Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review Briefing Book

May 28, 2008

Metro

AGENDA
FTA NEW START PROJECTS
QUARTERLY REVIEW MEETING

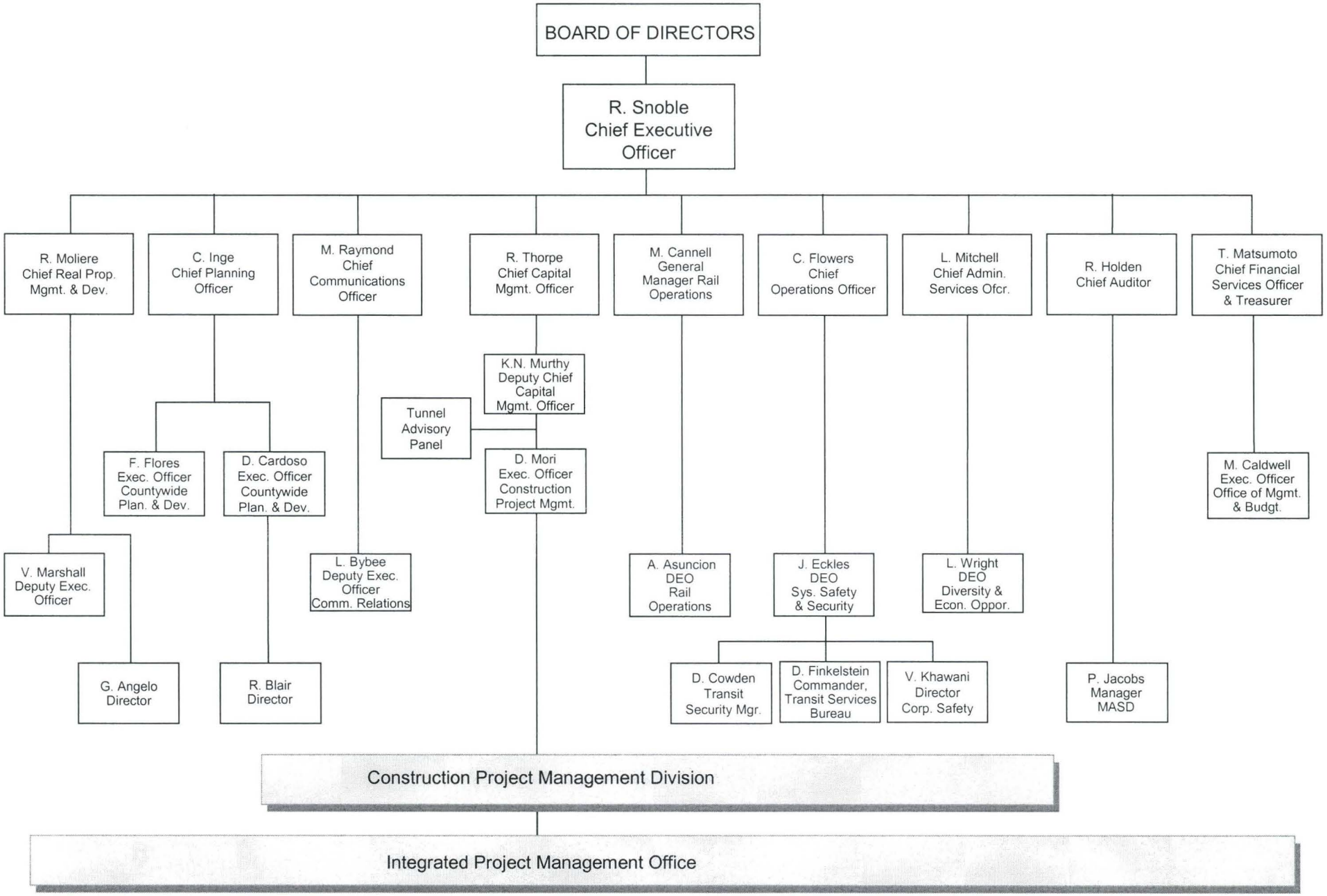
Los Angeles County
Metropolitan Transportation Authority
Wednesday, May 28, 2008 – 10:00 a.m.
Windsor Conference Room – 15th Floor

		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
	• SSMP Compliance	
	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
	1. Cost/Budget Status	
	• Construction, Design, PM, Contingencies	
	2. Schedule Status	
	• Critical Path, Construction/Systems Integration	
	3. Construction Contracts Status	
	• Contract C0803 - Tunnels, Stations, Civil, Trackwork & Systems	
	4. Systems Installation and Integration Status	
	• Radio System, As-Built Drawings, SCADA Integration	
	5. Atlantic Station Parking	
	C. Mid City/Exposition LRT Project	Eric Olson
	1. Phase 1 Status	
	• Cost, Budget, Schedule, Mitigation Plan, Issues	
	2. Phase 2 Status	
	• Screening Report, Community Issues	
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, August 27, 2008
Gateway Conference Room – 3rd Floor

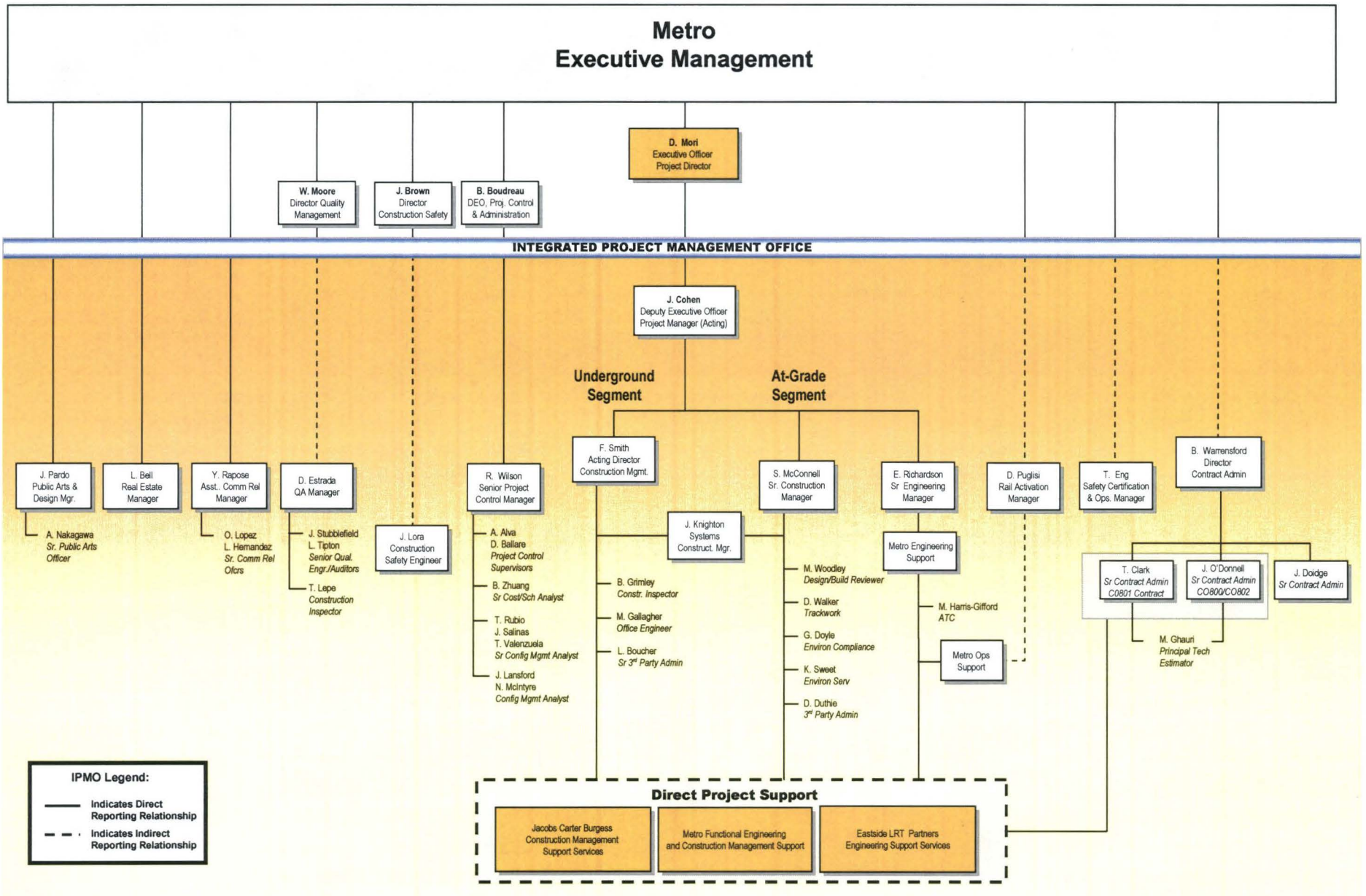
METRO MANAGEMENT ORGANIZATION CHART

Metro's Executive Management Organization

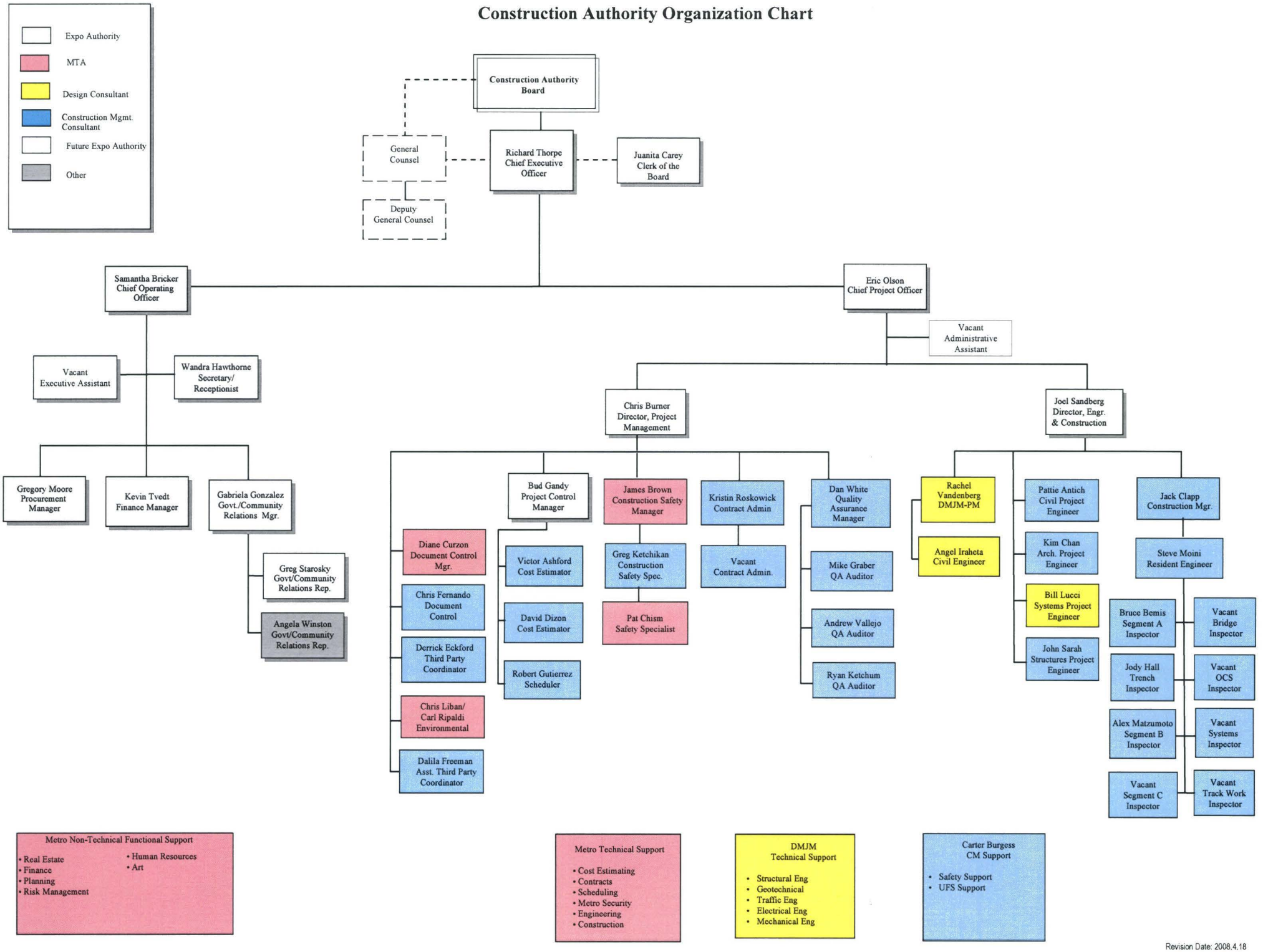


EASTSIDE / EXPOSITION
ORGANIZATION CHARTS

Metro Gold Line Eastside Extension Project Management Organization Structure

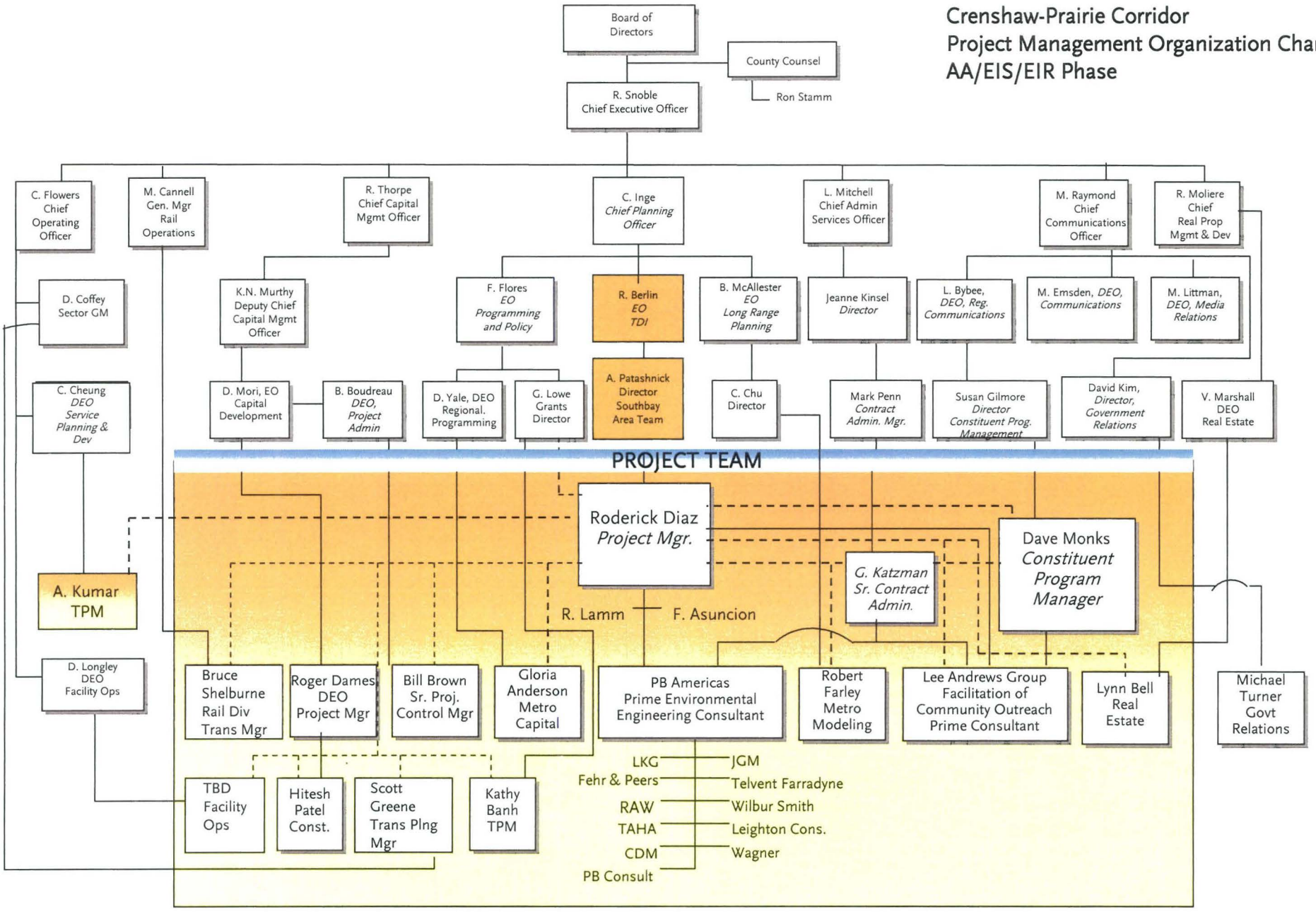


Construction Authority Organization Chart



Revision Date: 2008.4.18

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

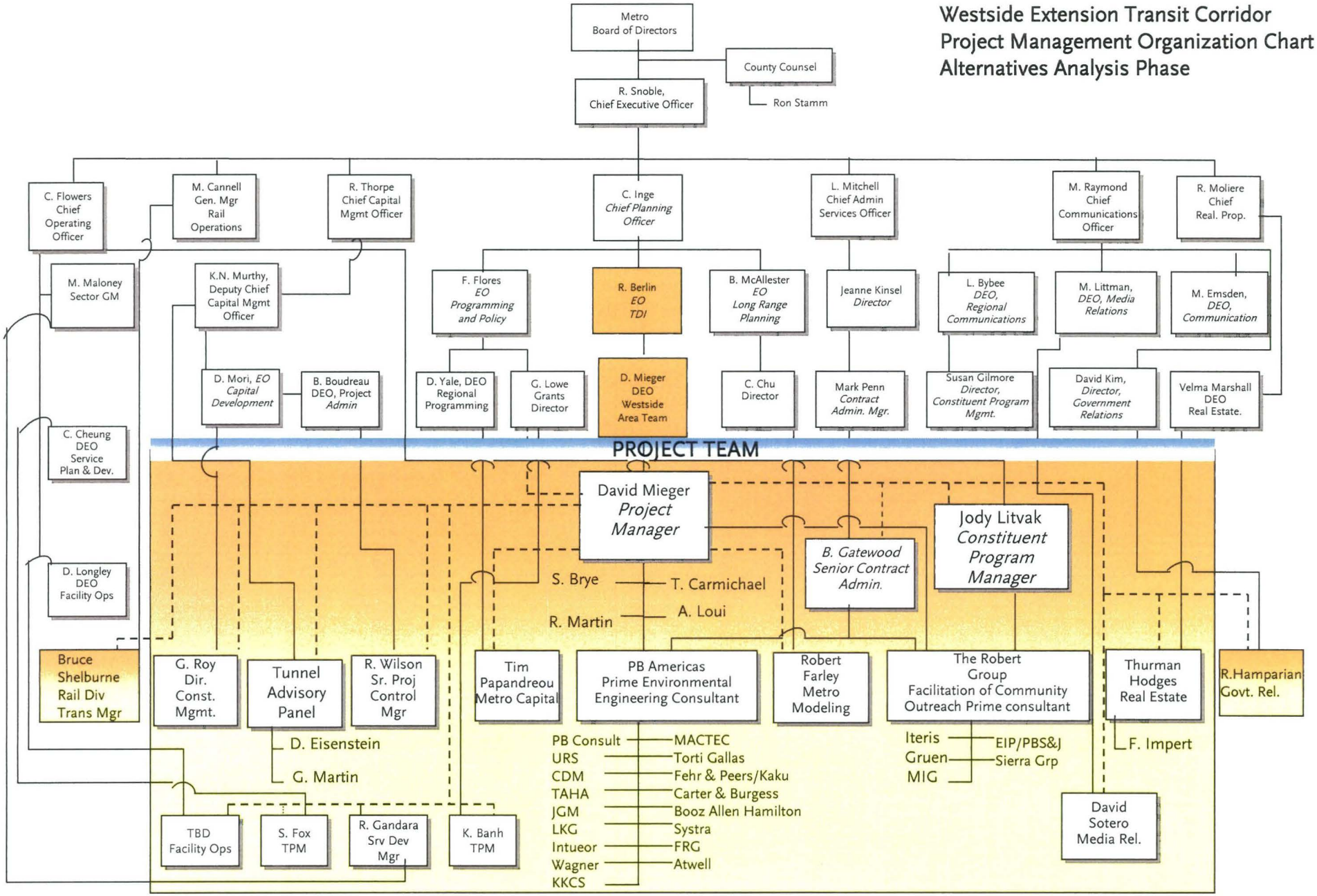


April 14, 2008

Legend:

- Indicates Direct Relationship
- Indicates Coordinated Relationship
- Project Team

Westside Extension Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



April 14, 2008

Legend:
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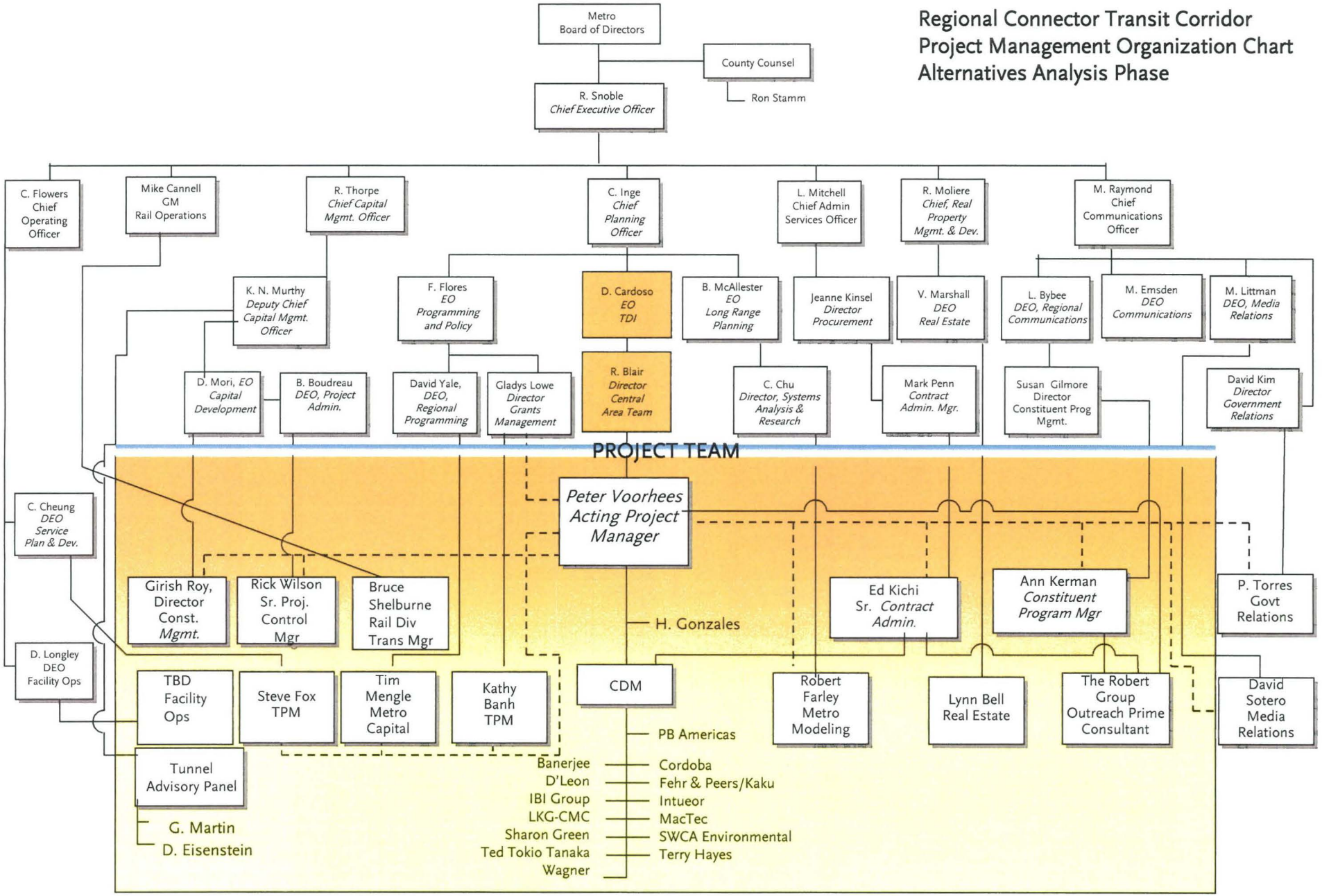
- Project Team

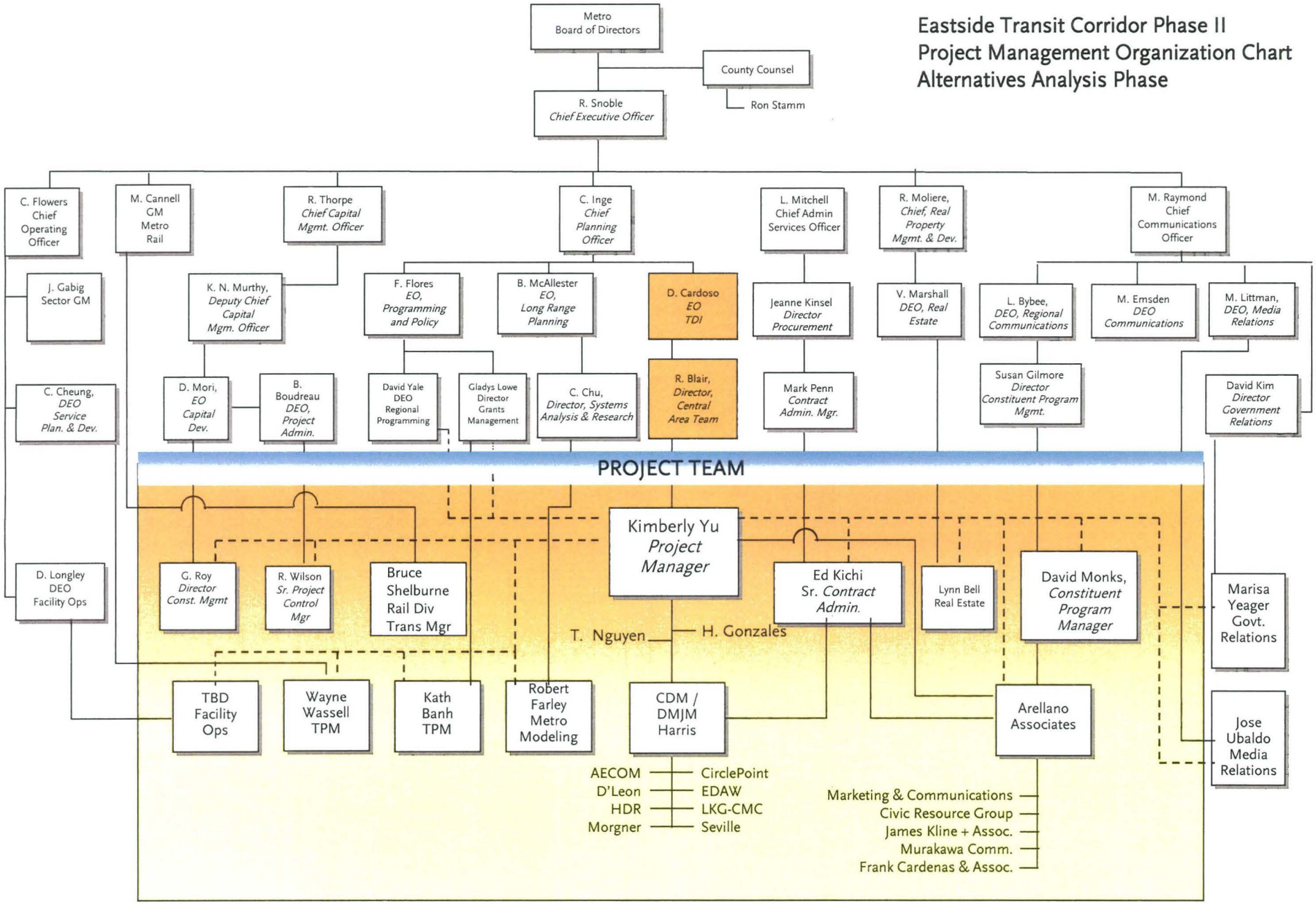
Regional Connector Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



April 15, 2008

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

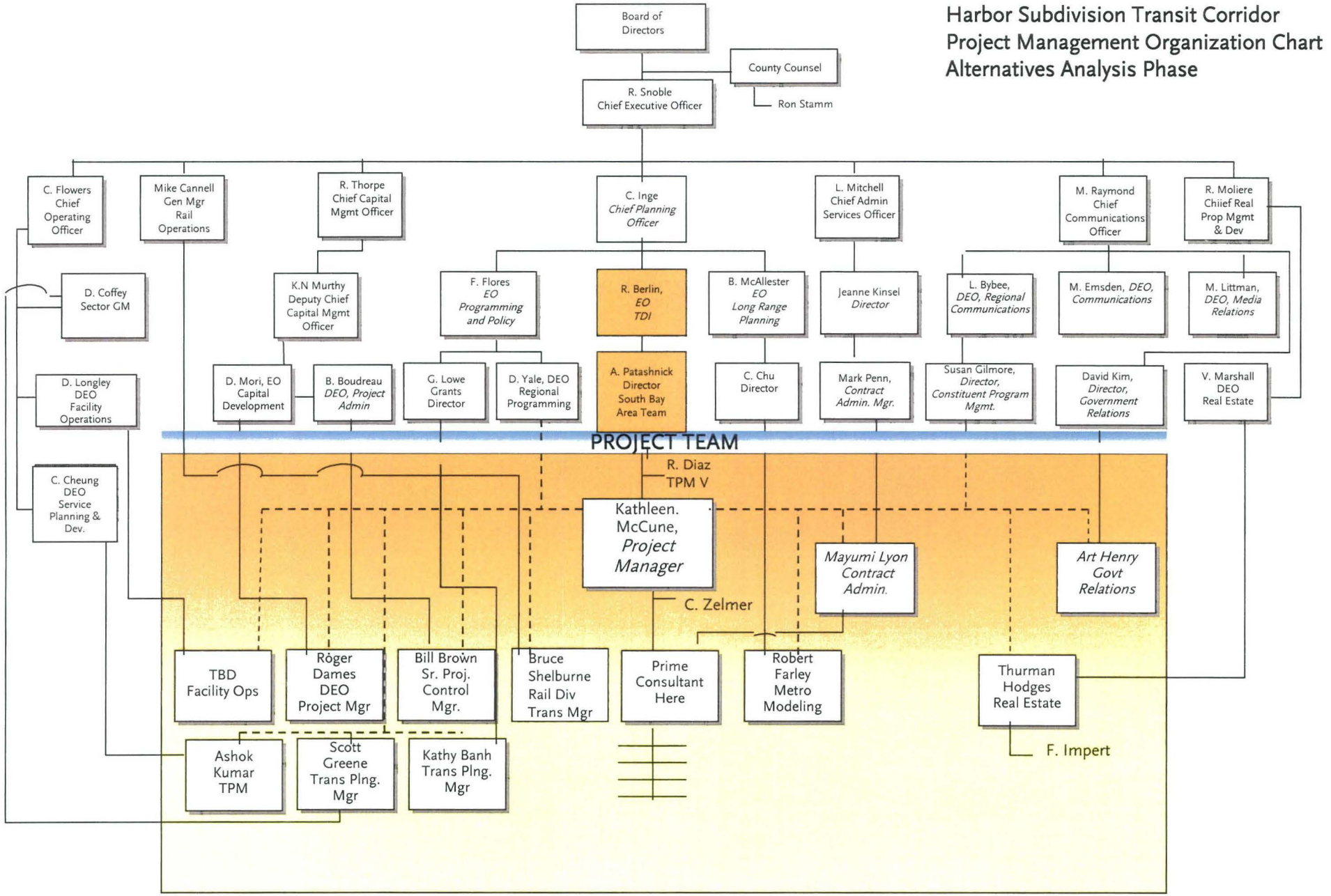
Eastside Transit Corridor Phase II
Project Management Organization Chart
Alternatives Analysis Phase



April 14, 2008

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

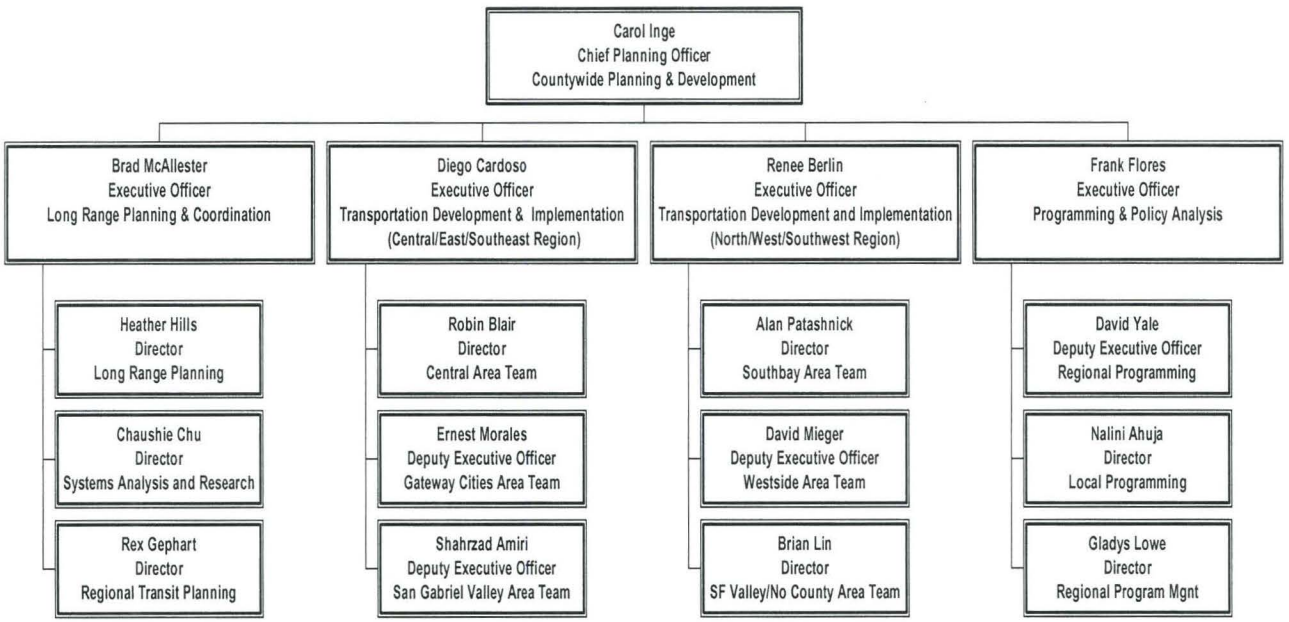
Harbor Subdivision Transit Corridor
Project Management Organization Chart
Alternatives Analysis Phase



April 14, 2008

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

FY08
Countywide Planning and Development



April 14, 2008

METROPOLITAN TRANSPORTATION AUTHORITY

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

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
ACA 10 (Feuer)	Would lower the vote threshold for the approval of bonds (and any tax increase associated with these bonds) for local transportation projects.	Support	Assembly
AB 470 (DeSaulnier)	Would remove the sunset clause on provisions relating to electric personal assistive mobility devices (Segways)	Support	Chaptered
AB 889 (Lieu)	Establishes a Metro Green Line Construction Authority	Oppose	Suspense file
AB 900 (Núñez)	Expands the voting membership of the California Transportation Commission	Support	Amended to a different subject it is now AB 1672
AB 901 (Núñez)	Would provide accountability measures in the allocation of the money deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account	Support if amended	Amended into SB 88 bond implementation trailer bill
AB 1209 (Karnette)	Would establish requirements for the allocation of $1 billion in Proposition 1B proceeds for the California Ports Infrastructure, Security and Air Quality Improvement Account.	Support	Amended into SB 88 bond implementation trailer bill
AB 1306 (Huff)	Would eliminate the Public Transportation Account Spillover mechanism and reduce the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account.	Oppose	Failed passage
AB 1326 (Houston)	Would remove the escalation clause automatically adjusting procurement thresholds applicable to Metro	Support	Chaptered
AB 1350 (Núñez and Richardson)	Would establish requirements to conduct a study in order to facilitate allocation of transit security funds from Proposition 1B.	Support if amended	In trailer SB 88
AB 1351 (Levine)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Support	2 year bill
AB 1672 (Núñez)	Expands the voting membership of the California Transportation Commission	Support	Chaptered

AB 1815 (Feuer)	Would create the California Transportation Infrastructure Funding Task Force.	Work with Author	Assembly
AB 1836 (Feuer)	Would eliminate the voter approval requirement for establishing Infrastructure Financing Districts.	Work with Author	Assembly
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	Introduced
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	Introduced
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	Assembly
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.	Work with Author	Assembly

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	2 year bill
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	2 year bill
SB 650 (Padilla)	Expands the maximum vehicle length requirement for buses	Support	Amended to a different subject
SB 716 (Perata)	Would establish an allocation process for public transit funding made available from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act (November 2006) (November 2006).	Oppose	Amended into SB 88
SB 717 (Perata)	Modifies the allocation of Proposition 42 funds that flow into the Public Transportation Account.		Chaptered
SB 724 (Kuehl)	Would specify an expedited process for Exposition Construction Authority grade crossing applications	Support	2 year bill
SB 748 (Corbett)	Would establish the purpose of State-Local Partnership Program and adopt guidelines for the California Transportation Commission.	Oppose	2 year bill
SB 803 (Lowenthal)	Would require that projects utilizing a community conservation corps be given priority in the allocation of transportation enhancement funds.	Support	Vetoed
SB 964 (Romero)	Would prohibit a majority of the members of a legislative body from using a series of communications, directly or through intermediaries, to conduct deliberations, including, but not limited to any communications that advance or clarify a member's understanding of an issue.	Neutral	Vetoed
SB 974 (Lowenthal)	Requires the Ports of Los Angeles, Long Beach and Oakland to impose container fees	Work with Author	Inactive file

GOVERNMENT RELATIONS
2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX
March 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 may 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 April 24, 1985 Methane Gas Explosion and Fire in the Fairfax Area."	Passed the House of Representatives on March 7, 2007. Referred to Senate Banking, Housing and Urban Affairs Committee on March 27, 2007 July 11, 2007: legislative language included in House Appropriations FY08 Committee report. July 12, 2007: legislative language included in Senate Appropriations FY08 Committee report. November 12, 2007: legislative language included in the FY08 Transportation Appropriations bill adopted on Senate floor December 26, 2007 – language is enacted into law with passage of H.R. 2764 – Omnibus Appropriations Bill (Public Law No: 110-161)

H.R. 1195/S. 1611 Oberstar/Dodd	H.R.1195/S. 1611, amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes	June 6, 2007: Senate Committees on Banking, Housing and Urban Affairs and Environment & Public Works approved with an amendment in the nature of a substitute favorably. June 13, 2006: placed on Senate Legislative Calendar under General Orders. Calendar No. 198. August 1, 2007: House passed H.R. 3248 – a modified version of H.R. 1195
S. Amendment 4146 Boxer	SAFETEA-LU Corrections language	March 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 March 11, 2008 – Hearing held on S.1926 in the Senate Banking, Housing and Urban Affairs Committee

GOVERNMENT RELATIONS 2007/2008 STATE AND FEDERAL LEGISLATIVE MATRIX March 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.	March 12, 2007: Referred to House Committee on Ways and Means as well as Committee on Oversight and Government Reform March 28, 2007: Read twice and referred to the Senate Committee on Finance March 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.	June 19, 2007: House Transportation and Infrastructure Committee June 20, 2007, referred to the Subcommittee on Highways and Transit August 1, 2007: language from H.R. 2783 is included in a SAFETEA-LU technical corrections bill (H.R. 3248) adopted by the House
H.R. 2548/S.1499 Solis/Boxer	H.R. 2548/S.1499 amends the Clean Air Act to reduce air pollution from marine vessels.	May 24, 2007: House Committee on Energy and Commerce and Senate Committee on Environment and Public Works

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

COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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County Counsel

Reply to:
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Los Angeles, California 90012-2952

April 9, 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 March 31, 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
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 March 31, 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.

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.	Trial court has ordered mini trials on separate issues. The Court ruled neither party presented a prima facie case regarding their respective night work restriction claims. MTA has filed request for new trial on night restriction issue. Also awaiting trial date for DBE and subcontracting issues. New trial motion to be heard on 04/11/08.

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 MARCH 31, 2008

Parcel A1-250/Wilshire Vermont Station - 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 - 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

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

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

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

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

Parcels A1-015, A1-016,

Parcels A1-015 and A1-016 are designated as a temporary soil storage site in support various construction projects. The parcels will also be used for this purpose during pending new transit projects and are expected to continue to be used in support of Metro operations.

Parcel A1-021

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

Parcel A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Alvarado Station

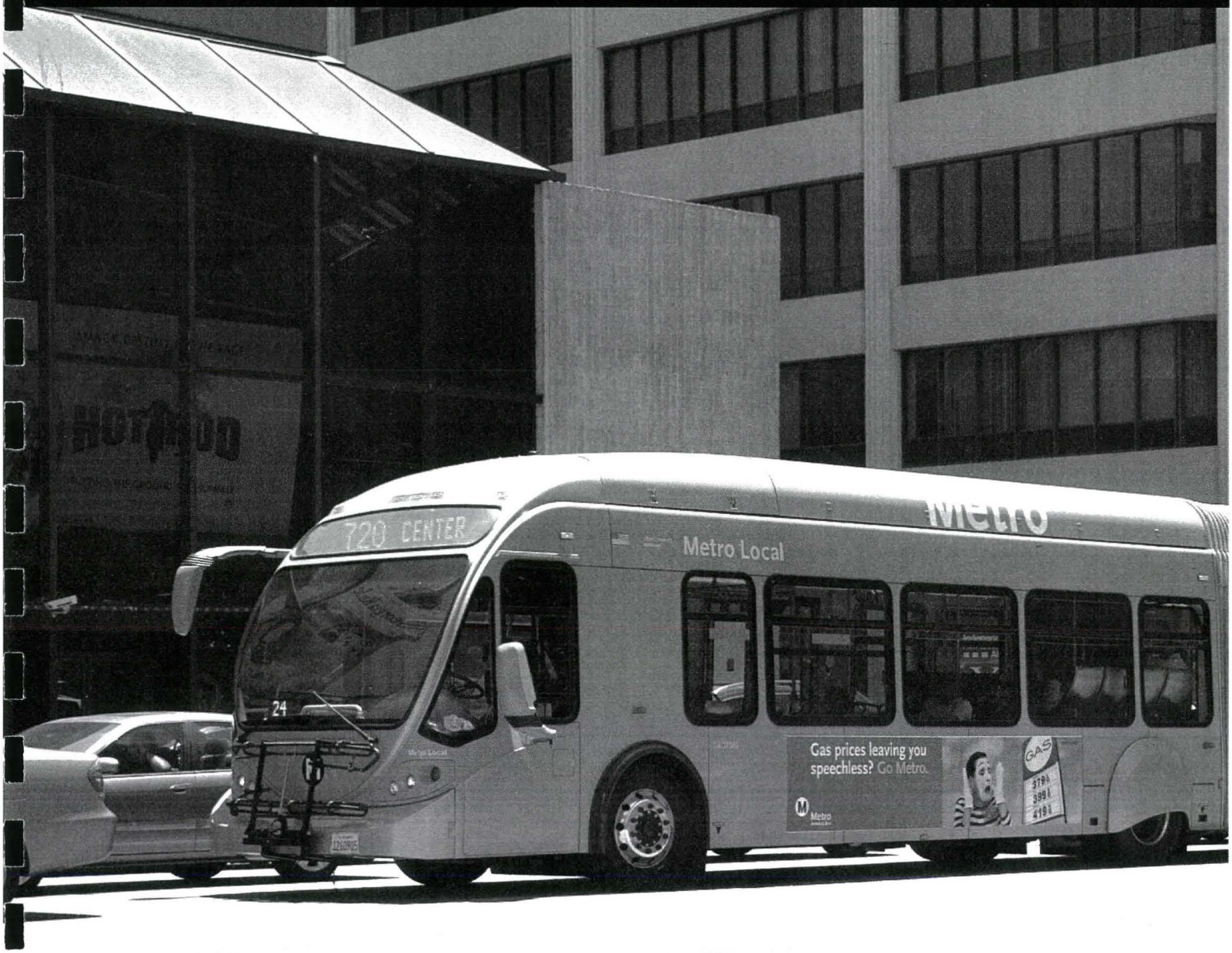
Metro has entered into a Joint Development Agreement with developer McCormack Baron Salazar for development of Metro's 3.13 acre site. The Joint Development Agreement contemplates execution of various ground leases providing for the construction and operation of a mixed-use development containing approximately 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.

METRO OPERATIONS
PERFORMANCE REPORT

Los Angeles County
Metropolitan Transportation Authority

MAR 2008

METRO OPERATIONS MONTHLY PERFORMANCE REPORT



Metro

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)
* In-Service On-Time Performance
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Mar. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,168 734	3,233 40	◇
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,134	1,204	◇
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.82%	64.36%	◇
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.47	●
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.68	2.51	●
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*Feb YTD 11.45*	*Feb. 12.34*	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SFV Sector									
MMBMF No. of unaddressed road calls				3,319	3,619 432*	3,500	2,963 147	2,896 3	◇
MMBTRC					1,310	1,638	1,222	1,248	◇
In-Service On-time Performance	67.30%	67.47%	68.54%	65.19%**	65.60%	67.50%	67.17%	68.03%	◇
Bus Traffic Accidents Per 100,000 Miles						2.90	2.66	2.79	●
Complaints per 100,000 Boardings	6.32	5.45	4.39	3.24	3.00	3.00	3.08	2.55	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	16.72	15.15	13.71	11.75	13.74	12.00	*Feb YTD 12.49*	*Feb. 8.67*	◇
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
Division 8									
MMBCMF No. of unaddressed road calls				3,836	3,912 258*	3,500	2,970 200	2,893 0	◇
MMBTRC					1,537	1,922	1,336	1,360	◇
In-Service On-time Performance	70.09%	69.12%	69.78%	68.23%	67.48%	68.00%	67.17%	68.03%	◇
Bus Traffic Accidents Per 100,000 Miles						2.80	2.08	2.50	●
Complaints per 100,000 Boardings	6.87	5.09	4.17	3.37	2.75	2.80	2.75	2.81	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	20.92	19.15	16.77	13.81	16.14	13.00	*Feb YTD 14.42*	*Feb. 10.88*	◇
Division 15									
MMBCMF No. of unaddressed road calls				2,996	3,420 174*	3,500	2,957 47	2,899 3	◇
MMBTRC					1,175	1,469	1,148	1,175	◇
In-Service On-time Performance	66.13%	66.62%	67.84%	63.84%**	64.41%	67.00%	66.69%	67.41%	◇
Bus Traffic Accidents Per 100,000 Miles						3.00	3.09	3.00	◇
Complaints per 100,000 Boardings	6.01	5.70	4.55	3.14	3.16	3.20	3.32	2.37	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	16.23	13.14	12.46	10.41	12.44	11.00	*Feb YTD 11.40*	*Feb. 7.78*	◇

*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.

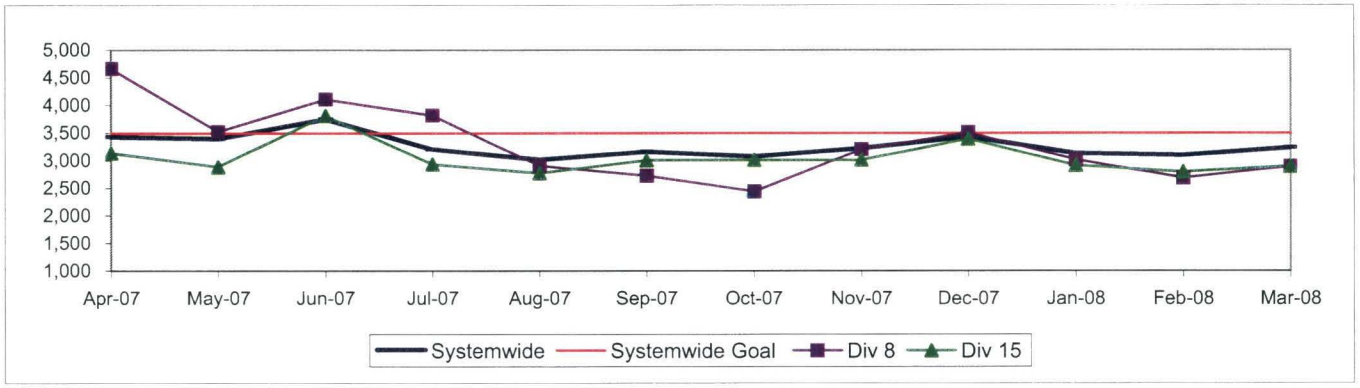
▬ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

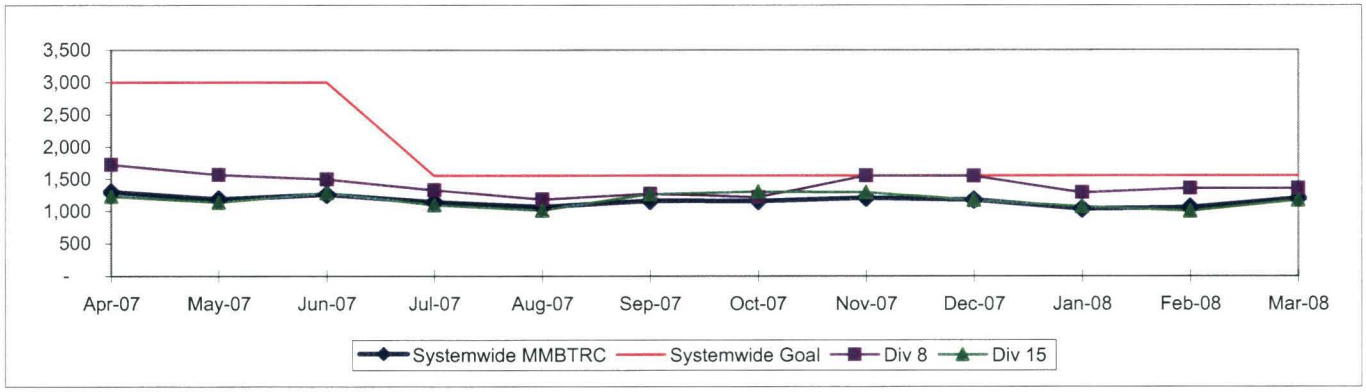
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)



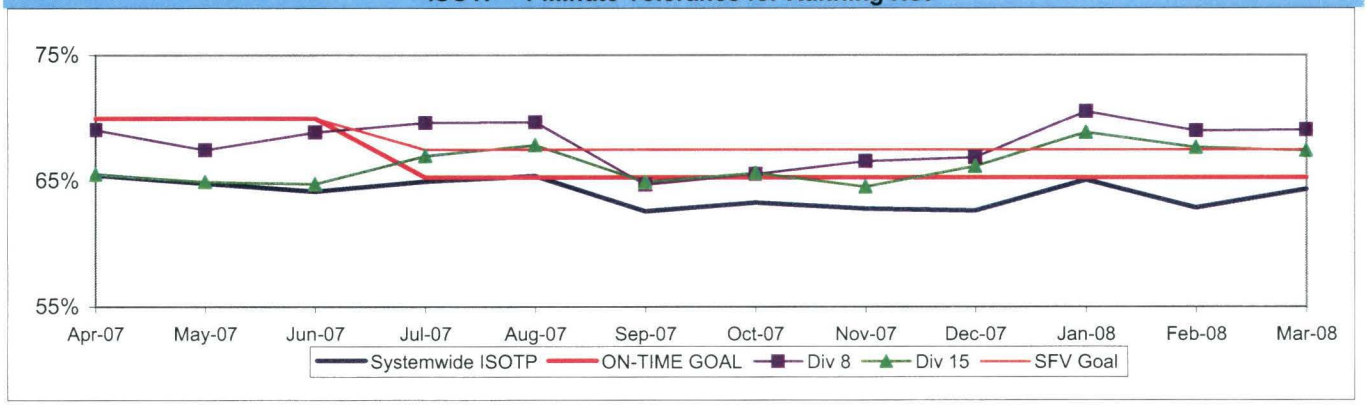
IN-SERVICE ON-TIME PERFORMANCE*

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.)

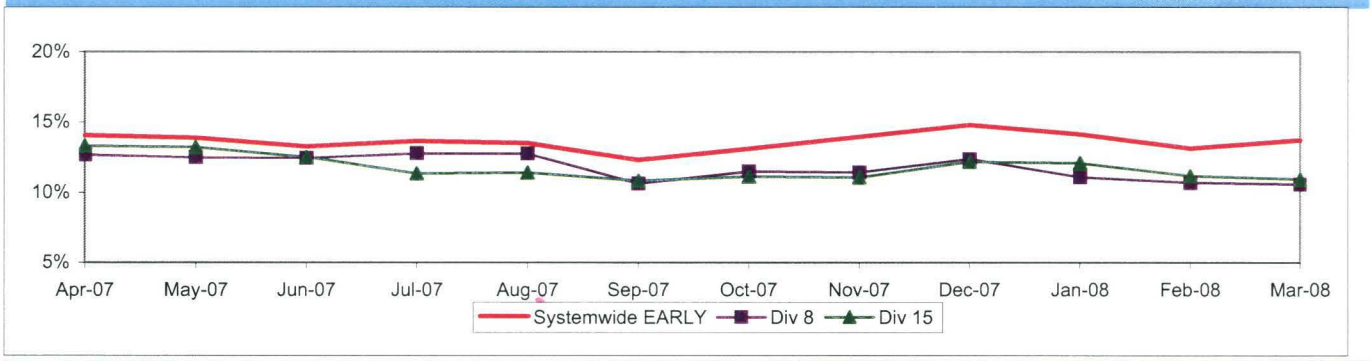
Calculation: ISOTP% =1-((Number of buses departing early + Number of buses departing more than five minutes late)/(Total buses sampled))

* Division 15 November data not available.

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



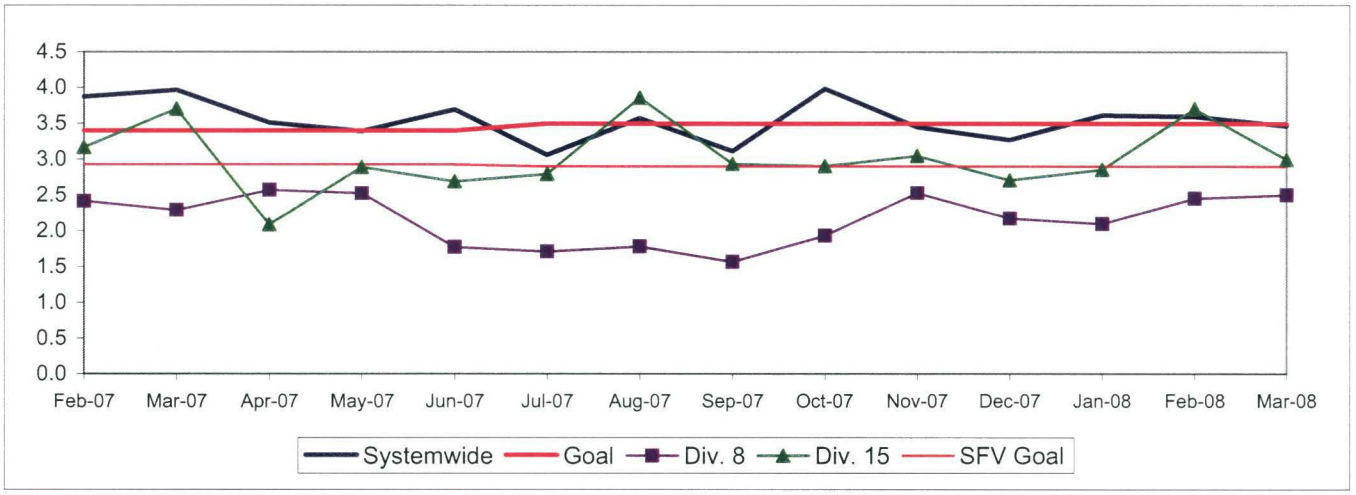
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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))

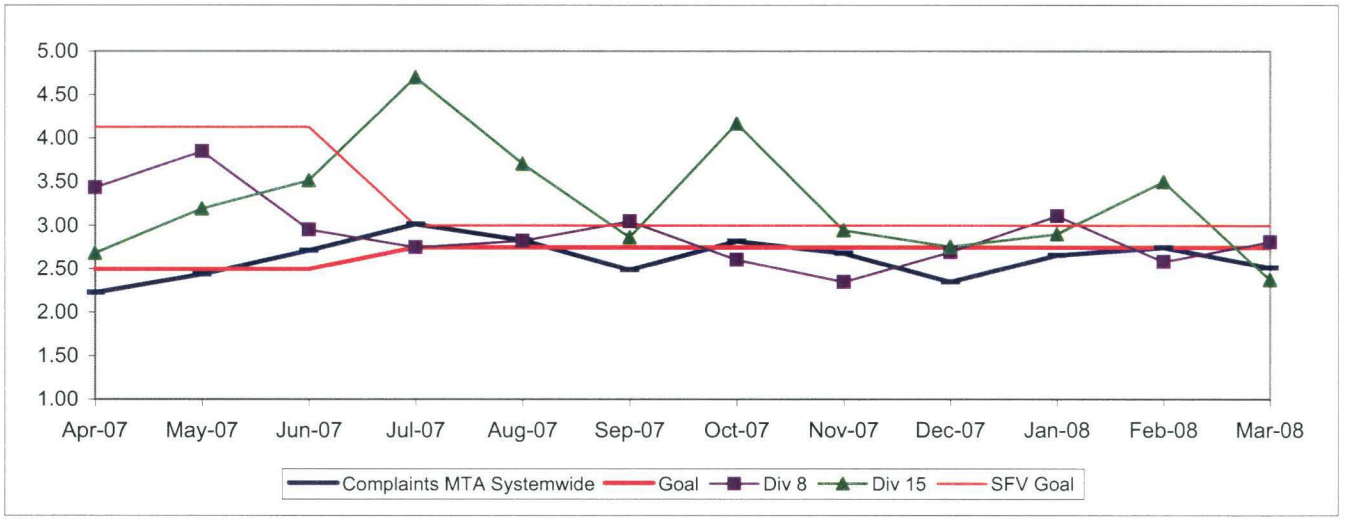


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

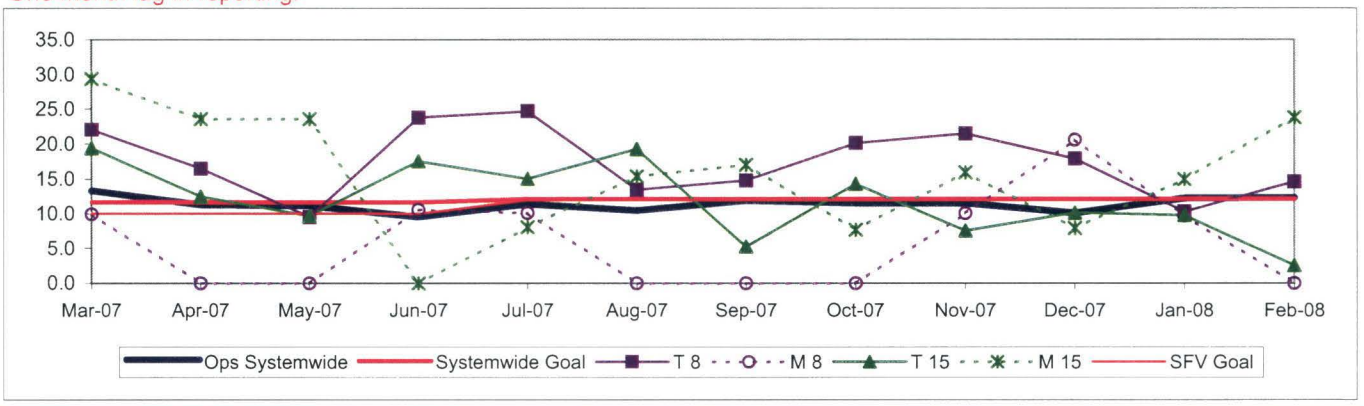


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.

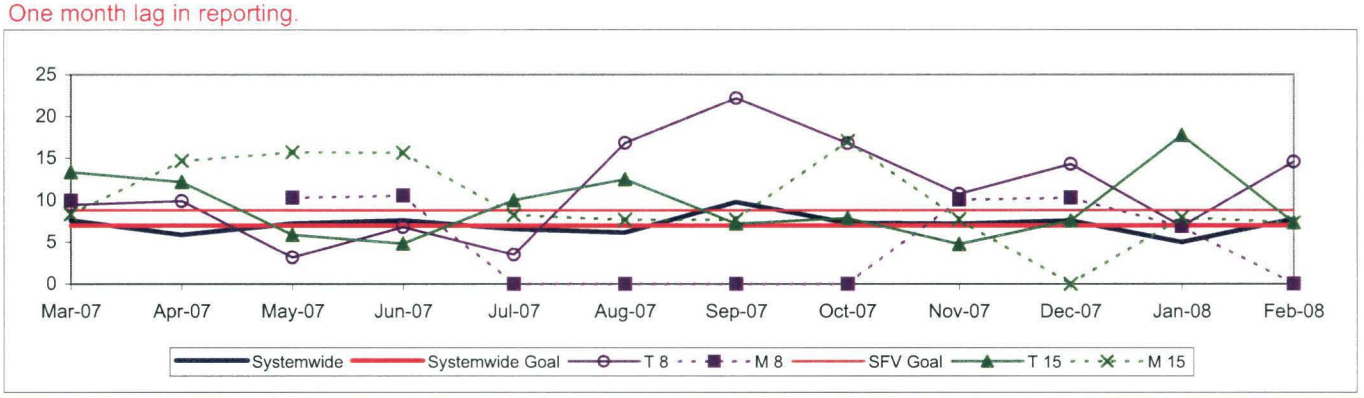


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.

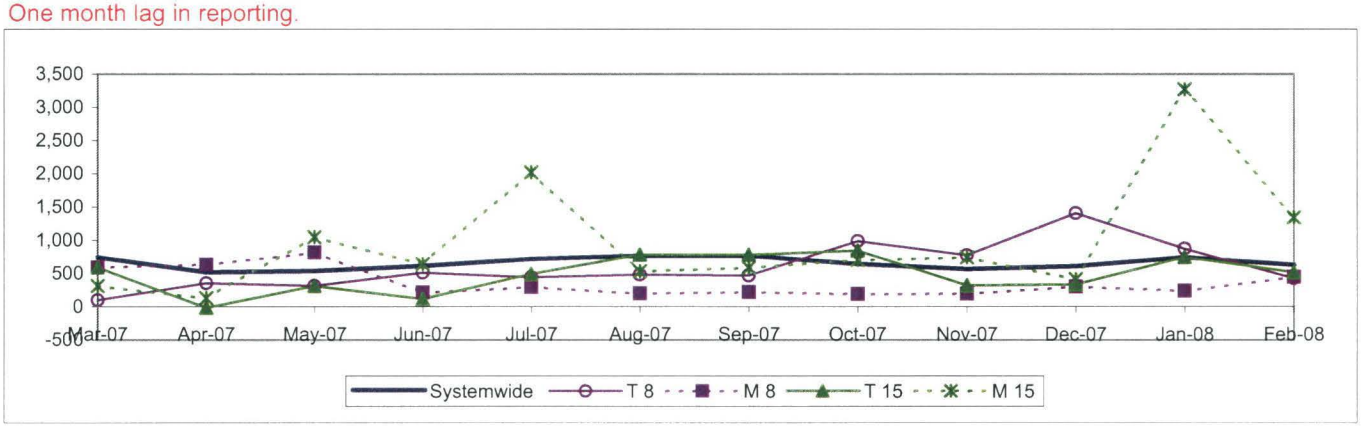


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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)
* In-Service On-Time Performance
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Mar. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,168 734	3,233 40	◆
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,134	1,204	◆
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.82%	64.36%	◆
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.47	●
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.68	2.51	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*Feb YTD 11.45*	*Feb. 12.34*	●
SGV Sector									
MMBMF No. of unaddressed road calls				3,467	3,376 88*	3,500	3,251 102	3,752 13	◆
MMBTRC					1,618	2,023	1,486	1,724	◆
In-Service On-time Performance	70.02%	69.98%	70.10%	68.59%	65.85%	68%	66.43%	66.89%	◆
Bus Traffic Accidents Per 100,000 Miles						2.90	3.16	2.82	◆
Complaints per 100,000 Boardings	3.57	3.80	2.95	2.18	2.49	2.50	2.68	2.91	◆
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	23.15	16.12	10.14	12.57	13.35	11.56	*Feb YTD 8.93*	*Feb. 9.85*	●
Division 3									
MMBMF No. of unaddressed road calls				2,690	2,838 58*	3,500	2,605 39	2,924 2	◆
MMBTRC					1,239	1,549	1,128	1,249	◆
In-Service On-time Performance	71.08%	70.80%	71.06%	70.05%	16.54%	68%	66.47%	67.24%	◆
Bus Traffic Accidents Per 100,000 Miles						2.90	4.16	3.85	◆
Complaints per 100,000 Boardings	3.09	3.02	2.60	1.83	2.12	2.50	2.24	2.21	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.54	12.36	6.68	11.36	10.06	11.56	*Feb YTD 10.70*	*Feb. 10.26*	●
Division 9									
MMBMF No. of unaddressed road calls				4,585	4,087 30*	3,500	3,955 63	4,611 11	●
MMBTRC					2,099	2,623	1,924	2,300	◆
In-Service On-time Performance	67.47%	68.16%	68.16%	67.01%	12.52%	68%	66.40%	66.65%	◆
Bus Traffic Accidents Per 100,000 Miles						2.90	2.44	2.95	●
Complaints per 100,000 Boardings	4.31	5.09	5.09	2.61	2.24	2.50	3.07	3.49	◆
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	28.54	20.75	14.66	14.34	17.30	11.56	*Feb YTD 7.51*	*Feb. 10.30*	●

*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.

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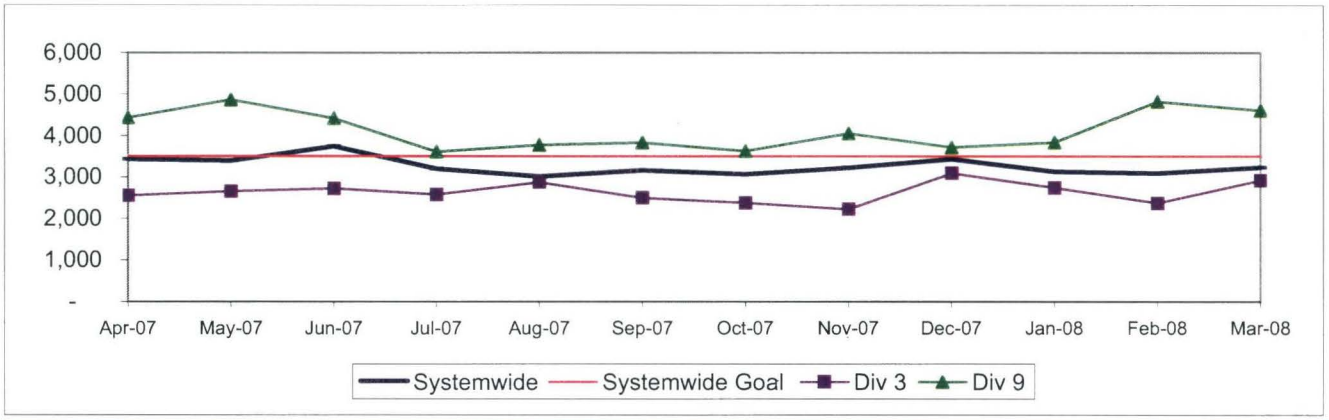
SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

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.

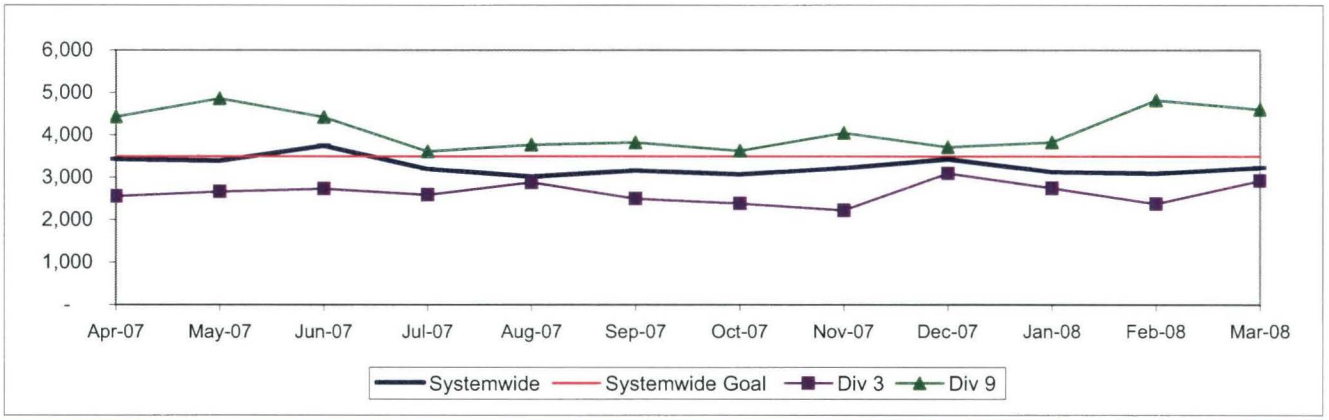
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

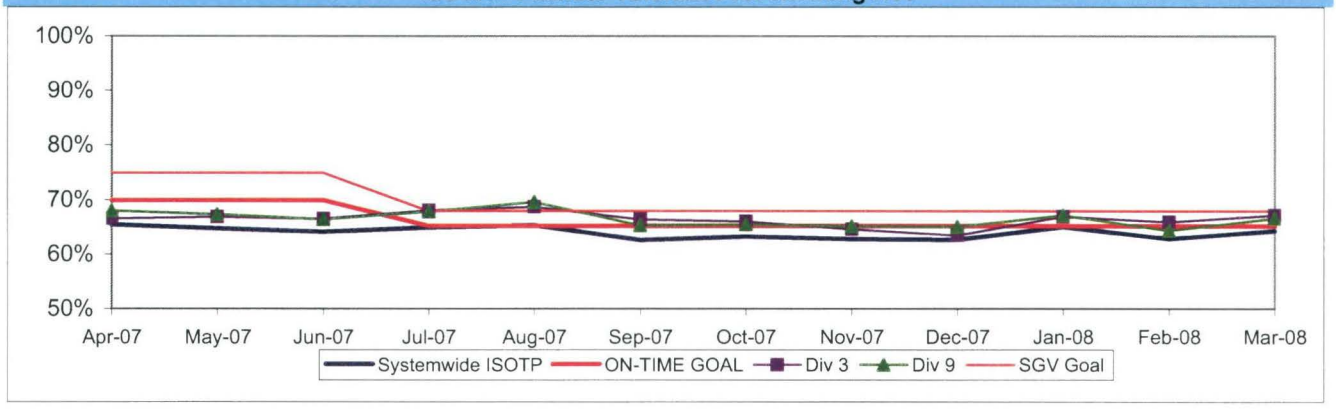


IN-SERVICE ON-TIME PERFORMANCE

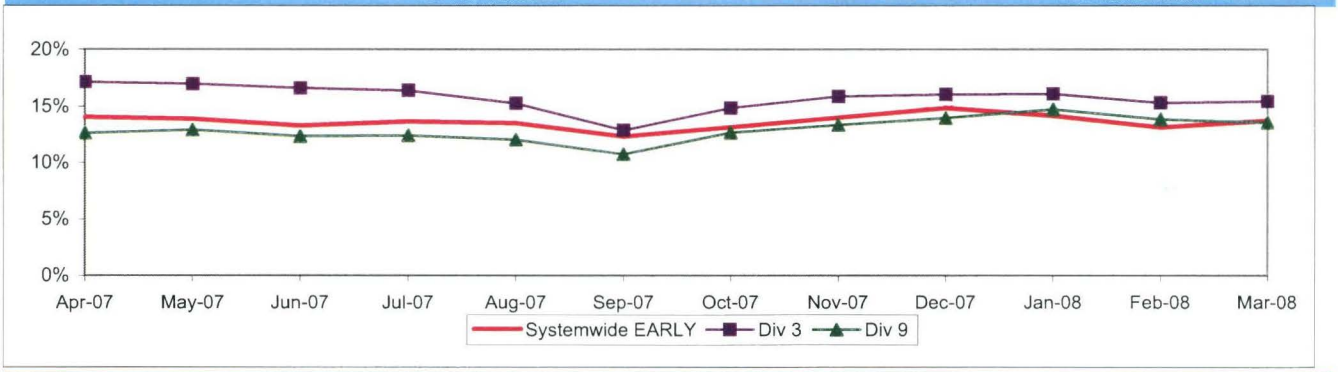
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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



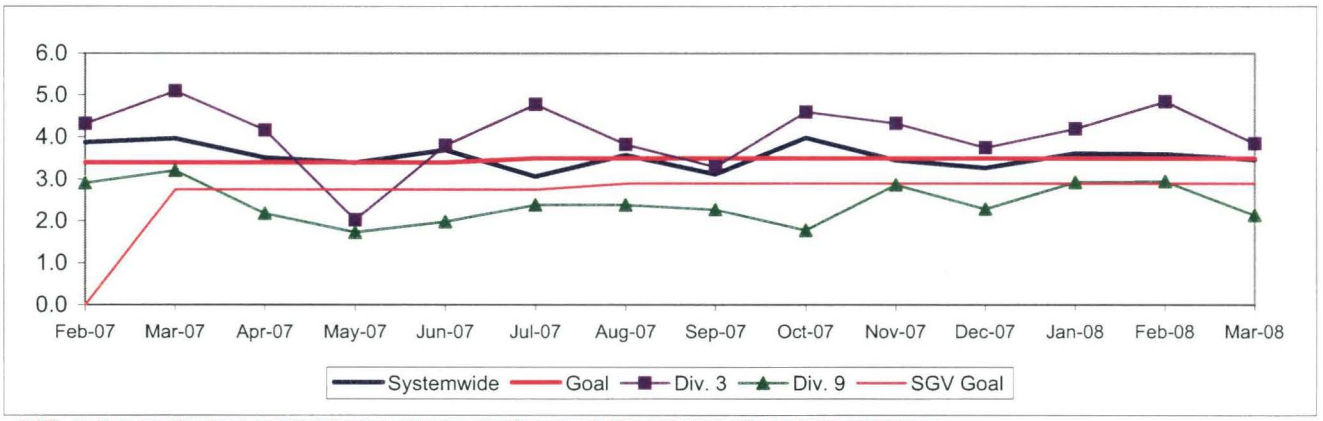
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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))

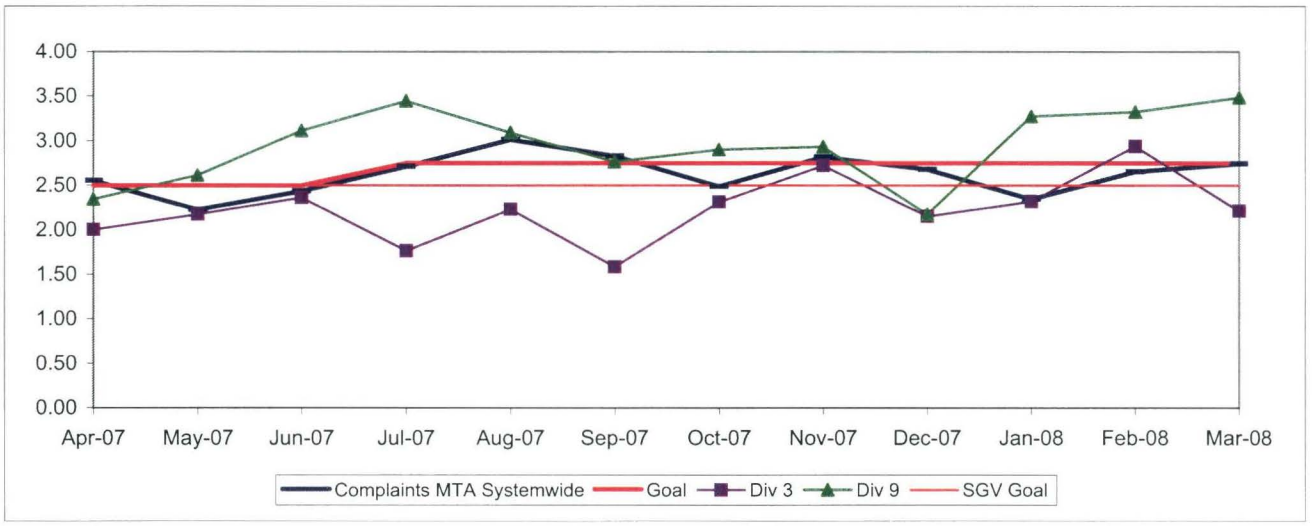


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision

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)

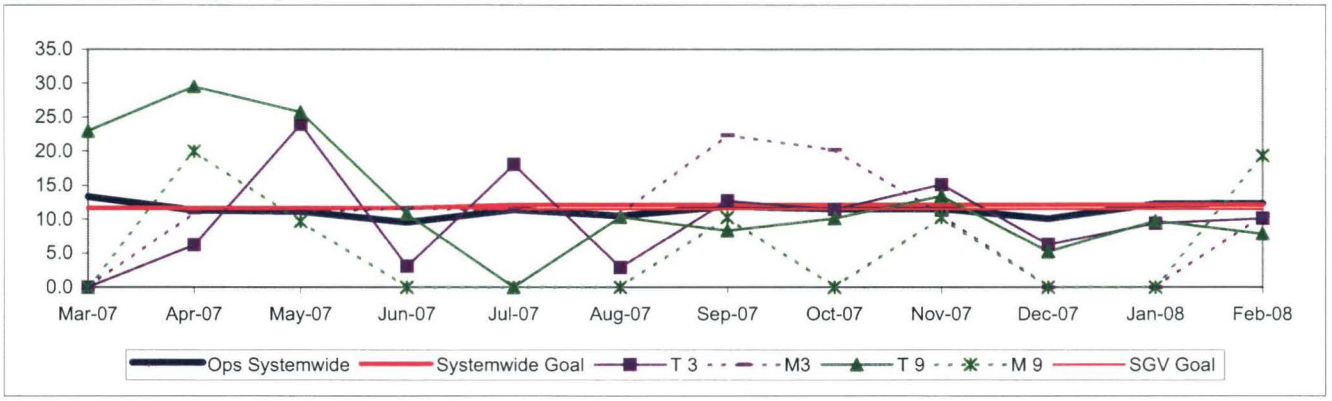


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.

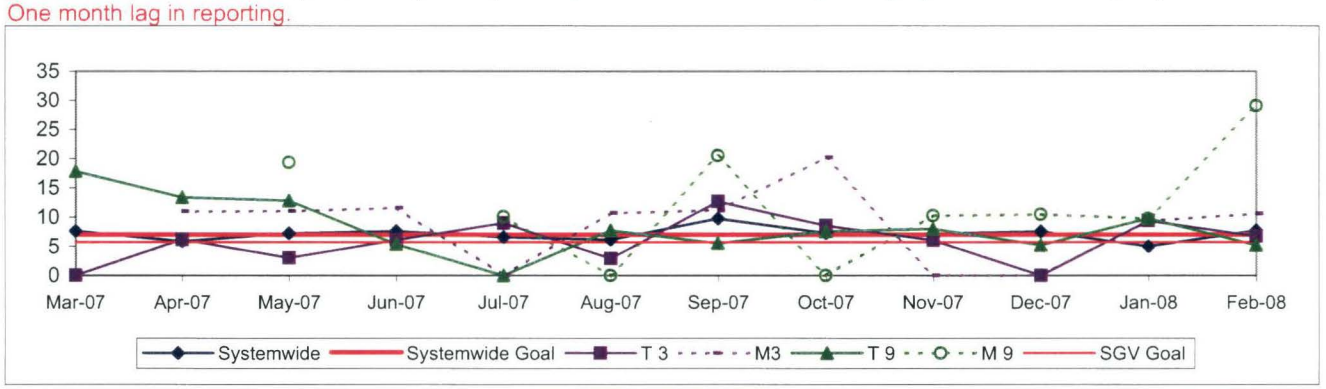


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.

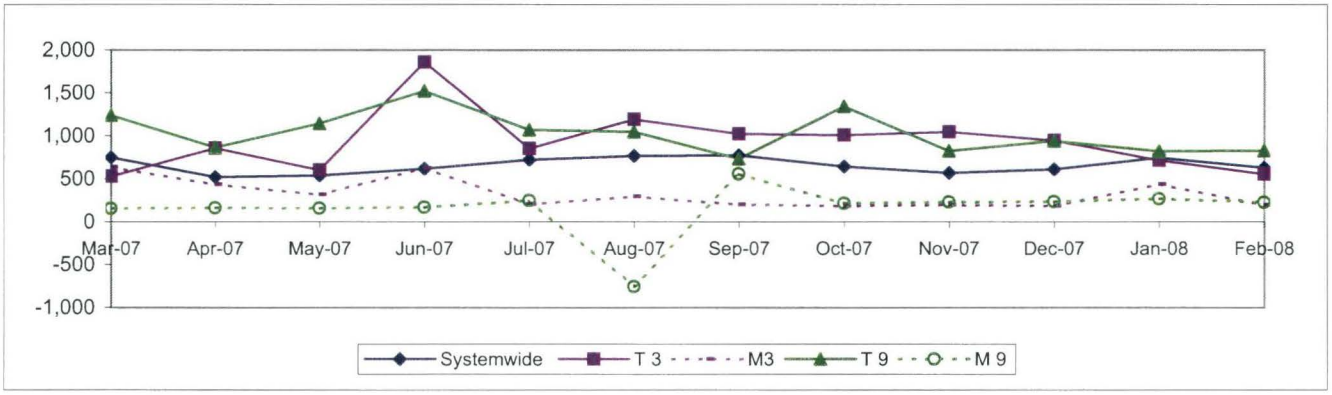


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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)
* In-Service On-Time Performance
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Mar. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,168 734	3,233 40	◇
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,134	1,204	◇
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.82%	64.36%	◇
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.47	●
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.68	2.51	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*Feb YTD 11.45*	*Feb. 12.34*	●
GC Sector									
MMBMF No. of unaddressed road calls				2,506	3,163 170*	3,500	3,028 320	2,883 11	◇
MMBTRC					995	1,244	937	1,033	◇
In-Service On-time Performance	74.53%	69.34%	71.20%	71.73%	68.01%	71.00%	67.58%	68.94%	◇
Bus Traffic Accidents Per 100,000 Miles						3.65	3.49	4.28	●
Complaints per 100,000 Boardings	2.63	3.08	2.58	1.69	1.78	2.00	1.95	1.82	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	25.30	20.19	14.11	11.45	10.27	10.80	*Feb YTD 10.65*	*Feb. 15.16*	●
Division 1									
MMBMF No. of unaddressed road calls				2,409	3,757 138*	3,500	3,277 311	2,714 7	◇
MMBTRC					932	1,165	883	989	◇
In-Service On-time Performance	78.22%	70.57%	71.62%	71.06%	68.02%	71.00%	66.91%	68.53%	◇
Bus Traffic Accidents Per 100,000 Miles						3.65	3.35	4.26	●
Complaints per 100,000 Boardings	2.26	3.32	2.92	1.92	1.89	2.00	1.91	1.90	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.42	16.82	12.71	10.92	8.48	10.80	*Feb YTD 8.73*	*Feb. 11.08*	●
Division 2									
MMBMF No. of unaddressed road calls				2,660	2,598 32*	3,500	2,752 9	3,145 4	◇
MMBTRC					1,097	1,371	1,018	1,100	◇
In-Service On-time Performance	67.53%	67.62%	70.42%	72.71%	67.99%	71.00%	68.21%	69.32%	◇
Bus Traffic Accidents Per 100,000 Miles						3.65	3.68	4.29	◇
Complaints per 100,000 Boardings	3.07	2.84	2.15	1.42	1.64	2.00	2.00	1.71	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	31.18	24.56	16.69	12.97	13.36	10.80	*Feb YTD 13.55*	*Feb. 21.25*	◇

*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.

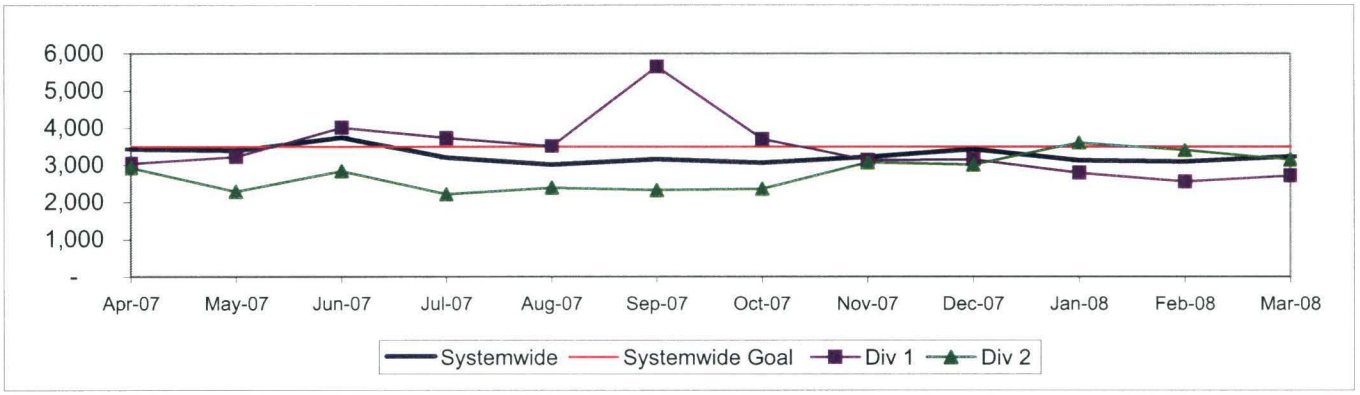
▬ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

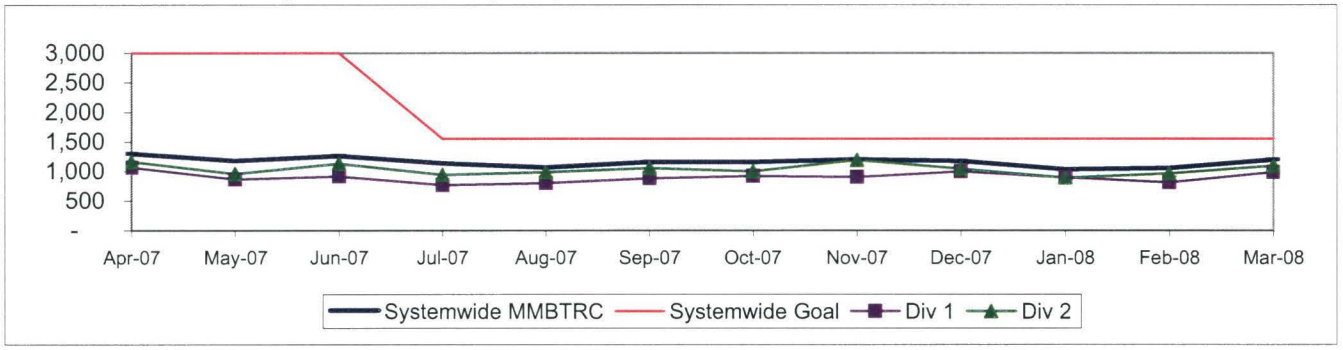
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

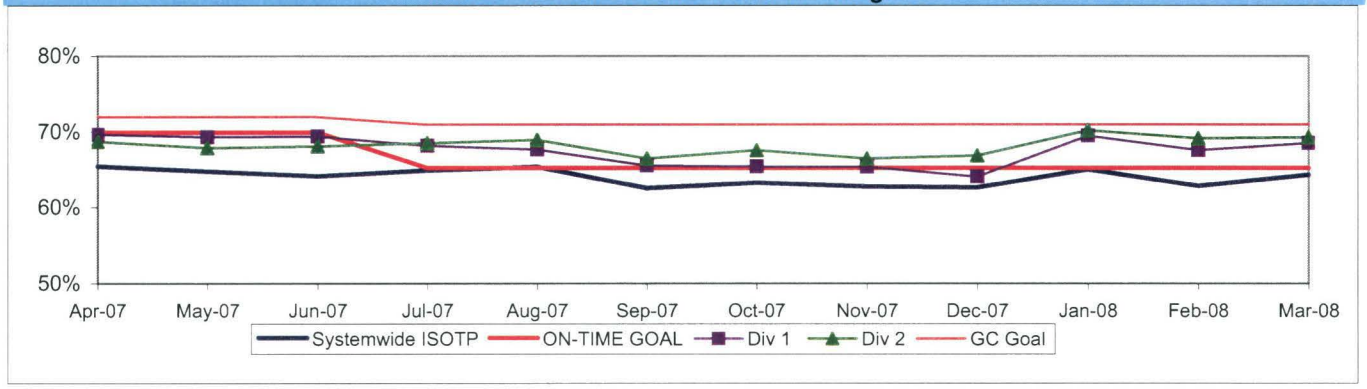


IN-SERVICE ON-TIME PERFORMANCE

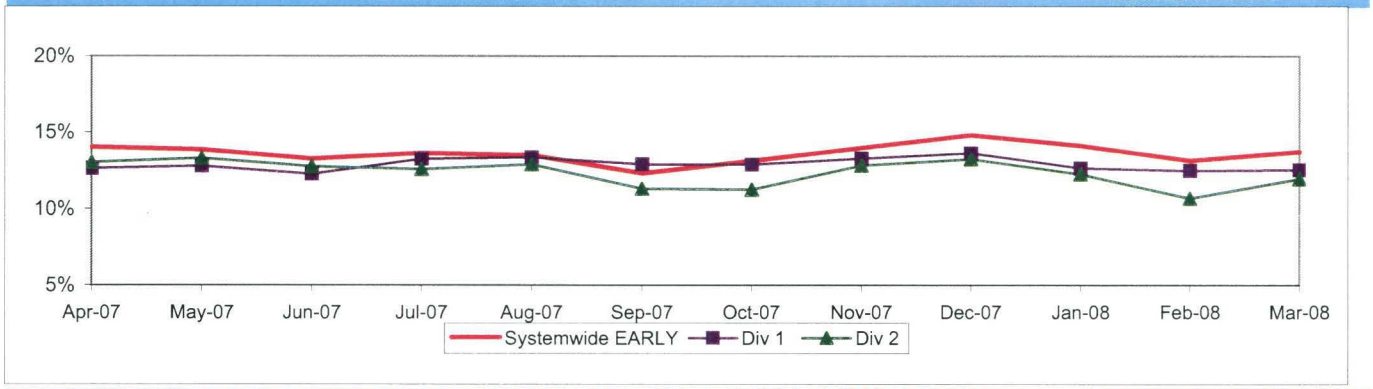
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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



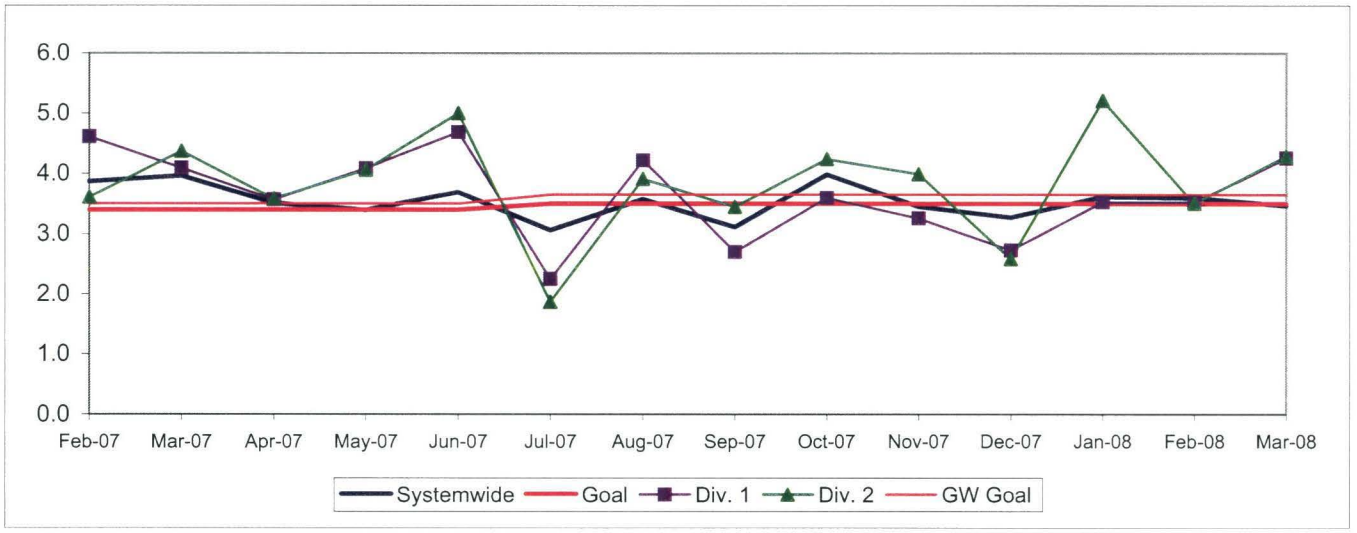
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



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))

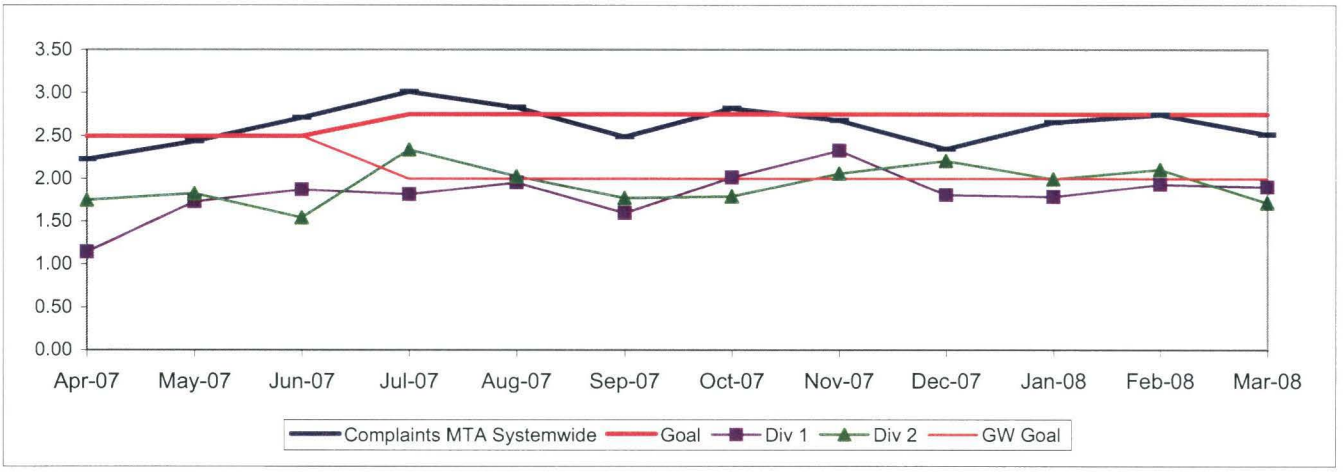


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

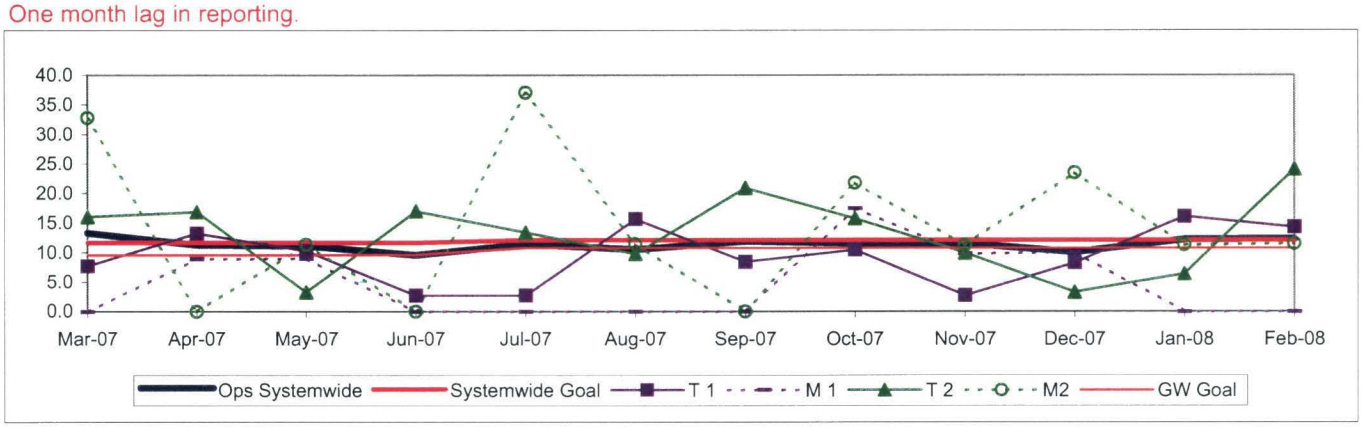


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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.

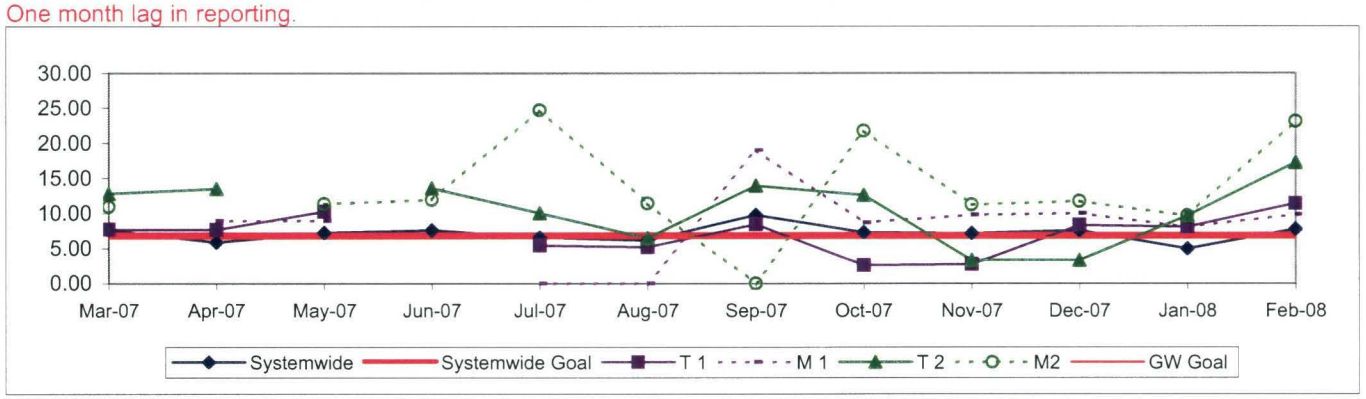


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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.

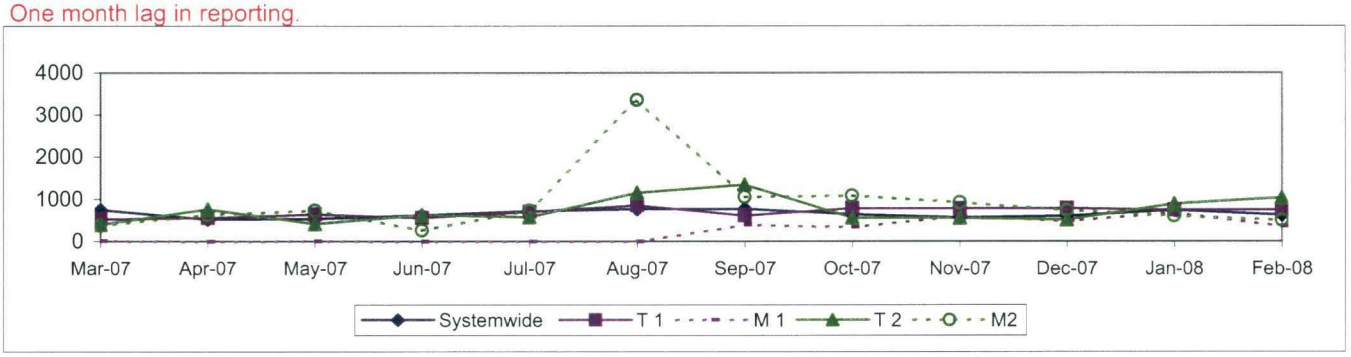


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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)
* In-Service On-Time Performance
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Mar. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,168 734	3,233 40	◇
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,134	1,204	◇
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.82%	64.36%	◇
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.47	●
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.68	2.51	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*Feb YTD 11.45*	*Feb. 12.34*	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up									
SB Sector									
MMBMF No. of unaddressed road calls				3,688	3,826 231*	3,500	3,369 68	3,633 12	◇
MMBTRC					1,273	1,591	1,112	1,167	◇
In-Service On-time Performance	63.67%	61.74%	64.13%	59.05%	62.39%	60.00%	62.01%	61.84%	●
Bus Traffic Accidents Per 100,000 Miles						4.00	3.78	3.41	●
Complaints per 100,000 Boardings	4.02	4.63	3.61	2.49	2.51	3.25	2.65	2.70	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.28	14.84	14.65	13.85	10.81	13.40	*Feb YTD 15.78*	*Feb. 17.58*	◇
Division 5									
MMBMF No. of unaddressed road calls				3,656	3,580 57*	3,500	3,185 21	3,478 9	◇
MMBTRC					1,459	1,824	1,115	1,231	◇
In-Service On-time Performance	66.30%	63.17%	65.58%	61.85%	63.83%	60.00%	63.20%	62.84%	●
Bus Traffic Accidents Per 100,000 Miles						4.00	5.09	4.60	◇
Complaints per 100,000 Boardings	2.86	3.45	2.71	1.87	1.71	3.25	1.48	1.38	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	24.16	15.22	18.72	14.68	14.89	13.40	*Feb YTD 17.22*	*Feb. 15.31*	◇
Division 18									
MMBMF No. of unaddressed road calls				3,712	4,008 214*	3,500	3,493 73	3,736 0	◇
MMBTRC					1,174	1,468	1,111	1,130	◇
In-Service On-time Performance	61.23%	60.78%	63.42%	57.31%	61.19%	60.00%	60.98%	60.90%	●
Bus Traffic Accidents Per 100,000 Miles						4.00	2.98	2.67	●
Complaints per 100,000 Boardings	5.26	5.74	4.44	3.07	3.29	3.25	3.90	4.14	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	13.40	14.71	11.67	13.63	8.50	13.40	*Feb YTD 14.63*	*Feb. 18.59*	◇

*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.

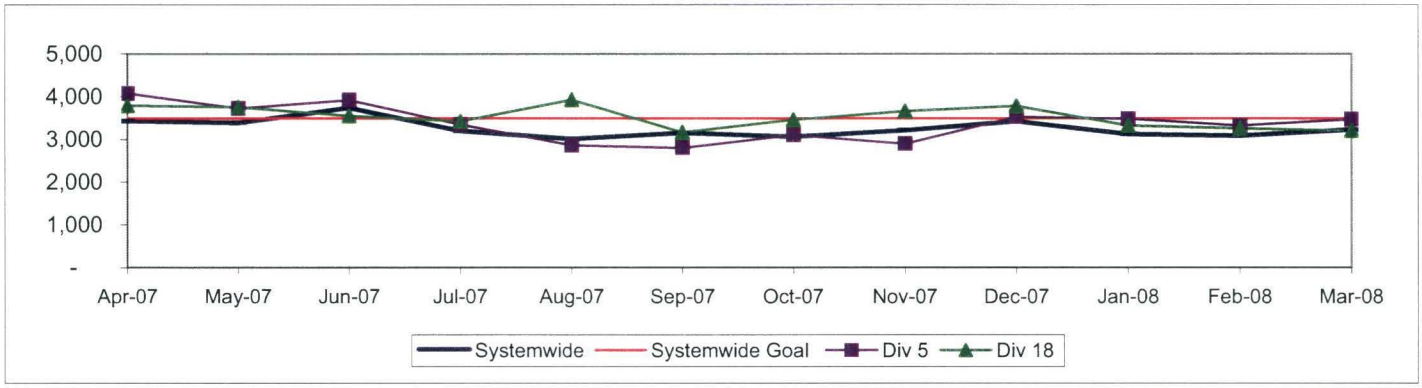
▬ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

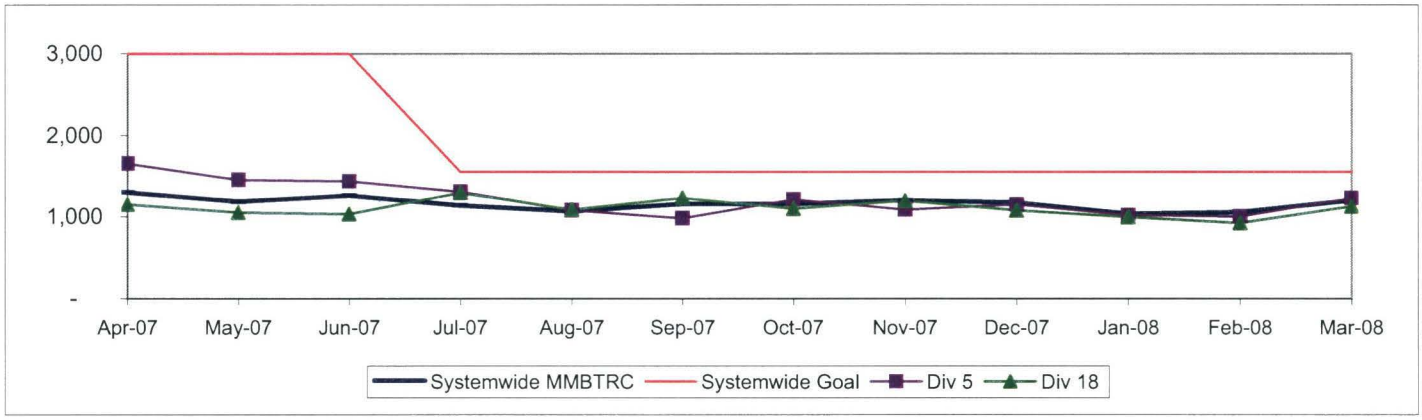
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

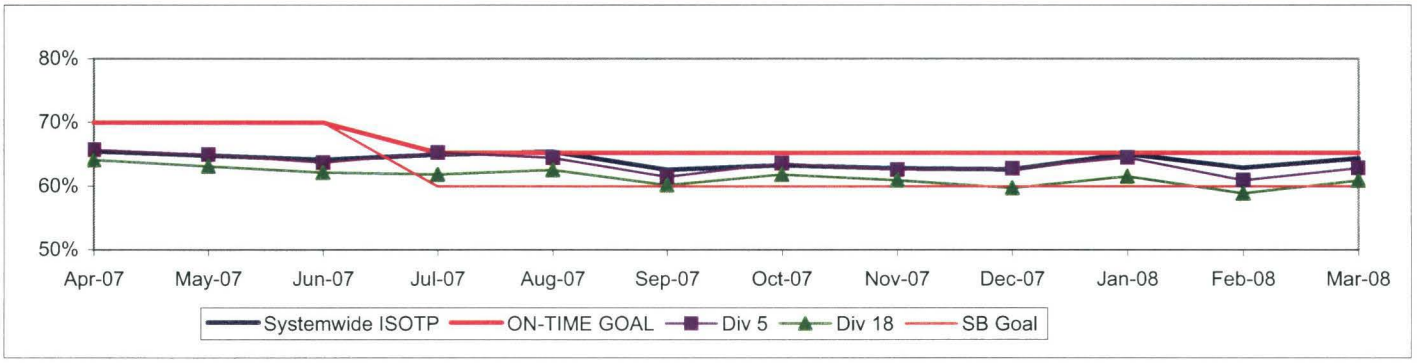


IN-SERVICE ON-TIME PERFORMANCE

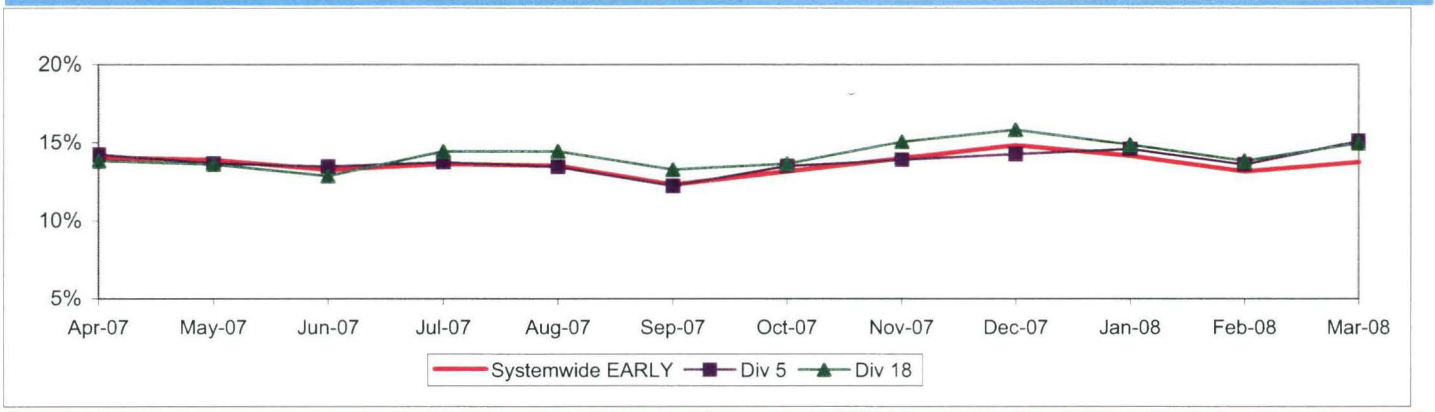
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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



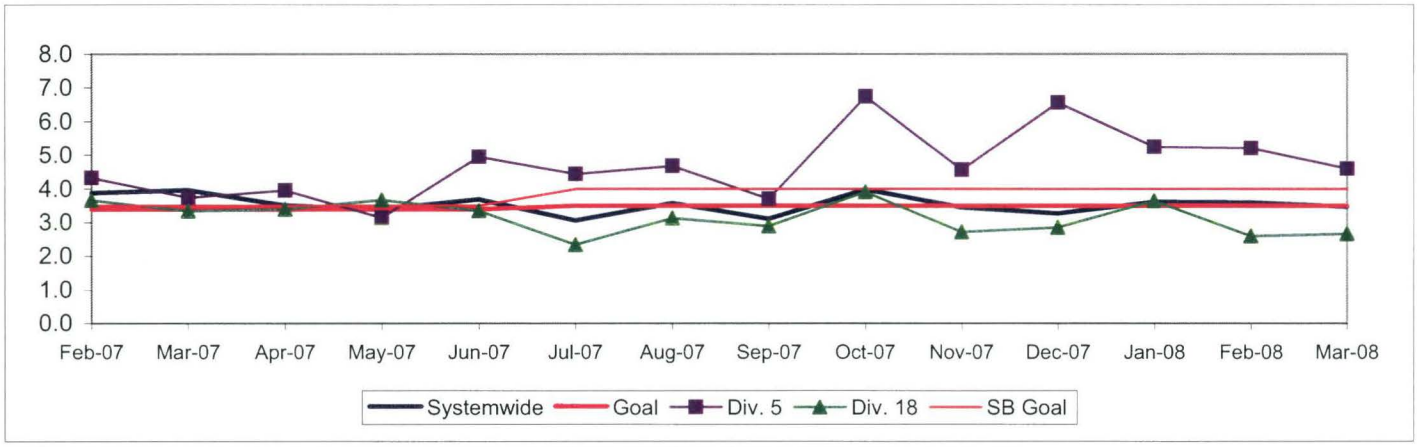
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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))

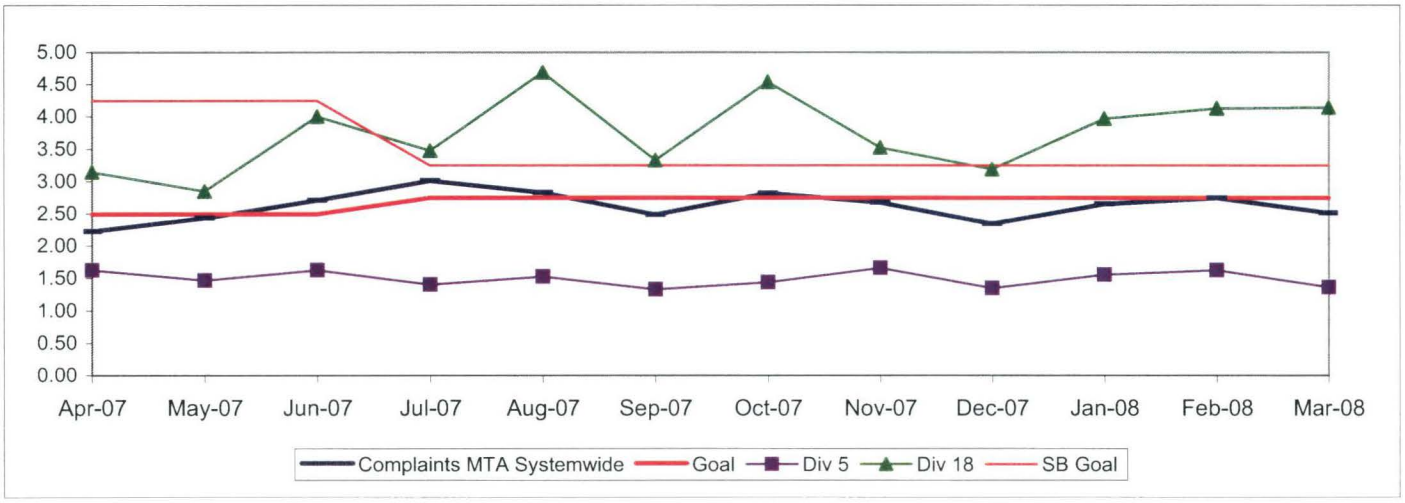


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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)

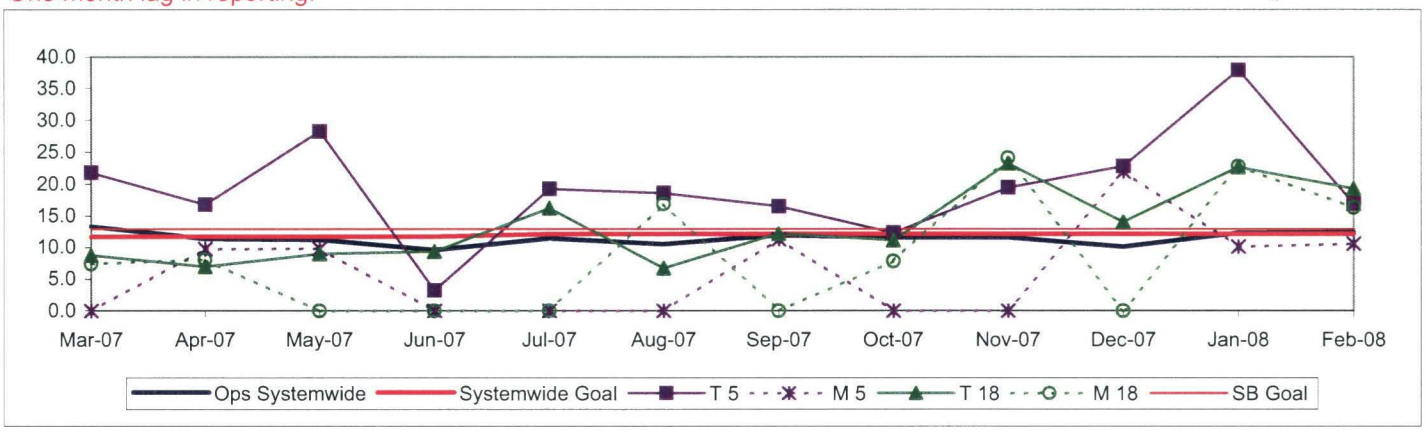


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.

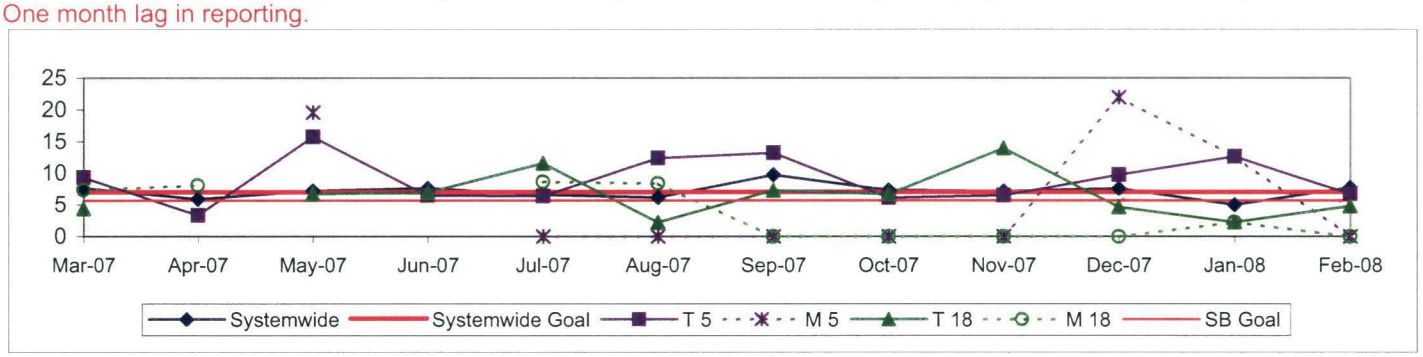


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.

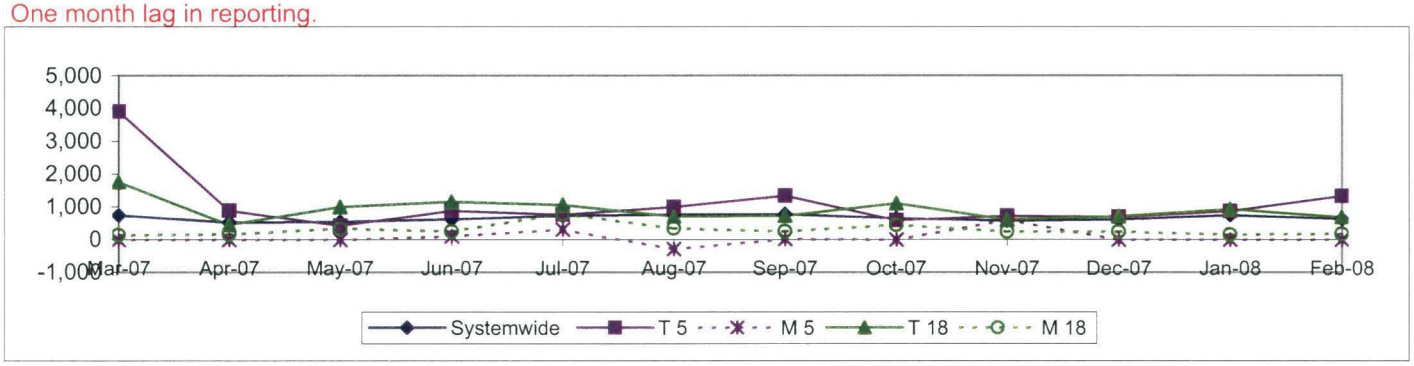


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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)
* In-Service On-Time Performance
* Traffic Accidents per 100,000 Hub
* Complaints per 100,000 Boardings
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Mar. Month	Status
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls				3,274	3,532 1,116*	3,500	3,168 734	3,233 40	
Mean Miles Between Total Road Calls (MMBTRC)					1,245	1,556	1,134	1,204	
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	63.77%	65.30%	63.82%	64.36%	
Bus Traffic Accidents Per 100,000 Miles						3.50	3.47	3.47	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.46	2.75	2.68	2.51	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	17.80	17.64	13.61	12.27	11.11	12.13	*Feb YTD 11.45*	*Feb. 12.34*	
WC Sector									
MMBMF No. of unaddressed road calls				3,499	3,651 155*	3,500	3,252 71	3,166 4	
MMBTRC					1,152	1,439	1,026	1,047	
In-Service On-time Performance	67.88%	63.31%	63.39%	60.82%	57.59%	60.00%	56.62%	57.00%	
Bus Traffic Accidents Per 100,000 Miles						4.00	4.18	4.23	
Complaints per 100,000 Boardings	4.84	5.30	4.10	2.53	2.66	3.00	3.09	2.62	
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	28.74	21.52	18.80	14.61	12.99	13.40	*Feb YTD 13.42*	*Feb. 15.44*	
Division 6									
MMBMF No. of unaddressed road calls				6,279	4,456 30*	3,500	3,871 27	4,502 0	
MMBTRC					1,063	1,329	954	916	
In-Service On-time Performance	65.93%	60.11%	56.75%	57.20%	53.28%	60.00%	53.09%	57.77%	
Bus Traffic Accidents Per 100,000 Miles						4.00	3.56	3.99	
Complaints per 100,000 Boardings	6.10	6.15	4.47	2.52	2.10	3.00	2.54	2.39	
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	30.72	21.71	18.23	16.43	15.02	13.40	*Feb. YTD 11.16*	*Feb. 9.01*	
Division 7									
MMBMF No. of unaddressed road calls				2,947	3,468 64*	3,500	3,337 44	3,426 4	
MMBTRC					1,118	1,397	1,009	965	
In-Service On-time Performance	68.80%	64.59%	64.22%	61.78%	58.01%	60.00%	57.47%	57.77%	
Bus Traffic Accidents Per 100,000 Miles						4.00	3.87	3.51	
Complaints per 100,000 Boardings	4.74	5.70	4.24	2.87	2.98	3.00	3.15	3.41	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.52	21.05	19.44	15.76	12.09	13.40	*Feb YTD 13.55*	*Feb. 17.60*	
Division 10									
MMBMF No. of unaddressed road calls				3,723	3,702 61*	3,500	3,078 0	2,812 0	
MMBTRC					1,197	1,496	1,070	1,157	
In-Service On-time Performance	67.34%	62.85%	64.14%	60.73%	58.61%	60.00%	55.61%	56.72%	
Bus Traffic Accidents Per 100,000 Miles						4.00	4.71	4.81	
Complaints per 100,000 Boardings	4.73	4.85	3.92	2.23	2.48	3.00	3.15	2.00	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	3.74 114	3.80 1	14.02	13.40	*Feb YTD 14.79*	*Feb. 16.60*	

*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.

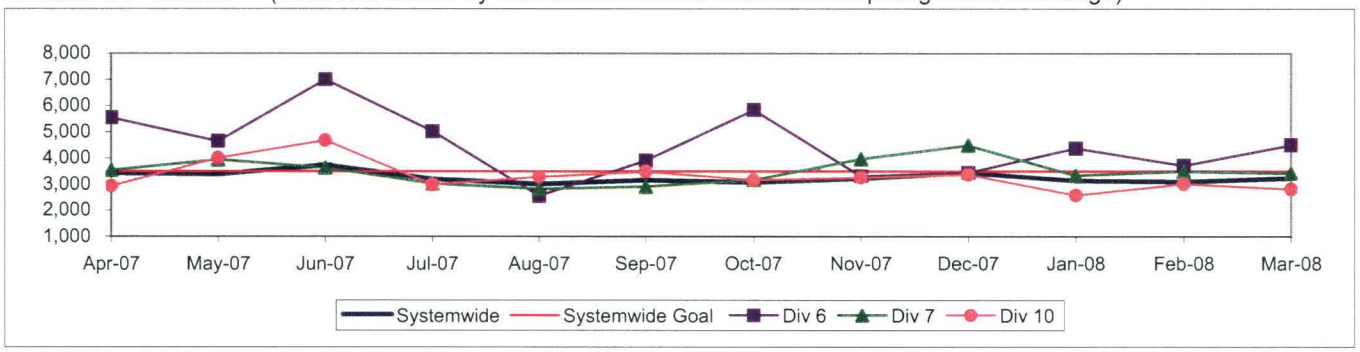
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

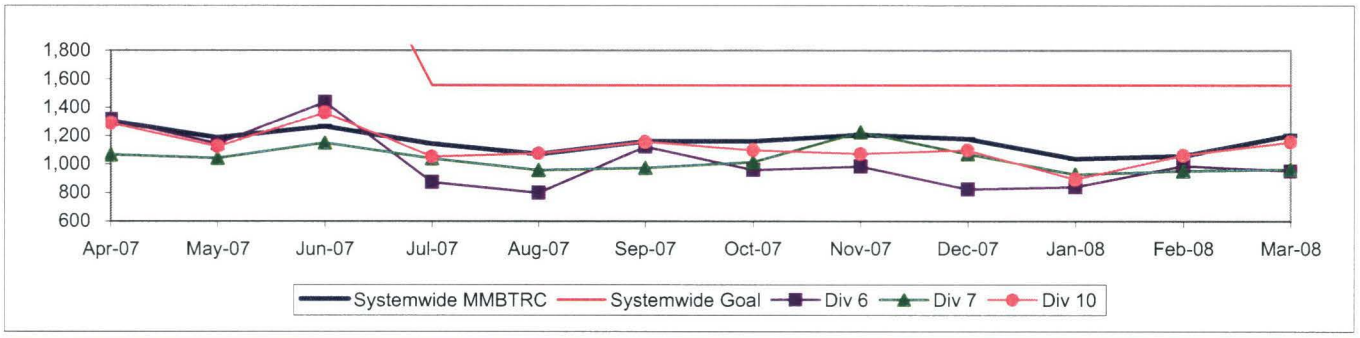
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



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)

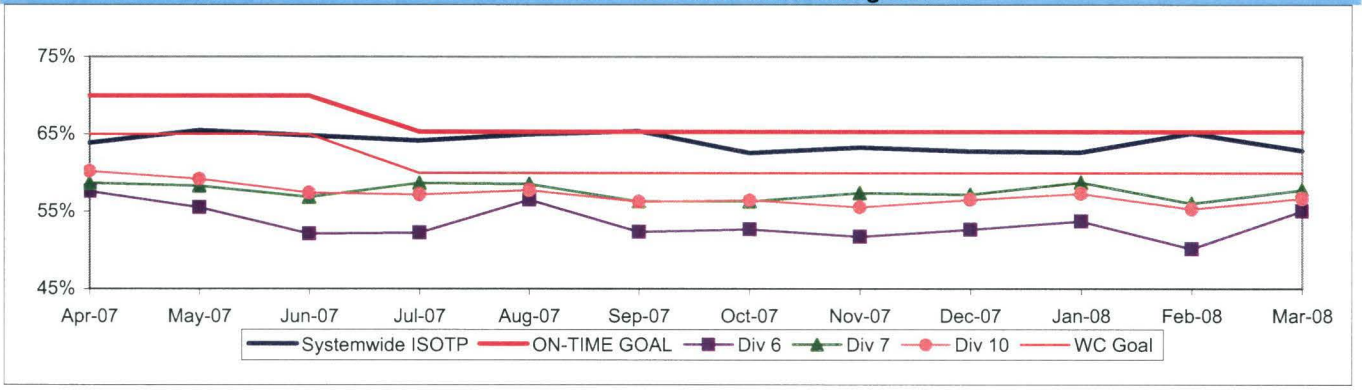


IN-SERVICE ON-TIME PERFORMANCE

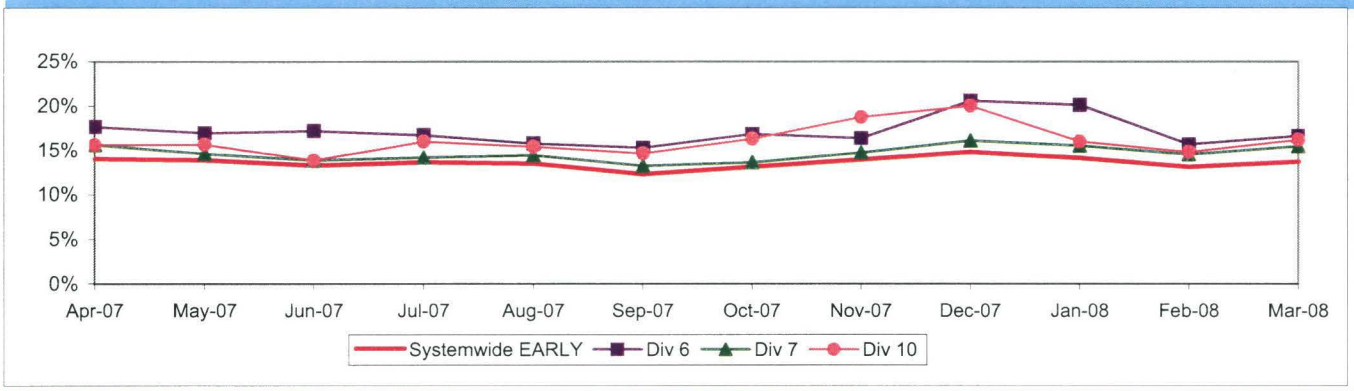
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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



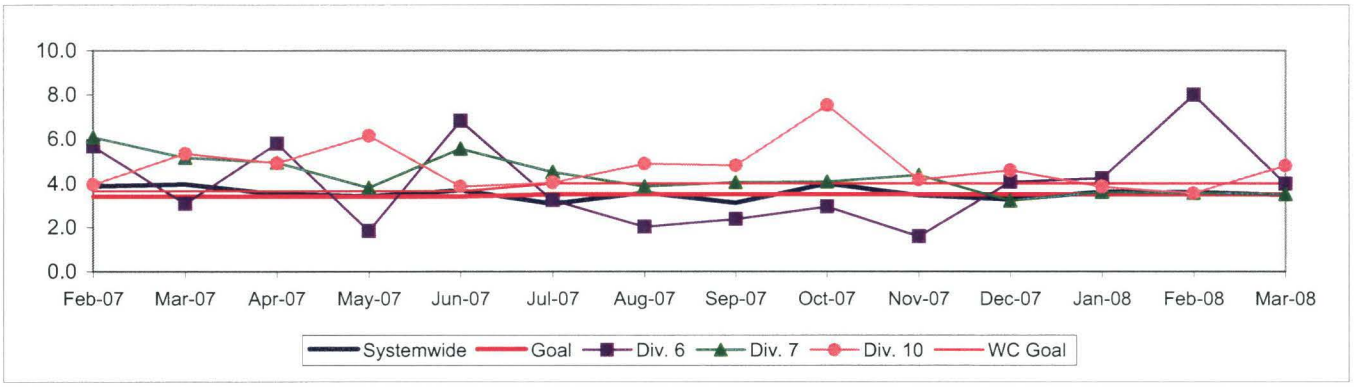
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



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))

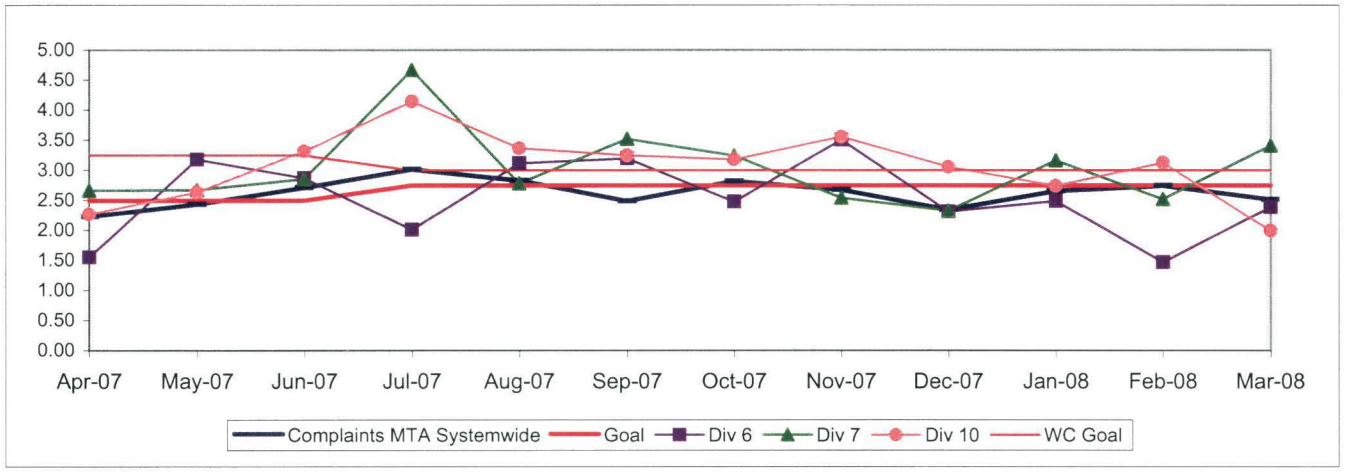


NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision

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)

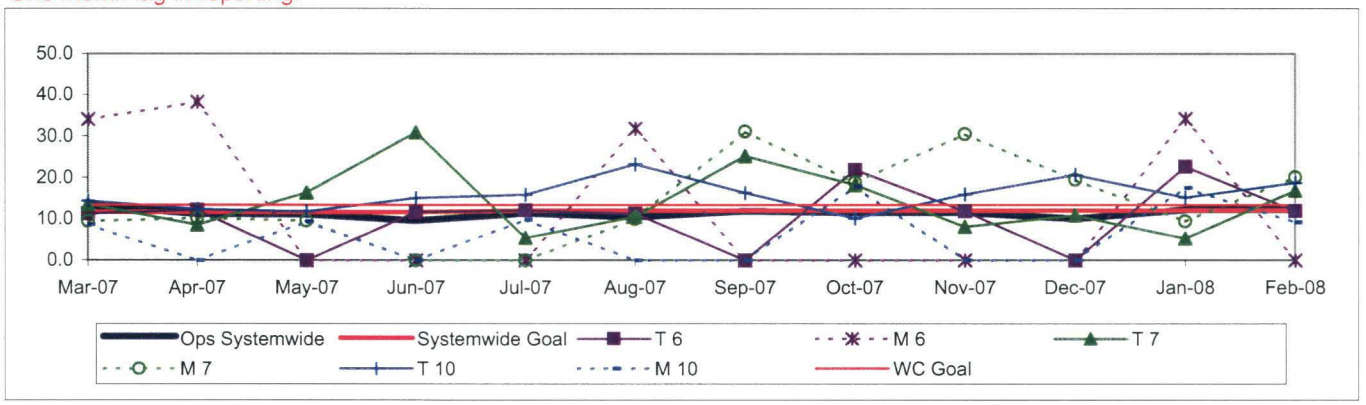


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.

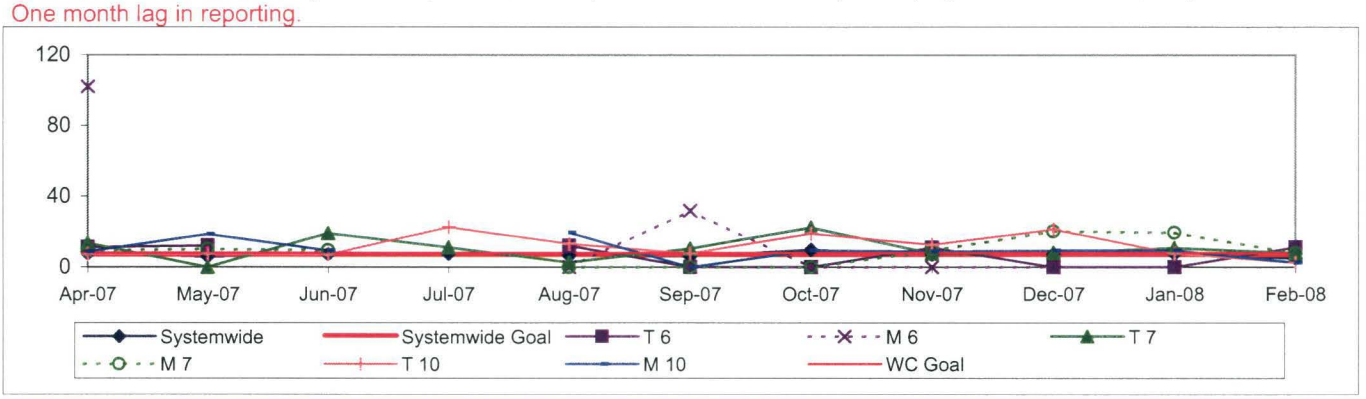


OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.

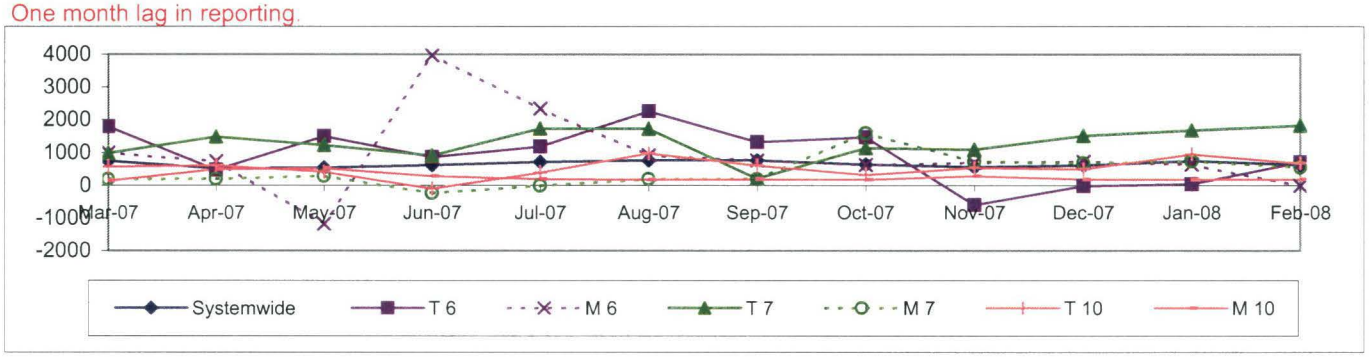


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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	FY03	FY04	FY05	FY06	FY07	FY08 Target	FY08 YTD	Mar. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	11.25	11.59	9.32	11.56	8.08	10.00	*Feb YTD 11.39*	*Feb. 6.69*	◇
Metro Red Line (MRL)									
On-Time Pullouts	99.36%	99.71%	99.94%	99.61%	99.76%	99.00%	99.95%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	9,495	12,793	11,759	19,587	17,260	20,000	24,073	26,518	●
In-Service On-time Performance*						99.00%	99.13%	98.45%	●
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.22	0	0.14	0.20	0.00	◇
Complaints per 100,000 Boardings	1.20	1.17	1.13	0.66	0.41	0.50	0.47	0.69	●
Metro Blue Line (MBL)									
On-Time Pullouts	99.07%	99.94%	99.73%	99.76%	99.72%	99.00%	99.66%	99.72%	●
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	26,774	35,125	20,000	29,953	30,816	●
In-Service On-time Performance*						99.00%	98.81%	98.79%	◇
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.96	1.35	0.40	1.41	0.00	◇
Complaints per 100,000 Boardings	1.30	0.97	0.98	0.78	0.53	0.73	0.66	0.80	●
Metro Green Line (MGrL)									
On-Time Pullouts	98.99%	99.78%	99.91%	99.97%	99.54%	99.00%	99.77%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	20,635	27,471	20,000	41,031	18,188	●
In-Service On-time Performance*						99.00%	99.07%	99.57%	●
Traffic Accidents Per 100,000 Train Miles	0.14	0.08	0.00	0	0	0.40	0.00	0.00	●
Complaints per 100,000 Boardings	1.26	1.37	1.39	0.92	0.72	0.73	0.62	0.78	●
Metro Gold Line (MGoL)									
On-Time Pullouts		100%	99.85%	99.97%	99.95%	99.00%	100.00%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	23,329	22,775	20,000	35,969	21,428	●
In-Service On-time Performance*						99.00%	98.85%	99.43%	◇
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.12	0.23	0.40	0.58	0.00	◇
Complaints per 100,000 Boardings		3.81	2.85	2.71	1.88	0.73	1.54	1.17	◇

*Effective December, ISOTP calculated differently.

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

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

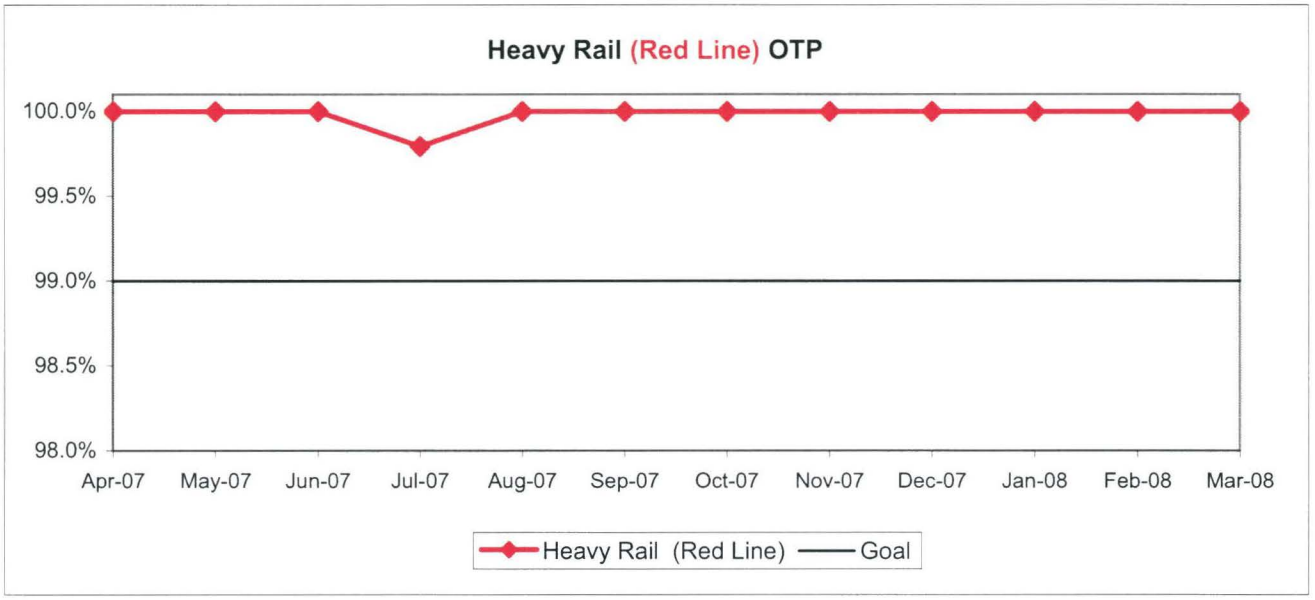
▬ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

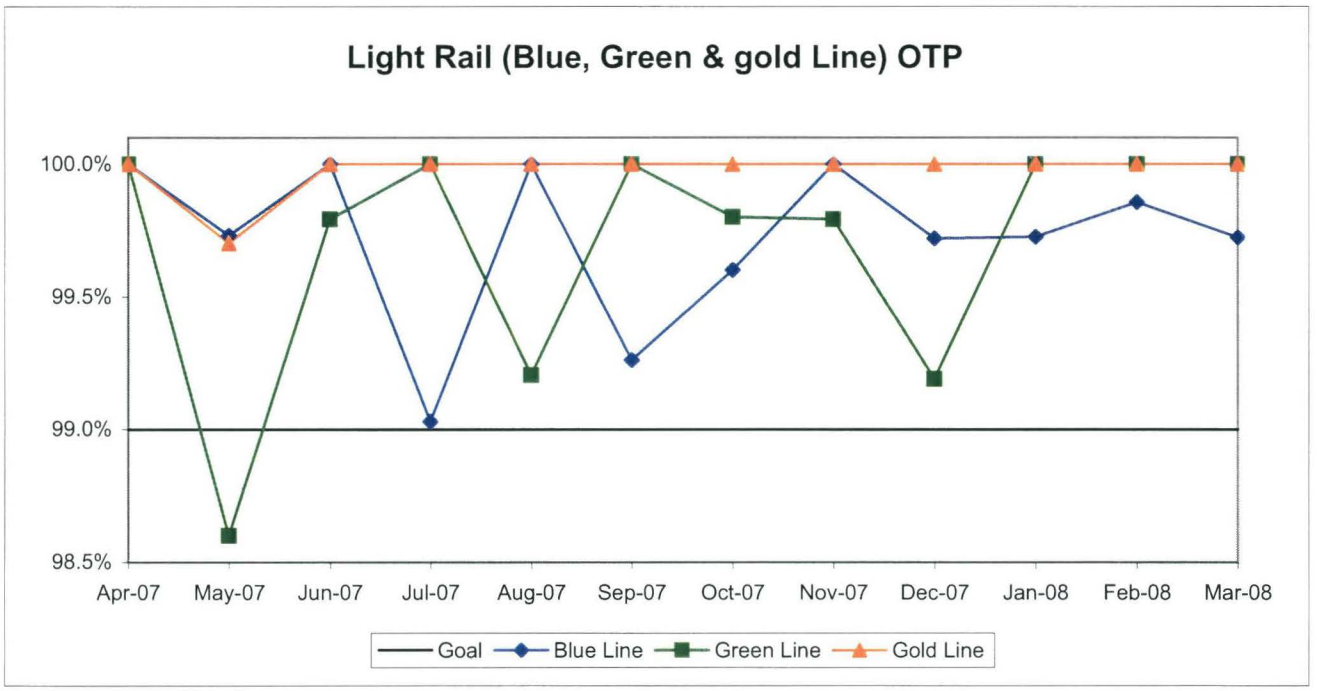
RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS (OTP)

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

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

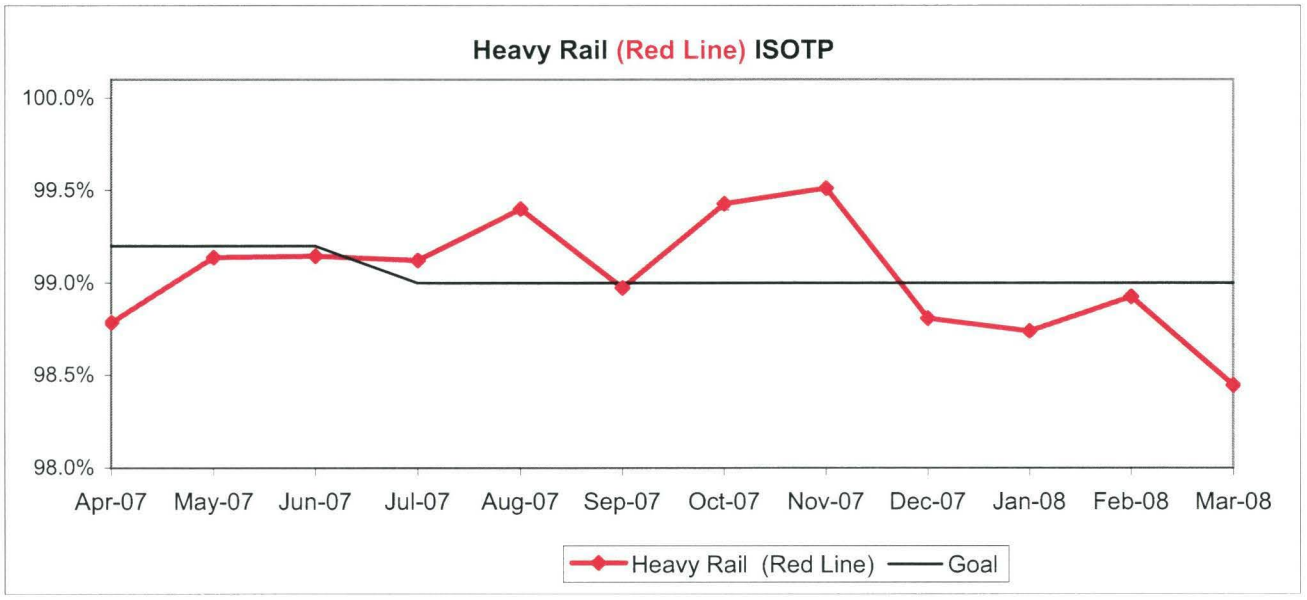


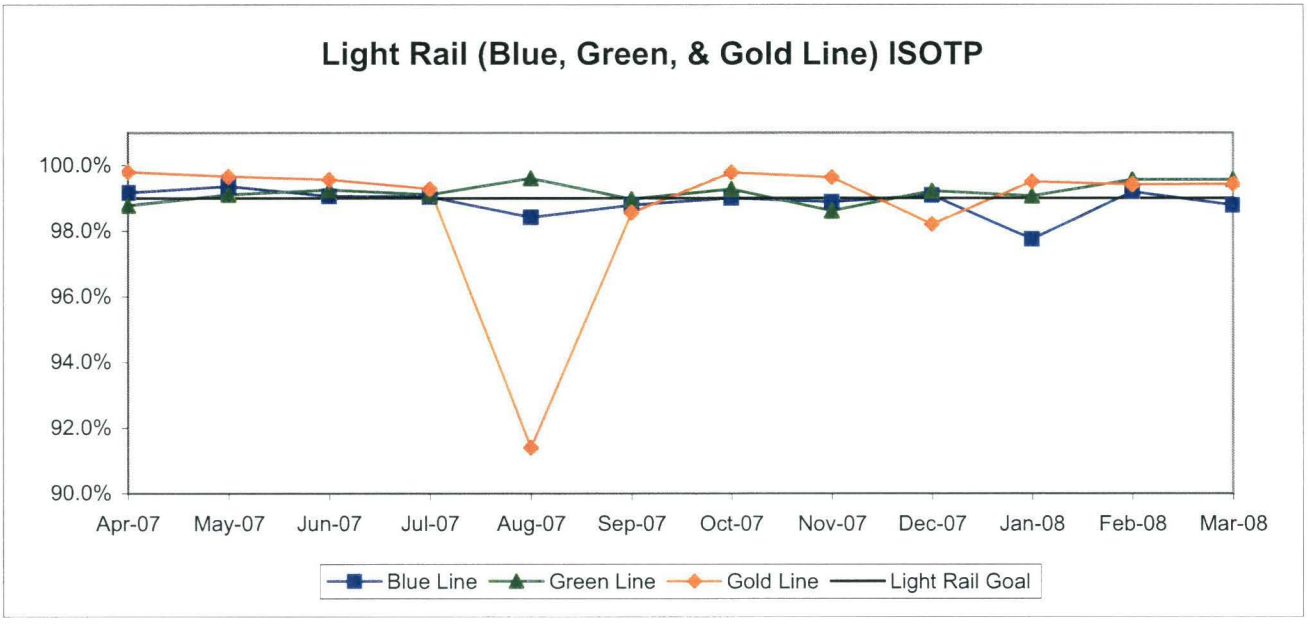


IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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

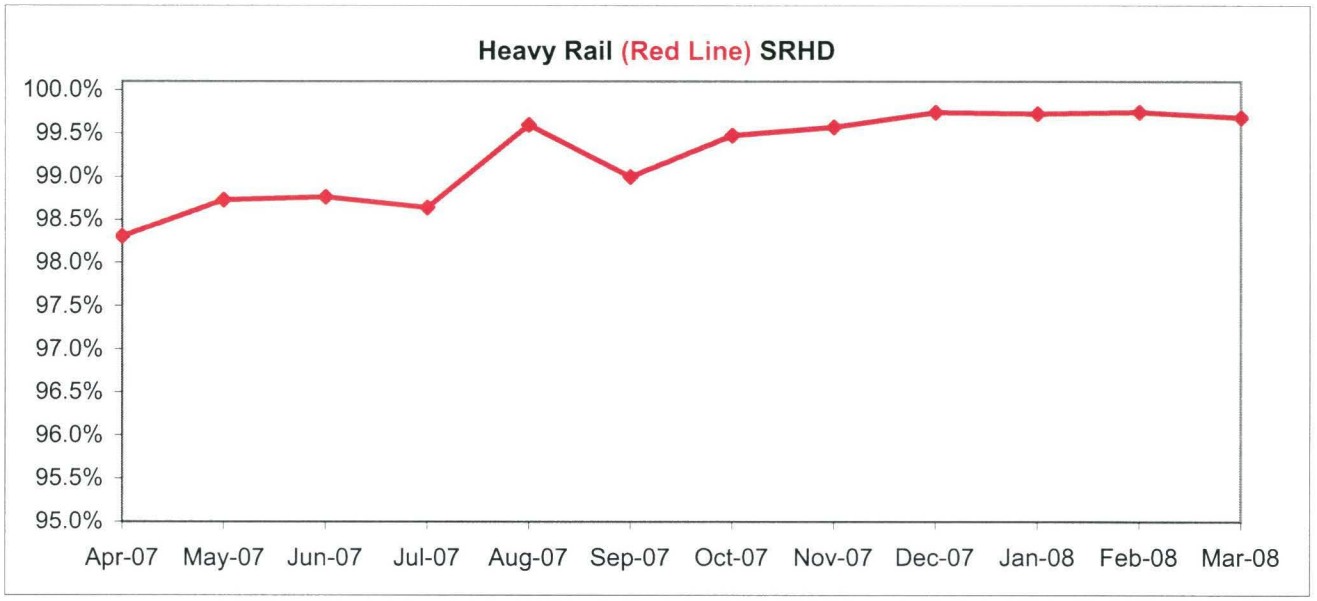


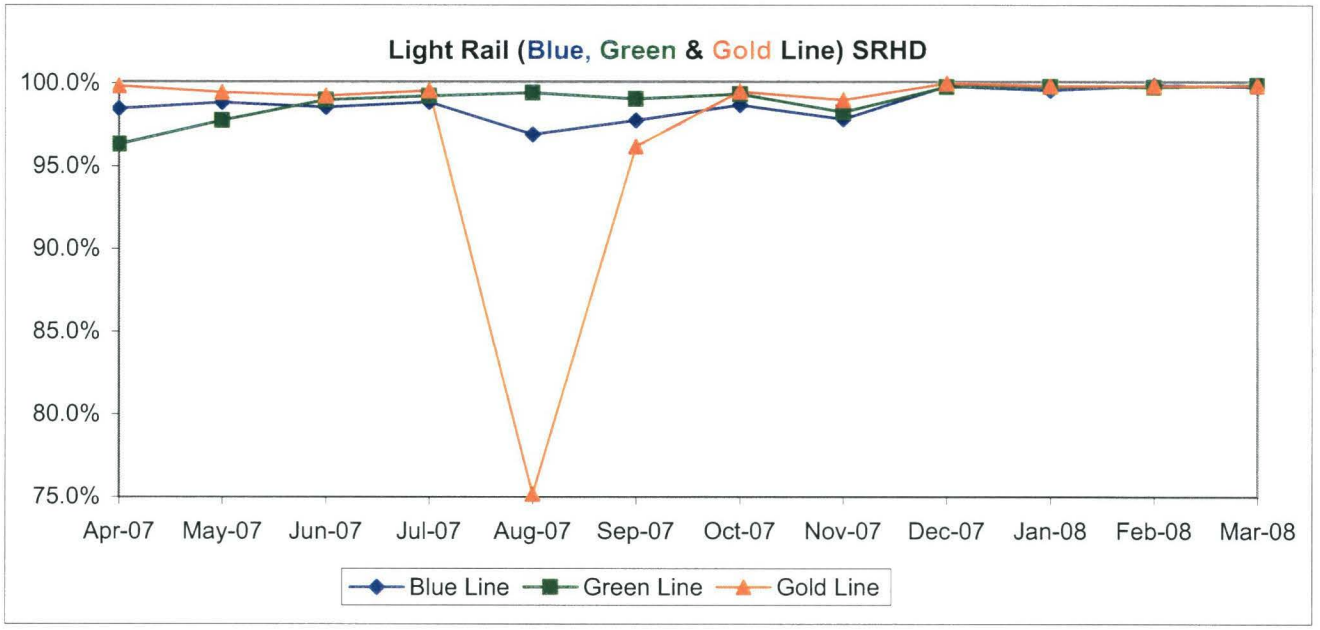


Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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

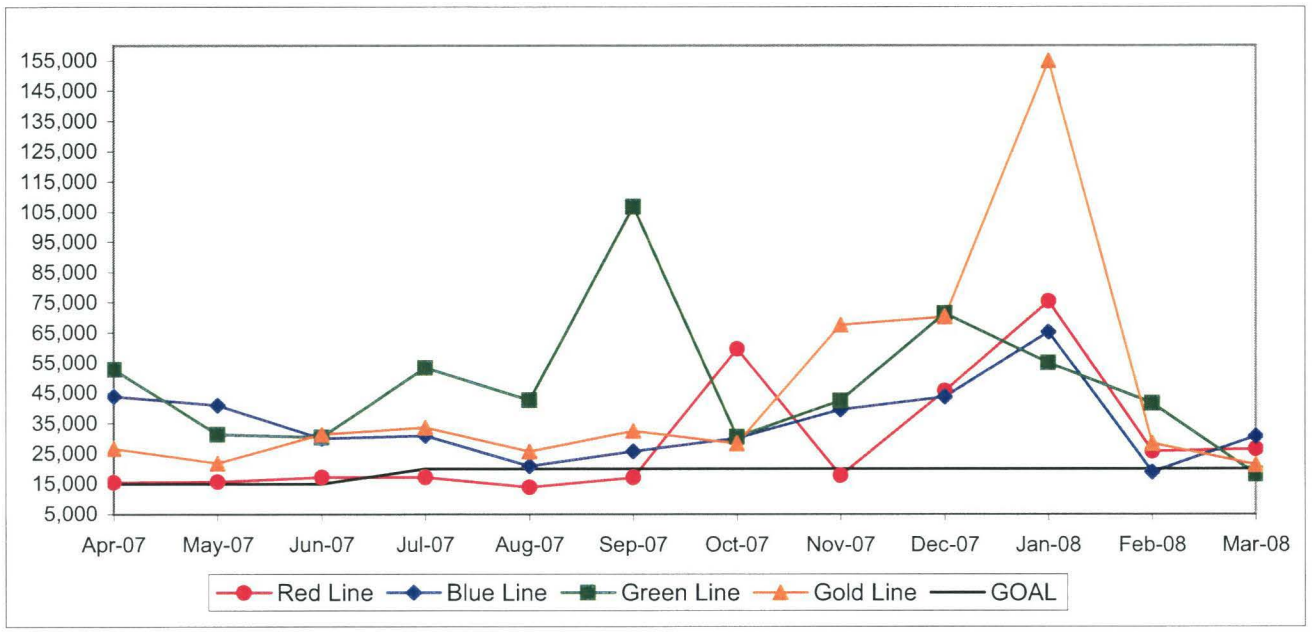




Mean Miles Between Chargeable Mechanical Failures

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

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

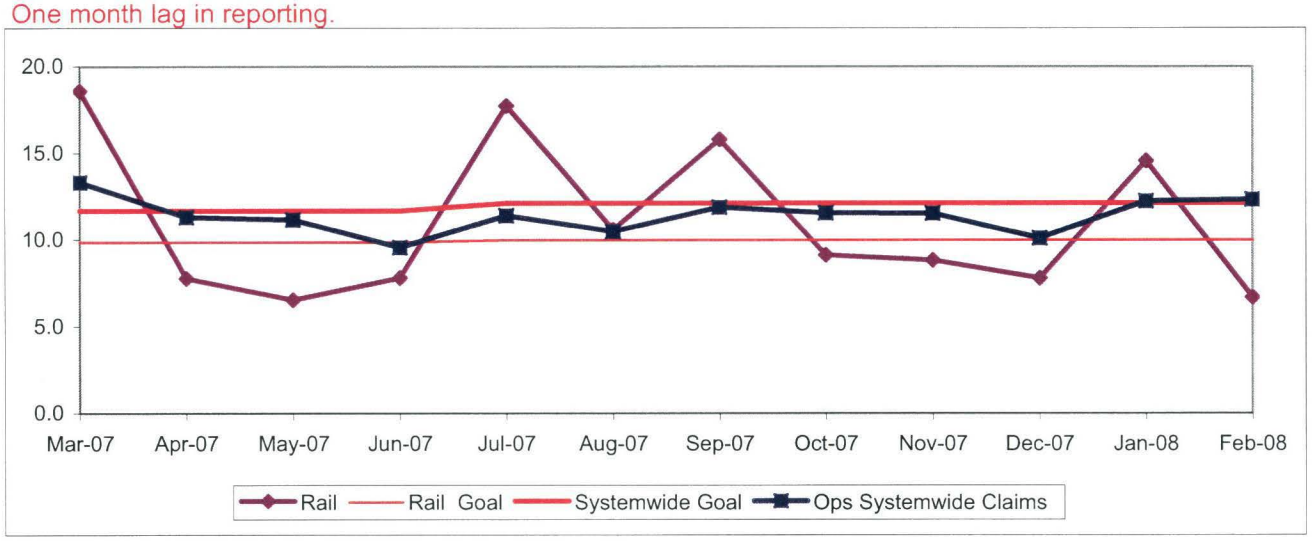


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.



BUS SERVICE PERFORMANCE

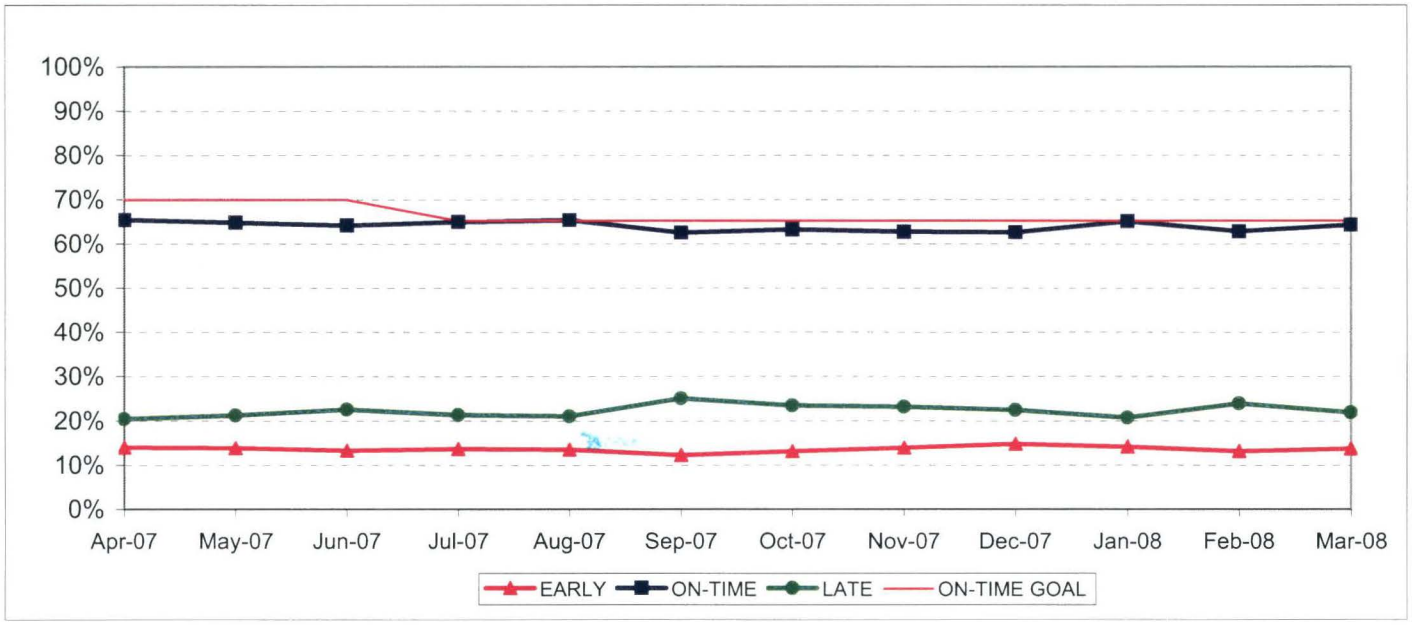
IN-SERVICE ON-TIME PERFORMANCE

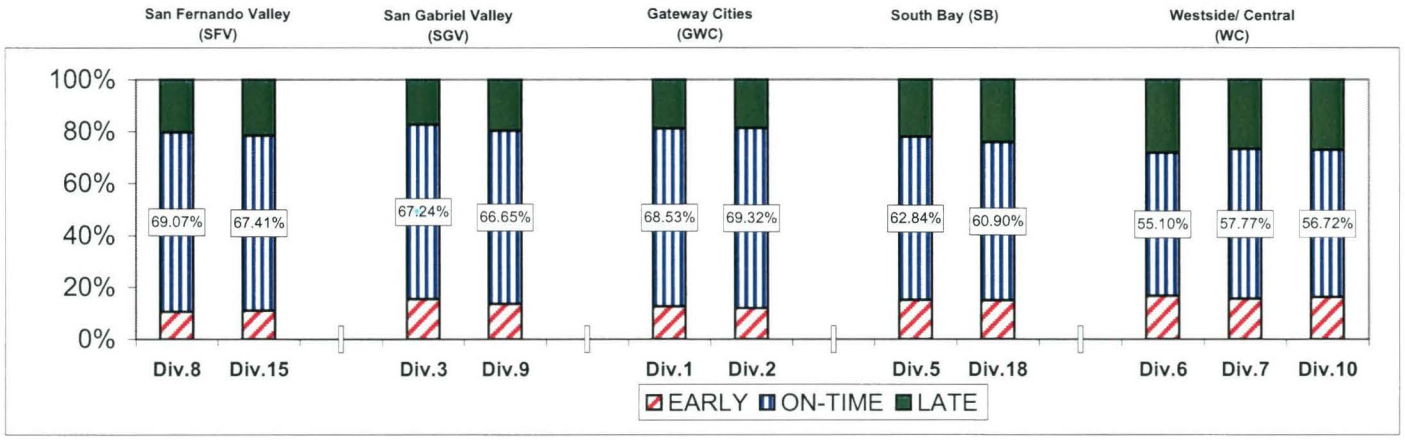
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

Systemwide Trend

Bus Operating Divisions
ISOTP - 1 Minute Tolerance for Running Hot





ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY07	FY08-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	12.33%	11.55%	-0.79%
On-Time	67.48%	67.96%	0.48%
Late	20.19%	20.50%	0.31%
Division 15			
Early	12.23%	11.34%	-0.88%
On-Time	64.41%	66.69%	2.27%
Late	23.36%	21.97%	-1.39%
Gateway Cities Sector (GWC)			
Division 1			
Early	12.63%	13.01%	0.38%
On-Time	68.02%	66.91%	-1.11%
Late	19.34%	20.08%	0.73%
Division 2			
Early	12.57%	12.12%	-0.44%
On-Time	67.99%	68.21%	0.22%
Late	19.44%	19.67%	0.23%
South Bay Sector (SB)			
Division 5			
Early	13.69%	13.85%	0.16%
On-Time	63.83%	63.20%	-0.63%
Late	22.48%	22.95%	0.47%
Division 18			
Early	13.70%	14.47%	0.77%
On-Time	61.19%	60.98%	-0.22%
Late	25.10%	24.55%	-0.55%

	FY07	FY08-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	16.54%	15.30%	-1.23%
On-Time	65.35%	66.47%	1.12%
Late	18.12%	18.23%	0.11%
Division 9			
Early	12.52%	12.98%	0.46%
On-Time	66.22%	66.40%	0.18%
Late	21.26%	20.62%	-0.64%
Westside/Central Sector (WC)			
Division 6			
Early	16.44%	17.10%	0.66%
On-Time	53.28%	53.09%	-0.19%
Late	30.28%	29.81%	-0.47%
Division 7			
Early	13.62%	14.63%	1.01%
On-Time	58.01%	57.47%	-0.54%
Late	28.37%	27.91%	-0.46%
Division 10			
Early	14.17%	16.44%	2.28%
On-Time	58.61%	56.61%	-2.00%
Late	27.23%	26.95%	-0.28%

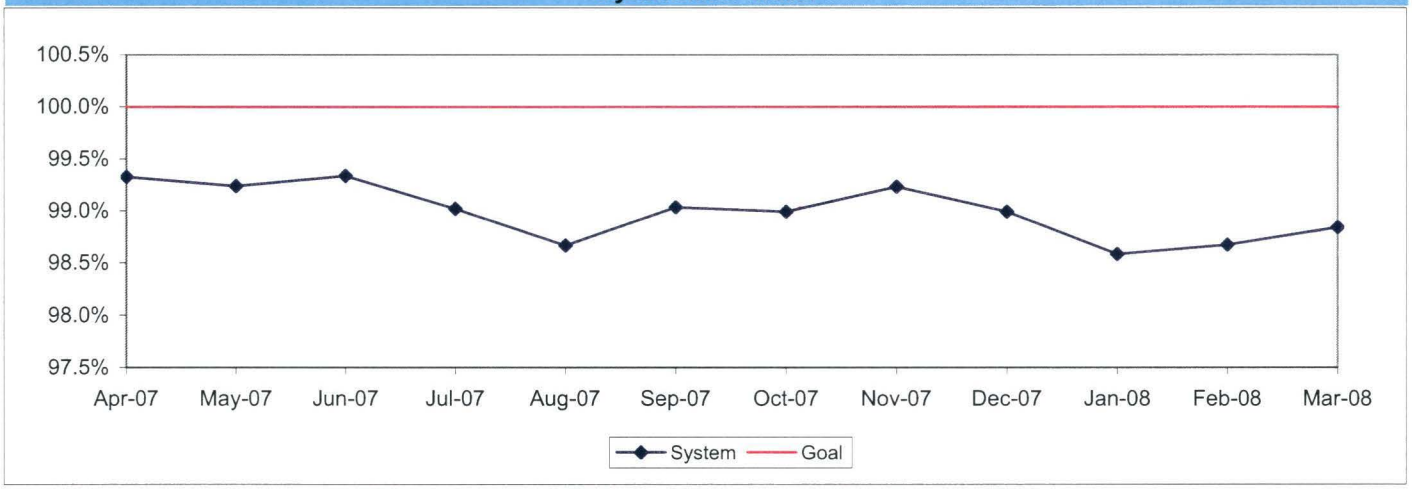
SYSTEMWIDE			
Early	13.44%	13.61%	0.16%
On-Time	63.77%	63.82%	0.05%
Late	22.78%	22.57%	-0.21%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

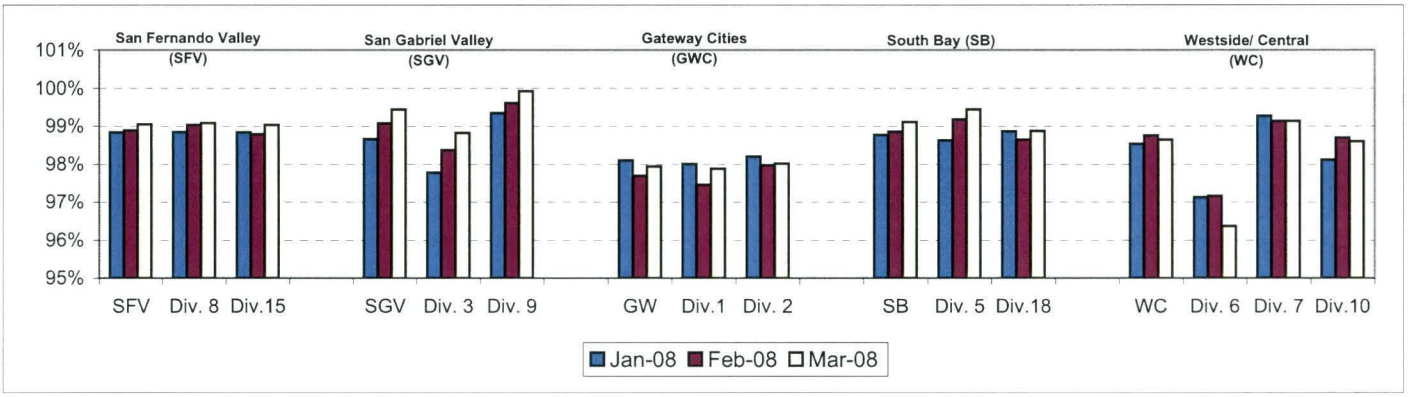
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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



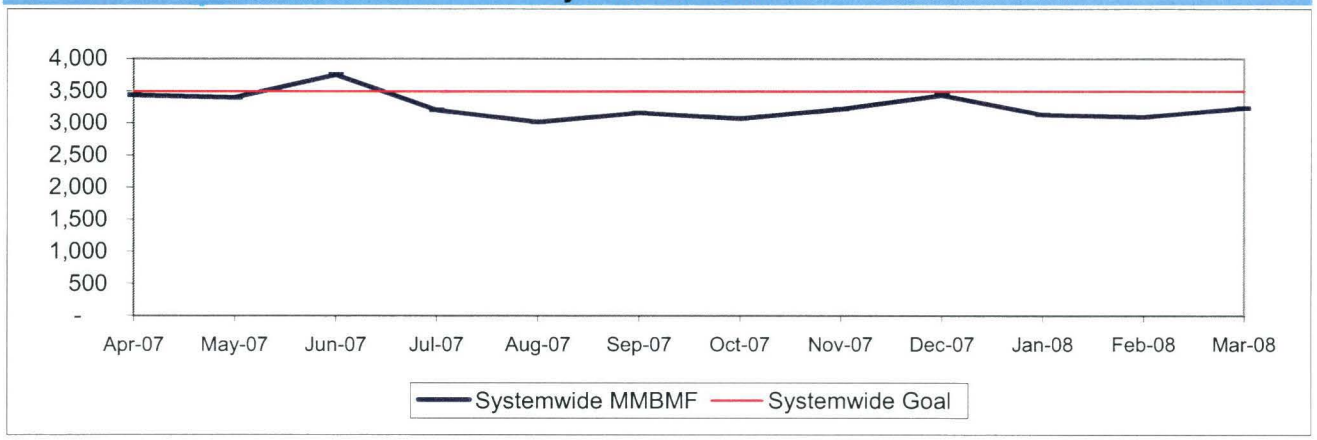
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

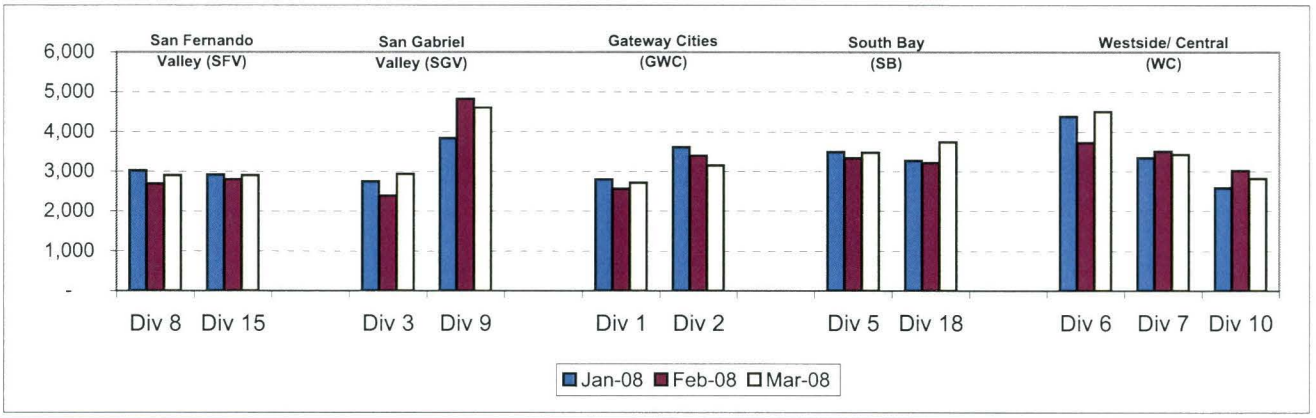
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)

Systemwide Trend



* New Indicator.

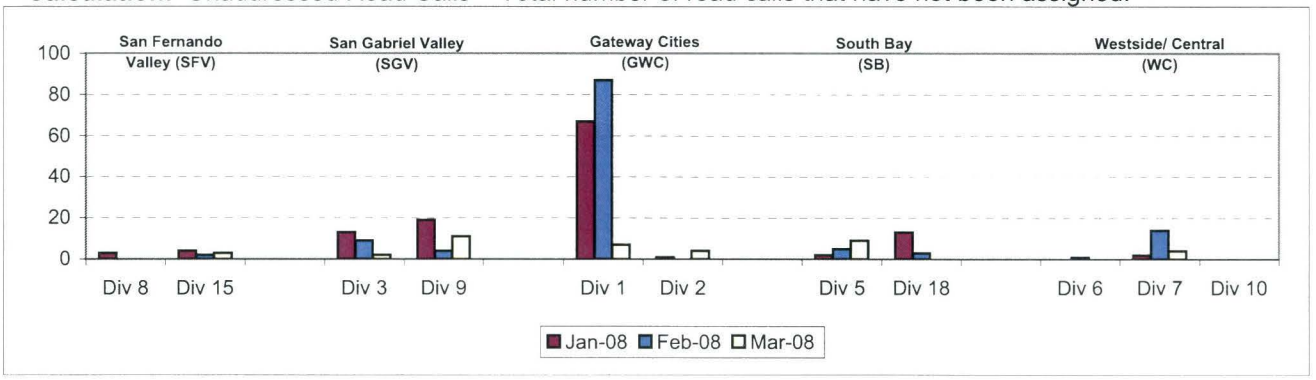
MMBMBF -- Bus Operating Sector Divisions
January - March 2008



Unaddressed Road Calls -- Bus Operating Sector Divisions*
January - March 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.

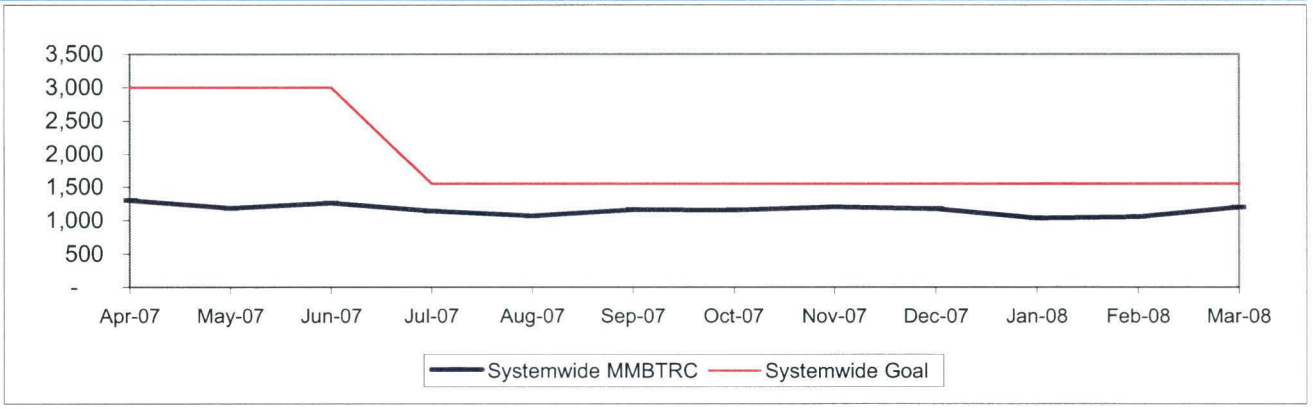


* New Indicator.

MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

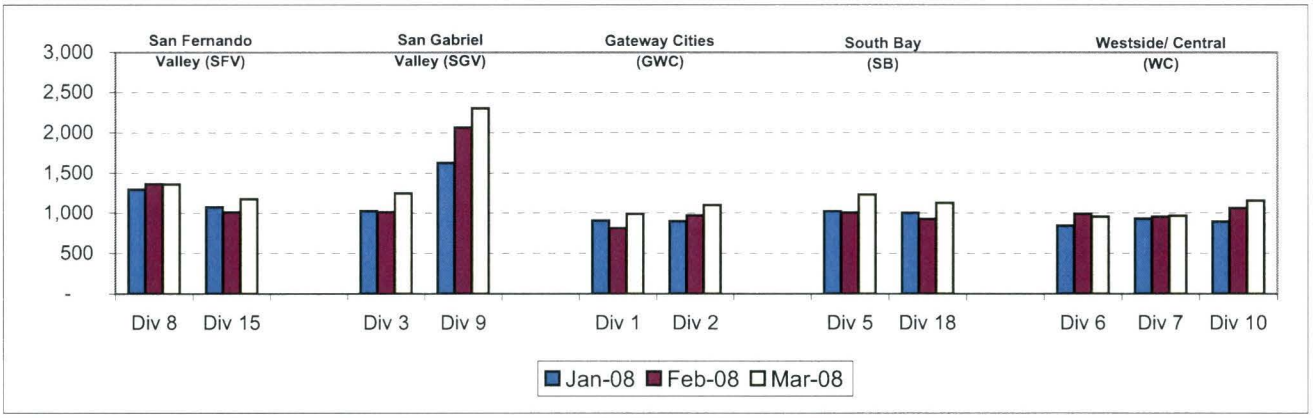
Definition: Average Hub Miles traveled between road call problems.
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



* New Indicator.

MMBTRC --Bus Operating Sector Divisions January - March 2008



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,441	89.02%
Diesel	208	7.59%
Gasoline	59	2.15%
Propane	34	1.24%
Total	2,742	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**
9.1	7.6	6.7	6.2	5.9	6.3	5.9	7.9

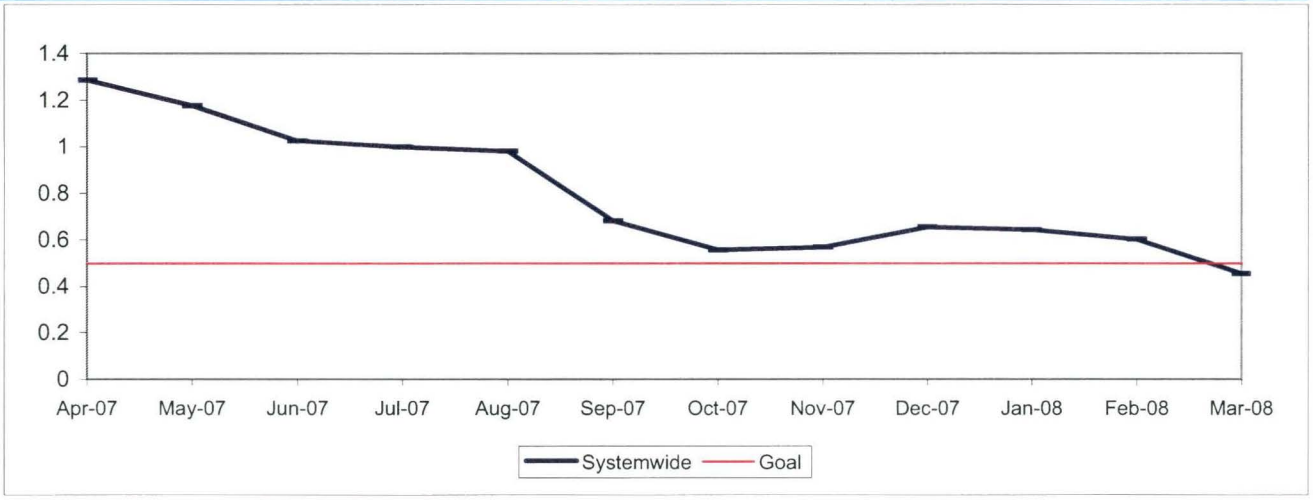
WC		
Div 6	**Div 7**	**Div 10**
13.7	6.4	5.4

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.

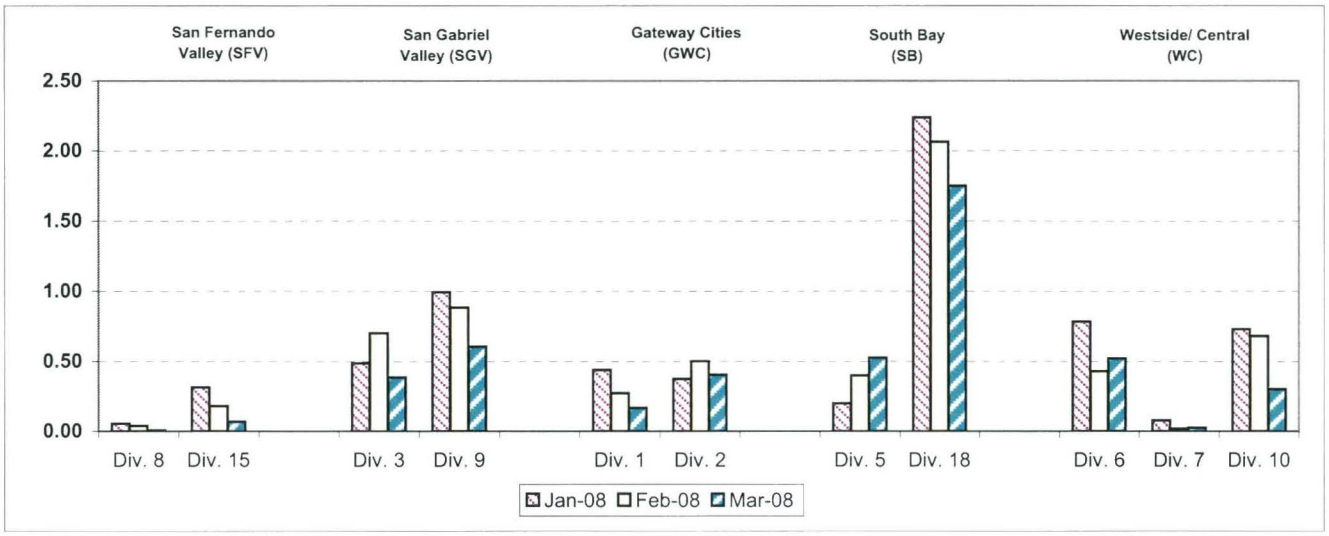
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

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 January - March 2008



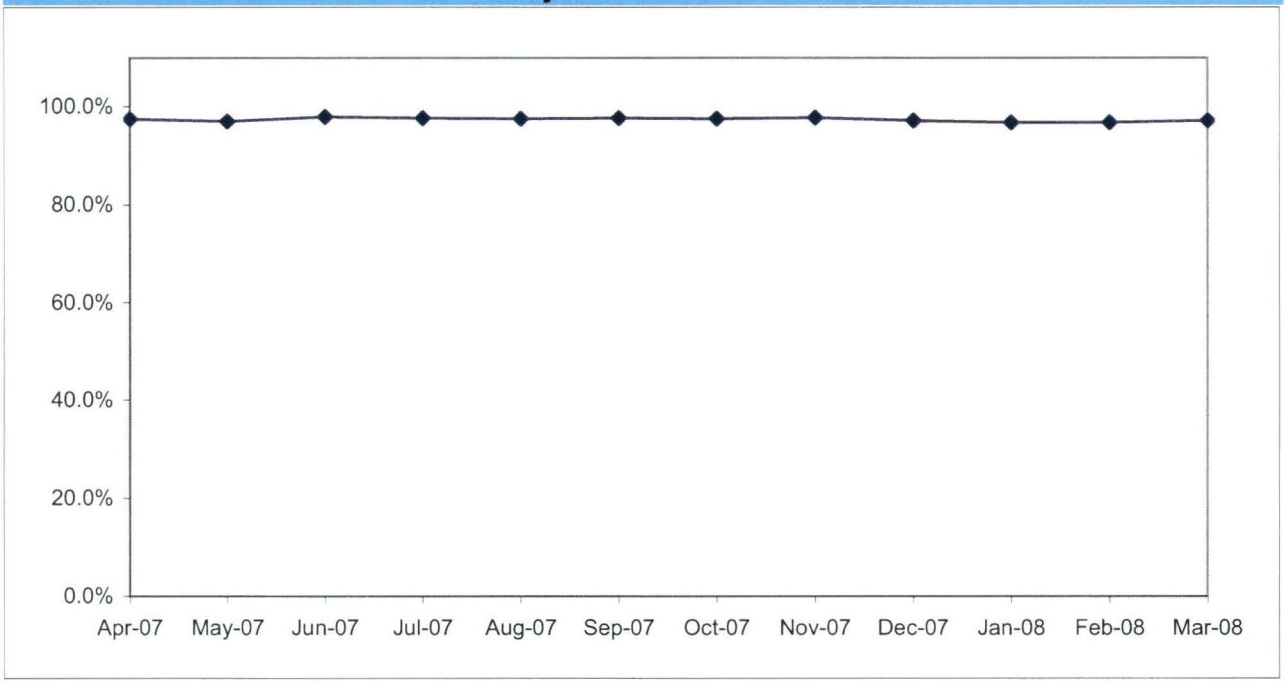
ATTENDANCE

MAINTENANCE ATTENDANCE

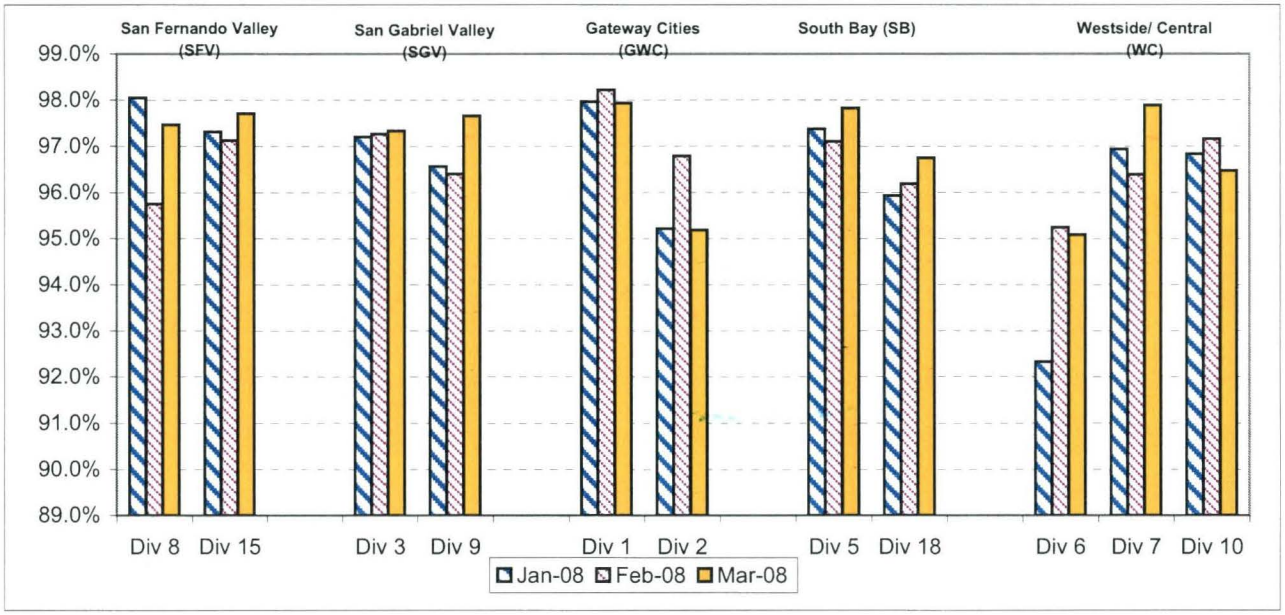
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month) January - March 2008



SAFETY PERFORMANCE

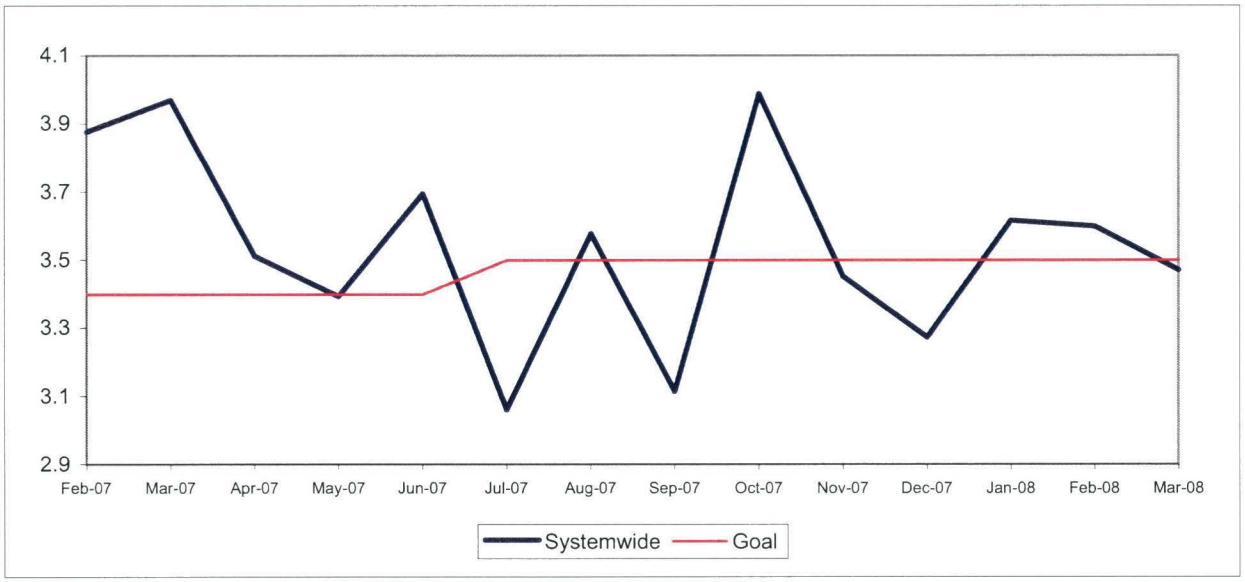
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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.

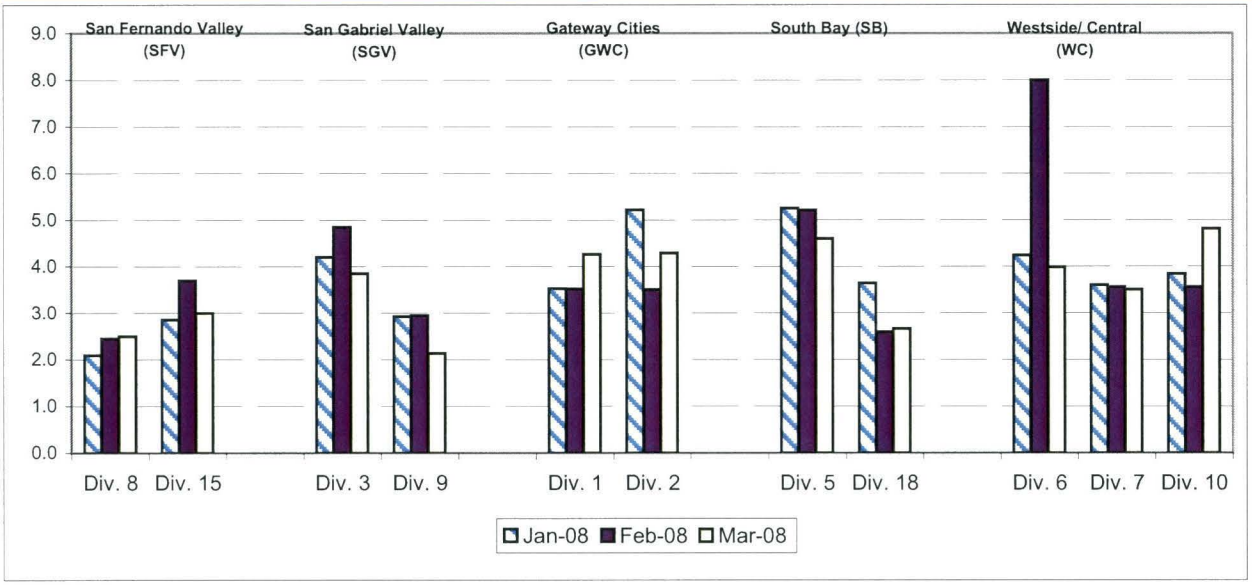
Systemwide Trend



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.

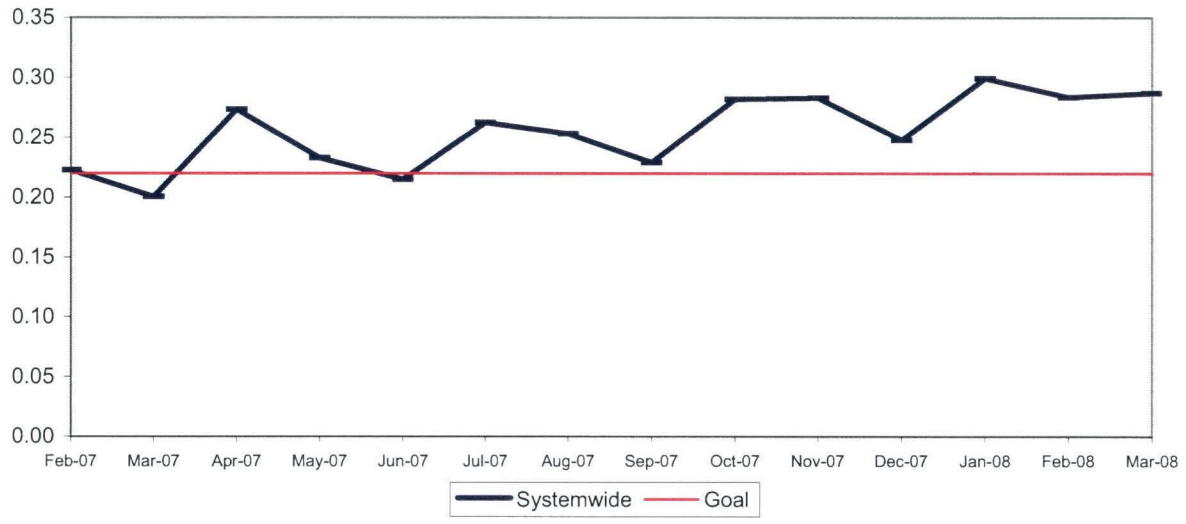
Bus Operating Divisions - by Sectors' Divisions
January - March 2008



BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

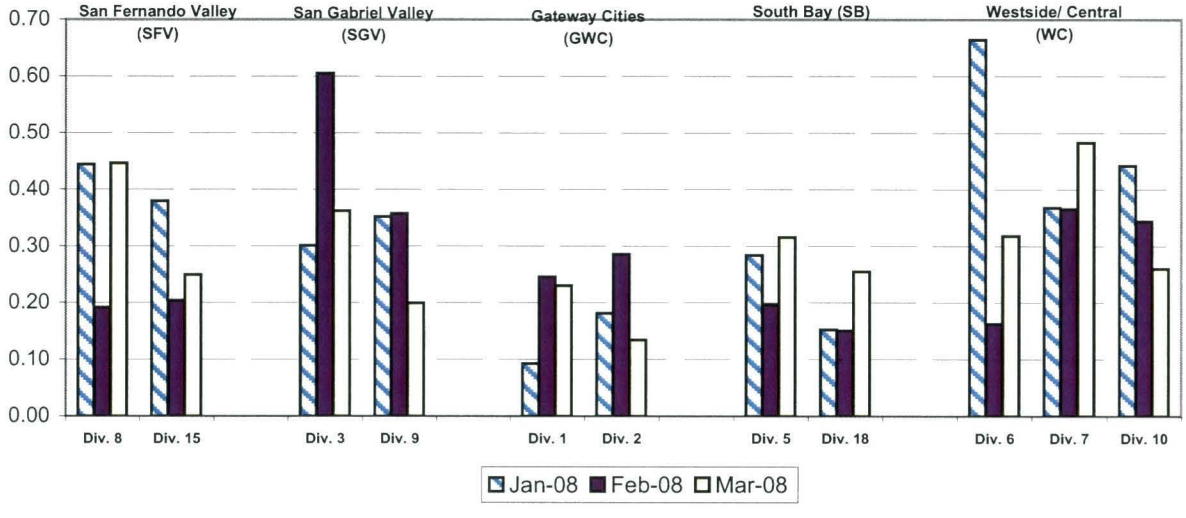
Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by (Boardings / by 100,000))

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
January - March 2008



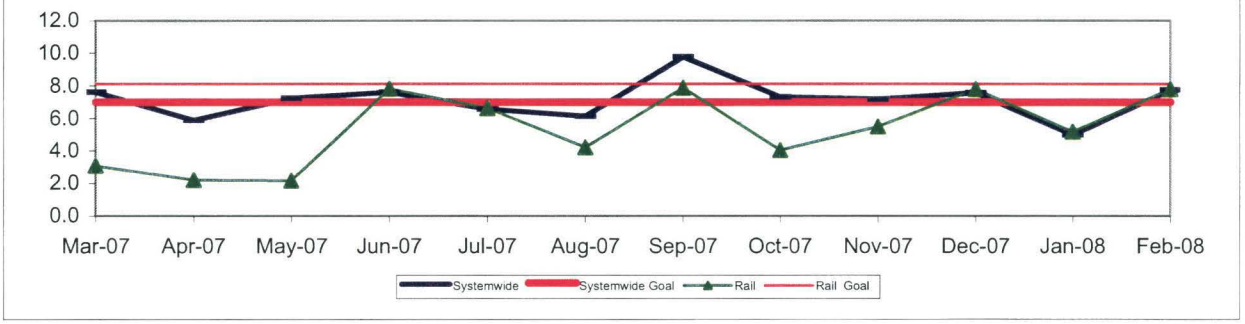
OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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)

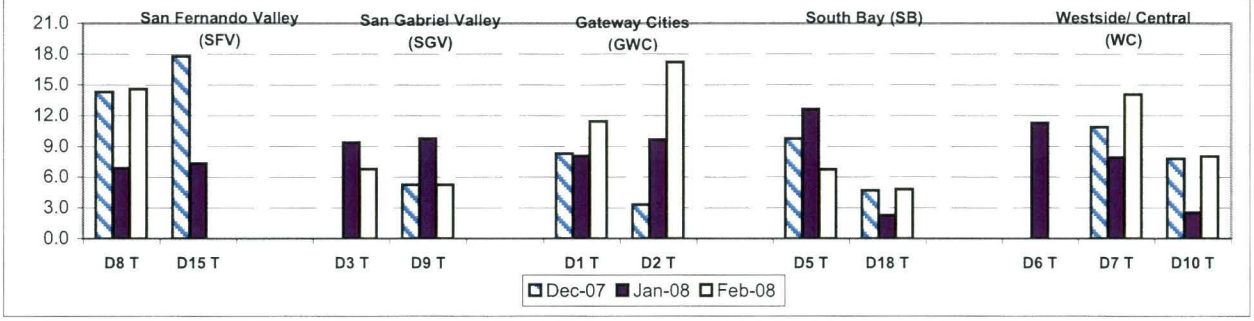
One month lag from current month

OSHA Systemwide Trend and Rail

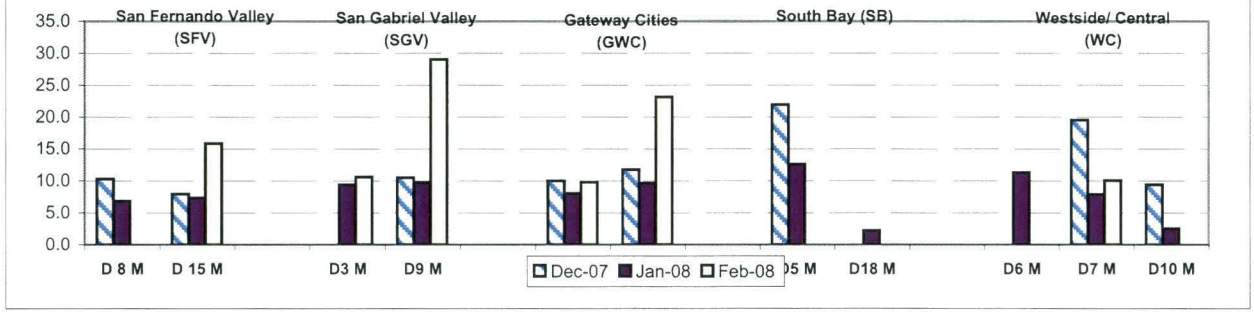


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

OSHA: Bus Operating Transportation Divisions - by Sectors' December 2007- February 2008



OSHA: Bus Operating Maintenance Divisions - by Sectors'



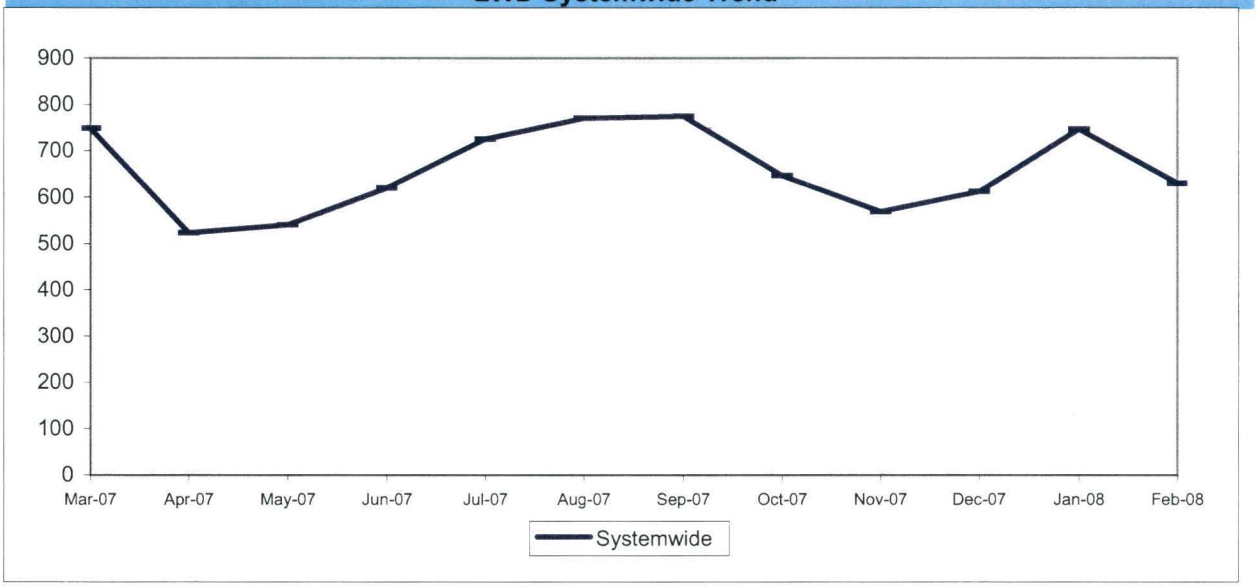
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

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

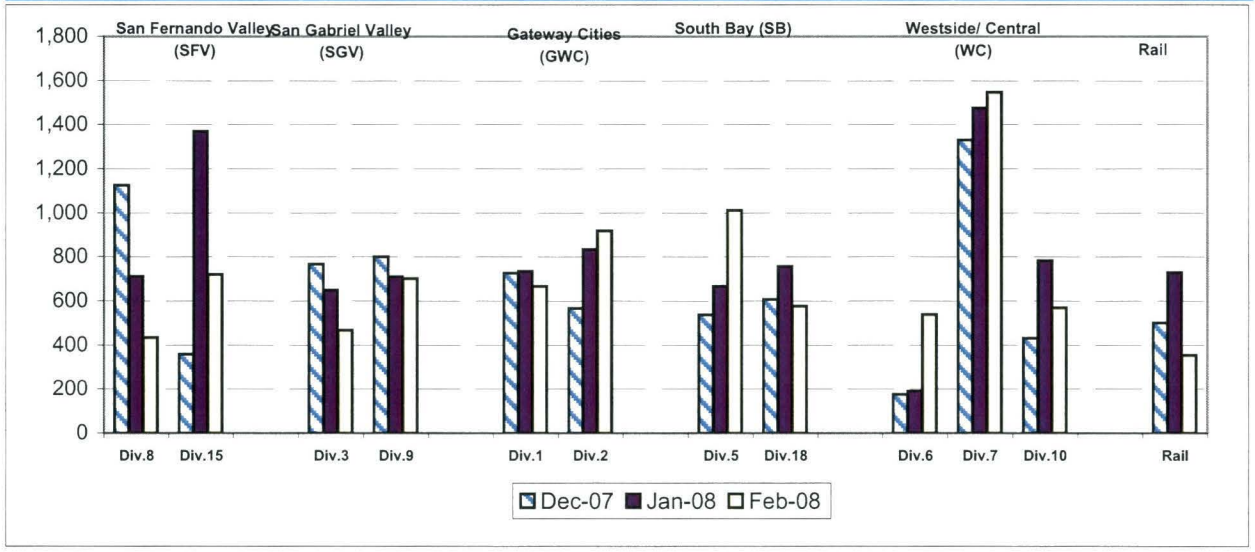
Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number

One month lag from current month

LWD Systemwide Trend



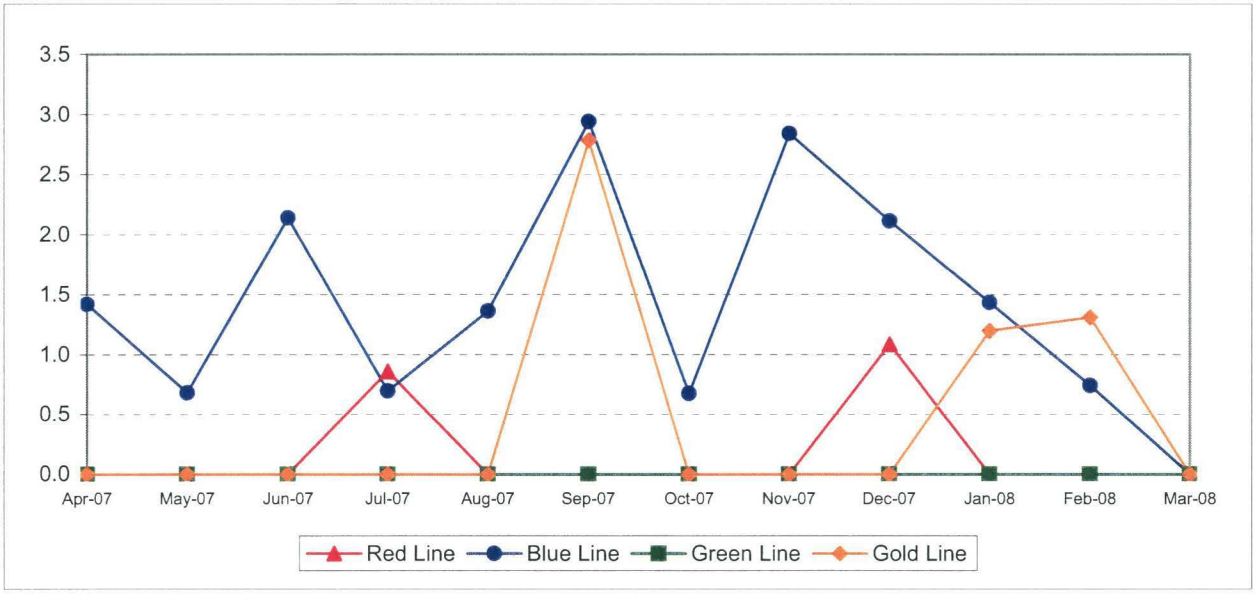
LWD/200,000 Exposure Hours per Operating Divisions - by Sectors' Divisions December 2007- February 2008



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.

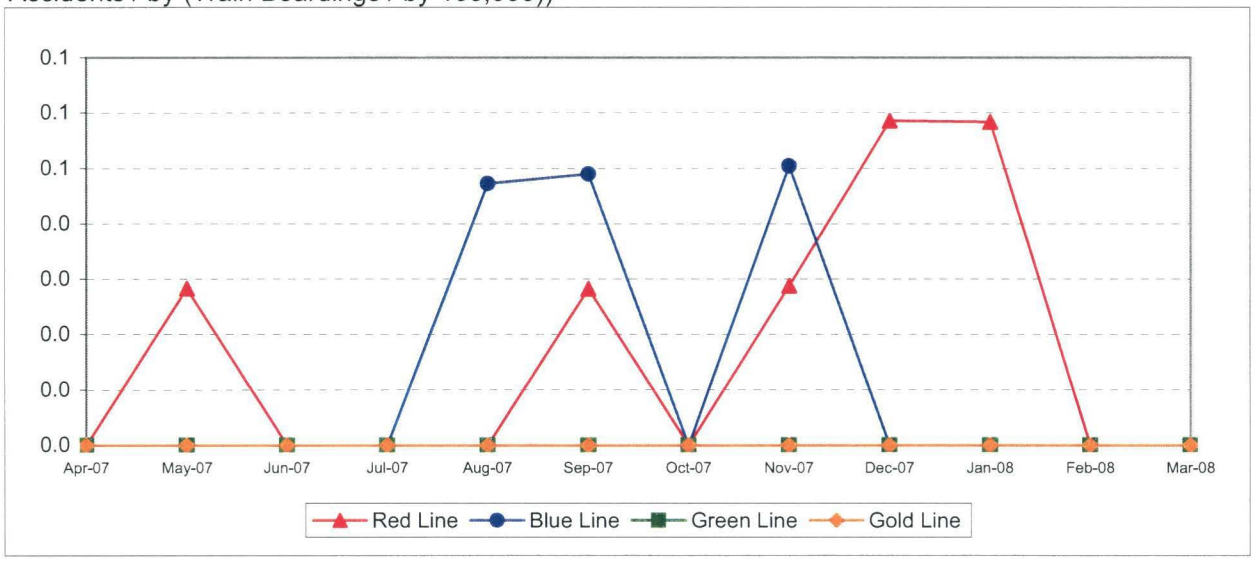
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))



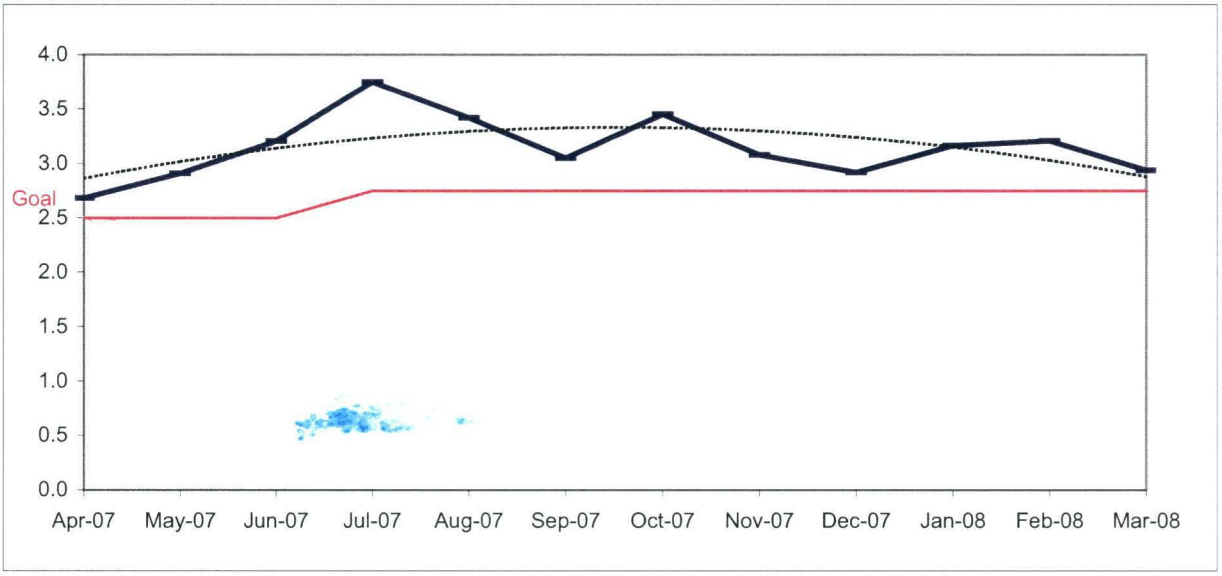
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

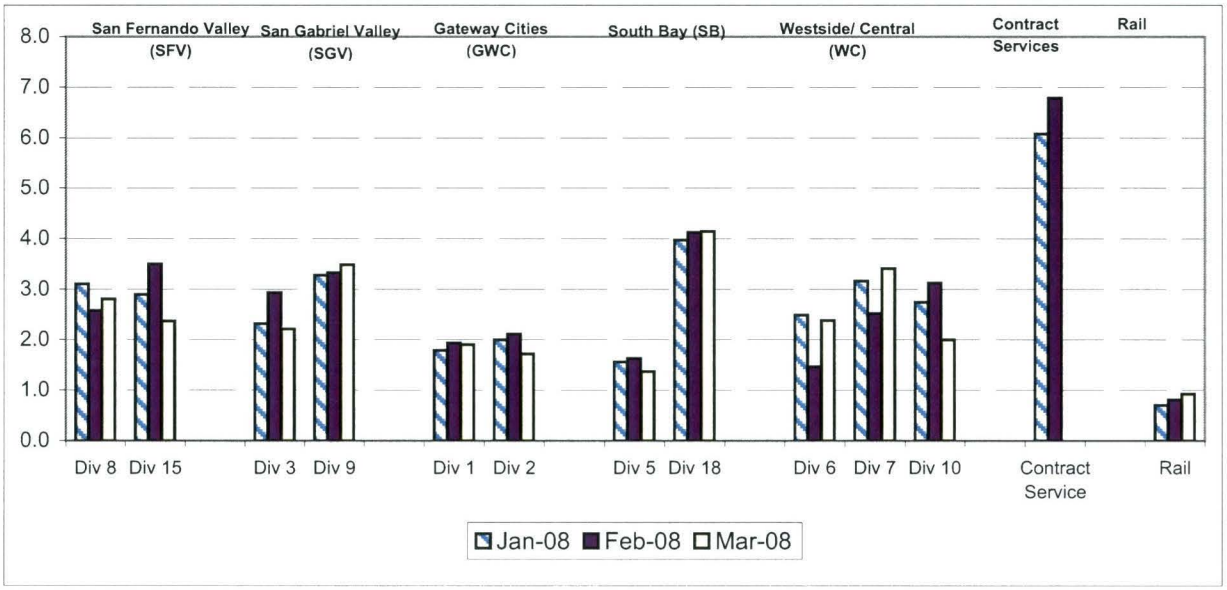
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions
January - March 2008



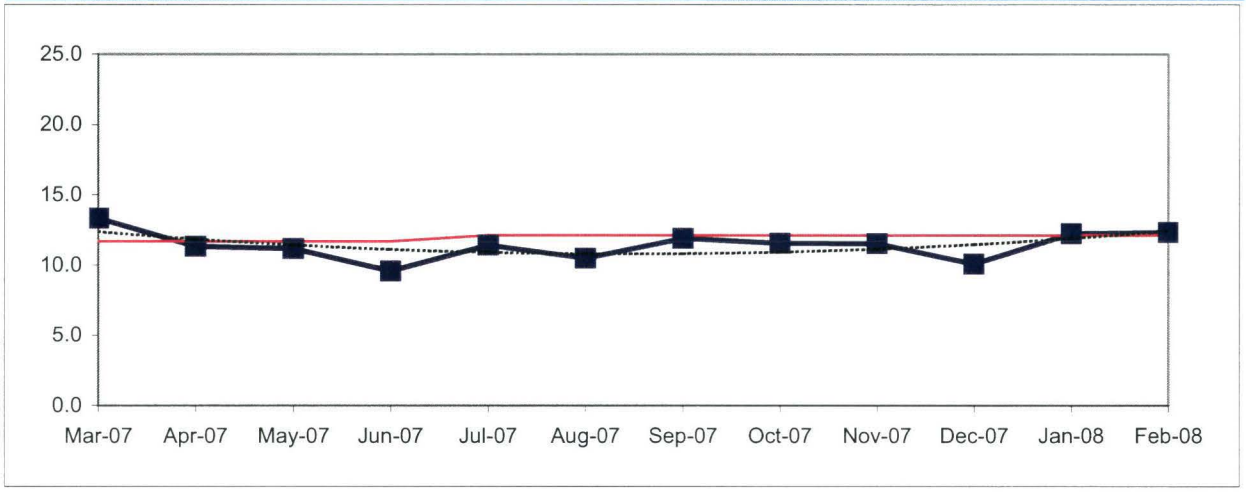
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend



One month lag from current month

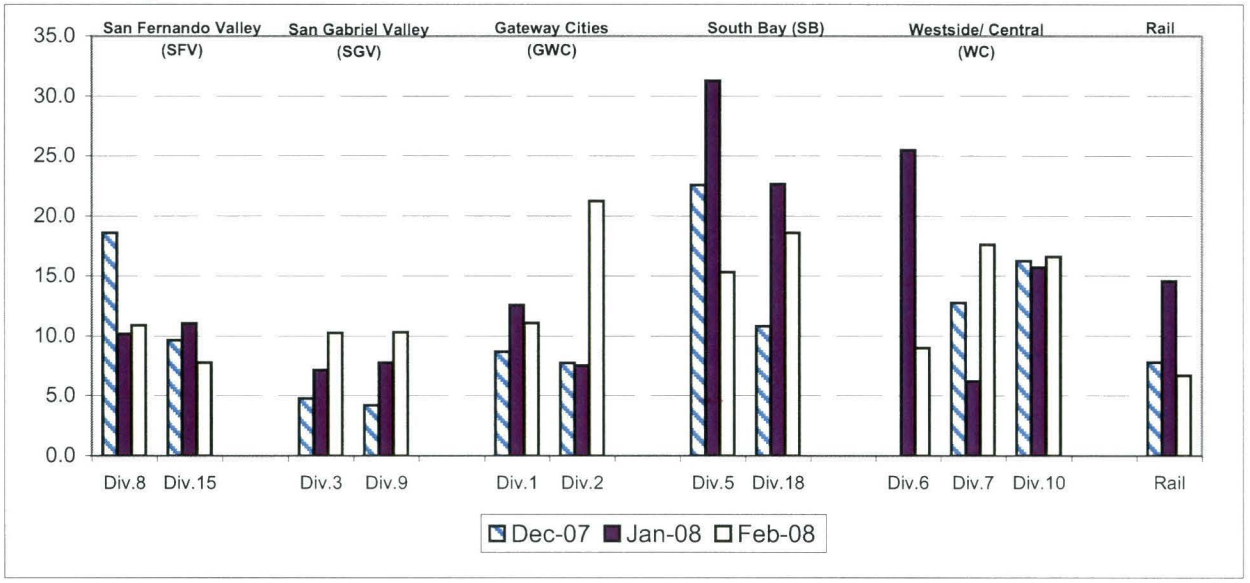
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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

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

Bus & Rail - by Bus Sectors' Divisions and Rail
December 2007- February 2008

One month lag from current month



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

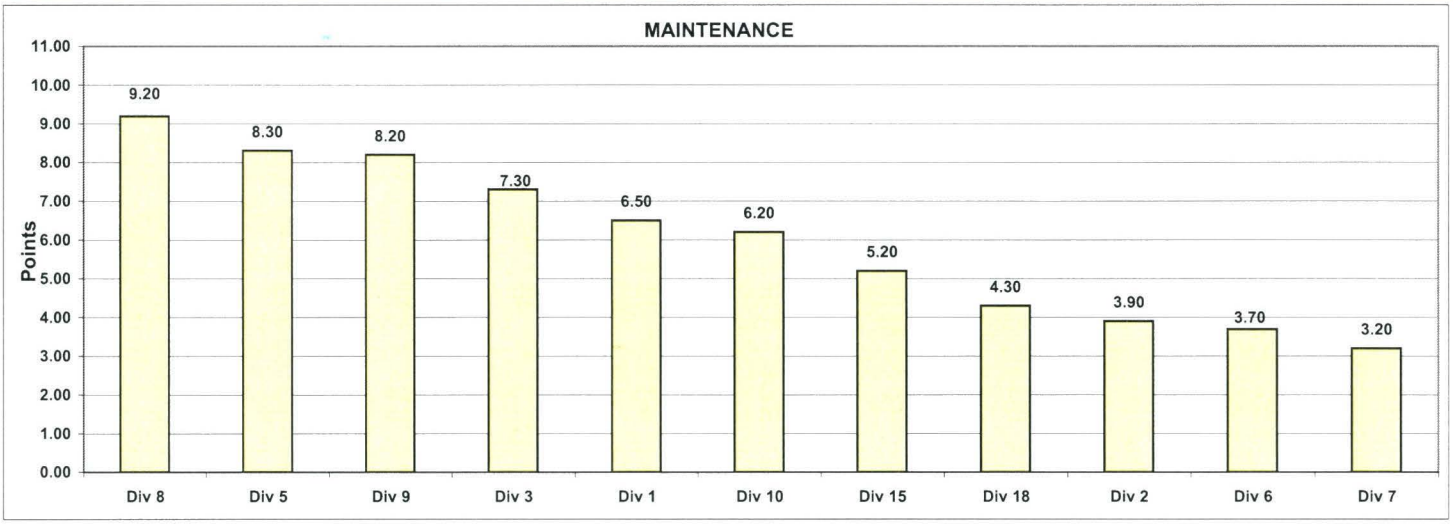
Monthly Calculations - March 2008
Metro Bus - Maintenance

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	64%	988.5	1099.6	1248.5	1231.1	954.3	965.2	1360.2	2300.3	1156.8	1175.0	1130.2
Points		3	4	9	8	1	2	10	11	6	7	5
Attendance	20%	0.98433	0.96309	0.97552	0.98650	0.95081	0.97889	0.97668	0.98282	0.96999	0.97744	0.96889
Points		10	2	5	11	1	8	6	9	4	7	3
New WC Claims /200,000 Exp Hrs*	36%	0.0000	11.5679	10.6038	10.5478	0.0000	20.1697	0.0000	19.3707	9.2125	23.8424	16.3117
Points		10	5	6	7	10	2	10	3	8	1	4
*One month lag												
Totals		**6.50**	**3.90**	**7.30**	**8.30**	**3.70**	**3.20**	**9.20**	**8.20**	**6.20**	**5.20**	**4.30**

FINAL RANKING	Maintenance Division Ranking (Sorted)											
	DIV.	Div 8	Div 5	Div 9	Div 3	Div 1	Div 10	Div 15	Div 18	Div 2	Div 6	Div 7
	Score	9.20	8.30	8.20	7.30	6.50	6.20	5.20	4.30	3.90	3.70	3.20
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



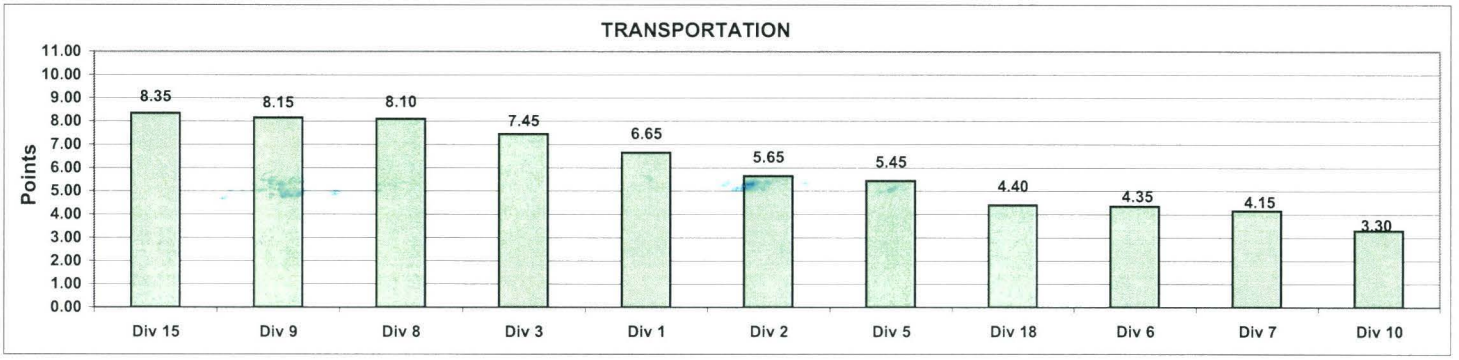
Monthly Calculations - March 2008
Metro Bus - Transportation

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%	0.6853	0.6932	0.6724	0.6284	0.5510	0.5777	0.6907	0.6665	0.5672	0.6741	0.6090
Points		9	11	7	5	1	3	10	6	2	8	4
Miles Between Total Road Calls	10%	988.5054	1099.6248	1248.4571	1231.0949	954.2848	965.2328	1360.1969	2300.2609	1156.8158	1174.9857	1130.2104
Points		3	4	9	8	1	2	10	11	6	7	5
Accident Rate	25%	4.2645	4.2926	3.8495	4.6006	3.9866	3.5077	2.5049	2.1396	4.8087	2.9994	2.6677
Points		4	3	6	2	5	7	10	11	1	8	9
Complaints/100K Boardings	15%	1.9022	1.7148	2.2132	1.3683	2.3862	3.4106	2.8111	3.4855	1.9950	2.3729	4.1450
Points		9	10	7	11	5	3	4	2	8	6	1
New WC Claims /200,000 Exp Hrs*	25%	14.3100	24.1287	10.1490	16.8355	11.9457	16.8780	14.6048	7.8520	18.7454	2.5745	19.2645
Points		7	1	9	5	8	4	6	10	3	11	2
*One month lag												
Totals		6.65	5.65	7.45	5.45	4.35	4.15	8.10	8.15	3.30	8.35	4.40

FINAL RANKING	Transportation Division Ranking (Sorted)											
	DIV.	Div 15	Div 9	Div 8	Div 3	Div 1	Div 2	Div 5	Div 18	Div 6	Div 7	Div 10
	Score	8.35	8.15	8.10	7.45	6.65	5.65	5.45	4.40	4.35	4.15	3.30
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



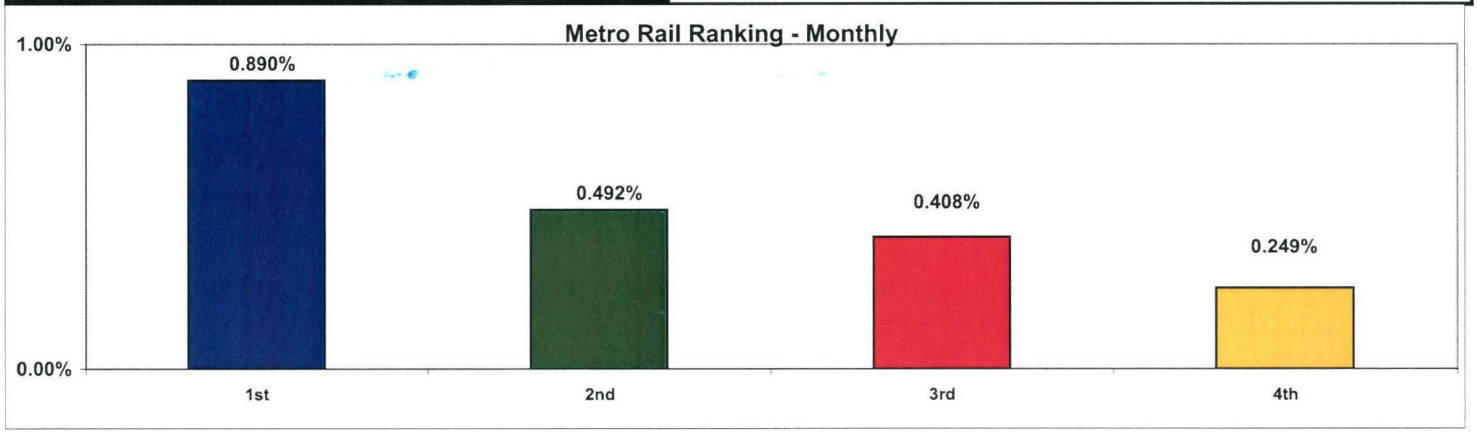
Monthly Calculations
Metro Rail

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

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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
Wayside Availability	Mar-07	Mar-08	Yearly Improvement	Mar-07	Mar-08	Yearly Improvement	Mar-07	Mar-08	Yearly Improvement	Mar-07	Mar-08	Yearly Improvement
Track	100.00%	100.00%	0.00%	100.00%	99.98%	-0.02%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	99.83%	100.00%	0.17%	100.00%	100.00%	0.00%	99.82%	100.00%	0.18%	99.82%	100.00%	0.18%
Power	100.00%	100.00%	0.00%	99.98%	100.00%	0.02%	99.81%	100.00%	0.19%	100.00%	100.00%	0.00%
Wayside Performance	**99.94%**	**100.00%**	0.06%	**99.99%**	**99.99%**	**0.00%**	**99.88%**	**100.00%**	**0.12%**	**99.94%**	**100.00%**	**0.06%**
Vehicle Availability												
Vehicle Performance	**98.75%**	**99.87%**	**1.13%**	**99.11%**	**99.79%**	**0.69%**	**99.20%**	**99.91%**	**0.71%**	99.63%	99.89%	0.26%
Operator Availability												
Operators	**99.51%**	**99.99%**	**0.48%**	**99.95%**	**99.97%**	**0.02%**	**100.00%**	**99.98%**	**-0.02%**	99.94%	100.00%	0.06%
In-Service Performance												
Rev. Hr. Delivered - Rail	**98.09%**	**99.99%**	**1.90%**	**99.03%**	**99.95%**	**0.92%**	**98.83%**	**99.98%**	**1.15%**	99.39%	100.00%	0.61%
›tal Rail Line Performance	99.07%	99.96%	0.89%	99.52%	99.93%	0.41%	99.48%	99.97%	0.49%	99.72%	99.97%	0.25%

Metro Rail Final Ranking (Sorted)				
Rail Line	BLUE	GREEN	RED	GOLD
Score	0.890%	0.492%	0.408%	0.249%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY08-Q3
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.

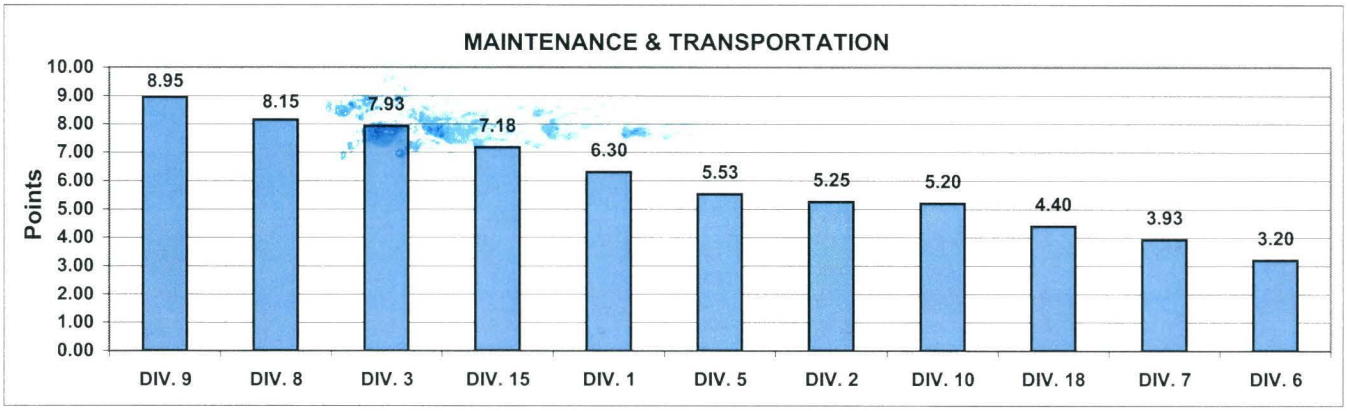
Maintenance and Transportation

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%	899	983	1088	1081	922	949	1338	1953	1027	1083	1016
Points		1	4	9	7	2	3	10	11	6	8	5
Attendance	10.0%	0.9826	0.9687	0.9757	0.9822	0.9439	0.9725	0.9748	0.9762	0.9734	0.9760	0.9652
Points		11	3	7	10	1	4	6	9	5	8	2
Claims /200000 Exp.Hrs	15.0%	3.2453	15.4035	3.3955	14.0294	12.0550	16.2863	10.2139	6.6015	9.1354	15.5764	13.1325
Points		11	3	10	4	6	1	7	9	8	2	5
*One month Lag: Dec 07 - Feb 08												
Transportation												
In-Service On-Time Performance	12.5%	0.6857	0.6958	0.6676	0.6279	0.5299	0.5754	0.6951	0.6613	0.5648	0.6797	0.6045
Points		9	11	7	5	1	3	10	6	2	8	4
Miles Between Total Road Calls	5.0%	899.2	982.6	1087.6	1081.4	921.6	949.2	1337.9	1953.3	1027.0	1083.1	1016.2
Points		1	4	9	7	2	3	10	11	6	8	5
Accidents/100k Hub Miles	12.5%	3.7787	4.3549	4.2893	5.0120	5.3789	3.5598	2.3501	2.6667	4.0841	3.1782	2.9792
Points		6	3	4	2	1	7	11	10	5	8	9
Complaints/100K Boardings	7.5%	1.8751	1.9345	2.4843	1.5170	2.1139	3.0391	2.8305	3.3648	2.6048	2.9085	4.0839
Points		10	9	7	11	8	3	5	2	6	4	1
*One month Lag: Dec 07 - Feb 08												
Claims /200000 Exp.Hrs	12.5%	12.9397	11.0918	8.5597	26.0663	12.0024	10.8902	14.2219	7.6705	18.1823	7.5578	18.6795
Points		5	7	9	1	6	8	4	10	3	11	2
Totals		**6.30**	**5.25**	**7.93**	**5.53**	**3.20**	**3.93**	**8.15**	**8.95**	**5.20**	**7.18**	**4.40**

FINAL RANKING

Maintenance and Transportation Division Ranking (Sorted)

DIV.	DIV. 9	DIV. 8	DIV. 3	DIV. 15	DIV. 1	DIV. 5	DIV. 2	DIV. 10	DIV. 18	DIV. 7	DIV. 6
Score	8.95	8.15	7.93	7.18	6.30	5.53	5.25	5.20	4.40	3.93	3.20
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Quarterly Calculations: FY08-Q3
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.

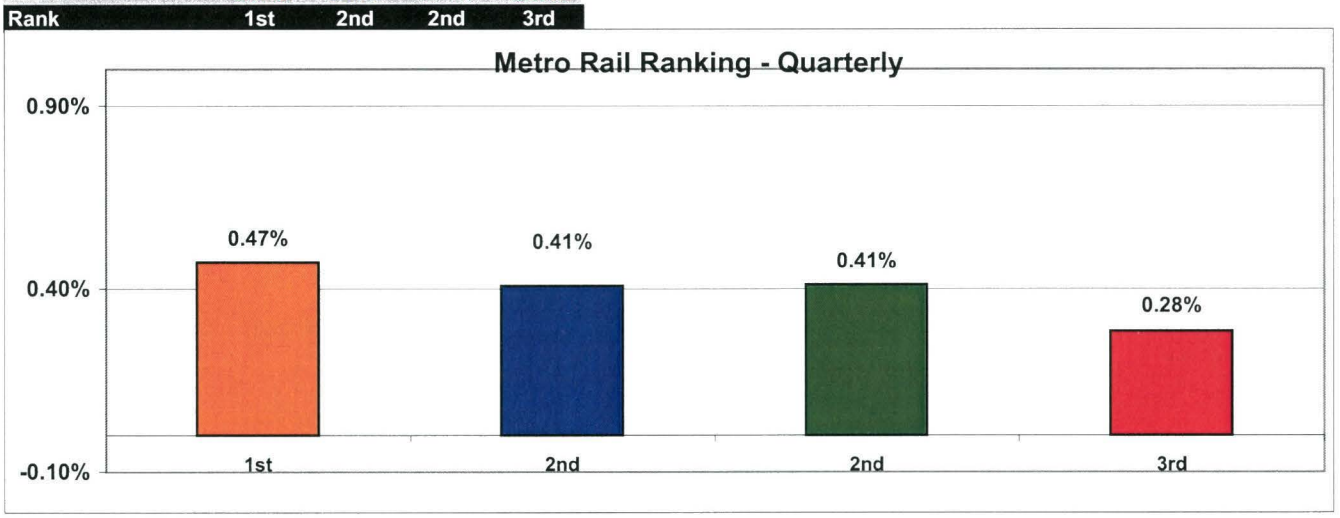
Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are are sorted from high 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
Jan-08	0.12%	0.16%	0.40%	0.95%
Feb-08	0.22%	0.28%	0.34%	0.25%
Mar-08	0.89%	0.41%	0.49%	0.22%
Quarter Average	**0.41%**	**0.28%**	**0.41%**	**0.47%**

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	BLUE	GREEN	RED
Score	0.47%	0.41%	0.41%	0.28%
Rank	1st	2nd	2nd	3rd



Los Angeles County Metropolitan Transportation Authority

Financial Status Highlights March 31, 2008

FTA Quarterly Review
May 28, 2008

Metro

3rd Quarter Highlights

- Sales taxes slightly under budget
  - Based on 1st half FY08 actual receipts
  - Consumer Confidence index at 67%
- Fare revenues 3% ahead of budget
  - Bus ridership, 3% below budget
    - Orange Line, 16% above budget
  - Rail ridership, 5% above budget
- Operating costs continue below budget

Metro

FY09 Look Ahead

- FY09 Budget
  - Board rejected proposed bus service cuts
  - $20.5 million gap filled with CNG fuel tax credits
- State Budget
  - Preliminary budget fully funded Prop 42, less STIP
    - STA $138 million additional assumed in Metro budget
  - May Revise?
- FY08 Prop 1B transit funds free up local cash for use in FY10

Metro

Construction Safety
February - April 2008

- Metro Gold Line Eastside Extension Construction has been underway for more than 47 months or 1, 401 days

- 3,057,917 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 (2.5); well below the Published incident rate of (5.3).

- Thirty-eight recordable injuries have been reported Project to Date. Twenty-eight (28) involved medical treatment and restrictive duty. Ten (10) required medical treatment only.

Metro Gold Line Eastside Extension Safety and Security Management Plan

Safety and Security Management Plan (SSMP) Implementation Assessment Review

- Metro will undertake a formal review of the SSMP to identify if changes are necessary to reflect the current activities versus the original plan.
- Metro will continue to hold regular Fire/Life Safety Committee Meetings to resolve outstanding issues and provide the FTA/PMOC with Meeting Minutes and the disposition of Action Items.
- Metro's Safety Certification Review Team (SCRT) will continue to meet on a regular basis to review compliance to safety design criteria.
- Metro will review resolution procedures related to Preliminary Hazard Analysis (PHA), System Hazard Analysis (SHA) and Threat and Vulnerability Analysis (TVA) to reflect the LACMTA approval requirement and verification process.

P2550 Light Rail Vehicle Program

FTA QUARTERLY REVIEW MEETING
MAY 28, 2008

P2550 Light Rail Vehicle
- Overview -

- P2550 program consists of acquisition of 50 Base vehicles plus Options for two - 50 vehicle orders from AnsaldoBreda
- 21 Vehicles are in Pittsburg, CA in Final Assembly – 3 in transition from Italy to Pittsburg
- 5 Vehicles are at Metro Gold Line in Post Arrival Testing
- 2 Prototype Vehicles at Green Line (701 & 702) to be returned to Pittsburg for retrofit to final configuration
- LRV's 706 & 708 have been Conditionally Accepted for Gold Line operation

Project Progress

- Cars # 710 and 704 are next in line for acceptance
- Propulsion equipment failures have been addressed by AB but further investigation is ongoing to find the root cause of the problem
- Project Team met in May with AB management and AB engineering staff for a four-day working conference in Los Angeles, to close critical open items, address remaining Engineering issues and discuss commercial items
- The closing of the remaining open engineering and documentation items will continue during weekly telephone conference calls with AB engineering and Metro staff

CPUC Safety Certification

- CPUC required specification compliance documentation was completed and submitted

  required static and dynamic vehicle tests have been conducted and demonstrated

- Operator and Maintenance staff training is ongoing

- Operation and Maintenance manuals have been submitted and review is ongoing

P2550 Light Rail Vehicle Program
- Summary -

P2550 Light Rail Vehicle Program
- Summary -

- Significant progress has been made in resolution of safety critical technical open items. EMI emissions testing and ATP/TWC system design for Metro Gold Line is complete

- Project Team has visited both Pittsburg and Pistoia plants to address Engineering and QA/QC issues

- AB plans on submitting an updated realistic vehicle delivery schedule by end of May to meet East Side Extension project requirements

- Vehicle weight mitigation plan and commercial discussion are ongoing with AB Management

P2550 Light Rail Vehicle Program Summary (continued)

- Cars 706 & 708 have been accepted and placed in revenue service
- Project Team is planning on Conditional Acceptance of two additional vehicles by end of June and two more by end of July 08
- Project Team plans on weekly visits to the Pittsburgh Assembly Plant to monitor progress, quality, and to mitigate any issues as they develop

EASTSIDE PROJECT

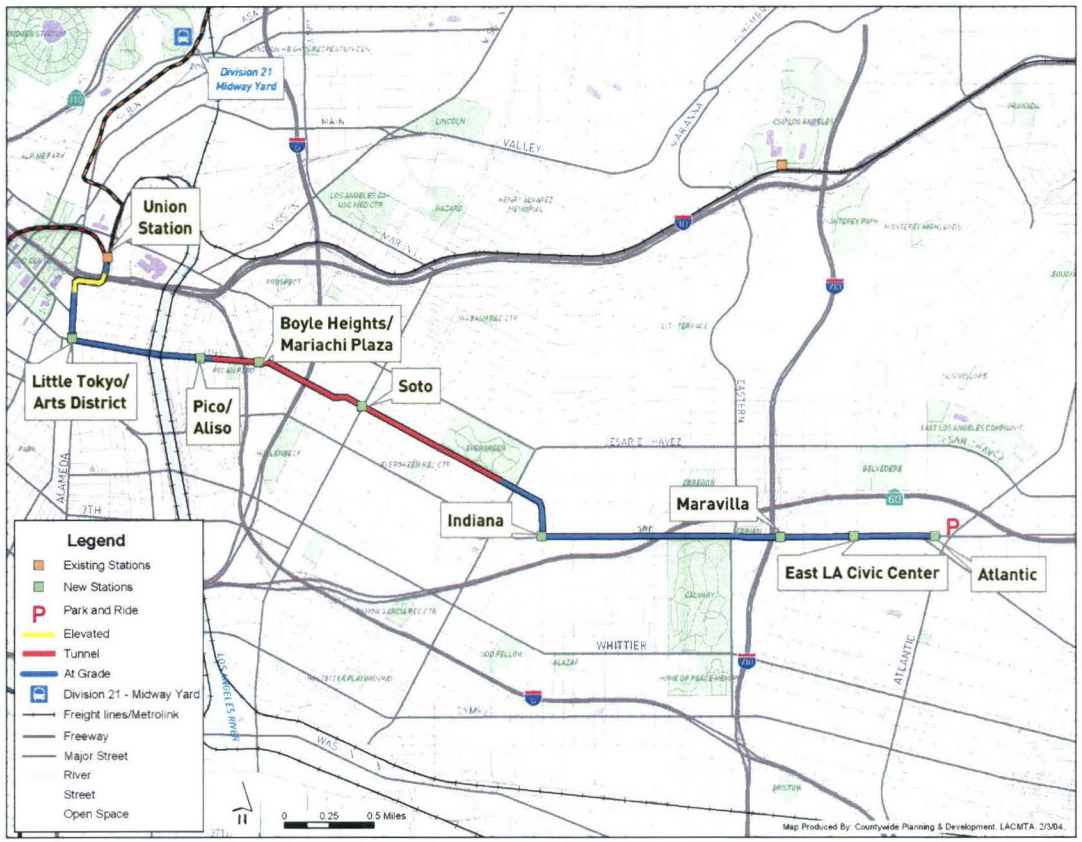
Los Angeles County Metropolitan Transportation Authority

Metro Gold Line Eastside Extension
FTA Quarterly Presentation

May 28, 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)

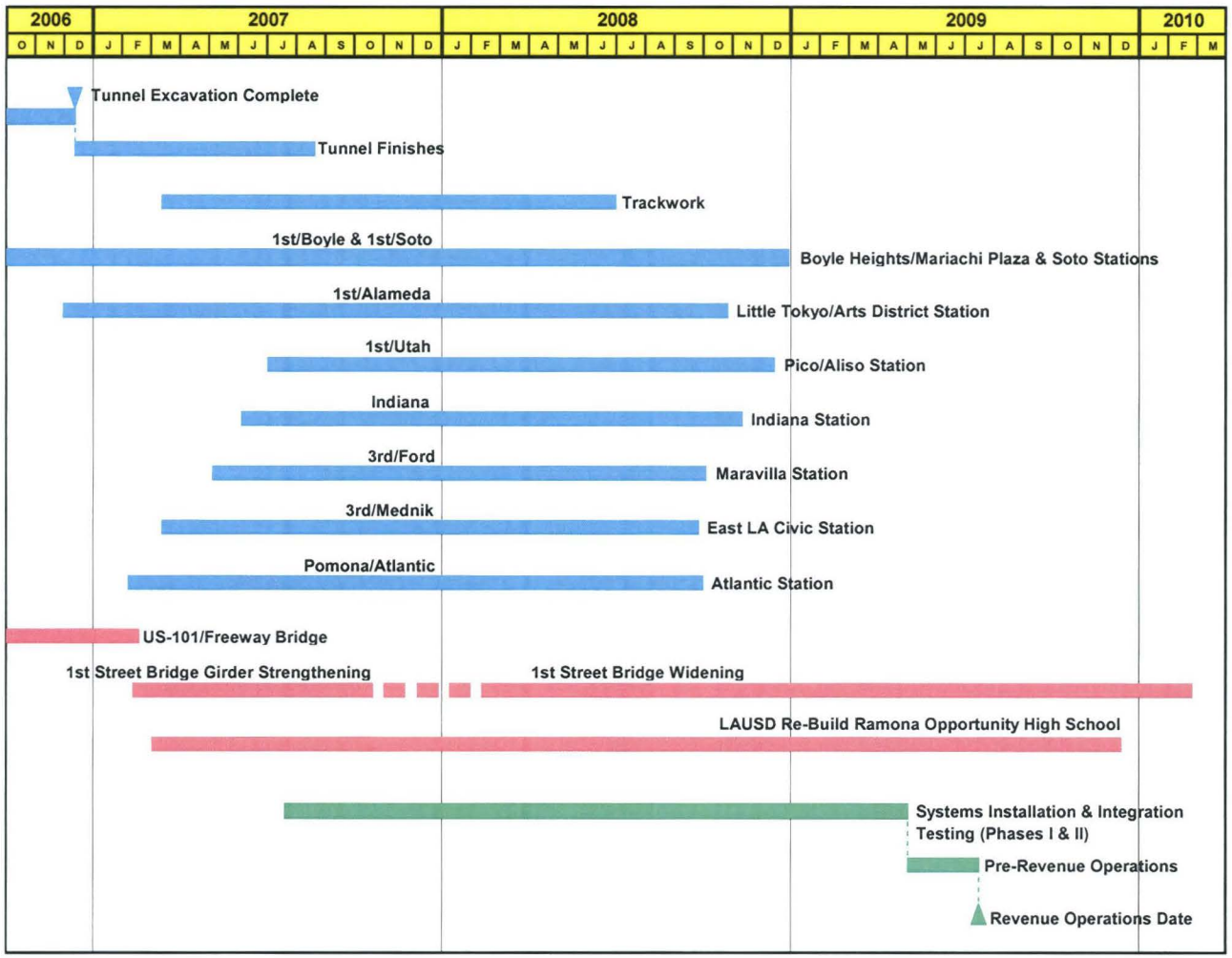
Current Forecast	July 2009
FFGA	December 2009

FFGA – Full Funding Grant Agreement

Metro Gold Line Eastside Extension
Cost/Budget Status

Description	Dec-07 Current Budget	Mar-08 Current Budget	Variance
CONSTRUCTION	651,961	651,961	-
SPECIAL CONDITIONS	43,948	43,948	-
RIGHT-OF-WAY	42,299	42,299	-
PROFESSIONAL SERVICES	135,841	135,841	-
PROJECT CONTINGENCY	14,599	14,599	-
PROJECT REVENUE	(4,633)	(4,633)	-
SUBTOTAL	**884,014**	**884,014**	**-**
PROJECT FINANCE COST	14,800	14,800	-
TOTAL	**898,814**	**898,814**	**-**

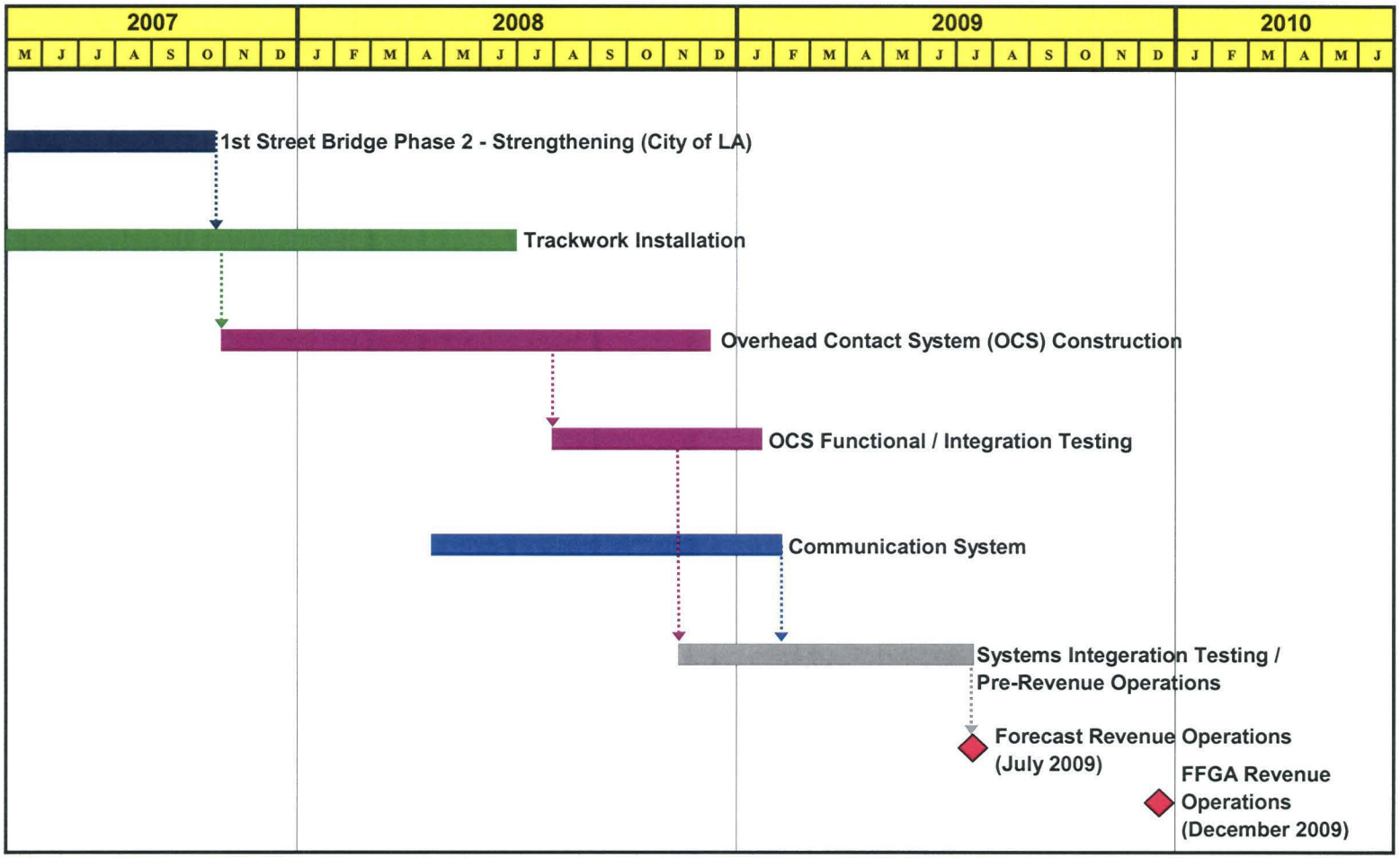
Metro Gold Line Eastside Extension
Overview of Major Construction Activities



Metro

Gold Line

Metro Gold Line Eastside Extension
Schedule Status (Critical Path)



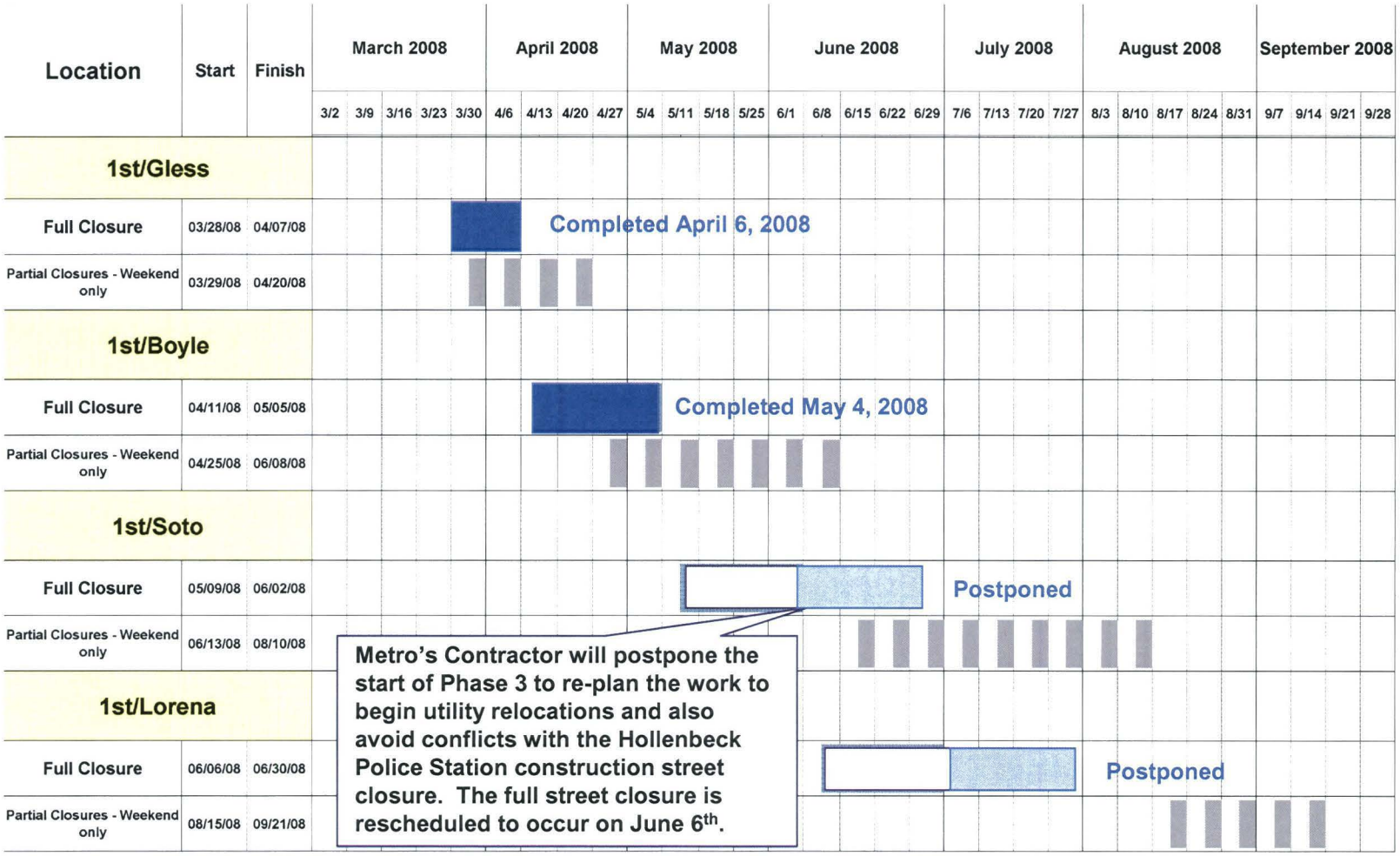
Construction Contracts Update

Metro

Metro Gold Line Eastside Extension
Recent Major Accomplishments
May 2008

- The Project is on-time and within budget.
- Construction is over 80% complete.
- Over **3 million** work hours since the start of construction in July 2004, without an accident requiring a single day-away from work.
- At-grade track and guideway work is approximately 86% complete and track installation is underway in both tunnels.
- Underground construction of the West Portal, 1st/Boyle Station, 1st/Soto Station and the East Portal has progressed to the point at which the temporary concrete street deck panels are being removed in phases from West-to-East; followed by street restoration that will be completed at the last location by mid-summer.
- Phases 1 (West Portal) and 2 (1st/Boyle) have been completed and the start of Phase 3 (1st/Soto) is being postponed for one month to re-plan the work to perform utility relocations and also avoid conflicts with the upcoming Hollenbeck Police Station construction street closure.

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



Metro

Metro Gold Line Eastside Extension
Deck Removal & Street Restoration
Phase 2 – 1st/Boyle to 1st/Bailey

Phase 2 Street Restoration which began on April 11, 2008, was completed on-time on May 4, 2008. Phase 1 from 1st/Boyle to 1st/Gless was completed on-time on April 6, 2008.

Metro

Gold Line

Metro Gold Line Eastside Extension
Deck Removal & Street Restoration
Phase 2 – 1st/Boyle to 1st/Bailey

New colored concrete crosswalks and new sidewalks have been installed as street improvements to businesses along 1st Street near Boyle Avenue.

Metro Gold Line Eastside Extension
Boyle Heights/Mariachi Plaza Station Entrance

Construction of the station entrance structure is well underway on the site adjacent to the Mariachi Plaza Kiosk which will become the entrance plaza to the underground station. The final street paving surface will be finished after the station plaza construction is completed towards the end of Summer 2008.

Metro Gold Line Eastside Extension
1st/Boyle Mariachi Plaza

Conceptual rendering of future 1st/Boyle Mariachi Plaza.

Metro

Gold Line

Metro Gold Line Eastside Extension
1st/Soto Station Construction

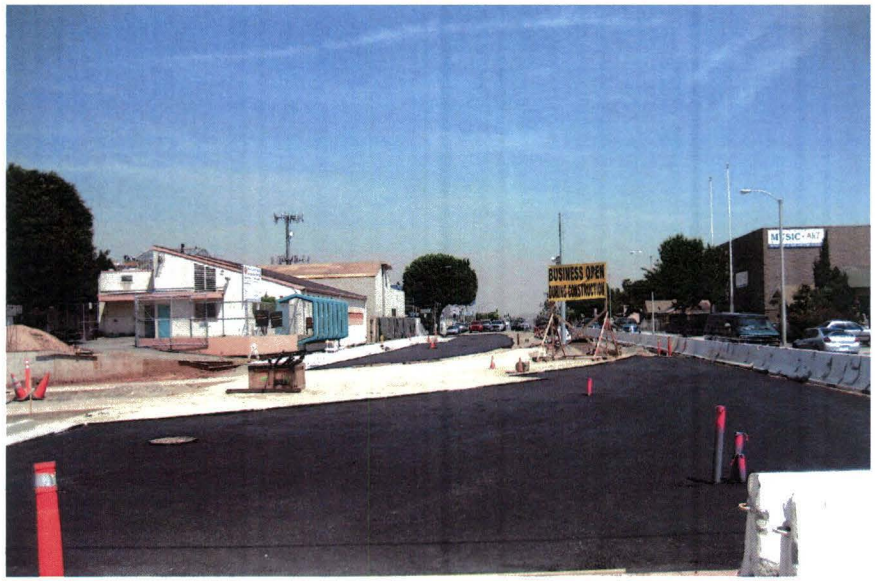
Construction of the underground station structure and side structure surface penetrations are well underway. Relocation of utilities is being performed prior to the removal of the temporary concrete deck panels and street restoration improvements.

Phase 3 Deck Removal and Street Restoration is scheduled to begin on June 6, 2008.

Metro Gold Line Eastside Extension
At-Grade Construction Along 1st Street
Lorena Street to Indiana Street

Construction of the tracks, guideway and street improvements at the 1st and Indiana intersection has been completed. The intersection was re-opened on May 16, 2008.

Metro Gold Line Eastside Extension
At-Grade Construction
3rd Street and Indiana Street



Construction of the Indiana Station and site work along the east side of Indiana Street progresses with track installation at the northeast corner of 3rd and Indiana. Street restoration at the 3rd Street and Indiana Street intersection was completed during the first week of May 2008.

Metro Gold Line Eastside Extension
Systems Installation & Integration Status

Radio System

- Metro rejected ELRTC's proposed radio system on April 1, 2008 based upon the system being technically non-compliant.
- ELRTC is pursuing another radio supplier that meets the contractual technical requirements.

As-Built Drawings

- Tunnel As-Built drawings have been completed by ELRTC and submitted to Metro and are being used for trackwork and systems installation that are underway.
- As-Built drawings are being developed from red-marked drawings on an on-going basis as structural, civil and utility work is being documented after inspection and completion of the work.

Metro Gold Line Eastside Extension
Systems Installation & Integration Status

SCADA Integration

- Metro received the contractor's proposal mid-March 2008.
- Metro's audit and technical reviews have been completed.
- Contract negotiations are scheduled to be completed in time to award the contract by August 1, 2008.
- The schedule for SCADA installation and Phase 2 Systems Testing that will be performed by Metro is being coordinated with ELRTC to allow earlier access to Metro while Phase 1 Testing is being completed by ELRTC.

Metro Gold Line Eastside Extension
Pomona/Atlantic Site

Metro

Gold Line

Metro Gold Line Eastside Extension
Pomona/Atlantic Station Parking

- On September 27, 2007, the Metro Board of Directors approved funding for Engineering and Environmental Services for the design of a parking structure at the Pomona/Atlantic site.
- The design will include a multi-level parking structure with a minimum of 200 Transit-Dedicated parking spaces and provisions to allow for the future conversion for up to 8,000 square feet at the ground level for potential commercial space.
- The parking structure will be designed to the current zoning, building height and traffic restrictions and is subject to approval by the County of Los Angeles Department of Public Works.
- A design-build solicitation package will be advertised in June 2008 and Metro Board approval for additional funding will be requested after the receipt of bids and acceptance of the lowest bidder. Construction NTP is scheduled for October 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 four months after the July 2009 ROD. A contingency plan for interim temporary parking is being considered.

Metro Gold Line Eastside Extension
Pomona/Atlantic Station Parking

PROJECT DATA

ZONING: C2-NEIGHBORHOOD BUSINESS ZONE (TELFORD) & C3-UNLIMITED COMMERCIAL ZONE (ATLANTIC)

C2: 15,495 SF
C3: 34,605 SF

MAXIMUM HEIGHT LIMIT: C2: 35 FT
C3: 40 FT

SITE AREA: 50,100 SF

BUILDING COVERAGE: 28,500 SF

POTENTIAL FUTURE RETAIL: 8,000 SF

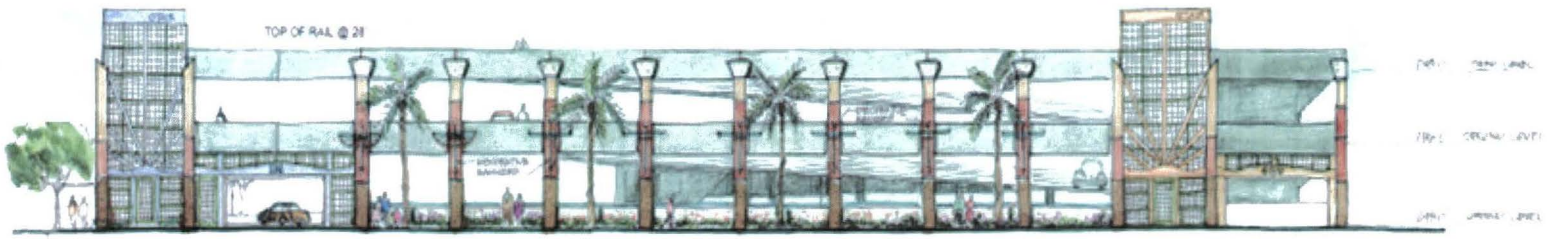
PARKING ANALYSIS:

- METRO PARK & RIDE ONLY: 200-PER EIR, 313-TOTAL PROVIDED
- METRO PARK & RIDE : w/COMMERCIAL: 200-PER EIR, 274-TOTAL PROVIDED

PRELIMINARY SITE PLAN

Metro Gold Line

Metro Gold Line Eastside Extension
Pomona/Atlantic Station Parking



PRELIMINARY ELEVATION

Metro

Gold Line

Exposition Metro Line Construction Authority
Expo Line Transit Project

Mid-City Exposition Light Rail Transit Project

FTA Quarterly Review – May 28, 2008

Design

- Design approximately 86% complete

Construction

- Construction approximately 8% complete

Construction Packages

- Negotiated 10 of the 19 construction packages

Third Party Agreements

- Executed 5 of the 8 third party agreements

CPUC Grade Crossing Applications

Following the submittal of Supplemental Information and a follow on workshop on the Farmdale and Harvard Pedestrian Tunnel grade crossings, a Pre-Hearing conference was held on May 9th and the following process was outlined:

- Evidentary Hearings will be held the week of August 11th
- Expo Authority is to provide testimony at Farmdale and the Harvard Ped Tunnel on the following alternatives:
  - Farmdale: At-Grade, Pedestrian Overcrossing with Farmdale closed to vehicular traffic and LRT aerial guideway
  - Harvard Pedestrian Tunnel: Existing tunnel and pedestrian overcrossing
- ALJ ruling no later than October 7th
- Commission decision November 2008

CPUC Grade Crossing Applications (cont.)

- Environmental work on the Farmdale Alternatives is proceeding
- As currently scheduled, an approval of an tt-grade crossing by the PUC in November could delay the project by 2-months.
- Grade-separated direction by the PUC will result in significant delays to the project.

Project Budget Summary

- **Construction Budget**
  - 10 of 19 construction packages have been negotiated with three packages partially negotiated (D2, E1 & E2) for an amount totaling $220 million
  - Currently under running the revised construction budget
- **Project Budget**
  - All tasks are within the revised budget
  - Remaining significant risks to the budget include:
    - Contracts yet to be negotiated
    - Contractor claims
    - Changes to Farmdale crossing
    - Changes to Harvard Pedestrian Tunnel
    - Change Orders

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	$10,017,577	$0
A-2	Seg A Civil Improvements	$45,367,744	$45,367,744	$0
A-3	Seg A Trench	$36,979,778	$36,979,778	$0
A-4	Seg A 61" Waterline	$3,046,052	$3,046,052	$0
A-5	Seg A Caltrans Improvements	$11,688,600	$11,517,804	($170,796)
B-1	Seg B Utiltiy Improvements	$11,550,000	$10,681,849	($868,151)
B-2	Seg B Civil Improvements	$54,112,728	$52,182,141	($1,930,587)
C-1	Seg C Utility Improvements	$4,960,437		
C-2	Seg C Civil Improvements	$98,787,312		
C-3	Seg C Parking Structure	$16,275,000		
D-1	Systemwide Signs & Graphics	$1,800,000		
D-2	Systemwide Track Procure / Install[1]	$28,216,805	$10,180,095	TBD
D-3	Systemwide Substation Procure	$10,623,932	$9,673,232	($950,700)
D-4	Systemwide OCS Installation	$15,642,643		
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	Metro Blue Line Tie-in (base contract)[1]	$2,400,000	$901,469	TBD
E-2	Mid-Day Layover / Maint Facility[1]	$18,600,000	$2,628,540	TBD
	Subtotal	$407,414,191	$215,292,462	($4,211,403)

ADDITIONAL WORK

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

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

Expo Line Transit Project

Pressures on Contingency Status

Description	Budget Amount	Fully Executed CO's	Forecast CO's & PCO's[2]	Forecast Remaining Budget
Construction Contingency	$20,000,000	$76,517	$4,033,655	$15,889,828
DB Change Contingency	$11,918,186	$844,300	$1,130,100	$9,943,786
National Blvd Bridge	$9,000,000	$5,776,353	$50,000	$3,173,647
Trousdale Station	$7,000,000	$700,000	$6,250,000	$50,000
Trade Tech CPUC Changes	$1,638,000	$0	$1,638,000	$0
Expo/Blue Line Interface	$11,300,000	$250,000	$11,050,000	$0
Other CPUC Changes[1]	$3,000,000	$0	$220,000	$2,780,000
Non-Metro Funded Enhancements	$138,600	$119,100	$0	$19,500
Venice/Robertson Aerial Station	$54,000,000	$0	$43,991,182	$10,008,818
Total	**$117,994,786**	**$7,766,270**	**$68,362,937**	**$41,865,579**

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

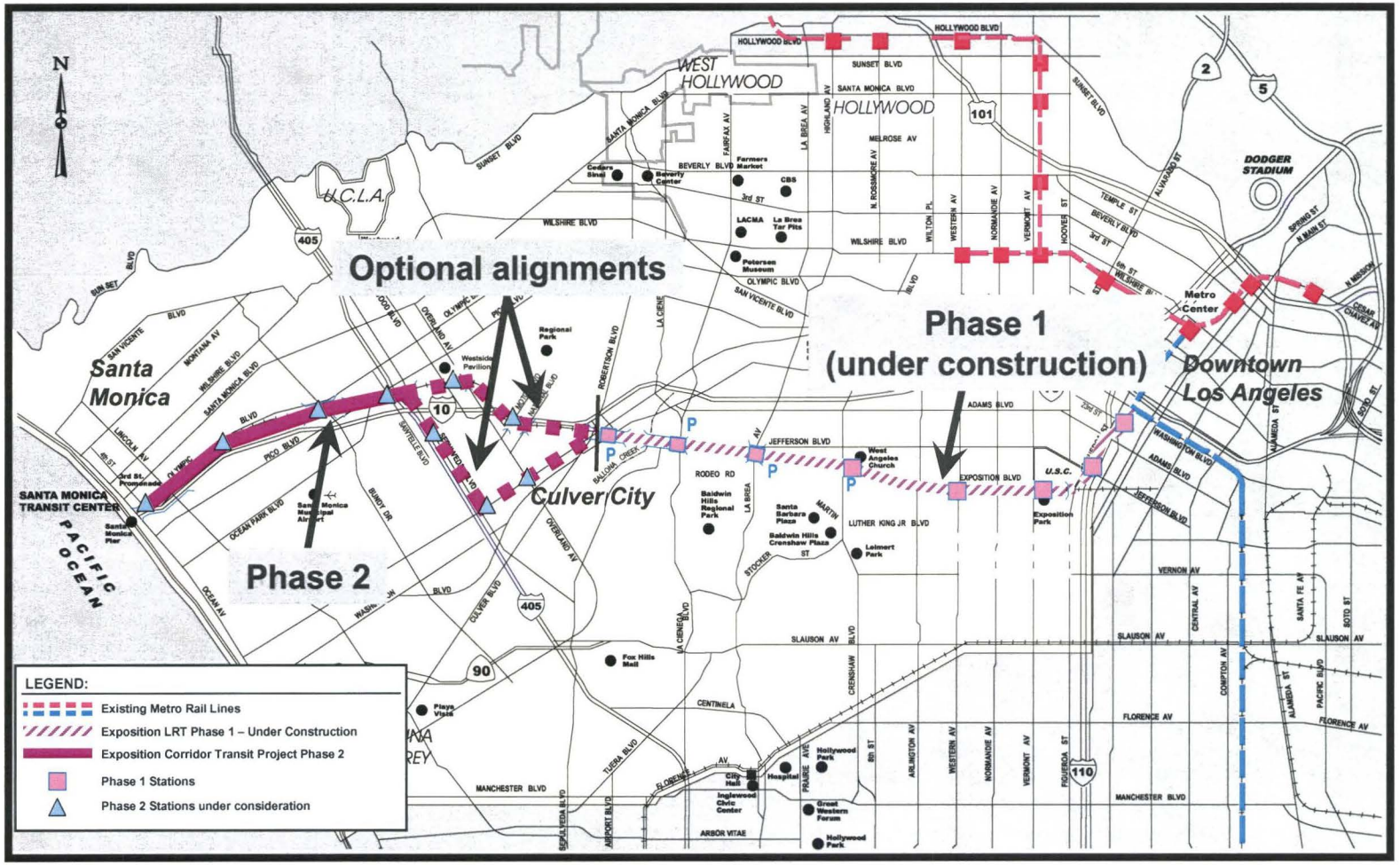
Note 2: CO's = Change Orders, PCO's = Potential Change Orders

Project Issue Summary

- Service and Inspection Facility
  - Metro has identified a preferred site on Metro owned right-of-way at Washington/Long Beach Boulevards
  - Metro will procure a separate DB contract for this facility

- Additional Environmental Studies
  - Draft Environmental Assessment for Traction Power Substations 3 and 4 was circulated for Public Review and Comment on March 20, 2008 and a Community Meeting took place on April 8, 2008. The Public Comment period closed on April 18, 2008.
  - Metro will now perform environmental studies for the S&I facility
  - Environmental study for Farmdale Crossing Alternatives is on-going

Exposition LRT, Santa Monica Extension



△ Phase 2 Station locations currently under consideration

Expo

May 28, 2008

AA/EIS/Conceptual Engineering

- Continued preparation of draft technical background reports for EIS
- Advanced draft Milestone 2 grade crossing reports in coordination with Culver City, LADOT and Santa Monica
- Conducted review meeting with CPUC on status of all project related grade crossings
- Worked with Metro on ridership model corrections and recalibration
- Conducted project briefing with City of LA Planning
- Continued work on station/parking layouts and locations

Expo Line Transit Project

Phase 2 Project Status

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

Expo

Risks to Current Schedule:

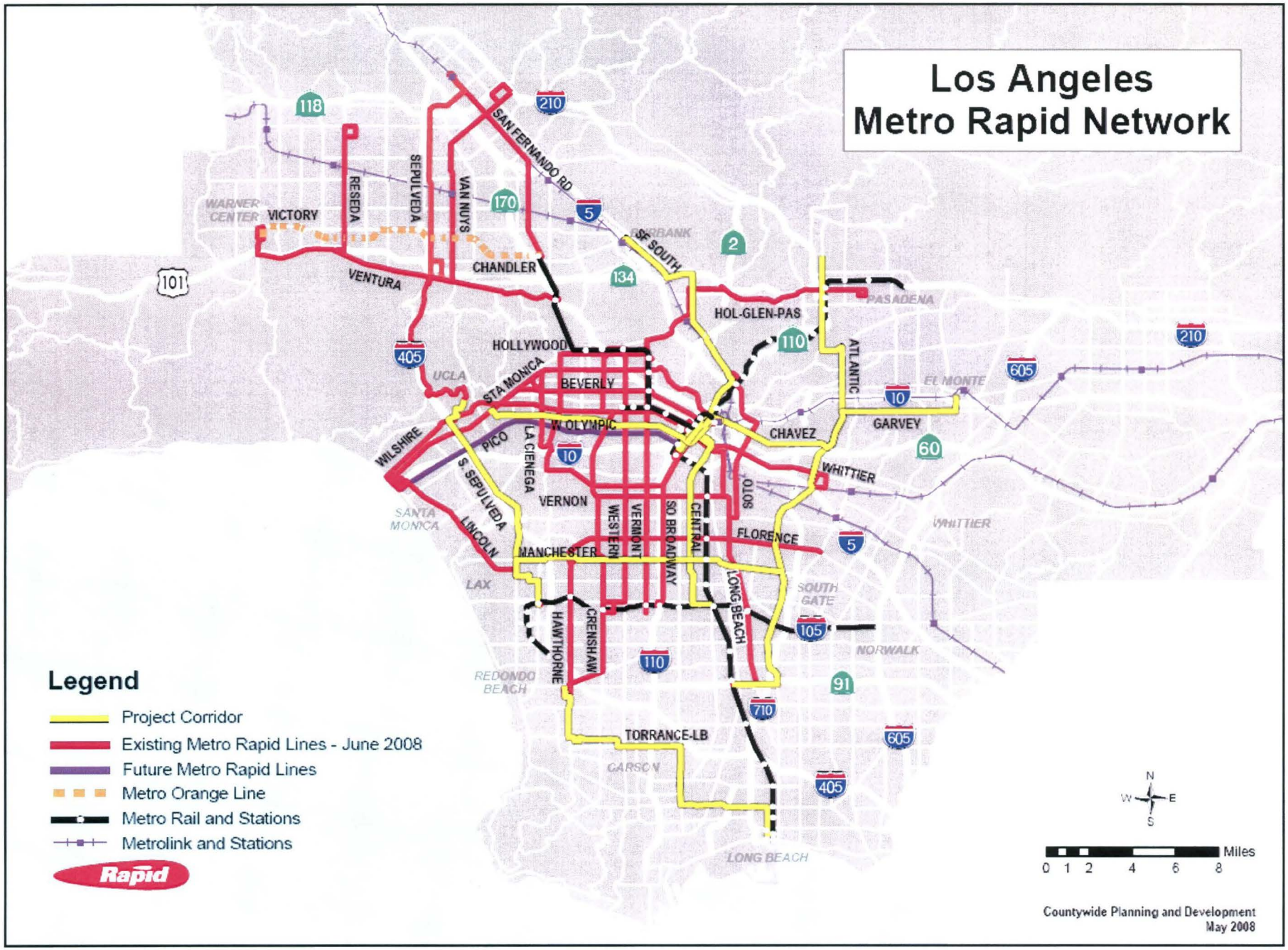
- Ridership Model
- Maintenance Facility for Phase 2

Metro Rapid System Gap Closure

FY 2008 Very Small Starts

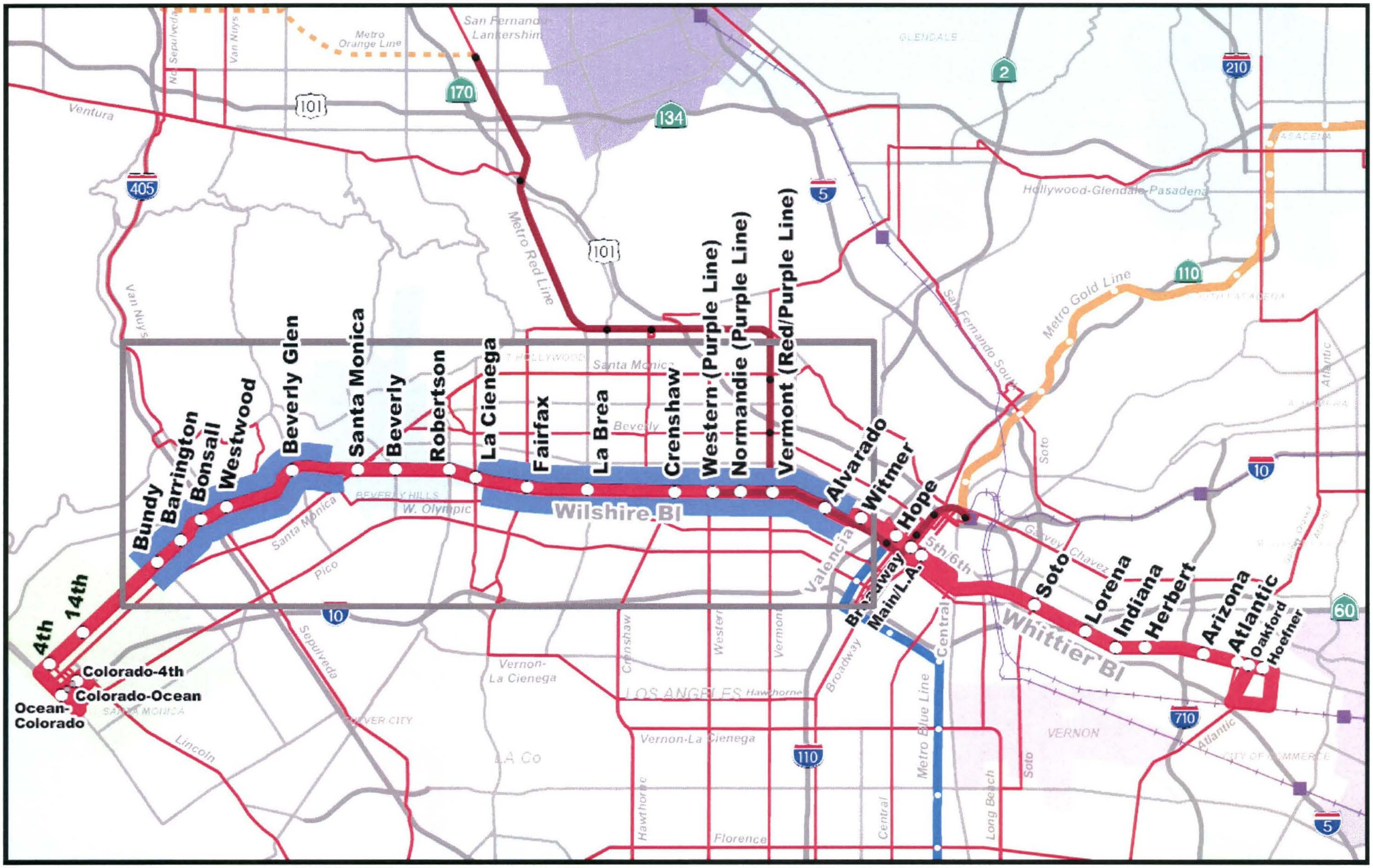
FTA Quarterly Review Meeting

May 28, 2008


Los Angeles
Metro Rapid Network
Legend
Project Corridor
Existing Metro Rapid Lines - June 2008
Future Metro Rapid Lines
Metro Orange Line
Metro Rail and Stations
Metrolink and Stations
Rapid
VICTORY
RESEDA
SEPULVEDA
VAN NUYS
SAN FERNANDO RD
CHANDLER
VENTURA
SF SOUTH
HOL-GLEN-PAS
HOLLYWOOD
BEVERLY
STA MONICA
UCLA
WILSHIRE
PICO
LA CIENEGA
W OLYMPIC
S. SEPULVEDA
LINCOLN
VERNON
WESTERN
VERMONT
SO BROADWAY
CENTRAL
SOTO
ATLANTIC
CHAVEZ
GARVEY
WHITTIER
FLORENCE
MANCHESTER
LONG BEACH
HAWTHORNE
CRENSHAW
TORRANCE-LB
PASADENA
EL MONTE
WHITTIER
SOUTH GATE
NORWALK
LAX
SANTA MONICA
REDONDO BEACH
GARDENA
LONG BEACH
Miles
0 1 2 4 6 8
Countywide Planning and Development
May 2008

Wilshire Boulevard Bus Lane

FY 2009 Very Small Starts



Wilshire Boulevard Bus-Only Lane Project

- Very Small Starts Project Limit
- Wilshire-Whittier Metro Rapid and Stops
- Bus-Only Lanes

0 0.5 1 2 Miles

Metro

Countywide Planning & Development
October 2007

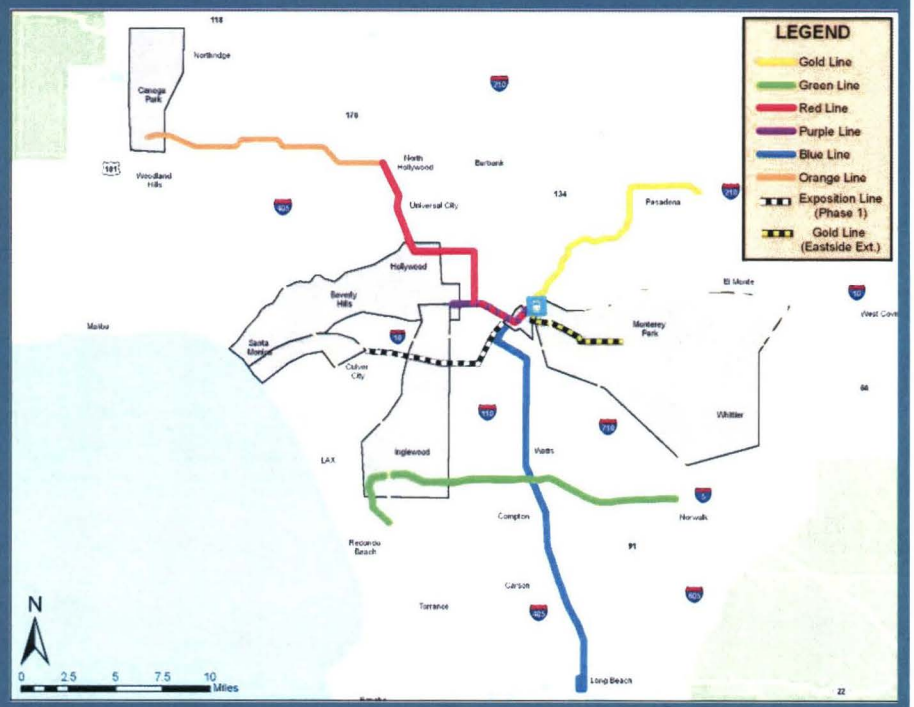
Los Angeles County
Metropolitan Transportation Authority

Metro Planning Report

New Starts AA Transit Corridors

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

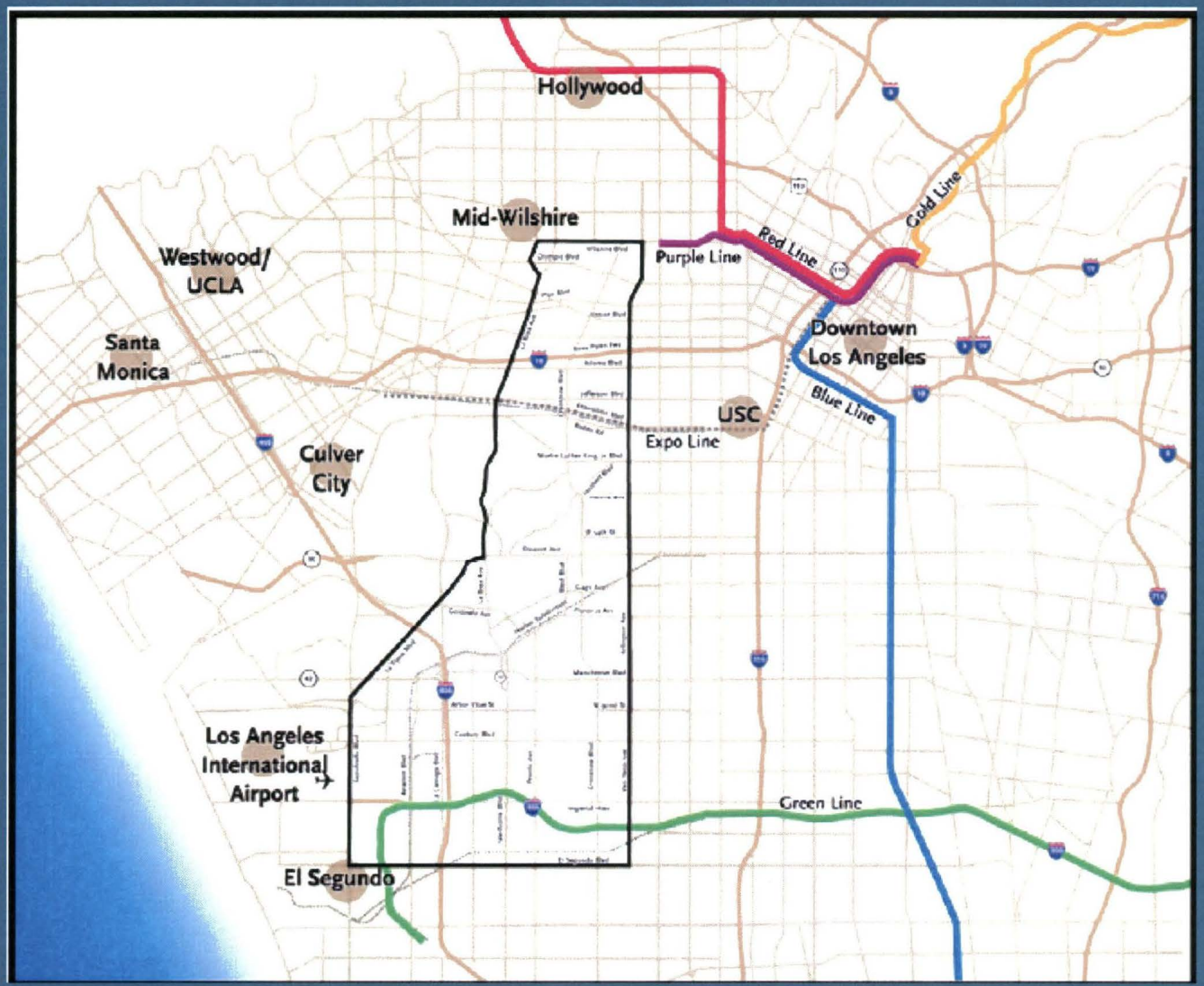
Mode Choice Model Update



FTA Quarterly Review – May 28, 2008

Metro

Crenshaw-Prairie Transit Corridor



Metro

BRT Alignment Alternative

- Design Options
  - Exclusive lanes along Crenshaw Boulevard
  - Exclusive busway in Harbor Subdivision
  - Operates mixed-traffic or requires re-allocation of lanes:
    - north of Exposition Blvd
    - between MLK and Vernon
    - between 60th St and Florence
- Issues
  - Regulatory: Grade Crossing Safety Treatments, Joint Operation with Railroad
  - Requirements for dedication of lanes along constrained sections of Crenshaw Boulevard
- Cost: TBD

Metro

LRT Alignment Alternatives

- Alignment
  - Direct connections from Expo Line to Metro Green Line
  - Via Crenshaw Boulevard and Harbor Subdivision
- Connections
  - Open to future connection to Wilshire corridor
  - Future LAX People Mover
  - Enables extension of Metro Green Line to LAX Ground Transportation Center
- Design Options
  - Potential Grade Separation: Between MLK and Vernon, 60th St. to Florence, La Brea Ave., and Manchester Ave.
  - Investigation into Prairie / Century may lead to another additional alignment alternative
- Wilshire/La Brea alternative will be examined in Technical Feasibility Study for potential future investment
- Requires Maintenance Facility near ROW
- Cost: $1.0 – $1.6 billion (2008$)

Metro

Crenshaw-Prairie Transit Corridor

Accomplishments this Quarter:

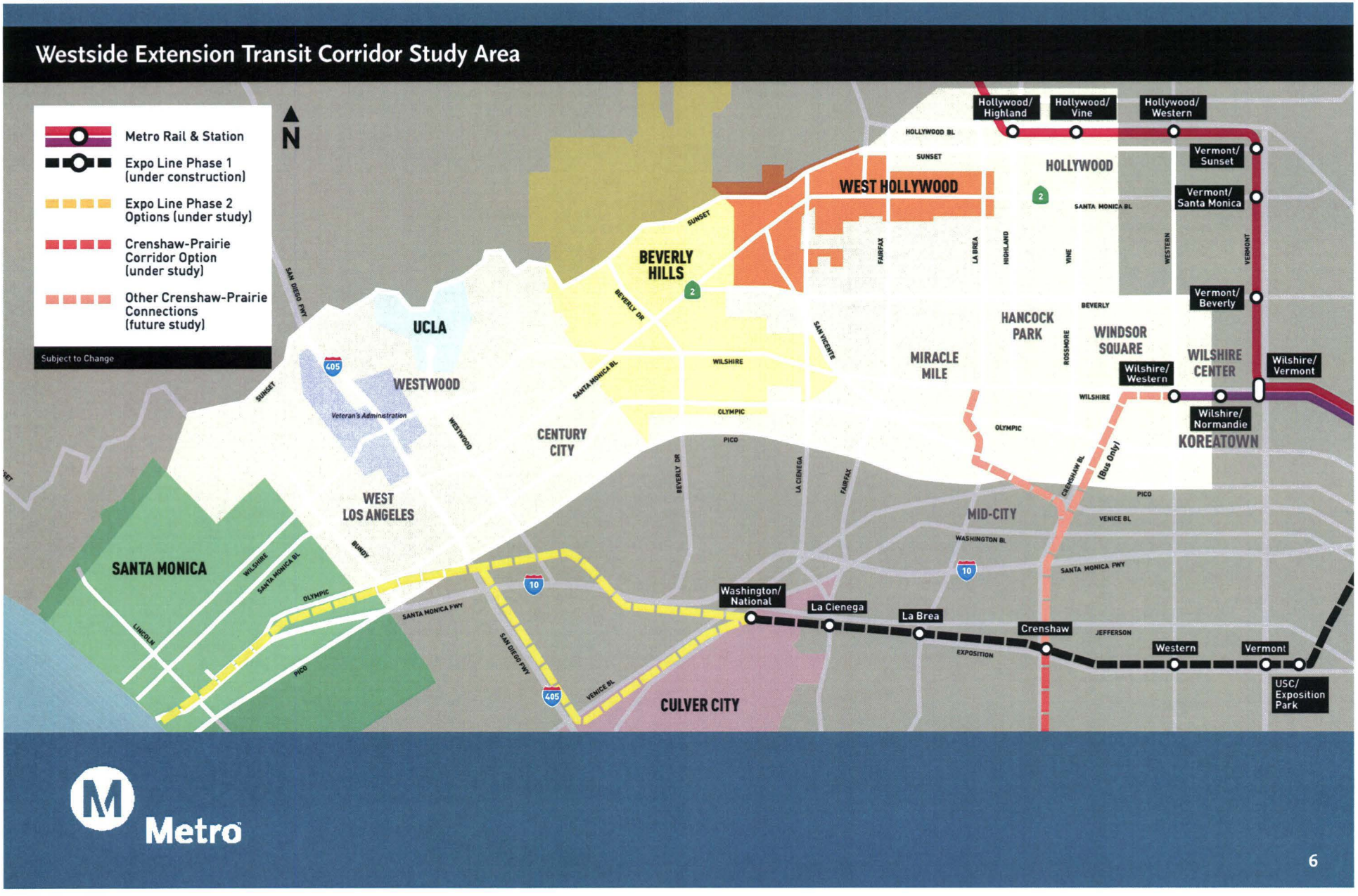
- Screened Alternatives to 1 LRT and 1BRT option, and presented to the Planning & Programming Committee on March 19th
- Three Documents Sent to FTA:
  - SAFETEA-LU Section 6002 Coordination Plan (March 2008)
  - Final Scoping Report (March 2008)
  - Final Definition of Alternatives/Initial Alternatives Screening Report (April 2008)
- Developed Initial Plan & Profile Drawing Set (for Conceptual Design)
- Briefed Elected Offices, Key Stakeholders, and Community Groups
- Met with BNSF regarding the Harbor Subdivision rail operations

Upcoming Milestones:

- Continue stakeholder briefing and initiate meetings for Community Advisory Committee (CAC)
- Prepare Station Plans & Typical Cross Sections
- Continue Environmental Analysis/Conceptual Design
- Meet with FTA to discuss Environmental Coordination

Metro

Westside Extension Study Area



Previously Identified Alternatives

17 Build Alternatives screened to 5:

- Wilshire Subway (2 Alternatives)
- Wilshire/Santa Monica Combined Subway (2 Alternatives)
- Bus Rapid Transit (1 Alternative)

Metro

Wilshire Subway Alternatives

Met

Wilshire/Santa Monica Combined Subway Alternatives

Metro

Bus Rapid Transit Alternative

Metro

Westside Extension

Accomplishments in the Last Quarter:

- Completed the following documents:
  - Preliminary Definition of Alternatives
  - Final Early Scoping Report
  - Mobility Problem Definition and Purpose and Need Statement
- Screened Alternatives
- Third Round Public Meetings to Confirm Alternatives Screening: May 5th, 6th, 8th, and 12th
- Briefed Elected Offices

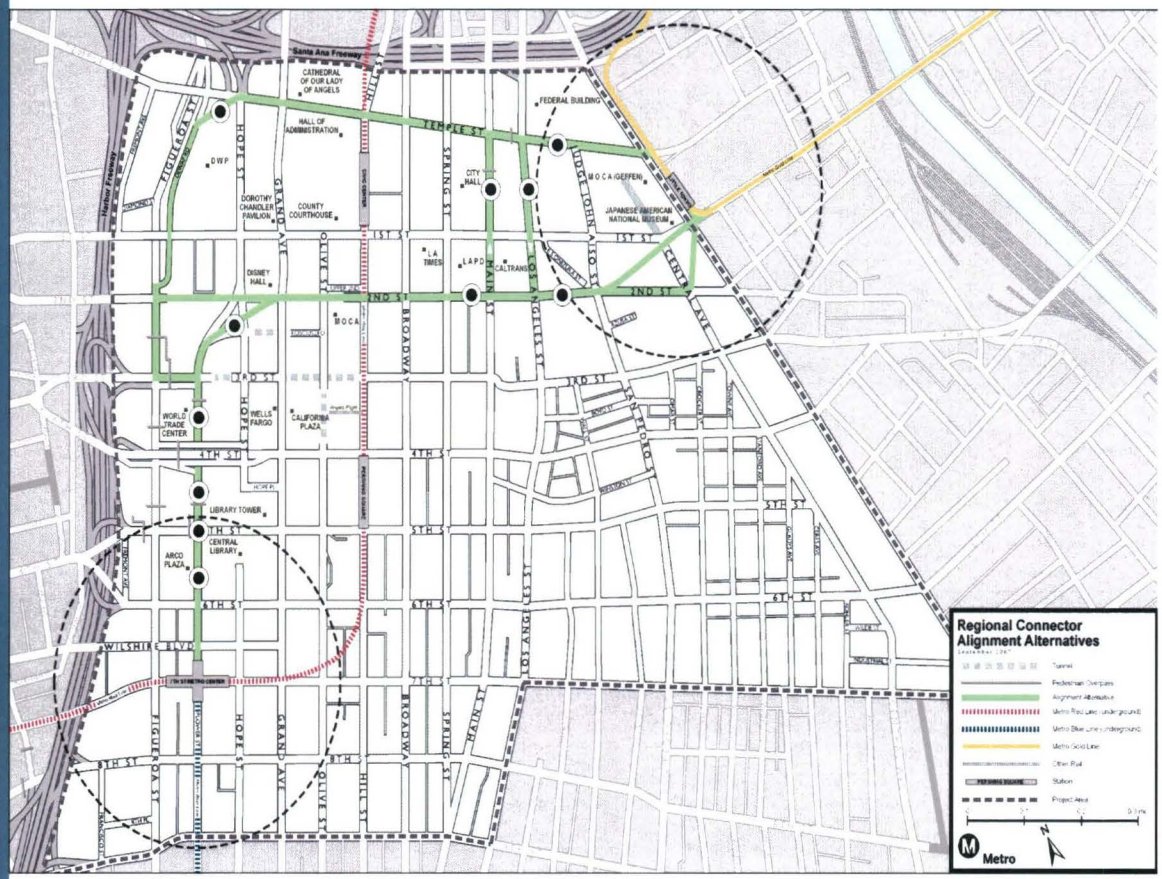
Upcoming Milestones:

- Continued analysis & refinement of remaining alternatives
- Completion of AA Study Report and Community Update
- Develop recommendations for Metro Board action

Metro

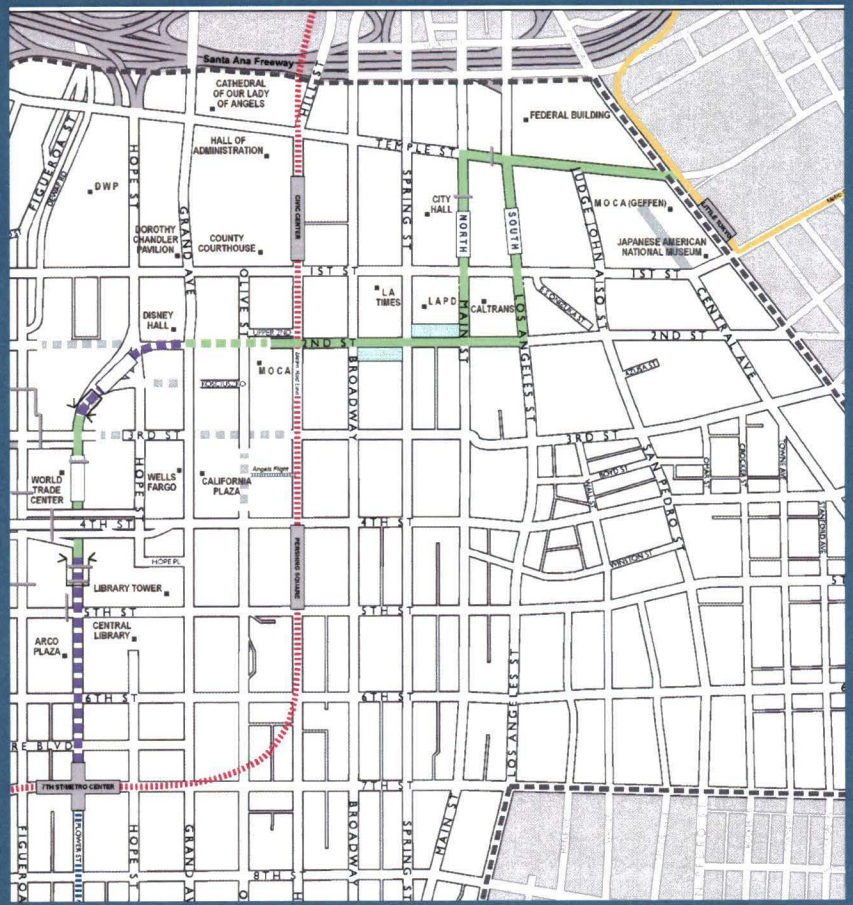
Regional Connector Transit Corridor Study
Initial Screening Completed

- 8 Alternatives Screened down to 2 promising alignments:
  - At-Grade Emphasis
  - Full Underground

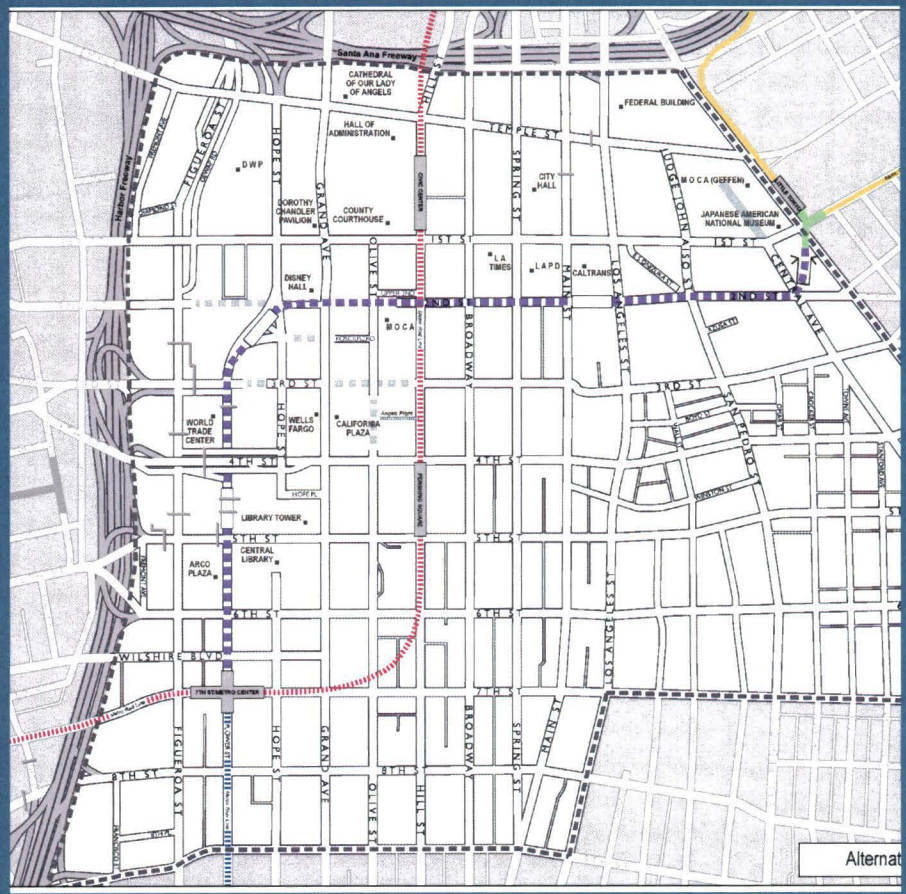


Metro

Alt 3 - Couplet & Alt 5 Underground



Alternative 3



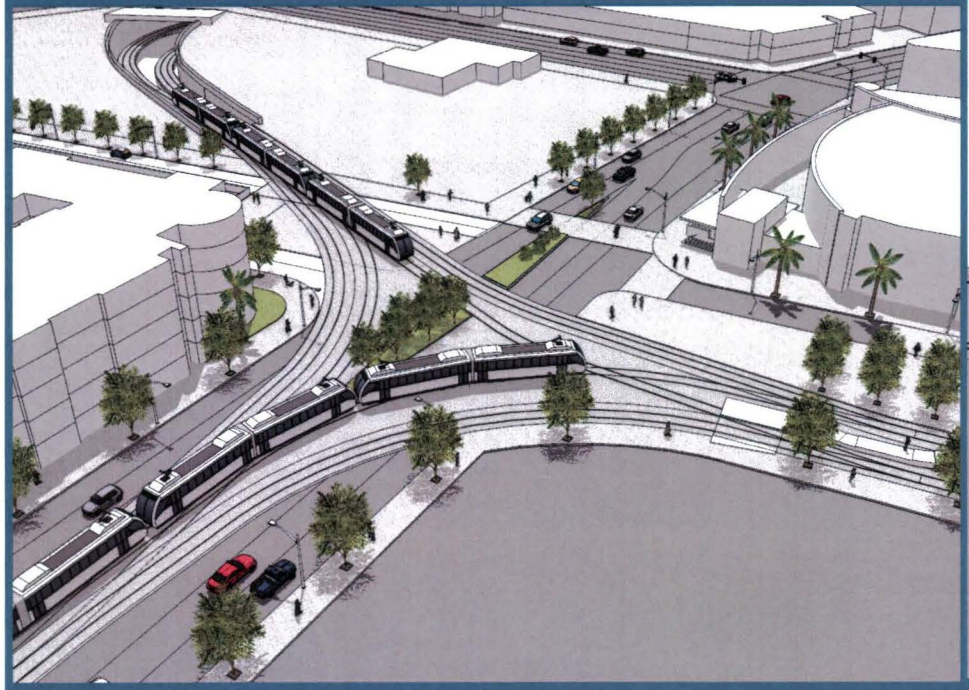
Alternative 5

With Station and Configuration Variations

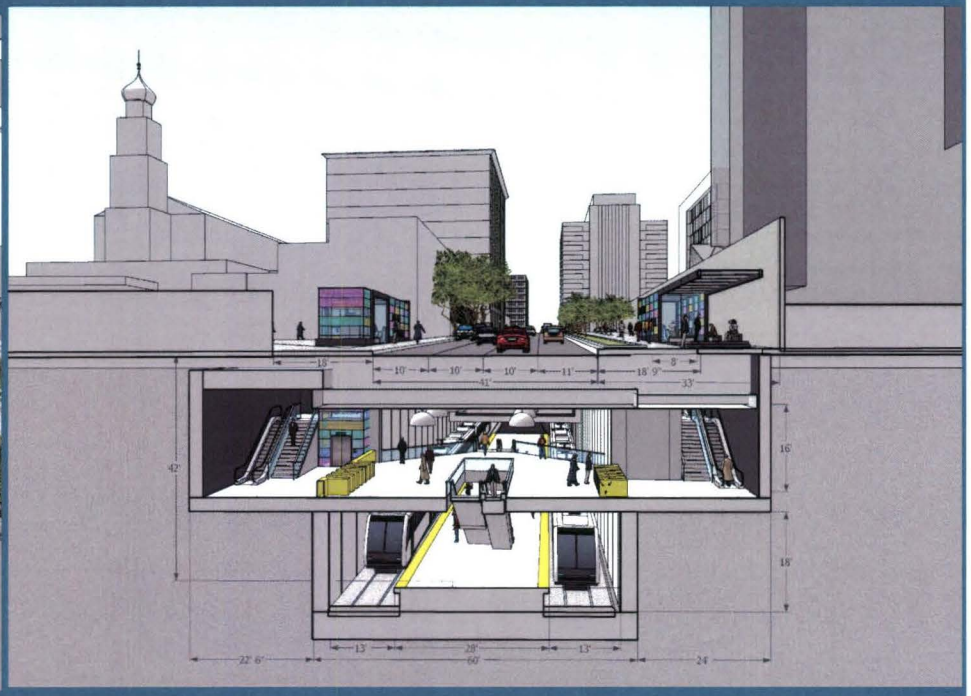
Metro

Identifying Solutions for Further Study

Community Sensitivities



Narrow Rights of Way



Metro

Regional Connector Transit Corridor Study

Accomplishments in the Last Quarter:

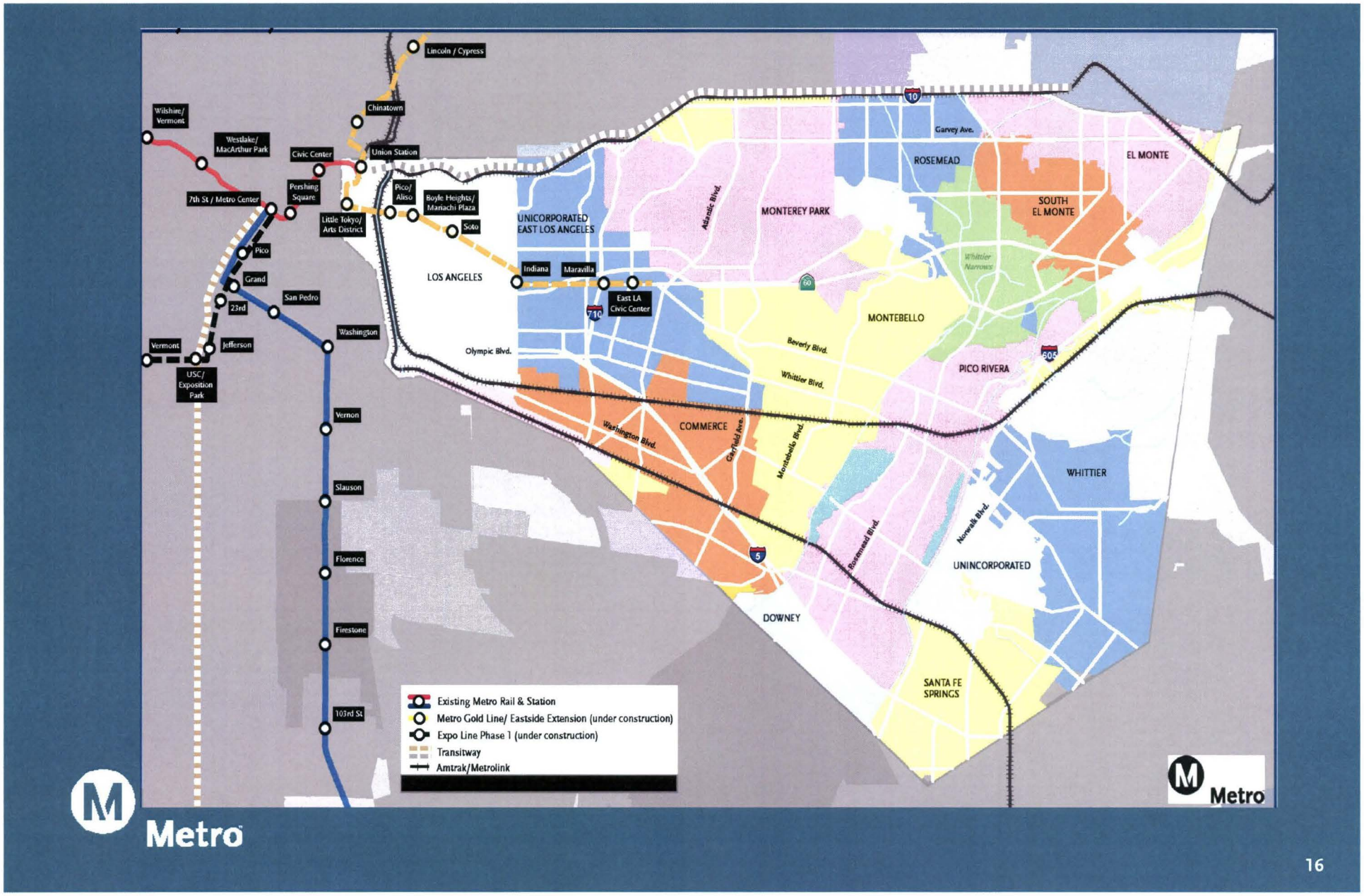
- Completed the following documents:
  - Final Early Scoping Report
  - Final Alternatives Analysis Methodology Report
  - Final Alternatives Identification Report
  - Draft Initial Screening Report
- Second Round Public Meeting to Confirm Alternatives Screening: February 26th, and 28th
- Presented to the Planning & Programming Committee on March 19th
- Briefed Elected Offices

Upcoming Milestones:

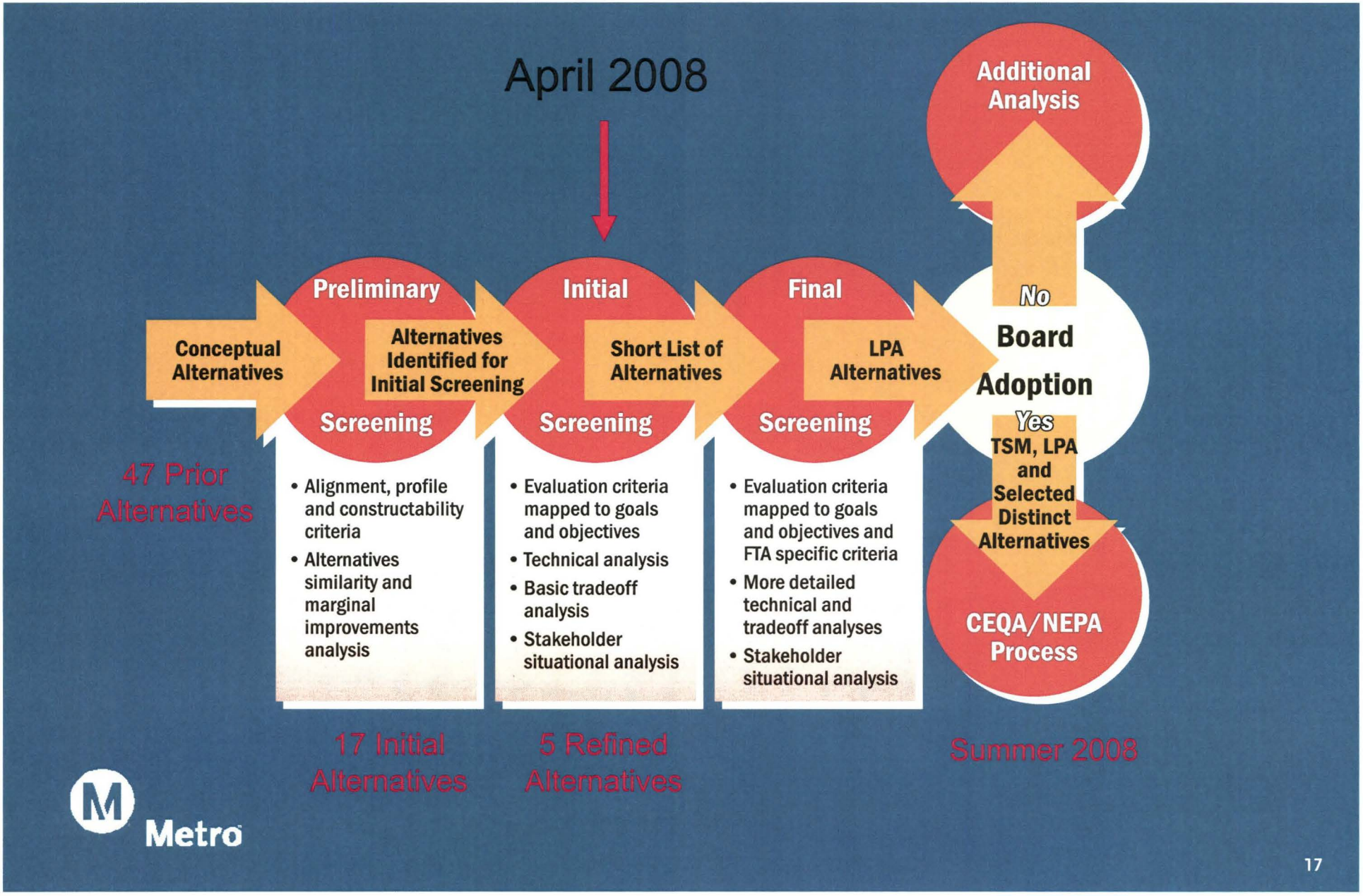
- Final Initial Screening Report
- Finalize Plan and Profile for Promising Alternatives
- Present At-grade options to Little Tokyo Community

Metro

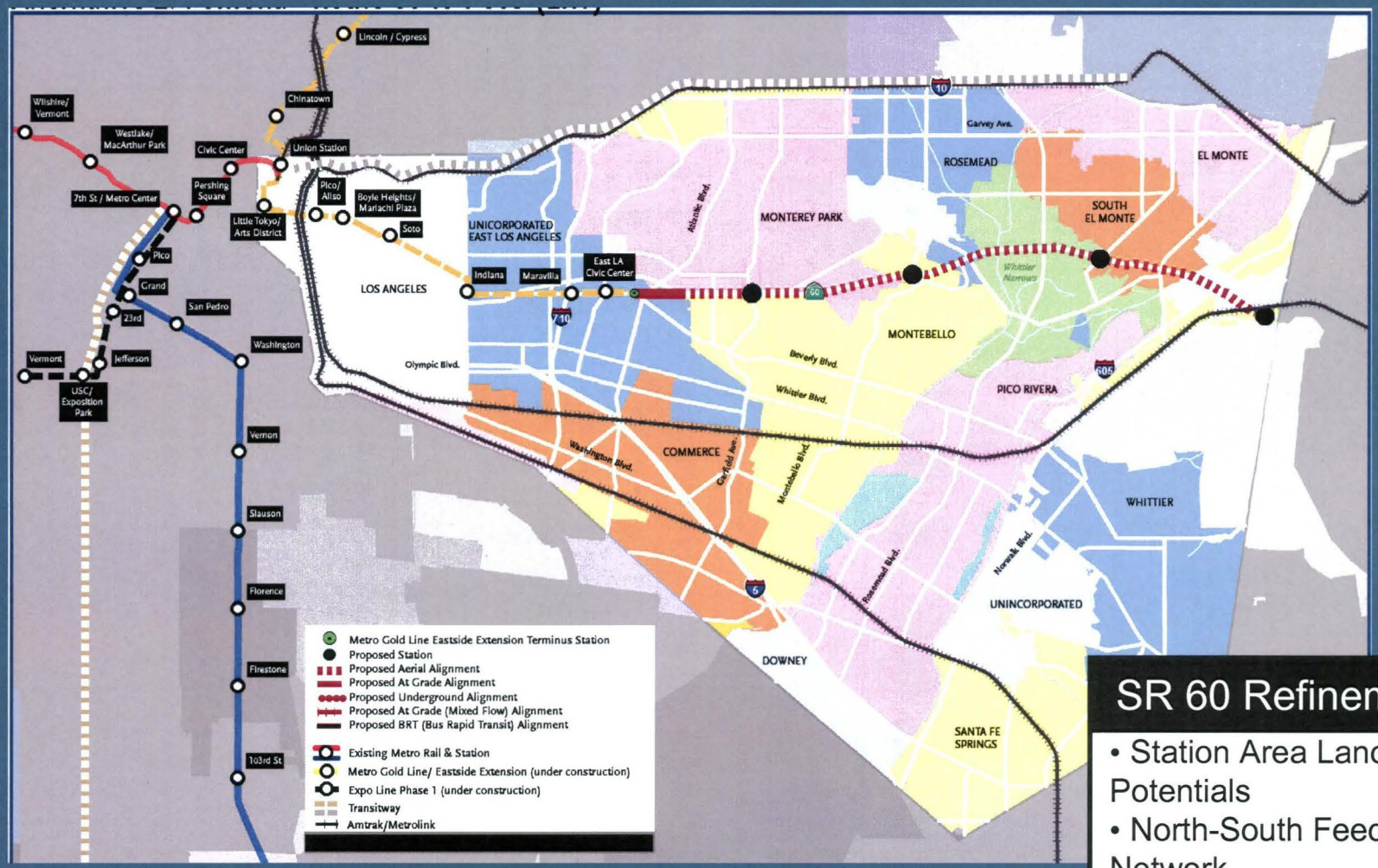
Eastside Transit Corridor – Phase 2 Study Area



Alternatives Evaluation and Screening Process



Refined Alternatives - SR-60 to I-605 (LRT)

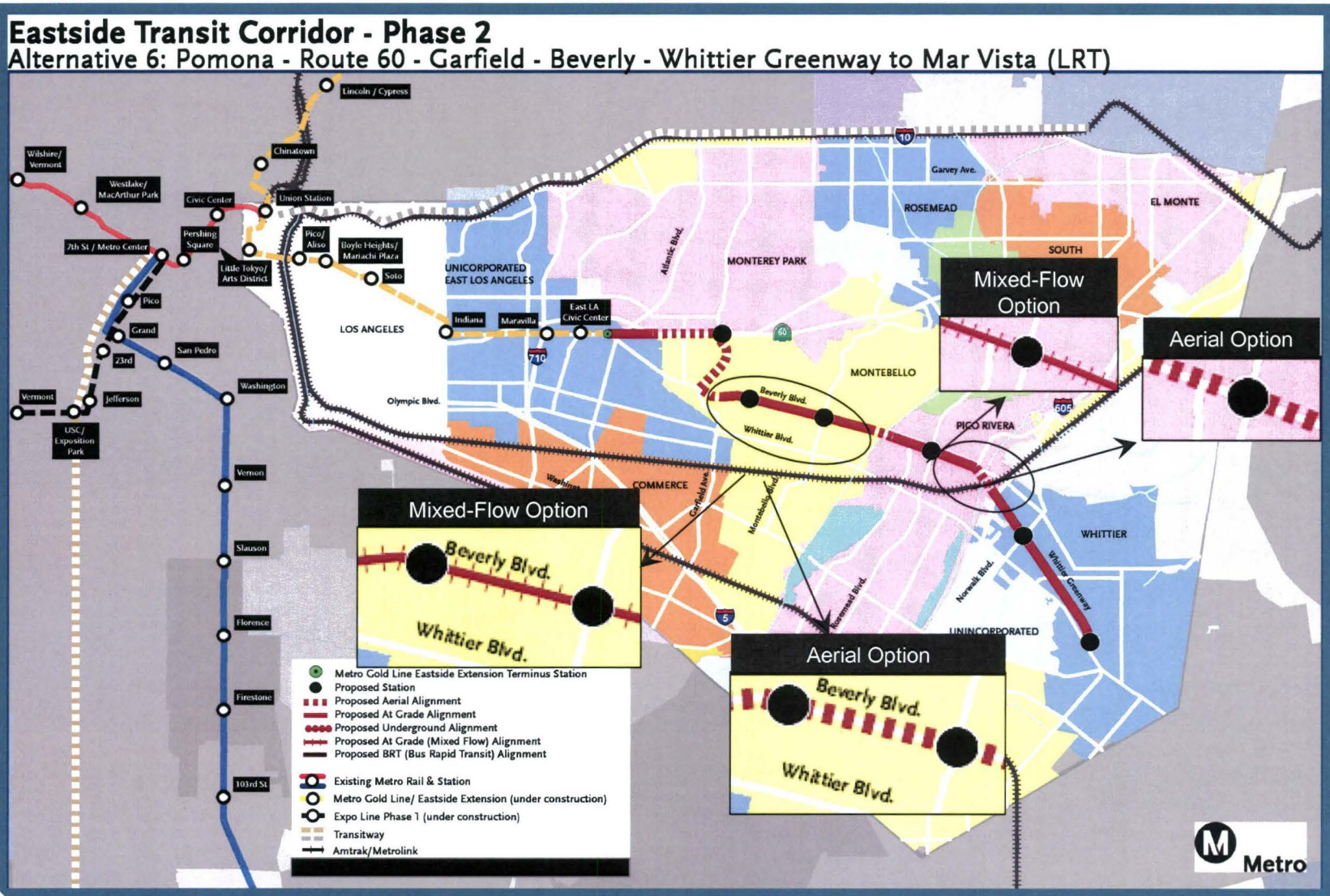


SR 60 Refinements

- Station Area Land Use Potentials
- North-South Feeder Network
- Express Bus to I-605 Intercept Station

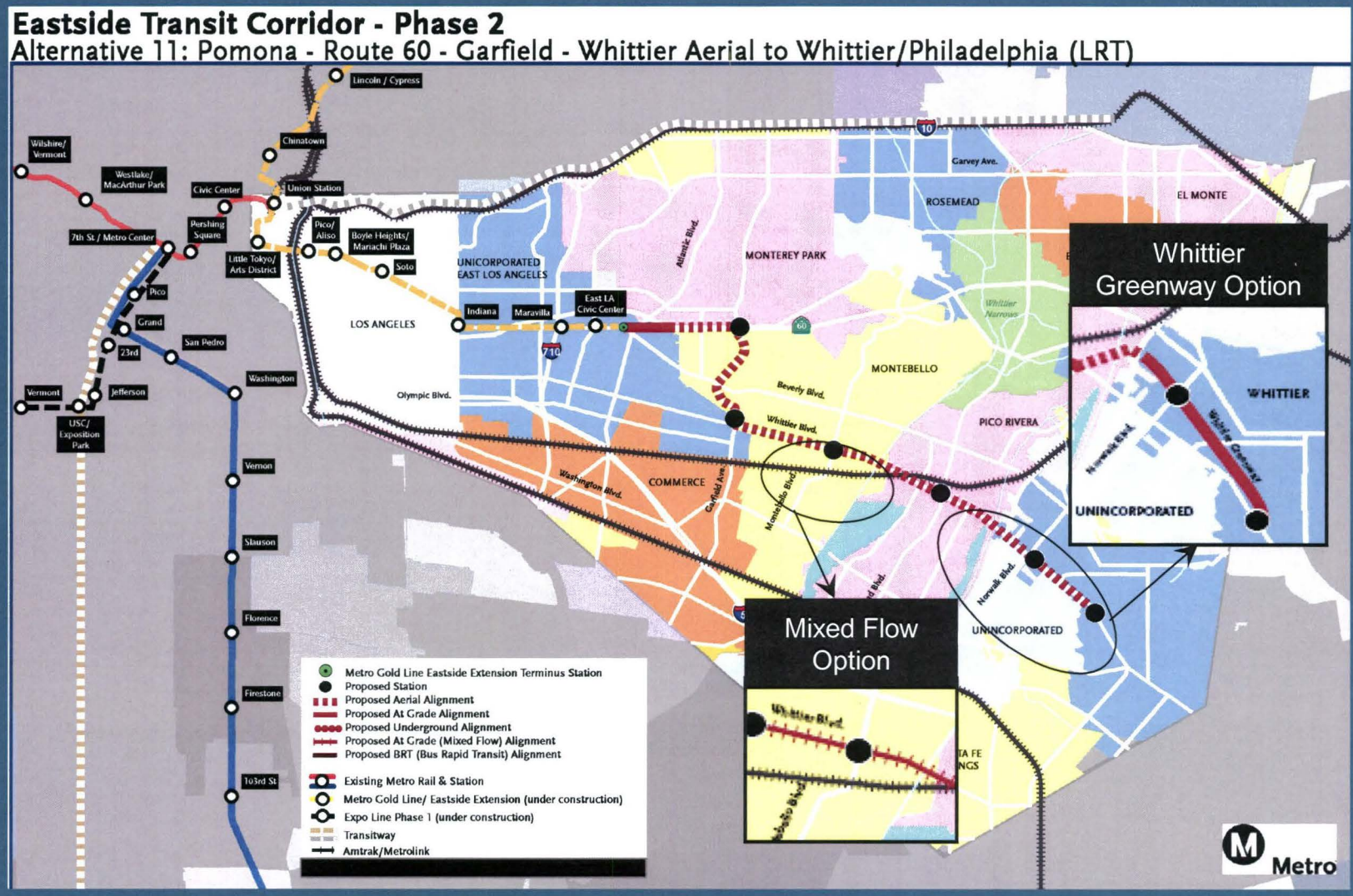
Metro

Refined Alternatives - Beverly Boulevard



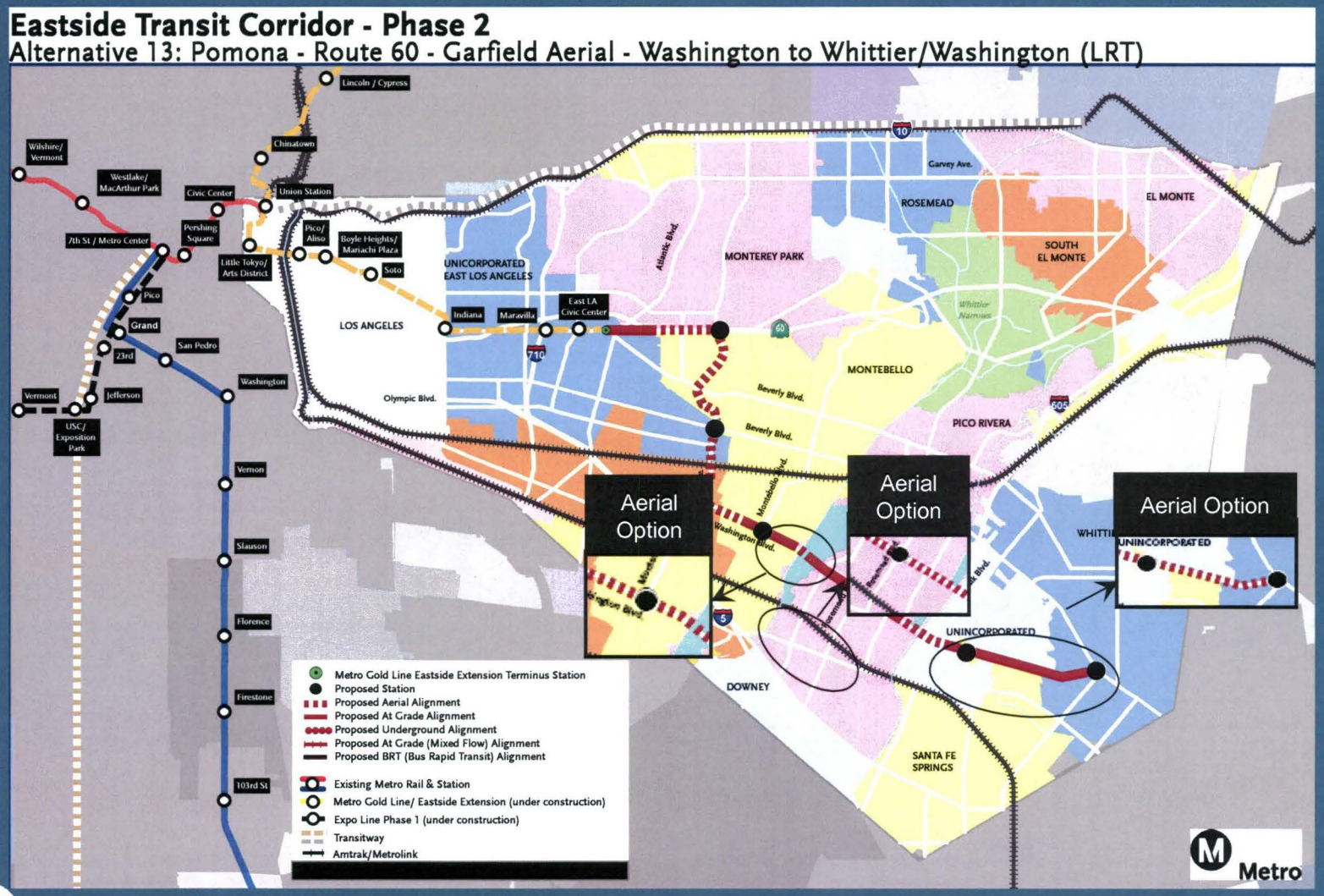
Metro

Refined Alternatives - Whittier Boulevard



Metro

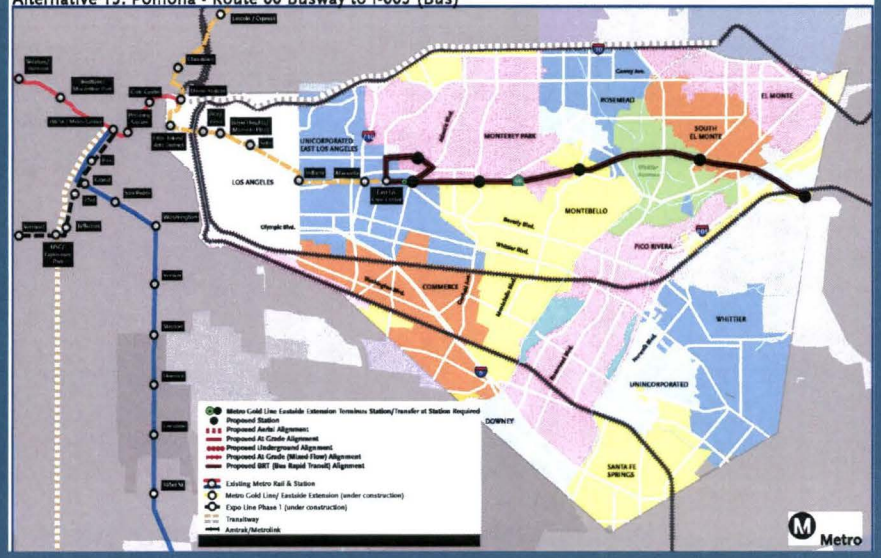
Refined Alternatives - Washington Boulevard



Metro

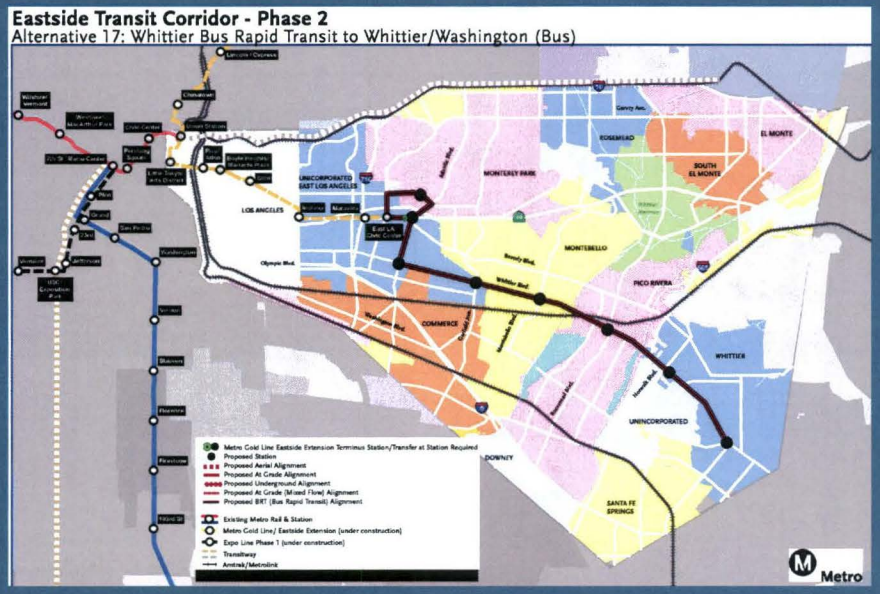
Bus Rapid Transit Initial Alternatives

Eastside Transit Corridor - Phase 2
Alternative 15: Pomona - Route 60 Busway to I-605 (Bus)



Eastside Transit Corridor - Phase 2
Alternative 16: Beverly Bus Rapid Transit to Philadelphia/Painter (Bus)

Eastside Transit Corridor - Phase 2
Alternative 17: Whittier Bus Rapid Transit to Whittier/Washington (Bus)



Metro

Eastside Transit Corridor – Phase 2 Study

Accomplishments in the Last Quarter:

- Completed the following documents:
  - Final Early Scoping Report
  - Final Alternatives Analysis Methodology Report
  - Final Alternatives Identification Report
  - Draft Initial Screening Report
- Presented to the Planning & Programming Committee on March 19th
- Second Round Public Meeting to Confirm Alternatives Screening: April 10th, 12th, 14th, and 17th.
- Briefed Elected Offices

Upcoming Milestones:

- Final Screening Report
- Completion of AA Study Report and Community Update
- Develop recommendations for Metro Board action

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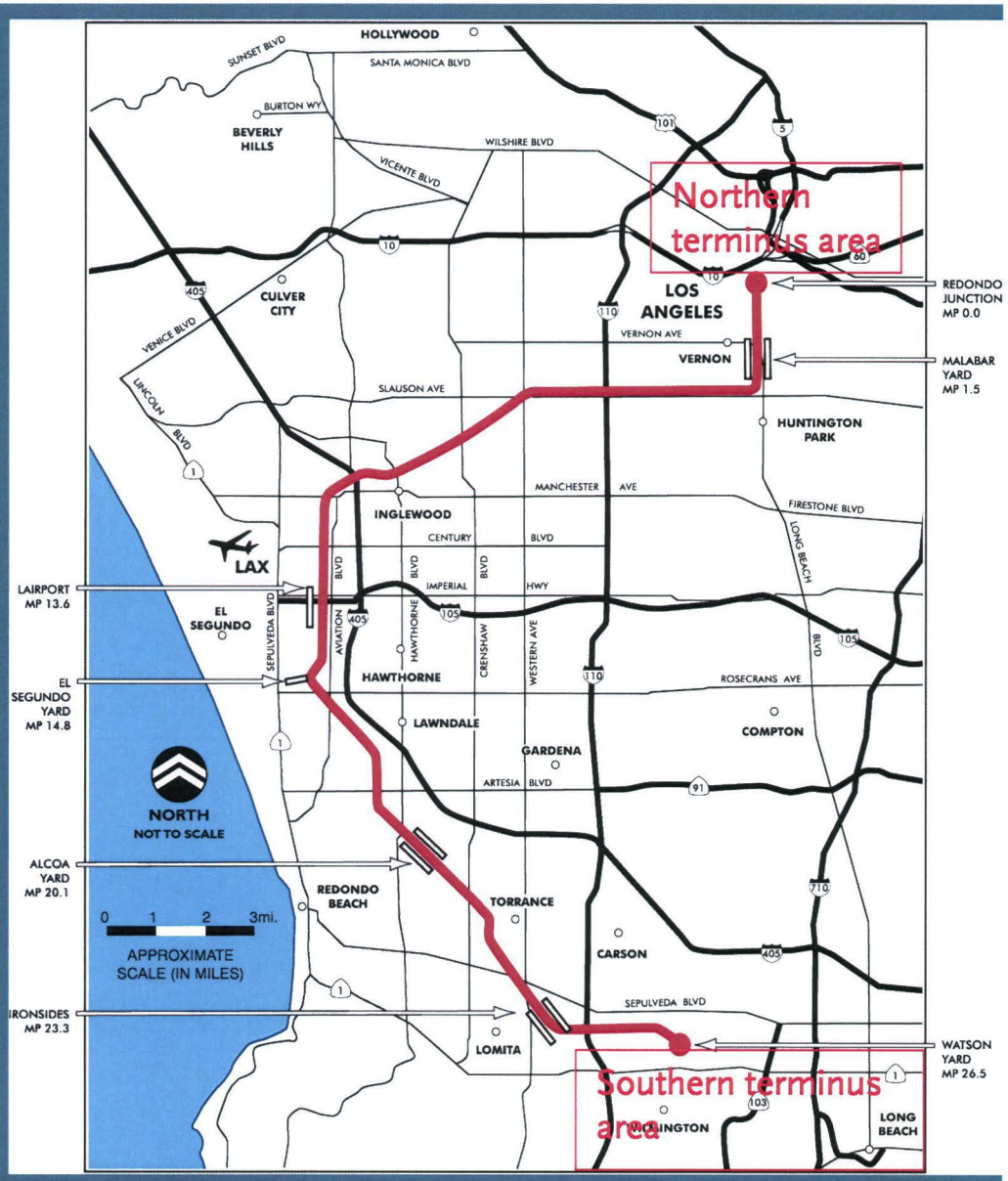
Harbor Subdivision

- AA with a Financial Feasibility Study and Conceptual Engineering
- Options for DEIS/R and FEIS/R
- Contract award April 2008
- Project kick-off May 2008
- Early Scoping meetings August/ September 2008



Metro

Mode Choice Model Update

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

2. Final version of Corridor Base Model to be developed.
   - To be developed based on refinements to the interim model.
   - Strategic approach has been laid out.
   - Schedule being developed now.
   - Model to be validated to match observed trip tables from census and on-board surveys (i.e., FTA's latest stringent requirement)
   - Model to be used to generate modeling results for New Starts submittals.

Metro

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – February 28, 2007

Outstanding Action Items	There was one (1) Outstanding Action Item that was identified at the February 28, 2007 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
09-02/28/07	The LACMTA will provide the FTA/PMOC environmental determination on the Atlantic Station parking structure and traction power substation relocation.
	Status: Closed

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – May 30, 2007

Outstanding Action Items	There was one (1) Outstanding Action Item that was identified at the May 30, 2007 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
02-05/30/07	The LACMTA will provide the FTA/PMOC advanced notice of P02550 vehicle testing at the Pittsburg, CA Assembly Plant.
	Status: Closed

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

FTA Action Item Status – February 27, 2008

New Action Items	There were two (2) New Action Items that were identified at the February 27, 2008 FTA Quarterly Review Meeting as indicated below with its disposition in italic:
01-02/27/08	**Safety/Security Certification of Light Rail Vehicles (LRVs):** Prior to the Final Acceptance of the light rail vehicles delivered by the P2550 procurement contract, the LACMTA will provide for the PMOC review a complete set of copies of the signed-off Safety/Security Certification documents prepared for submittal to the CPUC.
	Status: Closed
02-02/27/08	**Eastside Extension LRT Light Rail Vehicles (LRVs) Maintenance and Storage Facility Options:** The preferred facility option selected to provide adequate maintenance service and storage facility for the ten (10) Eastside Extension LRT LRVs procured for Eastside Extension LRT project will be described by the LACMTA in a report to be submitted to the FTA/PMOC. The report will indicate how the proposed maintenance service and storage facility solution will satisfy conditions and scope requirements specified in the FFGA under Contract Unit 04 – Support Equipment and Facilities.
	Status: Closed

DATE DUE			