

Los Angeles County  
Metropolitan Transportation Authority

May 26, 2010

# FTA Quarterly Review Briefing Book



Metro



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

**Los Angeles County**  
**Metropolitan Transportation Authority**  
Wednesday, May 26, 2010 – 10:00 a.m.  
Windsor Conference Room – 15<sup>th</sup> Floor

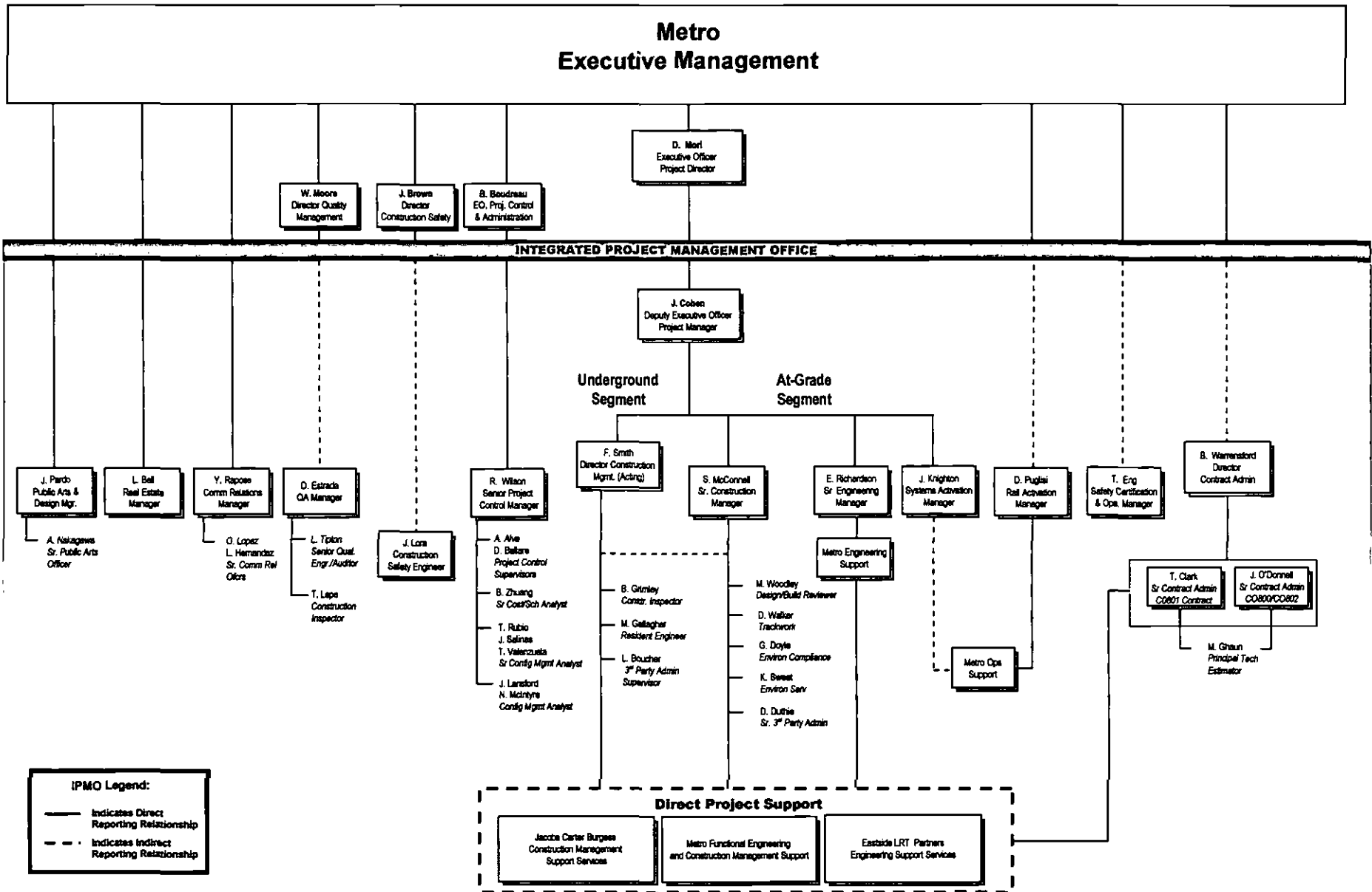
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|--|---|
| <b>I. OVERVIEW</b>                                       | <b><u>PRESENTER</u></b><br>Edward Carranza<br>Arthur Leahy<br>Terry Matsumoto<br>Charles Safer<br>Paul Taylor<br>Richard Lozano |
| <b>II. METRO CONSTRUCTION REPORTS</b>                    |   |
| 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   |
| <b>III. METRO PLANNING REPORTS</b>                       | Doug Failing  |
| A. Small Starts Projects                                 |   |
| B. New Starts Projects                                   |   |
| • Westside Extension                                     |   |
| • Regional Connector                                     |   |
| C. Other Projects  |   |
| • Crenshaw Corridor                                      |   |
| • Eastside Transit Corridor – Phase 2                    |   |
| • South Bay Metro Green Line Extension                   |   |
| <b>IV. ACTION ITEMS</b>                                  | FTA/PMOC  |
| <b>V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING</b> |   |

**Los Angeles County**  
**Metropolitan Transportation Authority**  
Wednesday, August 25, 2010  
Windsor Conference Room – 15<sup>th</sup> Floor

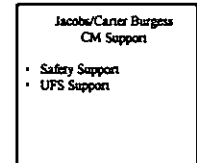
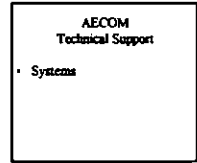
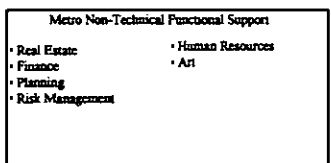
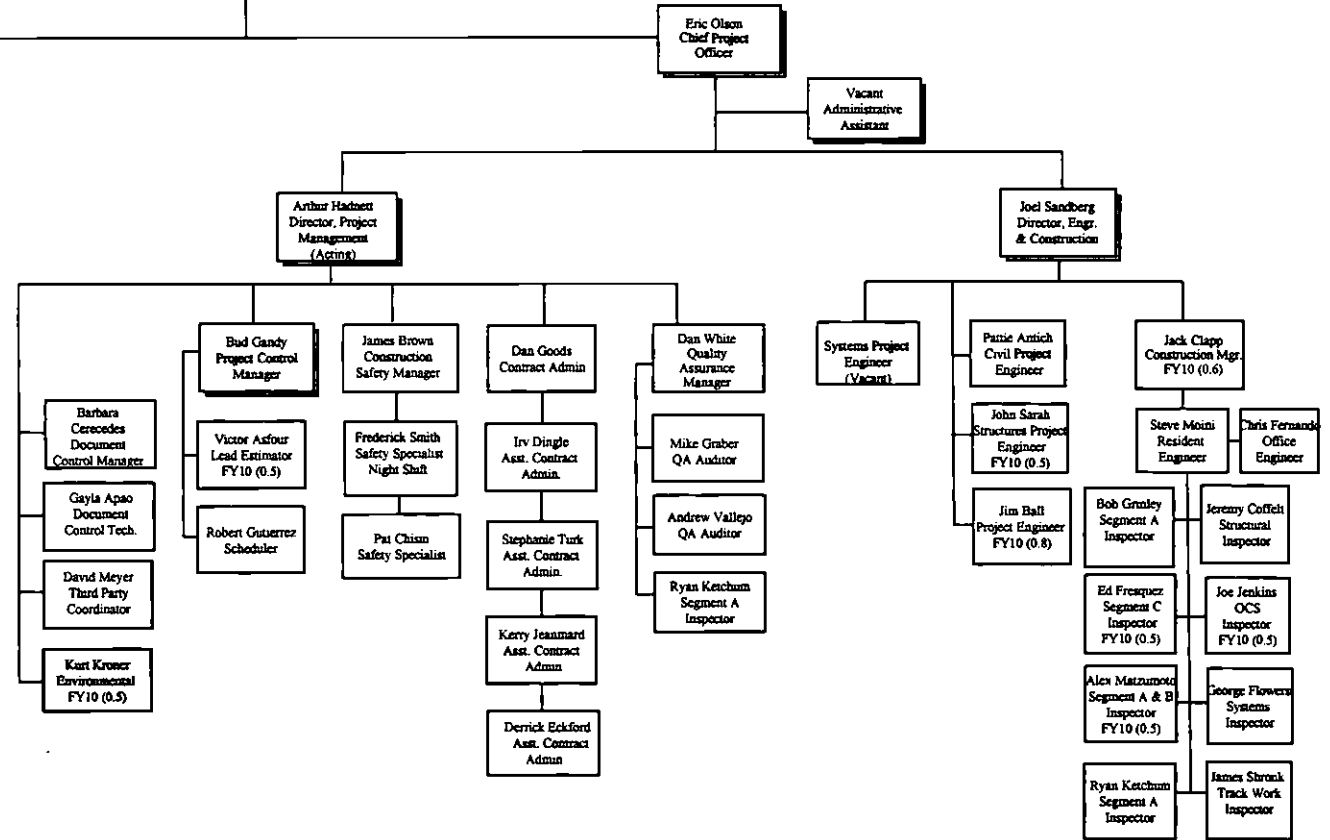
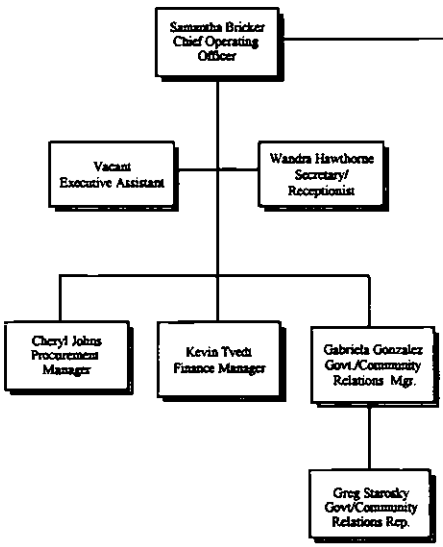
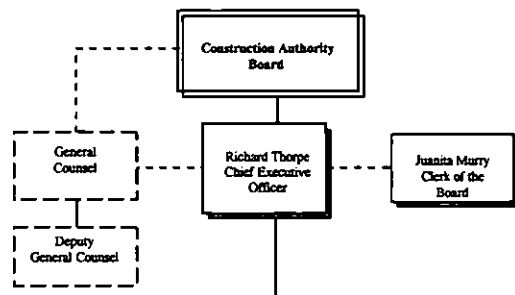
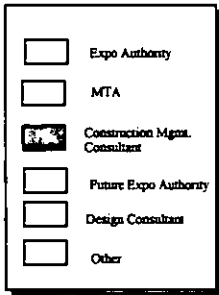
METRO MANAGEMENT  
ORGANIZATION CHART

EASTSIDE / EXPOSITION  
ORGANIZATION CHARTS

# Metro Gold Line Eastside Extension Project Management Organization Structure



# Construction Authority Organization Chart

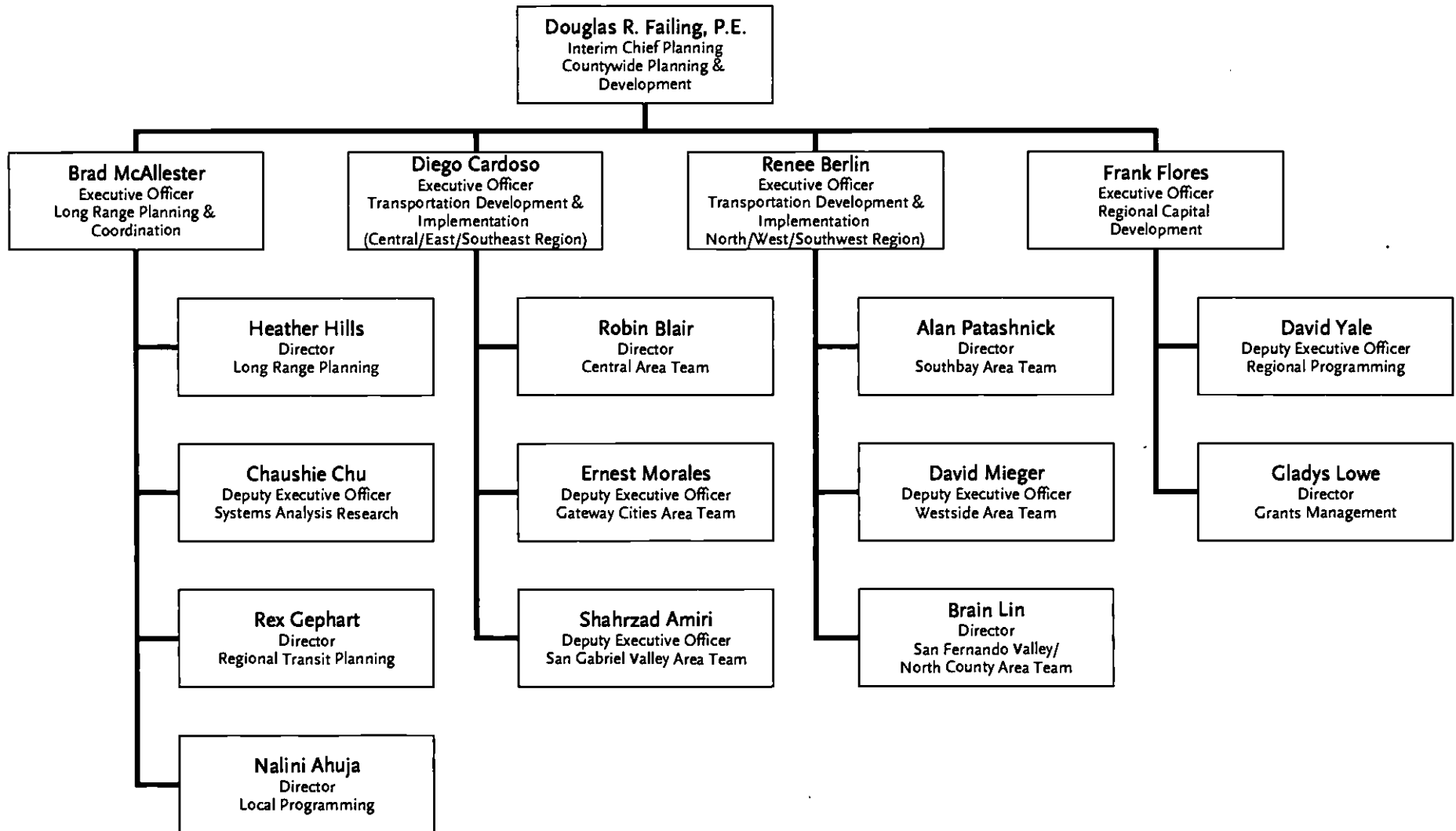


PLANNING ORGANIZATION  
CHARTS



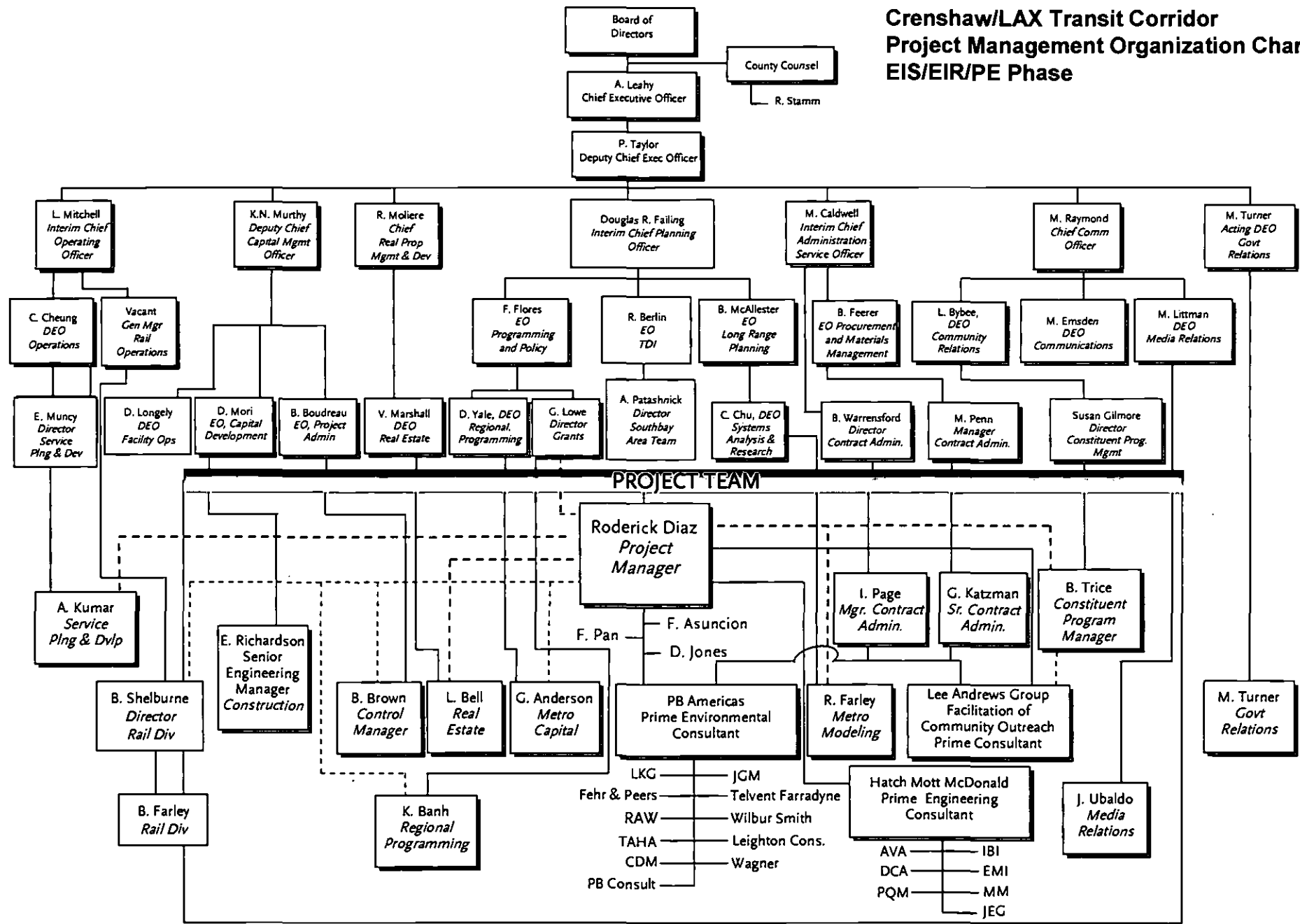


# FY10 Countywide Planning & Development



April 27, 2010

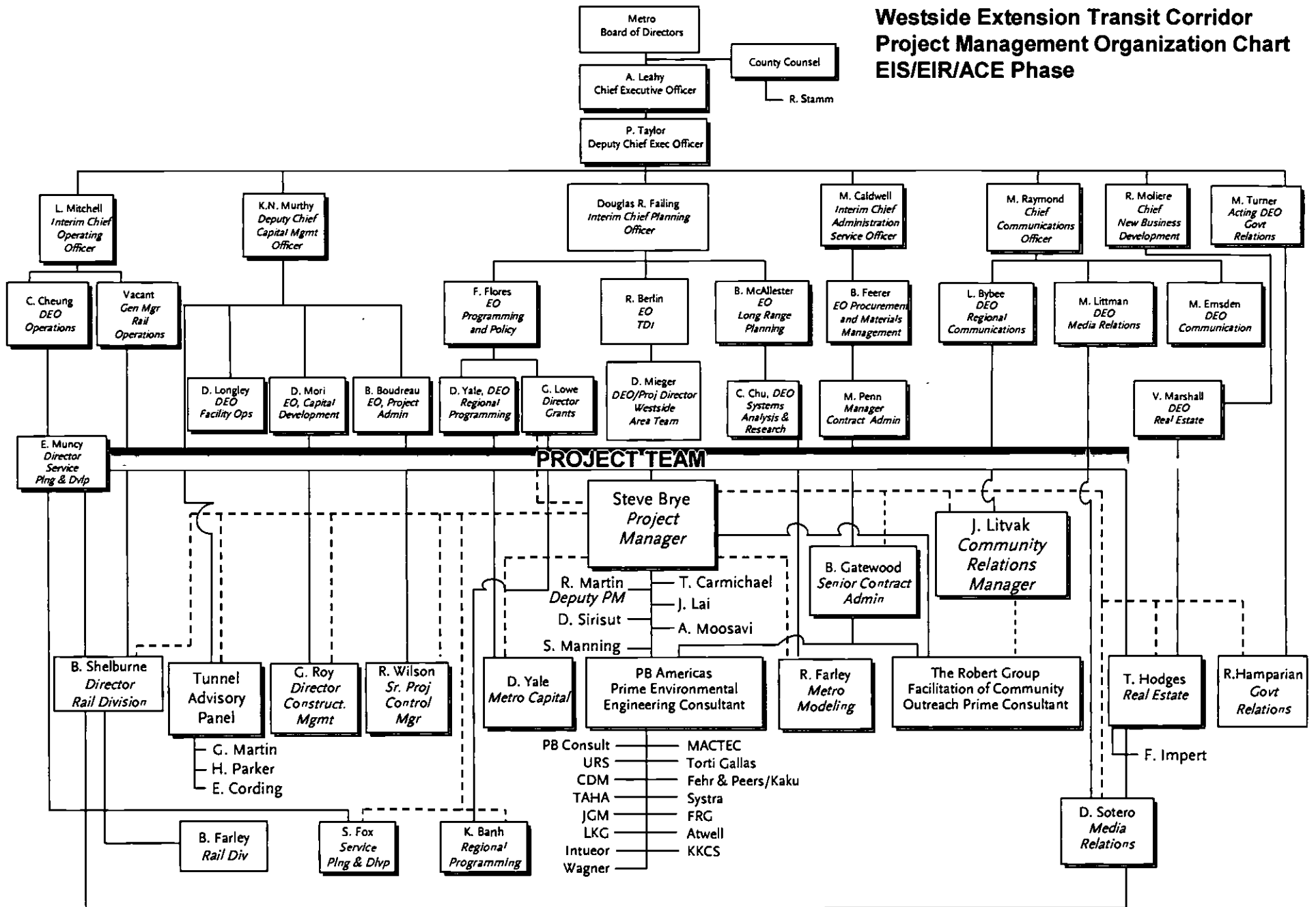
# Crenshaw/LAX Transit Corridor Project Management Organization Chart EIS/EIR/PE Phase



April 27, 2010

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

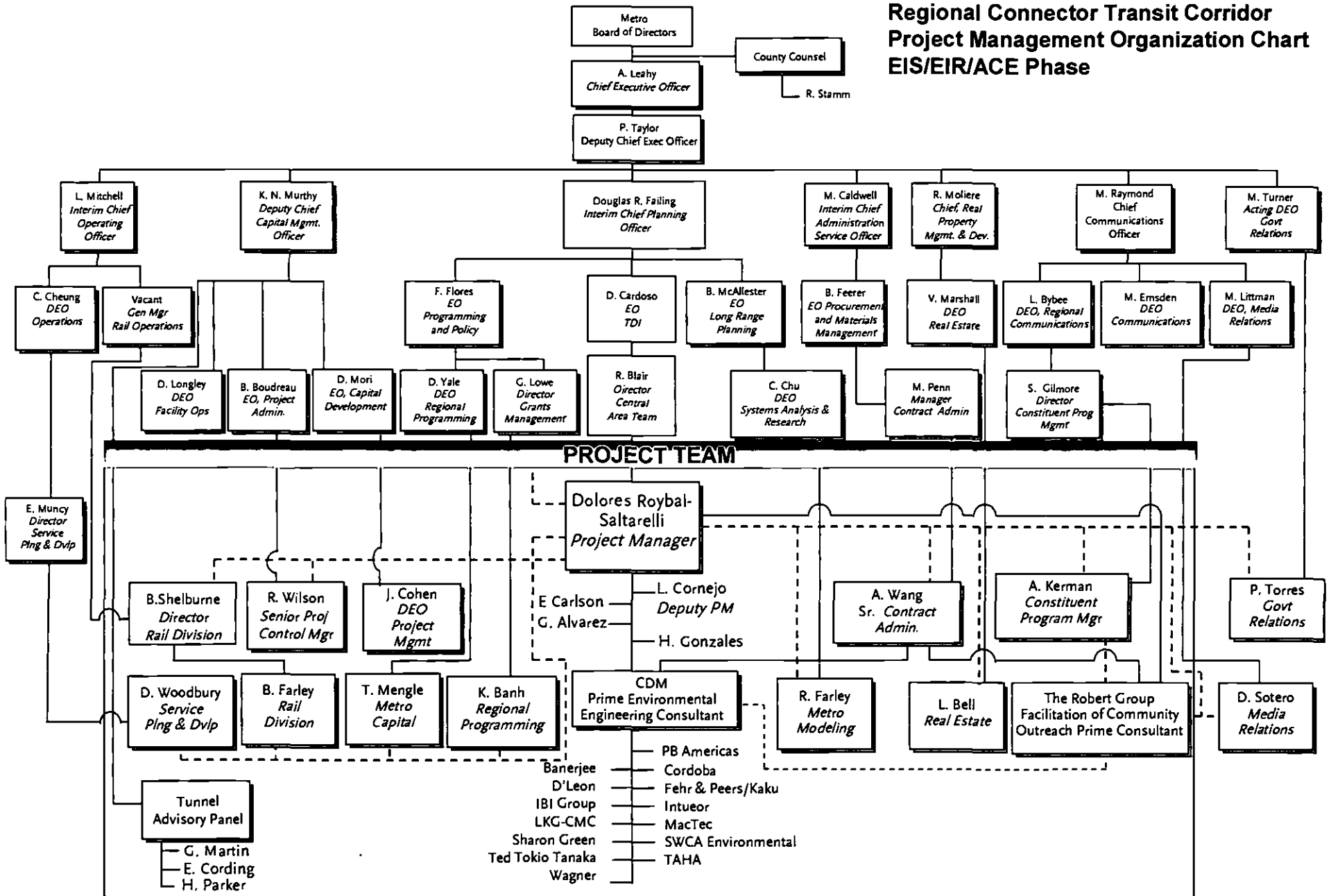
# Westside Extension Transit Corridor Project Management Organization Chart EIS/EIR/ACE Phase



April 27, 2010

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

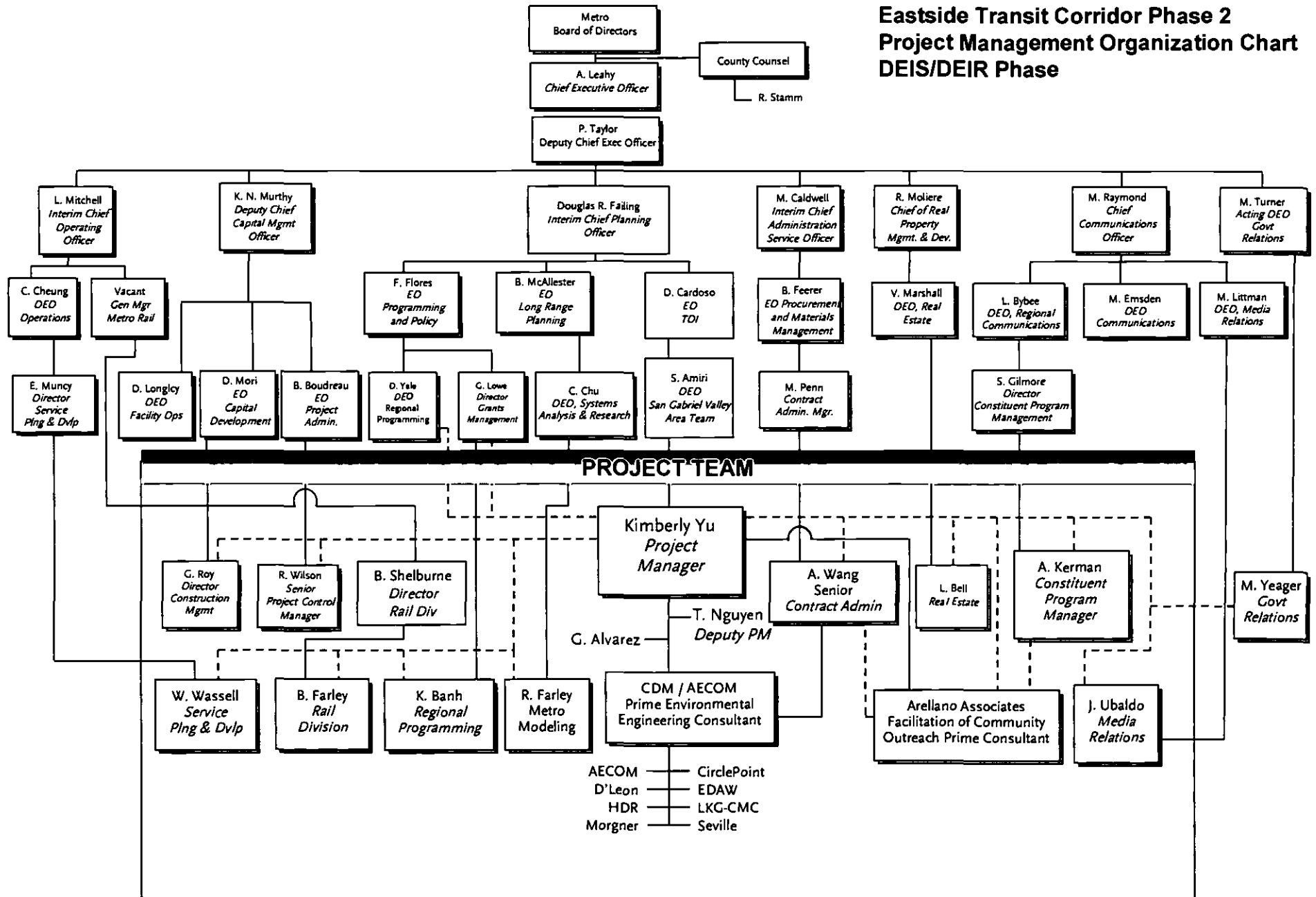
# Regional Connector Transit Corridor Project Management Organization Chart EIS/EIR/ACE Phase



April 27, 2010

Legend: Indicates Direct Relationship  
 Indicates Coordinated Relationship  
 Project Team

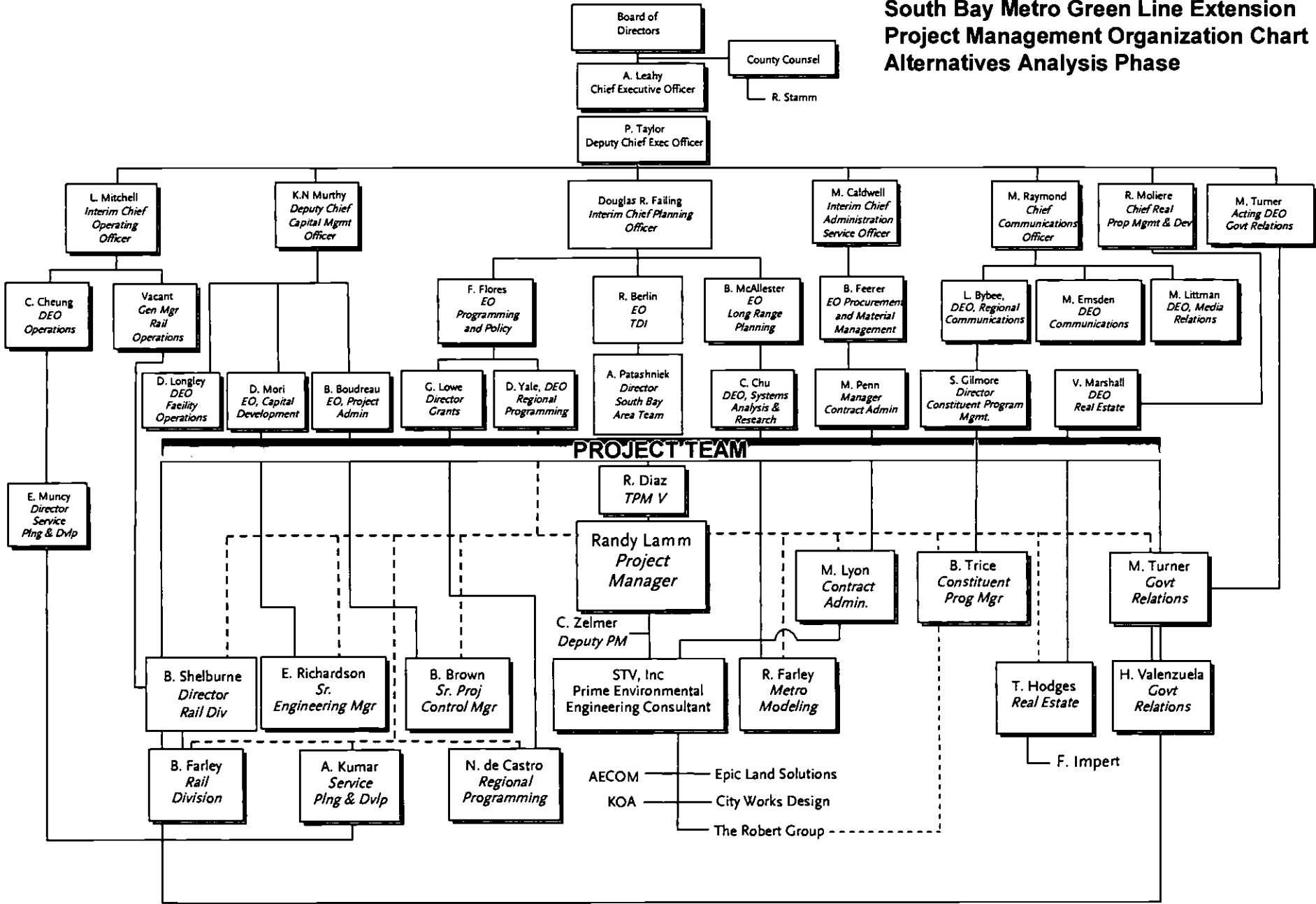
# Eastside Transit Corridor Phase 2 Project Management Organization Chart DEIS/DEIR Phase



April 27, 2010

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

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



April 27, 2010

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



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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

STATE SENATE

BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
<u>SB 409 (Ducheny)</u>	Which would create a Department of Railroads in the Business, Transportation and Housing Agency.	WORK WITH AUTHOR	Assembly Transportation Committee
<u>SB 535 (Yee)</u>	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	Inactive file
<u>SB 545 (Cedillo)</u>	Which would require a subsurface route for the I-710 Gap Closure project.	WORK WITH AUTHOR	Vetoed
<u>SB 632 (Lowenthal)</u>	Which would require the Ports of Los Angeles, Long Beach and Oakland, by July 1, 2010, to assess their infrastructure and air quality improvement needs, including assessing the total cost for these projects and identifying potential sources of funding for them.	WORK WITH AUTHOR	Inactive file
<u>SB 652 (Huff)</u>	Which would establish that the Alameda Corridor-East Construction Authority and the San Gabriel Valley Council of Governments shall be considered political subdivisions of the State, and that these entities may be applicants for state or federal funds for projects within their jurisdiction.	OPPOSE – WORK WITH AUTHOR	Inactive file
<u>SB 716 (Wolk)</u>	Which would allow farm-worker vanpools to be an eligible program for Transportation Development Act (TDA) funding.	NEUTRAL	Chaptered
<u>SB 1341 (Price)</u>	Which would authorize Metro to expand the existing Small Business Enterprise (SBE) Program to non-federally funded competitively bid contracts.	SUPPORT – SPONSOR	Senate Transportation and Housing Committee



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

STATE ASSEMBLY			
BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
<u>AB 672 (Bass)</u>	Establishes a Letter of No Prejudice (LONP) process for projects funded through Proposition 1B.	SUPPORT – SPONSOR	Chaptered
<u>AB 798 (Nava)</u>	Establishes the California Transportation Financing Authority (CTFA) to facilitate construction of transportation projects including authority to approve tolling projects.	SUPPORT	Chaptered
<u>AB 1072 (Eng)</u>	Make permanent the formula for allocating Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) funds.	SUPPORT	Chaptered
<u>AB 1224 (Eng)</u>	Which would revise the implementation dates for our ExpressLanes project.	SUPPORT – SPONSOR	Senate Transportation and Housing Committee
<u>AB 1243 (B. Lowenthal)</u>	Which would create the South East Los Angeles County Commercial Vehicle Network Development and Advisory Committee to address truck in that area.	SUPPORT	Senate Appropriations
<u>AB 1361 (Portantino)</u>	Which would seek to restrict truck traffic in State Route 2 (Angeles Crest Highway) in the wake of the tragic runaway truck crash that killed two County residents on April 1, 2009.	SUPPORT	Chaptered
<u>AB 1381 (Pérez)</u>	Makes technical changes to existing authority for congestion pricing program.	SUPPORT – SPONSOR	Chaptered
<u>AB 1403 (Eng)</u>	Which would eliminate the \$1 million cap on TDA funds for the Southern California Association of Governments (SCAG).	SUPPORT	Chaptered
<u>AB 1471 (Eng)</u>	Makes technical corrections and streamlines our current procurement process.	SUPPORT – SPONSOR	Chaptered
<u>AB 1500 (Lieu)</u>	Which would extend the sunset provision authorizing existing alternative fuel vehicles, mainly compressed natural gas powered vehicles, to use the HOV lanes without meeting the minimum occupancy requirement.	WORK WITH AUTHOR	Inactive file

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto  
Note: "Status" will provide most recent action on the legislation and current position in the legislative process.  
4/23/2010

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

FEDERAL		
BILLS/AUTHOR	DESCRIPTION	STATUS
<p>REAUTHORIZATION OF THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION EQUITY ACT – A LEGACY FOR USERS (SAFETEA-LU)</p>	<p>Metro has worked with regional and statewide stakeholders to build a broad consensus on fundamental principles to incorporate in the authorization legislation that will replace SAFETEA-LU. This consensus is outlined in the <u>Southern California Surface Transportation Reauthorization Consensus Document</u> and the <u>California Consensus on Federal Transportation Authorization Plan</u> that are included in this board report. Metro's authorization priorities are accurately captured in these two documents and can be squarely placed in four distinct categories:</p> <ul style="list-style-type: none"> <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 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>

<p>STATEWIDE TRANSPORTATION PRINCIPLES</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>
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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 PORTS OF  
LOS ANGELES AND LONG  
BEACH, LOS ANGELES  
WORLD AIRPORTS, SCRRA  
(METROLINK) AND  
SOUTHERN CALIFORNIA  
ASSOCIATION OF  
GOVERNMENTS

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. Below is a summary of the eight principles outlined in the Southern California Authorization Consensus Document.

1. Encourage a strong federal commitment to rail security, including assistance in instituting Positive Train Control on the Metrolink rail network.
2. Support the reforms needed to ensure a reliable and viable federal source of funding for transportation projects and programs.
3. Support the establishment of a dedicated source of funding for a national goods movement program.
4. Encourage additional support for programs, like the Congestion Mitigation and Air Quality Program that simultaneously improves our environment and reduces congestion.
5. Ensure that transportation related discretionary funds are distributed based on proven performance measures so precious resources are not spent on weak programs and projects.
6. Reform the New Starts and Small Starts programs.
7. Support the creation of a new federal program for major metropolitan areas.
8. Increase the effectiveness of federal programs related to seniors and the disabled, bicycle-pedestrian paths, transit oriented development, clarify federal rules related to public private partnerships, among other recommended reforms.

APRIL 2009 - SUPPORT

<p>H.R. 1329 (Blumenauer) 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>
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H.R. 2521 (DeLauro) National Infrastructure Development Bank Act of 2009

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.

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.

June 2009 – SUPPORT

<p>H.R. 2521 (DeLauro) National Infrastructure Development Bank Act of 2009 <i>continued</i></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.</p> <p>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>
<p>H.R. 2746 (Carnahan) Transit Operating Assistance Grant Program</p>	<p>Would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses</p>	<p>September 2009 -SUPPORT</p>
<p>S. 1341 (Menendez) Close the SILO/LILO Loophole Act</p>	<p>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.</p>	<p>July 2009 - SUPPORT – WORK WITH AUTHOR</p>







COUNTY OF LOS ANGELES  
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ANDREA SHERIDAN ORDIN  
County Counsel

April 26, 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 March 31, 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 March 31, 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 SOD. 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.	Trial September 20, 2010.
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 on injunctive relief September 28, 2010.
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 on injunctive relief September 28, 2010.

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 on injunctive relief September 28, 2010.
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 on injunctive relief September 28, 2010.
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 on injunctive relief September 28, 2010.
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.	Jury trial January 4, 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 MARCH 31, 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 has entered into a long-term ground lease and other development and operational agreements with developer KOAR Wilshire Western LLC for the development and operation of a mixed-use residential condominium/retail development on Metro-owned and private property located in the block bounded by Wilshire, Western, Sixth and Oxford. The development surrounds the Wilshire/Western Metro subway portal and includes a Metro bus layover facility. Construction of the development is complete. Some of the retail space is occupied and operational and some is still undergoing tenant improvement work. Condominiums continue to be offered for sale.

**B-102 and B-103 - Temple Beaudry**

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

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

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

**A2-362 - Wilshire/La Brea – NO CHANGE**

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

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

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

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

***Universal City Station – NO CHANGE***

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

**Parcel A1-021 – NO CHANGE**

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. A new and larger facility is required. Property has been acquired for the new storage facility and construction is expected to begin in early 2010. FTA will be asked to approve the sale of this site and to authorize the use of revenue generated towards construction and operation of a new facility.

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

Metro and MacArthur Park Metro, LLC (“Developer”), a development entity created by developer McCormack Baron Salazar, are parties to a Joint Development Agreement (“JDA”) for development of two separate parcels of Metro-owned property totaling 3.1 acre site. The Joint Development Agreement contemplates a development proceeding in two separate phases, as follows:

- Phase A (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 situated one block southeast of the subway portal; and
- Phase B (82 affordable apartments, 18,000 gsf of retail and an 83 space parking structure surrounding a refurbished 16,500 square foot public plaza fronting on the subway portal) on 1.5 acres situated at and adjacent to the subway portal.

On March 17, 2010, Metro and Developer executed ground leases, reciprocal easement agreements and other development documents providing for the construction and

development of Phase A. Commencement of construction of Phase A should occur immediately after minor soils remediation work is completed. Developer is trying to secure financing for Phase B at this time.

Updated April 19, 2010

**METRO OPERATIONS  
PERFORMANCE REPORT**





Los Angeles County  
Metropolitan Transportation Authority

MAR 2010

METRO OPERATIONS  
MONTHLY PERFORMANCE  
REPORT



## Table of Contents

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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	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Mar. Month	Status
<b>Bus Systemwide</b>										
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)			3,274	3,532	3,137	3,137	3,540	3,115	3,354	
No. of unaddressed road calls				1,116*	824	386		222	18	
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,290	1,556	1,493	1,695	
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.25%	70.80%	71.85%	73.00%	
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.47	3.06		3.07	2.91	
Number of "482 alleged accidents"	0	0	0	53	240	216	3.28	134	19	
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.76	2.58	2.68	3.05	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.64	13.61	12.27	11.11	11.54	9.30	10.81	Feb YTD 10.97	Feb 10.72	
**Div 15 Nov '06 data excluded & Dec. Data after shake-up										
<b>Division 1</b>										
MMBMF			2,409	3,757	2,960	2,640	3,500	2,722	2,868	
No. of unaddressed road calls				138*	311	62		35	0	
MMBTRC				932	908	1,166	1,165	1,293	1,434	
In-Service On-time Performance	70.57%	71.62%	71.06%	68.02%	67.55%	71.05%	73.50%	76.36%	77.01%	
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.41	3.02		3.18	3.05	
Number of "482 alleged accidents"	0	0	0	6	36	22	3.30	26	3	
Complaints per 100,000 Boardings	3.32	2.92	1.92	1.89	1.90	1.85	2.00	1.94	2.23	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.82	12.71	10.92	8.48	7.59	9.92	9.55	Feb YTD 13.55	Feb 16.89	
<b>Division 2</b>										
MMBMF			2,660	2,598	2,707	2,608	3,500	2,650	2,662	
No. of unaddressed road calls				32*	11	44		3	0	
MMBTRC				1,097	1,039	1,255	1,371	1,439	1,639	
In-Service On-time Performance	67.62%	70.42%	72.71%	67.99%	68.80%	72.72%	74.50%	77.37%	76.83%	
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	3.67	3.43		2.98	2.90	
Number of "482 alleged accidents"	0	0	0	1	15	25	3.30	16	2	
Complaints per 100,000 Boardings	2.84	2.15	1.42	1.64	1.93	2.03	2.00	1.85	1.64	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.56	16.69	12.97	13.36	14.82	11.14	9.55	Feb YTD 12.60	Feb 5.58	
<b>Division 3</b>										
MMBMF			2,690	2,838	2,573	2,552	3,500	2,692	2,816	
No. of unaddressed road calls				58*	45	23		22		
MMBTRC				1,239	1,132	1,303	1,549	1,490	1,645	
In-Service On-time Performance	70.80%	71.06%	70.05%	65.35%	66.83%	69.78%	74.00%	75.92%	78.17%	
Bus Traffic Accidents Per 100,000 Miles	-	-	-	-	4.24	3.60		3.40	3.18	
Number of "482 alleged accidents"	0	0	0	3	9	0	3.60	0	0	
Complaints per 100,000 Boardings	3.02	2.60	1.83	2.12	2.14	2.69	2.22	2.83	3.20	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.36	6.68	11.36	10.06	12.81	9.50	8.75	Feb YTD 8.03	Feb 12.98	

Measurement	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Mar. Month	Status
<b>Division 5</b>										
MMBMF No. of unaddressed road calls			3,656	3,580 57*	3,227 26	3,314 16	3,500	3,434 4	3,903 0	
MMBTRC				1,459	1,130	1,420	1,824	1,657	1,747	
In-Service On-time Performance	63.17%	65.58%	61.85%	63.83%	63.35%	64.43%	67.00%	67.26%	67.35%	
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 13	5.11 35	4.32 29	4.00	4.27 11	3.58 2	
Complaints per 100,000 Boardings	3.45	2.71	1.87	1.71	1.46	1.88	2.00	1.95	2.10	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	15.22	18.72	14.68	14.89	15.96	12.75	11.50	Feb YTD 16.35	Feb 12.69	
<b>Division 6</b>										
MMBMF No. of unaddressed road calls			6,279	4,456 30*	3,756 32	7,186 11	3,600	7,607 6	9,855 0	
MMBTRC				1,023	899	1,307	1,329	1,985	2,577	
In-Service On-time Performance	60.11%	56.75%	57.20%	53.28%	53.12%	56.98%	68.00%	68.38%	68.47%	
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 1	3.88 3	4.13 1	4.00	5.75 3	4.18 2	
Complaints per 100,000 Boardings	6.15	4.47	2.52	2.10	2.70	3.55	2.85	2.91	3.70	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.71	18.23	16.43	15.02	11.77	7.86	10.50	Feb YTD 6.32	Feb 0.00	
<b>Division 7</b>										
MMBMF No. of unaddressed road calls			2,947	3,468 64*	3,327 84	3,399 99	3,600	2,966 80	2,937 6	
MMBTRC				1,118	981	1,039	1,397	1,183	1,284	
In-Service On-time Performance	64.59%	64.22%	61.78%	59.01%	57.66%	62.15%	67.50%	68.26%	68.61%	
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 5	4.10 36	3.83 28	4.00	3.48 29	3.10 3	
Complaints per 100,000 Boardings	5.70	4.24	2.87	2.98	3.00	2.88	2.70	2.64	2.81	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.05	19.44	15.76	12.09	13.42	7.80	10.50	Feb YTD 9.31	Feb 14.12	
<b>Division 8</b>										
MMBCMFB No. of unaddressed road calls			3,836	3,912 258*	2,944 100	3,473	3,500	4,116 0	5,685 0	
MMBTRC				1,537	1,333	1,707	1,922	2,215	3,211	
In-Service On-time Performance	69.12%	69.78%	68.23%	67.48%	68.50%	69.29%	72.00%	74.93%	77.88%	
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 1	1.99 18	1.87 12	2.05	2.20 8	1.69 3	
Complaints per 100,000 Boardings	5.09	4.17	3.37	2.75	2.64	3.01	2.75	3.05	3.82	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	19.15	16.77	13.81	16.14	15.03	12.45	12.50	Feb YTD 9.61	Feb 11.75	
<b>Division 9</b>										
MMBMF No. of unaddressed road calls			4,585	4,087 30*	4,119 88	4,267 62	3,500	4,418 52	5,482 0	
MMBTRC				2,099	1,989	2,425	2,623	2,767	3,257	
In-Service On-time Performance	88.16%	88.18%	87.01%	86.22%	86.84%	70.01%	74.00%	75.48%	75.78%	
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 0	- 4	2.46 20	2.07 14	2.40	2.05 1	2.49 0	
Complaints per 100,000 Boardings	5.09	5.09	2.61	2.24	2.98	3.18	3.02	3.28	4.21	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.75	14.66	14.34	17.30	8.35	14.07	10.42	Feb YTD 8.11	Feb 11.45	

Measurement	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Mar. Month	Status
<b>Division 10</b>										
MMBMF			3,723	3,702	3,028	2,947	3,600	2,568	2,629	◇
No. of unaddressed road calls				61*	0	1		11	11	
MMBTRC				1,197	1,044	1,015	1,496	1,058	1,215	◇
In-Service On-time Performance	62.85%	64.14%	60.73%	58.61%	56.63%	61.90%	67.50%	69.24%	69.10%	●
Bus Traffic Accidents Per 100,000 Miles					4.47	3.87	4.00	3.92	3.77	●
Number of "482 accidents"	0	0	0	8	31	32		23	1	
Complaints per 100,000 Boardings	4.85	3.92	2.23	2.48	2.99	2.59	2.70	2.16	2.54	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	22.90	3.74 114	3.80 1	14.02	14.74	7.49	10.50	Feb YTD 9.08	Feb 4.16	●
<b>Division 15</b>										
MMBCMF			2,996	3,420	2,933	3,003	3,500	3,189	3,831	◇
No. of unaddressed road calls				174*	53	1		4	0	
MMBTRC				1,175	1,151	1,291	1,469	1,657	2,111	●
In-Service On-time Performance	66.62%	67.84%	63.84%**	64.41%	66.85%	69.06%	72.00%	74.31%	75.36%	●
Bus Traffic Accidents Per 100,000 Miles					2.98	2.45	2.38	2.73	3.00	◇
Number of "482 alleged accidents"	0	0	0	2	14	26		3	2	
Complaints per 100,000 Boardings	5.70	4.55	3.14	3.16	3.05	3.08	2.85	3.03	3.71	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.14	12.46	10.41	12.44	10.58	11.89	12.50	Feb YTD 13.42	Feb 10.45	◇
*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.)										
<b>Division 18</b>										
MMBCMF			3,712	4,008	3,563	3,421	3,500	2,863	2,670	◇
No. of unaddressed road calls				214*	74	55		5	1	
MMBTRC				1,174	1,109	1,090	1,468	1,247	1,312	◇
In-Service On-time Performance	60.78%	63.42%	57.31%	61.19%	60.88%	60.66%	67.00%	65.71%	64.57%	◇
Bus Traffic Accidents Per 100,000 Miles					3.08	2.72	4.00	2.67	2.40	●
Number of "482 alleged accidents"	0	0	0	5	14	27		28	1	
Complaints per 100,000 Boardings	5.74	4.44	3.07	3.29	3.72	4.46	3.50	3.14	3.71	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.71	11.67	13.63	8.50	14.70	8.95	9.50	Feb YTD 10.96	Feb 10.29	◇

\*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

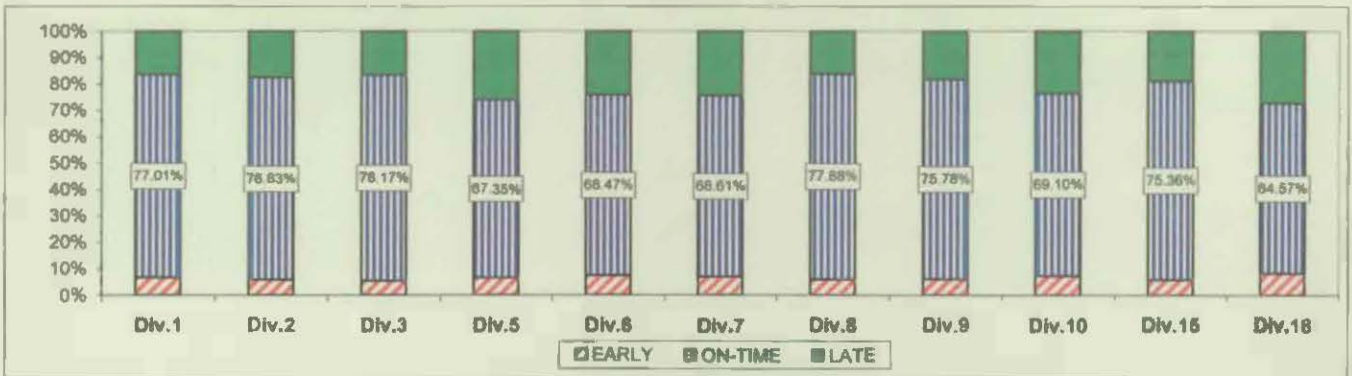
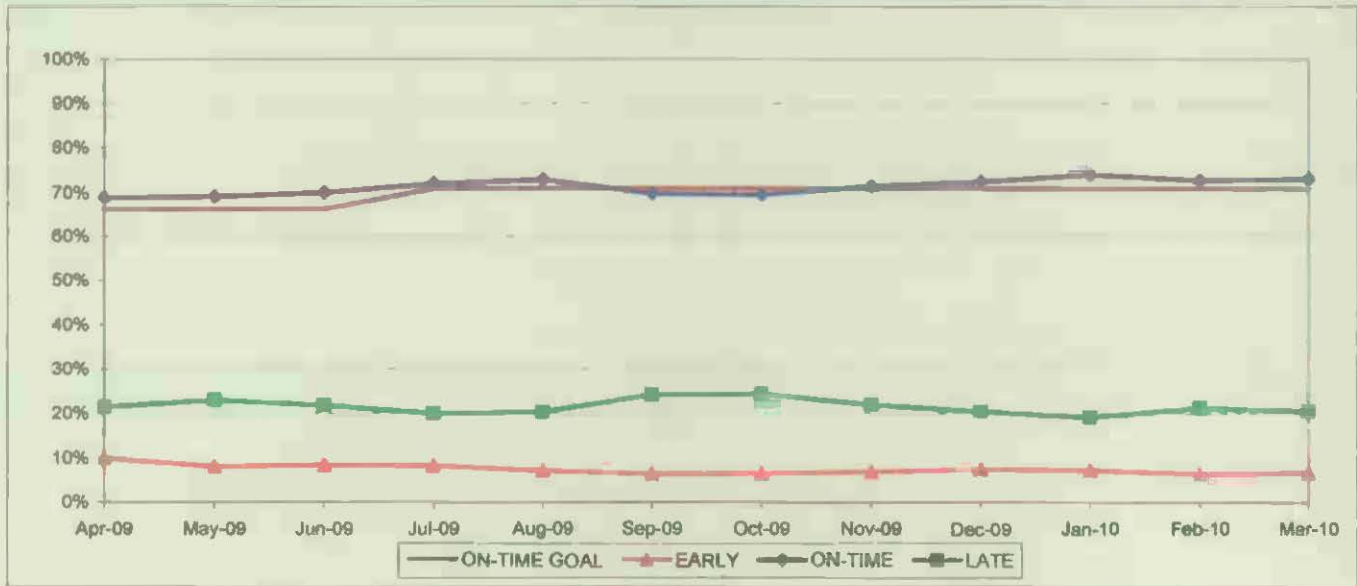
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses) Please note that Rapid Line performance is included in the ISOTP calculation beginning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

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

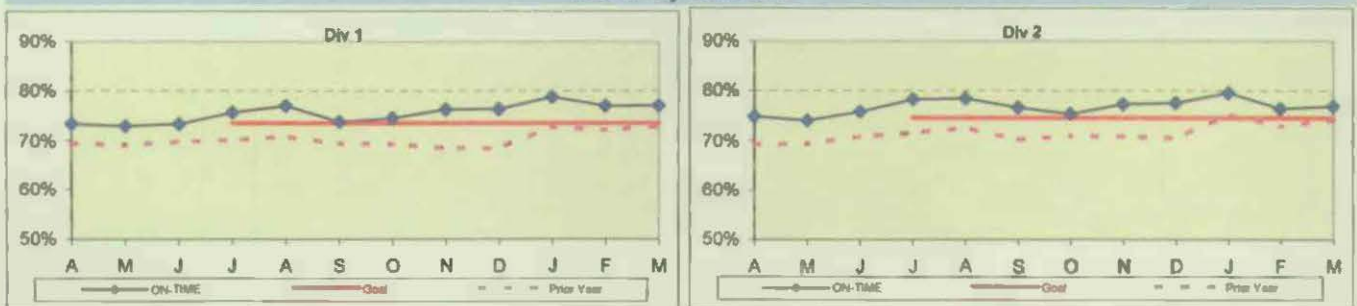
### Systemwide Trend

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

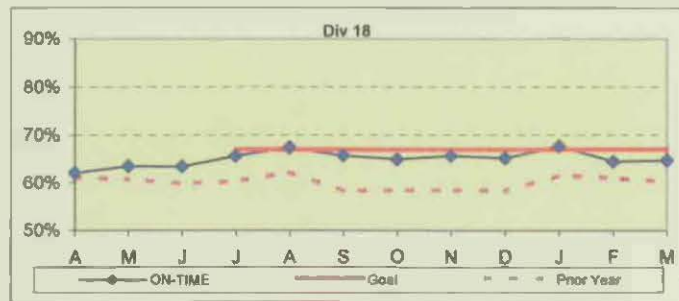
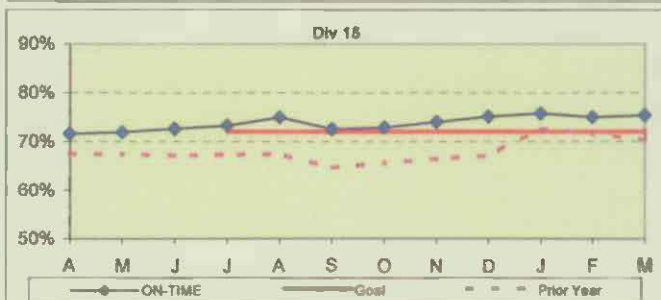
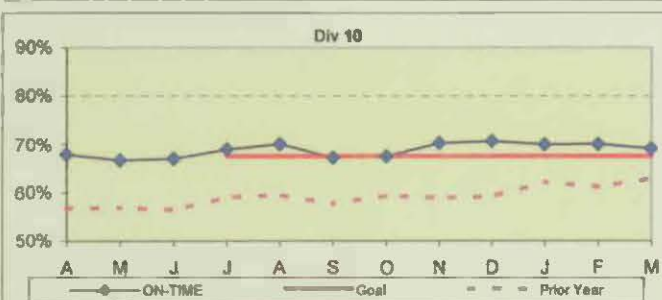
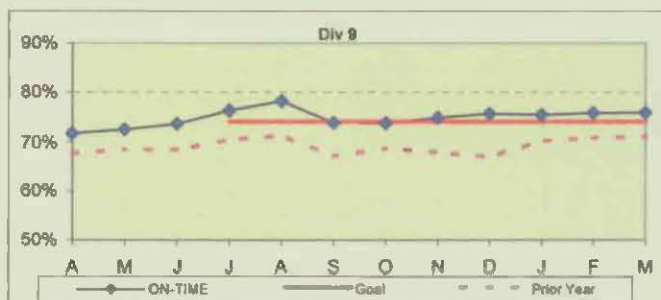
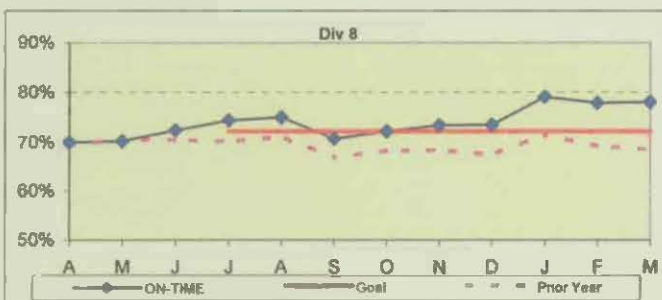
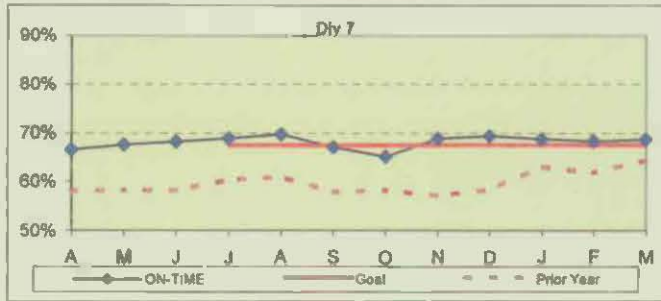
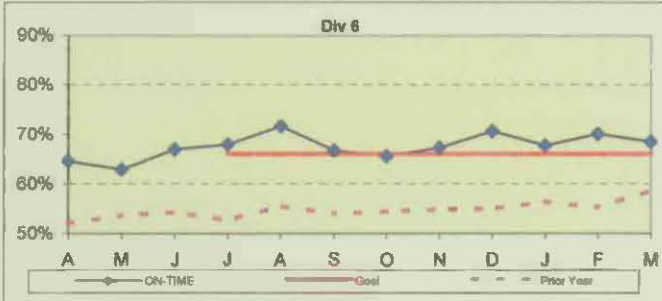
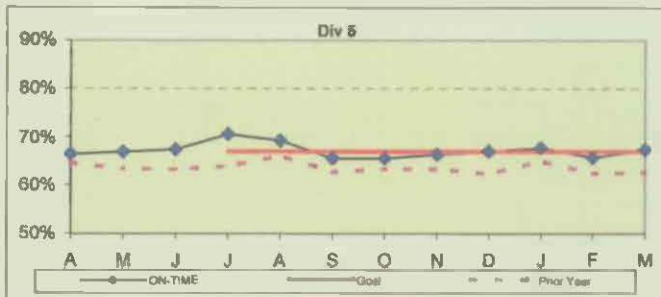
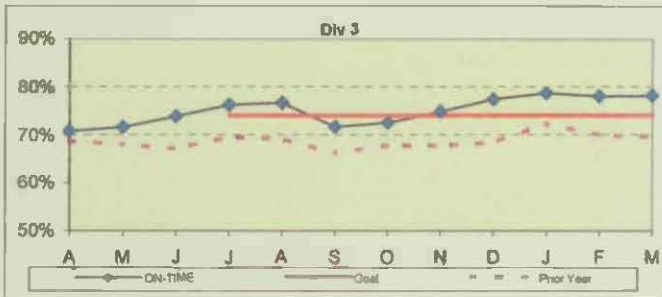
### Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



### ISOTP By Divisions



Bus Service Performance - Continued



ISOTP By Divisions

Year-to-Date Compared To Last Year

	FY09	FY10-YTD	Variance
<b>Division 1</b>			
Early	11.25%	6.91%	-4.35%
On-Time	71.05%	76.36%	5.31%
Late	17.70%	16.73%	-0.97%

<b>Division 2</b>			
Early	9.97%	6.07%	-3.90%
On-Time	72.72%	77.37%	4.65%
Late	17.31%	16.55%	-0.75%

<b>Division 3</b>			
Early	12.94%	6.44%	-6.50%
On-Time	69.78%	75.92%	6.15%
Late	17.28%	17.64%	0.36%

<b>Division 5</b>			
Early	11.65%	6.52%	-5.13%
On-Time	64.43%	67.26%	2.83%
Late	23.92%	26.23%	2.30%

<b>Division 6</b>			
Early	16.07%	6.15%	-9.92%
On-Time	56.98%	68.38%	11.39%
Late	26.95%	25.48%	-1.47%

<b>Division 7</b>			
Early	13.74%	6.87%	-6.87%
On-Time	62.15%	68.26%	6.12%
Late	24.12%	24.87%	0.75%

	FY09	FY10-YTD	Variance
<b>Division 8</b>			
Early	9.38%	6.30%	-3.08%
On-Time	69.29%	74.93%	5.64%
Late	21.33%	18.76%	-2.56%

<b>Division 9</b>			
Early	11.32%	6.48%	-4.84%
On-Time	70.01%	75.48%	5.47%
Late	18.67%	18.04%	-0.63%

<b>Division 10</b>			
Early	13.31%	6.85%	-6.47%
On-Time	61.90%	69.24%	7.33%
Late	24.78%	23.92%	-0.86%

<b>Division 15</b>			
Early	10.16%	6.85%	-3.30%
On-Time	69.06%	74.31%	5.25%
Late	20.78%	18.83%	-1.95%

<b>Division 18</b>			
Early	12.44%	8.49%	-3.95%
On-Time	60.66%	65.71%	5.04%
Late	26.89%	25.81%	-1.09%

<b>SYSTEMWIDE</b>			
Early	11.77%	6.85%	-4.92%
On-Time	66.25%	71.85%	5.60%
Late	21.99%	21.30%	-0.68%

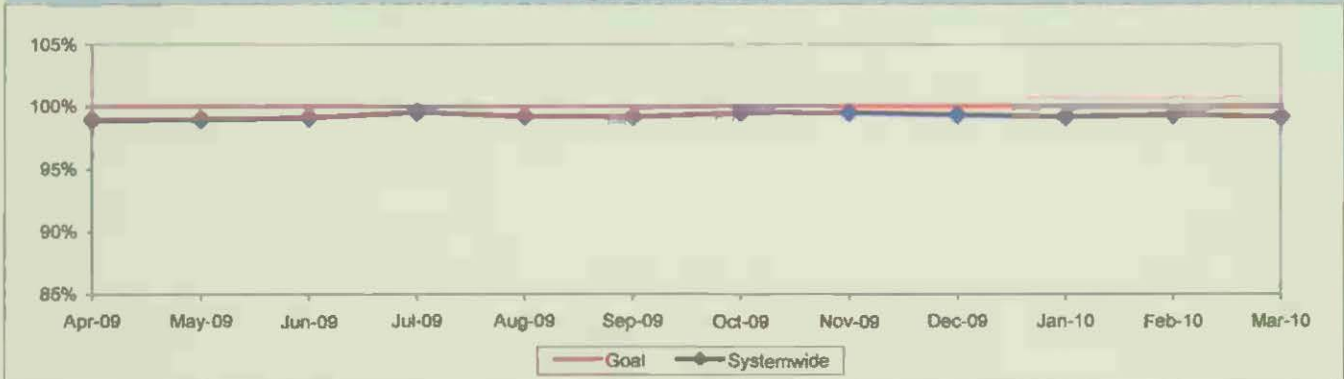


ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED\*

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

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

Systemwide Trend



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

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED by Divisions  
 January 2010 - March 2010



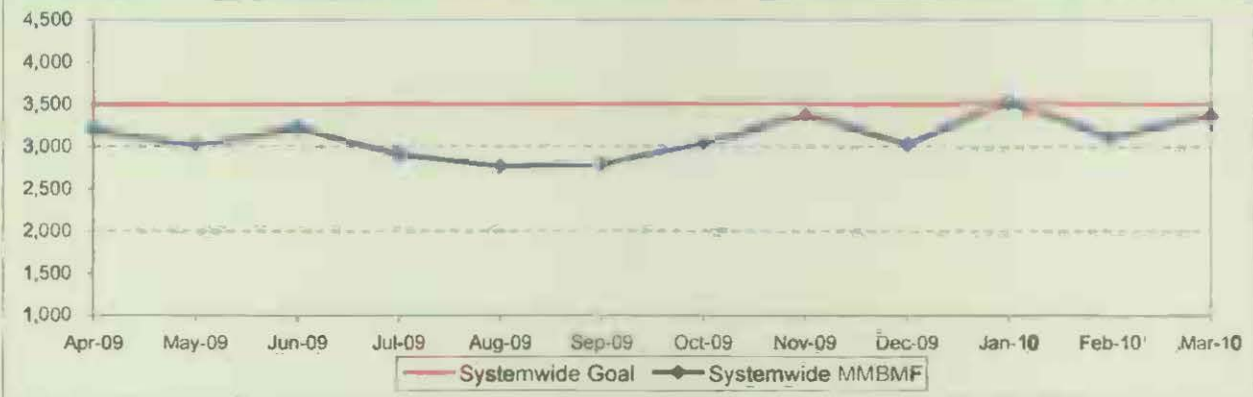
## BUS MAINTENANCE PERFORMANCE

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

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

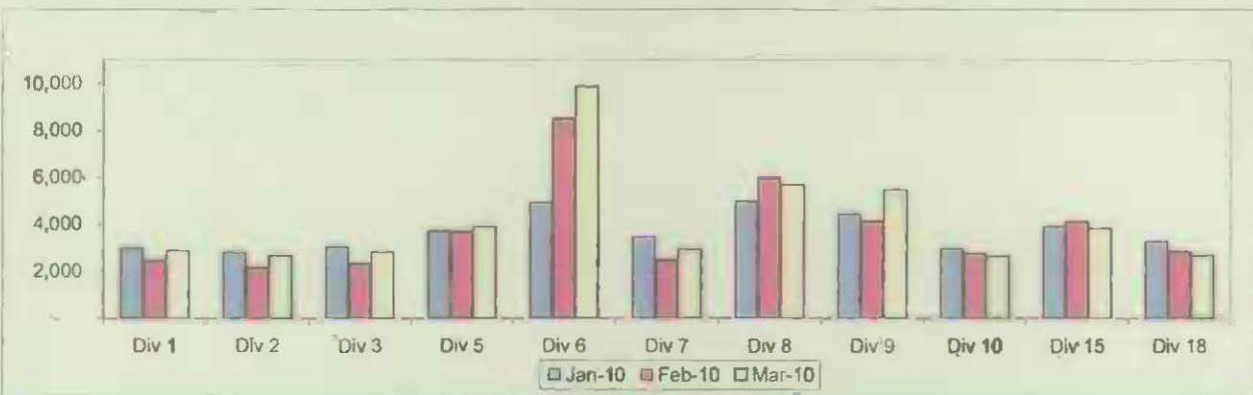
**Calculation:**  $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

#### Systemwide Trend



\* New Indicator.

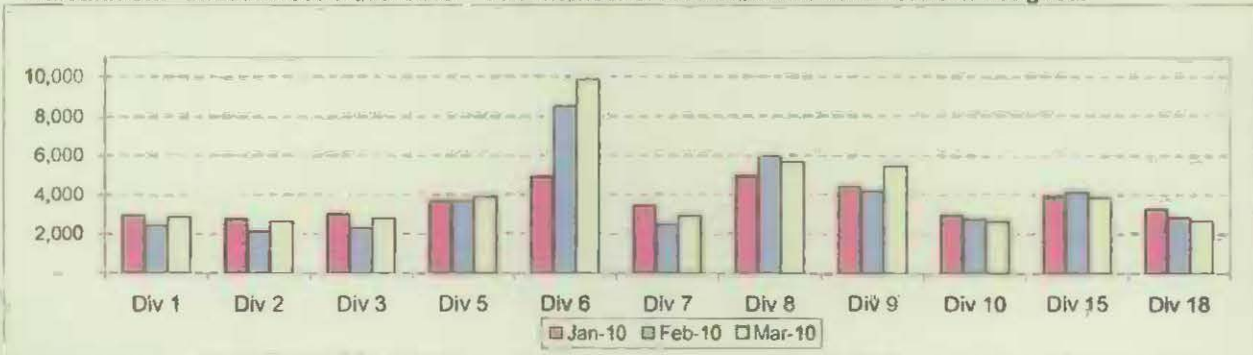
#### MMBMF -- Bus Operating Divisions January 2010 - March 2010



#### Unaddressed Road Calls -- Bus Operating Divisions\* January 2010 - March 2010

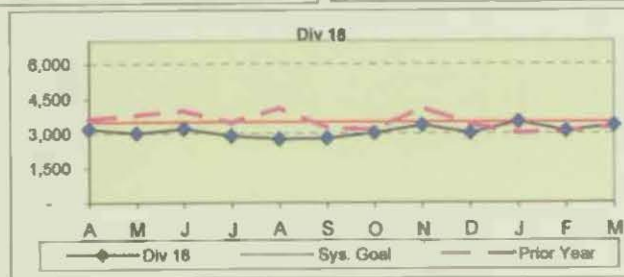
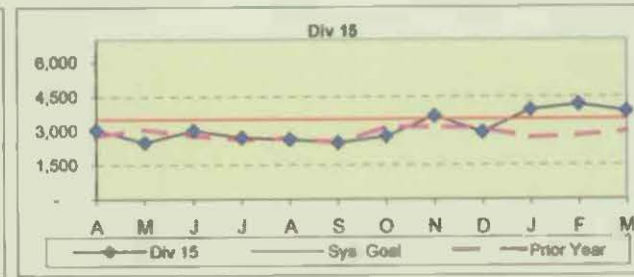
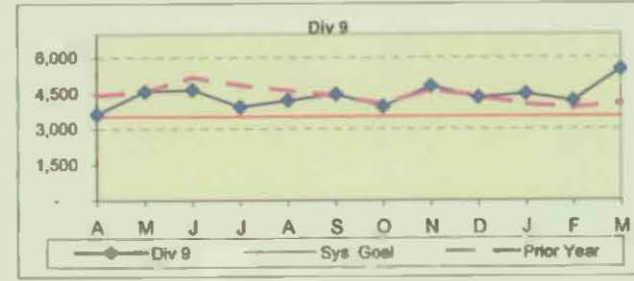
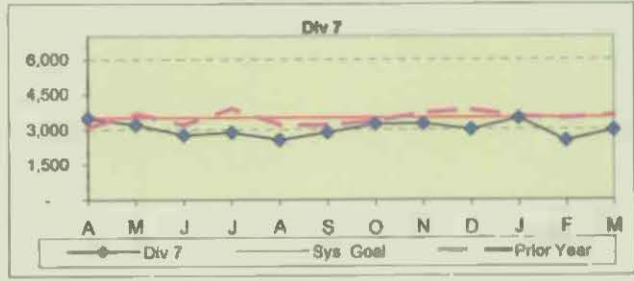
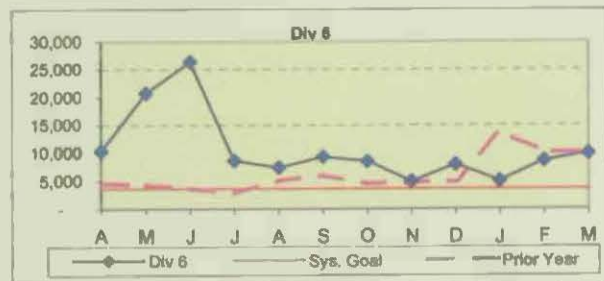
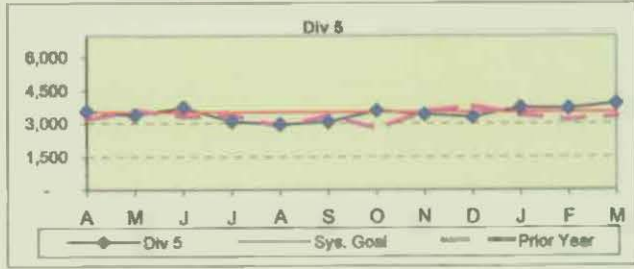
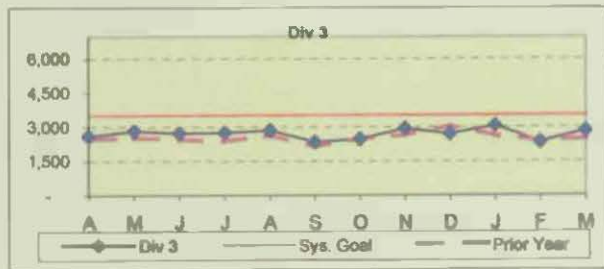
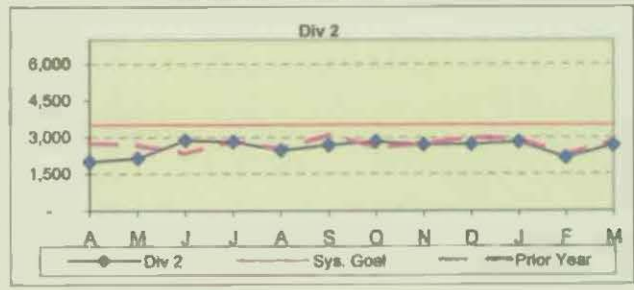
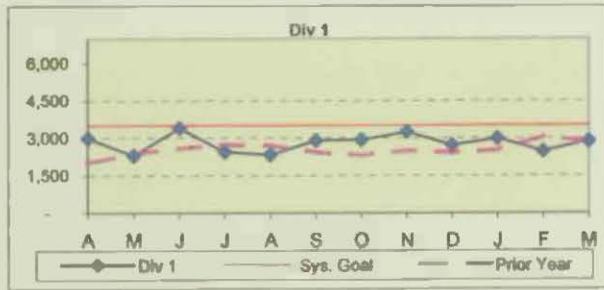
**Definition:** Road calls cannot be counted, per FTA definition, if no one has jobbed on to assign a job code. (Source: M3)

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



\* New Indicator.

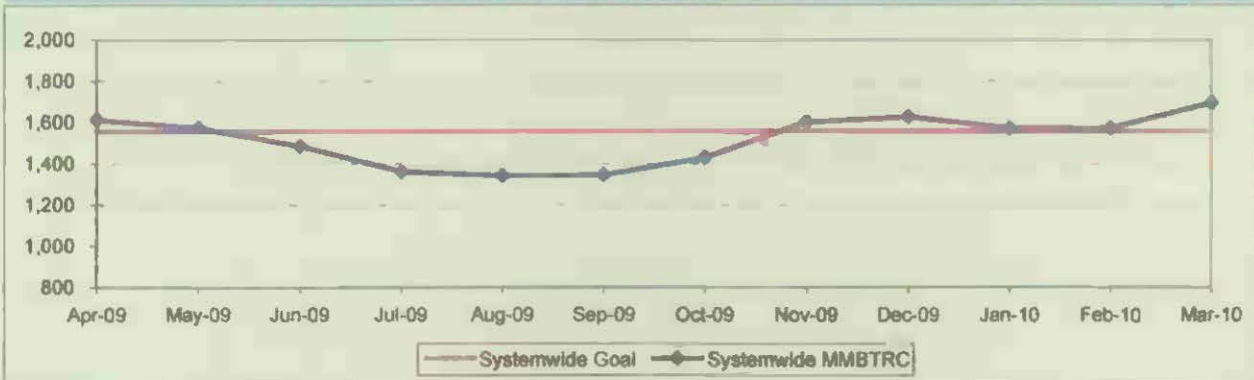
Bus Maintenance Performance - Continued



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

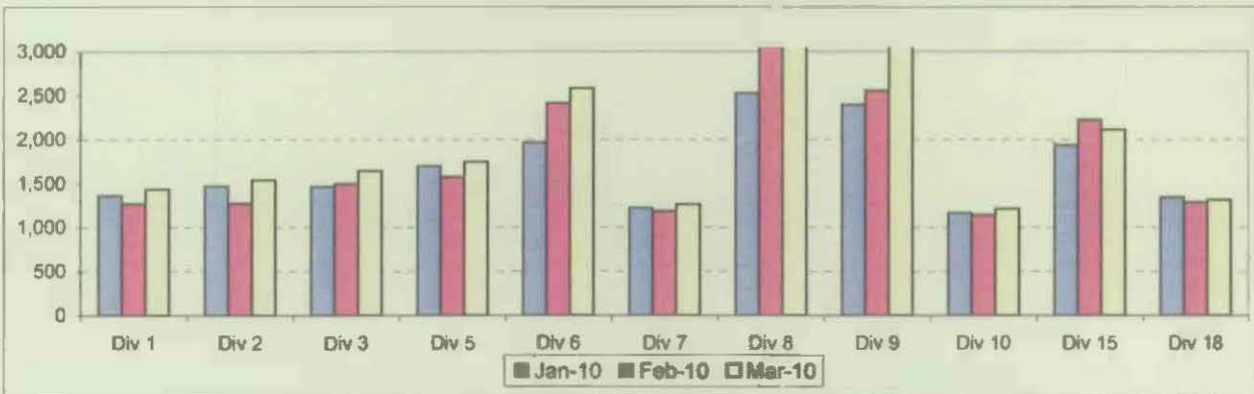
**Definition:** Average Hub Miles traveled between road call problems.  
**Calculation:** MMBTRC = (Total Hub Miles / by Total Road Calls)

**MMBTRC Systemwide Trend**



\* New Indicator.

**MMBTRC --Bus Operating Divisions  
January 2010 - March 2010**



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

	<u>Number of Buses</u>	<u>Percent of Buses</u>
<b>CNG</b>	2,500	93.14%
<b>Hybrid</b>	6	0.22%
<b>Diesel</b>	85	3.17%
<b>Gasoline</b>	59	2.20%
<b>Propane</b>	34	1.27%
<b>Total</b>	<u>2,684</u>	<u>100.00%</u>

**Average Age of Fleet by Divisions**

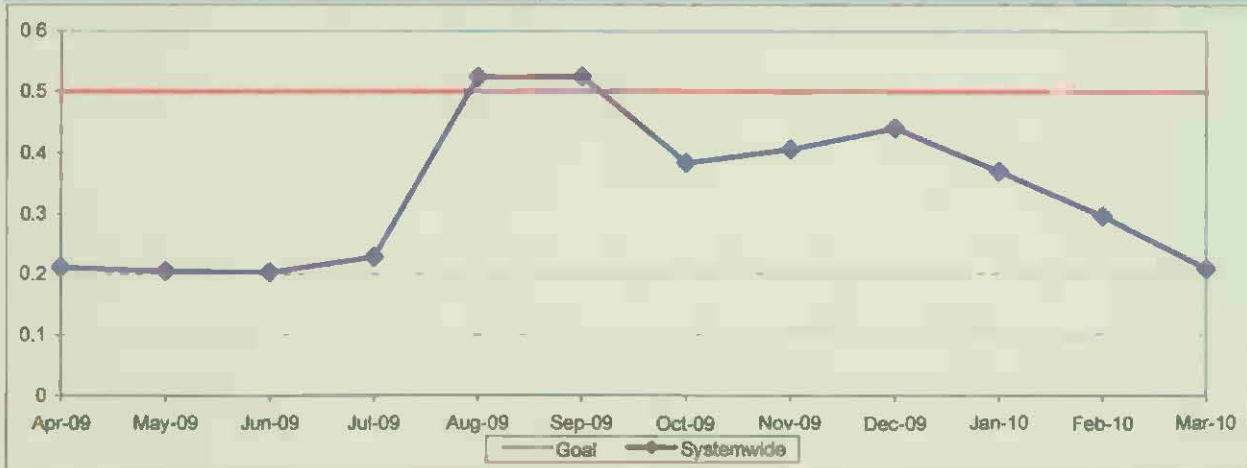
<b>Div 1</b> 7.8	<b>Div 2</b> 8.2	<b>Div 3</b> 8.9	<b>Div 5</b> 7.9	<b>Div 6</b> 3.2	<b>Div 7</b> 8.8	<b>Div 8</b> 6.3	<b>Div 9</b> 7.4
<b>Div 10</b> 7.1	<b>Div 15</b> 6.7	<b>Div 18</b> 9.3					

**PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)**

**Definition:** Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

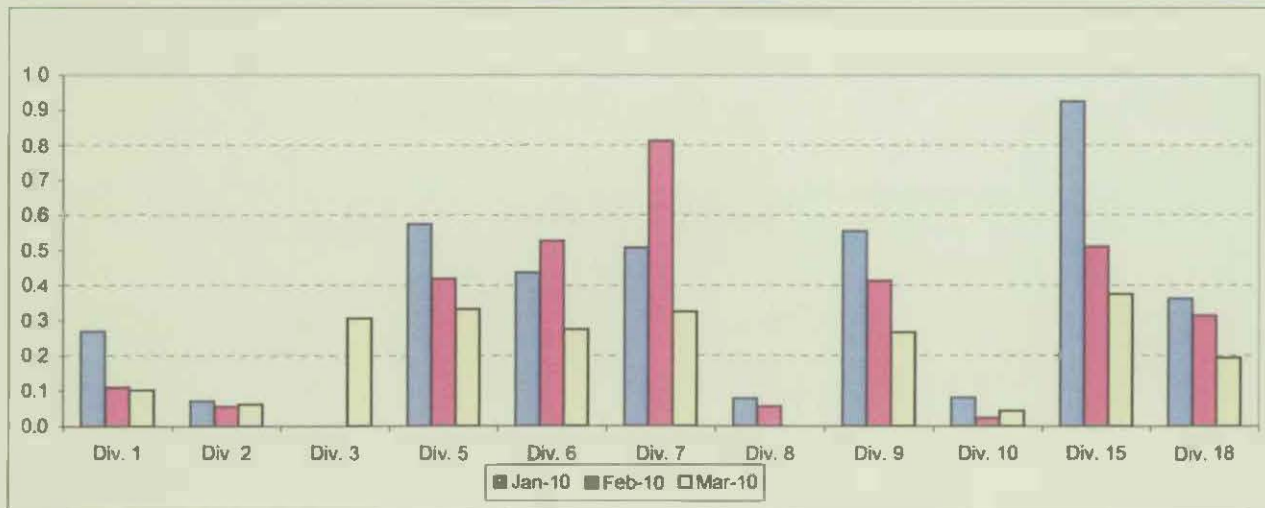
**Calculation:** Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

**Systemwide Trend**



*Note:* Since July 2004 three sectors: San Fernando Valley, San Gabriel Valley and Gateway Cities have had their six divisions (Divisions 8, 15, 3, 9, 1 and 2) involved in a pilot project to test extending maintenance critical PMP mileage periodicities. These "extended" mileages have not been officially implemented at this time, therefore, these divisions will appear not to have completed their critical PMP's in current monthly and weekly reports until the program is officially modified systemwide accordingly.

**Past Due Critical PMP's - by Divisions  
January 2010 - March 2010**



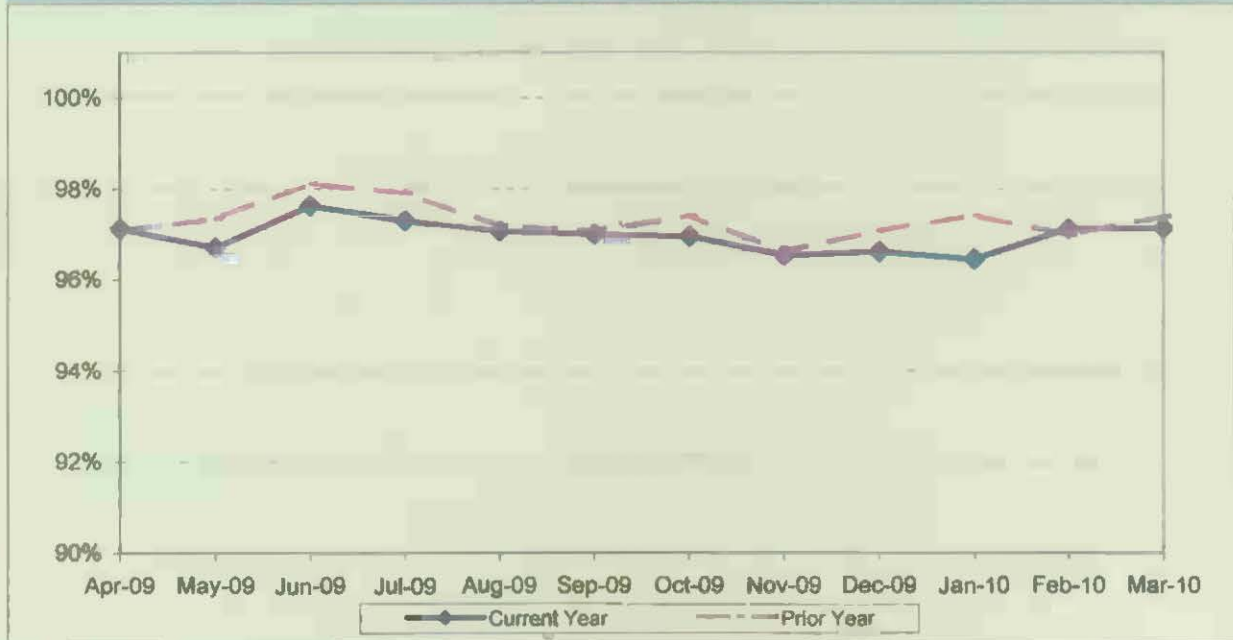
## ATTENDANCE

### MAINTENANCE ATTENDANCE

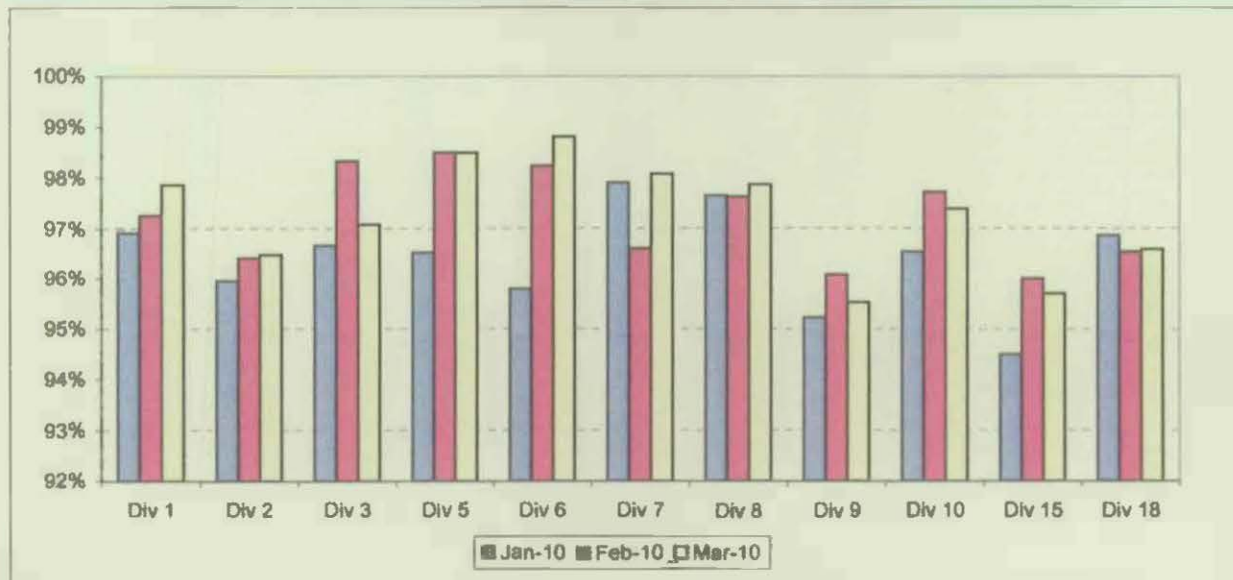
**Definition:** Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

#### Systemwide Trend



#### Maintenance Attendance - By Divisions (By Current Month) January 2010 - March 2010



## BUS CLEANLINESS

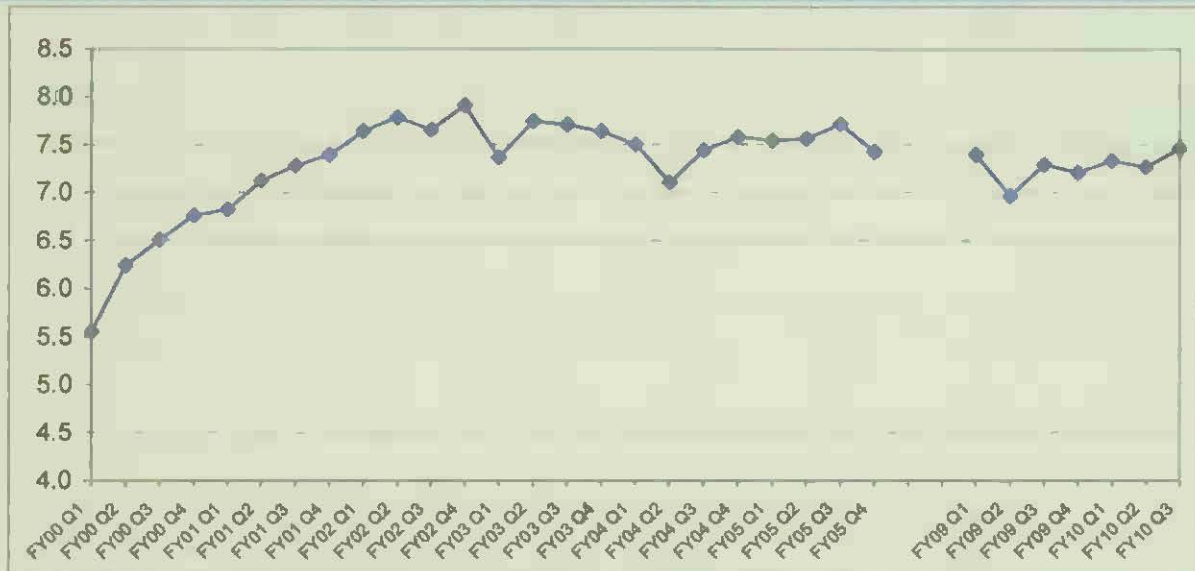
**Definition:** A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division and contractor per time period. Beginning January 2004, they rate the divisions each month. Each of sixteen categories is examined and assigned a point value as follows: 1-3 = Unsatisfactory; 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)

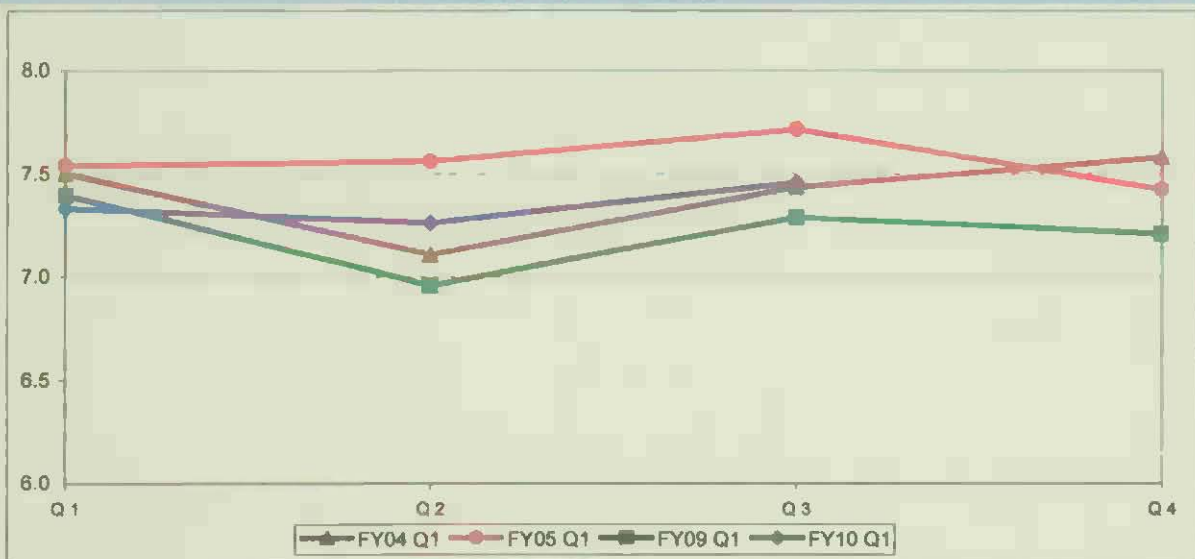
Please note that beginning March 2010, FY10 Q3 cleanliness is calculated using monthly data.

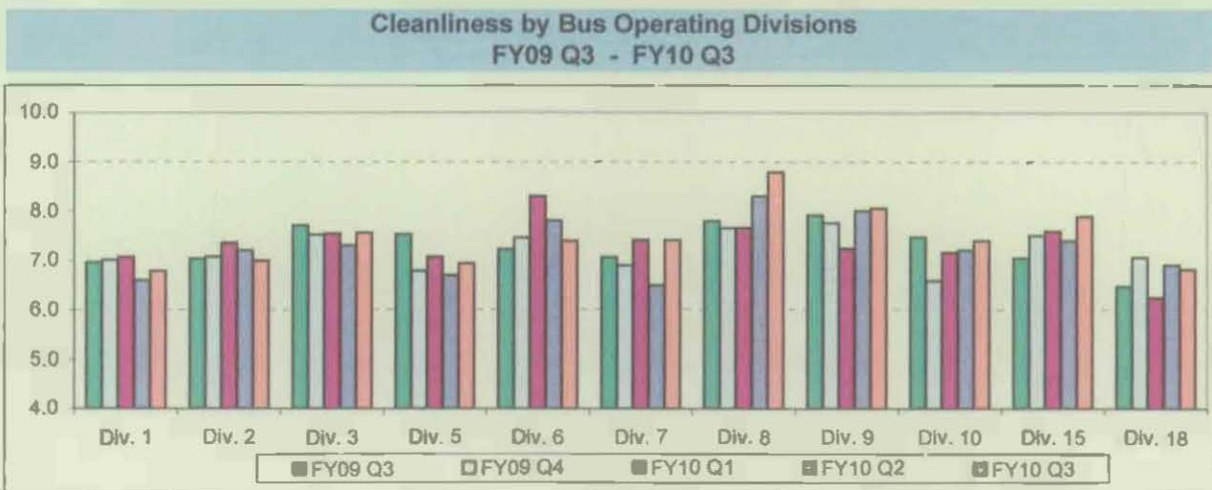
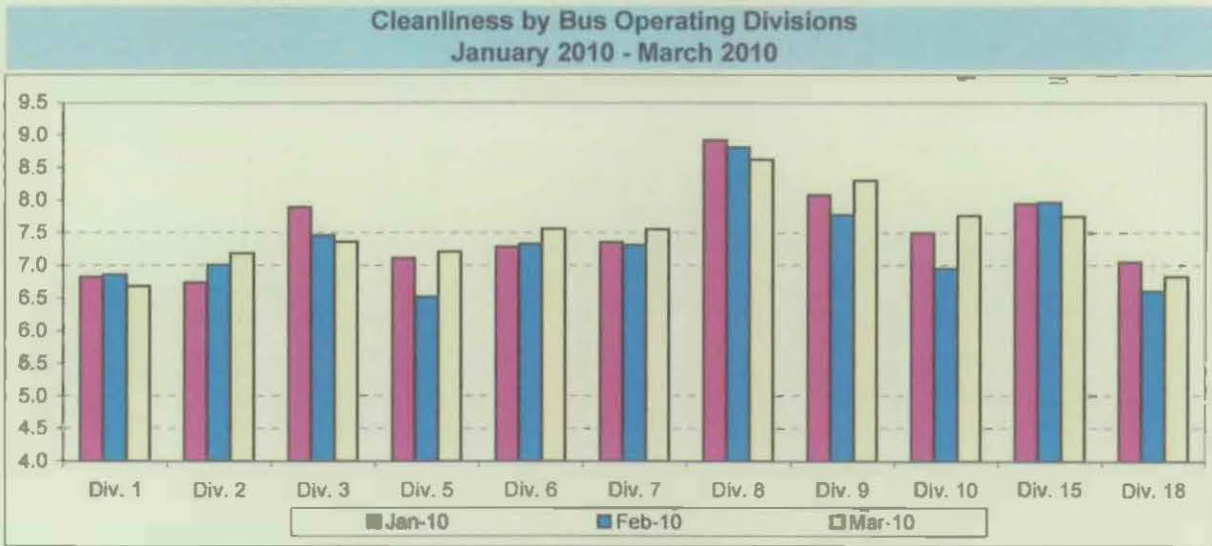
Prior quarterly data was supplied by QA dept. in a quarterly format.

**Quarterly Systemwide Bus Cleanliness  
FY01 Q1 - FY10 Q3**



**Systemwide Bus Cleanliness Comparison by Quarter  
FY04 Q1 - FY10 Q1**







## 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	FY04	FY05	FY06	FY07	FY08	FY09	FY10 Target	FY10 YTD	Mar. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.59	9.32	11.56	8.08	11.24	6.03	10.00	Feb YTD 9.22	Feb 4.37	●
<b>Metro Red Line (MRL)</b>										
On-Time Pullouts	99.71%	99.94%	99.61%	99.76%	99.79%	99.97%	99.00%	99.78%	99.60%	●
Mean Miles Between Chargeable Mechanical Failures	12,793	11,759	19,587	17,260	26,743	41,482	30,000	38,568	32,612	●
In-Service On-time Performance*					99.13%	99.38%	99.10%	99.55%	99.10%	●
Traffic Accidents Per 100,000 Train Miles	0	0.22	0.22	0	0.30	0.07	0.02	0.00	0.00	●
Complaints per 100,000 Boardings	1.17	1.13	0.66	0.41	0.50	0.37	0.50	0.40	0.65	●
<b>Metro Blue Line (MBL)</b>										
On-Time Pullouts	99.94%	99.73%	99.76%	99.72%	99.62%	99.74%	99.00%	99.62%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	10,365	16,273	26,774	35,125	31,278	27,051	24,000	20,470	27,083	◇
In-Service On-time Performance*					98.81%	98.24%	99.00%	98.67%	98.69%	◇
Traffic Accidents Per 100,000 Train Miles	1.36	0.64	0.96	1.35	1.65	1.26	0.05	1.39	1.44	◇
Complaints per 100,000 Boardings	0.97	0.98	0.78	0.53	0.64	0.58	0.90	0.81	0.77	●
<b>Metro Green Line (MGRL)</b>										
On-Time Pullouts	99.78%	99.91%	99.97%	99.54%	99.80%	99.95%	99.00%	99.79%	99.79%	●
Mean Miles Between Chargeable Mechanical Failures	11,337	12,558	20,635	27,471	36,727	19,195	24,000	12,867	10,736	◇
In-Service On-time Performance*					99.07%	98.90%	99.00%	99.12%	99.45%	●
Traffic Accidents Per 100,000 Train Miles	0.08	0.00	0	0	0.00	0.07	0.05	0.00	0.00	◇
Complaints per 100,000 Boardings	1.37	1.39	0.92	0.72	0.81	0.82	0.90	0.79	0.47	●
<b>Metro Gold Line (MGOL)</b>										
On-Time Pullouts	100%	99.85%	99.97%	99.95%	99.95%	99.95%	99.00%	99.86%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	8,938	16,571	23,329	22,775	39,521	24,250	24,000	13,304	15,959	◇
In-Service On-time Performance*					98.86%	99.38%	99.00%	98.97%	99.30%	◇
Traffic Accidents Per 100,000 Train Miles	0.25	0.23	0.12	0.23	0.43	0.21	0.05	0.53	0.00	◇
Complaints per 100,000 Boardings	3.81	2.85	2.71	1.88	1.57	1.50	0.90	1.71	1.45	◇

\*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

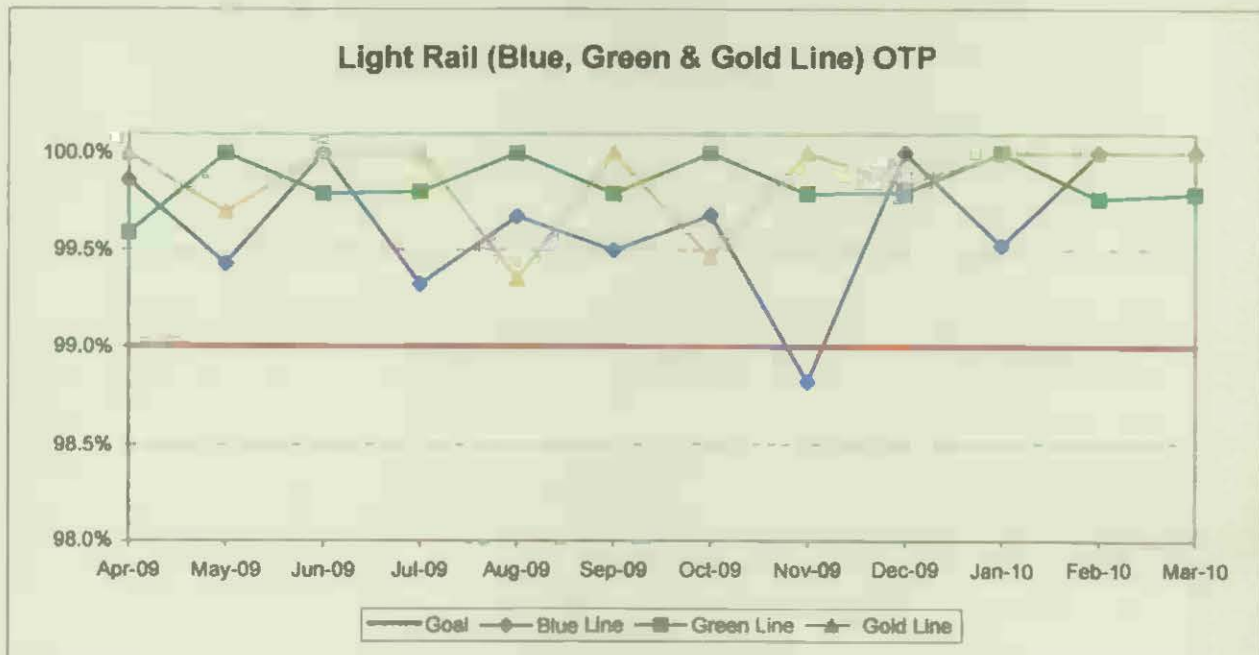
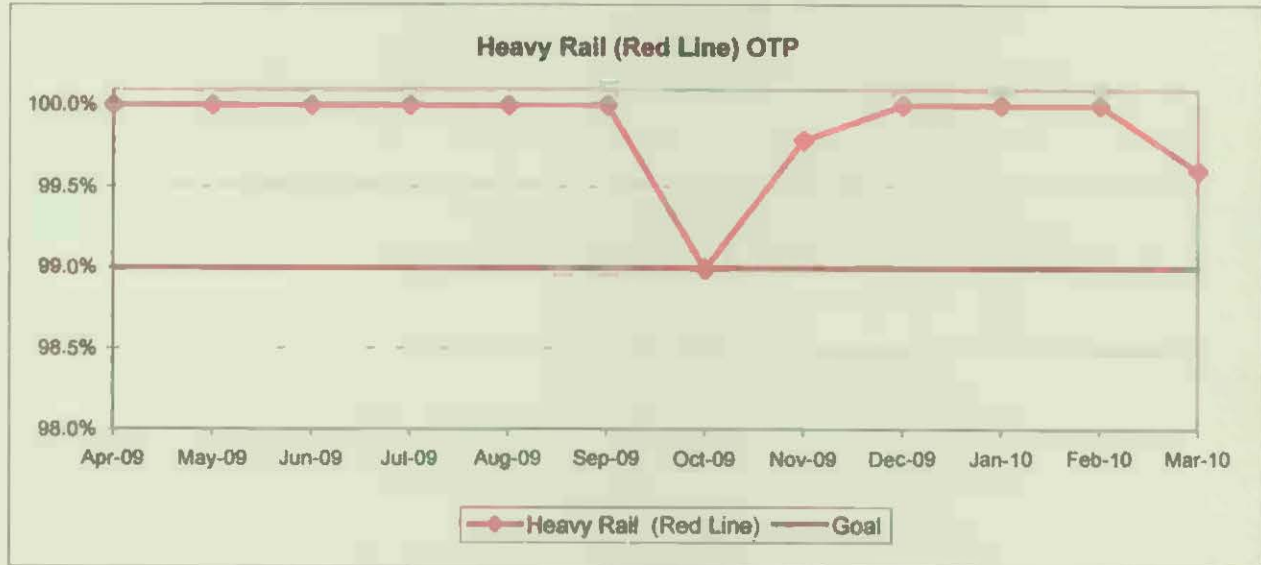
□ Red - High probability that the target will not be achieved - significant problems and/or delays.

## 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.

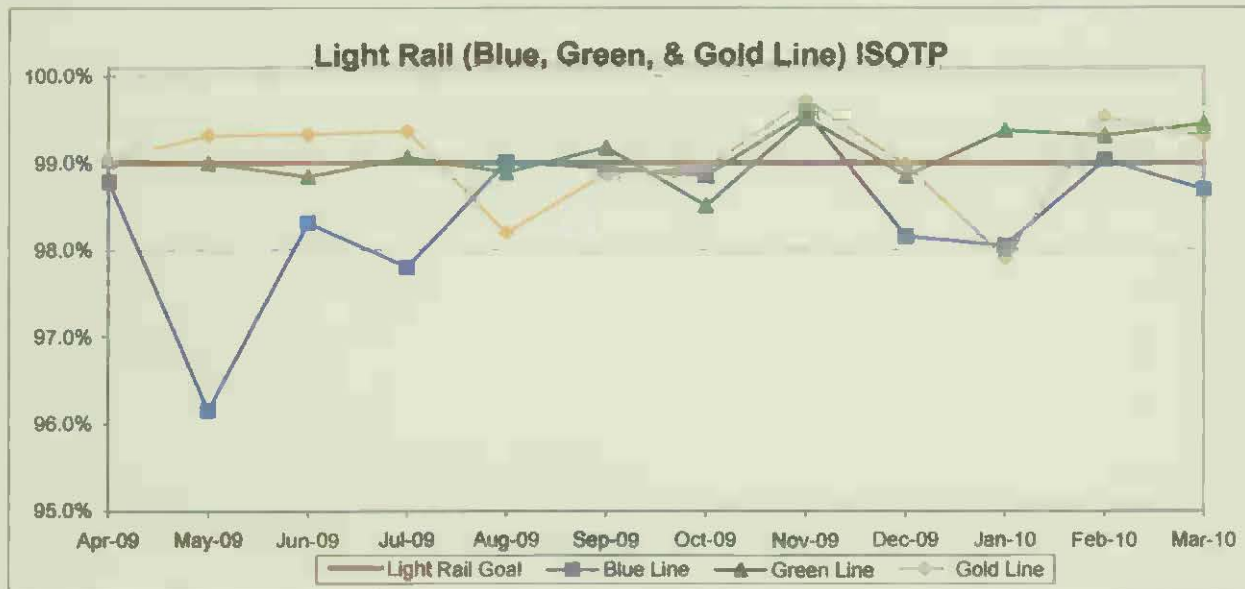
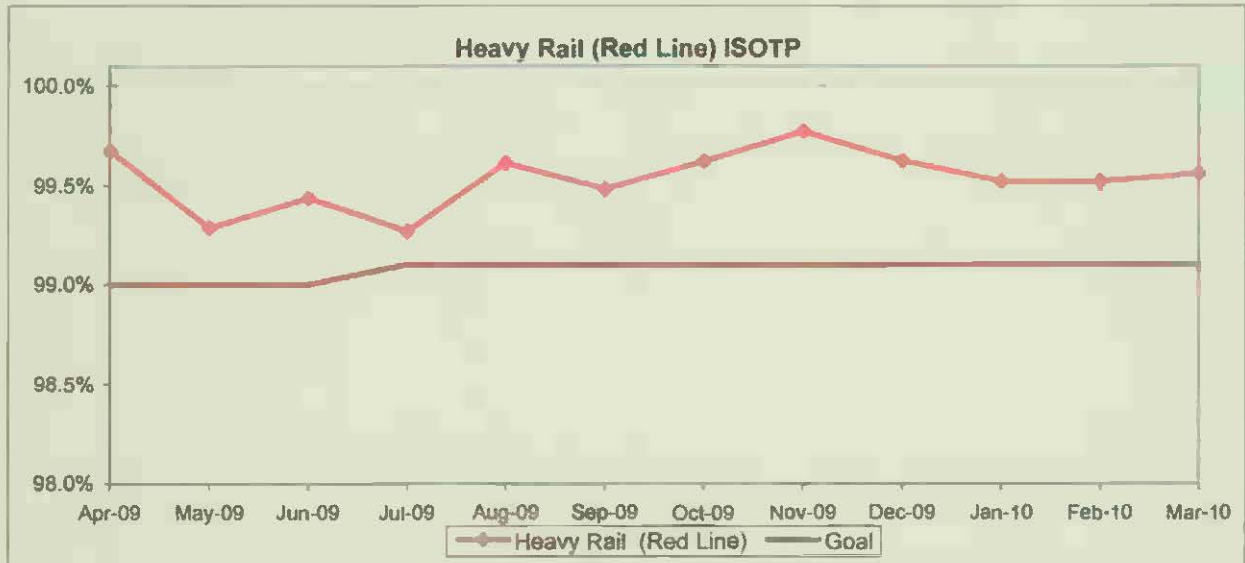
**Calculation:**  $OTP\% = \left[ \left( 100\% - \left[ \frac{\text{Total cancelled pullouts plus late pullouts}}{\text{Total scheduled pullouts}} \right] \right) \times 100 \right]$



IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

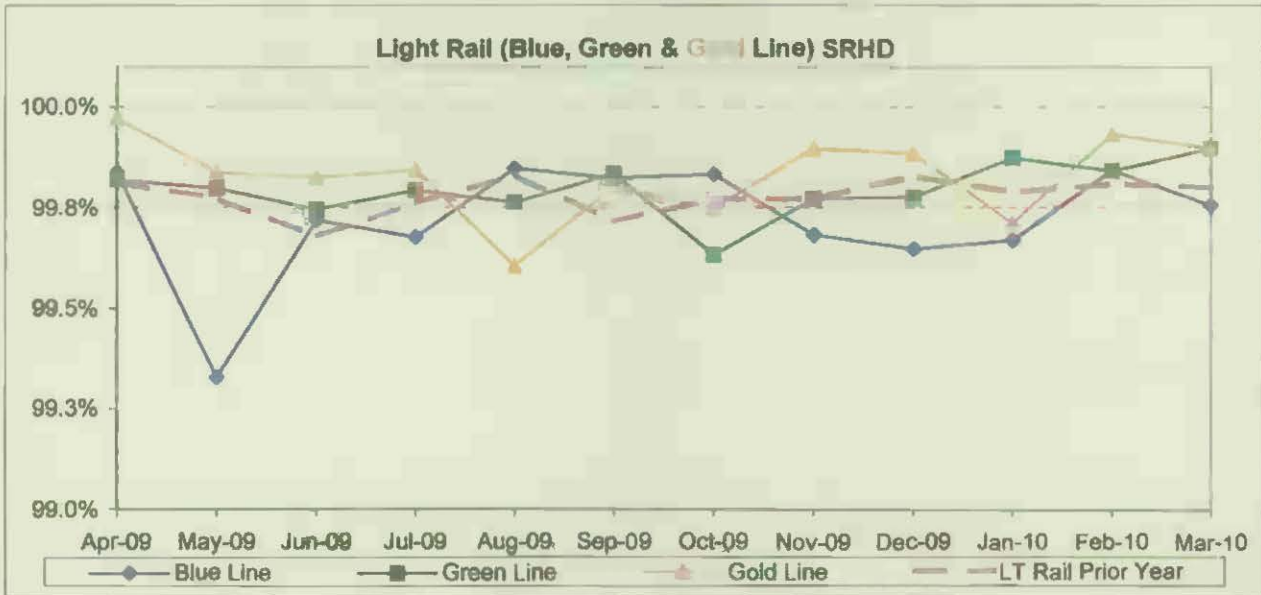
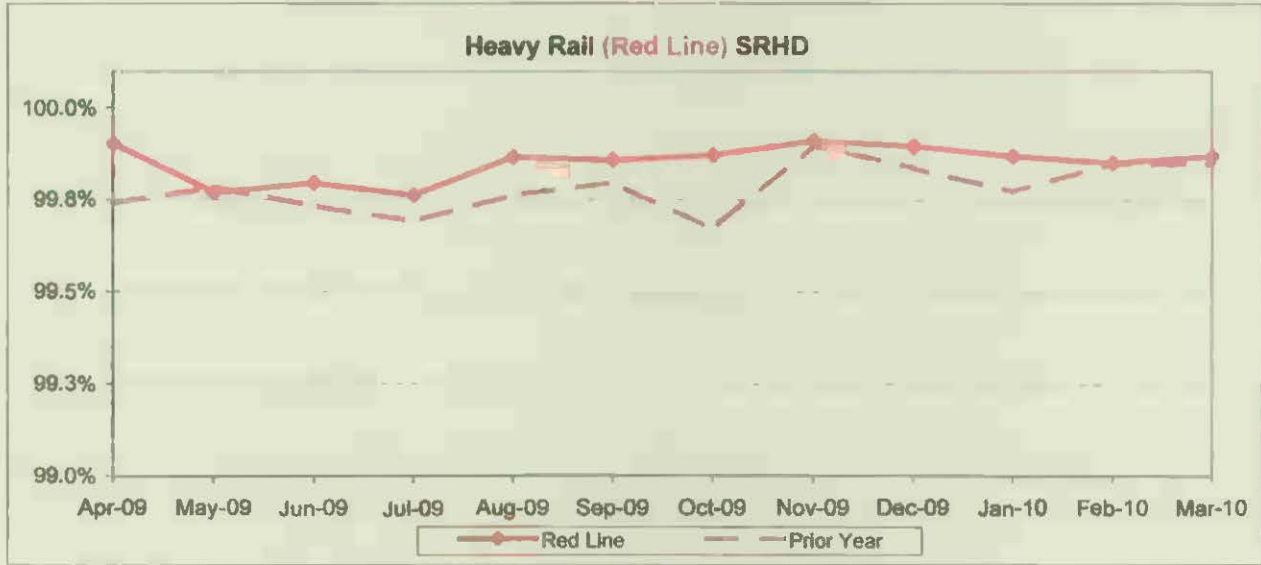
**Calculation:** ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]



Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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

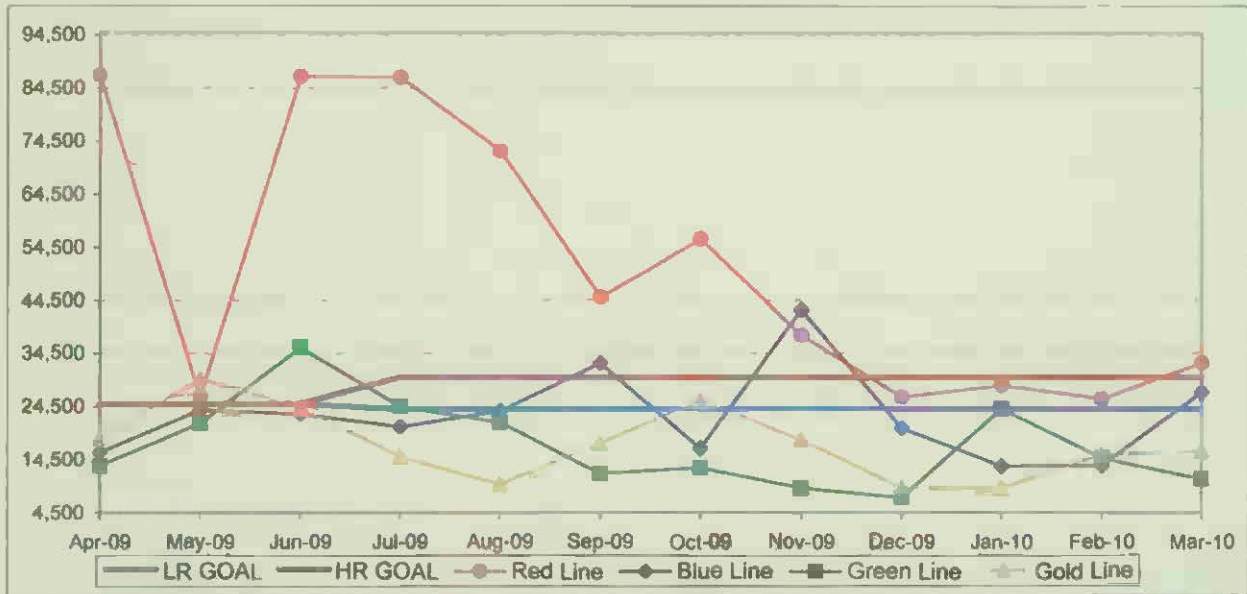


**RAIL SERVICE PERFORMANCE - Continued**

**Mean Miles Between Chargeable Mechanical Failures**

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

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

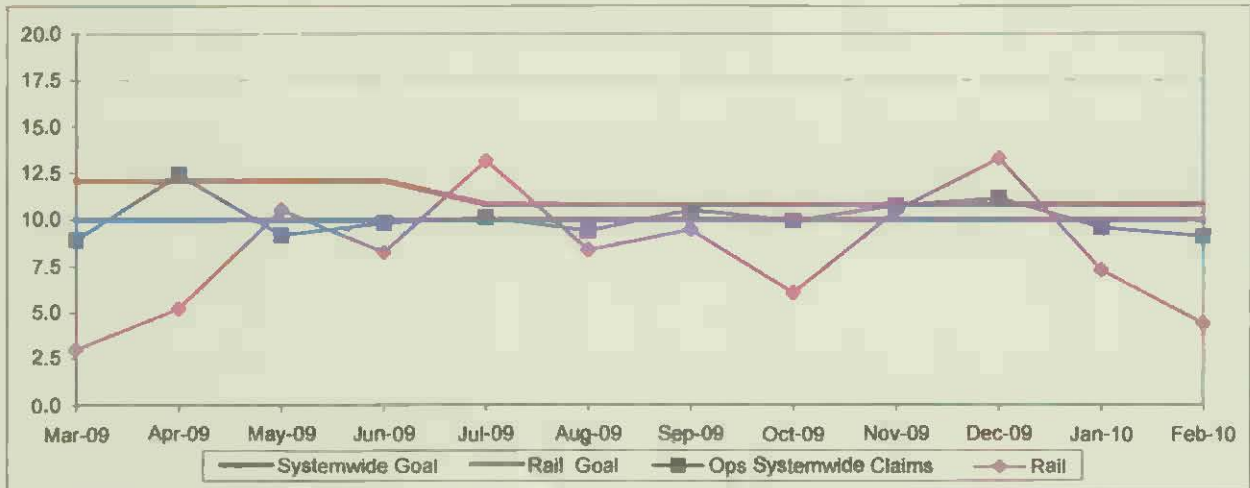


**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS**

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

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

One month lag in reporting.



## SAFETY PERFORMANCE

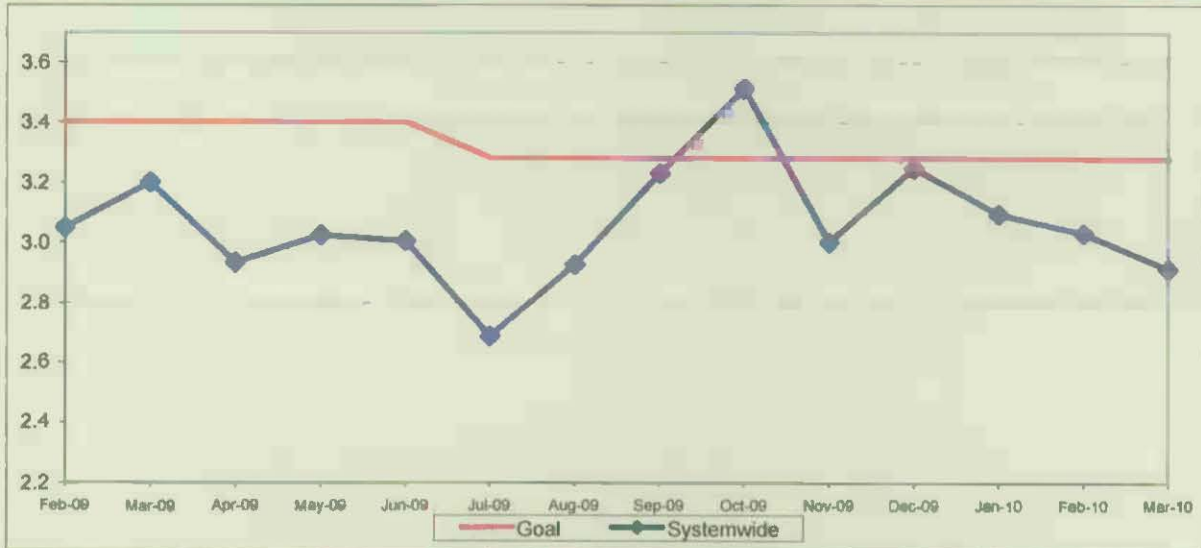
### BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

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

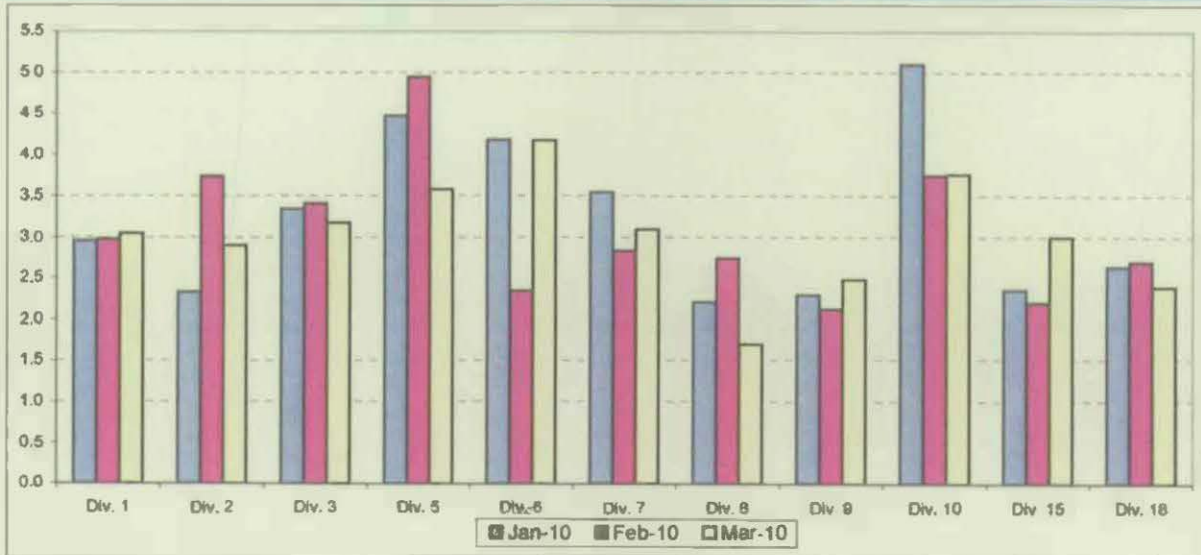
#### Systemwide Trend



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

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

#### Bus Operating Divisions - by Divisions January 2010 - March 2010



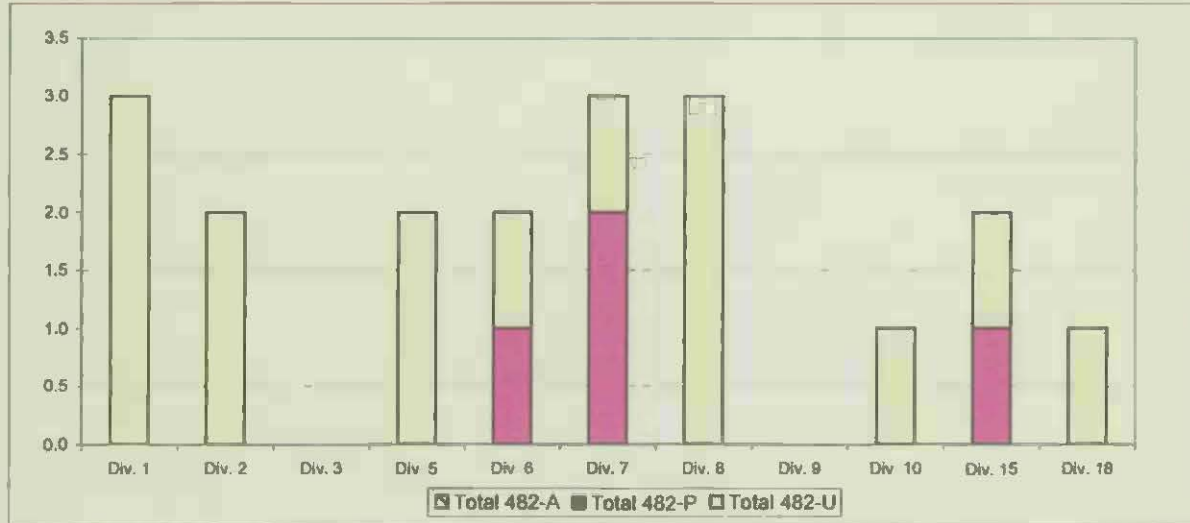
Safety Performance Continued

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

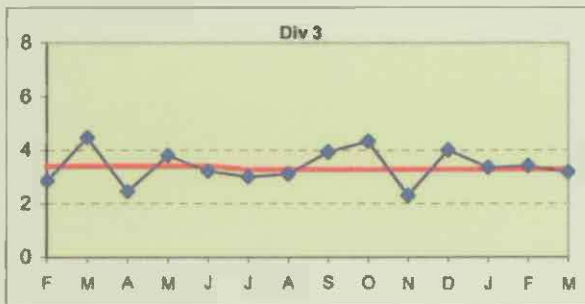
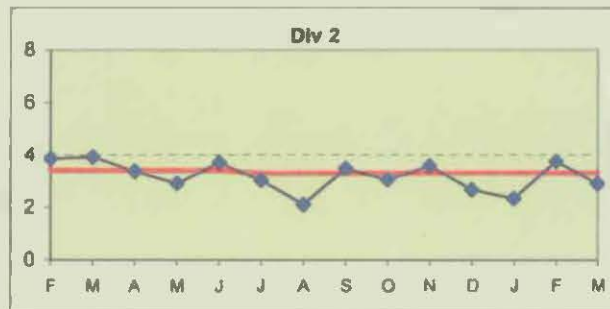
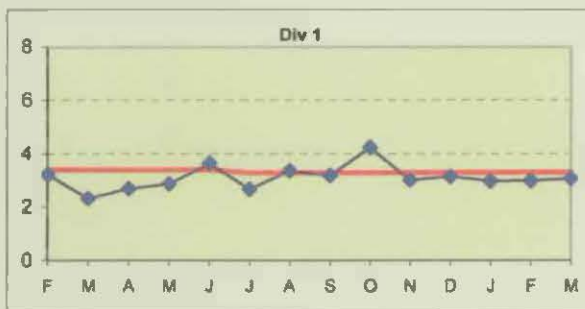
Definition: Number of accidents that are coded 482 "alleged" accidents in prior 13 months and the accident determination as avoidable (A), pending investigation (P) or unavoidable (U).

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

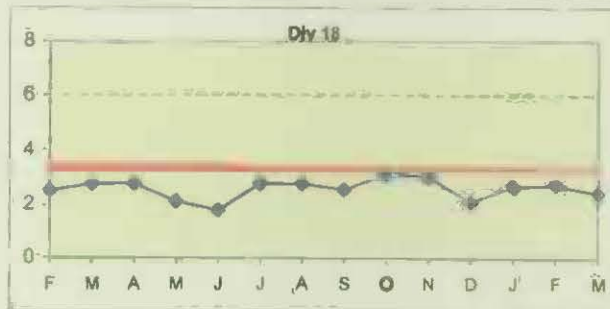
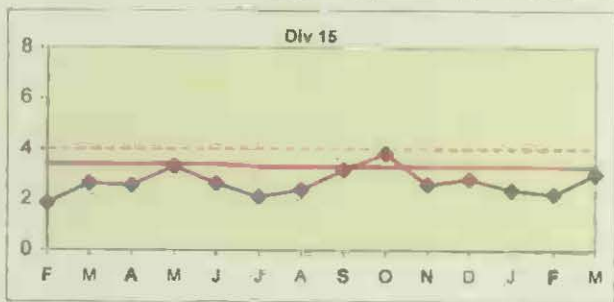
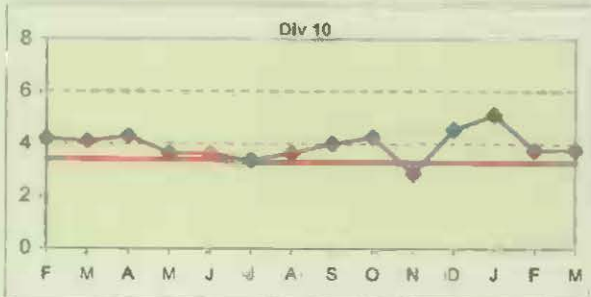
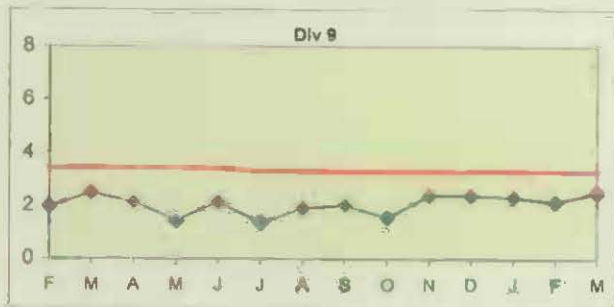
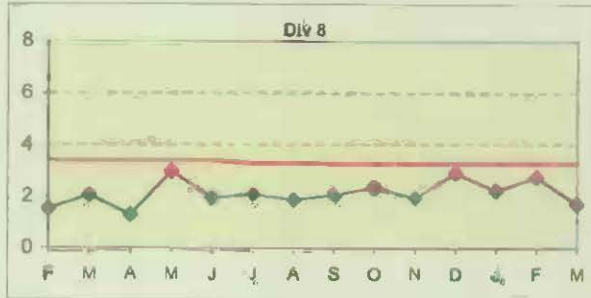
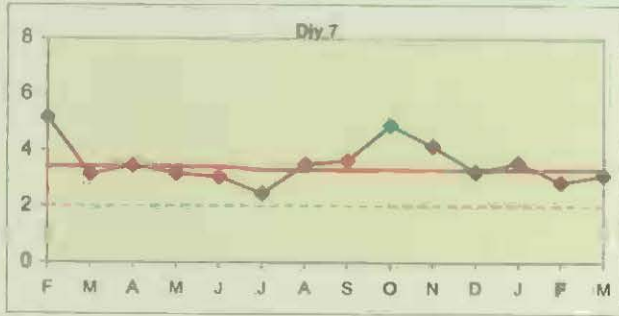
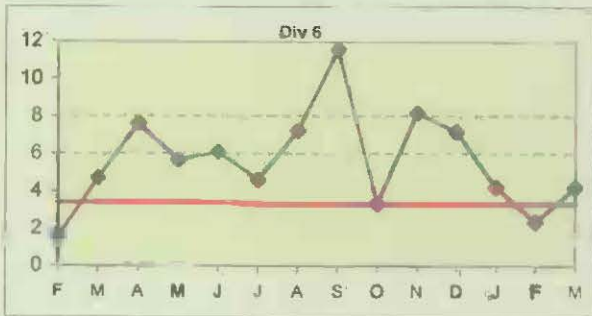
NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision



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



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





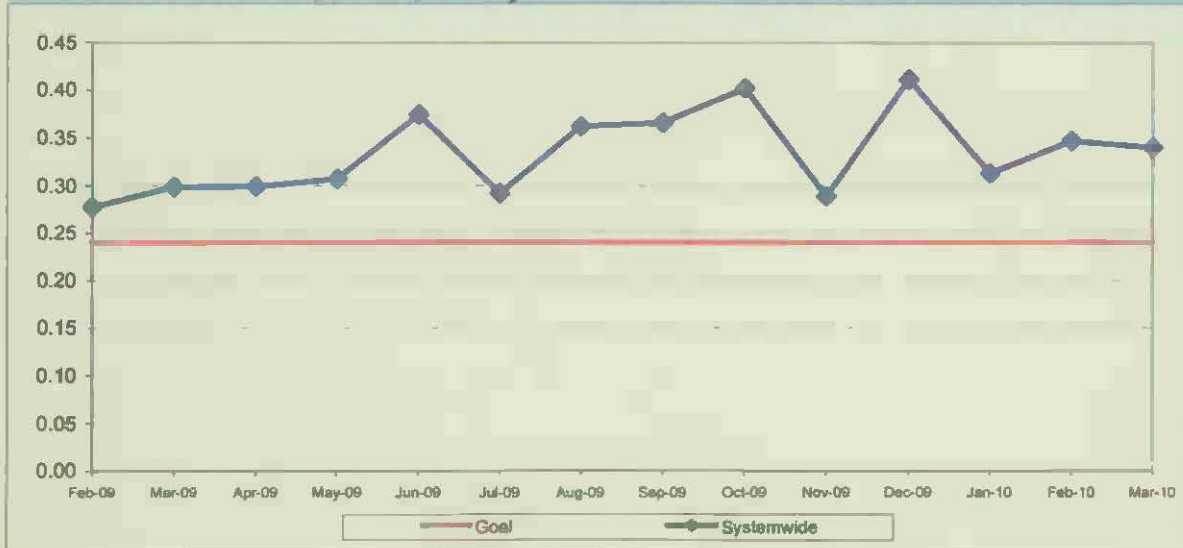
Safety Performance Continued

BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

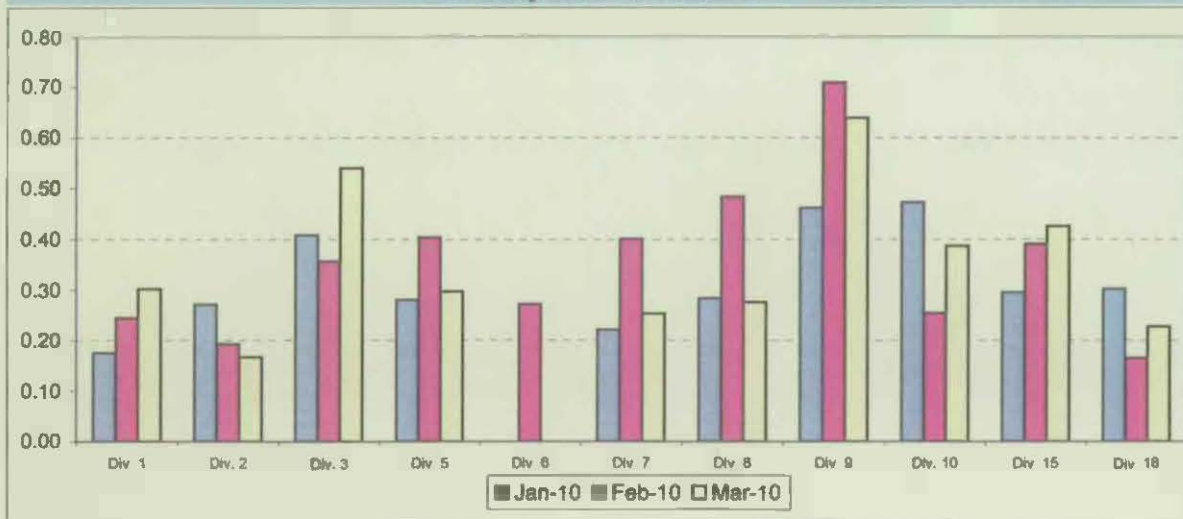
**Calculation:** Passenger Accidents Per 100,000 Boardings = (The number of Passengers Accidents / by (Boardings / by 100 000))

Systemwide Trend



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

Bus Operating Divisions - by Divisions  
January 2010 - March 2010



Safety Performance Continued

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

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

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

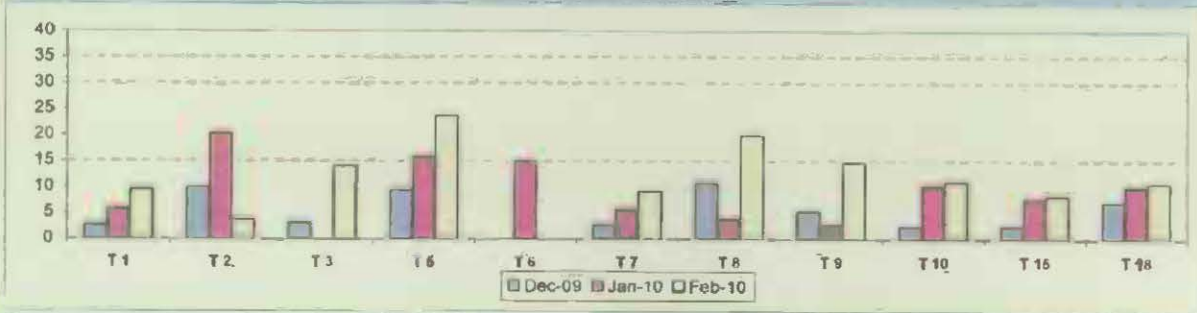
One month lag from current month



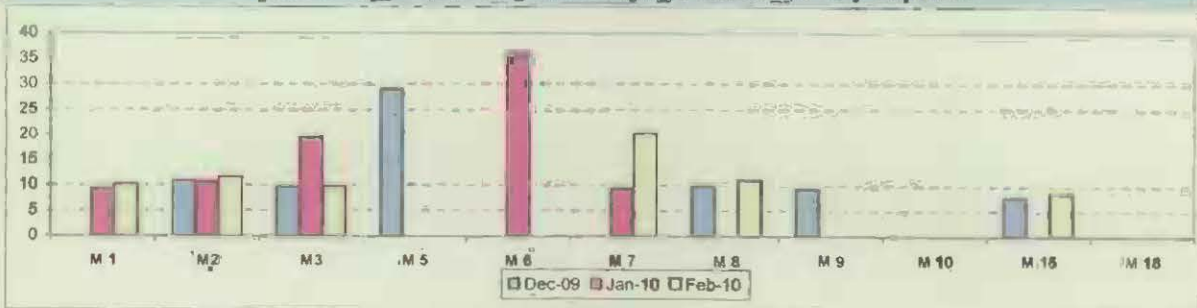
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

One month lag from current month

**OSHA: Bus Operating Transportation Divisions - by Division**  
Dec. 2009 - Feb. 2010



**OSHA: Bus Operating Maintenance Divisions - by Division**



Safety Performance Continued

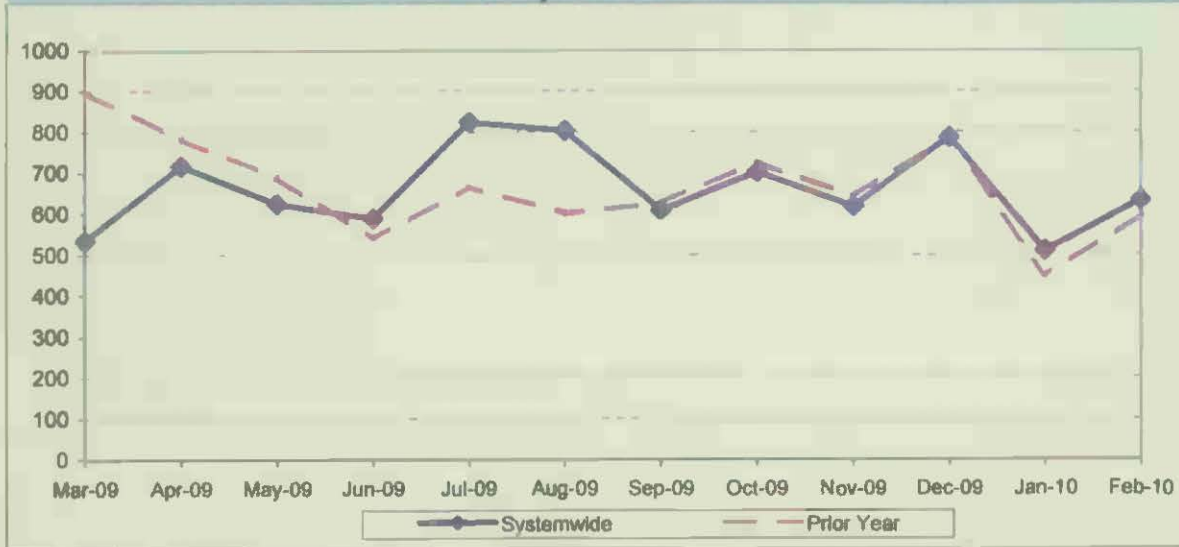
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

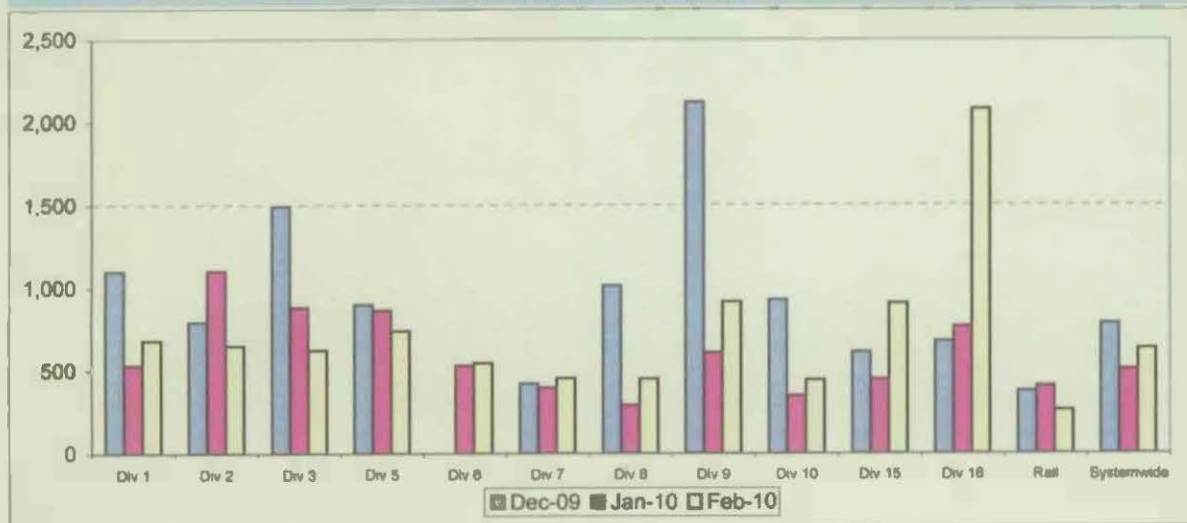
Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number

One month lag from current month?

LWD Systemwide Trend



LWD/200,000 Exposure Hours per Operating Divisions - by Division and Rail  
Dec. 2009 - Feb. 2010

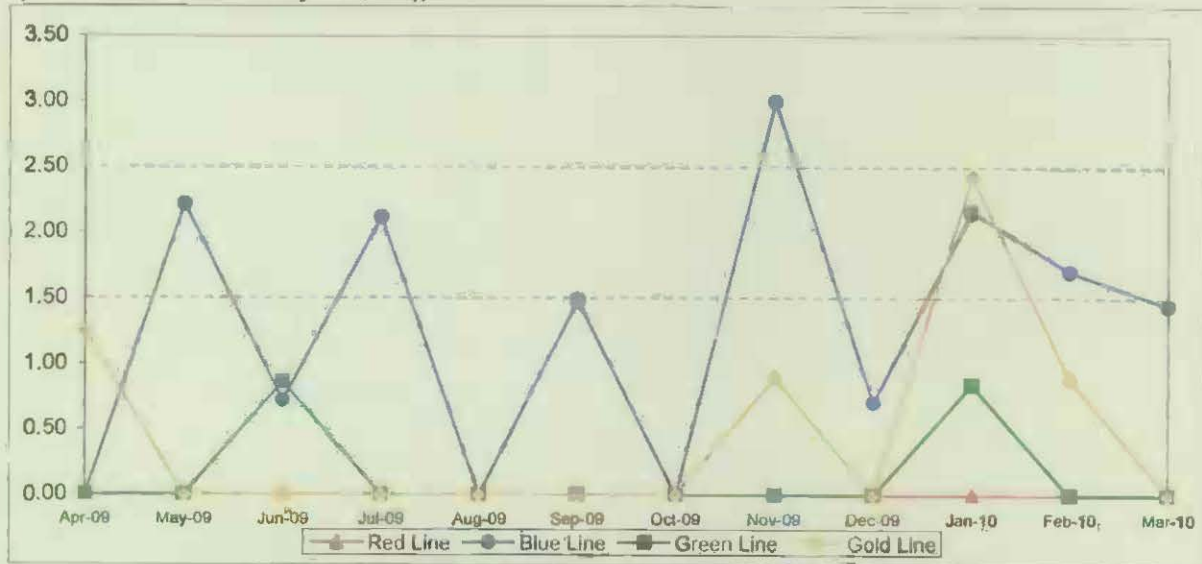


Safety Performance Continued

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

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

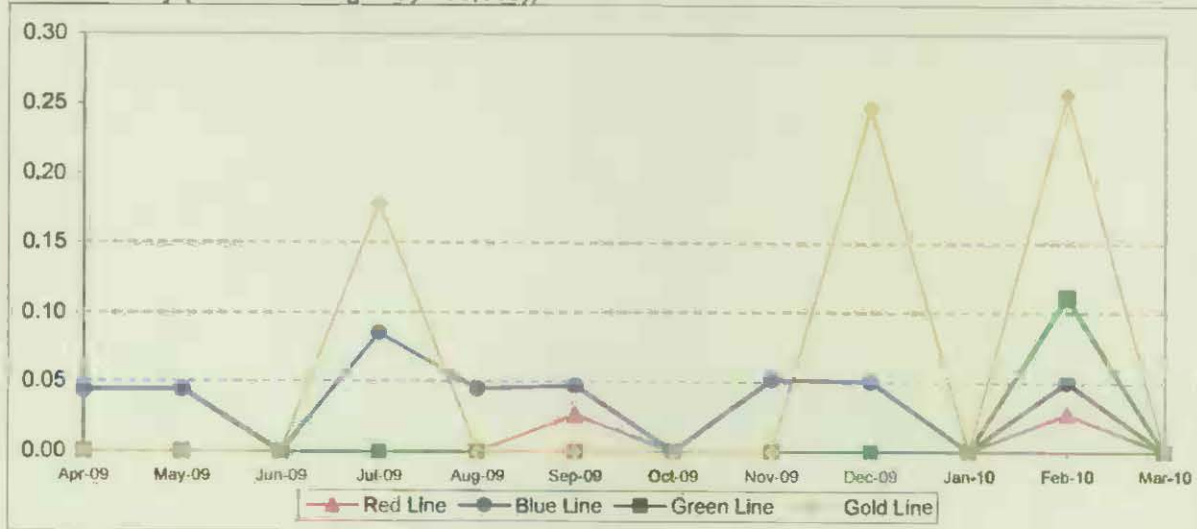
**Calculation:** Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



**RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS\***

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

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



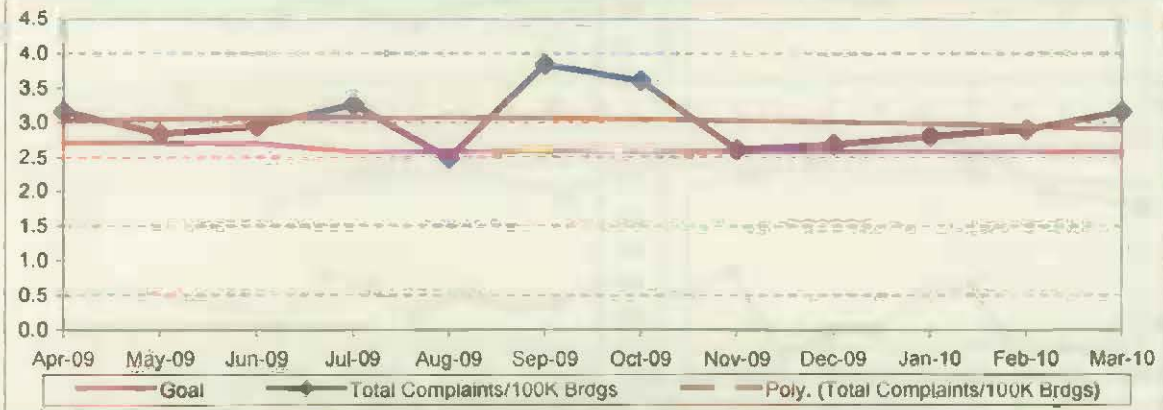
## CUSTOMER SATISFACTION

### COMPLAINTS PER 100,000 BOARDINGS

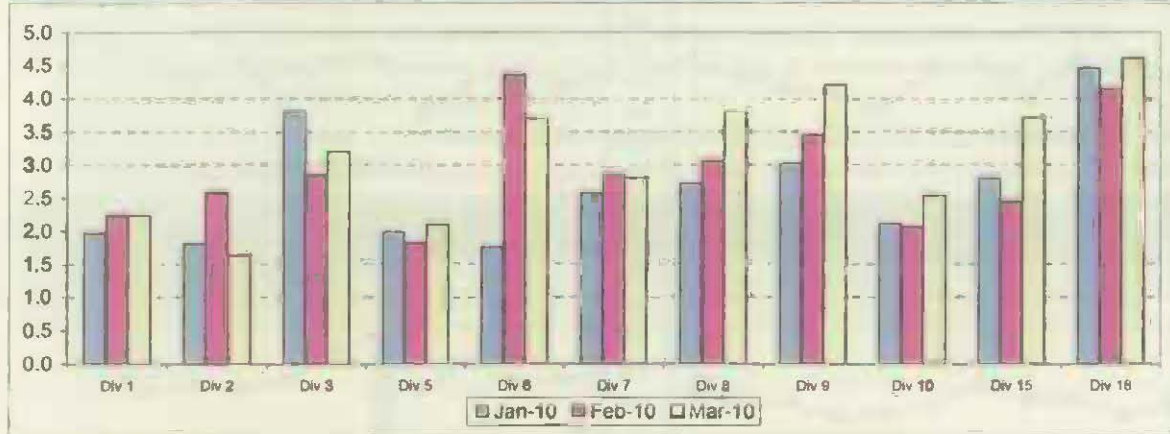
**Definition:** Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

#### Systemwide Trend

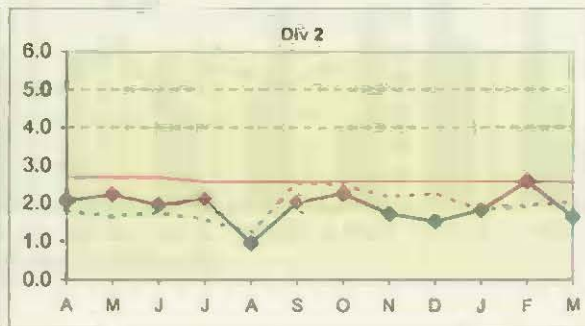
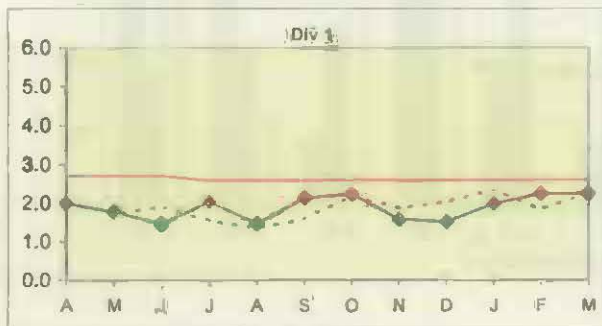


#### Bus Operating Divisions, by Divisions January 2010 - March 2010



### COMPLAINTS PER 100,000 BOARDINGS

◆ Current Year     
 - - - Prior Year     
 — Goal



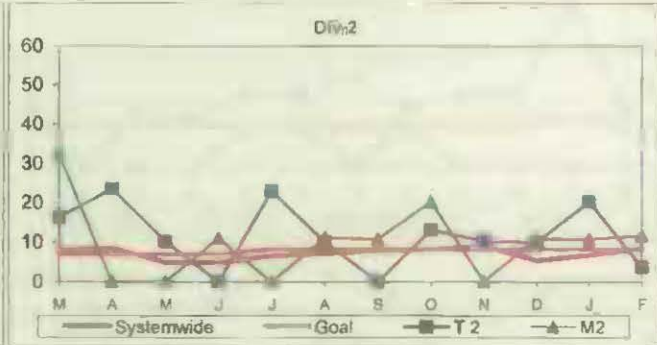
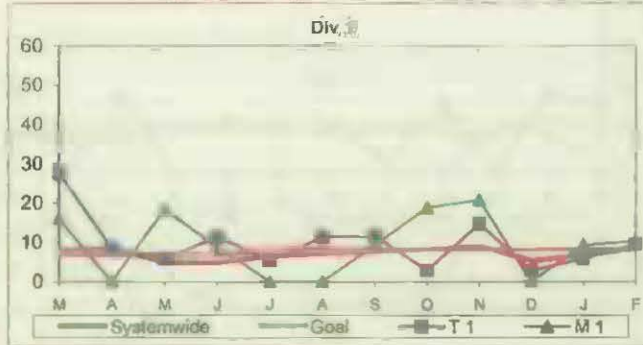
## OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

### Systemwide and Bus Operating Divisions

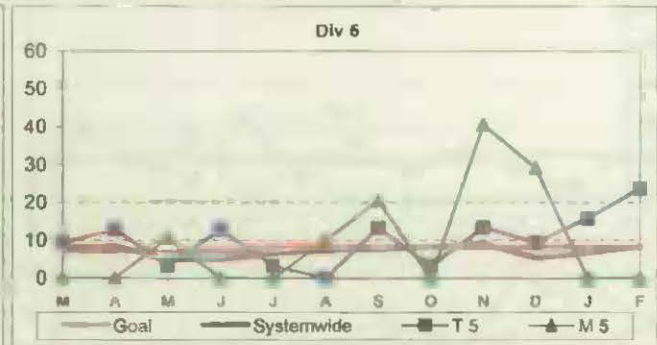
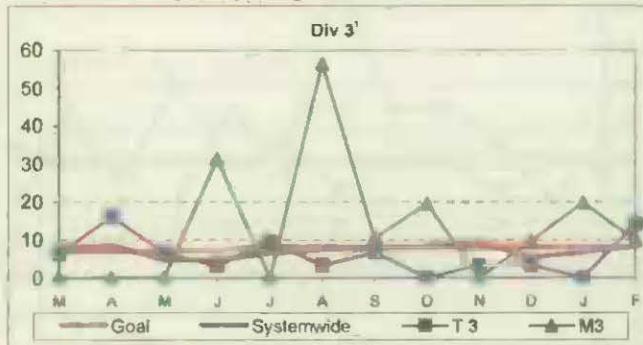
**Definition:** Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

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

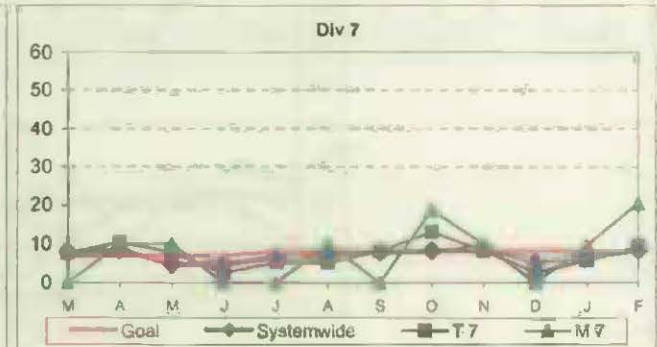
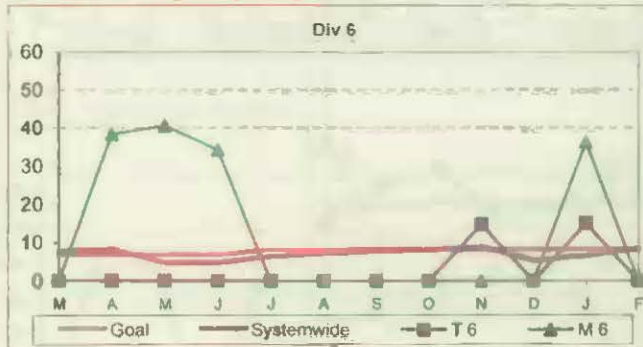
One month lag in reporting.



One month lag in reporting.

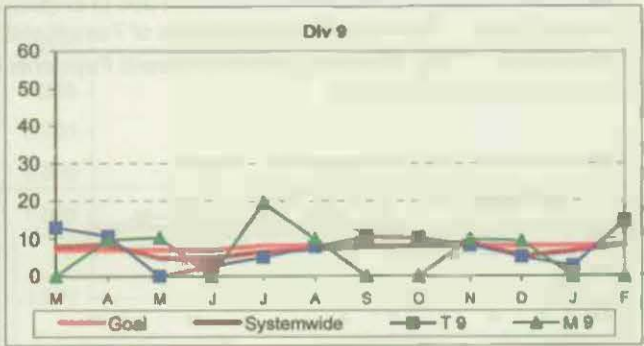
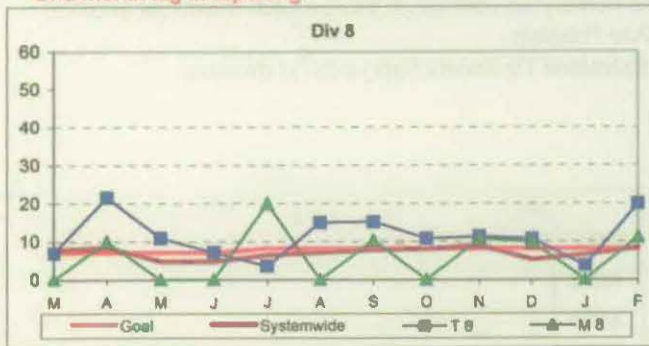


One month lag in reporting.

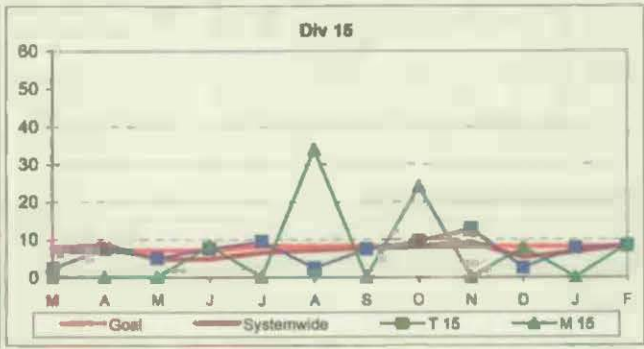
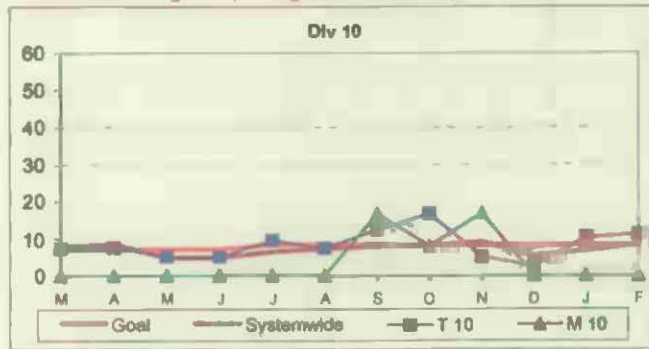


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued

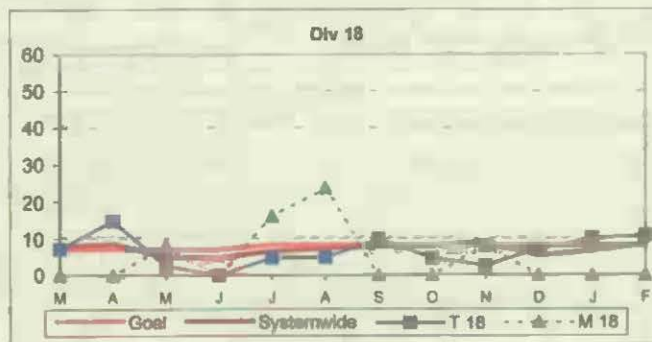
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



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

**Monthly Calculations - March 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 8	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls												
Points	60%	1433.9	1530.2	1845.3	1746.6	2577.4	1263.7	3211.1	3257.0	1214.7	2110.6	1312.3
		4	5	6	7	9	2	10	11	7	8	3
Attendance	20%	0.98336	0.96792	0.98105	0.99120	0.99472	0.98235	0.98168	0.96965	0.97875	0.96945	0.95587
Points		.9	2	6	10	11	8	7	4	5	3	1
New WC Claims /200,000 Exp Hrs*	30%	0.0000	11.8285	0.0000	0.0000	0.0000	20.5444	0.0000	20.4714	0.0000	0.0000	27.0947
Points		8	3	6	8	8	2	8	3	8	8	1
*One month lag												
<b>Totals</b>		<b>6.20</b>	<b>4.10</b>	<b>6.60</b>	<b>7.90</b>	<b>9.10</b>	<b>3.20</b>	<b>8.80</b>	<b>7.20</b>	<b>3.90</b>	<b>7.00</b>	<b>2.00</b>
<b>FINAL RANKING</b>	<b>DIV.</b>	<b>Div 6</b>	<b>Div 8</b>	<b>Div 5</b>	<b>Div 9</b>	<b>Div 15</b>	<b>Div 3</b>	<b>Div 1</b>	<b>Div 2</b>	<b>Div 10</b>	<b>Div 7</b>	<b>Div 18</b>
	Score	9.10	8.80	7.90	7.20	7.00	6.60	6.20	4.10	3.90	3.20	2.00
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



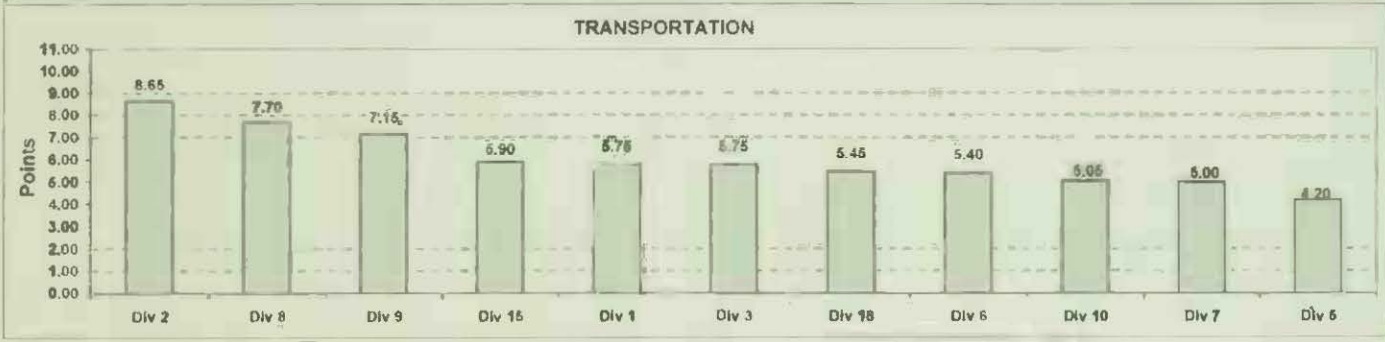


**Monthly Calculations - March 2010**  
**Metro Bus - Transportation**

**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 Points	25%	0.7701 9	0.7683 8	0.7817 11	0.8735 2	0.8847 3	0.8881 4	0.7768 10	0.7578 7	0.8910 5	0.7536 6	0.6487 1
Miles Between Total Road Calls Points	10%	1433.8841 4	1539.2434 5	1645.2952 6	1746.5085 7	2577.4031 9	1263.6906 2	3211.1389 10	3256.9802 11	1214.7445 1	2110.5858 8	1312.3184 3
Accident Rate Points	28%	3.0481 6	2.9018 8	3.1781 4	3.5788 3	4.1783 1	3.0953 5	1.6939 11	2.4921 9	3.7697 2	3.0010 7	2.3988 10
Complaints/100K Boardings Points	15%	2.2330 9	1.6390 11	3.2009 8	2.1035 10	3.7031 5	2.8077 7	3.8156 3	4.2143 2	2.5440 6	3.7113 4	4.6163 1
New WC Claims /200,000 Exp Hrs* Points	25%	3.0000 1	3.6873 10	17.6512 2	18.8392 3	0.0000 11	12.2126 6	15.9218 4	8.8524 7	5.5298 8	13.7854 5	5.3281 9
Totals		6.75	8.65	5.75	4.20	5.40	6.00	7.70	7.15	6.05	6.90	6.45
<b>FINAL RANKING</b>												
	DIV.	Div 2	Div 8	Div 9	Div 15	Div 1	Div 3	Div 18	Div 6	Div 10	Div 7	Div 5
	Score	8.65	7.70	7.15	6.90	6.75	6.75	6.45	6.40	6.05	6.00	4.20
	Rank	1st	2nd	3rd	4th	5th	5th	8th	7th	8th	9th	10th



**Monthly Calculations - March 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.

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Orange Line		
	Mar-09	Mar-10	Yearly Improvement	Mar-09	Mar-10	Yearly Improvement	Mar-09	Mar-10	Yearly Improvement	Mar-09	Mar-10	Yearly Improvement
<b>Wayside Availability</b>												
Track	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	99.99%	-0.01%	100.00%	100.00%	0.00%
Signals	99.92%	99.99%	0.07%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Power	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	99.99%	100.00%	0.01%	100.00%	100.00%	0.00%
<b>Wayside Performance</b>	99.97%	100.00%	0.026%	100.00%	100.00%	0.000%	100.00%	100.00%	0.000%	99.97%	100.00%	0.026%
<b>Vehicle Performance</b>												
Fleet Svc. Performance	99.93%	99.90%	-0.030%	99.91%	100.00%	0.090%	99.92%	99.91%	-0.010%	99.95%	99.95%	0.000%
<b>Rail Transportation Operations &amp; Control Perf.</b>	99.98%	99.98%	0.000%	99.99%	100.00%	0.010%	100.00%	100.00%	0.000%	100.00%	100.00%	0.000%
<b>In-Service Performance</b>												
Controllable RH Delivered	99.92%	99.88%	-0.040%	99.90%	99.92%	0.020%	99.91%	99.90%	-0.010%	99.85%	99.94%	0.090%
<b>Total Rail Line Performance</b>	99.95%	99.94%	-0.011%	99.95%	99.98%	0.030%	99.96%	99.95%	-0.005%	99.95%	99.97%	0.020%

Metro Rail Final Ranking (Sorted)				
Rail Line	RED	ORANGE	GREEN	BLUE
Score	0.030%	0.030%	-0.005%	-0.011%
Rank	1st	1st	2nd	3rd



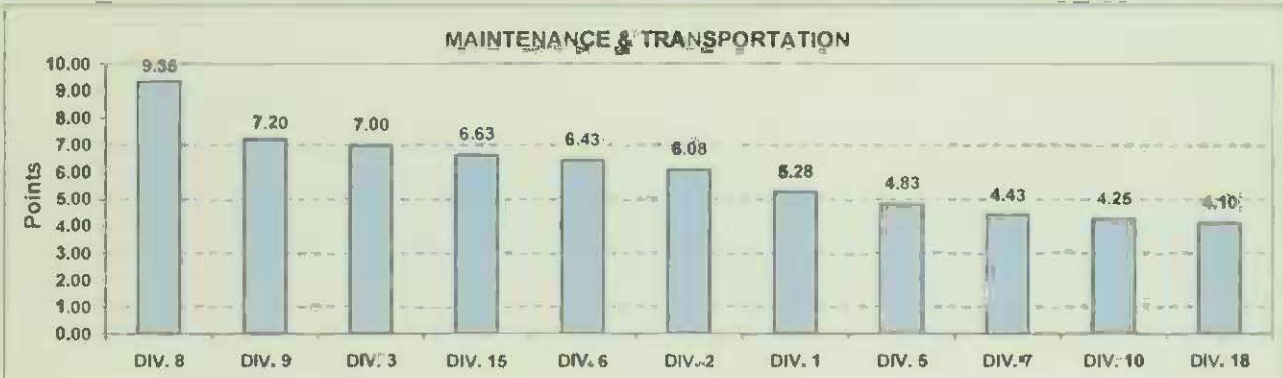
## "HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

### Quarterly Calculations: FY10-Q3 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	25.0%	1356	1425	1535	1672	2298	1226	2978	2698	1176	2081	1315
Points		4	5	6	7	9	2	11	10	1	8	3
Attendance Points	10.0%	0.9788	0.9684	0.9826	0.9833	0.9810	0.9780	0.9785	0.9722	0.9778	0.9842	0.9685
Points		8	2	10	11	9	6	7	4	5	1	3
Claims /200000 Exp.Hrs	15.0%	12.7229	11.0600	9.8049	13.0653	0.0000	12.9706	0.0000	13.1193	0.0000	8.1507	8.0809
Points *		4	5	6	2	9	3	9	1	9	7	8
* One month Lag: Dec 09 - Feb 10												
<b>Transportation</b>												
In-Service On-Time Performance	12.5%	0.7754	0.7755	0.7828	0.8696	0.6875	0.6858	0.7815	0.7563	0.6968	0.7534	0.8550
Points		8	9	11	2	4	3	10	7	5	6	1
Miles Between Total Road Calls	5.0%	1356.5	1425.0	1535.2	1672.5	2296.3	1226.2	2978.0	2697.7	1175.8	2081.0	1315.0
Points		4	5	6	7	9	2	11	10	1	8	3
Accidents/100k Hub Miles	12.5%	2.8961	2.9707	3.3052	4.3102	3.6480	3.1656	2.2020	2.3168	4.2129	2.5408	2.5773
Points		8	7	4	1	3	5	10	10	2	9	8
Complaints/100K Boardings	7.5%	2.1528	1.9999	3.2856	1.9851	3.3382	2.7607	3.2441	3.5964	2.2571	3.0327	4.2252
Points		9	10	4	11	3	7	5	2	8	6	1
Claims /200000 Exp.Hrs	12.5%	15.7254	10.3531	9.9323	22.4647	14.6226	8.5188	10.0949	8.3077	11.2238	10.3872	13.3500
Points *		2	7	9	1	3	10	8	11	5	6	4
* One month Lag: Dec 09 - Feb 10												
<b>Totals</b>		<b>6.28</b>	<b>6.08</b>	<b>7.00</b>	<b>4.83</b>	<b>6.43</b>	<b>4.43</b>	<b>9.35</b>	<b>7.20</b>	<b>4.25</b>	<b>6.63</b>	<b>4.10</b>
<b>FINAL RANKING Maintenance and Transportation Division Ranking (Sorted)</b>												
<b>RANKING</b>	<b>DIV.</b>	<b>Div. 8</b>	<b>Div. 9</b>	<b>Div. 3</b>	<b>Div. 15</b>	<b>Div. 6</b>	<b>Div. 2</b>	<b>Div. 1</b>	<b>Div. 5</b>	<b>Div. 7</b>	<b>Div. 10</b>	<b>Div. 18</b>
	<b>Score</b>	9.35	7.20	7.00	6.63	6.43	6.08	6.28	4.83	4.43	4.25	4.10
	<b>Rank</b>	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY10-Q3  
Metro Rail**

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

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

**Improvement from Previous Year**

	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
<b>Overall Rail Line Performance</b>				
Jan-10	0.04%	0.01%	0.00%	0.01%
Feb-10	-0.03%	0.02%	-0.06%	0.00%
Mar-10	-0.01%	0.03%	-0.01%	0.00%
<b>Quarter Average</b>	<b>0.00%</b>	<b>0.04%</b>	<b>-0.02%</b>	<b>0.01%</b>

**Metro Rail Final Ranking (Sorted)**

Rail Line	RED	GOLD	BLUE	GREEN
Scores	0.04%	0.01%	-0.00%	-0.02%
Rank	1st	2nd	3rd	4th





Los Angeles County Metropolitan Transportation Authority

# Financial Status

## March 31, 2010

FTA Quarterly Review

May 2010



**Metro**

## 3<sup>rd</sup> Quarter

- Actual FY10 PA, PC, TDA sales taxes still tracking \$130 million below budget
- Actual FY10 thru 2Q10 Meas R was 95% of PA/C
- Recession is over?
  - Dow hovers around \$10,500-\$11,000
  - LA County unemployment stay over 12%
  - Transit indicators stabilize
    - Ridership 8% below FY10 budget
      - Bus ridership, 8% down
      - Rail ridership, 1% down vs prior year
    - Fare revenues 8% below budget
- Operating costs below budget



**Metro**

# 3<sup>rd</sup> Quarter

## MTA FY10 Budget \$3.9 billion

- MGLEE ridership less than hoped for
- Sales taxes appear to have bottomed
- Budget update
  - Meas R will exceed budget due to conservative estimate for SBOE start up
  - CEO reduced budget expenses by \$65 million

## Excise Tax

- Replaces sales tax on gasoline
- One time STA of \$400m statewide

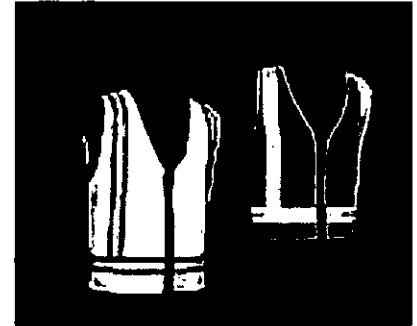


# FY10 Look Ahead

- Labor contracts
- New LRV procurement
- Stimulus 2?
- Sales tax revenue?

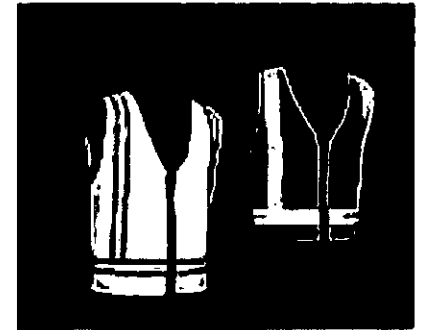


## Construction Safety Jan - March 2010



- MGLER Construction has been underway for more than 70 months or 1,988 days.
- 4,407,527 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.

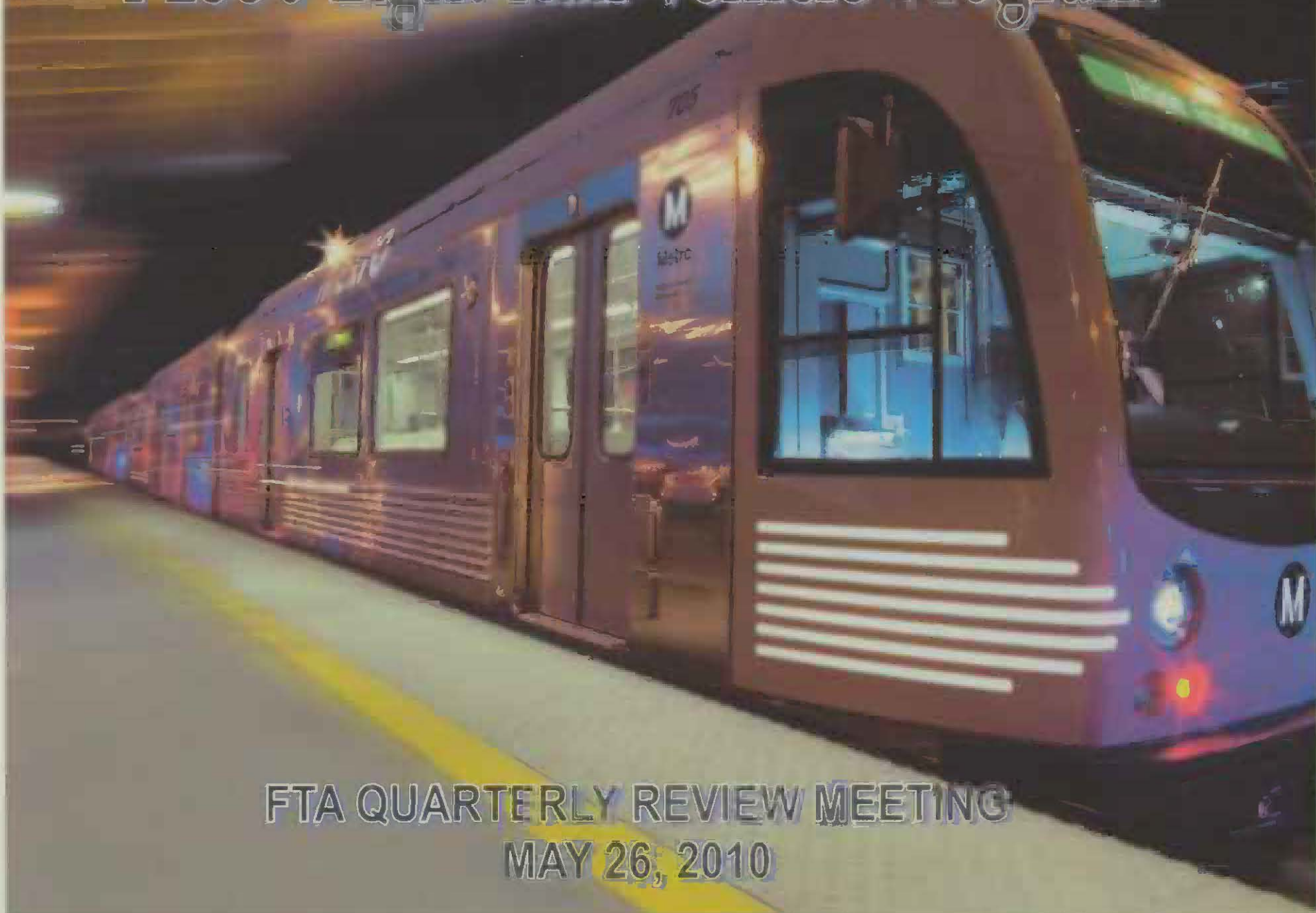
Construction Security  
Jan – March 2010



- MTA Security and LASD full responsibility for security during revenue operation.
- Minor Security issues graffiti / theft.

2550 RAIL VEHICLE  
PROGRAM

# P2550 Light Rail Vehicle Program



FTA QUARTERLY REVIEW MEETING  
MAY 26, 2010

# P2550 Light Rail Vehicle

## - Overview -

- P2550 program consists of acquisition of 50 light rail vehicles from AnsaldoBreda (AB)
- 39 vehicles have been delivered to Metro
- 38 Vehicles are at Metro Gold Line; 36 are Conditionally Accepted:
  - Have accumulated over 1.7 million revenue service miles
  - Since September 09, weekday rollout average is 18 - 22 cars to support Gold Line and Eastside service requirements
- One vehicle remains at Metro Blue Line for testing
- 11 Vehicles are in Pittsburg, CA in Final Assembly
  - Prototype vehicles 701, 702, 703 are in various stages of modifications to upgrade to current configuration.

# Project Progress

- Vehicle availability and reliability for revenue service has improved considerably. P2550 Mean Miles Between Failures (MMBF) averaged over 23,000 miles during the past six months.
- Further brake and propulsion and communications hardware/software upgrades are ongoing with good results. ATP/TWC systems software upgrades are also ongoing.
- Project Team meets, on regular basis, with the PMOC team to update on project status
  - A Project Close Out Plan has been submitted to PMOC.
- Project Progress Review Meetings are ongoing; next meeting scheduled in Los Angeles starting May 21, 2010.



## Project Progress (continued)

- Draft Heavy Repair Manuals have been submitted and review is ongoing.
- Warranty Program has started since the acceptance of the first vehicle in March 2008.
- Warranty and Contract spare parts delivery have been late but the delivery is ongoing. Several containers have arrived in LA recently.
- The revised Delivery Schedule calls for 50<sup>th</sup> car delivered to Metro December 2010.



Los Angeles County Metropolitan Transportation Authority

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

**May 26, 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 Project Closeout Activities

- Contract C0803 Substantial Completion was issued to the Contractor (ELRTC) on November 15, 2009.
- Closeout activities are continuing for the ELRTC Contract C0803 scope; including negotiations of remaining contract modifications, warranty, spare parts/materials, and as-built drawing requirements.
- ELRTC has removed several field office trailers from the construction site per the demobilization plan.
- Closeout activities have begun on Contract C0893 – Pomona Atlantic Parking Structure, which opened to the public on April 16, 2010.



Metro

Gold  
Line

## Metro Gold Line Eastside Extension Project Closeout Activities (continued)

- Metro is reviewing comments received from Caltrans and the County of Los Angeles on the Maintenance Agreements for the guideway elements along their right-of-way.
- Remaining Third Party Agency final invoices are being generated for payments.
- Cost data has been provided to the Metro Asset Database on the Metro Gold Line Eastside Extension Project.
- Closeout of Professional Services contracts is continuing for services which have been completed.



**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 End of Presentation



Metro

Gold  
Line



EXPOSITION PROJECT

# Mid-City Exposition Light Rail Transit Project

## FTA Quarterly Review – May 26, 2010



## Major Issues

### ▪ Schedule

- Contractor's latest schedule shows a **58-week project delay**
- Although there are numerous areas of work that are behind schedule, the critical activities continue to be:
  - La Cienega Bridge
  - Ballona Creek Bridge
  - Farmdale Crossing
- There are a number of activities that could result in further delay
  - Changes to the Farmdale Avenue grade crossing
  - Blue Line Tie-in
  - S&I Facility
  - Installation of Automatic Train Protection



Phase 1

Expo Line Transit Project

Construction Progress



Flower Adams Overcrossing



Phase 1

Expo Line Transit Project

Construction Progress



Tile installation at the Crenshaw Boulevard Station



Phase 1

Expo Line Transit Project

Construction Progress



**Western Avenue Station with installed canopies,  
fencing and tiling**



Phase 1

Expo Line Transit Project

Construction Progress



MSE Walls From La Cienega Aerial Structure to Ballona Creek Aerial Structure



Phase 1

Expo Line Transit Project

Construction Progress



**Falsework Removal at La Brea Aerial Structure**





## Major Issues (cont.)

### ▪ Project Budget

- The awarded construction packages are currently within budget
- There are a number of areas that pose significant risk to the budget
  - Project Delays
  - Venice Robertson Aerial Station
  - Foshay Safety Enhancements
  - Changes to the Farmdale Avenue grade crossing
  - Blue Line Tie-in
  - S&I Facility
  - Professional Services
  - Third Parties
  - Additional changes to Project Scope
  - Installation of Automatic Train Protection



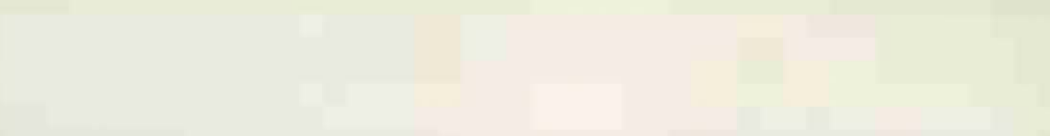
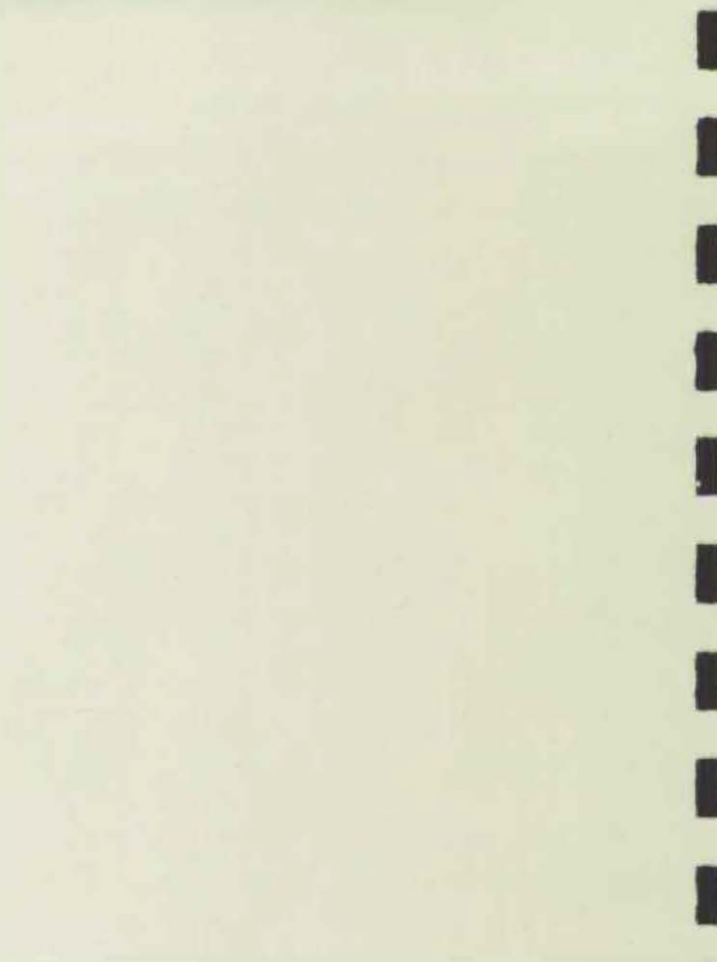
## Design-Build Procurement

- Finalizing scope and contract with the 2 most qualified design-build firms to conduct Preliminary Engineering (PE) and compete for final design and construction
- Technical Design Kick-Off meeting was held on March 25 with both firms
- Notice to Proceed (NTP) for PE will be issued in mid-April
- Anticipate completion of Preliminary Engineering in November 2010

## Third Party Coordination/Outreach

- Met with City of Santa Monica to discuss project status and areas of concern
- Met with City of Los Angeles, City of Santa Monica and CPUC to discuss at-grade crossings on the bikeway
- Toured Kilroy properties located adjacent to project alignment to follow up on noise and vibration discussions







# American Recovery and Reinvestment Act of 2009 (ARRA)

Quarterly Progress Report  
As of March 31, 2010



**Metro**

# Grants Status as of March 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	\$25.2
	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	\$0.1
TIGGER	CA-77-0002	3/2010	\$4.5	\$0.1
<b>TOTAL</b>			<b>\$312.3</b>	<b>\$92.3</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
- **131.5 total FTEs paid in reporting quarter**
- **40 contracts awarded**
- **\$208.9M contracted amount**



**Metro**

# Projects as of March 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**

# March Quarterly Progress Report

## COMPLETED PROJECTS



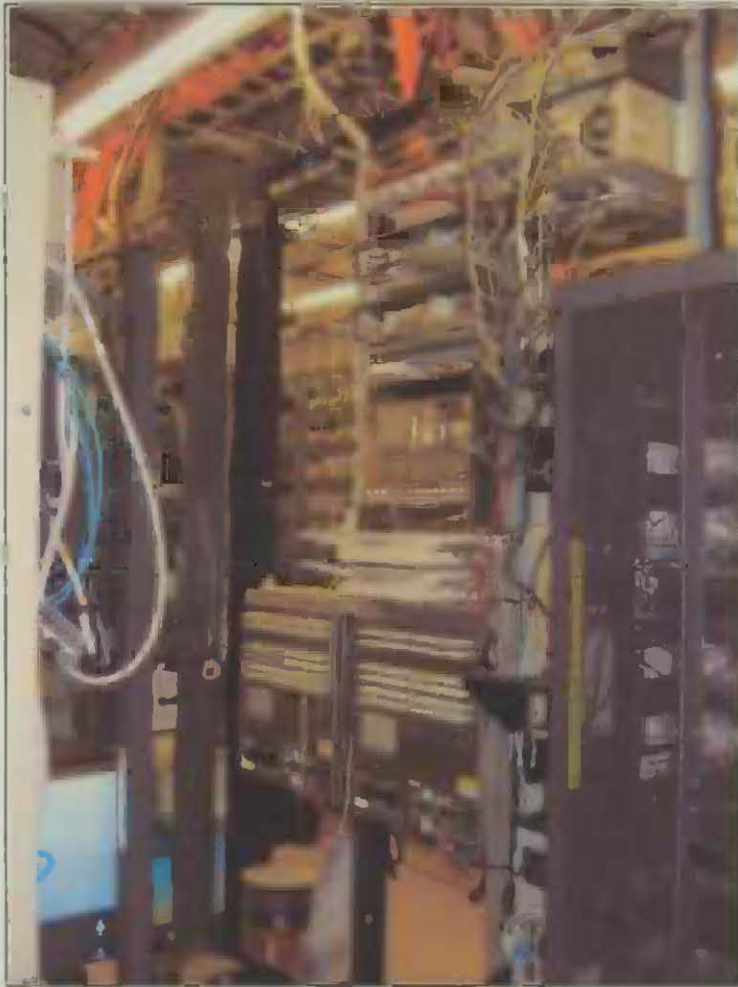
# Eastside Light Rail Extension Project



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 (closing out):
  - Metro Red Line (MRL)
  - Metro Blue Line (MBL)
  - Metro Green Line (MGL)
- 1,666 Total hours paid



Metro

# March Quarterly Progress Report

## ON – GOING PROJECTS

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

32' NABI bus delivered



45' NABI Bus

- CA-96-X012
- \$84.0M Project award
  - Spent \$11.6M (14%)
  - Drawdown \$10.9M
  - Unspent balance \$72.4M
- 5 Contracts awarded
  - Contracted amount \$81.5M
- Scheduled completion 50-32' buses Jul-2010
  - Received 10 of 50 buses
- Scheduled completion 91-45' buses Jul-2013
- 64.6 Total FTE's reported for quarter (ITD 16.5 FTE's)



Metro

# Replace 20 MBL Traction Power Substations



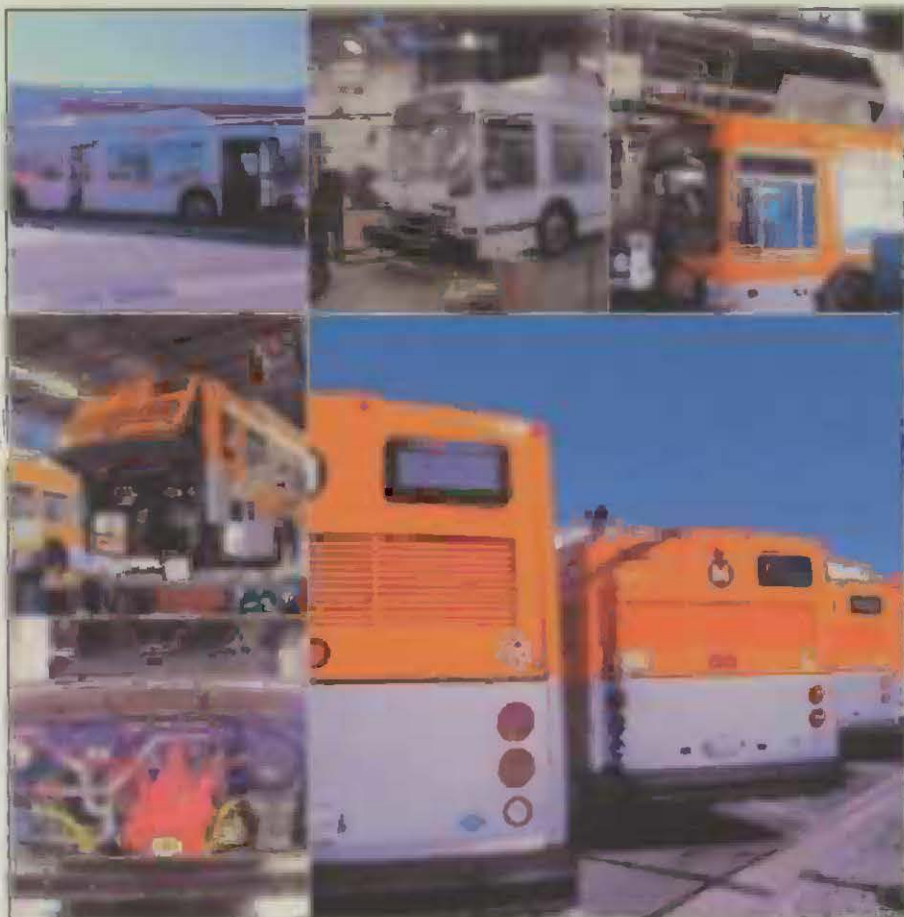
High Voltage 38kV  
Class SF6 Gas  
Insulated Circuit  
Breaker for  
Washington Traction  
Power Substation

- CA-96-X012 & CA-56-0001 (FG)
- \$71.0M Project award
  - Spent \$1.5M (2%)
  - Drawdown \$1.2M
  - Unspent balance \$69.5M
- 1 Contract awarded Oct-2009
  - Contracted amount \$54.8M
- Scheduled completion Jul-2014
- Design phase & equipment acquisition started
- 6.4 Total FTE's reported for quarter (ITD 2.5 FTE's)



Metro

## Bus Overhaul for 290 Buses



- CA-96-X012
- \$47.0M Project award
  - Spent \$5.3M (11%)
  - Drawdown \$5.0M
  - Unspent balance \$41.7M
- 1 Contract awarded
  - Contracted amount \$5.9M
- Start date – Jul-2009
  - 68 buses overhauled to-date
- Scheduled completion Jun-2011
- 50.5 Total FTE's reported for quarter (ITD 21.5 FTE's)



Metro

# Electrification of CNG Fueling Compressors

Original CNG Engine



New Electric Motor

- CA-96-X012
- \$28.0M Project award
  - Spent \$3.9M (14%)
  - Drawdown \$2.5M
  - Unspent balance \$24.1M
- 4 Contracts awarded
  - Contracted amount \$6.6M
  - First contract awarded Jun-2009
- Scheduled closeout Sep-2012
- In progress - Electrification of compressed natural gas (CNG) fueling compressors at ten bus division including CNG fueling upgrade at two bus divisions
- 5.4 Total FTE's for the quarter (ITD 3.5 FTE's)



Metro

# Installation of Canopies at Metro Red Line Stations

Civic Center Station  
Presently ->

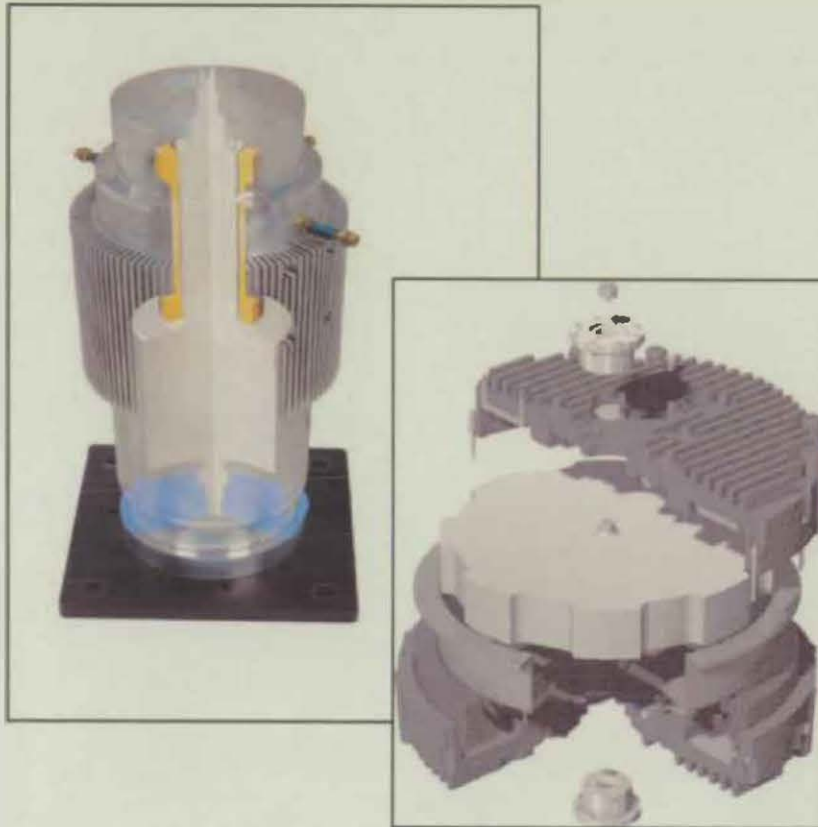


Civic Center Station with  
Canopy

- CA-66-X005
- \$6.8M Project award
  - Spent \$0.2 M(2%)
  - Drawdown \$0.1M
  - Unspent balance \$6.6M
- Scheduled contract award Sep-2010
- Scheduled closeout Aug-2012
- FTA approved reduced scope-of-work from 5 canopies to 3
- 0.3 Total FTE's reported for quarter (ITD .12 FTE's)



# Wayside Energy Storage Substation



Flywheel

- CA-77-0002 (TIGGER)
- \$4.5M Project award
  - Spent \$0.5M (1%)
  - Drawdown \$0.04M
  - Unspent balance \$4.4M
- Out to bid Jun-2010
- Scheduled contract award Nov-2010
- Scheduled completion Jul-2013
- Specifications being prepared for a D/B contract solicitation
- 0.6 Total FTE's reported for quarter (ITD .6 FTE's)

## Enhancements to El Monte & Harbor Transitway Stations



Artesia Station

- CA-96-X057 (TE1%)
- \$1.03M Project award
  - Spent \$0.01M (1%)
  - Drawdown \$0.01M
  - Unspent balance \$1.02M
- 1 Contract awarded Sep-2009
  - Contracted amount \$0.07M
- Scheduled closeout Aug-2011
- Finalized site assessments & issued Request for Interest and Qualification for El Monte & Artesia Transit Centers artwork
- 0.2 Total FTE's reported for quarter

# Red Line Station Emergency Egress



Station Emergency Egress – widening of stairs

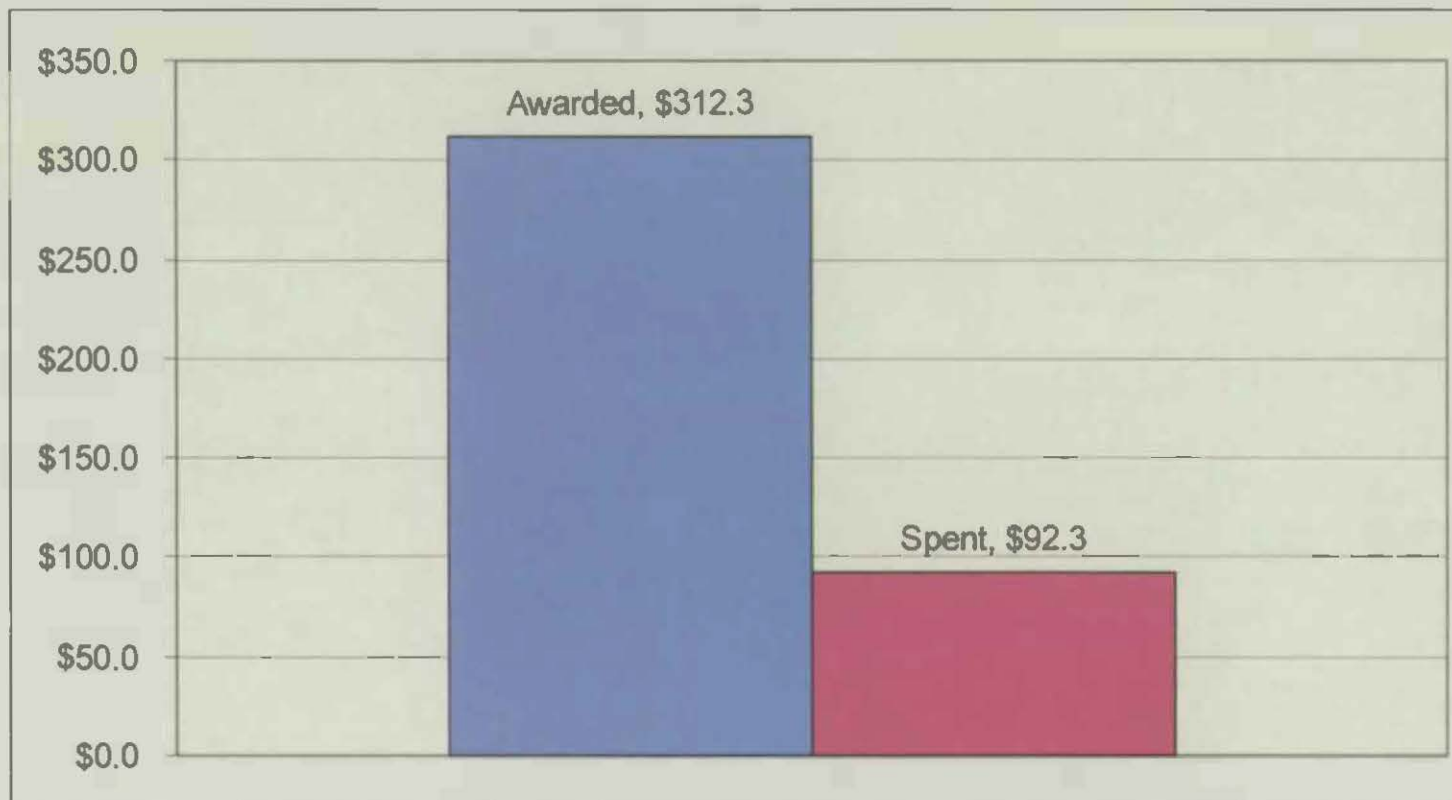
- CA-96-X012
- \$0.8M Project award
  - Spent \$0.6M (78%)
  - Drawdown \$0.5
  - Unspent balance \$0.2
- 2 Contracts awarded May-2009
  - Contracted amount \$0.4M
- Scheduled completion Dec-2010
- Emergency stairs widened at 7th/Flower – closing out
- 3.4 Total FTE's reported for quarter (ITD 2.2 FTE's)



Metro

# Funding Status as of March 2010

(\$in Millions)



Metro



# Express Lanes

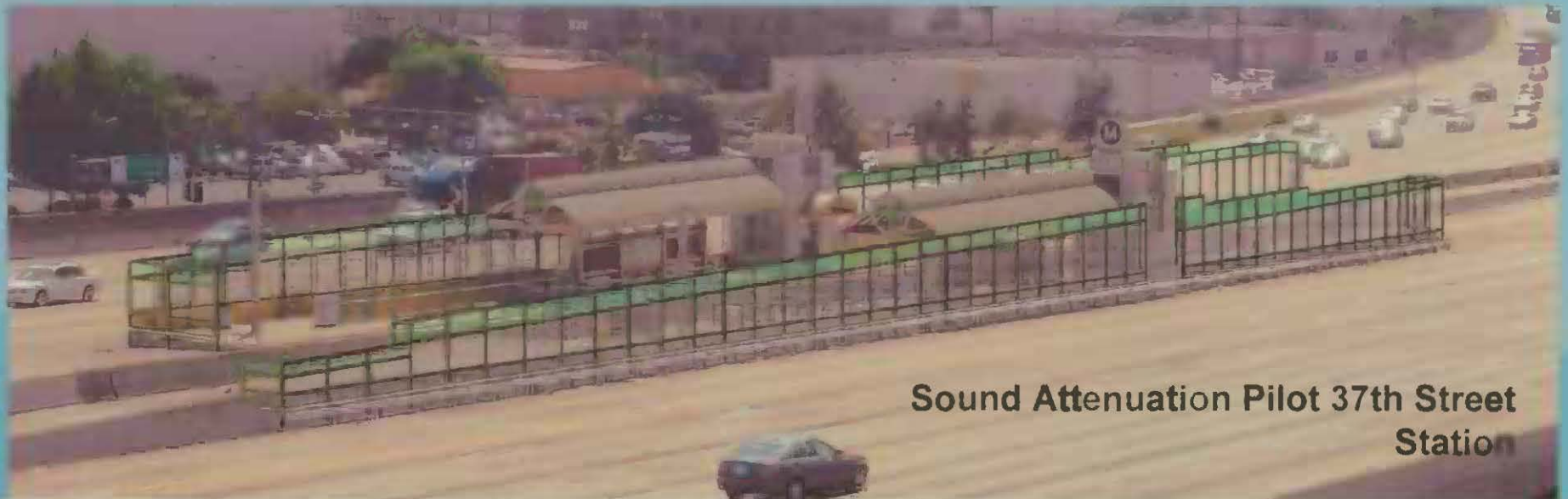
FTA Quarterly Review Meeting

May 26, 2010



# Milestones Achieved for Jan – March 2010

- Board Approval of USDOT National Evaluation Plan
- Circulation of Draft Environmental Documents for I-10 and I-110
- Public Hearings for Environmental Document on March 9 & 10
- Board Approval of Schedule Adjustment
- Completion of Low Income Assessment Report and Board Approval



Sound Attenuation Pilot 37th Street  
Station

# Milestones Scheduled for Apr – June 2010

- April**
- CTC Approval of Design-Build Authority for I-10 and I-110 ExpressLanes
  - Metro Board Approval of Administrative Account Fee Schedule
  - Approval of Environmental Document
- May**
- Release of Design, Build, Operate & Maintain (DBOM) RFP
  - Notice to Proceed for El Monte Transit Center Design-Build Contract
  - Advertise Design-Build Contract for Patsaouras Plaza
  - Construction Started on Artesia Transit Center Improvements
- June**
- Pre-proposal Conference for ExpressLanes DBOM RFP



El Monte Transit Center



**Metro**





# Revised 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			●





## Metro Planning Report

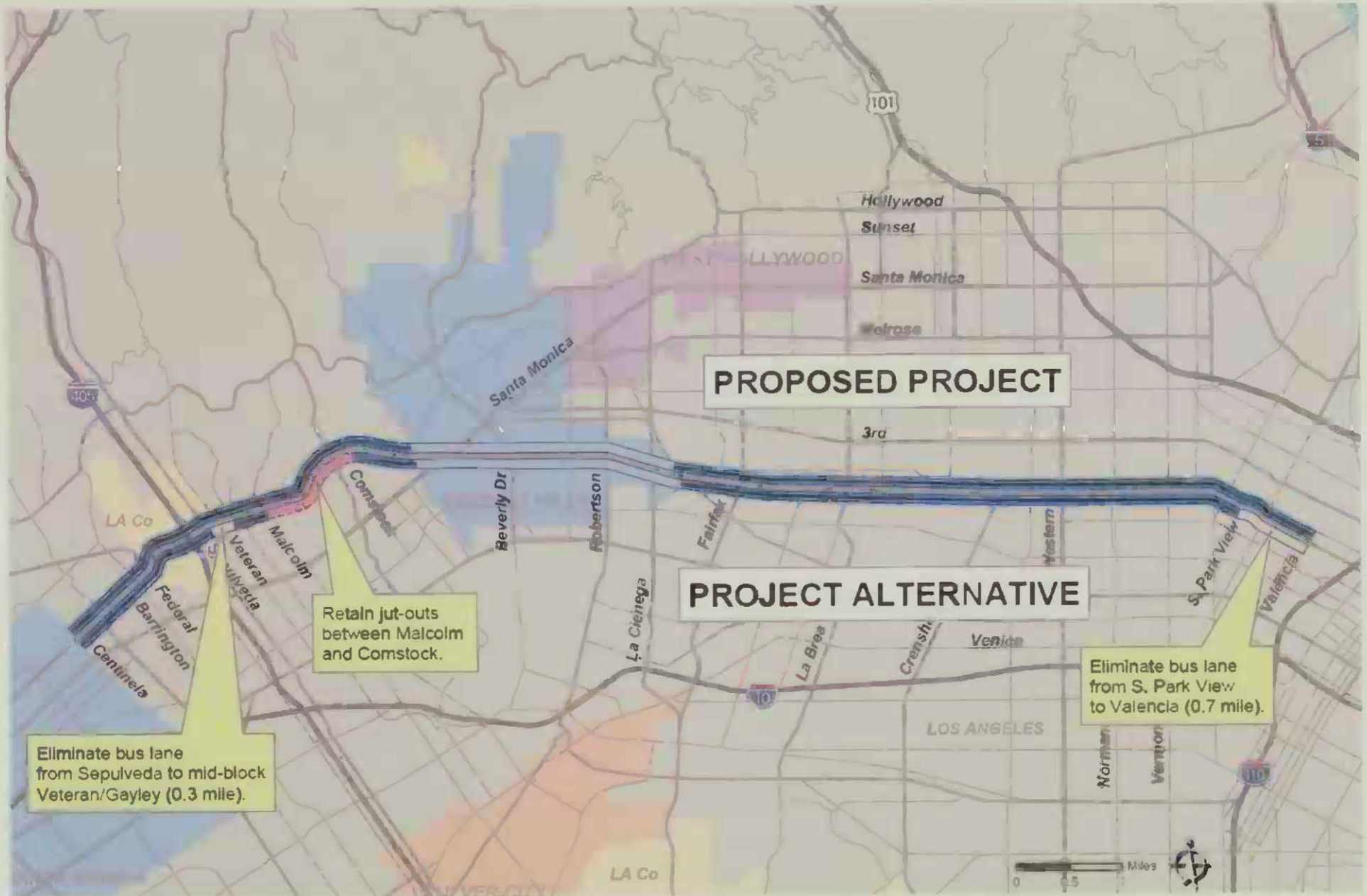
- Small Starts/Very Small Starts Updates
  - Wilshire Blvd. Bus Lane
  - System Gap Closure Project
- New Starts Projects
  - Westside Extension
  - Regional Connector
- Other Projects
  - Crenshaw/LAX Corridor
  - Eastside Transit Corridor Phase 2
  - South Bay Metro Green Line Extension



FTA Quarterly Review Planning Update

May 26, 2010

# Wilshire Boulevard BRT



# Wilshire Boulevard BRT

## Status

- Completed Traffic Impact Analysis Report
- Administrative Draft EIR/EA submitted to FTA
- Begin 45-day public review period following FTA's review
- Four public hearings scheduled between June 21-30, 2010

# Wilshire Boulevard BRT

	2010									
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
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										
FTA Issues FONSI							★			
Seek Metro approval of FEIR/EA										
Seek LA City and County approval										
Cleared to Incur Costs										★



**Metro**

Last Revised: 5/3/10



# 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 70% Complete
Manchester	Open	100%	Construction 70% Complete
Atlantic	Open	---	Design Initiated February 2010
San Fernando South	Open	100%	---
Central	Open	40%	---
Sepulveda	Open	100%	MOU To Be Initiated By August 2010
Torrance-Long Beach	TBD	Design 20% Complete	TBD



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



# Station Construction & Budget

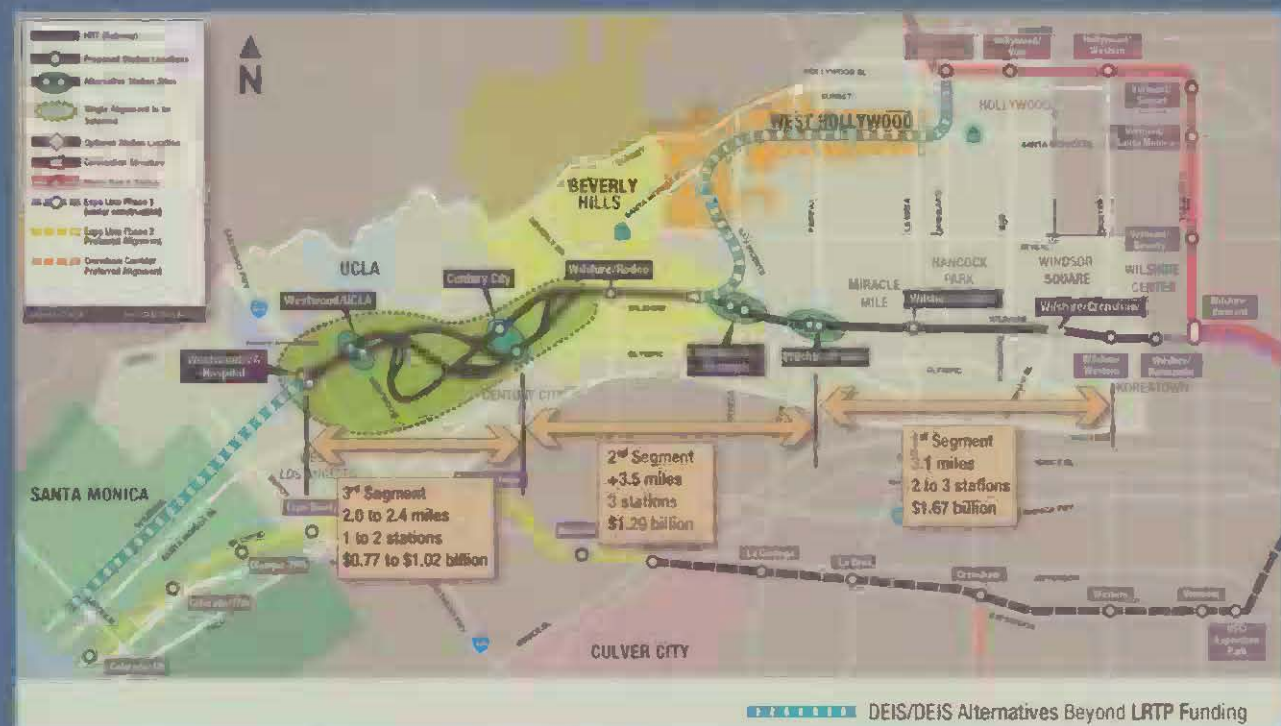
- City of Los Angeles
  - Metro requested a commitment to install 14 shelters on 7 Metro Rapid lines
- Los Angeles County
  - Completed construction contract review
  - Will request County to begin selecting shelter design
- Other Cities
  - Will initiate discussion to select shelter designs and locations
- Project Budget
  - The project budget remains unchanged

# Westside Subway Extension Corridor

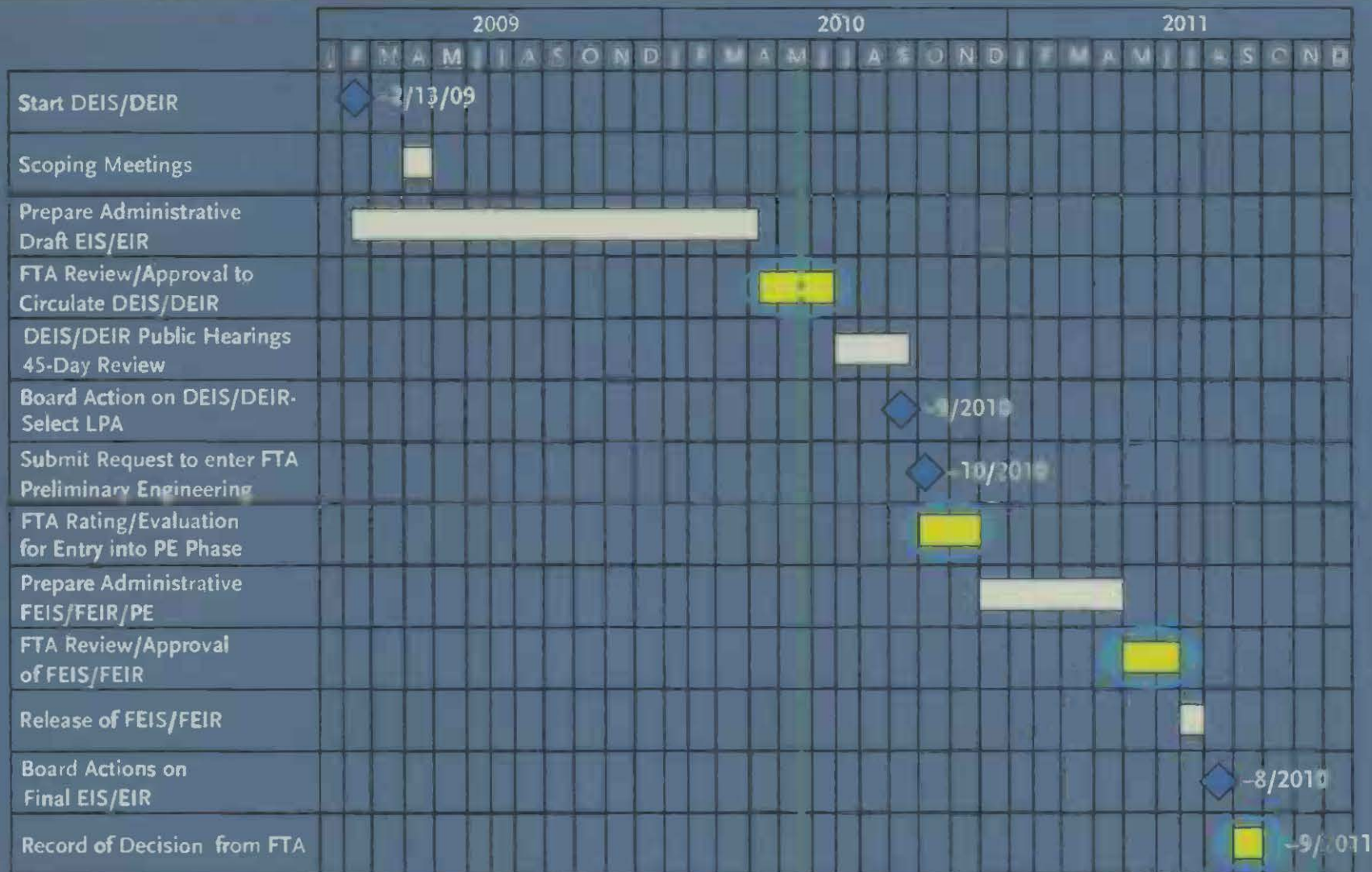
## Status:

- Administrative Draft EIS/EIR submitted to FTA on April 22<sup>nd</sup>
- Preliminary New Starts Rating Templates submitted on April 8<sup>th</sup>
- 4<sup>th</sup> round of Outreach meetings conducted April 12<sup>th</sup> – 21<sup>st</sup>
- Tunnel technology presentation to Metro Construction Committee on June 20<sup>th</sup>
- Release of DEIS/DEIR scheduled July 2010

Total Measure R  
Project 8.5 - 9.0 Miles  
6 - 8 Stations  
\$4.2 Billion



# Westside DEIS/DEIR Schedule



Metro

◆ = Milestone Date

■ = FTA Action

Last Revised: 5/12/10

# Regional Connector Transit Corridor Study

## Status:

- Board approved inclusion of a Fully Underground alternative for environmental review on February 25<sup>th</sup>
- Conducted two PE Roadmap meetings on March 16<sup>th</sup> and April 20<sup>th</sup>
- Submitting Administrative Draft for FTA review on May 21<sup>st</sup>
- Completed review of technical reports, posted on FTP site
- Held five Community update meetings from April 9<sup>th</sup>-17<sup>th</sup>
- Ongoing meetings with the Little Tokyo Working group



**Metro**



At-Grade Emphasis



Underground Emphasis

# Fully Underground LRT Alternative



- Tracks would pass under 1st and Alameda Street
- Intersection configuration remains unchanged
- Trains surface through new portals east of 1st/Alameda Streets, and northeast of Temple/Alameda Streets
- Provides a 4th underground station at 2nd Street and Central Avenue to serve the Little Tokyo/Arts District communities
- Existing Little Tokyo/Arts District station in operation during construction
- After construction purpose of existing Little Tokyo/Arts District station will be reassessed.

# Regional Connector DEIS/DEIR Schedule



Last Revised: 5/12/10



Metro



= Milestone Date

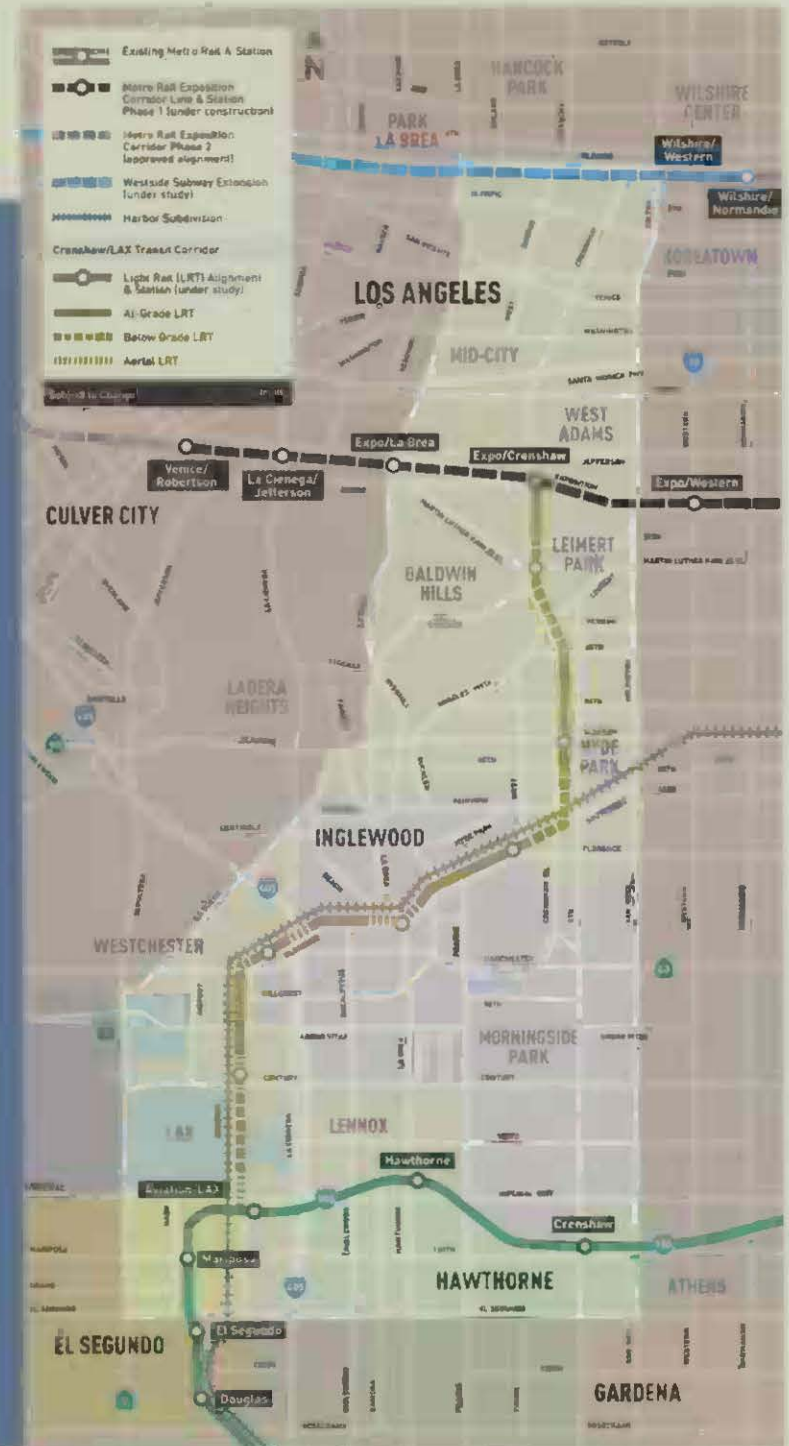


= FTA Action

# Crenshaw/LAX Transit Corridor

## Status:

- EA/Revised DEIR for maintenance facility locations
  - 16 sites narrowed to 4
  - Public Hearing in Summer 2010
- Station Planning and Design
  - Identified Locations of Stations and Station Entrances
  - Analyzing Alternate Station Prototypes
- Consultation with CPUC and LADOT regarding Grade Crossing Safety Treatments



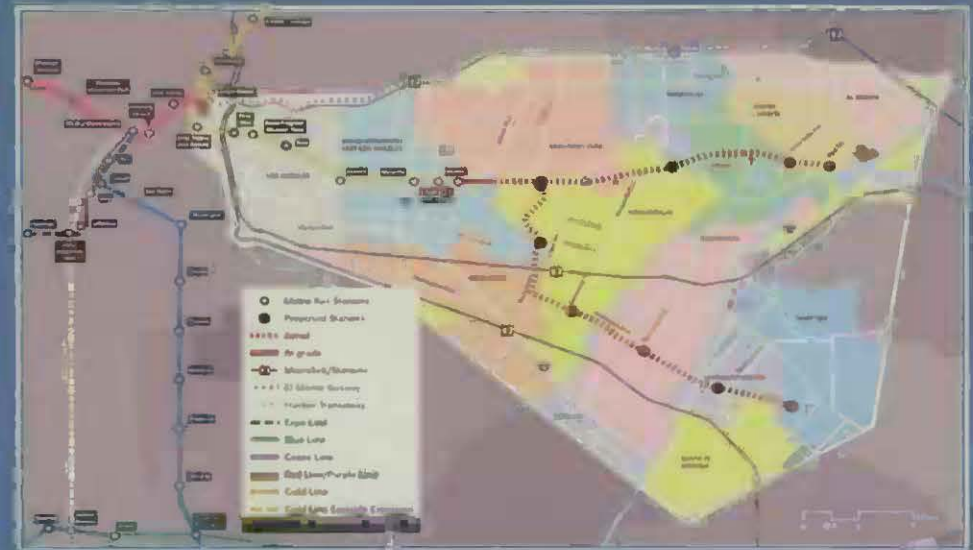




# Eastside Transit Corridor Phase 2

## Status:

- Public Scoping period ended April 14<sup>th</sup>
  - 4 Public and 1 Agency Scoping meetings
  - Received over 500 public comments (email, fax and letters)
- Station Planning Workshops for cities and stakeholders held on May 11<sup>th</sup> and 13<sup>th</sup>
- Continuing with stakeholder meetings and tours





# South Bay Metro Green Line Extension

## Status:

- Notice of Intent/Notice of Preparation
  - Published Federal Register April 14<sup>th</sup>
  - Submitted to State Clearinghouse April 12<sup>th</sup>
- Held 4 Public and 1 Agency Scoping meetings between April 26<sup>th</sup> to May 5<sup>th</sup>
  - Received 92 comments at Scoping meetings
- Scoping comment period closes: May 28, 2010



# South Bay Metro Green Line Extension Schedule

	2009			2010												2011		
	Q1	Q2	Q3	J	F	M	A	M	J	J	A	S	O	N	D	Q1	Q2	Q3
Metro Board Approves AA Report			◆	12/2009														
NOI/NOP (Scoping Notice)					◆	04/2010												
Scoping Meetings						■												
Prepare Administrative Draft DEIS/DEIR					■													
FTA Review/Approval to Circulate DEIS/DEIR																		■
Notice to Availability of DEIS/R																		◆
DEIS/DEIR Public Hearings																		■
Board Action on DEIS/DEIR- Select LPA-Approve DEIR																		◆

Last Revised: 5/12/10

◆ = Milestone Date

■ = FTA Action



FTA ACTION ITEMS

DATE: 11/11/2014

NO.	DESCRIPTION	STATUS	DATE
1	...	...	...
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## 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:
01-05/27/09	<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: Pending: The LACMTA provided the PMOC/FTA draft copies of the Bus Fleet Management Plan (BFMP) on February 26, 2010 addressing PMOC comments. A final draft is scheduled to be issued in April 2010.</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:
01-12/02/09	<b>P2550 Settlement Agreement:</b> The LACMTA will provide the PMOC/FTA a copy of the P2550 Settlement Agreement with Ansaldobreda.
	<i>Status: Pending: LACMTA Legal Counsel is drafting the request letter establishing the legal basis for the settlement and the settlement amount.</i>