

Los Angeles County
Metropolitan Transportation Authority

November 30, 2011

FTA Quarterly Review Briefing Book



Metro

**FTA QUARTERLY REVIEW
MEETING AGENDA**

AGENDA

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, November 30, 2011 – 9:00 a.m.

William Mulholland Conference Room – 15th Floor

- | | <u>PRESENTER</u> |
|--|---------------------------------|
| I. OVERVIEW | |
| A. FTA Opening Remarks | Leslie Rogers |
| B. Metro Management Overview | Arthur Leahy |
| C. Financial Plan Status | Terry Matsumoto |
| D. Legal Issues | Charles Safer |
| E. America Fast Forward | Paul Taylor |
| F. General Safety and Security Issues | Vijay Khawani |
| II. METRO PE REPORTS | |
| A. New Starts Projects / Tiger Projects Overview | Martha Welborne |
| B. Transit Project Delivery Overview | Dennis Mori |
| C. Transit Corridor Projects | |
| • Westside Subway Extension | Dennis Mori |
| • Regional Connector Transit Corridor | Girish Roy |
| • Crenshaw/LAX Transit Corridor | Rob Ball |
| III. METRO PLANNING REPORTS | Martha Welborne |
| A. Small Starts Projects | |
| • Wilshire BRT Project | |
| • Gap Closure Project | |
| B. Other Projects | |
| • East San Fernando Valley North South | |
| • Metro Green Line to LAX | |
| • South Bay Metro Green Line Extension | |
| • Eastside Transit Corridor – Phase 2 | |
| • Restoration Historic Streetcar Service | |
| IV. CONSTRUCTION REPORTS | |
| A. Metro Gold Line Eastside Extension | Dennis Mori |
| B. Metro LA CRD (ExpressLanes) Program | Stephanie Wiggins |
| C. Mid-City/Exposition LRT Project – Phase 1 | Eric Olson |
| V. OTHER PROJECTS | |
| A. P2550 / P3010 Rail Vehicle Program | Jesus Montes/
Victor Ramirez |
| B. ARRA Projects | Gladys Lowe |
| VI. FTA ACTION ITEMS | FTA/PMOC |
| VII. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING | |

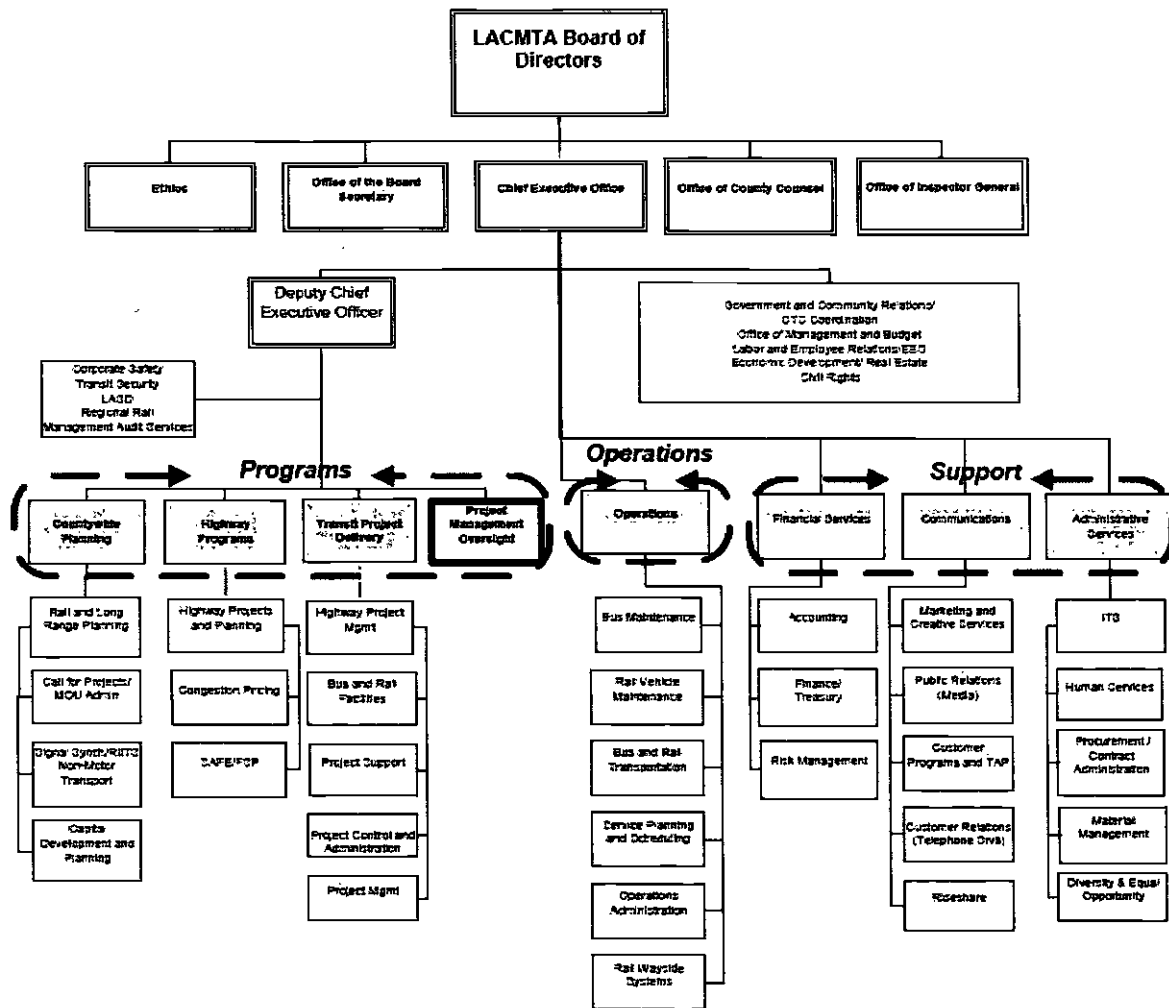
Los Angeles County Metropolitan Transportation Authority

Wednesday, February 29, 2012

William Mulholland Conference Room – 15th Floor

**METRO MANAGEMENT
ORGANIZATION CHART**

Los Angeles County Metropolitan Transportation Authority
FY12 Budget

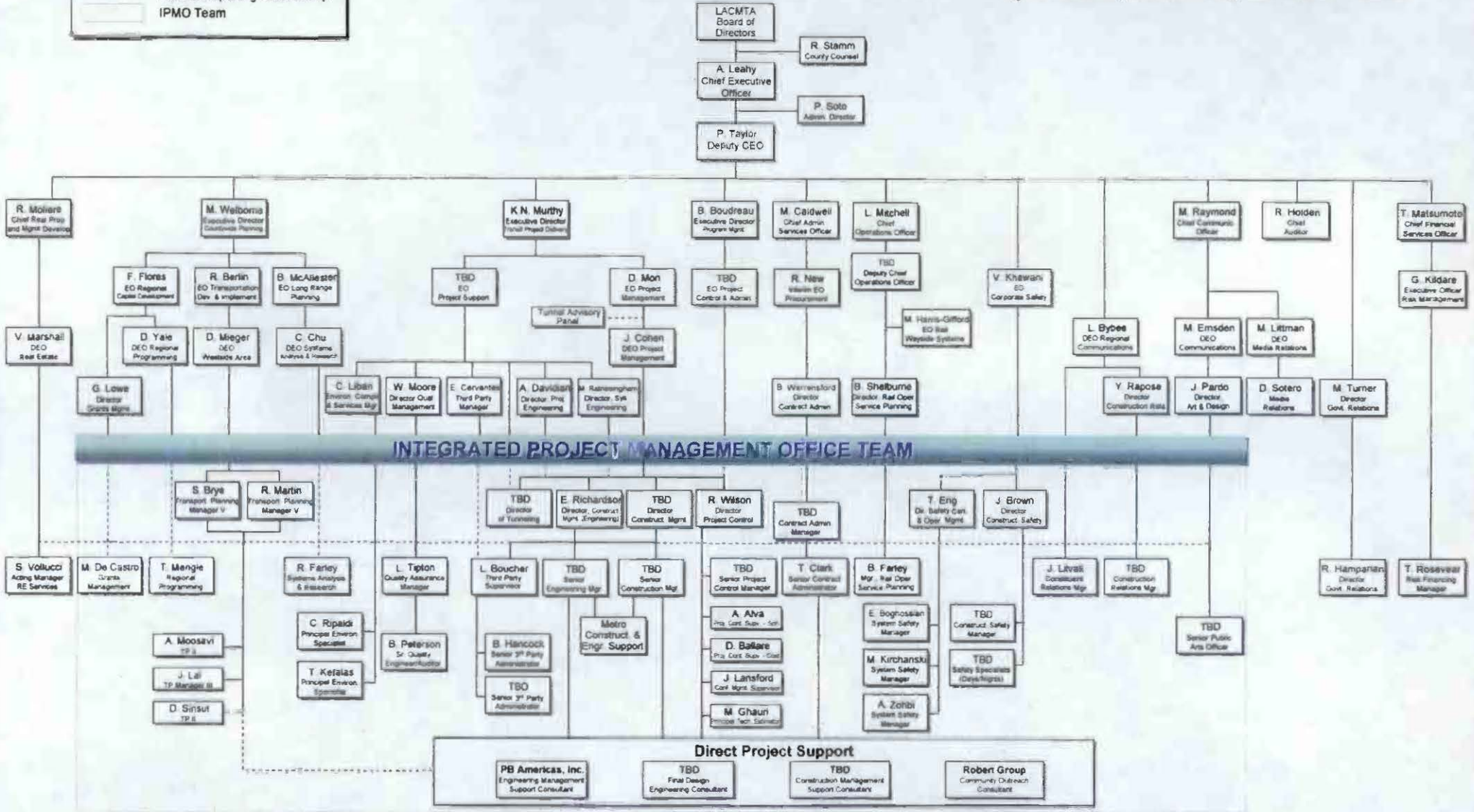


**TRANSIT CORRIDOR PROJ
ORGANIZATION CHARTS**

Westside Subway Extension Project Management Organization Chart

Legend

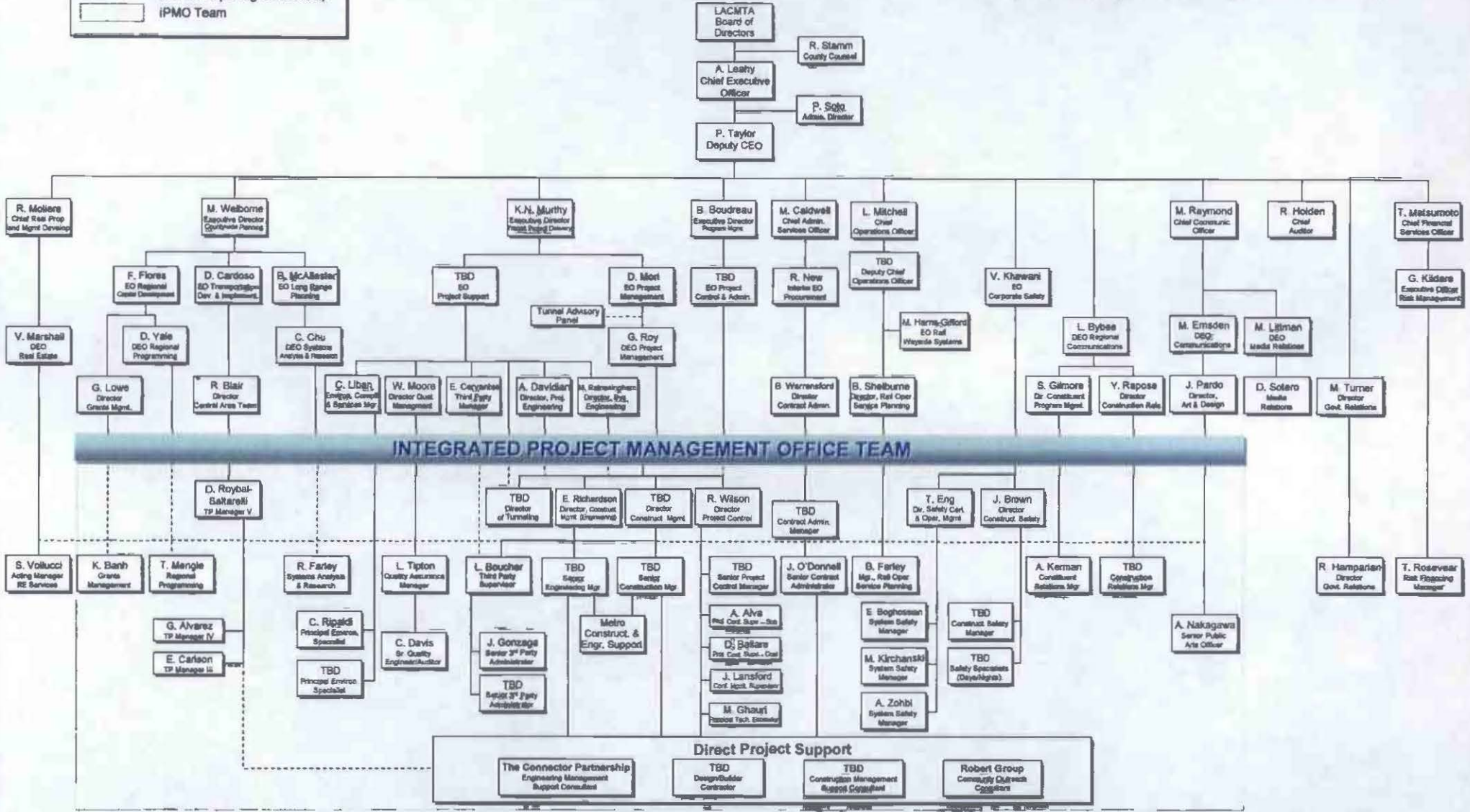
- Direct Reporting Relationship
- - - - - Indirect Reporting Relationship
- IPMO Team



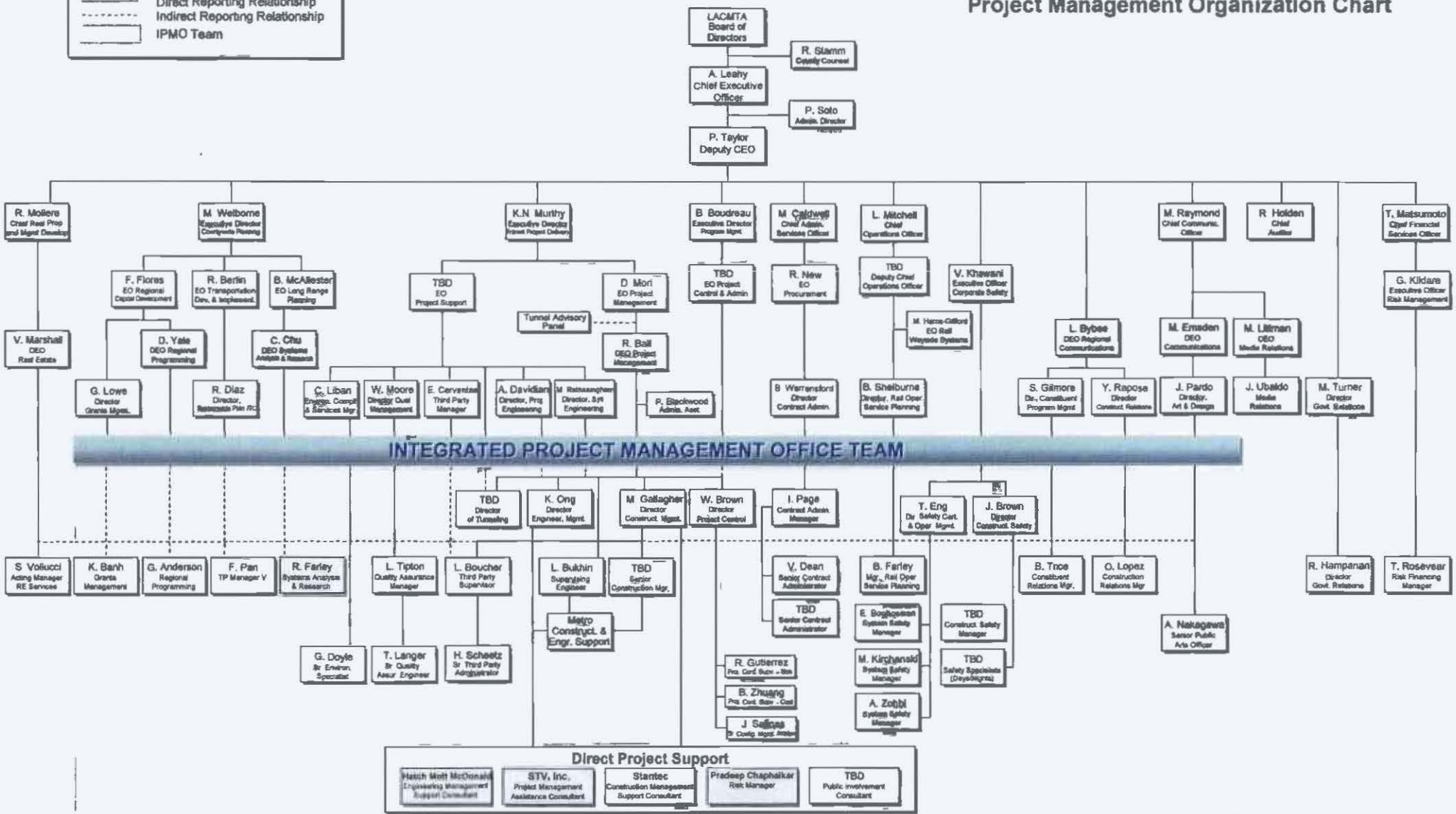
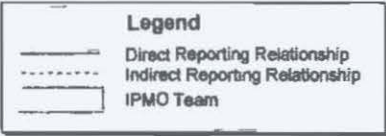
Regional Connector Project Management Organization Chart

Legend

- Direct Reporting Relationship
- - - Indirect Reporting Relationship
- ◻ IPMO Team

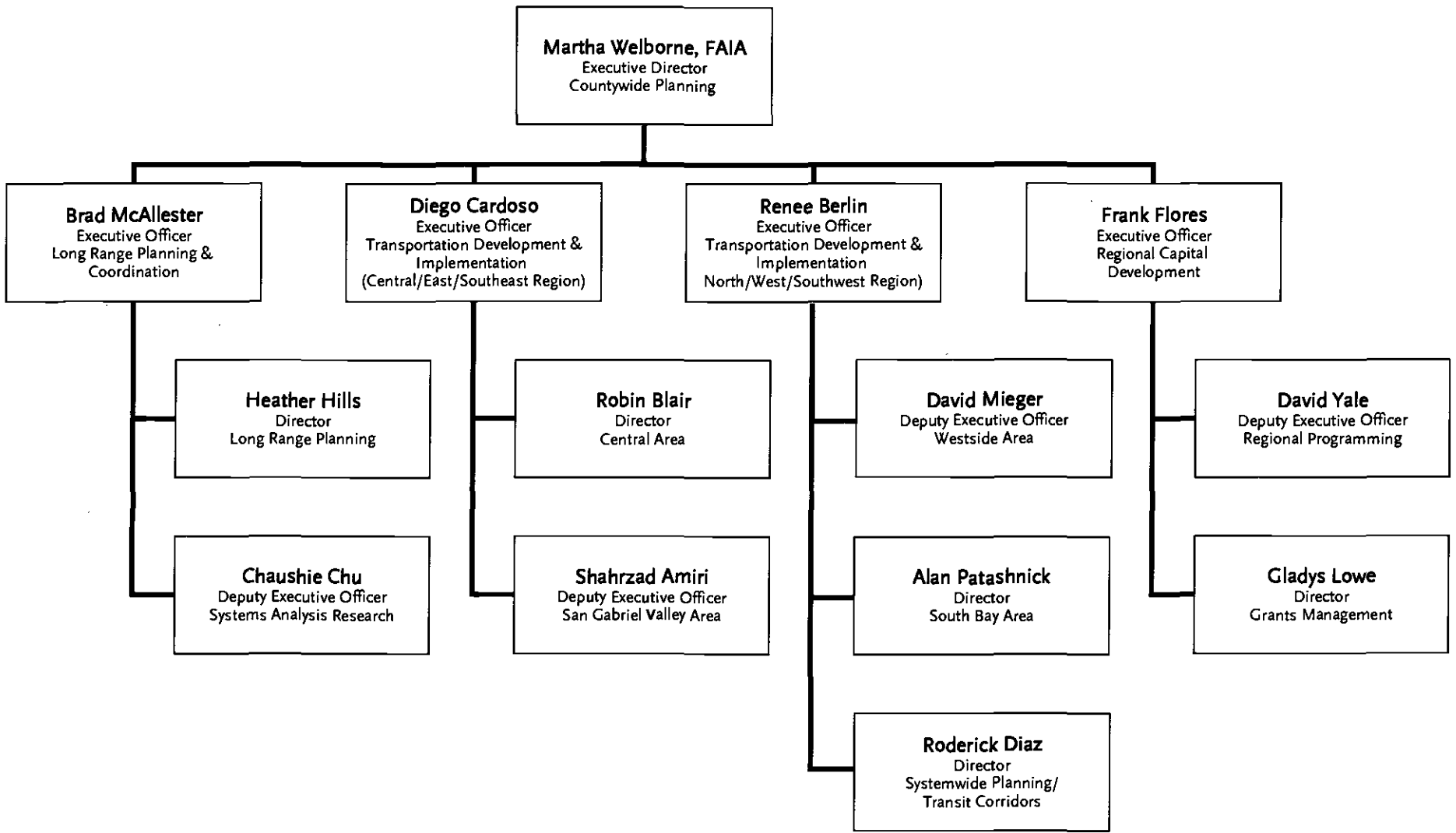


Crenshaw/LAX Transit Corridor Project Management Organization Chart



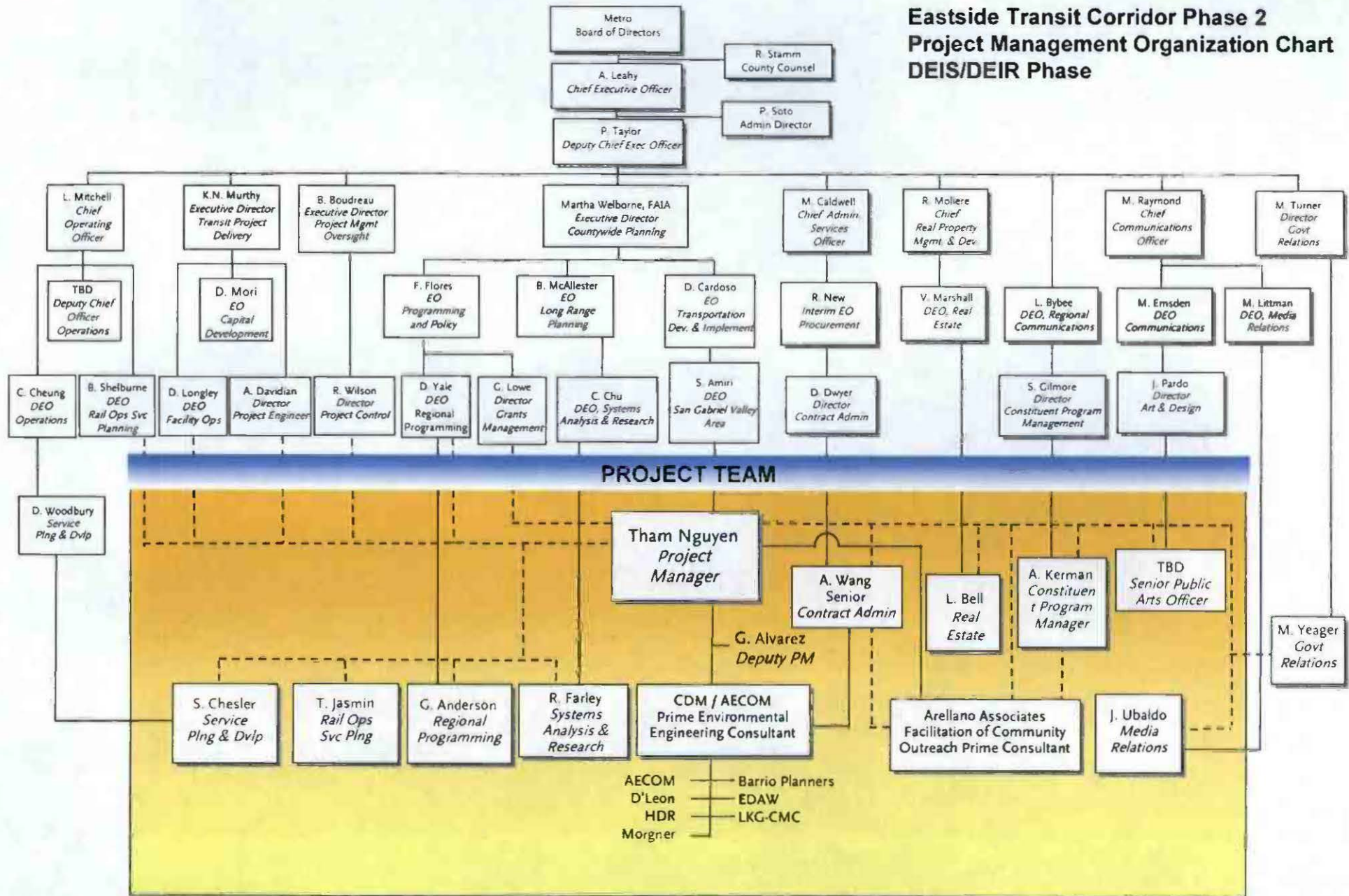
**COUNTYWIDE PLANNING
ORGANIZATION CHARTS**

FY12
Countywide Planning & Development



November 18, 2011

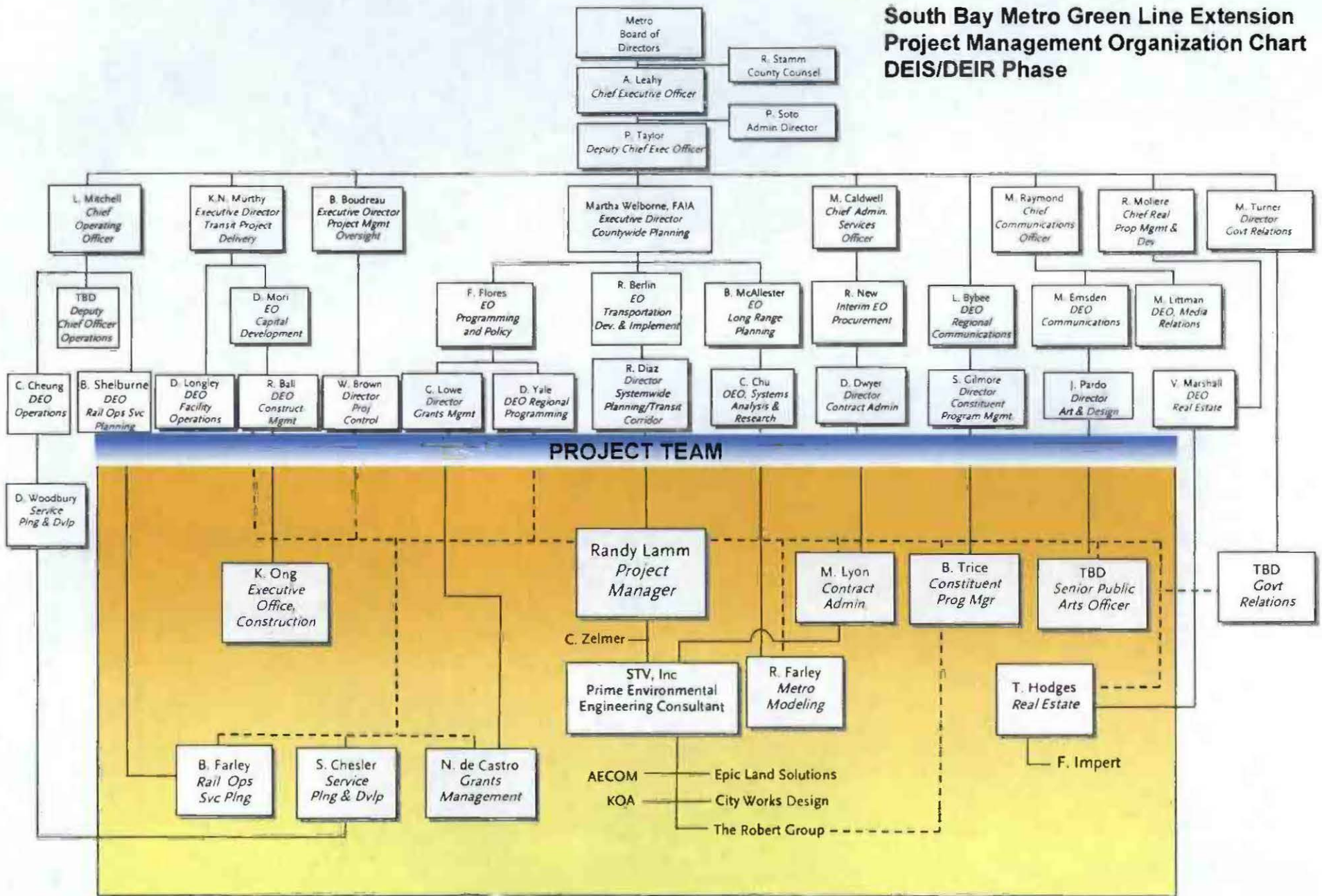
Eastside Transit Corridor Phase 2 Project Management Organization Chart DEIS/DEIR Phase



November 18, 2011

Legend: Indicates Direct Relationship
 Indicates Coordinated Relationship
 Project Team

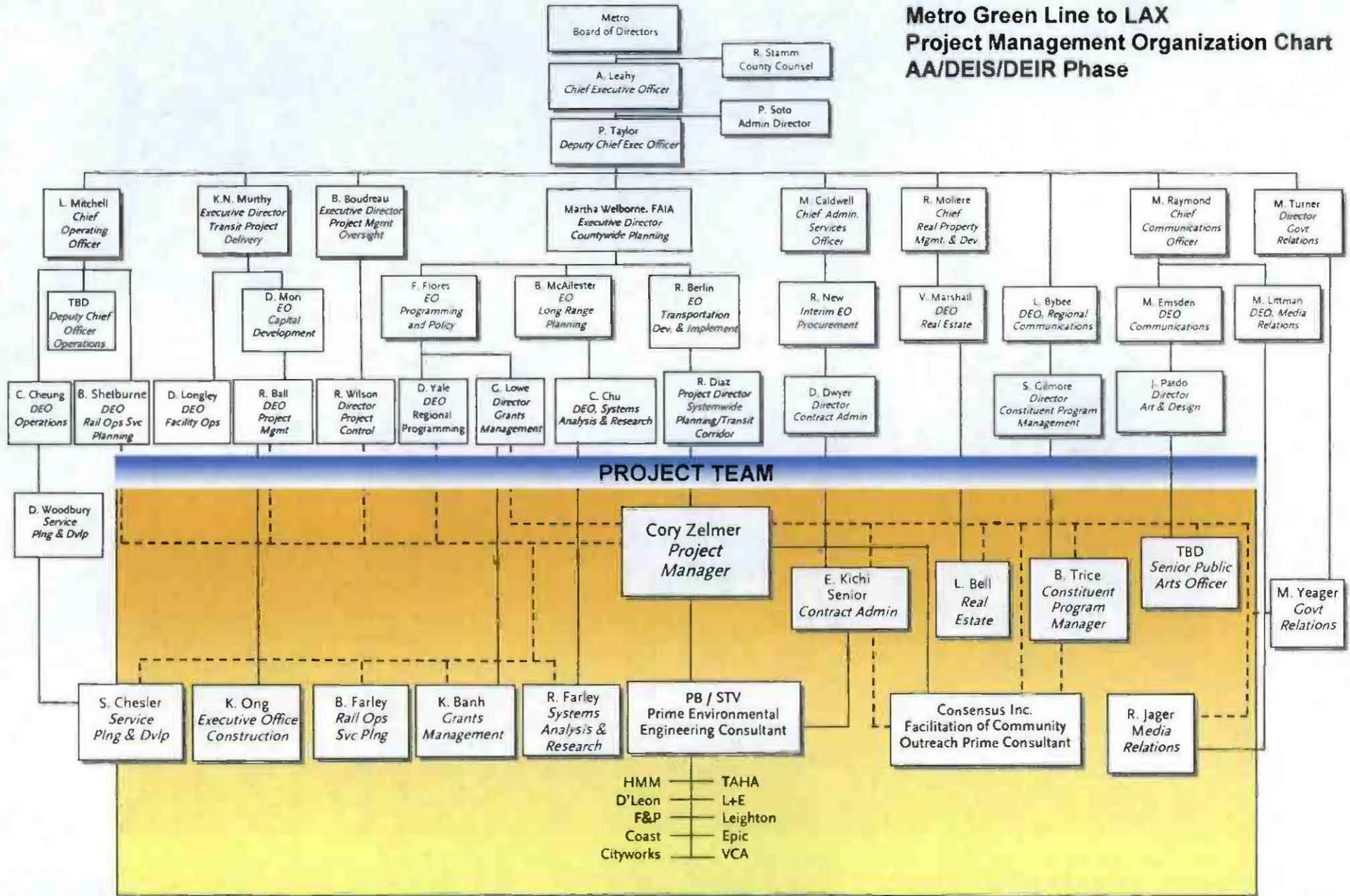
South Bay Metro Green Line Extension Project Management Organization Chart DEIS/DEIR Phase



November 18, 2011

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

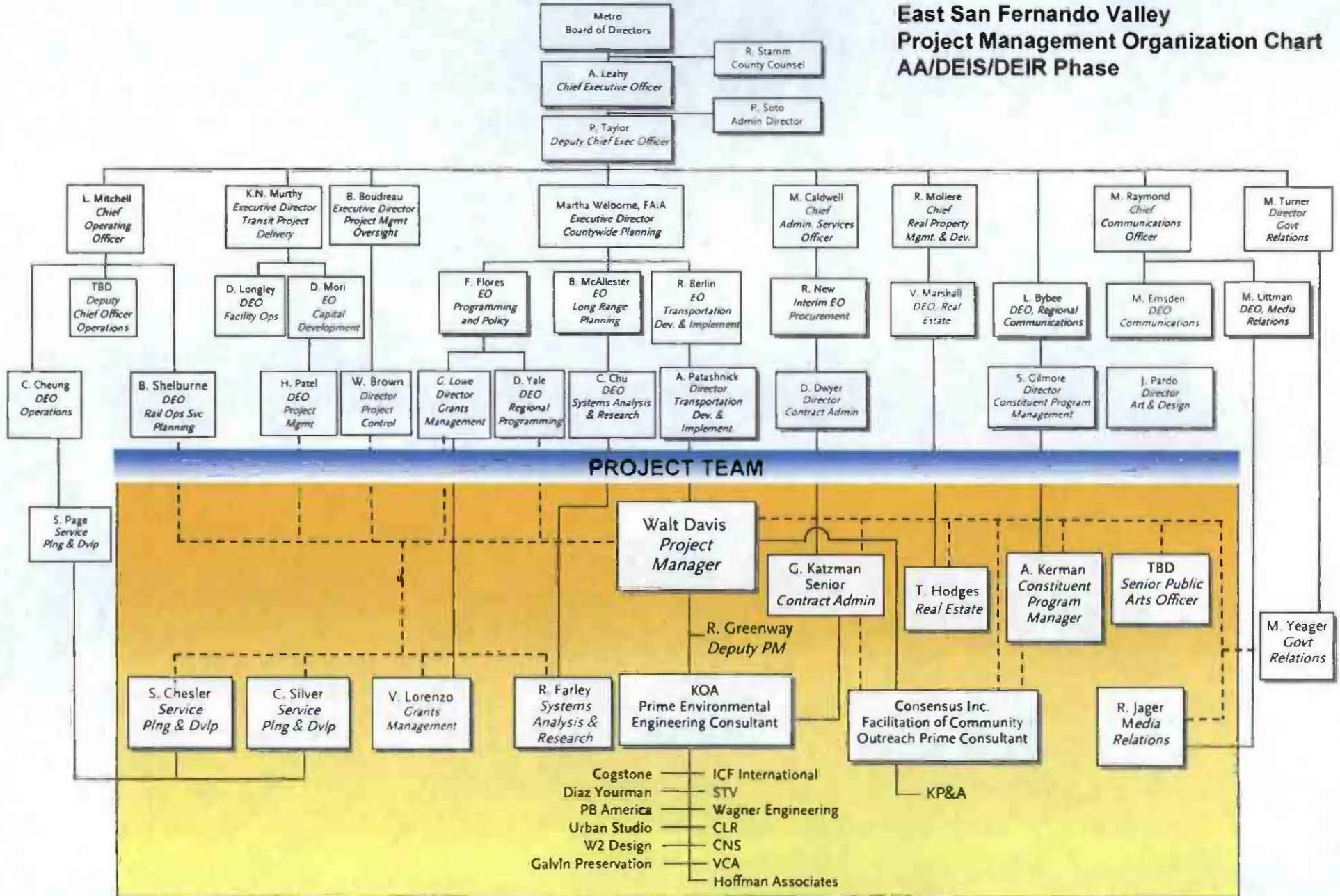
Metro Green Line to LAX Project Management Organization Chart AA/DEIS/DEIR Phase



November 18, 2011

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

East San Fernando Valley Project Management Organization Chart AA/DEIS/DEIR Phase



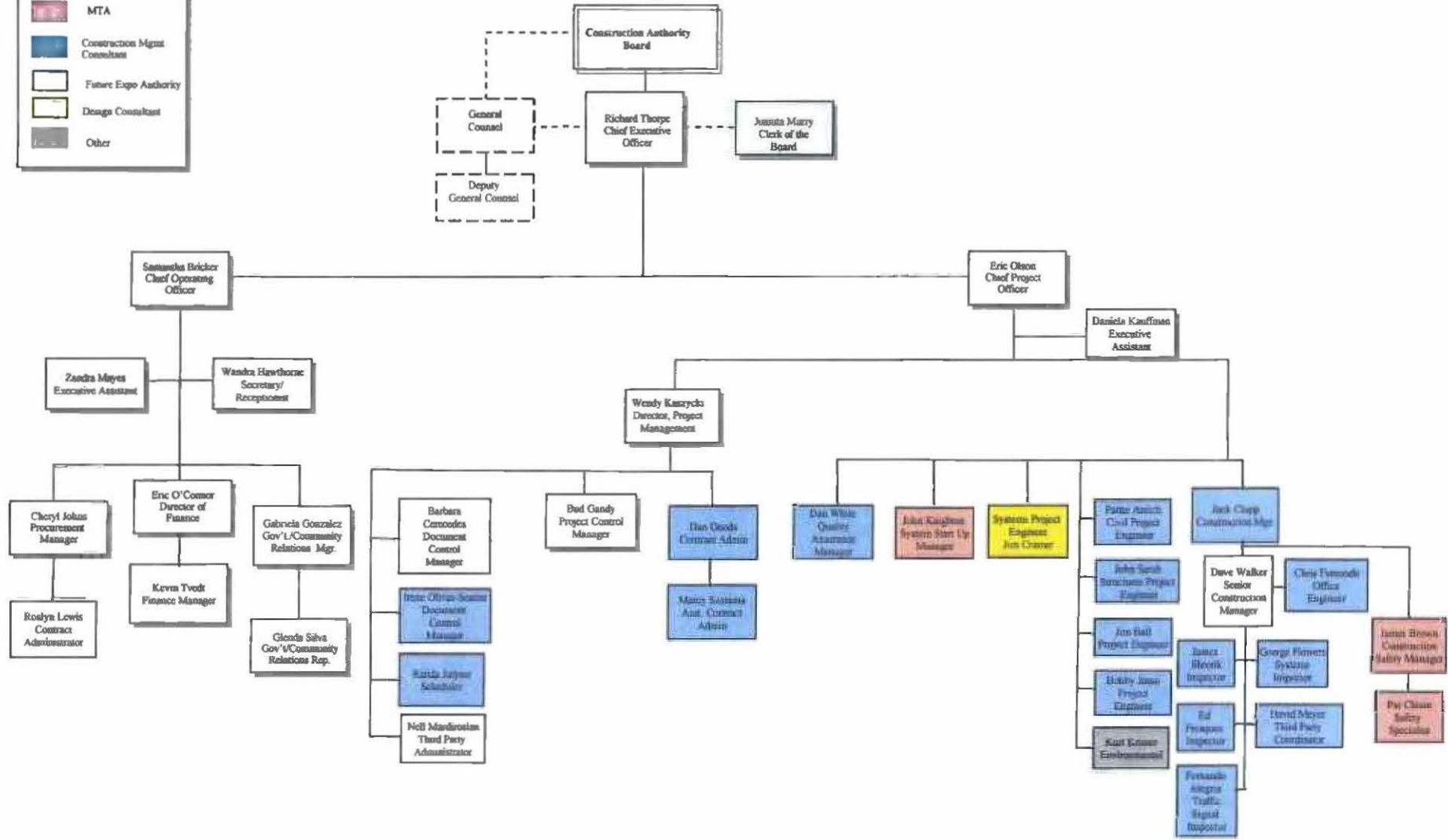
November 18, 2011

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

**EXPOSITION LRT PROJECT
ORGANIZATION CHART**

Construction Authority Organization Chart

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



Major Non-Technical Functions Support

- Risk Events
- Finance
- Planning
- Risk Management
- Human Resources
- HR

AECOM Technical Support

- Systems

Major Technical Support

- Cost Estimating
- Contracts
- Scheduling
- Water Security
- Engineering
- Construction
- Construction Safety

Jacobs/Carver Hargrett CM Support

- Safety Support
- LPS Support
- Estimating
- Change Order Processing

2011 LEGISLATIVE MATRIX

Los Angeles County Metropolitan Transportation Authority
 2011-2012 Government Relations Legislative Matrix
 November 2011

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
Bills are currently being introduced at this time.			
	The November 2010 election saw the passage of both Propositions 22 and 26. Proposition 26, in particular could have devastating impacts on transportation funding because it included a retroactivity clause that could invalidate the sales tax-gas tax swap. Since the election, transportation advocates and members of the Legislature have engaged in discussions regarding the impact of these propositions. One possible resolution to these concerns is to re-enact the set of legislation enacted in 2010. Staff recommends that the Board of Directors adopt a set of principles that would reenact this package.	January 2011 - Support	Pending Budget Committee Action
AB 145 (Galgiani)	Would create the Department of High Speed Trains in the Business Transportation and Housing Agency, retains the Board as the governing entity of the Department and grants to the Department the powers necessary to complete the project	June 2011 - Work with Author	Held under suspension in Senate Appropriations
AB 426 (Lowenthal)	Would authorize MTA's Transit Court to pursue a specific administrative process and also requires the revenues from fines collected from offenses on our system to be deposited in the MTA's general fund.	March 2011 - Support	Chaptered - 100
AB 427 (Pérez)	Would authorize operators that receive funds from the account for intercity passenger rail systems and commuter rail systems to also be eligible for funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies.	April 2011- Work With Author	Chaptered-527
AB 650 (Blumenfield)	Would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century.	March 2011 - Support	Vetoed by Governor
AB 845 (Ma)	Would codify a portion of the California Transportation Commission (CTC) High-Speed Passenger Train Bond Program Guidelines. An act to add Section 2704.76 to the Streets and Highways Code, relating to transportation bond funds.	May 2011 - Support	Senate Inactive File
AB 892 (Carter)	Would delete the repeal date of January 1, 2012, thereby extending the operation of these provisions indefinitely.	April 2011- Support	Chaptered-482
AB 1229 (Feuer)	Would authorize the California Transportation Finance Authority to direct the Treasurer to utilize unrestricted moneys held by the California Transportation Finance Authority to subsidize the payment of interest by those local or regional agencies on revenue bonds issued by those agencies pursuant to these provisions.	March 2011 - Support	Held under submission Senate Appropriations

Los Angeles County Metropolitan Transportation Authority
 2011-2012 Government Relations Legislative Matrix
 November 2011

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 1308 (Miller)	Would allow for Continuous Appropriations from the Highway Users Tax Account in the Transportation Tax Fund in any year in which the Budget Act has not been enacted by July 1 st .	April 2011- Support	Held under submission Assembly Appropriations
AB 1164 (Gordon)	Would authorize the California Department of Transportation (Caltrans) to loan certain unused federal funds to bond funded projects with repayment to be made when state bonds are sold.	July 2011 - Staff Recommend a Board SUPPORT IF AMENDED position	Chaptered-406

Los Angeles County Metropolitan Transportation Authority
 2011-2012 Government Relations Legislative Matrix
 November 2011

STATE SENATE

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
Bills are currently being introduced at this time.			
	The November 2010 election saw the passage of both Propositions 22 and 26. Proposition 26, in particular could have devastating impacts on transportation funding because it included a retroactivity clause that could invalidate the sales tax-gas tax swap. Since the election, transportation advocates and members of the Legislature have engaged in discussions regarding the impact of these propositions. One possible resolution to these concerns is to re-enact the set of legislation enacted in 2010. Staff recommends that the Board of Directors adopt a set of principles that would reenact this package.	January 2011 - Support	Pending Budget Committee Action
SB 214 (Wolk)	Would repeal the infrastructure financing districts requirement of voter approval and authorizes the legislative body to create the district, adopt the plan, and issue the bonds by resolutions, these districts must cease on or before 40 years.	April 2011- Work With Author	Inactive File Assembly Local Government
SB 517 (Lowenthal)	Would move the existing California High-Speed Rail Authority into the Business Transportation and Housing Agency, requires reappointment of the Authority board and places ethics restrictions on the Authority.	June 2011 - WORK WITH AUTHOR	Held in Committee under submission
SB 582 (Emmerson)	Would authorize a metropolitan planning organization jointly with the local air quality management district to adopt a commute benefit ordinance.	April 2011- Neutral Work With Author	Vetoed by Governor
SB 693 (Dutton)	Would expand existing state authority for Public Private Partnerships.	April 2011- Support Work With Author	Senate Transportation and Housing Committee
SB 862 (Lowenthal)	Would establish the Southern California Goods Movement Authority consisting of representatives from specified entities.	April 2011- Oppose Work With Author	Senate Transportation and Housing Committee
SB 867 (Padilla)	Would establish the Build California Bonds Program to be administered by the California Transportation Finance Authority.	March 2011 - Support	Senate Transportation and Housing Committee

Los Angeles County Metropolitan Transportation Authority
 2011-2012 Government Relations Legislative Matrix
 November 2011

STATE SENATE

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 907 (Evans)	Would create the Master Plan for Infrastructure Financing and Development Commission	April 2011- Support	Assembly Jobs, Economic Development and the Economy Committee
SB 910 (Lowenthal)	Would create standards for vehicles attempting to pass bicycles on a highway and penalty amounts for a violation. Would require the driver of a vehicle, when passing a bicyclist, to allow three feet of space between the vehicle and the bicyclist when a road does not have adequate width to accommodate motorist and bicyclist.	July 2011 – Staff Recommend a Board SUPPORT position	In Senate Consideration of Governor veto pending

Los Angeles County Metropolitan Transportation Authority
 2011-2012 Government Relations Legislative Matrix
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><u>Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU)</u></p>	<p>Metro has worked with regional and statewide stakeholders to build a broad consensus on fundamental principles to incorporate in the authorization legislation that will replace SAFETEA-LU. This consensus is outlined in the <u>Southern California Surface Transportation Reauthorization Consensus Document</u> and the <u>California Consensus on Federal Transportation Authorization Plan</u> that are included in this board report. Metro’s authorization priorities are accurately captured in these two documents and can be squarely placed in four distinct categories:</p> <ul style="list-style-type: none"> ▪ Funding: Metro’s goal is to dramatically increase the amount of federal funding dedicated to the next surface transportation bill. SAFETEA-LU failed to deliver the resources necessary to dramatically improve mobility in Los Angeles County. ▪ Reform of Existing Programs: For example, Metro is seeking a dramatic reform of the New Starts and Rail Modernization Programs which fund the creation new transit systems and help maintain rail cars on our current rail system. ▪ Endorse the creation of a Goods Movement Trust Fund; This new fund, modeled after the existing Highway Trust Fund, would include a return to source clause to ensure that resources from this fund would be used in areas most impacted by the movement of goods, like Los Angeles County. ▪ Priority Metro Projects: Seek the inclusion of Metro priority projects in the authorization bill to replace SAFETEA-LU. 	<p>April 2009 Support</p> <p>Currently bill extended until September 2011</p>
<p><u>Statewide Transportation Principles</u></p>	<p>The California Consensus on Federal Transportation Authorization is a broadly worded document that outlines seven critical areas of special concern to our state with respect to the new surface transportation authorization bill to be considered by Congress later this year. Given the need to secure a general consensus among statewide stakeholders, this document does not delve into specifics. Rather, it represents broad agreement on a basic set of principles that all major transportation stakeholders in California can support in the months to come. Below is a summary of the seven principles outlined in the California Consensus on Federal Transportation Authorization plan.</p> <ol style="list-style-type: none"> 1. Ensure the financial integrity of the Highway and Transit Trust Funds. 2. Rebuild and maintain California’s existing network of highways and bridges and transit systems. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Establish a special federal program to improve congestion in major metropolitan areas. 5. Strengthen the federal commitment to safety and security, consistent with California’s existing Strategic Highway Safety Plan. 6. Provide federal funding to mitigate the air, water and other environmental impacts of transportation projects. 7. Streamline federal regulations in order to streamline project delivery for highway and transit 	<p>April 2009 Support</p>

Los Angeles County Metropolitan Transportation Authority
 2011-2012 Government Relations Legislative Matrix
 November 2011

projects.

Los Angeles County Metropolitan Transportation Authority
 2011-2012 Government Relations Legislative Matrix
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><u>Southern California Reauthorization of Federal Surface Transportation Principles by Stakeholders and Transportations Commissions of San Diego, Riverside, San Bernardino, Orange and Ventura Counties, along with the Ports of Los Angeles and Long Beach, Los Angeles World Airports, SCRRA (Metrolink) and Southern California Association of Governments</u></p>	<p>Metro staff has been working closely with transportation agencies in the counties of Orange, Riverside, San Bernardino, San Diego and Ventura, and with the Southern California Association of Governments, Southern California Regional Rail Authority (Metrolink) and the South Coast Air Quality Management District to prepare a document outlining a regional, Southern California-specific agenda for the legislation that will replace the existing surface transportation authorization bill, the Safe Accountable Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). We also are collaborating with Mobility 21 to ensure that the broad consensus on the authorization of a new transportation bill is extended to stakeholders in the private sector, including area Chambers of Commerce.</p> <p>Below is a summary of the eight principles outlined in the Southern California Authorization Consensus Document.</p> <ol style="list-style-type: none"> 1. Encourage a strong federal commitment to rail security, including assistance in instituting Positive Train Control on the Metrolink rail network. 2. Support the reforms needed to ensure a reliable and viable federal source of funding for transportation projects and programs. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Encourage additional support for programs, like the Congestion Mitigation and Air Quality Program that simultaneously improves our environment and reduces congestion. 5. Ensure that transportation related discretionary funds are distributed based on proven performance measures so precious resources are not spent on weak programs and projects. 6. Reform the New Starts and Small Starts programs. 7. Support the creation of a new federal program for major metropolitan areas. 8. Increase the effectiveness of federal programs related to seniors and the disabled, bicycle-pedestrian paths, transit oriented development, clarify federal rules related to public private partnerships among other recommended reforms. 	<p>April 2009 Support</p>

Los Angeles County Metropolitan Transportation Authority
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 November 2011

LACMTA Innovative Financing Proposals	A wide range of organizations, Senate and House Elected officials and Obama Administration representatives have received LACMTA information on our innovative financing proposal to accelerate our highway and transit projects.	Within LACMTA 2011 Legislative program December 9, 2010 Support
HR 1123 (Richardson)	H.R. 1123 would raise the authorized amount from TIFIA from the current level of \$122 million annually to \$375 million for each of the fiscal years 2011 through 2015. It also increases the maximum TIFIA share of project financing from the current rate of 33% to 49%. And, finally it authorizes the U.S. Department of Transportation to offer a limited hedge to protect TIFIA project sponsors receiving an upfront contingent credit commitment.	April 2011-Support Subcommittee on Highways and Transit, House Transportation and Infrastructure Committee

FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
HR 2766 (Miller) Breaking Down Barriers (OCTA)	OCTA began a dialogue with congressional leaders and representatives of the U.S. Department of Transportation (USDOT) to explore the subject of expediting the current federal project delivery process. This dialogue was initiated during the current economic downturn and in the context of finding a path forward where projects that are currently tied up in "red tape" can move to construction, thereby enabling employment opportunities for thousands of southland residents and thousands of other workers across the nation whose livelihood is directly tied to the construction of transportation projects. OCTA labeled their effort to expedite the federal project delivery process: Breaking Down Barriers.	April 2011-Support House Committee on Transportation and Infrastructure: Referred to the Subcommittee on Highways and Transit.

KEY LEGAL ACTIONS



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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ANDREA SHERIDAN ORDIN
County Counsel

October 13, 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 September 30, 2011, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 974-1203.

Very truly yours,

ANDREA SHERIDAN ORDIN
County Counsel

By

ROBERT B. REAGAN
Principal Deputy County Counsel
General Litigation Division

RBR:ibd

Attachments

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

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of September 30, 2011

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.	Case settled on April 28, 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.	Case settled on April 28, 2011.
Gerlinger (MTA) v. Parsons Dillingham consolidated with MTA v. Parson Dillingham	BC150298, etc. BC179027	MOS-1 and CA-03-0341, CA-90-X642 MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting. In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Court issued its Statement of Decision in favor of MTA. Case referred to accounting referee.
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.	Plaintiff dismissed federal claims. Refilled in state court, case management conference scheduled for October 31, 2011. Parker, Milliken associated in as counsel on September 30, 2011. Notice of Related Case filed on August 18, 2011. This case was related to Patricia Hudson v. LACMTA , Melvin Spicer v. LACMTA and Adela Lomeli v. LACMTA (TC025507).

<p>Hudson, Patricia v. LACMTA</p>	<p>TC023672</p>		<p>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.</p>	<p>Notice to potential class members will begin in October 2011. Notice to be given by an independent administrator (Desmond, Marcello & Amster) to determine if potential class members want to opt out of having their contact information turned over to plaintiffs' attorneys. Discovery continues. Next status conference is scheduled for October 24, 2011. Notice of related cases re: Judy B. Griffin v. LACMTA, Francisco Serrano v. LACMTA and Adela Lomeli v. LACMTA were filed in this court on August 18, 2011.</p>
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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.	Plaintiff dismissed federal claims. Refilled in state court on July 1, 2011. Case management conference and OSC for failure to file proof of service scheduled for October 21, 2011. Parker, Milliken associated in as counsel on September 30, 2011. Notice of Related Case filed on August 18, 2011. This case was related to Patricia Hudson v. LACMTA , Melvin Spicer v. LACMTA and Adela Lomeli v. LACMTA (TC025507).
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Spicer, Jr., Melvin v. LACMTA	BC448847		<p>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.</p> <p>The Initial Status Conference in the matter is set for February 28, 2011. No other court dates have been scheduled.</p>	<p>Discovery continues. Notice to potential class members will begin in October 2011. Notice to be given by an independent administrator (Desmond, Marcello & Amster) to determine if potential class members want to opt out of having their contact information turned over to plaintiffs' attorneys. Discovery continues. Next status conference is scheduled for October 24, 2011. Notice of related cases re: Judy B. Griffin v. LACMTA, Francisco Serrano v. LACMTA and Adela Lomeli v. LACMTA were filed in this court on August 18, 2011.</p>
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	<p>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.</p>	<p>Post Judgment motions notices of appeal filed.</p>

**ADVANCED LAND
ACQUISITION PROGRAM**

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

STATUS REPORT AS OF SEPTEMBER 30, 2011

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.

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

Operations have paved the lot for use as a temporary bus layover area. The site is now used by Metro Bus Operations as a bus driver training location. 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 – NO CHANGE

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

Parcel A1-021 – NO CHANGE

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. Construction of the new material storage facility has been completed and is now occupied. However, this property is still required to accommodate the storage of materials and will not be declared surplus. 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 construction is continuing.

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. Design and other pre-development work for Phase B have commenced and the developer continues its work to secure financing for the project.

Updated October 2011

**METRO OPERATIONS
PERFORMANCE REPORT**

Los Angeles County
Metropolitan Transportation Authority

METRO OPERATIONS MONTHLY PERFORMANCE REPORT

SEPT 2011



Metro

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Attendance	14
Maintenance Attendance	
Bus Cleanliness	15
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On-time Service	
In-Service On-Time Performance	
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Bus Accidents per 100,000 Hub Miles	
Bus Passenger Accidents per 100,000 Boardings	
Rail Accidents per 100,000 Revenue Train Miles	
Rail Passenger Accidents per 100,000 Boardings	
OSHA Injuries per 200,000 Exposure Hours	
Lost Work Days Paid per 200,000 Exposure Hours	
Customer Satisfaction	29
Complaints per 100,000 Boardings	
New Workers' Compensation Claims	31
New Workers' Compensation Claims per 200,000 Exposure Hours	
OSHA Injuries Filed per 200,000 Exposure Hours	
Number of Lost Work Days Paid per 200,000 Exposure Hours	
"How You Doin'?" Incentive Program	38
Monthly Metro Bus & Metro Rail	
Quarterly Metro Bus & Metro Rail	

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. Metro Bus systemwide 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	FY06	FY07	FY08	FY09	FY10	FY11	FY12 Target	FY12 YTD	Sep Month	Status
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,274	3,532	3,137	3,137	3,222	3,523	3,650	3,523	3,652	◇
No. of unaddressed road calls		1,116*	824	386	305	125		34	4	
Mean Miles Between Total Road Calls (MMBTRC) **		1,245	1,137	1,290	1,566	2,052	1,556	2,144	2,159	●
In-Service On-time Performance ***	64.35%**	63.77%	64.05%	66.25%	72.33%	75.71%	85.00%	77.09%	75.20%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	3.47	3.06	3.08	3.23	3.10	3.48	3.52	◇
Number of "482 alleged accidents"	0	53	240	216	245	18		51	15	
Complaints per 100,000 Boardings	2.41	2.46	2.57	2.76	2.61	2.53	2.20	2.98	3.33	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.27	11.11	11.54	9.30	10.36	13.43	12.50	Aug YTD 12.51	Aug 13.91	●
** No FY11 MMBTRC target. FY10 target used. *** Div 15 Nov.										
Division 1										
MMBMF	2,409	3,757	2,960	2,640	2,831	2,609	3,650	3,017	3,274	◇
No. of unaddressed road calls		138*	311	62	36	3		1	0	
MMBTRC		932	908	1,166	1,354	1,540	1,556	1,798	1,790	●
In-Service On-time Performance	71.06%	68.02%	67.55%	71.05%	76.61%	78.85%	85.00%	81.25%	79.63%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	3.41	3.02	3.07	3.42	3.10	2.58	1.49	●
Number of "482 alleged accidents"	0	6	36	22	49	6		0	0	
Complaints per 100,000 Boardings	1.92	1.89	1.90	1.85	1.89	1.85	2.20	1.81	2.01	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	10.92	8.48	7.59	9.92	12.52	14.10	12.50	Aug YTD 10.09	Aug 4.92	◇
Division 2										
MMBMF	2,660	2,598	2,707	2,608	2,714	3,378	3,650	3,241	3,562	◇
No. of unaddressed road calls		32*	11	44	29	8		3	0	
MMBTRC		1,097	1,039	1,255	1,475	1,721	1,556	1,688	1,758	●
In-Service On-time Performance	72.71%	67.99%	68.60%	72.72%	77.24%	73.89%	85.00%	75.00%	73.44%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	3.67	3.43	3.16	3.56	3.10	3.53	5.51	◇
Number of "482 alleged accidents"	0	1	15	25	23	4		5	0	
Complaints per 100,000 Boardings	1.42	1.64	1.93	2.03	1.87	2.02	2.20	1.99	2.43	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.97	13.36	14.82	11.14	12.93	16.66	12.50	Aug YTD 20.01	Aug 30.80	●
Division 3										
MMBMF	2,690	2,838	2,573	2,552	2,770	2,909	3,650	2,715	2,926	◇
No. of unaddressed road calls		58*	45	23	24	7		0	0	
MMBTRC		1,239	1,132	1,303	1,555	1,967	1,556	2,046	2,131	●
In-Service On-time Performance	70.05%	65.35%	66.83%	69.78%	76.81%	77.71%	85.00%	79.13%	76.59%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	4.24	3.60	3.39	3.28	3.10	3.31	3.22	◇
Number of "482 alleged accidents"	0	3	9	0	0	0		1	1	
Complaints per 100,000 Boardings	1.83	2.12	2.14	2.69	2.65	2.51	2.20	2.69	3.31	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.36	10.06	12.81	9.50	8.84	11.61	12.50	Aug YTD 15.80	Aug 17.97	◇

Measurement	FY06	FY07	FY08	FY09	FY10	FY11	FY12 Target	FY12 YTD	Sep Month	Status
Division 5										
MMBMF		3,580	3,227	3,314	3,493	3,643		3,066	3,129	◇
No. of unaddressed road calls	3,656	57*	26	16	4	2	3,650	2	0	◇
MMBTRC		1,459	1,130	1,420	1,712	2,053	1,556	1,689	1,662	●
In-Service On-time Performance	61.85%	63.83%	63.35%	64.43%	67.82%	74.63%	85.00%	78.37%	75.97%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	5.11	4.32	4.44	4.42	3.10	5.18	3.76	◇
Number of "482 alleged accidents"	0	13	35	29	30	0		6	0	◇
Complaints per 100,000 Boardings	1.87	1.71	1.46	1.88	1.90	1.84	2.20	1.81	2.30	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.68	14.89	15.96	12.75	14.78	12.43	12.50	Aug YTD 12.47	Aug 18.97	●
Division 6										
MMBMF		4,456	3,756	7,186	7,816	11,021		14,826	16,597	●
No. of unaddressed road calls	6,279	30*	32	11	8	1	3,650	0	0	●
MMBTRC		1,063	899	1,307	2,172	3,008	1,556	3,706	3,112	●
In-Service On-time Performance	57.20%	53.28%	53.12%	56.98%	68.27%	89.28%	85.00%	78.05%	77.11%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	3.86	4.13	5.01	5.06	3.10	8.58	10.04	◇
Number of "482 alleged accidents"	0	1	3	1	4	0		0	0	◇
Complaints per 100,000 Boardings	2.52	2.10	2.70	3.55	2.86	3.17	2.20	1.72	2.18	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.43	15.02	11.77	7.86	5.95	8.26	12.50	Aug YTD 27.66	Aug 26.56	◇
Division 7										
MMBMF		3,468	3,327	3,399	2,997	3,106		3,302	3,133	◇
No. of unaddressed road calls	2,947	64*	84	99	101	18	3,650	6	1	◇
MMBTRC		1,118	981	1,039	1,217	1,644	1,556	1,736	1,614	●
In-Service On-time Performance	61.78%	58.01%	57.66%	62.15%	68.38%	74.47%	85.00%	73.77%	72.50%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	4.10	3.83	3.55	3.85	3.10	4.44	6.122	◇
Number of "482 alleged accidents"	0	5	36	28	52	2		16	6	◇
Complaints per 100,000 Boardings	2.87	2.98	3.00	2.88	2.56	2.40	2.20	3.46	3.56	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	15.76	12.09	13.42	7.80	9.64	13.04	12.50	Aug YTD 3.30	Aug 6.45	●
Division 8										
MMBCMF		3,912	2,944	3,473	4,596	6,600		6,383	6,574	●
No. of unaddressed road calls	3,836	258*	100		0	0	3,650	1	0	●
MMBTRC		1,537	1,333	1,707	2,445	4,348	1,556	4,685	4,824	●
In-Service On-time Performance	68.23%	67.48%	68.50%	69.28%	75.99%	79.00%	85.00%	79.85%	76.96%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	1.99	1.87	2.29	2.87	3.10	3.13	4.03	◇
Number of "482 alleged accidents"	0	1	18	12	17	0		4	1	◇
Complaints per 100,000 Boardings	3.37	2.75	2.64	3.01	2.97	2.84	2.20	3.49	4.09	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.81	16.14	15.03	12.45	11.20	17.35	12.50	Aug YTD 21.35	Aug 17.93	◇
Division 9										
MMBMF		4,087	4,119	4,267	4,673	5,126		5,015	5,000	●
No. of unaddressed road calls	4,585	30*	88	62	66	11	3,650	7	0	●
MMBTRC		2,099	1,989	2,425	2,918	3,489	1,556	3,641	3,802	●
In-Service On-time Performance	67.01%	66.22%	66.84%	70.01%	75.89%	76.33%	85.00%	78.23%	78.08%	◇
Bus Traffic Accidents Per 100,000 Miles	-	-	2.46	2.07	2.01	1.81	3.10	1.70	1.55	●
Number of "482 alleged accidents"	0	4	20	14	3	0		3	2	●
Complaints per 100,000 Boardings	2.61	2.24	2.98	3.18	3.21	3.50	2.20	4.23	4.89	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	14.34	17.30	8.35	14.07	10.03	15.30	12.50	Aug YTD 18.27	Aug 15.52	◇

Measurement	FY06	FY07	FY08	FY09	FY10	FY11	FY12 Target	FY12 YTD	Sep Month	Status
Division 10										
MMBMF										
No. of unaddressed road calls	3,723	3,702 61*	3,028 0	2,947 1	2,594 11	2,392 58	3,650	2,554 9	2,899 0	◊
MMBTRC		1,197	1,044	1,015	1,129	1,446	1,556	1,633	1,798	◊
In-Service On-time Performance	60.73%	58.61%	56.63%	61.90%	68.98%	71.93%	85.00%	72.50%	72.19%	◊
Bus Traffic Accidents Per 100,000 Miles	-	-	4.47	3.87	4.02	3.93	3.10	4.07	4.23	◊
Number of "482 accidents"	0	8	31	32	33	4	3.10	11	3	◊
Complaints per 100,000 Boardings	2.23	2.48	2.99	2.59	2.08	2.12	2.20	2.81	3.15	◊
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	3.80	14.02	14.74	7.49	10.76	10.58	12.50	Aug YTD 10.21	Aug 15.59	●
Division 15										
MMBCMF										
No. of unaddressed road calls	2,996	3,420 174*	2,933 53	3,003 1	3,357 6	4,097 0	3,650	3,875 0	3,538 0	●
MMBTRC		1,175	1,151	1,291	1,747	2,507	1,556	2,618	2,391	●
In-Service On-time Performance	63.84%**	64.41%	66.85%	69.06%	74.62%	76.84%	85.00%	77.04%	74.73%	◊
Bus Traffic Accidents Per 100,000 Miles	-	-	2.98	2.45	2.67	2.84	3.10	3.04	2.66	●
Number of "482 alleged accidents"	0	2	14	26	15	0	3.10	2	0	●
Complaints per 100,000 Boardings	3.14	3.16	3.05	3.08	2.98	3.01	2.20	3.67	3.89	◊
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	10.41	12.44	10.58	11.89	14.11	11.73	12.50	Aug YTD 18.37	Aug 21.19	◊
*Jan-June '07 ** Div 15 excluded (Nov. '05 data excluded)--No										
Division 18										
MMBCMF										
No. of unaddressed road calls	3,712	4,008 214*	3,563 74	3,421 55	2,917 20	3,506 17	3,650	3,742 5	4,023 3	●
MMBTRC		1,174	1,109	1,090	1,292	1,839	1,556	1,980	2,047	●
In-Service On-time Performance	57.31%	61.19%	60.88%	60.66%	66.12%	70.63%	85.00%	75.56%	73.77%	◊
Bus Traffic Accidents Per 100,000 Miles	-	-	3.08	2.72	2.67	3.32	3.10	4.16	3.43	◊
Number of "482 alleged accidents"	0	5	14	27	19	2	3.10	3	2	◊
Complaints per 100,000 Boardings	3.07	3.29	3.72	4.46	4.19	3.42	2.20	4.05	4.18	◊
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.63	8.50	14.70	8.95	11.06	13.65	12.50	Aug YTD 16.41	Aug 18.63	◊

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

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

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

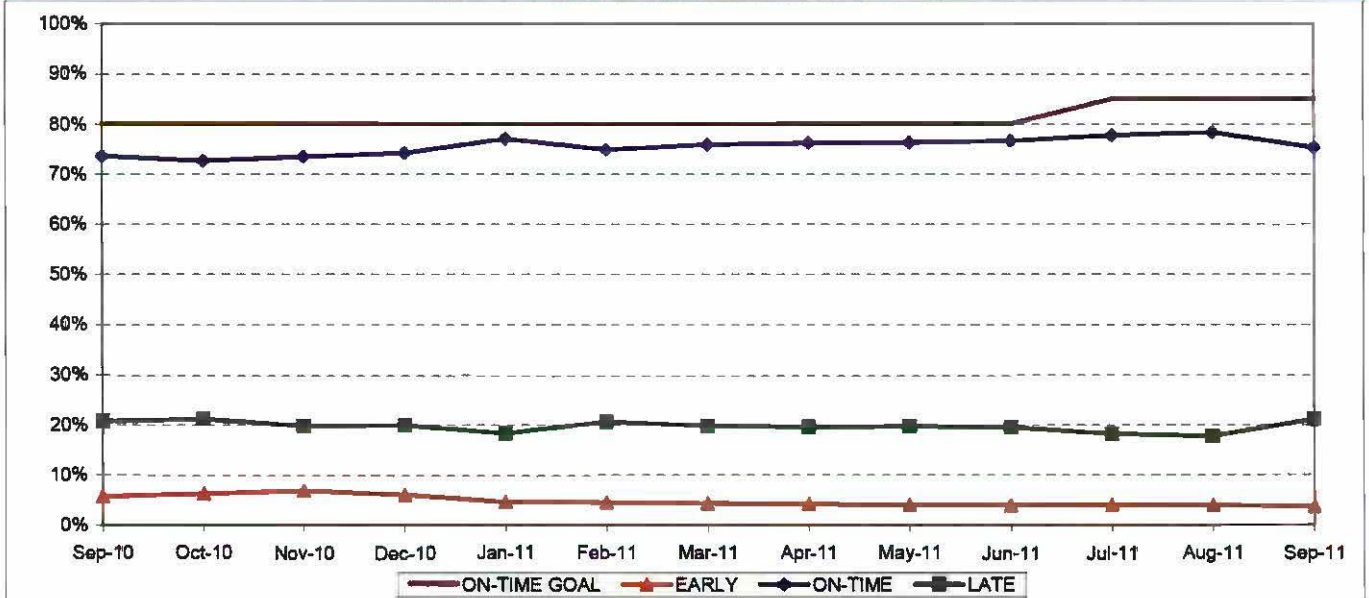
● Red - High probability that the target will not be achieved -- significant problems and/or delays.

BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

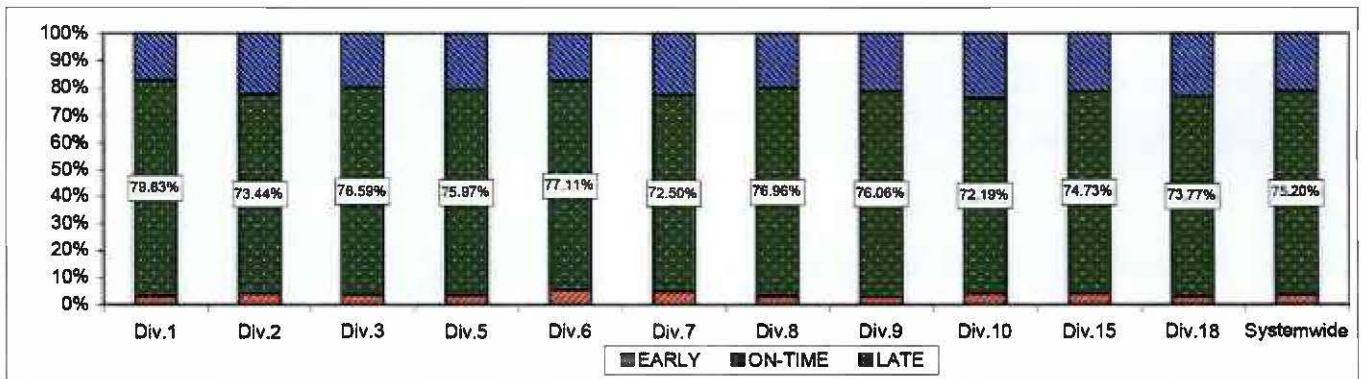
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses) Please note that Rapid Line performance is included in the ISOTP calculation beginning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

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

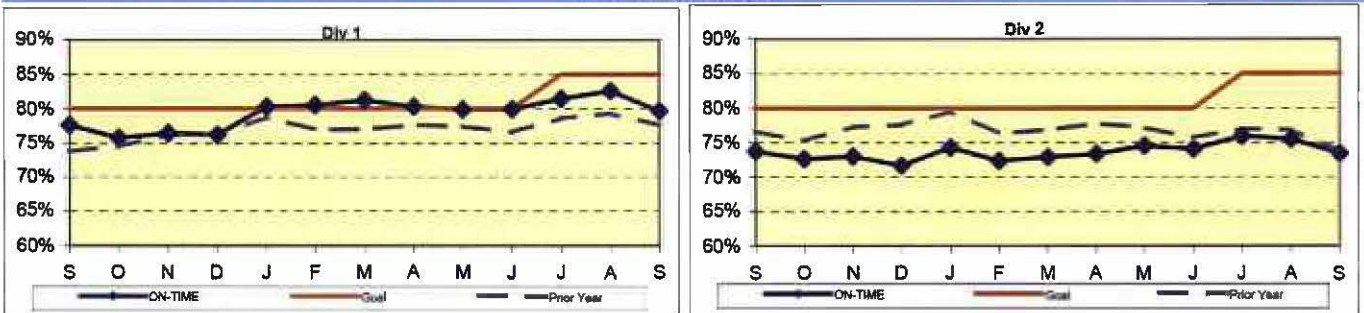
Systemwide Trend Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



Remaining Above the Goal line is the target.

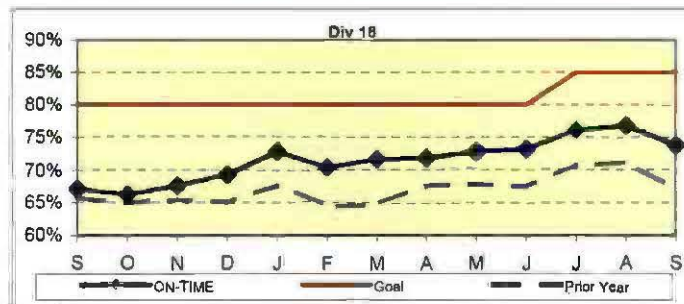
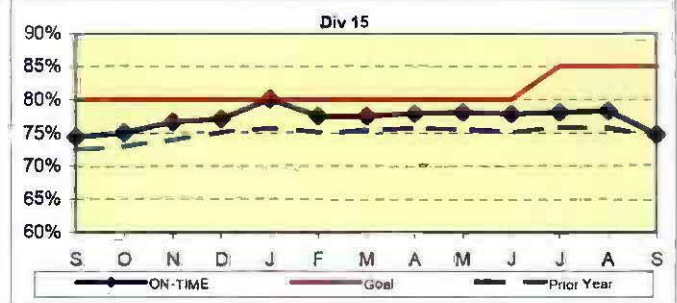
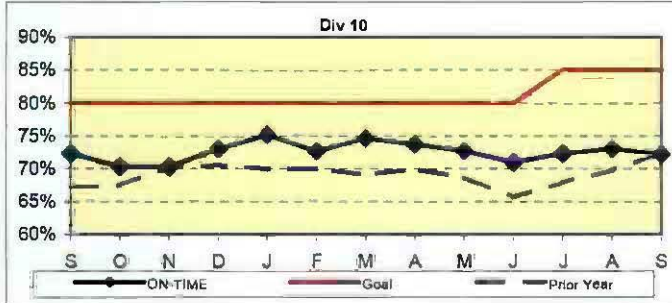
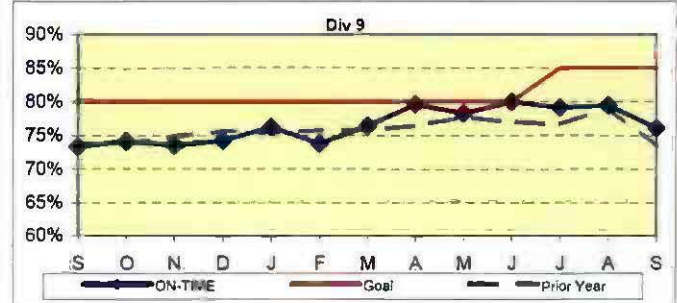
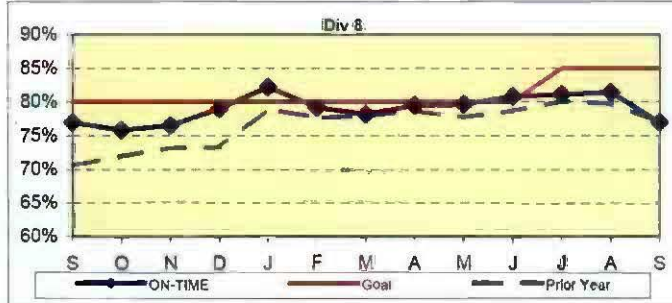
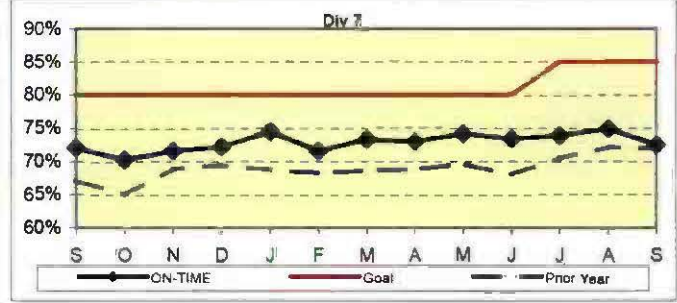
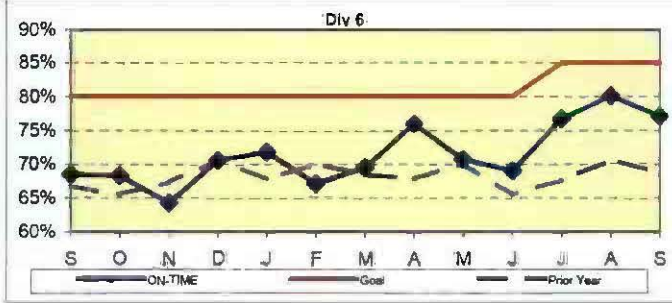
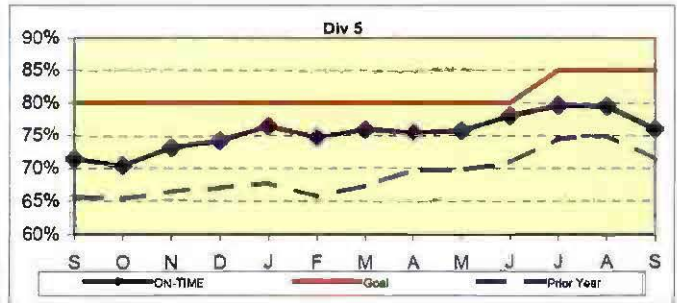
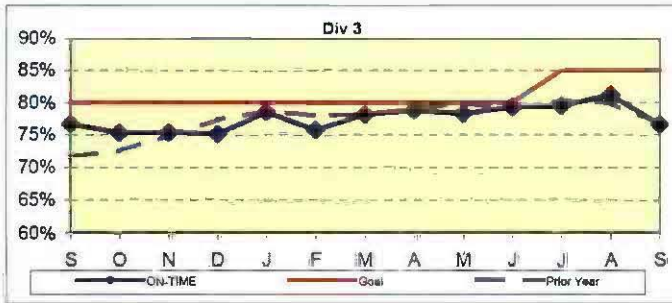


ISOTP By Division



Remaining Above the Goal line is the target.

Bus Service Performance - Continued



ISOTP By Divisions

Year-to-Date Compared To Last Year

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

	FY11	FY12-YTD	Variance
Division 1			
Early	4.87%	3.38%	-1.49%
On-Time	78.85%	81.25%	2.39%
Late	16.28%	15.37%	-0.90%

	FY11	FY12-YTD	Variance
Division 8			
Early	4.36%	3.50%	-0.86%
On-Time	79.00%	79.85%	0.85%
Late	16.65%	16.66%	0.01%

Division 2			
Early	6.35%	4.68%	-1.67%
On-Time	73.89%	75.00%	1.11%
Late	19.76%	20.33%	0.57%

Division 9			
Early	5.86%	3.47%	-2.39%
On-Time	76.33%	78.23%	1.90%
Late	17.81%	18.31%	0.49%

Division 3			
Early	4.78%	3.63%	-1.16%
On-Time	77.71%	79.13%	1.42%
Late	17.50%	17.24%	-0.27%

Division 10			
Early	5.25%	3.88%	-1.36%
On-Time	71.93%	72.50%	0.58%
Late	22.83%	23.61%	0.79%

Division 5			
Early	5.27%	3.44%	-1.82%
On-Time	74.63%	78.37%	3.74%
Late	20.11%	18.19%	-1.92%

Division 15			
Early	5.37%	4.37%	-0.99%
On-Time	76.84%	77.04%	0.20%
Late	17.79%	18.59%	0.80%

Division 6			
Early	7.93%	5.12%	-2.81%
On-Time	69.28%	78.05%	8.77%
Late	22.78%	16.83%	-5.96%

Division 18			
Early	5.09%	3.58%	-1.50%
On-Time	70.63%	75.56%	4.93%
Late	24.28%	20.86%	-3.42%

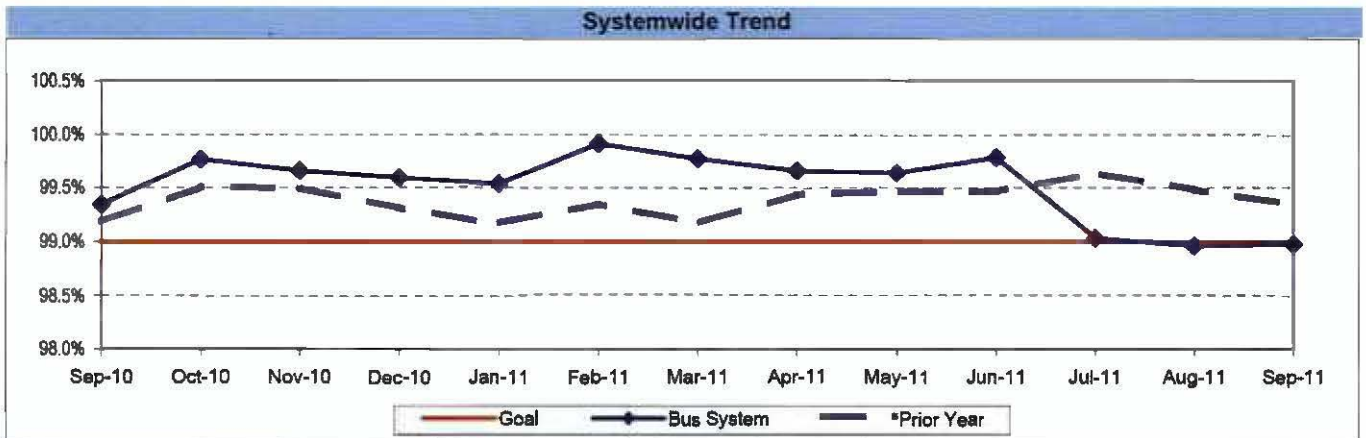
Division 7			
Early	4.78%	4.80%	0.02%
On-Time	72.47%	73.77%	1.30%
Late	22.75%	21.44%	-1.32%

SYSTEMWIDE			
Early	5.22%	3.86%	-1.36%
On-Time	75.17%	77.09%	1.92%
Late	19.61%	19.05%	-0.55%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

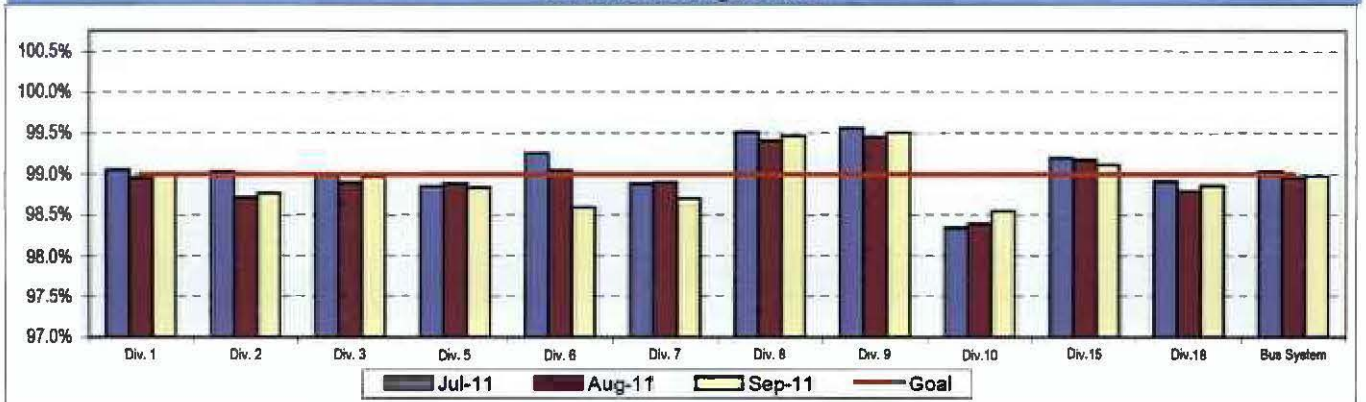
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

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



Remaining At the Goal line is the target.

**ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED by Divisions
June 2011 - August 2011**



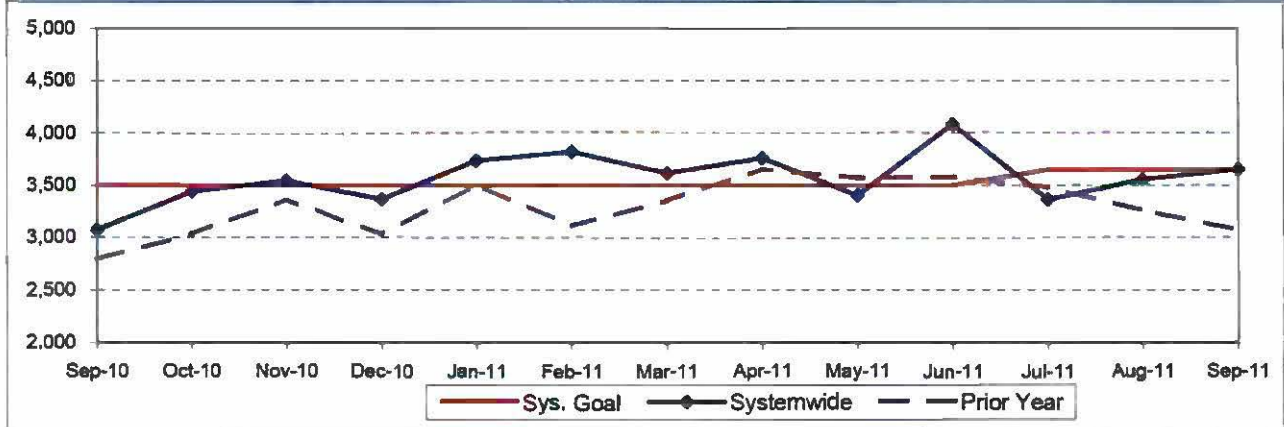
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

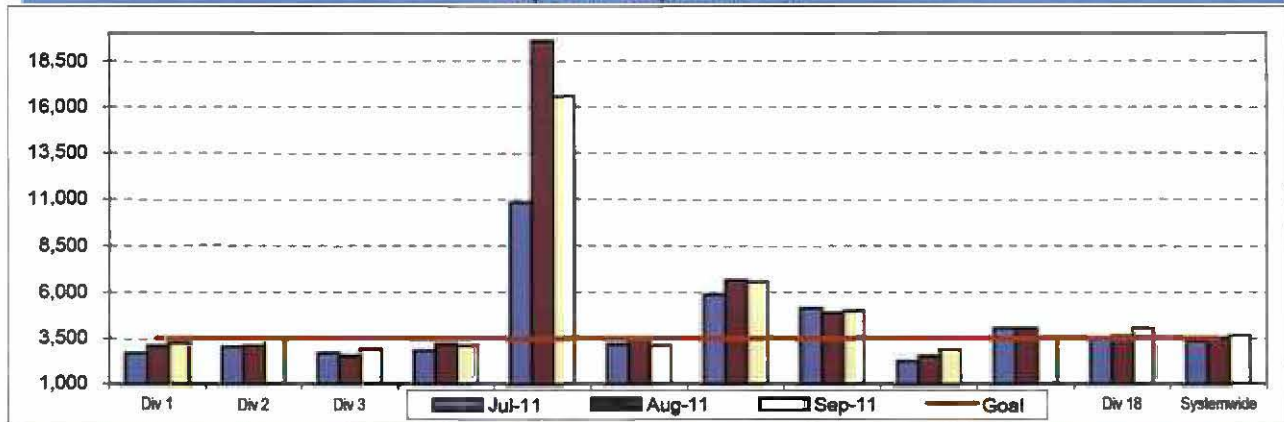
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



Remaining Above the Goal line is the target.

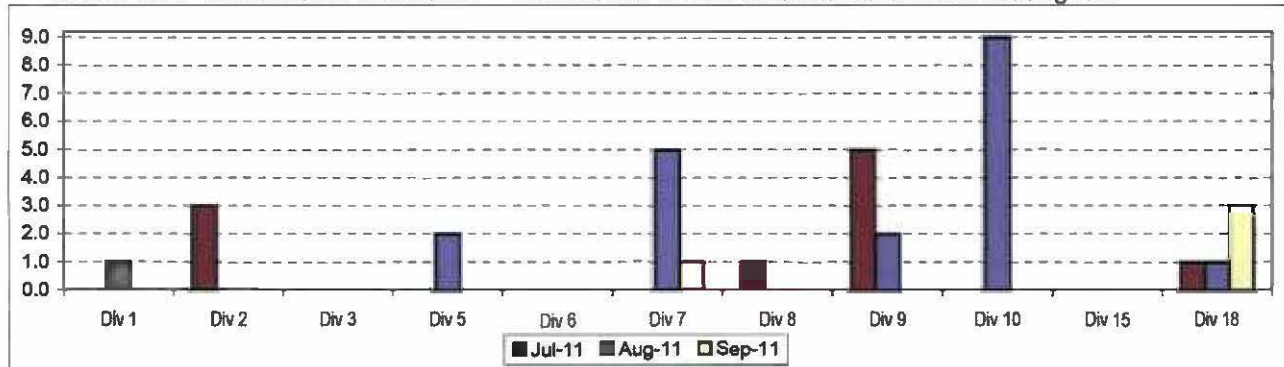
MMBMF – Bus Operating Divisions July 2011 - September 2011



Unaddressed Road Calls – Bus Operating Divisions* July 2011 - September 2011

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

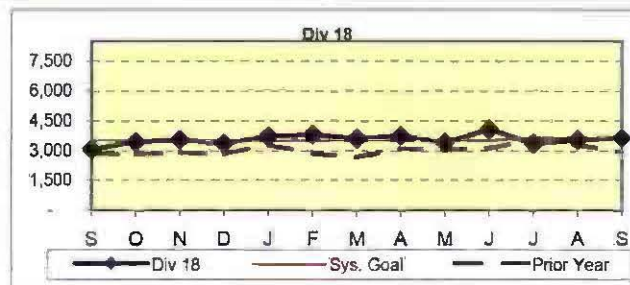
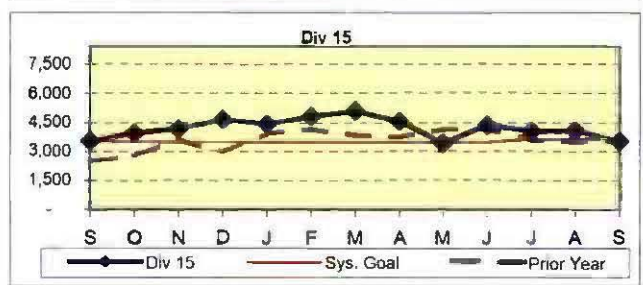
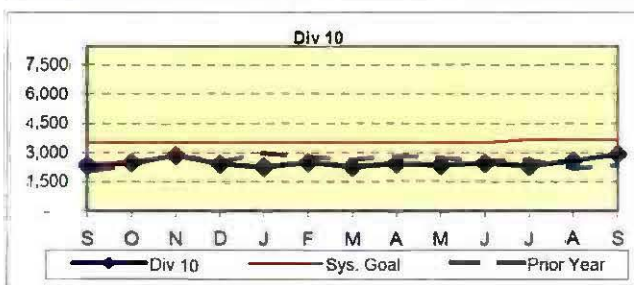
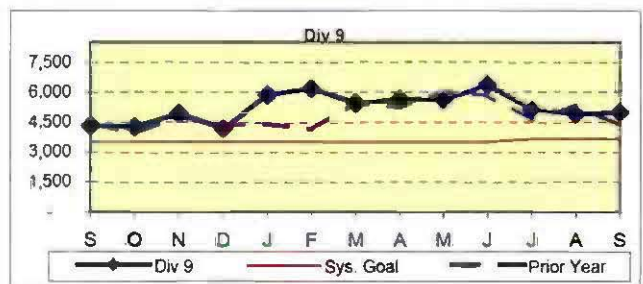
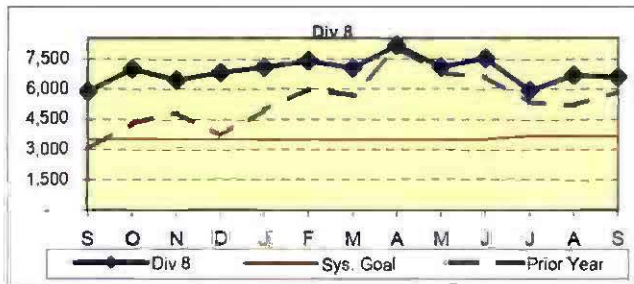
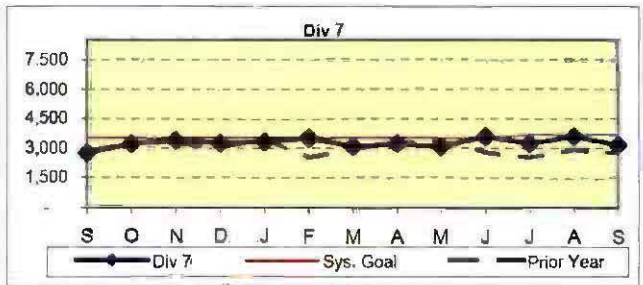
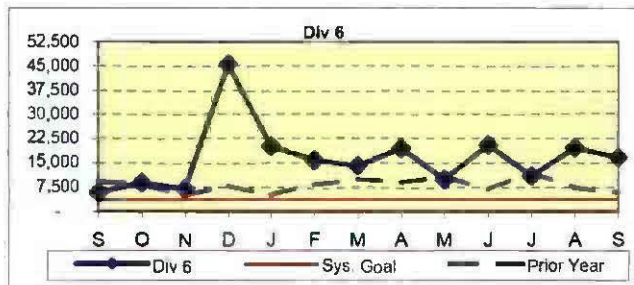
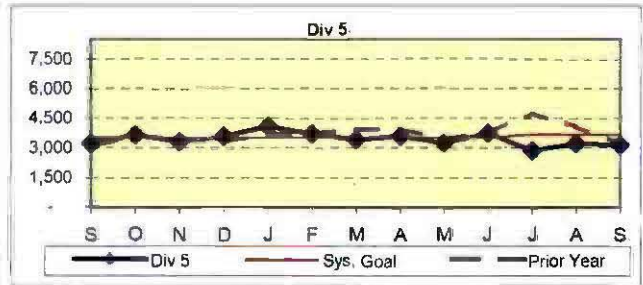
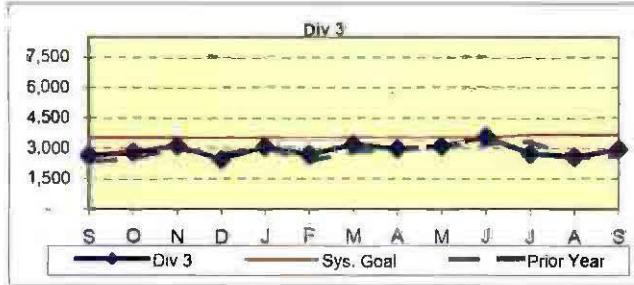
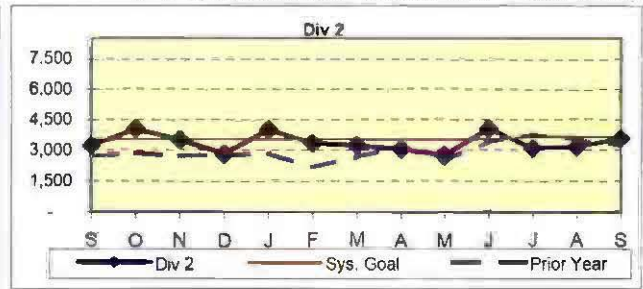
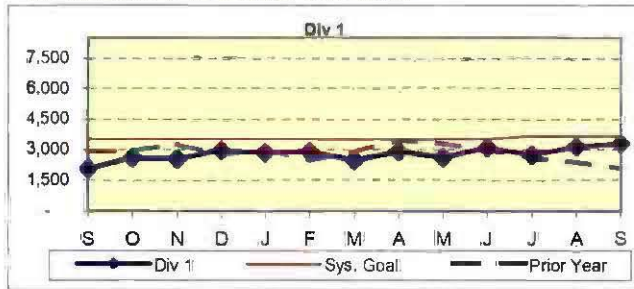
Calculation: Unaddressed Road Calls = Total number of road calls that have not been assigned.



* New Indicator.

Remaining Above the Goal line is the target!

Bus Maintenance Performance - Continued

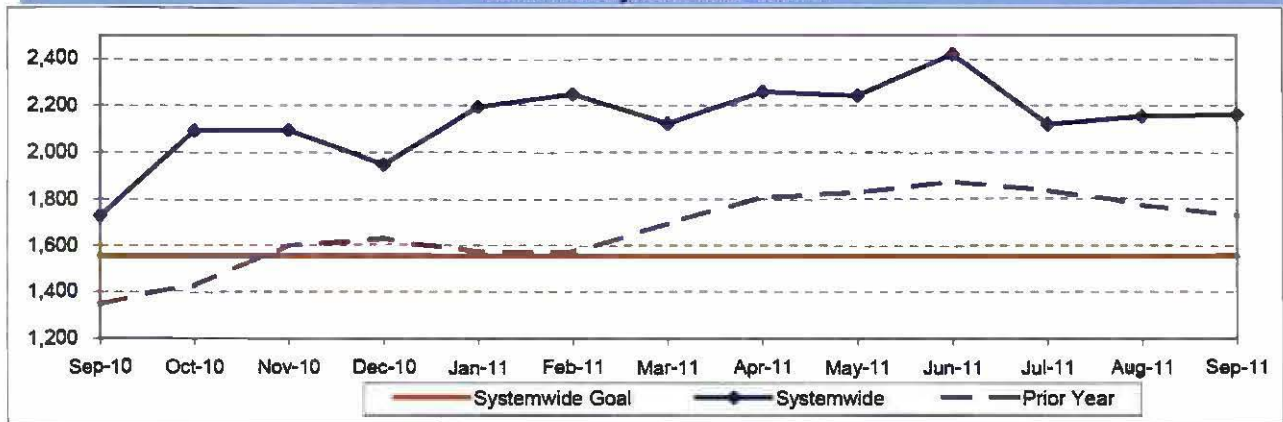


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

Definition: Average Hub Miles traveled between road call problems.

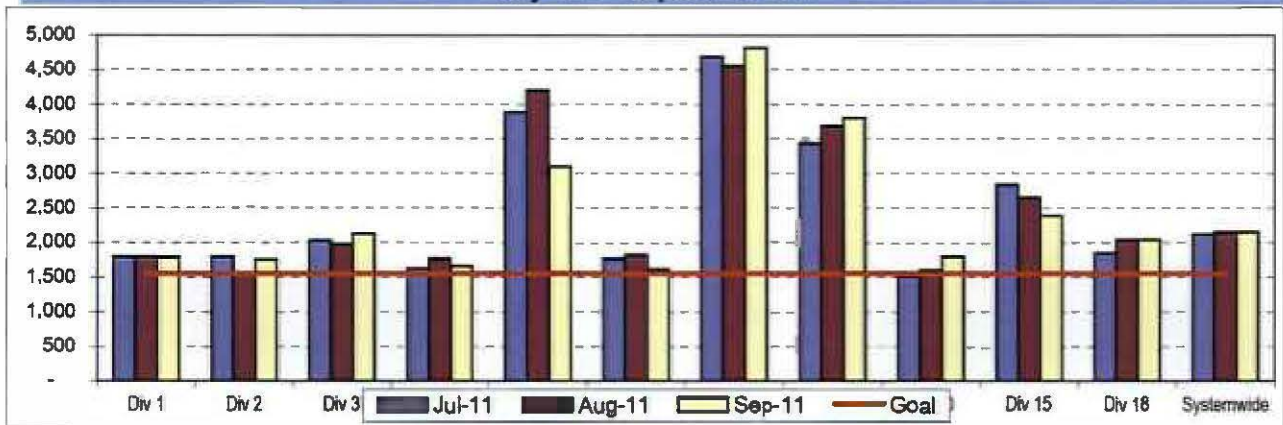
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

MMBTRC -- Bus Operating Divisions July 2011 - September 2011



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	Number of Buses	Percent of Buses
CNG	2,242	92.95%
Diesel	71	2.94%
Gasoline	59	2.45%
Propane	34	1.41%
Hybrid	6	0.25%
Total	2,412	100.00%

Average Age of Fleet by Divisions

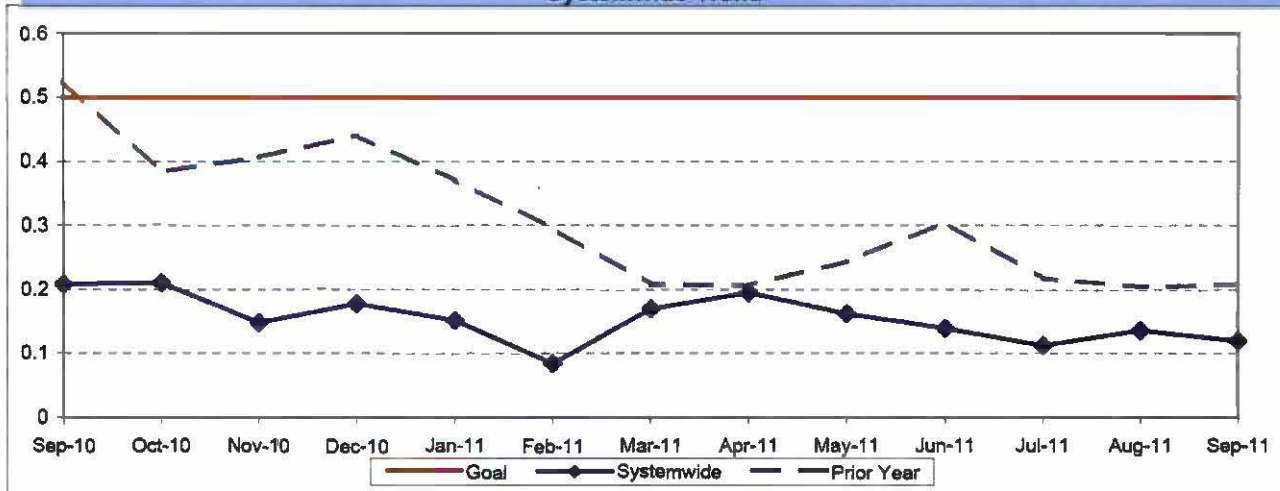
Div 1	Div 2	Div 3	Div 5	Div 6	Div 7
8.7	10.0	10.4	8.5	2.5	9.2
Div 8	Div 9	Div 10	Div 15	Div 18	
3.7	9.0	8.0	5.2	6.3	

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

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

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

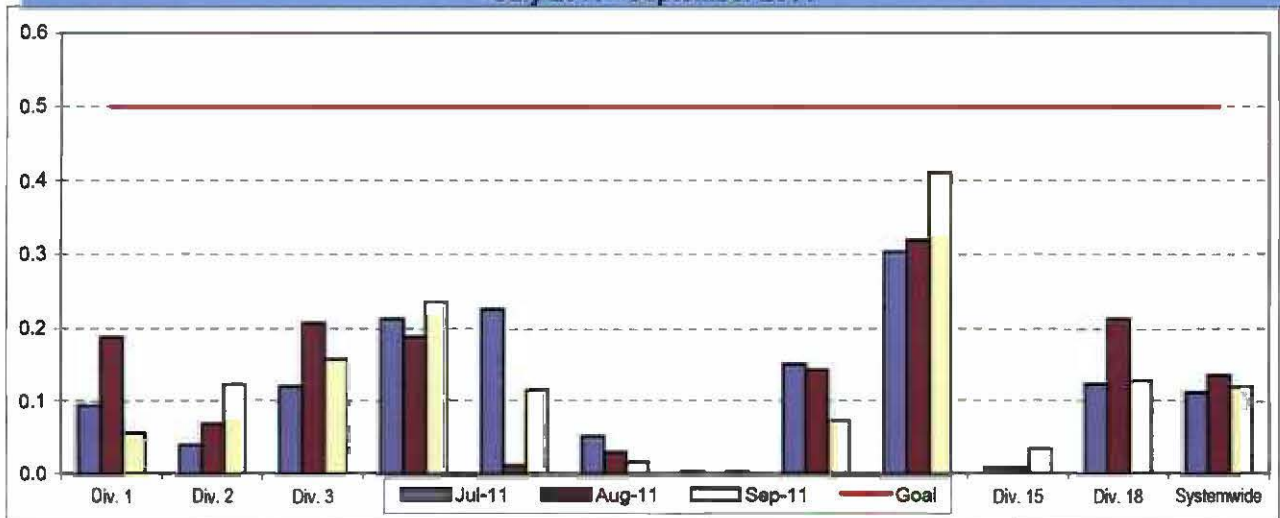
Systemwide Trend



Remaining Below the Goal line is the target.

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

**Past Due Critical PMPs - by Divisions
July 2011 - September 2011**



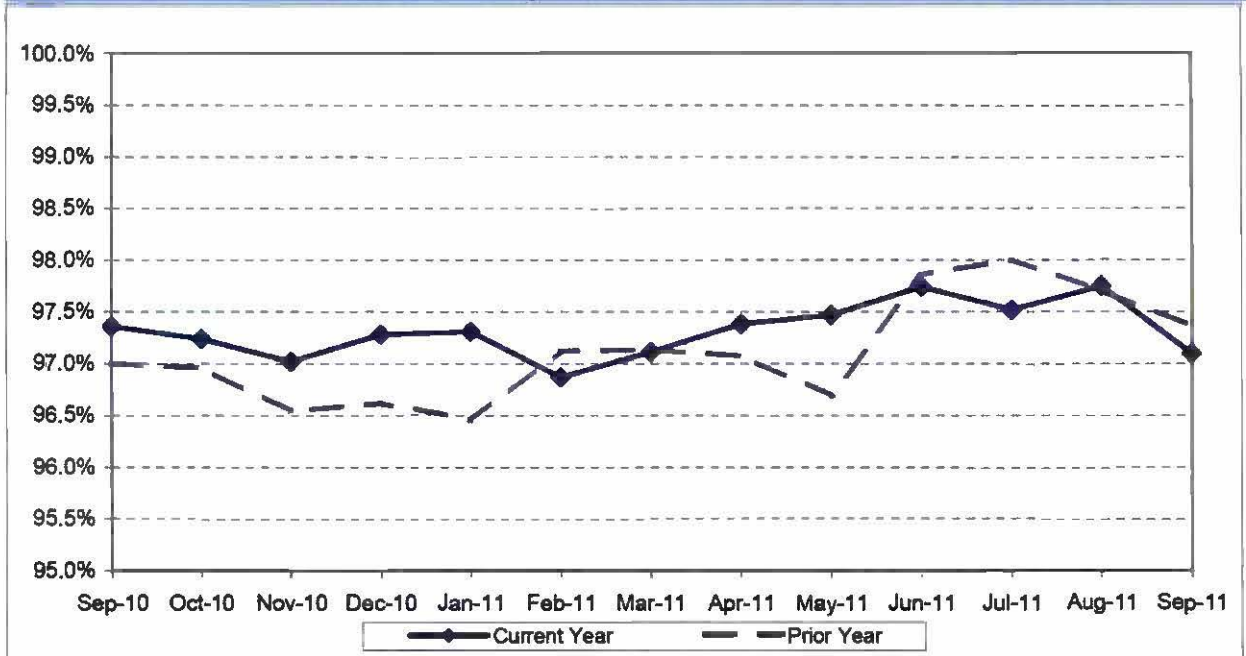
ATTENDANCE

MAINTENANCE ATTENDANCE

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

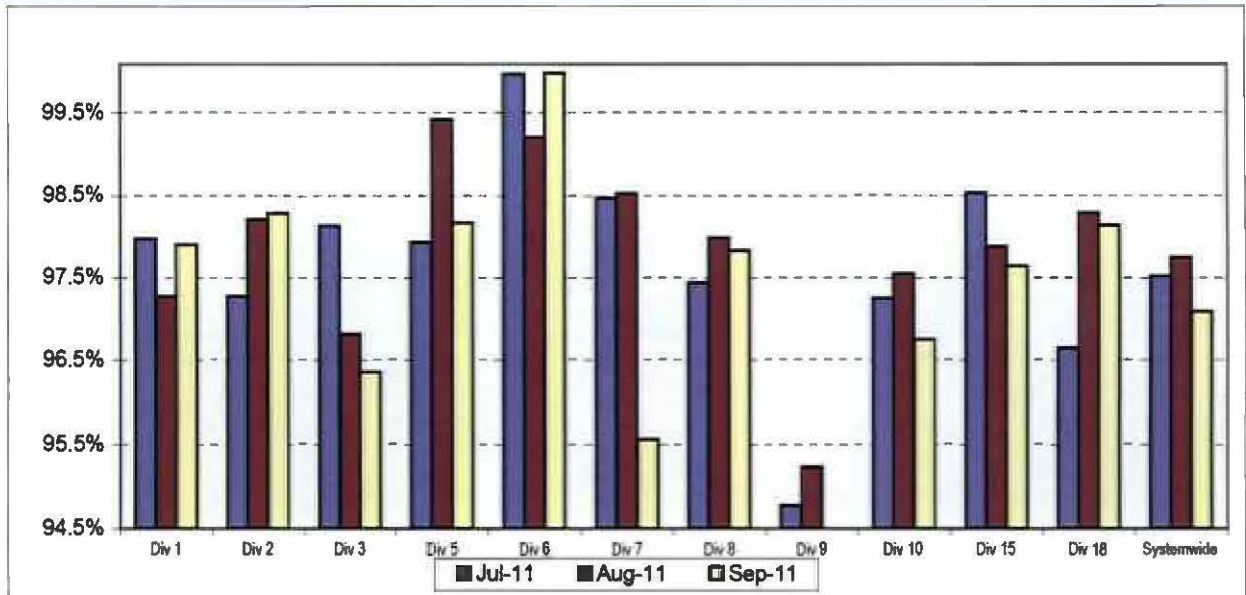
Calculation: 1-(FTEs absent / by the total FTEs assigned)

Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions (By Current Month) July 2011 - September 2011

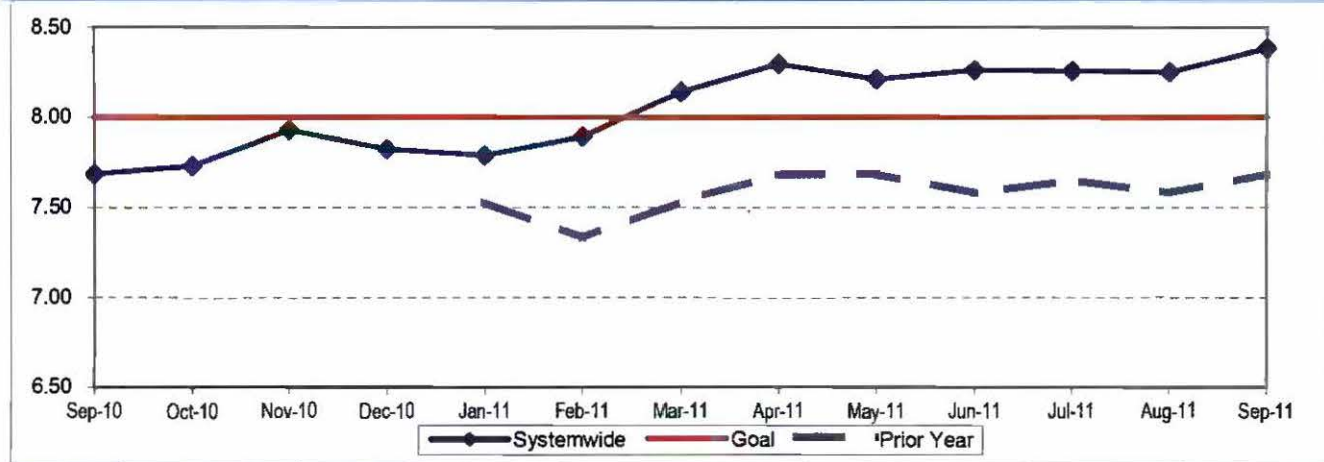


BUS CLEANLINESS

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.

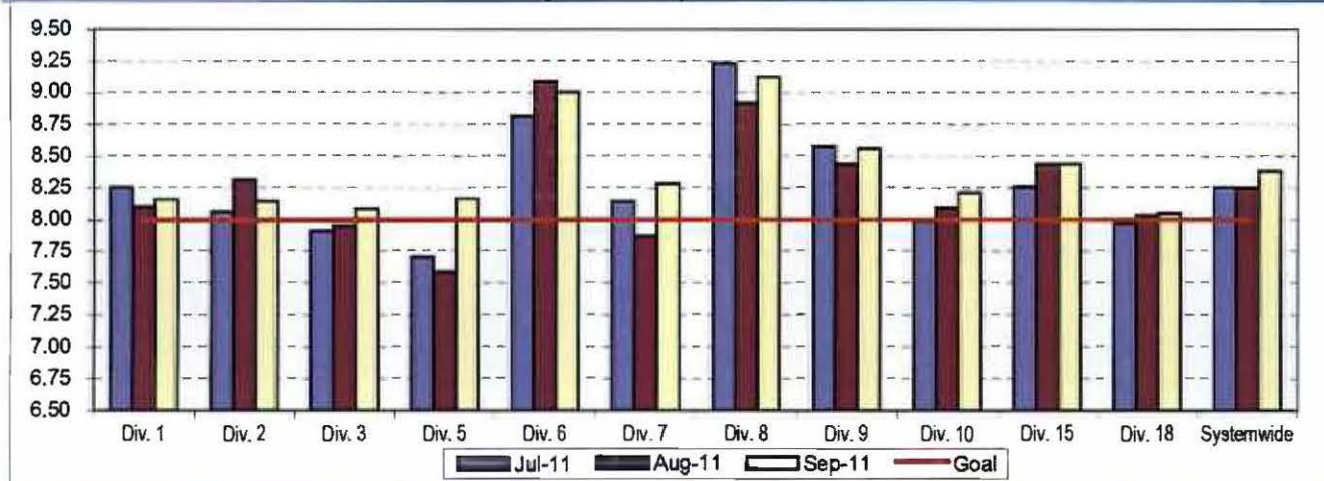
Calculation: Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

Bus Cleanliness - Systemwide

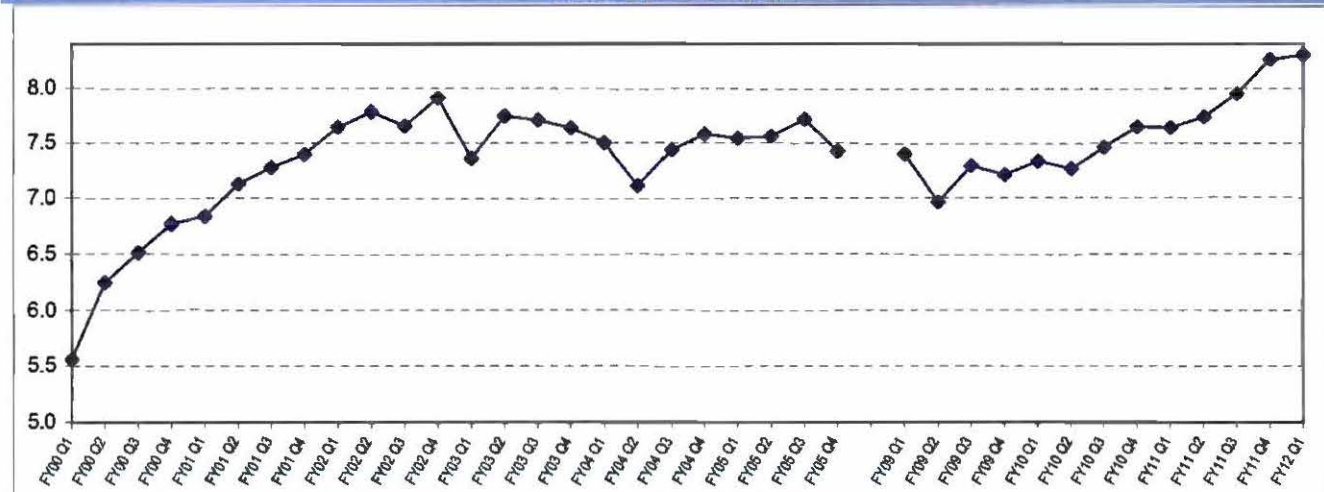


Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions July 2011 - September 2011



Quarterly Systemwide Bus Cleanliness FY01 Q1 - FY11 Q1

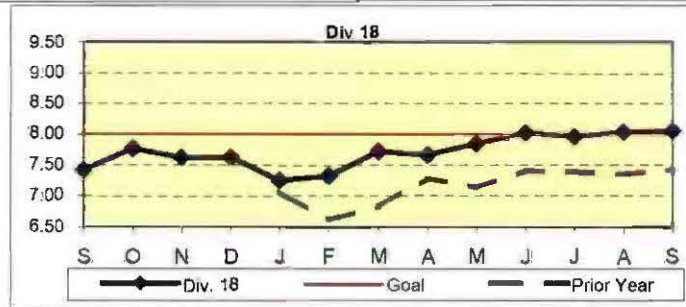
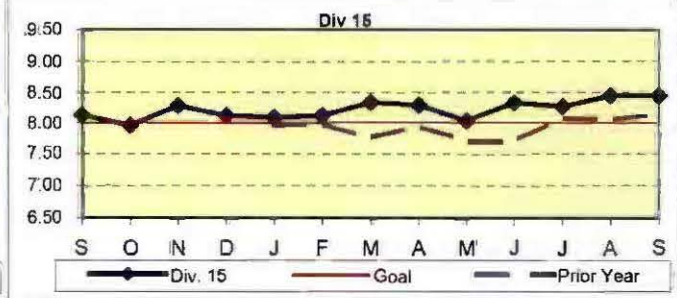
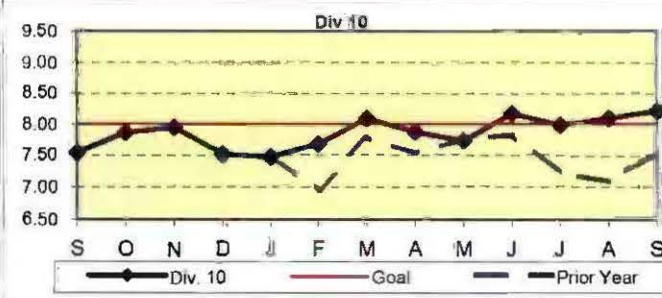
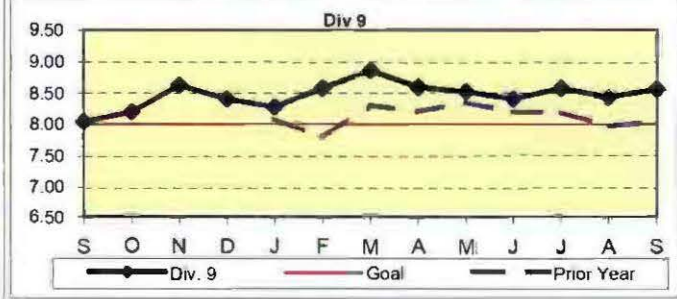
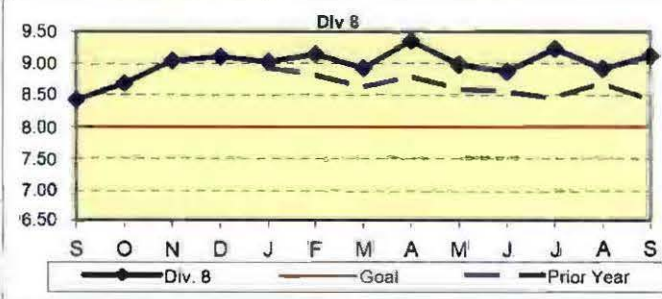
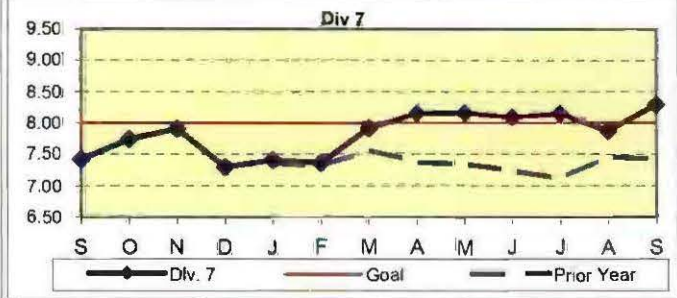
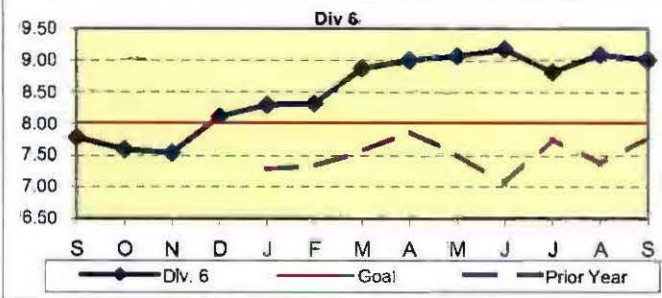
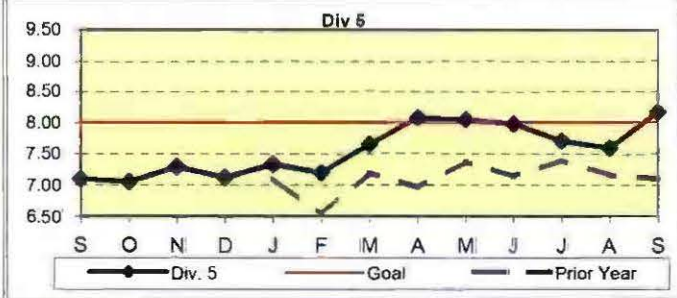
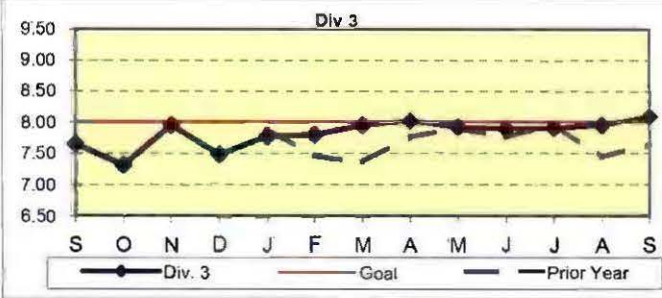
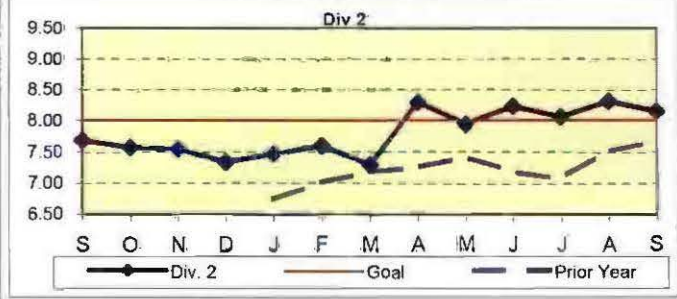
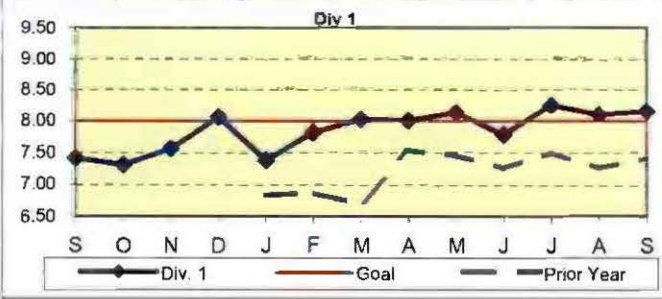


Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



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	FY06	FY07	FY08	FY09	FY10	FY11	FY12 Target	FY12 YTD	Sep Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.56	8.08	11.24	6.03	8.54	9.73	10.17	Aug YTD 8.13	Aug 6.91	●
Metro Red Line (MRL)										
On-Time Pullouts	99.61%	99.76%	99.79%	99.97%	99.55%	99.86%	99.00%	99.86%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	19,587	17,260	26,743	41,482	38,771	34,194	35,000	32,844	32,898	◇
In-Service On-time Performance*			99.13%	99.38%	99.54%	99.69%	99.00%	99.84%	99.83%	●
Traffic Accidents Per 100,000 Train Miles	0.22	0.00	0.30	0.07	0.00	0.29	0.10	0.00	0.00	●
Complaints per 100,000 Boardings	0.66	0.41	0.50	0.37	0.41	0.51	0.50	0.33	0.45	●
Metro Blue Line (MBL)										
On-Time Pullouts	99.76%	99.72%	99.62%	99.74%	99.71%	99.10%	99.00%	99.65%	99.00%	●
Mean Miles Between Chargeable Mechanical Failures	26,774	35,125	31,278	27,051	20,830	14,194	20,000	13,668	11,959	◇
In-Service On-time Performance*			98.81%	98.24%	98.81%	99.13%	99.00%	99.97%	99.97%	●
Traffic Accidents Per 100,000 Train Miles	0.96	1.35	1.65	1.26	1.45	1.76	0.80	0.73	1.48	●
Complaints per 100,000 Boardings	0.78	0.53	0.64	0.58	0.80	0.81	0.90	0.96	1.08	◇
Metro Green Line (MGrL)										
On-Time Pullouts	99.97%	99.54%	99.80%	99.95%	99.89%	99.85%	99.00%	99.83%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	20,635	27,471	36,727	19,195	13,599	11,831	20,000	15,493	12,936	◇
In-Service On-time Performance*			99.07%	98.90%	99.26%	99.50%	99.00%	99.67%	99.50%	●
Traffic Accidents Per 100,000 Train Miles	0.00	0.00	0.00	0.07	0.00	0.07	0.80	0.00	0.00	●
Complaints per 100,000 Boardings	0.92	0.72	0.81	0.82	0.76	1.13	0.90	1.45	0.71	◇
Metro Gold Line (MGOL)										
On-Time Pullouts	99.97%	99.95%	99.95%	99.95%	99.86%	99.99%	99.00%	100.00%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	23,329	22,775	39,521	24,250	16,151	21,097	20,000	14,852	19,268	◇
In-Service On-time Performance*			98.86%	99.38%	99.12%	99.58%	99.00%	99.68%	99.74%	●
Traffic Accidents Per 100,000 Train Miles	0.12	0.23	0.43	0.21	0.82	0.61	0.80	0.97	0.74	◇
Complaints per 100,000 Boardings	2.71	1.88	1.57	1.50	1.68	1.22	0.90	1.38	1.32	◇

*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.

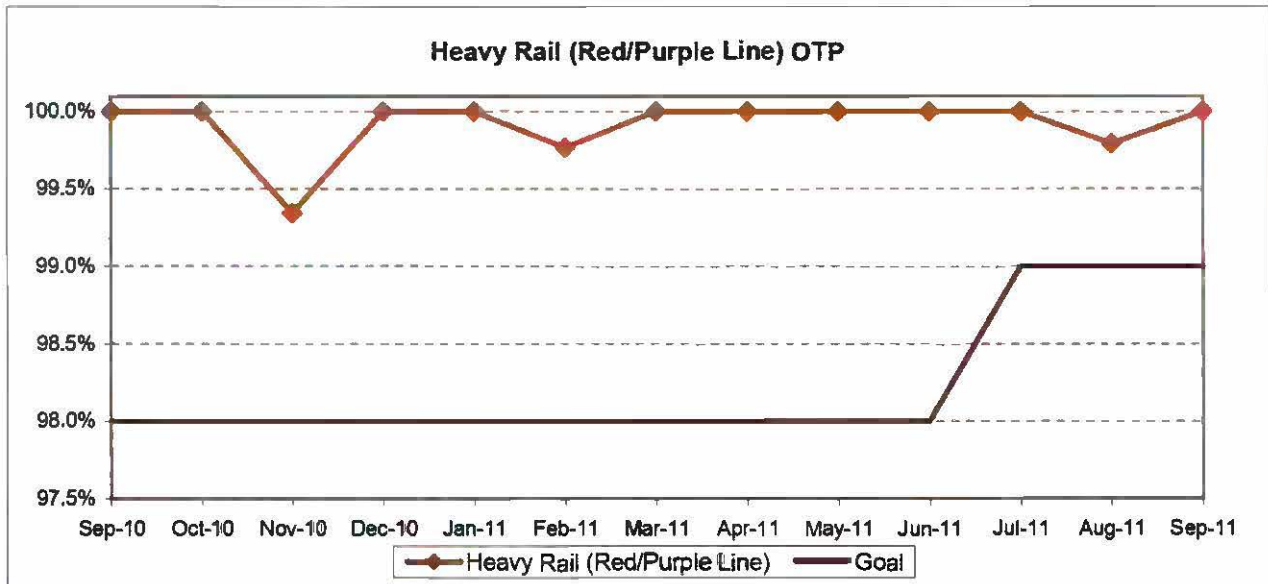
■ Red - High probability that the target will not be achieved - significant problems and/or delays.

RAIL SERVICE PERFORMANCE

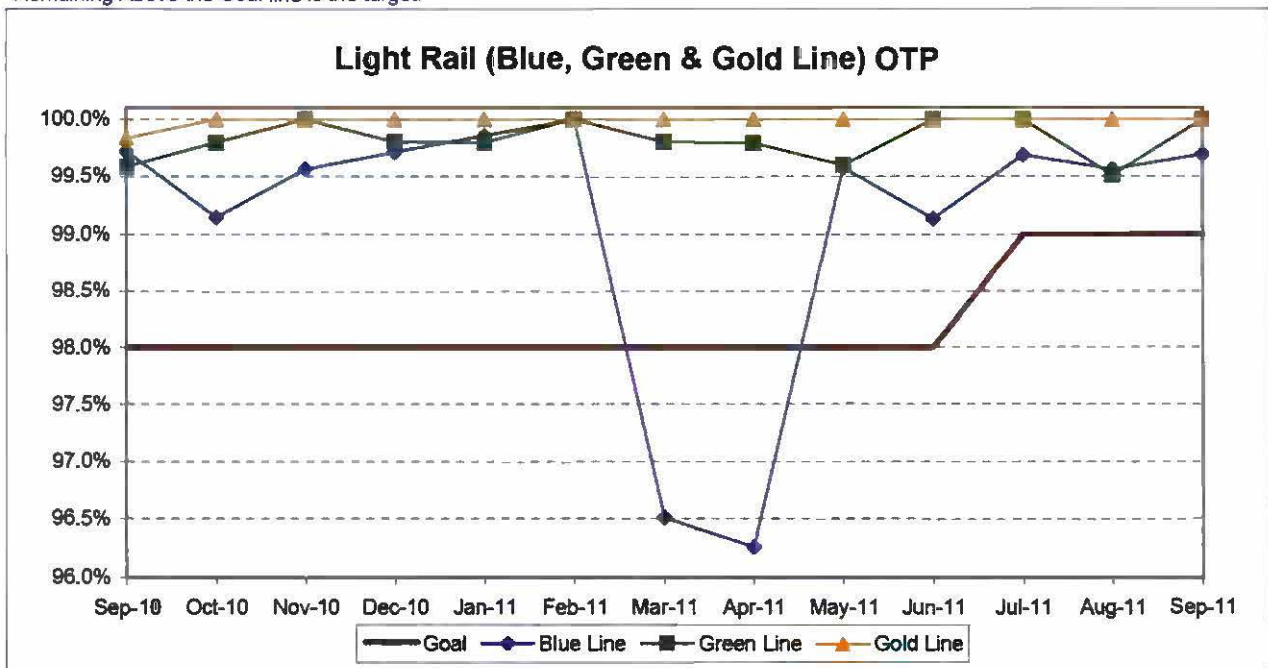
ON-TIME PULLOUTS (OTP)

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



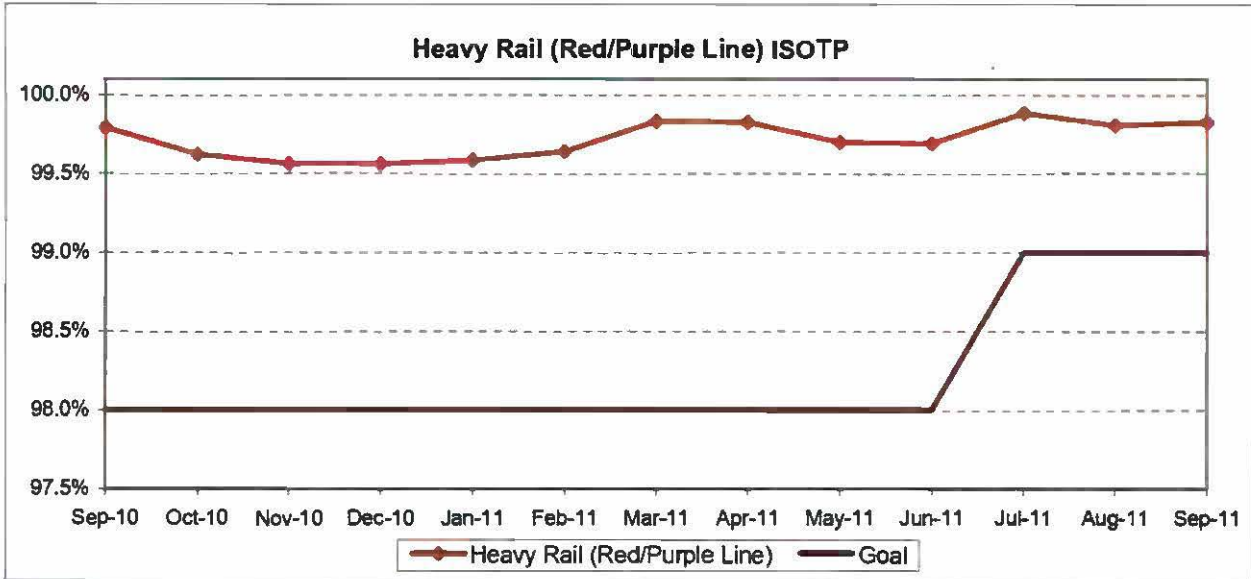
Remaining Above the Goal line is the target.



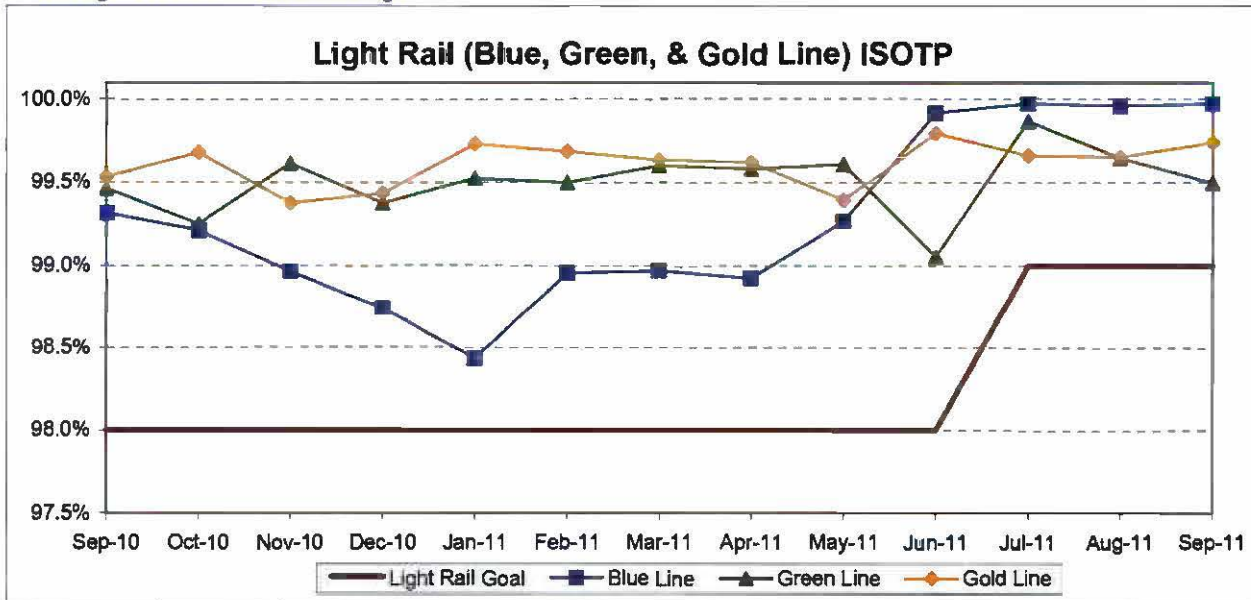
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

Calculation: ISOTP% = $\left[\frac{100\% \text{ minus } [(\text{Total runs in which a train left any timecheck point either late or early}) / \text{by Total scheduled runs}] \times 100}{100} \right]$



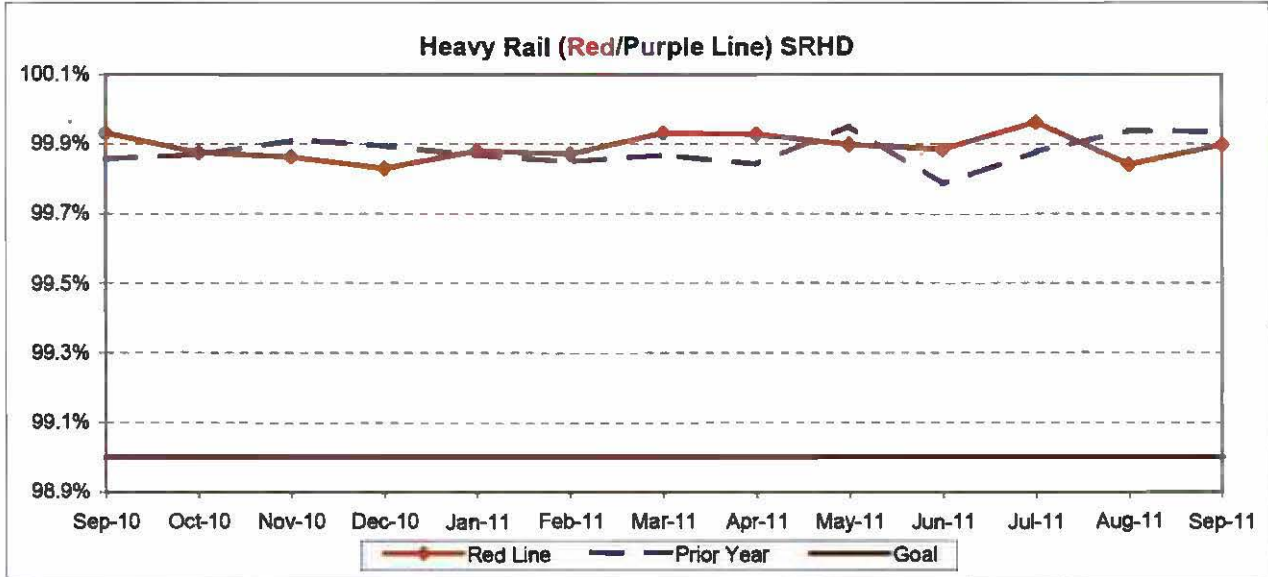
Remaining Above the Goal line is the target.



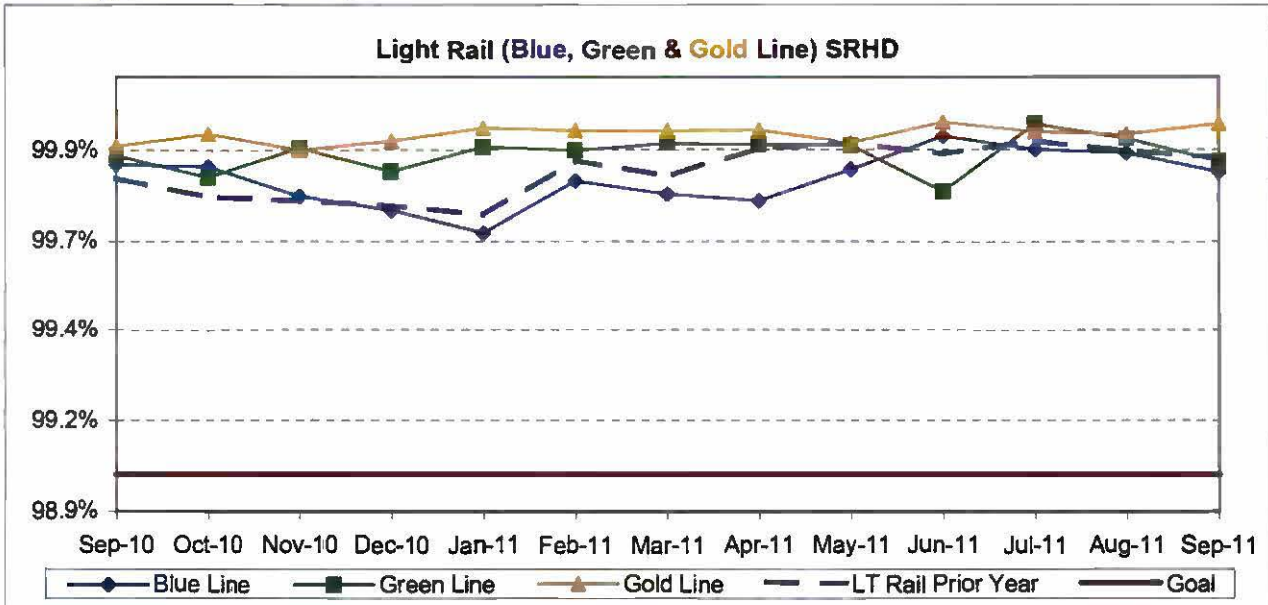
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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



Remaining At the Goal line is the target.



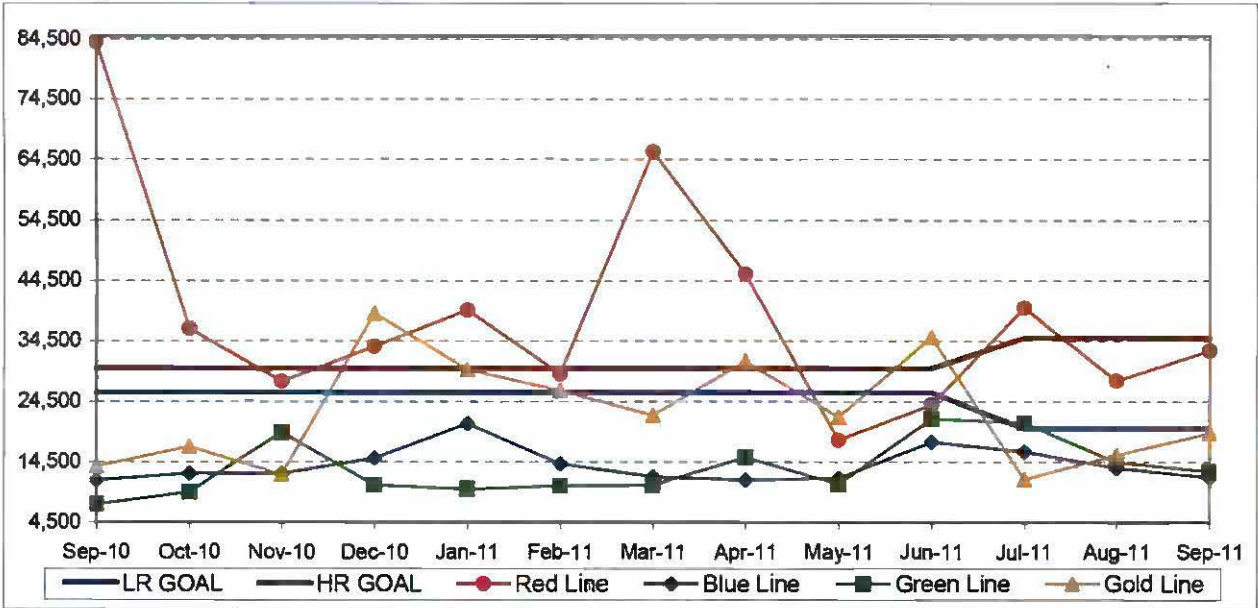
RAIL SERVICE PERFORMANCE - Continued

Mean Miles Between Chargeable Mechanical Failures

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

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

Remaining Above the Goal line is the target.



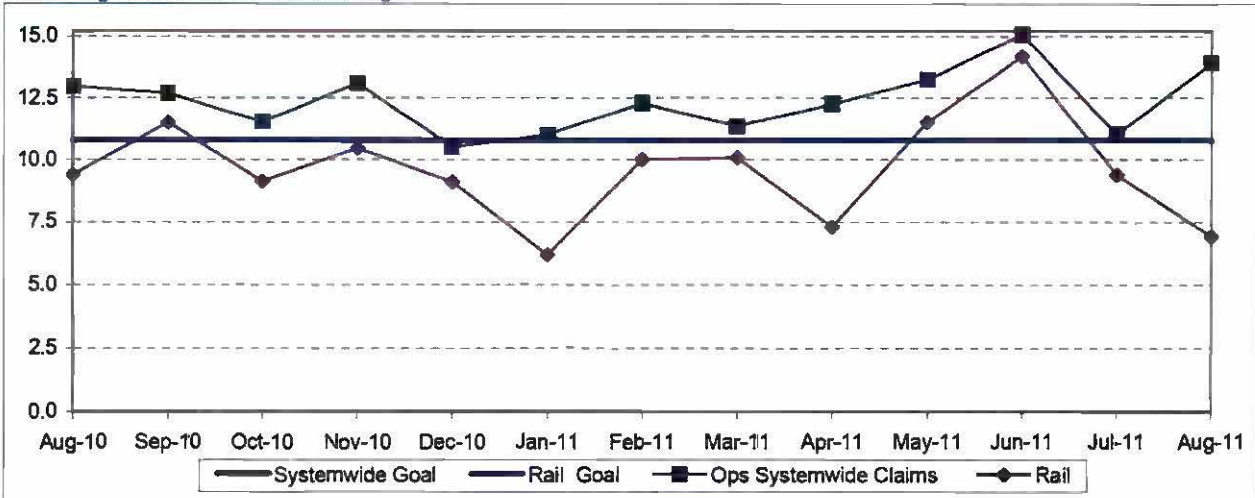
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.

Remaining Below the Goal line is the target.



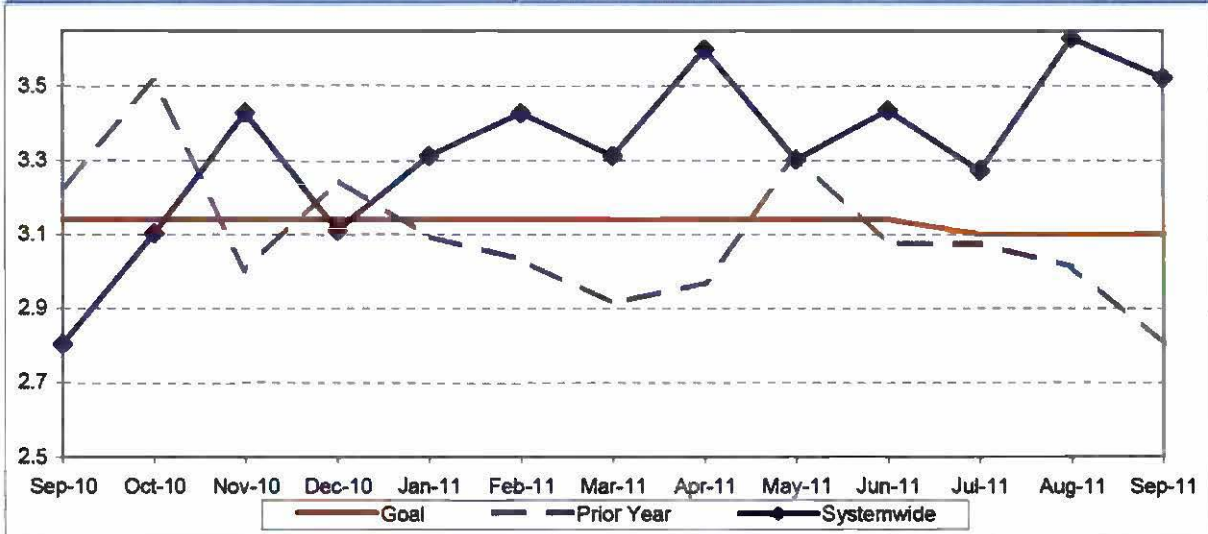
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

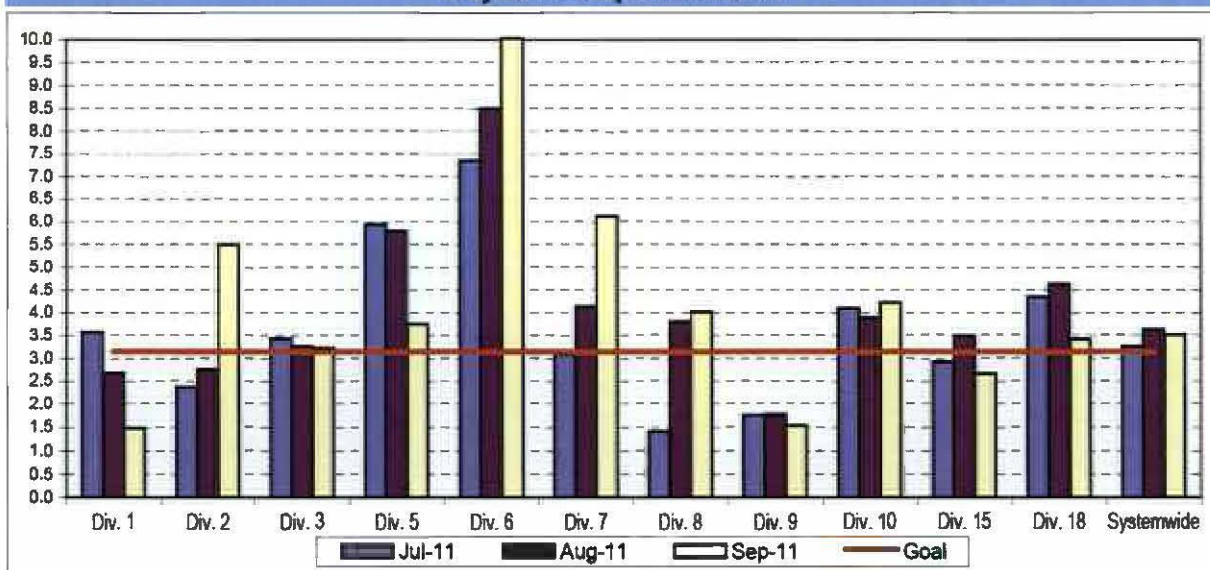
Systemwide Trend



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

Remaining Below the Goal line is the target.

Bus Operating Divisions - by Divisions July 2011 - September 2011

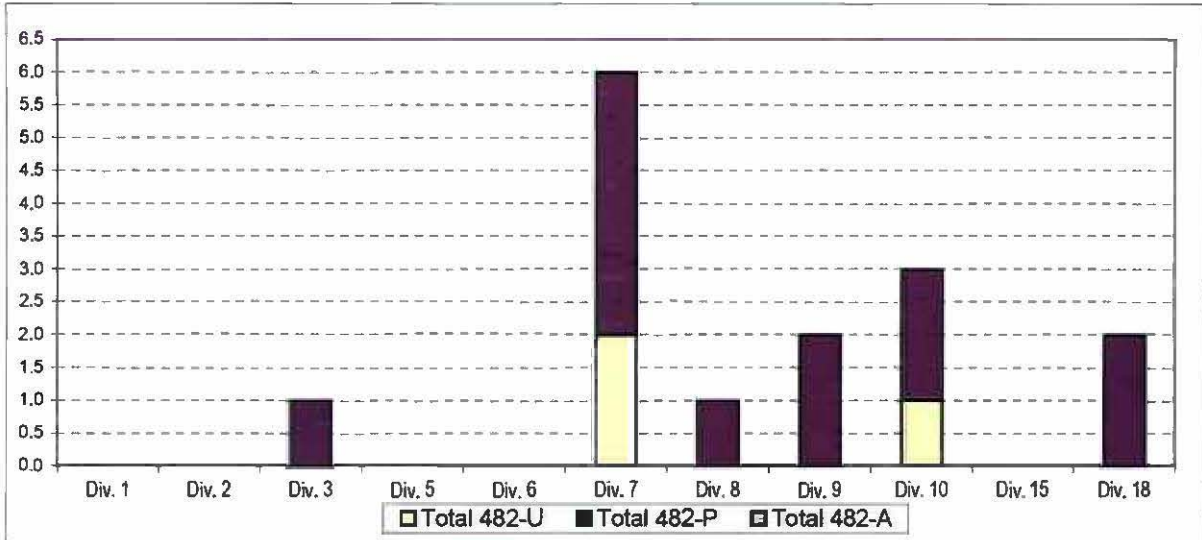


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions

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

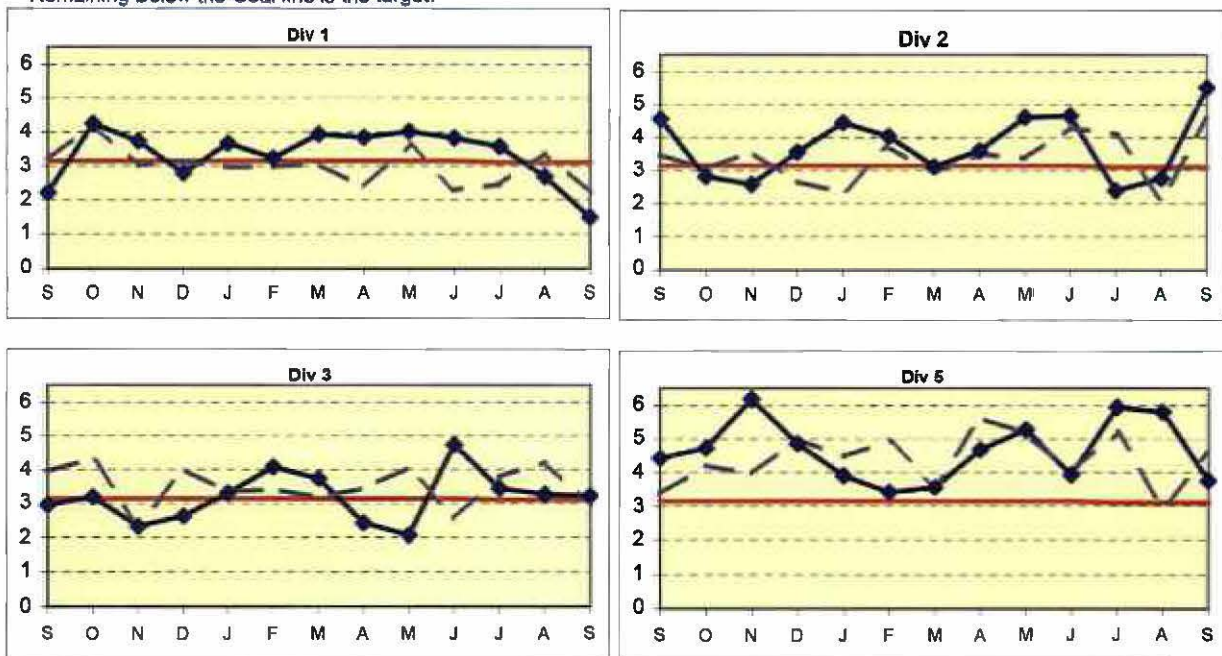
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of A, P or U.

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



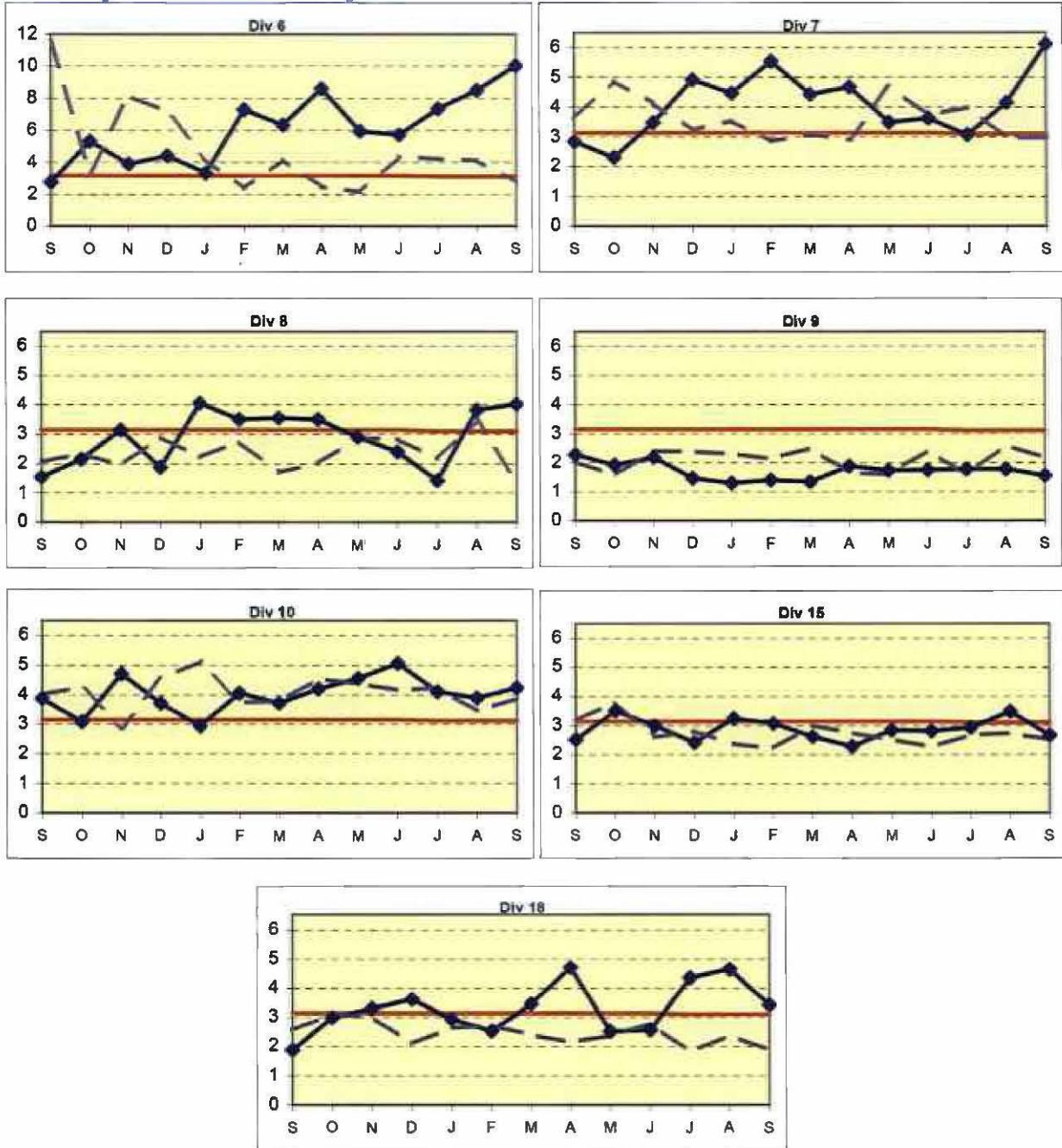
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.



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

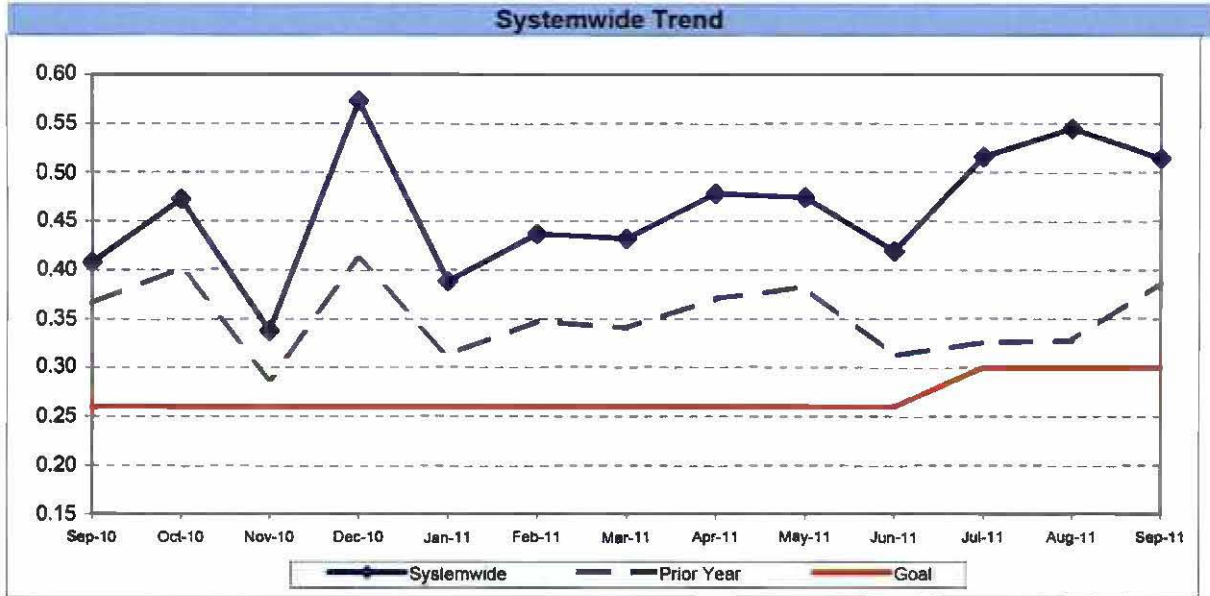
Remaining Below the Goal line is the target.



BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

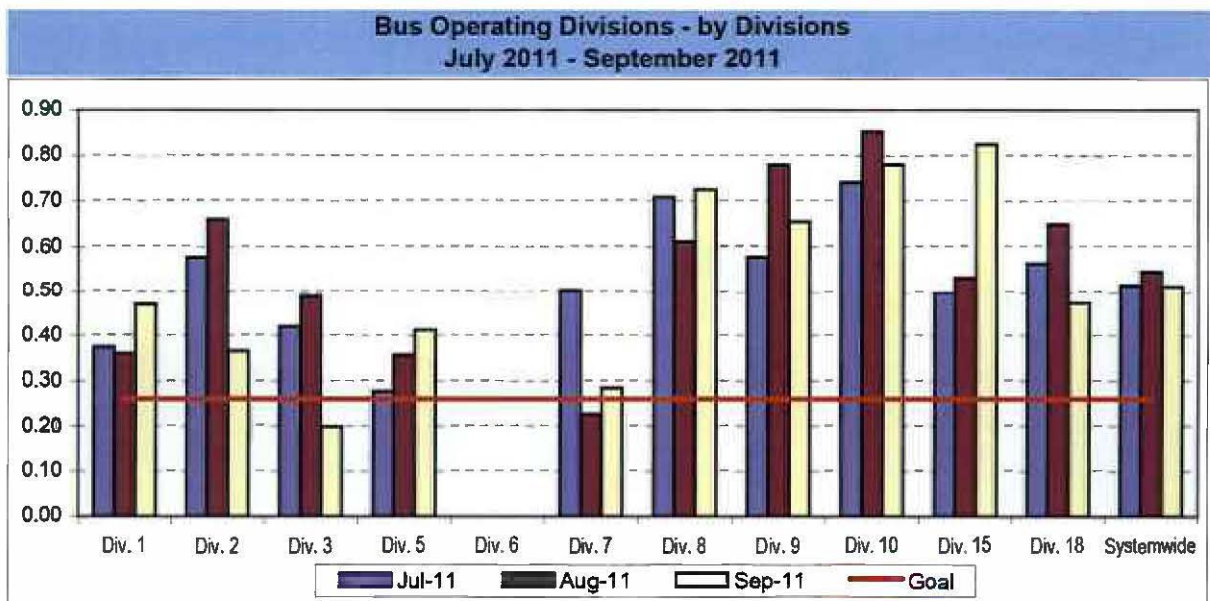
Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

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



Remaining Below the Goal line is the target.

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



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

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

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

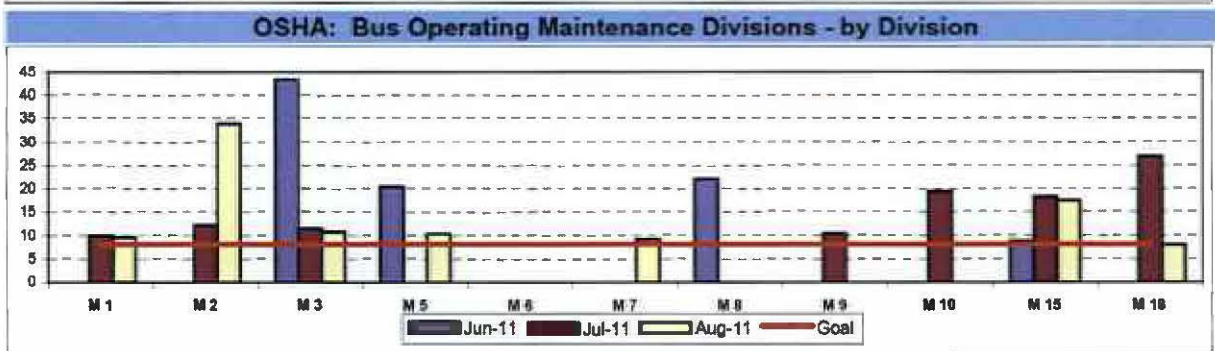
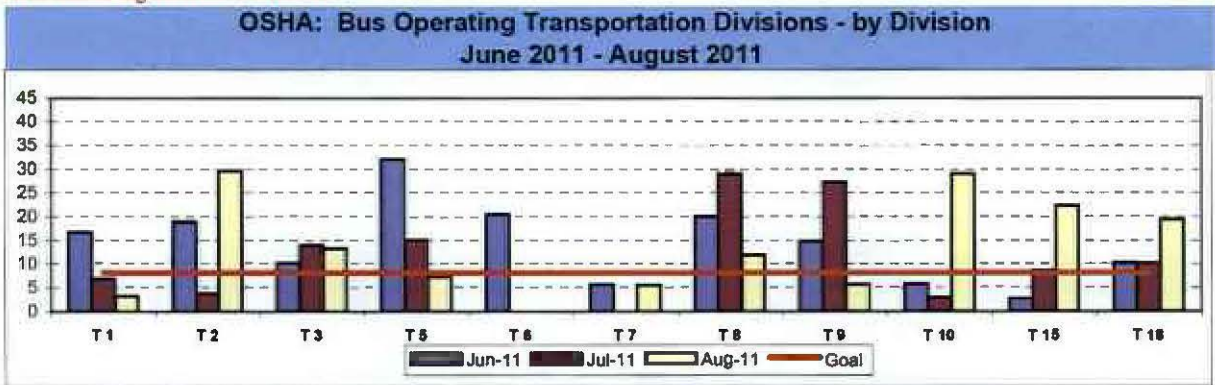
One month lag from current month



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

Remaining Below the Goal line is the target.

One month lag from current month



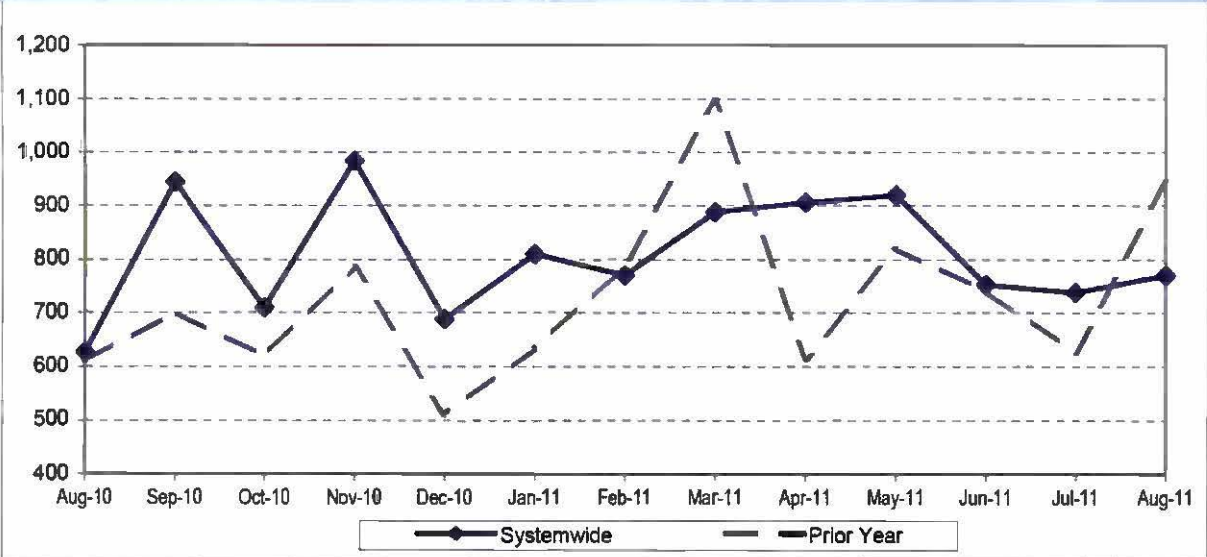
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

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

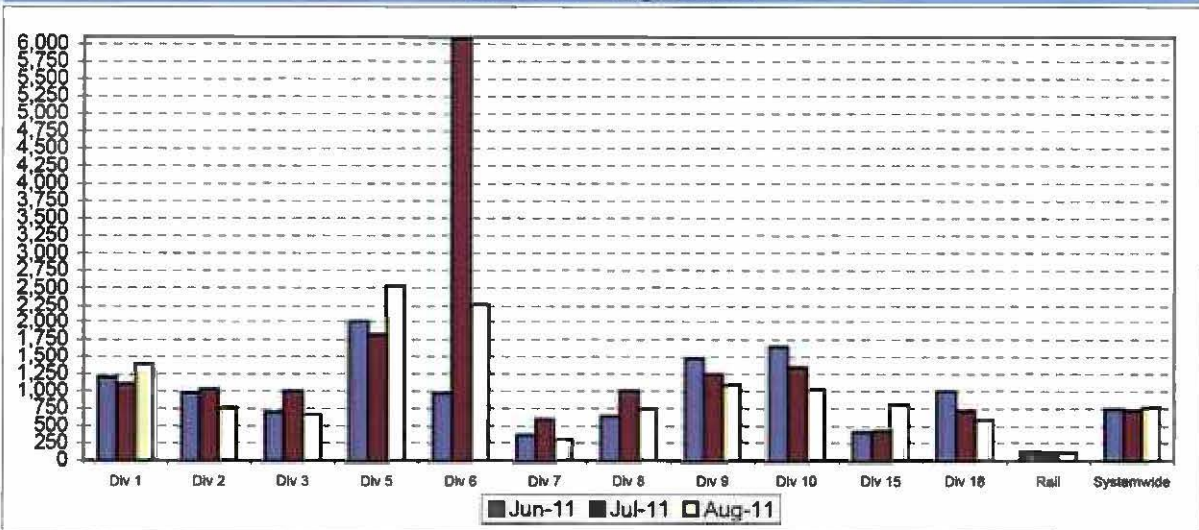
One month lag from current month

LWD Systemwide Trend



One month lag from current month

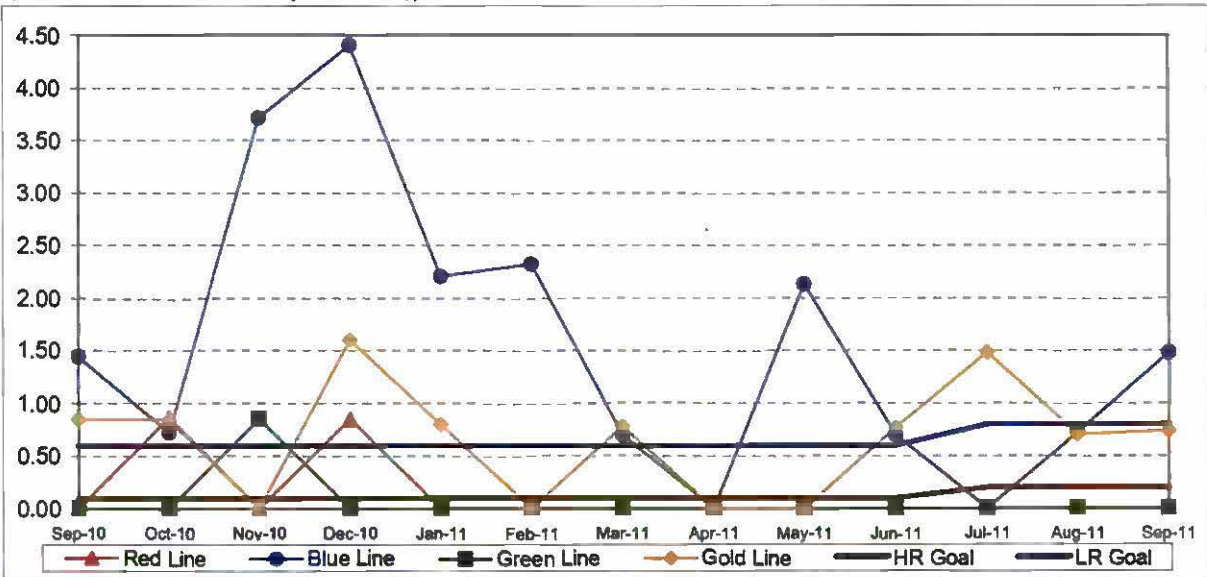
**LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division
June 2011 - August 2011**



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

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

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

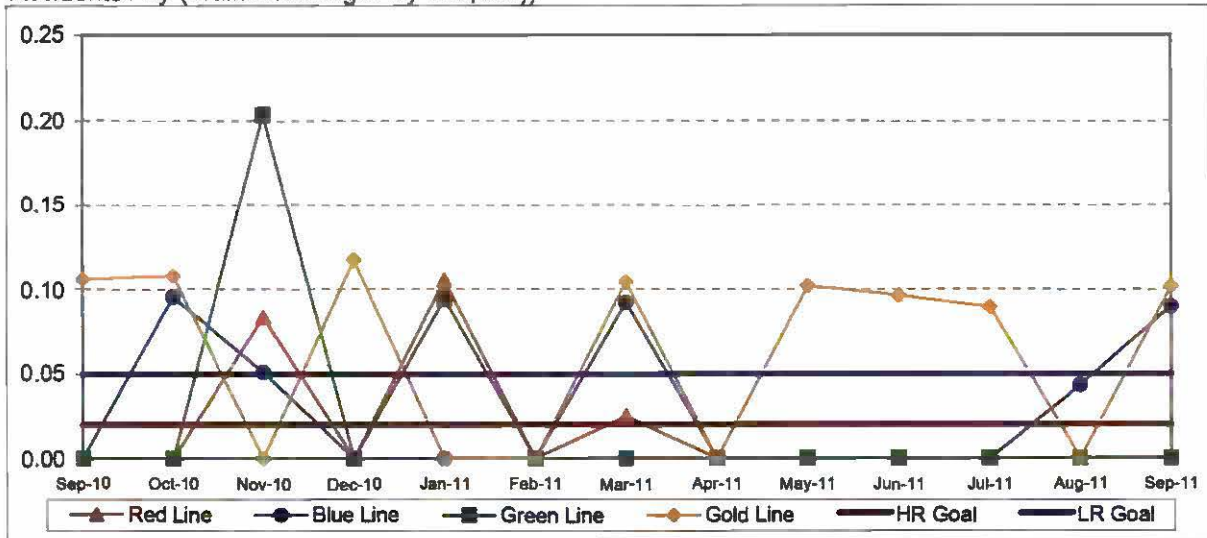


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

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



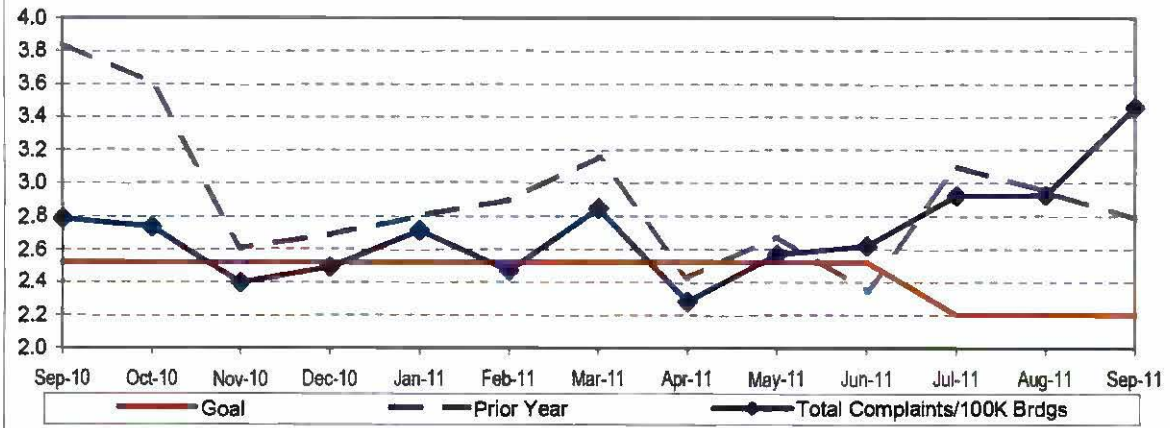
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

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

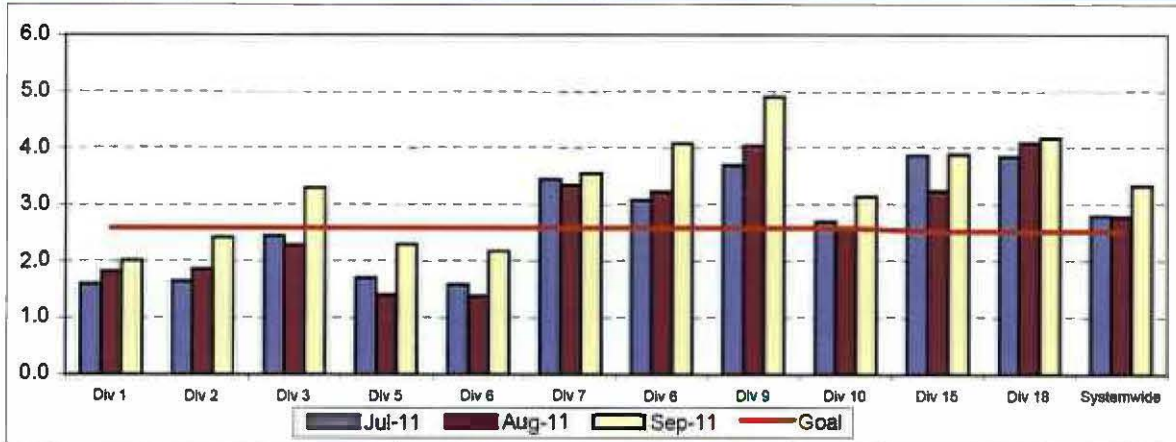
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Remaining Below the Goal line is the target.

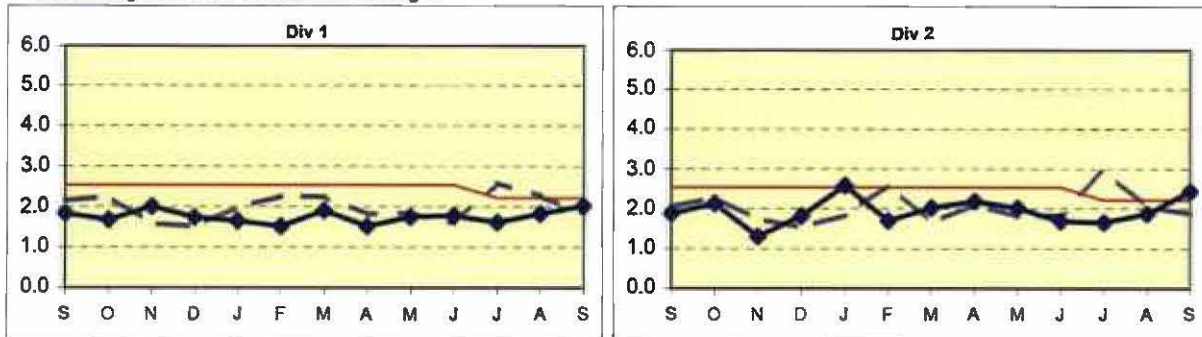
Bus Operating Divisions, by Divisions July 2011 - September 2011



COMPLAINTS PER 100,000 BOARDINGS

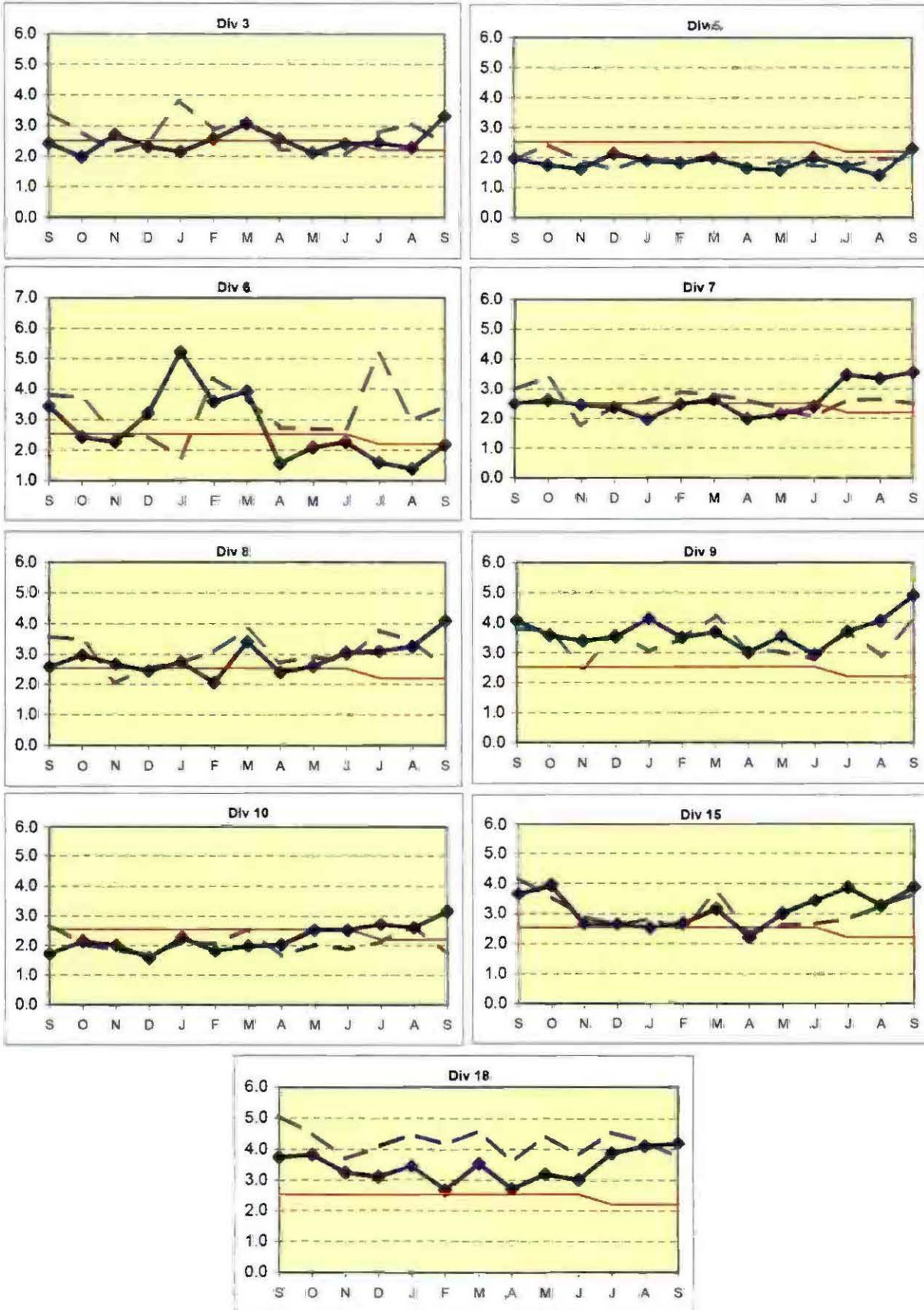
◆ Current Year - - - Prior Year — Goal

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

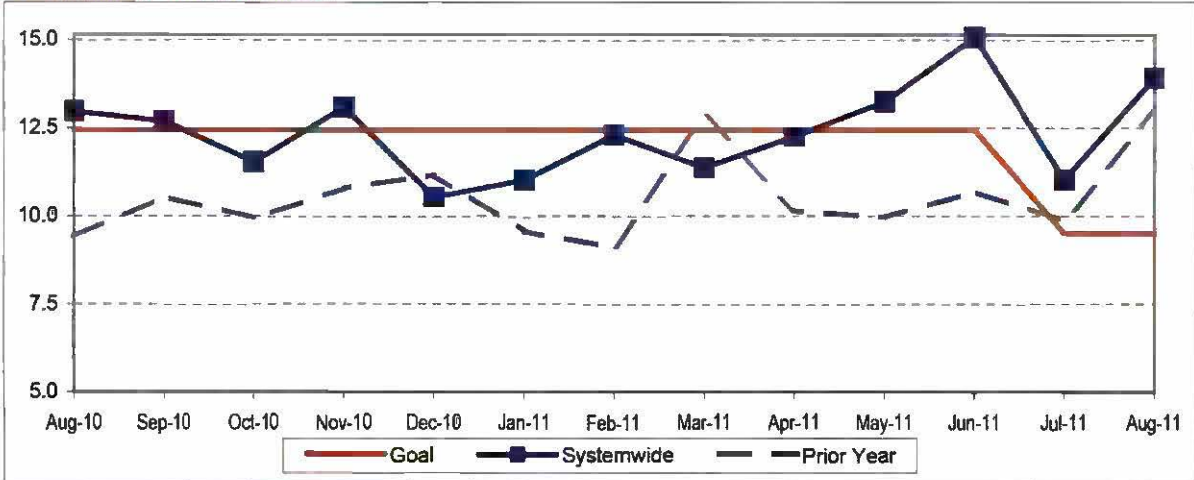
New Workers Compensation Claims per 200,000 Exposure Hours

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 = $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

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

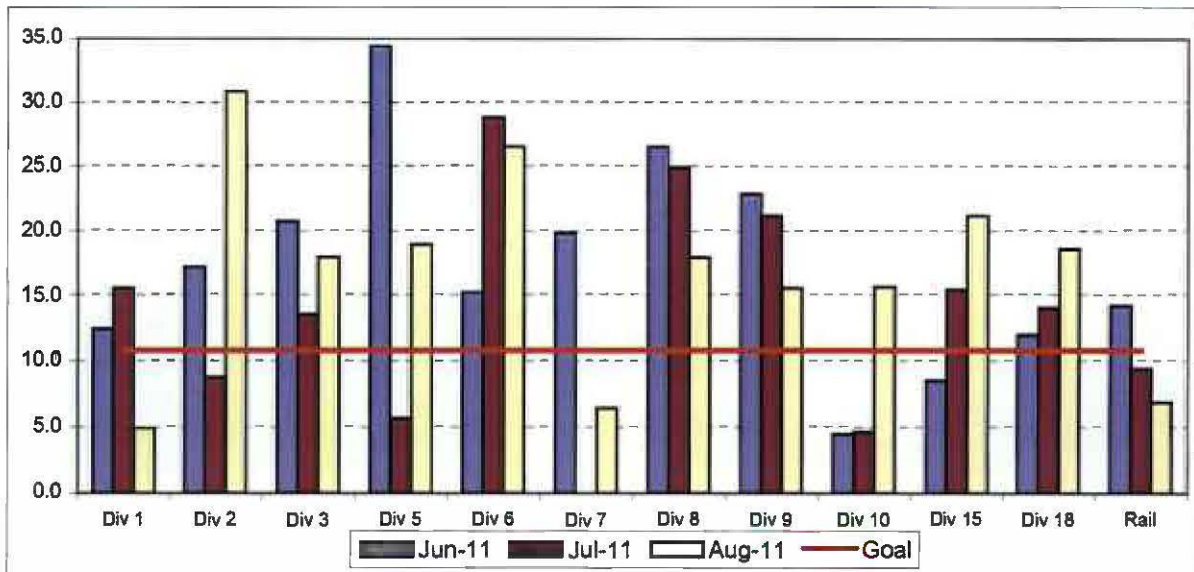
Definition: Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

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

Bus & Rail by Division June 2011 - August 2011

One month lag from current month.

Remaining Below the Goal line is the target.

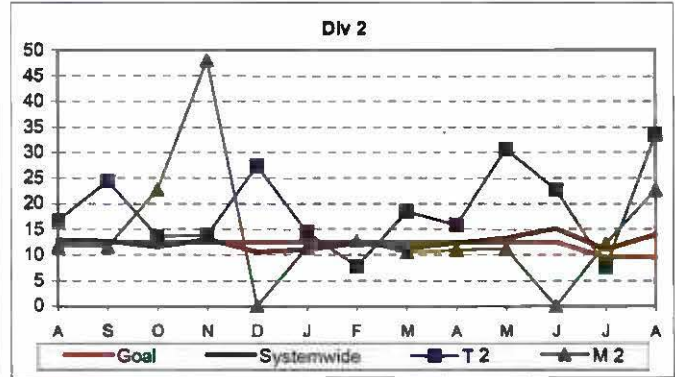
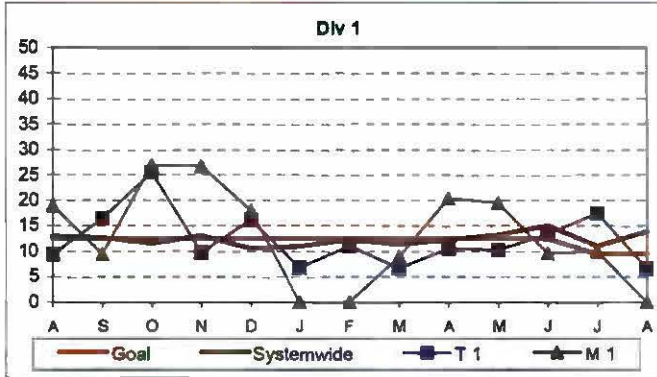


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

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.

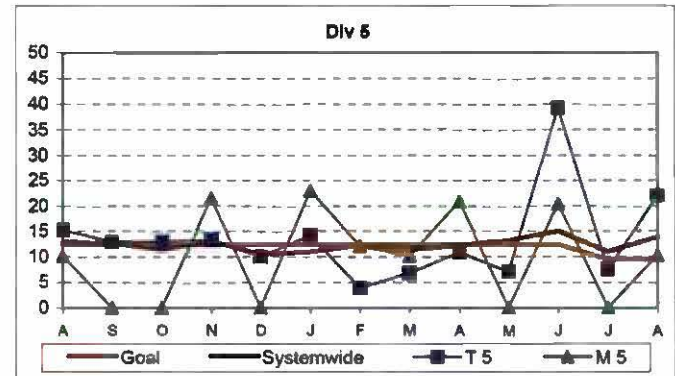
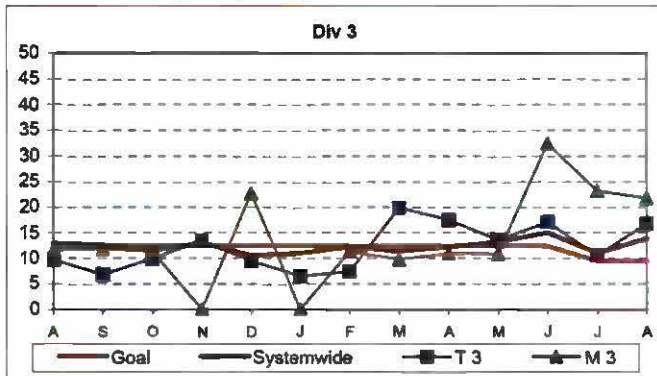
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

One month lag in reporting.

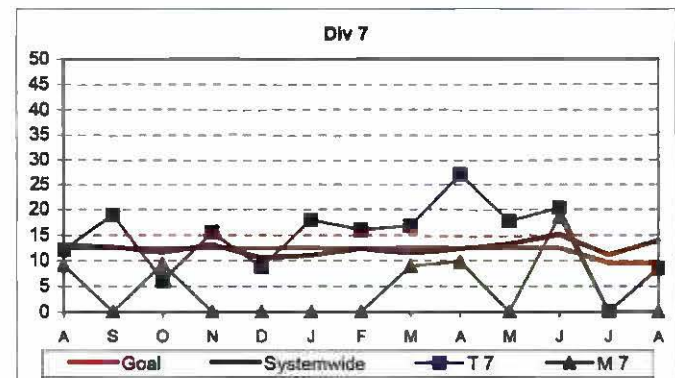
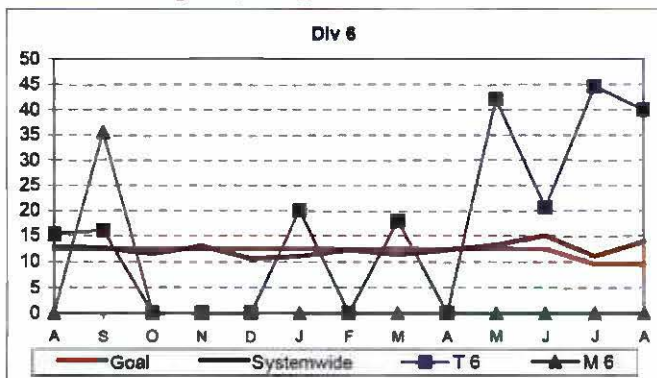


Remaining Below the Goal line is the target.

One month lag in reporting.



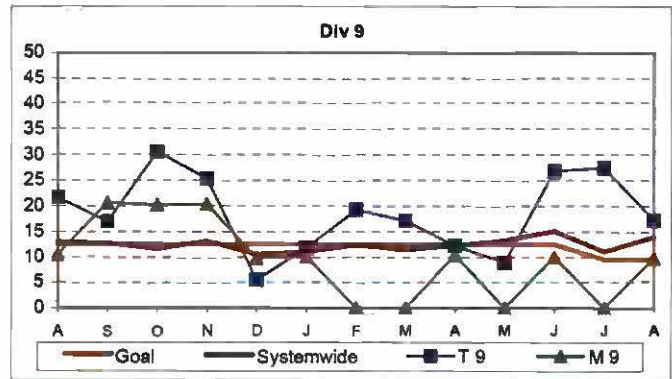
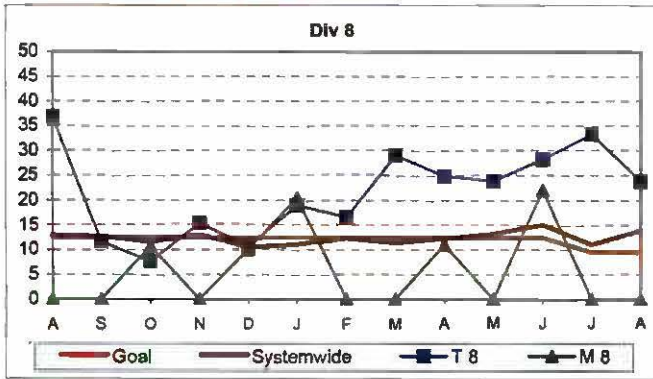
One month lag in reporting.



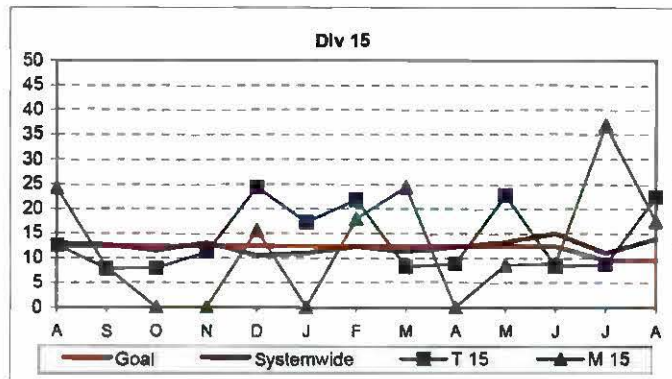
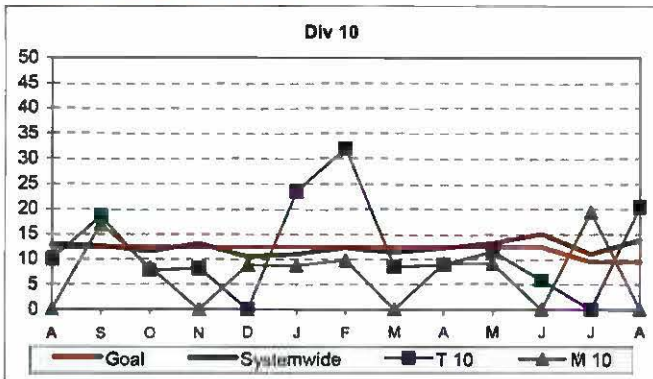
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

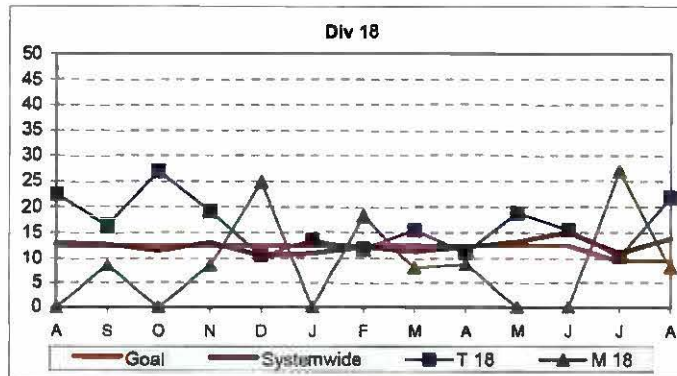
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



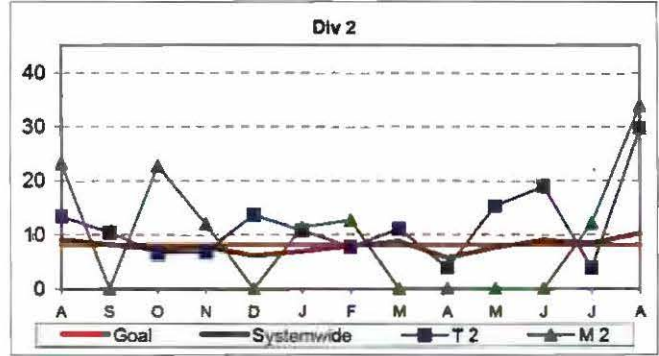
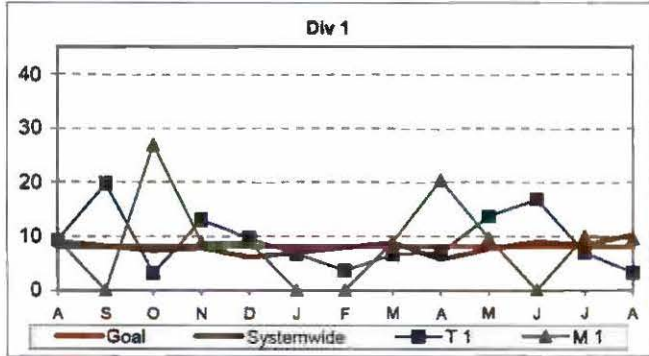
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

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.

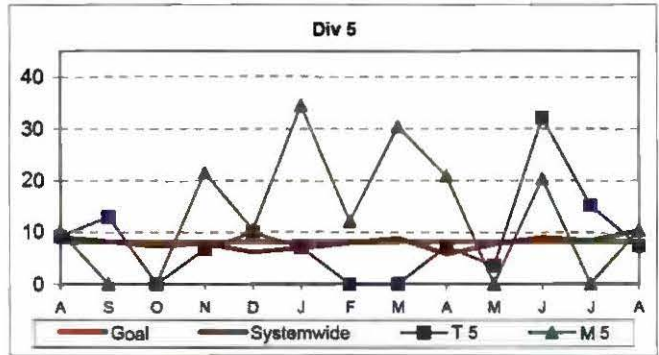
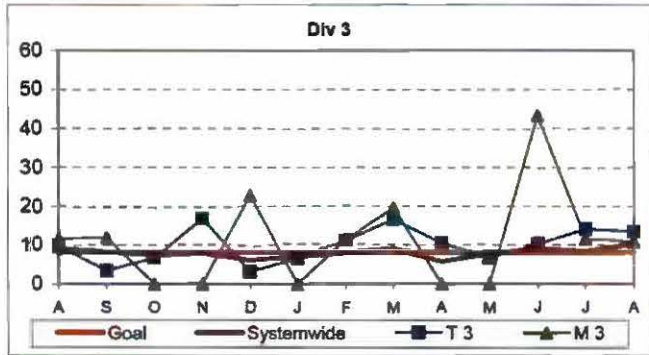
Calculation: New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries / (Exposure Hours/200,000)

One month lag in reporting.

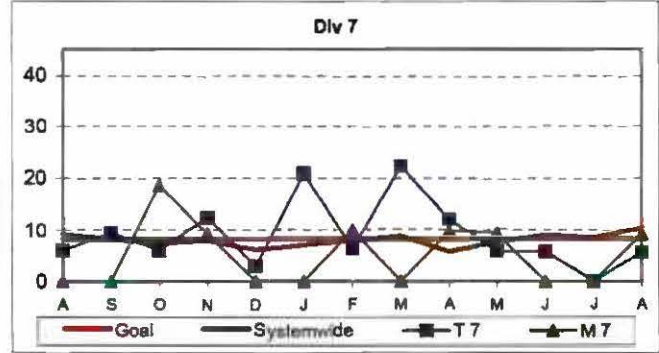
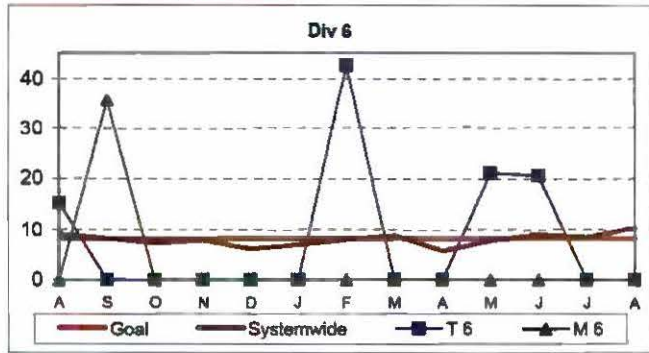


Remaining Below the Goal line is the target.

One month lag in reporting.



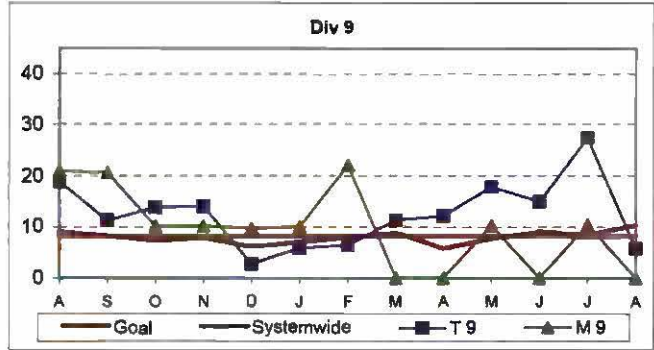
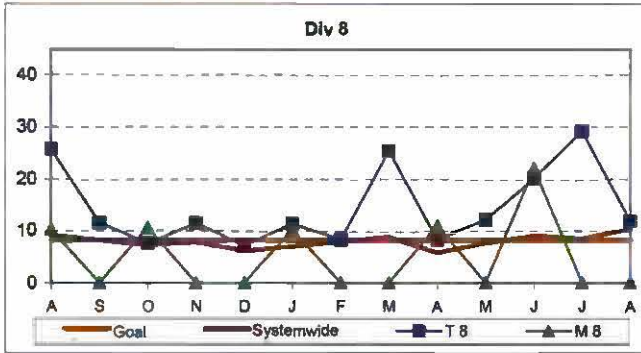
One month lag in reporting.



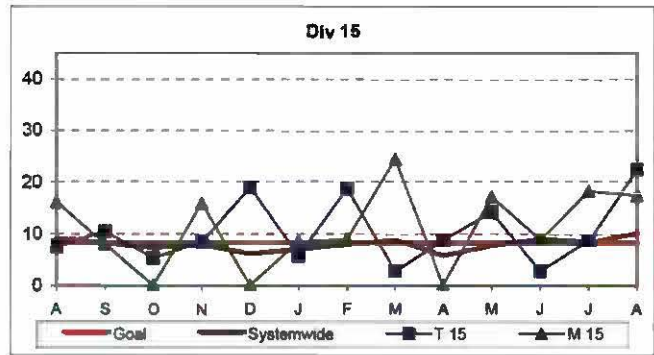
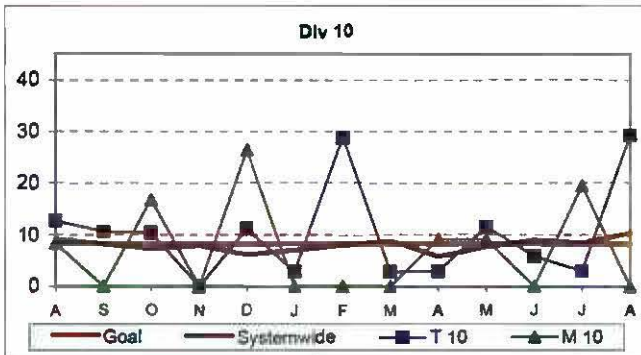
Remaining Below the Goal line is the target.

OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued

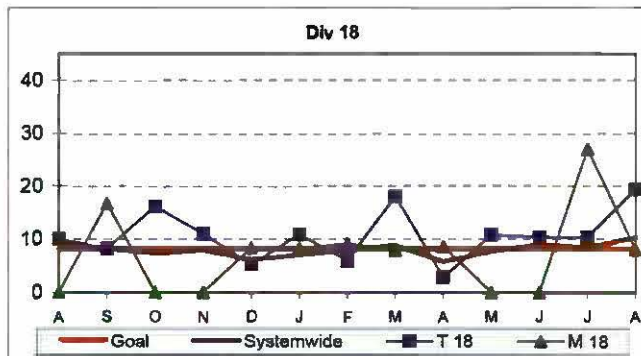
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



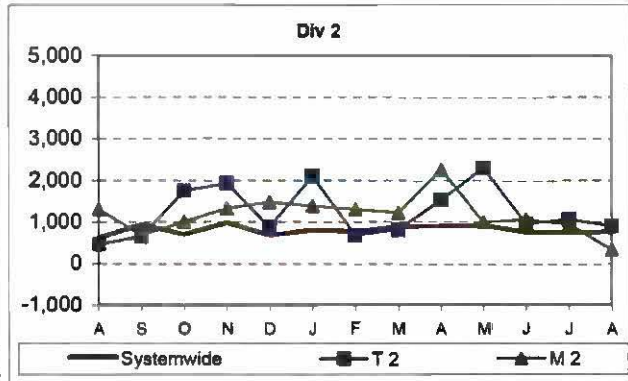
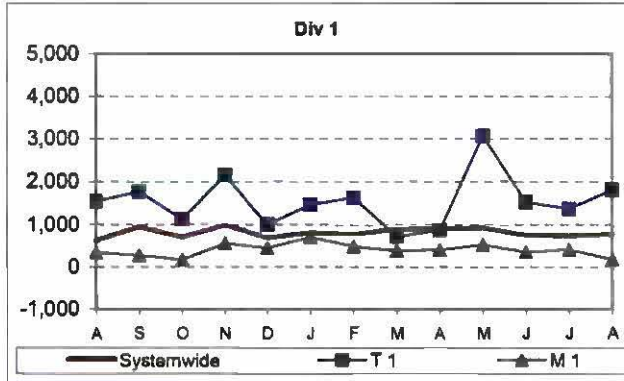
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

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.

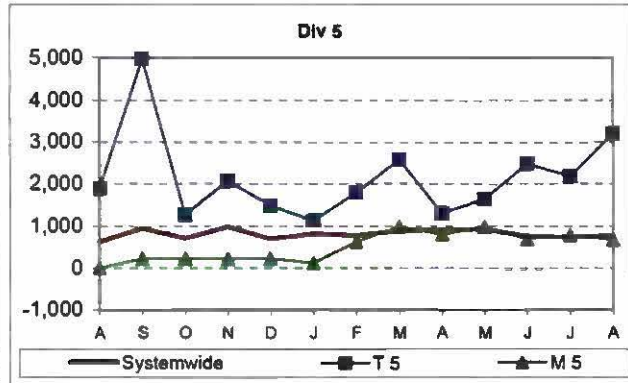
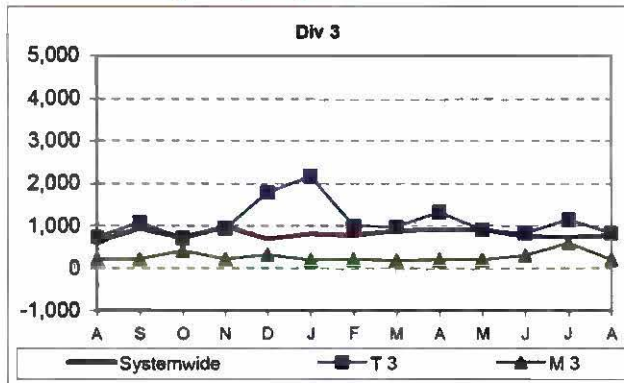
Calculation: $(\text{Total Temporary Disability Benefit Payments} / \text{Estimated TD Benefit Rate}) \times (5/7) / (\text{Number of Exposure Hours} / 200,000)$

One month lag in reporting.

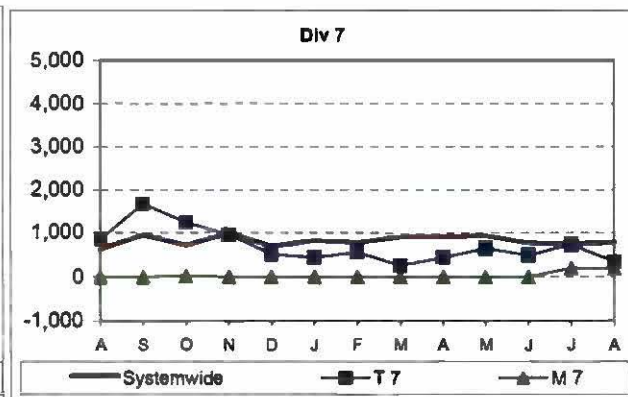
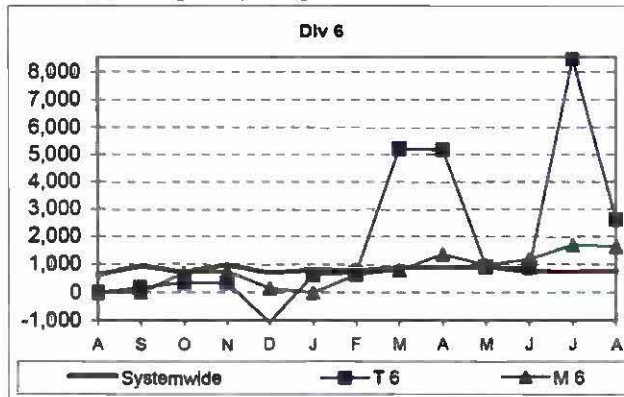


Lower is better.

One month lag in reporting.

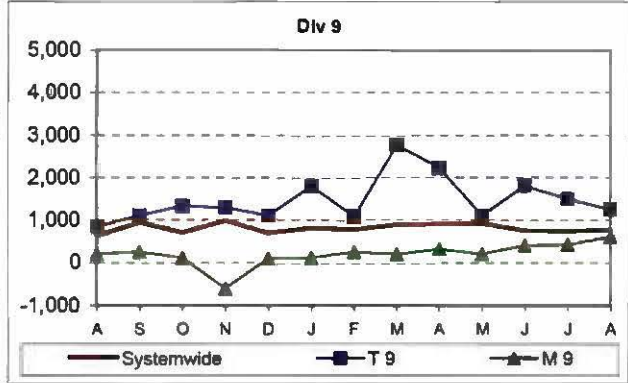
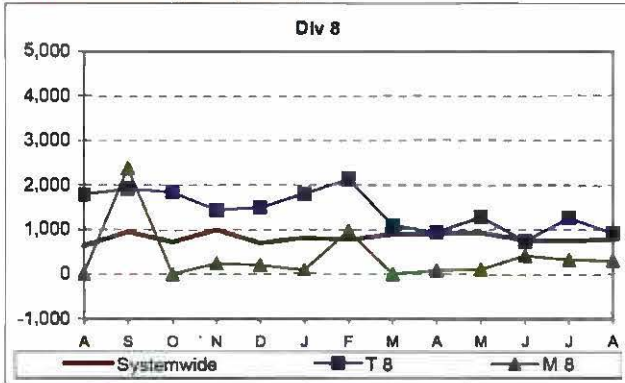


One month lag in reporting.



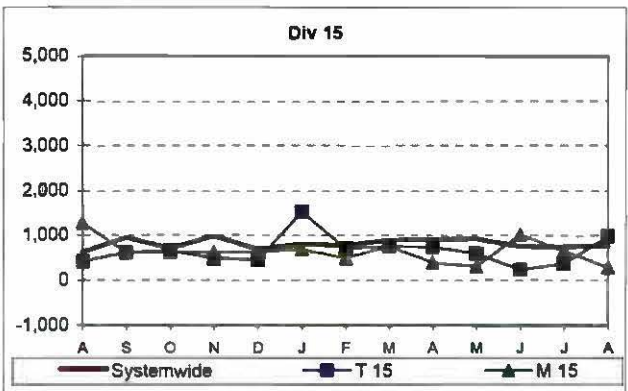
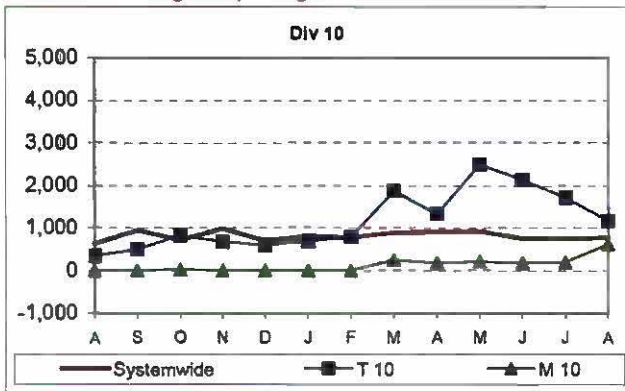
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.

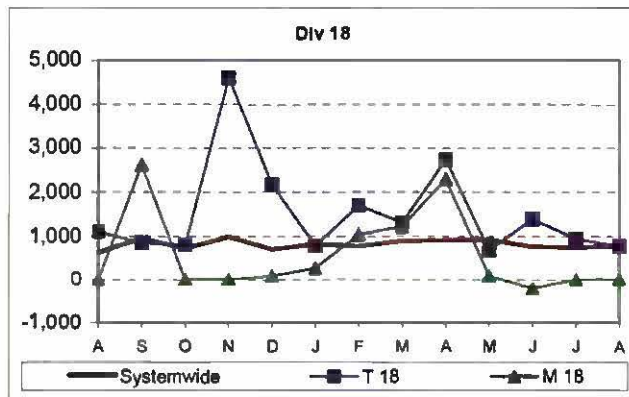


Lower is better.

One month lag in reporting.



One month lag in reporting.



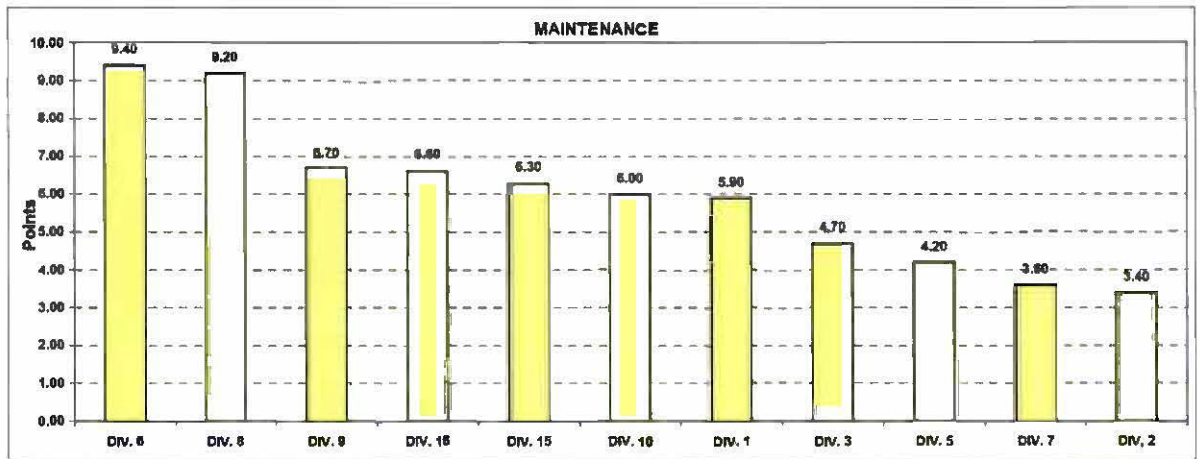
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - September 2011
Metro Bus - Maintenance**

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

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

Maintenance												
Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18	
Miles Between Total												
Road Calls	50%	1789.95	1787.94	2131.30	1662.29	3111.88	1814.24	4824.30	3802.43	1787.51	2381.11	2048.70
Points		4	3	7	2	9	1	11	10	5	8	6
Attendance	20%	0.981	0.984	0.984	0.987	1.000	0.980	0.979	0.958	0.977	0.983	0.984
Points		8	8	3	10	11	2	5	1	4	7	9
New WC Claims (\$200,000 Exp Lim)	30%	0.00	22.64	21.79	10.35	0.00	0.00	0.00	9.25	0.00	17.52	7.99
Points		8	1	2	4	9	9	9	5	9	3	6
*One month lag												
Totals		5.90	3.40	4.70	4.20	9.40	3.80	8.20	6.70	8.00	6.30	6.60
FINAL RANKING	Div.	Div. 6	Div. 8	Div. 9	Div. 18	Div. 15	Div. 10	Div. 1	Div. 3	Div. 5	Div. 7	Div. 2
	Score	9.40	8.20	6.70	6.80	6.30	6.00	5.90	4.70	4.20	3.80	3.40
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



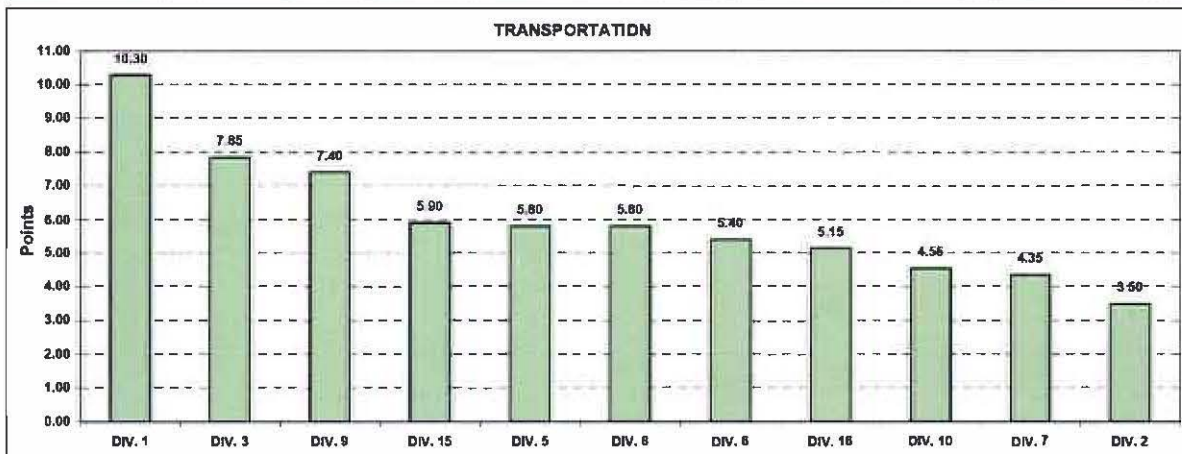
Monthly Calculations - September 2011
Metro Bus - Transportation

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%	0.798	0.734	0.766	0.760	0.771	0.725	0.770	0.761	0.722	0.747	0.730
Points		11	3	8	6	10	2	9	7	1	5	4
Miles Between Total Road Calls	10%	1750.05	1757.04	2131.30	1862.29	3111.95	1614.24	4824.35	3902.43	1767.51	2361.11	2045.70
Points		4	3	7	2	9	1	11	10	5	8	6
Accident Rate	25%	1.48	5.50	3.22	3.79	10.04	6.12	4.00	1.55	4.23	2.88	3.49
Points		11	3	8	6	1	2	5	10	4	8	7
Complaints/100K Boardings	15%	2.01	3.43	3.31	2.70	2.19	3.56	4.05	4.89	3.15	3.59	4.38
Points		11	8	6	9	10	5	3	1	7	4	2
New WC Claims /200,000 Exg Hrs*	25%	8.62	33.48	16.79	22.92	40.03	8.44	23.23	17.22	20.46	22.36	21.89
Points		11	2	9	5	1	10	3	8	7	4	8
*One month lag												
Totals		10.30	3.50	7.85	5.80	5.40	4.35	5.80	7.40	4.55	5.90	5.15

FINAL RANKING: Transportation Division Ranking (Sorted)												
DIV.	Div. 1	Div. 3	Div. 9	Div. 15	Div. 5	Div. 8	Div. 6	Div. 18	Div. 10	Div. 7	Div. 2	
Score	10.30	7.85	7.40	5.90	5.80	5.80	5.40	5.15	4.55	4.35	3.50	
Rank	1st	2nd	3rd	4th	5th	5th	6th	7th	8th	9th	10th	



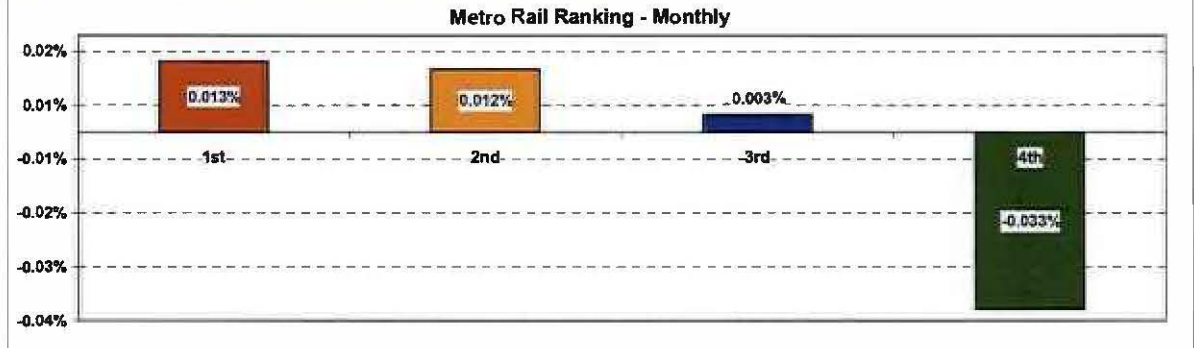
Monthly Calculations - September 2011
Metro Rail

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

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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	Sep-10	Sep-11	Yearly Improvement	Sep-10	Sep-11	Yearly Improvement	Sep-10	Sep-11	Yearly Improvement	Sep-10	Sep-11	Yearly Improvement
Wayside Availability												
Track	100.00%	100.00%	0.00%	99.95%	100.00%	0.05%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signal	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	99.99%	99.98%	-0.01%	100.00%	100.00%	0.00%
Power	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Wayside Performance	100.00%	100.00%	-0.001%	99.98%	100.00%	0.018%	100.00%	99.99%	-0.003%	100.00%	100.00%	0.000%
Vehicle Performance												
et Svc. Performance	99.89%	99.89%	0.003%	100.00%	100.00%	0.000%	99.90%	99.91%	0.011%	99.95%	99.97%	0.022%
Rail Transportation												
itions & Control Perf.	99.99%	100.00%	0.008%	99.99%	100.00%	0.007%	99.98%	99.98%	-0.010%	100.00%	100.00%	0.000%
In-Service Performance												
table RH Delivered	99.88%	99.88%	0.004%	99.93%	99.96%	0.030%	100.00%	99.87%	-0.129%	99.95%	99.97%	0.025%
Total Rail Line Perf	99.94%	99.94%	0.003%	99.98%	99.99%	0.013%	99.97%	99.94%	-0.033%	99.97%	99.99%	0.012%

Metro Rail Final Ranking (Sorted)				
Rail Line	RED	GOLD	BLUE	GREEN
Score	0.013%	0.012%	0.003%	-0.033%
Rank	1st	2nd	3rd	4th



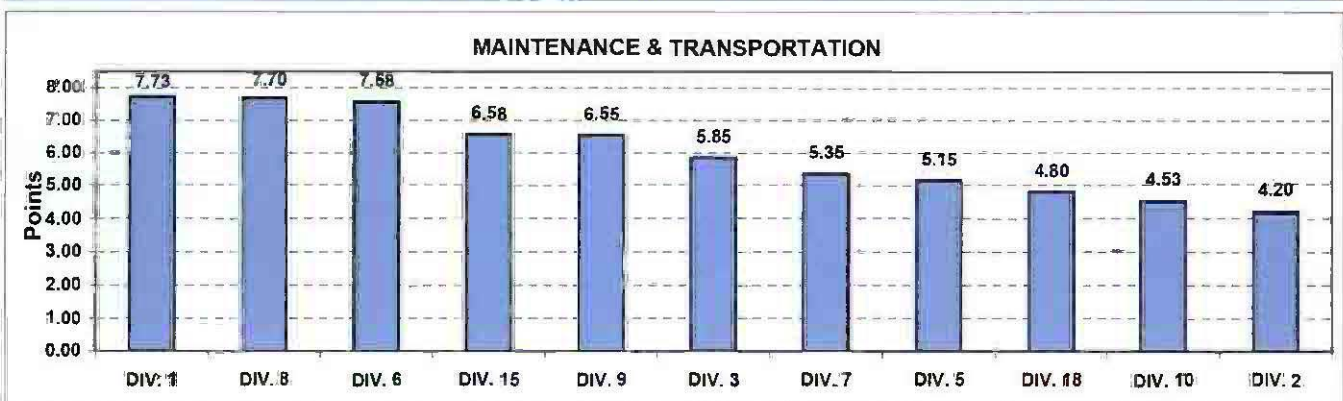
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY12 - Q1 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total												
Road Calls	25.0%	1798	1688	2046	1689	3706	1736	4685	3640	1633	2618	1980
Points		5	2	7	3	10	4	11	9	1	8	6
Attendance	10.0%	0.9771	0.9792	0.9710	0.9851	0.9973	0.9752	0.9775	0.9473	0.9718	0.9802	0.9769
Points		6	8	2	10	11	4	7	1	8	9	5
Claims /200000												
Exp.Hrs	15.0%	6.5005	11.7457	25.8887	10.5917	0.0000	6.2248	7.8870	6.6968	6.2702	20.8625	11.3907
Points *		8	3	1	5	11	10	6	7	9	2	4
* One month Lag: Jun 11 - Aug 11												
Transportation												
In-Service On-Time												
Performance	12.5%	0.8125	0.7500	0.7913	0.7837	0.7805	0.7377	0.7985	0.7823	0.7250	0.7704	0.7556
Points		11	3	9	8	6	2	10	7	1	5	4
Miles Between Total												
Road Calls	5.0%	1797.8	1687.7	2045.9	1689.4	3706.4	1736.2	4684.9	3640.5	1633.2	2618.3	1980.3
Points		5	2	7	3	10	4	11	9	1	8	6
Accidents/100k Hub												
Miles	12.5%	2.5837	3.5276	3.3103	5.1794	8.5847	4.4415	3.1332	1.7010	4.0727	3.0402	4.1589
Points		10	6	7	2	1	3	8	11	5	9	4
Complaints/100K												
Boardings	7.5%	1.8119	1.9861	2.6870	1.8061	1.7169	3.4568	3.4904	4.2324	2.8139	3.6729	4.0454
Points		9	8	7	10	11	5	4	1	6	3	2
Claims /200000												
Exp.Hrs	12.5%	12.4007	21.4181	14.8766	23.2611	31.2598	9.6010	28.3499	23.6761	8.8799	13.1962	16.0199
Points *		9	5	7	4	1	10	2	3	11	8	6
* One month Lag: Jun 11 - Aug 11												
Totals		7.73	4.20	5.85	5.15	7.58	5.35	7.70	6.55	4.53	6.58	4.80
FINAL RANKING Maintenance and Transportation Division Ranking (Sorted)												
	DIV.	DIV. 1	DIV. 8	DIV. 6	DIV. 15	DIV. 9	DIV. 3	DIV. 7	DIV. 5	DIV. 18	DIV. 10	DIV. 2
Score		7.73	7.70	7.58	6.58	6.55	5.85	5.35	5.15	4.80	4.53	4.20
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY12 - Q1
Metro Rail**

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

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

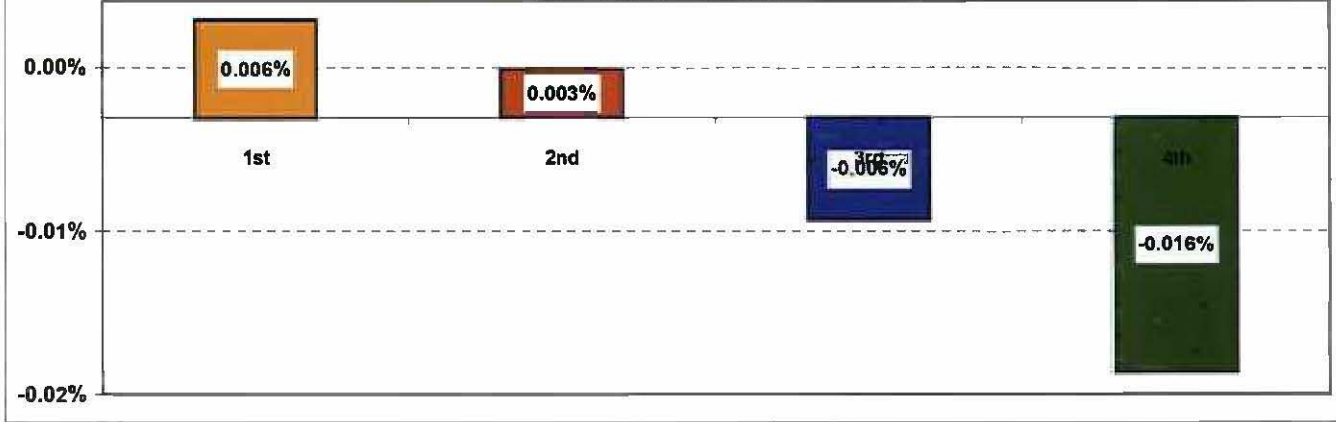
Improvement from Previous Year

Overall Rail Line Performance	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	FY11 Q1	FY12 Q1	Yearly +/-	FY11 Q1	FY12 Q1	Yearly +/-	FY11 Q1	FY12 Q1	Yearly +/-	FY11 Q1	FY12 Q1	Yearly +/-
July	99.97%	99.97%	0.000%	99.98%	99.98%	0.000%	99.99%	99.99%	0.000%	99.98%	99.98%	0.000%
August	99.98%	99.96%	-0.022%	99.99%	99.99%	-0.004%	99.99%	99.97%	-0.014%	99.98%	99.98%	0.006%
Sept.	99.94%	99.94%	0.003%	99.98%	99.99%	0.013%	99.97%	99.94%	-0.033%	99.97%	99.99%	0.012%
Quarterly Average	99.96%	99.96%	-0.006%	99.98%	99.98%	0.003%	99.98%	99.97%	-0.016%	99.98%	99.98%	0.006%

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	RED	BLUE	GREEN
Score	0.006%	0.003%	0.006%	-0.016%
Rank	1st	2nd	3rd	4th

Metro Rail Ranking - Quarterly



METRO FINANCIAL STATUS

Los Angeles County Metropolitan Transportation Authority

Financial Status

September 30, 2011

FTA Quarterly Review
November 2011



Metro

1Q FY12

- **Y-o-y, actual cash flow PA, PC, TDA sales taxes +7.9%, slightly ahead of budget**
- **LA County unemployment remains above 12%**
- **Transit indicators – Y-t-d September**
 - **Ridership 1.6% above prior year**
 - **Bus ridership, 0.3% up vs prior year**
 - **Rail ridership, 5.6% up vs prior year**
 - **ES Gold year opened in Fall 2010**
 - **Fare revenues 1.7% below prior year**
 - **Impacts of fare changes implemented in August**

1Q FY12

- **Expo 2 ground breaking**
- **Board approved environmental documents for Crenshaw. TIFIA application to be submitted in October**
- **Litigation stalls Foothill maintenance facility**
- **Global financial markets volatile**
 - **Foreign sovereign debt concerns/resolution**
 - **10 and 30-year Treasury rates remain low**



Metro

FY12 Look Ahead

- **State Fall bond sale**
- **Labor contracts**
- **LRV contract award**

METRO PLANNING PROJECTS

FTA Quarterly Planning Update

November 30, 2011

- Metro PE Reports
 - > Westside Subway Extension
 - > Regional Connector
 - > Crenshaw/LAX Corridor

- Metro Planning Reports
 - Small Starts Projects
 - > Wilshire Bus Lane
 - > Gap Closure Project

 - Other Projects
 - > East San Fernando Valley North-South
 - > Metro Green Line to LAX
 - > South Bay Metro Green Line Extension
 - > Eastside Transit Corridor Phase 2
 - > Restoration Historic Streetcar Service



A Orange Line Extension	G Exposition Transit Corridor Phase 2
B East San Fernando Valley North-South Transit Corridors	H Crenshaw/LAX Transit Corridor
C Sepulveda Pass Transit Corridor	I Eastside Transit Corridor Phase 2 (all alternatives)
D Westside Subway Extension	J Green Line LAX Extension
E Regional Connector Transit Corridor	K South Bay Green Line Extension
F Gold Line Foothill Extension	L West Santa Ana Transit Corridor



Metro

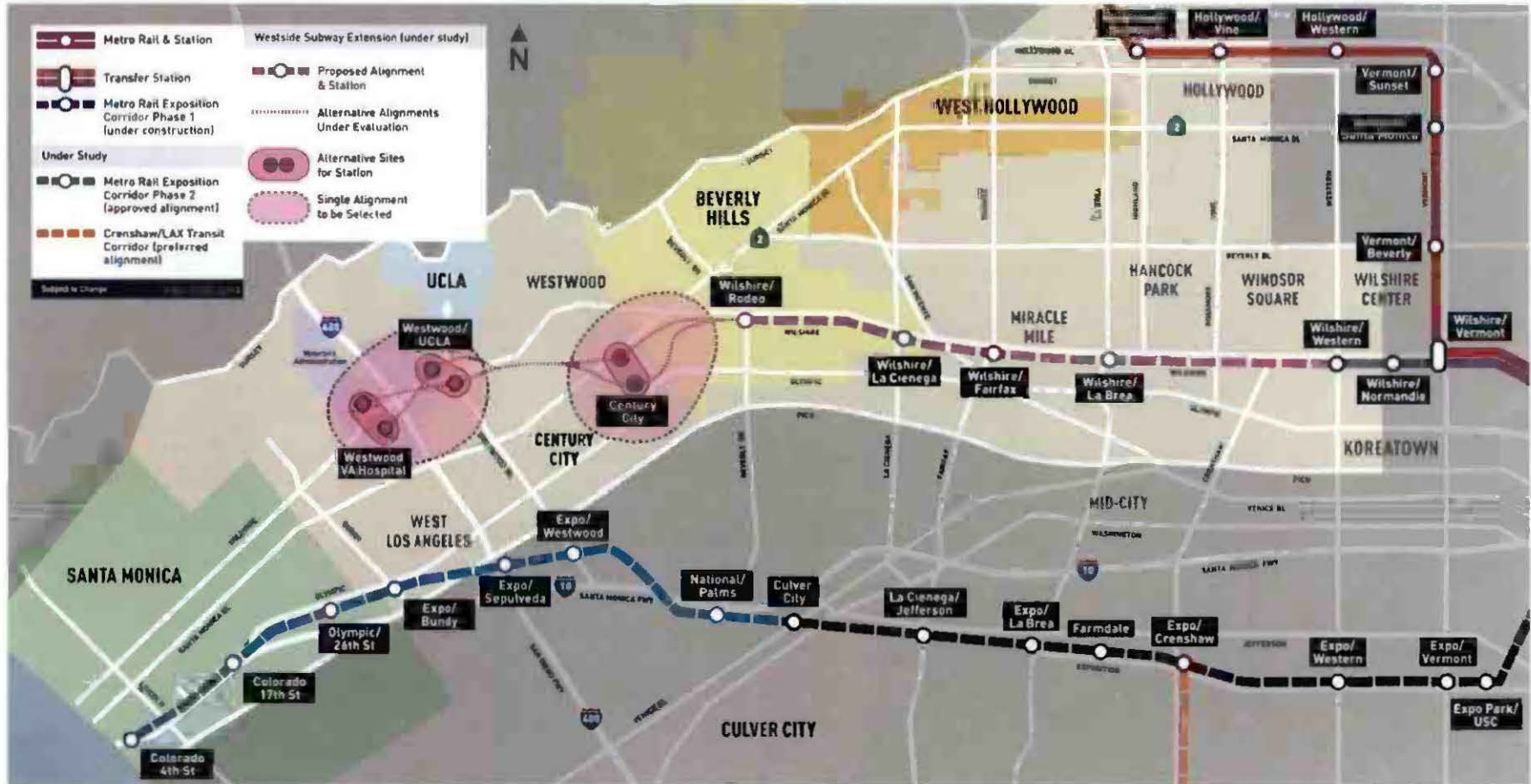
Los Angeles County
Metropolitan Transportation Authority

Westside Subway Extension



Metro

Westside Subway Extension



8.9 mile Extension of Metro Purple Line
7 New Stations
\$5.66 Billion (YOE 2022-30/10) (FTA New Starts Criteria)
78,700 New Daily Project Trips

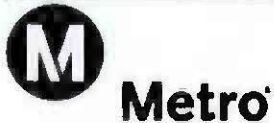
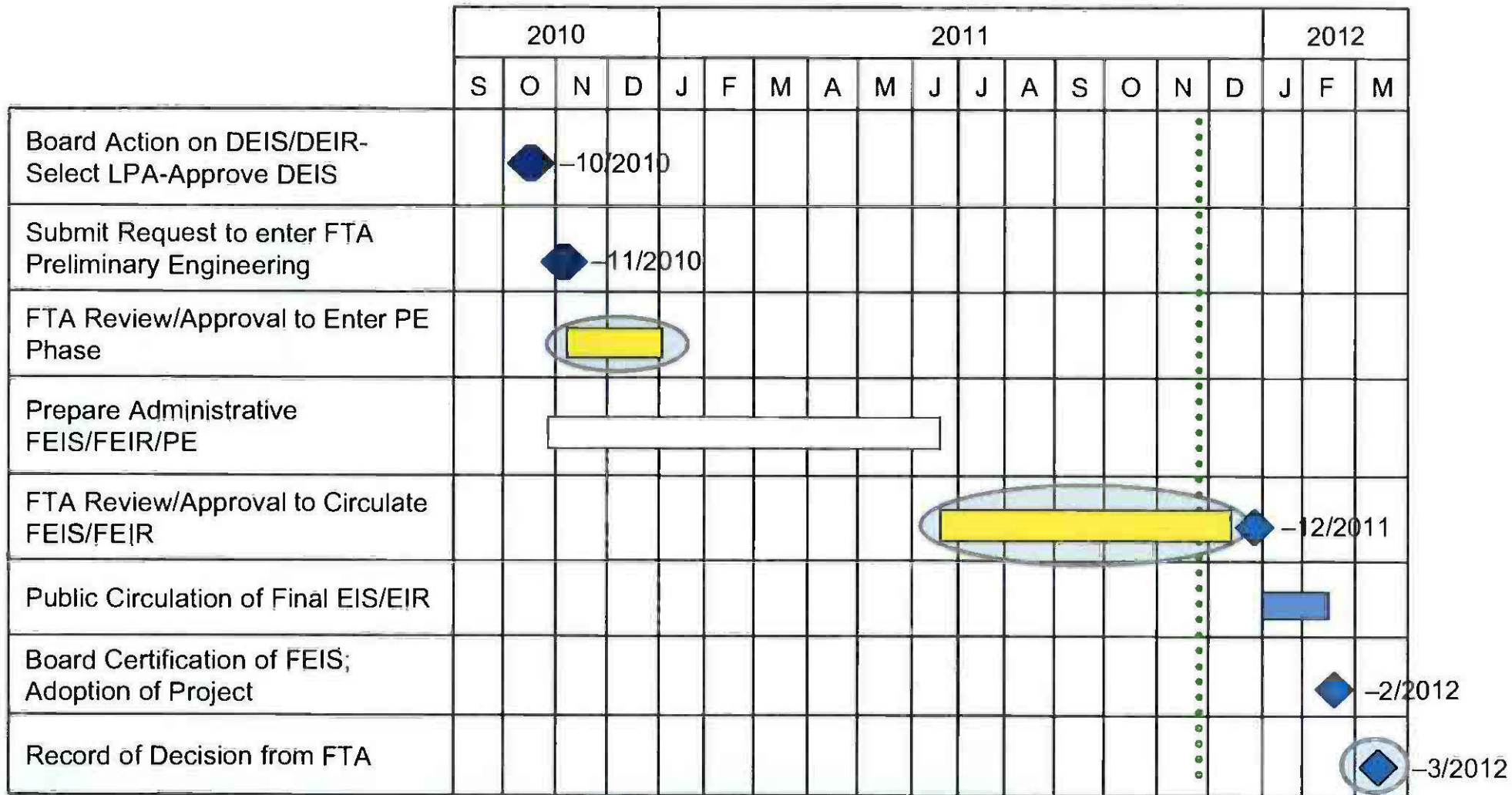


Westside Subway Extension Administrative Final EIS/EIR

Status

- August 26th – Second Draft submitted; FTA comments received October 3rd (initial) and October 7th (complete)
- September 12th – Financial Plans submitted
- October 21st – Third Draft submitted; FTA reviewing while more robust discussion on project phasing is incorporated into document; Metro submitted complete Fourth Draft on November 16th
- December – Approval to Circulate Final EIS/EIR
- Early January 2012 – Release for 45-day Review Period
- February 23, 2012 – Board Certification
- March 2012 – Record of Decision for entire nine-mile Project

Westside Subway Extension Final EIS/EIR Schedule



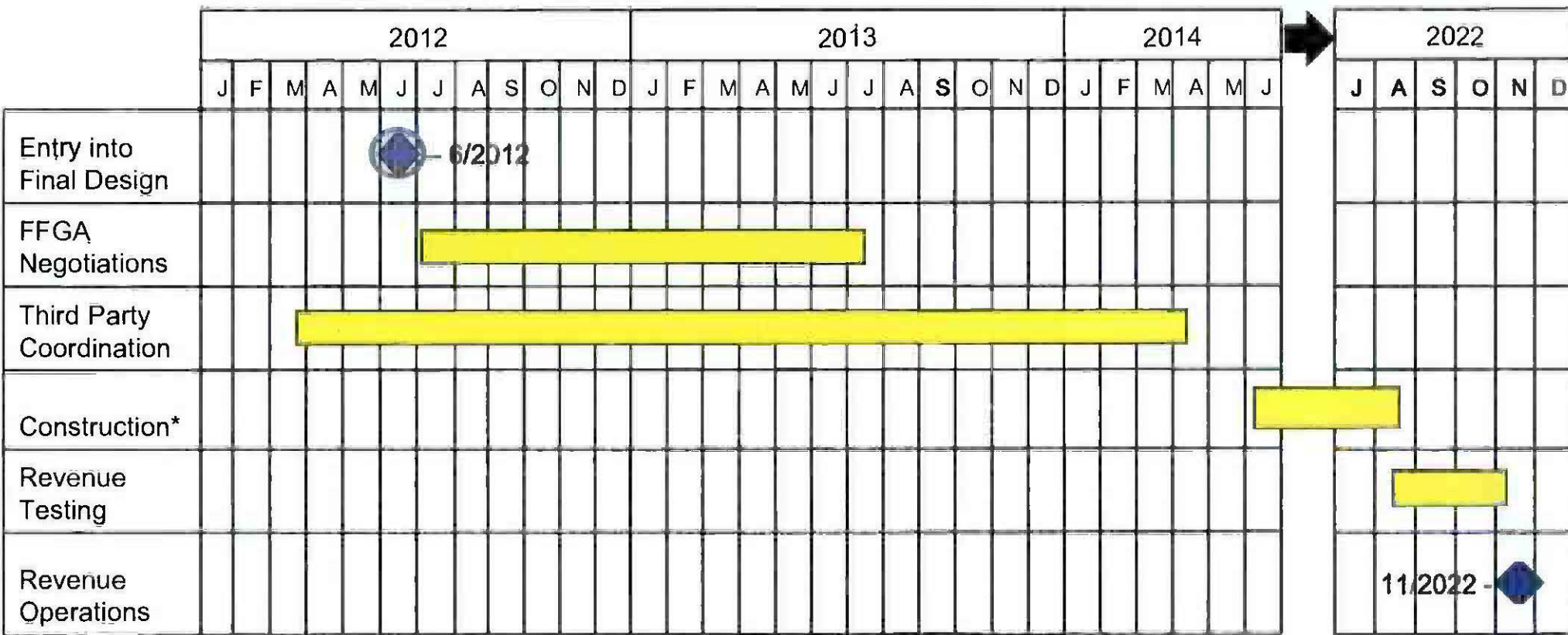
◆ = MTA Original
Milestone Date

◆ = FTA Revision to
Milestone Date

○ = FTA Action

Last Revised: 10/2011

Westside Subway Extension Project Schedule



* Note: December 2012 - Early Construction start for VA Parking Structure (D/B Contract)

Last Revised: 11/15/11



 = Milestone Date

 = FTA Action

Westside Subway Extension

Current Project Cost Estimate

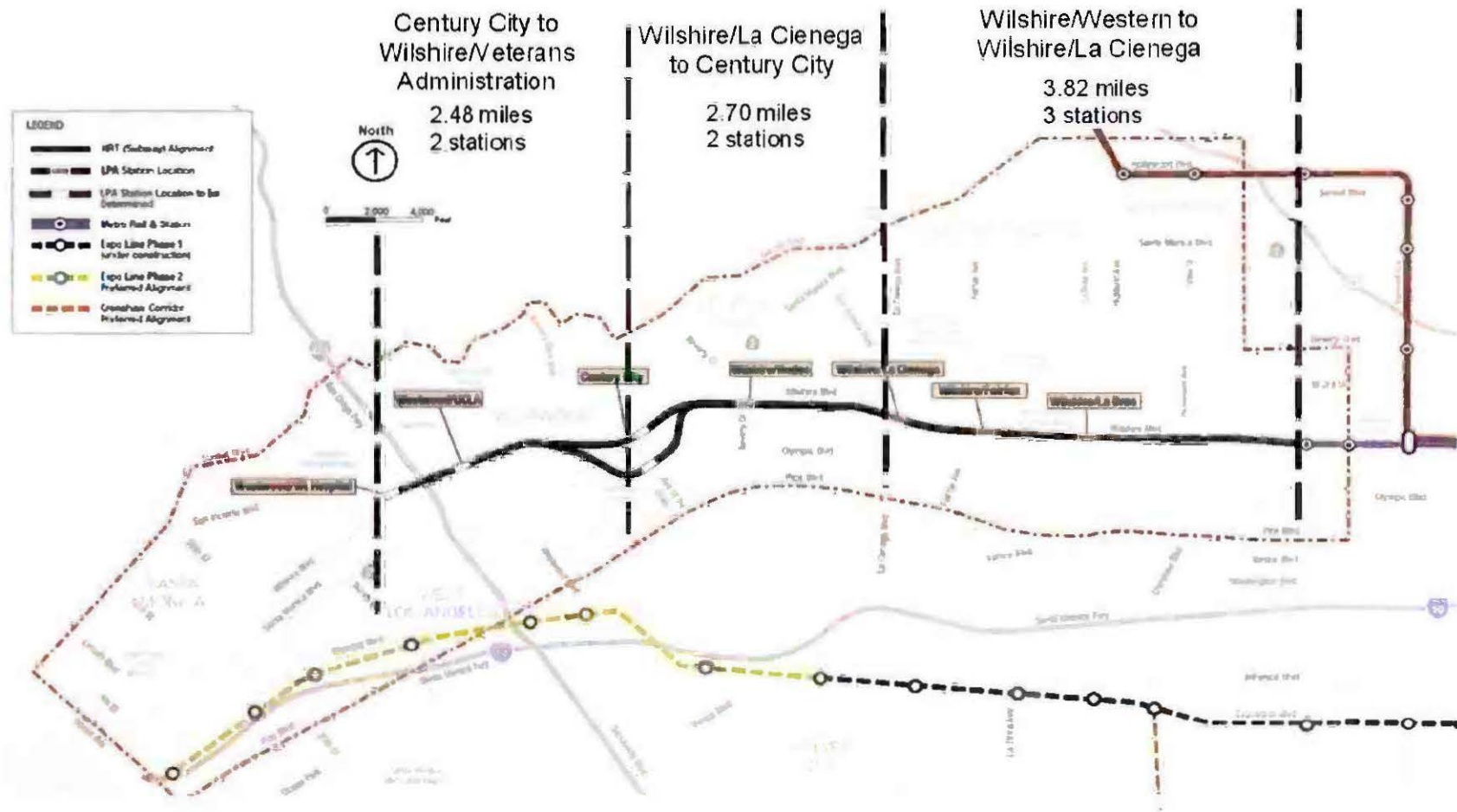
Description	YOE Dollars (x\$000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$1,312,408
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$774,066
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$118,144
40 SITEWORK & SPECIAL CONDITIONS	\$482,003
50 SYSTEMS	\$354,964
60 ROW, LAND, EXISTING IMPROVEMENTS	\$396,309
70 VEHICLES (number)	\$573,398
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	\$712,824
90 UNALLOCATED CONTINGENCY	\$404,729
100 FINANCE CHARGES	\$ 533,498
TOTAL COSTS	\$5,662,343



Metro

Westside Subway Extension Construction Phasing

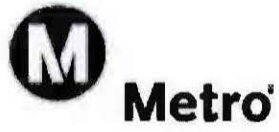
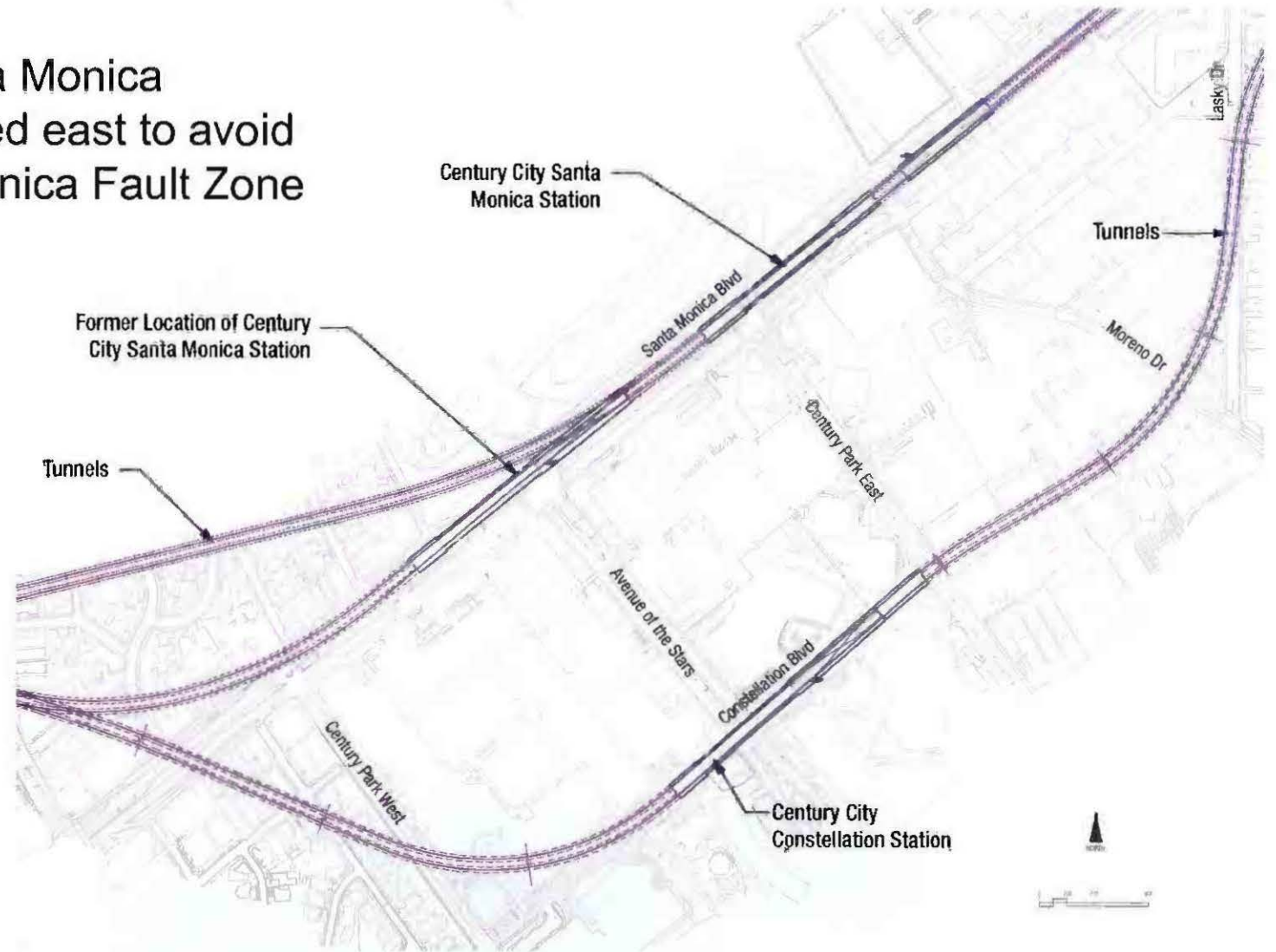
Westside Subway Extension Construction Contract Packaging



- Contract Packaging based upon availability of funding
- Design-Bid-Build project delivery of entire alignment or individual contracts (tunnels and stations)
- Potential Design-Build project delivery for trackwork, systems & systems integration testing

Westside Subway Extension Century City Station Locations

Station on Santa Monica
Boulevard Shifted east to avoid
active Santa Monica Fault Zone



Westside Subway Extension Century City Study Area Tunneling Can Be Accomplished Safely

- Demonstrated on Gold Line Eastside Extension (2006)
 - Similar: diameter, oil field, gassy soil, seismic area, depth
 - Similar soils: dense and suitable for tunnel boring machine (TBM)
- Pressurized closed-face TBM minimizes ground movement
 - Little to no ground settlement ➔ Little to no impact on buildings
 - Gas-and-water-tight final lining installed within TBM
 - Tunnel ventilation prevents gas buildup during tunneling and operations

Westside Subway Extension Century City Study Area Tunneling Can Be Accomplished Safely

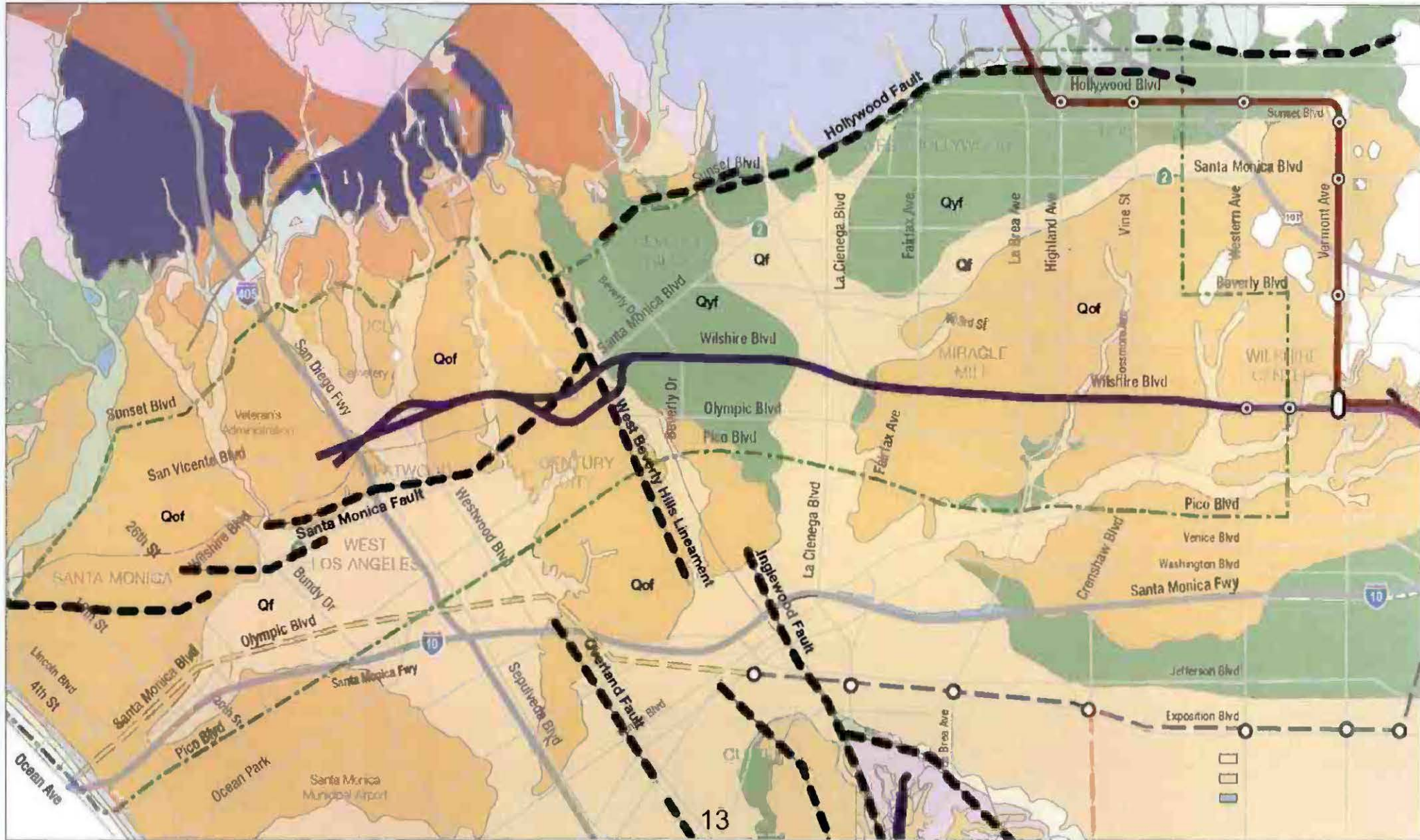
- Noise and vibration during tunneling and operations
 - Will be specified, monitored, and controlled to existing criteria
 - Substantiated complaints will be addressed and mitigated
- Investigation of oil wells
 - Conducted investigation on BHHS Campus
 - Further investigation (magnetic probing) to confirm tunnel area clear of wells
 - Proven methods exist to treat oil well casings
- Project requires tunneling through active faults
 - Many precedents for successful tunneling through active faults
 - Pressurized face TBMs can tunnel through fault zones safely
 - Installed lining will be designed to accept fault offsets without collapse

Westside Subway Extension

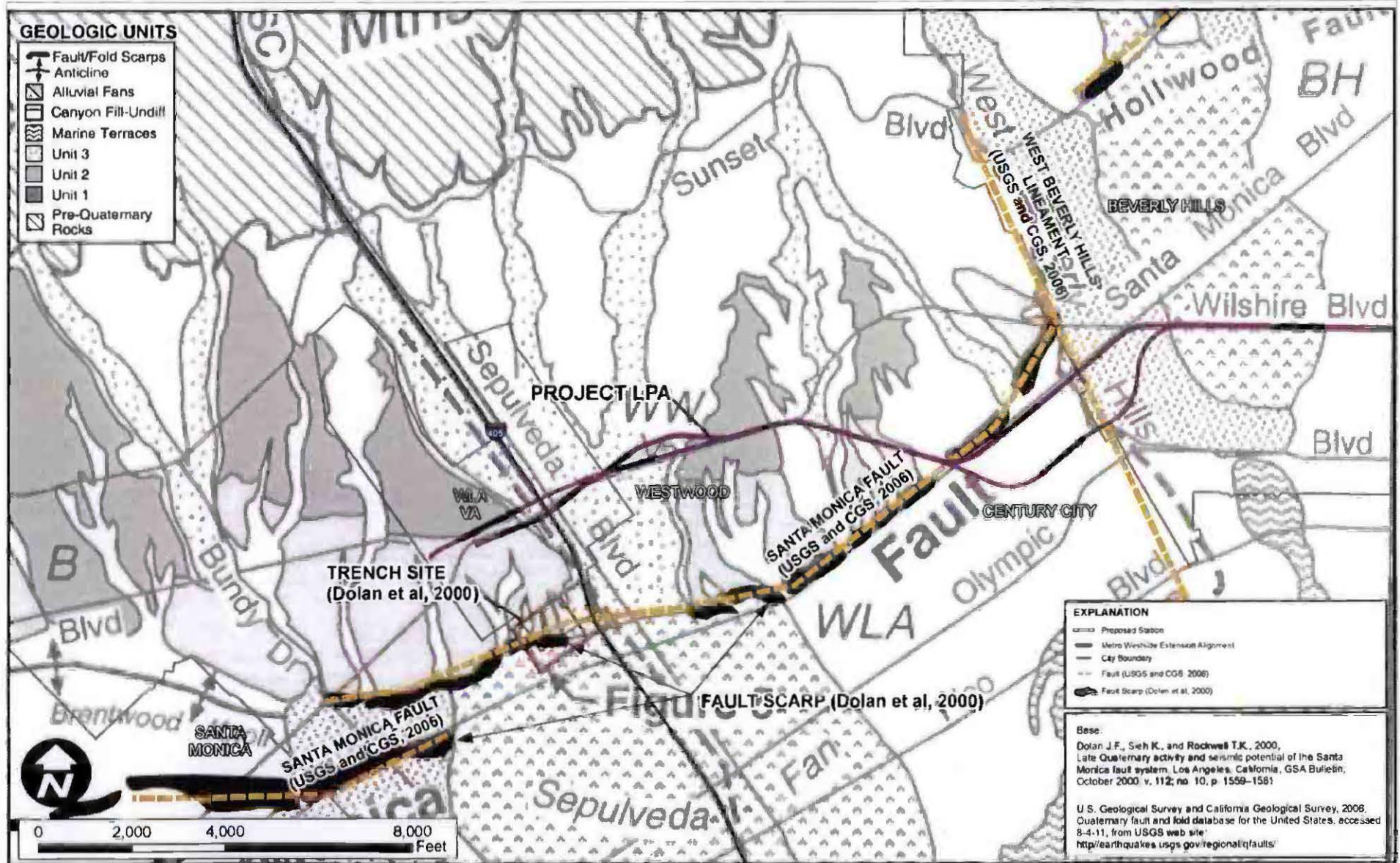
Safe Tunneling Beneath Beverly Hills High School

- Many alignments evaluated, none can avoid all BHHS buildings
 - Selected best for BHHS
 - Passes only beneath South Wing of Building B
 - Not below gym/pool building
- Depth allows future development (including deep basements and underground parking)
- Presence of tunnels
 - Does not affect overlying structures during an earthquake
 - Does not impact use as emergency evacuation center or shelter
 - Will not pose new risks to students, faculty and community

Westside Subway Extension Study Area Fault Locations



Westside Subway Extension Century City Area Fault Zones



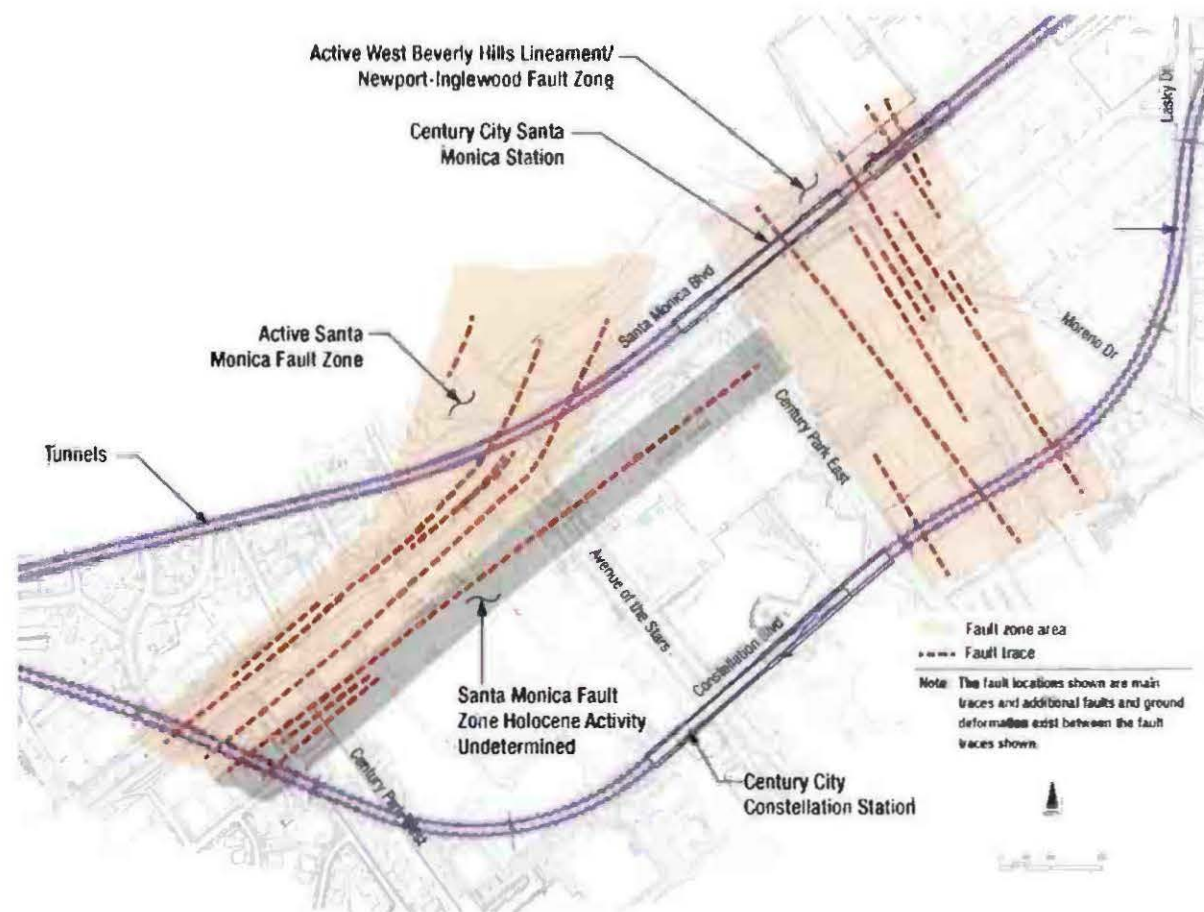
Westside Subway Extension Santa Monica and Constellation Blvd Options

Santa Monica Boulevard

- Fault zone extends sub-parallel to Santa Monica Boulevard - area of complex faulting
- East station location is within West Beverly Hills Lineament/Newport Inglewood Fault zone

Constellation Boulevard

- Location is south and west of fault zones
- No evidence of faulting at station location



Westside Subway Extension Century City Area Study Conclusions

- Santa Monica Boulevard
 - Fault zones at both proposed station sites
 - Neither site acceptable for station
- Constellation Boulevard
 - No evidence of faulting at station location
 - Location is acceptable for station
- Tunnels can be safely constructed under Beverly Hills, Beverly Hills High School, Century City, and Westwood

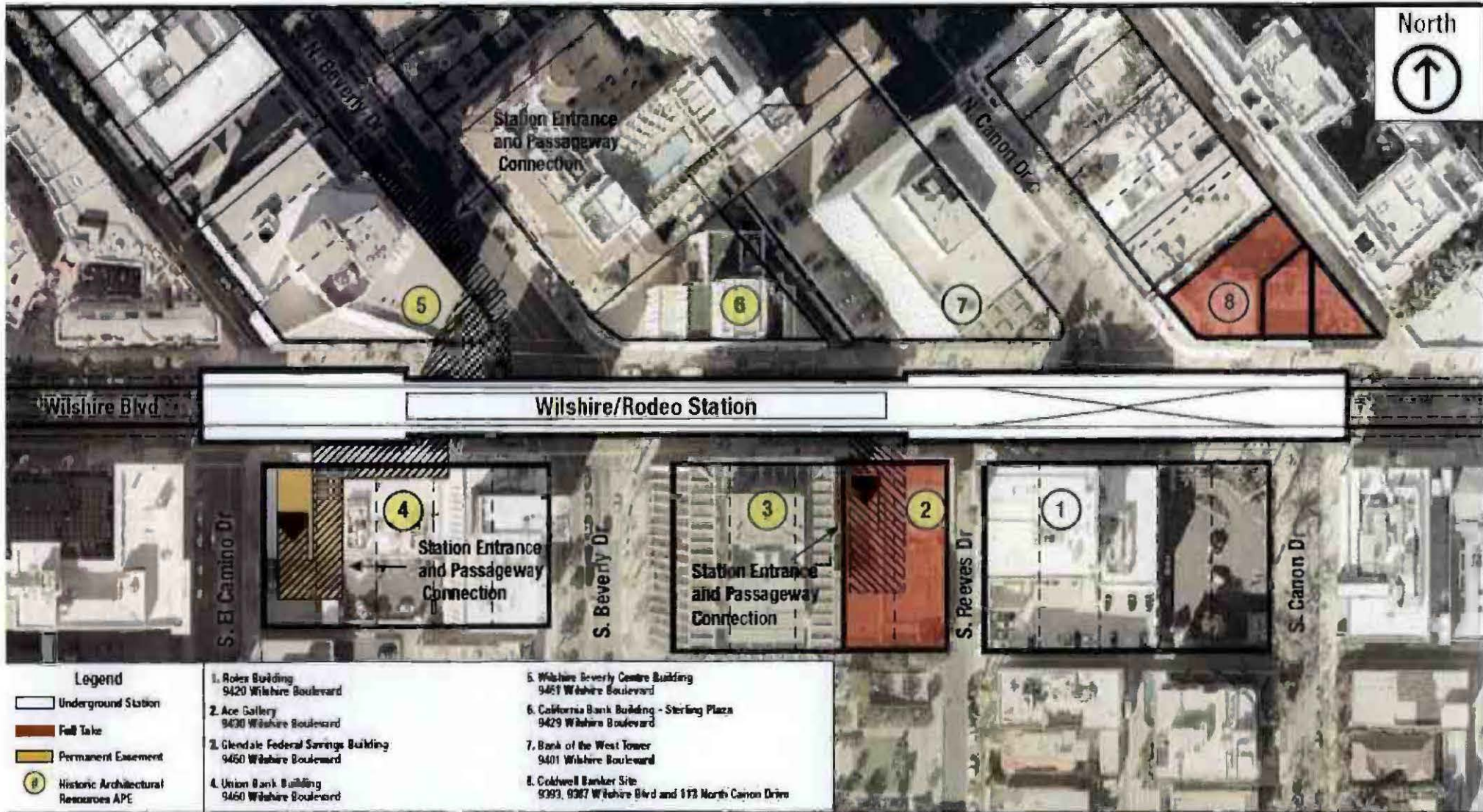
Westside Subway Extension -- Wilshire/Rodeo Station

Section 4(f) Evaluation of Alternatives to ACE Gallery site

- The ACE Gallery site is identified for Construction Staging and the Station Entry Portal
- Section 4(f) requires that all reasonable and prudent alternatives be considered prior to the taking of a potentially historic property
- Coordination is underway with the State Historic Preservation Office (SHPO):
 - September 16th - FTA sent request for Determination of Effects
 - October 14th - Draft Memorandum of Agreement (MOA) and Draft 4(f) Report to FTA
 - November 8th - Revised MOA to FTA



Westside Subway Extension -- Wilshire/Rodeo Station Alternatives to ACE Gallery site



Westside Subway Extension - Wilshire/Rodeo Station

Section 4(f) Evaluation

Properties Considered:

1. Rolex Bldg: 5-story office building (46,000 sq ft) with multiple tenants; 1998 award winning renovation of earlier structure; Parking lot tied to structure and would require full take at an additional cost of approximately \$41 million
2. Ace Gallery: Suitable for construction staging in combination with #8 Caldwell Banker site
3. Glendale Federal Tower: 12-story building; Eligible for the National Register of Historic Places (NRHP)
4. Union Bank Bldg: 9-story building; Eligible for the National Register of Historic Places (NRHP)
5. Wilshire Beverly Center (Bank of America): 8-story building; Eligible for the National Register of Historic Places (NRHP).
6. Bank of California (Sterling Plaza): 7-story building; Eligible for the National Register of Historic Places (NRHP)
7. Bank of the West Tower: 12-story building; Would require demolition of the existing building and displacement of multiple tenants; site also adjacent to Montage Hotel
8. Caldwell Banker Site: 3 parcels, each 1-2 stories; three tenants and two property owners; Lot size is .36 acre, which is not sufficient for a construction staging site

Westside Subway Extension PE Design Progress Update

Third Party Coordination

- Monthly utility coordination meetings with various agencies and utility companies
- Meetings with the City of Los Angeles to address potential amendments to the existing 2002 Master Cooperative Agreement
- October 6th - Coordination meeting held with GSA
- Executed Memorandum Of Understanding with LA County Museum of Natural History for paleontological and archaeological monitoring support and curation of the fossils during the Wilshire/Fairfax Station excavation

Final Value Engineering (VE) Report

- September 7th - VE Briefing for FTA/PMOC
- October 24th - Final VE Report submitted by PB to Metro and transmitted to FTA/PMOC
- January 2012 – VE Workshop

Risk Assessment

- Week of February 6, 2012 – Risk Assessment Workshop



Metro

Westside Subway Extension Extended PE Plan Update

Advanced Preliminary Engineering

- October 27th – Board approved Modification to Parsons Brinckerhoff contract:
 - Continuation of current PE to support Final EIS/EIR approvals, risk assessment, contract packaging, constructability, cost estimating, scheduling, early utility relocation, real estate certification and property acquisition, early building demolition and third party coordination
 - Advance:
 - architectural design of station entrances for interface with properties and major stakeholders
 - electrical, mechanical and fire/life safety design to enhance system interface with existing Metro Red Line and Purple Line
 - geotechnical analysis, structural design of tunnels and station excavation support and building protection

Westside Subway Extension Next Steps

- December 2011 – Approval to Circulate Final EIS/EIR
- Early January 2012 – Release for 45-day Review Period
- February 2012 – Board Action
- March 2012 – Record of Decision for entire nine-mile Project

Regional Connector Transit Corridor

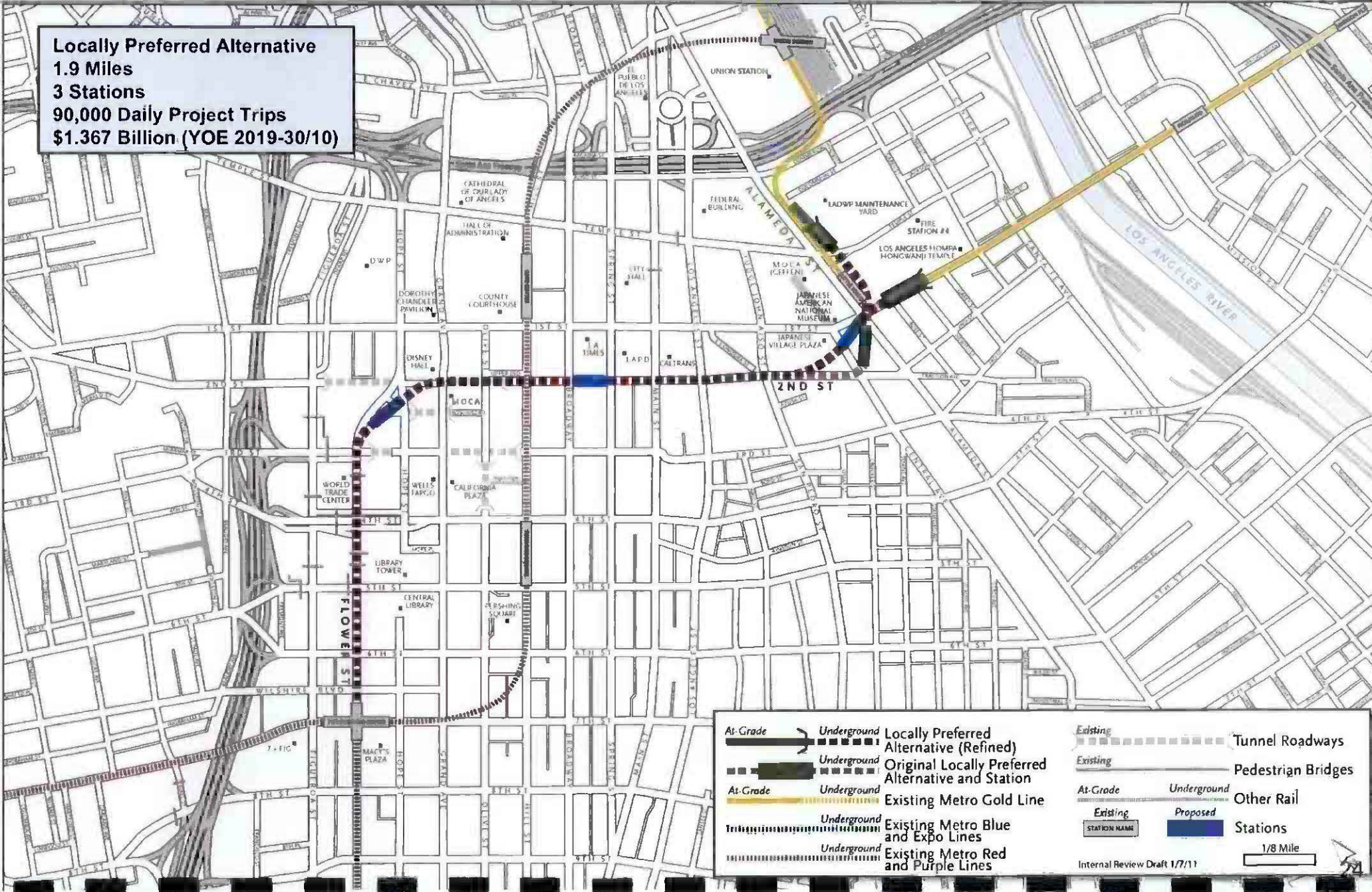
East Los Angeles ↔ Santa Monica

Montclair ↔ Long Beach



Regional Connector Transit Corridor

Locally Preferred Alternative
1.9 Miles
3 Stations
90,000 Daily Project Trips
\$1.367 Billion (YOE 2019-30/10)



	At-Grade		Underground	Locally Preferred Alternative (Refined)		Tunnel Roadways
	Underground		Underground		Original Locally Preferred Alternative and Station	
	At-Grade		Underground	Existing Metro Gold Line		Other Rail
	Underground		Underground	Existing Metro Blue and Expo Lines		Existing Stations
	Underground		Underground	Existing Metro Red and Purple Lines		Proposed Stations

Internal Review Draft 1/7/11

1/8 Mile

Regional Connector Transit Corridor Status of Administrative Final EIS/EIR

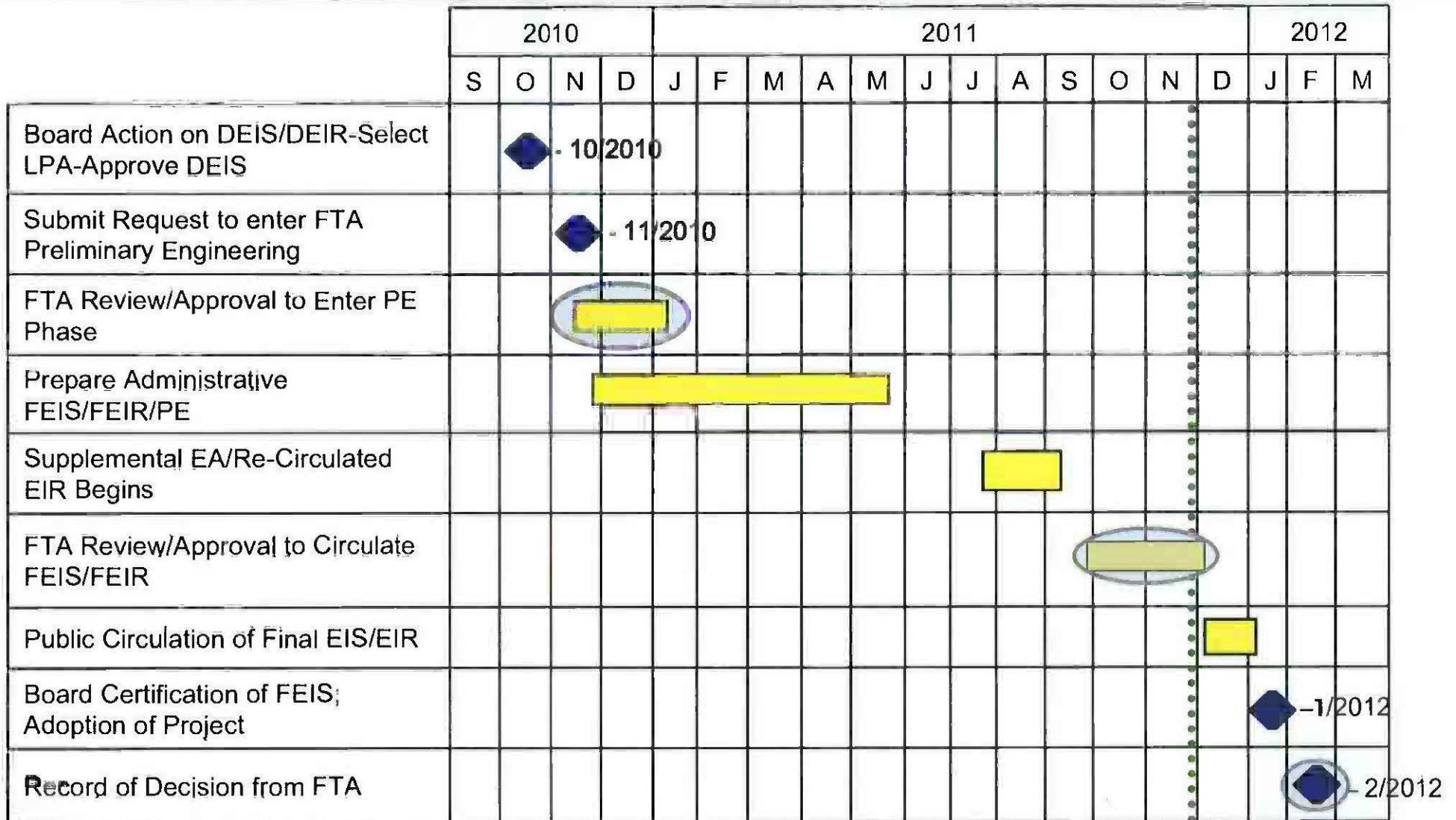
Status

- September 6th – Comment period concluded for Supplemental Environmental Assessment/Re-circulated Sections of Draft EIS
 - Received over 250 comments
- September 12th – Financial Plan submitted
- September 15th – Executed MOA from SHPO
- September 26th – Submitted Revised Volume 1 (3rd Edition)
 - FTA and Metro provided comments/responses
- October 11th – Submitted Volumes 2-4 Comments/Responses
 - Received FTA comments October 18th
- November 7th – submitted 4th Edition
- January 2012 – Board Certification
- February 2012 – Record of Decision



Metro

Regional Connector Transit Corridor Final EIS/EIR Schedule



Last Revised: 10/26/11

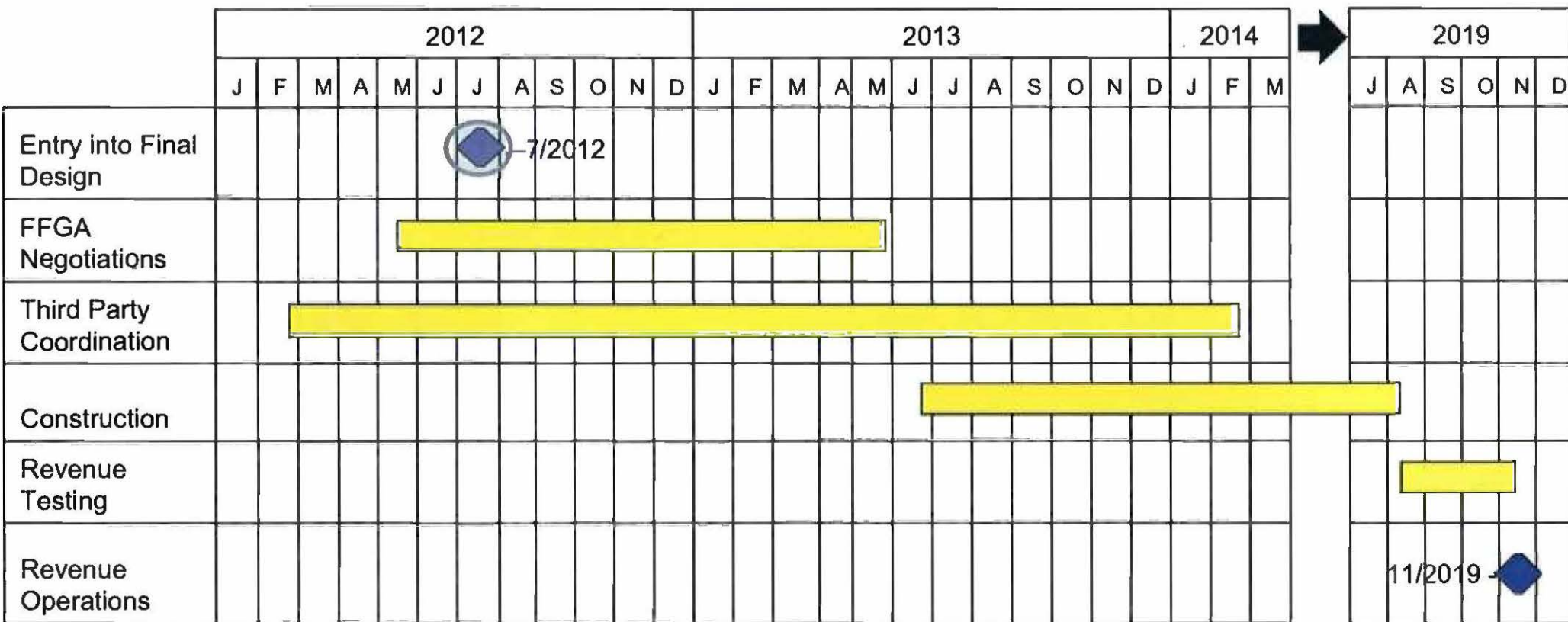


Metro

◆ = Milestone Date

▭ = FTA Action

Regional Connector Transit Corridor Project Schedule



Last Revised: 10/26/11

◆ = Milestone Date

○ = FTA Action

Regional Connector Transit Corridor Current Project Cost Estimate

Description	YOE Dollars (x\$000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$269,147
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$319,170
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$2,618
40 SITEWORK & SPECIAL CONDITIONS	\$157,608
50 SYSTEMS	\$54,692
60 ROW, LAND, EXISTING IMPROVEMENTS	\$135,970
70 VEHICLES (number)	\$20,043
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	\$260,477
90 UNALLOCATED CONTINGENCY	\$122,816
100 FINANCE CHARGES	\$0
TOTAL COSTS	\$1,342,541



Metro

Regional Connector Transit Corridor PE Design Progress Update

- September 29th & October 20th – submitted Pre-Final PE packages
- Incorporated Final Value Engineering recommendations in the design
- Continued comprehensive project constructability review
- Updating construction schedule and cost estimate for design development

Civil/Track

- Continued potholing utility and relocation design
- October 13th – submitted 85% 1st Street sanitary sewer design
- Performed evaluation of traffic design at 2nd/Hope Streets
- Further developed raised decking drawings on Flower Street and 1st/Alameda

Regional Connector Transit Corridor PE Design Progress Update

Stations

- Developed entrance pavilions at three stations
- Continued:
 - Station configuration design development
 - Space allocation and adjacencies development

Tunnels/Cut and Cover

- October 20th – Submitted Draft Geotechnical Baseline Report
- October 21st – Submitted Draft Geotechnical Data Report
- Mid-November – Two additional Environmental Borings
- Advancing design for traction power, OCS, signals and communications
- Revised RAILSIM model to reflect current track profile and configuration



Metro

Regional Connector Transit Corridor PE Design Progress Update

Major Deliverables Status

- September 29th – Pre-Final PE drawings: Tunnels/Civil
- October 20th – Pre-Final PE drawings: Systems/Station Finishes
- October 28th – Industry Review

Regional Connector Transit Corridor PE Design Progress Update Third Party Coordination

- Met Mayor Staff and LADOT to present closure of Temple at Alameda for construction of underground guideway box structure; LADOT concurred on closure of Temple
- Stakeholders and Property Owners
- Utility Companies: SCG, AT&T, Level 3, MFS, MCI, Verizon
- LA County Public Works, 2nd Street Storm Drain
- CPUC
- LA City:
 - Planning
 - LADOT
 - LABOE
 - LABSL
 - LABSS
 - LADWP
 - LAFCD



Metro

Regional Connector Transit Corridor PE Design Progress Update

- **Value Engineering Report**

- August 23rd – submitted Final Report
- 17 Primary Recommendations
- 7 Recommendations Accepted
- Potential Cost Savings = \$95 M
- Potential Schedule Savings = 11 Months

- **Risk Assessment**

- Week of March 5, 2012 - Risk Assessment Workshop

Regional Connector Transit Corridor Next Steps

- November – Approval to circulate FEIS/R
- December – Release for 30-day Review Period
- January 2012 – Board Action
- February 2012 – Record of Decision

Crenshaw/LAX Transit Corridor



Crenshaw/LAX Transit Corridor

8.5 miles Light Rail
 6-8 Stations
 \$1.749 Billion (Board approved
 LOP)
 24,400 Project Trips (2035)



Crenshaw/LAX Transit Corridor Administrative Final EIS/EIR

Status

- September 22nd – Board certified Document
- October 24th – CEQA Lawsuit Filing Period (30 days) closed
 - one legal petition filed
- October 27th – Board approved \$1.749 Billion as LOP budget
- November 2011 – Record of Decision

Crenshaw/LAX Transit Corridor Final EIS/EIR Schedule*

	2010				2011												
	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Close of Comment Period for Maintenance Facility SDEIS								◆	04/2011								
Board Selects LPA for Maintenance Facility								◆	04/2011								
Prepare Administrative FEIS/FEIR	■																
FTA & FAA Review/Approval to Circulate FEIS/FEIR									■								
Public Circulation of Final EIS/EIR												■					
Board Certification of FEIR; Adoption of Project													09/2011	◆			
Record of Decision from FTA														11/2011	◆		

* December 2009 - Metro Board selected Locally Preferred Alternative.

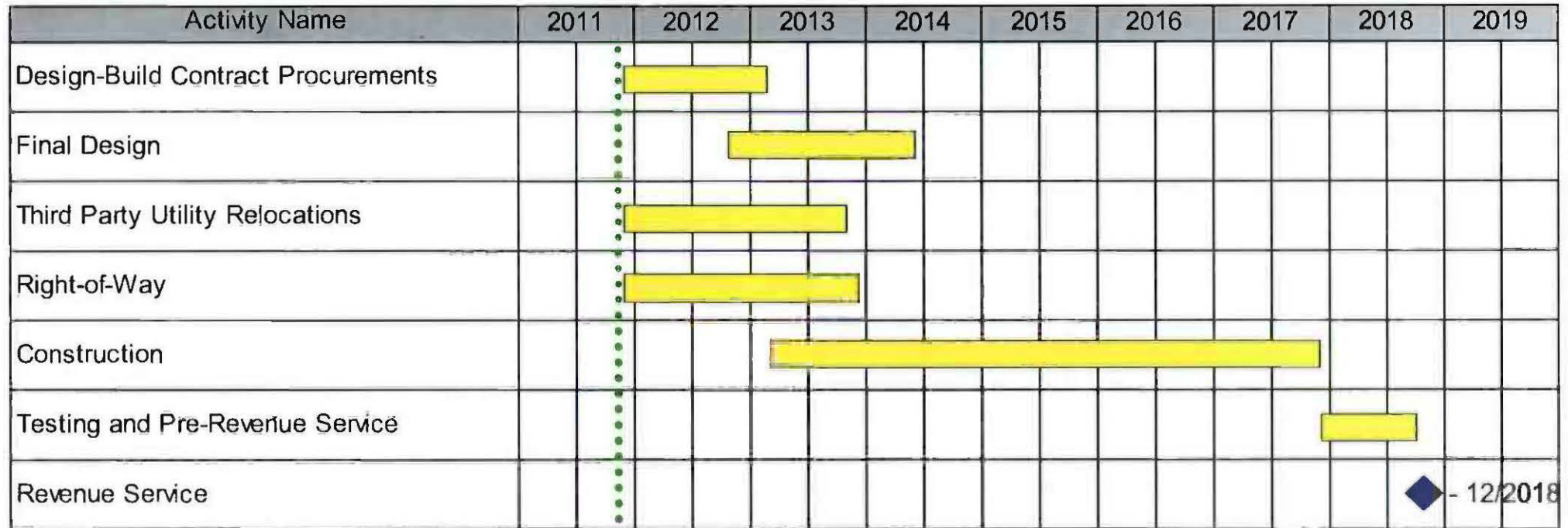
Last Revised: 10/28/11

◆ = Milestone Date

○ = FTA Action



Crenshaw/LAX Transit Corridor Project Schedule



Last Revised: 11/15/11

◆ = Milestone Date

○ = FTA Action



Crenshaw/LAX Transit Corridor Current Project Cost Estimate

Description	YOE Dollars (x\$000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$471,000
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$149,600
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$138,400
40 SITEWORK & SPECIAL CONDITIONS	\$236,200
50 SYSTEMS	\$138,400
60 ROW, LAND, EXISTING IMPROVEMENTS	\$69,200
70 VEHICLES (number)	\$87,800
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	\$257,600
90 UNALLOCATED CONTINGENCY	\$174,800
PLANNING AND ENVIRONMENTAL COSTS	\$ 26,000
TOTAL COSTS	\$1,749,000



Metro

Crenshaw/LAX Transit Corridor Federal Programs

TIGER II / TIFIA

- October 27th - Conditional and Preliminary Term Sheet transmitted to USDOT
- October 31st - TIFIA loan application submitted
- March 2012 - Anticipate loan approval by USDOT

TIGER Discretionary Grant Program (TIGER III)

- October 31st – \$130M TIGER Grant Application submitted:
 - Exposition Below-Grade Approach
 - Crenshaw/Vernon Station

Crenshaw/LAX Transit Corridor

Current Major Project Issues

- FAA / LAWA / LAX RPZ Design Negotiations
 - Issued Form 7460 application for guideway configuration
 - Regular standing meetings with the local office commenced October 2011
 - FAA Utility Relocation – Design standards provided and design concepts under discussion; Decision on civil infrastructure built by Metro and fiber installation by FAA still required
- Progressing constructability approach with FAA/LAWA to identify construction windows along south runways and defining requirements for procurement documents; Will be covered as a separate 7460 process

Crenshaw/LAX Transit Corridor

Current Major Project Issues

- BNSF Abandonment Negotiations
 - November 17th – Term sheet to Metro Construction Committee
 - December 15th – Board Action
 - Anticipate BNSF Board meeting in December
 - Preparation of agreement in progress
 - Winter/Spring 2012 (target) - BNSF to file with the Surface Transportation Board a petition for exemption to abandon rail freight service
 - Summer 2012 (target) – Approval by Surface Transportation Board
- Leimert Park Station – developing best way to include as bid option
- Westchester Station – Metro Board to consider motion to include as bid option December 2011

Crenshaw/LAX Transit Corridor PE Design Progress Update

- BNSF Abandonment
 - Incorporated into baseline design
 - Revising CPUC exhibits
 - Revised and reissued the PSR/PR for I-105 and I-405 to Caltrans
- Preparing final PE plans and procurement documents
- Continuing Advanced Utility relocation design for early utility relocation contract
- Tunnel Advisory Panel reviewing updated Draft Geotechnical Baseline Report
- Initiated appraisals for full take properties including Southwestern Yard; progressed legals and plats for partial takes and temporary construction easements



Crenshaw/LAX Transit Corridor PE Design Progress Update

- Progressing the Southwestern Yard design
 - Confirmed the Yard's programming requirements and preferred vehicle flows (excluding buildings)
 - Integrated the Mainline Alignment with yard access tracks
- Completed
 - Station ventilation analysis, evaluating supplemental fire protection with additional sprinklers over guideway to address accelerated fire growth rate; reissued associated design deviation request to FSLC for approval
 - August 23rd – Rail Fleet Management Plan
 - October 10th – RAMP

Crenshaw/LAX Transit Corridor PE Design Progress Update

- Third Party Coordination
 - Progressing Master Cooperative Agreements with local jurisdictions
 - Continuing coordination with development, including Baldwin Hills Crenshaw Plaza (Capri), Rodeo Pl/District 10 (Charles Co), Florence/La Brea (Inglewood)
- Value Engineering
 - Implementation plan analysis completed to verify findings
 - November – VE Report issued

Crenshaw/LAX Transit Corridor Risk Management

- September – Risk Manager Assigned
 - Monthly Risk Register updates
- October - Began RCMP update
- November – Issue first monthly Risk Reports
- November/December
 - Update Cost and Schedule Risk Models
 - Prepare for January 2012 Risk Assessment Workshop

Crenshaw/LAX Transit Corridor Next Steps

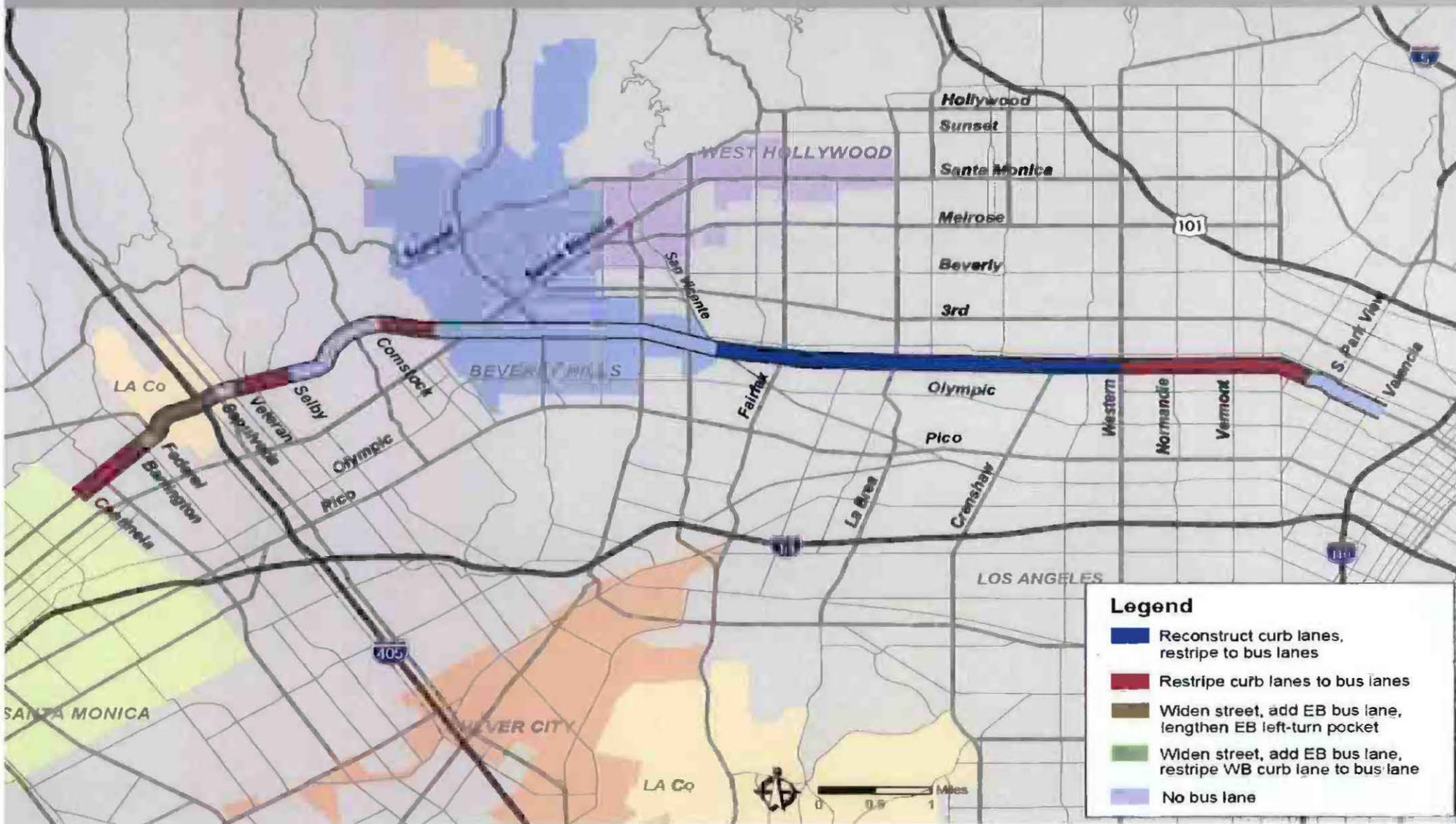
- Continue Monthly Updates
- November 17th – Complete Base Project PE design
 - BNSF Abandonment incorporated
- November 21st – Issue Step 1 RFQ
- January 5, 2012 – Industry Review ends
- January 30, 2012 – Issue Step 2 RFP

New Starts/Tiger Projects - Milestones

	Admin Draft Final EIS/EIR to FTA	MTA Board Action	Record of Decision	Anticipated Approval to Enter Final Design*	FFGA
Westside Subway	27-Jun-11	23-Feb-12	26-Mar-12	29-Jun-12	Jul-13
Regional Connector	6-May-11	26-Jan-12	27-Feb-12	05-Jul-12	May-13
Crenshaw/LAX	13-May-11	22-Sep-11	Nov-11	N/A	N/A

*Award of a construction contract prior to executing an FFGA will require an Early Systems Work Agreement.

Wilshire Boulevard BRT



Wilshire Bus Rapid Transit Project



Wilshire Boulevard BRT

Status

- Working to obtain final grant approval (\$13.5 million FY10 earmark)
- City of LA:
 - reviewing draft MOU agreement with Metro for design and construction
 - October 20th – issued Notice to Proceed for preliminary design
- Working with Los Angeles County on draft contract agreement for project design and construction

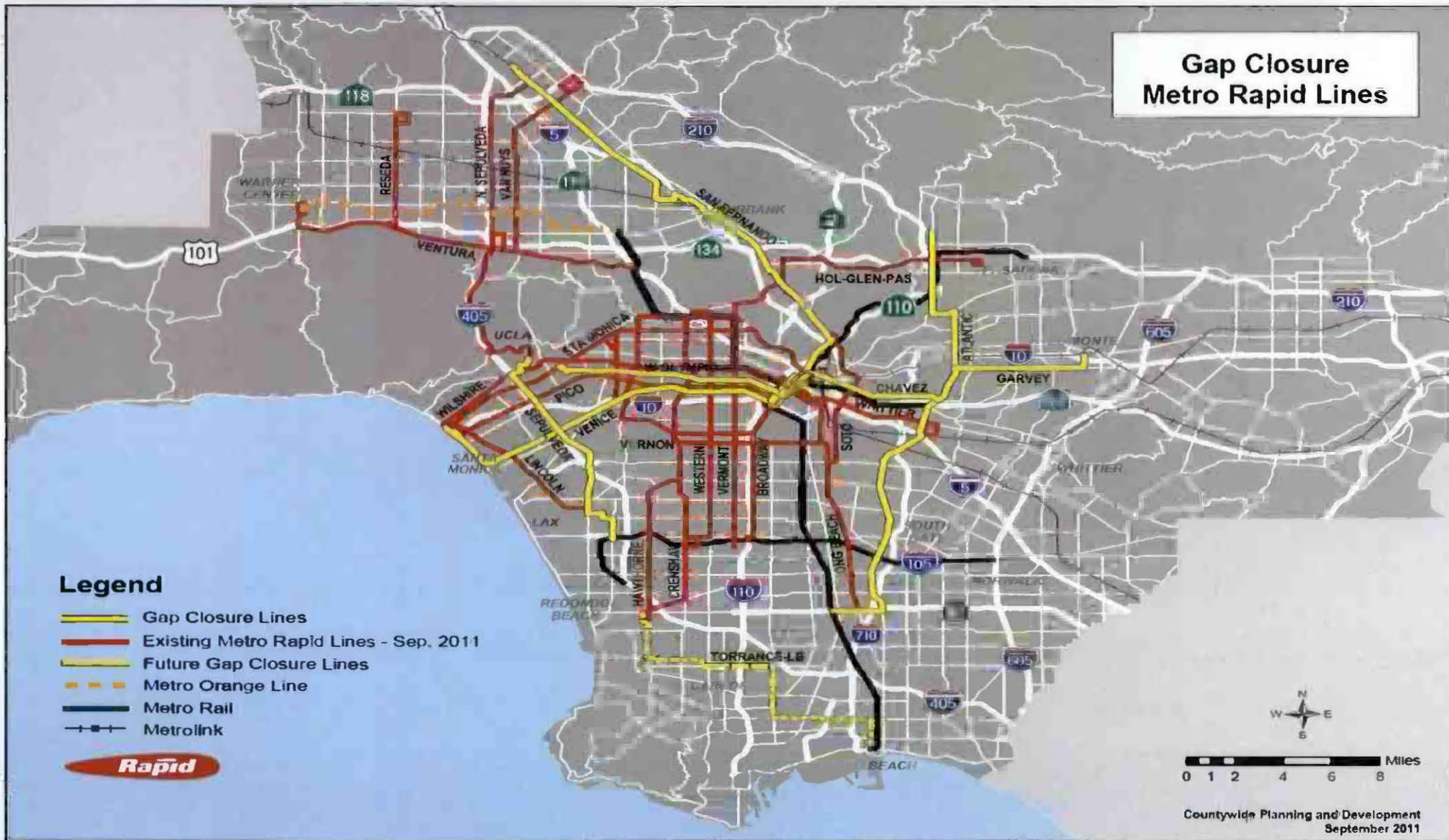


Metro

Wilshire Boulevard BRT Design/Construction Schedule

Description	Prior	FY 2012				FY 2013				FY 2014				FY 2015			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Development																	
Design & Engineering (including Bid & Award)																	
TPS/Comm. System Upgrade/Enhancement																	
Construction Outreach																	
Widening: Bonsall to Federal																	
Reconstruct/Repave: San Vicente to Western																	
Mitigation																	
Widening: Barrington to Federal																	
Convert Curb Lanes to Bus Lanes:																	

Metro Rapid System Gap Closure Lines



Venice Metro Rapid Line has been added in place of the cancelled Manchester and Central Metro Rapid Lines

Bus Shelters

City of Los Angeles

- Ongoing street furniture/shelter issues with CBS/Decaux
- October 7th – RFP issued for branded poles and signs

Other Cities

- November 1st – Discussed shelter design and implementation

Projected Shelter Installation

- December 2012 – Los Angeles County, City of Los Angeles and other cities

Signal Priority Systems

- Garvey-Chavez Corridor
 - Construction 100% complete
 - Performing acceptance testing
- Atlantic Corridor
 - Design is 65% complete – up from 45%
- Sepulveda Corridor
 - 100% installed in City of Los Angeles
 - August 30th – Met with Culver City to discuss TPS scope & cost estimate
- Torrance/Long Beach Corridor
 - November – City agreement approval expected
- Venice Corridor
 - City developing cost estimates
 - MOU development will begin once cost estimate finalized

East San Fernando Valley North/South Transit Corridors



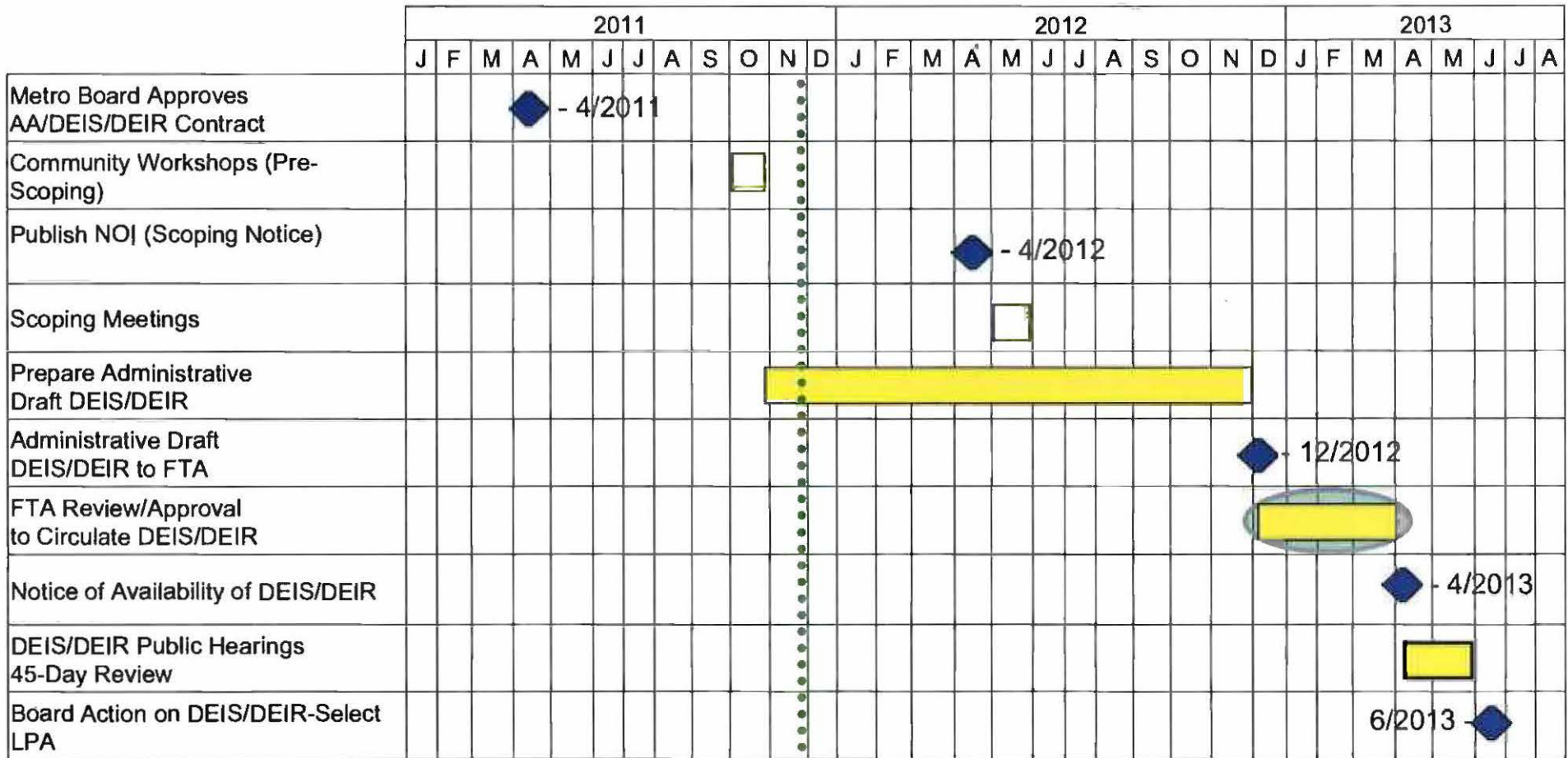
Status – Van Nuys Corridor

- Preparing Alternatives Analysis (AA)
- October Community Workshops
 - Pacoima, Panorama City and Van Nuys Government Center
 - Approximately 160 attendees
 - General support for improved transit service

Next Steps – Van Nuys Corridor

- March 2012
 - Submit to FTA:
 - Initial Screening Report
 - Draft NOI/Coordination Plan
- April 2012
 - Board consideration of AA
 - Publish NOI
- May 2012
 - Scoping Meetings

Van Nuys Boulevard Rapidway AA/DEIS/DEIR Schedule



Last Revised: 11/07/11



◆ = Milestone Date

○ = FTA Action

East San Fernando Valley North/South Transit Corridors

Status – Reseda, Sepulveda and Lankershim/San Fernando Corridors

- Analyzing City of Los Angeles recommended bus speed improvements
- Early 2012 - Anticipate finalizing environmental work

Metro Green Line to LAX

Status

- Preparing Alternatives Analysis
- August Community Workshops
 - El Segundo, Metro Headquarters and Culver City
 - Nearly 200 Attendees
 - General Support for Improved Transit Service to LAX
- Ongoing coordination with Los Angeles World Airports (LAWA)



1-2 miles
\$243.3 Million (YOE 2018-30/10)

* Aviation/Century Station implemented with the Crenshaw/LAX Transit Corridor Project

Metro Green Line to LAX

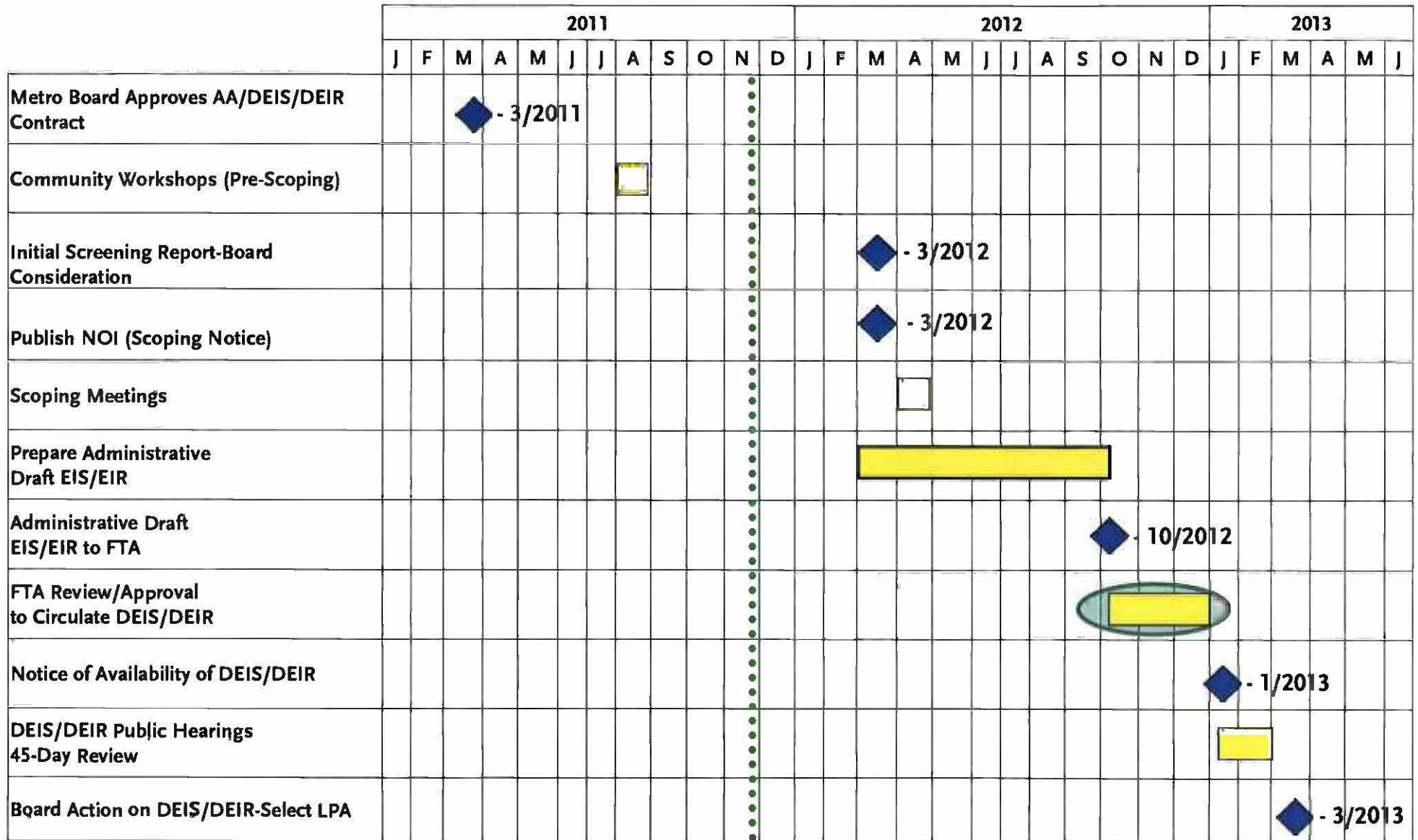
Next Steps

- February 2012
 - Submit to FTA/FAA:
 - Initial Screening Report
 - Draft NOI/Coordination Plan
- March 2012
 - Board consideration of AA
 - Publish NOI
- April 2012
 - Scoping Meetings



* Aviation/Century Station implemented with the Crenshaw/LAX Transit Corridor Project

Metro Green Line to LAX AA/DEIS/DEIR Schedule



Last Revised: 11/15/11



= Milestone Date



= FTA Action

South Bay Metro Green Line Extension

Status

- Preparing Administrative Draft EIS/EIR
- Updating project schedule
- Refining cost estimates
- February 2012 – Administrative Draft to FTA

Build Alternative

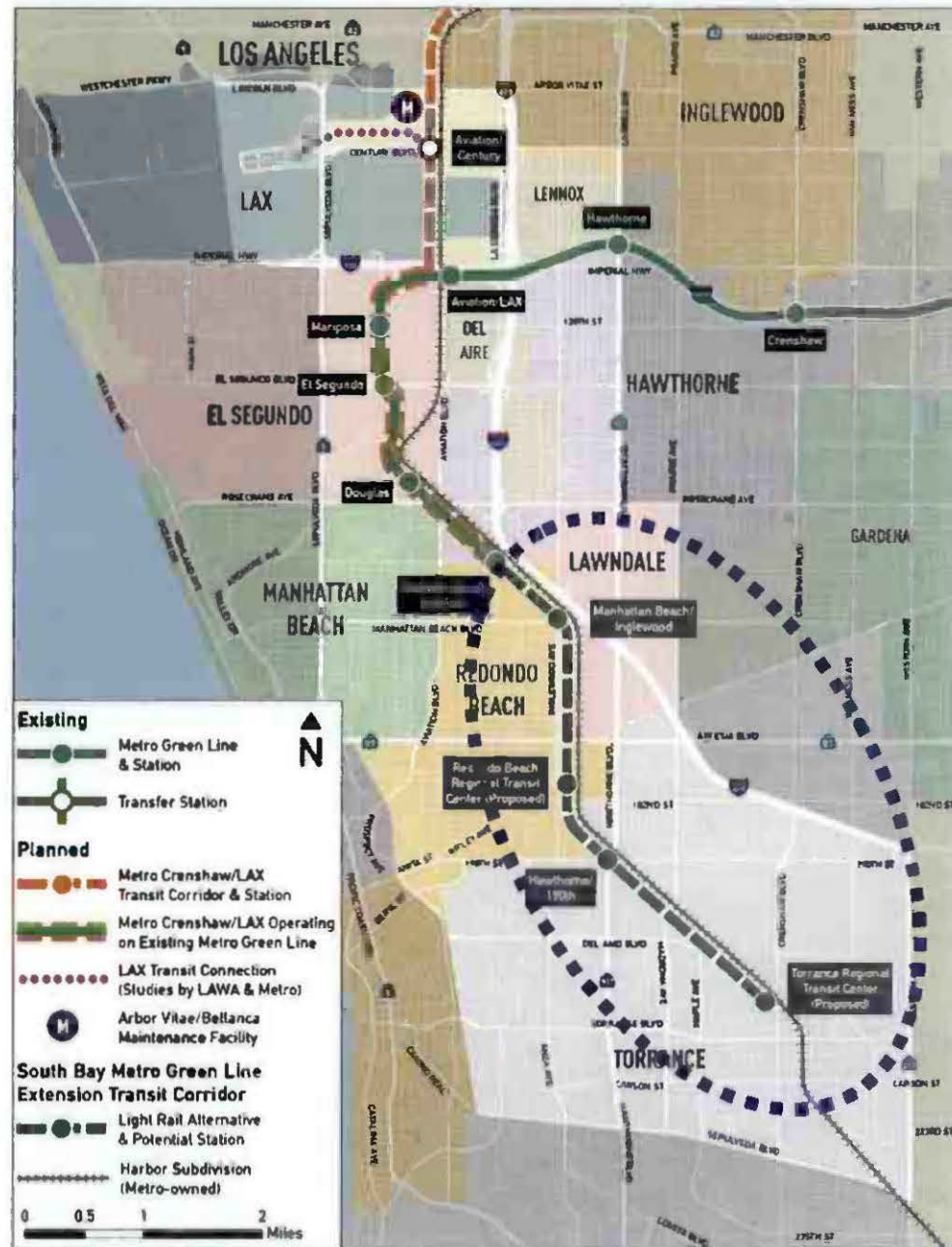
4.6 miles

4 stations

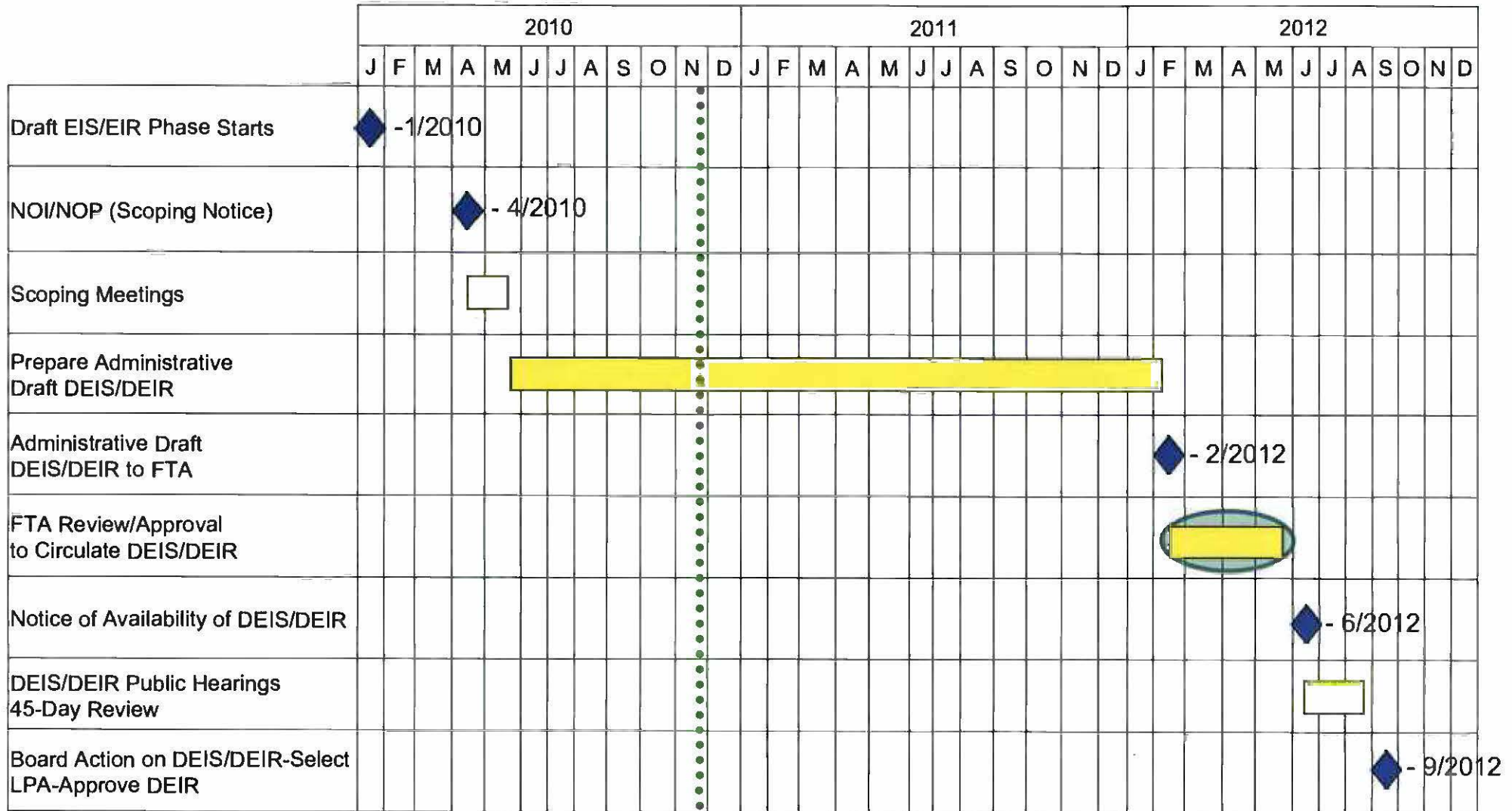
13,000 Average Daily Boardings (2035)

\$540 Million* (2009\$ from AA study-open 2018-30/10)

* Includes allocation for maintenance facility



South Bay Metro Green Line Extension Draft EIS/EIR Schedule



Last Revised: 11/15/11



◆ = Milestone Date

○ = FTA Action

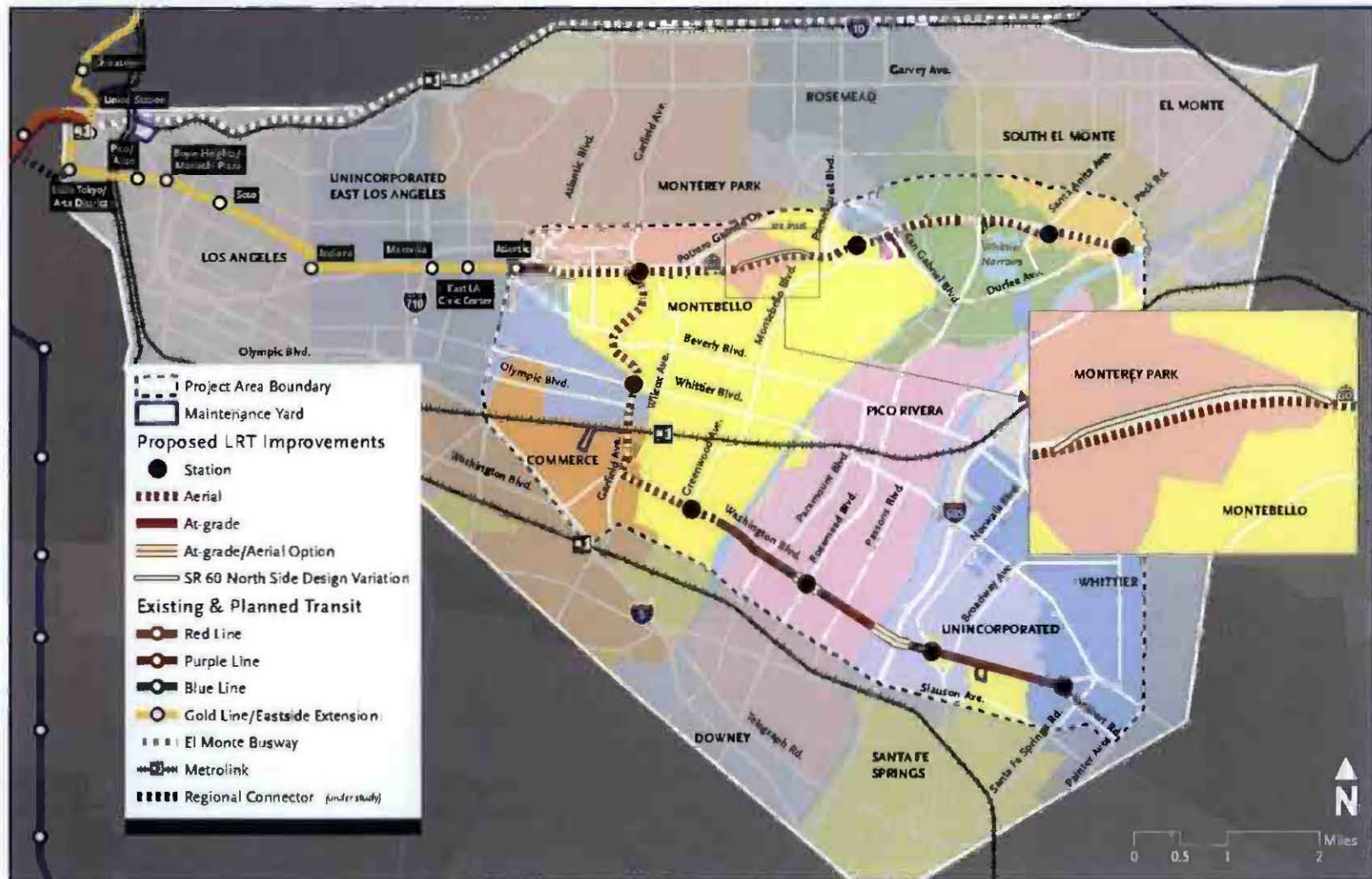
Eastside Transit Corridor Phase 2

SR-60 LRT:

6.9 Miles
 4 Stations (all aerial)
 18,300 Average Daily Boardings (2035)
 \$1.3 Billion (2010\$ from DEIR/S-open 2020-30/10)

Washington LRT:

9.5 Miles
 6 Stations (3 aerial, 3 at-grade)
 20,800 Average Daily Boardings (2035)
 \$1.4 Billion (2010\$ from DEIR/S open 2020-30/10)



Eastside Transit Corridor Phase 2

Status

- Preparing Administrative DEIS/DEIR
- Developing Schedule for Coordinating FTA and Cooperating Agencies (Caltrans, USEPA, USACE) Review
- Preparing Section 106 Package for FTA and SHPO Review

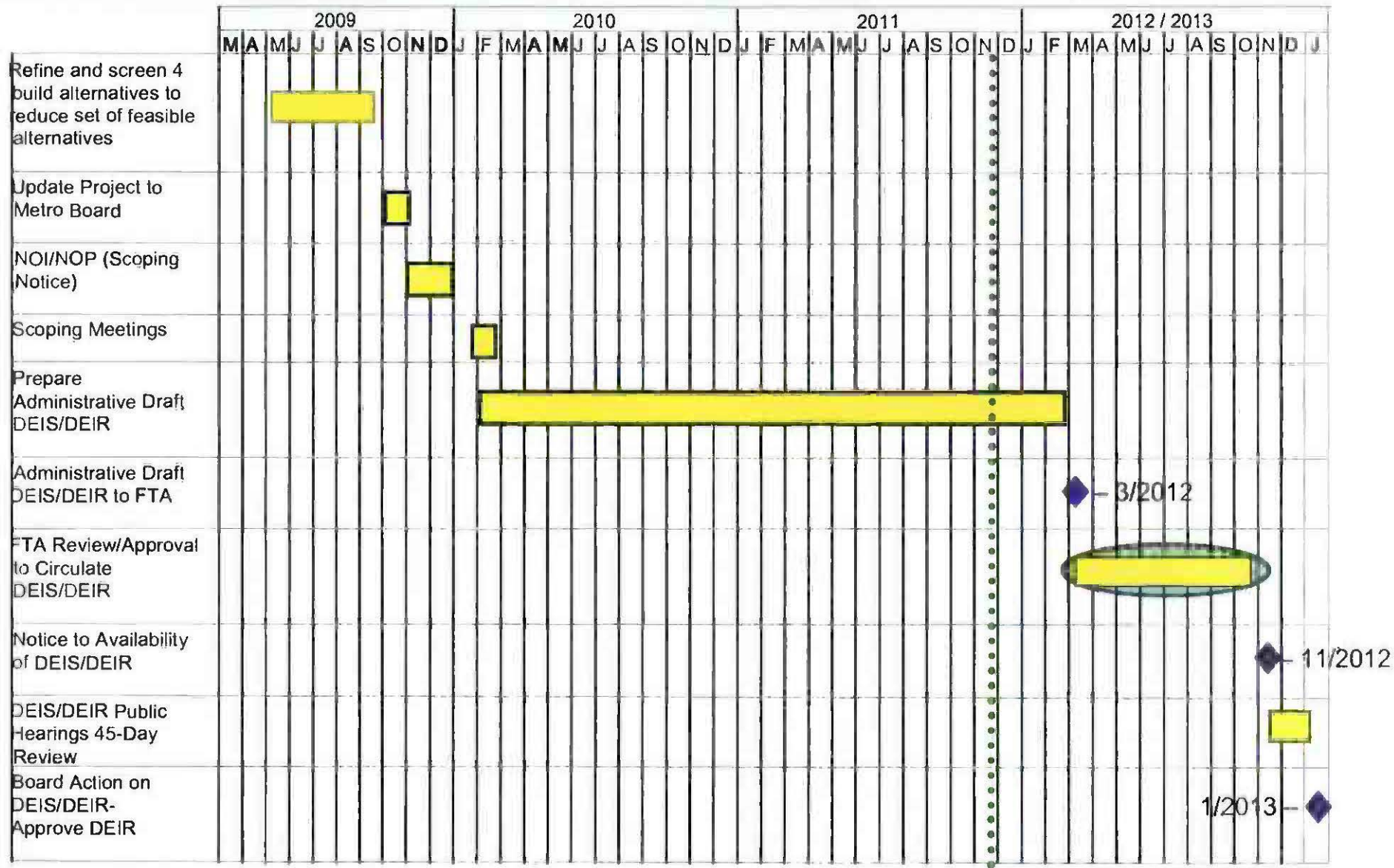
Eastside Transit Corridor Phase 2

Outreach Update

- Completed Two Public Update Meetings (September 21st & 22nd)
- Continuing Project Briefings
- Developing Online Interactive Map



Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule to LPA



Last Revised: 11/3/11



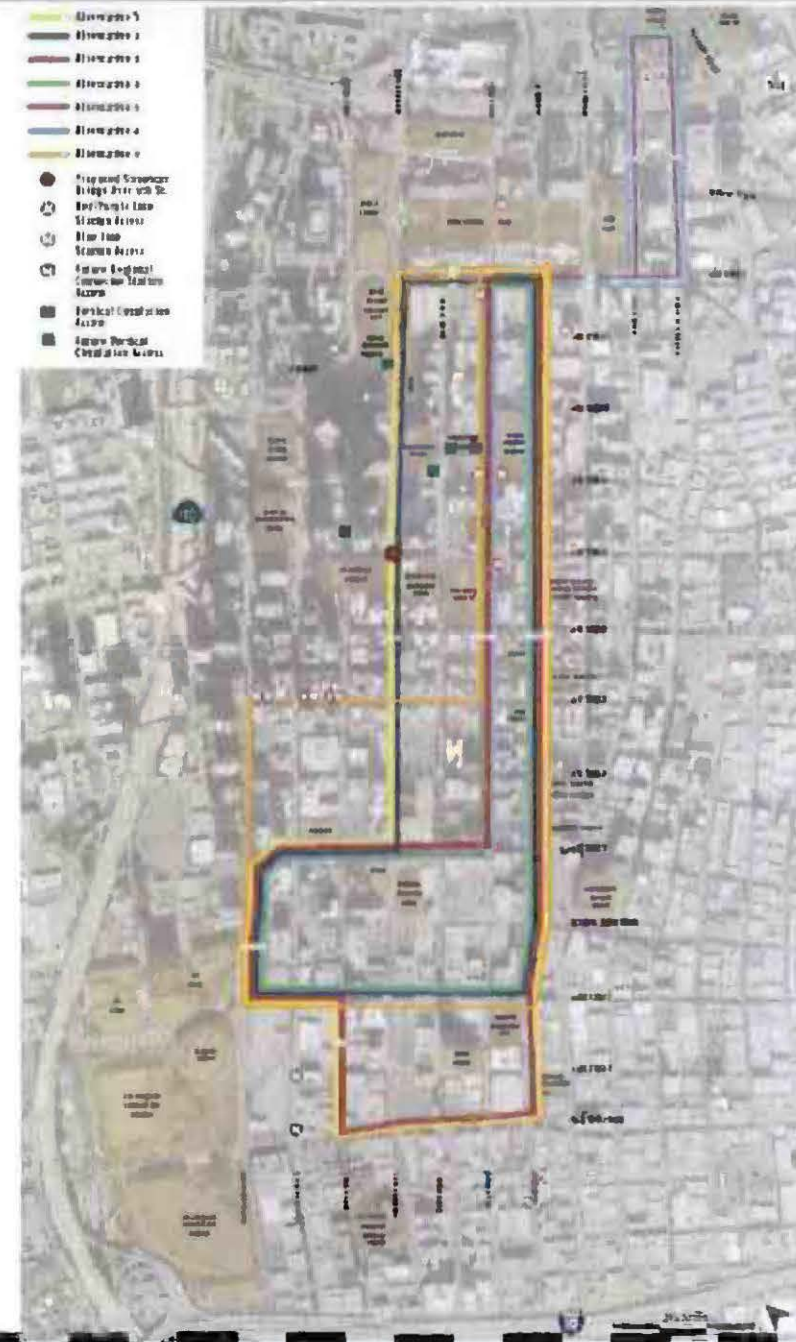
Metro

◆ = Milestone Date

○ = FTA Action

Restoration Historic Streetcar Service

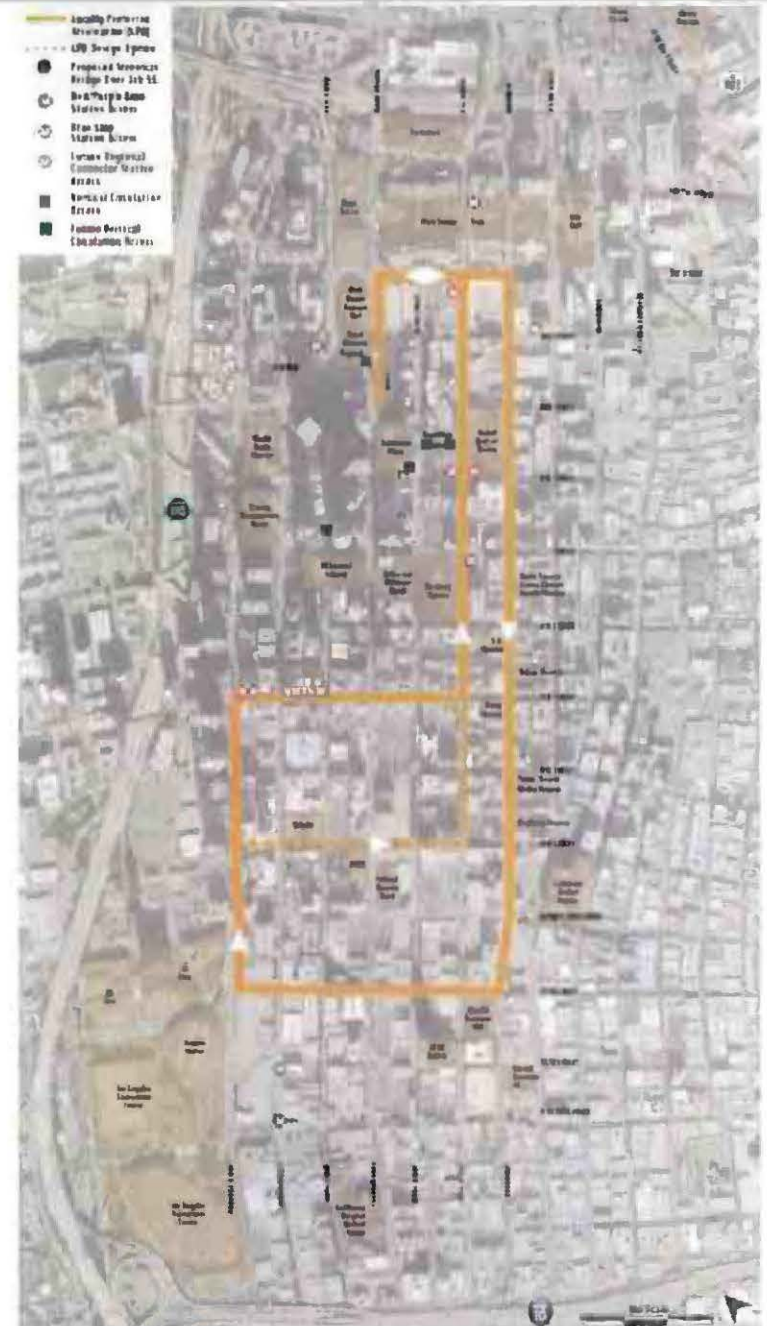
- Project Characteristics
 - Approximate 4 mile Couplet
 - Single track guide-way
 - Would connect South Park, Historic Downtown, Bunker Hill/Union Station
- Final Screening Phase Completed
 - 6 alternatives carried from Initial Screening
 - 7th alternative added in response to comments
 - October - Project coordination meeting with City of Los Angeles DOT



Restoration Historic Streetcar Service

- Alternative 7- Recommended Locally Preferred Alternative
 - 3.79 Miles
 - 8,390 Daily Boardings
 - \$107M (2011) Capital Cost
 - \$5.3M (2011) Annual Operating & Maintenance Cost
 - \$1.33 Cost per User
 - Design variations:
 - Grand Ave to 3rd Street
 - 9th Street instead of 7th Street
 - Serves Bunker Hill, Civic Center, Financial District, Historic Core, Jewelry District, South Park and Los Angeles Sports and Entertainment District

4-miles, single track
guide-way
\$107 million (2011\$)
Open 2015

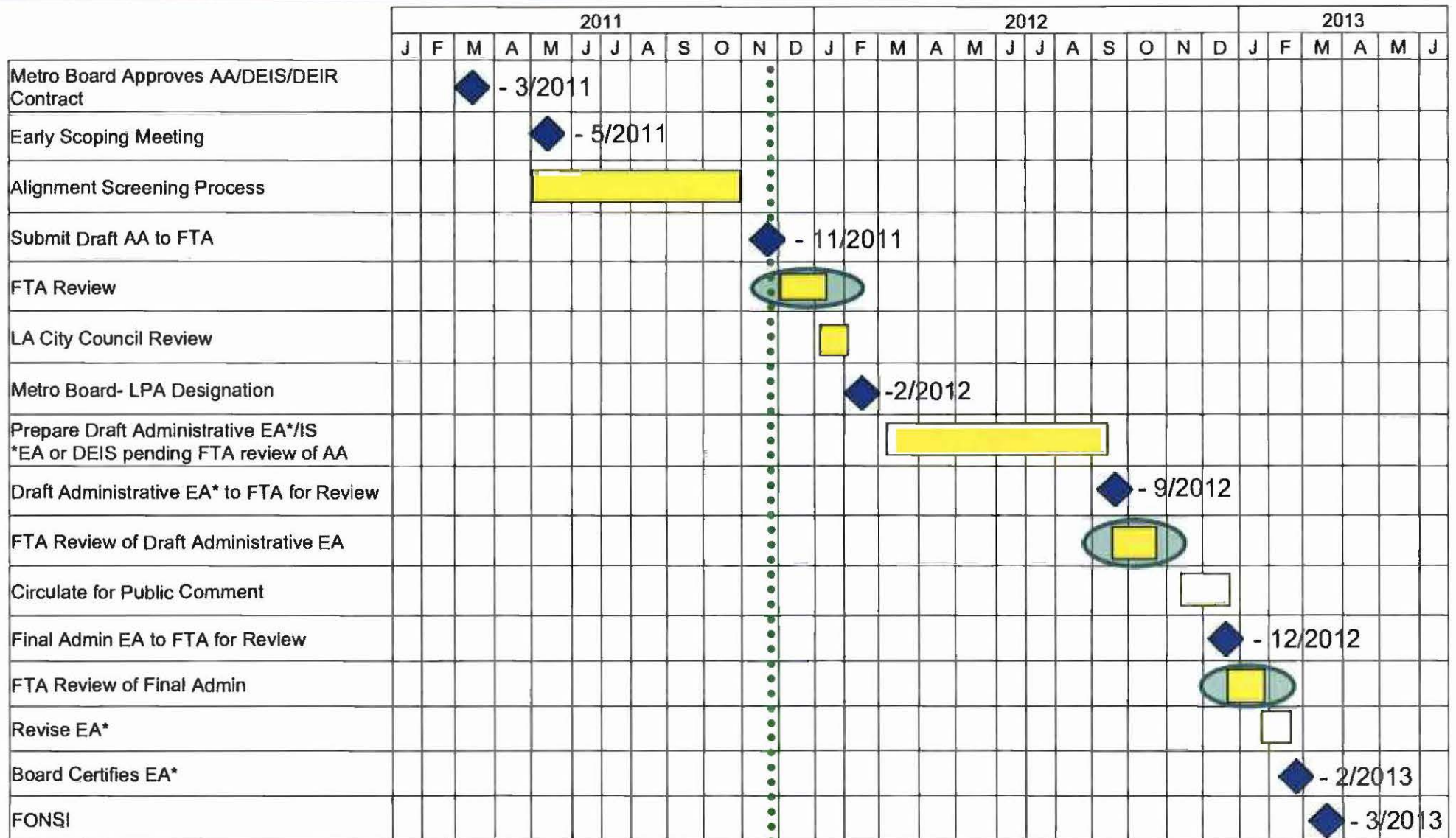


Restoration Historic Streetcar Service

Status

- November 3rd – Community Update Meeting
- November – Submit Admin Draft AA
- January 2012 – City Council LPA Approval
- February 2012 – Metro Board LPA Designation

Restoration Historic Streetcar Service AA/DEIS/DEIR Schedule



Last Revised: 11/15/11

◆ = Milestone Date ○ = FTA Action

Other Projects - Milestones

	Admin Draft EIS/EIR to FTA	Notice of Availability of DEIS/DEIR	Locally Preferred Alternative
East San Fernando N/S (Van Nuys Corridor)	Dec-12	Apr-13	Jun-13
Metro Green Line to LAX	Oct-12	Jan-13	Mar-13
South Bay Green Line	Feb-12	Jun-12	Sep-12
Eastside Transit - Phase 2	Mar-12	Nov-12	Jan-13
Restoration Historic Streetcar	Admin Draft EA/IS* to FTA Sep-12 <small>* EA or DEIS pending FTA review of AA</small>	Admin Final EA/IS to FTA Dec-12	FONSI Mar-13



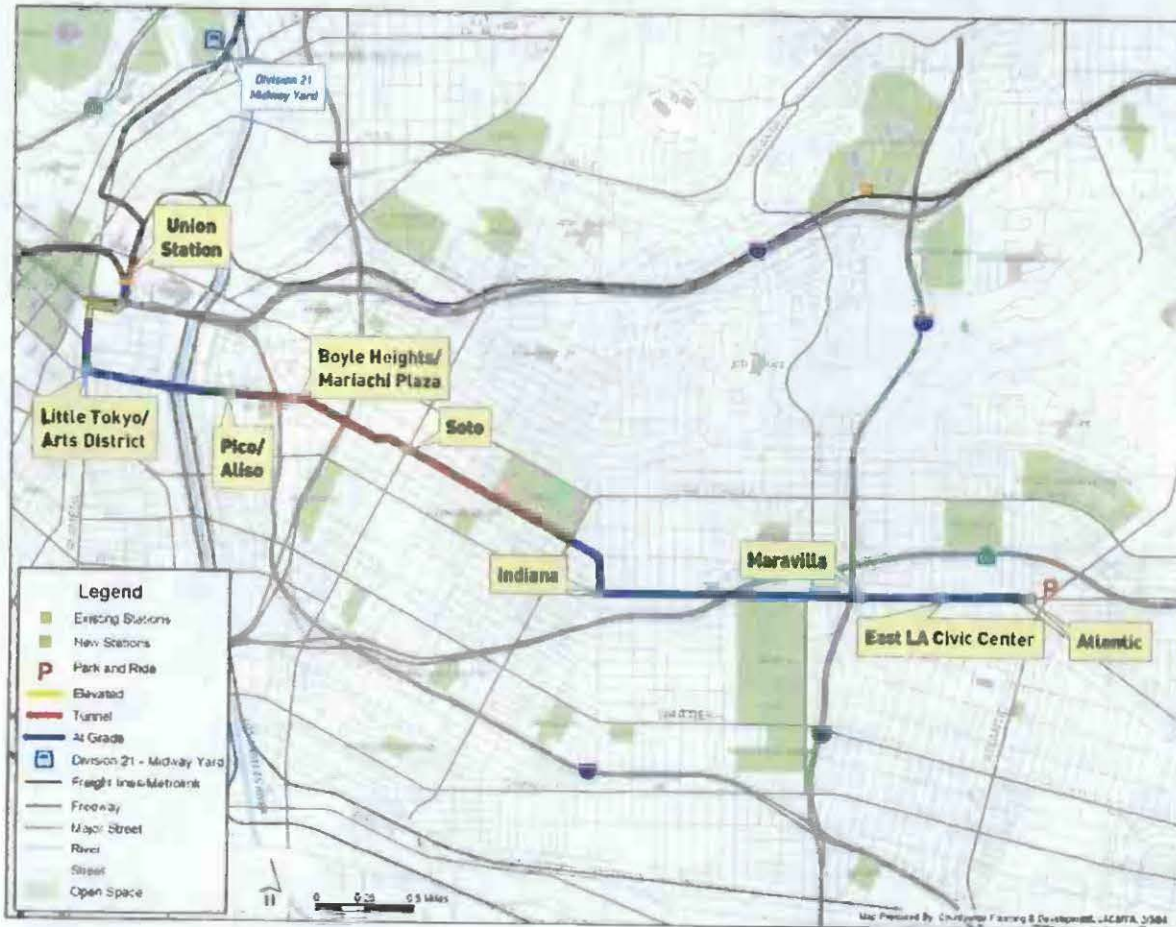
Metro

**METRO GOLD LINE
EASTSIDE PROJECT**

FTA Quarterly Review Meeting

Metro Gold Line Eastside Extension

November 30, 2011



- 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



Gold
Line

Metro Gold Line Eastside Extension Status of C0803 Contract Closeout

- Final Certificate of Acceptance for the Contract C0803 scope is pending closeout of a few remaining contract requirements including: spare parts/materials, a few minor installation items and as-built drawings. 6 items remain on the "Open Items" list.
- Close-out of Third Party Agency requirements are progressing nearer to final closeout with a few minor items including as-built drawings.
- The Warranty Period began on September 1, 2010. The C0803 Contractor (ELRTC) has been responsive to warranty claims and following-up on requests for information and performing tests. The one-year warranty period has expired.
- Contract Retention was partially released; \$500,000 is still being withheld. Contract C0803 Closeout is expected by the end of 2011.



Metro

Gold
Line

Metro Gold Line Eastside Extension Status of Mitigation Measures



The last remaining grave markers were placed at the Evergreen Cemetery memorial site for the reburied human remains and artifacts that were discovered during the Metro Gold Line Eastside Extension east portal excavation, which closes out this Mitigation Measure.



The only remaining Mitigation Measure for the Metro Gold Line Eastside Extension Project is to provide FTA with quarterly updates on Joint Development Mitigation Measure LU&D-1..



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 Contractor's Notice of Substantial Completion was accepted on June 3, 2011.
- The final contract modification for the schedule extension has executed, as-builts have been completed and the final closeout paperwork is being processed.



Metro

NORTH

Gold
Line

Metro Gold Line Eastside Extension Cost Forecast Status (Based on Quarterly Updates)

Description	Jun-11 Current Budget	Sep-11 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	-

The Cost Forecast Status remains unchanged from the prior reporting period. The Project is forecasted to be closed out within budget as there are no remaining major cost risks.



Metro



**Gold
Line**

**METRO LA CRD
(ExpressLanes) PROGRAM**

ExpressLanes

FTA Quarterly Review Meeting

November 30, 2011



Metro



Milestones Achieved for Aug - Oct 2011

Aug

- Start of sign foundation work on I-110 freeway
- Construction completed for Harbor Transitway bus stop cutouts
- ExpressPark Contractor selection to Transportation Committee for approval

Sept

- Start of sign foundation work on I-10 freeway

Oct

- Board Approval Patsaouras and El Monte Funding
- NTP for 37th Street Station Sound Enclosure
- Torrance Buses Delivered
- Launched ETC Carpool Challenge



Sound Attenuation Pilot 37th Street Station

Milestones Scheduled for Nov 2011 – Jan 2012

NOV

- Contract Award for Harbor Transitway CCTV
- Factory Acceptance Testing - Lane Systems
- Begin ExpressPark Equipment Installation

DEC

- Construction Complete Sound Enclosure
- Factory Acceptance Testing - Back Office Systems

JAN

- Begin Installation of Gantries



Metro



Harbor Transitway Lighting Improvements



37th St. Station: Before

Manchester Station: Before

Slauson Station: Before

Park & Ride: Before



37th St. Station: After

Manchester Station: After

Slauson Station: After

Park & Ride: After



Metro



El Monte Station Construction

Site photo looking west



Site photo looking east



Layout for footings



Rebar for wall panels



Patsaouras Plaza Connector and El Monte Transit Station Recovery Plan

- October 2011 Board approved two separate LOPs totaling \$76,909,000
 - El Monte - \$60,106,000
 - Patsaouras - \$16,803,000 (incl. CRD, Livability Grant and Local Funds)
- Existing Funding - \$70,132,372
- Additional Local Funds approved by the Board:
 - El Monte - \$6,367,629
 - Patsaouras - \$409,000



Patsaouras Plaza Connector



Patsaouras Plaza Connector and El Monte Transit Station Status

El Monte Status:

- 50% complete
- New electrical service completed December 2011
- First deck concrete poured November 2011

Patsaouras Status:

- In November re-engaged Contractor to continue PE
- Respond to Constructability Review
- Revised PE March 2012
- Target for Construction Groundbreaking Fall 2012



El Monte Transit Center



Metro



Project Schedule

Description	2010	2011	2012	2013	2014
Pomona (North) Metrolink Station	completed				
Acquire 57 Clean Fuel Buses	completed				
Harbor Transitway Improvements – Phase 1	completed				
Acquire 2 Clean Fuel Buses		completed			
Harbor Transitway Improvements – Phase 2		●			
Transit Signal Priority – Downtown LA			●		
ExpressPark			●		
El Monte Transit Center			●		
Promote Vanpools			●		
Increase Bus Service			●		
I-110 ExpressLanes & Adams Blvd Widening			●		
I-10 ExpressLanes				●	
Patsaouras Plaza Connector					●

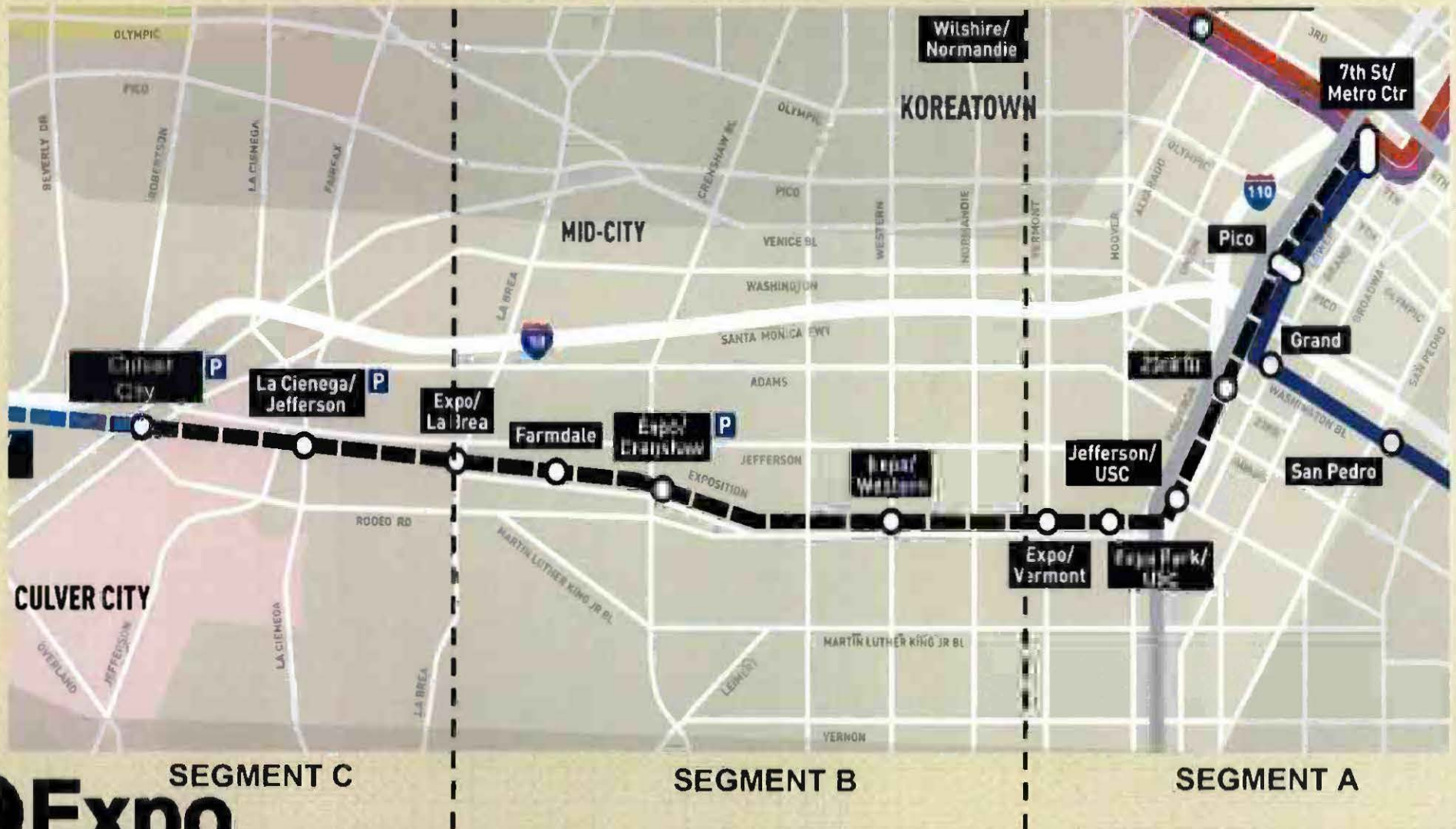


**MID-CITY/EXPOSITION
LRT PROJECT**

Expo Light Rail Line

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – November 30, 2011

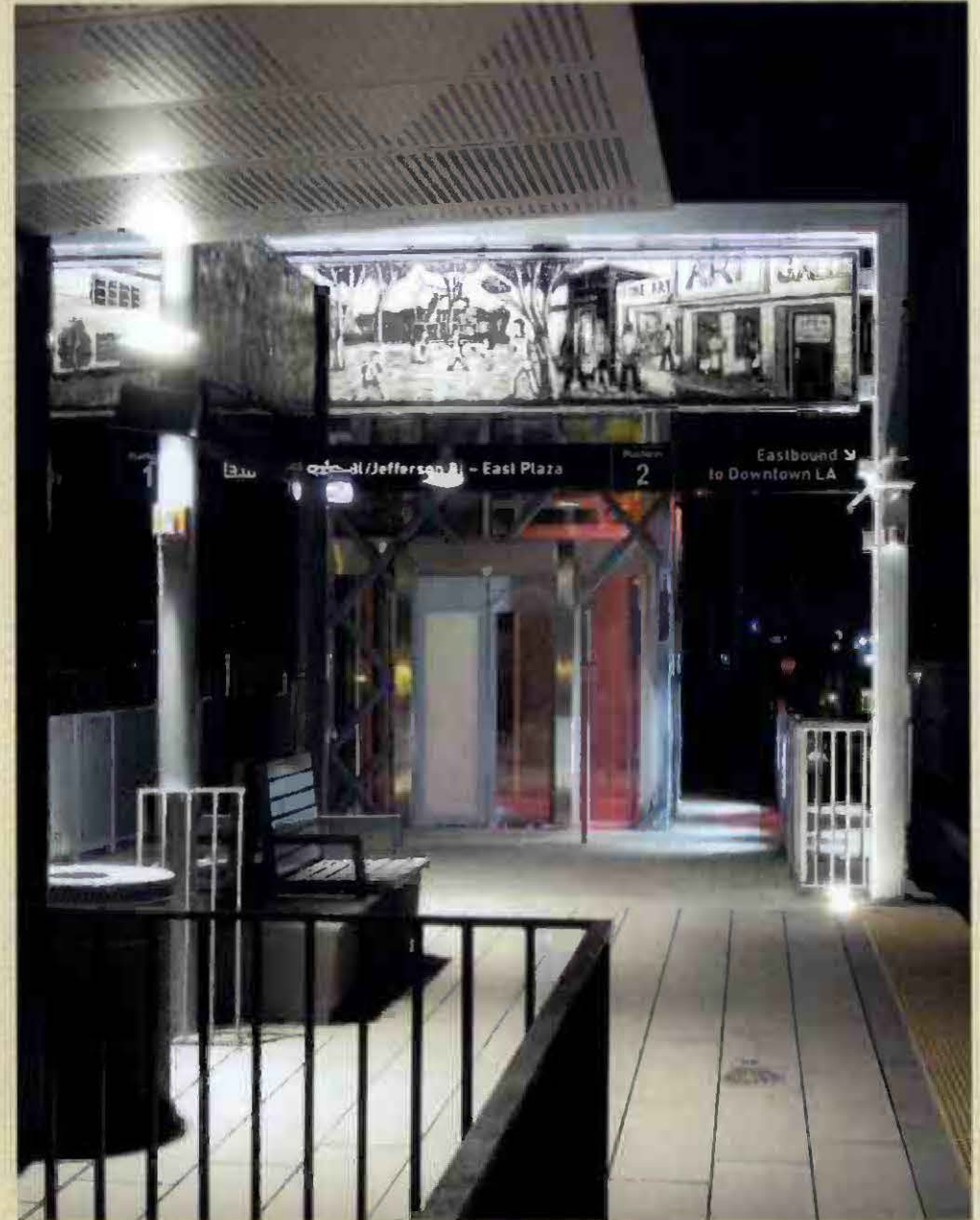


Phase 1 Expo Light Rail Line

Construction Progress



Nighttime View of the
La Cienega/Jefferson Station





Progress at the La Cienega Parking Structure



Testing of Gated Crossing at Farmdale Ave



Canopy Rain Shield Installation at Farmdale Station

Phase 1
Expo Light Rail Line

Construction Progress



Culver City Station Plaza Concrete

Major Issues

▪ Schedule

- FFP latest schedule submittal is forecasting an August 25, 2011 Substantial Completion (SC) date:
 - Authority notified FFP of intent to assess Liquidated Damages per Contract/Settlement Agreement on July 17, 2011
 - Based on independent Authority evaluation, the estimate for SC is December 2011
 - Metro Operator Familiarization began week of October 17th with Pre-Revenue Operations scheduled for this month to support December 2011/January 2012 ROD date
- Remaining construction elements of the Project are scheduled to be completed in early 2012:
 - Farmdale Station
 - Culver City Work

Major Issues

▪ Project Budget

- Budget may be impacted by \$3.3 million forecasted overrun plus any contractor claims or other unknowns
 - Processing Value Engineering Reductions (\$1 million)
 - Pursuing third party reimbursable costs (\$4 million)
 - Other potential savings (\$1 million)
- There are several outstanding items that could affect the overall Project budget. These outstanding risk items include:
 - Changes as a result of unforeseen or differing site conditions
 - Disputed Potential Change Orders
 - Additional Third Party Costs
 - Additional Professional Service Costs

**P2550 RAIL VEHICLE
PROGRAM**

Los Angeles County
Metropolitan Transportation Authority

P2550 Light Rail Vehicle Procurement Program



FTA Quarterly Review Meeting
November 30, 2011



Metro

P2550 Light Rail Vehicle Program - Overview

Vehicle Delivery & Performance Status as of November 15, 2011:

Los Angeles, CA | Commissioning Site

- 48 vehicles have been delivered to Metro and are in revenue service
- 40 vehicles have been Final Accepted; the remaining eight on site are scheduled to be final accepted by close of 2011.

Pittsburg, CA | Assembly Site

- 2 vehicles are at the Pittsburg, CA Assembly Plant
- Prototype vehicles 701 & 702 are being modified to latest configuration.
- 701 is scheduled to ship by mid-December 2011 and 702 is scheduled to ship in January 2012.

Performance

- Fleet has accumulated over 5.57 million revenue service miles
- MMBF October 2011 = 22k miles



Metro

P2550 Light Rail Vehicle Program - Overview

Project Closeout

Phase 1 | Delivery & Final Acceptance of Vehicles

- 40 of the 48 cars have been Final Accepted
- Event recorder qualification is progressing with weekly meetings scheduled to maintain and expedite qualification effort.
- Brake overhaul program progressing with 26 cars completed

Phase 2 | Completion & Acceptance of Non-vehicle Deliverables

- Deliverables include: completion of training program on special tools, submittal of manuals, computer based training aids, capital spares and special tools
- Metro is in bi-weekly communication with AB to expedite submittal of these deliverables
- Target is to receive all deliverables by March 2012

Phase 3 | Warranty

- Warranty Program. Bi-weekly meetings are being held to review open work orders, evaluate failure trends, review failure investigations and track warranty parts.

- END -



Metro

P3010 NEW LIGHT RAIL
VEHICLE PROJECT

Los Angeles County Metropolitan Transportation Authority

RFP No. P3010 New Light Rail Vehicles

FTA Quarterly Meeting
Procurement Status Report
November 30, 2011



Metro

RFP P3010 – New Light Rail Vehicles

Source Selection Committee Status

- Preliminary technical evaluations completed
- Proposer interviews conducted
- Manufacturing site visits completed
- Competitive Range established
- Negotiations completed
- Request for Best and Final Price issued November 11, 2012
- BAFO due December 9, 2011

RFP P3010 – New Light Rail Vehicles

Negotiations – Nine week process

- The discussions held with all Proposers in the Competitive Range yielded improved clarity in our specification.
- Reduced any ambiguity in our requirements.
- Allows Proposers to eliminate contingency pricing.
- Reduces risks to schedule adherence.



Metro

RFP P3010 – New Light Rail Vehicles

Evaluation Criteria (in order of relative importance)

- Past Performance and Experience
- Price
- Technical Compliance
- Project Management

Role of U.S. Jobs Program on Evaluation Scoring

- The value of new U.S. jobs will be augmented by an economic multiplier. The escalated value will offset, dollar for dollar, the price proposed for each offer.
- The resultant price after the total jobs value is offset will be used for price scoring purposes.



RFP P3010 – New Light Rail Vehicles Procurement Schedule:

<u>Task</u>	<u>Completion Date</u>	<u>Status</u>
RFP Release Date	November 1, 2010	Complete
Proposal Due Date	April 11, 2011	Complete
Initial Tech & Price Evaluation	June 10, 2011	Complete
U.S. Employment Plans Due	June 20, 2011	Complete
Interviews	June 21 - 30, 2011	Complete
Manufacturing Site Surveys	July 14 – Aug. 5, 2011	Complete
Revised U.S. Jobs Plan Due	September 30, 2011	Complete
Negotiations	Sept. 26 – Oct. 28, 2011	Complete
Request Best and Final Offers	November 11, 2011	Complete
BAFO Due Date	December 9, 2011	
Final Technical Evaluation	December 22, 2011	
Best Value Trade Off Analysis	Dec. 22 – Dec. 30, 2011	
SSC Award Recommendation	January 6, 2012	
Board Award Approval	February 23, 2012	
Buy America Pre-Award Audit	Feb. 24 – Mar. 23, 2012	
Award Contract & Issue NTP	March 30, 2012	



Metro

Metropolitan Transportation Authority

ARRA PROJECTS



American Recovery and Reinvestment Act of 2009 (ARRA)

Quarterly Progress Report
As of September 30, 2011



Metro

Recent Events

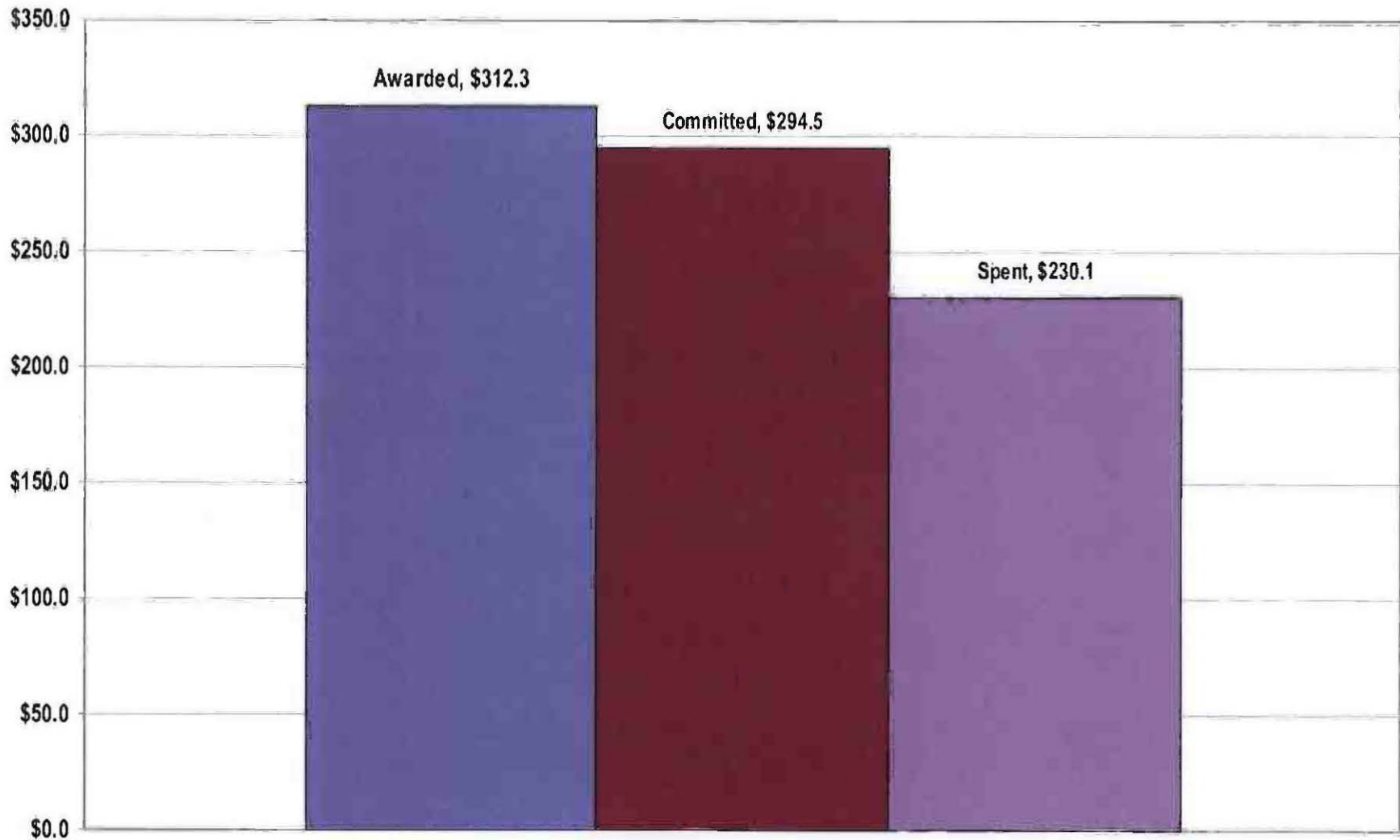
- **Notified by FTA of White House OMB effort to expedite disbursement of ARRA funds**
 - **Local FTA office offering strategic assistance to eliminate obstacles/delays to accelerating ARRA projects**
- **174.83 total FTEs paid in reporting quarter.**

Recent Events

- **FTA PMOC site visits completed on November 9, 2011:**
 - **Bus Overhaul at the Bus Maintenance Support Services Center**
 - **Imperial, Slauson, Firestone & 103rd St Traction Power Substations**
 - **Division 2 Electrification of CNG Fueling Compressors**

Funding Status as of September 2011

(\$in Millions)



Metro

Project Status as of September 2011

Project	Status	Completion Date
1. Eastside Light Rail Transit Project	Complete	Sep 2010
2. Replacement Fiber Optics	Complete	Mar 2010
3. Red Line Station Emergency Egress	Complete	Jul 2010
4. Bus Overhaul for 342 Buses	313 completed, 65 engines scheduled to be completed by next quarter	Mar 2012
5. CNG Electrification 10 Bus Divisions	4 Bus Divisions Completed; 4 more divisions to be completed by next quarter	Sep 2012
6. Metro Red Line Station Canopies (5)	Fabrication of Canopies is progressing. On-site construction to begin Dec 2011	Dec 2012



Metro

Project Status as of September 2011

Project	Status	Completion Date
7. Acquisition of 141 Buses	131 Buses Received; Remaining buses to be received next quarter	Jun 2013
8. Transit Enhancement	Artwork Fabrication for 2 Transit Centers is on-going. Awarded signage/wayfinding contract for \$1.0 M.	Aug 2013
9. Wayside Energy Storage Substation	RFP scheduled to be issued Nov 18, 2011	Jun 2013
10. Replace 20 MBL Traction Power Substations	2 Substations completed for a total of 6; 2 more to be completed by next quarter	Jul 2014



Metro

FTA ACTION ITEM REPORT

FTA Quarterly Review Action Item Report – August 24, 2011

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-8/24	New	LACMTA to provide the FTA/PMOC a copy of the Rail Operations Center Report.	LACMTA	Dennis Mori/ Rick Wilson	11/30/11
3-8/24	New	LACMTA to provide the FTA a Recovery Plan for the El Monte Transit Center Project and the Patsaouras Plaza Station for the Metro LA CRD (ExpressLanes) Program.	LACMTA	Stephanie Wiggins/ Kathy McCune	11/30/11
4-2/23	Open	LACMTA to provide the FTA a status of the study on the need for changes at the 7 th Street/Metro Center Station due to impacts from the Regional Connector Project.	LACMTA	Diego Cardoso/ Laura Cornejo	8/24/11
2-5/25	Open	LACMTA to reconcile future reports with the Westside Subway Extension and Regional Connector Project Cost and Schedule information outlined in FTA's Letter of Approval for Entry into PE, dated January 4, 2011. Those costs were agreed upon between the FTA and LACMTA at the entry into PE phase.	LACMTA	Dennis Mori/ Girish Roy/ Rick Wilson	8/24/11
3-5/25	Open	LACMTA to provide the FTA a Lessons Learned Report on P2550 Rail Vehicle Program.	LACMTA	Jesus Montes/ Richard Lozano	8/24/11
2-8/24	Closed	LACMTA to provide the FTA /PMOC a Procurement Schedule for the Wayside Energy Storage Substation.	LACMTA	Gladys Lowe	11/30/11