

Los Angeles County
Metropolitan Transportation Authority

May 27, 2009

FTA Quarterly Review Briefing Book



Metro

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AGENDA
FTA NEW START PROJECTS
QUARTERLY REVIEW MEETING

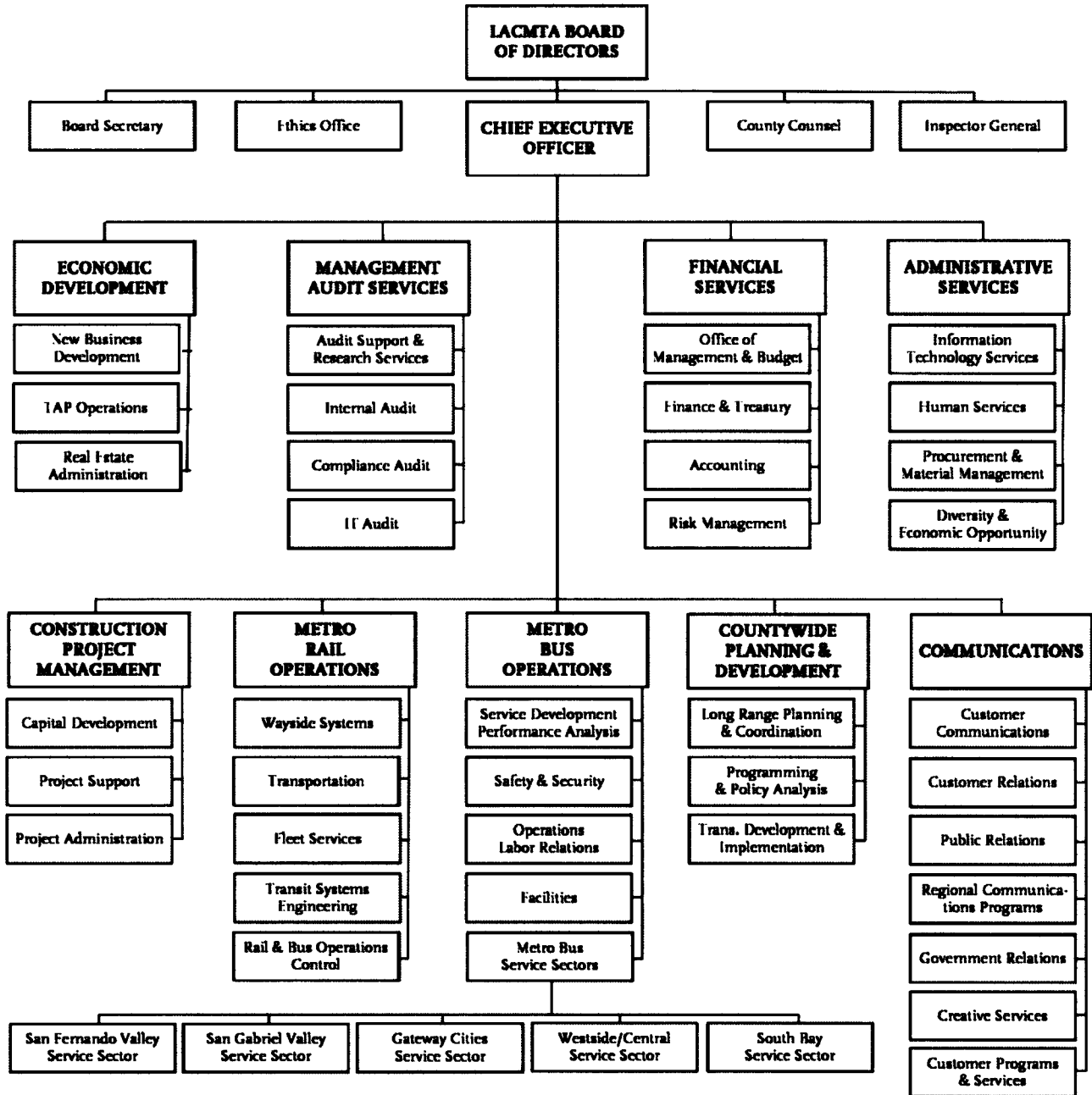
Los Angeles County
Metropolitan Transportation Authority
Wednesday, May 27, 2009 – 10:00 a.m.
Windsor Conference Room – 15th Floor

- | 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. Transit Oriented Development/P3 <ul style="list-style-type: none">• LA Fast Lane Project• Culver City TOD | Roger Moliere |
| F. General Safety and Security Issues <ul style="list-style-type: none">• Safety Certification | Jack Eckles |
| G. P2550 Rail Vehicle Program | Richard Lozano |
| H. Metro Rail Operating Plans Status <ul style="list-style-type: none">• Operations and Maintenance Plan• Rail Fleet Management Plan | Mike Cannell |
| I. Metro Bus Operating Plan Status <ul style="list-style-type: none">• Bus Fleet Management Plan | Carolyn Flowers |
|
 | |
| II. METRO CONSTRUCTION REPORTS | |
| A. Construction Project Management Overview | Rick Thorpe |
| B. Metro Gold Line Eastside Extension <ul style="list-style-type: none">• Issues/Accomplishments• Overall Cost, Schedule, Critical Path Status• Construction/ Installation and Testing Update• Quality Assurance | Dennis Mori |
| C. Mid City/Exposition LRT Project <ul style="list-style-type: none">• Environmental Issues | Eric Olson |
|
 | |
| III. METRO PLANNING REPORTS | Carol Inge |
|
 | |
| IV. ACTION ITEMS | FTA/PMOC |
|
 | |
| V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING | |

Los Angeles County
Metropolitan Transportation Authority
Wednesday, August 26, 2009
Windsor Conference Room – 15th Floor

**METRO MANAGEMENT
ORGANIZATION CHART**

Los Angeles County Metropolitan Transportation Authority Organization Chart

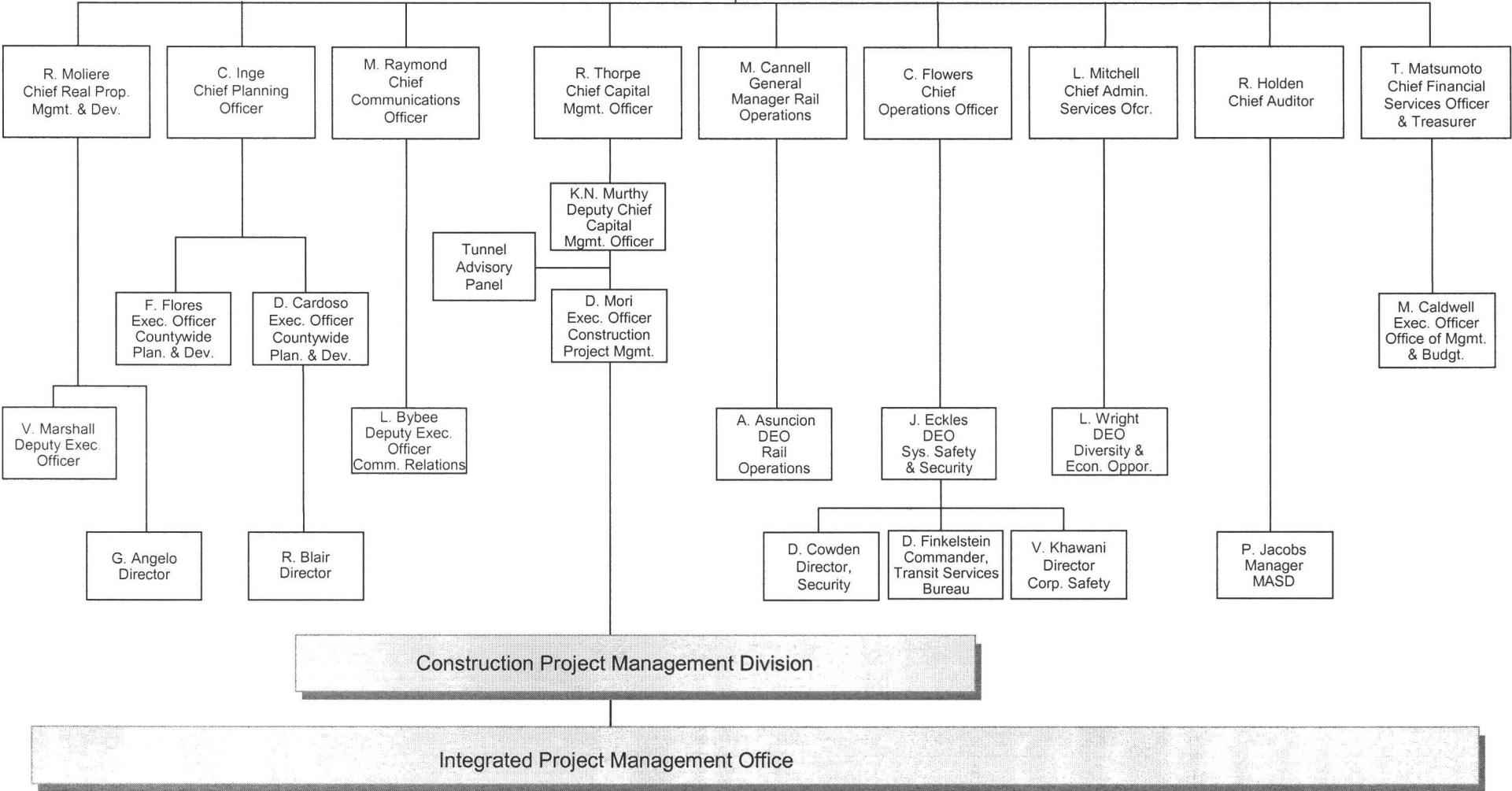


**EASTSIDE / EXPOSITION
ORGANIZATION CHARTS**

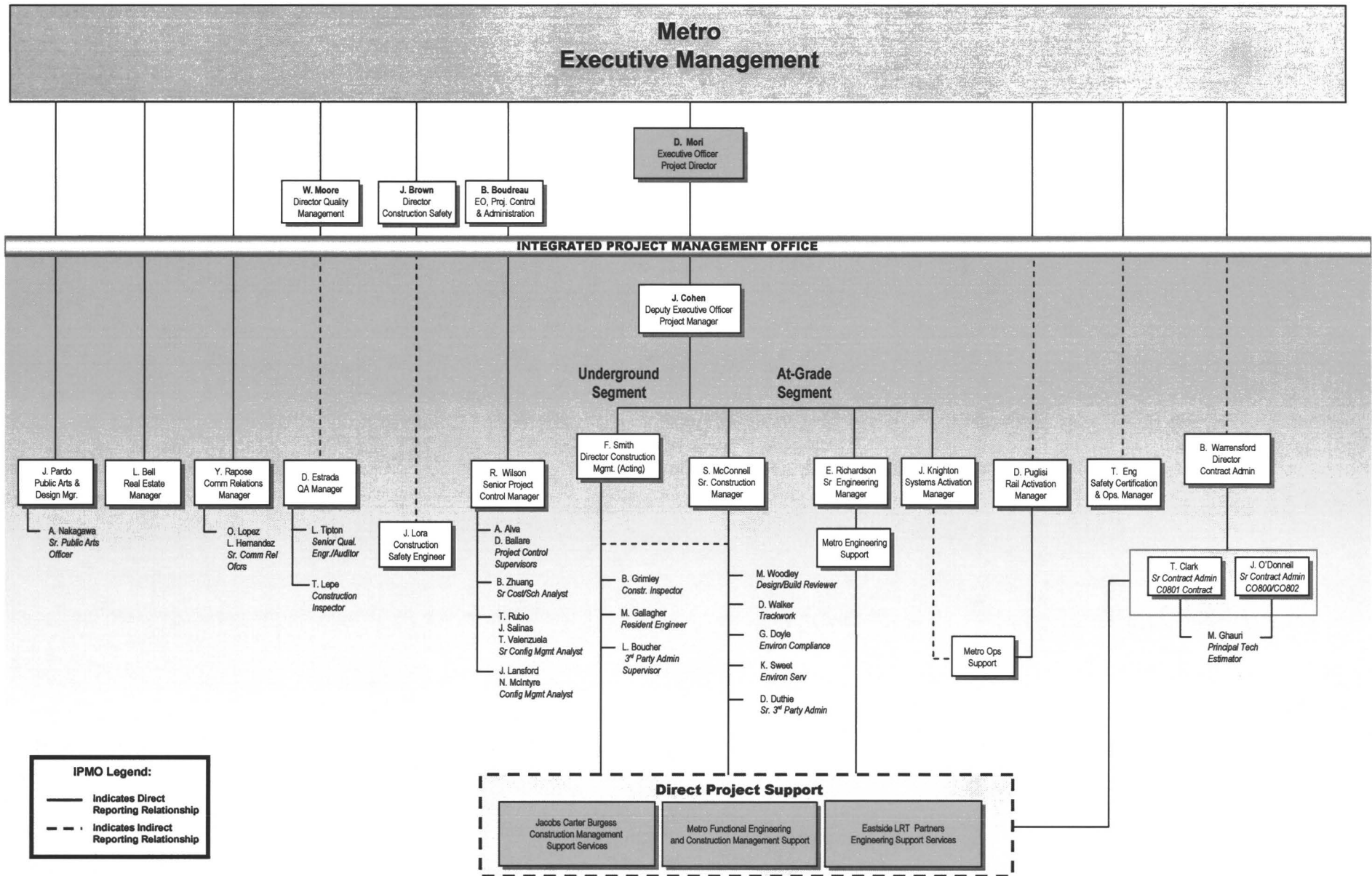
**Metro Gold Line Eastside Extension Project
Executive Management Organization**

BOARD OF DIRECTORS

A. Leahy
Chief Executive
Officer

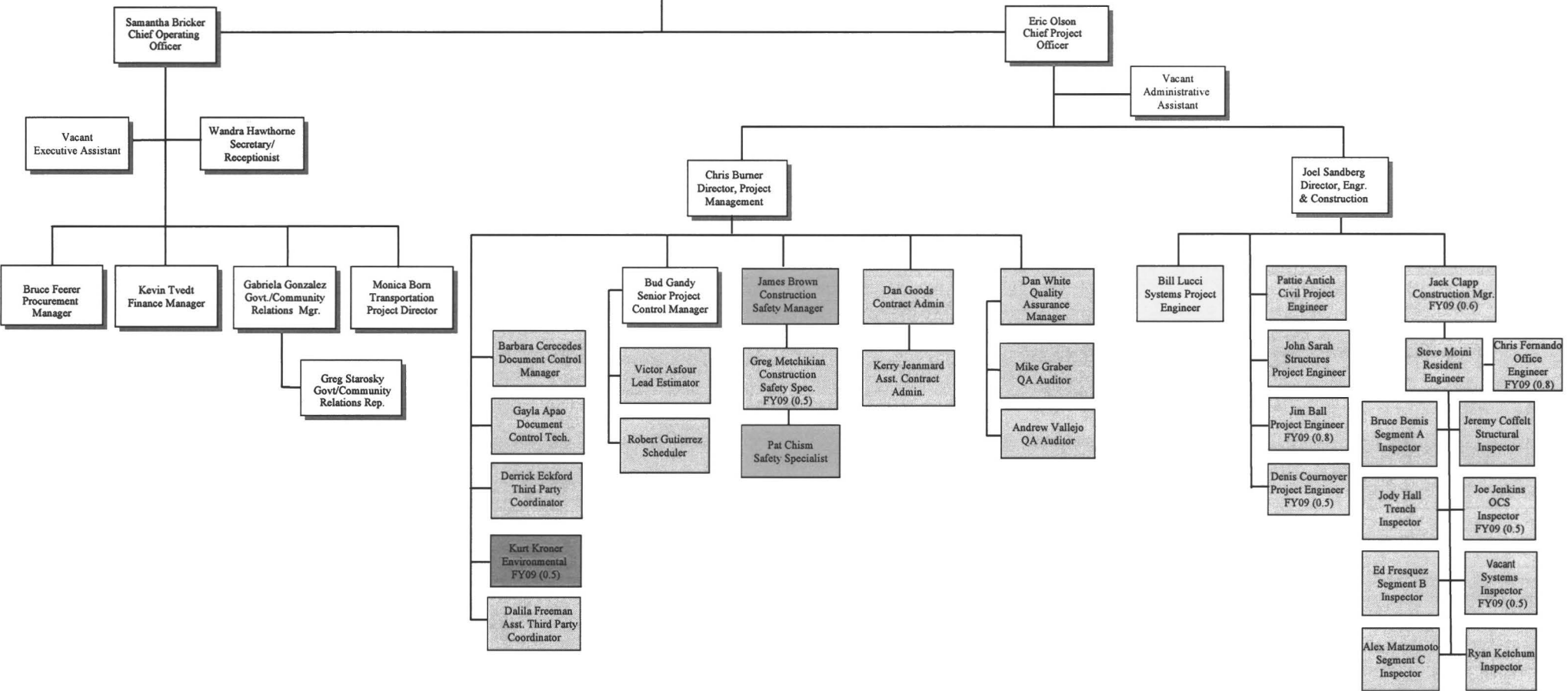
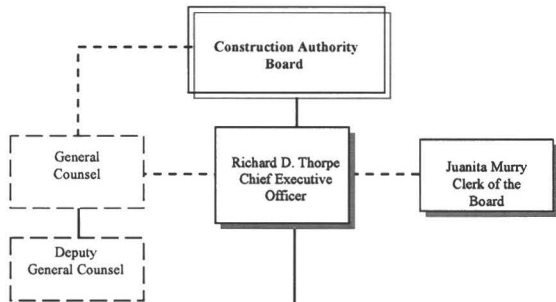


Metro Gold Line Eastside Extension Project Management Organization Structure



Construction Authority Organization Chart Fiscal Year 2009

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



Metro Non-Technical Functional Support

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

Metro Technical Support

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

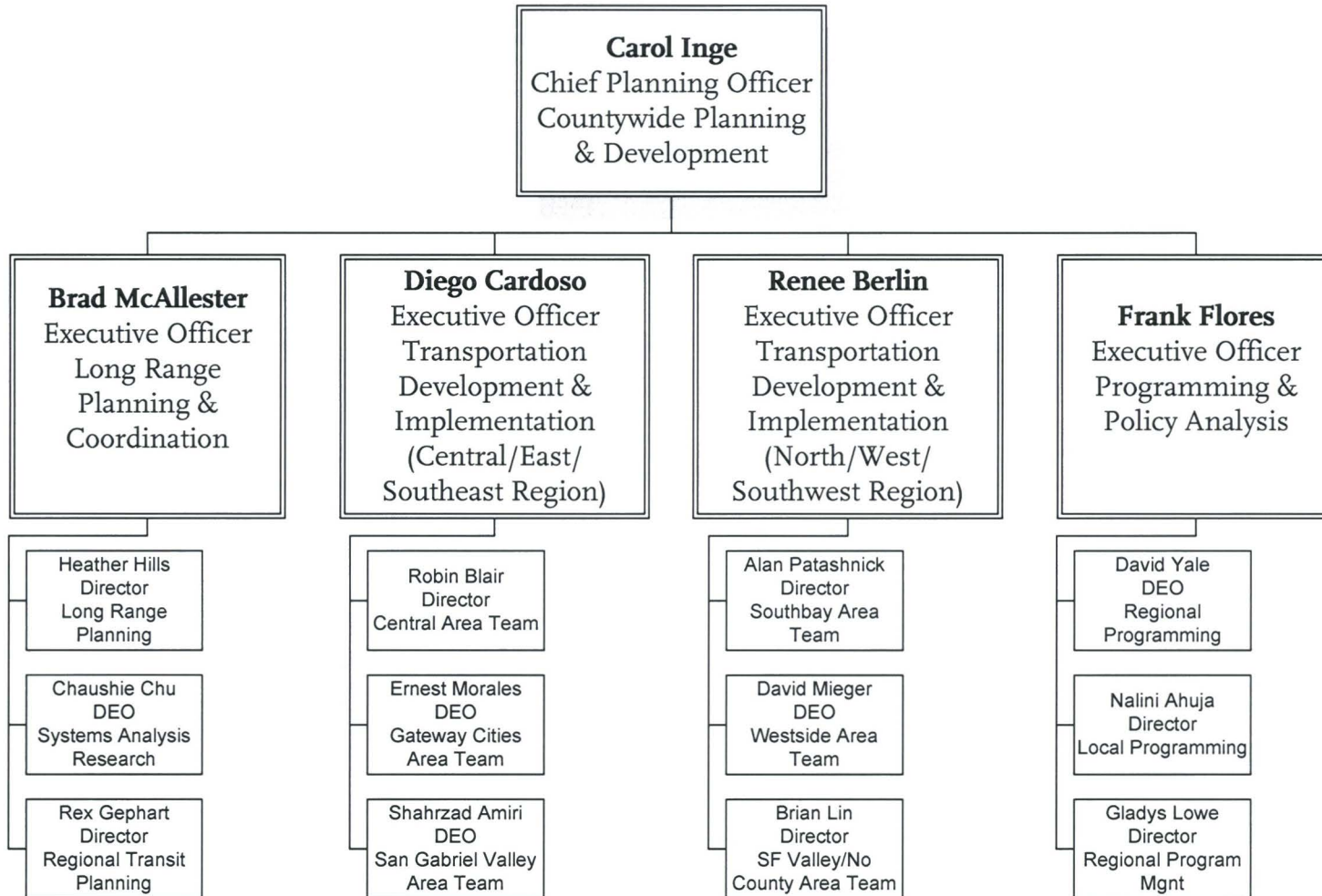
DMJM Technical Support

- Geotechnical
- Traffic Eng
- Electrical Eng
- Mechanical Eng

Carter Burgess CM Support

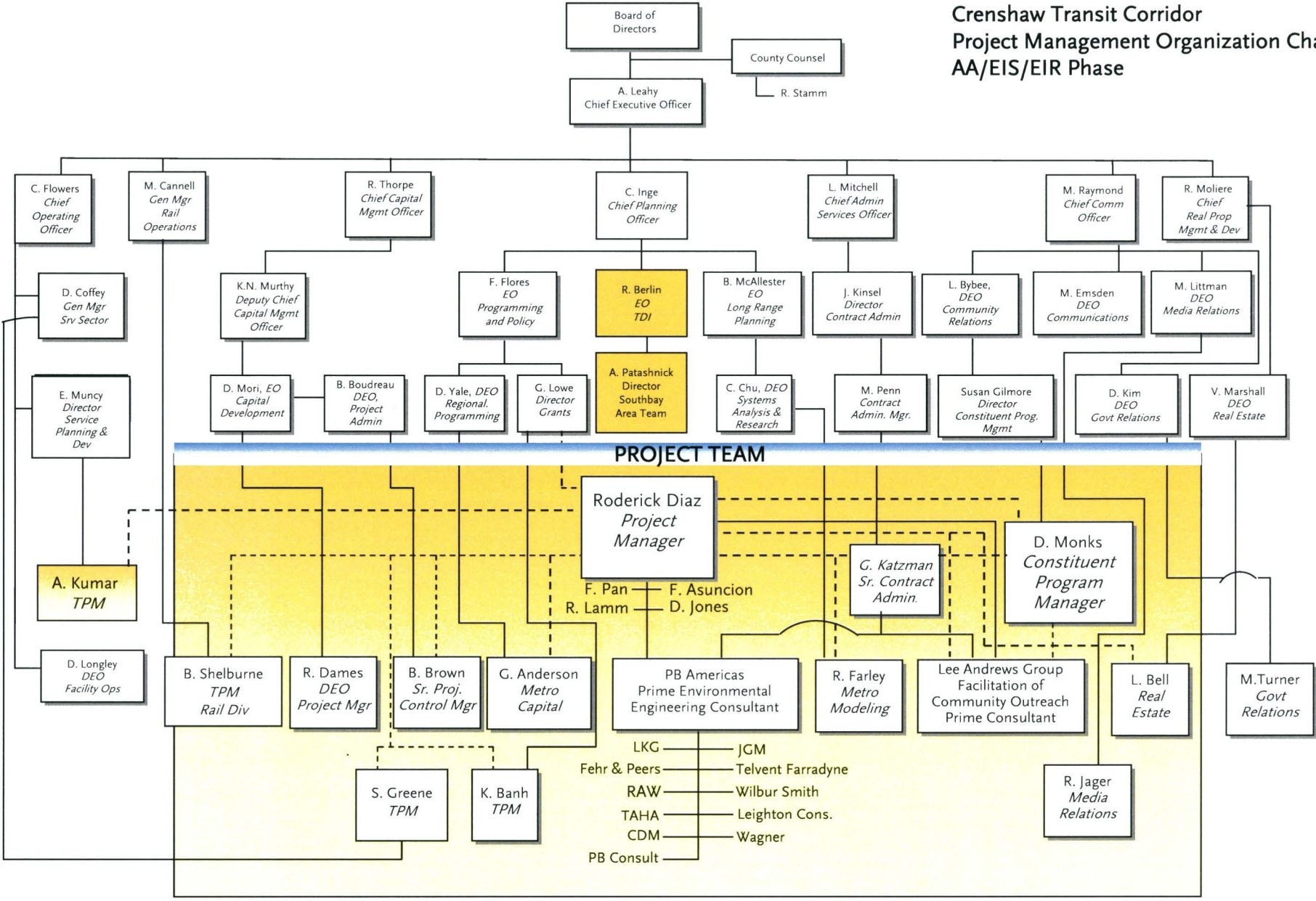
- Safety Support
- UFS Support

FY09 Countywide Planning & Development



April 29, 2009

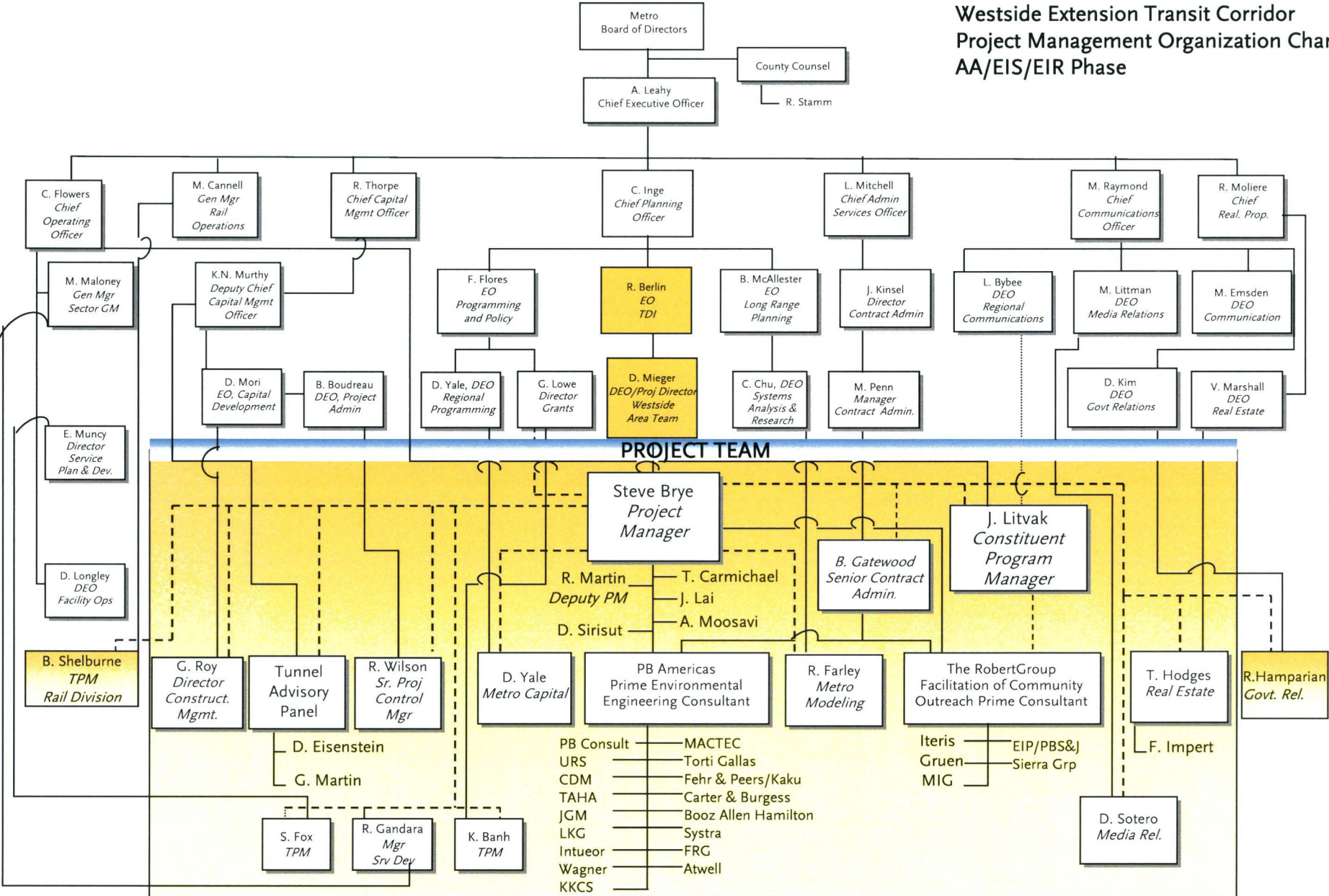
Crenshaw Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



April 29, 2009

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

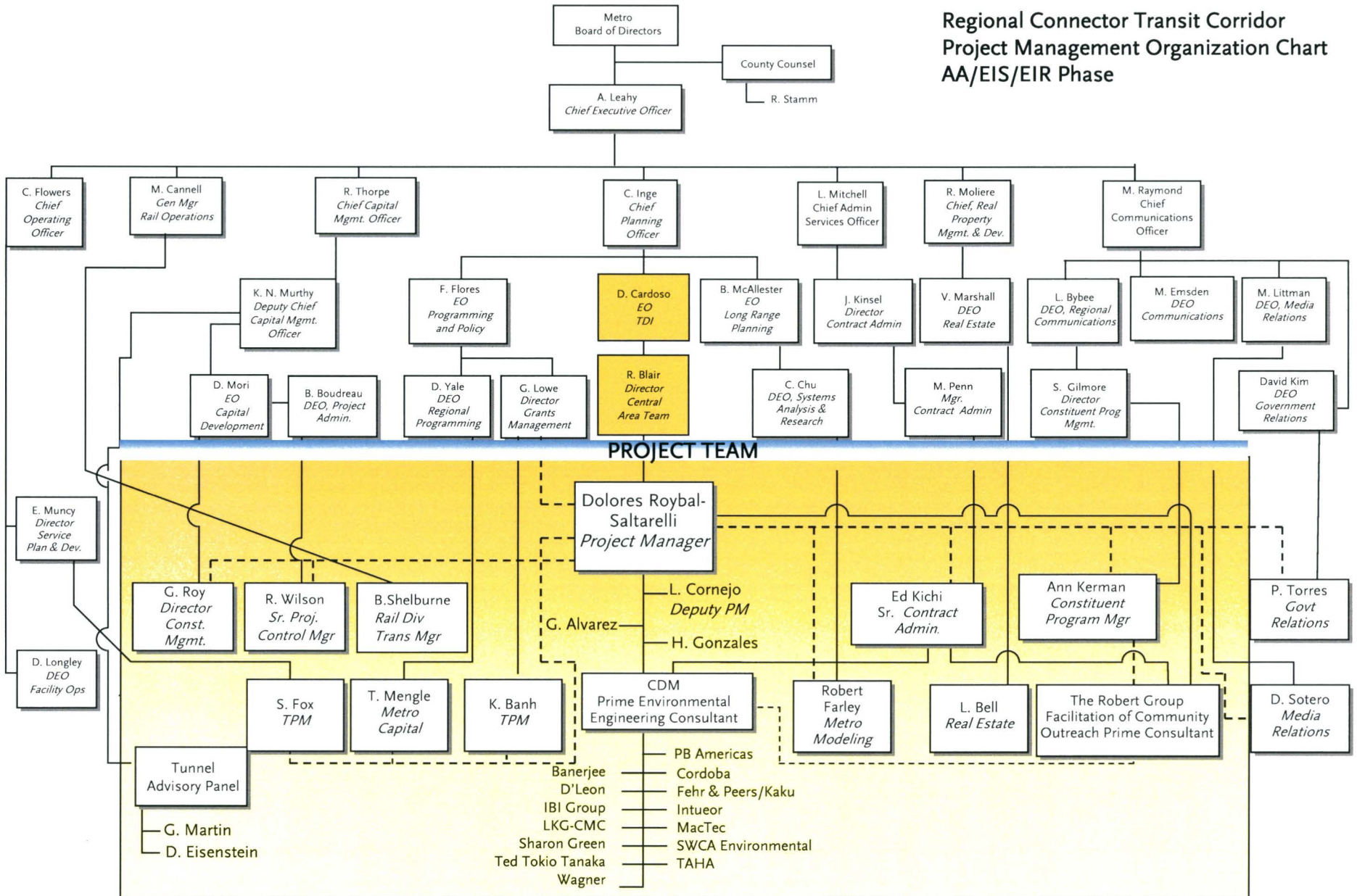
Westside Extension Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



April 29, 2009

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

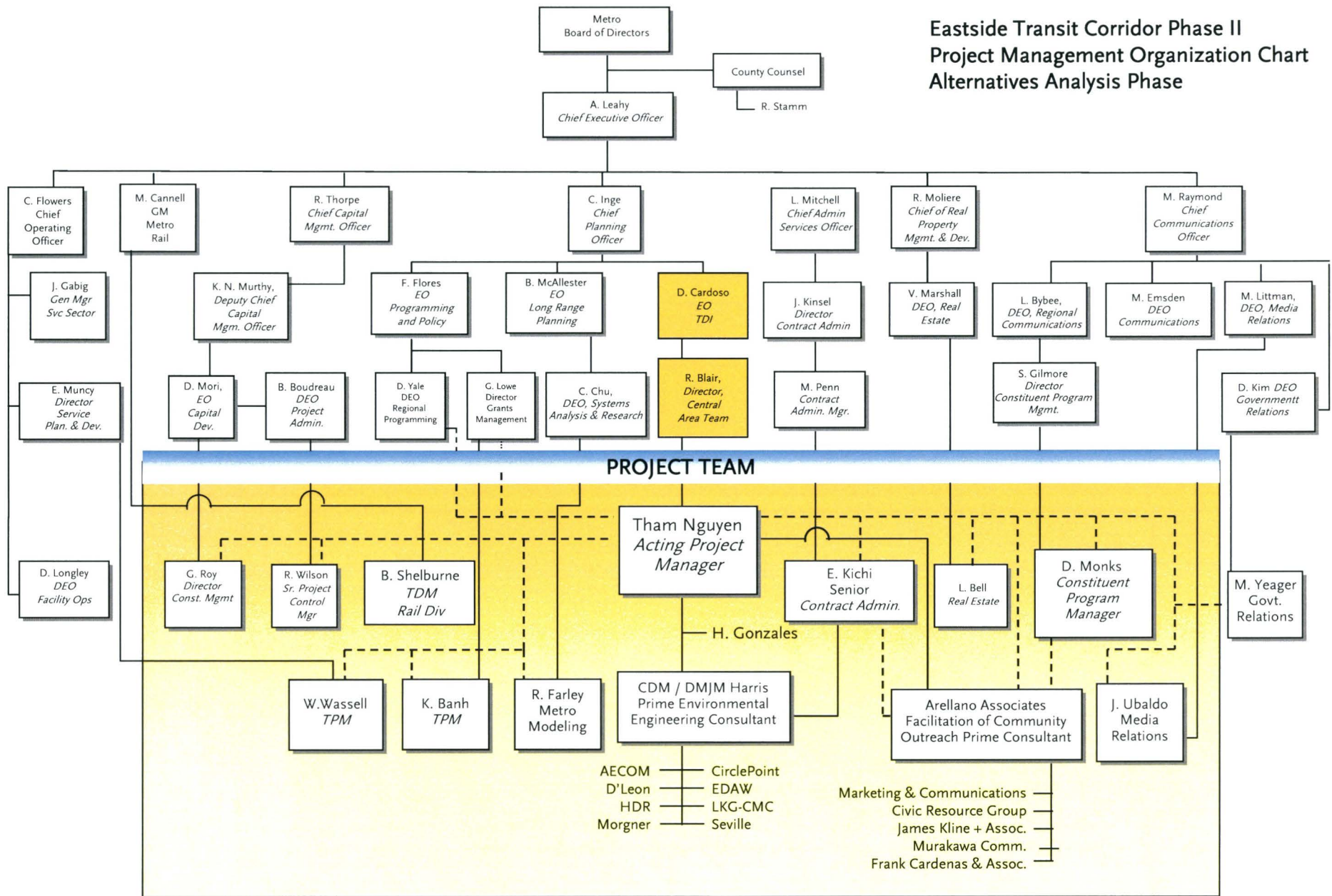
Regional Connector Transit Corridor Project Management Organization Chart AA/EIS/EIR Phase



April 29, 2009

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

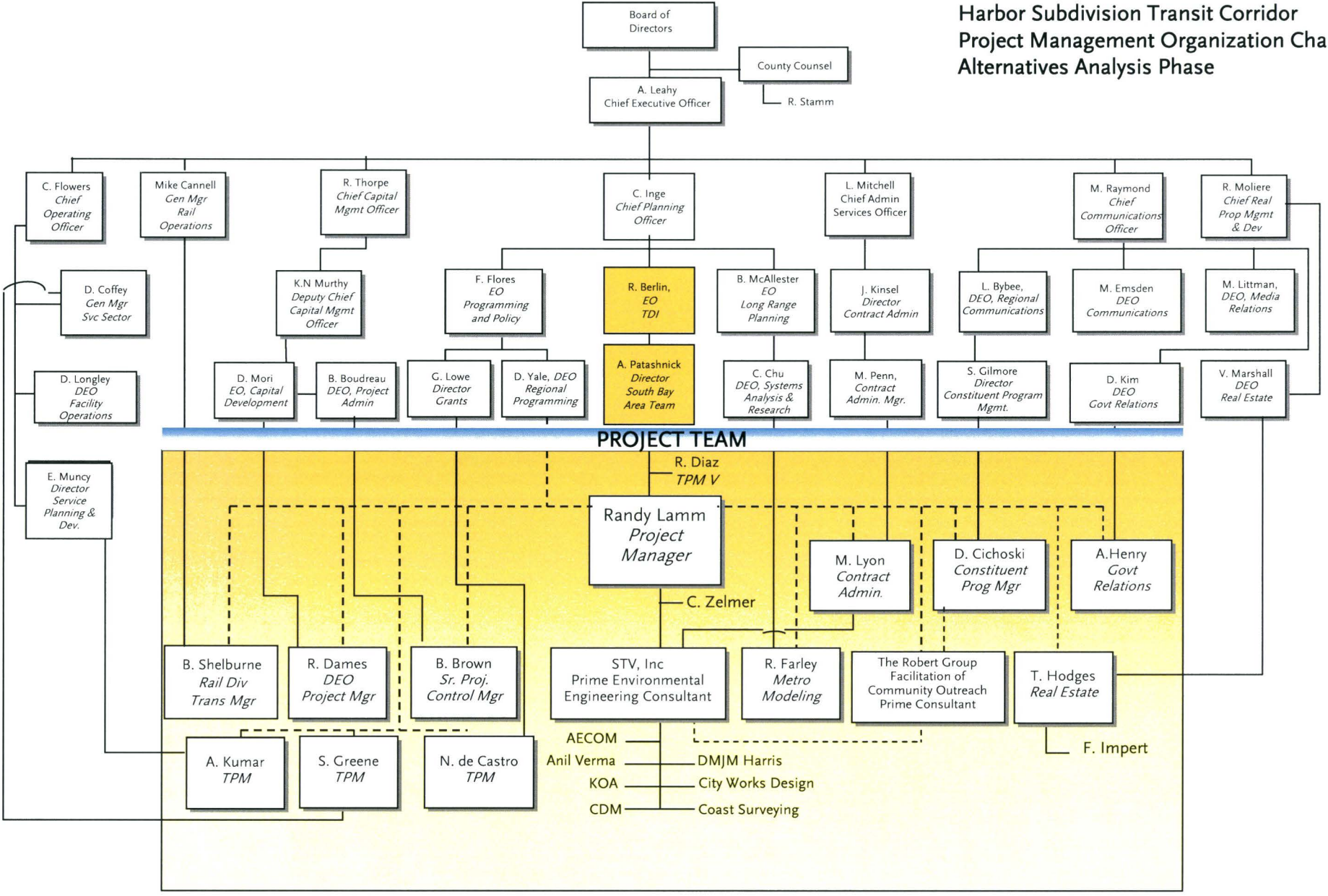
Eastside Transit Corridor Phase II Project Management Organization Chart Alternatives Analysis Phase



April 29, 2009

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

Harbor Subdivision Transit Corridor Project Management Organization Chart Alternatives Analysis Phase



April 29, 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
 April 2009

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
AB 113 (Portantino)	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
AB 672 (Bass)	Establishes a Letter of No Prejudice (LONP) process for projects funded through Proposition 1B.	SUPPORT – SPONSOR	Assembly Transportation Committee
AB 798 (Nava)	Establishes the California Transportation Financing Authority (CTFA) to facilitate construction of transportation projects including authority to approve tolling projects.	SUPPORT	Assembly Appropriations Committee
AB 1072 (Eng)	Make permanent the formula for allocating Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) funds.	SUPPORT	Assembly Transportation Committee
AB 1361 (Portantino)	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	Assembly Transportation Committee
AB 1381 (Pérez)	Makes technical changes to existing authority for congestion pricing program.	SUPPORT – SPONSOR	Assembly Appropriations Committee
AB 1471 (Eng)	Makes technical corrections and streamlines our current procurement process.	SUPPORT – SPONSOR	Assembly Transportation Committee

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

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
REAUTHORIZATION OF THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION EQUITY ACT – A LEGACY FOR USERS (SAFETEA-LU)	<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. 	SUPPORT

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

<p>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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Note: "Status" will provide most recent action on the legislation and current position in the legislative process.



COUNTY OF LOS ANGELES
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ROBERT E. KALUNIAN
Acting County Counsel

April 14, 2009

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

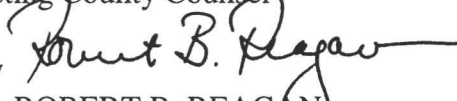
Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of March 31, 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 March 31, 2009

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham	BC150298, etc.	MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting.	Most of phase one of trial has been completed. Each party has submitted proposed statements of decision (SOD).
MTA v. Parson Dillingham	BC179027	MOS-1 and CA-03-0341, CA-90-X642	In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Awaiting court's decision of SOD.
Labor/Community Strategy Center v. MTA	CV94-5936 (TJH)	ALL	On 10/28/96, Federal Judge Hatter approved a Consent Decree reached between MTA and the class action plaintiffs. The Consent Decree provides for MTA to: (i) reduce its load factor targets (i.e. the # of people who stand on the bus), (ii) expand bus service improvements by making available 102 additional buses, (iii) implement a pilot project, followed by a 5-yr Plan, facilitate access to County-wide jobs, ed & health centers, (iv) not increase cash fares for 2-yrs & pass fares for 3-yrs beginning 12/01/96, after which MTA may raise fares subject to conditions of the Consent Decree and (v) introduce a weekly pass & an off-peak discount fare on selected lines.	Consent decree terminated by its own terms, however trial court retained jurisdiction over implementation of New Service Plan. Plaintiffs have appealed judge's denial of their motion to extend consent decree. Oral argument was heard by the Court of Appeal on 05/12/08. The court has not yet issued its ruling.

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 DBE False Claims likely in late 2009.
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**ADVANCED LAND ACQUISITION PROGRAM (ALAP) PARCELS
METRO RAIL PROJECT - MOS-2 and MOS-3
CA-90-0022**

STATUS REPORT AS OF MARCH 31, 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. This portion of the site contains the Metro subway portal.

Wilshire/Western Station

Metro has entered into a long-term ground lease and other development and operational agreements with developer KOAR Wilshire Western LLC for the development of a mixed-use residential/retail development on Metro-owned and private property at the station site. The development surrounds Metro's existing subway portal and includes a Metro bus layover facility. Construction of the development is substantially complete.

B-102 and B-103 - Temple Beaudry

Metro is negotiating with a local developer to construct a bus layover area in tandem with housing and a small component of retail as a result of a Metro Board-approved project solicitation and exclusive negotiating agreement. Metro is working with the developer to determine if it is feasible and prudent to purchase an adjacent property and include it in the development. 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 – NO CHANGE

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

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

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. Execution of the Phase A ground leases is scheduled to occur in 4Q/CY2009 and commencement of construction is scheduled to occur promptly thereafter.

Updated April 22, 2009

**METRO OPERATIONS
PERFORMANCE REPORT**

Los Angeles County
Metropolitan Transportation Authority

MAR 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	Mar. 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	3,138 303	3,150 17	◇
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,220	1,324	◇
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	65.23%	66.70%	◇
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.10	3.18	●
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.80	2.72	◇
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	Feb. YTD 8.90	Feb. 8.99	●
**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	3,099 11	2,925 0	◇
MMBTRC				1,310	1,222	1,638	1,368	1,518	◇
In-Service On-time Performance	67.47%	68.54%	65.19%**	65.60%	67.48%	67.50%	68.36%	69.58%	●
Bus Traffic Accidents Per 100,000 Miles					2.55	2.89	2.09	2.37	●
Complaints per 100,000 Boardings	5.45	4.39	3.24	3.00	2.88	3.00	3.07	3.40	◇
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	Feb. YTD 11.79	Feb. 15.90	●
**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	3,566 0	2,873 0	●
MMBTRC				1,537	1,333	1,922	1,636	1,653	◇
In-Service On-time Performance	69.12%	69.78%	68.23%	67.48%	68.50%	68.00%	68.83%	68.37%	●
Bus Traffic Accidents Per 100,000 Miles					1.99	2.77	1.79	2.02	●
Complaints per 100,000 Boardings	5.09	4.17	3.37	2.75	2.64	2.80	2.98	3.97	◇
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	Feb. YTD 10.41	Feb. 25.49	●
Division 15									
MMBCMF No. of unaddressed road calls			2,996	3,420 174*	2,933 53	3,500	2,825 11	2,965 0	◇
MMBTRC				1,175	1,151	1,469	1,220	1,432	◇
In-Service On-time Performance	66.62%	67.84%	63.84%**	64.41%	66.85%	67.00%	68.08%	70.28%	●
Bus Traffic Accidents Per 100,000 Miles					2.98	3.00	2.32	2.62	●
Complaints per 100,000 Boardings	5.70	4.55	3.14	3.16	3.05	3.20	3.14	3.02	●
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	Feb. YTD 13.31	Feb. 10.27	◇

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

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

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

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

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

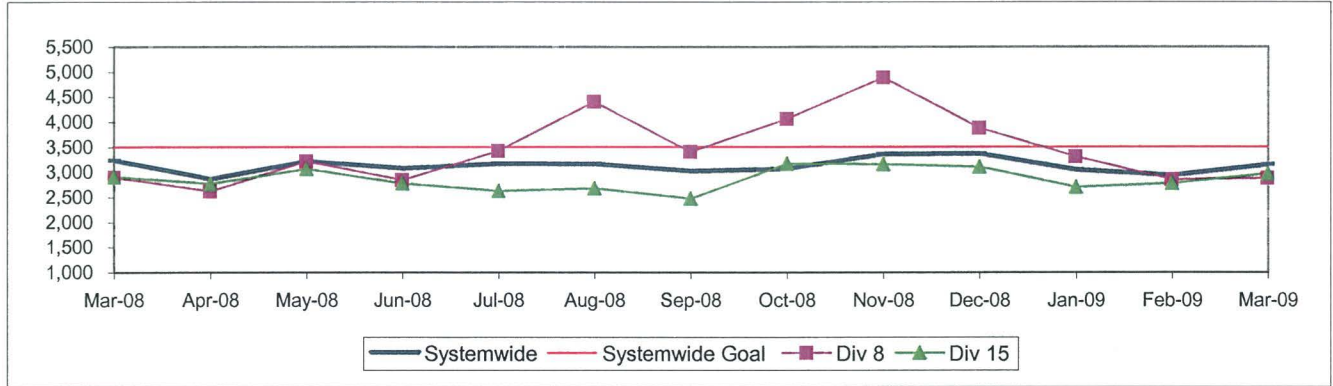
SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE

Systemwide and Divisions 8 and 15

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

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

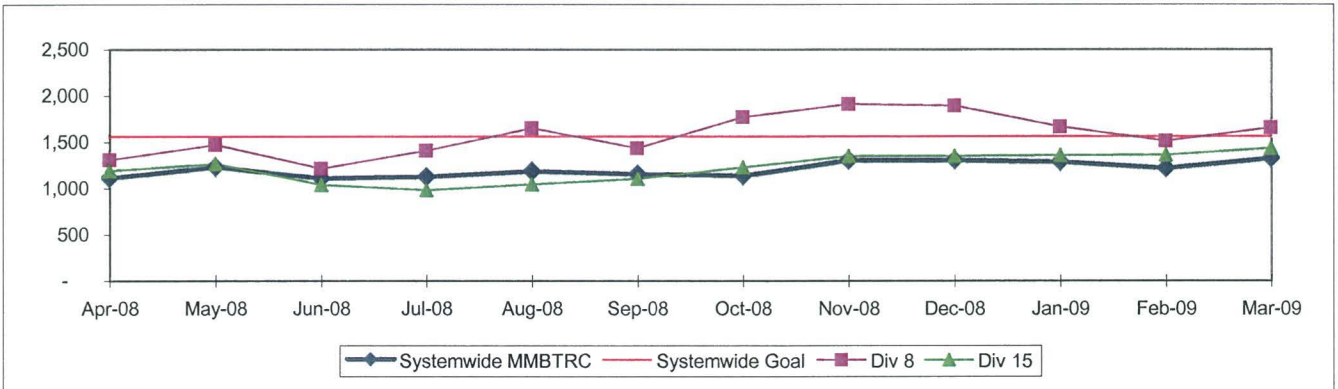


MEAN MILES BETWEEN TOTAL ROADCALLS

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*

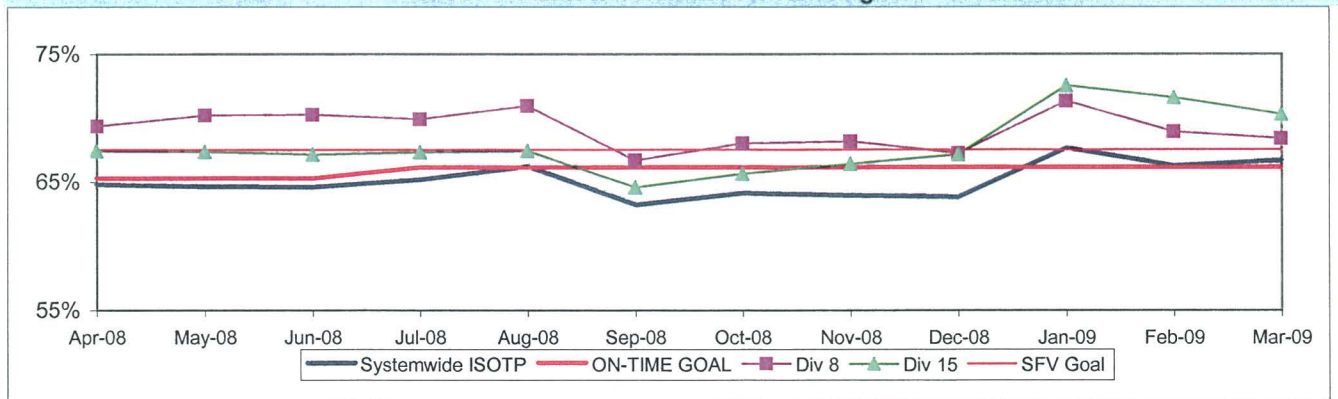
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

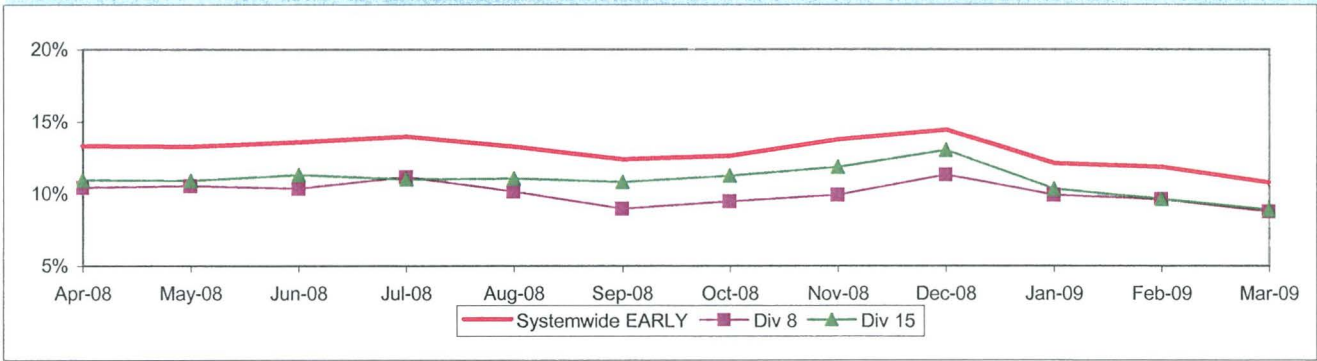
* Division 15 November data not available.

Systemwide and Bus Operating Divisions 8 and 15

ISOTP - 1 Minute Tolerance for Running Hot



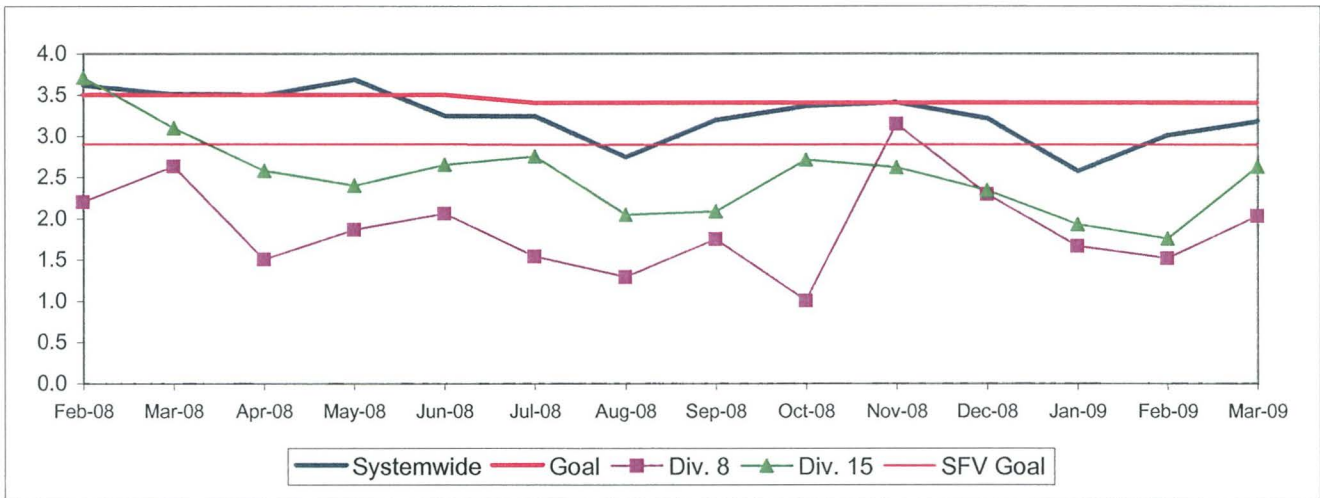
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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))

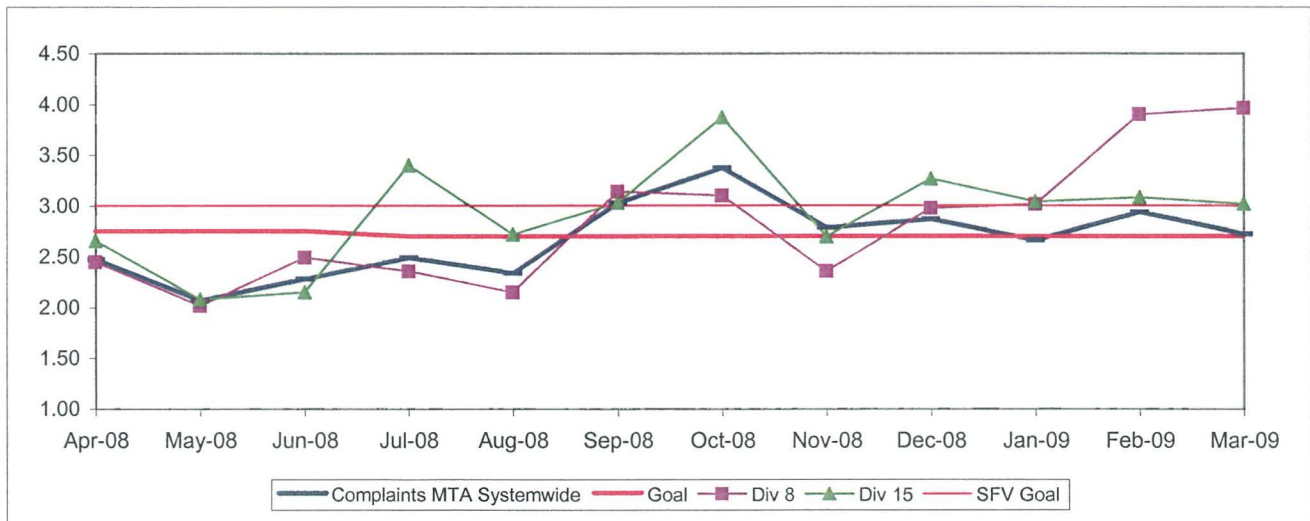


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

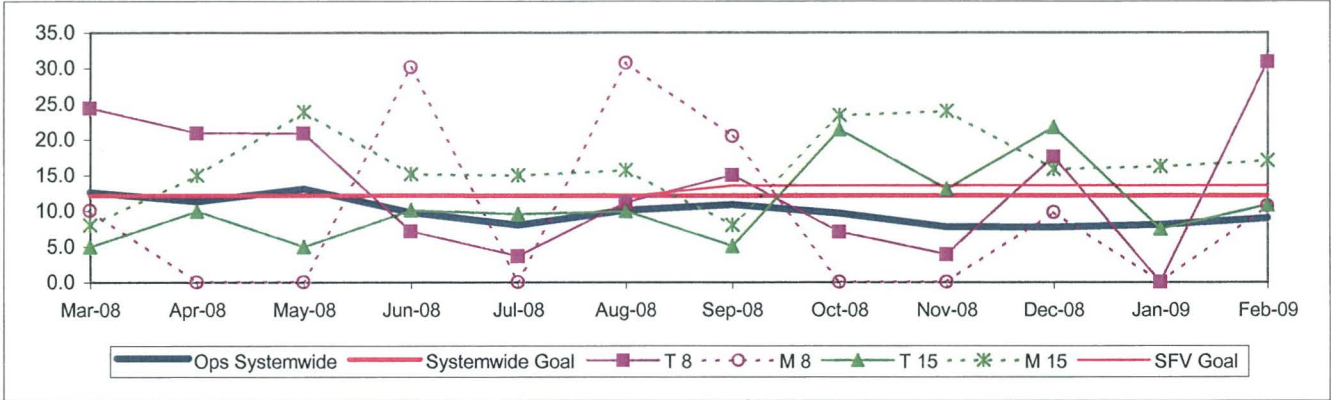


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.

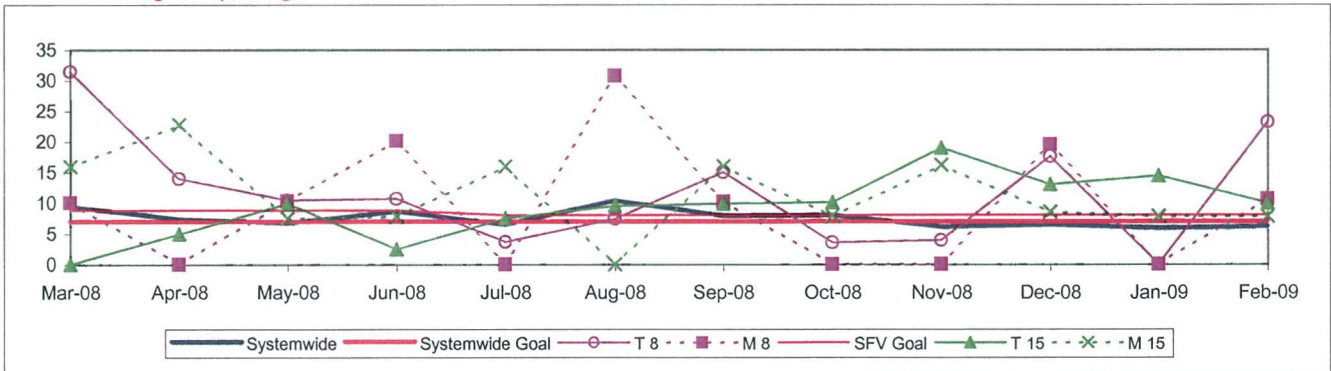


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.

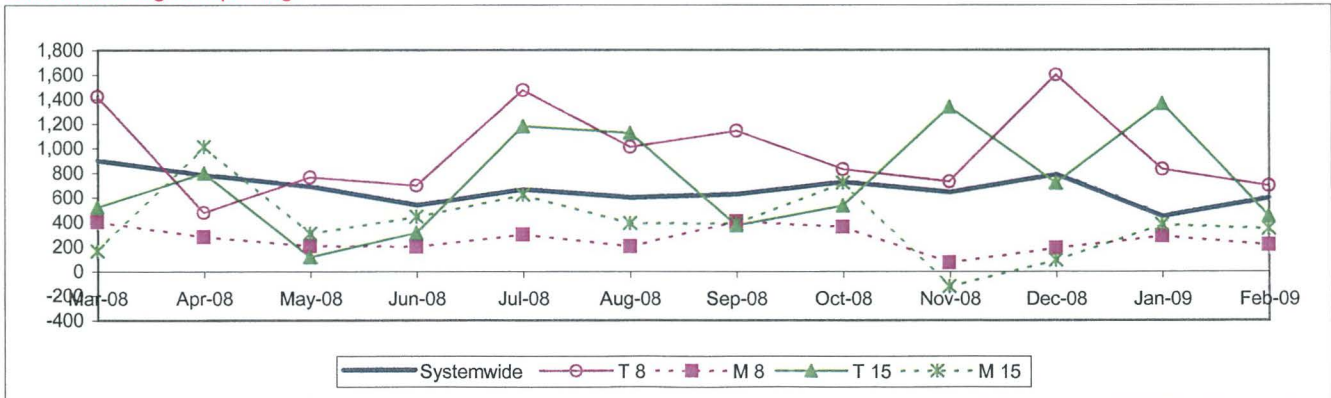


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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 operations¹:

- * 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	Mar. 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	3,138 303	3,150 17	◊
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,220	1,324	◊
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	65.23%	66.70%	◊
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.10	3.18	●
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.80	2.72	◊
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	Feb. YTD 8.90	Feb. 8.99	●
SGV Sector									
MMBMF No. of unaddressed road calls			3,467	3,376 88*	3,300 133	3,500	3,321 69	3,218 1	◊
MMBTRC				1,618	1,516	2,023	1,692	1,856	◊
In-Service On-time Performance	69.98%	70.10%	68.59%	65.85%	66.83%	67%	69.11%	70.32%	●
Bus Traffic Accidents Per 100,000 Miles					3.20	2.90	2.81	3.29	●
Complaints per 100,000 Boardings	3.80	2.95	2.18	2.49	2.58	2.50	2.94	2.51	◊
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	Feb. YTD 12.56	Feb. 12.54	◊
Division 3									
MMBMF No. of unaddressed road calls			2,690	2,838 58*	2,573 45	3,500	2,506 21	2470 0	◊
MMBTRC				1,239	1,132	1,549	1,219	1,382	◊
In-Service On-time Performance	70.80%	71.06%	70.05%	16.54%	66.83%	67%	68.96%	69.64%	●
Bus Traffic Accidents Per 100,000 Miles					4.24	3.60	3.74	4.47	◊
Complaints per 100,000 Boardings	3.02	2.60	1.83	2.12	2.14	2.10	2.71	2.36	◊
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	Feb. YTD 9.12	Feb. 5.18	●
Division 9									
MMBMF No. of unaddressed road calls			4,585	4,087 30*	4,119 88	3,500	4,288 48	4,066 1	●
MMBTRC				2,099	1,989	2,623	2,315	2,430	◊
In-Service On-time Performance	68.16%	68.16%	67.01%	12.52%	66.84%	67%	69.24%	70.94%	●
Bus Traffic Accidents Per 100,000 Miles					2.46	2.40	2.17	2.48	●
Complaints per 100,000 Boardings	5.09	5.09	2.61	2.24	2.98	2.90	3.18	2.66	◊
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	Feb. YTD 15.68	Feb. 19.89	◊

¹Jan - June '07 **Div 15 Nov. '05 data excluded & Dec. Data after shake-up used.

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

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

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

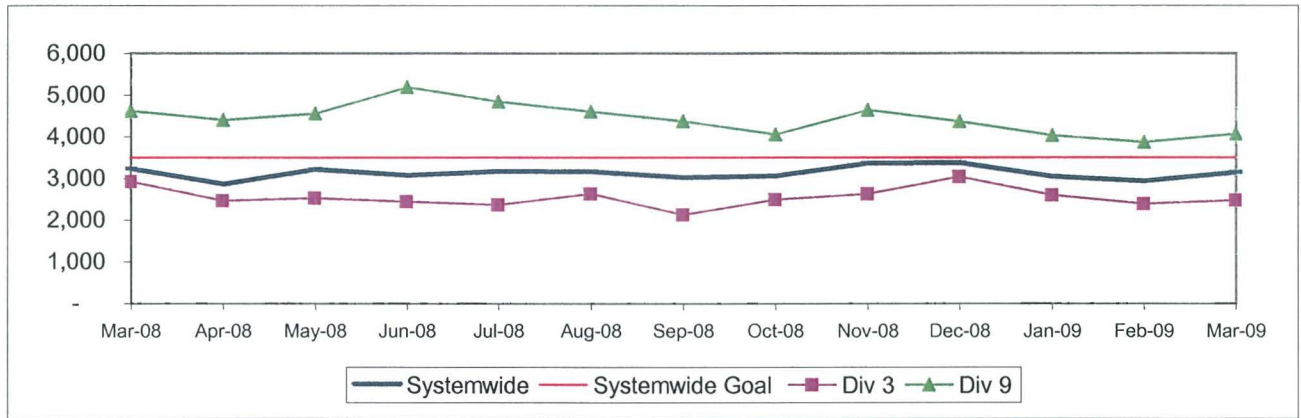
■ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

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

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

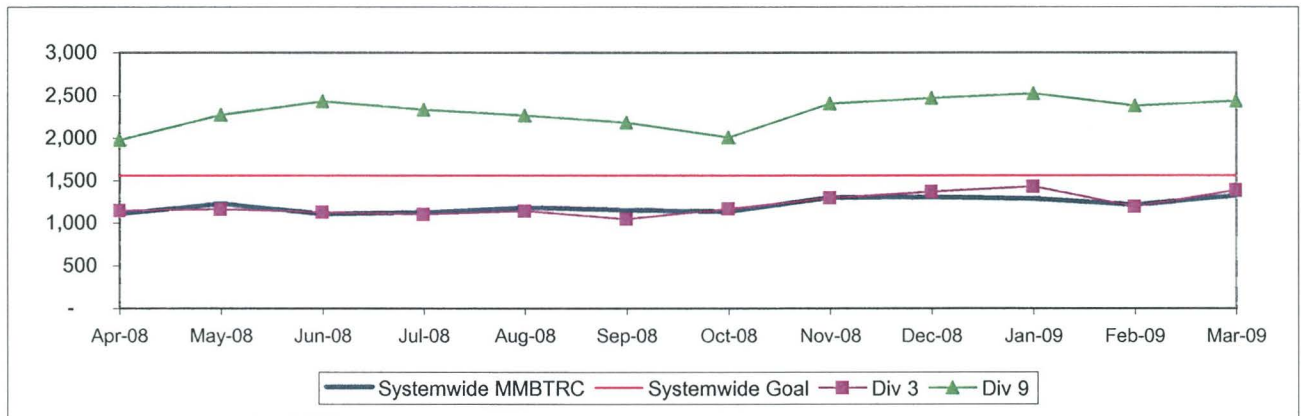
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

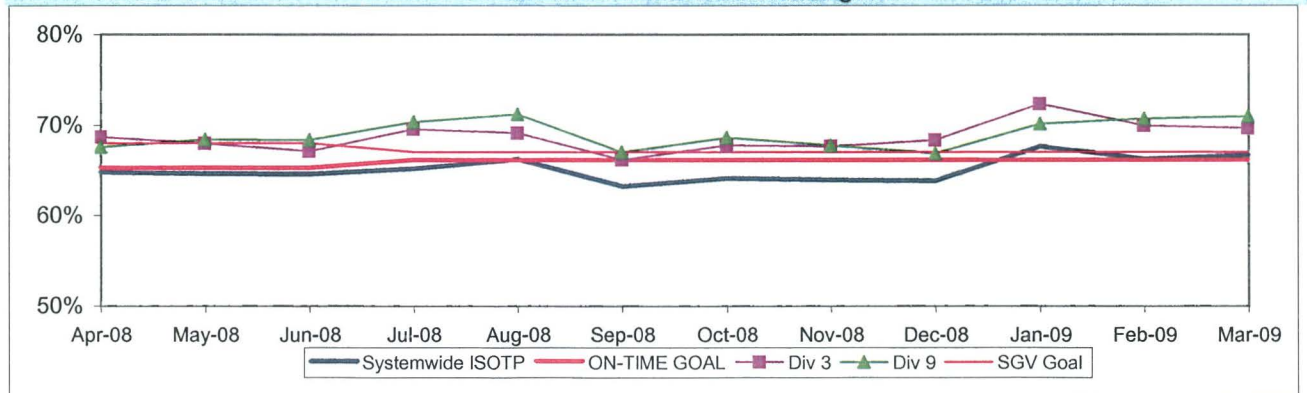


IN-SERVICE ON-TIME PERFORMANCE

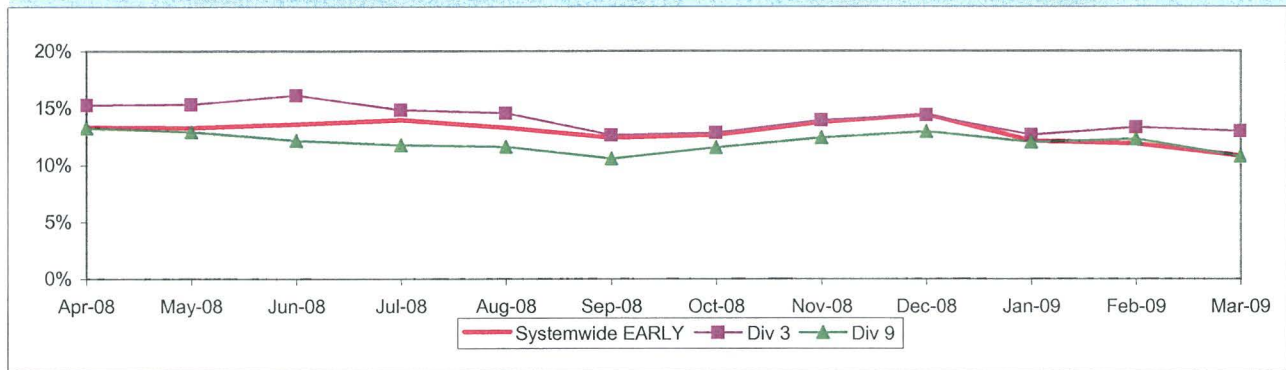
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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



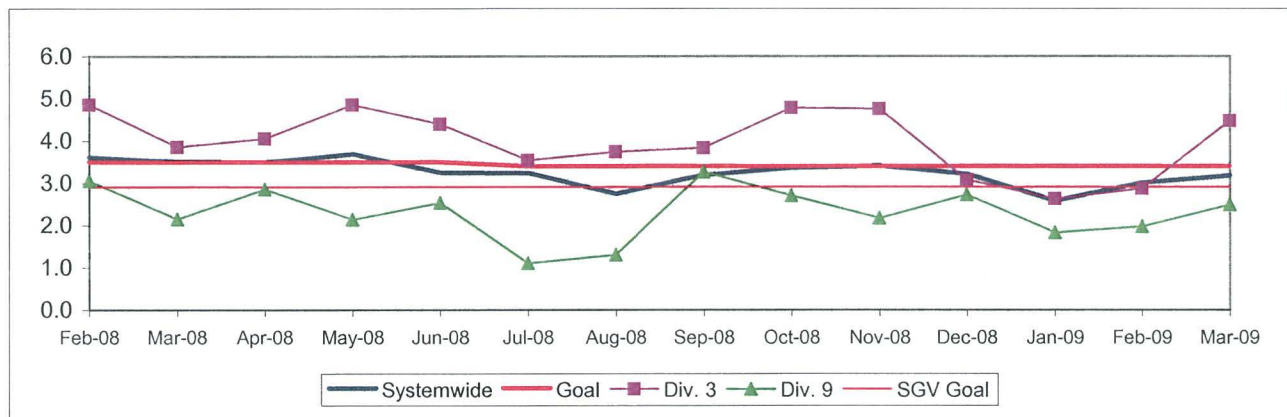
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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))

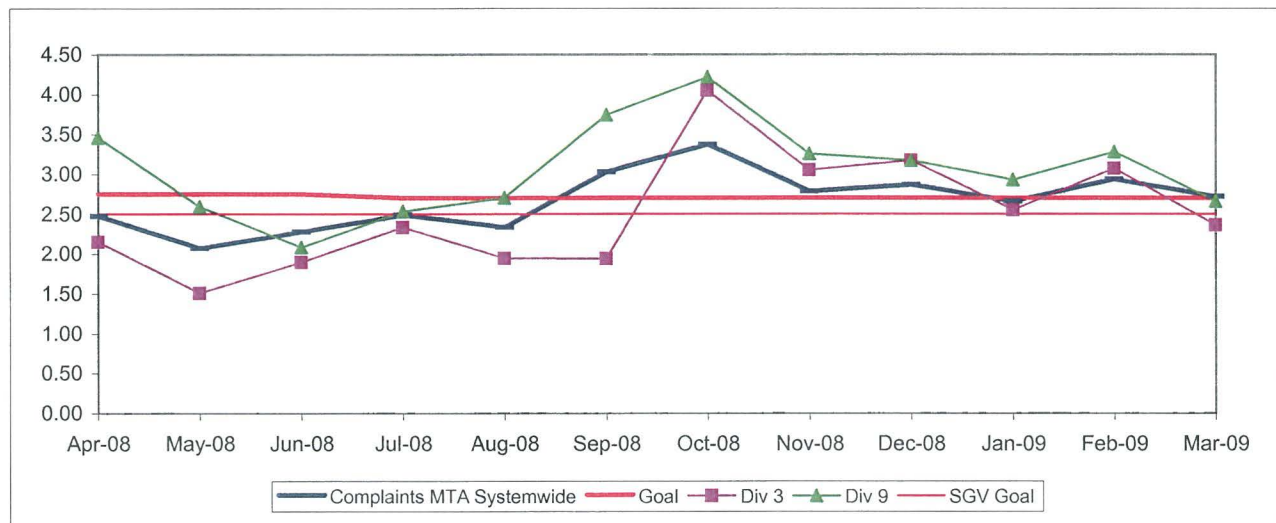


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

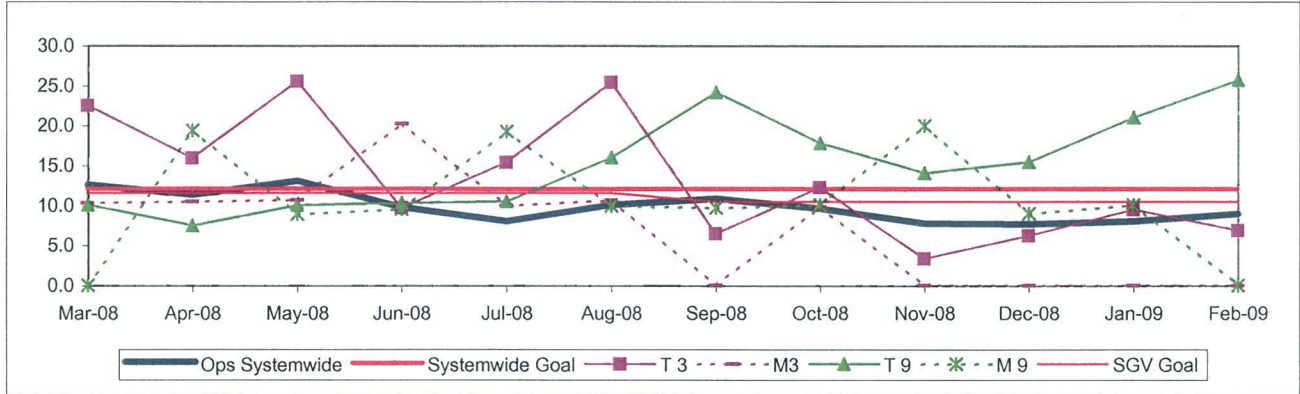


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.

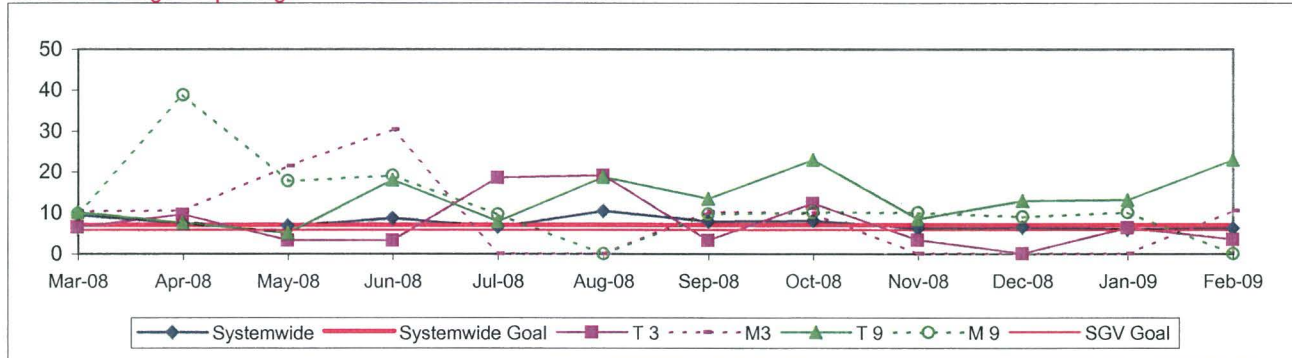


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.

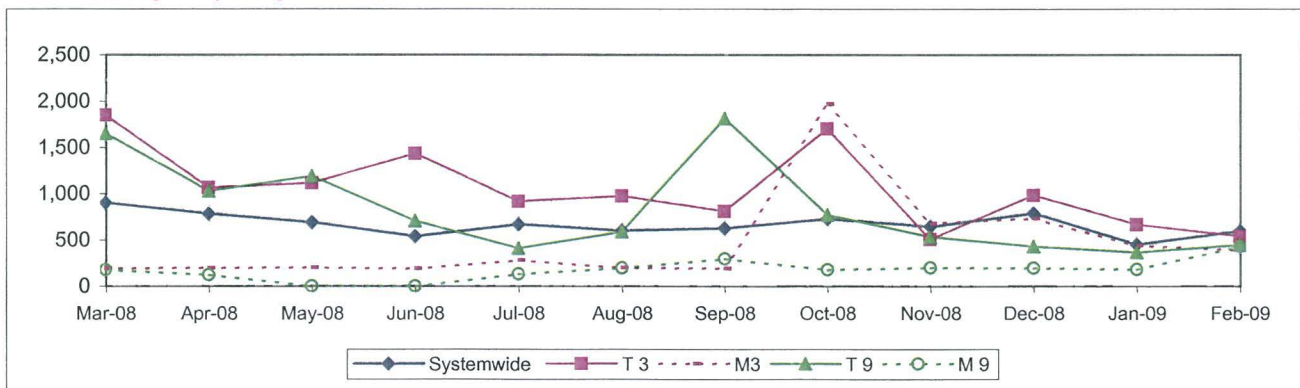


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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	Mar. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)			3,274	3,532	3,137	3,500	3,138	3,150	Yellow
No. of unaddressed road calls				1,116*	824		303	17	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,220	1,324	Yellow
In-Service On-time Performance	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	65.23%	66.70%	Yellow
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.10	3.18	Green
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.80	2.72	Yellow
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	Feb. YTD 8.90	Feb. 8.99	Green
GC Sector									
MMBMF			2,506	3,163	2,845	3,500	2,650	2,841	Yellow
No. of unaddressed road calls				170*	322		79	9	
MMBTRC				995	960	1,244	1,146	1,220	Yellow
In-Service On-time Performance	69.34%	71.20%	71.73%**	68.01%	68.09%	70.00%	71.31%	73.61%	Green
Bus Traffic Accidents Per 100,000 Miles					3.52	3.50	3.23	2.88	Green
Complaints per 100,000 Boardings	3.08	2.58	1.69	1.78	1.91	2.00	1.94	2.15	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	Feb. YTD 8.08	Feb. 7.24	Green
Division 1									
MMBMF			2,409	3,757	2,960	3,500	2,586	2,833	Yellow
No. of unaddressed road calls				138*	311		61	2	
MMBTRC				932	908	1,165	1,095	1,147	Yellow
In-Service On-time Performance	70.57%	71.62%	71.06%**	68.02%	67.55%	70.00%	70.37%	72.91%	Green
Bus Traffic Accidents Per 100,000 Miles					3.41	3.50	3.00	2.20	Green
Complaints per 100,000 Boardings	3.32	2.92	1.92	1.89	1.90	2.00	1.88	2.25	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	Feb. YTD 7.64	Feb. 6.90	Green
Division 2									
MMBMF			2,660	2,598	2,707	3,500	2,738	2,851	Yellow
No. of unaddressed road calls				32*	11		18	7	
MMBTRC				1,097	1,039	1,371	1,221	1,328	Yellow
In-Service On-time Performance	67.62%	70.42%	72.71%**	67.99%	68.60%	70.00%	72.04%	74.15%	Green
Bus Traffic Accidents Per 100,000 Miles					3.67	3.50	3.51	3.76	Green
Complaints per 100,000 Boardings	2.84	2.15	1.42	1.64	1.93	2.00	2.01	2.05	Yellow
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	Feb. YTD 9.01	Feb. 8.34	Green

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

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

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

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

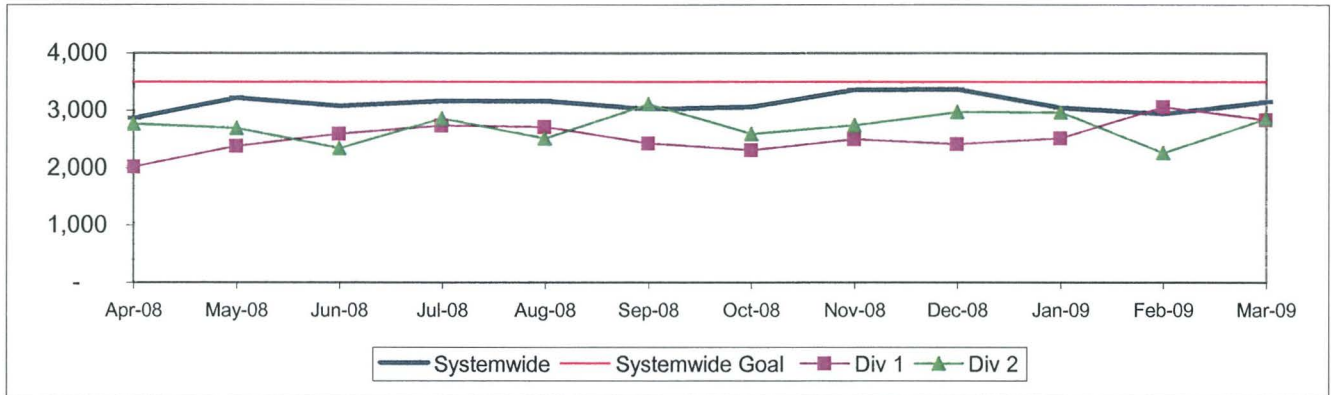
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

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

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

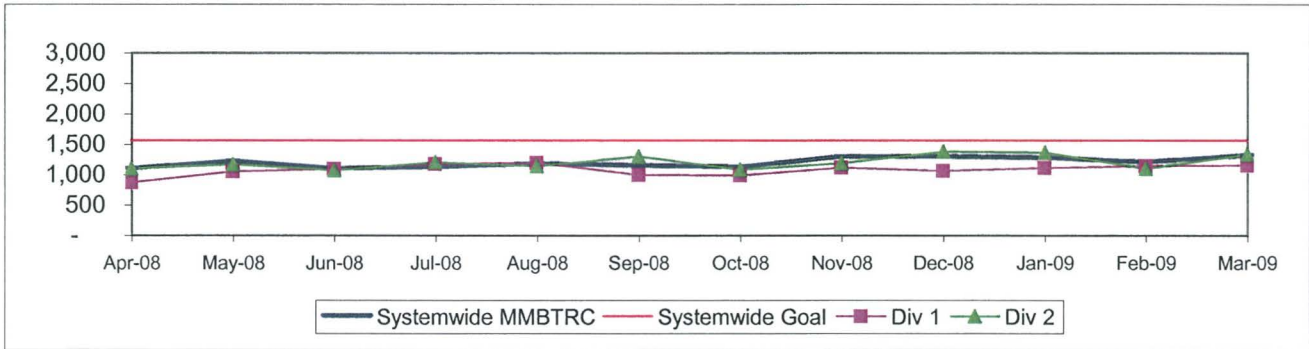
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS Systemwide and Divisions 1 and 2

Definition: Average Hub Miles Between Total Roadcalls

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

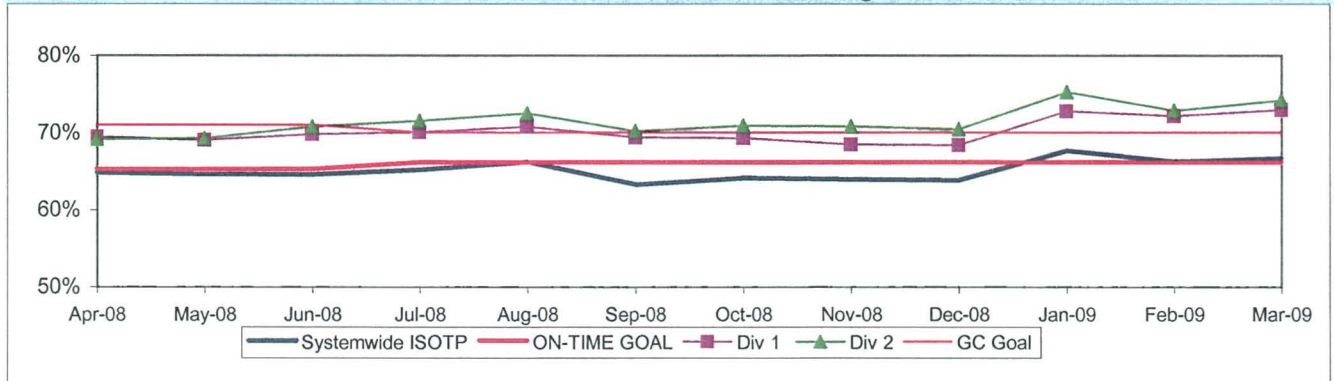


IN-SERVICE ON-TIME PERFORMANCE

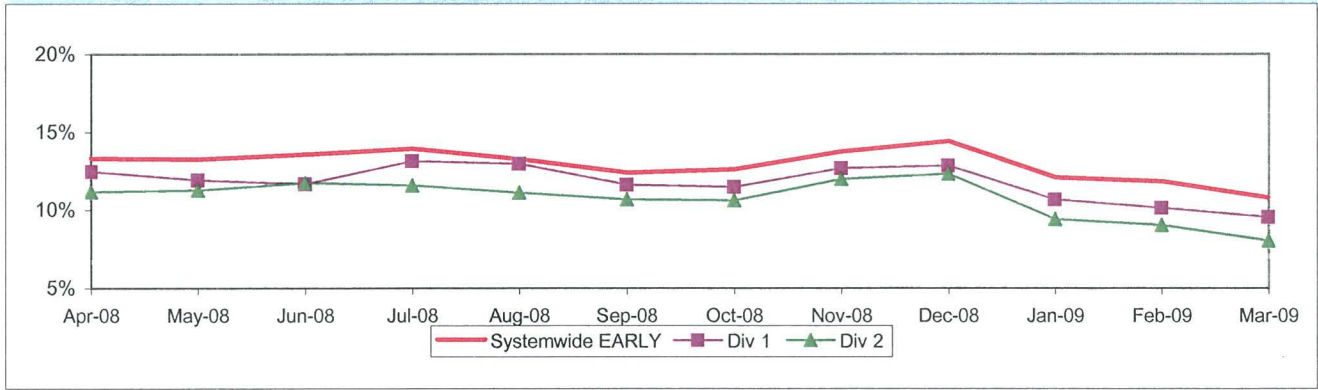
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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 1 and 2 ISOTP - 1 Minute Tolerance for Running Hot



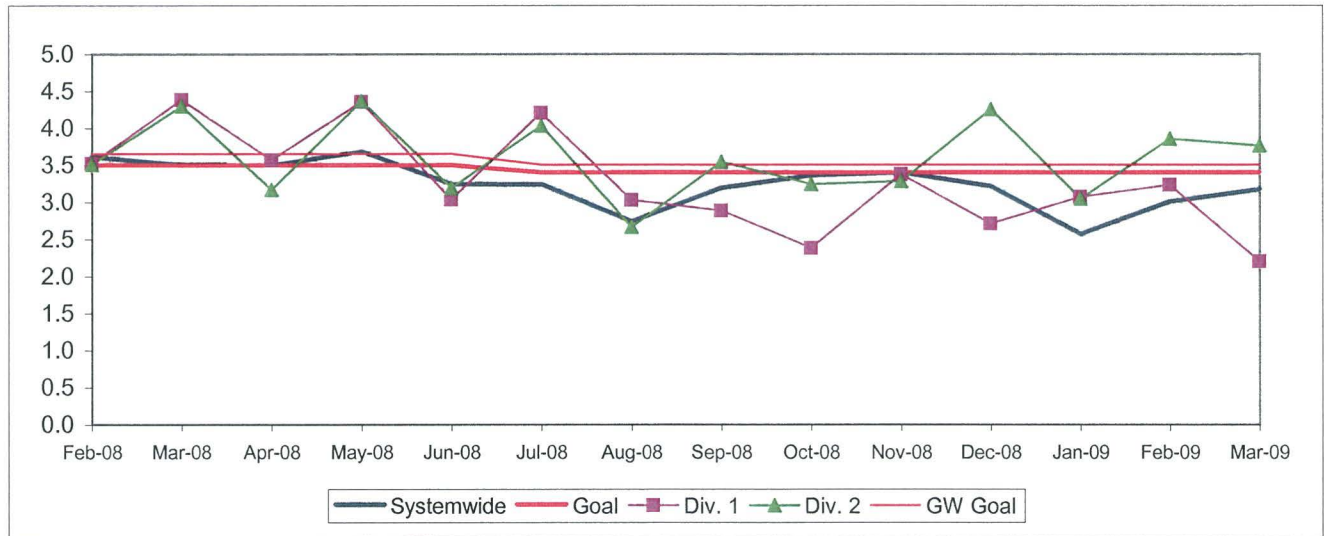
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



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))

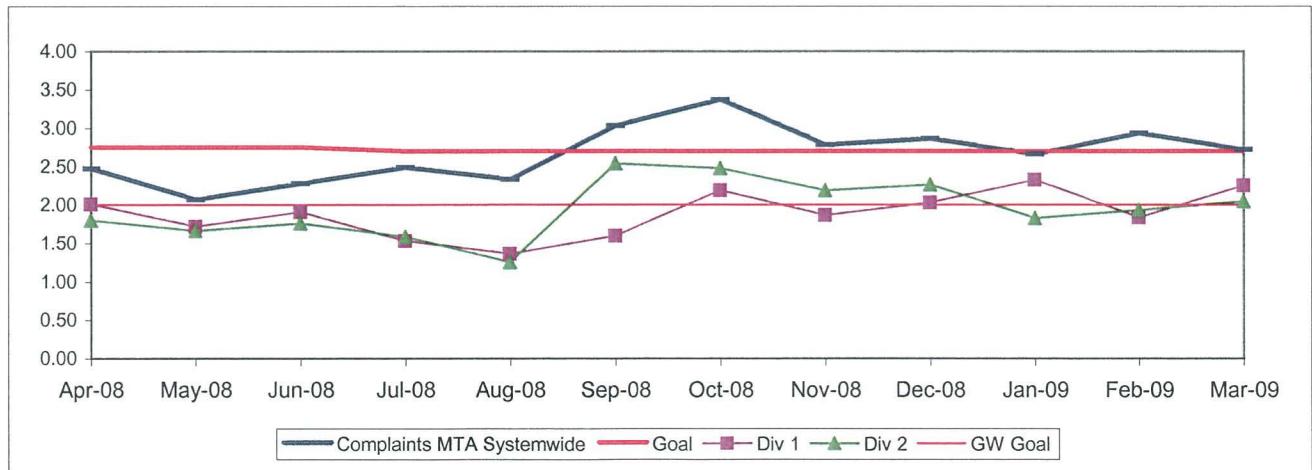


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

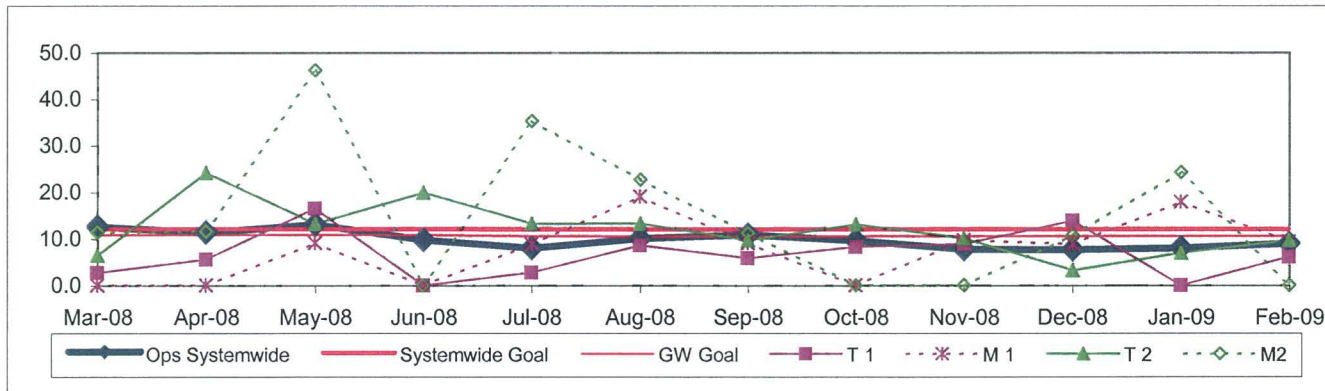


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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.

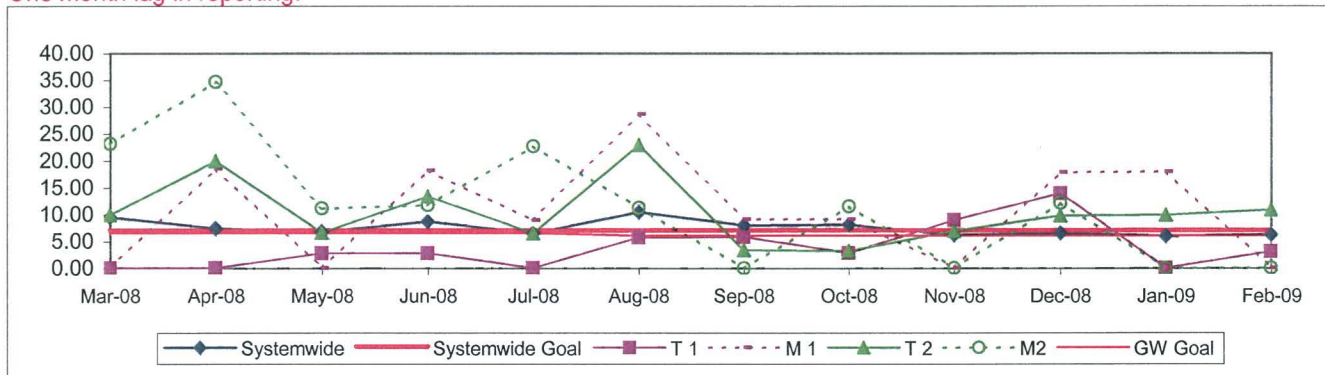


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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.

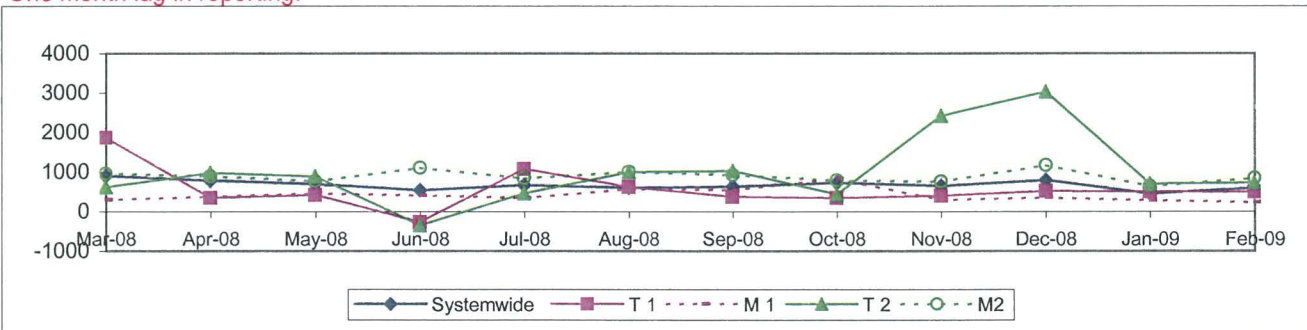


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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	Mar. 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	3,138 303	3,150 17	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,220	1,324	
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	65.23%	66.70%	
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.10	3.18	
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.80	2.72	
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	Feb. YTD 8.90	Feb. 8.99	
**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	3,337 56	3,309 3	
MMBTRC				1,273	1,117	1,591	1,116	1,166	
In-Service On-time Performance	61.74%	64.13%	59.05%	62.39%	62.03%	62.00%	61.60%	61.31%	
Bus Traffic Accidents Per 100,000 Miles					3.86	4.00	3.45	3.60	
Complaints per 100,000 Boardings	4.63	3.61	2.49	2.51	2.56	3.00	3.08	3.36	
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	Feb. YTD 9.00	Feb. 11.92	
Division 5									
MMBMF No. of unaddressed road calls			3,656	3,580 57*	3,227 26	3,500	3,246 16	3,315 2	
MMBTRC				1,459	1,130	1,824	1,316	1,405	
In-Service On-time Performance	63.17%	65.58%	61.85%	63.83%	63.35%	62.00%	63.55%	62.59%	
Bus Traffic Accidents Per 100,000 Miles					5.11	4.00	4.30	4.91	
Complaints per 100,000 Boardings	3.45	2.71	1.87	1.71	1.46	3.00	1.78	2.42	
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	Feb. YTD 10.69	Feb. 12.91	
Division 18									
MMBMF No. of unaddressed road calls			3,712	4,008 214*	3,563 74	3,500	3,399 40	3,305 1	
MMBTRC				1,174	1,109	1,468	1,017	1,052	
In-Service On-time Performance	60.78%	63.42%	57.31%	61.19%	60.88%	62.00%	59.82%	60.20%	
Bus Traffic Accidents Per 100,000 Miles					3.08	4.00	2.91	2.77	
Complaints per 100,000 Boardings	5.74	4.44	3.07	3.29	3.72	3.00	4.55	4.43	
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	Feb. YTD 7.65	Feb. 11.99	

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

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

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

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

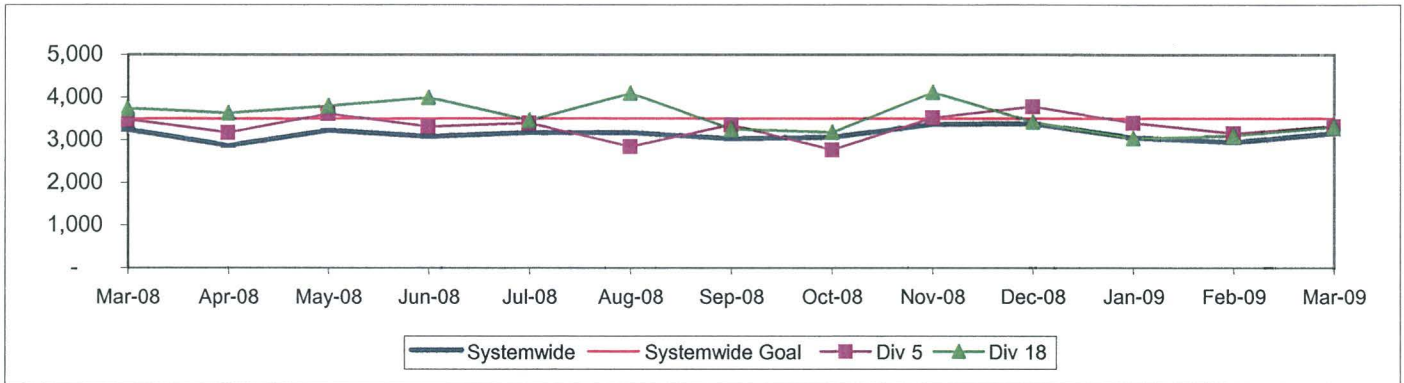
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

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

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

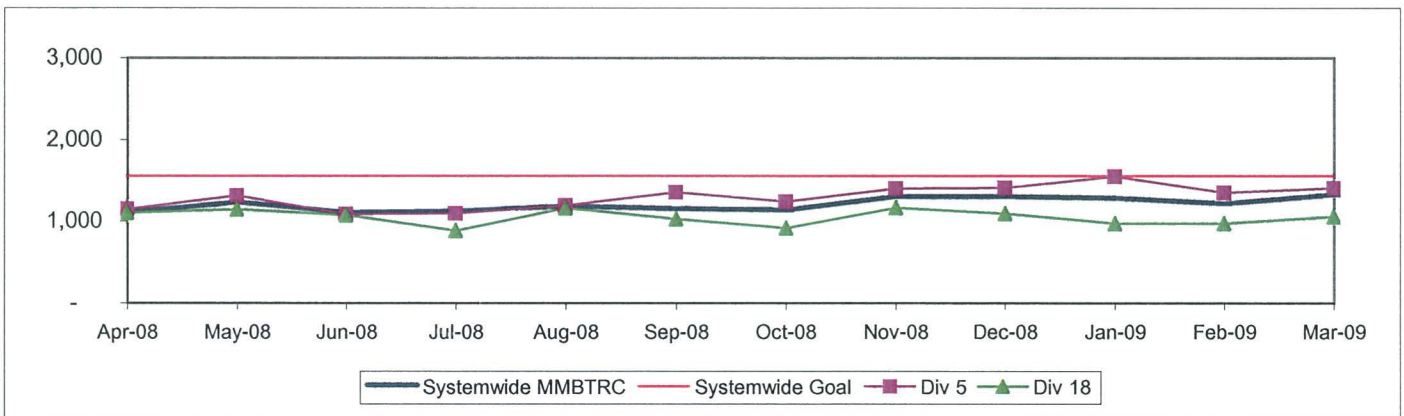
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

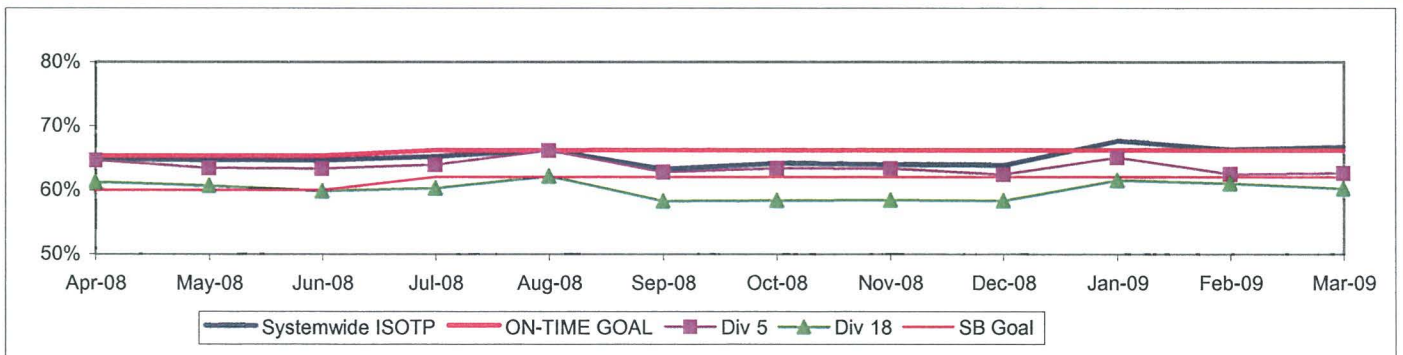


IN-SERVICE ON-TIME PERFORMANCE

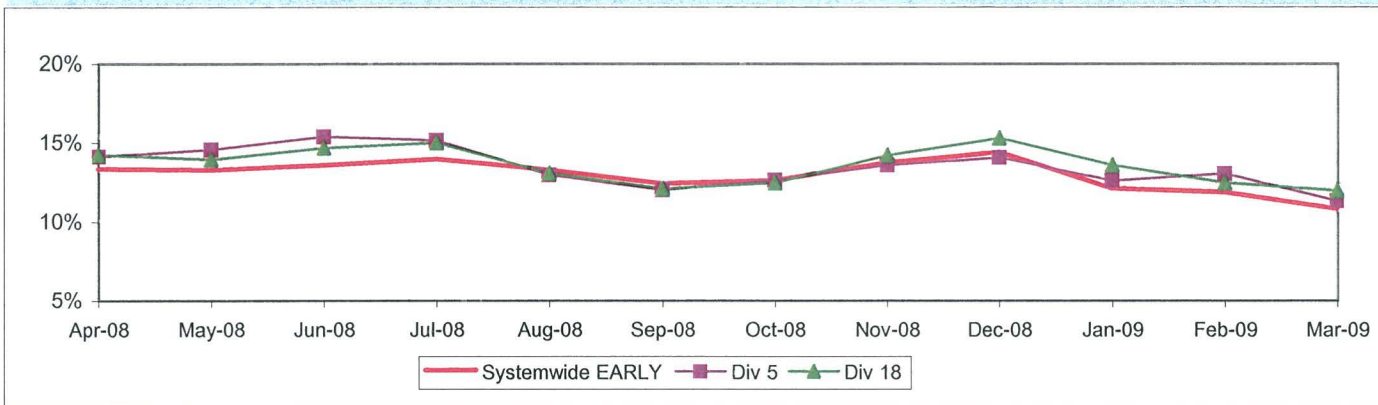
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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



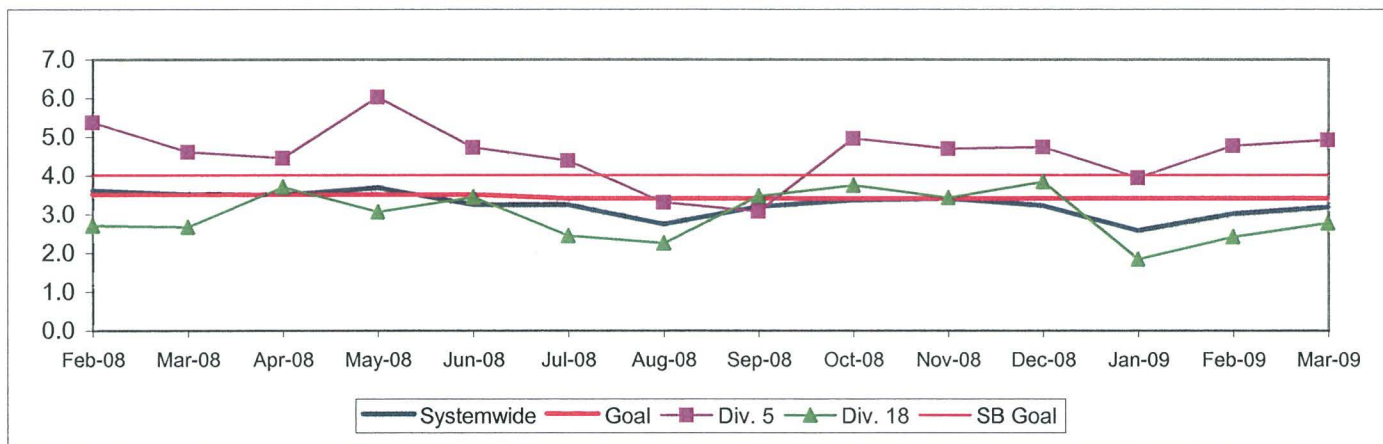
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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))

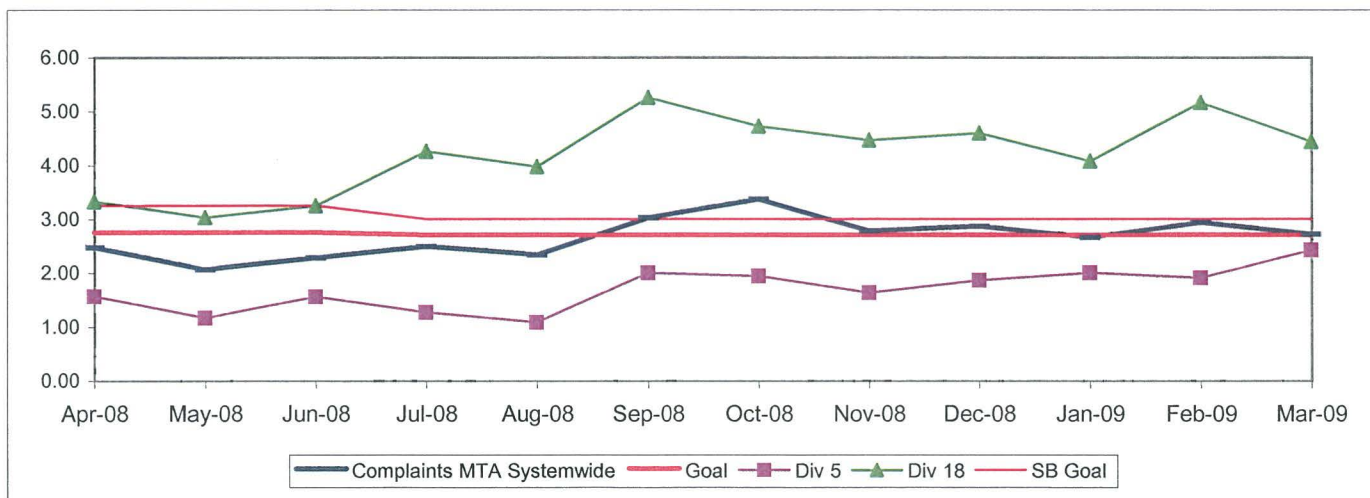


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

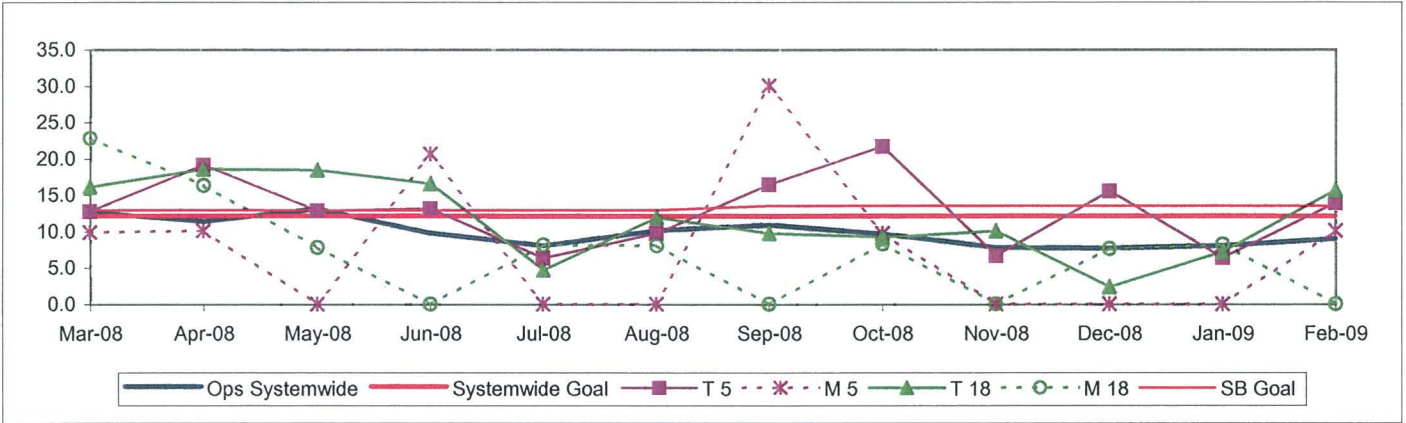


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.

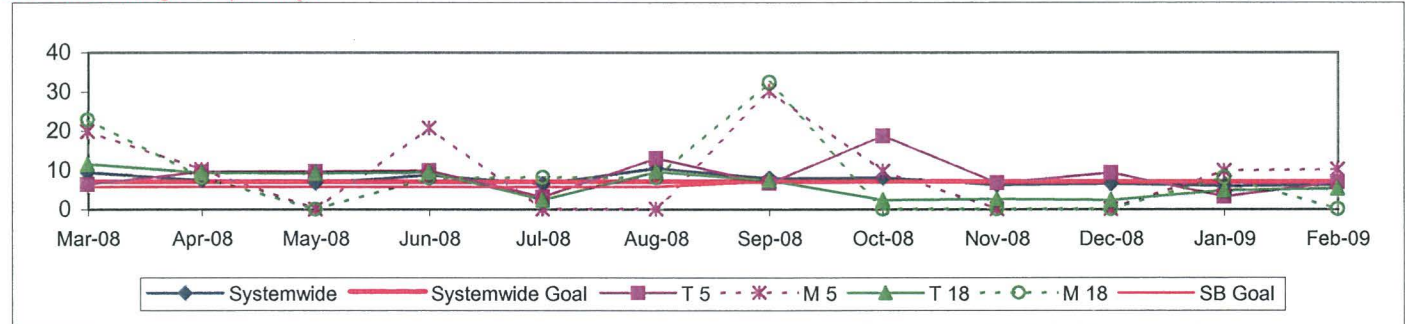


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.

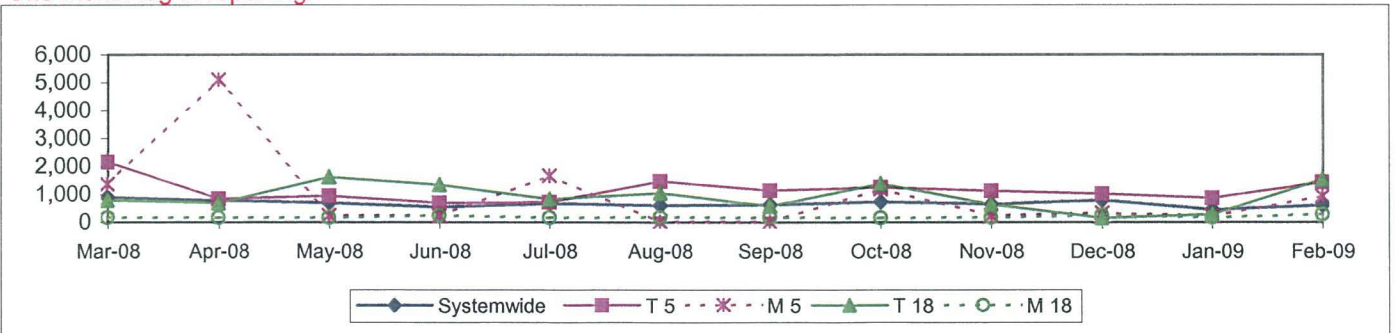


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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	Mar. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)			3,274	3,532	3,137	3,500	3,138	3,150	Yellow
No. of unaddressed road calls				1,116*	824		303	17	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,220	1,324	Yellow
In-Service On-time Performance	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	65.23%	66.70%	Yellow
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.10	3.18	Green
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.80	2.72	Yellow
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	Feb. YTD 8.90	Feb. 8.99	Green
WC Sector									
MMBMF			3,499	3,651	3,213	3,500	3,301	3,497	Yellow
No. of unaddressed road calls				155*	116		88	4	
MMBTRC				1,152	1,001	1,439	995	1,106	Yellow
In-Service On-time Performance	63.31%	63.39%	60.82%	57.59%	56.72%	60.00%	59.75%	63.35%	Yellow
Bus Traffic Accidents Per 100,000 Miles					4.25	4.00	3.94	3.71	Green
Complaints per 100,000 Boardings	5.30	4.10	2.53	2.66	2.97	3.00	2.94	2.23	Green
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	Feb. YTD 7.71	Feb. 0.93	Green
Division 6									
MMBMF			6,279	4,456	3,756	3,500	6,260	14,237	Green
No. of unaddressed road calls				30*	32		9	1	
MMBTRC				1,063	899	1,329	1,214	1,269	Yellow
In-Service On-time Performance	60.11%	56.75%	57.20%	53.28%	53.12%	60.00%	54.95%	58.65%	Yellow
Bus Traffic Accidents Per 100,000 Miles					3.86	4.00	3.49	4.68	Green
Complaints per 100,000 Boardings	6.15	4.47	2.52	2.10	2.70	3.00	3.83	2.86	Yellow
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	Feb. YTD 9.04	Feb. 0	Green
Division 7									
MMBMF			2,947	3,468	3,327	3,500	3,512	3,597	Green
No. of unaddressed road calls				64*	84		78	3	
MMBTRC				1,118	981	1,397	1,008	1,141	Yellow
In-Service On-time Performance	64.59%	64.22%	61.78%	58.01%	57.66%	60.00%	60.30%	64.35%	Green
Bus Traffic Accidents Per 100,000 Miles					4.10	4.00	4.07	3.13	Yellow
Complaints per 100,000 Boardings	5.70	4.24	2.87	2.98	3.00	3.00	2.99	2.56	Green
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	Feb. YTD 7.87	Feb. 2.25	Green
Division 10									
MMBMF			3,723	3,702	3,028	3,500	2,892	3,090	Yellow
No. of unaddressed road calls				61*	0		1	0	
MMBTRC				1,197	1,044	1,496	951	1,059	Yellow
In-Service On-time Performance	62.85%	64.14%	60.73%	58.61%	56.63%	60.00%	60.04%	62.88%	Green
Bus Traffic Accidents Per 100,000 Miles					4.47	4.00	3.91	4.09	Green
Complaints per 100,000 Boardings	4.85	3.92	2.23	2.48	2.99	3.00	2.76	1.86	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	22.90	3.74	3.80	14.02	14.74	13.00	Feb. YTD 7.86	Feb. 0	Green

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

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

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

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

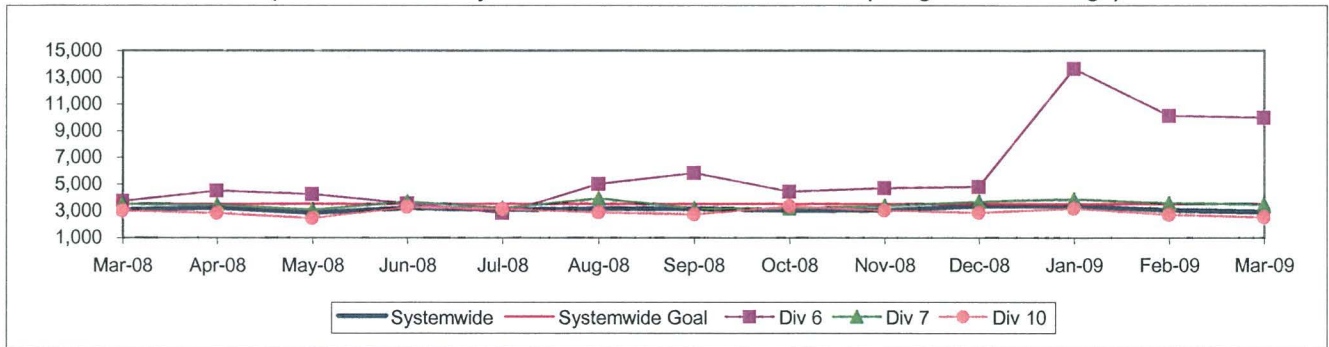
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

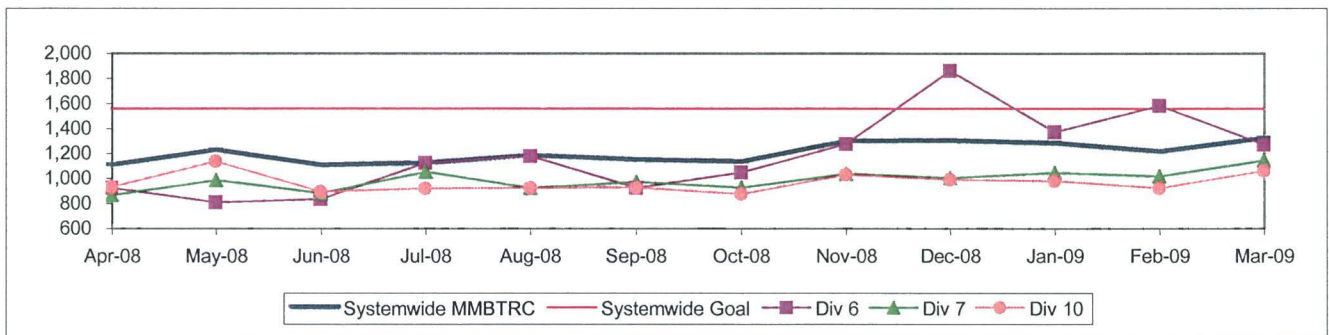
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

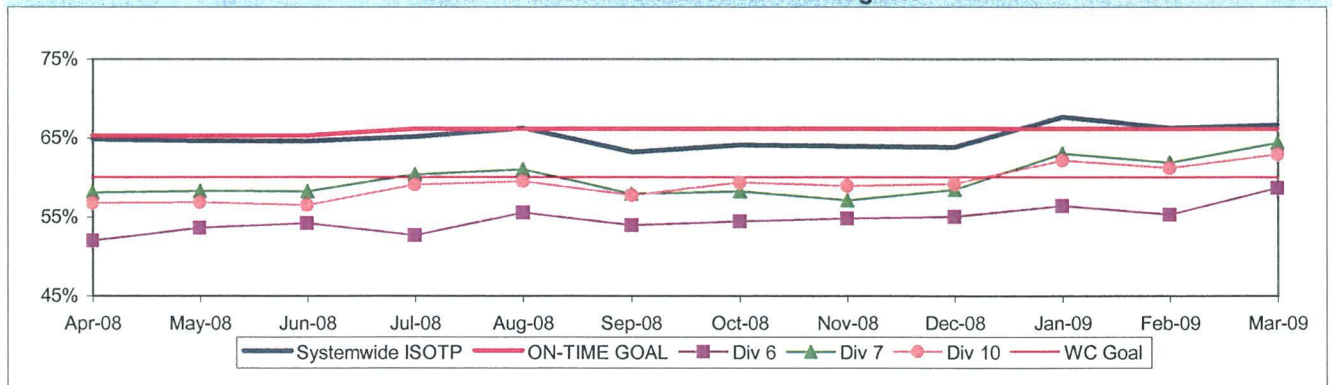


IN-SERVICE ON-TIME PERFORMANCE

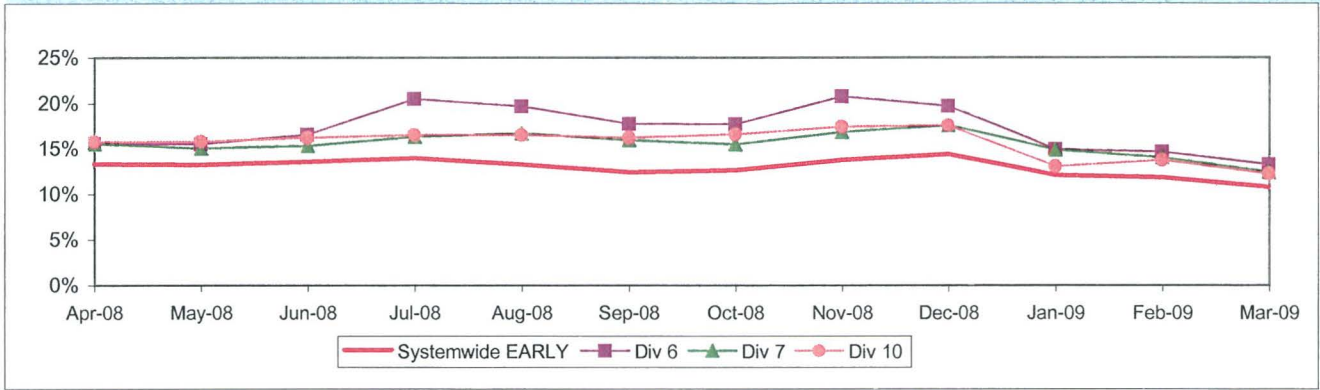
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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



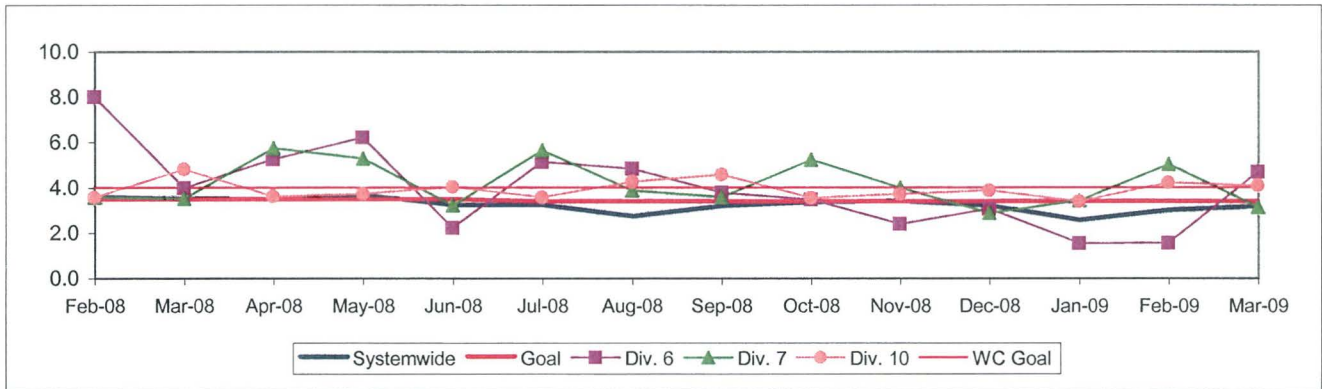
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



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))

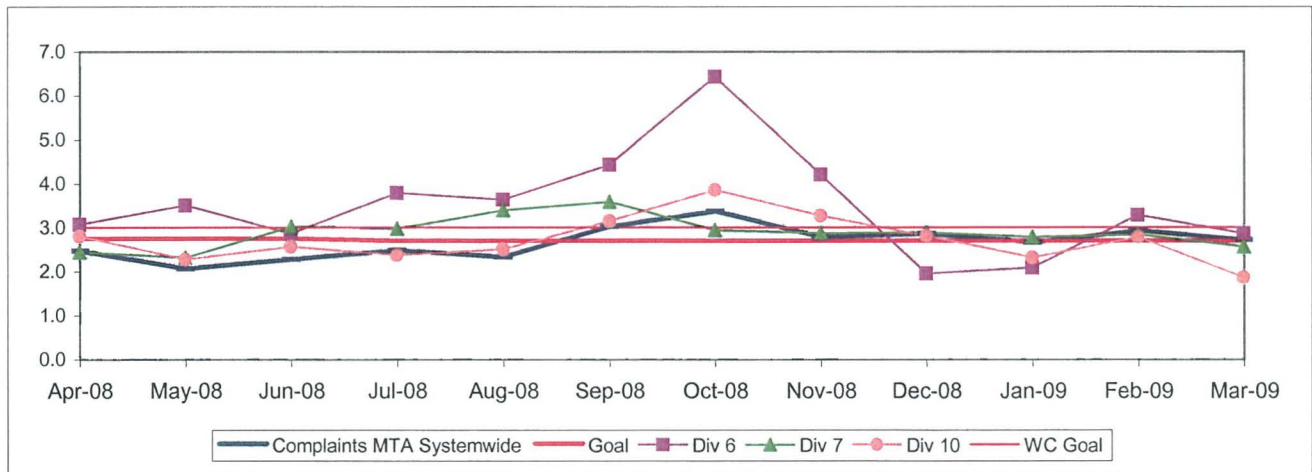


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

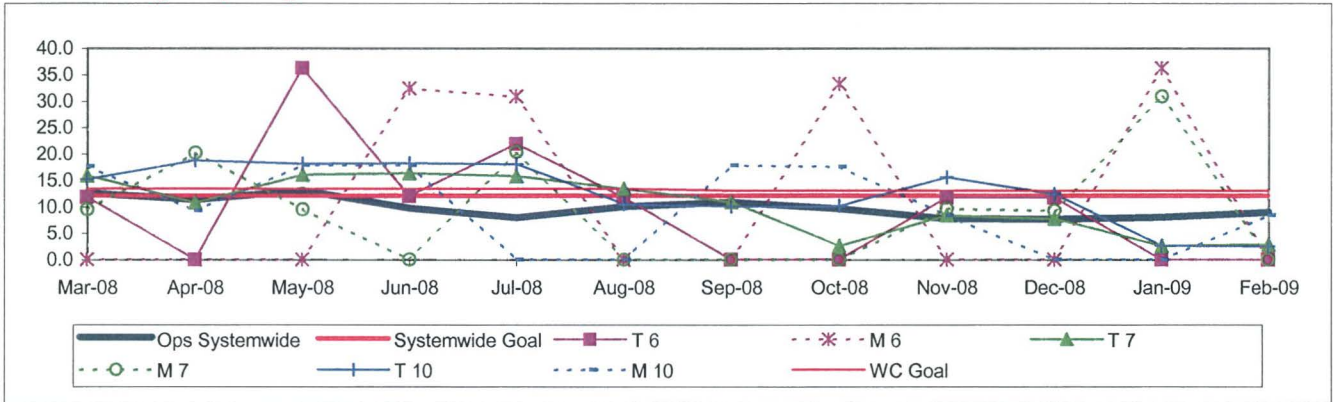


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.

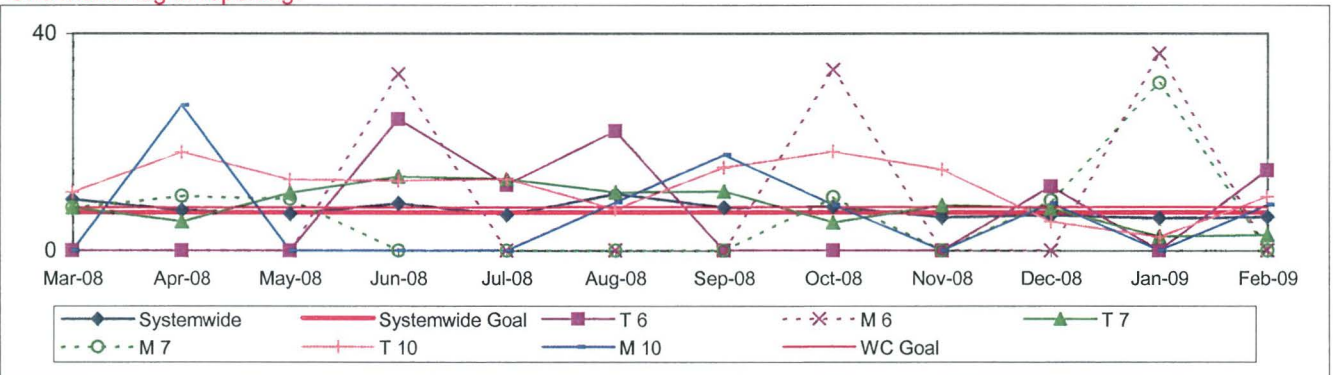


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.

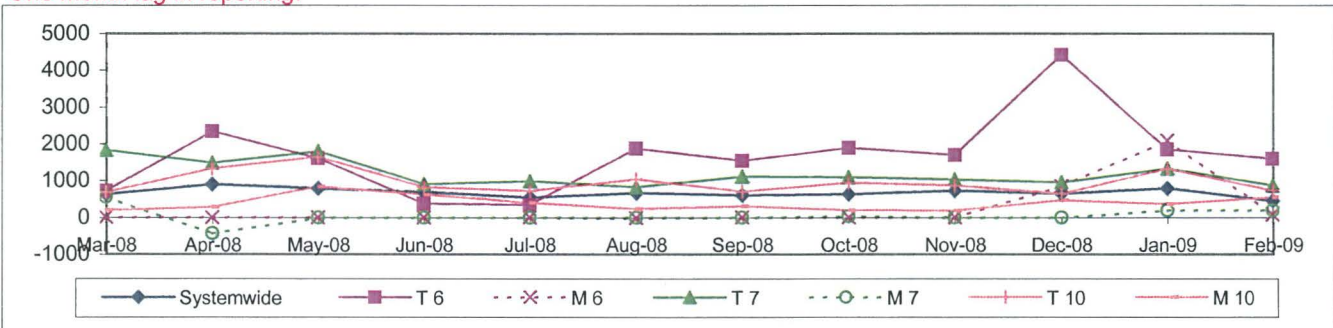


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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 operations':

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

Measurement	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	Mar. 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	Feb. YTD 5.68	Feb. 5.62	
Metro Red Line (MRL)									
On-Time Pullouts	99.71%	99.94%	99.61%	99.76%	99.79%	99.00%	99.95%	100%	
Mean Miles Between Chargeable Mechanical Failures	12,793	11,759	19,587	17,260	26,743	25,000	38,847	66,329	
In-Service On-time Performance*					99.13%	99.00%	99.35%	99.55%	
Traffic Accidents Per 100,000 Train Miles	0	0.22	0.22	0	0.30	0.14	0.10	0.00	
Complaints per 100,000 Boardings	1.17	1.13	0.66	0.41	0.50	0.50	0.40	0.29	
Metro Blue Line (MBL)									
On-Time Pullouts	99.94%	99.73%	99.76%	99.72%	99.62%	99.00%	99.73%	100.0%	
Mean Miles Between Chargeable Mechanical Failures	10,365	16,273	26,774	35,125	31,278	25,000	30,480	99,096	
In-Service On-time Performance*					98.81%	99.00%	98.41%	98.25%	
Traffic Accidents Per 100,000 Train Miles	1.36	0.64	0.96	1.35	1.65	0.50	1.36	1.44	
Complaints per 100,000 Boardings	0.97	0.98	0.78	0.53	0.64	0.73	0.56	0.30	
Metro Green Line (MGrL)									
On-Time Pullouts	99.78%	99.91%	99.97%	99.54%	99.80%	99.00%	99.93%	100%	
Mean Miles Between Chargeable Mechanical Failures	11,337	12,558	20,635	27,471	36,727	25,000	18,937	36,728	
In-Service On-time Performance*					99.07%	99.00%	98.89%	99.46%	
Traffic Accidents Per 100,000 Train Miles	0.08	0.00	0	0	0.00	0.50	0.00	0.00	
Complaints per 100,000 Boardings	1.37	1.39	0.92	0.72	0.81	0.73	0.95	0.58	
Metro Gold Line (MGoL)									
On-Time Pullouts	100%	99.85%	99.97%	99.95%	99.95%	99.00%	99.97%	100%	
Mean Miles Between Chargeable Mechanical Failures	8,938	16,571	23,329	22,775	39,521	25,000	24,609	30,433	
In-Service On-time Performance*					98.86%	99.00%	99.44%	99.44%	
Traffic Accidents Per 100,000 Train Miles	0.25	0.23	0.12	0.23	0.43	0.50	0.14	0.00	
Complaints per 100,000 Boardings	3.81	2.85	2.71	1.88	1.57	0.73	1.52	0.30	

*Effective December, ISOTP calculated differently.

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

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

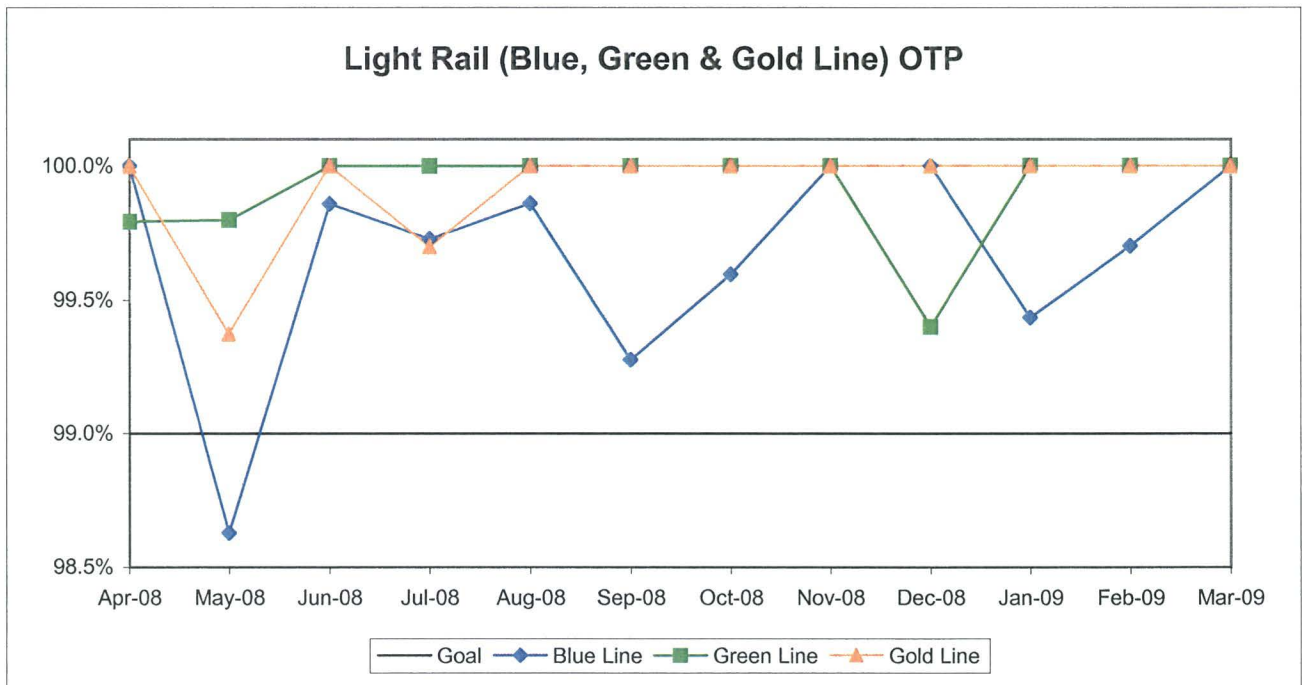
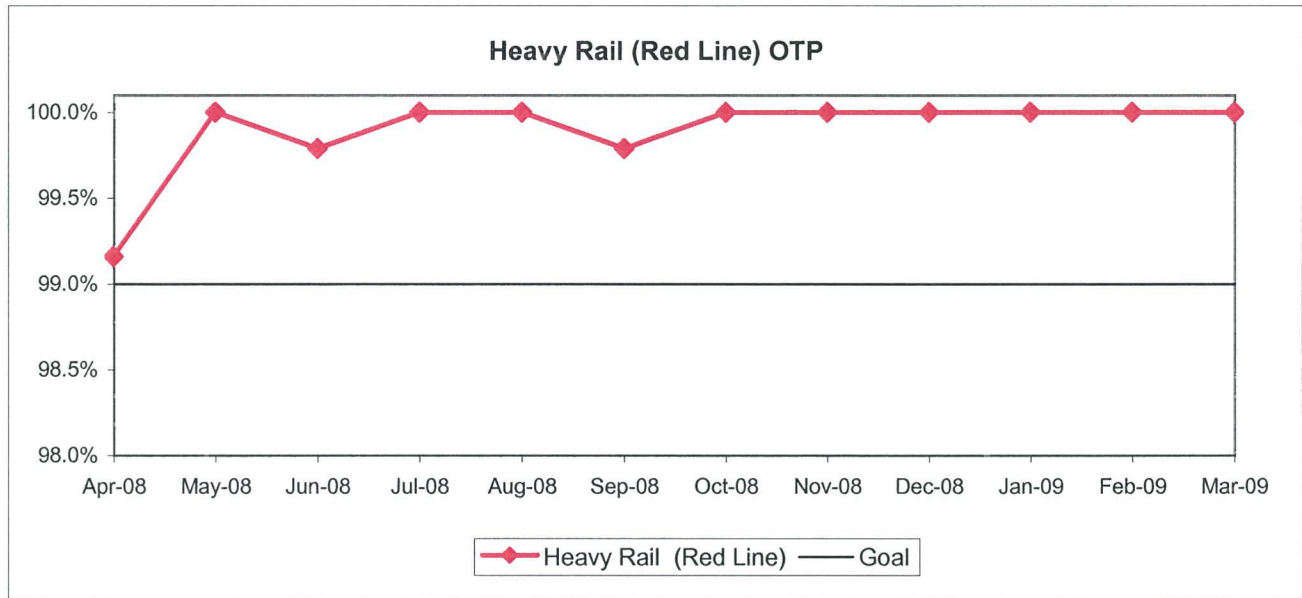
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS (OTP)

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

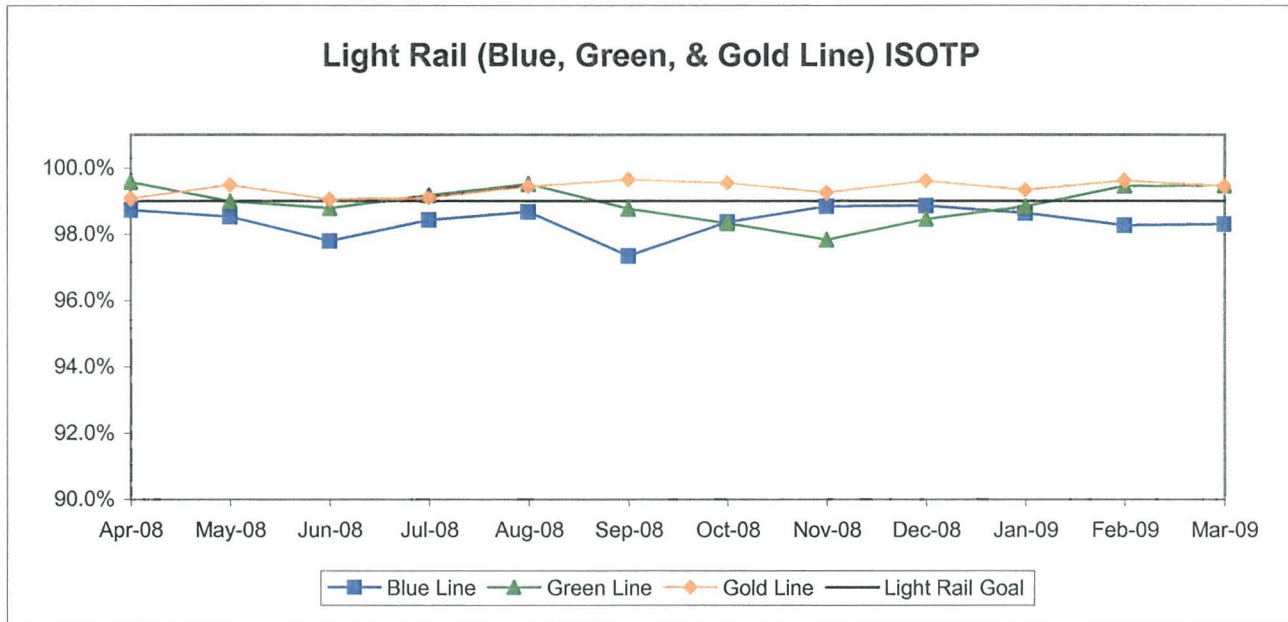
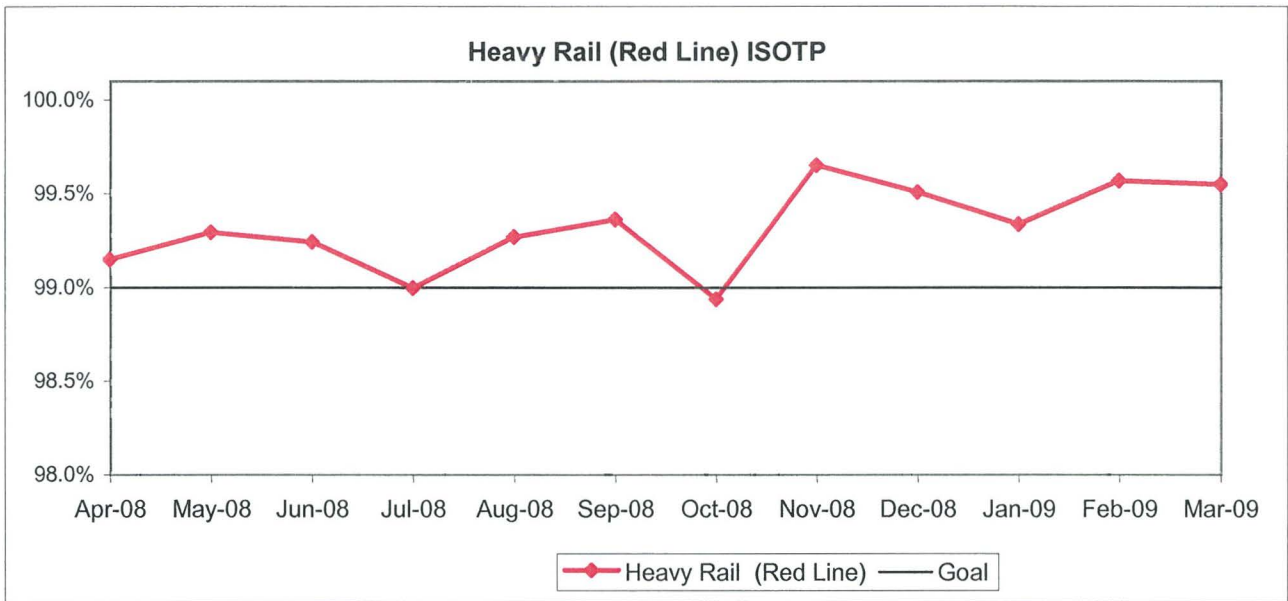
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{Total scheduled pullouts}) \times 100)]$



IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

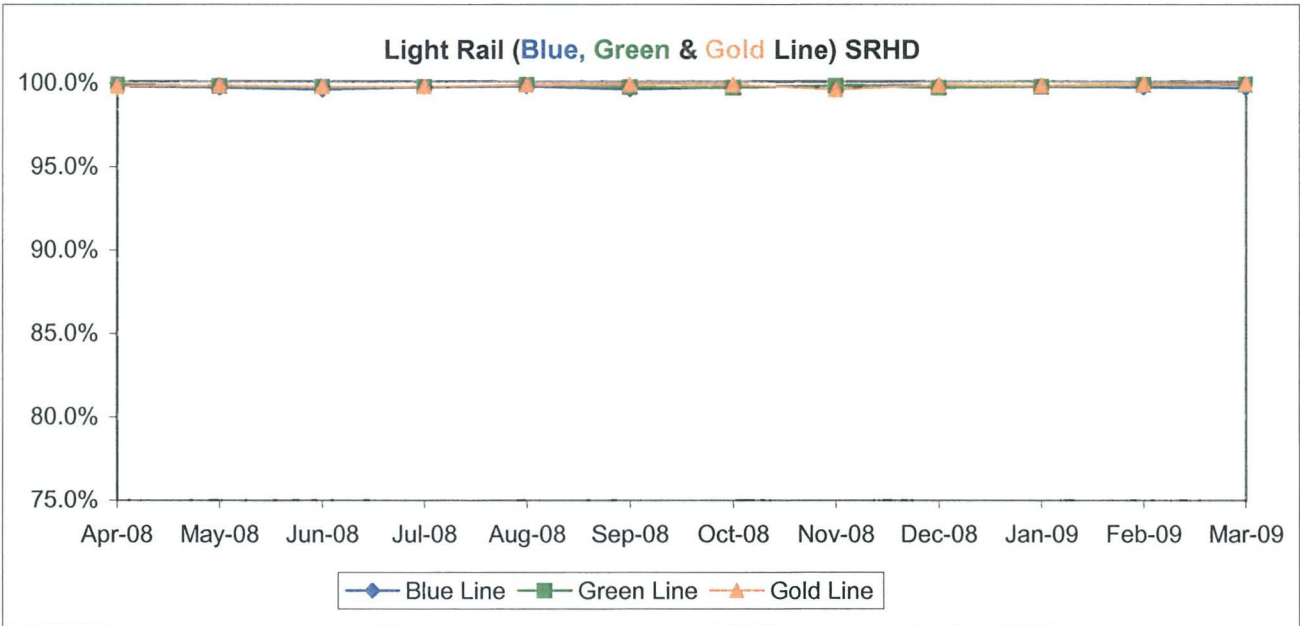
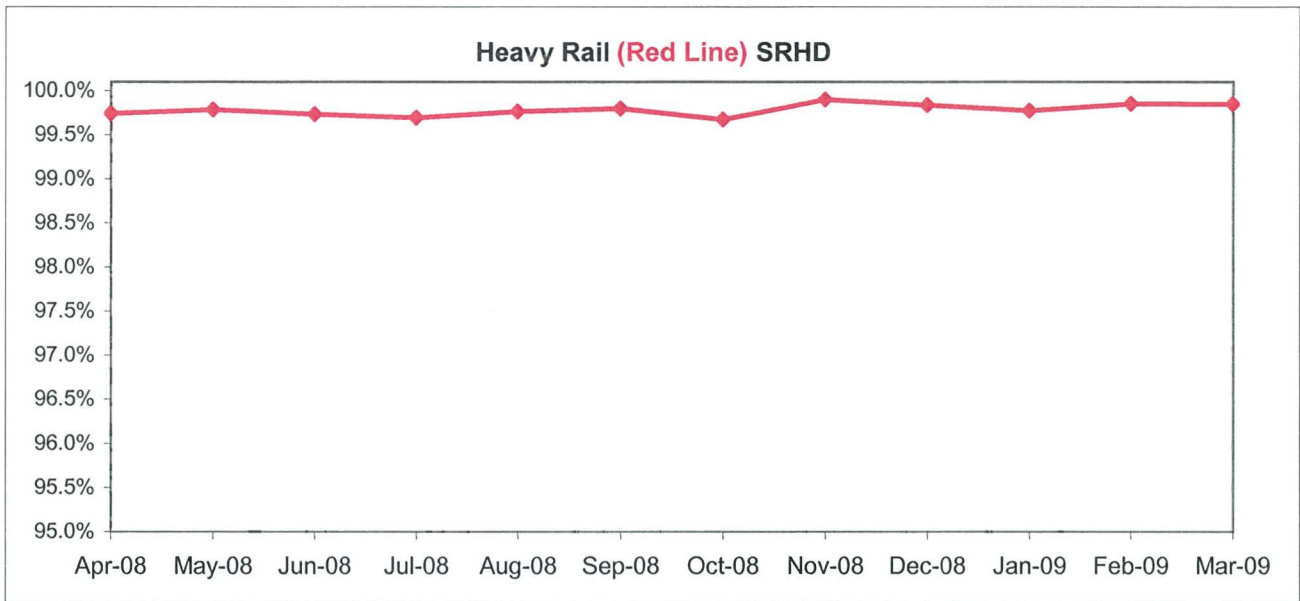
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]]



Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

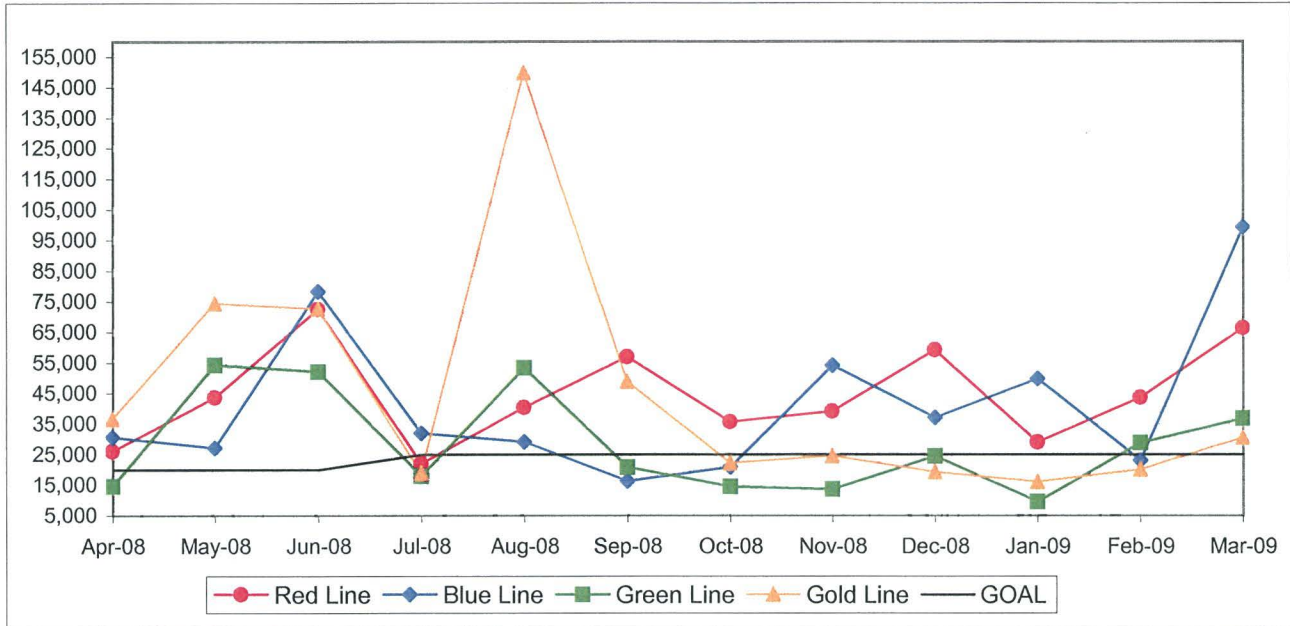
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Mean Miles Between Chargeable Mechanical Failures

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

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

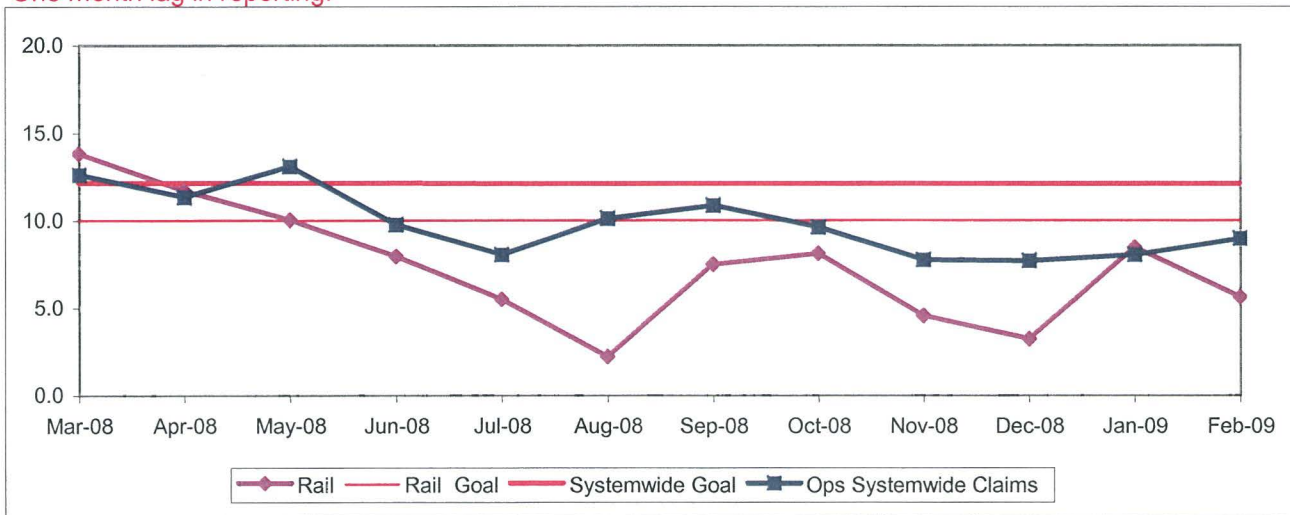


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

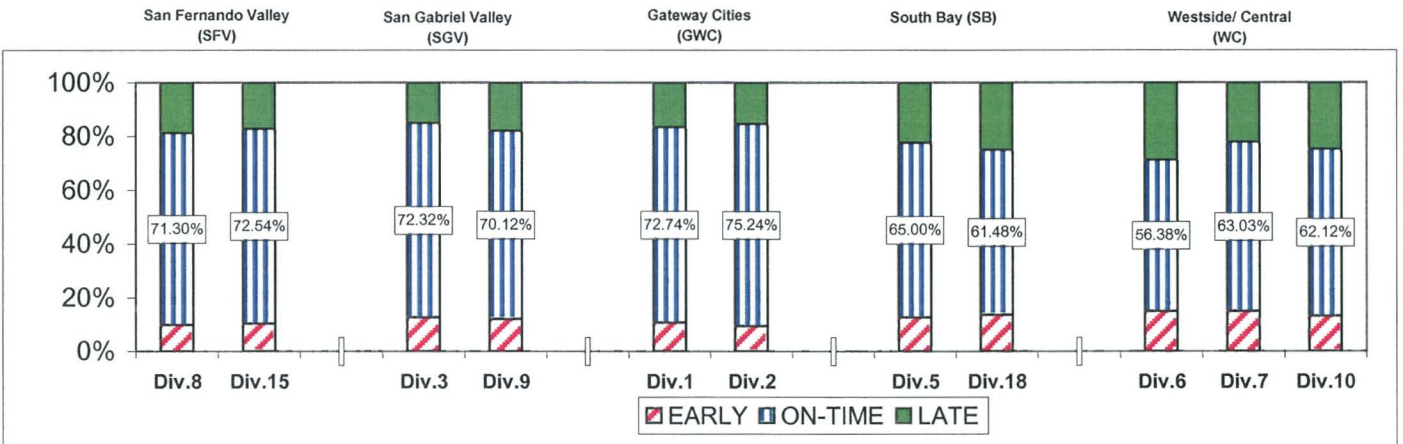
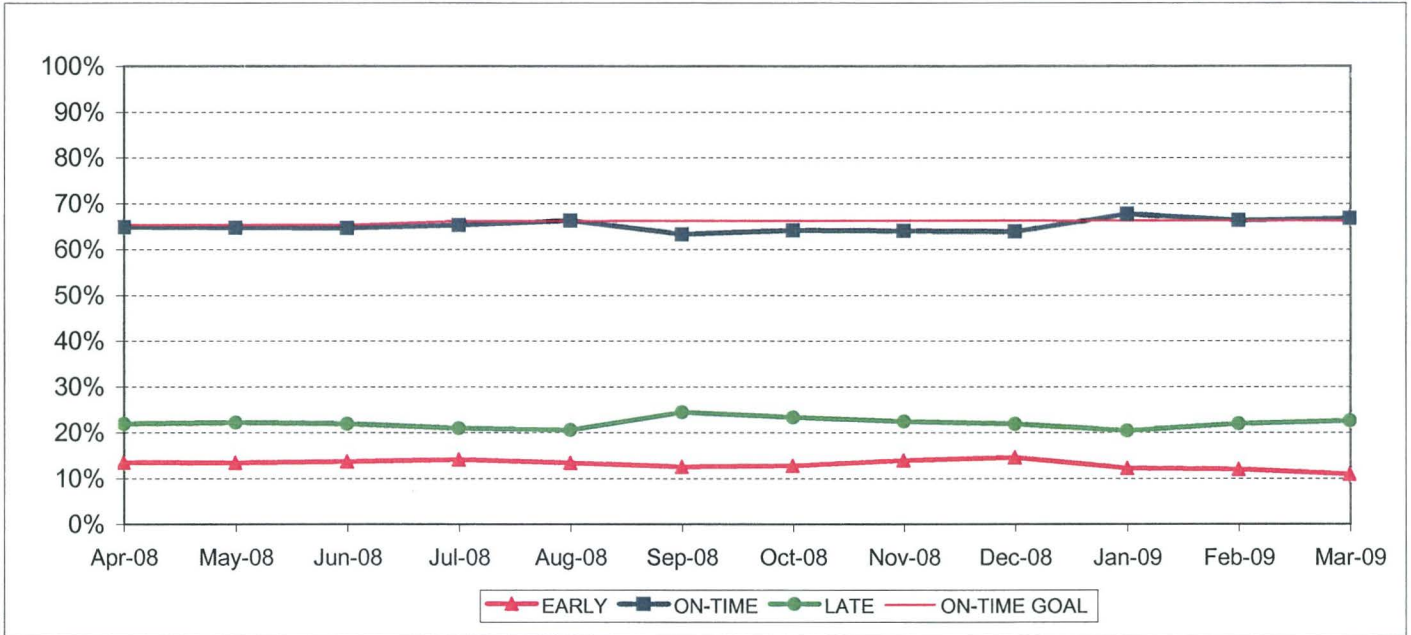
IN-SERVICE ON-TIME PERFORMANCE

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%	10.06%	-1.18%
On-Time	68.50%	68.89%	0.39%
Late	20.26%	21.05%	0.79%
Division 15			
Early	11.26%	11.12%	-0.14%
On-Time	66.85%	67.80%	0.95%
Late	21.88%	21.08%	-0.81%
Gateway Cities Sector (GWC)			
Division 1			
Early	12.77%	11.98%	-0.79%
On-Time	67.55%	70.07%	2.52%
Late	19.69%	17.95%	-1.74%
Division 2			
Early	11.94%	10.86%	-1.07%
On-Time	68.60%	71.78%	3.18%
Late	19.47%	17.36%	-2.11%
South Bay Sector (SB)			
Division 5			
Early	14.08%	13.26%	-0.82%
On-Time	63.35%	63.67%	0.32%
Late	22.57%	23.08%	0.50%
Division 18			
Early	14.42%	13.51%	-0.91%
On-Time	60.88%	59.77%	-1.11%
Late	24.70%	26.72%	2.02%

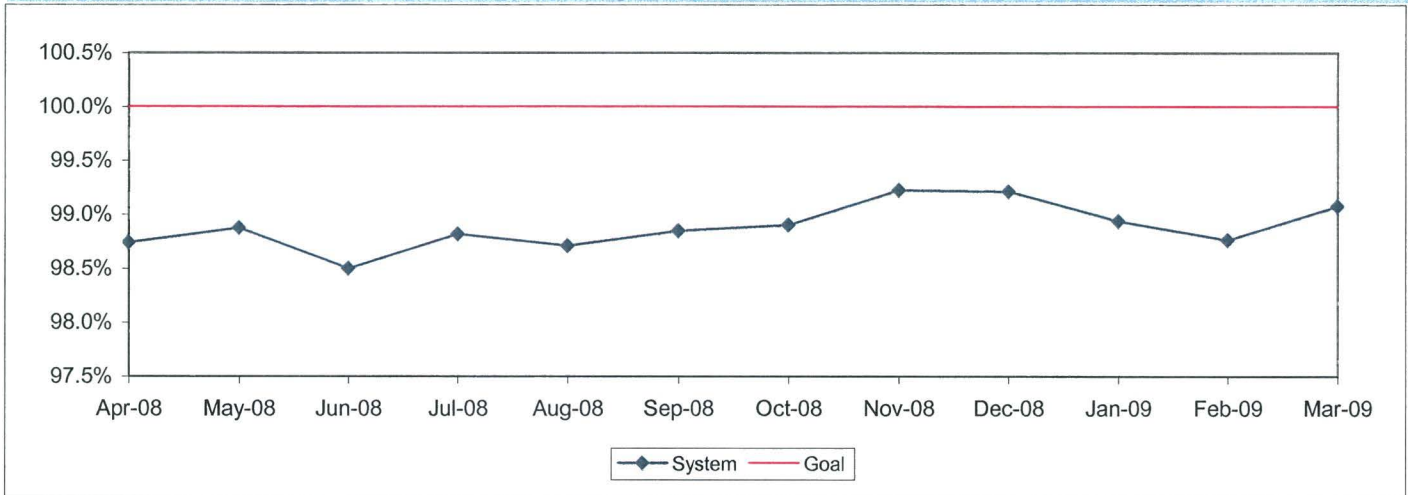
	FY08	FY09-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	15.37%	13.61%	-1.75%
On-Time	66.83%	68.86%	2.04%
Late	17.81%	17.52%	-0.28%
Division 9			
Early	12.92%	11.84%	-1.08%
On-Time	66.84%	69.03%	2.19%
Late	20.24%	19.13%	-1.11%
Westside/Central Sector (WC)			
Division 6			
Early	16.78%	18.53%	1.75%
On-Time	53.12%	54.60%	1.48%
Late	30.10%	26.87%	-3.23%
Division 7			
Early	14.80%	15.95%	1.15%
On-Time	57.66%	59.76%	2.10%
Late	27.54%	24.29%	-3.25%
Division 10			
Early	16.30%	15.92%	-0.38%
On-Time	56.63%	59.65%	3.02%
Late	27.07%	24.43%	-2.64%
SYSTEMWIDE			
Early	13.55%	13.05%	-0.50%
On-Time	64.05%	65.05%	1.00%
Late	22.40%	21.90%	-0.50%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

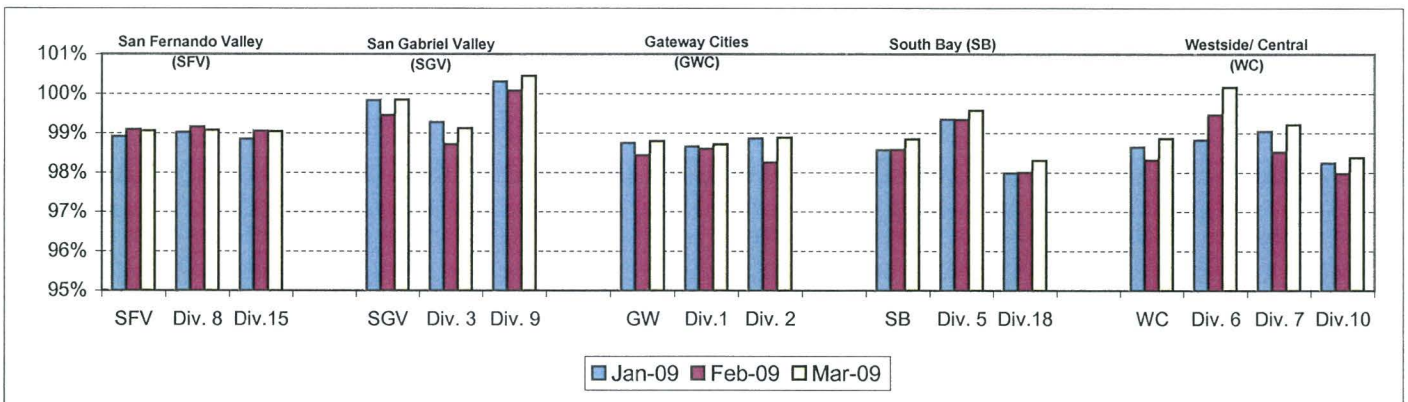
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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



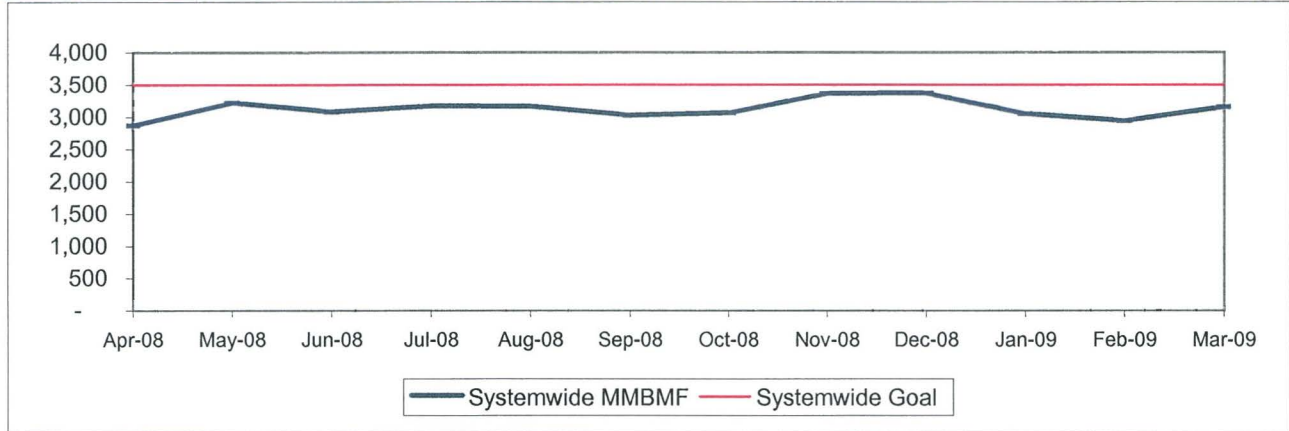
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

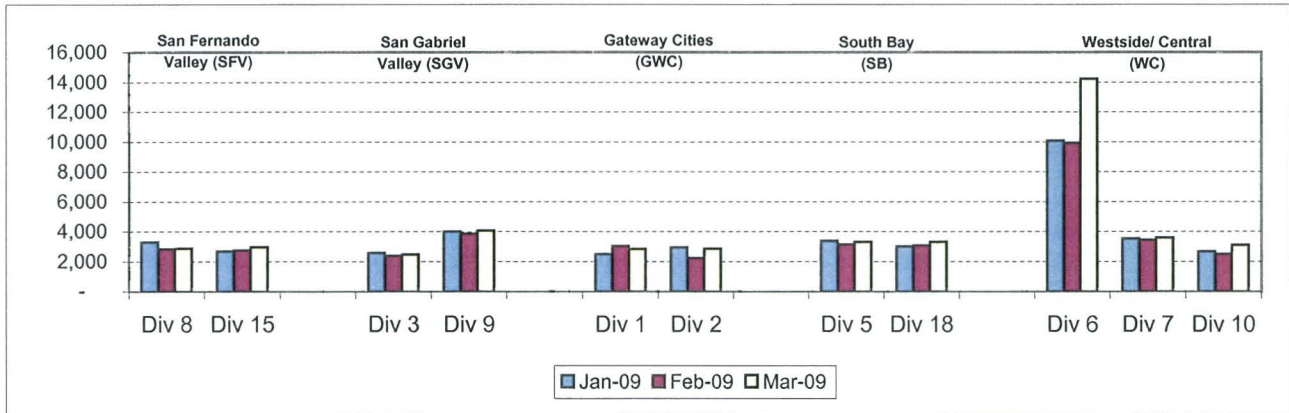
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



* New Indicator.

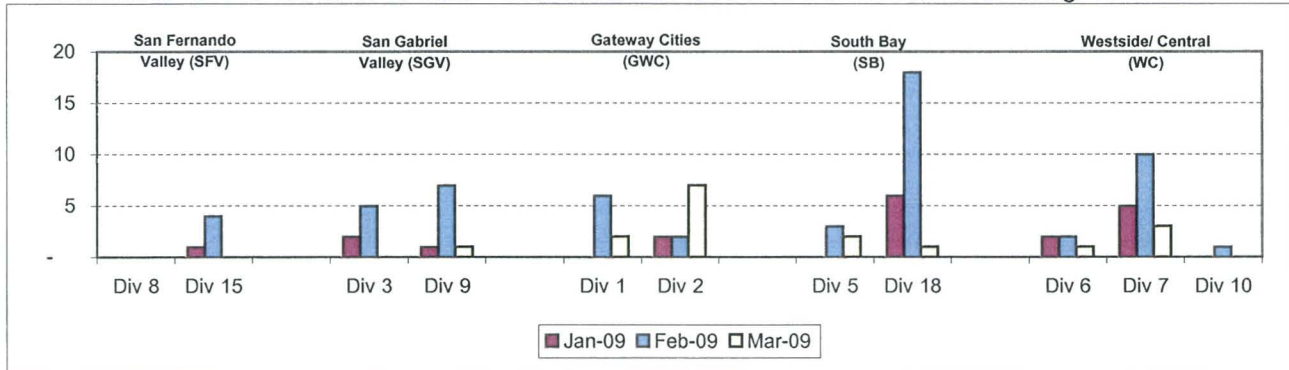
MMBMF -- Bus Operating Sector Divisions January - March 2009



Unaddressed Road Calls -- Bus Operating Sector Divisions* January - March 2009

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

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



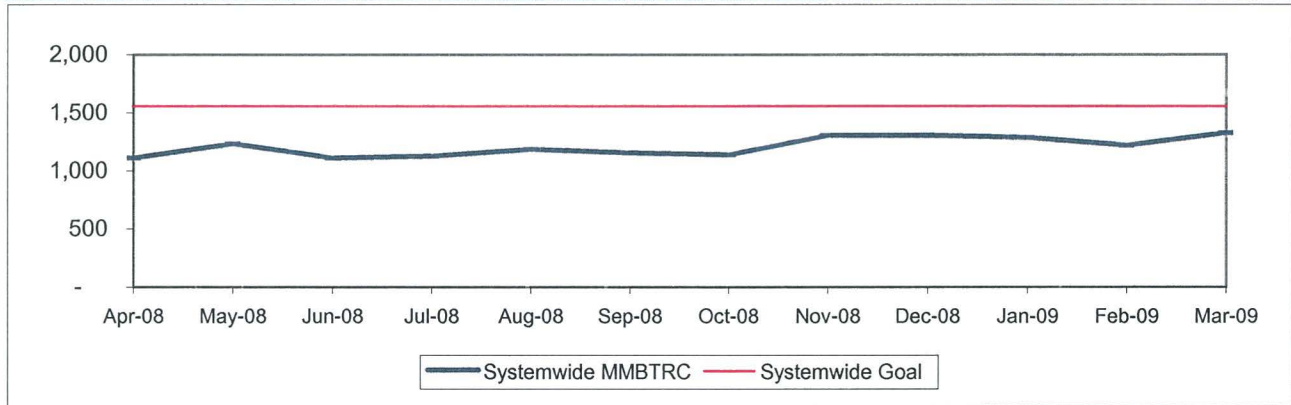
* New Indicator.

MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

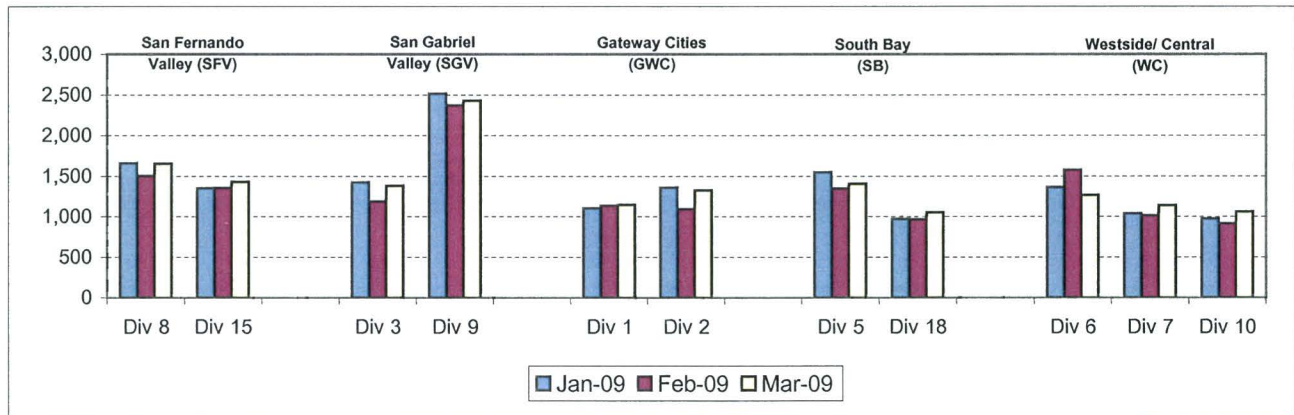
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



* New Indicator.

**MMBTRC --Bus Operating Sector Divisions
January - March 2009**



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,480	91.95%
Hybrid	6	0.22%
Diesel	118	4.38%
Gasoline	59	2.19%
Propane	34	1.26%
Total	<u>2,697</u>	<u>100.00%</u>

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
10.0	7.9	7.9	7.1	7.0	7.2	6.9	8.2

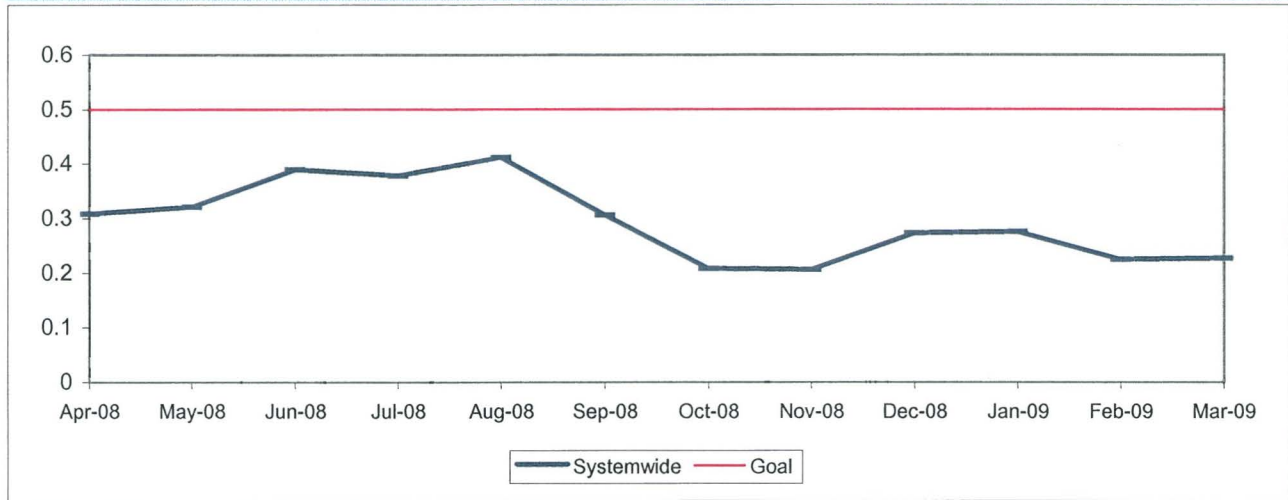
WC		
Div 6	Div 7	Div 10
9.6	7.6	6.7

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.

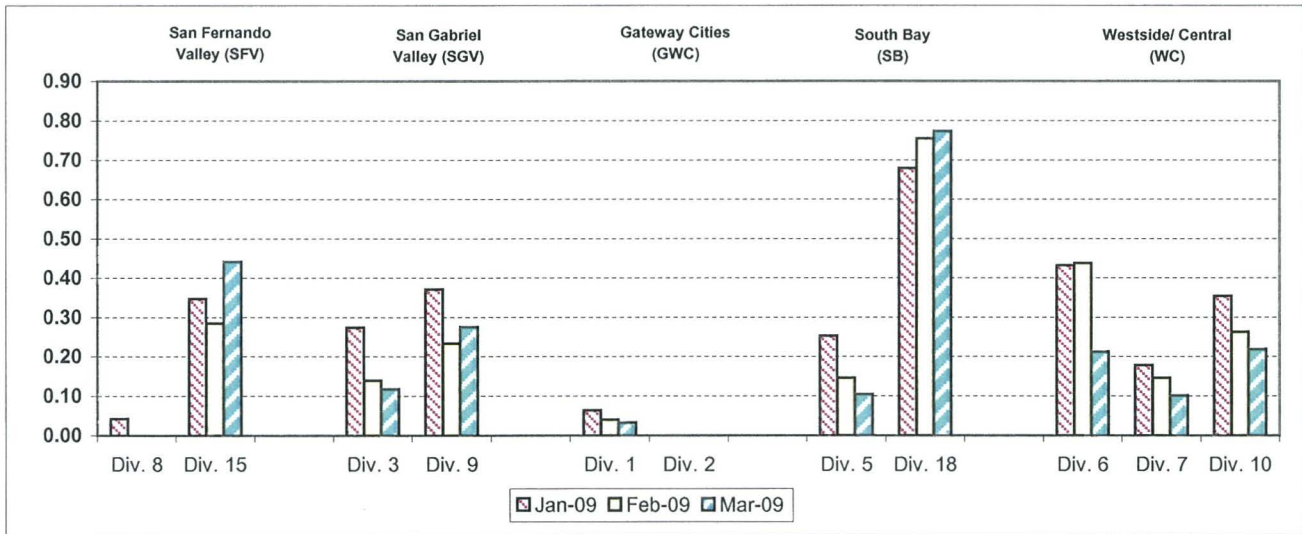
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

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
January - March 2009**



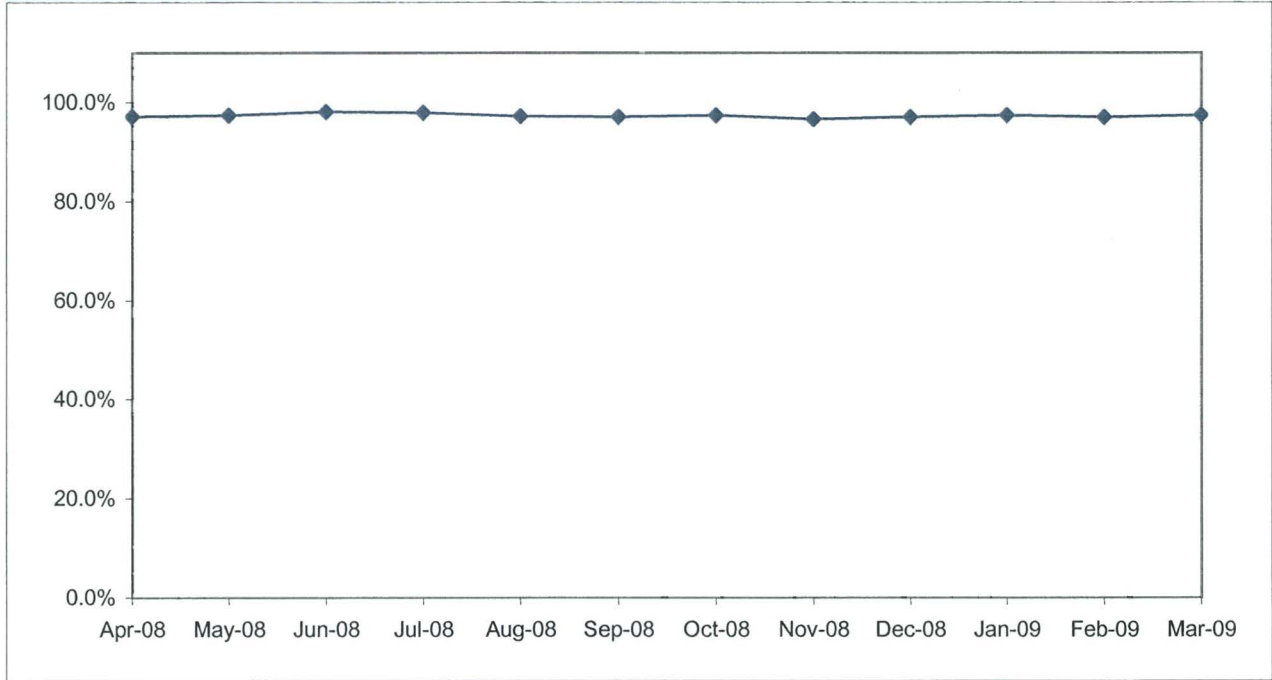
ATTENDANCE

MAINTENANCE ATTENDANCE

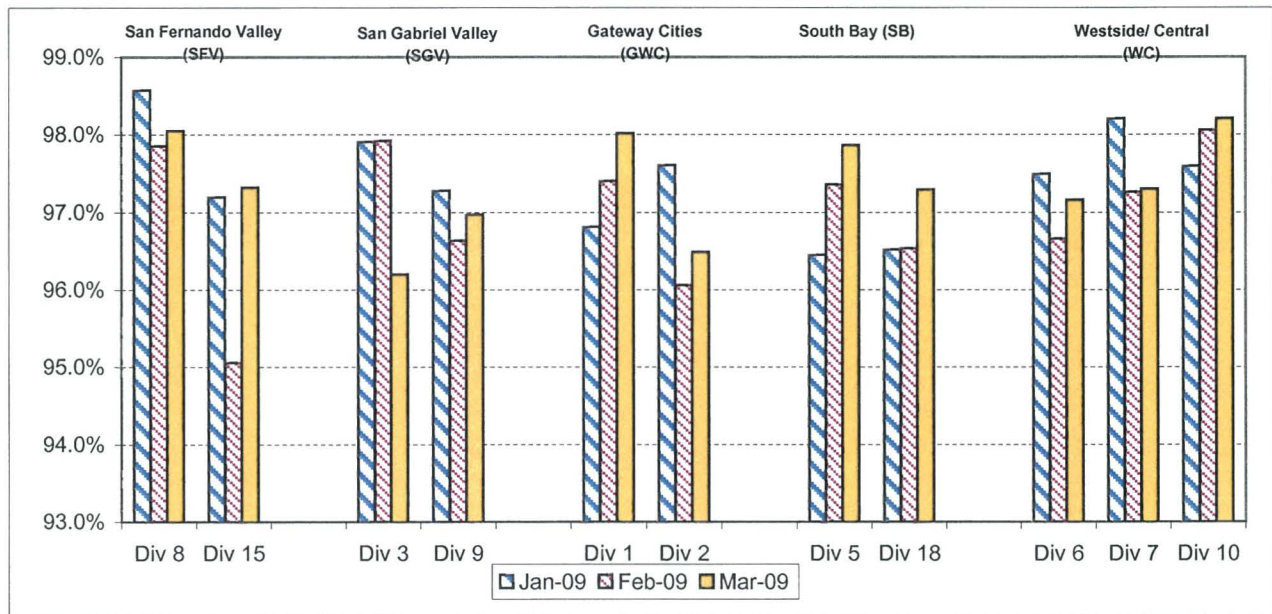
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month) January - March 2009



SAFETY PERFORMANCE

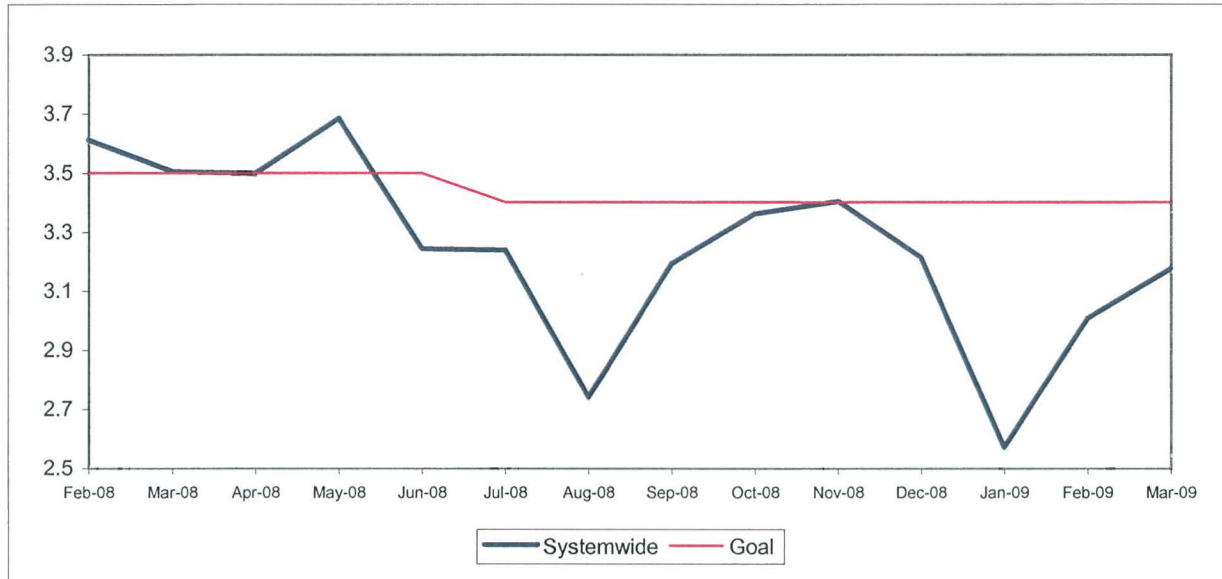
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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.

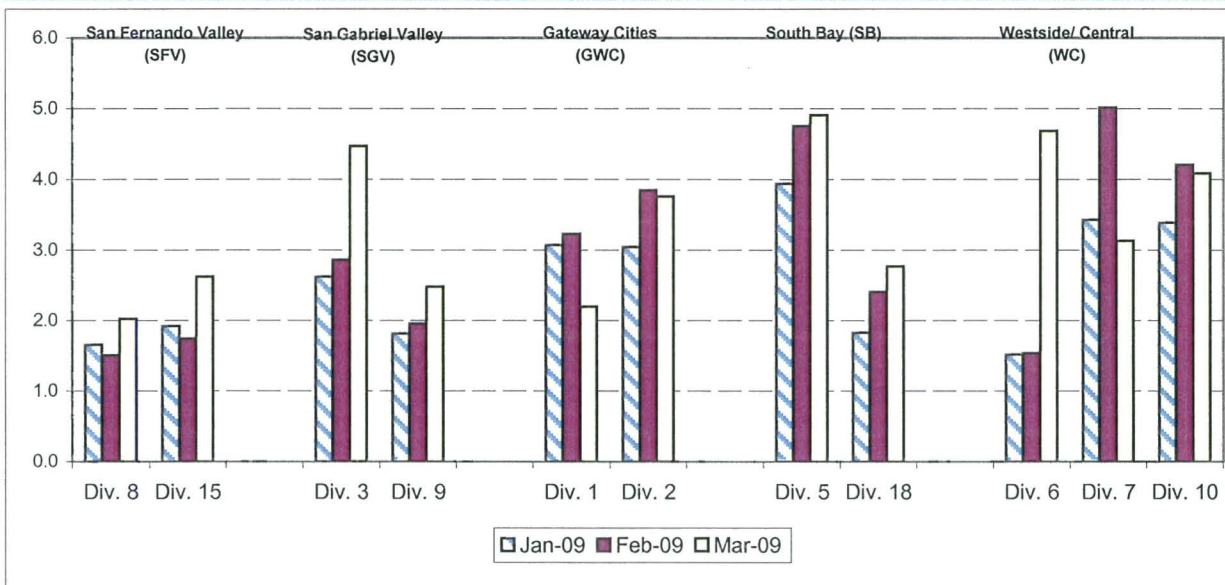
Systemwide Trend



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 January - March 2009

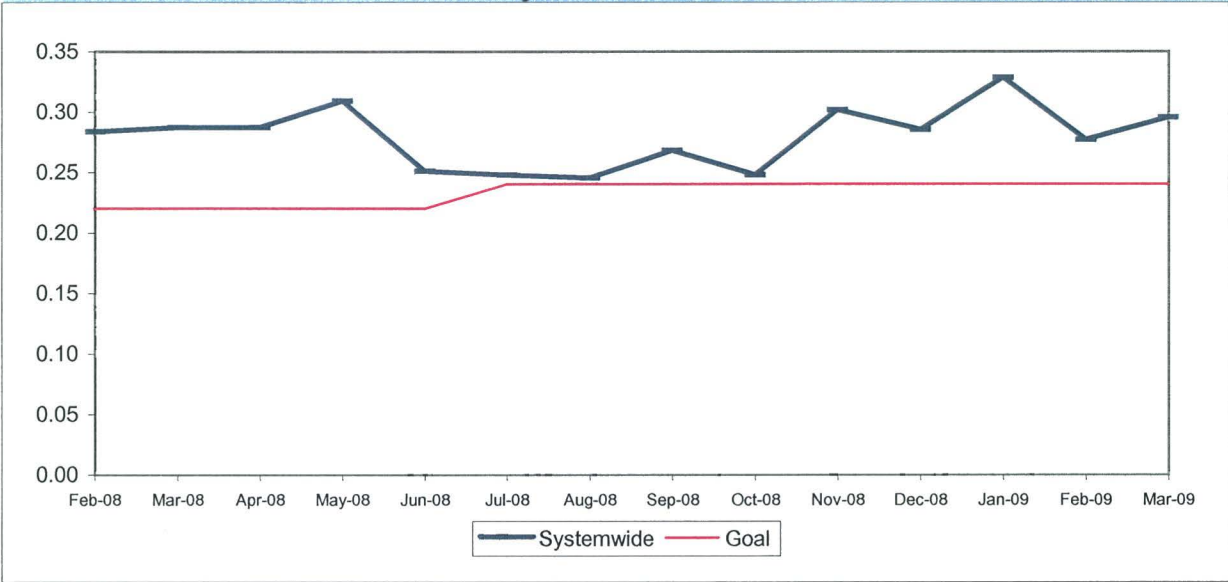


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

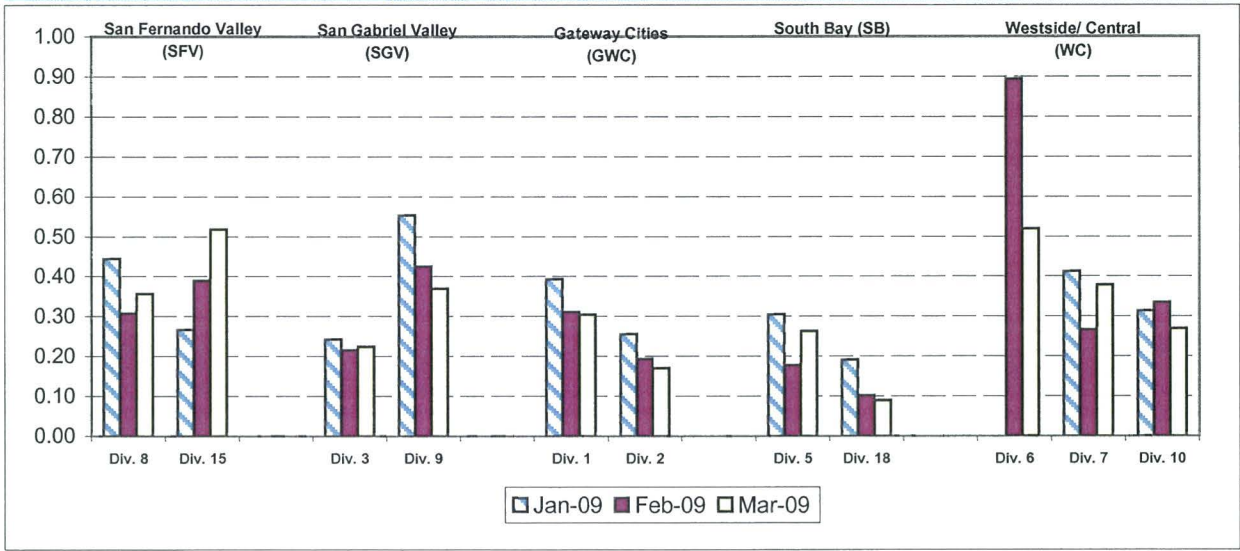
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by (Boardings / by 100,000))

Systemwide Trend



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

**Bus Operating Divisions - by Sectors' Divisions
January - March 2009**



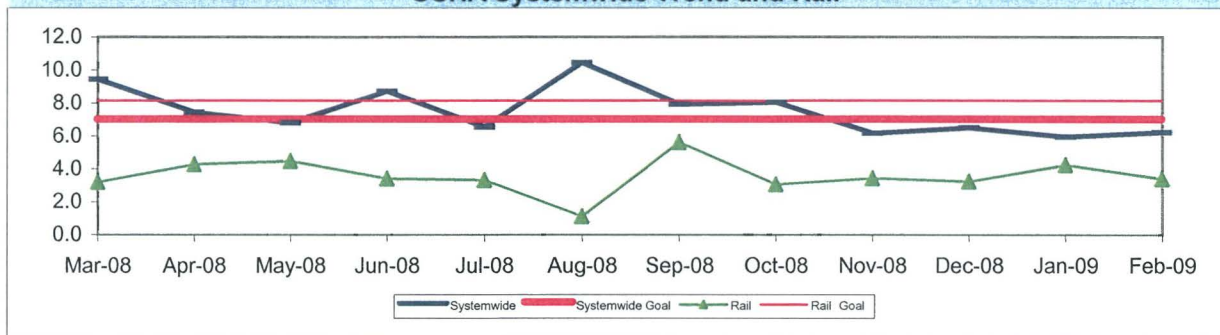
OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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)

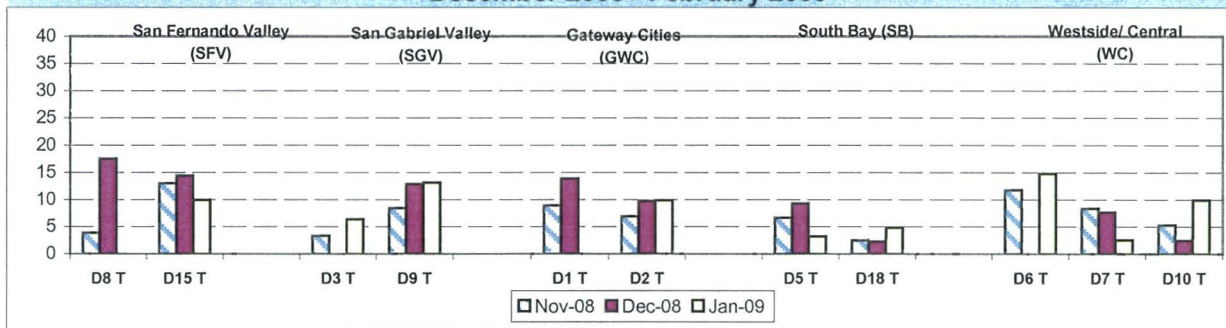
One month lag from current month

OSHA Systemwide Trend and Rail

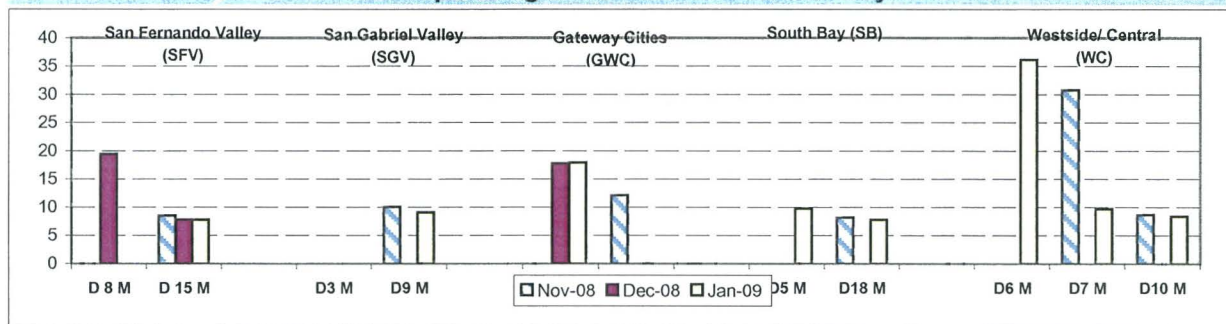


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

OSHA: Bus Operating Transportation Divisions - by Sectors'
December 2008 - February 2009



OSHA: Bus Operating Maintenance Divisions - by Sectors'



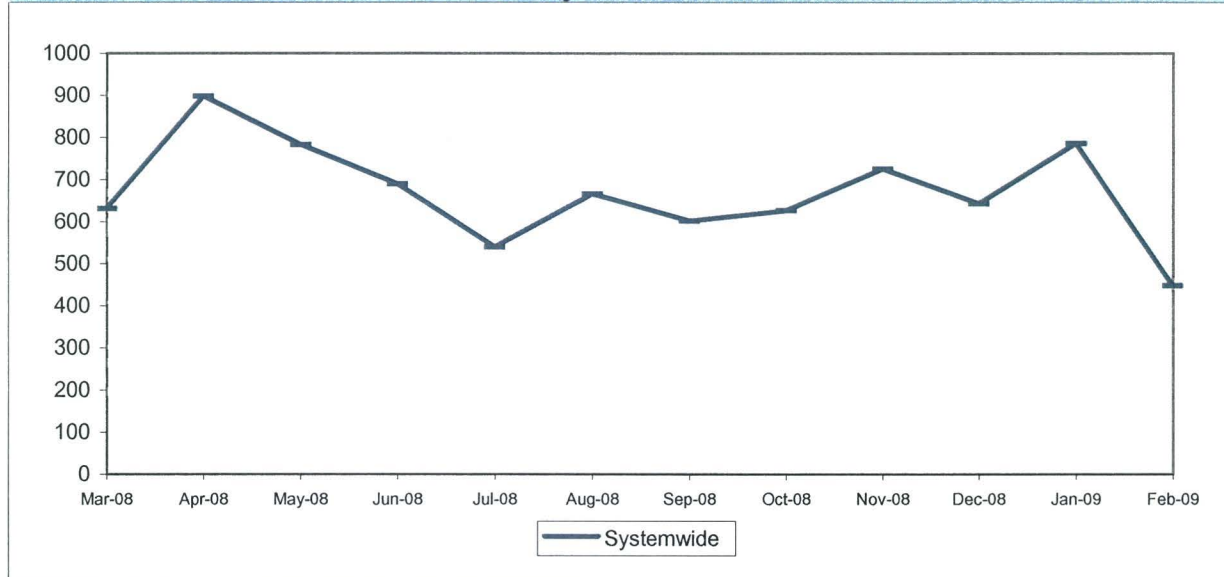
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

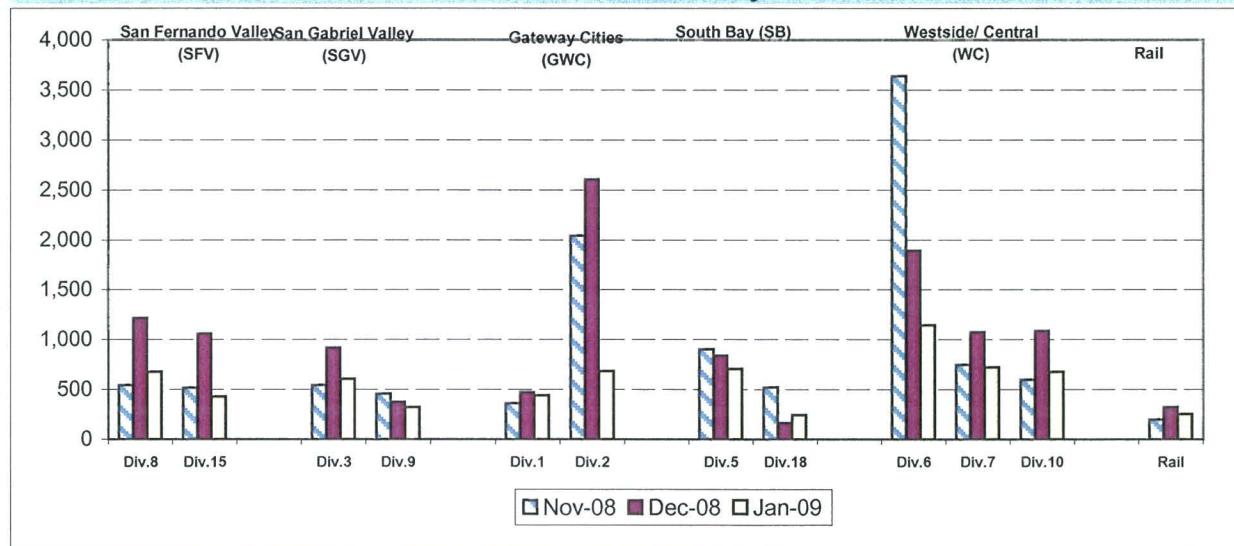
Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number

One month lag from current month

LWD Systemwide Trend



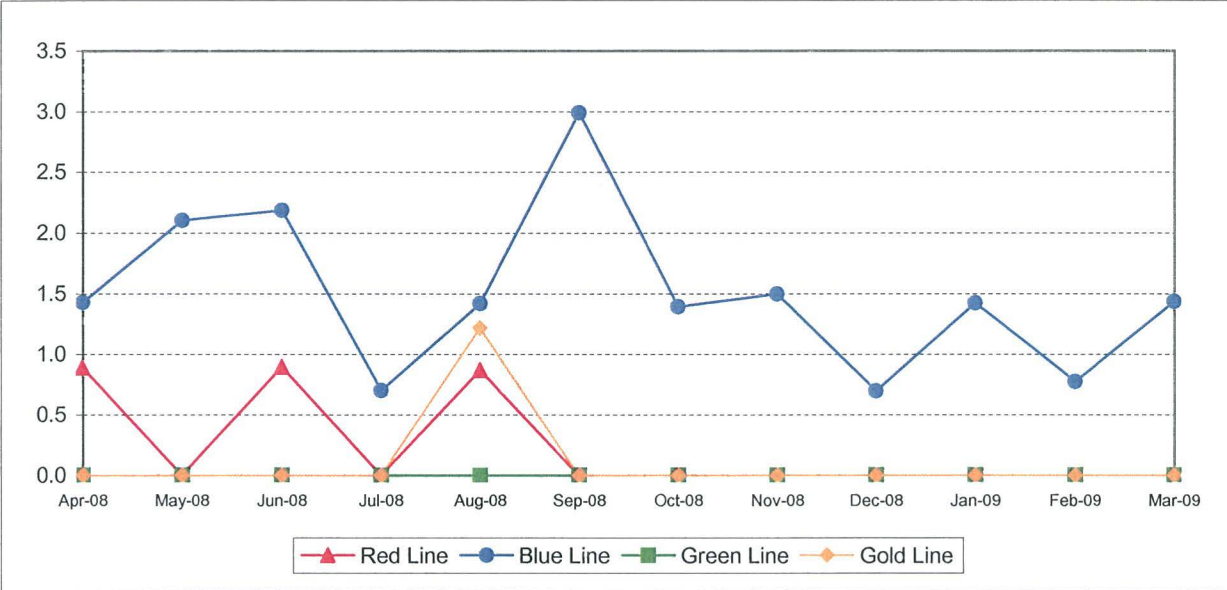
**LWD/200,000 Exposure Hours per Operating Divisions - by Sectors' Divisions
December 2008 - February 2009**



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

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

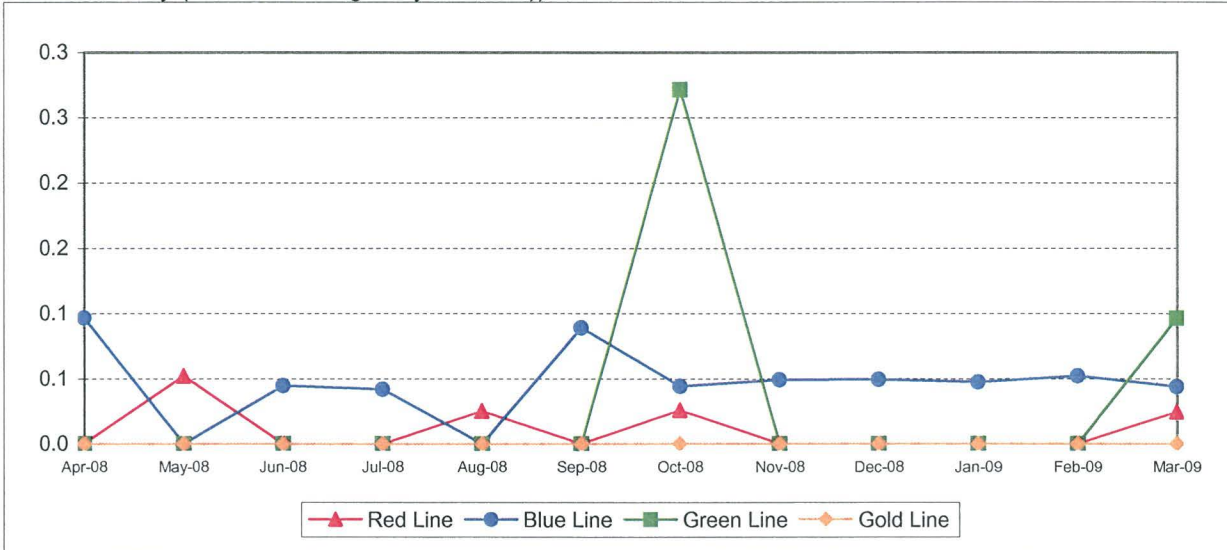
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

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



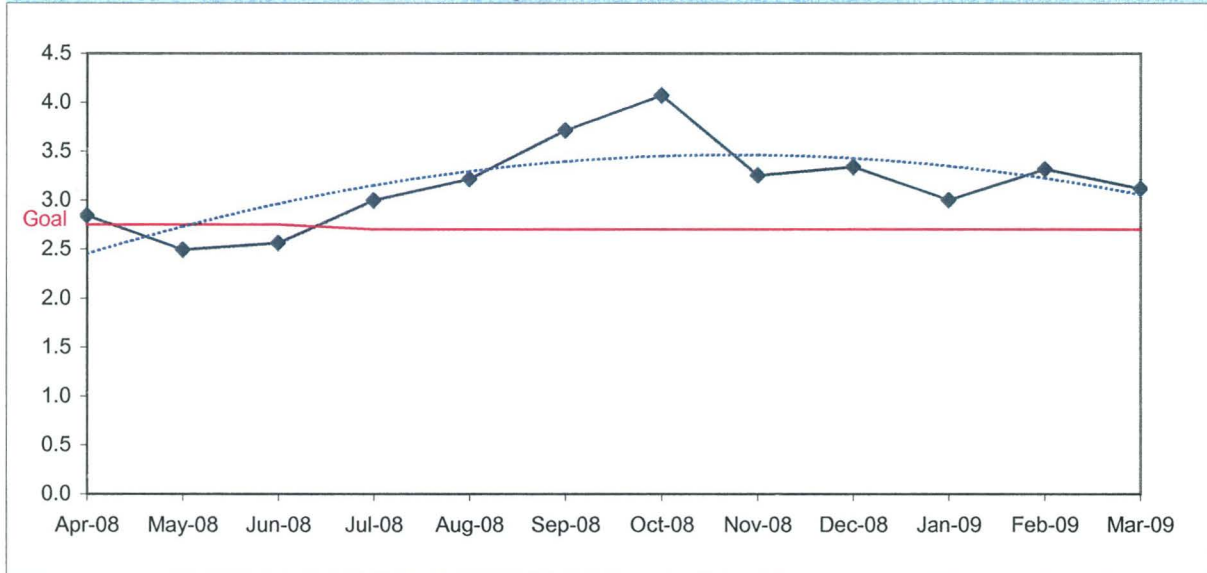
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

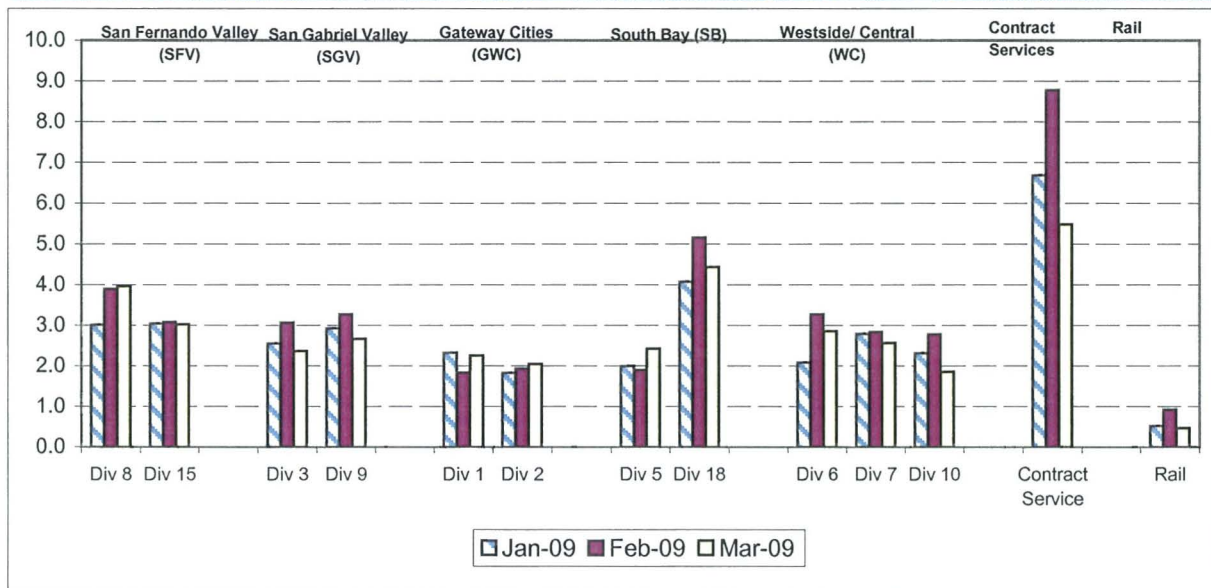
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions January - March 2009



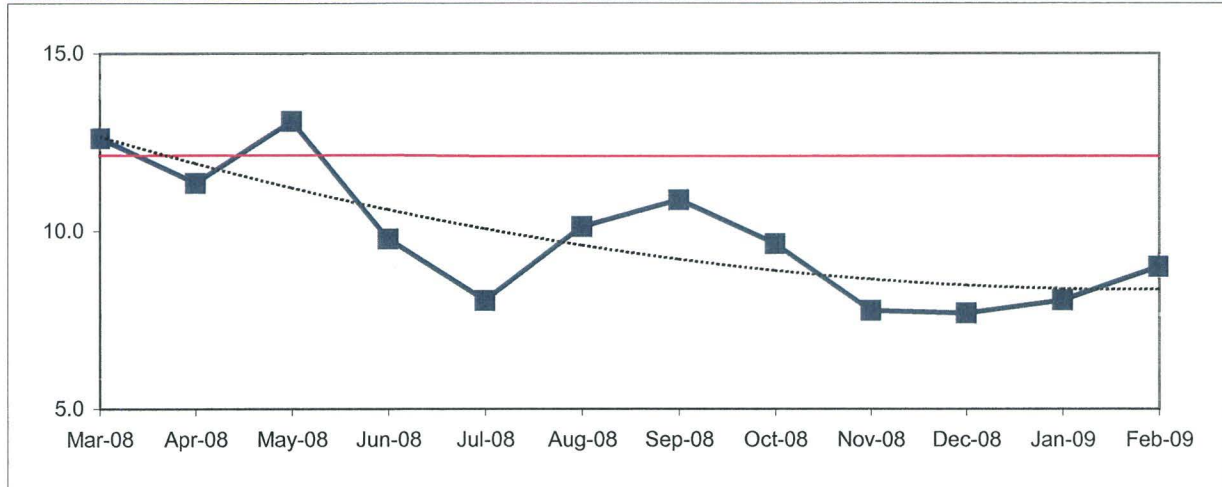
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend



One month lag from current month

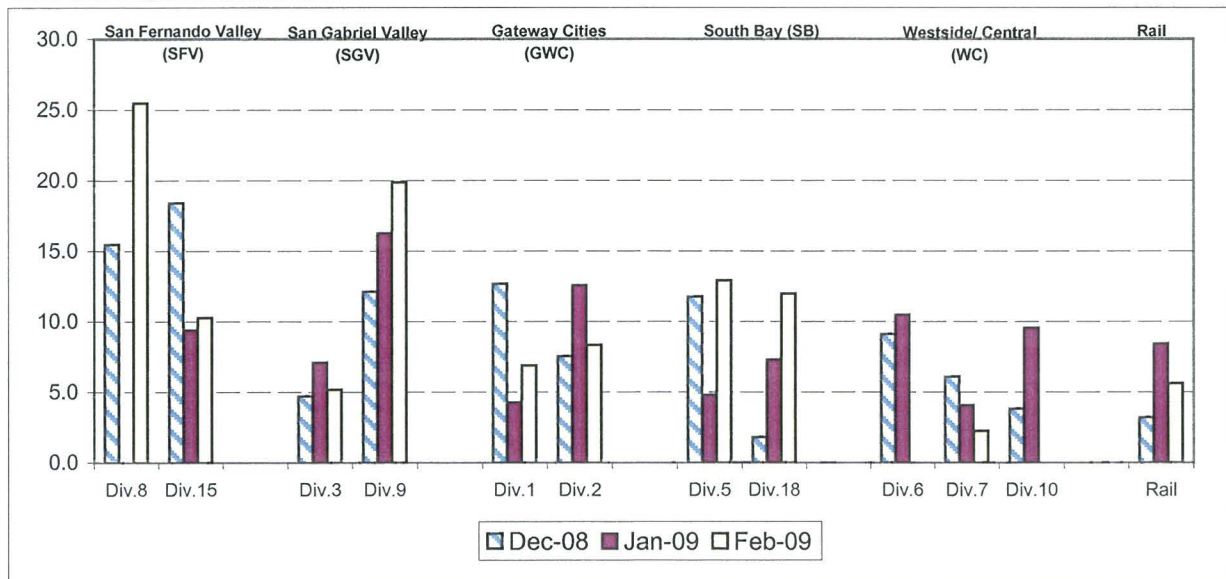
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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

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

Bus & Rail - by Bus Sectors' Divisions and Rail December 2008 - February 2009

One month lag from current month



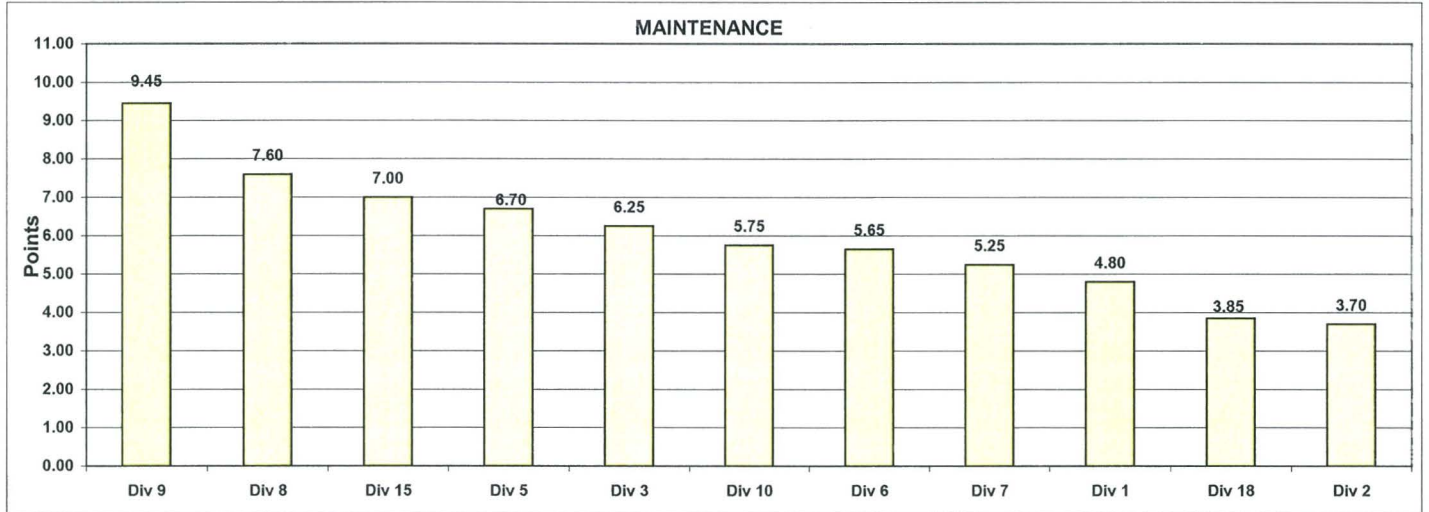
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

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

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	50%	1146.8	1327.9	1382.4	1405.3	1268.7	1140.9	1653.0	2429.7	1059.0	1431.0	1051.5
Points		4	6	7	8	5	3	10	11	2	9	1
Attendance Points	20%	0.98323	0.96943	0.96779	0.98499	0.97324	0.97563	0.98623	0.97914	0.98688	0.97469	0.97368
Points		8	2	1	9	3	6	10	7	11	5	4
New WC Claims /200,000 Exp Hrs*	30%	9.4327	12.1846	0.0000	10.0954	0.0000	0.0000	10.6552	0.0000	0.0000	8.5973	0.0000
Points		4	1	8.5	3	8.5	8.5	2	8.5	8.5	5	8.5
*One month lag												
Totals		4.80	3.70	6.25	6.70	5.65	5.25	7.60	9.45	5.75	7.00	3.85
FINAL RANKING		Maintenance Division Ranking (Sorted)										
	DIV.	Div 9	Div 8	Div 15	Div 5	Div 3	Div 10	Div 6	Div 7	Div 1	Div 18	Div 2
	Score	9.45	7.60	7.00	6.70	6.25	5.75	5.65	5.25	4.80	3.85	3.70
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th

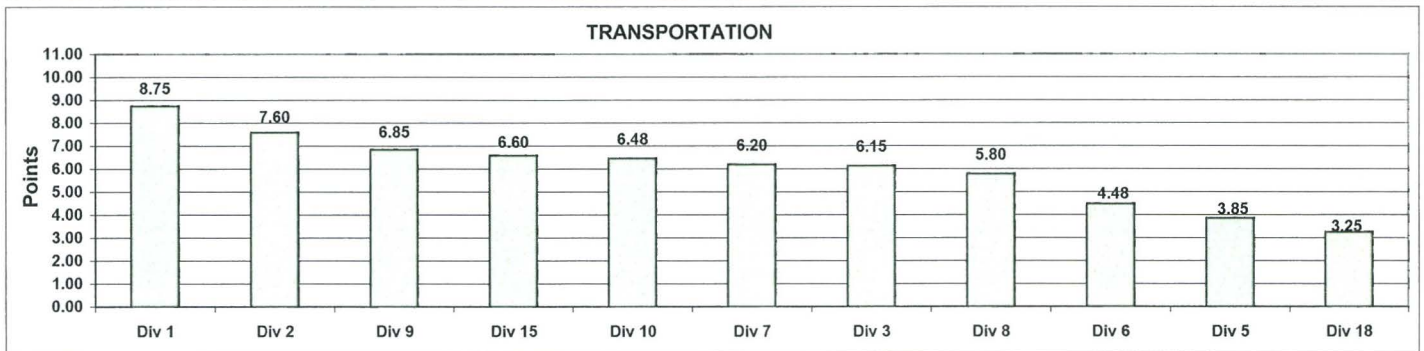


Monthly Calculations - March 2009
Metro Bus - Transportation

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 Points	25%	0.7291 10	0.7415 11	0.6964 7	0.6259 3	0.5865 1	0.6435 5	0.6837 6	0.7094 9	0.6288 4	0.7028 8	0.6020 2
Miles Between Total Road Calls Points	10%	1146.8375 4	1327.8734 6	1382.4492 7	1405.2986 8	1268.6723 5	1140.8926 3	1653.0140 10	2429.7060 11	1059.0439 2	1431.0032 9	1051.5034 1
Accident Rate Points	25%	2.1982 10	3.7576 5	4.4669 3	4.9075 1	4.6825 2	3.1304 6	2.0250 11	2.4794 9	4.0862 4	2.6229 8	2.7673 7
Complaints/100K Boardings Points	15%	2.2529 9	2.0454 10	2.3598 8	2.4199 7	2.8585 4	2.5809 6	3.9655 2	2.6610 5	1.8577 11	3.0181 3	4.4323 1
New WC Claims /200,000 Exp Hrs* Points	25%	6.0854 8	7.2083 6	6.8772 7	13.8817 4	0.0000 11	2.8408 9	30.8588 1	25.7239 2	0.0000 11	10.7974 5	15.6798 3
*One month lag												
Totals		8.75	7.60	6.15	3.85	4.48	6.20	5.80	6.85	6.48	6.60	3.25
FINAL RANKING		Transportation Division Ranking (Sorted)										
	DIV.	Div 1	Div 2	Div 9	Div 15	Div 10	Div 7	Div 3	Div 8	Div 6	Div 5	Div 18
	Score	8.75	7.60	6.85	6.60	6.48	6.20	6.15	5.80	4.48	3.85	3.25
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



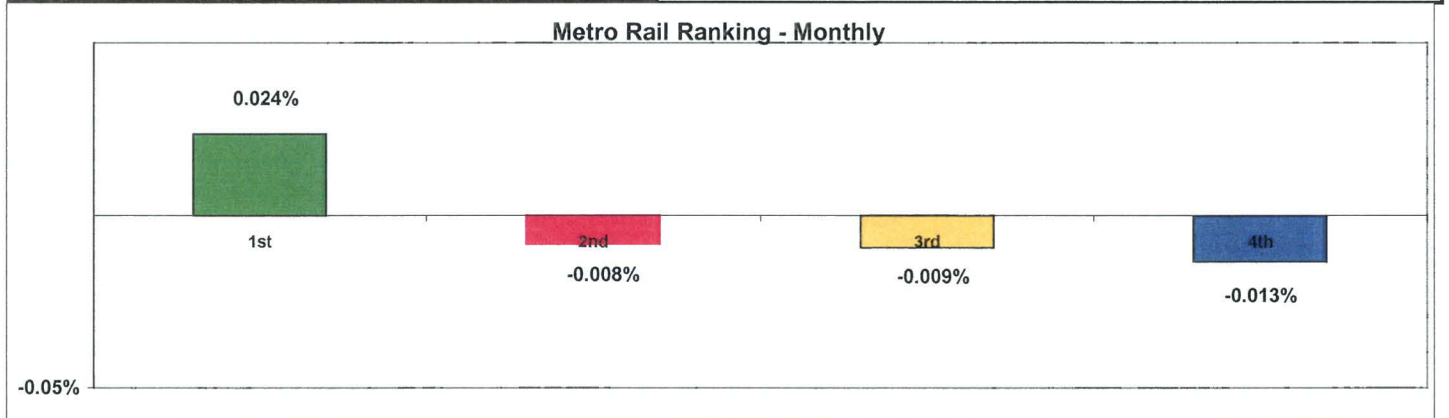
**Monthly Calculations
Metro Rail**

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

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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	Mar-08	Mar-09	Yearly Improvement	Mar-08	Mar-09	Yearly Improvement	Mar-08	Mar-09	Yearly Improvement	Mar-08	Mar-09	Yearly Improvement
Wayside Availability												
Track	100.00%	100.00%	0.00%	99.98%	100.00%	0.02%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	100.00%	99.92%	-0.08%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	99.97%	100.00%	0.03%
Power	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	99.99%	-0.01%	99.96%	99.90%	-0.06%
Wayside Performance	100.00%	99.97%	-0.03%	99.99%	100.00%	0.01%	100.00%	100.00%	0.00%	99.98%	99.97%	-0.01%
Vehicle Availability												
Vehicle Performance	99.87%	99.93%	0.06%	99.79%	99.91%	0.12%	99.91%	99.92%	0.01%	99.93%	99.95%	0.02%
Operator Availability												
Operators	99.99%	99.99%	0.00%	99.97%	99.99%	0.02%	99.98%	100.00%	0.02%	99.99%	100.00%	0.01%
In-Service Performance												
Rev. Hr. Delivered - Rail	99.99%	99.92%	-0.07%	99.95%	99.90%	-0.05%	99.98%	99.91%	-0.06%	99.92%	99.85%	-0.07%
Total Rail Line Performance	99.96%	99.95%	-0.008%	99.93%	99.95%	0.024%	99.97%	99.96%	-0.01%	99.95%	99.94%	-0.01%

Metro Rail Final Ranking (Sorted)				
Rail Line	RED	BLUE	GREEN	GOLD
Score	0.024%	-0.008%	-0.009%	-0.013%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

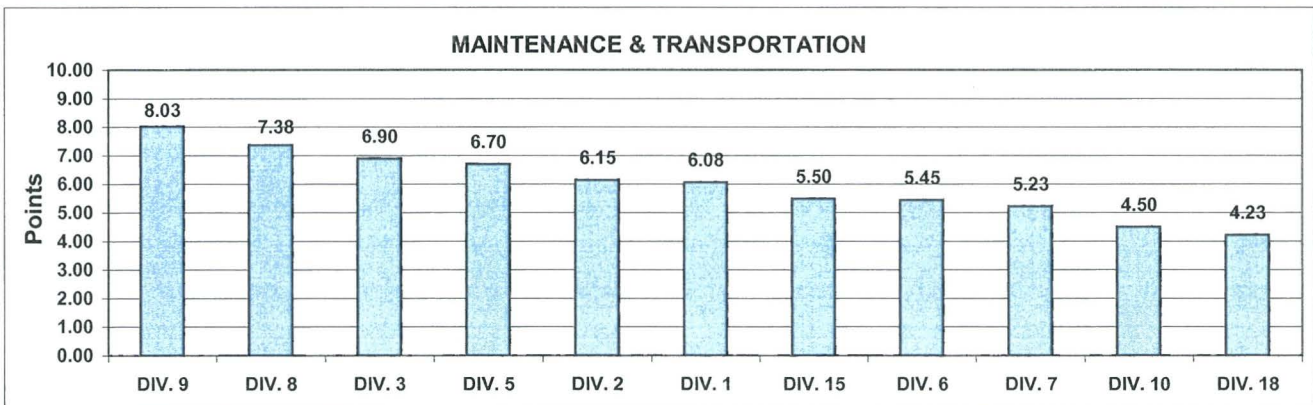
Quarterly Calculations: FY09-Q3 Metro Bus - Maintenance and Transportation

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%	1130	1255	1330	1432	1393	1065	1607	2441	983	1380	996
Points		4	5	6	9	8	3	10	11	1	7	2
Attendance Points	10.0%	0.9800	0.9715	0.9773	0.9792	0.9745	0.9786	0.9844	0.9776	0.9831	0.9684	0.9703
Points		9	3	5	8	4	7	11	6	10	1	2
Claims /200000 Exp.Hrs	15.0%	12.1167	3.8019	0.0000	3.2855	12.5968	3.3323	6.6261	0.0000	8.5550	10.7385	2.6826
Points		2	6	10.5	8	1	7	5	10.5	4	3	9
<i>*One month Lag: Dec 08 - Feb 09</i>												
Transportation												
In-Service On-Time Performance	12.5%	0.7260	0.7411	0.7065	0.6341	0.5685	0.6313	0.6956	0.7058	0.6209	0.7148	0.6088
Points		10	11	8	5	1	4	6	7	3	9	2
Miles Between Total Road Calls	5.0%	1130.4	1255.0	1329.5	1432.1	1393.4	1065.0	1607.3	2440.8	983.3	1380.4	996.0
Points		4	5	6	9	8	3	10	11	1	7	2
Accidents/100k Hub Miles	12.5%	2.8199	3.5427	3.3351	4.5289	2.5724	3.8200	1.7379	2.0914	3.8849	2.1116	2.3342
Points		6	4	5	1	7	3	11	10	2	9	8
Complaints/100K Boardings	7.5%	2.1466	1.9390	2.6434	2.1181	2.7451	2.7238	3.6353	2.9404	2.2975	3.0463	4.5405
Points		9	11	7	10	5	6	2	4	8	3	1
<i>*One month Lag: Dec 08 - Feb 09</i>												
Claims /200000 Exp.Hrs	12.5%	6.7077	11.2297	7.5508	11.9206	9.2435	10.6353	16.9656	12.5093	6.7957	15.1500	3.2583
Points		10	5	8	4	7	6	1	3	9	2	11
Totals		6.08	6.15	6.90	6.70	5.45	5.23	7.38	8.03	4.50	5.50	4.23

Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 9	DIV. 8	DIV. 3	DIV. 5	DIV. 2	DIV. 1	DIV. 15	DIV. 6	DIV. 7	DIV. 10	DIV. 18
	Score	8.03	7.38	6.90	6.70	6.15	6.08	5.50	5.45	5.23	4.50	4.23
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY09-Q3
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.

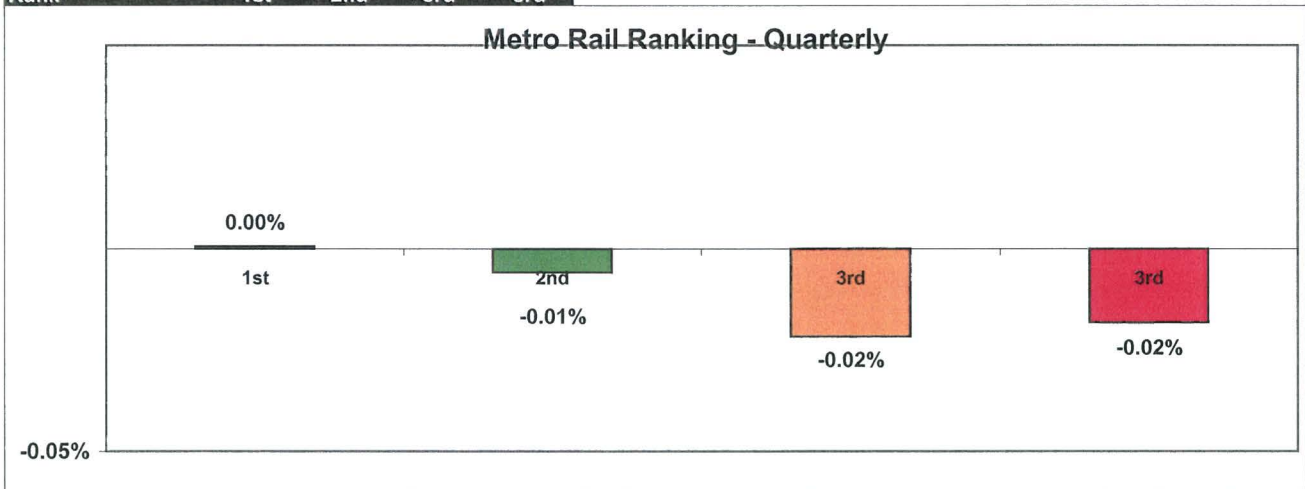
Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are sorted from high to 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

	<u>Metro Blue Line</u>	<u>Metro Red Line</u>	<u>Metro Green Line</u>	<u>Metro Gold Line</u>
Overall Rail Line Performance				
Jan-09	0.05%	-0.04%	-0.06%	-0.04%
Feb-09	-0.04%	0.00%	0.01%	-0.01%
Mar-09	<u>-0.01%</u>	<u>0.02%</u>	<u>-0.01%</u>	<u>-0.01%</u>
Quarter Average	0.00%	-0.01%	-0.02%	-0.02%

Metro Rail Final Ranking (Sorted)

Rail Line	BLUE	RED	GOLD	GREEN
Score	0.00%	-0.01%	-0.02%	-0.02%
Rank	1st	2nd	3rd	3rd



Los Angeles County Metropolitan Transportation Authority

Financial Status Highlights

March 31, 2009

FTA Quarterly Review

May 27, 2009



Metro

3rd Quarter

- **Consumer Confidence Index dropped further yet to 26%!**
- **Dow dropped to \$6,500 - 12 year low**
- **Gasoline price drop leveled**
- **LA County unemployment over 11%**
- **Transit indicators continue to decline**
 - **Ridership over 3% up**
 - **Bus ridership, 2% up**
 - **Rail ridership, 8% up**
 - **Fare revenues 2% ahead of budget**
- **Operating costs below budget**



Metro

3rd Quarter

State Budget

- Adopted in February
 - 6 Props on May 19 Special Election
- Transit in FY09 budget
 - Lost additional \$30 million in STA
 - Eliminated STA for at least 5 years
 - Temporary 1% sales tax effective April 1, 2009
 - Vehicle Fee reinstated
 - Transit does not benefit

Federal

- ARRTA - \$8.4 billion for transit



Metro

FY09 Look Ahead

- **Metro Ops ARRA - \$219.5 million**
 - 100 replacement buses
 - 53 contractor buses
 - MBL traction power substations
 - Bus mid-life program
 - Electrify CNG fueling stations
 - Rail fiber optic upgrade
 - 7th/Metro egress upgrade

Construction Safety Jan – Mar 2009



- MGLEE Construction has been underway for more than 58 months or 1, 697 days.
- 3,945,554 work hours to date with Zero Days Away from work due to injury.
- Injury statistical rate for Days Away from work is Zero.
- The recordable rate is (2.0); well below the Published incident rate of (5.3).
- Forty recordable injuries have been reported Project to Date. Thirty (30) involved medical treatment and restrictive duty. Ten (10) required medical treatment only.
- As of April 2009 MGLEE reached the milestone of 4 Million Work hours without a Days Away Injury.

Construction Safety April 2009



- Expo Line Construction: 4 reported work related injuries for 2.5 years.
- 1,000,000 work hours to date with Zero Days Away from work due to injury.

Construction Security Jan - Mar 2009



- Conducted graveyard shift security review of construction access points. Results discussed with Contractor.
- Contractor security guards stationed at East/West Portals and other construction access points.
- Metro staff continue to meet with MGLLEE to discuss various security issues involved in transition from construction to revenue operations.

Expo Line Construction Security April 2009

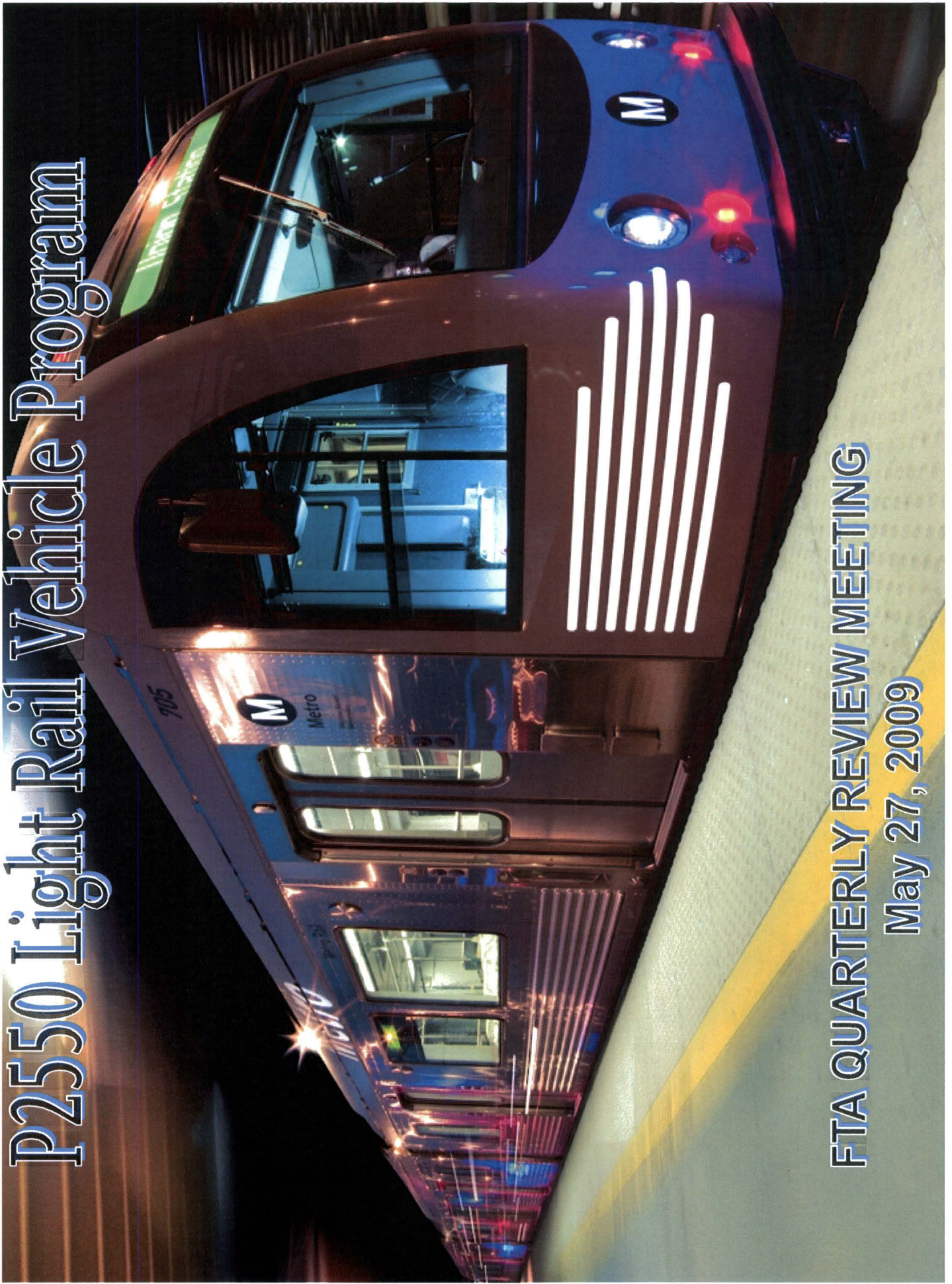


- No construction equipment thefts reported.
- Homeless on alignment a recurring problem.
- Fencing is up in all segments to isolate alignment,
- No gang interactions reported.
- Interaction with community during construction has been uneventful.

Safety Security Management Plan

- Final version of MGLEE sent to FTA.
- Writing of Baseline SSMP for future projects awaiting kickoff of next Project Management Plan process.
- Continue safety and security reviews.

P2550 Light Rail Vehicle Program



FTA QUARTERLY REVIEW MEETING

May 27, 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 that addresses immediate actions prior to consideration of the Options.
- 21 Vehicles have been Conditionally Accepted by MTA.
- 3 Vehicles are at Metro Gold Line in Post Arrival Testing for Acceptance.
- 18 Vehicles are in Pittsburg, CA in Final Assembly.
- Total number of vehicles in US is 42 out of 50 vehicles on order. Three vehicles are ready for shipment from Italy to US.

Project Progress

- As of April 30, 2009, 21 vehicles have been Conditionally Accepted for Gold Line operation and, are in revenue service.
- Three cars are next in line in Los Angeles for acceptance in May and June 2009 with five additional cars scheduled to be shipped from Pittsburg CA during the same period.
- Vehicle availability and reliability for revenue service has been the primary focus of MTA/AB team. Brake and propulsion software upgrades are being implemented to increase reliability of the vehicles.

Project Progress (continued)

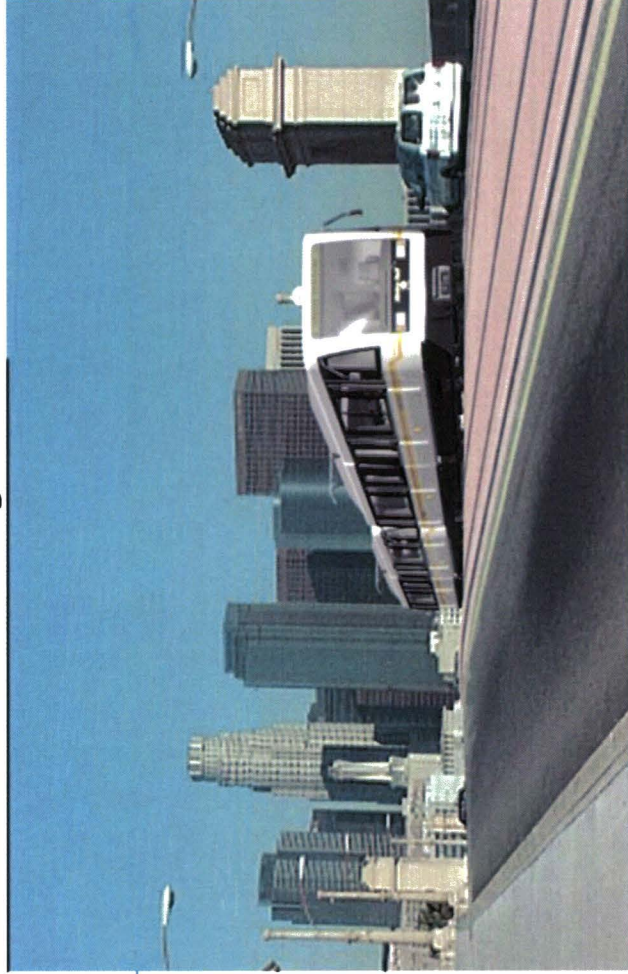
- The third Maintenance staff training session has been successfully completed during the period.
- Operation and Maintenance manuals have been submitted and review is ongoing.
- Warranty Program has started since the acceptance of the first vehicle in March 2008.
- Warranty and Contract spare parts delivery are late. MTA have communicated to AB that it is mission critical to expeditiously deliver spare parts to support revenue service.

-Project progress (continued)

- Project Team meets, on regular basis, the PMOC team to update on project status.
- Project Team visits, on monthly basis, the Pittsburgh Assembly Plant to monitor progress, quality, and to mitigate any issues as they develop.
- To close open engineering items affecting vehicles operation in Los Angeles, a weekly Project Meeting schedule has been established with AB and is ongoing.
- Additional Project progress meeting is planned in Los Angeles and in Pistoia to address all other Project open items.

Los Angeles County Metropolitan Transportation Authority

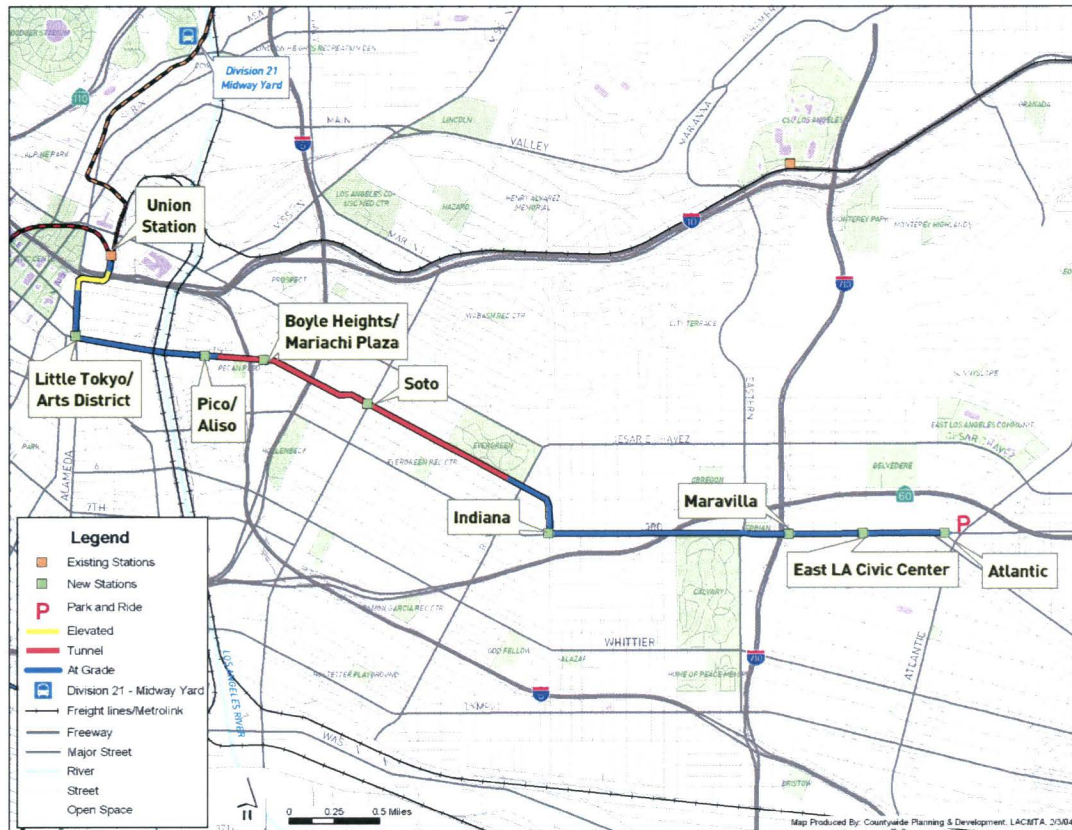
Metro Gold Line Eastside Extension FTA Quarterly Presentation



May 27, 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
- On-Time/Within Budget
- Opens in Mid-2009



Metro

Gold
Line

Metro Gold Line Eastside Extension Cost and Schedule Status

PROJECT COST:

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

PROJECT COMPLETION:

(Revenue Operations Date)

Planned	June 2009
Original Forecast	July 2009
FFGA	December 2009

FFGA – Full Funding Grant Agreement



Metro

Gold
Line

Metro Gold Line Eastside Extension Cost/Budget Status

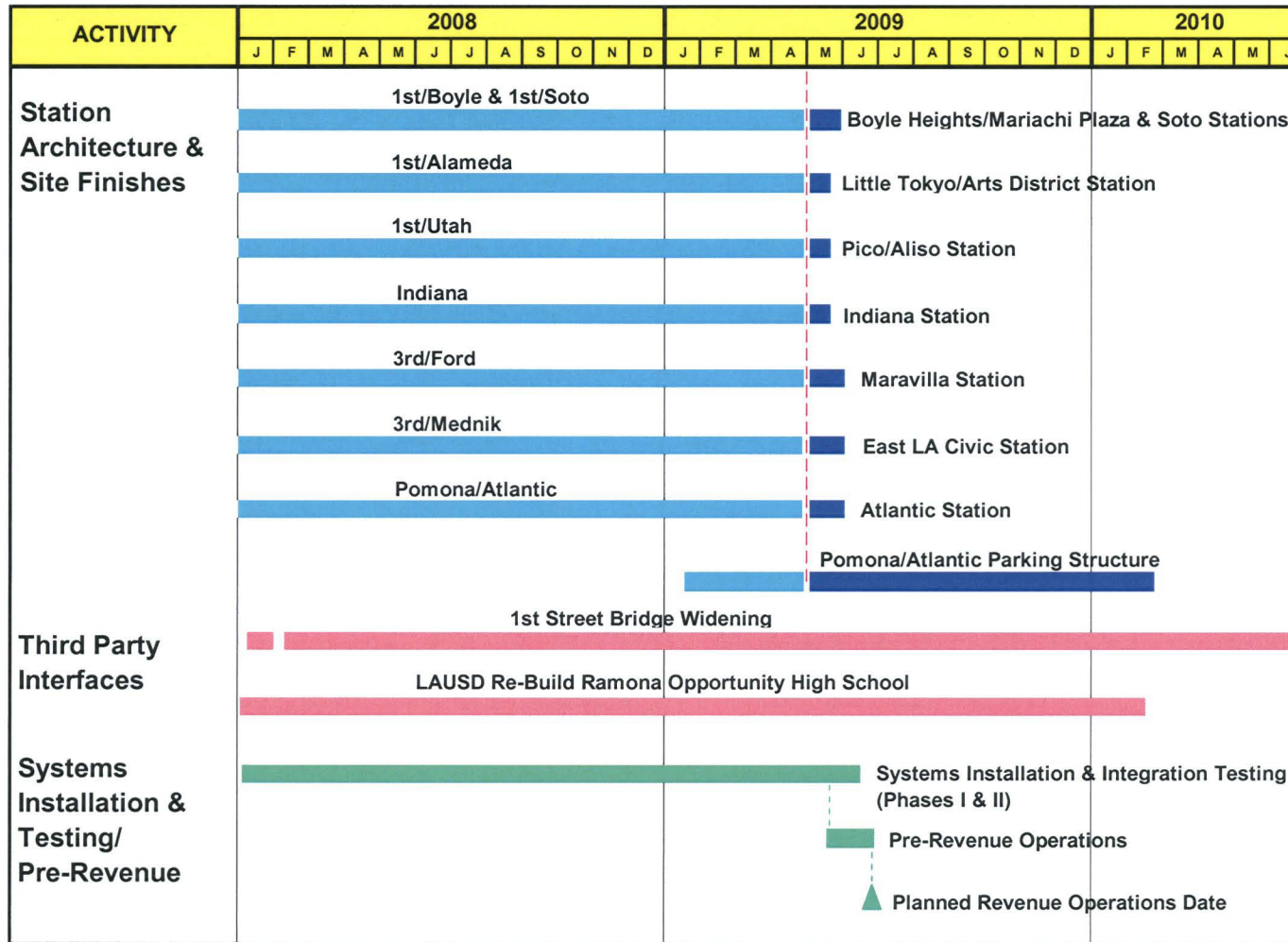
Description	Dec-08 Current Budget	Mar-09 Current Budget	Variance
CONSTRUCTION	650,702	650,702	-
SPECIAL CONDITIONS	57,032	57,032	-
RIGHT-OF-WAY	37,681	37,681	-
PROFESSIONAL SERVICES	135,860	135,860	-
PROJECT CONTINGENCY	7,401	7,401	-
PROJECT REVENUE	(4,662)	(4,662)	-
SUBTOTAL	884,014	884,014	-
PROJECT FINANCE COST	14,800	14,800	-
TOTAL	898,814	898,814	-



Metro

Gold
Line

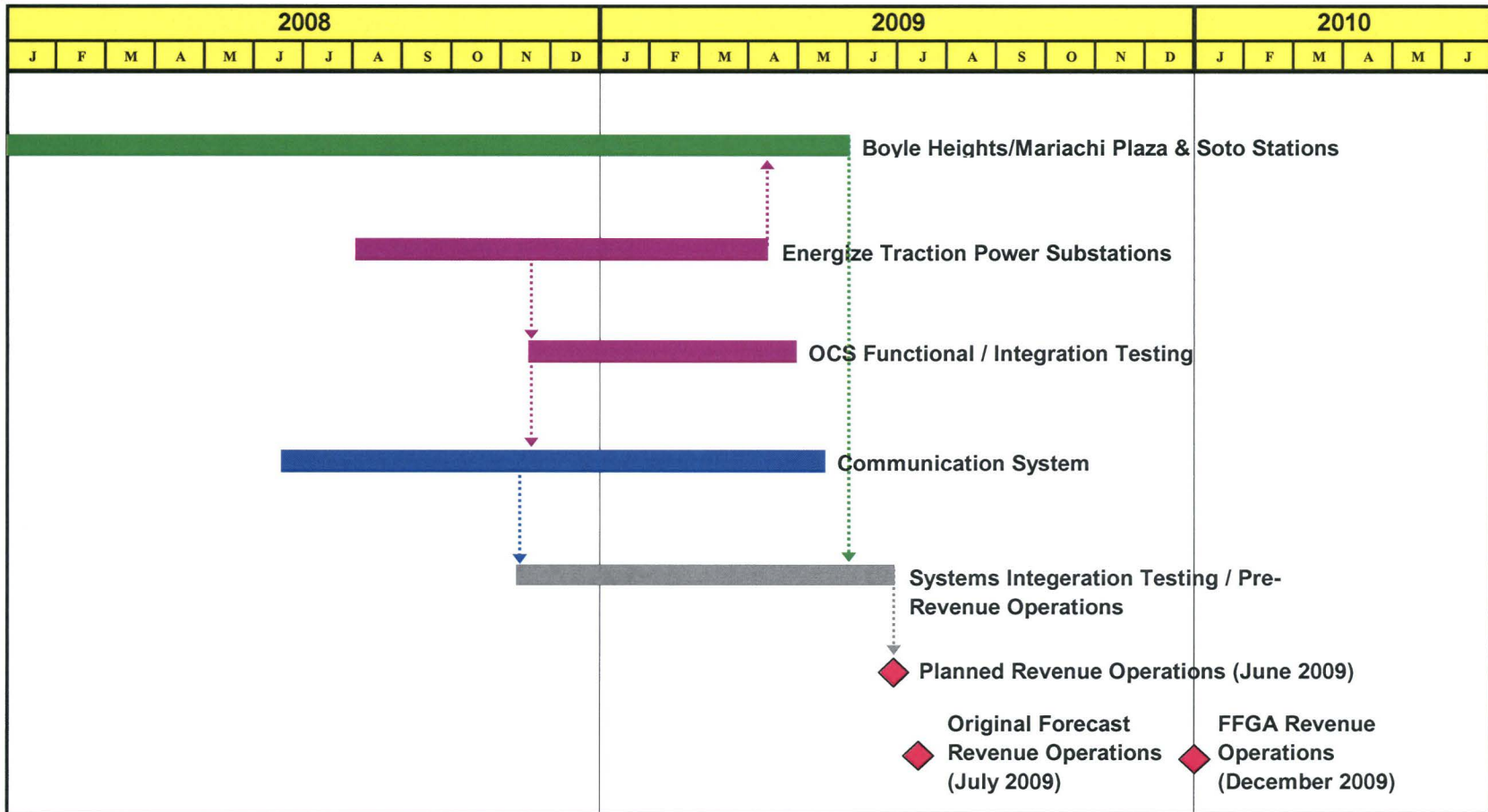
Metro Gold Line Eastside Extension Overview of Major Construction Activities



Metro

Gold Line

Metro Gold Line Eastside Extension Schedule Status (Critical Path)



Construction Contracts Update

Metro Gold Line Eastside Extension Construction Update

- The Project is on-time and within budget.
- As of May 1, 2009, the Project is 98% complete.
- The Contractor has worked **4.0 million** work hours since the start of construction in July 2004, without an accident requiring a single day-away from work.
- Construction of the two underground stations is 97% complete and construction of the six at-grade stations is 95% complete.
- Systems installation is 99% complete.
- All six Traction Power Substations (TPS) have been energized.
- Testing of light rail vehicles under OCS power has begun on the alignment.
- The 100% design package for the Division 21 Body Repair Shop is nearing completion.
- The Design-Builder for the Pomona/Atlantic Parking Structure is completing the final design and mobilized to begin site excavation.



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

Station architectural finishes are being installed on the station mezzanines and platforms, including artwork elements. The station plazas are the last areas 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 construction, installation of station finishes, artwork, signage and map cases is nearing completion on the platforms at both the Little Tokyo/Arts District and Pico/Aliso Stations. Landscaping around the stations and final street paving are also nearly complete.



Metro

Gold
Line

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



Indiana Station



Maravilla Station

Station architectural finishes, artwork and landscaping are at various stages of completion at the Indiana and Maravilla Stations. Ticket vending equipment and signage are being installed on the station platforms.



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

Canopy construction and landscaping are underway at the East Los Angeles Civic Center and Pomona/Atlantic Stations. Station architectural finishes on the platforms are being installed along with artwork, signage and ticket vending equipment.



Metro

Gold
Line

Metro Gold Line Eastside Extension Pomona/Atlantic Station Parking

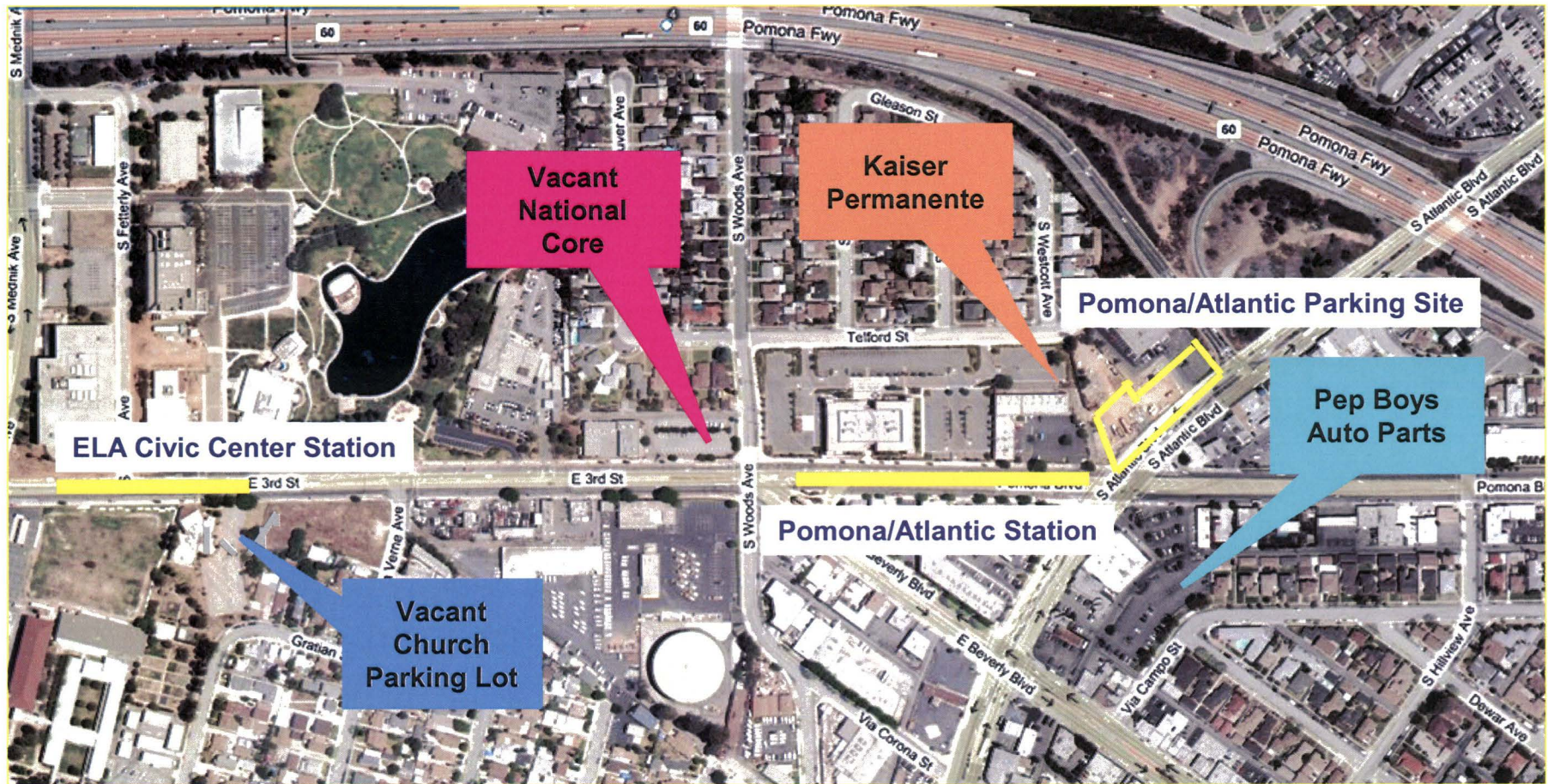
- Contract Notice-To-Proceed was issued on January 14, 2009.
- The Contractor has submitted the 100% design drawings for review.
- The Contractor has mobilized and begun initial site excavation.
- The parking structure will be completed eight months after the planned June 2009 Revenue Operations Date (ROD).
- Prior to the completion of the structure, a contingency plan for Metro passenger parking is in place, providing 196 temporary parking spaces that will be leased from nearby property owners.



Metro

Gold
Line

Metro Gold Line Eastside Extension Pomona/Atlantic Construction Mitigation and Interim Parking Sites



Metro Gold Line Eastside Extension

Division 21 – Metro Gold Line Midway Yard

Body Repair Shop



- The existing Storage Building at the Division 21 – Metro Gold Line Midway Yard will be converted into a Body Repair Shop for the new 2550 Light Rail Transit Vehicles. The modifications are being planned within the building footprint area. The contract will be advertised for bids in July 2009.
- A replacement Storage Building will be constructed at the Division 20 Metro Red Line Yards and Shops site. The Contractor was issued a Notice To Proceed to begin work in June 2009.



Metro

NORTH

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.
- Performed a complete alignment walk-down to identify punch list items, so that they can be forwarded to the Design Builder for early resolution.



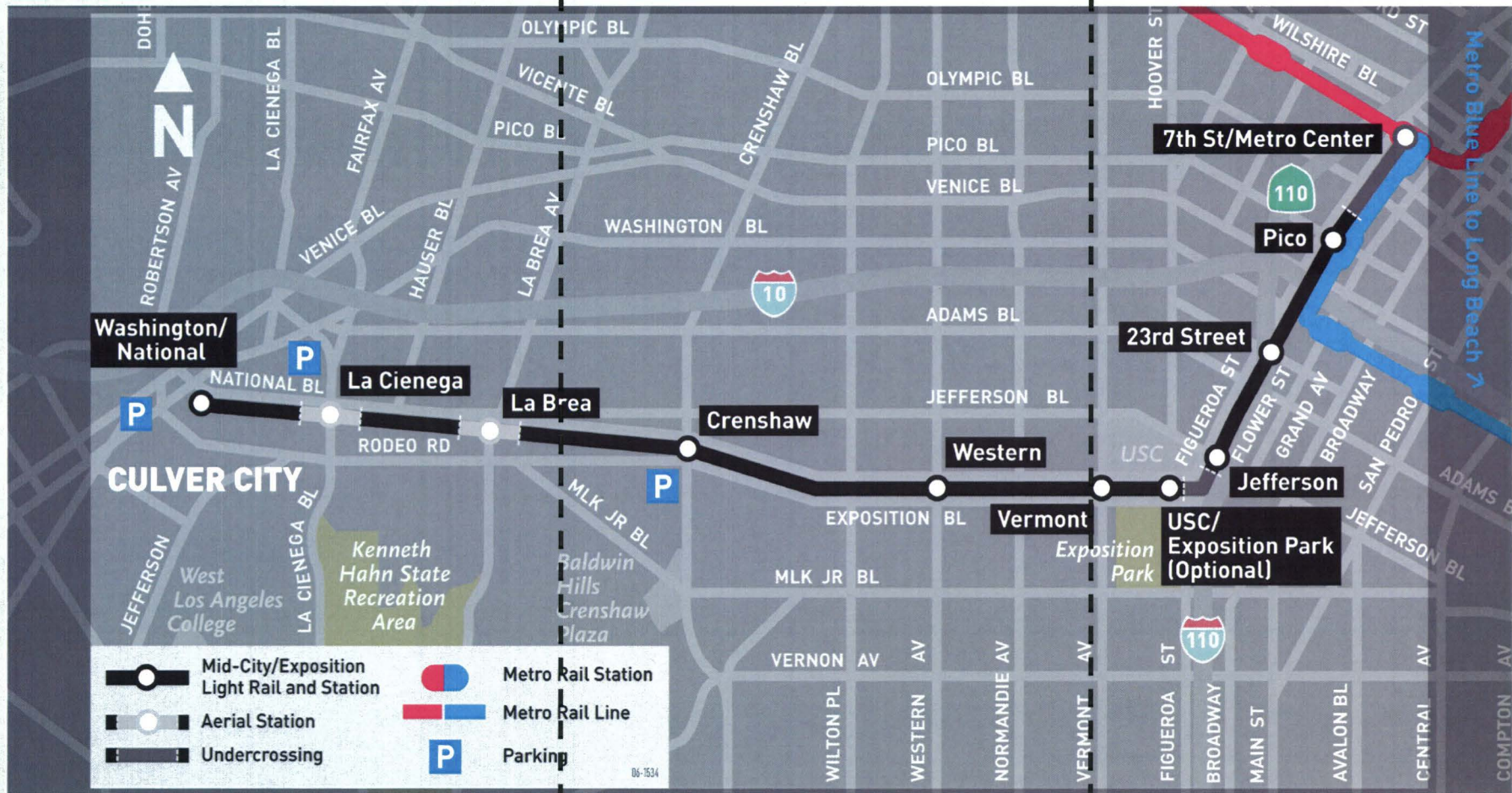
Metro

Gold
Line

Exposition Metro Line Construction Authority
 Expo Line Transit Project

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – May 27, 2009



SEGMENT C

SEGMENT B

SEGMENT A

Design

- Baseline Design is approximately 96% complete
- Venice Robertson design is approximately 92% completed

Construction

- Construction approximately 37% complete

Construction Packages

- Negotiated 16 of the 20 construction packages

Third Party Agreements

- Executed 5 of the 8 third party agreements



■ Final CPUC Decision

- On February 20th, the California Public Utilities Commission approved the proposed crossing at the Harvard Pedestrian Tunnel. The application for the at-grade crossing at Farmdale Avenue was denied. A Pedestrian Overcrossing with Farmdale Avenue closed was deemed practicable.
- Harvard Pedestrian Tunnel
 - The contractor has installed the CIDH and approaches for the bridge over the tunnel.
 - In coordination with the appropriate stakeholders, the Authority is assessing pedestrian safety improvements and will prepare and submit a report to the CPUC's Consumer Protection and Safety Division no later than May 20, 2009.



- **Final CPUC Decision (Cont.)**

- Farmdale Pedestrian Overcrossing

- Draft CEQA and NEPA environmental documents completed and submitted to FTA (NEPA Lead Agency) and CPUC (CEQA Lead Agency) for review
- Finalizing the amended grade crossing application for Farmdale Avenue Pedestrian Overcrossing for submittal to CPUC
- Preliminary Engineering on the Farmdale Pedestrian Overcrossing and closure of Farmdale Avenue has begun



Project Budget Summary

■ Construction Budget

- 16 of 20 construction packages have been negotiated in an amount totaling \$385 million
- Currently within the revised construction budget

■ Project Budget

- All tasks are within the overall project budget
- Remaining significant risks to the budget include:
 - Contracts yet to be negotiated (including Storage and Inspection Facility)
 - Any significant contractor claims
 - Any significant owner related project delays
 - Changes to Farmdale crossing



Project Issue Summary

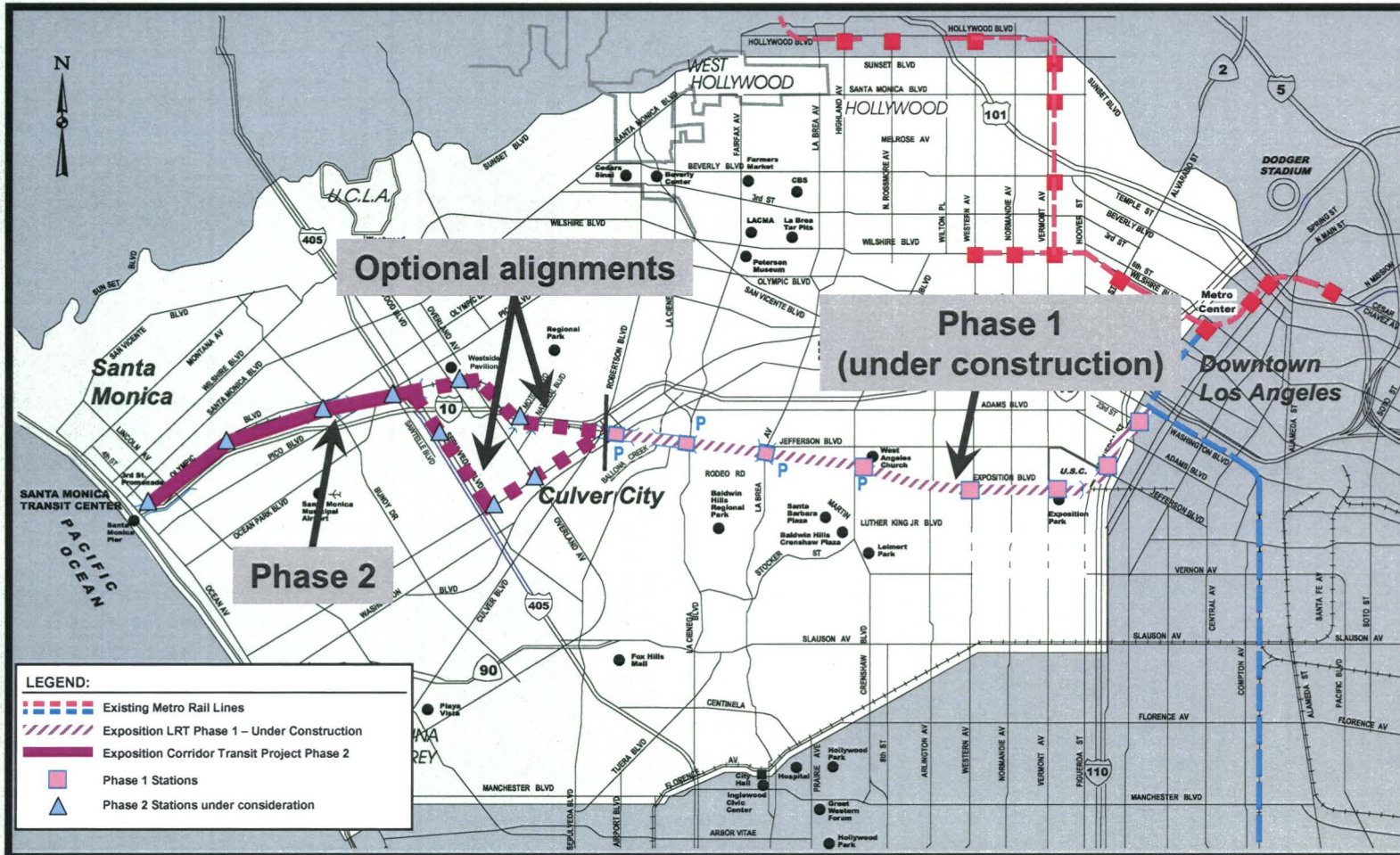
▪ **Storage and Inspection Facility**

- Completed environmental clearance of site
- Completion of design scheduled for Fall 2009
- Construction completion anticipated for Fall 2010

▪ **Proposed joint development at Venice/Robertson Station**

- Culver City is contemplating a joint development project adjacent to the Venice/Robertson station
 - Culver City has committed to reimburse design costs associated with modifications to the LRT bridge foundations to accommodate a subterranean parking structure
 - A reimbursement agreement is needed to cover the differential in construction costs should Culver City's design be implemented
 - A Memorandum of Understanding is anticipated to be executed in May

Exposition LRT, Santa Monica Extension



▲ Phase 2 Station locations currently under consideration



May 27, 2009

Final Environmental Impact Report (FEIR)

- Issued Limited Notice to Proceed for AECOM to begin FEIR and engineering work
- Developing DEIR comment database to track 3,000+ communications amounting to 9,000+ comments received during public comment period
- Phase 2 team is currently reviewing comments and discussing responses

Design-Build Procurement

- Peer Review for contracting concept was held on April 6th
- Industry Review meeting is scheduled for May 18th at 10:30 am in Culver City at the Veterans Memorial Complex
- Staff is currently developing the Request for Proposals

Government/Community Relations

- Participated in the following coordination meetings:
 - LADOT and City of Santa Monica regarding bikeway design
 - City of Santa Monica regarding maintenance facility location
 - Caltrans to discuss the I-405
 - CPUC tour of Phase 2 alignment

Expo Line Transit Project

Phase 2 Project Status

Phase 2 Milestones

Activity	Forecast Completion Date	Status
Scoping Meetings & Report	May - 07	Complete
Screening of Alternatives	Oct - 07	Complete
Administrative Draft to FTA	Nov - 08	No longer applicable
Conversion to CEQA Document	Dec - 08/Jan - 09	Complete
Public Comment Period/Hearings on DEIR	Jan/March - 09	Complete
Board Discussion of Preferred Alternative	April - 09	Complete
Board Adoption of Final EIR	Oct - 09	
Design-Build Contract Award	Jan - 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
May 27, 2009

Wilshire Boulevard BRT

Environmental Assessment:

- Complete work on draft CEQA/NEPA technical studies & IS/EA report
 - Potential traffic impacts and mitigations have been identified
- Recommend elevating environmental assessment to EIR/EA
- Meet with Los Angeles DOT, BSS, and BOE, County of Los Angeles, and consultants to determine new project schedule
- Draft EIR/EA FTA review schedule to be determined

Quarterly Progress Report (Jan – March 2009) received by FTA

Meet regularly with Project Oversight Team (includes staff from Los Angeles City Mayor and Council District offices)



Metro

Metro Rapid System Gap Closure

Six of eight Gap Closure lines have been implemented:

- West Olympic and Garvey-Chavez opened in December 2007
 - 20% average speed improvement for both lines
- Manchester, Central, Atlantic, and San Fernando South opened in June 2008
 - 25%, 25%, 22%, and 15% speed improvement, respectively
- Torrance-Long Beach (Torrance Transit) is expected to open in December 2009, at the earliest
- Sepulveda South (Culver City Transit) is scheduled to open in January 2010



Metro

Metro Rapid System Gap Closure

Transit Priority System (TPS) update:

- West Olympic, Garvey and Manchester TPS is 100% complete in the City of Los Angeles
- San Fernando South TPS is 92% complete in the City of Los Angeles. 100% complete by the end of April 2009
- Sepulveda South TPS is 92% complete in the City of Los Angeles. 100% complete by the end of April 2009
- Contract to construct TPS outside the City of Los Angeles on Garvey-Chavez, Manchester, and Atlantic lines has been executed and is in the design stage



Metro

Metro Rapid System Gap Closure

Station construction update:

- Los Angeles County:
 - Metro and County anticipate approval of the funding agreement by September 2009
 - County expects to issue the construction RFP in the Fall 2009
- City of Los Angeles:
 - Metro CEO met with LADOT GM to discuss FTA's letter regarding delays in implementing the Gap Closure Project
 - Metro staff, Mayor's office, and CBS Decaux met to discuss the City's street furniture contract, strategies to streamline the station installation permitting process, and long-term station maintenance obligations
 - Working with Mayor's office to develop strategy for City Council office support



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
- Scheduled for calibration in June 2009
- Updated Model to be used for DEIS/DEIR and New Starts submittals
- Meeting with Jim Ryan tentatively scheduled in Los Angeles on June 8th

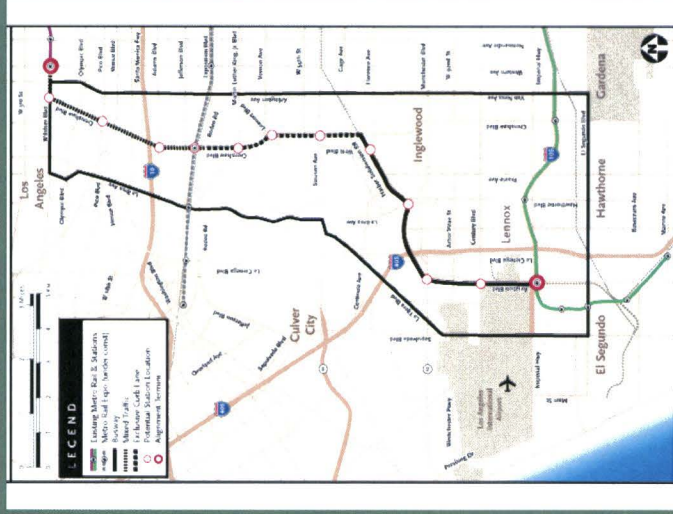


Metro

Crenshaw Transit Corridor Study

Last Quarter Accomplishments:

- Advanced technical work products:
 - Finalized Urban Design Report
 - Reported Travel Forecasting Results
 - Finalized Capital Cost and Operations and Maintenance Cost Reports
 - Finalized Conceptual Station and Conceptual Engineering Drawings
 - QA/QC for Administrative draft AA/DEIS/DEIR
- Agency Coordination: LADOT, LAWA, City of Inglewood
- Continued to meet with elected officials, key stakeholders, and community groups
 - Conducted 2 Working Group Meetings in March (summary of design options/alternatives, status of grade crossing evaluation, and project selection evaluation criteria)
 - FTA coordination corridor tour on April 23, 2009



BRT – Wilshire / Western to
Metro Green Line



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



Metro

Crenshaw Transit Corridor Study

Next Quarter Milestones:

- Complete the following deliverables
 - Administrative Draft EIS/EIR being prepared for submittal to FTA
 - Wilshire/La Brea LRT Feasibility Report
 - Draft Notice of Availability for the DEIS/DEIR
- Continue outreach to stakeholder groups and participating agencies
 - LADOT, LAWA, Cities of Inglewood and El Segundo, BNSF, and PUC
 - Transit Tour of existing Metro LRT and BRT systems for community meetings



BRT – Wilshire / Western to
Metro Green Line

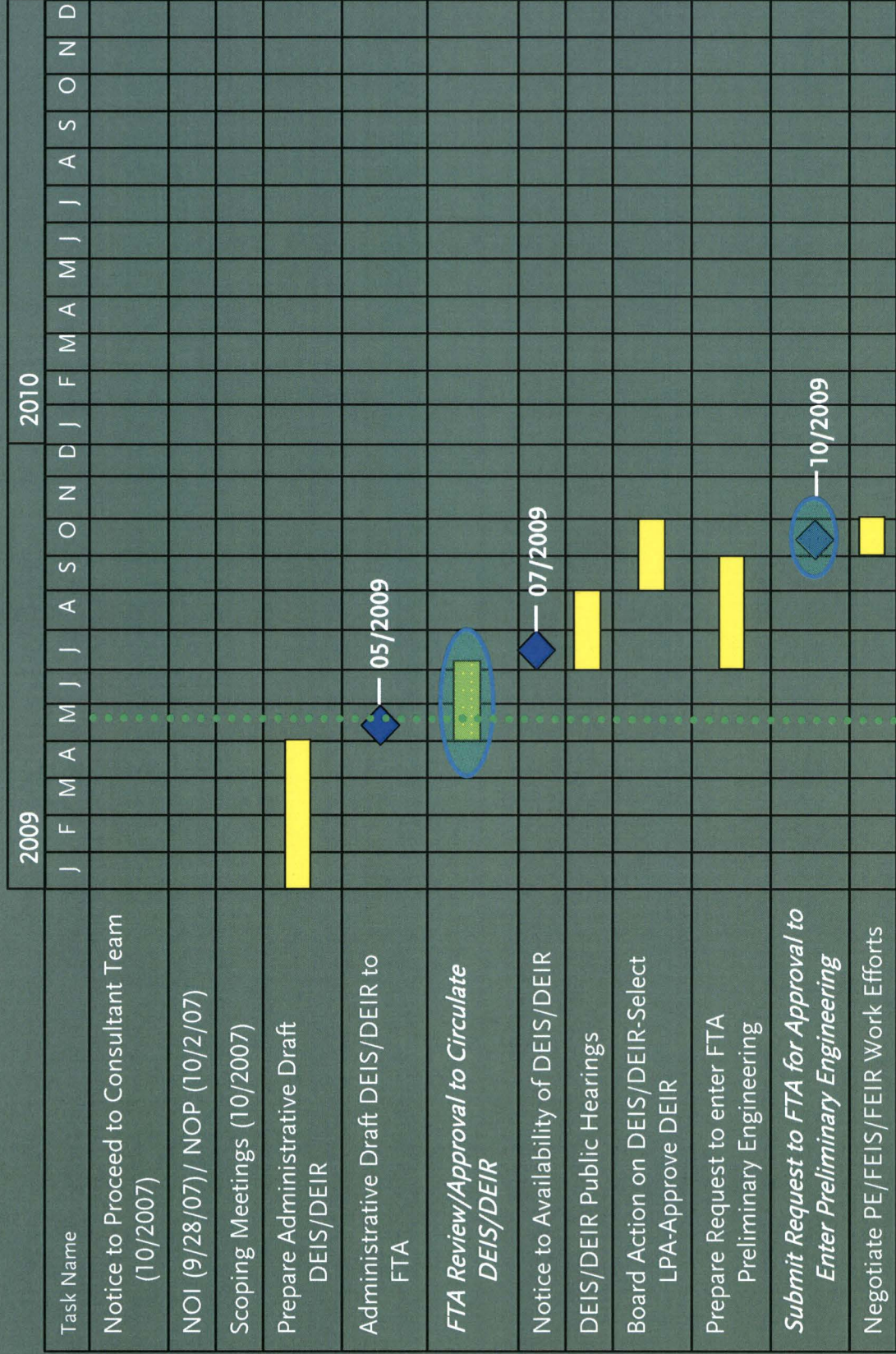


LRT – Expo Line to
Metro Green Line
(service continues to Metro Green
Line Redondo Beach station)



Metro

Crenshaw Transit DEIS/DEIR Schedule to LPA



Metro

◆ = Milestone Date

○ = FTA Action

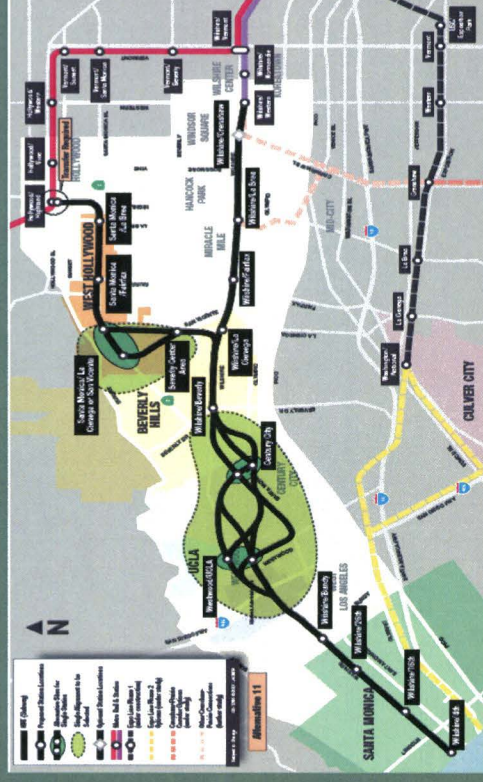
Westside Extension Transit Corridor Study

Last Quarter Accomplishments:

- NOI published March 27, 2009
- NOP published March 30, 2009
- 7 scoping meetings held April 13 to 23, 2009
 - 334 people attended
 - 91 provided verbal comments, 33 turned in written comments
- Scoping period March 27 to May 7, 2009
- FTA coordination meeting in San Francisco on March 23, 2009
- FTA coordination corridor tour on April 22, 2009



Wilshire Subway Extension Alternative



Wilshire/West Hollywood Subway Extension Alternative

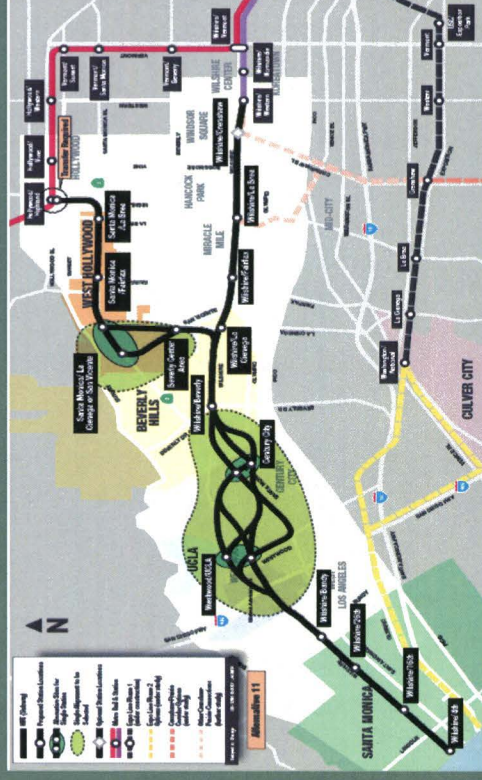
Westside Extension Transit Corridor Study

Next Quarter Milestones:

- 2 “white papers” to further refine stations/alignment shown in green shaded areas
- Metro contractors begins soil boring operations
 - To determine soil & geological conditions
 - Soil samples will be sent to lab for testing and analysis
- DEIS data collection (traffic counts, SHPO coordination)
- Targeted outreach to cities and stakeholders on scoping comments
- Urban Design workshops

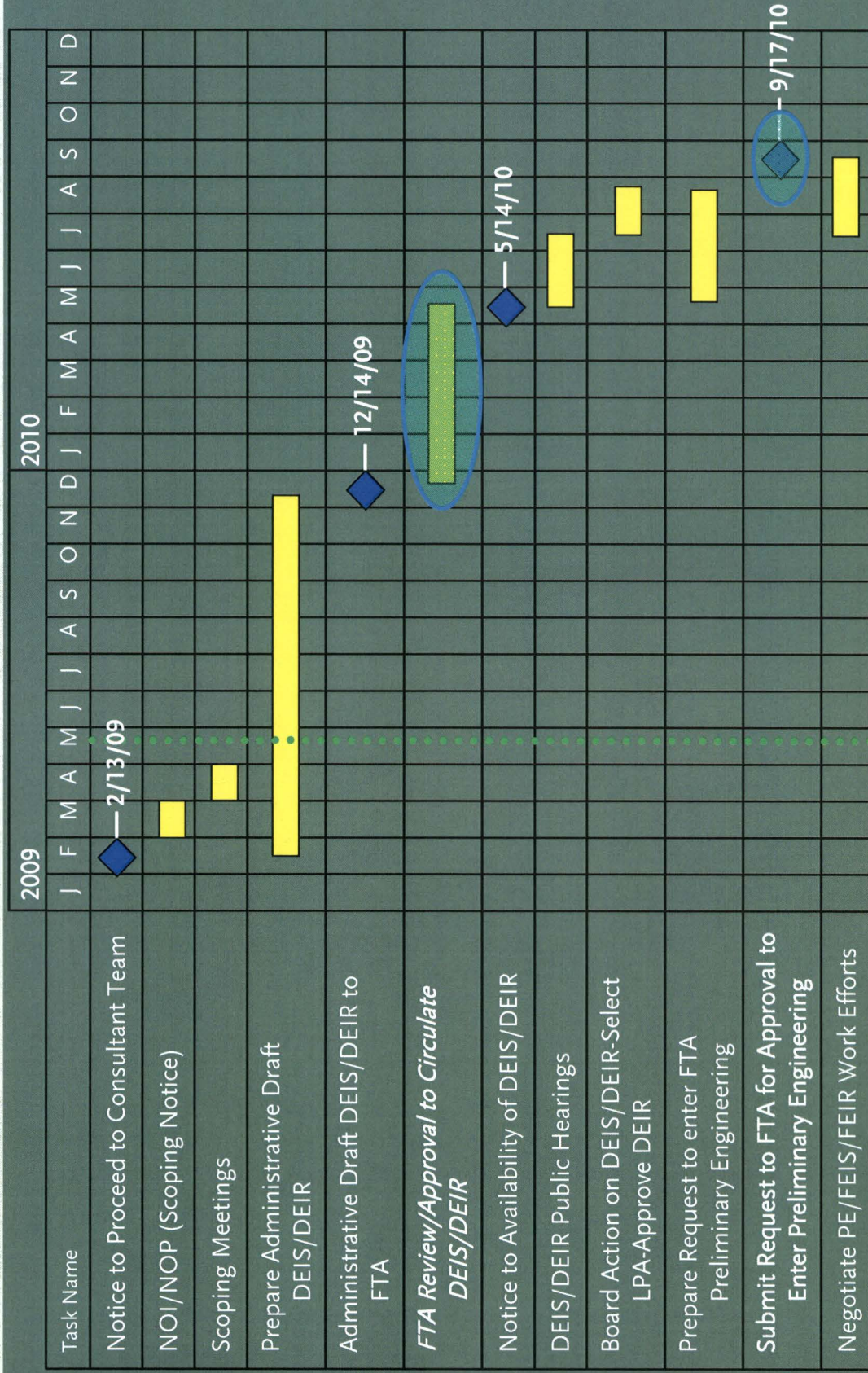


Wilshire Subway Extension Alternative



Wilshire/West Hollywood Subway Extension Alternative

Westside DEIS/DEIR Schedule to LPA

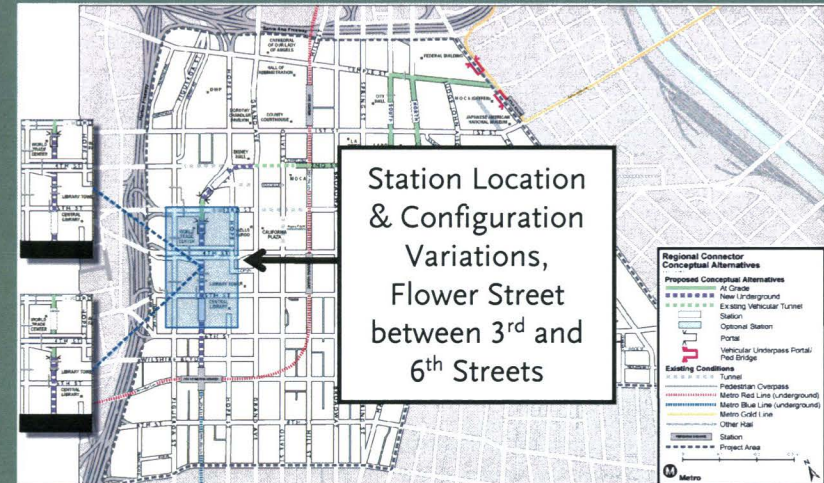


Metro

Regional Connector Transit Corridor Study

Last Quarter Accomplishments:

- NOI/NOP issued March 2009
- 4 scoping meetings held March 30 to April 2, 2009
- Scoping Period March 24 to May 11, 2009
- FTA coordination meeting in San Francisco on March 23, 2009
- FTA coordination corridor tour on April 23, 2009



Alternative #3 A/B

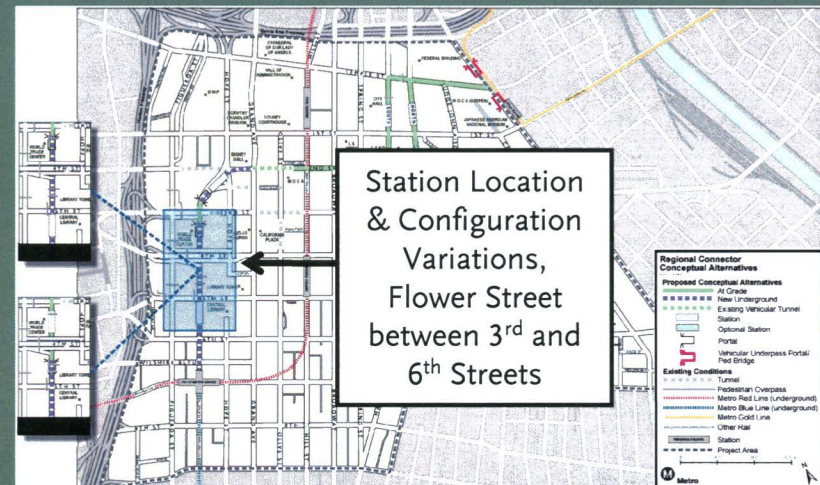


Alternative #5

Regional Connector Transit Corridor Study

Next Quarter Milestones:

- Metro contractors begins soil boring operations
 - To determine soil & geological conditions
 - Soil samples will be sent to lab for testing and analysis
- Formation of TAC
- Urban Design workshops

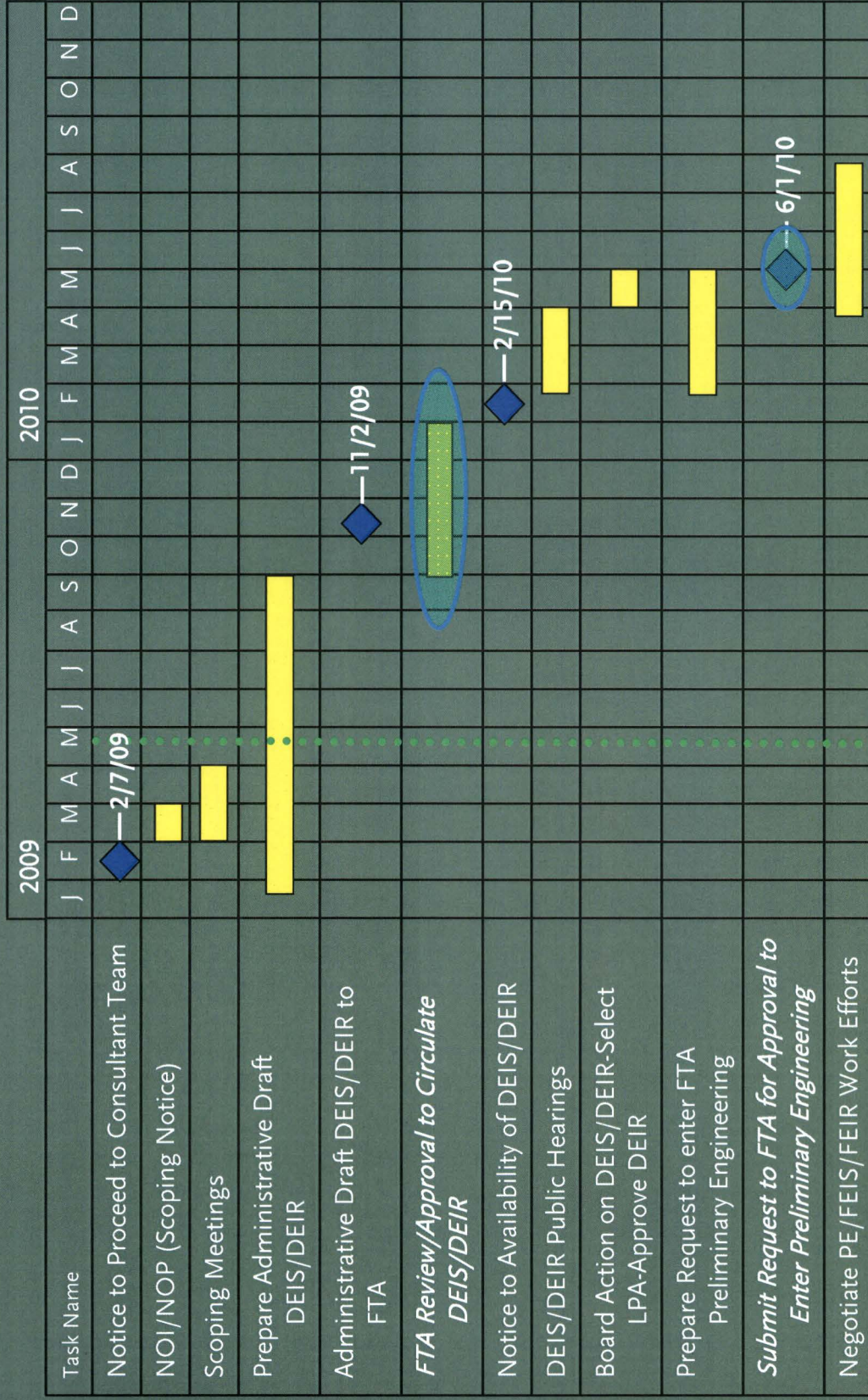


Alternative #3 A/B



Alternative #5

Regional Connector DEIS/DEIR Schedule to LPA

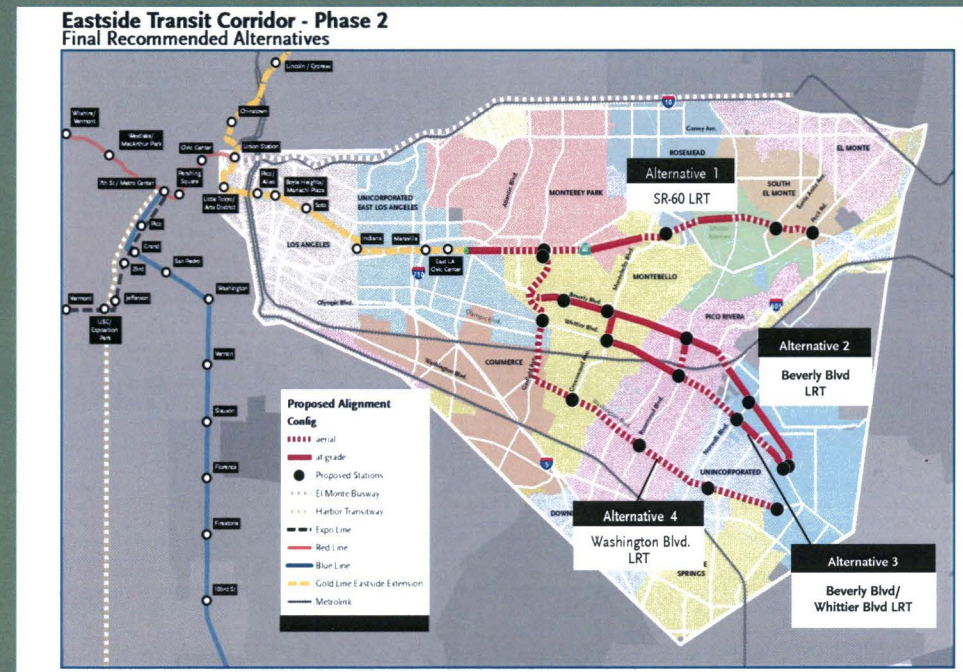


Metro

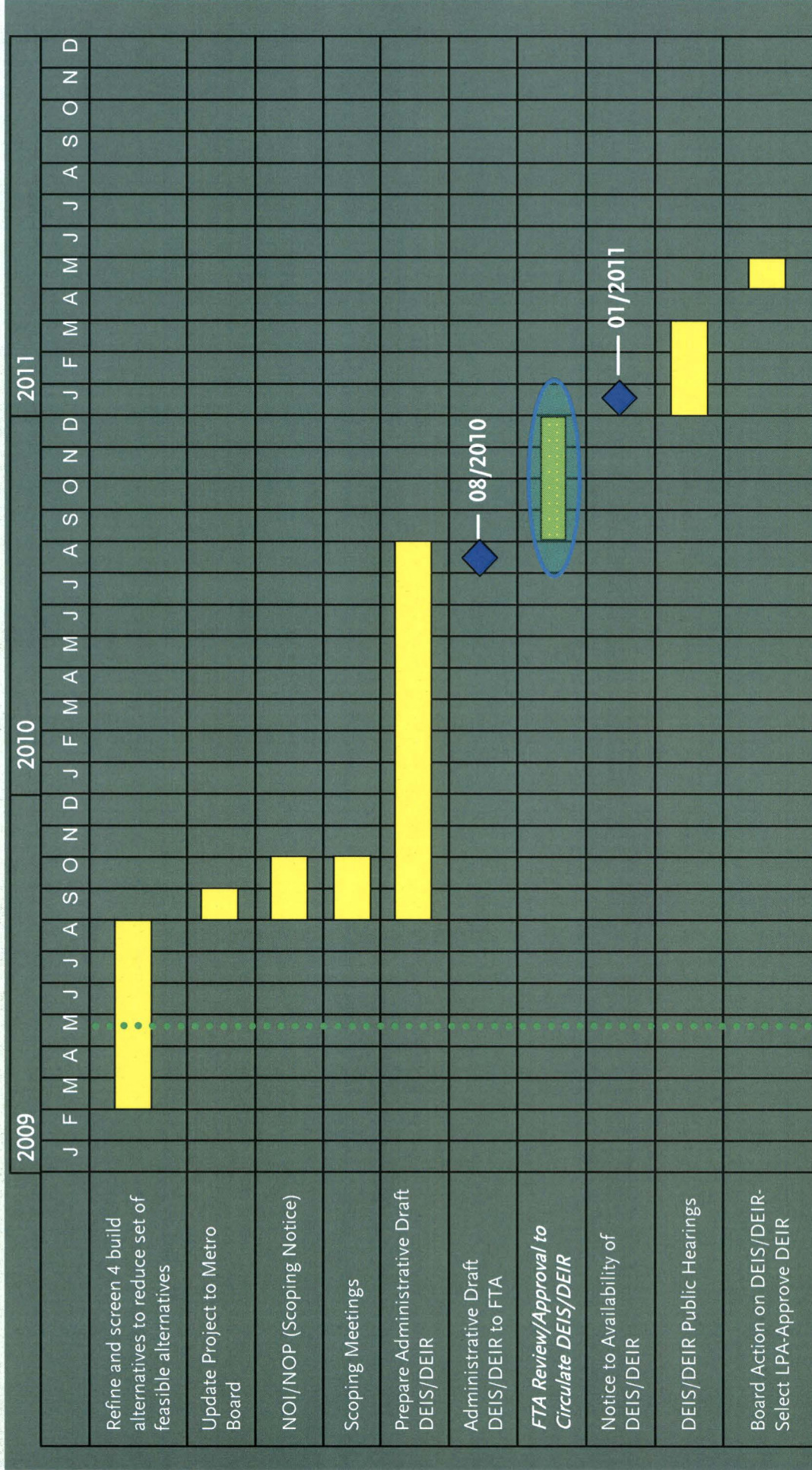
Eastside Transit Corridor Phase 2

Next Quarter Milestones:

- Community meetings:
 - Alignment Focus Group Meetings
 - Briefings with Key Stakeholders
 - One-On-One City Work Sessions
- Further Technical Analysis to Refine 4 Build Alternatives



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



Metro

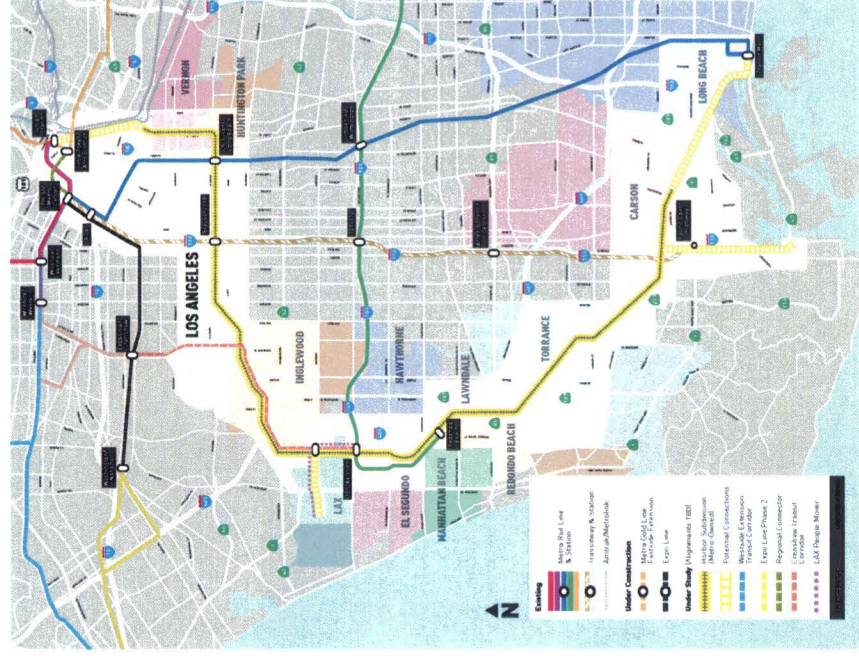
◆ = Milestone Date
 = FTA Action

Harbor Subdivision

Previous Quarter Accomplishments:

- Community Meetings:
 - TAC in March
 - 2nd Round of Public Meetings in April
- Completed:
 - Purpose and Need Chapter
 - Draft Initial Alternatives Screening Report

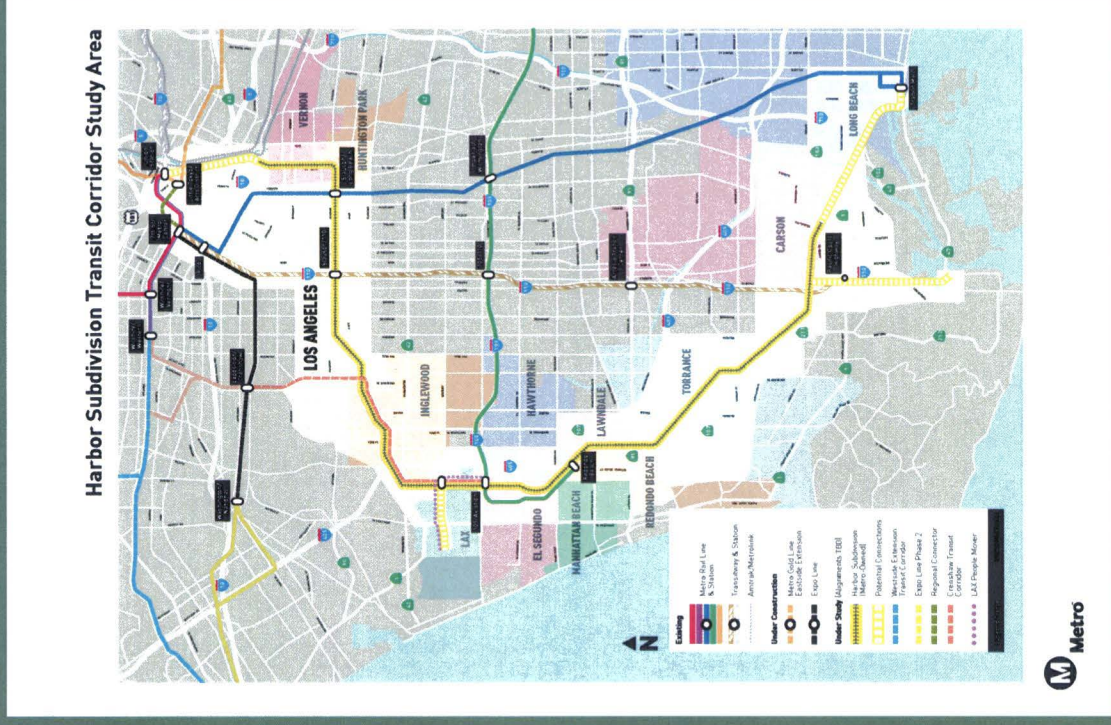
Harbor Subdivision Transit Corridor Study Area



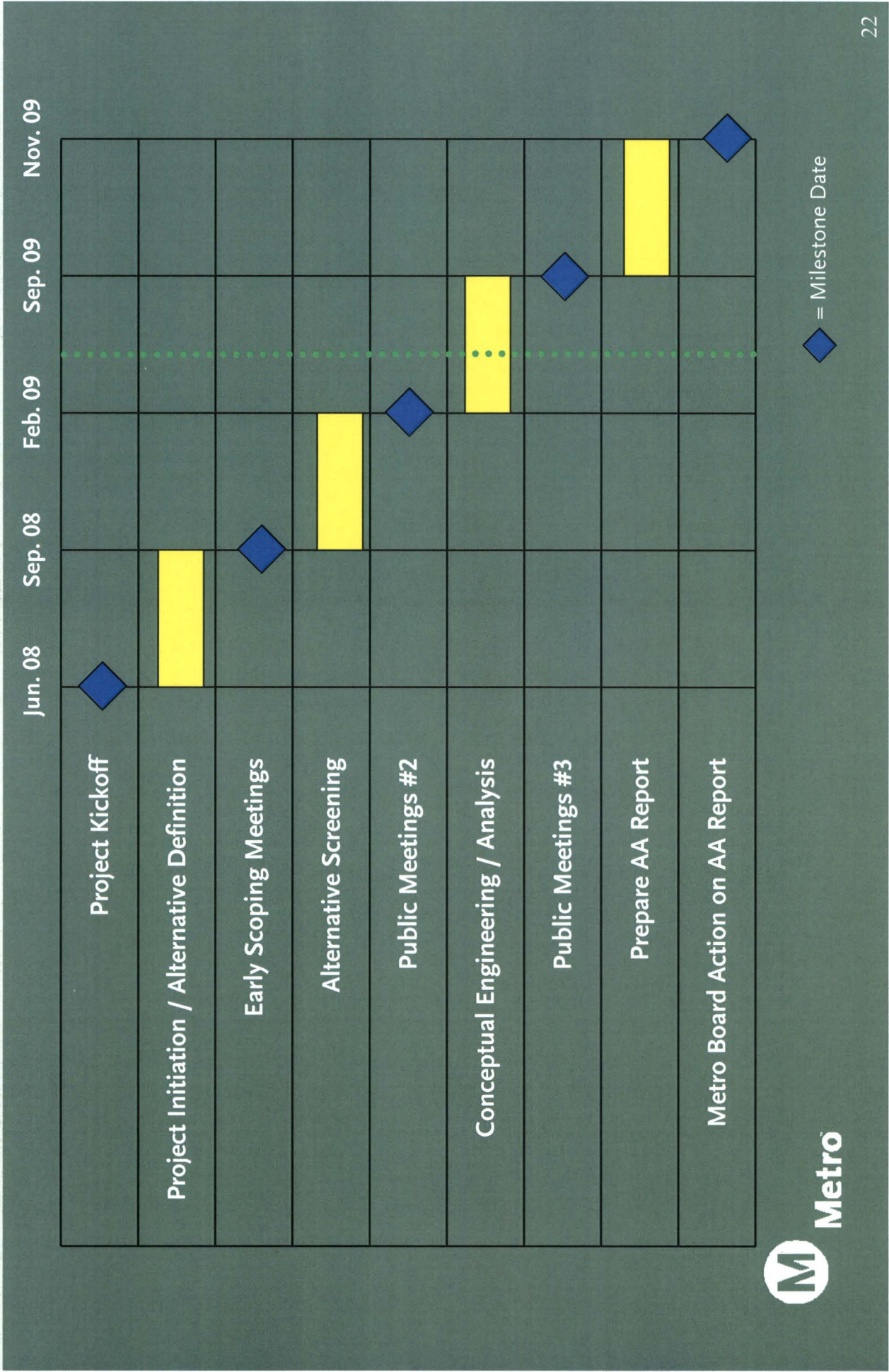
Harbor Subdivision

Next Quarter Milestones:

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



Harbor Subdivision Schedule



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 MGLLE operations by March 31, 2009.
	<i>Status: Pending</i>

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – December 3, 2008

Outstanding Action Items	There was one (1) Outstanding Action Item that was identified at the December 3, 2008 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
01-12/03/08	Gap Closures: The FTA will provide the LACMTA with a letter outlining potential concerns regarding “branding” for the Metro Rapid Bus and the possible consequences of the impact of delays to station construction to the grant.
	<i>Status: Completed</i>

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – March 4, 2009

New Action Items	There were two (2) New 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: Pending</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>

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