Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review Briefing Book

February 23, 2011

Metro

FTA QUARTERLY REVIEW
MEETING AGENDA

AGENDA

FTA NEW STARTS PROJECTS
QUARTERLY REVIEW MEETING

Los Angeles County
Metropolitan Transportation Authority
Wednesday, February 23, 2011 – 10:00 a.m.
Windsor Conference Room – 15th Floor

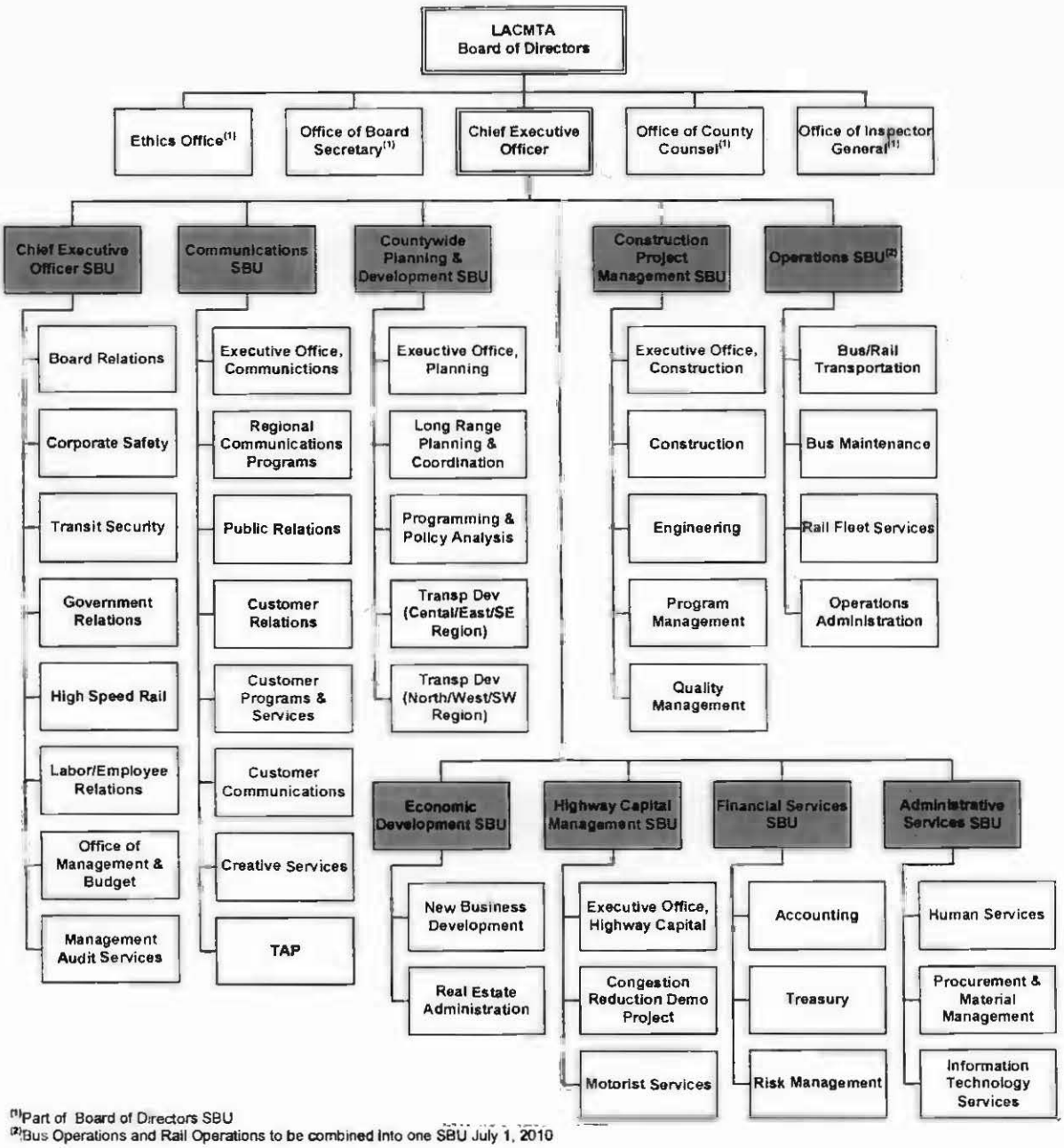
		PRESENTER
I.	**OVERVIEW**	
	A. FTA Opening Remarks	Edward Carranza
	B. Metro Management Overview	Arthur Leahy
	C. Financial Plan Status	Terry Matsumoto
	D. Legal Issues	Charles Safer
	E. 30/10 Initiative Status	Martha Welborne
	F. General Safety and Security Issues	Vijay Khawani
	G. P3010 / P2550 Rail Vehicle Program	Richard Lozano/ Victor Ramirez
II.	**METRO CONSTRUCTION REPORTS**	
	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	Emma Nogales
	E. Metro LA CRD (ExpressLanes) Program	Stephanie Wiggins
III.	**METRO PLANNING REPORTS**	
	A. New Starts Projects/Tiger Projects	Martha Welborne
	• Westside Extension	
	• Regional Connector	
	• Crenshaw/LAX Corridor	
	B. Small Starts Projects	
	• Wilshire BRT Project	
	• Gap Closure Project	
	C. Other Projects	
	• Eastside Transit Corridor – Phase 2	
	• South Bay Metro Green Line Extension	
	• Metro Green Line to LAX	
	• East San Fernando Valley North South	
IV.	**ACTION ITEMS**	FTA/PMOC
V.	**PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING**	

Los Angeles County
Metropolitan Transportation Authority
Wednesday, May 25, 2011
Windsor Conference Room – 15th Floor

METRO MANAGEMENT
ORGANIZATION CHART

LACMTA Organization Chart

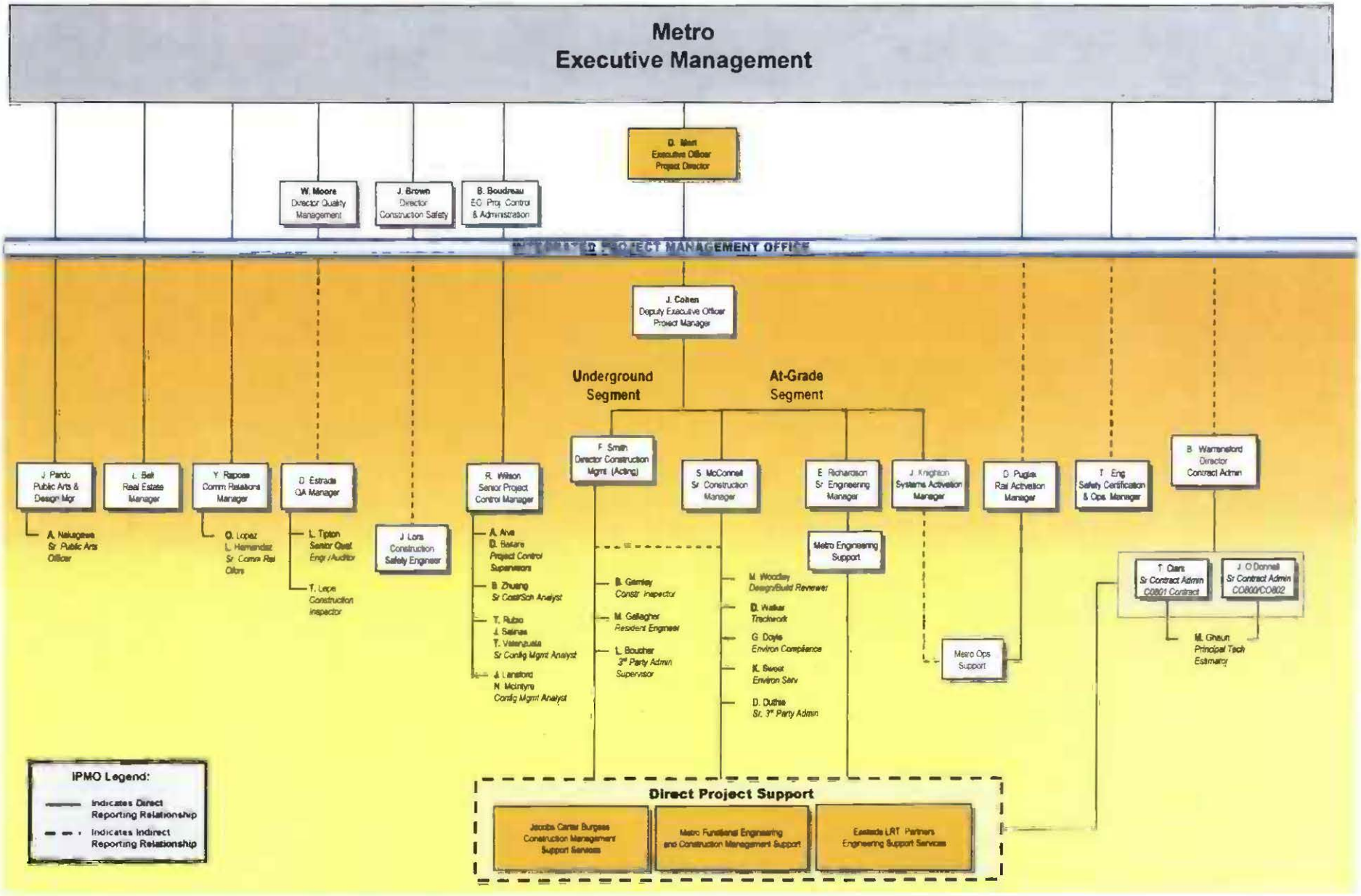
(As of May 19, 2010)



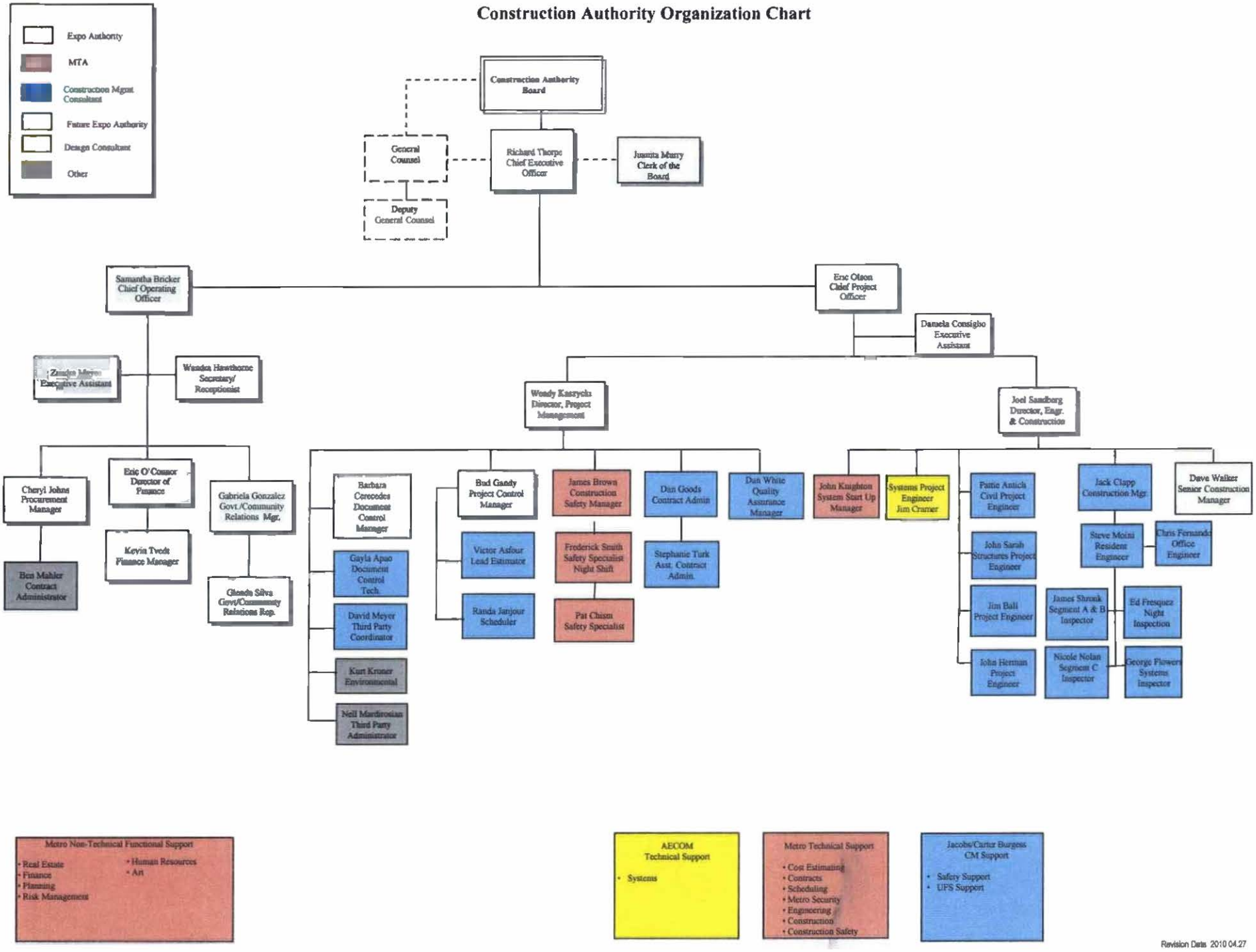
[1]Part of Board of Directors SBU
[2]Bus Operations and Rail Operations to be combined into one SBU July 1, 2010

EASTSIDE / EXPOSITION
ORGANIZATION CHARTS

Metro Gold Line Eastside Extension Project Management Organization Structure



Construction Authority Organization Chart

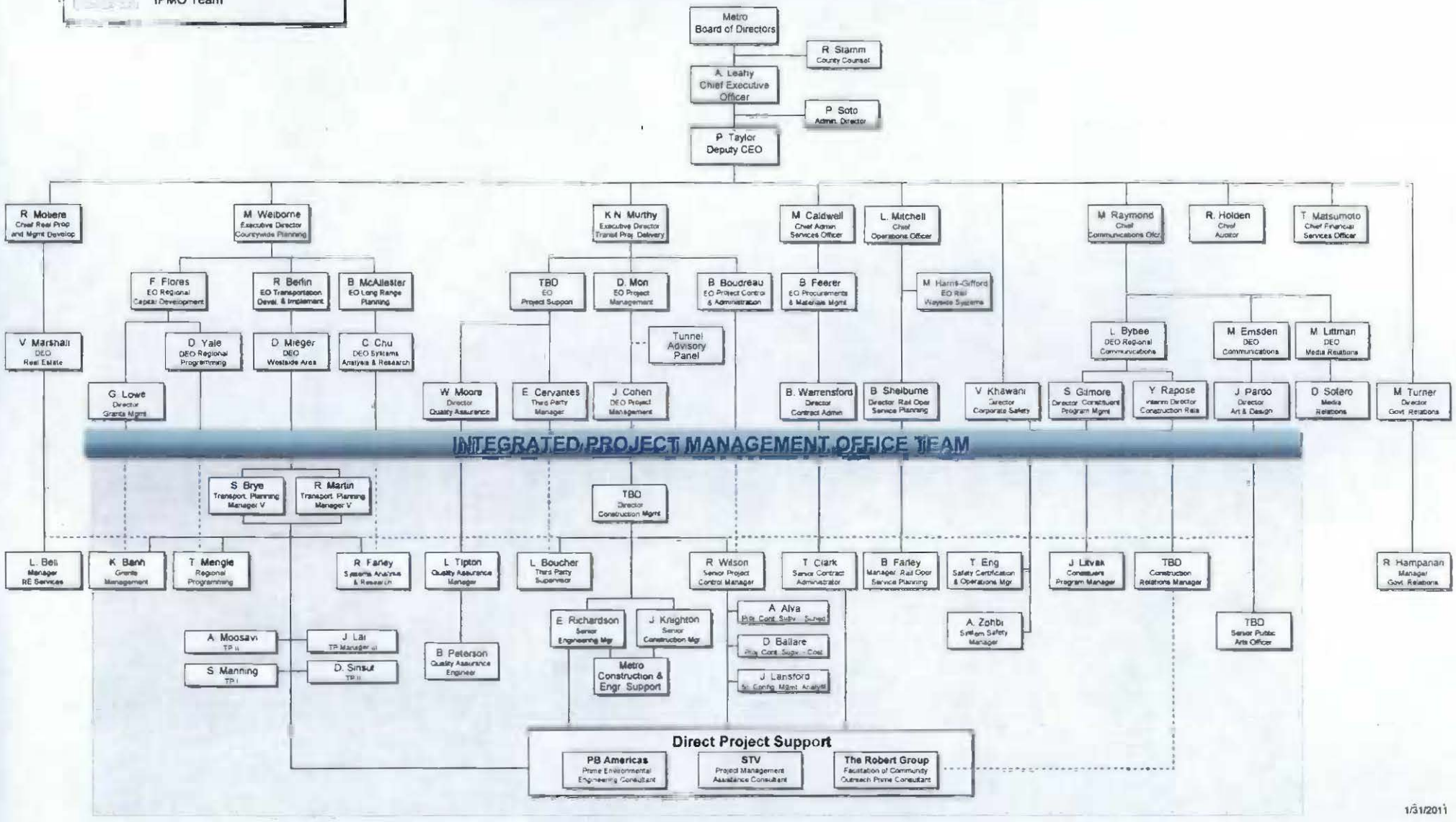


Revision Date 2010.04.27

TRANSIT CORRIDOR PROJ
ORGANIZATION CHARTS

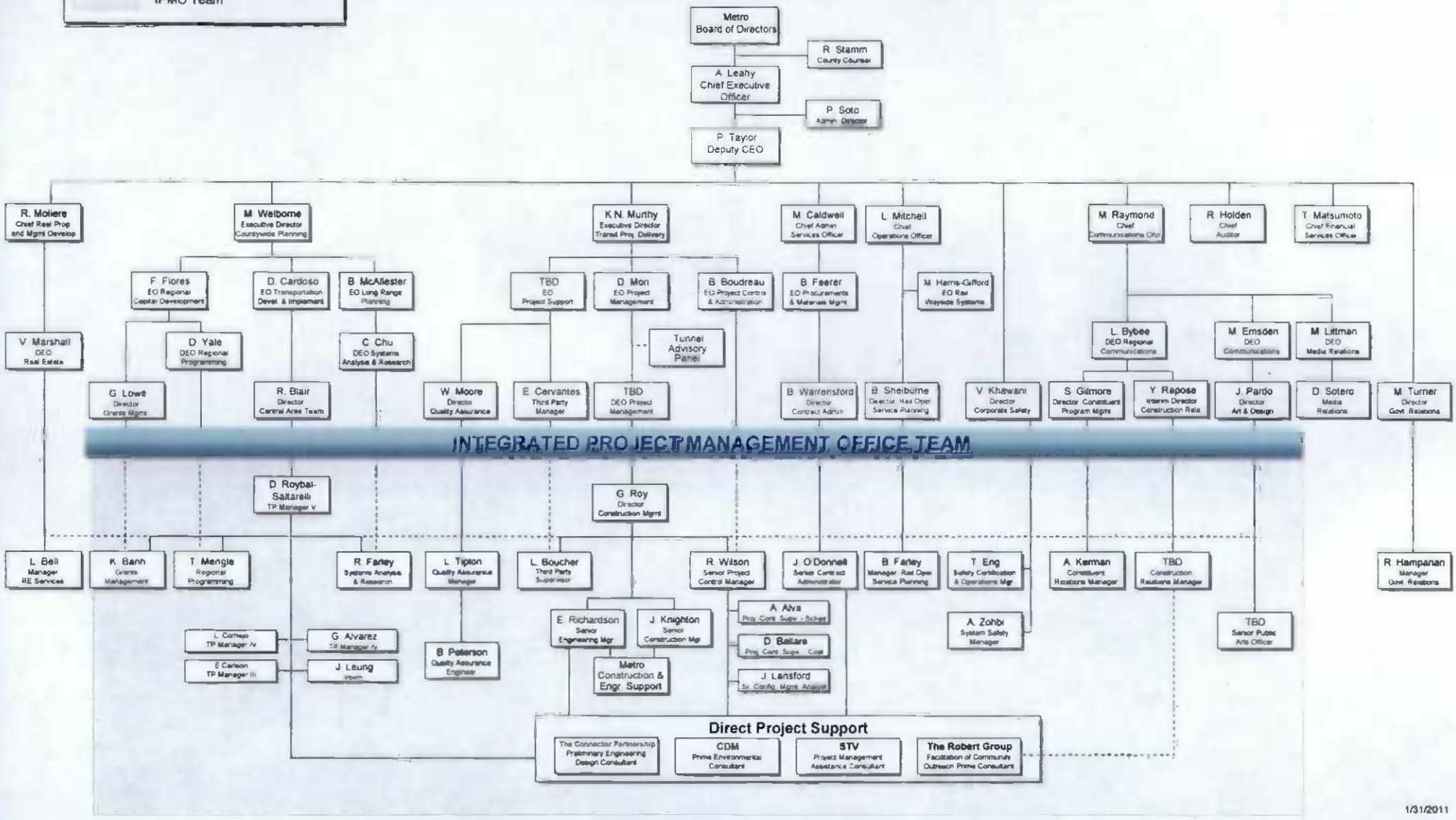
Westside Subway Extension
Project Management Organization Chart
Environmental Planning & Preliminary Engineering Phase

Legend
- Direct Reporting Relationship
- Indirect Reporting Relationship
- IPMO Team

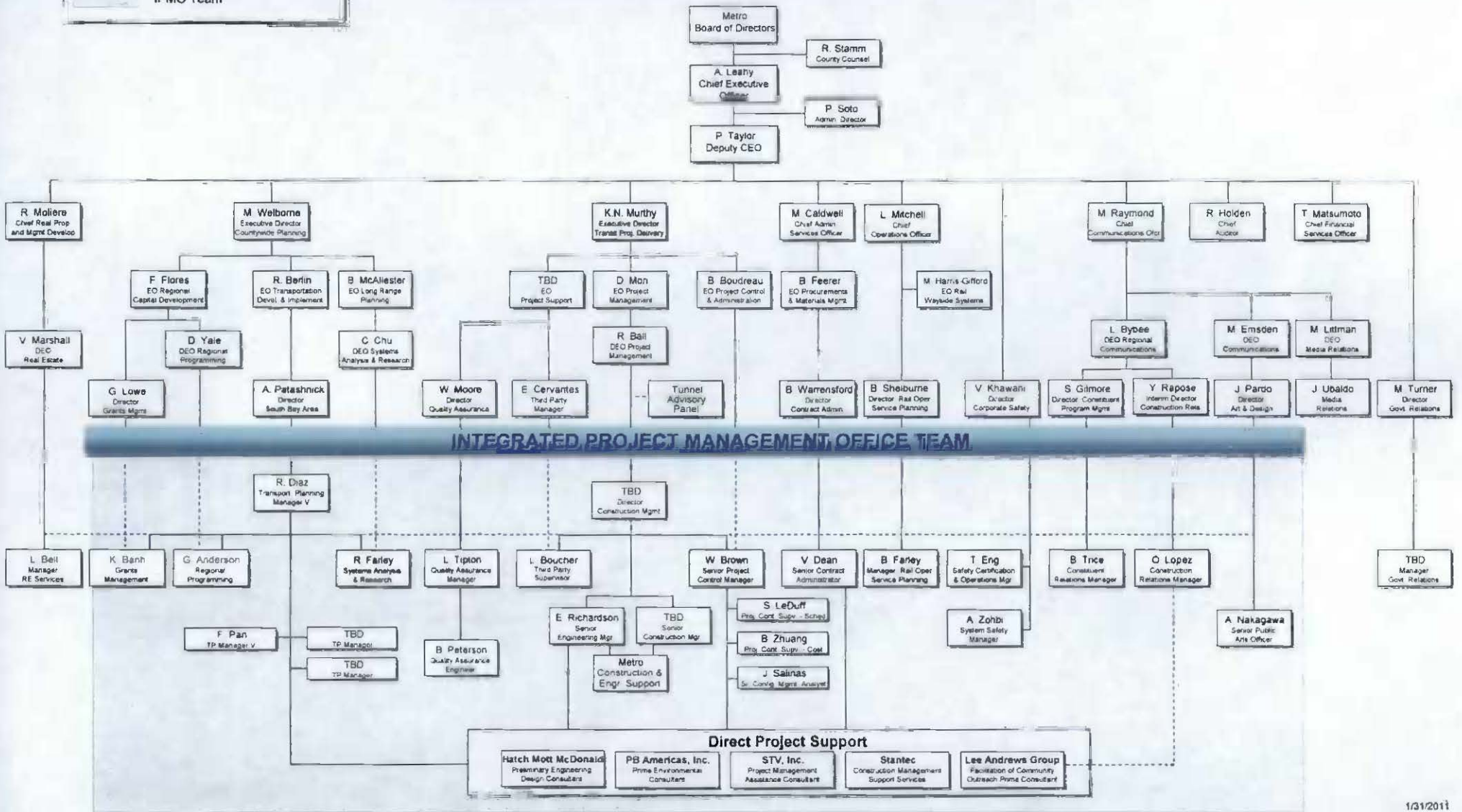


1/31/2011

Regional Connector
Project Management Organization Chart
Environmental Planning & Preliminary Engineering Phase

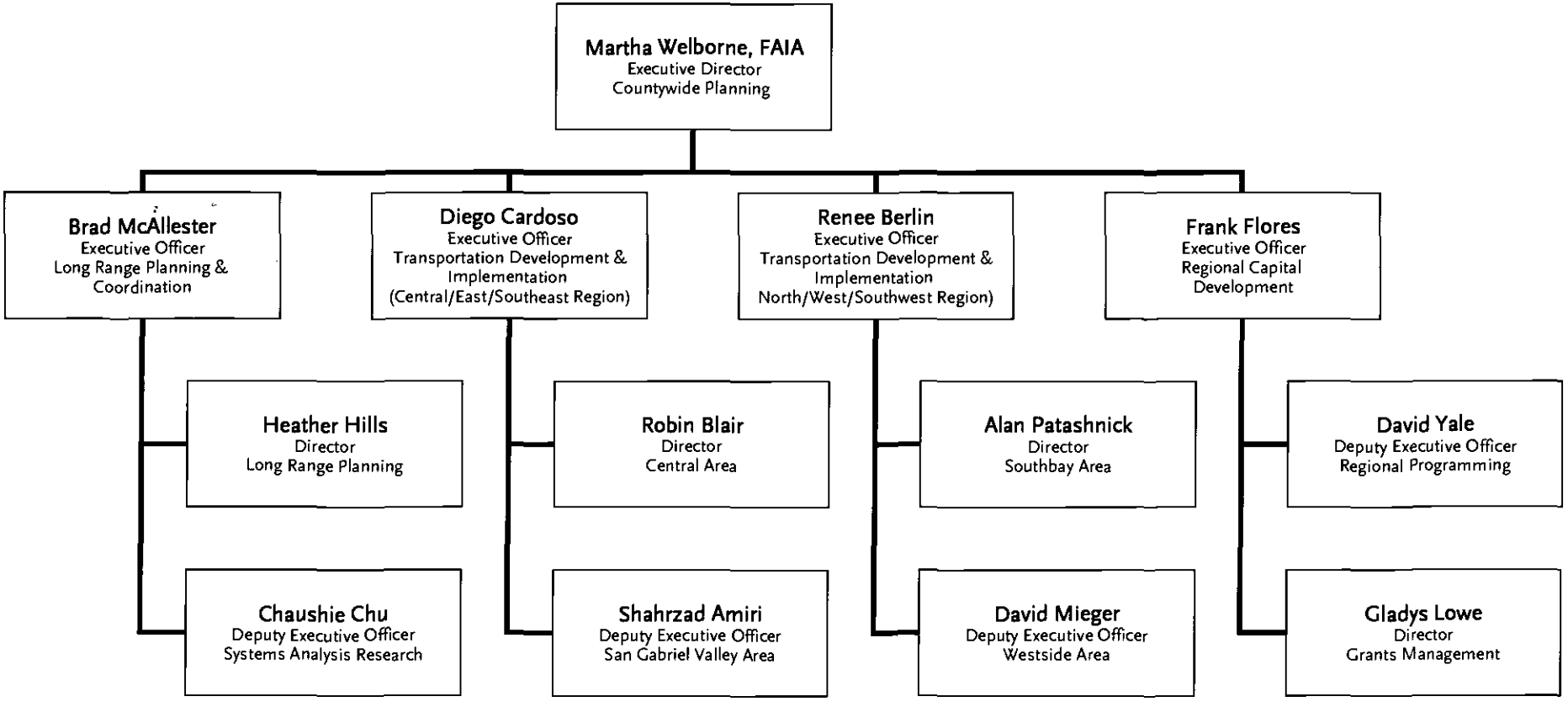


Crenshaw/LAX Transit Corridor
Project Management Organization Chart
Environmental Planning & Preliminary Engineering Phase



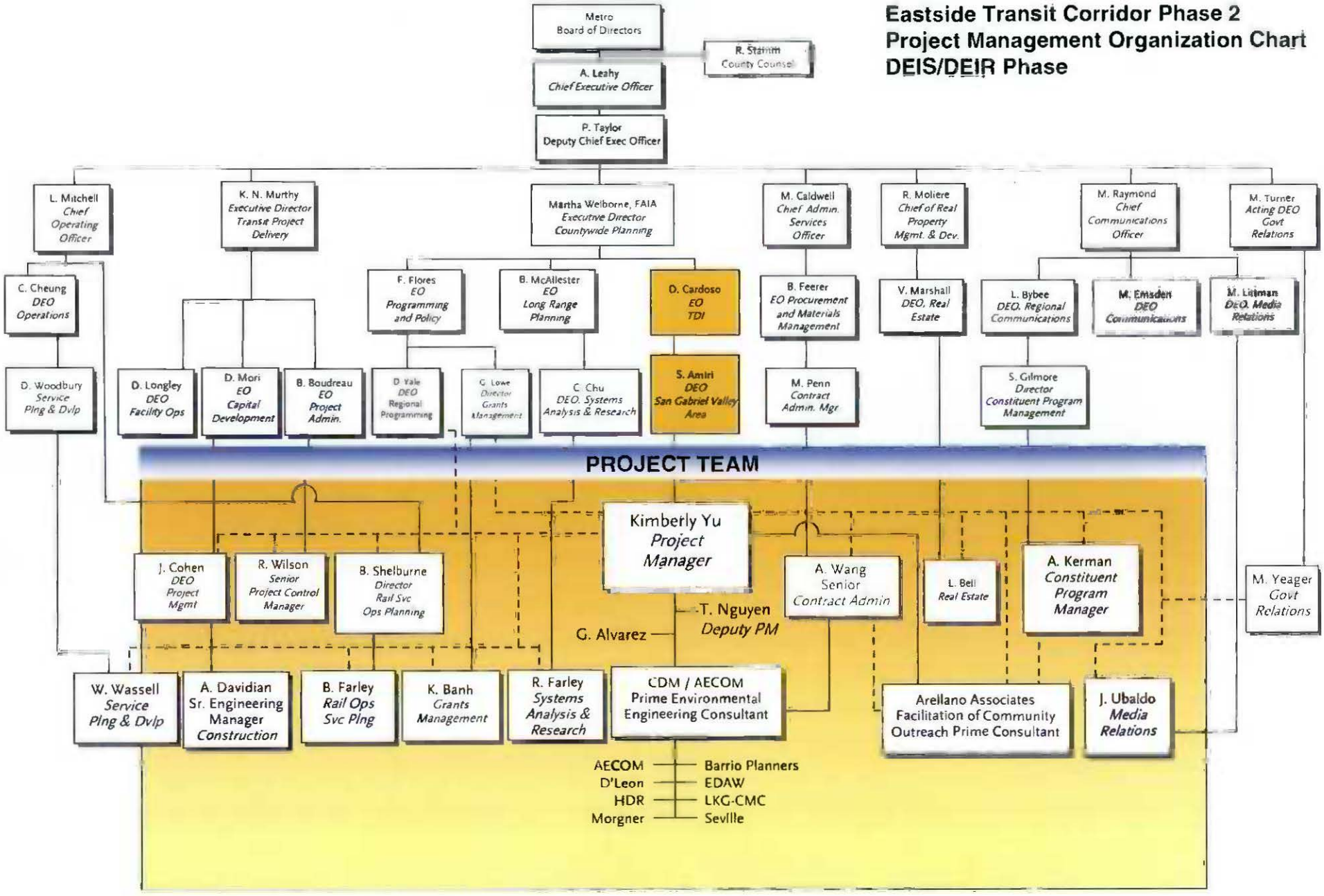
COUNTYWIDE PLANNING ORGANIZATION CHARTS

FY10
Countywide Planning & Development



January 25, 2011

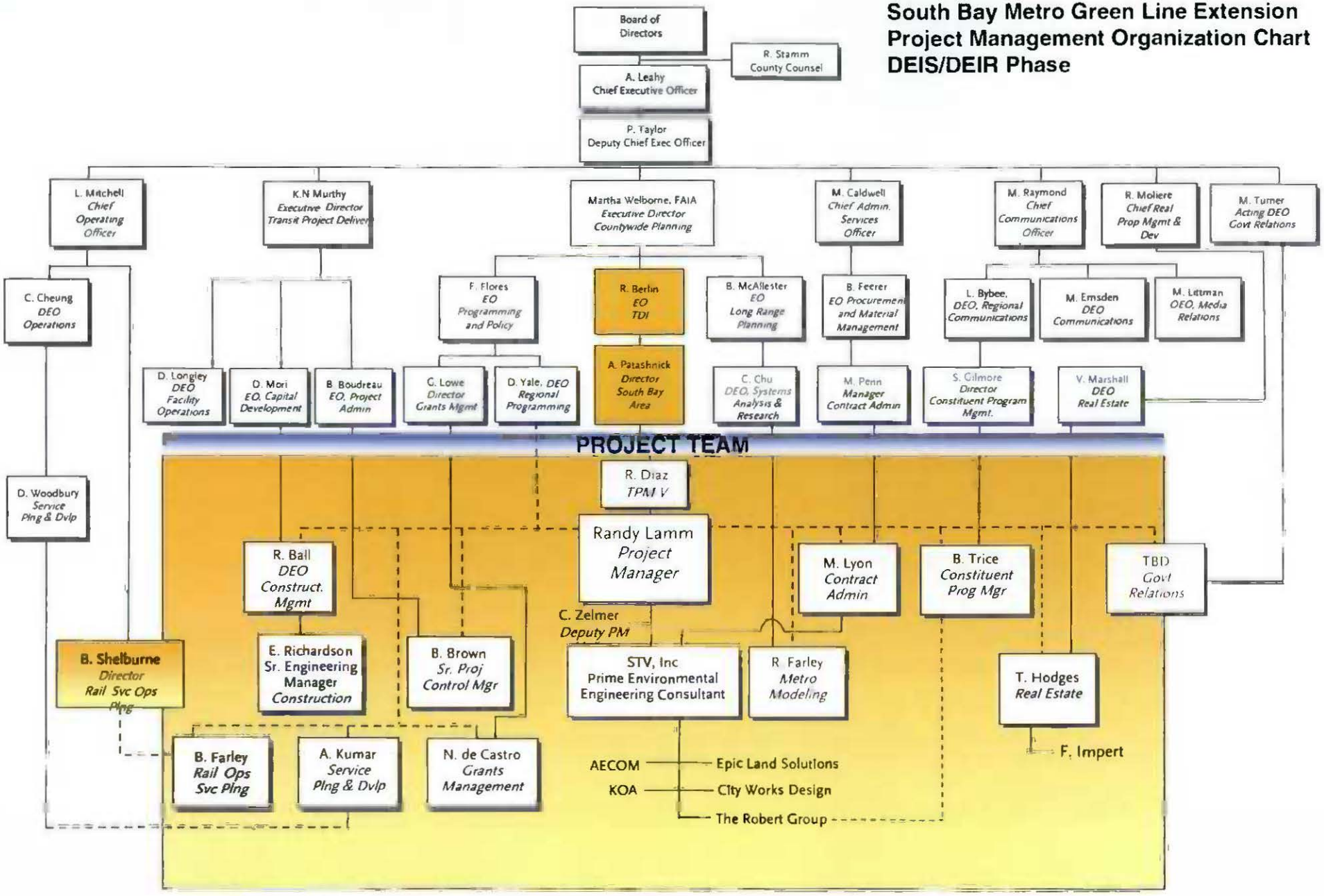
Eastside Transit Corridor Phase 2
Project Management Organization Chart
DEIS/DEIR Phase



January 25, 2011

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

South Bay Metro Green Line Extension
Project Management Organization Chart
DEIS/DEIR Phase



January 25, 2011

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

KEY LEGAL ACTIONS

COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL
TRANSPORTATION DIVISION
ONE GATEWAY PLAZA
LOS ANGELES, CALIFORNIA 90012-2952

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ANDREA SHERIDAN ORDIN
County Counsel

January 25, 2011

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

Re: Quarterly Update on Status of Key Legal Actions

Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of December 31, 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 December 31, 2010

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Fye, Roberta E. v. LACMTA	CV09-03930		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure her and her wheelchair.	Trial January 2011.
Gaddy, Cathy v. LACMTA	CV09-2343		Accessibility action. Plaintiff asserts MTA operators fail to secure her wheelchair and person. ADA, Sec. 504, and state causes of action.	Trial January 2011.
Gerlinger (MTA) v. Parsons Dillingham	BC150298, etc.	MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting.	Court issued its Statement of Decision in favor of MTA. Case referred to accounting referee.
MTA v. Parson Dillingham	BC179027	MOS-1 and CA-03-0341, CA-90-X642	In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	
Griffin, Judy B. v. LACMTA	CV09-07204		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure her and her wheelchair.	Trial January 2011.
Horton, Randy v. LACMTA	CV09-6585		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure him and his wheelchair.	Trial January 2011.
Hudson, Patricia v. LACMTA	TC023672		Plaintiff a wheelchair patron of MTA alleges the bus was negligently driven and caused her to fall be injured. Plaintiff further alleges the MTA has a pattern of violating the American's with Disabilities Act and California State Law as it relates to the boarding and securement of wheelchair patrons. She is seeking damages and injunctive relief. In a Second Amended Complaint she is demanding a class be certified. A motion to consolidate a related case of another wheelchair patron and a continued case management conference is scheduled for February 11, 2011. Extensive discovery and investigation are ongoing.	Case management conference 02/11/11.

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.
Overton, Beverly v. LACMTA	CV09-07010		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure her and her wheelchair.	Trial January 2011.
Serrano, Francisco v. LACMTA	CV09-6636		Accessibility action under ADA, Sec. 504, and state causes of action. Plaintiff asserts MTA operators fail to secure him and his wheelchair.	Trial January 2011.
Spicer, Jr., Melvin v. LACMTA	BC448847		Plaintiff is a wheelchair patron of the MTA and has been so since 1984. He has numerous complaints that MTA drivers have and continue to violate the Americans With Disabilities Act and the related California State Laws. Specifically he alleges he has been passed by and improperly secured if at all and is therefore asking for injunctive relief and money damages. Plaintiff further alleges there are thousands of other MTA wheelchair patrons with the same experience and is asking the court to certify a class of plaintiffs. The Initial Status Conference in the matter is set for February 28, 2011. No other court dates have been scheduled.	Status conference 02/28/11.
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal.	Case partially settled. Case to go up on appeal April 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 DECEMBER 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 entered into a long-term ground lease and other development and operational agreements with developer KOAR Wilshire Western LLC for the development and operation of a mixed-use residential condominium/retail development on Metro-owned and private property located in the block bounded by Wilshire, Western, Sixth and Oxford. In July 2009, KOAR Wilshire Western LLC transferred their interest in the development to Solair Marketing, LLC. The development surrounds the Wilshire/Western Metro subway portal and includes a Metro bus layover facility. Construction of the development is substantially complete; only the design and construction of a subway portal canopy remains. Some of the retail space is occupied and operational and some is still offered for lease or is undergoing tenant improvement work. Condominiums are selling, but many continue to be offered for sale.

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

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

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

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

A2-362 - Wilshire/La Brea – NO CHANGE

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

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

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

The MTA Board in September 2007 approved the selection of Lowe Enterprises as the joint development project developer and authorized the Chief Operating Officer to enter into an exclusive negotiating agreement to develop a mixed-use project on the MTA-owned properties. Negotiations with the developer are currently on hold due to the state of the economy.

Universal City Station

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

Parcel A1-021 – NO CHANGE

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. A new and larger facility is required. Property has been acquired for the new storage facility and construction is underway with completion scheduled for February 2011. FTA will be asked to approve the sale of this site and to authorize the use of revenue generated towards construction and operation of a new facility.

Parcel A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Westlake/MacArthur Park Station

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

spaces for transit users on 1.6 acres of Metro-owned property situated one block southeast of the subway portal. Phase A soils remediation and construction are continuing on the Phase A site.

Metro and another McCormack Baron Salazar development entity continue to be parties to a Joint Development Agreement which contemplates development of Phase B of the mixed-use joint development project on 1.5 acres situated at and adjacent to the subway portal. When complete, Phase B will contain 82 affordable apartments, 18,000 gsf of retail and an 83 space parking structure surrounding a refurbished 16,500 square foot public plaza fronting on the subway portal. The developer is trying to secure financing for Phase B at this time.

Updated JANUARY 2010

METRO OPERATIONS
PERFORMANCE REPORT

Los Angeles County
Metropolitan Transportation Authority

METRO OPERATIONS MONTHLY PERFORMANCE REPORT

DEC 2010

Metro

Table of Contents

Metro Bus Systemwide and Division Scorecard Overview

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

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

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Dec. Month	Status
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)		3,274	3,532	3,137	3,137	3,222	3,500	3,354.6	3,368.8	◇
No. of unaddressed road calls			1,116*	824	386	305		92	14	
Mean Miles Between Total Road Calls (MMBTRC) **			1,245	1,137	1,290	1,566	1,556	1,901	1,947	●
In-Service On-time Performance ***	66.50%	64.35%**	63.77%	64.05%	66.25%	72.33%	80.00%	74.15%	74.16%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	-	3.47	3.06	3.08	3.14	3.09	3.09	●
Number of "482 alleged accidents"	0	0	53	240	216	245		90	18	
Complaints per 100,000 Boardings	3.54	2.41	2.46	2.57	2.76	2.61	2.52	2.62	2.35	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	13.61	12.27	11.11	11.54	9.30	10.36	12.44	*Nov. YTD 6.34*	*Nov. 13.08*	●
** No FY11 MMBRTC target. FY10 target used *** Div 15 Nov.										
Division 1										
MMBMF		2,409	3,757	2,960	2,640	2,831	3,500	2,478.0	2,932.1	◇
No. of unaddressed road calls			138*	311	62	36		3	0	
MMBTRC			932	908	1,166	1,354	1,556	1,476	1,575	◇
In-Service On-time Performance	71.62%	71.06%	68.02%	67.55%	71.05%	76.61%	80.00%	77.36%	76.21%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	-	3.41	3.02	3.07	3.14	3.07	2.78	●
Number of "482 alleged accidents"	0	0	6	36	22	49		17	4	
Complaints per 100,000 Boardings	2.92	1.92	1.89	1.90	1.85	1.89	2.52	2.01	1.73	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	12.71	10.92	8.48	7.59	9.92	12.52	12.44	*Nov. YTD 10.90*	*Nov. 14.26*	◇
Division 2										
MMBMF		2,660	2,598	2,707	2,608	2,714	3,500	3,427.7	2,785.7	◇
No. of unaddressed road calls			32*	11	44	29		4	0	
MMBTRC			1,097	1,039	1,255	1,475	1,556	1,668	1,416	●
In-Service On-time Performance	70.42%	72.71%	67.99%	68.60%	72.72%	77.24%	80.00%	74.17%	71.63%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	-	3.67	3.43	3.16	3.14	3.28	3.56	◇
Number of "482 alleged accidents"	0	0	1	15	25	23		10	1	
Complaints per 100,000 Boardings	2.15	1.42	1.64	1.93	2.03	1.87	2.52	2.02	1.81	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	16.69	12.97	13.36	14.82	11.14	12.93	12.44	*Nov. YTD 8.97*	*Nov. 21.5*	●
Division 3										
MMBMF		2,690	2,838	2,573	2,552	2,770	3,500	2,764.5	2,437.6	◇
No. of unaddressed road calls			58*	45	23	24		3	0	
MMBTRC			1,239	1,132	1,303	1,555	1,556	1,834	1,761	●
In-Service On-time Performance	71.06%	70.05%	65.35%	66.83%	69.78%	76.81%	80.00%	77.16%	75.10%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	-	4.24	3.60	3.39	3.14	3.21	2.63	◇
Number of "482 alleged accidents"	0	0	3	9	0	0		0	0	
Complaints per 100,000 Boardings	2.60	1.83	2.12	2.14	2.69	2.65	2.52	2.54	2.32	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	6.68	11.36	10.06	12.81	9.50	8.84	12.44	*Nov. YTD 4.13*	*Nov. 10.46*	●

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Dec. Month	Status
Division 5										
MMBMF No. of unaddressed road calls		3,656	3,580 57*	3,227 26	3,314 16	3,493 4	3,500	3,689.7 1	3,560.4 0	●
MMBTRC			1,459	1,130	1,420	1,712	1,556	1,954	1,931	●
In-Service On-time Performance	65.58%	61.85%	63.83%	63.35%	64.43%	67.82%	80.00%	73.10%	74.10%	◈
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 13	5.11 35	4.32 29	4.44 30	3.14	4.77 8	4.71 2	◇
Complaints per 100,000 Boardings	2.71	1.87	1.71	1.46	1.88	1.90	2.52	1.85	2.13	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	18.72	14.68	14.89	15.96	12.75	14.78	12.44	*Nov. YTD* *4.90*	*Nov.* *15.37*	●
Division 6										
MMBMF No. of unaddressed road calls		6,279	4,456 30*	3,756 32	7,186 11	7,816 8	3,500	8,828.6 1	45,469.2 0	●
MMBTRC			1,063	899	1,307	2,172	1,556	2,358	4,547	●
In-Service On-time Performance	56.75%	57.20%	53.28%	53.12%	56.98%	68.27%	80.00%	68.30%	70.55%	◈
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 1	3.86 3	4.13 1	5.01 4	3.14	4.10 2	4.40 0	◇
Complaints per 100,000 Boardings	4.47	2.52	2.10	2.70	3.55	2.86	2.52	3.23	3.21	◈
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	18.23	16.43	15.02	11.77	7.86	5.95	12.44	*Nov. YTD* *4.45*	*Nov.* *0.00*	●
Division 7										
MMBMF No. of unaddressed road calls		2,947	3,468 64*	3,327 84	3,399 99	2,997 101	3,500	2,959.7 12	3,237.5 1	◇
MMBTRC			1,118	981	1,039	1,217	1,556	1,497	1,637	◈
In-Service On-time Performance	64.22%	61.78%	58.01%	57.66%	62.15%	68.38%	80.00%	71.49%	72.19%	◈
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 5	4.10 36	3.83 28	3.55 52	3.14	3.46 17	4.91 5	◇
Complaints per 100,000 Boardings	4.24	2.87	2.98	3.00	2.88	2.56	2.52	2.54	2.37	◈
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	19.44	15.76	12.09	13.42	7.80	9.64	12.44	*Nov. YTD* *5.08*	*Nov.* *11.59*	●
Division 8										
MMBCMF No. of unaddressed road calls		3,836	3,912 258*	2,944 100	3,473	4,596 0	3,500	6,019.1 0	6,812.2 0	●
MMBTRC			1,537	1,333	1,707	2,445	1,556	3,759	4,357	●
In-Service On-time Performance	69.78%	68.23%	67.48%	68.50%	69.29%	75.99%	80.00%	78.03%	78.99%	◈
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 1	1.99 18	1.87 12	2.29 17	3.14	2.34 6	1.73 2	●
Complaints per 100,000 Boardings	4.17	3.37	2.75	2.64	3.01	2.97	2.52	2.97	2.44	◈
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	16.77	13.81	16.14	15.03	12.45	11.20	12.44	*Nov. YTD* *9.99*	*Nov.* *11.26*	●
Division 9										
MMBMF No. of unaddressed road calls		4,585	4,087 30*	4,119 88	4,267 62	4,673 66	3,500	4,579.2 5	4,185.8 0	●
MMBTRC			2,099	1,989	2,425	2,918	1,556	3,077	3,009	●
In-Service On-time Performance	68.16%	67.01%	66.22%	66.84%	70.01%	75.89%	80.00%	75.22%	74.18%	◈
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 4	2.46 20	2.07 14	2.01 3	3.14	1.95 9	1.35 2	●
Complaints per 100,000 Boardings	5.09	2.61	2.24	2.98	3.18	3.21	2.52	3.54	3.53	◈
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (*1 month lag*)	14.66	14.34	17.30	8.35	14.07	10.03	12.44	*Nov. YTD* *9.58*	*Nov.* *24.19*	●

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Dec. Month	Status
Division 10										
MMBMF No. of unaddressed road calls		3,723	3,702 61*	3,028 0	2,947 1	2,594 11	3,500	2,438.6 50	2,380.6 10	◇
MMBTRC			1,197	1,044	1,015	1,129	1,556	1,386	1,375	◇
In-Service On-time Performance	64.14%	60.73%	58.61%	56.63%	61.90%	68.98%	80.00%	70.58%	72.99%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 accidents"	- 0	- 0	- 8	4.47 31	3.87 32	4.02 33	3.14	3.84 7	3.84 1	◇
Complaints per 100,000 Boardings	3.92	2.23	2.48	2.99	2.59	2.08	2.52	2.04	1.57	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	3.74	3.80	14.02	14.74	7.49	10.76	12.44	*Nov. YTD 8.81*	*Nov. 6.23*	●
Division 15										
MMBCMF No. of unaddressed road calls		2,996	3,420 174*	2,933 53	3,003 1	3,357 6	3,500	3,864.7 0	4,667.3 0	●
MMBTRC			1,175	1,151	1,291	1,747	1,556	2,324	2,865	●
In-Service On-time Performance	67.84%	63.84%**	64.41%	66.85%	69.06%	74.62%	80.00%	75.71%	77.07%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 2	2.98 14	2.45 26	2.67 15	3.14	2.82 7	2.41 1	●
Complaints per 100,000 Boardings	4.55	3.14	3.16	3.05	3.08	2.98	2.52	3.17	2.63	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	12.46	10.41	12.44	10.58	11.89	14.11	12.44	*Nov. YTD 5.55*	*Nov. 8.27*	●
Division 18										
MMBCMF No. of unaddressed road calls		3,712	4,008 214*	3,563 74	3,421 55	2,917 20	3,500	3,142.0 13	2,878.9 3	◇
MMBTRC			1,174	1,109	1,090	1,292	1,556	1,668	1,576	●
In-Service On-time Performance	63.42%	57.31%	61.19%	60.88%	60.66%	66.12%	80.00%	68.73%	69.26%	◇
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 5	3.08 14	2.72 27	2.67 19	3.14	2.67 7	3.61 0	●
Complaints per 100,000 Boardings	4.44	3.07	3.29	3.72	4.46	4.19	2.52	3.78	3.10	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	11.67	13.63	8.50	14.70	8.95	11.06	12.44	*Nov. YTD 7.19*	*Nov. 16.52*	●

*Jan-June '07 **Div 15 excluded (Nov. '05 data excluded –No

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

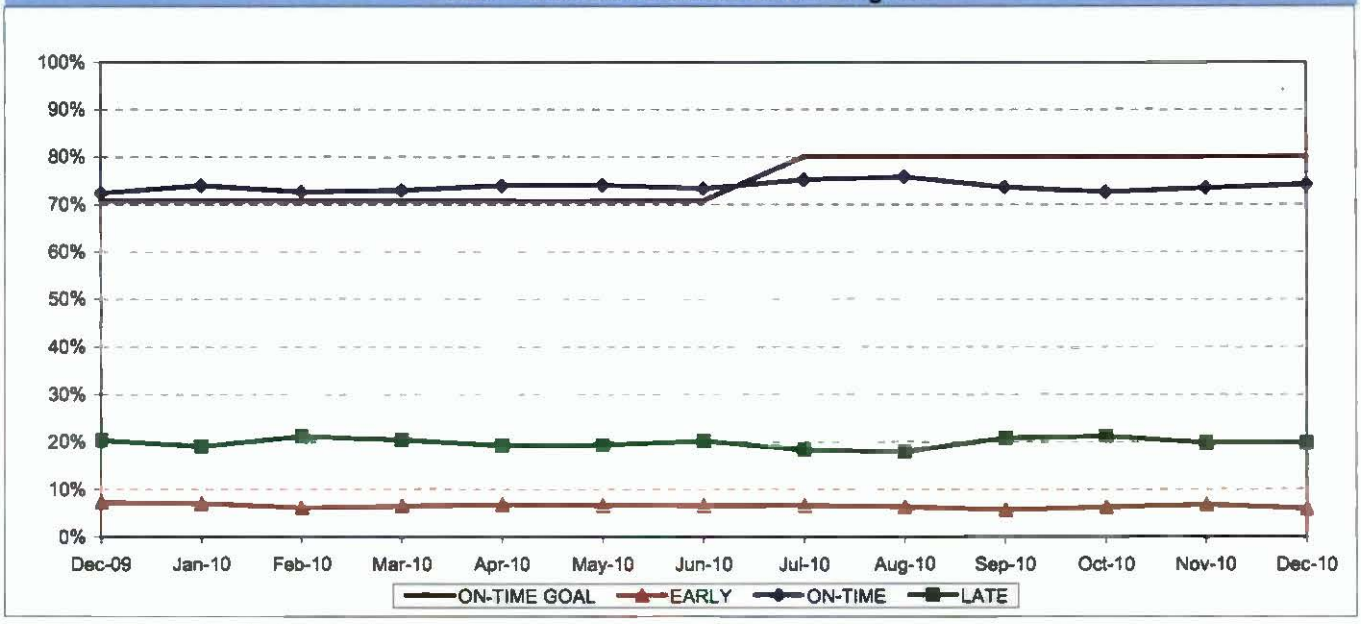
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses) Please note that Rapid Line performance is included in the ISOTP calculation beginning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

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

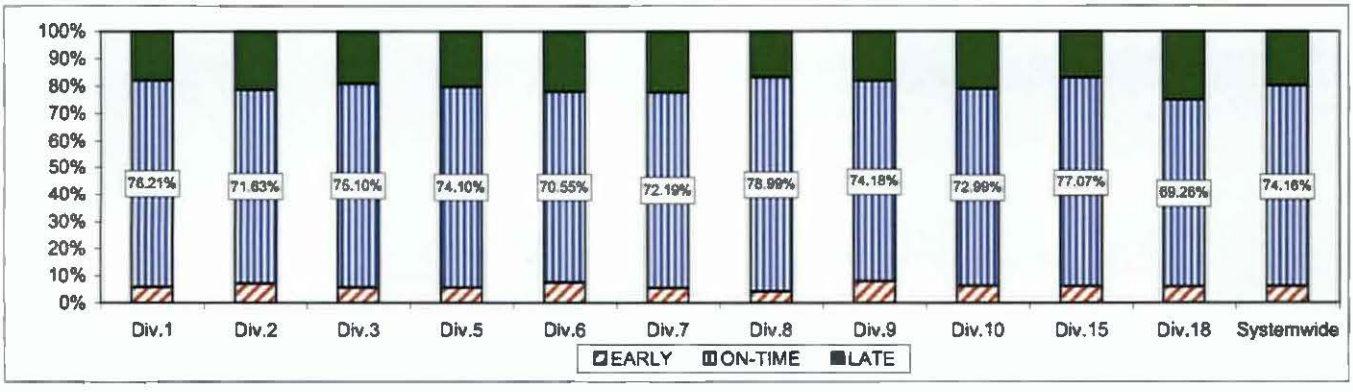
Systemwide Trend

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

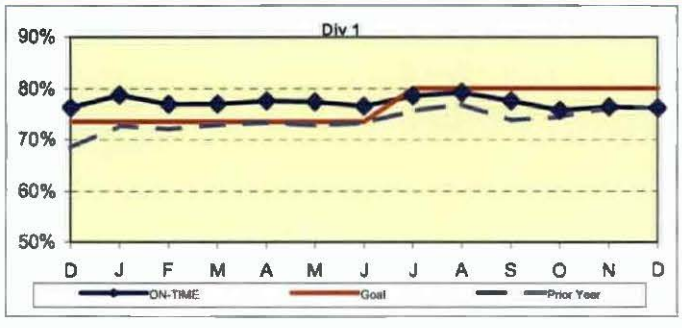
Bus Operating Divisions
ISOTP - 1 Minute Tolerance for Running Hot

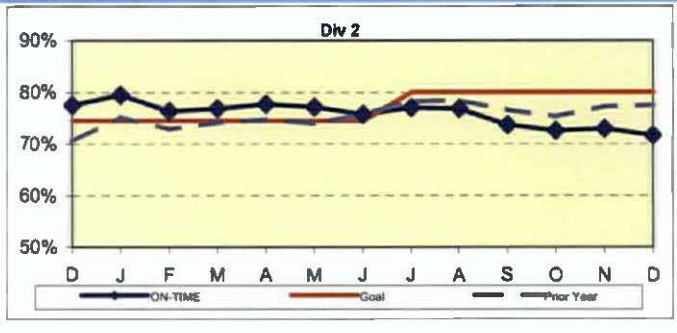


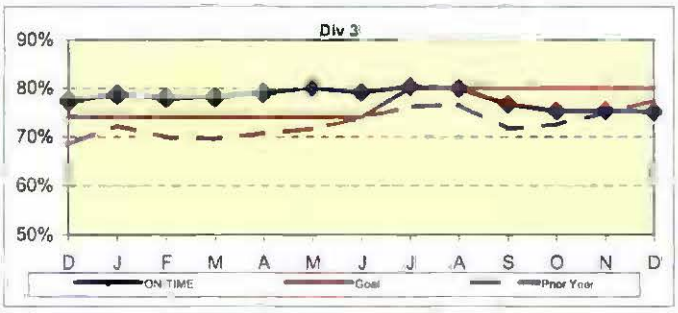
Remaining Above the Goal line is the target.

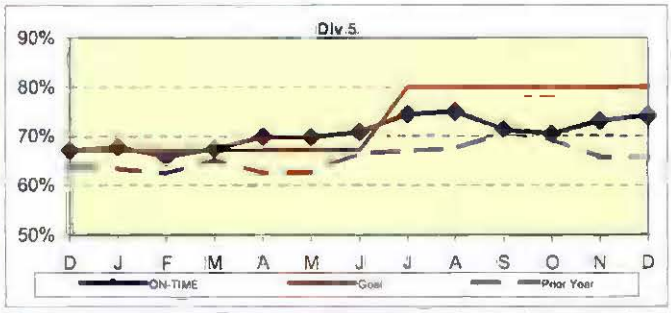


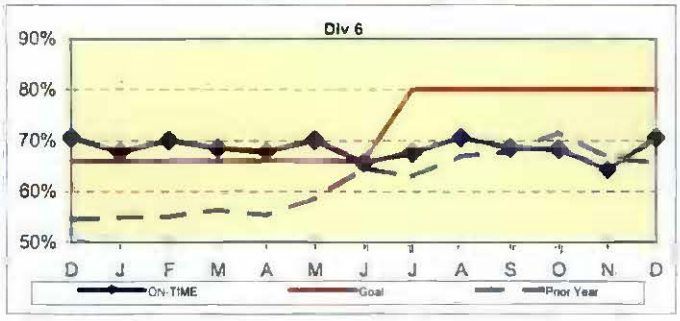
ISOTP By Division

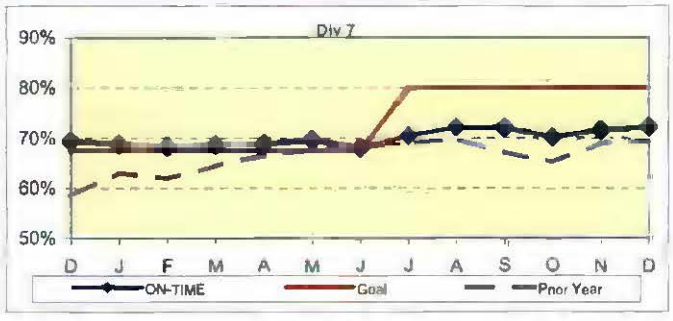


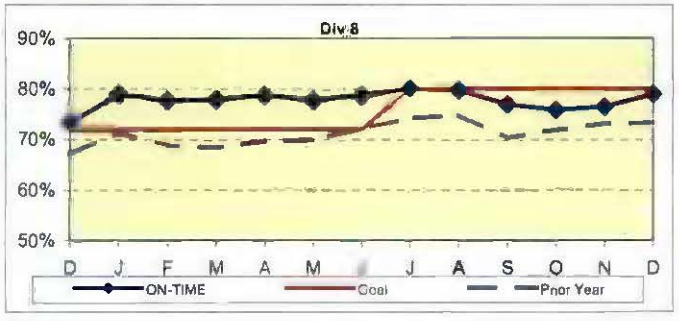


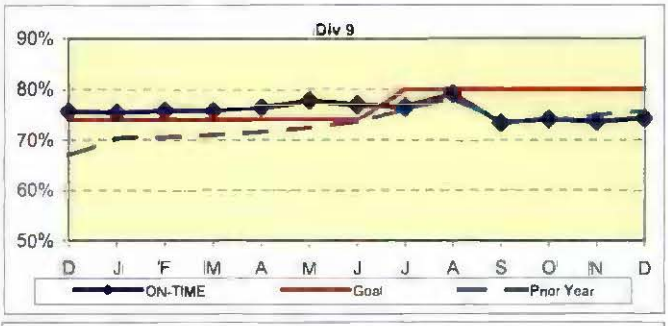

Div 3
90%
80%
70%
60%
50%
D J F M A M J J A S O N D
ON-TIME
Goal
Prior Year

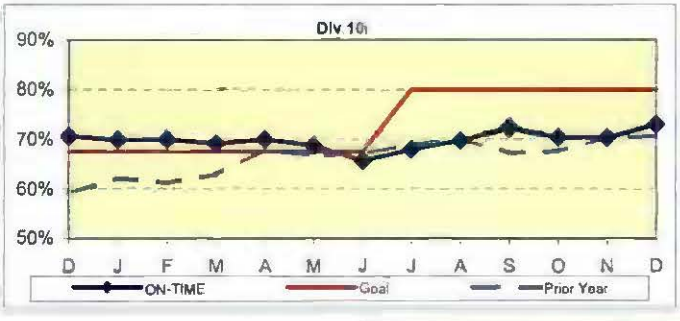

Div 5
90%
80%
70%
60%
50%
D J F M A M J J A S O N D
ON-TIME
Goal
Prior Year

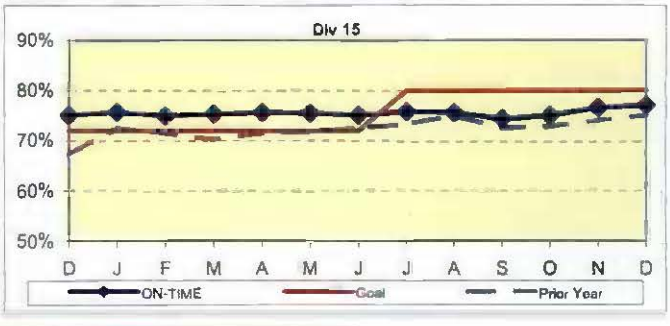

Div 6
90%
80%
70%
60%
50%
D J F M A M J J A S O N D
ON-TIME
Goal
Prior Year

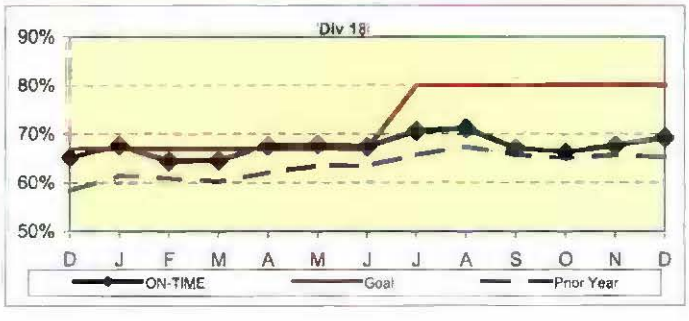

Div 7
90%
80%
70%
60%
50%
D J F M A M J J A S O N D
ON-TIME
Goal
Prior Year


Div 8
90%
80%
70%
60%
50%
D J F M A M J A S O N D
ON-TIME
Goal
Prior Year


Div 9
90%
80%
70%
60%
50%
D J F M A M J J A S O N D
ON-TIME
Goal
Prior Year


Div 10
90%
80%
70%
60%
50%
D J F M A M J J A S O N D
ON-TIME
Goal
Prior Year


Div 15
90%
80%
70%
60%
50%
D J F M A M J J A S O N D
ON-TIME
Goal
Prior Year


Div 18
90%
80%
70%
60%
50%
D J F M A M J J A S O N D
ON-TIME
Goal
Prior Year

ISOTP By Divisions

Year-to-Date Compared To Last Year

	FY10	FY11-YTD	Variance
Division 1			
Early	6.97%	6.09%	-0.89%
On-Time	76.61%	77.36%	0.75%
Late	16.42%	16.55%	0.14%
Division 2			
Early	6.20%	7.18%	0.98%
On-Time	77.24%	74.17%	-3.07%
Late	16.56%	18.65%	2.09%
Division 3			
Early	6.01%	5.42%	-0.59%
On-Time	76.81%	77.16%	0.36%
Late	17.18%	17.42%	0.23%
Division 5			
Early	6.52%	6.26%	-0.26%
On-Time	67.82%	73.10%	5.28%
Late	25.66%	20.63%	-5.03%
Division 6			
Early	6.73%	7.88%	1.15%
On-Time	68.27%	68.30%	0.03%
Late	25.01%	23.82%	-1.19%
Division 7			
Early	7.03%	5.54%	-1.50%
On-Time	68.38%	71.49%	3.11%
Late	24.58%	22.97%	-1.61%

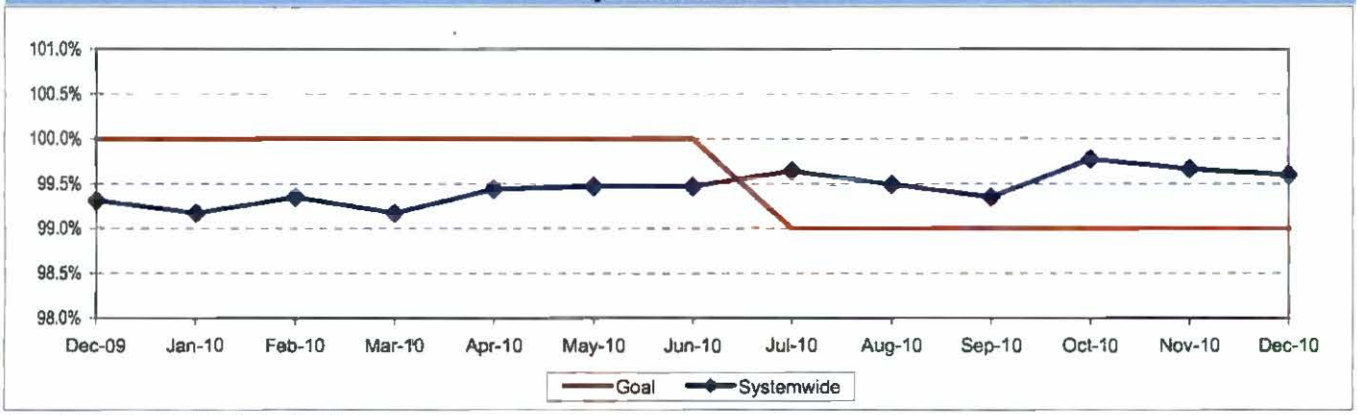
	FY10	FY11-YTD	Variance
Division 8			
Early	6.31%	5.77%	-0.54%
On-Time	75.99%	78.03%	2.04%
Late	17.70%	16.20%	-1.50%
Division 9			
Early	6.37%	6.67%	0.30%
On-Time	75.89%	75.22%	-0.66%
Late	17.74%	18.11%	0.37%
Division 10			
Early	7.07%	6.56%	-0.51%
On-Time	68.98%	70.58%	1.60%
Late	23.95%	22.86%	-1.09%
Division 15			
Early	6.76%	6.30%	-0.45%
On-Time	74.62%	75.71%	1.09%
Late	18.62%	17.98%	-0.64%
Division 18			
Early	8.06%	6.14%	-1.91%
On-Time	66.12%	68.73%	2.62%
Late	25.83%	25.13%	-0.70%
SYSTEMWIDE			
Early	6.80%	6.25%	-0.55%
On-Time	72.33%	74.15%	1.81%
Late	20.86%	19.60%	-1.26%

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- ((In-Service Delay Revenue Hours plus Cancelled Revenue Hours) divided by (Total Scheduled Service Hours + Temporary Revenue Hours + Hollywood Bowl and Race Track Revenue Hours + In Addition Revenue Hours)) FY06: Actual Revenue Hours Delivered divided by Scheduled Revenue Hours.

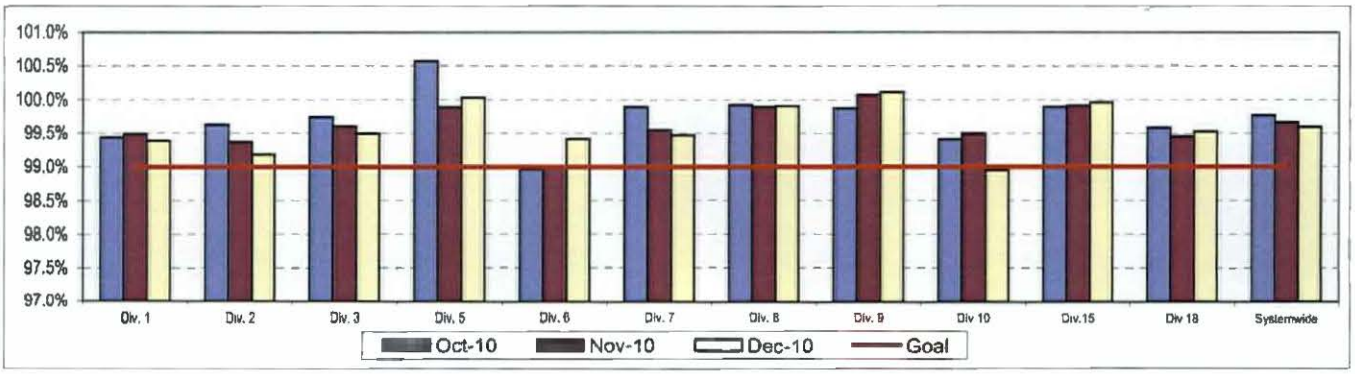
Systemwide Trend



Remaining At the Goal line is the target.

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

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED by Divisions October 2010 - December 2010



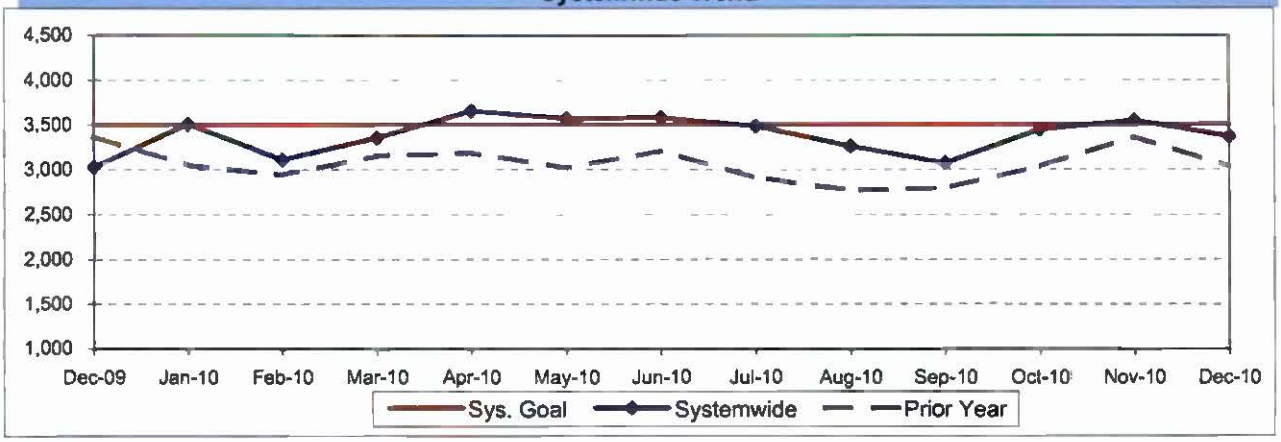
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

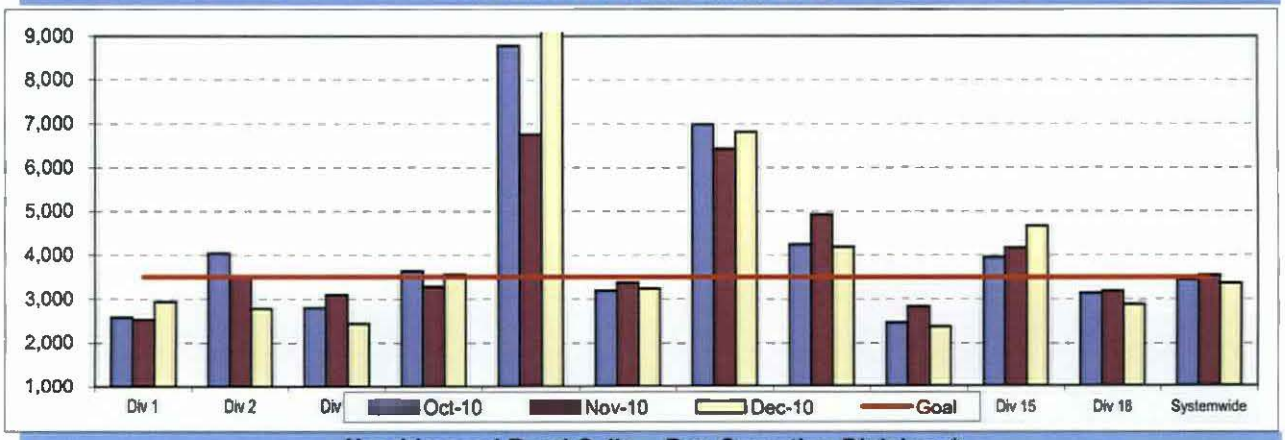
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)

Systemwide Trend



Remaining Above the Goal line is the target.

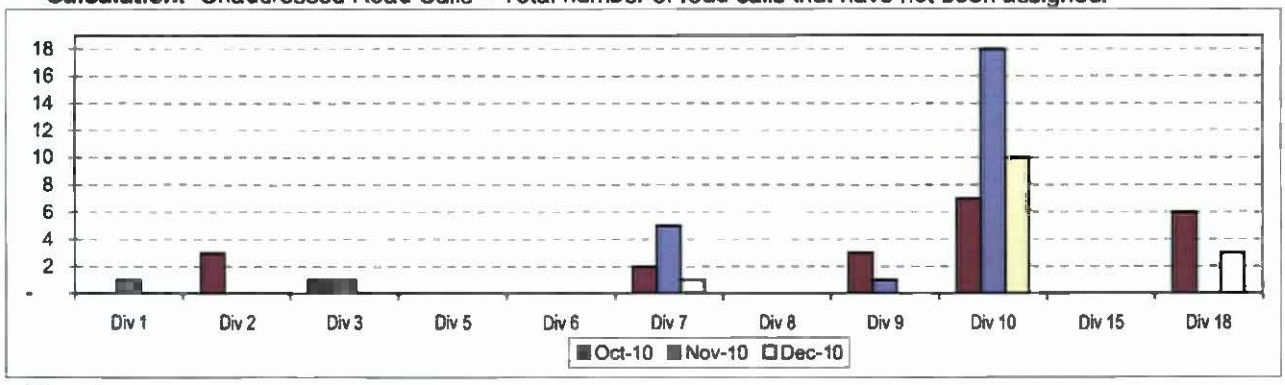
MMBMF -- Bus Operating Divisions
October 2010 - December 2010



Unaddressed Road Calls -- Bus Operating Divisions*
October 2010 - December 2010

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

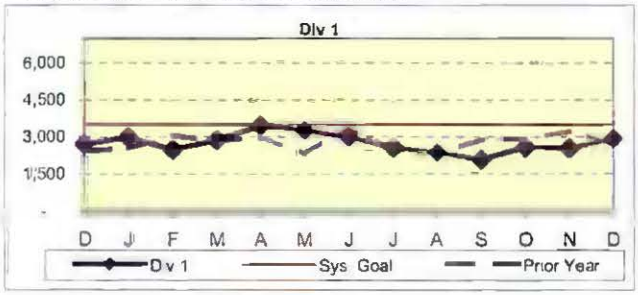
Calculation: Unaddressed Road Calls = Total number of road calls that have not been assigned.

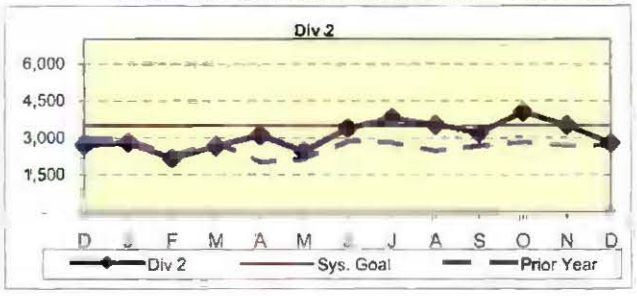


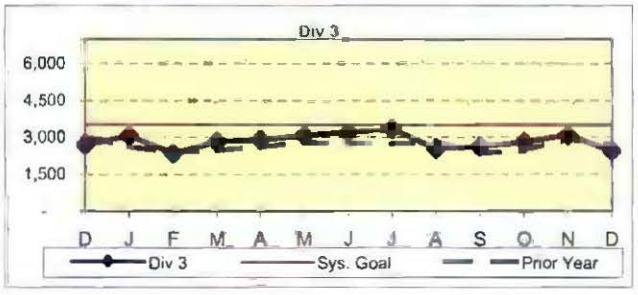
* New Indicator.

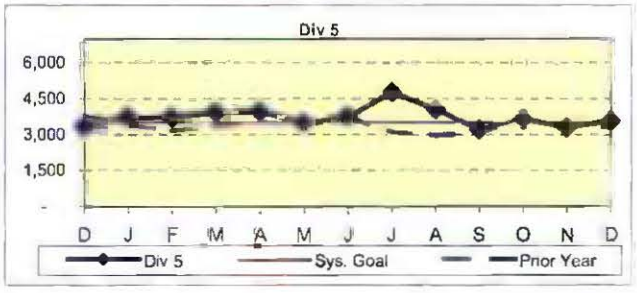
Remaining Above the Goal line is the target.

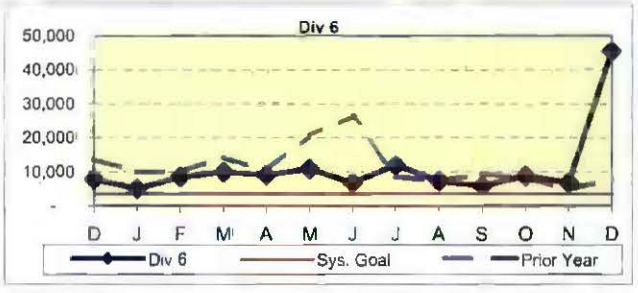
Bus Maintenance Performance - Continued

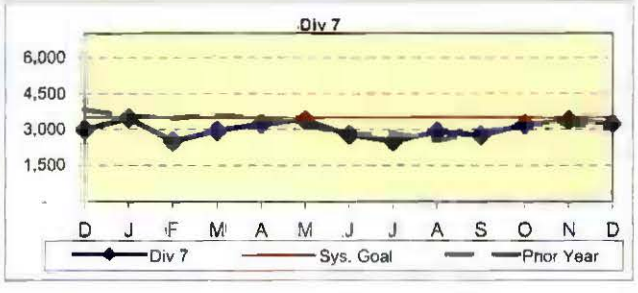


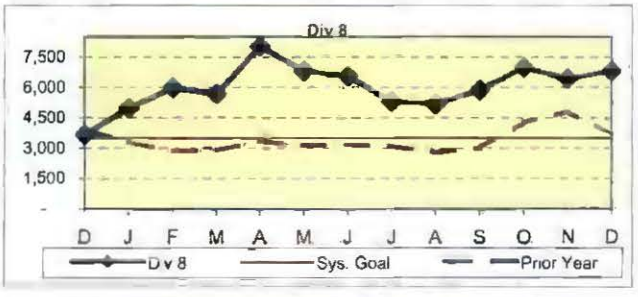


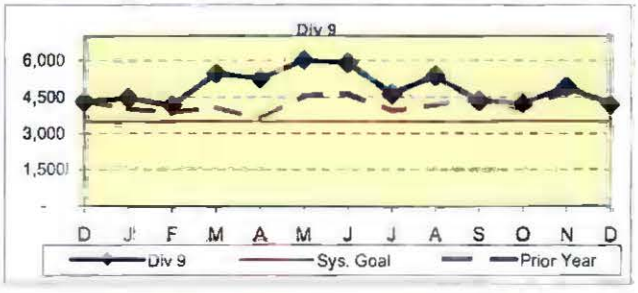


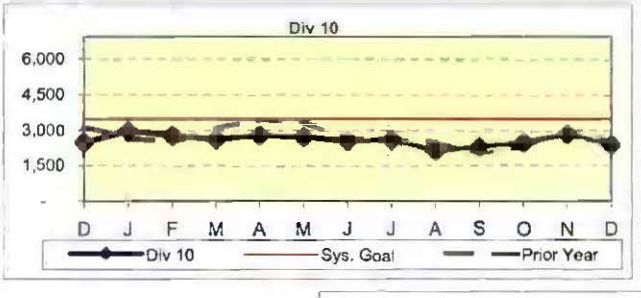


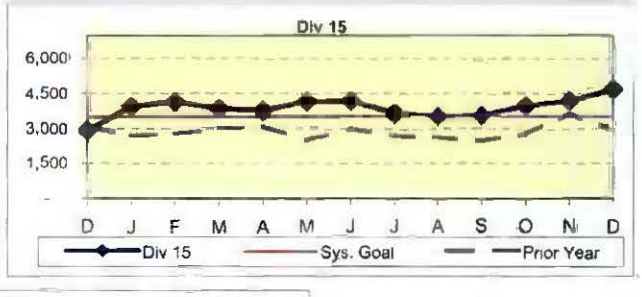


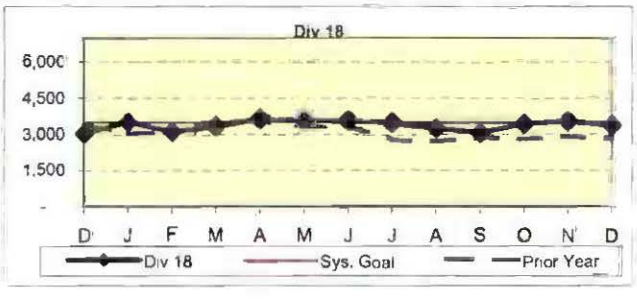








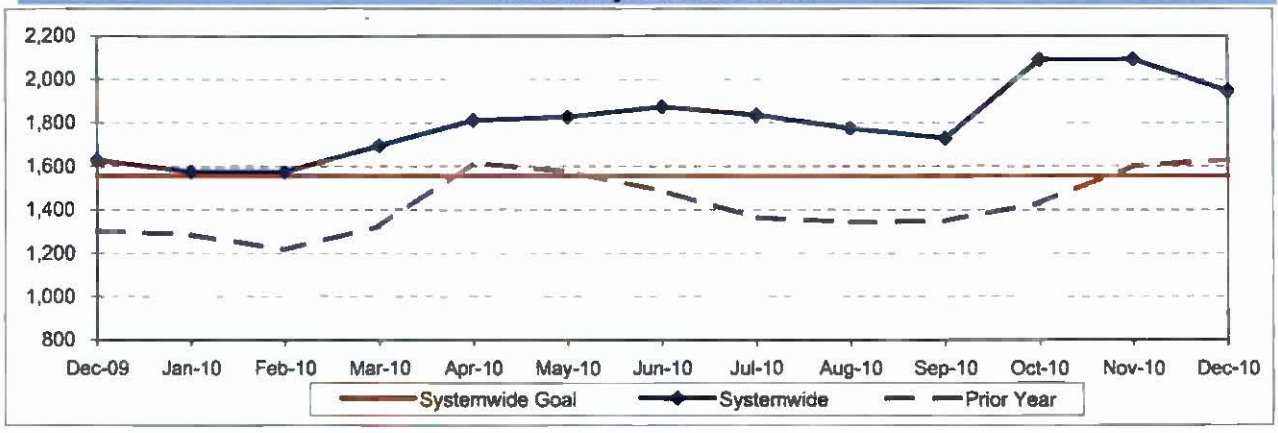




MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

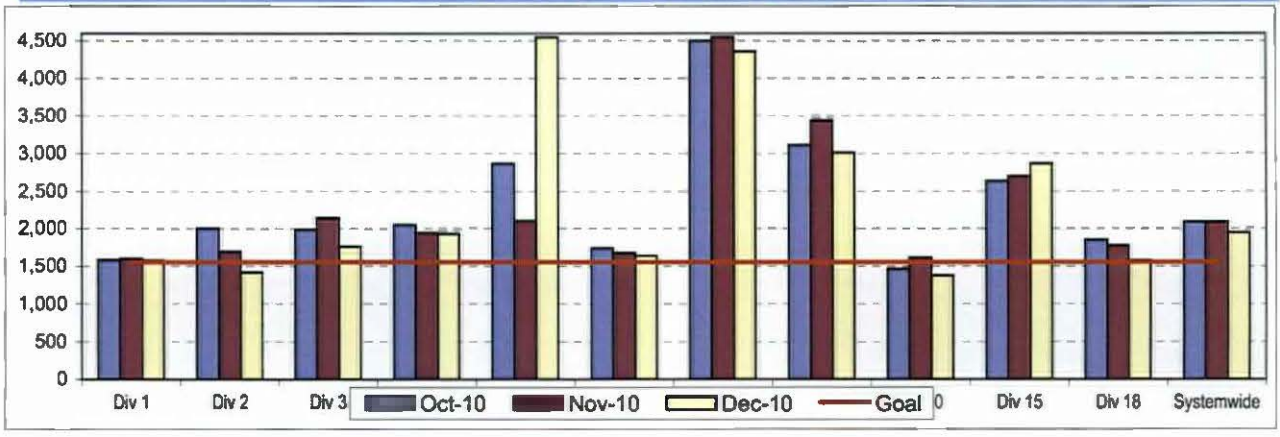
Definition: Average Hub Miles traveled between road call problems.
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

MMBTRC -- Bus Operating Divisions
October 2010 - December 2010



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	Number of Buses	Percent of Buses
CNG	2,330	93.20%
Hybrid	6	0.24%
Diesel	71	2.84%
Gasoline	59	2.36%
Propane	34	1.36%
Total	2,500	100.00%

Average Age of Fleet by Divisions

Div 1	Div 2	Div 3	Div 5	Div 6	Div 7
8.0	9.2	10.1	8.6	1.7	9.4

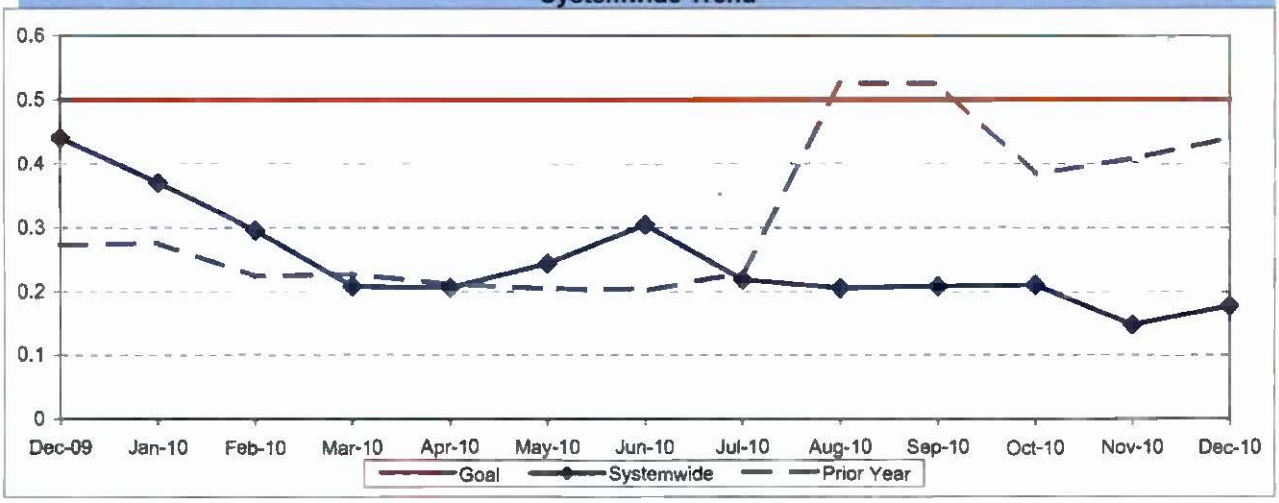
Div 8	Div 9	Div 10	Div 15	Div 18
2.8	8.1	7.6	4.8	8.5

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

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

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

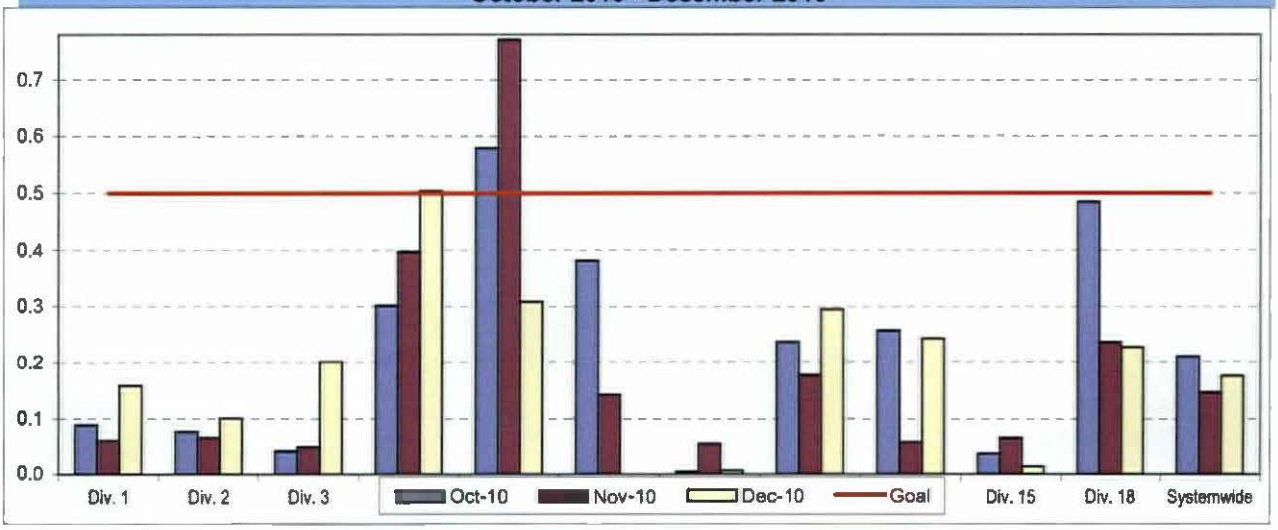
Systemwide Trend



Remaining Below the Goal line is the target.

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

Past Due Critical PMPs - by Divisions
October 2010 - December 2010



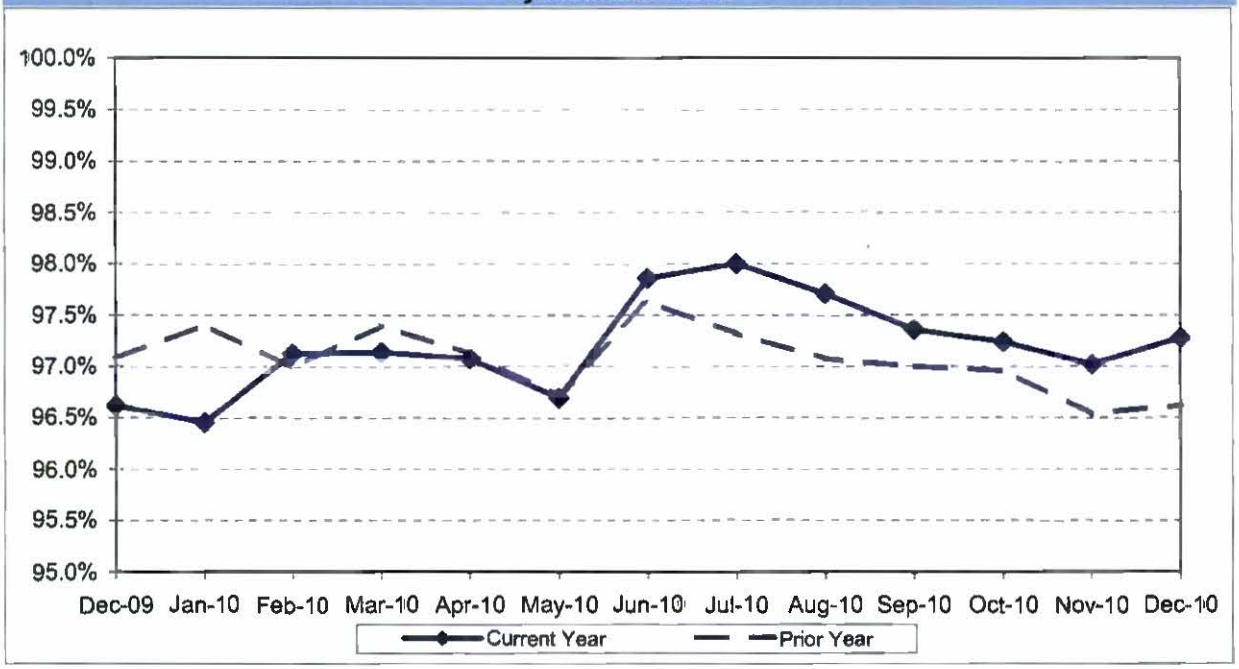
ATTENDANCE

MAINTENANCE ATTENDANCE

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

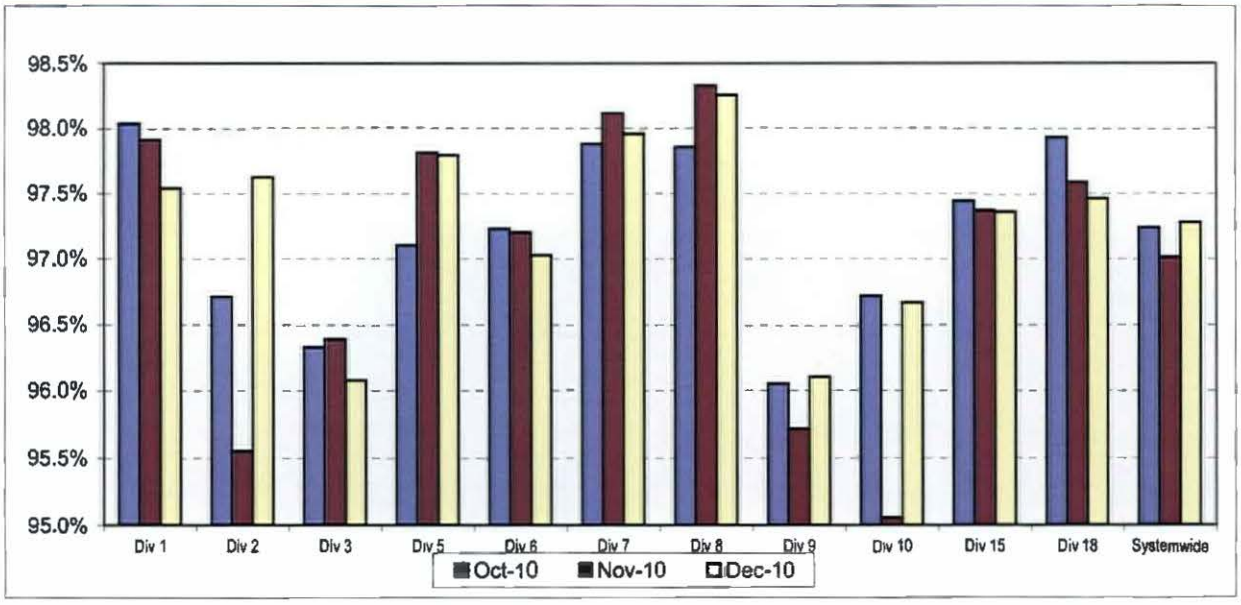
Calculation: 1-(FTEs absent / by the total FTEs assigned)

Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions (By Current Month)
October 2010 - December 2010

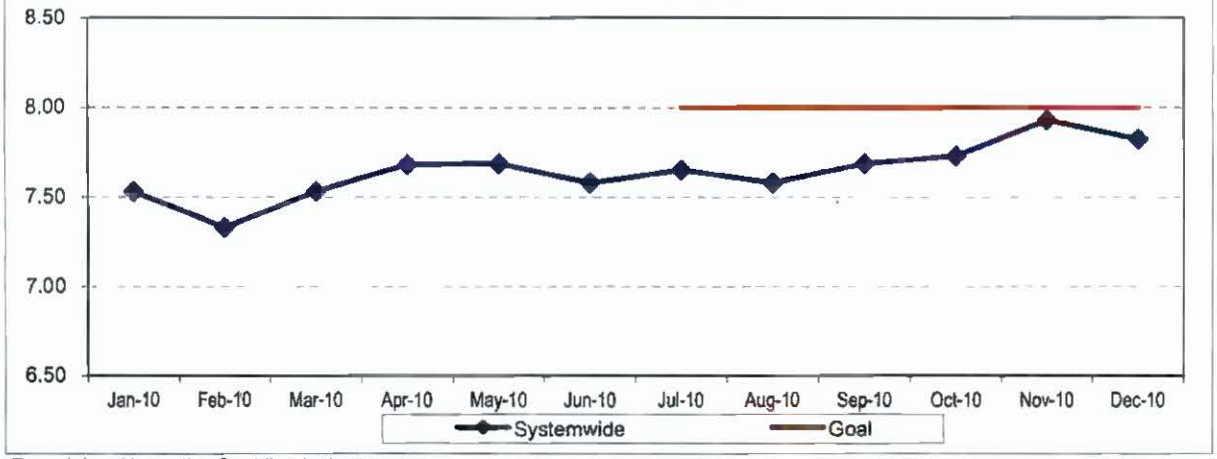


BUS CLEANLINESS

Definition: A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division 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.

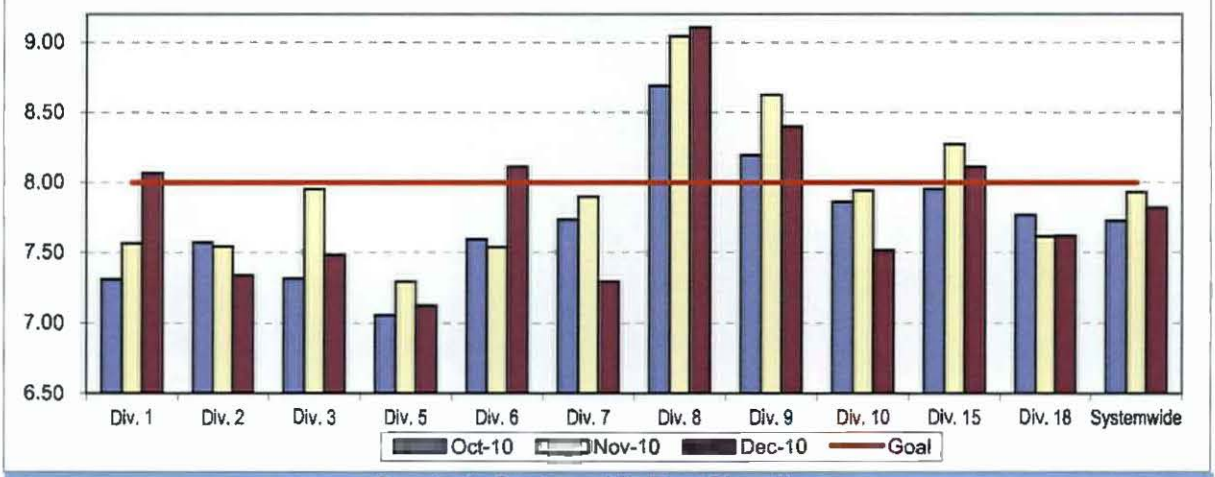
Calculation: Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

Bus Cleanliness - Systemwide

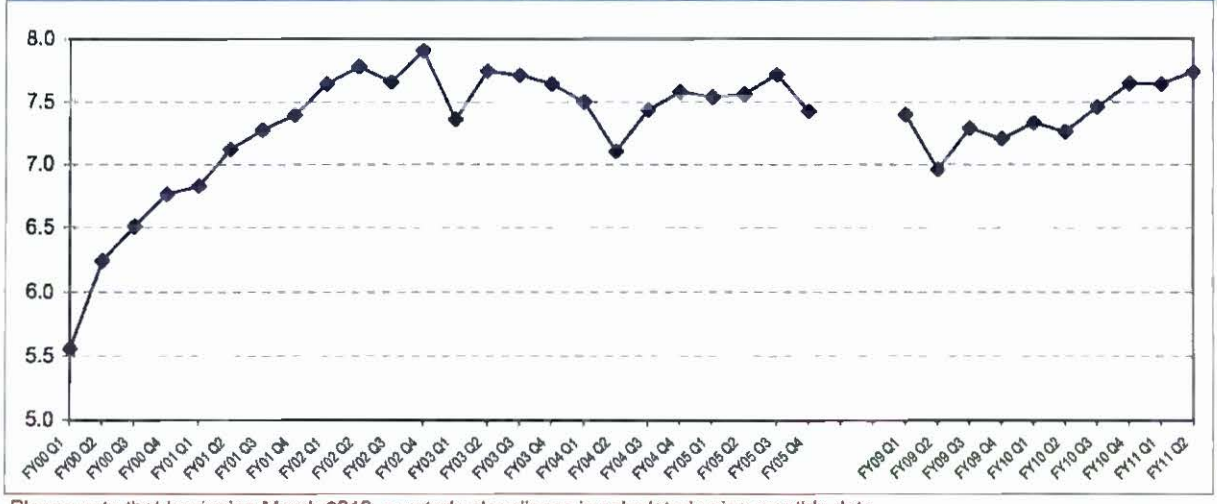


Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions
October 2010 - December 2010



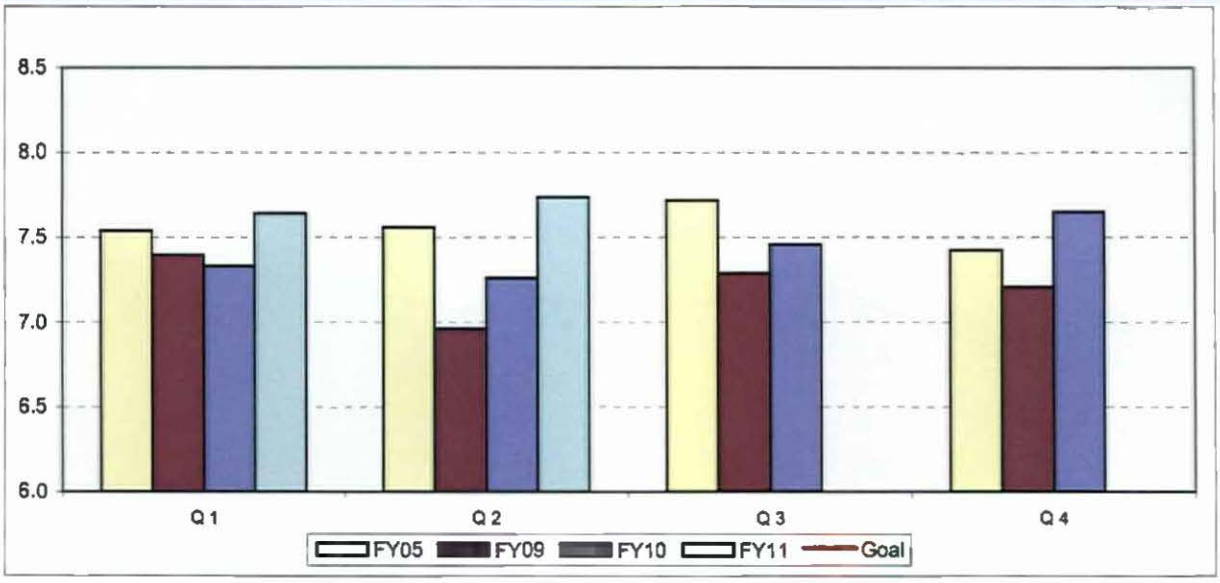
Quarterly Systemwide Bus Cleanliness
FY01 Q1 - FY11 Q1



Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data.
Prior quarterly data was supplied by QA dept. in a quarterly format.

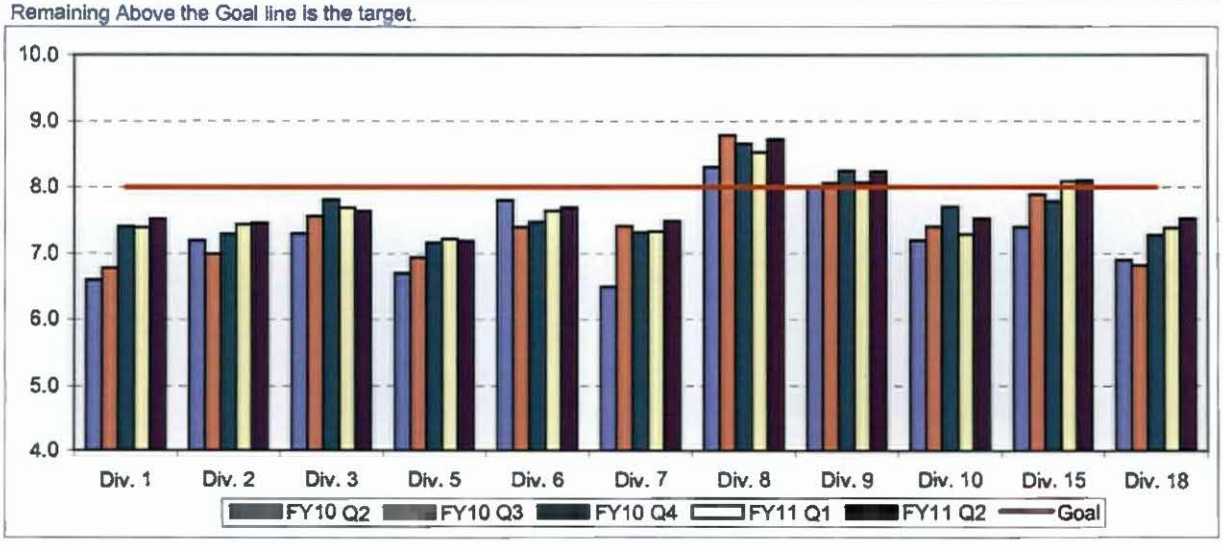
Remaining Above the Goal line is the target.

Systemwide Bus Cleanliness Comparison by Quarter
FY05 Q1 - FY11 Q2



Cleanliness by Bus Operating Divisions
FY10 Q1 - FY11 Q2

Remaining Above the Goal line is the target.



Metro Rail Scorecard Overview

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

This report gives a brief overview of Metro Rail operations:

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

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Dec. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *(1 month lag)*	9.32	11.56	8.08	11.24	6.03	8.54	10.17	*Nov. YTD 10.47*	*Nov. 2.50*	◇
Metro Red Line (MRL)										
On-Time Pullouts	99.94%	99.61%	99.76%	99.79%	99.97%	99.55%	98.00%	99.79%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	11,759	19,587	17,260	26,743	41,482	38,771	30,000	38,143	33,584	●
In-Service On-time Performance*				99.13%	99.38%	99.54%	98.00%	99.66%	99.56%	●
Traffic Accidents Per 100,000 Train Miles	0.22	0.22	0.00	0.30	0.07	0.00	0.10	0.58	0.85	◇
Complaints per 100,000 Boardings	1.13	0.66	0.41	0.50	0.37	0.41	0.50	0.46	0.25	●
Metro Blue Line (MBL)										
On-Time Pullouts	99.73%	99.76%	99.72%	99.62%	99.74%	99.71%	98.00%	99.67%	99.71%	●
Mean Miles Between Chargeable Mechanical Failures	16,273	26,774	35,125	31,278	27,051	20,830	26,000	14,418	15,086	◇
In-Service On-time Performance*				98.81%	98.24%	98.81%	98.00%	99.19%	98.73%	●
Traffic Accidents Per 100,000 Train Miles	0.64	0.96	1.35	1.65	1.26	1.45	0.60	2.18	4.41	◇
Complaints per 100,000 Boardings	0.98	0.78	0.53	0.64	0.58	0.80	0.90	0.83	0.67	●
Metro Green Line (MGrL)										
On-Time Pullouts	99.91%	99.97%	99.54%	99.80%	99.95%	99.89%	98.00%	99.87%	99.80%	●
Mean Miles Between Chargeable Mechanical Failures	12,558	20,635	27,471	36,727	19,195	13,599	26,000	11,516	10,682	◇
In-Service On-time Performance*				99.07%	98.90%	99.26%	98.00%	99.53%	99.37%	●
Traffic Accidents Per 100,000 Train Miles	0.00	0.00	0.00	0.00	0.07	0.00	0.60	0.14	0.00	●
Complaints per 100,000 Boardings	1.39	0.92	0.72	0.81	0.82	0.76	0.90	1.02	1.91	◇
Metro Gold Line (MGoL)										
On-Time Pullouts	99.85%	99.97%	99.95%	99.95%	99.95%	99.86%	98.00%	99.97%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	16,571	23,329	22,775	39,521	24,250	16,151	26,000	16,867	39,051	◇
In-Service On-time Performance*				98.86%	99.38%	99.12%	98.00%	99.52%	99.43%	●
Traffic Accidents Per 100,000 Train Miles	0.23	0.12	0.23	0.43	0.21	0.82	0.60	0.83	1.60	◇
Complaints per 100,000 Boardings	2.85	2.71	1.88	1.57	1.50	1.68	0.90	1.32	0.94	◇

*Effective December 2009, ISOTP calculated differently.

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

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

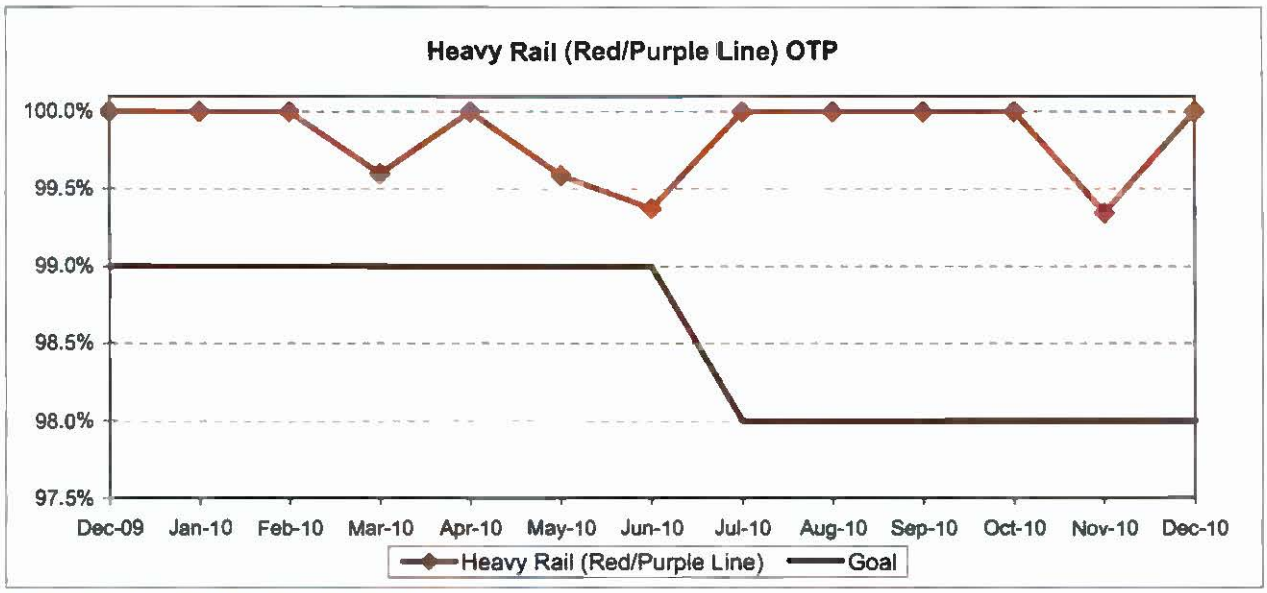
▬ Red - High probability that the target will not be achieved -- significant problems and/or delays.

RAIL SERVICE PERFORMANCE

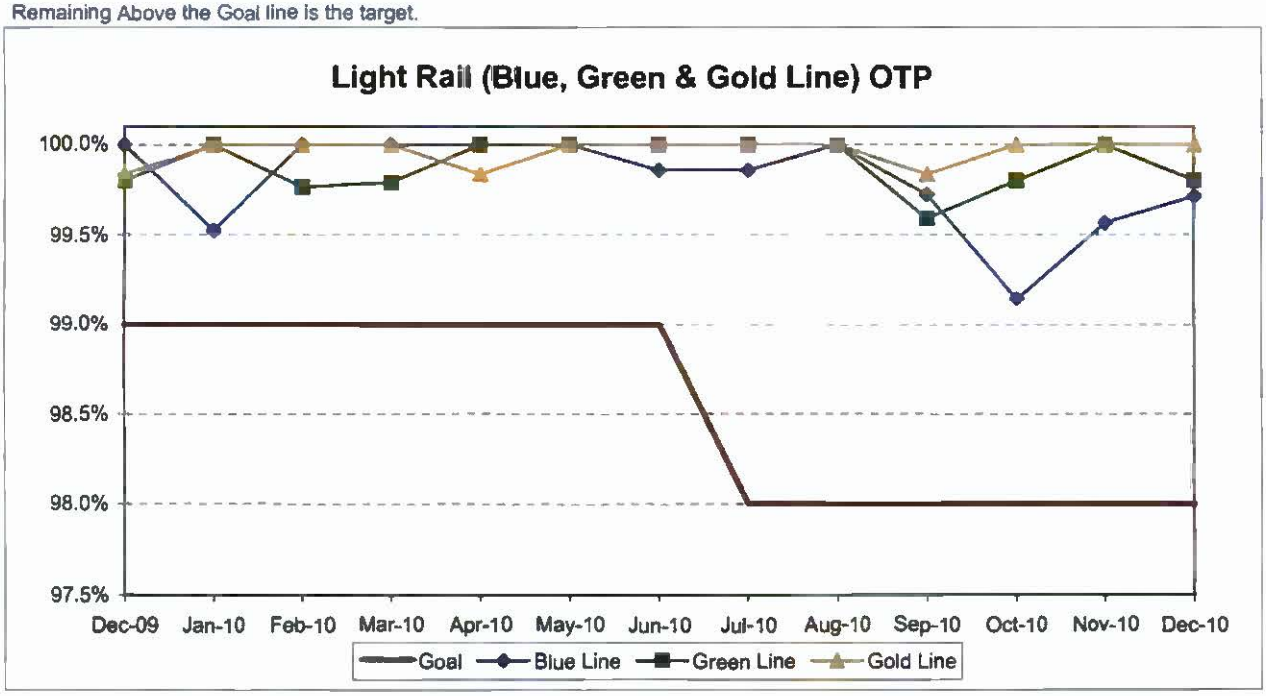
ON-TIME PULLOUTS (OTP)

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

Calculation: OTP% = [(100% - [(Total cancelled pullouts plus late pullouts) / by Total scheduled pullouts) X by 100)]



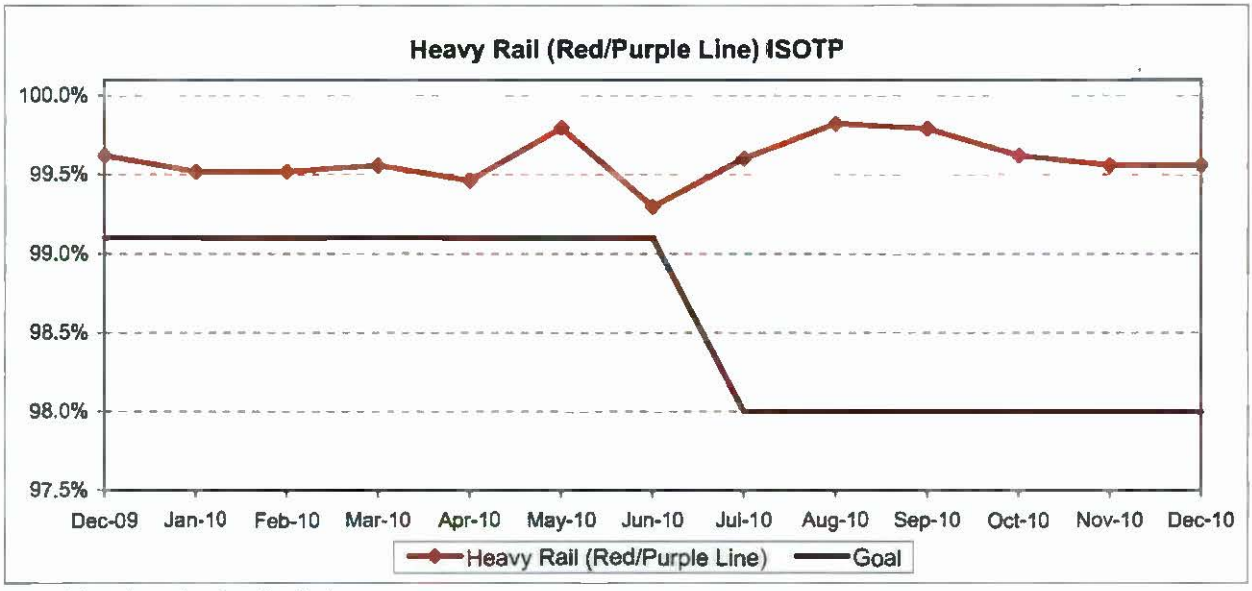
Remaining Above the Goal line is the target.



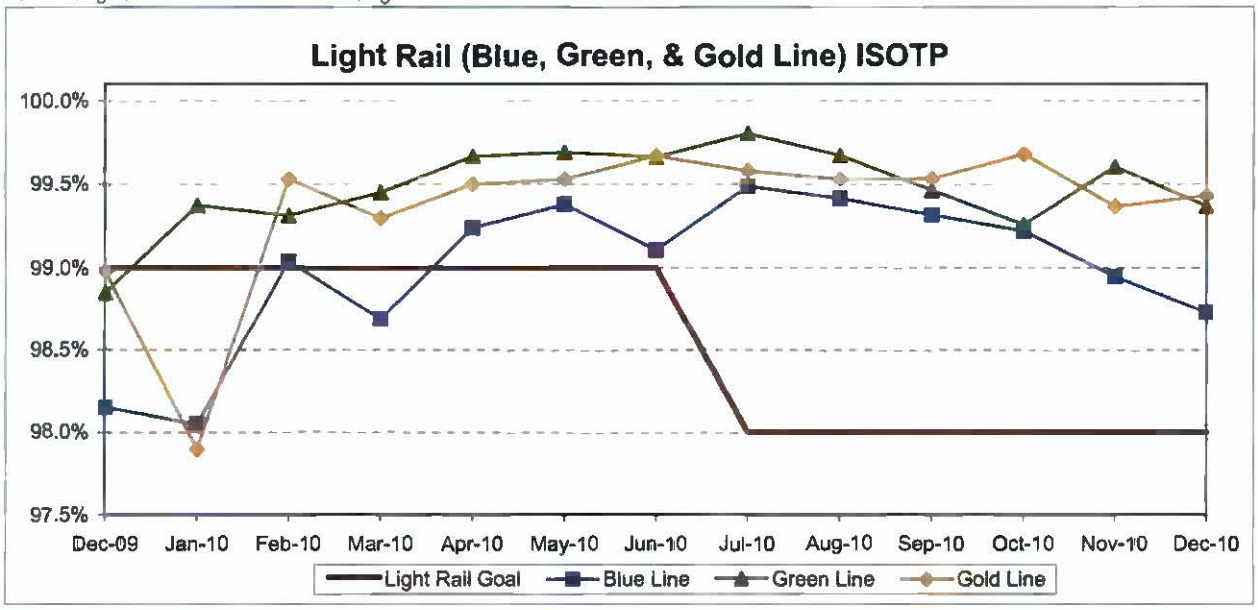
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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



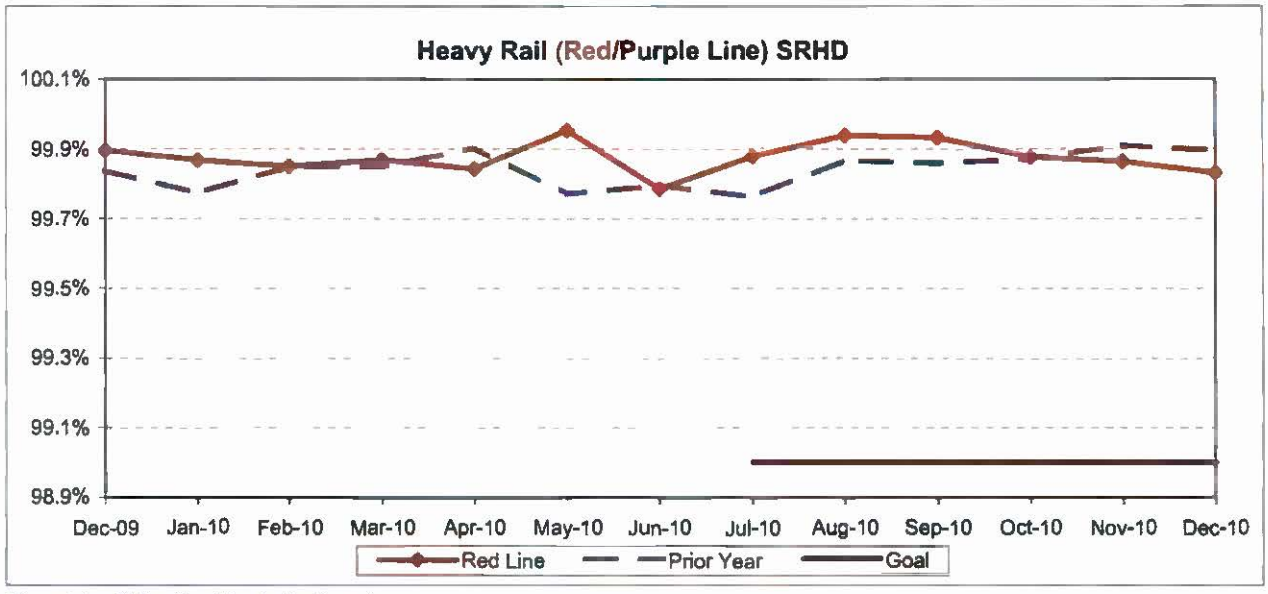
Remaining Above the Goal line is the target.



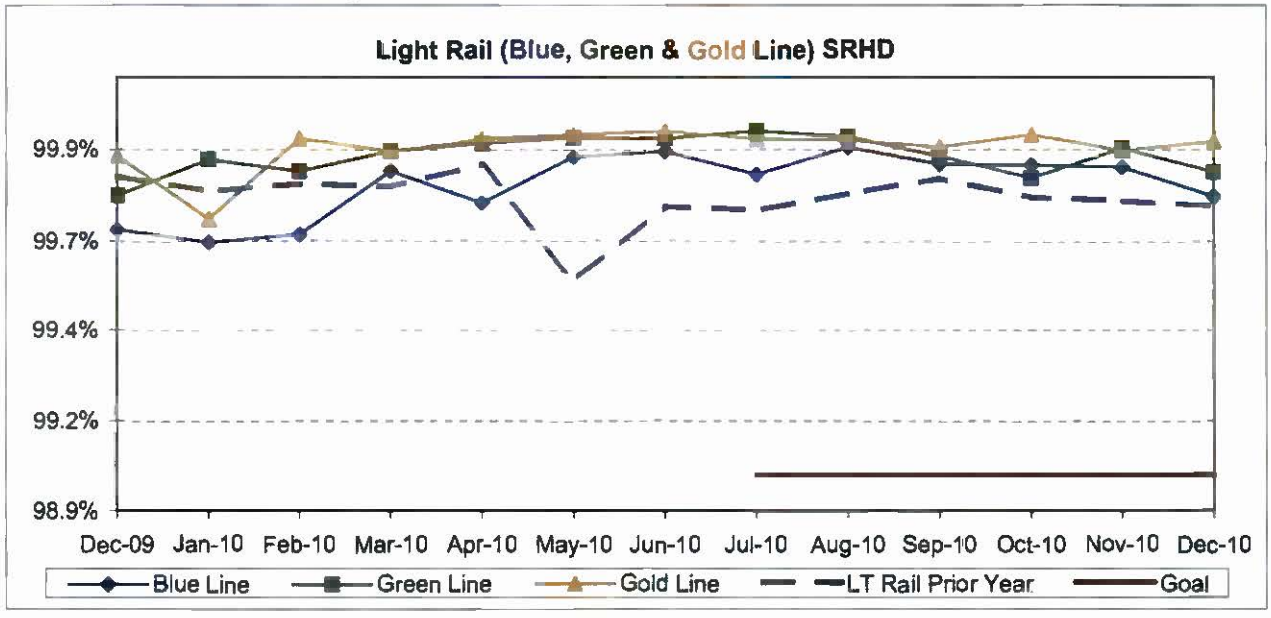
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

Calculation: SRSHD% = (1-(Total Service Hours Lost / by Total Scheduled Service Hours))



Remaining At the Goal line is the target.

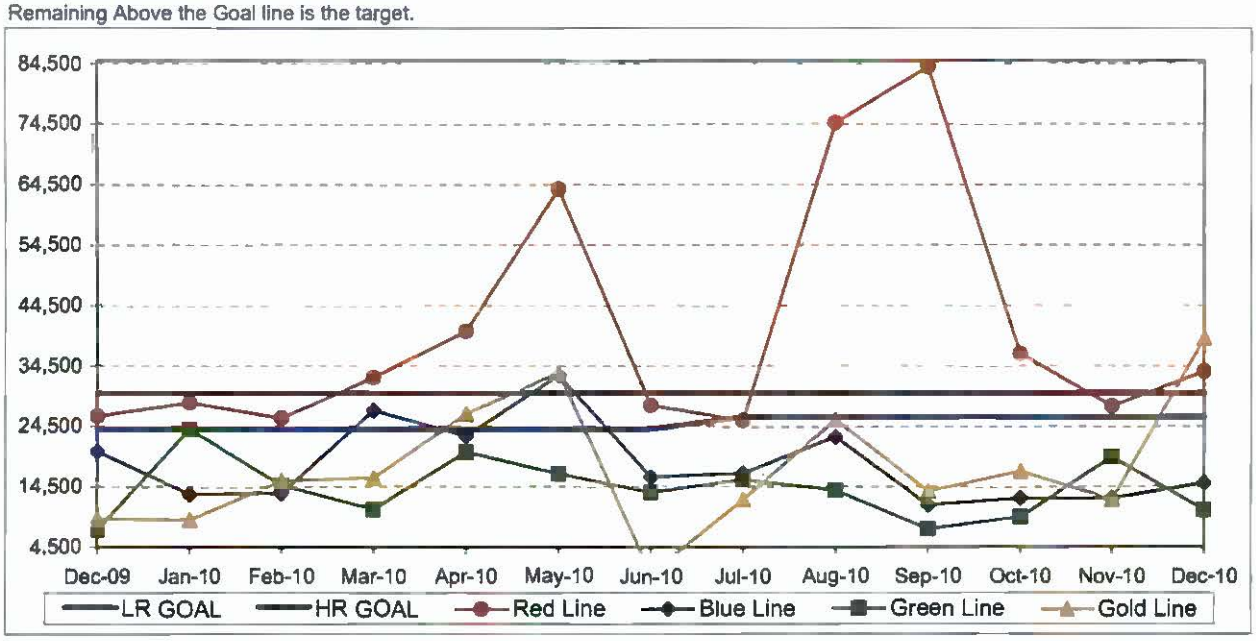


Mean Miles Between Chargeable Mechanical Failures

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

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

Remaining Above the Goal line is the target.



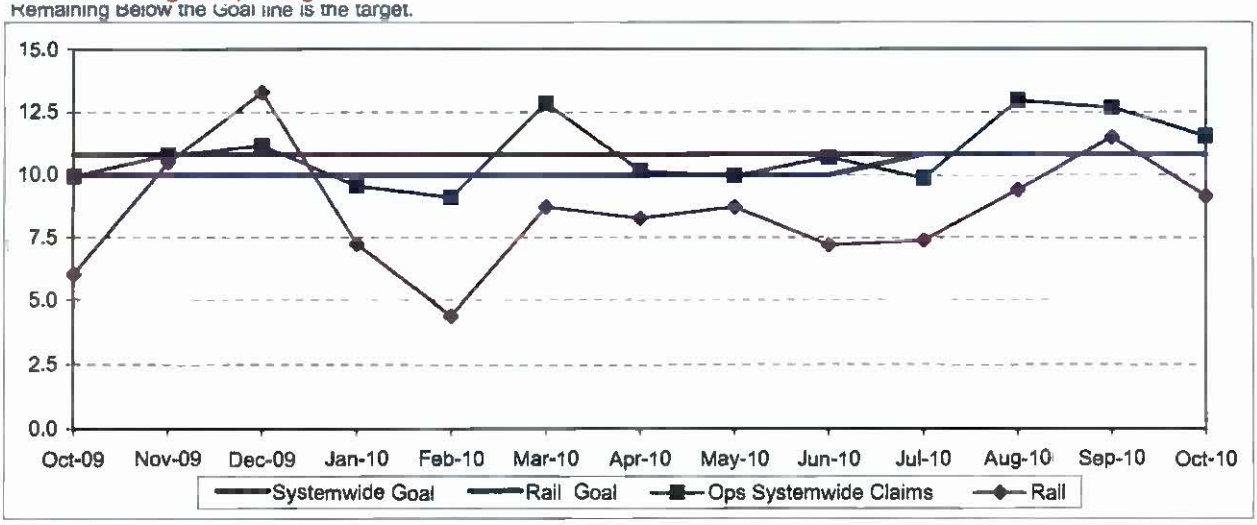
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.

Remaining Below the Goal line is the target.



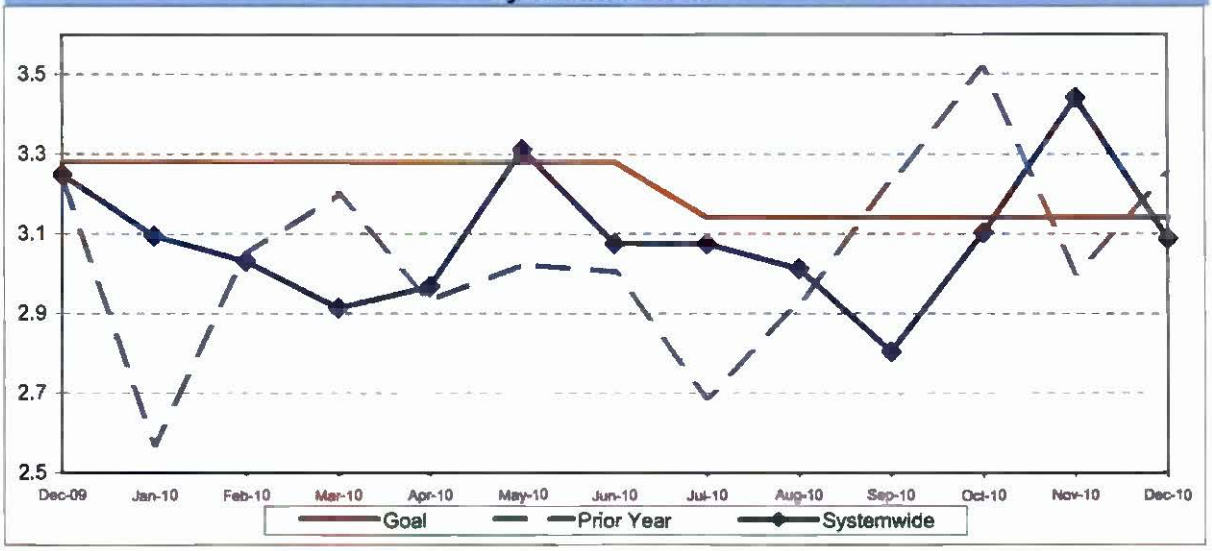
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

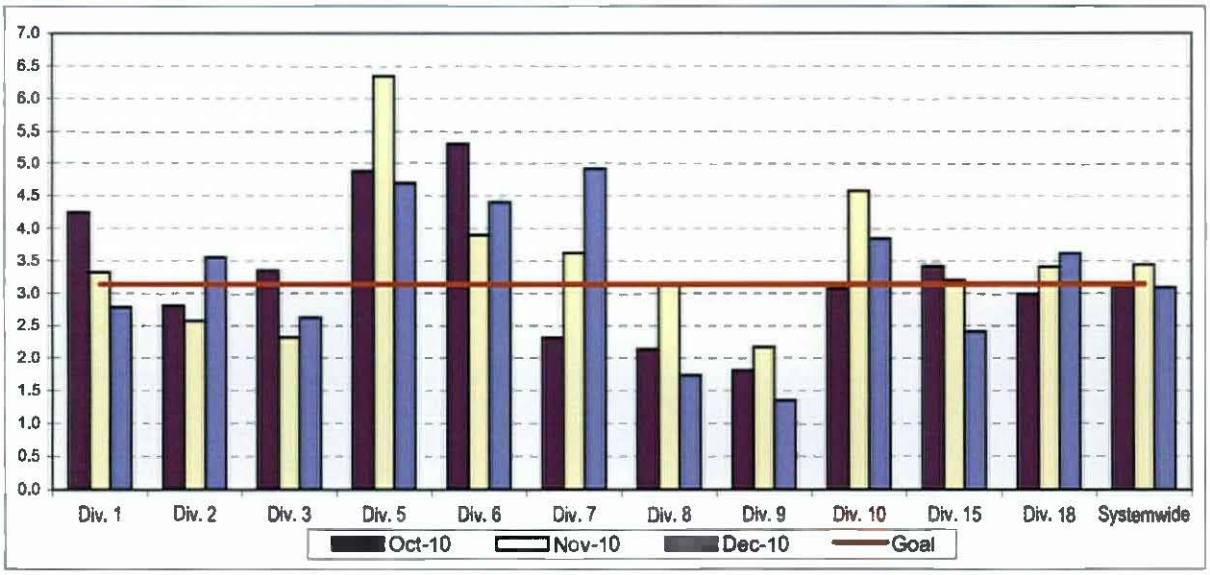
Systemwide Trend



Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

Remaining Below the Goal line is the target.

Bus Operating Divisions - by Divisions
October 2010 - December 2010

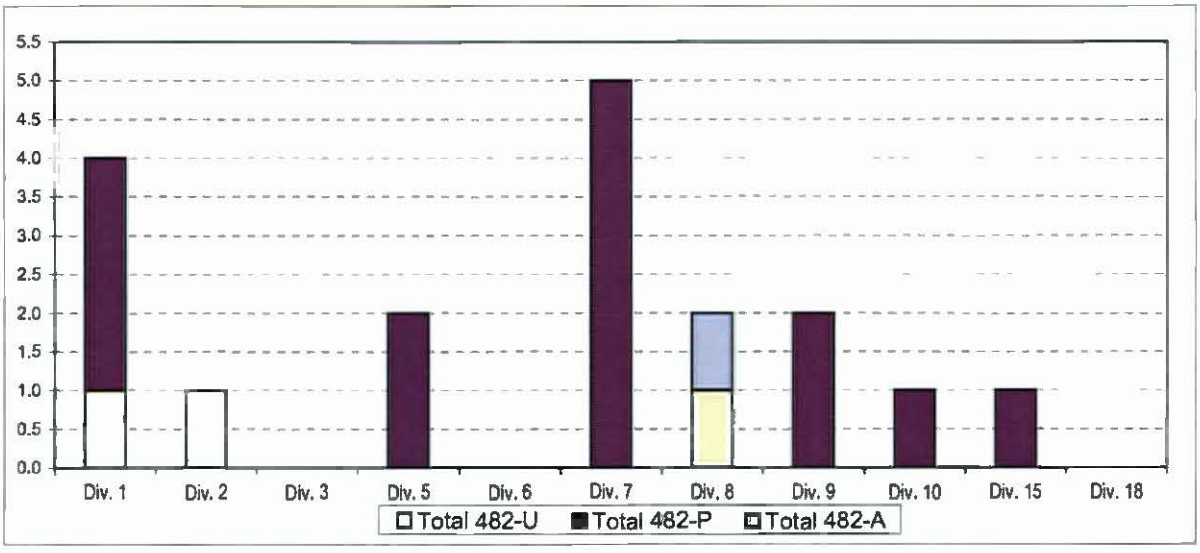


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U)
Bus Operating Divisions

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

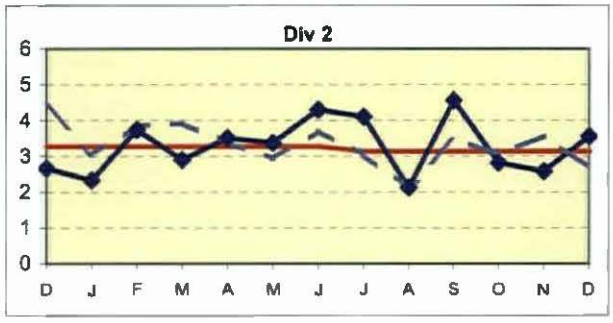
Calculation: Number of accidents in prior 13 months coded 482 "alledged" in the categories of A, P or U.

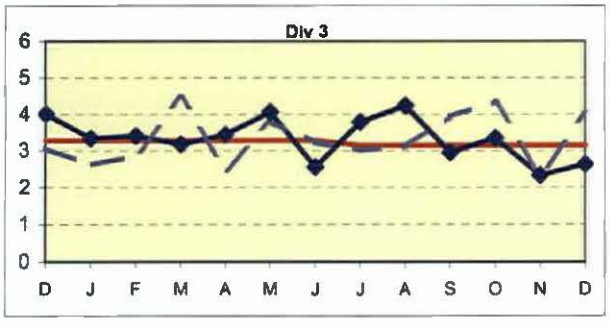
NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

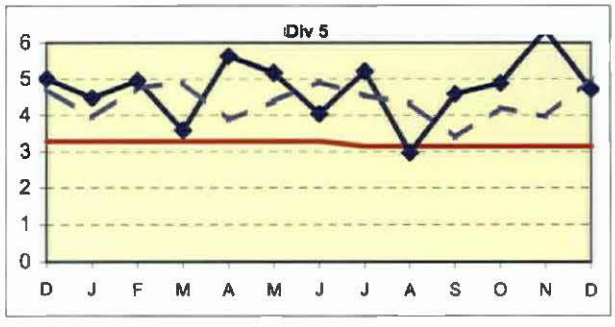


BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Bus Operating Divisions

Remaining Below the Goal line is the target.

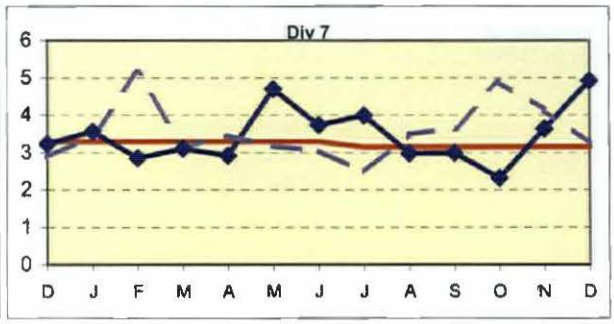


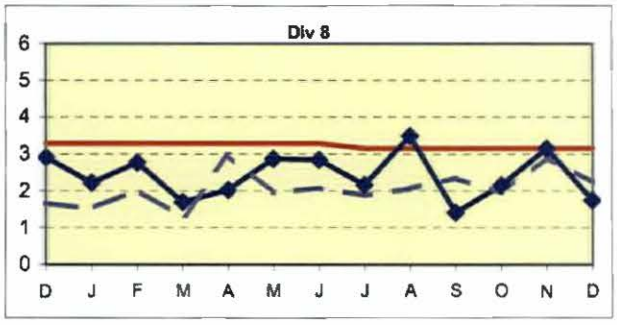


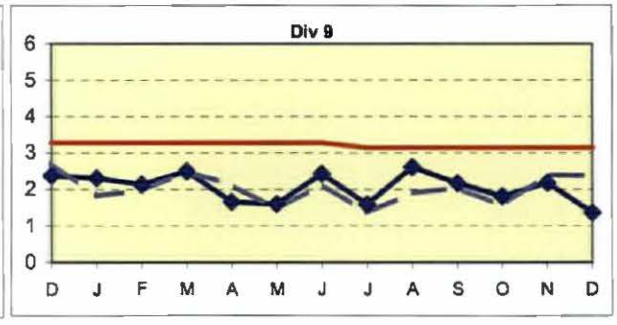


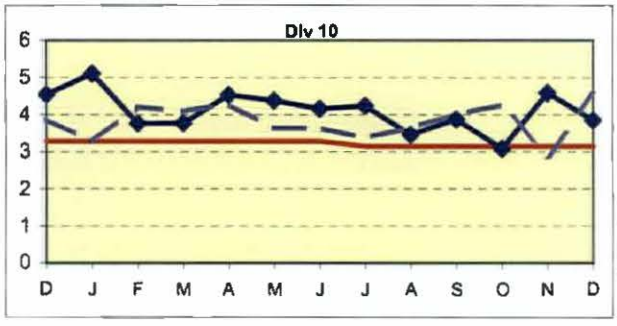
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Bus Operating Divisions

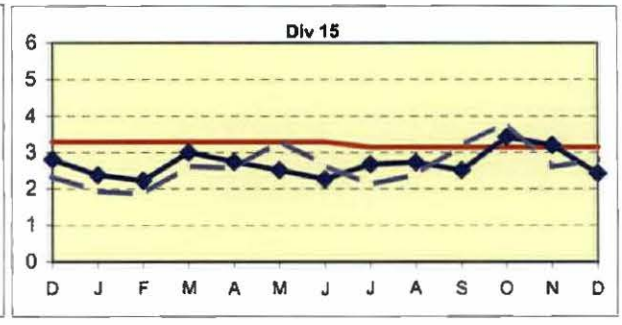
Remaining Below the Goal line is the target.

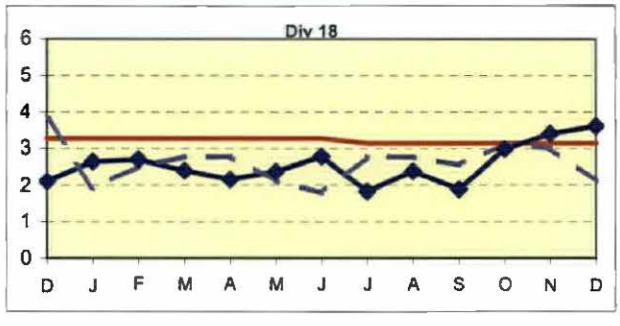








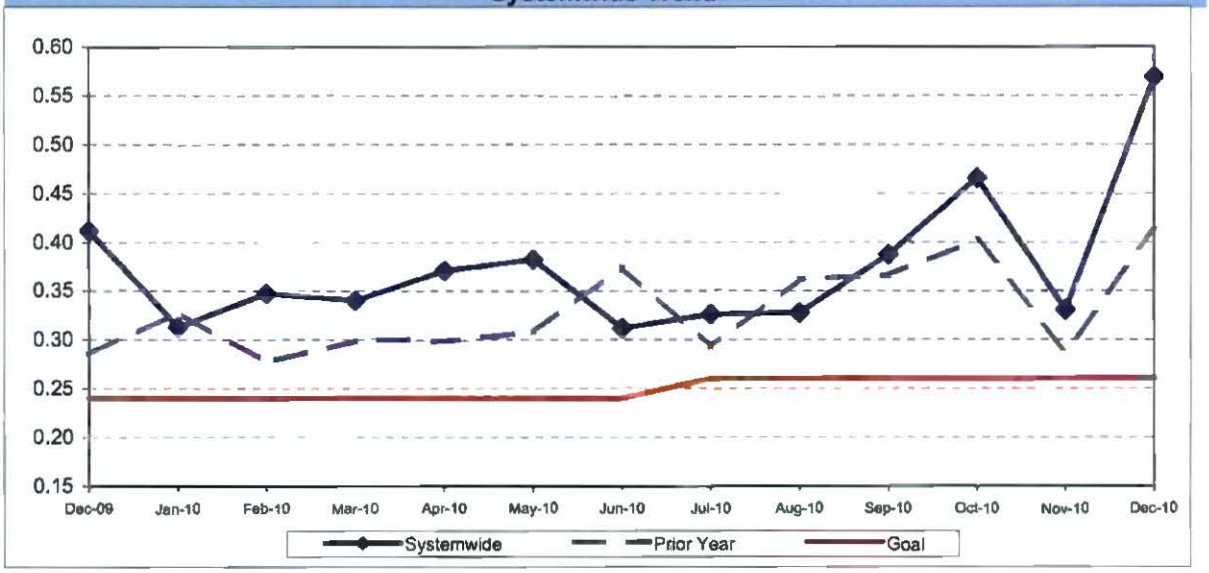




BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Passengers Accidents / by (Boardings / by 100,000))

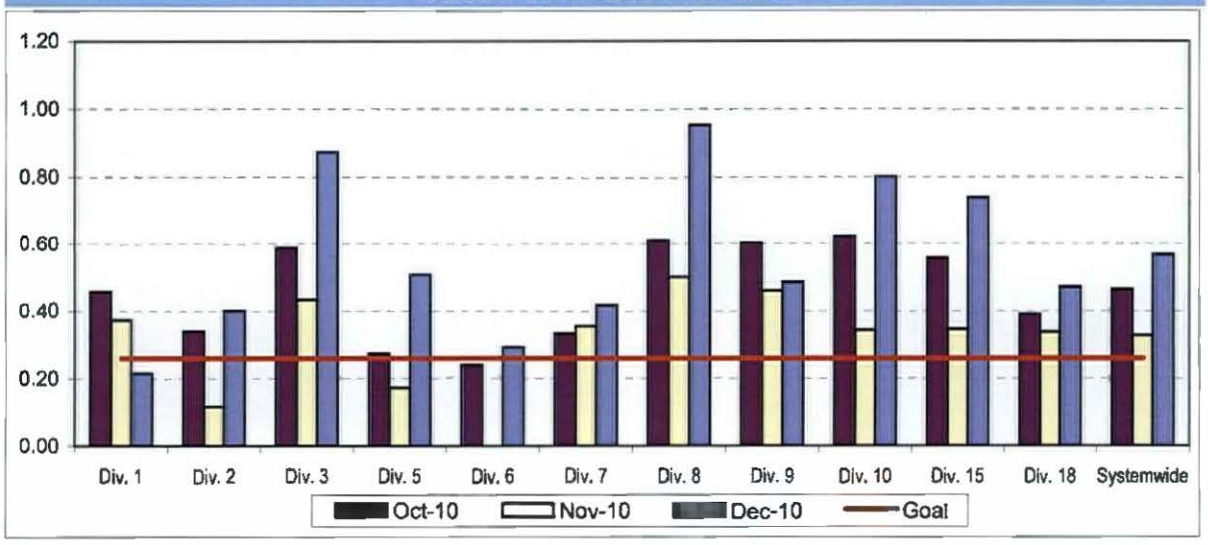
Systemwide Trend



Remaining Below the Goal line is the target.

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

Bus Operating Divisions - by Divisions
October 2010 - December 2010

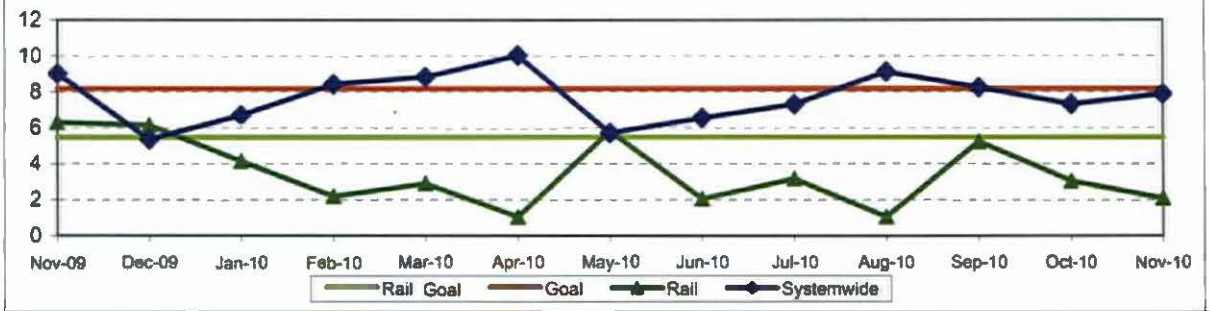


OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid.
Calculation: Number of OSHA Injuries / Illnesses Filed / (Exposure Hours / 200,000)

One month lag from current month

OSHA Systemwide Trend and Rail

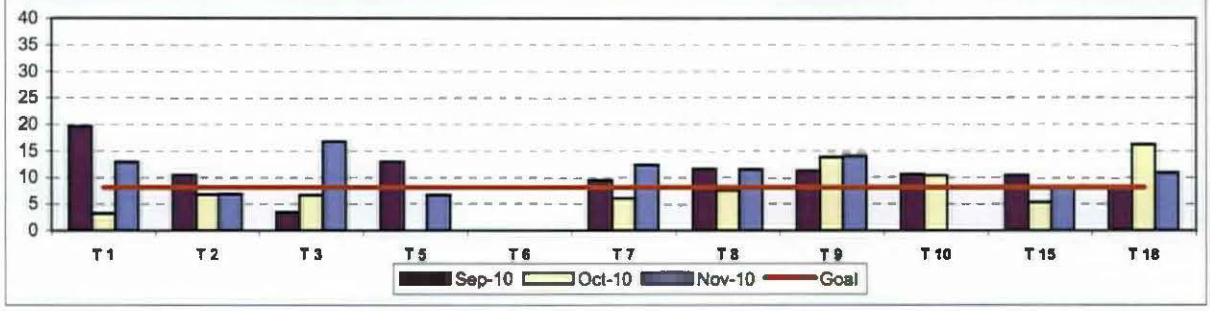


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

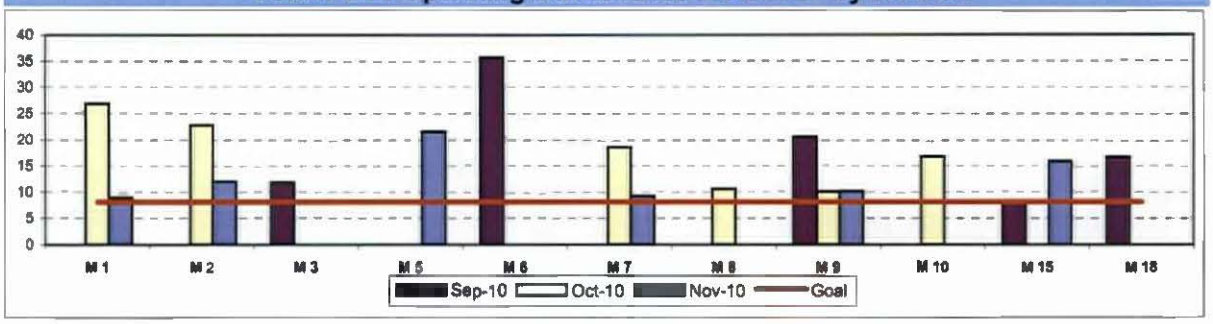
Remaining Below the Goal line is the target.

One month lag from current month

OSHA: Bus Operating Transportation Divisions - by Division
September 2010 - November 2010



OSHA: Bus Operating Maintenance Divisions - by Division



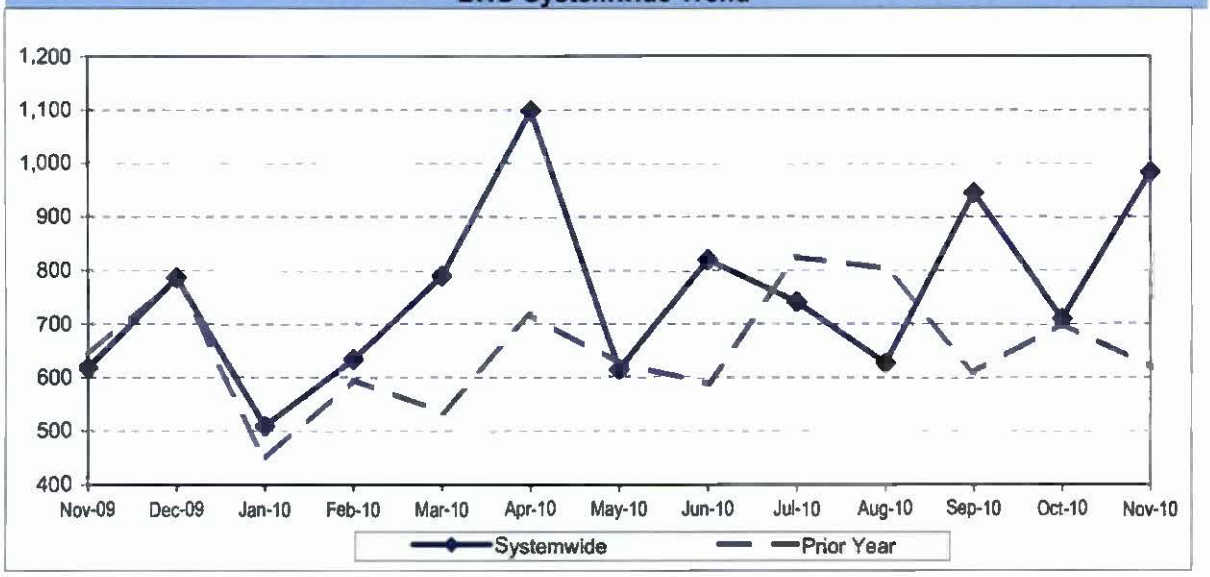
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

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

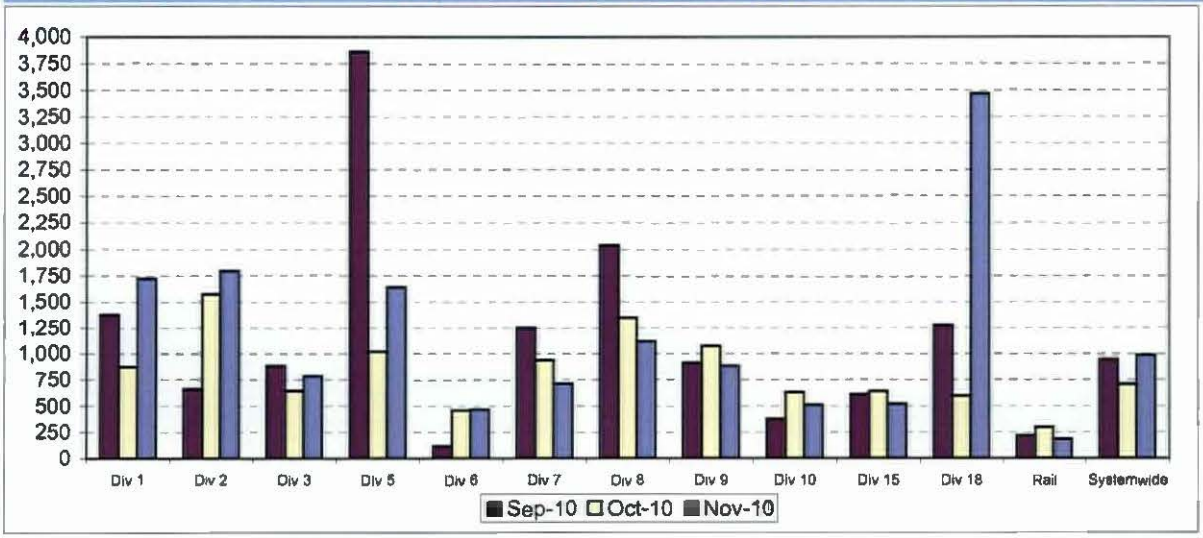
One month lag from current month

LWD Systemwide Trend



One month lag from current month

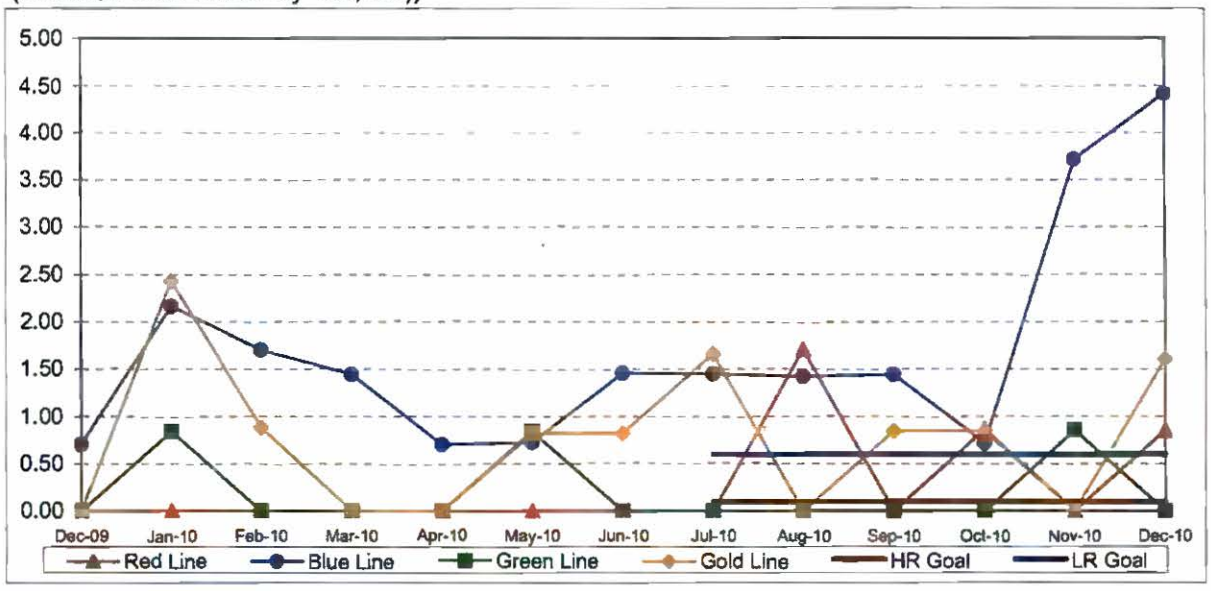
LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division September 2010 - November 2010



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

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

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

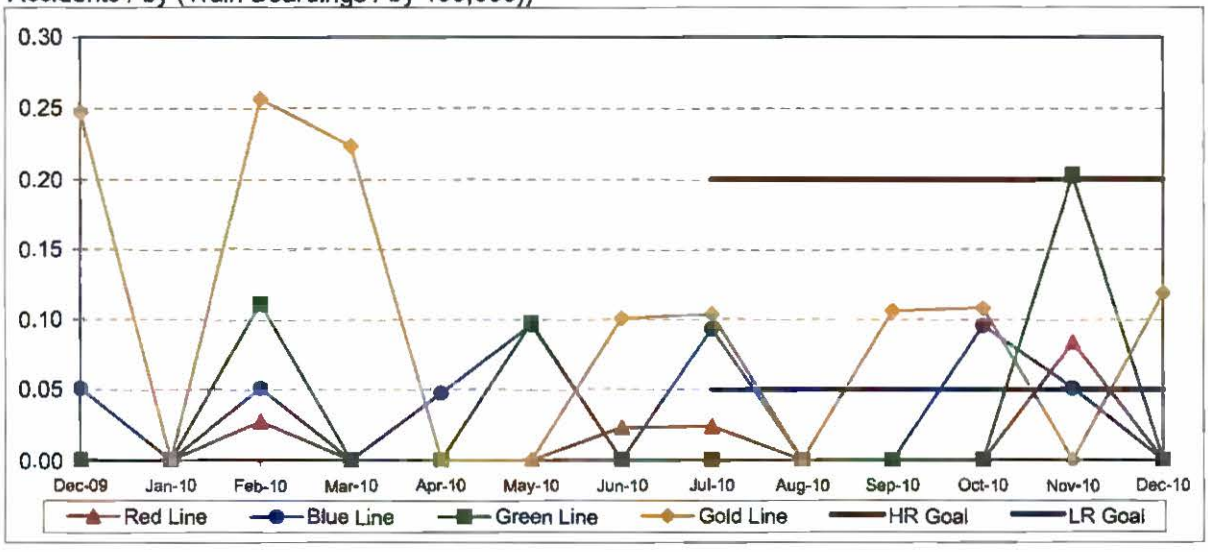


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

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



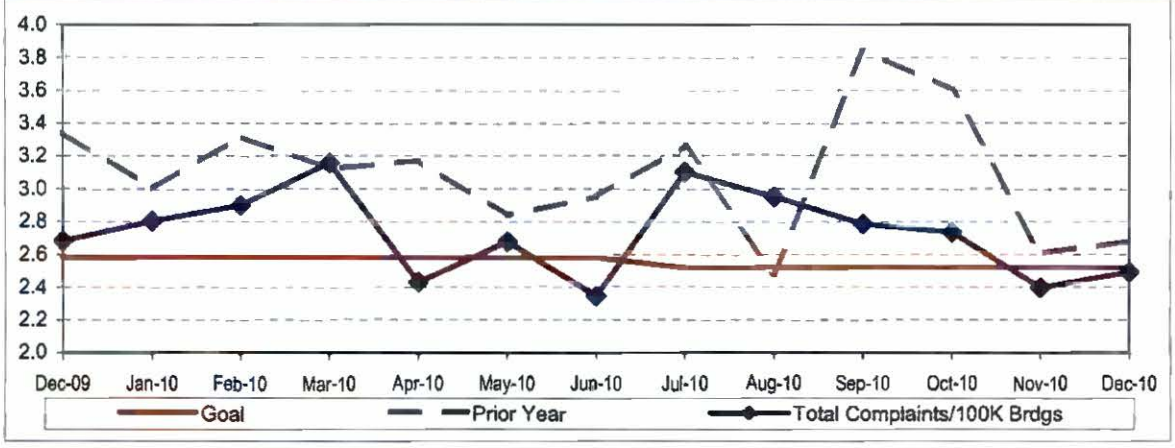
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

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

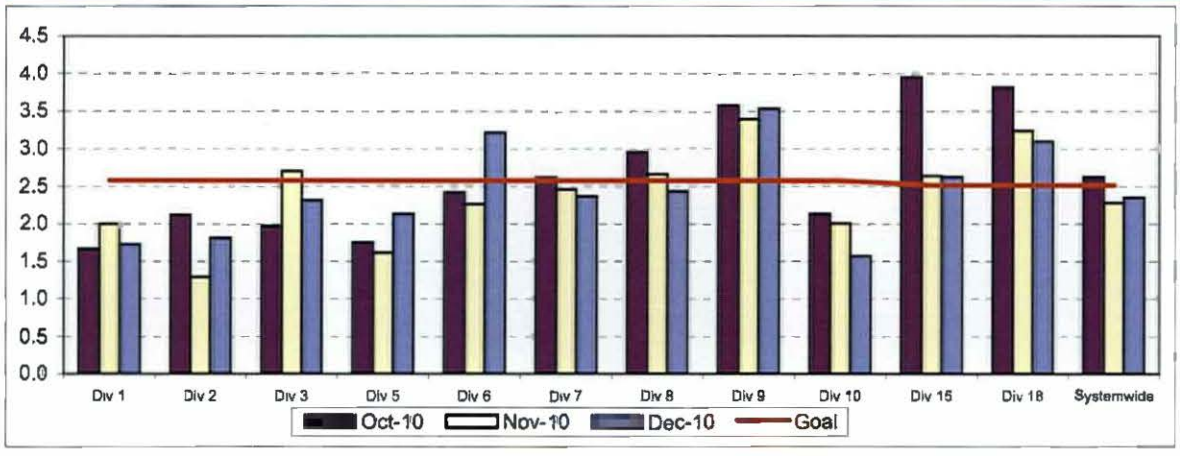
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Remaining Below the Goal line is the target.

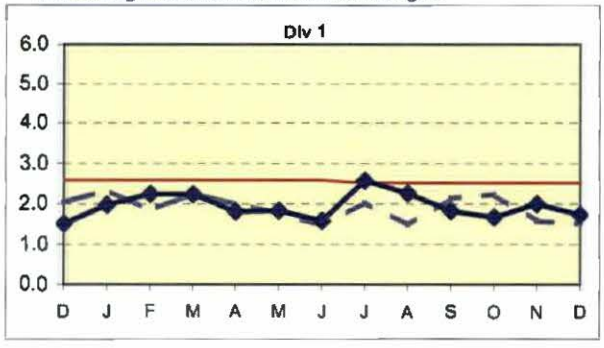
Bus Operating Divisions, by Divisions
October 2010 - December 2010

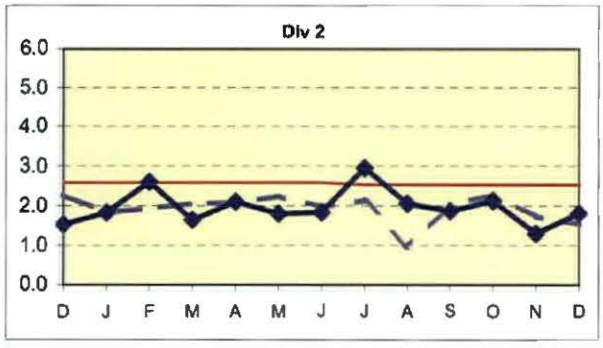


COMPLAINTS PER 100,000 BOARDINGS

Current Year — — — — Prior Year ——— Goal

Remaining Below the Goal line is the target.

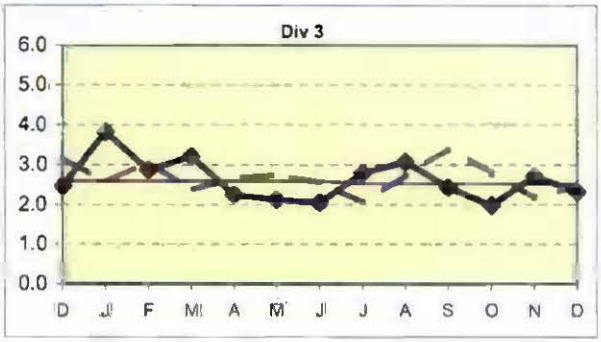


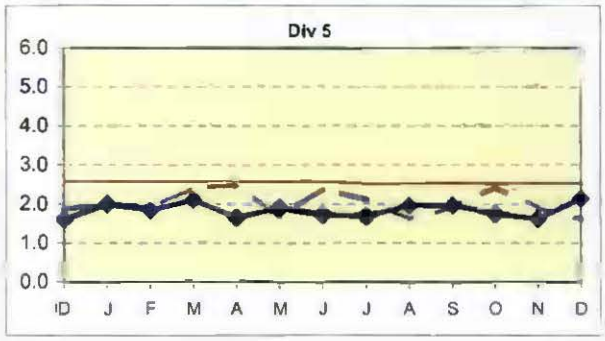


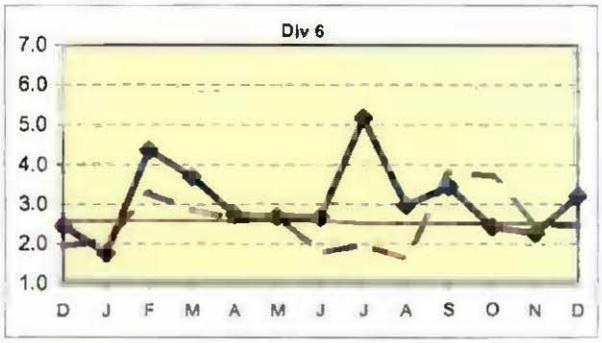
Current Year — — — — Prior Year ——— Goal

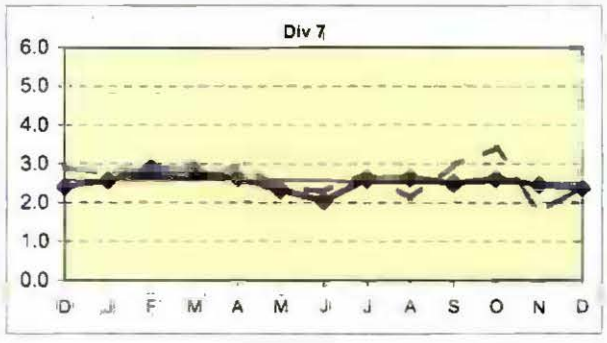
Remaining Below the Goal line is the target.

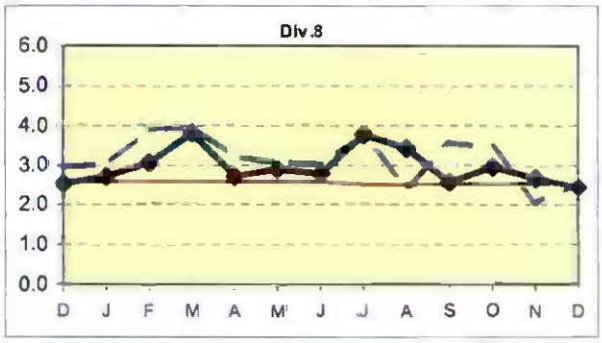
COMPLAINTS PER 100,000 BOARDINGS - Continued

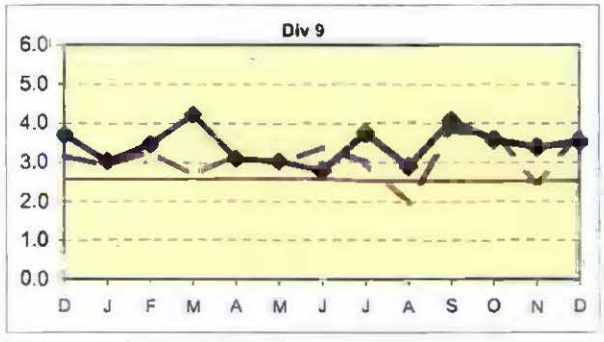


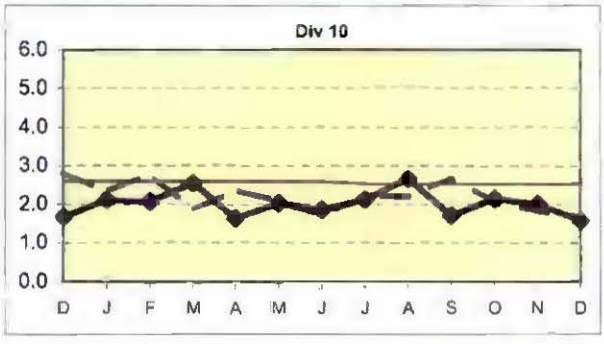


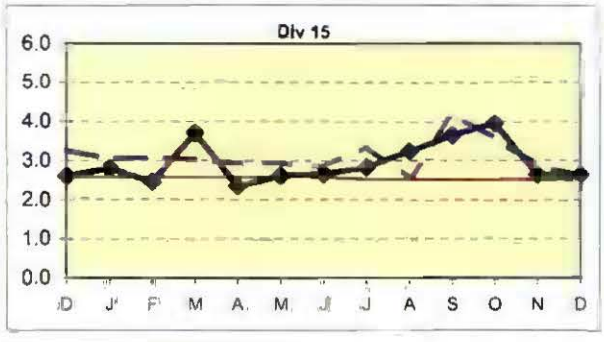


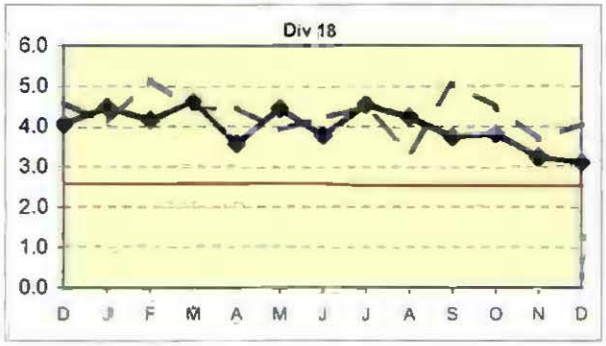












WORKERS COMPENSATION CLAIMS

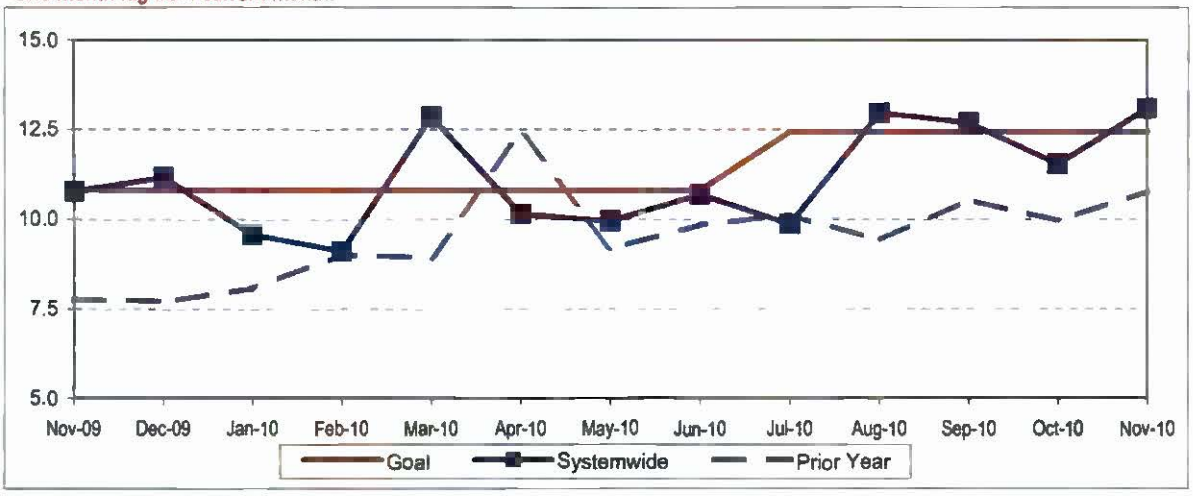
New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend

One month lag from current month.



Remaining Below the Goal line is the target.

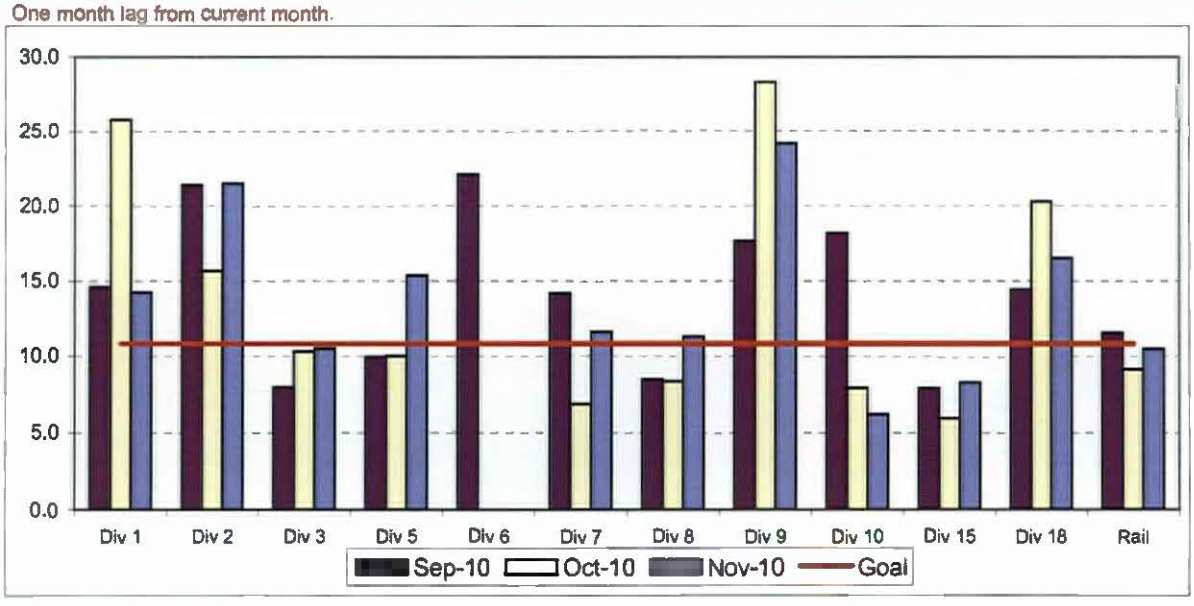
NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION & RAIL

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

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

Bus & Rail - by Bus Divisions and Rail
September 2010 - November 2010

One month lag from current month.

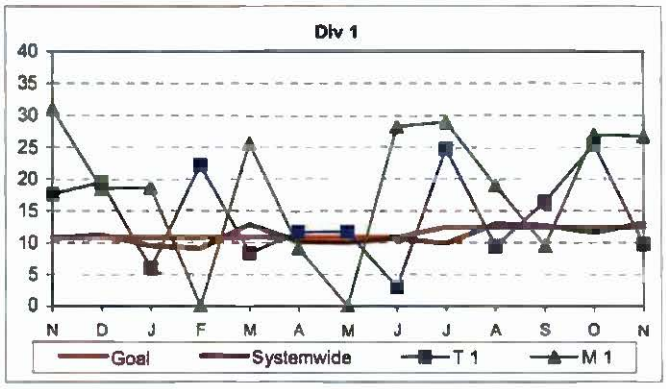


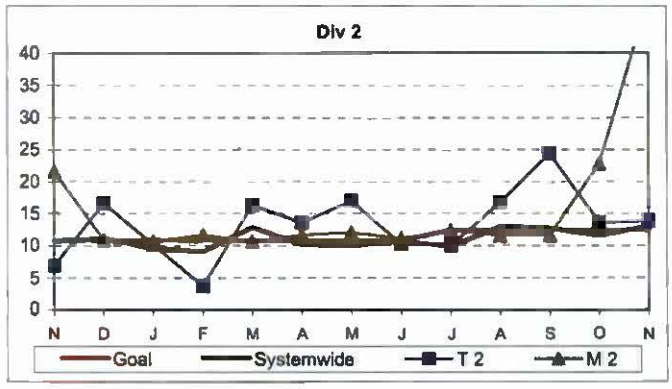
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions

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

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

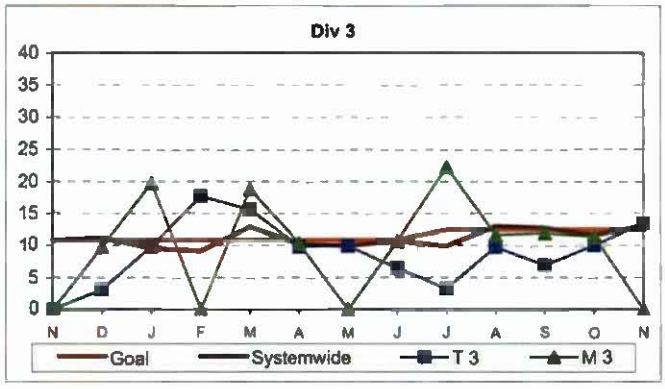
One month lag in reporting.

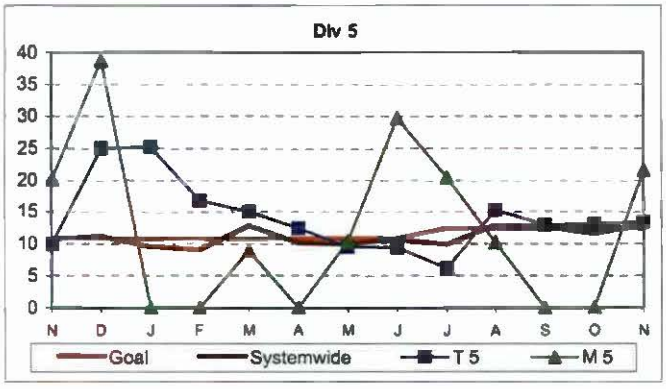




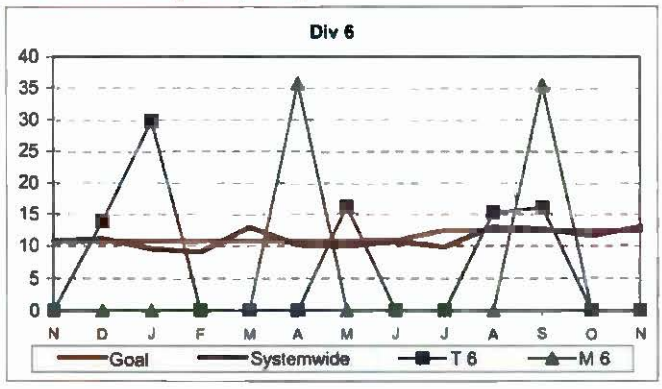
Remaining Below the Goal line is the target.

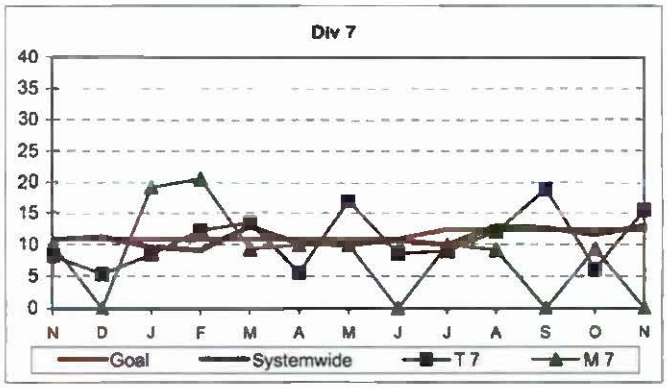
One month lag in reporting.





One month lag in reporting.

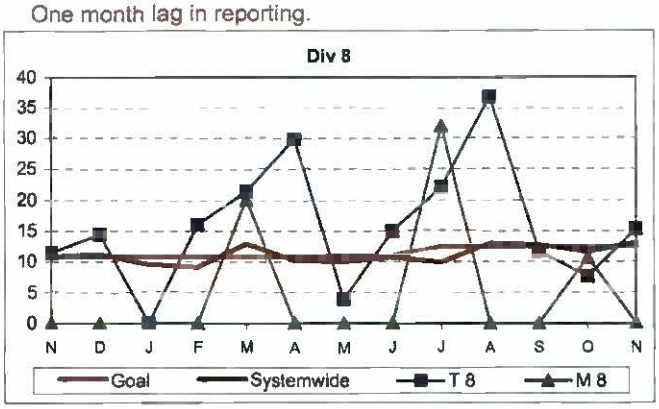


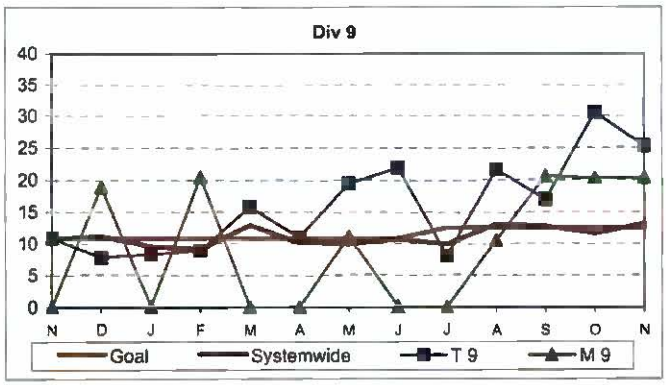


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

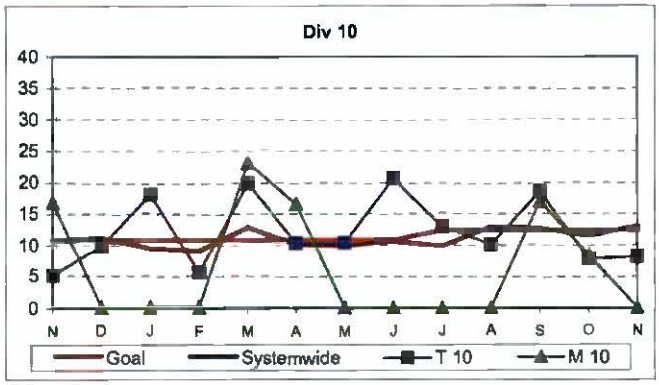
Remaining Below the Goal line is the target.

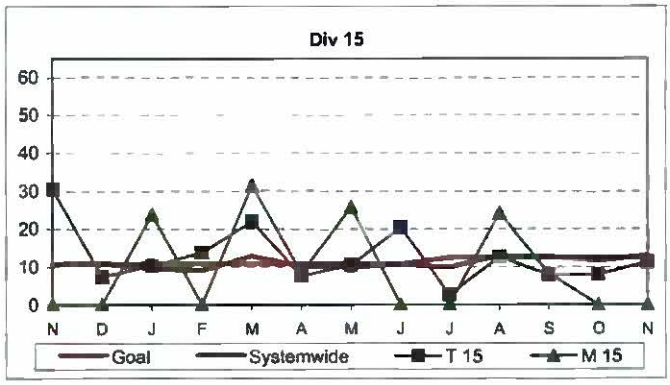
One month lag in reporting.



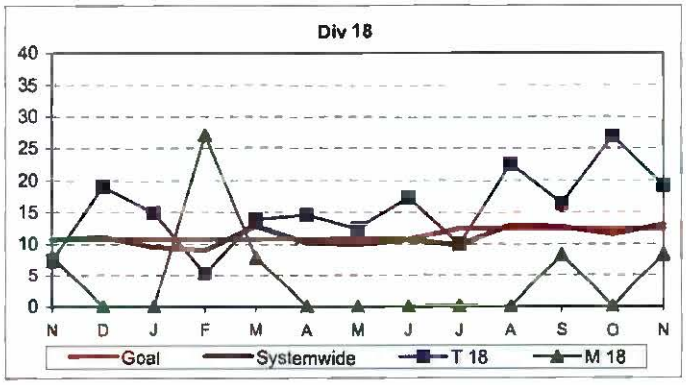


One month lag in reporting.





One month lag in reporting.



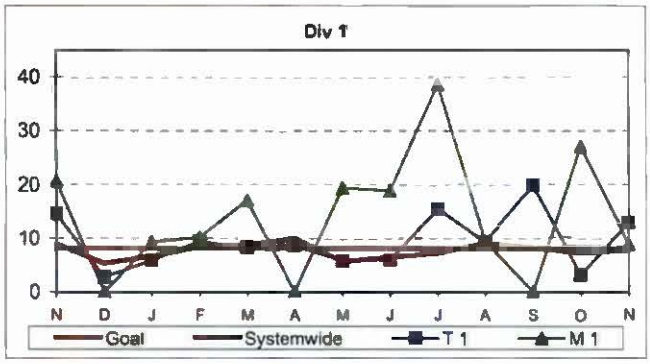
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

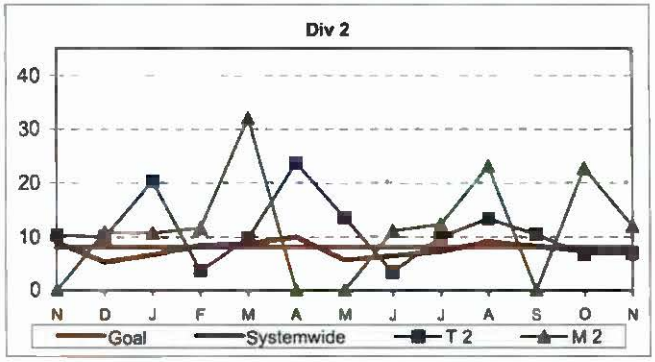
Systemwide and Bus Operating Divisions

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

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

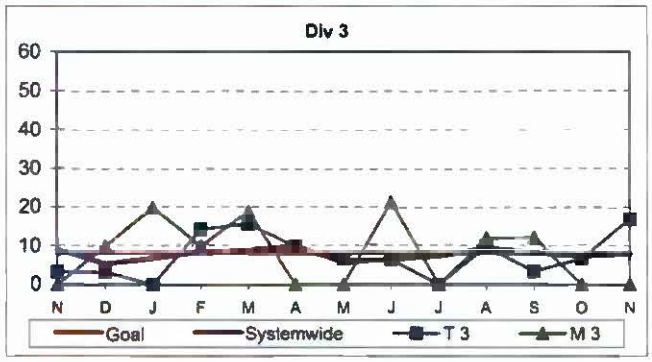
One month lag in reporting.

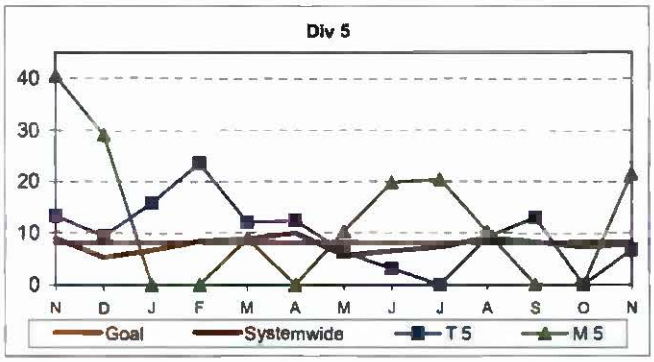




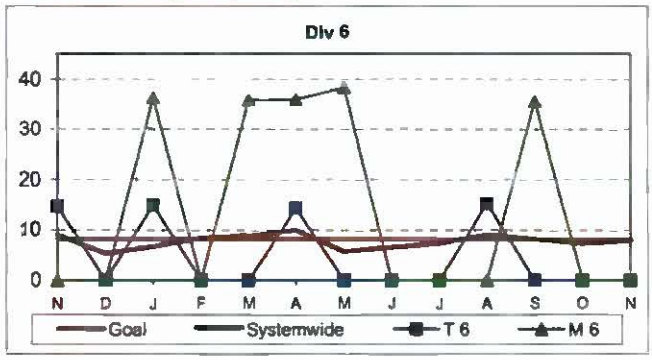
Remaining Below the Goal line is the target.

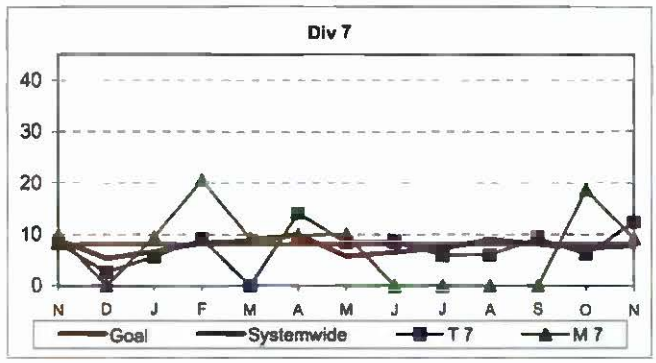
One month lag in reporting.





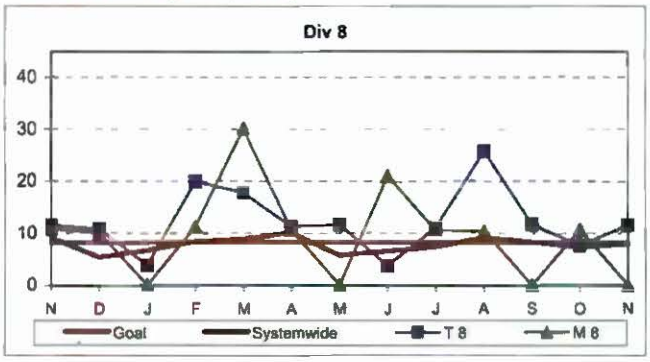
One month lag in reporting.

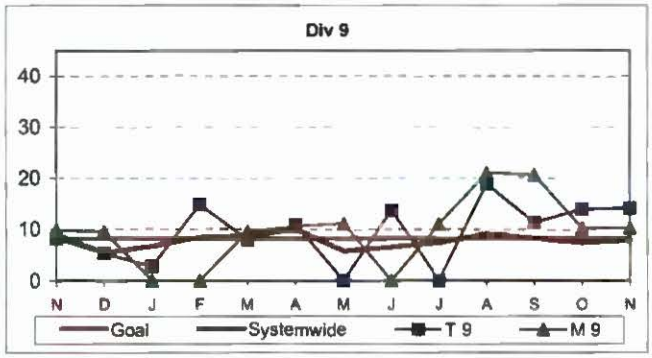




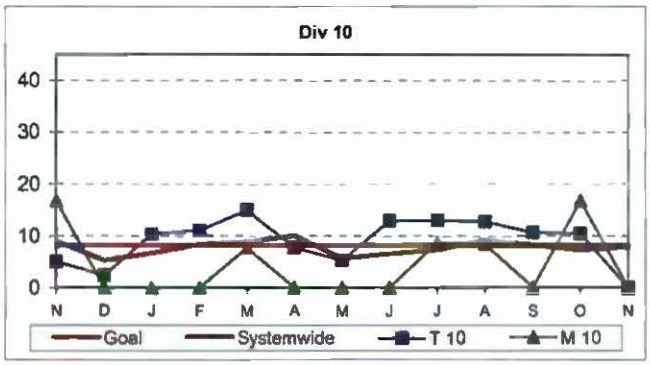
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued

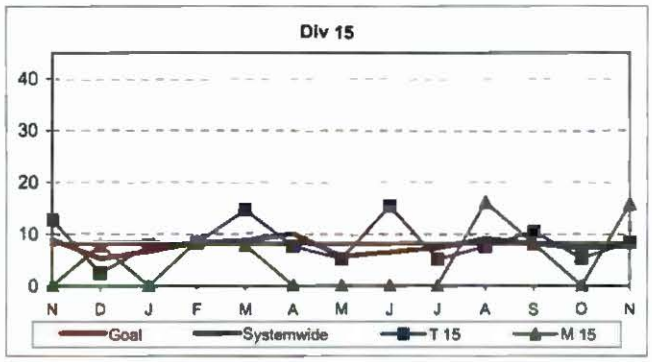
One month lag in reporting.



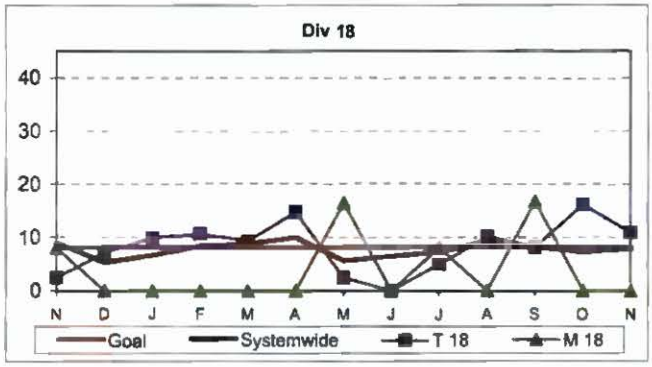


One month lag in reporting.





One month lag in reporting.



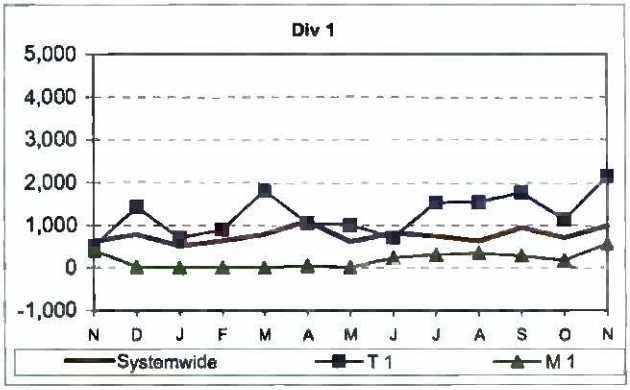
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

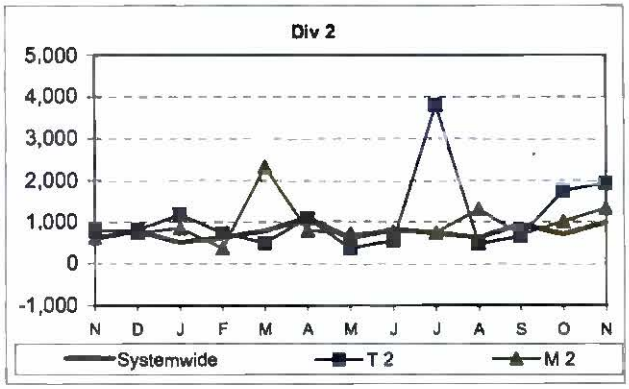
Systemwide and Bus Operating Divisions

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

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

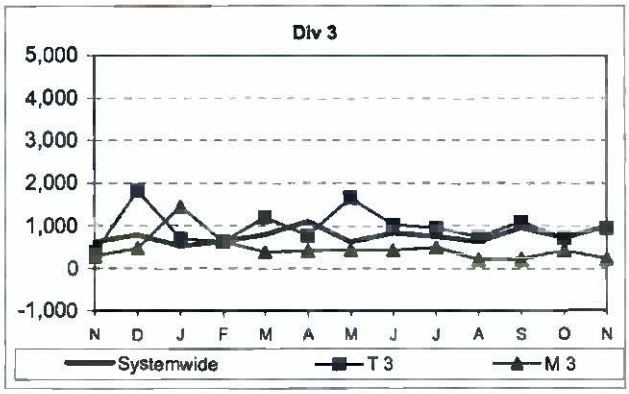
One month lag in reporting.

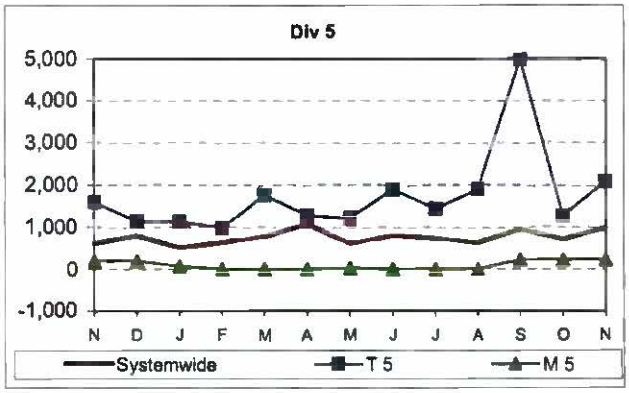




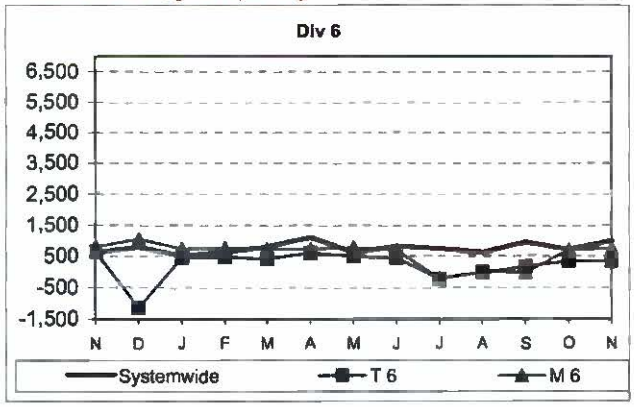
Lower is better.

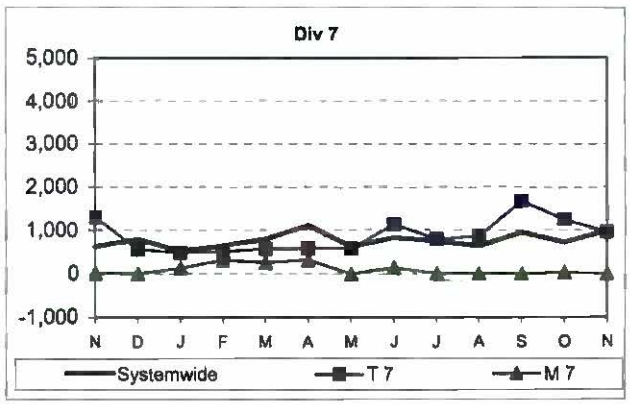
One month lag in reporting.



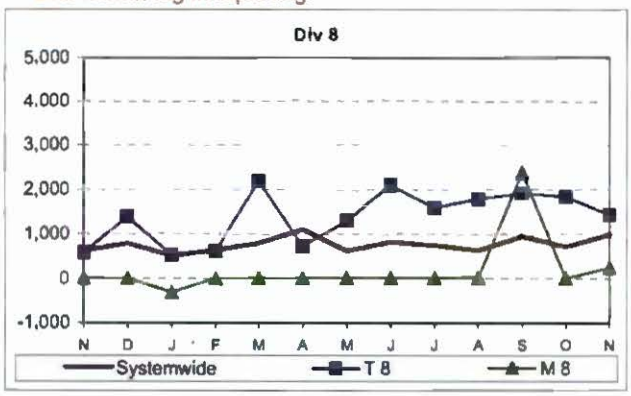


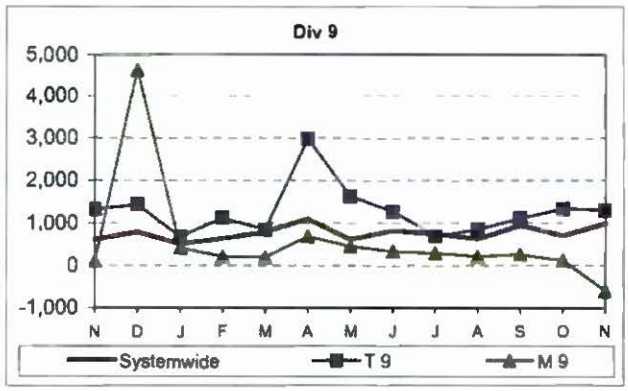
One month lag in reporting.





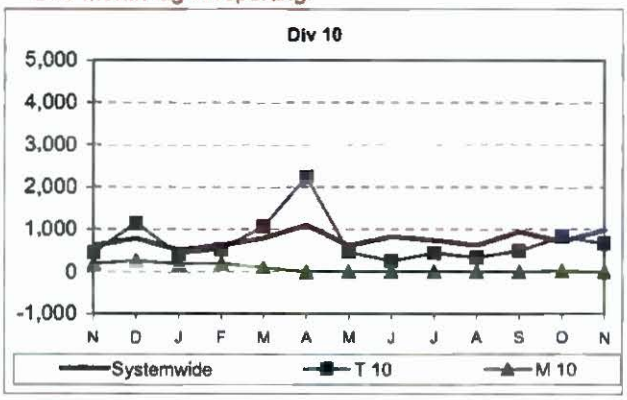
One month lag in reporting.

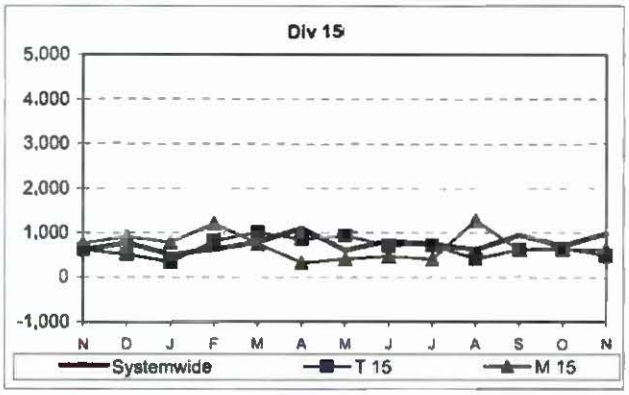




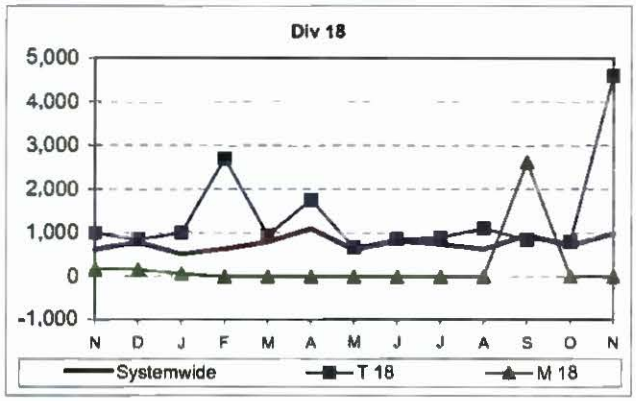
Lower is better.

One month lag in reporting.





One month lag in reporting.



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

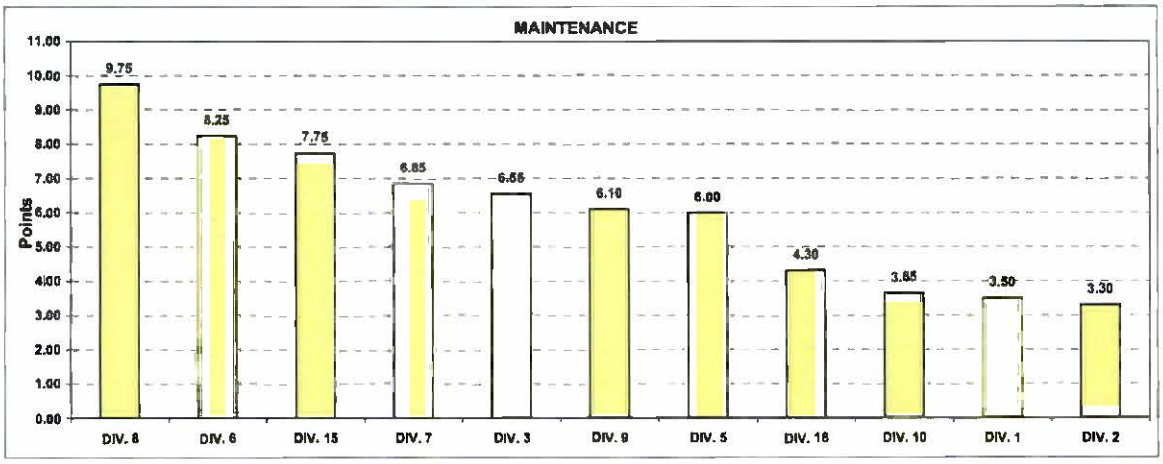
Monthly Calculations - December 2010
Metro Bus - Maintenance

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 16
Miles Between Total Road Calls	50%	1575.4	1416.2	1760.8	1931.3	4546.9	1637.4	4356.6	3008.6	1374.6	2865.0	1576.1
Points		3	2	6	7	11	5	10	9	1	8	4
Attendance	20%	0.97706	0.98396	0.97578	0.97797	0.97031	0.98079	0.98432	0.97404	0.97431	0.97607	0.97464
Points		7	10	5	8	1	9	11	2	3	6	4
New WC Claims /200,000 Exp Hrs*	30%	26.7073	48.0649	0.0000	21.5813	0.0000	0.0000	0.0000	20.3471	0.0000	0.0000	8.4251
Points		2	1	8.5	3	8.5	8.5	8.5	4	8.5	8.5	5
*One month lag												
Totals		**3.50**	**3.30**	**6.55**	**6.00**	**8.25**	**6.85**	**9.75**	**6.10**	**3.65**	**7.75**	**4.30**

FINAL RANKING	Maintenance Division Ranking (Sorted)										
DIV.	DIV. 8	DIV. 6	DIV. 15	DIV. 7	DIV. 3	DIV. 9	DIV. 5	DIV. 16	DIV. 10	DIV. 1	DIV. 2
Score	9.75	8.25	7.75	6.85	6.55	6.10	6.00	4.30	3.65	3.50	3.30
Rank	1st	2nd	2nd	3rd	4th	5th	6th	8th	9th	10th	11th



Monthly Calculations - December 2010
Metro Bus - Transportation

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

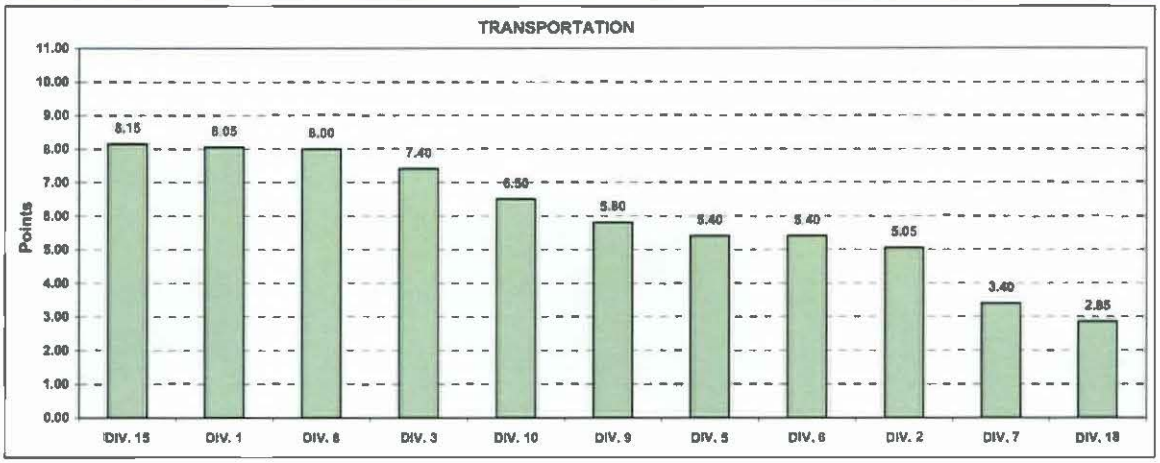
Calculation: Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance indicator and then summed. Summed values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

Transportation

	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	25%	0.7621	0.7163	0.7510	0.7410	0.7055	0.7219	0.7899	0.7418	0.7299	0.7707	0.6926
Points		9	3	8	6	2	4	11	7	5	10	1
Miles Between Total Road Calls	10%	1575.3601	1416.2192	1760.8275	1931.2682	4546.9233	1637.3802	4356.8215	3008.5600	1374.5628	2864.9646	1576.0843
Points		3	2	6	7	11	5	10	9	1	8	4
Accident Rate	25%	2.7841	3.5559	2.6279	4.7072	4.3986	4.9139	1.7349	1.3503	3.8429	2.4141	3.6141
Points		7	6	8	2	3	1	10	11	4	9	5
Complaints/100K Boardings	15%	1.7300	1.8096	2.3155	2.1344	3.2119	2.3728	2.4374	3.5310	1.5699	2.6279	3.0984
Points		10	9	7	8	2	6	5	1	11	4	3
New WC Claims /200,000 Exp Hrs*	25%	9.7271	13.8461	13.4219	13.4332	0.0000	15.4928	15.3001	25.2556	8.1795	11.1825	19.1479
Points		9	5	7	6	11	3	4	1	10	8	2
*One month lag												
Totals		**8.05**	**5.05**	**7.40**	**5.40**	**5.40**	**3.40**	**8.00**	**5.80**	**6.50**	**8.15**	**2.85**

Transportation Division Ranking (Sorted)

FINAL RANKING	DIV.	DIV. 15	DIV. 1	DIV. 8	DIV. 3	DIV. 10	DIV. 9	DIV. 5	DIV. 6	DIV. 2	DIV. 7	DIV. 18
	Score	8.15	8.05	8.00	7.40	6.50	5.80	5.40	5.40	5.05	3.40	2.85
	Rank	1st	2nd	2nd	3rd	4th	5th	6th	8th	9th	10th	11th



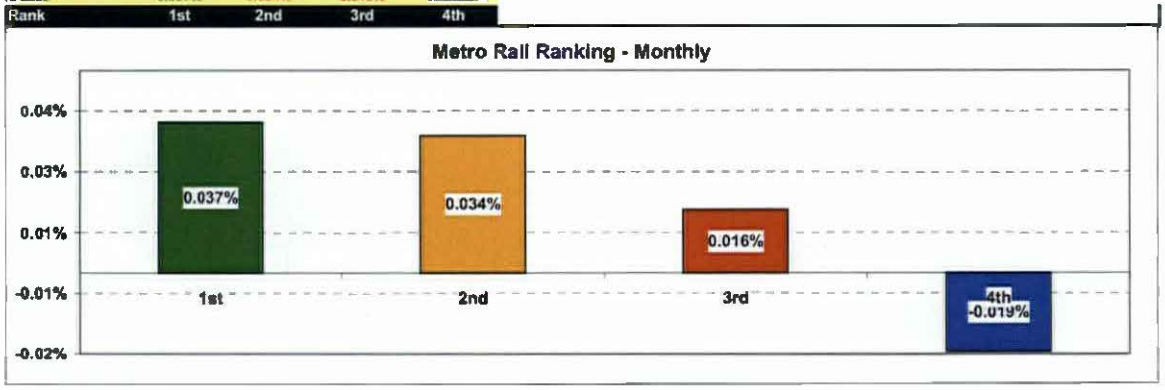
Monthly Calculations - December 2010
Metro Rail

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 are sorted from high to low. The rail line competes with itself on its own improvement over prior year performance. The percentage score showing best improvement (or least decline) wins the program award for the month.

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
Wayside Availabl	Dec-09	Dec-10	Yearly Improvement	Dec-09	Dec-10	Yearly Improvement	Dec-09	Dec-10	Yearly Improvement	Dec-09	Dec-10	Yearly Improvement
Track	100.00%	100.00%	0.00%	100.00%	99.97%	-0.03%	100.00%	99.98%	-0.02%	100.00%	99.97%	-0.03%
Signal	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	99.99%	99.99%	0.00%	99.99%	99.98%	-0.01%
Power	99.90%	100.00%	0.10%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Wayside Perform	99.97%	100.00%	0.033%	100.00%	99.99%	-0.010%	100.00%	99.99%	-0.007%	100.00%	99.99%	-0.013%
Vehicle Performance												
. Svc. Performance	99.92%	99.92%	0.001%	99.93%	100.00%	0.071%	99.80%	99.87%	0.072%	99.89%	99.97%	0.084%
Rail Transportation												
ons & Control Perf.	99.99%	99.94%	-0.057%	100.00%	100.00%	0.000%	99.98%	100.00%	0.015%	99.99%	100.00%	0.010%
In-Service Performance												
liable RH Delivered	99.92%	99.86%	-0.055%	99.92%	99.93%	0.002%	99.77%	99.84%	0.068%	99.87%	99.93%	0.054%
Total Rail Line Pe	99.95%	99.93%	-0.019%	99.96%	99.98%	0.016%	99.89%	99.92%	0.037%	99.94%	99.97%	0.034%

Metro Rail Final Ranking (Sorted)				
Rail Line	GREEN	GOLD	RED	BLUE
Score	0.037%	0.034%	0.016%	-0.019%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY11-Q2
Metro Bus - Maintenance and Transportation

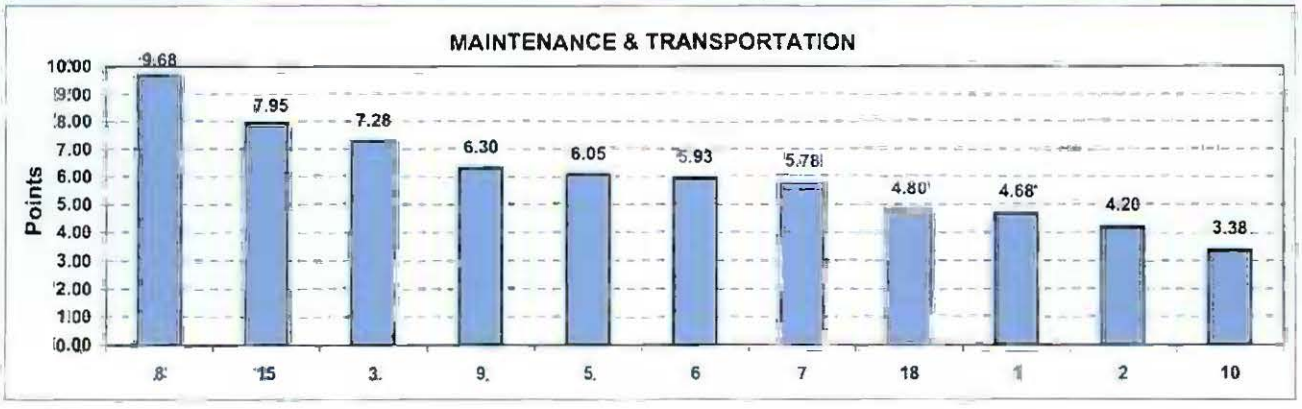
Definition: A performance awareness program designed to increase productivity and efficiency.

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

Maintenance and Transportation

Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	25.0%	1587	1674	1949	1976	2894	1685	4467	3172	1480	2727	1727
Points		2	3	6	7	9	4	11	10	1	8	5
Attendance	10.0%	0.9808	0.9743	0.9790	0.9781	0.9779	0.9819	0.9831	0.9773	0.9689	0.9768	0.9783
Points		9	2	8	6	5	10	11	4	1	3	7
Claims /200000 Exp.Hrs	15.0%	21.2457	27.2129	7.7867	7.1290	12.0306	3.1105	3.5435	20.3966	8.5354	2.6636	5.5570
Points *		2	1	6	7	4	10	9	3	5	11	8
* One month Lag: Mar 10 - May 10												
Transportation												
In-Service On-Time Performance	12.5%	0.7614	0.7237	0.7524	0.7263	0.6764	0.7141	0.7718	0.7394	0.7123	0.7625	0.6784
Points		9	5	8	6	1	4	11	7	3	10	2
Miles Between Total Road Calls	5.0%	1587.2	1674.4	1948.9	1976.0	2894.1	1684.7	4466.8	3171.8	1480.2	2727.0	1726.8
Points		2	3	6	7	9	4	11	10	1	8	5
Accidents/100k Hub Miles	12.5%	3.4647	2.9805	2.7640	5.3056	4.5399	3.6018	2.3329	1.7692	3.8224	3.0176	3.3309
Points		5	8	9	1	2	4	10	11	3	7	6
Complaints/100K Boardings	7.5%	1.7987	1.7455	2.3260	1.8245	2.6026	2.4862	2.6798	3.5017	1.9155	3.0982	3.3875
Points		10	11	7	9	5	6	4	1	8	3	2
Claims /200000 Exp.Hrs	12.5%	17.2394	17.2132	10.1105	13.1674	5.4666	13.4242	11.4635	24.2544	11.5090	8.9469	20.8485
Points *		3	4	9	6	11	5	8	1	7	10	2
* One month Lag: Mar 10 - May 10												
Totals		4.68	4.20	7.28	6.05	5.93	5.78	9.68	6.30	3.38	7.95	4.80

FINAL RANKING		Maintenance and Transportation Division Ranking (Sorted)										
	DIV.	8	15	3	9	5	6	7	18	1	2	10
	Score	9.68	7.95	7.28	6.30	6.05	5.93	5.78	4.80	4.68	4.20	3.38
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Quarterly Calculations: FY11-Q2
Metro Rail

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

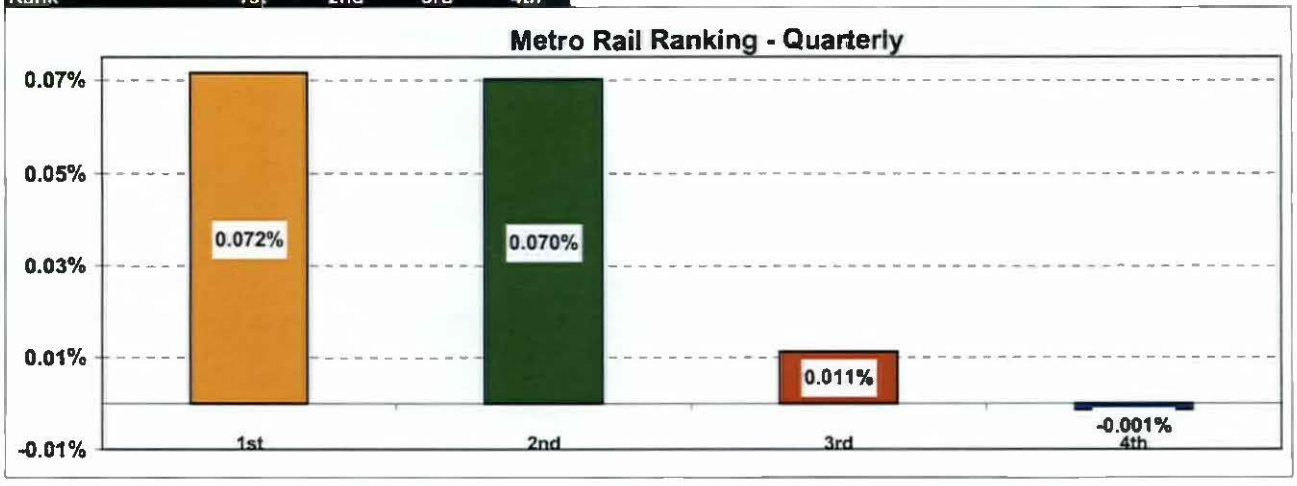
Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are are sorted from high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

Improvement from Previous Year

Overall Rail Line Performance	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	FY10 Q2	FY11 Q2	Yearly +/-	FY10 Q2	FY11 Q2	Yearly +/-	FY10 Q2	FY11 Q2	Yearly +/-	FY10 Q2	FY11 Q2	Yearly +/-
October	99.93%	99.94%	0.008%	99.97%	99.97%	0.008%	99.86%	99.96%	0.105%	99.89%	99.98%	0.091%
November	99.93%	99.94%	0.007%	99.96%	99.97%	0.010%	99.89%	99.95%	0.068%	99.89%	99.98%	0.090%
December	99.95%	99.93%	-0.019%	99.96%	99.98%	0.016%	99.89%	99.92%	0.037%	99.94%	99.97%	0.034%
Quarterly Average	99.94%	99.94%	-0.001%	99.96%	99.98%	0.011%	99.88%	99.95%	0.070%	99.91%	99.98%	0.072%

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	GREEN	RED	BLUE
Score	0.0[illegible]	0.0[illegible]%	[illegible]	-0.001%
Rank	1st	2nd	3rd	4th



METRO FINANCIAL STATUS

Los Angeles County Metropolitan Transportation Authority

Financial Status
December 31, 2010

FTA Quarterly Review
February 2010

Metro

2Q FY11

- Actual cash flow PA, PC, TDA sales taxes continue ahead for first half y-o-y, but less than budget
- LA County unemployment hit 13% in December
- Transit indicators positive relative to expectations after fare increase
  - Ridership 2.5% below prior year
    - Bus ridership, 4.0% down vs prior year
    - Rail ridership, 3.5% up vs prior year
  - Fare revenues 9.2% above prior year
- Gasoline over $3/gal

Metro

2Q FY11

- FFGA bonds retired - $3 m under budget
- $546 m TIFIA loan awarded for Crenshaw
- Markets showed no noticeable impact of mid-term election results
- Markets disappointed by Fed QE2, only $660 b. 10 and 30 year Treasury rates jumped up dramatically
- Raised $750 million, BABs & tax exempts
- Bush tax cuts extended, including CNG tax credits

Metro

FY11 Look Ahead

- State budget
- Labor contracts
- New LRV procurement
- Expo 2 approval

Metro

P2550 RAIL VEHICLE PROGRAM

Los Angeles County
Metropolitan Transportation Authority

P2550 Light Rail Vehicle Program

FTA Quarterly Review Meeting

February 23, 2011

Metro

P2550 Light Rail Vehicle Program - Overview

Vehicle Delivery Status:

- 42 vehicles have been delivered to Metro
- 42 vehicles are conditionally accepted and in revenue service at MGDL:
  - Accumulated over 3.2 million revenue service miles
  - MMBF in December = 51k miles.
- 1 vehicle remains at Metro Blue Line in acceptance testing and Wayside system testing.
- 7 vehicles are at the Pittsburg, CA Assembly Plant
  - Prototype vehicles 701 & 702 are undergoing modification upgrade to current configurations.
  - Will be the last cars delivered to Metro.

Metro

P2550 Light Rail Vehicle Program - Overview

Performance & Reliability Issues:

- Reliability program is underway as AB continues to track all data from daily work orders:
  - Reporting period is from April 1st through December 3, 2010
  - Preliminary results show that 7 of the 12 subsystems are above contractual specification for reliability.
- Event recorder is under final qualification testing
  - New propulsion software 12.c is in process for release
  - During qualification is was noted that signal delays from LON/MVB buss are showing timing delays. Under evaluation.
- Traction Motor HV Junction Box Vibration
  - Upgraded prototype brackets installed and working.
- Brake Caliper Overhaul Program
  - Progressing, to date 4 cars have been overhauled.

Metro

P2550 Light Rail Vehicle Program – Overview

Manuals, Warranty, Spare Parts, Delivery Schedule:

- All manuals have been submitted and are under review by Metro:
  - RMSM and HRMM under final revision
  - Awaiting submission of final manuals.
- Contract spare parts delivery is progressing with 80% of major component parts delivered:
  - However; several critical parts remain e.g. traction motors and spare trucks, circuit boards. Metro is meeting with AB to expedite delivery of these parts.
- AB informed Metro of production parts shortages resulting in slippage in delivery of 50th vehicle until end of 2011.

Metro

P2550 Light Rail Vehicle Program – Overview

FFGA – 10 Vehicles Final Acceptance:

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

- End -

Metro

P3010 NEW LIGHT RAIL VEHICLE PROJECT

RFP No. P3010
New Light Rail Vehicles

FTA New Starts Projects Quarterly Review Meeting
February 23, 2011

Metro

RFP P3010 – New Light Rail Vehicles

Procurement Schedule:

Task	Completion Date	Status
RFP Release Date	November 1, 2010	Complete
Pre-Proposal Conf.	November 19, 2010	Complete
Proposal Due Date	April 11, 2011	Extended 8 Weeks
Initial Evaluation Complete	May 13, 2011	
Interviews	June 20, 2011	
Discussions with Proposers	July 11, 2011	
Request Best and Final Offers	August 19, 2011	
BAFO Due Date	September 15, 2011	
Award Recommendation	October 3, 2011	
Board Award Approval	December 8, 2011	
Award Contract	December 12, 2011	

RFP P3010 – Delivery Schedule

• Pre-Production LRV's (2 Cars)	24 Months after NTP
• Production (4 Cars per Month)	30 Months after NTP
• Complete Car Deliver	49 Months after NTP (Est. Feb. 2016)

LRV Quantities:

78	Base Buy
28	Option I
39	Option II
21	Option III
69	Option IV

P3010 – An Unconventional Procurement Approach

- RFP P3010 - Unconventional Rail Car Procurement to create job opportunities in Los Angeles County. Metro awaits response from FTA and EPA on four unique elements:

  1. Local Jobs Program
  2. Additional US Component Content
  3. Metro imposed DBE DALP of 16%
  4. Application of SCAQMD Clean Air and Water

P3010 – Evaluation Criteria for Unconventional Approach

Proposal Evaluation Criteria:

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

Incentive Evaluation Criteria:

- Local Jobs Program
- Additional U.S. Component Program

P3010 – Conventional Approach as an Alternate Proposal

- RFP Amendment No. 8, issued January 28, 2011, creates the opportunity for Proposers to offer a Conventional Rail Car Proposal, by eliminating the Four Unconventional elements

- Metro's Board sets a deadline of May 31, 2011 for maintaining Unconventional Alternate Approach.

<u>Evaluation Criteria - Conventional Alternate Proposals:</u>

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

METRO GOLD LINE
EASTSIDE PROJECT

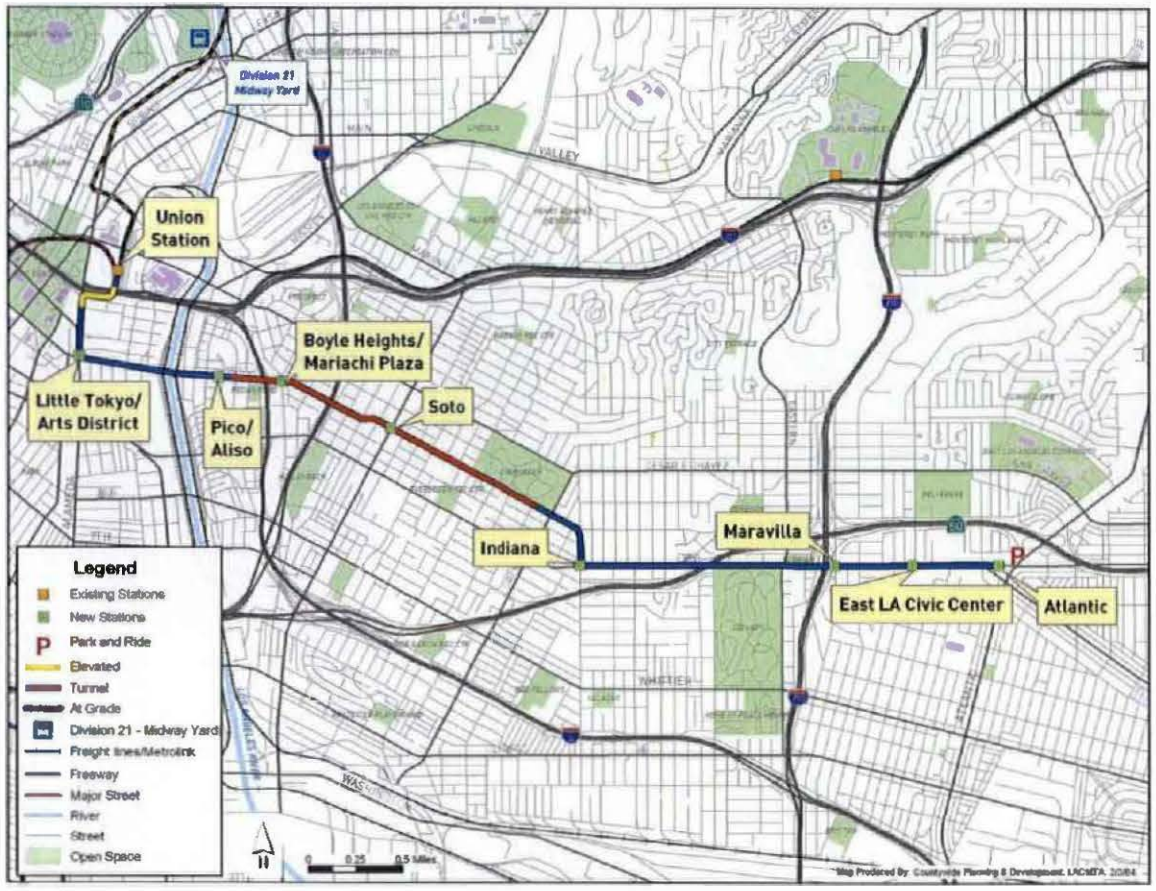
Los Angeles County Metropolitan Transportation Authority

Metro Gold Line Eastside Extension
FTA Quarterly Presentation

February 23, 2011

Metro

Metro Gold Line Eastside Extension Project Update

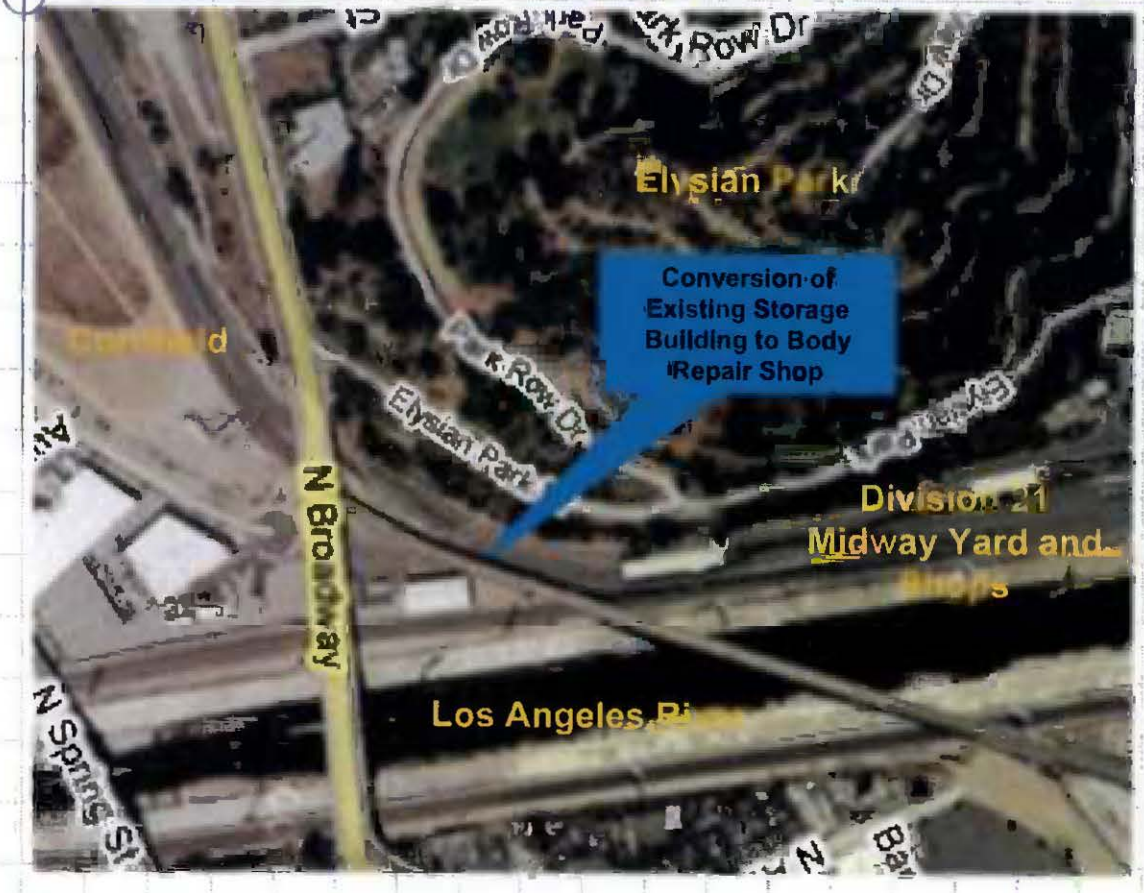


- 6 Mile Alignment
- 1.7 Miles of Tunnel
- 8 Stations (6 At-grade & 2 Underground)
- Park & Ride Facility
- Direct Connection to the Pasadena Metro Gold Line
- $898.8 million
- On-Time/Within Budget
- Over 4.3 million Safe Work Hours
- Opened to the Public November 15, 2009

Metro

Gold Line

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



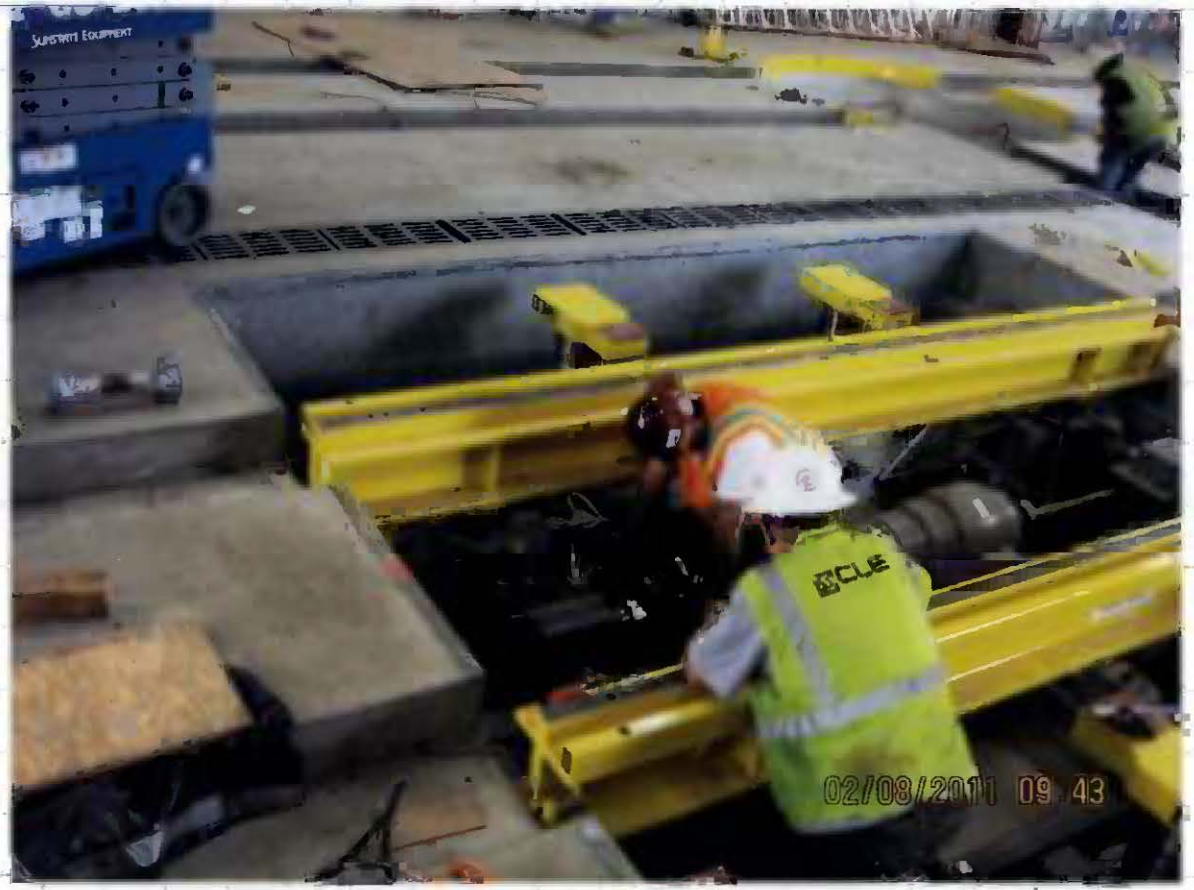
- CP204053/Contract C0933 – 80/20 cost allocation between MTA Rail Capital Project and FFGA.
- The construction contract was awarded to Ford E.C., Inc. on January 7, 2010 in the amount of $5,333,350.
- Construction Notice to Proceed was issued on February 1, 2010.
- The Contract Completion Date is March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

Metro

NORTH

Gold Line

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



Vehicle hoists and turntables are being installed inside the building.

Metro Gold Line Eastside Extension Project Closeout Activities

- Final Certificate of Acceptance for the ELRTC Contract C0803 scope is pending closeout of remaining contract requirements including: spare parts/materials, as-built drawings, and a few minor installation items. Warranty Period began on September 1, 2010.
- Maintenance Agreements between LACMTA and Caltrans and the County of Los Angeles for improvements along the right-of-way are being finalized.
- Post-Revenue Operations Traffic Mitigation Measures have been reviewed and are being closed out with the City of Los Angeles Department of Transportation based on current traffic conditions and coordination with other pending City of Los Angeles and Caltrans Projects.

Metro Gold Line Eastside Extension
Cost Forecast Status

Description	Sep-10 Current Budget	Dec-10 Current Budget	Variance
CONSTRUCTION	648,310	648,310	-
SPECIAL CONDITIONS	58,867	58,867	-
RIGHT-OF-WAY	37,889	37,889	-
PROFESSIONAL SERVICES	140,911	140,911	-
PROJECT CONTINGENCY	2,700	2,700	-
PROJECT REVENUE	(4,662)	(4,662)	-
SUBTOTAL	884,014	884,014	-
PROJECT FINANCE COST	14,800	14,800	-
TOTAL	898,814	898,814	-

MID-CITY EXPOSITION
LRT PROJECT

Expo Light Rail Line

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – February 23, 2011

Expo

Major Issues

- **Schedule**
  - Substantial Completion to La Cienega, based on the contractor's schedule, is June 2011, excluding the La Cienega Parking Structure, Storage Facility and Farmdale Station.
  - Although there are numerous areas of work that could affect the schedule, the critical activities are:
    - Ventilation System at the Trench Structure
    - Blue Line Tie-in (including Automatic Train Protection)
    - LADOT approval of Traffic Signal Designs and Controller Programming

Phase 1
Expo Light Rail Line

Construction Progress

Slab-On-Grade Concrete Placement at La Brea Aerial Station East Plaza

Expo

Phase 1
Expo Light Rail Line

Construction Progress

La Cienega Aerial Station Platform – Looking West

Expo

Phase 1
Expo Light Rail Line

Construction Progress

Rebar Installation for Parking Level 1 at La Cienega Parking Structure

Expo

Phase 1
Expo Light Rail Line

Construction Progress

Looking West from Inside Cab of Track Geometry Testing Vehicle

Expo

Major Issues

- **Project Budget**
  - The Authority has executed approximately $502.8 million in construction contract packages and change orders, which is within the $569.1 million in construction allowance and contingency.
  - There are several outstanding contract packages that have yet to be awarded that could affect the overall Project budget. These outstanding risk items include:
    - Storage Facility (currently re-scoping)
    - Farmdale Station
    - Remaining work in Culver City (Park and Ride, Pedestrian Plaza, Bike Path and Landscaping, Bus Stop Improvements, National and Washington Street Improvements)
    - Remaining construction costs due to design progression between 85% and 100%
    - Changes as a result of unforeseen or differing site conditions

Major Issues

- **Project Budget (Cont.)**
  - Next Steps:
    - Continue discussions with third parties on reimbursement of certain Project costs
    - Implement Board approved "Value Engineering" proposals
    - Continue to explore other cost saving measures

Preliminary Engineering

- Both DB Teams submitted their final Stage A Preliminary Engineering Packages
- Staff is working with the DB Teams and third parties to finalize disposition of comments on the Draft PE documents

Stage B Final Contract Documents

- Stage B final contract documents were issued on October 15, 2010 and six addenda have been issued to date
- The Stage B proposals were submitted on December 22, 2010
- Evaluation process is on-going with an anticipated recommendation to the Board in February 2011

Third Party Coordination

- Continue to meet regularly with Cities of Santa Monica and Los Angeles, as well as Metro, to resolve outstanding comments on the PE documents and Project scope

Expo

ARRA PROJECTS

American Recovery and Reinvestment Act of 2009 (ARRA)

Quarterly Progress Report

As of December 31, 2010

Metro

Grants Status as of December 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	$98.1
	CA-96-X057	6/2009	$1.0	$0.1
New Starts	CA-36-0001	7/2009	$66.7	$66.7
Surface Transportation Program (STP)	CA-66-X005	8/2009	$6.8	$0.2
Fixed Guideway	CA-56-0001	5/2009	$8.2	$5.9
TIGGER	CA-77-0002	3/2010	$4.5	$0.2
TOTAL			**$312.3**	**$171.2**

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
- 156.9 total FTEs paid in reporting quarter
- 52 contracts awarded
- $230.7M contracted amount

Metro

Projects as of December 2010

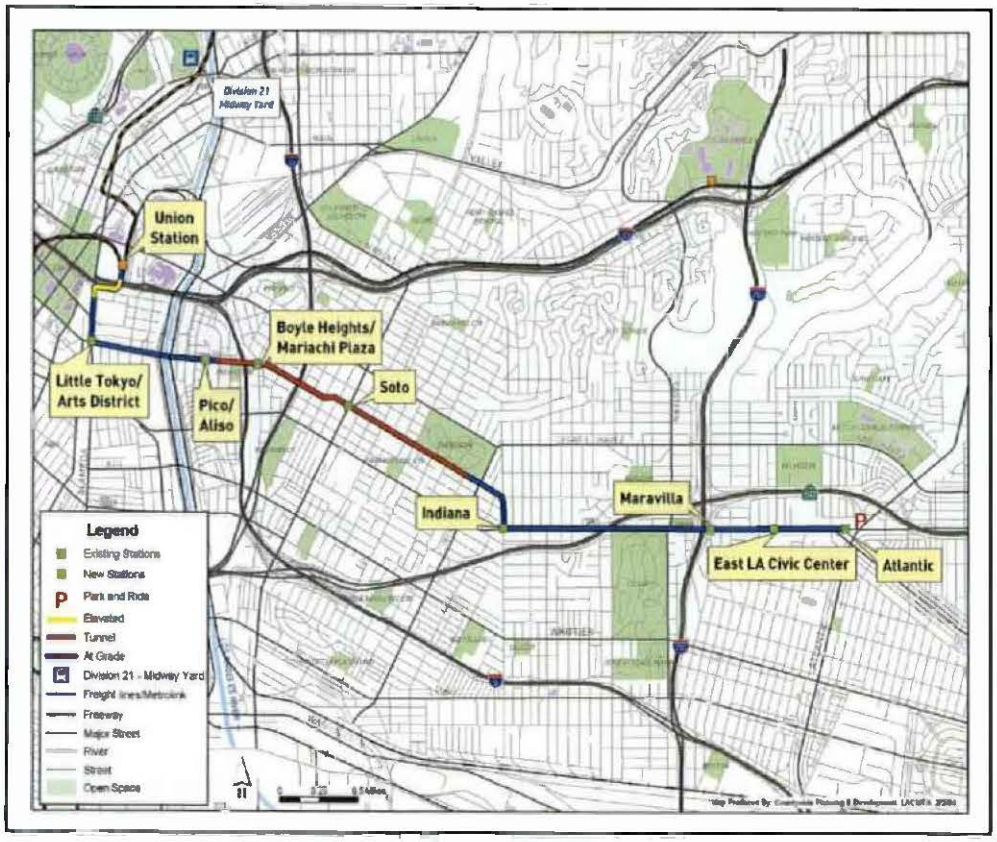
	Awarded ($ in millions)
1. Acquisition of 141 Buses	$ 84.0
2. Replace 20 MBL Traction Power Substations	$ 71.0
3. Eastside Light Rail Transit Project	$ 66.7
4. Bus Overhaul for 290 buses	$ 47.0
5. Electrification of CNG Fueling Compressors	$ 28.0
6. Installation of Canopies at Metro Red Line Stations	$ 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

COMPLETED PROJECTS

Metro

Eastside Light Rail Extension Project

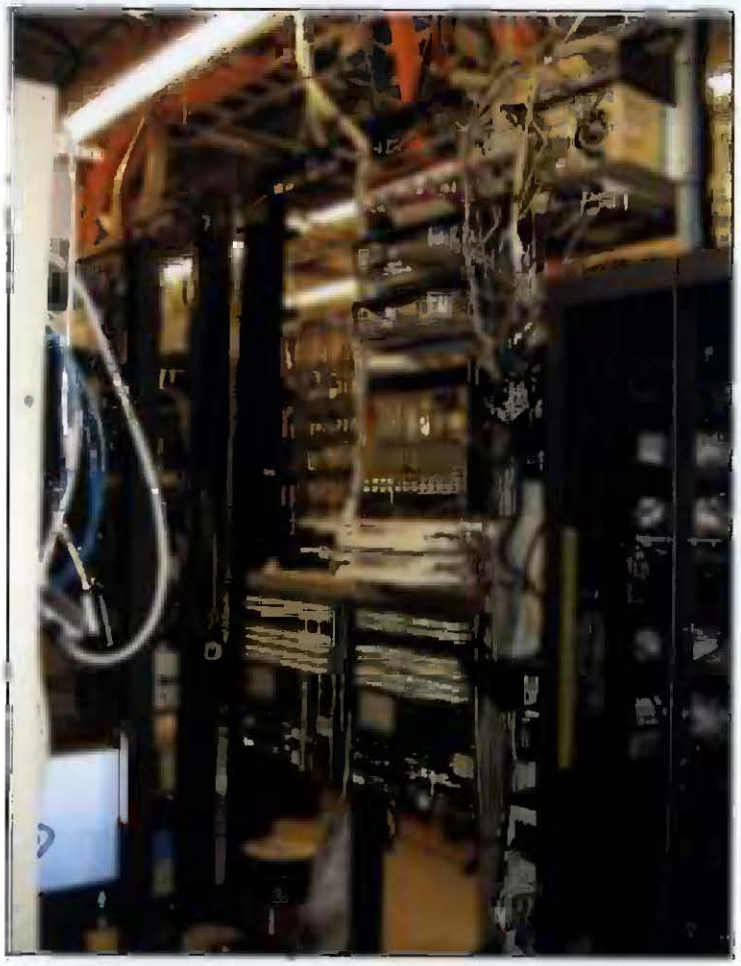


Eastside Light Rail Extension Project Area Map

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

Metro

Replacement Fiber Optics



Fiber Optics equipment in a rail station

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

Metro

Red Line Station Emergency Egress

Station Emergency Egress – widening of stairs

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

Metro

ON – GOING PROJECTS

Metro

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

First 45' NABI bus delivered

32' NABI bus delivered

- CA-96-X012
- $84.0M Project award
  - Spent $55.0M (65%)
  - Drawdown $52.4M
  - Unspent balance $29.0M
- 6 Contracts awarded
  - Contracted amount $82.2M
- Contract for 50-32' buses closed Dec 10
- Scheduled completion 91-45' buses Jul-2013
  - Received 35 buses to date
- 59.4 Total FTE's reported for quarter (ITD 38.5 FTE's)

Metro

Replace 20 MBL Traction Power Substations

Installation of San Pedro Substation on November 16, 2010

- CA-96-X012 & CA-56-0001 (FG)
- $71.0M Project award
  - Spent $13.3M (19%)
  - Drawdown $9.7M
  - Unspent balance $57.7M
- 8 Contracts awarded
  - Contracted amount $55.9M
- Scheduled completion Jul-2014
- Installation of first two substations complete
- 3rd substation energized 1/11
- 14.9 Total FTE's reported for quarter (ITD 8.4 FTE's)

Metro

Replace 20 MBL Traction Power Substations

Installation of San Pedro Substation on November 16, 2010

Metro

Bus Overhaul for 290 Buses

- CA-96-X012
- $47.0M Project award
  - Spent $24.1M (51%)
  - Drawdown $23.9M
  - Unspent balance $22.9M
- 2 Contracts awarded
  - Contracted amount $7.0M
- Start date – Jul-2009
  - 210 buses overhauled to-date
- Scheduled completion Jun-2011
- 67.2 Total FTE's reported for quarter (ITD 47.3 FTE's)

Metro

Electrification of CNG Fueling Compressors

Original CNG Engine

New Electric Motor

- CA-96-X012
- $28.0M Project award
  - Spent $8.5M (30%)
  - Drawdown $5.9M
  - Unspent balance $19.5M
- 6 Contracts awarded
  - Contracted amount $25.4M
- Scheduled closeout Sep-2012
- Electrification of compressed natural gas (CNG) complete at Bus Division 7
- In progress – Electrification of CNG fueling compressors at 9 bus divisions including CNG fueling upgrade at two bus divisions
- 13.4 Total FTE's for the quarter (ITD 6.0 FTE's)

Metro

Installation of Canopies at Metro Red Line Stations

Civic Center Station
Presently ->

Civic Center Station with Canopy

- CA-66-X005
- $6.8M Project award
  - Spent $0.2 M(3%)
  - Drawdown $0.2M
  - Unspent balance $6.5M
- Contract awarded in Dec-2010 ($4.9m for five canopies)
- Escalators' design at Civic Center is completed and fabrication is on-going.
- Scheduled closeout Aug-2012
- 0.9 Total FTE's reported for quarter (ITD 0.6 FTE's)

Metro

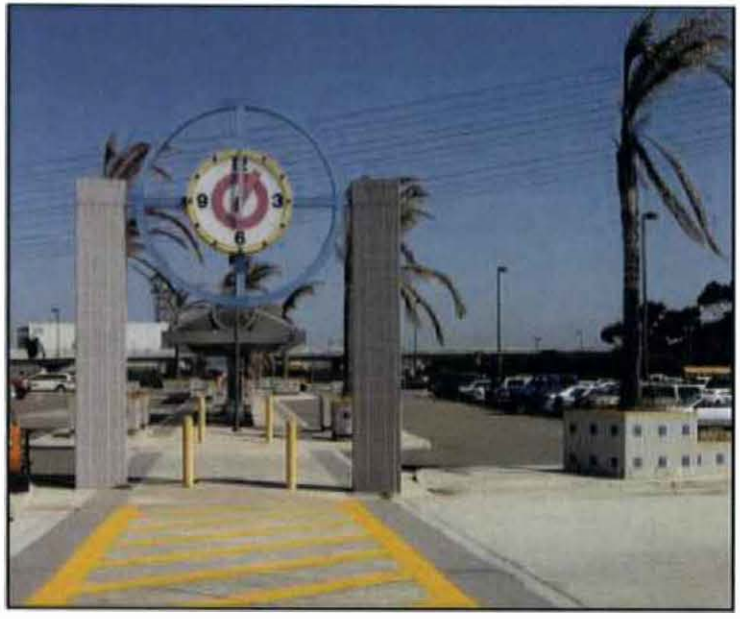
Wayside Energy Storage Substation

Flywheel

- CA-77-0002 (TIGGER)
- $4.5M Project award
  - Spent $0.2M (4%)
  - Drawdown $0.2M
  - Unspent balance $4.3M
- IFB was cancelled due to the bid received was higher than the project budget.
- Working with FTA and the PMOC to develop a Project Recovery Plan.
- Scheduled completion Jul-2013
- 0.5 Total FTE's reported for quarter (ITD 0.7 FTE's)

Metro

Enhancements to El Monte & Harbor Transitway Stations



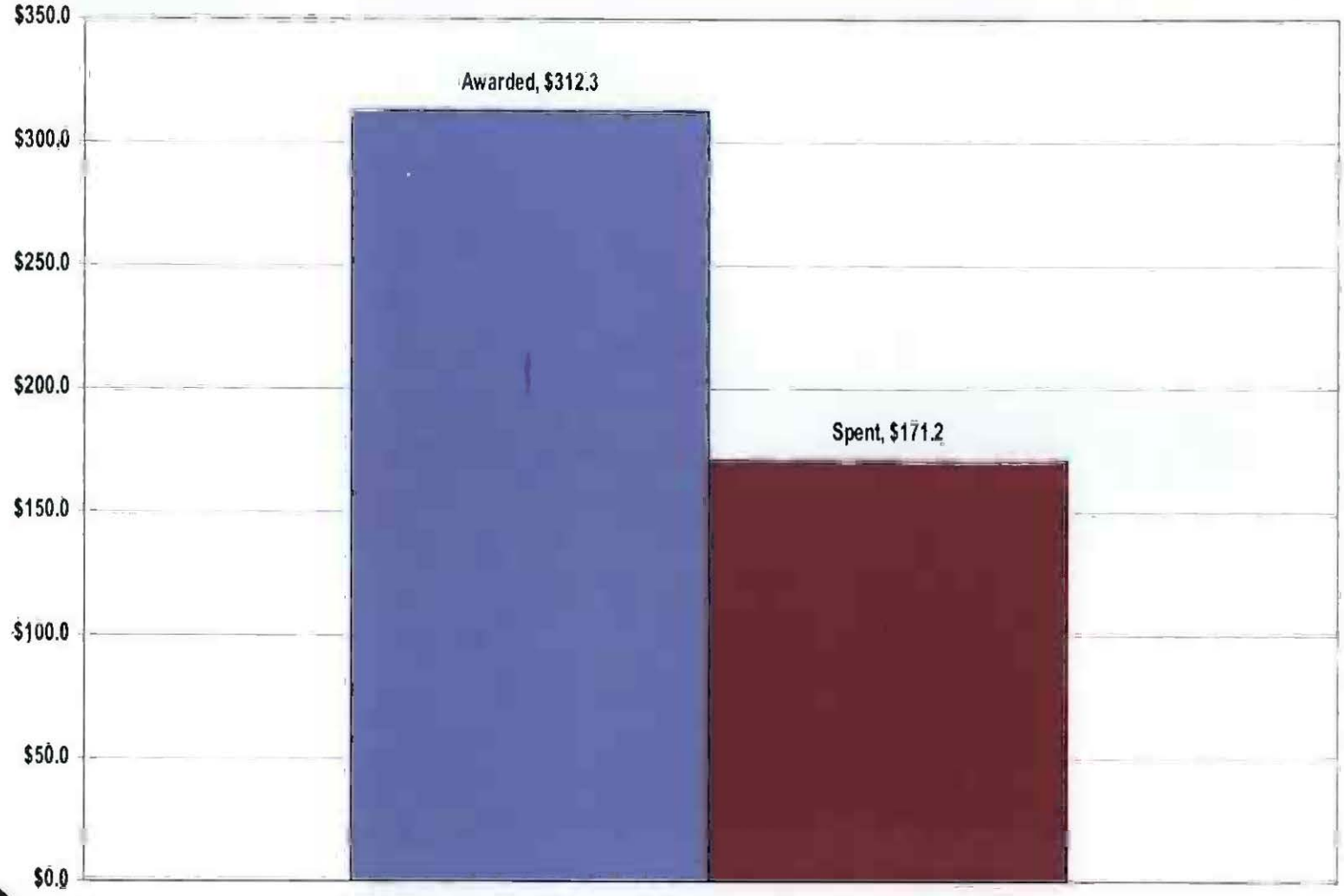
Artesia Station

- CA-96-X057 (TE1%)
- $1.03M Project award
  - Spent $0.1 (10%)
  - Drawdown $0.1M
  - Unspent balance $0.9M
- Completed design development and P/E for artwork at El Monte Bus Station.
- Scheduled closeout Aug-2011
- Contract for art fabrication services and design services to be executed next quarter
- 0.7 Total FTE's reported for quarter (ITD 0.4 FTE's)

Metro

Funding Status as of December 2010

($in Millions)



Metro

METRO LA CRD (EXPRESS LANES) PROJECT

ExpressLanes

FTA Quarterly Review Meeting

February 23, 2011

Milestones Achieved for Oct – Dec 2010

- Design-Build-Operate-Maintain (DBOM) Contract awarded to Atkinson Contractors, LLC
- USDOT Grant award of $47.75 million to Division 13 Facility
- Completion of all Metrolink Pomona North Station Improvements
- RFP released for Construction for LADOT TSP in Downtown Los Angeles
- Relocation of Gas Line at El Monte Transit Center
- Construction of Artesia Transit center Sheriff Substation and CCTVs
- Completion of Bus Inspection for Gardena Transit
- Advanced Conceptual Engineering completed for Patsaouras Plaza Connector
- Completion of Station Lighting and UPS on Harbor Transitway
- RFP released for ExpressPark

Sound Attenuation Pilot 37th Street Station

Milestones Scheduled for Jan- Mar 2011

Jan - Issue NTP to DBOM Contractor

Feb - Final concurrence from USDOT on schedule extension
- Contract Award for LADOT ExpressPark

Mar - Bus order to be placed for Torrance Buses
- Contract Award for LADOT TSP
- Removal of soil contamination at El Monte
- Release RFP for Design-Build Contract for Patsaouras Plaza Connector
- Release bid package for Division 13
- Begin construction of bus stop cutouts on Harbor Transitway

El Monte Transit Center

Metro

Caltrans

Project Schedule

Description	2010	2011	2012
Pomona (North) Metrolink Station	●		
Acquire 57 Clean Fuel Buses	●		
Harbor Transitway Improvements – Phase 1	●		
Acquire 2 Clean Fuel Buses		●	
Transit Signal Priority – Downtown LA		●	
Harbor Transitway Improvements – Phase 2		●	
ExpressPark		●	
El Monte Transit Center			●
Patsaouras Plaza Connector			●
Promote Vanpools			●
Increase Bus Service			●
ExpressLanes Open			●
I-10 2nd HOT Lane & I-110 Adams Blvd Improvements			●

Metro

Caltrans

METRO PLANNING
PROJECTS

Los Angeles County
Metropolitan Transportation Authority

Metro Planning Report

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

FTA Quarterly Planning Update

February 23, 2011

Metro

Crenshaw/LAX Transit Corridor

Status:

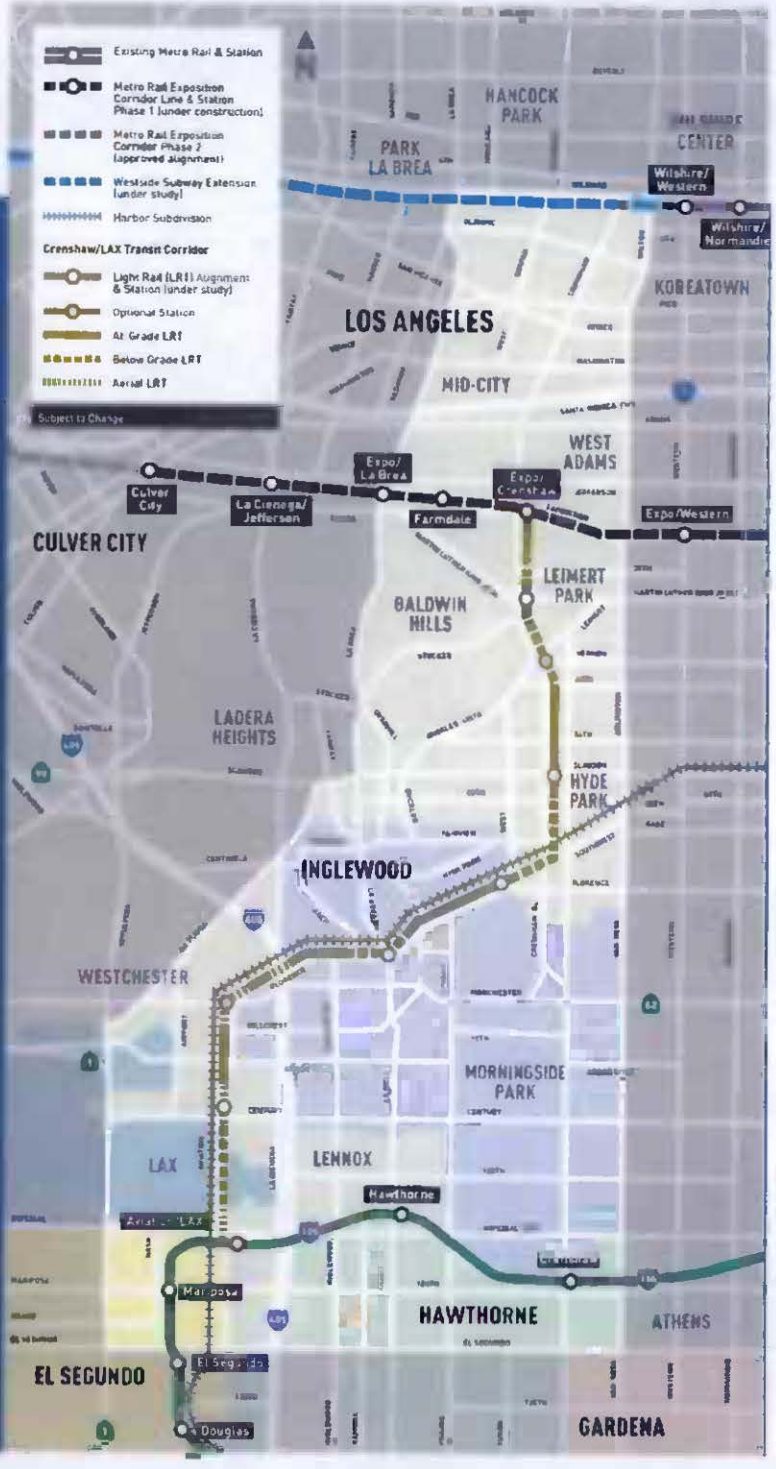
- Released Supplemental DEIS/Recirculated DEIR for maintenance facility and Section 4(f) resources on February 25, 2011 (tentative)

Final EIS/EIR

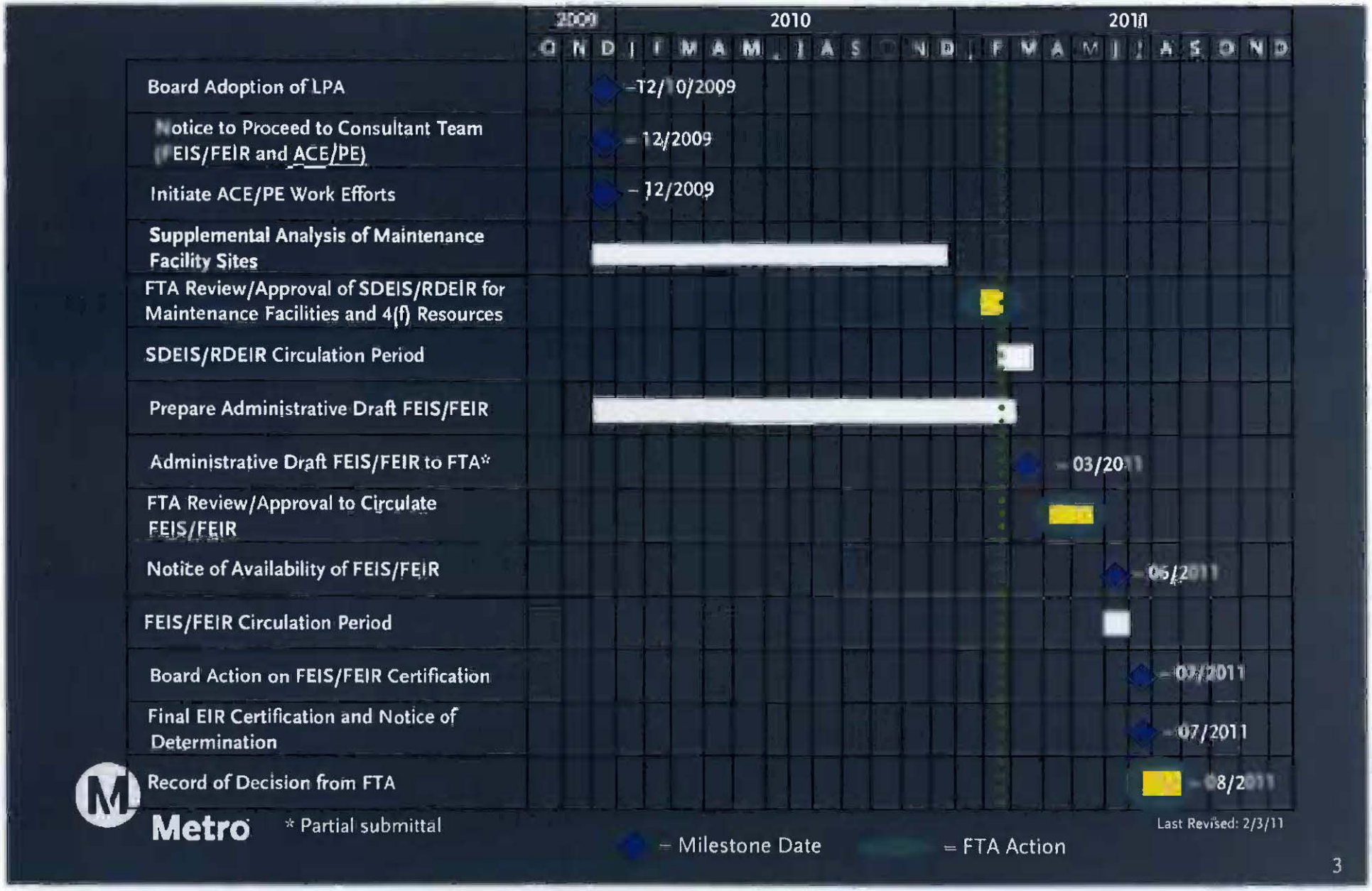
- Initiated Preliminary Engineering
- Continue consultation with CPUC and LADOT, and Inglewood regarding Grade Crossing Safety Treatments
- Consult with LAWA and FAA related to requirements adjacent to LAX Runways
- Administrative draft FEIS/FEIR (Partial) scheduled for submittal to FTA March 2011

Metro

Locally Preferred Alternative
8.5 miles Light Rail
6-8 Stations
22,000 Daily Boardings (2035)
$1.715 Billion (YOE 2018-30/10)



Crenshaw/LAX Transit Corridor Schedule



TIGER II / TIFIA Funding

- Identified for TIFIA Loan – $546 million
- Awarded TIGER II Grant – $20 million
- Kick-off Meeting with TIFIA team – January 13, 2011
- Providing weekly updates to FTA TIFIA Team
- Working on term sheet/MOU per FTA guidance
- Application submittal scheduled for Spring/Summer 2011

Metro

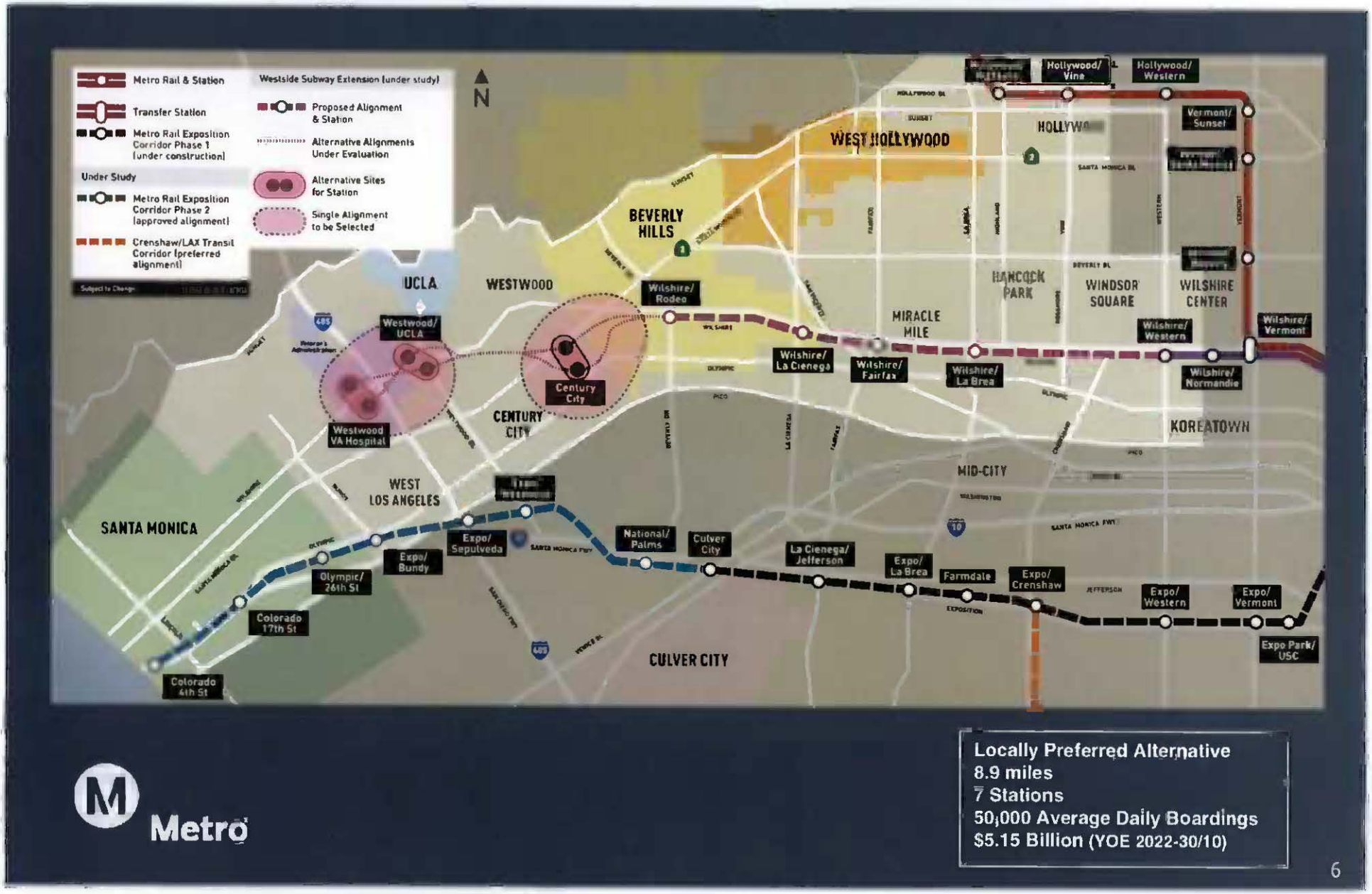
Crenshaw/LAX Transit Corridor Project Challenges

Recent Activities

- December 2010 Board adopted cost sharing policy on proposed common maintenance facility (Green Line and extensions)
- Continuing review of connection to Exposition Line
- Determining final LAX configuration adjacent to runways
- Aggressive value engineering underway

Metro

Westside Subway Extension LPA



Metro

Locally Preferred Alternative
8.9 miles
7 Stations
50,000 Average Daily Boardings
$5.15 Billion (YOE 2022-30/10)

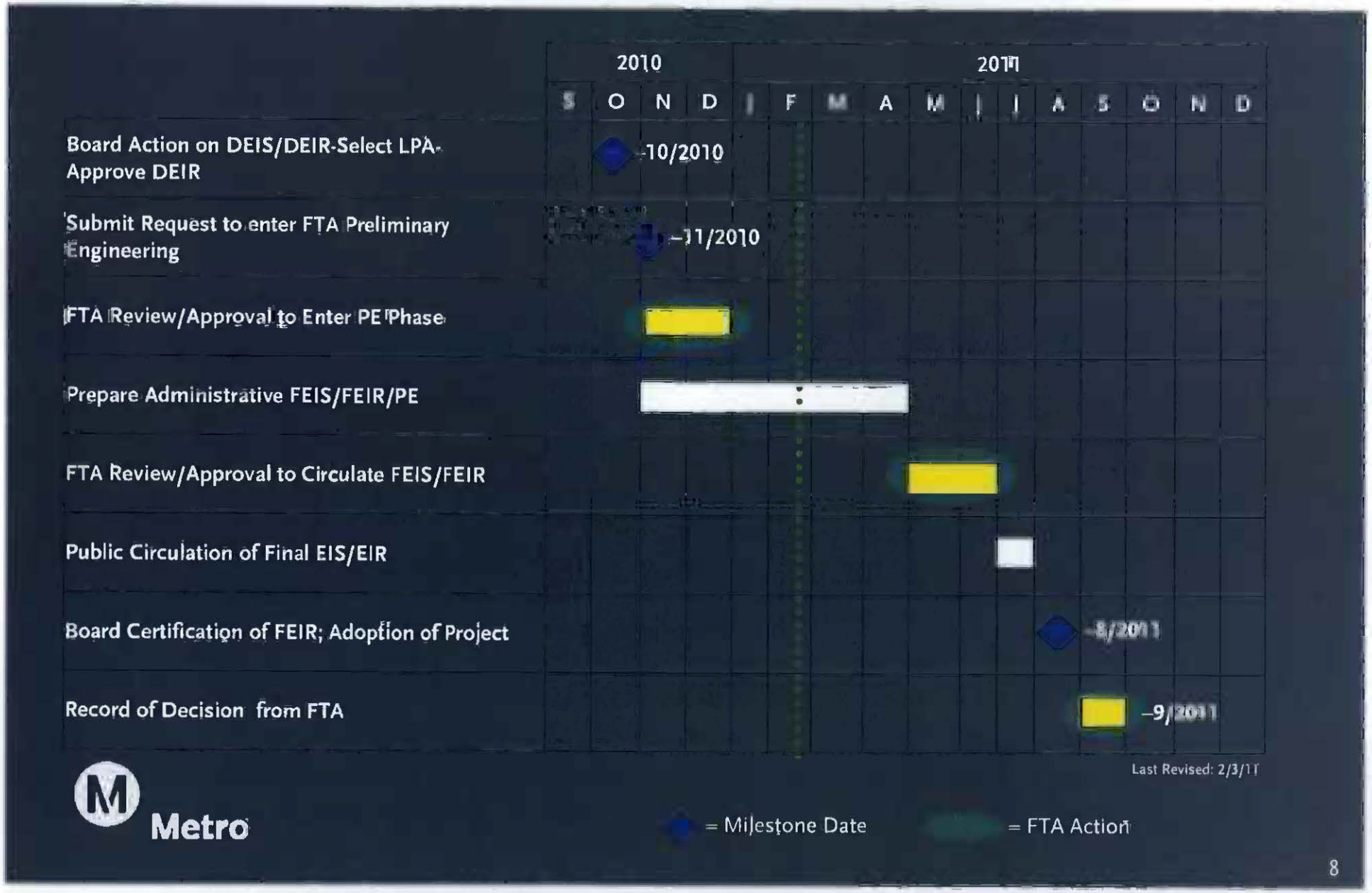
Westside Subway Extension Corridor

Status

- FTA approved Entry into PE on January 4, 2011
- PMOC Recommendations in PE Approval letter being addressed
- FEIS/R Administrative Draft and PE underway
  - > Responses to DEIS/DEIR comments being prepared
  - > Board directed Geotech studies underway in Beverly Hills, Century City and Westwood
    - Possible shift of Santa Monica/Century City (optional) station location pending review of seismic fault)
    - Evaluating alignment under Beverly Hills High School
  - > Other meetings
    - VA: Revised site plan/bus interface at Westwood/VA Hospital Station
    - GSA: Safety/Security issues at FBI/West Los Angeles Federal Building
    - UCLA: On-street vs. Off-street station at Westwood/UCLA
- Outreach
  - > Community updates January 2011
  - > Station Planning Advisory Committee meetings to start in February
- Integrated Project Office opened February 7th

Metro

Westside FEIS/FEIR Schedule



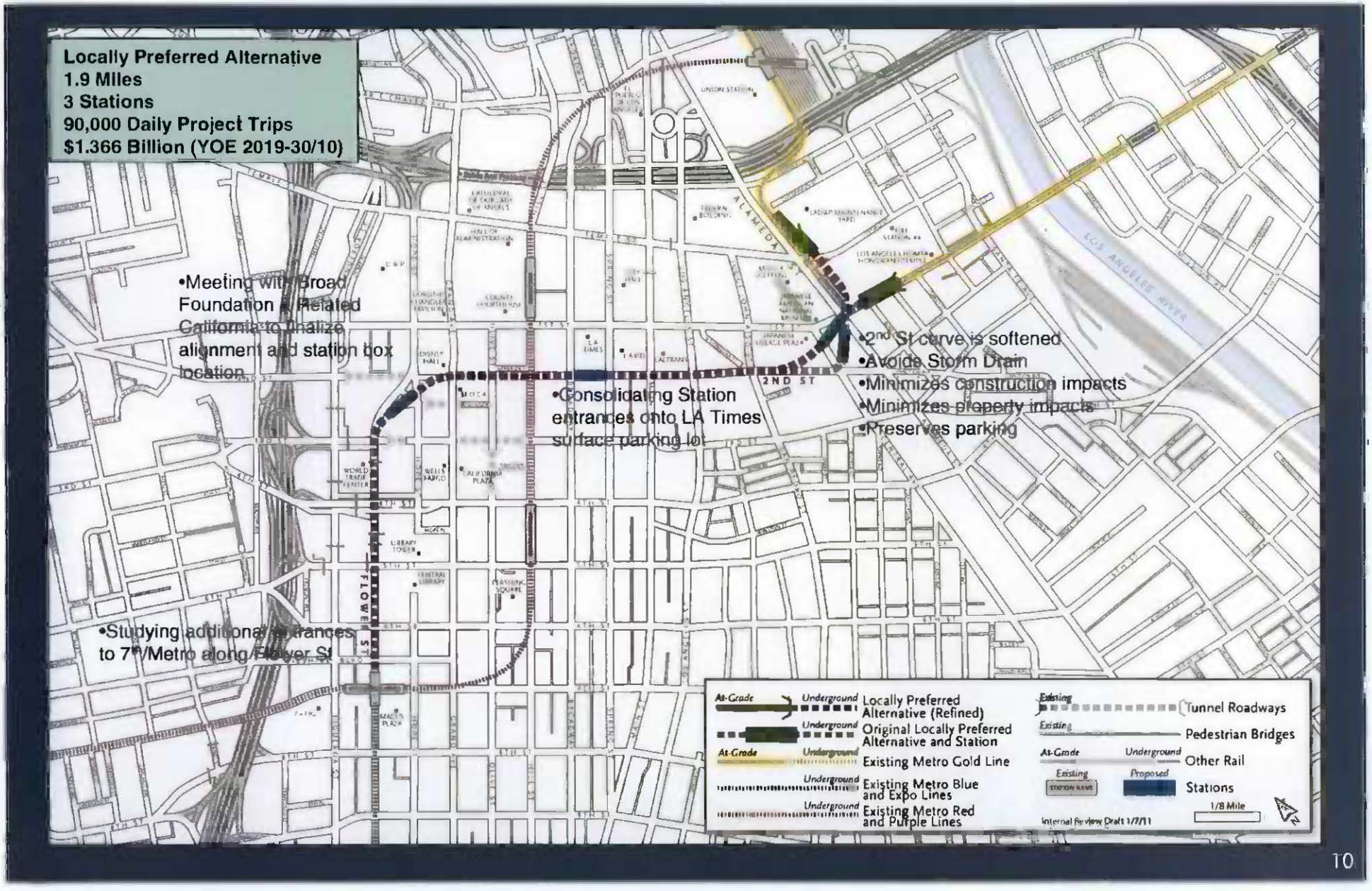
Westside Subway Extension Corridor

Recent Activities

- Visited the Page Museum (La Brea Tar Pits) with the Tunnel Advisory Panel and the paleontology experts to begin coordination of the recovery of fossils during station construction and cut-and-cover construction methods
- Meetings with City of Los Angeles (LABOE, LADOT, LABSL, LABSS, etc.) to discuss traffic impacts, haul routes and other third party coordination requirements
- Constructability reviews to determine contractor access and staging areas, station entrance locations and real estate needs
- Alternative construction sequencing as part of risk mitigation strategies
- Operational Analysis to verify system needs including track crossovers, ventilation requirements, traction power and emergency generators
- Started Risk Register and identified Risk Manager

Metro

Regional Connector LPA



Regional Connector Transit Corridor

Status:

- FTA approved Entry into PE on January 4, 2011
  - PE work focused on tunnel alignment, station options, geotechnical investigation, construction/contract planning strategies
  - Constructability reviews underway
  - Alternative construction sequencing as part of risk mitigation strategies
  - Meetings with City of Los Angeles to discuss third party coordination
- PMOC Recommendations in PE Approval letter being addressed
- FEIS/R Administrative Draft and PE underway
  - Coordinating with PE team to minimize/avoid impacts
  - Responses to DEIS/DEIR comments being prepared
- Finalizing analysis of over/under Red Line and Cut & Cover on 2nd street
- Integrated Project Office opened February 7th

Metro

Regional Connector Transit Corridor

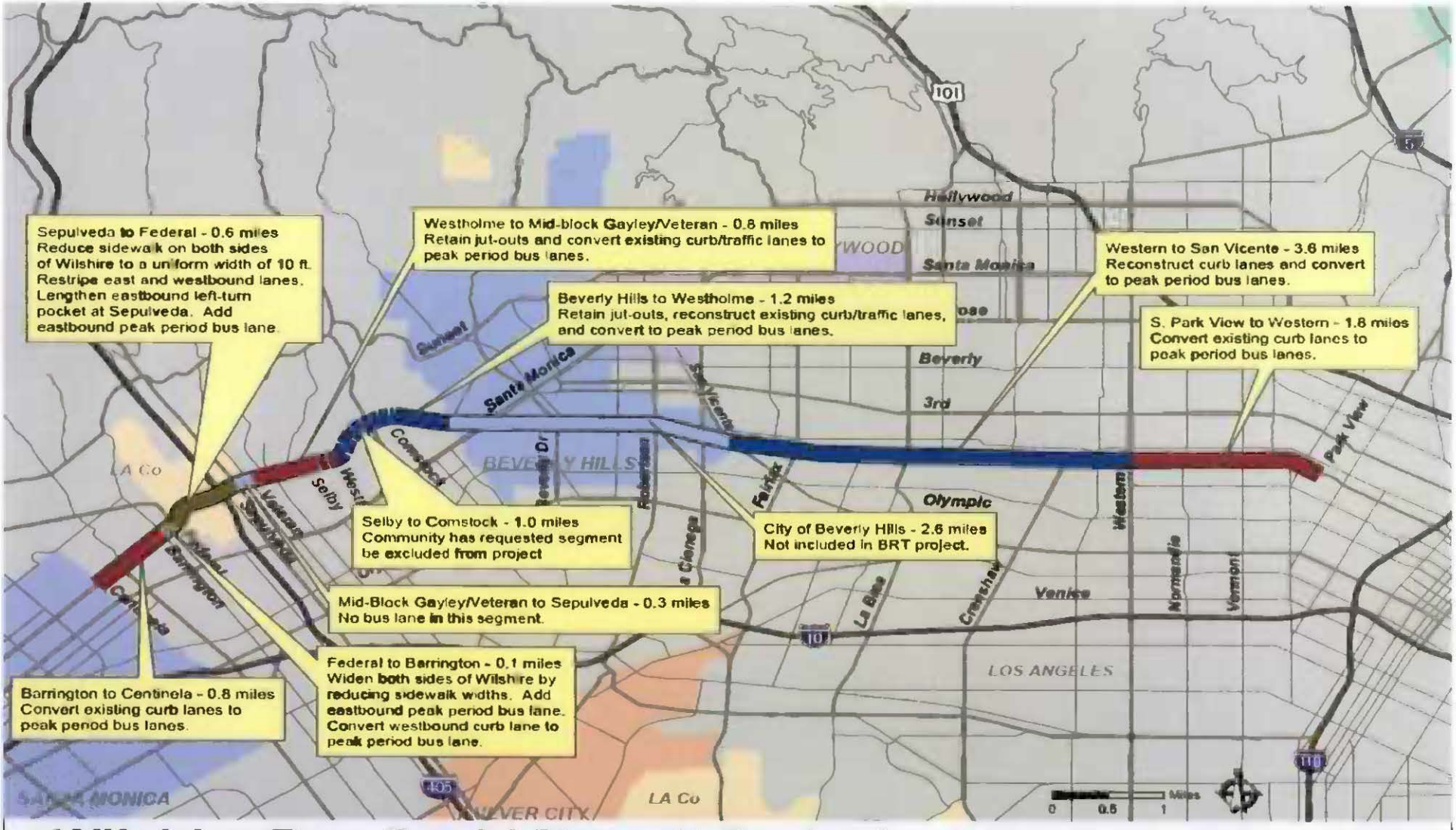
Recent Activities

- New Little Tokyo/Arts District Station
  - 2nd street curve is softened
  - Minimizes construction/property impacts
  - Preserves parking
- 2nd/Hope Station
  - Ongoing meetings with Broad Foundation and Related California to finalize alignment and station location
  - Meetings with City of Los Angeles Street Standards Committee to finalize street configuration and station integration
- 7th/Metro Station Entrance
  - Evaluating entrances to 7th/Metro station along Flower St
  - Meetings with stakeholders and property owners

Metro

Regional Connector FEIS/FEIR Schedule

Wilshire Boulevard BRT



Wilshire Bus Rapid Transit Project

Project Alternative -- Centinela to Park View

Metro

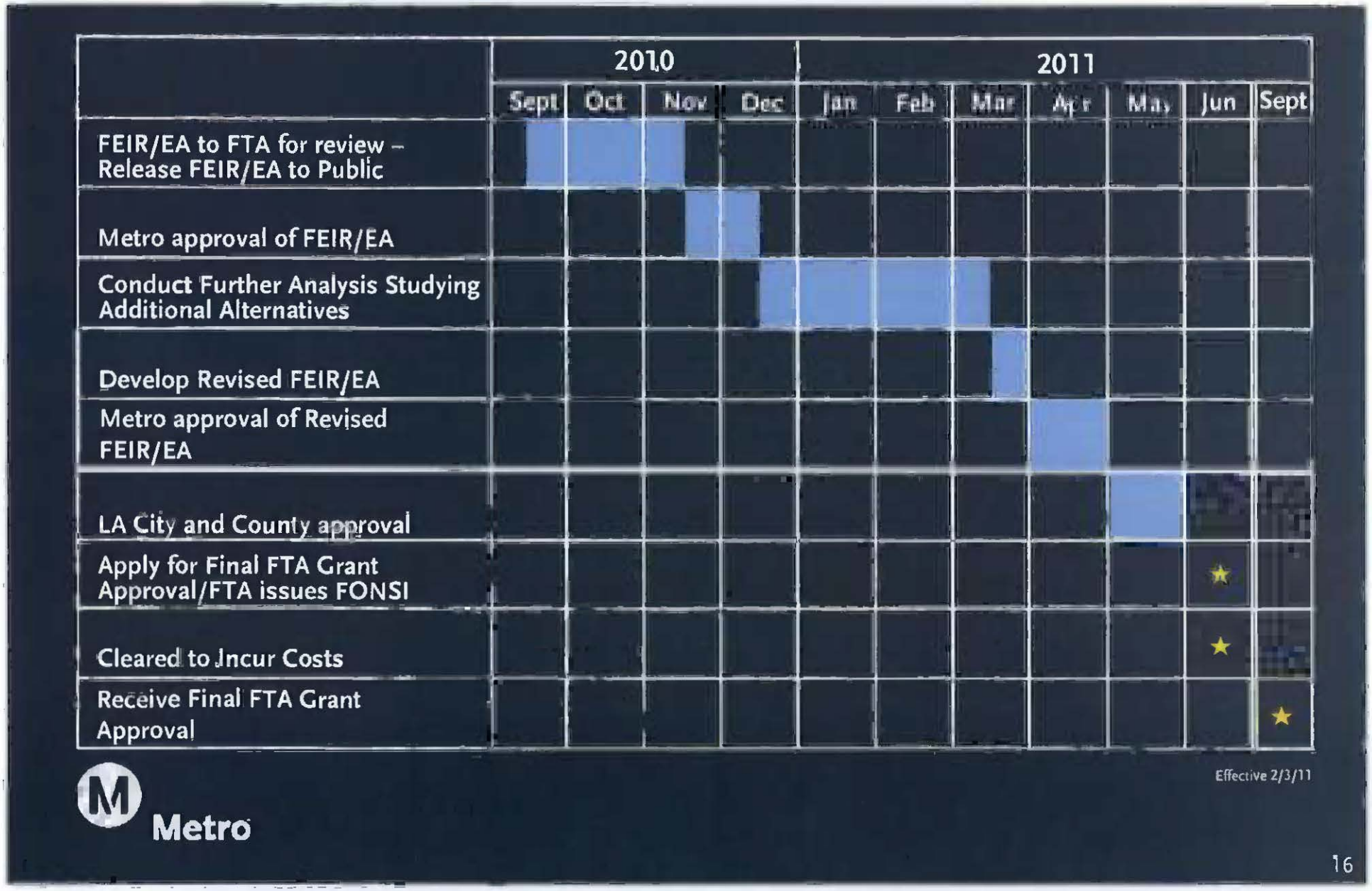
Wilshire Boulevard BRT

Status

- At its December 9th meeting, Metro Board directed staff to:
  - > Conduct additional environmental work to shorten the total miles of exclusive bus lanes (8.7 miles) by 1-mile from Selby to Comstock
  - > Conduct technical analysis to access travel time delay/traffic impacts for vehicles along the corridor
- February 2nd, LA City Council passed motion to study a new 5.4-mile alternative from the eastern border of City of Beverly Hills at San Vicente Boulevard to S. Park View Street
- Revised FEIR/EA will include two additional alternatives:
  - > Project alternative from Centinela to S. Park View with no bus lane in 1-mile segment from Selby to Comstock
  - > Project alternative from San Vicente to S. Park View (5.4 miles, requested by City of Los Angeles)
- Metro Board approval of revised FEIR/EA – April 2011 (tentative)

Metro

Wilshire Boulevard BRT



Metro Rapid System Gap Closure Lines

Metro

Metro Rapid System Gap Closure

City of Los Angeles

- January 5th – met with City and bus shelter vendor to discuss Rapid bus shelter design
- January 25th – conducted field survey at several bus stops to determine placement of shelters and/or any physical constraints
- Metro to apply for permits to install shelters once shelter design finalized – City has committed to expediting permit process
- Metro requested FTA approval to substitute Venice Metro Rapid for the cancelled Manchester and Central Metro Rapid lines

City of Glendale

- Working on agreement for bus shelter installation

Goal for shelter installation:

- Los Angeles County – June 2011
- City of Los Angeles – December 2011
- Other cities – December 2011

Metro

Transit Priority System

Corridors	Gap Closure Line	City of L.A. TPS % Complete	Outside City of L.A. BSP % Complete
West Olympic	Open	100%	---
Garvey-Chavez	Open	100%	**Construction Begins Feb 2011**
Manchester	Cancelled	100%	Cancelled as of 12/10
Atlantic	Open	---	**Design 25% Complete**
San Fernando South	Open	100%	---
Central	Cancelled	40%	Cancelled as of 12/10
Sepulveda	Open	100%	**1st Draft of MOU To Be Completed by March 2011**
Torrance-Long Beach	**Fall 2011**	---	**Legal Counsel Approval Expected Feb 2011**

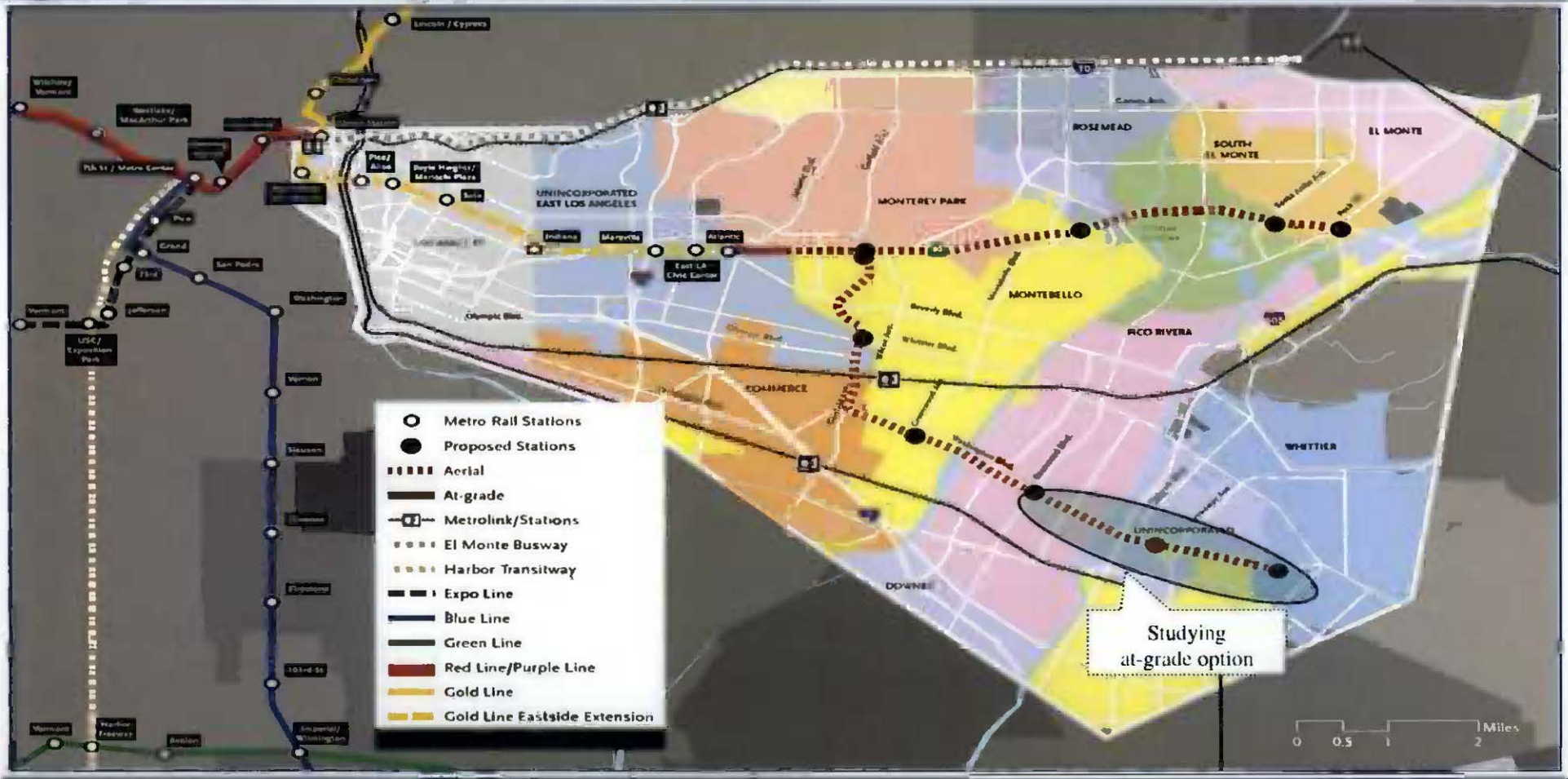
TPS = City of L.A. Transit Priority System – Based on Loops & Transponders
BSP = Outside City of L.A. – Wireless Technology

Metro

Eastside Transit Corridor Phase 2

SR-60 LRT:
6.9 Miles
4 Stations (all aerial)
18,300 Average Daily Boardings (2035)
$1.8 Billion (2008$ from AA-open 2020-30/10)

Washington LRT:
9.4 Miles
6 Stations (3 aerial, 3 at-grade)
20,800 Average Daily Boardings (2035)
$2.2 Billion (2008$ from AA-open 2020-30/10)



Eastside Transit Corridor Phase 2

SR-60 Issues

- Hazardous materials (former Operating Industries, Inc./current Superfund site)
  - Working w/ USEPA re: technical reports analyzing potential environmental impacts
- Flood control and parkland
  - Working w/ USACE re: assumptions and approval process

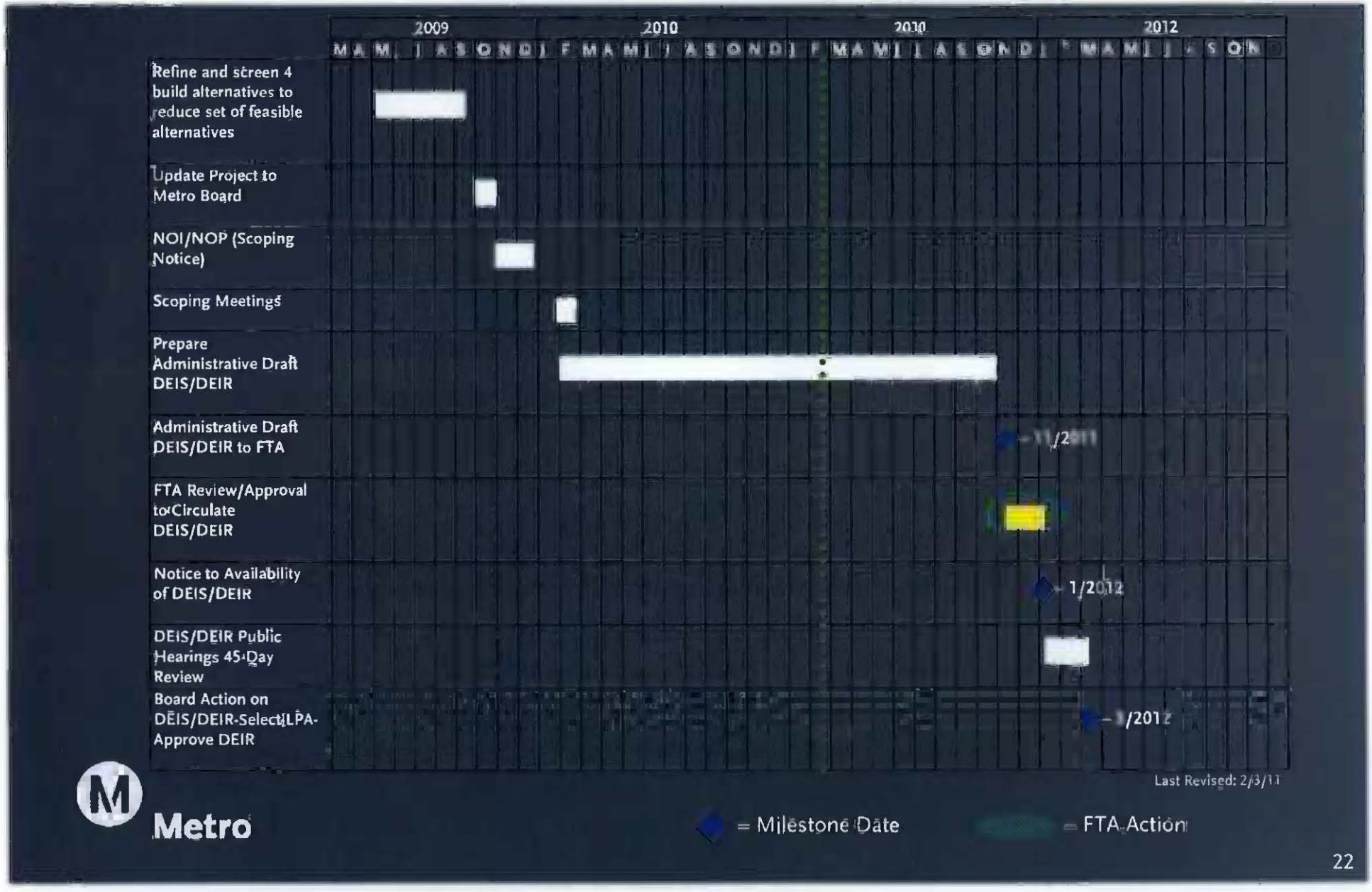
Washington Blvd. Issues

- Engineering challenges along Garfield Blvd.
  - Working on developing mitigation measures
- Designated truck corridor and Cost
  - Modified alternative to assess at-grade options

Source: New Cure website - http://www.newcure.net/southparcel.htm

Metro

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



South Bay Metro Green Line Extension

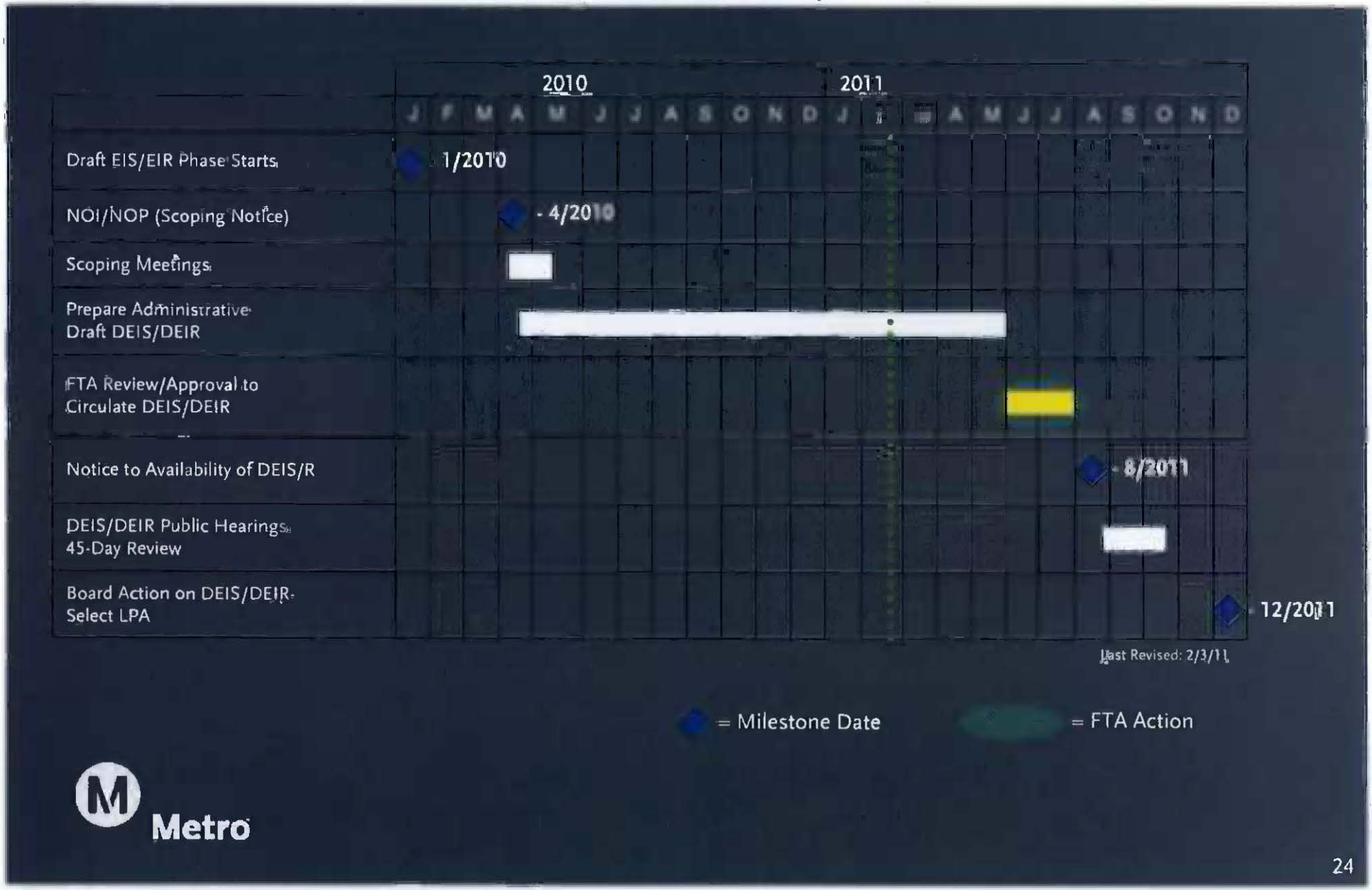
Status:

- January 27th Metro Board Approved Screening Freight Track Alternative
- One Build Alternative: LRT from Marine Avenue to Torrance
  - > 4.6 miles
  - > 4 new stations
- Continuing environmental analysis and conceptual design
- Outreach: Community Meetings scheduled for March in Lawndale, Redondo Beach and Torrance

Build Alternative
4.6 miles
4 stations
13,000 Average Daily Boardings (2035)
$495 Million* (2009$ from AA study-open 2018-30/10)
* Does not include maintenance facility

Metro

South Bay Metro Green Line Extension Schedule



Metro Green Line to LAX

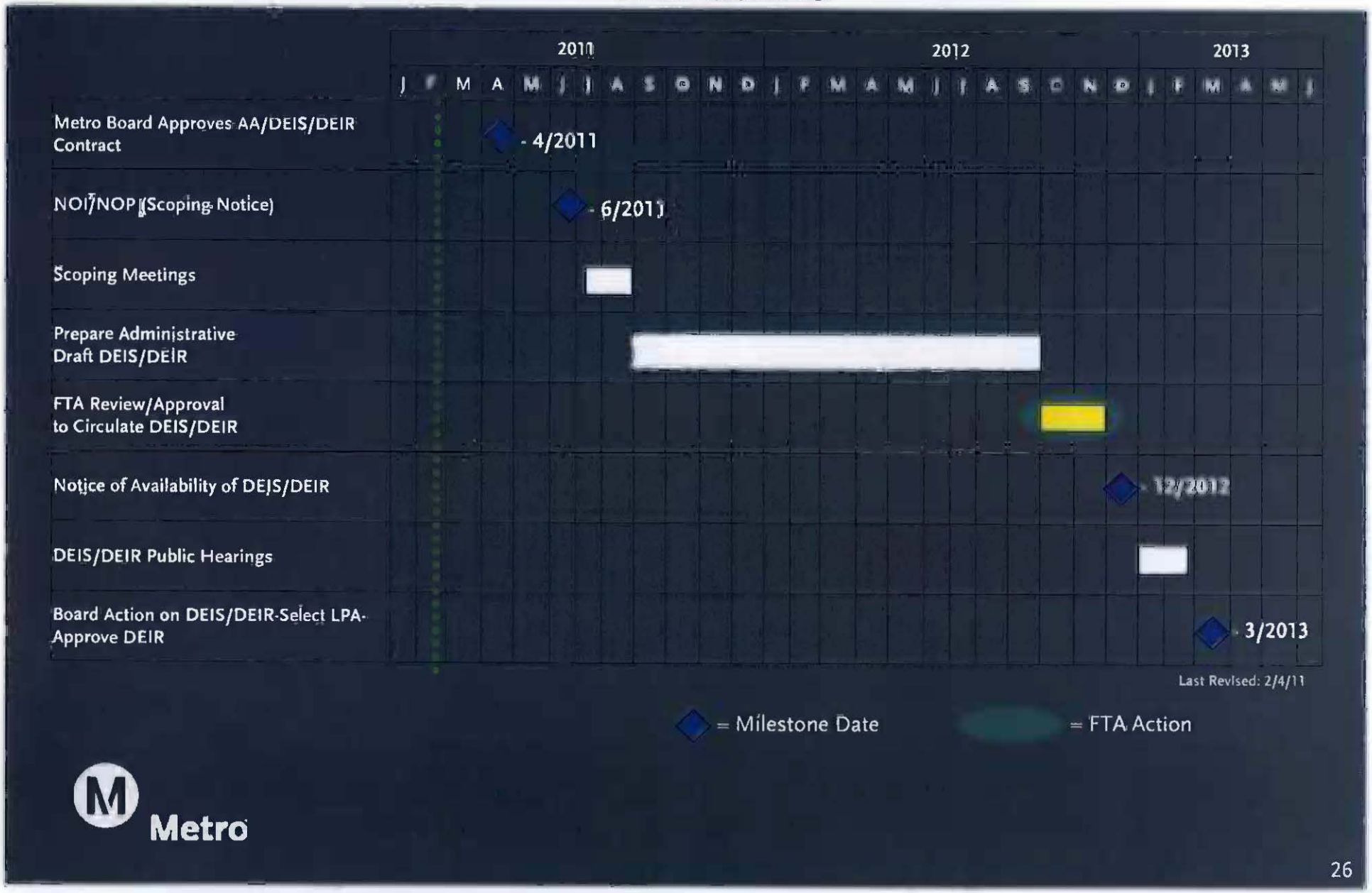
Status

- Procuring environmental clearance/conceptual engineering consultant services
  - Alternatives to be considered:
    - No Build
    - Transportation System Management (TSM)
    - Light Rail Transit (LRT)
    - Automated People Mover
    - Bus Rapid Transit (BRT)
    - Others
  - Anticipate award April 2011
- FAA - co-lead agency for NEPA

1-2 miles
$200 Million (2008$-open 2018-30/10)

Metro

Metro Green Line to LAX Schedule



East San Fernando Valley (SFV) North/South Corridors

Van Nuys Corridor Rapidway

- 10.25 mile Corridor from Ventura Bl to the I-210 Freeway
- Goal: To provide transit enhancement within the corridor
- The highest number of bus boardings in the SFV
- Identified by City of Los Angeles (LADOT) as the SFV Corridor in greatest need a Transportation Investment

Metro

10.25 miles
$170* Million (2008$-open 2018-30/10
*to be divided between all 4 corridors

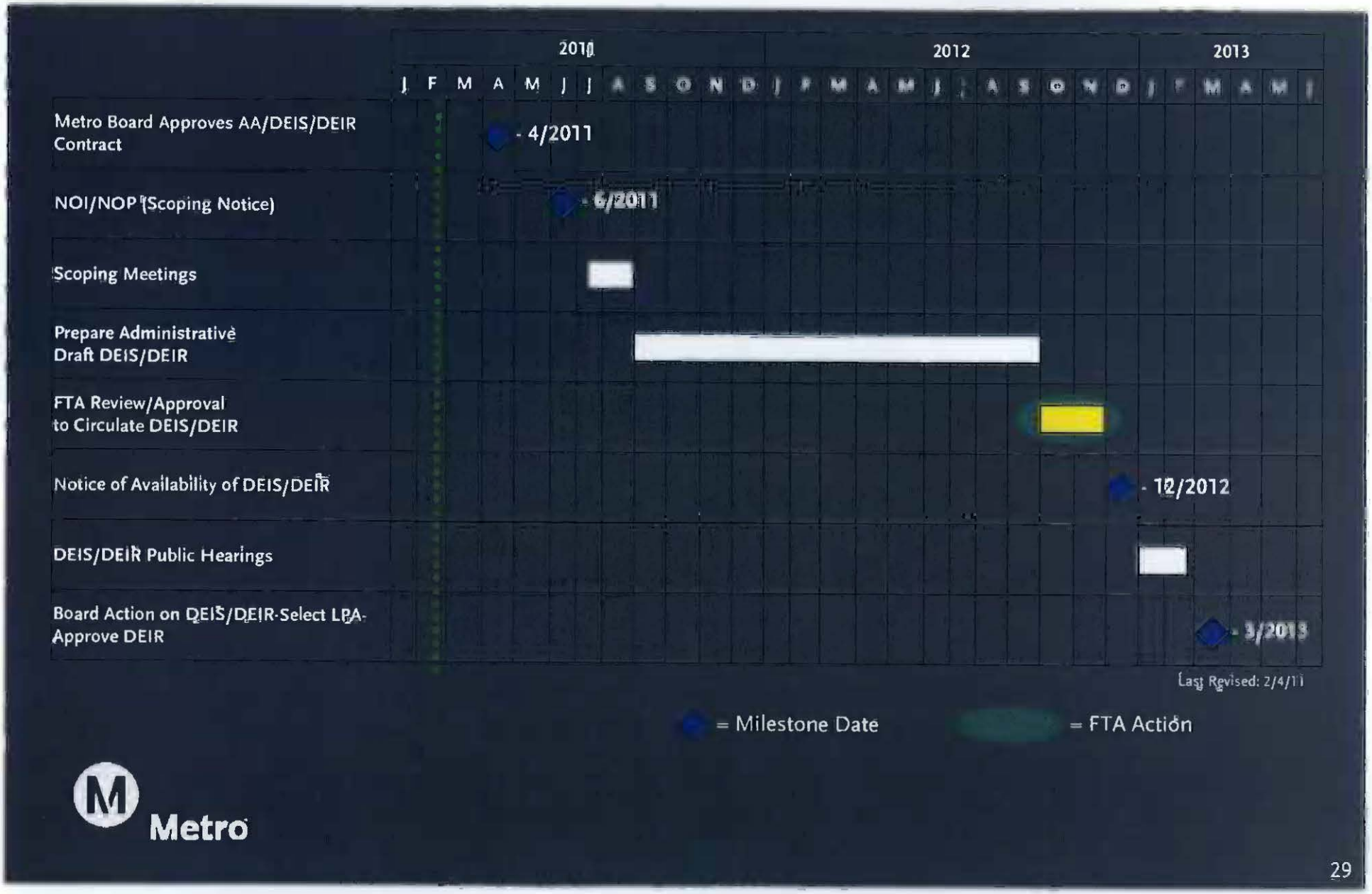
Van Nuys Corridor Rapidway

Status:

- January 2011 – FTA notification of $970,000 Livability Grant
- Procuring environmental clearance/conceptual engineering/outreach consultant services
  - Alternatives to be considered
    - No Build
    - TSM
    - BRT
    - LRT
    - Streetcar
  - Anticipate Award in April 2011

Metro

Van Nuys Rapidway Corridor Schedule

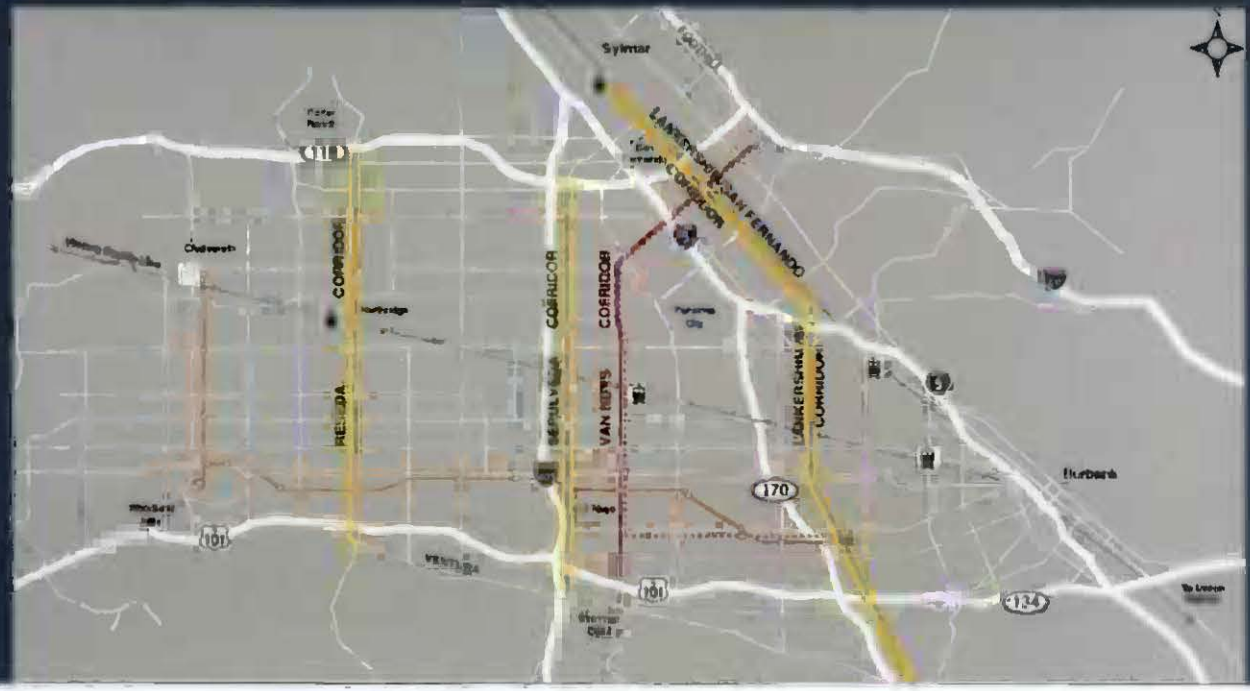


East San Fernando Valley (SFV) North/South Corridors

Reseda, Sepulveda & Lankershim/San Fernando

- Reseda 7.3 miles from Ventura Bl to 118 Freeway
- Sepulveda 7.7 miles from Ventura Bl to 118 Freeway
- Lankershim 12.4 miles from Ventura Bl to Sylmar Metrolink Station
- Types of improvements:
  - > Signal Optimization
  - > Roadway Widening for additional turn lanes
  - > Landscaped Median Islands & Pedestrian Enhancements
  - > Bus Stop Relocations

Reseda 7.3 miles
Sepulveda 7.7 miles
Lankershim 12.4 miles
$170* Million (2008$-open 2018-30/10
*to be divided between all 4 corridors



Metro

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

Status:

- Completed Initial Study to determine environmental clearance requirements
- Procuring environmental clearance/conceptual engineering/outreach consultant services
  - > Anticipated award March 2011

Metro

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

Metro

FTA ACTION ITEMS

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – December 31, 2010

Outstanding Action Items	There are no Outstanding Action Items for the quarter ending December 31, 2010.