Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review Briefing Book

December 3, 2008

Metro

AGENDA
FTA NEW START PROJECTS
QUARTERLY REVIEW MEETING

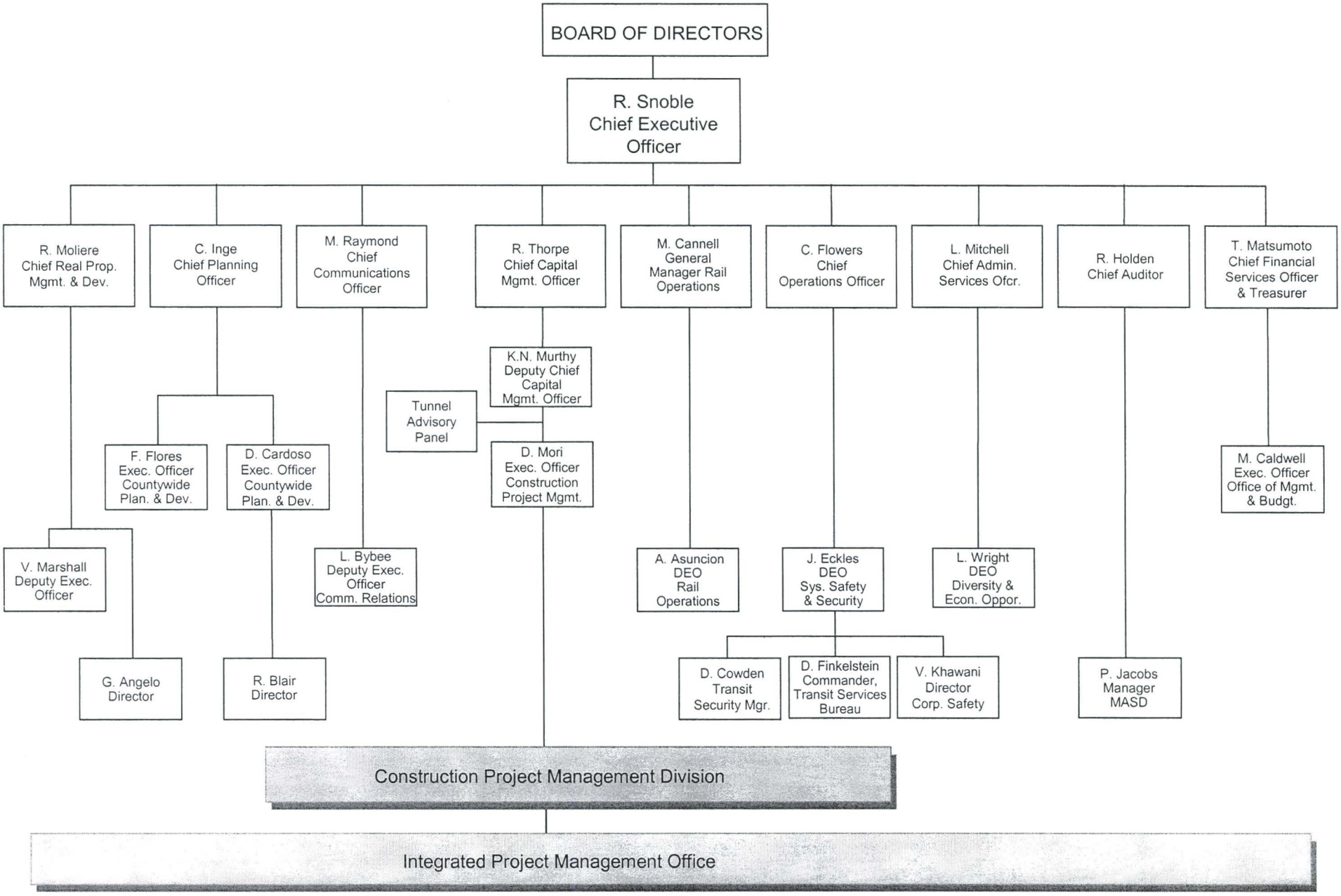
Los Angeles County
Metropolitan Transportation Authority
Wednesday, December 3, 2008– 10:00 a.m.
Windsor Conference Room – 15th Floor

		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, February 25, 2009
Windsor Conference Room – 15th Floor

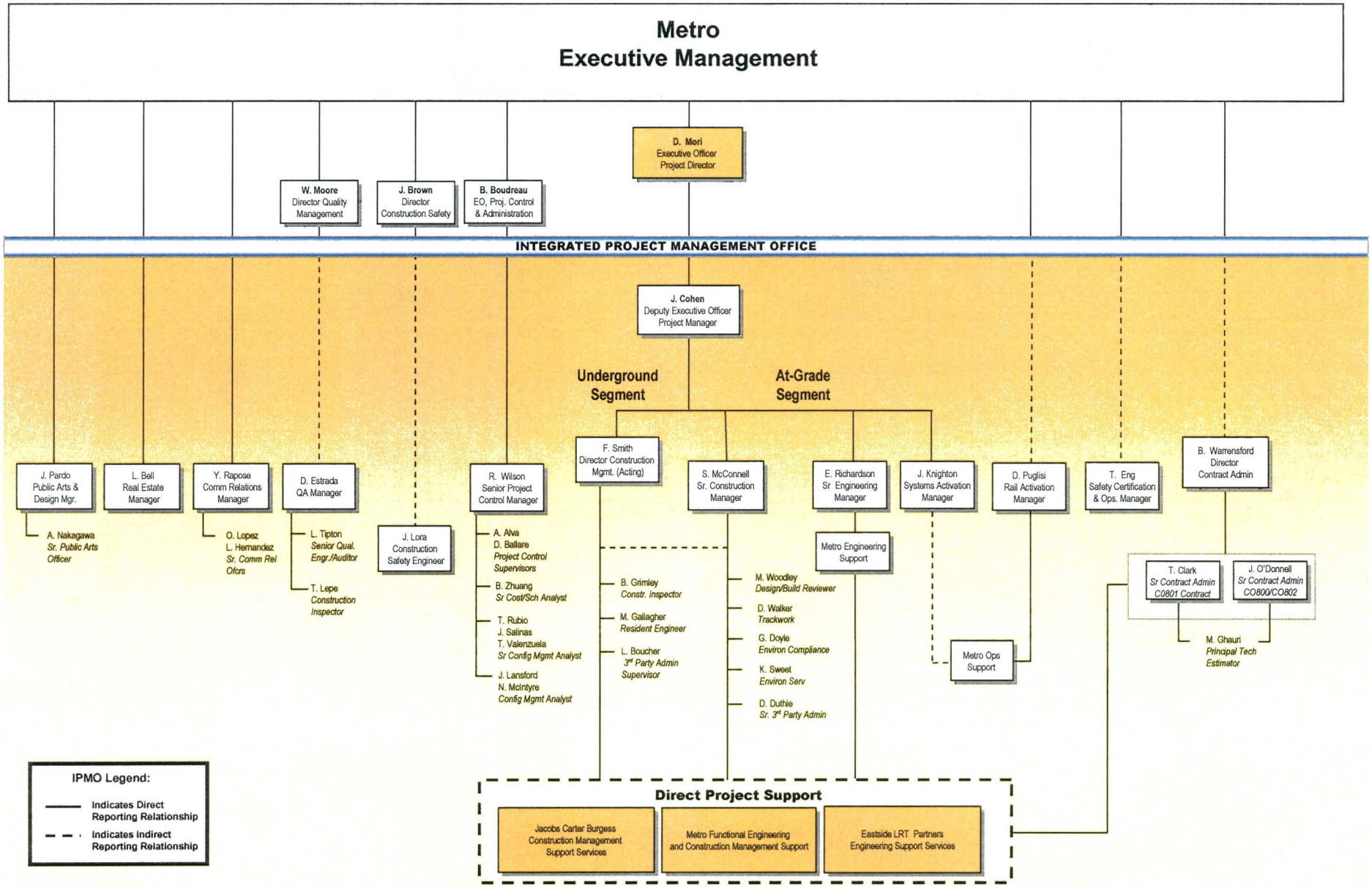
METRO MANAGEMENT
ORGANIZATION CHART

Metro Gold Line Eastside Extension Project
Executive Management Organization

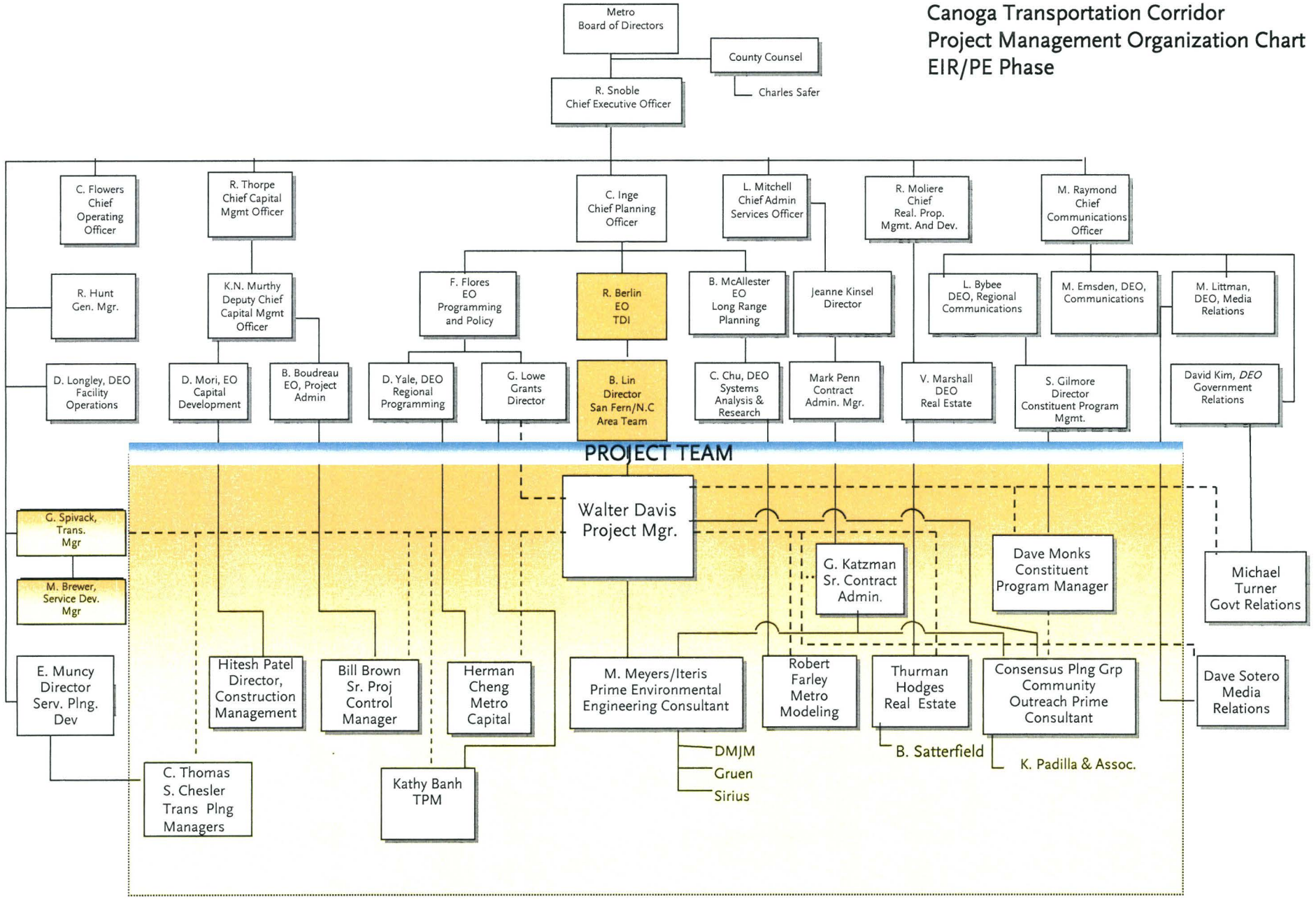


EASTSIDE / EXPOSITION
ORGANIZATION CHARTS

Metro Gold Line Eastside Extension Project Management Organization Structure



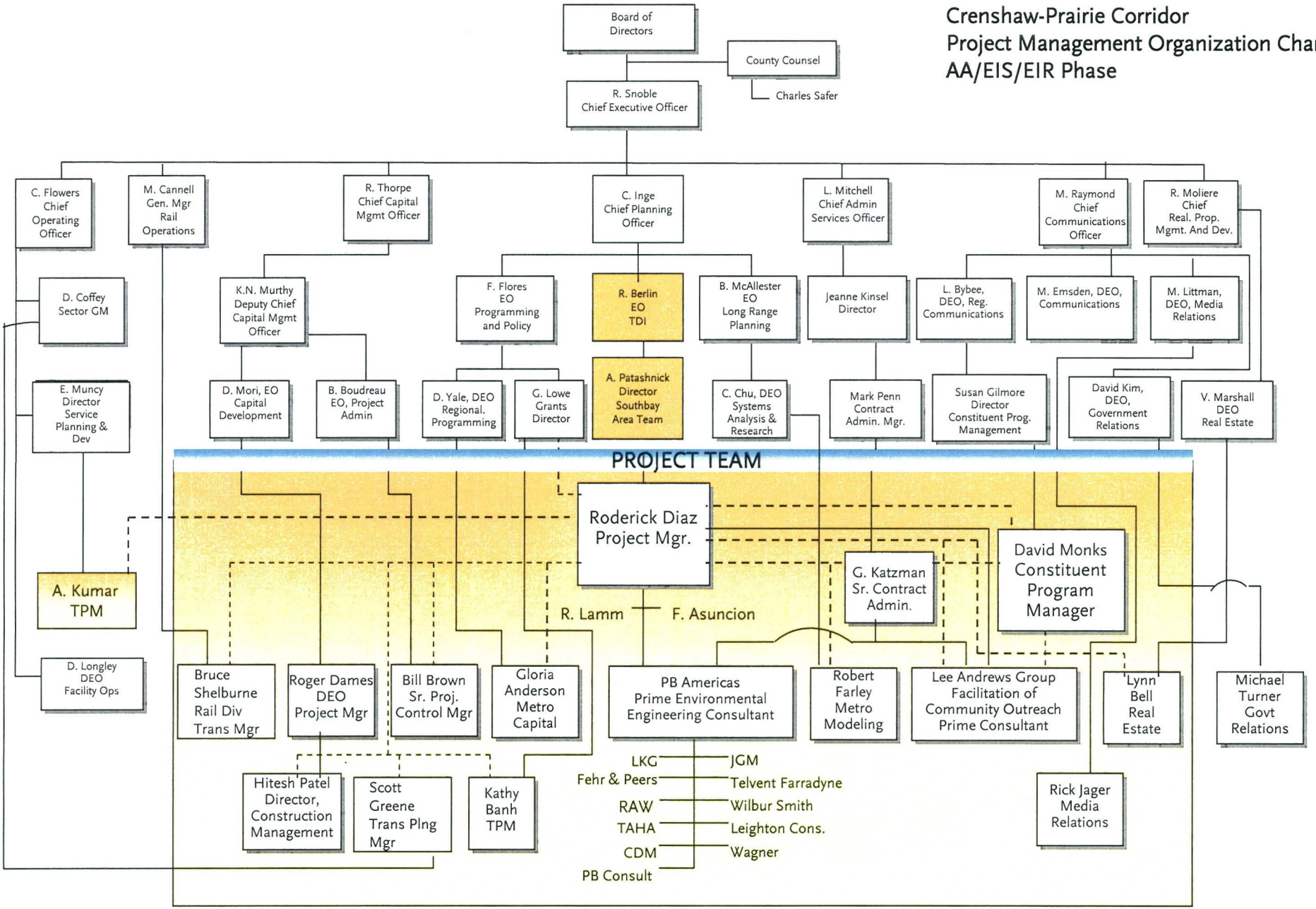
Canoga Transportation Corridor
Project Management Organization Chart
EIR/PE Phase



October 27, 2008

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

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



October 27, 2008

Legend:
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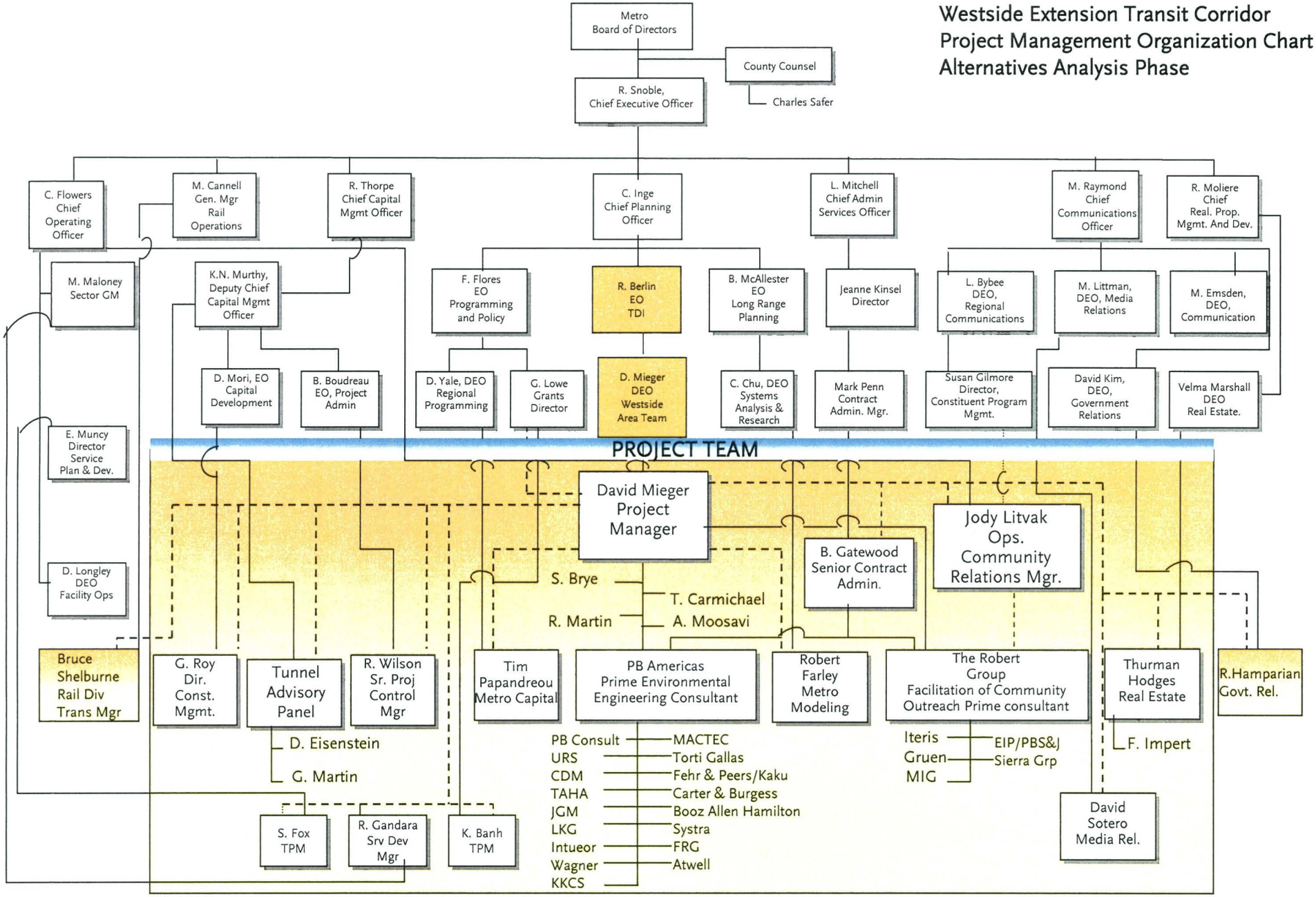
- Project Team

Westside Extension Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



October 27, 2008

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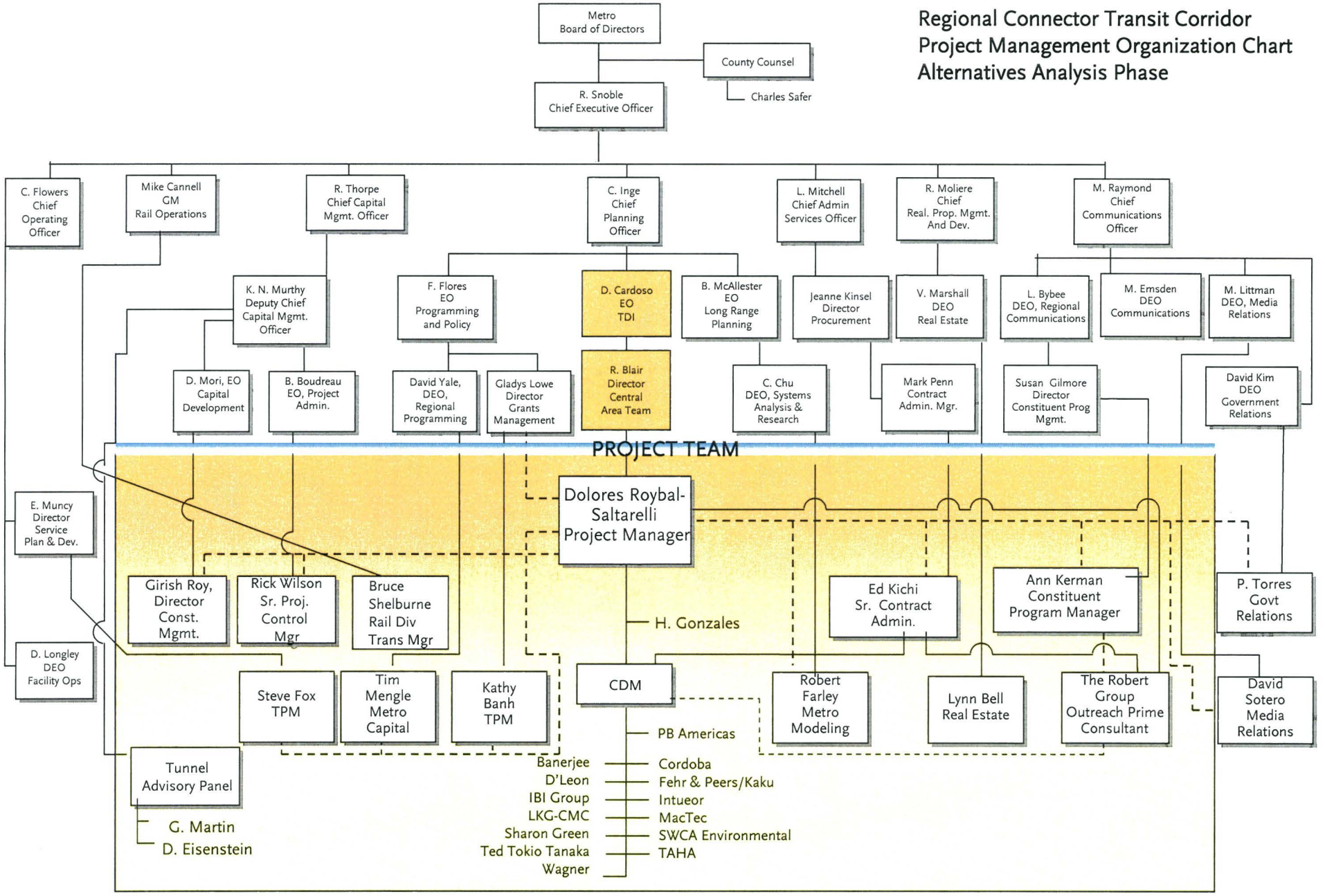
- Project Team

Regional Connector Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



October 27, 2008

Legend:
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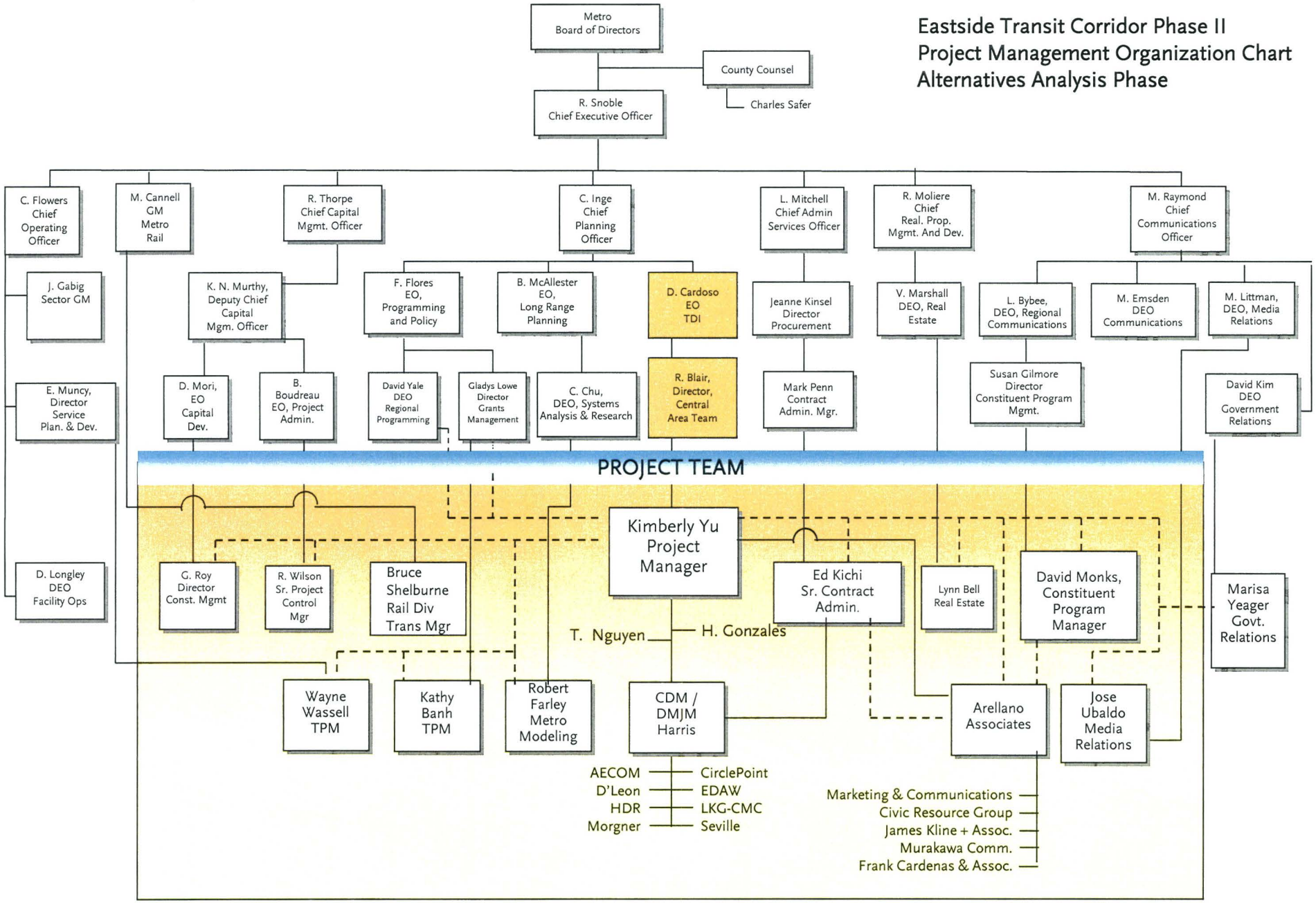
- Project Team

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



October 27, 2008

Legend:
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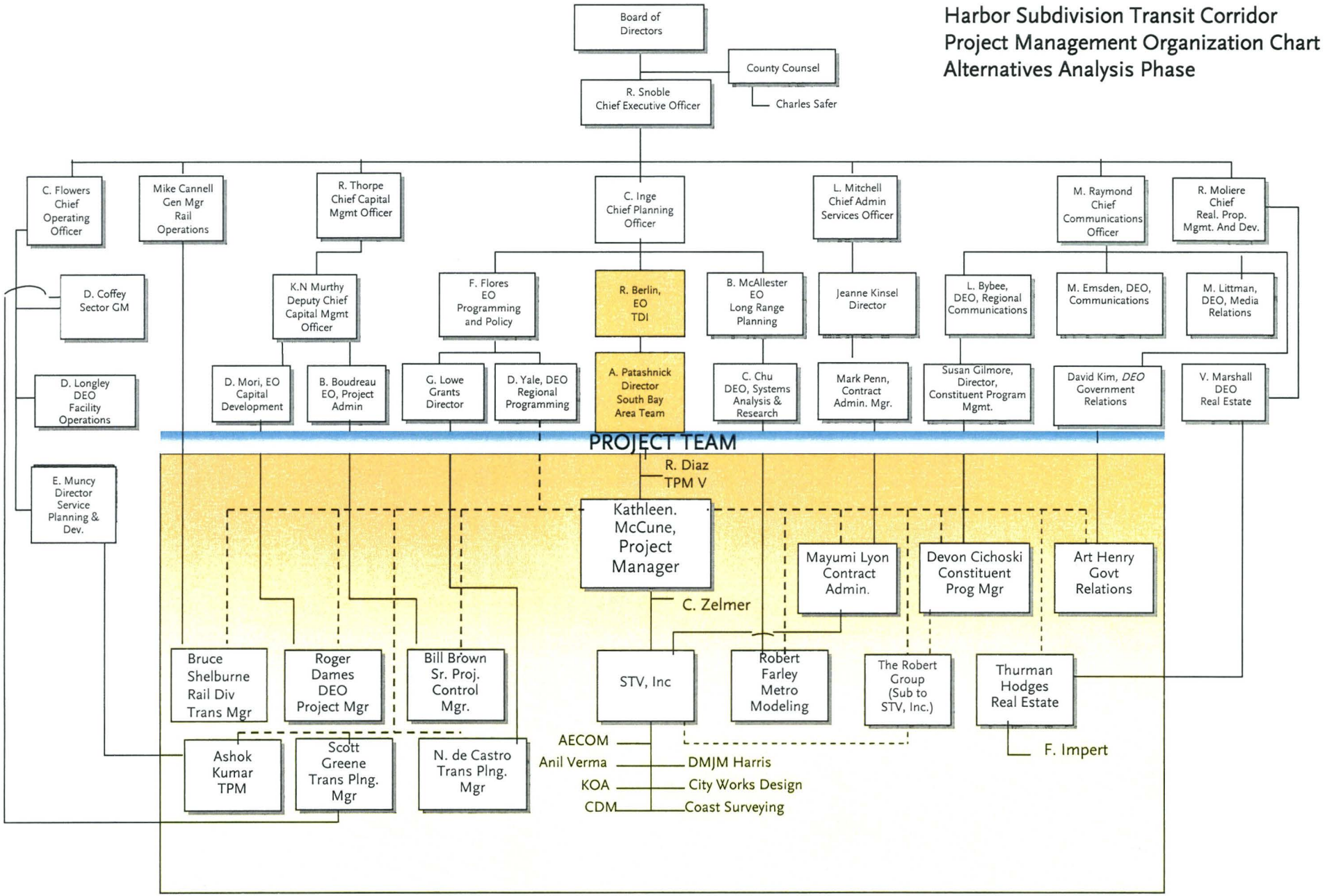
Harbor Subdivision Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



October 27, 2008

Legend:
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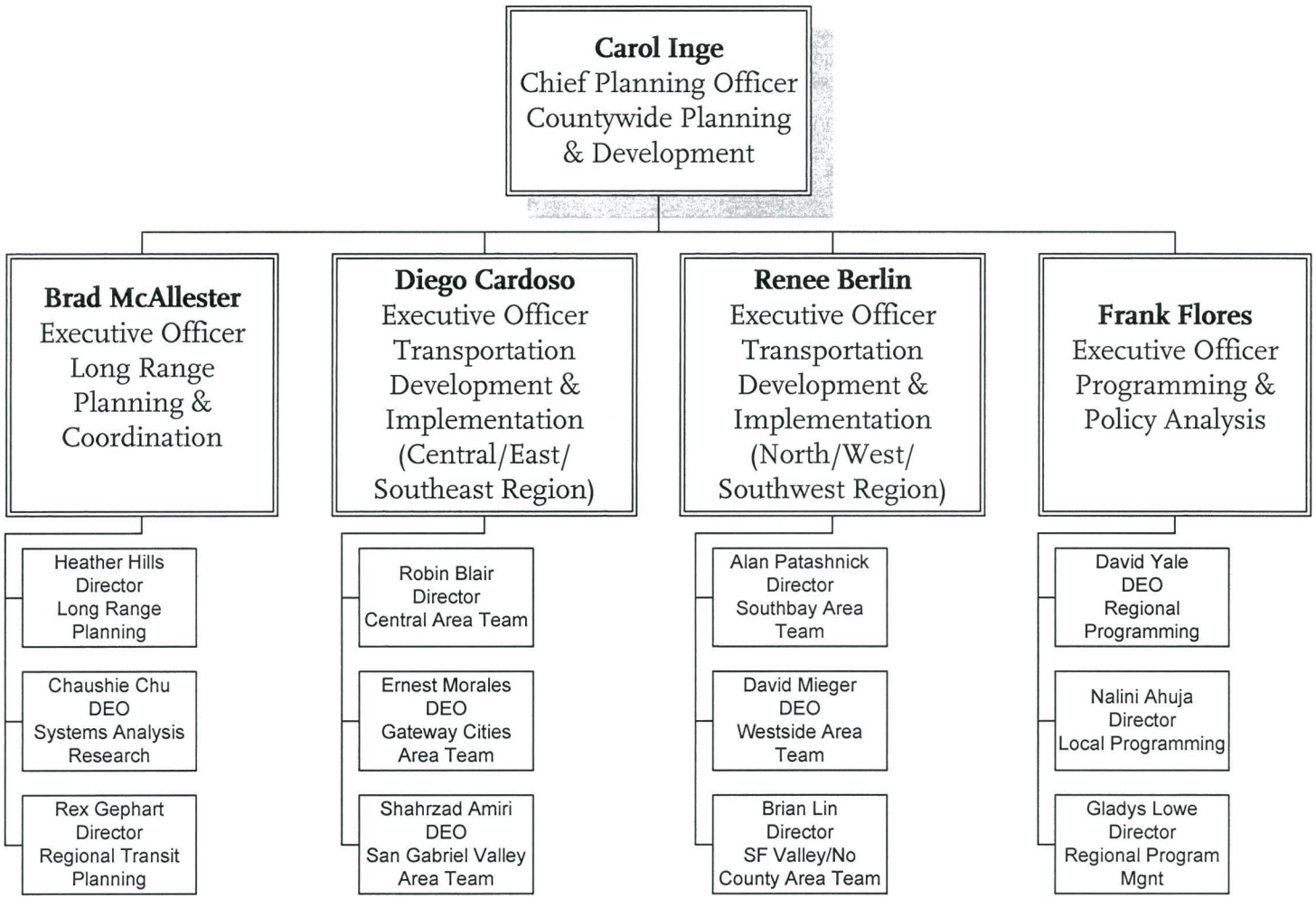
- Indicates Coordinated Relationship
- Project Team

FY09
Countywide Planning & Development



October 27, 2008

2008 LEGISLATIVE
MATRIX

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX
September 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	Introduced 01/07/08
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.	Support	Enrolled
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	Assembly Transportation Committee Inactive File
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	Senate Appropriations Inactive File
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 Held back by author
AB 1836 (Feuer)	Would eliminate the voter approval requirement for establishing Infrastructure Financing Districts.	Support	Senate Local Government Held back by author
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	Enrolled
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 Appropriations Inactive File
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	Enrolled
AB 2466 (Laird)	Would authorize electrical rate rebates for local government entities that generate their own electricity.	Support	Enrolled
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 Appropriations Inactive File
AB 2650 (Carter)	Would extend the limited waiver of sovereign immunity required to participate in the Surface Transportation Project Delivery Pilot Program.	Support	Chaptered
AB 2705 (Jones)	Would expand the services that may be financed with Mello-Roos special taxes to include public transit services.	Support	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.	Support	Enrolled

GOVERNMENT RELATIONS
2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX
September 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	Held at Senate Rules
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	Senate Rules Inactive File
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	Enrolled
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	Senate Energy, Utilities and Communications Inactive
SB 748 (Corbett)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Oppose	Assembly Appropriations Suspense File
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	Enrolled
SB 1350 (Cedillo)	Would authorize Metro, in consultation with Caltrans, to use design-build or public private partnership for the lease of the tunnel project to the private entity, as specified. Would provide Metro with the authority to collect tolls to issue debt secured by the tolls and fees.	Support	Assembly Transportation Committee - Held by author

SB 1646 (Padilla)	Would indefinitely extend the $1 vehicle license fee surcharge for air pollution.	Support	Enrolled
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	Chaptered

GOVERNMENT RELATIONS
2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX
September 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 July 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 July24, 1985 Methane Gas Explosion and Fire in the Fairfax Area."	Passed the House of Representatives on July7, 2007. Referred to Senate Banking, Housing and Urban Affairs Committee on July27, 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	July 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. July 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 July 6, 2008: Signed into law by the President
S. Amendment 4146 Boxer	SAFETEA-LU Corrections language	July 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 July 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
September 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.	July 12, 2007: Referred to House Committee on Ways and Means as well as Committee on Oversight and Government Reform July 28, 2007: Read twice and referred to the Senate Committee on Finance July 12, 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.	July 19, 2007: House Transportation and Infrastructure Committee July 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.	July 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 July 10,2008: Placed on Senate Legislative Calendar under General Orders
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.	July 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
H.R. 6002 Miller	Legislation that seeks to prohibit tolling high occupancy vehicles that were permitted to use a high occupancy vehicle facility at no cost before December 31, 2007 June 6, 2008, Metro Board adopts an opposed position.	May 9, 2008: Referred to the Subcommittee on Highways and Transit.

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 July 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.	July 10th – U.S. Senate Appropriations Committee approves FY09 Spending bill.
HR 6532 (Rangel)	Amends the Internal Revenue Code of 1986 to restore the Highway Trust Fund balance of $8 billion from the general fund.	July 23, 2008 – **Passed the House by a vote of 387 - 37.** September 10, 2008 – Passed the Senate by voice vote. September 15, 2008 - President Bush signs HR 6532 into Public Law No: 110-318.

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

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County Counsel

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October 23, 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 September 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 September 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 set a hearing on 11/21/08 to determine the constitutionality of DBE provisions in MTA contracts.

ADVANCED LAND
ACQUISITION PROGRAM

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

STATUS REPORT AS OF SEPTEMBER 30, 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

Parcel A1-021 – NO CHANGE

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. A new and larger facility is required. Property has been acquired for the new storage facility and construction is expected to begin in early 2009. 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.

Los Angeles County
Metropolitan Transportation Authority

METRO OPERATIONS MONTHLY PERFORMANCE REPORT

SEPT 2008

Table of Contents

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	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	Sep. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,500	3,118 93	3,023 49	◆
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,154	1,152	◆
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	64.88%	63.24%	◆
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.03	3.12	●
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.62	3.03	●
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (*1 month lag*)	17.64	13.61	12.27	11.11	11.54	12.10	*Aug YTD 9.07*	*Aug 10.12*	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SFV Sector									
MMBMF No. of unaddressed road calls			3,319	3,619 432*	2,938 153	3,500	2,961 3	2,786 1	◆
MMBTRC				1,310	1,222	1,638	1,190	1,216	◆
In-Service On-time Performance	67.47%	68.54%	65.19%**	65.60%	67.48%	67.50%	67.45%	65.35%	◆
Bus Traffic Accidents Per 100,000 Miles					2.55	2.89	1.98	1.94	●
Complaints per 100,000 Boardings	5.45	4.39	3.24	3.00	2.88	3.00	2.85	3.08	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	15.15	13.71	11.75	13.74	12.17	13.50	*Aug YTD 11.06*	*Aug 13.93*	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
Division 8									
MMBCMF No. of unaddressed road calls			3,836	3,912 258*	2,944 100	3,500	3,692 0	3,403 0	●
MMBTRC				1,537	1,333	1,922	1,488	1,431	◆
In-Service On-time Performance	69.12%	69.78%	68.23%	67.48%	68.50%	68.00%	69.17%	66.66%	●
Bus Traffic Accidents Per 100,000 Miles					1.99	2.77	1.52	1.74	●
Complaints per 100,000 Boardings	5.09	4.17	3.37	2.75	2.64	2.80	2.56	3.14	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	19.15	16.77	13.81	16.14	15.03	15.00	*Aug YTD 9.41*	*Aug 16.36*	●
Division 15									
MMBCMF No. of unaddressed road calls			2,996	3,420 174*	2,933 53	3,500	2,587 3	2,470 1	◆
MMBTRC				1,175	1,151	1,469	1,038	1,100	◆
In-Service On-time Performance	66.62%	67.84%	63.84%**	64.41%	66.85%	67.00%	66.44%	64.59%	◆
Bus Traffic Accidents Per 100,000 Miles					2.98	3.00	2.31	2.08	●
Complaints per 100,000 Boardings	5.70	4.55	3.14	3.16	3.05	3.20	3.06	3.03	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	13.14	12.46	10.41	12.44	10.58	12.00	*Aug YTD 13.00*	*Aug 13.24*	◆

*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.

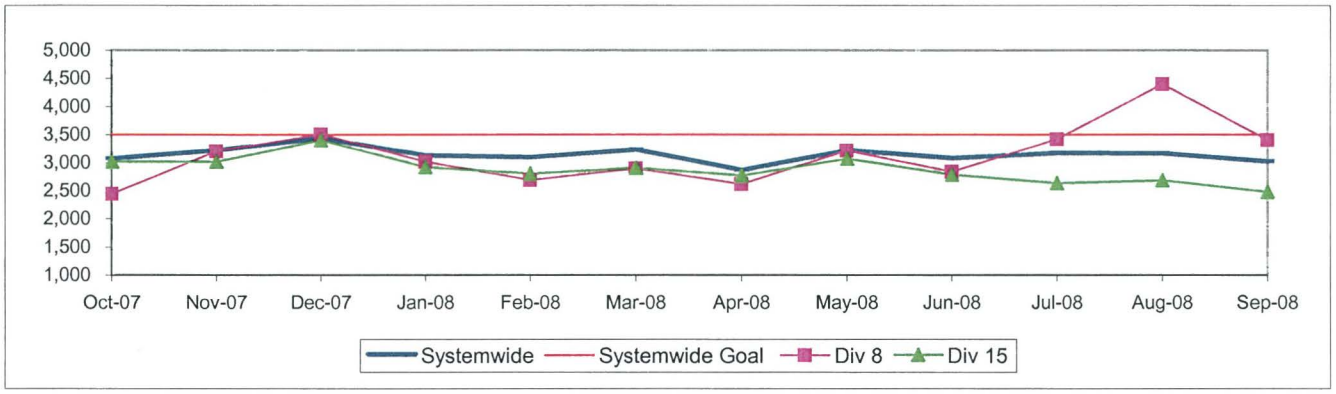
SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

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)

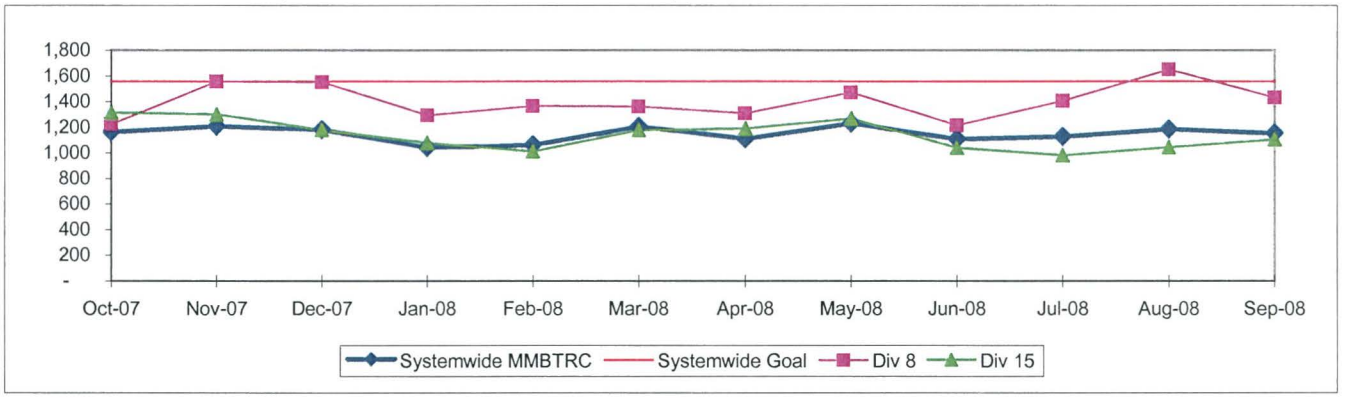


MEAN MILES BETWEEN TOTAL ROAD CALLS

Systemwide and Divisions 8 and 15

Definition: Average Hub Miles traveled between total raodcalls.

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



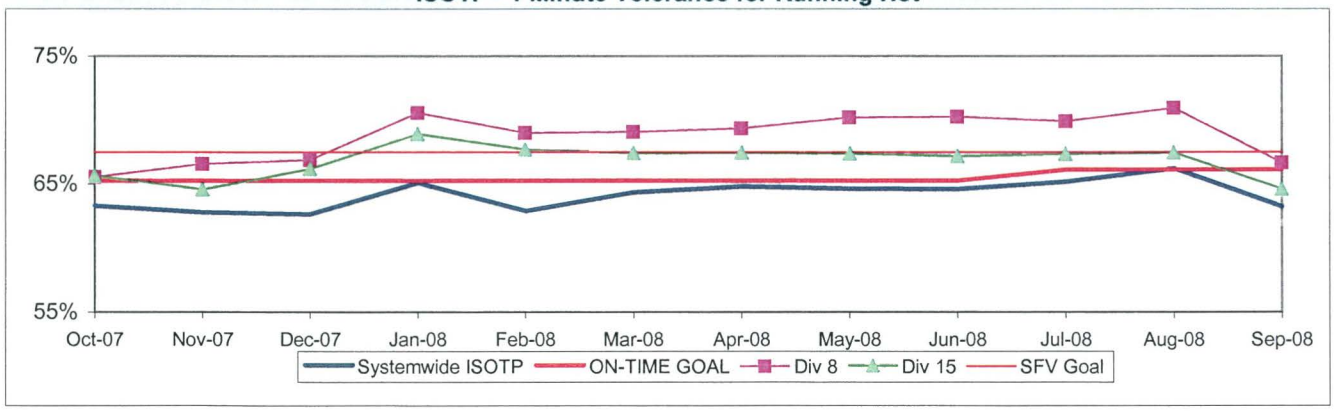
IN-SERVICE ON-TIME PERFORMANCE*

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.)

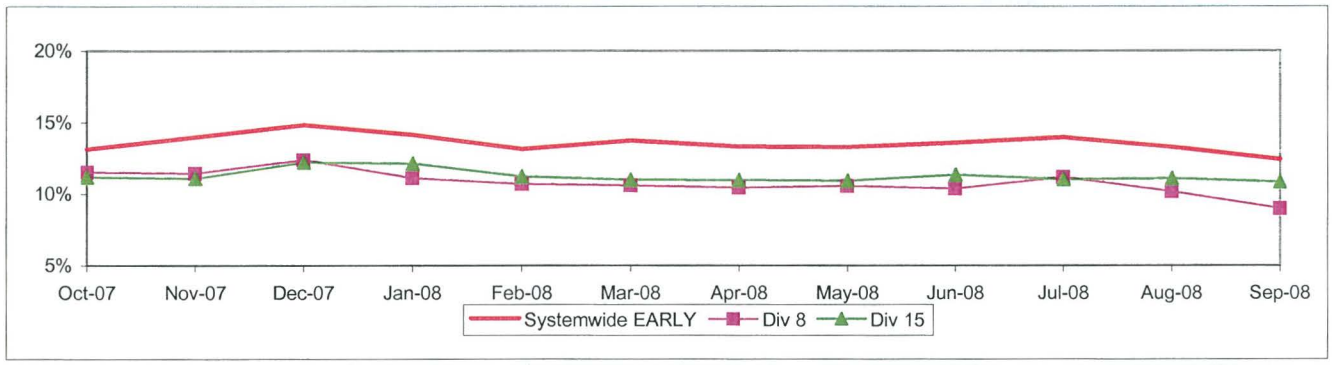
Calculation: ISOTP% =1-((Number of buses departing early + Number of buses departing more than five minutes late)/(Total buses sampled))

* Division 15 November data not available.

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



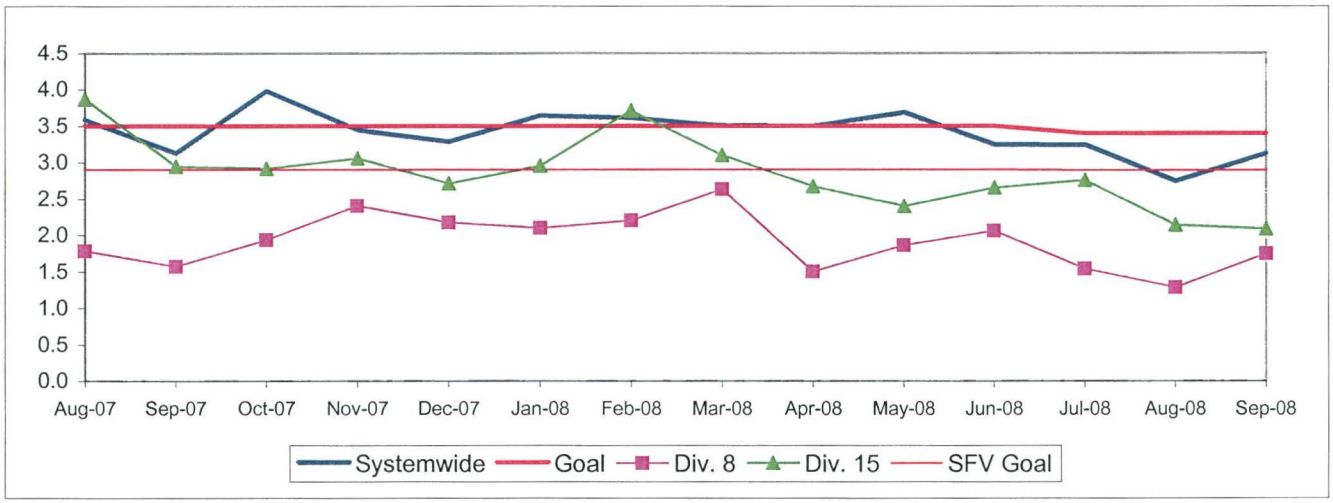
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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))

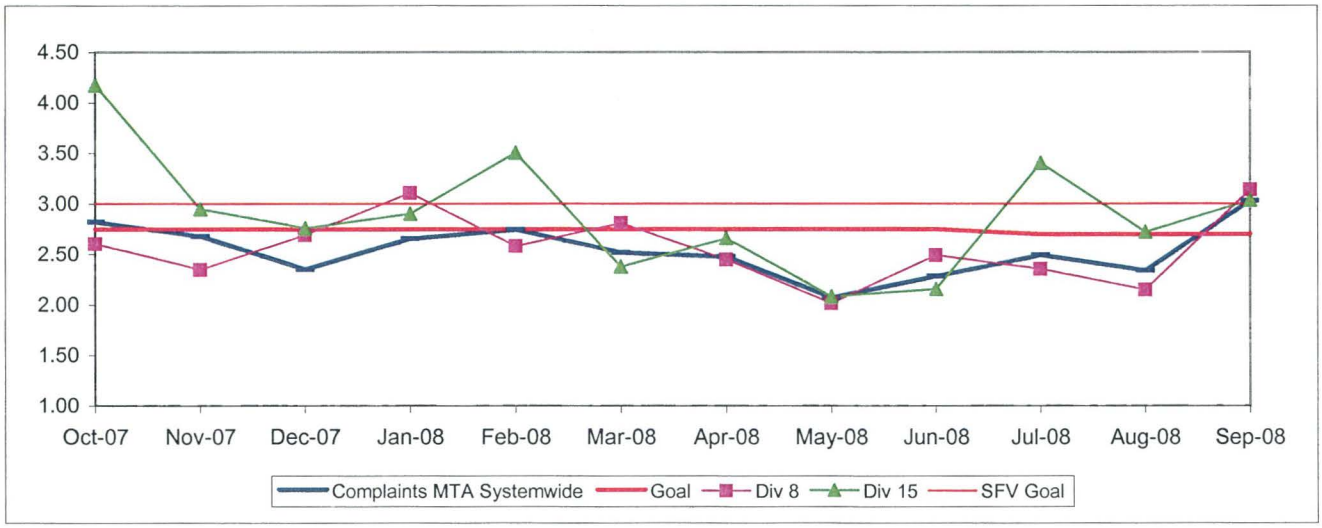


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

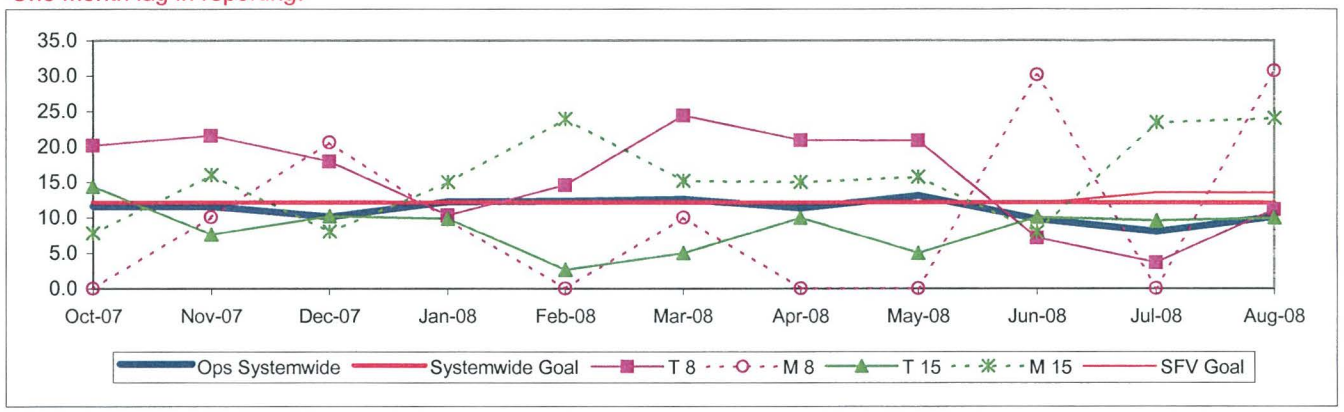


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.

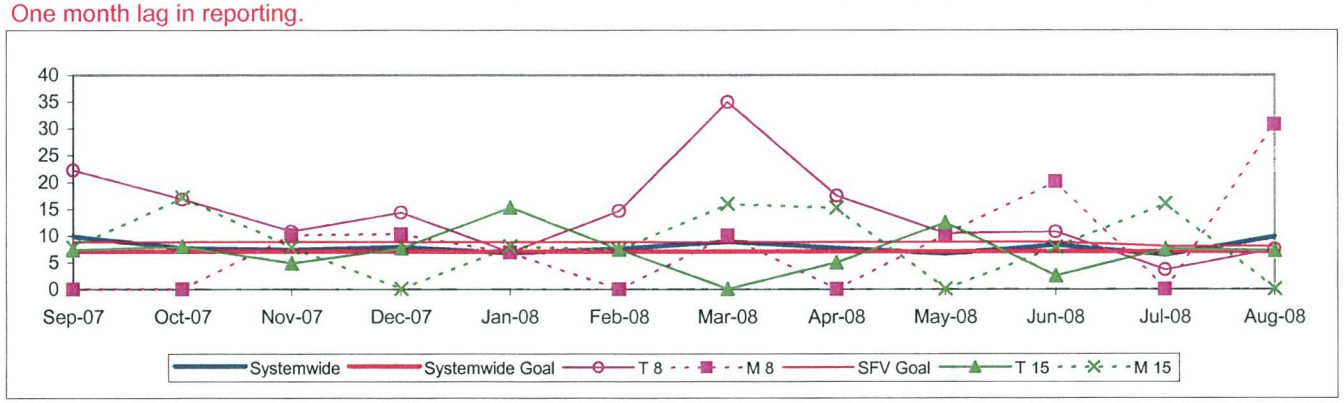


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.

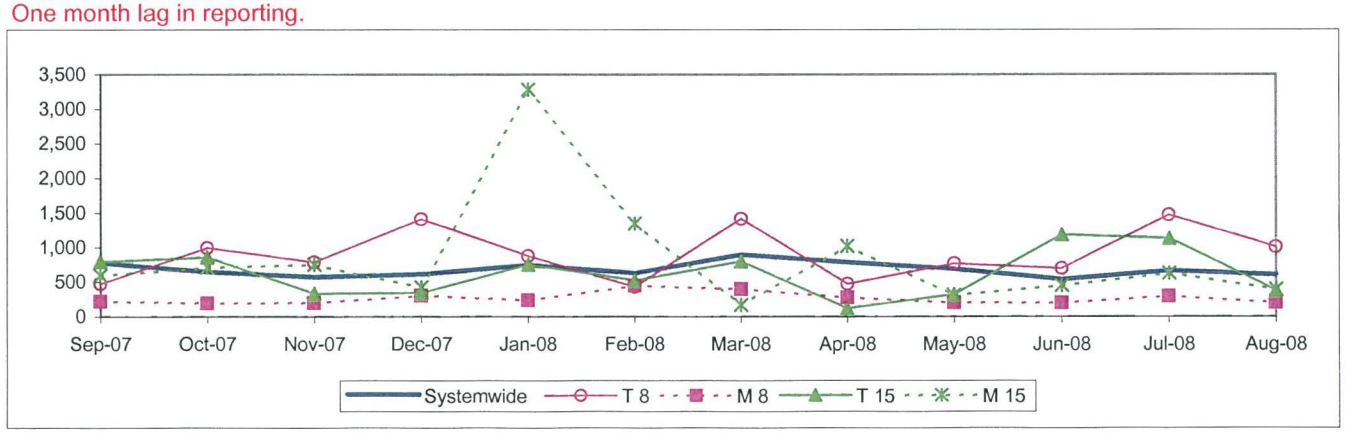


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	Sep. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,500	3,118 93	3,023 49	◇
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,154	1,152	◇
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	64.88%	63.24%	◇
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.03	3.12	●
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.62	3.03	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.64	13.61	12.27	11.11	11.54	12.10	*Aug YTD 9.07*	*Aug 10.12*	●
SGV Sector									
MMBMF No. of unaddressed road calls			3,467	3,376 88*	3,300 133	3,500	3,304 17	3,051 9	◇
MMBTRC				1,618	1,516	2,023	1,568	1,506	◇
In-Service On-time Performance	69.98%	70.10%	68.59%	65.85%	66.83%	67%	68.92%	66.64%	●
Bus Traffic Accidents Per 100,000 Miles					3.20	2.90	2.60	3.43	●
Complaints per 100,000 Boardings	3.80	2.95	2.18	2.49	2.58	2.50	2.54	2.85	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.12	10.14	12.57	13.35	10.17	10.47	*Aug YTD 14.35*	*Aug 17.33*	◇
Division 3									
MMBMF No. of unaddressed road calls			2,690	2,838 58*	2,573 45	3,500	2,357 8	2,126 3	◇
MMBTRC				1,239	1,132	1,549	1,092	1,042	◇
In-Service On-time Performance	70.80%	71.06%	70.05%	16.54%	66.83%	67%	68.24%	66.15%	●
Bus Traffic Accidents Per 100,000 Miles					4.24	3.60	3.74	3.97	◇
Complaints per 100,000 Boardings	3.02	2.60	1.83	2.12	2.14	2.10	2.07	1.94	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	12.36	6.68	11.36	10.06	12.81	10.96	*Aug YTD 18.02*	*Aug 22.06*	◇
Division 9									
MMBMF No. of unaddressed road calls			4,585	4,087 30*	4,119 88	3,500	4,592 9	4,367 6	●
MMBTRC				2,099	1,989	2,623	2,255	2,179	◇
In-Service On-time Performance	68.16%	68.16%	67.01%	12.52%	66.84%	67%	69.46%	67.02%	●
Bus Traffic Accidents Per 100,000 Miles					2.46	2.40	1.81	3.05	●
Complaints per 100,000 Boardings	5.09	5.09	2.61	2.24	2.98	2.90	3.00	3.75	◇
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	20.75	14.66	14.34	17.30	8.35	8.20	*Aug YTD 12.54*	*Aug 14.78*	◇

*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.

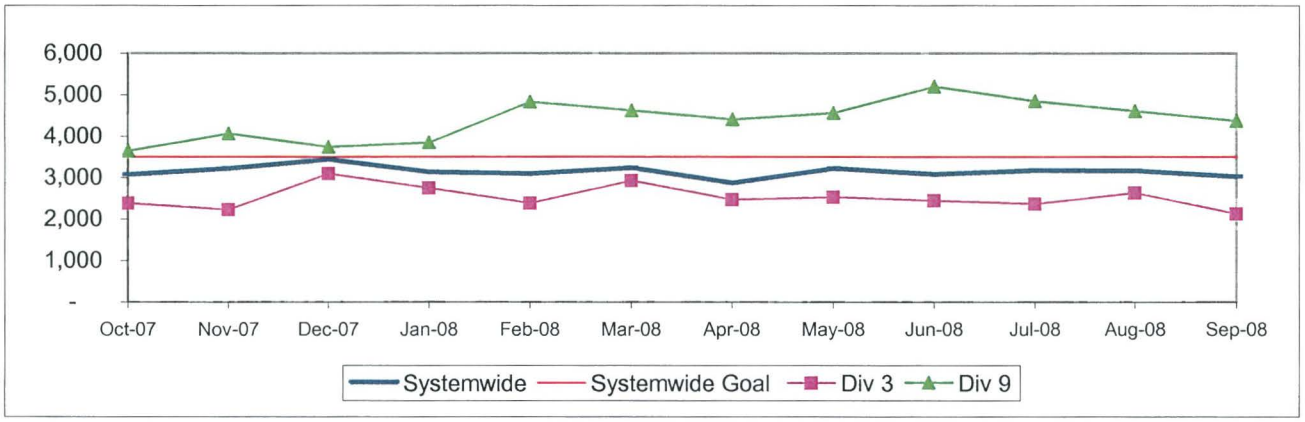
▬ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

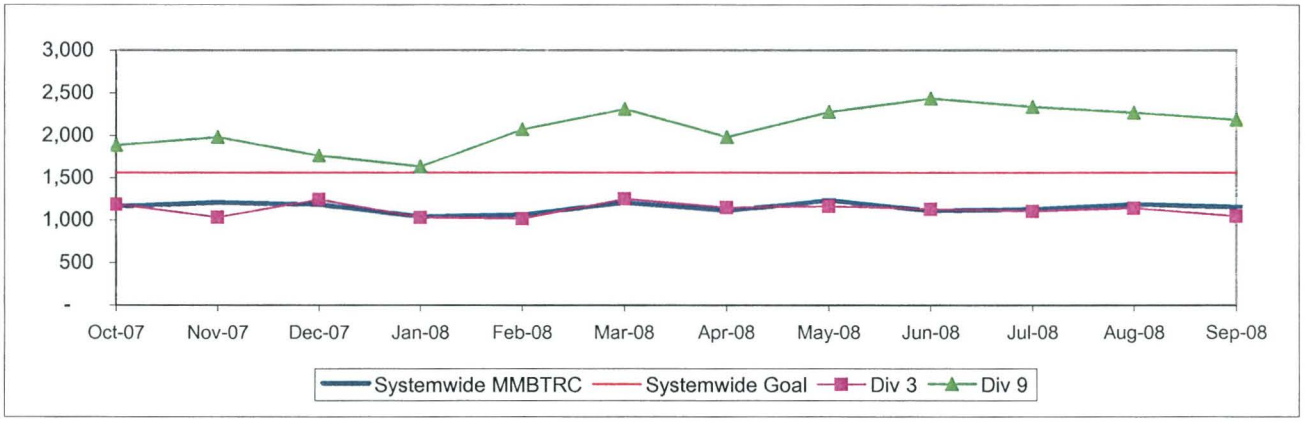
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

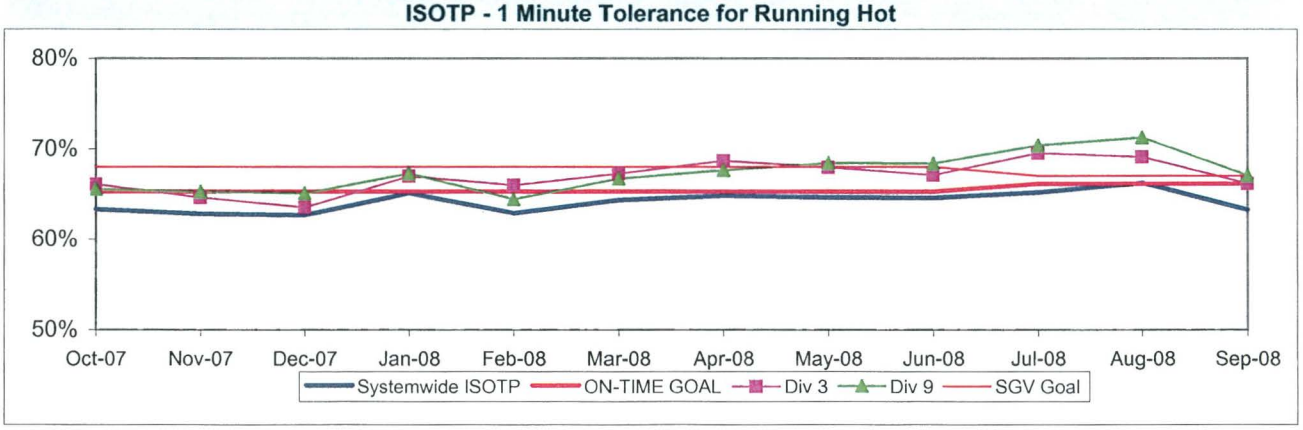


IN-SERVICE ON-TIME PERFORMANCE

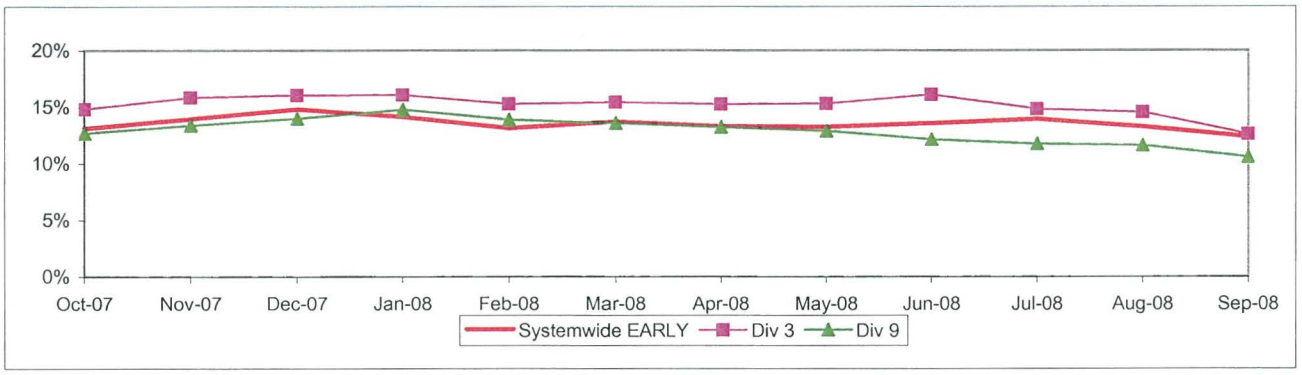
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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



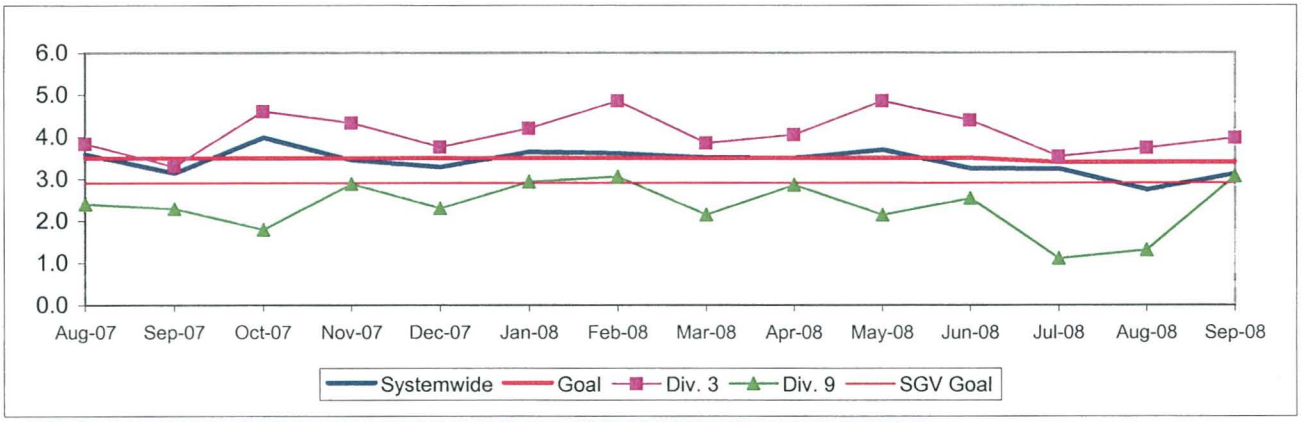
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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))

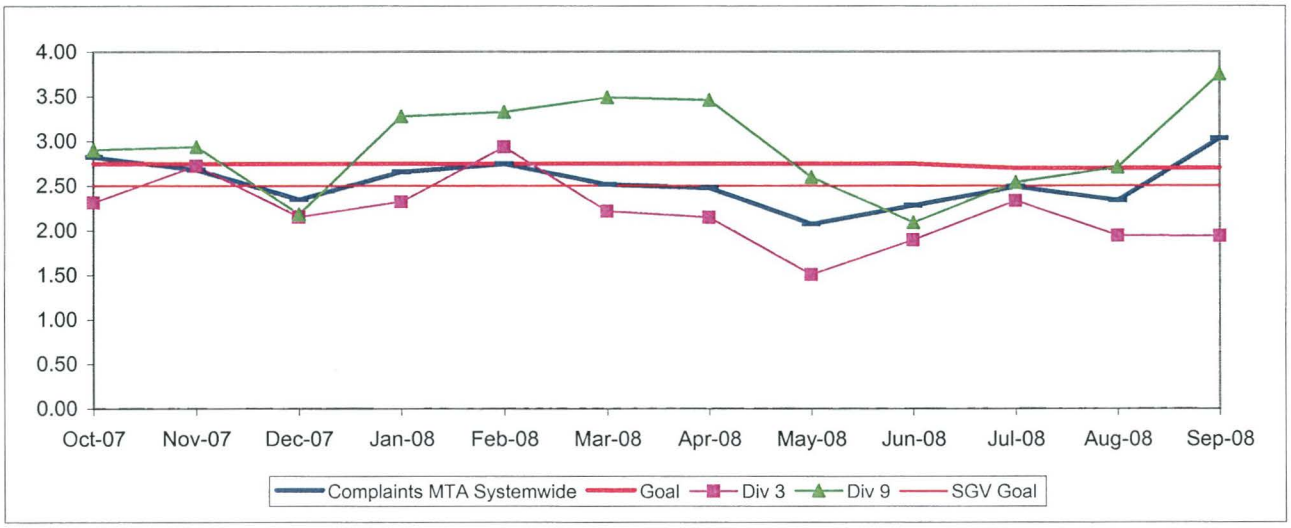


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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.

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

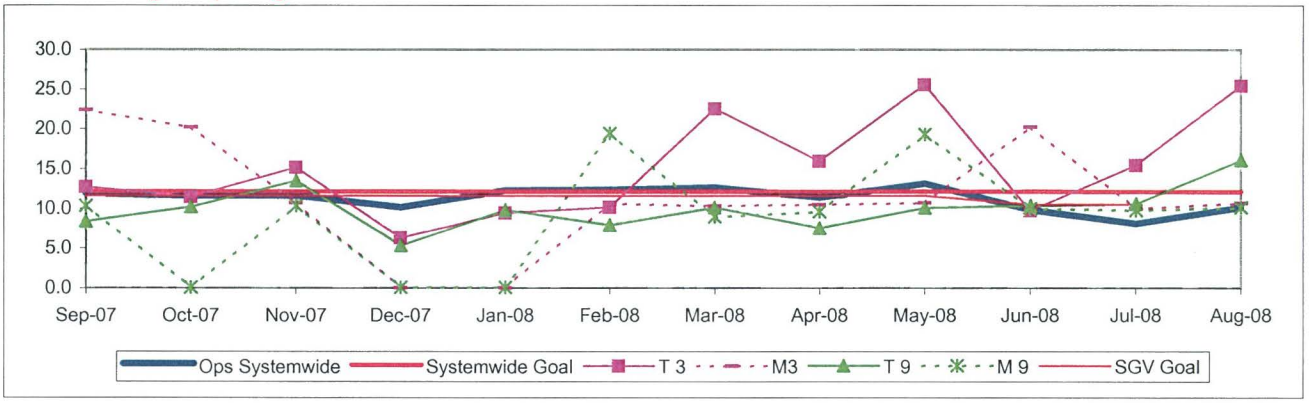


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.

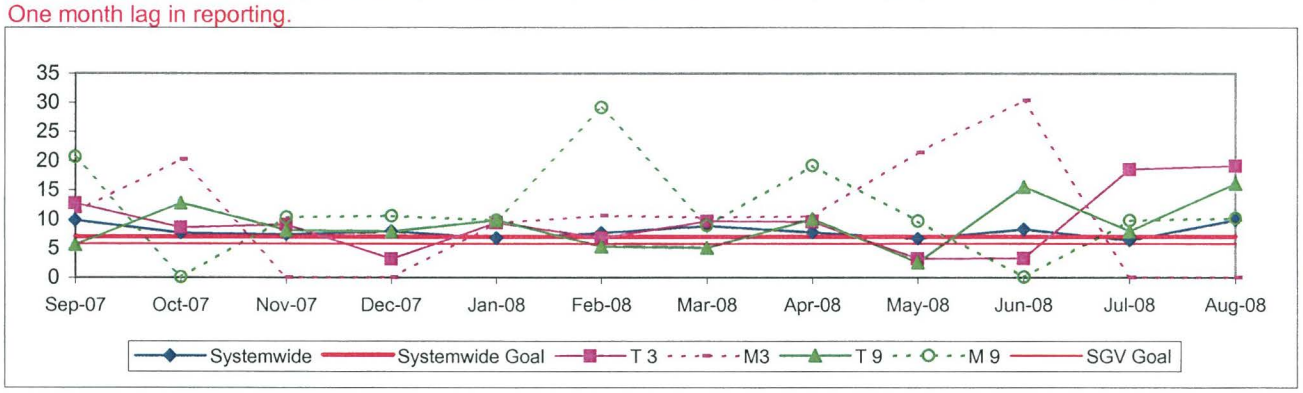


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.

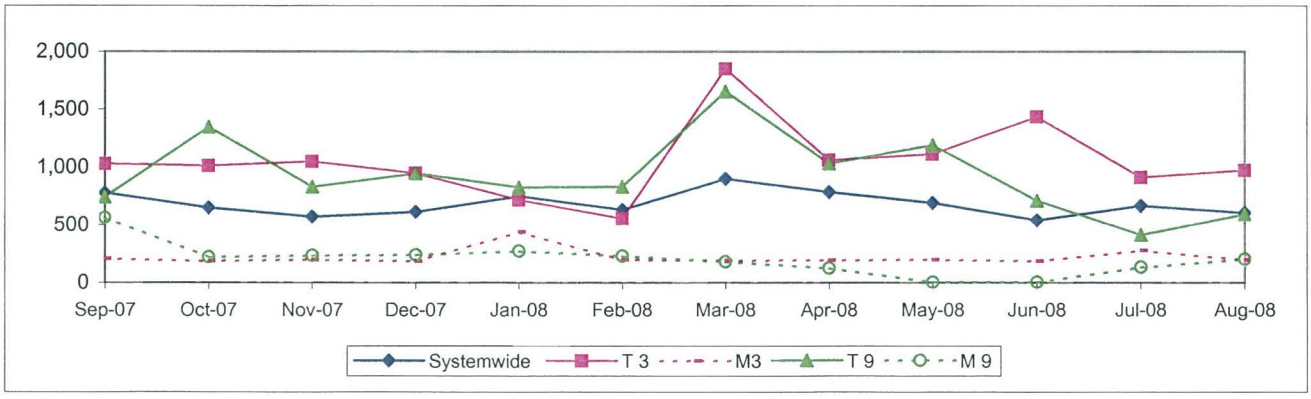


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	Sep. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,500	3,118 93	3,023 49	◆
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,154	1,152	◆
In-Service On-time Performance	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	64.88%	63.24%	◆
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.03	3.12	●
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.62	3.03	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.64	13.61	12.27	11.11	11.54	12.10	*Aug YTD 9.07*	*Aug 10.12*	●
GC Sector									
MMBMF No. of unaddressed road calls			2,506	3,163 170*	2,845 322	3,500	2,693 39	2,681 25	◆
MMBTRC				995	960	1,244	1,152	1,106	◆
In-Service On-time Performance	69.34%	71.20%	71.73%	68.01%	68.09%	70.00%	70.81%	69.84%	●
Bus Traffic Accidents Per 100,000 Miles					3.52	3.50	3.33	2.96	●
Complaints per 100,000 Boardings	3.08	2.58	1.69	1.78	1.91	2.00	1.64	2.04	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.19	14.11	11.45	10.27	10.56	10.55	*Aug YTD 8.44*	*Aug 10.26*	●
Division 1									
MMBMF No. of unaddressed road calls			2,409	3,757 138*	2,960 311	3,500	2,616 36	2,423 23	◆
MMBTRC				932	908	1,165	1,112	992	●
In-Service On-time Performance	70.57%	71.62%	71.06%	68.02%	67.55%	70.00%	70.07%	69.39%	●
Bus Traffic Accidents Per 100,000 Miles					3.41	3.50	3.30	2.63	●
Complaints per 100,000 Boardings	3.32	2.92	1.92	1.89	1.90	2.00	1.50	1.60	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.82	12.71	10.92	8.48	7.59	10.55	*Aug YTD 11.01*	*Aug 10.13*	◆
Division 2									
MMBMF No. of unaddressed road calls			2,660	2,598 32*	2,707 11	3,500	2,799 3	3,107 2	◆
MMBTRC				1,097	1,039	1,371	1,207	1,297	◆
In-Service On-time Performance	67.62%	70.42%	72.71%	67.99%	68.60%	70.00%	71.41%	70.20%	●
Bus Traffic Accidents Per 100,000 Miles					3.67	3.50	3.36	3.38	●
Complaints per 100,000 Boardings	2.84	2.15	1.42	1.64	1.93	2.00	1.79	2.54	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.56	16.69	12.97	13.36	14.82	10.55	*Aug YTD 10.13*	*Aug 10.21*	●

*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.

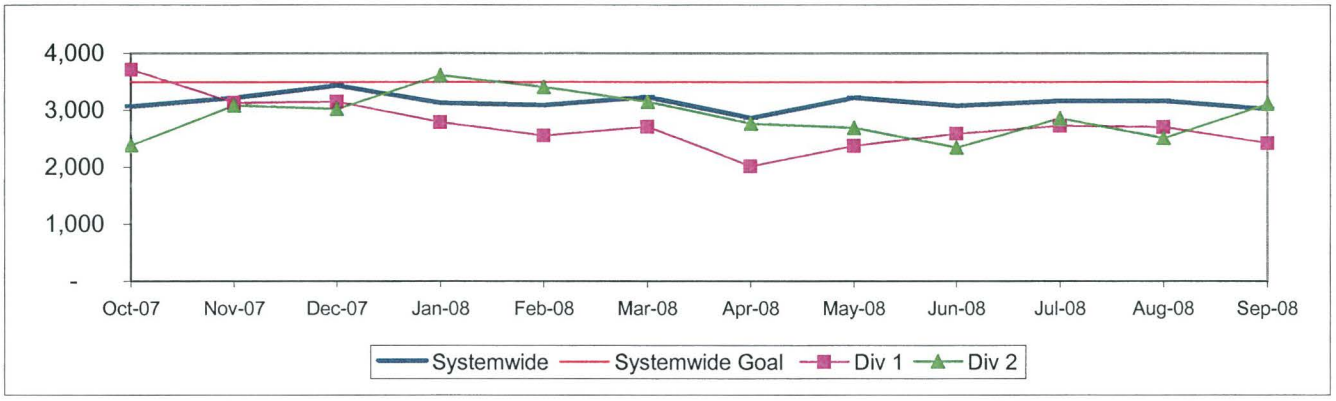
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

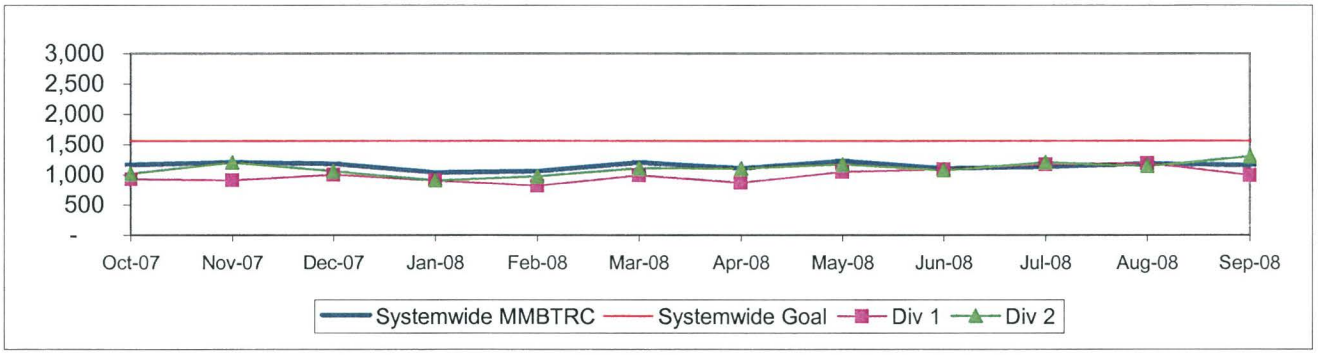
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

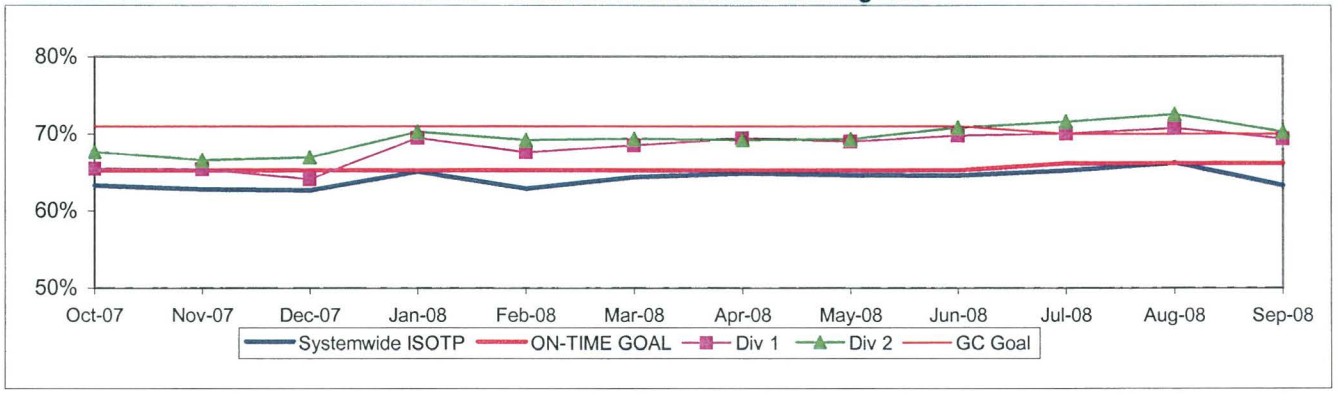


IN-SERVICE ON-TIME PERFORMANCE

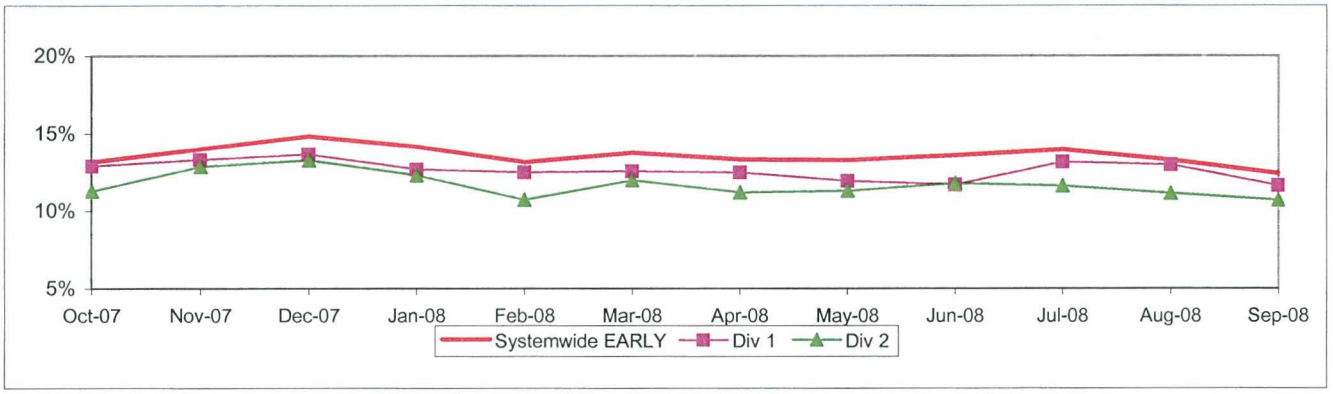
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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



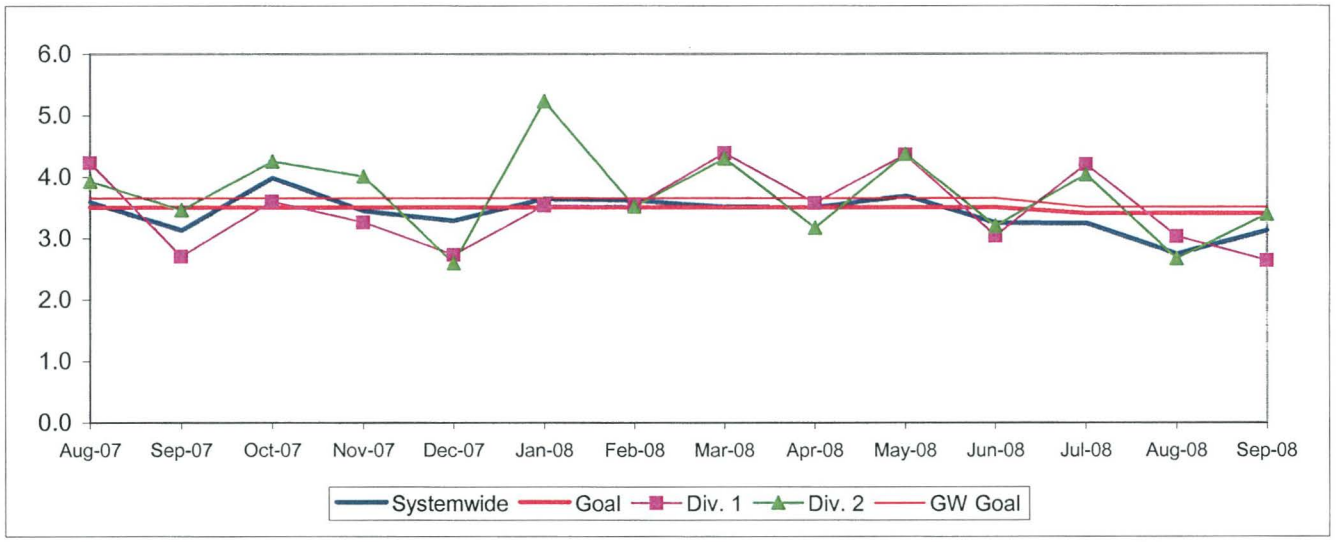
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



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))

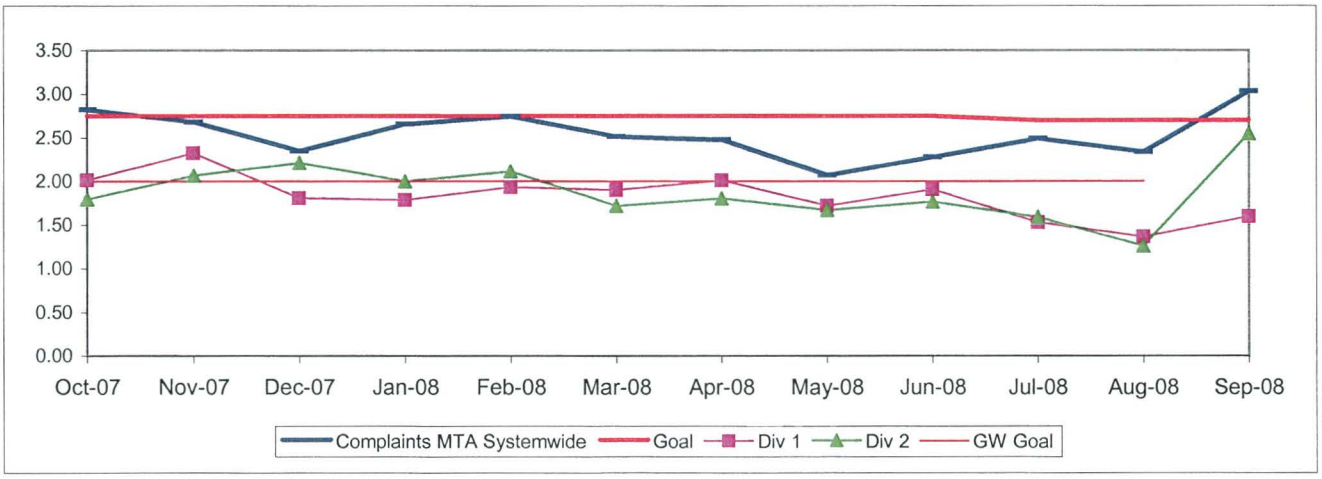


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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.

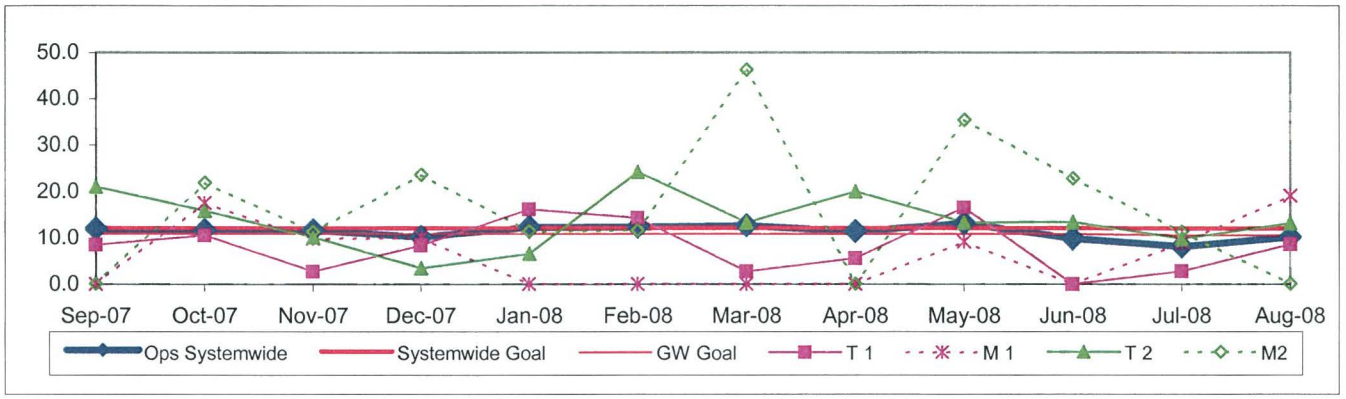
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)



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.

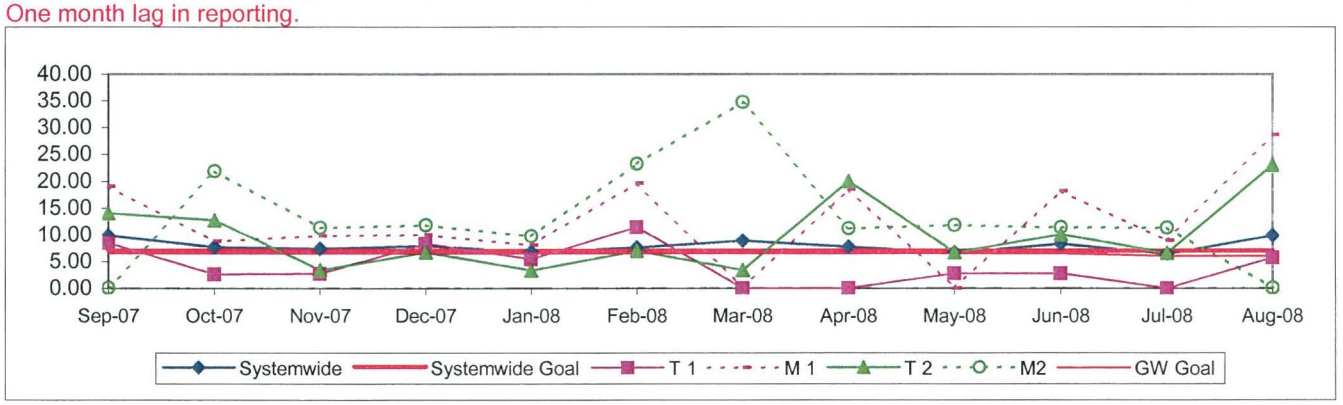
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)
One month lag in reporting.



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.

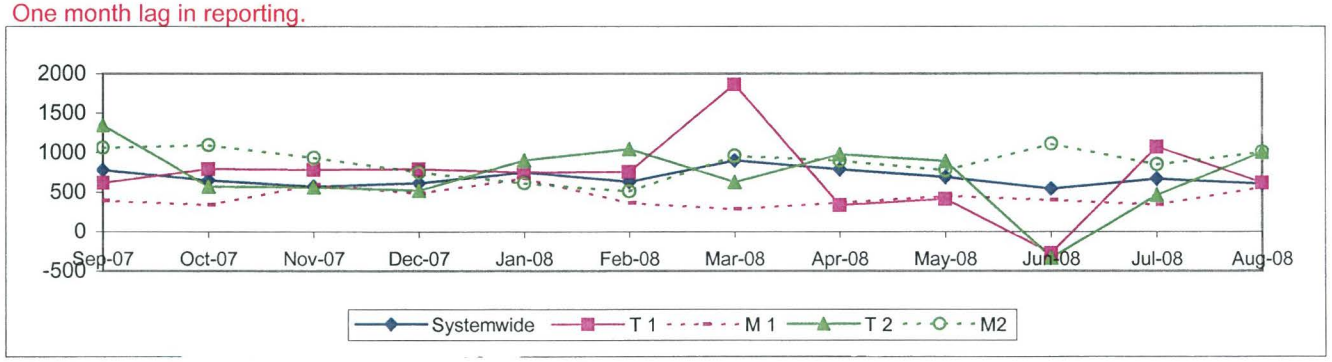
Calculation: New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries /(Exposure Hours/200,000)
One month lag in reporting.



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	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	Sep. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,500	3,118 93	3,023 49	Yellow
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,154	1,152	Yellow
In-Service On-time Performance**	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	64.88%	63.24%	Yellow
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.03	3.12	Green
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.62	3.03	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.64	13.61	12.27	11.11	11.54	12.10	*Aug YTD* *9.07*	*Aug* *10.12*	Green
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SB Sector									
MMBMF No. of unaddressed road calls			3,688	3,826 231*	3,427 100	3,500	3,406 8	3,290 5	Yellow
MMBTRC				1,273	1,117	1,591	1,080	1,136	Yellow
In-Service On-time Performance	61.74%	64.13%	59.05%	62.39%	62.03%	62.00%	62.16%	60.42%	Green
Bus Traffic Accidents Per 100,000 Miles					3.86	4.00	3.06	3.31	Green
Complaints per 100,000 Boardings	4.63	3.61	2.49	2.51	2.56	3.00	2.89	3.53	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	14.84	14.65	13.85	10.81	15.18	13.50	*Aug YTD* *6.54*	*Aug* *9.12*	Green
Division 5									
MMBMF No. of unaddressed road calls			3,656	3,580 57*	3,227 26	3,500	3,177 7	3,357 5	Yellow
MMBTRC				1,459	1,130	1,824	1,202	1,353	Yellow
In-Service On-time Performance	63.17%	65.58%	61.85%	63.83%	63.35%	62.00%	64.26%	62.75%	Green
Bus Traffic Accidents Per 100,000 Miles					5.11	4.00	3.59	3.07	Green
Complaints per 100,000 Boardings	3.45	2.71	1.87	1.71	1.46	3.00	1.45	2.00	Green
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	15.22	18.72	14.68	14.89	15.96	13.50	*Aug YTD* *6.08*	*Aug* *7.38*	Green
Division 18									
MMBMF No. of unaddressed road calls			3,712	4,008 214*	3,563 74	3,500	3,573 1	3,248 0	Green
MMBTRC				1,174	1,109	1,468	1,013	1,027	Yellow
In-Service On-time Performance	60.78%	63.42%	57.31%	61.19%	60.88%	62.00%	60.22%	58.30%	Yellow
Bus Traffic Accidents Per 100,000 Miles					3.08	4.00	2.71	3.46	Green
Complaints per 100,000 Boardings	5.74	4.44	3.07	3.29	3.72	3.00	4.50	5.26	Yellow
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	14.71	11.67	13.63	8.50	14.70	13.50	*Aug YTD* *7.33*	*Aug* *11.07*	Green

*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.

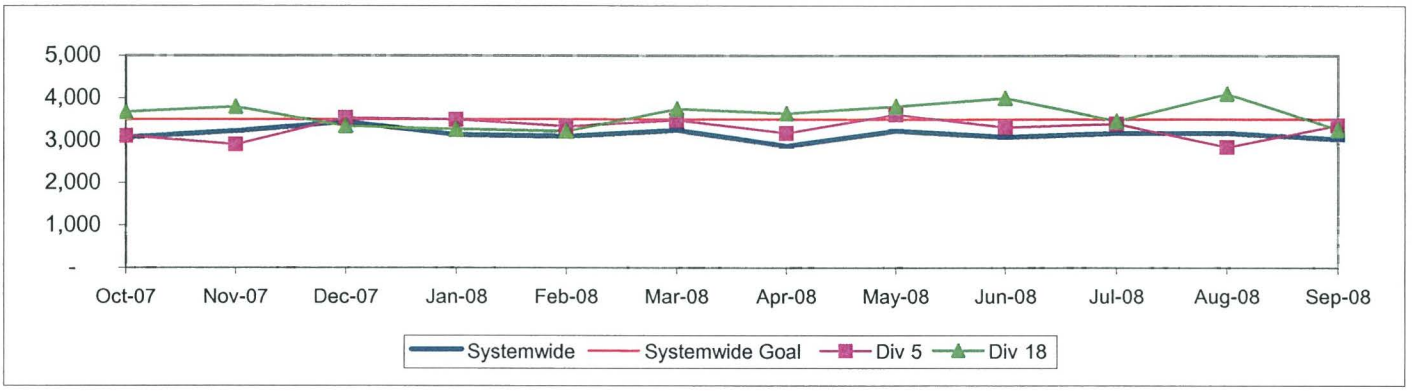
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

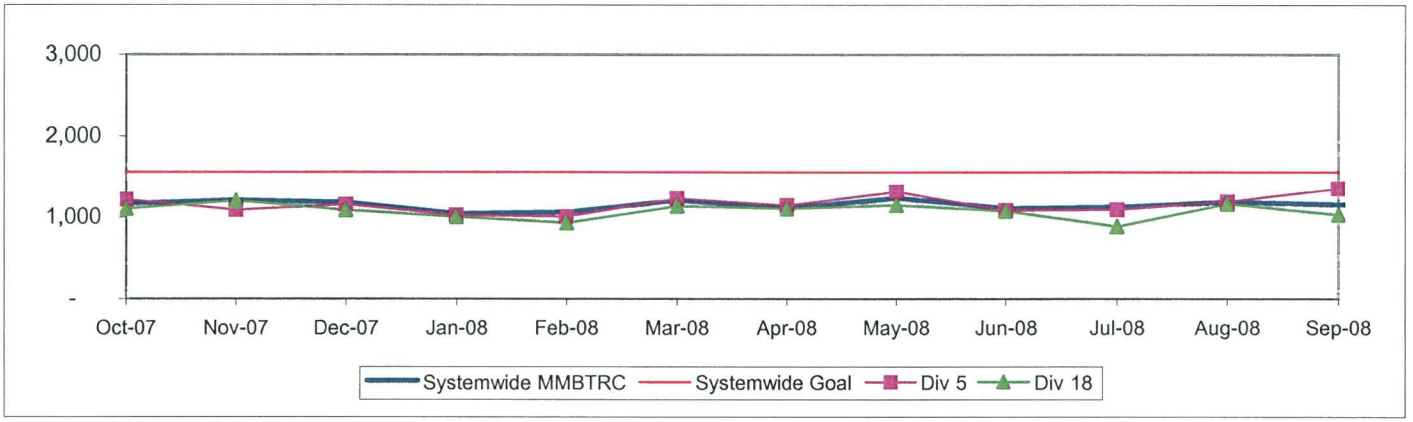
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

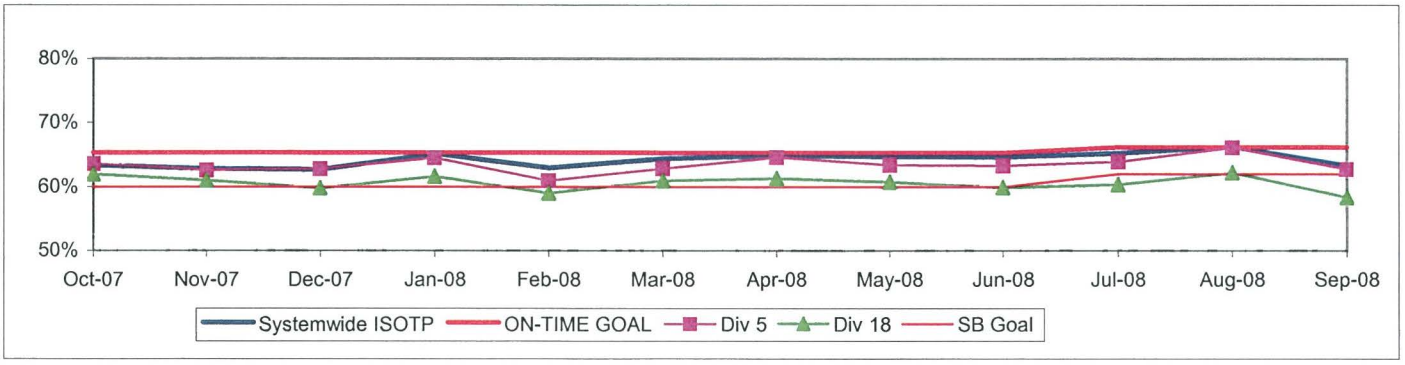


IN-SERVICE ON-TIME PERFORMANCE

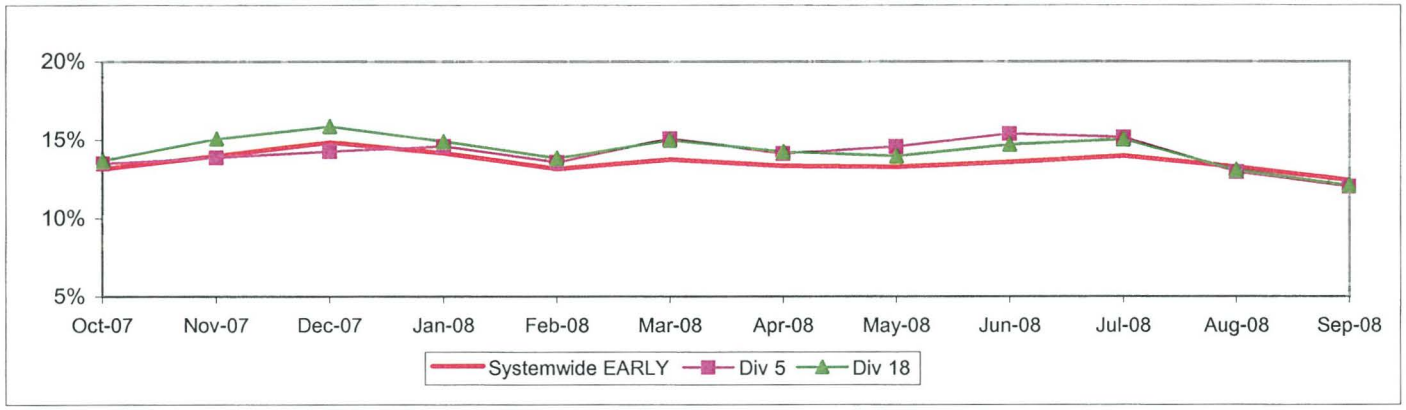
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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



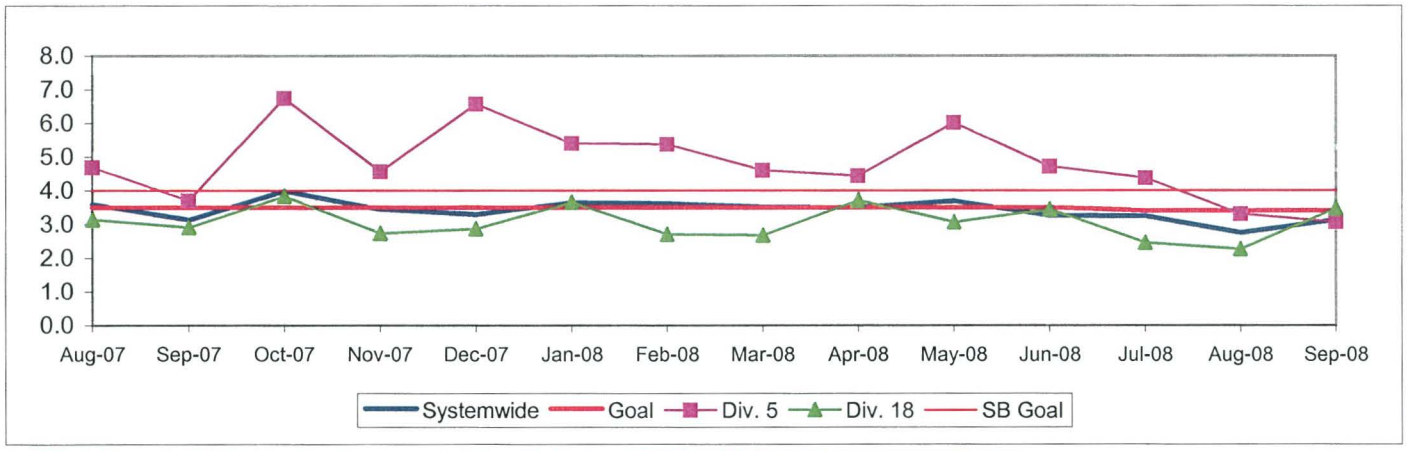
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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))

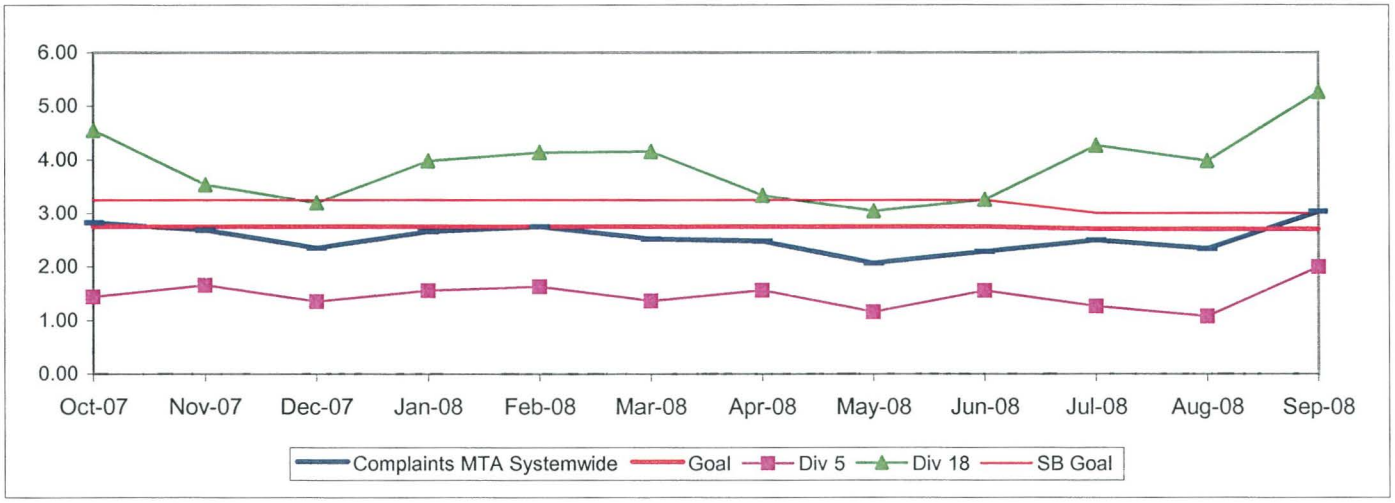


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

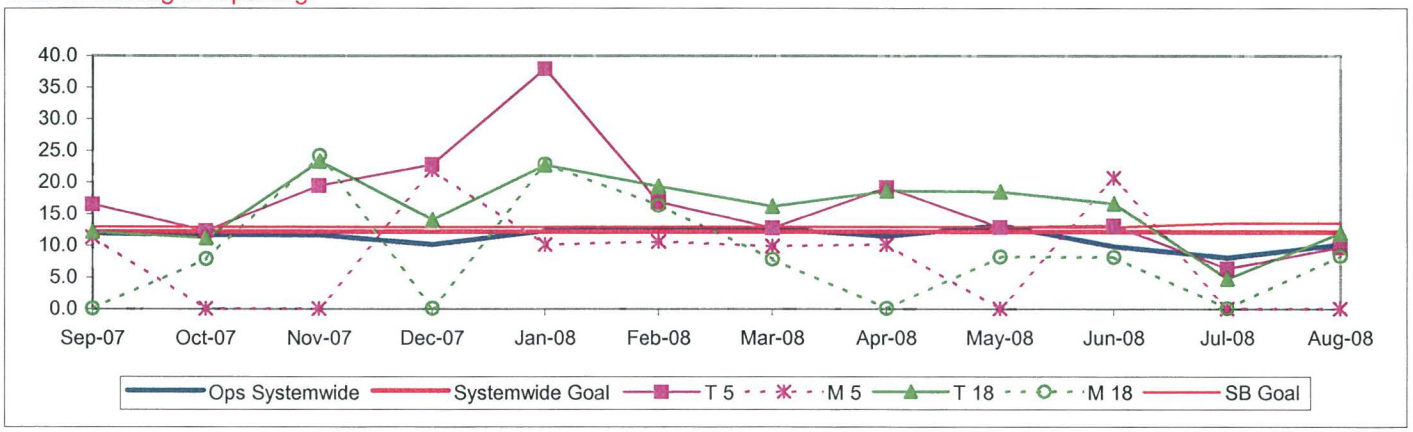


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.

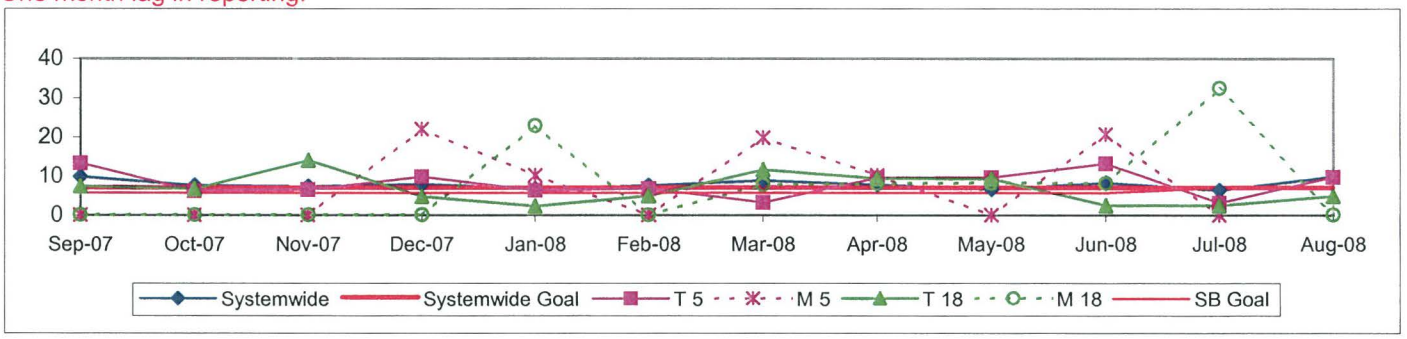


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.

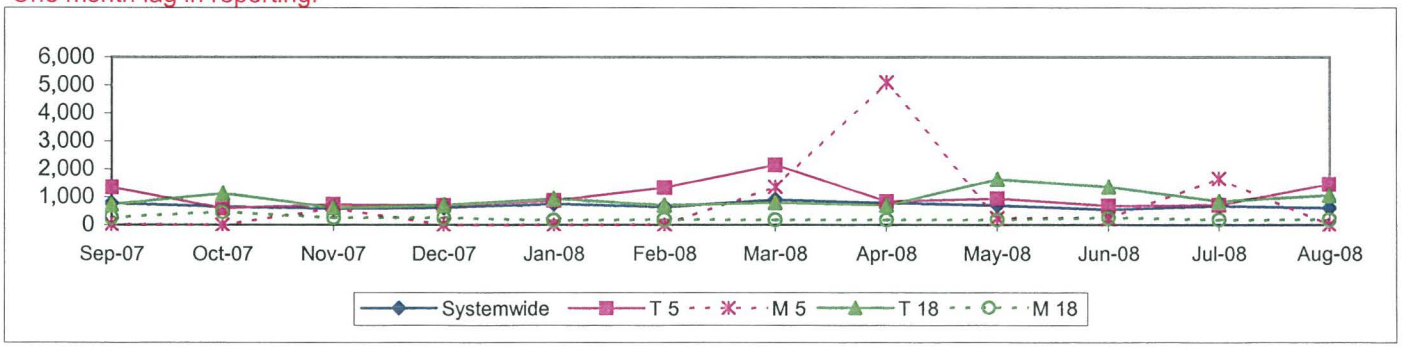


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	Sep. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls			3,274	3,532 1,116*	3,137 824	3,500	3,118 93	3,023 49	◇
Mean Miles Between Total Road Calls (MMBTRC)				1,245	1,137	1,556	1,154	1,152	◇
In-Service On-time Performance	65.43%	66.50%	64.35%**	63.77%	64.05%	66.15%	64.88%	63.24%	◇
Bus Traffic Accidents Per 100,000 Miles					3.47	3.40	3.03	3.12	●
Complaints per 100,000 Boardings	4.51	3.54	2.41	2.46	2.57	2.70	2.62	3.03	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.64	13.61	12.27	11.11	11.54	12.10	*Aug YTD 9.07*	*Aug 10.12*	●
WC Sector									
MMBMF No. of unaddressed road calls			3,499	3,651 155*	3,213 116	3,500	3,262 26	3,352 9	◇
MMBTRC				1,152	1,001	1,439	956	942	◇
In-Service On-time Performance	63.31%	63.39%	60.82%	57.59%	56.72%	60.00%	58.81%	57.46%	◇
Bus Traffic Accidents Per 100,000 Miles					4.25	4.00	4.21	3.96	◇
Complaints per 100,000 Boardings	5.30	4.10	2.53	2.66	2.97	3.00	3.05	3.44	◇
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	21.52	18.80	14.61	12.99	13.41	13.00	*Aug YTD 12.03*	*Aug 11.27*	●
Division 6									
MMBMF No. of unaddressed road calls			6,279	4,456 30*	3,756 32	3,500	5,026 2	4,432 1	●
MMBTRC				1,063	899	1,329	1,062	922	◇
In-Service On-time Performance	60.11%	56.75%	57.20%	53.28%	53.12%	60.00%	53.98%	53.92%	◇
Bus Traffic Accidents Per 100,000 Miles					3.86	4.00	4.58	3.76	◇
Complaints per 100,000 Boardings	6.15	4.47	2.52	2.10	2.70	3.00	3.95	4.42	◇
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	21.71	18.23	16.43	15.02	11.77	13.00	*Aug YTD 16.74*	*Aug 8.66*	●
Division 7									
MMBMF No. of unaddressed road calls			2,947	3,468 64*	3,327 84	3,500	3,392 24	3,183 8	●
MMBTRC				1,118	981	1,397	978	971	◇
In-Service On-time Performance	64.59%	64.22%	61.78%	58.01%	57.66%	60.00%	59.76%	57.92%	●
Bus Traffic Accidents Per 100,000 Miles					4.10	4.00	4.23	3.31	◇
Complaints per 100,000 Boardings	5.70	4.24	2.87	2.98	3.00	3.00	3.32	3.59	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.05	19.44	15.76	12.09	13.42	13.00	*Aug YTD 11.45*	*Aug 10.53*	◇
Division 10									
MMBMF No. of unaddressed road calls			3,723	3,702 61*	3,028 0	3,500	2,945 0	3,331 0	◇
MMBTRC				1,197	1,044	1,496	919	923	◇
In-Service On-time Performance	62.85%	64.14%	60.73%	58.61%	56.63%	60.00%	58.76%	57.72%	◇
Bus Traffic Accidents Per 100,000 Miles					4.47	4.00	4.12	4.57	◇
Complaints per 100,000 Boardings	4.85	3.92	2.23	2.48	2.99	3.00	2.67	3.15	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	22.90	3.74 114	3.80 1	14.02	14.74	13.00	*Aug YTD 11.79*	*Aug 11.81*	●

*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.

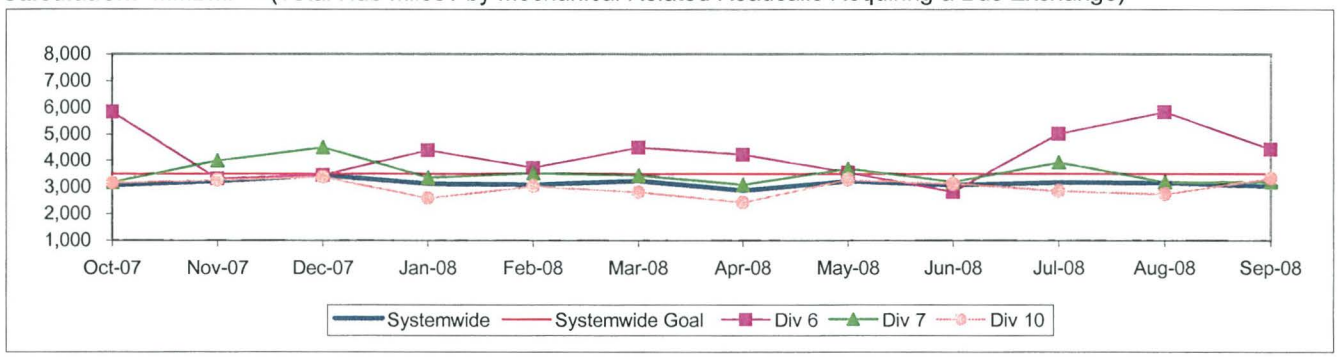
▬ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

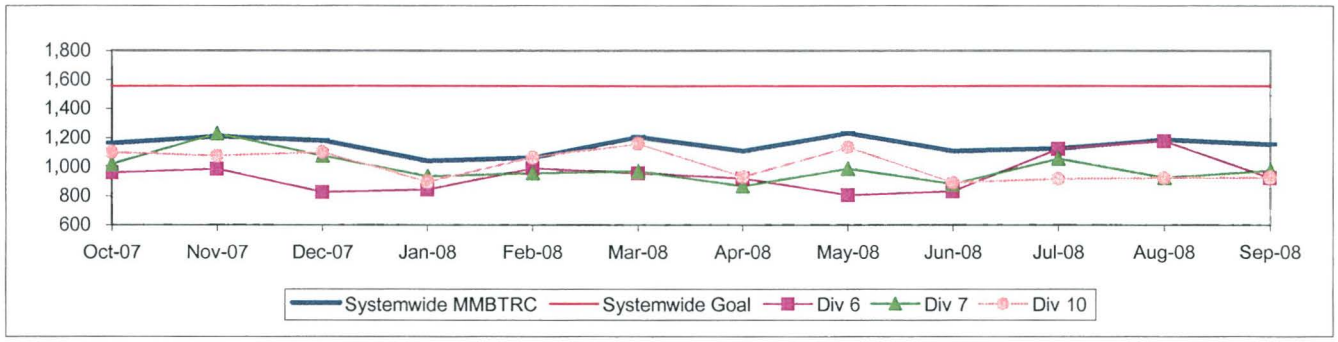
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

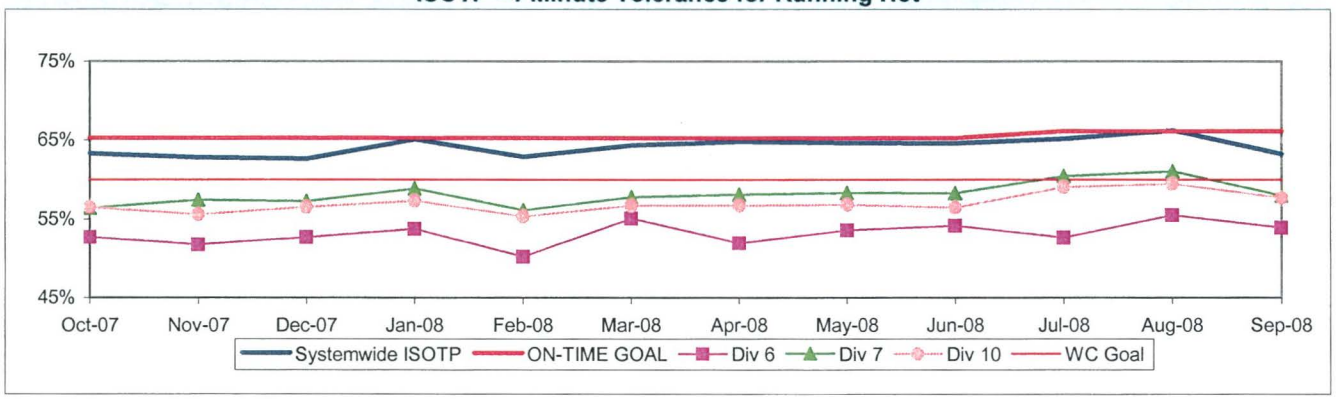


IN-SERVICE ON-TIME PERFORMANCE

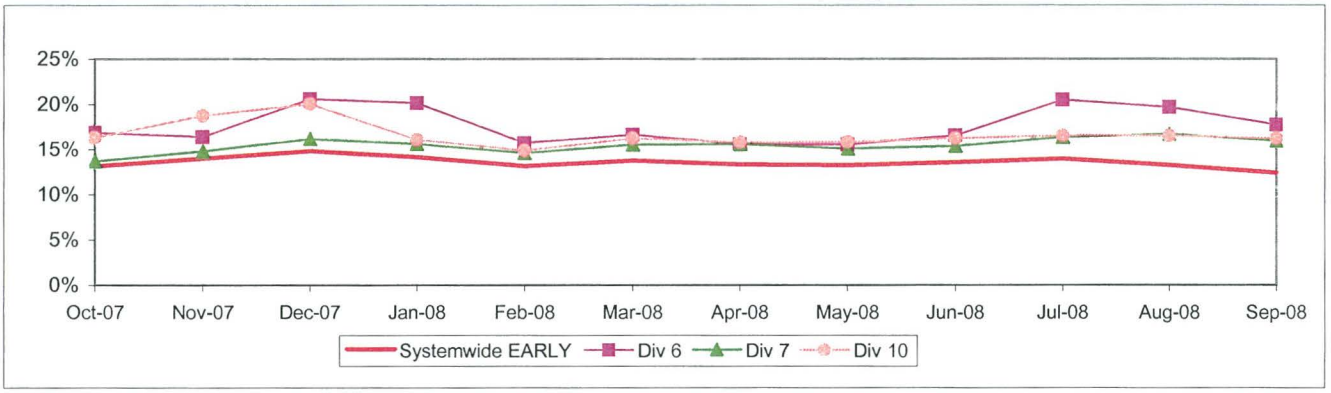
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

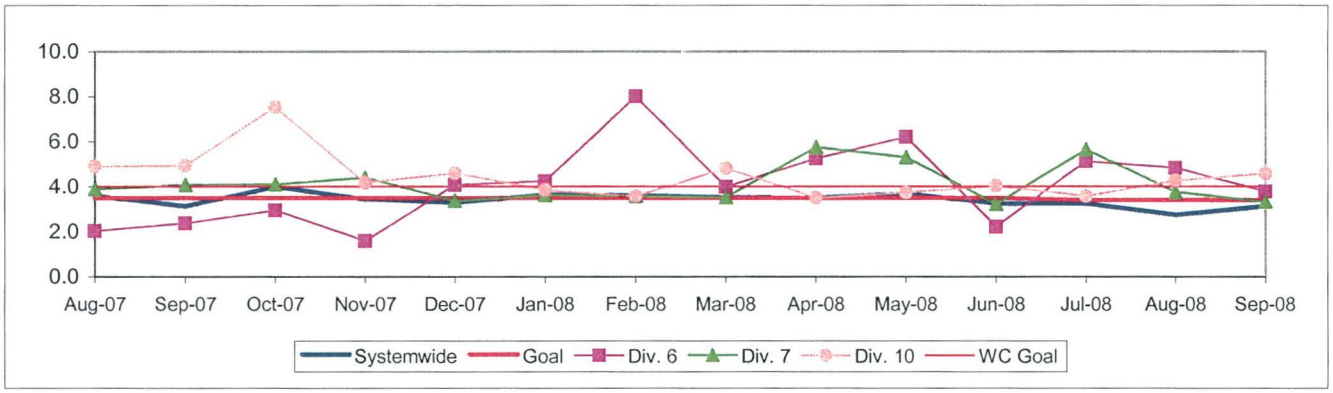


Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



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

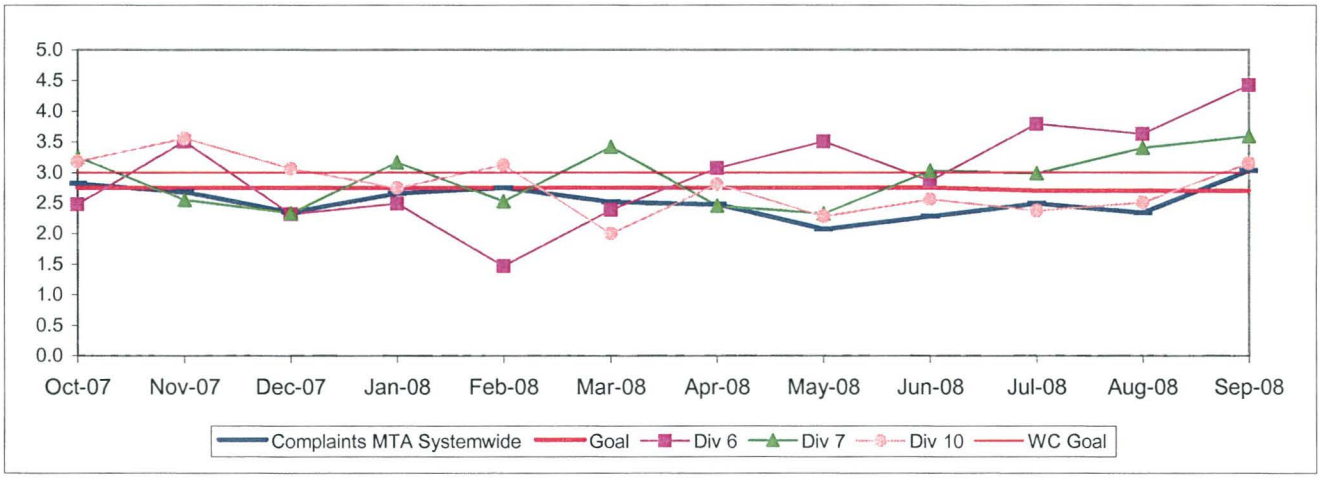
Definition: Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))



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)

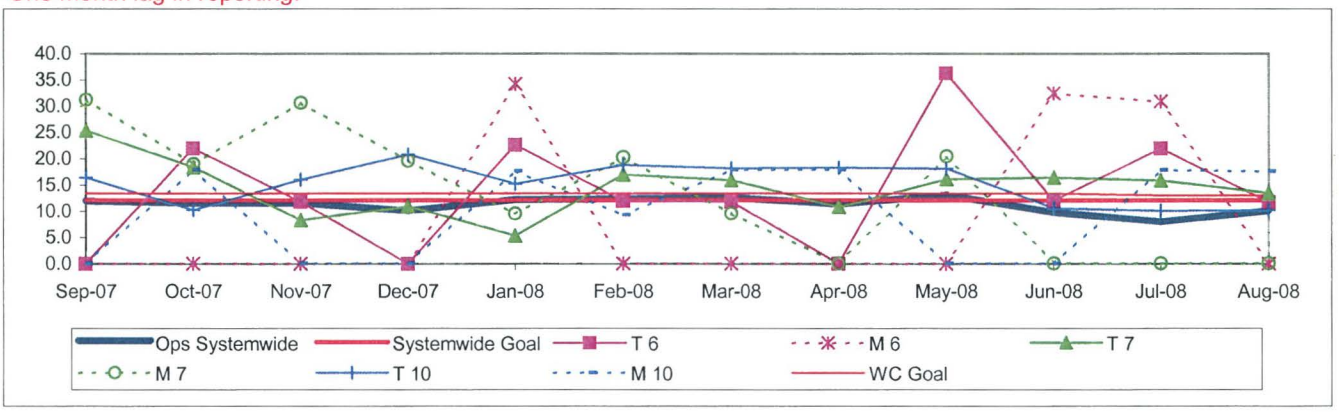


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.

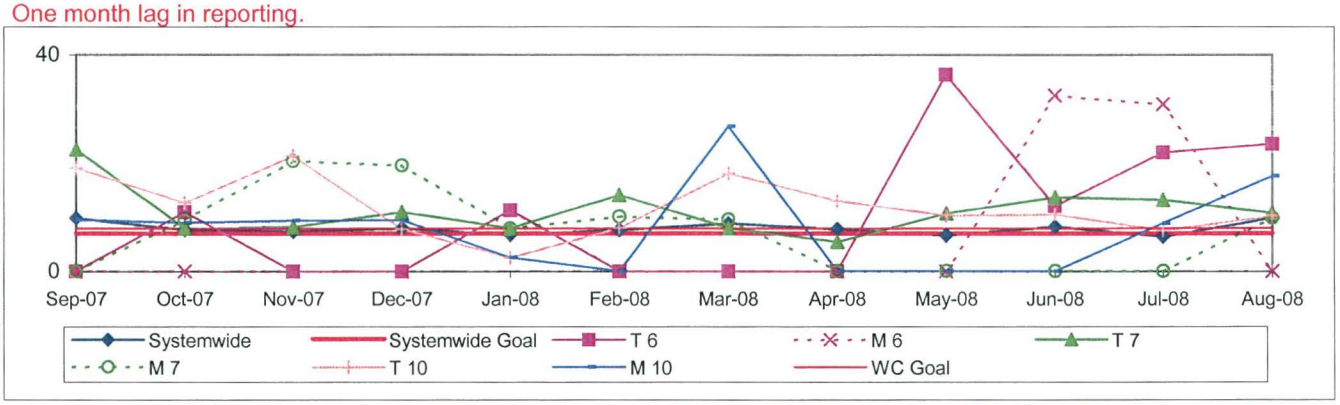


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.

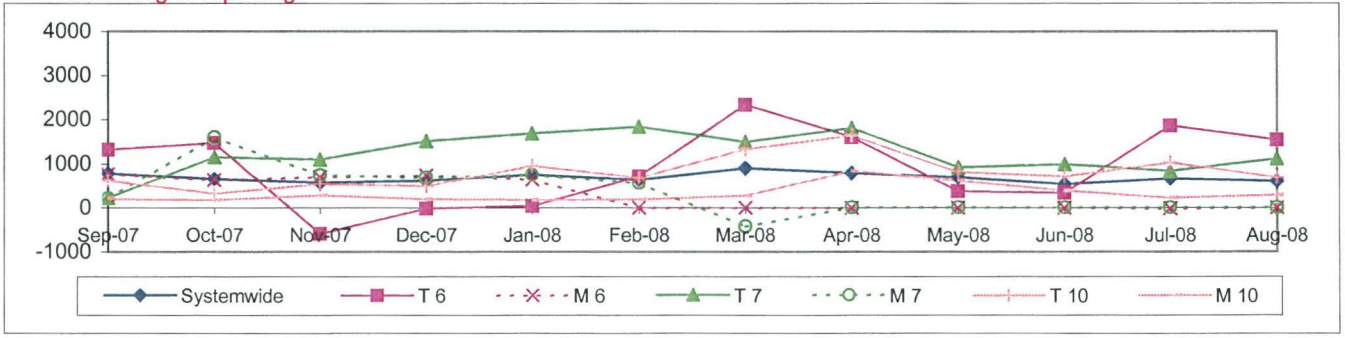


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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	FY04	FY05	FY06	FY07	FY08	FY09 Target	FY09 YTD	Sep. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	11.59	9.32	11.56	8.08	11.24	*10.00*	*Aug YTD 3.85*	*Aug 2.20*	
Metro Red Line (MRL)									
On-Time Pullouts	99.71%	99.94%	99.61%	99.76%	99.79%	99.00%	99.86%	100%	
Mean Miles Between Chargeable Mechanical Failures	12,793	11,759	19,587	17,260	26,743	25,000	33,921	56,917	
In-Service On-time Performance*					99.13%	99.00%	99.21%	99.36%	
Traffic Accidents Per 100,000 Train Miles	0	0.22	0.22	0	0.30	0.14	0.29	0.00	
Complaints per 100,000 Boardings	1.17	1.13	0.66	0.41	0.50	0.50	0.41	0.43	
Metro Blue Line (MBL)									
On-Time Pullouts	99.94%	99.73%	99.76%	99.72%	99.62%	99.00%	99.63%	99.28%	
Mean Miles Between Chargeable Mechanical Failures	10,365	16,273	26,774	35,125	31,278	25,000	23,679	16,155	
In-Service On-time Performance*					98.81%	99.00%	99.16%	97.34%	
Traffic Accidents Per 100,000 Train Miles	1.36	0.64	0.96	1.35	1.65	0.50	1.68	2.99	
Complaints per 100,000 Boardings	0.97	0.98	0.78	0.53	0.64	0.73	0.57	0.39	
Metro Green Line (MGrL)									
On-Time Pullouts	99.78%	99.91%	99.97%	99.54%	99.80%	99.00%	100%	100%	
Mean Miles Between Chargeable Mechanical Failures	11,337	12,558	20,635	27,471	36,727	25,000	24,422	20,721	
In-Service On-time Performance*					99.07%	99.00%	99.17%	98.76%	
Traffic Accidents Per 100,000 Train Miles	0.08	0.00	0	0	0.00	0.50	0	0	
Complaints per 100,000 Boardings	1.37	1.39	0.92	0.72	0.81	0.73	0.86	0.62	
Metro Gold Line (MGoL)									
On-Time Pullouts	100%	99.85%	99.97%	99.95%	99.95%	99.00%	99.90%	100%	
Mean Miles Between Chargeable Mechanical Failures	8,938	16,571	23,329	22,775	39,521	25,000	37,254	48,816	
In-Service On-time Performance*					98.86%	99.00%	99.39%	99.64%	
Traffic Accidents Per 100,000 Train Miles	0.25	0.23	0.12	0.23	0.43	0.50	0.41	0.00	
Complaints per 100,000 Boardings	3.81	2.85	2.71	1.88	1.57	0.73	1.57	1.67	

*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.

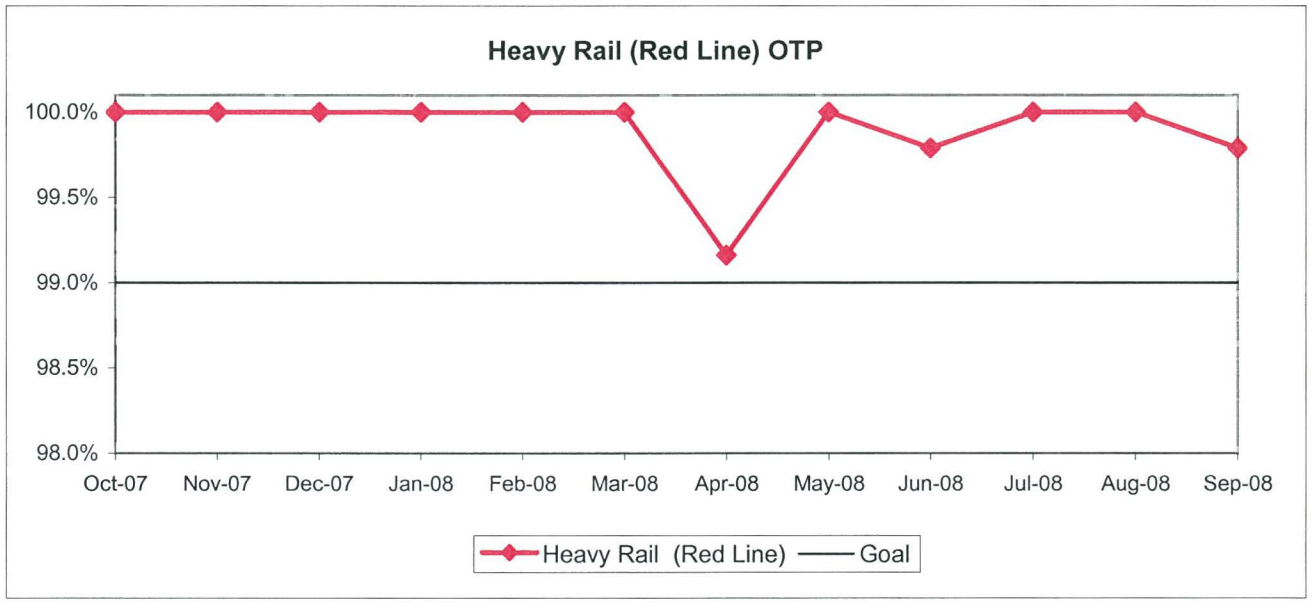
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

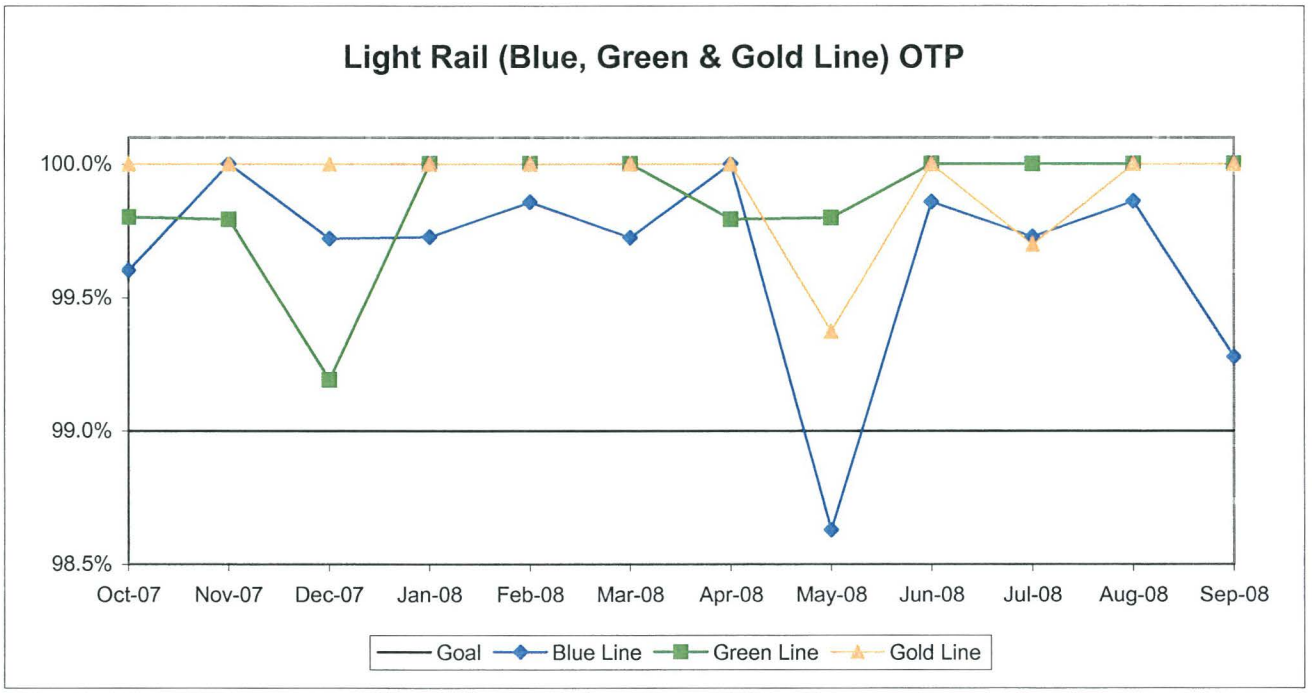
RAIL SERVICE PERFORMANCE

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)]

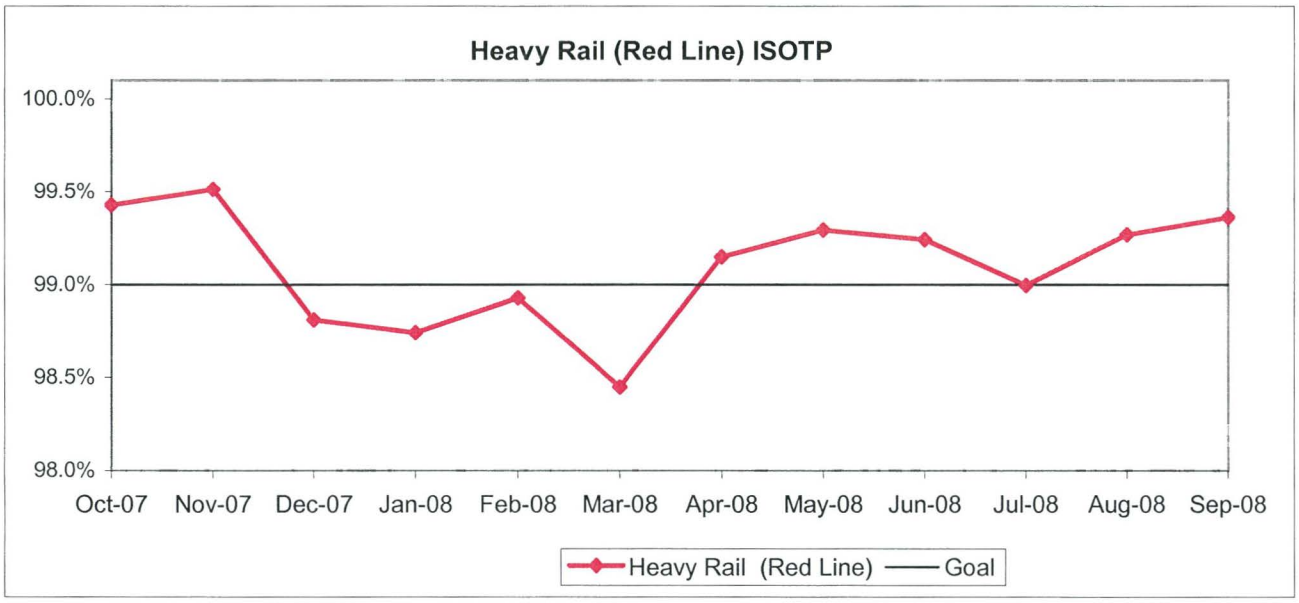


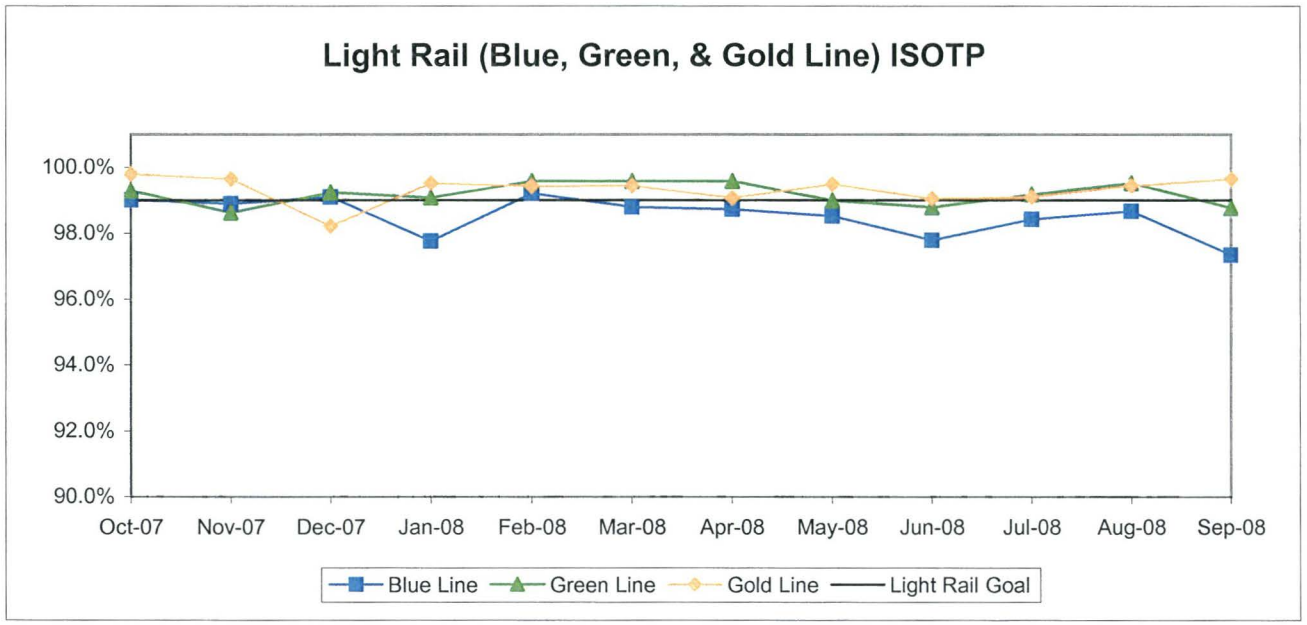


IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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)]

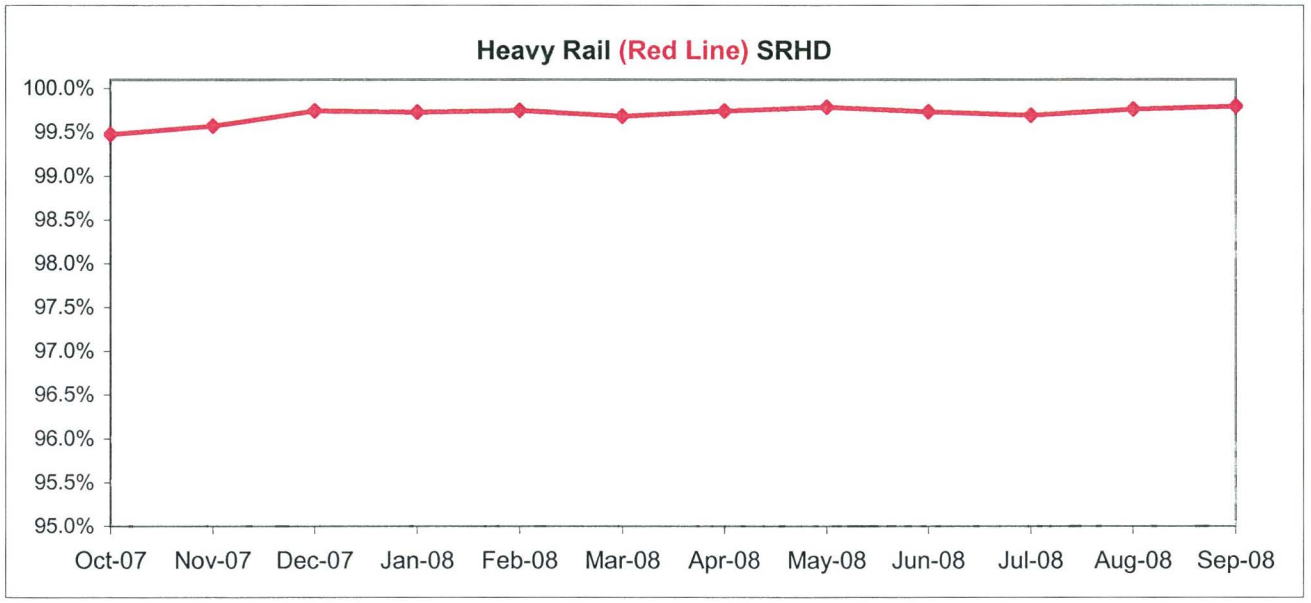


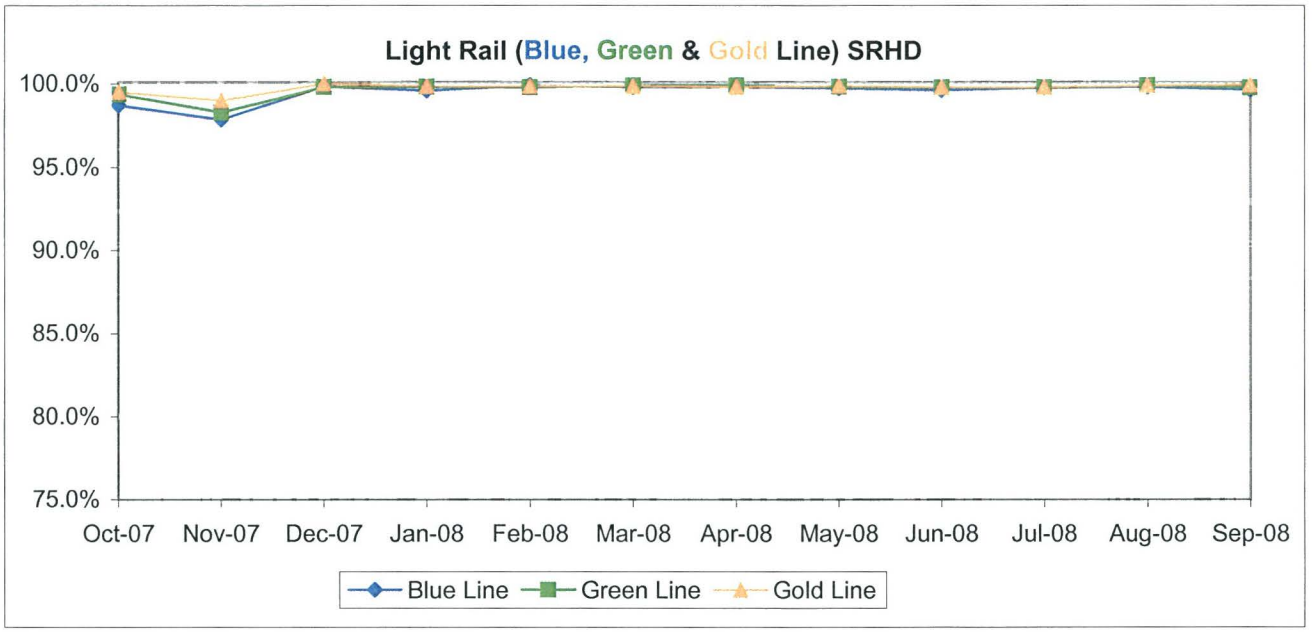


Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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))

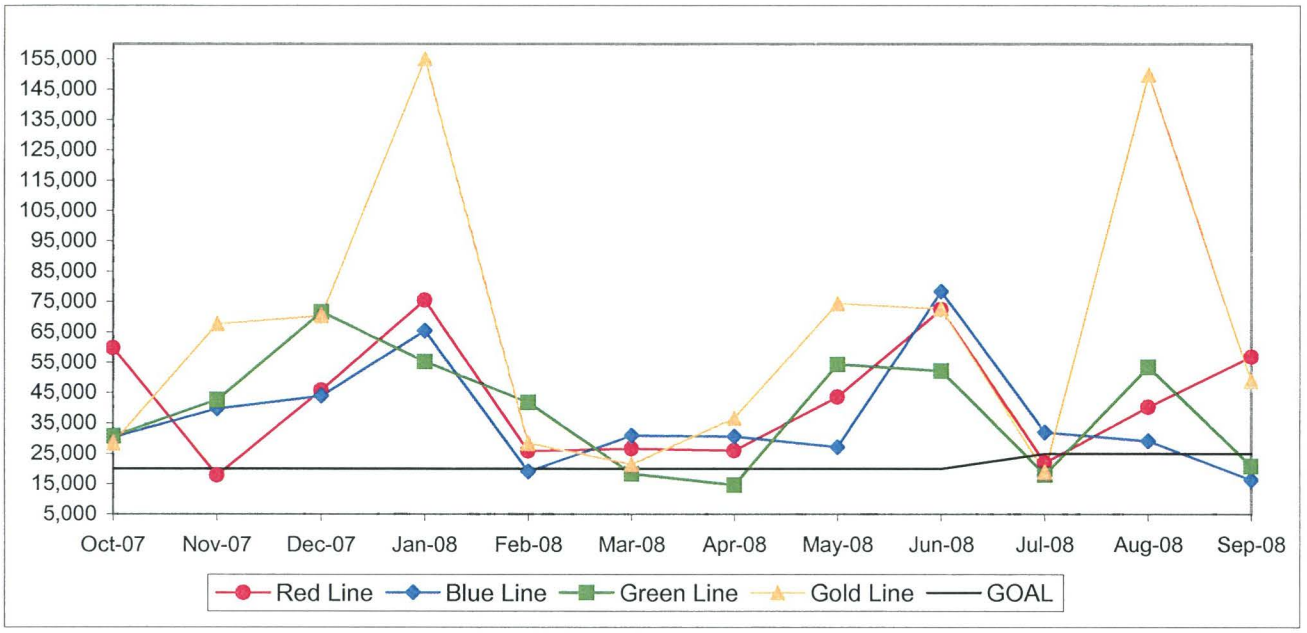




Mean Miles Between Chargeable Mechanical Failures

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

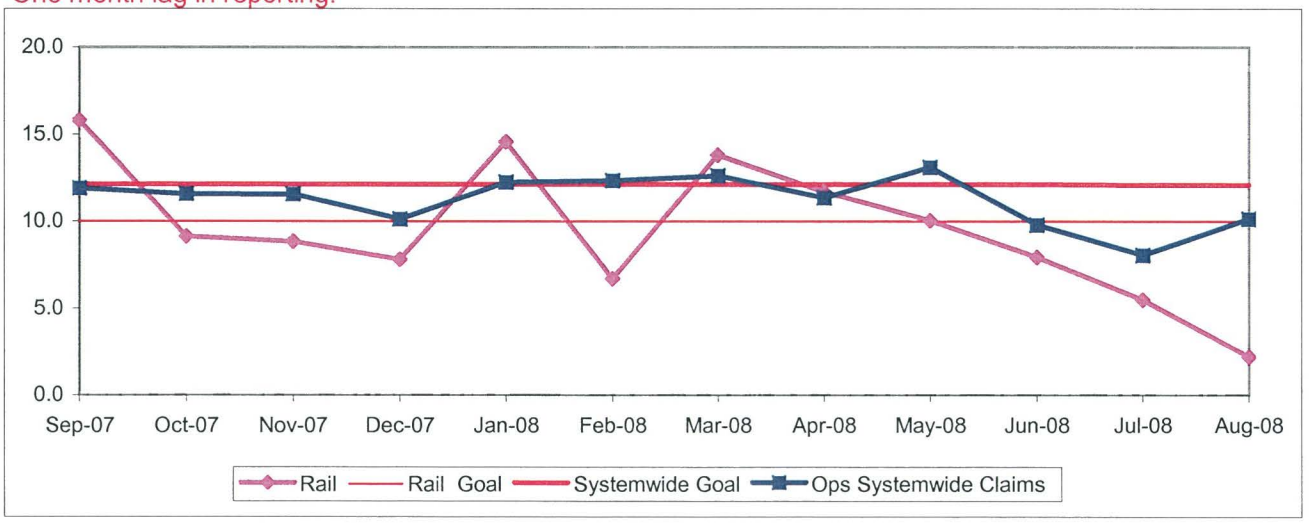


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

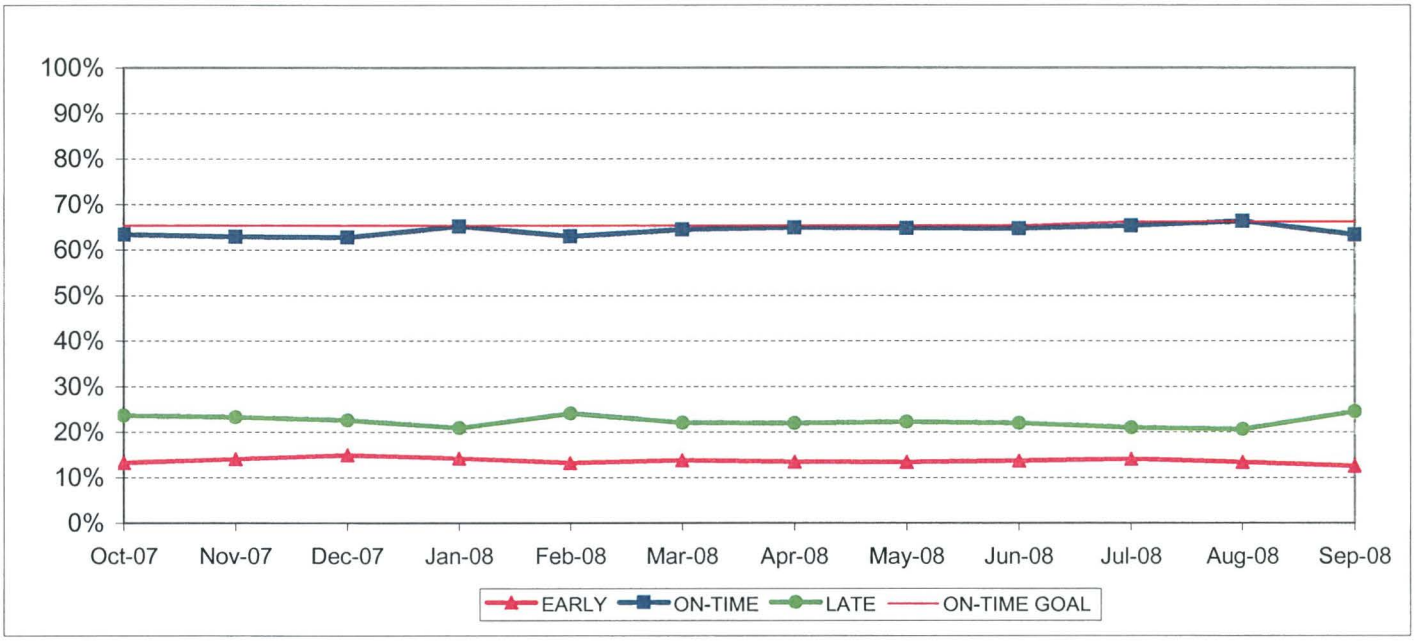
IN-SERVICE ON-TIME PERFORMANCE

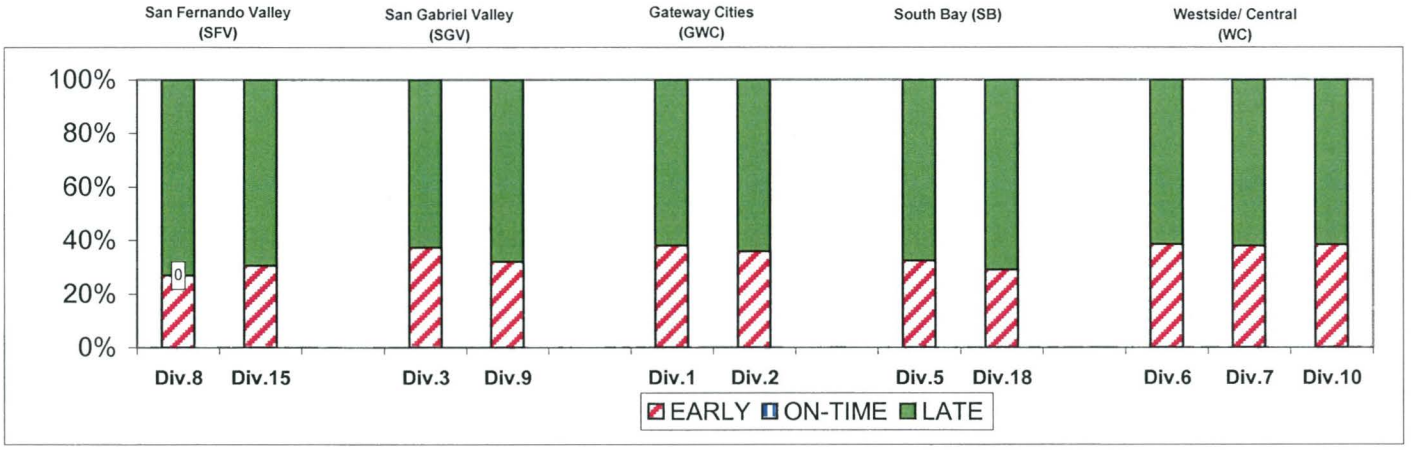
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

	FY08	FY09-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	11.24%	10.10%	-1.14%
On-Time	68.50%	69.17%	0.67%
Late	20.26%	20.73%	0.47%
Division 15			
Early	11.26%	10.95%	-0.31%
On-Time	66.85%	66.44%	-0.41%
Late	21.88%	22.61%	0.72%
Gateway Cities Sector (GWC)			
Division 1			
Early	12.77%	12.58%	-0.19%
On-Time	67.55%	70.07%	2.53%
Late	19.69%	17.35%	-2.34%
Division 2			
Early	11.94%	11.11%	-0.82%
On-Time	68.60%	71.41%	2.81%
Late	19.47%	17.47%	-1.99%
South Bay Sector (SB)			
Division 5			
Early	14.08%	13.38%	-0.70%
On-Time	63.35%	64.26%	0.91%
Late	22.57%	22.37%	-0.21%
Division 18			
Early	14.42%	13.37%	-1.05%
On-Time	60.88%	60.22%	-0.66%
Late	24.70%	26.41%	1.71%

	FY08	FY09-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	15.37%	13.99%	-1.37%
On-Time	66.83%	68.24%	1.42%
Late	17.81%	17.77%	-0.04%
Division 9			
Early	12.92%	11.27%	-1.65%
On-Time	66.84%	69.46%	2.63%
Late	20.24%	19.27%	-0.97%
Westside/Central Sector (WC)			
Division 6			
Early	16.78%	19.29%	2.51%
On-Time	53.12%	53.98%	0.86%
Late	30.10%	26.73%	-3.37%
Division 7			
Early	14.80%	16.31%	1.50%
On-Time	57.66%	59.76%	2.10%
Late	27.54%	23.93%	-3.61%
Division 10			
Early	16.30%	16.41%	0.12%
On-Time	56.63%	58.76%	2.13%
Late	27.07%	24.83%	-2.25%

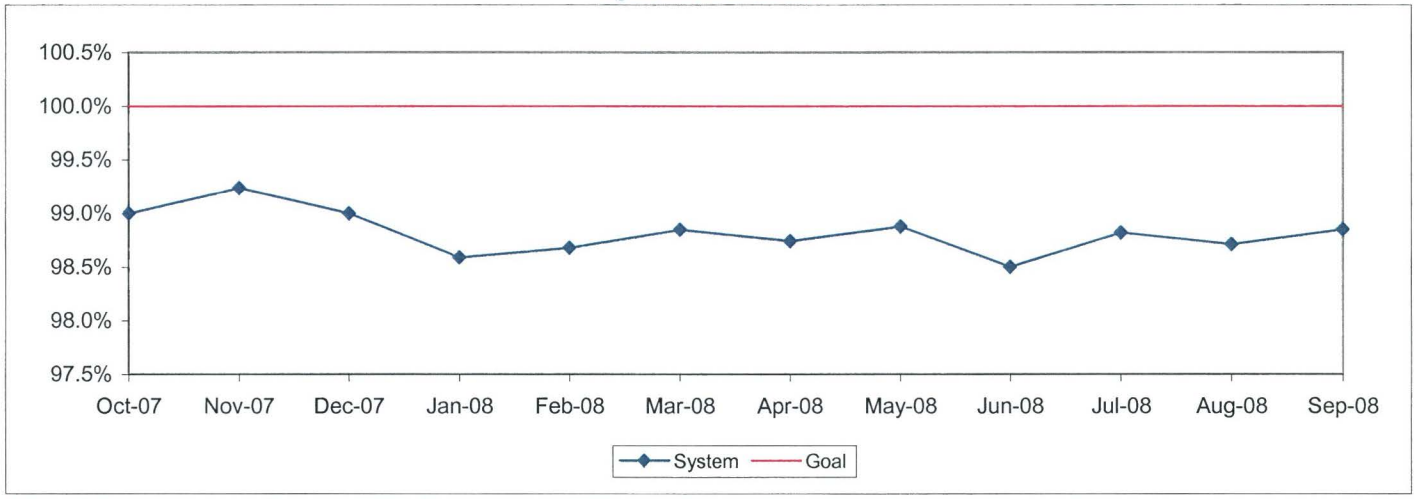
SYSTEMWIDE			
Early	13.55%	13.21%	-0.34%
On-Time	64.05%	64.88%	0.83%
Late	22.40%	21.91%	-0.49%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

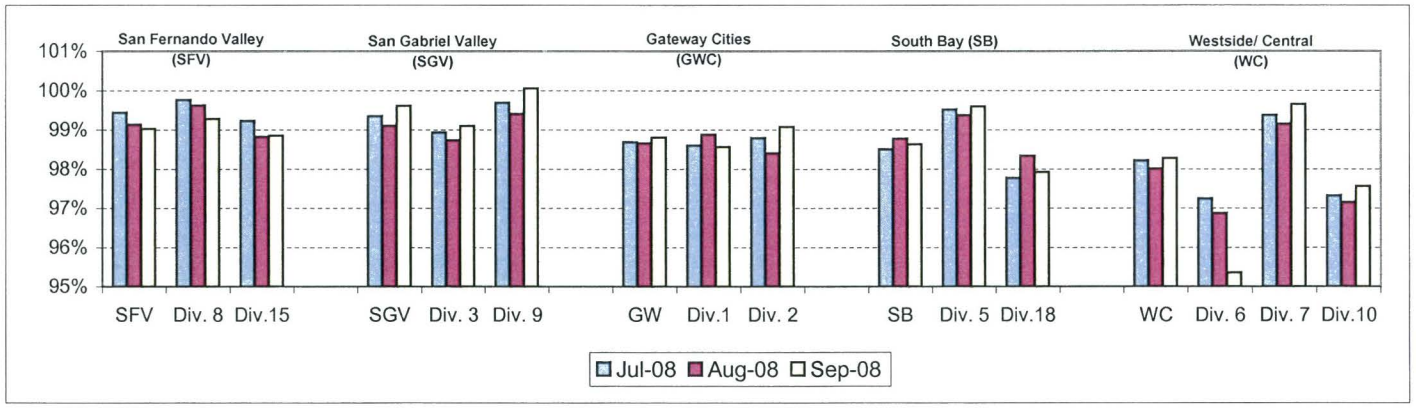
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary 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.**



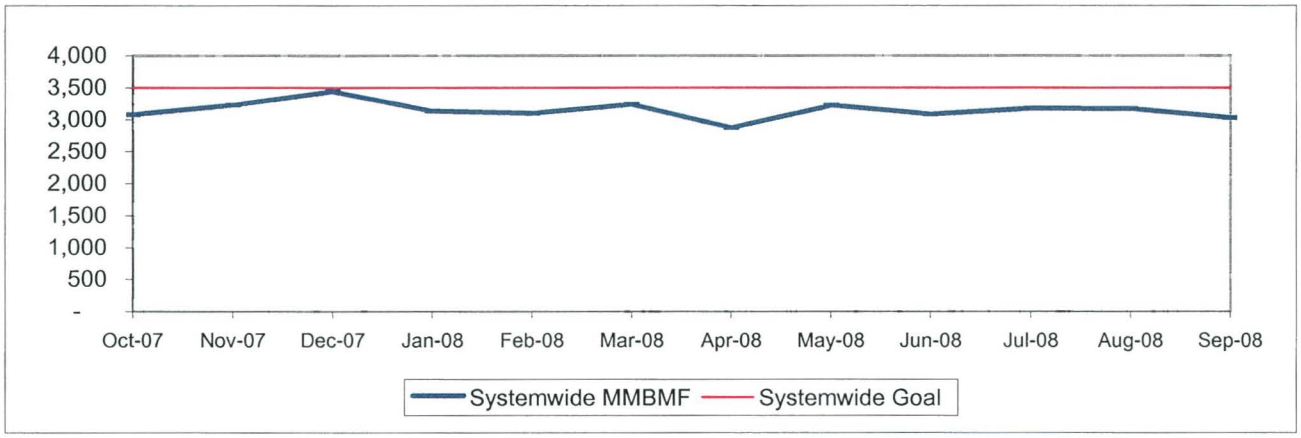
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

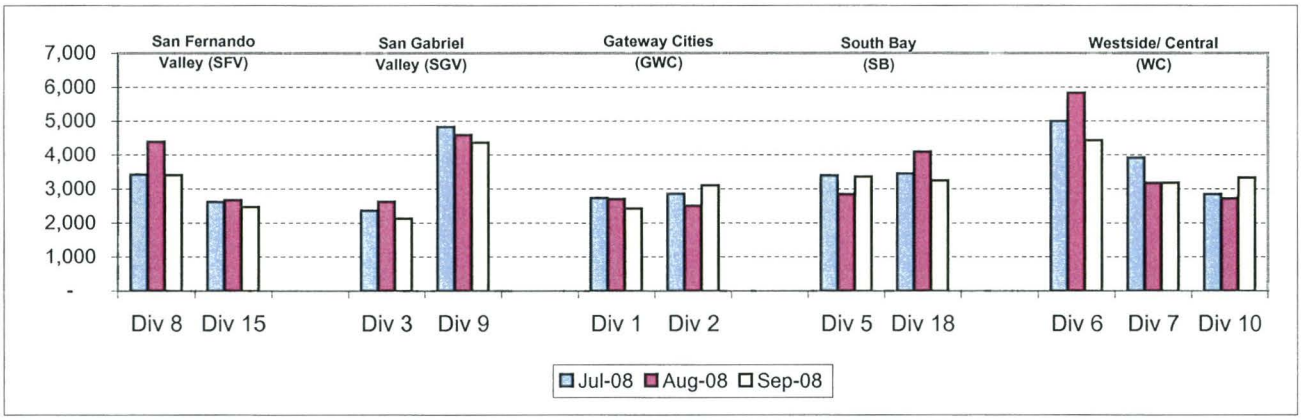
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)

Systemwide Trend



* New Indicator.

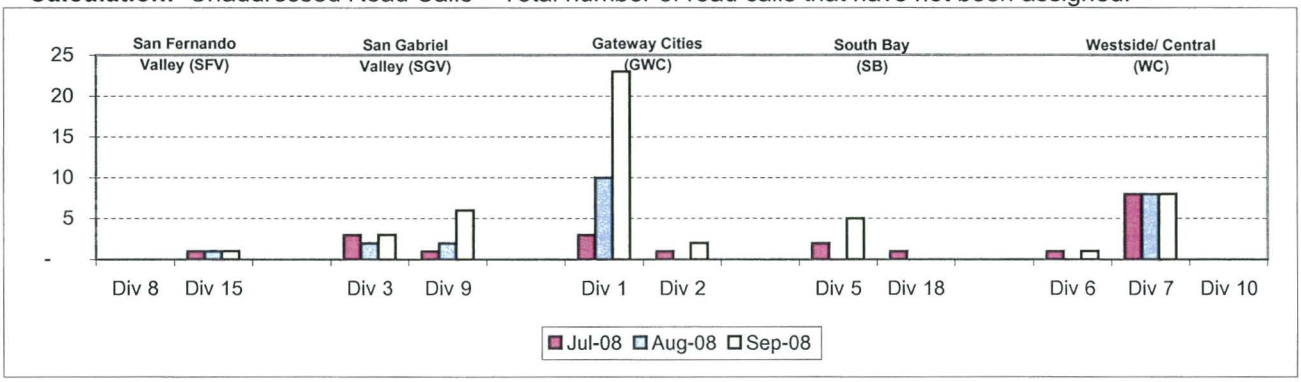
MMBMBF -- Bus Operating Sector Divisions
July - September 2008



Unaddressed Road Calls -- Bus Operating Sector Divisions*
July - September 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.

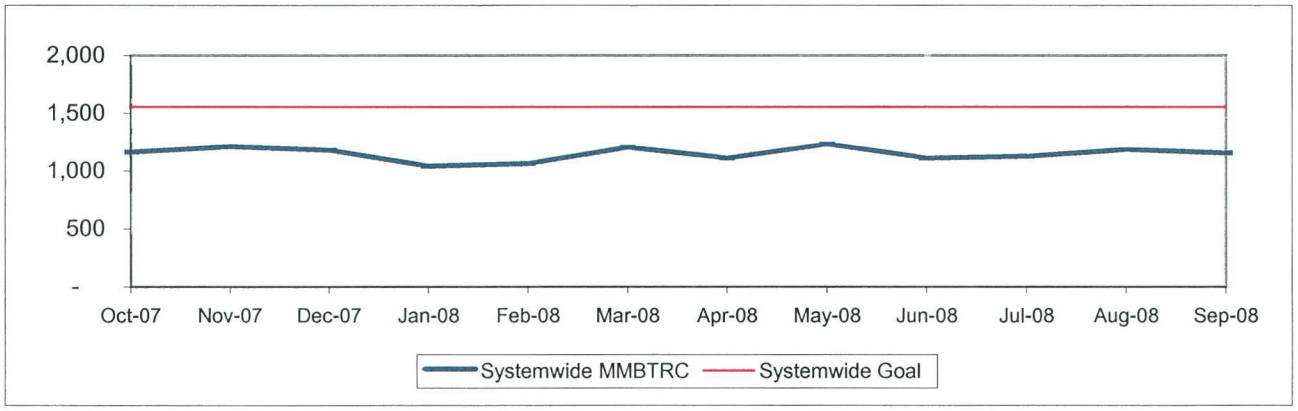


* New Indicator.

MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

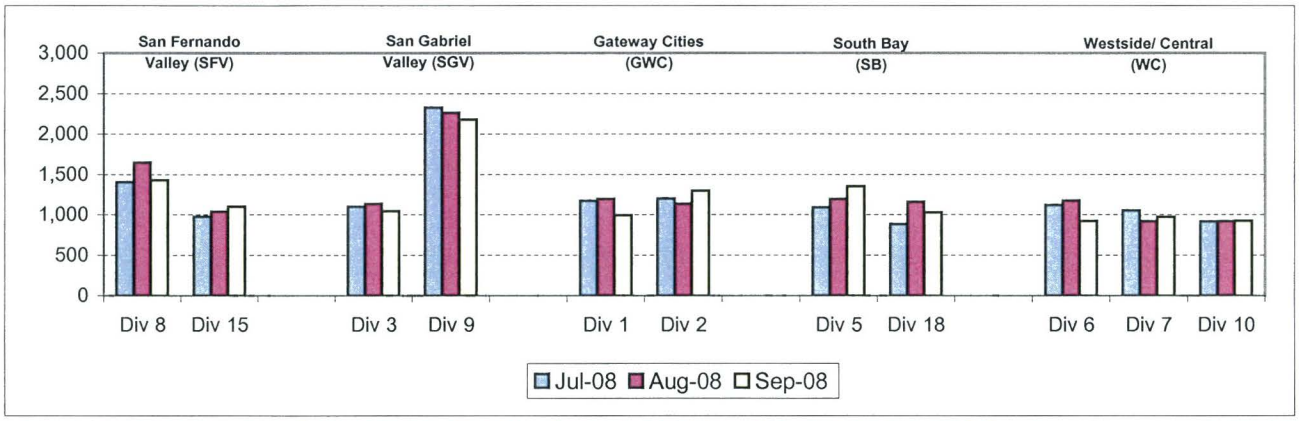
Definition: Average Hub Miles traveled between road call problems.
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



* New Indicator.

MMBTRC --Bus Operating Sector Divisions
July - September 2008



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,436	90.69%
Diesel	157	5.85%
Gasoline	59	2.20%
Propane	34	1.27%
Total	2,686	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**
9.7	7.5	7.4	6.6	6.5	6.7	6.4	7.7

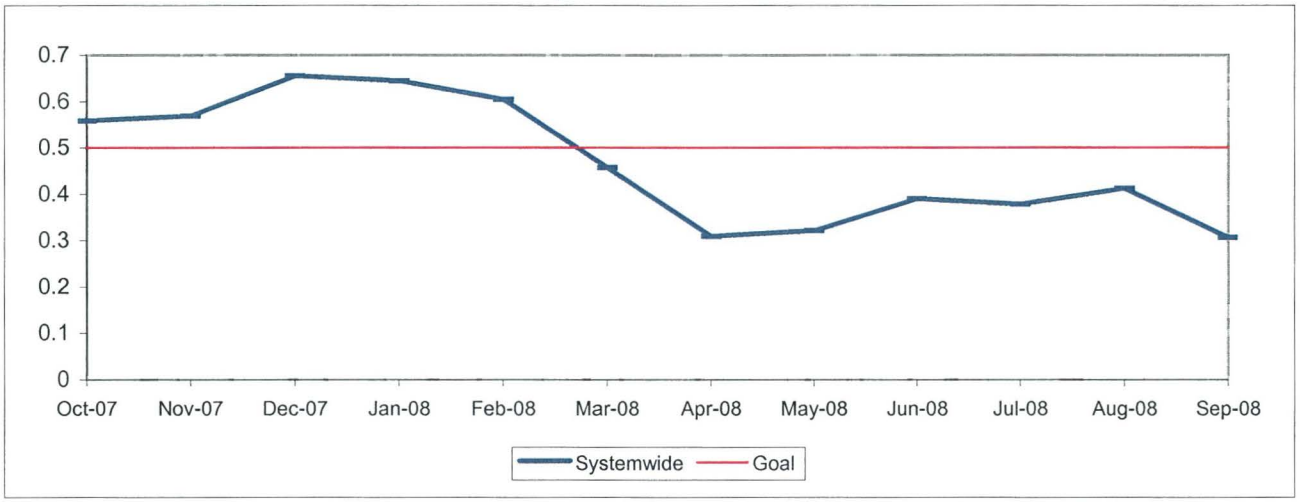
WC		
Div 6	**Div 7**	**Div 10**
14.2	7.2	6.2

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.

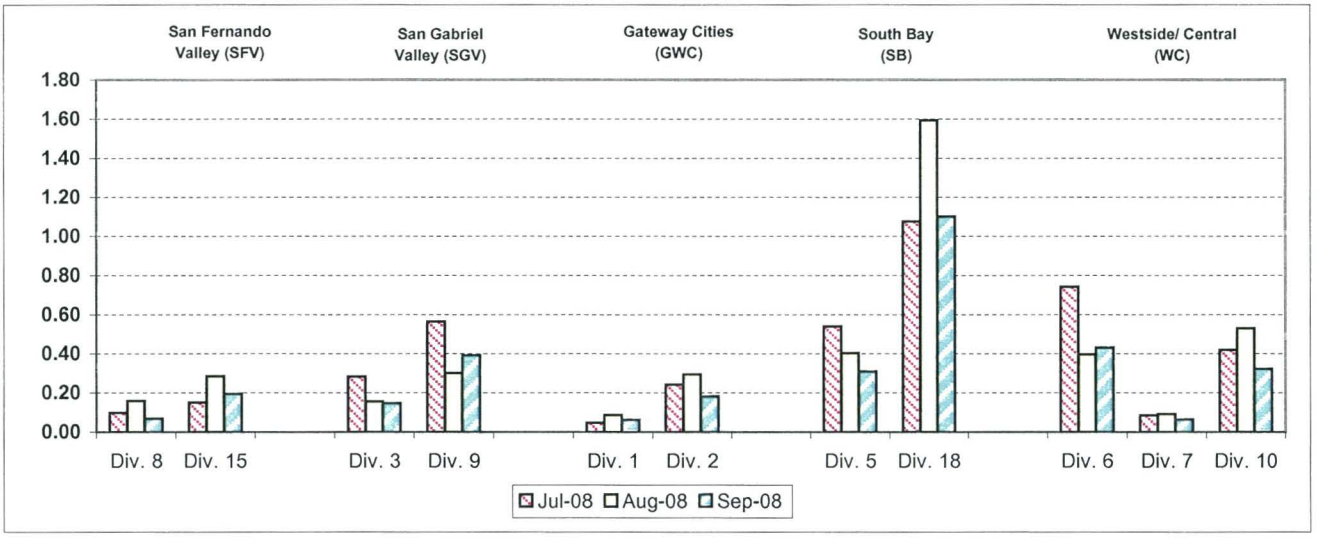
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

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
July - September 2008



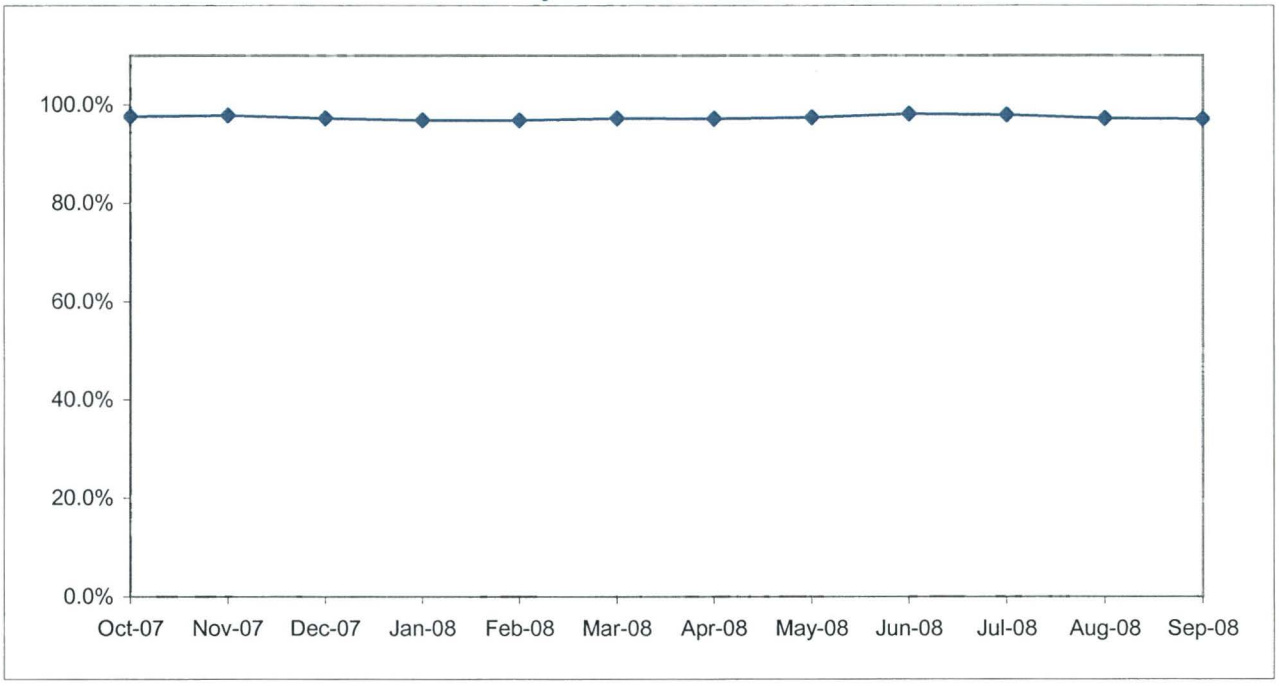
ATTENDANCE

MAINTENANCE ATTENDANCE

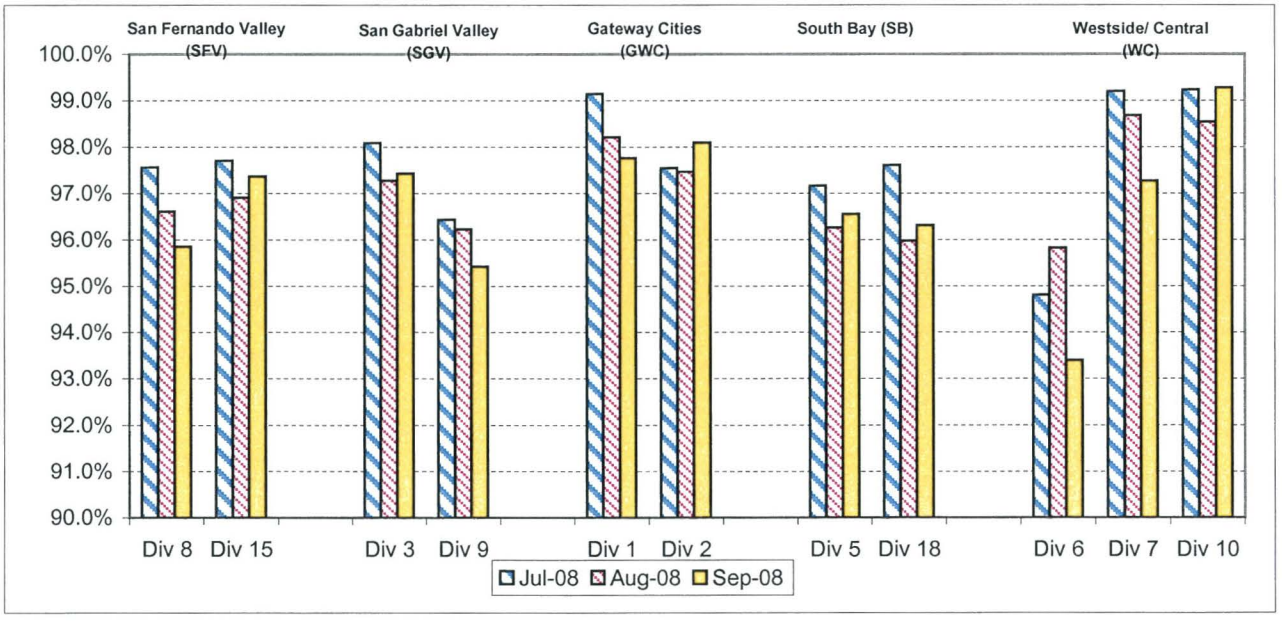
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month)
July - September 2008



SAFETY PERFORMANCE

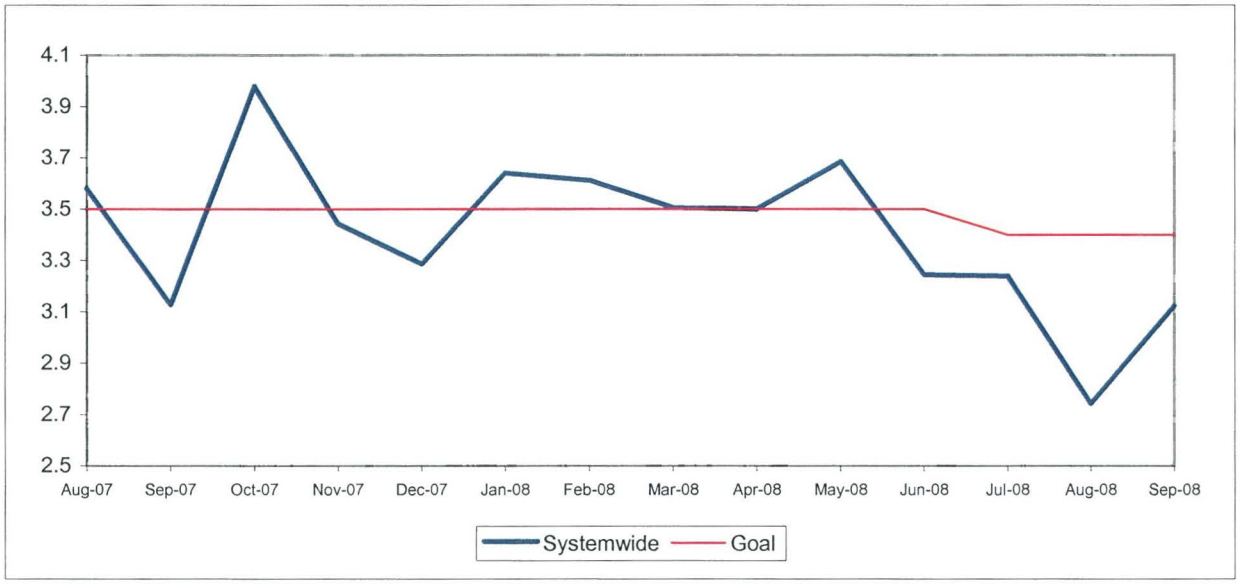
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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.

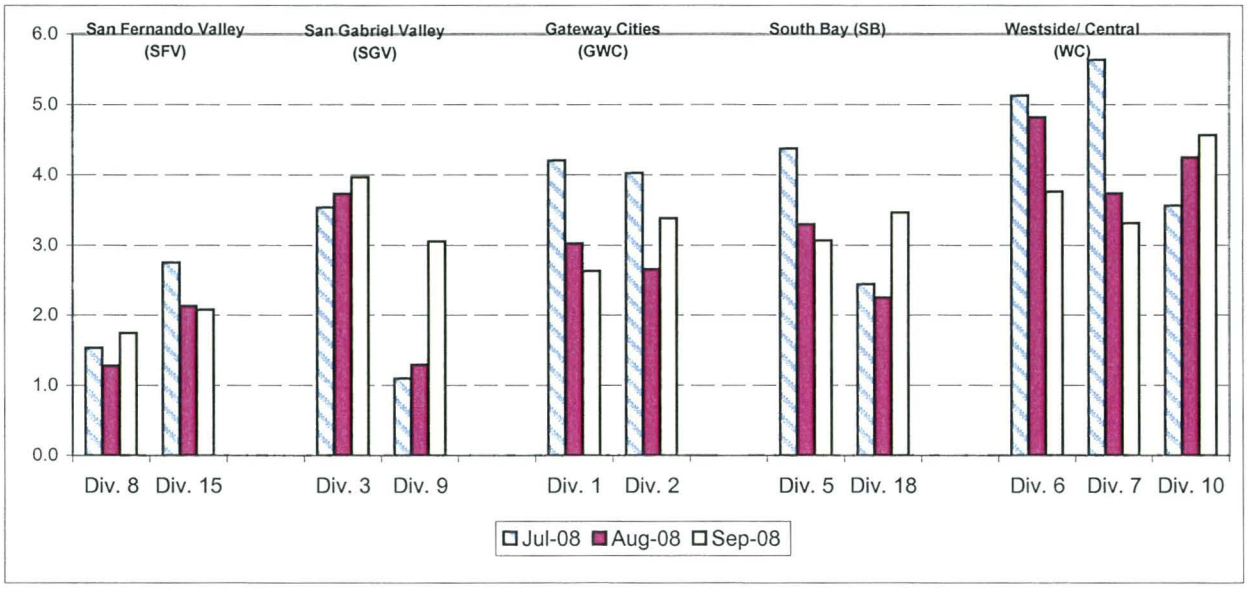
Systemwide Trend



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
July - September 2008

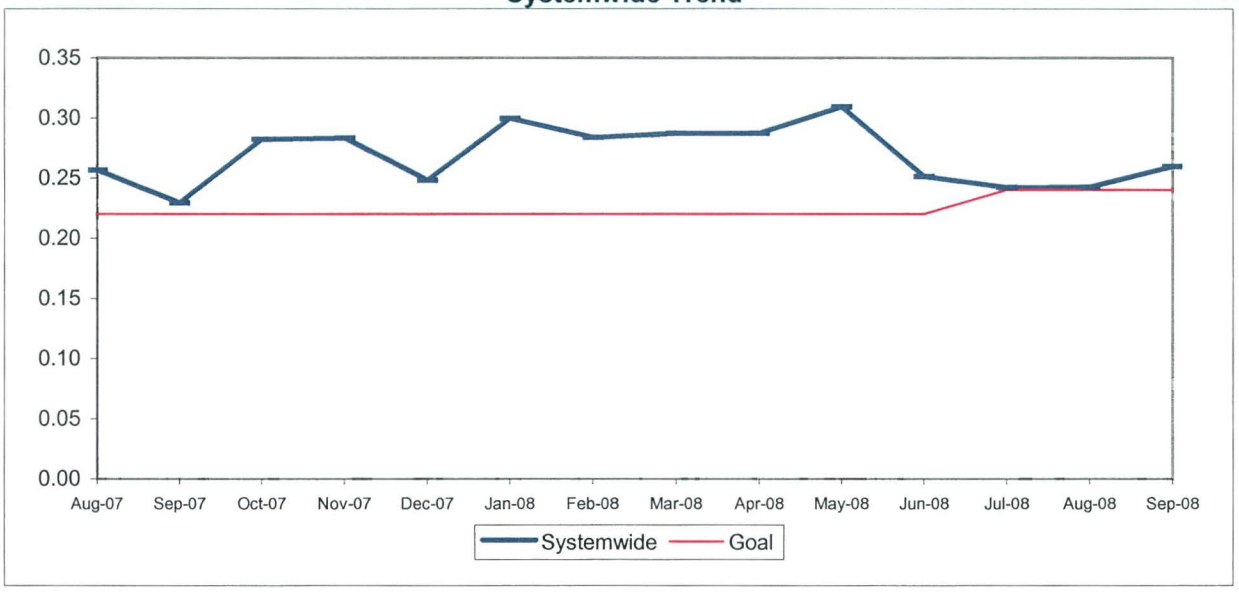


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

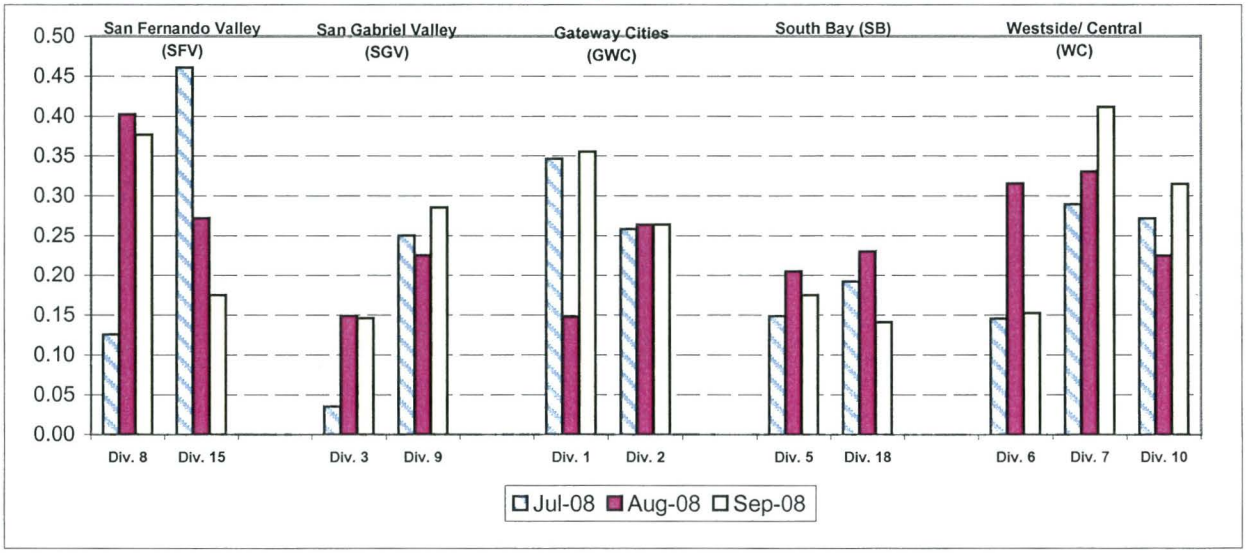
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by (Boardings / by 100,000))

Systemwide Trend



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

Bus Operating Divisions - by Sectors' Divisions
July - September 2008



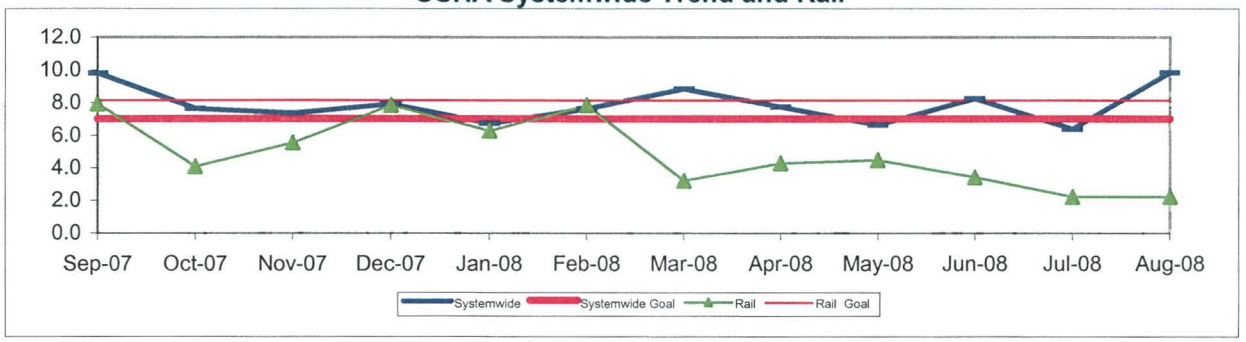
OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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)

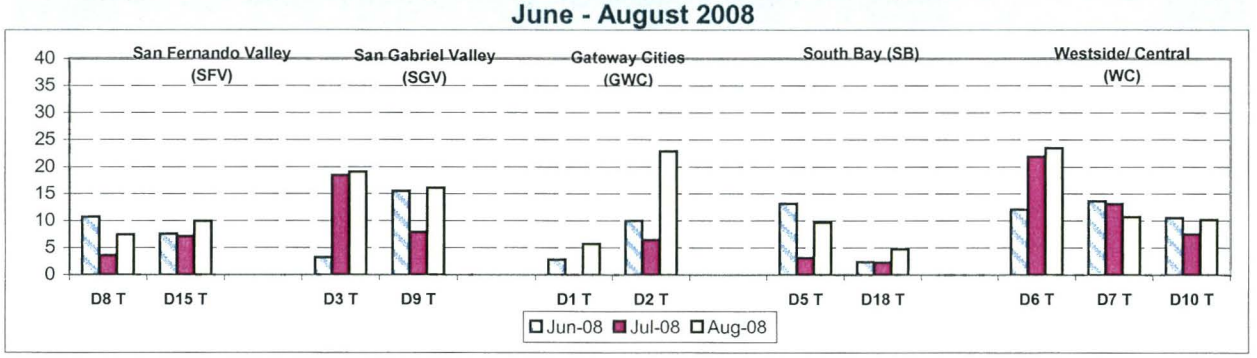
One month lag from current month

OSHA Systemwide Trend and Rail

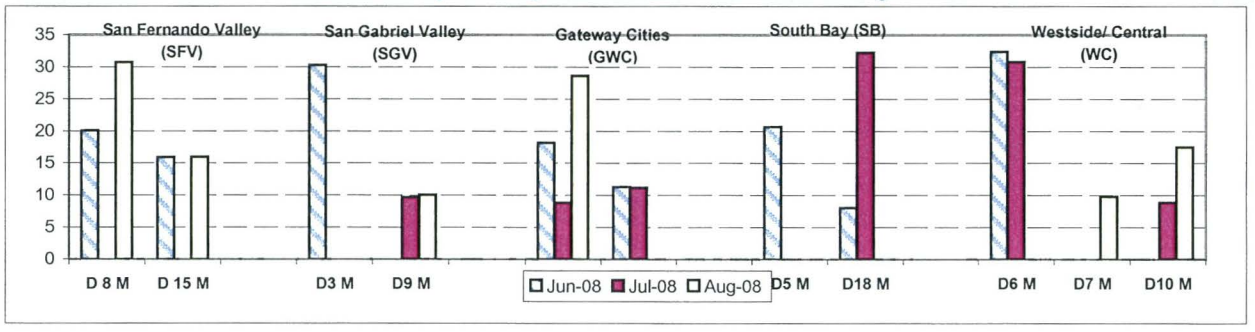


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

OSHA: Bus Operating Transportation Divisions - by Sectors' June - August 2008



OSHA: Bus Operating Maintenance Divisions - by Sectors'



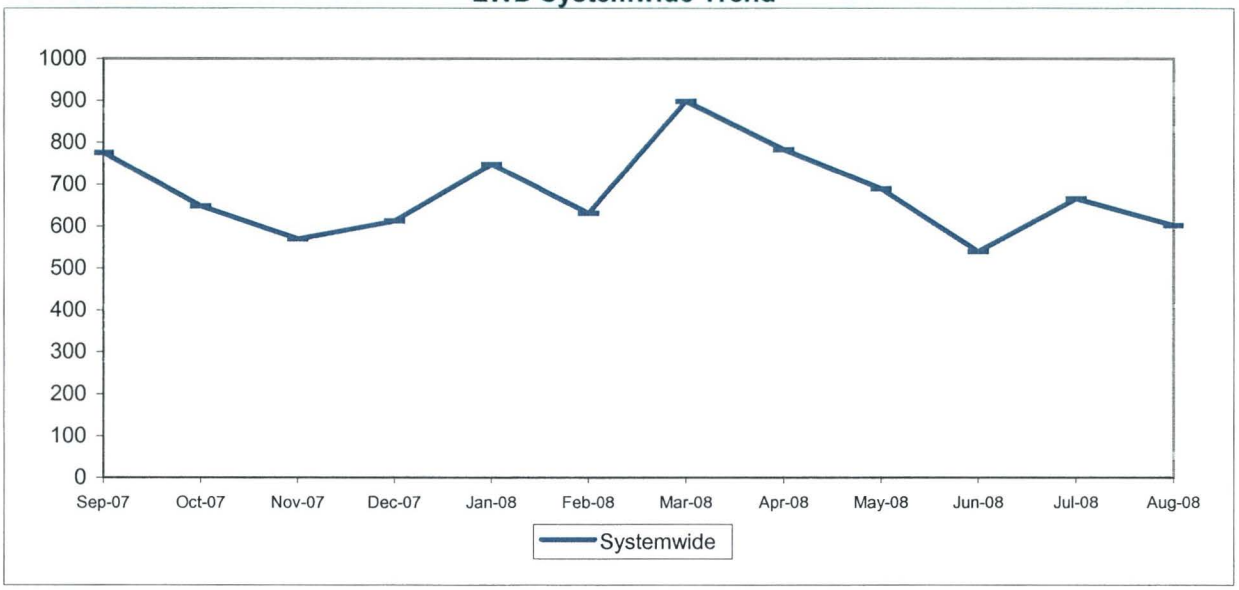
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

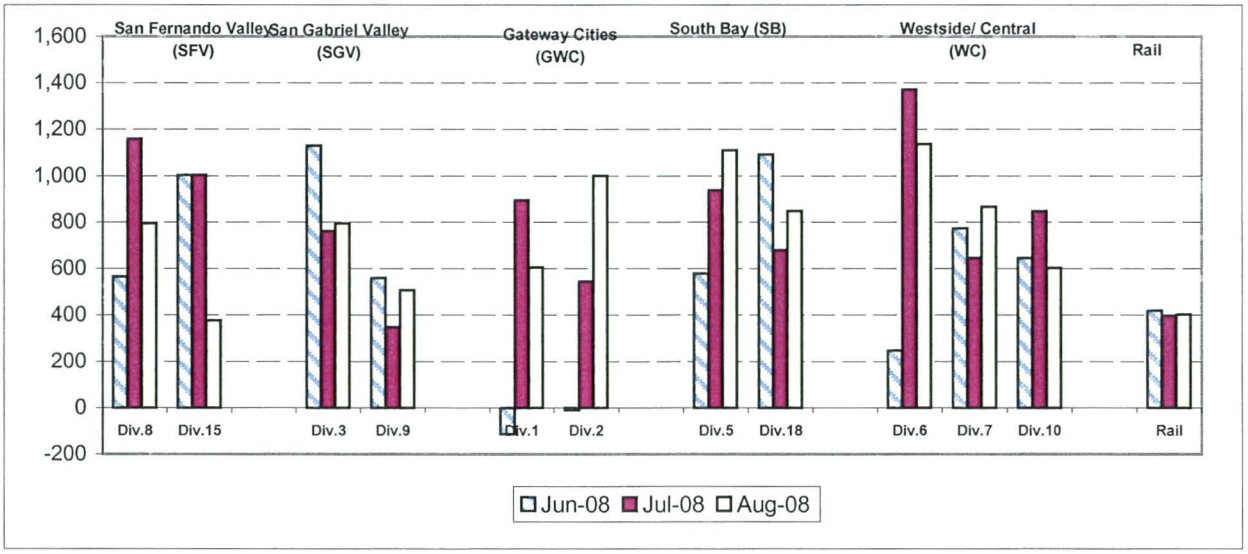
Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number

One month lag from current month

LWD Systemwide Trend



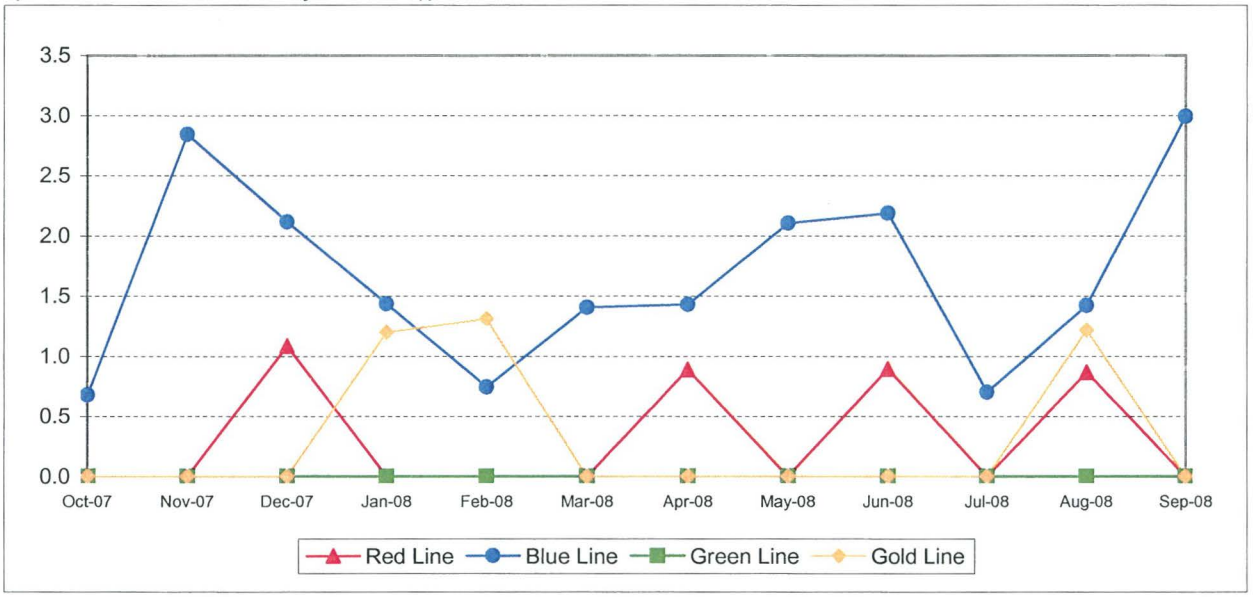
LWD/200,000 Exposure Hours per Operating Divisions - by Sectors' Divisions June - August 2008



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.

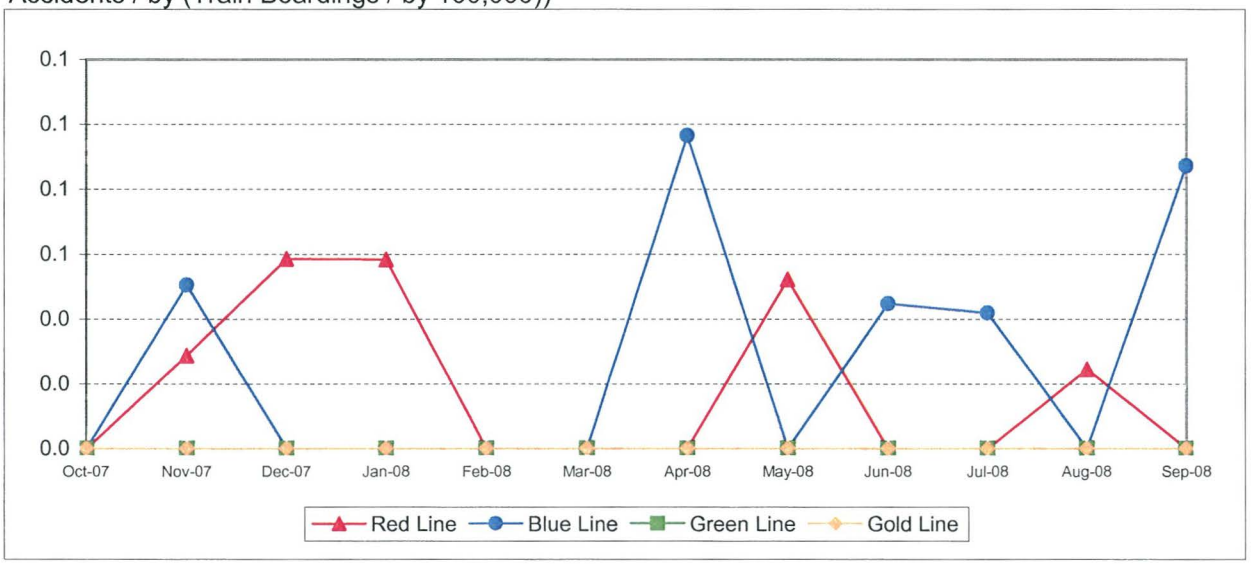
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))



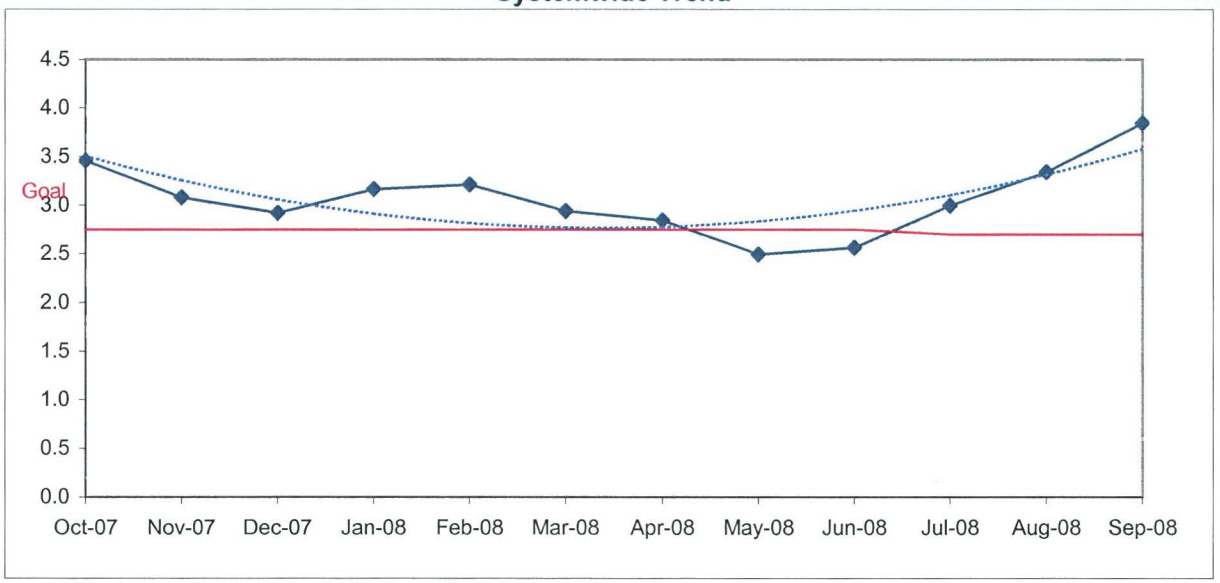
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

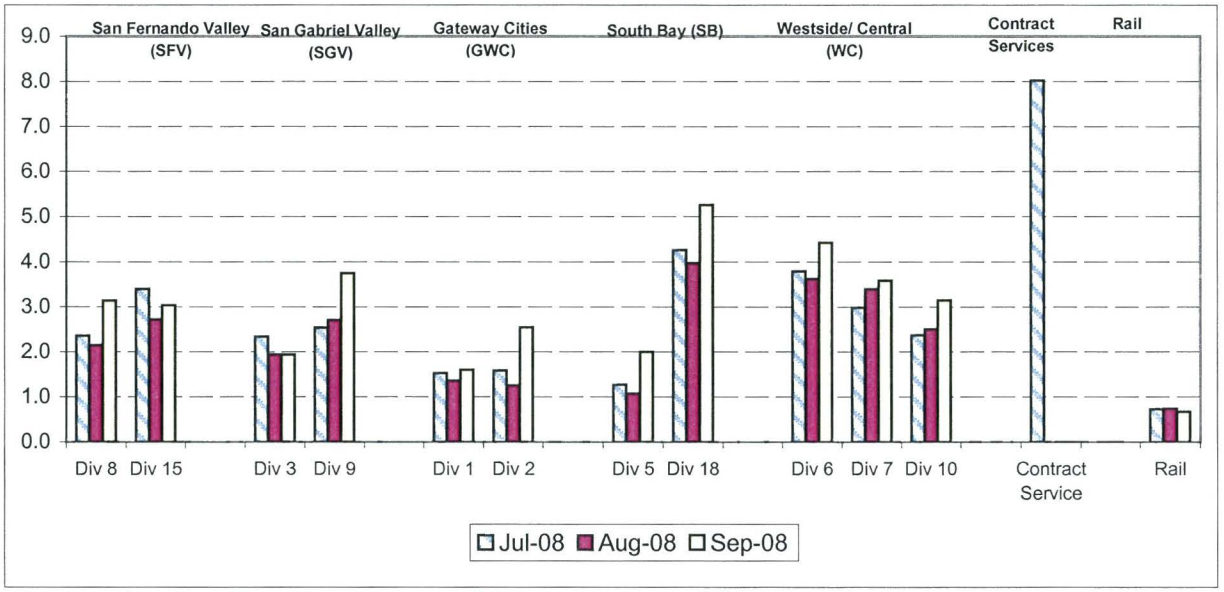
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions*
July - September 2008



*Contract Services Boarding data unavailable for August and September

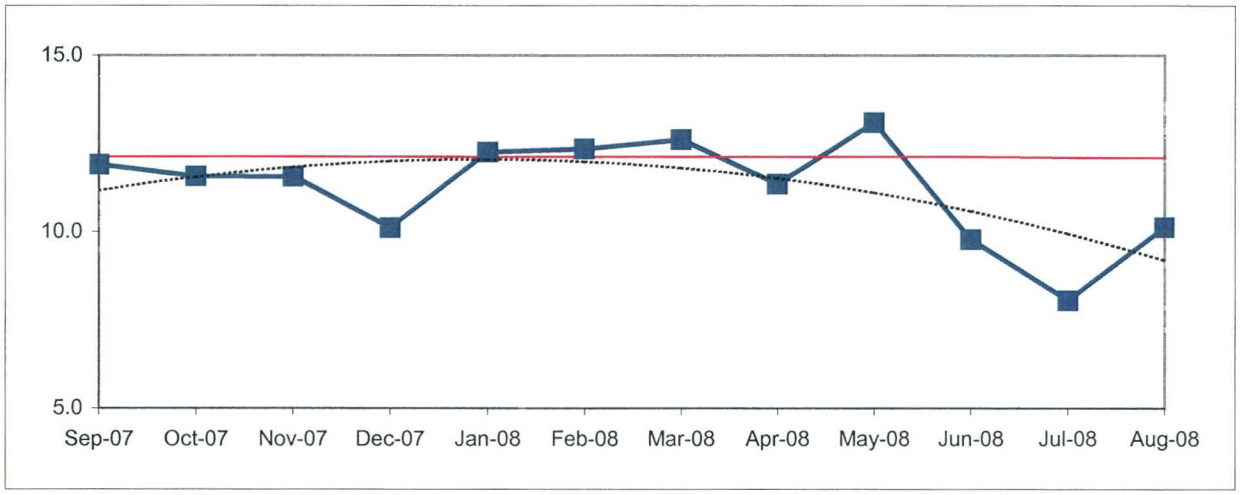
WORKERS COMPENSATION CLAIMS

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

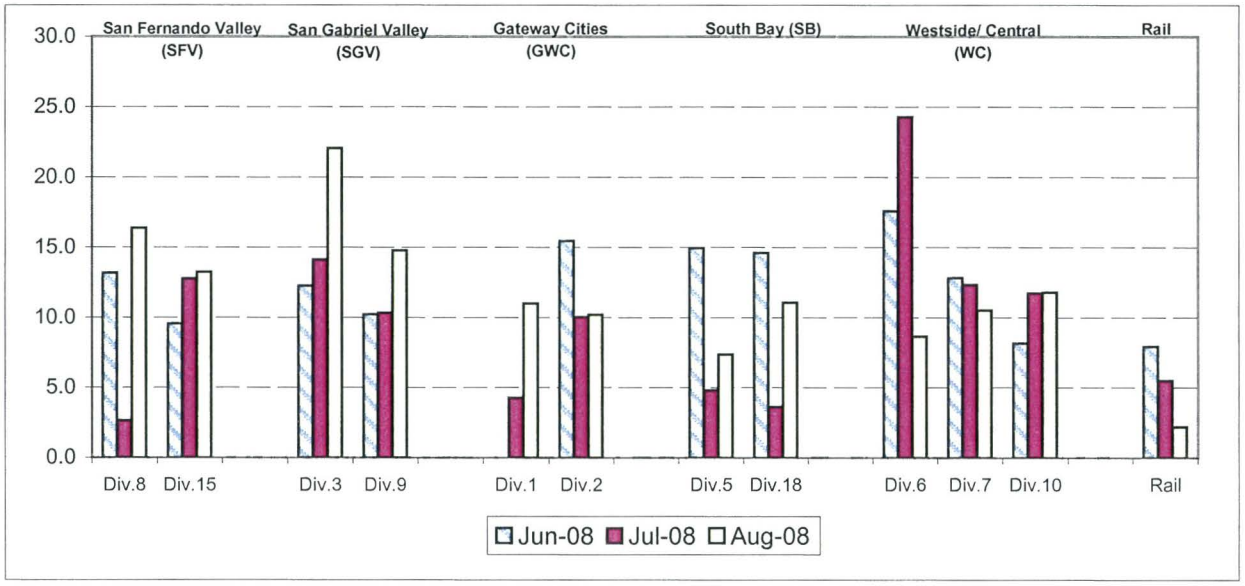
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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
June - August 2008

One month lag from current month



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

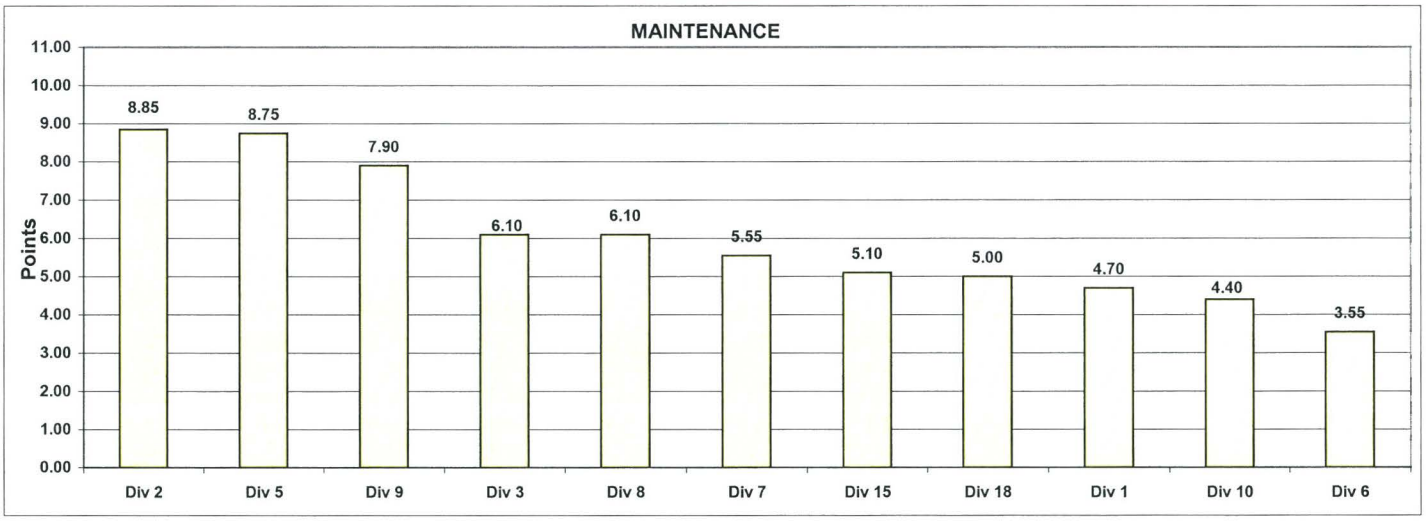
Monthly Calculations - September 2008
Metro Bus - Maintenance

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	50%	991.5	1297.1	1041.9	1353.3	921.6	970.9	1430.5	2178.5	923.1	1100.2	1026.9
Points		4	8	6	9	1	3	10	11	2	7	5
Attendance	20%	0.98162	0.98310	0.97830	0.97682	0.93399	0.97631	0.97427	0.96826	0.99277	0.97597	0.96464
Points		9	10	8	7	1	6	4	3	11	5	2
New WC Claims /200,000 Exp Hrs*	30%	19.0924	0.0000	10.6934	0.0000	0.0000	0.0000	30.7234	10.0778	17.5365	23.9255	8.2535
Points		3	9.5	5	9.5	9.5	9.5	1	6	4	2	7
*One month lag												
Totals		**4.70**	**8.85**	**6.10**	**8.75**	**3.55**	**5.55**	**6.10**	**7.90**	**4.40**	**5.10**	**5.00**

FINAL RANKING	Maintenance Division Ranking (Sorted)										
DIV.	Div 2	Div 5	Div 9	Div 3	Div 8	Div 7	Div 15	Div 18	Div 1	Div 10	Div 6
Score	8.85	8.75	7.90	6.10	6.10	5.55	5.10	5.00	4.70	4.40	3.55
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



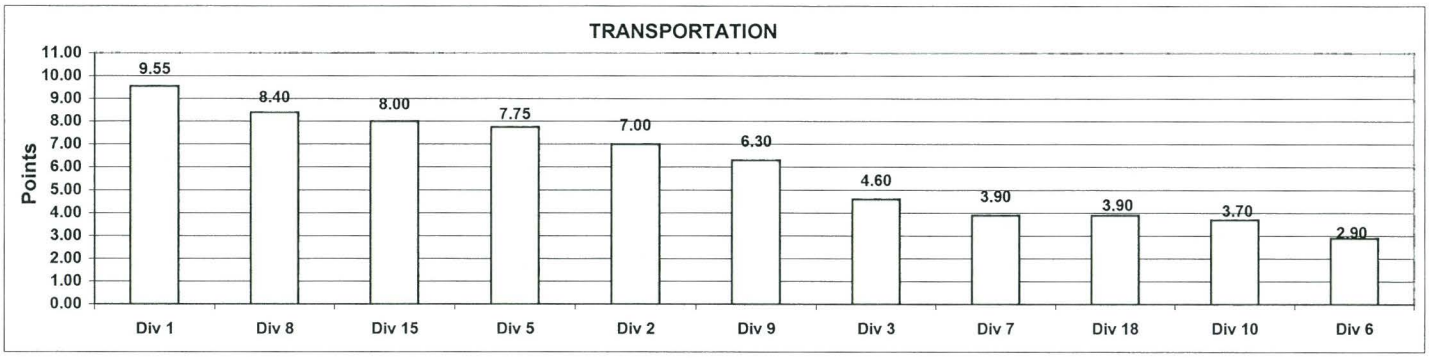
Monthly Calculations - September 2008
Metro Bus - Transportation

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%	0.6939	0.7020	0.6615	0.6275	0.5392	0.5792	0.6666	0.6702	0.5772	0.6459	0.5830
Points		10	11	7	5	1	3	8	9	2	6	4
Miles Between Total Road Calls	10%	991.4902	1297.1111	1041.8920	1353.3004	921.5535	970.9019	1430.5296	2178.4650	923.1268	1100.2168	1026.9445
Points		4	8	6	9	1	3	10	11	2	7	5
Accident Rate	25%	2.6344	3.3799	3.9685	3.0667	3.7603	3.3139	1.7443	3.0535	4.5660	2.0808	3.4640
Points		9	5	2	7	3	6	11	8	1	10	4
Complaints/100K Boardings	15%	1.5977	2.5421	1.9369	1.9997	4.4242	3.5859	3.1392	3.7452	3.1489	3.0324	5.2602
Points		11	8	10	9	2	4	6	3	5	7	1
New WC Claims /200,000 Exp Hrs*	25%	8.5877	13.0870	25.4334	9.7137	11.7427	13.4089	11.1469	16.0258	10.1529	9.9195	11.8834
Points		11	4	1	10	6	3	7	2	8	9	5
*One month lag												
Totals		**9.55**	**7.00**	**4.60**	**7.75**	**2.90**	**3.90**	**8.40**	**6.30**	**3.70**	**8.00**	**3.90**

FINAL RANKING		Transportation Division Ranking (Sorted)										
	DIV.	Div 1	Div 8	Div 15	Div 5	Div 2	Div 9	Div 3	Div 7	Div 18	Div 10	Div 6
	Score	9.55	8.40	8.00	7.75	7.00	6.30	4.60	3.90	3.90	3.70	2.90
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	8th	10th	11th



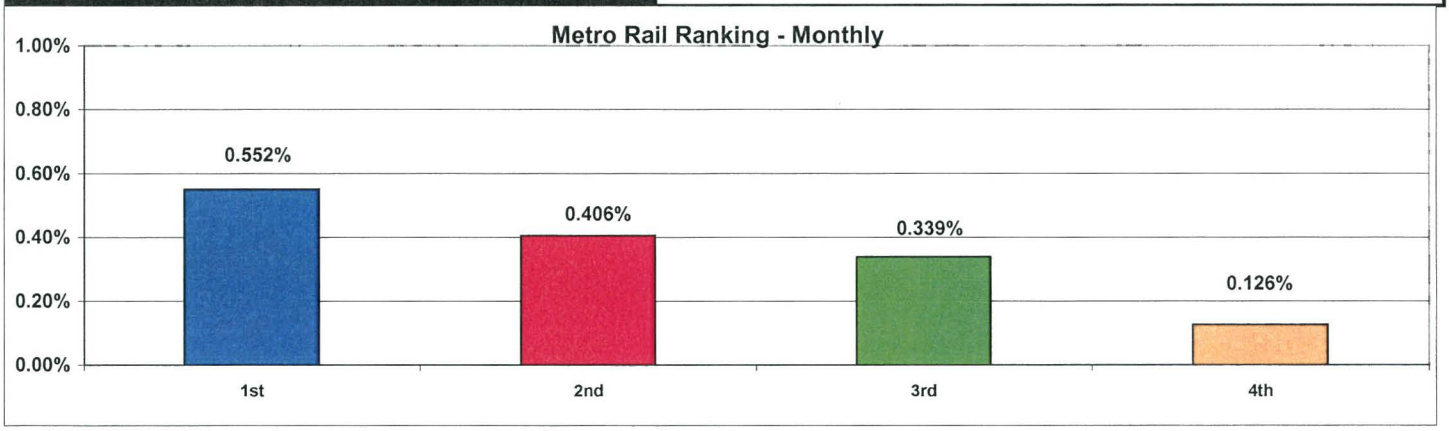
Monthly Calculations
Metro Rail

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	**Sep-07**	**Sep-08**	Yearly Improvement	**Sep-07**	**Sep-08**	Yearly Improvement	**Sep-07**	**Sep-08**	Yearly Improvement	**Sep-07**	**Sep-08**	Yearly Improvement
Track	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	99.95%	100.00%	0.05%	99.69%	99.95%	0.26%	99.91%	100.00%	0.09%	99.81%	100.00%	0.19%
Power	99.40%	99.98%	0.59%	100.00%	99.98%	-0.02%	99.95%	99.92%	-0.03%	99.97%	100.00%	0.03%
Wayside Performance	**99.78%**	**99.99%**	0.21%	**99.90%**	**99.98%**	**0.08%**	**99.95%**	**99.97%**	**0.02%**	99.93%	100.00%	0.07%
Vehicle Availability												
Vehicle Performance	**99.17%**	**99.82%**	**0.65%**	**99.29%**	**99.94%**	**0.65%**	**99.24%**	**99.85%**	**0.61%**	99.83%	99.96%	0.13%
Operator Availability												
Operators	**99.97%**	**99.99%**	**0.02%**	**99.97%**	**99.98%**	**0.01%**	**99.96%**	**99.99%**	**0.03%**	100.00%	99.97%	-0.03%
In-Service Performance												
Rev. Hr. Delivered - Rail	**98.48%**	**99.81%**	**1.32%**	**98.95%**	**99.84%**	**0.89%**	**99.07%**	**99.76%**	**0.70%**	99.60%	99.93%	0.33%
tal Rail Line Performance	**99.35%**	**99.90%**	**0.552%**	**99.53%**	**99.93%**	**0.406%**	**99.56%**	**99.89%**	**0.34%**	99.84%	99.96%	0.13%

Metro Rail Final Ranking (Sorted)				
Rail Line	BLUE	RED	GREEN	GOLD
Score	0.552%	0.406%	0.339%	0.126%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY09-Q1
Metro Bus - Maintenance and Transportation

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

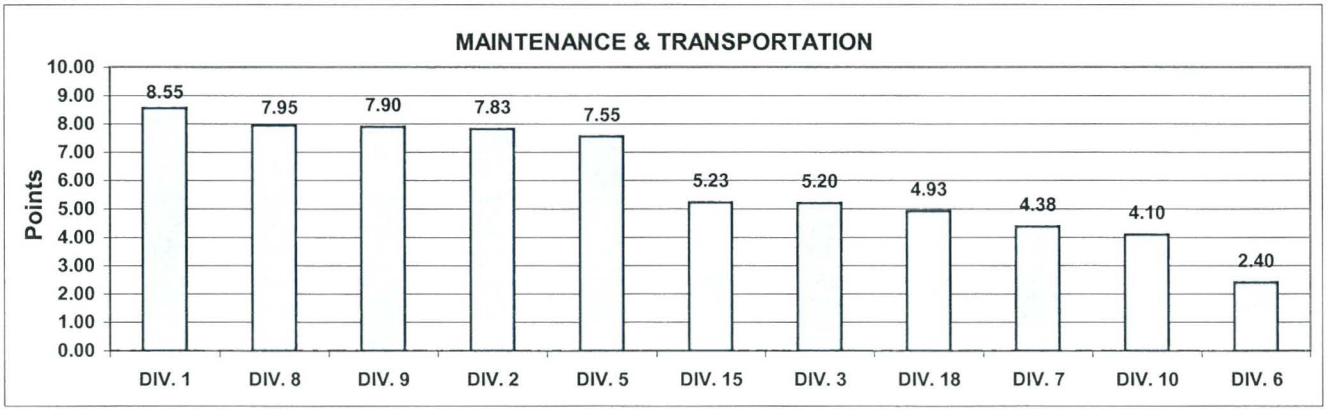
Calculation: Data reflects a cumulative total of performance data for each performance indicator for the three months in the most current closed quarter. Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for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

Maintenance and Transportation

Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	**25.0%**	1112	1207	1092	1201	1062	978	1488	2254	919	1038	1013
Points		7	9	6	8	5	2	10	11	1	4	3
Attendance	**10.0%**	0.9876	0.9828	0.9821	0.9797	0.9470	0.9859	0.9762	0.9734	0.9923	0.9754	0.9679
Points		10	8	7	6	1	9	5	3	11	4	2
Claims /200000 Exp.Hrs	**15.0%**	9.1607	11.3851	13.6687	6.7874	21.3848	0.0000	20.1871	9.9075	11.9457	18.4534	5.4185
Points		8	6	4	9	1	11	2	7	5	3	10
*One month Lag: Jun - Aug 08												
Transportation												
In-Service On-Time Performance	**12.5%**	0.7007	0.7141	0.6824	0.6426	0.5398	0.5976	0.6917	0.6946	0.5876	0.6644	0.6022
Points		10	11	7	5	1	3	8	9	2	6	4
Miles Between Total Road Calls	**5.0%**	1112.4	1207.2	1091.5	1201.5	1061.5	978.3	1488.4	2254.5	919.4	1038.0	1012.9
Points		7	9	6	8	5	2	10	11	1	4	3
Accidents/100k Hub Miles	**12.5%**	3.2978	3.3576	3.7433	3.5876	4.5782	4.2300	1.5190	1.8091	4.1228	2.3149	2.7087
Points		7	6	4	5	1	2	11	10	3	9	8
Complaints/100K Boardings	**7.5%**	1.4974	1.7917	2.0730	1.4515	3.9485	3.3192	2.5556	3.0011	2.6653	3.0552	4.4997
Points		10	9	8	11	2	3	7	5	6	4	1
*One month Lag: Jun - Aug 08												
Claims /200000 Exp.Hrs	**12.5%**	3.7533	12.0266	16.8806	9.6861	15.4352	15.1703	7.2607	12.2425	10.2342	9.8348	11.0227
Points		11	5	1	9	2	3	10	4	7	8	6
Totals		**8.55**	**7.83**	**5.20**	**7.55**	**2.40**	**4.38**	**7.95**	**7.90**	**4.10**	**5.23**	**4.93**

Maintenance and Transportation Division Ranking (Sorted)

FINAL RANKING	DIV.	DIV. 1	DIV. 8	DIV. 9	DIV. 2	DIV. 5	DIV. 15	DIV. 3	DIV. 18	DIV. 7	DIV. 10	DIV. 6
	Score	**8.55**	**7.95**	**7.90**	**7.83**	**7.55**	**5.23**	**5.20**	**4.93**	**4.38**	**4.10**	**2.40**
	Rank	**1st**	**2nd**	**3rd**	**4th**	**5th**	**6th**	**7th**	**8th**	**9th**	**10th**	**11th**



Quarterly Calculations: FY09-Q1
Metro Rail

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

Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are 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
Jul-08	0.39%	0.24%	0.26%	0.06%
Aug-08	0.93%	0.08%	0.19%	9.11%
Sep-08	0.55%	0.41%	0.34%	0.13%
Quarter Average	**0.62%**	**0.24%**	**0.26%**	**3.10%**

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	BLUE	GREEN	RED
Score	3.10%	0.62%	0.26%	0.24%
Rank	1st	2nd	3rd	4th

Los Angeles County Metropolitan Transportation Authority

Financial Status Highlights September 30, 2008

FTA Quarterly Review
December 3, 2008

Metro

FY08 Final Results (unaudited)

- FY08 sales taxes slightly under budget
  - 3rd consecutive quarter y-o-y loss
- Fare revenues 2%, $7 million, ahead of budget
- $32 million budget surplus (cash basis)
  - Liability claims expense $20 million under

Metro

1st Quarter Highlights

- Consumer Confidence Index dropped to 38%!
- Ridership nearly 8% up
  - Bus ridership, almost 7% up
  - Rail ridership, 13% up
- Fare revenues 6% ahead of budget
- Operating costs below budget
- AIG downgrade impacts $900 million of FTA sanctioned LILO/SILO transactions

Metro

FY09 Look Ahead

- State budget adopted
  - $135 million hit to FY09 Metro budget
- State first quarter revenue shortfalls
  - $10 billion worse
  - Governor calls special session of Legislature
    - Additional $60 million of STA at risk
    - Temporary 1.5% sales tax - services
- Measure R passes (?)

Metro

Construction Safety
Aug – Oct 2008

- Metro Gold Line Eastside Extension Construction has been underway for more than 53 months or 1, 575 days
- 3,610,516 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 (2.1); well below the Published incident rate of (5.3).
- Thirty-nine recordable injuries have been reported Project to Date. Twenty-nine (29) involved medical treatment and restrictive duty. Ten (10) required medical treatment only.

Construction Security
Aug - Oct 2008

- Conducted 'unannounced' security check of MGLEE construction site via daylight 'trespasser' exercise. Individual not familiar to site entered at 1st & Boyle Station. 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 1st & Soto Station. Results discussed with contractor.

- Conducted day shift review of Construction site access points. Results discussed with contractor.

- Metro staff continue to meet with MGLEE to discuss various security issues involved in transition from construction to revenue operations including the Union Station construction/operations interface.

SSMP - Next Steps

- Met with PMOC.
- Identified timeframe for SSMP update.
- Making changes per recommendations.
- Continue safety and security audits.

P2550 Light Rail Vehicle Program

FTA QUARTERLY REVIEW MEETING
DECEMBER 3, 2008

P2550 Light Rail Vehicle
- Overview -

- P2550 program consists of acquisition of 50 Base vehicles plus Options for two - 50 vehicle orders from AnsaldoBreda
- 27 Vehicles are in Pittsburg, CA in Final Assembly
- 2 Vehicles (4 car shells) are in transition from Italy to Pittsburg
- 5 Vehicles are at Metro Gold Line in Post Arrival Testing for Acceptance
- 10 Vehicles have been accepted by MTA
- Total number of vehicles in US is 42 out of 50 vehicles on order, with 2 vehicles in transition

Project Progress

- Ten vehicles have been Conditionally Accepted for Gold Line operation and are in revenue service
- Two cars are next in line for acceptance in December 2008
- Propulsion equipment failures have been addressed by AB with a final software revision uploaded in the system
- Vehicle reliability has been further improved as a result of AB's implementation of several upgrades in HVAC, Destination Signs, Doors, GPS, and Coupler subsystems among others

Project Progress (continued)

- Second session of Maintenance Specialists training has been completed in September 2008. A third training session is scheduled for January 2009
- 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 and is ongoing.
- Project progress meeting will be held in Los Angeles and Pistoia to address all other open items

EASTSIDE PROJECT

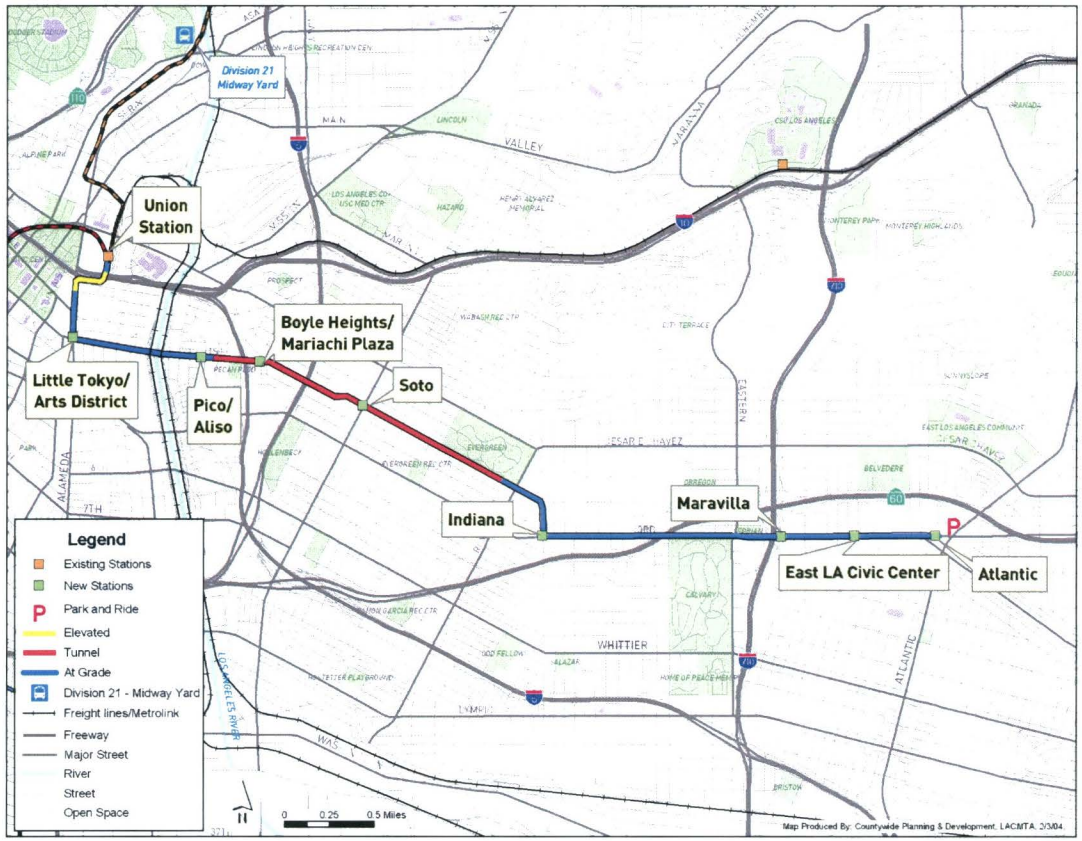
Los Angeles County Metropolitan Transportation Authority

Metro Gold Line Eastside Extension
FTA Quarterly Presentation

December 3, 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)

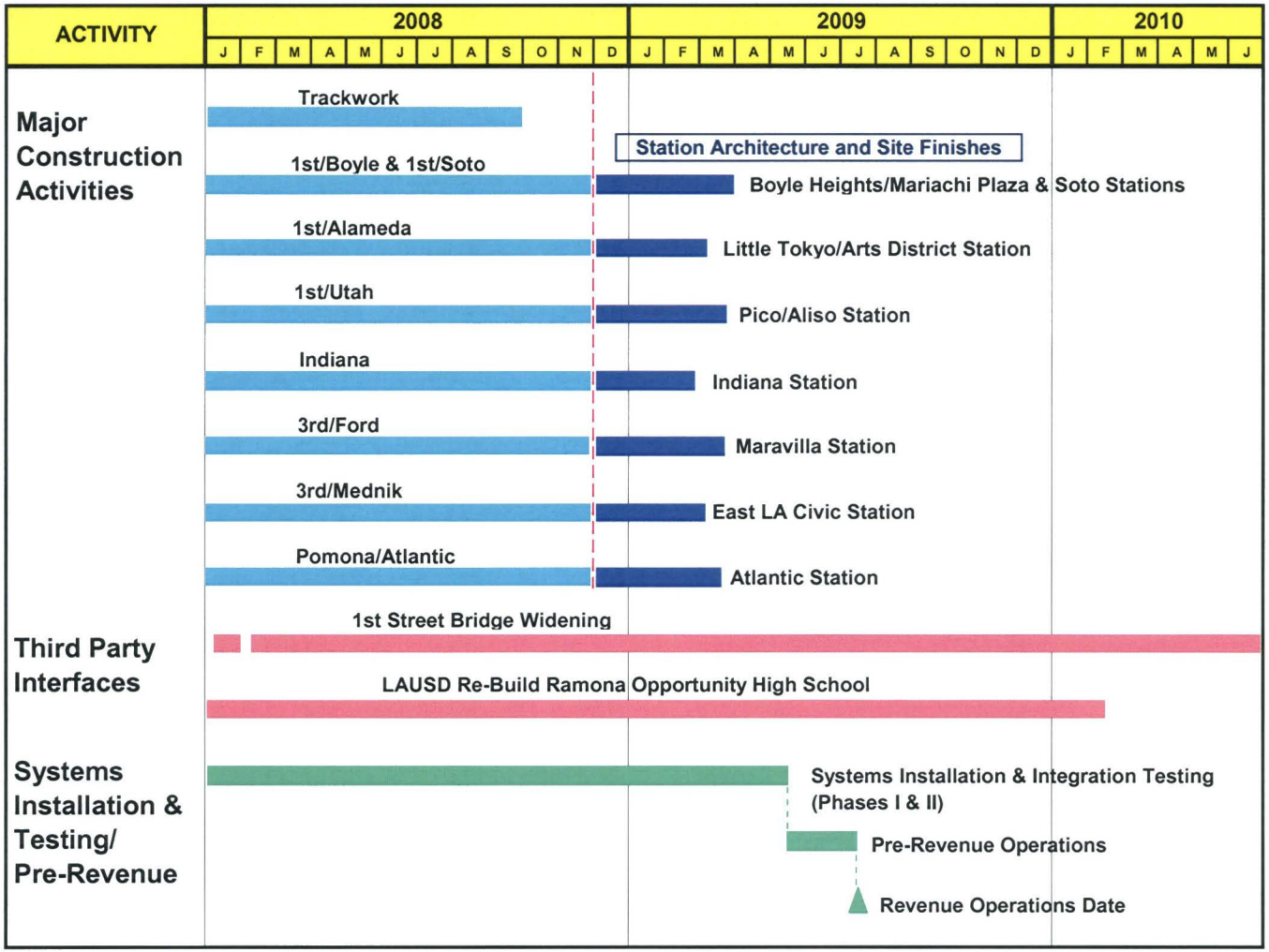
Current Forecast	July 2009
FFGA	December 2009

FFGA – Full Funding Grant Agreement

Metro Gold Line Eastside Extension
Cost/Budget Status

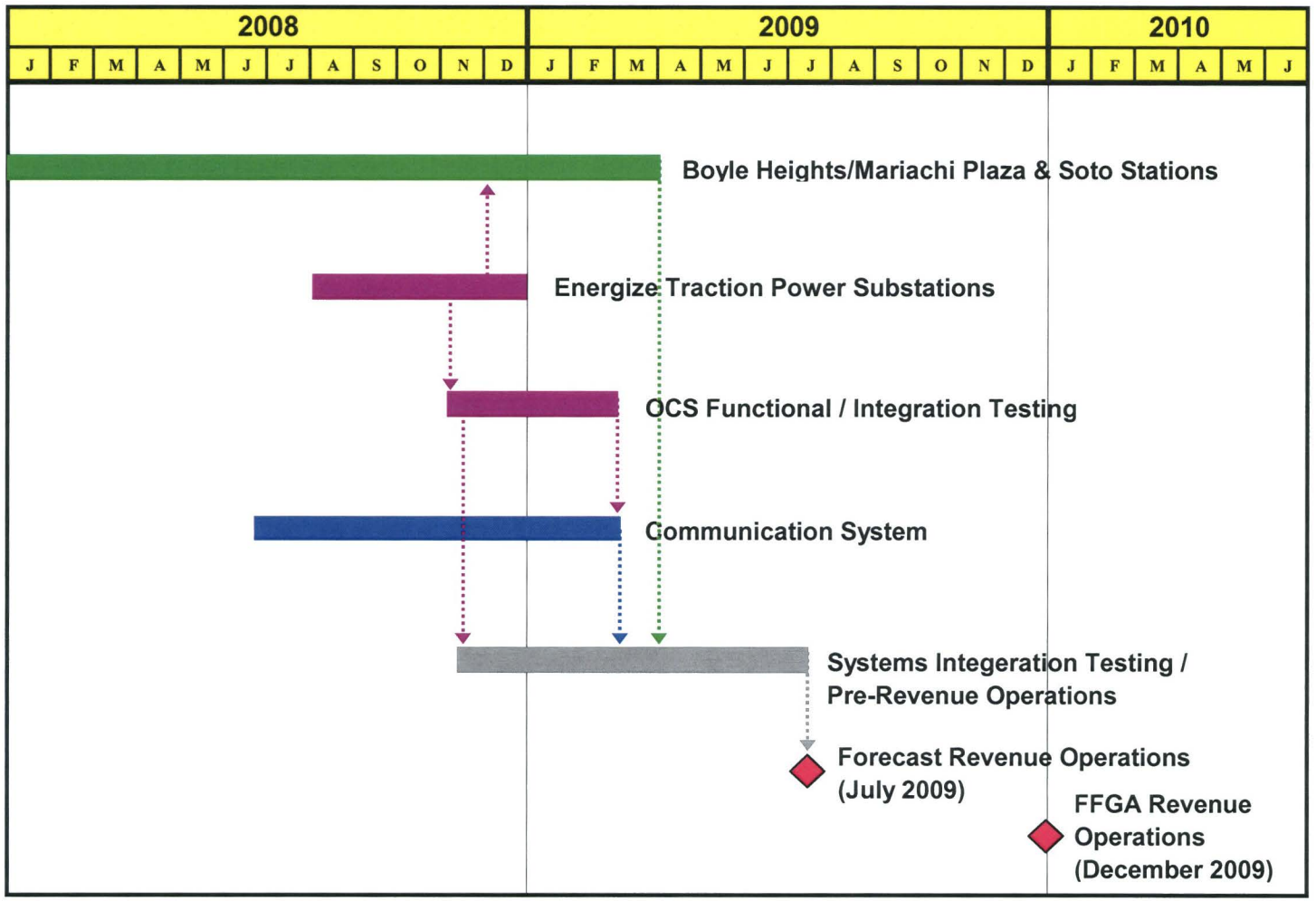
Description	Jun-08 Current Budget	Sep-08 Current Budget	Variance
CONSTRUCTION	650,702	650,702	-
SPECIAL CONDITIONS	57,032	57,032	-
RIGHT-OF-WAY	37,681	37,681	-
PROFESSIONAL SERVICES	135,860	135,860	-
PROJECT CONTINGENCY	7,401	7,401	-
PROJECT REVENUE	(4,662)	(4,662)	-
SUBTOTAL	**884,014**	**884,014**	**-**
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)



Construction Contracts Update

Metro

Metro Gold Line Eastside Extension Construction Update

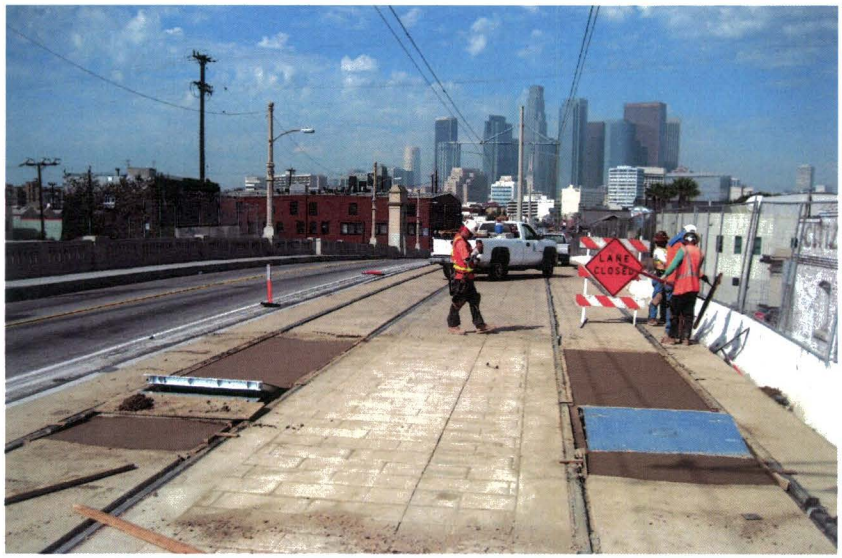
- The Project is on-time and within budget.
- Construction is 91% complete.
- Over **3.6 million** work hours since the start of construction in July 2004, without an accident requiring a single day-away from work.
- Track installation along the entire six-mile alignment is complete.
- Construction of the two underground stations is 86% complete and construction of the six at-grade stations is 70% complete.
- Systems installation is 85% complete.
- Elevators, escalators and ventilation equipment for the two underground stations are being delivered and installed.
- All six Traction Power Substations have been installed. TPS #5 has been energized.
- Construction bids were received on September 30, 2008 for the Pomona/Atlantic Parking Structure.

Metro Gold Line Eastside Extension
101 Freeway Light Rail Transit Bridge
Union Station

View of LRT bridge guideway looking southwest towards Alameda Street.

The tie-in to the Pasadena Gold Line tracks was completed in September 2008.

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.

Removal of existing bridge column in preparation of the City of Los Angeles widening the bridge by 26 feet to the north.

Metro Gold Line Eastside Extension
Light Rail Transit Stations

LittleTokyo/
Arts District

Pico/Aliso

Boyle Heights/
Mariachi Plaza

1st/Soto

Maravilla

Indiana Station

East Los Angeles
Civic Center

Pomona/Atlantic

Metro

Gold
Line

Metro Gold Line Eastside Extension
At-Grade Station Construction
1st/Alameda and 1st/Utah

Little Tokyo/Arts District Station - Northeast corner of 1st/Alameda.

Pico/Aliso Station – View east near 1st/Utah towards Boyle Heights.

Construction of the at-grade stations along the west side of the alignment includes concrete site work, canopy installation and systems installation.

Metro Gold Line Eastside Extension
Underground Station Construction
Boyle Heights/Mariachi Plaza Station

Decorative concrete masonry walls are being constructed on the plaza along the adjacent property.

A portion of the Station Entrance Plaza near the Mariachi Kiosk being constructed prior to the November Annual Mariachi Festival.

Metro Gold Line Eastside Extension
Underground Station Construction
Boyle Heights/Mariachi Plaza Station

Station entrance stairs are being constructed from the plaza to the mezzanine levels.

Escalators are being installed to connect the various underground levels. Elevators will be installed within the next few months.

Metro Gold Line Eastside Extension
Underground Station Construction
1st/Soto Station

Soto Station - Southwest corner of 1st/Soto where the station entrance is being constructed on the plaza level.

Soto Station – Interior work in the underground rooms progresses as work on the surface structures continues.

Metro Gold Line Eastside Extension
At-Grade Station Construction

Indiana Station

Maravilla Station

East LA Civic Center Station

Pomona/Atlantic Station

Construction of the stations from 1st/Indiana and along 3rd Street in East Los Angeles is well underway where the erection of canopies and the installation architectural finishes has begun.

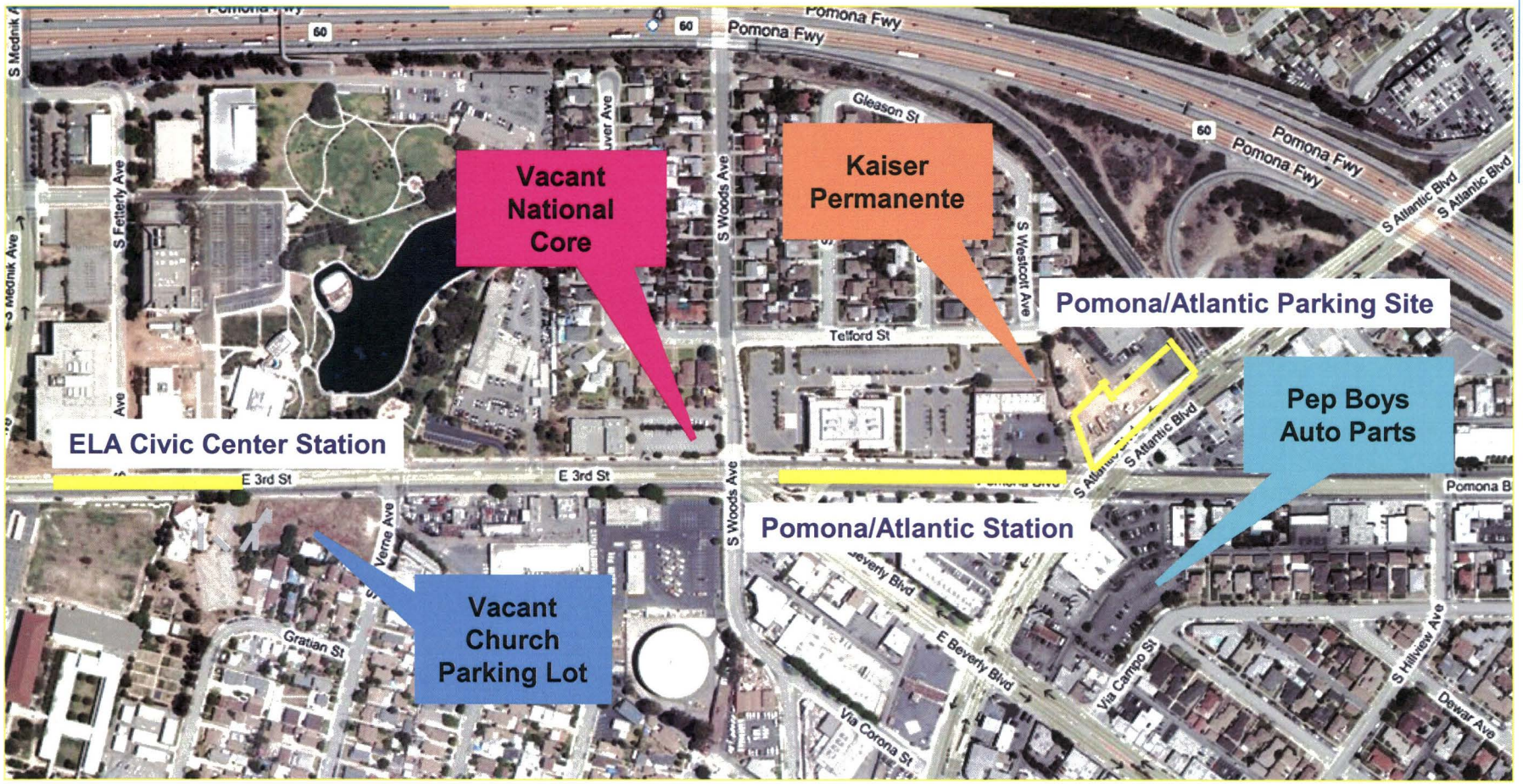
Metro Gold Line Eastside Extension
Pomona/Atlantic Station Parking

- A design-build solicitation package for a 258 car parking structure was advertised on July 15, 2008. Three bids were received on September 30, 2008 as follows:

1.	W. M. Klorman Construction	$8,145,150
2.	ARB Structures, Inc.	$8,218,532
3.	Bomel Construction Company, Inc.	$8,445,000

- The recommendation to award the contract to the lowest responsible/responsive bidder, W. M. Klorman Construction in the amount of $8,145,150 was presented to the Metro Board on October 23,2008. However, due to the lack of voting members the Board Item is being carried over for Metro Board approval in December 2008.
- Construction NTP is scheduled for December 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 six months after the July 2009 ROD. A contingency plan for interim temporary parking is being established to lease spaces from nearby property owners.

Metro Gold Line Eastside Extension
Pomona/Atlantic
Construction Mitigation and Potential Parking Sites



Metro Gold Line

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

- The existing Storage Building at the Division 21 – Metro Gold Line Midway Yard will be converted into a Body Repair Shop for the new 2550 Light Rail Transit Vehicles. The modifications are being planned within the building footprint area.
- A replacement Storage Building will be constructed at the Division 20 Metro Red Line Yards and Shops site.

NORTH

Metro

Gold Line

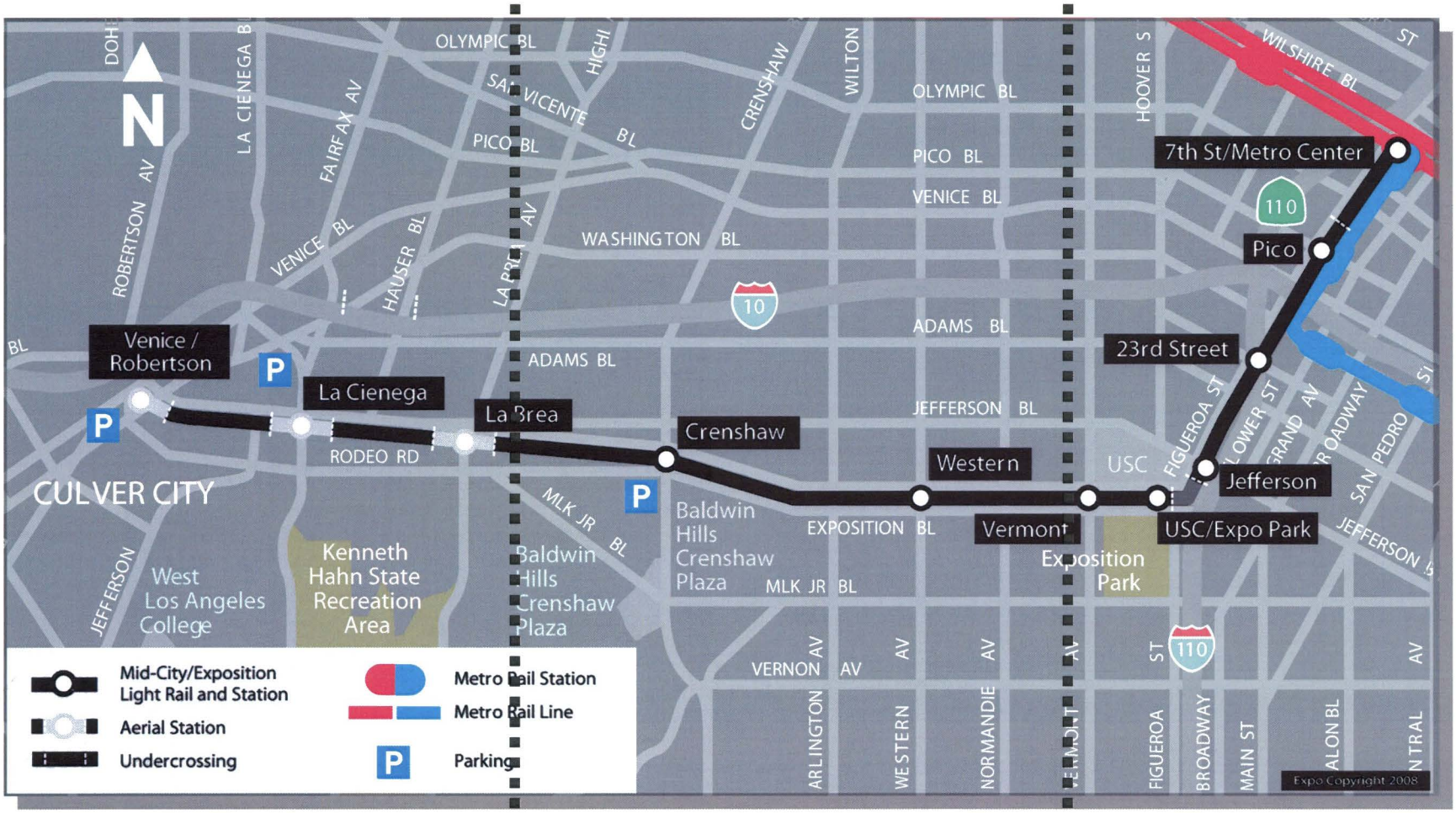
Metro Gold Line Eastside Extension
Quality Assurance Status

- Continued to review 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.
- Conducted verification testing of Design Builders' special inspections utilizing independent testing laboratory technicians; no issues to report.
- The results of field surveillance activities are documented in Weekly Surveillance Reports, including color digital photographs identifying sites of surveillance and issues of concern.
- Witnessed factory acceptance testing of motor control centers and booster fans at the manufacturers facilities. No issues of concern were identified.

Exposition Metro Line Construction Authority
Expo Line Transit Project

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – December 3, 2008



SEGMENT C | SEGMENT B | SEGMENT A

Design

- Baseline Design is approximately 95% complete
- Venice Robertson design is approximately 70% completed

Construction

- Construction approximately 20% complete

Construction Packages

- Negotiated 14 of the 19 construction packages

Third Party Agreements

- Executed 5 of the 8 third party agreements

CPUC Grade Crossing Applications

- October 22nd: ALJ issued his proposed decision denying the pending applications at Harvard and Farmdale in favor of constructing pedestrian overcrossings at these two locations.
- December 4th : CPUC Commission Decision

Project Budget Summary

Construction Budget

- 14 of 19 construction packages have been negotiated in an amount totaling $347 million
- Currently within the revised construction budget

Project Budget

- All tasks are within the overall project budget
- Remaining significant risks to the budget include:
  - Contracts yet to be negotiated (including Storage and Inspection Facility)
  - Any significant contractor claims
  - Any significant owner related 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	Included with C2	Included with C2
C-2 Note 1	Seg C Civil Improvements	$98,787,312	$98,133,895	($5,613,854)
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	$39,123,840	$10,907,035
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	$2,152,397	TBD
E-2 Note 1	Mid-Day Layover / Maint Facility[1]	$18,600,000	$2,628,540	TBD
	Subtotal	$407,414,191	$351,405,568	($6,776,326)

ADDITIONAL WORK

A-6	USC/Expo Park Station	$5,750,000	$7,218,833	$1,468,833
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	$1,862,889	$16,648,764
DB Change Contingency	$11,918,186	$1,101,422	$2,269,774	$8,546,990
National Blvd Bridge	$9,000,000	$5,776,353	$50,000	$3,173,647
USC/Expo Park Station	$7,000,000	$1,250,000	$7,216,397	-$1,466,397
Trade Tech CPUC Changes	$2,000,000	$362,000	$1,382,425	$255,575
Expo/Blue Line Interface [1]	$11,300,000	$7,154,897	$2,113,048	$2,032,055
Other CPUC Changes [2]	$3,000,000	$10,200	$223,279	$2,766,521
Non-Metro Funded Enhancements	$138,600	$119,100	$0	$19,500
Venice/Robertson Aerial Station [3]	$54,000,000	$5,625,275	$39,908,530	$8,466,195
Total	**$118,356,786**	**$22,887,594**	**$55,026,342**	**$40,442,850**

Note 1: Amount includes $467,139 for OCS (part of work package D4) and $3,017,402 for trackwork (part of work package D2)

Note 2: Amount does not include a grade separation design alternative at Farmdale

Note 3: Amount includes $818,394 for OCS (part of work package D4) and $815,699 for trackwork (part of work package D2)

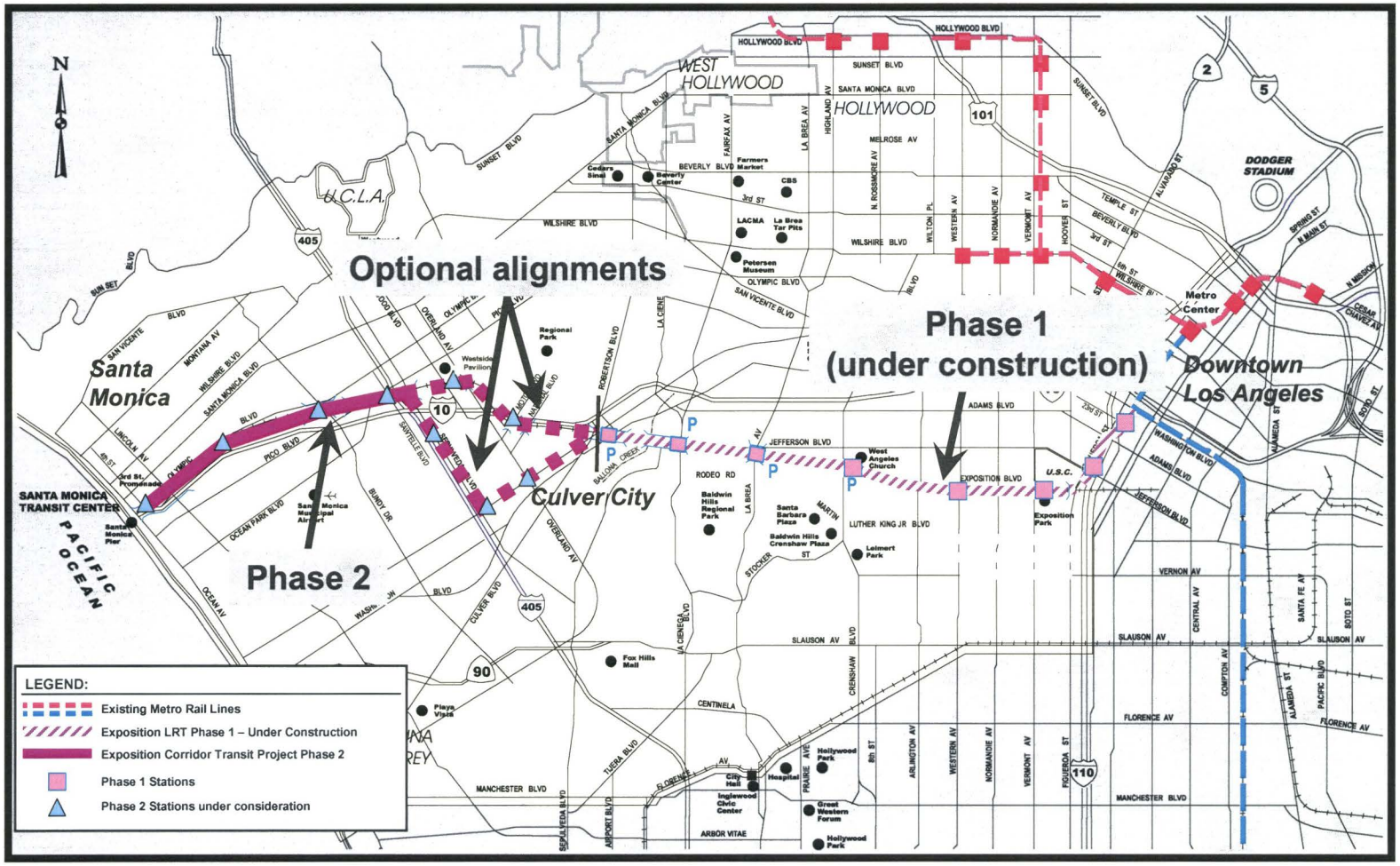
Project Schedule Summary

- **Contractor's Latest Schedule Update Shows a 20-week Project Delay**
  - Delay in the relocation of DWP overhead power lines at the La Cienega structure is driving most of the delay
  - Contactor delay in incorporating Caltrans review comments is impacting the Flower/Adams overcrossing
  - Utility relocations have delayed completion of the trench
  - Authority has asked contractor for a recovery schedule
- **Areas of Potential Further Delay**
  - Aerial structures at La Brea, La Cienega and Ballona Creek
  - Any changes to the Farmdale Ave. and/or Harvard Blvd. crossings
  - LADWP power line relocations
  - Culver City Aerial Station
  - Storage and Inspection Facility

Project Issue Summary

- **Storage and Inspection Facility**
  - Completion of environmental and preliminary engineering
  - Approval by stakeholders
  - FTA and Expo certification of environmental document
- **Proposed Joint Development at Venice/Robertson Station**
  - Culver City is contemplating a joint development project adjacent to the Venice/Robertson station
    - Culver City has committed to reimburse design costs associated with modifications to the LRT bridge foundations to accommodate a subterranean parking structure
    - Additional redesign may require surface modifications and structural enhancements to accommodate the parking structure
    - A reimbursement agreement is needed to cover the costs for additional redesign and construction
  - Modifications to the baseline design will impact completion of the Venice/Robertson station
- **Pedestrian Overcrossings at Dorsey H.S. and Foshay Learning Center**
  - Should the CPUC approve the proposed decision, significant cost and schedule delays will occur to the project
  - It is estimated that Expo will need Metro to approve an additional $18 million to fund these CPUC requirements

Exposition LRT, Santa Monica Extension



△ Phase 2 Station locations currently under consideration

Expo

December 3, 2008

AA/EIS/Conceptual Engineering

- Finalizing DEIS/DEIR chapters and conceptual engineering drawings
- Briefed Metro Operations staff on October 1 concerning project status and follow-up on specific operation topics
- Met with Metro Planning staff on October 3 to discuss and resolve comments on specific DEIS/DEIR chapters

Government/Community Relations

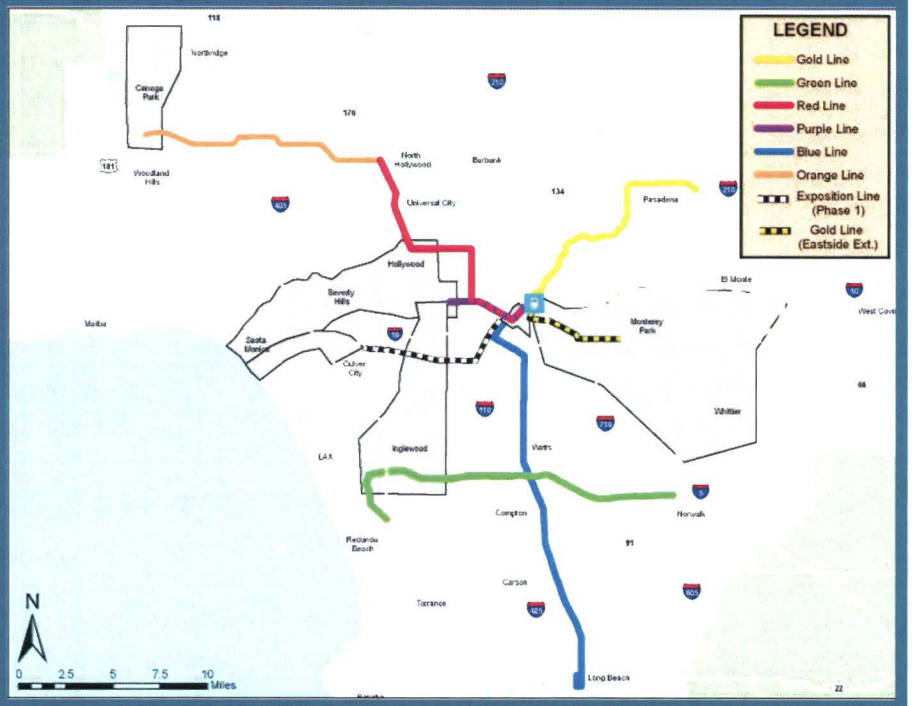
- Briefed Senator Feinstein staff on October 15 concerning project status

Los Angeles County
Metropolitan Transportation Authority

Metro Planning Report

- *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 – December 3, 2008

Metro

Mode Choice Model Update

Enhanced version of Corridor Base Model

- Make refinements to the interim model
- Executed Agreement with Expo Construction Authority
- 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 corridor environmental studies

Metro

Wilshire Boulevard Bus Lane

Environmental Assessment initiated:

- Preparation of CEQA/NEPA IS/EA Technical Studies began June 2008
- Traffic Impact Analysis Study began in September 2008
- Four community meetings were held between November 12th and 19th along the Wilshire Corridor to solicit public comment
- Dedicated project web page, e-mail, and hot line number have been developed
- Next series of community meetings scheduled for March/April 2009
- Met with staff from Los Angeles City Mayor and Council offices

Quarterly Progress Report (Jul – Sep 2008) and Project Management Plan received by FTA

Continue meeting with Los Angeles DOT, BSS and BOE and County of LA to ensure project remains on schedule

Metro

Wilshire Boulevard Bus Lane

	2008		2009							
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Oct
Community Meetings										
Draft Technical Studies										
Draft IS/EA for Public Review										
Metro Board Consideration										
If Metro Board Approves IS/EA										
Seek FTA Approval										
Begin Design & Construction										

Metro

Wilshire Boulevard Bus Lane

Table 1

WILSHIRE BUS LANE PROJECT SCHEDULE

PROJECT TASK		FY 09 7/1/08 - 6/30/09 Q1	Q2	Q3	Q4	FY 10 7/1/09 - 6/30/10 Q1	Q2	Q3	Q4	FY 11 7/1/10 - 6/30/11 Q1	Q2	Q3	Q4	YOE Budget FY11
TASK 1	**Environmental Clearance**[1]													
	Prepare Technical Studies													
	Prepare IS/EA & MND/FONSI													
TASK 2	**Construction Public Outreach**													1,094,000
	Community outreach/briefings to businesses and homeowners													
TASK 3	**Traffic Engineering Improvements (Enhanced TPS, bus stop relocation and on-street parking removal) by LADOT**													328,000
	Construction													
TASK 4	**Asphalt Reconstruction of the Curb Lanes between Western and Fairfax Avenue by LABSS**													11,985,000
	Pre-Design													
	Construction													
TASK 5	**Convert Curb Lanes into Bus Lanes between Downtown L.A. and City of Beverly Hills by LADOT**													1,116,000
	Pre-Design/Final Design													
	Construction													
TASK 6	**Jut-Outs Removal between Comstock Avenue and Westwood Boulevard by LABOE**													11,488,000
	Pre-Design/Final Design													
	Bid and Award													
	Construction													
TASK 7	**Widening between Barrington & Federal Avenues by LABOE**													2,786,000
	Pre-Design/Final Design													
	Bid and Award													
	Construction													
TASK 8	**Widening between Federal and Bonsall Avenues by LACDPW**													1,969,000
	Pre-Design/Final Design													
	Bid and Award													
	Construction													
TASK 9	**Convert Curb Lanes into Bus Lanes between the Cities of Beverly Hills and Santa Monica by LADOT**													744,000
	Pre-Design/Final Design													
	Bid and Award													
	Construction													
														$ 31,510,000

▼ 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 eight 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

Metro

Metro Rapid System Gap Closure

Transit Priority System (TPS) update:

- West Olympic TPS is 97% complete in the City of Los Angeles. 100% in November 2008. Beverly Hills segment is under construction.
- San Fernando South TPS is 50% complete in the City of Los Angeles. 100% in February 2009.
- Sepulveda South TPS is 50% complete in the City of Los Angeles. 100% in February 2009.
- Garvey-Chavez and Manchester TPS is 100% complete in the City of Los Angeles. Contract to construct TPS outside the City of Los Angeles on Garvey-Chavez, Manchester, and Atlantic lines has been executed.

Metro

Metro Rapid System Gap Closure

Station construction update:

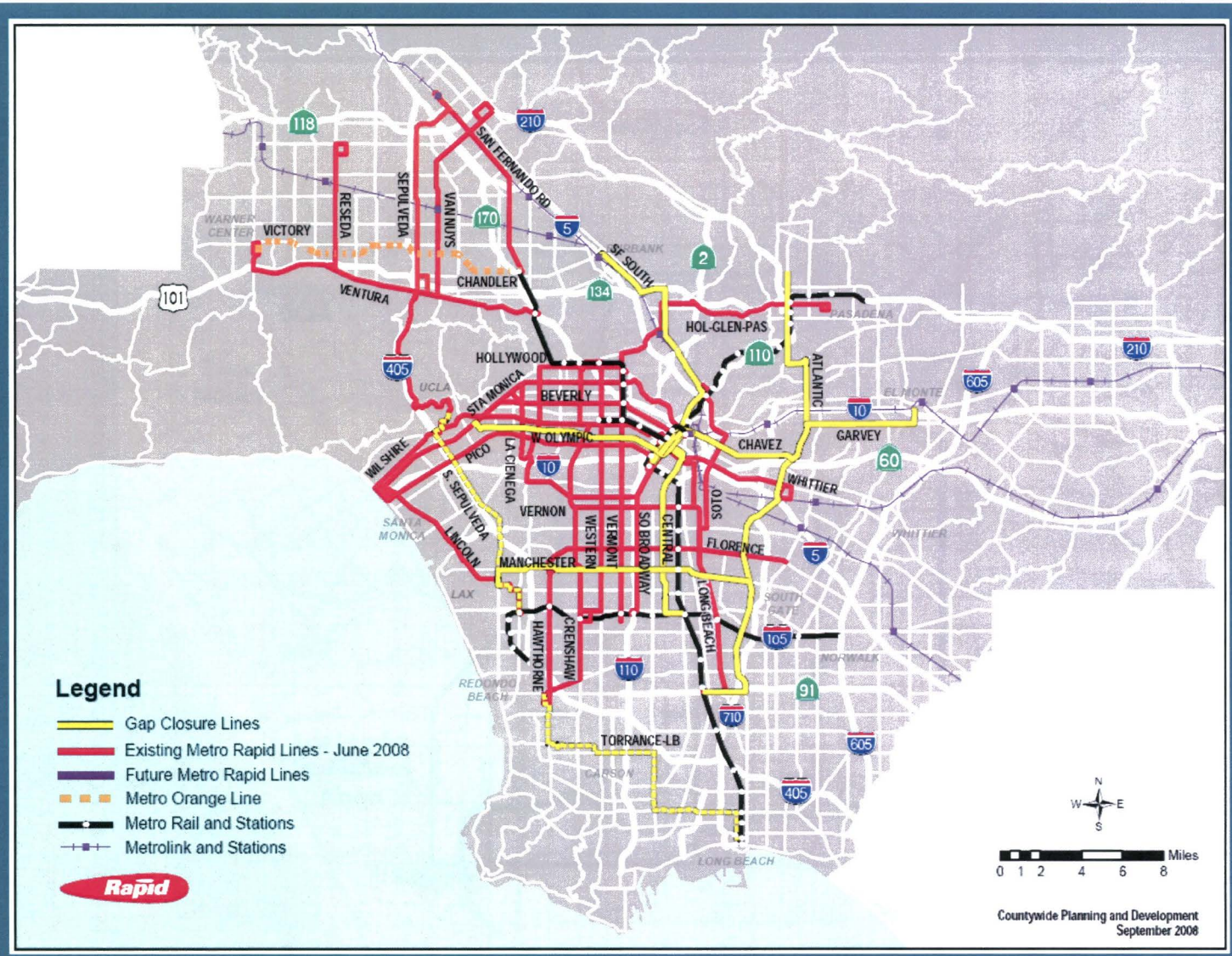
- Los Angeles County Metro Rapid station construction contract is being reviewed by County Counsel. Issuance of construction RFP is expected by 1st quarter of CY 2009.
- City of Los Angeles Metro Rapid station construction contract is pending resolution of the City's street furniture permitting process.

Project Budget:

- No change in project budget.

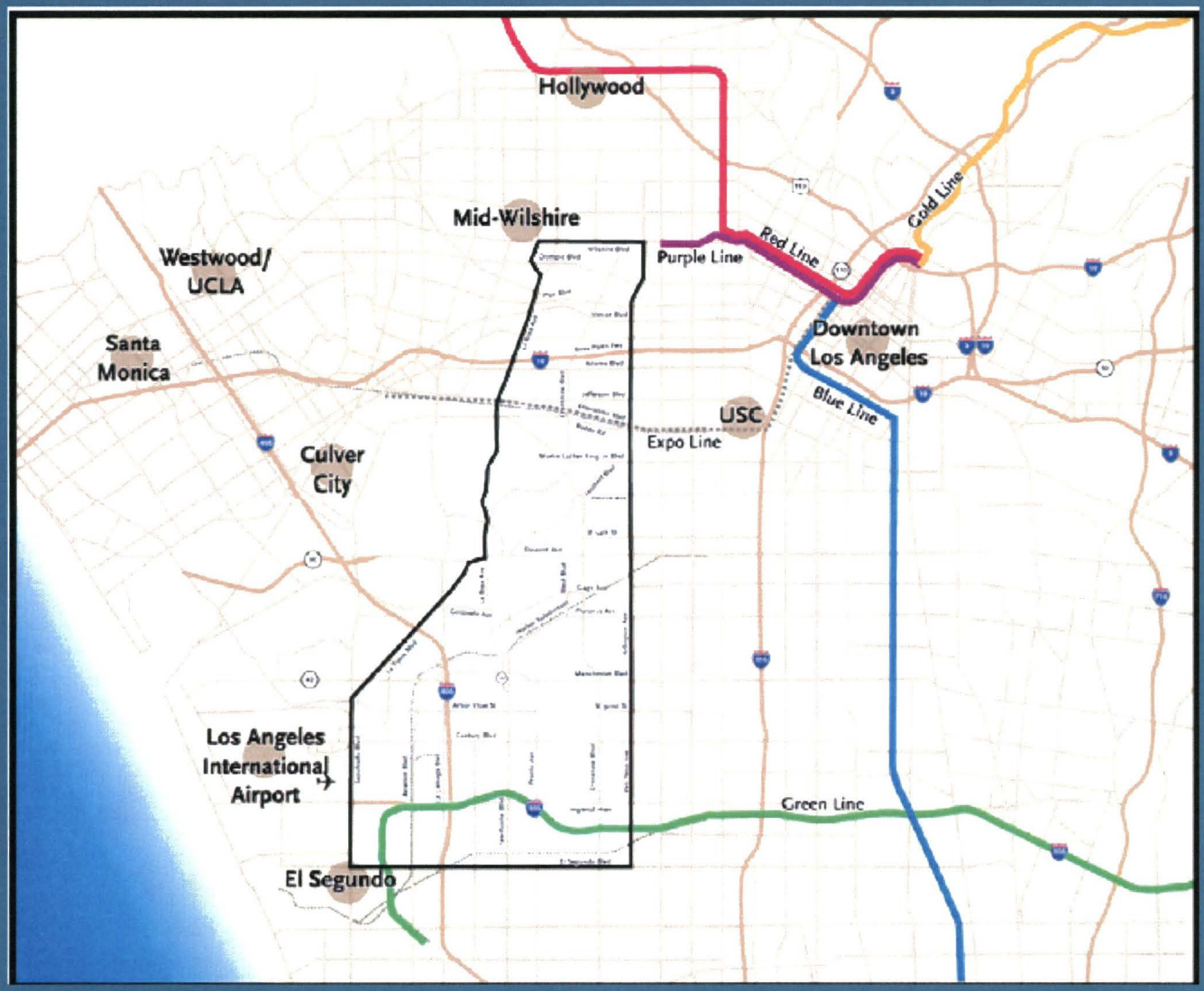
Metro

Metro Rapid System Gap Closure



Metro

Crenshaw Transit Corridor



Metro

BRT and LRT Alignment Alternatives

BRT – Wilshire / Western to Metro Green Line

LRT – Expo Line to Metro Green Line

Metro

11

Crenshaw Transit Corridor

Last Quarter Accomplishments:

- Conducted 4 Working Group Meetings
  (environmental process, funding, conceptual design, urban design, station planning, & transit connections)
- Prepared draft versions:
  - Design Concept Report
  - Station Plans & Typical Cross Sections
  - Operating Plans for Screened Alternatives
  - O&M Cost Estimates
  - Capital Cost Estimates
  - Aggregate Ridership Forecast Report
  - Chapter 1-4 DEIS/DEIR
- Agency Coordination:
- Continued to meet with elected officials, key stakeholders, and community groups
- Airport Model – collected data & developed air passenger mode choice model design

Next Quarter Milestones:

- Continue outreach to stakeholder groups and participating agencies
- Continue refinement of Station Plans & Typical Cross Sections, Urban Design Concept Report, & Cost Estimates
- Complete incorporation of airport passenger element to regional travel demand model
- Preparation of Administrative draft AA/DEIS/DEIR for FTA review

Metro

Westside Extension Transit Corridor Study

Last Quarter Accomplishments:

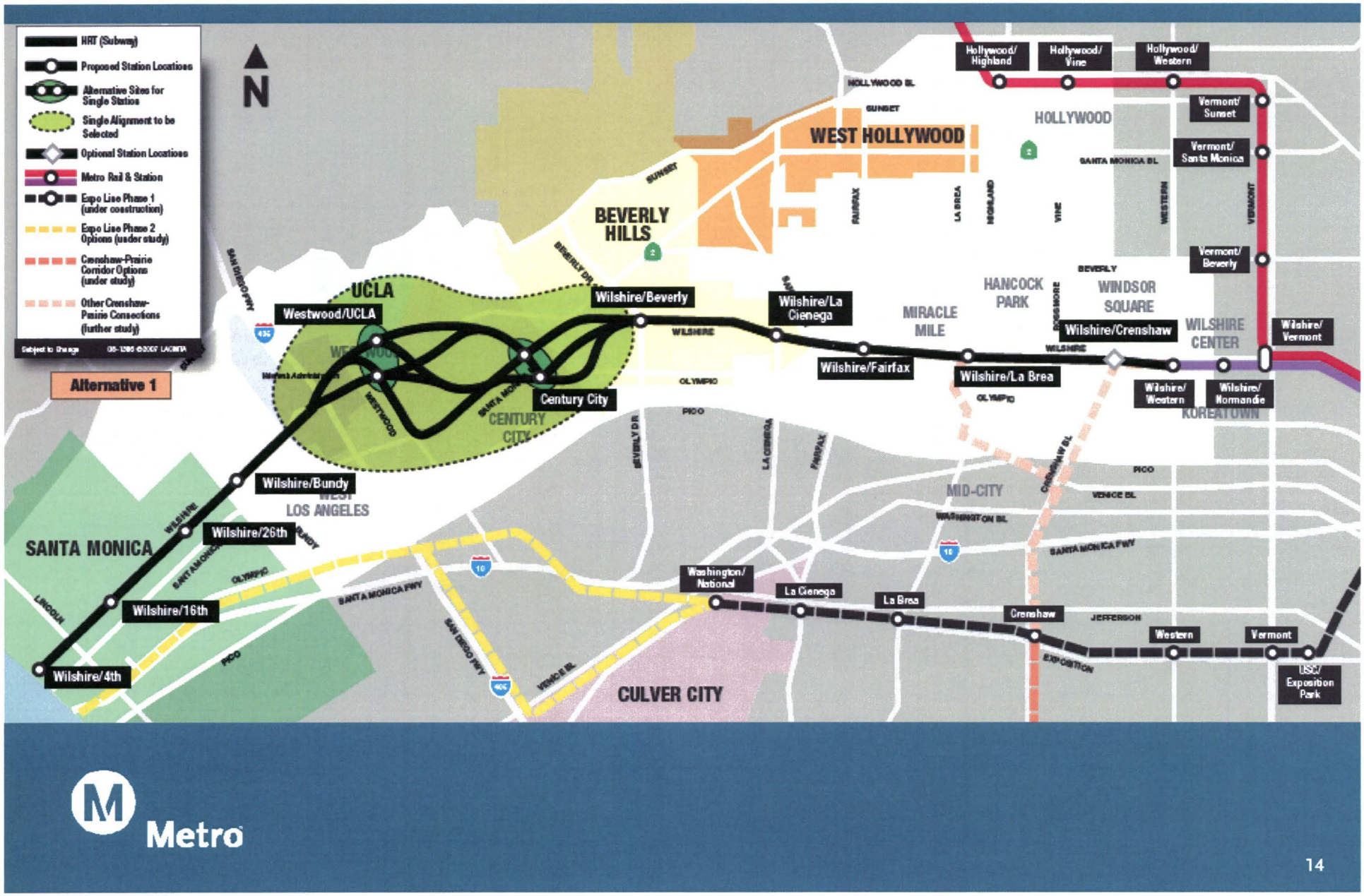
- AA Study has been completed.
- Final reports are being prepared for Metro Board Approval

Next Quarter Milestones:

- Metro Board:
  - Consideration of AA Study Recommendations (January 2009)
  - Authorize Start of DEIS/DEIR and Advanced Conceptual Engineering

Metro

AA Study Recommendations Wilshire Subway Alternative #1



Metro

AA Study Recommendations Wilshire/West Hollywood Combined Subway Alternative #11

Metro

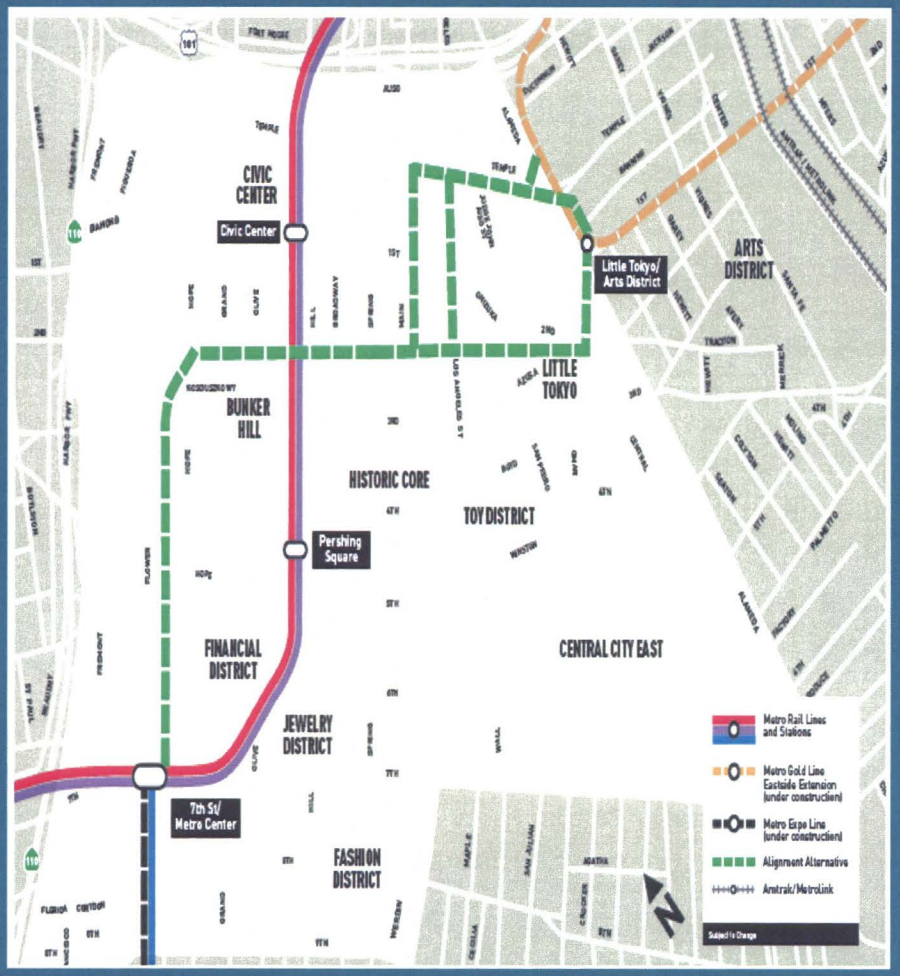
Regional Connector Transit Corridor Study

Last Quarter Accomplishments:

- AA Study has been completed.
- Final reports are being prepared for Metro Board Approval

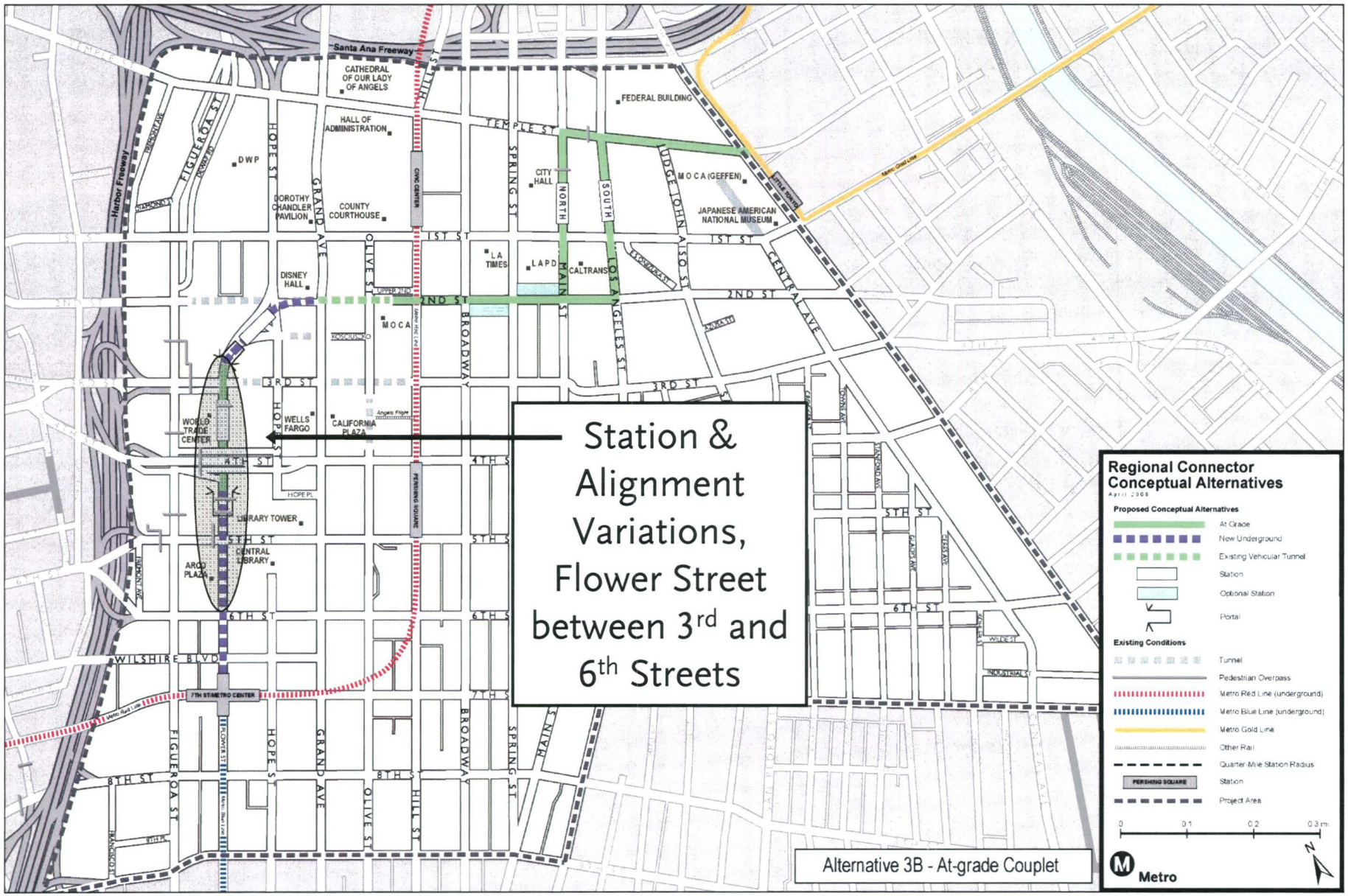
Next Quarter Milestones:

- Metro Board:
  - Consideration of AA Study Recommendations (January 2009)
  - Start of DEIS/DEIR and Advanced Conceptual Engineering

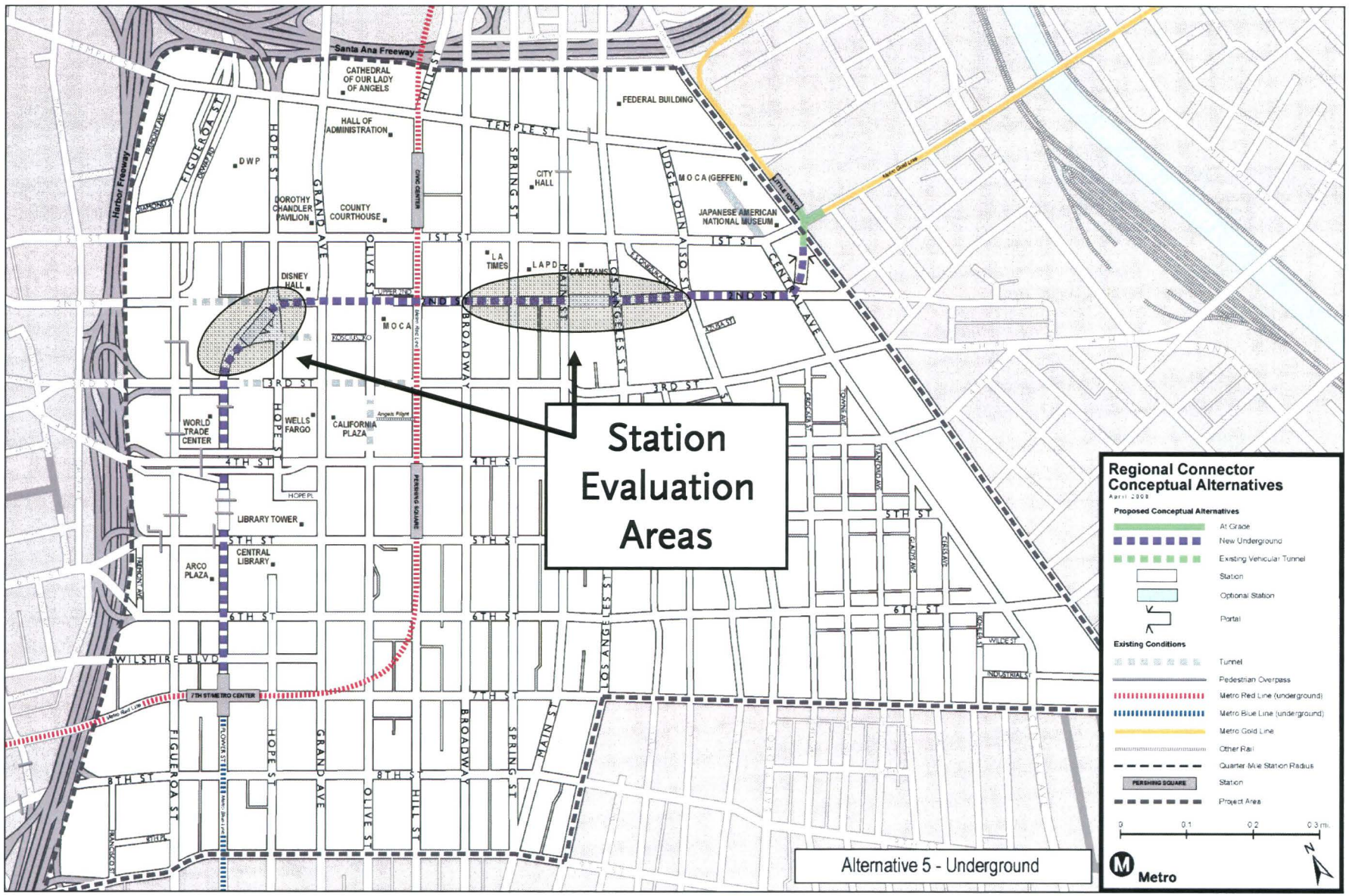


Metro

At-Grade Emphasis LRT Alternative



Underground Emphasis LRT Alternative



Eastside Transit Corridor Phase 2

Last Quarter Accomplishments:

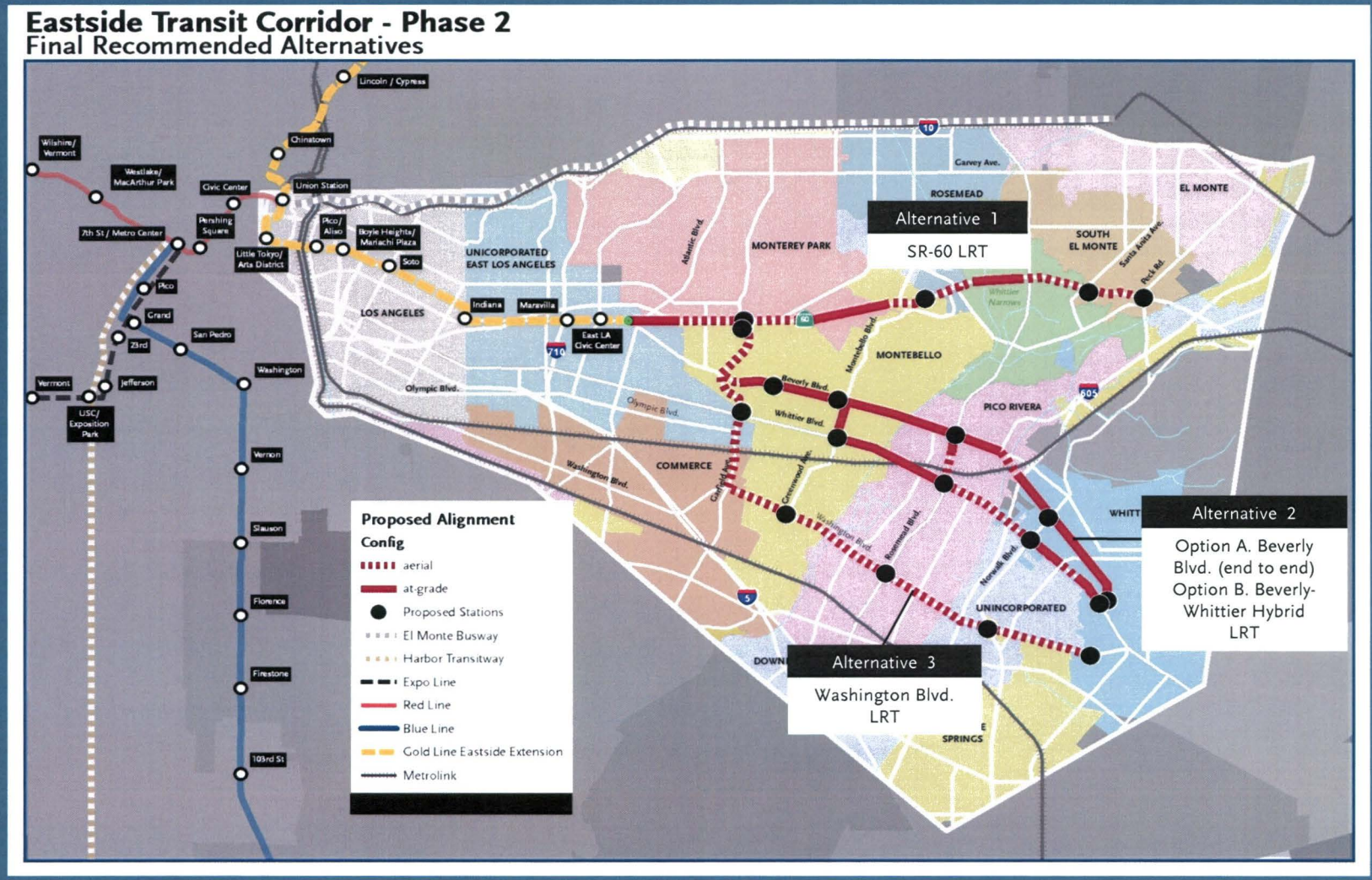
- AA Study has been completed.
- Final reports are being prepared for Metro Board Approval

Next Quarter Milestones:

- Metro Board:
  - Consideration of AA Study Recommendations (January 2009)
  - Start of DEIS/DEIR and Advanced Conceptual Engineering

Metro

Eastside Transit Corridor Phase 2



Metro

Harbor Subdivision

Last Quarter Accomplishments:

- Early Scoping Meetings (September)
- Hosted 2 Technical Advisory Committee meetings
- Completed the following documents:
  - Early Scoping Report
  - Travel Demand Model Methodology
  - Purpose and Need Chapter
  - Preliminary Definition of Alternatives Report

Next Quarter Milestones:

- 2nd round of public meetings in February
- 3rd TAC meeting
- Tech Memo on Innovative Financing
- Draft Urban Design Concept Report
- Initial Alternatives Screening Report

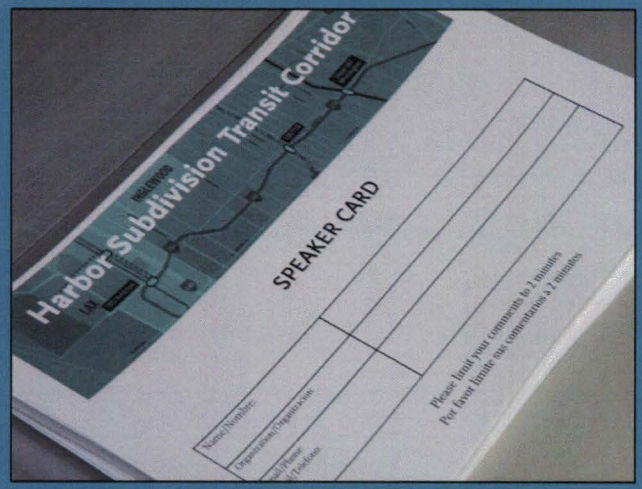
Metro

Harbor Subdivision Transit Corridor Study Area

Metro

Early Scoping Meetings – Recap

- Five Meetings
- 118 people attended
- 53 written comments
- Comment Themes:
  - Overwhelming desire for transit improvements for South Bay & Harbor
  - Desire to improve mobility along I-405 and to provide connection to LAX
  - Light Rail preferred mode
  - Majority of respondents indicated ridership should be main criteria
  - Concerns:
    - Safety regarding 100 potential at grade crossings
    - Noise in residential neighborhoods
    - Air quality, especially in South Bay

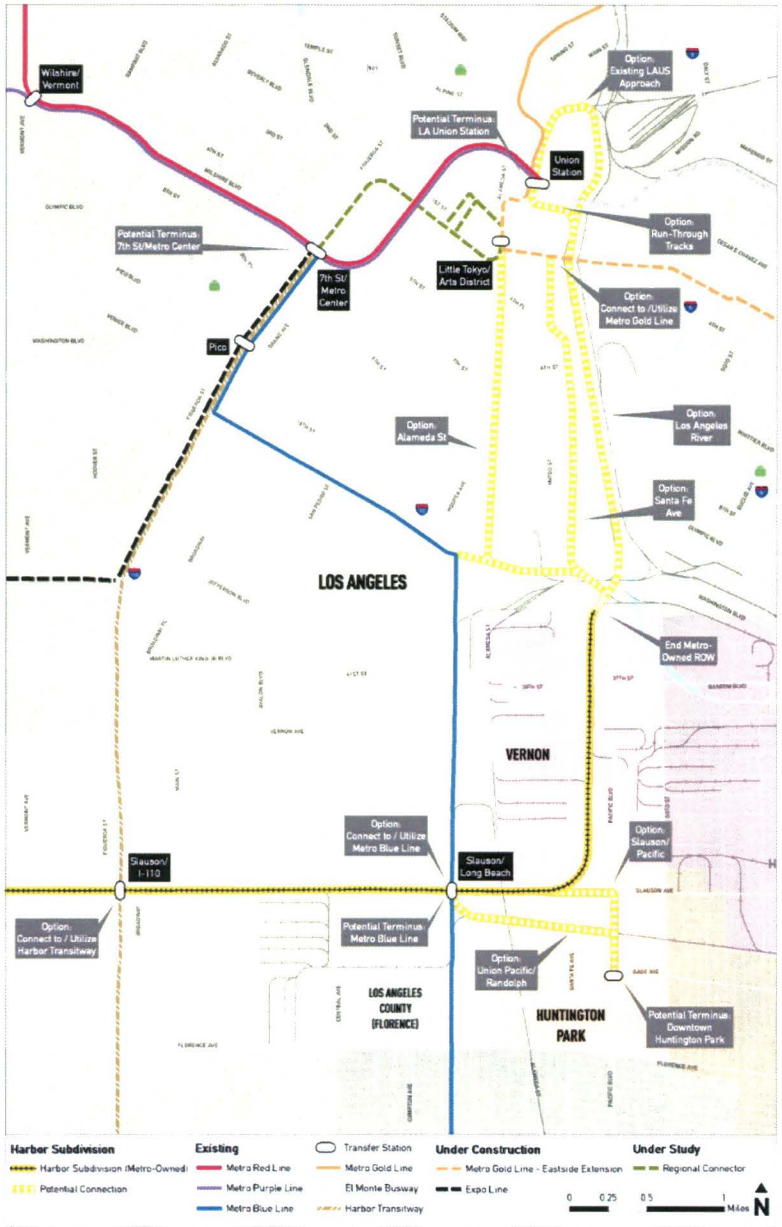


Metro

Northern Terminus Options

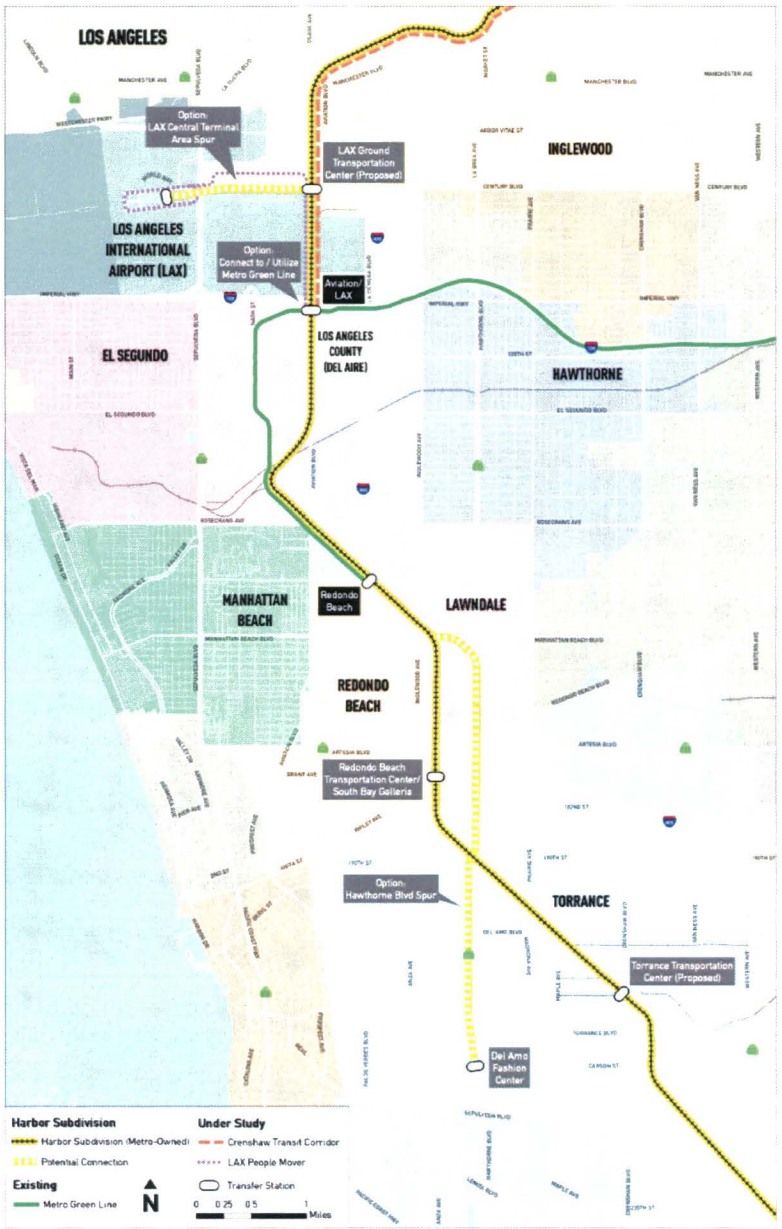
- Terminus Options:
  - Los Angeles Union Station
  - 7th St / Metro Center
  - Huntington Park
  - Metro Blue Line (Slauson)
- Routing Options:
  - LA River
  - Santa Fe Ave
  - Alameda St
  - Metro Blue Line
  - Harbor Transitway

Metro



Central Terminus Options

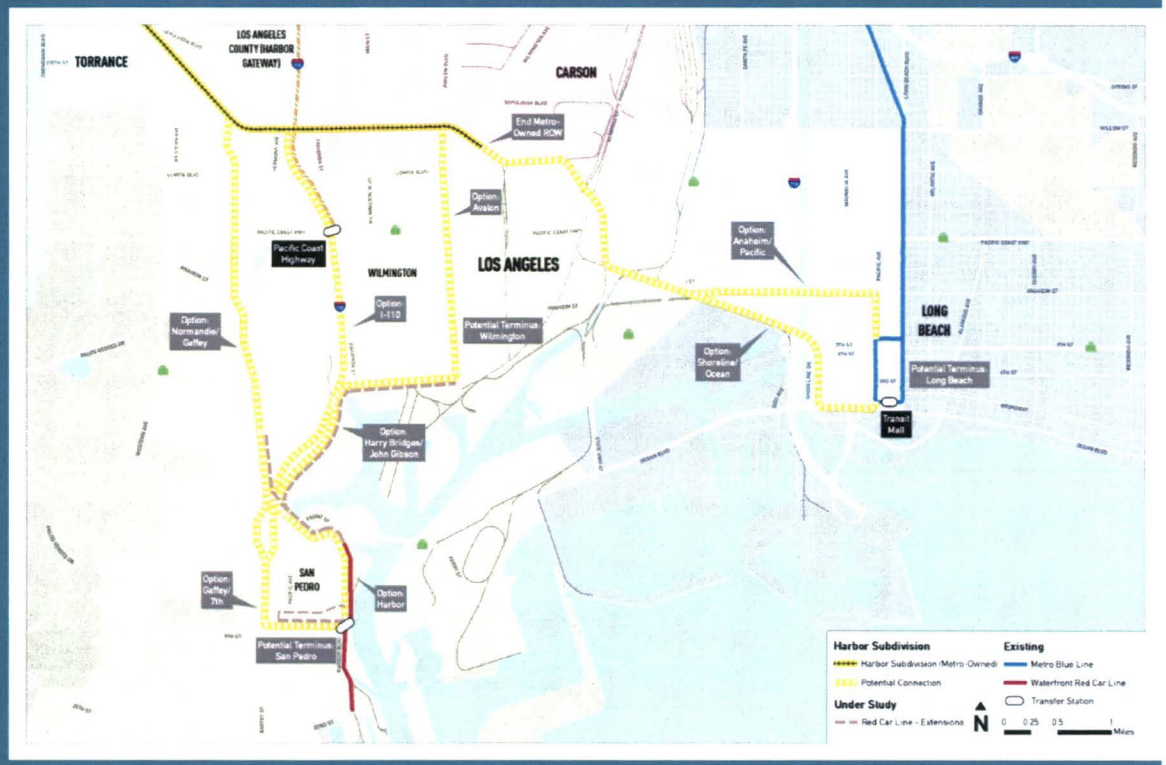
- Terminus Options:
  - LAX Central Terminal Area
  - Del Amo Fashion Center
- Routing Options:
  - Century Boulevard
  - Hawthorne Blvd



Metro

Southern Terminus Options

- Terminus Options:
  - San Pedro
  - Wilmington
  - Long Beach
- Routing Options:
  - Normandie / Gaffey
  - I-110
  - Avalon Blvd
  - Harry Bridges / John Gibson
  - Anaheim St



Metro

Phase 1 Initial Screening (Jan – Feb 2008)

- Purpose – Screen out modal and alignment alternatives determined to have 'fatal flaws'
- Screening Criteria (based on Purpose & Need):
  - Travel Time
  - Accessibility
  - Regional Connectivity
  - Physical Fit
  - Environmental Impacts/Safety
- Carry forward smaller set of alternatives into more detailed analysis and Conceptual Engineering

Metro

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status –May 28, 2008

Outstanding Action Items	There were two (2) Outstanding Action Items that were identified at the May 28, 2008 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
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
04-05/28/08	**Disposition of Real Estate Purchased with Federal Funds:** The LACMTA will conduct a workshop with the FTA/PMOC on the planned disposition of Real Estate purchased with federal funds. The workshop will include a plan for crediting the revenue from sales.
	Status: Closed

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status –August 27, 2008

New Action Items	There were four (4) Outstanding Action Items that were identified at the August 27, 2008 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
01-08/27/08	**Weekly Vehicle Monitoring Report:** The LACMTA will provide the PMOC/FTA with the list of open items from the weekly vehicle status meetings.
	Status: Closed
02-08/27/08	**Vehicle Assembly Status:** The LACMTA will coordinate a PMOC site visit to the Vehicle manufacturer's Pittsburg Facility in September 2008.
	Status: Closed
03-08/27/08	**Mid-Way Yard Modification:** The LACMTA will provide the FTA/PMOC a briefing workshop on the Mid-Way Yard modifications. This workshop will include Project and Operations personal.
	Status: Closed
04-08/27/08	**Ventilation Fan Testing:** The LACMTA will provide the FTA/PMOC with factory testing results for the Ventilation Fans.
	Status: Closed