



Metro

Daily Brief

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Speaker of the U.S. House of Representatives Backs Infrastructure Bank Legislation

House Speaker Nancy Pelosi (D-CA) held a news conference today where she announced her support for legislation (S.1926) that would create a national infrastructure bank. Last year, our Board of Directors adopted a “Support – Work With Author” position with respect to S.1926, The National Infrastructure Bank Act of 2007. This legislation seeks to provide federal funds to publicly-owned mass transit systems, housing properties, roads, bridges, drinking water systems and wastewater systems. The Bank would have a five member board, selected by the President and confirmed by the United States Senate. Similar to the Federal Deposit Insurance Corporation, the Bank would have the ability to hire a professional civil service staff to advance its authorized goals and would also have an Inspector General who would be charged with reporting directly to Congress on the operations of the Bank. Specifically, the Bank would consider infrastructure projects with a potential federal investment of at least \$75 million that are brought to its attention by a given project’s sponsor(s). In determining if a project would be provided federal funds, the Bank’s board would rate projects on a sliding scale for publicly-owned mass transit systems, housing properties, roads, bridges, drinking water systems and wastewater systems.

Official Release of the Long Range Transportation Plan

Media Relations distributed a [news release](#) this morning announcing the release of the draft 2008 Long Range Transportation Plan (LRTP). Numerous television and radio inquiries were received today regarding the plan and the 45-day public review process. Media stories on the LRTP are expected to air today on KNBC, KTLA, KABC, KTTV, Ch 22/52, Ch. 62, Ch.18, Ch. 24, Ch. 44, KNX, KFWB, KFI, KCRW, KPCC and Radio Korea. The LRTP is also posted for public review on

the Internet at www.metro.net/longrangeplan.

Media Inquiry into Metro Rail Gating

L.A. Weekly has inquired about our contract with Cubic Transportation Systems to gate our subway system and selected light rail stations. The paper had specific questions about the feasibility study conducted by Booz-Allen and the final contract award amount, including project options and number of gates to be installed on the system. Staff reported that the agency chose Option 2, which called for the installation of 379 gates, including gates at several Metro Gold Line Eastside Extension stations and all Metro Green Line Stations. The contracted amount represents a maximum “not to exceed” amount that also accounts for needed spares and project contingency funds. Our intention from the start was for gate funding to stand on its own and pay for itself with the combination of additional fare recovery and reduction of personnel necessary to check fares. At the Board’s direction, the agency will also pursue additional sources of funding, including various state bond monies and federal Department of Homeland Security funds. The story may run in tomorrow’s edition of the publication.

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