Los Angeles County
Metropolitan Transportation Authority

MAY 2011

METRO OPERATIONS MONTHLY PERFORMANCE REPORT

Metro®

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Metro Bus Systemwide and Division Scorecard Overview

Metro Bus has eleven Metro operating divisions: Division 1 and 2, both operating out of the downtown Los Angeles area; Division 3 Cypress Park; Arthur Winston Division 5 in South Los Angeles; Division 6 in Venice; Division 7 in West Hollywood; Division 8 in Chatsworth; Division 9 in El Monte; Division 10 in Los Angeles, near the Gateway building; Division 15 in Sun Valley; and Division 18 in Carson. Metro Bus systemwide is responsible for the operation of approximately 2,490 Metro buses and 144 Metro Bus lines carrying nearly 373.1 million boarding passengers each year. Metro bus also operates the successful Orange Line.

This report gives a brief overview of Systemwide and Division operations:

* Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF).
* Mean Miles Between Total Road Calls (MMBTRC).
* In-Service On-Time Performance.
* Traffic Accidents per 100,000 Hub Miles.
* Complaints per 100,000 Boardings.
* New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours.

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	May Month	Status
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls		3,274	3,532 1,116*	3,137 824	3,137 386	3,222 305	3,500	3,481 120	3,404 5	◆
Mean Miles Between Total Road Calls (MMBTRC) **			1,245	1,137	1,290	1,566	1,556	2,025	2,243	●
In-Service On-time Performance ***	66.50%	64.35%**	63.77%	64.05%	66.25%	72.33%	80.00%	75.04%	76.31%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 53	3.47 240	3.06 216	3.08 245	3.14	3.21 211	3.24 27	◆
Complaints per 100,000 Boardings	3.54	2.41	2.46	2.57	2.76	2.61	2.52	2.53	2.43	◆
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	13.61	12.27	11.11	11.54	9.30	10.36	12.44	*Apr. YTD 13.01*	*Apr. 13.34*	◆
** No FY11 MMBRTC target, FY10 target used. *** Div 15 Nov.										
Division 1										
MMBMF No. of unaddressed road calls		2,409	3,757 138*	2,960 311	2,640 62	2,831 36	3,500	2,575 3	2,600 0	◆
MMBTRC			932	908	1,166	1,354	1,556	1,530	1,721	◆
In-Service On-time Performance	71.62%	71.06%	68.02%	67.55%	71.05%	76.61%	80.00%	78.75%	79.87%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 6	3.41 36	3.02 22	3.07 49	3.14	3.40 27	4.02 3	◆
Complaints per 100,000 Boardings	2.92	1.92	1.89	1.90	1.85	1.89	2.52	1.86	1.74	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	12.71	10.92	8.48	7.59	9.92	12.52	12.44	*Apr. YTD 14.41*	*Apr. 13.05*	◆
Division 2										
MMBMF No. of unaddressed road calls		2,660	2,598 32*	2,707 11	2,608 44	2,714 29	3,500	3,330 8	2,712 0	◆
MMBTRC			1,097	1,039	1,255	1,475	1,556	1,699	1,679	●
In-Service On-time Performance	70.42%	72.71%	67.99%	68.60%	72.72%	77.24%	80.00%	73.87%	74.52%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 1	3.67 15	3.43 25	3.16 23	3.14	3.54 19	3.87 3	◆
Complaints per 100,000 Boardings	2.15	1.42	1.64	1.93	2.03	1.87	2.52	2.05	2.01	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	16.69	12.97	13.36	14.82	11.14	12.93	12.44	*Apr. YTD 16.00*	*Apr. 14.49*	◆
Division 3										
MMBMF No. of unaddressed road calls		2,690	2,838 58*	2,573 45	2,552 23	2,770 24	3,500	2,861 7	3,083 1	◆
MMBTRC			1,239	1,132	1,303	1,555	1,556	1,935	2,254	●
In-Service On-time Performance	71.06%	70.05%	65.35%	66.83%	69.78%	76.81%	80.00%	77.55%	78.30%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 3	4.24 9	3.60 0	3.39 0	3.14	3.14 0	2.06 0	●
Complaints per 100,000 Boardings	2.60	1.83	2.12	2.14	2.69	2.65	2.52	2.52	2.11	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	6.68	11.36	10.06	12.81	9.50	8.84	12.44	*Apr. YTD 10.56*	*Apr. 15.93*	●

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	May Month	Status
Division 5										
MMBMF No. of unaddressed road calls		3,656	3,580 57*	3,227 26	3,314 16	3,493 4	3,500	3,635 2	3,225 0	●
MMBTRC			1,459	1,130	1,420	1,712	1,556	2,059	2,397	●
In-Service On-time Performance	65.58%	61.85%	63.83%	63.35%	64.43%	67.82%	80.00%	74.32%	75.68%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 13	5.11 35	4.32 29	4.44 30	3.14	4.49 20	5.28 1	◆
Complaints per 100,000 Boardings	2.71	1.87	1.71	1.46	1.88	1.90	2.52	1.82	1.59	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	18.72	14.68	14.89	15.96	12.75	14.78	12.44	*Apr. YTD 11.00*	*Apr. 13.39*	●
Division 6										
MMBMF No. of unaddressed road calls		6,279	4,456 30*	3,756 32	7,186 11	7,816 8	3,500	10,601 1	9,819 0	●
MMBTRC			1,063	899	1,307	2,172	1,556	2,887	4,713	●
In-Service On-time Performance	56.75%	57.20%	53.28%	53.12%	56.98%	68.27%	80.00%	69.30%	70.68%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 1	3.86 3	4.13 1	5.01 4	3.14	5.00 6	5.94 2	◆
Complaints per 100,000 Boardings	4.47	2.52	2.10	2.70	3.55	2.86	2.52	3.25	2.09	◆
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	18.23	16.43	15.02	11.77	7.86	5.95	12.44	*Apr. YTD 6.00*	*Apr. 0.00*	●
Division 7										
MMBMF No. of unaddressed road calls		2,947	3,468 64*	3,327 84	3,399 99	2,997 101	3,500	3,069 17	3,057 0	◆
MMBTRC			1,118	981	1,039	1,217	1,556	1,609	1,890	●
In-Service On-time Performance	64.22%	61.78%	58.01%	57.66%	62.15%	68.38%	80.00%	72.38%	74.15%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 5	4.10 36	3.83 28	3.55 52	3.14	3.85 44	3.36 9	◆
Complaints per 100,000 Boardings	4.24	2.87	2.98	3.00	2.88	2.56	2.52	2.40	2.15	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	19.44	15.76	12.09	13.42	7.80	9.64	12.44	*Apr. YTD 12.30*	*Apr. 22.93*	●
Division 8										
MMBCMF No. of unaddressed road calls		3,836	3,912 258*	2,944 100	3,473	4,596 0	3,500	6,530 0	7,090 0	●
MMBTRC			1,537	1,333	1,707	2,445	1,556	4,273	5,521	●
In-Service On-time Performance	69.78%	68.23%	67.48%	68.50%	69.29%	75.99%	80.00%	78.83%	79.66%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 1	1.99 18	1.87 12	2.29 17	3.14	2.88 6	2.90 0	●
Complaints per 100,000 Boardings	4.17	3.37	2.75	2.64	3.01	2.97	2.52	2.82	2.59	◆
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	16.77	13.81	16.14	15.03	12.45	11.20	12.44	*Apr. YTD 16.47*	*Apr. 21.02*	◆
Division 9										
MMBMF No. of unaddressed road calls		4,585	4,087 30*	4,119 88	4,267 62	4,673 66	3,500	5,035 11	5,622 2	●
MMBTRC			2,099	1,989	2,425	2,918	1,556	3,434	4,275	●
In-Service On-time Performance	68.16%	67.01%	66.22%	66.84%	70.01%	75.89%	80.00%	75.99%	78.22%	◆
Bus Traffic Accidents Per 100,000 Miles Number of "482 alleged accidents"	- 0	- 0	- 4	2.46 20	2.07 14	2.01 3	3.14	1.80 20	1.72 0	●
Complaints per 100,000 Boardings	5.09	2.61	2.24	2.98	3.18	3.21	2.52	3.55	3.55	◆
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (*1 month lag*)	14.66	14.34	17.30	8.35	14.07	10.03	12.44	*Apr. YTD 15.37*	*Apr. 11.75*	◆

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	May Month	Status
Division 10										
MMBMF		3,723	3,702	3,028	2,947	2,594	3,500	2,388	2,316	◆
No. of unaddressed road calls			61*	0	1	11		55	1	
MMBTRC			1,197	1,044	1,015	1,129	1,556	1,438	1,542	◆
In-Service On-time Performance	64.14%	60.73%	58.61%	56.63%	61.90%	68.98%	80.00%	72.01%	72.70%	◆
Bus Traffic Accidents Per 100,000 Miles	-	-	-	4.47	3.87	4.02	3.14	3.83	4.41	◆
Number of "482 accidents"	0	0	8	31	32	33		38	5	
Complaints per 100,000 Boardings	3.92	2.23	2.48	2.99	2.59	2.08	2.52	2.08	2.52	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	3.74	3.80	14.02	14.74	7.49	10.76	12.44	*Apr. YTD 11.13*	*Apr. 8.93*	●
Division 15										
MMBCMF		2,996	3,420	2,933	3,003	3,357	3,500	4,074	3,436	●
No. of unaddressed road calls			174*	53	1	6		0	0	
MMBTRC			1,175	1,151	1,291	1,747	1,556	2,472	2,332	●
In-Service On-time Performance	67.84%	63.84%**	64.41%	66.85%	69.06%	74.62%	80.00%	76.76%	78.05%	◆
Bus Traffic Accidents Per 100,000 Miles	-	-	-	2.98	2.45	2.67	3.14	2.83	2.84	●
Number of "482 alleged accidents"	0	0	2	14	26	15		17	3	
Complaints per 100,000 Boardings	4.55	3.14	3.16	3.05	3.08	2.98	2.52	2.97	3.04	◆
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	12.46	10.41	12.44	10.58	11.89	14.11	12.44	*Apr. YTD 11.32*	*Apr. 6.59*	●
*Jan-June '07 ** Div 15 excluded (Nov. '05 data excluded --No										
Division 18										
MMBCMF		3,712	4,008	3,563	3,421	2,917	3,500	3,427	3,603	◆
No. of unaddressed road calls			214*	74	55	20		16	1	
MMBTRC			1,174	1,109	1,090	1,292	1,556	1,802	1,933	●
In-Service On-time Performance	63.42%	57.31%	61.19%	60.88%	60.66%	66.12%	80.00%	70.36%	72.78%	◆
Bus Traffic Accidents Per 100,000 Miles	-	-	-	3.08	2.72	2.67	3.14	2.92	2.62	●
Number of "482 alleged accidents"	0	0	5	14	27	19		14	1	
Complaints per 100,000 Boardings	4.44	3.07	3.29	3.72	4.46	4.19	2.52	3.46	3.18	◆
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	11.67	13.63	8.50	14.70	8.95	11.06	12.44	*Apr. YTD 13.78*	*Apr. 10.50*	◆

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

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

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

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

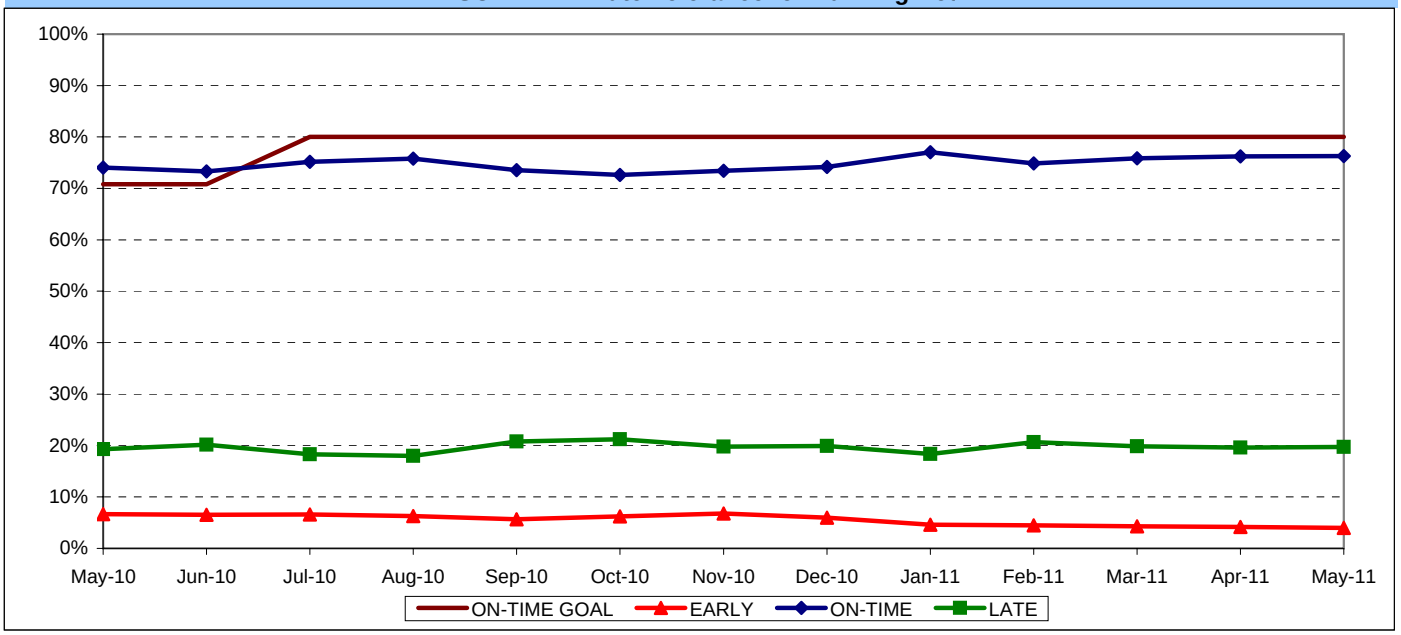
BUS SERVICE PERFORMANCE

IN-SERVICE ON-TIME PERFORMANCE

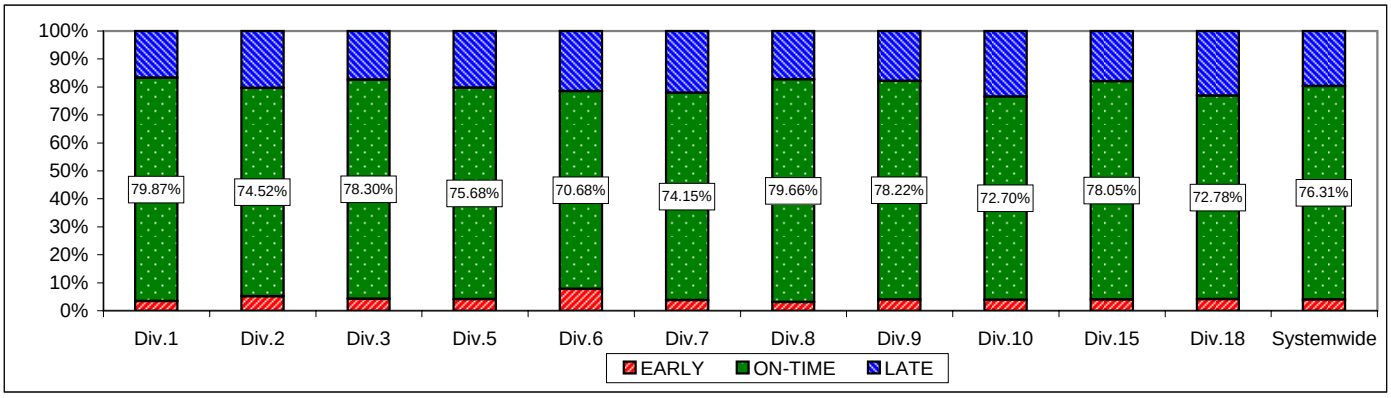
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses) Please note that Rapid Line performance is included in the ISOTP calculation beginning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

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

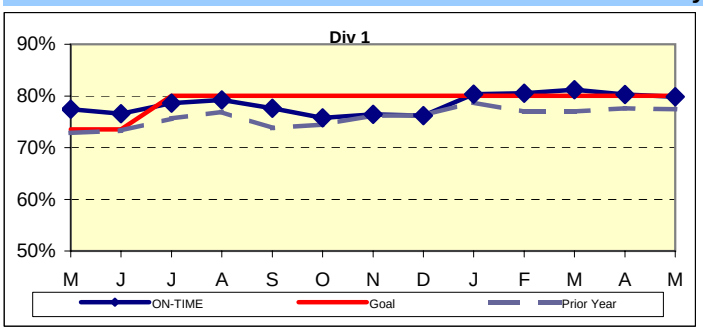
Systemwide Trend
Bus Operating Divisions
ISOTP - 1 Minute Tolerance for Running Hot

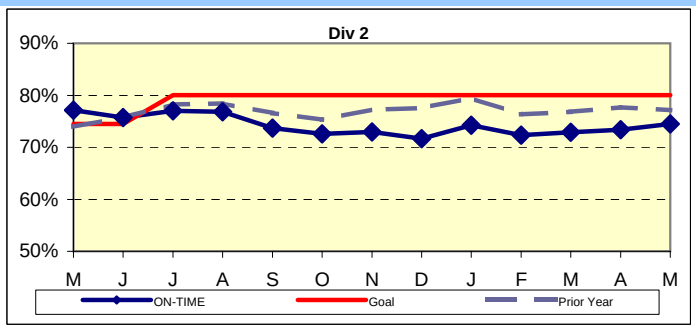


Remaining Above the Goal line is the target.



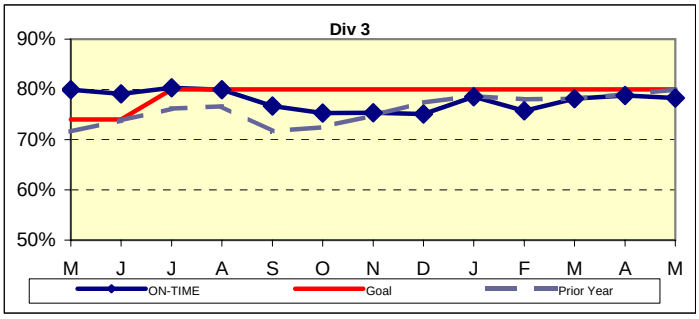
ISOTP By Division

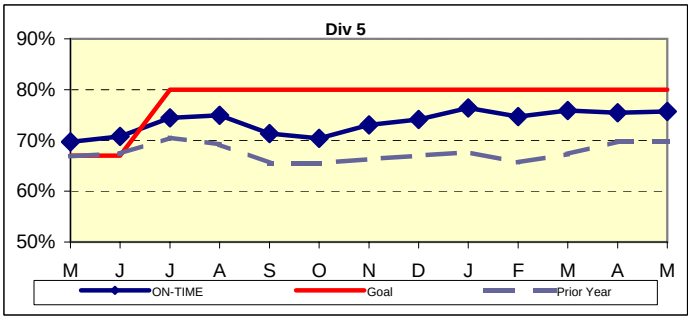


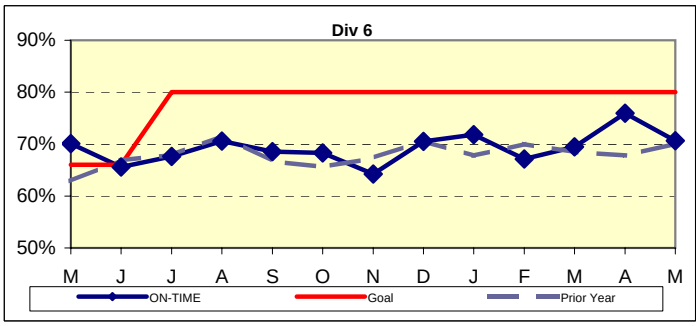


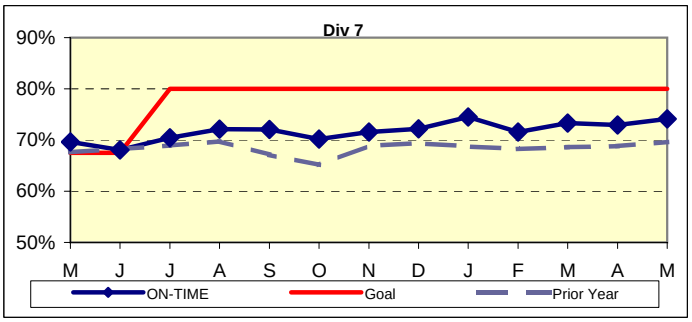
Remaining Above the Goal line is the target.

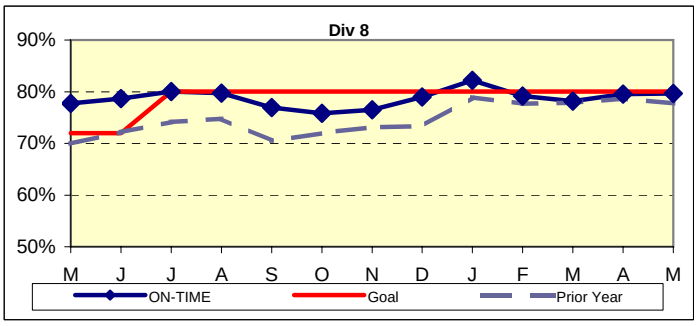
Bus Service Performance - Continued

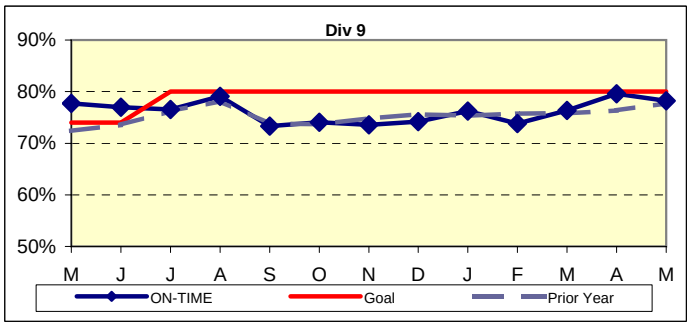


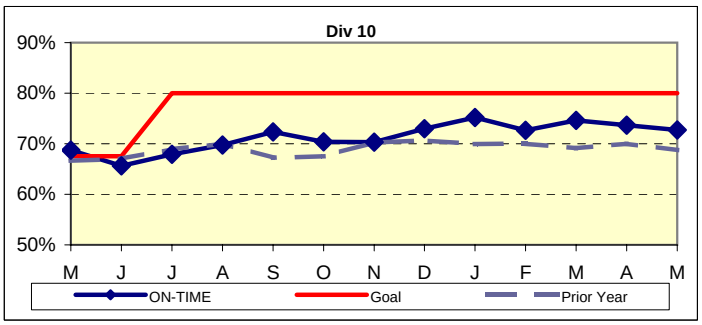


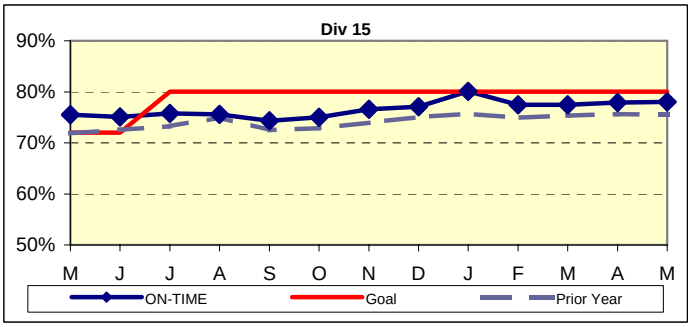


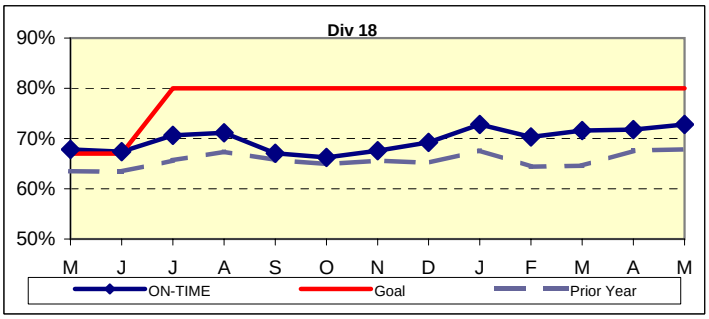












ISOTP By Divisions

Year-to-Date Compared To Last Year

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

	FY10	FY11-YTD	Variance
Division 1			
Early	6.97%	5.00%	-1.98%
On-Time	76.61%	78.75%	2.14%
Late	16.42%	16.25%	-0.17%

	FY10	FY11-YTD	Variance
Division 8			
Early	6.31%	4.45%	-1.86%
On-Time	75.99%	78.83%	2.84%
Late	17.70%	16.72%	-0.98%

	FY10	FY11-YTD	Variance
Division 2			
Early	6.20%	6.49%	0.29%
On-Time	77.24%	73.87%	-3.37%
Late	16.56%	19.63%	3.07%

	FY10	FY11-YTD	Variance
Division 9			
Early	6.37%	6.02%	-0.35%
On-Time	75.89%	75.99%	0.11%
Late	17.74%	17.98%	0.25%

	FY10	FY11-YTD	Variance
Division 3			
Early	6.01%	4.84%	-1.17%
On-Time	76.81%	77.55%	0.74%
Late	17.18%	17.61%	0.42%

	FY10	FY11-YTD	Variance
Division 10			
Early	7.07%	5.41%	-1.66%
On-Time	68.98%	72.01%	3.03%
Late	23.95%	22.58%	-1.37%

	FY10	FY11-YTD	Variance
Division 5			
Early	6.52%	5.45%	-1.06%
On-Time	67.82%	74.32%	6.50%
Late	25.66%	20.23%	-5.43%

	FY10	FY11-YTD	Variance
Division 15			
Early	6.76%	5.48%	-1.28%
On-Time	74.62%	76.76%	2.14%
Late	18.62%	17.76%	-0.86%

	FY10	FY11-YTD	Variance
Division 6			
Early	6.73%	7.93%	1.20%
On-Time	68.27%	69.30%	1.03%
Late	25.01%	22.77%	-2.24%

	FY10	FY11-YTD	Variance
Division 18			
Early	8.06%	5.19%	-2.86%
On-Time	66.12%	70.36%	4.24%
Late	25.83%	24.45%	-1.38%

	FY10	FY11-YTD	Variance
Division 7			
Early	7.03%	4.85%	-2.18%
On-Time	68.38%	72.38%	3.99%
Late	24.58%	22.77%	-1.81%

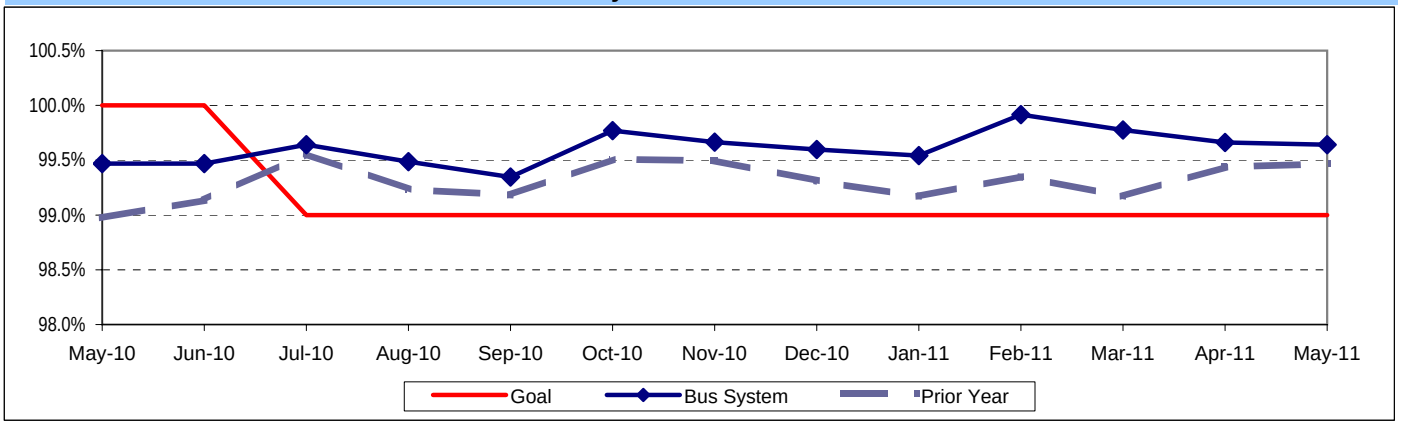
	FY10	FY11-YTD	Variance
SYSTEMWIDE			
Early	6.80%	5.35%	-1.46%
On-Time	72.33%	75.04%	2.71%
Late	20.86%	19.61%	-1.25%

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.

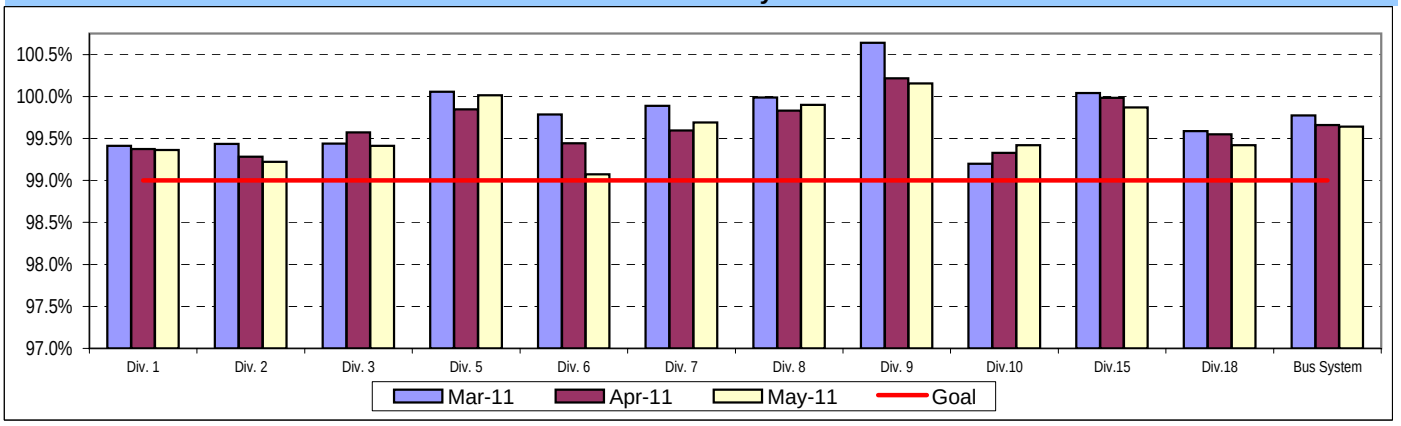
Calculation: SRHD% = 1- ((In-Service Delay Revenue Hours plus Cancelled Revenue Hours) divided by (Total Scheduled Service Hours + Temporary Revenue Hours + Hollywood Bowl and Race Track Revenue Hours + In Addition Revenue Hours)) FY06: Actual Revenue Hours Delivered divided by Scheduled Revenue Hours.

Systemwide Trend



Remaining At the Goal line is the target.

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED by Divisions
March 2011 - May 2011



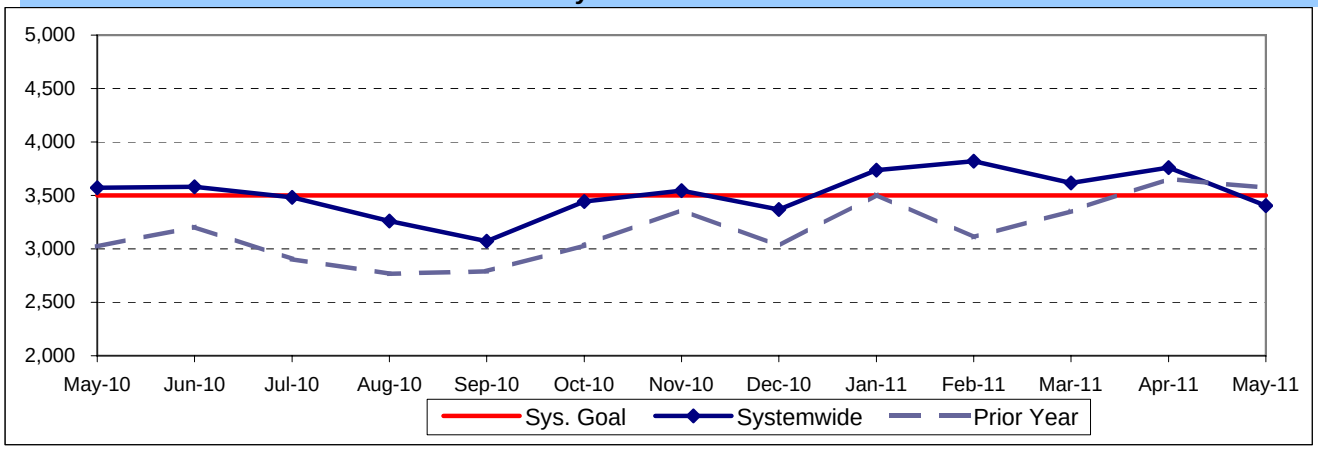
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

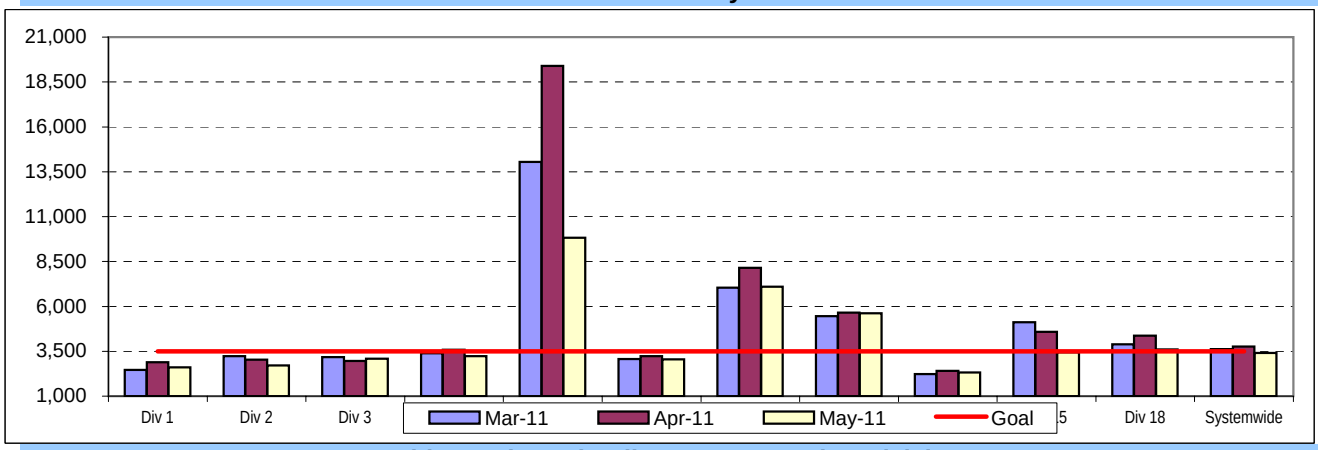
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)

Systemwide Trend



Remaining Above the Goal line is the target.

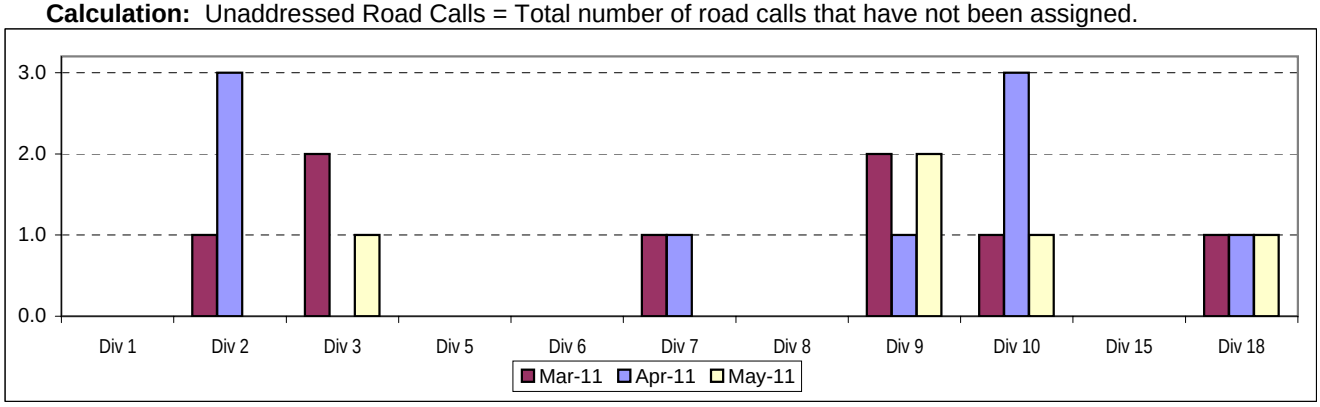
MMBMF -- Bus Operating Divisions
March 2011 - May 2011



Unaddressed Road Calls -- Bus Operating Divisions*
February 2011 - April 2011

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

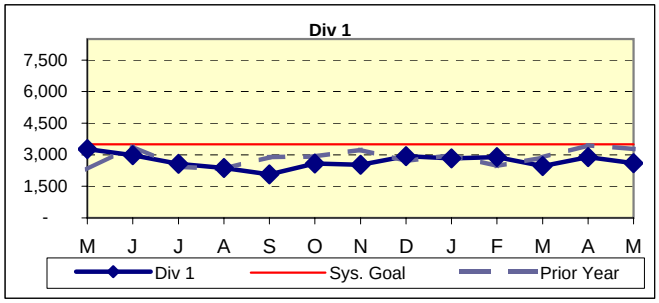
Calculation: Unaddressed Road Calls = Total number of road calls that have not been assigned.

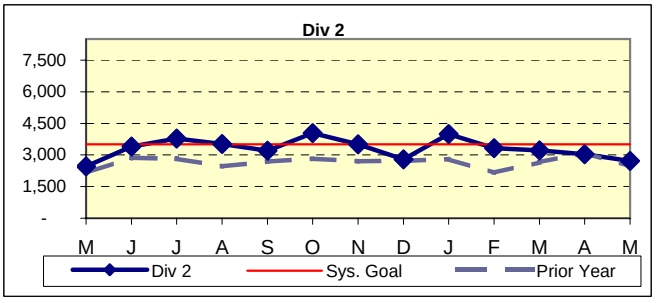


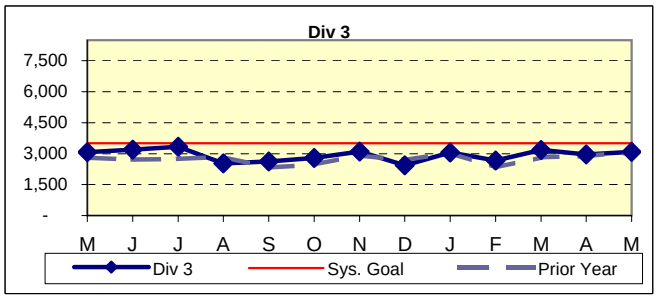
* New Indicator.

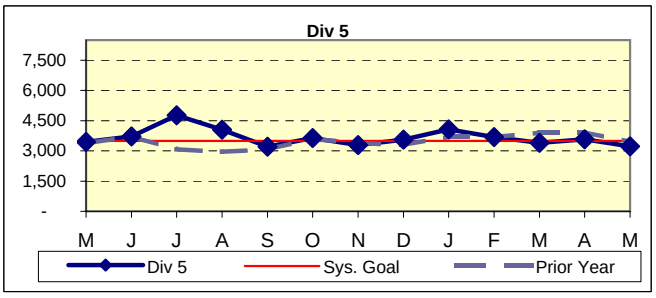
Remaining Above the Goal line is the target.

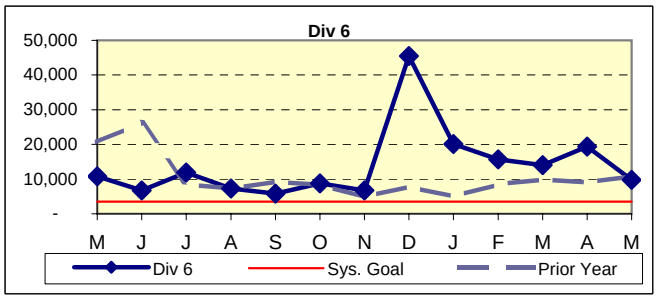
Bus Maintenance Performance - Continued

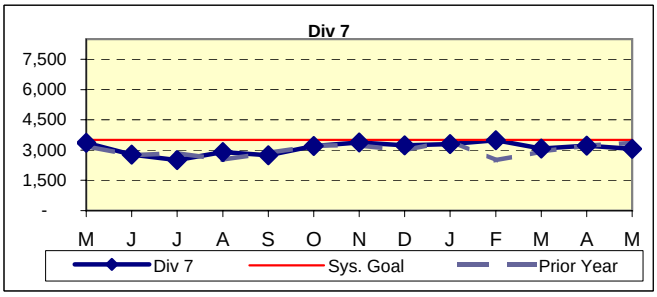


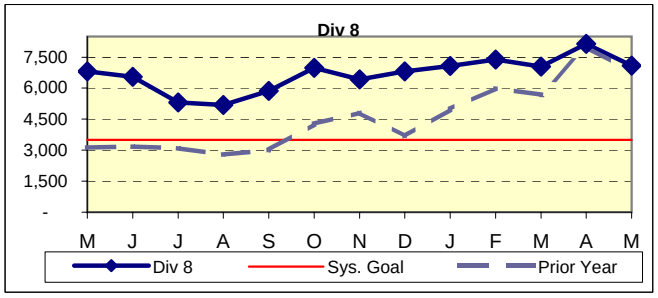


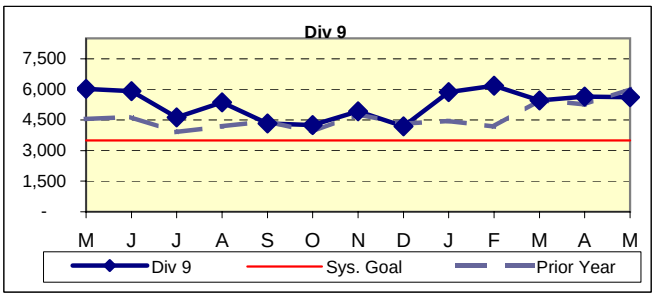


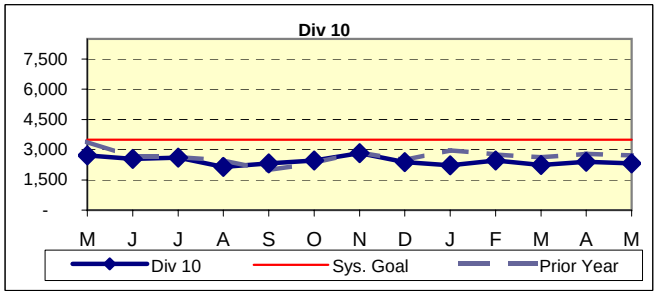


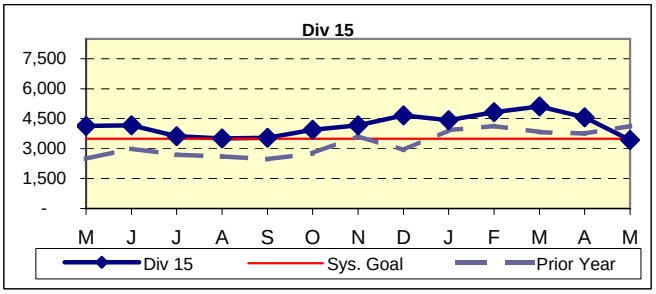


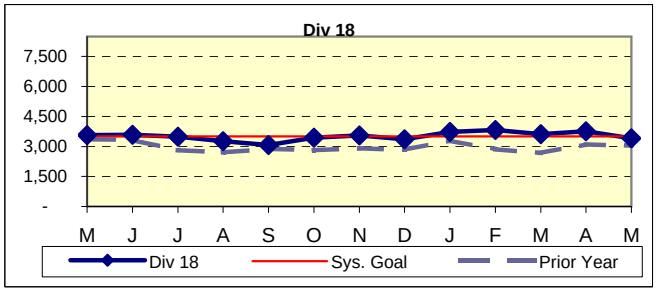








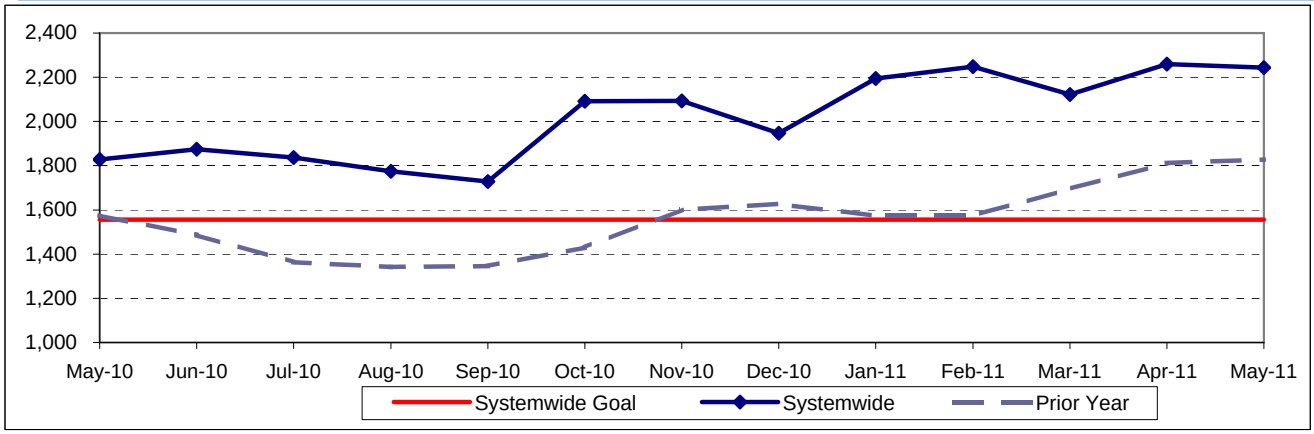




MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

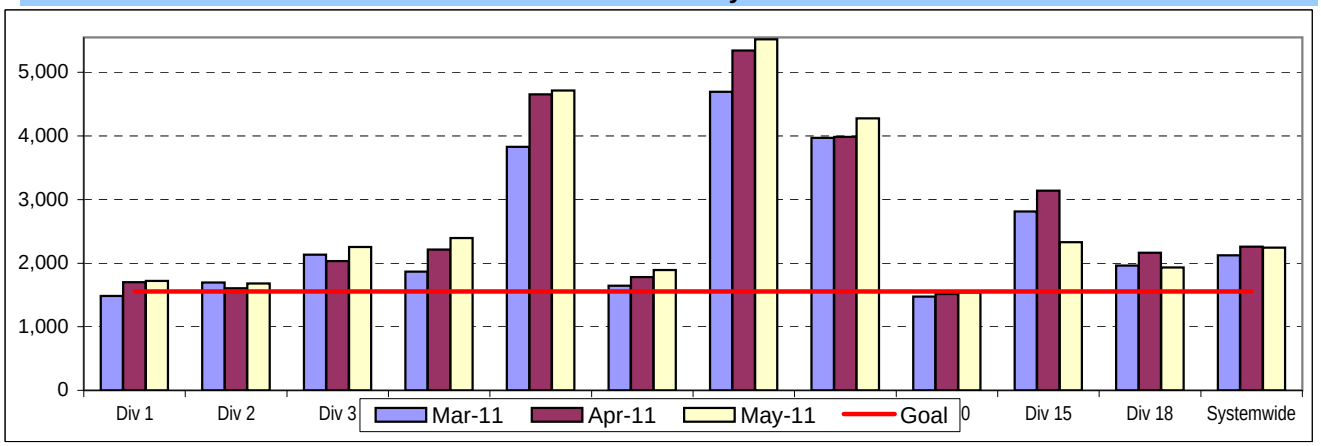
Definition: Average Hub Miles traveled between road call problems.
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

MMBTRC -- Bus Operating Divisions
March 2011 - May 2011



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	Number of Buses	Percent of Buses
CNG	2,349	93.25%
Diesel	71	2.82%
Gasoline	59	2.34%
Propane	34	1.35%
Hybrid	6	0.24%
Total	2,519	100.00%

Average Age of Fleet by Divisions

Div 1	Div 2	Div 3	Div 5	Div 6	Div 7
8.4	9.7	10.5	9.0	2.2	9.1

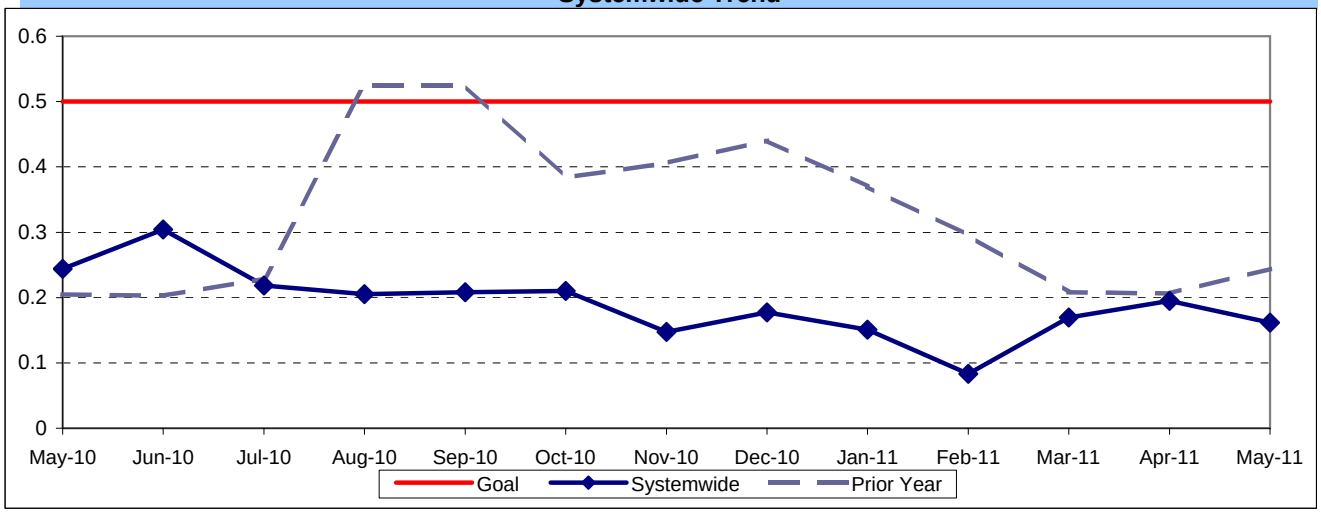
Div 8	Div 9	Div 10	Div 15	Div 18
3.2	8.5	8.0	5.2	8.2

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

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

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

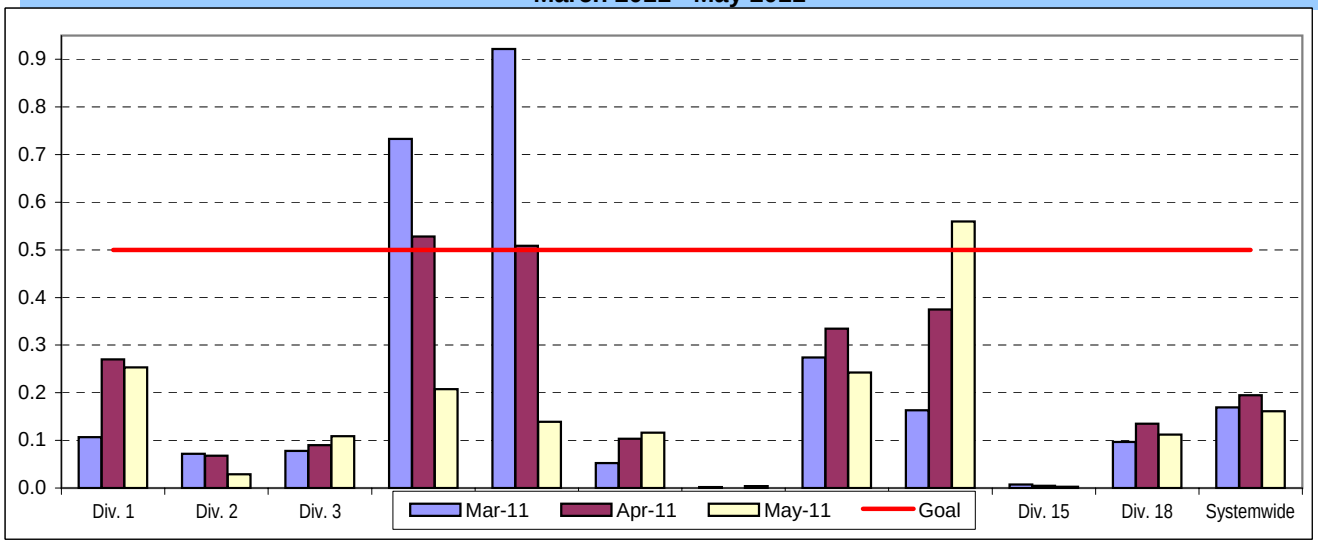
Systemwide Trend



Remaining Below the Goal line is the target.

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

Past Due Critical PMPs - by Divisions
March 2011 - May 2011



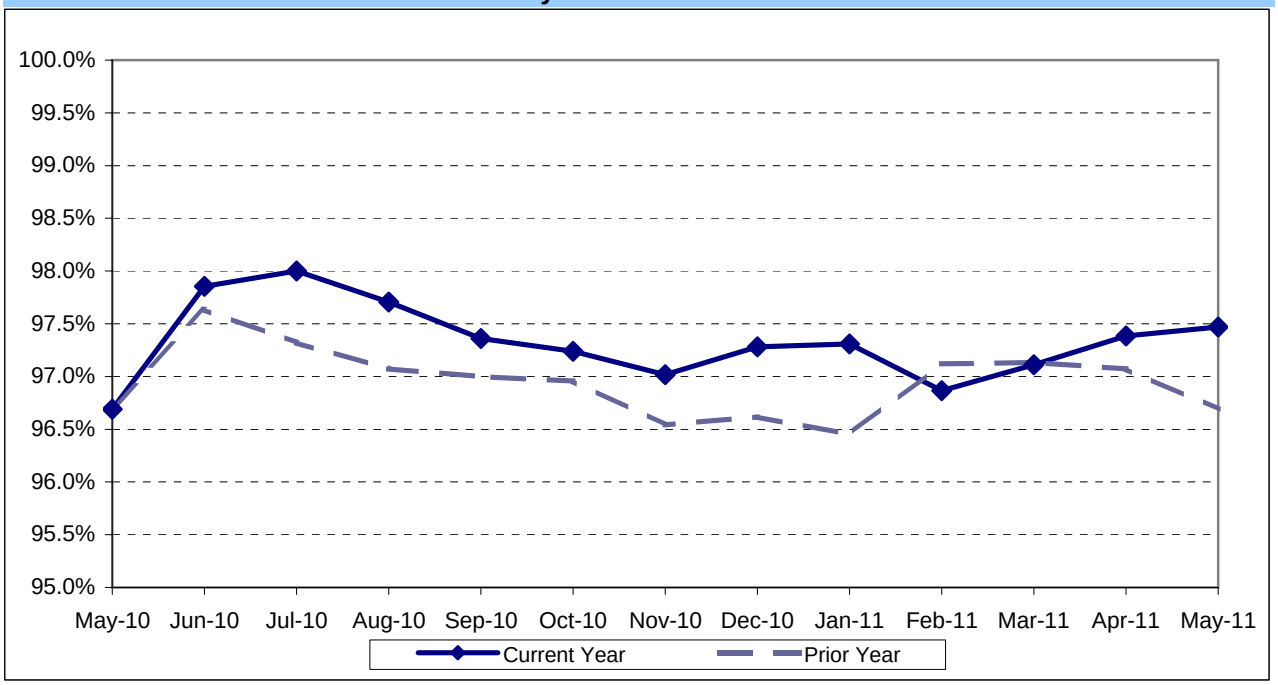
ATTENDANCE

MAINTENANCE ATTENDANCE

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

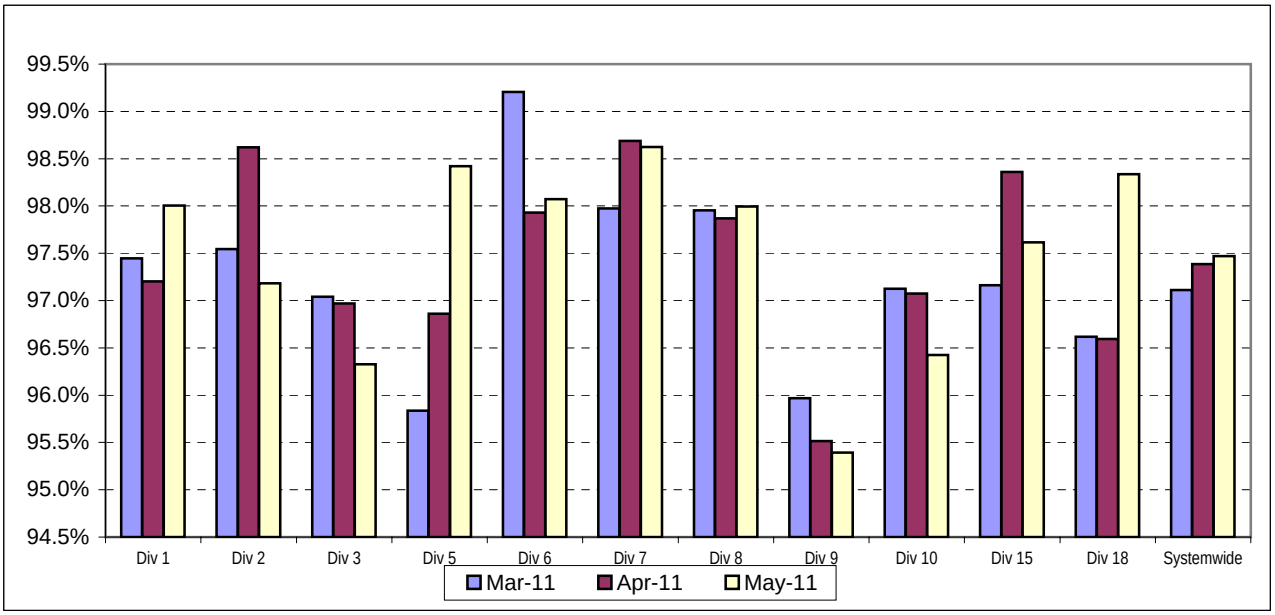
Calculation: 1-(FTEs absent / by the total FTEs assigned)

Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions (By Current Month)
March 2011 - May 2011

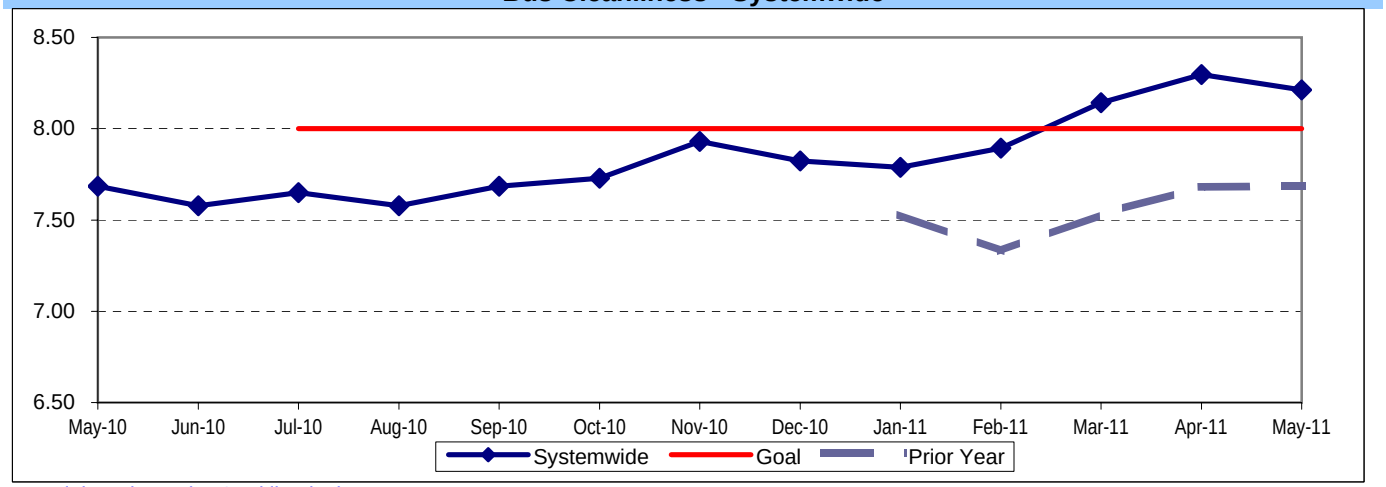


BUS CLEANLINESS

Definition: A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division per time period. Beginning January 2004, they rate the divisions each month. Each of sixteen categories is examined and assigned a point value as follows: 1-3 = Unsatisfactory; 4-7 = Conditional; 8-10 = Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

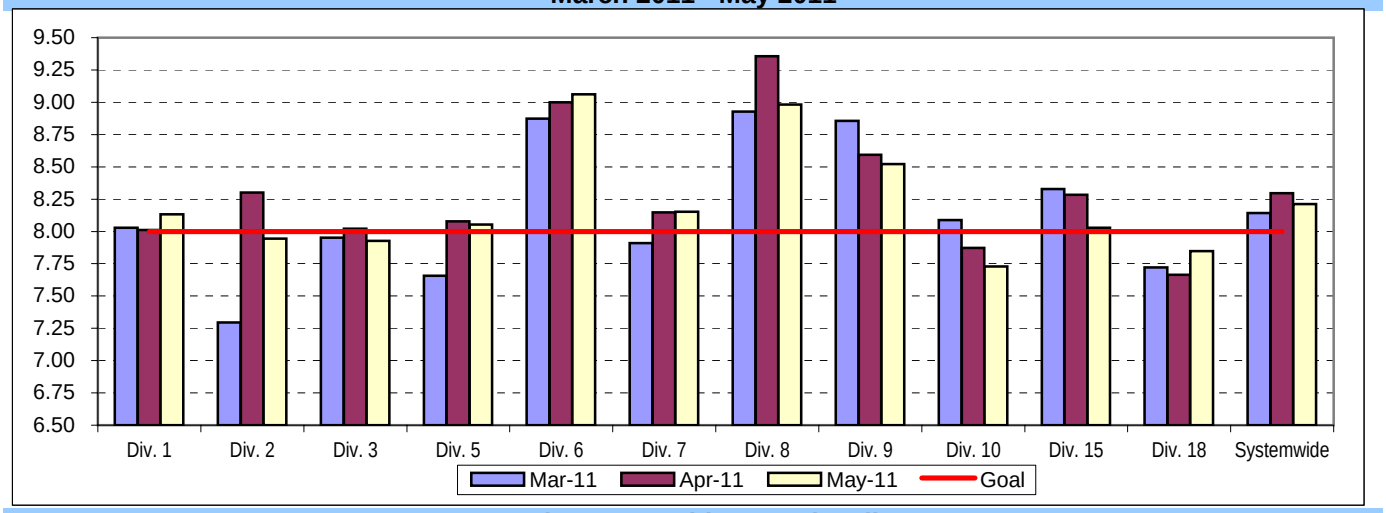
Calculation: Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

Bus Cleanliness - Systemwide

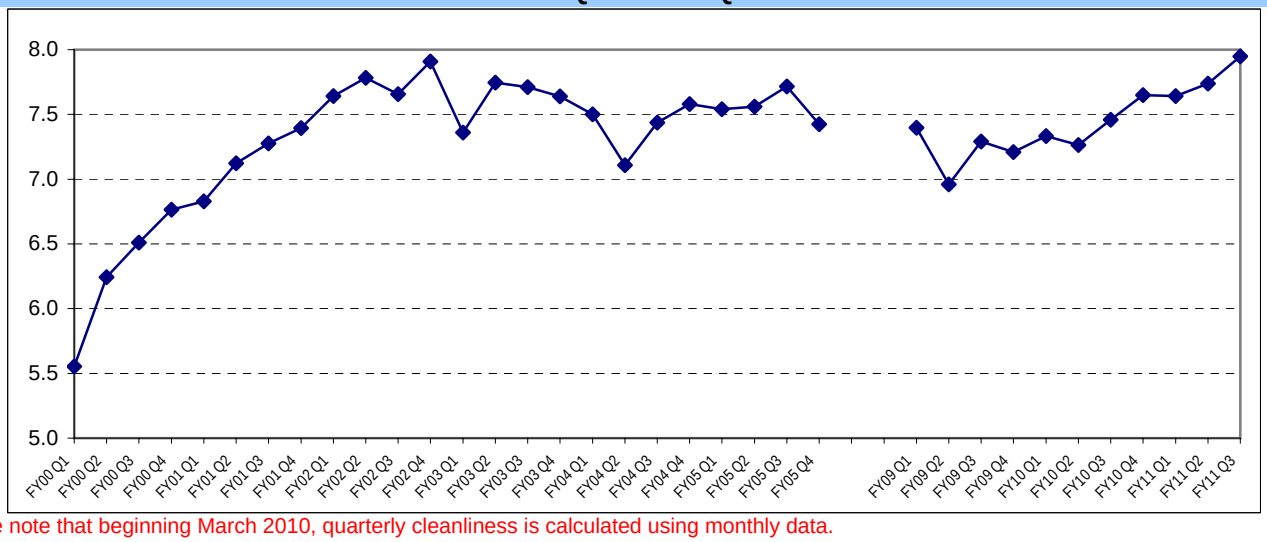


Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions
March 2011 - May 2011



Quarterly Systemwide Bus Cleanliness
FY01 Q1 - FY11 Q1

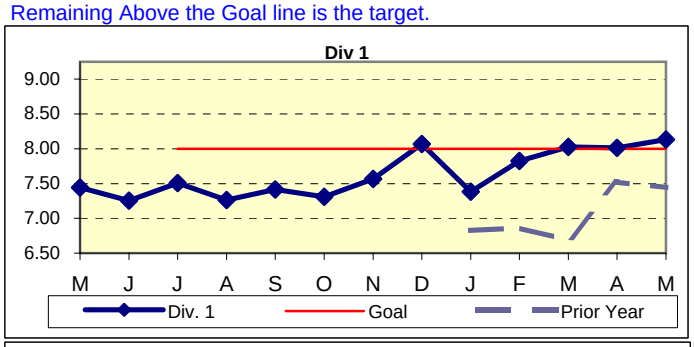


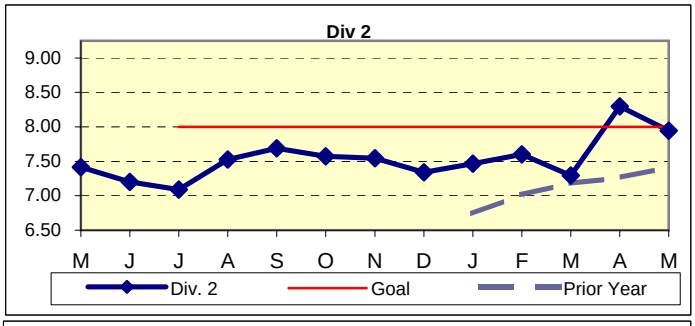
Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data.
Prior quarterly data was supplied by QA dept. in a quarterly format.

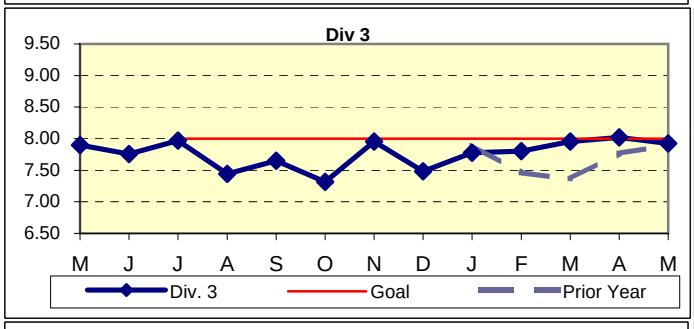
Remaining Above the Goal line is the target.

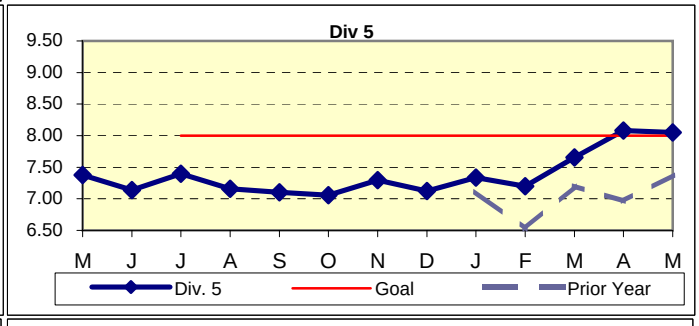
Remaining Above the Goal line is the target.

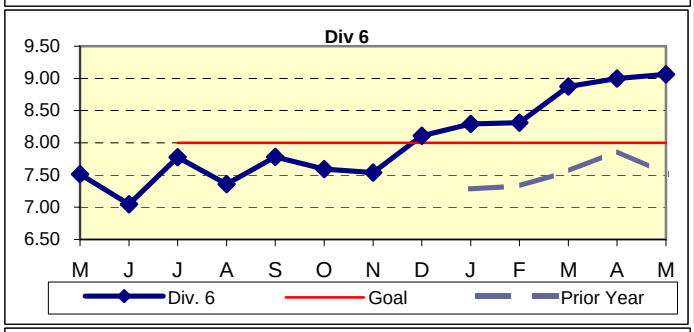
BUS CLEANLINESS - Continued

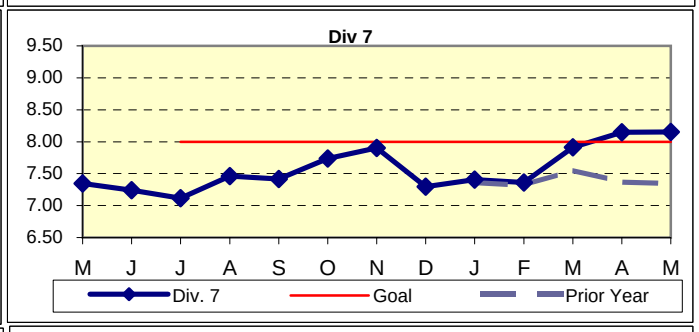


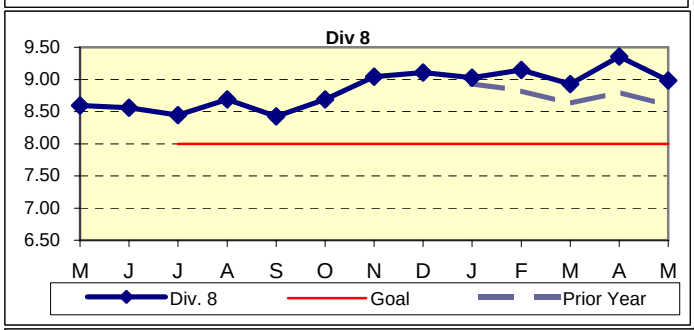


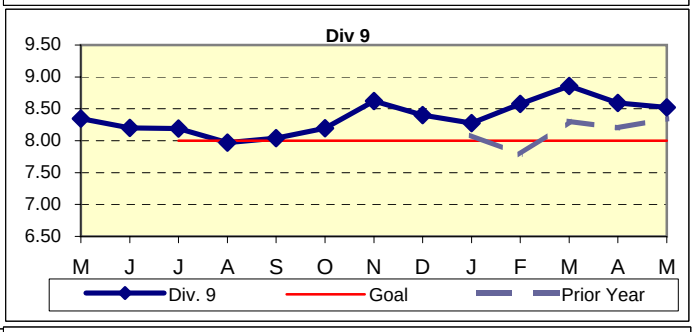


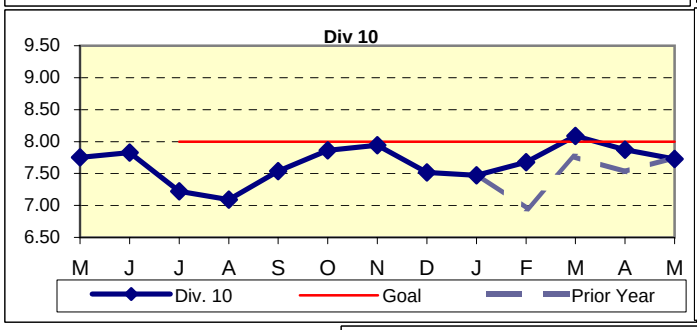


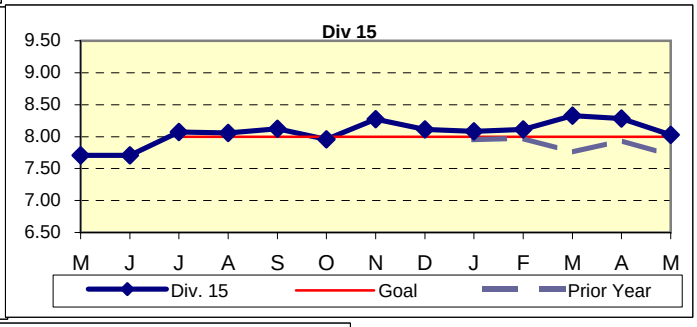


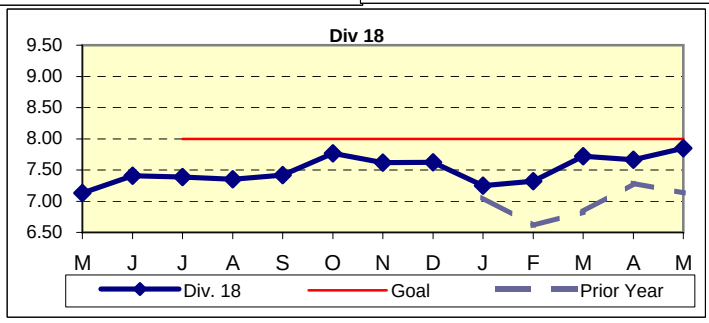












Metro Rail Scorecard Overview

Metro Rail operates heavy rail lines, Metro Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report. Metro Rail operates three light rail lines: 1. Metro Blue Line from downtown to Long Beach; 2. Metro Green Line along the 105 freeway; and 3. Metro Gold Line from Pasadena and East Los Angeles. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million passengers boarding each year.

This report gives a brief overview of Metro Rail operations:

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

Measurement	FY05	FY06	FY07	FY08	FY09	FY10	FY11 Target	FY11 YTD	Apr. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	9.32	11.56	8.08	11.24	6.03	8.54	10.17	*Apr. YTD 9.10*	*Apr. 7.30*	
Metro Red Line (MRL)										
On-Time Pullouts	99.94%	99.61%	99.76%	99.79%	99.97%	99.55%	98.00%	99.84%	100.00%	
Mean Miles Between Chargeable Mechanical Failures	11,759	19,587	17,260	26,743	41,482	38,771	30,000	35,563	18,082	
In-Service On-time Performance*				99.13%	99.38%	99.54%	98.00%	99.69%	99.70%	
Traffic Accidents Per 100,000 Train Miles	0.22	0.22	0.00	0.30	0.07	0.00	0.10	0.32	0.00	
Complaints per 100,000 Boardings	1.13	0.66	0.41	0.50	0.37	0.41	0.50	0.50	0.70	
Metro Blue Line (MBL)										
On-Time Pullouts	99.73%	99.76%	99.72%	99.62%	99.74%	99.71%	98.00%	99.10%	99.59%	
Mean Miles Between Chargeable Mechanical Failures	16,273	26,774	35,125	31,278	27,051	20,830	26,000	13,942	11,813	
In-Service On-time Performance*				98.81%	98.24%	98.81%	98.00%	99.06%	99.27%	
Traffic Accidents Per 100,000 Train Miles	0.64	0.96	1.35	1.65	1.26	1.45	0.60	1.86	2.13	
Complaints per 100,000 Boardings	0.98	0.78	0.53	0.64	0.58	0.80	0.90	0.83	0.92	
Metro Green Line (MGrL)										
On-Time Pullouts	99.91%	99.97%	99.54%	99.80%	99.95%	99.89%	98.00%	99.83%	99.60%	
Mean Miles Between Chargeable Mechanical Failures	12,558	20,635	27,471	36,727	19,195	13,599	26,000	11,364	10,806	
In-Service On-time Performance*				99.07%	98.90%	99.26%	98.00%	99.55%	99.61%	
Traffic Accidents Per 100,000 Train Miles	0.00	0.00	0.00	0.00	0.07	0.00	0.60	0.08	0.00	
Complaints per 100,000 Boardings	1.39	0.92	0.72	0.81	0.82	0.76	0.90	1.14	2.08	
Metro Gold Line (MGoL)										
On-Time Pullouts	99.85%	99.97%	99.95%	99.95%	99.95%	99.86%	98.00%	99.98%	100.00%	
Mean Miles Between Chargeable Mechanical Failures	16,571	23,329	22,775	39,521	24,250	16,151	26,000	20,235	21,936	
In-Service On-time Performance*				98.86%	99.38%	99.12%	98.00%	99.56%	99.40%	
Traffic Accidents Per 100,000 Train Miles	0.23	0.12	0.23	0.43	0.21	0.82	0.60	0.59	0.00	
Complaints per 100,000 Boardings	2.85	2.71	1.88	1.57	1.50	1.68	0.90	1.22	1.22	

*Effective December 2009, ISOTP calculated differently.

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

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

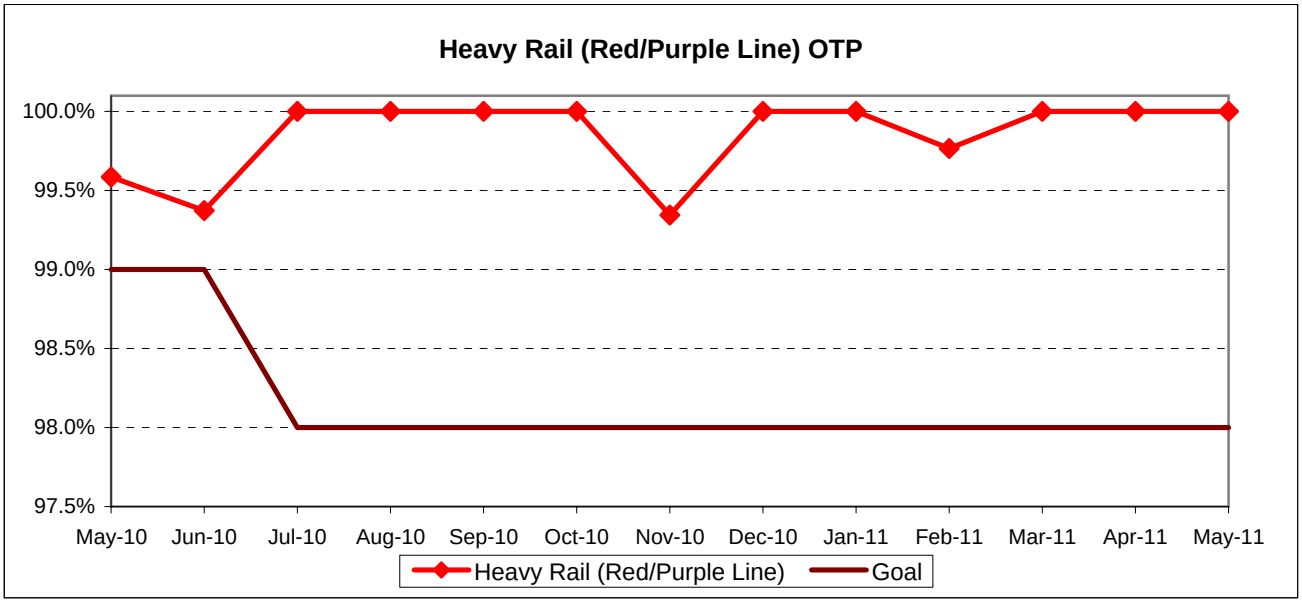
Red - High probability that the target will not be achieved -- significant problems and/or delays.

RAIL SERVICE PERFORMANCE

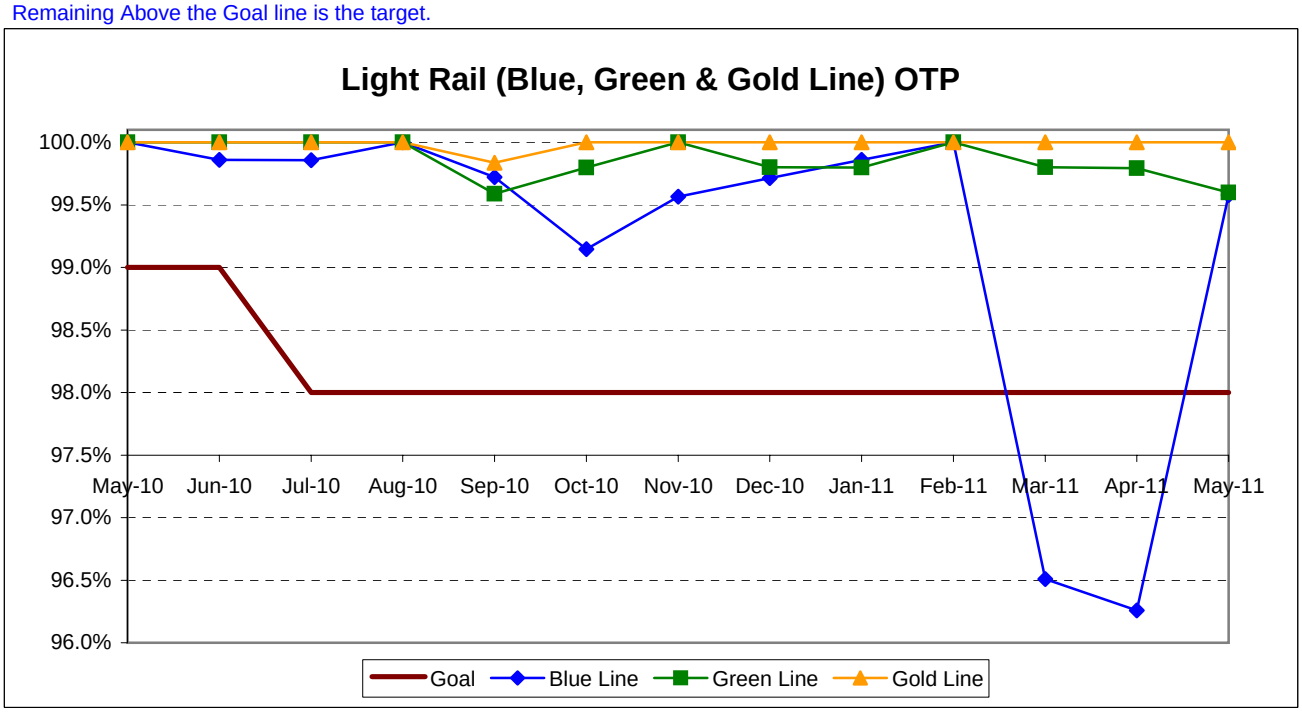
ON-TIME PULLOUTS (OTP)

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

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



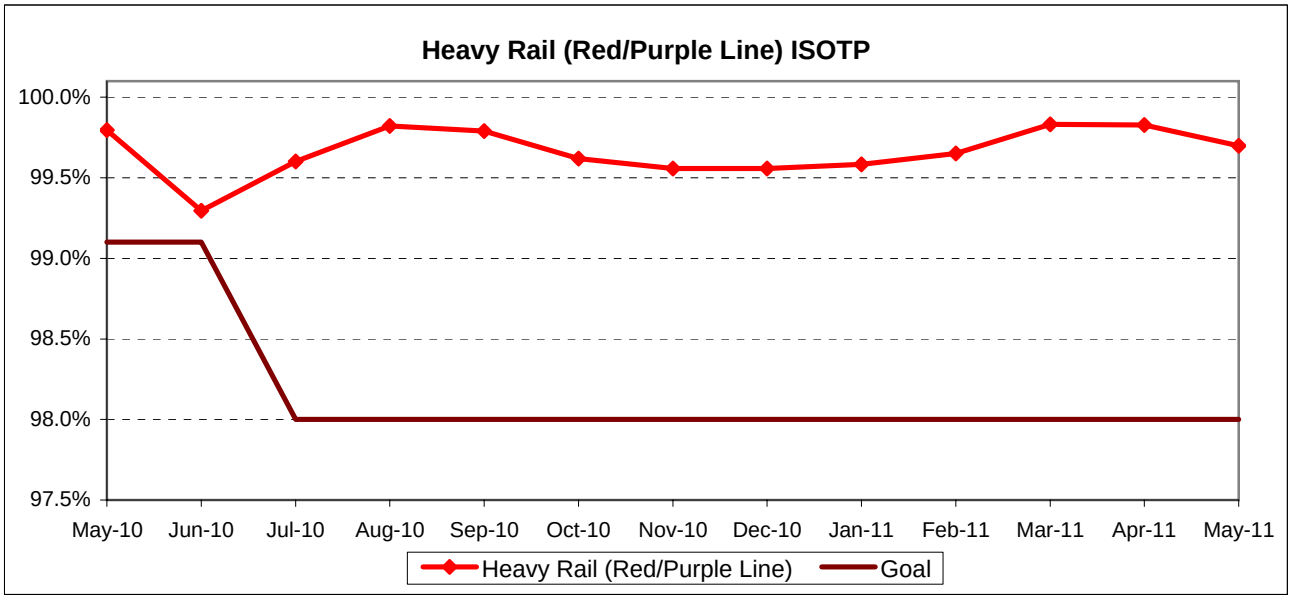
Remaining Above the Goal line is the target.



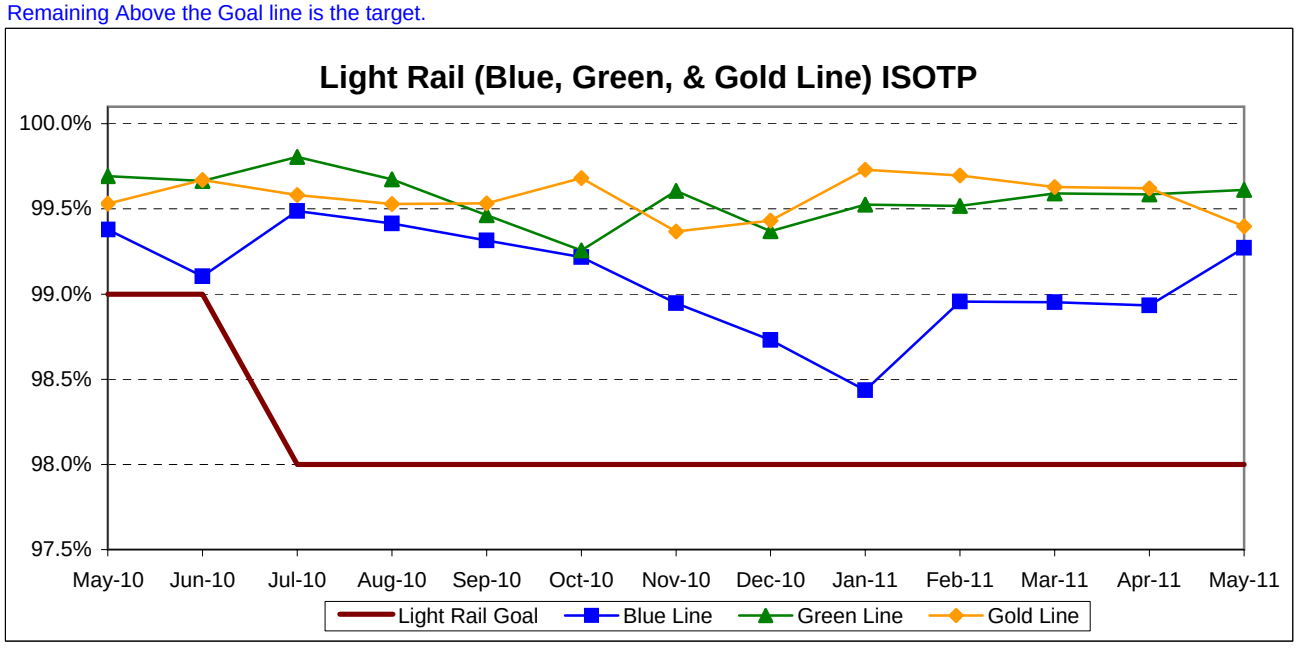
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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



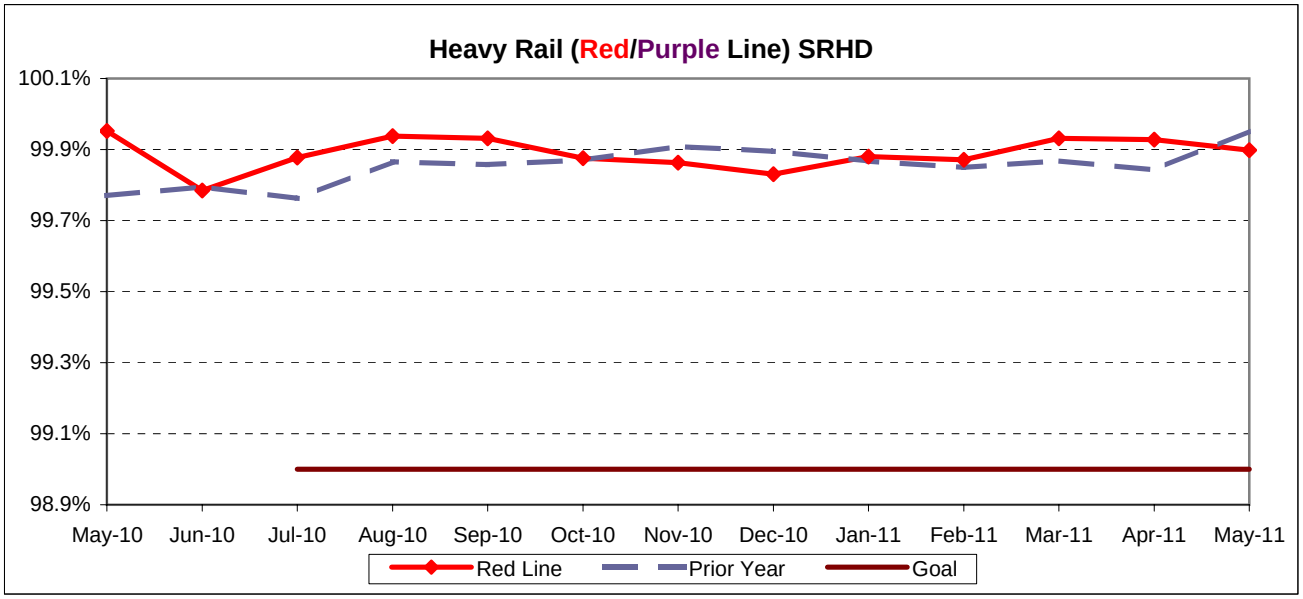
Remaining Above the Goal line is the target.



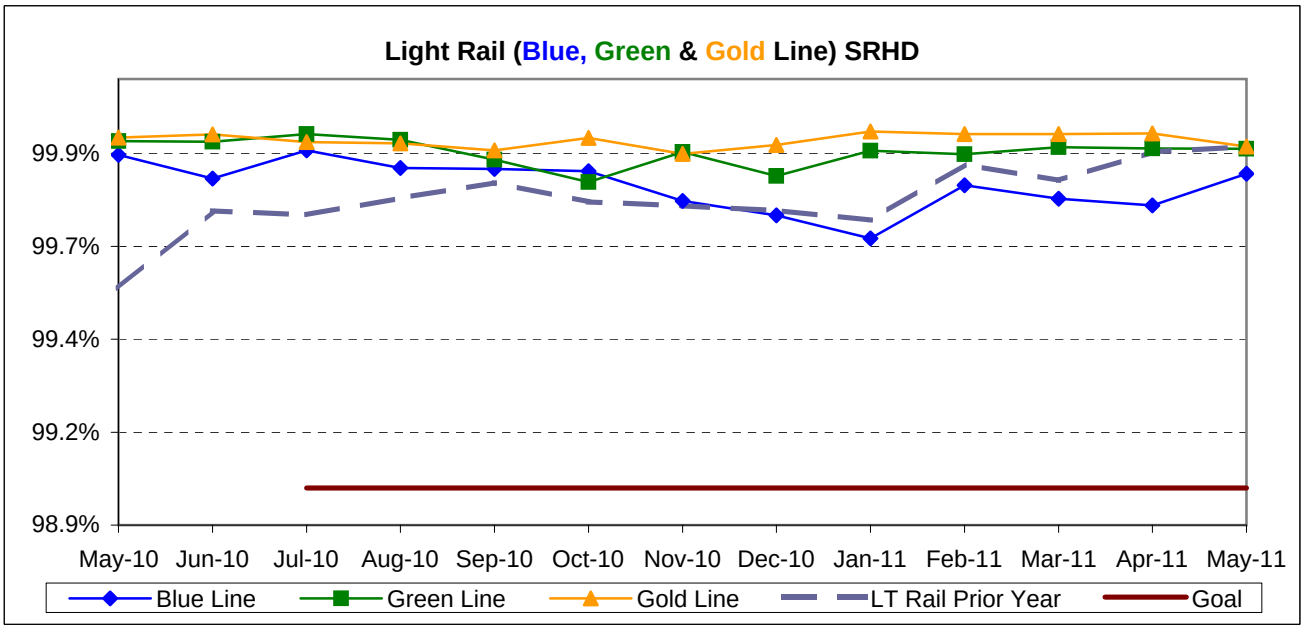
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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



Remaining At the Goal line is the target.

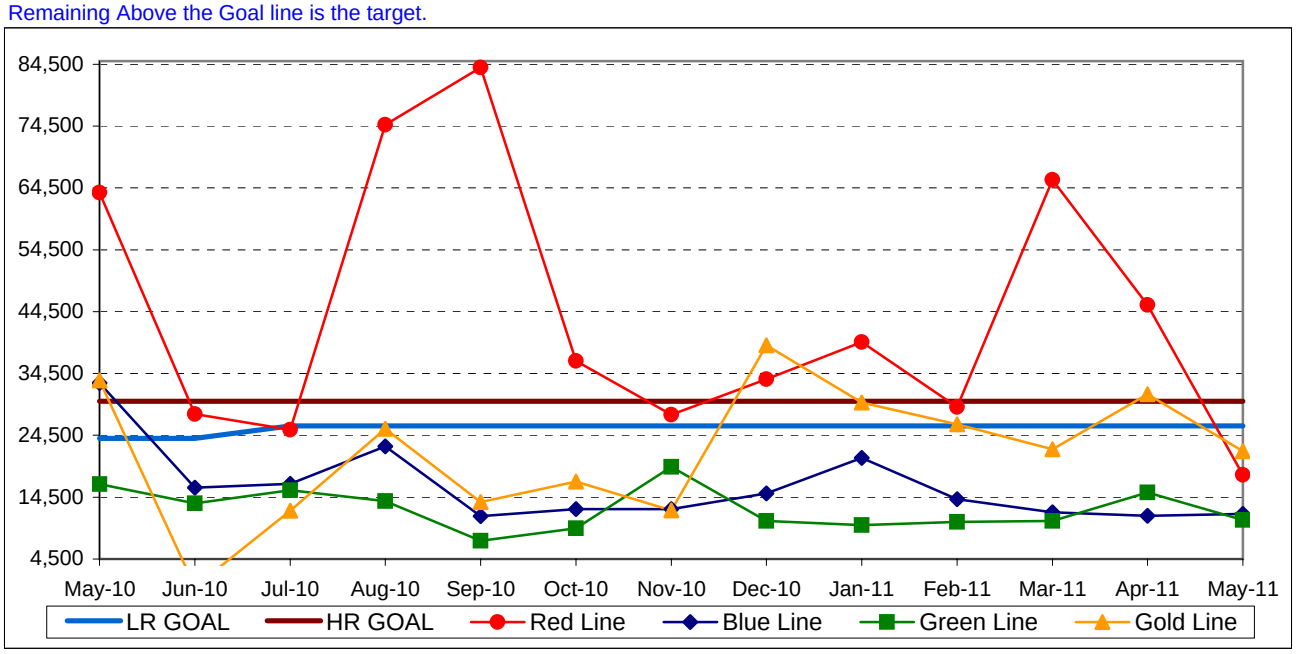


Mean Miles Between Chargeable Mechanical Failures

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

Remaining Above the Goal line is the target.



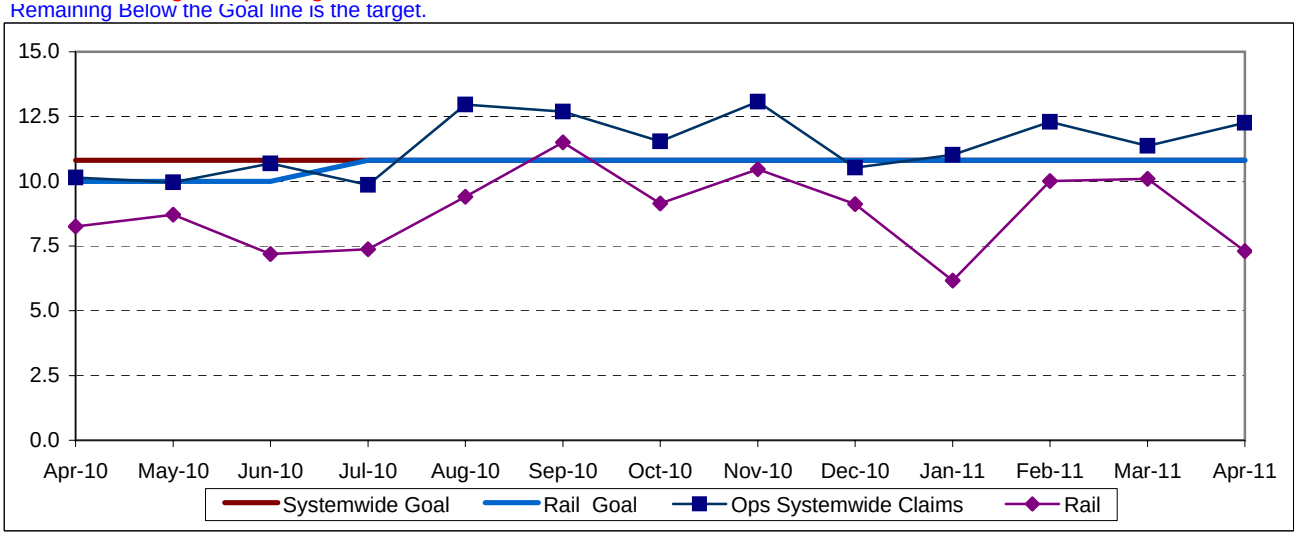
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.

Remaining Below the Goal line is the target.



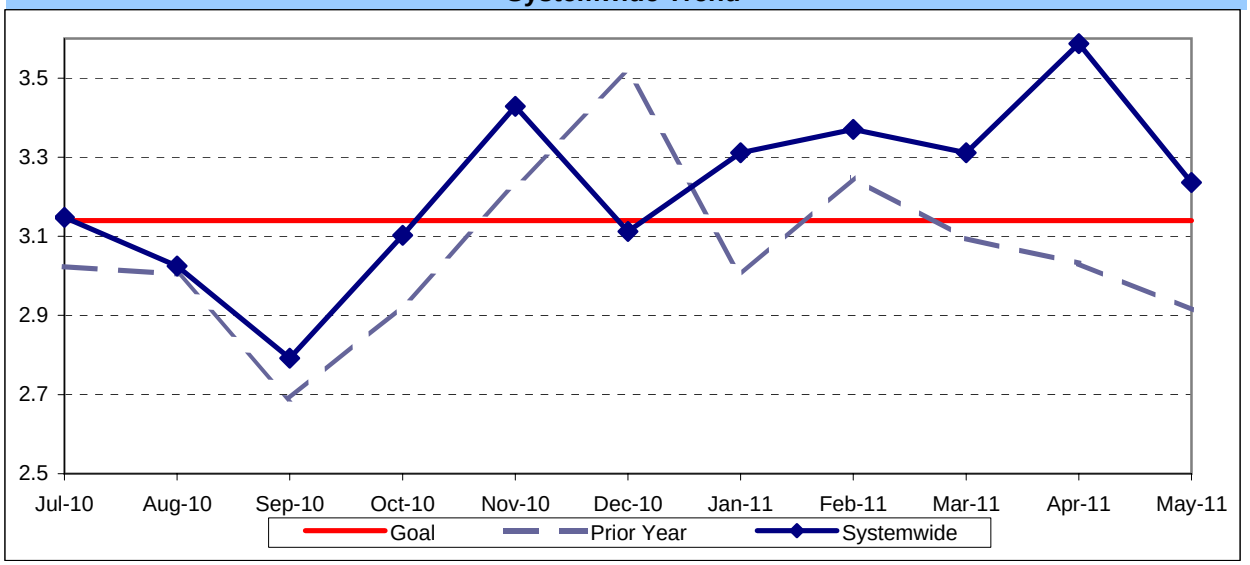
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

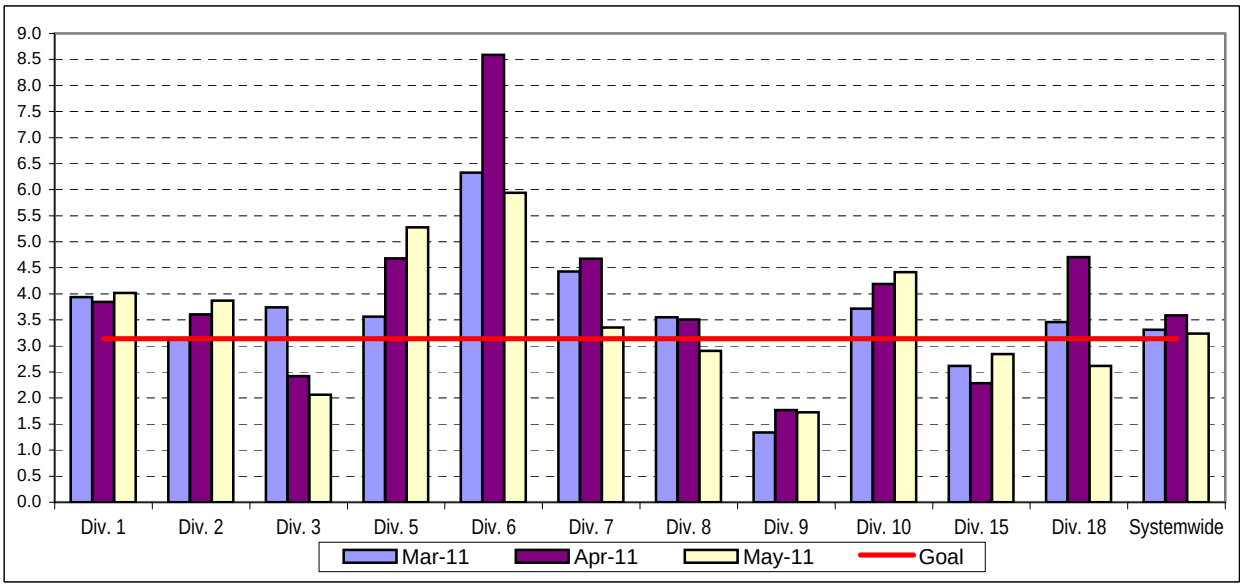
Systemwide Trend



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

Remaining Below the Goal line is the target.

Bus Operating Divisions - by Divisions
March 2011 - May 2011

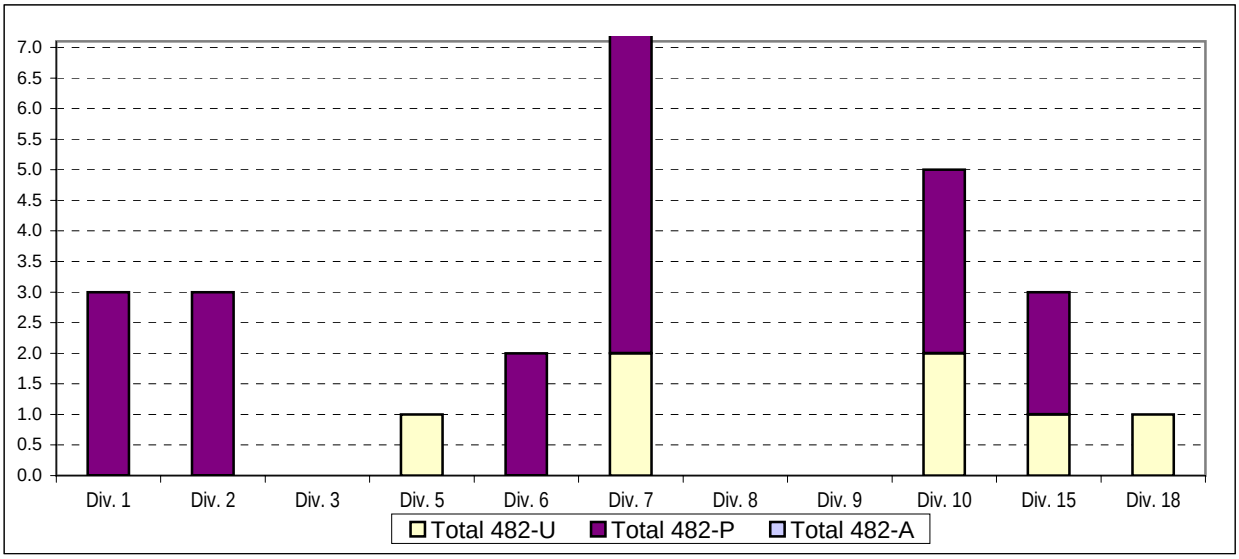


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U)
Bus Operating Divisions

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

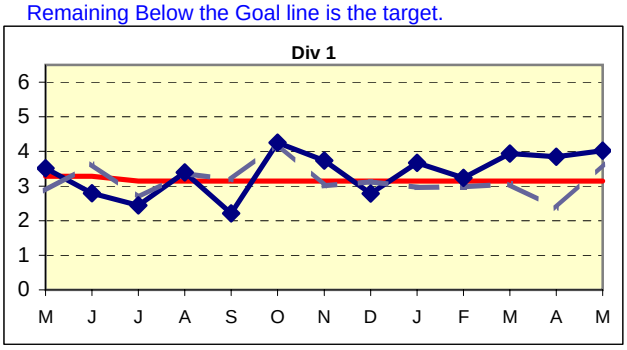
Calculation: Number of accidents in prior 13 months coded 482 "alledged" in the categories of A, P or U.

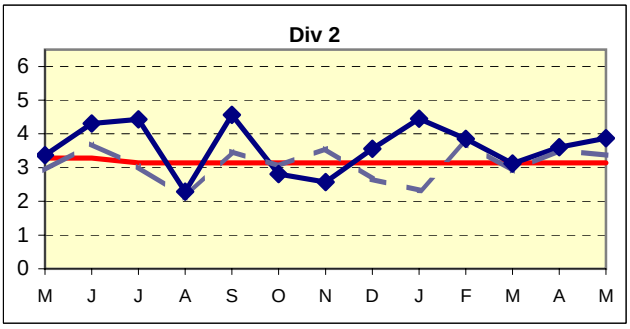
NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

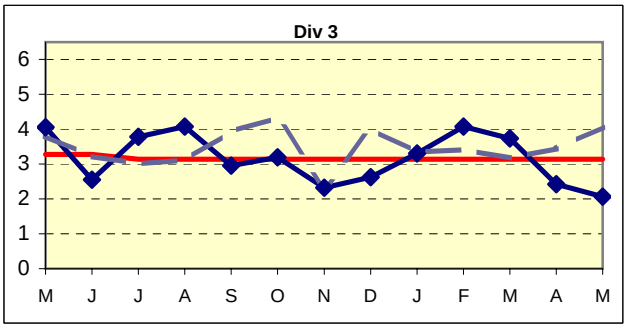


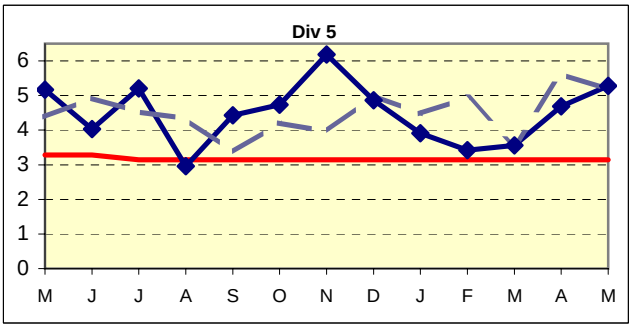
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Bus Operating Divisions

Remaining Below the Goal line is the target.



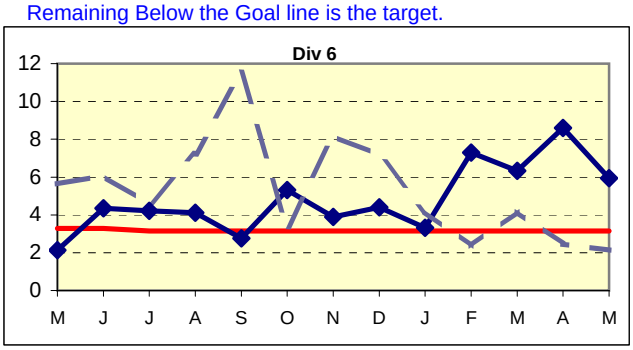


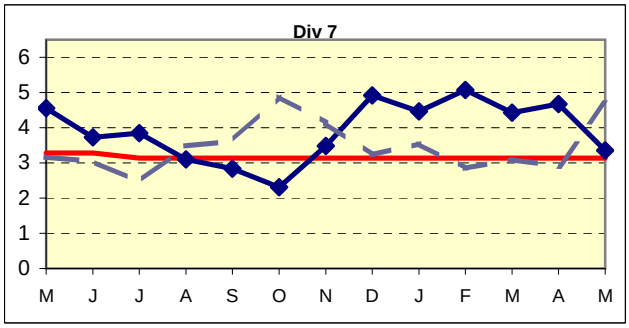


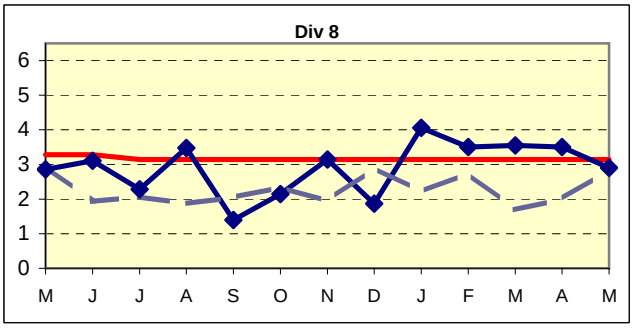


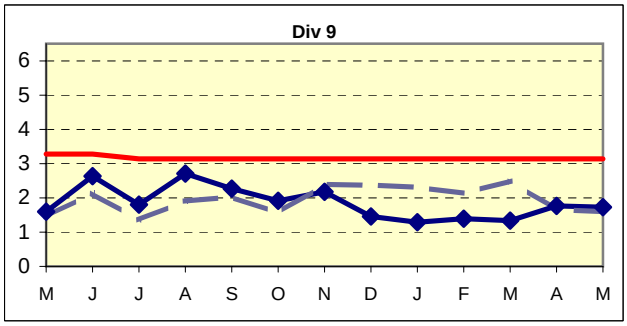
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Bus Operating Divisions

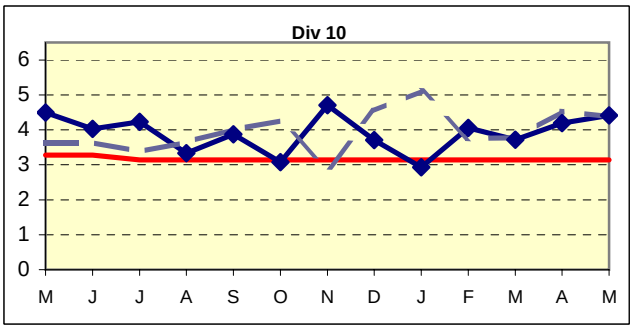
Remaining Below the Goal line is the target.

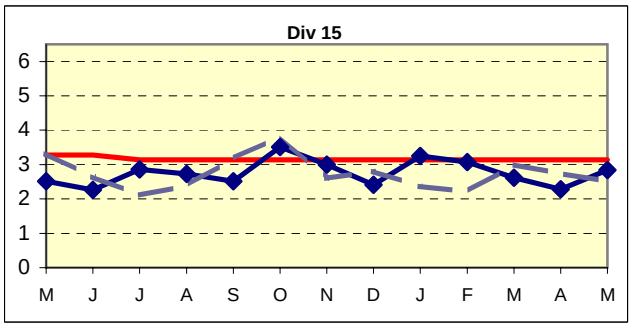


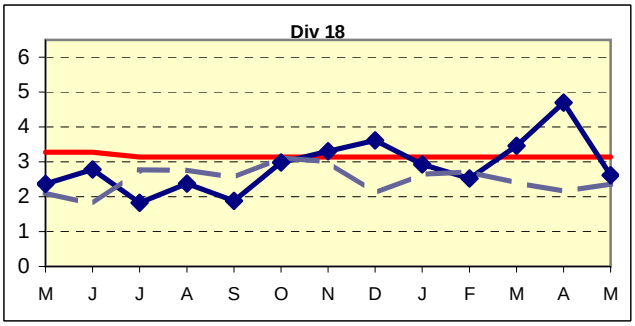








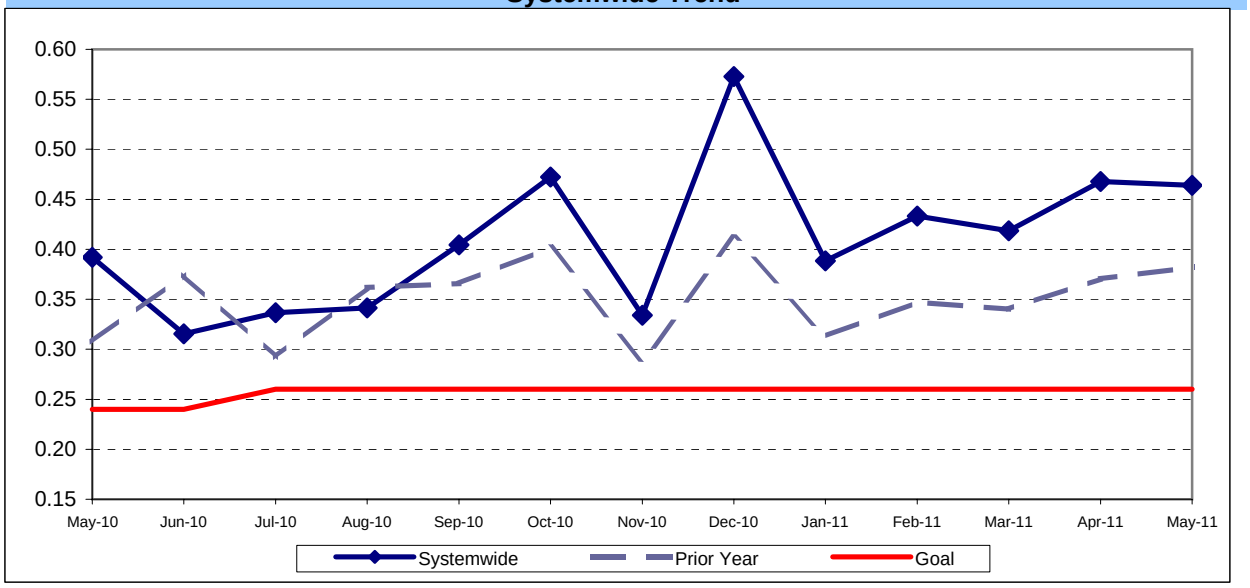




BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

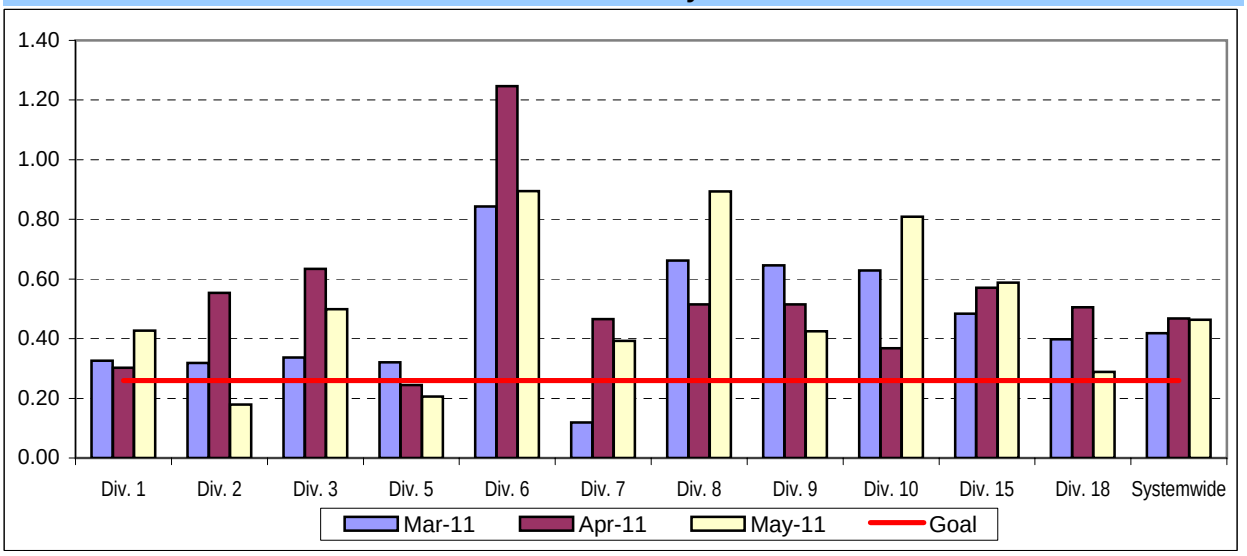
Systemwide Trend



Remaining Below the Goal line is the target.

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

Bus Operating Divisions - by Divisions
March 2011 - May 2011

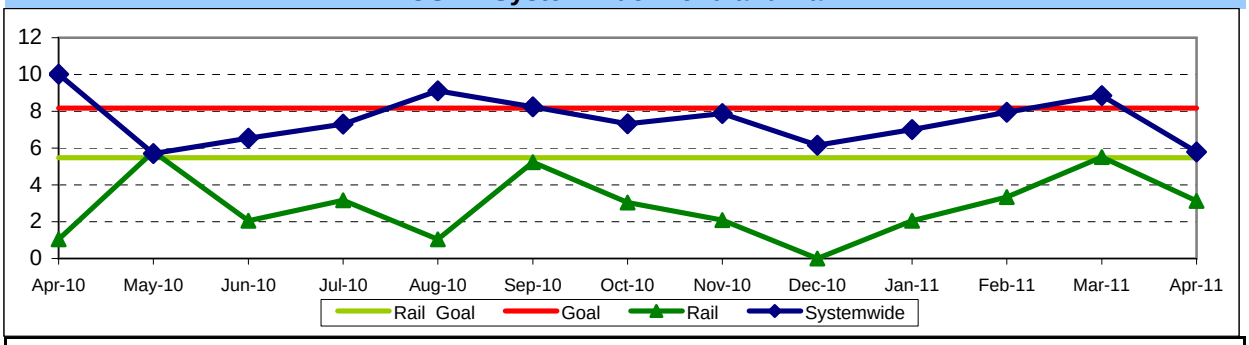


OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

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

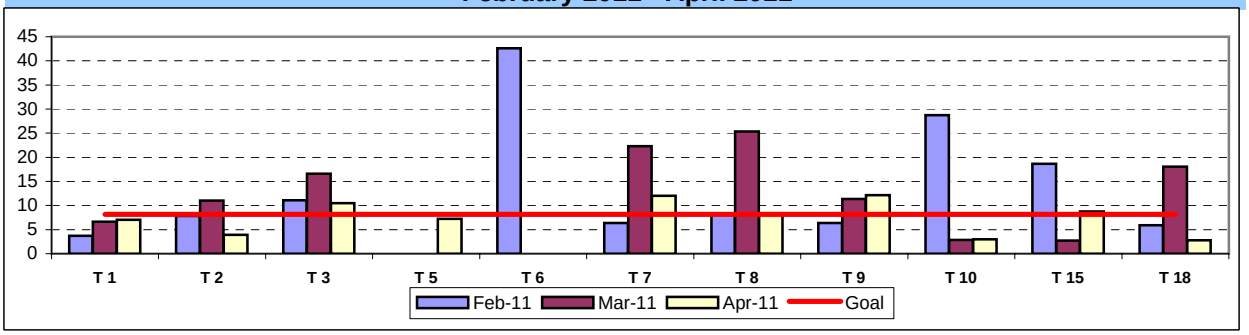


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

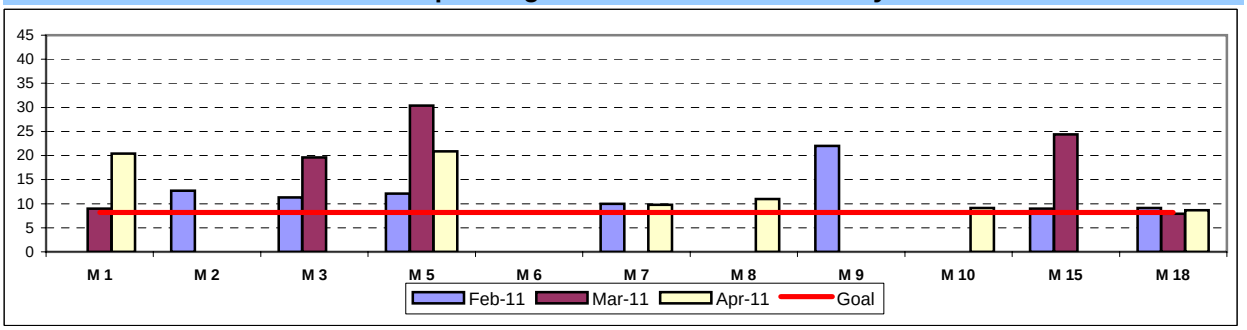
Remaining Below the Goal line is the target.

One month lag from current month

OSHA: Bus Operating Transportation Divisions - by Division
February 2011 - April 2011



OSHA: Bus Operating Maintenance Divisions - by Division

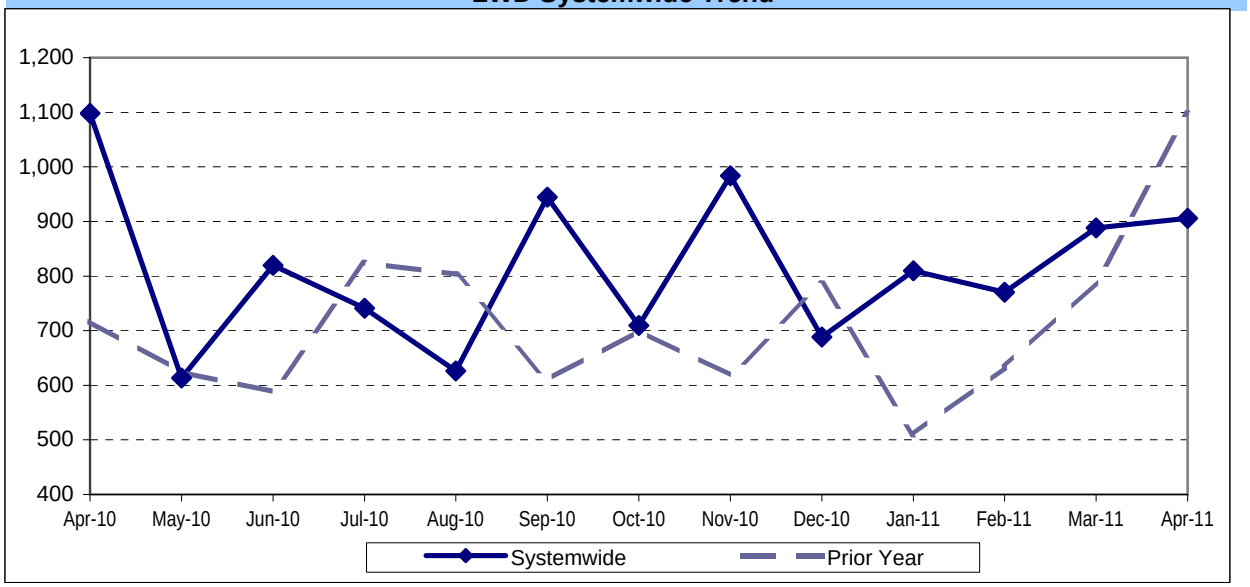


LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

Definition: Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours.
Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number of Exposure Hours / 200,000)

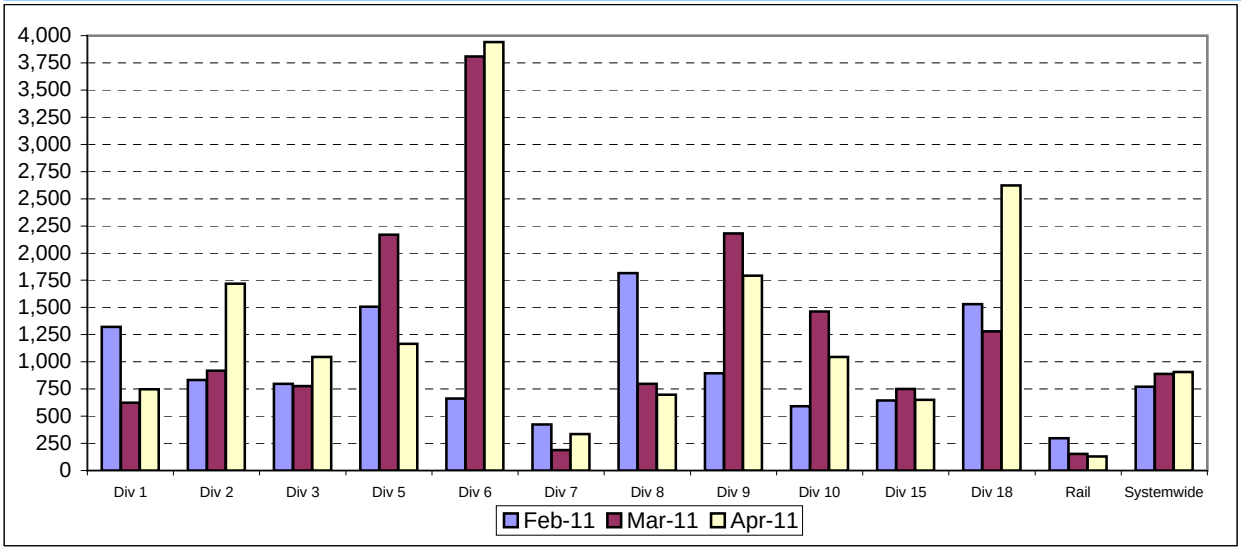
One month lag from current month

LWD Systemwide Trend



One month lag from current month

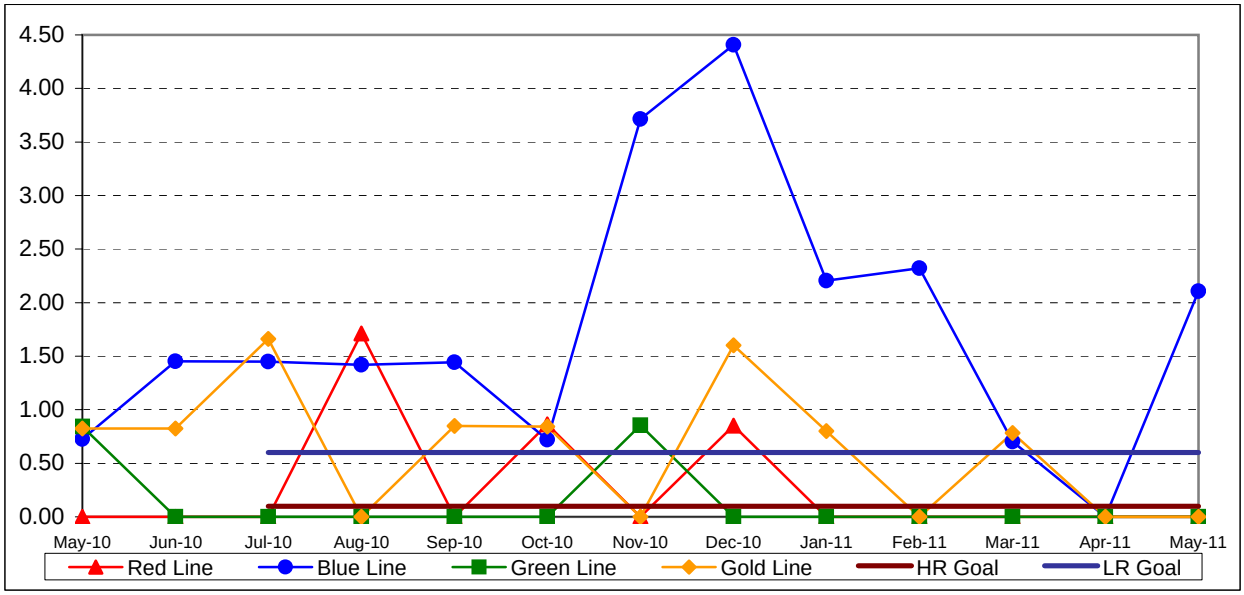
LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division
February 2011 - April 2011



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

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

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

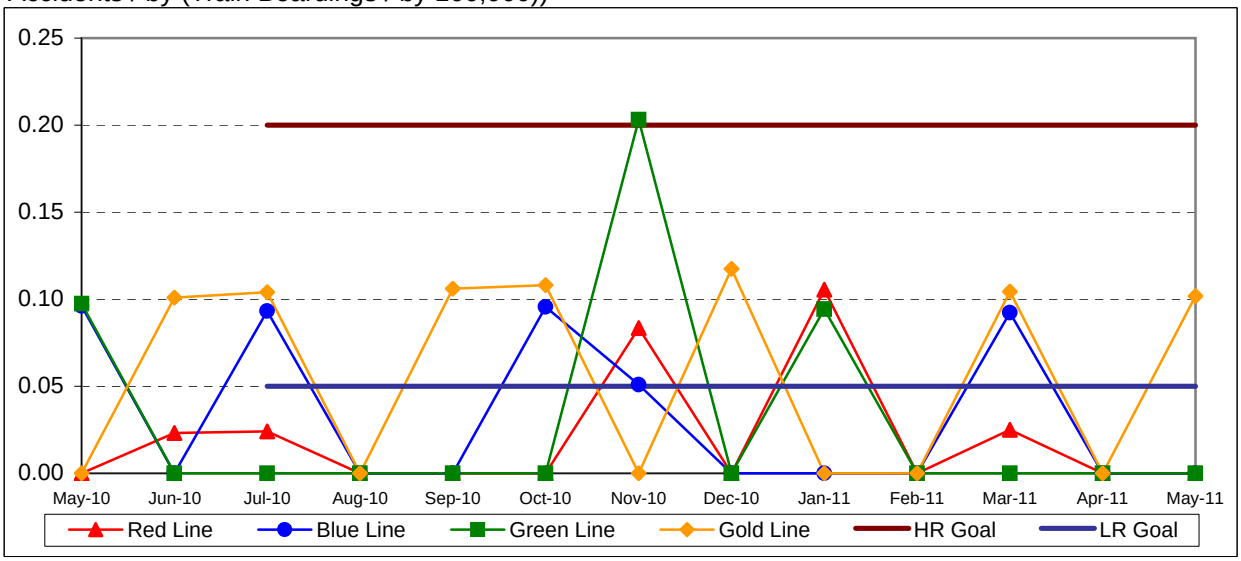


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

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



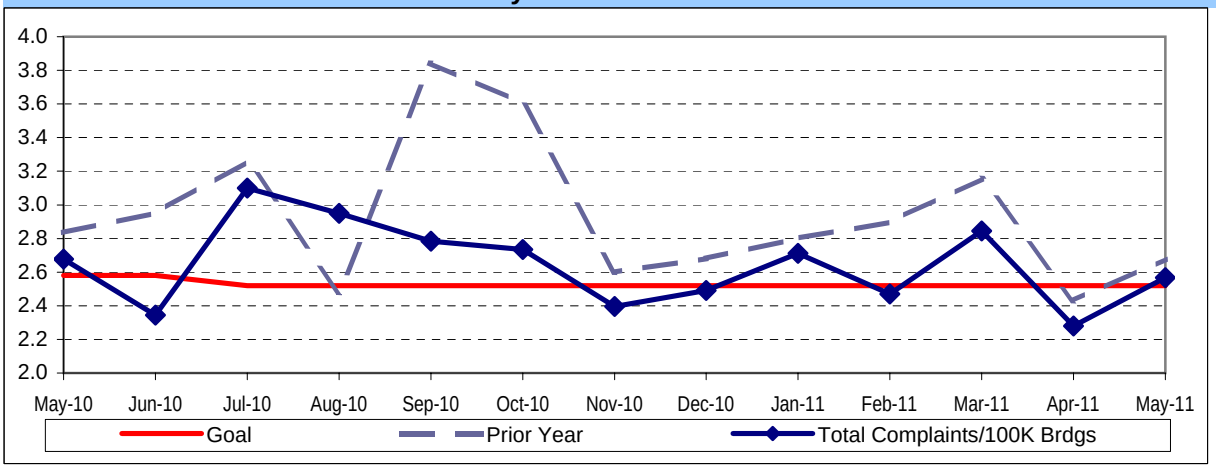
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

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

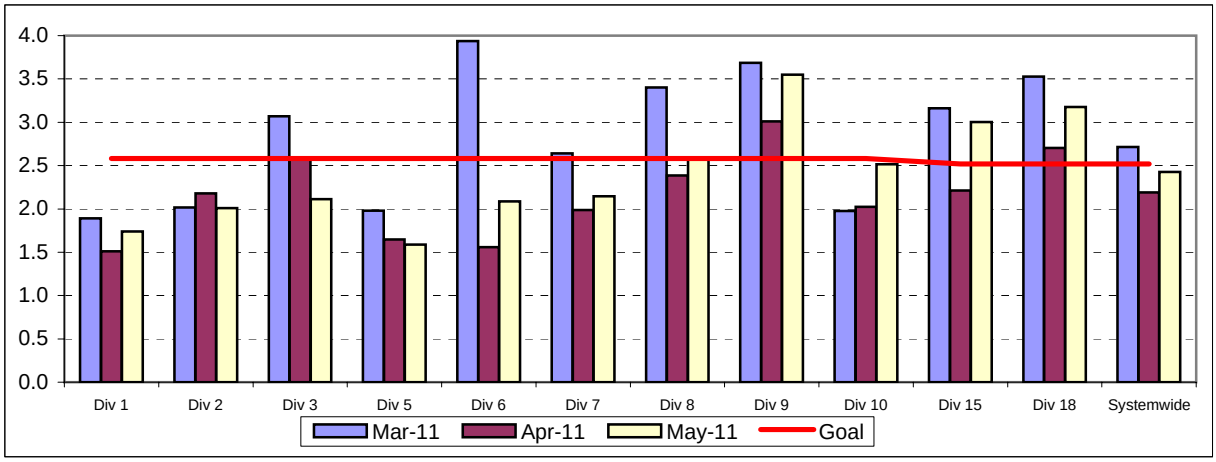
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Remaining Below the Goal line is the target.

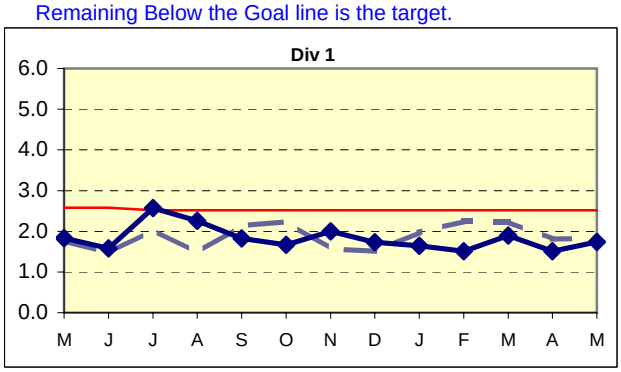
Bus Operating Divisions, by Divisions
March 2011 - May 2011

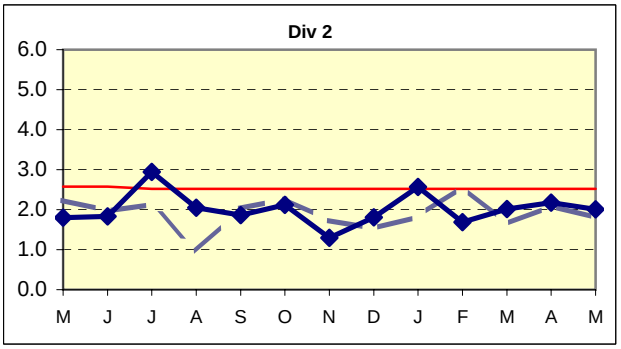


COMPLAINTS PER 100,000 BOARDINGS

Current Year Prior Year Goal

Remaining Below the Goal line is the target.

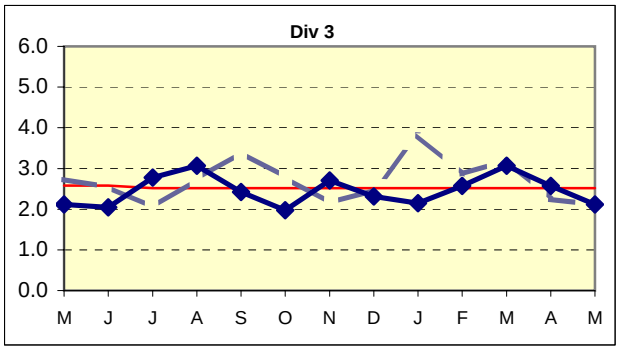


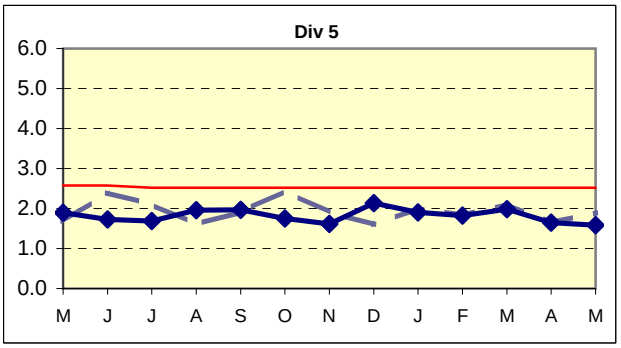


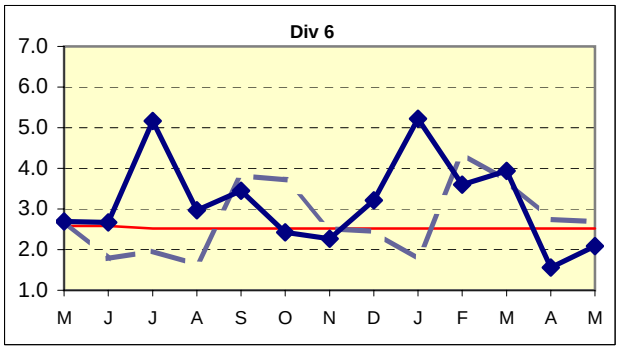
Current Year Prior Year Goal

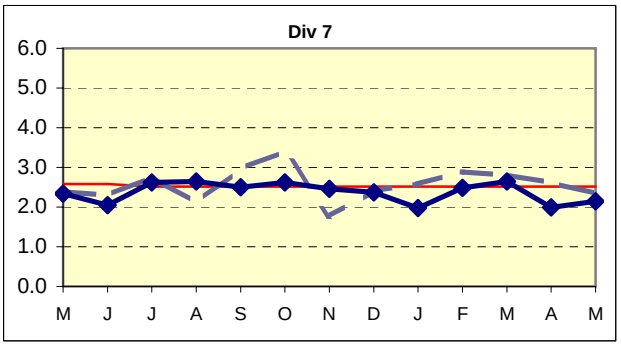
Remaining Below the Goal line is the target.

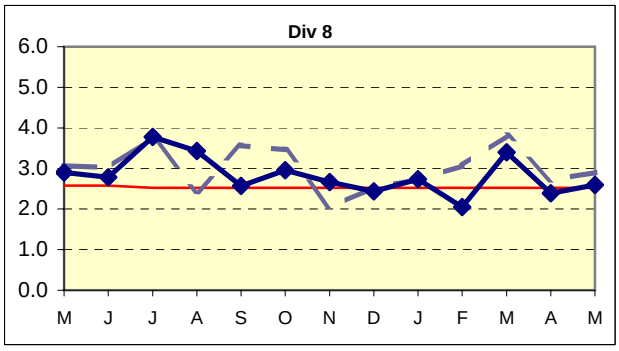
COMPLAINTS PER 100,000 BOARDINGS - Continued

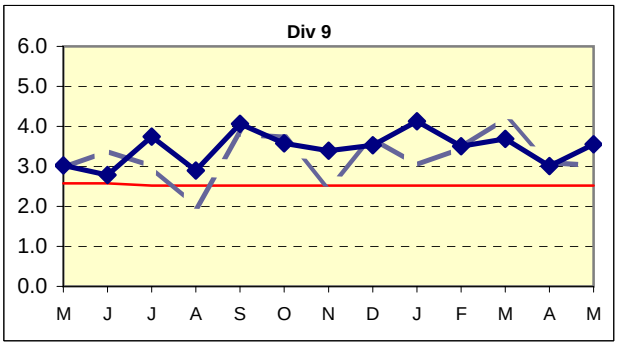


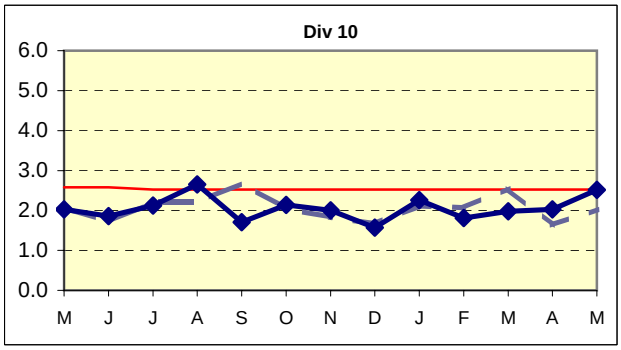


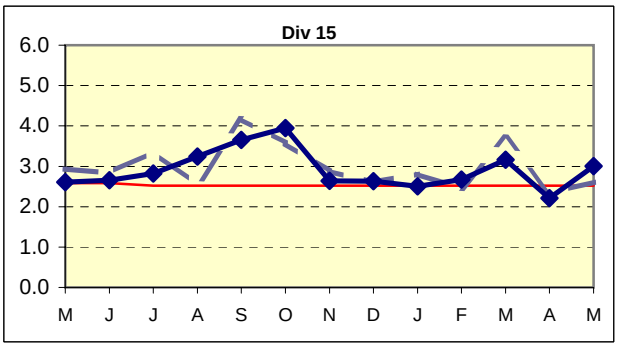


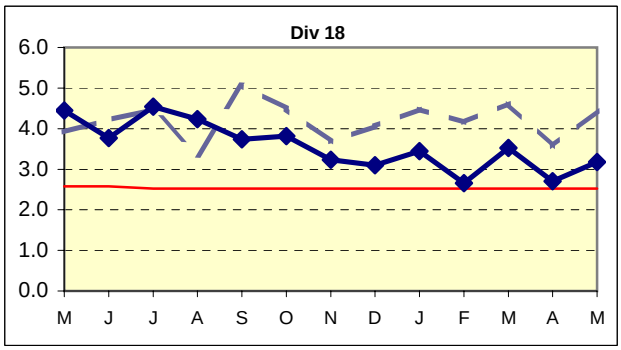












WORKERS COMPENSATION CLAIMS

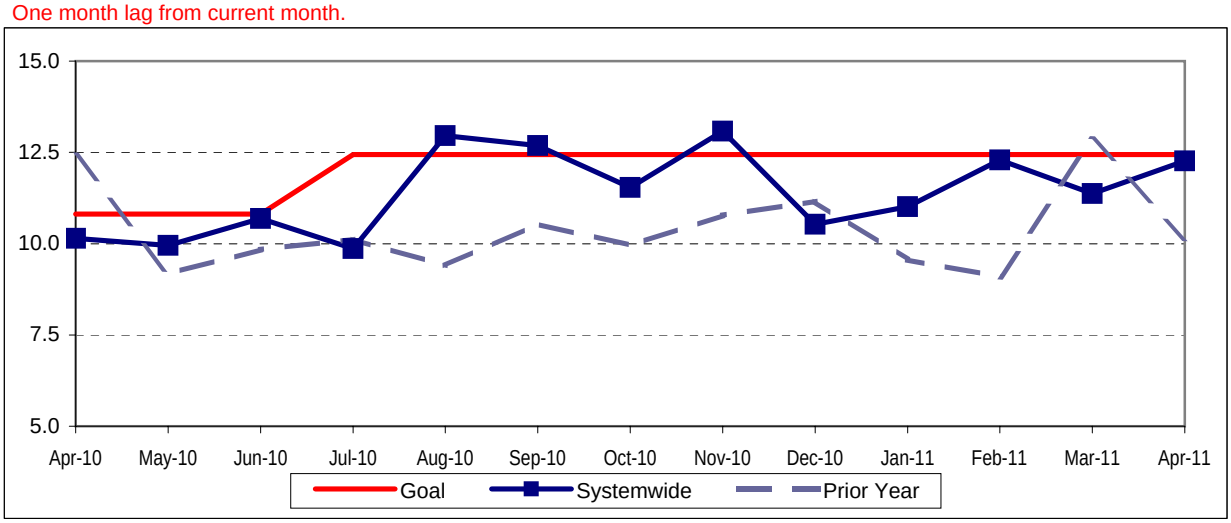
New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend

One month lag from current month.



Remaining Below the Goal line is the target.

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

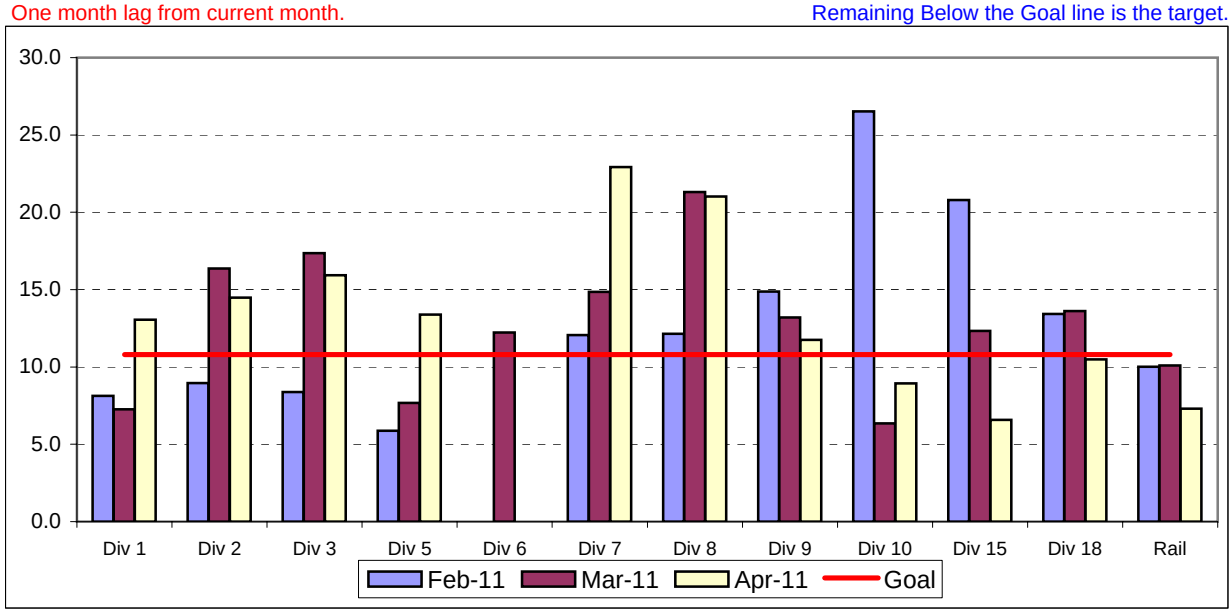
Definition: Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

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

Bus & Rail by Division
February 2011 - April 2011

One month lag from current month.

Remaining Below the Goal line is the target.

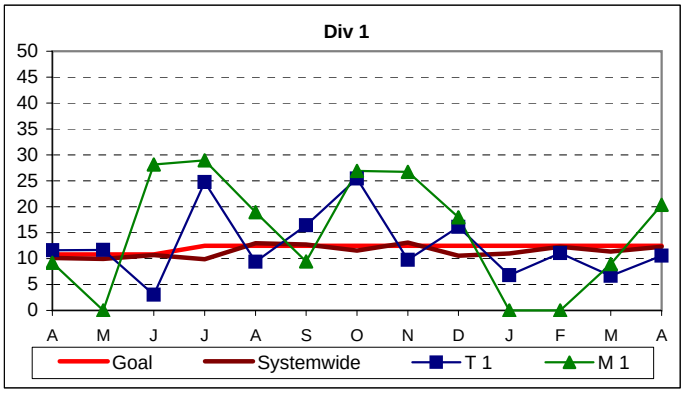


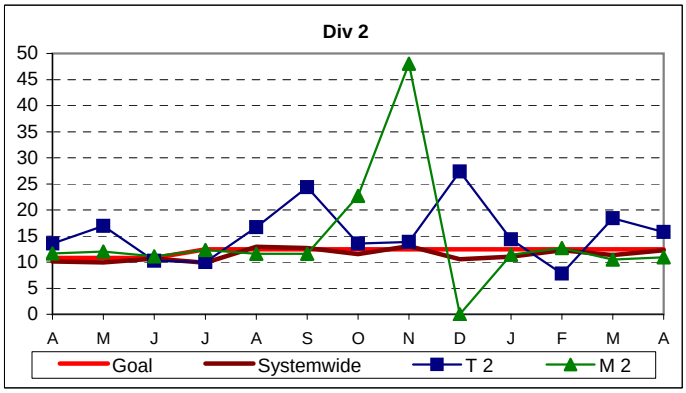
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions

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

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

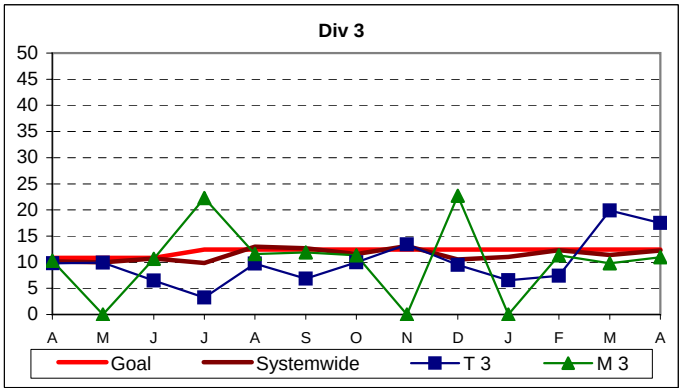
One month lag in reporting.

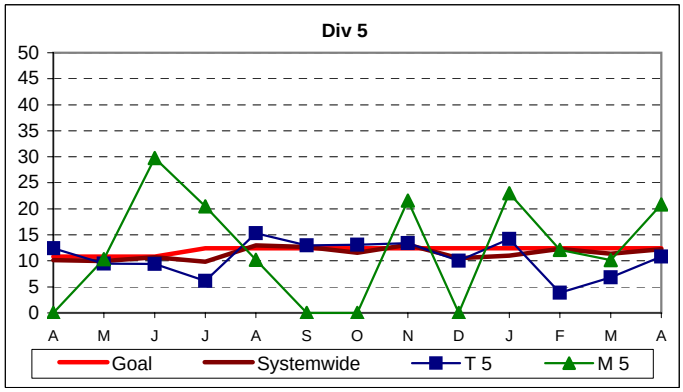




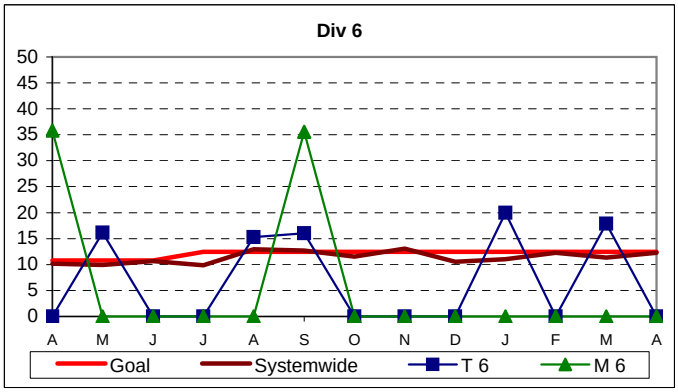
Remaining Below the Goal line is the target.

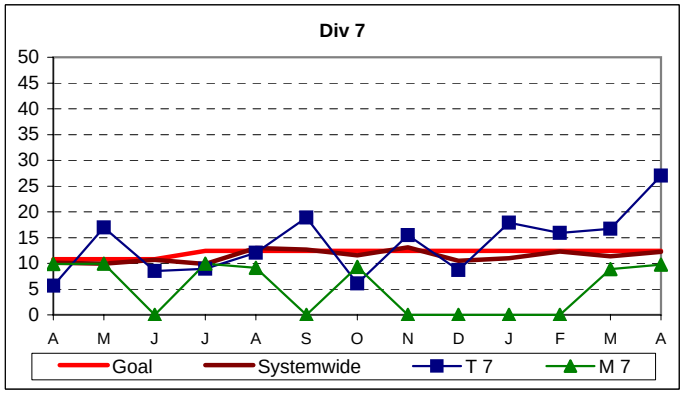
One month lag in reporting.





One month lag in reporting.

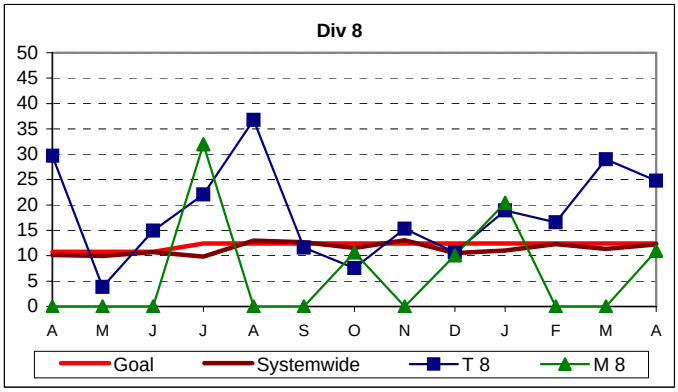


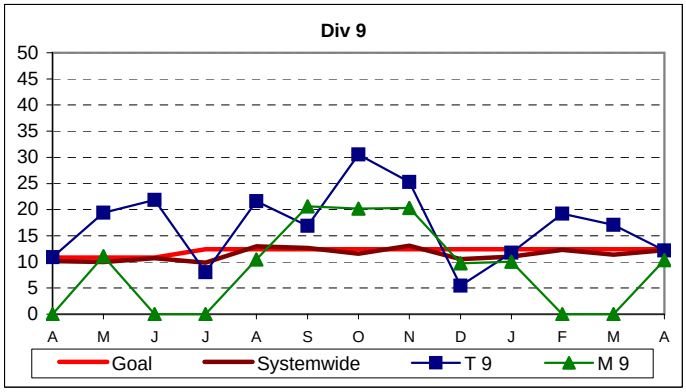


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

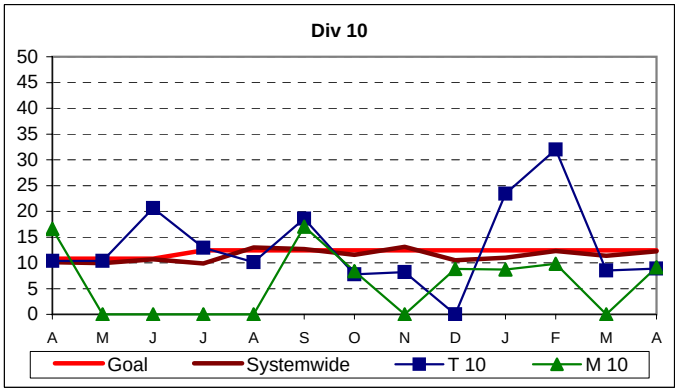
Remaining Below the Goal line is the target.

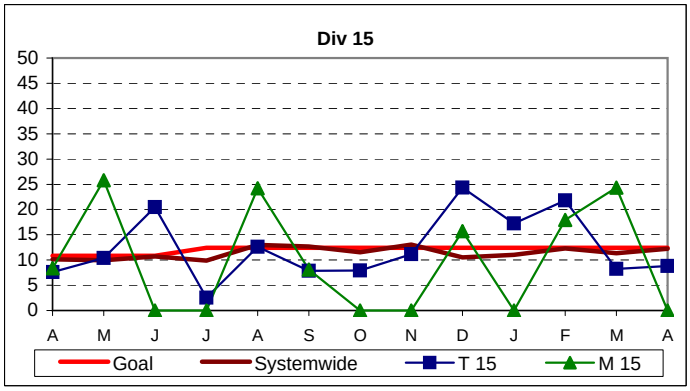
One month lag in reporting.



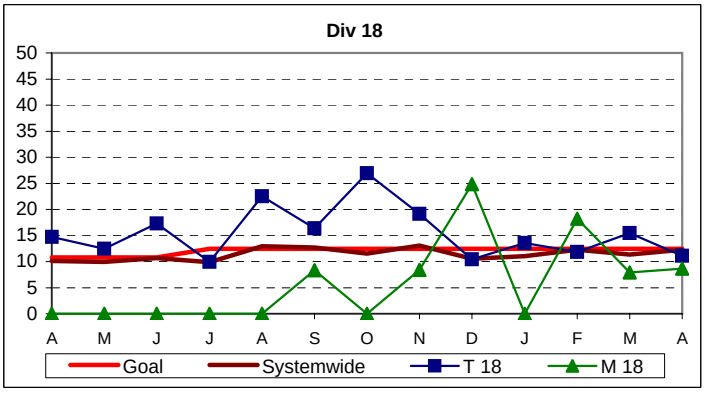


One month lag in reporting.





One month lag in reporting.



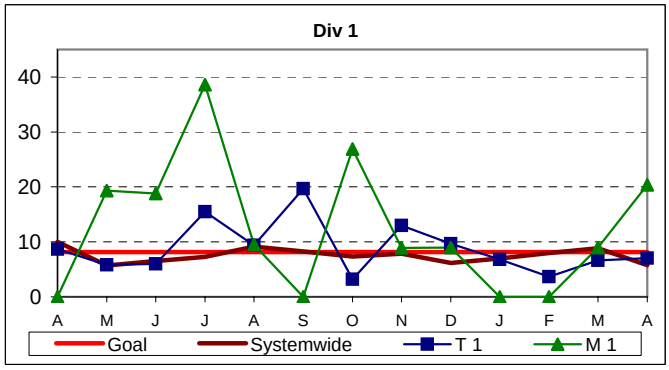
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

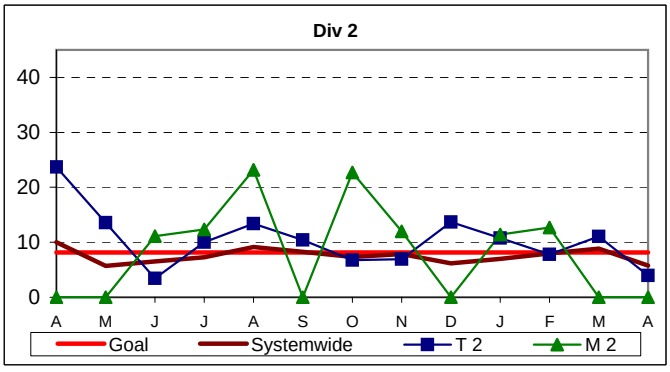
Systemwide and Bus Operating Divisions

Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

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

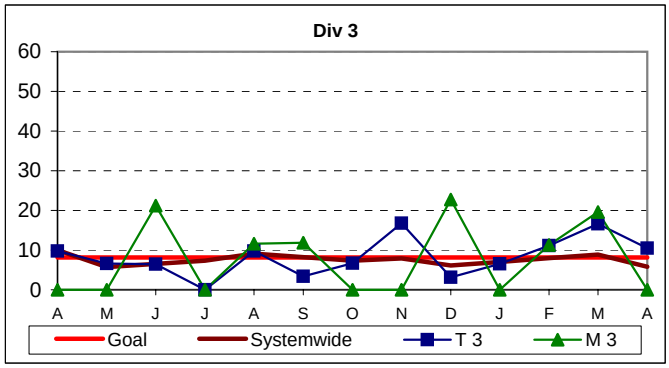
One month lag in reporting.

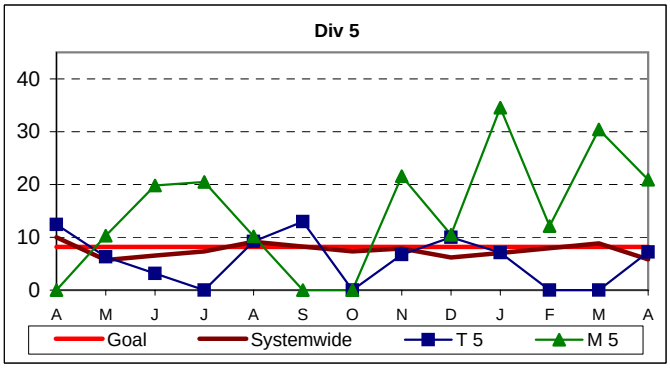




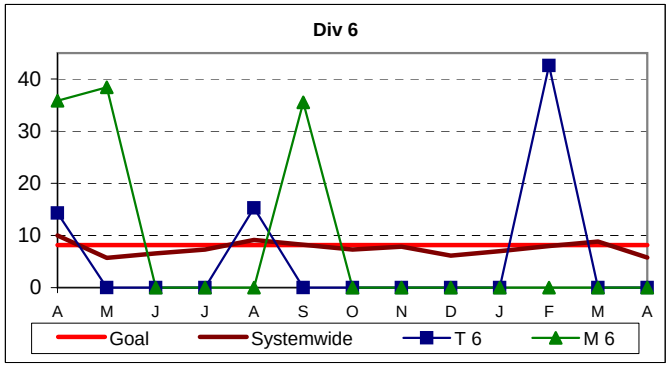
Remaining Below the Goal line is the target.

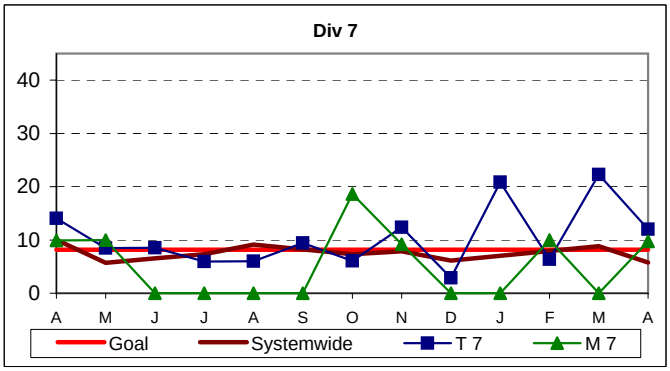
One month lag in reporting.



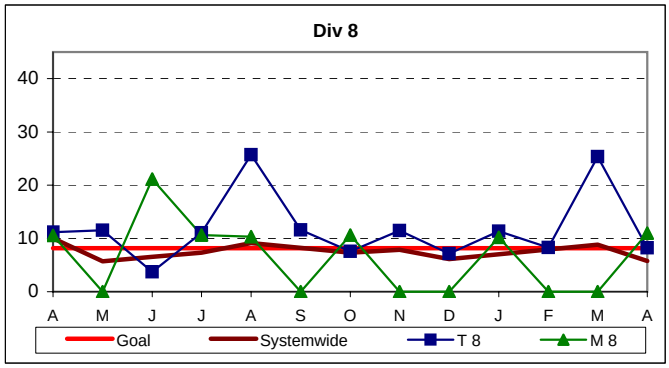


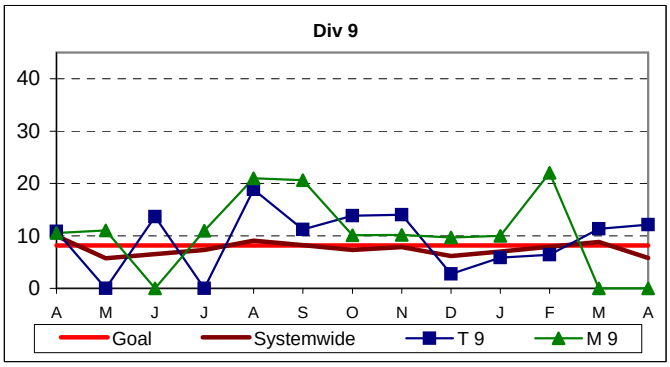
One month lag in reporting.



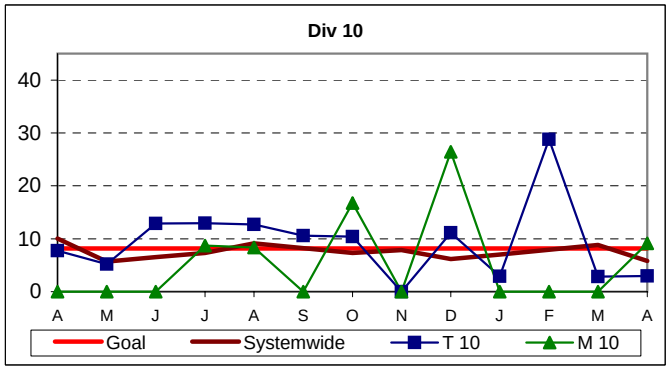


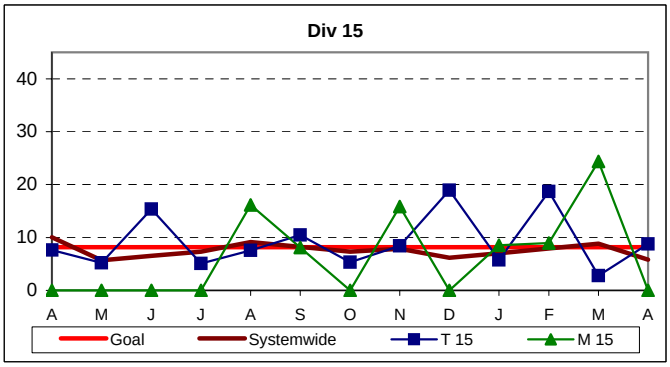
One month lag in reporting.



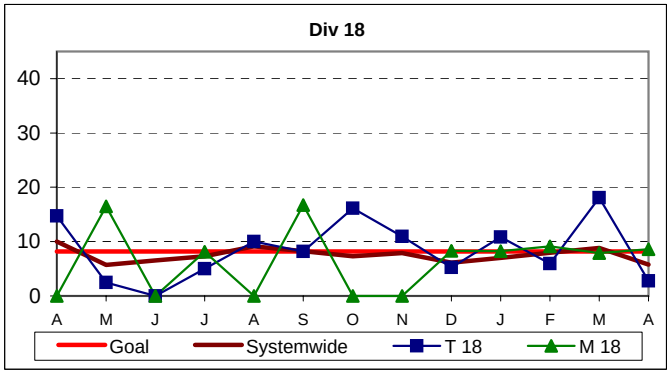


One month lag in reporting.





One month lag in reporting.



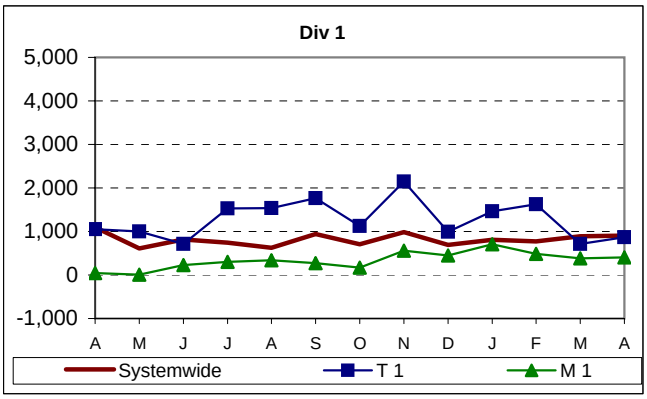
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

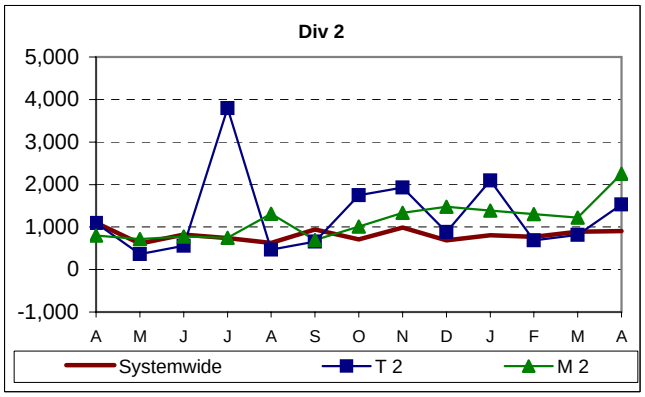
Systemwide and Bus Operating Divisions

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

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

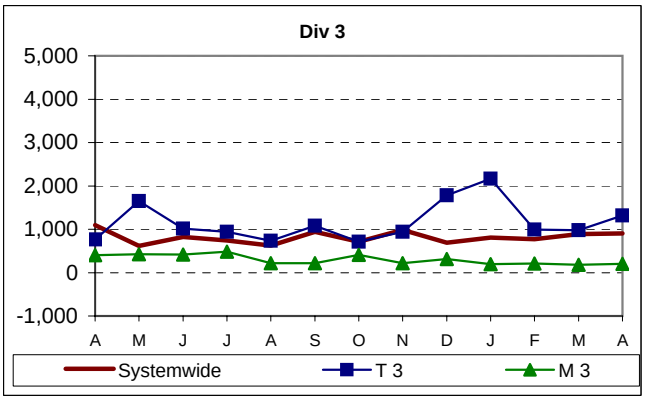
One month lag in reporting.

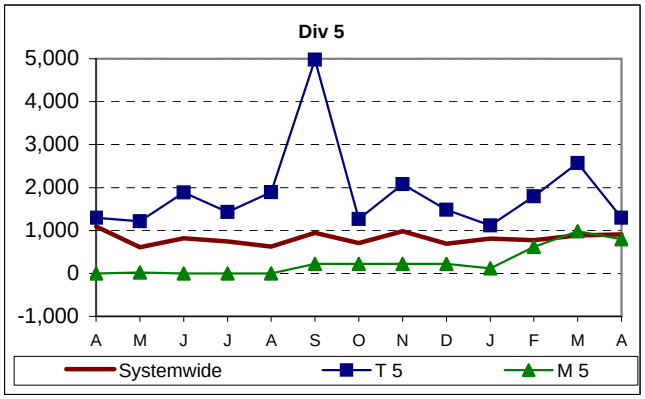




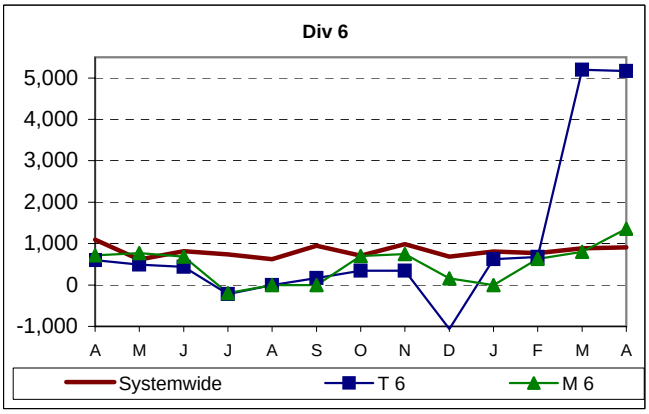
Lower is better.

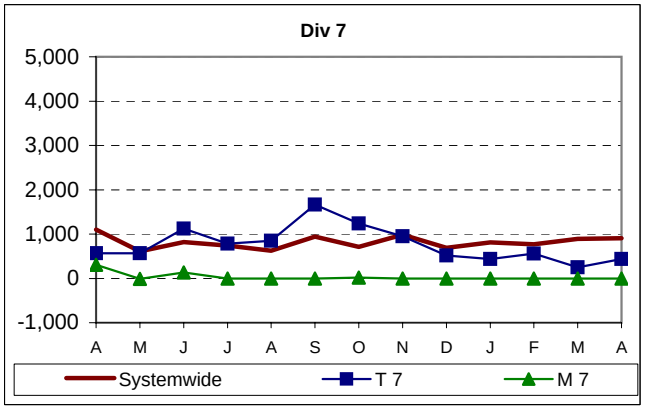
One month lag in reporting.





One month lag in reporting.





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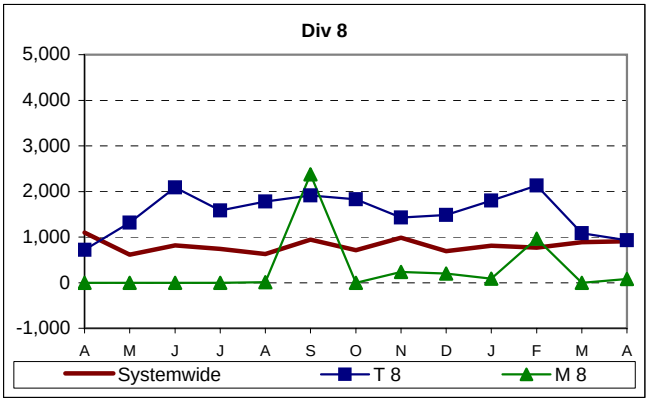
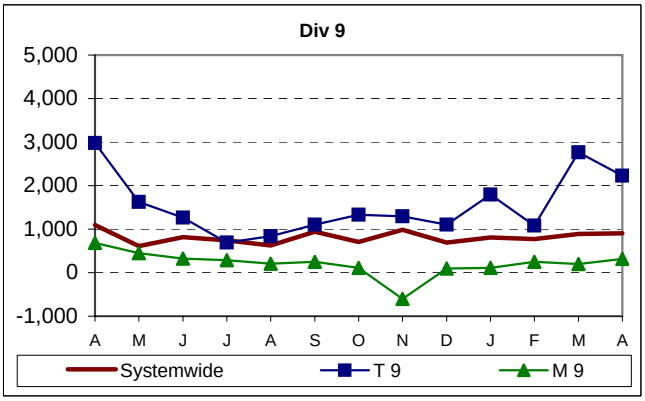
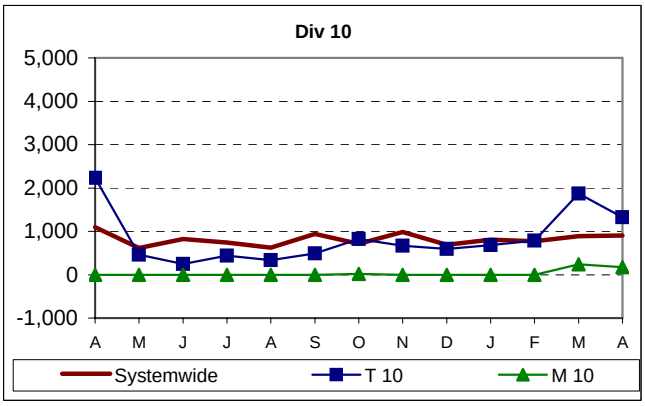
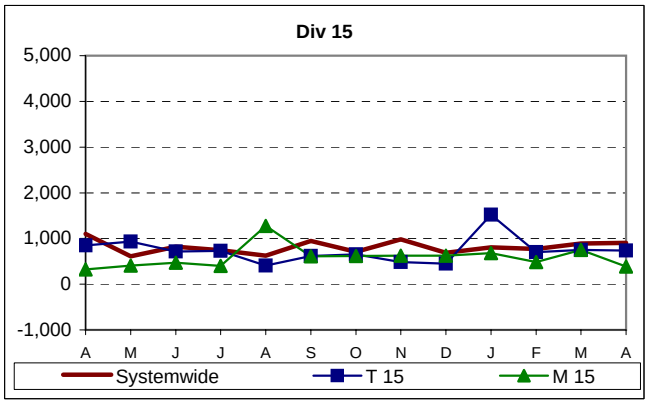




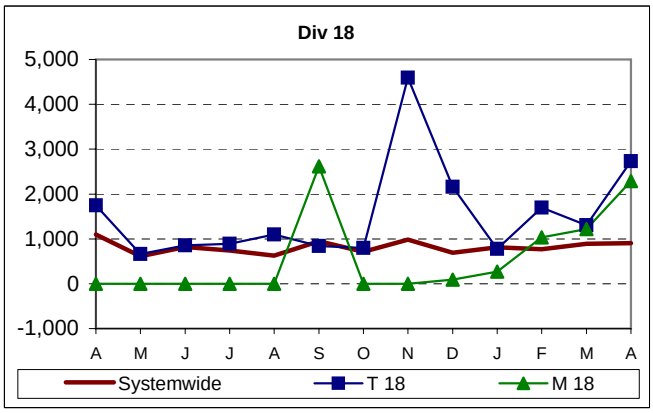
Lower is better.

One month lag in reporting.





One month lag in reporting.



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Monthly Calculations - May 2011
Metro Bus - Maintenance

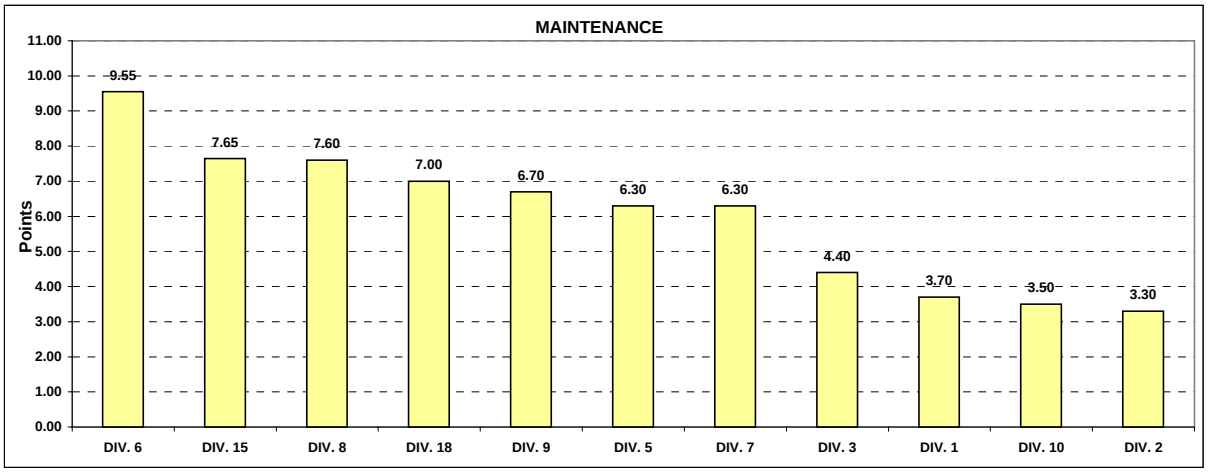
Definition: A performance awareness program designed to increase productivity and efficiency.

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

Maintenance

	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	**50%**	1720.8	1679.1	2253.7	2396.6	4713.3	1892.3	5520.7	4274.8	1542.2	2331.7	1932.9
Points		3	2	6	8	10	4	11	9	1	7	5
Attendance	**20%**	0.98367	0.97728	0.96669	0.98421	0.98072	0.99376	0.97996	0.97163	0.97330	0.97930	0.98374
Points		8	4	1	10	7	11	6	2	3	5	9
New WC Claims /200,000 Exp Hrs*	**30%**	20.3989	10.9191	10.9622	20.8673	0.0000	9.7467	10.9967	10.3225	9.1044	0.0000	8.6226
Points		2	5	4	1	10.5	7	3	6	8	10.5	9
*One month lag												
Totals		**3.70**	**3.30**	**4.40**	**6.30**	**9.55**	**6.30**	**7.60**	**6.70**	**3.50**	**7.65**	**7.00**

FINAL RANKING	**Maintenance Division Ranking (Sorted)**											
	DIV.	**DIV. 6**	**DIV. 15**	**DIV. 8**	**DIV. 18**	**DIV. 9**	**DIV. 5**	**DIV. 7**	**DIV. 3**	**DIV. 1**	**DIV. 10**	**DIV. 2**
	Score	**9.55**	**7.65**	**7.60**	**7.00**	**6.70**	**6.30**	**6.30**	**4.40**	**3.70**	**3.50**	**3.30**
	Rank	**1st**	**2nd**	**3rd**	**4th**	**5th**	**6th**	**6th**	**7th**	**8th**	**9th**	**10th**



Monthly Calculations - May 2011
Metro Bus - Transportation

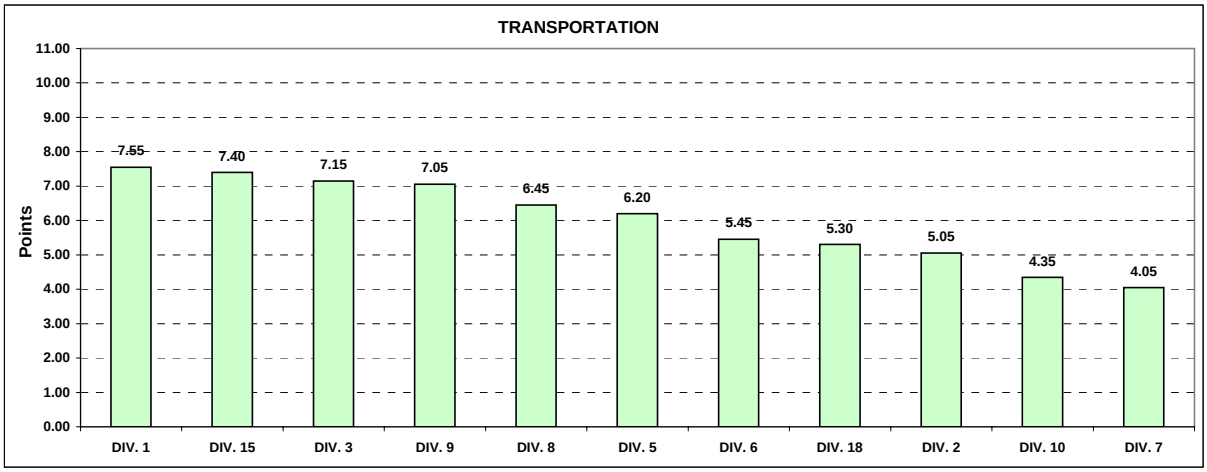
Definition: A performance awareness program designed to increase productivity and efficiency.

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

Transportation

	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	25%	0.7987	0.7452	0.7830	0.7568	0.7068	0.7415	0.7966	0.7822	0.7270	0.7805	0.7278
Points		11	5	9	6	1	4	10	8	2	7	3
Miles Between Total Road Calls	10%	1720.7696	1679.1115	2253.6515	2396.5874	4713.2520	1892.3159	5520.6954	4274.7650	1542.2032	2331.6844	1932.9206
Points		3	2	6	8	10	4	11	9	1	7	5
Accident Rate	25%	4.0177	3.8720	2.0638	5.2776	5.9407	3.3553	2.9037	1.7248	4.4148	2.8446	2.6182
Points		4	5	10	2	1	6	7	11	3	8	9
Complaints/100K Boardings	15%	1.7411	2.0075	2.1126	1.5867	2.0886	2.1463	2.5908	3.5504	2.5151	3.0373	3.1771
Points		10	9	7	11	8	6	4	1	5	3	2
New WC Claims /200,000 Exp Hrs*	25%	10.5251	15.7833	17.5161	10.8124	0.0000	26.9883	24.7778	12.1641	8.8721	8.7938	11.1040
Points		8	4	3	7	11	1	2	5	9	10	6
*One month lag												
Totals		**7.55**	**5.05**	**7.15**	**6.20**	**5.45**	**4.05**	**6.45**	**7.05**	**4.35**	**7.40**	**5.30**

FINAL RANKING	Transportation Division Ranking (Sorted)										
DIV.	DIV. 1	DIV. 15	DIV. 3	DIV. 9	DIV. 8	DIV. 5	DIV. 6	DIV. 18	DIV. 2	DIV. 10	DIV. 7
Score	7.55	7.40	7.15	7.05	6.45	6.20	5.45	5.30	5.05	4.35	4.05
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Monthly Calculations - May 2011
Metro Rail

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

Calculation: Performance indicators are ranked from best to worst. Performance percentages for various indicators are averaged and outcomes are 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 Availabil	**May-10**	**May-11**	Yearly Improvement	**May-10**	**May-11**	Yearly Improvement	**May-10**	**May-11**	Yearly Improvement	**May-10**	**May-11**	Yearly Improvement
Track	100.00%	100.00%	0.00%	99.97%	100.00%	0.03%	99.99%	99.99%	0.00%	100.00%	99.97%	-0.03%
Signal	100.00%	99.99%	-0.01%	99.99%	100.00%	0.01%	100.00%	99.99%	-0.01%	100.00%	100.00%	0.00%
Power	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Wayside Performa	**100.00%**	**100.00%**	**-0.002%**	**99.99%**	**100.00%**	**0.013%**	**100.00%**	**99.99%**	**-0.003%**	**100.00%**	**99.99%**	**-0.010%**
Vehicle Performance												
: Svc. Performance	**99.96%**	**99.94%**	**-0.022%**	**100.00%**	**100.00%**	**-0.001%**	**99.91%**	**99.95%**	**0.044%**	**99.95%**	**99.96%**	**0.007%**
Rail Transportation												
ons & Control Perf.	**99.96%**	**99.98%**	**0.016%**	**100.00%**	**99.99%**	**-0.013%**	**100.00%**	**99.99%**	**-0.007%**	**100.00%**	**100.00%**	**0.000%**
In-Service Performance												
llable RH Delivered	**99.92%**	**99.92%**	**-0.006%**	**99.92%**	**99.92%**	**-0.001%**	**99.90%**	**99.93%**	**0.031%**	**99.94%**	**99.92%**	**-0.025%**
Total Rail Line Pe	**99.96%**	**99.96%**	**-0.003%**	**99.98%**	**99.98%**	**0.000%**	**99.95%**	**99.97%**	**0.017%**	**99.97%**	**99.97%**	**-0.007%**

Metro Rail Final Ranking (Sorted)

Rail Line	GREEN	RED	BLUE	GOLD
Score	0.017%	0.000%	-0.003%	-0.007%
Rank	1st	2nd	3rd	4th