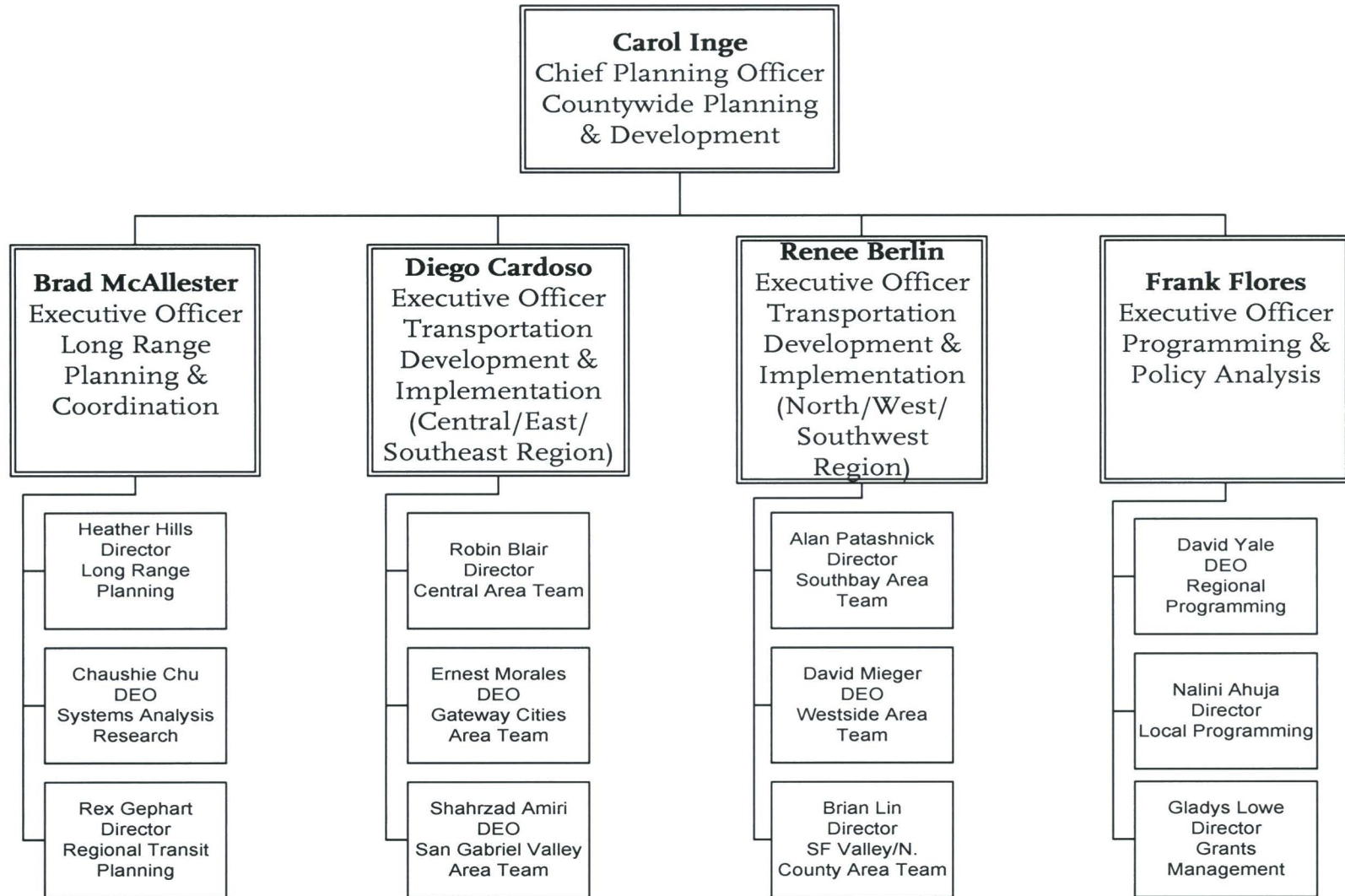
Carter Burgess CM Support

- Safety Support
- UFS Support

**PLANNING ORGANIZATION
CHARTS**

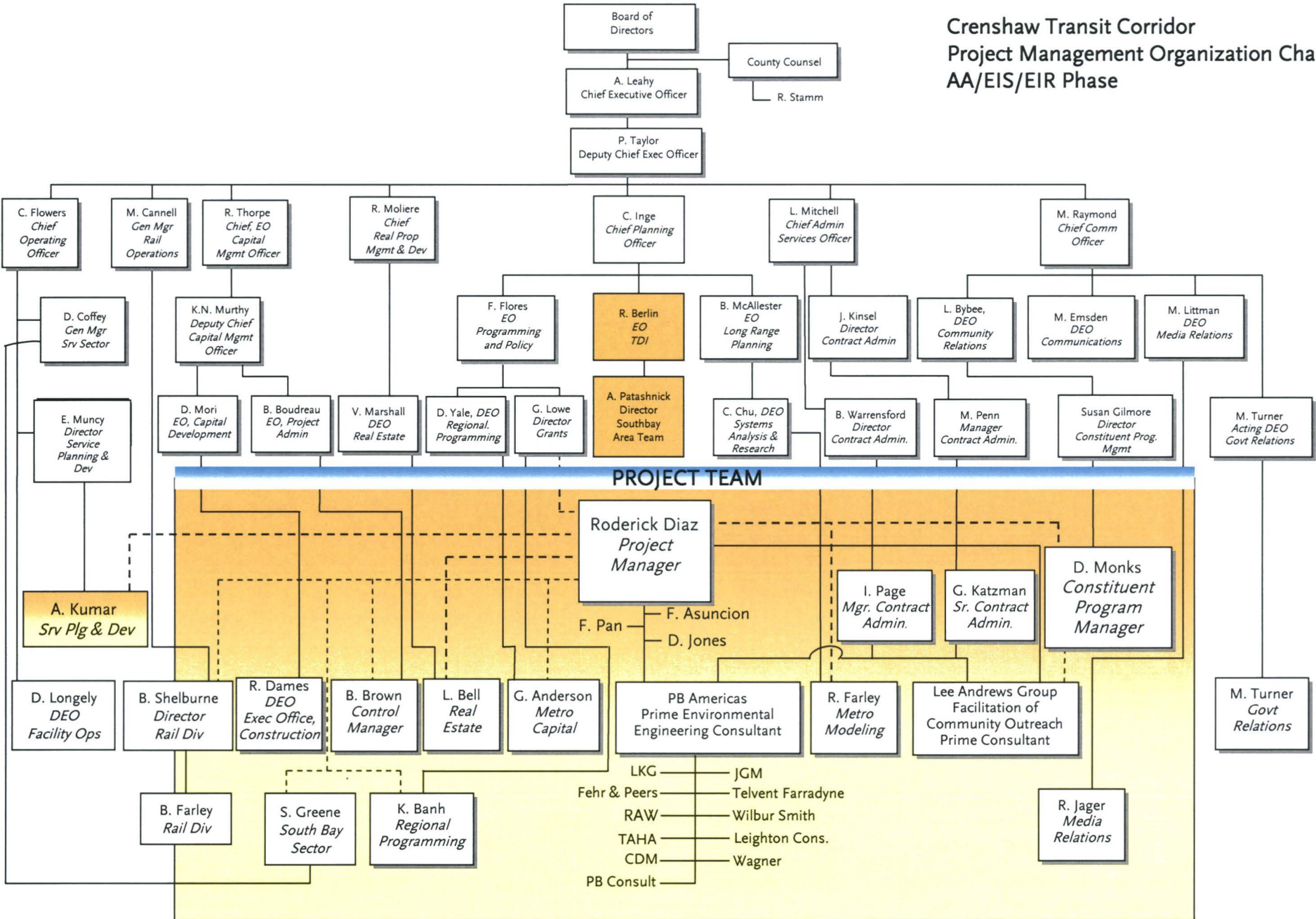
FY10

Countywide Planning & Development



July 28, 2009

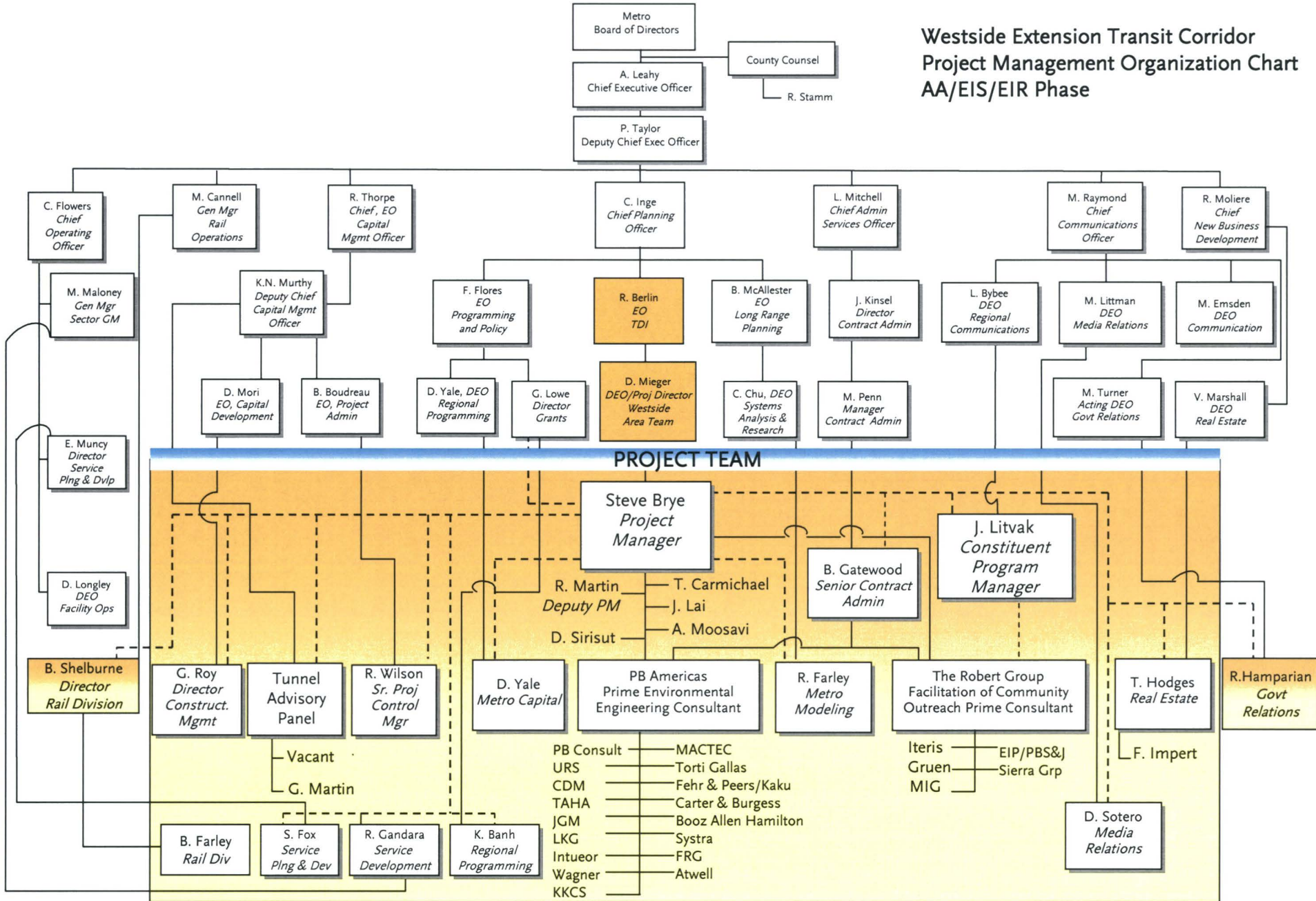
Crenshaw Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



July 28, 2009

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

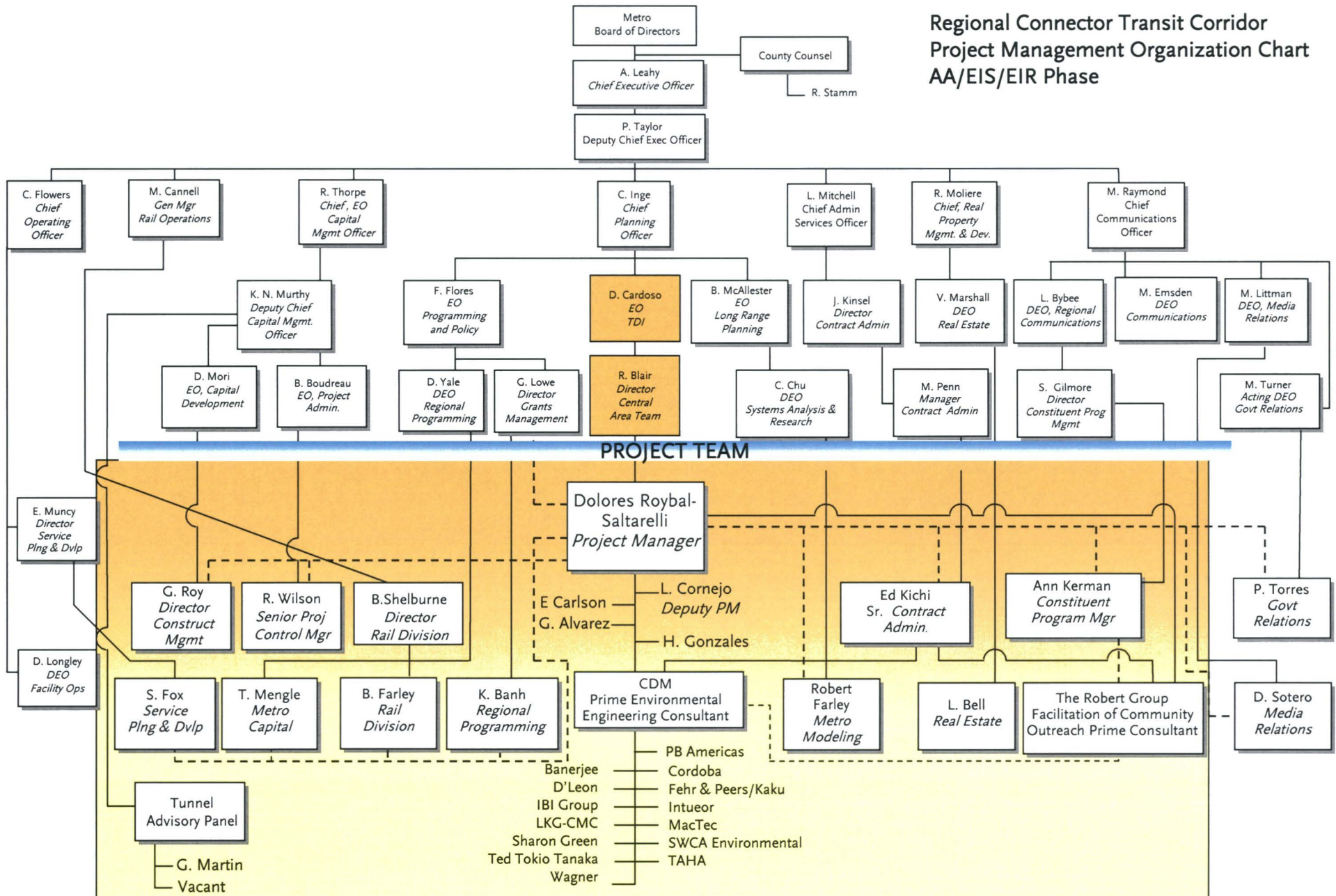
Westside Extension Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



July 28, 2009

Legend:
 ————— Indicates Direct Relationship
 Indicates Coordinated Relationship
 [Shaded Area] Project Team

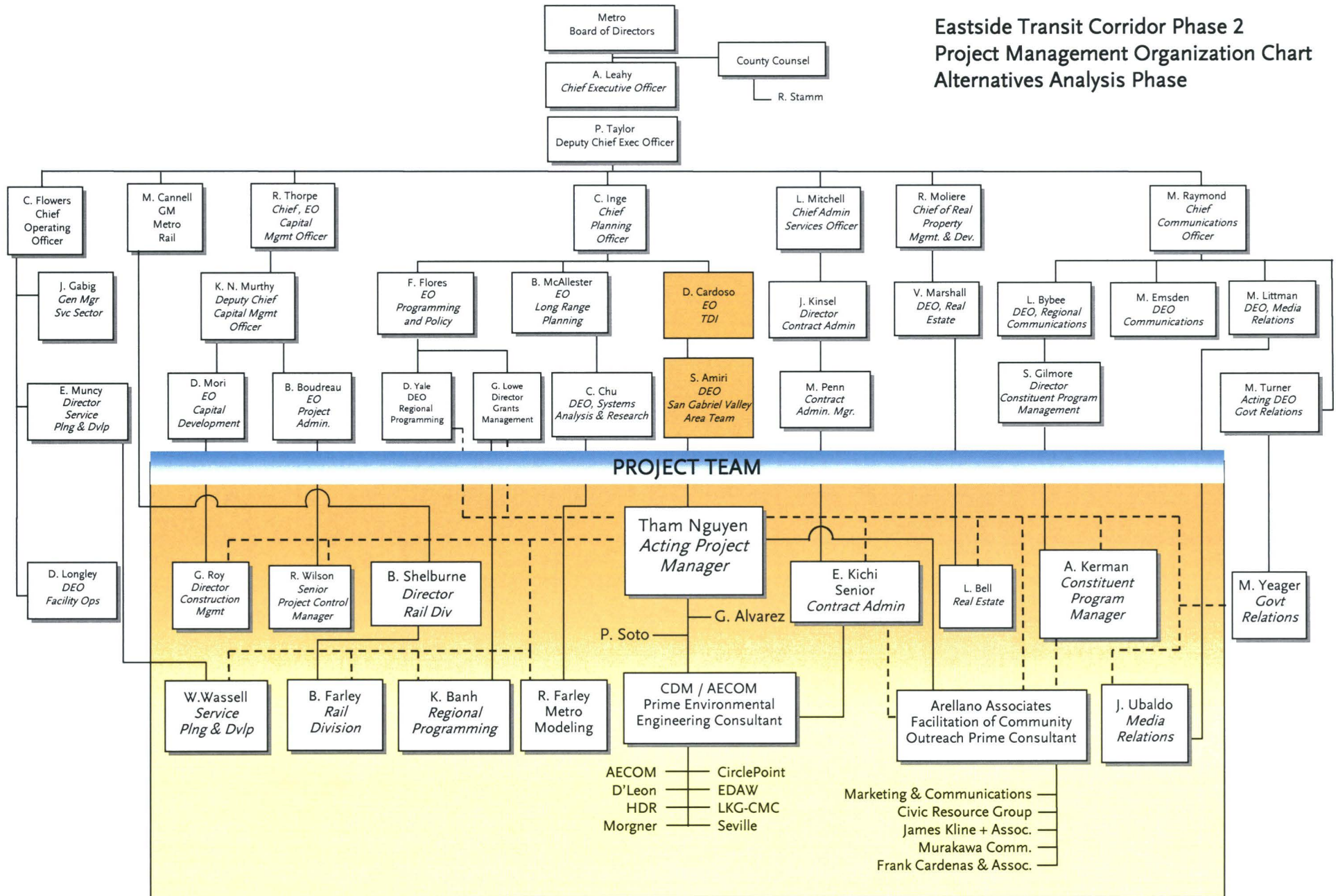
Regional Connector Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



July 28, 2009

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

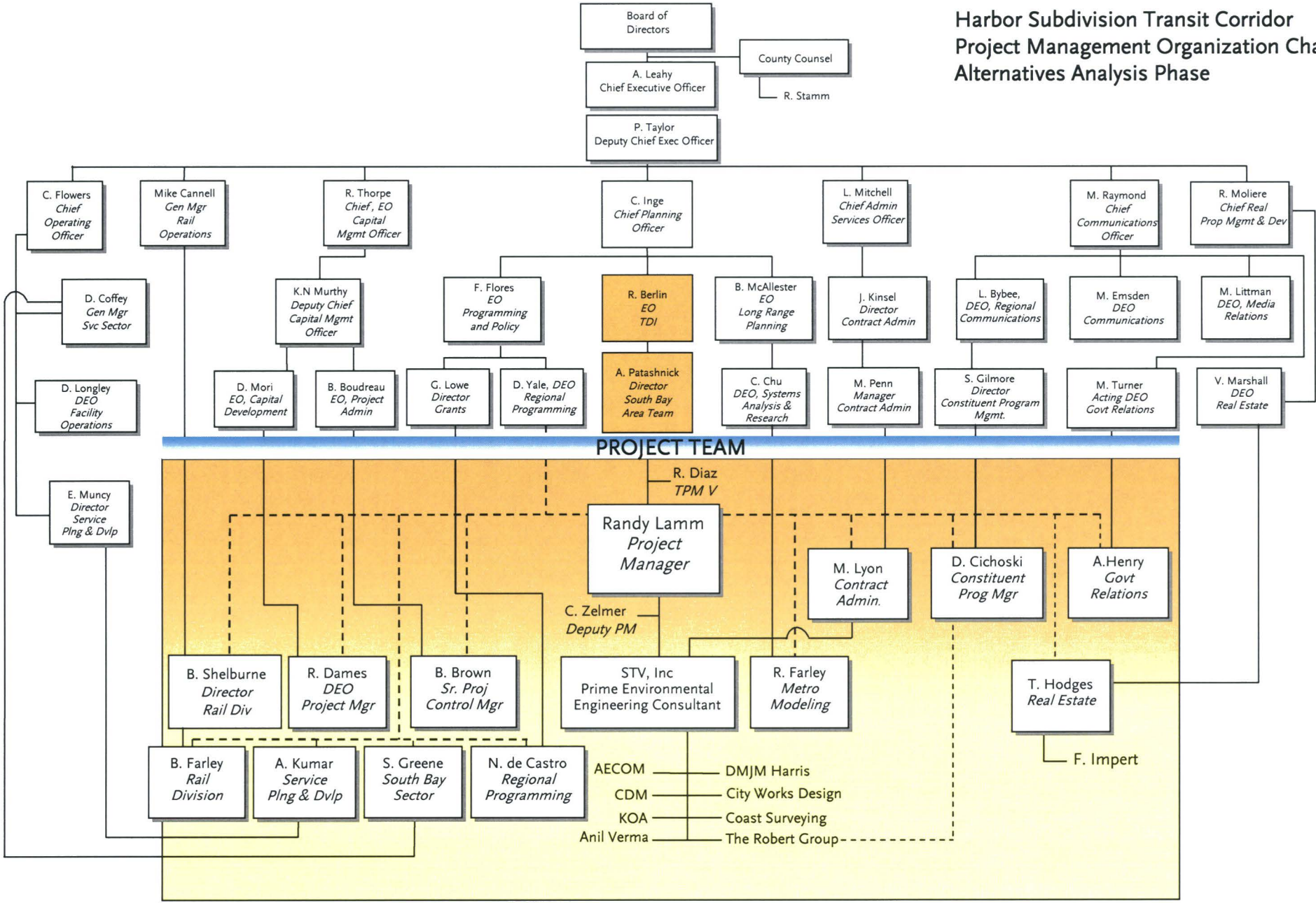
Eastside Transit Corridor Phase 2 Project Management Organization Chart Alternatives Analysis Phase



July 28, 2009

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

Harbor Subdivision Transit Corridor Project Management Organization Chart Alternatives Analysis Phase



July 28, 2009

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

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS

2009/2010 STATE AND FEDERAL LEGISLATIVE MATRIX

July 2009

STATE SENATE

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

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

STATE ASSEMBLY

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

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

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

FEDERAL

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

<p>STATEWIDE TRANSPORTATION STAKEHOLDERS AND TRANSPORTATIONS COMMISSIONS OF SAN DIEGO, RIVERSIDE, SAN BERNARDINO, ORANGE AND VENTURA COUNTIES, ALONG WITH PORTS OF LOS ANGELES AND LONG BEACH, LOS ANGELES WORLD AIRPORTS, SCRRA (METROLINK) AND SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS</p>	<p>The California Consensus on Federal Transportation Authorization is a broadly worded document that outlines seven critical areas of special concern to our state with respect to the new surface transportation authorization bill to be considered by Congress later this year. Given the need to secure a general consensus among statewide stakeholders, this document does not delve into specifics. Rather, it represents broad agreement on a basic set of principles that all major transportation stakeholders in California can support in the months to come. Below is a summary of the seven principles outlined in the California Consensus on Federal Transportation Authorization plan.</p> <ol style="list-style-type: none"> 1. Ensure the financial integrity of the Highway and Transit Trust Funds. 2. Rebuild and maintain California's existing network of highways and bridges and transit systems. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Establish a special federal program to improve congestion in major metropolitan areas. 5. Strengthen the federal commitment to safety and security, consistent with California's existing Strategic Highway Safety Plan. 6. Provide federal funding to mitigate the air, water, and other environmental impacts of transportation projects. 7. Streamline federal regulations in order to streamline project delivery for highway and transit projects. 	<p>SUPPORT</p>
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<p>REAUTHORIZATION OF FEDERAL SURFACE TRANSPORTATION FUNDING BILL</p>	<p>Metro staff has been working closely with transportation agencies in the counties of Orange, Riverside, San Bernardino, San Diego and Ventura, and with the Southern California Association of Governments, Southern California Regional Rail Authority (Metrolink) and the South Coast Air Quality Management District to prepare a document outlining a regional, Southern California-specific agenda for the legislation that will replace the existing surface transportation authorization bill, the Safe Accountable Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). We also are collaborating with Mobility 21 to ensure that the broad consensus on the authorization of a new transportation bill is extended to stakeholders in the private sector, including area Chambers of Commerce.</p> <p>Below is a summary of the eight principles outlined in the Southern California Authorization Consensus Document.</p> <ol style="list-style-type: none"> 1. Encourage a strong federal commitment to rail security, including assistance in instituting Positive Train Control on the Metrolink rail network. 2. Support the reforms needed to ensure a reliable and viable federal source of funding for transportation projects and programs. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Encourage additional support for programs, like the Congestion Mitigation and Air Quality Program that simultaneously improves our environment and reduces congestion. 5. Ensure that transportation related discretionary funds are distributed based on proven performance measures so precious resources are not spent on weak programs and projects. 6. Reform the New Starts and Small Starts programs. 7. Support the creation of a new federal program for major metropolitan areas. 8. Increase the effectiveness of federal programs related to seniors and the disabled, bicycle-pedestrian paths, transit oriented development, clarify federal rules related to public private partnerships, among other recommended reforms. 	<p>SUPPORT</p>
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COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL
TRANSPORTATION DIVISION
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ROBERT E. KALUNIAN
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July 22, 2009

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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 June 30, 2009, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

ROBERT E. KALUNIAN
Acting County Counsel

By

ROBERT B. REAGAN
Principal Deputy County Counsel

RBR:ibm
Attachments

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

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

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

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

STATUS REPORT AS OF JUNE 30, 2009

Parcel A1-250/Wilshire Vermont Station

The site comprises a total of 6.85 acres, including 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. Construction of the school is now complete, but it has yet to be put into operation. The remaining 3.24-acre portion of block, bordering on Wilshire and Vermont, has been developed with mixed-use residential/retail project surrounding the Wilshire/Vermont Metro subway portal. Development and operation of this site is pursuant to a long-term ground lease with Metro. This project is complete and in full operation.

Wilshire/Western Station

Metro has entered into a long-term ground lease and other development and operational agreements with developer KOAR Wilshire Western LLC for the development and operation of a mixed-use residential/retail development on Metro-owned and private property surrounding the Wilshire/Western Metro subway portal. The development includes a Metro bus layover facility. Construction of the development is substantially complete. Condominium sales are closing and retail tenant improvements have commenced. Some retail uses will open in August, 2009.

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

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

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

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

A2-362 - Wilshire/La Brea – NO CHANGE

The Metro Board certified the Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project on August 15, 2002 which includes a transit station and public parking at Wilshire/La Brea. The Board subsequently took action to defer construction of the Project. In the interim, the site will continue to house the Metro Customer Service Center and a portion leased to a retail outlet. The remainder of the site is leased to the City of Los Angeles for parking.

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

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

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

Universal City Station –

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

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

Parcel A1-021 – NO CHANGE

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

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

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

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

The specific terms of the Phase "A" ground leases are currently in negotiations and the Phase A design is progressing. If critical tax credit financing is authorized in September, 2009, execution of the Phase A ground leases should occur prior to the end of the year and commencement of construction should occur promptly thereafter.

Updated JULY 20, 2009

**METRO OPERATIONS
PERFORMANCE REPORT**

Los Angeles County
Metropolitan Transportation Authority

JUN 2009

METRO OPERATIONS
MONTHLY PERFORMANCE
REPORT



Metro

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San Fernando Valley Sector Scorecard Overview (SFV)

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

This report gives a brief overview of sector operations':

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,500	3,137 386	3,207 13	◇
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,290	1,486	■
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	66.25%	69.90%	●
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.06	2.90	●
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.76	2.54	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	12.10	May YTD 9.25	May 9.17	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SFV Sector									
MMBMF No. of unaddressed road calls			3,319	3,619 432*	2,938 153	3,500	3,067 13	3,074 1	◇
MMBTRC				1,310	1,222	1,638	1,440	1,658	◇
In-Service On-time Performance	67.47%	68.54%	65.19%**	65.60%	67.48%	67.50%	69.15%	72.43%	●
Bus Traffic Accidents Per 100,000 Miles					2.55	2.89	2.20	2.34	●
Complaints per 100,000 Boardings	5.45	4.39	3.24	3.00	2.88	3.00	3.05	2.91	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	15.15	13.71	11.75	13.74	12.17	13.50	May YTD 11.95	May 10.75	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
Division 8									
MMBCMF No. of unaddressed road calls			3,836	3,912 258*	2,944 100	3,500	3,473	3,177	◇
MMBTRC				1,537	1,333	1,922	1,707	1,924	◇
In-Service On-time Performance	69.12%	69.78%	68.23%	67.48%	68.50%	68.00%	69.29%	72.19%	●
Bus Traffic Accidents Per 100,000 Miles					1.99	2.77	1.87	1.93	●
Complaints per 100,000 Boardings	5.09	4.17	3.37	2.75	2.64	2.80	3.01	3.02	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	19.15	16.77	13.81	16.14	15.03	15.00	May YTD 12.39	May 13.43	●
Division 15									
MMBCMF No. of unaddressed road calls			2,996	3,420 174*	2,933 53	3,500	3,003 1	2,823 13	◇
MMBTRC				1,175	1,151	1,469	1,291	1,506	◇
In-Service On-time Performance	66.62%	67.84%	63.84%**	64.41%	66.85%	67.00%	69.06%	72.59%	●
Bus Traffic Accidents Per 100,000 Miles					2.98	3.00	2.45	2.64	●
Complaints per 100,000 Boardings	5.70	4.55	3.14	3.16	3.05	3.20	3.08	2.84	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.14	12.46	10.41	12.44	10.58	12.00	May YTD 11.76	May 5.80	●

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

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

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

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

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

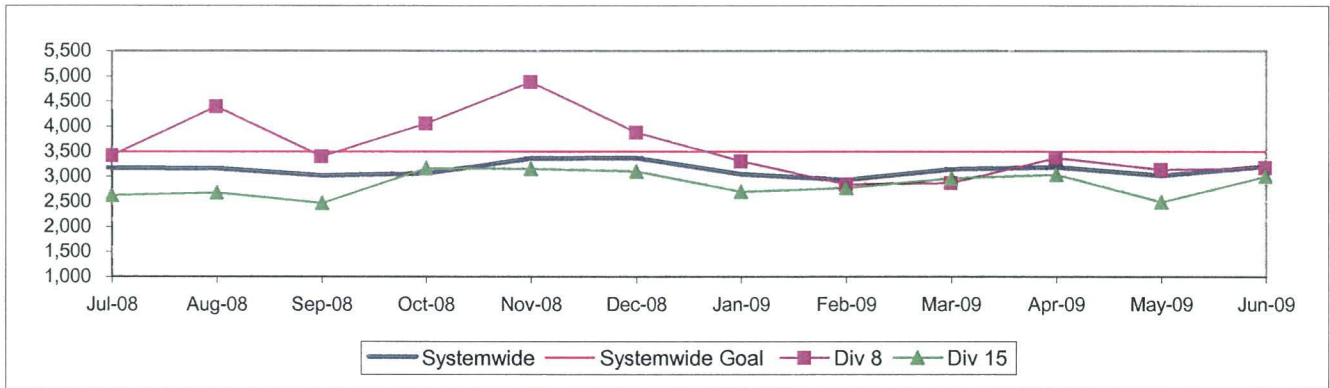
SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE

Systemwide and Divisions 8 and 15

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

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

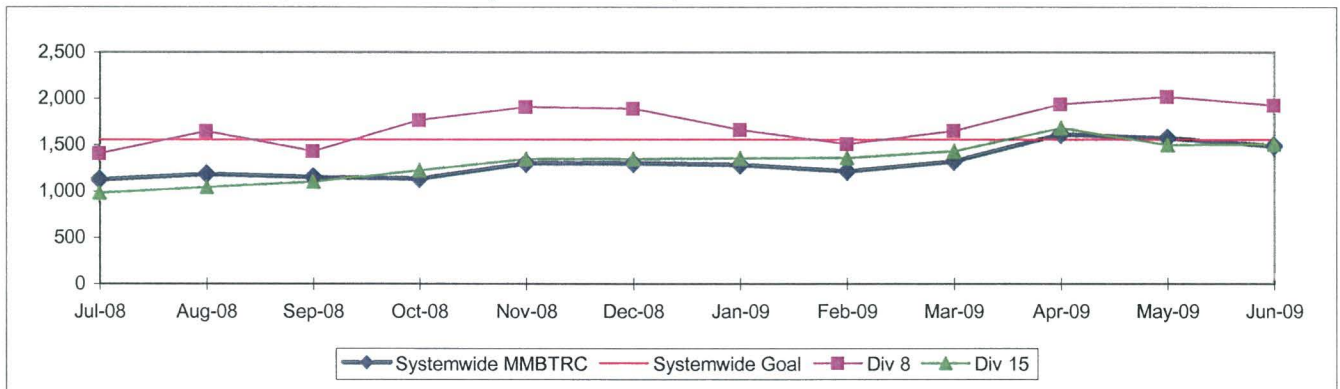


MEAN MILES BETWEEN TOTAL ROADCALLS

Systemwide and Divisions 8 and 15

Definition: Average Hub Miles traveled between total roadcalls.

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



IN-SERVICE ON-TIME PERFORMANCE*

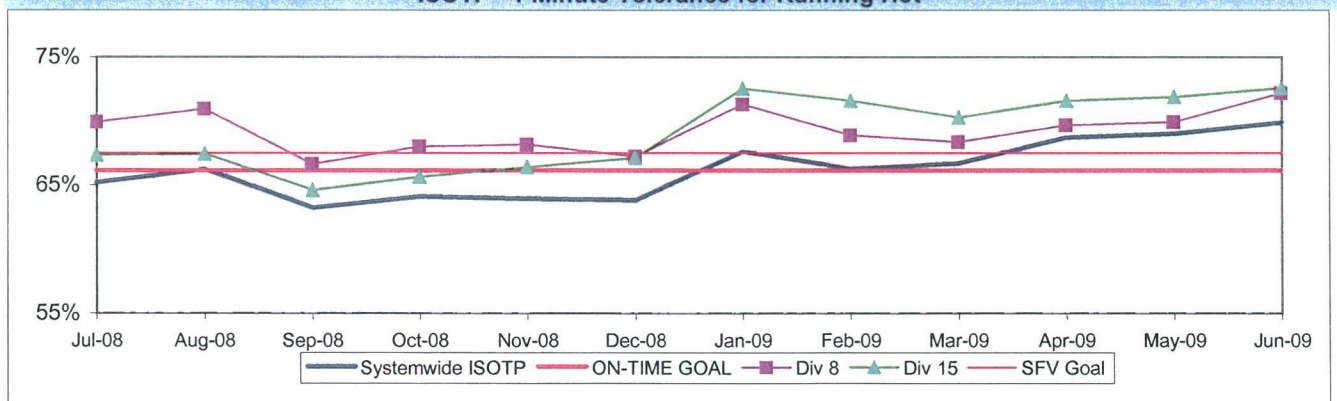
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

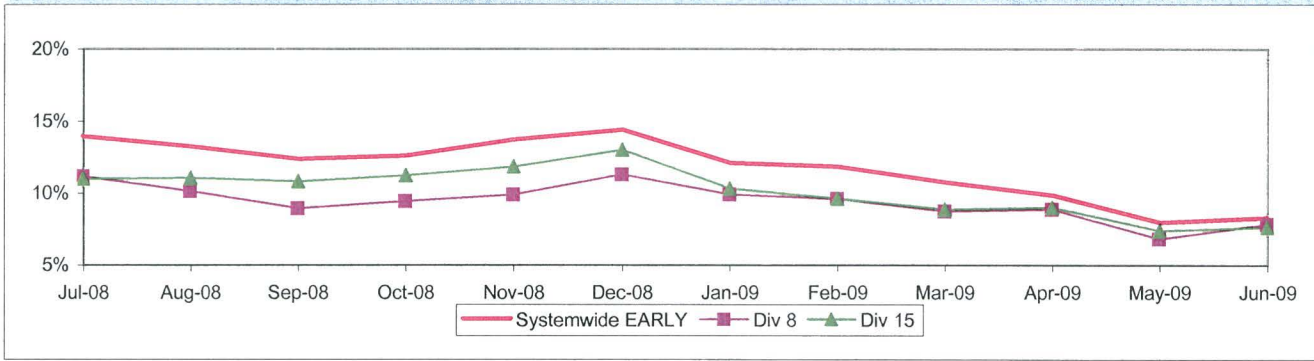
* Division 15 November data not available.

Systemwide and Bus Operating Divisions 8 and 15

ISOTP - 1 Minute Tolerance for Running Hot



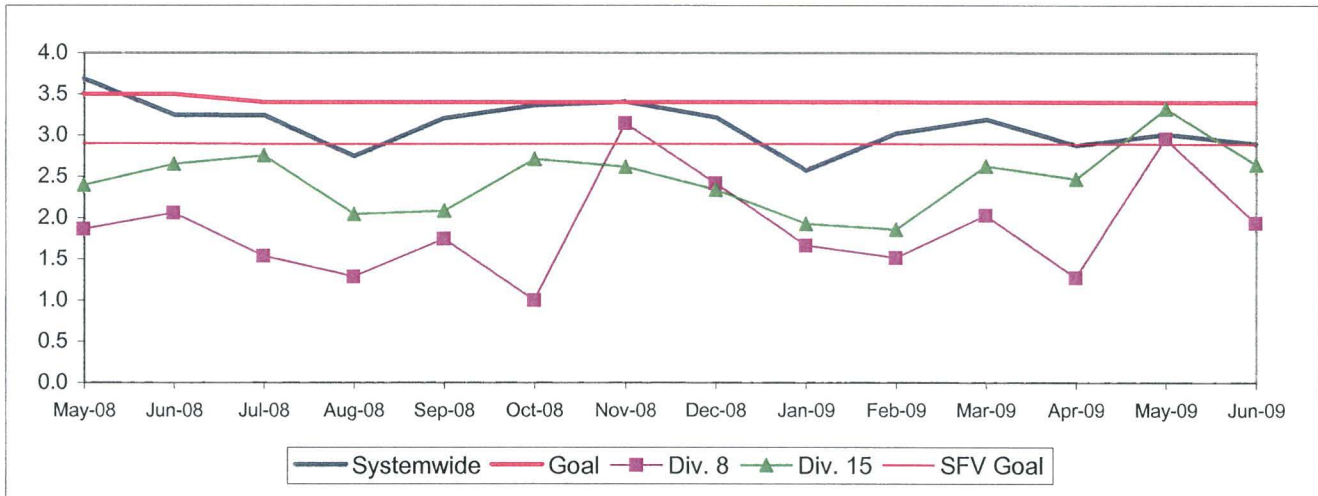
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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

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

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

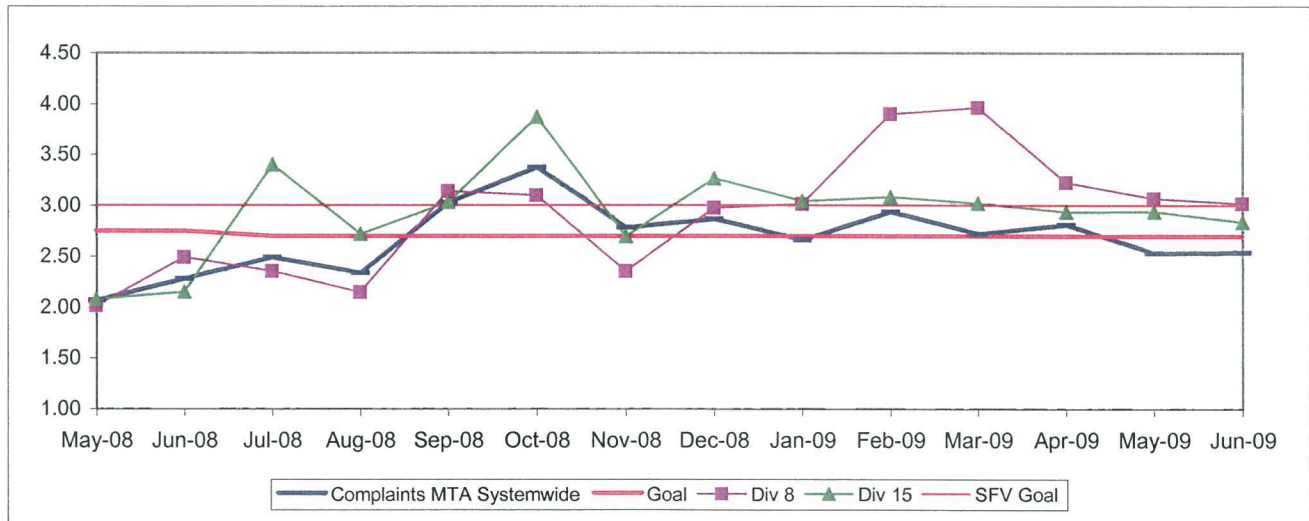


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

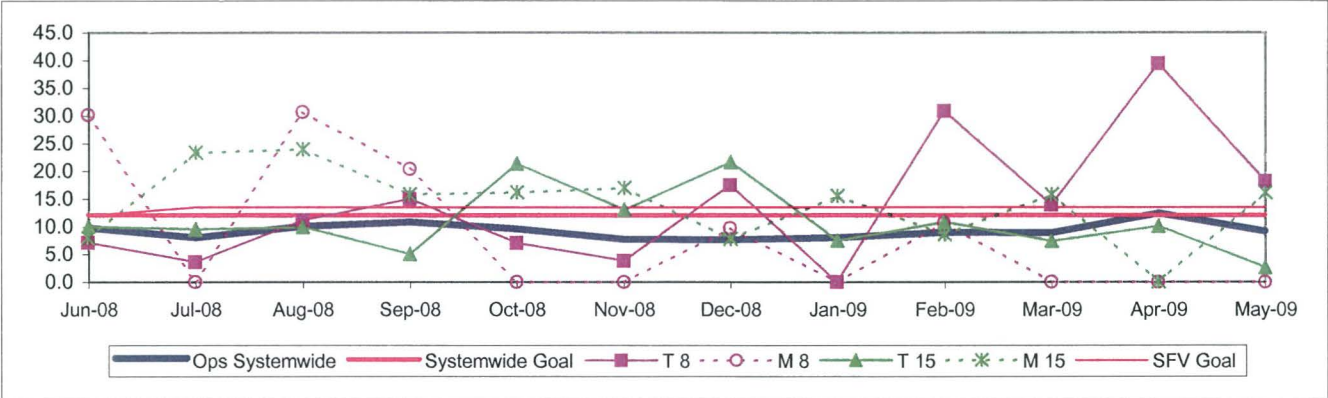


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.

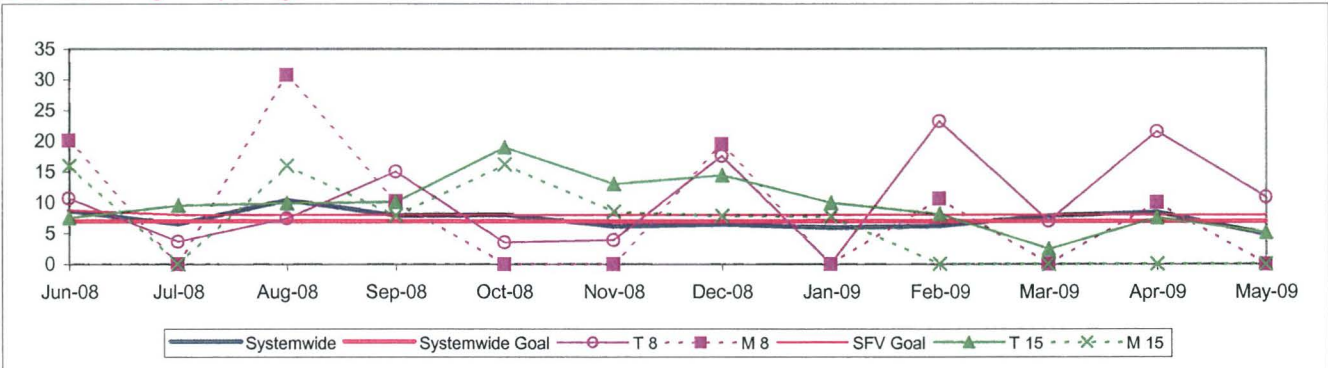


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.

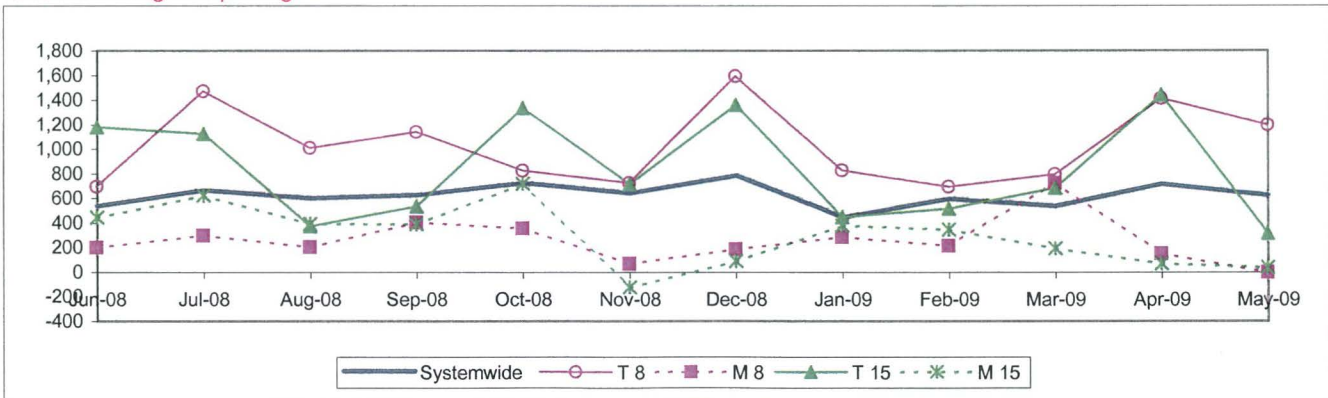


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.



San Gabriel Valley Sector Scorecard Overview (SGV)

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

This report gives a brief overview of sector operations':

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,500	3,137 386	3,207 13	Yellow Diamond
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,290	1,486	Red
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	66.25%	69.90%	Green
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.06	2.90	Green
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.76	2.54	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	12.10	May YTD 9.25	May 9.17	Green
SGV Sector									
MMBMF No. of unaddressed road calls			3,467	3,376 88*	3,300 133	3,500	3,345 85	3,596 4	Yellow Diamond
MMBTRC				1,618	1,516	2,023	1,793	2,148	Yellow Diamond
In-Service On-time Performance	69.98%	70.10%	68.59%	65.85%	66.83%	67%	69.90%	73.68%	Green
Bus Traffic Accidents Per 100,000 Miles					3.20	2.90	2.70	2.34	Green
Complaints per 100,000 Boardings	3.80	2.95	2.18	2.49	2.58	2.50	2.94	2.97	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.12	10.14	12.57	13.35	10.17	10.47	May YTD 11.92	May 6.58	Yellow Diamond
Division 3									
MMBMF No. of unaddressed road calls			2,690	2,838 58*	2,573 45	3,500	2,552 23	2,718	Red
MMBTRC				1,239	1,132	1,549	1,303	1,537	Yellow Diamond
In-Service On-time Performance	70.80%	71.06%	70.05%	16.54%	66.83%	67%	69.78%	73.80%	Green
Bus Traffic Accidents Per 100,000 Miles					4.24	3.60	3.60	3.22	Green
Complaints per 100,000 Boardings	3.02	2.60	1.83	2.12	2.14	2.10	2.69	2.55	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.36	6.68	11.36	10.06	12.81	10.96	May YTD 9.91	May 12.39	Green
Division 9									
MMBMF No. of unaddressed road calls			4,585	4,087 30*	4,119 88	3,500	4,267 62	4,635 4	Green
MMBTRC				2,099	1,989	2,623	2,425	1,374	Yellow Diamond
In-Service On-time Performance	68.16%	68.16%	67.01%	12.52%	66.84%	67%	70.01%	73.56%	Green
Bus Traffic Accidents Per 100,000 Miles					2.46	2.40	2.07	1.73	Green
Complaints per 100,000 Boardings	5.09	5.09	2.61	2.24	2.98	2.90	3.18	3.38	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.75	14.66	14.34	17.30	8.35	8.20	May YTD 14.21	May 2.14	Red

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

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

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

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

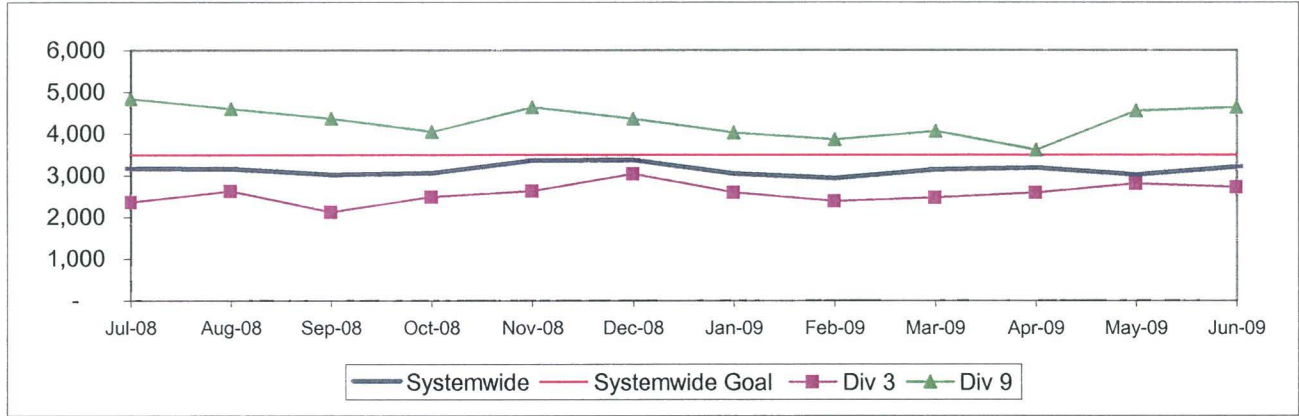
Red - High probability that the target will not be achieved -- significant problems and/or delays.

SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

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

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

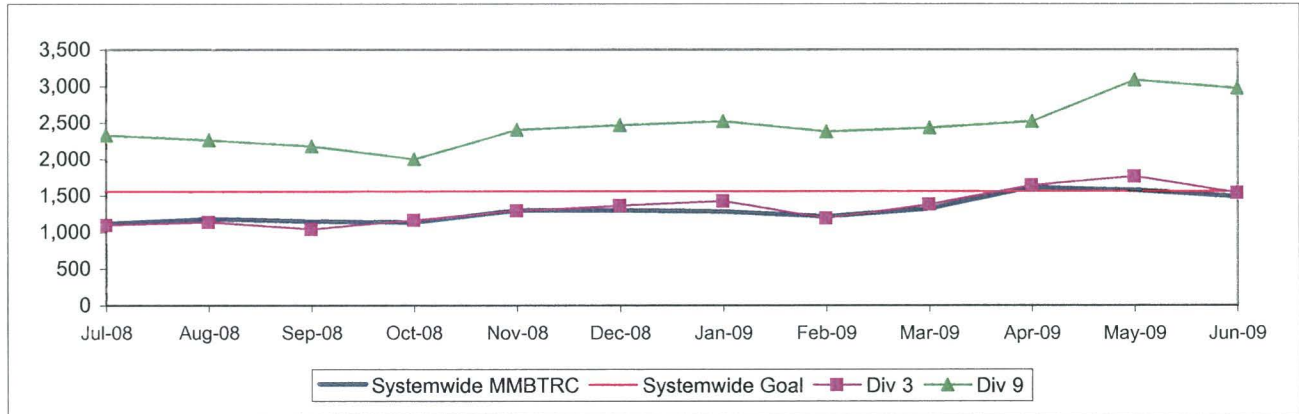
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS Systemwide and Divisions 3 and 9

Definition: Average Hub Miles traveled between total roadcalls

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

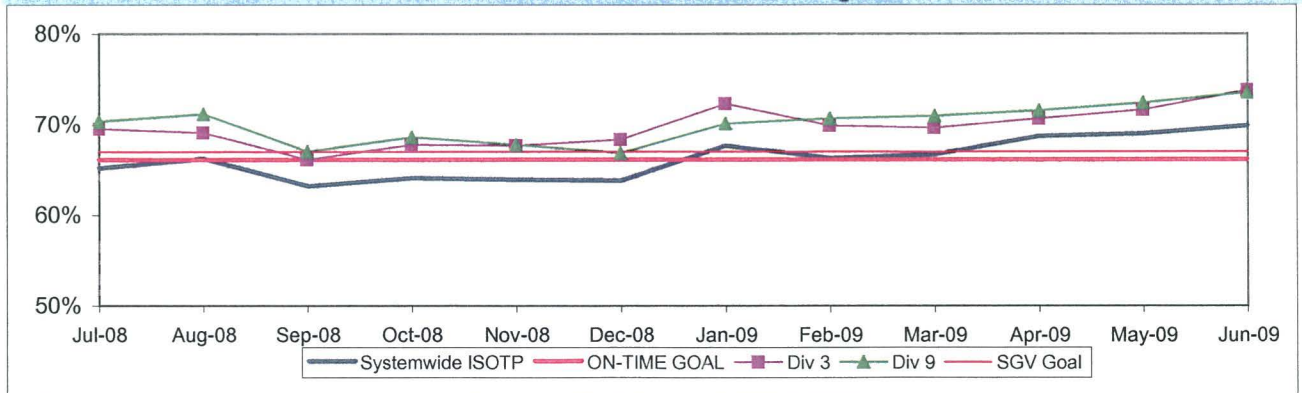


IN-SERVICE ON-TIME PERFORMANCE

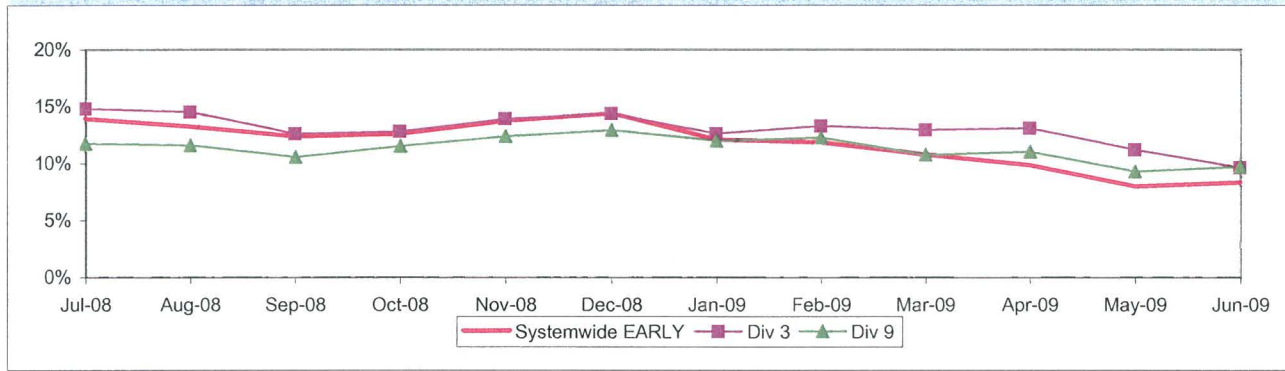
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

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



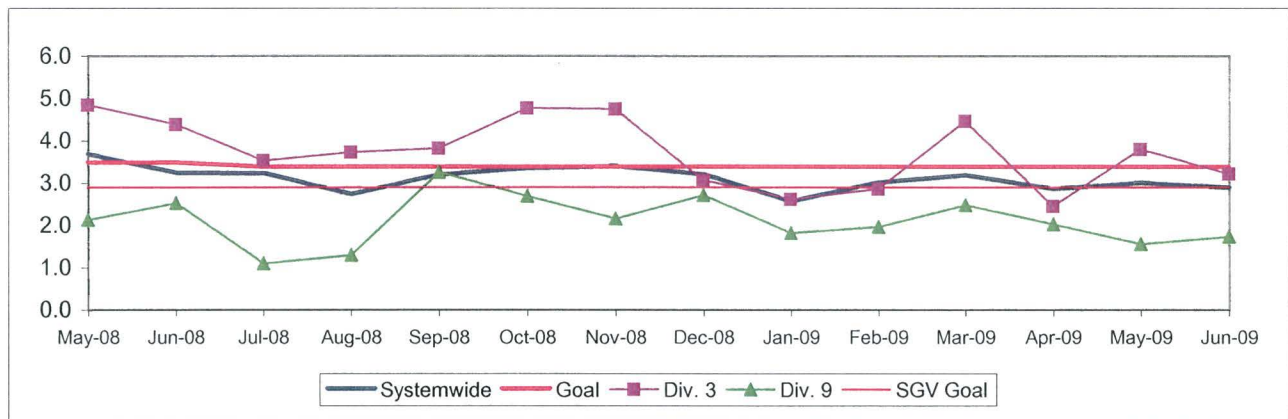
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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

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

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

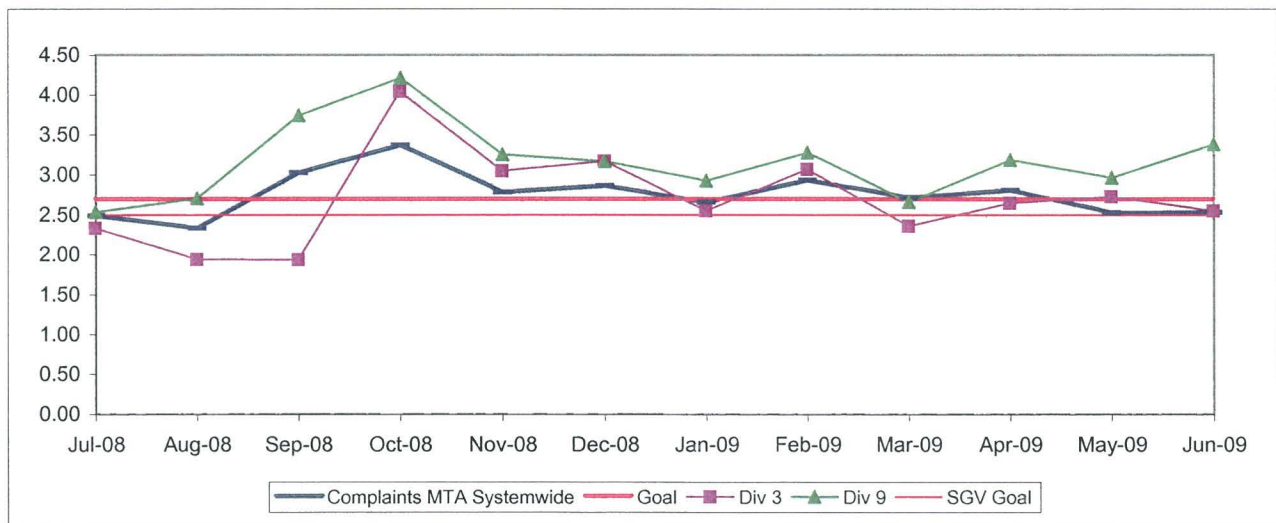


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

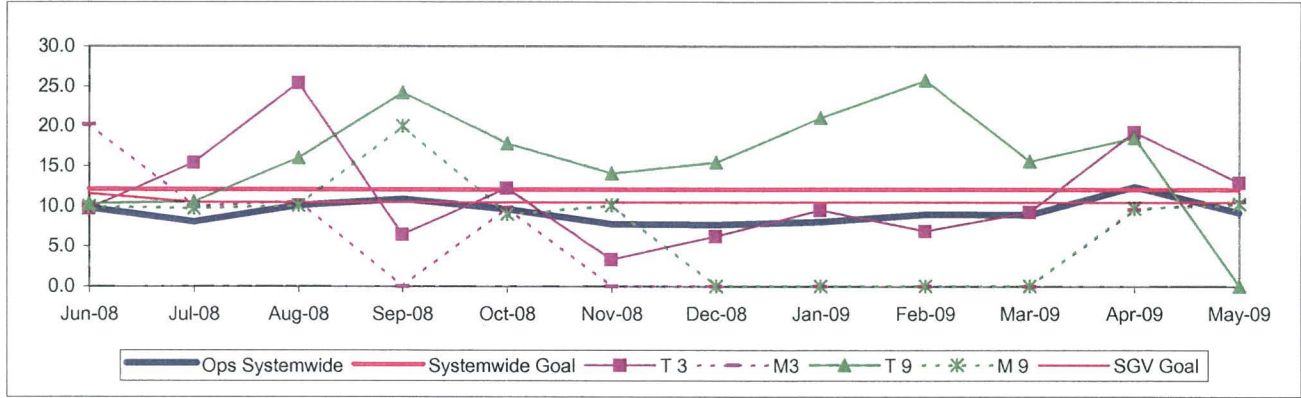


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.

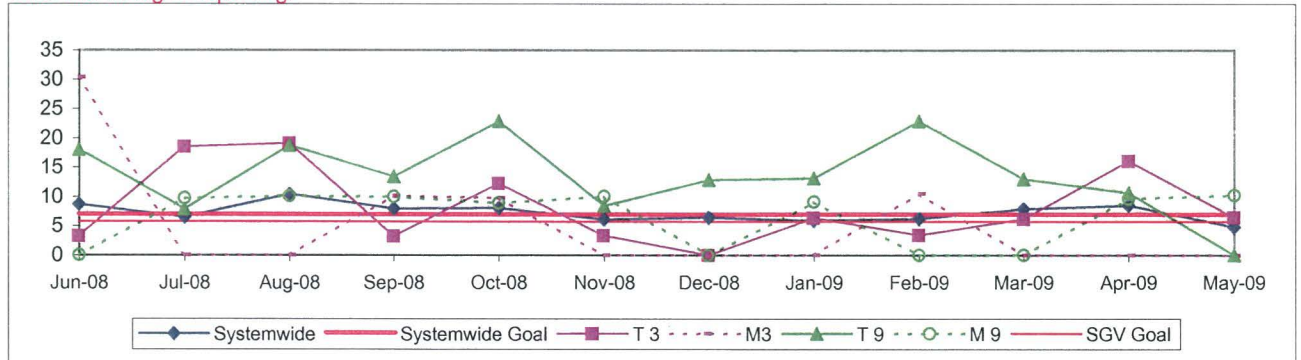


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.

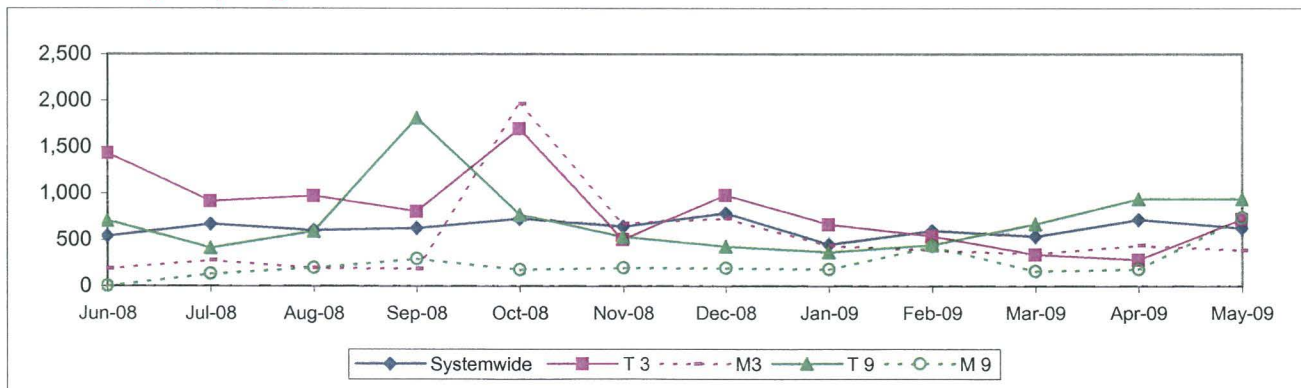


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.



Gateway Cities Sector Scorecard Overview (GC)

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

This report gives a brief overview of sector operations*:

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)			3,274	3,532	3,137	3,500	3,137	3,207	Yellow Diamond
No. of unaddressed road calls				1,116*	824		386	13	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,290	1,486	Red
In-Service On-time Performance	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	66.25%	69.90%	Green
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.06	2.90	Green
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.76	2.54	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	12.10	May YTD 9.25	May 9.17	Green
GC Sector									
MMBMF			2,506	3,163	2,845	3,500	2,626	3,148	Red
No. of unaddressed road calls				170*	322		106	4	
MMBTRC				995	960	1,244	1,203	1,434	Yellow Diamond
In-Service On-time Performance	69.34%	71.20%	71.73%	68.01%	68.09%	70.00%	71.99%	74.64%	Green
Bus Traffic Accidents Per 100,000 Miles					3.52	3.50	3.20	3.46	Green
Complaints per 100,000 Boardings	3.08	2.58	1.69	1.78	1.91	2.00	1.94	1.70	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.19	14.11	11.45	10.27	10.56	10.55	May YTD 9.95	May 10.27	Green
Division 1									
MMBMF			2,409	3,757	2,960	3,500	2,640	3,400	Red
No. of unaddressed road calls				138*	311		62	1	
MMBTRC				932	908	1,165	1,166	1,426	Yellow Diamond
In-Service On-time Performance	70.57%	71.62%	71.06%	68.02%	67.55%	70.00%	71.05%	73.27%	Green
Bus Traffic Accidents Per 100,000 Miles					3.41	3.50	3.02	3.39	Green
Complaints per 100,000 Boardings	3.32	2.92	1.92	1.89	1.90	2.00	1.85	1.46	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.82	12.71	10.92	8.48	7.59	10.55	May YTD 9.64	May 13.20	Green
Division 2									
MMBMF			2,660	2,598	2,707	3,500	2,608	2,875	Red
No. of unaddressed road calls				32*	11		44	3	
MMBTRC				1,097	1,039	1,371	1,255	1,444	Yellow Diamond
In-Service On-time Performance	67.62%	70.42%	72.71%	67.99%	68.60%	70.00%	72.72%	75.70%	Green
Bus Traffic Accidents Per 100,000 Miles					3.67	3.50	3.43	3.54	Green
Complaints per 100,000 Boardings	2.84	2.15	1.42	1.64	1.93	2.00	2.03	1.97	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.56	16.69	12.97	13.36	14.82	10.55	May YTD 10.98	May 7.78	Green

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

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

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

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

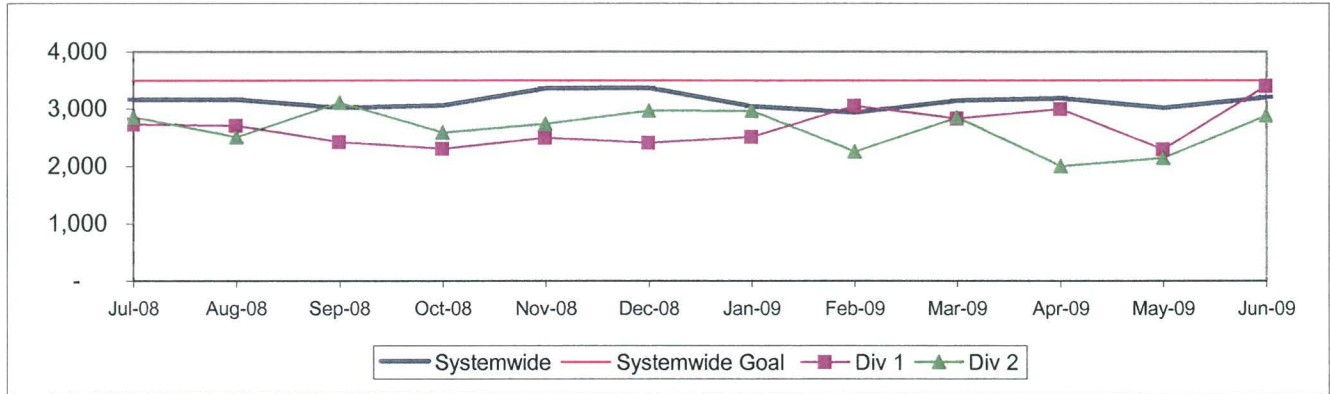
Red - High probability that the target will not be achieved -- significant problems and/or delays.

GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

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

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

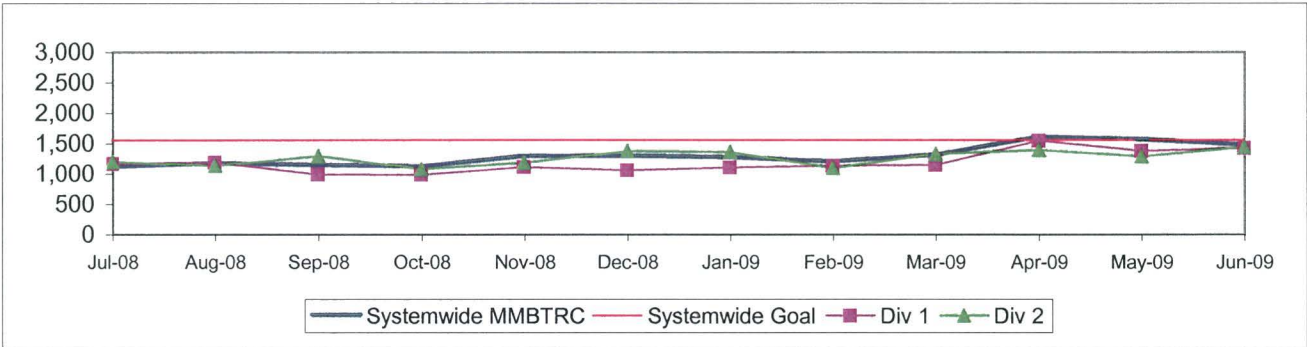
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$



MEAN MILES BETWEEN TOTAL ROADCALLS Systemwide and Divisions 1 and 2

Definition: Average Hub Miles Between Total Roadcalls

Calculation: $MMBTRC = (\text{Total Hub Miles} / \text{by Total Roadcalls})$

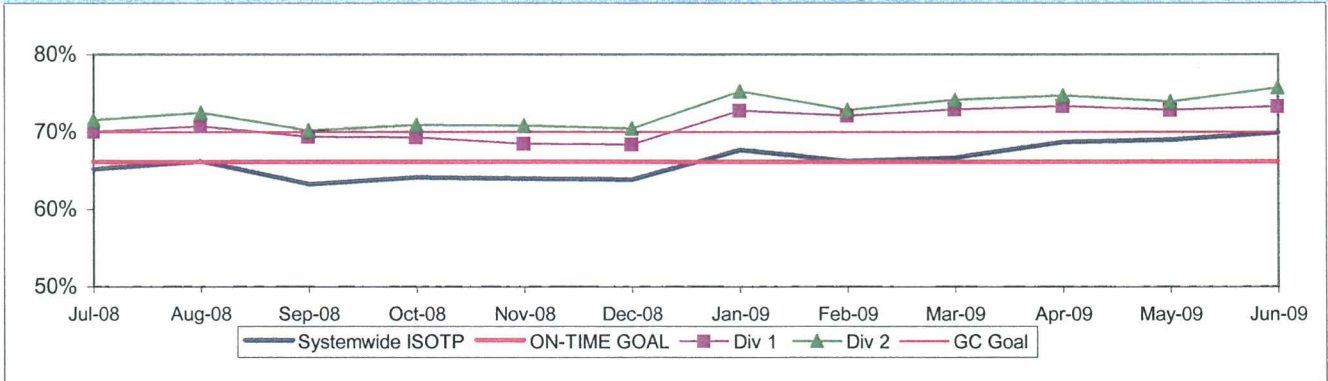


IN-SERVICE ON-TIME PERFORMANCE

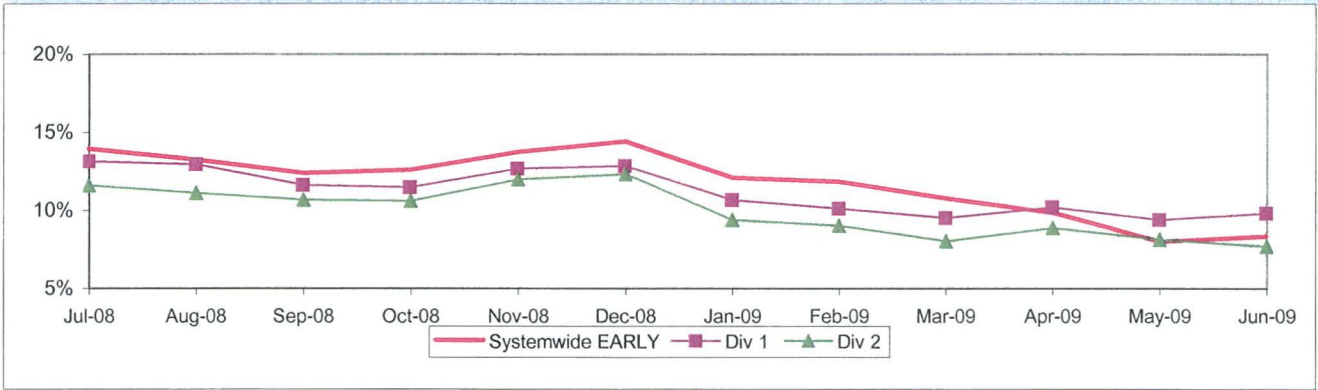
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

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



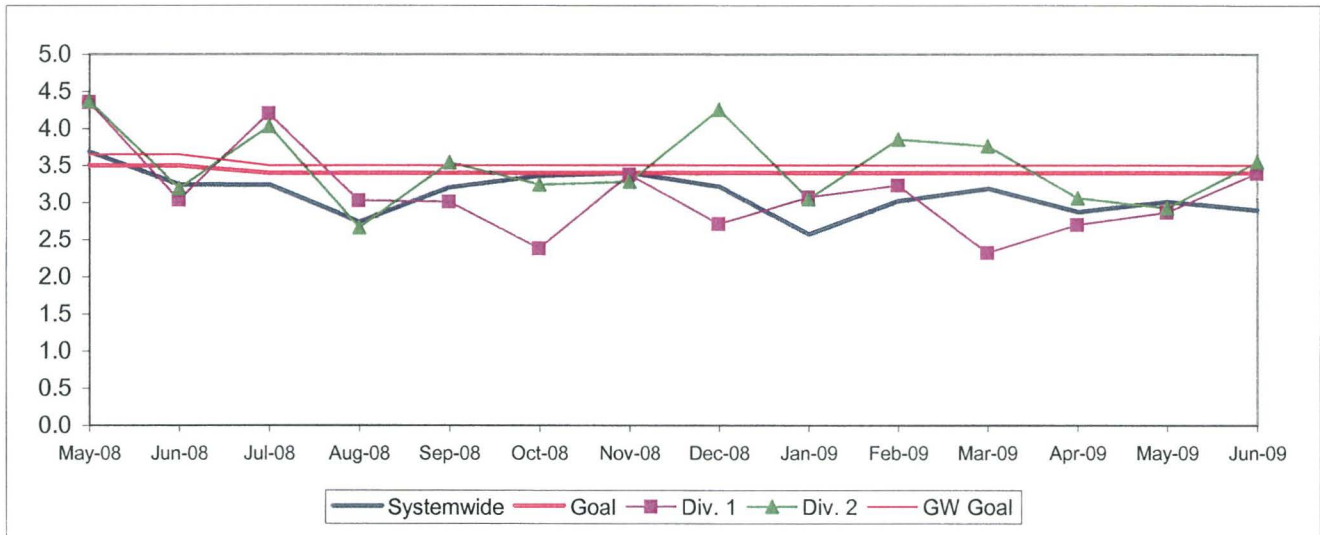
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



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

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

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

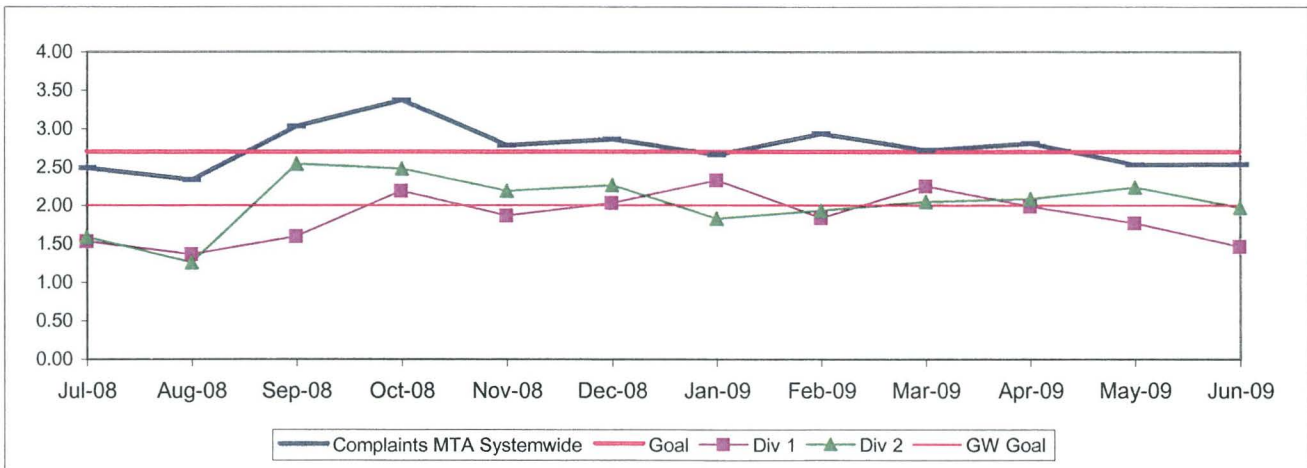


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

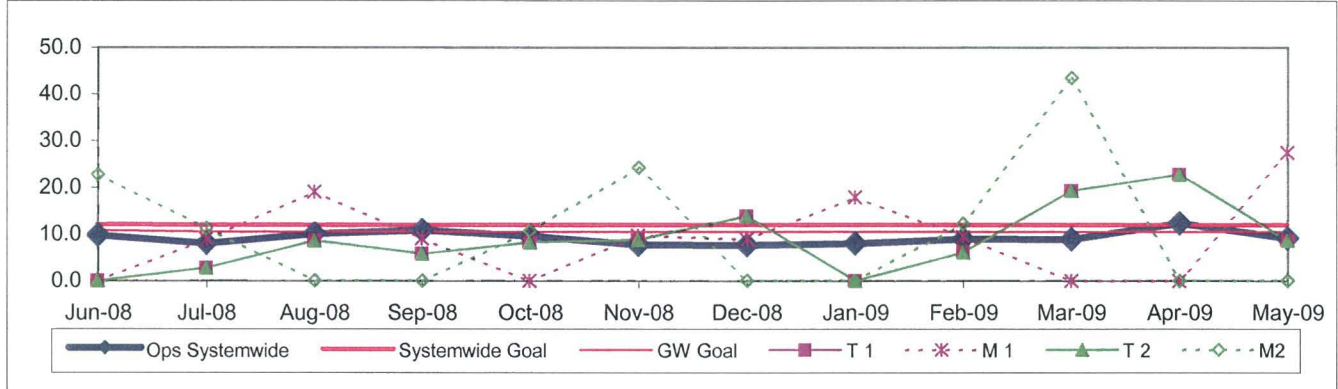


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.

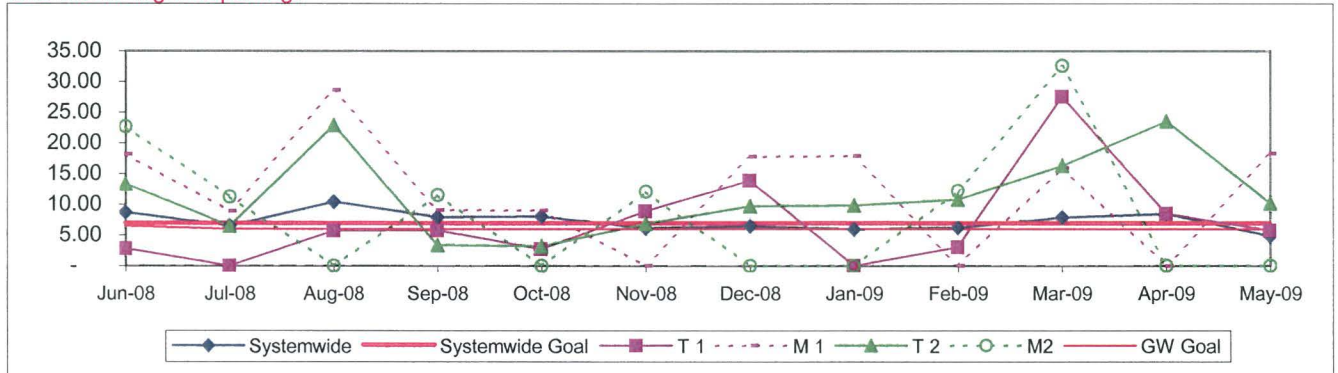


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.

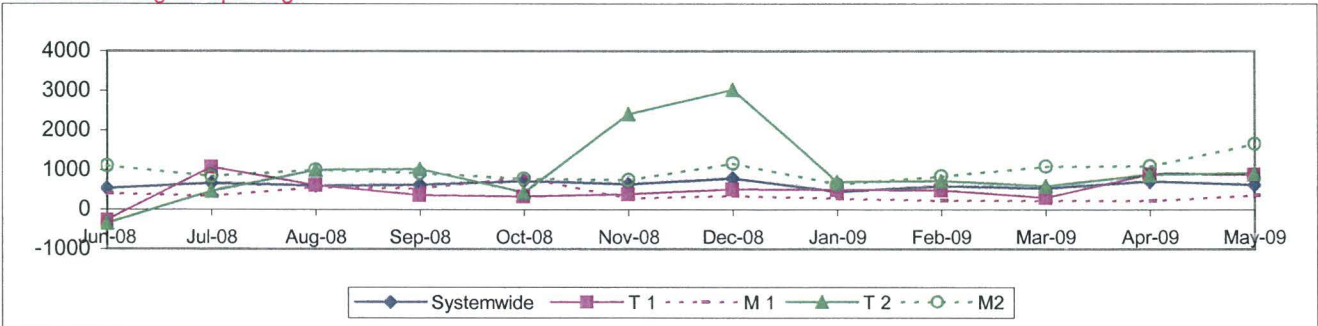


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.



South Bay Sector Scorecard Overview (SB)

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

This report gives a brief overview of sector operations':

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,500	3,137 386	3,207 13	Yellow Diamond
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,290	1,486	Red Bar
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	66.25%	69.90%	Green Circle
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.06	2.90	Green Circle
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.76	2.54	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	12.10	May YTD 9.25	May 9.17	Green Circle
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SB Sector									
MMBMF No. of unaddressed road calls			3,688	3,826 231*	3,427 100	3,500	3,378 71	3,472	Yellow Diamond
MMBTRC				1,273	1,117	1,591	1,198	1,374	Red Bar
In-Service On-time Performance	61.74%	64.13%	59.05%	62.39%	62.03%	62.00%	62.46%	65.34%	Green Circle
Bus Traffic Accidents Per 100,000 Miles					3.86	4.00	3.34	3.00	Green Circle
Complaints per 100,000 Boardings	4.63	3.61	2.49	2.51	2.56	3.00	3.09	3.24	Yellow Diamond
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.84	14.65	13.85	10.81	15.18	13.50	May YTD 10.20	May 10.23	Yellow Diamond
Division 5									
MMBMF No. of unaddressed road calls			3,656	3,580 57*	3,227 26	3,500	3,314 16	3,721	Yellow Diamond
MMBTRC				1,459	1,130	1,824	1,420	1,749	Red Bar
In-Service On-time Performance	63.17%	65.58%	61.85%	63.83%	63.35%	62.00%	64.43%	67.37%	Green Circle
Bus Traffic Accidents Per 100,000 Miles					5.11	4.00	4.32	4.93	Yellow Diamond
Complaints per 100,000 Boardings	3.45	2.71	1.87	1.71	1.46	3.00	1.88	2.39	Green Circle
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	15.22	18.72	14.68	14.89	15.96	13.50	May YTD 11.49	May 7.36	Green Circle
Division 18									
MMBMF No. of unaddressed road calls			3,712	4,008 214*	3,563 74	3,500	3,421 55	3,332	Yellow Diamond
MMBTRC				1,174	1,109	1,468	1,090	1,212	Red Bar
In-Service On-time Performance	60.78%	63.42%	57.31%	61.19%	60.88%	62.00%	60.66%	63.44%	Yellow Diamond
Bus Traffic Accidents Per 100,000 Miles					3.08	4.00	2.72	1.78	Green Circle
Complaints per 100,000 Boardings	5.74	4.44	3.07	3.29	3.72	3.00	4.46	4.22	Red Bar
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.71	11.67	13.63	8.50	14.70	13.50	May YTD 9.09	May 11.29	Green Circle

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

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

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

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

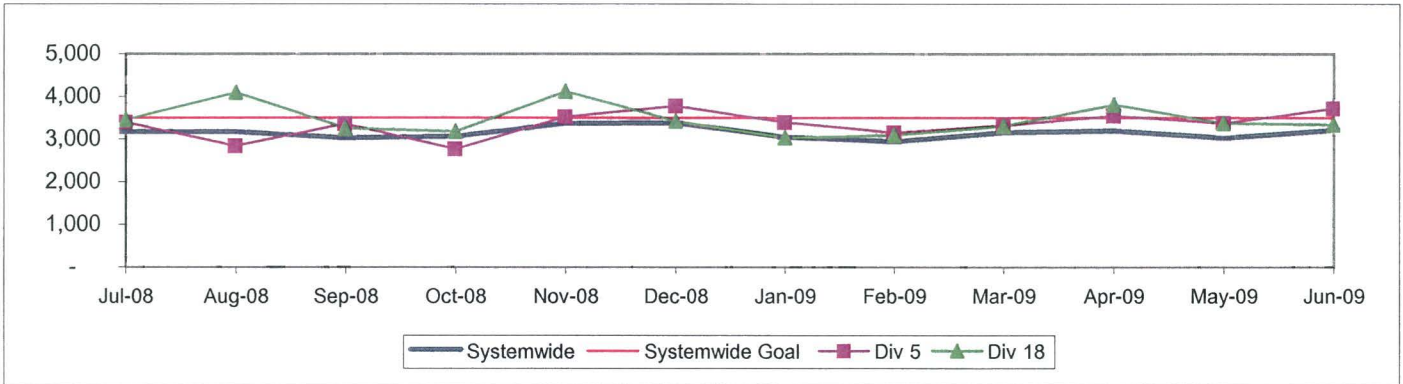
Red - High probability that the target will not be achieved -- significant problems and/or delays.

SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

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

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

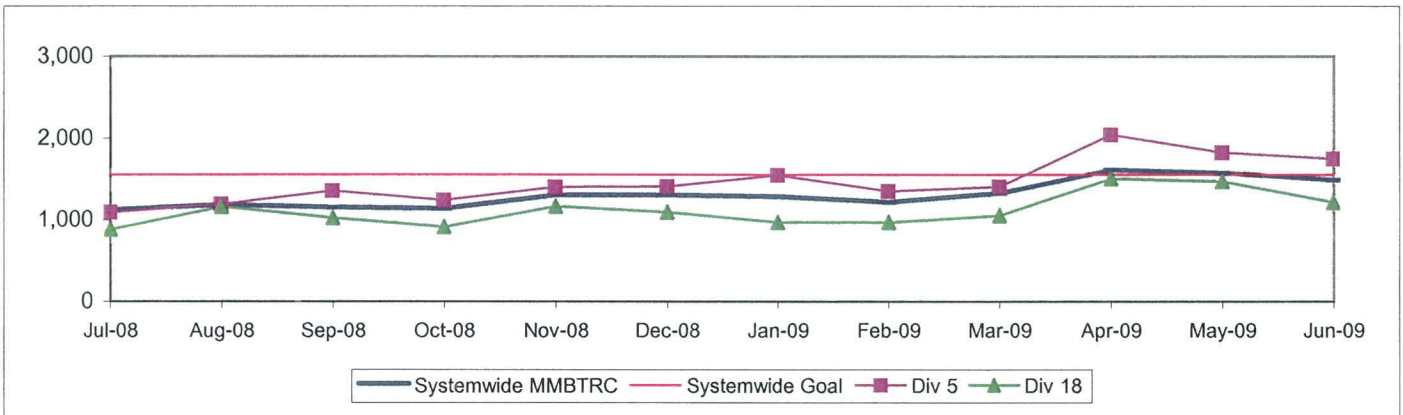
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS Systemwide and Divisions 5 and 18

Definition: Average Hub Miles traveled between total roadcalls.

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

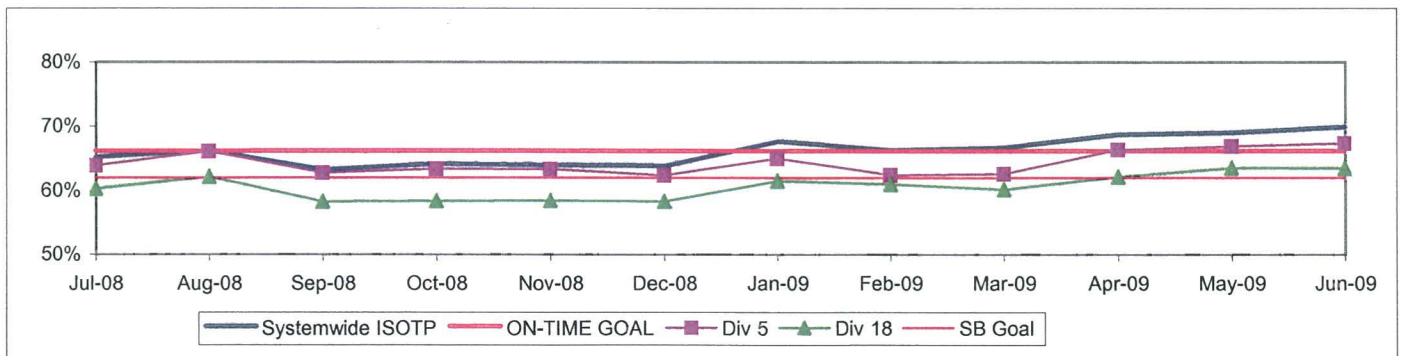


IN-SERVICE ON-TIME PERFORMANCE

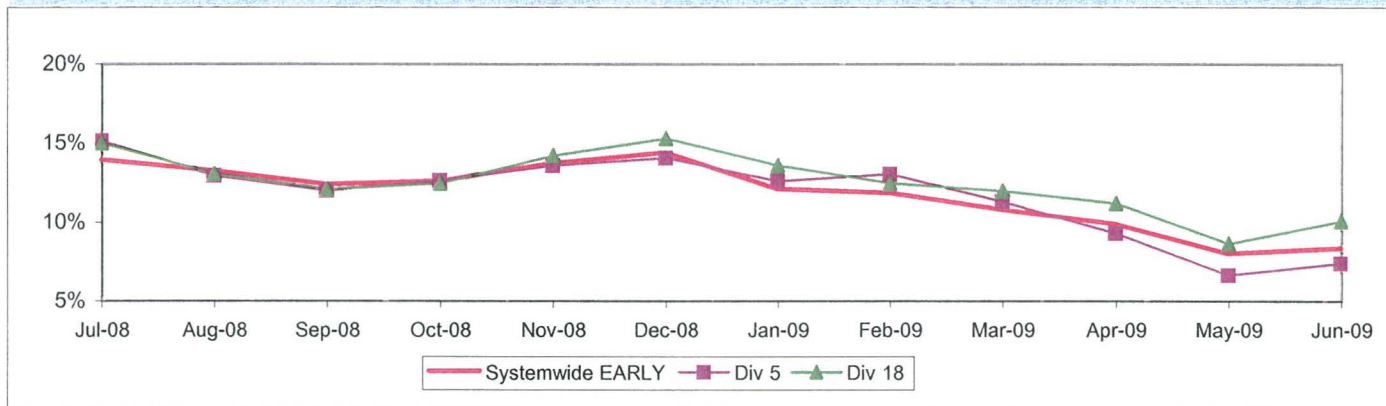
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



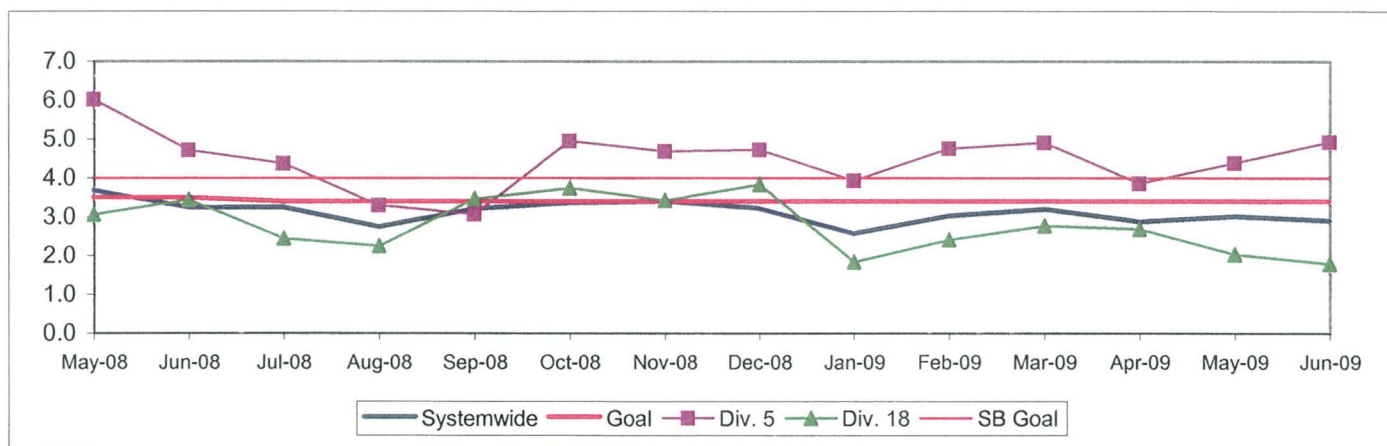
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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

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

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

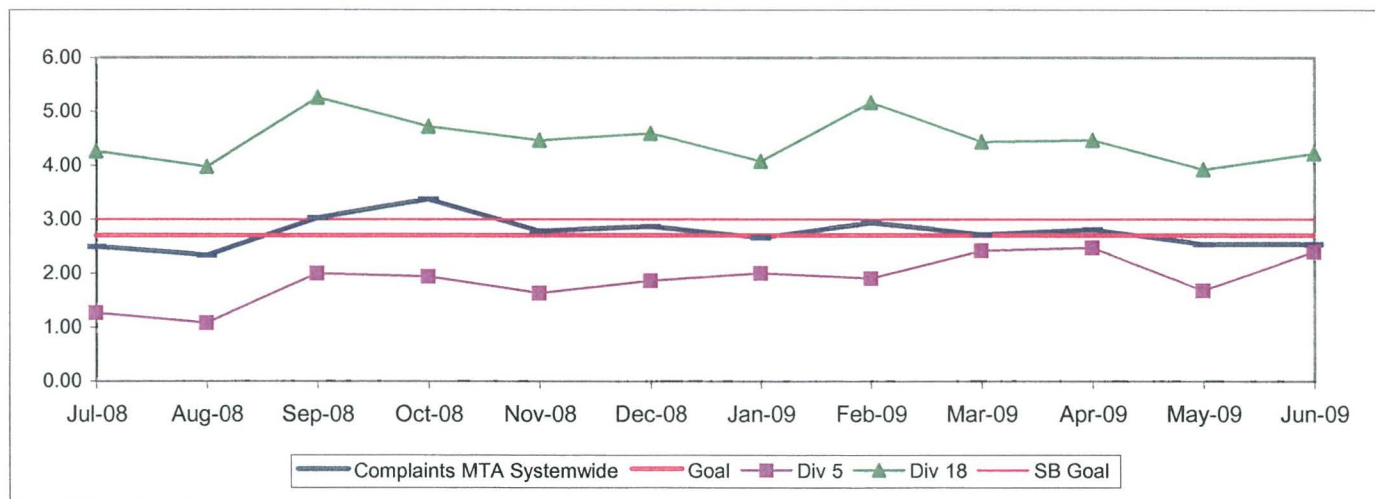


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

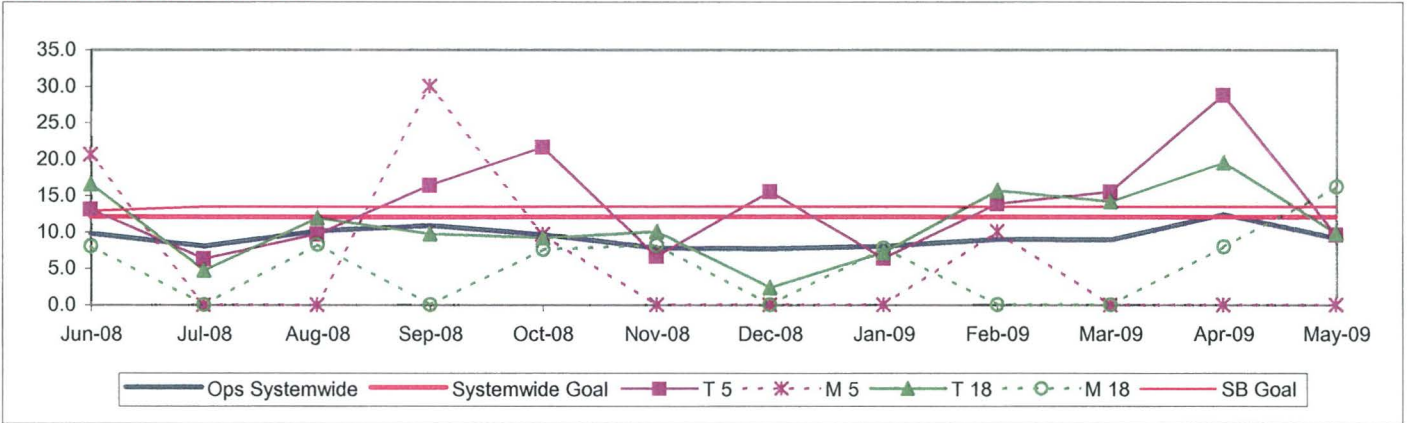


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
 Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.

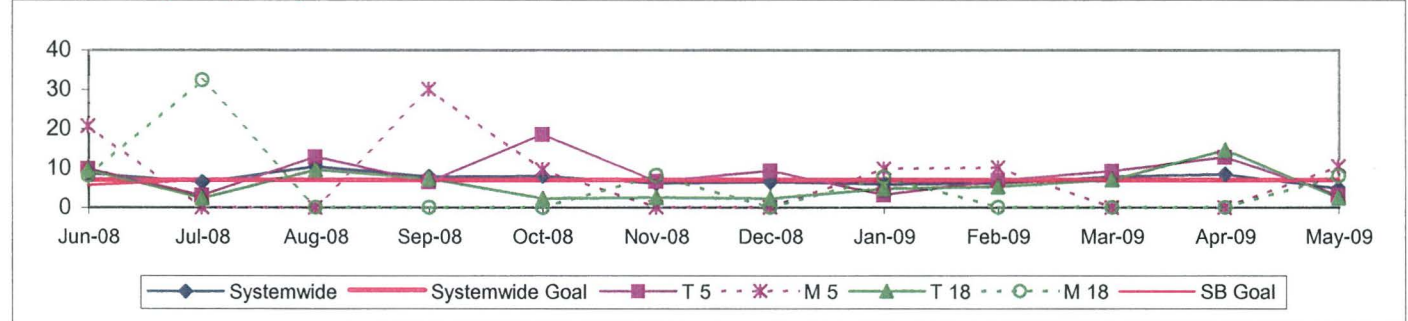


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
 Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.

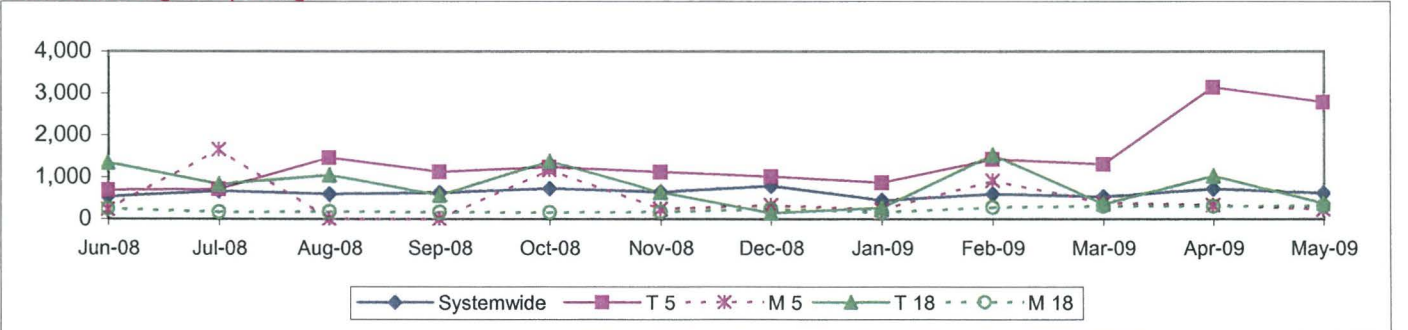


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
 Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.



Westside/Central Sector Scorecard Overview (WC)

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

This report gives a brief overview of sector operations':

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)			3,274	3,532	3,137	3,500	3,137	3,207	
No. of unaddressed road calls				1,116*	824		386	13	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,290	1,486	
In-Service On-time Performance	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	66.25%	69.90%	
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.06	2.90	
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.76	2.54	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	12.10	May YTD 9.25	May 9.17	
WC Sector									
MMBMF			3,499	3,651	3,213	3,500	3,305	2,876	
No. of unaddressed road calls				155*	116		111	4	
MMBTRC				1,152	1,001	1,439	1,046	1,158	
In-Service On-time Performance	63.31%	63.39%	60.82%	57.59%	56.72%	60.00%	61.65%	67.62%	
Bus Traffic Accidents Per 100,000 Miles					4.25	4.00	3.88	3.44	
Complaints per 100,000 Boardings	5.30	4.10	2.53	2.66	2.97	3.00	2.78	1.98	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.52	18.80	14.61	12.99	13.41	13.00	May YTD 7.56	May 8.77	
Division 6									
MMBMF			6,279	4,456	3,756	3,500	7,186	26,323	
No. of unaddressed road calls				30*	32		11		
MMBTRC				1,063	899	1,329	1,307	1,605	
In-Service On-time Performance	60.11%	56.75%	57.20%	53.28%	53.12%	60.00%	56.98%	66.91%	
Bus Traffic Accidents Per 100,000 Miles					3.86	4.00	4.13	6.08	
Complaints per 100,000 Boardings	6.15	4.47	2.52	2.10	2.70	3.00	3.55	1.78	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.71	18.23	16.43	15.02	11.77	13.00	May YTD 8.56	May 11.45	
Division 7									
MMBMF			2,947	3,468	3,327	3,500	3,399	2,748	
No. of unaddressed road calls				64*	84		99	4	
MMBTRC				1,118	981	1,397	1,039	1,086	
In-Service On-time Performance	64.59%	64.22%	61.78%	58.01%	57.66%	60.00%	62.15%	68.24%	
Bus Traffic Accidents Per 100,000 Miles					4.10	4.00	3.83	2.92	
Complaints per 100,000 Boardings	5.70	4.24	2.87	2.98	3.00	3.00	2.88	2.30	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.05	19.44	15.76	12.09	13.42	13.00	May YTD 8.14	May 10.34	
Division 10									
MMBMF			3,723	3,702	3,028	3,500	2,947	2,636	
No. of unaddressed road calls				61*	0		1		
MMBTRC				1,197	1,044	1,496	1,015	1,178	
In-Service On-time Performance	62.85%	64.14%	60.73%	58.61%	56.63%	60.00%	61.90%	67.00%	
Bus Traffic Accidents Per 100,000 Miles					4.47	4.00	3.87	3.52	
Complaints per 100,000 Boardings	4.85	3.92	2.23	2.48	2.99	3.00	2.59	1.72	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	22.90	3.74 114	3.80 1	14.02	14.74	13.00	May YTD 7.28	May 5.88	

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

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

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

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

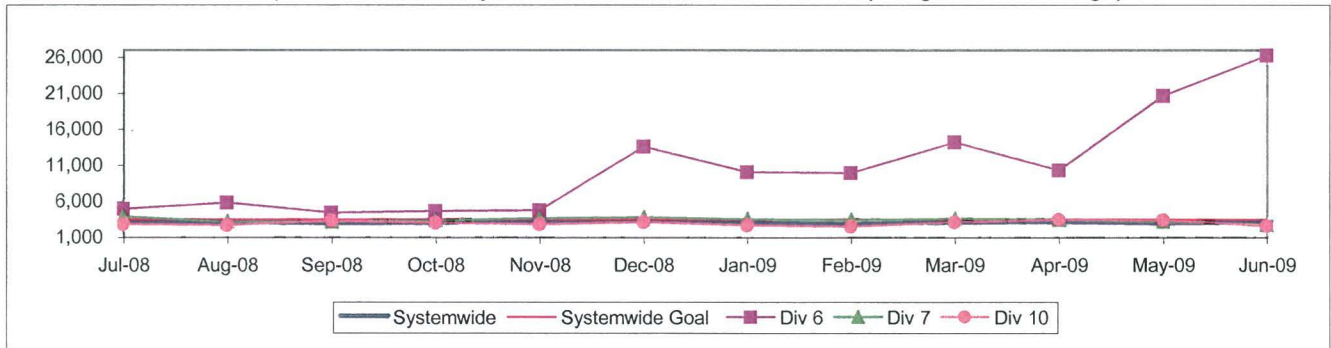
Red - High probability that the target will not be achieved -- significant problems and/or delays.

WESTSIDE / CENTRAL SECTOR BUS SERVICE PERFORMANCE

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

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

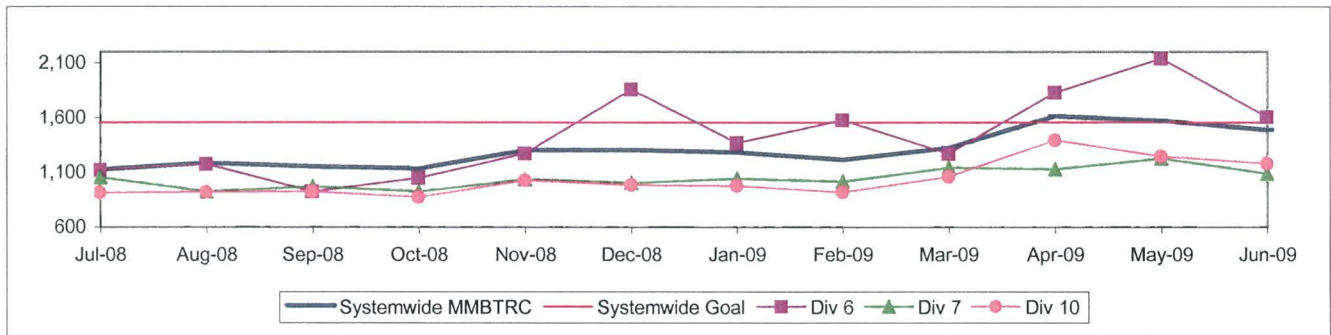
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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

Definition: Average Hub Miles traveled between total road calls.

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

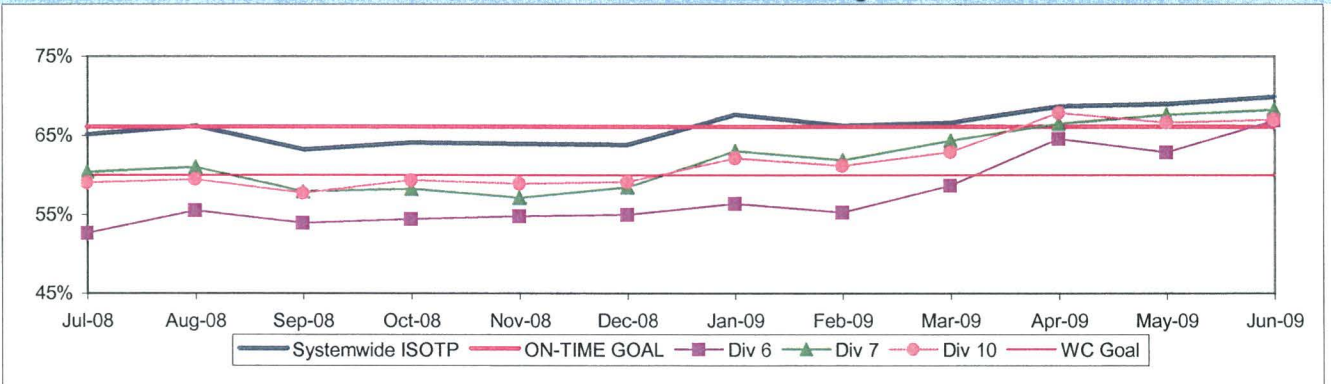


IN-SERVICE ON-TIME PERFORMANCE

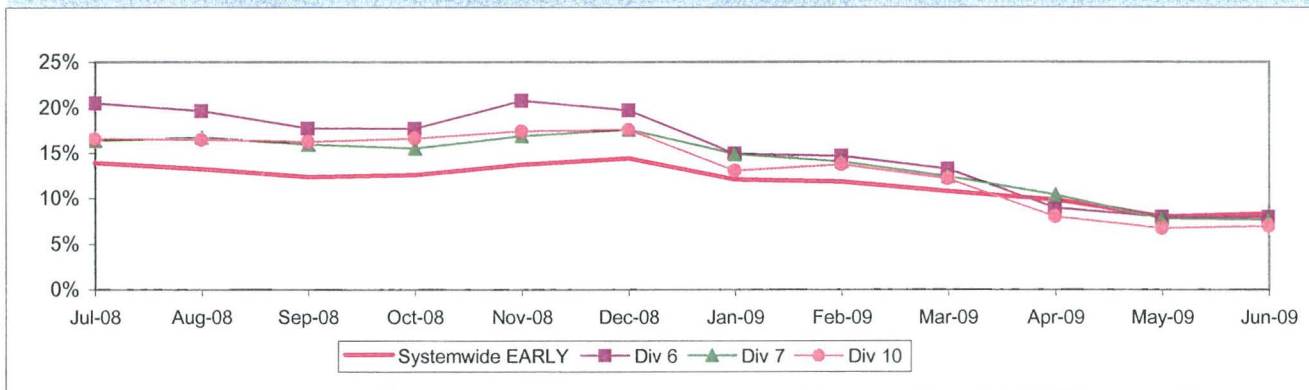
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



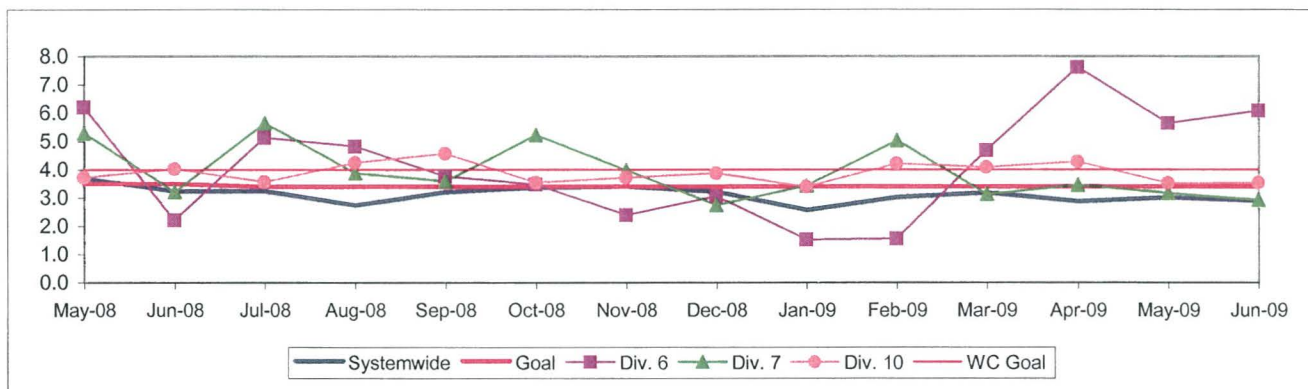
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



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

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

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

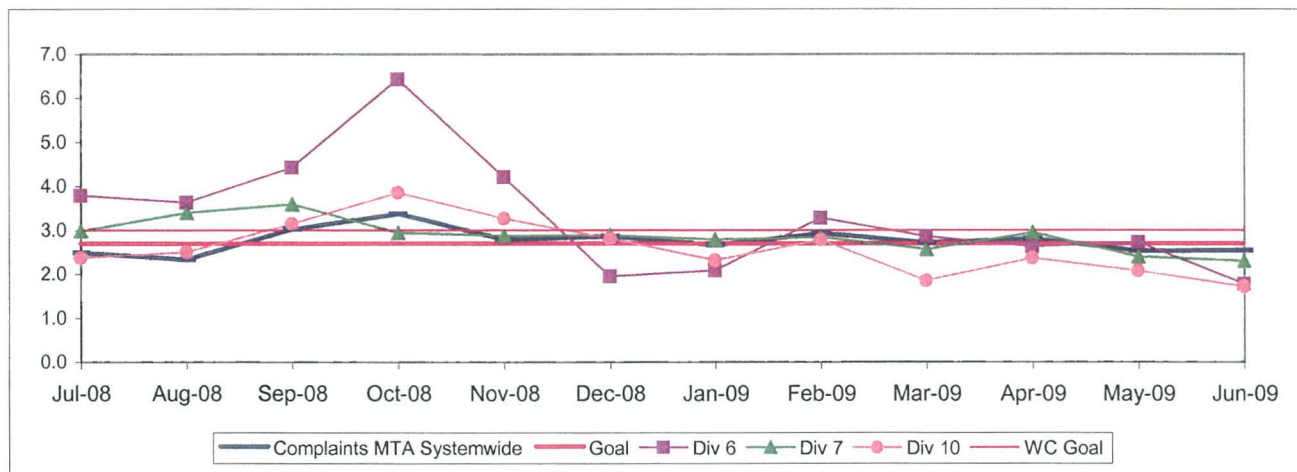


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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

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

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

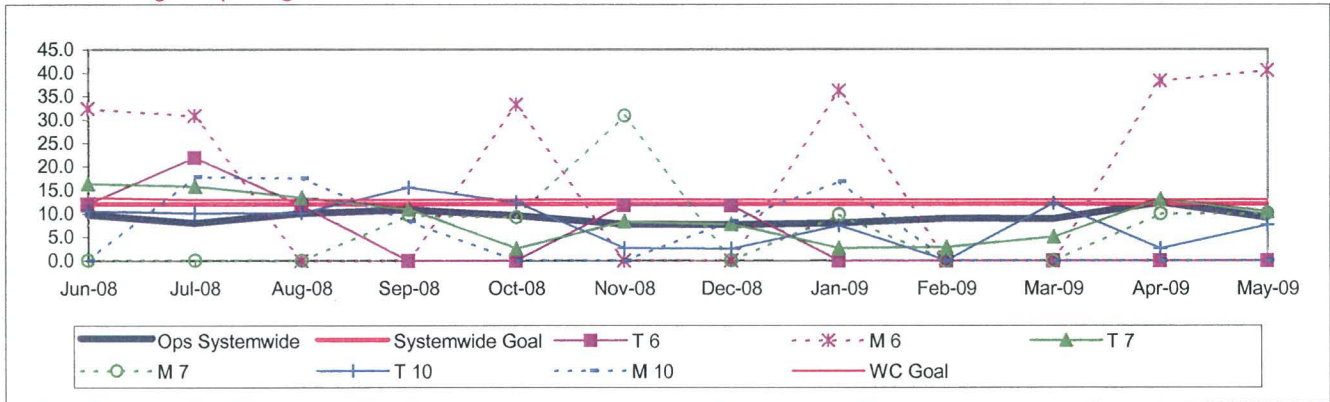


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.

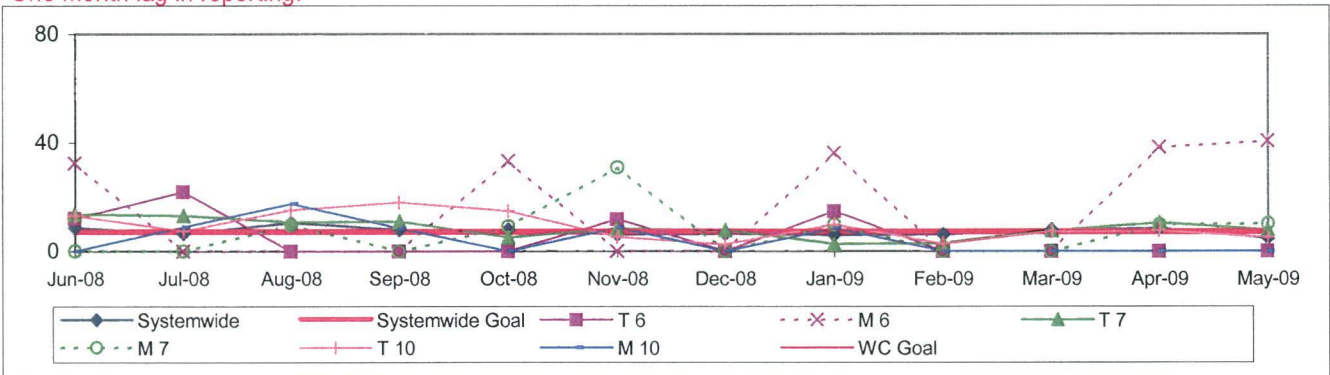


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.

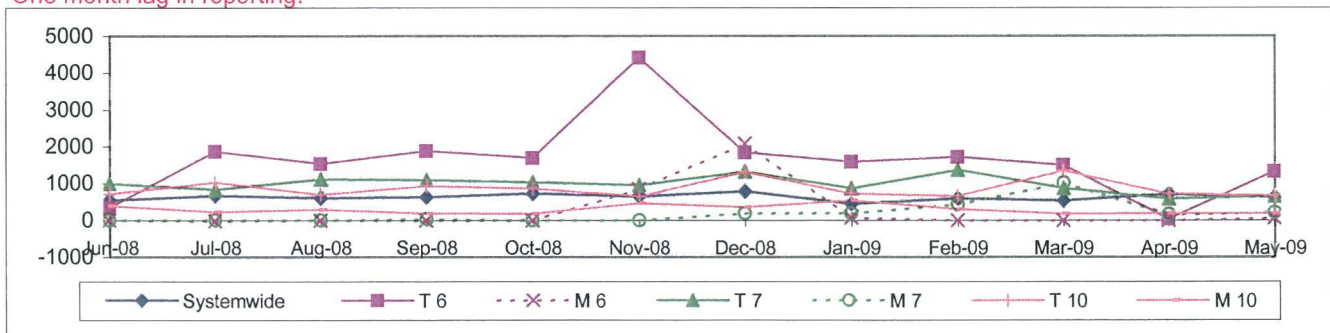


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.



Metro Rail Scorecard Overview

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

This report gives a brief overview of sector operations¹:

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	June Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.59	9.32	11.56	8.08	11.24	10.00	May YTD 5.82	May 10.51	
Metro Red Line (MRL)									
On-Time Pullouts	99.71%	99.94%	99.61%	99.76%	99.79%	99.00%	99.97%	100%	
Mean Miles Between Chargeable Mechanical Failures	12,793	11,759	19,587	17,260	26,743	25,000	41,482	86,630	
In-Service On-time Performance*					99.13%	99.00%	99.38%	99.43%	
Traffic Accidents Per 100,000 Train Miles	0	0.22	0.22	0	0.30	0.14	0.07	0.00	
Complaints per 100,000 Boardings	1.17	1.13	0.66	0.41	0.50	0.50	0.37	0.24	
Metro Blue Line (MBL)									
On-Time Pullouts	99.94%	99.73%	99.76%	99.72%	99.62%	99.00%	99.74%	100%	
Mean Miles Between Chargeable Mechanical Failures	10,365	16,273	26,774	35,125	31,278	25,000	27,051	23,091	
In-Service On-time Performance*					98.81%	99.00%	98.24%	98.32%	
Traffic Accidents Per 100,000 Train Miles	1.36	0.64	0.96	1.35	1.65	0.50	1.26	0.72	
Complaints per 100,000 Boardings	0.97	0.98	0.78	0.53	0.64	0.73	0.58	0.90	
Metro Green Line (MGrL)									
On-Time Pullouts	99.78%	99.91%	99.97%	99.54%	99.80%	99.00%	99.95%	99.79%	
Mean Miles Between Chargeable Mechanical Failures	11,337	12,558	20,635	27,471	36,727	25,000	19,195	35,584	
In-Service On-time Performance*					99.07%	99.00%	98.90%	98.84%	
Traffic Accidents Per 100,000 Train Miles	0.08	0.00	0	0	0.00	0.50	0.07	0.86	
Complaints per 100,000 Boardings	1.37	1.39	0.92	0.72	0.81	0.73	0.82	0.00	
Metro Gold Line (MGOL)									
On-Time Pullouts	100%	99.85%	99.97%	99.95%	99.95%	99.00%	99.95%	100%	
Mean Miles Between Chargeable Mechanical Failures	8,938	16,571	23,329	22,775	39,521	25,000	24,250	24,327	
In-Service On-time Performance*					98.86%	99.00%	99.38%	99.32%	
Traffic Accidents Per 100,000 Train Miles	0.25	0.23	0.12	0.23	0.43	0.50	0.21	0.00	
Complaints per 100,000 Boardings	3.81	2.85	2.71	1.88	1.57	0.73	1.50	1.57	

¹Effective December, ISOTP calculated differently.
 Green - High probability of achieving the target (on track).

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

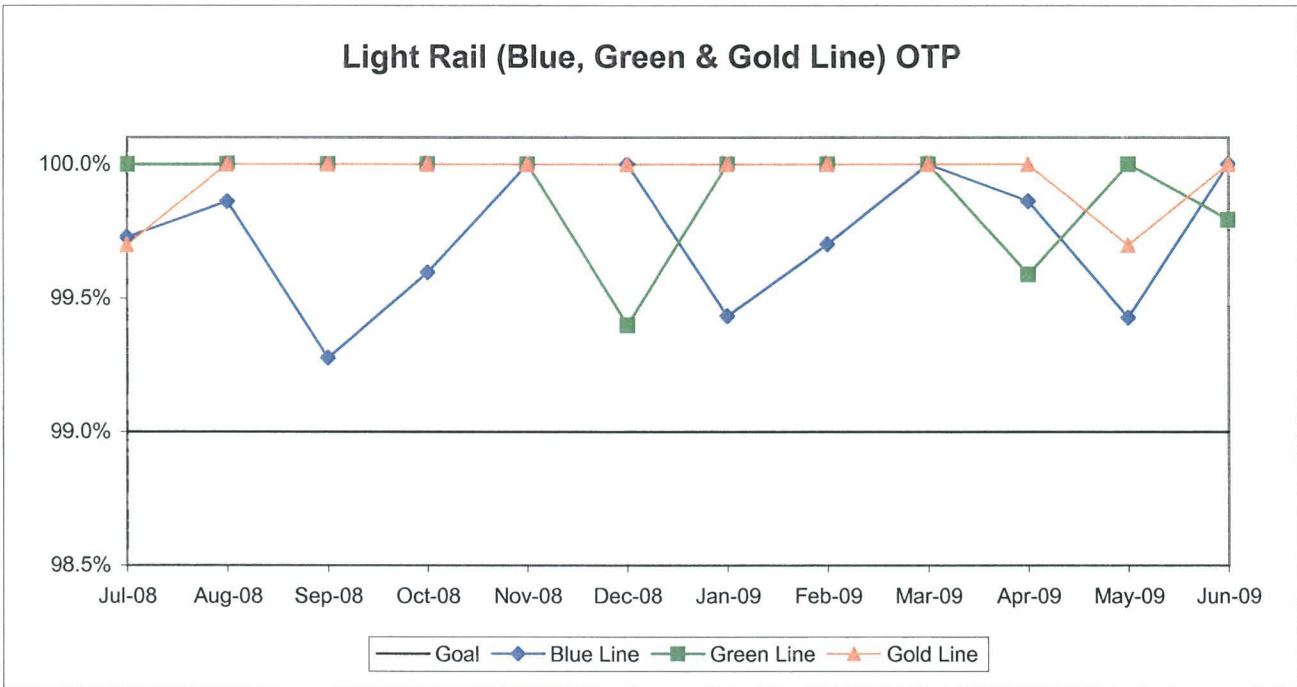
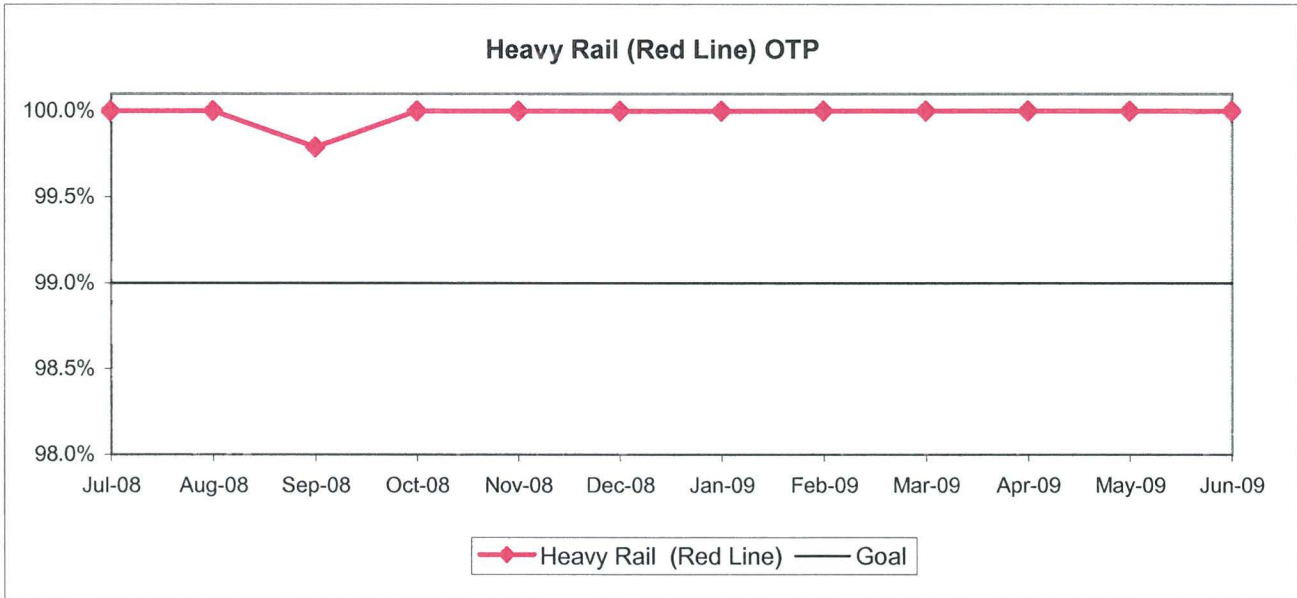
Red - High probability that the target will not be achieved -- significant problems and/or delays.

RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS (OTP)

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

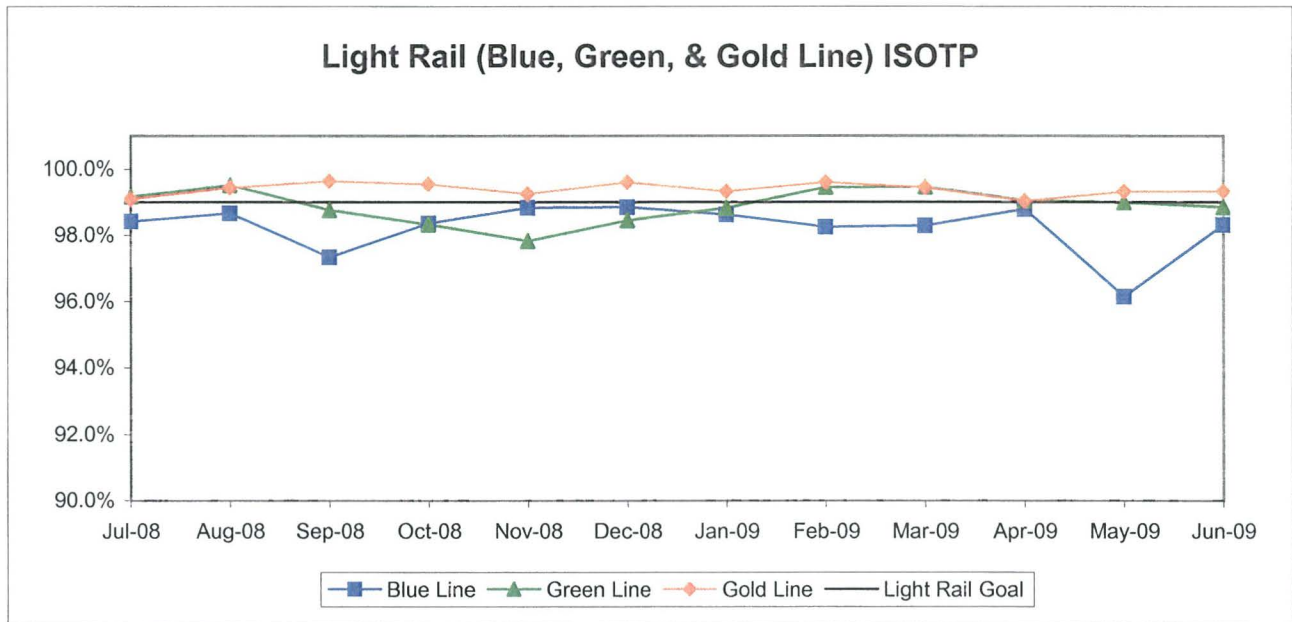
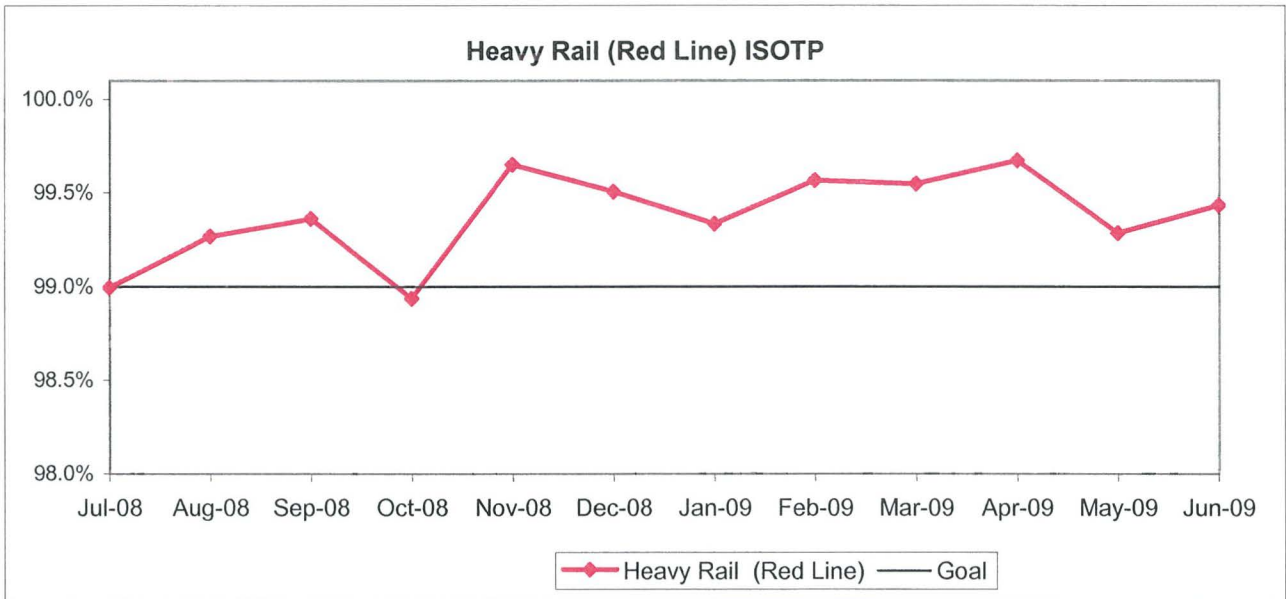
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{by Total scheduled pullouts}) \times 100)]$



IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

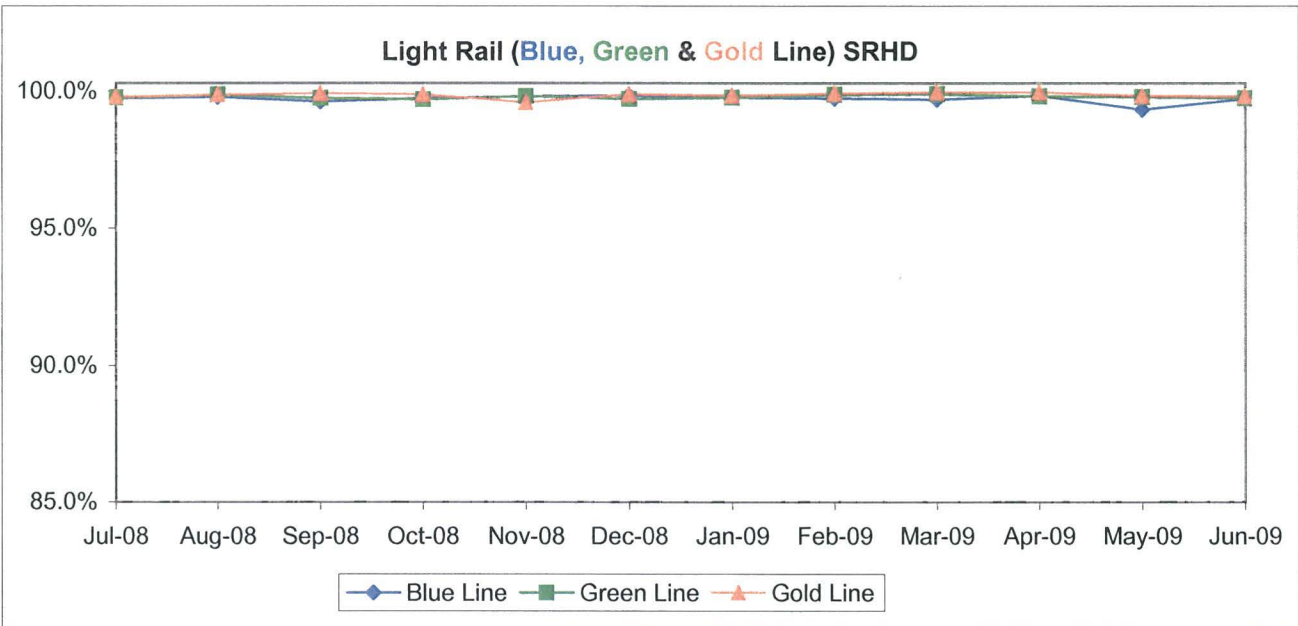
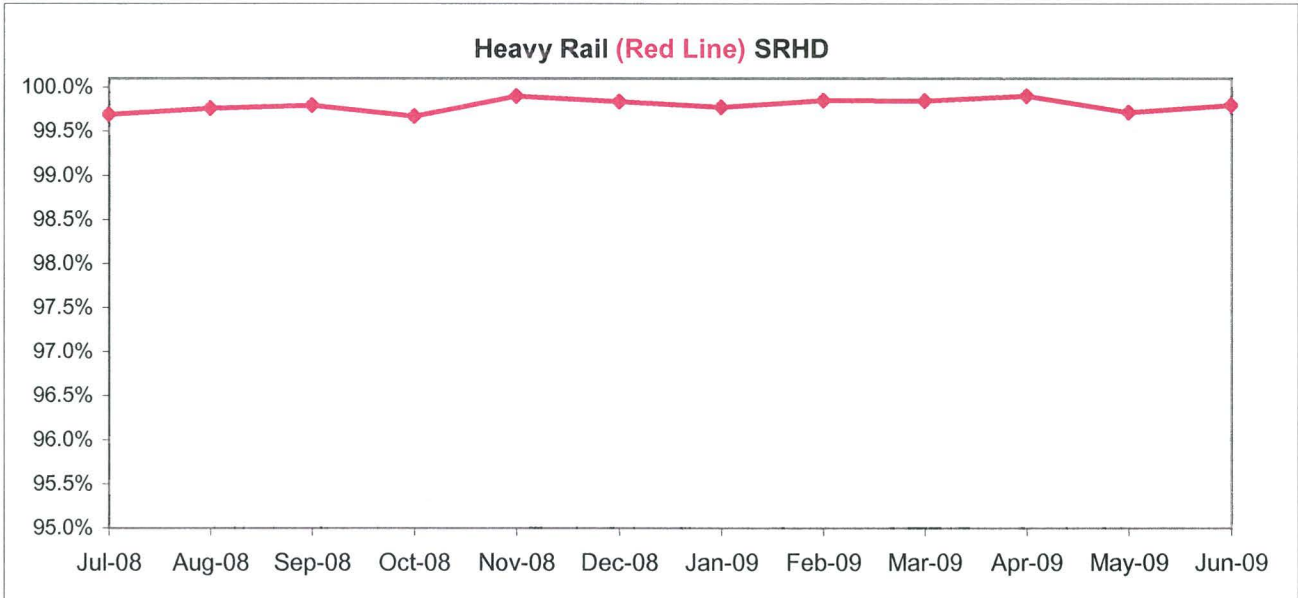
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]]



Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

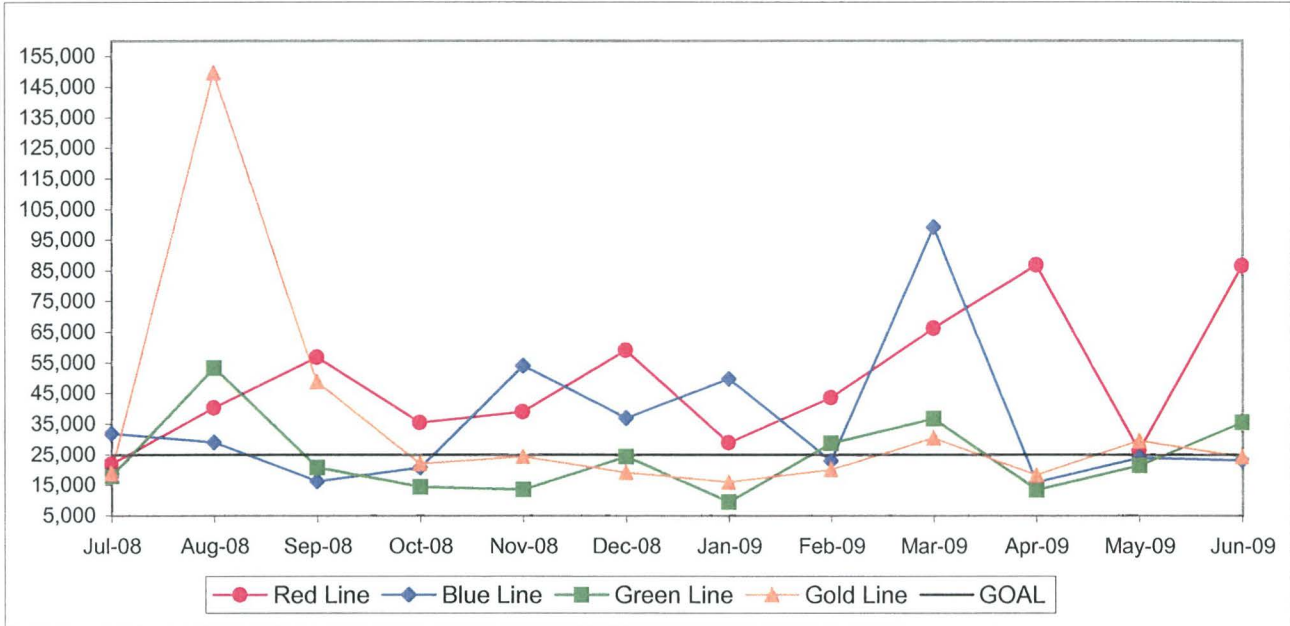
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Mean Miles Between Chargeable Mechanical Failures

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

Calculation: MVMBRVF = Total Vehicle Miles / Revenue Vehicle Systems Failures

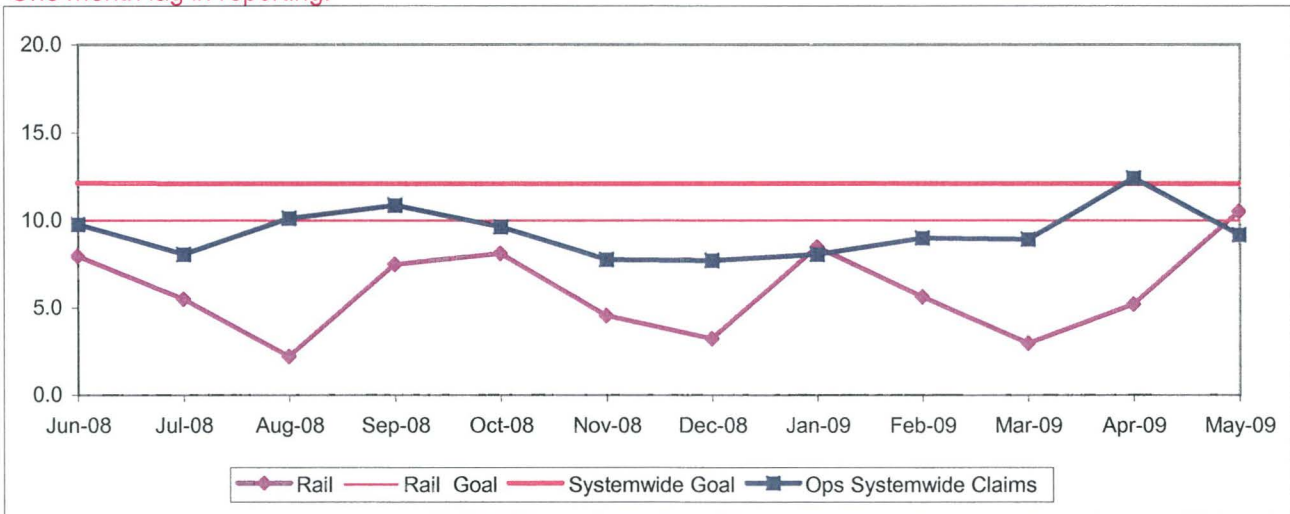


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.



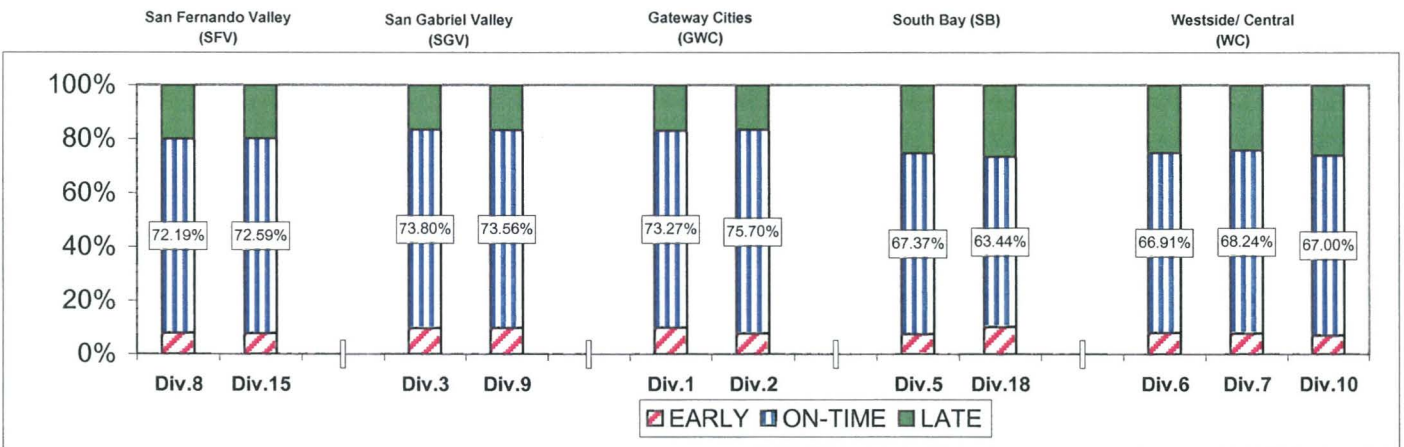
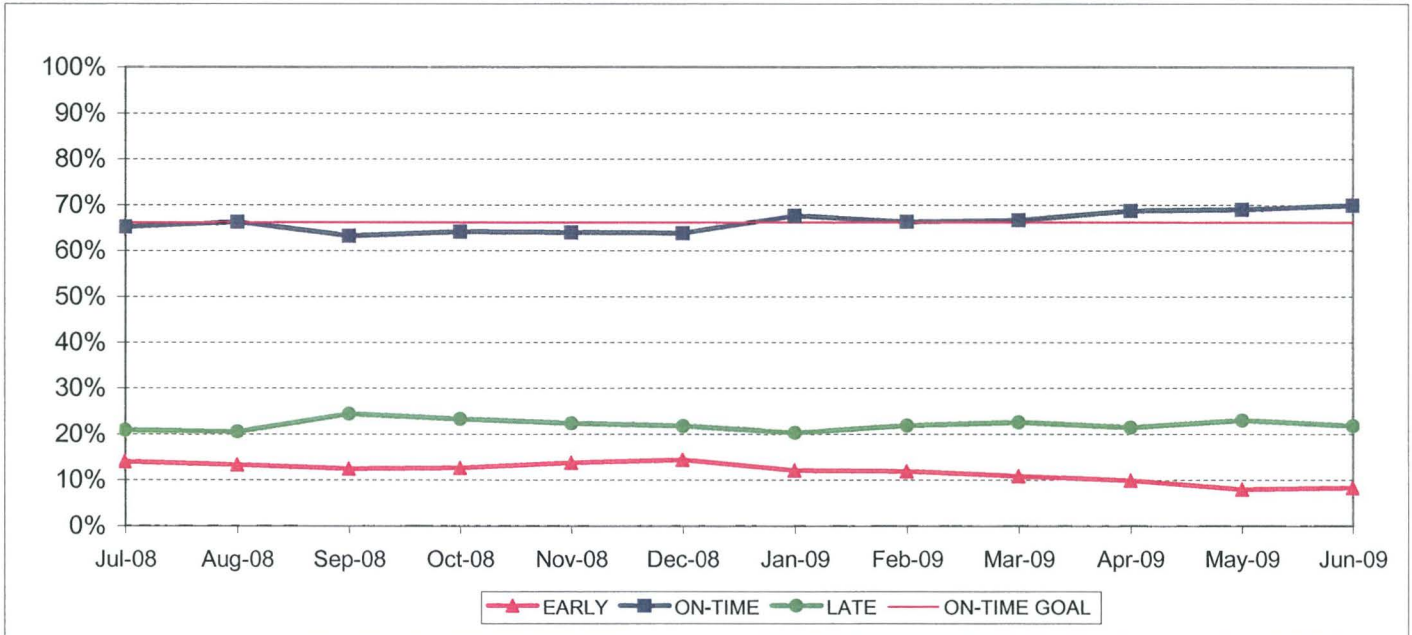
BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

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

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

Systemwide Trend

Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY08	FY09-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	11.24%	9.38%	-1.86%
On-Time	68.50%	69.29%	0.79%
Late	20.26%	21.33%	1.07%
Division 15			
Early	11.26%	10.16%	-1.11%
On-Time	66.85%	69.06%	2.21%
Late	21.88%	20.78%	-1.10%
Gateway Cities Sector (GWC)			
Division 1			
Early	12.77%	11.25%	-1.51%
On-Time	67.55%	71.05%	3.50%
Late	19.69%	17.70%	-1.99%
Division 2			
Early	11.94%	9.97%	-1.96%
On-Time	68.60%	72.72%	4.12%
Late	19.47%	17.31%	-2.16%
South Bay Sector (SB)			
Division 5			
Early	14.08%	11.65%	-2.43%
On-Time	63.35%	64.43%	1.08%
Late	22.57%	23.92%	1.35%
Division 18			
Early	14.42%	12.44%	-1.97%
On-Time	60.88%	60.66%	-0.22%
Late	24.70%	26.89%	2.19%

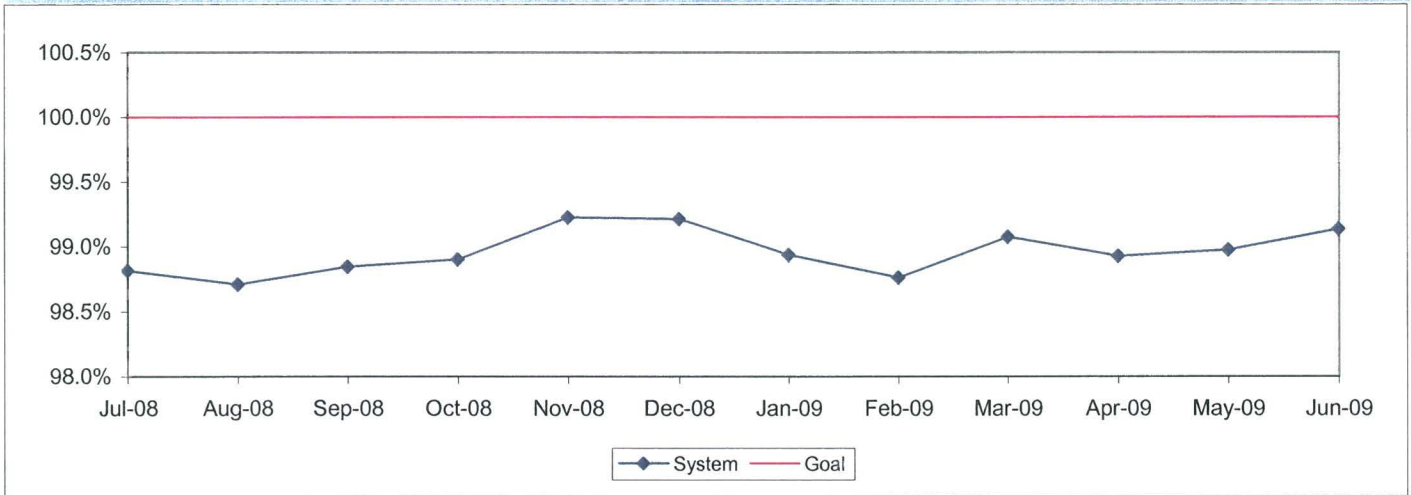
	FY08	FY09-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	15.37%	12.94%	-2.42%
On-Time	66.83%	69.78%	2.95%
Late	17.81%	17.28%	-0.52%
Division 9			
Early	12.92%	11.32%	-1.60%
On-Time	66.84%	70.01%	3.17%
Late	20.24%	18.67%	-1.57%
Westside/Central Sector (WC)			
Division 6			
Early	16.78%	16.07%	-0.71%
On-Time	53.12%	56.98%	3.86%
Late	30.10%	26.95%	-3.15%
Division 7			
Early	14.80%	13.74%	-1.06%
On-Time	57.66%	62.15%	4.48%
Late	27.54%	24.12%	-3.42%
Division 10			
Early	16.30%	13.31%	-2.99%
On-Time	56.63%	61.90%	5.28%
Late	27.07%	24.78%	-2.29%
SYSTEMWIDE			
Early	13.55%	11.77%	-1.78%
On-Time	64.05%	66.25%	2.20%
Late	22.40%	21.99%	-0.42%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

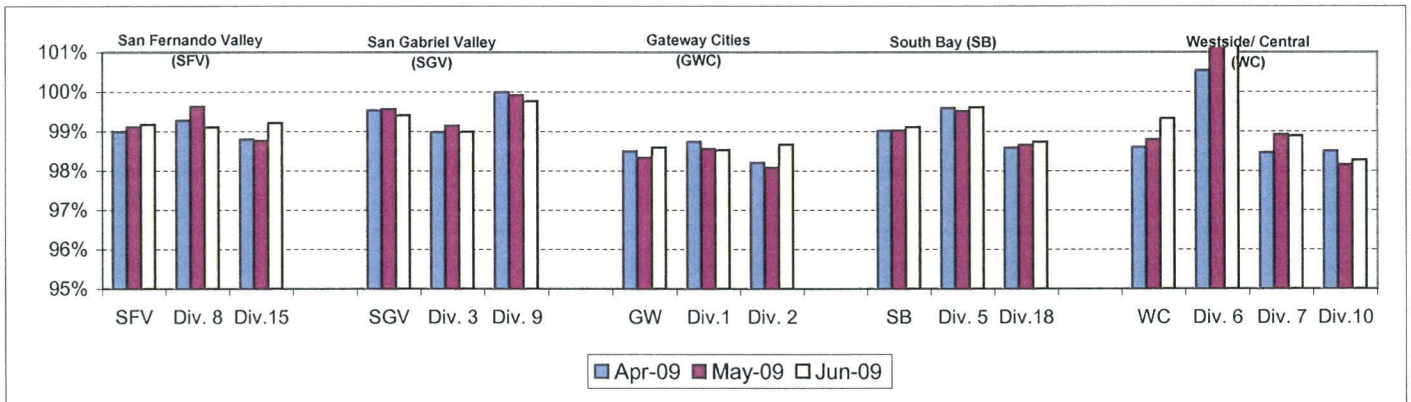
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

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

Systemwide Trend



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



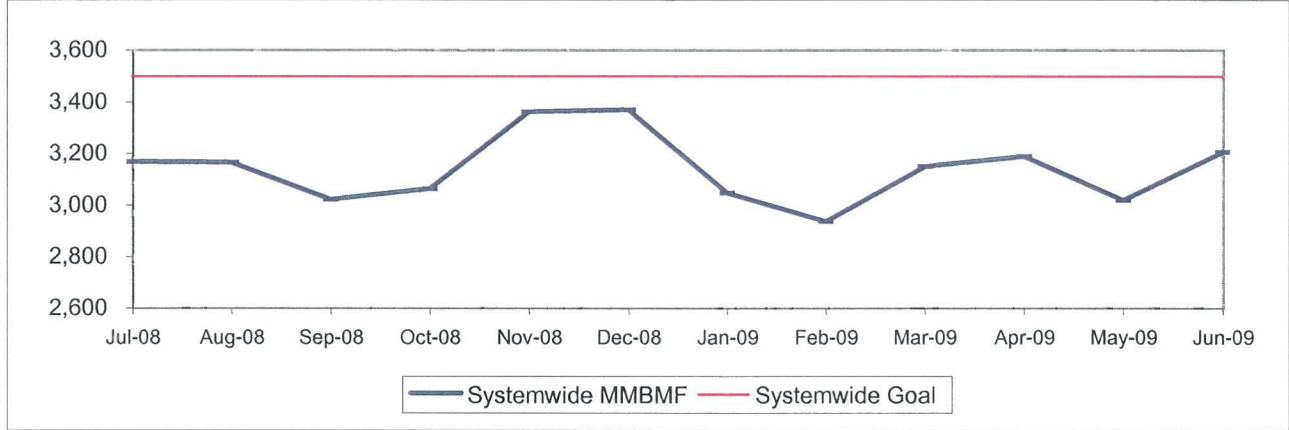
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

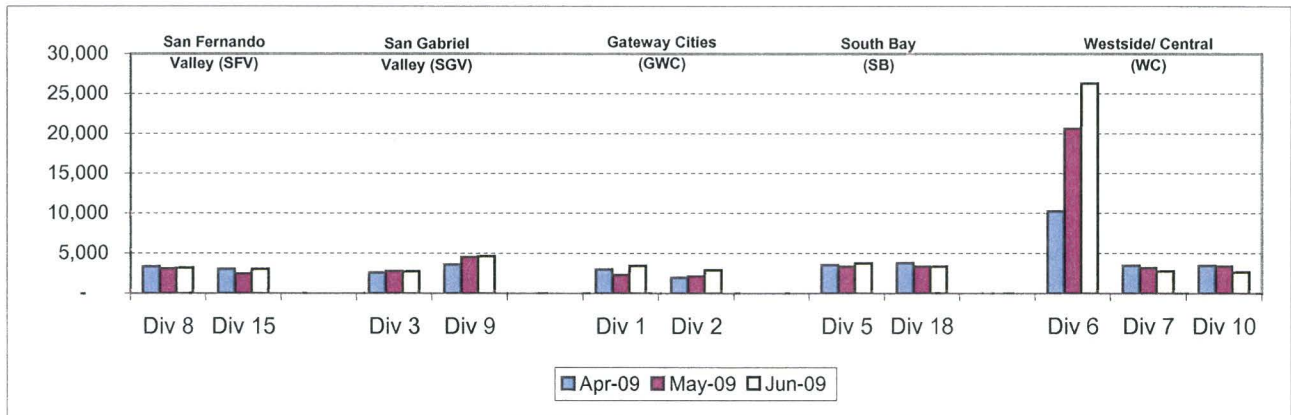
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



* New Indicator.

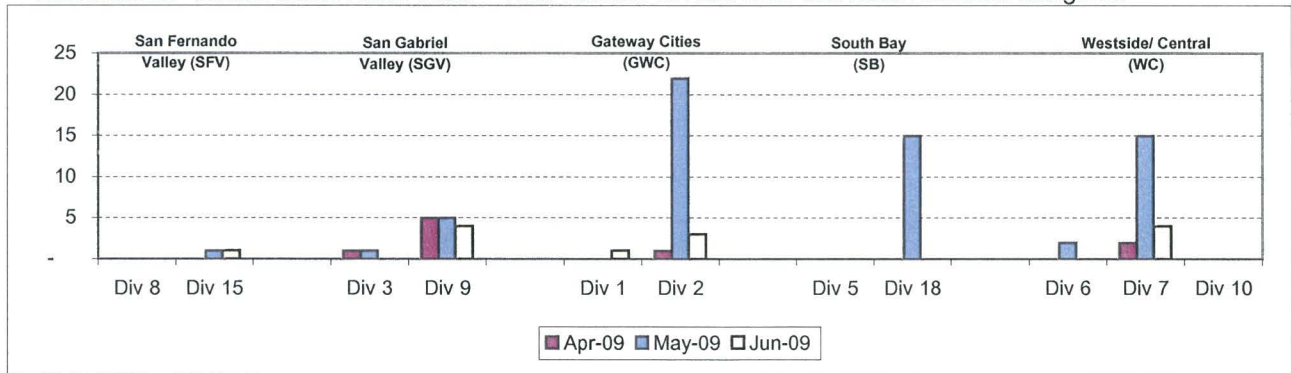
MMBMF -- Bus Operating Sector Divisions April - June 2009



Unaddressed Road Calls -- Bus Operating Sector Divisions* April - June 2009

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

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



* New Indicator.

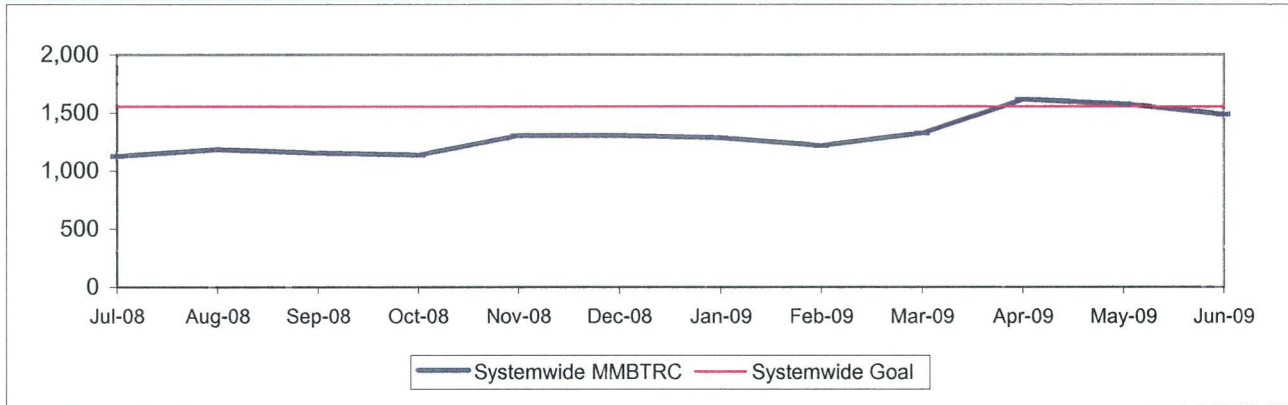
Bus Maintenance Performance - Continued

MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

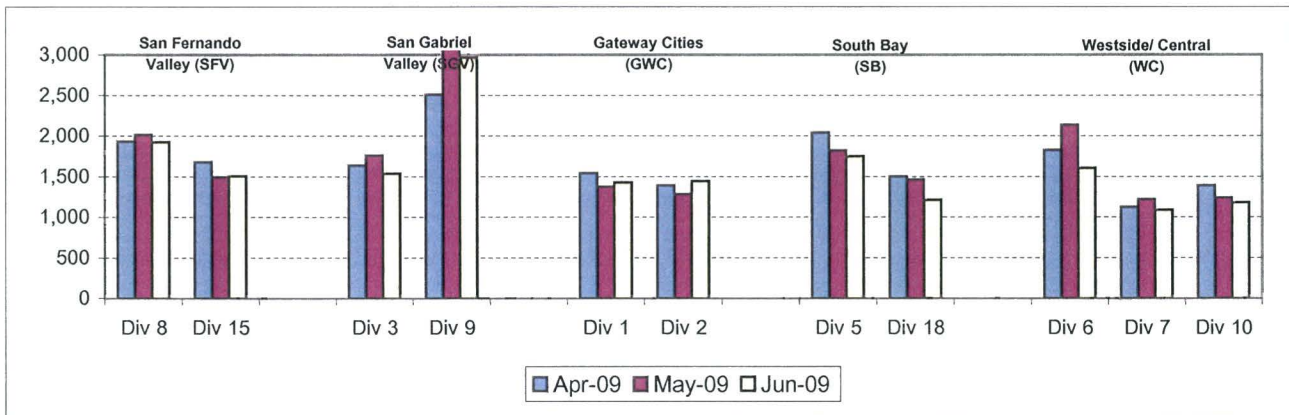
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



* New Indicator.

**MMBTRC --Bus Operating Sector Divisions
April - June 2009**



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,514	93.04%
Hybrid	6	0.22%
Diesel	89	3.29%
Gasoline	59	2.18%
Propane	34	1.26%
Total	2,702	100.00%

Average Age of Fleet by Sectors' Divisions

SFV		SGV		GWC		SB	
Div 8	Div 15	Div 3	Div 9	Div 1	Div 2	Div 5	Div 18
10.1	7.8	8.2	7.4	7.3	7.5	7.1	8.4

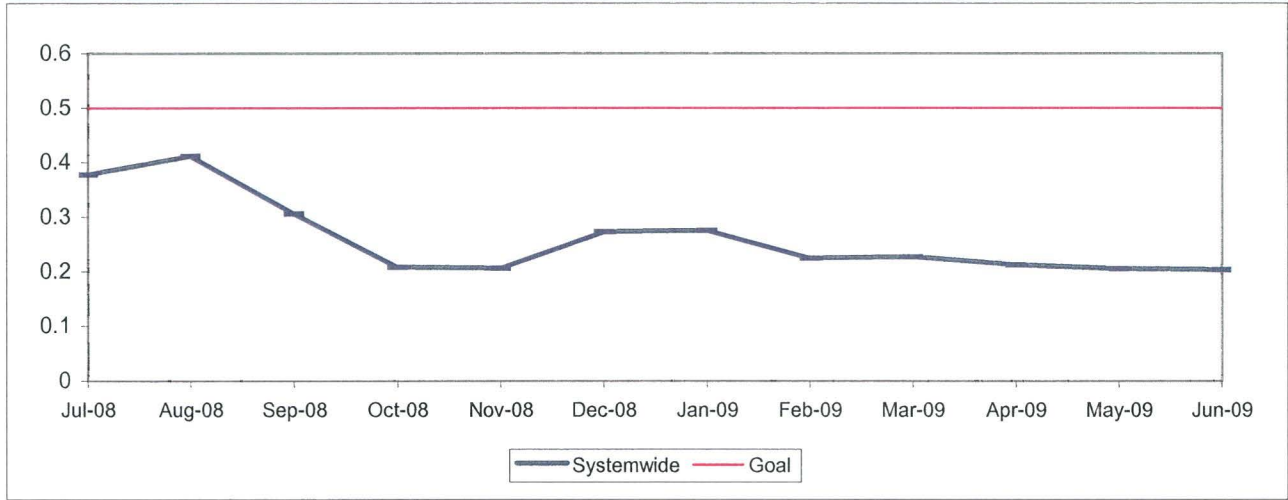
WC		
Div 6	Div 7	Div 10
3.2	7.9	7.3

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.

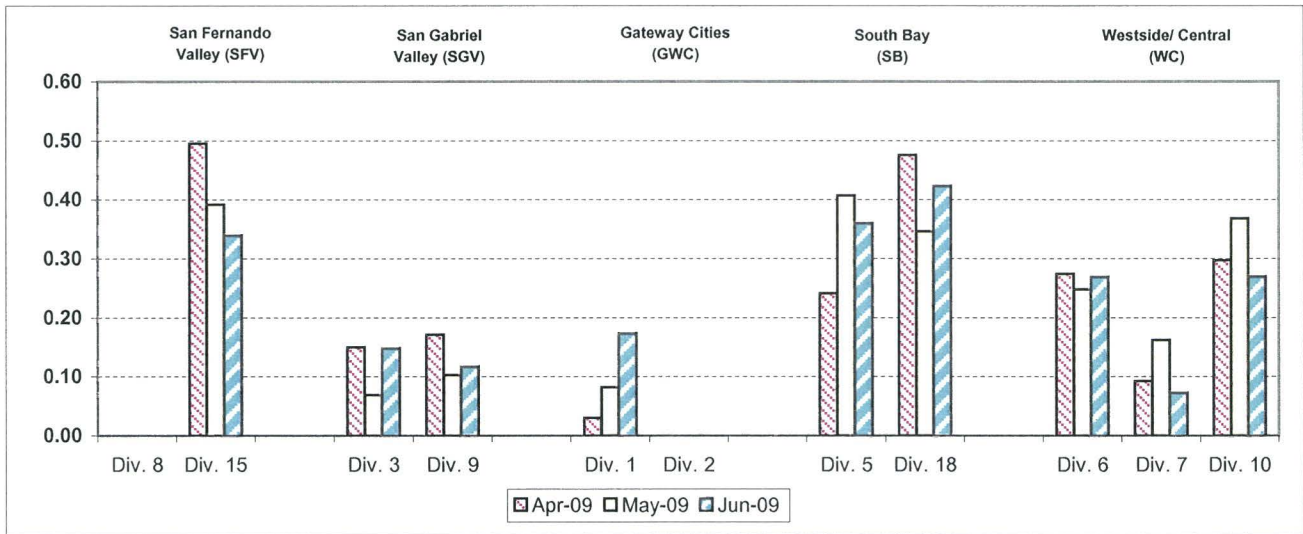
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

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
April - June 2009**



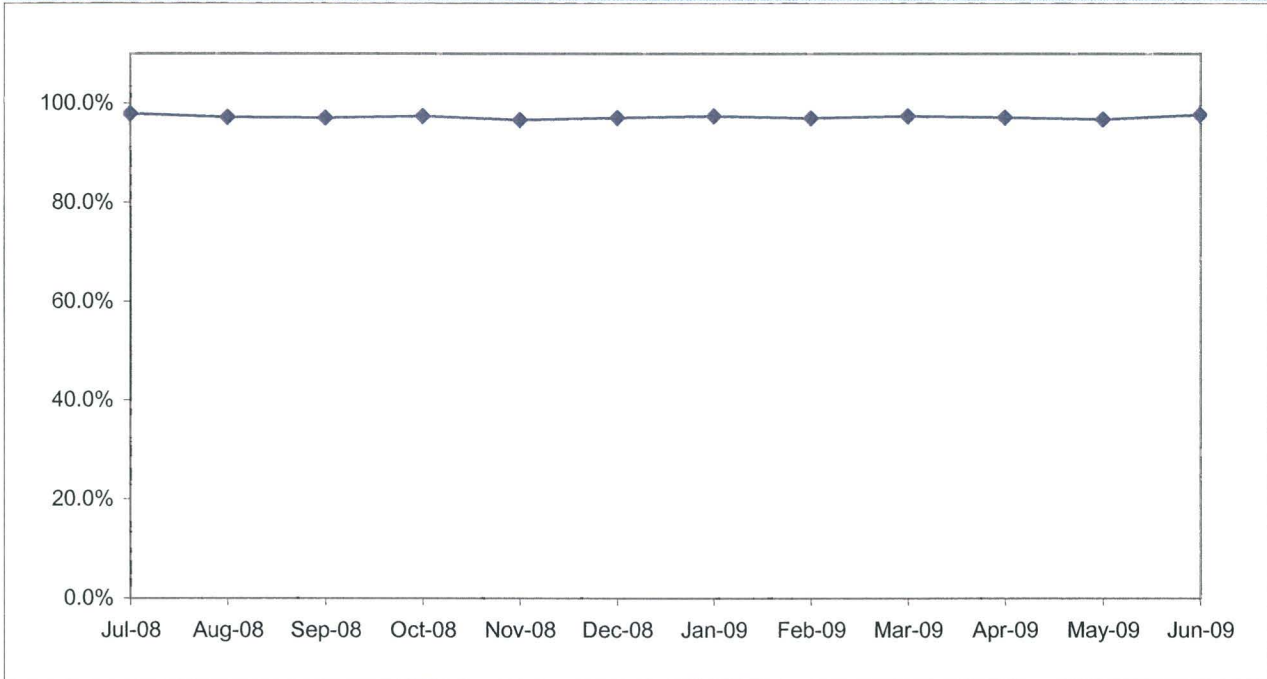
ATTENDANCE

MAINTENANCE ATTENDANCE

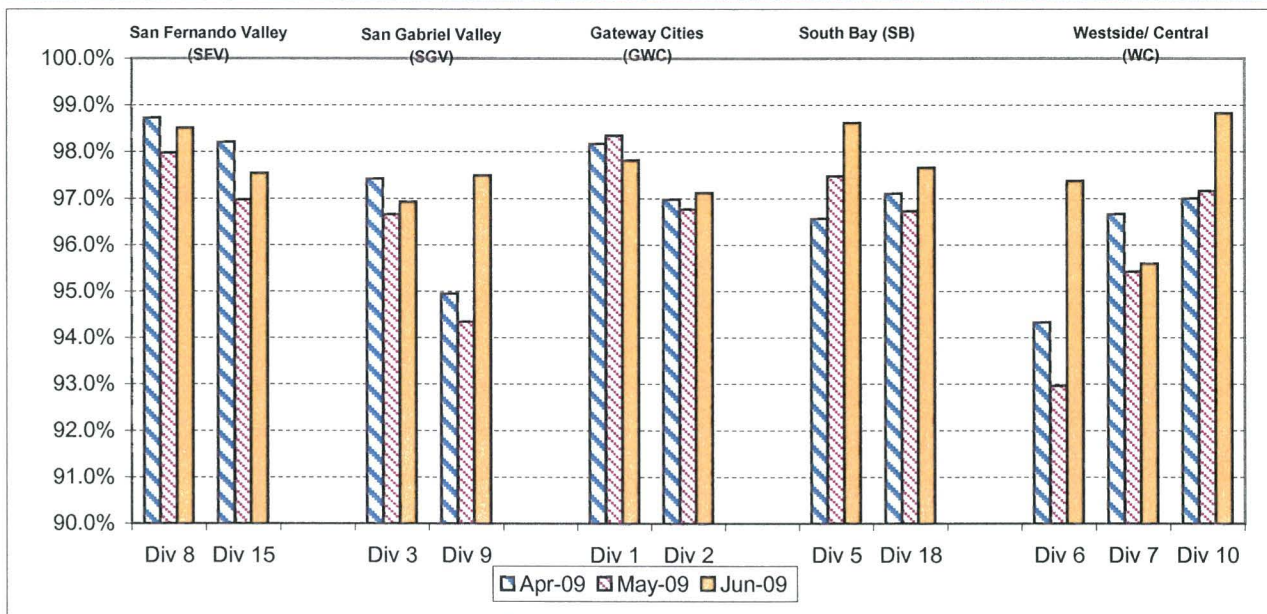
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



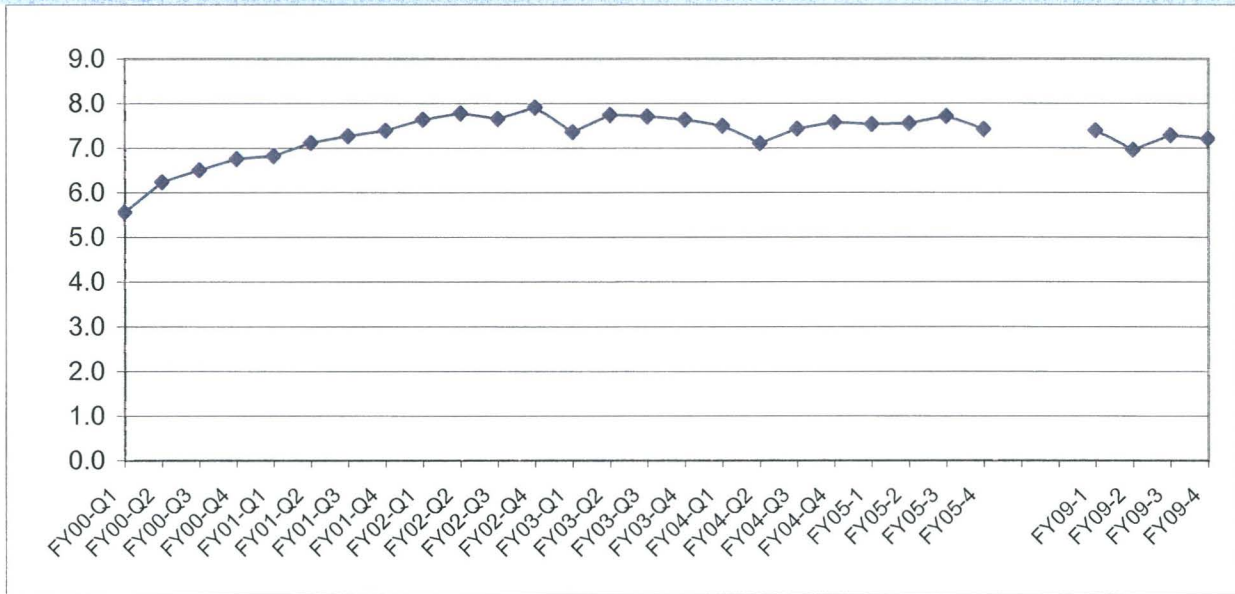
Maintenance Attendance - By Sectors' Divisions (By Current Month) April - June 2009



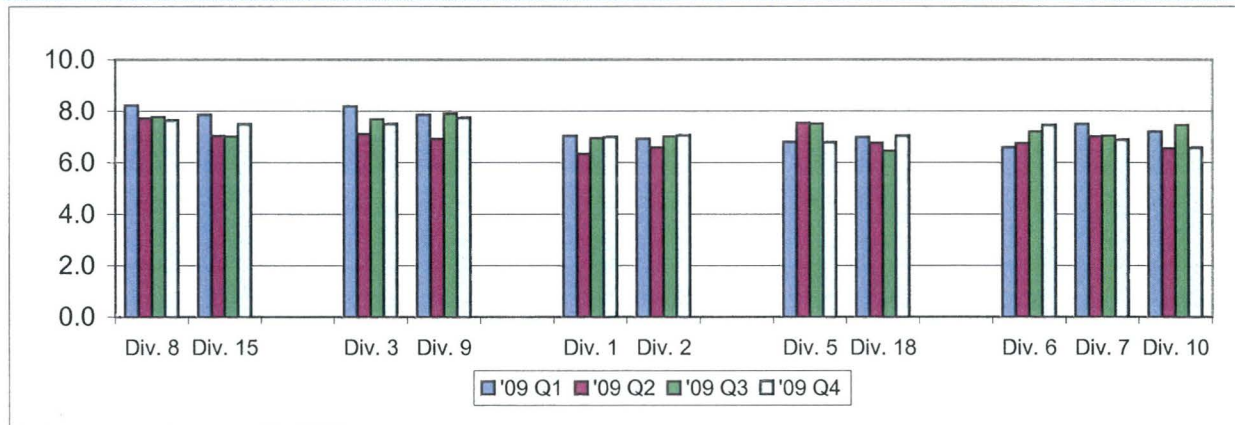
BUS CLEANLINESS

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

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



Bus Operating Sector Divisions April - June 2009



Analysis: Divisions 8, 9 and 10 received overall cleanliness scores at or above 8.0. Overall cleanliness scores for Divisions 1, 2, 5, 7, 15 and 18 remained consistent with the third quarter of FY05. However, Divisions 3 and 6 overall cleanliness scores dropped nearly half a point.

Scores for the categories of window etching, interior graffiti, exterior graffiti, exterior cleanliness, exterior body condition and front and rear bumper condition were above the 8.0 mark.

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

SAFETY PERFORMANCE

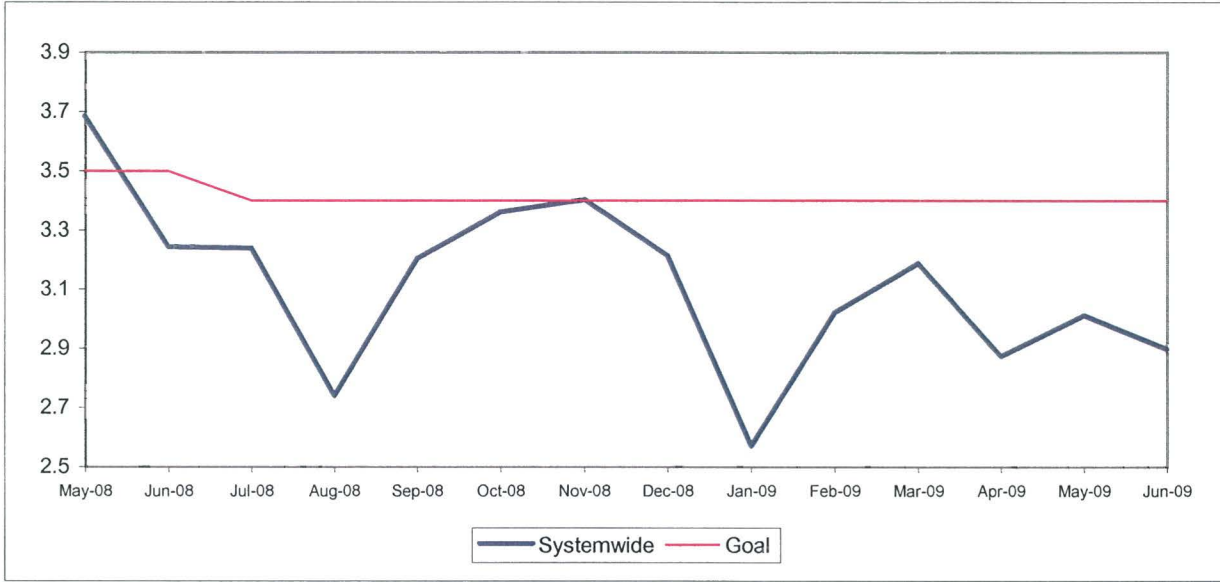
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

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

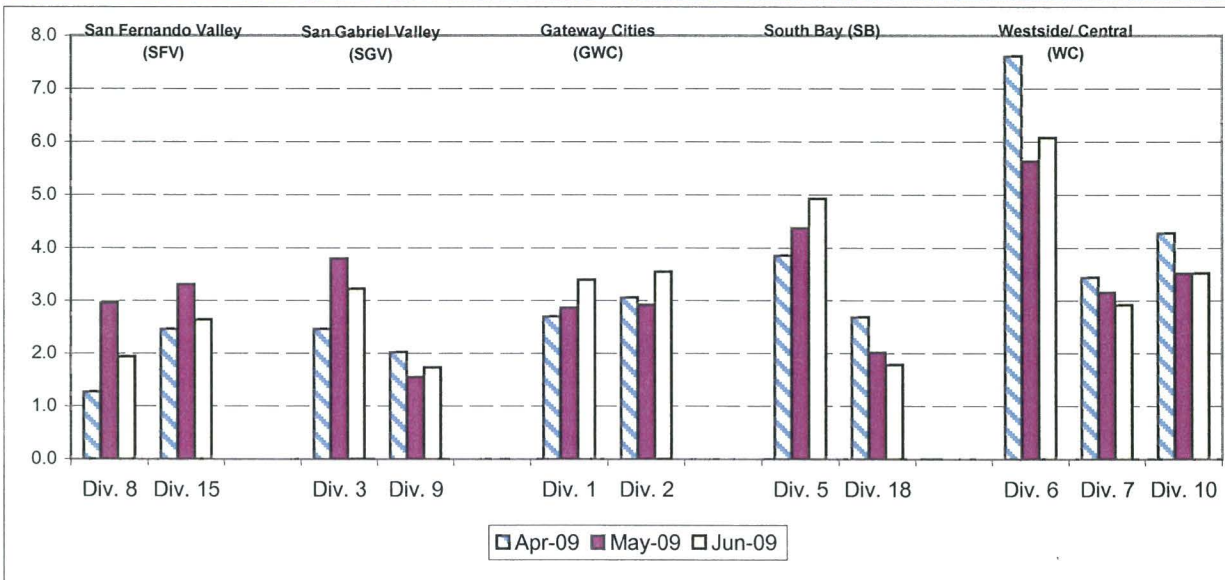
Systemwide Trend



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

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

Bus Operating Divisions - by Sectors' Divisions April - June 2009

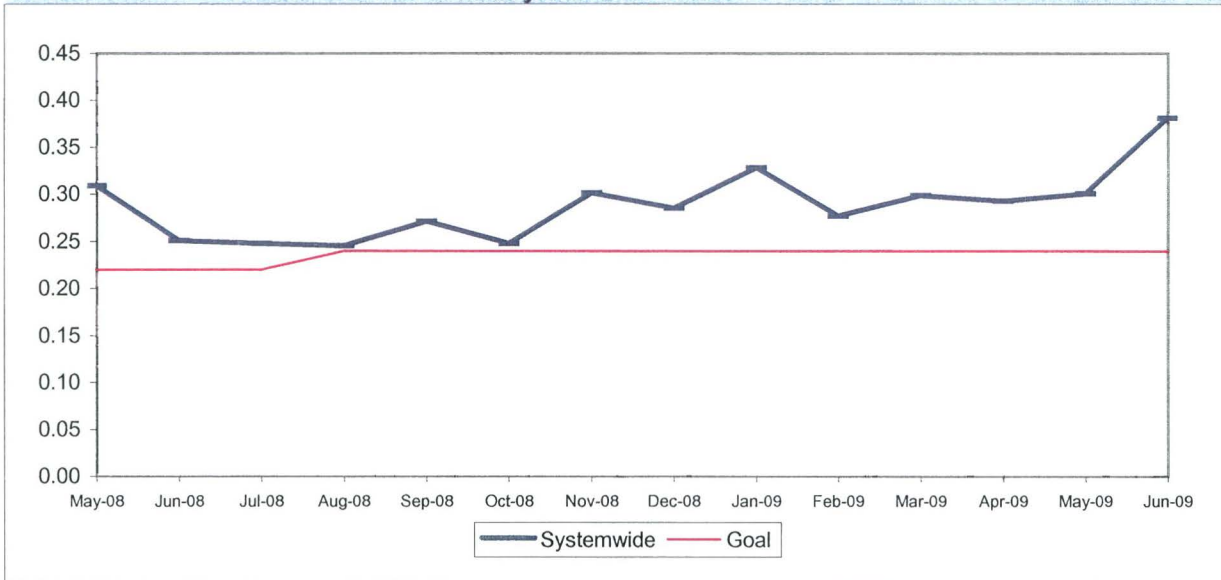


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

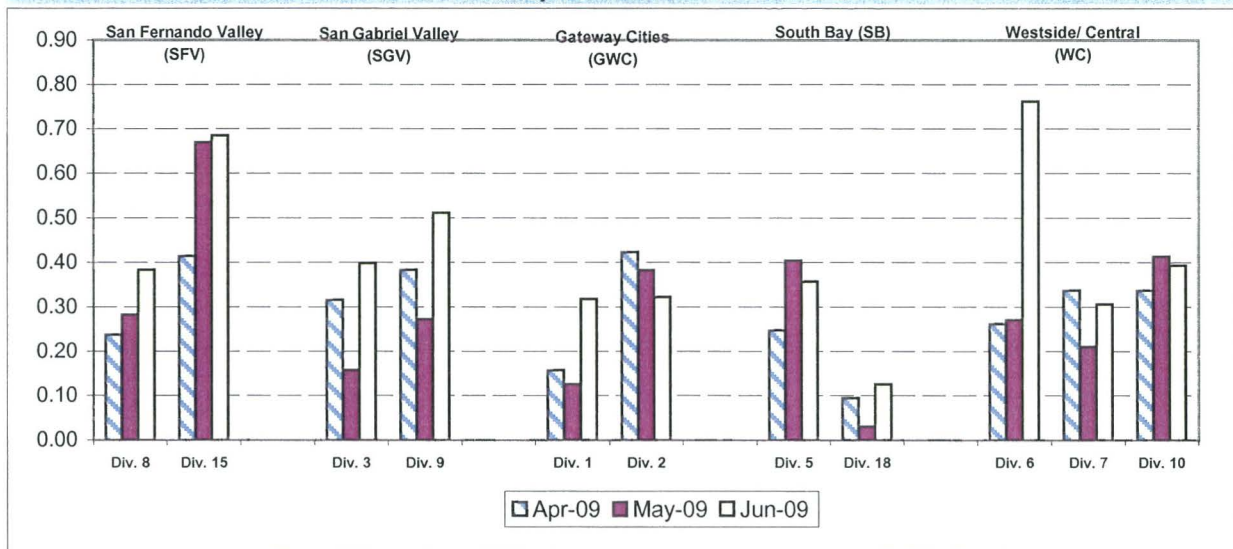
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Passenger Accidents / by (Boardings / by 100,000))

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
April - June 2009**



Safety Performance Continued

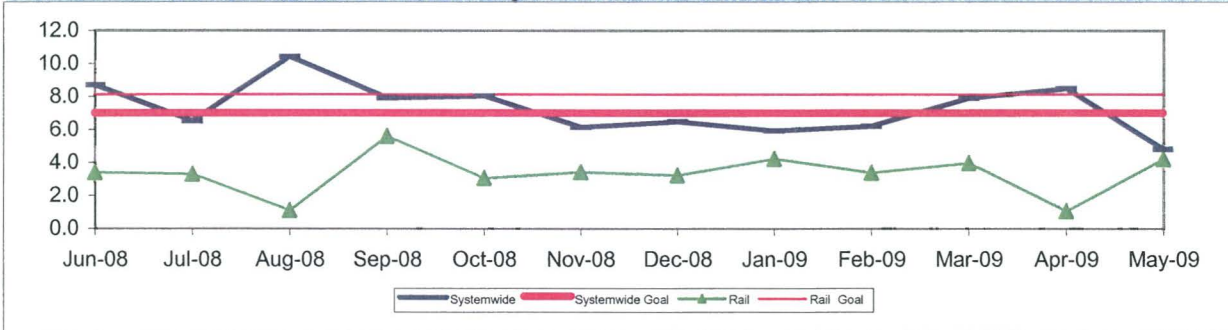
OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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

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

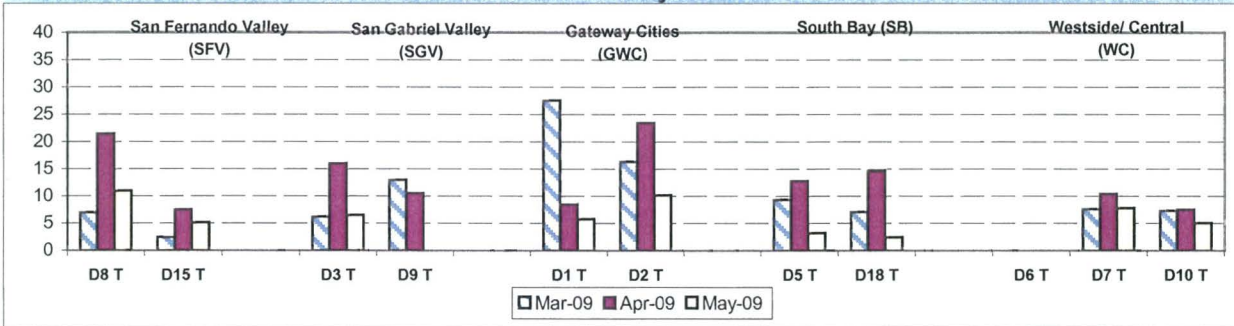
One month lag from current month

OSHA Systemwide Trend and Rail

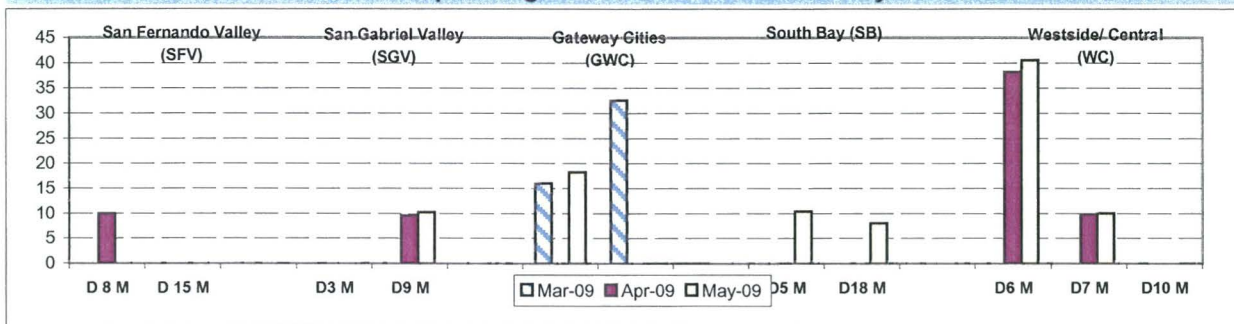


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

OSHA: Bus Operating Transportation Divisions - by Sectors' March - May 2009



OSHA: Bus Operating Maintenance Divisions - by Sectors'



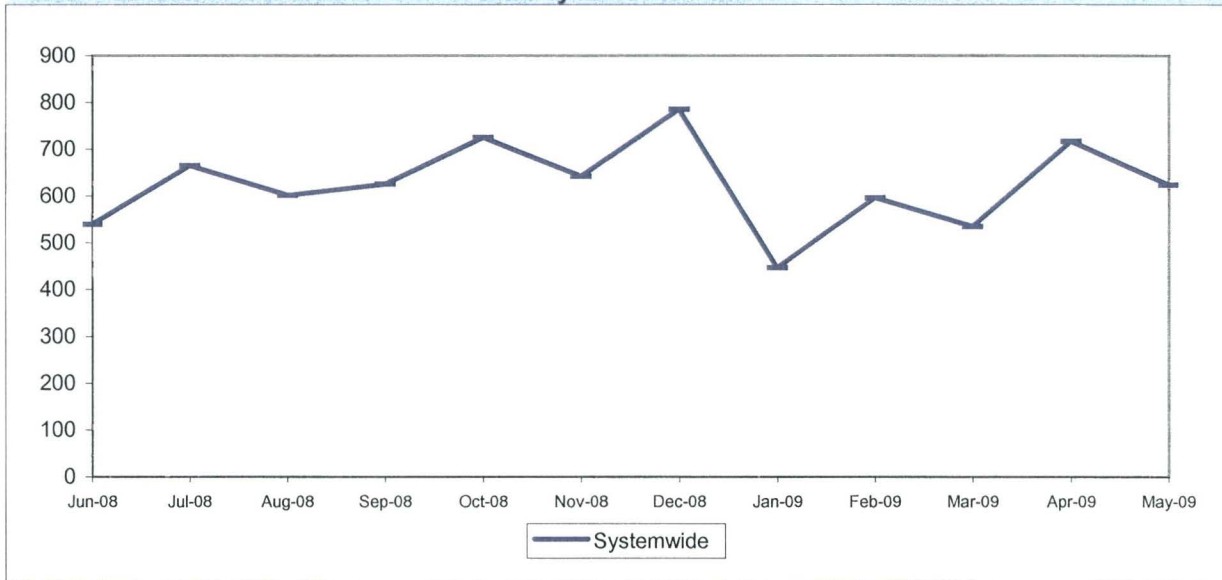
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

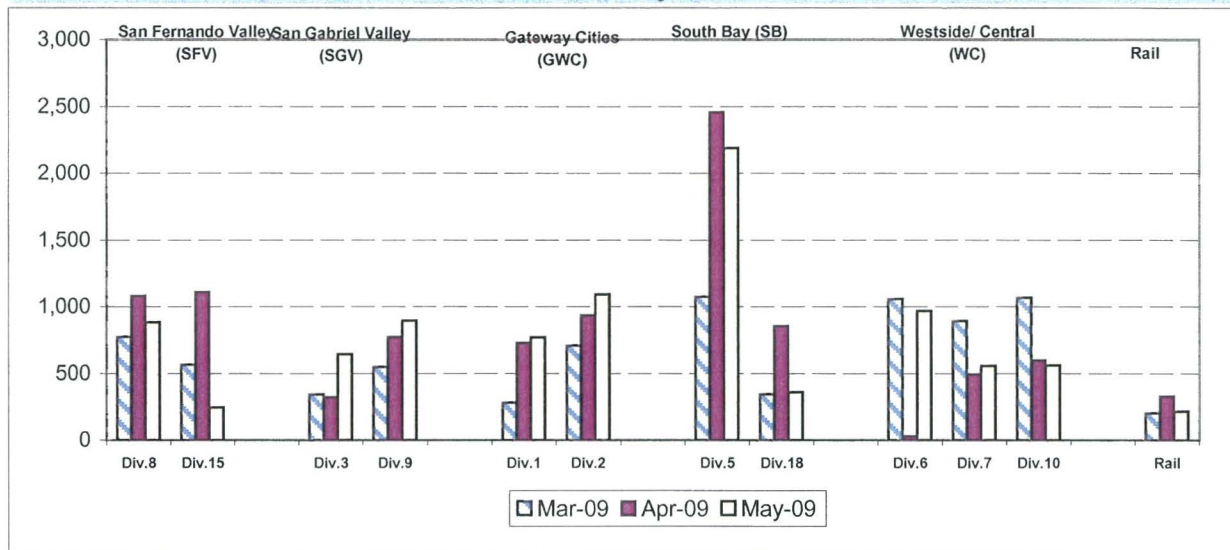
Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number

One month lag from current month

LWD Systemwide Trend



**LWD/200,000 Exposure Hours per Operating Divisions - by Sectors' Divisions
March - May 2009**

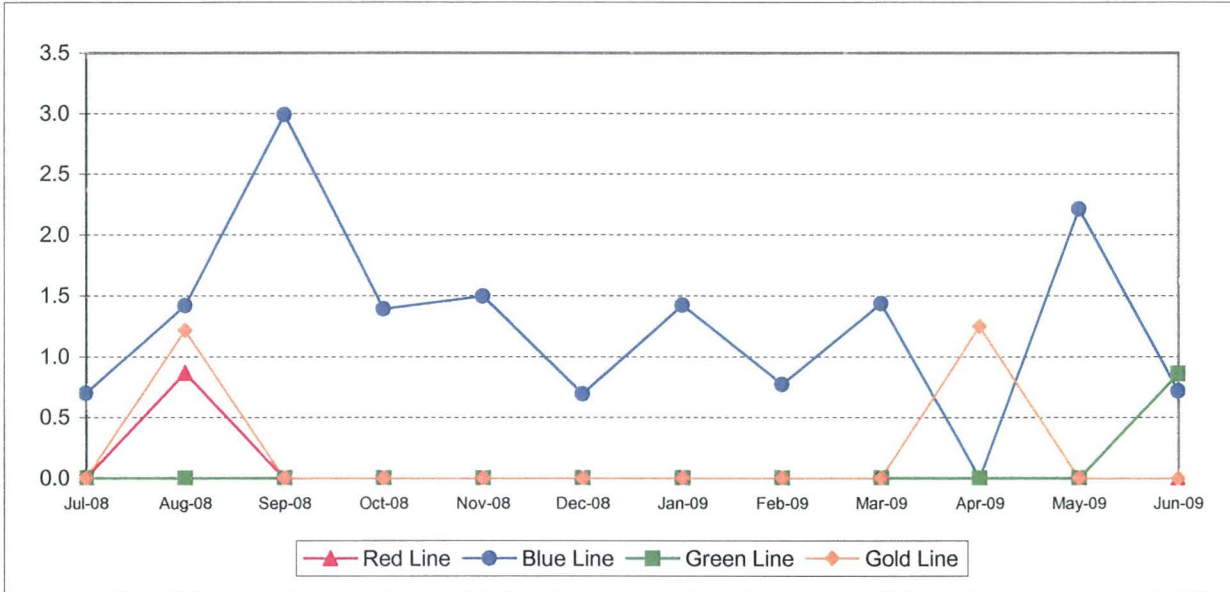


Safety Performance Continued

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.

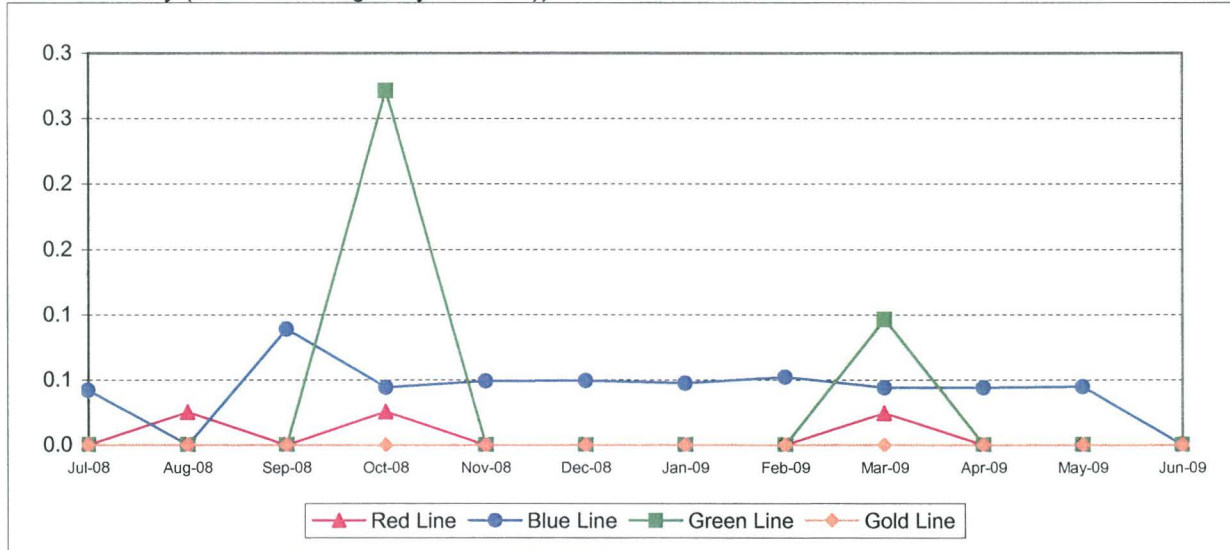
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))



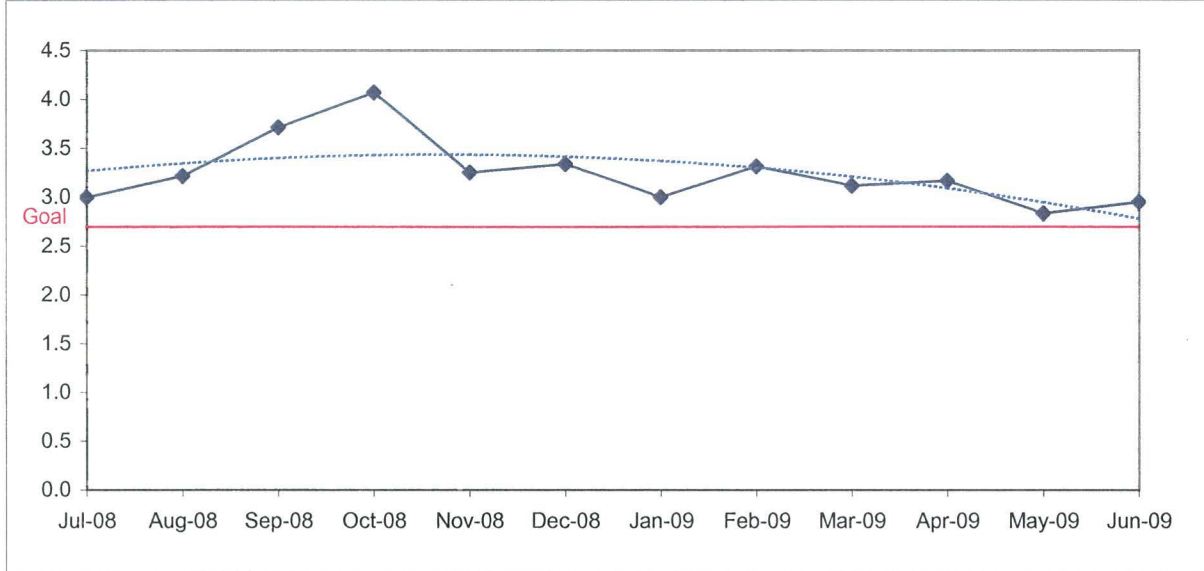
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

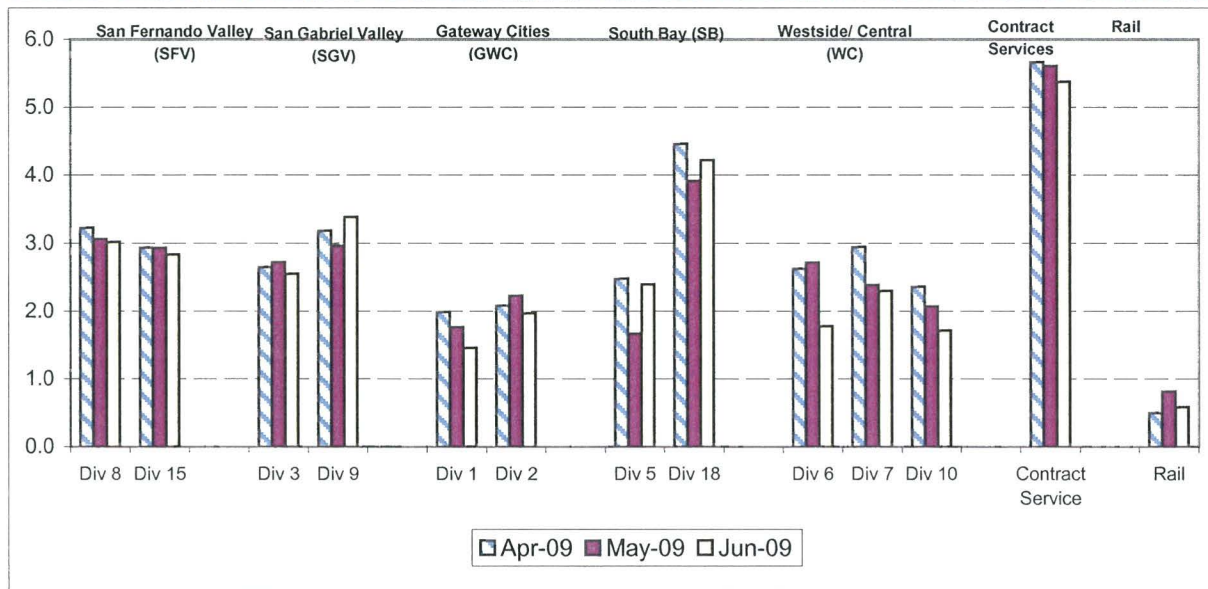
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions April - June 2009

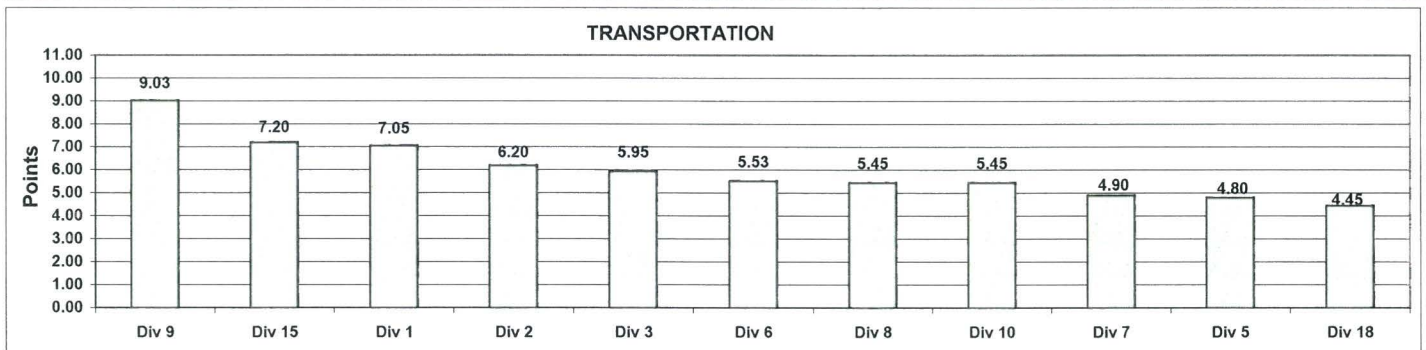


Monthly Calculations - June 2009
Metro Bus - Transportation

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

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

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	25%	0.7327	0.7570	0.7380	0.8737	0.8691	0.8824	0.7219	0.7356	0.6700	0.7259	0.6344
Points		8	11	10	4	2	5	6	9	3	7	1
Miles Between Total Road Calls	10%	1425.7729	1443.9988	1536.7430	1748.6825	1605.0866	1086.3142	1923.6146	2968.4816	1178.4361	1505.9697	1211.4834
Points		4	5	7	9	8	1	10	11	2	6	3
Accident Rate	25%	3.3937	3.5431	3.2243	4.9272	6.0782	2.9163	1.9349	1.7302	3.5216	2.6410	1.7822
Points		5	3	6	2	1	7	9	11	4	8	10
Complaints/100K Boardings	15%	1.4631	1.9695	2.5511	2.3934	1.7781	2.2981	3.0188	3.3831	1.7158	2.8371	4.2193
Points		11	8	5	6	9	7	3	2	10	4	1
New WC Claims /200,000 Exp Hrs*	25%	8.6692	10.1526	12.9530	9.6249	0.0000	10.4107	18.1988	0.0000	7.5794	2.5474	9.8082
Points		7	4	2	6	11	3	1	11	8	9	5
*One month lag												
Totals		7.05	6.20	5.95	4.80	5.53	4.90	5.45	9.03	5.45	7.20	4.45
Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV. Score	Div 9	Div 15	Div 1	Div 2	Div 3	Div 6	Div 8	Div 10	Div 7	Div 5	Div 18
	Rank	9.03	7.20	7.05	6.20	5.95	5.53	5.45	5.45	4.90	4.80	4.45
		1st	2nd	3rd	4th	5th	6th	7th	7th	9th	10th	11th



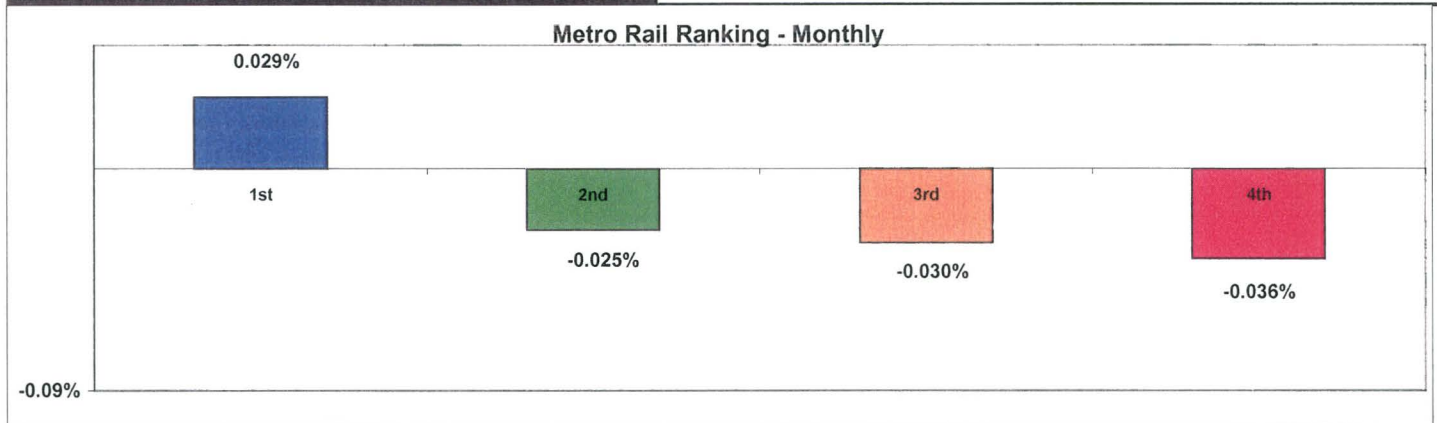
Monthly Calculations - June 2009
Metro Rail

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

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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	Jun-08	Jun-09	Yearly Improvement	Jun-08	Jun-09	Yearly Improvement	Jun-08	Jun-09	Yearly Improvement	Jun-08	Jun-09	Yearly Improvement
Wayside Availability												
Track	100.00%	99.96%	-0.04%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	100.00%	99.98%	-0.02%	99.99%	99.88%	-0.11%	99.99%	99.97%	-0.03%	99.99%	99.97%	-0.02%
Power	99.99%	99.96%	-0.03%	100.00%	100.00%	0.00%	99.94%	100.00%	0.06%	100.00%	100.00%	0.00%
Wayside Performance	100.00%	99.96%	-0.03%	100.00%	99.96%	-0.04%	99.98%	99.99%	0.01%	100.00%	99.99%	-0.01%
Vehicle Availability												
Vehicle Performance	99.89%	99.92%	0.02%	99.88%	99.94%	0.06%	99.94%	99.85%	-0.08%	99.82%	99.88%	0.06%
Operator Availability												
Operators	99.78%	99.99%	0.21%	100.00%	100.00%	0.00%	99.93%	99.98%	0.04%	99.99%	99.97%	-0.02%
In-Service Performance												
Rev. Hr. Delivered - Rail	99.99%	99.91%	-0.08%	99.98%	99.82%	-0.17%	99.86%	99.80%	-0.07%	99.98%	99.83%	-0.15%
Overall Rail Line Performance	99.91%	99.94%	0.029%	99.96%	99.93%	-0.036%	99.93%	99.90%	-0.02%	99.95%	99.92%	-0.03%

Metro Rail Final Ranking (Sorted)				
Rail Line	BLUE	GREEN	GOLD	RED
Score	0.029%	-0.025%	-0.030%	-0.036%
Rank	1st	2nd	3rd	4th



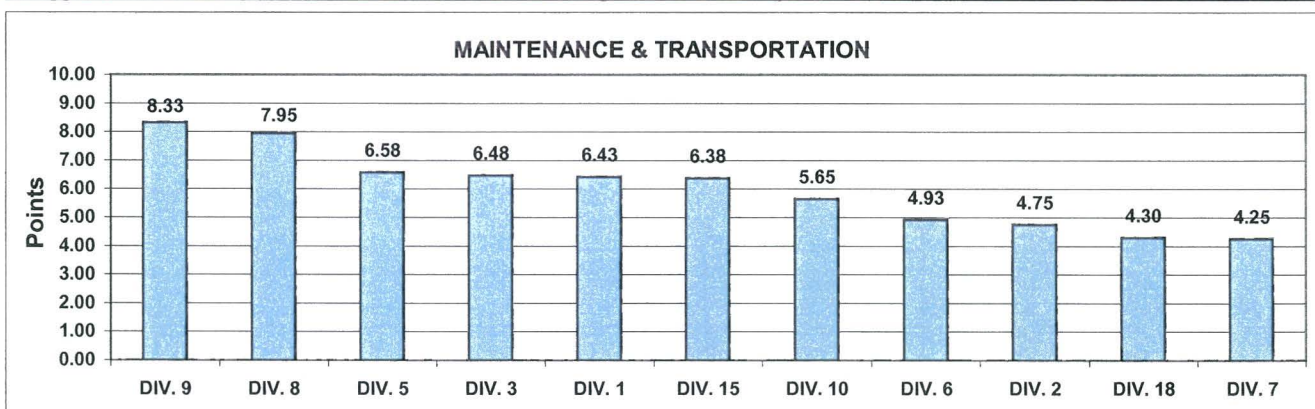
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY09-Q4 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%	1447	1371	1642	1864	1827	1143	1959	2832	1266	1558	1382
Points		5	3	7	9	8	1	10	11	2	6	4
Attendance	10.0%	0.9857	0.9741	0.9768	0.9827	0.9543	0.9651	0.9869	0.9685	0.9783	0.9779	0.9726
Points		10	5	6	9	1	2	11	3	8	7	4
Claims /200000												
Exp.Hrs	15.0%	8.4203	14.5424	6.5823	0.0000	24.8345	6.5353	0.0000	6.2915	0.0000	10.6034	7.7844
Points		4	2	6	10	1	7	10	8	10	3	5
<i>*One month Lag: Mar - May 09</i>												
Transportation												
In-Service On-Time												
Performance	12.5%	0.7314	0.7478	0.7204	0.6688	0.6483	0.6748	0.7060	0.7250	0.6717	0.7201	0.6302
Points		10	11	8	3	2	5	6	9	4	7	1
Miles Between Total												
Road Calls	5.0%	1447.3	1371.1	1641.8	1864.5	1826.9	1143.3	1958.8	2832.0	1266.1	1558.0	1382.3
Points		5	3	7	9	8	1	10	11	2	6	4
Accidents/100k Hub												
Miles	12.5%	2.9843	3.1757	3.1597	4.3874	6.4984	3.1736	2.0540	1.7707	3.7756	2.8071	2.1650
Points		7	4	6	2	1	5	10	11	3	8	9
Complaints/100K												
Boardings	7.5%	1.7407	2.0961	2.6428	2.1794	2.3635	2.5436	3.1038	3.1768	2.0509	2.9027	4.1992
Points		11	9	5	8	7	6	3	2	10	4	1
<i>*One month Lag: Mar - May 09</i>												
Claims /200000												
Exp.Hrs	12.5%	16.9852	16.6811	13.7738	17.9803	0.0000	9.4602	23.8009	11.4789	7.4816	6.6675	14.5051
Points		3	4	6	2	11	8	1	7	9	10	5
Totals		6.43	4.75	6.48	6.58	4.93	4.25	7.95	8.33	5.65	6.38	4.30
FINAL RANKING Maintenance and Transportation Division Ranking (Sorted)												
DIV.		DIV. 9	DIV. 8	DIV. 5	DIV. 3	DIV. 1	DIV. 15	DIV. 10	DIV. 6	DIV. 2	DIV. 18	DIV. 7
Score		8.33	7.95	6.58	6.48	6.43	6.38	5.65	4.93	4.75	4.30	4.25
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY09-Q4
Metro Rail**

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

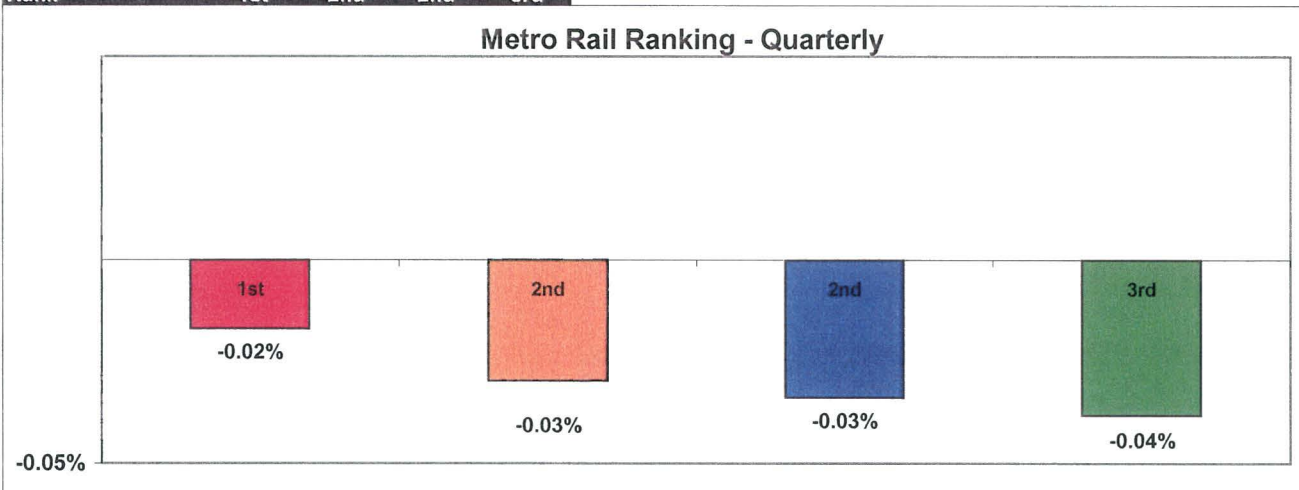
Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are sorted from high to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

Improvement from Previous Year

	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
Overall Rail Line Performance				
Apr-09	-0.04%	0.03%	-0.06%	-0.02%
May-09	-0.09%	-0.04%	-0.03%	-0.04%
Jun-09	0.03%	-0.04%	-0.02%	-0.03%
Quarter Average	-0.03%	-0.02%	-0.04%	-0.03%

Metro Rail Final Ranking (Sorted)

Rail Line	RED	GOLD	BLUE	GREEN
Score	-0.02%	-0.03%	-0.03%	-0.04%
Rank	1st	2nd	2nd	3rd



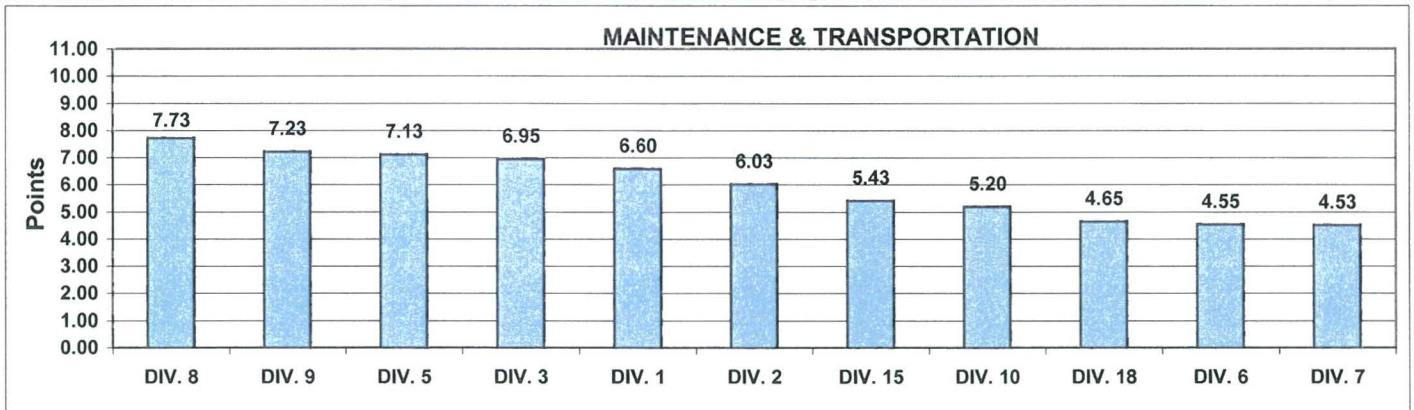
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Yearly Calculations - FY09 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 first six months in the current calendar year. Performance by Division is 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												
	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%	1166	1255	1303	1420	1307	1039	1707	2425	1015	1291	1090
Points		4	5	7	9	8	2	10	11	1	6	3
Attendance	10.0%	0.9842	0.9759	0.9778	0.9809	0.9493	0.9778	0.9809	0.9712	0.9843	0.9717	0.9700
Points		10	5	7	9	1	6	8	3	11	4	2
New WC Claims /100 Emp	15.0%	9.7747	9.2232	4.5663	4.5122	16.34	7.12	6.3807	6.9629	6.1982	14.5853	5.0680
Points		3	4	10	11	1	5	7	6	8	2	9
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	12.5%	0.7105	0.7272	0.6978	0.6443	0.5698	0.6215	0.6929	0.7001	0.6190	0.6906	0.6066
Points		10	11	8	5	1	4	7	9	3	6	2
Miles Between Total Road Calls	5%	1165.53	1254.8	1303.3	1420.0	1307.1	1039.1	1706.9	2425.3	1014.7	1291.0	1089.9
Points		4	5	7	9	8	2	10	11	1	6	3
Accident Rate	12.5%	3.0203	3.4302	3.5981	4.3189	4.1269	3.8300	1.8679	2.0680	3.8729	2.4495	2.7187
Points		7	6	5	1	2	4	11	10	3	9	8
Complaints/100K Boardings	7.5%	1.8470	2.0343	2.6933	1.8808	3.5508	2.8776	3.0130	3.1763	2.5880	3.0793	4.4620
Points		11	9	7	10	2	6	5	3	8	4	1
New WC Claims /Emp	12.5%	9.5998	11.4994	11.6157	13.7454	5.798	8.417	14.5680	16.2316	7.6025	10.8779	10.3085
Points		8	5	4	3	11	9	2	1	10	6	7
Totals		6.60	6.03	6.95	7.13	4.55	4.53	7.73	7.23	5.20	5.43	4.65
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 8	DIV. 9	DIV. 5	DIV. 3	DIV. 1	DIV. 2	DIV. 15	DIV. 10	DIV. 18	DIV. 6	DIV. 7
	Score	7.73	7.23	7.13	6.95	6.60	6.03	5.43	5.20	4.65	4.55	4.53
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Yearly Calculations - FY09
Metro Rail**

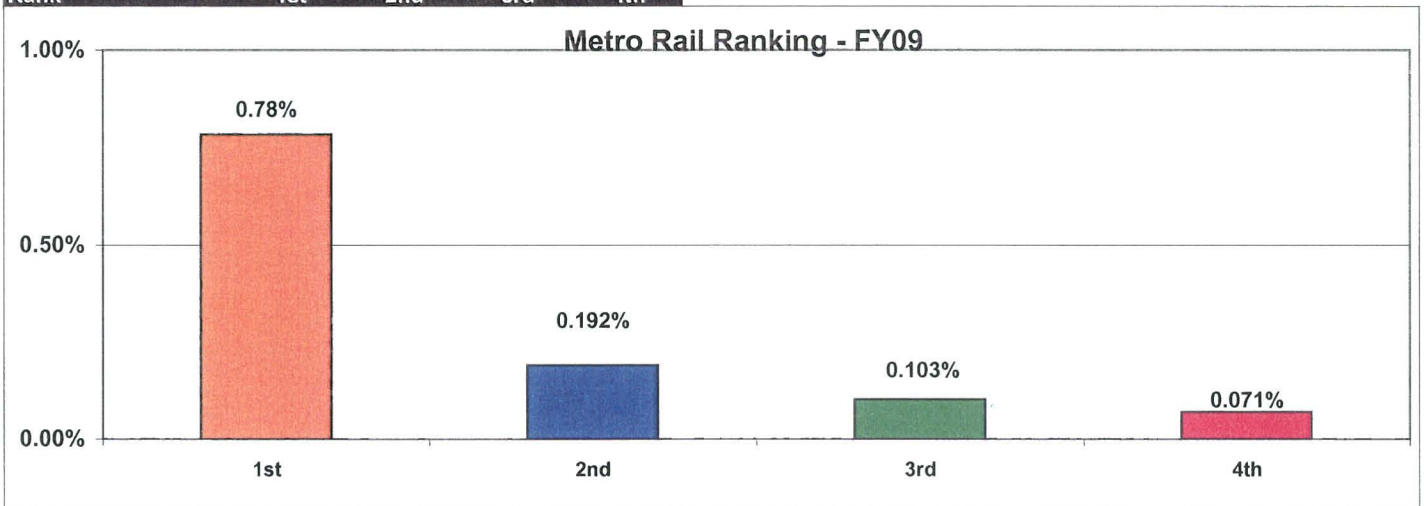
Definition: A performance awareness program designed to increase productivity and efficiency. Based on monthly "IN-SERVICE" Performance as reported by RAIL OPERATIONS CONTROL.

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.

Overall Rail Line Performance	Improvement from Previous Year			
	<u>Metro Blue Line</u>	<u>Metro Red Line</u>	<u>Metro Green Line</u>	<u>Metro Gold Line</u>
Q1	0.57%	0.24%	0.26%	3.10%
Q2	0.23%	0.06%	0.21%	0.09%
Q3	0.00%	-0.01%	-0.02%	-0.02%
Q4	<u>-0.03%</u>	<u>-0.02%</u>	<u>-0.04%</u>	<u>-0.03%</u>
First Quarter Average	0.192%	0.071%	0.10%	0.78%

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	BLUE	GREEN	RED
Score	0.78%	0.192%	0.103%	0.071%
Rank	1st	2nd	3rd	4th



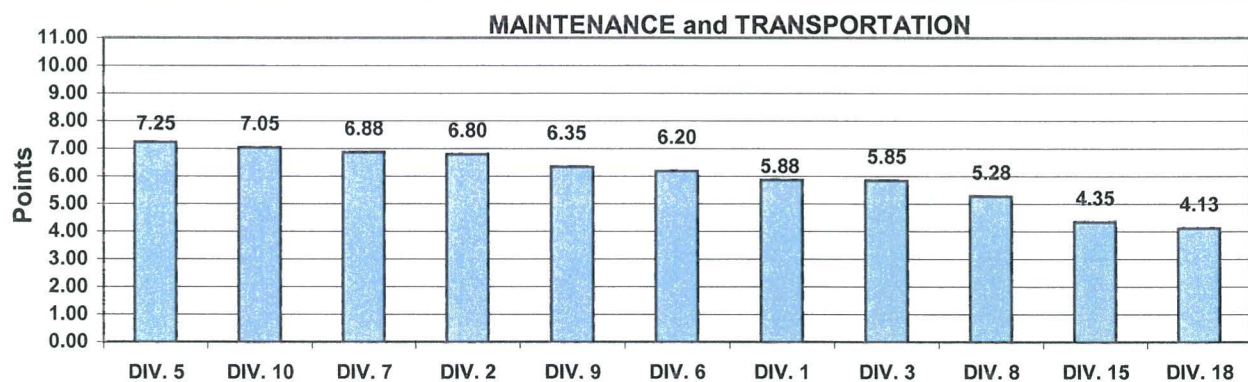
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Most Improved Yearly Calculations: FY08 to FY09 Metro Bus - Maintenance and Transportation

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

Calculation: Data reflects a positive or negative difference in performance between the first and last quarters of the current calendar year. Performance indicators by Division are sorted 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												
	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%	257	215	171	290	408	58	374	437	-30	141	-19
Points		7	6	5	8	10	3	9	11	1	4	2
Attendance	10.0%	-0.0013	-0.0014	-0.0026	-0.0004	-0.0015	0.0042	-0.0022	-0.0114	0.0025	-0.0078	-0.0032
Points		8	7	4	9	6	11	5	1	10	2	3
New WC Claims /100 Emp	15.0%	5.4835	-9.7202	-5.9637	-2.1335	10.0549	-8.1479	0.8133	-0.1802	-2.1410	0.3333	-4.4709
Points		2	11	9	6	1	10	3	5	7	4	8
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	12.5%	0.0350	0.0412	0.0295	0.0108	0.0386	0.0448	0.0079	0.0317	0.0528	0.0221	-0.0022
Points		7	9	5	3	8	10	2	6	11	4	1
Miles Between Total Road Calls	5.0%	257	215	171	290	408	58	374	437	-30	141	-19
Points		7	6	5	8	10	3	9	11	1	4	2
Accident Rate	12.5%	-0.3870	-0.2379	-0.6423	-0.7868	0.2712	-0.2696	-0.1233	-0.3969	-0.5999	-0.5290	-0.3658
Points		6	3	10	11	1	4	2	7	9	8	5
Complaints/100K Boardings	7.5%	-0.0521	0.1037	0.5510	0.4165	0.8495	-0.1204	0.3774	0.2002	-0.3974	0.0271	0.7439
Points		9	7	3	4	1	10	5	6	11	8	2
New WC Claims /Emp	12.5%	0.1628	-2.0689	-1.9301	-5.1920	-7.1388	-4.5693	-3.9487	7.7772	-9.7198	1.3523	-5.8842
Points		3	5	4	8	10	7	6	1	11	2	9
Totals		5.88	6.80	5.85	7.25	6.20	6.88	5.28	6.35	7.05	4.35	4.13
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 5	DIV. 10	DIV. 7	DIV. 2	DIV. 9	DIV. 6	DIV. 1	DIV. 3	DIV. 8	DIV. 15	DIV. 18
	Score	7.25	7.05	6.88	6.80	6.35	6.20	5.88	5.85	5.28	4.35	4.13
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Los Angeles County Metropolitan Transportation Authority

Financial Status

June 30, 2009

FTA Quarterly Review
August 26, 2009



Metro

4th Quarter

- Sales taxes received this June were 19.4% less than a year ago
- Dow recovered to Dec 08 levels, approx 8,500
- Gasoline prices began to rise
- LA County unemployment over 11%
- Transit indicators continue to decline
 - Ridership 1% over FY08
 - Bus ridership, flat
 - Rail ridership, 7% up
 - Fare revenues at budget
- Operating costs below budget

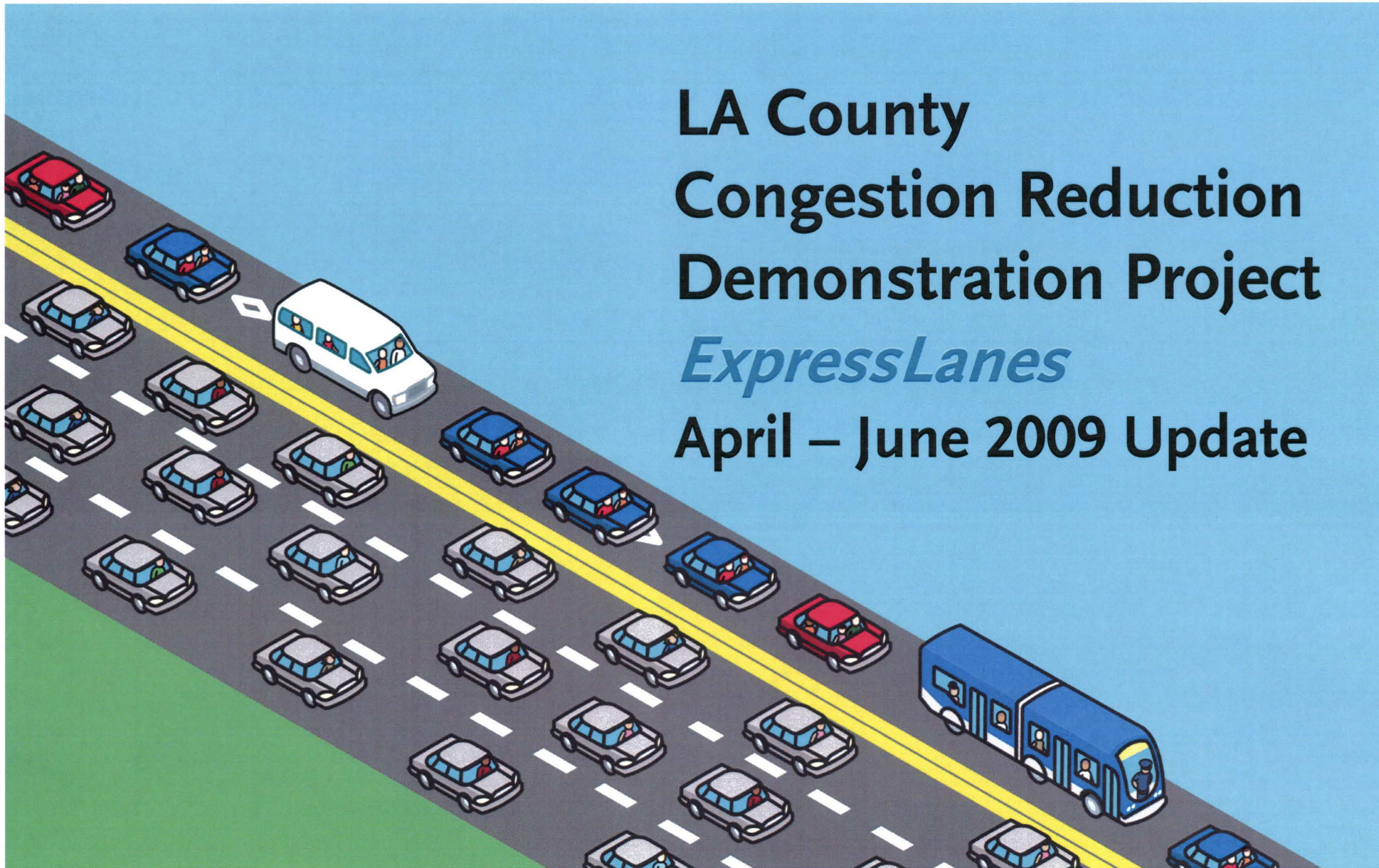
4rd Quarter

MTA FY10 Budget \$3.9 billion

- Minor bus service adjustments
- Budget increases
 - Meas R
 - I-405, Congestion Pricing
 - Eastside Extension opens
- No fare increase
- Prop 1B, Stimulus, one-time revenues to balance

FY10 Look Ahead

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



LA County Congestion Reduction Demonstration Project *ExpressLanes* April – June 2009 Update

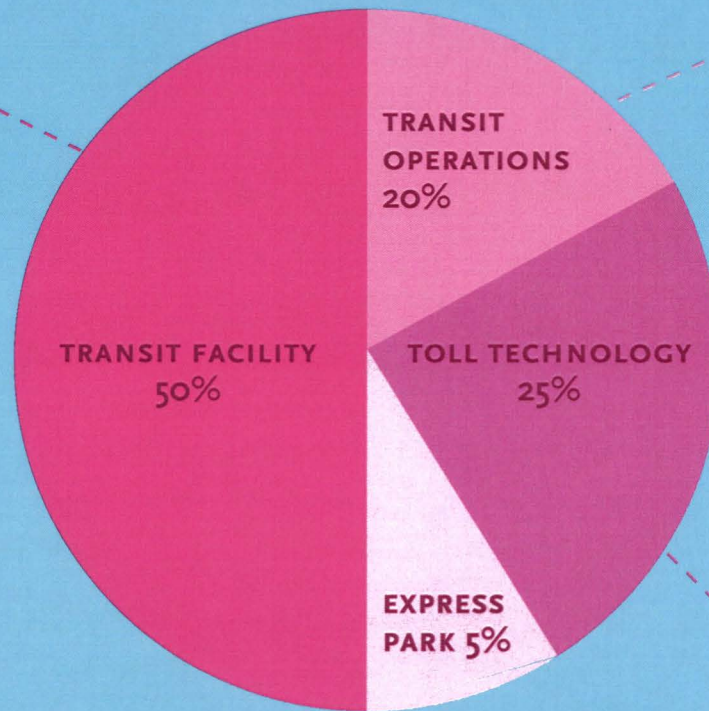


FTA Quarterly Review
August 26, 2009

ExpressLanes Components and Budget (\$291 M)

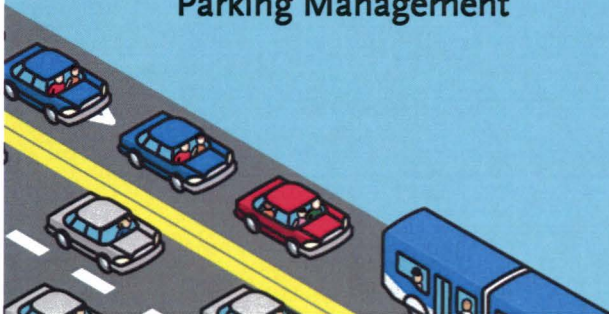
Transit Facility
Park & Ride Lot
Improvements,
Station Expansion,
Maintenance Facility

Transit Operations
New Buses,
Dual Hub BRT,
Vanpools



Toll Technology & Infrastructure
Bottleneck Improvements,
Additional HOT Lane Capacity

Express Park
Parking Management



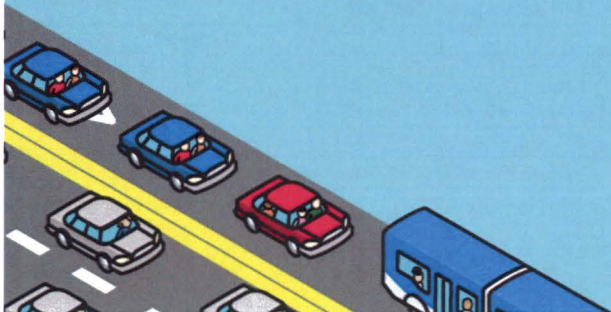
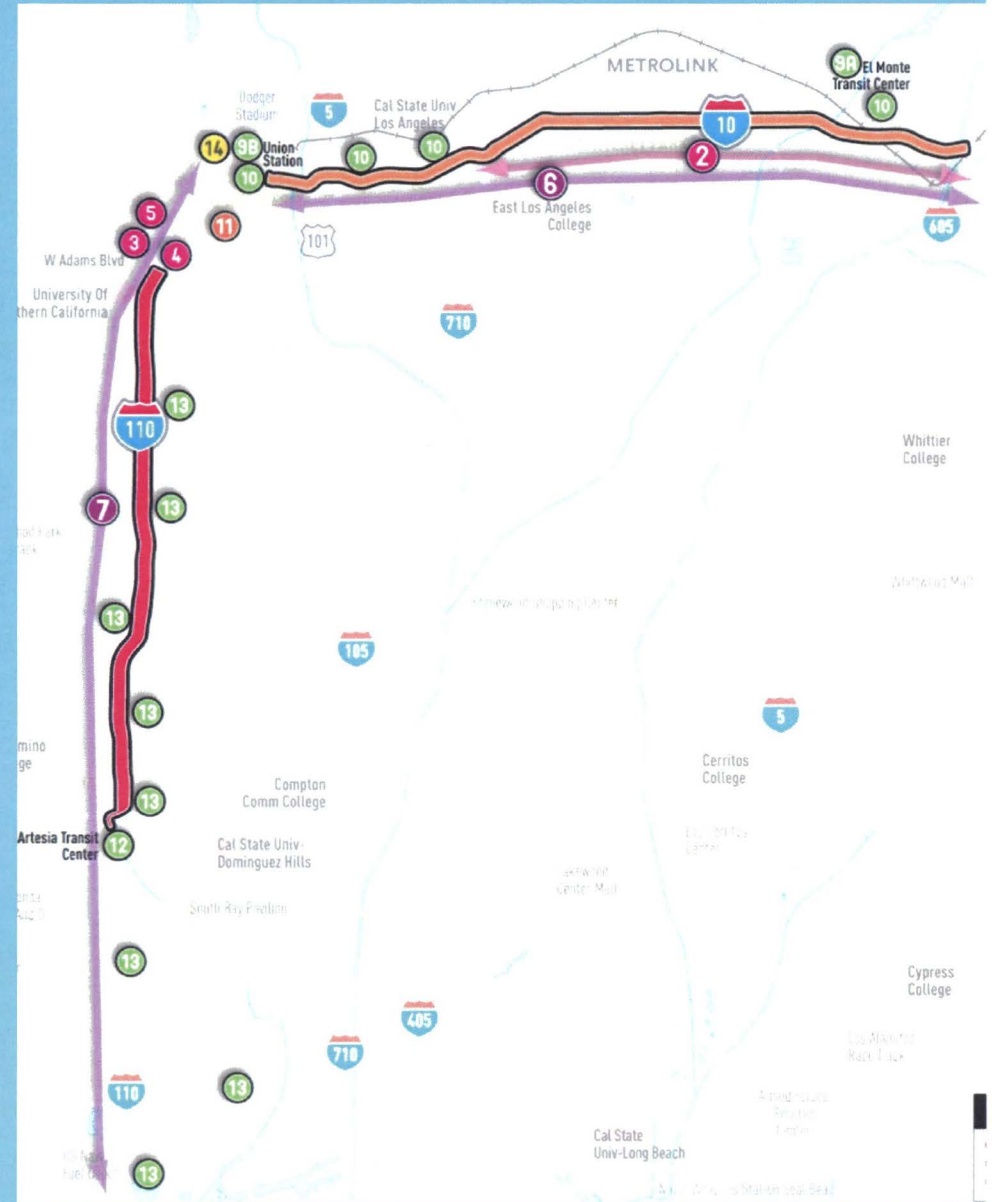
Milestones Scheduled for Next Three Months

Jul 2009 Metro Board Approval of Toll Rates and Toll Policy

Aug 2009 Execute Cooperative Agreement and Funding Agreement with Caltrans

Execute Funding Agreements with Municipal Operators, LADOT and Metrolink

Sep 2009 Release RFP for Toll Systems Integrator Contract

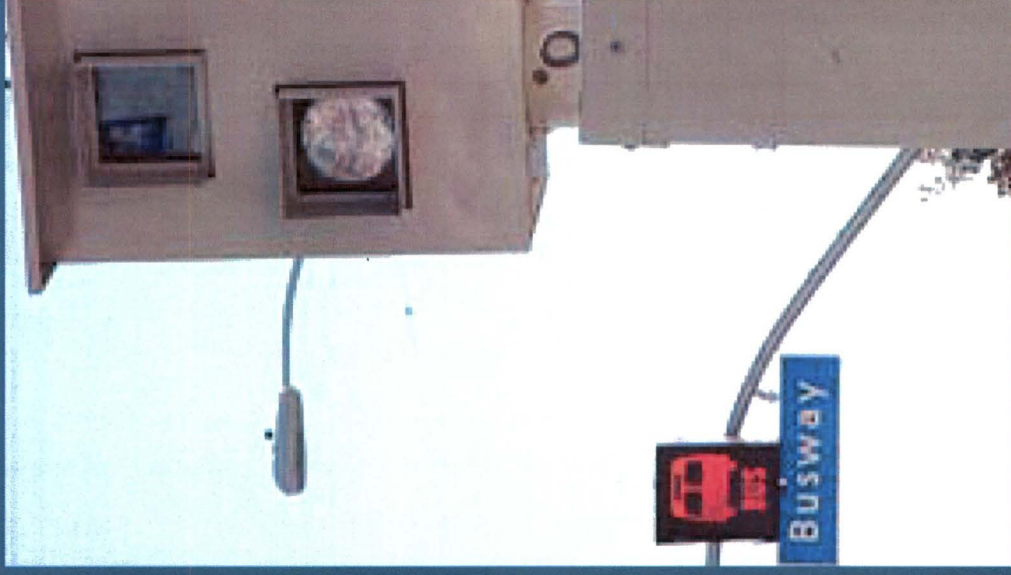


Eastside Peer Review Conducted During the Week of June 29th



Metro

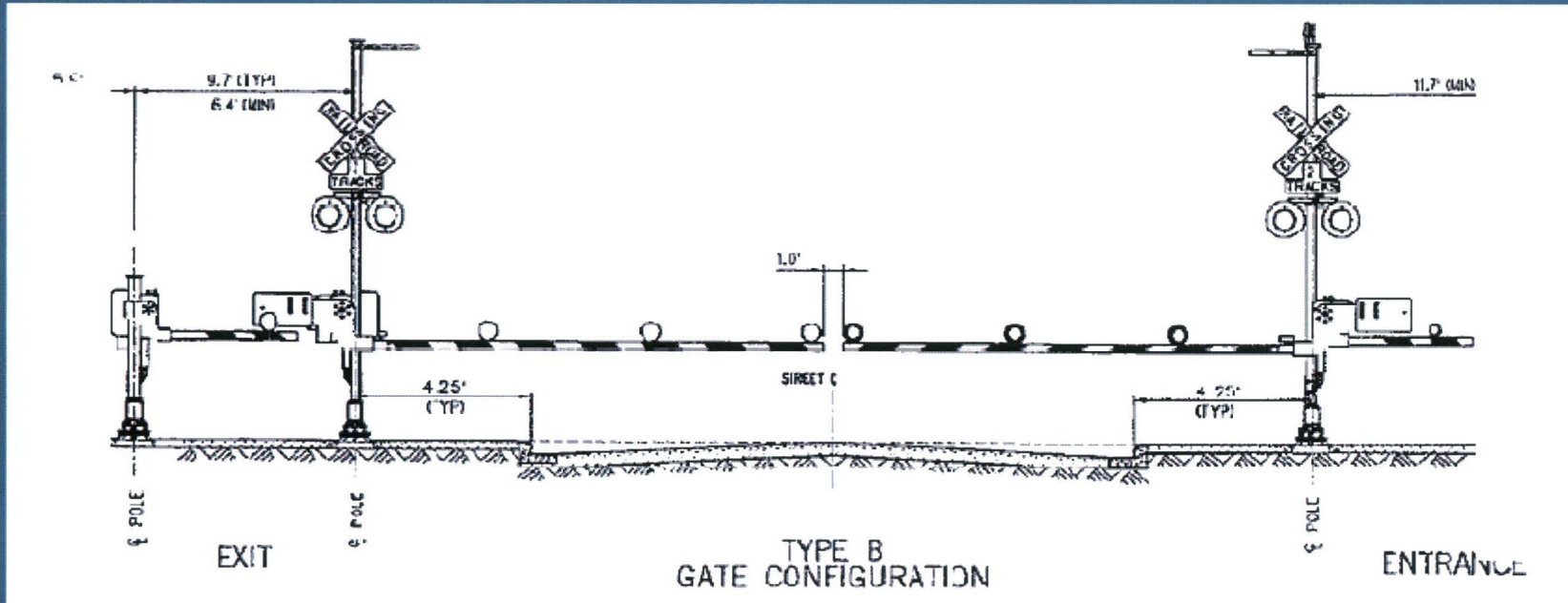
Metro Gold Line Eastside Extension Implementation of Photo Enforcement



- Photo Enforcement to occur at 14 Intersections throughout alignment
- Enforces prohibition of illegal left-turns across the guideway
- Installation to take place during the summer and fall of 2009

Metro Gold Line Eastside Extension

Four Quadrant Gate Feasibility Study at 23 Crossings



- Implementation of Quad Gates will have impacts on adjacent properties, traffic and utilities
- City, County and CPUC approvals and environment clearances will be required
- Implementation of the Quad Gates will take approximately four years to complete

Metro Gold Line Eastside Extension

Rail Safety Ambassador Observations



- Rail Ambassadors have been advising the community of rail safety at specific intersections throughout the alignment.
- Rail Ambassadors have made a number of observations to enhance safety that are currently being evaluated. These include,
 - a. Extra signage;
 - b. Limiting right-of-way fence heights;
 - c. Extending pipe railing to deter jay walkers.

Metro Gold Line Eastside Extension

Evaluation of Additional Safety Enhancements



Safety Enhancements under evaluation:

- Addition of delineators and bollards to control pedestrian and motorist traffic;
- Additional traffic signalization, such as “Red” right arrows to deter right turns at 1st/Indiana;
- Placement of pedestrian barriers for the full length of the street running section to deter jay walkers.

Construction Safety April – June 2009



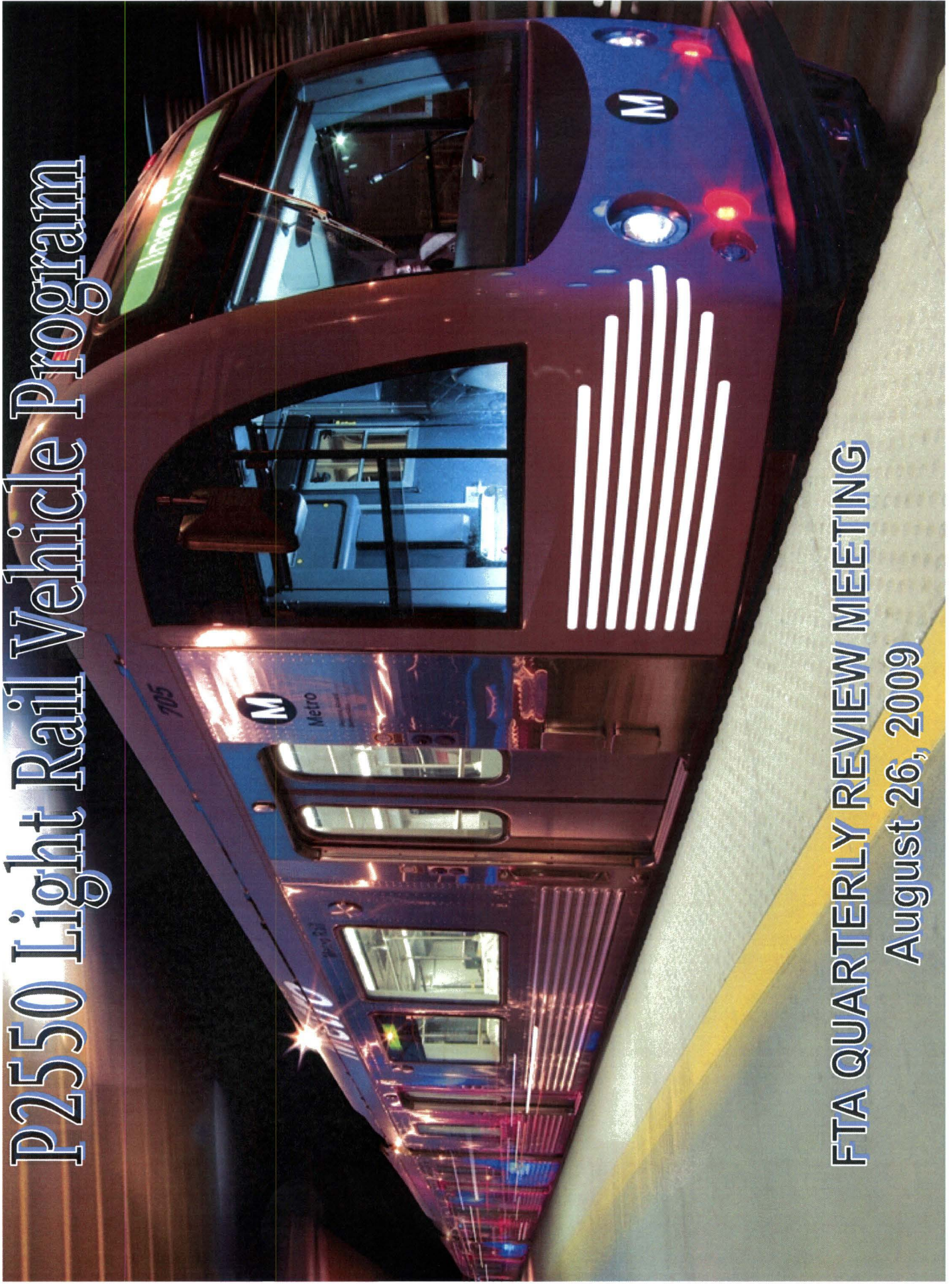
- MGLLEE Construction has been underway for more than 61 months or 1,775 days
- As of April 2009 MGLLEE reached the milestone of 4 million work hours without a Days Away Injury.
- 4,164,093 work hours to date.
- The recordable rate is (2.0); well below the Published incident rate of (5.3).
- Forty-one recordable injuries have been reported Project to Date. Thirty (31) involved medical treatment and restrictive duty. Ten (10) required medical treatment only.

Construction Security April - June 2009



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

P2550 Light Rail Vehicle Program



FTA QUARTERLY REVIEW MEETING

August 26, 2009

P2550 Light Rail Vehicle - Overview -

- **P2550 program consists of acquisition of 50 Base vehicles plus Options for two - 50 vehicle orders from AnsaldoBreda (AB).
At this time MTA is evaluating AB's recovery plan prior to consideration of exercising the Options.**
- **26 Vehicles have been Conditionally Accepted by MTA and are in revenue service.**
- **One vehicle remains at Metro Gold Line for Post Arrival Testing for Acceptance.**
- **3 Vehicles are at Metro Blue Line for Post Arrival Testing.**
- **12 Vehicles are in Pittsburg, CA in Final Assembly.**

Project Progress

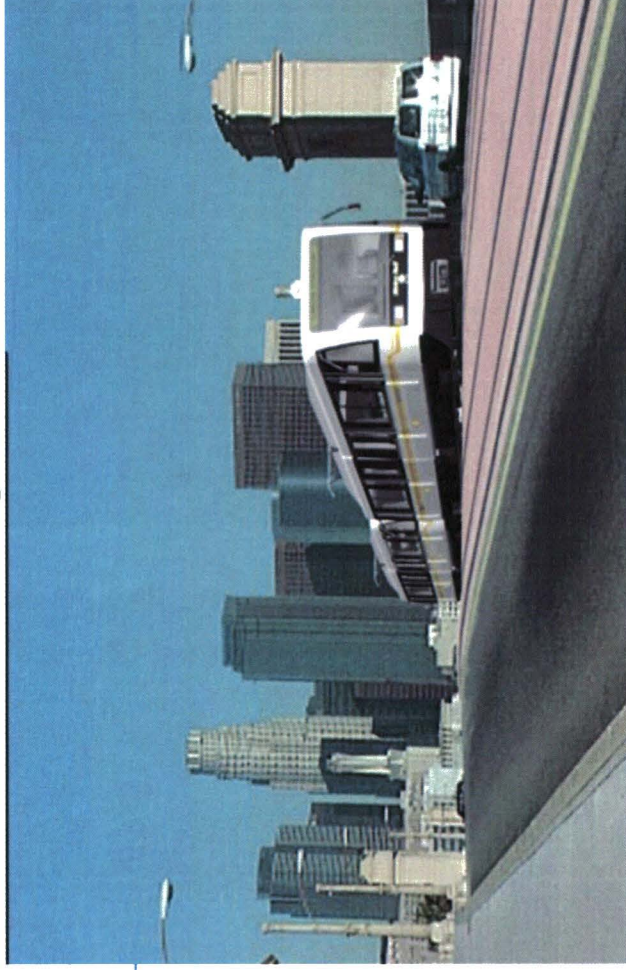
- Total number of vehicles in US is 42 out of 50 vehicles on order. Six vehicles (twelve car shells) are ready for shipment from Italy to US.
- Vehicle availability and reliability for revenue service has been the primary focus of MTA/AB Project Team. Brake and propulsion software upgrades have been implemented to increase reliability of the vehicles. ATP/TWC systems software are also being upgraded.
- To date the P2250 fleet has accumulated over 600,000 miles of revenue service.
- Project Team meets, on regular basis, with the PMOC team to update on project status.

Project Progress (continued)

- Additional Project progress meeting is planned in Pistoia for early September to address all other Project open items.
- Operation and Maintenance manuals have been submitted and review is ongoing.
- Warranty Program has started since the acceptance of the first vehicle in March 2008.
- Warranty and Contract spare parts delivery are late but the delivery is ongoing. MTA have communicated to AB that it is mission critical to expeditiously deliver spare parts to support revenue service.

Los Angeles County Metropolitan Transportation Authority

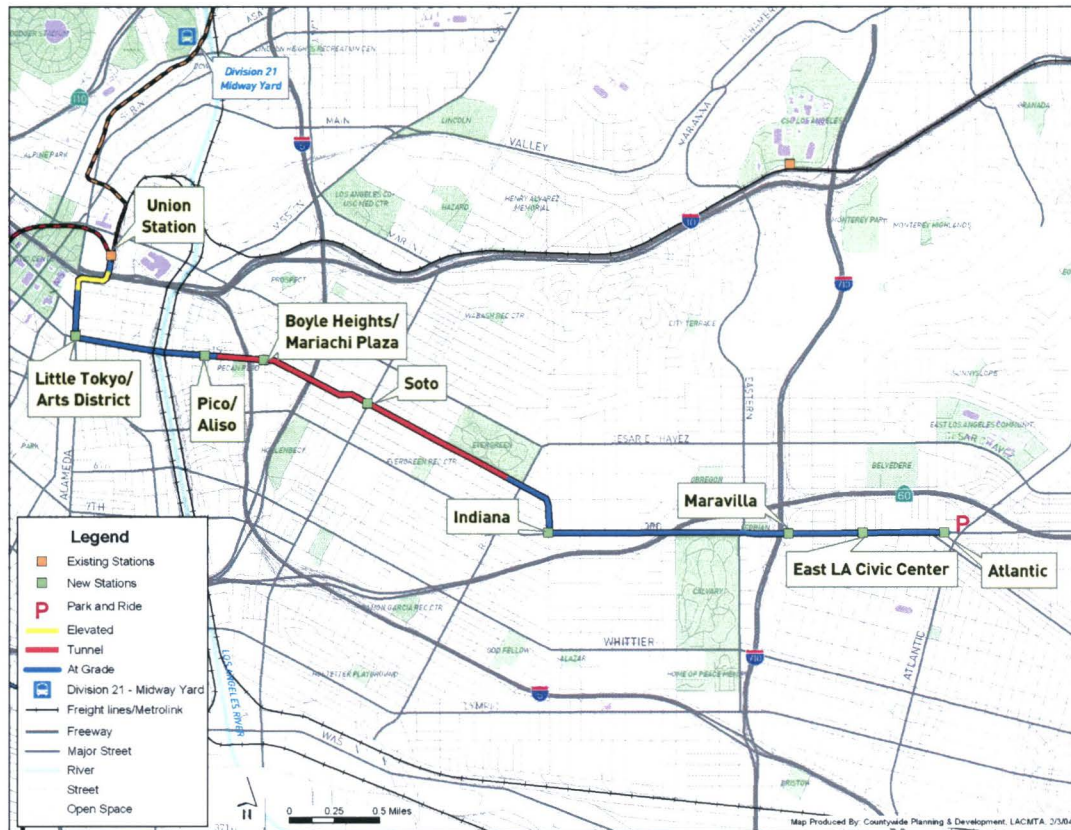
Metro Gold Line Eastside Extension FTA Quarterly Presentation



August 26, 2009



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 at Pomona/Atlantic
- Direct Connection to the Pasadena Metro Gold Line at Union Station
- \$898.8 million (FFGA)
- December 31, 2009 (FFGA)
- On-Time/Within Budget

Metro Gold Line Eastside Extension Cost/Budget Status

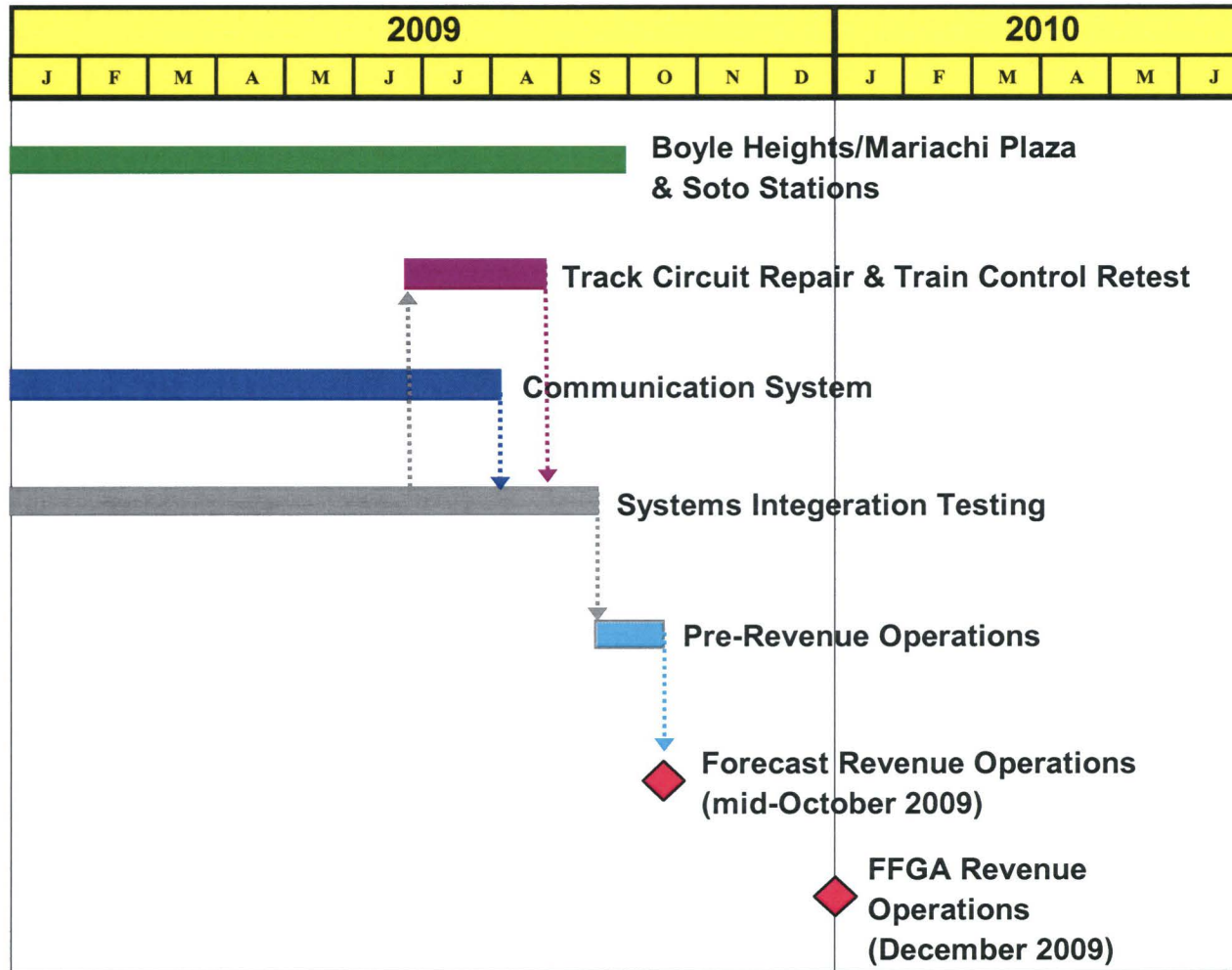
Description	Mar-09 Current Budget	Jun-09 Current Budget	Variance
CONSTRUCTION	650,702	650,702	-
SPECIAL CONDITIONS	57,032	57,032	-
RIGHT-OF-WAY	37,681	37,681	-
PROFESSIONAL SERVICES	135,860	135,860	-
PROJECT CONTINGENCY	7,401	7,401	-
PROJECT REVENUE	(4,662)	(4,662)	-
SUBTOTAL	884,014	884,014	-
PROJECT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



Metro

Gold
Line

Metro Gold Line Eastside Extension Schedule Status (Critical Path)



Metro

Gold Line

Construction Contracts Update



Metro Gold Line Eastside Extension Construction Update

- The Project is in the final systems installation and testing phase. Initial familiarization training for the Metro Rail train operators and operations maintenance personnel has been completed.
- Recent testing has verified that the colored concrete (containing iron oxide) must be replaced with asphalt at the three track crossovers (1st/Clarence, 3rd/Ditman and 3rd/Woods) to eliminate electrical interference to the Train Control signaling system.
- Work on the architectural finishes and landscaping at the two underground and six at-grade stations is nearing completion.
- Preparation of the construction bid package for the Division 21 Body Repair Shop is nearing completion for an advertisement to bid in late August 2009.
- The Design-Builder for the Pomona/Atlantic Parking Structure has issue all the Approved for Construction drawings and specifications for all the design units.



Metro

Gold
Line

Metro Gold Line Eastside Extension At-Grade Construction Track Crossovers Train Control Signal Repairs



Demolition and removal of the colored concrete topping slab at 1st/Clarence track crossover.



Demolition and removal of colored concrete topping slab near 3rd/Ditman.

Recent testing has verified that the colored concrete topping slab at the three track crossovers (1st/Clarence, 3rd/Ditman and 3rd/Woods) must be replaced with asphalt paving to eliminate electrical interference to the Train Control signaling system .



Metro

Gold
Line

Metro Gold Line Eastside Extension At-Grade Construction Track Crossovers Train Control Signal Repairs



Asphalt paving and additional electrical isolation materials are being added to the crossovers to improve the train control signals.



Asphalt paving color will be painted to match the colored concrete including the black areas to keep pedestrians from J-Walking.



Metro

Gold
Line

Metro Gold Line Eastside Extension Light Rail Transit Stations



LittleTokyo/
Arts District



Pico/Aliso



Boyle Heights/
Mariachi Plaza



1st/Soto



Maravilla



Indiana Station



East Los Angeles
Civic Center



Pomona/Atlantic



Metro



Gold
Line

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



Boyle Heights/Mariachi Plaza Station



Soto Station

Installation of station architectural finishes are nearing completion on the station mezzanines and platforms, including artwork elements. The station plazas and canopies are the last elements to be constructed.



Metro

Gold
Line

Metro Gold Line Eastside Extension At-Grade Station Construction 1st/Alameda and 1st/Utah



Little Tokyo/Arts District Station



Pico/Aliso Station

Canopy lighting and the installation of station finishes are nearing completion.

Metro Gold Line Eastside Extension At-Grade Station Construction Indiana Street and 3rd/Ford



Indiana Station



Maravilla Station

Station architectural finishes, including last canopy panels to be installed at the Maravilla Station, are in the final stages of completion.



Metro

Gold
Line

Metro Gold Line Eastside Extension At-Grade Station Construction 3rd/Mednik and Pomona/Atlantic



East Los Angeles
Civic Center Station



Pomona/Atlantic Station

Installation of the station architectural finishes, canopy glazing, are nearing completion.



Metro

**Gold
Line**

Metro Gold Line Eastside Extension

Division 21 – Metro Gold Line Midway Yard

Body Repair Shop



- The contract will be advertised for bids in late August 2009.
- Construction bid opening is scheduled for early October 2009.
- Construction Notice to Proceed is planned for early December 2009.
- Construction is planned to be completed by late January 2011.



Metro

NORTH

Gold
Line

Metro Gold Line Eastside Extension Pomona/Atlantic Station Parking



View of the construction site looking south

- Completed encasement of existing sewer line.
- Completed site excavation.
- Completed installation of CIDH piles and lagging.
- Began construction of foundation grade beams.
- Completion of the parking structure is scheduled for mid-February 2010.



Metro

Gold
Line

Metro Gold Line Eastside Extension Quality Assurance Status

Contract C0803 – Eastside LRT Constructors

- Continued to review the Design Builder's Monthly Asphalt, Concrete Compressive Strength and Soils Compaction test report summaries - areas of concern are coordinated to resolution with the onsite lab representative.
- Conducted verification testing of Design Builders' special inspections utilizing an independent testing laboratory technician; no issues to report.
- The results of field surveillance activities are documented in Weekly Surveillance Reports, including color digital photographs identifying sites of surveillance and issues of concern.
- Began preparing final Punch-List and walkthroughs to begin acceptance and close-out of the Project.



Metro

**Gold
Line**

Exposition Metro Line Construction Authority
Expo Line Transit Project

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – August 26, 2009



SEGMENT C

SEGMENT B

SEGMENT A

Design

- Baseline design is approximately 98% complete

Construction

- Construction is approximately 47% complete

Construction Packages

- Negotiated 16 of the 20 construction packages totaling \$385 million

Project Schedule

- Contractor's latest update shows 44 week delay
- Working with Contractor to evaluate possible acceleration alternatives

Project Budget

- Currently within the construction and overall project budget
- There are still outstanding issues that could pose a significant risk to the budget
 - Venice/Robertson Aerial Structure
 - Storage & Inspection Facility
 - Added CPUC requirements at Foshay Learning Center and Dorsey H.S.
 - Project Delay Costs
 - Blue Line Tie-In



**Placement of U-Section Wall Form at
Grade Separation Trench Structure**



**Demolition of Barrier Wall along I-110 Freeway with
Bent No. 2 Rebar Installation in Background**

Expo Line Transit Project

Construction Progress



**Concrete Placement for Soffit and Stem Wall at
La Brea Overcrossing Structure**



Expo Line Transit Project

Construction Progress



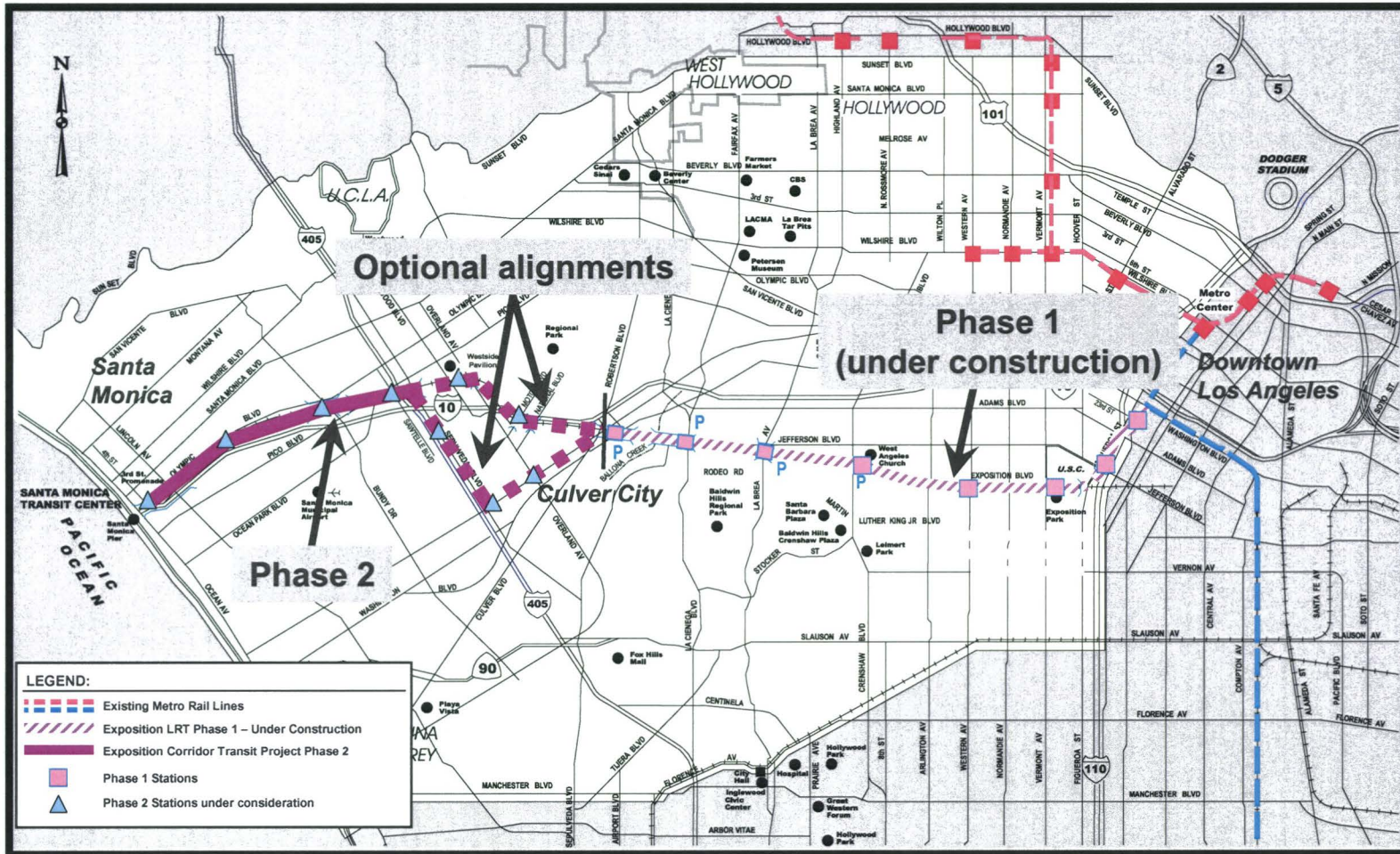
**Rail Booting Operation for Blue Line
Tie-in on Washington Blvd**



Farmdale Amended Application

- **Submitted amended application with 4 options to CPUC**
 - **Pedestrian Overcrossing with Farmdale Closed**
 - **At-Grade Crossing with Near side split platform station at Farmdale**
 - **At-Grade Crossing with Stop and Proceed**
 - **At-Grade Crossing with Stop and Proceed until such time the Near side split platform station is constructed**
- **CPUC filed the amended application August 3**
 - **Protest period ends September 2nd**
- **Completed Draft CEQA/NEPA Environmental Document**
 - **Submitted Draft CEQA document to CPUC**
 - **Submitted Draft NEPA document to FTA**
- **Pursuing environmental certification/FONSI and crossing approval by end 2009/beginning 2010**

Exposition LRT, Santa Monica Extension



▲ Phase 2 Station locations currently under consideration



August 26, 2009

Final Environmental Impact Report (FEIR)

- Continue to draft responses to DEIR comments received during public comment period
- Performing additional environmental analysis based upon public comments
- Phase 2 team continues to meet with agencies to discuss and resolve their comments

Design-Build Procurement

- Received 17 *Letters of Interest* from potential Design-Build candidates
 - Will schedule one-on-one meetings with interested firms in September 2009
- Staff is currently developing the Request for Proposals (RFP) for release in October

Phase 2 Milestones

Activity	Forecast Completion Date	Status
Scoping Meetings & Report	May 2007	Complete
Screening of Alternatives	Oct 2007	Complete
Administrative Draft to FTA	Nov 2008	No longer applicable
Conversion to CEQA Document	Dec 2008/Jan 2009	Complete
Public Comment Period/Hearings on DEIR	Jan/Mar 2009	Complete
Board Discussion of Preferred Alternative	April 2009	Complete
Board Adoption of Final EIR	Dec 2009/Jan 2010	
Design-Build Contract Award	Feb/Mar 2010	



Metro Planning Report

- Wilshire Blvd. Bus Lane
- System Gap Closure Project
- Mode Choice Model Update
- DEIR/DEIS Transit Corridor Studies
 - Crenshaw Corridor
 - Westside Extension
 - Regional Connector
 - Eastside Transit Corridor Phase 2
- AA Transit Corridor Study
 - Harbor Subdivision



FTA Quarterly Review Planning Update
August 26, 2009

Wilshire Boulevard BRT

Environmental Assessment:

- Continue to work on draft CEQA/NEPA technical studies & EIR/EA to environmentally clear both the Proposed Project and Project Alternative
- Begin preparation for project scoping meetings (4 meetings planned)
- Seek approval of final EIR/EA in June 2010 (FTA, Metro Board, LA City Council, and LA County Board of Supervisors)

Quarterly Progress Report (April – June 2009) received by FTA

Continue to meet with Project Oversight Team (includes staff from Los Angeles City Mayor and Council District offices)



Metro

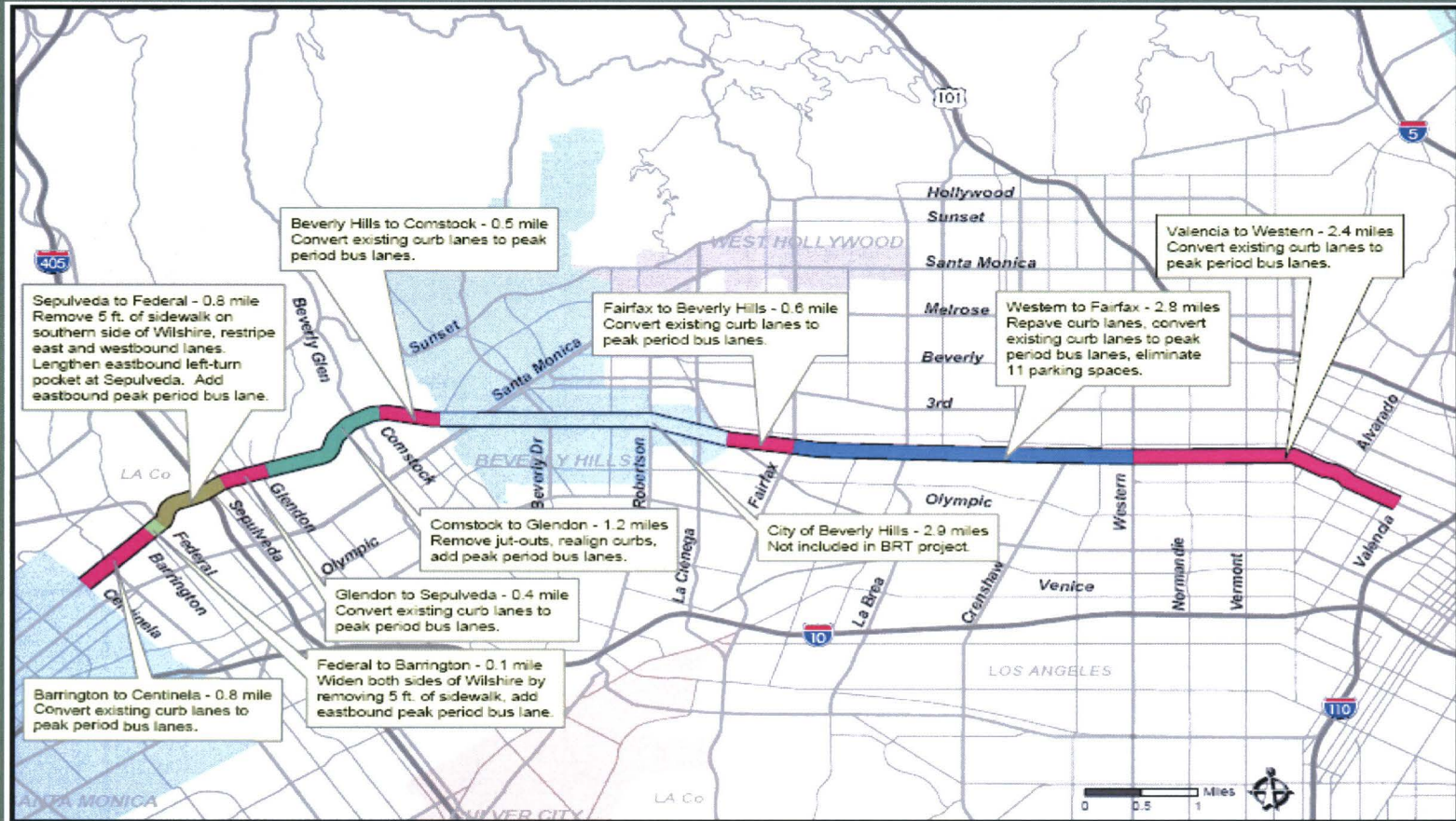
Wilshire Boulevard BRT

	Proposed Project	Project Alternative
Project Corridor Length	12.5 miles	11.8 miles
Corridor Boundaries	Centinela to Valencia	Centinela to Park View
Miles of Bus Lanes	9.6 miles	8.87 miles
Scope Differences	Remove jut-outs between Comstock and Westwood. Repave curb lanes between Western & Fairfax (2.8 miles).	Retain jut-outs between Comstock and Westwood. Take existing traffic lanes for bus lanes. Repave curb lanes between San Vicente & Park View (5.35 miles)
Total Project Cost	\$31.5 million	\$30.1 million



Metro

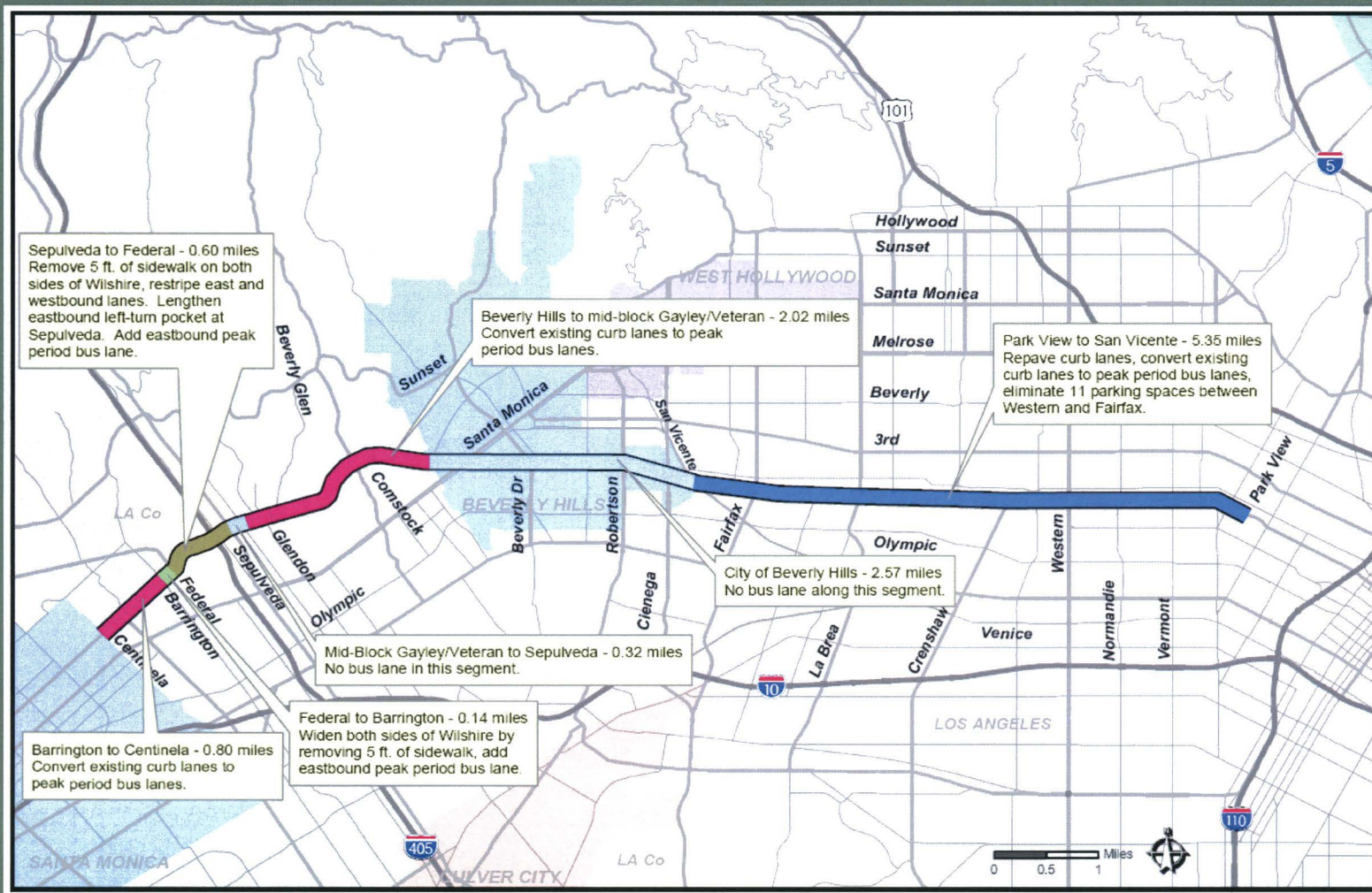
Proposed Project Map



Wilshire Bus Rapid Transit Project Proposed Project -- Centinela to Valencia



Project Alternative Map



Metro Rapid System Gap Closure

Six of eight Gap Closure lines have been implemented:

- West Olympic
- Garvey-Chavez
- Manchester
- Central
- Atlantic
- San Fernando South

Sepulveda (Operated by Culver City Municipal Bus Line) is scheduled to open in January 2010

Torrance-Long Beach (Operated by Torrance Transit) opening date is pending



Metro

Transit Priority System Installation

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

TPS = Transit Priority System, within the City of L.A., loop & transponder technology
 BSP = Bus Signal Priority, outside City of L.A., wireless technology



Station Construction

- The City of Los Angeles and CBS/Decaux legal counsel met on July 21, 2009 to renegotiate the City's 20-year Street Furniture Contract
- The Metro Rapid station construction program is a component of the City of Los Angeles Street Furniture Contract
- The City anticipates receiving closure on the Street Furniture Contract negotiations within the next two to three months



Station Construction (continued)

- Los Angeles County Metro Rapid station construction contract is being reviewed by County's Legal Counsel and will complete the review by mid-August 2009
- Metro will then review County's comments and submit contract to Metro Legal Counsel by late August 2009
- County is expected to issue an RFP by November 2009

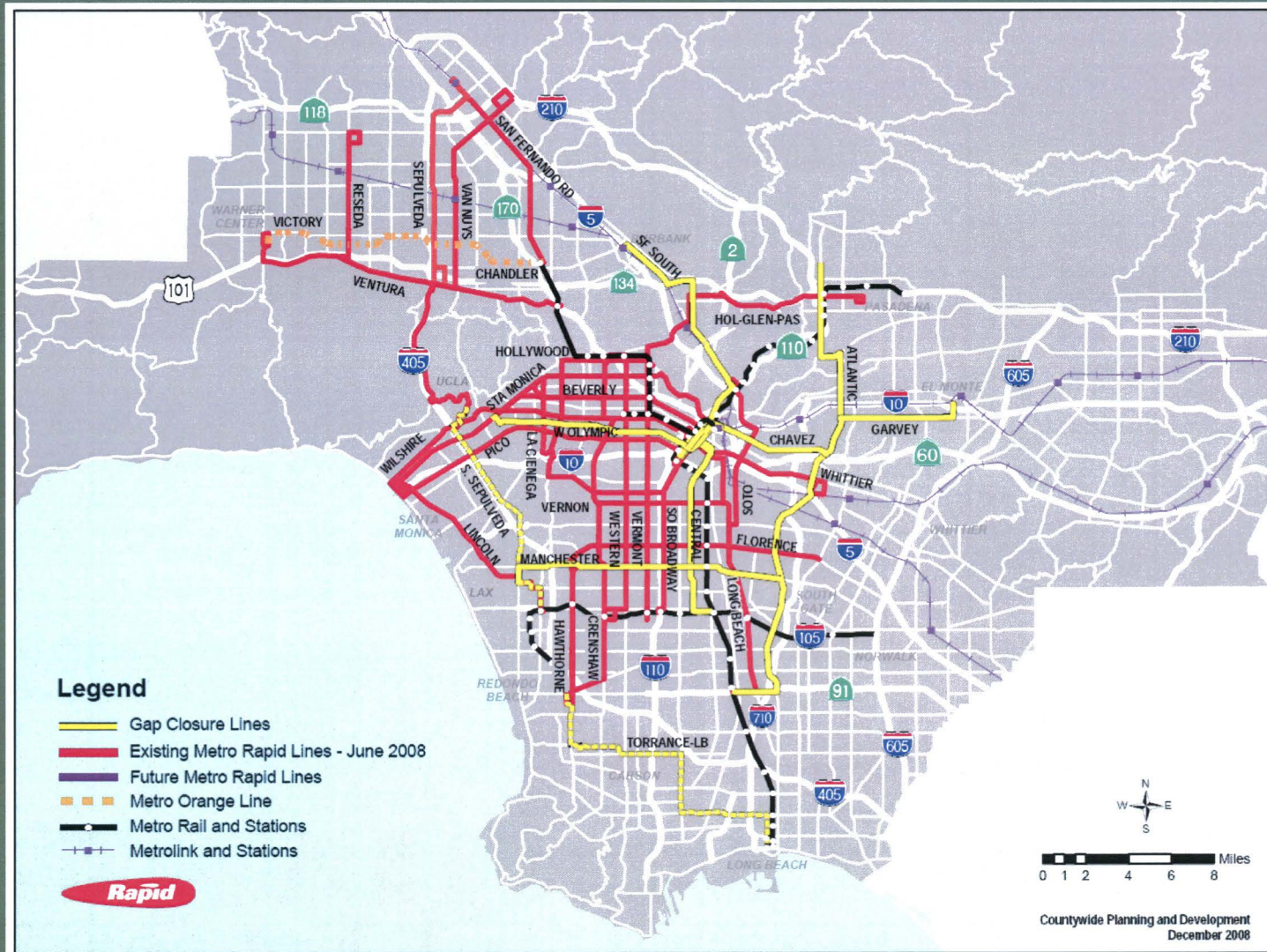
Project Budget:

- The project budget remains unchanged



Metro

Metro Rapid System Gap Closure



Metro

Mode Choice Model Update

Final version of Corridor Base Model being developed

- Model to be validated to match observed trip tables from census and on-board surveys per FTA guidance
- Forecast year will be moved from 2030 to 2035 based on SCAG 2008 RTP
- Complete calibration in August 2009
- Updated Model to be used for DEIS/DEIR and New Starts submittals
- June 8th held meeting with Jim Ryan



Metro

Crenshaw Transit Corridor Study

Last Quarter Accomplishments:

- Submitted Administrative DEIS/DEIR for FTA Review
- Received FTA Comments
- Completed Feasibility Study North of Expo Line
- Agency Coordination: LADOT, LAWA, City of Inglewood
- Continued to meet with elected officials, key stakeholders, and community groups
 - Conducted “Taste of Transit” tour for over 70 constituents of the Metro Orange Line BRT and the Metro Gold Line LRT
 - Presented project before the City of Inglewood City Council



BRT – Wilshire / Western to Metro Green Line

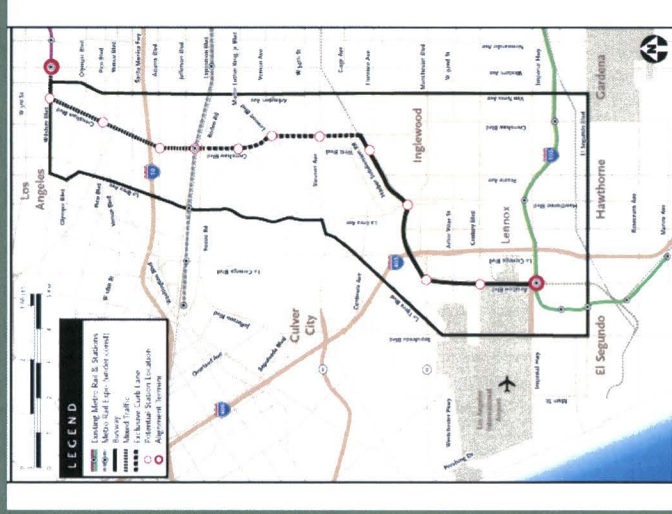


LRT – Expo Line to Metro Green Line
(service continues to Metro Green Line Redondo Beach station)

Crenshaw Transit Corridor Study

Next Quarter Milestones:

- Incorporate FTA Comments
 - Notice of Availability for the DEIS/DEIR
- Receive Public Comment during 45-Day Comment Period
 - Conduct Open Houses / Public Hearings

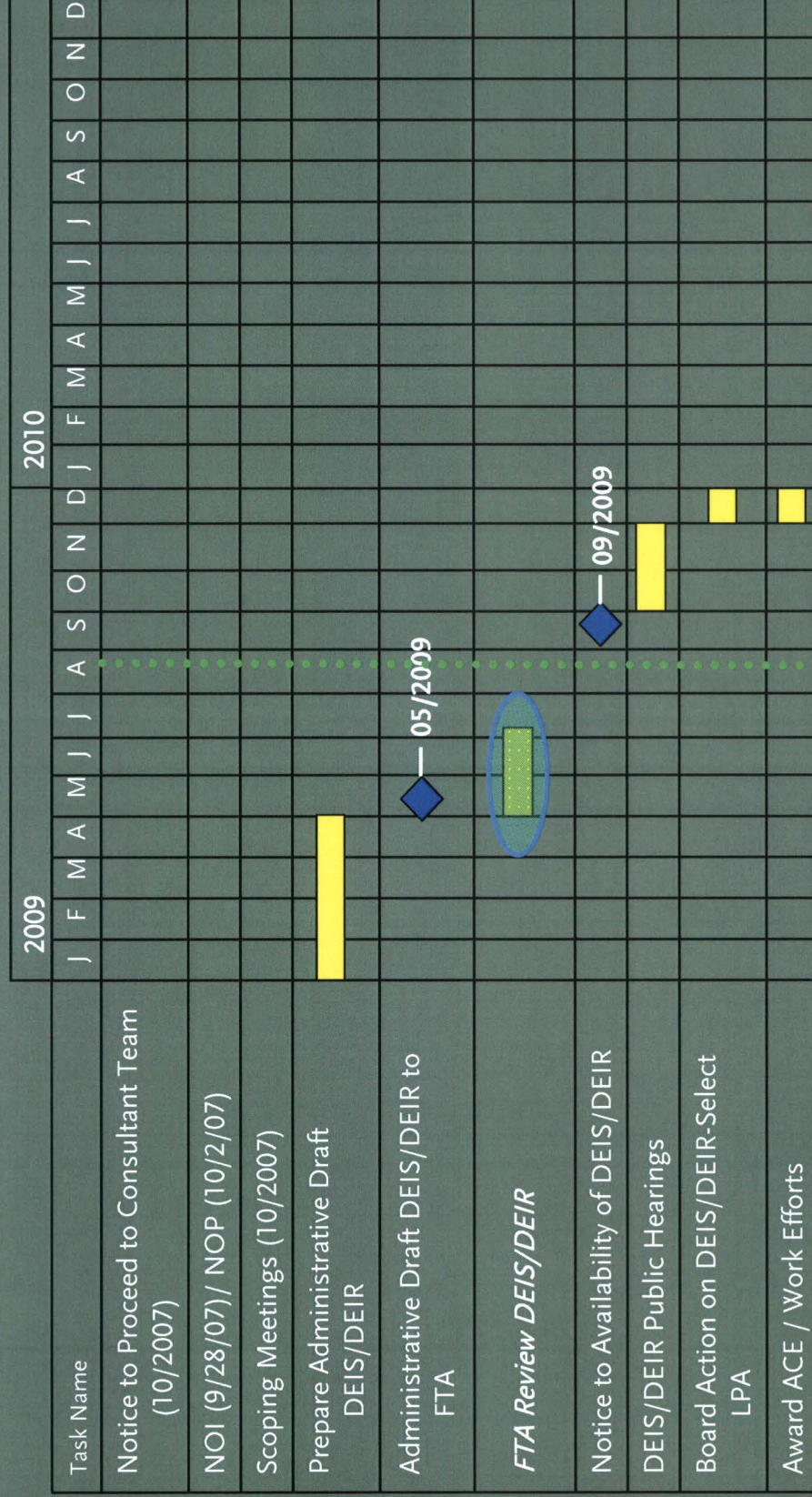


BRT – Wilshire / Western to
Metro Green Line



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

Crenshaw Transit DEIS/DEIR Schedule to LPA



Last Revised: 08/07/09



Metro

◆ = Milestone Date

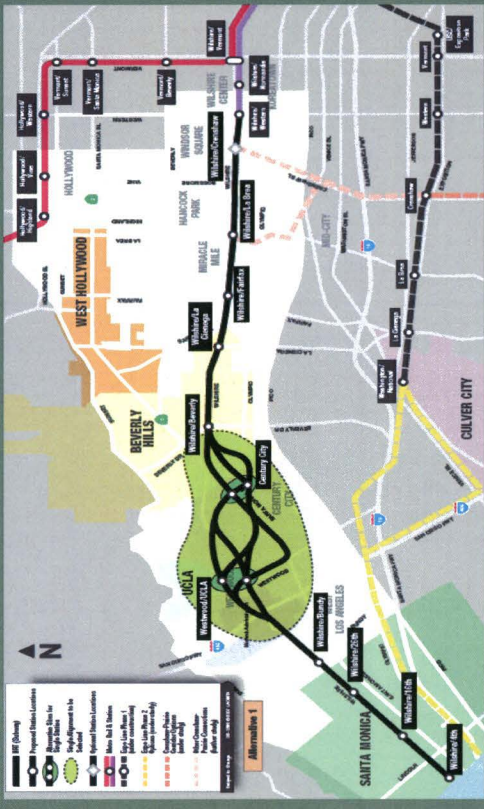
○ = FTA Action

Westside Extension Transit Corridor Study

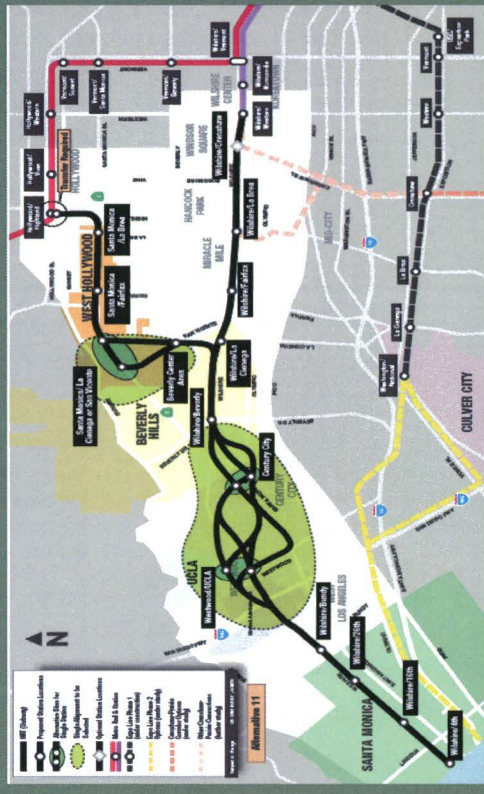
Last Quarter

Accomplishments:

- Scoping Report completed June 30th
- Refinements made to DEIS/DEIR Alternatives to reflect Scoping comments and further analysis



Wilshire Subway Extension Alternative



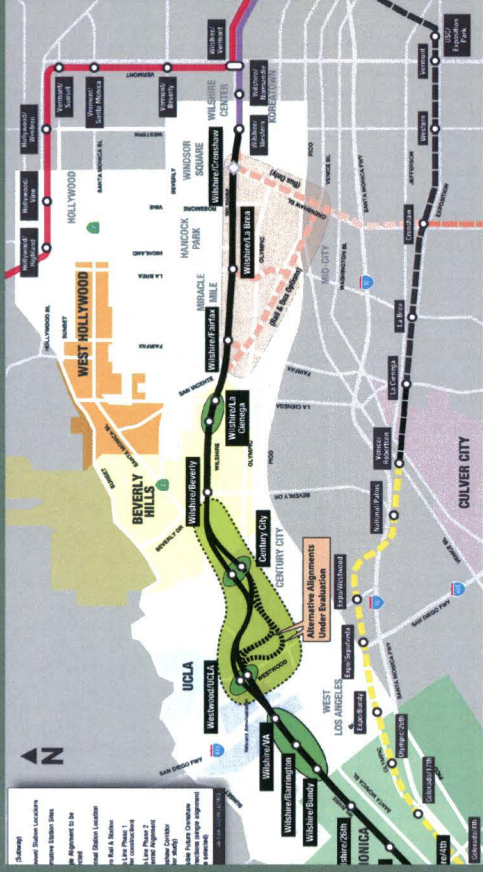
Wilshire/West Hollywood Subway Extension Alternative

Westside Extension Transit Corridor Study

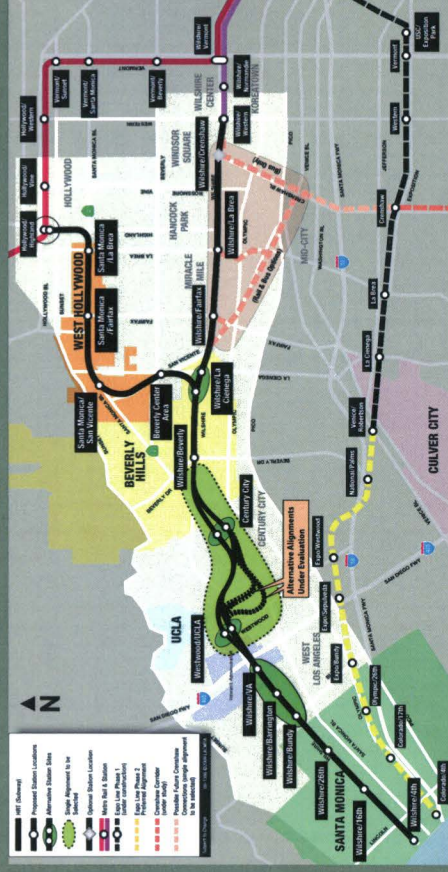
Refinement of Build

Alternatives Since Scoping

- Further refine stations and alignments
 - Century City Station
 - Westwood Station
 - West Los Angeles Station (i.e. West of the I-405)
 - West Hollywood Alignment



Wilshire Subway Extension Alternative

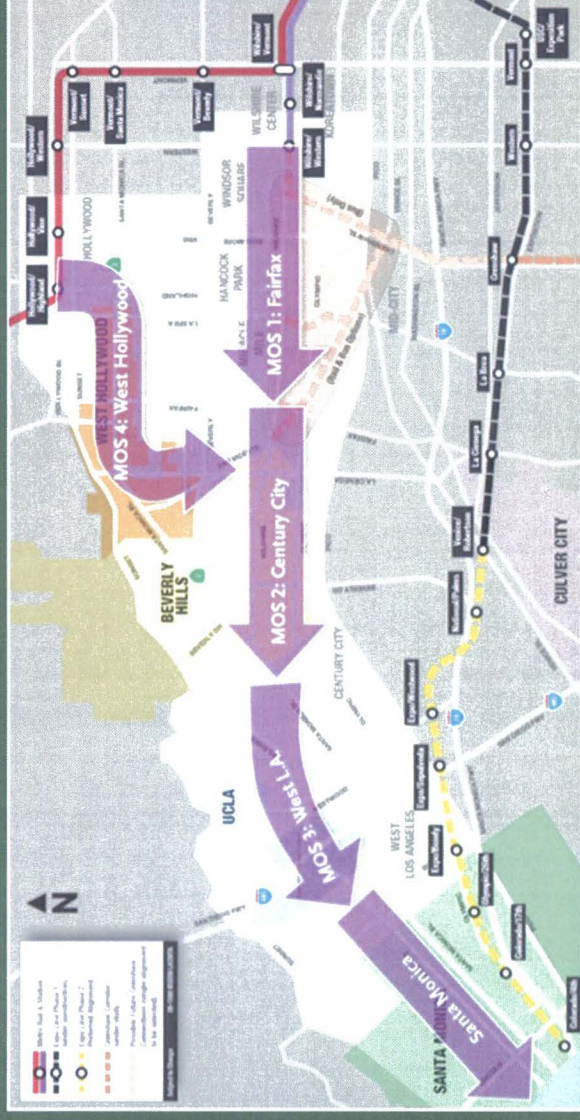


Wilshire/West Hollywood Subway Extension Alternative

Westside Extension Transit Corridor Study

Refined DEIS/DEIR Alternatives

- Wilshire Subway
 - MOS 1
 - MOS 2
 - MOS 3
- Wilshire/West Hollywood Subway
 - MOS 4
- TSM
- No Build



Westside Extension Transit Corridor Study

Other DEIS/DEIR Activities

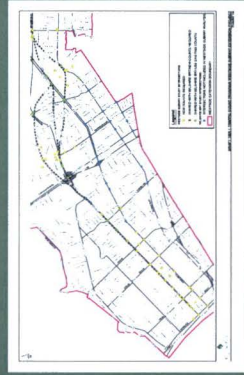


- Geotechnical Testing:**
- 70 borings being conducted between June - August 2009
 - Gas monitoring wells
 - Core samples
 - Seismic testing



Definition of Areas of Potential Effect:

- Archeological
- Paleontological
- Historic/SHPO



- Traffic Counts:**
- 80 new traffic counts in addition to 70 for Wilshire BRT
 - Coordination with City Transportation Departments
 - Los Angeles
 - West Hollywood
 - Beverly Hills
 - Santa Monica
 - Los Angeles County



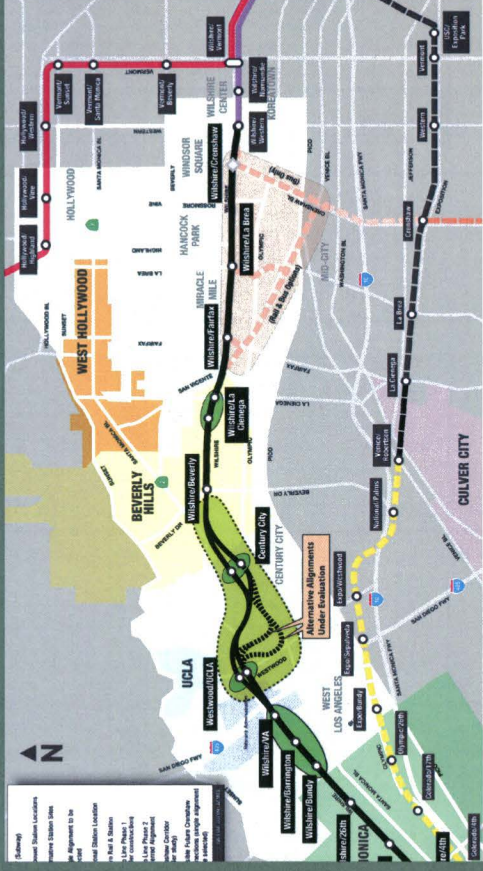
Urban Design Working Group:

- June 9th: All-day working group
- Follow-up meeting with individual cities
- Stakeholder meetings
 - UCLA
 - VA Hospital
 - LACMA
 - Developers

Westside Extension Transit Corridor Study

Next Quarter Milestones:

- Prepare 2035 Ridership Forecast
- Station Planning Workshop
- Complete Geotechnical Reports
- Continuing Environmental Analysis

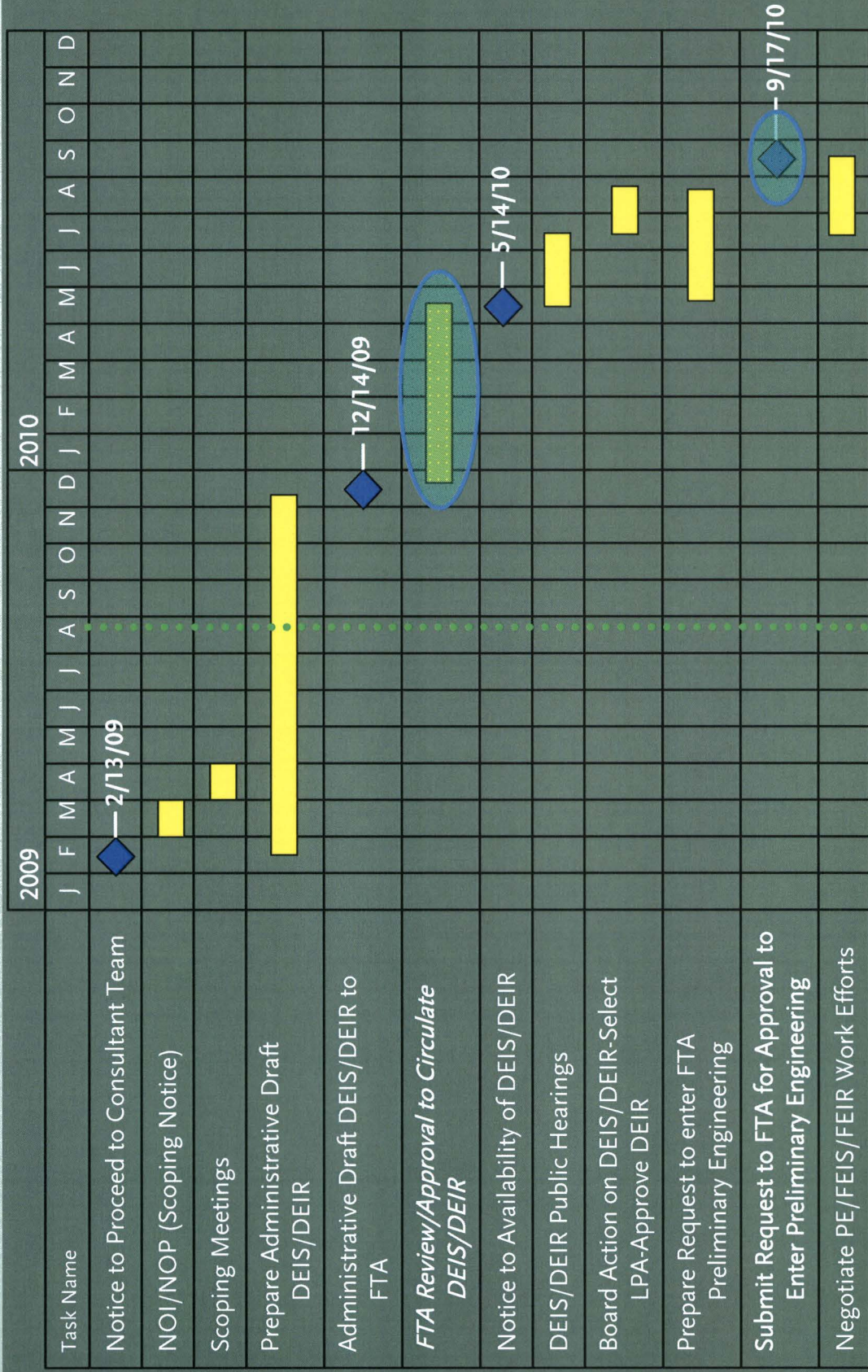


Wilshire Subway Extension Alternative



Wilshire/West Hollywood Subway Extension Alternative

Westside DEIS/DEIR Schedule to LPA



Last Revised: 08/07/09

- = Task Duration
- = Milestone Date
- = FTA Action

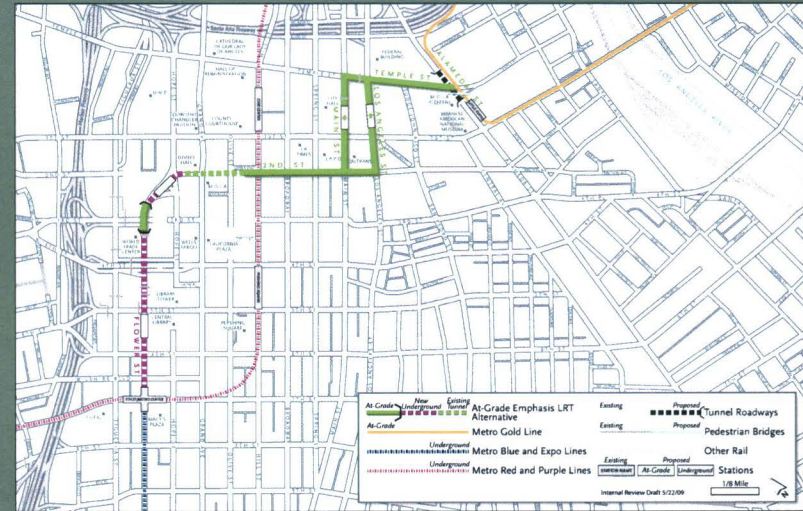


Regional Connector Transit Corridor Study

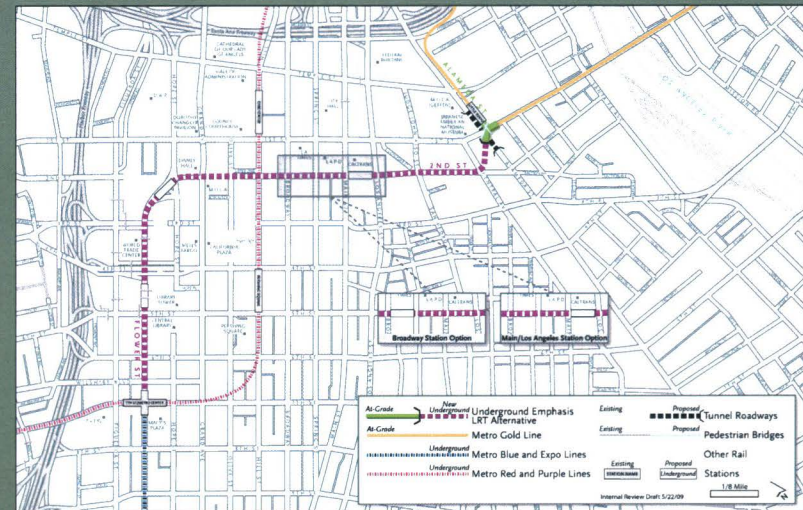
Last Quarter

Accomplishments:

- Station area meetings with working groups were held on June 16th, 17th, & 18th
- TAC Meeting held on June 30th
- Ongoing geotechnical testing from June 8th to September 2nd
- Interagency coordination mtgs. held with:
 - LADOT, County PW, County Flood Control, & City BOE
- Little Tokyo working group meeting on August 5th



At-Grade Emphasis

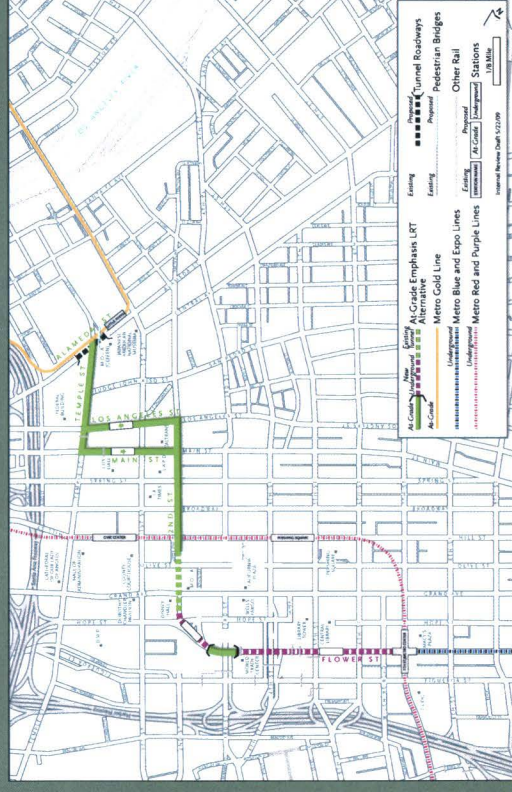


Underground Emphasis

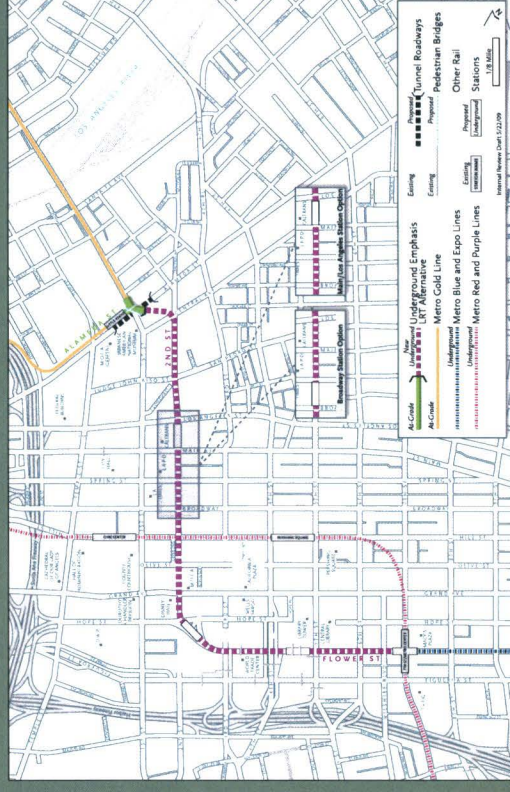
Regional Connector Transit Corridor Study

Next Quarter Milestones:

- TAC meeting scheduled for October 20th
- Urban Design working group meeting on September 9th
- Community Update meetings scheduled in November
- Continuing Environmental Analysis



At-Grade Emphasis

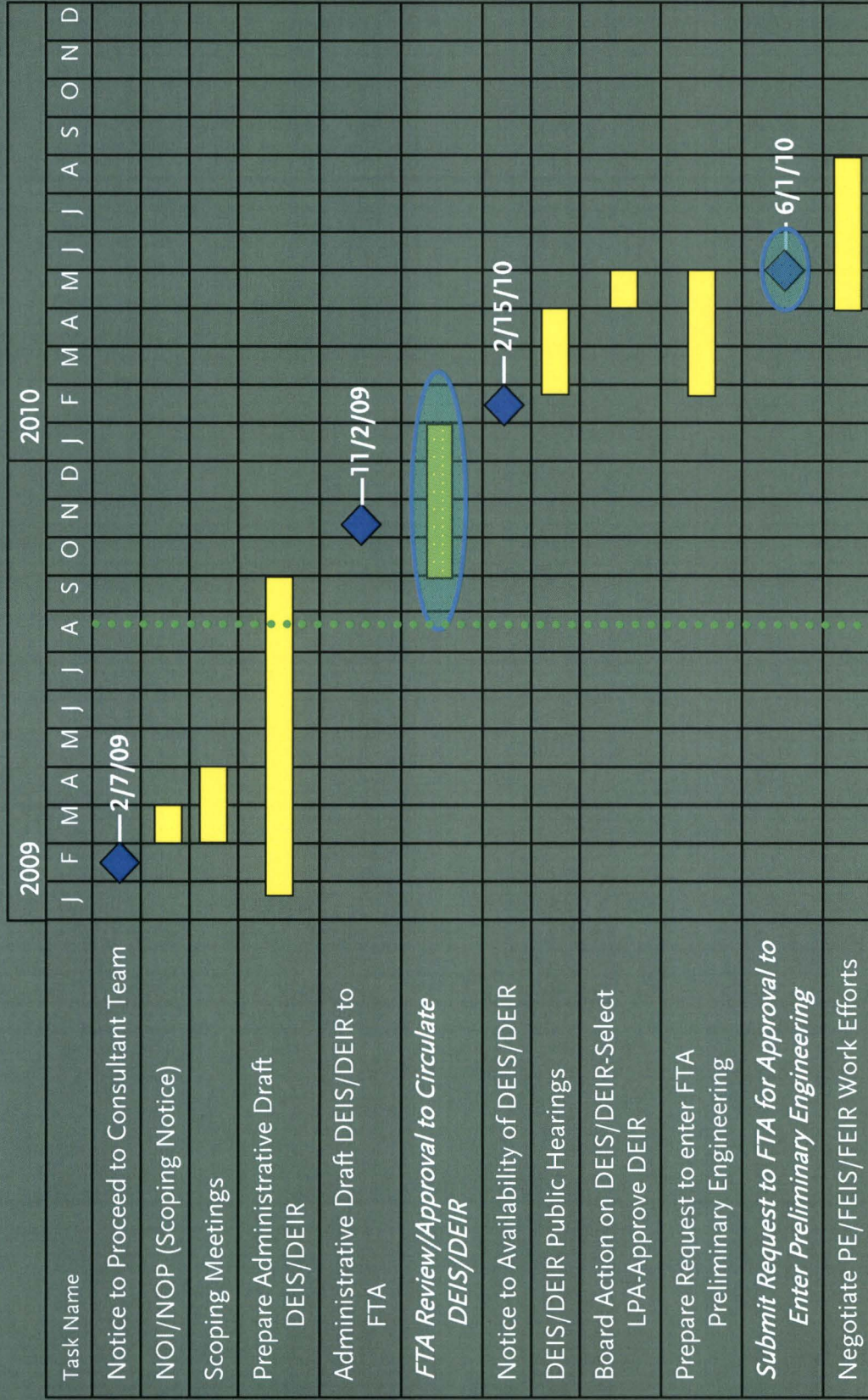


Underground Emphasis



Metro

Regional Connector DEIS/DEIR Schedule to LPA



Last Revised: 08/07/09

◆ = Milestone Date
 ○ = FTA Action



Eastside Transit Corridor Phase 2

Last Quarter

Accomplishments:

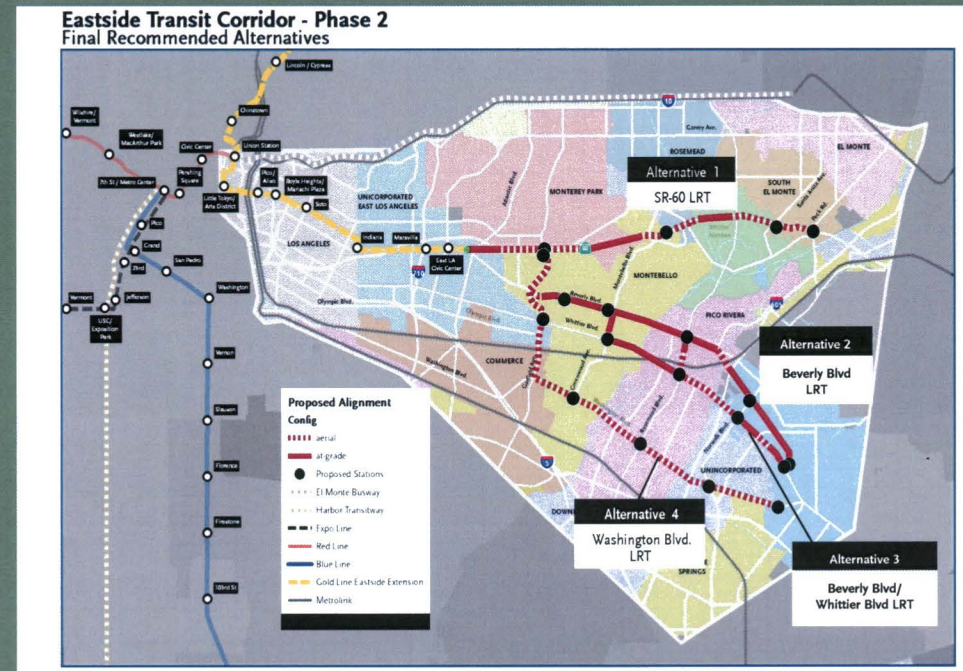
- Community meetings:
 - Alignment Focus Group Meetings
 - Briefings with Key Stakeholders
 - One-On-One City Work Sessions



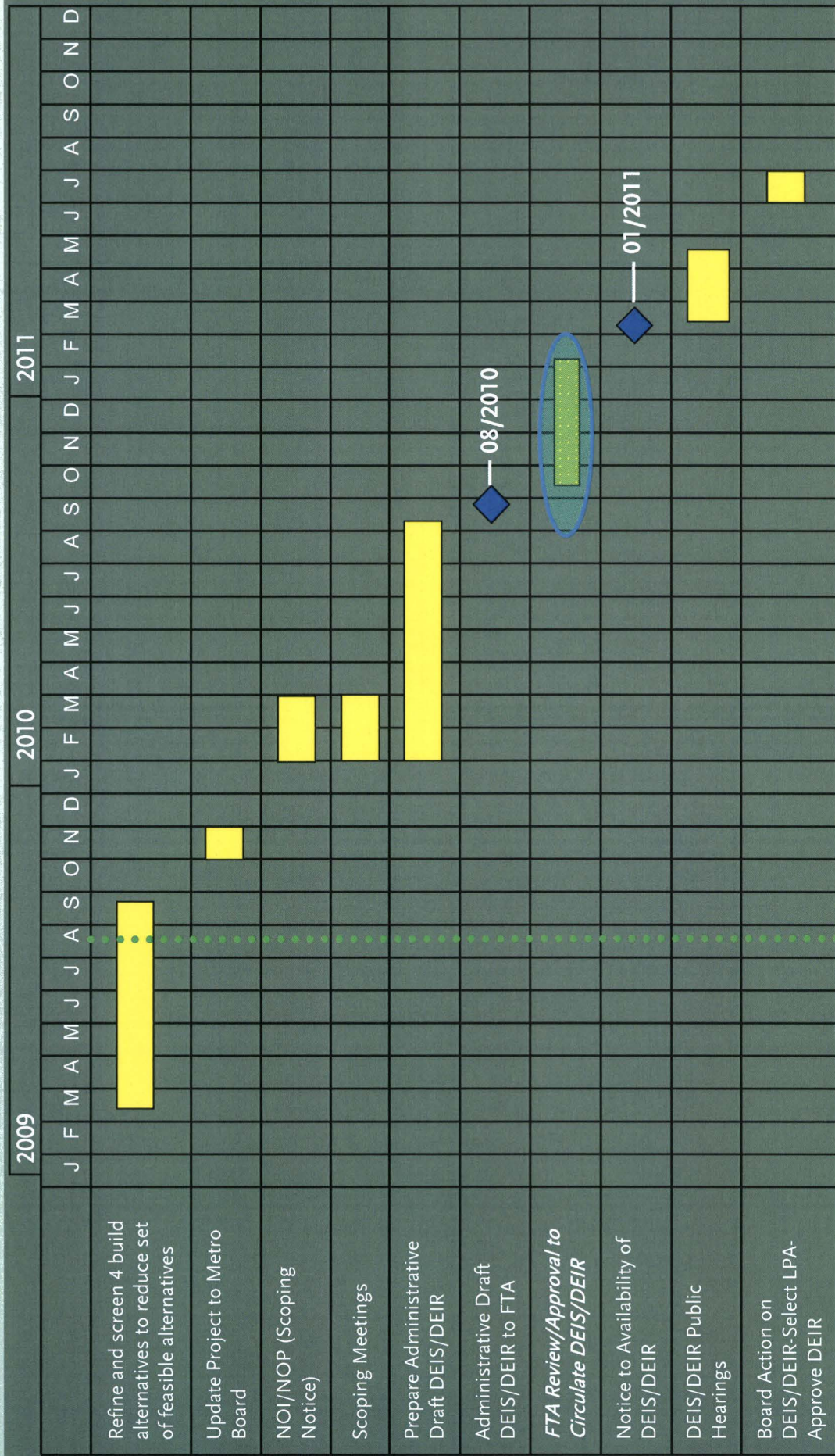
Eastside Transit Corridor Phase 2

Next Quarter Milestones:

- Project Update to Technical Advisory Committee
- Community Open Houses
- Further Technical Analysis to Refine 4 Build Alternatives
- Metro Board Update



Eastside Transit Corridor – Phase 2 DEIS/DEIR Schedule to LPA



Last Revised: 08/07/09

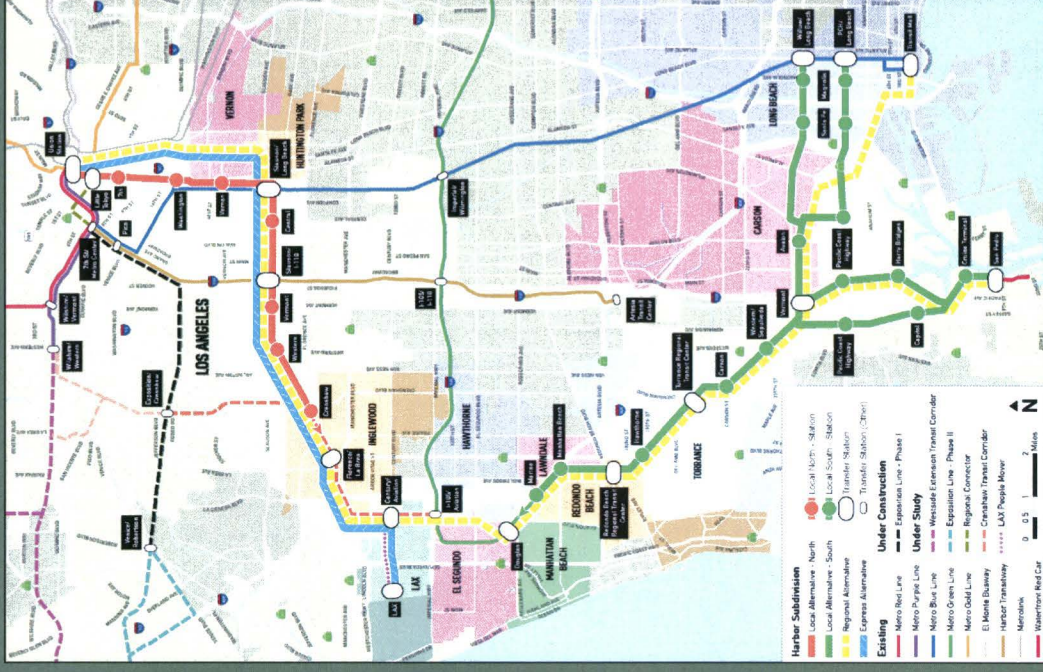
◆ = Milestone Date
 ○ = FTA Action



Harbor Subdivision

Previous Quarter Accomplishments:

- Metro Board Received Screened Alternatives and Modes
- AA Identified 4 Build Alternatives
 - Local (North) from Los Angeles Union Station (LAUS) to Los Angeles International (LAX), with Light Rail Transit (LRT) or Self Propelled Rail (SPR) modes
 - Local (South) from LAX to San Pedro or Long Beach, with LRT or SPR modes
 - Regional from LAUS to San Pedro or Long Beach, with LRT, SPR, Electric Multiple Unit (EMU), Commuter Rail modes
 - Express from LAUS to LAX, with LRT, SPR, EMU, Commuter Rail modes
- Continue Community Outreach
 - Held TAC Workshops
- Completed:
 - Purpose and Need Draft Initial Alternatives Screening Report

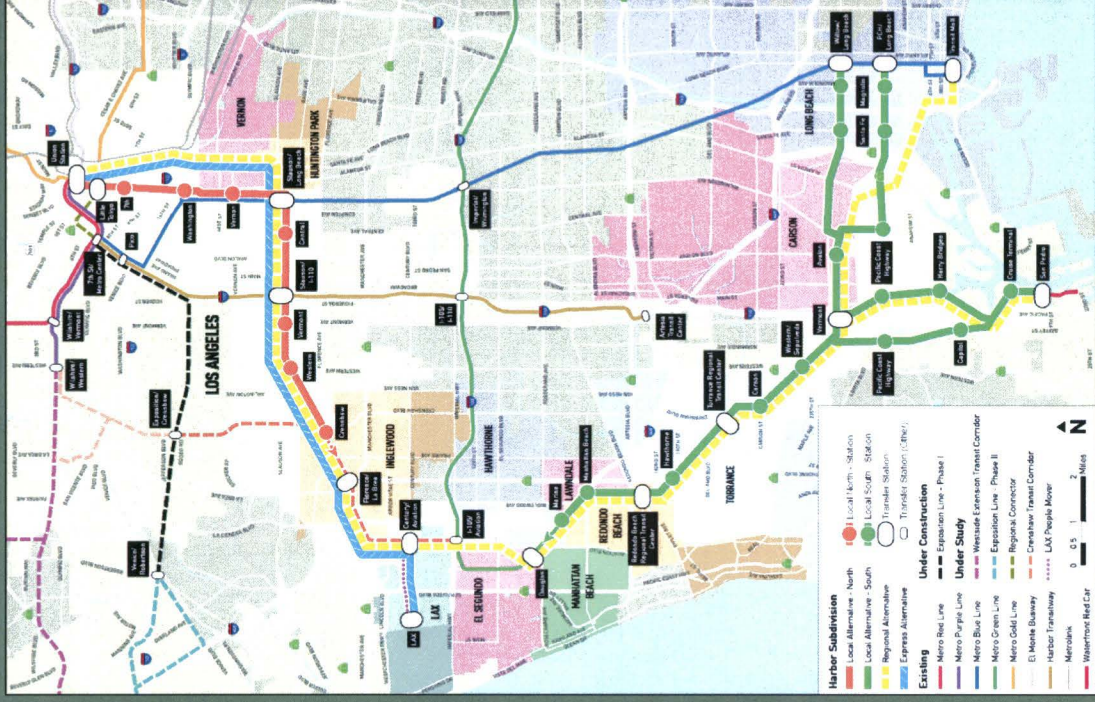


Metro

Harbor Subdivision

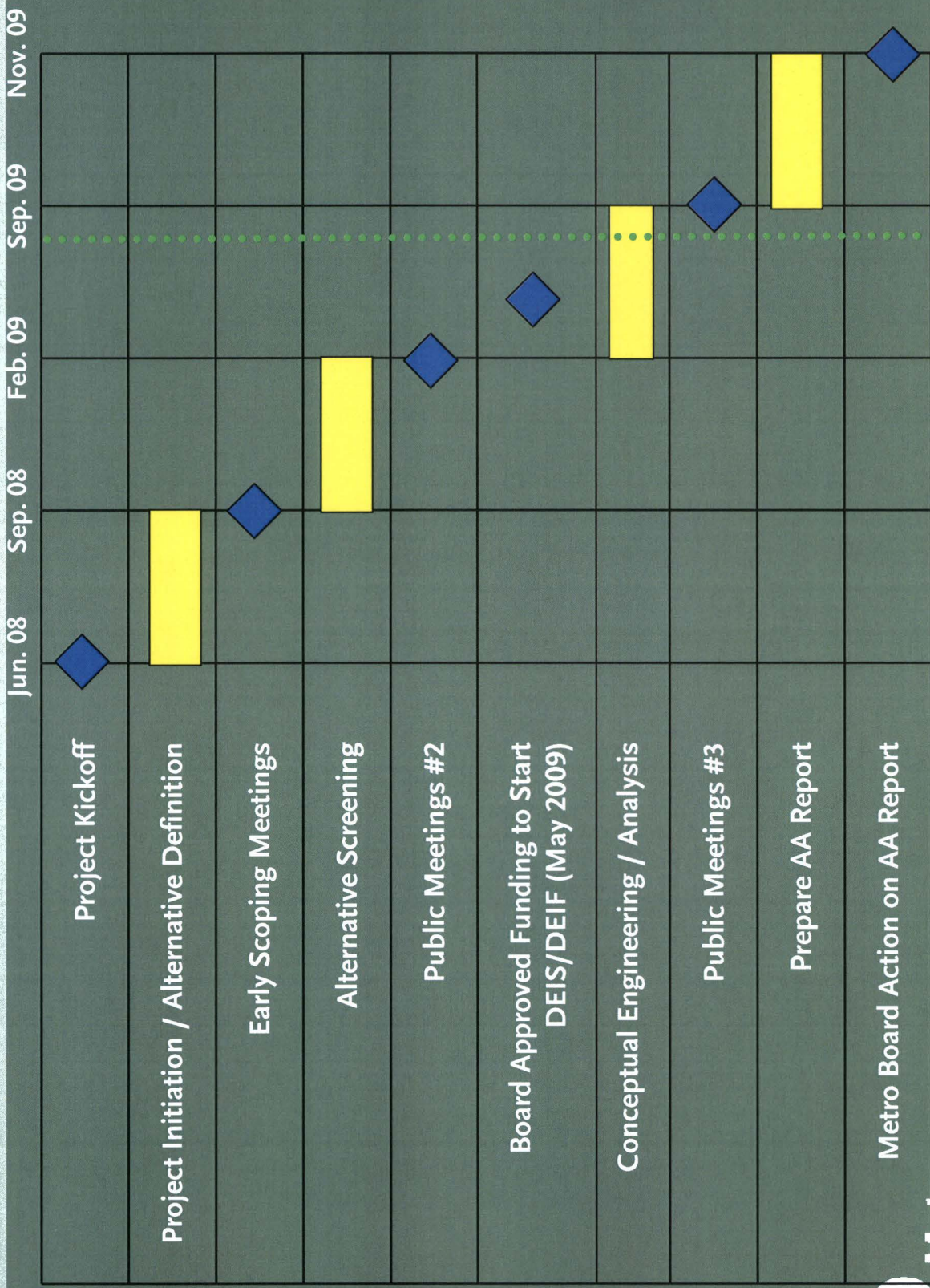
Next Quarter Milestones:

- 3rd Round of Public Meetings
- AA Report to Metro Board
 - Travel Demand Model
 - Conceptual Engineering
 - Capital, O&M Costs
 - Urban Design



Metro

Harbor Subdivision Schedule



Last Revised: 08/07/09

◆ = Milestone Date



Metro

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – May 28, 2008

Outstanding Action Items	There was one (1) Outstanding Action Item that was identified at the May 28, 2008 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
02-05/28/08	Rail Fleet Management Plan and Operations and Maintenance Plan: The LACMTA will provide the PMOC/FTA draft copies of the Rail Fleet Management Plan and provide a formal submission of the Operations and Maintenance Plan that is focused on MGLEE operations by March 31, 2009.
	<i>Status: Completed</i>

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – March 4, 2009

Outstanding Action Items	There were two (2) Outstanding Action Items that were identified at the March 4, 2009 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
01-03/04/09	Safety and Security Management Plan: The LACMTA will provide the PMOC/FTA draft copies of the Safety and Security Management Plan by March 31, 2009.
	<i>Status: Completed</i>
02-03/04/09	Mid-Way Yard: The LACMTA will provide the PMOC/FTA a white paper on the Mid-Way Yard detailing the work around strategy for maintenance, storage and repair of rail vehicles before the May 27, 2009 FTA New Starts Projects Quarterly Review Meeting.
	<i>Status: Pending</i>

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – May 27, 2009

New Action Items	There were two (2) New Action Items that was identified at the May 27, 2009 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
01-05/27/09	Bus Fleet Management Plan: The LACMTA will provide the PMOC/FTA draft copies of the Bus Fleet Management Plan by August 26, 2009.
	<i>Status: Pending</i>
02-05/27/09	Pomona/Atlantic Temporary Parking Plan: The LACMTA will provide the PMOC/FTA a revised plan for temporary parking at the Metro Gold Line Eastside Extension terminus station.
	<i>Status: Completed</i>

