Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review Briefing Book

August 27, 2008

Metro

FTA QUARTERLY REVIEW
MEETING AGENDA

AGENDA
FTA NEW START PROJECTS
QUARTERLY REVIEW MEETING

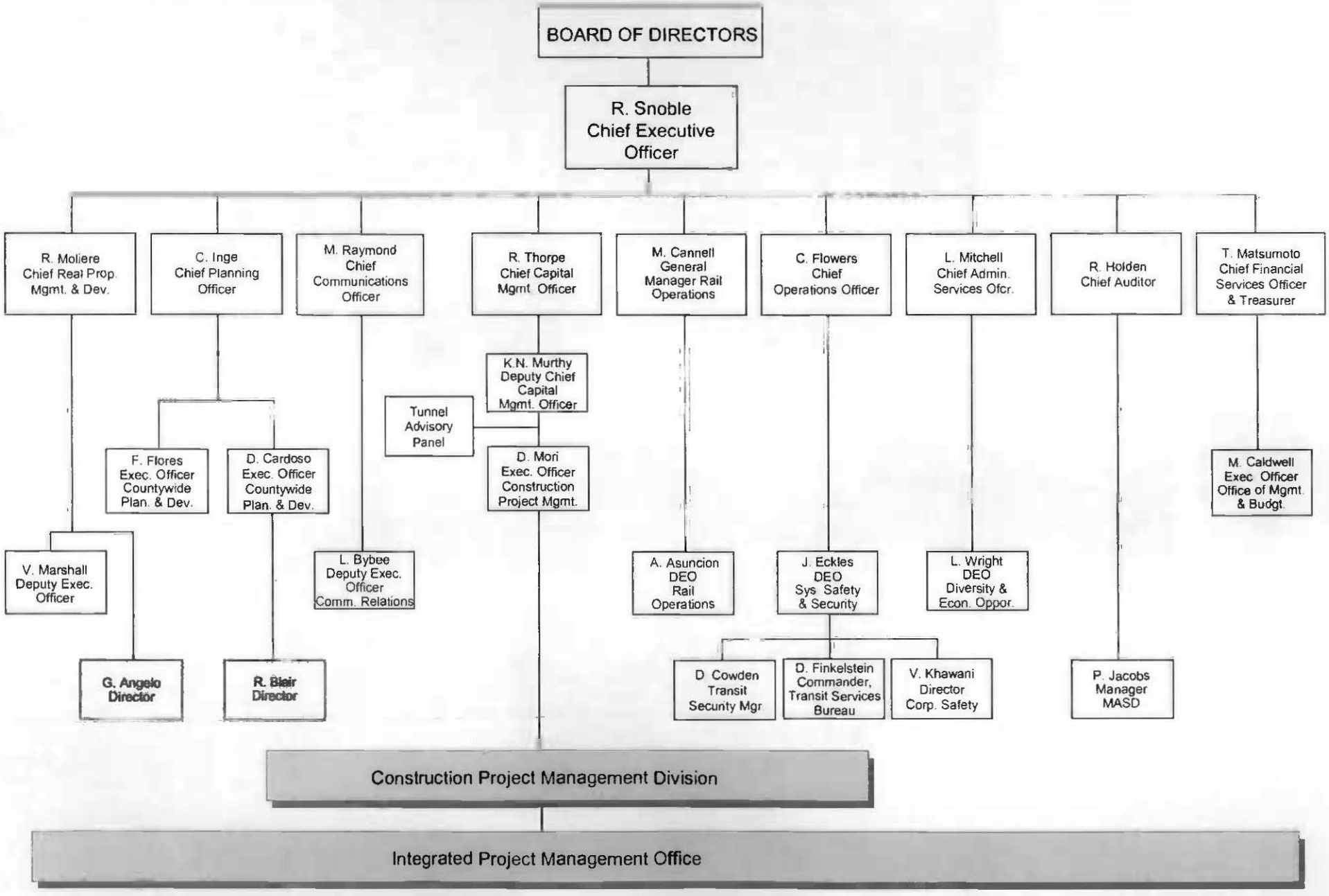
Los Angeles County
Metropolitan Transportation Authority
Wednesday, August 27, 2008– 10:00 a.m.
Windsor Conference Room – 15th Floor

		PRESENTER
I.	**OVERVIEW**	
	A. FTA Opening Remarks	Leslie Rogers
	B. Metro Management Overview	Roger Snoble
	C. Financial Plan Status	Terry Matsumoto
	D. Legal Issues	Charles Safer
	E. General Safety and Security Issues	Jack Eckles
	F. P2550 Rail Vehicle Program	Richard Lozano
	G. Operations Plan and Fleet Management Plan Status	Bruce Shelburne
II.	**METRO CONSTRUCTION REPORTS**	
	A. Construction Project Management Overview	Rick Thorpe
	B. Metro Gold Line Eastside Extension	Dennis Mori
	• Issues/Accomplishments	
	• Overall Cost, Schedule, Critical Path Status	
	• Construction/ Installation and Testing Update	
	• Quality Assurance	
	C. Mid City/Exposition LRT Project	Eric Olson
	• Phase 1 Status (*Cost, Budget, Schedule, Critical Path, Issues*)	
	• Phase 2 Status	
III.	**VERY SMALL STARTS PROJECTS UPDATE**	Rex Gephart
IV.	**METRO PLANNING REPORTS**	Carol Inge
V.	**ACTION ITEMS**	FTA/PMOC
VI.	**PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING**	

Los Angeles County
Metropolitan Transportation Authority
Wednesday, December 3, 2008
Windsor Conference Room – 15th Floor

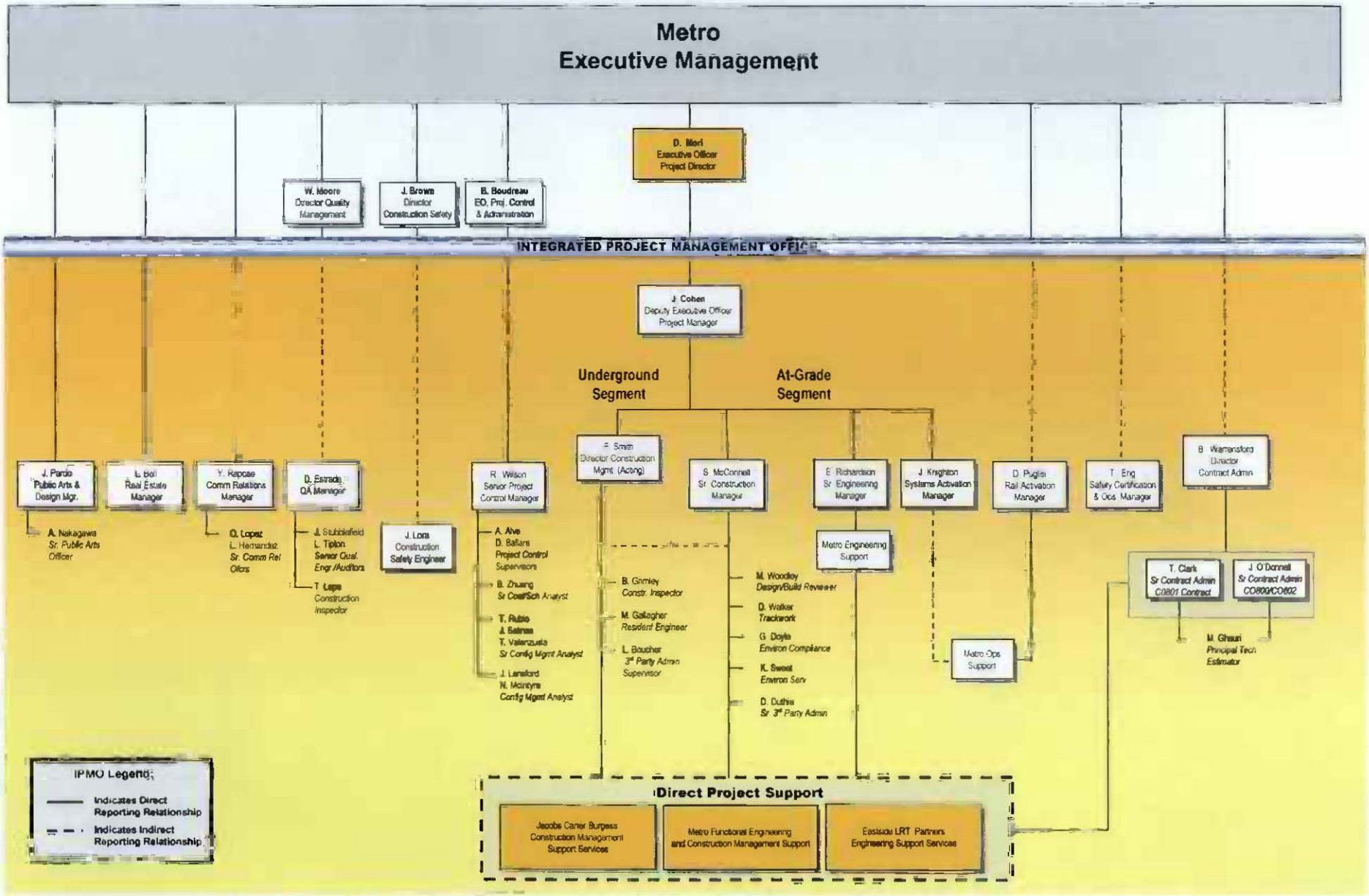
METRO MANAGEMENT
ORGANIZATION CHART

Metro's Executive Management Organization

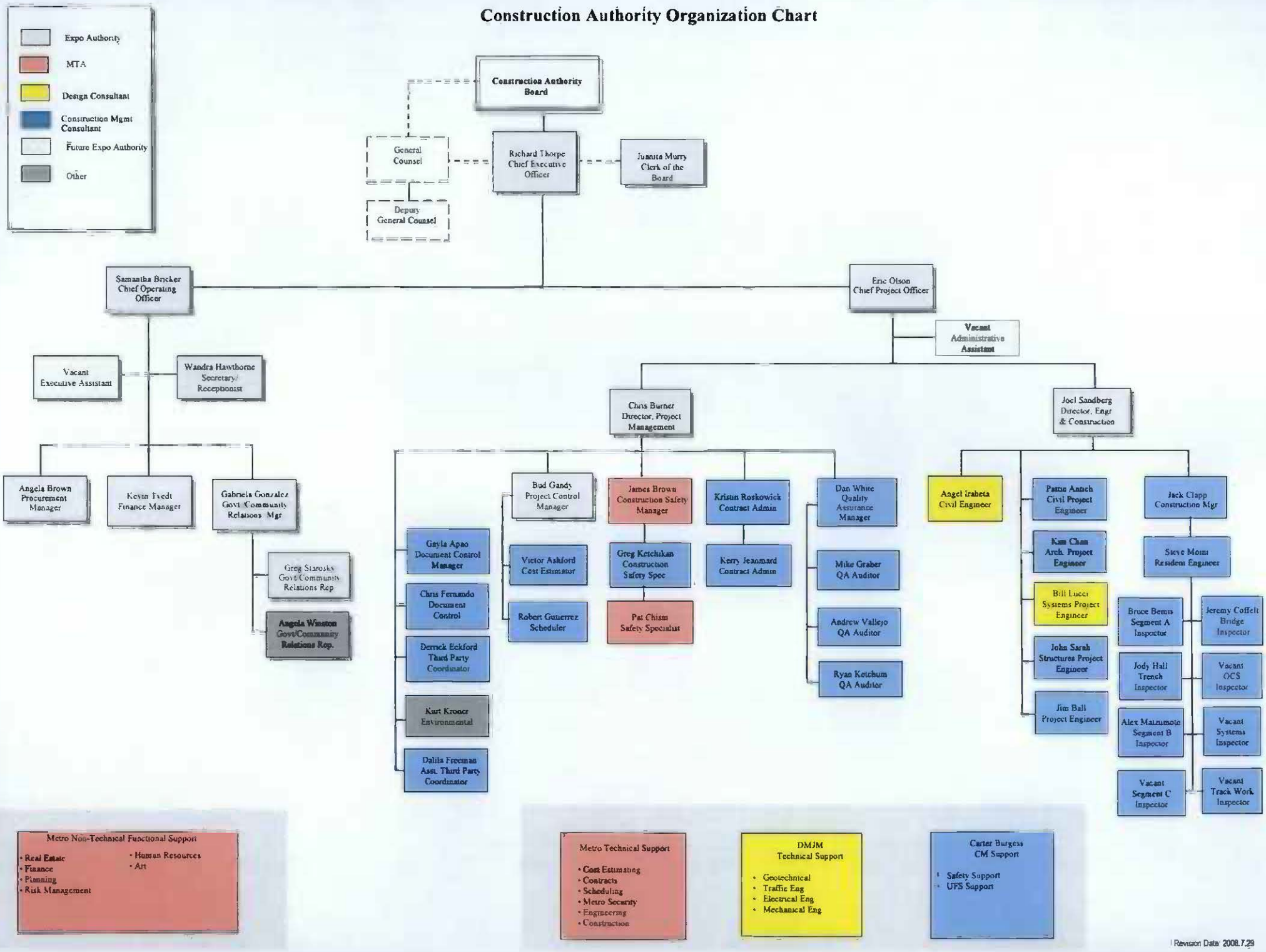


EASTSIDE / EXPOSITION
ORGANIZATION CHARTS

Metro Gold Line Eastside Extension Project Management Organization Structure



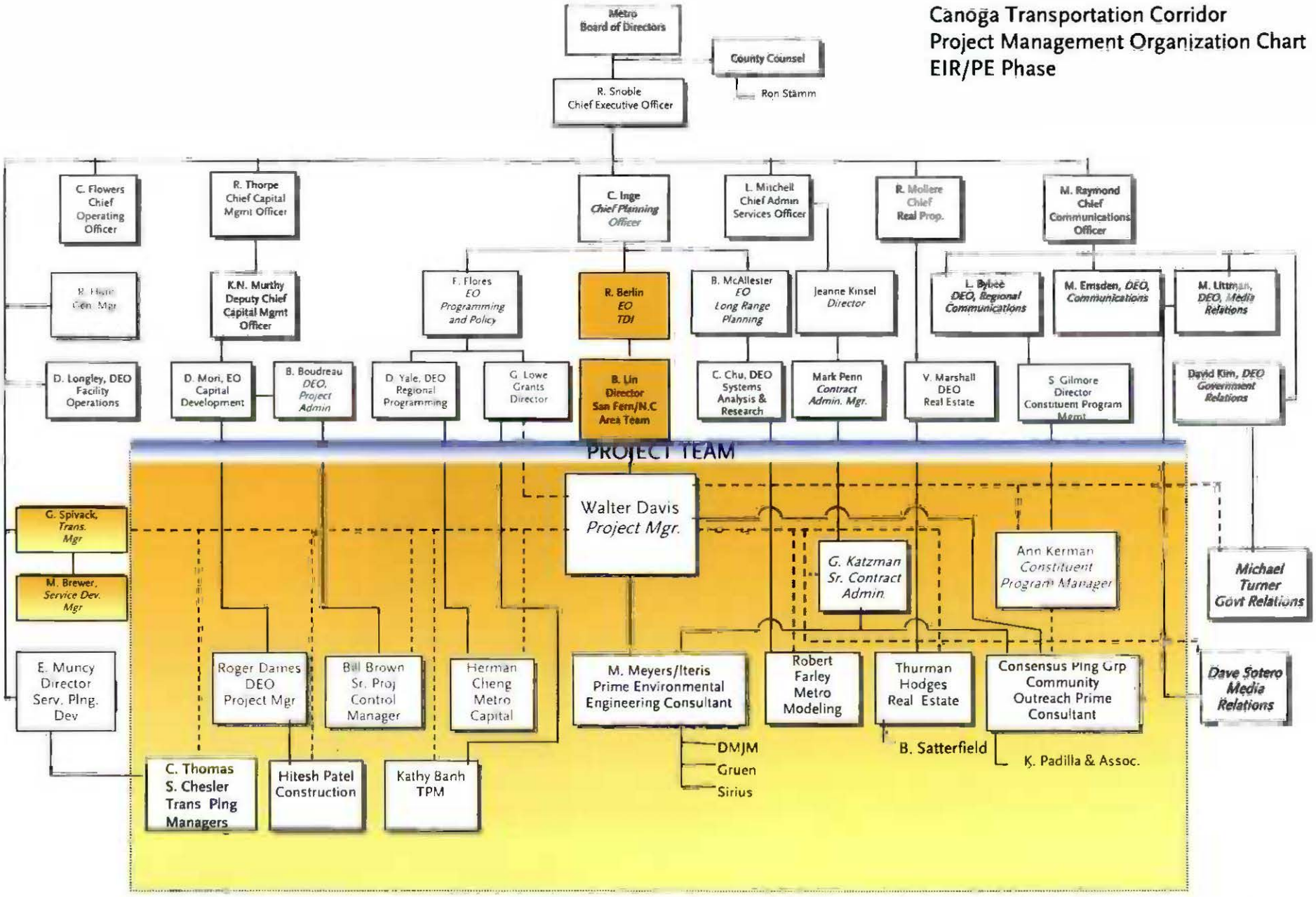
Construction Authority Organization Chart



Revision Date: 2008.7.29

PLANNING ORGANIZATION CHARTS

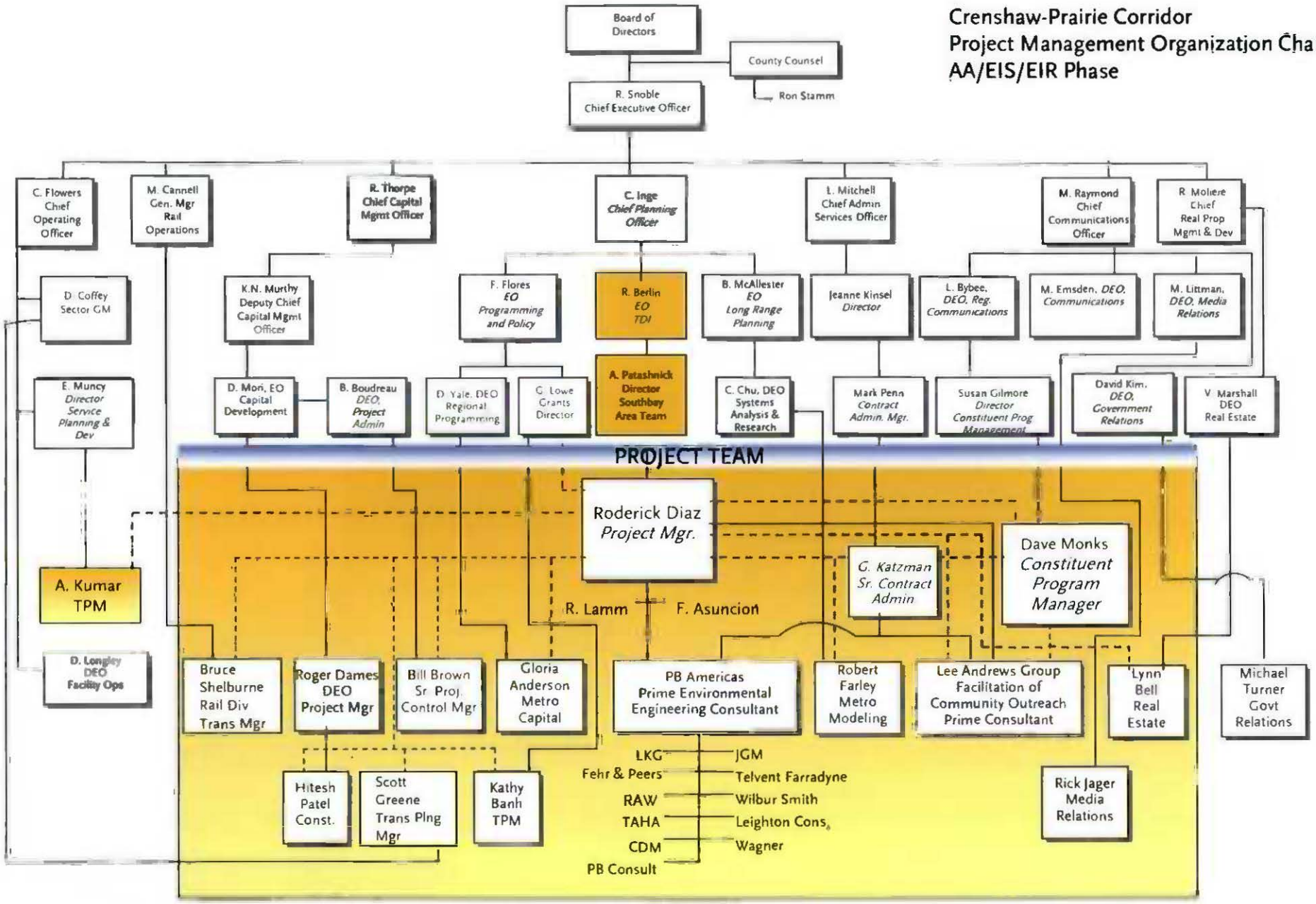
Canoga Transportation Corridor
Project Management Organization Chart
EIR/PE Phase



July 25, 2008

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

Crenshaw-Prairie Corridor
Project Management Organizatjon Chart
AA/EIS/EIR Phase



July 25, 2008

Legend:
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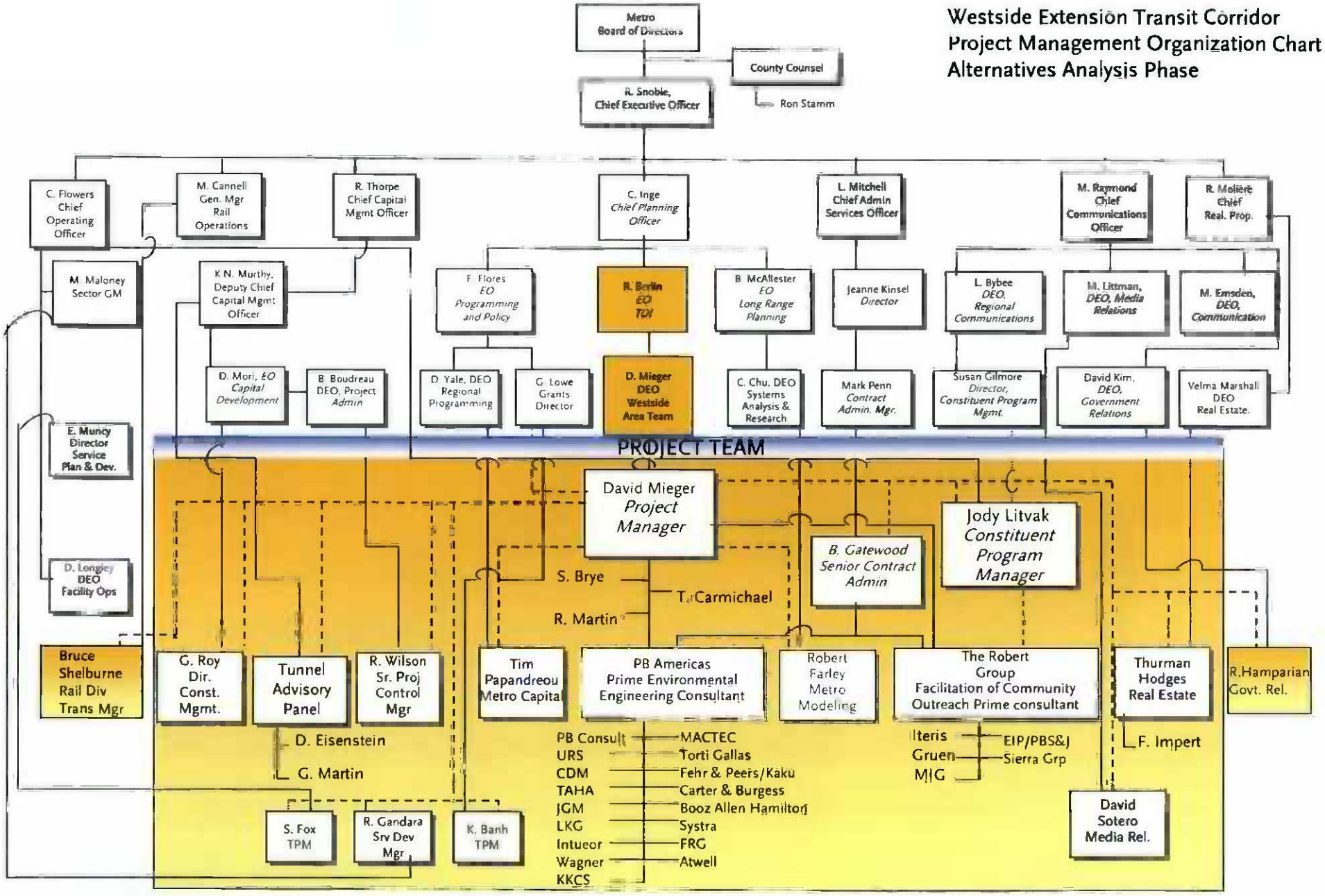
- Project Team

Westside Extension Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



July 25, 2008

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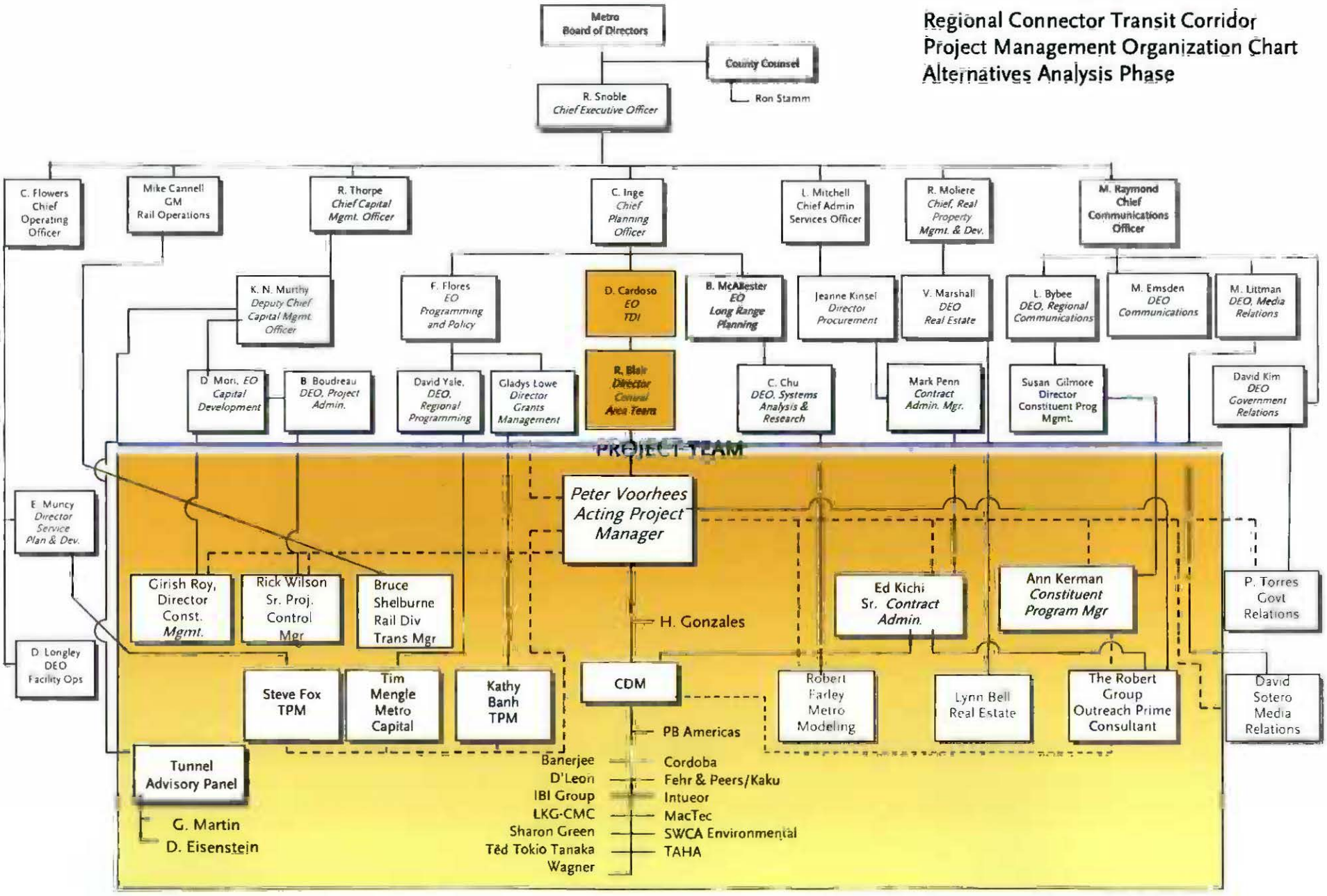
- Project Team

Regional Connector Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



July 25, 2008

Legend:
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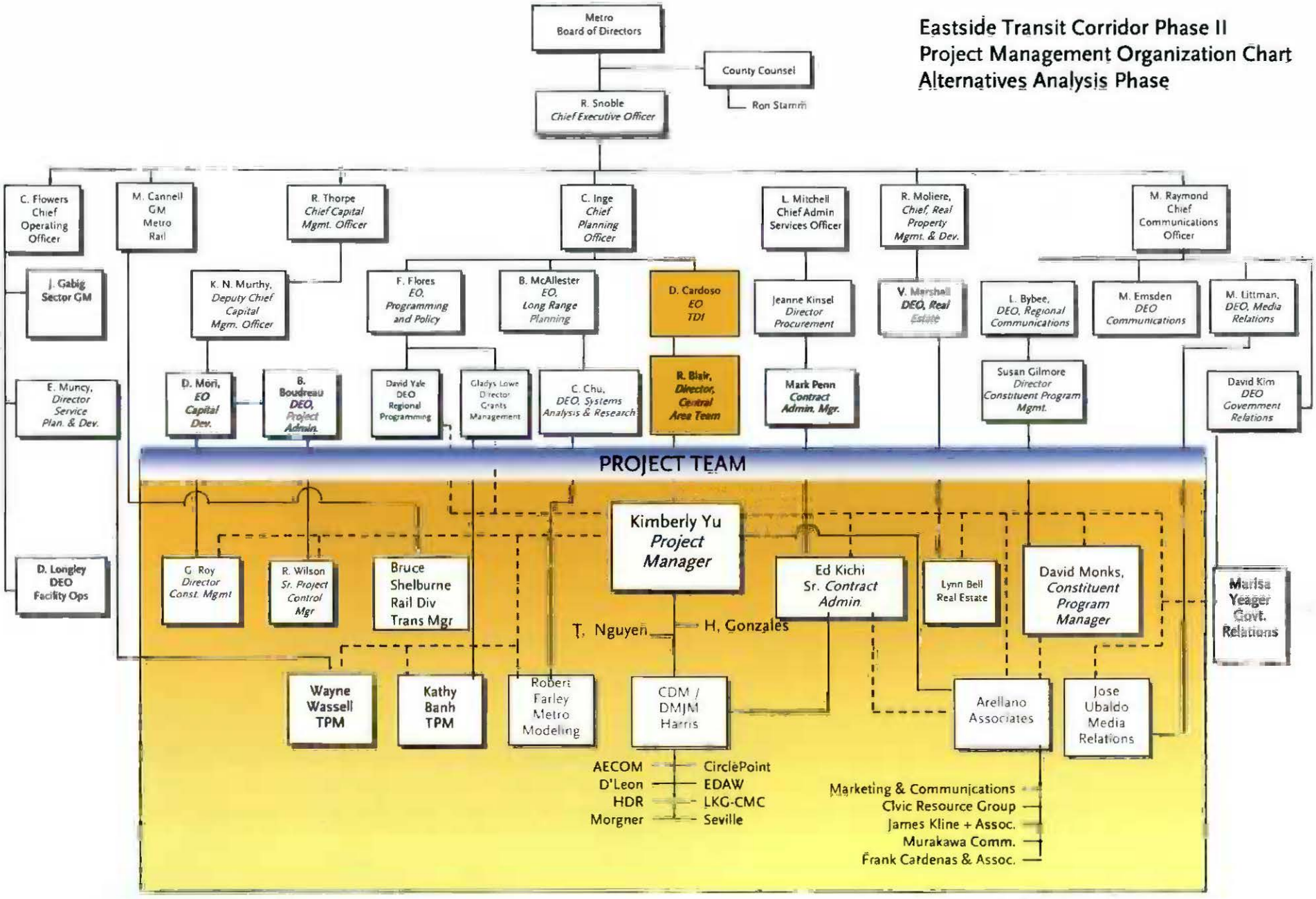
- Indicates Coordinated Relationship
- Project Team

Eastside Transit Corridor Phase II
Project Management Organization Chart
Alternatives Analysis Phase

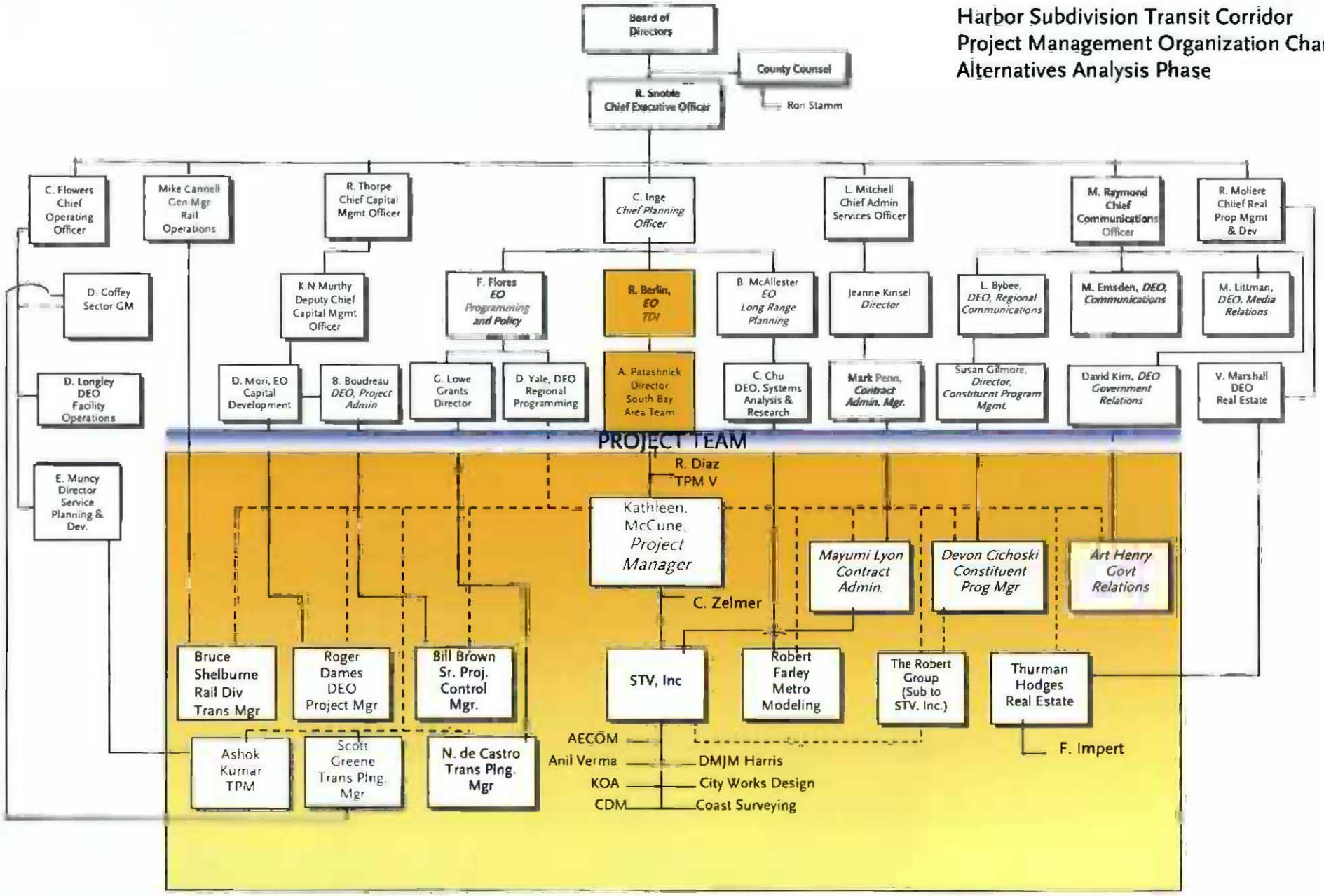


July 25, 2008

Legend:

- Indicates Direct Relationship
- Indicates Coordinated Relationship
- Project Team

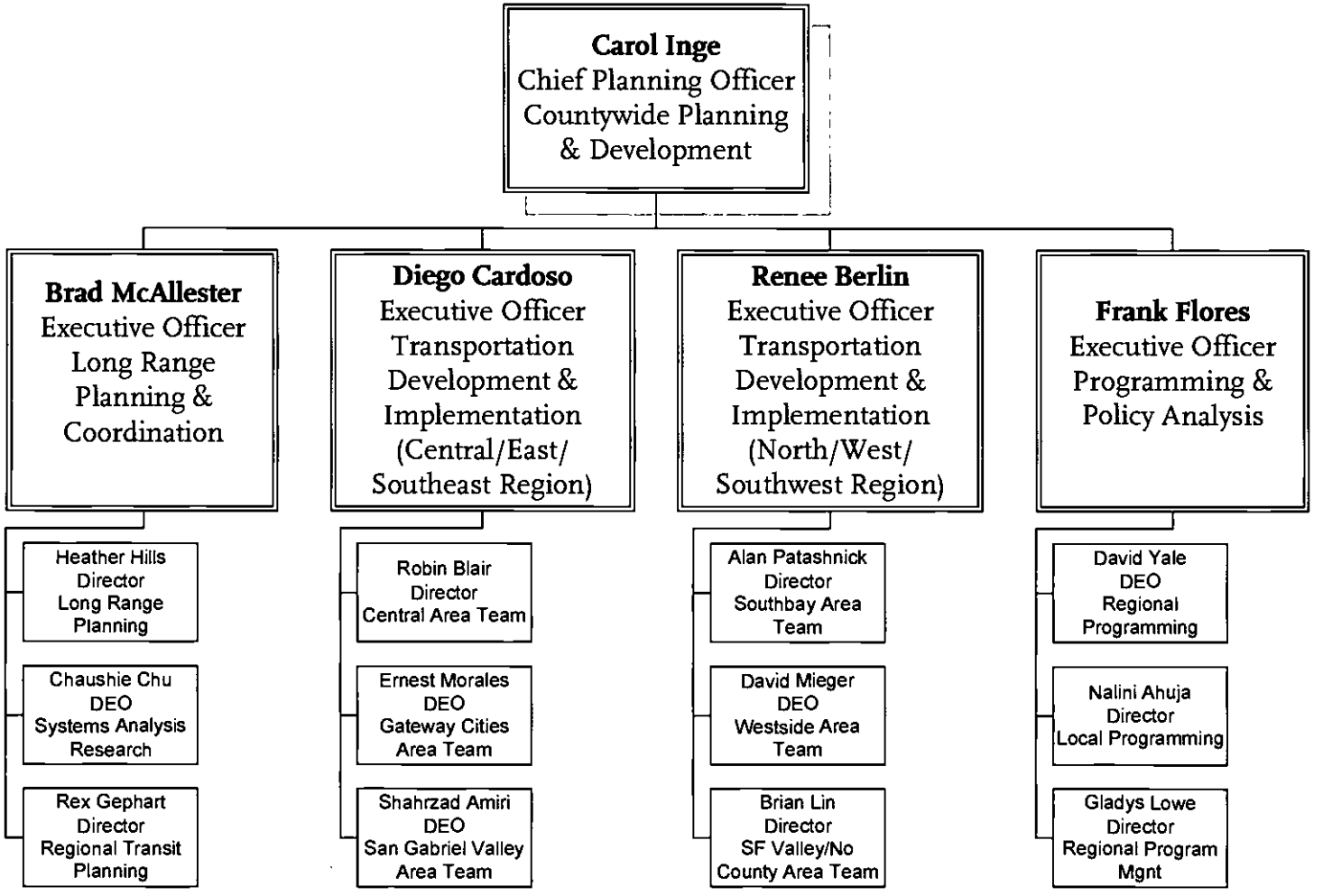
Harbor Subdivision Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



July 25, 2008

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

FY09
Countywide Planning & Development



August 19, 2008

2008 LEGISLATIVE MATRIX

METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX
June 2008

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
ACA 10 (Feuer)	Would lower the vote threshold for the approval of bonds (and any tax increase associated with these bonds) for local transportation projects.	Support	Assembly
AB 470 (DeSaulnier)	Would remove the sunset clause on provisions relating to electric personal assistive mobility devices (Segways)	Support	Chaptered
AB 889 (Lieu)	Establishes a Metro Green Line Construction Authority	Oppose	Suspense file
AB 900 (Núñez)	Expands the voting membership of the California Transportation Commission	Support	Amended to a different subject it is now AB 1672
AB 901 (Núñez)	Would provide accountability measures in the allocation of the money deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account	Support if amended	Amended into SB 88 bond implementation trailer bill
AB 1209 (Karnette)	Would establish requirements for the allocation of $1 billion in Proposition 1B proceeds for the California Ports Infrastructure, Security and Air Quality Improvement Account.	Support	Amended into SB 88 bond implementation trailer bill
AB 1221 (Ma)	Would modify existing law on Transit Village Development Districts to increase the area around a transit station to half mile and require demonstrable public benefits.	To be determined	Senate Transportation & Housing
AB 1306 (Huff)	Would eliminate the Public Transportation Account Spillover mechanism and reduce the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account.	Oppose	Failed passage
AB 1326 (Houston)	Would remove the escalation clause automatically adjusting procurement thresholds applicable to Metro	Support	Chaptered
AB 1350 (Núñez and Richardson)	Would establish requirements to conduct a study in order to facilitate allocation of transit security funds from Proposition 1B.	Support if amended	In trailer SB 88

AB 1351 (Levine)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Support	2 year bill
AB 1672 (Núñez)	Expands the voting membership of the California Transportation Commission	Support	Chaptered
AB 1815 (Feuer)	Would create the California Transportation Infrastructure Funding Task Force.	Support	Assembly Transportation
AB 1836 (Feuer)	Would eliminate the voter approval requirement for establishing Infrastructure Financing Districts.	Support	Senate Local Government
AB 2009 (Hernandez and Huff)	Would create an exemption from the imposition of utility user tax for compressed natural gas used to fuel public transit vehicles.	Support	Senate Revenue and Taxation
AB 2195 (Brownley)	Would transfer the regulation of public transit guidelines grade crossing approval process from the Public Utilities Commission (PUC) to the Department of Transportation (Caltrans)	Support - Work with Author	Assembly Floor
AB 2321 (Feuer)	Would amend provisions authorizing Metro to pursue a half cent sales tax for six and a half years to fund specific transportation projects and programs.	Support	Senate Transportation & Housing
AB 2466 (Laird)	Would authorize electrical rate rebates for local government entities that generate their own electricity.	To be determined	Senate Energy, Utilities & Communications
AB 2558 (Feuer)	Would authorize Metro to implement a greenhouse gas mitigation fee and would require that the revenue be used for public transit and congestion management projects and programs.	Support	Senate Transportation & Housing
AB 2650 (Carter)	Would extend the limited waiver of sovereign immunity required to participate in the Surface Transportation Project Delivery Pilot Program.	Support	Senate Appropriations
AB 2705 (Jones)	Would expand the services that may be financed with Mello-Roos special taxes to include public transit services.	To be determined	Senate Local Government
AB 3021 (Nava)	Would establish the California Transportation Financing Authority to facilitate construction of transportation projects including authority to approve tolling projects.	To be determined	Senate Transportation & Housing

	GOVERNMENT RELATIONS 2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX June 2008		
	STATE SENATE		
BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
SB 9 (Lowenthal)	Would amend existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act.	Support if Amended	Assembly Appropriations Committee
SB 19 (Lowenthal)	Would declare the intent of the Legislature to enact legislation that establishes conditions and criteria for projects funded under provisions of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	Work with Author	Amended into SB 88 bond implementation trailer bill
SB 45 (Perata)	Would state the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.	Work with Author	Amended into SB 88 bond implementation trailer bill
SB 47 (Perata)	Would state the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and port Security Bond Act of 2006 to the State-Local Partnership Program.	Work with Author	2 year bill
SB 79 (Committee on Budget and Fiscal Review)	Transportation budget trailer bill. Provides that future Public Transportation Account Spillover (PTA) revenues will be allocated ½ to the General Fund and ½ to the PTA.		Chaptered
SB 88 (Committee on Budget and Fiscal Review)	Implements various categories of funding from Proposition 1B.		Chaptered
SB 163 (Migden)	Obligates the State to fund connecting ramps from the San Francisco Oakland Bay Bridge to Yerba Buena Island	Oppose	Chaptered
SB 344 (Machado)	Would provide State and local entities with the ability to repurchase some or all of their outstanding bonds without extinguishing their debt.	Support	Chaptered

SB 375 (Steinberg)	Would require Regional Transportation Plans (RTP) to address the reduction of greenhouse gases and require transportation funding to be allocated according to those plans. Would authorize modified environmental review procedures for projects conforming to the new plans.	Work with Author	Assembly Appropriations
SB 445 (Torlakson)	Would create the Road User Task Force to report on alternatives to the current system of taxing road users through per-gallon fuel taxes	Support if amended	Amended to a different subject
SB 650 (Padilla)	Expands the maximum vehicle length requirement for buses	Support	Amended to a different subject
SB 716 (Perata)	Would establish an allocation process for public transit funding made available from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act (November 2006) (November 2006).	Oppose	Amended into SB 88
SB 717 (Perata)	Modifies the allocation of Proposition 42 funds that flow into the Public Transportation Account.		Chaptered
SB 724 (Kuehl)	Would specify an expedited process for Exposition Construction Authority grade crossing applications	Support	2 year bill
SB 748 (Corbett)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Oppose	2 year bill
SB 803 (Lowenthal)	Would require that projects utilizing a community conservation corps be given priority in the allocation of transportation enhancement funds.	Support	Vetoed
SB 964 (Romero)	Would prohibit a majority of the members of a legislative body from using a series of communications, directly or through intermediaries, to conduct deliberations, including, but not limited to any communications that advance or clarify a member's understanding of an issue.	Work with Author	Vetoed
SB 974 (Lowenthal)	Requires the Ports of Los Angeles, Long Beach and Oakland to impose container fees.	Support if Amended	Inactive file
SB 1646 (Padilla)	Would indefinitely extend the $1 vehicle license fee surcharge for air pollution.	To be determined	Assembly Appropriations
SB 1722 (Oropeza)	Would establish a Metro Green Line Construction Authority	Work with author	Senate Appropriations - Suspense

SB 1732 (Romero)	Would prohibit a majority of the members of a legislative body from using a series of communications, directly or through intermediaries, to conduct deliberations, including, but not limited to any communications that advance or clarify a member's understanding of an issue.	Neutral if amended	Assembly Governmental Organization

GOVERNMENT RELATIONS
2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX
June 2008

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
H.R. 238/S.497 Waxman/Boxer/Feinstein	H.R. 238/S.497 seeks to repeal a restriction on federal funding for subway tunneling in the Wilshire Corridor. Specifically, H.R. 238 would provide the following: • Repeal the second sentence of section 321 of the Department of Transportation and Related Agencies Appropriations Acts of 1986 (99 Stat. 1287). That sentence reads: "None of the funds described in Section 320 June be made available for any segment of the downtown Los Angeles to San Fernando Valley Metro Rail project unless and until the Southern California Rapid Transit District officially notifies and commits to the Urban Mass Transportation Administration that no part of the Metro Rail project will tunnel into or through any zone designated as a potential risk zone or high potential risk zone in the report of the City of Los Angeles dated July 10, 1985, entitled "Task Force Report on the June24, 1985 Methane Gas Explosion and Fire in the Fairfax Area."	Passed the House of Representatives on June7, 2007. Referred to Senate Banking, Housing and Urban Affairs Committee on June27, 2007 July 11, 2007: legislative language included in House Appropriations FY08 Committee report. July 12, 2007: legislative language included in Senate Appropriations FY08 Committee report. November 12, 2007: legislative language included in the FY08 Transportation Appropriations bill adopted on Senate floor December 26, 2007 – language is enacted into law with passage of H.R. 2764 – Omnibus Appropriations Bill (Public Law No: 110-161)

H.R. 1195/S. 1611 Oberstar/Dodd	H.R.1195/S. 1611, amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes	June 6, 2007: Senate Committees on Banking, Housing and Urban Affairs and Environment & Public Works approved with an amendment in the nature of a substitute favorably. June 13, 2006: placed on Senate Legislative Calendar under General Orders. Calendar No. 198. August 1, 2007: House passed H.R. 3248 – a modified version of H.R. 1195 April 17, 2008:Adopted by the full Senate April 30, 2008: Adopted by the full House of Representatives June 6, 2008: Signed into law by the President
S. Amendment 4146 Boxer	SAFETEA-LU Corrections language	June 7, 2008 Filed and printed in the Congressional Record
S. 1926Dodd/Hagel H.R. 3401 Ellison	S. 1926 seeks to establish a National Infrastructure Bank to provide funding for qualified infrastructure projects.	August 1, 2007: Read twice and referred to Senate Committee on Banking, Housing, and Urban Affairs June 12, 2008 – Hearing held on S.1926 in the Senate Banking, Housing and Urban Affairs Committee

	GOVERNMENT RELATIONS 2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX June 2008	
	FEDERAL	
BILLS/AUTHOR	DESCRIPTION	STATUS
H.R. 1475/S.712 McGovern/Schumer	H.R. 1475/S.712, Bills that amends Internal Revenue Code to create parity between the parking and transit portions of the transportation tax benefit.	June12, 2007: Referred to House Committee on Ways and Means as well as Committee on Oversight and Government Reform June28, 2007: Read twice and referred to the Senate Committee on Finance June12, 2007: Referred to House Oversight and Government Reform
H.R. 2783 Tauscher	H.R. 2783 provides federal reimbursement for mass transportation services as a result of a highway emergency.	June 19, 2007: House Transportation and Infrastructure Committee June 20, 2007, referred to the Subcommittee on Highways and Transit August 1, 2007: language from H.R. 2783 is included in a SAFETEA-LU technical corrections bill (H.R. 3248) adopted by the House
H.R. 2548/S.1499 Solis/Boxer	H.R. 2548/S.1499 amends the Clean Air Act to reduce air pollution from marine vessels.	June 24, 2007: House Committee on Energy and Commerce and Senate Committee on Environment and Public Works February 14, 2008: Committee held by the Senate Environment and Public Works Committee May 21, 2008: Adopted by the Senate Environment and Public Works Committee

H.R. 2701 Oberstar	H.R. 2701 strengthens our Nation's energy security and mitigates the effects of climate change by promoting energy efficient transportation and public buildings, creating incentives for the use of alternative fuel vehicles and renewable energy, and ensuring sound water resource and natural disaster preparedness planning, and for other purposes.	June 20, 2007: House committee/subcommittee actions. Status: Ordered to be Reported (Amended) by Voice Vote August 4, 2007 – The language of this bill was largely incorporated into H.R. 3221. The bill is now pending in the U.S. Senate
FY 2008 Transportation Appropriations Request	$80 million in Section 5309 New Starts Funding for the final design and construction of the Eastside Light Rail project. This innovative light rail project would run from Union Station through East Los Angeles, serving one of the most transit-dependent areas in the City of Los Angeles. $10 million in Section 5309 Bus and Bus Related Discretionary Funding to assist Metro in "greening" our existing bus facilities. Metro supports the Municipal Operators Bus Appropriations requests. $16.7 million in Section 5309 Very Small Starts Funding, to expand eight more Metro Rapid routes across Los Angeles County.	December 2006-LACMETRO Board Adopted 2007 Legislative program FY08 Appropriations requests submitted to Senators Boxer and Feinstein and Representative Roybal-Allard July 11, 2007: House Appropriations Committee approved FY08 Appropriations Bill, includes subway legislative language, $80 million for Eastside Extension and $16.7 for Small Starts program July 12, 2007: Senate Appropriations Committee approved FY08 Appropriations Bill, includes subway legislative language and $70 million for Eastside Extension July 24, 2007: Full House adopts bill, includes subway legislative language, $80 million for Eastside Extension and $16.7 for Small Starts program September 12, 2007: Full Senate adopts bill with subway legislative language and $70 million for Eastside Extension December 26, 2007 – language is enacted into law with passage of H.R. 2764 – Omnibus Appropriations Bill (Public Law No: 110-161)

FY 2009 Transportation Appropriations Request	$80 million in Section 5309 New Starts Funding for the final design and construction of the Eastside Light Rail project. This innovative light rail project would run from Union Station through East Los Angeles, serving one of the most transit-dependent areas in the City of Los Angeles. $10 million in Section 5309 Bus and Bus Related Discretionary Funding for clean fuel buses and for bus maintenance facilities. Metro supports the Municipal Operators Bus Appropriations requests. $10.9 million in Section 5309 Very Small Starts Funding, for the Wilshire Boulevard Bus-Only Lane Project. $3 million for a Zero Emission Bus Demonstration Project Continue to explore opportunities to secure federal funds and legislative language to expedite the construction of Metro's next rail priority, the Mid-City Exposition Light Rail Project. Funding sources June be derived from federal bus and rail accounts in the annual transportation appropriations bill and/or funding sources made available in SAFETEA-LU (P.L. 109-59). Should legislation making technical corrections to SAFETEA-LU be considered during the second session of the 110th Congress, Metro will seek to insert "local match" language that clearly defines the federal government's responsibility to fund the second phase of the Expo project.	June 20th - Hearing scheduled in House THUD Committee July 10th – Hearing scheduled in Senate THUD Committee

KEY LEGAL ACTIONS

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

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July 1, 2008

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 June 30, 2008, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2508.

Very truly yours,

RAYMOND G. FORTNER, JR.
County Counsel

By Robert B. Reagan
ROBERT B. REAGAN
Principal Deputy County Counsel

RBR:ibm
Attachments

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

Los Angeles County Metropolitan Transportation Authority
Status of Key Legal Actions Related to Federally Funded MTA Projects
Date as of June 30, 2008

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham	BC150298, etc.	MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting.	Most of phase one of trial has been completed. Each party has submitted proposed statements of decision (SOD).
MTA v. Parson Dillingham	BC179027	MOS-1 and CA-03-0341, CA-90-X642	In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Awaiting court's decision of SOD.
Labor/Community Strategy Center v. MTA	CV94-5936 (TJH)	ALL	On 10/28/96, Federal Judge Hatter approved a Consent Decree reached between MTA and the class action plaintiffs. The Consent Decree provides for MTA to: (i) reduce its load factor targets (i.e. the # of people who stand on the bus), (ii) expand bus service improvements by making available 102 additional buses, (iii) implement a pilot project, followed by a 5-yr Plan, facilitate access to County-wide jobs, ed & health centers, (iv) not increase cash fares for 2-yrs & pass fares for 3-yrs beginning 12/01/96, after which MTA may raise fares subject to conditions of the Consent Decree and (v) introduce a weekly pass & an off-peak discount fare on selected lines.	Consent decree terminated by its own terms, however trial court retained jurisdiction over implementation of New Service Plan. Plaintiffs have appealed judge's denial of their motion to extend consent decree. Oral argument was heard by the Court of Appeal on 05/12/08. The court has not yet issued its ruling.

Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal.	The court has scheduled a hearing for 08/19/08 to determine whether it will allow a trial on the fourth issue (DBE and subcontracting violations).

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 JUNE 30, 2008

Parcel A1-250/Wilshire Vermont Station - NO CHANGE

The site comprises a total of 6.85 acres. 1.02 acres at the northeast corner of Wilshire and Shatto and a 5.83-acre block bounded by Wilshire, Vermont, Sixth and Shatto. The 1.02 acre site is currently used as a Metro bus layover facility. A 2.59-acre portion of the block bordering on Sixth and Shatto was sold to LAUSD in July 2006 for construction of a middle school, which construction is scheduled to be complete in the third quarter of 2008. The remaining 3.24-acre portion of block, bordering on Wilshire and Vermont, has been developed with mixed-use residential/retail project. This portion of the site contains the Metro subway portal.

Wilshire/Western Station - NO CHANGE

Metro has entered into a long-term ground lease and other development and operational agreements with developer KOAR Wilshire Western LLC for the development of a mixed-use residential/retail development at the station site. The development will surround Metro's existing subway portal and will include a Metro bus layover facility. The development is currently under construction.

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

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

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

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

A2-362 - Wilshire/La Brea – NO CHANGE

The Metro Board certified the Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project on August 15, 2002 which includes a transit station and public parking at Wilshire/La Brea. The Board subsequently took action to defer construction of the Project. In the

interim, the site will continue to house the Metro Customer Service Center and a portion leased to a retail outlet. The remainder of the site is leased to the City of Los Angeles for parking.

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

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

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

Universal City Station – NO CHANGE

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

LACMTA EXCESS REAL PROPERTY
METRO RAIL PROJECT - MOS-1
CA-03-0130

Parcels A1-015, A1-016, - USED FOR TRANSIT PURPOSES

Parcel A1-021 – NO CHANGE

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. A new and larger facility is required. Property has been acquired for the new storage facility and construction is expected to being in August 2008. FTA will be asked to approve the sale of this site and to authorize the use of revenue generated towards construction and operation of a new facility.

Parcel A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Alvarado Station - NO CHANGE

Metro has entered into a Joint Development Agreement with developer McCormack Baron Salazar for development of Metro's 3.13 acre site. The Joint Development Agreement contemplates execution of various ground leases providing for the construction and operation of a mixed-use development containing approximately 199 affordable apartments, 50,000 square feet of commercial space, a 16,500 square foot public plaza fronting on the subway portal, and a minimum of 100 parking spaces for transit users. Construction will proceed in two phases:

Phase A and phase B. The specific terms of the Phase "A" ground leases are currently in negotiations and the Phase "A" design is progressing.

Updated July 15, 2008

METRO OPERATIONS
PERFORMANCE REPORT

Los Angeles County
Metropolitan Transportation Authority

METRO OPERATIONS MONTHLY PERFORMANCE REPORT

JUN 2008

Metro

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San Fernando Valley Sector Scorecard Overview (SFV)

This sector has two Metro operating divisions, Division 8 in Chatsworth and Division 15 in Sun Valley. The sector is responsible for the operation of approximately 490 Metro buses and 24 Metro Bus lines carrying nearly 64.9 million boarding passengers each year. They operate the successful Orange Line.

This report gives a brief overview of sector 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
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,137 824	3,079 42	
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,137	1,107	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.05%	64.60%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.26	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.57	2.28	
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours *(1 month lag)*	17.80	17.64	13.61	12.27	11.11	12.13	*May YTD 11.70*	*May 13.09*	
**Div 15 Nov. '05 data excluded & Dec Data after shake-up									
SFV Sector									
MMBMF No. of unaddressed road calls				3,319	3,619 432*	3,500	2,938 153	2,801 6	
MMBTRC					1,310	1,638	1,222	1,107	
In-Service On-time Performance	67.30%	67.47%	68.54%	65.19%**	65.60%	67.50%	67.48%	68.33%	
Bus Traffic Accidents Per 100,000 Miles						2.90	2.55	2.33	
Complaints per 100,000 Boardings	6.32	5.45	4.39	3.24	3.00	3.00	2.88	2.29	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *(1 month lag)*	16.72	15.15	13.71	11.75	13.74	12.00	*May YTD 12.31*	*May 10.46*	
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
Division 8									
MMBCMF No. of unaddressed road calls				3,836	3,912 258*	3,500	2,944 100	2,838 0	
MMBTRC					1,537	1,922	1,333	1,213	
In-Service On-time Performance	70.09%	69.12%	69.78%	68.23%	67.48%	68.00%	68.50%	70.26%	
Bus Traffic Accidents Per 100,000 Miles						2.80	1.99	2.06	
Complaints per 100,000 Boardings	6.87	5.09	4.17	3.37	2.75	2.80	2.64	2.49	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *(1 month lag)*	20.92	19.15	16.77	13.81	16.14	13.00	*May YTD 15.20*	*May 15.59*	
Division 15									
MMBCMF No. of unaddressed road calls				2,996	3,420 174*	3,500	2,933 53	2,771 6	
MMBTRC					1,175	1,469	1,151	1,035	
In-Service On-time Performance	66.13%	66.62%	67.84%	63.84%**	64.41%	67.00%	66.85%	67.14%	
Bus Traffic Accidents Per 100,000 Miles						3.00	2.98	2.55	
Complaints per 100,000 Boardings	6.01	5.70	4.55	3.14	3.16	3.20	3.05	2.15	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *(1 month lag)*	16.23	13.14	12.46	10.41	12.44	11.00	*May YTD 10.67*	*May 7.53*	

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

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

Green - High probability of achieving the FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved – slight problems, delays or management issues.

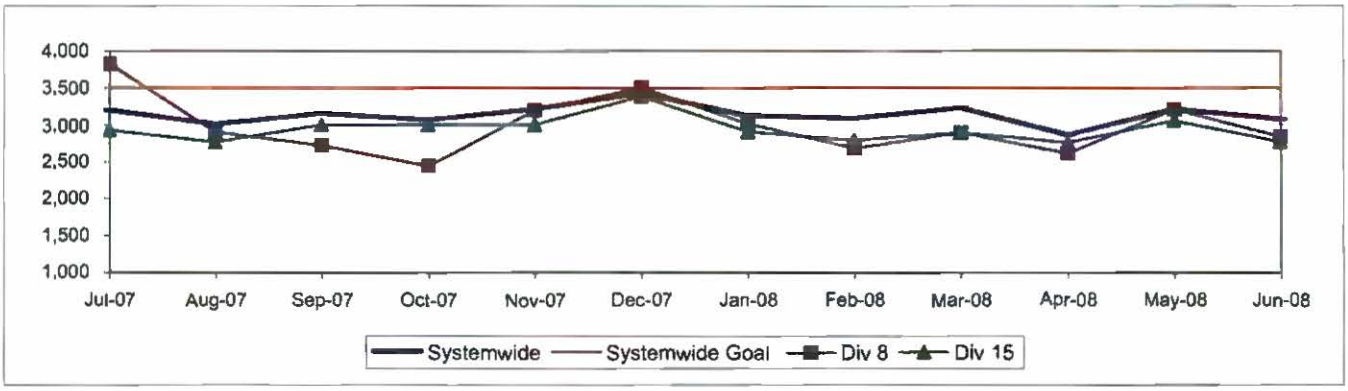
Red - High probability that the FY06 target will not be achieved – significant problems and/or delays.

SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE
Systemwide and Divisions 8 and 15

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

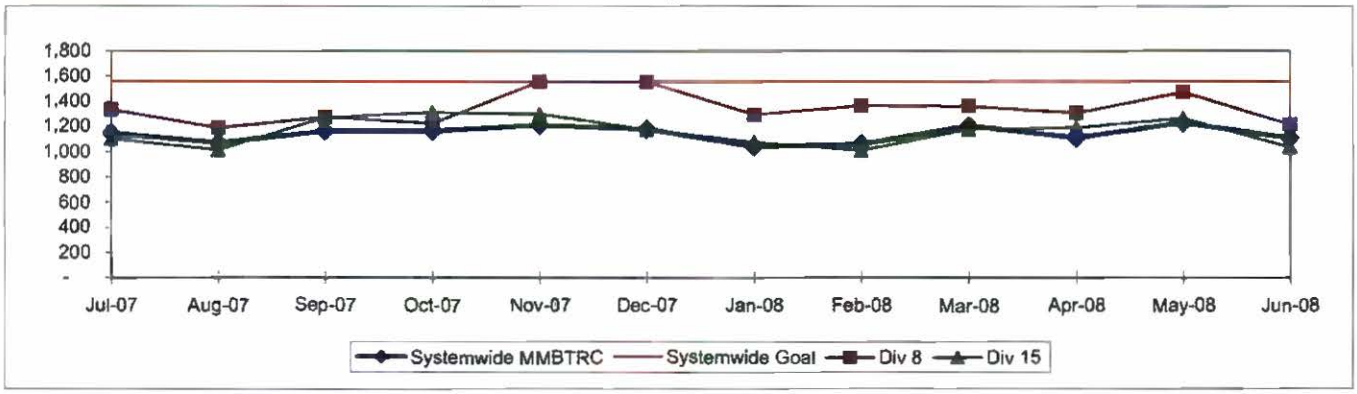
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROAD CALLS
Systemwide and Divisions 8 and 15

Definition: Average Hub Miles traveled between total raodcalls.

Calculation: MMBMF = (Total Hub Miles / by Total Roadcalls)



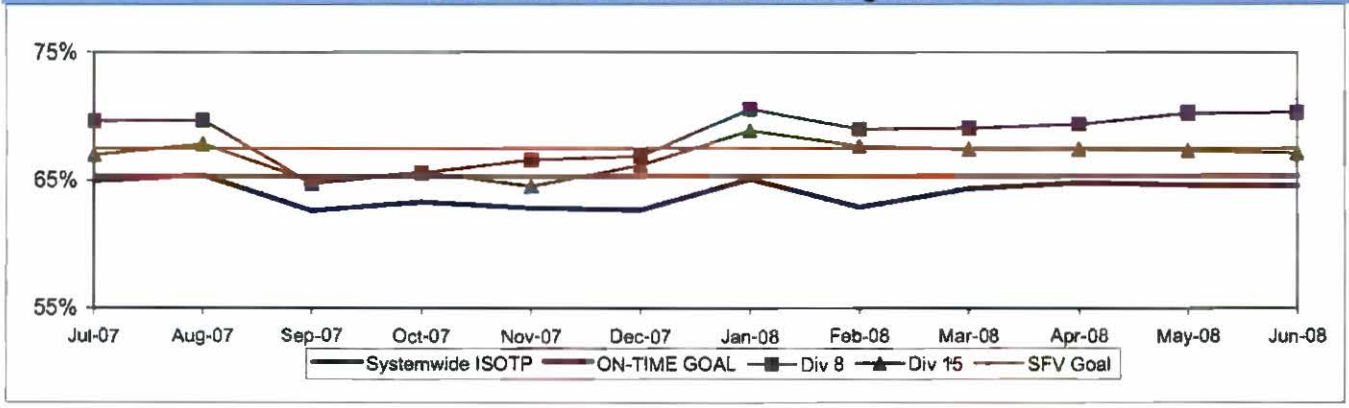
IN-SERVICE ON-TIME PERFORMANCE*

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. (Excludes Rapid buses.)

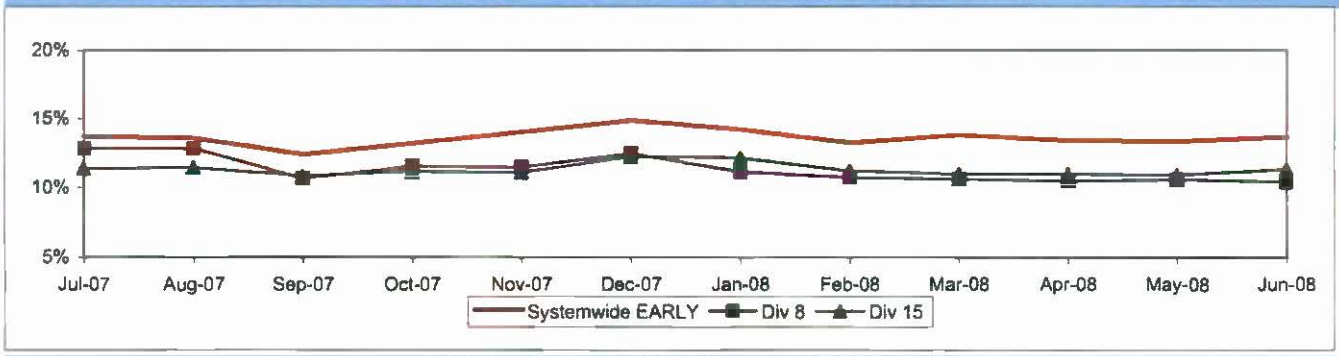
Calculation: ISOTP% =1-((Number of buses departing early + Number of buses departing more than five minutes late)/(Total buses sampled))

* Division 15 November data not available.

Systemwide and Bus Operating Divisions 8 and 15
ISOTP - 1 Minute Tolerance for Running Hot



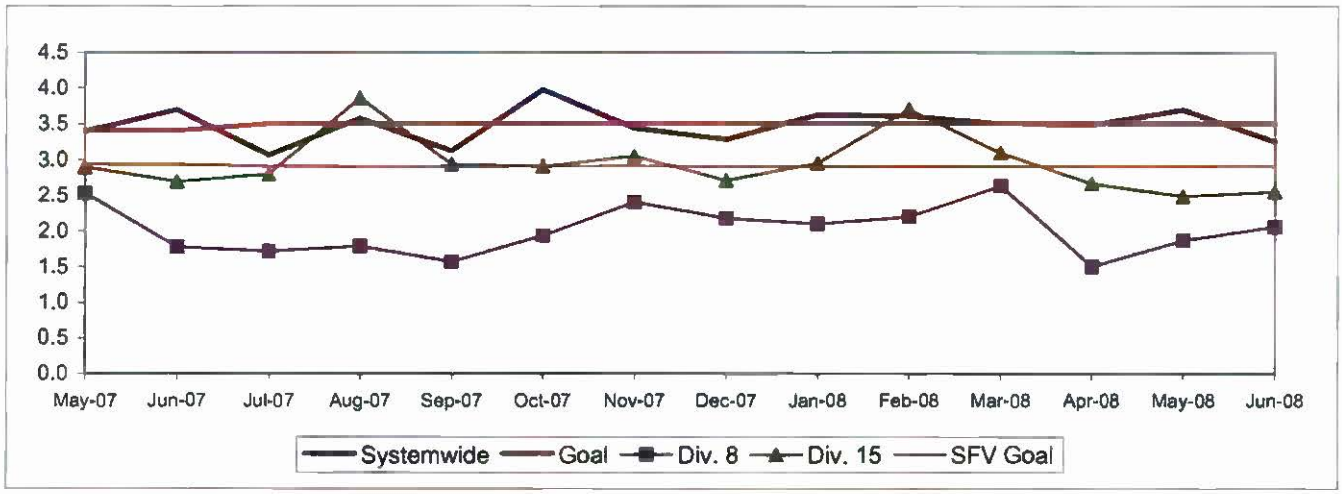
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Bus Operating Divisions 8 and 15

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

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

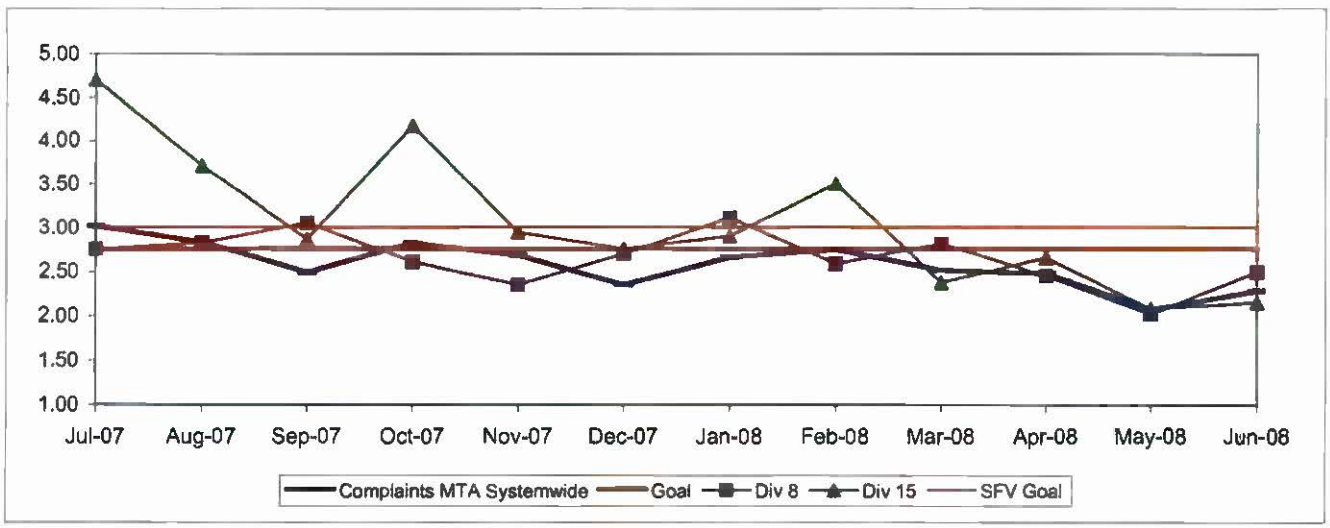


NOTE Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 8 and 15

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)

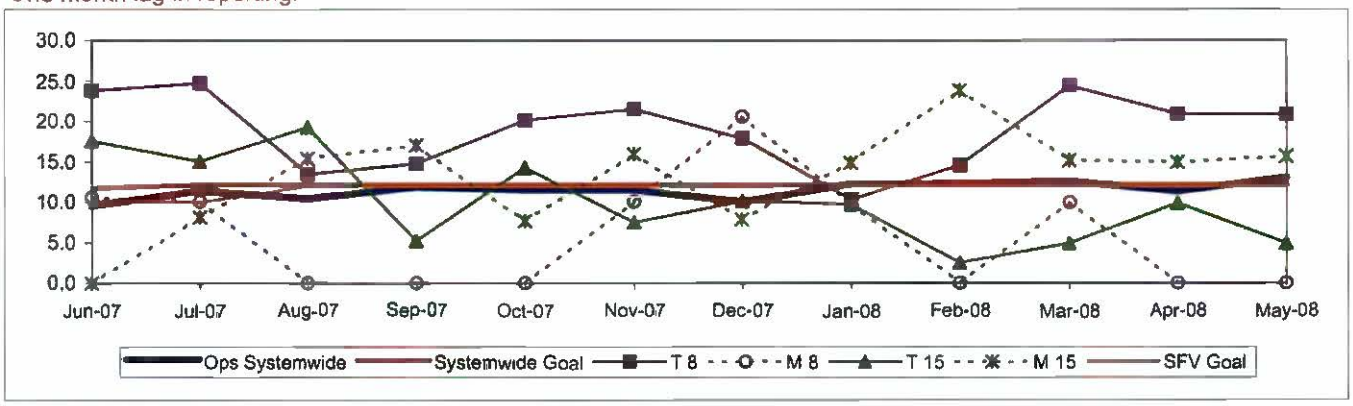


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.

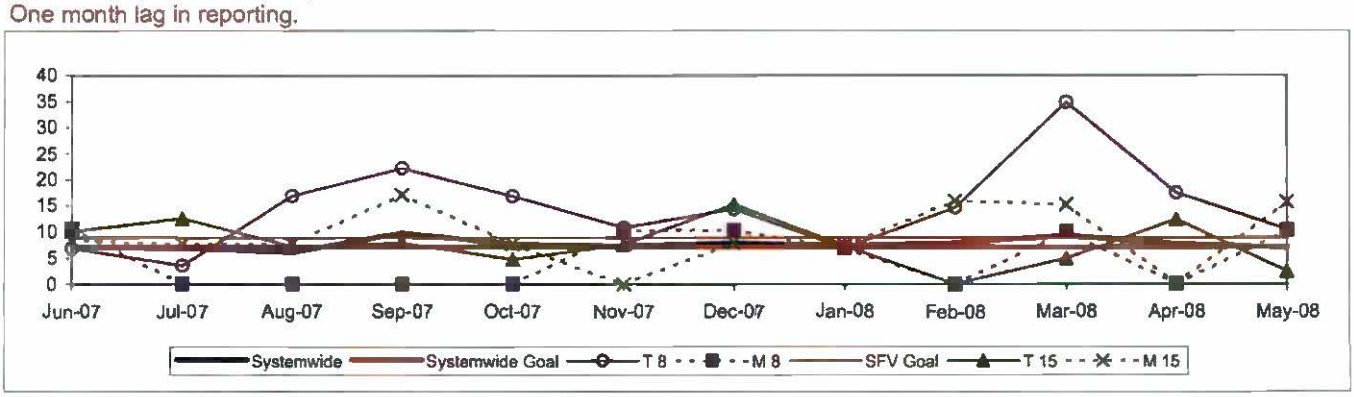


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.

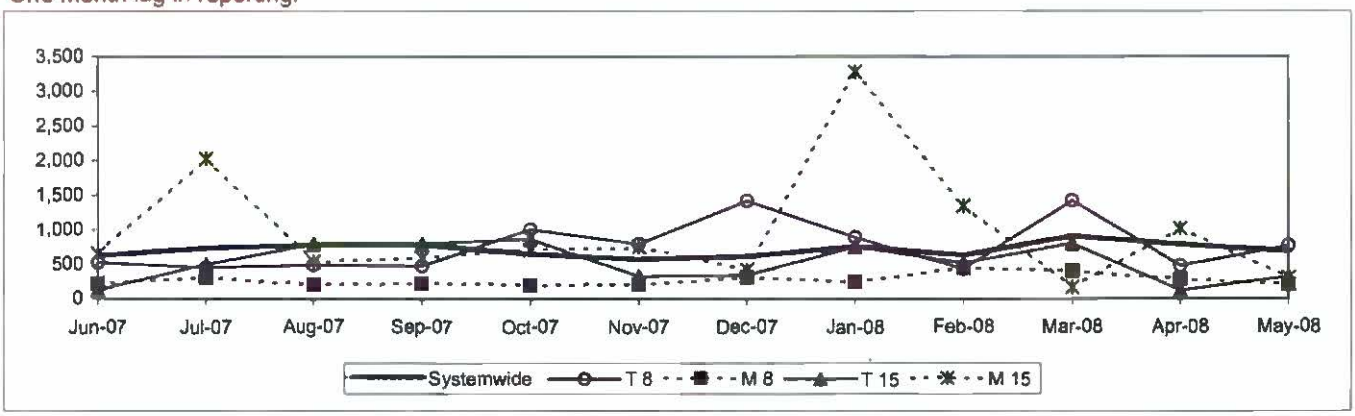


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.



San Gabriel Valley Sector Scorecard Overview (SGV)

This sector has two Metro operating divisions, Division 3 Cypress Park and Division 9 in El Monte. The sector is responsible for the operation of approximately 485 Metro buses and 28 Metro Bus lines carrying over 71.6 million boarding passengers each year.

This report gives a brief overview of sector 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
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,137 824	3,079 42	
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,137	1,107	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.05%	64.60%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.26	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.57	2.28	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*May YTD 11.70*	*May 13.09*	
SGV Sector									
MMBMF No. of unaddressed road calls				3,467	3,376 88*	3,500	3,300 133	3,574 6	
MMBTRC					1,618	2,023	1,516	1,659	
In-Service On-time Performance	70.02%	69.98%	70.10%	68.59%	65.85%	68%	66.83%	67.85%	
Bus Traffic Accidents Per 100,000 Miles						2.90	3.20	3.33	
Complaints per 100,000 Boardings	3.57	3.80	2.95	2.18	2.49	2.50	2.58	2.00	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	23.15	16.12	10.14	12.57	13.35	11.56	*May YTD 10.13*	*May 15.77*	
Division 3									
MMBMF No. of unaddressed road calls				2,690	2,838 58*	3,500	2,573 45	2,440 1	
MMBTRC					1,239	1,549	1,132	1,127	
In-Service On-time Performance	71.08%	70.80%	71.06%	70.05%	16.54%	68%	66.83%	67.12%	
Bus Traffic Accidents Per 100,000 Miles						2.90	4.24	4.54	
Complaints per 100,000 Boardings	3.09	3.02	2.60	1.83	2.12	2.50	2.14	1.89	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.54	12.36	6.68	11.36	10.06	11.56	*May YTD 12.86*	*May 22.13*	
Division 9									
MMBMF No. of unaddressed road calls				4,585	4,087 30*	3,500	4,119 88	5,183 5	
MMBTRC					2,099	2,623	1,989	2,426	
In-Service On-time Performance	67.47%	68.16%	68.16%	67.01%	12.52%	68%	66.84%	68.36%	
Bus Traffic Accidents Per 100,000 Miles						2.90	2.46	2.53	
Complaints per 100,000 Boardings	4.31	5.09	5.09	2.61	2.24	2.50	2.98	2.08	
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	28.54	20.75	14.66	14.34	17.30	11.56	*May YTD 8.18*	*May 11.95*	

*Jan - June '07 **Div 15 Nov. '05 data excluded & Dec. Data after shake-up used.

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

Green - High probability of achieving the FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

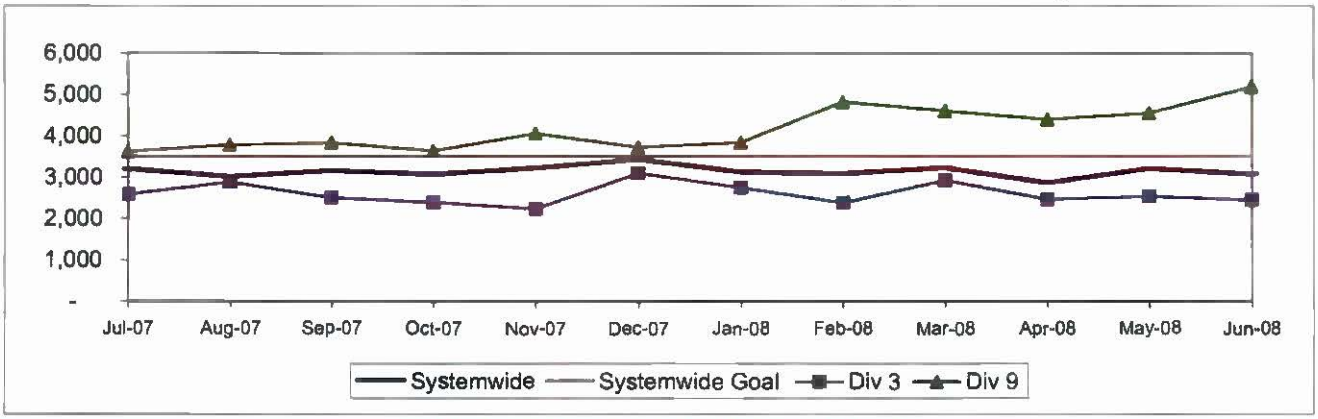
Red - High probability that the FY06 target will not be achieved – significant problems and/or delays.

SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE
Systemwide and Divisions 3 and 9

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

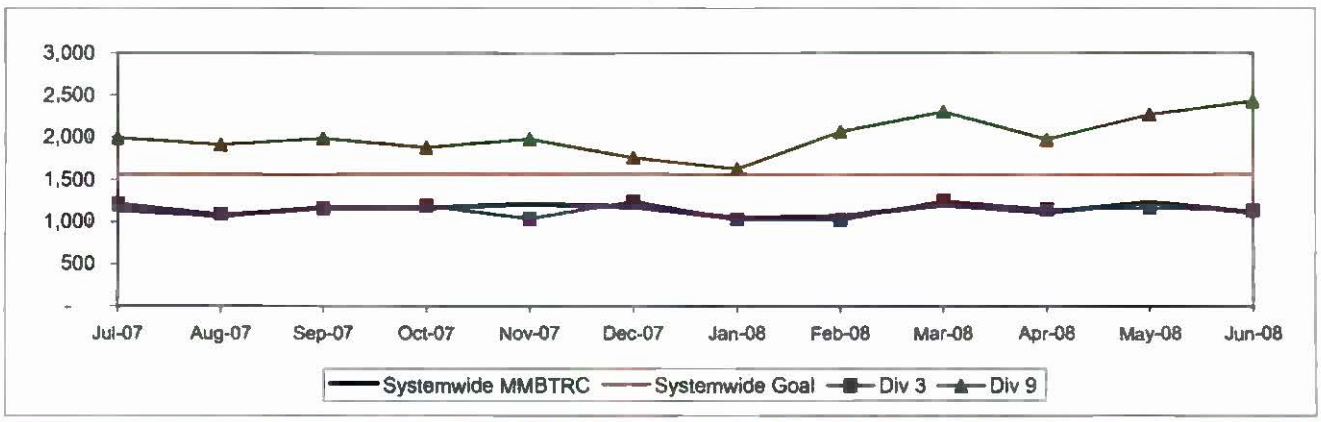
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS
Systemwide and Divisions 3 and 9

Definition: Average Hub Miles traveled between total roadcalls

Calculation: MMBMF = (Total Hub Miles / by Total Roadcalls)

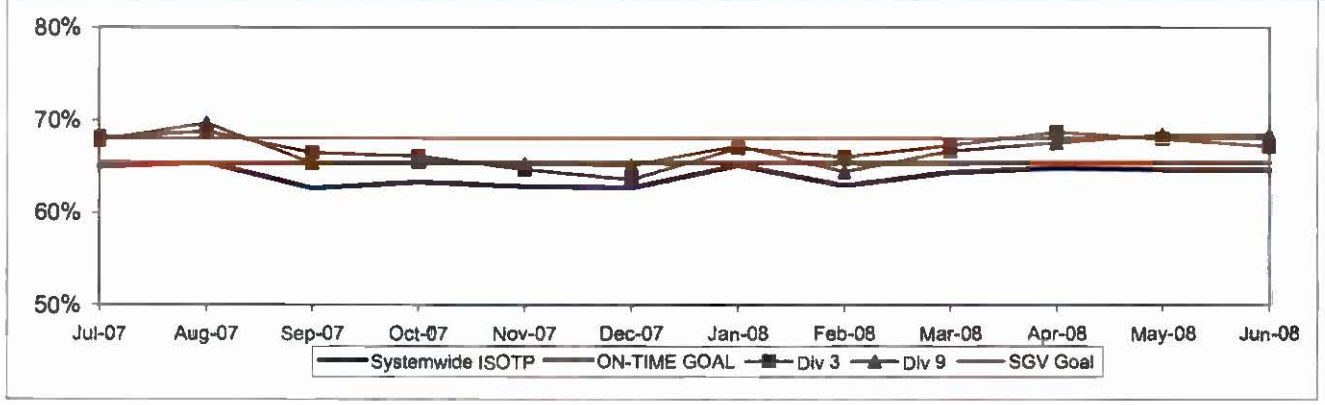


IN-SERVICE ON-TIME PERFORMANCE

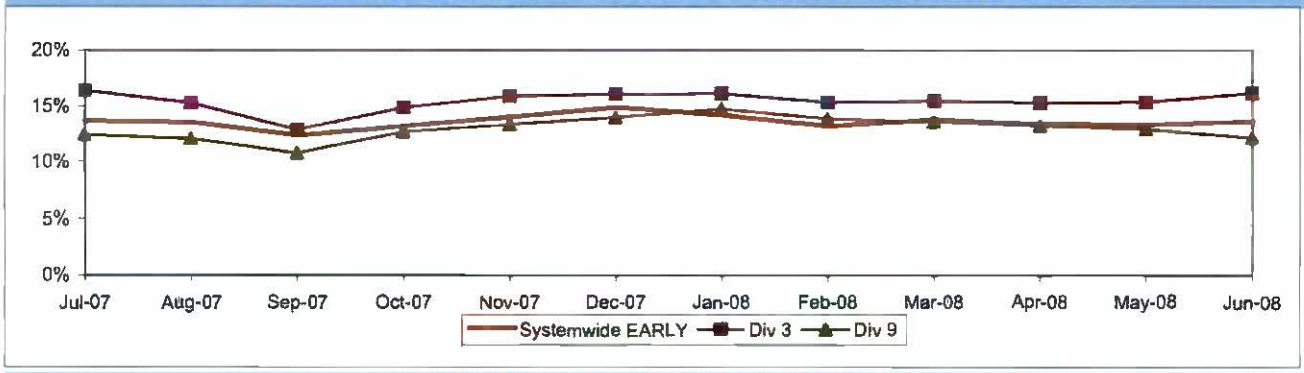
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

Systemwide and Bus Operating Divisions 3 and 9
ISOTP - 1 Minute Tolerance for Running Hot



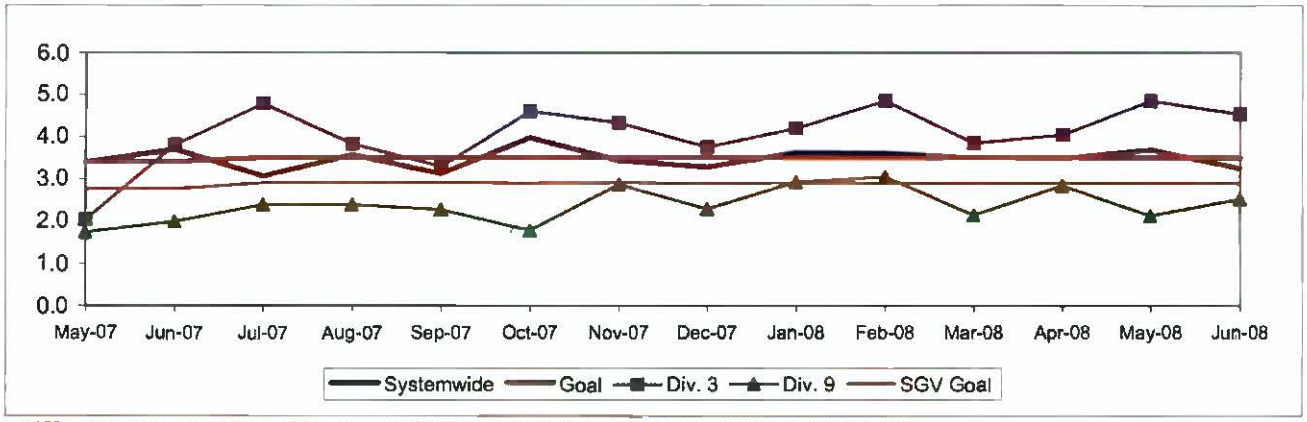
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Bus Operating Divisions 3 and 9

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

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



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

COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 3 and 9

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

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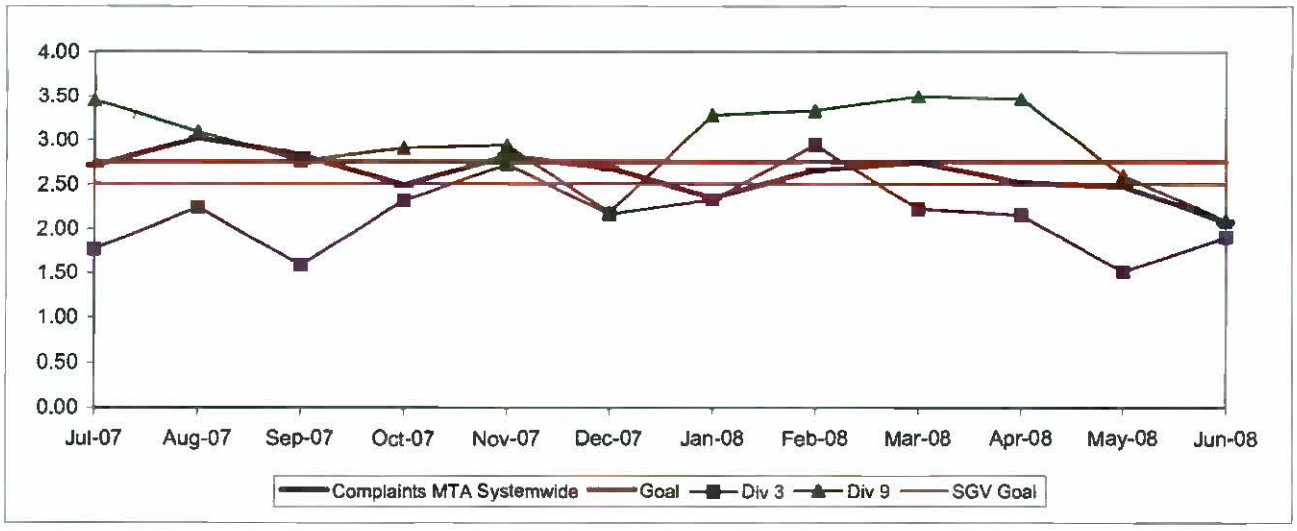
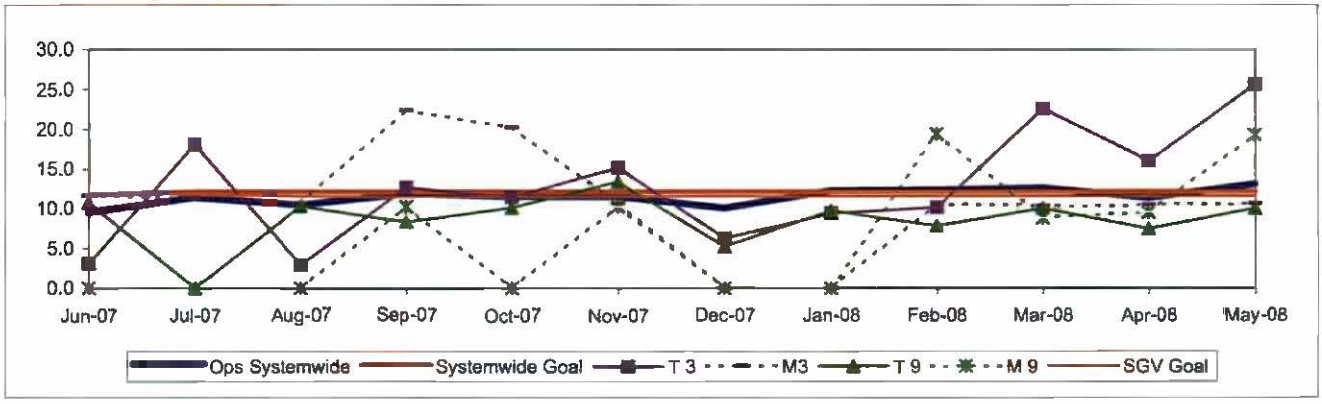


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.

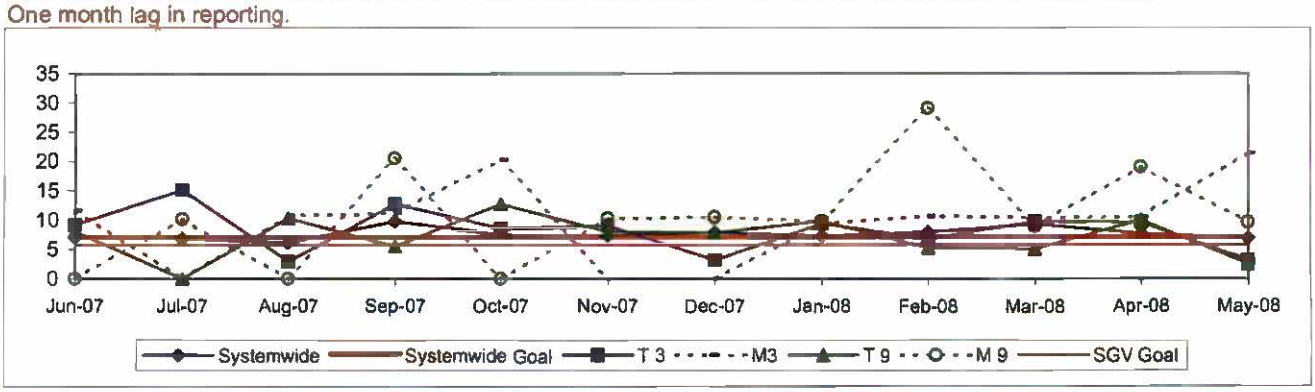


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.

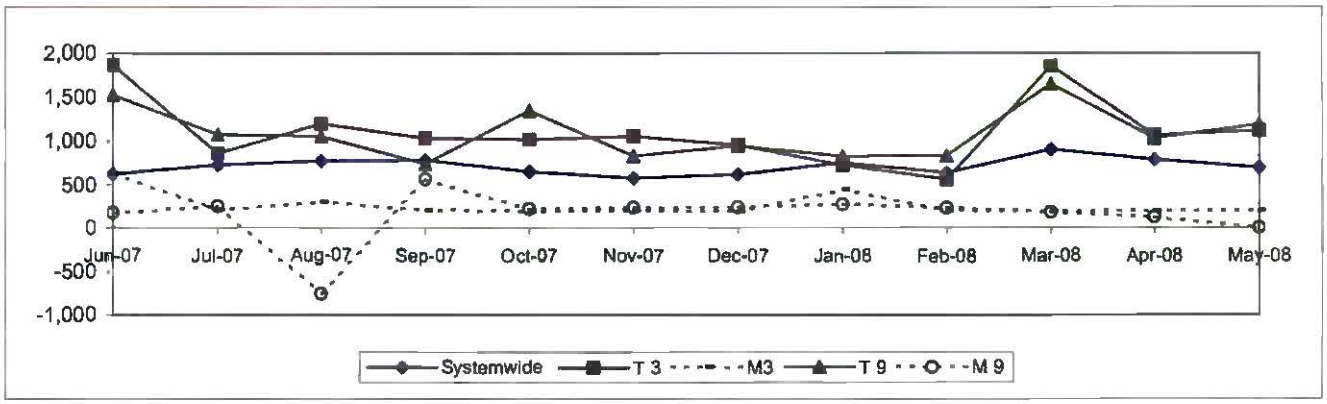


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.



Gateway Cities Sector Scorecard Overview (GC)

This sector has two Metro operating divisions, Division 1 and 2, both operating out of the downtown Los Angeles area. The sector will be responsible for the operation of approximately 465 Metro buses and 22 Metro Bus lines carrying nearly 81.2 million boarding passengers each year.

This report gives a brief overview of sector 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
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,137 824	3,079 42	
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,137	1,107	
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.05%	64.60%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.26	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.57	2.28	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*May YTD 11.70*	*May 13.09*	
GC Sector									
MMBMF No. of unaddressed road calls				2,506	3,163 170*	3,500	2,845 322	2,473 2	
MMBTRC					995	1,244	960	1,080	
In-Service On-time Performance	74.53%	69.34%	71.20%	71.73%	68.01%	71.00%	68.09%	70.30%	
Bus Traffic Accidents Per 100,000 Miles						3.65	3.52	2.97	
Complaints per 100,000 Boardings	2.63	3.08	2.58	1.69	1.78	2.00	1.91	1.84	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	25.30	20.19	14.11	11.45	10.27	10.80	*May YTD 10.91*	*May 15.68*	
Division 1									
MMBMF No. of unaddressed road calls				2,409	3,757 138*	3,500	2,960 311	2,589 0	
MMBTRC					932	1,165	908	1,090	
In-Service On-time Performance	78.22%	70.57%	71.62%	71.06%	68.02%	71.00%	67.55%	69.77%	
Bus Traffic Accidents Per 100,000 Miles						3.65	3.41	2.79	
Complaints per 100,000 Boardings	2.26	3.32	2.92	1.92	1.89	2.00	1.90	1.91	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.42	16.82	12.71	10.92	8.48	10.80	*May YTD 8.28*	*May 14.76*	
Division 2									
MMBMF No. of unaddressed road calls				2,660	2,598 32*	3,500	2,707 11	2,337 2	
MMBTRC					1,097	1,371	1,039	1,067	
In-Service On-time Performance	67.53%	67.62%	70.42%	72.71%	67.99%	71.00%	68.60%	70.77%	
Bus Traffic Accidents Per 100,000 Miles						3.65	3.67	3.19	
Complaints per 100,000 Boardings	3.07	2.84	2.15	1.42	1.64	2.00	1.93	1.76	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	31.18	24.56	16.69	12.97	13.36	10.80	*May YTD 14.77*	*May 18.06*	

*Jan - June '07 **Div 15 Nov. '05 data excluded & Dec. Data after shake-up used.

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

Green - High probability of achieving the FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

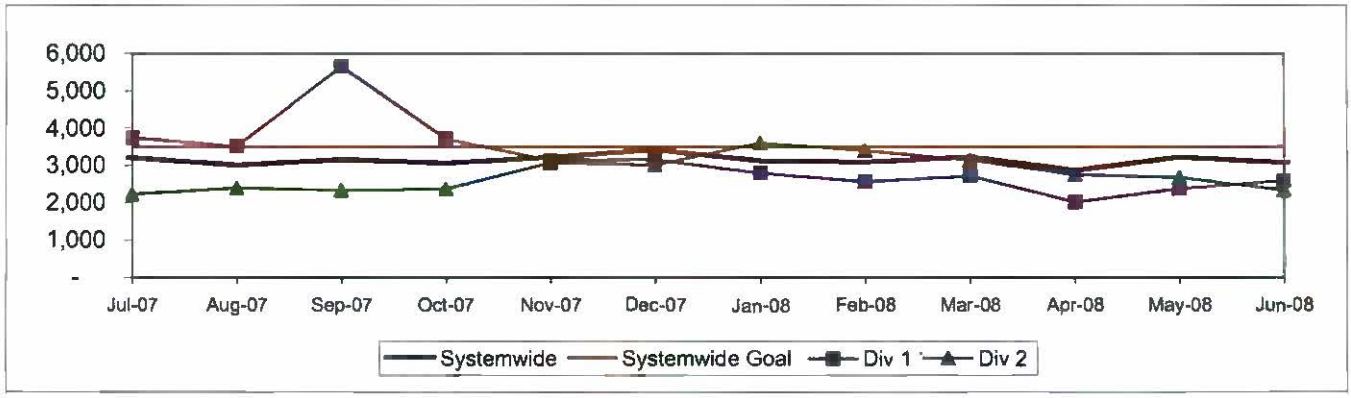
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE
Systemwide and Divisions 1 and 2

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

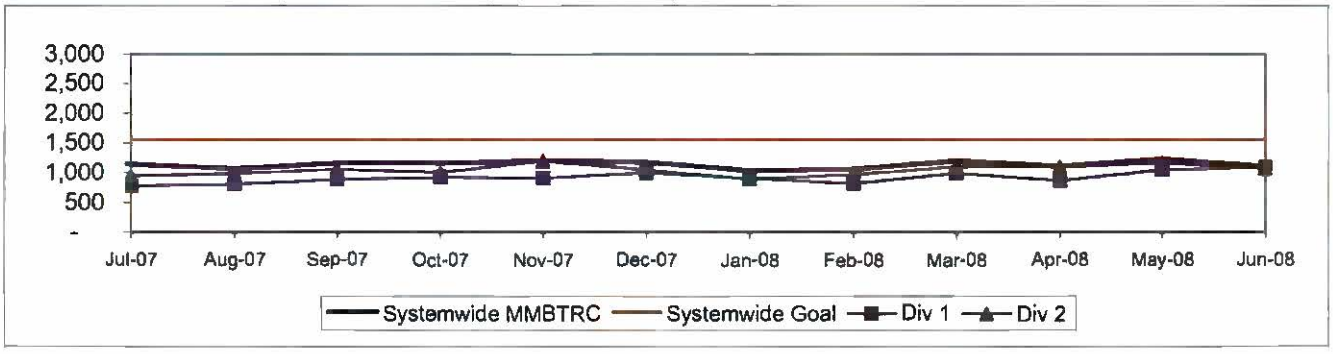
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS
Systemwide and Divisions 1 and 2

Definition: Average Hub Miles Between Total Roadcalls

Calculation: MMBMF = (Total Hub Miles / by Total Roadcalls)

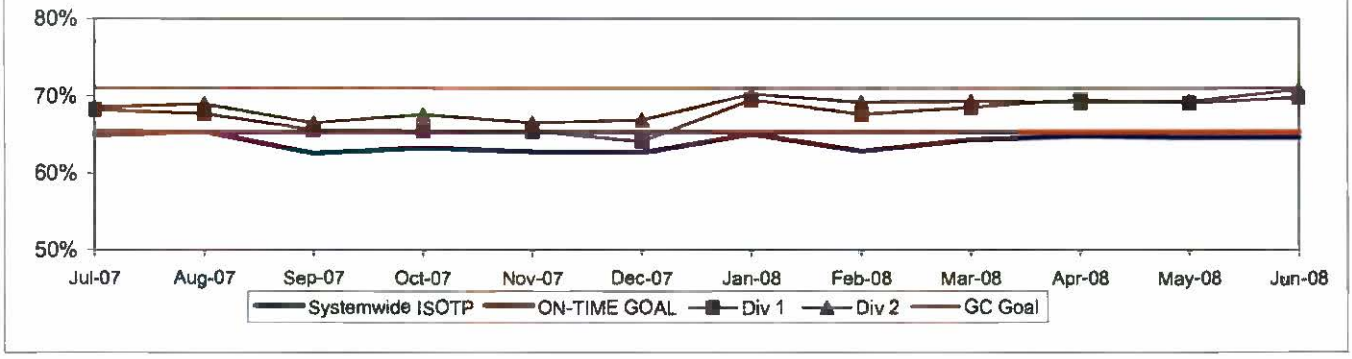


IN-SERVICE ON-TIME PERFORMANCE

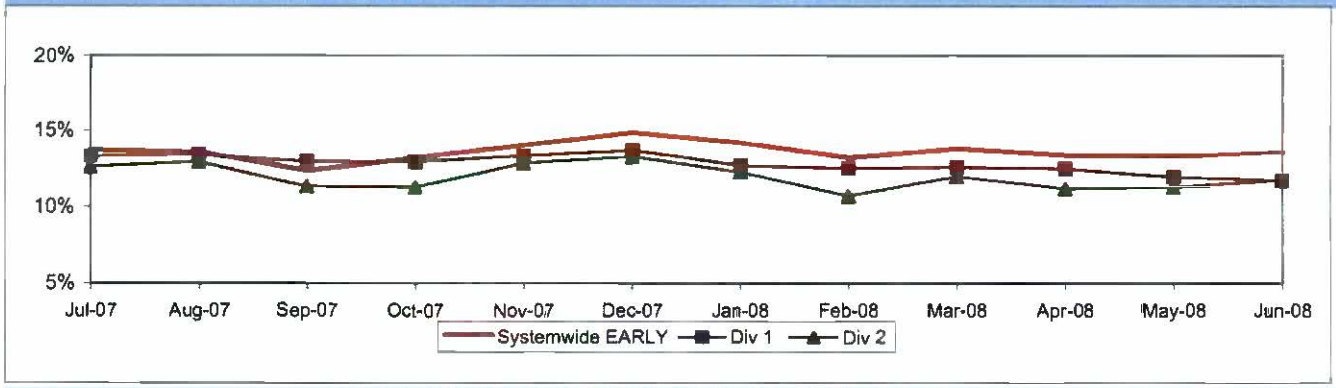
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

Systemwide and Bus Operating Divisions 1 and 2
ISOTP - 1 Minute Tolerance for Running Hot



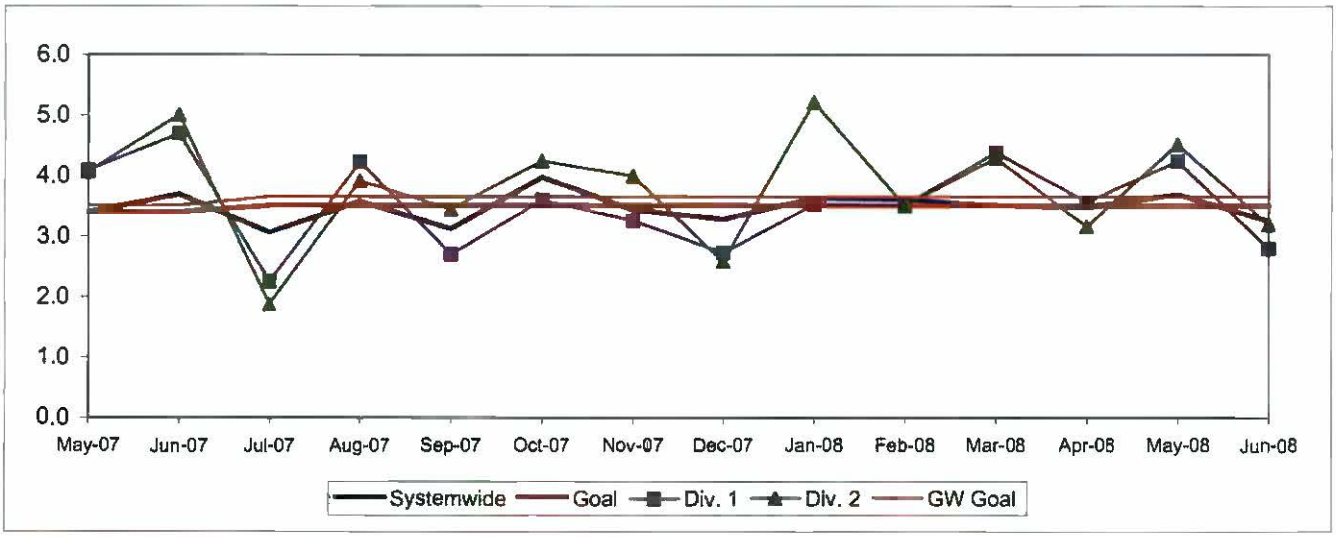
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Bus Operating Divisions 1 and 2

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

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

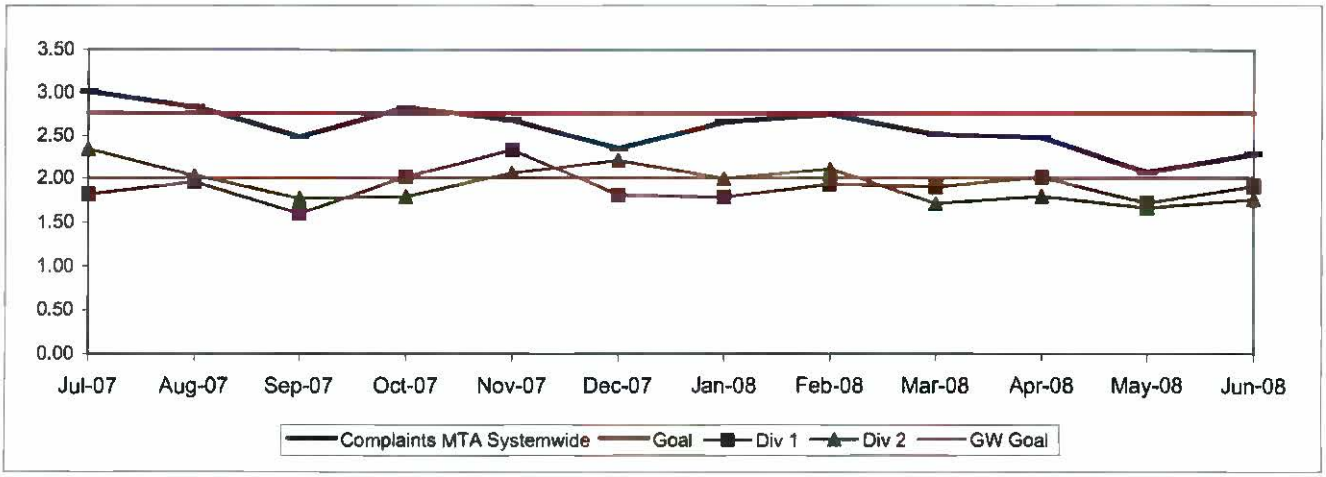


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision

COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 1 and 2

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

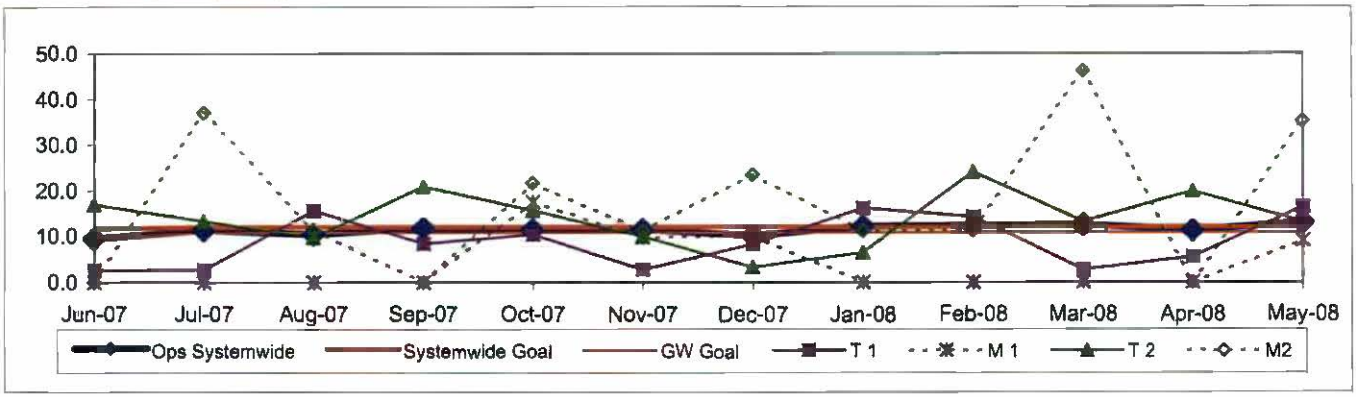
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)



NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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.

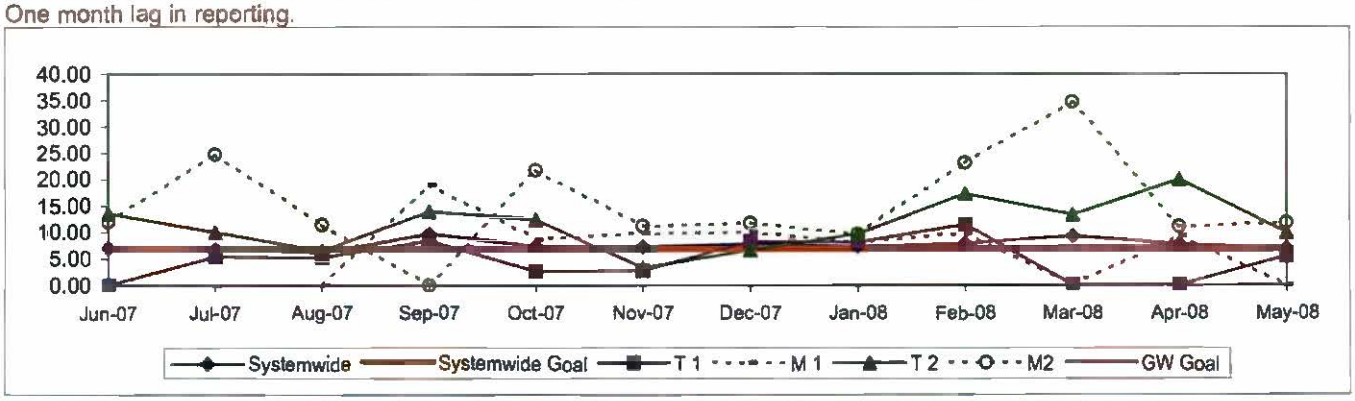
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)
One month lag in reporting.



OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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.

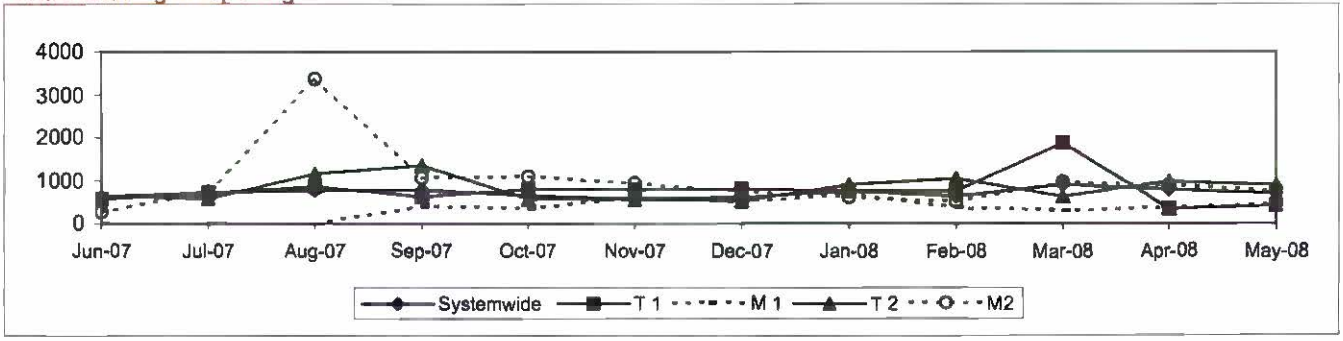
Calculation: New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries /(Exposure Hours/200,000)
One month lag in reporting.



NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

Calculation: : (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number of Exposure Hours / 200,000)
One month lag in reporting.



South Bay Sector Scorecard Overview (SB)

This sector has two Metro operating divisions, Arthur Winston Division (5) in South Los Angeles and Carson Division (18) in Carson. The sector will be responsible for the operation of approximately 530 Metro buses and 32 Metro Bus lines carrying over 90.2 million boarding passengers each year.

This report gives a brief overview of sector 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
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,137 824	3,079 42	
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,137	1,107	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.05%	64.60%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.26	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.57	2.28	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*May YTD 11.70*	*May 13.09*	
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SB Sector									
MMBMF No. of unaddressed road calls				3,688	3,826 231*	3,500	3,427 100	3,688 1	
MMBTRC					1,273	1,591	1,117	1,077	
In-Service On-time Performance	63.67%	61.74%	64.13%	59.05%	62.39%	60.00%	62.03%	61.47%	
Bus Traffic Accidents Per 100,000 Miles						4.00	3.86	4.07	
Complaints per 100,000 Boardings	4.02	4.63	3.61	2.49	2.51	3.25	2.56	2.38	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.28	14.84	14.65	13.85	10.81	13.40	*May YTD 15.27*	*May 13.01*	
Division 5									
MMBMF No. of unaddressed road calls				3,656	3,580 57*	3,500	3,227 26	3,311 0	
MMBTRC					1,459	1,824	1,130	1,083	
In-Service On-time Performance	66.30%	63.17%	65.58%	61.85%	63.83%	60.00%	63.35%	63.28%	
Bus Traffic Accidents Per 100,000 Miles						4.00	5.11	4.86	
Complaints per 100,000 Boardings	2.86	3.45	2.71	1.87	1.71	3.25	1.46	1.56	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	24.16	15.22	18.72	14.68	14.89	13.40	*May YTD 16.05*	*May 9.86*	
Division 18									
MMBMF No. of unaddressed road calls				3,712	4,008 214*	3,500	3,563 74	3,991 1	
MMBTRC					1,174	1,468	1,109	1,074	
In-Service On-time Performance	61.23%	60.78%	63.42%	57.31%	61.19%	60.00%	60.88%	59.82%	
Bus Traffic Accidents Per 100,000 Miles						4.00	3.08	3.54	
Complaints per 100,000 Boardings	5.26	5.74	4.44	3.07	3.29	3.25	3.72	3.25	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	13.40	14.71	11.67	13.63	8.50	13.40	*May YTD 14.71*	*May 16.16*	

*Jan - June '07 **Div 15 Nov. '05 data excluded & Dec. Data after shake-up used.

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

Green - High probability of achieving the FY06 target (on track).

Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

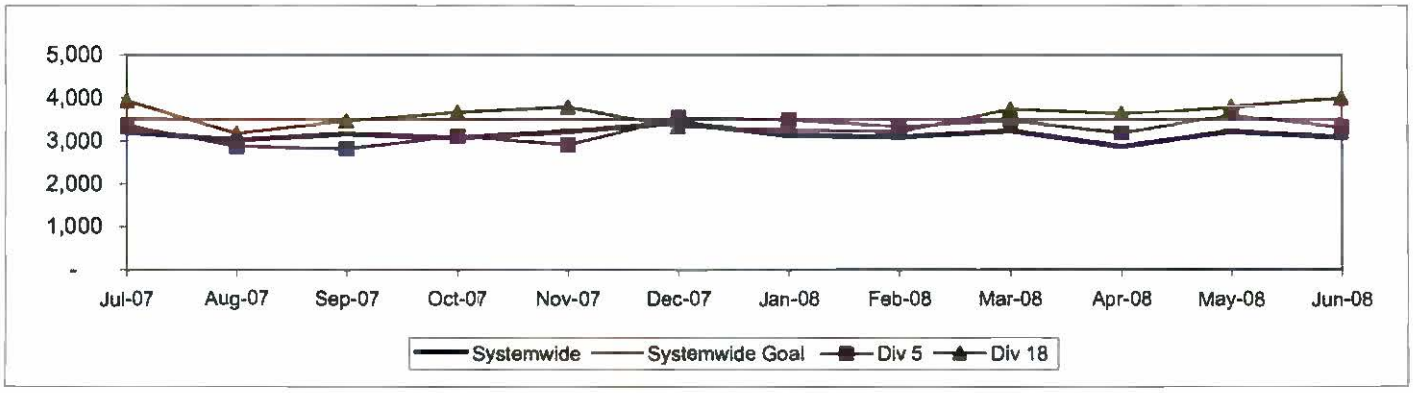
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE
Systemwide and Divisions 5 and 18

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

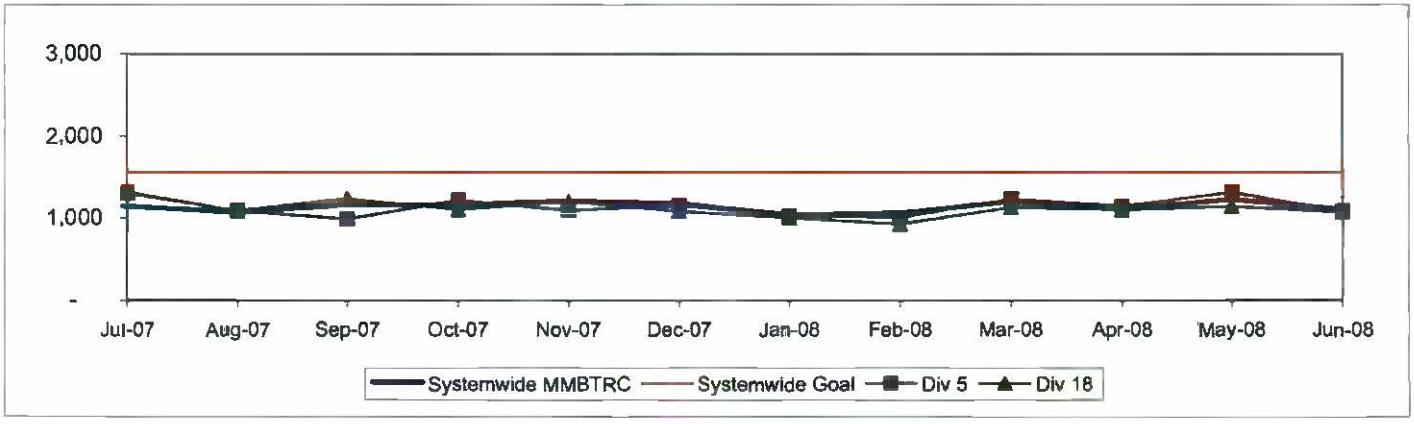
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROADCALLS
Systemwide and Divisions 5 and 18

Definition: Average Hub Miles traveled between total roadcalls.

Calculation: MMBMF = (Total Hub Miles / by Total Roadcalls)

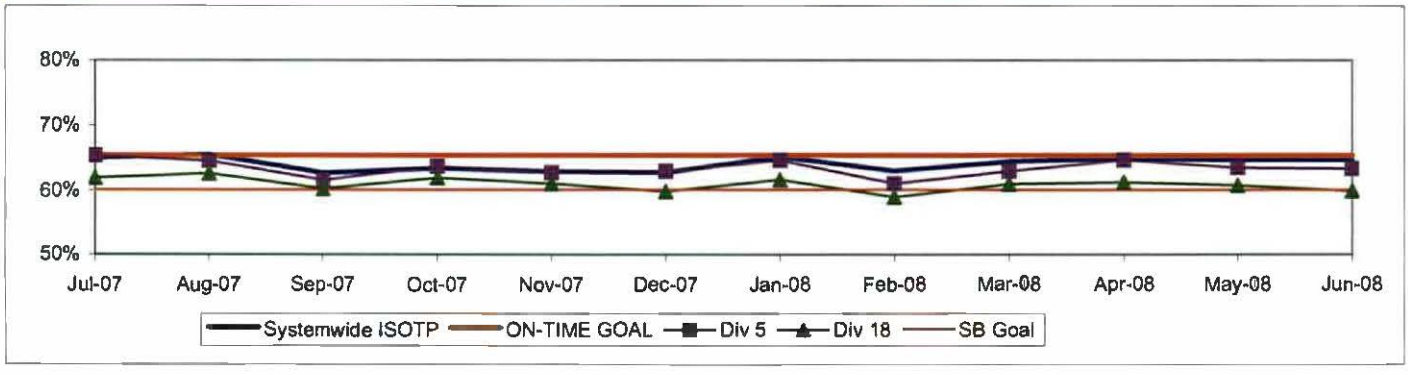


IN-SERVICE ON-TIME PERFORMANCE

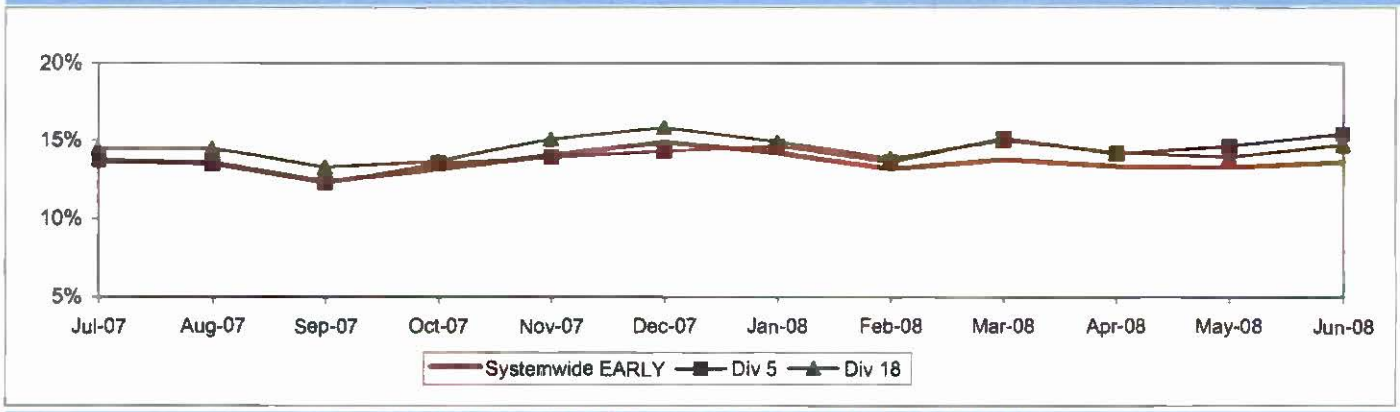
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

Systemwide and Bus Operating Divisions 5 and 18
ISOTP - 1 Minute Tolerance for Running Hot



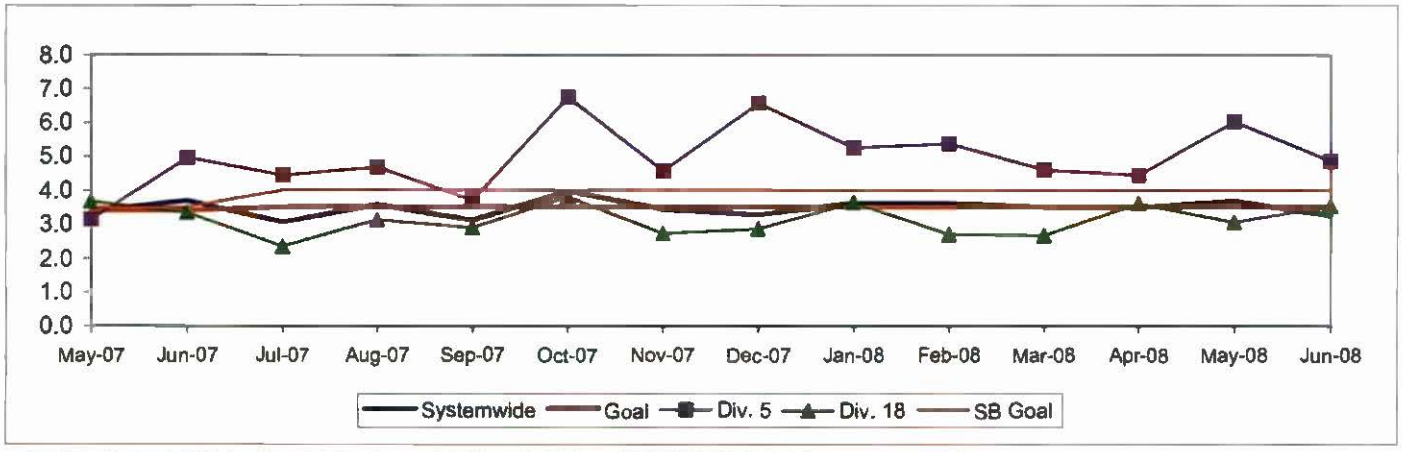
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Bus Operating Divisions 5 and 18

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

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

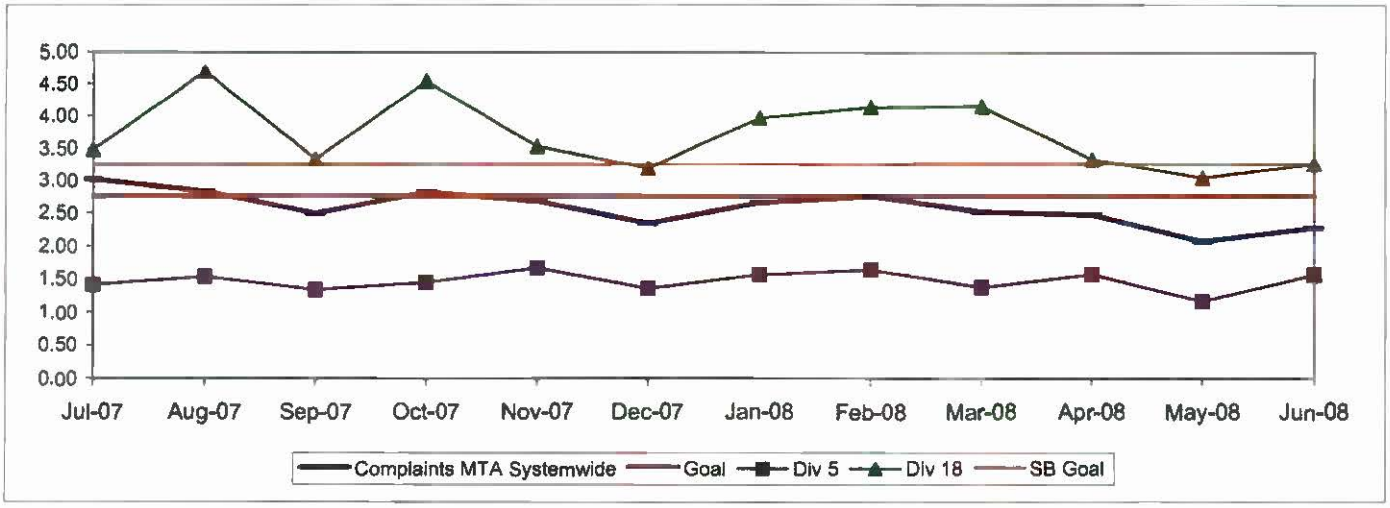


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 5 and 18

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)

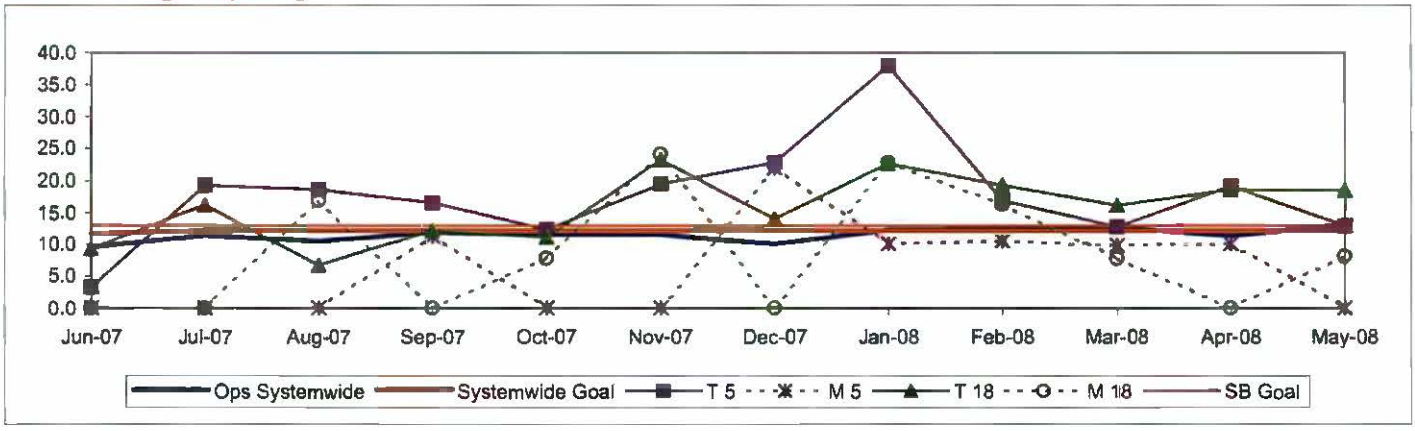


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.

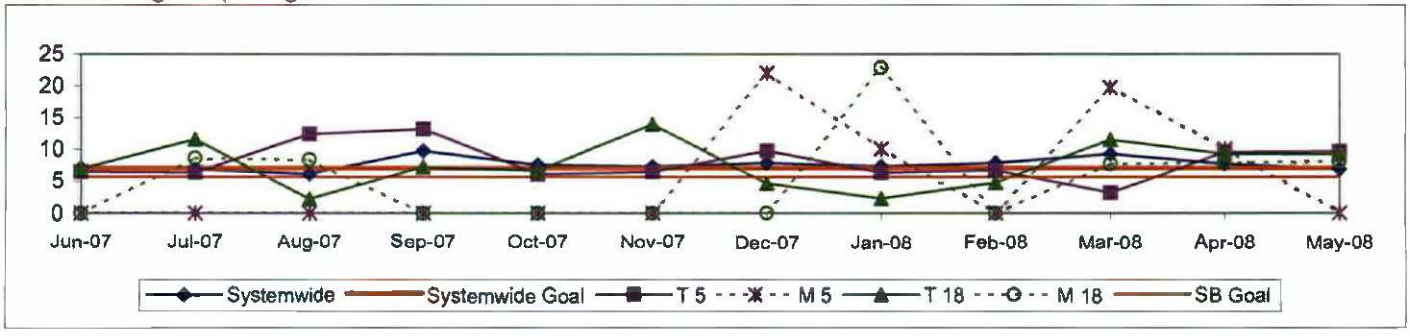


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.

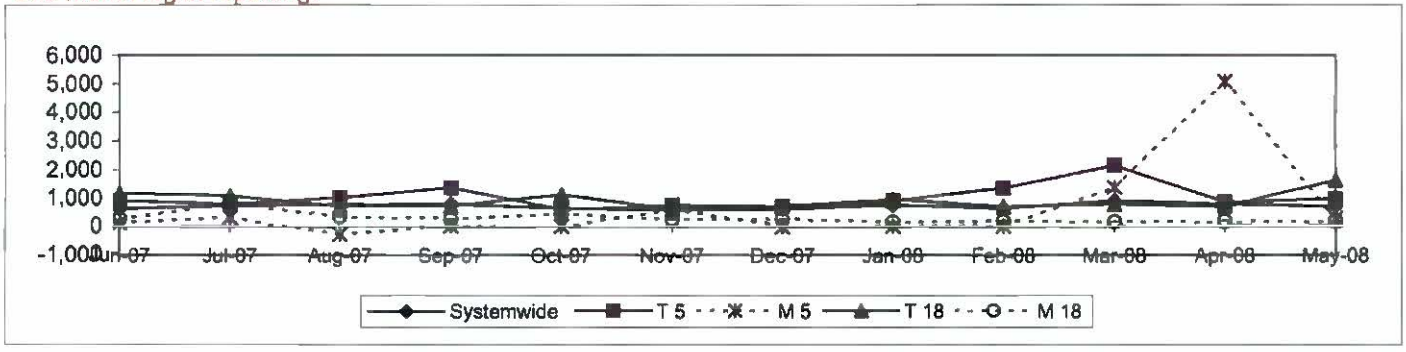


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.



Westside/Central Sector Scorecard Overview (WC)

This sector has three Metro operating divisions, Division 6 in Venice, Division 7 in West Hollywood, and Division 10 in Los Angeles, near the Gateway building. The sector will be responsible for the operation of approximately 575 Metro buses and 21 Metro Bus lines carrying nearly 88.8 million boarding passengers each year.

This report gives a brief overview of sector 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
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	June Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,137 824	3,079 42	
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,137	1,107	
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	64.05%	64.60%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.26	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.57	2.28	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*May YTD 11.70*	*May 13.09*	
WC Sector									
MMBMF No. of unaddressed road calls				3,499	3,651 155*	3,500	3,213 116	3,117 27	
MMBTRC					1,152	1,439	1,001	880	
In-Service On-time Performance	67.88%	63.31%	63.39%	60.82%	57.59%	60.00%	56.72%	57.05%	
Bus Traffic Accidents Per 100,000 Miles						4.00	4.25	3.56	
Complaints per 100,000 Boardings	4.84	5.30	4.10	2.53	2.66	3.00	2.97	2.78	
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	28.74	21.52	18.80	14.61	12.99	13.40	*May YTD 13.57*	*May 15.83*	
Division 6									
MMBMF No. of unaddressed road calls				6,279	4,456 30*	3,500	3,756 32	2,818 3	
MMBTRC					1,063	1,329	899	831	
In-Service On-time Performance	65.93%	60.11%	56.75%	57.20%	53.28%	60.00%	53.12%	54.18%	
Bus Traffic Accidents Per 100,000 Miles						4.00	3.86	2.77	
Complaints per 100,000 Boardings	6.10	6.15	4.47	2.52	2.10	3.00	2.70	2.86	
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	30.72	21.71	18.23	16.43	15.02	13.40	*May YTD 11.24*	*May 26.60*	
Division 7									
MMBMF No. of unaddressed road calls				2,947	3,468 64*	3,500	3,327 84	3,185 24	
MMBTRC					1,118	1,397	981	880	
In-Service On-time Performance	68.80%	64.59%	64.22%	61.78%	58.01%	60.00%	57.66%	58.23%	
Bus Traffic Accidents Per 100,000 Miles						4.00	4.10	3.21	
Complaints per 100,000 Boardings	4.74	5.70	4.24	2.87	2.98	3.00	3.00	3.03	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.52	21.05	19.44	15.76	12.09	13.40	*May YTD 13.58*	*May 16.91*	
Division 10									
MMBMF No. of unaddressed road calls				3,723	3,702 61*	3,500	3,028 0	3,128 0	
MMBTRC					1,197	1,496	1,044	891	
In-Service On-time Performance	67.34%	62.85%	64.14%	60.73%	58.61%	60.00%	56.63%	56.46%	
Bus Traffic Accidents Per 100,000 Miles						4.00	4.47	4.03	
Complaints per 100,000 Boardings	4.73	4.85	3.92	2.23	2.48	3.00	2.99	2.56	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	3.74 114	3.80 1	14.02	13.40	*May YTD 15.33*	*May 14.07*	

*Jan - June '07 **Div 15 Nov. '05 data excluded & Dec Data after shake-up used

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

Green - High probability of achieving the FY08 target (on track).

Yellow - Uncertain if the FY08 target will be achieved – slight problems, delays or management issues.

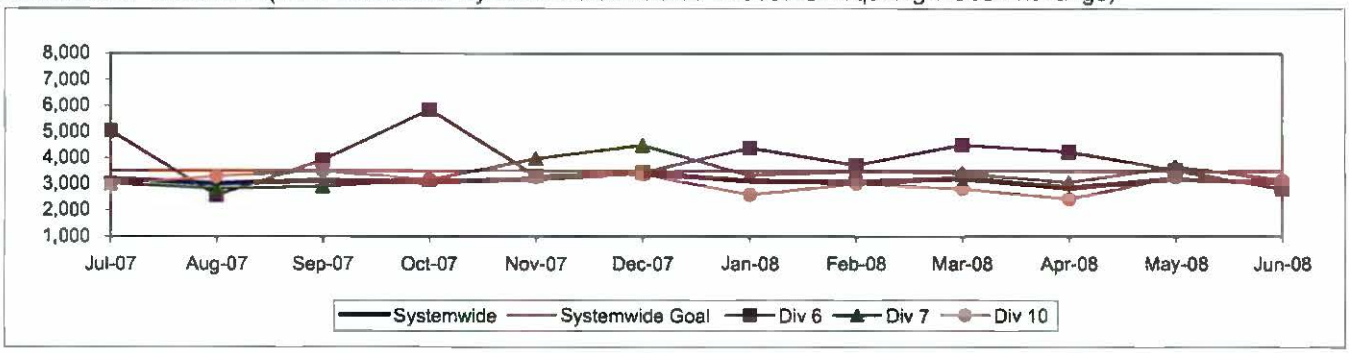
Red - High probability that the FY08 target will not be achieved – significant problems and/or delays

WESTSIDE / CENTRAL SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE
Systemwide and Divisions 6, 7 and 10

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

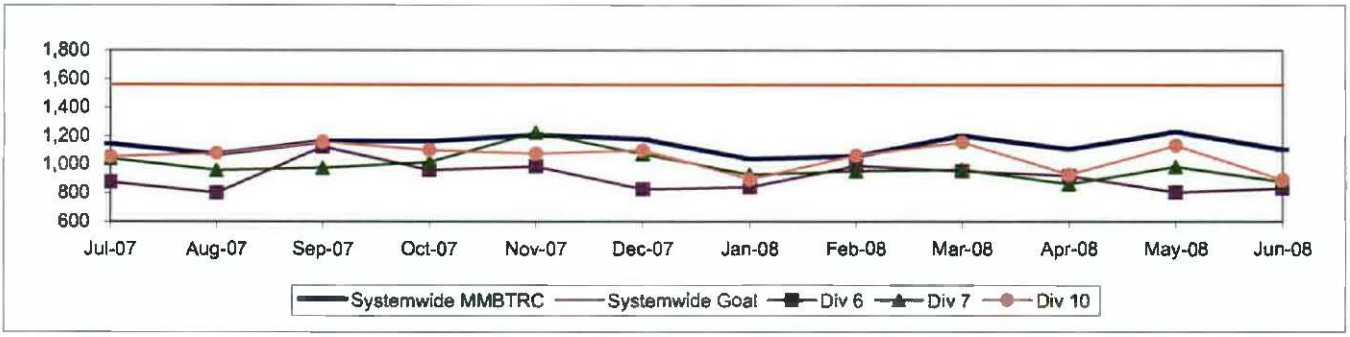
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



MEAN MILES BETWEEN TOTAL ROAD CALLS
Systemwide and Divisions 6, 7 and 10

Definition: Average Hub Miles traveled between total road calls.

Calculation: MMBMF = (Total Hub Miles / by Total Roadcalls)



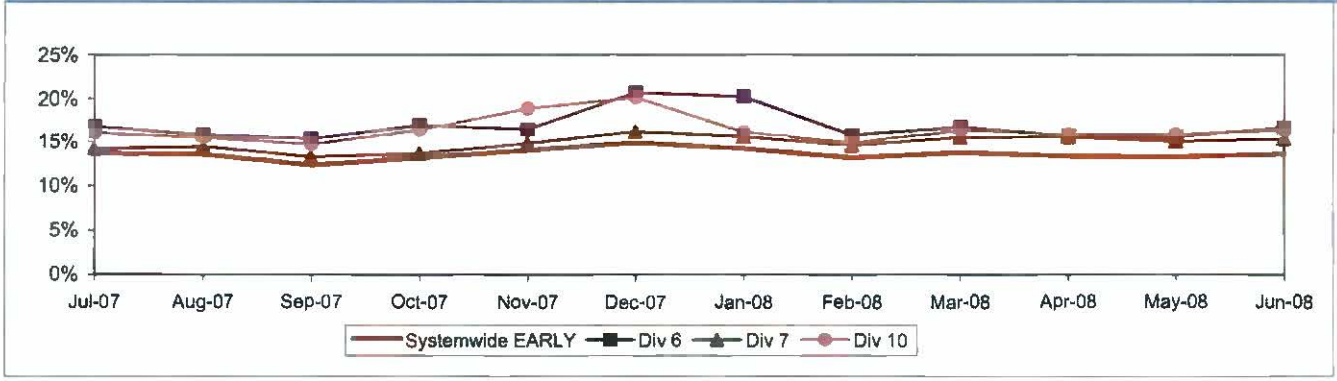
IN-SERVICE ON-TIME PERFORMANCE

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. (Excludes Rapid buses)

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

Systemwide and Bus Operating Divisions 6, 7 and 10
ISOTP - 1 Minute Tolerance for Running Hot

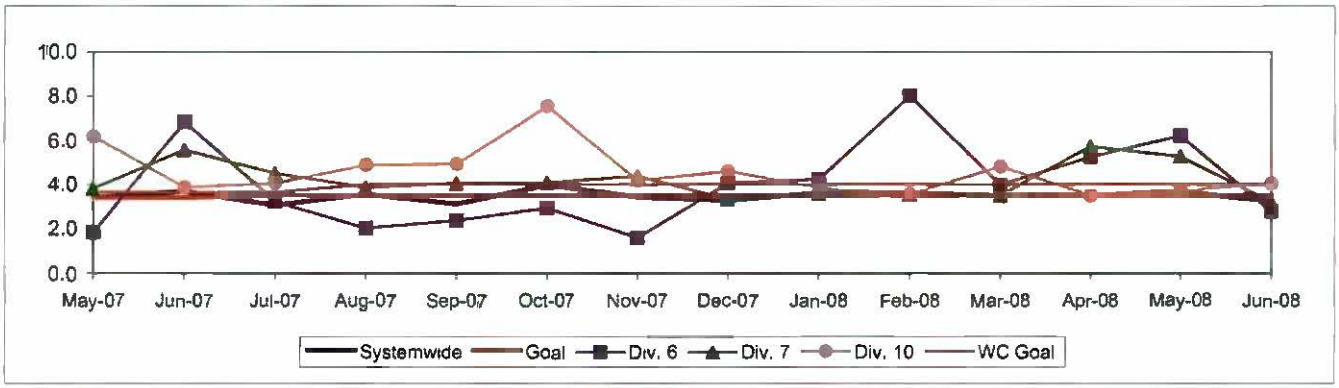
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

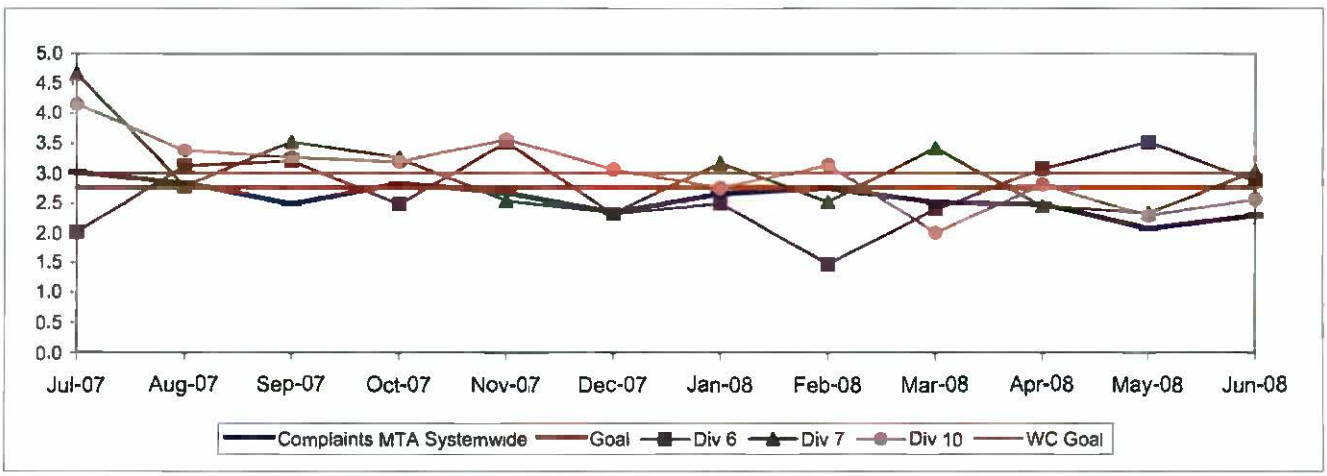


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 6, 7 and 10

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)

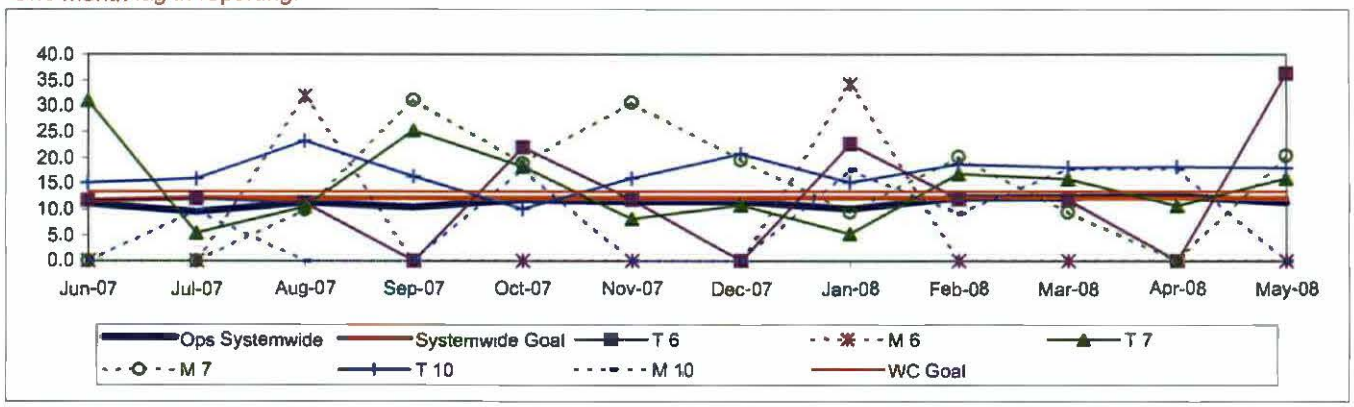


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.

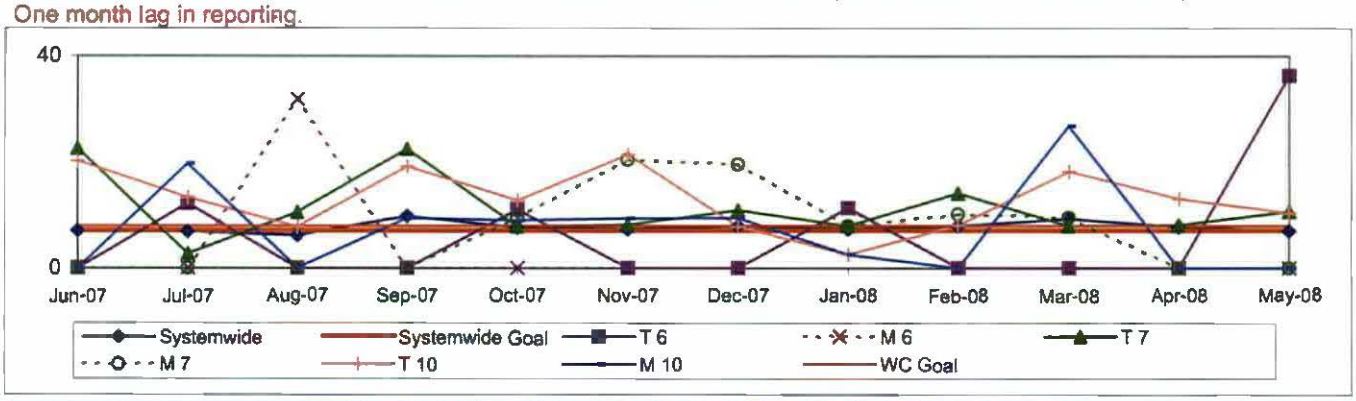


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.

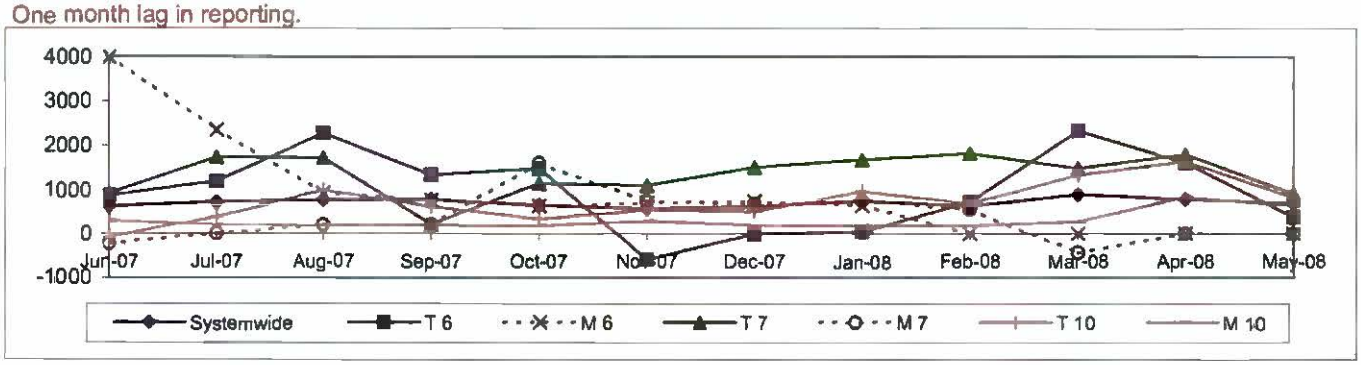


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.



Metro Rail Scorecard Overview

Metro Rail operates one heavy rail line, Metro Red Line from Union Station to North Hollywood and three light rail lines, Metro Blue Line from downtown to Long Beach, Metro Green Line along the 105 freeway and Metro Gold Line to Pasadena. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million boarding passengers each year.

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	June Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	11.25	11.59	9.32	11.56	8.08	10.00	*May YTD 11.52*	*May 10.04*	◇
Metro Red Line (MRL)									
On-Time Pullouts	99.36%	99.71%	99.94%	99.61%	99.76%	99.00%	99.79%	99.79%	●
Mean Miles Between Chargeable Mechanical Failures	9,495	12,793	11,759	19,587	17,260	20,000	26,743	72,386	●
In-Service On-time Performance*						99.00%	99.13%	99.24%	●
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.22	0	0.14	0.30	0.89	▬
Complaints per 100,000 Boardings	1.20	1.17	1.13	0.66	0.41	0.50	0.50	0.92	●
Metro Blue Line (MBL)									
On-Time Pullouts	99.07%	99.94%	99.73%	99.76%	99.72%	99.00%	99.62%	99.86%	●
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	26,774	35,125	20,000	31,278	78	●
In-Service On-time Performance*						99.00%	98.81%	97.78%	▬
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.96	1.35	0.40	1.65	2.18	▬
Complaints per 100,000 Boardings	1.30	0.97	0.98	0.78	0.53	0.73	0.64	0.58	●
Metro Green Line (MGrL)									
On-Time Pullouts	98.99%	99.78%	99.91%	99.97%	99.54%	99.00%	99.80%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	20,635	27,471	20,000	36,727	52,044	●
In-Service On-time Performance*						99.00%	99.07%	98.78%	●
Traffic Accidents Per 100,000 Train Miles	0.14	0.08	0.00	0	0	0.40	0.00	0.00	●
Complaints per 100,000 Boardings	1.26	1.37	1.39	0.92	0.72	0.73	0.81	1.24	▬
Metro Gold Line (MGoL)									
On-Time Pullouts		100%	99.85%	99.97%	99.95%	99.00%	99.95%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	23,329	22,775	20,000	39,521	72,614	●
In-Service On-time Performance*						99.00%	98.86%	99.05%	▬
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.12	0.23	0.40	0.43	0.00	▬
Complaints per 100,000 Boardings		3.81	2.85	2.71	1.88	0.73	1.57	2.16	▬

*Effective December, ISOTP calculated differently.

● Green - High probability of achieving the FY06 target (on track).

◇ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.

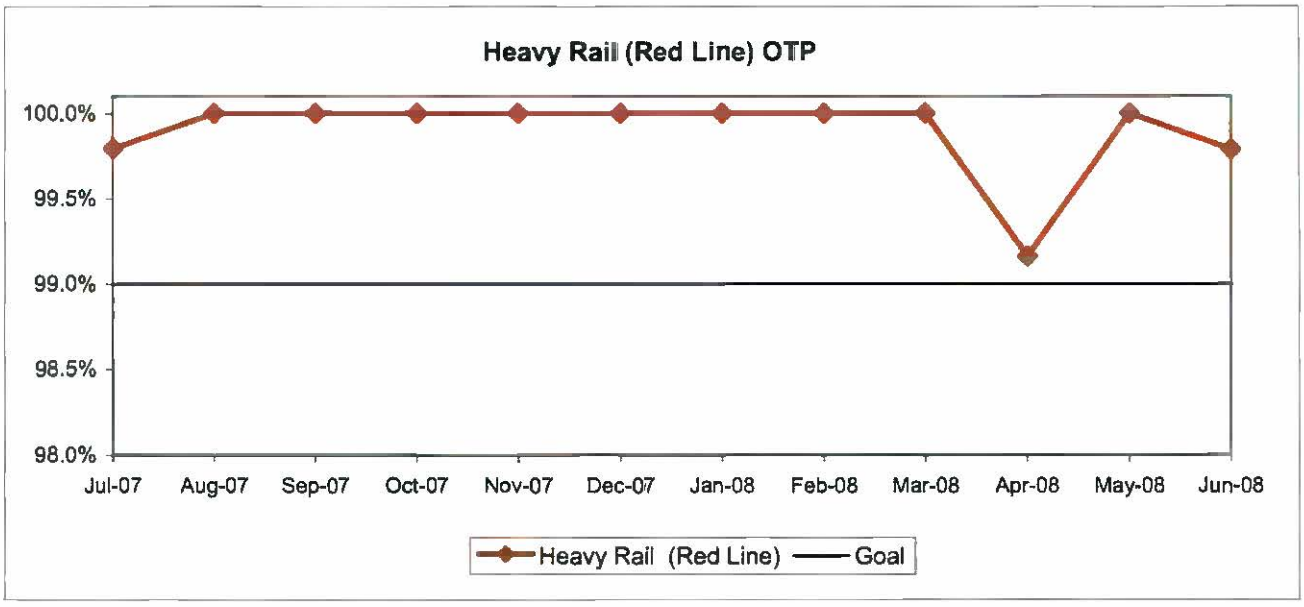
▬ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

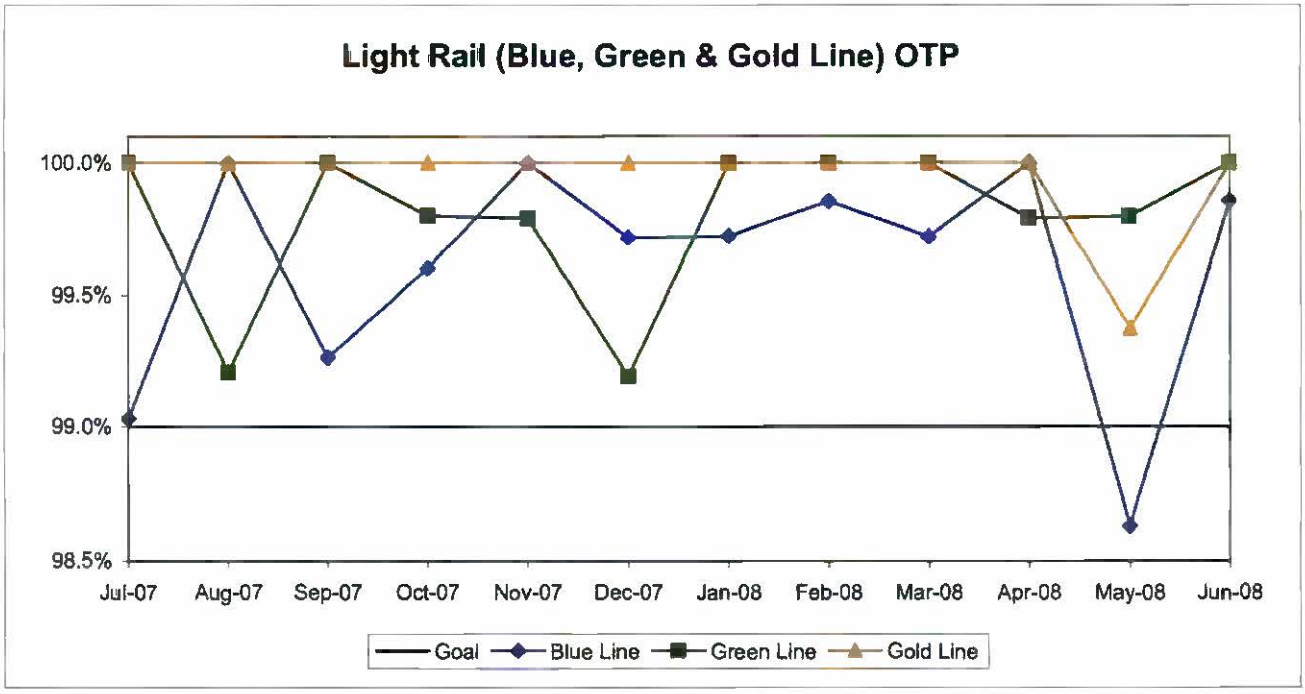
RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS (OTP)

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

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

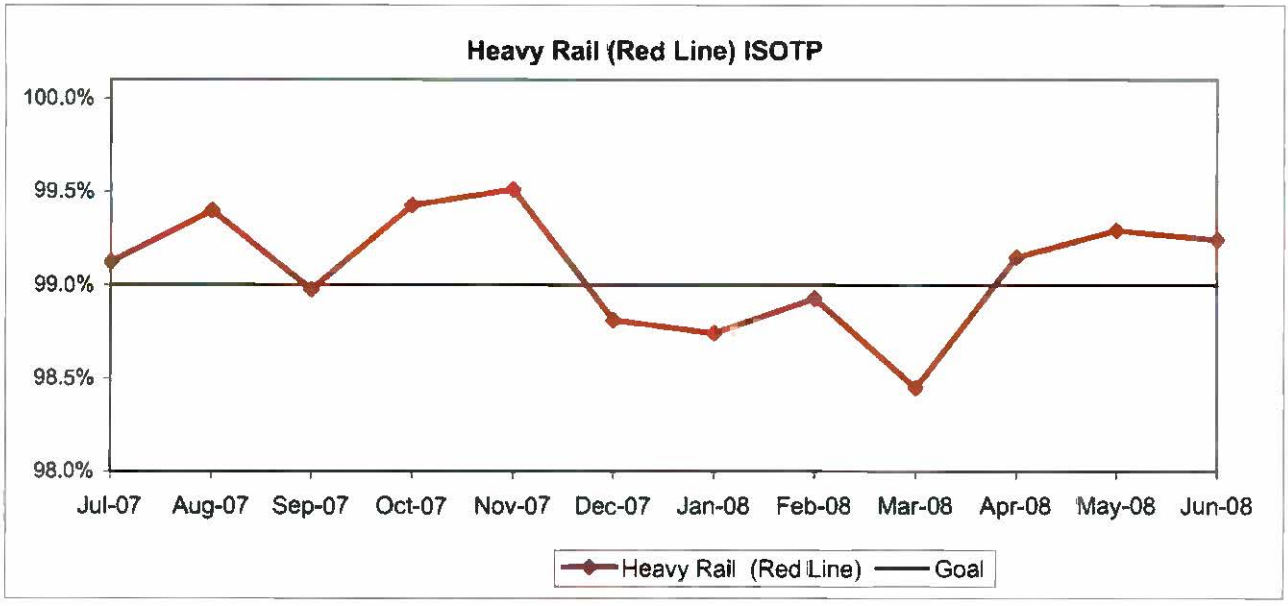


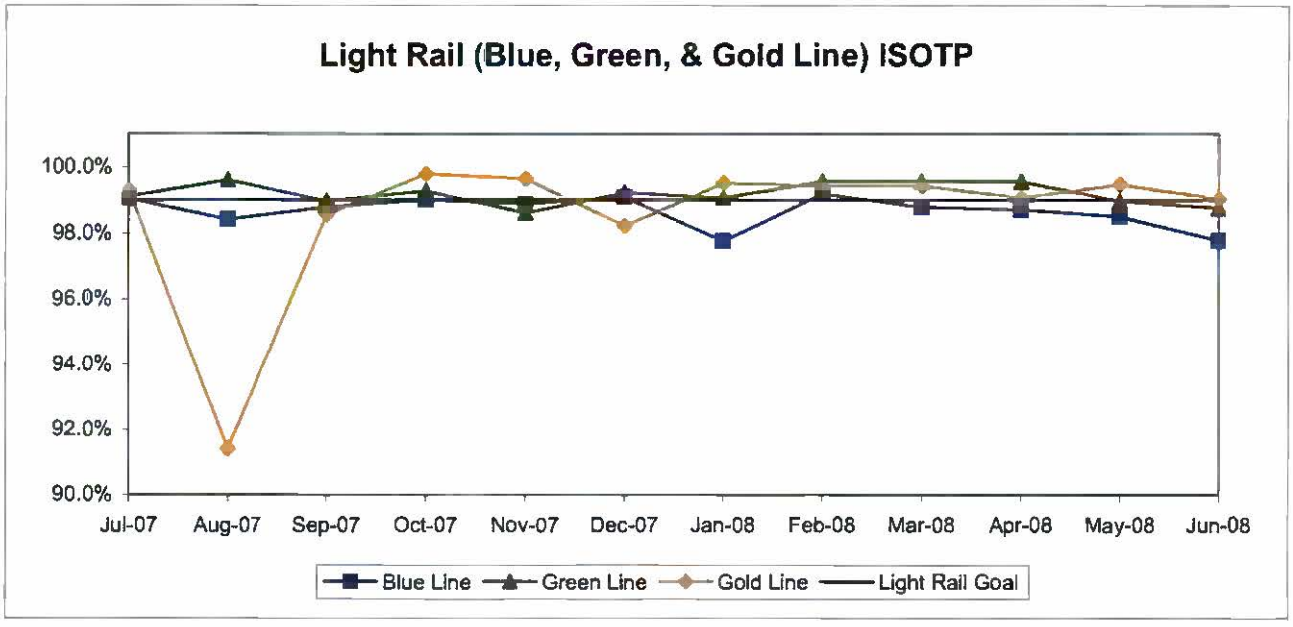


IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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

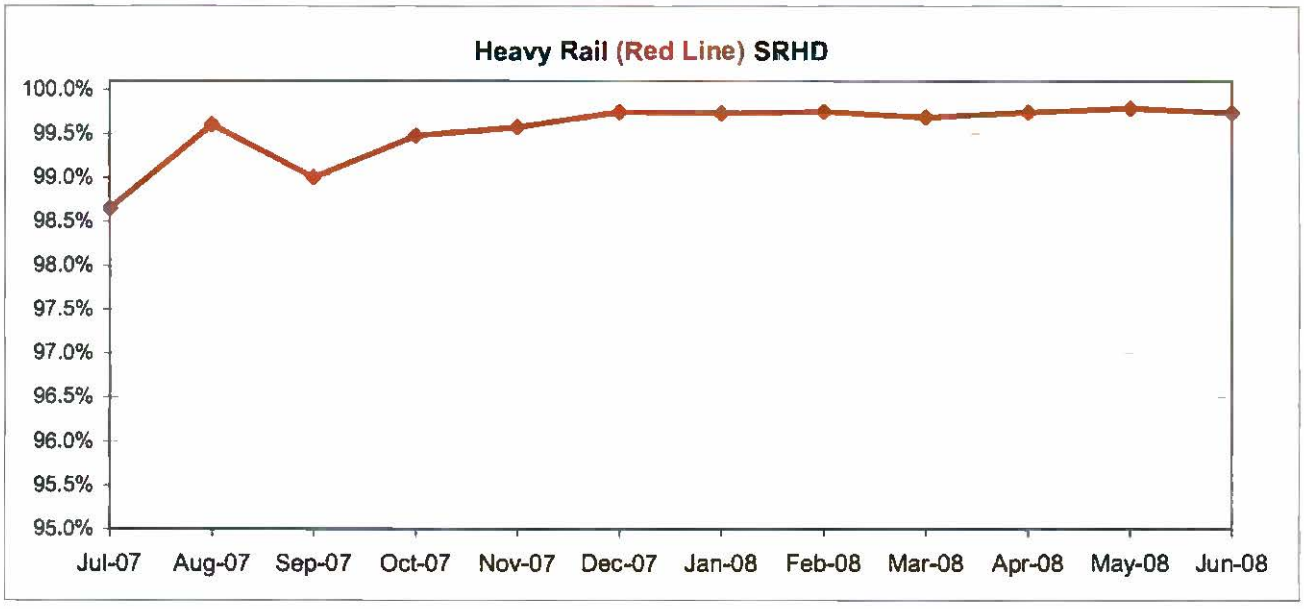


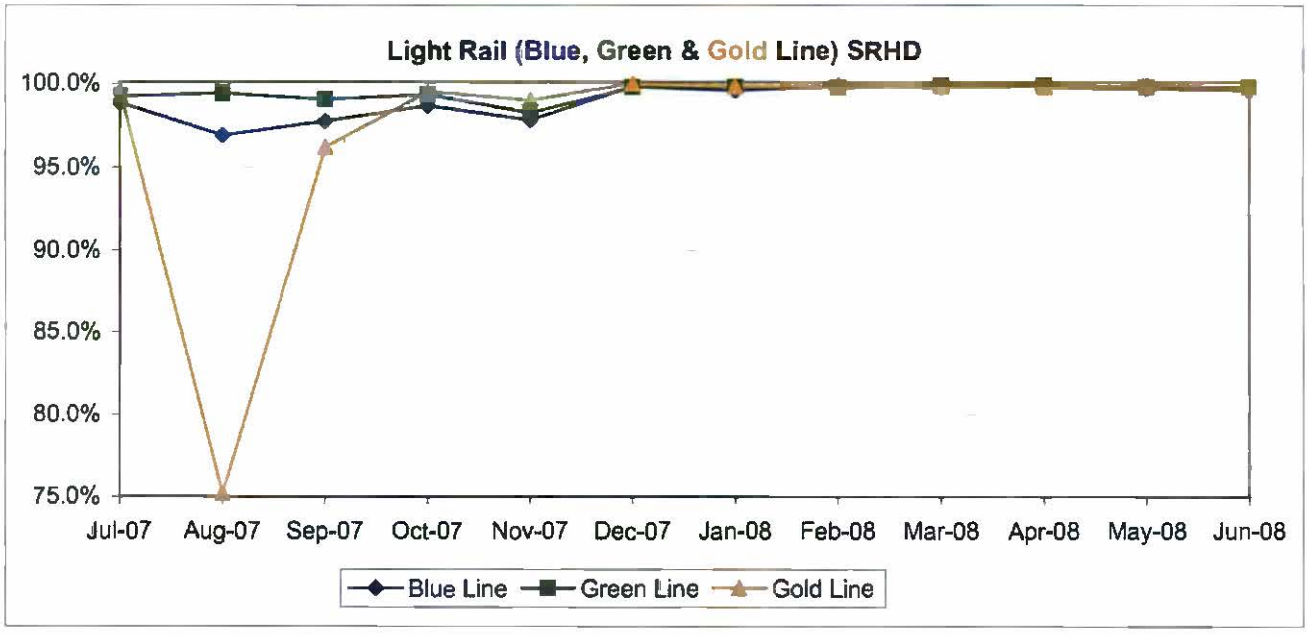


Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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

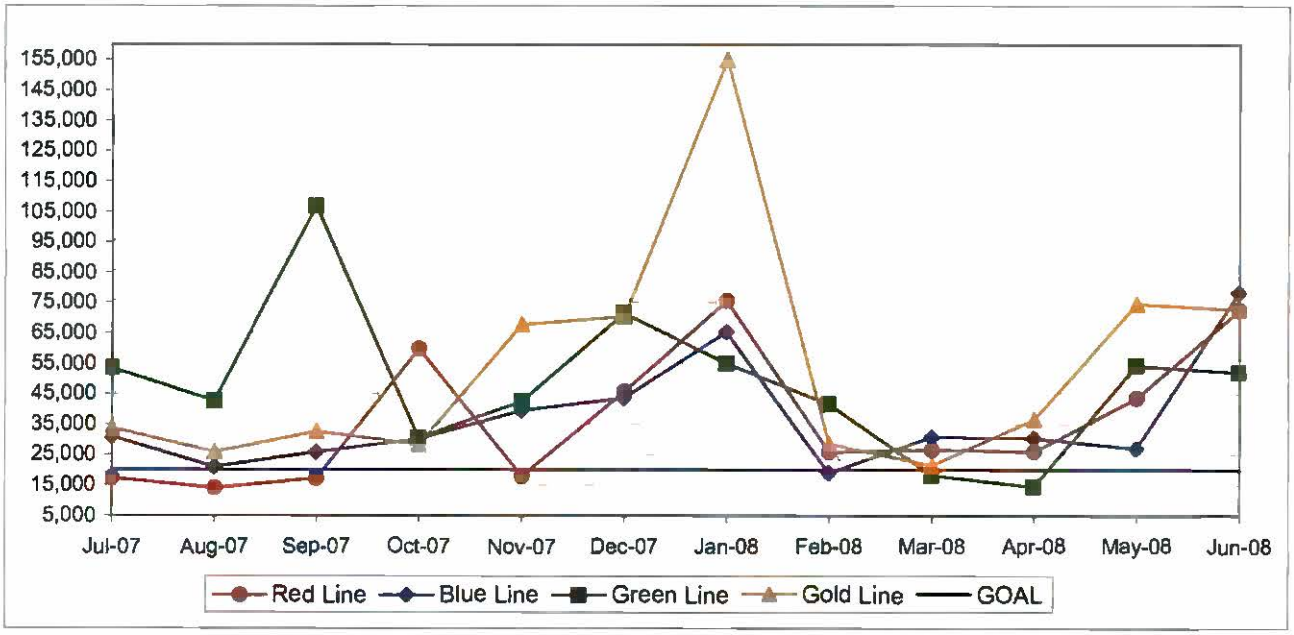




Mean Miles Between Chargeable Mechanical Failures

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

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

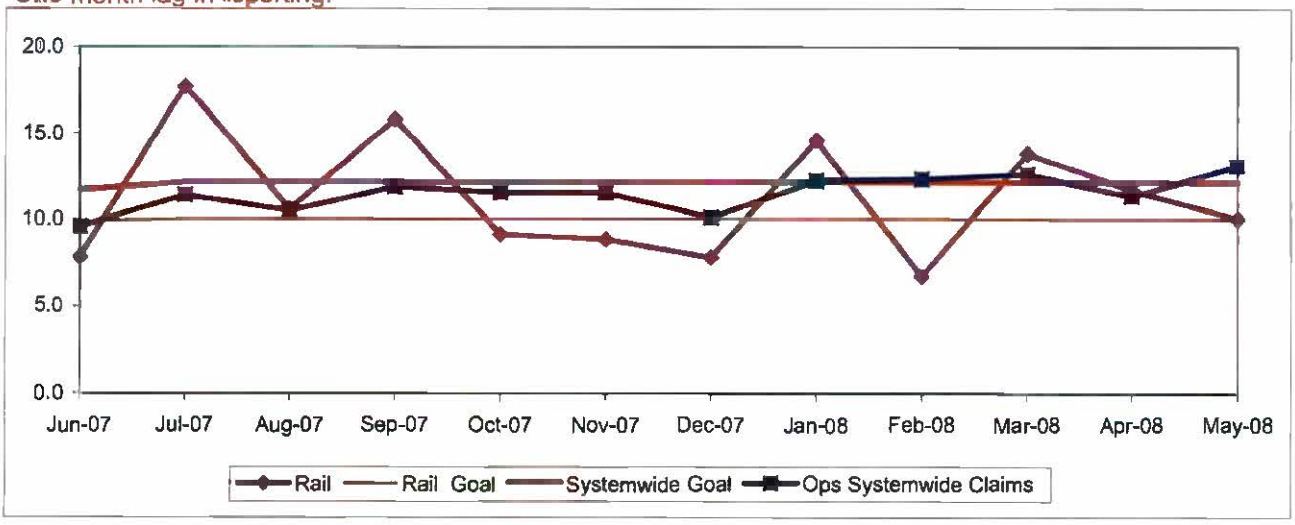


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.



BUS SERVICE PERFORMANCE

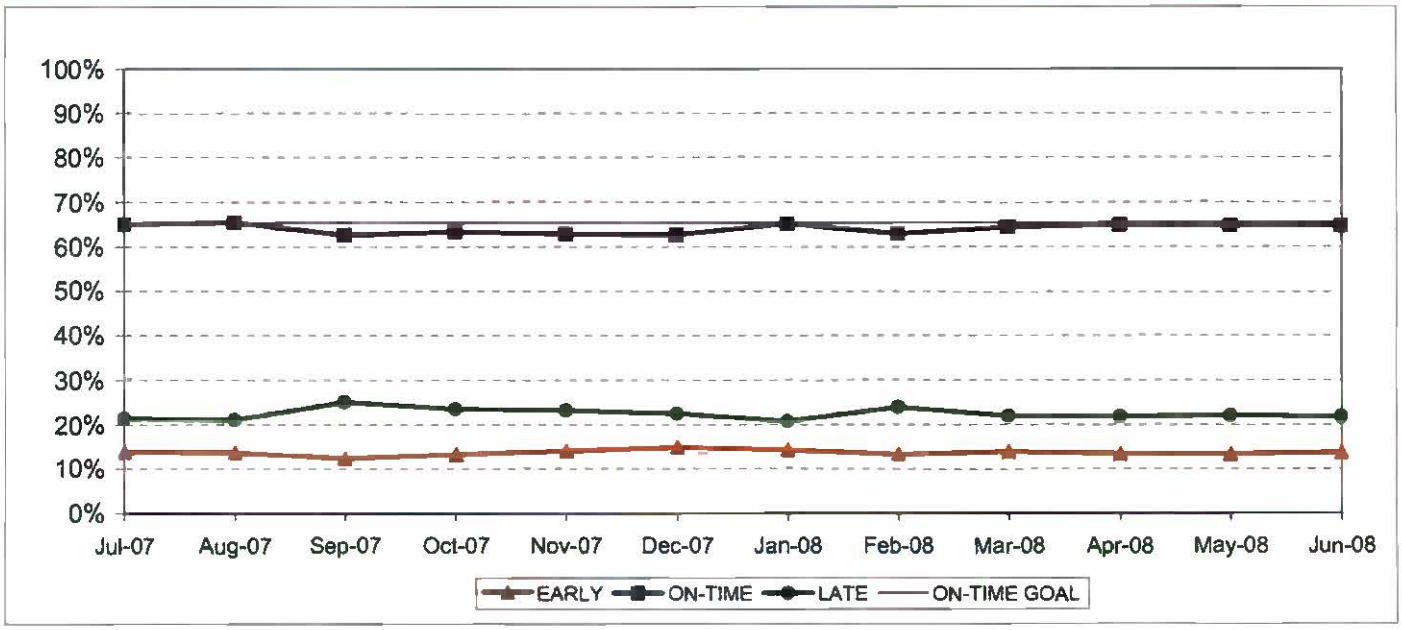
IN-SERVICE ON-TIME PERFORMANCE

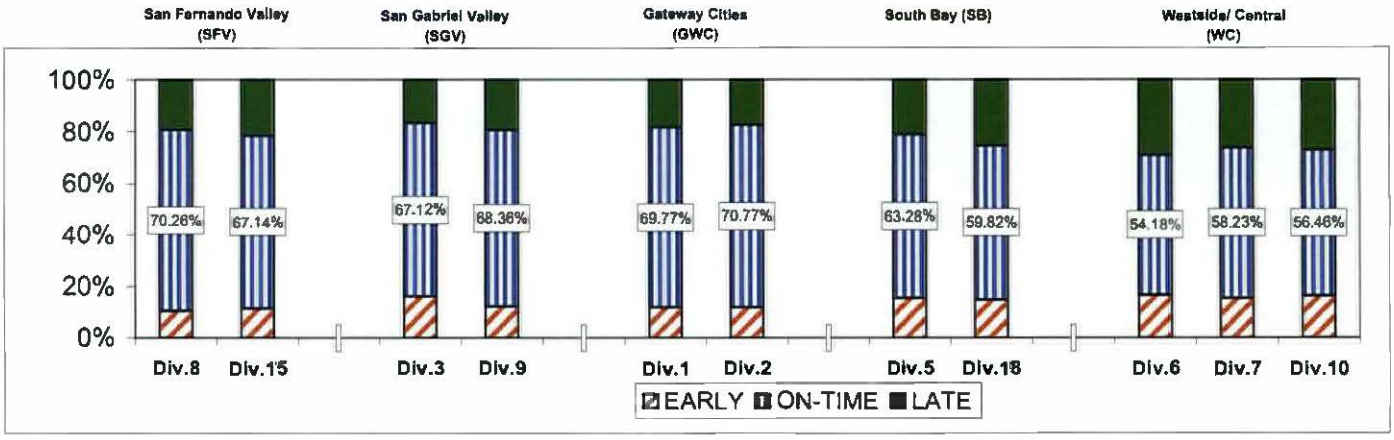
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

Systemwide Trend

Bus Operating Divisions
ISOTP - 1 Minute Tolerance for Running Hot





ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY07	FY08-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	12.33%	11.24%	-1.09%
On-Time	67.48%	68.50%	1.02%
Late	20.19%	20.26%	0.07%
Division 15			
Early	12.23%	11.26%	-0.97%
On-Time	64.41%	66.85%	2.44%
Late	23.36%	21.88%	-1.47%
Gateway Cities Sector (GWC)			
Division 1			
Early	12.63%	12.77%	0.13%
On-Time	68.02%	67.55%	-0.48%
Late	19.34%	19.69%	0.34%
Division 2			
Early	12.57%	11.94%	-0.63%
On-Time	67.99%	68.60%	0.61%
Late	19.44%	19.47%	0.02%
South Bay Sector (SB)			
Division 5			
Early	13.69%	14.08%	0.39%
On-Time	63.83%	63.35%	-0.48%
Late	22.48%	22.57%	0.09%
Division 18			
Early	13.70%	14.42%	0.71%
On-Time	61.19%	60.88%	-0.31%
Late	25.10%	24.70%	-0.40%

	FY07	FY08-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	16.54%	15.37%	-1.17%
On-Time	65.35%	66.83%	1.48%
Late	18.12%	17.81%	-0.31%
Division 9			
Early	12.52%	12.92%	0.40%
On-Time	66.22%	66.84%	0.62%
Late	21.26%	20.24%	-1.02%
Westside/Central Sector (WC)			
Division 6			
Early	16.44%	16.78%	0.34%
On-Time	53.28%	53.12%	-0.16%
Late	30.28%	30.10%	-0.18%
Division 7			
Early	13.62%	14.80%	1.18%
On-Time	58.01%	57.66%	-0.35%
Late	28.37%	27.54%	-0.83%
Division 10			
Early	14.17%	16.30%	2.13%
On-Time	58.61%	56.63%	-1.98%
Late	27.23%	27.07%	-0.15%

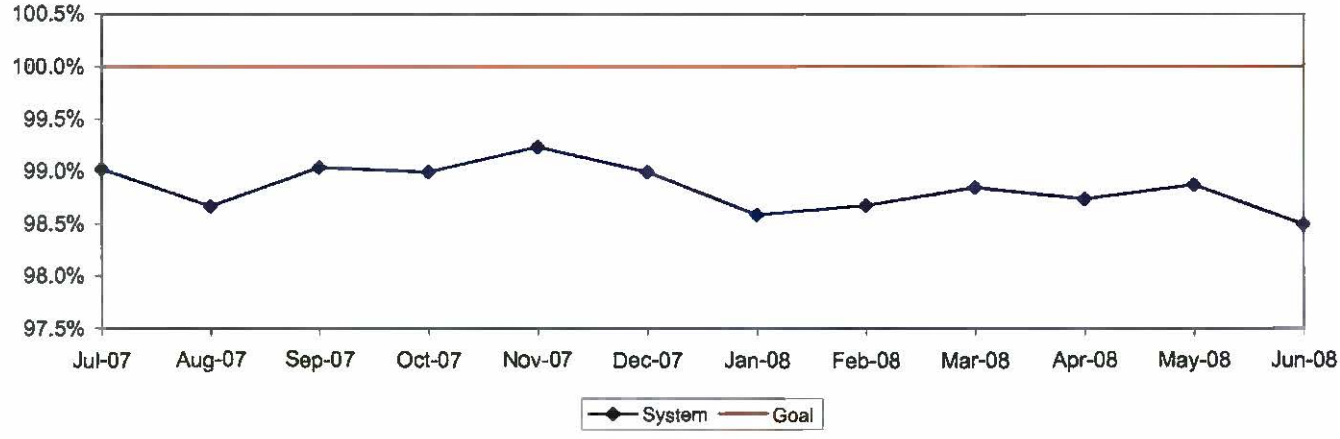
SYSTEMWIDE			
Early	13.44%	13.55%	0.10%
On-Time	63.77%	64.05%	0.28%
Late	22.78%	22.40%	-0.38%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

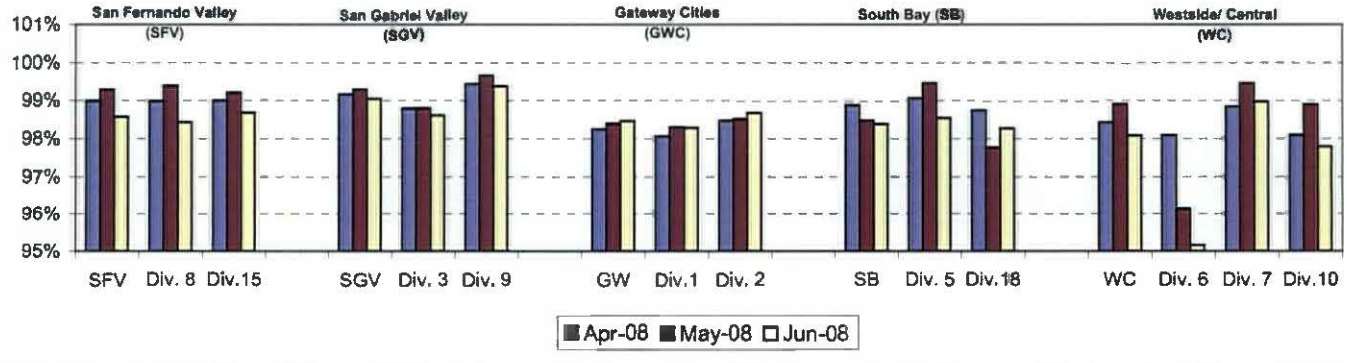
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

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

Systemwide Trend



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



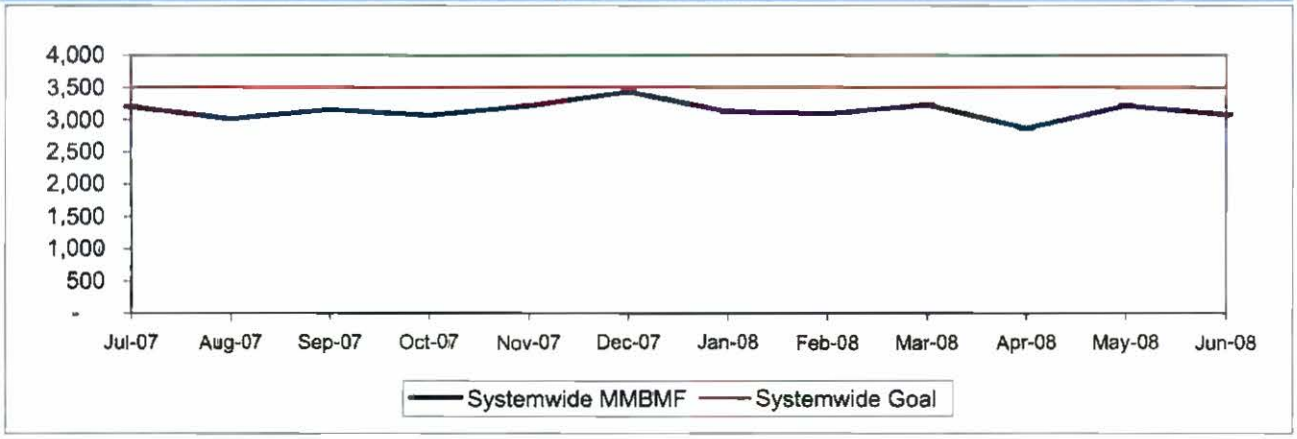
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

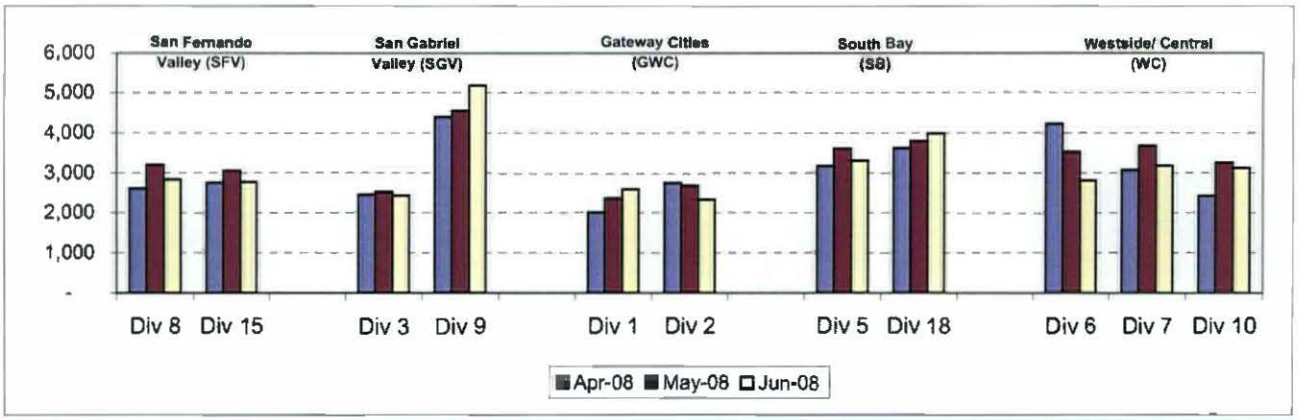
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)

Systemwide Trend



* New Indicator.

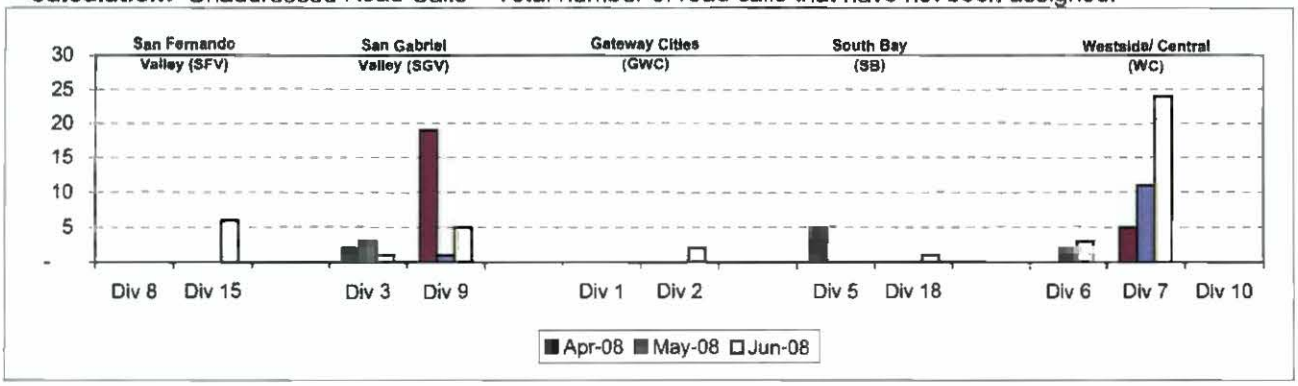
MMBMBF -- Bus Operating Sector Divisions
April - June 2008



Unaddressed Road Calls -- Bus Operating Sector Divisions*
April - June 2008

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.

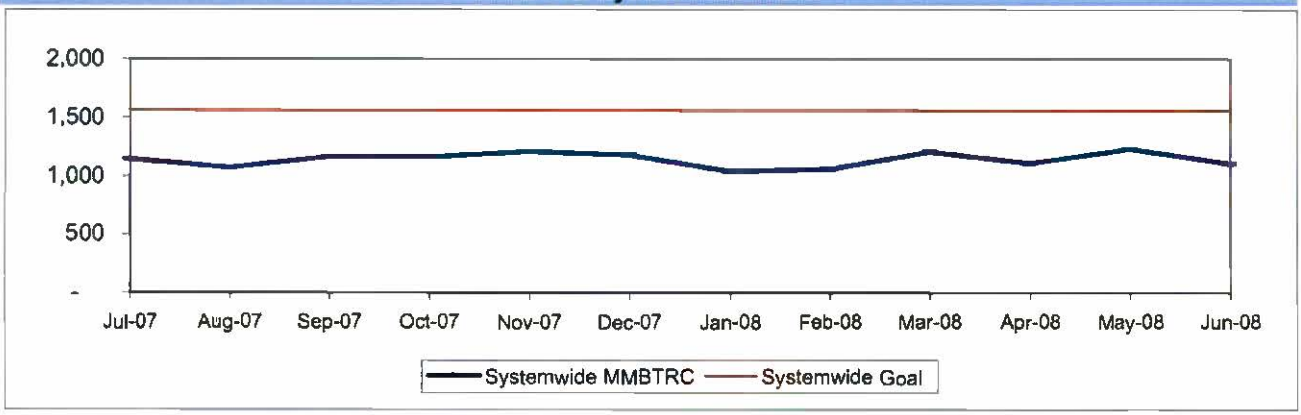


* New Indicator.

MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

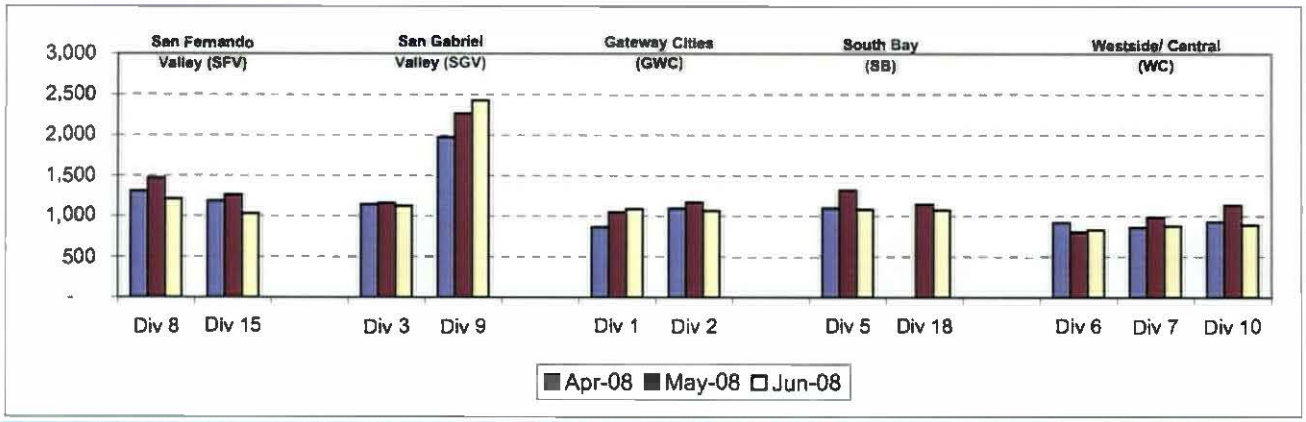
Definition: Average Hub Miles traveled between road call problems.
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



* New Indicator.

MMBTRC --Bus Operating Sector Divisions April - June 2008



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,440	89.48%
Diesel	194	7.11%
Gasoline	59	2.16%
Propane	34	1.25%
Total	2,727	100.00%

Average Age of Fleet by Sectors' Divisions

SFV		SGV		GWC		SB	
Div 8	**Div 15**	**Div 3**	**Div 9**	**Div 1**	**Div 2**	**Div 5**	**Div 18**
9.4	7.5	7.1	6.4	6.3	6.5	6.1	7.6

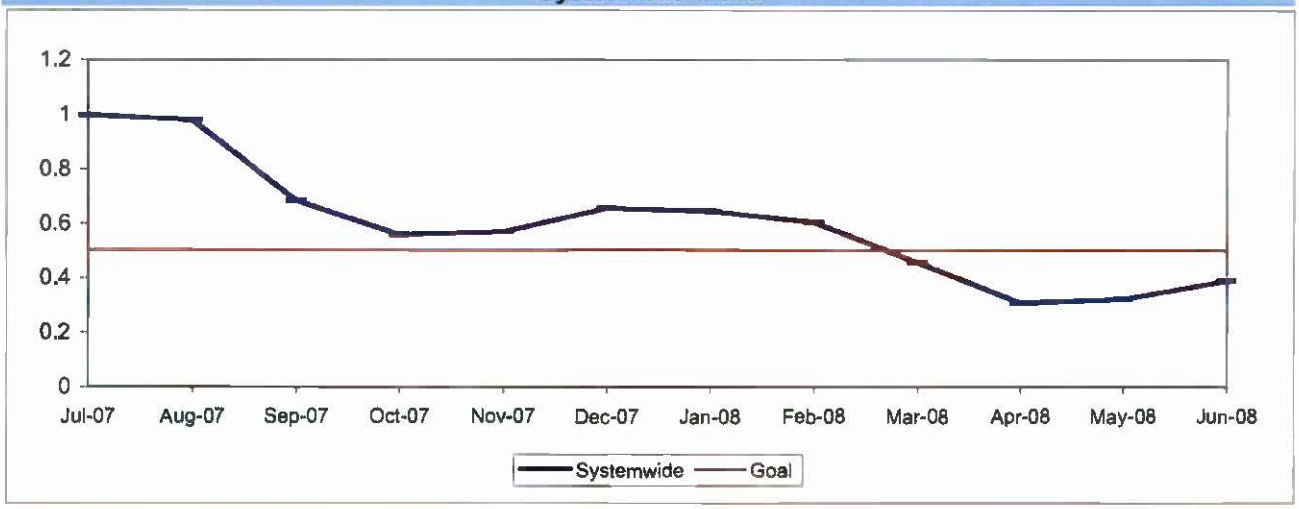
WC		
Div 6	**Div 7**	**Div 10**
13.9	6.7	5.9

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

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

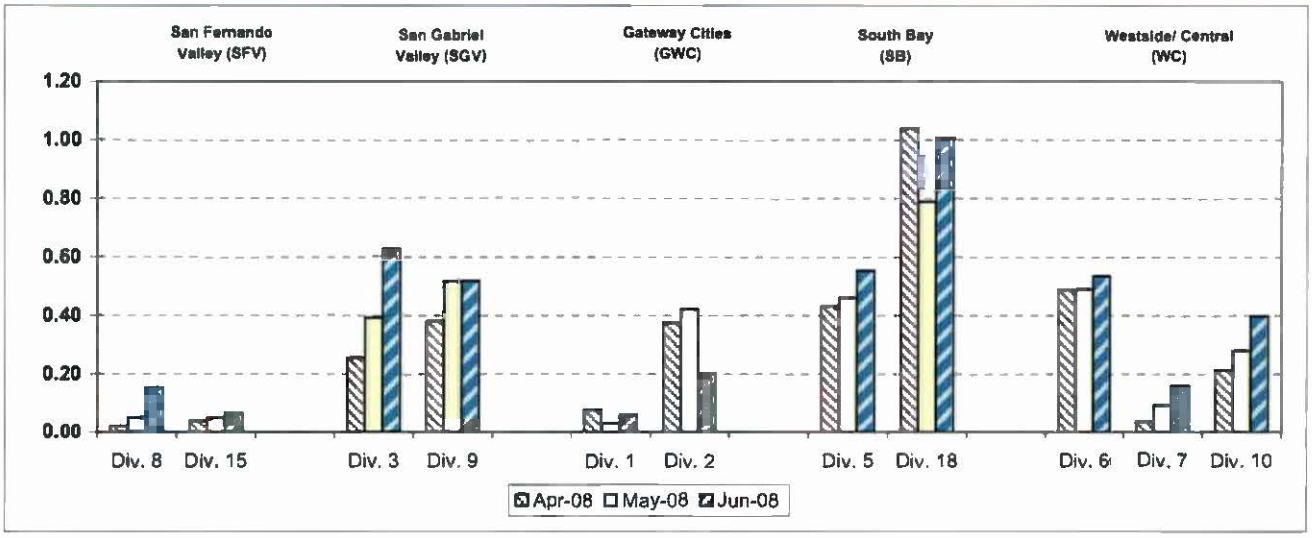
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

Systemwide Trend



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

Past Due Critical PMs - by Sectors' Divisions
April - June 2008



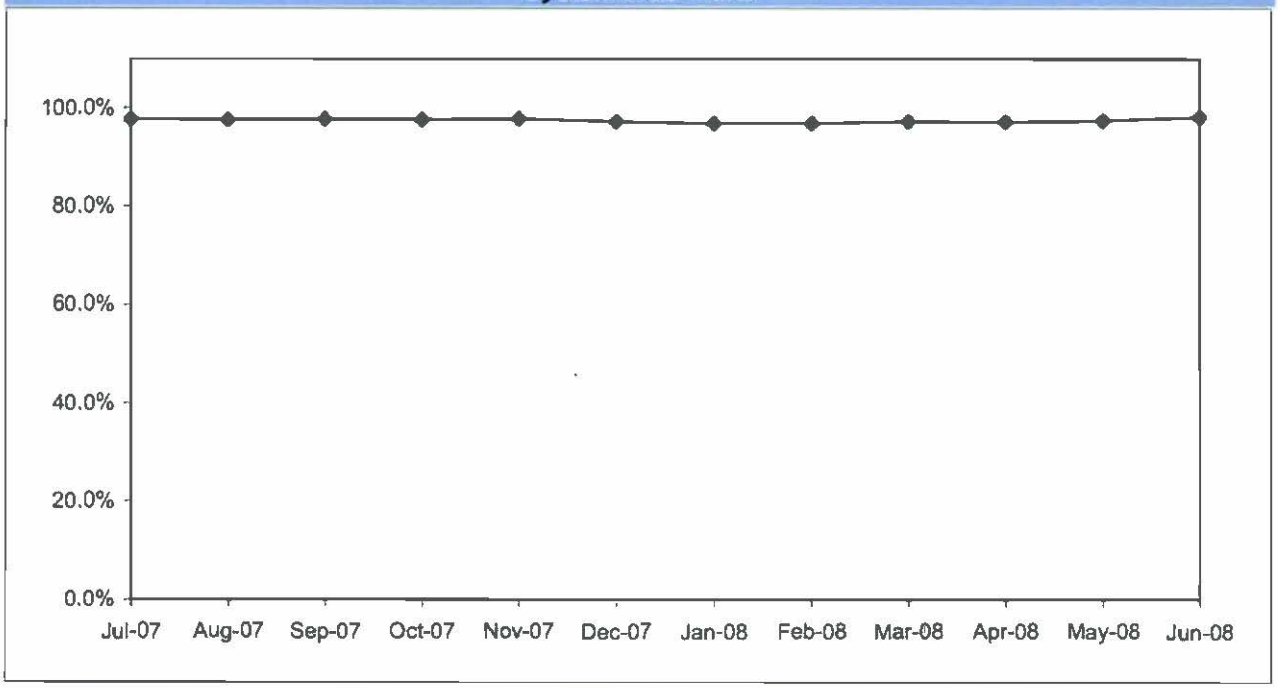
ATTENDANCE

MAINTENANCE ATTENDANCE

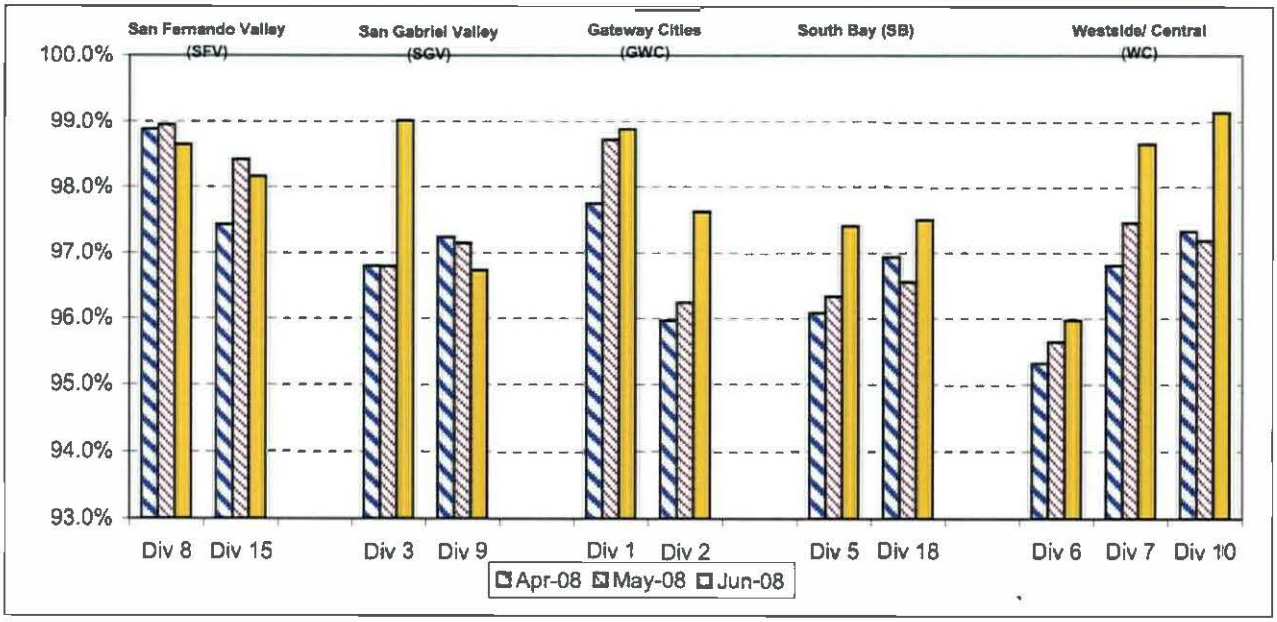
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month) April - June 2008



SAFETY PERFORMANCE

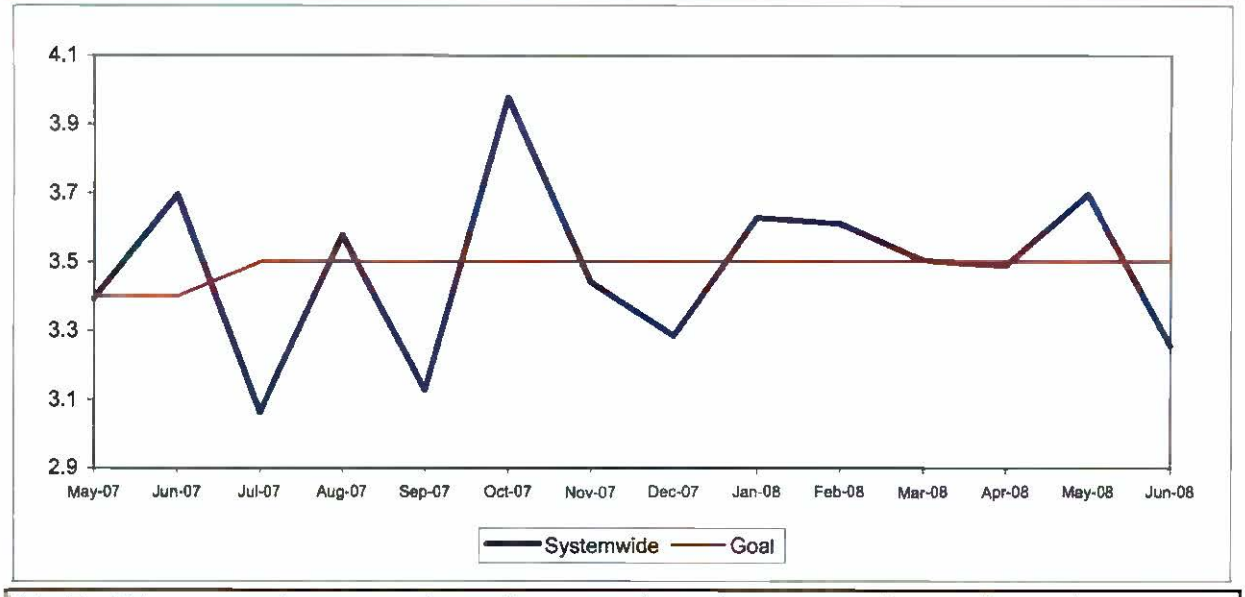
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

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

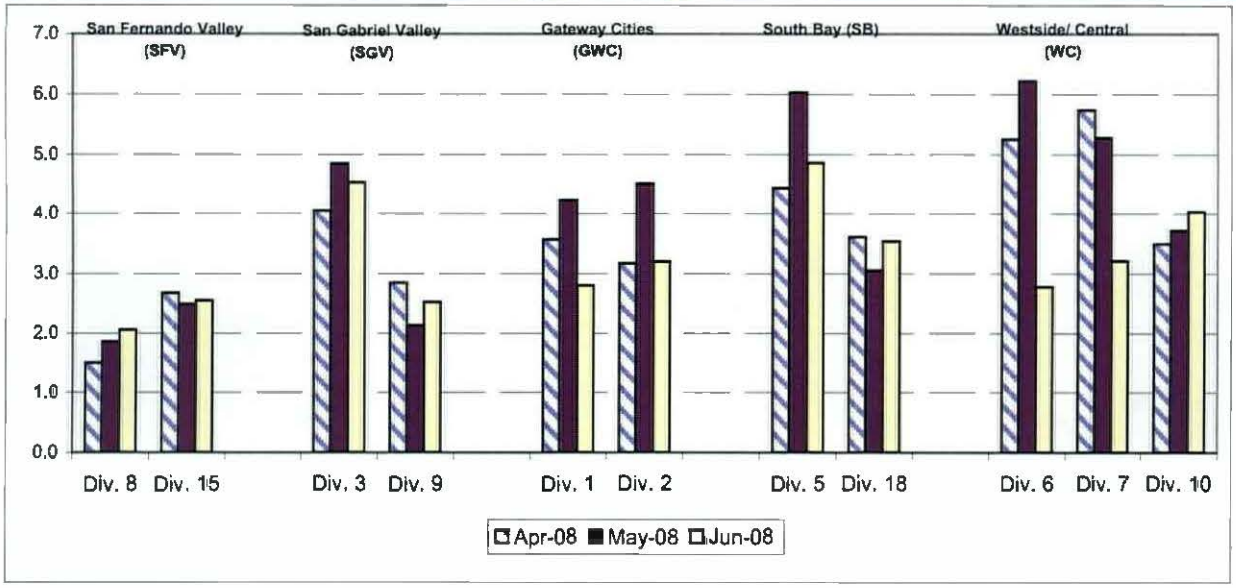
Systemwide Trend



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

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

Bus Operating Divisions - by Sectors' Divisions
April - June 2008

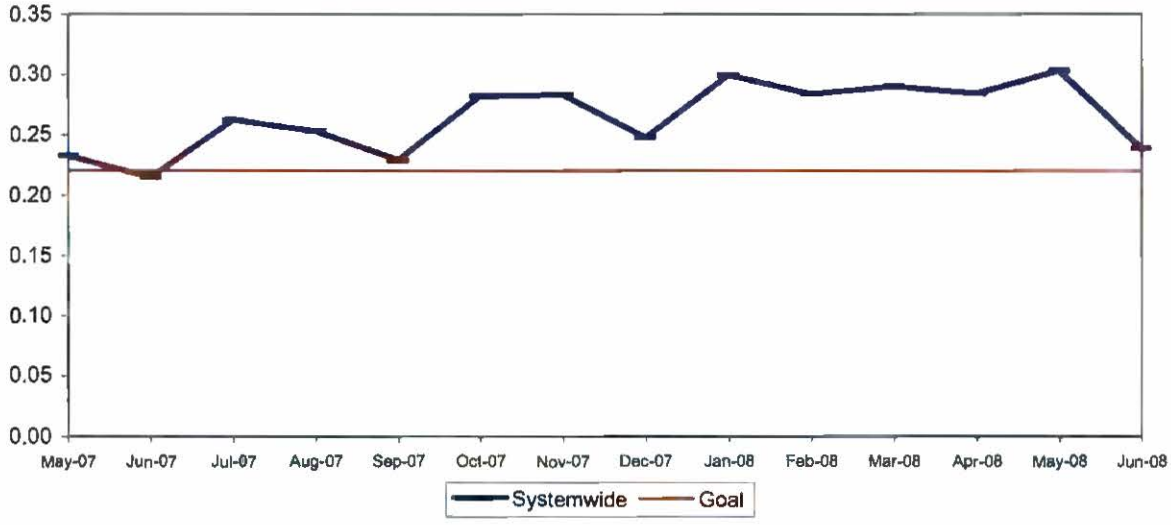


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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 Pasengers Accidents / by (Boardings / by 100,000))

Systemwide Trend



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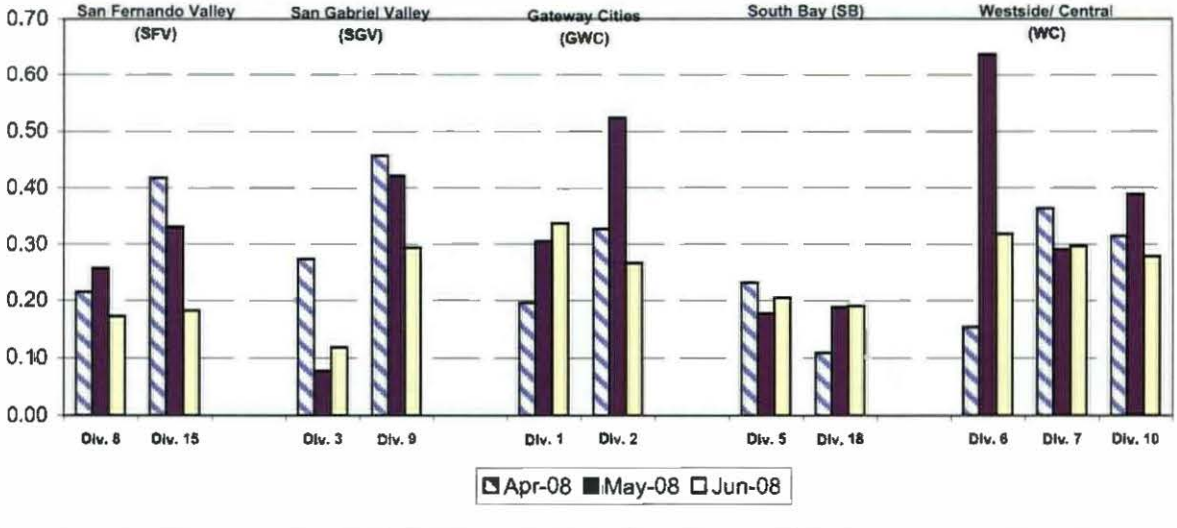
Bus Operating Divisions - by Sectors' Divisions
April - June 2008



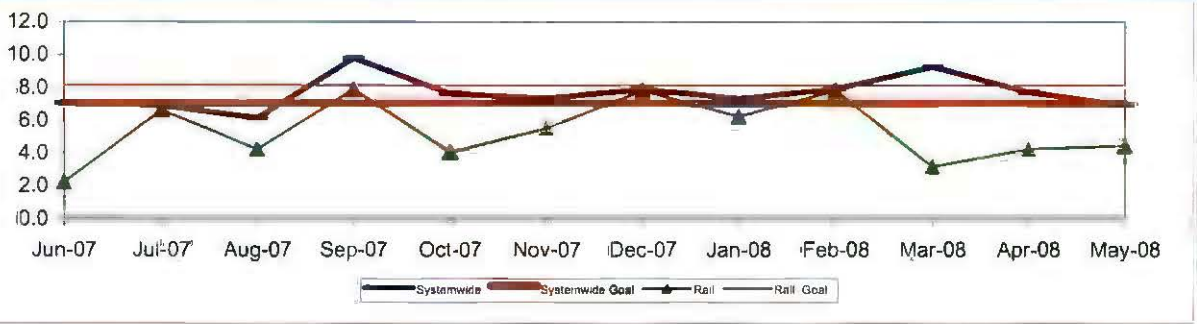
OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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

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

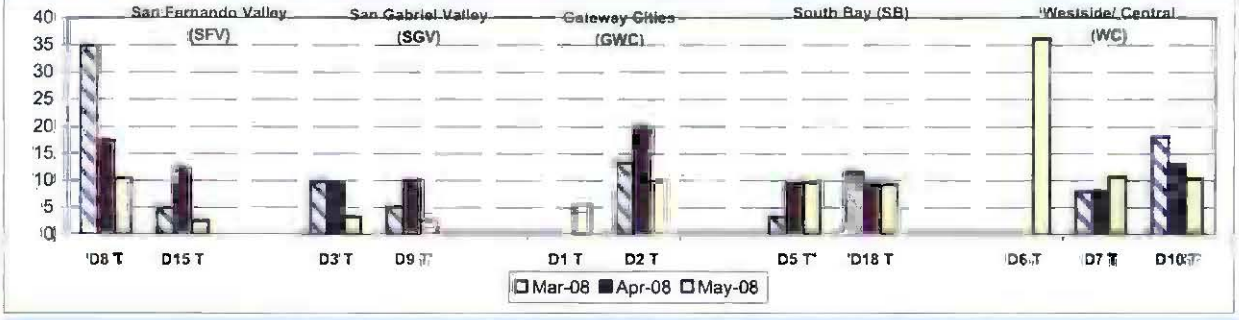
One month lag from current month

OSHA Systemwide Trend and Rail

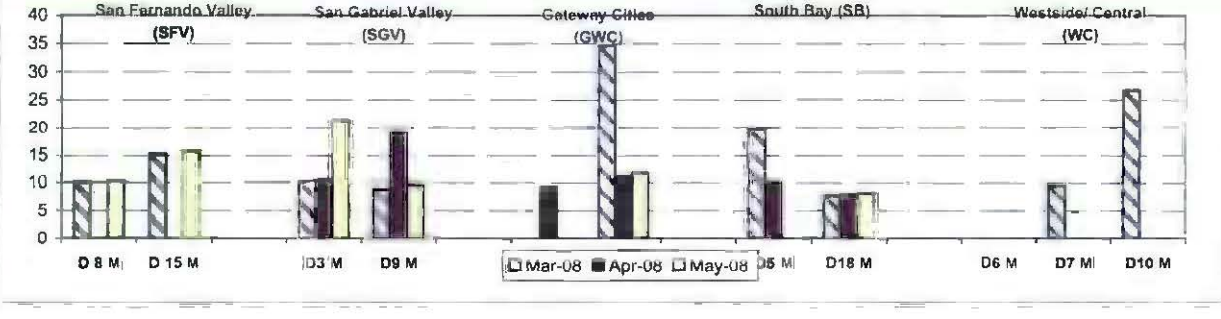


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

OSHA: Bus Operating Transportation Divisions - by Sectors' March - May 2008



OSHA: Bus Operating Maintenance Divisions - by Sectors'



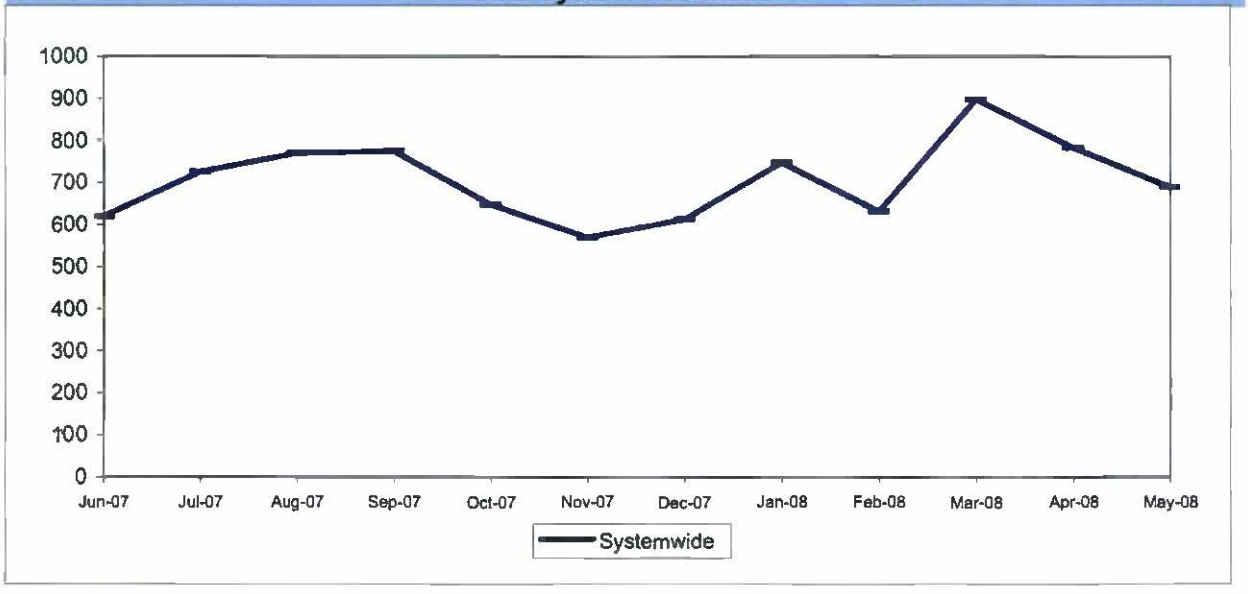
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

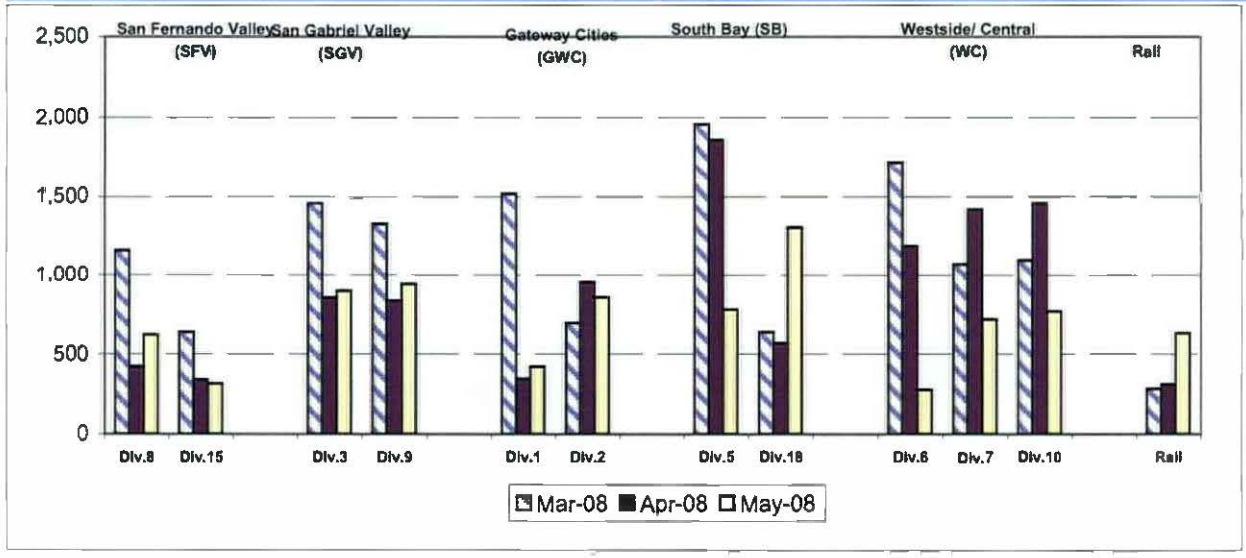
Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number

One month lag from current month

LWD Systemwide Trend



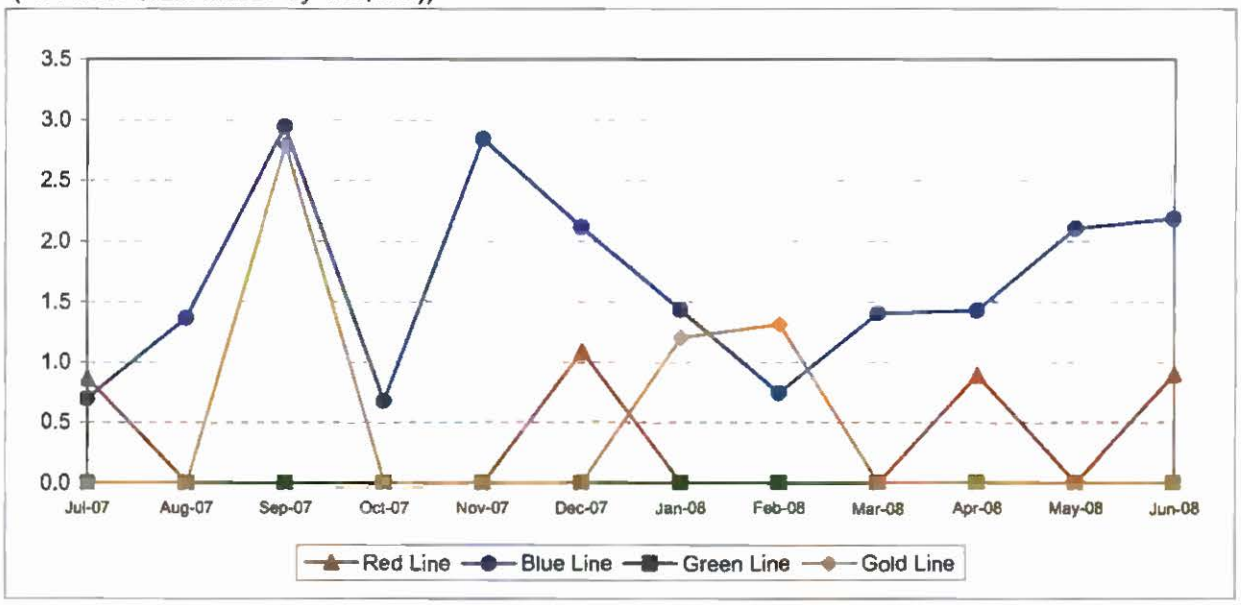
LWD/200,000 Exposure Hours per Operating Divisions - by Sectors' Divisions March - May 2008



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

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

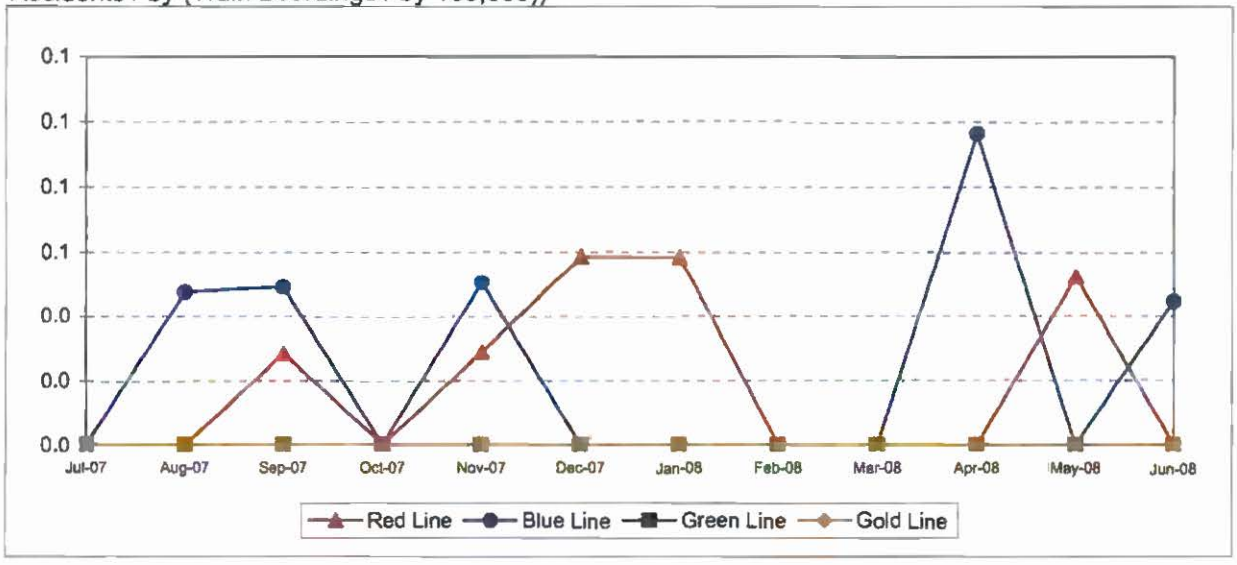
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

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



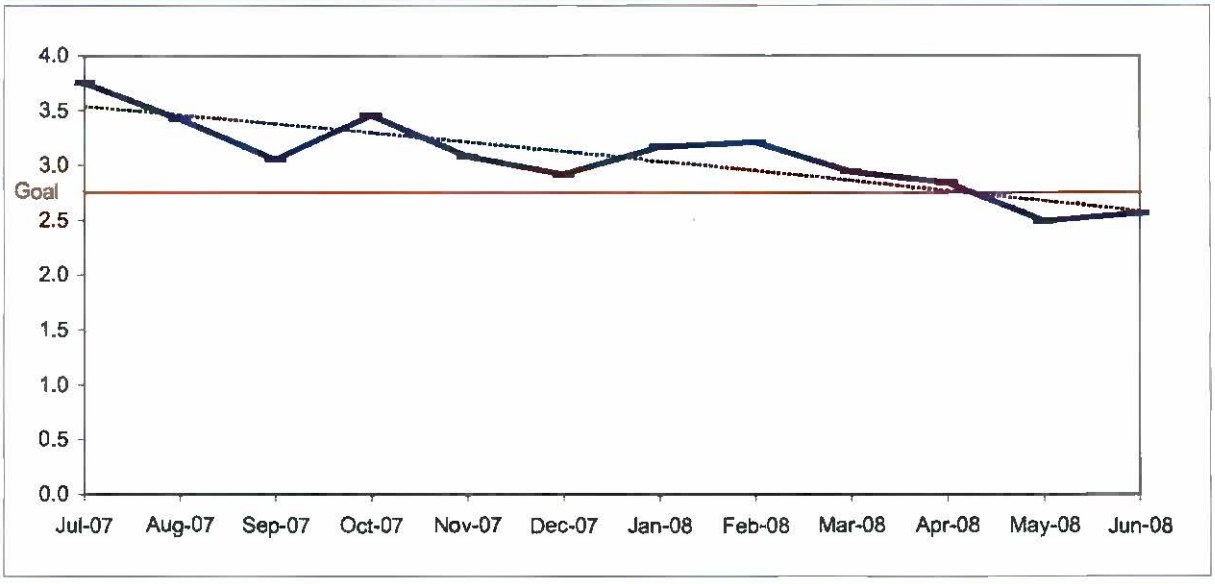
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

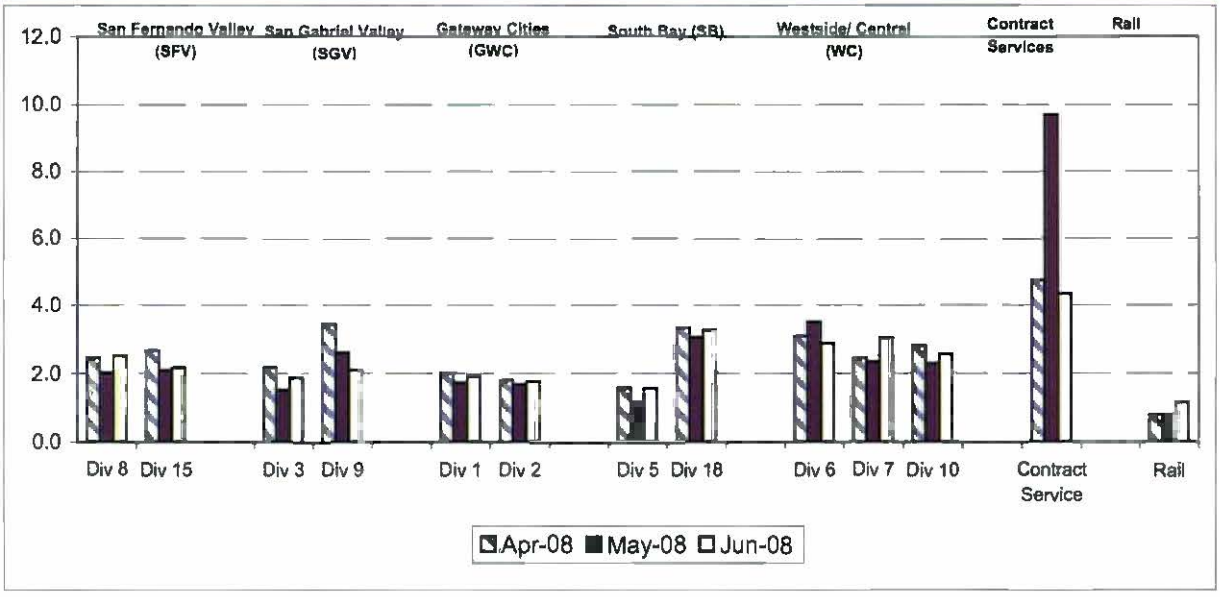
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions
April - June 2008



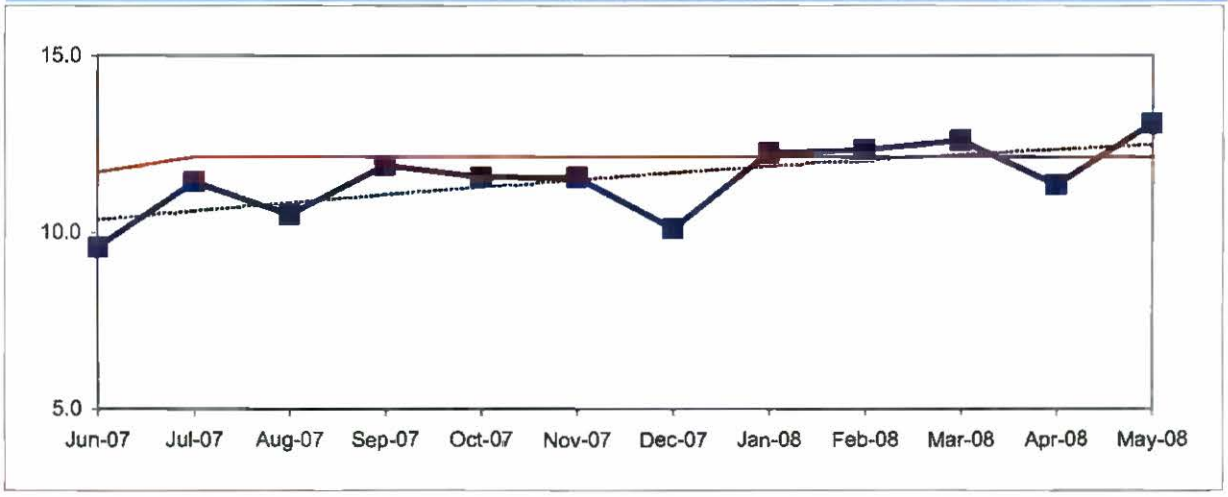
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend



One month lag from current month

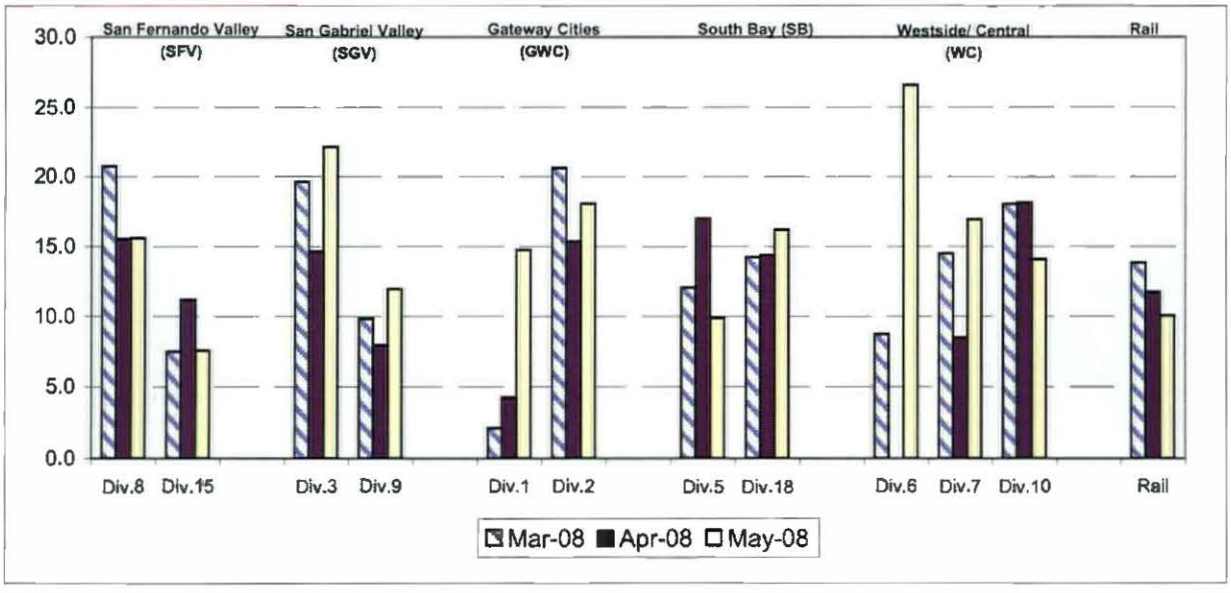
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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

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

Bus & Rail - by Bus Sectors' Divisions and Rail
March - May 2008

One month lag from current month



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

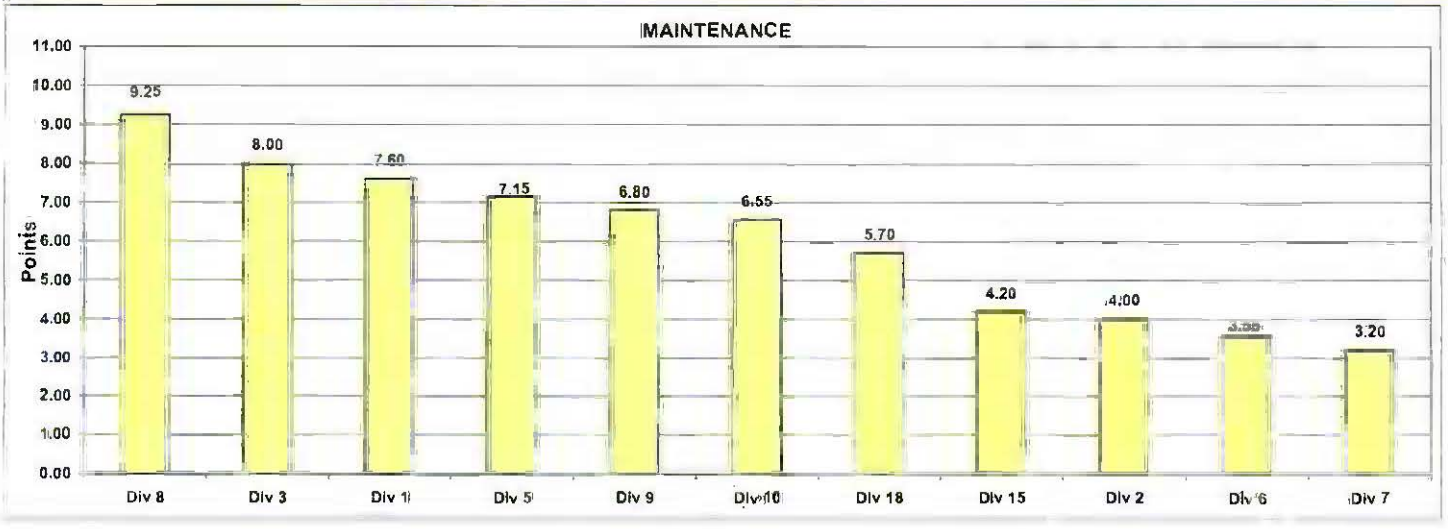
Monthly Calculations - June 2008
Metro Bus - Maintenance

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.

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	64%	1090.3	1066.7	1126.5	1082.5	831.1	879.6	1213.2	2426.3	890.9	1034.9	1073.5
Points		8	5	9	7	1	2	10	11	3	4	6
Attendance	20%	0.99022	0.98440	0.99138	0.98201	0.95966	0.98728	0.98641	0.97351	0.99479	0.98255	0.97696
Points		9	6	10	4	1	8	7	2	11	5	3
New WC Claims /200,000 Exp Hrs*	36%	9.0636	35.2653	10.6766	0.0000	0.0000	20.3936	0.0000	19.2526	0.0000	15.6754	8.1358
Points		6	1	5	9.5	9.5	2	9.5	3	9.5	4	7
*One month lag												
Totals		7.60	4.00	8.00	7.15	3.55	3.20	9.25	6.80	6.55	4.20	5.70

FINAL RANKING	Maintenance Division Ranking (Sorted)										
DIV.	Div 8	Div 3	Div 1	Div 5	Div 9	Div 10	Div 18	Div 15	Div 2	Div 6	Div 7
Score	9.25	8.00	7.60	7.15	6.80	6.55	5.70	4.20	4.00	3.55	3.20
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Monthly Calculations - June 2008
Metro Bus - Transportation

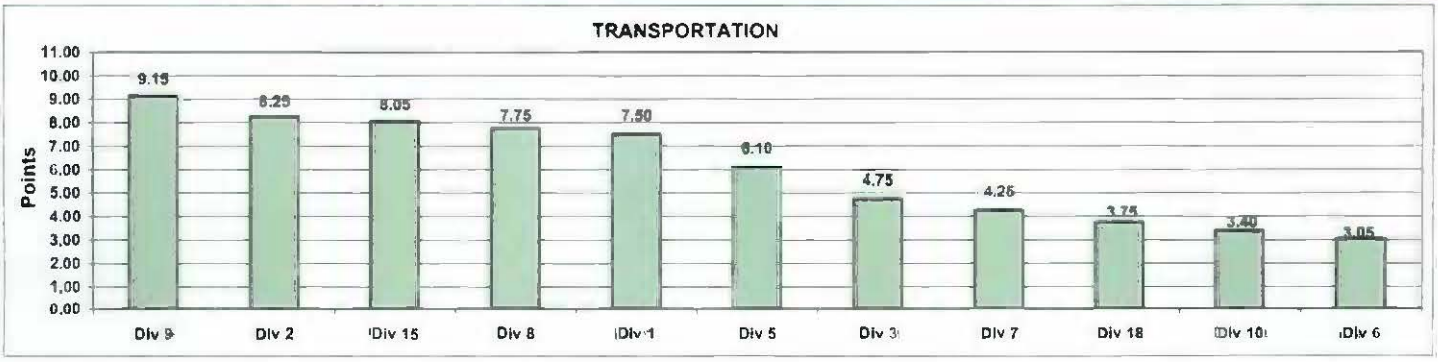
Definition: A performance awareness program designed to increase productivity and efficiency.

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%	0.6977	0.7077	0.6712	0.6328	0.5418	0.5823	0.7026	0.6836	0.5646	0.6714	0.5982
Points		9	11	6	5	1	3	10	8	2	7	4
Miles Between Total Road Calls	10%	1090.3268	1066.7267	1126.4675	1082.4582	831.0880	879.5636	1213.2225	2426.3348	890.9213	1034.8532	1073.4595
Points		8	5	9	7	1	2	10	11	3	4	6
Accident Rate	25%	2.7940	3.1940	4.5370	4.8622	2.7724	3.2064	2.0574	2.5254	4.0251	2.5483	3.5376
Points		7	6	2	1	8	5	11	10	3	9	4
Complaints/100K Boardings	15%	1.9083	1.7612	1.8934	1.5600	2.8632	3.0255	2.4908	2.0837	2.5581	2.1508	3.2520
Points		8	10	9	11	3	2	5	7	4	6	1
New WC Claims /200,000 Exp Hrs*	25%	16.4866	13.2226	25.5585	12.8566	36.2817	15.9963	20.8413	10.0461	18.0415	4.9567	18.4371
Points		6	8	2	9	1	7	3	10	5	11	4
*One month lag												
Totals		7.50	8.25	4.75	6.10	3.05	4.25	7.75	9.15	3.40	8.05	3.75

FINAL RANKING		Transportation Division Ranking (Sorted)										
	DIV.	Div 9	Div 2	Div 15	Div 8	Div 1	Div 5	Div 3	Div 7	Div 18	Div 10	Div 6
	Score	9.15	8.25	8.05	7.75	7.50	6.10	4.75	4.25	3.75	3.40	3.05
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Monthly Calculations
Metro Rail

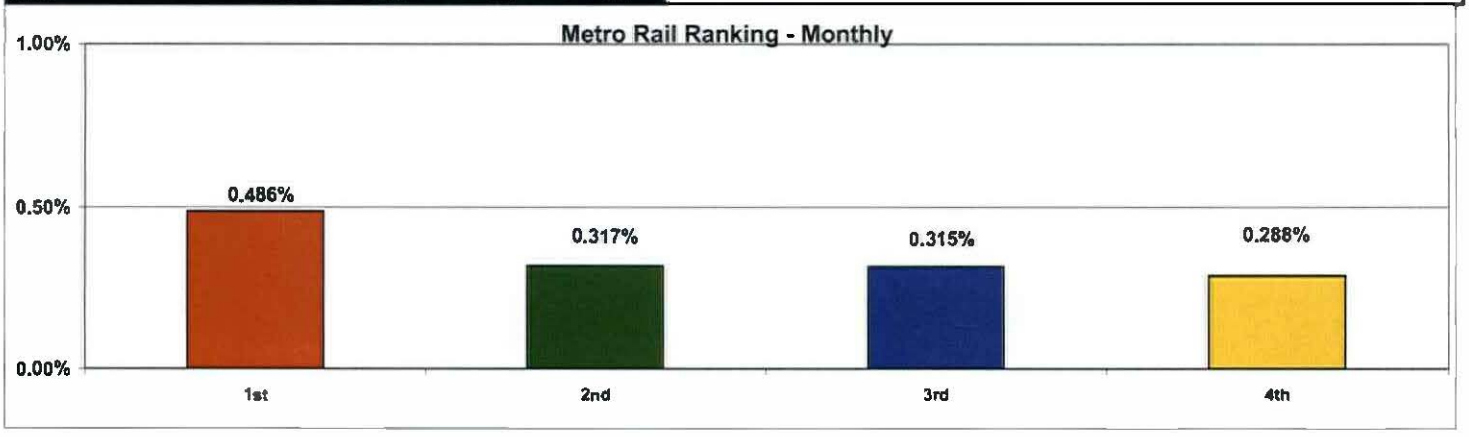
Definition: A performance awareness program designed to increase productivity and efficiency.

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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
Wayside Availability	Jun-07	Jun-08	Yearly Improvement	Jun-07	Jun-08	Yearly Improvement	Jun-07	Jun-08	Yearly Improvement	Jun-07	Jun-08	Yearly Improvement
Track	100.00%	100.00%	0.00%	99.99%	100.00%	0.01%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	100.00%	100.00%	0.00%	99.99%	99.99%	0.00%	100.00%	99.99%	-0.01%	99.86%	99.99%	0.13%
Power	99.80%	99.99%	0.19%	99.98%	100.00%	0.02%	99.80%	99.94%	0.14%	100.00%	100.00%	0.00%
Wayside Performance	99.93%	100.00%	0.06%	99.99%	100.00%	0.01%	99.93%	99.98%	0.04%	99.95%	100.00%	0.04%
Vehicle Availability												
Vehicle Performance	99.49%	99.89%	0.40%	99.05%	99.88%	0.83%	99.37%	99.94%	0.56%	99.61%	99.82%	0.22%
Operator Availability												
Operators	99.84%	99.78%	-0.06%	99.94%	100.00%	0.06%	99.98%	99.93%	-0.05%	99.81%	99.99%	0.19%
In-Service Performance												
Rev. Hr. Delivered - Rail	99.13%	99.99%	0.86%	98.94%	99.98%	1.04%	99.16%	99.86%	0.71%	99.27%	99.98%	0.71%
Total Rail Line Performance	99.60%	99.91%	0.31%	99.48%	99.96%	0.49%	99.61%	99.93%	0.32%	99.66%	99.95%	0.29%

Metro Rail Final Ranking (Sorted)

Rail Line	RED	GREEN	BLUE	GOLD
Score	0.486%	0.317%	0.315%	0.288%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY08-Q4
Metro Bus - Maintenance and Transportation

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

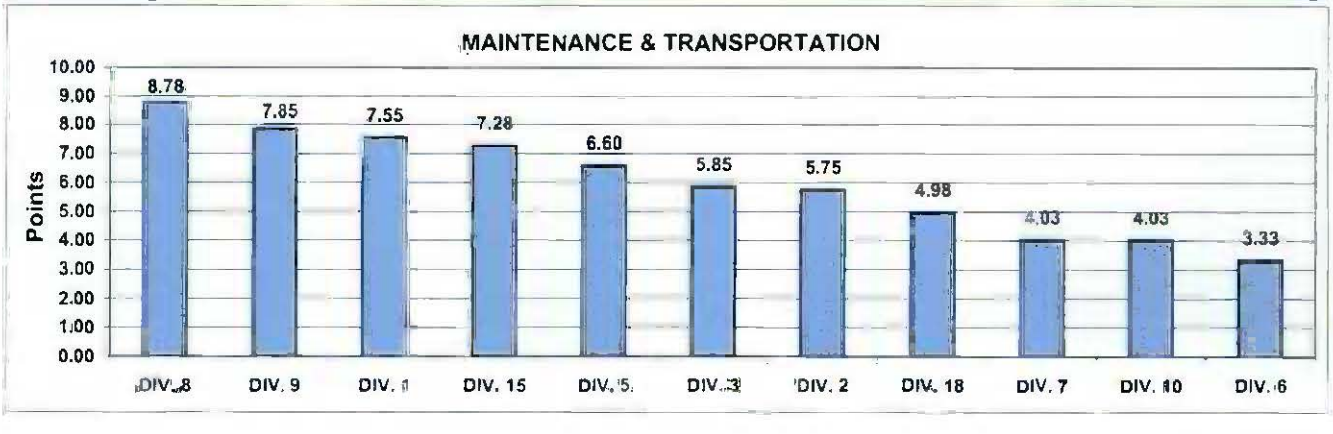
Calculation: Data reflects a cumulative total of performance data for each performance indicator for the three months in the most current closed quarter. Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for 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%	991	1108	1144	1175	851	907	1323	2204	976	1159	1106
Points		4	6	7	9	1	2	10	11	3	8	5
Attendance	10.0%	0.9866	0.9760	0.9793	0.9769	0.9564	0.9786	0.9890	0.9776	0.9861	0.9807	0.9732
Points		10	3	7	4	1	6	11	5	9	8	2
Claims /200000 Exp.Hrs	15.0%	3.1056	26.7607	10.4851	6.7790	0.0000	9.8331	3.3743	12.4522	11.9846	15.2592	5.2972
Points		10	1	5	7	11	6	9	3	4	2	8
*One month Lag: Mar - May 08												
Transportation												
In-Service On-Time Performance	12.5%	0.6942	0.6974	0.6792	0.6376	0.5322	0.5821	0.6994	0.6810	0.5668	0.6731	0.6061
Points		9	10	7	5	1	3	11	8	2	6	4
Miles Between Total Road Calls	5.0%	991.4	1108.4	1144.0	1174.5	850.9	906.6	1323.4	2203.6	975.7	1158.9	1105.7
Points		4	6	7	9	1	2	10	11	3	8	5
Accidents/100k Hub Miles	12.5%	3.5412	3.6321	4.4800	5.1103	4.7450	4.7659	1.8032	2.4974	3.7460	2.5677	3.3977
Points		7	6	4	1	3	2	11	10	5	9	8
Complaints/100K Boardings	7.5%	1.8795	1.7410	1.8465	1.4283	3.1460	2.5967	2.3174	2.7106	2.5437	2.2953	3.2055
Points		8	10	9	11	2	4	6	3	5	7	1
*One month Lag: Mar - May 08												
Claims /200000 Exp.Hrs	12.5%	8.2554	15.4702	21.3424	14.9096	15.5573	14.2226	22.0501	9.1979	18.1205	6.6094	17.7046
Points		10	6	2	7	5	8	1	9	3	11	4
Totals		7.55	5.75	5.85	6.60	3.33	4.03	8.78	7.85	4.03	7.28	4.98

Maintenance and Transportation Division Ranking (Sorted)

FINAL RANKING	DIV.	DIV. 8	DIV. 9	DIV. 1	DIV. 15	DIV. 5	DIV. 3	DIV. 2	DIV. 18	DIV. 7	DIV. 10	DIV. 6
	Score	8.78	7.85	7.55	7.28	6.60	5.85	5.75	4.98	4.03	4.03	3.33
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	9th	11th



Quarterly Calculations: FY08-Q4
Metro Rail

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

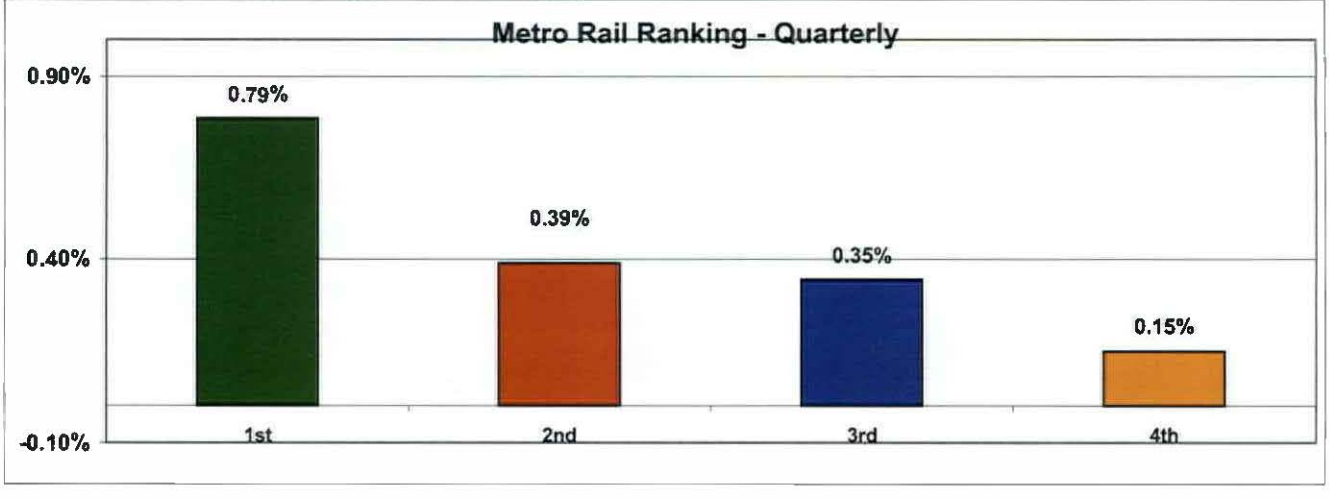
Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are are sorted from high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

Improvement from Previous Year

Overall Rail Line Performance	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
Apr-08	0.39%	0.47%	1.26%	0.01%
May-08	0.33%	0.22%	0.79%	0.15%
Jun-08	0.31%	0.48%	0.32%	0.29%
Quarter Average	**0.35%**	**0.39%**	**0.79%**	**0.15%**

Metro Rail Final Ranking (Sorted)

Rail Line	GREEN	RED	BLUE	GOLD
Score	0.79%	0.39%	0.35%	0.15%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Yearly Calculations - FY08
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 first six months in the current calendar year. Performance by Division is 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

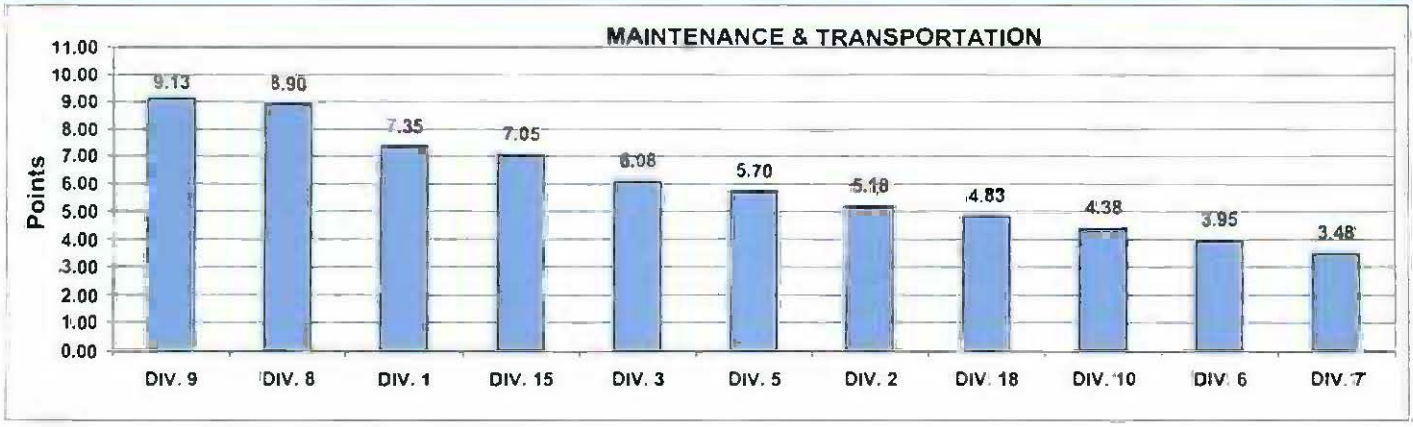
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	25.0%	908	1039	1132	1130	899	981	1333	1989	1044	1150	1109
Points		2	4	8	7	1	3	10	11	5	9	6
Attendance	10.0%	0.9855	0.9773	0.9805	0.9813	0.9507	0.9736	0.9831	0.9826	0.9819	0.9795	0.9732
Points		11	4	6	7	1	3	10	9	8	5	2
New WC Claims /100 Emp	15.0%	4.2912	18.9434	10.5300	6.6457	6.28	15.27	5.5674	7.1431	8.3392	14.2520	9.5389
Points		11	1	4	8	9	2	10	7	6	3	5

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	12.5%	0.6755	0.6860	0.6683	0.6335	0.5312	0.5766	0.6850	0.6684	0.5663	0.6685	0.6088
Points		9	11	6	5	1	3	10	7	2	8	4
Miles Between Total Road Calls	5%	908.25	1039.3	1132.0	1129.9	899.1	981.3	1332.6	1988.8	1044.3	1150.5	1109.4
Points		2	4	8	7	1	3	10	11	5	9	6
Accident Rate	12.5%	3.4073	3.6681	4.2404	5.1057	3.8557	4.0996	1.9912	2.4649	4.4728	2.9786	3.0845
Points		7	6	3	1	5	4	11	10	2	9	8
Complaints/100K Boardings	7.5%	1.8991	1.9307	2.1424	1.4643	2.7013	2.9980	2.6356	2.9762	2.9854	3.0523	3.7181
Points		10	9	8	11	6	3	7	5	4	2	1
New WC Claims /Emp	12.5%	9.4370	13.5683	13.5457	18.9374	12.937	12.986	18.5167	8.4544	17.3222	9.5256	16.1927
Points		10	5	6	1	8	7	2	11	3	9	4
Totals		7.35	5.18	6.08	5.70	3.95	3.48	8.90	9.13	4.38	7.05	4.83

FINAL RANKING — Maintenance and Transportation Division Ranking (Sorted)

DIV.	DIV. 9	DIV. 8	DIV. 1	DIV. 15	DIV. 3	DIV. 5	DIV. 2	DIV. 18	DIV. 10	DIV. 6	DIV. 7
Score	9.13	8.90	7.35	7.05	6.08	5.70	5.18	4.83	4.38	3.95	3.48
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Yearly Calculations - FY08
Metro Rail

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

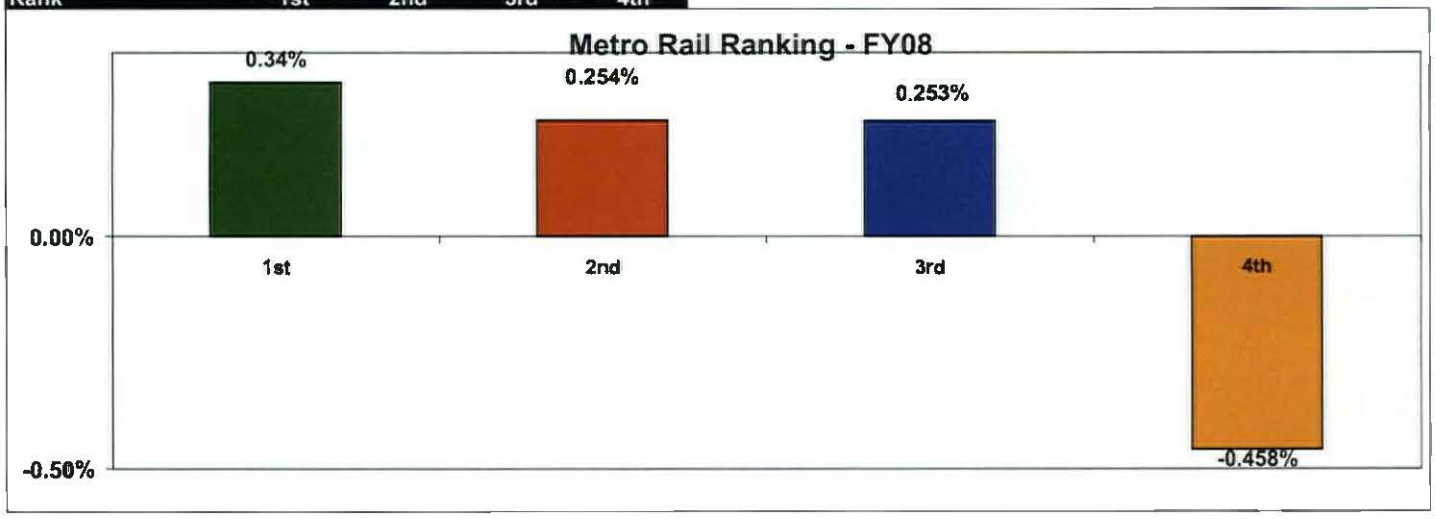
Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are are sorted from high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

Improvement from Previous Year

Overall Rail Line Performance	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
Q1	-0.20%	0.08%	-0.02%	-3.01%
Q2	0.46%	0.26%	0.17%	0.56%
Q3	0.41%	0.28%	0.41%	0.47%
Q4	0.35%	0.39%	0.79%	0.15%
First Quarter Average	**0.253%**	**0.254%**	**0.34%**	**-0.46%**

Metro Rail Final Ranking (Sorted)

Rail Line	GREEN	RED	BLUE	GOLD
Score	0.34%	0.254%	0.253%	-0.458%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Most Improved Yearly Calculations: FY07 to FY08
Metro Bus - Maintenance and Transportation

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

Calculation: Data reflects a positve or negative difference in performance between the first and last quarters of the current calendar year. Performance indicators by Division are sorted 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

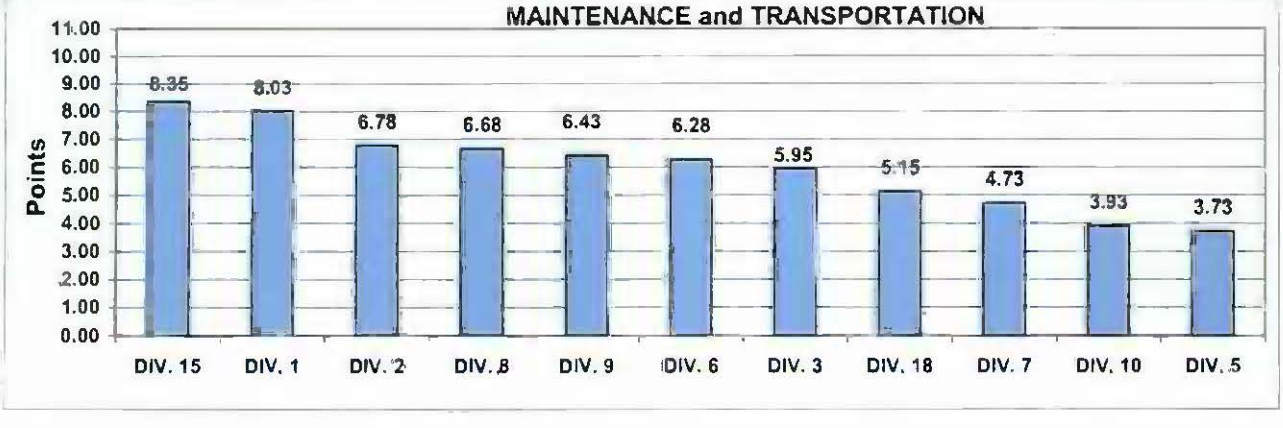
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	25.0%	-24	-58	-107	-329	-164	-136	-205	-110	-152	-25	-65
Points		11	9	7	1	3	5	2	6	4	10	8
Attendance	10.0%	0.0028	0.0019	0.0013	-0.0040	-0.0161	-0.0025	0.0129	0.0021	-0.0018	-0.0011	-0.0021
Points		10	8	7	2	1	3	11	9	5	6	4
New WC Claims /100 Emp	15.0%	-3.1743	9.4236	-1.5310	-1.4736	-13.4052	9.0064	-1.9727	0.9826	-0.5045	-2.5147	3.6459
Points		10	1	7	6	11	2	8	4	5	9	3

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	12.5%	-0.0048	0.0061	0.0148	-0.0048	-0.0016	-0.0035	0.0102	0.0062	-0.0198	0.0244	-0.0031
Points		3	7	10	2	6	4	9	8	1	11	5
Miles Between Total Road Calls	5.0%	-24	-58	-107	-329	-164	-136	-205	-110	-152	-25	-65
Points		1	3	5	11	9	7	10	6	8	2	4
Accident Rate	12.5%	-0.5493	-0.6402	0.2383	0.6015	-1.7554	-0.5674	-0.4698	0.1212	-0.2221	-0.0436	-0.6011
Points		7	10	2	1	11	8	6	3	5	4	9
Complaints/100K Boardings	7.5%	0.0046	0.2956	0.0249	-0.2407	0.5983	0.0145	-0.1096	0.1321	0.5034	-0.1037	0.4311
Points		8	4	6	11	1	7	10	5	2	9	3
New WC Claims /Emp	12.5%	-0.0935	-0.9160	3.4842	0.4319	-1.2896	0.6399	0.1424	-12.9199	1.6293	-1.4406	6.8105
Points		7	8	2	5	9	4	6	11	3	10	1
Totals		**8.03**	**6.78**	**5.95**	**3.73**	**6.28**	**4.73**	**6.68**	**6.43**	**3.93**	**8.35**	**5.15**

Maintenance and Transportation Division Ranking (Sorted)

FINAL RANKING	DIV.	DIV. 15	DIV. 1	DIV. 2	DIV. 8	DIV. 9	DIV. 6	DIV. 3	DIV. 18	DIV. 7	DIV. 10	DIV. 5
	Score	8.35	8.03	6.78	6.68	6.43	6.28	5.95	5.15	4.73	3.93	3.73
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



FINANCIAL PLAN

Los Angeles County Metropolitan Transportation Authority

Financial Status Highlights
June 30, 2008

FTA Quarterly Review
August 27, 2008

Metro

4rd Quarter Highlights

- Sales taxes slightly under budget
  - Based on YTD March 2008 actual receipts
  - Consumer Confidence index dropped to 52%
- Fare revenues 2% ahead of budget
  - Bus ridership, 2% below budget
    - Orange Line, 13% above budget
  - Rail ridership, 4% above budget
- Operating costs continued below budget
- Restructuring of FFGA bonds approved

Metro

FY09 Look Ahead

- State Budget
  - May Revise
    - Governor deleted spillover for transit
    - $138 million additional STA assumed in Metro budget at risk
  - Legislature
    - Proposals to restore funding?
    - Eliminate Prop 42 funding?
      - Additional $60 million of STA at risk
    - Temporary 1% sales tax?
- Congestion Pricing MOU with USDOT Executed
  - $210 million for bus projects
- New 0.5% sales tax

Construction Safety
May – July 2008

- Metro Gold Line Eastside Extension Construction has been underway for more than 50 months or 1, 492 days
- 3,362,907 work hours to date with Zero Days Away from work due to injury
- Injury statistical rate for Days Away from work is Zero
- The recordable rate is (2.3); well below the Published incident rate of (5.3).
- Thirty-nine recordable injuries have been reported Project to Date. Twenty-eight (29) involved medical treatment and restrictive duty. Ten (10) required medical treatment only.

Construction Security
May - July 2008

•Conducted 'unannounced' security check of MGLEE construction site via daylight 'trespasser' exercise. Individual not familiar to site entered at West Portal and walked to East Portal. Results discussed with contractor.

•Conducted 'announced' (Contractor given general timeframe) security check of MGLEE construction site via daylight 'trespasser' exercise. Individual not familiar to site entered at West Portal and walked to East Portal. Results discussed with contractor.

•Conducted off day third shift (0300 – 0500 Sunday morning) review of Construction site access points. Results discussed with contractor.

•Metro staff continue to meet to discuss various security issues involved in transition from construction to revenue operations.

SSMP - Next Steps

- Meet with PMOC.
- Identify timeframe for SSMP update.
- Make changes per recommendations.
- Continue safety and security audits.

2550 RAIL VEHICLE
PROGRAM


P2550 Light Rail Vehicle Program
Metro
FTA QUARTERLY REVIEW MEETING
AUGUST 27, 2008

P2550 Light Rail Vehicle
- Overview -

- P2550 program consists of acquisition of 50 Base vehicles plus Options for two - 50 vehicle orders from AnsaldoBreda
- 24 Vehicles are in Pittsburg, CA in Final Assembly
- 3 Vehicles (6 car shells) are in transition from Italy to Pittsburg
- 7 Vehicles are at Metro Gold Line in Post Arrival Testing
- 5 Vehicles have been accepted by MTA
- Total number of vehicles in US is 39 out of 50 vehicles on order

Project Progress

- Vehicles 704, 706, 708, 710 & 711 have been Conditionally Accepted for Gold Line operation
- 2 Prototype Vehicles (701 & 702) have been returned to Pittsburg for retrofit to final configuration
- Cars # 712 and 715 are next in line for acceptance in August 2008
- Propulsion equipment failures have been addressed by AB with a temporary solution but further investigation is ongoing to finalize and implement the final configuration
- Conducted final FAI (First Article Inspection) of the vehicle in Pittsburg

Project Progress (continued)

- Training of Operators and training for use of Portable Test Units (PTU's) have been completed.
- Training of Maintenance Specialists has started on July 30th and will be ongoing through September 23, 2008
- Operation and Maintenance manuals have been submitted and review is ongoing
- Warranty Program has started since the acceptance of the first vehicle in March 2008

-Project progress (continued)

- Project Team plans on monthly visits to the Pittsburgh Assembly Plant to monitor progress, quality, and to mitigate any issues as they develop

- To close open engineering items affecting vehicles operation in Los Angeles, a weekly Project Meeting schedule has been established with AB.

EASTSIDE PROJECT

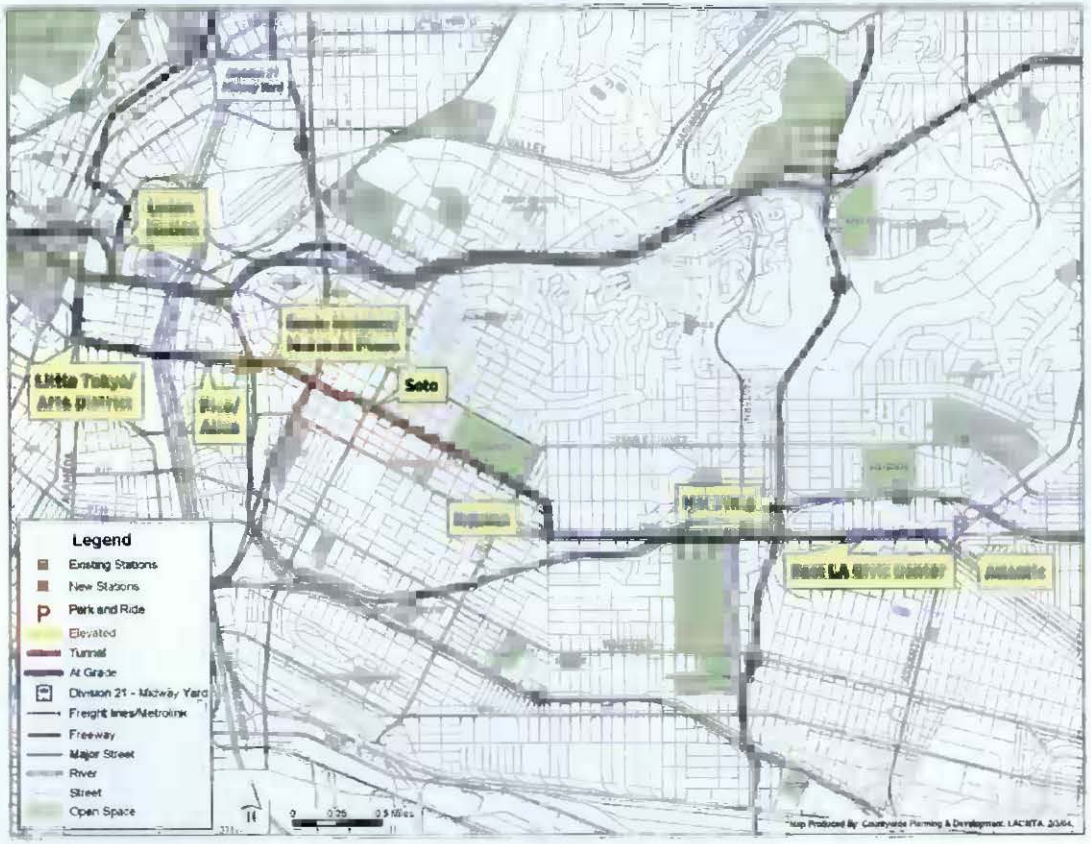
Los Angeles County Metropolitan Transportation Authority

Metro Gold Line Eastside Extension
FTA Quarterly Presentation

August 27, 2008

Metro

Metro Gold Line Eastside Extension
Project Description



- 6 Mile Alignment
- 1.7 Miles of Tunnel
- 8 Stations (6 At-Grade and 2 Underground)
- Park & Ride Facility at Pomona/Atlantic
- Direct Connection to the Pasadena Metro Gold Line at Union Station
- $898.8 million
- Opens in 2009

Metro Gold Line Eastside Extension
Cost and Schedule Status

PROJECT COST:

Current Forecast	$898.8 Million
FFGA Budget	$898.8 Million

PROJECT COMPLETION:

(Revenue Operations Date)

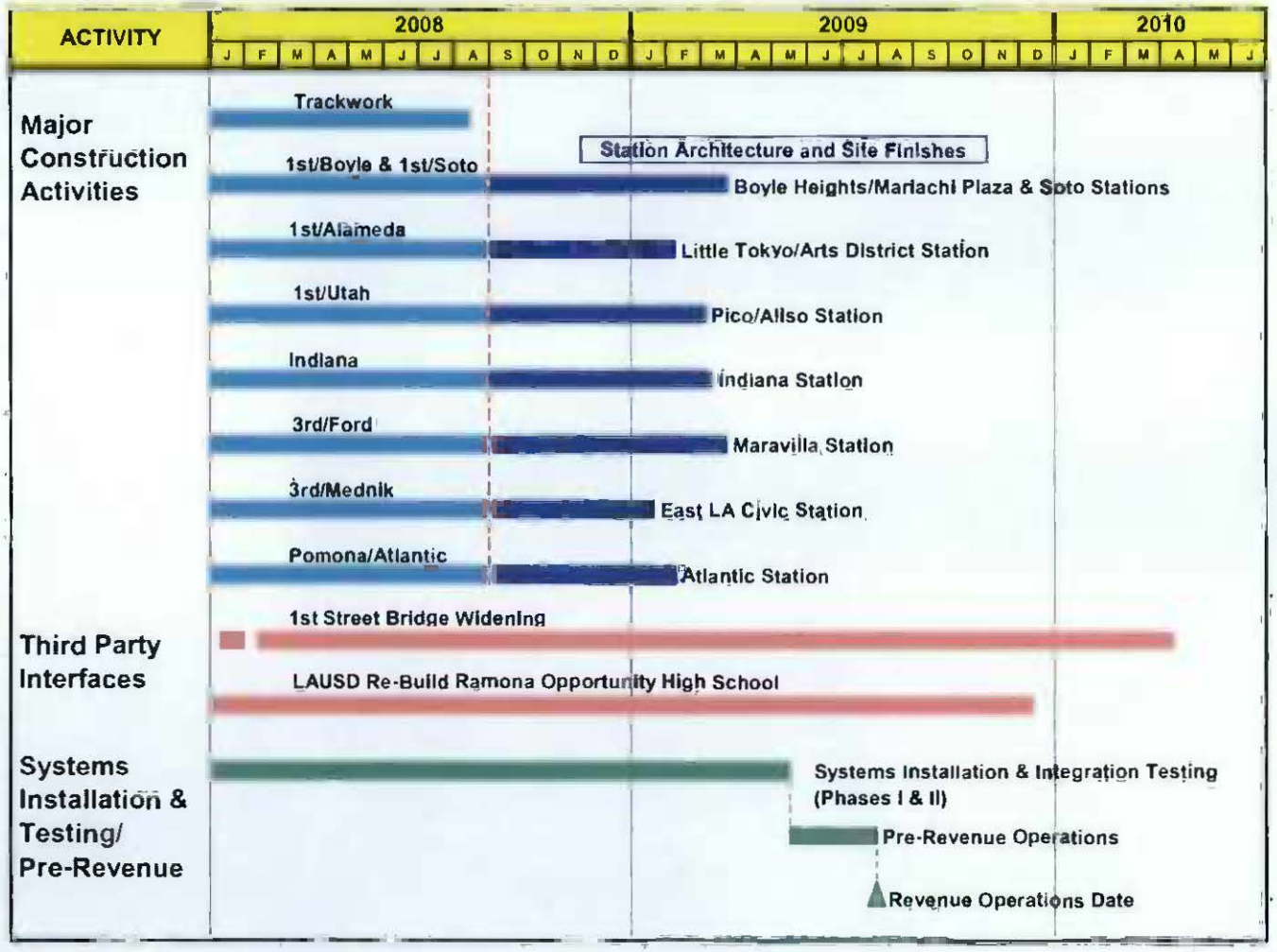
Current Forecast	July 2009
FFGA	December 2009

FFGA – Full Funding Grant Agreement

Metro Gold Line Eastside Extension
Cost/Budget Status

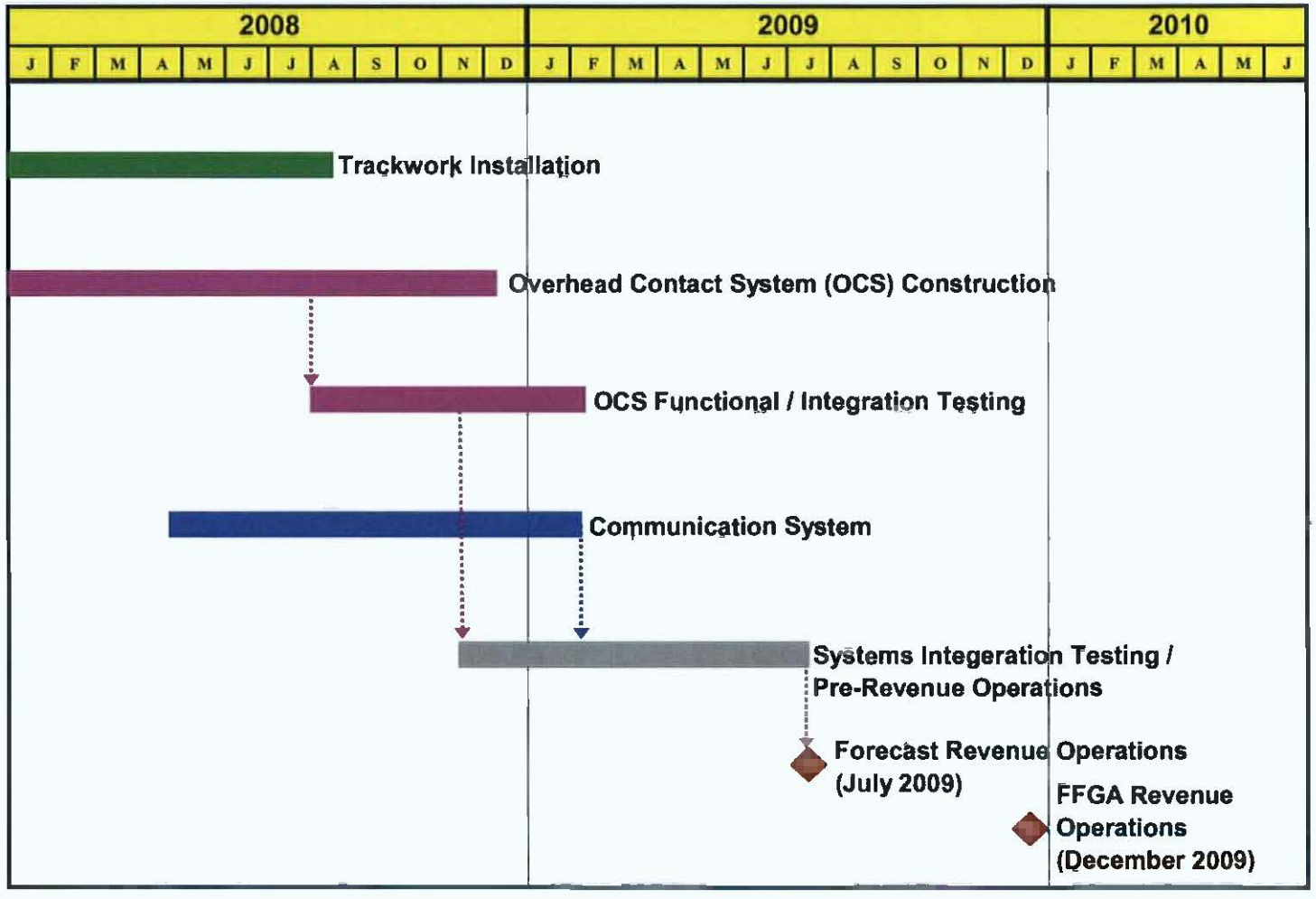
Description	Mar-08 Current Budget	Jun-08 Current Budget	Variance
CONSTRUCTION	651,961	650,702	(1,259)
SPECIAL CONDITIONS	43,948	57,032	13,084
RIGHT-OF-WAY	42,299	37,681	(4,617)
PROFESSIONAL SERVICES	135,841	135,860	18
PROJECT CONTINGENCY	14,599	7,401	(7,198)
PROJECT REVENUE	(4,633)	(4,662)	(28)
SUBTOTAL	**884,014**	**884,014**	**-**
PROJECT FINANCE COST	14,800	14,800	-
TOTAL	**898,814**	**898,814**	**-**

Metro Gold Line Eastside Extension
Overview of Major Construction Activities



Metro Gold Line

Metro Gold Line Eastside Extension
Schedule Status (Critical Path)



Metro

Gold Line

Construction Contracts Update

Metro

Metro Gold Line Eastside Extension
Construction Update
August 2008

- The Project is on-time and within budget.
- Construction is nearing 86% complete.
- Over **3.3 million** work hours since the start of construction in July 2004, without an accident requiring a single day-away from work.
- Construction of the two underground stations is 73% complete and construction of the six at-grade stations is 58% complete.
- Track installation is nearing completion.
- All four phases of the street decking removal and street restoration at the two underground stations and two tunnel portals have been completed.
- Street resurfacing has begun from east-to-west along 3rd Street starting from Pomona Avenue and Atlantic Boulevard.

Metro Gold Line Eastside Extension
Track Guideway Construction
Union Station

View of guideway looking north from the 101 Freeway Light Rail Transit bridge at the baggage handling road towards Union Station.

View of track ballast on the guideway looking south from Union Station towards the 101 Freeway Light Rail Transit bridge.

Metro Gold Line Eastside Extension
1st Street Bridge

Direct current electrical cable is being fed to the LRT guideway from the traction power substation below.

View of the City of Los Angeles Bridge Widening Project, where the bridge will be widened by 26 feet to the north.

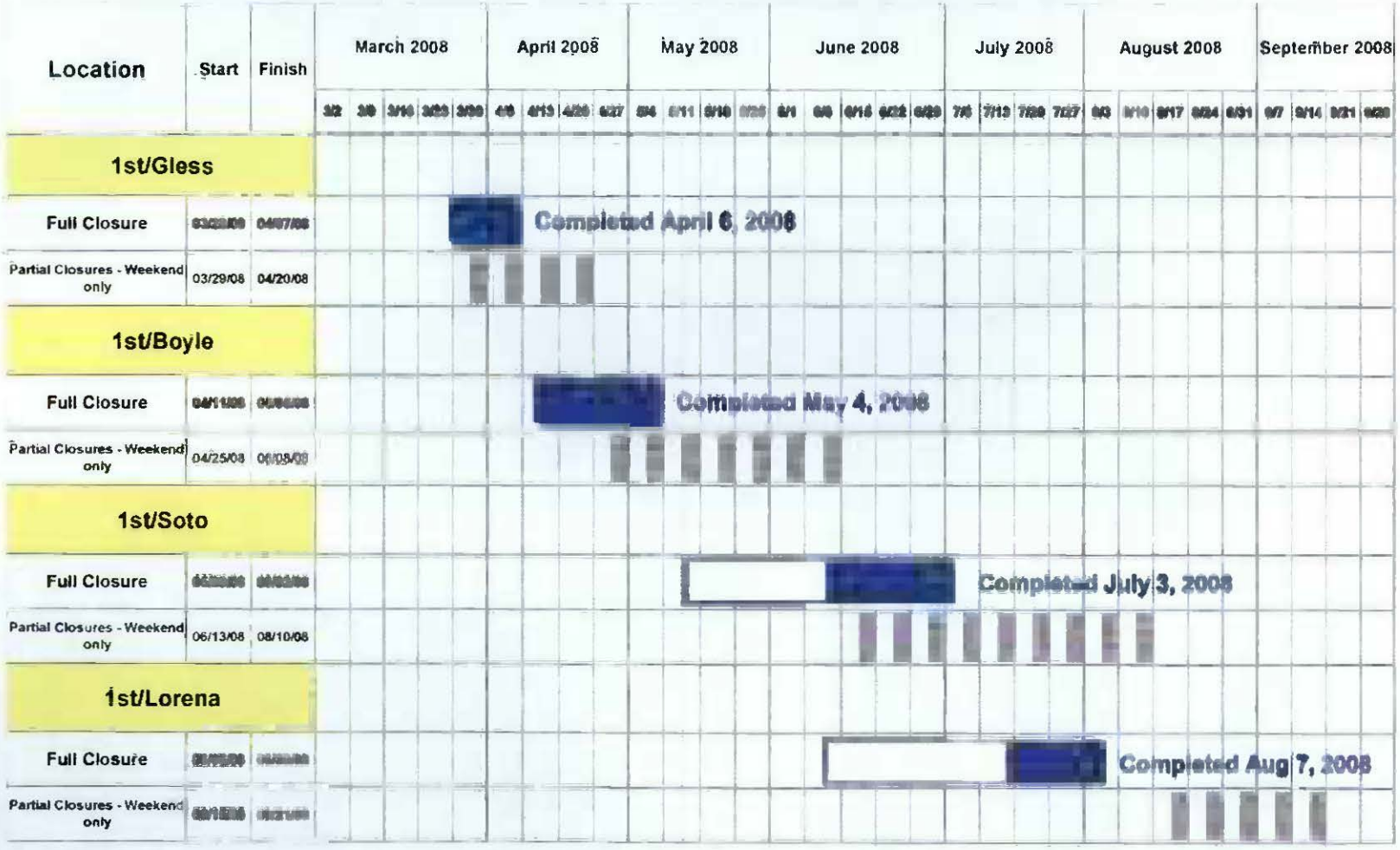
Metro Gold Line Eastside Extension
Underground Construction
1st/Boyle and 1st/Soto Stations

Construction is well underway at the Boyle Heights/Mariachi Plaza Station entrance roof structure and entrance stairs and the Soto Station entrance structure and mezzanine.

Metro Gold Line Eastside Extension
Deck Removal & Street Restoration
Phase 4 – East Portal (1st/Lorena to 1st/Fresno)

Phase 4 – East Portal street restoration was completed on-time on August 7, 2008.

Metro Gold Line Eastside Extension
Street Closures Schedule
For Temporary Street Decking Removal



Metro

Gold Line

Metro Gold Line Eastside Extension
Tracks and Overhead Contact System Installation

Installation of the tracks and stringing of the catenary wires for the overhead contact system along 3rd Street is nearing completion.

Metro Gold Line Eastside Extension
At-Grade Station Architectural Finishes Installation

Installation of the architectural finishes on the station passenger platforms.

Metro Gold Line Eastside Extension
At-Grade Guideway Construction
3rd Street Resurfacing

Night-time work begins with "grinding" the existing street surface.

The work continues with an asphalt "overlay" for the final pavement surface.

Final street resurfacing has begun along 3rd Street utilizing the "grind and overlay" method. The pavement overlay and a final cap will complete the street restoration.

Metro Gold Line

Metro Gold Line Eastside Extension
Pomona/Atlantic Station Parking

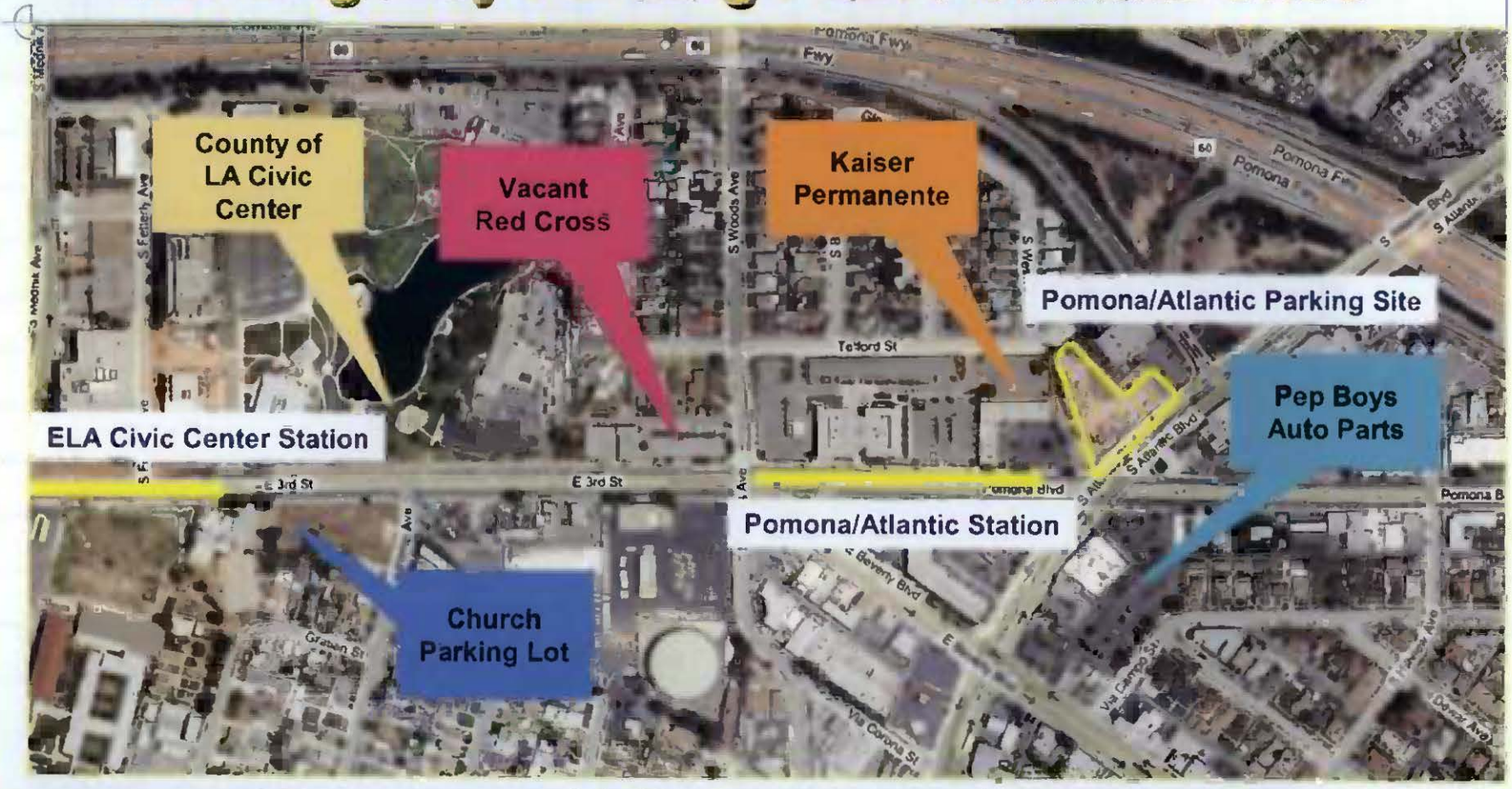
- A design-build solicitation package was advertised on July 15, 2008. Bids are due on September 13, 2008.
- Metro Board approval for additional funding will be requested after the receipt of bids and acceptance of the lowest bidder.
- Construction NTP is scheduled for November 2008.
- The parking structure will not be completed until after the forecast July 2009 Revenue Operations Date (ROD) for the Metro Gold Line Eastside Extension Project. Based on our current schedule the parking structure will open up five months after the July 2009 ROD. A contingency plan for interim temporary parking is being established.

Metro Gold Line Eastside Extension
Pomona/Atlantic Site

Metro

Gold Line

Metro Gold Line Eastside Extension
Pomona/Atlantic
Contingency Parking Plan Potential Sites



Metro Gold Line

Metro Gold Line Eastside Extension
Quality Assurance Status

- Quality Management reviews the Design Builder's Monthly Asphalt, Concrete Compressive Strength and Soils Compaction test report summaries - areas of concern are coordinated to resolution with the onsite lab representative.
- The results of field surveillance activities are documented in Weekly Surveillance Reports, including color digital photographs identifying sites of surveillance and issues of concern.
- Mainline ductbank damage caused by follow-on concrete forming work has been addressed by the design-builder in a nonconformance report submitted to Metro. The NCR disposition has been concurred by Metro Engineering and the issue is closed subject to field surveillance of cable installation by Metro.
- Quality management is reviewing the as-built deliverables and closeout process.

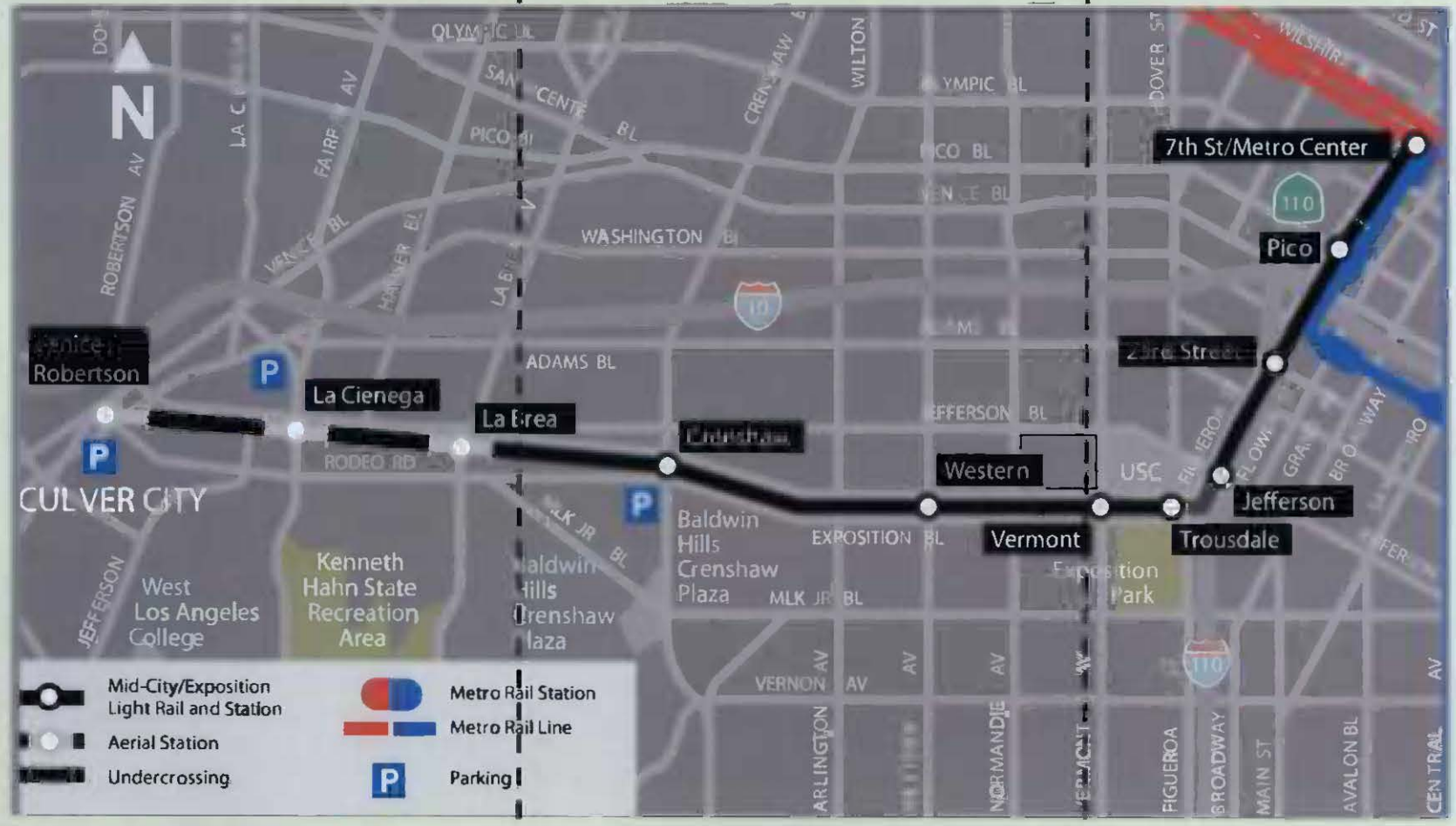
EXPOSITION PROJECT

Exposition Metro Line Construction Authority

Expo Line Transit Project

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – August 27, 2008



Design

- Baseline Design is approximately 90% complete
- Venice Robertson design is approximately 35% complete

Construction

- Construction approximately 14% complete

Construction Packages

- Negotiated 11 of the 19 construction packages

Third Party Agreements

- Executed 5 of the 8 third party agreements

CPUC Grade Crossing Applications

- Mediation Workshop was held on July 21st
- UCA, NFSR and LAUSD have submitted testimony
- Evidentiary Hearings will begin on August 11th at 10:00 am at the PUC Offices, 320 W. 4th Street, Suite 500
- October 7th: ALJ Proposed Decision
- November 6th: Possible CPUC Commission Decision

Project Budget Summary

- **Construction Budget**
  - 11 of 19 construction packages have been negotiated in an amount totaling $240 million
  - Currently under running the revised construction budget
- **Project Budget**
  - All tasks are within the revised budget
  - Remaining significant risks to the budget include:
    - Contracts yet to be negotiated (including trackwork installation, Storage and Inspection Facility)
    - Any significant contractor claims
    - Any significant owner caused project delays
    - Changes to Farmdale crossing and Harvard Pedestrian Tunnel

Expo Line Transit Project

BASELINE WORK

Package	Description	Budget	Negotiated Amount	Difference From Budget
A-1	Seg A Flower 18th to 23rd	$10,017,577	$10,024,626	$7,049
A-2	Seg A Civil Improvements	$45,367,744	$39,198,637	($6,169,107)
A-3	Seg A Trench	$36,979,778	$36,979,778	$0
A-4	Seg A 61" Waterline	$3,046,052	$3,058,355	$12,303
A-5	Seg A Caltrans Improvements	$11,688,600	$11,517,804	($170,796)
B-1	Seg B Utiltiy Improvements	$11,550,000	$10,681,849	($868,151)
B-2	Seg B Civil Improvements	$54,112,728	$52,182,141	($1,930,587)
C-1	Seg C Utility Improvements	$4,960,437		
C-2 Note 1	Seg C Civil Improvements	$98,787,312	$16,481,847	TBD
C-3	Seg C Parking Structure	$16,275,000		
D-1	Systemwide Signs & Graphics	$1,800,000		
D-2 Note 1	Systemwide Track Procure / Install[1]	$28,216,805	$10,280,095	TBD
D-3	Systemwide Substation Procure	$10,623,932	$9,673,232	($950,700)
D-4	Systemwide OCS Installation	$15,642,643	$13,934,294	($1,708,349)
D-5	Systemwide Sig / Comms Procure	$22,407,350	$22,116,180	($291,170)
D-6	Systemwide Sig / Comms Install	$14,938,233		
E-1 Note 1	Metro Blue Line Tie-in (base contract)[1]	$2,400,000	$901,469	TBD
E-2 Note 1	Mid-Day Layover / Maint Facility[1]	$18,600,000	$2,628,540	TBD
	Subtotal	$407,414,191	$239,658,847	($12,069,508)

ADDITIONAL WORK

C-4	National Boulevard Roadway Bridge	$8,150,000	$4,926,353	($3,223,647)

Note 1: Partially Negotiated (portions of package remain to be negotiated)

Design-Build Contingency Status

Description	Budget Amount	Commitments	Forecast Commitments	Forecast Remaining Budget
Construction Contingency	$20,000,000	$1,458,347	$2,519,393	$15,992,258
DB Change Contingency	$11,918,186	$1,101,422	$3,330,762	$7,486,002
National Blvd Bridge	$9,000,000	$5,776,353	$50,000	$3,173,647
Trousdale Station	$7,000,000	$1,250,000	$5,700,000	$50,000
Trade Tech CPUC Changes	$1,638,000	$0	$1,638,000	$0
Expo/Blue Line Interface	$11,300,000	$1,927,553	$9,372,447	$0
Other CPUC Changes[1]	$3,000,000	$10,200	$220,000	$2,769,800
Non-Metro Funded Enhancements	$138,600	$119,100	$0	$19,500
Venice/Robertson Aerial Station	$54,000,000	$3,991,182	$40,000,000	$10,008,818
Total	**$117,994,786**	**$15,634,157**	**$62,830,602**	**$39,500,025**

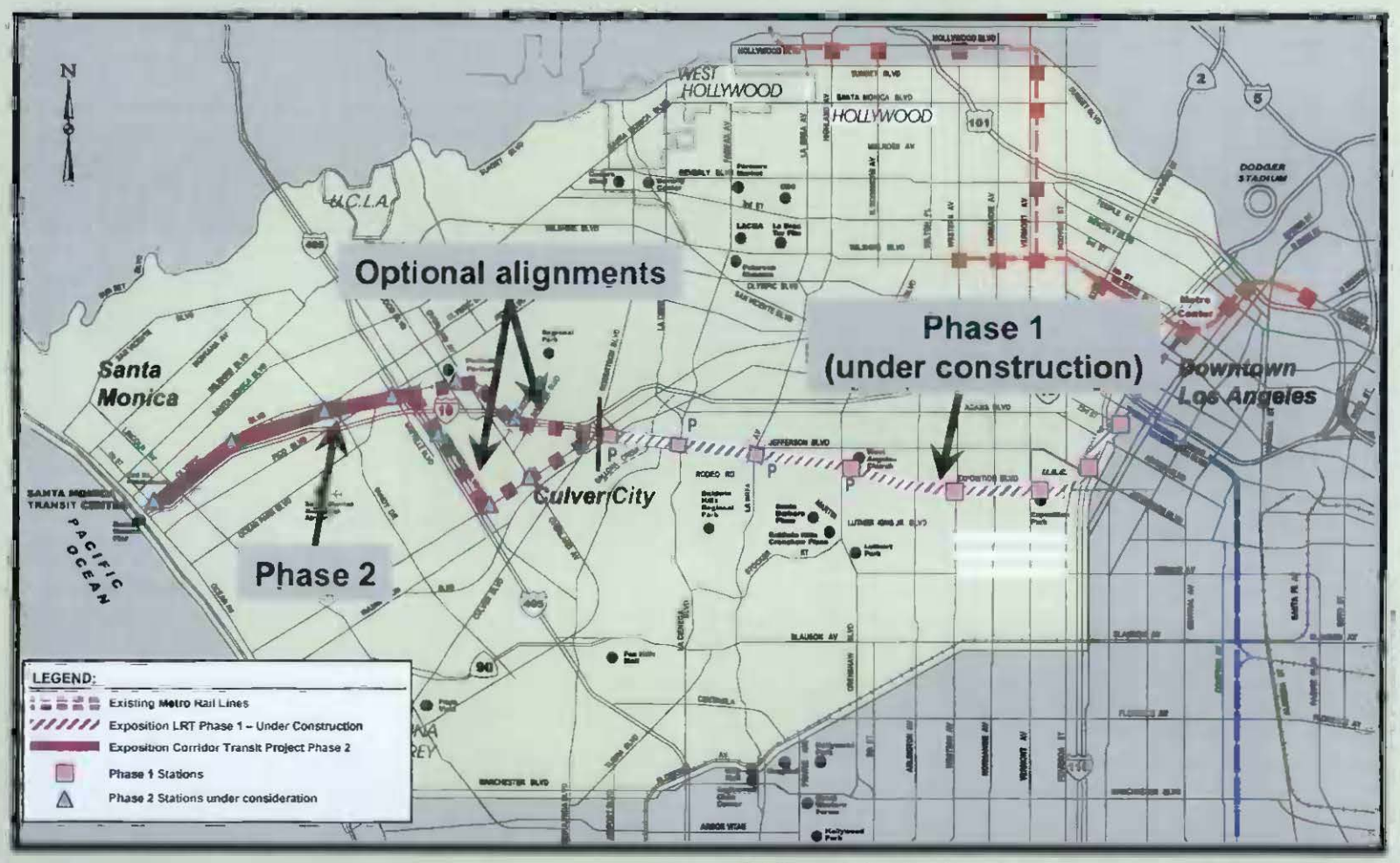
Note 1: Amount does not include a grade separation design alternative at Farmdale

Note 2: CO's = Change Orders, PCO's = Potential Change Orders

Project Issue Summary

- **Storage and Inspection Facility**
  - Metro has identified a preferred site on Metro owned right-of-way at Washington/Long Beach Boulevards
  - Environmental and preliminary engineering is currently underway
  - LADOT approval of train movements across Washington Blvd. required for the site to be viable
- **Additional Environmental Studies**
  - Environmental study for Categorical Exemption of the S&I Facility has begun
  - Environmental study for Farmdale Crossing Alternatives is nearing completion

Exposition LRT, Santa Monica Extension



△ Phase 2 Station locations currently under consideration

August 27, 2008

AA/EIS/Conceptual Engineering

- Continued preparation of draft chapters for DEIS/DEIR
- Met with Metro to continue discussion of Phase 2 fleet size, headways and maintenance facility layout
- Worked with Metro on ridership model corrections and recalibration
- Continued conceptual engineering
  - Plan/profile
  - Stations/parking
  - Bikeway
  - Street construction
  - Maintenance facility

Expo Line Transit Project

Phase 2 Project Status

Phase 2 Milestones				
Activity	Scheduled Completion Date	Forecast Completion Date	Status	Comments
Scoping Meetings & Report	Mar-07	May-07	Complete	
Screening of Alternatives	May-07	Oct-07	Complete	Delay in receiving ridership model from Metro
Administrative Draft to FTA	Oct-07	August-08		Delay due to need to recalibrate model received from Metro
Start Public Hearings on Draft DEIS/DEIR	Feb-08	Fall-08		FTA must sign off on Draft DEIS before document can be circulated
Board Adoption of LPA	May-08	Winter-08		May be reforecast based on Model delivery date
Request to enter Preliminary Engineering (PE)	May-08	Winter-08		May be reforecast based on Model delivery date

Risks to Current Schedule:

- Ridership Model
- Maintenance Facility for Phase 2

Expo

Los Angeles County
Metropolitan Transportation Authority

Metro Planning Report

- *FTP Site*
- *Mode Choice Model Update*
- *Wilshire Blvd. Bus Lane*
- *System Gap Closure Project*

New Starts AA Transit Corridors

- *Crenshaw Corridor*
- *Westside Extension*
- *Regional Connector*
- *Eastside Transit Corridor Phase 2*
- *Harbor Subdivision*

FTA Quarterly Review Planning Update – August 27, 2008

Metro

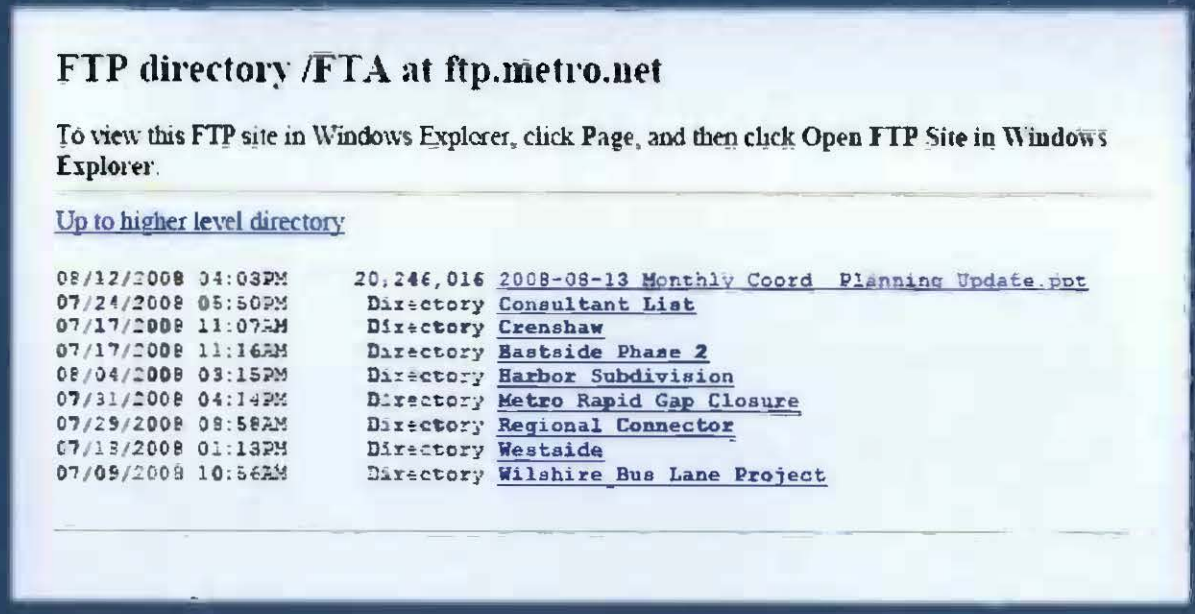
FTA/Metro File Transfer Protocol Website

FTA can review major deliverables and other relevant information on the New Starts AA Transit Corridors, Wilshire Boulevard Bus Lane, and the Metro Rapid System Gap Closure project using the internet.

ftp://ftp.net/FTA/

User Name: FTAUser

Password: @cce5s4fta



FTP directory /FTA at ftp.metro.net

To view this FTP site in Windows Explorer, click Page, and then click Open FTP Site in Windows Explorer.

Up to higher level directory

08/12/2008 04:03PM	20,246,016	2008-08-13 Monthly Coord Planning Update.ppt
07/24/2008 05:50PM	Directory	Consultant List
07/17/2008 11:07AM	Directory	Crenshaw
07/17/2008 11:16AM	Directory	Eastside Phase 2
08/04/2008 03:15PM	Directory	Harbor Subdivision
07/31/2008 04:14PM	Directory	Metro Rapid Gap Closure
07/29/2008 08:58AM	Directory	Regional Connector
07/18/2008 01:13PM	Directory	Westside
07/09/2008 10:56AM	Directory	Wilshire Bus Lane Project

Metro

Mode Choice Model Update

1. Interim version of Corridor Base Model
   - Completed end of April
   - Model validated to daily boarding and alightings by mode and by rail lines
   - FTA approved applying April model to Expo Phase II and all Metro corridor projects for environmental analysis

2. Enhanced version of Corridor Base Model
   - To be developed based on refinements to the interim model
   - Scope of work, schedule and cost estimate are complete
   - Development of consultant contract in progress
   - Model to be validated to match observed trip tables from census and on-board surveys (i.e., FTA's latest stringent requirement)
   - Enhanced model to be used to generate results for New Starts submittals

Metro

Wilshire Boulevard Bus Lane

Environmental Assessment has been initiated:

- Preparation of CEQA/NEPA IS/EA Technical Studies and initiation of community and stakeholder meetings began in June.
- Traffic Impact Analysis Technical Study is expected to commence within 30 days.

Project Management Plan is being drafted

Draft Quarterly Report will be forwarded next week

Continue meeting with Los Angeles DOT, BSS and BOE to:

- Further refine roles and responsibilities,
- Modify Construction Schedule to improve sequencing of tasks, and
- Assist City departments in determining funding needs.

Metro

Wilshire Boulevard Bus Lane

	PROJECT TASK	FY 09 Q1	FY 09 Q2	FY 09 Q3	FY 09 Q4	FY 10 Q1	FY 10 Q2	FY 10 Q3	FY 10 Q4	FY 11 Q1	FY 11 Q2	FY 11 Q3	FY 11 Q4	YOE Budget FY11
TASK 1	Environmental Clearance													
	Prepare Technical Studies													
	Prepare IS/EA & MND/FONSI													400,000
TASK 2	Construction Public Outreach													
	Community outreach/briefings to businesses and homeowners													1,094,000
TASK 3	Traffic Engineering Improvements (Enhanced TPS, bus stop relocation and on-street parking removal) by LADOT													
	Construction													328,000
TASK 4	Asphalt Reconstruction of the Curb Lanes between Western and Fairfax Avenue by LABSS													
	Pre-Design													
	Construction													11,985,000
TASK 5	Convert Curb Lanes into Bus-Only Lanes between Downtown L.A. and City of Beverly Hills by LADOT													
	Pre-Design/Final Design													
	Construction													1,116,000
TASK 6	Juts-Out Removal between Comstock Avenue and Westwood Boulevard by LABOE													
	Pre-Design/Final Design													
	Bid and Award													
	Construction													11,456,000
TASK 7	Widening between Barrington & Federal Avenues by LABOE													
	Pre-Design/Final Design													
	Bid and Award													
	Construction													2,786,000
TASK 8	Widening between Federal and Bonsall Avenues by LACDPW													
	Pre-Design/Final Design													
	Bid and Award													
	Construction													1,989,000
TASK 9	Convert Curb Lanes into Bus-Only Lanes between the Cities of Beverly Hills and Santa Monica by LADOT													
	Pre-Design/Final Design													
	Bid and Award													
	Construction													744,000
														$ 31,910,000

▼ Final approval of IS/EA & MND/FONSI ▼ Submit PCGA request to FTA for review and approval ▼ Execution of PCGA ▽ Receive LONP from FTA

NOTE: All final design work will be completed prior to execution of the PCGA

Metro

Metro Rapid System Gap Closure

Six of the eight Metro Rapid System Gap Closure lines have been implemented:

- West Olympic and Garvey-Chavez opened in December 2007
  - 15% speed improvement for both lines
- Manchester, Central, Atlantic, and San Fernando South opened in June 2008
  - 25%, 28%, 18%, and 15% speed improvement, respectively
- Sepulveda South (CCMBL) and Torrance Long Beach (TT) are scheduled to open in June 2009

Seven of the eight program attributes have either been implemented or are under construction:

- Frequent service, level boarding and alighting, branded buses, simple route alignment, fewer stops, headway-based schedules, bus signal priority

Metro

Metro Rapid System Gap Closure

Bus Signal Priority Construction Status

		TRANSIT PRIORITY SYSTEM					
CORRIDORS	CORRIDOR MILES	CITY OF L.A. MILES	TPS CONSTRUCTION IN CITY OF L.A.	COMPLETE TPS IN CITY OF L.A.	OTHER CITIES MILES	TPS CONSTRUCTION IN OTHER CITIES	COMPLETE TPS IN OTHER CITIES
West Olympic	12.1	10.4	95%	Oct 2008	1.8	0%	Dec 2008
Garvey-Chavez	14.7	4.9	100%	Complete	9.8	0%	Jun 2010
Manchester	13.5	5.6	100%	Complete	7.9	0%	Dec 2009
Atlantic	25.1	-	-	-	25.1	0%	Dec 2010
San Fernando South	13.6	7.2	35%	Dec 2008	6.4	0%	Jun 2010
Central	11.2	11.2	40%	Jun 2010*	-	0%	-
Sepulveda South	12.8	9.4	20%	Dec 2008	3.4	0%	Jun 2010
Torrance-Long Beach	16.8	3.6	20%	Dec 2010	13.2	0%	Jun 2010

* 50% of TPS on Central will be operational in December 2008.

Metro

Metro Rapid System Gap Closure

Station construction is pending approval of contract agreements:

- Los Angeles County Metro Rapid station construction contract is being reviewed by County Council. Issuance of construction RFP is expected this summer.
- City of Los Angeles Metro Rapid station construction contract is pending resolution of the City's street furniture permitting process.

Metro

Metro Rapid System Gap Closure

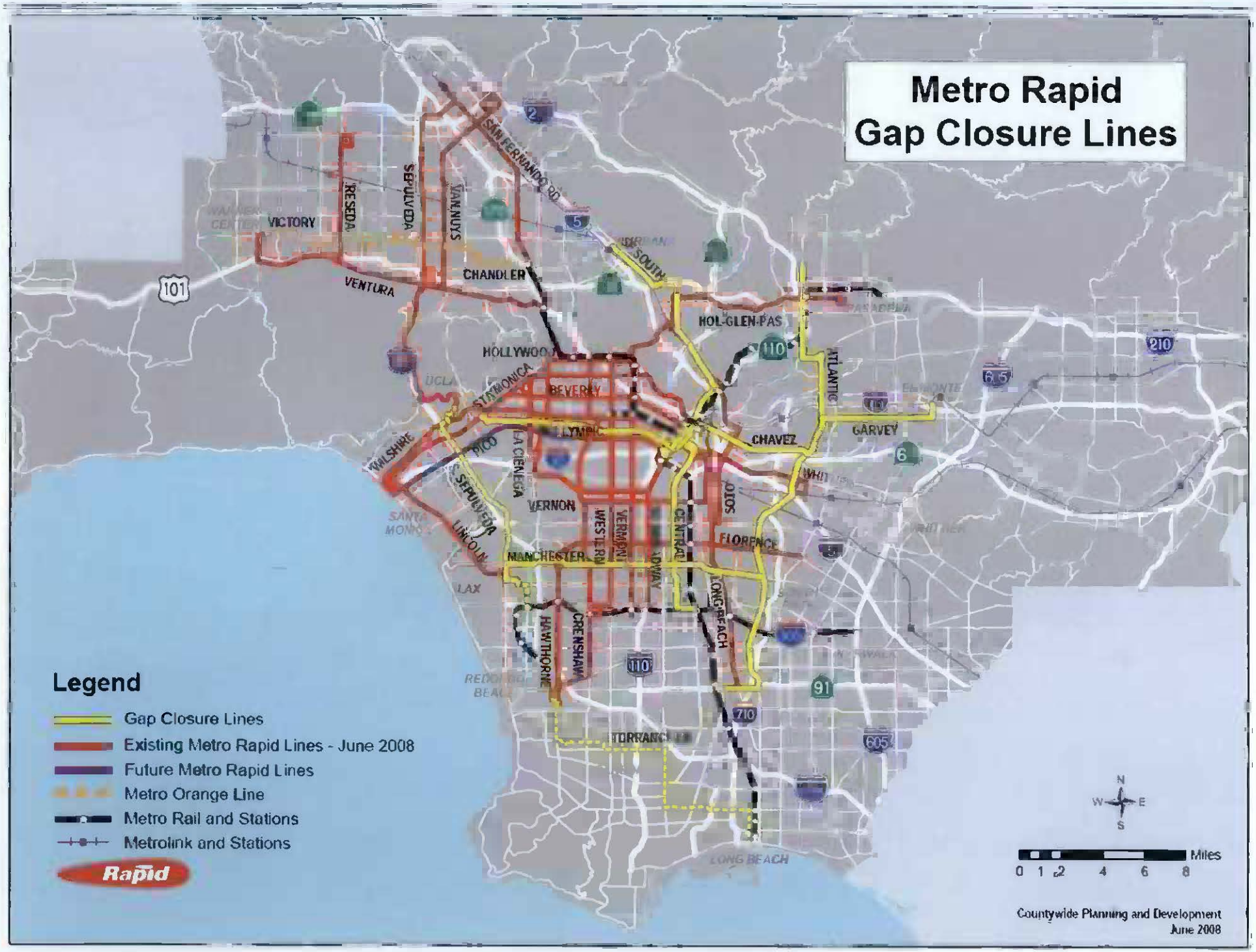
Project Budget Status

Description	Original Budget	Current Budget	Commitments	Expenditures	Current Forecast	Budget Forecast Variance
City of L.A. Transit Priority System 3[1]	569,168	1,000,000	1,000,000	1,000,000	1,000,000	430,832
City of L.A. Transit Priority System 4[2]	7,582,946	8,567,000	8,567,000	6,989,500	8,567,000	984,054
Countywide Bus Signal Priority II[3]	7,709,061	8,789,000	8,789,000	-	8,789,000	1,079,939
Culver City Countywide Bus Signal Priority[4]	276,046	485,000	-	-	485,000	208,954
Glendale Transit Priority System[5]	471,442	828,301	-	-	828,301	356,859
Torrance-Long Beach Countywide Bus Signal Priority[6]	1,636,357	2,875,000	-	-	2,875,000	1,238,643
Metro Rapid Stations - 135 Stations[7]	7,417,980	12,015,000	-	-	12,015,000	4,597,020
Subtotal Gap Closure Baseline	**25,663,000**	**34,559,301**	**18,356,000**	**7,989,500**	**34,559,301**	**8,896,301**
Enhancement Activities						
Metro Rapid Stations - 87 Stations[8]	-	7,743,000	-	-	7,743,000	7,743,000
Subtotal Gap Closure Enhancements	**-**	**7,743,000**	**-**	**-**	**7,743,000**	**7,743,000**
TOTAL	**25,663,000**	**42,302,301**	**18,356,000**	**7,989,500**	**42,302,301**	**16,639,301**

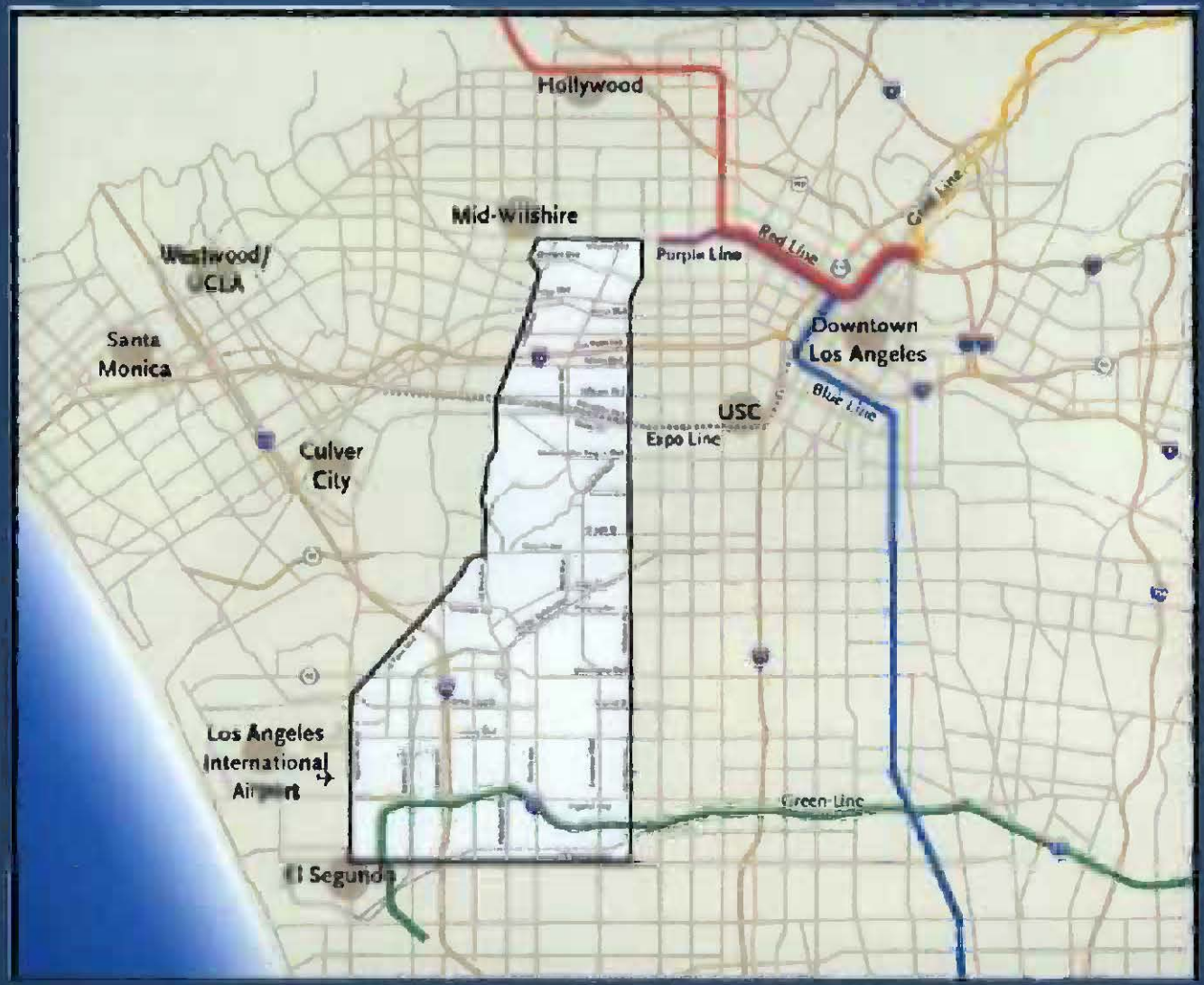
Notes:

1. Fully executed MOU. Current Budget accounts for higher than anticipated Central Metro Rapid design costs.
2. Fully executed MOU. Current Budget accounts for higher than anticipated construction material and labor costs.
3. Current Budget is Board-approved. Design consultant has been selected.
4. Construction contract is being drafted with the City of Culver City.
5. Construction contract is being drafted with the City of Glendale.
6. Fully executed MOU is expected in three months.
7. Current Budget accounts for higher than anticipated construction cost estimates ($54,948 to $89,000/station). Issuance of Los Angeles County station construction RFP is expected this fall. City of Los Angeles station construction contract is pending resolution of the City's street furniture permitting process.
8. Original Budget (135 stations) funded station construction in the cities of Los Angeles, Beverly Hills, Inglewood, Burbank, Glendale, Southgate, and Culver City. Current Budget funds construction of 87 additional stations in the remaining 19 cities, for a total of 222 stations

Metro


Metro Rapid
Gap Closure Lines
Legend
Gap Closure Lines
Existing Metro Rapid Lines - June 2008
Future Metro Rapid Lines
Metro Orange Line
Metro Rail and Stations
Metrolink and Stations
Rapid
VICTORY
RESEDA
SEPULVEDA
VAN NUYS
SAN FERNANDO RD
VENTURA
CHANDLER
SOUTH
HOL-GLEN-PAS
HOLLYWOOD
ATLANTIC
BEVERLY
CHAVEZ
GARVEY
WILSHIRE
PICO
LA CIENEGA
VERMONT
WESTERN
CENTRAL
SOTO
FLORENCE
MANCHESTER
LINCOLN
IOWAY
LONG BEACH
HAWTHORNE
CRENSHAW
LAX
TORRANCE
101
110
91
710
605
210
Miles
0 1 2 4 6 8
Countywide Planning and Development
June 2008

Crenshaw-Prairie Transit Corridor



Metro

BRT Alignment Alternative

- Connections
  - Metro Green Line
  - Future LAX People Mover
  - Expo Line
  - Wilshire Corridor
- Design Options
  - Exclusive Busway in Harbor Subdivision
  - Exclusive lanes along Crenshaw Boulevard
  - Mixed-traffic operation north of Exposition
- Issues
  - Operations in railroad right-of-way
  - Constrained sections of Crenshaw Boulevard
  - Requires additional maintenance facility

Approximately 12 miles

Metro

LRT Alignment Alternatives

- Connections
  - Metro Green Line
  - Future LAX People Mover
  - Expo Line
  - Open to future connection to Wilshire corridor
- Grade Separation Options:
  - Below Grade: Between MLK and Vernon,
  - Elevated:
    - 60th St. to Harbor Subdivision
    - La Brea Ave
- Issues
  - Wilshire/La Brea alternative will be examined in Technical Feasibility Study for potential future investment
  - Requires Maintenance Facility near ROW

Approximately 8.5 miles

Metro

Crenshaw-Prairie Transit Corridor

Accomplishments Since May 2008:

- Completed the following documents and posted to FTP Site:
  - Coordination Plan - Final Scoping Report
  - Purpose and Need - Final Alternatives Screening Report
  - Final Conceptual Alts. Screening Report
- Briefed Elected Offices, Key Stakeholders, and Community Groups
- Continued Agency Coordination (CPUC, BNSF, LADOT, LAWA, El Segundo, Inglewood)
- Met with SHPO regarding NHPA Section 106 requirement.

- Next Quarter Milestones:
- Continue stakeholder briefing and initiate Working Group Meetings (August & September)
- Continue Development of Station Plans & Typical Cross Sections
- Prepare Urban Design Concept Report
- Complete initial ridership estimates
- Develop Air Passenger Mode Choice Model
- Continue environmental analysis & development of Baseline Environmental Reports

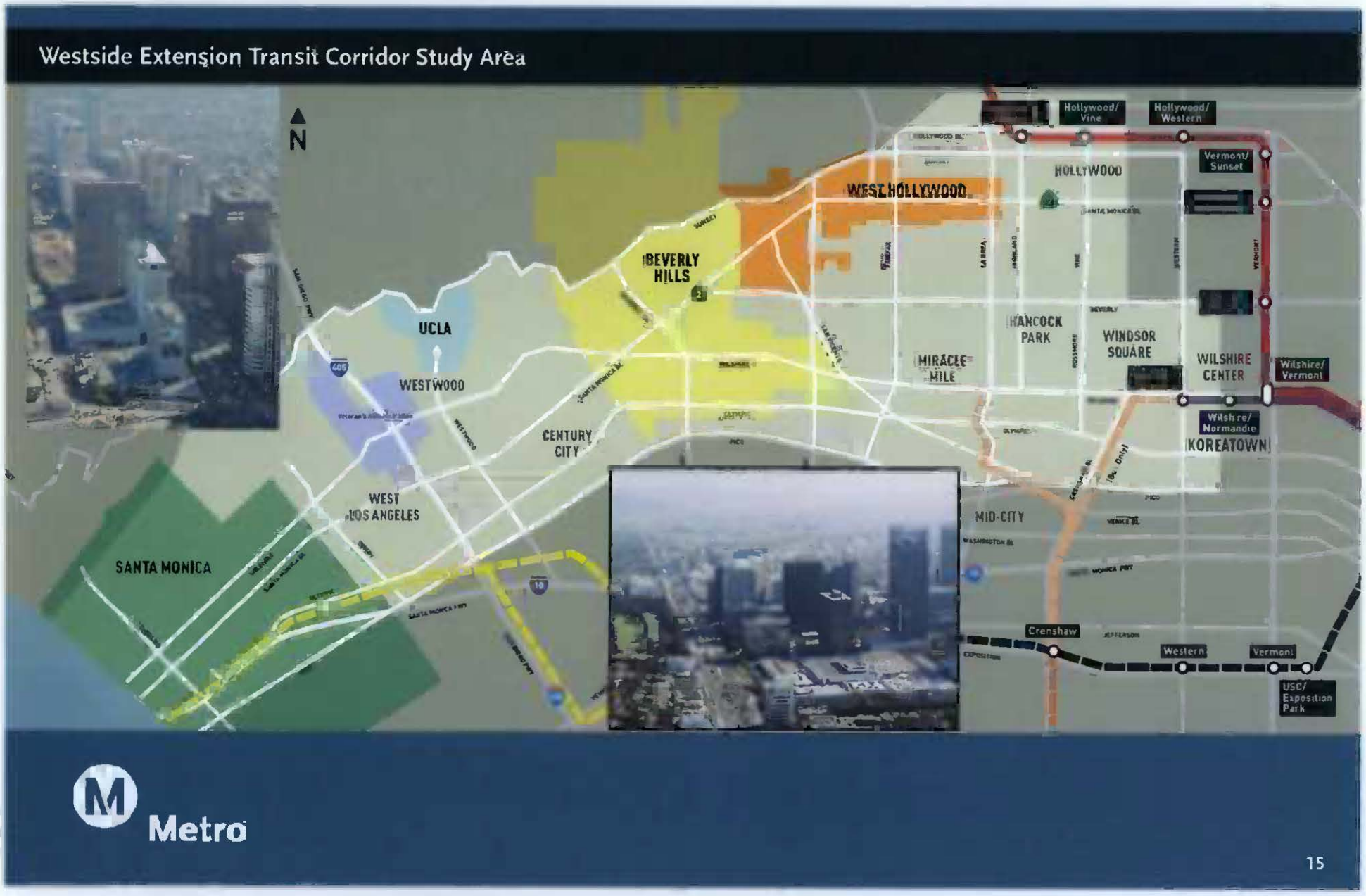
What is needed from FTA:

Any Comments on:

- Final Alternatives Screening Report
- Conceptual Alternatives Screening Report
- Status of FY 08 Grant Application

Metro

Westside Extension Alternatives Analysis Study

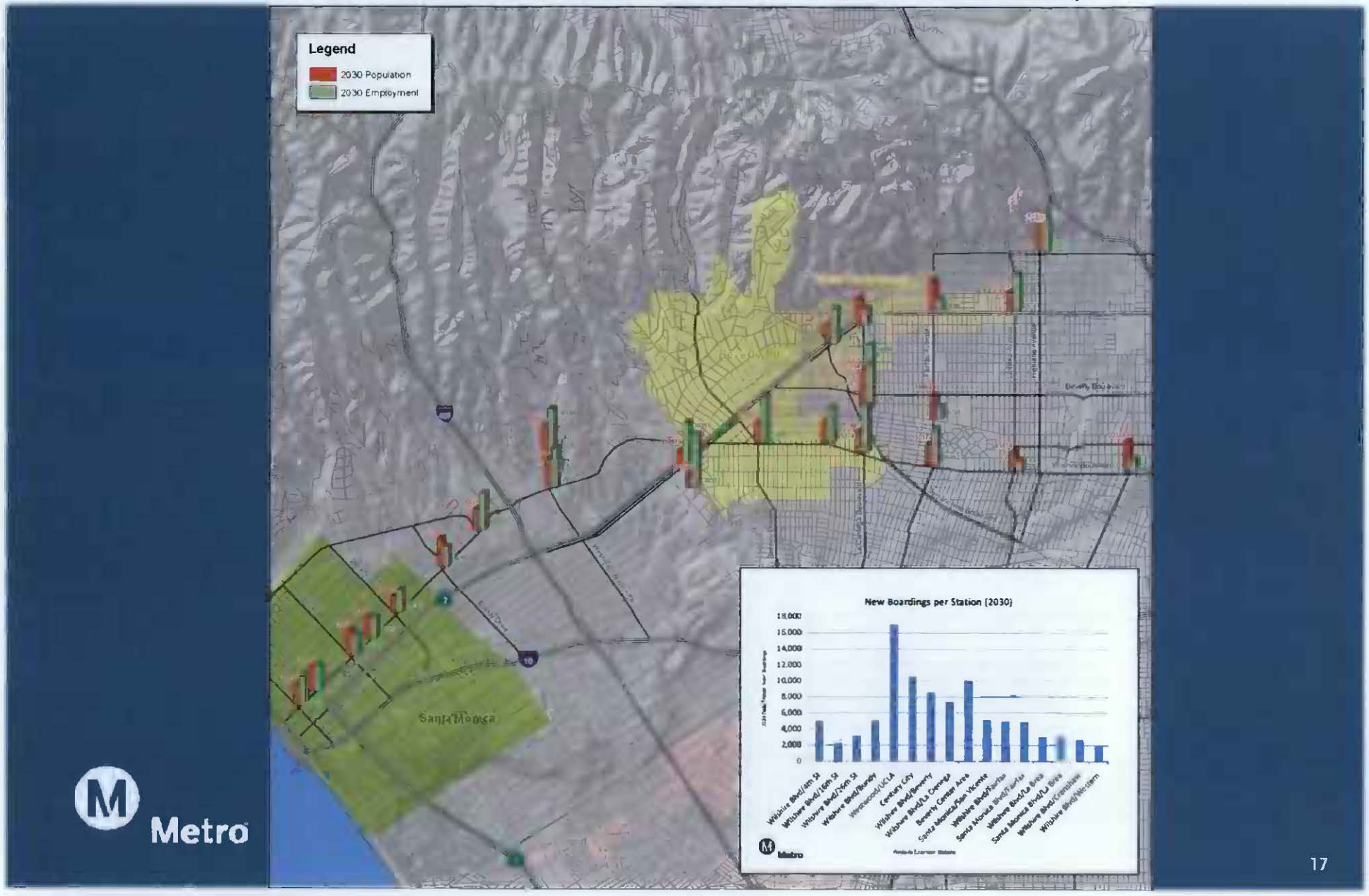


Initial Screening to 7 Alternatives

- Wilshire Subway (2)
- Combined Wilshire/West Hollywood Subway (2)
- BRT(1)
- No Build
- TSM

Metro

Analysis of Ridership Demand in Relation to Population & Job Density



Recommended Wilshire Subway Alternative #1

Recommended Wilshire/West Hollywood Combined Subway Alternative #11

Metro

Westside Extension

Accomplishments Since May 2008:

- Posted the Following Documents to FTP Site.
  1. Early Scoping Report
  2. Mobility Problem Definition Report/Purpose & Need Statement
  3. Preliminary Definition of Alternatives Report
  4. Initial Alternatives Screening Report
- Urban Design/Station Planning Workshop held on July 15th with Westside cities

Next Quarter Milestones:

- Fourth Round Public Meetings to Confirm Alt's Screening: Sept. 4th , 6th , 8th , 9th and 10th
- Prepare Urban Design/Station Planning Concept Report
- Complete Initial Ridership Estimates
- Complete Conceptual Engineering for Screened Alternatives (#1, #11, #14, #16, #17)
- Completion of AA Study Report
- Develop recommendations for Metro Board action
- Metro Board Approval of AA Study Recommendations and Next Steps

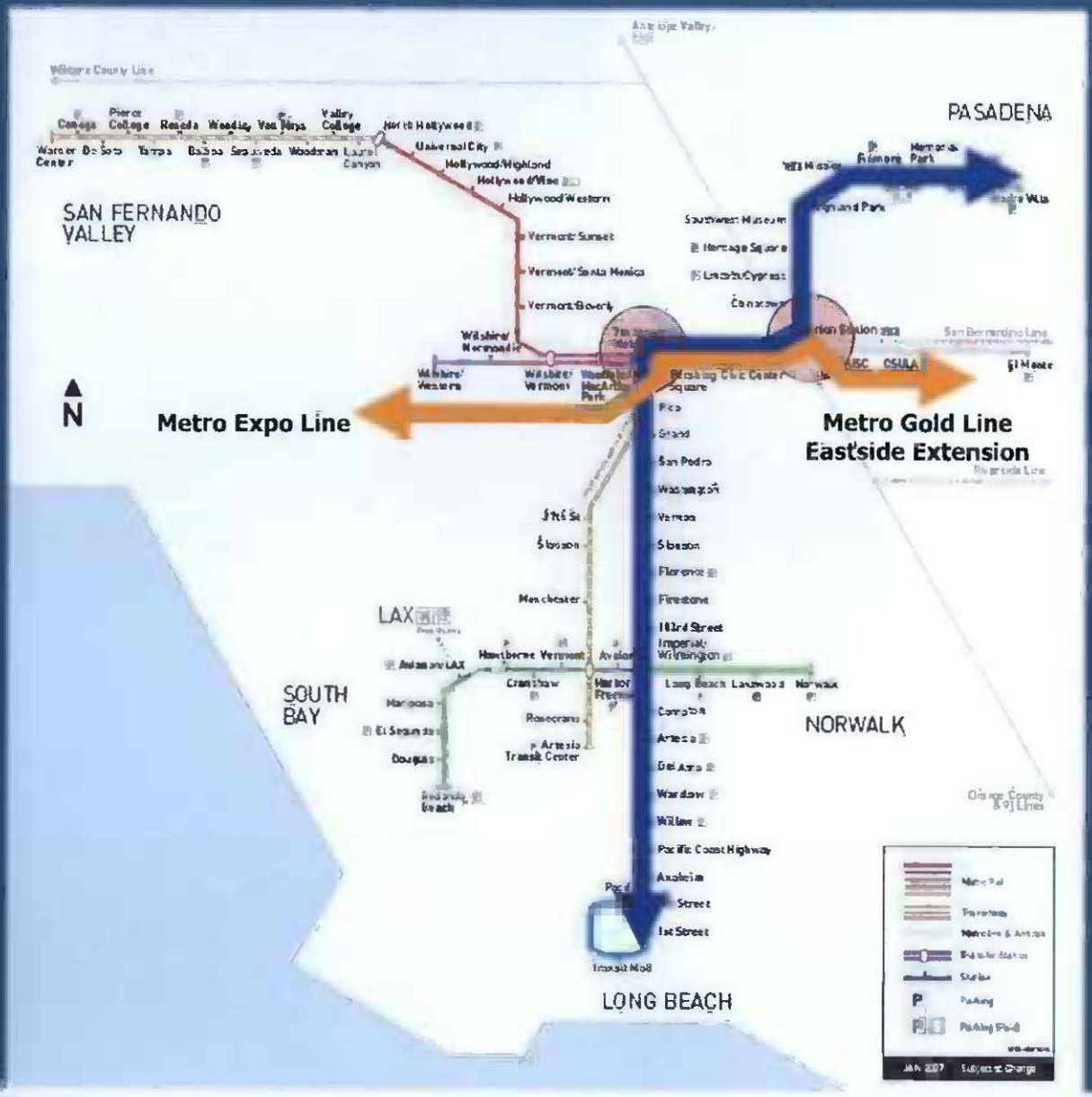
Metro

Regional Connector Transit Corridor

Initial Operating Plan

Pasadena to Long Beach

Culver City to Eastside



Metro

Regional Connector Study Area

Eight Build Alternatives Screened down to Two:

- At-Grade Emphasis LRT
- Underground Emphasis LRT

Metro

At-Grade Emphasis LRT Alternative

Underground Emphasis LRT Alternative

Regional Connector Transit Corridor Study

Accomplishments Since May 2008:

- Posted the Following Documents to FTP Site:
  - Final Purpose and Need Report
  - Final Alternatives Identification Report
  - Final Project Implementation Report
  - Early Scoping Report

Completed the following:

  - Draft Initial Screening Report
  - Draft Urban Design Report
  - Draft Engineering Report
  - Final Operating Plans
  - Draft Bicycle Report
  - Finalized Plan & Profiles and Station Plan
- Second Round Public Meetings to Confirm Alternatives Screening: May 2008
- Briefed Elected Offices

Metro

Regional Connector Transit Corridor Study

Next Quarter Milestones:

- Final Screening Report
- Final Engineering Report
- Final Executive Summary
- Draft Alternatives Analysis (AA) Report
- Final Travel Forecasting
- Completion of AA Study Report and Community Update
- Develop recommendation for Metro Board Action
- Metro Board Approval of AA Study Recommendations and Next Steps

Metro

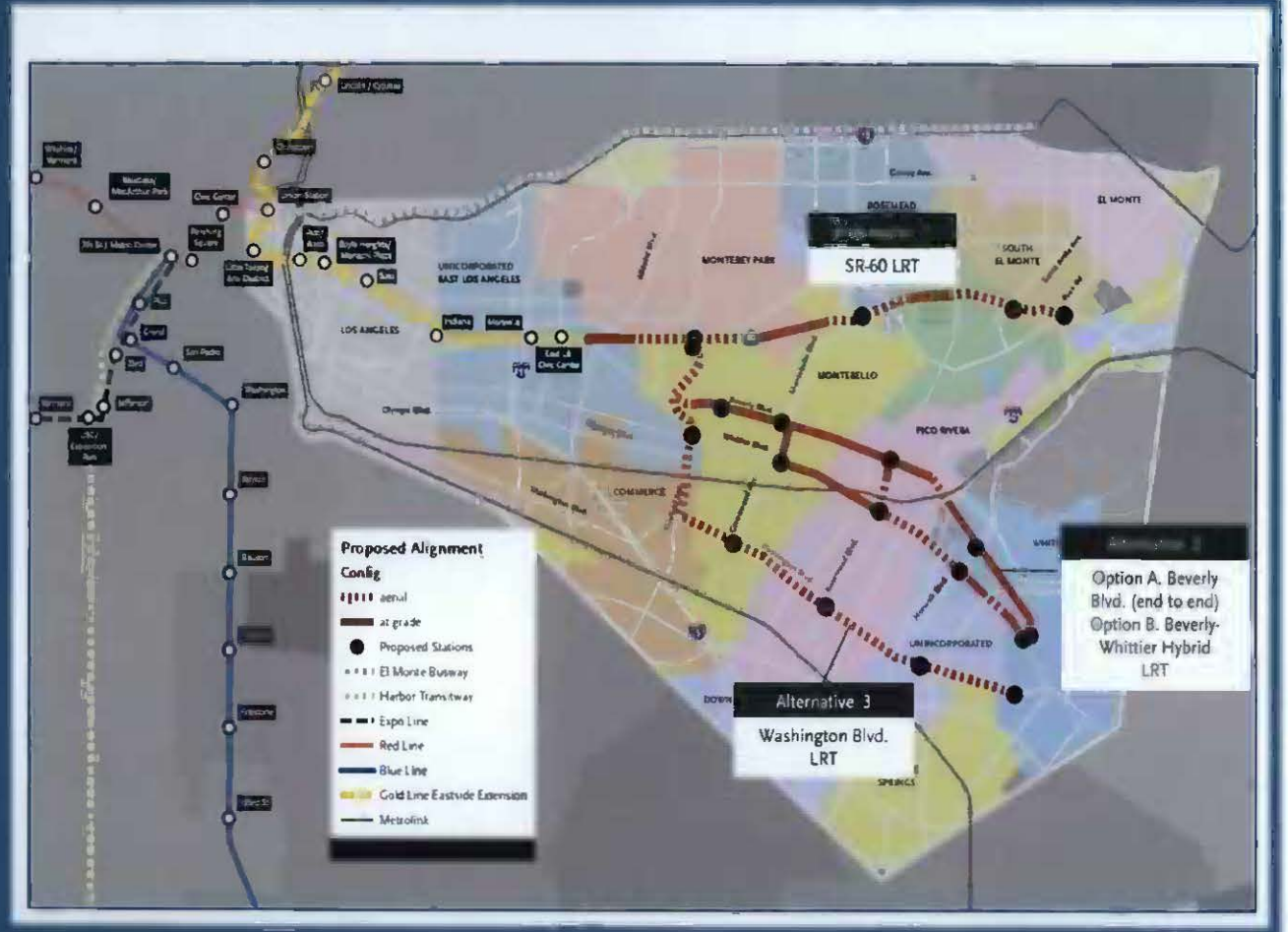
Eastside Transit Corridor Phase 2

Final Recommended Alternatives

3 build alternatives

- SR-60 LRT
- Beverly LRT (end to end) and with Whittier Segments
- Washington LRT

- Screened BRT alternatives (Beverly & Whittier) eliminated due to:
  - Traffic and Parking impacts resulting from significant mixed-flow operations
  - High travel time in mixed-flow operations.



Metro

Eastside Transit Corridor Phase 2

Accomplishments Since May 2008:

- Posted the Following Documents to FTP Site.
  1. Early Scoping Report
  2. Mobility Problem Def. and Purpose & Need Statement
  3. Final Initial Alternatives Methodology Report
  4. Final Initial Alternatives Screening Report
- Stakeholder Meetings
  - One (1) Field Trip – City of Montebello Council delegation
  - Seventeen (17) City Meetings
  - Five (5) Stakeholder Meetings

Metro

Eastside Transit Corridor Phase 2

Next Quarter Milestones:

- Finalize Urban Design Concept Report
- Complete Ridership Estimates
- Complete Conceptual Engineering
- Completion of AA Study Report and Community Update
- Develop recommendations for Metro Board action
- Metro Board Approval of AA Study Recommendations and Next Steps

Metro

Harbor Subdivision

Accomplishments Since May 2008:

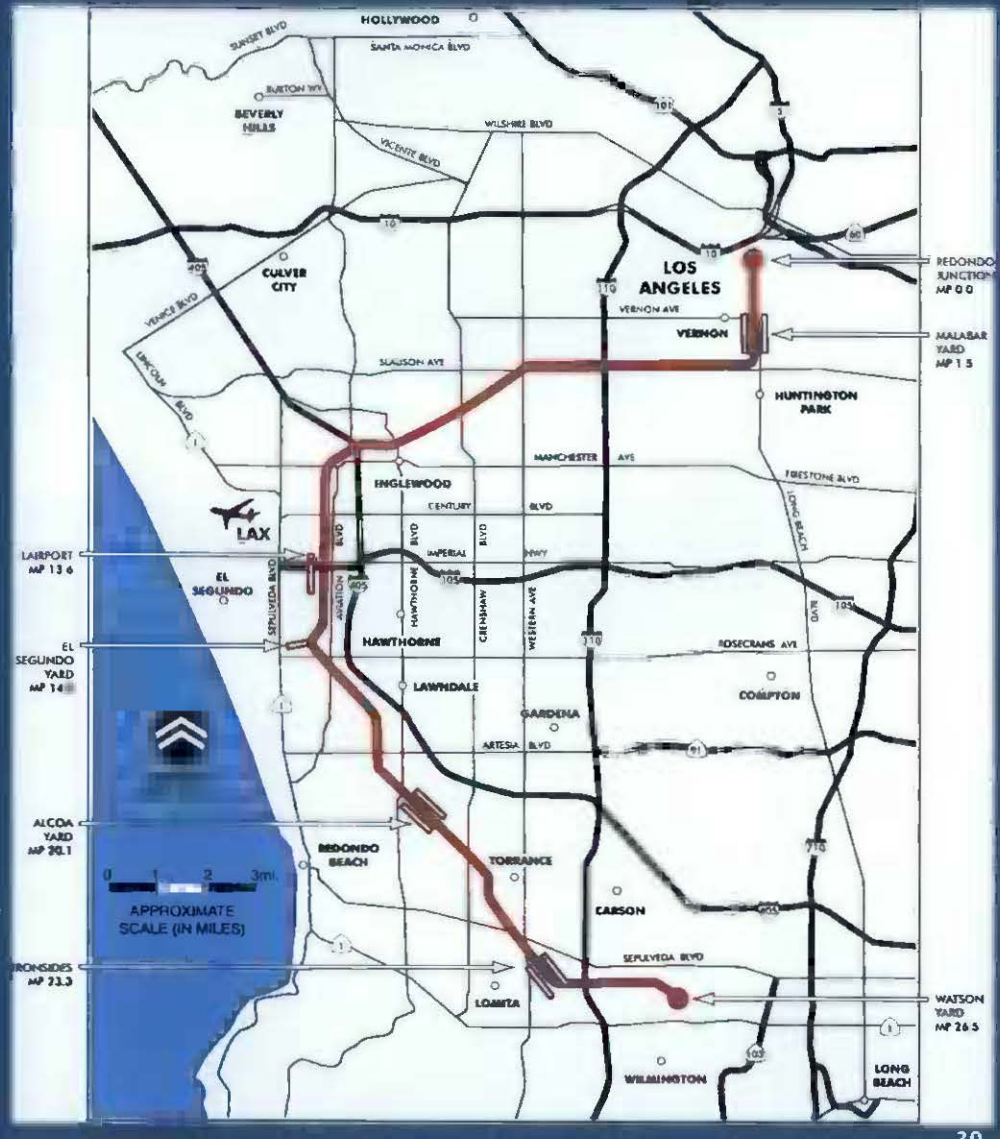
- Completed the following documents:
  - Draft Public Participation Plan
  - Draft Early Scoping Notice
- Submitted Early Scoping Notice for FTA review, approval, and publishing in Federal Register

- Next Quarter Milestones:
- Final Public Participation Plan
- First Technical Advisory Committee (TAC) meeting scheduled for August 20th
- Publish Early Scoping Notice in Federal Register & State OPR.
- Early scoping meetings scheduled for September 23rd, 24th, 25th, and 30th
- Interagency scoping meeting scheduled for September 30th

What is needed from FTA:

- Approve and publish Early Scoping Notice by September 8, 2008

Approximately 26 miles/12 jurisdictions



Metro

Harbor Subdivision Transit Corridor

Schedule:

- Draft Corridor Mobility Problem Definition Report ..... August 2008
- Final Public Participation Plan ..... August 2008
- Initial TAC meeting ..... August 2008
- Draft Study Corridor Definition Report ..... September 2008
- Draft Purpose and Need Statement ..... September 2008
- Draft Preliminary Definition of Alternatives Report ... September 2008
- Proposed Travel Demand Model Methodology ..... September 2008
- Technical Report on Crenshaw Alternatives utilizing Harbor Subdivision ..... September 2008
- Final Early Scoping Notice ..... September 2008
- Final Corridor Mobility Problem Definition Report ... September 2008
- Early scoping Meetings ..... September 2008
- Interagency scoping meeting ..... September 2008

Metro

FTA ACTION ITEMS

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – May 28, 2008

Outstanding Action Items	There were four (4) Outstanding Action Items that were identified at the May 28, 2008 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
01-05/28/08	**P2550 Light Rail Vehicles (LRVs) Delivery Schedule**: The LACMTA will provide the PMOC/FTA a copy of the P2550 Light Rail Vehicle Delivery Schedule.
	Status: Closed
02-05/28/08	**Rail Fleet Management Plan and Operations and Maintenance Plan:** The LACMTA will provide the PMOC/FTA draft copies of the Rail Fleet Management Plan and the Operations and Maintenance Plan.
	Status: Pending
03-05/28/08	**Pomona/Atlantic Parking Structure Contingency Plan:** The LACMTA will provide the PMOC/FTA a Contingency Plan for the Pomona/Atlantic Parking Structure.
	Status: Pending
04-05/28/08	**Pomona/Atlantic Parking Structure Joint Development and Real Estate Status Plan:** The LACMTA will provide the PMOC/FTA a Joint Development and Real Estate Status Plan for properties within the development of the Pomona/Atlantic Parking Structure.
	Status: Closed