

Los Angeles County
Metropolitan Transportation Authority

May 30, 2007

FTA Quarterly Review Briefing Book



Metro

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William Waters	81-05-01
Rick Wilson	99-16-09
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Joe Parise (RMC)	99-PL-05
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Metro

Los Angeles County
Metropolitan Transportation Authority

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May 22, 2007

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105

SUBJECT: FTA Quarterly Review Briefing Book and Related Documents
FTA New Start Projects Quarterly Review Meeting – May 30, 2007

Dear Mr. Rogers:

Attached is the FTA Quarterly Review Briefing Book, including the FTA Quarterly Review Meeting Agenda and related documents. The Third Quarter Financial Report (Unaudited) will be submitted to you under separate cover. These reports should provide you adequate information on quarterly agenda items for the May 30, 2007 FTA New Start Projects Quarterly Review Meeting.

I look forward to meeting with you at the Quarterly Review Meeting. If you require any additional information, please contact me at (213) 922-6888.

Sincerely,

Roger Snoble
Chief Executive Officer

Enclosure



AGENDA

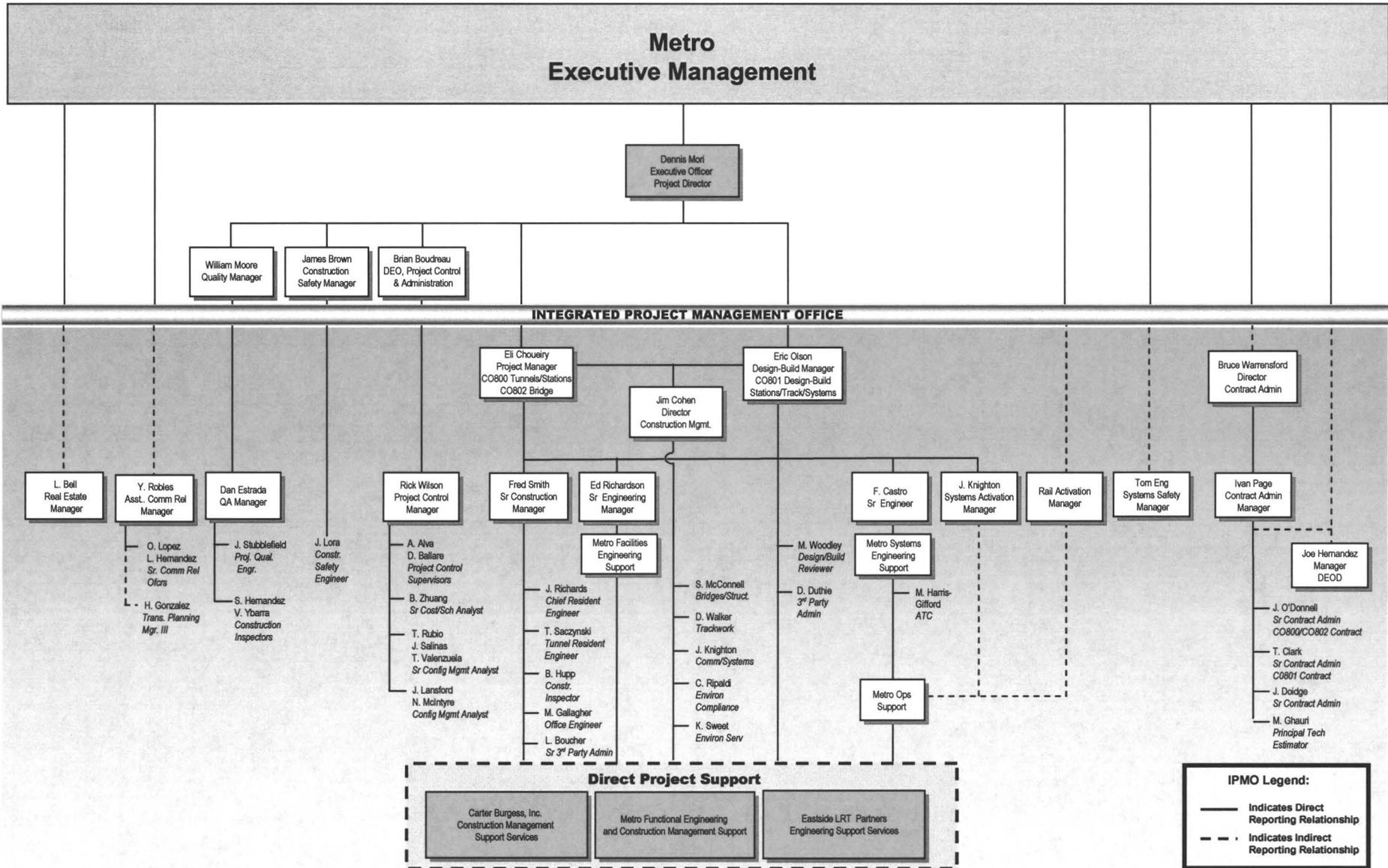
FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

Los Angeles County
Metropolitan Transportation Authority
Wednesday, May 30, 2007 – 9:00 a.m.
Gateway Conference Room – 3rd Floor

- | | |
|---|-------------------------|
| I. OVERVIEW | <u>PRESENTER</u> |
| A. FTA Opening Remarks | Leslie Rogers |
| B. Metro Management Overview | Roger Snoble |
| C. Financial Plan Status | Terry Matsumoto |
| D. Legal Issues | Charles Safer |
| E. General Safety and Security Issues | Jack Eckles |
| F. 2550 Rail Vehicle Program | Suresh Shrimavle |
| II. METRO CONSTRUCTION REPORTS | |
| A. Construction Project Management Overview | Rick Thorpe |
| B. PMP/SSMP Status | Dennis Mori |
| C. Metro Gold Line Eastside Extension | Dennis Mori |
| • Issues/Accomplishments | |
| • Construction Safety | |
| • Schedule Status (<i>Critical Path</i>) | |
| • Cost/Budget Status (<i>Construction, Design, PM, Contingencies</i>) | |
| • Mitigation Status | |
| • Quality Assurance | |
| • Construction Contracts Update | Eli Choueiry |
| C0803 Tunnel, Stations, Trackwork & Systems | |
| C0802 101 Freeway Bridge Overcrossing | |
| • 1 st Street Bridge | |
| D. Mid City/Exposition LRT Project | Eric Olson |
| • Phase 1 Status (<i>Cost, Budget, Schedule, Critical Path, Issues</i>) | |
| • Phase 2 Status | |
| III. METRO PLANNING REPORTS | Carol Inge |
| IV. ACTION ITEMS | FTA/PMOC |
| V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING | |

Los Angeles County
Metropolitan Transportation Authority
Wednesday, August 29, 2007
Gateway Conference Room – 3rd Floor

Metro Gold Line Eastside Extension Project Management Organization Structure



METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX
March 2007

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
ACA 2 (Walters)	Would propose an amendment to the Constitution of the State to permit private property to be taken or damaged only for a stated public use and only when just compensation has been paid to, or into court for, the owner of the property.	To be determined	Assembly
AB 57 (Soto)	Would delete March 1, 2008, repeal date of the Safe Routes to School construction program, thereby extending the provisions indefinitely.	To be determined	Assembly Transportation Committee
AB 60 (Nava)	Would recast bicycle provisions as to overtake a bicycle by requiring the driver of a motor vehicle overtaking a bicycle that is preceding in the same direction to pass to the left at a safe distance, at a minimum clearance without interfering with the safe operation of the overtaken bicycle.	To be determined	Assembly Transportation Committee
AB 99 (Feuer)	Would make legislative findings and declarations regarding the use of clean, alternative fuels.	To be determined	Assembly
AB 889 (Lieu)	Establishes a Metro Green Line Construction Authority	To be determined	Assembly
AB 900 (Núñez)	Expands the voting membership of the California Transportation Commission	To be determined	Assembly

GOVERNMENT RELATIONS
2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX
 March 2007

STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 9 (Lowenthal)	Would amend existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act.	Work with Author	Senate Rules Committee
SB 19 (Lowenthal)	Would declare the intent of the Legislature to enact legislation that establishes conditions and criteria for projects funded under provisions of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	Work with Author	Senate Rules Committee
SB 45 (Perata)	Would state the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.	Work with Author	Senate Rules Committee
SB 47 (Perata)	Would state the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and port Security Bond Act of 2006 to the State-Local Partnership Program.	Work with Author	Senate Rules Committee
SB 163 (Migden)	Obligates the State to fund connecting ramps from the San Francisco Oakland Bay Bridge to Yerba Buena Island	To be determined	Senate Transportation & Housing Committee
SB 650 (Padilla)	Expands the maximum vehicle length requirement for buses	To be determined	Senate Transportation & Housing Committee
SB 724 (Kuehl)	Would specify an expedited process for Exposition Construction Authority grade crossing applications	To be determined	Senate Rules Committee
SB 974 (Lowenthal)	Requires the Ports of Los Angeles, Long Beach and Oakland to impose container fees	To be determined	Senate
SCA 1 (McClintock)	Would relate to eminent domain proceedings. Provides that private property may be taken or damaged only for a stated public use, and not without the consent of the owner for purposes of economic development, increasing tax revenue, or any other private use, nor for maintaining the present use by a different owner.	To be determined	Senate Judiciary Committee

GOVERNMENT RELATIONS
2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX
March 2007

STATE/FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
H.R. 238 (Waxman)	<p>H.R. 238 is a measure that seeks to repeal a restriction on federal funding for subway tunneling in the Wilshire Corridor.</p> <p>Specifically, H.R. 238 would provide the following:</p> <ul style="list-style-type: none"> • 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 June 10, 1985, entitled "Task Force Report on the March 24, 1985 Methane Gas Explosion and Fire in the Fairfax Area." 	Passed the U.S. House of Representatives on February 7, 2007.
S. 294 (Lautenberg)	This legislation seeks to authorize \$19.2 billion in federal funds for Amtrak by authorizing \$3.2 billion per year for six years. The funds would be used to implement a comprehensive plan to revitalize and reform Amtrak that will enhance security, put new quality standards in place and make fundamental operational reforms in order to provide the best quality service to its passengers.	S. 294 was referred for action to the Senate Commerce, Science and Transportation Committee on March 16, 2007.

GOVERNMENT RELATIONS
2006/07 STATE AND FEDERAL LEGISLATIVE MATRIX
 March 2007

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
FY 2008 Transportation Appropriations Request	<p><u>\$80 million in Section 5309 New Starts Funding for the final design and construction of the Eastside Light Rail project.</u> 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.</p> <p><u>\$10 million in Section 5309 Bus and Bus Related Discretionary Funding to assist Metro in "greening" our existing bus facilities.</u> Metro supports the Municipal Operators Bus Appropriations requests.</p> <p><u>\$16.7 million in Section 5309 Very Small Starts Funding,</u> to expand eight more Metro Rapid routes across Los Angeles County.</p>	<p>December 2006-LACMTA Board Adopted 2007 Legislative program</p> <p>FY08 Appropriations requests submitted to Senators Boxer and Feinstein and Representative Roybal-Allard.</p>
S. 497 (Boxer/Feinstein)	<p>A bill that would repeal a prohibition on the use of federal funds on the Los Angeles to San Fernando Valley Metro Rail project.</p>	<p>Introduced on March 6, 2007 and referred for action to the Senate Banking, Housing and Urban Development Committee</p>

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto
 Note: "Status" will provide most recent action on the legislation and current position in the legislative process.
 3/22/2007





COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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RAYMOND G. FORTNER, JR.
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April 2, 2007

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

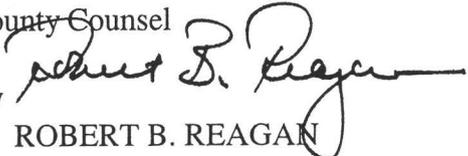
Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of March 31, 2007, 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, 2007

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.
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. First trial resulted in verdict for MTA for about \$450,000. Awaiting date for next trial. Mediation set for 04/16/07.



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

STATUS REPORT AS OF MARCH 30, 2007

**Parcel A1-250/Wilshire Vermont Station
Wilshire/Western Station**

Wilshire/Western Station – A long-term ground lease and other development documents, including grant deeds swapping property rights, were executed on 7/31/06. The various development documents provide for the construction and operation of a mixed-use development by KOAR Wilshire Western, LLC. The proposed development will contain approximately 186 condominium units, 39,000 square feet of retail space, a new 10-space bus layover facility and a 587-space parking garage (including 75 spaces for the City of Los Angeles). Construction of the development commenced in August 2006 and is on going.

Wilshire/Vermont Station - A long-term ground lease with Wilshire Vermont Housing Partners covering the construction of 449 apartment units and 35,000 square feet of commercial/retail space on 3.24 acres of the 5.83-acre station site was executed on November 10, 2003. MTA and the Los Angeles Unified School District (“**LAUSD**”) closed the sale of the bulk of the remaining 2.59 acres at the site on July 25, 2006. At that time, MTA granted the almost 2.59-acre site to LAUSD and the parties executed easements and other development documents providing for the construction and operation of a three-story, approximately 800-student middle school thereon and the continued operation and maintenance of the Metro Red Line subway thereunder. Construction of both the commercial development and the middle school is ongoing.

B-102 and B-103 - Temple Beaudry

MTA received one proposal to develop this 1.2 acre site in response to a Request for Proposals issued to the development community. MTA staff is reviewing the proposal and, if acceptable, anticipates seeking MTA Board approval to enter into an Exclusive Negotiating Agreement with the developer in the first half of 2007. MTA is currently obtaining an appraisal to provide a basis for negotiations.

A1-300 and A2-301 - Wilshire/Crenshaw

The MTA Board certified the Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project on August 15, 2002. The EIR included 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 MTA Board certified the Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project on August 15, 2002. The EIR included 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 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 – MTA and the Los Angeles City Community Redevelopment Agency have completed evaluating responses to the Request for Qualifications both agencies issued in September 2006. A Request for Proposals to develop the MTA properties was issued in March 2007 to selected developers with proposals due in May 2007

Universal City Station – MTA 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 MTA 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. It is used to store excavated soils pending environmental testing from operational divisions and the rail 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 MTA 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. Efforts are underway to acquire a new site and to combine all of the materials at one location. FTA will be asked to approve the sale of this site and to authorize the use of revenue generated for the acquisition of a new site and/or towards construction of a new facility.

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

MTA 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. Execution of the ground leases is expected to occur by the end of June, 2007, with construction commencing shortly thereafter.

Updated April 16, 2007

**METRO OPERATIONS
PERFORMANCE REPORT**



Los Angeles County
Metropolitan Transportation Authority

MAR 2007

METRO OPERATIONS MONTHLY PERFORMANCE REPORT



M
Metro

WINNIE SPENCER/SHUTTERSTOCK



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San Fernando Valley Sector Scorecard Overview (SFV)

This sector has two Metro operating divisions, Division 8 in Chatsworth and Division 15 in Sun Valley. The sector is responsible for the operation of approximately 430 Metro buses and 24 Metro Bus lines carrying nearly 60.5 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 Target	FY07 YTD	Mar. Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,500	3,536	3,382	●
No. of unaddressed road calls						885	40	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	70%	63.07%	63.86%	◇
Bus Traffic Accidents Per 100,000 Miles				3.45	3.40	3.75	3.96	◇
No. of accidents not entered-prior month	3.86	3.65	3.50			101	12	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.46	2.56	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Feb YTD 10.98	Feb. 10.59	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
SFV Sector								
MMBMF				3,319	3,500	3,645	3,322	●
No. of unaddressed road calls						266	23	
In-Service On-time Performance	67.30%	67.47%	68.54%	65.19%**	70%	65.01%	65.75%	◇
Bus Traffic Accidents Per 100,000 Miles				3.03	2.93	2.86	3.08	●
No. of accidents not entered-prior month	2.91	2.99	2.67			4	3	
Complaints per 100,000 Boardings	6.32	5.45	4.39	3.24	4.13	2.91	3.28	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.72	15.15	13.71	11.75	10.02	Feb YTD 12.99	Feb. 14.31	◇
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
Division 8								
MMBGMF				3,836	3,500	3,872	3,716	●
No. of unaddressed road calls						99	23	
In-Service On-time Performance	70.09%	69.12%	69.78%	68.23%	70%	66.70%	67.12%	◇
Bus Traffic Accidents Per 100,000 Miles				2.82	2.93	2.51	2.29	●
No. of accidents not entered-prior month	2.84	2.75	2.58			3	2	
Complaints per 100,000 Boardings	6.87	5.09	4.17	3.37	4.13	2.56	2.82	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.92	19.15	16.77	13.81	10.02	Feb YTD 16.79	Feb. 21.18	◇
Division 15								
MMBGMF				2,996	3,500	3,487	3,065	◇
No. of unaddressed road calls						167	0	
In-Service On-time Performance	66.13%	66.62%	67.84%	63.84%**	70%	63.98%	64.78%	◇
Bus Traffic Accidents Per 100,000 Miles				3.21	2.93	3.14	3.71	◇
No. of accidents not entered-prior month	2.96	3.17	2.74			1	1	
Complaints per 100,000 Boardings	6.01	5.70	4.55	3.14	4.13	2.16	3.62	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.23	13.14	12.46	10.41	10.02	Feb YTD 10.63	Feb. 8.09	◇

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

● 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.

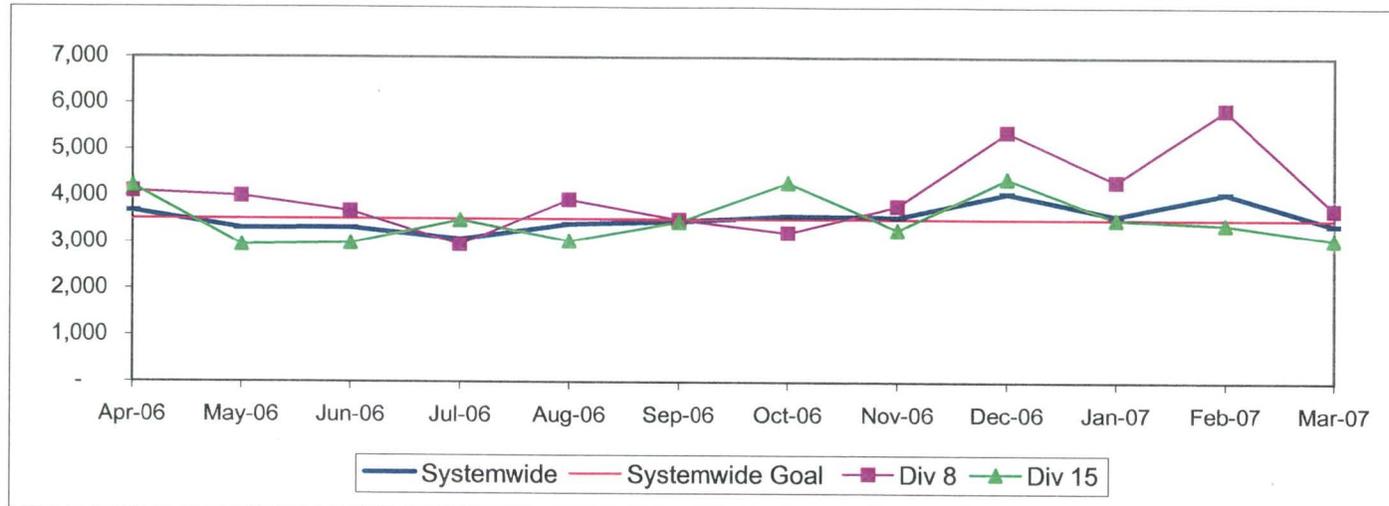
SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

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)



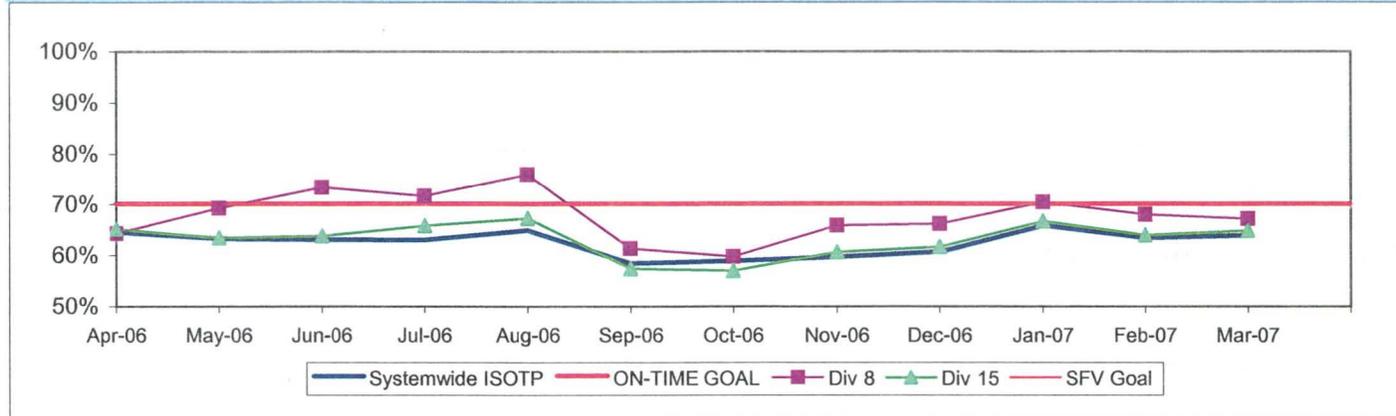
IN-SERVICE ON-TIME PERFORMANCE*

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.)

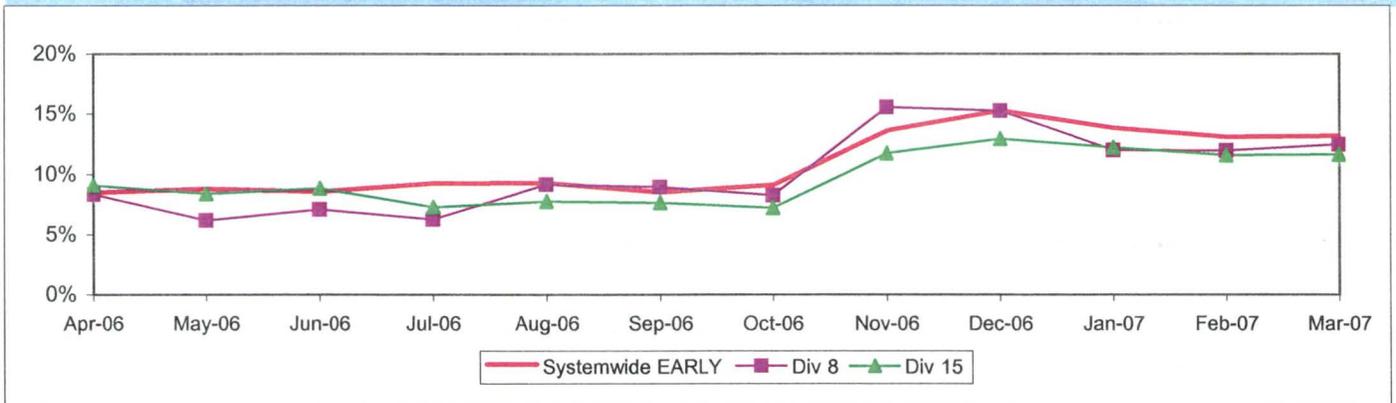
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

* Division 15 November data not available.

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



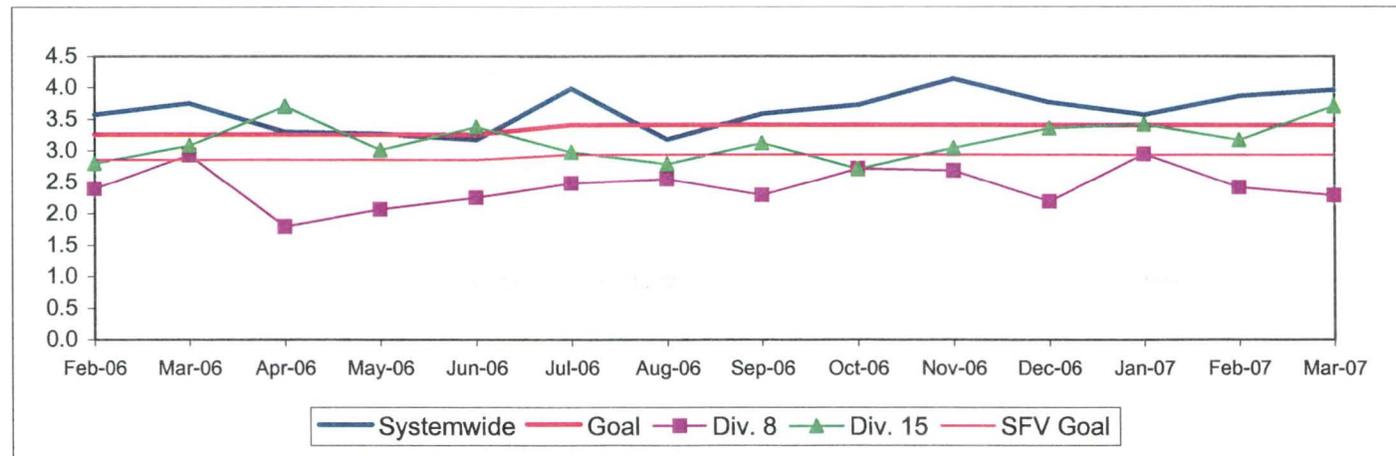
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



**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.

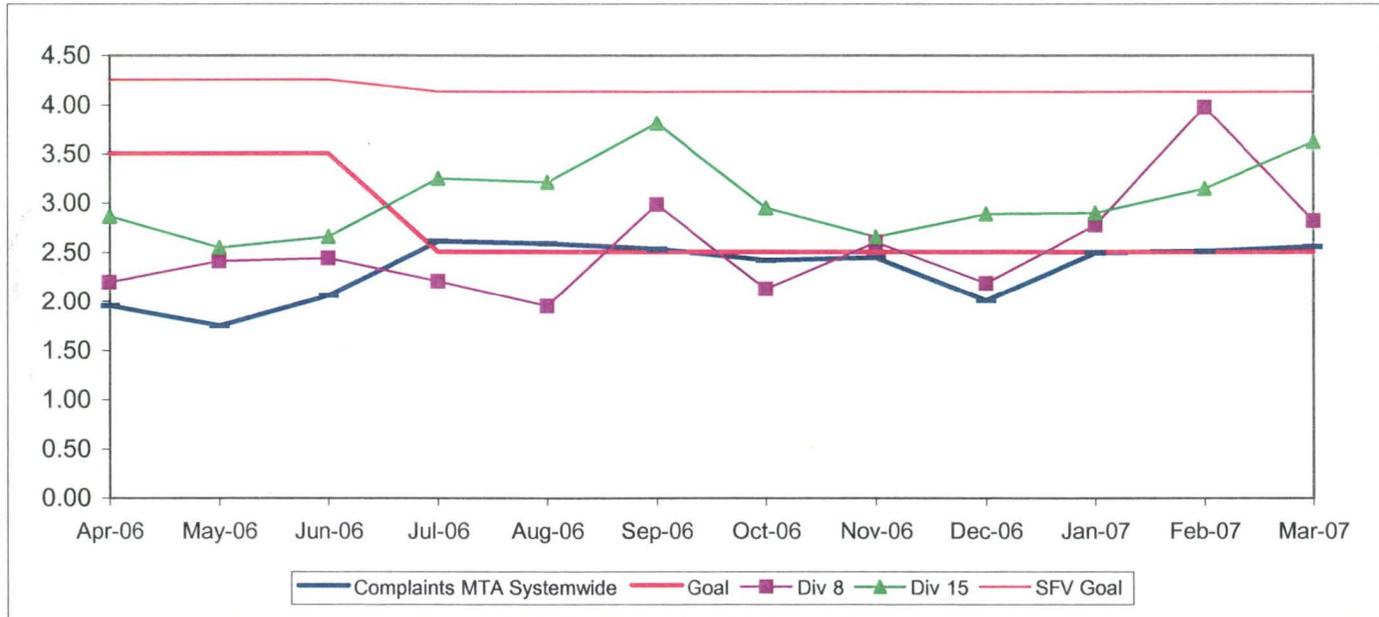
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

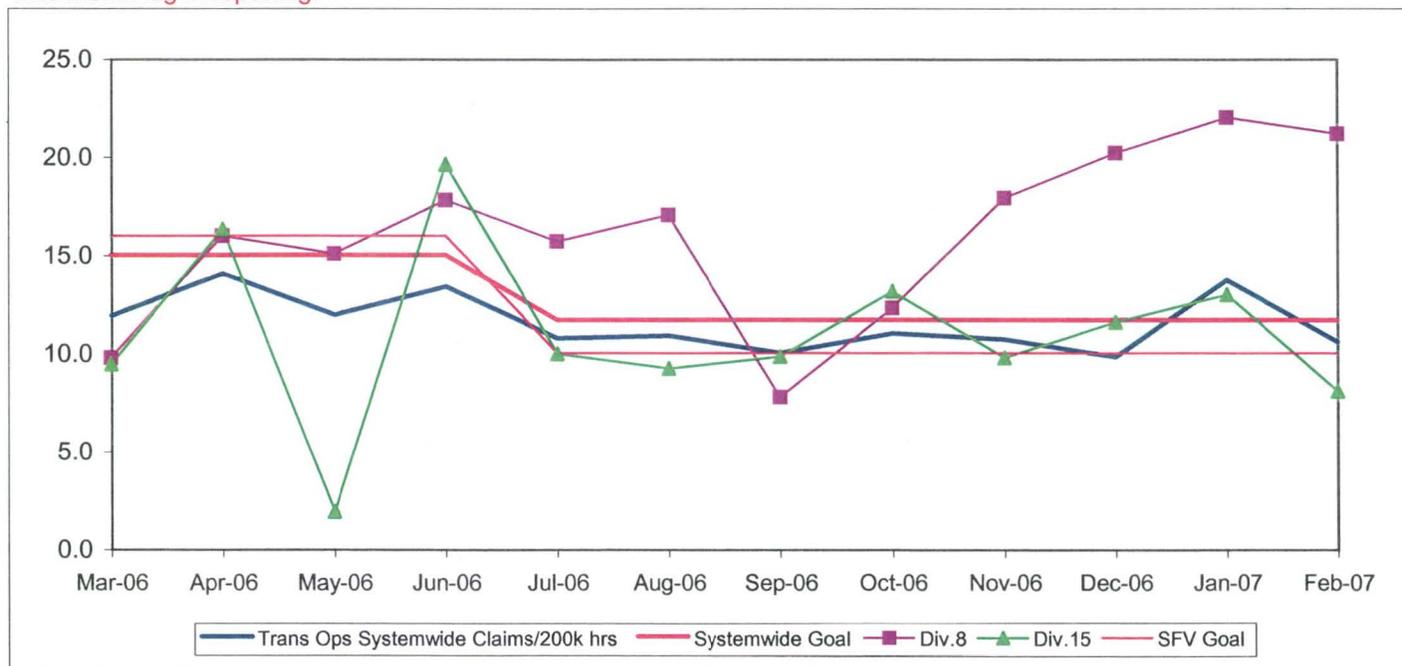


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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.



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 415 Metro buses and 28 Metro Bus lines carrying over 61.2 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 Target	FY07 YTD	Mar. Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,500	3,536 885	3,382 40	●
No. of unaddressed road calls								
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	70%	63.07%	63.86%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.45	3.40	3.75 101	3.96 12	◇
No. of accidents not entered-prior month								
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.46	2.56	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Feb YTD 10.98	Feb. 10.59	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
SGV Sector								
MMBMF				3,467	3,500	3,340 81	3,159 8	◇
No. of unaddressed road calls								
In-Service On-time Performance	70.02%	69.98%	70.10%	68.59%	75%	65.11%	66.07%	◇
Bus Traffic Accidents Per 100,000 Miles	3.40	2.91	2.96	2.81	2.75	3.17 34	3.96 0	◇
No. of accidents not entered-prior month								
Complaints per 100,000 Boardings	3.57	3.80	2.95	2.18	2.50	2.50	2.51	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	23.15	16.12	10.14	12.57	11.79	Feb YTD 13.55	Feb. 16.99	◇
Division 3								
MMBMF				2,690	3,500	2,770 52	2,577 8	◇
No. of unaddressed road calls								
In-Service On-time Performance	71.08%	70.80%	71.06%	70.05%	75%	64.57%	65.27%	◇
Bus Traffic Accidents Per 100,000 Miles	4.22	3.59	3.57	3.64	2.75	4.15 23	4.97 0	◇
No. of accidents not entered-prior month								
Complaints per 100,000 Boardings	3.09	3.02	2.60	1.83	2.50	2.10	2.08	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.54	12.36	6.68	11.36	11.79	Feb YTD 10.92	Feb. 10.10	●
Division 9								
MMBMF				4,585	3,500	3,948 29	3,802 0	●
No. of unaddressed road calls								
In-Service On-time Performance	67.47%	68.16%	68.16%	67.01%	75%	65.53%	66.62%	◇
Bus Traffic Accidents Per 100,000 Miles	2.64	2.26	2.42	2.12	2.75	2.44 11	3.21 0	●
No. of accidents not entered-prior month								
Complaints per 100,000 Boardings	4.31	5.09	5.09	2.61	2.50	2.89	2.93	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.54	20.75	14.66	14.34	11.79	Feb YTD 16.35	Feb. 24.49	◇

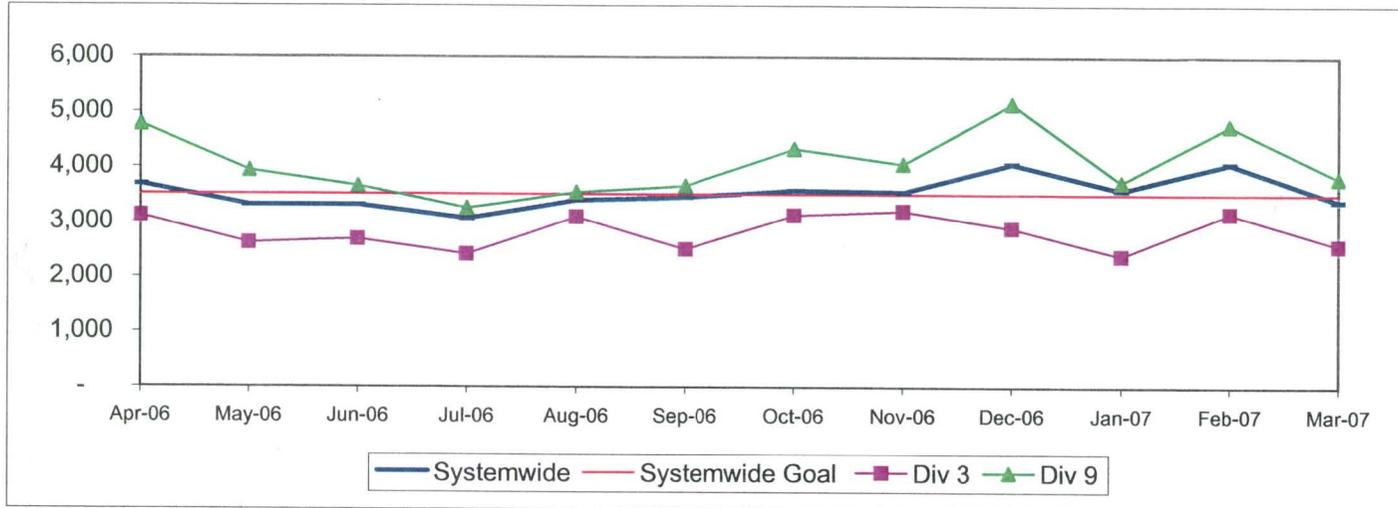
- Green - High probability of achieving the FY06 target (on track).
- ◇ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.
- Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

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

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

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

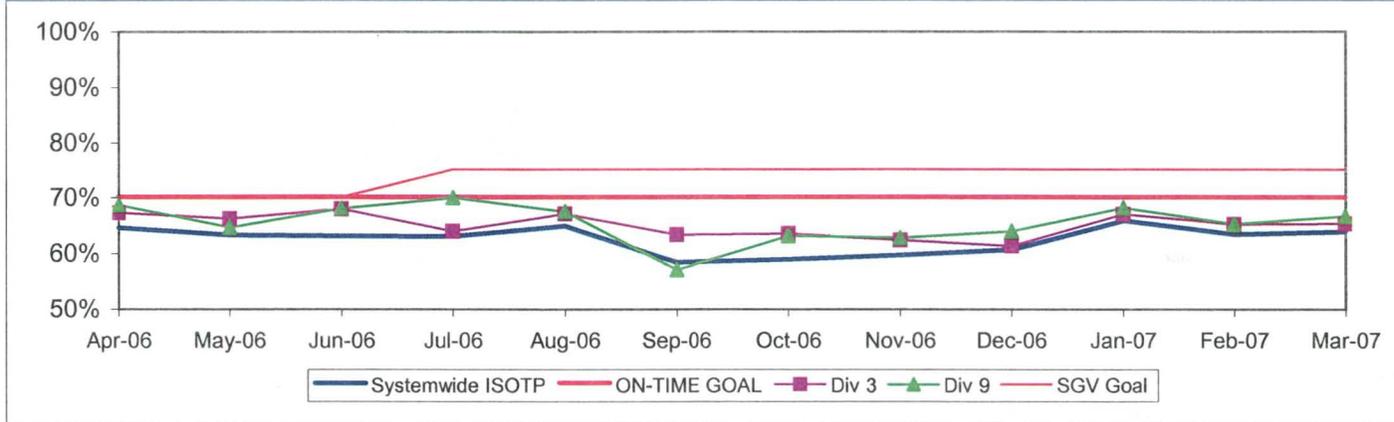


IN-SERVICE ON-TIME PERFORMANCE

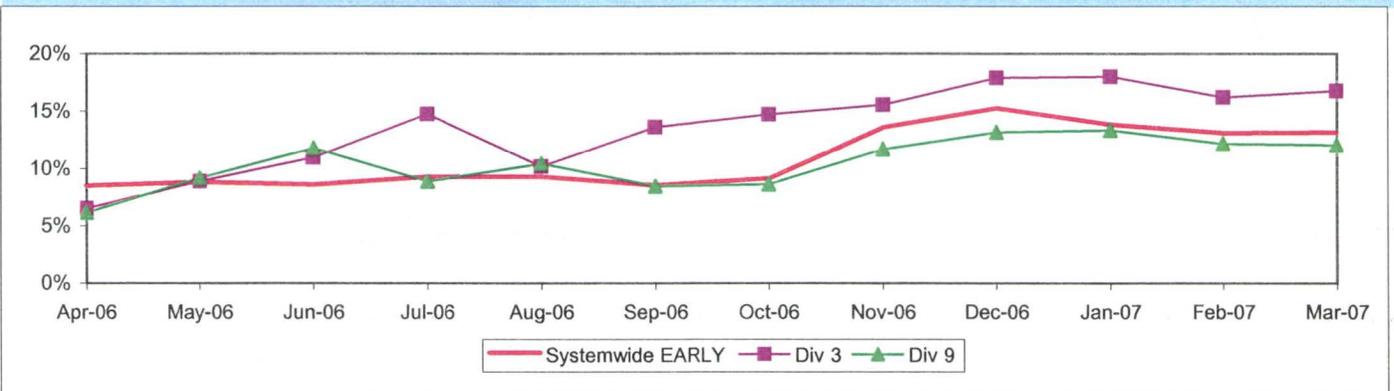
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

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



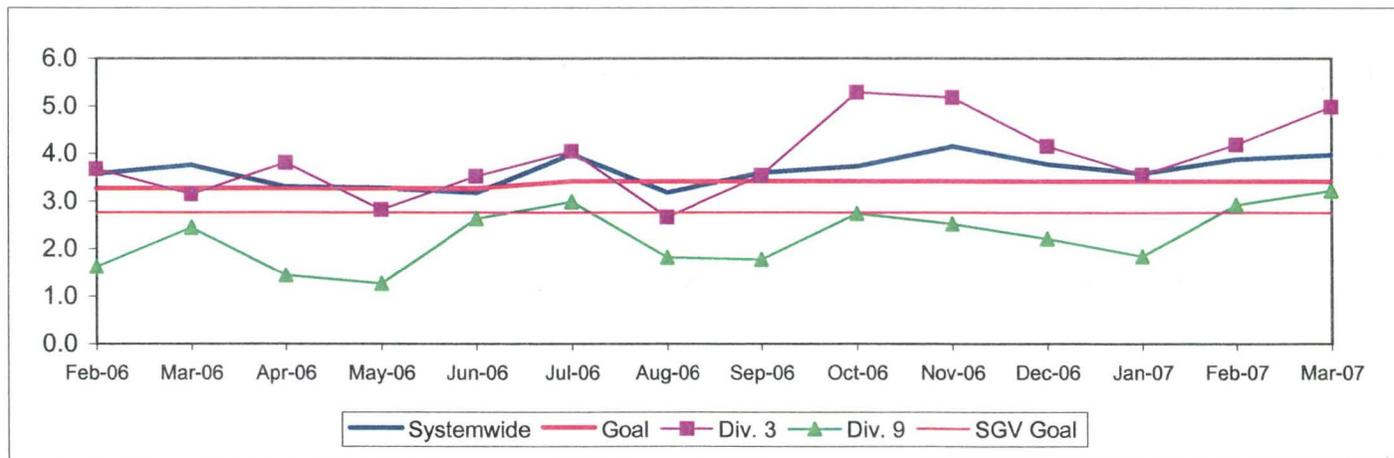
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



**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.

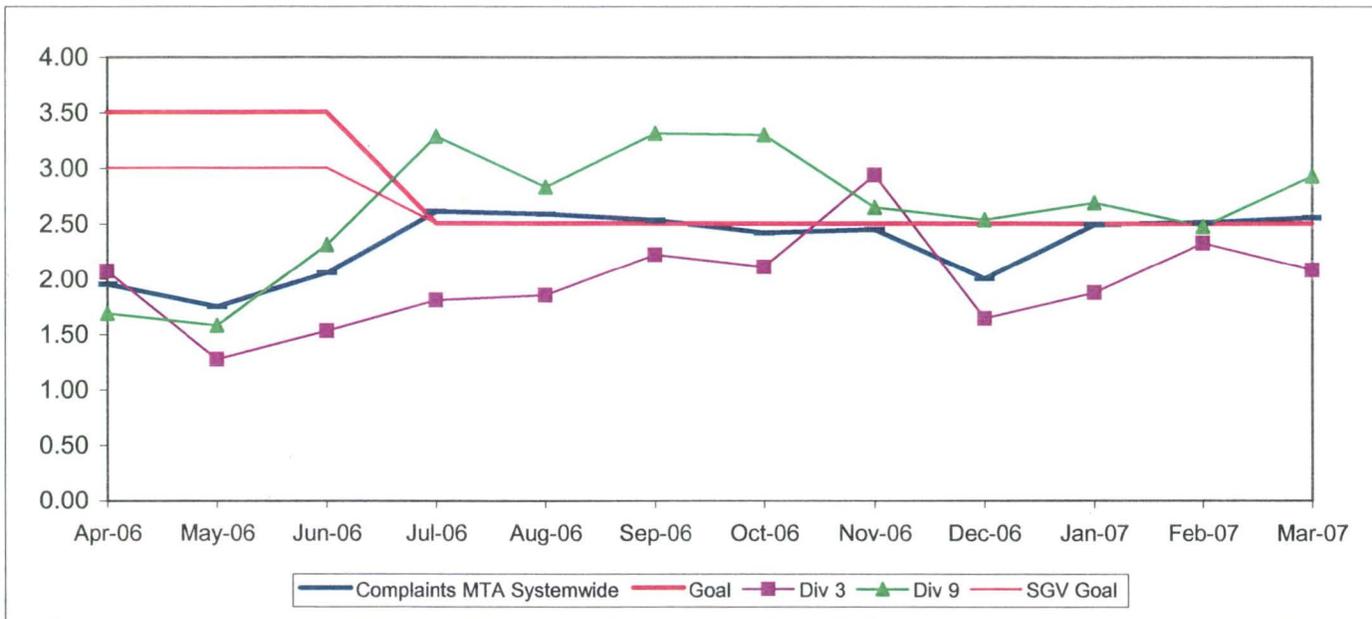
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

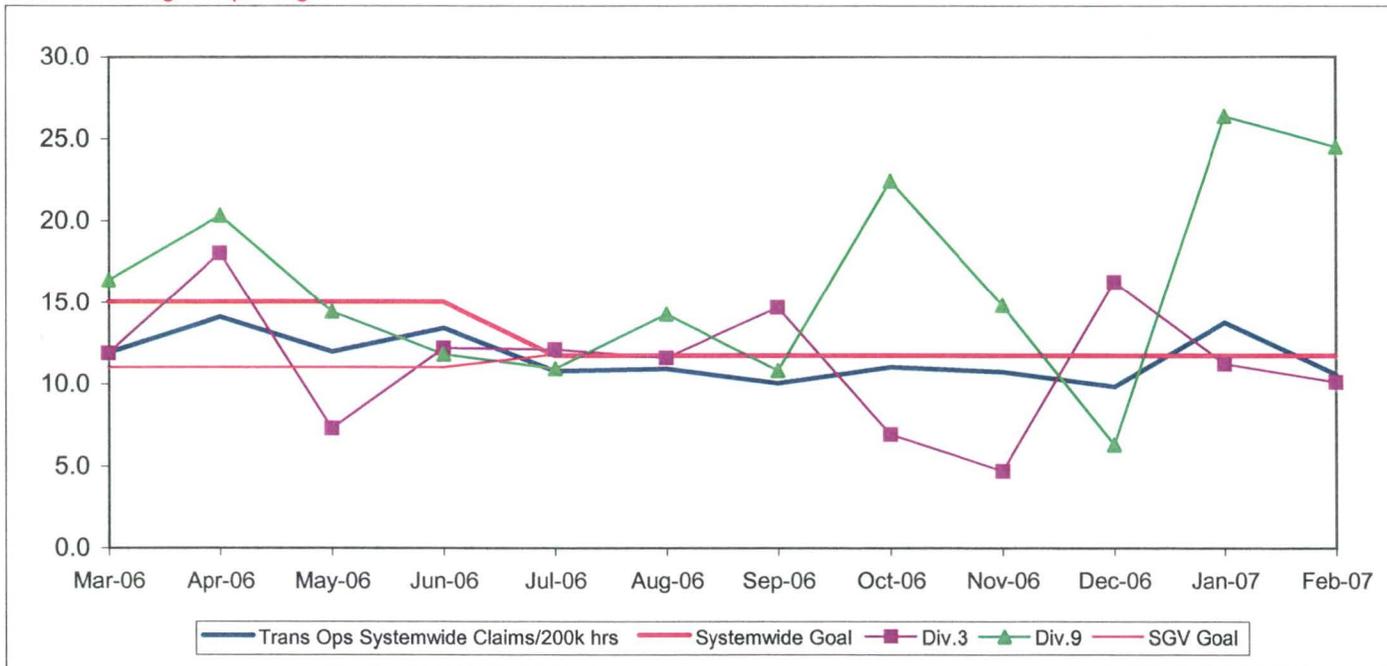


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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.



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 395 Metro buses and 22 Metro Bus lines carrying nearly 79.4 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 Target	FY07 YTD	Mar. Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)* No. of unaddressed road calls				3,274	3,500	3,536 885	3,382 40	●
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	70%	63.07%	63.86%	◇
Bus Traffic Accidents Per 100,000 Miles No. of accidents not entered-prior month	3.86	3.65	3.50	3.45	3.40	3.75 101	3.96 12	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.46	2.56	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Feb YTD 10.98	Feb. 10.59	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
GC Sector								
MMBMF No. of unaddressed road calls				2,506	3,500	3,210 133	2,701 1	◇
In-Service On-time Performance	74.53%	69.34%	71.20%	71.73%	72.00%	67.38%	67.81%	◇
Bus Traffic Accidents Per 100,000 Miles No. of accidents not entered-prior month	4.07	3.86	4.29	3.69	3.50	4.05 22	4.28 6	◇
Complaints per 100,000 Boardings	2.63	3.08	2.58	1.69	2.50	1.82	1.99	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	25.30	20.19	14.11	11.45	9.64	Feb YTD 10.92	Feb. 10.58	◇
Division 1								
MMBMF No. of unaddressed road calls				2,409	3,500	3,903 104	2,835 1	●
In-Service On-time Performance	78.22%	70.57%	71.62%	71.06%	72.00%	66.90%	68.08%	◇
Bus Traffic Accidents Per 100,000 Miles No. of accidents not entered-prior month	3.39	3.41	4.35	3.52	3.50	3.84 -5	4.21 2	◇
Complaints per 100,000 Boardings	2.26	3.32	2.92	1.92	2.50	2.00	2.06	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.42	16.82	12.71	10.92	9.64	Feb YTD 8.95	Feb. 6.56	●
Division 2								
MMBMF No. of unaddressed road calls				2,660	3,500	2,580 29	2,536 0	◇
In-Service On-time Performance	67.53%	67.62%	70.42%	72.71%	72.00%	67.81%	67.56%	◇
Bus Traffic Accidents Per 100,000 Miles No. of accidents not entered-prior month	4.78	4.36	4.21	3.93	3.50	4.34 27	4.38 4	◇
Complaints per 100,000 Boardings	3.07	2.84	2.15	1.42	2.50	1.61	1.90	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	31.18	24.56	16.69	12.97	9.64	Feb YTD 13.60	Feb. 16.51	◇

*New Indicator.

● 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.

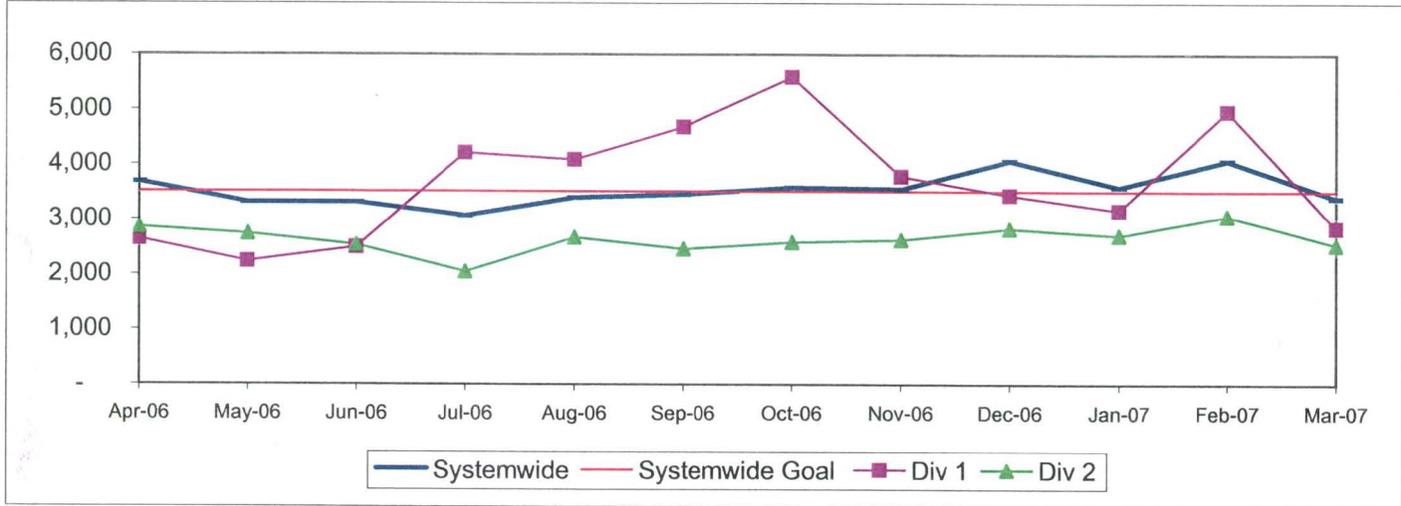
■ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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)

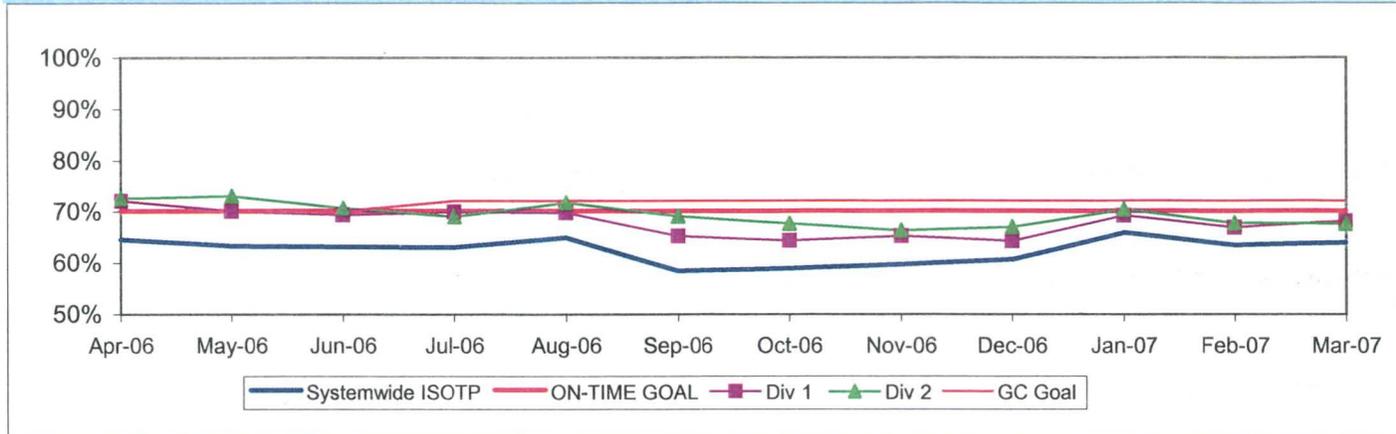


IN-SERVICE ON-TIME PERFORMANCE

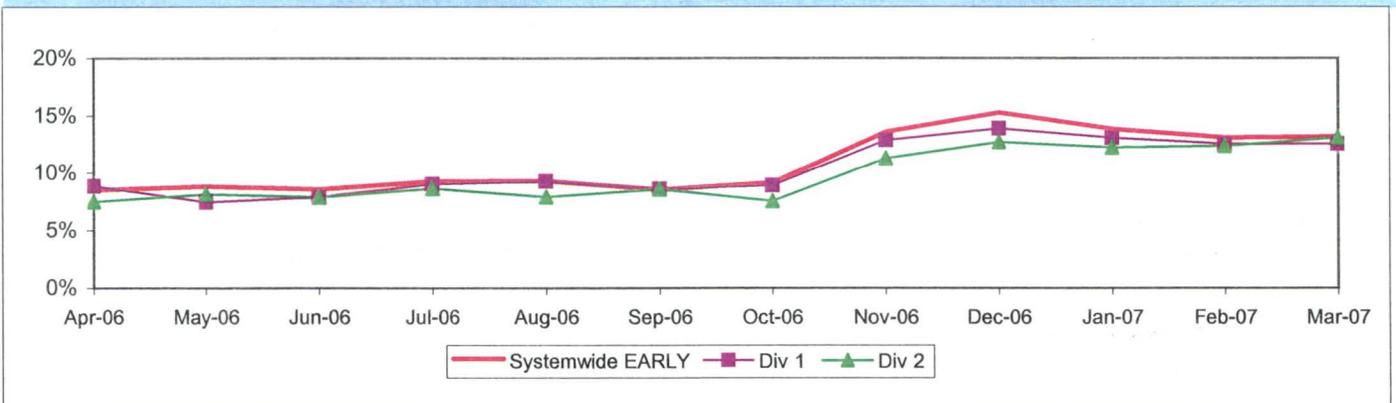
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses.)

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

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



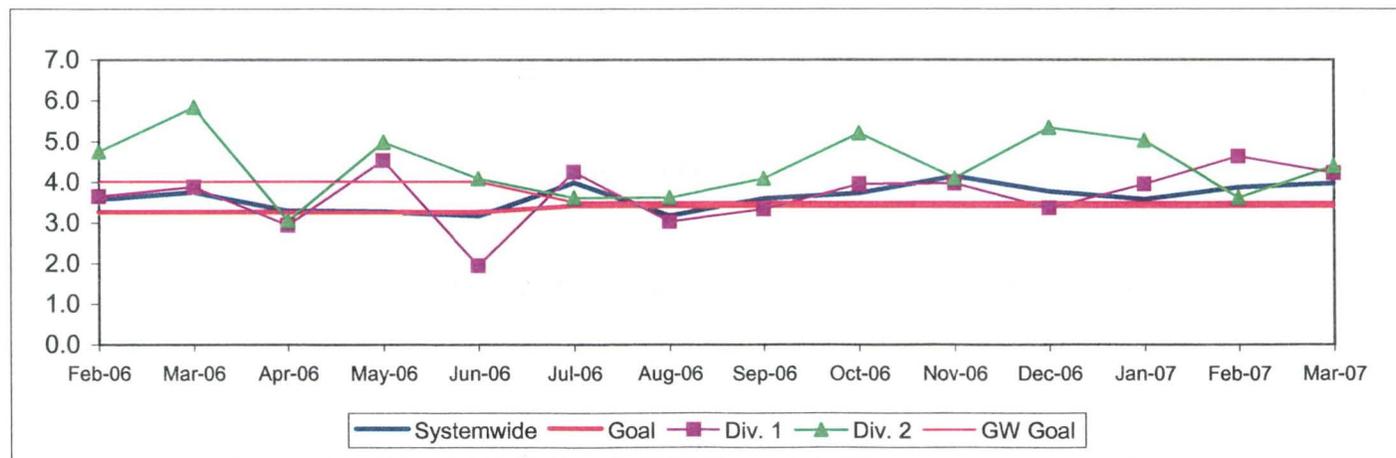
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



**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.

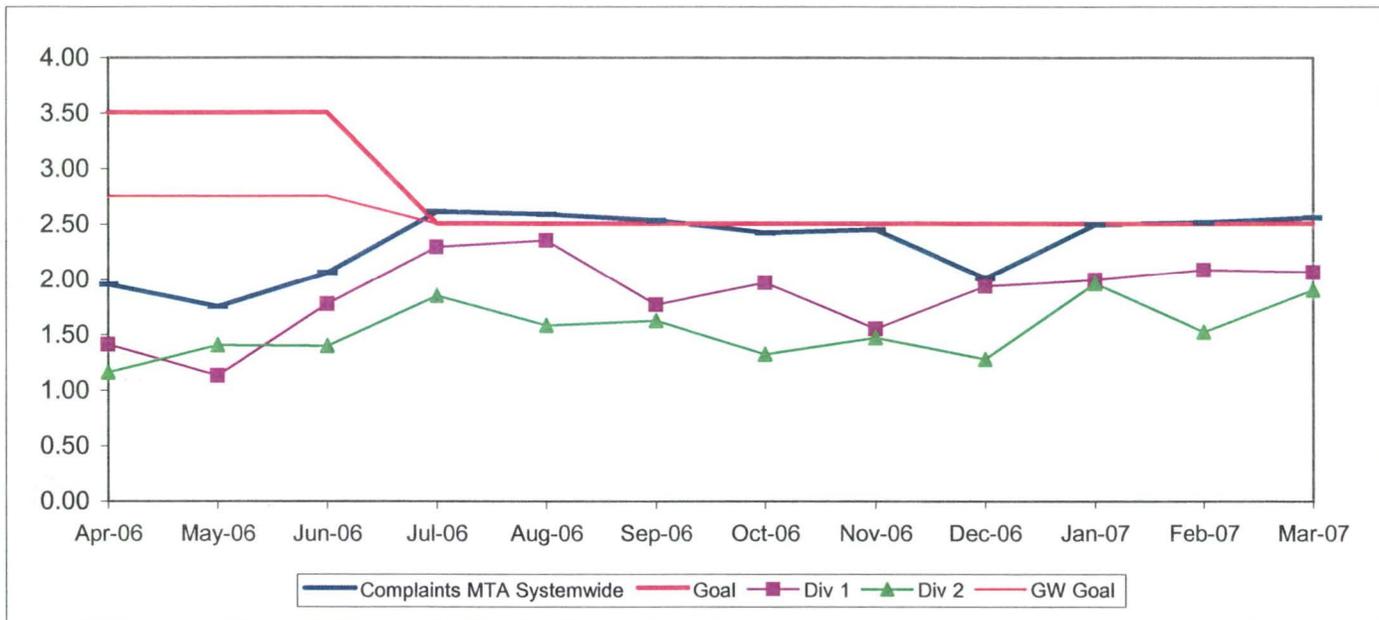
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

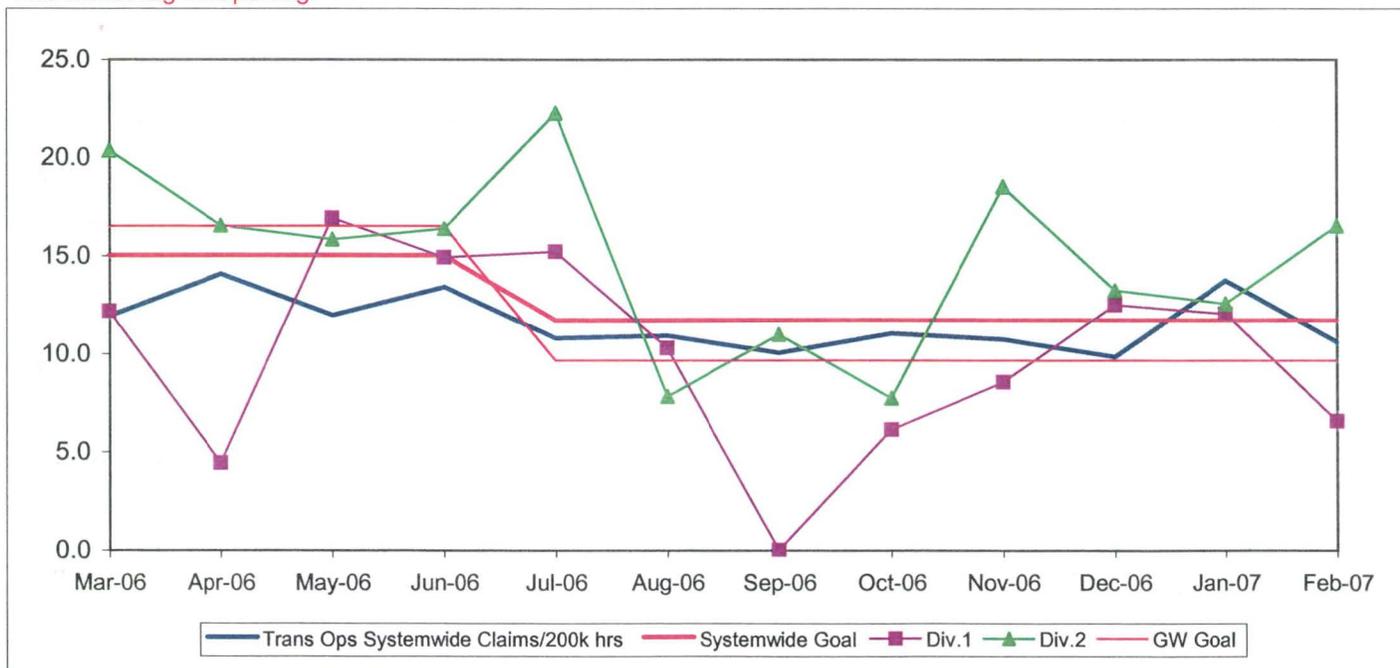


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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.



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 550 Metro buses and 32 Metro Bus lines carrying over 91.2 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 Target	FY07 YTD	Mar. Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,500	3,536 885	3,382 40	●
No. of unaddressed road calls								
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	70%	63.07%	63.86%	◇
Bus Traffic Accidents Per 100,000 Miles						3.75	3.96	◇
No. of accidents not entered-prior month	3.86	3.65	3.50	3.45	3.40	101	12	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.46	2.56	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Feb YTD 10.98	Feb. 10.59	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
SB Sector								
MMBMF				3,688	3,500	3,871 224	3,928 0	●
No. of unaddressed road calls								
In-Service On-time Performance	63.67%	61.74%	64.13%	59.05%	70%	61.41%	62.75%	◇
Bus Traffic Accidents Per 100,000 Miles						4.02	3.44	◇
No. of accidents not entered-prior month	4.00	3.68	3.57	3.68	3.50	13	0	
Complaints per 100,000 Boardings	4.02	4.63	3.61	2.49	4.25	2.53	2.59	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.28	14.84	14.65	13.85	12.91	Feb YTD 11.17	Feb. 7.40	●
Division 5								
MMBMF				3,656	3,500	3,485 57	4,145 0	◇
No. of unaddressed road calls								
In-Service On-time Performance	66.30%	63.17%	65.58%	61.85%	70%	63.21%	64.94%	◇
Bus Traffic Accidents Per 100,000 Miles						4.50	3.74	◇
No. of accidents not entered-prior month	4.58	3.90	4.31	4.01	3.50	11	-1	
Complaints per 100,000 Boardings	2.86	3.45	2.71	1.87	4.25	1.75	1.63	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.16	15.22	18.72	14.68	12.91	Feb YTD 15.08	Feb. 13.07	◇
Division 18								
MMBMF				3,712	3,500	4,176 199	3,802 0	●
No. of unaddressed road calls								
In-Service On-time Performance	61.23%	60.78%	63.42%	57.31%	70%	59.88%	60.98%	◇
Bus Traffic Accidents Per 100,000 Miles						3.71	3.25	◇
No. of accidents not entered-prior month	3.57	3.51	3.02	3.45	3.50	2	1	
Complaints per 100,000 Boardings	5.26	5.74	4.44	3.07	4.25	3.27	3.52	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.40	14.71	11.67	13.63	12.91	Feb YTD 9.01	Feb. 3.77	●

*New Indicator.

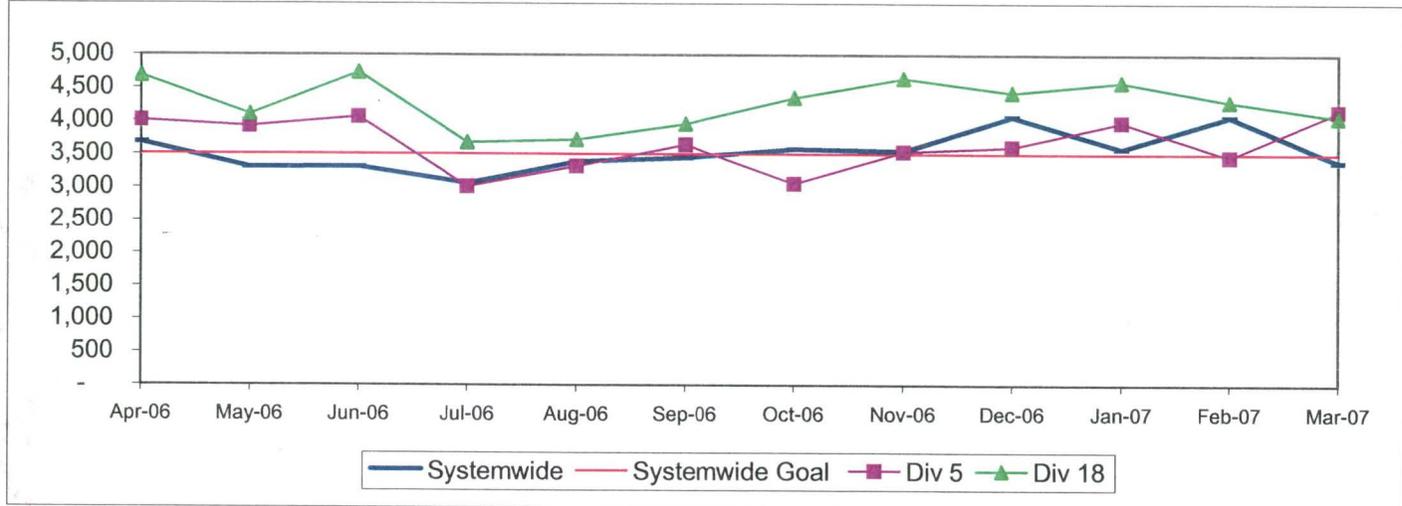
- Green - High probability of achieving the FY06 target (on track).
- ◇ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.
- Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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)

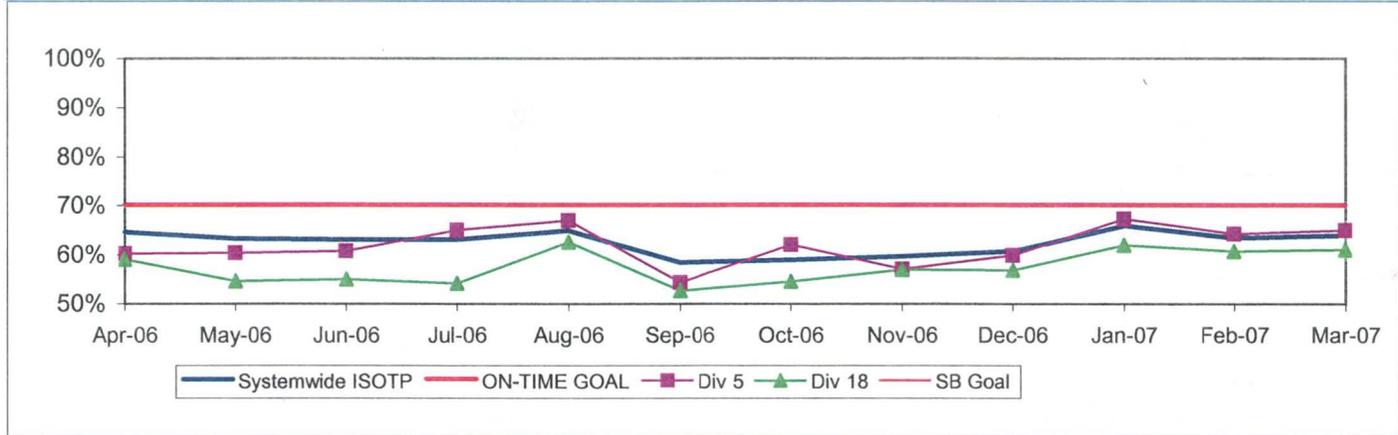


IN-SERVICE ON-TIME PERFORMANCE

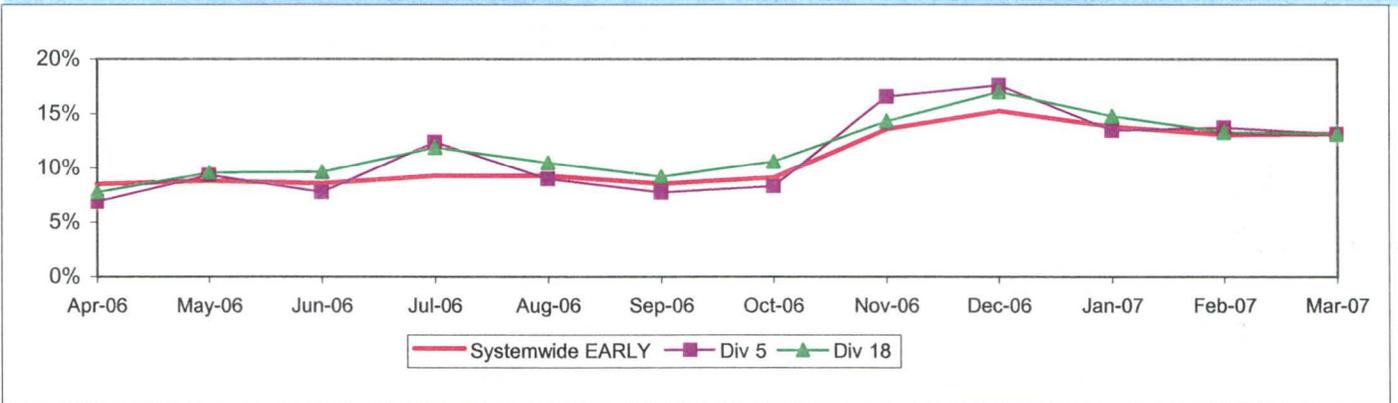
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



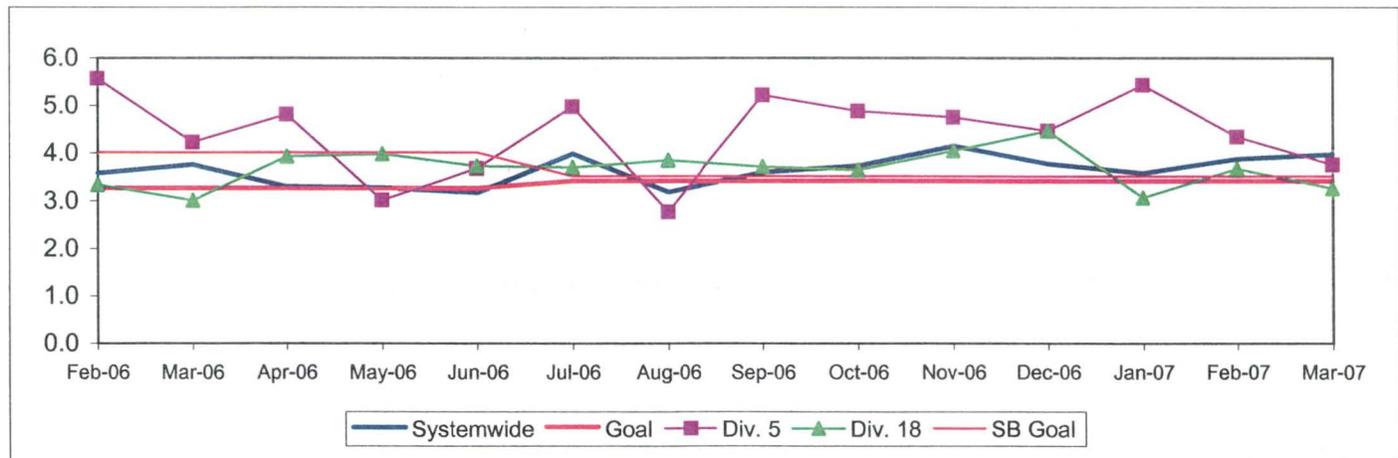
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



**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.

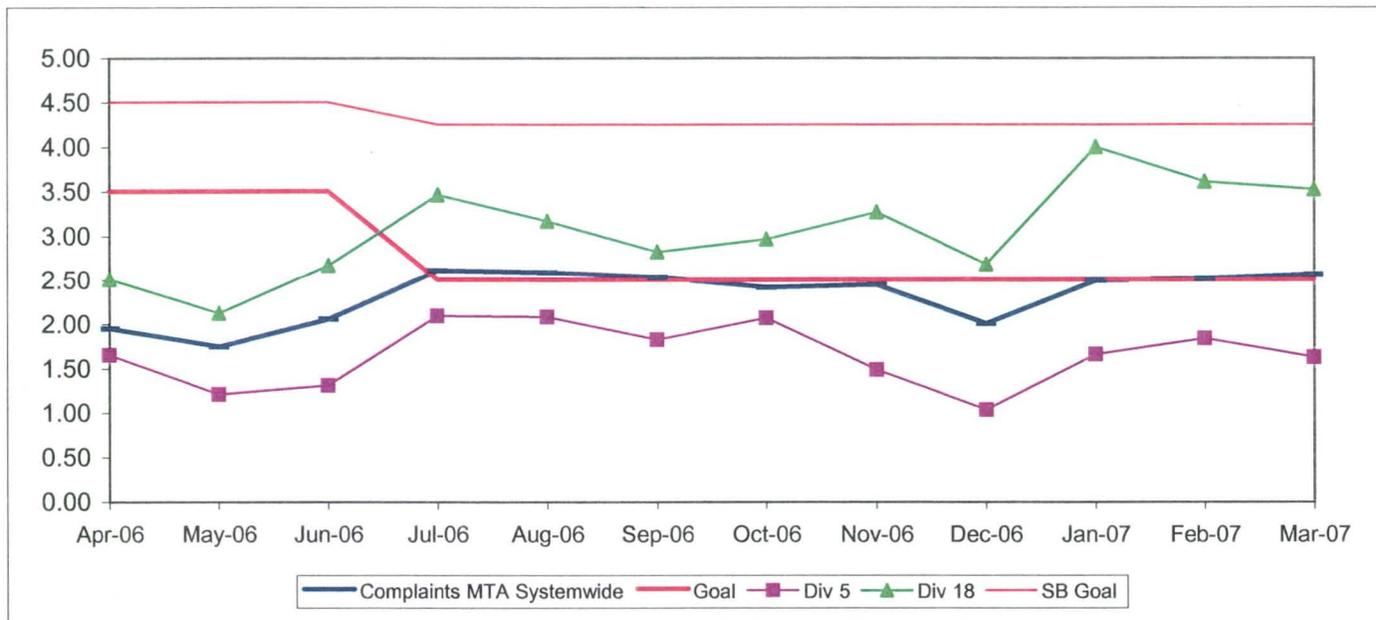
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

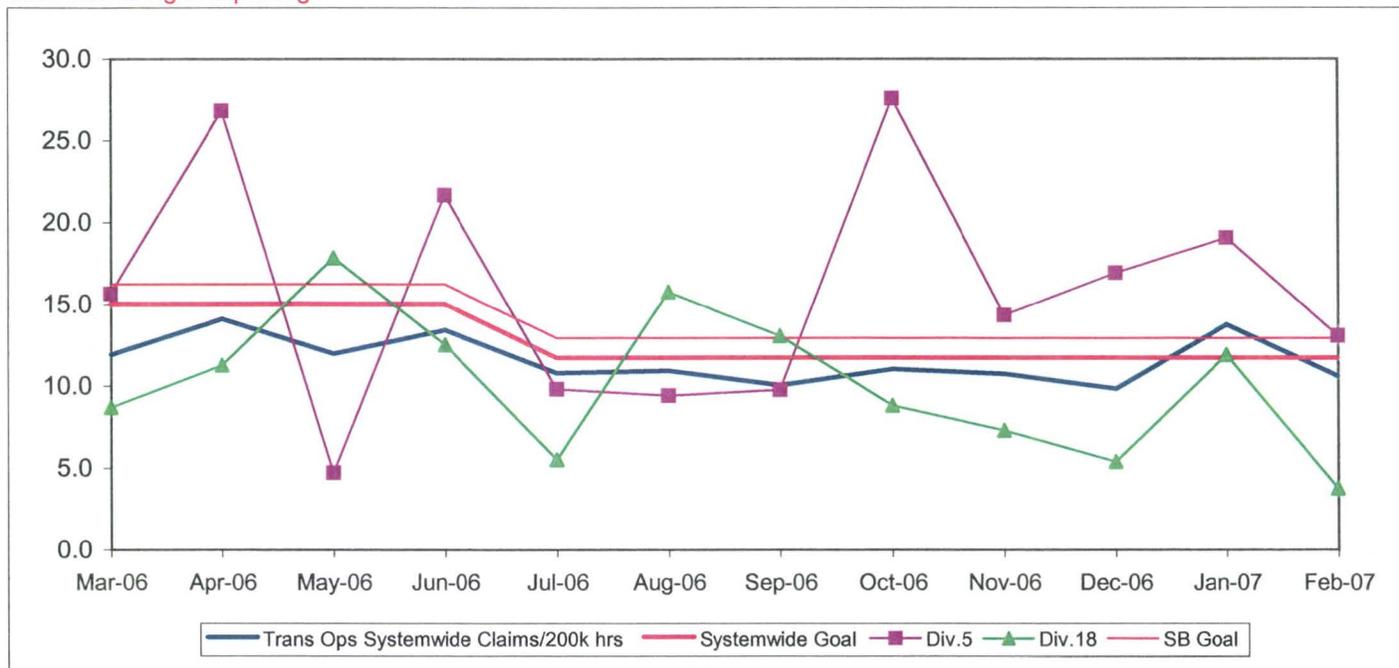


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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.



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 620 Metro buses and 21 Metro Bus lines carrying nearly 95.3 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 Target	FY07 YTD	Mar. Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,500	3,536	3,382	●
No. of unaddressed road calls						885	40	
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	70%	63.07%	63.86%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.45	3.40	3.75	3.96	◇
No. of accidents not entered-prior month						101	12	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.46	2.56	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Feb YTD 10.98	Feb. 10.59	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
WC Sector								
MMBMF				3,499	3,500	3,597	3,957	●
No. of unaddressed road calls						149	8	
In-Service On-time Performance	67.88%	63.31%	63.39%	60.82%	65%	57.35%	57.60%	◇
Bus Traffic Accidents Per 100,000 Miles	4.72	4.61	4.03	3.95	3.65	4.63	5.09	◇
No. of accidents not entered-prior month						28	3	
Complaints per 100,000 Boardings	4.84	5.30	4.10	2.53	3.25	2.64	2.56	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.74	21.52	18.80	14.61	13.40	Feb YTD 13.15	Feb. 10.31	●
Division 6								
MMBMF				6,279	3,500	4,168	6,039	●
No. of unaddressed road calls						24	2	
In-Service On-time Performance	65.93%	60.11%	56.75%	57.20%	65%	52.18%	54.77%	◇
Bus Traffic Accidents Per 100,000 Miles	4.52	4.10	3.91	4.13	3.65	4.67	3.07	◇
No. of accidents not entered-prior month						2	0	
Complaints per 100,000 Boardings	6.10	6.15	4.47	2.52	3.25	1.95	1.30	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	30.72	21.71	18.23	16.43	13.40	Feb YTD 17.15	Feb. 0	◇
Division 7								
MMBMF				2,947	3,500	3,394	3,516	◇
No. of unaddressed road calls						64	6	
In-Service On-time Performance	68.80%	64.59%	64.22%	61.78%	65%	58.05%	57.31%	◇
Bus Traffic Accidents Per 100,000 Miles	4.95	4.63	4.62	4.36	3.65	4.56	5.16	◇
No. of accidents not entered-prior month						1	0	
Complaints per 100,000 Boardings	4.74	5.70	4.24	2.87	3.25	2.07	2.96	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.52	21.05	19.44	15.76	13.40	Feb YTD 10.50	Feb. 9.37	●
Division 10								
MMBMF				3,723	3,500	3,694	4,139	●
No. of unaddressed road calls						61	0	
In-Service On-time Performance	67.34%	62.85%	64.14%	60.73%	65%	58.42%	58.81%	◇
Bus Traffic Accidents Per 100,000 Miles	4.55	4.68	3.50	3.63	3.65	4.53	5.36	◇
No. of accidents not entered-prior month						25	3	
Complaints per 100,000 Boardings	4.73	4.85	3.92	2.23	3.25	2.39	2.43	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	19.19	13.03	13.40	Feb YTD 15.24	Feb. 10.51	◇

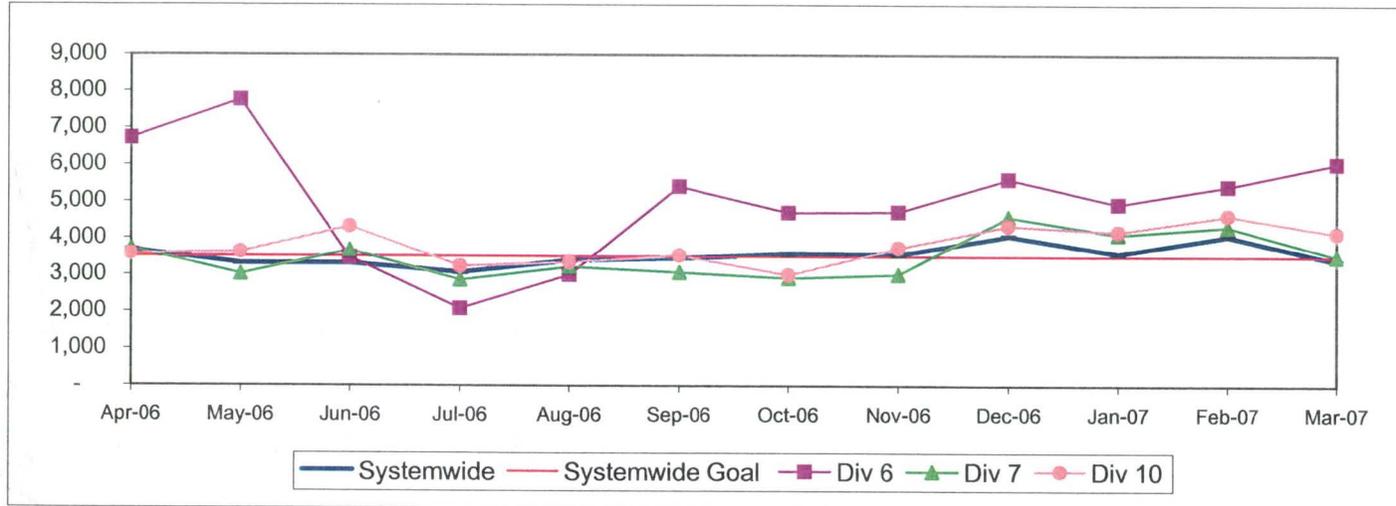
- Green - High probability of achieving the FY06 target (on track).
- ◇ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.
- Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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)

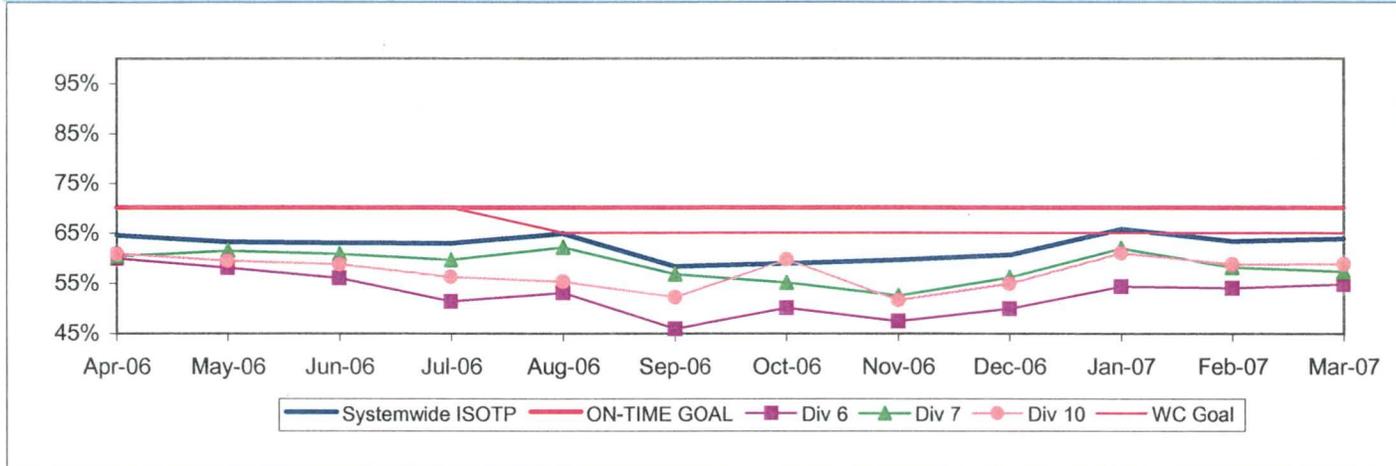


IN-SERVICE ON-TIME PERFORMANCE

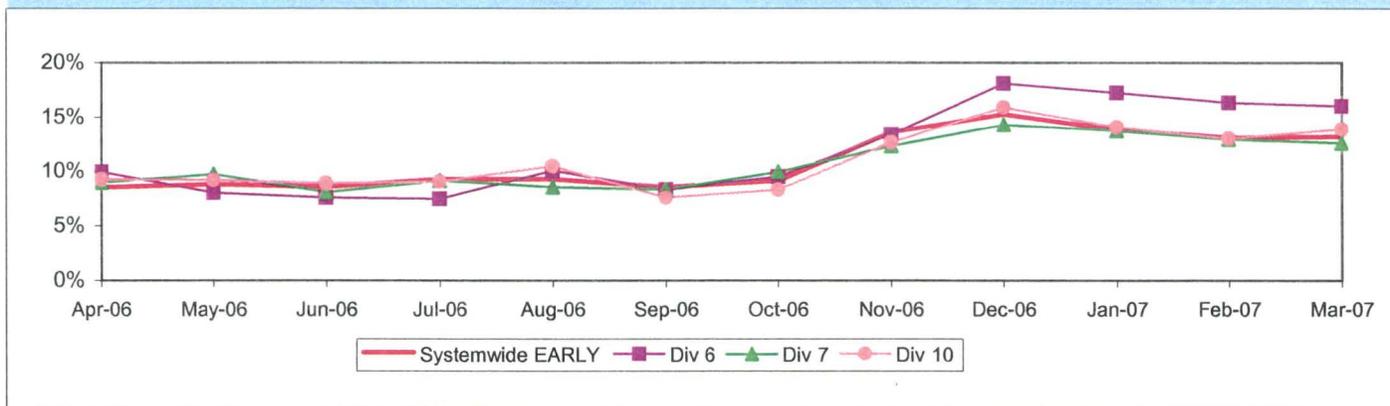
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Excludes Rapid buses)

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

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



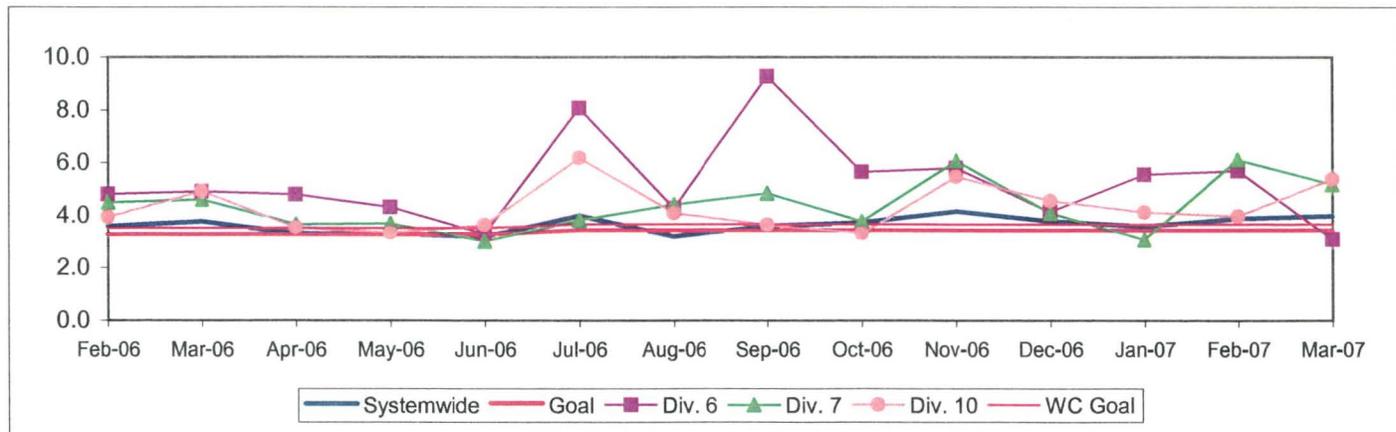
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



**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.

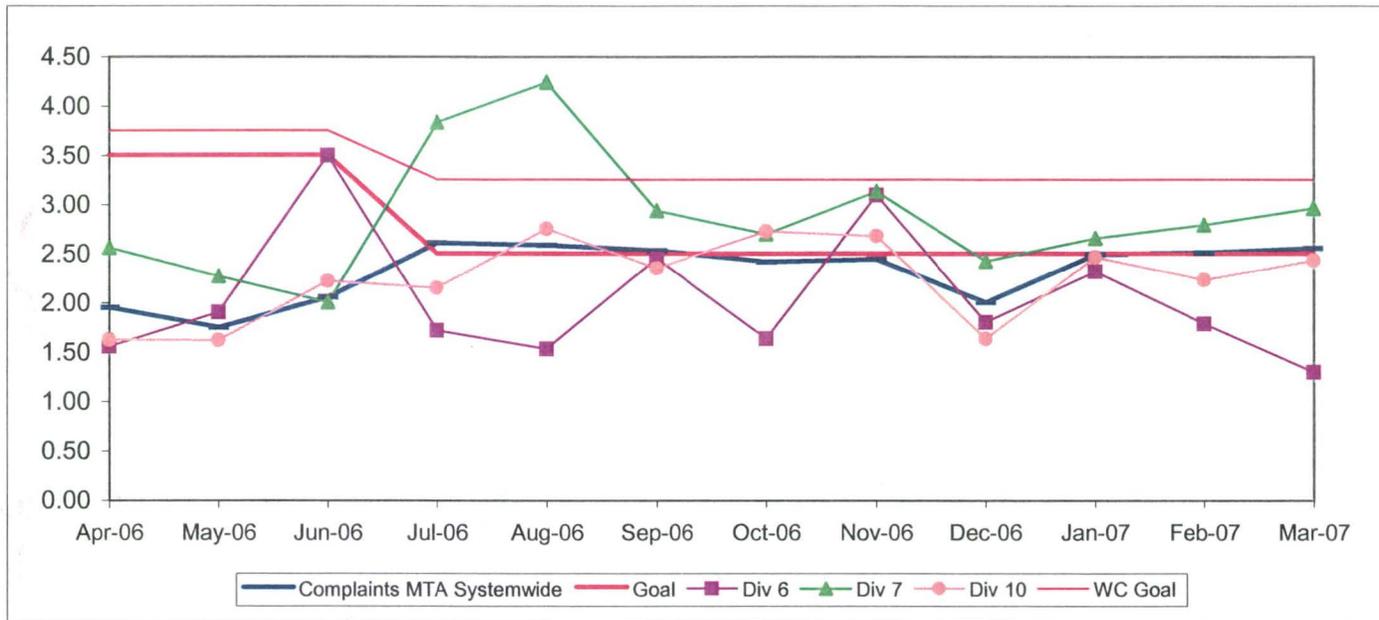
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

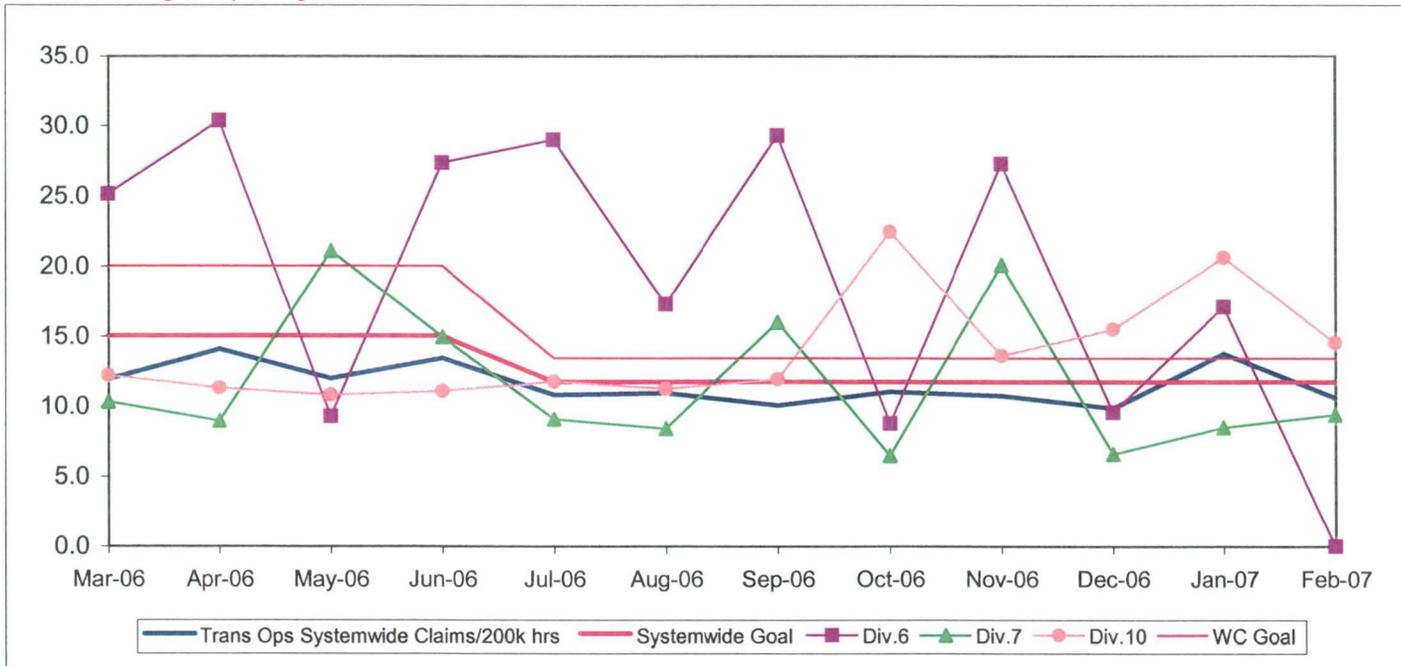


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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.



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 Target	FY07 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	9.88	Feb. YTD 6.96	Feb. 6.17	●
Metro Red Line (MRL)								
On-Time Pullouts	99.36%	99.71%	99.94%	99.61%	99.00%	99.68%	100%	●
Mean Miles Between Chargeable Mechanical Failures*	9,495	12,793	11,759	19,587	15,000	17,664	16,529	●
In-Service On-time Performance	99.15%	99.04%	98.66%	99.05%	99.20%	99.08%	98.95%	◊
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.22	0.14	0	0	●
Complaints per 100,000 Boardings	1.20	1.17	1.13	0.66	0.80	0.39	0.45	●
Metro Blue Line (MBL)								
On-Time Pullouts	99.07%	99.94%	99.73%	99.76%	99.00%	99.66%	99.23%	●
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	26,774	15,000	34,425	37,487	●
In-Service On-time Performance	97.59%	98.74%	98.16%	96.95%	99.00%	98.68%	98.56%	◊
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.96	0.37	1.33	2.06	◊
Complaints per 100,000 Boardings	1.30	0.97	0.98	0.78	1.00	0.53	0.65	●
Metro Green Line (MGrL)								
On-Time Pullouts	98.99%	99.78%	99.91%	99.97%	99.00%	99.57%	99.39%	●
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	20,635	15,000	25,513	44,473	●
In-Service On-time Performance	98.21%	98.99%	98.22%	99.36%	99.00%	99.03%	98.89%	●
Traffic Accidents Per 100,000 Train Miles	0.14	0.08	0.00	0	0.37	0	0	●
Complaints per 100,000 Boardings	1.26	1.37	1.39	0.92	1.00	0.75	0.50	●
Metro Gold Line (MGOL)								
On-Time Pullouts		100%	99.85%	99.97%	99.00%	99.97%	100%	●
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	23,329	15,000	21,862	22,937	●
In-Service On-time Performance		98.52%	97.97%	98.90%	99.00%	99.21%	98.97%	●
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.12	0.37	0.31	0	●
Complaints per 100,000 Boardings		3.81	2.85	2.71	1.00	2.16	1.19	◊

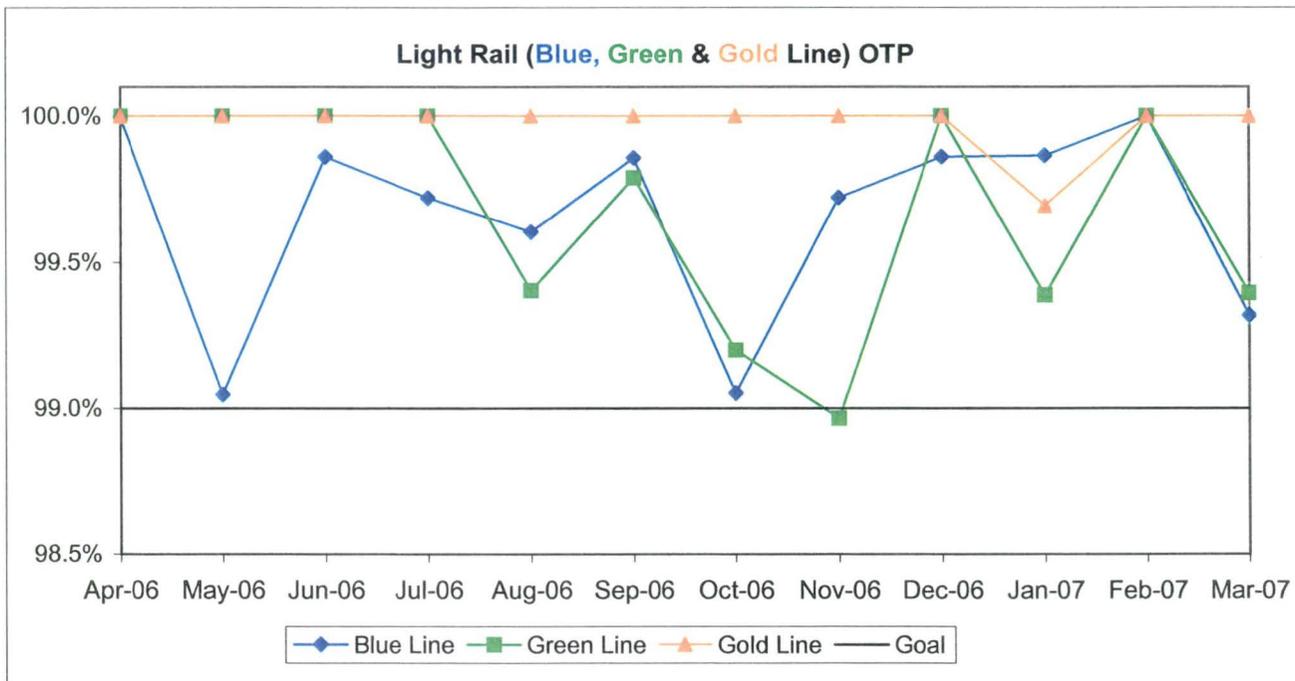
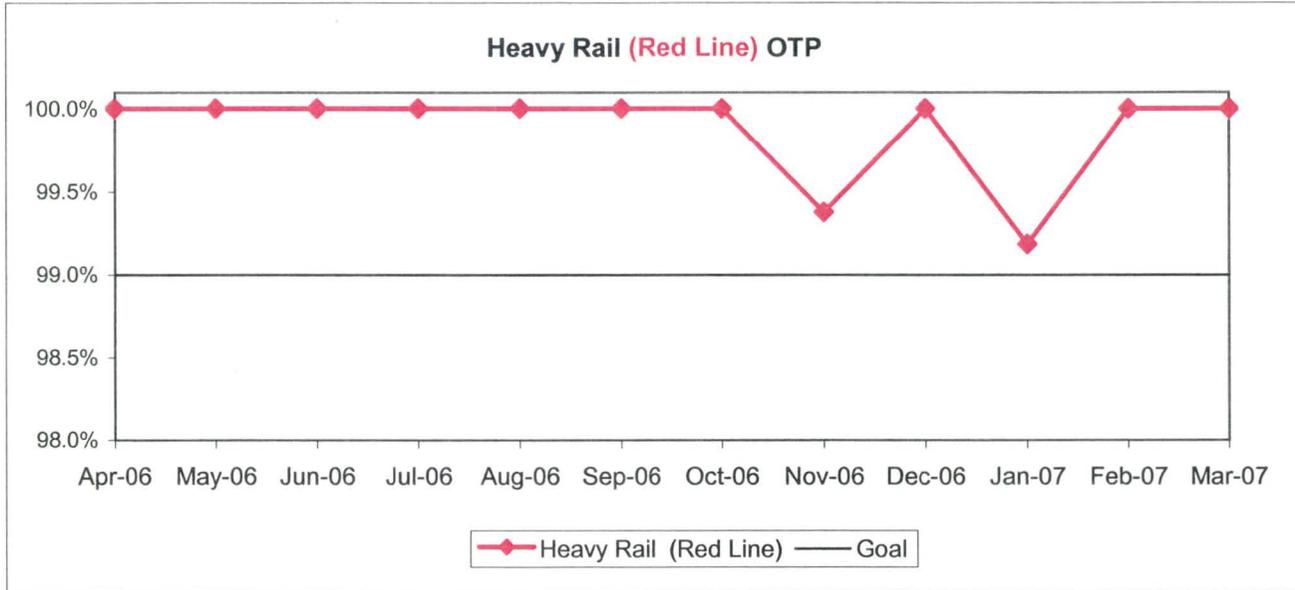
- Green - High probability of achieving the FY06 target (on track).
- ◊ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.
- Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

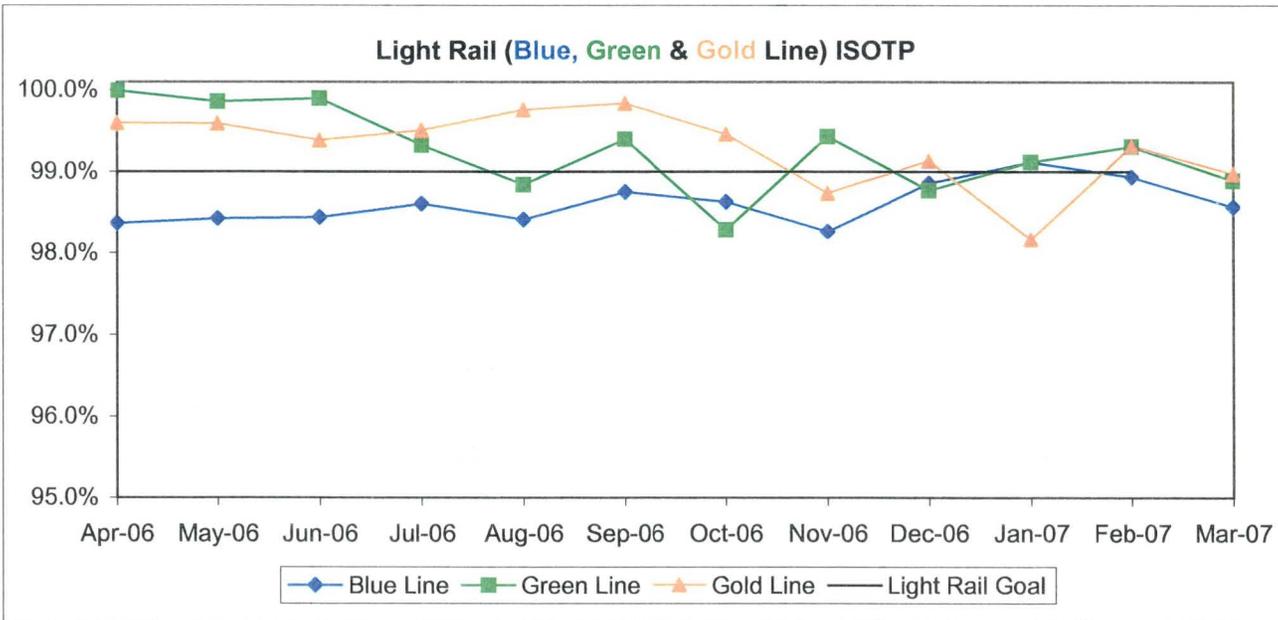
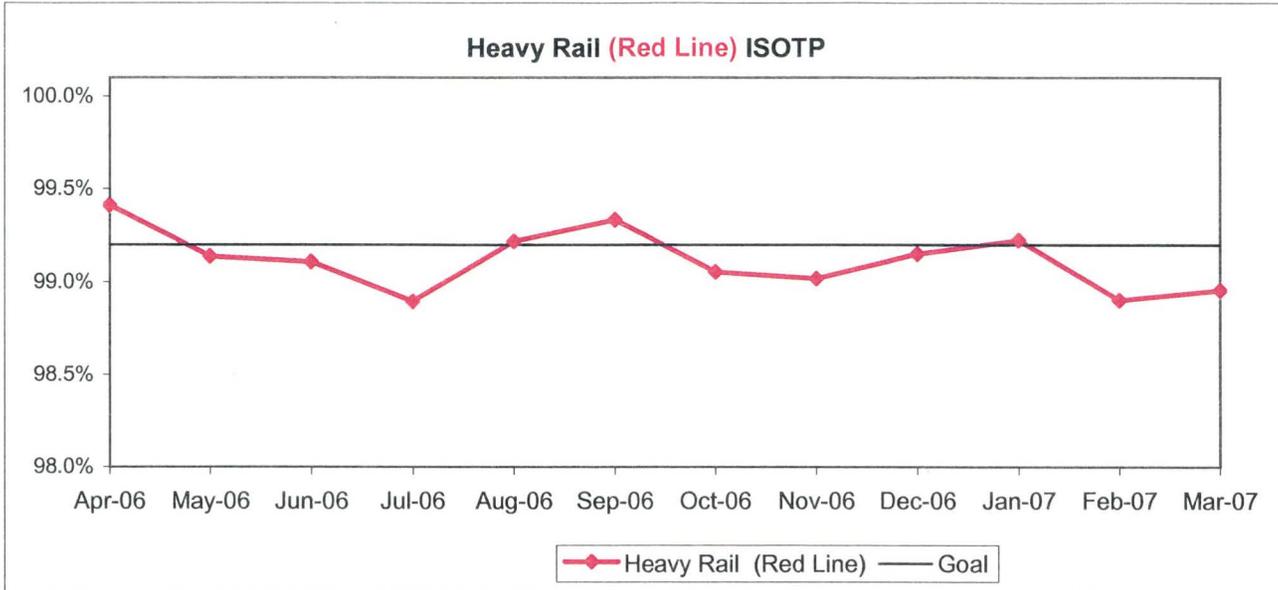
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{Total scheduled pullouts}) \times 100]$



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.

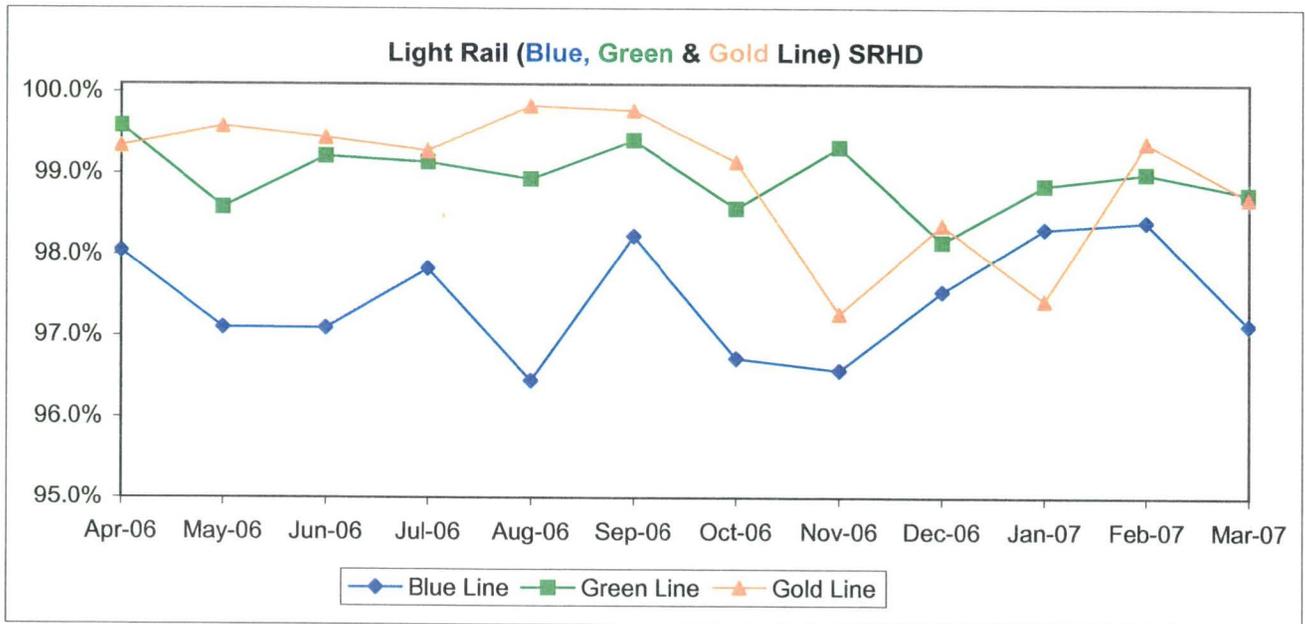
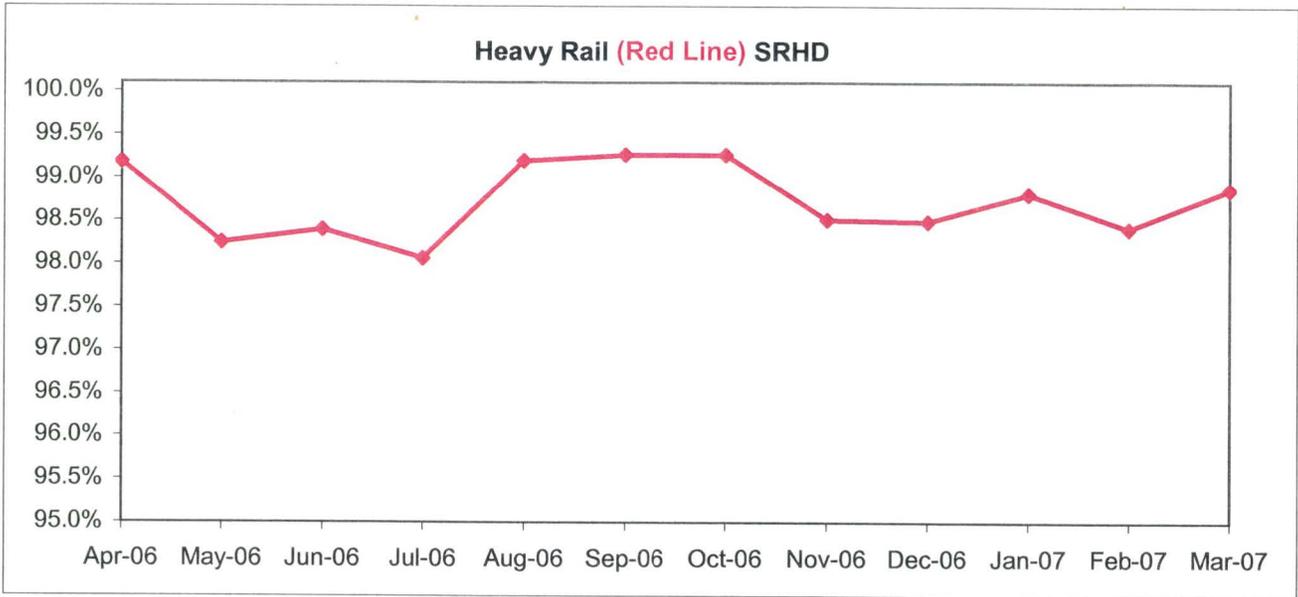
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]]



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.

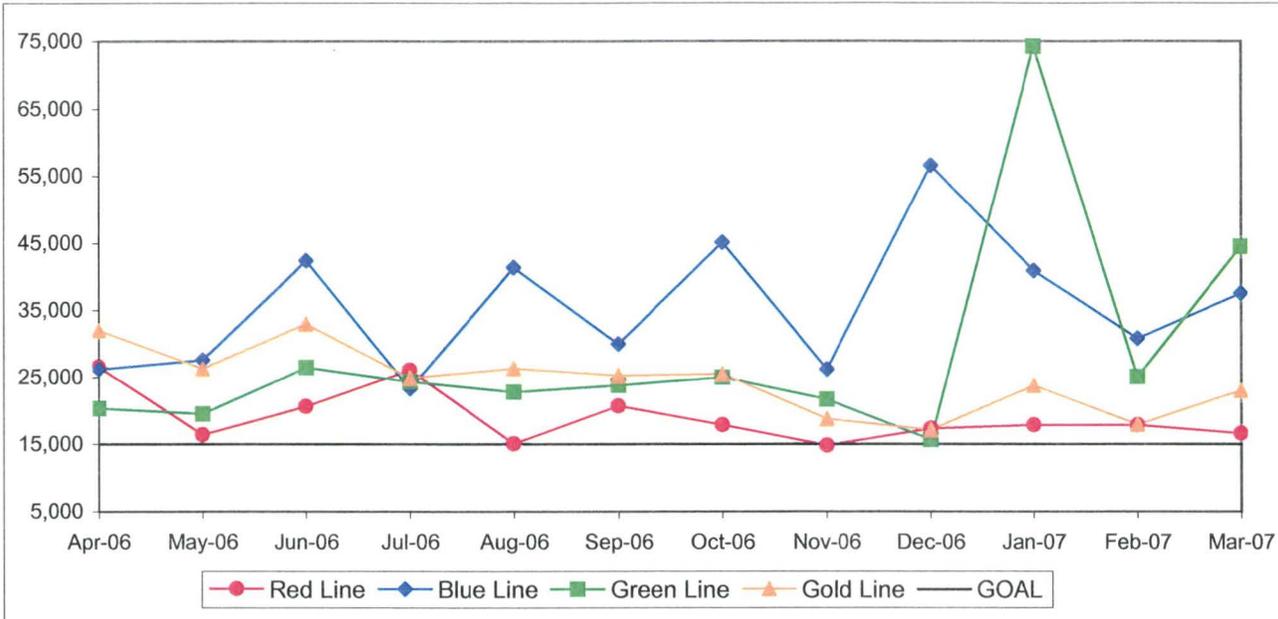
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



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: $MVMBRVF = \text{Total Vehicle Miles} / \text{Revenue Vehicle Systems Failures}$

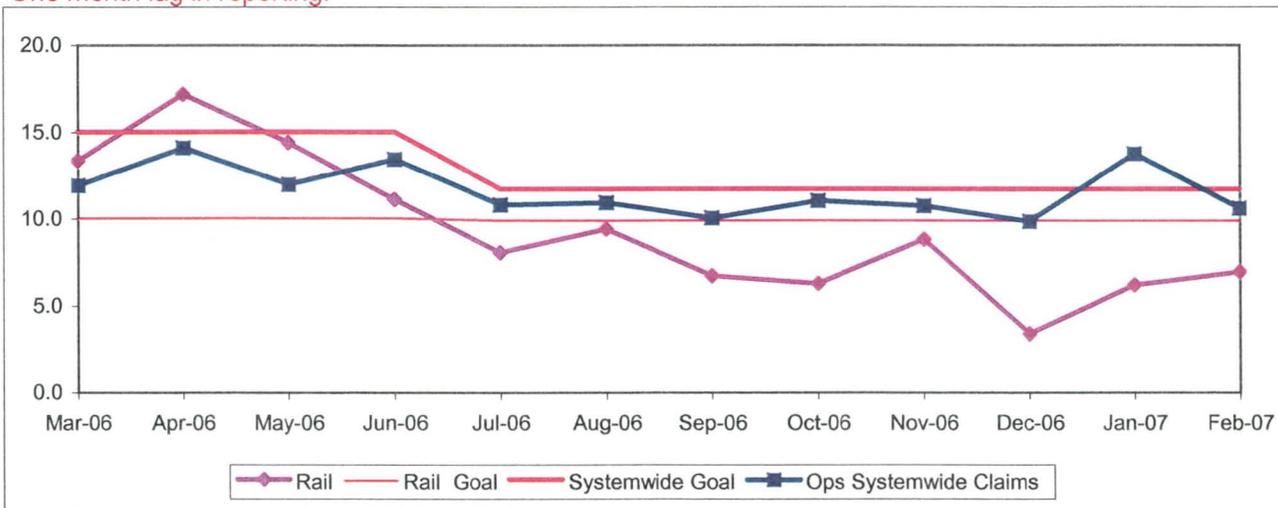


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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: $\text{New workers' compensation indemnity claims filed per 200,000 Exposure Hours} = \text{New Claims} / (\text{Exposure Hours} / 200,000)$

One month lag in reporting.



BUS SERVICE PERFORMANCE

ON-TIME PULLOUT FROM PRIMARY TERMINAL POINT (OTP-PTP) PERCENTAGE *

Reporting of the OTP-PTP indicator has been suspended pending investigation of issues related to the geo-coding of terminal locations.

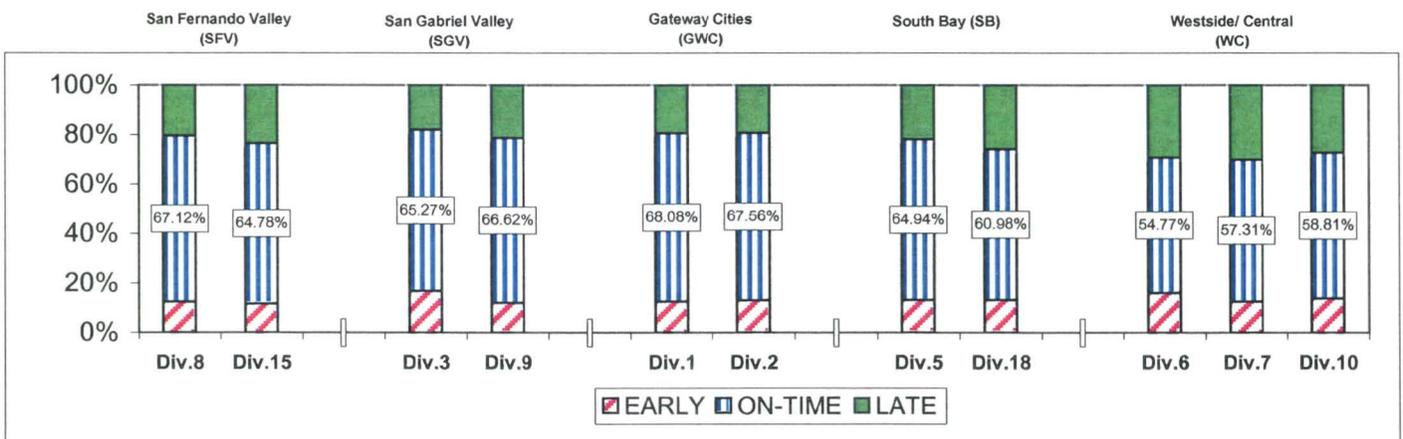
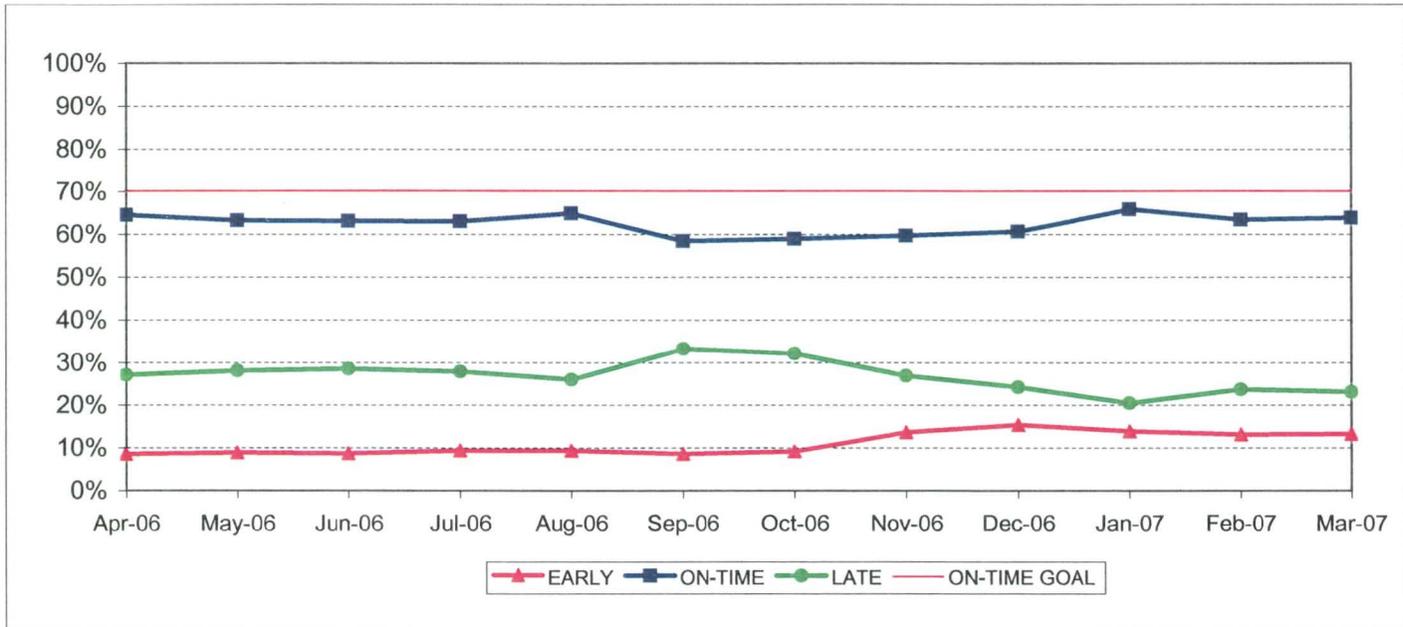
IN-SERVICE ON-TIME PERFORMANCE

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: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

Systemwide Trend

Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY06	FY07-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	7.13%	12.18%	5.06%
On-Time	68.23%	66.70%	-1.53%
Late	24.64%	21.11%	-3.53%
Division 15			
Early	8.30%	11.71%	3.41%
On-Time	63.84%	63.98%	0.14%
Late	27.87%	24.31%	-3.56%
Gateway Cities Sector (GWC)			
Division 1			
Early	7.39%	12.68%	5.29%
On-Time	71.06%	66.90%	-4.16%
Late	21.55%	20.42%	-1.13%
Division 2			
Early	7.80%	12.25%	4.45%
On-Time	72.71%	67.81%	-4.90%
Late	19.49%	19.94%	0.45%
South Bay Sector (SB)			
Division 5			
Early	8.44%	13.63%	5.18%
On-Time	61.85%	63.21%	1.36%
Late	29.71%	23.16%	-6.54%
Division 18			
Early	8.47%	13.89%	5.42%
On-Time	57.31%	59.88%	2.57%
Late	34.22%	26.23%	-7.99%

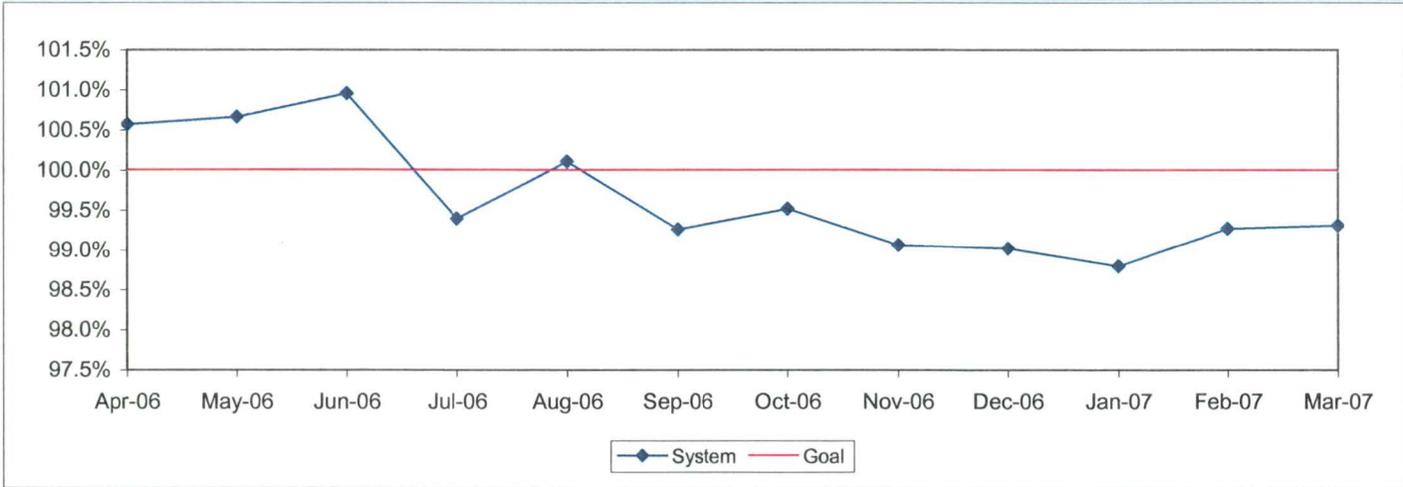
	FY06	FY07-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	8.50%	16.33%	7.83%
On-Time	70.05%	64.57%	-5.48%
Late	21.45%	19.10%	-2.35%
Division 9			
Early	8.00%	12.46%	4.46%
On-Time	67.01%	65.53%	-1.49%
Late	24.99%	22.01%	-2.98%
Westside/Central Sector (WC)			
Division 6			
Early	7.57%	15.95%	8.38%
On-Time	57.20%	52.18%	-5.02%
Late	35.23%	31.87%	-3.36%
Division 7			
Early	8.27%	12.90%	4.63%
On-Time	61.78%	58.05%	-3.73%
Late	29.95%	29.05%	-0.90%
Division 10			
Early	8.51%	13.64%	5.13%
On-Time	60.73%	58.42%	-2.30%
Late	30.77%	27.94%	-2.83%
SYSTEMWIDE			
Early	8.09%	13.25%	5.16%
On-Time	64.35%	63.07%	-1.27%
Late	27.56%	23.68%	-3.88%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

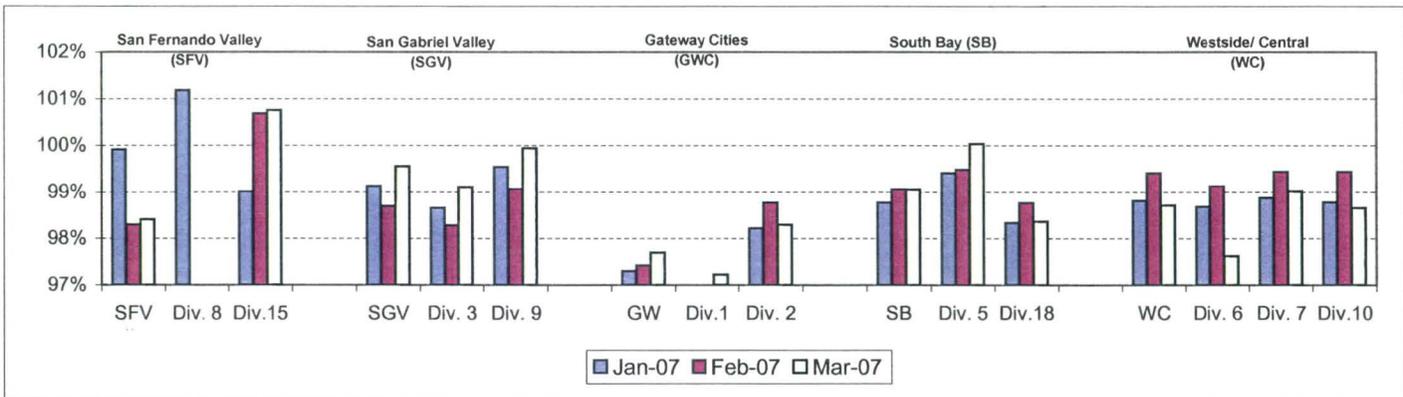
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

Calculation: $SRHD\% = 1 - ((\text{In-Service Delay Revenue Hours plus Cancelled Revenue Hours}) \div (\text{Total Scheduled Service Hours} + \text{Temporary Revenue Hours} + \text{Hollywood Bowl and Race Track Revenue Hours} + \text{In Addition Revenue Hours}))$
 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.



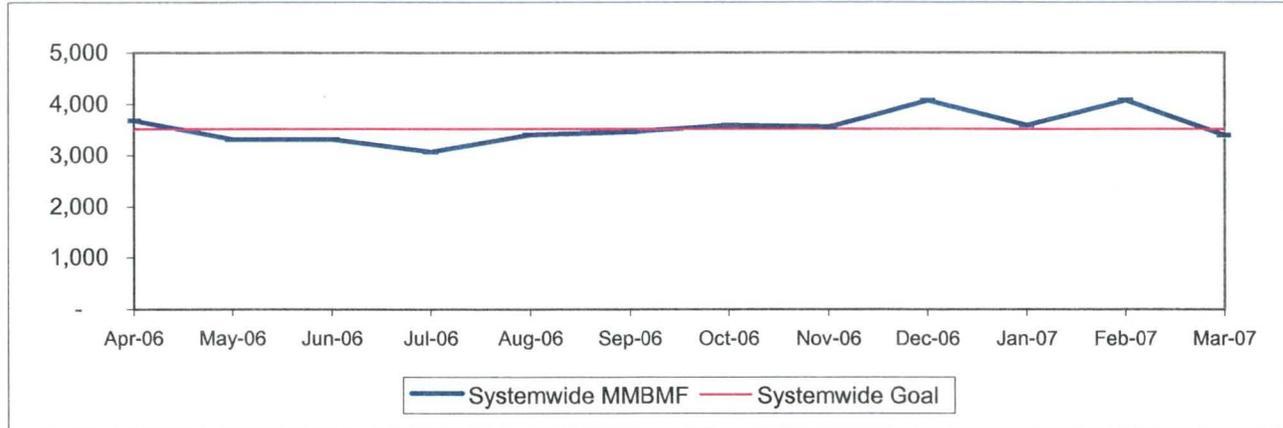
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

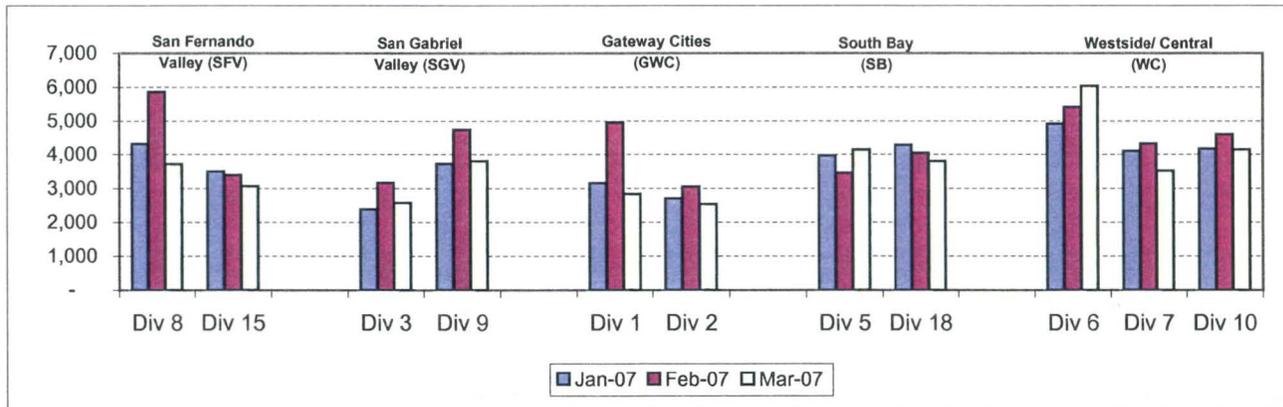
Calculation: $MMBMF = \frac{\text{Total Hub Miles}}{\text{by Mechanical Related Roadcalls Requiring a Bus Exchange}}$

Systemwide Trend



* New Indicator.

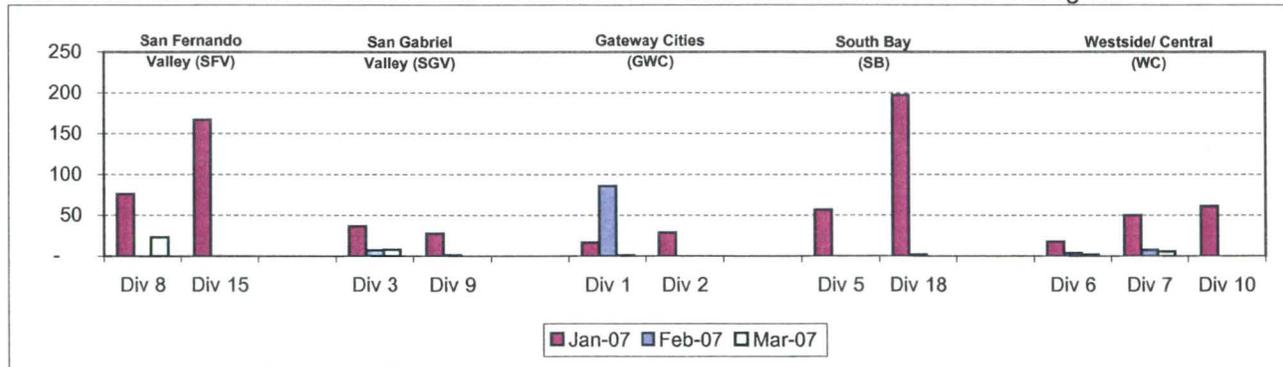
MMBMF -- Bus Operating Sector Divisions January 2007 - March 2007



Unaddressed Road Calls -- Bus Operating Sector Divisions* February and March 2007

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.



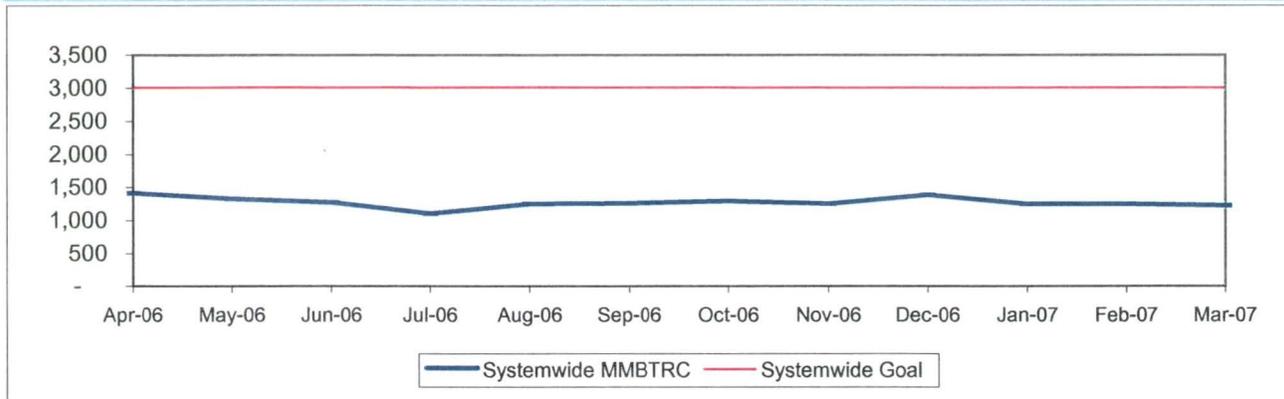
* New Indicator.

MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

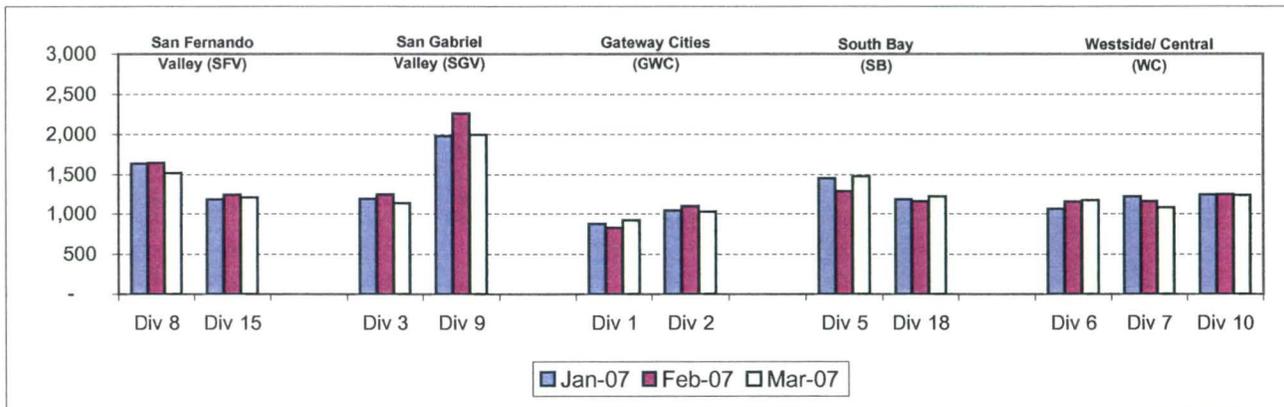
Calculation: MMBTRC = (Total Hub Miles / by Total Road Calls)

MMBTRC Systemwide Trend



* New Indicator.

**MMBTRC --Bus Operating Sector Divisions
January - March 2007**



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,314	84.64%
Diesel	327	11.96%
Gasoline	59	2.16%
Propane	34	1.24%
Total	2,734	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
8.0	6.8	7.9	6.2	6.0	6.6	5.4	7.3

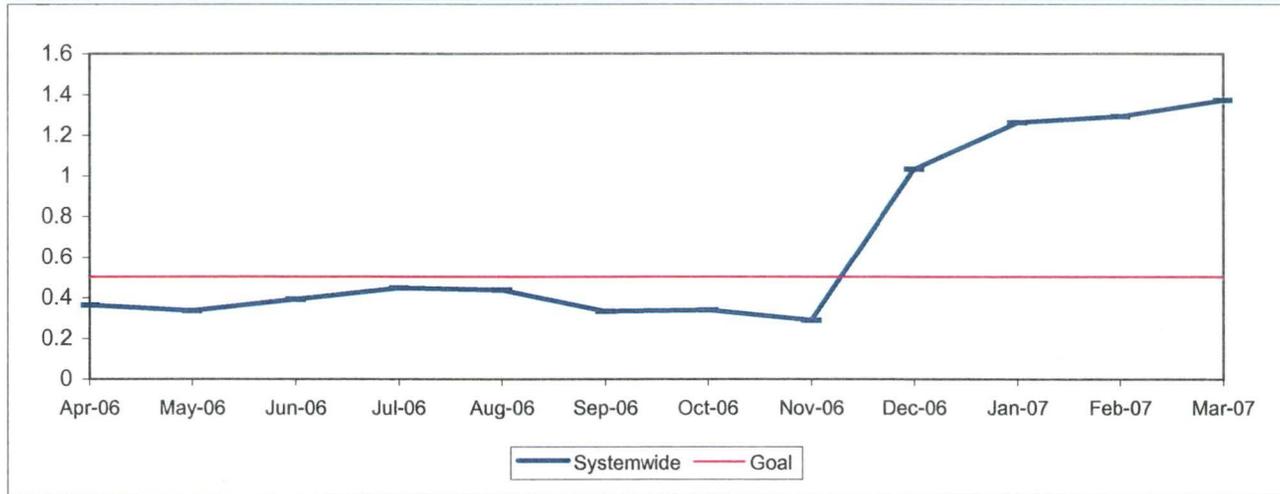
WC		
Div 6	Div 7	Div 10
12.7	5.7	6.6

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.

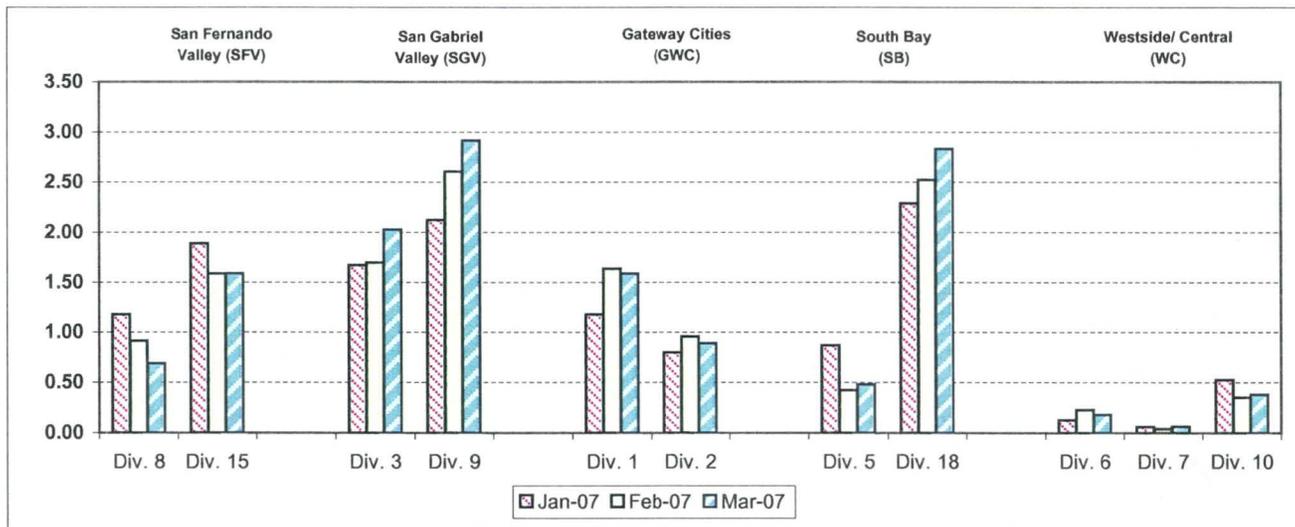
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

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 2007**



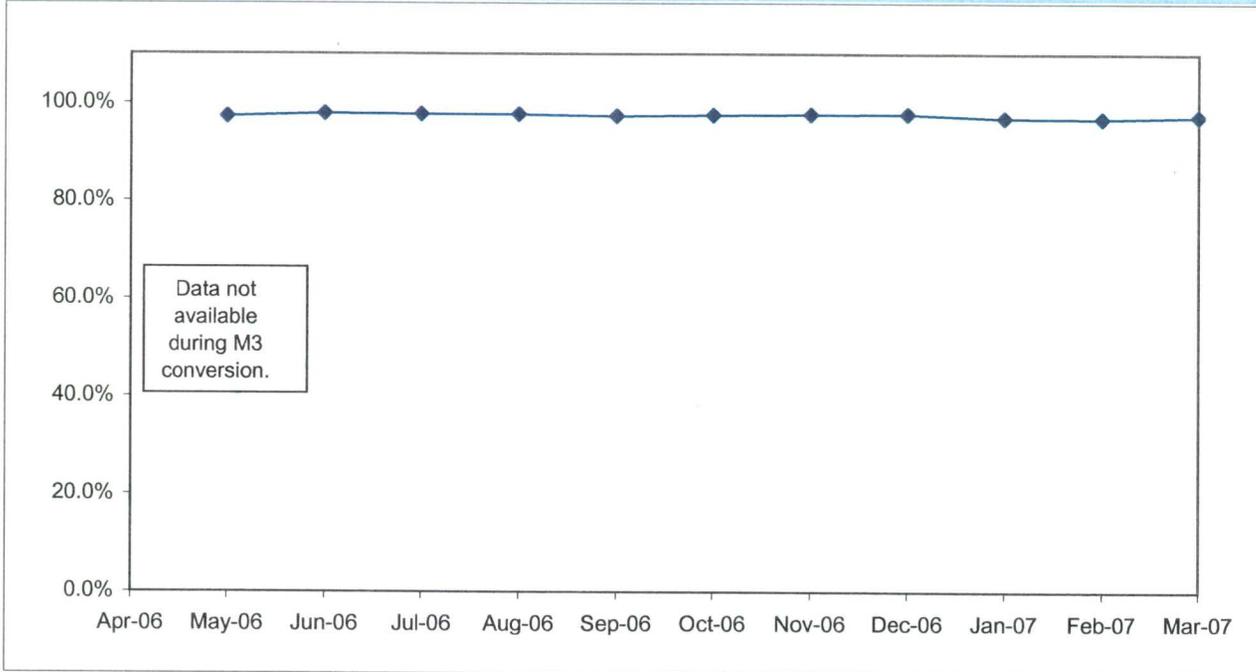
ATTENDANCE

MAINTENANCE ATTENDANCE

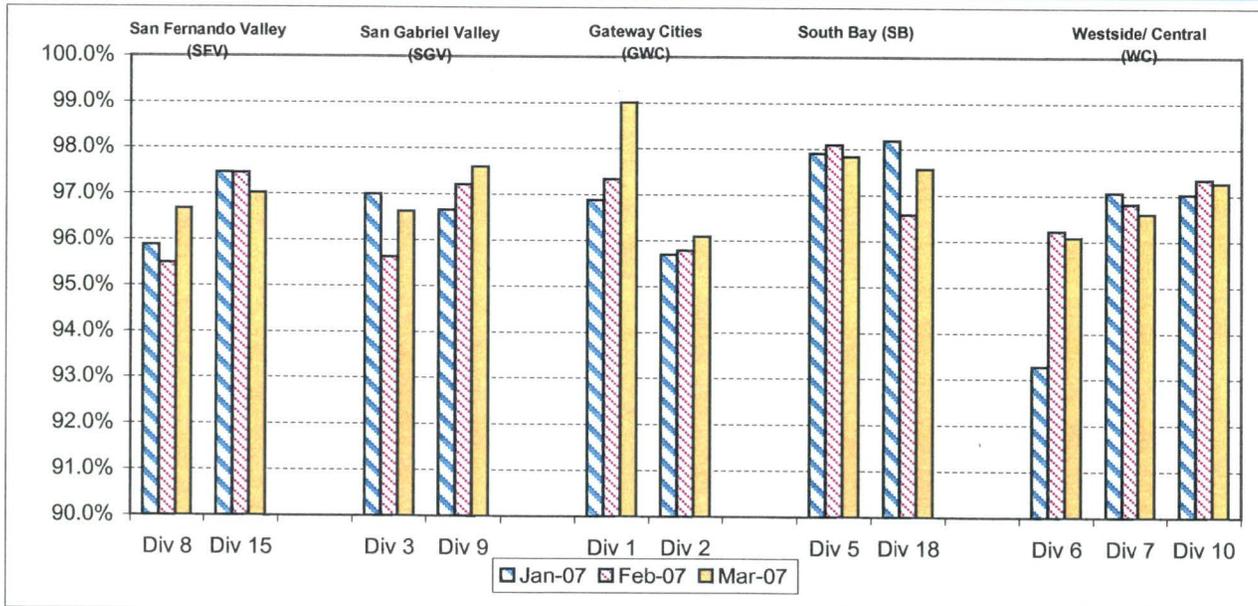
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

Calculation: $1 - (\text{FTEs absent} / \text{by the total FTEs assigned})$

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month) January - March 2007



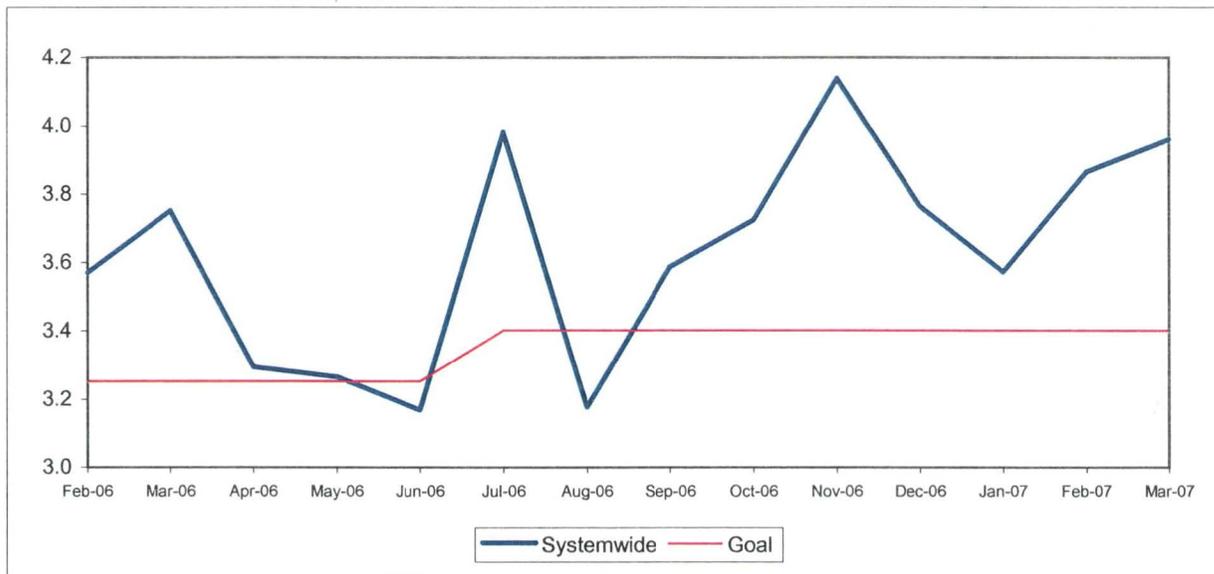
SAFETY PERFORMANCE

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.

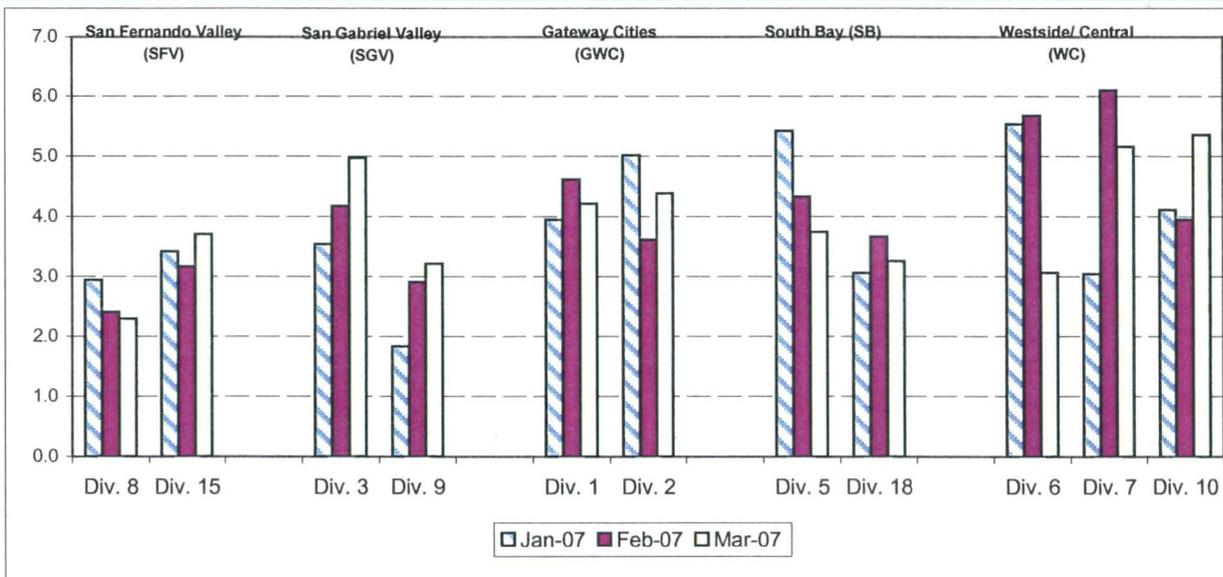
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

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.

Bus Operating Divisions - by Sectors' Divisions January - March 2007

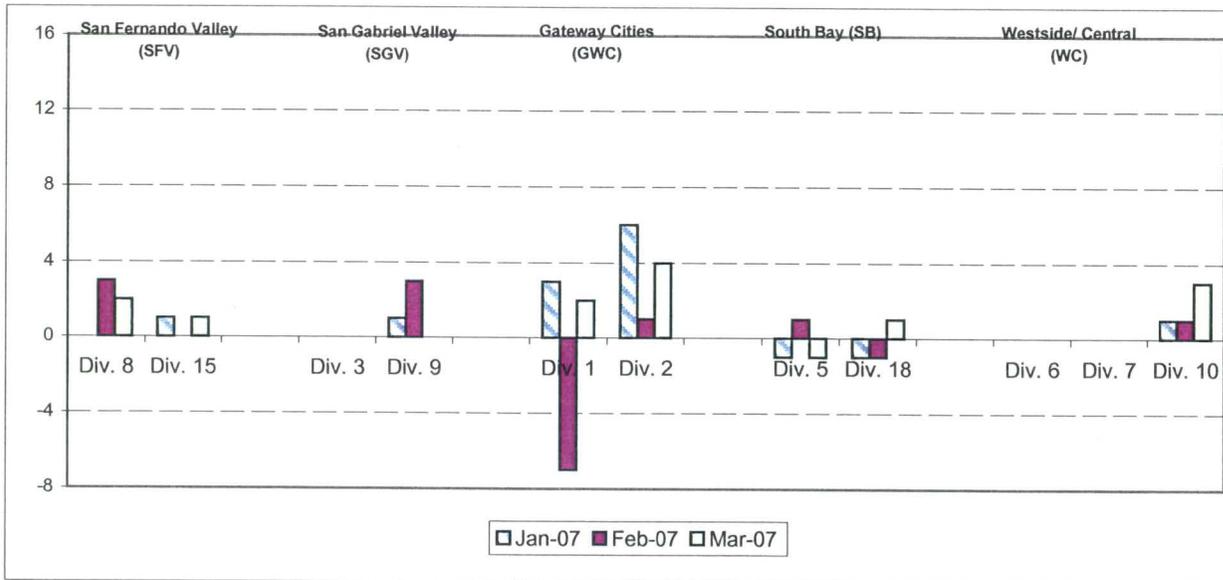


**Accidents not Reported in Prior Months' Vehicle Accident Management System (VAMS)
Download**

**Bus Operating Divisions - by Sectors' Divisions
January - March 2007**

Definition: The number of accidents that are being held, unreported, or reclassified, in a given month, and then entered into the system the following month.

Calculation: Number of accidents reported in prior month's report minus the current month's number of accidents reported.

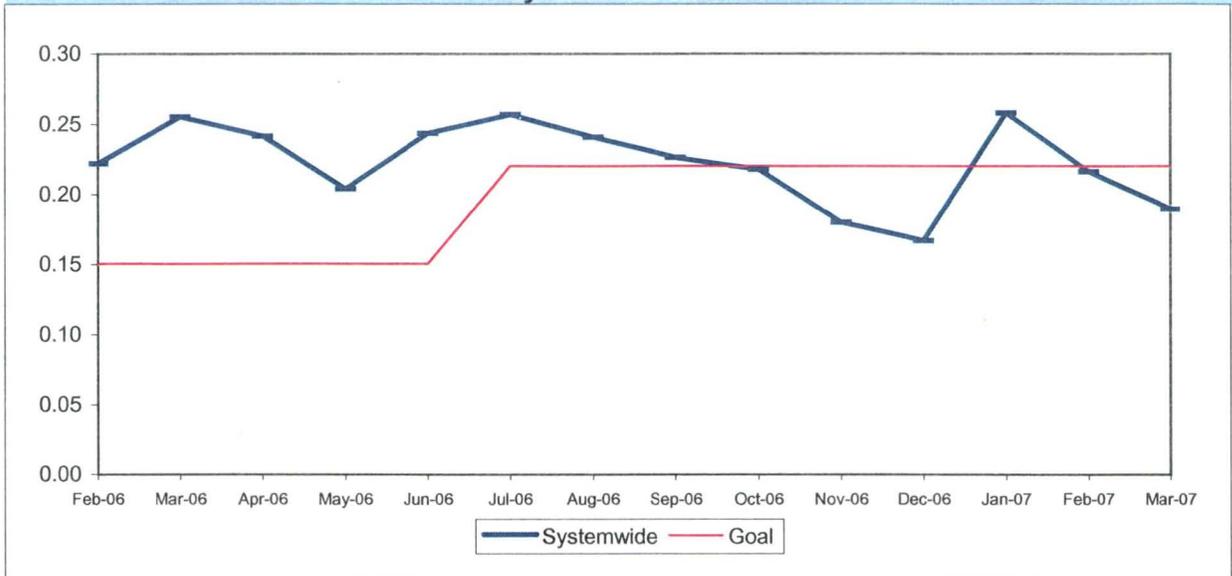


Safety Performance Continued

BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

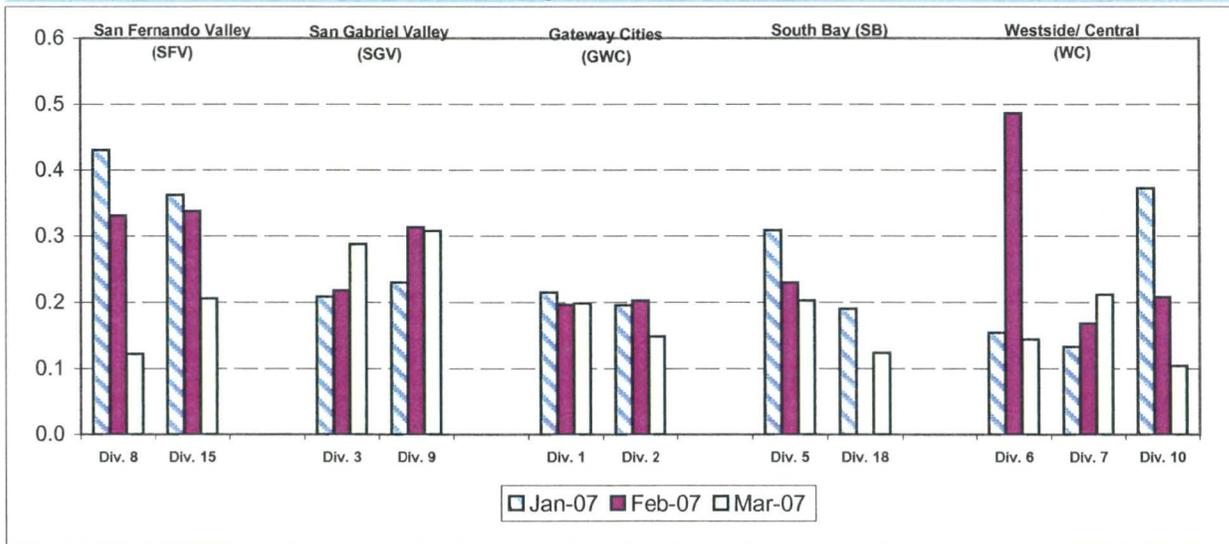
Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by

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.

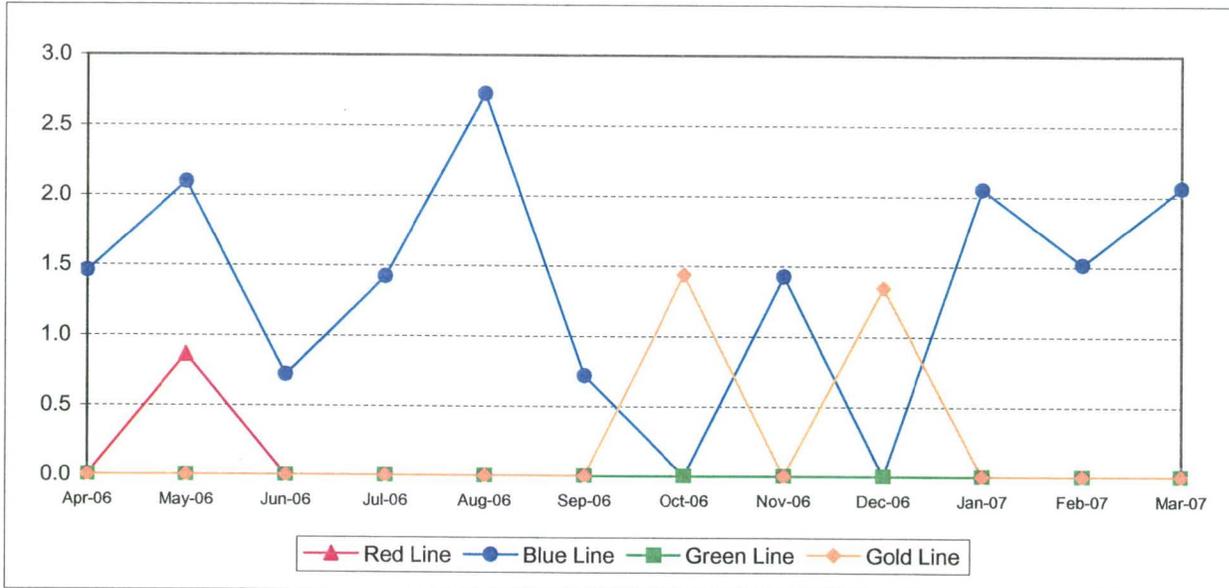
**Bus Operating Divisions - by Sectors' Divisions
January 2007 - March 2007**



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.

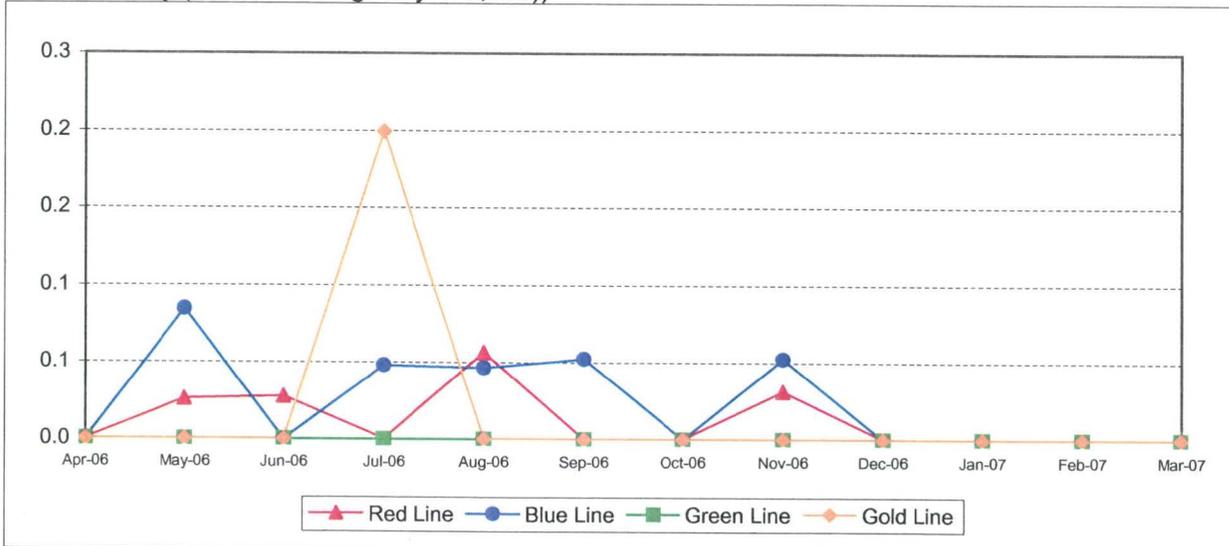
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))



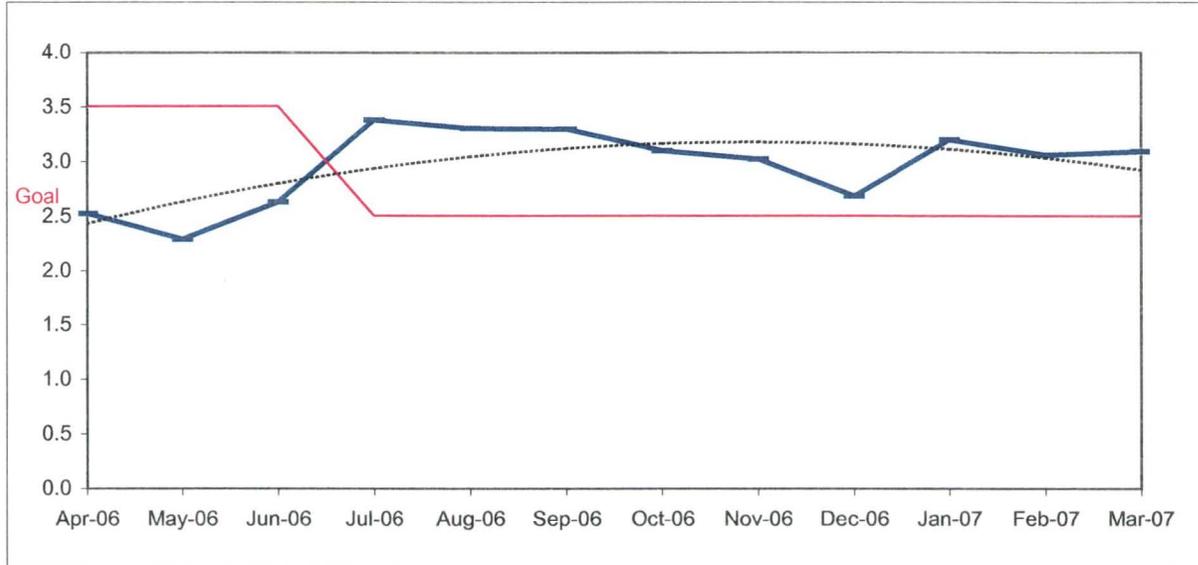
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

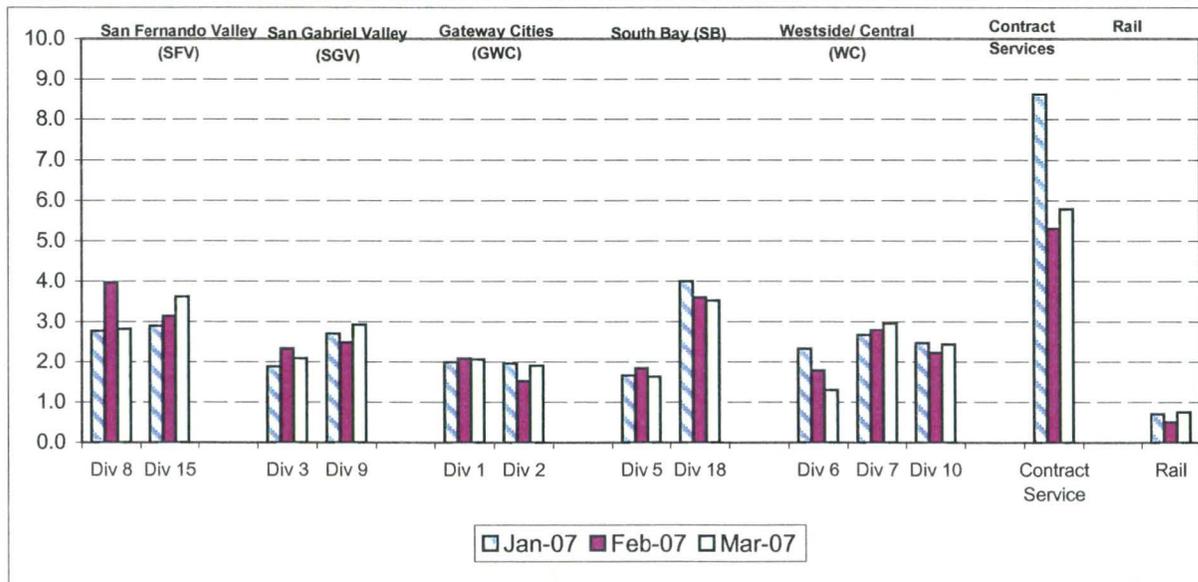
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions January 2007 - March 2007



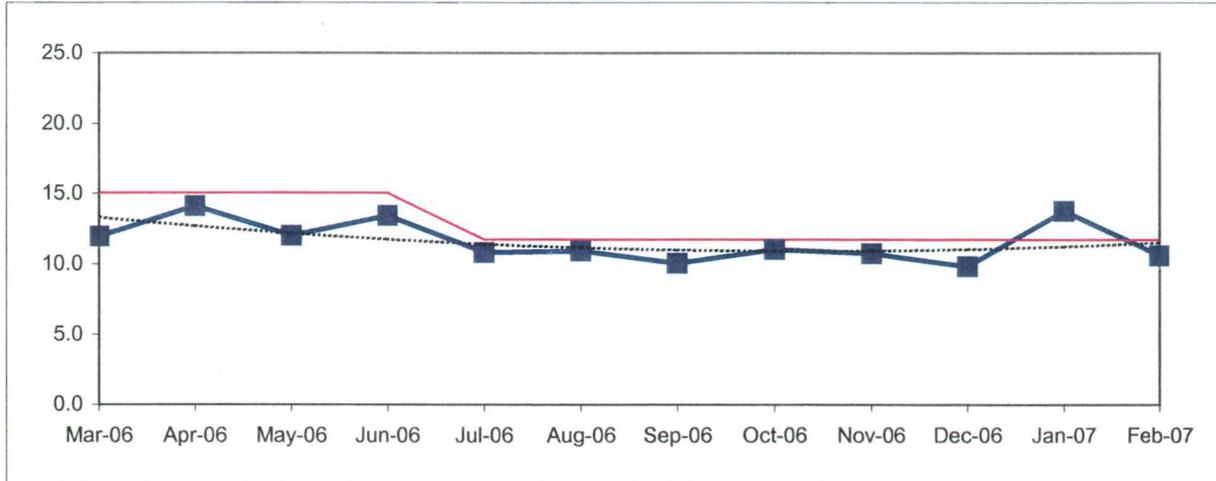
WORKERS COMPENSATION CLAIMS

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 = $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Metro Operations Trend



One month lag from current month

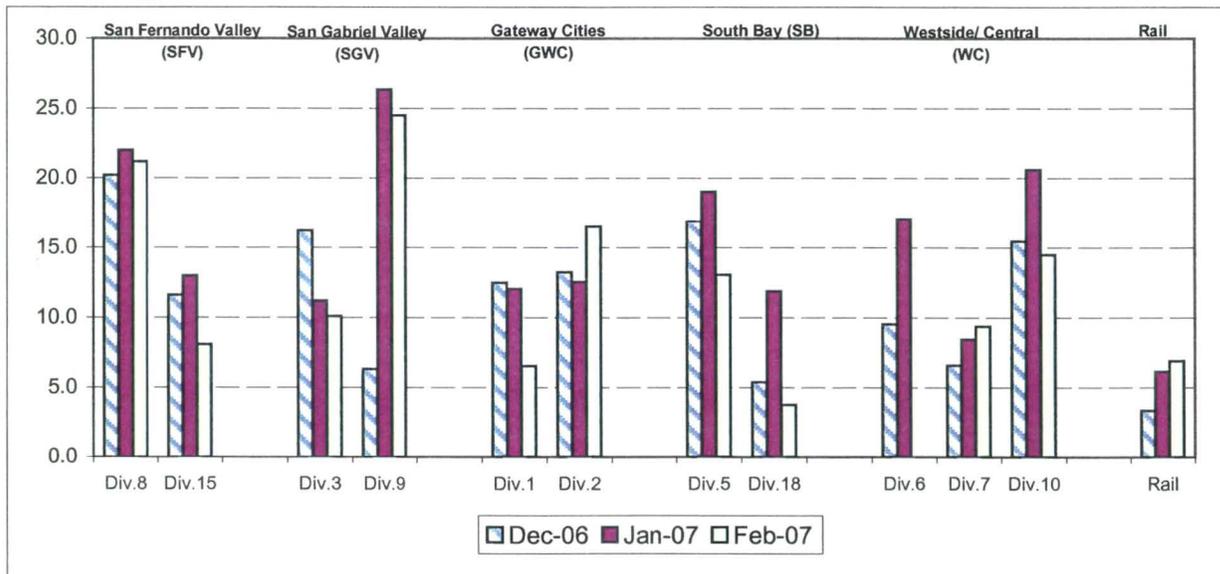
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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 = $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Bus & Rail - by Bus Sectors' Divisions and Rail December 2006 - February 2007

One month lag from current month



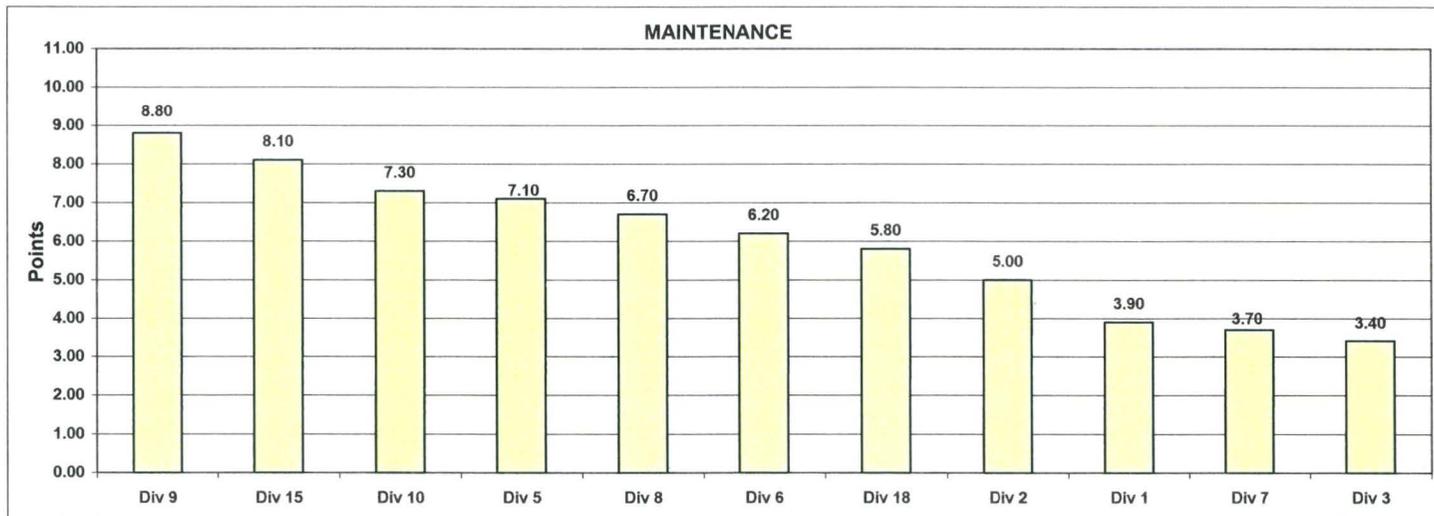
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - March 2007
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%	920.4	1027.4	1136.9	1478.0	1172.9	1081.2	1516.2	1996.1	1233.3	1206.7	1101.5
Points		1	2	5	9	6	3	10	11	8	7	4
Attendance	20%	0.99087	0.97185	0.96800	0.98431	0.96341	0.96602	0.97063	0.97602	0.97802	0.97760	0.97668
Points		11	5	3	10	1	2	4	6	9	8	7
New WC Claims /200,000 Exp Hrs*	36%	19.5144	0.0000	32.6145	31.3221	0.0000	10.3257	21.7197	10.2820	19.0418	0.0000	8.5235
Points		4	10	1	2	10	6	3	7	5	10	8
*One month lag												
Totals		3.90	5.00	3.40	7.10	6.20	3.70	6.70	8.80	7.30	8.10	5.80
Maintenance Division Ranking (Sorted)												
FINAL RANKING	DIV.	Div 9	Div 15	Div 10	Div 5	Div 8	Div 6	Div 18	Div 2	Div 1	Div 7	Div 3
	Score	8.80	8.10	7.30	7.10	6.70	6.20	5.80	5.00	3.90	3.70	3.40
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th

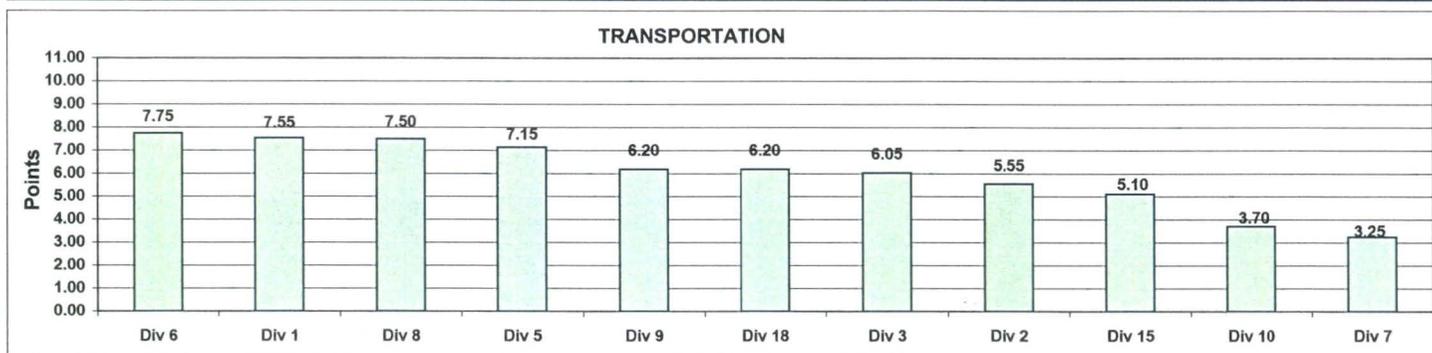


**Monthly Calculations - March 2007
Metro Bus - Transportation**

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 Points	25%	0.6808 11	0.6756 10	0.6527 7	0.6494 6	0.5477 1	0.5731 2	0.6712 9	0.6662 8	0.5881 3	0.6478 5	0.6098 4
Miles Between Total Road Calls Points	10%	920.3791 1	1027.4457 2	1136.9305 5	1477.9879 9	1172.9374 6	1081.1869 3	1516.2422 10	1996.0607 11	1233.3135 8	1206.6828 7	1101.4891 4
Accident Rate Points	25%	4.2095 5	4.3814 4	4.9685 3	3.7435 6	3.0668 10	5.1594 2	2.2900 11	3.2127 9	5.3583 1	3.7053 7	3.2549 8
Complaints/100K Boardings Points	15%	2.0598 8	1.9001 9	2.0815 7	1.6251 10	1.2979 11	2.9606 3	2.8173 5	2.9279 4	2.4328 6	3.6195 1	3.5233 2
New WC Claims /200,000 Exp Hrs* Points	25%	2.8179 9	21.5238 2	3.2899 8	6.9742 7	0.0000 11	9.0944 6	21.0105 3	28.4173 1	13.2449 4	10.6759 5	2.4174 10
Totals		7.55	5.55	6.05	7.15	7.75	3.25	7.50	6.20	3.70	5.10	6.20
FINAL RANKING												
	DIV.	Div 6	Div 1	Div 8	Div 5	Div 9	Div 18	Div 3	Div 2	Div 15	Div 10	Div 7
	Score	7.75	7.55	7.50	7.15	6.20	6.20	6.05	5.55	5.10	3.70	3.25
	Rank	1st	2nd	3rd	4th	5th	5th	7th	8th	9th	10th	11th



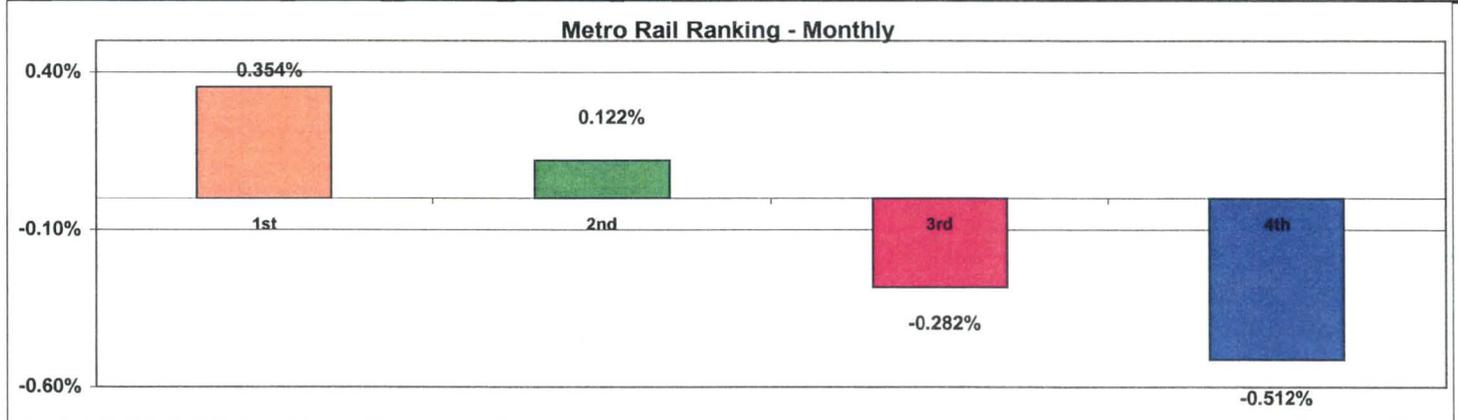
**Monthly Calculations
Metro Rail**

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 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		
	Mar-06	Mar-07	Yearly Improvement	Mar-06	Mar-07	Yearly Improvement	Mar-06	Mar-07	Yearly Improvement	Mar-06	Mar-07	Yearly Improvement
Wayside Availability												
Track	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	99.99%	99.83%	-0.15%	99.99%	100.00%	0.01%	99.86%	99.82%	-0.05%	100.00%	99.99%	-0.01%
Power	99.93%	100.00%	0.07%	99.98%	99.98%	0.00%	99.81%	99.81%	0.00%	100.00%	99.90%	-0.10%
Wayside Performance	99.97%	99.94%	-0.03%	99.99%	99.99%	0.00%	99.89%	99.88%	-0.01%	100.00%	99.97%	-0.03%
Vehicle Availability												
Vehicle Performance	99.38%	98.75%	-0.63%	99.71%	99.11%	-0.60%	99.02%	99.20%	0.19%	98.80%	99.56%	0.76%
Operator Availability												
Operators	99.85%	99.51%	-0.34%	99.95%	99.95%	0.00%	99.91%	100.00%	0.09%	99.96%	99.98%	0.01%
In-Service Performance												
Rev. Hr. Delivered - Rail	99.14%	98.09%	-1.05%	99.55%	99.03%	-0.52%	98.60%	98.83%	0.23%	98.76%	99.43%	0.67%
Overall Rail Line Performance	99.58%	99.07%	-0.51%	99.80%	99.52%	-0.28%	99.35%	99.48%	0.12%	99.38%	99.73%	0.35%

Metro Rail Final Ranking (Sorted)				
Rail Line	GOLD	GREEN	RED	BLUE
Score	0.354%	0.122%	-0.282%	-0.512%
Rank	1st	2nd	3rd	4th



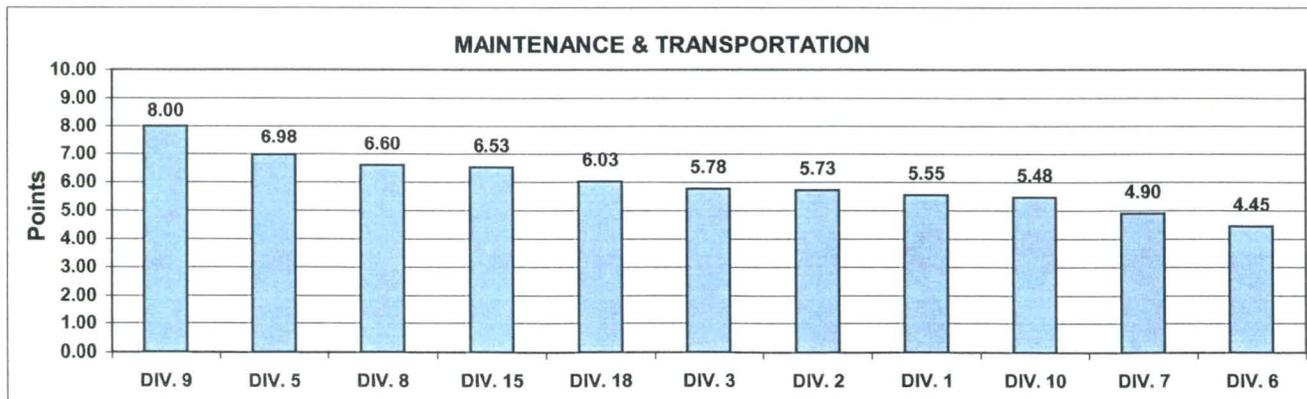
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Quarterly Calculations: FY07-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%	876	1055	1189	1406	1127	1150	1595	2067	1240	1209	1146
Points		1	2	6	9	3	5	10	11	8	7	4
Attendance	10.0%	0.9790	0.9709	0.9666	0.9864	0.9533	0.9700	0.9646	0.9743	0.9778	0.9782	0.9759
Points		10	5	3	11	1	4	2	6	8	9	7
Claims /200000	15.0%	9.2524	0.0000	25.9860	16.5516	0.0000	6.5405	20.6699	3.2367	17.8170	13.5383	7.9811
Points		6	10.5	1	4	10.5	8	2	9	3	5	7
<i>*One month Lag: Dec 06 - Feb 07</i>												
Transportation												
In-Service On-Time Performance	12.5%	0.6804	0.6850	0.6582	0.6549	0.5436	0.5916	0.6843	0.6669	0.5953	0.6517	0.6120
Points		9	11	7	6	1	2	10	8	3	5	4
Miles Between Total Road Calls	5.0%	876.0	1054.5	1188.6	1406.5	1126.9	1149.8	1594.8	2066.6	1240.4	1208.9	1146.4
Points		1	2	6	9	3	5	10	11	8	7	4
Accidents/100k Hub Miles	12.5%	4.2458	4.3594	4.2323	4.5036	4.7154	4.7305	2.5512	2.6477	4.4945	3.4377	3.3161
Points		6	5	7	3	2	1	11	10	4	8	9
Complaints/100K Boardings	7.5%	2.0437	1.8001	2.0917	1.7036	1.7890	2.8098	3.0904	2.7082	2.3791	3.2367	3.7052
Points		8	9	7	11	10	4	3	5	6	2	1
<i>*One month Lag: Dec 06 - Feb 07</i>												
Claims /200000	12.5%	10.7957	18.2917	8.2836	16.3930	12.1837	8.5915	21.2980	23.4574	16.7118	10.1631	6.9206
Points		7	3	10	5	6	9	2	1	4	8	11
Totals		5.55	5.73	5.78	6.98	4.45	4.90	6.60	8.00	5.48	6.53	6.03
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 9	DIV. 5	DIV. 8	DIV. 15	DIV. 18	DIV. 3	DIV. 2	DIV. 1	DIV. 10	DIV. 7	DIV. 6
	Score	8.00	6.98	6.60	6.53	6.03	5.78	5.73	5.55	5.48	4.90	4.45
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY07-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 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

	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
Overall Rail Line Performance				
Jan-07	0.38%	0.16%	0.07%	0.72%
Feb-07	0.71%	-0.09%	0.25%	0.01%
Mar-07	<u>-0.51%</u>	<u>-0.28%</u>	<u>0.12%</u>	<u>0.35%</u>
Second Quarter Average	0.19%	-0.07%	0.15%	0.36%

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	BLUE	GREEN	RED
Score	0.36%	0.19%	0.15%	-0.07%
Rank	1st	2nd	3rd	4th

