

Los Angeles County  
Metropolitan Transportation Authority

December 1, 2010

# FTA Quarterly Review Briefing Book



Metro

**FTA QUARTERLY REVIEW  
MEETING AGENDA**

**AGENDA**  
**FTA NEW STARTS PROJECTS**  
**QUARTERLY REVIEW MEETING**

**Los Angeles County**  
**Metropolitan Transportation Authority**  
Wednesday, December 1, 2010 – 10:00 a.m.  
Windsor Conference Room – 15<sup>th</sup> Floor

- |  |                                   |
|--|-----------------------------------|
| <b>I. OVERVIEW</b>                                       | <b><u>PRESENTER</u></b>           |
| A. FTA Opening Remarks                                   | Leslie Rogers                     |
| B. Metro Management Overview                             | Arthur Leahy                      |
| C. Financial Plan Status                                 | Terry Matsumoto                   |
| D. Legal Issues  | Charles Safer                     |
| E. 30/10 Initiative Status                               | Paul Taylor                       |
| F. General Safety and Security Issues                    | Paul Taylor                       |
| G. P3010 / P2550 Rail Vehicle Program                    | Richard Lozano/<br>Victor Ramirez |
| <br>   |                                   |
| <b>II. METRO CONSTRUCTION REPORTS</b>                    |                                   |
| A. Construction Project Management Overview              | K. N. Murthy                      |
| B. Metro Gold Line Eastside Extension                    | Dennis Mori                       |
| • Closeout Activities                                    |                                   |
| • Cost Forecast  |                                   |
| C. Mid City/Exposition LRT Project - Phase 1             | Eric Olson                        |
| D. ARRA Projects   | Gladys Lowe                       |
| E. Metro LA CRD (ExpressLanes) Project                   | Stephanie Wiggins                 |
| <br>   |                                   |
| <b>III. METRO PLANNING REPORTS</b>                       |                                   |
| A. New Starts Projects                                   | Martha Welborne                   |
| • Westside Extension                                     |                                   |
| • Regional Connector                                     |                                   |
| B. Small Starts Projects                                 |                                   |
| C. Other Projects  |                                   |
| • Crenshaw/LAX Corridor                                  |                                   |
| • Eastside Transit Corridor – Phase 2                    |                                   |
| • South Bay Metro Green Line Extension                   |                                   |
| • Metro Green Line to LAX                                |                                   |
| • East San Fernando Valley North South                   |                                   |
| <br>   |                                   |
| <b>IV. ACTION ITEMS</b>                                  | FTA/PMOC                          |
| <br>   |                                   |
| <b>V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING</b> |                                   |

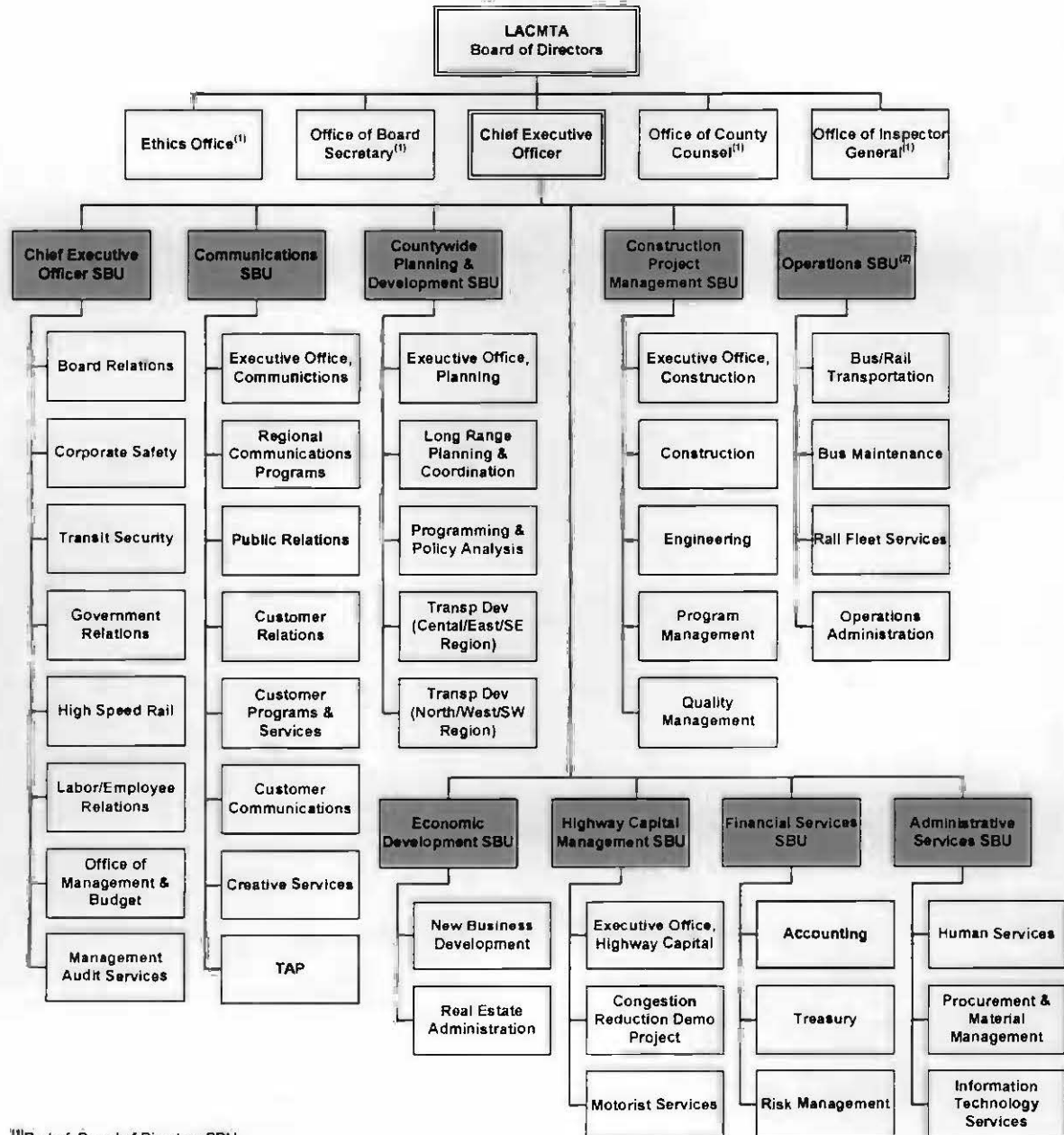
**Los Angeles County**  
**Metropolitan Transportation Authority**  
Wednesday, February 23, 2011  
Windsor Conference Room – 15<sup>th</sup> Floor

**METRO MANAGEMENT  
ORGANIZATION CHART**

**Los Angeles County Metropolitan Transportation Authority  
FY11 Budget**

**LACMTA Organization Chart**

(As of May 19, 2010)

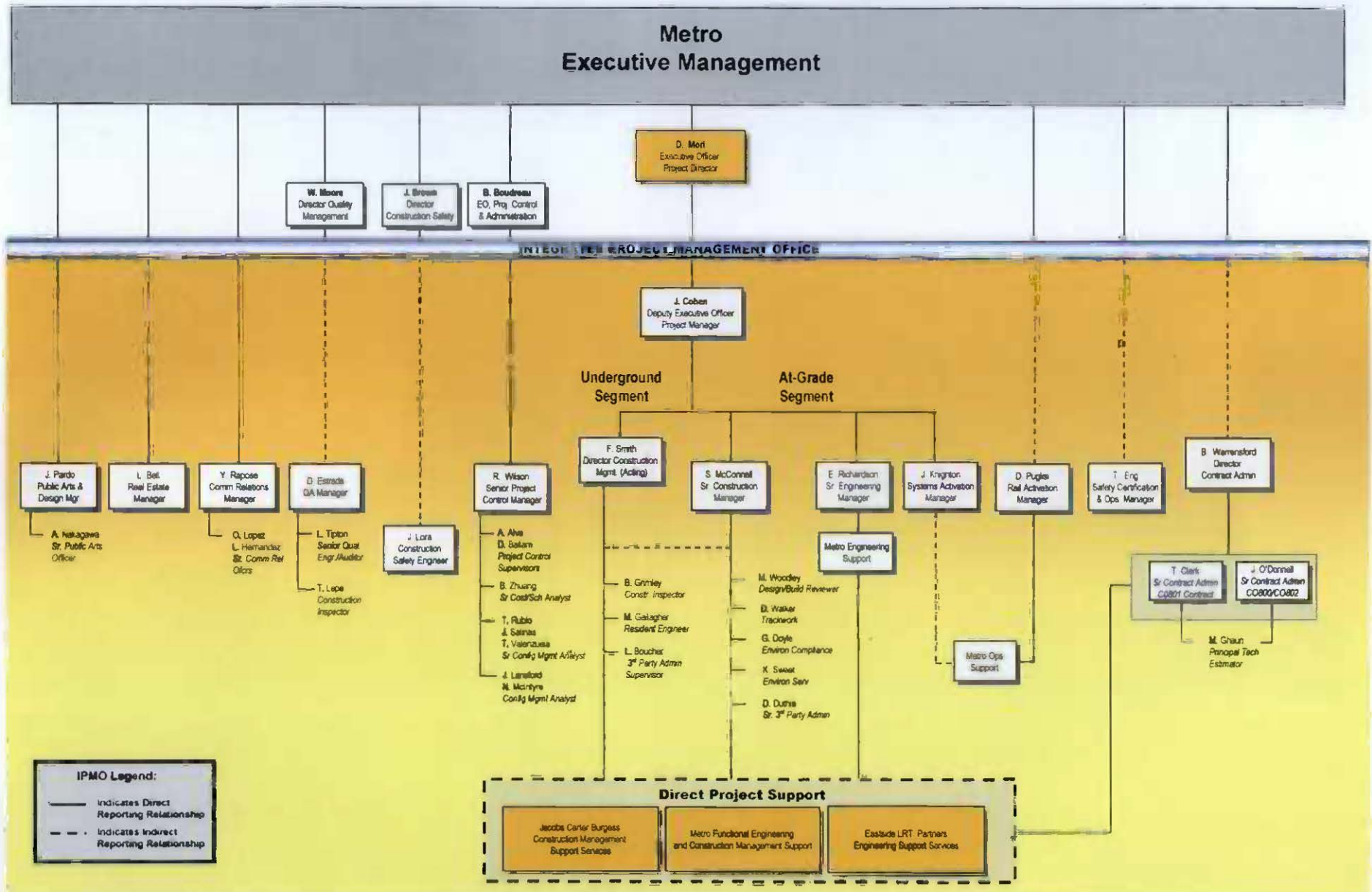


<sup>(1)</sup>Part of Board of Directors SBU

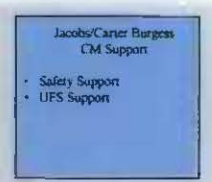
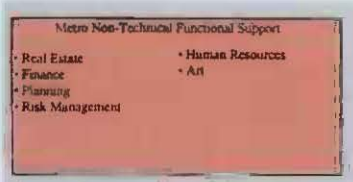
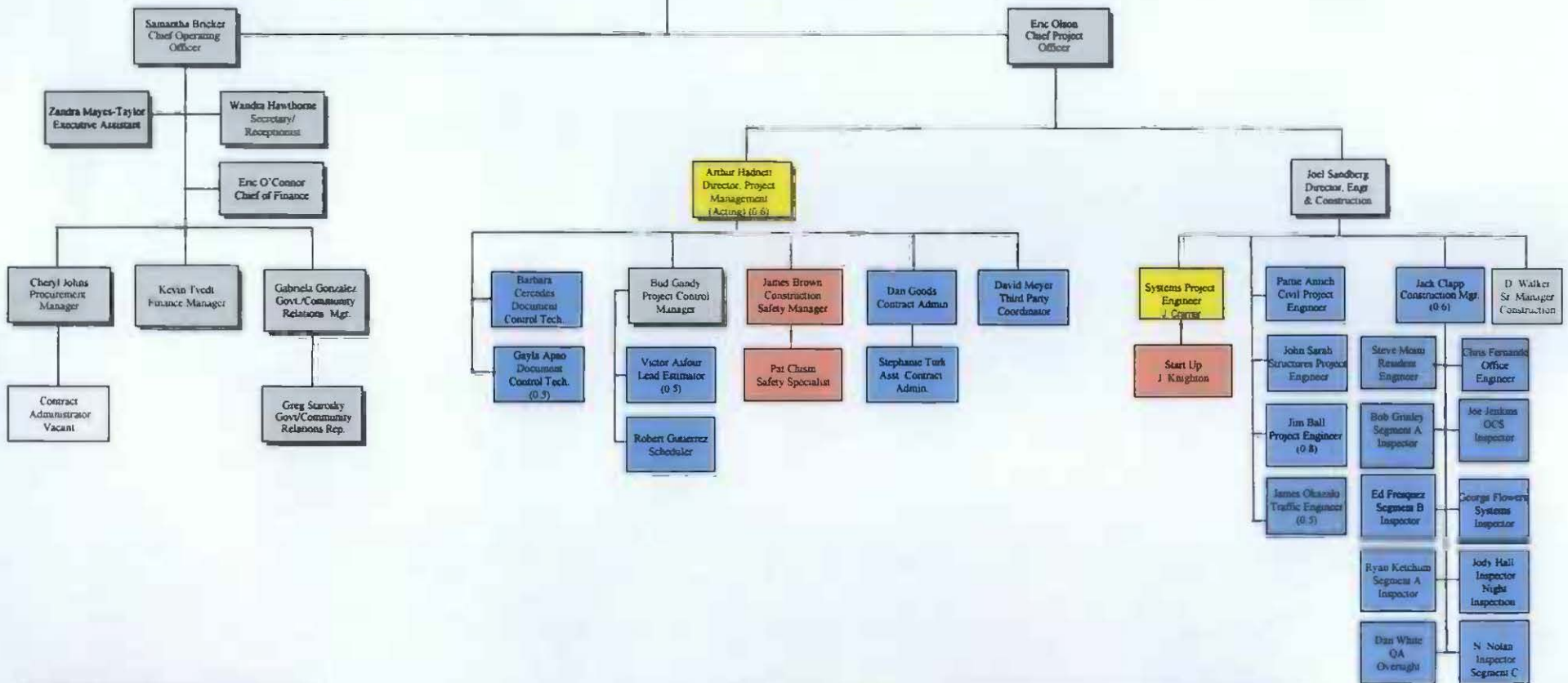
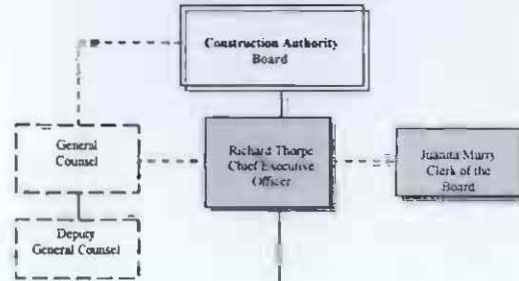
<sup>(2)</sup>Bus Operations and Rail Operations to be combined into one SBU July 1, 2010

**EASTSIDE / EXPOSITION  
ORGANIZATION CHARTS**

# Metro Gold Line Eastside Extension Project Management Organization Structure



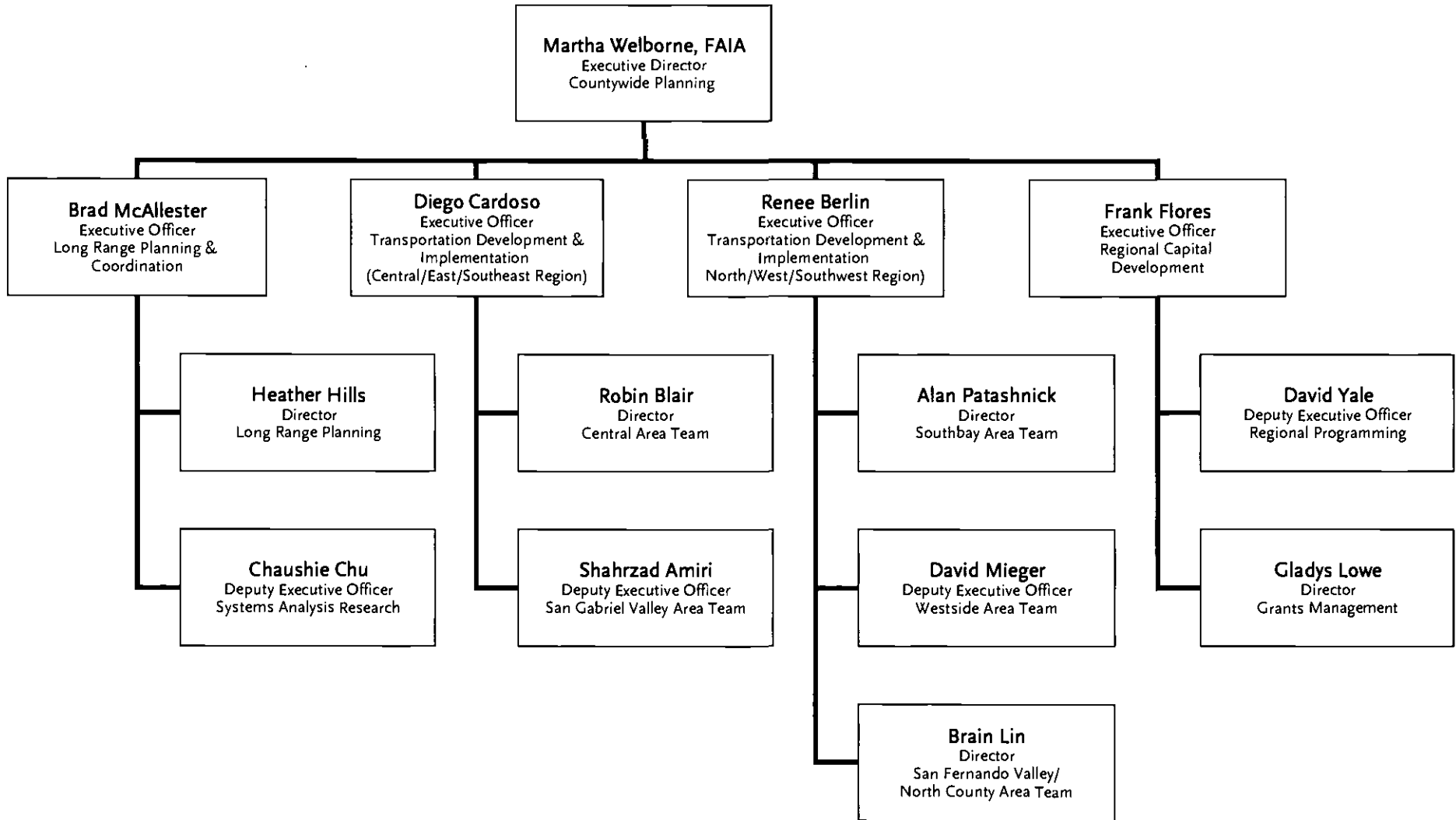
# Construction Authority Organization Chart 1<sup>st</sup> Quarter FY 11





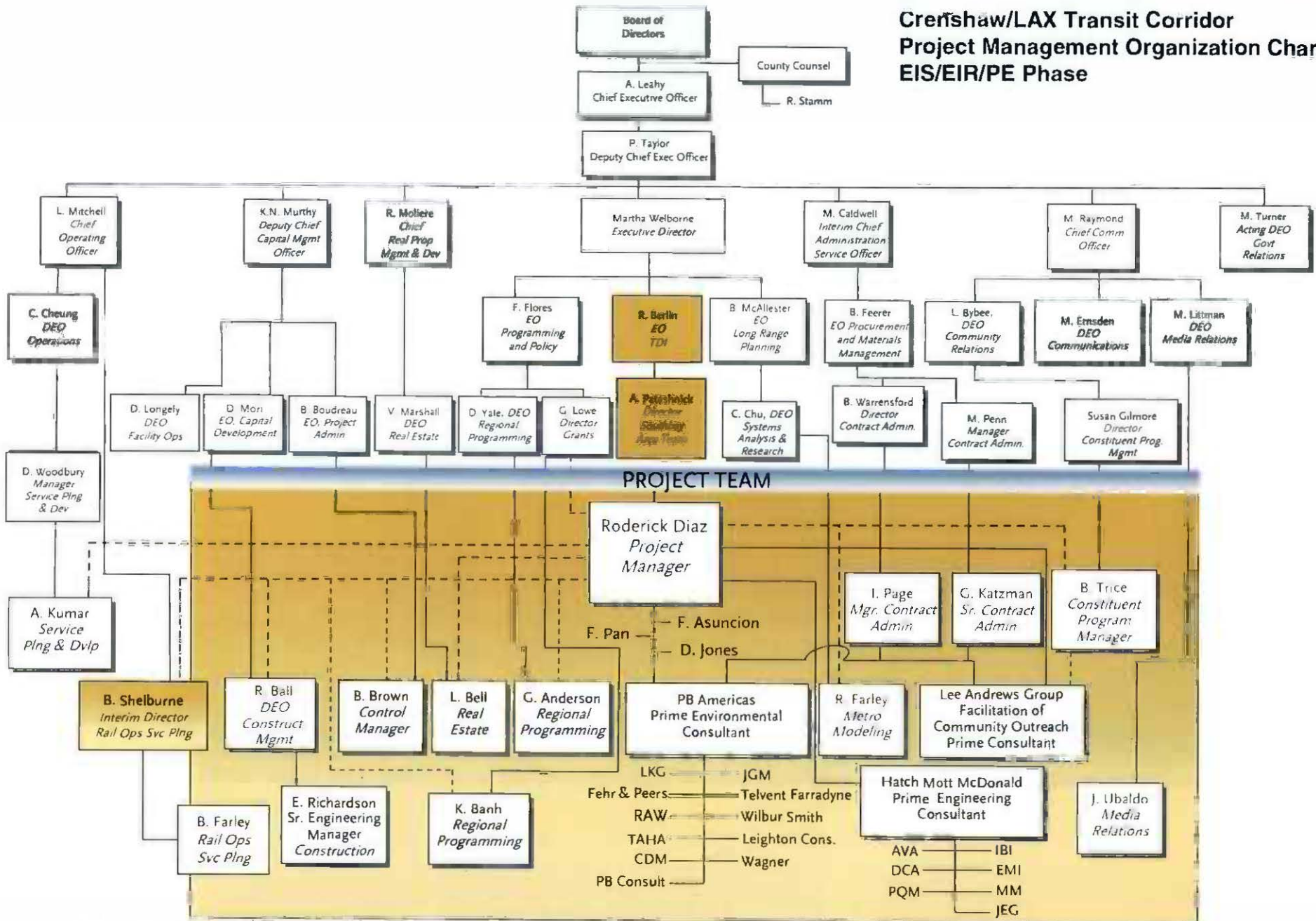
**PLANNING ORGANIZATION  
CHARTS**

# FY10 Countywide Planning & Development



October 25, 2010

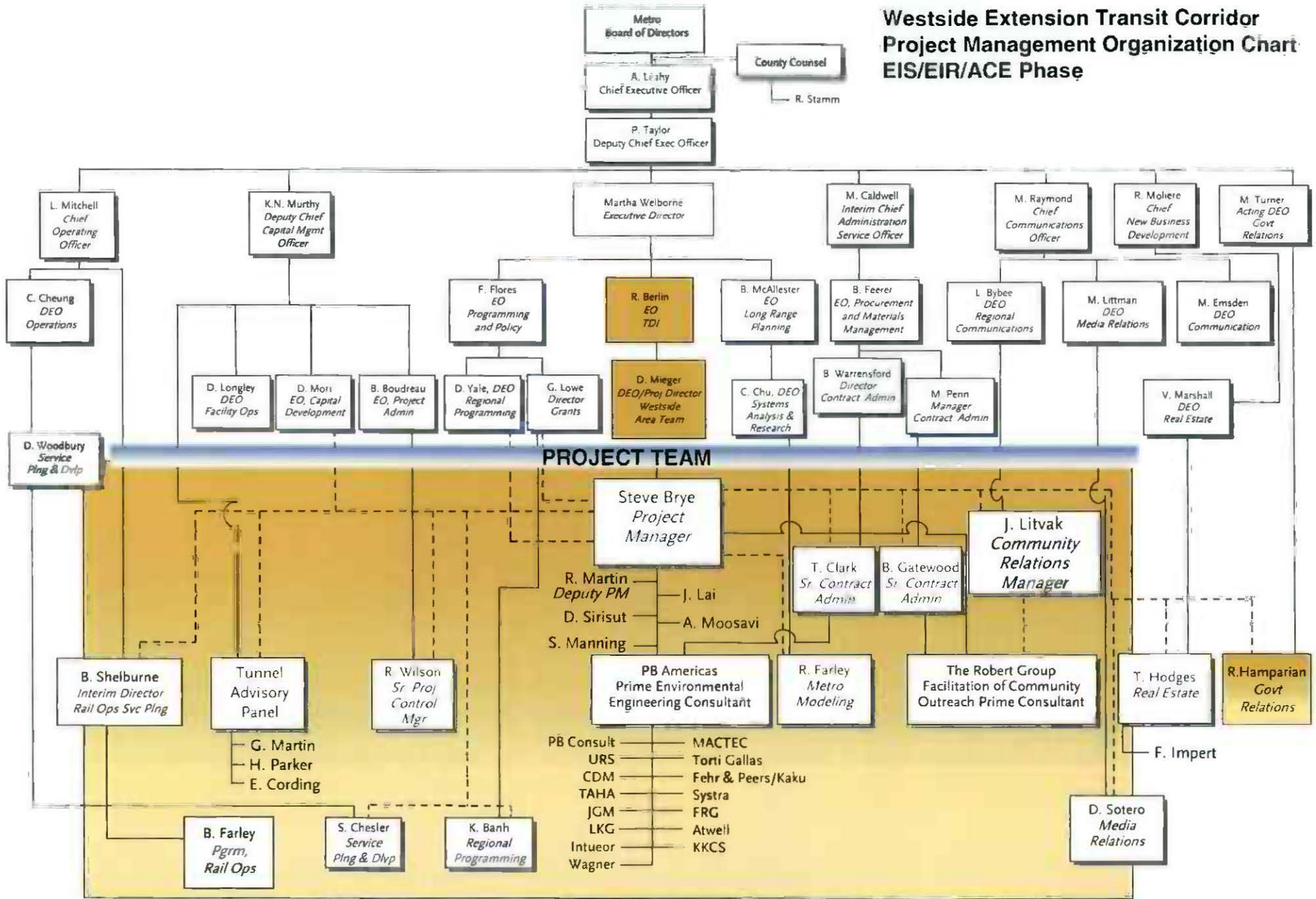
# Crenshaw/LAX Transit Corridor Project Management Organization Chart EIS/EIR/PE Phase



October 25, 2010

Legend: Indicates Direct Relationship  
 Indicates Coordinated Relationship  
 Project Team

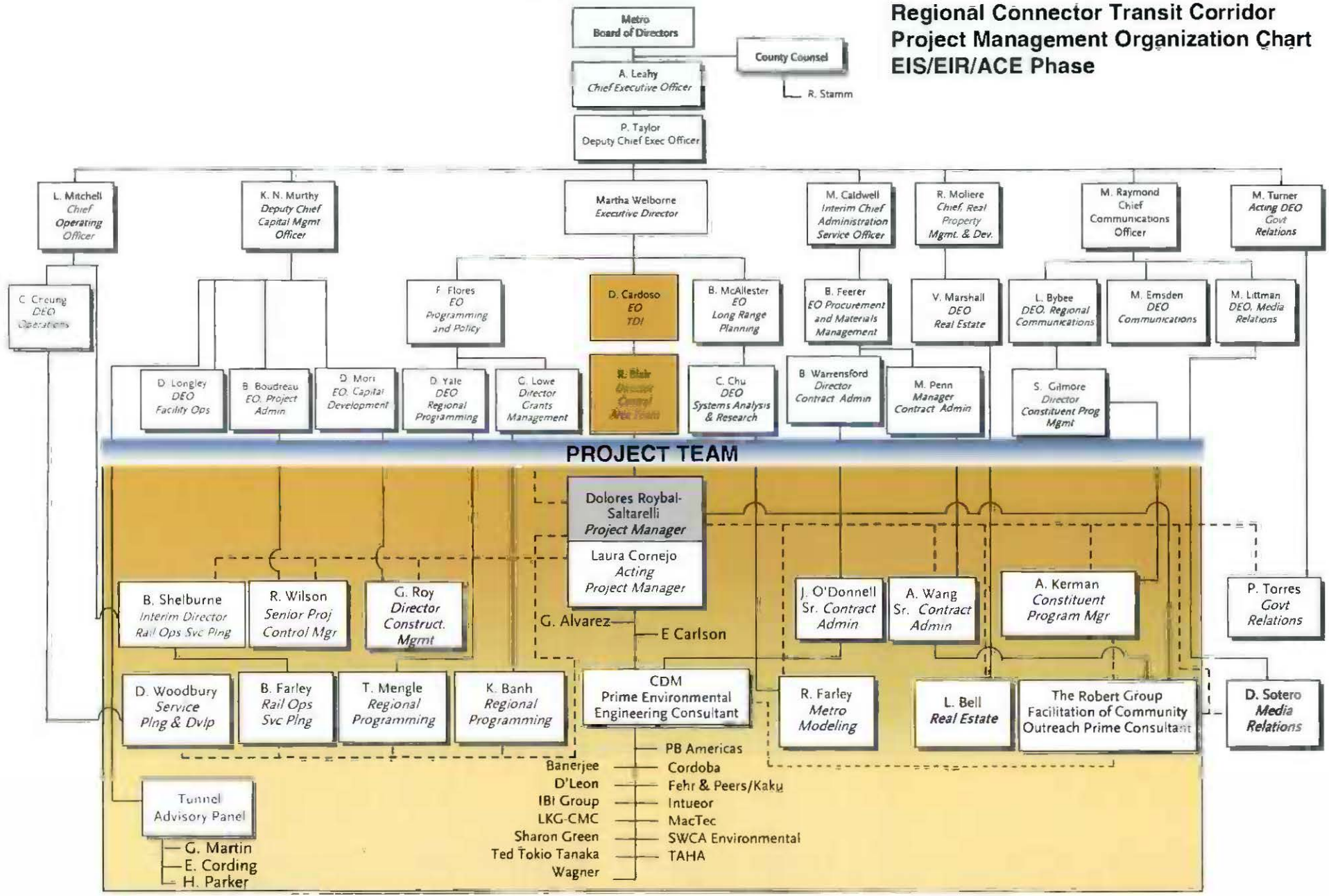
# Westside Extension Transit Corridor Project Management Organization Chart EIS/EIR/ACE Phase



October 25, 2010

Legend:   
 ————— Indicates Direct Relationship   
 ..... Indicates Coordinated Relationship   
 ■ Project Team

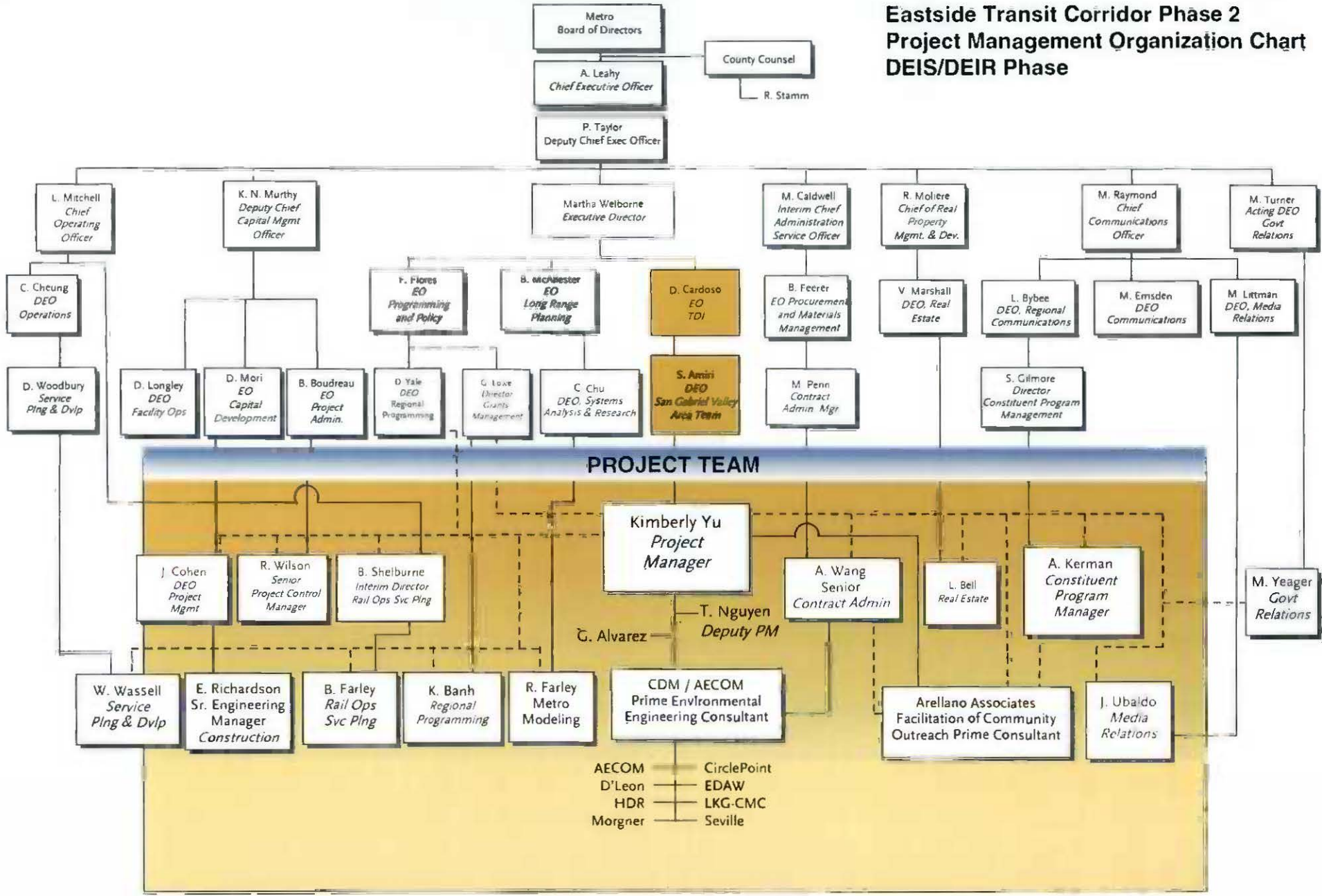
# Regional Connector Transit Corridor Project Management Organization Chart EIS/EIR/ACE Phase



October 25, 2010

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

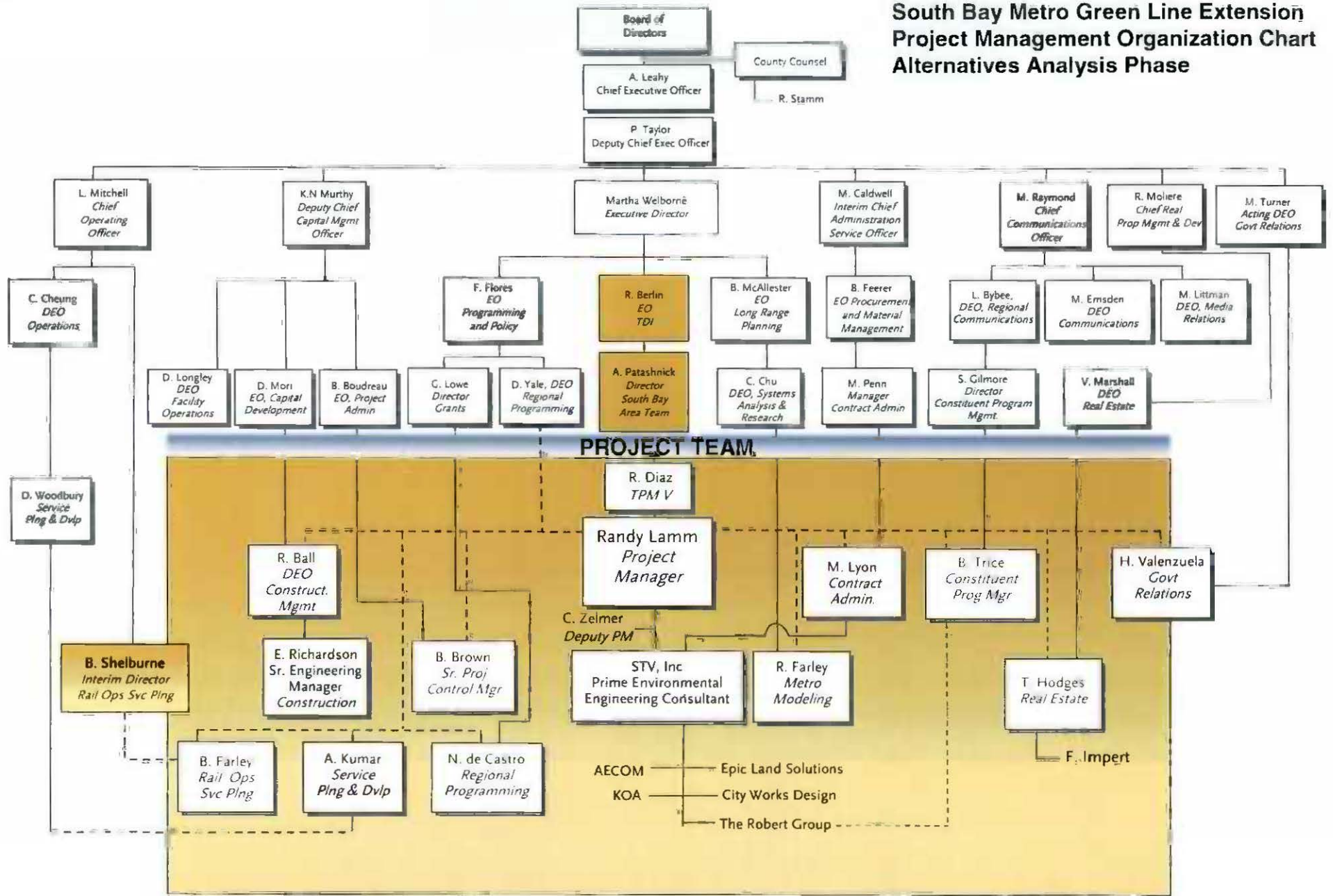
# Eastside Transit Corridor Phase 2 Project Management Organization Chart DEIS/DEIR Phase



October 25, 2010

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

# South Bay Metro Green Line Extension Project Management Organization Chart Alternatives Analysis Phase



October 25, 2010

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

**2010 LEGISLATIVE  
MATRIX**



Los Angeles County Metropolitan Transportation Authority  
 2009-2010 Government Relations Legislative Matrix  
 OCTOBER 2010

STATE SENATE

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<u>SB 409</u> (Ducheny)	Which would create a Department of Railroads In the Business, Transportation and Housing Agency.	Work with Author	Assembly Appropriations
<u>SB 535</u> (Yee)	Which would allow a new class of clean fuel to use the High Occupancy Vehicle (HOV) lanes without meeting the minimum occupancy requirement.	Work with Author	Chaptered
<u>SB 545</u> (Cedillo)	Which would require a subsurface route for the I-710 Gap Closure project,	Work with Author	Vetoed
<u>SB 632</u> (Lowenthal)	Which would require the Ports of Los Angeles, Long Beach and Oakland, by July 1, 2010, to assess their infrastructure and air quality improvement needs, including assessing the total cost for these projects and identifying potential sources of funding for them.	Work with Author	Inactive file
<u>SB 652</u> (Huff)	Which would establish that the Alameda Corridor-East Construction Authority and the San Gabriel Valley Council of Governments shall be considered political subdivisions of the State, and that these entities may be applicants for state or federal funds for projects within their jurisdiction.	Oppose Work with Author	Inactive file
<u>SB 716</u> (Wolk)	Which would allow farm-worker vanpools to be an eligible program for Transportation Development Act (TDA) funding.	Neutral	Chaptered
<u>SB 1245</u> (Simitian)	Which would provide that a vehicle that meets the applicable occupancy level for a High-Occupancy Vehicle (HOV) for use of an HOV lane, including a High-Occupancy Toll (HOT) lane, shall not be charged a toll.	Work with Author	Assembly Transportation
<u>SB 1268</u> (Simitian)	Which would impose restrictions on the data collected by transportation agencies that operate toll facilities.	Work with Author	Chaptered
<u>SB 1299</u> (Lowenthal)	Which would require the Department of Motor Vehicles (DMV) to develop and implement, by January 1, 2012, a pilot program designed to assess various issues associated with implementing a Vehicle Miles Traveled (VMT) fee.	Work with Author	Senate Appropriations
<u>SB 1348</u> (Steinberg)	Which would codify a procedure for the California Transportation Commission (CTC) to adopt legislatively mandated guidelines.	Work with Author	Assembly Appropriations
<u>SB 1341</u> (Price)	Which would authorize Metro to expand the existing Small Business Enterprise (SBE) Program to non-federally funded competitively bid contracts.	Support Sponsor	Chaptered
<u>SB 1371</u> (Correa)	Which would authorize the Letter of No Prejudice of Proposition 1A High Speed Rail funds to advance projects scheduled to be funded from the bond. (Facilitates Positive Train Control)	Support	Chaptered

Los Angeles County Metropolitan Transportation Authority  
2009-2010 Government Relations Legislative Matrix  
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STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<u>AB 672</u> (Bass)	Establishes a Letter of No Prejudice (LONP) process for projects funded through Proposition 1B.	Support Sponsor	Chaptered
<u>AB 798</u> (Nava)	Establishes the California Transportation Financing Authority (CTFA) to facilitate construction of transportation projects including authority to approve tolling projects.	Support	Chaptered
<u>AB 1072</u> (Eng)	Make permanent the formula for allocating Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) funds.	Support	Chaptered
<u>AB 1078</u> (Feuer)	Which would revise the legislative notice requirements of AB 2321.	Support	Chaptered
<u>AB 1224</u> (Eng)	Which would revise the implementation dates for our ExpressLanes project.	Support Sponsor	Chaptered
<u>AB 1243</u> (B. Lowenthal)	Which would create the South East Los Angeles County Commercial Vehicle Network Development and Advisory Committee to address truck in that area.	Support	Senate Appropriations
<u>AB 1361</u> (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	Chaptered
<u>AB 1381</u> (Pérez)	Makes technical changes to existing authority for congestion pricing program.	Support Sponsor	Chaptered
<u>AB 1403</u> (Eng)	Which would eliminate the \$1 million cap on TDA funds for the Southern California Association of Governments (SCAG).	Support	Chaptered
<u>AB 1471</u> (Eng)	Makes technical corrections and streamlines our current procurement process.	Support Sponsor	Chaptered
<u>AB 1500</u> (Lieu)	Which would extend the sunset provision authorizing existing alternative fuel vehicles, mainly compressed natural gas powered vehicles, to use the HOV lanes without meeting the minimum occupancy requirement.	Work with Author	Chaptered
<u>AB 1955</u> (De La Torre)	Which would add three additional circumstances that would qualify as incompatible public offices and exempts supervisors or council members who have declared themselves as the community redevelopment agency.	Oppose Unless Amended	Senate Local Government
<u>AB 2324</u> (Pérez)	Which would create new misdemeanors, recasts fines and punishments for crimes committed upon public transit vehicles and stations.	Support-Work with Author	Chaptered
<u>AB 2620</u> (Eng)	Which would dedicate an unspecified percentage of net toll revenues from future toll facilities on the state highway system for maintenance, reservation, and rehabilitation of the system.	Oppose	Senate Appropriations
<u>AB 2703</u> (Pérez)	Which would authorize the Letter of No Prejudice of Proposition 1A High Speed Rail funds to advance projects scheduled to be funded from the bond. (Facilitates Positive Train Control)	Support-Work with Author	Senate Rules

Los Angeles County Metropolitan Transportation Authority  
 2009-2010 Government Relations Legislative Matrix  
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><u>Reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU)</u></p>	<p>Metro has worked with regional and statewide stakeholders to build a broad consensus on fundamental principles to incorporate in the authorization legislation that will replace SAFETEA-LU. This consensus is outlined in the <u>Southern California Surface Transportation Reauthorization Consensus Document</u> and the <u>California Consensus on Federal Transportation Authorization Plan</u> that are included in this board report. Metro's authorization priorities are accurately captured in these two documents and can be squarely placed in four distinct categories:</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Reform of Existing Programs: For example, Metro is seeking a dramatic reform of the New Starts and Rail Modernization Programs which fund the creation of new transit systems and help maintain rail cars on our current rail system.</li> <li>▪ 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.</li> <li>▪ Priority Metro Projects: Seek the inclusion of Metro priority projects in the authorization bill to replace SAFETEA-LU.</li> </ul>	<p>April 2009 Support</p>

Los Angeles County Metropolitan Transportation Authority  
 2009-2010 Government Relations Legislative Matrix  
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><u>Statewide Transportation Principles</u></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"> <li>1. Ensure the financial integrity of the Highway and Transit Trust Funds.</li> <li>2. Rebuild and maintain California's existing network of highways and bridges and transit systems.</li> <li>3. Support the establishment of a dedicated source of funding for a national goods movement program.</li> <li>4. Establish a special federal program to improve congestion in major metropolitan areas.</li> <li>5. Strengthen the federal commitment to safety and security, consistent with California's existing Strategic Highway Safety Plan.</li> <li>6. Provide federal funding to mitigate the air, water and other environmental impacts of transportation projects.</li> <li>7. Streamline federal regulations in order to streamline project delivery for highway and transit projects.</li> </ol>	<p>April 2009 Support</p>

Los Angeles County Metropolitan Transportation Authority  
 2009-2010 Government Relations Legislative Matrix  
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><u>Southern California Reauthorization of Federal Surface Transportation Principles by Stakeholders and Transportations Commissions of San Diego, Riverside, San Bernardino, Orange and Ventura Counties, along with the Ports of Los Angeles and Long Beach, Los Angeles World Airports, SCRRRA (Metrolink) and Southern California Association of Governments</u></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"> <li>1. Encourage a strong federal commitment to rail security, including assistance in instituting Positive Train Control on the Metrolink rail network.</li> <li>2. Support the reforms needed to ensure a reliable and viable federal source of funding for transportation projects and programs.</li> <li>3. Support the establishment of a dedicated source of funding for a national goods movement program.</li> <li>4. Encourage additional support for programs, like the Congestion Mitigation and Air Quality Program that simultaneously improves our environment and reduces congestion.</li> <li>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.</li> <li>6. Reform the New Starts and Small Starts programs.</li> <li>7. Support the creation of a new federal program for major metropolitan areas.</li> <li>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.</li> </ol>	<p>April 2009 Support</p>

Los Angeles County Metropolitan Transportation Authority  
 2009-2010 Government Relations Legislative Matrix  
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><b><u>H.R. 1329</u></b>  <b>(Blumenauer)</b>                      Clean, Low-Emission, Affordable, New Transportation Efficiency Act (CLEAN-TEA Act)</p>	<p>CLEAN-TEA would require the Administrator of the Environmental Protection Agency (EPA), for each of calendar years 2012-2050, to auction 10% of emission allowances established under any EPA program providing for the reduction of greenhouse gas emissions and the auctioning of emission allowances. The bill would also deposit the auction proceeds into a Low Greenhouse Gas Transportation Fund to implement state and eligible regional or local entity greenhouse gas emission reduction plans, and provide funding to transit projects that help reduce such emissions. For areas like Los Angeles County, the bill would require eligible regional entities such as Metro to establish goals for reducing greenhouse gas emissions from the transportation sector for the next 10 years; and to develop transportation greenhouse gas emission reduction plans, including supporting lists of prioritized transit projects, that are integrated into state and eligible regional or local entity long-range transportation and transportation improvement plans.</p> <p>Finally, the legislation directs the Secretary of Transportation and the EPA Administrator to contract with the Transportation Research Board of the National Academy of Sciences to study and report recommendations for improving research tools and federal data sources necessary to assess the effect of state and local transportation, land use, and environmental plans on motor vehicle use rates and transportation sector greenhouse gas emissions.</p>	<p>May 2009 Support</p>

Los Angeles County Metropolitan Transportation Authority  
 2009-2010 Government Relations Legislative Matrix  
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><b><u>H.R. 2521</u></b>  <b><u>(DeLauro)</u></b>                      National Infrastructure Development Bank Act of 2009</p>	<p>The National Infrastructure Development Bank Act of 2009 would create an institution broadly modeled after the European Investment Bank and other development banks around the world. The Bank, as outlined in H.R. 2521, would be led by an independent Board of Directors that would be charged with making final infrastructure financing determinations. The Board would consist of five members, all appointed by the President, with the advice and consent of the Senate. Two of the directors would be required to have public sector experience and three of the directors would be required to have private sector experience. To assist the Board, the bill would create an Executive Committee that would handle the day-to-day operations of the Bank; and Risk Management and Audit Committees to manage risk and monitor the Bank's overall activities.</p> <p>As written and outlined by the author, the legislation would permit the Bank Board to have the authority to, among other things, issue "public benefit" bonds; make loans and offer loan guarantees; and purchase and sell infrastructure-related loans and securities on the global capital market. The legislation asserts that investment decisions on major infrastructure projects, whether they are water, energy or transportation related, shall be made based on a strict set of criteria. Section 10 of the legislation asserts that the bank would take into account the economic, environmental, social benefits and costs of each project it considers for financing. Among two other Important criteria outlined in the bill are the following; if a project can be expedited and if that project acceleration would lower the overall cost of the project and the extent to which the bank's support for a project would maximize the level of private investment.</p> <p>For transportation infrastructure projects, the legislation outlines the following seven criteria that the bank's board must consider when making a decision on a given project(s): (a. Job creation, including workforce development for women and minorities, responsible employment practices, and quality job training opportunities; b.) Reduction in carbon emissions; c.) Reduction in surface and air traffic congestion; d.) Smart growth in urban areas; e.) Poverty and inequality reduction through targeted training and employment opportunities for low-income workers; f) Use of smart tolling, such as vehicle miles traveled and congestion pricing, for highway, road and bridge projects; g.) Public health benefits. Consistent with the budget proposed by President Obama on February 26, 2009, the National Infrastructure Bank would be capitalized with authorized appropriations of \$5 billion a year for 5 years (fiscal year 2010 - 2014).</p>	<p>June 2009 Support</p>

Los Angeles County Metropolitan Transportation Authority  
 2009-2010 Government Relations Legislative Matrix  
 OCTOBER 2010

FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<b><u>H.R. 2746</u></b> <b><u>(Carnahan)</u></b> Transit Operating Assistance Grant Program	Would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses	September 2009 Support
<b><u>H.R. 6150</u></b> <b><u>(Galleghy)</u></b> Liability for Passenger Rail Accidents	Would raise the liability cap for passenger rail accidents from \$200 million to \$500 million	September 2010 Oppose-Work with Author
<b><u>S. 1341</u></b> <b><u>(Menendez)</u></b> Close the SILO/LILO Loophole Act	This legislation seeks to amend the Internal Revenue Code of 1986 by imposing an excise tax of 100% on windfall proceeds that investors are demanding from transportation agencies that engaged in SILO/LILO agreements.	July 2009 Support Work with Author
<b><u>S. 3189</u></b> <b><u>(Brown)</u></b> Amend title 49, United States Code, to allow for additional transportation assistance grants	This legislation expands the urbanized area formula grants program to include public transit projects. It also provides the following: <ul style="list-style-type: none"> <li>▪ Establishes certain grant limits for such projects;</li> <li>▪ Revises the grant eligibility requirements for FY2010-FY2015 for such projects in urbanized areas with a population of at least 200,000 or more; and</li> <li>▪ Permits the use of Section 5307 federal transportation formula funds for public transportation operating costs of equipment and facilities use. Specifically, in large urbanized areas, transportation agencies would be permitted to use not more than 30% of Section 5307 funds for operating costs of equipment and facilities for use in public transportation.</li> </ul>	May 2010 Support



**KEY LEGAL ACTIONS**



COUNTY OF LOS ANGELES  
OFFICE OF THE COUNTY COUNSEL

TRANSPORTATION DIVISION  
ONE GATEWAY PLAZA  
LOS ANGELES, CALIFORNIA 90012-2952

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ANDREA SHERIDAN ORDIN  
County Counsel

October 21, 2010

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

**Re: Quarterly Update on Status of Key Legal Actions**

Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of September 30, 2010, 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,

ANDREA SHERIDAN ORDIN  
County Counsel

By

ROBERT B. REAGAN  
Principal Deputy County Counsel  
Transportation Division

RBR:ibm

Attachments

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

Los Angeles County Metropolitan Transportation Authority  
 Status of Key Legal Actions Related to Federally Funded MTA Projects  
 Date as of September 30, 2010

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.	Court issued its Statement of Decision in favor of MTA. Case referred to accounting referee.
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.	
Labor/Community Strategy Center v. MTA	CV94-5936 (TJH)	ALL	On 10/28/96, Federal Judge Hatter approved a Consent Decree reached between MTA and the class action plaintiffs. The Consent Decree provides for MTA to: (i) reduce its load factor targets (i.e. the # of people who stand on the bus), (ii) expand bus service improvements by making available 102 additional buses, (iii) implement a pilot project, followed by a 5-yr Plan, facilitate access to County-wide jobs, ed & health centers, (iv) not increase cash fares for 2-yrs & pass fares for 3-yrs beginning 12/01/96, after which MTA may raise fares subject to conditions of the Consent Decree and (v) introduce a weekly pass & an off-peak discount fare on selected lines.	Consent decree terminated by its own terms, however trial court retained jurisdiction over implementation of New Service Plan. Plaintiffs' appeal was denied.
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal.	Case partially settled. Case to go up on appeal January 2011.
Gaddy, Cathy v. LACMTA	CV09-2343		Accessibility action. Plaintiff asserts MTA operators fail to secure her wheelchair and person. ADA, Sec. 504, and state causes of action.	Trial January 2011.
Griffin, Judy B. v. LACMTA	CV09-07204		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure her and her wheelchair.	Trial January 2011.

Horton, Randy v. LACMTA	CV09-6585		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure him and his wheelchair.	Trial January 2011.
Overton, Beverly v. LACMTA	CV09-07010		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure her and her wheelchair.	Trial January 2011.
Serrano, Francisco v. LACMTA	CV09-6636		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure him and his wheelchair.	Trial January 2011.
Fye, Roberta E. v. LACMTA	CV09-03930		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure her and her wheelchair.	Trial January 2011.

**ADVANCED LAND  
ACQUISITION PROGRAM**

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

**STATUS REPORT AS OF SEPTEMBER 30, 2010**

**Parcel A1-250/Wilshire Vermont Station - NO CHANGE**

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

**Wilshire/Western Station - NO CHANGE**

Metro entered into a long-term ground lease and other development and operational agreements with developer KOAR Wilshire Western LLC for the development and operation of a mixed-use residential condominium/retail development on Metro-owned and private property located in the block bounded by Wilshire, Western, Sixth and Oxford. In July 2009, KOAR Wilshire Western LLC transferred their interest in the development to Solair Marketing, LLC. The development surrounds the Wilshire/Western Metro subway portal and includes a Metro bus layover facility. Construction of the development is substantially complete; only the design and construction of a subway portal canopy remains. Some of the retail space is occupied and operational and some is still offered for lease or is undergoing tenant improvement work. Condominiums are selling, but many continue to be offered for sale.

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

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

**A1-300 and A2-301 - Wilshire/Crenshaw –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. Negotiations with the developer are currently on hold due to the state of the economy.

***Universal City Station***

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

**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 underway with completion scheduled for February 2011. 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 - Westlake/MacArthur Park Station**

In late March 2010, Metro entered into long-term ground leases and other development and operational agreements with various development entities created by developer McCormack Baron Salazar for the development, construction and operation of Phase A of a two-phased mixed-use joint development project at the Westlake/MacArthur Park subway station. When complete, Phase A will include 90 affordable apartments, 20,000 gsf of retail and a 233 space parking structure, with 100 preferred parking spaces for transit users on 1.6 acres of Metro-owned property situated one block

southeast of the subway portal. Phase A soils remediation and construction are continuing on the Phase A site.

Metro and another McCormack Baron Salazar development entity continue to be parties to a Joint Development Agreement which contemplates development of Phase B of the mixed-use joint development project on 1.5 acres situated at and adjacent to the subway portal. When complete, Phase B will contain 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 developer is trying to secure financing for Phase B at this time.

**Updated October 20, 2010**



**METRO OPERATIONS  
PERFORMANCE REPORT**

Los Angeles County  
Metropolitan Transportation Authority

SEPT 2010

METRO OPERATIONS  
MONTHLY PERFORMANCE  
REPORT



**Metro**

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## Metro Bus Systemwide and Division Scorecard Overview

Metro Bus has eleven Metro operating divisions: Division 1 and 2, both operating out of the downtown Los Angeles area. Division 3 Cypress Park, Arthur Winston Division (5) in South Los Angeles, Division 6 in Venice, Division 7 in West Hollywood, Division 8 in Chatsworth, Division 9 in El Monte, Division 10 in Los Angeles, near the Gateway building, Division 15 in Sun Valley and Division 18 in Carson. The system is responsible for the operation of approximately 2,490 Metro buses and 144 Metro Bus lines carrying nearly 373.1 million boarding passengers each year. Metro bus also operates the successful Orange Line.

This report gives a brief overview of Systemwide and Division 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 Miles.
- \* Complaints per 100,000 Boardings.
- \* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours.

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Sep. Month	Status
<b>Bus Systemwide</b>										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)		3,274	3,532	3,137	3,137	3,222	3,500	3265	3070	◇
No. of unaddressed road calls			1,116*	824	386	305		30	18	◇
Mean Miles Between Total Road Calls (MMBTRC) **			1,245	1,137	1,290	1,566	1,556	1,780	1,728	◇
In-Service On-time Performance ***	66.50%	64.35%**	63.77%	64.05%	66.25%	72.33%	80.00%	74.82%	73.54%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	-	3.47	3.06	3.08	3.14	2.97	2.80	●
Number of "482 alleged accidents"	0	0	53	240	216	245	3.14	32	16	●
Complaints per 100,000 Boardings	3.54	2.41	2.46	2.57	2.76	2.61	2.52	2.78	2.61	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.61	12.27	11.11	11.54	9.30	10.36	12.44	Aug YTD 11.42	Aug. 12.96	●
<small>** No FY11 MMBTRC. FY10 target used. *** Div 15 Nov. '05 data</small>										
<b>Division 1</b>										
MMBMF		2,409	3,757	2,960	2,640	2,831	3,500	2320	2061	◇
No. of unaddressed road calls			138*	311	62	36		2	1	◇
MMBTRC			932	908	1,166	1,354	1,556	1,383	1,253	◇
In-Service On-time Performance	71.62%	71.06%	68.02%	67.55%	71.05%	76.61%	80.00%	78.49%	77.61%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	-	3.41	3.02	3.07	3.14	2.69	2.21	●
Number of "482 alleged accidents"	0	0	6	36	22	49	3.14	4	4	●
Complaints per 100,000 Boardings	2.92	1.92	1.89	1.90	1.85	1.89	2.52	2.22	1.82	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.71	10.92	8.48	7.59	9.92	12.52	12.44	Aug YTD 18.78	Aug. 11.76	◇
<b>Division 2</b>										
MMBMF		2,660	2,598	2,707	2,608	2,714	3,500	3489	3195	◇
No. of unaddressed road calls			32*	11	44	29		1	0	◇
MMBTRC			1,097	1,039	1,255	1,475	1,556	1,661	1,568	●
In-Service On-time Performance	70.42%	72.71%	67.99%	68.60%	72.72%	77.24%	80.00%	75.84%	73.69%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	-	3.67	3.43	3.16	3.14	3.58	4.57	●
Number of "482 alleged accidents"	0	0	1	15	25	23	3.14	4	3	●
Complaints per 100,000 Boardings	2.15	1.42	1.64	1.93	2.03	1.87	2.52	2.28	1.87	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.69	12.97	13.36	14.82	11.14	12.93	12.44	Aug YTD 13.05	Aug. 15.56	◇
<b>Division 3</b>										
MMBMF		2,690	2,838	2,573	2,552	2,770	3,500	2785	2616	◇
No. of unaddressed road calls			58*	45	23	24		1	0	◇
MMBTRC			1,239	1,132	1,303	1,555	1,556	1,731	1,702	●
In-Service On-time Performance	71.06%	70.05%	65.35%	66.83%	69.78%	76.81%	80.00%	79.02%	76.67%	●
Bus Traffic Accidents Per 100,000 Miles	-	-	-	4.24	3.60	3.39	3.14	3.66	2.95	◇
Number of "482 alleged accidents"	0	0	3	9	0	0	3.14	0	0	◇
Complaints per 100,000 Boardings	2.60	1.83	2.12	2.14	2.69	2.65	2.52	2.76	2.43	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	6.68	11.36	10.06	12.81	9.50	8.84	12.44	Aug YTD 8.85	Aug. 10.15	●

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Sep. Month	Status
<b>Division 5</b>										
MMBMF No. of unaddressed road calls		3,656	3,580 57*	3,227 26	3,314 16	3,493 4	3,500	3911 1	3209 0	●
MMBTRC			1,459	1,130	1,420	1,712	1,556	1,933	1,784	●
In-Service On-time Performance	65.58%	61.85%	63.83%	63.35%	64.43%	67.82%	80.00%	73.57%	71.38%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 13	5.11 35	4.32 29	4.44 30	3.14	4.24 3	4.58 2	◇
Complaints per 100,000 Boardings	2.71	1.87	1.71	1.46	1.88	1.90	2.52	1.87	1.97	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	18.72	14.68	14.89	15.96	12.75	14.78	12.44	Aug YTD 11.78	Aug. 14.11	●
<b>Division 6</b>										
MMBMF No. of unaddressed road calls		6,279	4,456 30*	3,756 32	7,186 11	7,816 8	3,500	7604 1	5786 1	●
MMBTRC			1,063	899	1,307	2,172	1,556	2,016	1,879	●
In-Service On-time Performance	56.75%	57.20%	53.28%	53.12%	56.98%	68.27%	80.00%	68.91%	68.53%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 1	3.86 3	4.13 1	5.01 4	3.14	3.69 1	2.77 1	◇
Complaints per 100,000 Boardings	4.47	2.52	2.10	2.70	3.55	2.86	2.52	3.84	3.45	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	18.23	16.43	15.02	11.77	7.86	5.95	12.44	Aug YTD 5.44	10.64	●
<b>Division 7</b>										
MMBMF No. of unaddressed road calls		2,947	3,468 64*	3,327 84	3,399 99	2,997 101	3,500	2708 4	2746 4	◇
MMBTRC			1,118	981	1,039	1,217	1,556	1,350	1,322	◇
In-Service On-time Performance	64.22%	61.78%	58.01%	57.66%	62.15%	68.38%	80.00%	71.57%	72.04%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 5	4.10 36	3.83 28	3.55 52	3.14	3.31 7	2.98 2	◇
Complaints per 100,000 Boardings	4.24	2.87	2.98	3.00	2.88	2.56	2.52	2.59	2.50	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	19.44	15.76	12.09	13.42	7.80	9.64	12.44	Aug YTD 10.26	Aug. 11.33	●
<b>Division 8</b>										
MMBDMF No. of unaddressed road calls		3,836	3,912 258*	2,944 100	3,473	4,596 0	3,500	5436 0	5870 0	●
MMBTRC			1,537	1,333	1,707	2,445	1,556	3,241	3,654	●
In-Service On-time Performance	69.78%	68.23%	67.48%	68.50%	69.29%	75.99%	80.00%	78.88%	76.96%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 1	1.99 18	1.87 12	2.29 17	3.14	2.36 1	1.40 0	●
Complaints per 100,000 Boardings	4.17	3.37	2.75	2.64	3.01	2.97	2.52	3.25	2.57	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.77	13.81	16.14	15.03	12.45	11.20	12.44	Aug YTD 25.87	Aug. 27.14	◇
<b>Division 9</b>										
MMBMF No. of unaddressed road calls		4,585	4,087 30*	4,119 88	4,267 62	4,673 66	3,500	4747 1	4336 0	●
MMBTRC			2,099	1,989	2,425	2,918	1,556	2,988	2,807	●
In-Service On-time Performance	68.16%	67.01%	66.22%	66.84%	70.01%	75.89%	80.00%	76.39%	73.34%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 4	2.46 20	2.07 14	2.01 3	3.14	2.12 3	2.17 0	●
Complaints per 100,000 Boardings	5.09	2.61	2.24	2.98	3.18	3.21	2.52	3.57	4.06	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.66	14.34	17.30	8.35	14.07	10.03	12.44	Aug YTD 12.90	Aug. 19.32	◇

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Sep. Month	Status
<b>Division 10</b>										
MMBMF No. of unaddressed road calls		3,723	3,702 61*	3,028 0	2,947 1	2,594 11	3,500	2339 15	2315 11	◇
MMBTRC			1,197	1,044	1,015	1,129	1,556	1,305	1,240	◇
In-Service On-time Performance	64.14%	60.73%	58.61%	56.63%	61.90%	68.98%	80.00%	69.96%	72.33%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 accidents"	- 0	- 0	- 8	4.47 31	3.87 32	4.02 33	3.14	3.85 3	3.87 3	◇
Complaints per 100,000 Boardings	3.92	2.23	2.48	2.99	2.59	2.08	2.52	2.17	1.71	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	3.74	3.80	14.02	14.74	7.49	10.76	12.44	Aug YTD 8.86	Aug. 7.78	●
<b>Division 15</b>										
MMBCMF No. of unaddressed road calls		2,996	3,420 174*	2,933 53	3,003 1	3,357 6	3,500	3563 0	3547 0	●
MMBTRC			1,175	1,151	1,291	1,747	1,556	2,033	2,199	●
In-Service On-time Performance	67.84%	63.84%**	64.41%	66.85%	69.06%	74.62%	80.00%	75.24%	74.33%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 2	2.98 14	2.45 26	2.67 15	3.14	2.64 3	2.51 1	●
Complaints per 100,000 Boardings	4.55	3.14	3.16	3.05	3.08	2.98	2.52	3.24	3.66	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.46	10.41	12.44	10.58	11.89	14.11	12.44	Aug YTD 8.74	Aug. 15.36	●
*Jan-June '07 ** Div 15 excluded (Nov. '05 data excluded --No										
<b>Division 18</b>										
MMBCMF No. of unaddressed road calls		3,712	4,008 214*	3,563 74	3,421 55	2,917 20	3,500	3227 4	2906 1	●
MMBTRC			1,174	1,109	1,090	1,292	1,556	1,615	1,561	●
In-Service On-time Performance	63.42%	57.31%	61.19%	60.88%	60.66%	66.12%	80.00%	69.61%	67.05%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 5	3.08 14	2.72 27	2.67 19	3.14	2.03 3	1.88 2	●
Complaints per 100,000 Boardings	4.44	3.07	3.29	3.72	4.46	4.19	2.52	4.17	3.74	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.67	13.63	8.50	14.70	8.95	11.06	12.44	Aug YTD 12.48	Aug. 17.41	●

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

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

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

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

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

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

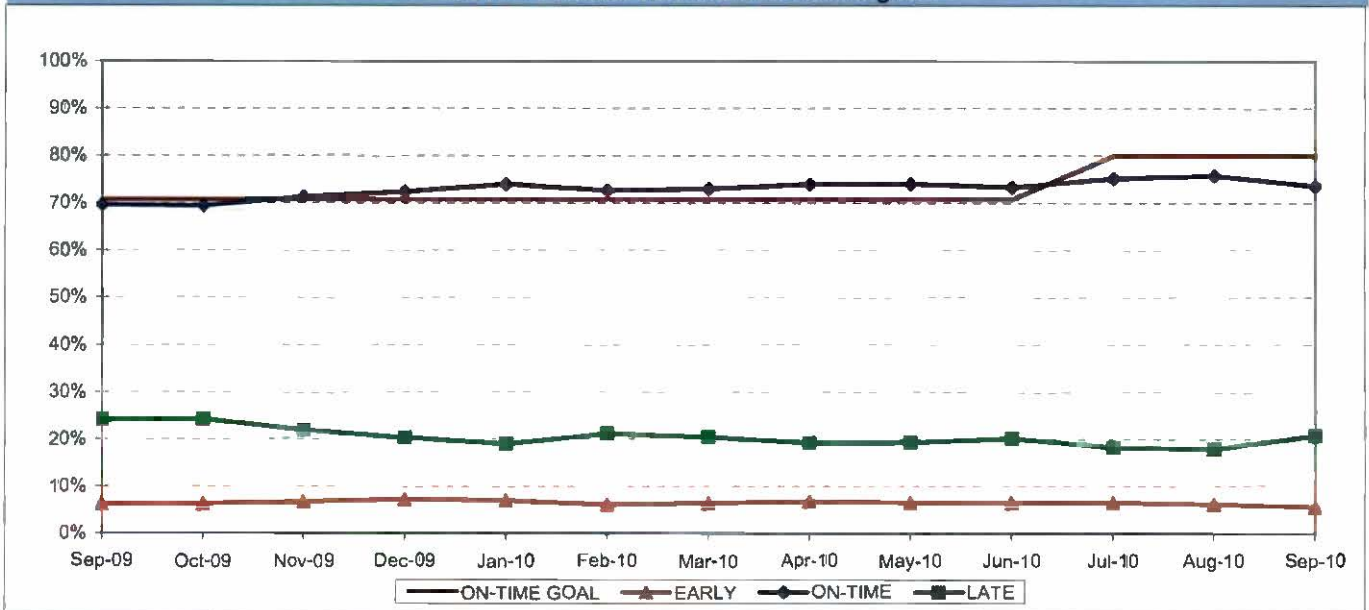
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses) Please note that Rapid Line performance is included in the ISOTP calculation beginning January 2010.

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

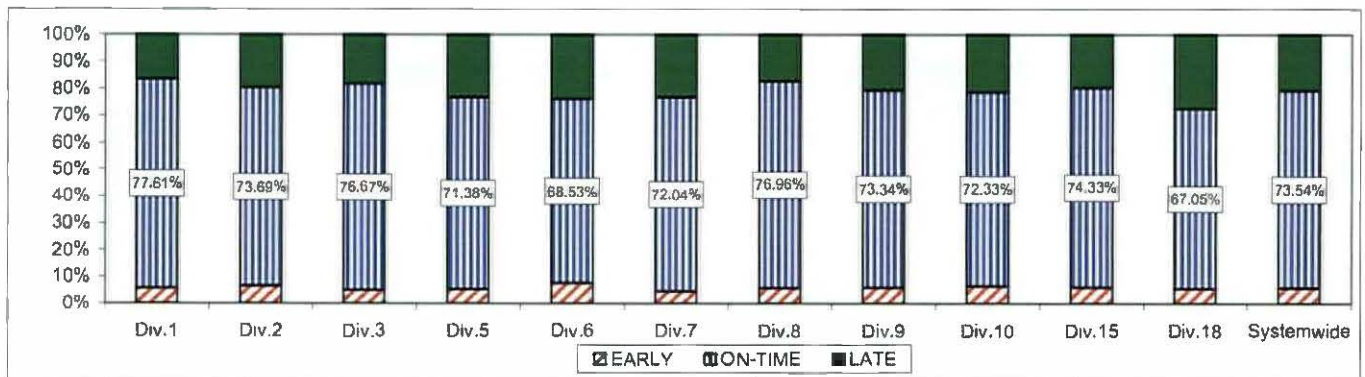
### Systemwide Trend

Please note that Rapid Line performance is included in the ISOTP calculation beginning January 2010

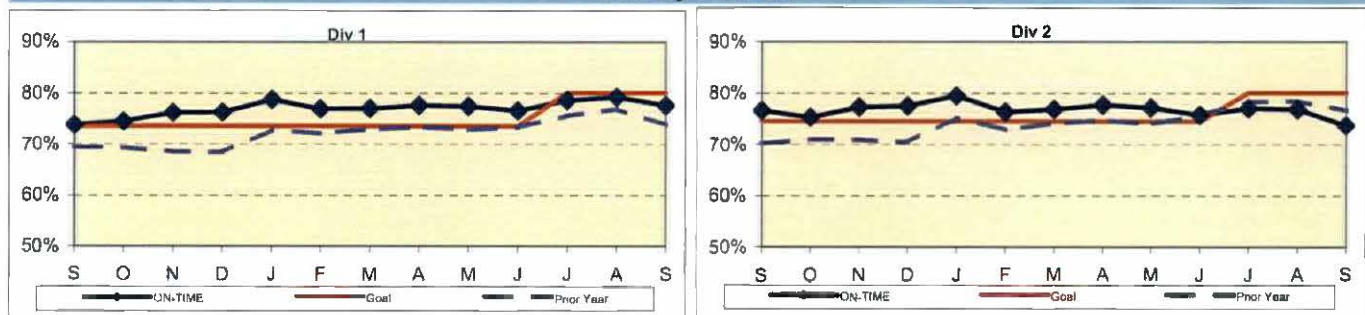
### Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



Remaining Above the Goal line is the target.

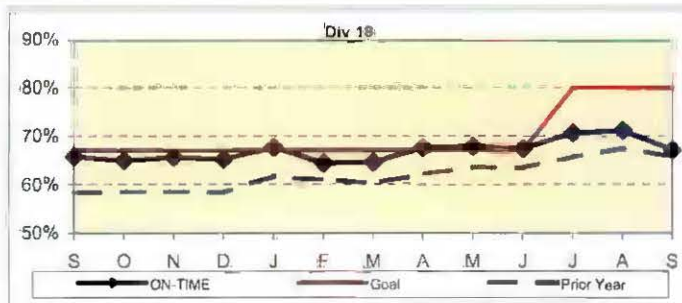
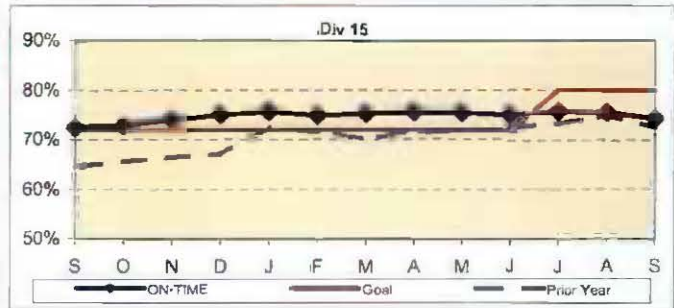
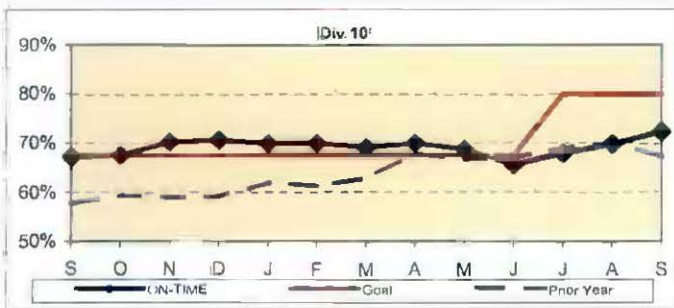
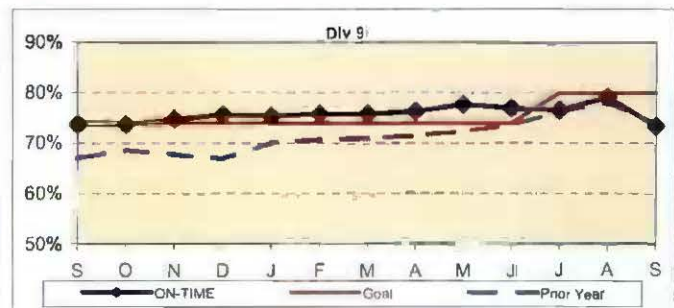
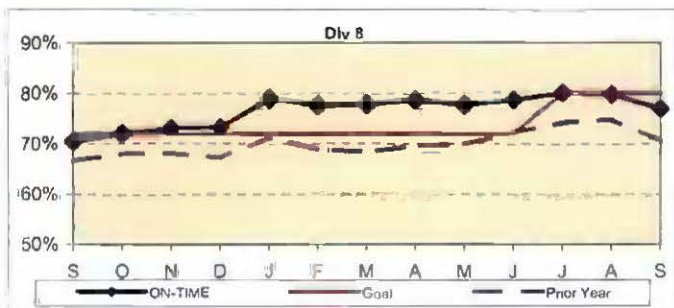
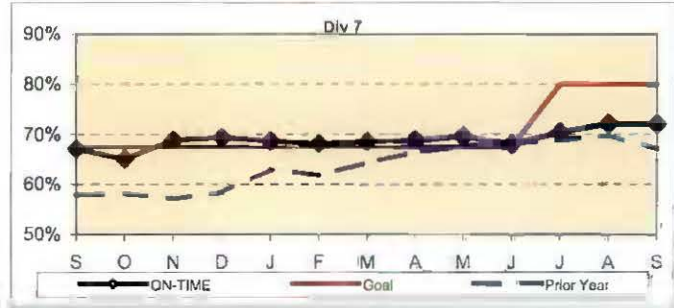
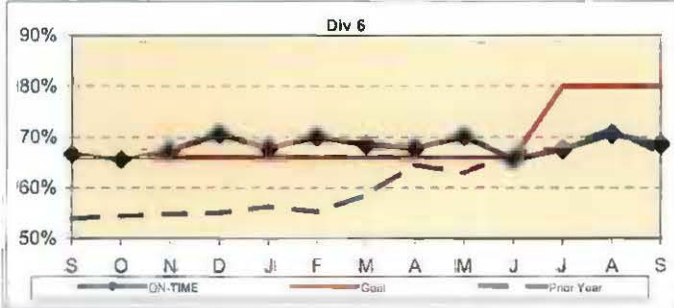
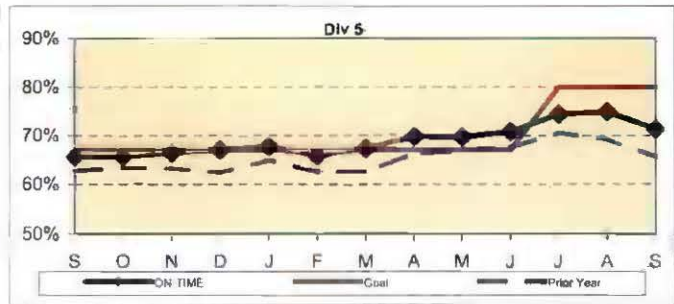
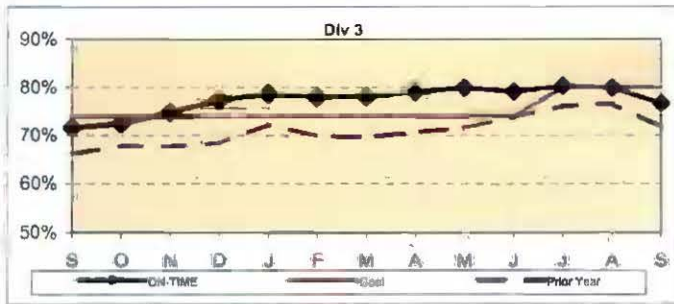


### ISOTP By Divisions



Remaining Above the Goal line is the target.

### Bus Service Performance - Continued





ISOTP By Divisions

Year-to-Date Compared To Last Year

	FY10	FY11-YTD	Variance
<b>Division 1</b>			
Early	6.97%	6.07%	-0.91%
On-Time	76.61%	78.49%	1.88%
Late	16.42%	15.45%	-0.97%

<b>Division 2</b>			
Early	6.20%	7.02%	0.83%
On-Time	77.24%	75.84%	-1.39%
Late	16.56%	17.13%	0.57%

<b>Division 3</b>			
Early	6.01%	5.00%	-1.01%
On-Time	76.81%	79.02%	2.22%
Late	17.18%	15.97%	-1.21%

<b>Division 5</b>			
Early	6.52%	5.98%	-0.54%
On-Time	67.82%	73.57%	5.75%
Late	25.66%	20.45%	-5.21%

<b>Division 6</b>			
Early	6.73%	8.47%	1.74%
On-Time	68.27%	68.91%	0.65%
Late	25.01%	22.62%	-2.39%

<b>Division 7</b>			
Early	7.03%	5.43%	-1.60%
On-Time	68.38%	71.57%	3.19%
Late	24.58%	23.00%	-1.59%

	FY10	FY11-YTD	Variance
<b>Division 8</b>			
Early	6.31%	6.08%	-0.23%
On-Time	75.99%	78.88%	2.89%
Late	17.70%	15.05%	-2.65%

<b>Division 9</b>			
Early	6.37%	6.26%	-0.11%
On-Time	75.89%	76.39%	0.51%
Late	17.74%	17.35%	-0.39%

<b>Division 10</b>			
Early	7.07%	6.45%	-0.62%
On-Time	68.98%	69.96%	0.97%
Late	23.95%	23.60%	-0.35%

<b>Division 15</b>			
Early	6.76%	6.53%	-0.23%
On-Time	74.62%	75.24%	0.62%
Late	18.62%	18.23%	-0.39%

<b>Division 18</b>			
Early	8.06%	5.99%	-2.07%
On-Time	66.12%	69.61%	3.50%
Late	25.83%	24.40%	-1.43%

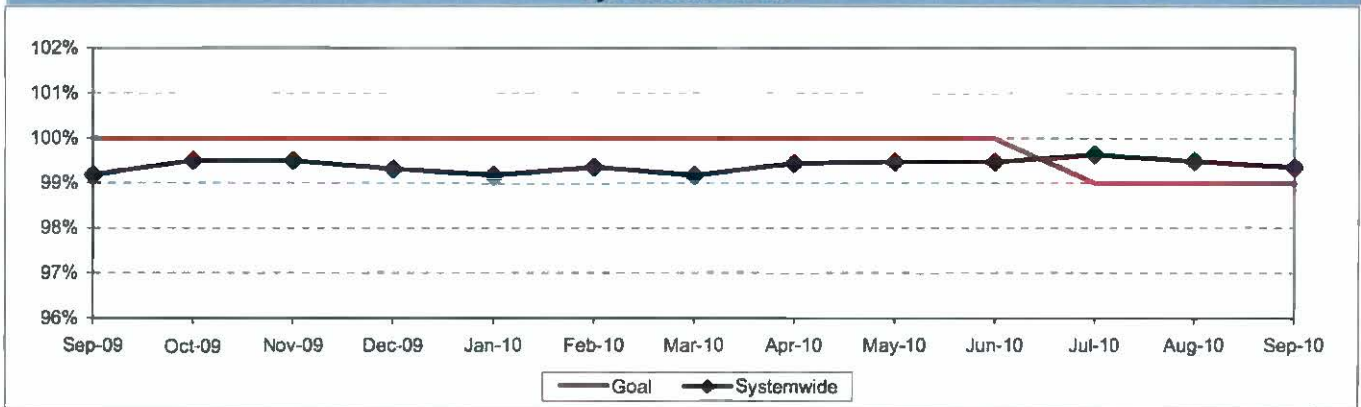
<b>SYSTEMWIDE</b>			
Early	6.80%	6.18%	-0.62%
On-Time	72.33%	74.82%	2.49%
Late	20.86%	18.99%	-1.87%

**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.

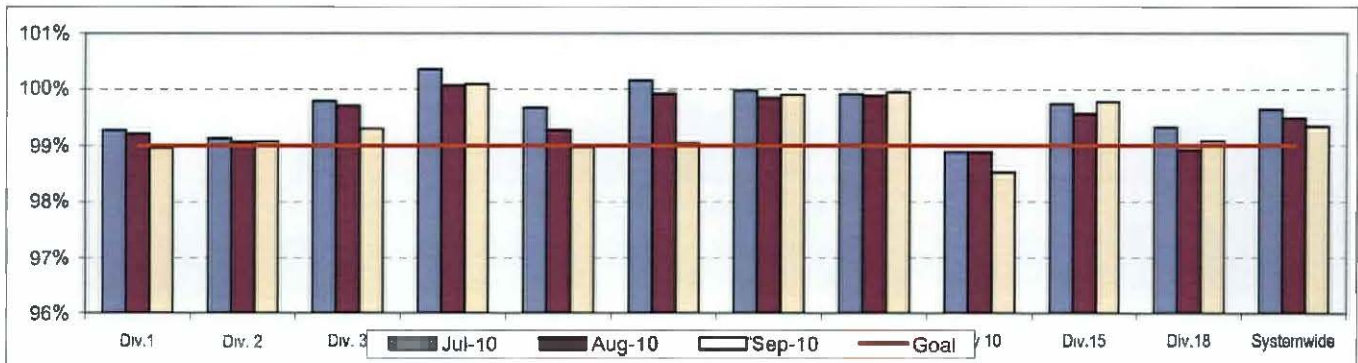
**Systemwide Trend**



Remaining At the Goal line is the target.

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

**ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED by Divisions  
July 2010 - September 2010**



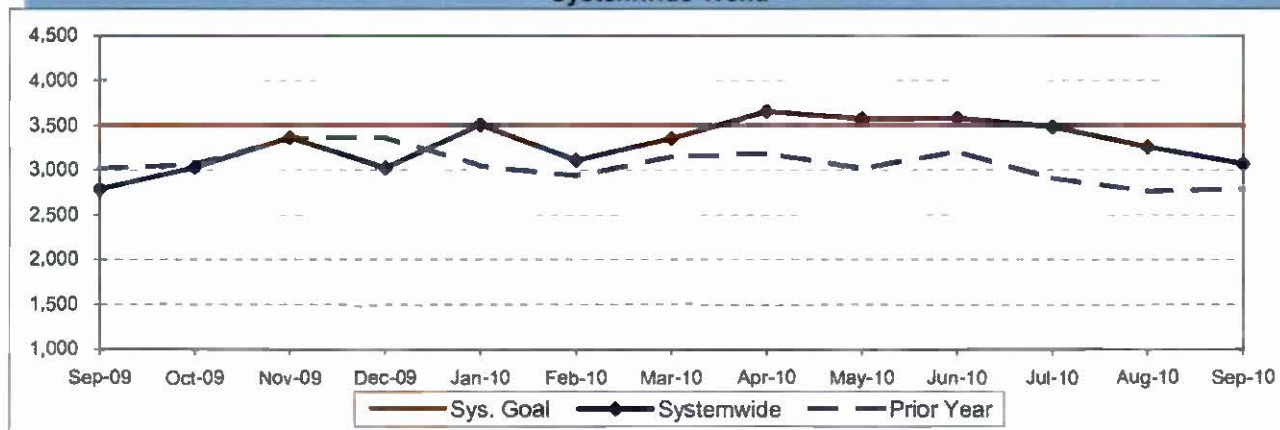
## BUS MAINTENANCE PERFORMANCE

### MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

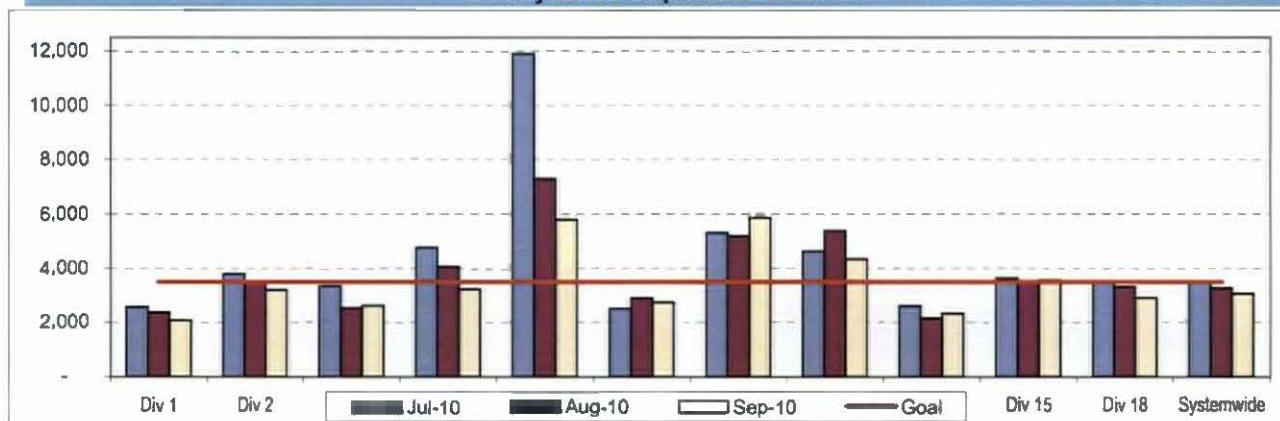
**Calculation:**  $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

#### Systemwide Trend



Remaining Above the Goal line is the target.

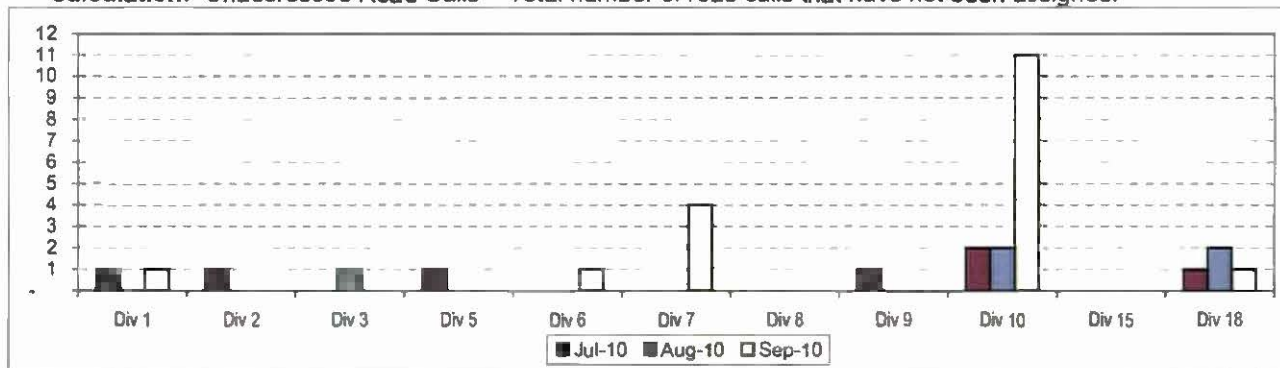
#### MMBMF -- Bus Operating Divisions July 2010 - September 2010



#### Unaddressed Road Calls -- Bus Operating Divisions\* July 2010 - September 2010

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

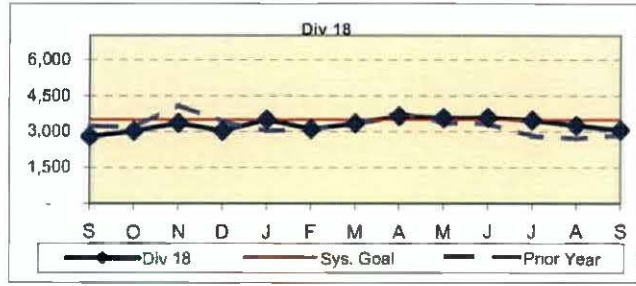
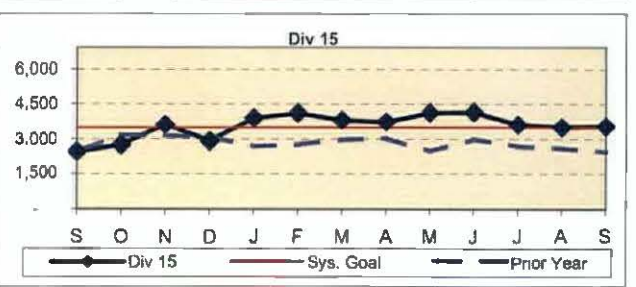
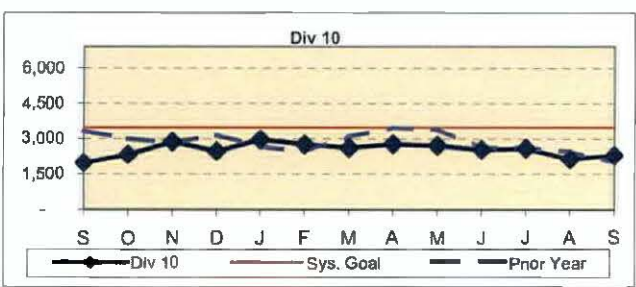
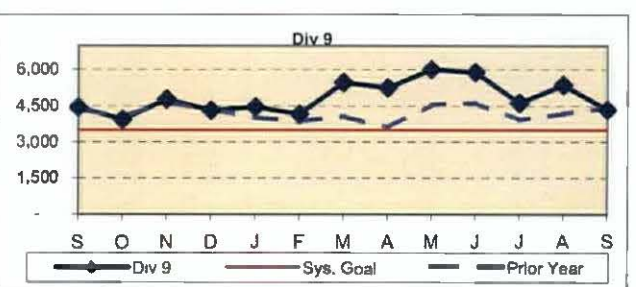
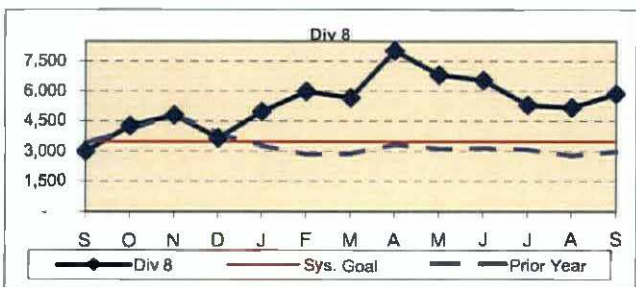
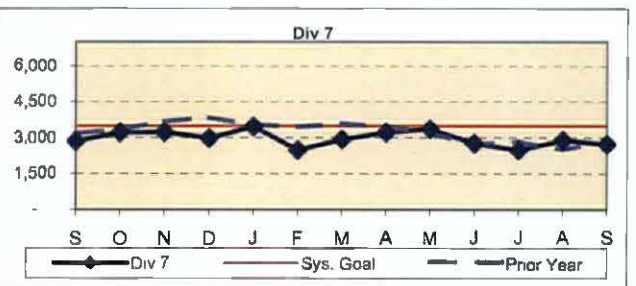
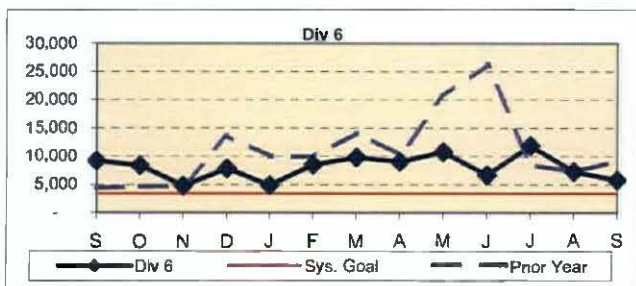
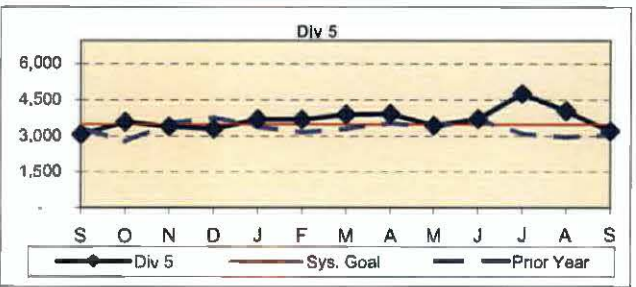
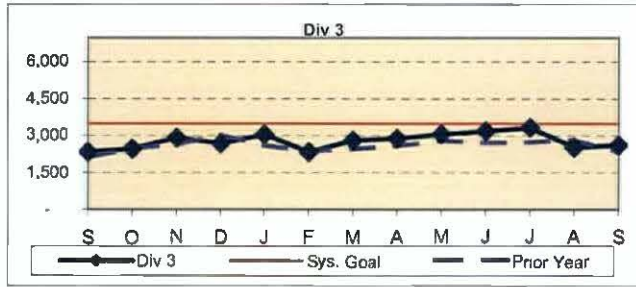
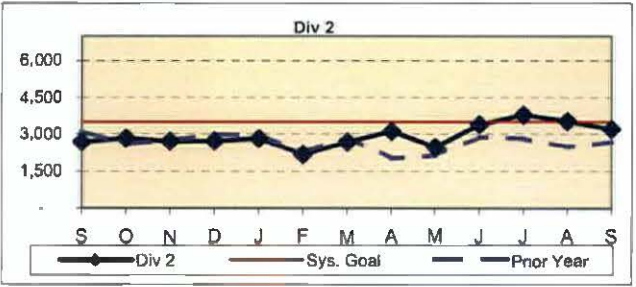
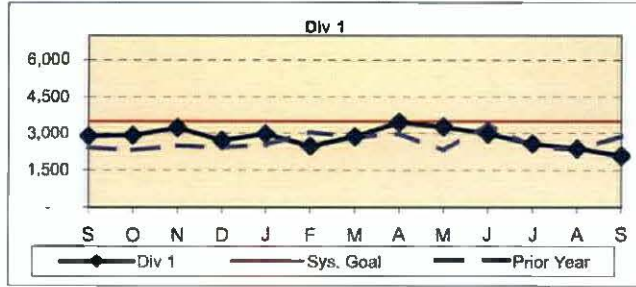
**Calculation:** Unaddressed Road Calls = Total number of road calls that have not been assigned.



\* New Indicator.

Remaining Above the Goal line is the target.

Bus Maintenance Performance - Continued

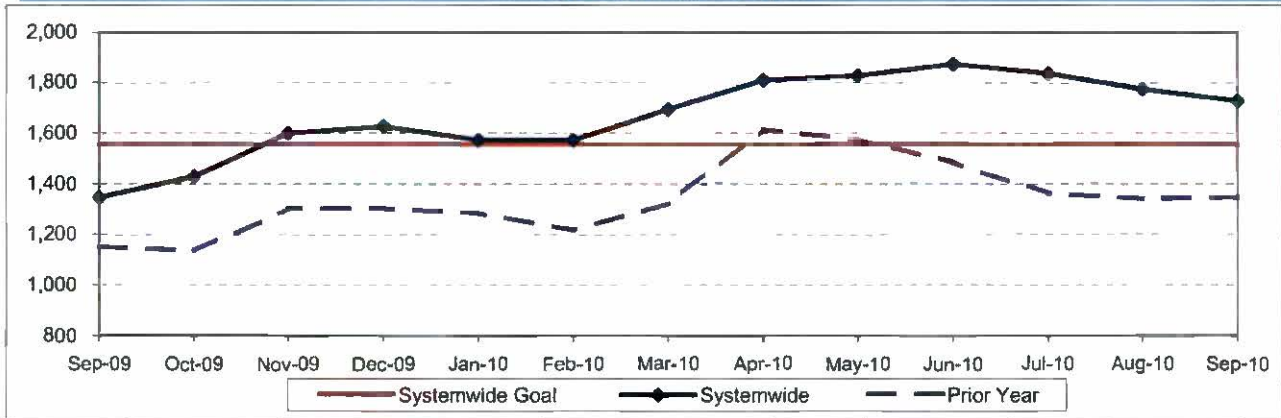


### MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

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

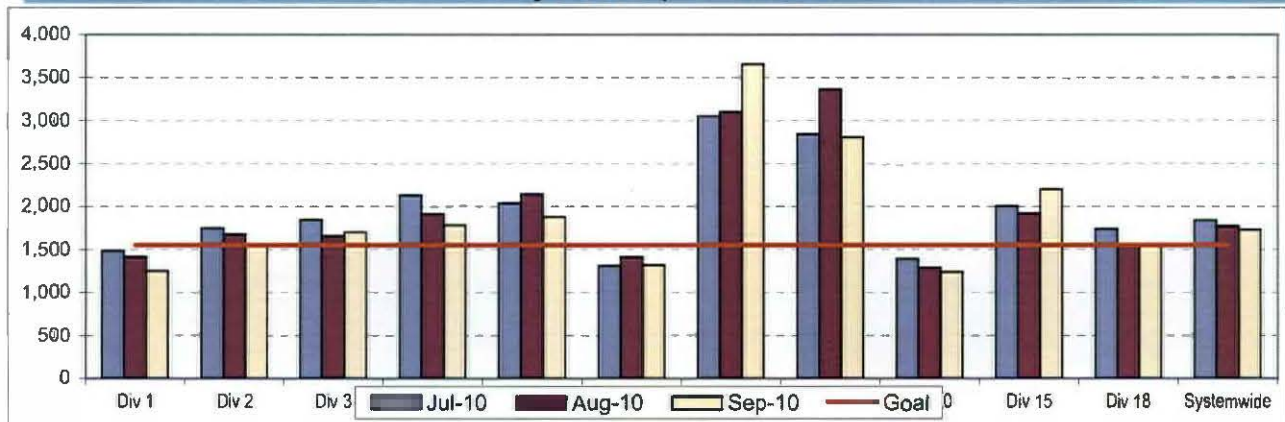
**Calculation:** MMBTRC = (Total Hub Miles / by Total Road Calls)

#### MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

#### MMBTRC -- Bus Operating Divisions July 2010 - September 2010



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

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,511	93.17%
Hybrid	6	0.22%
Diesel	85	3.15%
Gasoline	59	2.19%
Propane	34	1.26%
<b>Total</b>	<u>2,695</u>	<u>100.00%</u>

#### Average Age of Fleet by Divisions

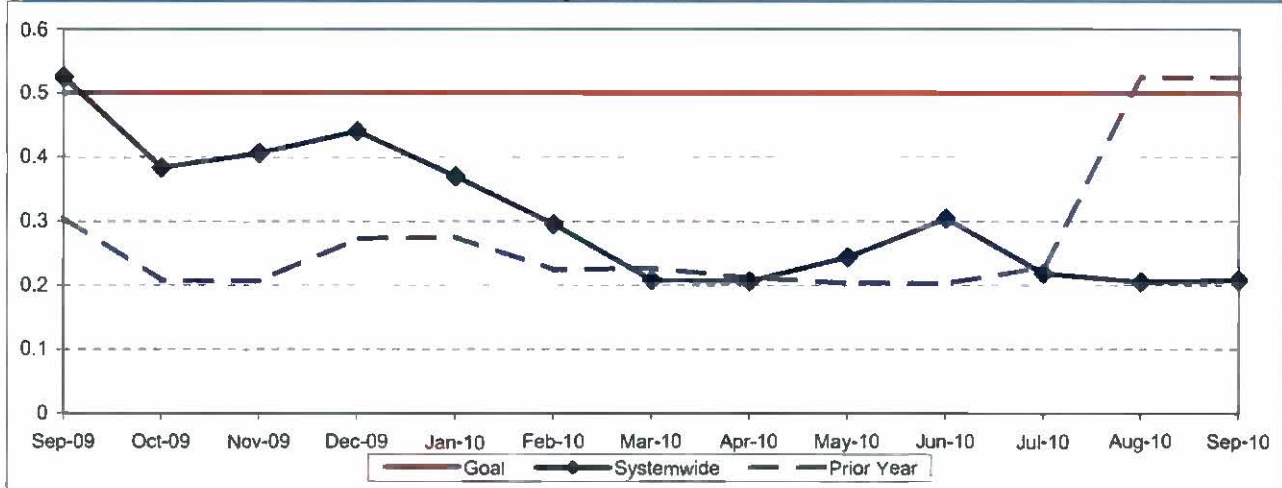
Div 1	Div 2	Div 3	Div 5	Div 6	Div 7
7.9	9.0	9.6	8.4	3.9	9.3
Div 8	Div 9	Div 10	Div 15	Div 18	
4.6	7.8	8.1	5.8	8.5	

**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)

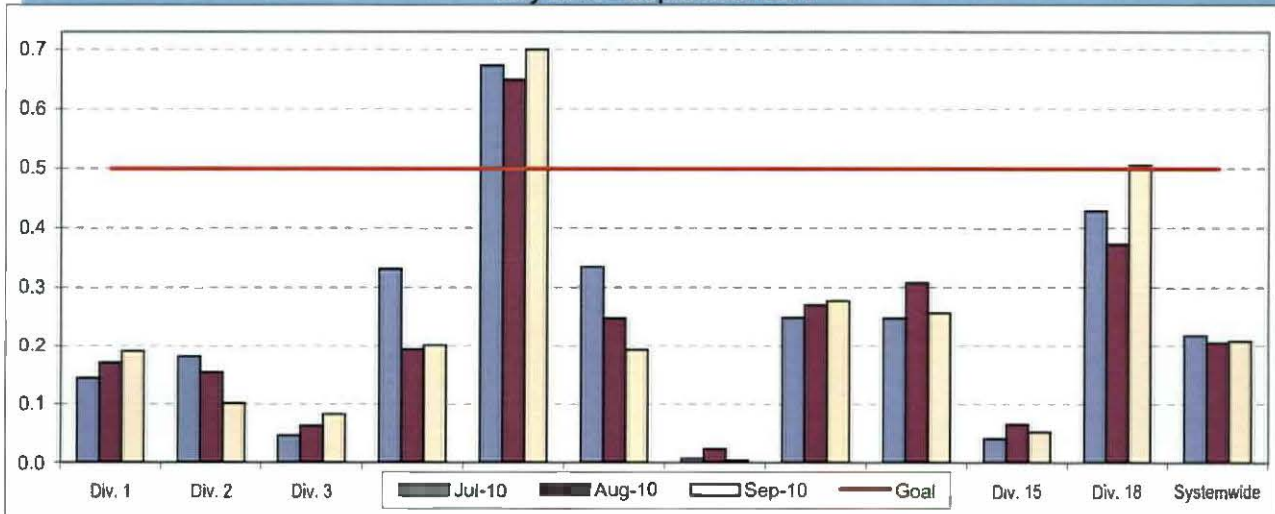
**Systemwide Trend**



Remaining Below the Goal line is the target.

Note: Since July 2004, six divisions (Divisions 1, 2, 3, 8, 9 and 15) have been 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 PMPs - by Divisions  
July 2010 - September 2010**



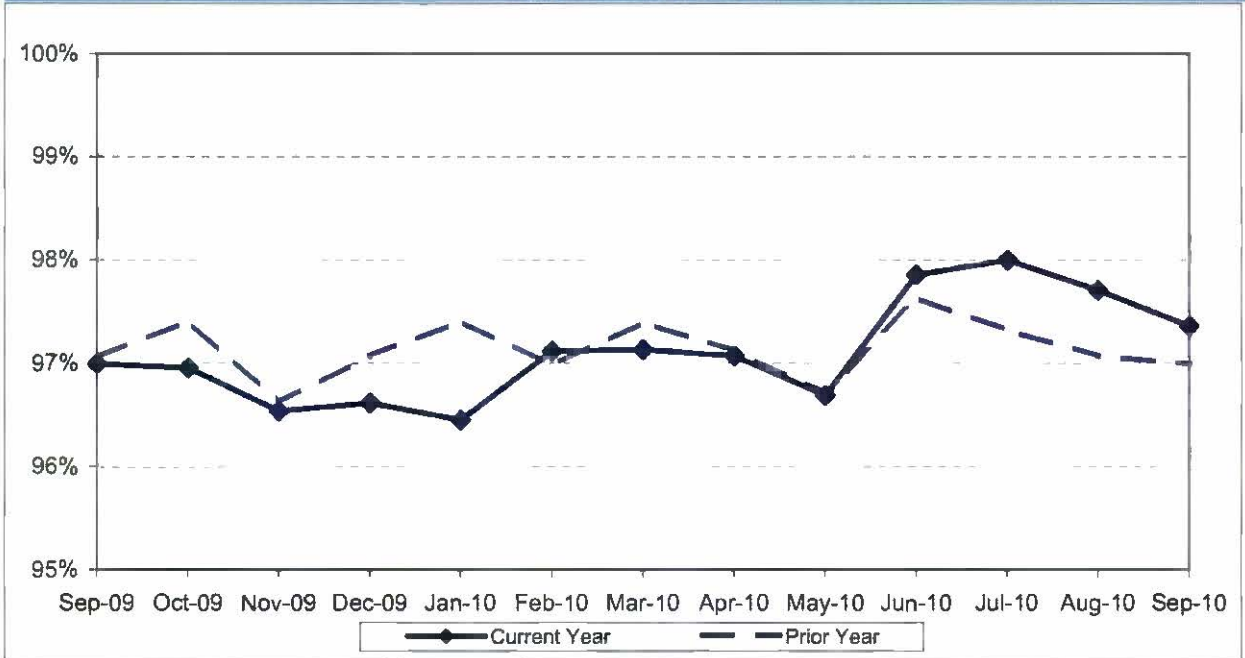
## ATTENDANCE

### MAINTENANCE ATTENDANCE

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

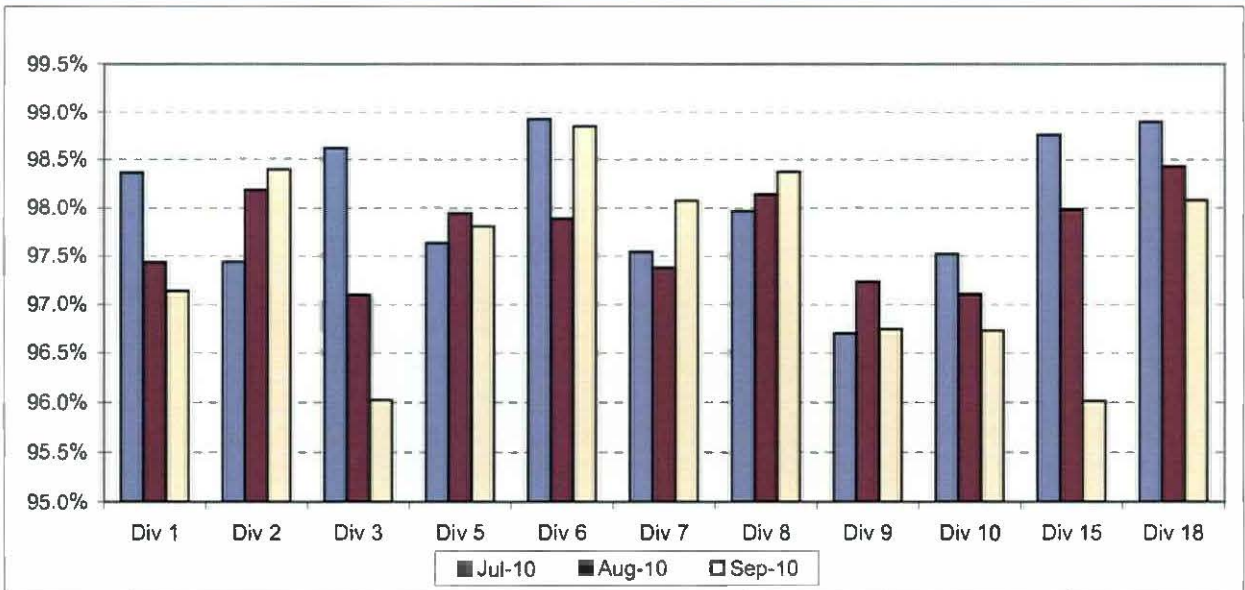
**Calculation:**  $1 - (\text{FTEs absent} / \text{by the total FTEs assigned})$

#### Systemwide Trend



Higher is better.

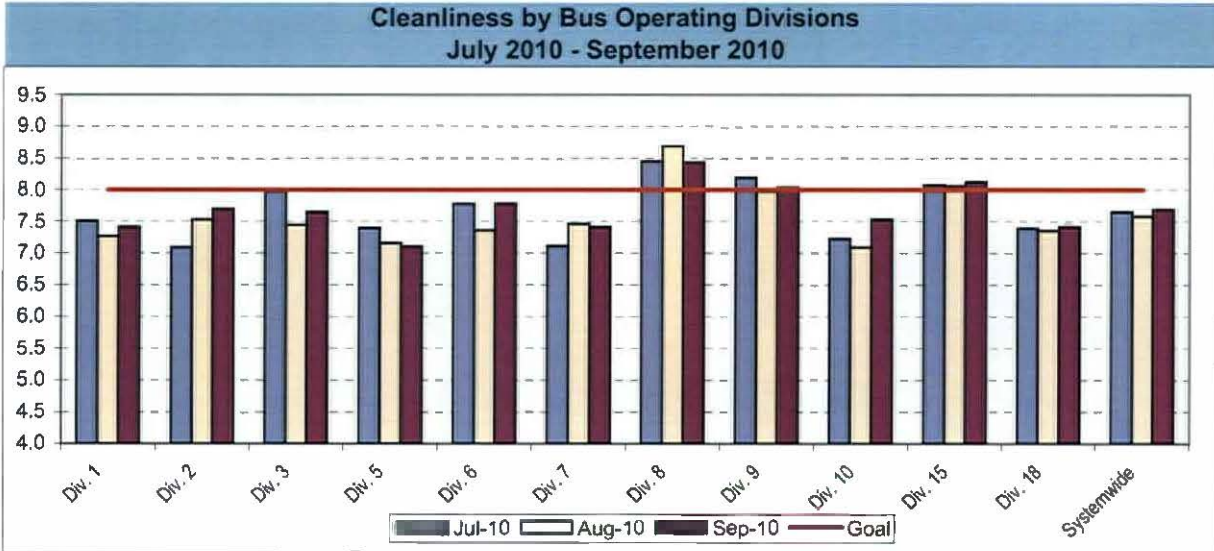
#### Maintenance Attendance - By Divisions (By Current Month) July 2010 - September 2010



## BUS CLEANLINESS

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

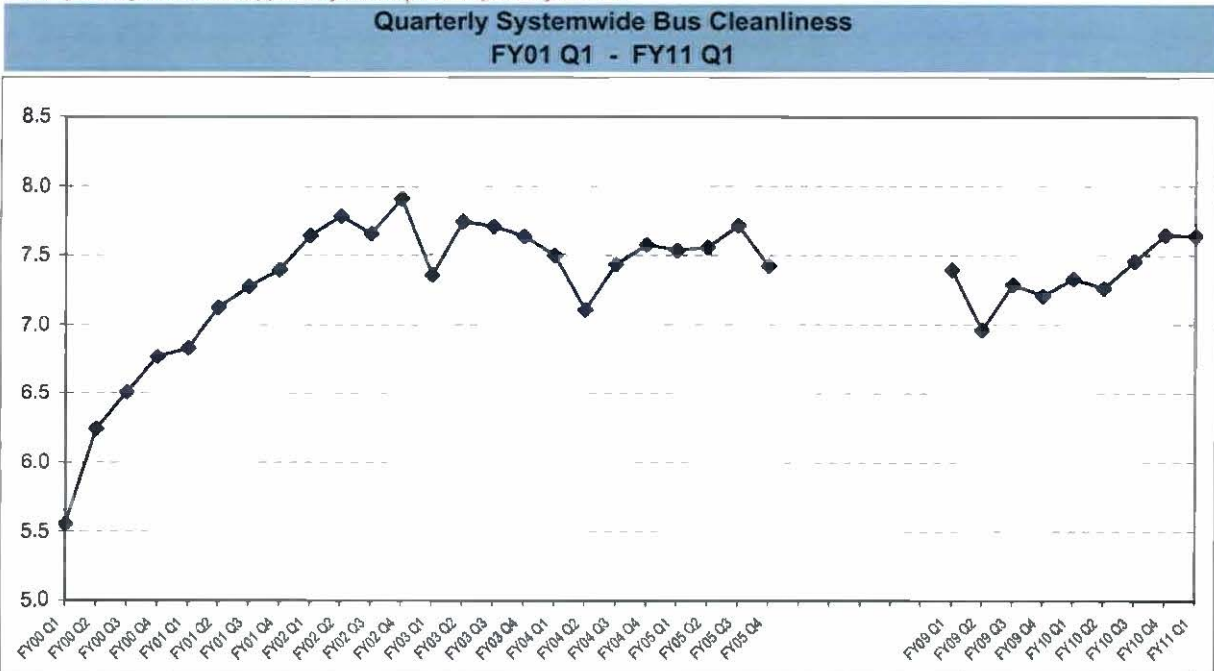
**Calculation:** Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)



Remaining Above the Goal line is the target.

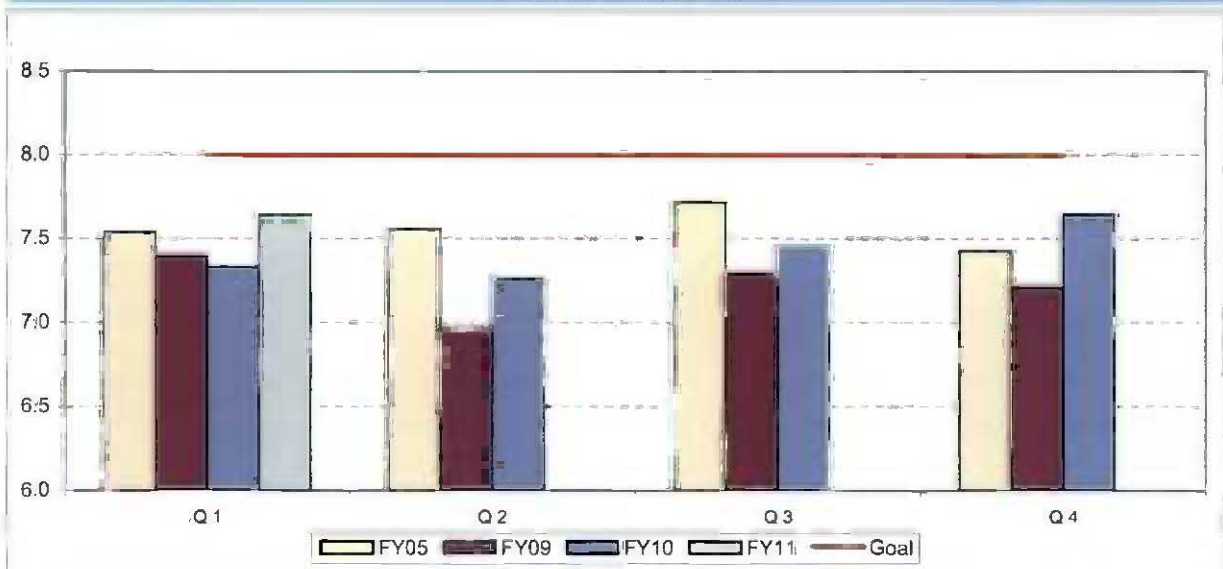
Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data.

Prior quarterly data was supplied by QA dept. in a quarterly format.



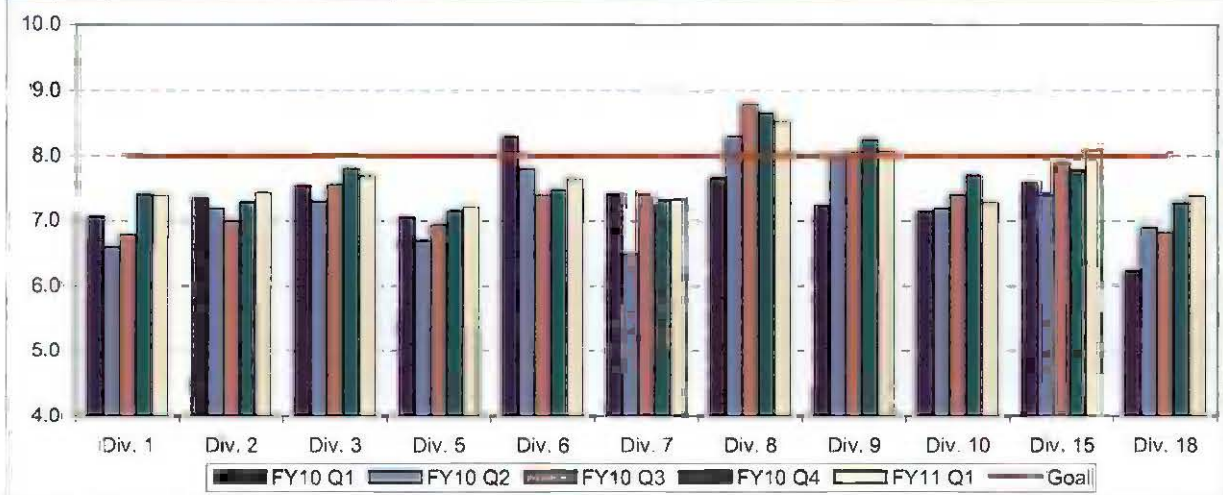


**Systemwide Bus Cleanliness Comparison by Quarter  
FY05 Q1 - FY11 Q1**



**Cleanliness by Bus Operating Divisions  
FY10 Q1 - FY11 Q1**

Remaining Above the Goal line is the target.



## Metro Rail Scorecard Overview

Metro Rail operates heavy rail lines, Metro Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report. Metro Rail operates three light rail lines: 1. Metro Blue Line from downtown to Long Beach; 2. Metro Green Line along the 105 freeway; and 3. Metro Gold Line from Pasadena and East Los Angeles. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million passengers boarding each year.

This report gives a brief overview of Metro Rail operations:

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

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Sep. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	9.32	11.56	8.08	11.24	6.03	8.54	10.17	Aug YTD 8.39	Aug. 9.40	
<b>Metro Red Line (MRL)</b>										
On-Time Pullouts	99.94%	99.61%	99.76%	99.79%	99.97%	99.55%	98.00%	100.00%	100.00%	
Mean Miles Between Chargeable Mechanical Failures	11,759	19,587	17,260	26,743	41,482	38,771	30,000	46,508	83,988	
In-Service On-time Performance*				99.13%	99.38%	99.54%	98.00%	99.74%	99.79%	
Traffic Accidents Per 100,000 Train Miles	0.22	0.22	0.00	0.30	0.07	0.00	0.10	0.58	0.00	
Complaints per 100,000 Boardings	1.13	0.66	0.41	0.50	0.37	0.41	0.50	0.27	0.38	
<b>Metro Blue Line (MBL)</b>										
On-Time Pullouts	99.73%	99.76%	99.72%	99.62%	99.74%	99.71%	98.00%	99.86%	99.72%	
Mean Miles Between Chargeable Mechanical Failures	16,273	26,774	35,125	31,278	27,051	20,830	26,000	15,710	11,457	
In-Service On-time Performance*				98.81%	98.24%	98.81%	98.00%	99.41%	99.31%	
Traffic Accidents Per 100,000 Train Miles	0.64	0.96	1.35	1.65	1.26	1.45	0.60	1.44	1.44	
Complaints per 100,000 Boardings	0.98	0.78	0.53	0.64	0.58	0.80	0.90	0.88	0.64	
<b>Metro Green Line (MGrL)</b>										
On-Time Pullouts	99.91%	99.97%	99.54%	99.80%	99.95%	99.89%	98.00%	99.87%	99.59%	
Mean Miles Between Chargeable Mechanical Failures	12,558	20,635	27,471	36,727	19,195	13,599	26,000	11,137	7,465	
In-Service On-time Performance*				99.07%	98.90%	99.26%	98.00%	99.65%	99.46%	
Traffic Accidents Per 100,000 Train Miles	0.00	0.00	0.00	0.00	0.07	0.00	0.60	0.00	0.00	
Complaints per 100,000 Boardings	1.39	0.92	0.72	0.81	0.82	0.76	0.90	1.66	0.84	
<b>Metro Gold Line (MGOL)</b>										
On-Time Pullouts	99.85%	99.97%	99.95%	99.95%	99.95%	99.86%	98.00%	99.95%	99.84%	
Mean Miles Between Chargeable Mechanical Failures	16,571	23,329	22,775	39,521	24,250	16,151	26,000	15,605	13,722	
In-Service On-time Performance*				98.86%	99.38%	99.12%	98.00%	99.55%	99.53%	
Traffic Accidents Per 100,000 Train Miles	0.23	0.12	0.23	0.43	0.21	0.82	0.60	0.83	0.85	
Complaints per 100,000 Boardings	2.85	2.71	1.88	1.57	1.50	1.68	0.90	1.49	1.27	

\* Effective December, ISOTP calculated differently.

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

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

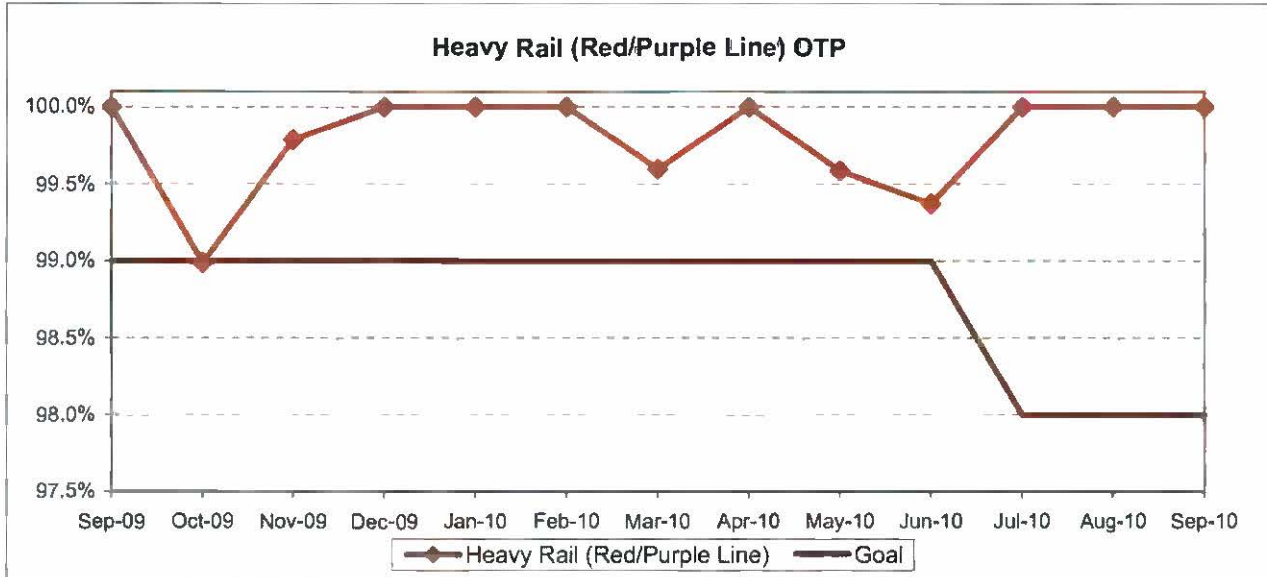
Red - High probability that the target will not be achieved -- significant problems and/or delays.

# RAIL SERVICE PERFORMANCE

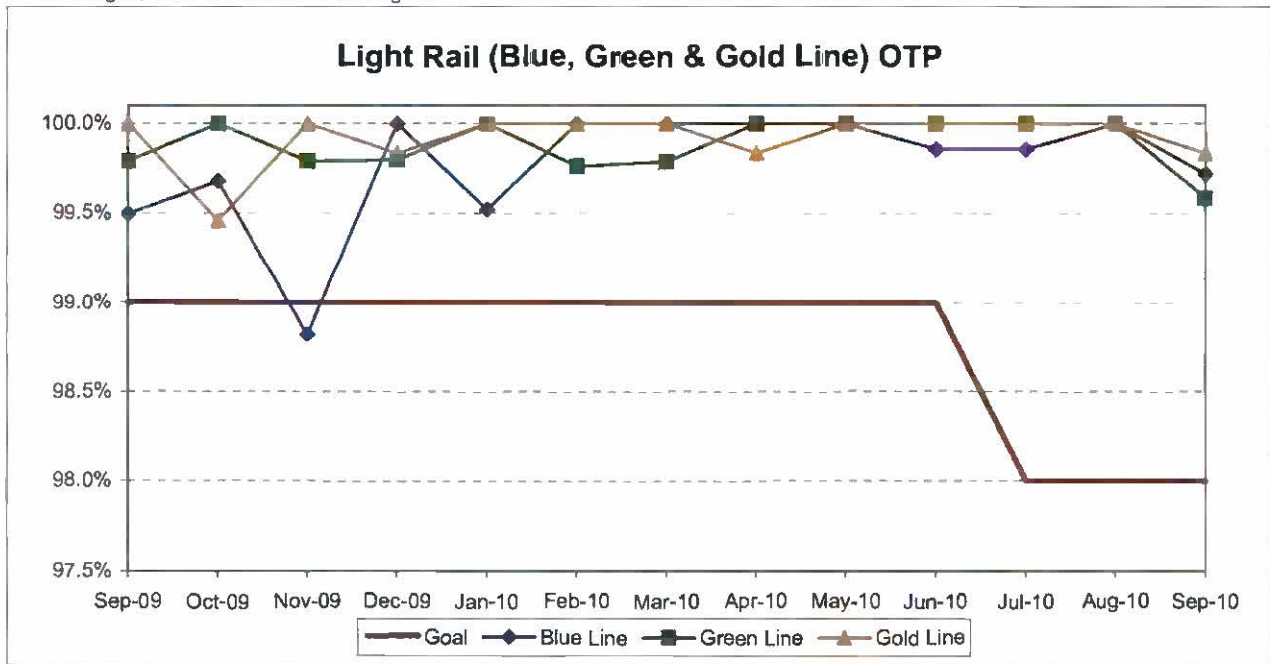
## ON-TIME PULLOUTS (OTP)

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

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



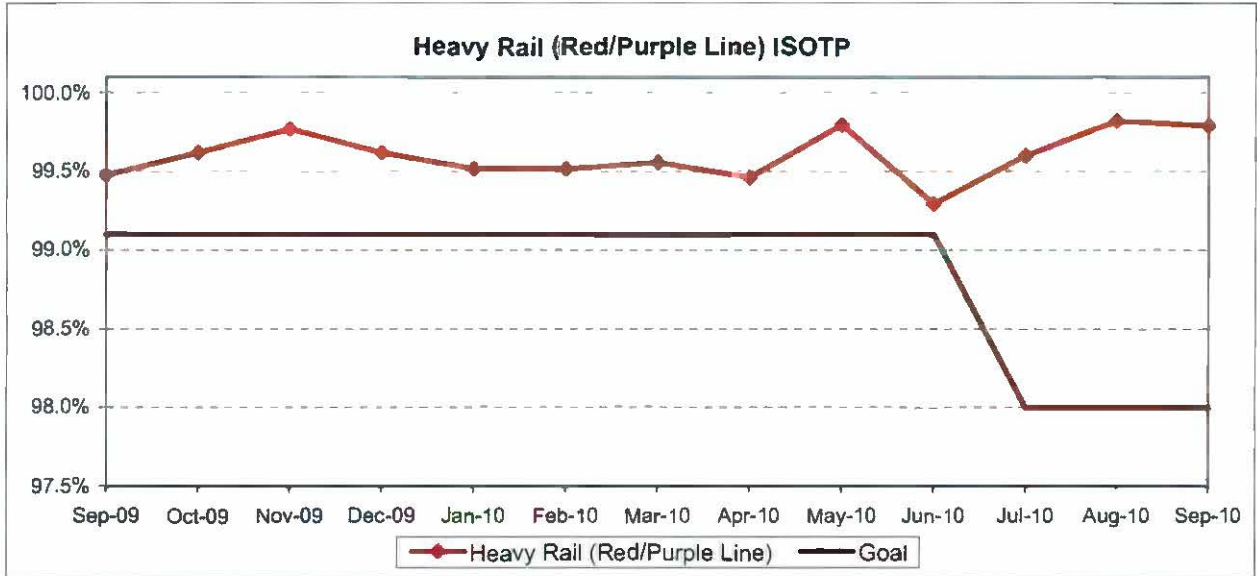
Remaining Above the Goal line is the target.



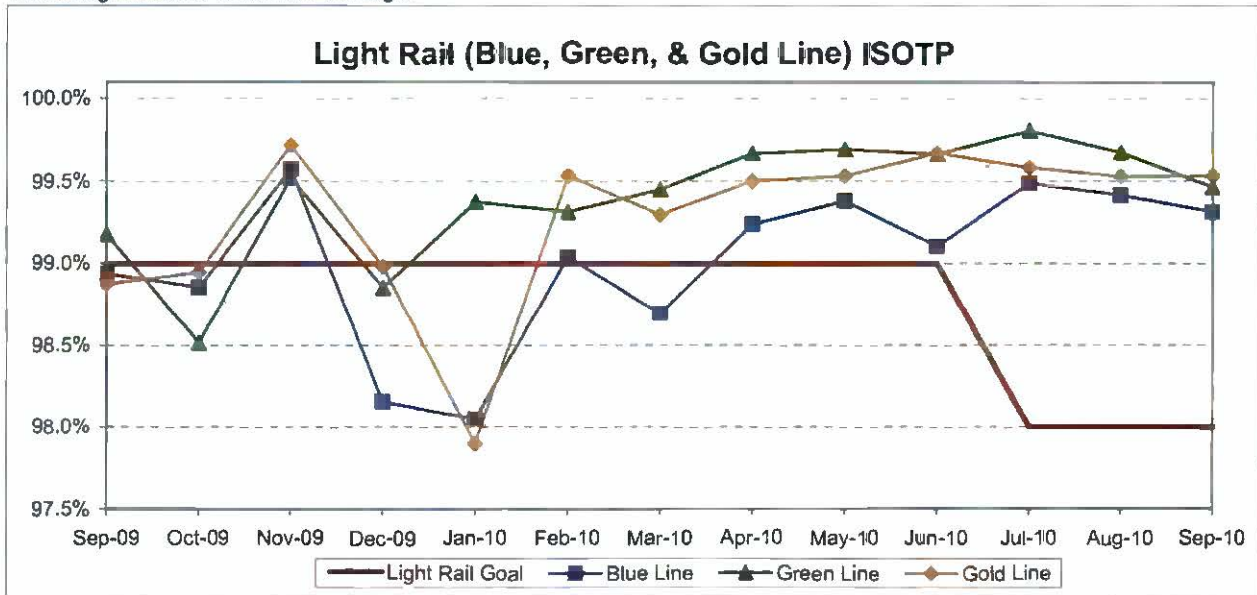
**IN-SERVICE ON-TIME PERFORMANCE (ISOTP)**

**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)]



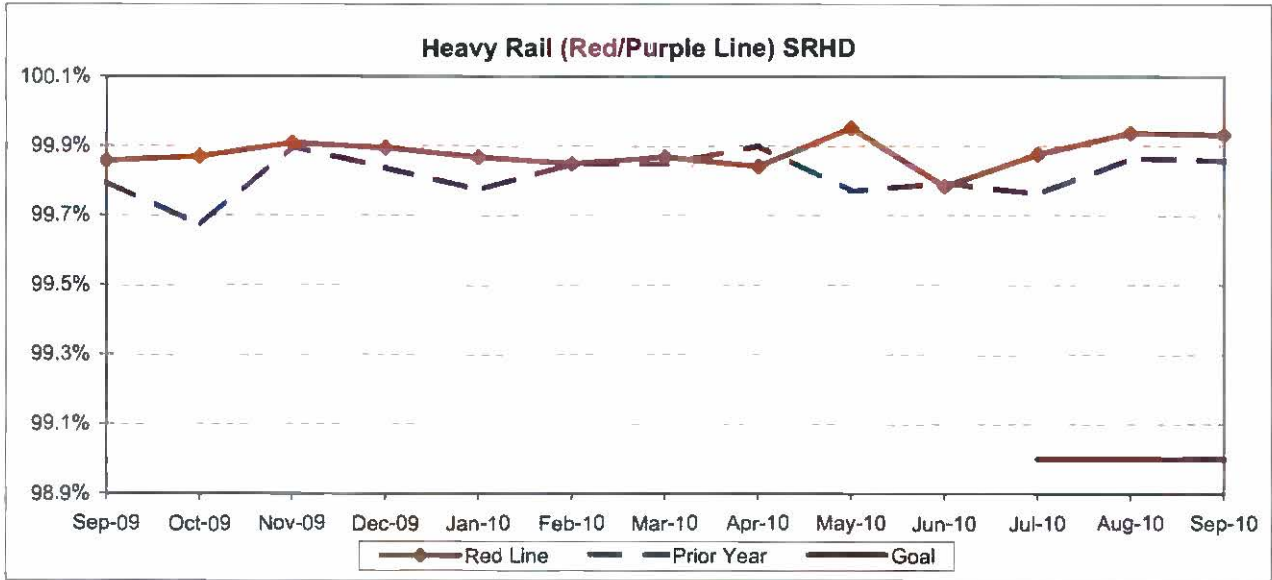
Remaining Above the Goal line is the target.



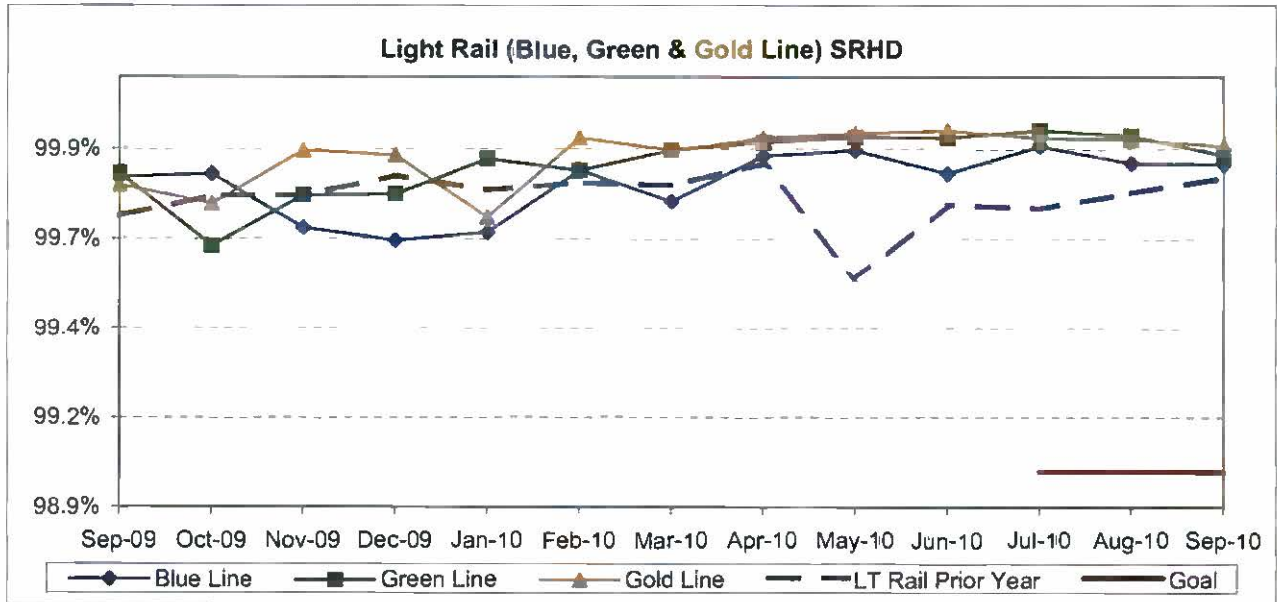
**Scheduled Revenue Hours Delivered (SRHD) by Rail Line**

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

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



Remaining At the Goal line is the target.

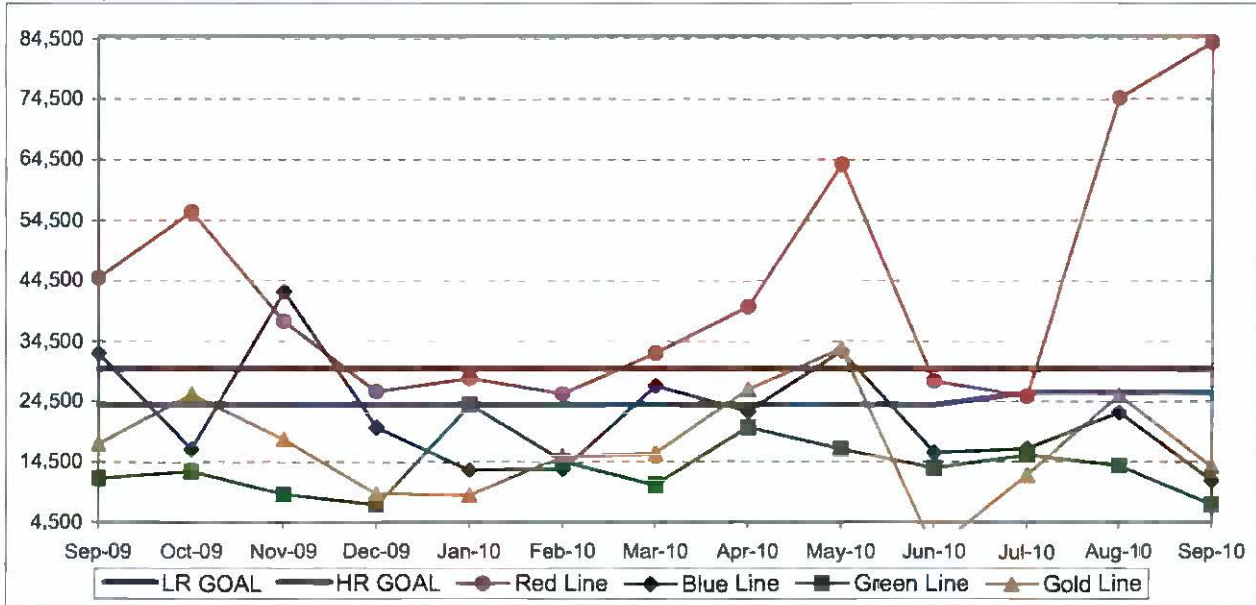


Mean Miles Between Chargeable Mechanical Failures

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

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

Remaining Above the Goal line is the target.

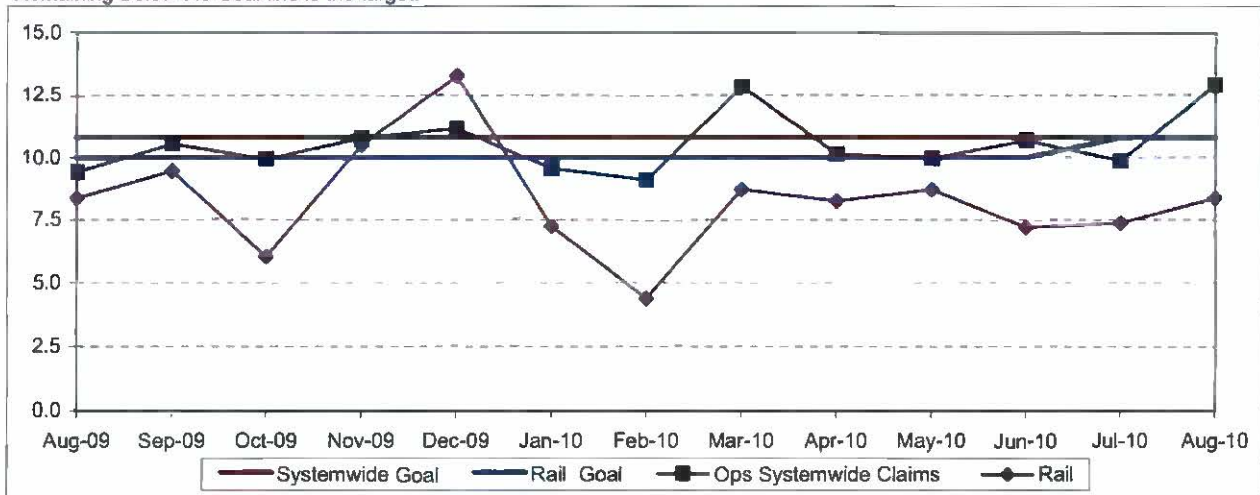


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.  
Remaining Below the Goal line is the target.



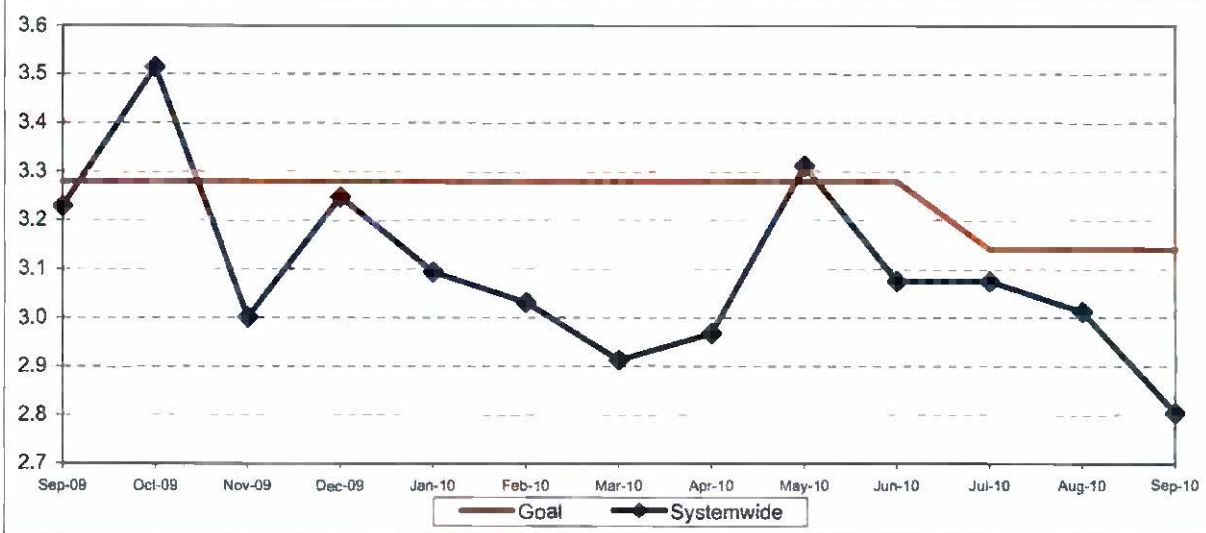
## SAFETY PERFORMANCE

### 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))

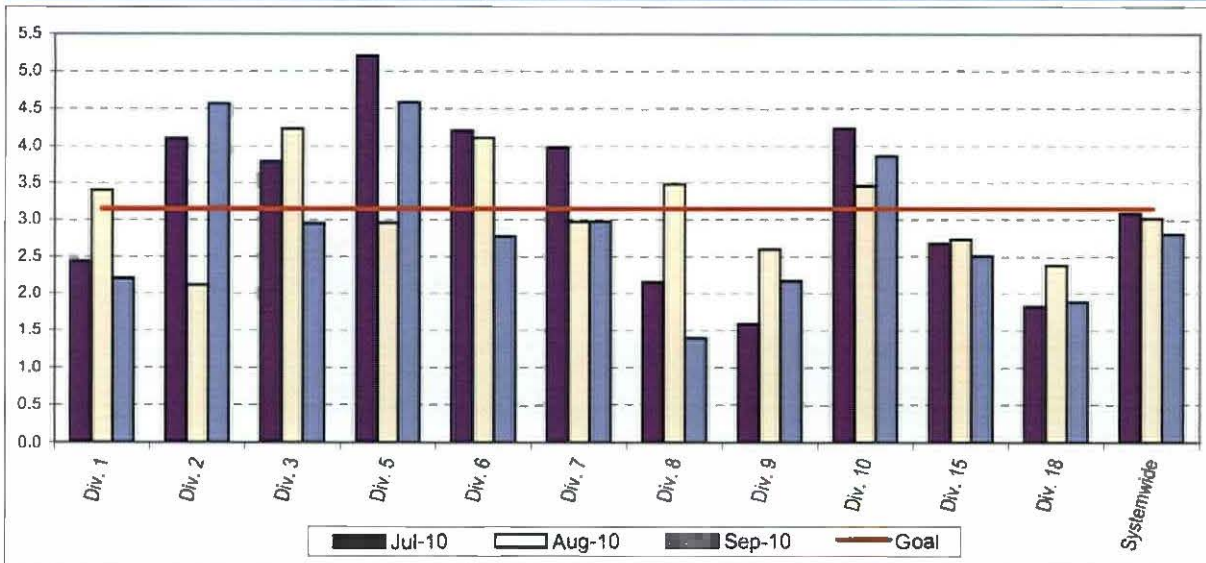
#### Systemwide Trend



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

Remaining Below the Goal line is the target.

#### Bus Operating Divisions - by Divisions July 2010 - September 2010



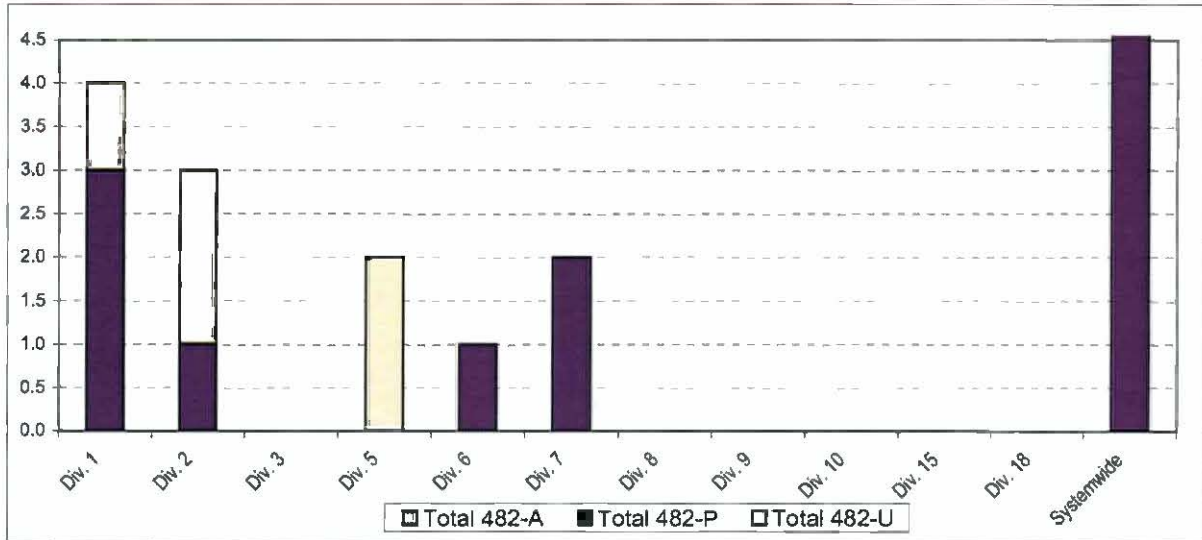
**Safety Performance Continued**

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

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

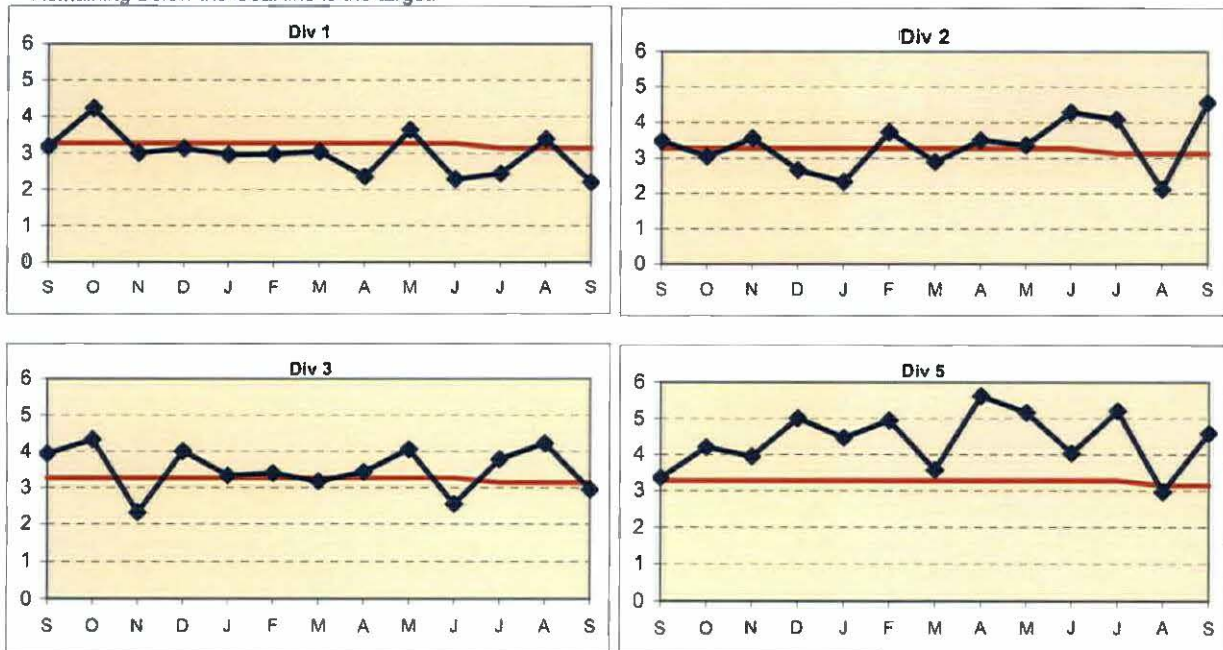
**Calculation:** Number of accidents in prior 13 months coded 482 "alleged" in the categories of A, P or U.

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



**BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions**

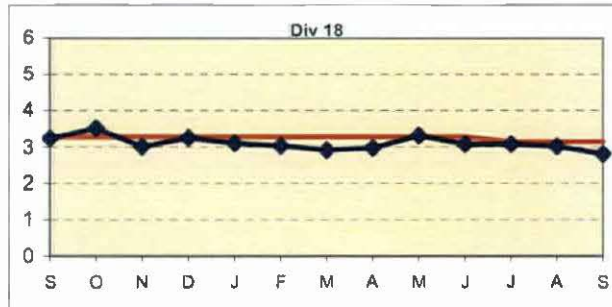
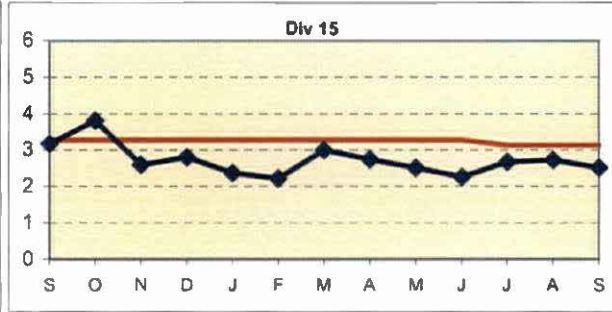
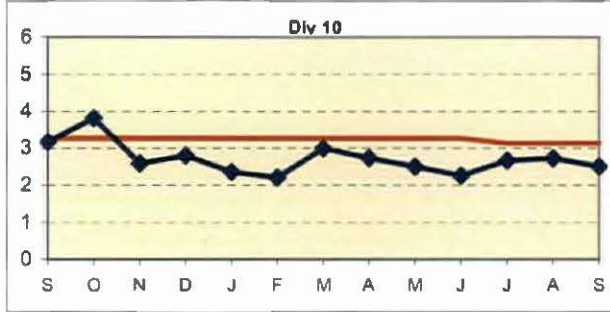
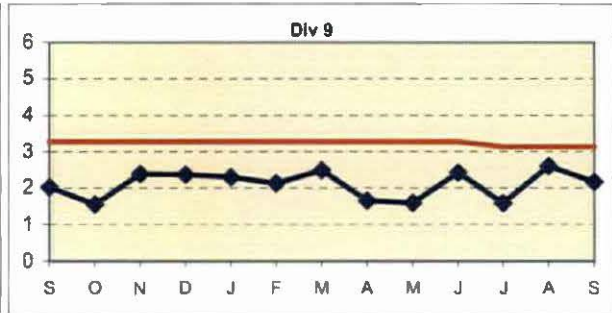
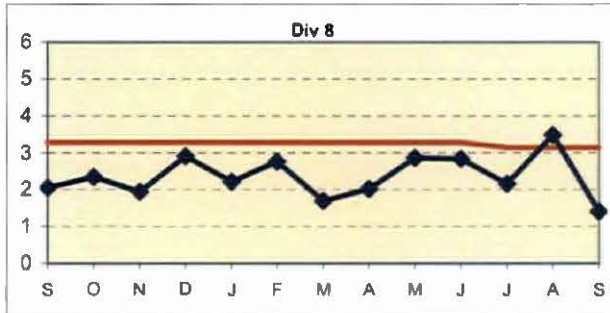
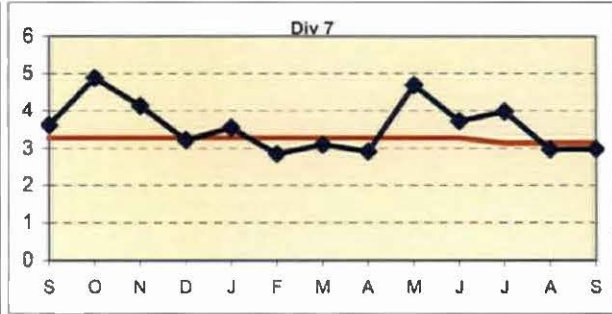
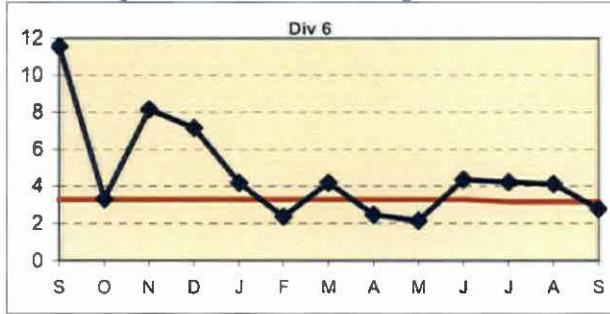
Remaining Below the Goal line is the target.





**BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES**  
**Bus Operating Divisions**

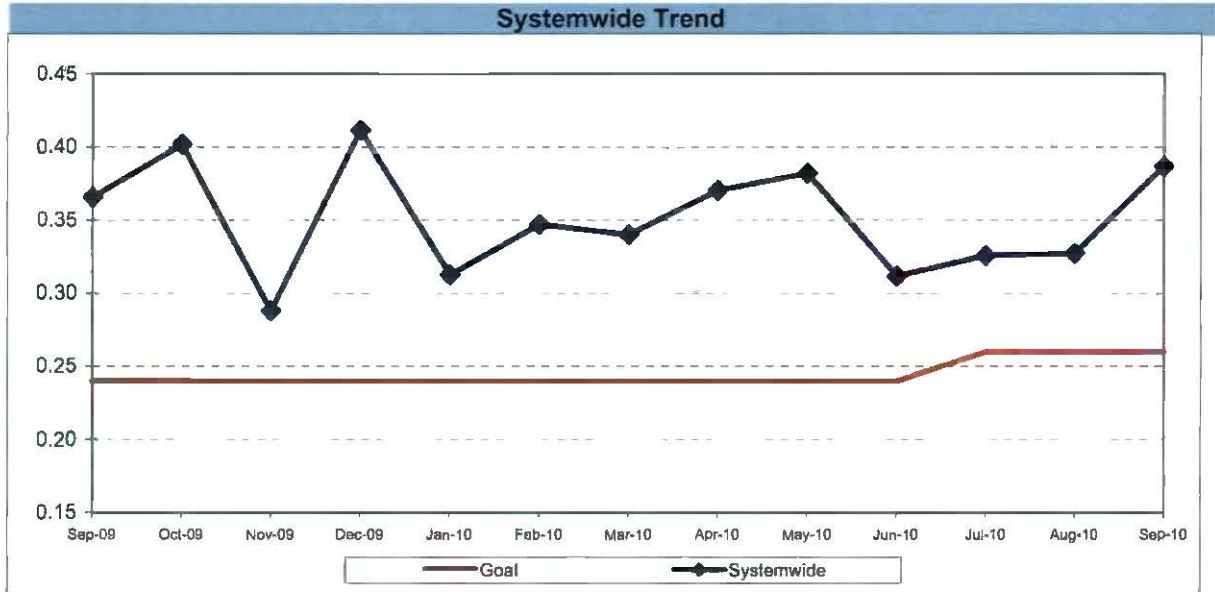
Remaining Below the Goal line is the target.



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

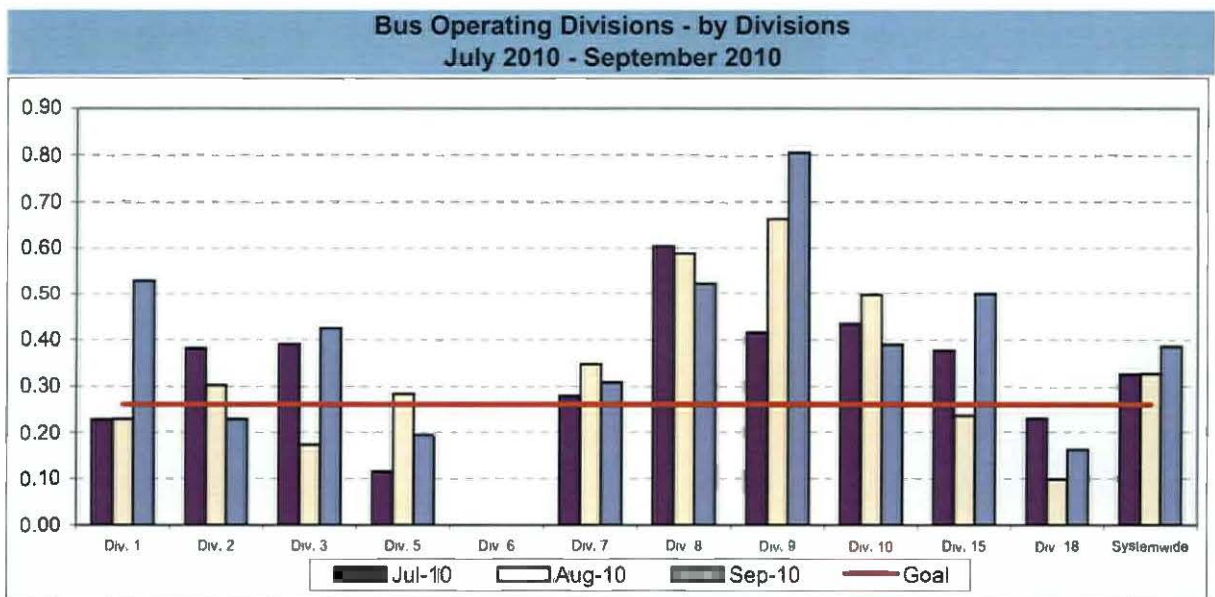
**Definition:** Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

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



Remaining Below the Goal line is the target.

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.



**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)

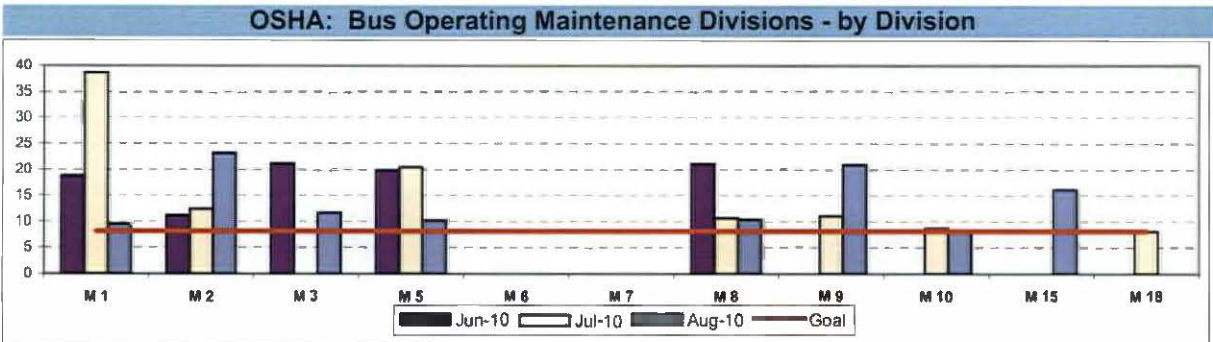
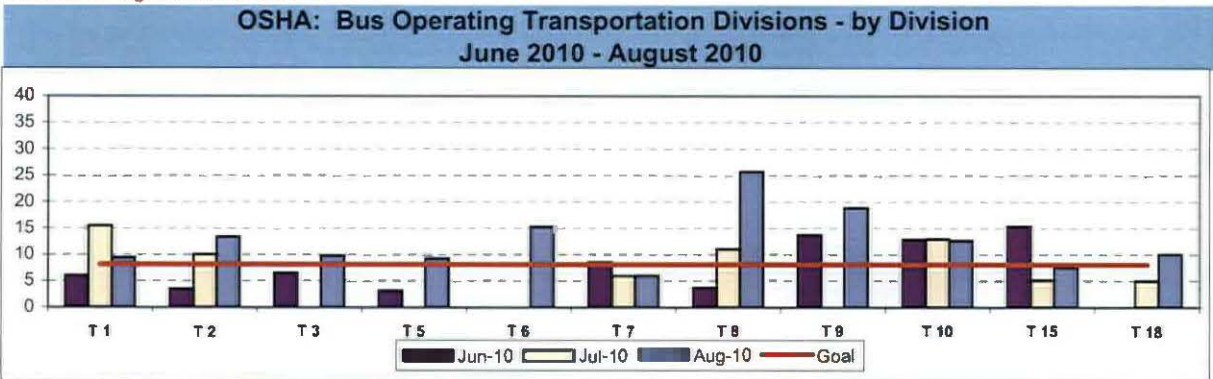
One month lag from current month



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.

Remaining Below the Goal line is the target.

One month lag from current month



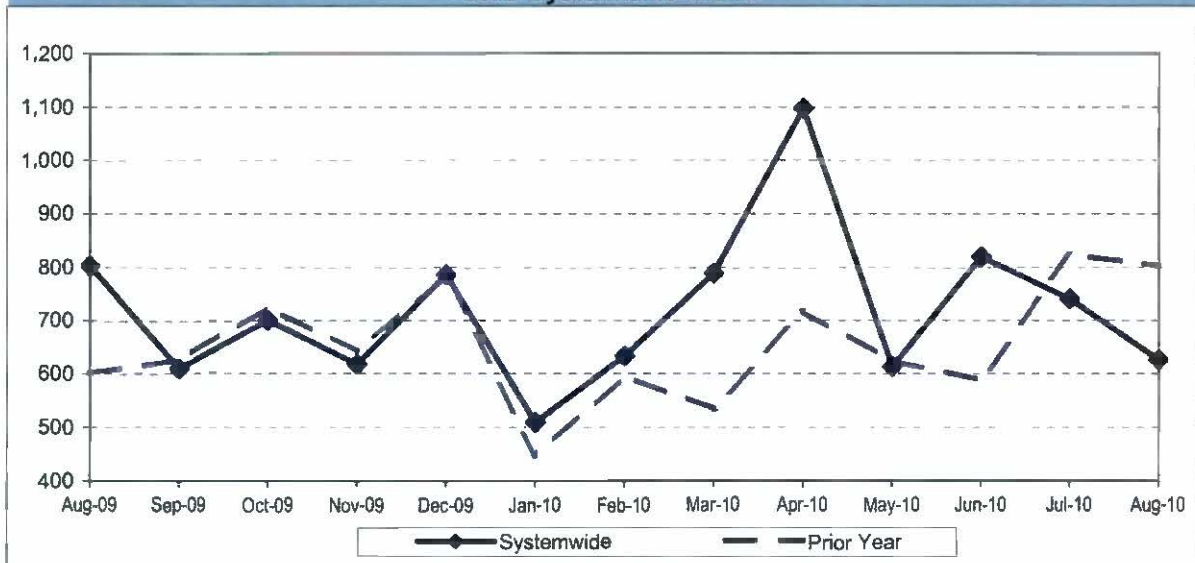
**LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS**

**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 of Exposure Hours / 200,000)

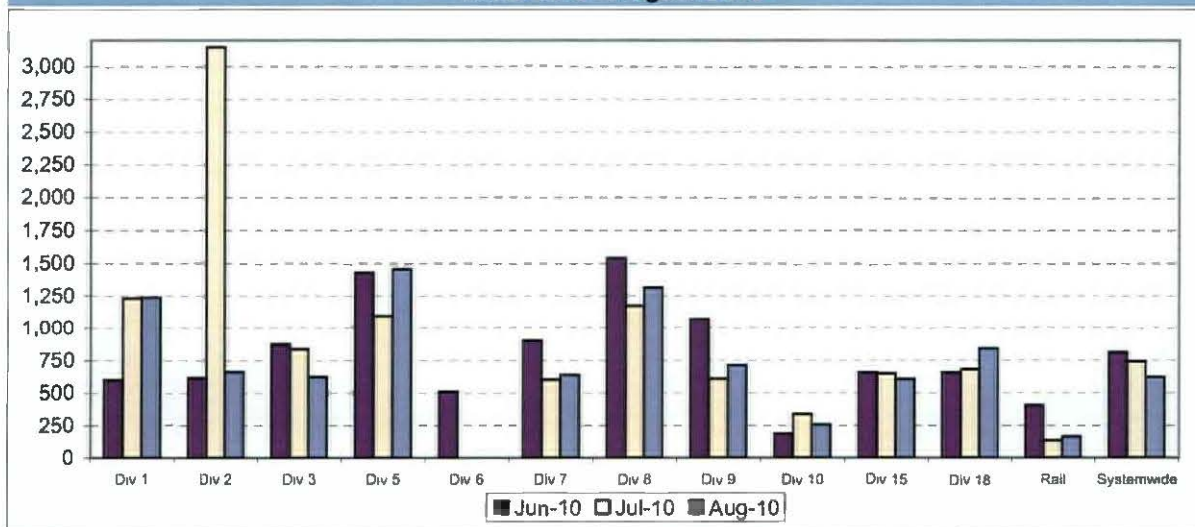
One month lag from current month

**LWD Systemwide Trend**



One month lag from current month

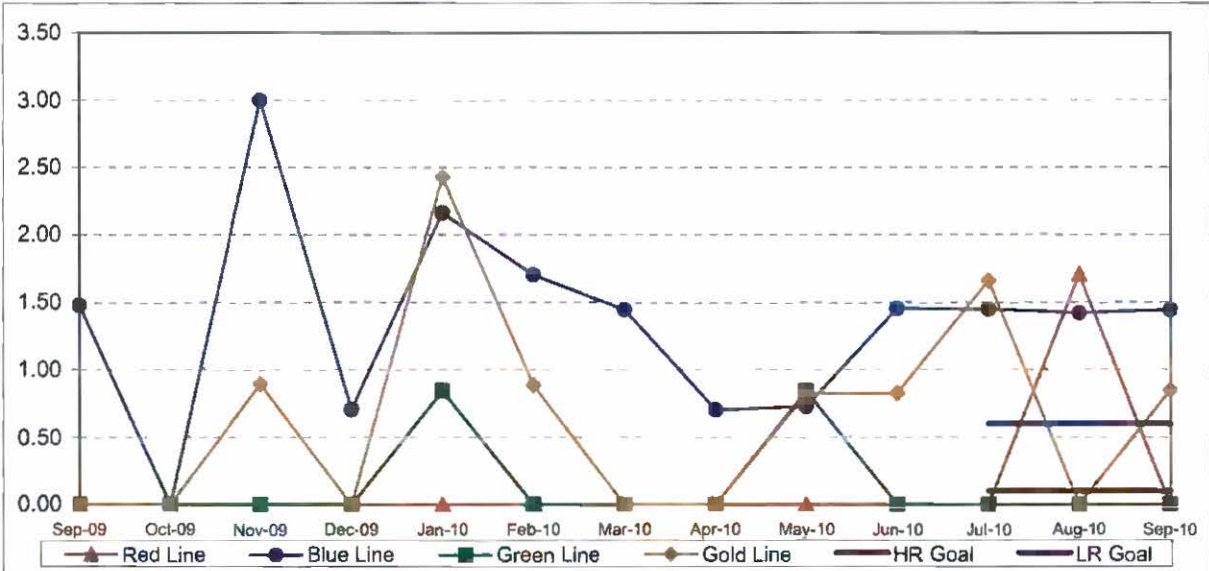
**LWD/200,000 Exposure Hours per Operating Divisions - by Division and Rail  
June 2010 - August 2010**



**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))

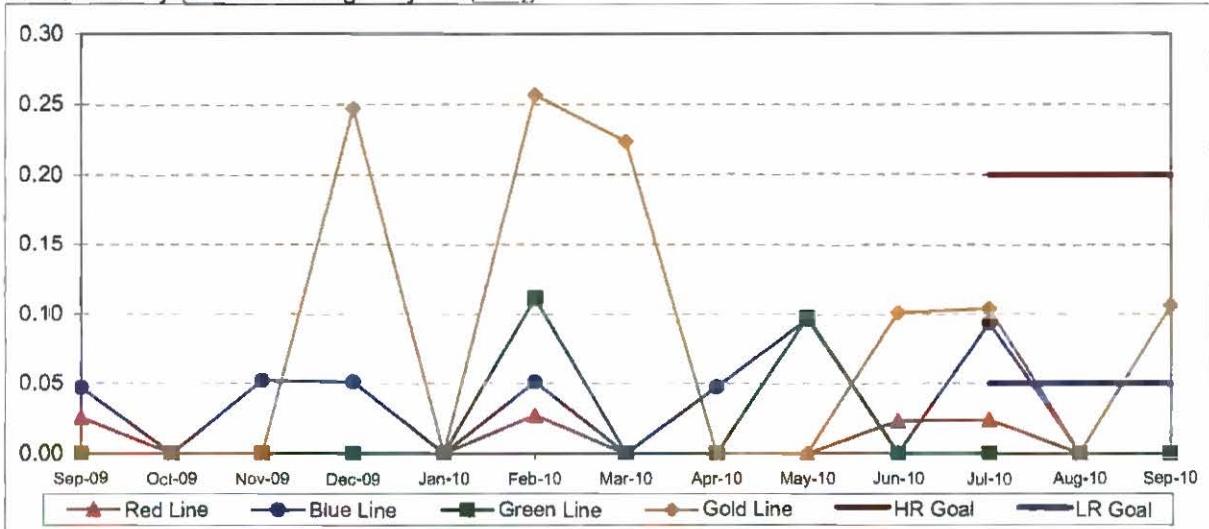


Remaining Below the Goal line is the target.

**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))



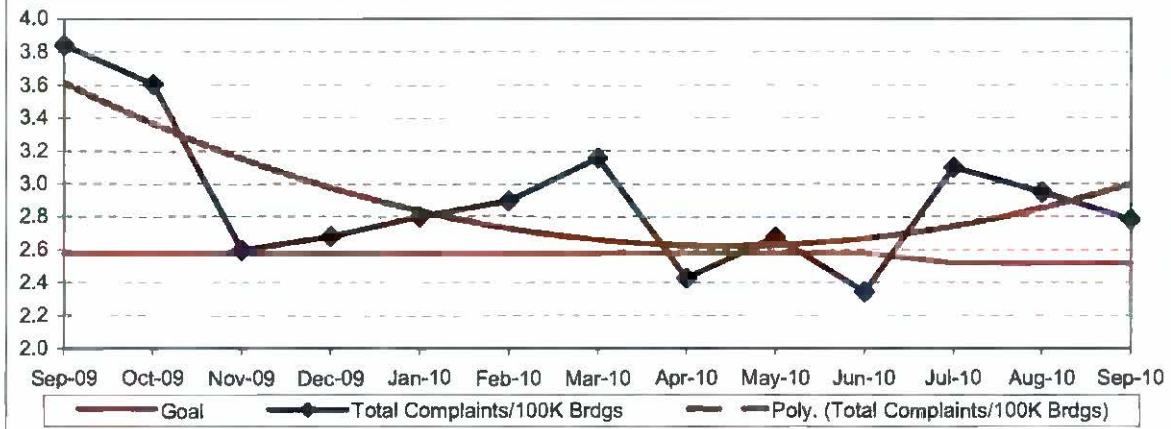
## CUSTOMER SATISFACTION

### COMPLAINTS PER 100,000 BOARDINGS

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

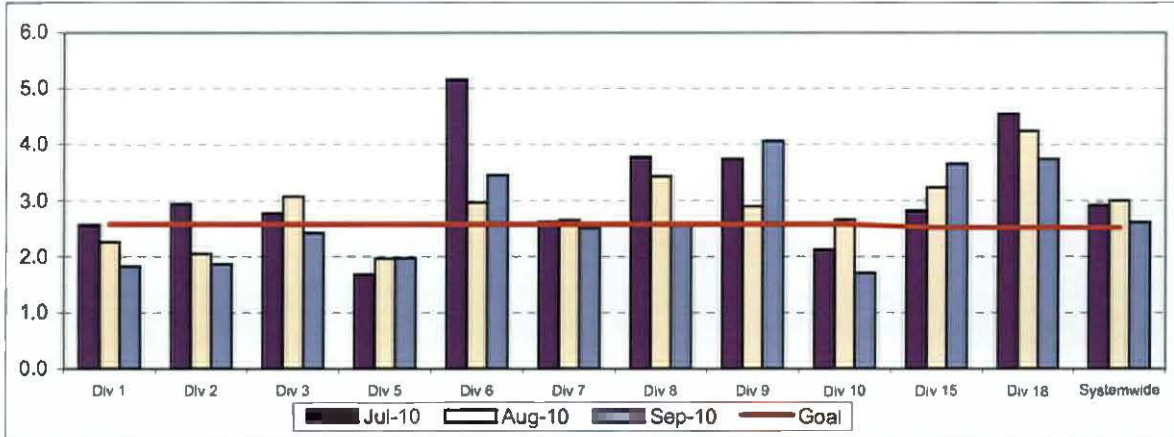
**Calculation:** Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

#### Systemwide Trend



Remaining Below the Goal line is the target.

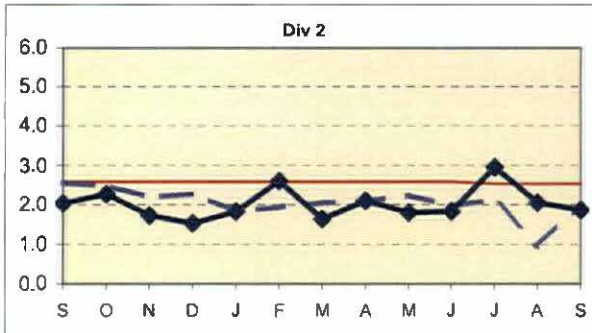
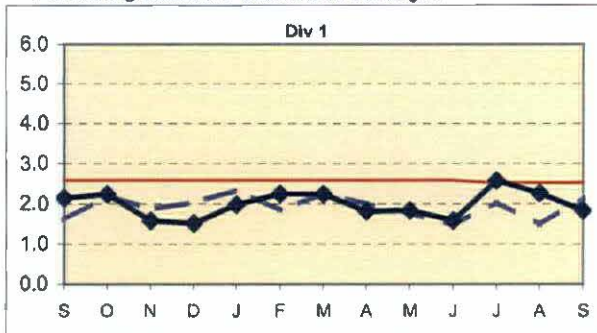
#### Bus Operating Divisions, by Divisions July 2010 - September 2010



### COMPLAINTS PER 100,000 BOARDINGS

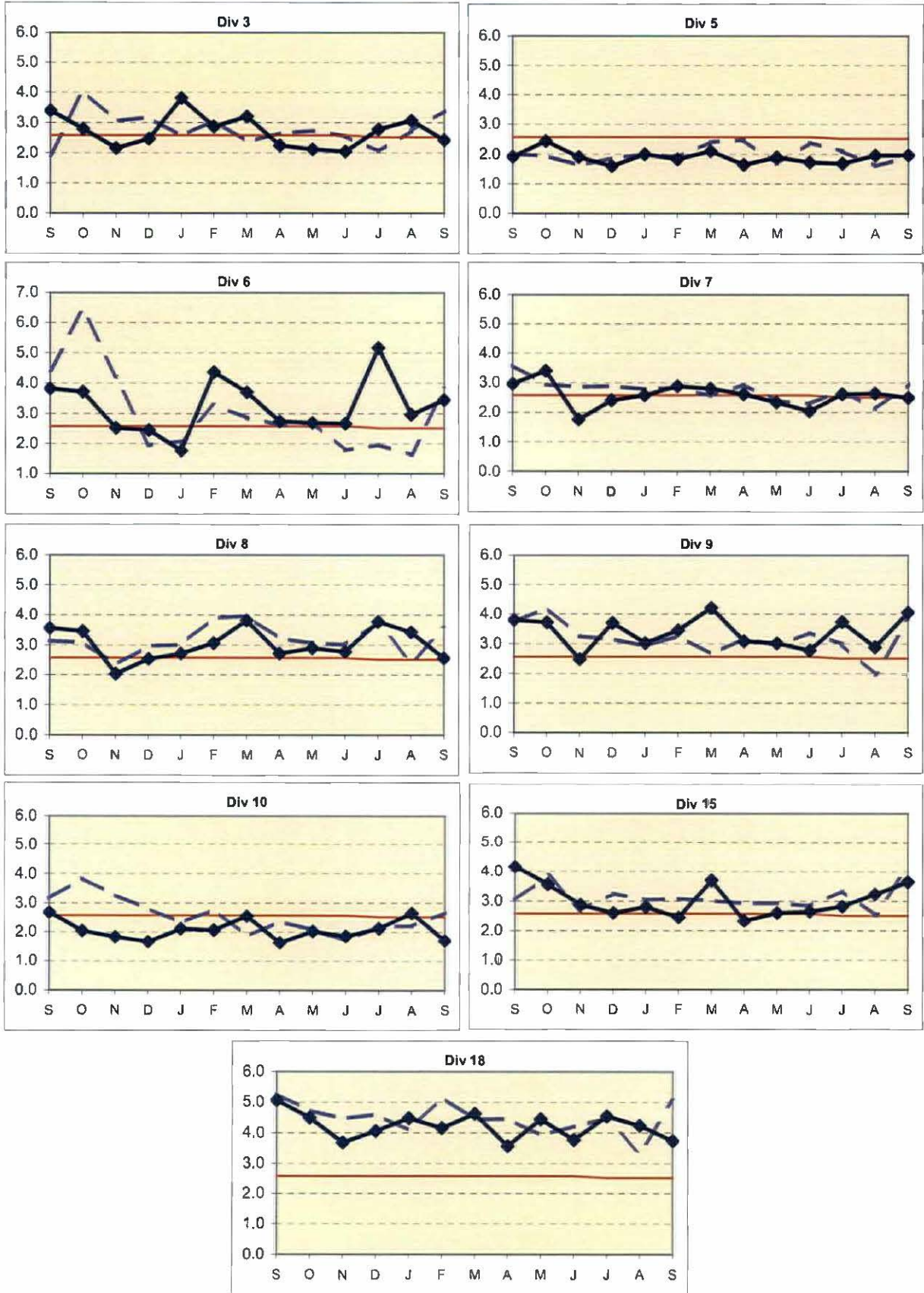
◆ Current Year    - - - - Prior Year    — Goal

Remaining Below the Goal line is the target.



◆ Current Year      - - - - - Prior Year  
 Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS - Continued



## WORKERS COMPENSATION CLAIMS

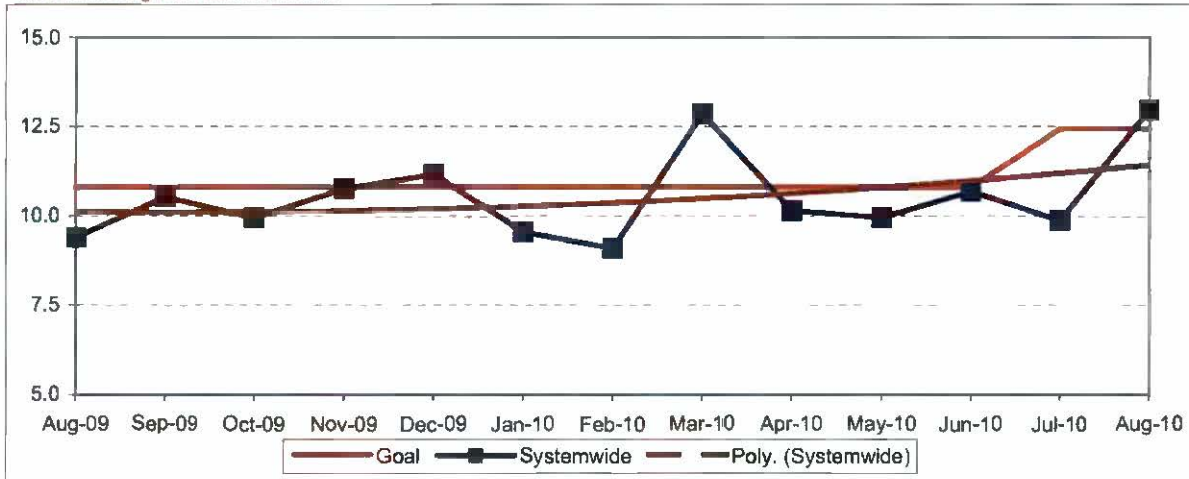
### New Workers Compensation Claims per 200,000 Exposure Hours

**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 = New Claims/(Exposure Hours/200,000)

### Metro Operations Trend

One month lag from current month.



Remaining Below the Goal line is the target.

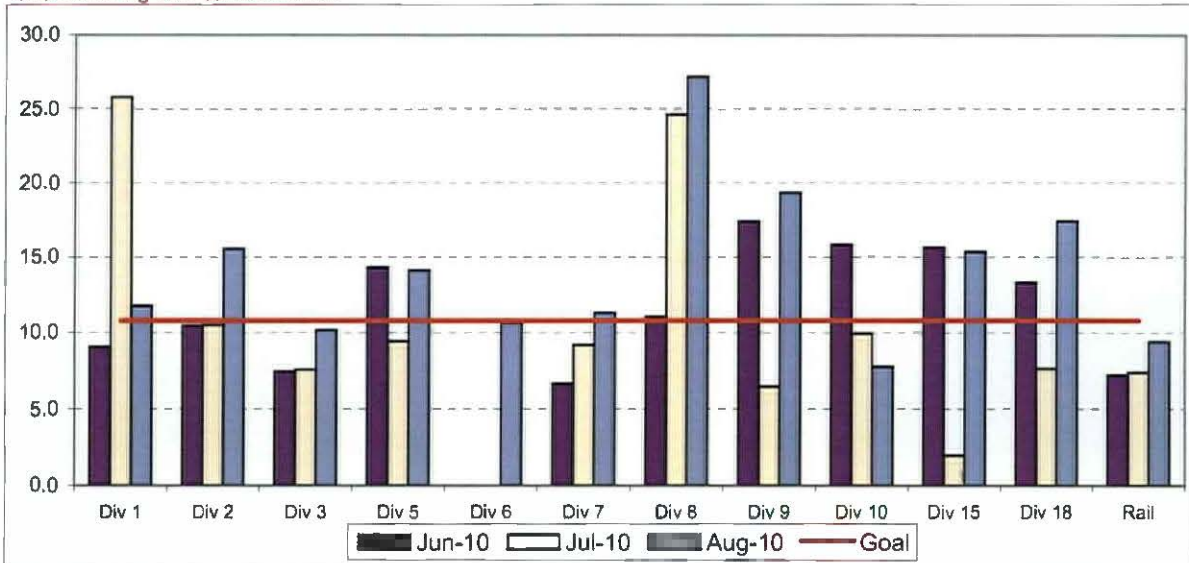
### NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION & RAIL

**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 = New Claims/(Exposure Hours/200,000)

### Bus & Rail - by Bus Divisions and Rail June 2010 - August 2010

One month lag from current month.





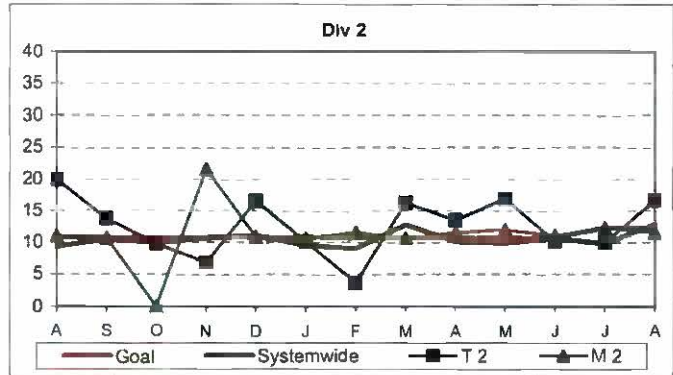
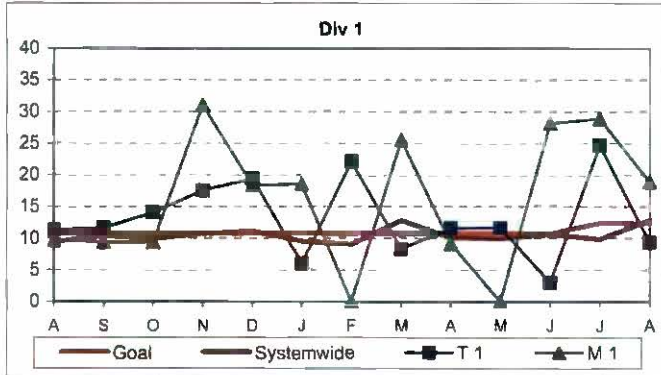
## NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

### Systemwide and Bus Operating Divisions

**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.

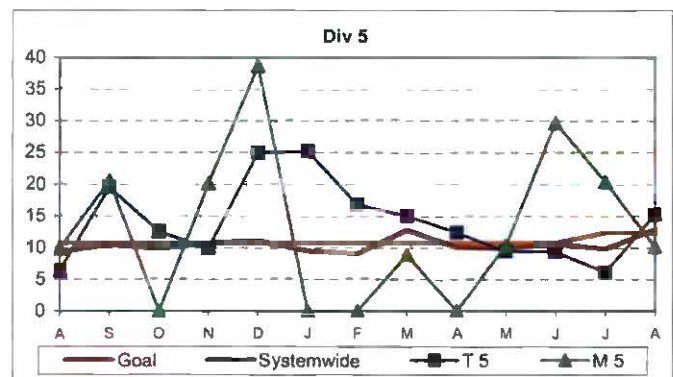
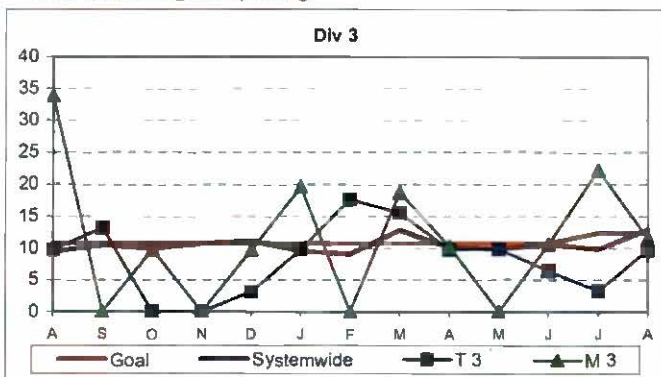
**Calculation:** New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

One month lag in reporting.

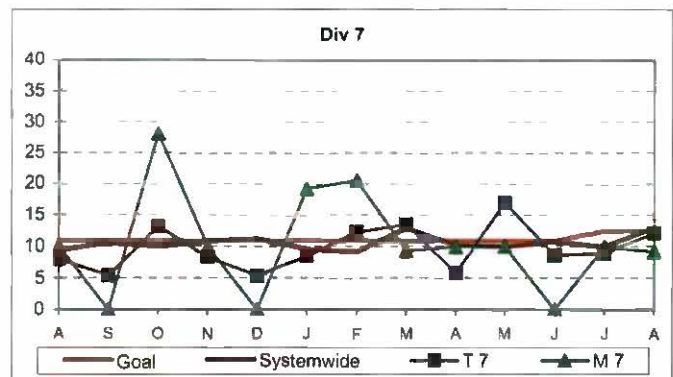
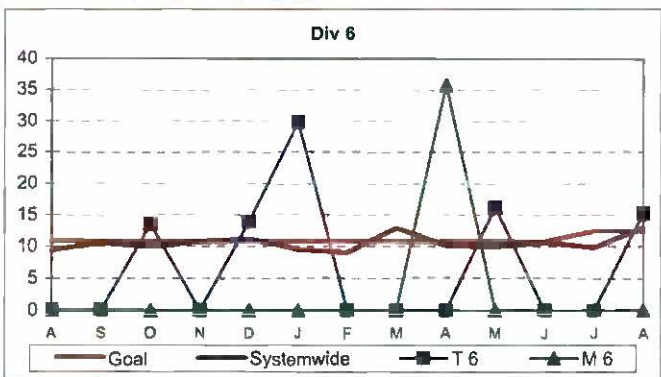


Remaining Below the Goal line is the target.

One month lag in reporting.



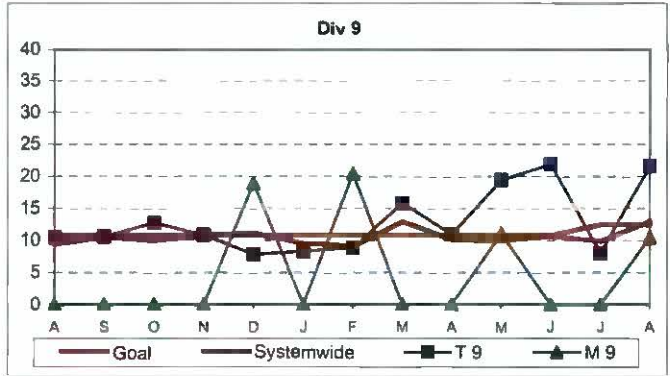
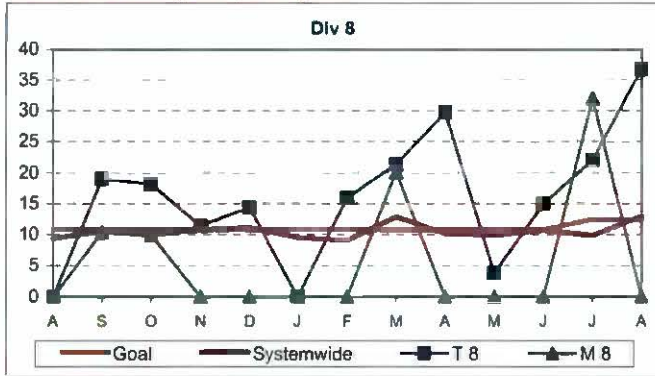
One month lag in reporting.



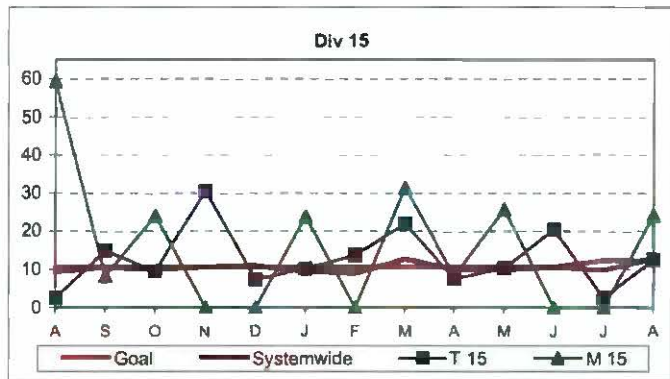
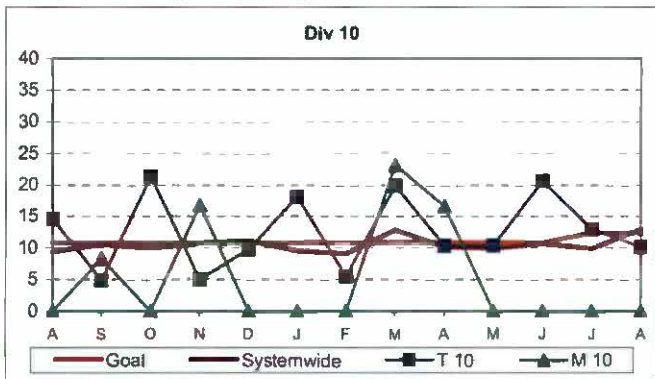
**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued**

Remaining Below the Goal line is the target.

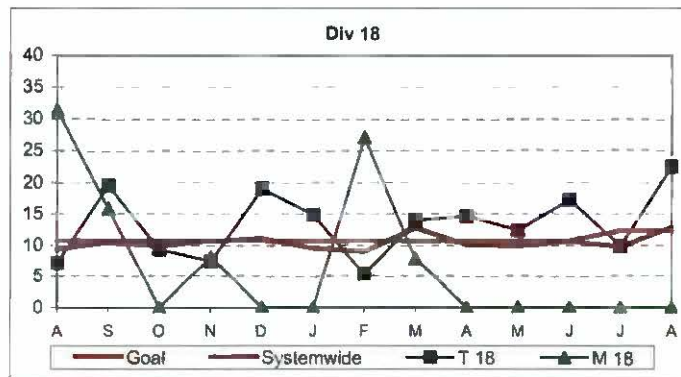
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



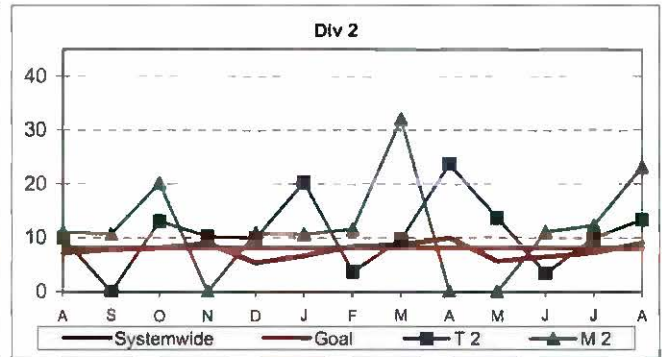
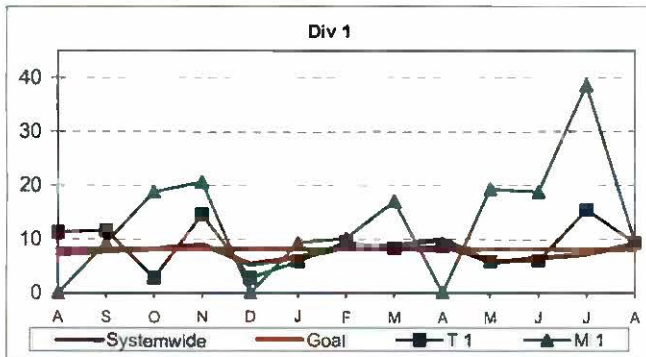
## OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

### Systemwide and Bus Operating Divisions

**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.

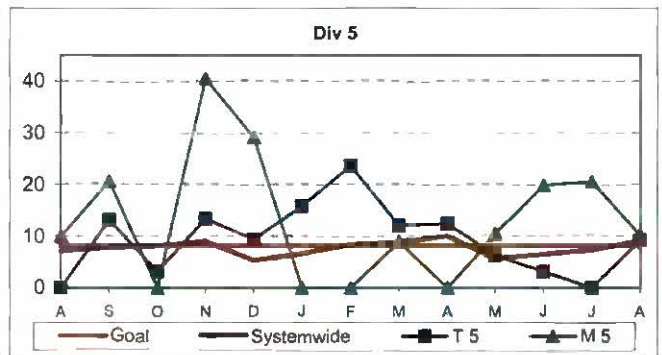
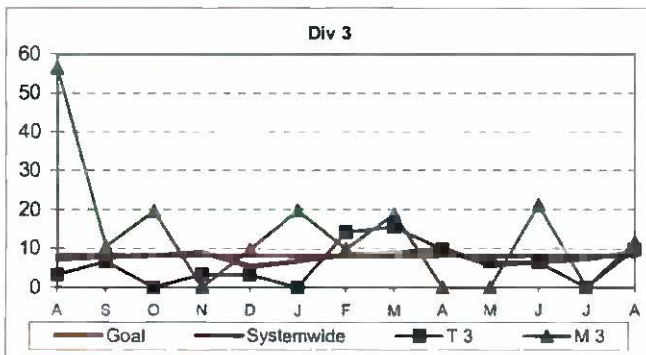
**Calculation:** New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries ÷ (Exposure Hours/200,000)

One month lag in reporting.

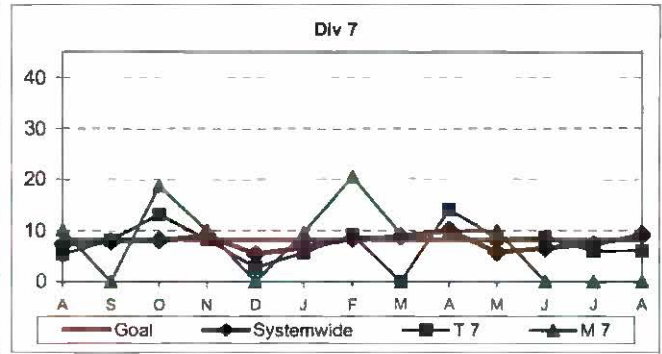
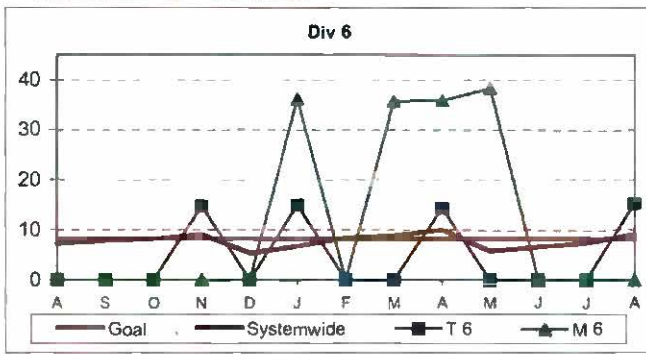


Remaining Below the Goal line is the target.

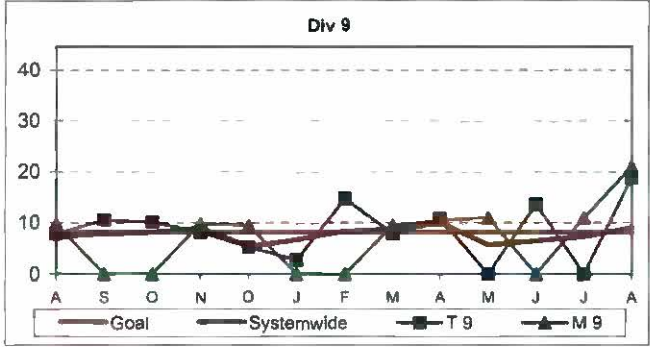
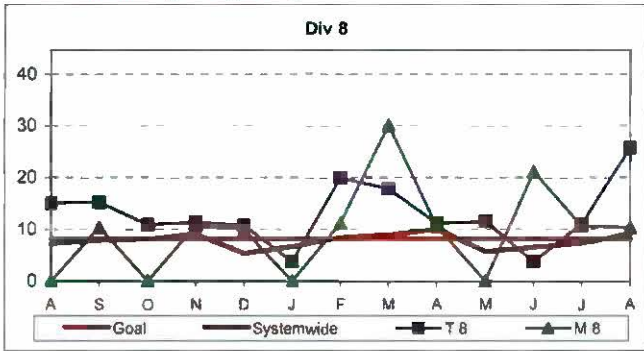
One month lag in reporting.



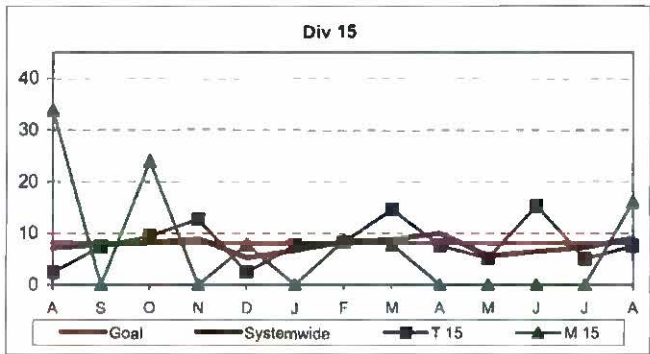
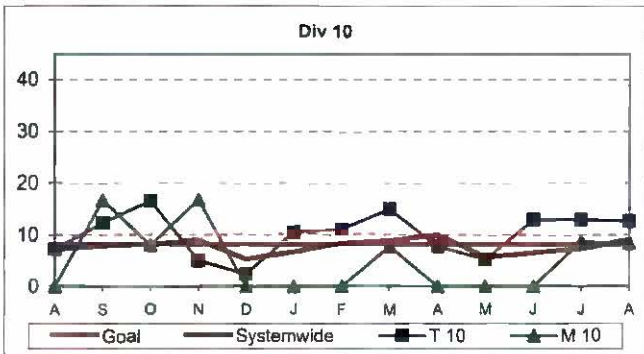
One month lag in reporting.



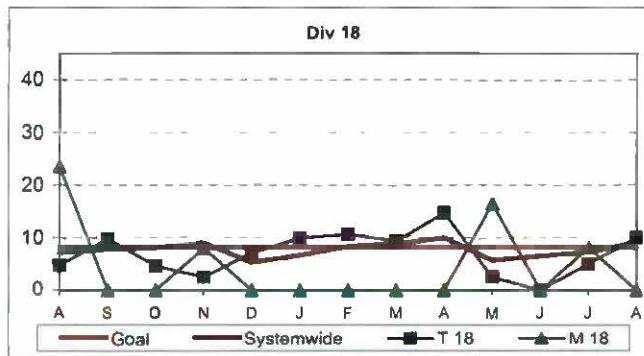
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



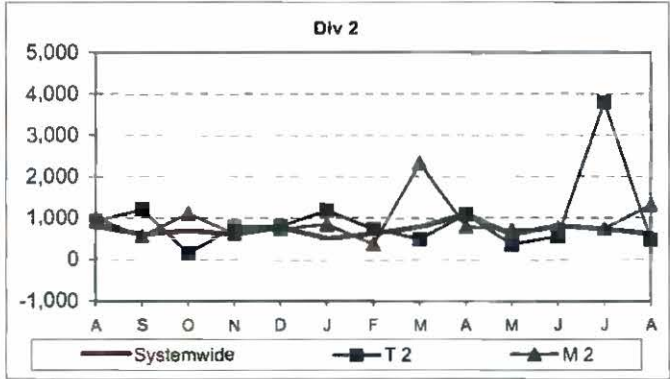
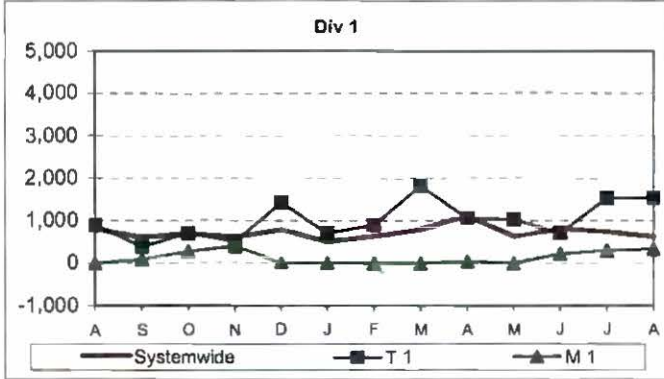
## NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

### Systemwide and Bus Operating Divisions

**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.

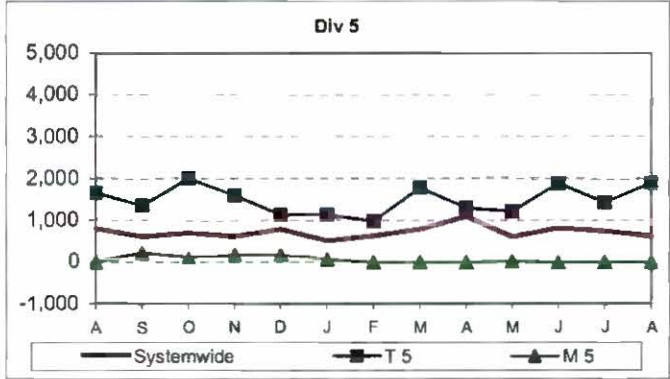
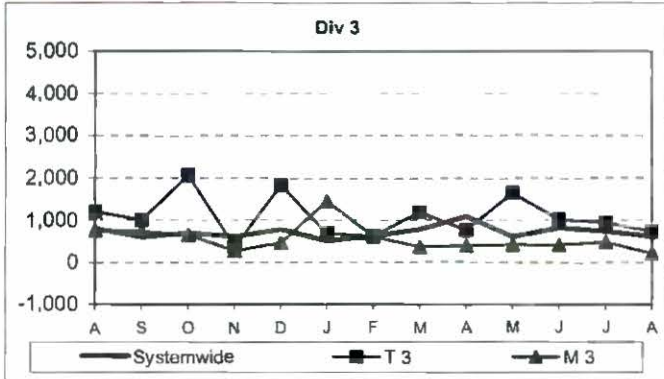
**Calculation:** : (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number of Exposure Hours / 200,000)

One month lag in reporting.

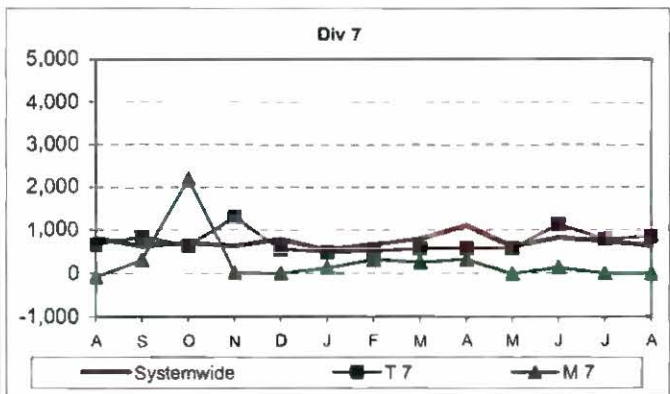
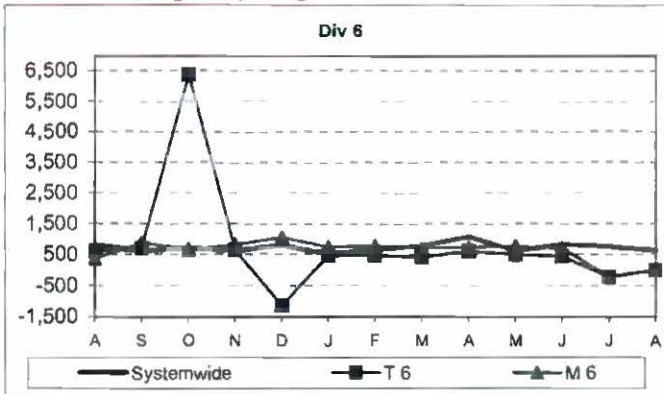


Lower is better.

One month lag in reporting.

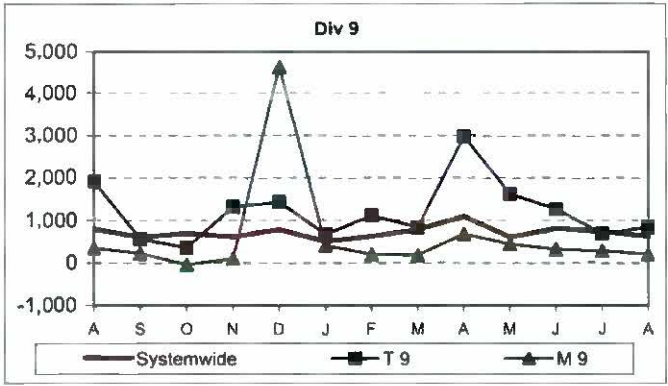
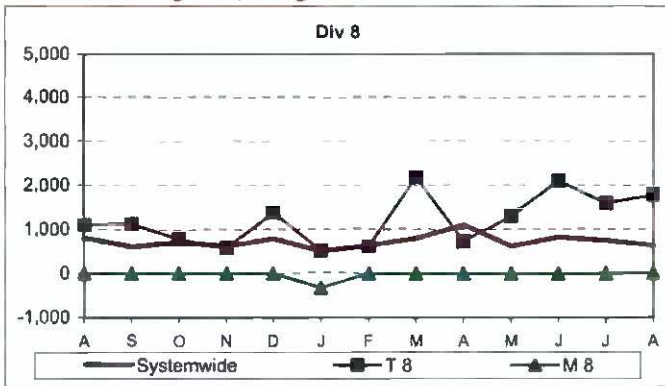


One month lag in reporting.



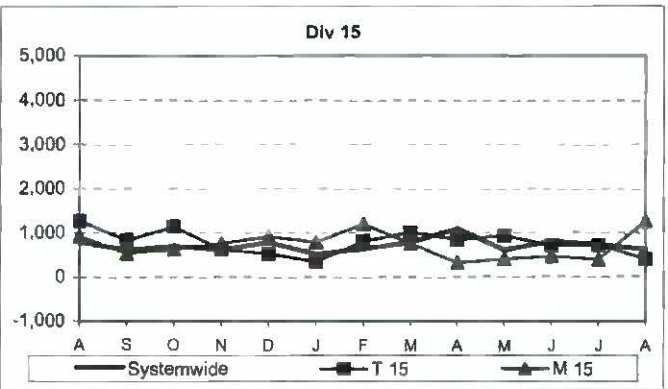
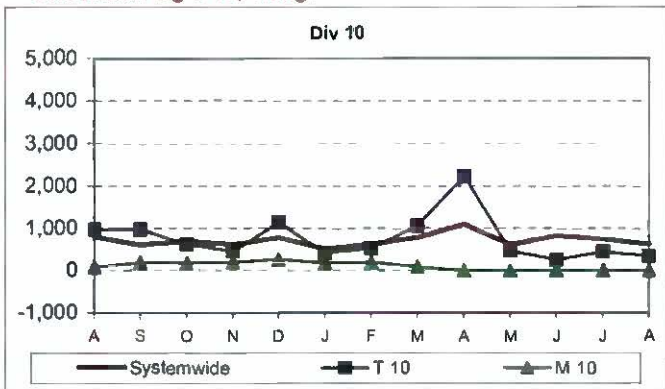
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.

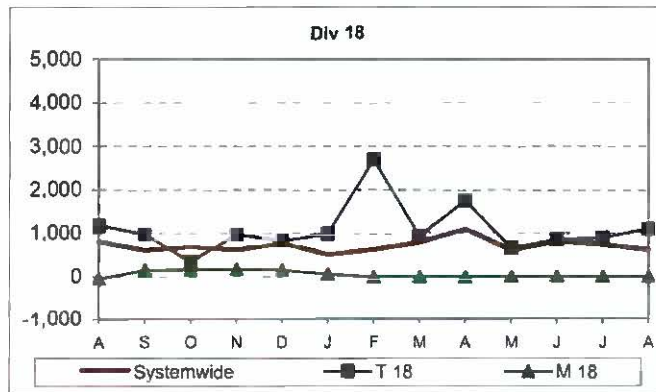


Lower is better.

One month lag in reporting.



One month lag in reporting.



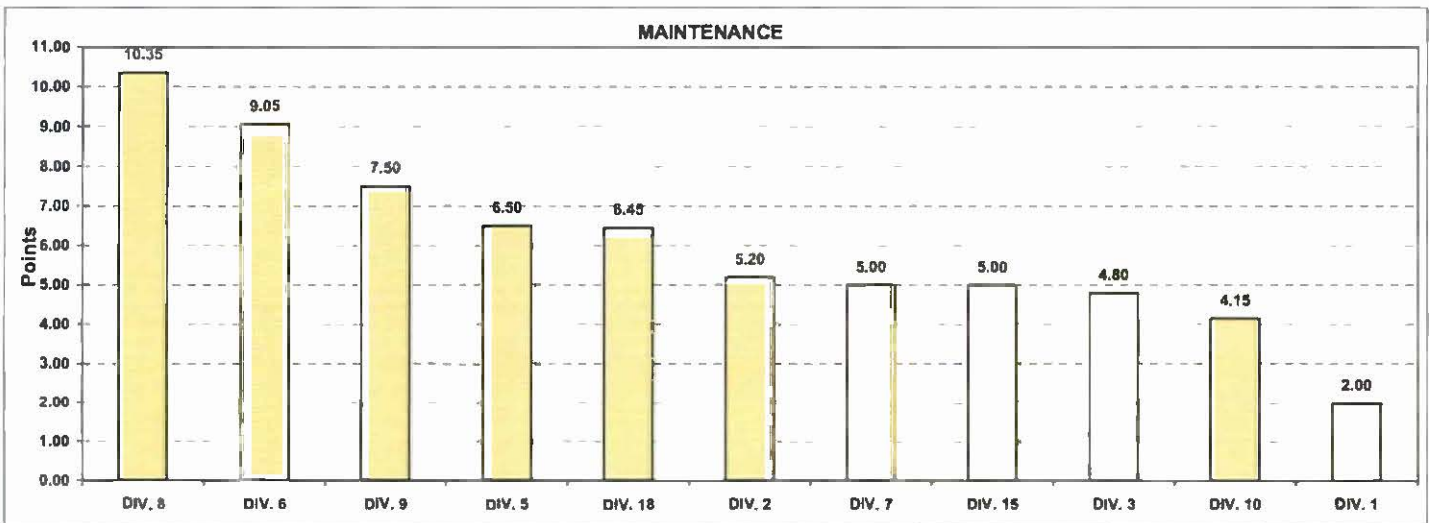
**"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM**

**Monthly Calculations - September 2010  
Metro Bus - Maintenance**

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

**Calculation:** Performances 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%	1252.7	1567.9	1702.3	1783.5	1878.6	1321.5	3654.0	2806.9	1240.1	2198.6	1560.7
Points		2	5	6	7	8	3	11	10	1	9	4
Attendance	20%	0.97185	0.98515	0.97381	0.98229	0.98844	0.98299	0.98653	0.98225	0.97801	0.96058	0.98393
Points		2	9	3	6	11	7	10	5	4	1	8
New WC Claims /200,000 Exp Hrs*	30%	18.9625	11.5855	11.5800	10.1824	0.0000	9.1496	0.0000	10.4952	0.0000	24.2203	0.0000
Points		2	3	4	6	9.5	7	9.5	5	9.5	1	9.5
*One month lag												
<b>Totals</b>		<b>2.00</b>	<b>5.20</b>	<b>4.80</b>	<b>6.50</b>	<b>9.05</b>	<b>5.00</b>	<b>10.35</b>	<b>7.50</b>	<b>4.15</b>	<b>5.00</b>	<b>6.45</b>
<b>FINAL RANKING</b>												
	<b>Div.</b>	<b>Div. 8</b>	<b>Div. 6</b>	<b>Div. 9</b>	<b>Div. 5</b>	<b>Div. 18</b>	<b>Div. 7</b>	<b>Div. 15</b>	<b>Div. 3</b>	<b>Div. 10</b>	<b>Div. 1</b>	
	<b>Score</b>	10.35	9.05	7.50	6.50	6.45	5.20	5.00	4.80	4.15	2.00	
	<b>Rank</b>	1st	2nd	3rd	4th	5th	6th	7th	7th	8th	9th	10th



**Monthly Calculations - September 2010  
Metro Bus - Transportation**

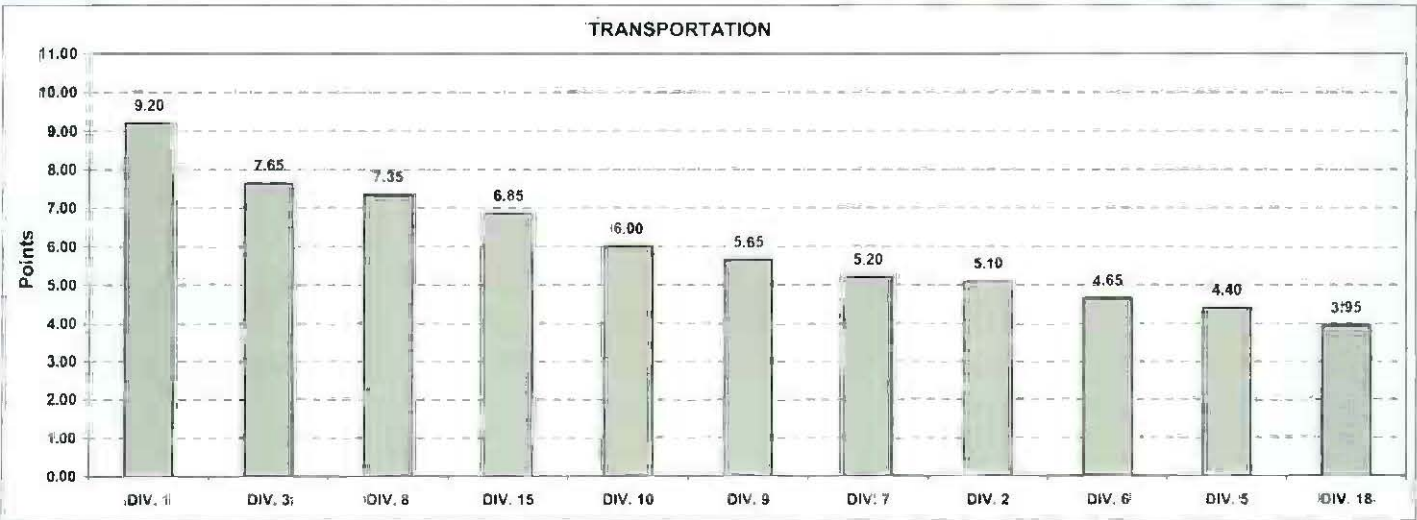
**Definition:** A performance awareness program designed to increase productivity and efficiency.

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

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	25%	0.7761	0.7369	0.7667	0.7138	0.6863	0.7204	0.7696	0.7334	0.7233	0.7433	0.6705
Points		11	7	9	3	2	4	10	6	5	8	1
Miles Between Total Road Calls	10%	1252.6921	1667.9180	1702.3315	1783.4668	1878.6221	1321.5221	3653.9765	2806.8888	1240.1345	2198.6493	1560.7245
Points		2	5	6	7	8	3	11	10	1	9	4
Accident Rate	25%	2.2080	4.5677	2.9527	4.5834	2.7652	2.9758	1.3963	2.1658	3.8695	2.5107	1.6787
Points		8	2	5	1	6	4	11	9	3	7	10
Complaints/100K Boardings	15%	1.8228	1.8668	2.4256	1.9668	3.4493	2.5016	2.5706	4.0616	1.7082	3.6564	3.7405
Points		10	9	7	8	4	6	5	1	11	3	2
New WC Claims /200,000 Exp Hrs*	25%	9.3855	16.7013	9.7470	15.2941	15.3089	12.0426	36.7858	21.5918	10.1454	12.5982	22.5101
Points		11	4	10	6	5	8	1	3	9	7	2
*One month lag												
<b>Totals</b>		<b>9.20</b>	<b>5.10</b>	<b>7.65</b>	<b>4.40</b>	<b>4.65</b>	<b>5.20</b>	<b>7.35</b>	<b>5.65</b>	<b>6.00</b>	<b>6.85</b>	<b>3.95</b>

FINAL TRANSPORTATION DIVISION RANKING (Sorted)												
RANKING	DIV.	DIV. 1	DIV. 3	DIV. 8	DIV. 15	DIV. 10	DIV. 9	DIV. 7	DIV. 2	DIV. 6	DIV. 5	DIV. 18
Score		9.20	7.65	7.35	6.85	6.00	5.65	5.20	5.10	4.65	4.40	3.95
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th





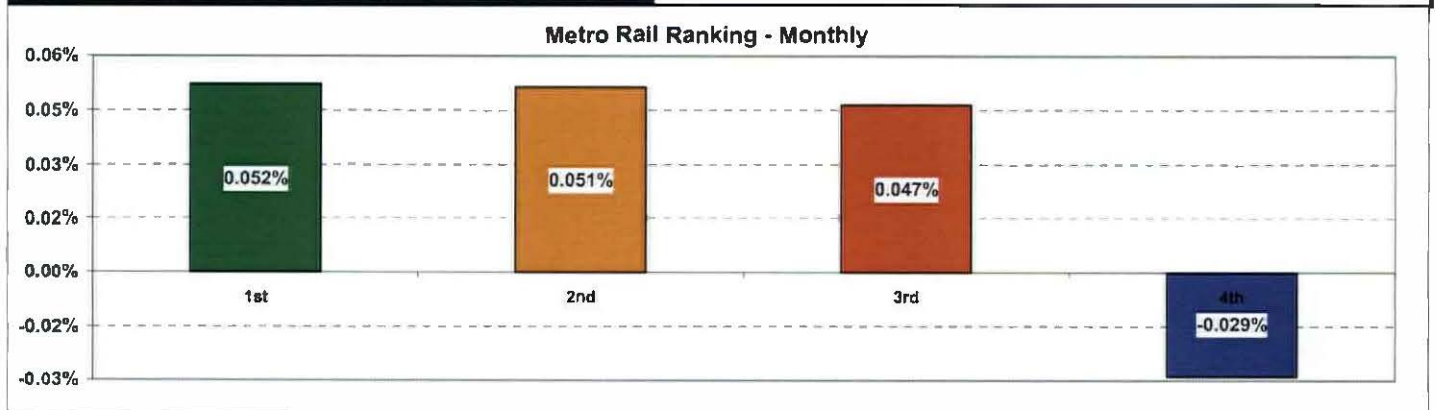
**Monthly Calculations - September 2010**  
**Metro Rail**

**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.

	<u>Metro Blue Line</u>			<u>Metro Red Line</u>			<u>Metro Green Line</u>			<u>Metro Gold Line</u>		
	Sep-09	Sep-10	Yearly Improvement	Sep-09	Sep-10	Yearly Improvement	Sep-09	Sep-10	Yearly Improvement	Sep-09	Sep-10	Yearly Improvement
<b>Wayside Availability</b>												
Track	100.00%	100.00%	0.00%	100.00%	99.95%	-0.05%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	99.98%	100.00%	0.02%	100.00%	100.00%	0.00%	99.99%	99.99%	0.01%	99.88%	100.00%	0.12%
Power	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
<b>Wayside Performance</b>	<b>99.99%</b>	<b>100.00%</b>	<b>0.006%</b>	<b>100.00%</b>	<b>99.98%</b>	<b>-0.016%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>0.002%</b>	<b>99.98%</b>	<b>100.00%</b>	<b>0.041%</b>
<b>Vehicle Performance</b>												
Fleet Svc. Performance	99.95%	99.89%	-0.065%	99.87%	100.00%	0.131%	99.85%	99.90%	0.048%	99.93%	99.95%	0.021%
<b>Rail Transportation Operations &amp; Control Perf.</b>	99.99%	99.99%	0.004%	99.99%	99.99%	-0.001%	100.00%	99.99%	-0.010%	100.00%	100.00%	0.000%
<b>In-Service Performance</b>												
Controllable RH Delivered	99.94%	99.88%	-0.061%	99.86%	99.93%	0.072%	99.83%	100.00%	0.168%	99.80%	99.95%	0.143%
<b>Total Rail Line Performance</b>	<b>99.97%</b>	<b>99.94%</b>	<b>-0.029%</b>	<b>99.93%</b>	<b>99.98%</b>	<b>0.047%</b>	<b>99.92%</b>	<b>99.97%</b>	<b>0.052%</b>	<b>99.92%</b>	<b>99.97%</b>	<b>0.051%</b>

Metro Rail Final Ranking (Sorted)				
Rail Line	GREEN	GOLD	RED	BLUE
Score	0.052%	0.051%	0.047%	-0.029%
Rank	1st	2nd	3rd	4th



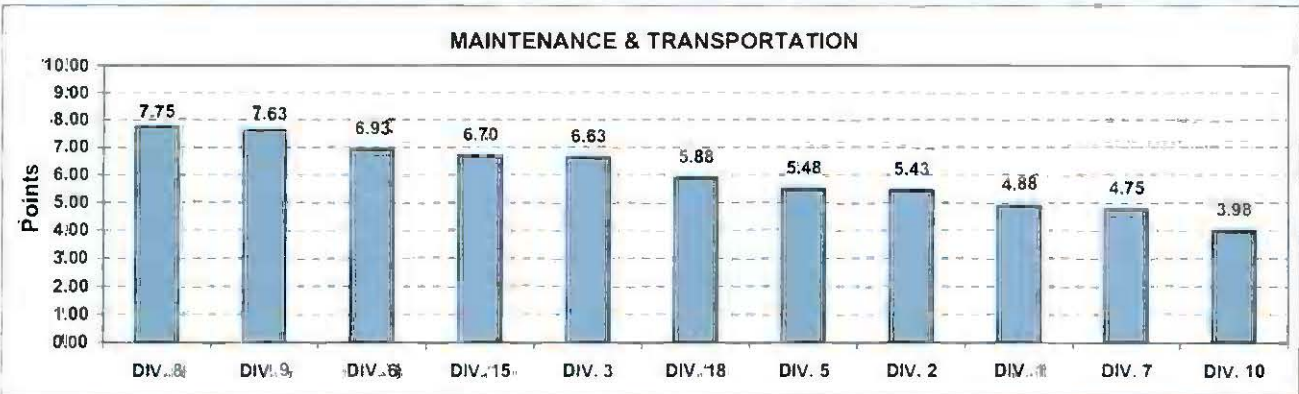
## "HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

### Quarterly Calculations: FY11-Q1 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	25.0%	1383	1661	1731	1933	2016	1350	3241	2988	1305	2032	1615
Points		3	5	6	7	8	2	11	10	1	9	4
Attendance	10.0%	0.9786	0.9828	0.9842	0.9811	0.9873	0.9781	0.9851	0.9842	0.9784	0.9776	0.9876
Points		4	6	8	5	10	2	9	7	3	1	11
Claims /200000												
Exp.Hrs	15.0%	25.3509	11.6630	14.7960	20.2125	0.0000	6.4587	10.5285	3.5582	0.0000	8.2954	0.0000
Points *		1	4	3	2	10	7	5	8	10	6	10
* One month Lag: Mar 10 - May 10												
Transportation												
In-Service On-Time Performance	12.5%	0.7849	0.7584	0.7902	0.7357	0.6891	0.7157	0.7888	0.7639	0.6996	0.7524	0.6961
Points		9	7	11	5	1	4	10	8	3	16	2
Miles Between Total Road Calls	5.0%	1382.9	1661.2	1730.7	1932.9	2015.8	1349.7	3241.0	2987.5	1305.1	2032.5	1615.0
Points		3	5	6	7	8	2	11	10	1	9	4
Accidents/100k Hub Miles	12.5%	2.6880	3.5832	3.6621	4.2447	3.6917	3.3112	2.3560	2.1207	3.8494	2.6380	2.0296
Points		7	5	4	1	3	6	9	10	2	8	11
Complaints/100K Boardings	7.5%	2.2199	2.2834	2.7554	1.8729	3.8428	2.5892	3.2476	3.5718	2.1654	3.2428	4.1707
Points		9	8	6	11	2	7	4	3	10	5	1
Claims /200000												
Exp.Hrs	12.5%	12.2855	12.3264	6.5013	10.2928	5.1108	9.8185	24.6349	17.1248	14.5385	11.8701	16.5794
Points *		6	5	10	8	11	9	1	2	4	7	3
* One month Lag: Mar 10 - May 10												
<b>Totals</b>		<b>4.88</b>	<b>5.43</b>	<b>6.63</b>	<b>5.48</b>	<b>6.93</b>	<b>4.75</b>	<b>7.75</b>	<b>7.63</b>	<b>3.98</b>	<b>6.70</b>	<b>5.88</b>
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	Div. 8	Div. 9	Div. 6	Div. 15	Div. 3	Div. 18	Div. 5	Div. 2	Div. 1	Div. 7	Div. 10
	Score	7.75	7.63	6.93	6.70	6.63	5.88	5.48	5.43	4.88	4.75	3.98
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY11-Q1  
Metro Rail**

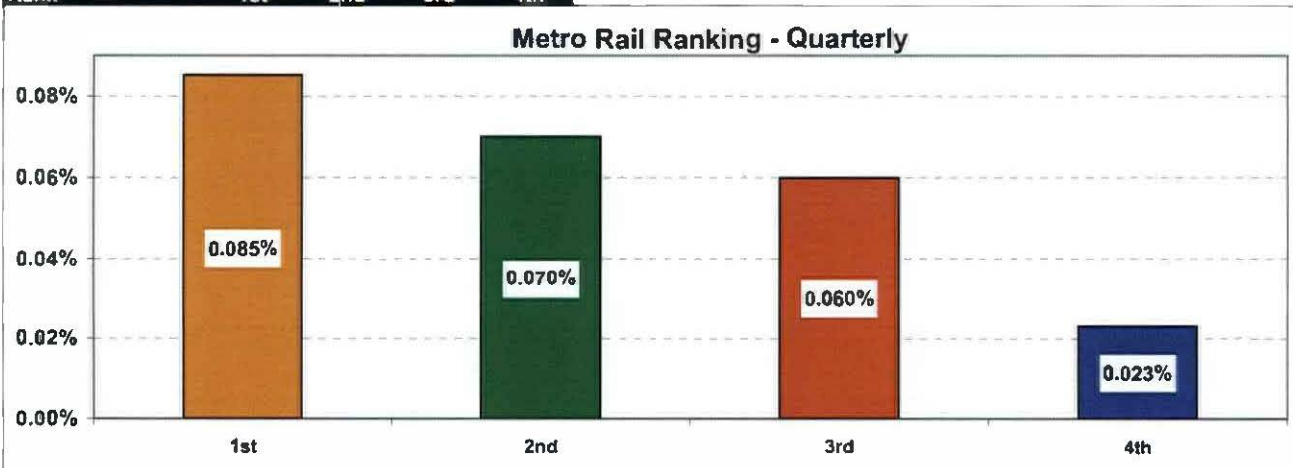
**Definition:** A performance awareness program designed to increase productivity and efficiency. Based on monthly "IN-SERVICE" Performance as reported by RAIL OPERATIONS CONTROL.

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

Improvement from Previous Year												
Overall Rail Line Performance	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	FY10 Q1	FY11 Q1	Yearly +/-	FY10 Q1	FY11 Q1	Yearly +/-	FY10 Q1	FY11 Q1	Yearly +/-	FY10 Q1	FY11 Q1	Yearly +/-
July	99.90%	99.97%	0.068%	99.89%	99.98%	0.091%	99.91%	99.99%	0.077%	99.92%	99.98%	0.056%
August	99.95%	99.98%	0.029%	99.95%	99.99%	0.043%	99.91%	99.99%	0.081%	99.83%	99.98%	0.149%
September	99.97%	99.94%	-0.029%	99.93%	99.98%	0.047%	99.92%	99.97%	0.052%	99.92%	99.97%	0.051%
Quarterly Average	99.94%	99.96%	0.023%	99.92%	99.98%	0.060%	99.91%	99.98%	0.070%	99.89%	99.98%	0.085%

**Metro Rail Final Ranking (Sorted)**

Rail Line	GOLD	GREEN	RED	BLUE
Score	0.085%	0.070%	0.060%	0.023%
Rank	1st	2nd	3rd	4th



## FINANCIAL PLAN

Los Angeles County Metropolitan Transportation Authority

# **Financial Status**

## **September 30, 2010**

**FTA Quarterly Review**  
**December 2010**



**Metro**

# 1Q FY11

- Actual cash flow PA, PC, TDA sales taxes slightly ahead for first quarter y-o-y
- Recession is over?
  - LA County unemployment stays over 12%
  - Transit indicators positive relative to expectations after fare increase
    - Ridership 2.2% below prior year
      - Bus ridership, 3.5% down vs prior year
      - Rail ridership, 2.8% up vs prior year
    - Fare revenues 8.0% above prior year

**1Q FY11**

- **Sales taxes appear to have bottomed**
- **Fed QE2 keeps Treasury rates near all time lows**
- **No action to extend Bush tax cuts**
- **Re-authorization on hold**

# FY11 Look Ahead

- **State budget**
- **Labor contracts**
- **New LRV procurement**
- **Issue Build America Bonds in support of LRTP**
- **TIGER 2 for Crenshaw**
- **FFGA bonds to be retired in October 2010**



**SAFETY AND SECURITY**

## Construction Safety July - September 2010



- MGLEE Construction has been underway for more than 76 months or 2,054 days.
- 4,450,161 work hours project to date.
- The recordable rate is (2.0); well below the published incident rate of (5.3).
- Forty-three recordable injuries have been reported Project-to-Date. Thirty-Three (33) involved medical treatment and restrictive duty. Ten (10) required medical treatment only.
- MTA security and LASD full responsibility for security during revenue operation.

2550 RAIL VEHICLE  
PROGRAM

Los Angeles County  
Metropolitan Transportation Authority

# P2550 Light Rail Vehicle Program



FTA Quarterly Review Meeting  
December 01, 2010



**Metro**

# P2550 Light Rail Vehicle Program - Overview

## Vehicle Delivery Status:

- 42 vehicles have been delivered to Metro
- 40 vehicles are conditionally accepted and in revenue service at MGDL:
  - Accumulated over 2.7 million revenue service miles
  - MMBF average is 41K over 10-month period.
- 2 vehicles are at Metro Blue Line staged for acceptance testing and MBL system testing.
- 8 vehicles are at the Pittsburg, CA Assembly Plant
  - Prototype vehicles 701 & 702 are undergoing modification upgrade to current configurations.
  - Will be the last cars delivered to Metro.



**Metro**

# P2550 Light Rail Vehicle Program - Overview

## Performance & Reliability Issues:

- ATP/TWC 250hz and 100hz nuisance faults/clock and diagnostic issues
  - Solved with software release 3.1
- Event recorder is under final qualification testing
- Traction Motor HV Junction Box Vibration
  - Upgraded prototype brackets installed and working...final design.
- Brake Caliper Overhaul Program
  - Exchange program has started...schedule is being refined.
- Reliability Program is ongoing with statistical data under review.



**Metro**

# P2550 Light Rail Vehicle Program – Overview

## Manuals, Warranty, Spare Parts, Delivery Schedule:

- All manuals have been submitted:
  - RMSM and HRMM under final revisions.
- Warranty Program started upon conditional acceptance of the first vehicles in March 2008.
- Contract spare parts delivery is progressing with 80% of major component parts delivered.
- The current delivery schedule calls for the 50th vehicle to be delivered to MGDL by April 2011.



**Metro**

# P2550 Light Rail Vehicle Program – Overview

## FFGA – 10 Vehicles Final Acceptance:

- Close-out process has begun:
  - Phase 1 elements to be closed before final acceptance
    - Closure of inspection items
    - Closure of all tests (series – qualification)
    - Vehicle configuration (Mods, CFGs, FAIs).
  - Phase 2 elements are inclusive of:
    - Delivery of all required Contract Deliverables (CDRLs) including
    - Delivery of contract spare parts, manuals, schematics, as-built drawings, special tools & test equipment
    - Finalizing contract milestone payments and final accounting.
- Project Team is satisfied with progress made to date for final acceptance of 10 vehicles by the June 2011 target.



**Metro**

- End -



# **RFP No. P3010 New Light Rail Vehicles**

**FTA New Starts Projects Quarterly Review Meeting  
December 1, 2010**



**Metro**

# RFP P3010 – New Light Rail Vehicles

## Procurement Schedule:

<u>Task</u>	<u>Completion Date</u>	<u>Status</u>
RFP Release Date	November 1, 2010	Complete
Pre-Proposal Conf.	November 19, 2010	Complete
Proposal Due Date	February 11, 2011	Revised from 1/21/10
Initial Evaluation Complete	April 15, 2011	
Interviews	May 2, 2011	
Discussions with Proposers	May 23, 2011	
Request Best and Final Offers	July 1, 2011	
BAFO Due Date	August 1, 2011	
Award Recommendation	August 12, 2011	
Board Award Approval	September 22, 2011	
Award Contract	October 1, 2011	



## RFP P3010 – Delivery Schedule

- **Pre-Production LRV's (2 Cars)** **24 Months after NTP**
- **Production (4 Cars per Month)** **30 Months after NTP**
- **Complete Car Deliver** **49 Months after NTP**

### **LRV Quantities:**

<b>78</b>	<b>Base Buy</b>
<b>28</b>	<b>Option I</b>
<b>39</b>	<b>Option II</b>
<b>21</b>	<b>Option III</b>
<b>69</b>	<b>Option IV</b>

## RFP P3010 – Major Terms and Conditions

- **Milestone Payments, not progress payments**
- **Liquidated Damages on Car Deliveries, up to 10% of Contract Value**
- **Letter of Credit for Warranty, equal to 6% of Contract Value**
- **Retention of 5%, can be scaled up to 10% for poor performance**
- **Conditional Acceptance of LRV's limited to 90 days**
- **Spares Delivery required at Car No. 1, not at end of Contract**
- **Metro imposed DBE DALP of 16%**
- **Application of SCAQMD Clean Air and Water on Car Maker and first level Subcontracts**
- **Buy America Rolling Stock Requirement (60%)**



# P3010 – Evaluation Criteria

## Proposal Evaluation Criteria:

1. Experience and Past Performance
2. Price
3. Technical Compliance
4. Project Management Experience

## Incentive Evaluation Criteria: (Proposers not required to submit offers)

1. Local Jobs Program
2. Additional U.S. Component Program

5

## Source Selection Methodology – Best Value

- **Points will be earned for each Evaluation Criteria, including Incentive Criteria**
- **The Competitive Range will be made up of only the highest rated firms**
- **Proposers in the Competitive Range qualify for Interviews and Discussions**
- **Major Subfactors within each Evaluation Criteria, including Incentive Criteria are eligible for Cost/Benefit Analysis**
- **Trade-Offs for added technical, schedule or performance benefits will be made against cost**
- **Award to be made to the firm whose overall proposal provides Metro with the Best Value, considering all subfactors and Trade-offs including Incentive Criteria**



## Source Selection Methodology – Best Value

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- **Award to be made to the firm whose overall proposal provides Metro with the Best Value, considering all subfactors and Trade-offs including Incentive Criteria**



## RFP P3010 – Outstanding Issues

- **Metro still awaits response from FTA and EPA on 4 items that have been included in the P3010 RFP; Local Jobs Program, Additional U.S. Component Content, Metro Managed DBE Program and Compliance to Local Environmental Rules and Statutes.**
- **Metro has extended its proposal due date by three weeks to allow for development of local jobs program and DBE sourcing. Further delays in obtaining a responses from the FTA could affect the overall acquisition schedule.**



**EASTSIDE PROJECT**

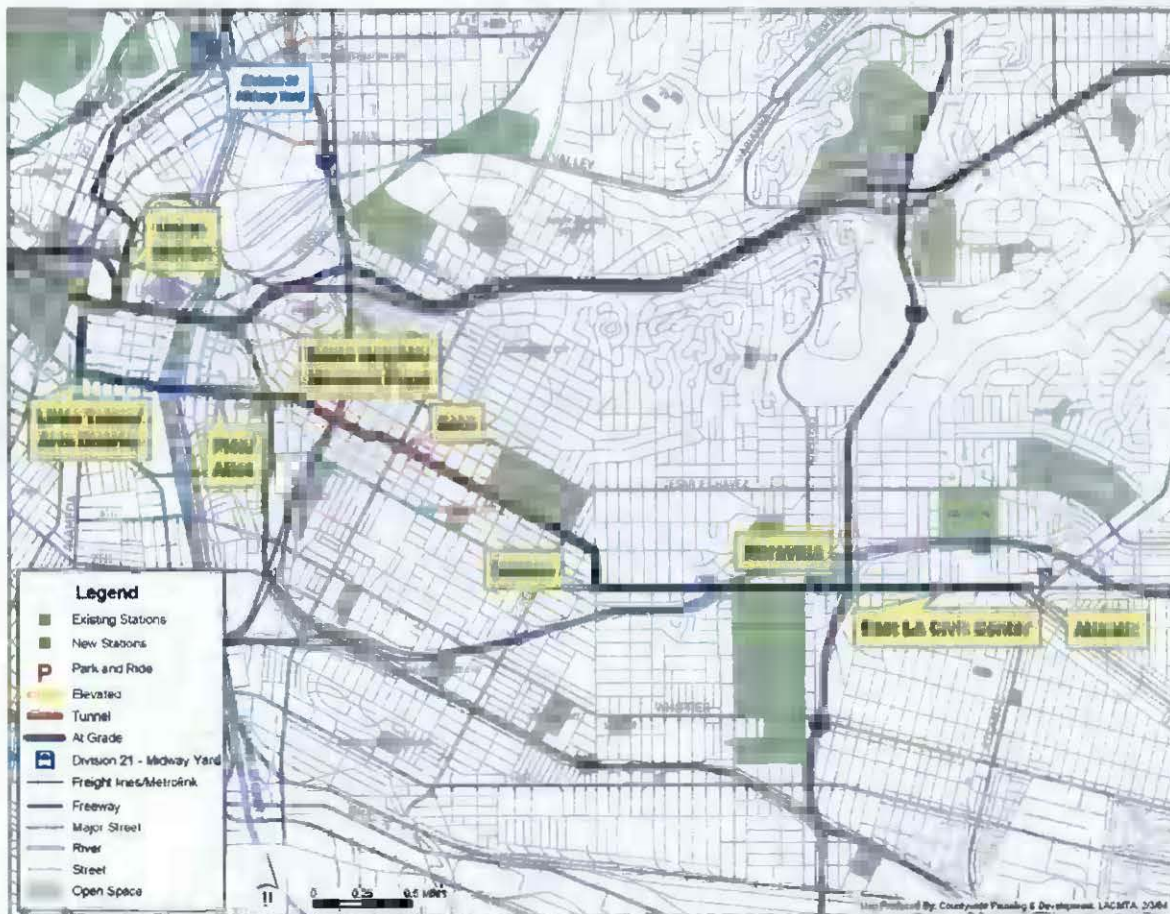
Los Angeles County Metropolitan Transportation Authority

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

**December 1, 2010**



# Metro Gold Line Eastside Extension Project Update



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

# Metro Gold Line Eastside Extension Division 21 – Metro Gold Line Midway Yard Body Repair Shop



- CP204053/Contract C0933 – 80/20 cost allocation between MTA Rail Capital Project and FFGA.
- The construction contract was awarded to Ford E.C., Inc. on January 7, 2010 in the amount of \$5,333,350.
- Construction Notice to Proceed was issued on February 1, 2010.
- The Contractor's forecast is one month beyond the Contract Completion Date - March 28, 2011. The Contractor is working towards mitigating the schedule.



Gold Line



# Metro Gold Line Eastside Extension

## Division 21 – Metro Gold Line Midway Yard

### Body Repair Shop



Concrete formwork for the under-floor duct system and vehicle hoists pits.

- Hoist equipment delivery based on test witnessed by MTA in Illinois during last week of November and first week of December 2010.
- Modifications to existing track and Overhead Contact System are being closely coordinated with MTA Rail Operations staff for maintenance track connection to Body Repair Shop building.



**Metro**

**Gold  
Line**

## Metro Gold Line Eastside Extension Project Closeout Activities

- Closeout activities are continuing for the ELRTC Contract C0803 scope including contract modifications, warranty, spare parts/materials, and as-built drawing requirements.
- Contract C0893 – Pomona Atlantic Parking Structure, which opened to the public on April 16, 2010 was closed out on October 18, 2010. The contract was closed out under budget.
- Maintenance Agreements between LACMTA and Caltrans and the County of Los Angeles for improvements along the right-of-way are being finalized.
- Post-Revenue Operations Traffic Analysis Mitigation Measures are being monitored for close-out.



**Metro**

Gold  
Line

# Metro Gold Line Eastside Extension Cost Forecast Status

Description	Dec-09 Current Budget	Mar-10 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)	-
<b>SUBTOTAL</b>	<b>884,014</b>	<b>884,014</b>	<b>-</b>
PROJECT FINANCE COST	14,800	14,800	-
<b>TOTAL</b>	<b>898,814</b>	<b>898,814</b>	<b>-</b>



**Metro**

**Gold  
Line**

# Metro Gold Line Eastside Extension Project Recognition Awards

- **2010 Outstanding Government Civil Engineering Project** (American Society of Civil Engineers – Los Angeles Section)
- **2010 Outstanding Project of the Year Award** (Underground Construction Association of Mining, Metallurgy and Exploration, Inc.)
- **2010 Project Achievement Award/Honorable Mention Infrastructure \$100 Million +** (Construction Management Association of America – Southern California Chapter)
- **Best of 2010 Award for Transportation in Southern California** (California Construction Magazine)
- **Project of the Year for 2009** (Los Angeles Downtown News)



Metro

Gold  
Line



**EXPOSITION PROJECT**

Exposition Metro Line Construction Authority  
Expo Line Transit Project

# Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – December 1, 2010



## Major Issues

### ▪ Schedule

- Contractor's schedule continues to show a **55-week project delay** from the current contractual Substantial Completion date of May 8, 2010
- Substantial Completion to La Cienega, based on the contractor's schedule, is early June 2011, but excludes La Cienega Parking Structure, Storage Facility and Farmdale Station.
- Although there are numerous areas of work that are behind schedule, the critical activities are:
  - Ventilation System at the Trench Structure
  - Blue Line Tie-in (including Automatic Train Protection)
  - La Cienega Parking Structure
  - Farmdale Crossing
  - LADOT approval of Traffic Signal Designs and Controller Programming
  - Storage Facility



Phase 1

Expo Line Transit Project

Construction Progress



Installation of Map Cases at Vermont Station



**Phase 1**  
**Expo Line Transit Project**

**Construction Progress**



**Intersection Reconstruction Work at  
Western Avenue and Exposition Boulevard**

**Phase 1  
Expo Line Transit Project**

**Construction Progress**



**Installed Right-of-Way Fencing near Arlington Avenue**



Phase 1

**Expo Line Transit Project**

Construction Progress



**Crenshaw Station Eastbound Platform**



Phase 1

Expo Line Transit Project

Construction Progress



Progress on the Venice/Robertson Aerial Structure





## Major Issues (cont.)

### ■ Project Budget

- The Authority has executed approximately \$493.6 million in construction contract packages and change orders, which is within the \$563.8 million in construction allowance and contingency.
- There are several outstanding contract packages that have yet to be awarded that pose a significant risk to the remaining construction allowance and contingency budget. These packages include:
  - Storage Facility
  - Farmdale Station
  - Remaining work in Culver City (Park and Ride, Pedestrian Plaza, Bike Path and Landscaping, Bus Stop Improvements, National and Washington Street Improvements)
  - Remaining construction costs due to design progression between 85% and 100%
  - Changes as a result of unforeseen or differing site conditions



## Major Issues

### ▪ Project Budget (Cont.)

- Next Steps:
  - Continue discussions with third parties on reimbursement of certain Project costs
  - Implement Board approved "Value Engineering" proposals
  - Begin to package remaining work into separate bid packages in an effort to take advantage of the current bidding climate



## Preliminary Engineering

- Expo, Metro, and both cities have reviewed the packages and submitted their comments
- Both D-B Teams are working on their responses to the comments and meeting with the Authority to quickly resolve the comments
- Final Stage A Preliminary Engineering packages are due in early November

## Stage B Final Contract Documents

- Stage B final contract documents were issued on October 15
- Proposals from both DB teams are due December 15

## Third Party Coordination

- Continue to meet biweekly with City of Santa Monica on various project related issues



**ARRA PROJECTS**



# American Recovery and Reinvestment Act of 2009 (ARRA)

**Quarterly Progress Report  
As of September 30, 2010**



**Metro**

# Grants Status as of September 2010

Program	Grant No.	Award Date	Award Amount	Spent
(\$ in millions)				
Urban Area Formula Funds Includes TE-1%	CA-96-X012	6/2009	\$225.2	\$72.1
	CA-96-X057	6/2009	\$1.0	\$0.0
New Starts	CA-36-0001	7/2009	\$66.7	\$66.7
Surface Transportation Program (STP)	CA-66-X005	8/2009	\$6.8	\$0.2
Fixed Guideway	CA-56-0001	5/2009	\$8.2	\$5.6
TIGGER	CA-77-0002	3/2010	\$4.5	\$0.2
<b>TOTAL</b>			<b>\$312.3</b>	<b>\$144.8</b>



Metro

# Summary

- **Successfully submitted ARRA required reports**
  - 1512 Recovery.gov
  - 1201 in TEAM
  - Quarterly Progress Reports in TEAM
  - Transportation & Infrastructure Committee (T&I) monthly report
- **171.9 total FTEs paid in reporting quarter**
- **50 contracts awarded**
- **\$230.2M contracted amount**



**Metro**

# Projects as of September 2010

	<u>Awarded</u> (\$ in millions)
1. Acquisition of 141 Buses	\$ 84.0
2. Replace 20 MBL Traction Power Substations	\$ 71.0
3. Eastside Light Rail Transit Project	\$ 66.7
4. Bus Overhaul for 290 buses	\$ 47.0
5. Electrification of CNG Fueling Compressors	\$ 28.0
6. Installation of Canopies at Metro Red Line Stations	\$ 6.8
7. Wayside Energy Storage Substation (WESS)	\$ 4.5
8. Replacement Fiber Optics	\$ 2.5
9. Enhancements to El Monte & Harbor Transitway Stations	\$ 1.0
10. Red Line Station Emergency Egress	\$ 0.8
Total	\$312.3



**Metro**



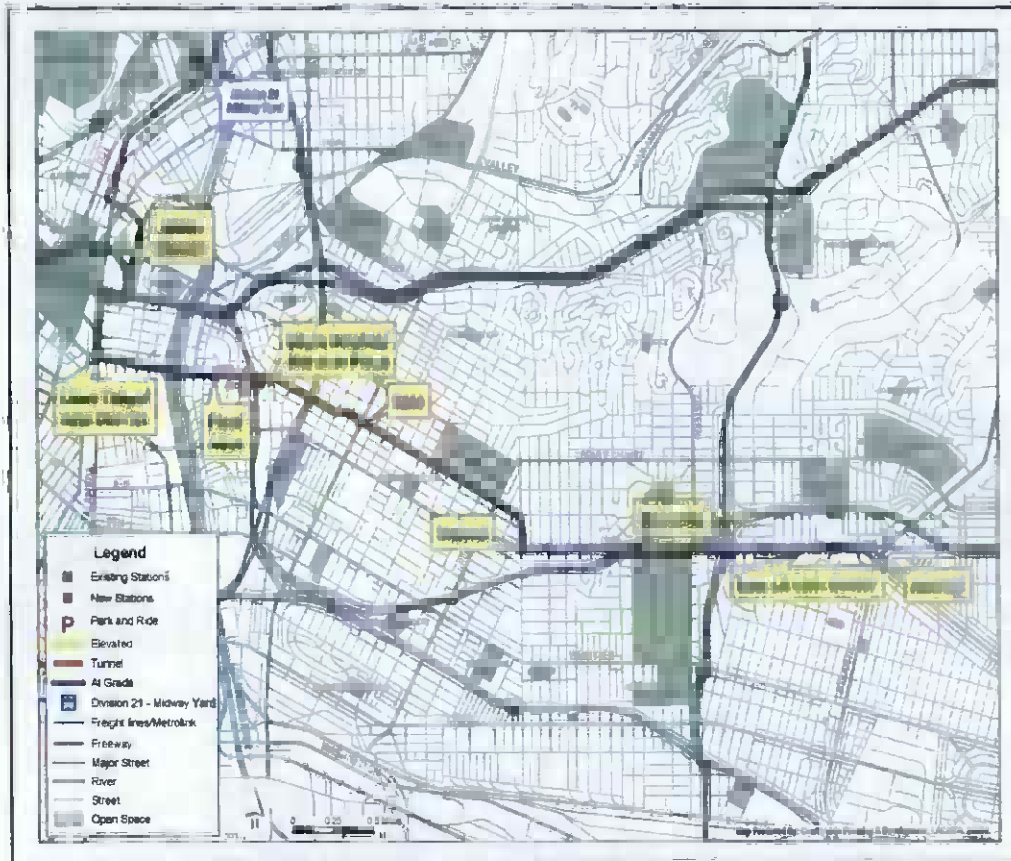
# September Quarterly Progress Report

## COMPLETED PROJECTS



**Metro**

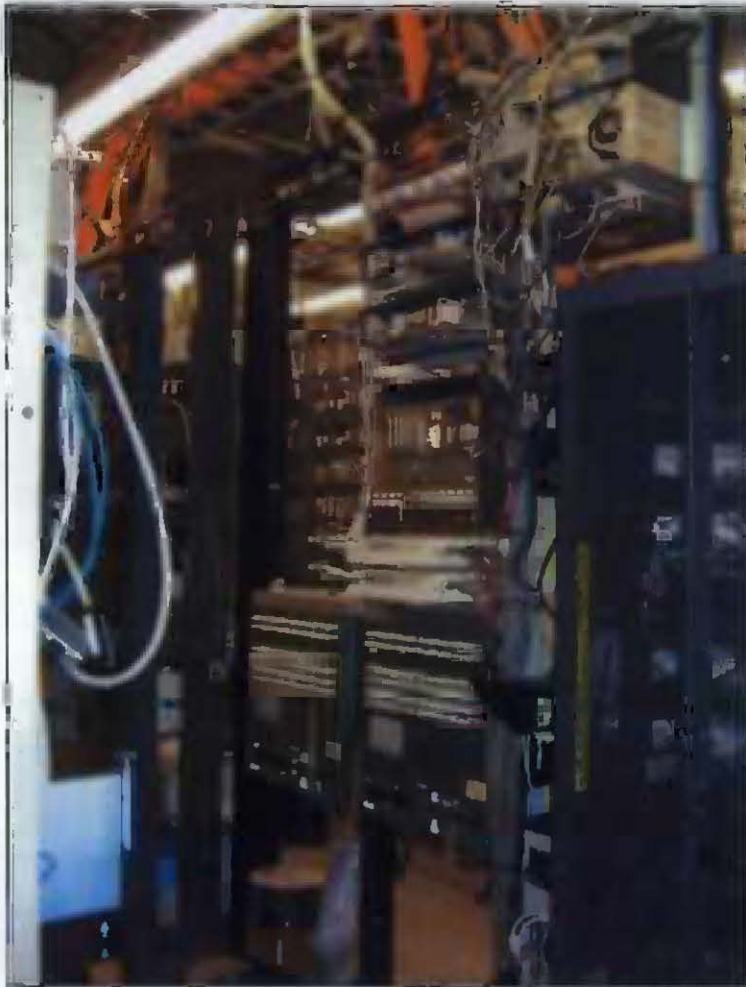
# Eastside Light Rail Extension Project



Eastside Light Rail Extension Project Area Map

- NS Grant CA-36-0001
- \$66.7M Project award
  - Spent \$66.7M (100%)
  - Drawdown \$66.7M
  - Unspent balance \$0.0M
- 25 Contracts awarded
  - Contracted amount \$57.2M
- All grant funds spent pending FTA guidance to close out grant
- 631,642 Total hours paid

# Replacement Fiber Optics



Fiber Optics equipment in a rail station

- CA-96-X012 (Sec. 5307)
- \$2.5M Project award
  - Spent \$2.4M (96%)
  - Drawdown \$2.4M
  - Unspent balance \$0.1M
- 1 Contract awarded Feb-2009
  - Contracted amount \$2.4M
- Contract closed Mar-2010
- Replaced fiber optics:
  - Metro Red Line (MRL)
  - Metro Blue Line (MBL)
  - Metro Green Line (MGL)
- 1,666 Total hours paid



**Metro**

## Red Line Station Emergency Egress



Station Emergency Egress – widening of stairs



- CA-96-X012
- \$0.8M Project award
  - Spent \$0.7M (82%)
  - Drawdown \$0.7
  - Unspent balance \$0.1
- 2 Contracts awarded May-2009
  - Contracted amount \$0.4M
- Emergency stairs widened at 7<sup>th</sup>/Flower
- Project Completed Jul-2010
- 4,889 Total hours paid

# September Quarterly Progress Report

## ON – GOING PROJECTS



**Metro**

# Acquisition of 141 Buses (50-32'/91-45')

First 45' NABI bus delivered



32' NABI bus delivered

- CA-96-X012
- \$84.0M Project award
  - Spent \$39.6M (47%)
  - Drawdown \$34.2M
  - Unspent balance \$44.4M
- 6 Contracts awarded
  - Contracted amount \$82.2M
- Contract for 50-32' buses in close-out phase
- Scheduled completion 91-45' buses Jul-2013
  - Received first 14 buses
- 66.2 Total FTE's reported for quarter (ITD 34.9 FTE's)



**Metro**

# Replace 20 MBL Traction Power Substations



Installation of 1<sup>st</sup> Substation on July 10, 2010

- CA-96-X012 & CA-56-0001 (FG)
- \$71.0M Project award
  - Spent \$9.8M (14%)
  - Drawdown \$7.4M
  - Unspent balance \$61.2M
- 5 Contracts awarded
  - Contracted amount \$55.9M
- Scheduled completion Jul-2014
- Installation of first two substations complete
- 1<sup>st</sup> substation energized 8/10
- 16.9 Total FTE's reported for quarter (ITD 7.3 FTE's)

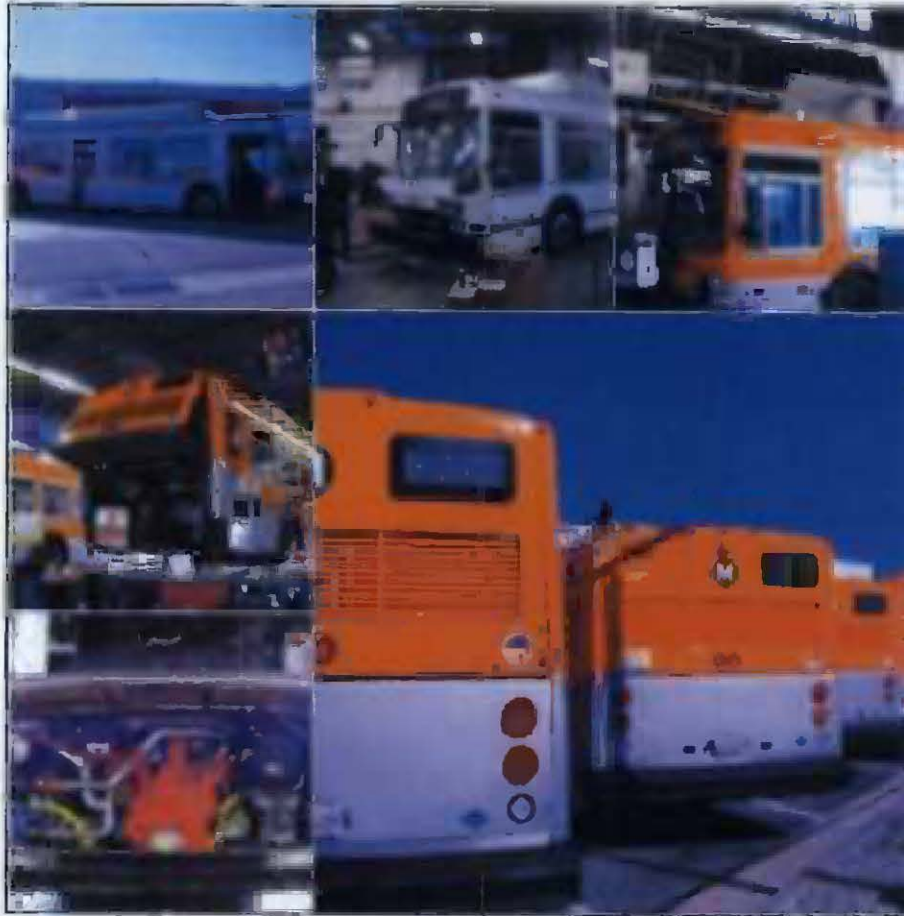
# Replace 20 MBL Traction Power Substations

Installation of 1<sup>st</sup> Substation





# Bus Overhaul for 290 Buses



- CA-96-X012
- \$47.0M Project award
  - Spent \$20.2M (43%)
  - Drawdown \$19.9M
  - Unspent balance \$26.8M
- 2 Contracts awarded
  - Contracted amount \$7.0M
- Start date – Jul-2009
  - 168 buses overhauled to-date
- Scheduled completion Jun-2011
- 78.4 Total FTE's reported for quarter (ITD 44.0 FTE's)

# Electrification of CNG Fueling Compressors

Original CNG Engine



New Electric Motor

- CA-96-X012
- \$28.0M Project award
  - Spent \$5.0M (18%)
  - Drawdown \$4.6M
  - Unspent balance \$23.0M
- 7 Contracts awarded
  - Contracted amount \$25.0M
  - First contract awarded Jun-2009
- Scheduled closeout Sep-2012
- In progress - Electrification of compressed natural gas (CNG) fueling compressors at ten bus divisions including CNG fueling upgrade at two bus divisions
- 8.7 Total FTE's for the quarter (ITD 4.8 FTE's)



Metro

# Installation of Canopies at Metro Red Line Stations

Civic Center Station  
Presently ->



Civic Center Station with  
Canopy

- CA-66-X005
- \$6.8M Project award
  - Spent \$0.2 M(3%)
  - Drawdown \$0.2M
  - Unspent balance \$6.6M
- Completed Final Design
- Scheduled issue of Solicitation for Construction bids Oct-2010
- Escalators are in design and the fabrication has started.
- Scheduled contract award Dec-2010
- Scheduled closeout Aug-2012
- 0.2 Total FTE's reported for quarter (ITD 0.6 FTE's)

# Wayside Energy Storage Substation



Flywheel

- CA-77-0002 (TIGGER)
- \$4.5M Project award
  - Spent \$0.2M (4%)
  - Drawdown \$0.2M
  - Unspent balance \$4.3M
- Received Pre-Qualification bids in Aug-2010 and Price bids in Oct-2010
- Contract award scheduled Nov-2010
- Scheduled completion Jul-2013
- 0.9 Total FTE's reported for quarter (ITD 0.8 FTE's)



Metro

# Enhancements to El Monte & Harbor Transitway Stations

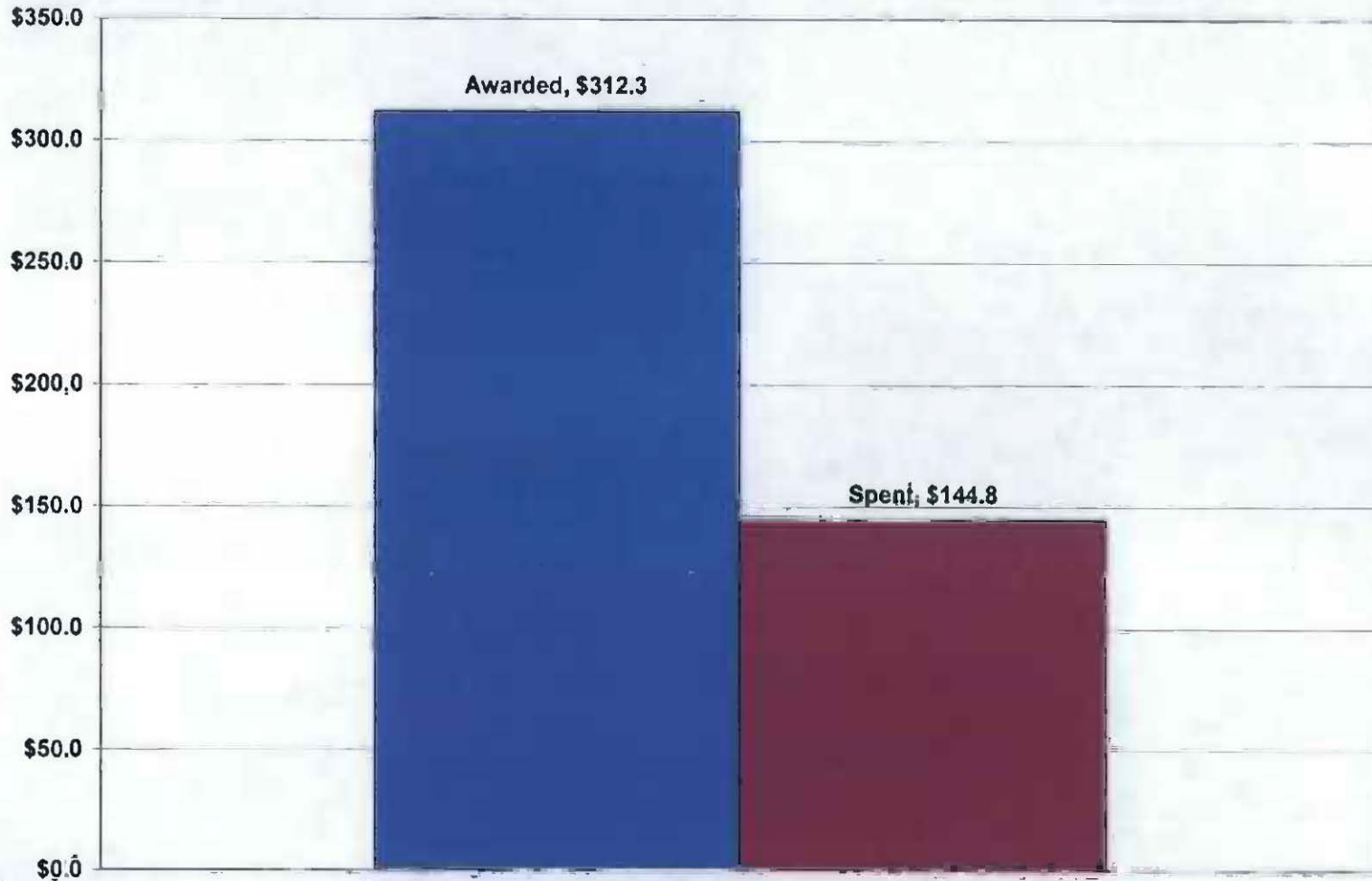


Artesia Station

- CA-96-X057 (TE1%)
- \$1.03M Project award
  - Spent \$0.05M (2%)
  - Drawdown \$0.04M
  - Unspent balance \$1.0M
- 2 Contracts awarded
  - Contracted amount \$0.1M
- Scheduled closeout Aug-2011
- Contract for art fabrication services to be executed next quarter
- 0.6 Total FTE's reported for quarter (ITD 0.2 FTE's)

# Funding Status as of September 2010

(\$in Millions)



**Metro**

**LA CRD (EXPRESSLANES)  
PROJECT**

# ExpressLanes

FTA Quarterly Review Meeting

December 1, 2010



Metro





# Milestones Achieved for July - Sept 2010

- El Monte Transit Center Groundbreaking and start of Construction
- Completed Construction and Began Operation of Temporary El Monte Terminal
- CEQA and NEPA Approvals for Patsaouras Plaza
- ExpressLanes Design Exceptions Approved by Caltrans/FHWA
- Proposals Received for ExpressLanes DBOM RFP
- Received E-76 from FHWA for CMAQ Funds
- CTC Approval of LONP for SLPP Funds
- State Tolling Authority Extended until 1/15/15 (AB1244 Eng)
- Contract Award for Sound Attenuation Pilot (Harbor Transitway)



Sound Attenuation Pilot 37th Street Station

# Milestones Scheduled for Oct - Dec 2010

- Oct** - Construction Completed for Artesia Sheriffs Substation
- Nov** - Relocation of Gas Line (El Monte)
  - RFP Released for ExpressPark
- Dec** - ExpressLanes DBOM Contract Award
  - Amendment #3 to USDOT MOU
  - Completion of Station Lighting and UPS on Harbor Transitway
  - Completion of Pomona Metrolink Station Improvements



El Monte Transit Center



**Metro**



# Project Schedule

Description	2010	2011	2012
Pomona (North) Metrolink Station	●		
Acquire 59 Clean Fuel Buses	●		
Transit Signal Priority – Downtown LA	●		
Harbor Transitway Improvements – Phase 1	●		
Harbor Transitway Improvements – Phase 2		●	
ExpressPark		●	
El Monte Transit Center			●
Patsaouras Plaza Connector			●
Promote Vanpools			●
Increase Bus Service			●
ExpressLanes Open			●
I-10 2 <sup>nd</sup> HOT Lane & I-110 Adams Blvd Improvements			●



**PLANNING PROJECTS**

## Metro Planning Report

- **New Starts Projects**
  - Westside Extension
  - Regional Connector
- **Small Starts/Very Small Starts Updates**
  - Wilshire Blvd. Bus Lane
  - System Gap Closure Project
- **Other Projects**
  - Crenshaw/LAX Corridor
  - Eastside Transit Corridor Phase 2
  - South Bay Metro Green Line Extension
  - Metro Green Line to LAX
  - East San Fernando North South



# Westside Subway Extension Corridor

## Status:

- DEIS/DEIR Public Comment Period September 3<sup>rd</sup> – October 18<sup>th</sup>
- October 12<sup>th</sup> – 13<sup>th</sup> held FTA Risk Assessment
- October 28<sup>th</sup> – Metro Board adopted:
  - Locally Preferred Alternative
  - Further analysis of station/alignment options:
    4. Century City Station and Alignments:
      - Santa Monica Blvd. and Constellation Station Options carried forward for further study
      - Constellation North and Santa Monica Blvd. Alignment Options between Beverly Hills and Century City carried forward for further study
      - East Alignment only between Century City and Westwood carried forward for further study
    5. Westwood/UCLA Station: On-Street and Off-Street Station Options carried forward for further study
    6. Westwood/VA Hospital Station: North and South Station Options carried forward for further study
  - Integrated Project Management Office location
- November 1<sup>st</sup> submitted request to Enter PE.
- November 4<sup>th</sup> held Roadmap meeting
- November 17<sup>th</sup> – 18<sup>th</sup> held Risk Assessment Mitigation meetings



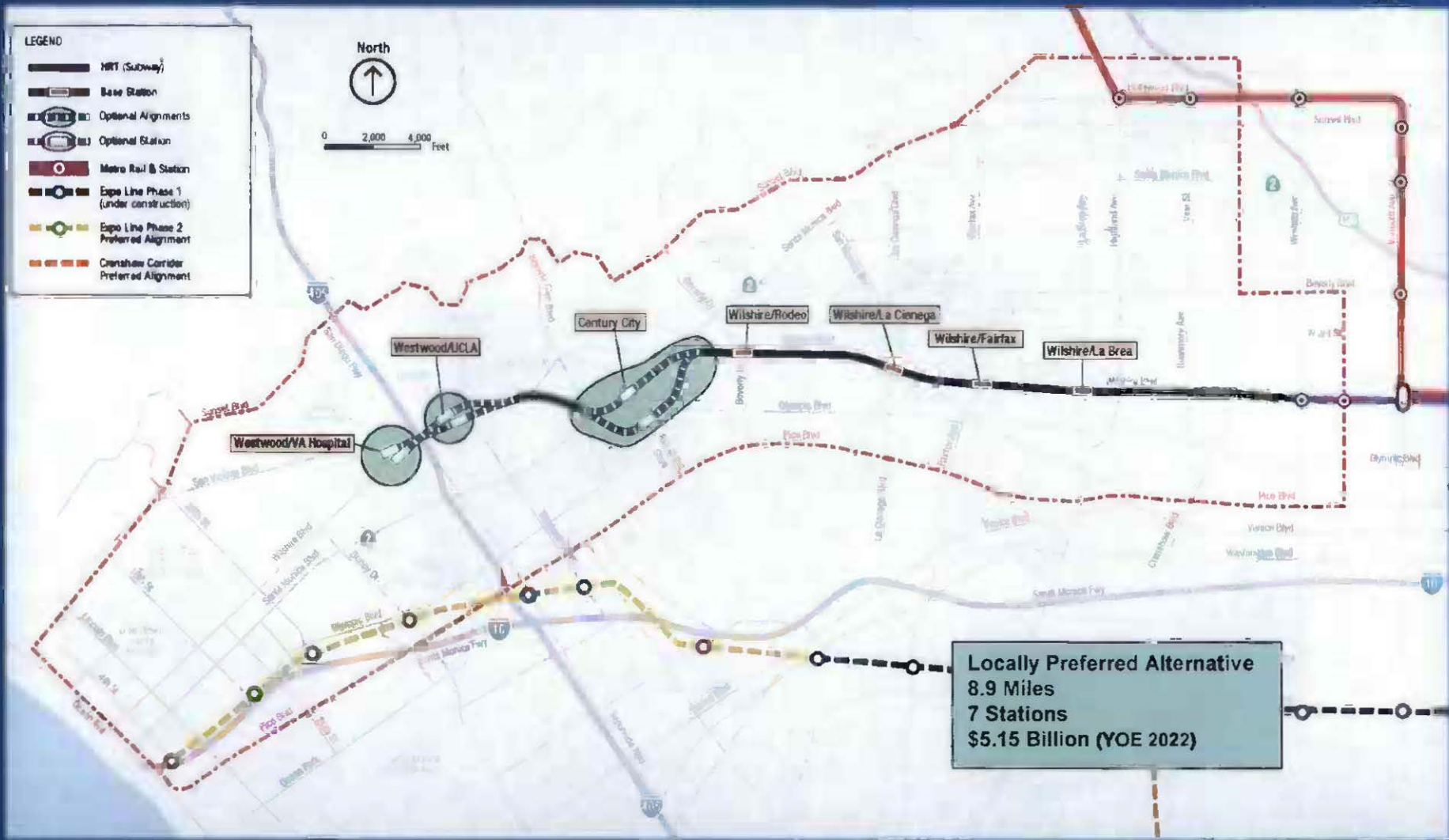
**Metro**

# Westside Subway Extension LPA

- LEGEND**
- MRT (Subway)
  - Base Station
  - Optional Alignment
  - Optional Station
  - Metro Rail & Station
  - Epsa Line Phase 1 (Under construction)
  - Epsa Line Phase 2 Preferred Alignment
  - Crenshaw Corridor Preferred Alignment



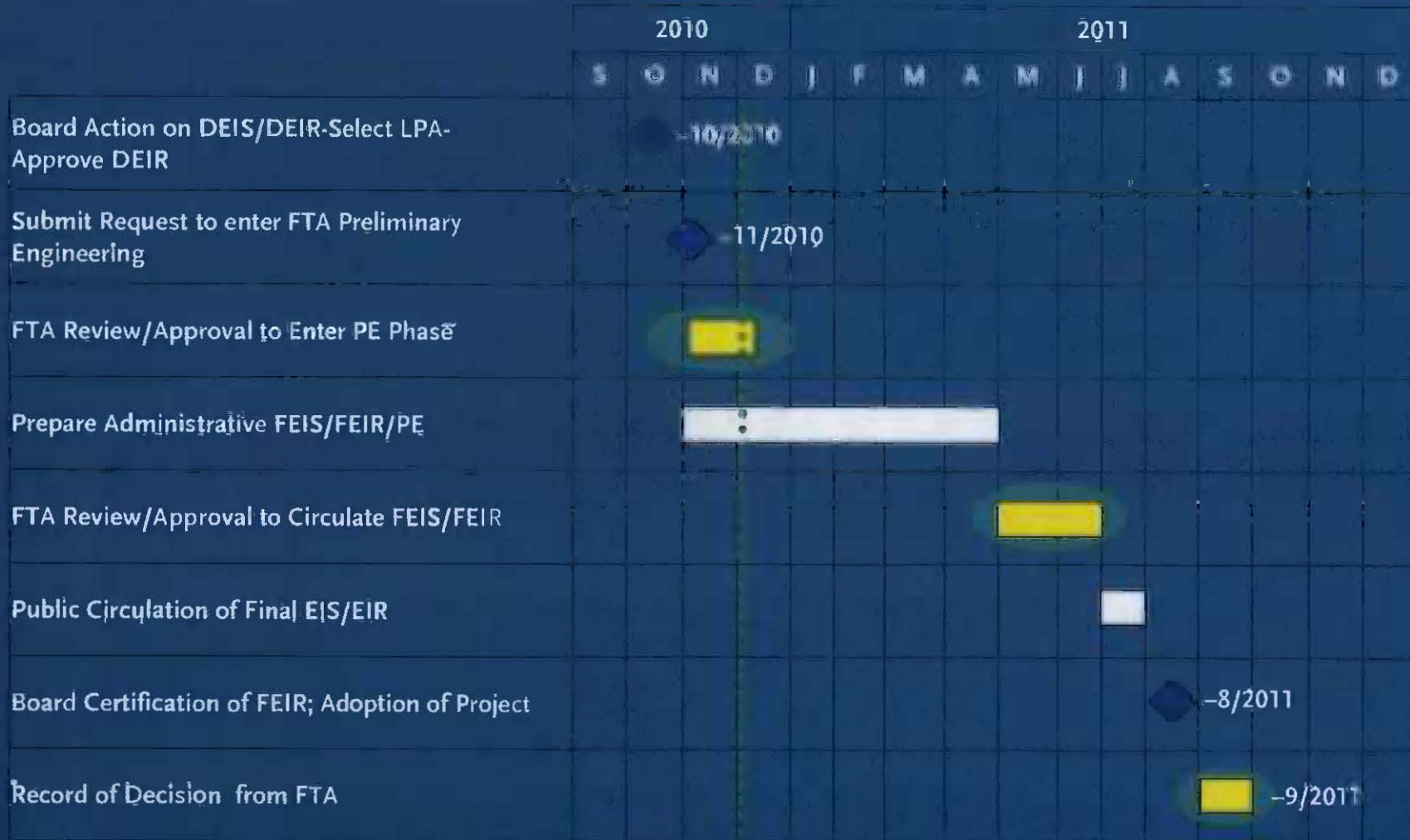
0 2,000 4,000 Feet



**Locally Preferred Alternative**  
 8.9 Miles  
 7 Stations  
 \$5.15 Billion (YOE 2022)



# Westside DEIS/DEIR Schedule



Last Revised: 11/3/10



◆ = Milestone Date

■ = FTA Action



# Regional Connector Transit Corridor Study

## Status:

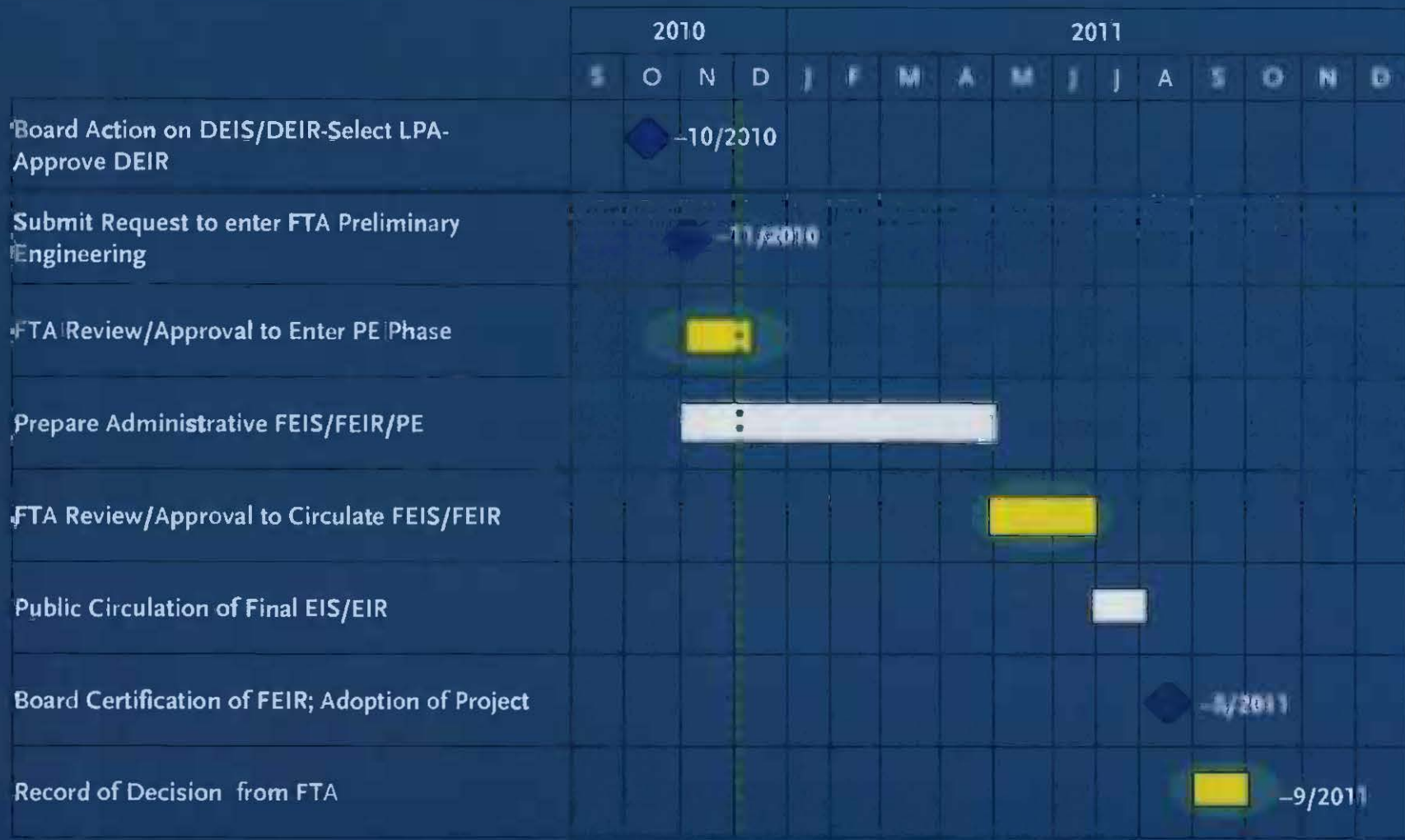
- DEIS/DEIR Public Comment Period September 3<sup>rd</sup> – October 18<sup>th</sup>
- October 14<sup>th</sup> -15<sup>th</sup> held FTA Risk Assessment
- October 28<sup>th</sup> – Metro Board adopted:
  - Locally Preferred Alternative
  - Exercised options for FEIS/FEIR and community outreach
  - Awarded PE Contract to AECOM/Parsons Brinckerhoff
  - Integrated Project Management Office location
- November 1<sup>st</sup> submitted request to Enter PE
- November 4<sup>th</sup> held Roadmap meeting

# Regional Connector LPA

Locally Preferred Alternative  
 1.9 Miles  
 3 Stations  
 \$1.366 Billion (YOE 2019)



# Regional Connector DEIS/DEIR Schedule



Last Revised: 11/3/10



◆ = Milestone Date      ■ = FTA Action

# Wilshire Boulevard BRT

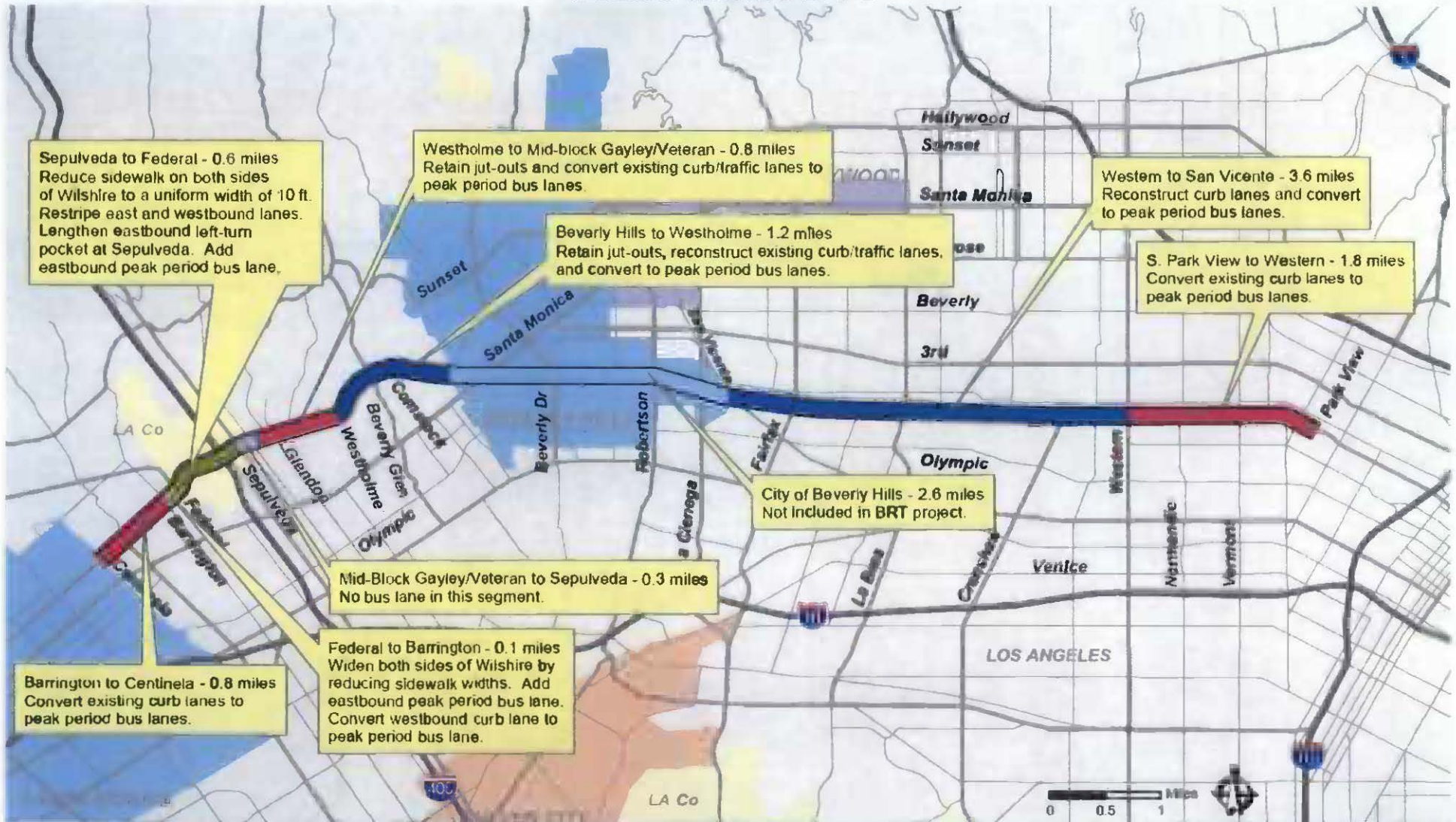
## Status

- Developed responses to approximately 6,100 public comments received during 45-day public review
- Received FTA Comments on Draft FEIR/EA on November 5<sup>th</sup>
- Met with Council District 5 and Supervisor Yaroslavsky's offices on FEIR/EA and community request to exclude Comstock to Selby segment
- Metro and LADOT staff recommending Alternative A as the preferred alternative
- Metro Board approval of FEIR/EA December 9<sup>th</sup>
- LA City Council and Board of Supervisors approval schedule for early 2011



Metro

# Wilshire Boulevard BRT Project Recommendation: Alternative A



## Wilshire Bus Rapid Transit Project Project Alternative -- Centinela to Park View



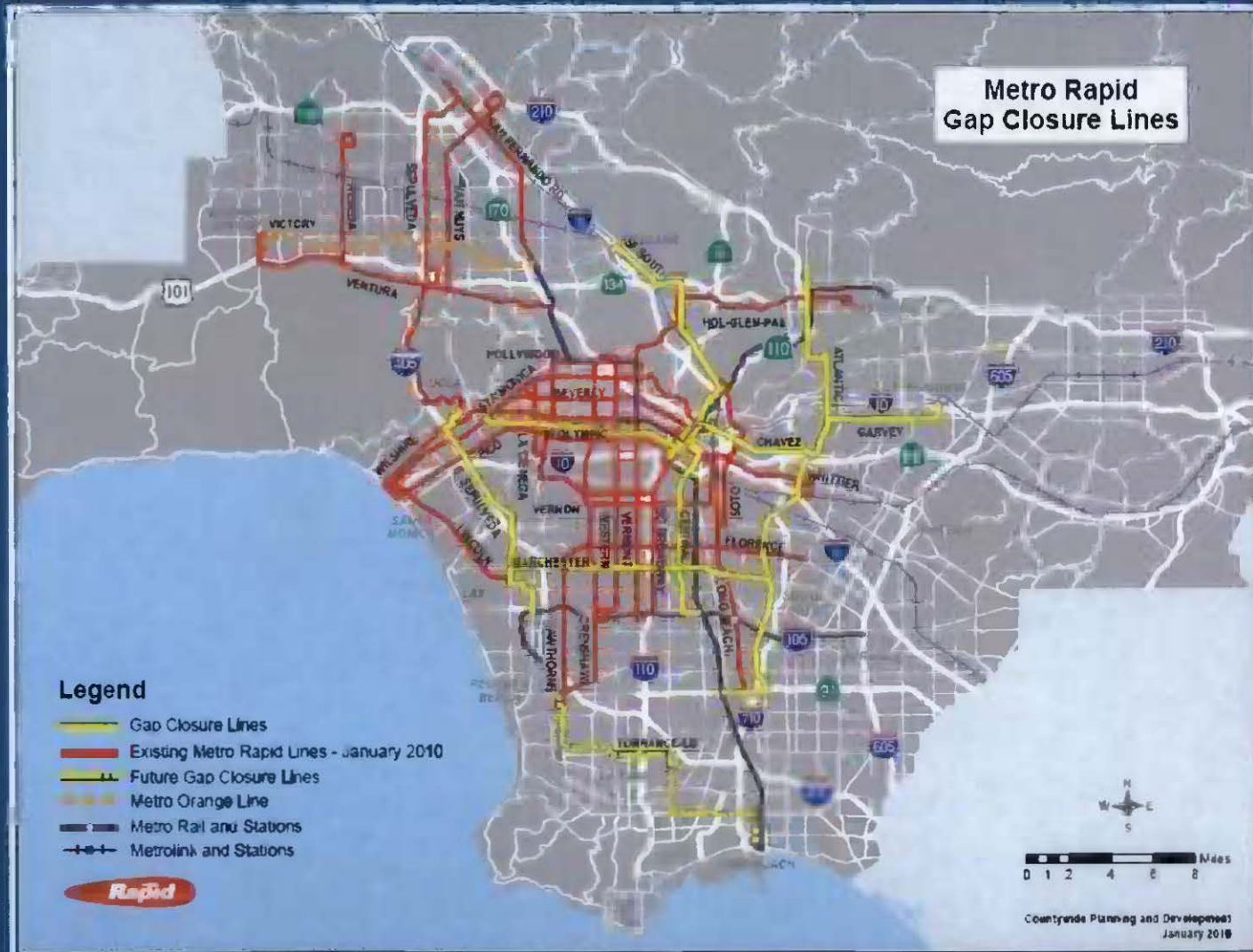
# Wilshire Boulevard BRT

	2010										2011
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	
Administrative DEIR/EA to FTA for review											
Incorporate FTA comments – Prepare for public hearings											
DEIR/EA to public for review – Hold four public hearings											
Incorporate public comments – Prepare FEIR/EA											
FEIR/EA to FTA for review – Incorporate FTA comments											
Metro approval of FEIR/EA											
LA City and County approval											
FTA Issues FONSI											★
Cleared to Incur Costs											★

Effective 11/3/10



# Metro Rapid System Gap Closure Lines



# Metro Rapid System Gap Closure

- Metro Board approved cancellation of Manchester and Central Metro Rapid lines in September 2010 as part of an overall service reduction plan
  - Metro submitted request to FTA to substitute Venice Metro Rapid line for the two cancelled lines
- City of Los Angeles will request Council approval for shelter installation at certain locations pending FTA decision on the Venice line
- A meeting with the other affected cities/county to discuss shelters is being scheduled in January 2011
- Goal for shelter installation:
  - Los Angeles County – June 2011
  - City of Los Angeles – December 2011
  - Other cities – December 2011



**Metro**



# Transit Priority System

Corridors	Gap Closure Line	City of L.A. TPS % Complete	Outside City of L.A. BSP % Complete
West Olympic	Open	100%	---
Garvey-Chavez	Open	100%	Design 90% Complete
Manchester	Open	100%	Cancelled as of 12/10
Atlantic	Open	---	Design 15% Complete
San Fernando South	Open	100%	---
Central	Open	40%	Cancelled as of 12/10
Sepulveda	Open	100%	1 <sup>st</sup> Draft of MOU To Be Completed by December 2010
Torrance-Long Beach	Early 2011	---	MOU being reviewed by Metro Legal Counsel



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

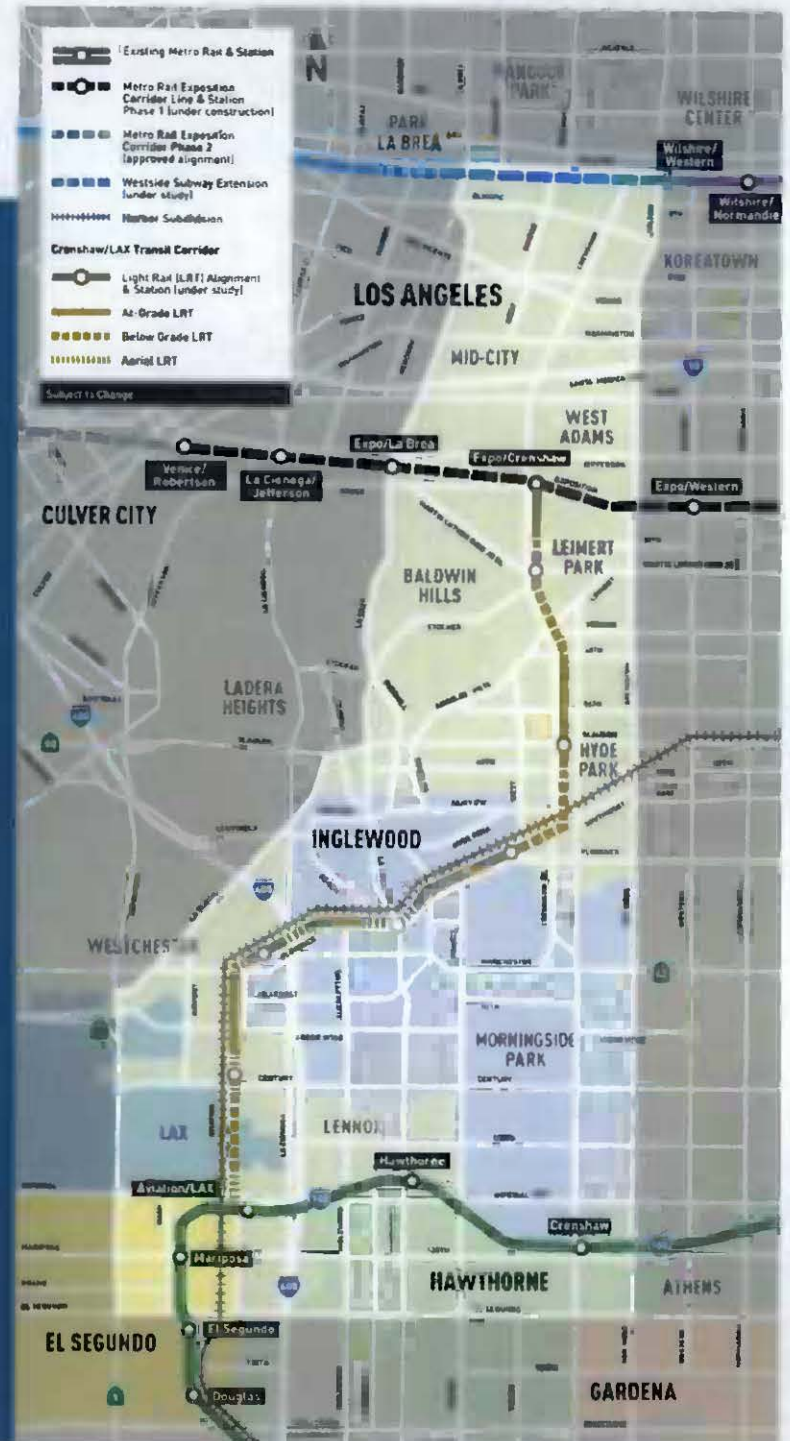
# Transit Priority System

- Sepulveda South Rapid
  - Culver City to have draft of funding agreement by December 2010
- Torrance-Long Beach Rapid
  - Final draft of Transit Priority System MOU completed October 14, 2010 being reviewed by Metro Legal Counsel
  - Line scheduled to open in early 2011
- Venice Metro Rapid
  - If approved as replacement line for Central and Manchester, design and construction of signal priority could begin as early as March 2011

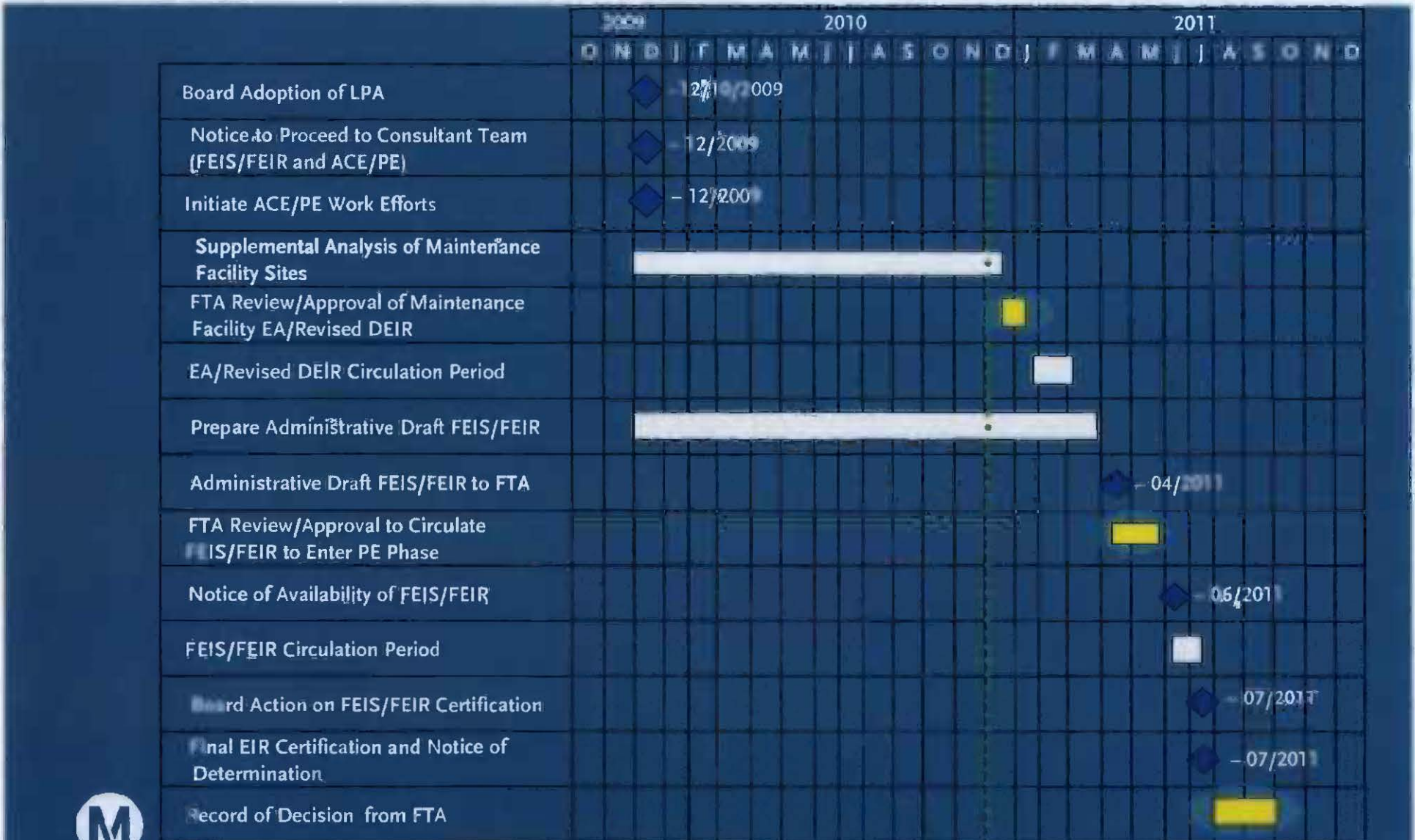
# Crenshaw/LAX Transit Corridor

## Status:

- Finalizing Administrative Draft of EA/Recirculated DEIR for maintenance facility locations to be submitted mid-November 2010
- Completed ACE (Design to Support the FEIS/FEIR) in October 2010, initiating Preliminary Engineering
- Completing FEIS/FEIR scheduled for submittal to FTA April 2011
- Continuing consultation with CPUC and LADOT regarding Grade Crossing Safety Treatments
- October 20<sup>th</sup> awarded TIGER II (\$20 million) and TIFIA (\$546 million) Funding
- Held six community update meetings October 28<sup>th</sup> – November 18<sup>th</sup>



# Crenshaw/LAX Transit Corridor Schedule



Metro

◆ = Milestone Date

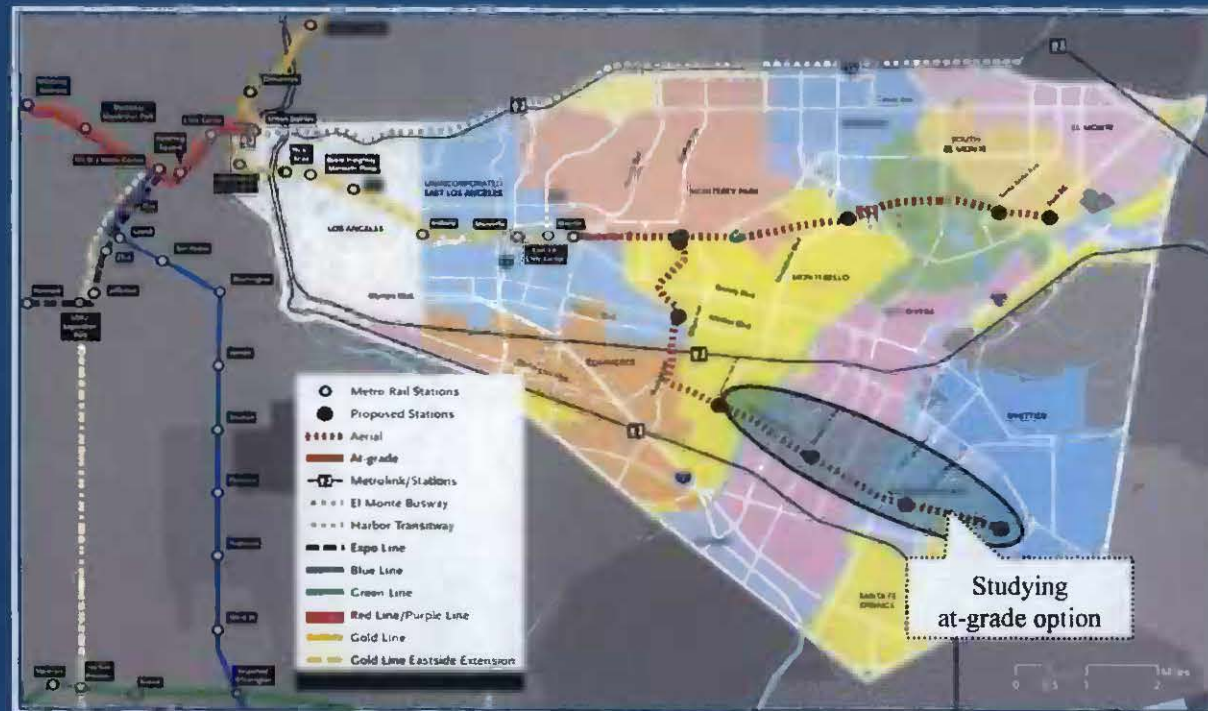
■ = FTA Action

Last Revised: 11/3/10

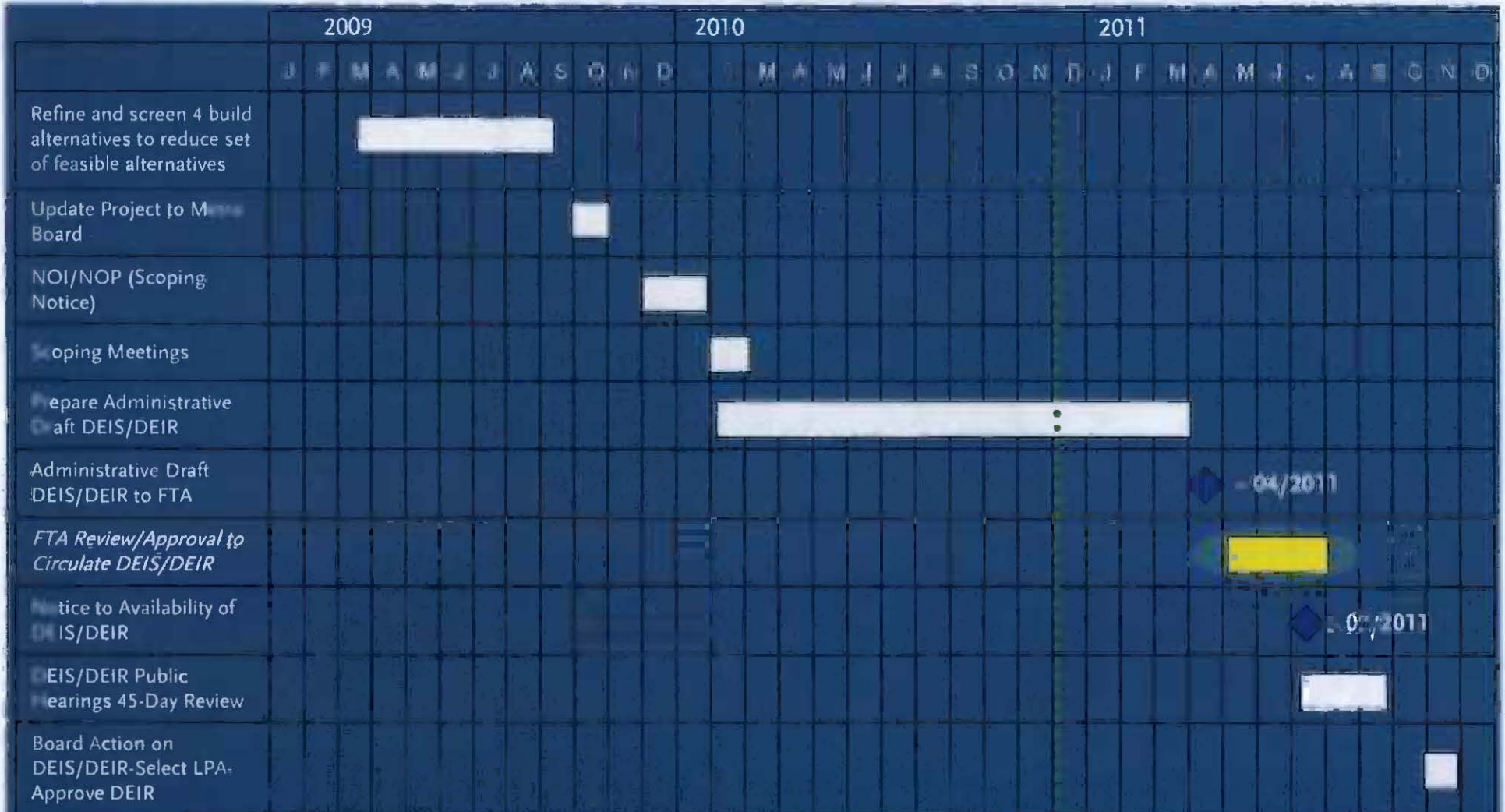
# Eastside Transit Corridor Phase 2

## Status:

- Completed Station Planning workshops and scheduling meetings with cities
- Conducted Cooperating Agency kick-off meeting and one-on-one meetings with each Agency
- Reviewing several technical memos and coordinating comments with Cooperating Agency



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



Last Revised: 7/29/10



◆ = Milestone Date

■ = FTA Action

# South Bay Metro Green Line Extension

## Status:

- Continuing environmental analysis, conceptual design, and public outreach
- Held four community update meetings October 20<sup>th</sup> – October 26<sup>th</sup>
  - 200 attendees
  - 100 comments
  - Support expressed for LRT, limited support for continuing analysis of Freight Track Alternative in the DEIS/EIR



# South Bay Metro Green Line Extension Schedule



Last Revised: 11/3/10

◆ = Milestone Date

■ = FTA Action





# Metro Green Line to LAX

## Status:

- October 2010 – Released request for environmental clearance
  - Alternatives Analysis
  - Draft EIS/EIR
- Anticipate award March 2011





# East San Fernando Valley (SFV) North/South (N/S) Corridors



# Background: East SFV N/S Corridors

- April 2010 – City of Los Angeles Approves Initial Assessment of near, medium and long- term Bus Speed Improvements for:
  - Reseda
  - Sepulveda
  - Van Nuys
  - Lankershim/San Fernando
- May 2010 – Metro Board Concurs with City's Recommendations

# East San Fernando Valley (SFV) North/South (N/S)

## City Recommendation:

- Near and Medium-Term Improvements includes:
  - Signal Timing Changes
  - Intersection Widening/Restriping
  - Concrete Bus Pads
  - Bus Station Relocations/Enhancements
- Long-Term Improvements:
  - Rapidway Project on Van Nuys

## Status:

- October 2010 – Released request for environmental clearance
  - Alternative Analysis
  - Draft EIS/EIR
- Anticipate award March 2011

# Van Nuys Corridor Rapidway Schedule



Last Revised: 11/04/10

◆ = Milestone Date

■ = FTA Action



# Reseda, Sepulveda, & Lankershim/San Fernando Corridors Rapidways Schedule

	2010												2011											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Metro Board Approves Cities Recommendations			◆ - 03/2010																					
Begin Initial Study																								
Award Environmental Clearance Task Order																								
Complete Environmental Clearance Task Order																								

Last Revised: 11/04/10

◆ = Milestone Date

○ = FTA Action



FTA ACTION ITEMS



## FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

### FTA Action Item Status – March 4, 2009

<b>Outstanding Action Items</b>	There was one Outstanding Action Item that was identified at the May 27, 2009 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
<b>01-05/27/09</b>	<b>Bus Fleet Management Plan:</b> The LACMTA will provide the PMOC/FTA draft copies of the Bus Fleet management Plan by August 26, 2009.
	<i>Status: Closed: The LACMTA provided the PMOC/FTA draft copies of the Bus Fleet Management Plan (BFMP) on February 26, 2010 addressing PMOC comments. The LACMTA issued the final draft BFMP on June 16, 2010. Based on this draft, the LACMTA has addressed the PMOC review comments satisfactorily.</i>

### FTA Action Item Status – December 2, 2009

<b>Outstanding Action Items</b>	There was one Outstanding Action Item that was identified at the December 2, 2009 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
<b>01-12/02/09</b>	<b>P2550 Settlement Agreement:</b> The LACMTA will provide the PMOC/FTA a copy of the P2550 Settlement Agreement with Ansaldobreda.
	<i>Status: Closed: The LACMTA submitted a letter to the FTA on April 23, 2010 providing an explanation of the rationale and justification for the settlement/agreement with Ansaldobreda, specifically covering issues addressed in the Contract Modification No. 17.</i>

### FTA Action Item Status – May 26, 2010

<b>Outstanding Action Items</b>	There was one Outstanding Action Item that was identified at the May 26, 2010 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
<b>01-05/26/10</b>	<b>Metro Rapid System Bus Shelters:</b> The LACMTA will provide the PMOC/FTA a letter documenting the chronology of events concerning the delay in bus shelter construction along the eight Metro Rapid System Gap Closure Project corridors.
	<i>Status: Closed: LACMTA submitted a letter to the FTA on June 24, 2010 addressing the delays in construction of the bus shelters along the Metro Rapid System.</i>