



Metro

**FTA QUARTERLY REVIEW
BRIEFING BOOK**

December 21, 2005

Submitted By:

***Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012***

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AGENDA

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

Los Angeles County
Metropolitan Transportation Authority
Wednesday, December 21, 2005 - 9:30 a.m.
Gateway Conference Room - 3rd Floor

I. OVERVIEW

- A. FTA Opening Remarks
- B. Metro Management Overview
- C. Legal Issues
- D. General Safety and Security Issues
- E. ADA Key Station Voluntary Compliance Agreement

PRESENTER

Leslie Rogers
Roger Snoble
Steve Carnevale
Dan Finkelstein
Dave Kubicek

II. METRO CONSTRUCTION REPORTS

- A. Construction Project Management Overview
- B. Metro Gold Line Eastside Extension
 - Construction Contracts Update
 - C0802 101 Freeway Bridge Overcrossing
 - C0803 Tunnel, Stations, Trackwork & Systems
 - 1st Street Bridge
 - Ramona Opportunity High School
 - Cost Status
 - Schedule Status
 - Construction Safety
 - CPUC Status
 - Quality Assurance
 - Real Estate
 - 2550 Rail Vehicle Program
- C. Metro Orange Line
- D. Mid-City/Exposition LRT Project

Rick Thorpe
Dennis Mori

Dave Kubicek
Roger Dames
Joel Sandberg

III. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County
Metropolitan Transportation Authority
Wednesday, February 22, 2006
Gateway Conference Room - 3rd Floor

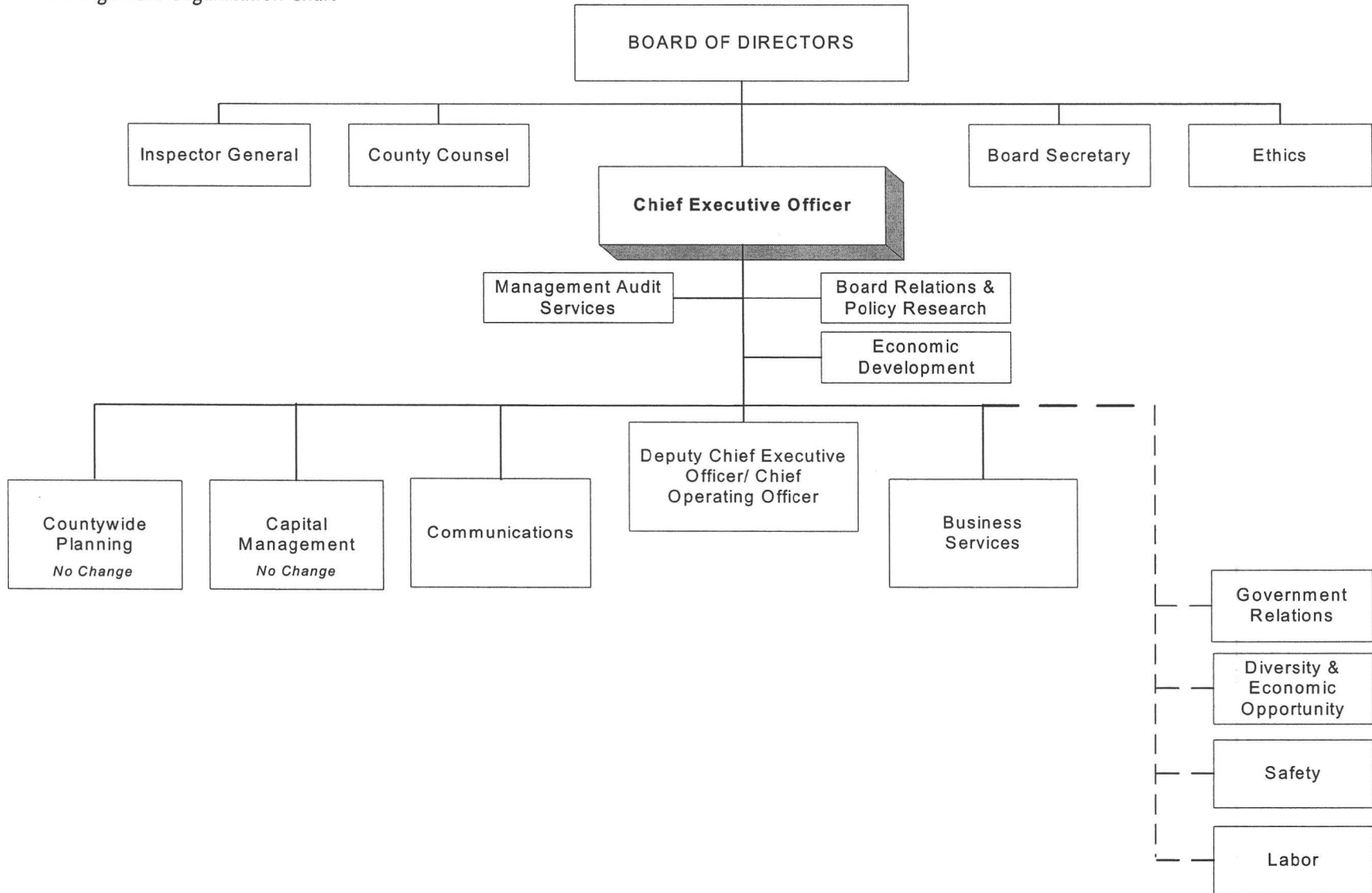
**METRO MANAGEMENT
ORGANIZATION CHART**

01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100



Metro

Management Organization Chart



**PROJECT ORGANIZATION
CHARTS**

**The Project Organization Charts
for the period ending September 2005
will not be published**

METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
2005/06 STATE AND FEDERAL LEGISLATIVE MATRIX
 September 2005

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
ACA 4 (Plecia) LA 5/9	Would remove suspension clause from Proposition 42 funds	SUPPORT	2 year bill – Assembly Transportation Committee
ACA 10 (Núñez)	Would protect Proposition 42 funds	SUPPORT WORK WITH AUTHOR	2 year bill - Assembly
AB 267 (Daucher) LA 6/1	Would expand the process by which local agencies may be reimbursed by the California Transportation Commission for advancement of local funds for state funded projects.	SUPPORT	2 year bill – Senate Appropriations Committee
AB 1010 (Oropeza) LA 4/6	Would transfer Grade Crossing approvals from the Public Utilities Commission to Caltrans.	SUPPORT WORK WITH AUTHOR	2 year bill – Senate Energy, Utilities and Communications Committee
AB 1067 (Frommer) LA 7/5	Would expand the amount of Grade Separation violations that can be imposed.	SUPPORT WORK WITH AUTHOR	Signed by Governor. 10/7/05
AB 1714 (Plescia) LA 5/3	Modifies the cost estimates to complete the Toll Bridge Seismic Safety Repair and Retorfit Program and identifies funding for the revised estimates.	WORK WITH AUTHOR	2 year bill – Assembly Appropriations Committee
NUNEZ, OROPEZA, LAIRD FROMMER	BUILDING OPPORTUNITY ASSEMBLY DEMOCRATIC TRANSPORTATION FINANCING PROPOSAL.	WORK WITH AUTHOR	Pending Introduction
RUNNER, CANCIAMILLA, NIELLO, KEENE	GO CALIFORNIA LEGISLATIVE PACKAGE - SB 705, AB 850, AB 1266, ACA 4X	SUPPORT AND, SUPPORT WORK WITH AUTHORS	SB 705 – 2 year bill - Senate Transportation Housing AB 850 – 2 year bill - Assembly Appropriations Committee AB 1266 – 2 year bill - Assembly Appropriations Committee

GOVERNMENT RELATIONS
2005/06 STATE AND FEDERAL LEGISLATIVE MATRIX
 September 2005

STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SCA 7 (Torlakson)	Would require loans of motor vehicle fuel revenues to be repaid with interest if the repayment is not within the next budget year.	SUPPORT	2 year bill - Senate Appropriations Committee
SB 172 (Torlakson) LA 5/27	Grants budgetary control of all toll revenues to the Bay Area Toll Authority (BATA) and requires.	WORK WITH AUTHOR	2 year bill - Assembly Transportation Committee
SB 851 (Murray) LA 8/23	Would streamline LACMTA procurement process	SUPPORT SEEK AMENDMENTS	Vetoed. 10/6/05
SB 1024 (Perata and Torlakson) LA 5/12	Authorize the sale of \$7.688 billion in general obligation bonds for capital improvement projects throughout the state, including funding for toll Bridge Seismic Safety Repair and Retrofit Program.	WORK WITH AUTHOR	2 year bill - Senate Floor
AB 216 (Oropeza)	Relates to the reallocation of funds in the Traffic Congestion Relief Fund		Signed by Governor 10/5/05
SB 66 (Perata)	Provide state funding for seismic retrofit and replacement of the state-owned Bay Area toll bridges		Signed by Governor 9/29/05

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.

10/18/2005

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>FY 2006 Transportation Appropriations Request</p>	<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 the MTA with purchasing new alternative fuel buses and constructing bus divisions.</u> The MTA currently operates the world's largest fleet of state-of-the-art clean burning buses and is fully committed to expanding its highly successful Metro Rapid Bus program.</p> <p>Support the Municipal Operators Bus Appropriations requests.</p> <p><u>\$5 million in Intelligent Transportation System Funding.</u> These resources would be utilized to implement the MTA's Regional Universal Fare System (RUFS). The RUFS would permit passengers using a card imbedded with a computer chip to board all MTA buses and trains and transfer to services offered by municipal operators, paratransit and Metrolink without having to be concerned with purchasing a new fare or carrying change.</p>	<p>December 13, 2004-LACMTA Board Adopted 2005 Legislative program</p> <p>LACMTA submitted the FY06 Appropriations requests on March 18, 2005</p> <p>June 15, 2005 - House Appropriations subcommittee passes its FY 2006 Transportation Appropriations bill. (Measure does not include Bus and Rail Earmarks)</p> <p>June 22, 2005 – House Appropriations committee passes its FY 2006 Transportation Appropriations bill. (Measure does not include Bus and Rail Earmarks)</p> <p>June 30, 2005 – Full House passes its FY 2006 Transportation Appropriations bill. (Measure does not include Bus and Rail Earmarks)</p> <p>July 19, 2005 - Senate Appropriations subcommittee passes its FY 2006 Transportation Appropriations bill. (\$80 million earmark included for Eastside Light Rail Line – \$2 million earmark for Metro Buses)</p> <p>June 22, 2005 – Senate Appropriations committee passes its FY 2006 Transportation Appropriations bill. (\$80 million earmark included for Eastside Light Rail Line – \$2 million earmark for Metro Buses)</p> <p>Legislation Pending Action by the Full Senate, Continuing Resolution was passed on September 30, 2005 (PL109-77)</p>

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FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>TEA-21 REAUTHORIZATION</p>	<p>MTA Board approved to support TEA-21 State of California and Los Angeles County's General Principles. Return to the MTA Board with TEA-21 Reauthorization Criteria listing.</p> <p>June 27, 2002 Board Approved State of California and LA County Regional General Principles.</p> <p>September 26, 2002 MTA Board approved the Revised LA County Regional General Principles and Priority Project lists.</p>	<p>March 10, 2005 U.S. House of Representatives passed H.R. 3 (Transportation Equity Act – A Legacy for Users). The bill passed by a vote of 417 to 9.</p> <p>March 14, 2005 The Senate Commerce, Science and Transportation Committee approved the safety title of the Senate's transportation reauthorization bill.</p> <p>March 16, 2005 The Senate Environment and Public Works Committee adopted SAFETEA by a vote of 17 to 1. This bill addresses the highway portion of the transportation reauthorization bill.</p> <p>March 17, 2005 The Senate Banking Committee passed. "The Federal Public Transportation Act of 2005." This bill addresses the transit portion of the transportation reauthorization bill.</p> <p>March 19, 2005, the Senate Finance Committee passed the revenue measure that provides the necessary financing to support the transportation reauthorization bill.</p> <p>Passed on U.S. Senate Floor.</p> <p>July 29, 2005, the conference agreement on the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) was overwhelmingly approved by the House (412-8) and Senate (91-4).</p> <p>August 10, 2005, SAFETEA-LU is signed into law by President George W. Bush (Public Law 109- 59)</p>

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 Note: "Status" will provide most recent action on the legislation and current position in the legislative process.

10/18/2005

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS	
(Senator Shelby) Support – Work With Author	Would authorize funds for Federal aid for bus and rail programs and for other purposes.	Provisions enacted into SAFETEA-LU signed into law on August 10, 2005	
(Senator Feinstein) Support	Would amend Title 23, United States Code, to provide for HOV-lane exemptions for low-emission and hybrid vehicles.	Provision included in SAFETEA-LU	
S. 197 (Boxer)	A bill authorizing the U.S. Secretary of Transportation to conduct a study of highway-railroad grade crossings and to provide grants for grade separations that would enhance safety and for grade crossings on rail lines that have a high volume of goods movement.	Support work with author	Provision included in SAFETEA-LU

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10/18/2005

UNIVERSITY OF CALIFORNIA, BERKELEY



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

648 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012-2713

RAYMOND G. FORTNER, JR.
County Counsel

Reply to:
Transportation Division
One Gateway Plaza
Los Angeles, California 90012-2952

TDD
(213) 633-0901
TELEPHONE
(213) 922-2508
TELECOPIER
(213) 922-2531

October 4, 2005

Renee Marler, Esq.
Regional Counsel, Region IX
FEDERAL TRANSIT ADMINISTRATION
201 Mission Street, Suite 2210
San Francisco, California 94105

Re: Quarterly Update on Status of Key Legal Actions

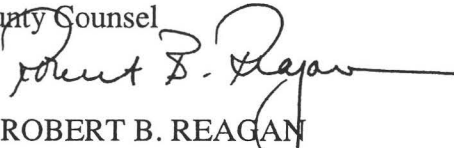
Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of September 30, 2005, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2520.

Very truly yours,

RAYMOND G. FORTNER, JR.
County Counsel

By 
ROBERT B. REAGAN
Principal Deputy County Counsel

AKT:ibm
Attachments

c: Steven Carnevale
Brian Boudreau
Frank Flores
Gladys Lowe
Leslie Rogers
Cindy Smouse 99-17-1

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of September 30, 2005

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 to submit proposed statement of decision.
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.
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.	MTA has recently responded to a Special Master order related to the New Service Plan. The Special Master will respond as to adequacy of the MTA 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.	New judge assigned, D.A. to be amended in legal issue. Motions pending.



Metro

October 17, 2005

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
Region IX
201 Mission Street, Suite #2210
San Francisco, CA 94105

RE: MTA WORKERS' COMPENSATION QUARTERLY REPORT

Dear Mr. Rogers:

The following is a status report and discussion of efforts to improve safety and control the worker's compensation costs at the MTA through the first quarter of fiscal year 2006.

BACKGROUND

In October 2001, the MTA initiated a comprehensive program to prevent and reduce accidents and injuries, lost time injuries, and the associated costs. Staff developed a program covering all aspects of loss prevention and control. The 5-year objectives for the program were to reduce lost work days, work-related injuries, and bus and rail accident rate by 50%.

After focusing for the first two program years on training and building safety management skills, the MTA embarked on a comprehensive business process change effort in July 2003. This effort involved creating key safety-related business processes/policies in the areas of:

- Incident Investigation
- Field Observation and Feedback
- Return-to-Work/Transitional Duty Program
- Performance Management
- Communications
- Ergonomics
- Rules and Procedures

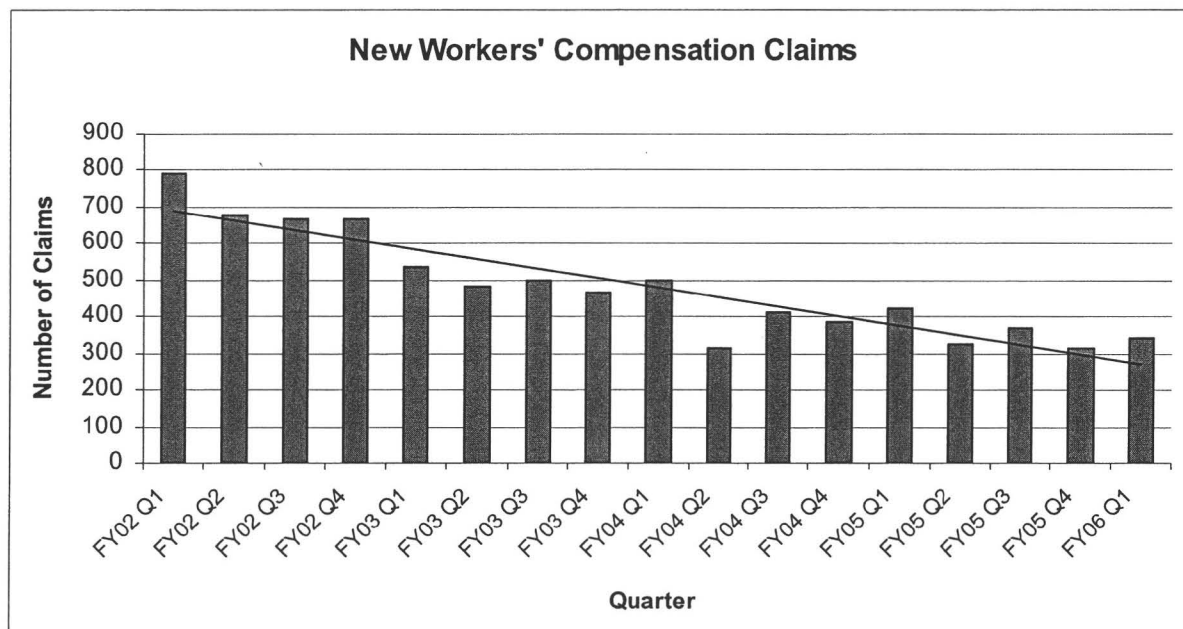
To continue driving down bus vehicle and passenger accident rates, staff identified a series of seven strategies to be funded and implemented by fiscal year 2006, the Bus Accident Reduction Program. These strategies were developed and refined based on much input from management in all areas of Metro Operations, as well as bus operators. Additionally, strategies incorporate best practices of existing accident reporting systems, accident review processes, and reward and recognition programs from various transit agencies.

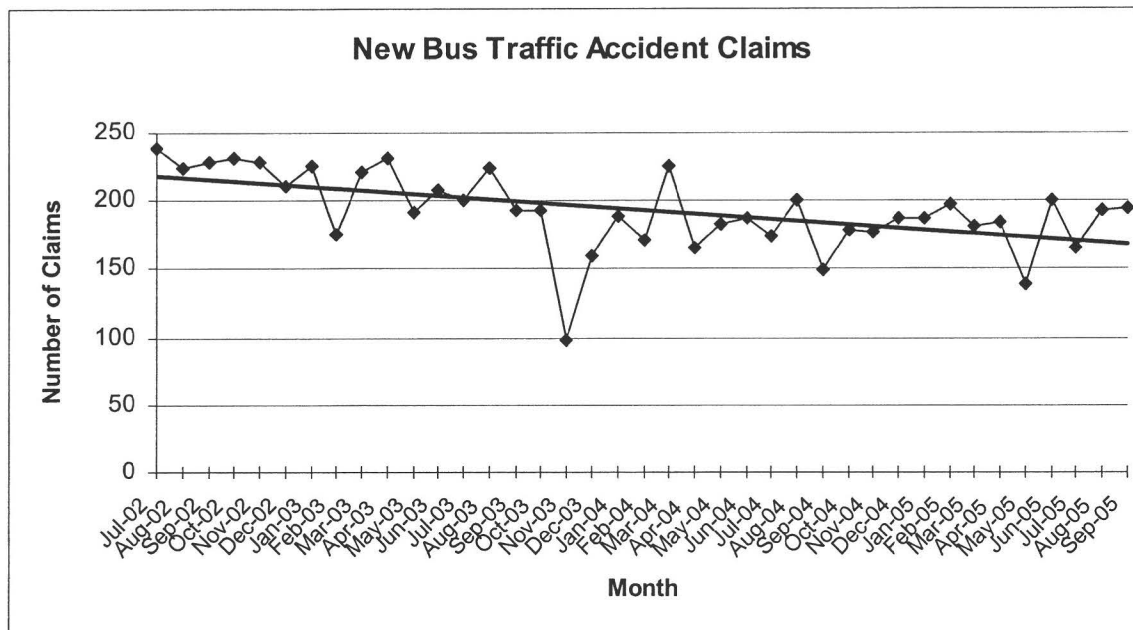
PROGRESS

Substantive progress has been made toward improving safety and achieving the workers' compensation reduction goals since the first quarter of fiscal year 2002:

- Quarterly reported new workers' compensation claims have fallen from 791 during the first quarter of fiscal year 2002 to 344 during the first quarter of fiscal year 2006, a **56.5% decline**. Although slightly up from the final quarter of fiscal year 2005, most of the increase can be attributed to a multiple exposure gas release incident in July and the typical summer season increase in filing "vacation" claims. Relative to the summer (first) quarter of fiscal 2005, the first quarter of fiscal year 2006 has 80 fewer claims filed.
- Bus accident reported claims have slightly risen during the first quarter of fiscal year 2006 at roughly 3% higher than the quarterly average last year. Metro, however, has added approximately 3% of additional directly operated service since last year. Hence, the fiscal year 2006 accident claims are following the same rate as last year.

Metro ended the year in fiscal 2005 with a total expense for workers' compensation, including administration, of \$60 million. Much of this \$60 million cost resulted from adjustments for the escalating cost of medical treatment on claims occurring prior to fiscal 2005. Metro's budget for the current fiscal year is \$62 million. Claims counts and lost workdays, to date, indicate that Metro will likely fall on or below budget by yearend.





The quarter ending June 2005 provided continued improvement from the new safety business processes/policies that had earlier gone into effect:

Incident Investigation (II): Operating divisions are using a more rigorous process to investigate incidents and accidents and report the findings. The II process has seen continuous improvement with the implementation of TransitSafe, which is the MTA’s web-based incident and analysis tracking system. A new accident investigation course is also being provided to supervisors and managers to improve accident investigations. This week-long course is conducted on a regular schedule until all Supervisors/Managers have been trained. By the end of the fourth quarter of FY 2005, approximately 75% of the management staff received this enhanced training. No classes were conducted in the first quarter of FY 06; however, two classes are scheduled for the second quarter of the fiscal year.

Performance Management: The Safety Performance Management program focuses on action-oriented Key Performance Indicators (KPIs) that concentrate the agency’s attention on activities that eliminate unsafe practices and conditions that lead to employee and customer injuries. The safety performance management reports continue to be provided to the operating and support units on a monthly basis to track the KPIs and maintain a high level of safety awareness.

BUS ACCIDENT REDUCTION PROGRAM

As reported in the last quarterly update, the Agency has completed the implementation of two of the strategies – the Field Observation and Feedback program and a proactive

defensive driving training program. An update on the remaining strategies is summarized below:

Establish a Points-Based Accident Reporting System: A points-based accident reporting system was developed and implemented during the third quarter of FY05. The implementation of the points-based accident reporting system provides management with a better tool to analyze accidents and more specifically focus training based upon accident severity, injury severity, and violation of vehicle codes or defensive driving techniques. Corporate Safety started capturing the Damage Severity and Injury Severity that are two of the four point system categories. During the first quarter of FY06, Corporate Safety initiated efforts to incorporate the remaining two categories – compliance with Rule/SOPs and DMV Code violations.

Enhance the Accident Review Board (ARB) Process: A review of the ARB process revealed that participants were not always consistently trained, which resulted in a large percentage of accidents being coded as unavoidable. To gain consistency in the process, Sr. Safety Specialists will now be assigned to participate in first level of ARB review panels and a centralized group of Transit Operations Supervisors (TOS) will be assigned to participate in second level ARB panels. In addition, Sr. Safety Specialists, TOS's, Line Instructors, and Labor Relations representatives participating in ARB panels will be provided with extensive training on accident investigation and avoidability. Meetings have been held with Labor Relations to discuss the ARB process. Labor Relations will discuss the proposal with the UTU of having the Sr. Safety Specialist assigned to participate in the first level of ARB review panels in the upcoming bargaining negotiations. Two additional TOS positions were budgeted in the FY 06 Budget to create a centralized group of eight TOSs that will be assigned to participate in second level ARB panels. Six of the eight TOSs have already received the enhanced training in accident investigation and avoidability. Additional classes are scheduled for the second quarter for the Sr. Safety Specialists.

Develop a Rewards and Recognition Program: A rewards and recognition program was developed to promote and increase awareness of safety measures. The comprehensive rewards and recognition program incorporates a two tiered approach – an annual award and a milestone award for operators and maintenance staff with safety records that meet the minimum criteria established for the program. The rewards and recognition program is planned for implementation over a two year period to reduce the impact on the operating budget. In the first quarter of FY 06, Corporate Safety initiated the development of criteria for this agency wide program to establish preliminary eligibility lists and determine the types of awards for the two tiers. Also in this quarter, Corporate Safety solicited input from the sector General Managers, and finalized the criteria for the Agency's "Night of the Stars" employee recognition event. This annual banquet, attended by Board members and Executive Management, honored 134 of its very best Transit Operations employees. The criteria for the Night of the Stars event differs from the Corporate Safety award program in that it embodies parameters of both safety and customer service to recognize employees who exemplify the agency's mission and core values.

Enhance Bus Safety Features: Three bus safety features will be enhanced to improve pedestrian awareness of buses making turns. The installation of additional LED turn signal lights and mirrors with LED turn signal indicators will be completed during the standard midlife process to increase the awareness of buses making both left and right turns. To further increase the awareness of pedestrians, an audible turn signal will be installed and tested on ten buses to determine if the audible signal helps to improve pedestrian awareness of buses making turns and to ensure that the sound does not disturb residents along bus routes. During the first quarter, the agency initiated the procurement of the LED lights and mirrors and will begin retrofitting the buses in the second quarter.

Develop a Bus Safety Awareness Campaign: A bus safety awareness campaign is being designed to reduce accidents by both promoting the public's safe behavior around buses. The ongoing education campaign will educate the public on the various hazards when walking, biking, and driving near Metro buses. Metro communications will target motorists, pedestrians, and bicyclists with a series of messages to increase awareness of bus "no zones" or potential blind spots, increase the awareness of right turn pivot areas, and inform pedestrians and bicyclists of the importance of being visible by wearing light colored or reflective clothing. During the first quarter, Corporate Safety staff met with Communications Department to discuss the details of this campaign. The meeting resulted in the development of draft scenarios or scenes that will be included in a safety awareness video for the general public that depicts various unsafe acts that are commonly exhibited by passengers, motorists, bicyclists, and others on and around buses. The objective of the campaign is to educate the general public and promote safe behavior with the ultimate goal of reducing bus accidents.

Implement Accident Mapping Software: The Service Performance Analysis Department utilizes Geographic Information Systems (GIS) software to plot all Metro Bus Traffic Accidents. Each month, the department supplies all sectors and divisions with interactive maps that allow management and staff to analyze thirteen months of accident data to determine trends in type or location of accidents. Management can determine locations where accidents happen frequently and deal with potential site-specific hazards. In addition, analysis of underlying data can reveal common characteristics such as direction of travel, accident type, day or time of day of accident, etc. to assist staff in re-directing its training efforts.

If you have any questions regarding this report, please give me a call at 213/922-3084.

Sincerely,

A handwritten signature in black ink, appearing to read "Ad H Burnside", written in a cursive style.

Andrea H. Burnside
Managing Director, Metro Operations Administration

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

STATUS REPORT AS OF SEPTEMBER 30, 2005

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

Wilshire/Western Station – MTA Board has approved the Developer project of a mixed-use development to include approximately 195 condominium units, 49,500 square feet of retail, and 700-space garage. Staff is completing the revision of the Joint Development Agreement and Ground Lease Agreements. Document to be signed by mid November, construction scheduled to begin in spring 2006

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. Construction of this commercial development is ongoing. A Purchase and Sale Agreement with the Los Angeles Unified School District covering the sale of the bulk of the remaining 2.59 acres at the site for construction and operation of a three-story, approximately 800-student middle school was executed on January 25, 2005. Pre-acquisition due diligence is on going and escrow is scheduled to close prior to the deadline of June 4, 2007.

B-102 and B-103 - Temple Beaudry

Operations has requested that this site be retained while funding is identified for a downtown bus layover. This site will go out for joint development including providing for a layover area in the next month.

A1-300 and A2-301 - Wilshire/Crenshaw

The Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project was certified by the MTA Board 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 Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project was certified by the MTA Board 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 a 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 – Following up on the recommendations of the ULI Development Panel Report, the CRA is finalizing development guidelines for the North Hollywood area with participation from the MTA. In addition, CRA and MTA have hired a consultant to assist in developing urban design guidelines for the various MTA-owned parcels. MTA staff continues to actively market MTA parcels for joint development and intends to issue a request for proposals after completion of the urban design and development guidelines for the sites. MTA staff completed review of an unsolicited development proposal for three MTA-owned parcels west of Lankershim Boulevard but deferred further consideration to pursue a competitive proposal solicitation.

Universal City Station – This site is one of several MTA properties being actively marketed through the MTA website, a ULI publication and postcard mail-outs. Staff will prepare an RFP to solicit proposals for potential development on this site. MTA will no longer accept unsolicited proposals for this property.

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

1. 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.

2. Parcel A1-021

This parcel is being placed back on the Excess Real Property list and will be offered for sale to the highest bidder. The site 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.

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

MTA Board authorized the issuance of an Exclusive Negotiation Agreements with a developer. The proposed development consists of housing, commercial and civic structures. A land lease is being finalized while the developer completes there due diligence study of the property. Expect to complete negotiations by the end of December.

Updated 10/18/05

Los Angeles County
Metropolitan Transportation Authority

SEPT 2005

METRO OPERATIONS
MONTHLY PERFORMANCE
REPORT



Metro

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Monthly Metro Bus & Metro Rail	

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 54 million boarding passengers each year.

This report gives a brief overview of sector operations':

- * On-Time Pullouts from Primary Terminal Point (OTP-PTP)
- * 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 Target	FY06 YTD	Sep Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*, **				58%	28.83%	28.30%	◇
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	2,938	3,395	◇
In-Service On-time Performance	69.23%	65.43%	66.50%	70%	66.84%	64.14%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.56	3.93	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	3.13	2.61	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	August 15.21	August 16.41	●
SFV Sector							
OTP-PTP*				58%	27.86%	27.84%	◇
MMBMF*				3,500	2,778	3,126	◇
In-Service On-time Performance	67.30%	67.47%	68.54%	70%	66.98%	62.08%	◇
Bus Traffic Accidents Per 100,000 Miles	2.91	2.99	2.67	2.85	3.81	4.37	◇
Complaints per 100,000 Boardings	6.32	5.45	4.39	4.25	4.11	3.96	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.72	15.15	13.71	16.00	August 12.17	August 11.46	◇
Division 8							
OTP-PTP*				58%	24.48%	24.94%	◇
MMBCMF*				3,500	3,571	3,611	●
In-Service On-time Performance	70.09%	69.12%	69.78%	70%	69.58%	67.18%	●
Bus Traffic Accidents Per 100,000 Miles	2.84	2.75	2.58	2.85	3.70	4.73	◇
Complaints per 100,000 Boardings	6.87	5.09	4.17	4.25	4.81	4.40	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.92	19.15	16.77	16.00	August 15.49	August 16.34	●
Division 15							
OTP-PTP*				58%	31.20%	30.73%	◇
MMBMF*				3,500	2,401	2,856	◇
In-Service On-time Performance	66.13%	66.62%	67.84%	70%	65.65%	59.31%	◇
Bus Traffic Accidents Per 100,000 Miles	2.96	3.17	2.74	2.85	3.88	4.12	◇
Complaints per 100,000 Boardings	6.01	5.70	4.55	4.25	3.88	4.12	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.23	13.14	12.46	16.00	August 9.15	August 7.92	●

*New Indicator. **Beginning this month and going forward, this indicator will include all pullouts from the yard. Jul 05 and Aug 05 have been recalculated to conform to this definition.

● 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.

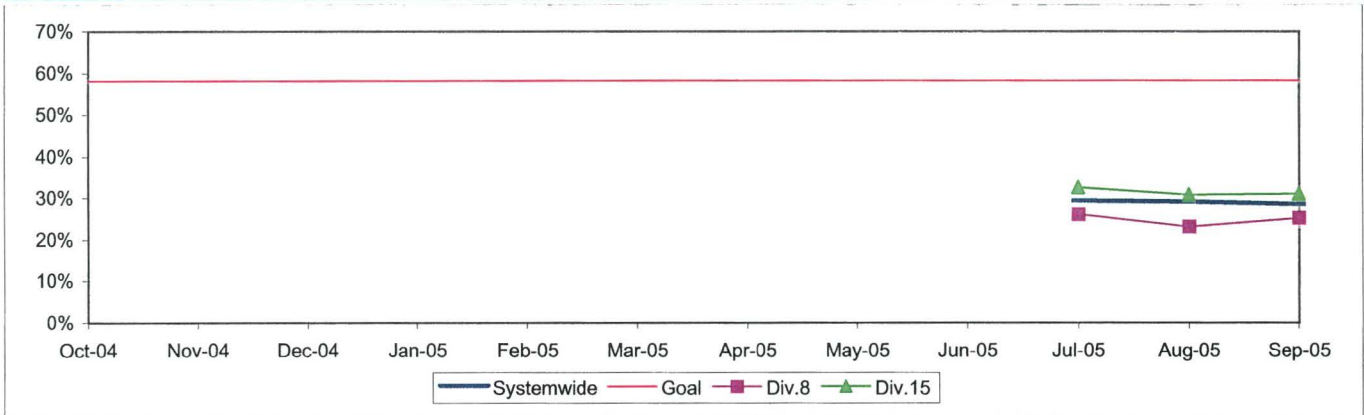
SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

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

Definition: On-time Pullout From the Primary Terminal Point Performance measures the percentage of buses leaving the first stop of the route within one minute of the scheduled time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% - ((\text{Total early and late pullout runs} / \text{by Total pullouts at first terminal}) \times 100))]$

OTP-PTP Systemwide and Divisions 8 and 15*



* New Indicator. On-Time Pullout from Primary Terminal Point (OTP-PTP) data from ATMS.

On-Time, Early and Late Pullouts From the Primary Terminal Point (OTP-PTP) by Sector Divisions'

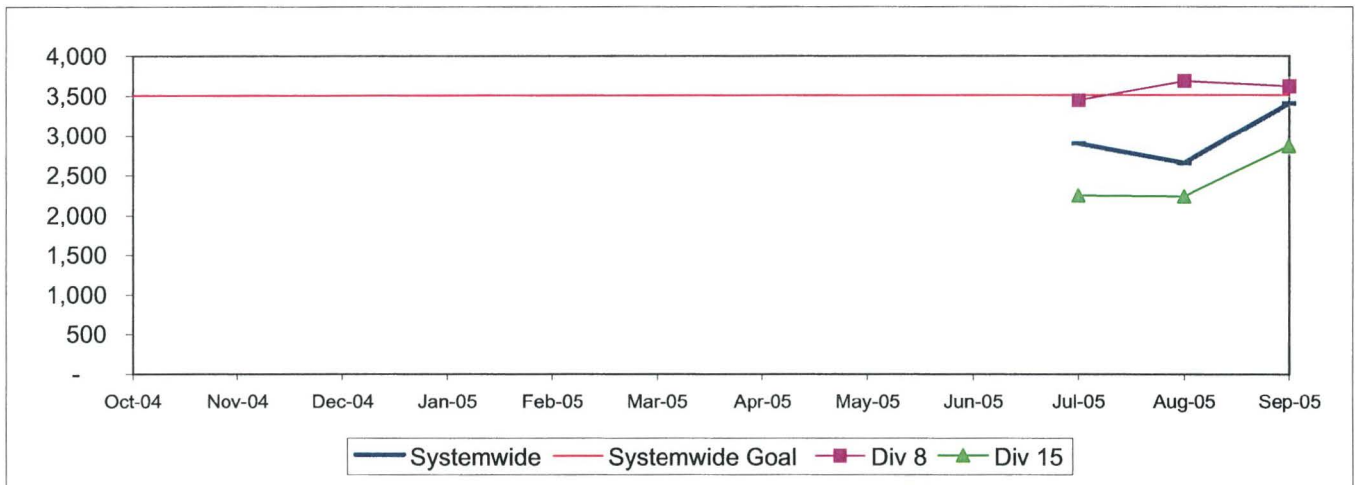
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
San Fernando Valley (SFV)							
8	969	2167	1287	4423	21.91%	29.10%	48.99%
15	784	2117	0	2901	27.03%	0.00%	72.97%
Total Systemwide	9735	20910	12095	42740	22.78%	28.30%	48.92%

*New Indicator

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: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$



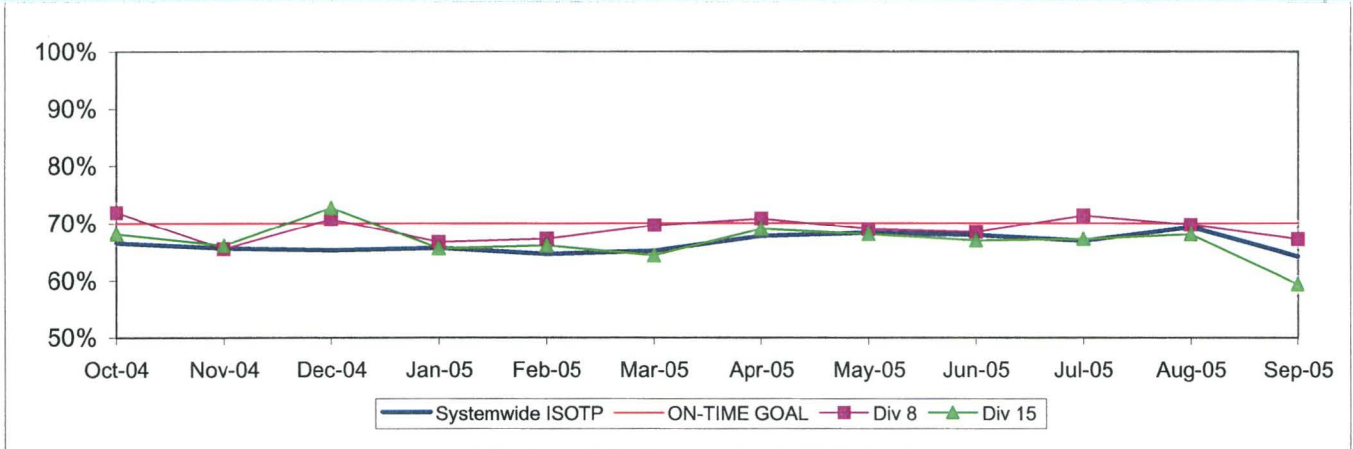
SFV Sector Bus Service Performance - Continued

IN-SERVICE ON-TIME PERFORMANCE

Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no

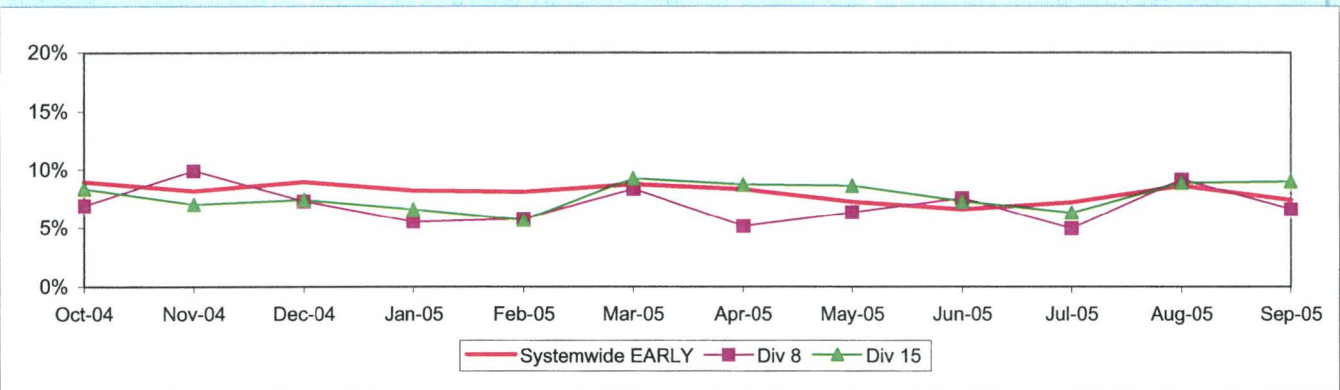
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes}))$

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



SFV Sector Bus Service Performance - Continued

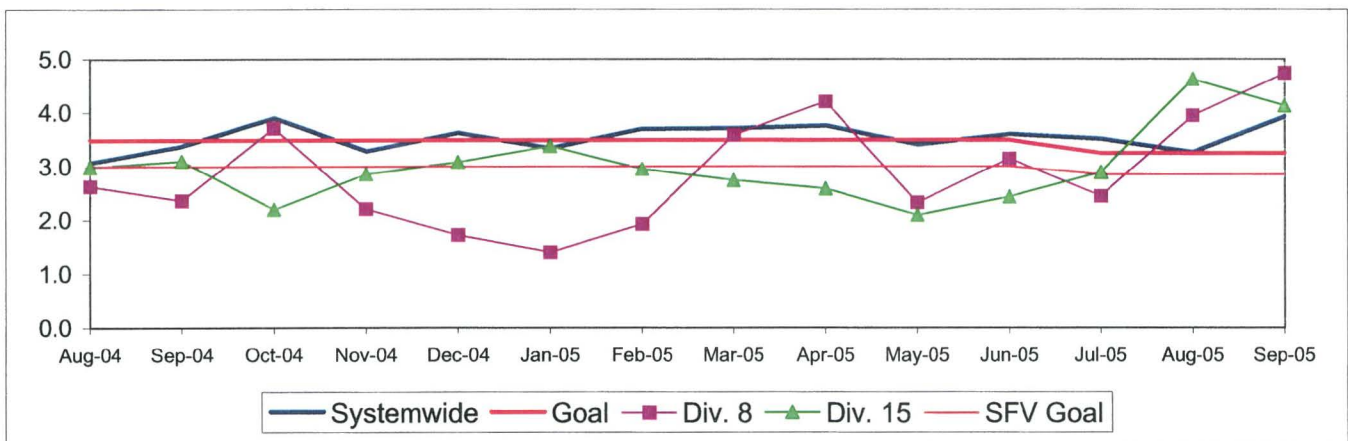
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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.

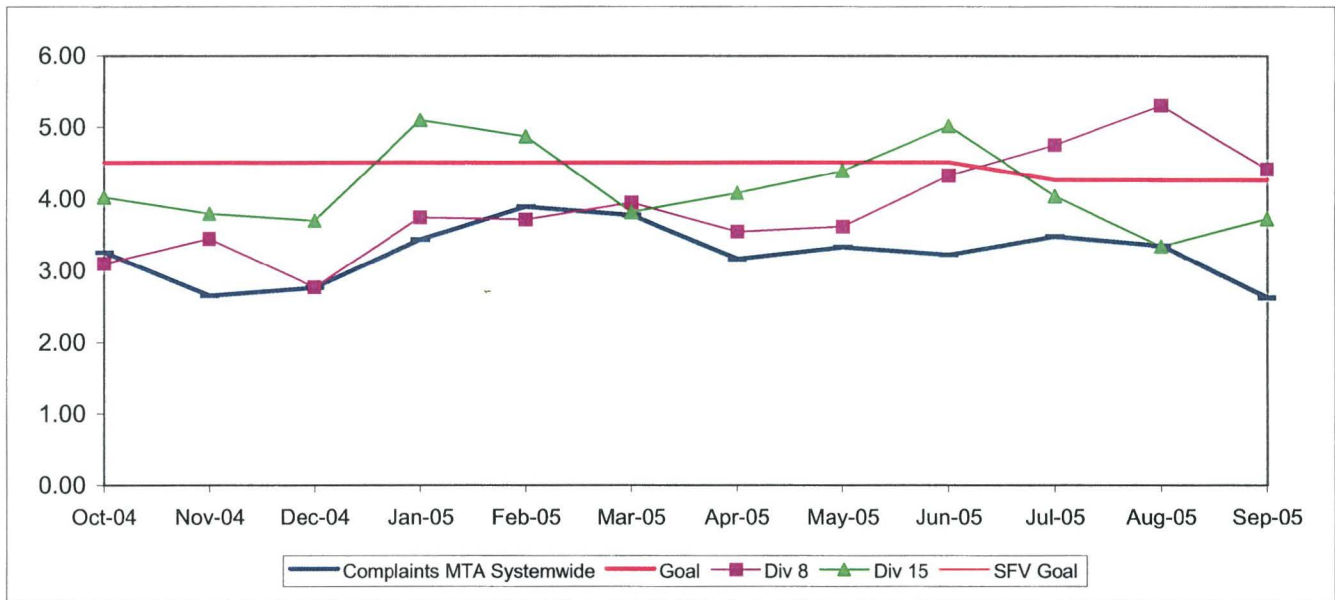
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



SFV Sector Bus Service Performance - Continued

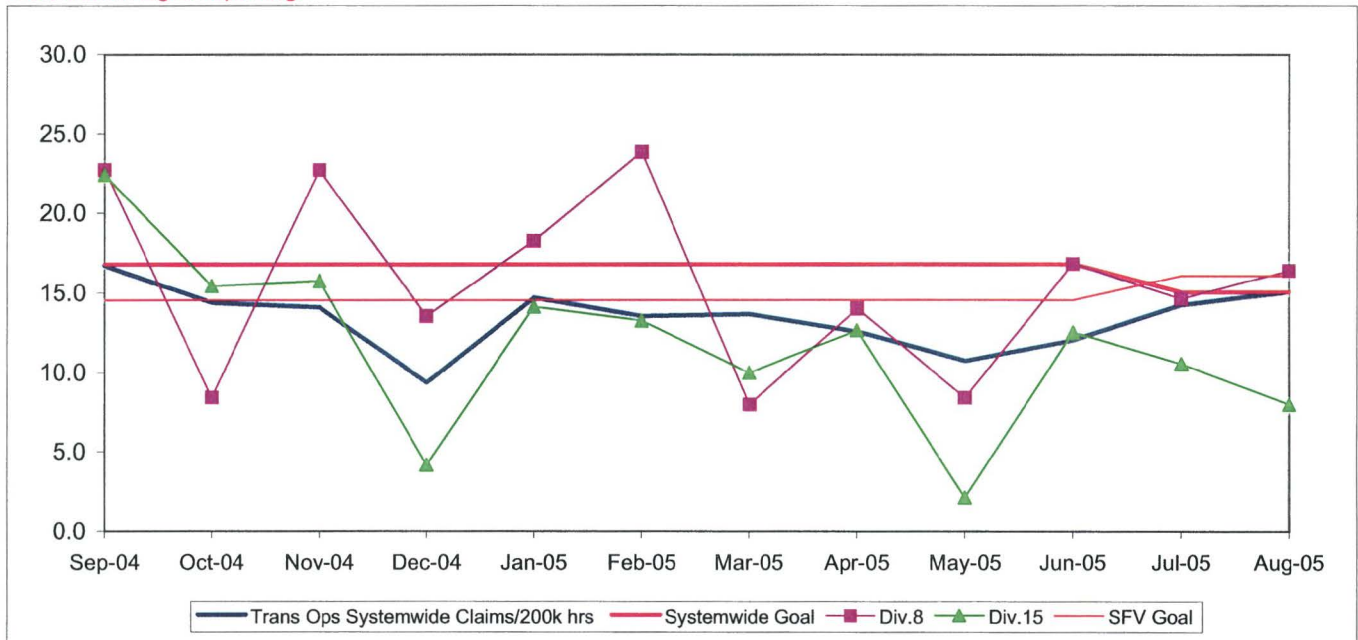
COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 8 and 15

Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and
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 –
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure
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 64.5 million boarding passengers each year.

This report gives a brief overview of sector operations¹:

- * On-Time Pullouts from Primary Terminal Point (OTP-PTP)
- * 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 Target	FY06 YTD	Sep Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*, **				58%	28.83%	28.30%	◊
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	2,938	3,395	◊
In-Service On-time Performance	69.23%	65.43%	66.50%	70%	66.84%	64.14%	◊
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.56	3.93	◊
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	3.13	2.61	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	August 15.21	August 16.41	●
SGV Sector							
OTP-PTP*				58%	35.64%	34.73%	◊
MMBMF*				3,500	3,477	3,818	◊
In-Service On-time Performance	70.02%	69.98%	70.10%	75%	72.07%	67.71%	◊
Bus Traffic Accidents Per 100,000 Miles	3.40	2.91	2.96	2.75	2.88	2.70	◊
Complaints per 100,000 Boardings	3.57	3.80	2.95	3.00	2.75	2.03	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	23.15	16.12	10.14	11.00	August 14.11	August 14.83	◊
Division 3							
OTP-PTP*				58%	28.58%	28.19%	◊
MMBGMF*				3,500	2,534	2,847	◊
In-Service On-time Performance	71.08%	70.80%	71.06%	75%	74.41%	70.77%	●
Bus Traffic Accidents Per 100,000 Miles	4.22	3.59	3.57	2.75	3.71	4.22	◊
Complaints per 100,000 Boardings	3.09	3.02	2.60	3.00	2.24	1.91	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.54	12.36	6.68	11.00	August 17.34	August 14.68	◊
Division 9							
OTP-PTP*				58%	40.97%	39.89%	◊
MMBMF*				3,500	5,179	5,459	●
In-Service On-time Performance	67.47%	68.16%	68.16%	75%	68.72%	63.83%	◊
Bus Traffic Accidents Per 100,000 Miles	2.64	2.26	2.42	2.75	2.15	1.36	◊
Complaints per 100,000 Boardings	4.31	5.09	5.09	3.00	3.35	2.18	◊
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.54	20.75	14.66	11.00	August 11.48	August 14.99	●

¹New Indicator. ²Beginning this month and going forward, this indicator will include all pullouts from the yard. Jul 05 and Aug 05 have been recalculated to conform to this definition.

- 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.

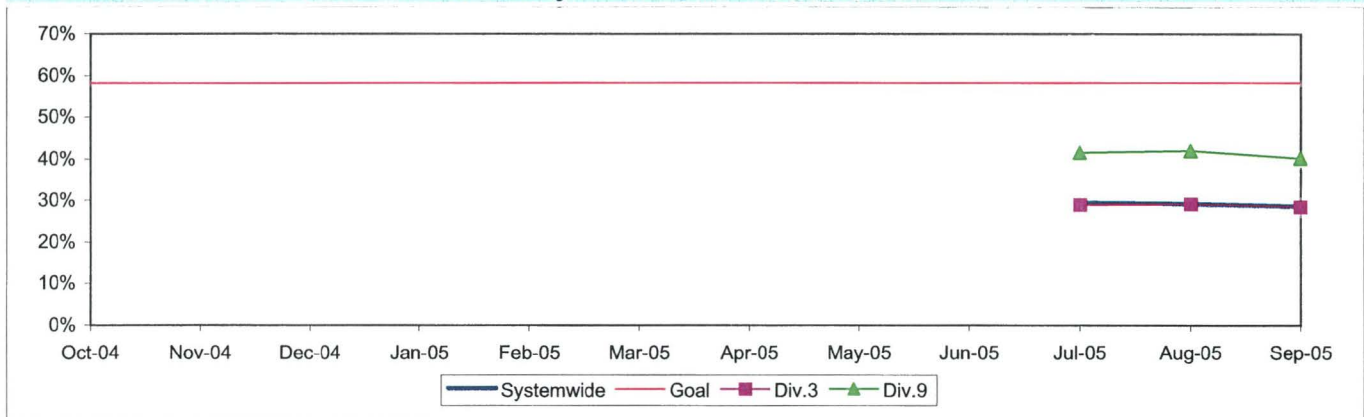
SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

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

Definition: On-time Pullout From the Primary Terminal Point Performance measures the percentage of buses leaving the first stop of the route within one minute of the scheduled time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% - ((\text{Total early and late pullout runs} / \text{by Total pullouts at first terminal}) \times 100)]$

OTP-PTP Systemwide and Divisions 3 and 9*



* New Indicator. On-Time Pullout from Primary Terminal Point (OTP-PTP) data from ATMS.

On-Time, Early and Late Pullouts From the Primary Terminal Point (OTP-PTP) by Sector Divisions'

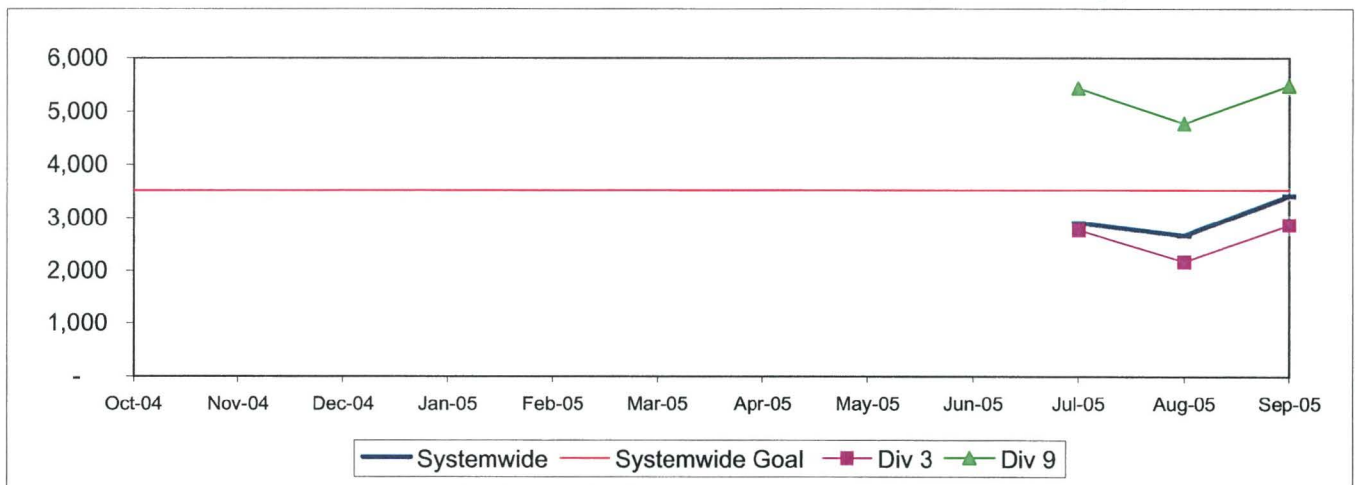
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
San Gabriel Valley (SGV)							
3	507	1442	765	2714	18.68%	28.19%	53.13%
9	695	1377	1375	3447	20.16%	39.89%	39.95%
Total Systemwide	9735	20910	12095	42740	22.78%	28.30%	48.92%

*New Indicator

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: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

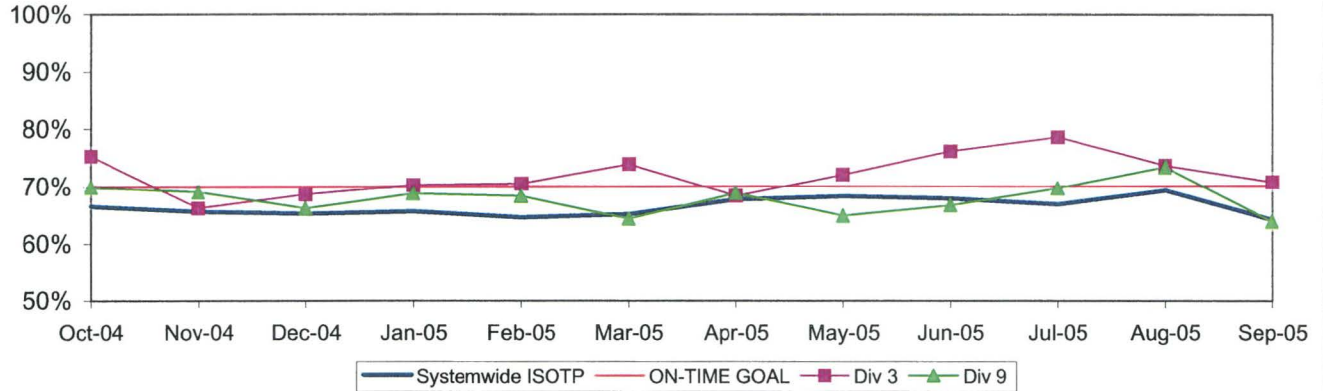


SGV Sector Bus Service Performance - Continued

IN-SERVICE ON-TIME PERFORMANCE

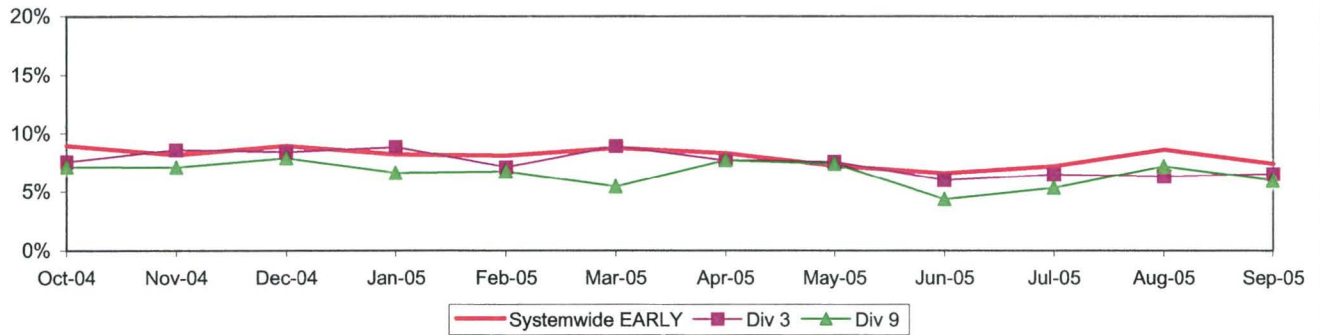
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes}))$

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



SGV Sector Bus Service Performance - Continued

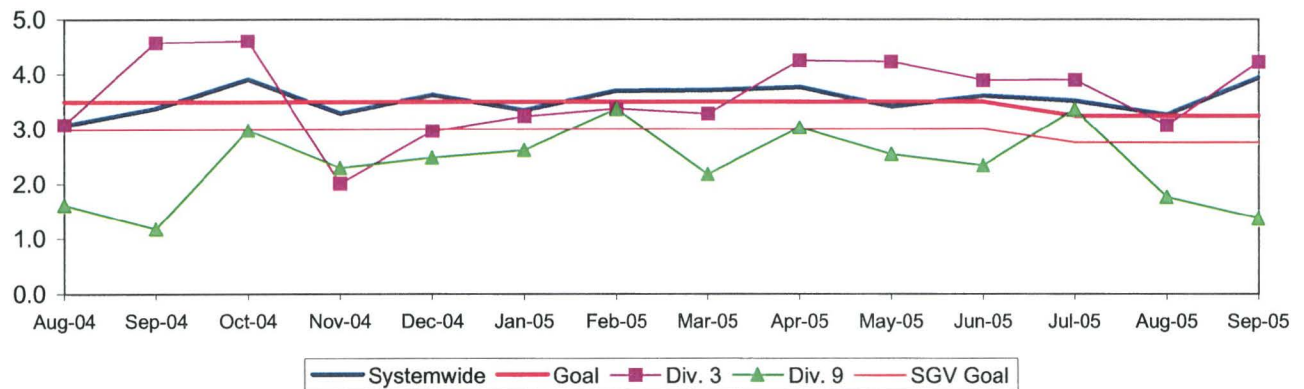
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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

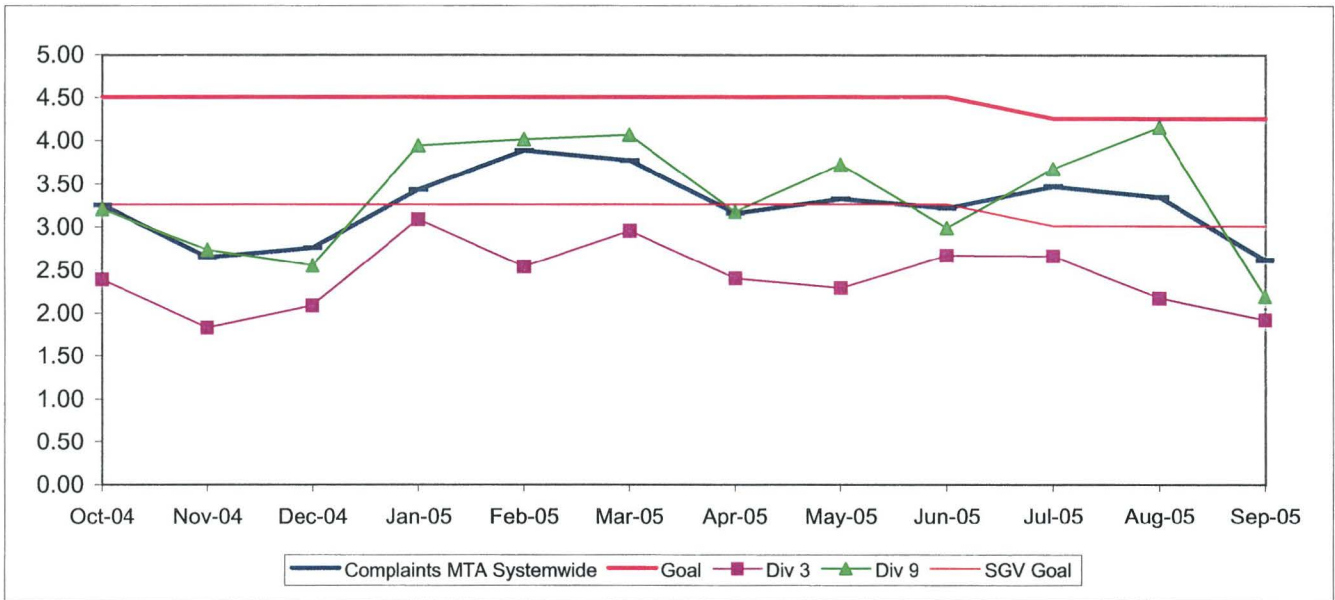


SGV Sector Bus Service Performance - Continued

COMPLAINTS PER 100,000 BOARDINGS

Systemwide and Bus Operating Divisions 3 and 9

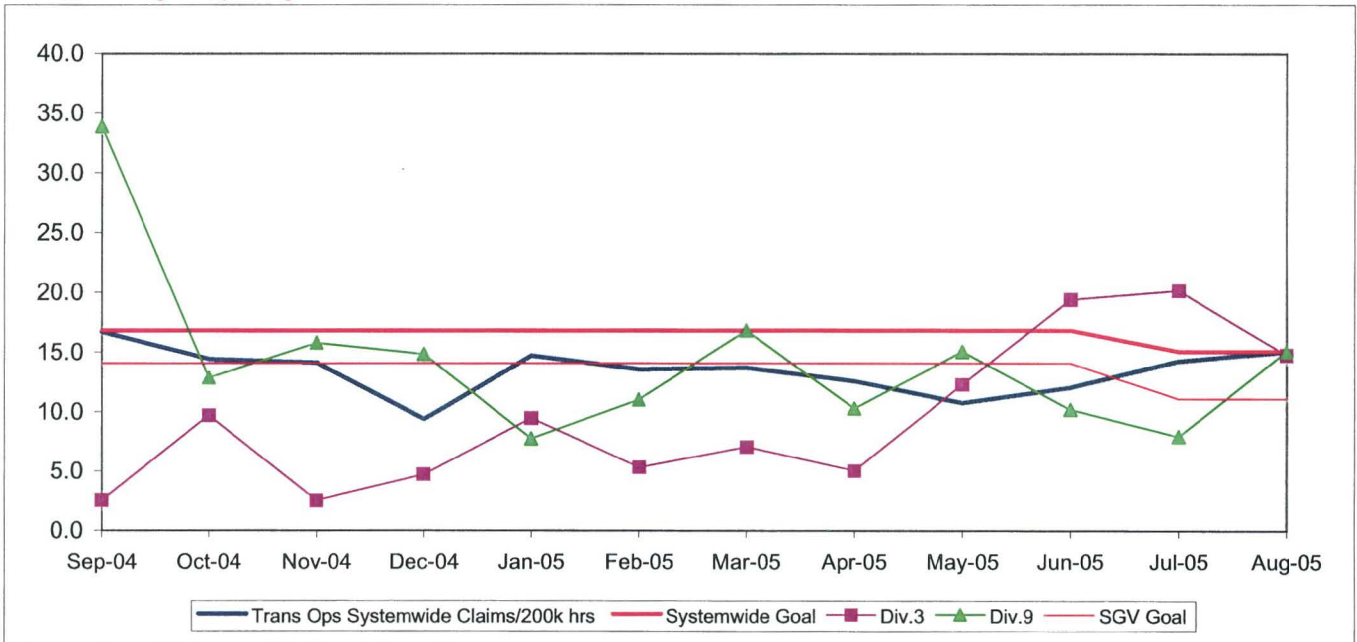
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)



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 –
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure
 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 59.8 million boarding passengers each year.

This report gives a brief overview of sector operations':

- * On-Time Pullouts from Primary Terminal Point (OTP-PTP)
- * 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 Target	FY06 YTD	Sep Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*, **				58%	28.83%	28.30%	◇
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	2,938	3,395	◇
In-Service On-time Performance	69.23%	65.43%	66.50%	70%	66.84%	64.14%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.56	3.93	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	3.13	2.61	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	August 15.21	August 16.41	●
GC Sector							
OTP-PTP*				58%	27.72%	26.52%	◇
MMBMF*				3,500	2,279	2,916	◇
In-Service On-time Performance	74.53%	69.34%	71.20%	70%	73.49%	70.18%	●
Bus Traffic Accidents Per 100,000 Miles	4.07	3.86	4.29	4.00	3.63	4.37	●
Complaints per 100,000 Boardings	2.63	3.08	2.58	2.75	2.34	2.04	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	25.30	20.19	14.11	16.50	August 10.00	August 9.36	●
Division 1							
OTP-PTP*				58%	29.59%	28.60%	◇
MMBMF*				3,500	2,201	2,963	◇
In-Service On-time Performance	78.22%	70.57%	71.62%	70%	73.54%	68.78%	●
Bus Traffic Accidents Per 100,000 Miles	3.39	3.41	4.35	4.00	3.62	4.00	●
Complaints per 100,000 Boardings	2.26	3.32	2.92	2.75	2.75	2.27	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.42	16.82	12.71	16.50	August 10.58	August 8.32	●
Division 2							
OTP-PTP*				58%	25.75%	24.33%	◇
MMBMF*				3,500	2,402	2,851	◇
In-Service On-time Performance	67.53%	67.62%	70.42%	70%	73.40%	72.34%	●
Bus Traffic Accidents Per 100,000 Miles	4.78	4.36	4.21	4.00	3.65	4.89	●
Complaints per 100,000 Boardings	3.07	2.84	2.15	2.75	1.83	1.74	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	31.18	24.56	16.69	16.50	August 9.66	August 10.70	●

*New Indicator. **Beginning this month and going forward, this indicator will include all pullouts from the yard. Jul 05 and Aug 05 have been recalculated to conform to this definition.

● 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.

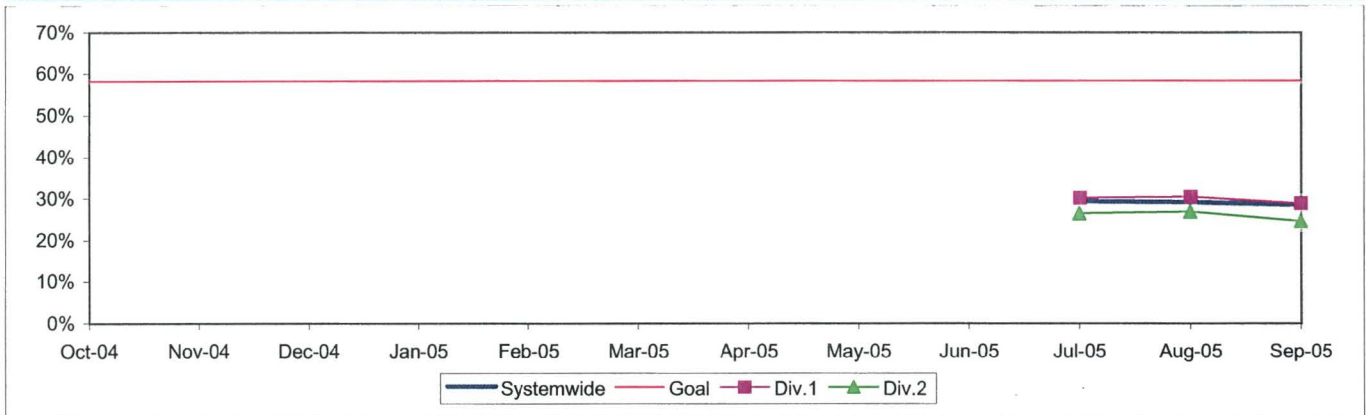
GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

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

Definition: On-time Pullout From the Primary Terminal Point Performance measures the percentage of buses leaving the first stop of the route within one minute of the scheduled time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% - ((\text{Total early and late pullout runs} / \text{by Total pullouts at first terminal}) \times 100)]$

OTP-PTP Systemwide and Divisions 1 and 2*



* New Indicator. On-Time Pullout from Primary Terminal Point (OTP-PTP) data from ATMS.

On-Time, Early and Late Pullouts From the Primary Terminal Point (OTP-PTP) by Sector Divisions'

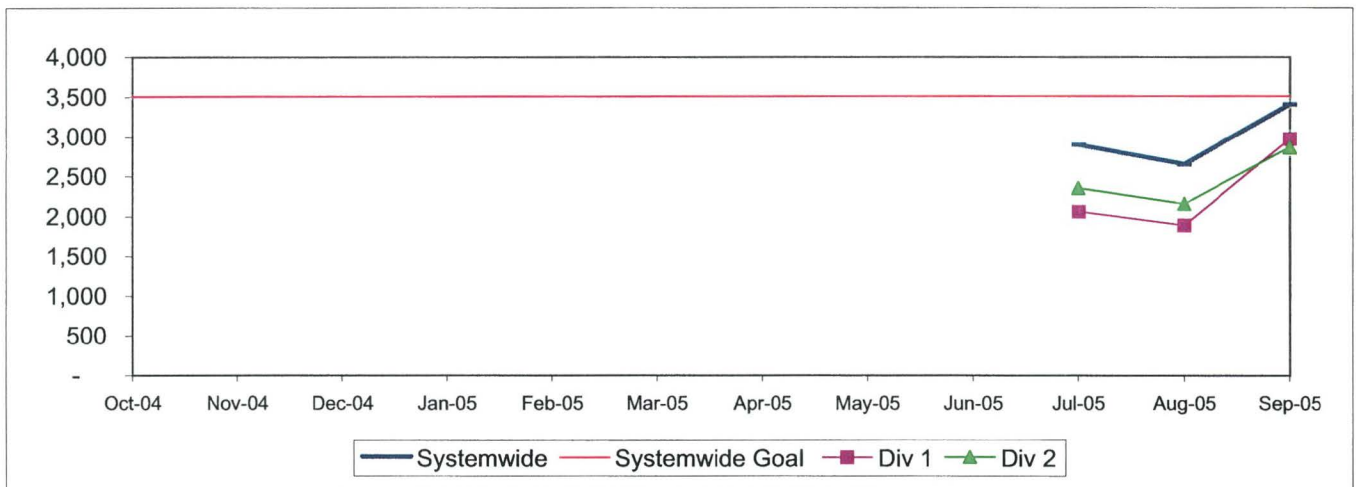
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
Gateway Cities (GWC)							
1	718	2383	1242	4343	16.53%	28.60%	54.87%
2	1114	2012	1005	4131	26.97%	24.33%	48.70%
Total Systemwide	9735	20910	12095	42740	22.78%	28.30%	48.92%

*New Indicator

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: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

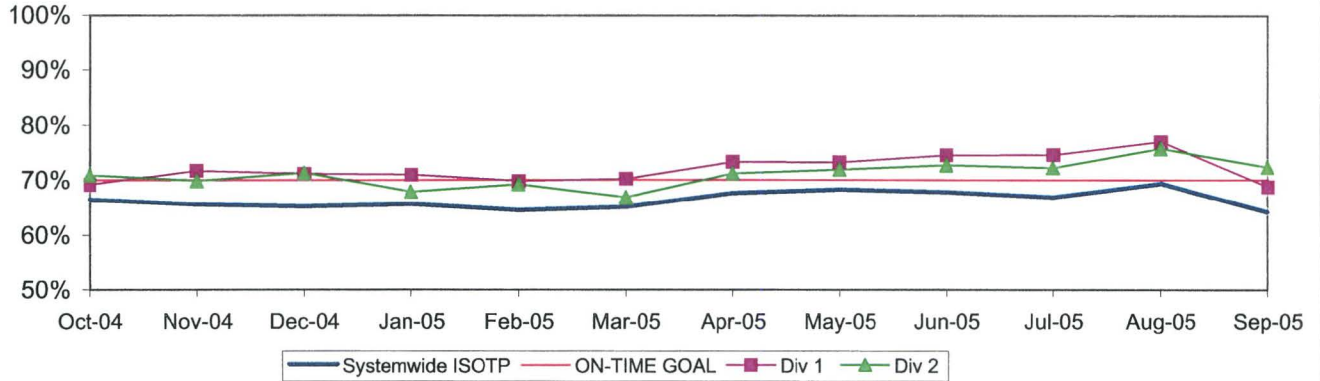


IN-SERVICE ON-TIME PERFORMANCE

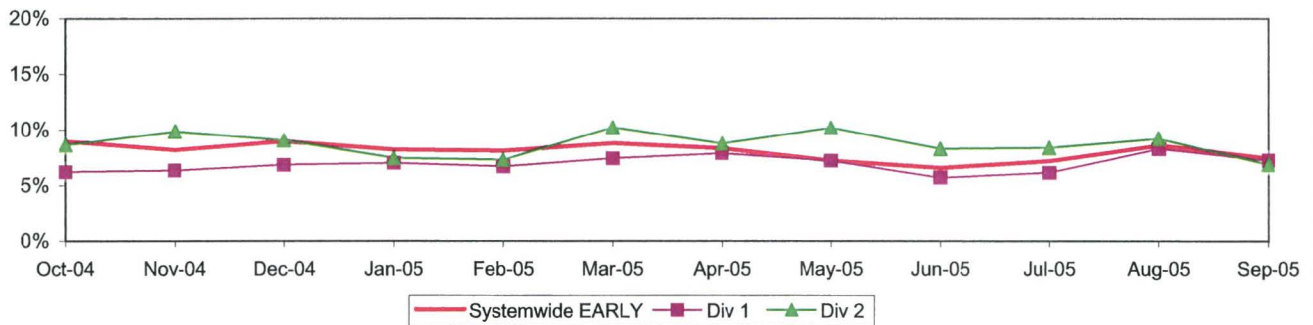
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no

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

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



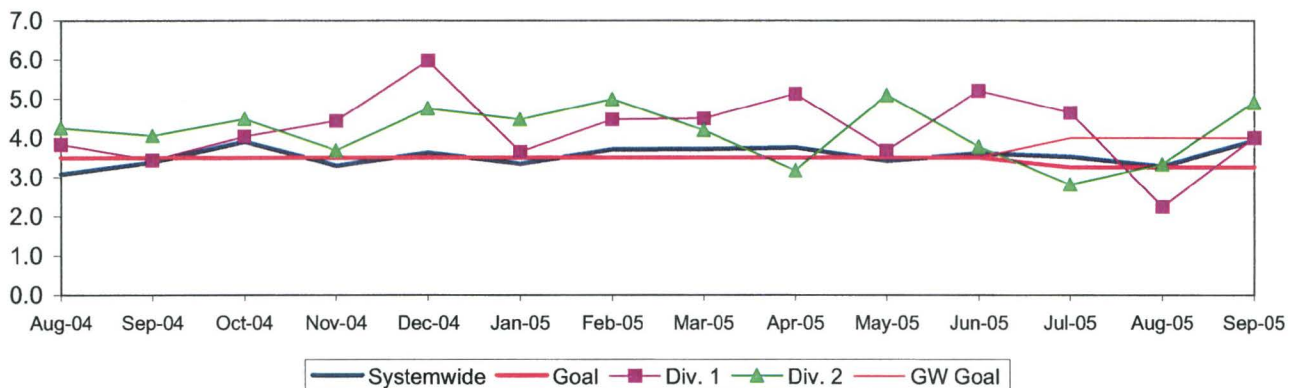
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



**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.

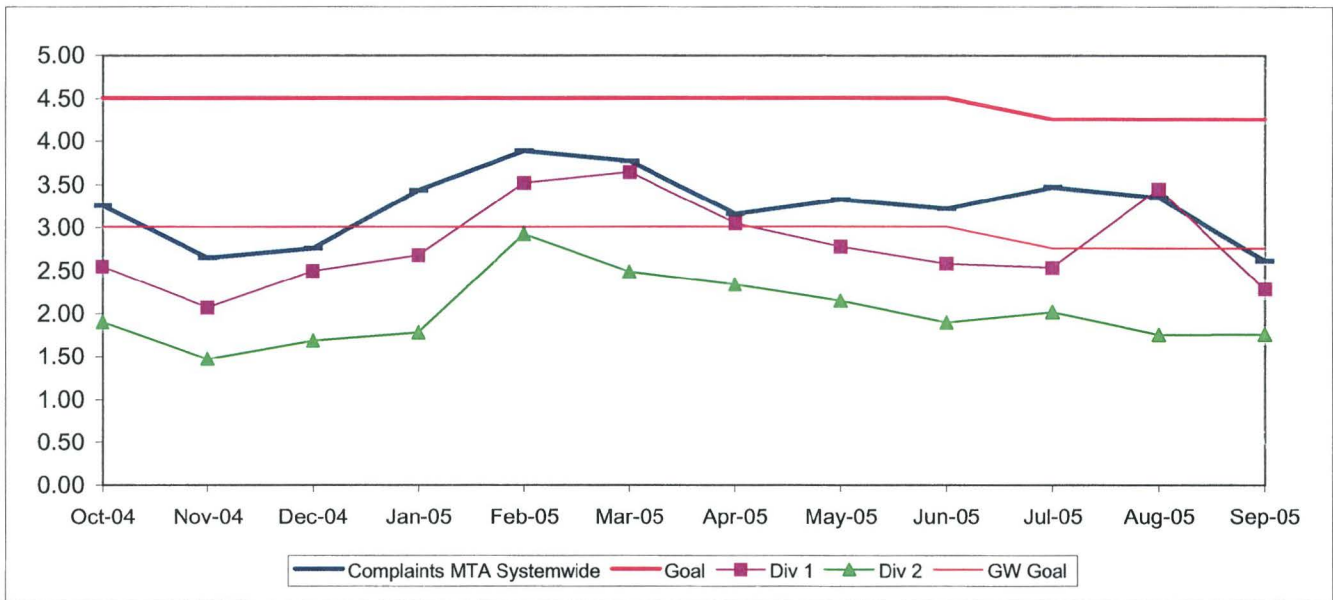
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



GC Sector Bus Service Performance - Continued

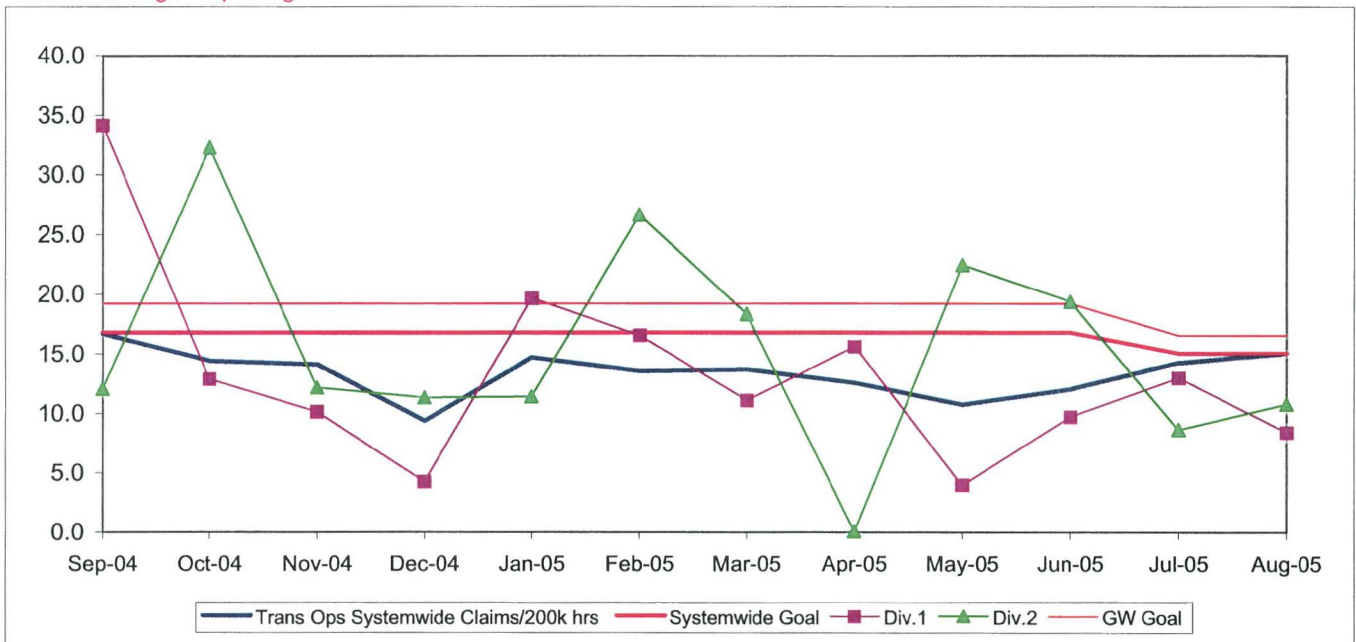
COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 1 and 2

Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and
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 –
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure
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 93.5 million boarding passengers each year.

This report gives a brief overview of sector operations':

- * On-Time Pullouts from Primary Terminal Point (OTP-PTP)
- * 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 Target	FY06 YTD	Sep Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*, **				58%	28.83%	28.30%	◇
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	2,938	3,395	◇
In-Service On-time Performance	69.23%	65.43%	66.50%	70%	66.84%	64.14%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.56	3.93	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	3.13	2.61	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	August 15.21	August 16.41	●
SB Sector							
OTP-PTP*				58%	28.91%	29.07%	◇
MMBMF*				3,500	3,096	3,470	◇
In-Service On-time Performance	63.67%	61.74%	64.13%	70%	62.97%	59.91%	◇
Bus Traffic Accidents Per 100,000 Miles	4.00	3.68	3.57	4.00	3.38	3.29	●
Complaints per 100,000 Boardings	4.02	4.63	3.61	4.50	3.25	2.69	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.28	14.84	14.65	16.20	August 20.70	August 17.44	◇
Division 5							
OTP-PTP*				58%	34.14%	34.61%	◇
MMBMF*				3,500	2,941	3,586	◇
In-Service On-time Performance	66.30%	63.17%	65.58%	70%	64.57%	63.22%	◇
Bus Traffic Accidents Per 100,000 Miles	4.58	3.90	4.31	4.00	3.64	3.73	◇
Complaints per 100,000 Boardings	2.86	3.45	2.71	4.50	2.31	2.15	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.16	15.22	18.72	16.20	August 21.85	August 21.38	◇
Division 18							
OTP-PTP*				58%	23.95%	23.90%	◇
MMBMF*				3,500	3,225	3,384	◇
In-Service On-time Performance	61.23%	60.78%	63.42%	70%	62.02%	57.68%	◇
Bus Traffic Accidents Per 100,000 Miles	3.57	3.51	3.02	4.00	3.17	2.94	●
Complaints per 100,000 Boardings	5.26	5.74	4.44	4.50	4.26	3.22	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.40	14.71	11.67	16.20	August 20.18	August 14.18	●

*New Indicator. **Beginning this month and going forward, this indicator will include all pullouts from the yard. Jul 05 and Aug 05 have been recalculated to conform to this definition.

- 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.

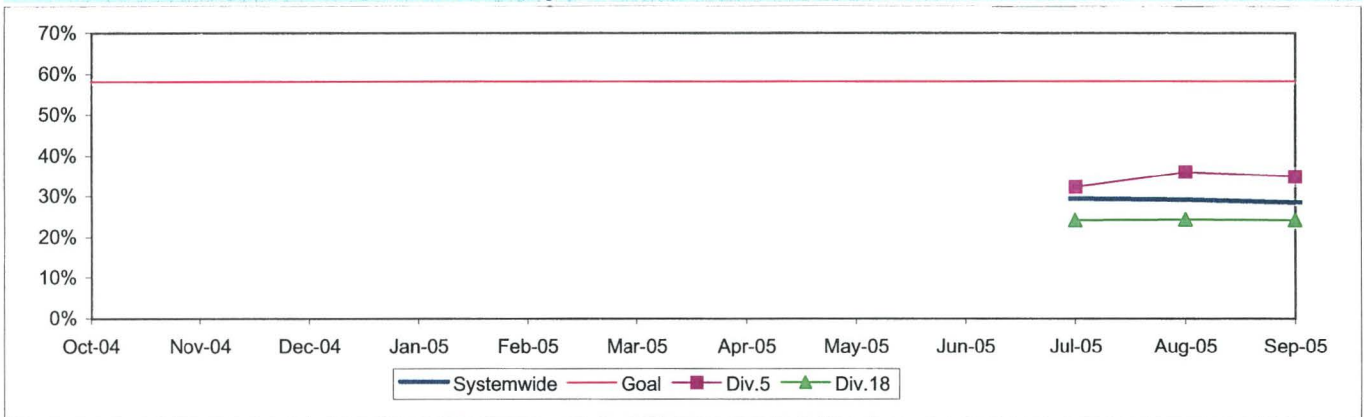
SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

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

Definition: On-time Pullout From the Primary Terminal Point Performance measures the percentage of buses leaving the first stop of the route within one minute of the scheduled time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% - ((\text{Total early and late pullout runs} / \text{by Total pullouts at first terminal}) \times 100)]$

OTP-PTP Systemwide and Divisions 5 and 18*



* New Indicator. On-Time Pullout from Primary Terminal Point (OTP-PTP) data from ATMS.

On-Time, Early and Late Pullouts From the Primary Terminal Point (OTP-PTP) by Sector Divisions'

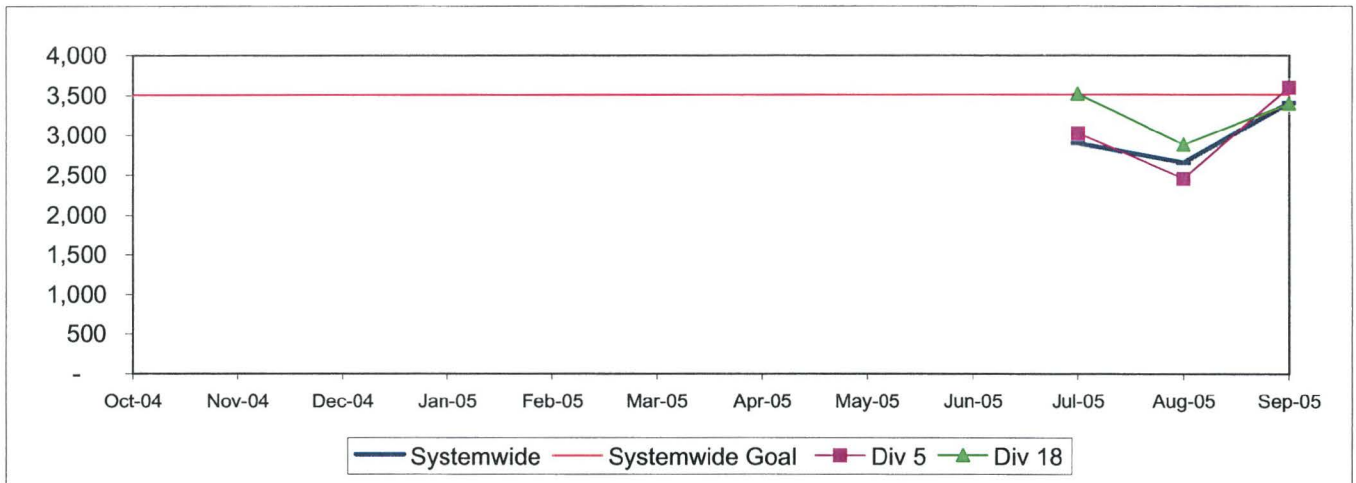
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
South Bay (SB)							
5	1321	1763	1632	4716	28.01%	34.61%	37.38%
18	1540	2300	1206	5046	30.52%	23.90%	45.58%
Total Systemwide	9735	20910	12095	42740	22.78%	28.30%	48.92%

*New Indicator

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: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

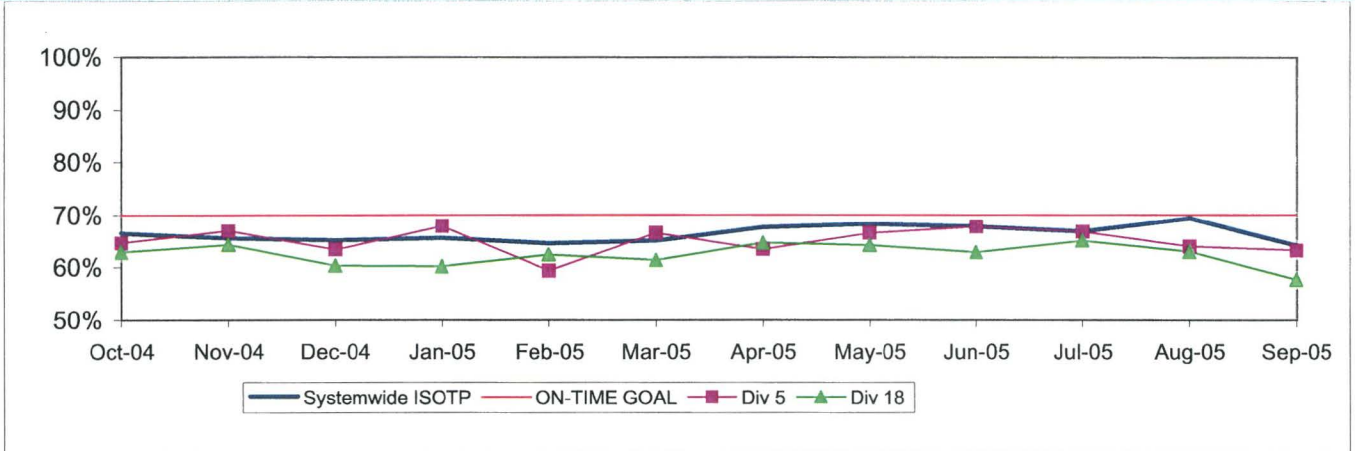


SB Sector Bus Service Performance - Continued

IN-SERVICE ON-TIME PERFORMANCE

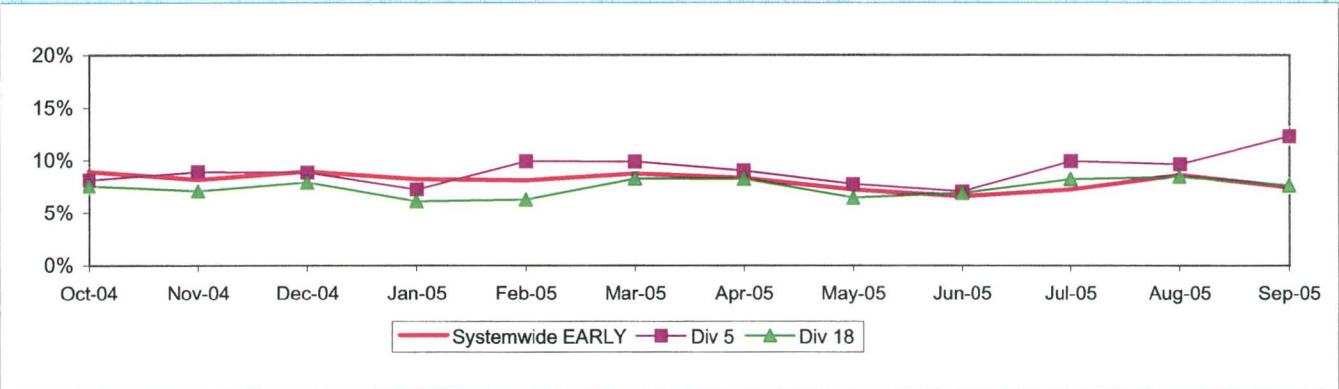
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes}))$

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



SB Sector Bus Service Performance - Continued

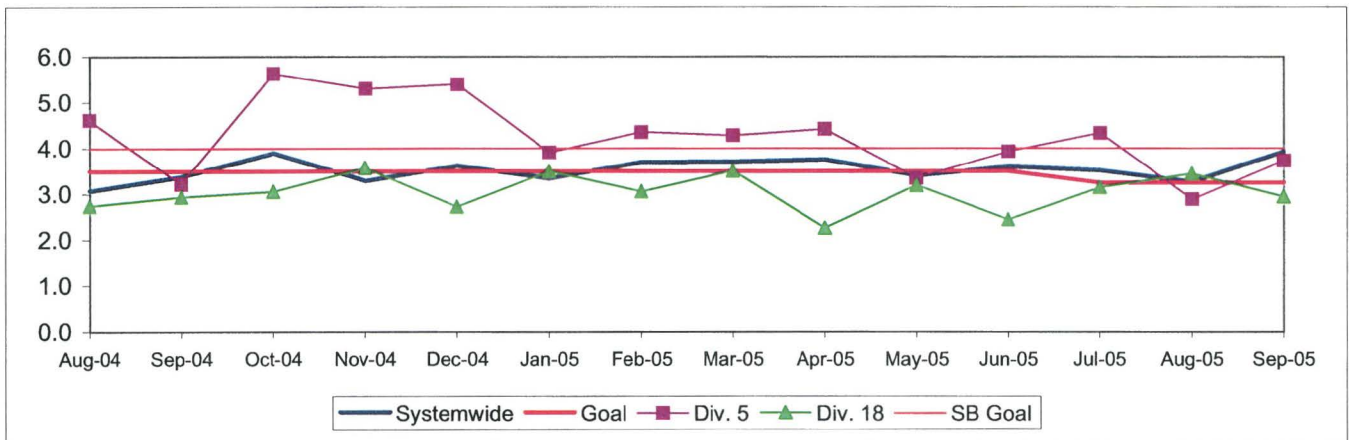
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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.

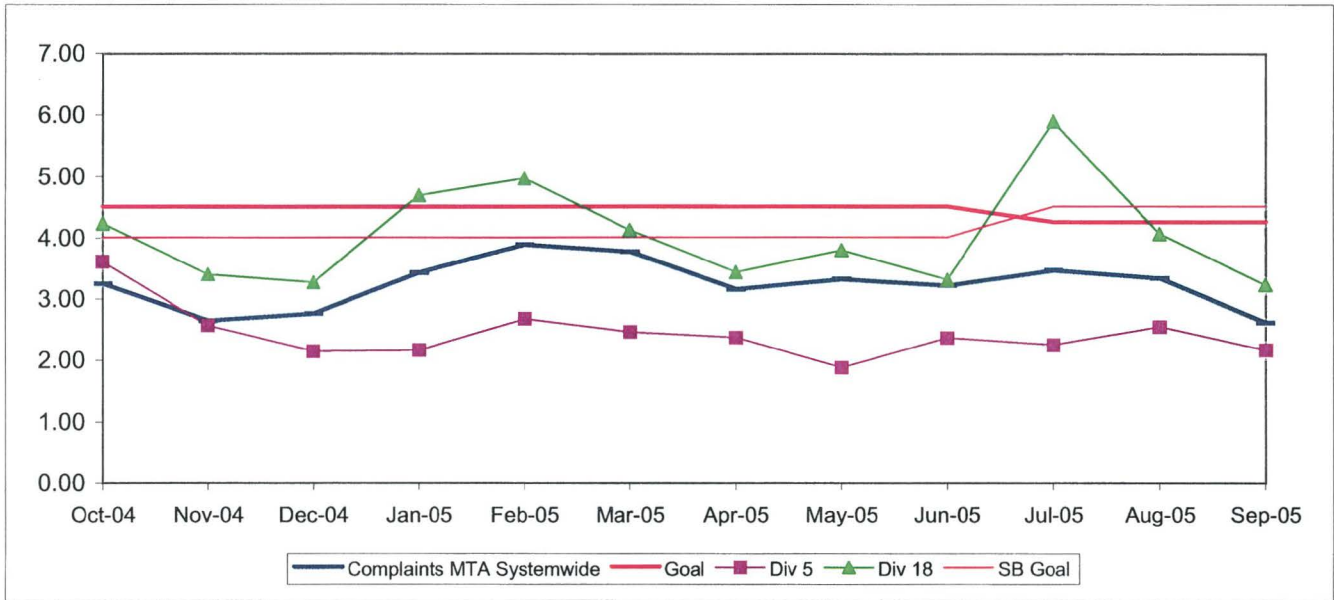
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



SB Sector Bus Service Performance - Continued

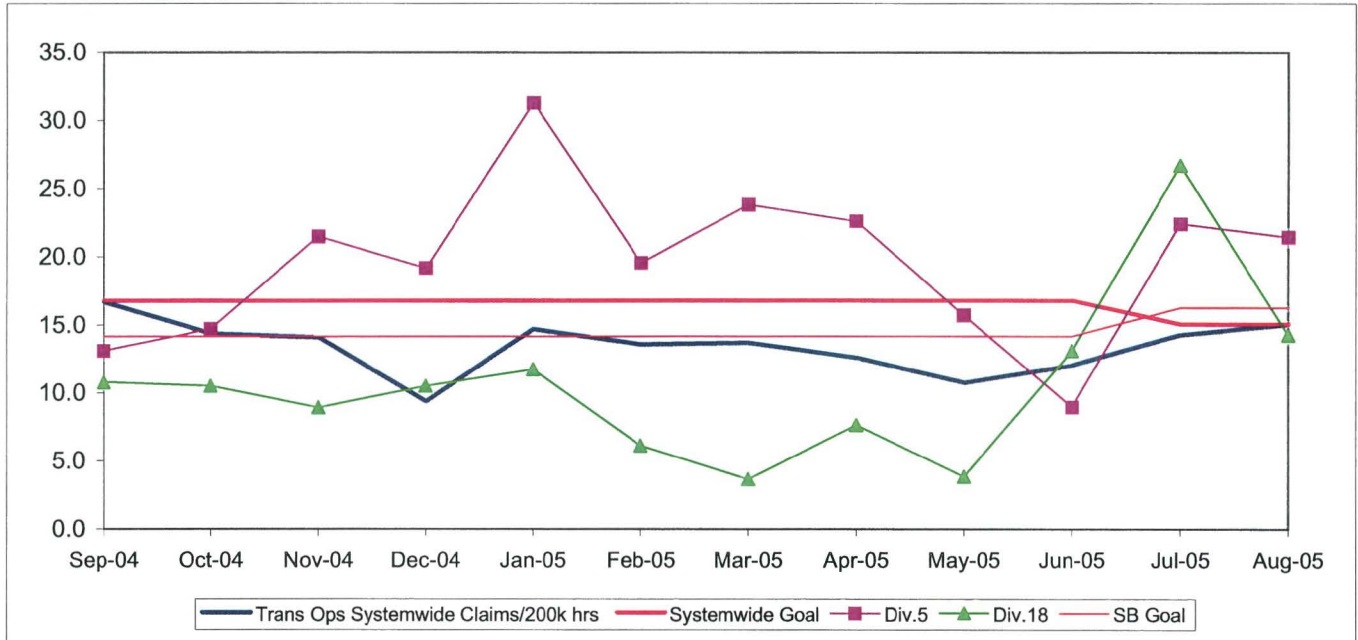
COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 5 and 18

Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and
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 –
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure
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 86.1 million boarding passengers each year.

This report gives a brief overview of sector operations:

- * On-Time Pullouts from Primary Terminal Point (OTP-PTP)
- * 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 Target	FY06 YTD	Sep Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*, **				58%	28.83%	28.30%	◊
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	2,938	3,395	◊
In-Service On-time Performance	69.23%	65.43%	66.50%	70%	66.84%	64.14%	◊
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.56	3.93	◊
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	3.13	2.61	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	August 15.21	August 16.41	●
WC Sector							
OTP-PTP*				58%	26.41%	25.47%	◊
MMBMF*				3,500	3,250	3,730	◊
In-Service On-time Performance	67.88%	63.31%	63.39%	70%	63.35%	61.85%	◊
Bus Traffic Accidents Per 100,000 Miles	4.72	4.61	4.03	3.50	4.00	4.77	◊
Complaints per 100,000 Boardings	4.84	5.30	4.10	3.75	3.28	2.47	◊
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.74	21.52	18.80	20.00	August 16.12	August 18.14	●
Division 6							
OTP-PTP*				58%	24.37%	24.97%	◊
MMBMF*				3,500	7,520	19,346	●
In-Service On-time Performance	65.93%	60.11%	56.75%	70%	57.93%	56.63%	◊
Bus Traffic Accidents Per 100,000 Miles	4.52	4.10	3.91	3.50	3.88	6.32	◊
Complaints per 100,000 Boardings	6.10	6.15	4.47	3.75	2.33	2.13	◊
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	30.72	21.71	18.23	20.00	August 13.98	August 8.76	●
Division 7							
OTP-PTP*				58%	25.63%	24.52%	◊
MMBMF*				3,500	2,405	2,677	◊
In-Service On-time Performance	68.80%	64.59%	64.22%	70%	64.38%	63.52%	◊
Bus Traffic Accidents Per 100,000 Miles	4.95	4.63	4.62	3.50	4.92	4.70	◊
Complaints per 100,000 Boardings	4.74	5.70	4.24	3.75	3.88	3.04	◊
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.52	21.05	19.44	20.00	August 15.15	August 12.62	●
Division 10							
OTP-PTP*				58%	27.39%	26.34%	◊
MMBMF*				3,500	3,829	4,375	●
In-Service On-time Performance	67.34%	62.85%	64.14%	70%	63.62%	61.22%	◊
Bus Traffic Accidents Per 100,000 Miles	4.55	4.68	3.50	3.50	3.38	4.59	●
Complaints per 100,000 Boardings	4.73	4.85	3.92	3.75	2.99	2.05	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	19.19	20.00	August 17.97	August 24.65	●

*New Indicator. **Beginning this month and going forward, this indicator will include all pullouts from the yard. Jul 05 and Aug 05 have been recalculated to conform to this definition.

- 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.

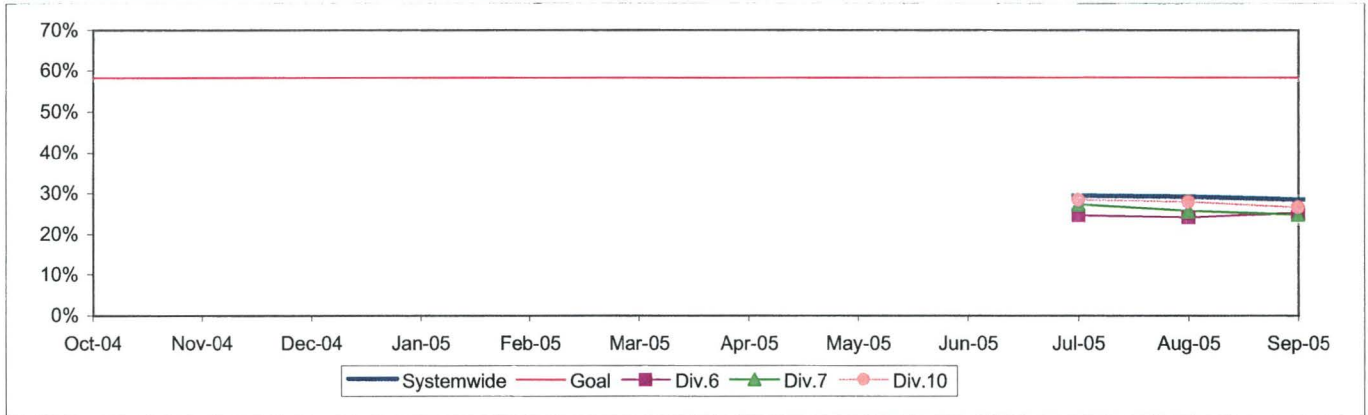
WESTSIDE / CENTRAL SECTOR BUS SERVICE PERFORMANCE

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

Definition: On-time Pullout From the Primary Terminal Point Performance measures the percentage of buses leaving the first stop of the route within one minute of the scheduled time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% - ((\text{Total early and late pullout runs} / \text{by Total pullouts at first terminal}) \times 100)]$

OTP-PTP Systemwide and Divisions 6, 7 and 10*



* New Indicator. On-Time Pullout from Primary Terminal Point (OTP-PTP) data from ATMS.

On-Time, Early and Late Pullouts From the Primary Terminal Point (OTP-PTP) by Sector Divisions'

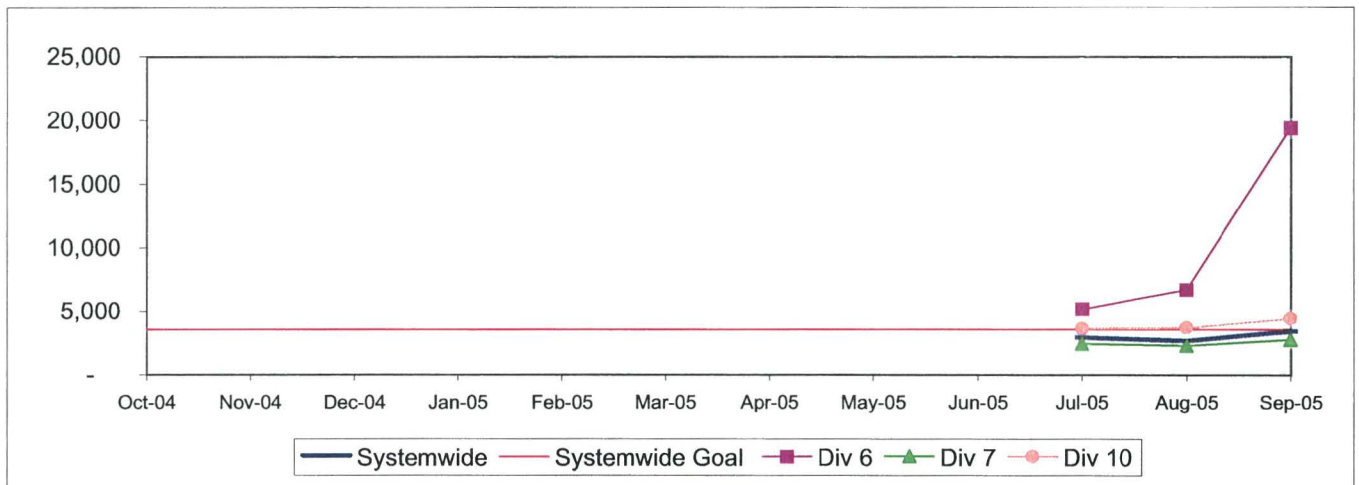
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
Westside/Central (WC)							
6	175	498	224	897	19.51%	24.97%	55.52%
7	954	2143	1006	4103	23.25%	24.52%	52.23%
10	958	2708	1311	4977	19.25%	26.34%	54.41%
Total Systemwide	9735	20910	12095	42740	22.78%	28.30%	48.92%

*New Indicator

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: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

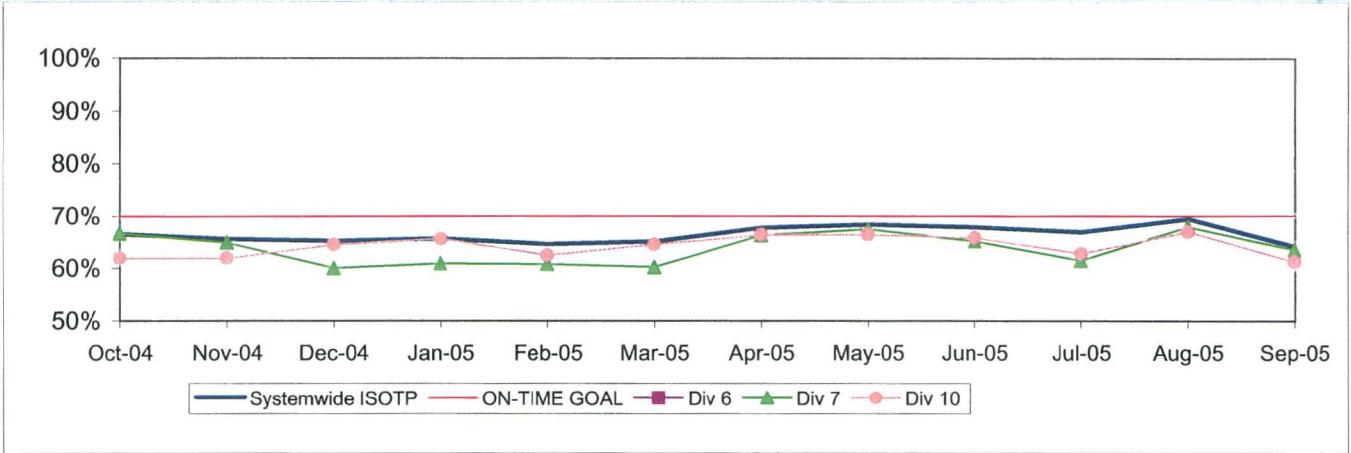


WC Sector Bus Service Performance - Continued

IN-SERVICE ON-TIME PERFORMANCE

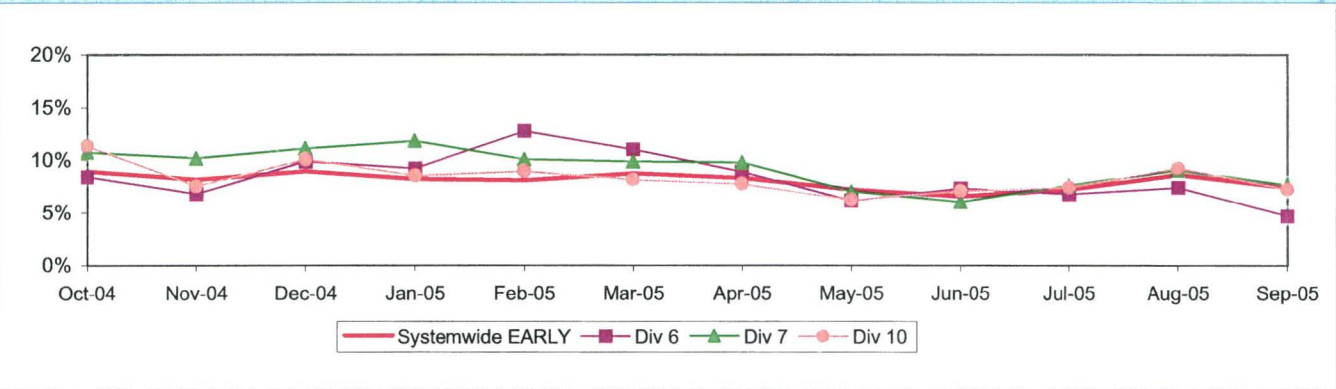
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes}))$

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



WC Sector Bus Service Performance - Continued

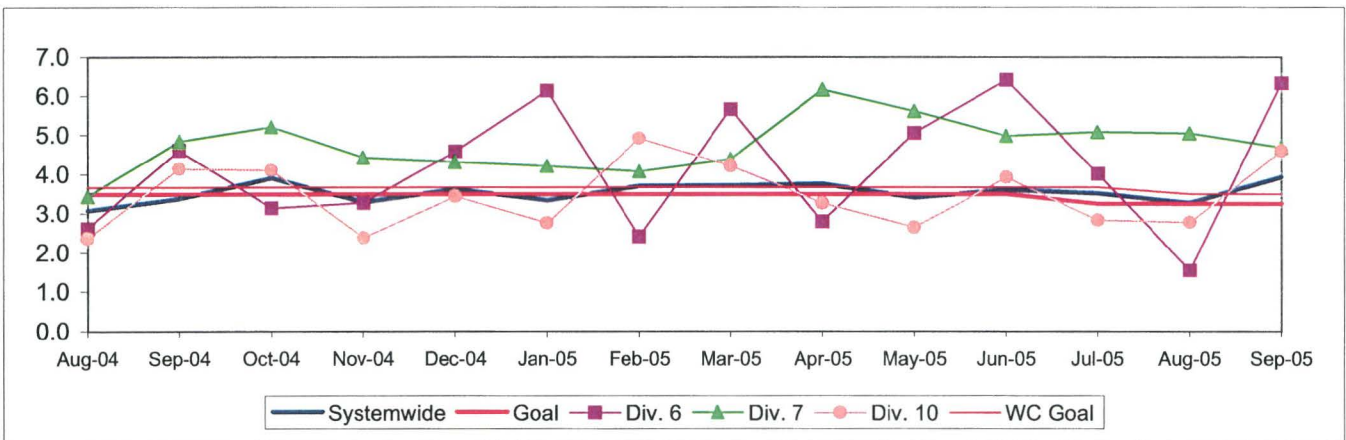
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



**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.

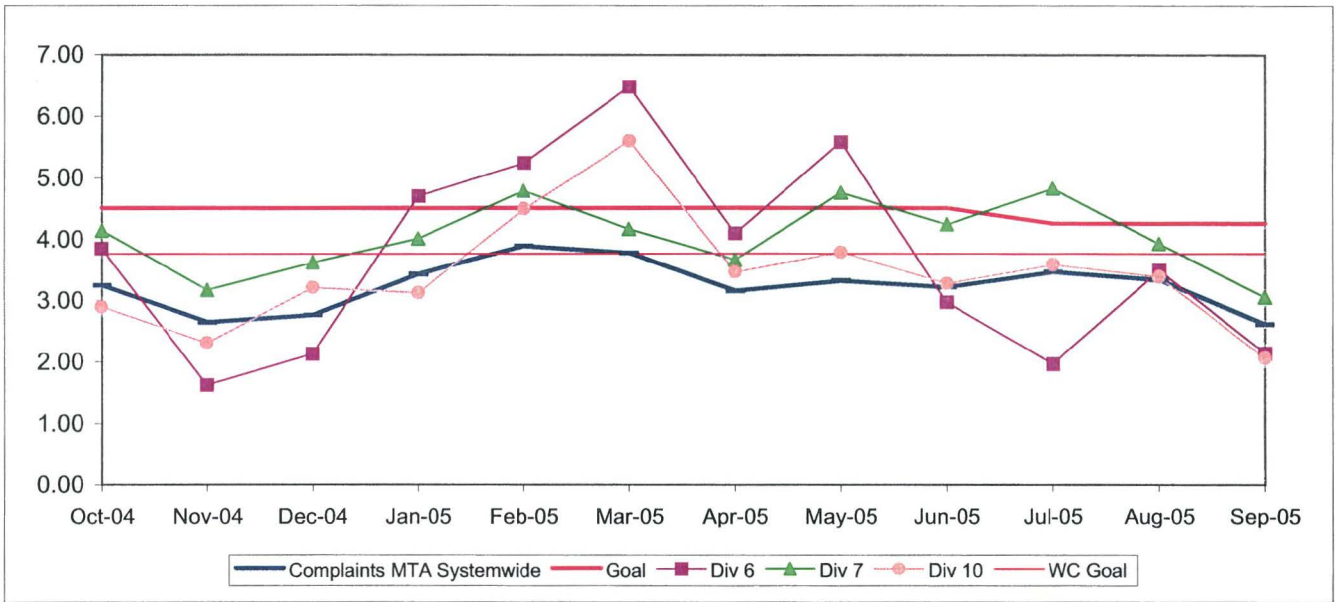
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / (\text{Hub Miles} / \text{by } 100,000))$



WC Sector Bus Service Performance - Continued

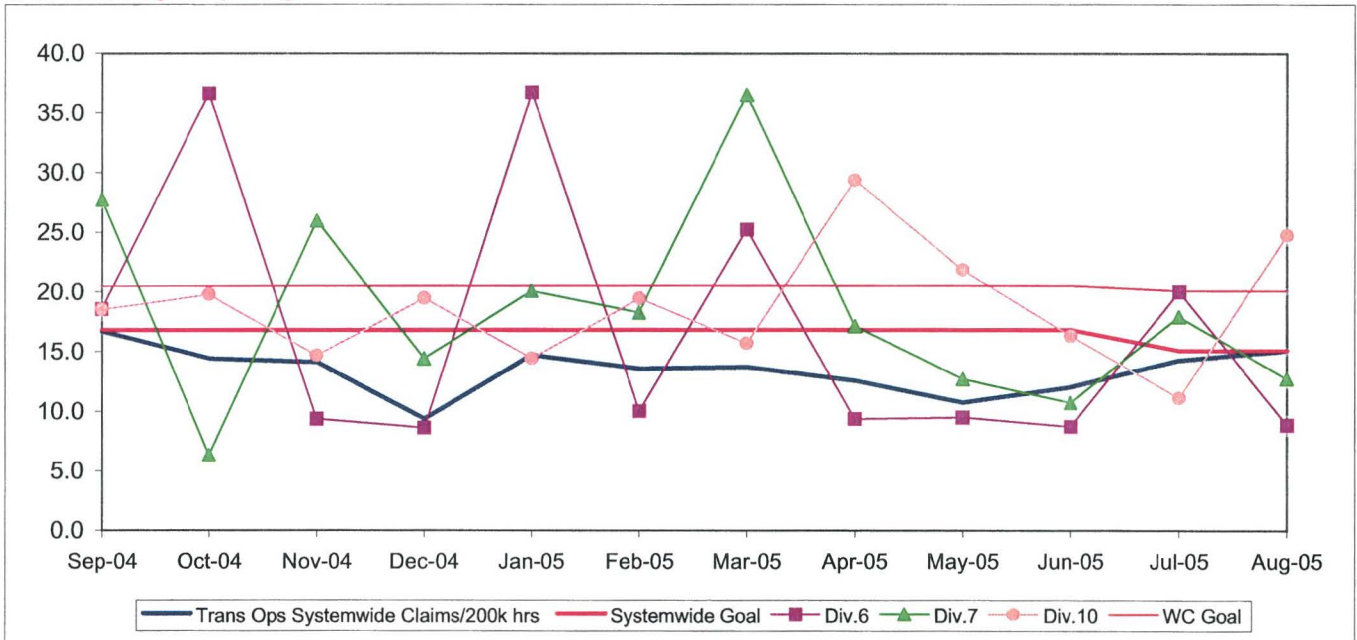
COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Bus Operating Divisions 6, 7 and 10

Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and
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 –
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure
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 Target	FY06 YTD	Sep Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.25	11.59	9.32	10.00	August 11.73	August 10.69	◇
Metro Red Line (MRL)							
On-Time Pullouts	99.36%	99.71%	99.94%	99.00%	100%	99%	●
Mean Miles Between Chargeable Mechanical Failures*	9,495	12,793	11,759	15,000	17,298	18,629	●
In-Service On-time Performance	99.15%	99.04%	98.66%	99.20%	98.59%	98.36%	◇
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.14	0.00	0.00	●
Complaints per 100,000 Boardings	1.20	1.17	1.13	1.00	1.01	0.68	◇
Metro Blue Line (MBL)							
On-Time Pullouts	99.07%	99.94%	99.73%	99.00%	99.86%	99.72%	●
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	15,000	20,112	22,957	●
In-Service On-time Performance	97.59%	98.74%	98.16%	99.00%	98.13%	98.43%	◇
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.40	0.94	0.72	◇
Complaints per 100,000 Boardings	1.30	0.97	0.98	1.00	1.25	1.38	●
Metro Green Line (MGrL)							
On-Time Pullouts	98.99%	99.78%	99.91%	99.00%	99.93%	99.79%	●
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	15,000	21,057	41,282	●
In-Service On-time Performance	98.21%	98.99%	98.22%	99.00%	98.92%	98.53%	●
Traffic Accidents Per 100,000 Train Miles	0.14	0.08	0.00	0.40	0.00	0.00	●
Complaints per 100,000 Boardings	1.26	1.37	1.39	1.00	1.17	1.58	●
Metro Gold Line (MGoL)							
On-Time Pullouts		100%	99.85%	99.00%	100%	100%	●
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	15,000	15,332	12,740	●
In-Service On-time Performance		98.52%	97.97%	99.00%	98.27%	98.56%	◇
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.40	0.49	1.47	●
Complaints per 100,000 Boardings		3.81	2.85	1.00	2.28	2.34	◇

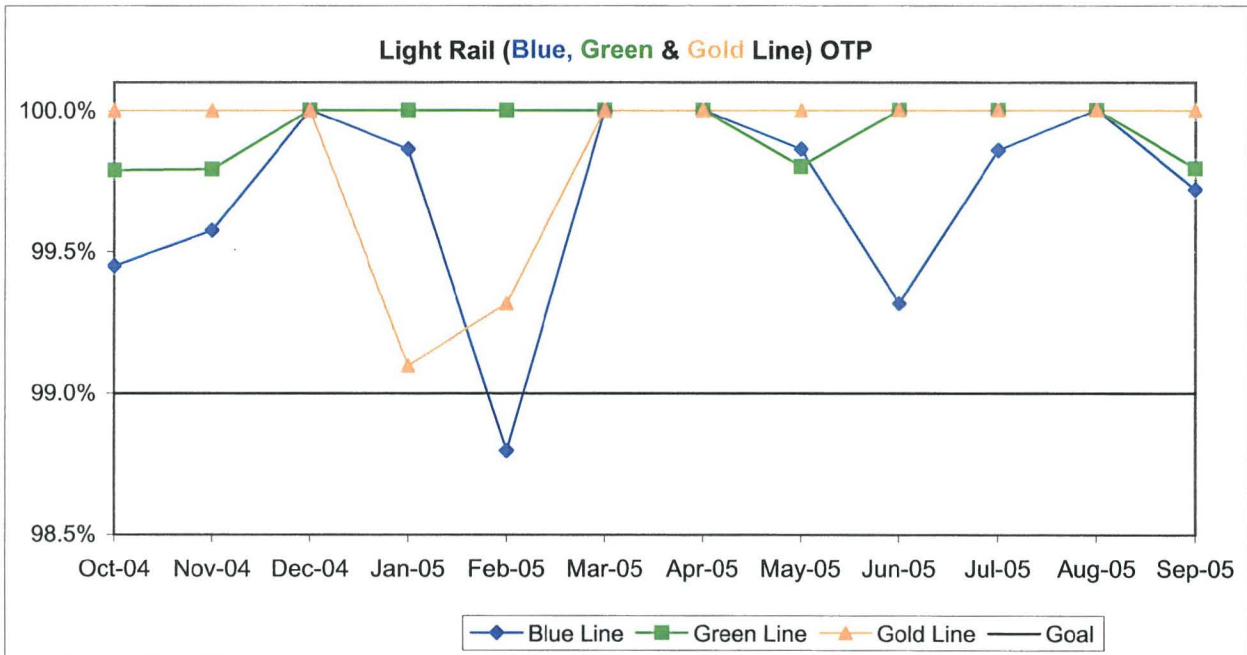
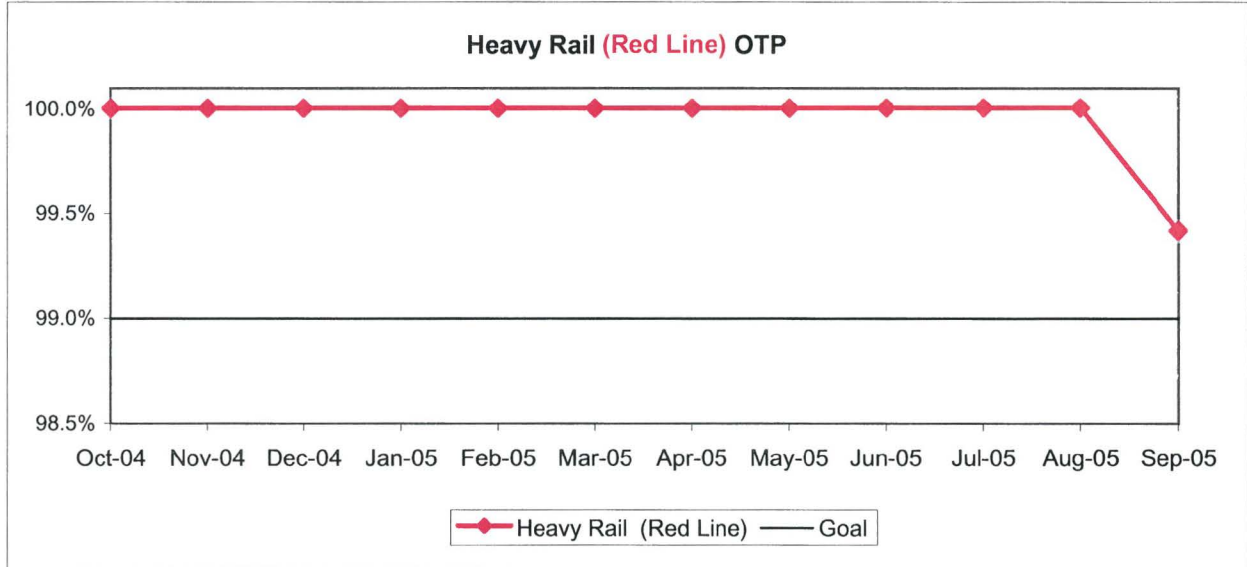
- Green - High probability of achieving the FY06 target (on track).
- ◇ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.
- Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

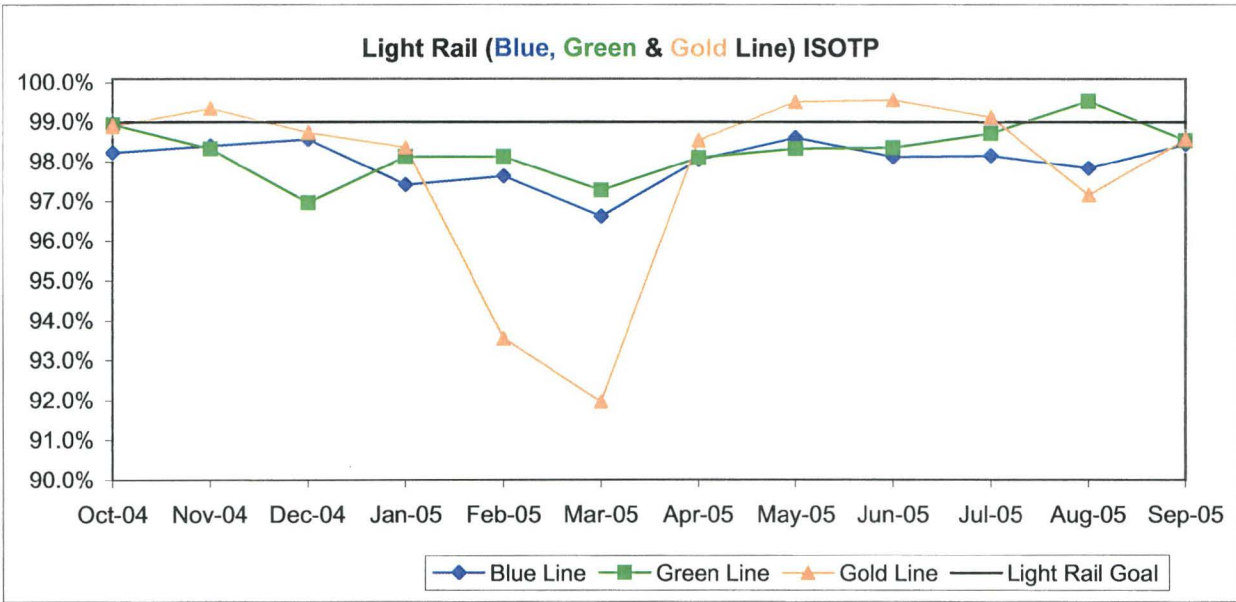
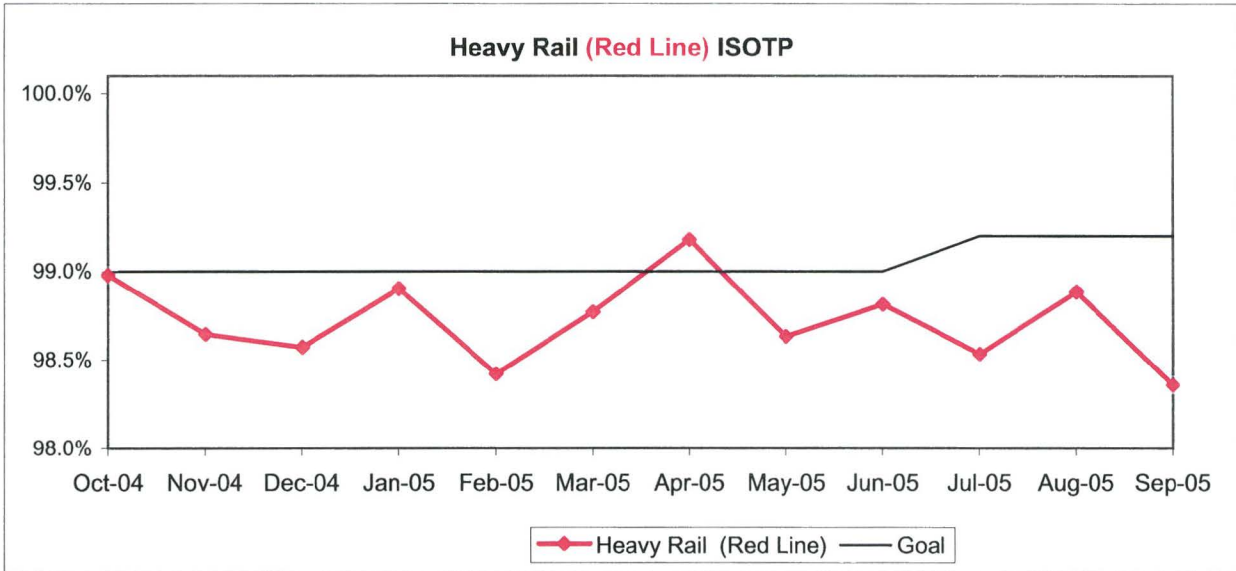
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{by Total scheduled pullouts}) \times 100]$



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)]

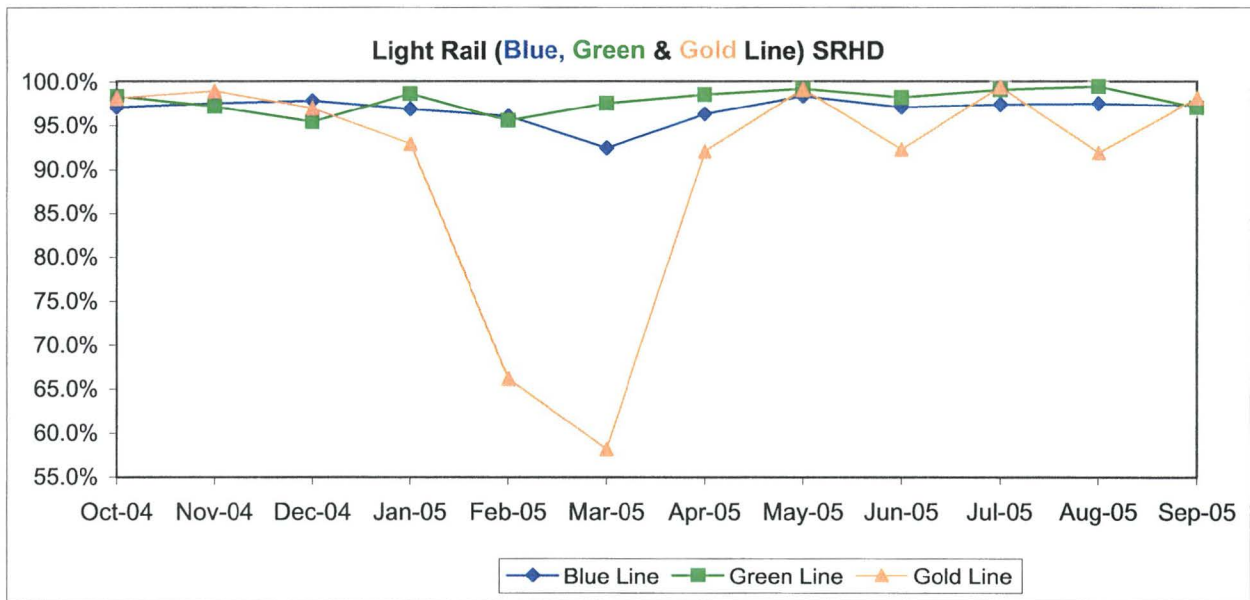
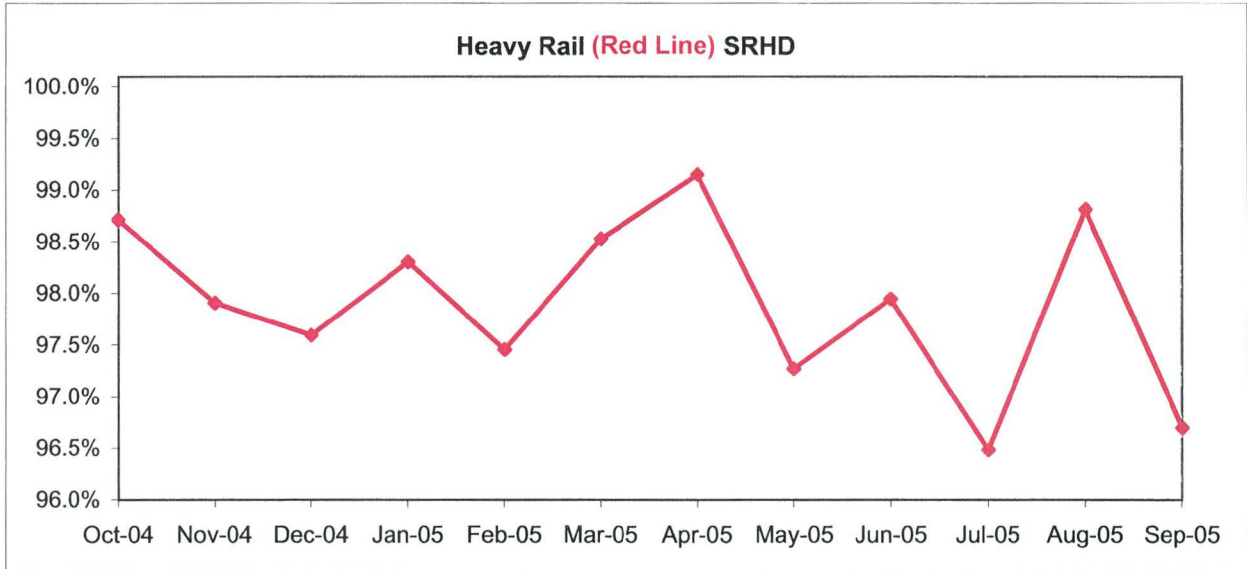


RAIL SERVICE PERFORMANCE - Continued

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.

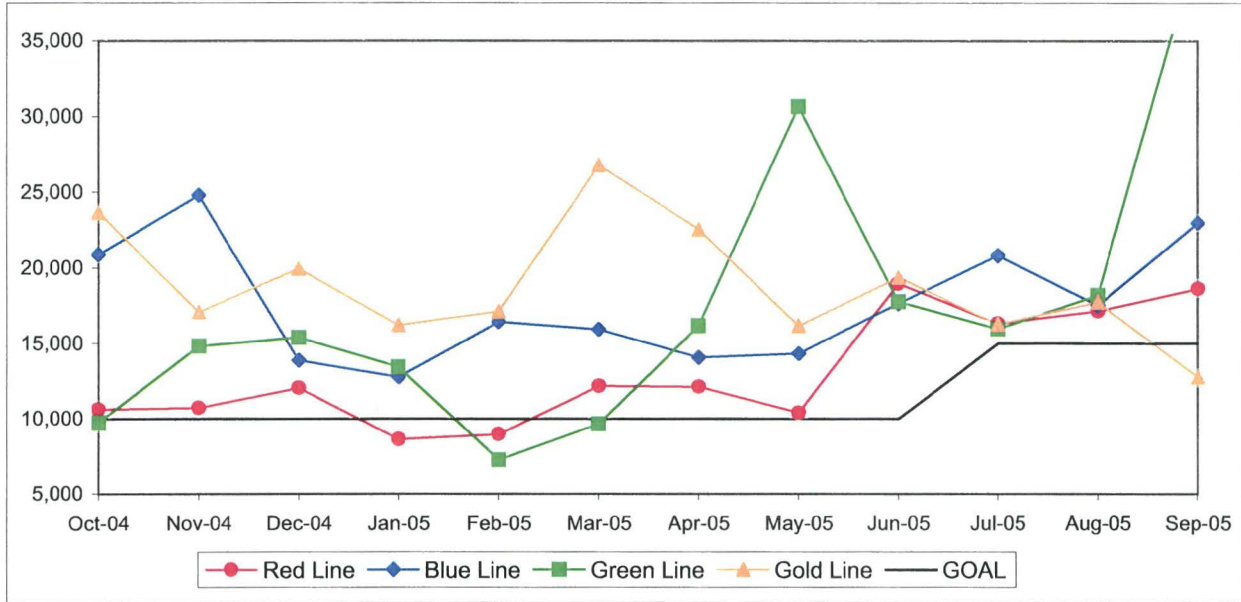
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



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 = Total Vehicle Miles / Revenue Vehicle Systems Failures

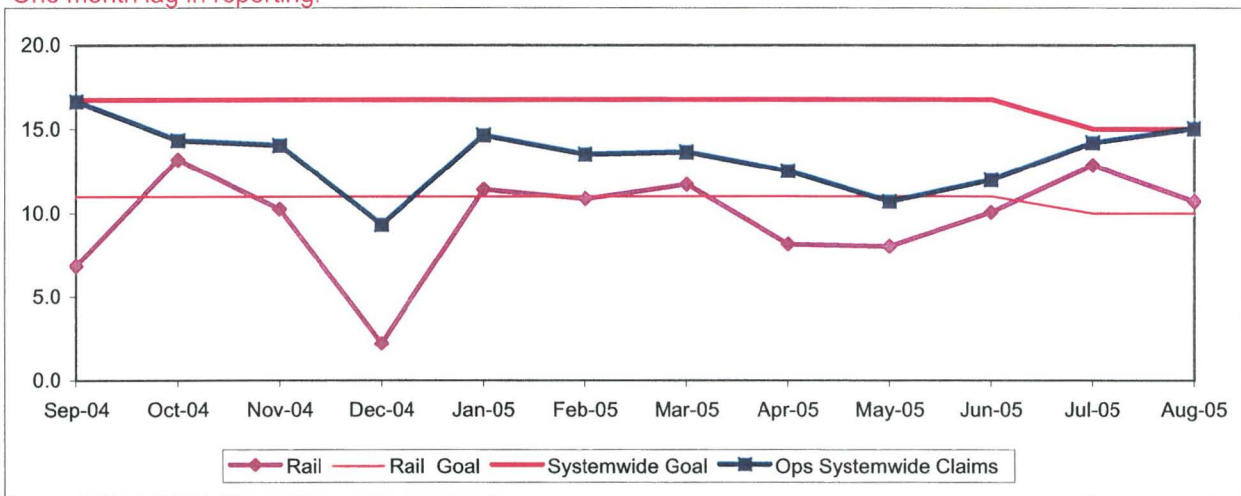


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.



BUS SERVICE PERFORMANCE

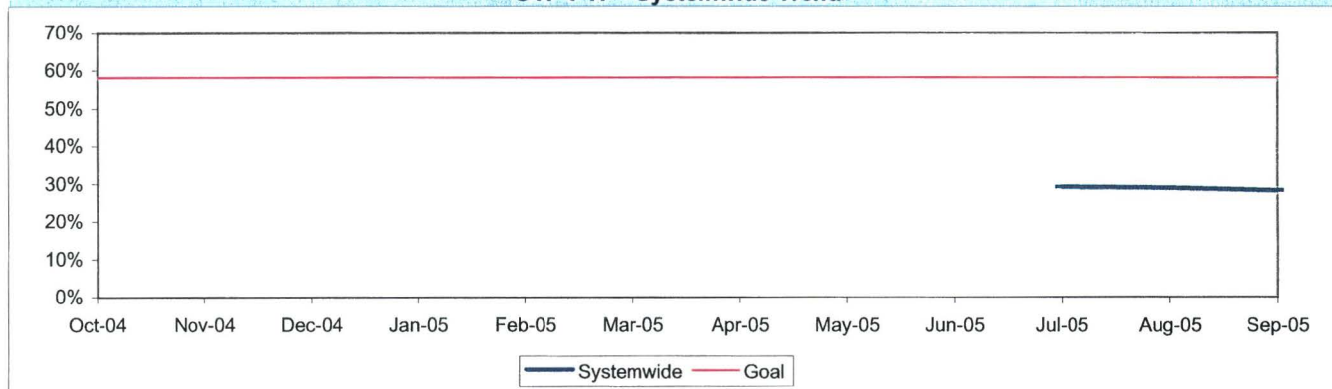
ON-TIME PULLOUT FROM PRIMARY TERMINAL POINT (OTP-PTP) PERCENTAGE *

Definition: On-time Pullout From Primary Terminal Point (OTP-PTP) Performance measures the percentage of buses leaving the first terminal point in the AM peak (first scheduled stop) within one minute of the scheduled time. The higher the number, the more reliable the service.

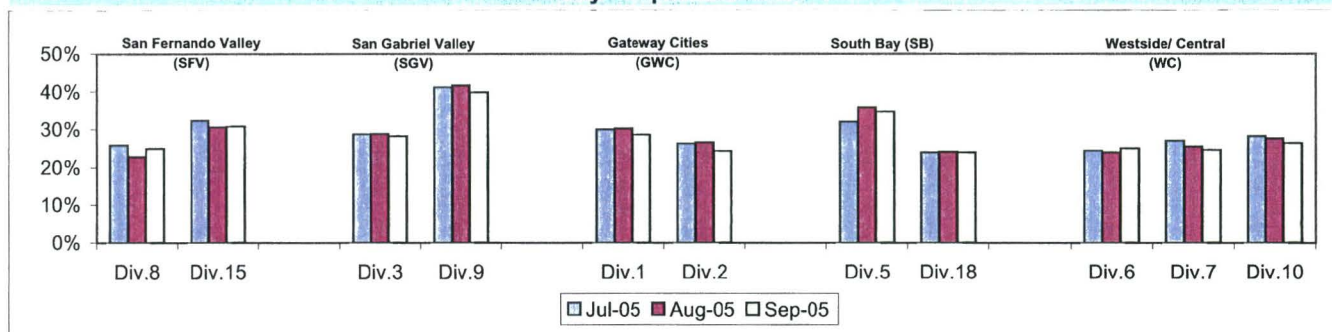
Calculation: $OTP\% = [(100\% - ((\text{Total late and cancelled runs} / \text{by Total scheduled pullouts}) \times 100)]$

* New Indicator. The On-Time Pullout from Primary Terminal Point (OTP-PTP) data is from the Advanced Transportation Management System (ATMS).

OTP-PTP - Systemwide Trend



OTP-PTP by Sector Bus Operating Divisions July - September 2005



OTP-PTP, Early and Late Pullout Percentage by Sector Divisions*

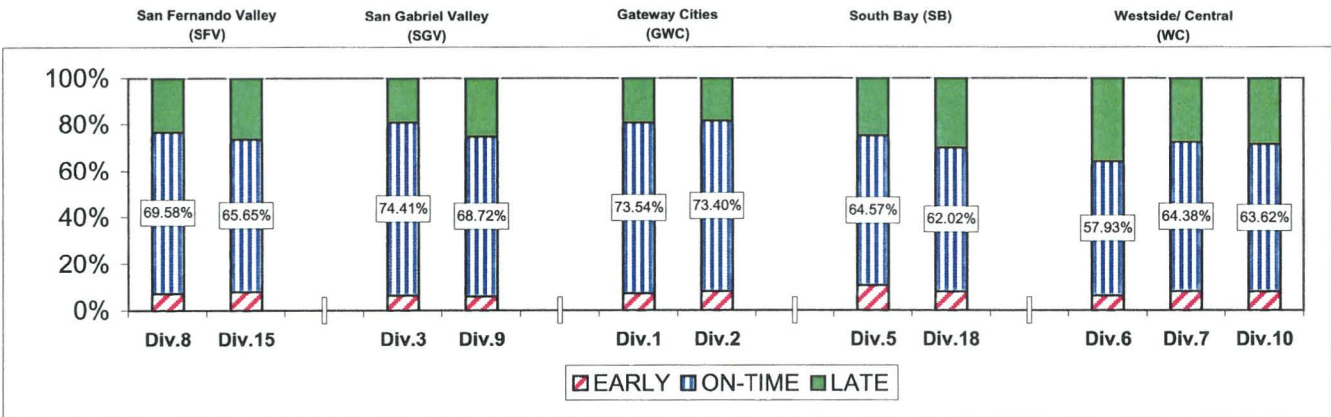
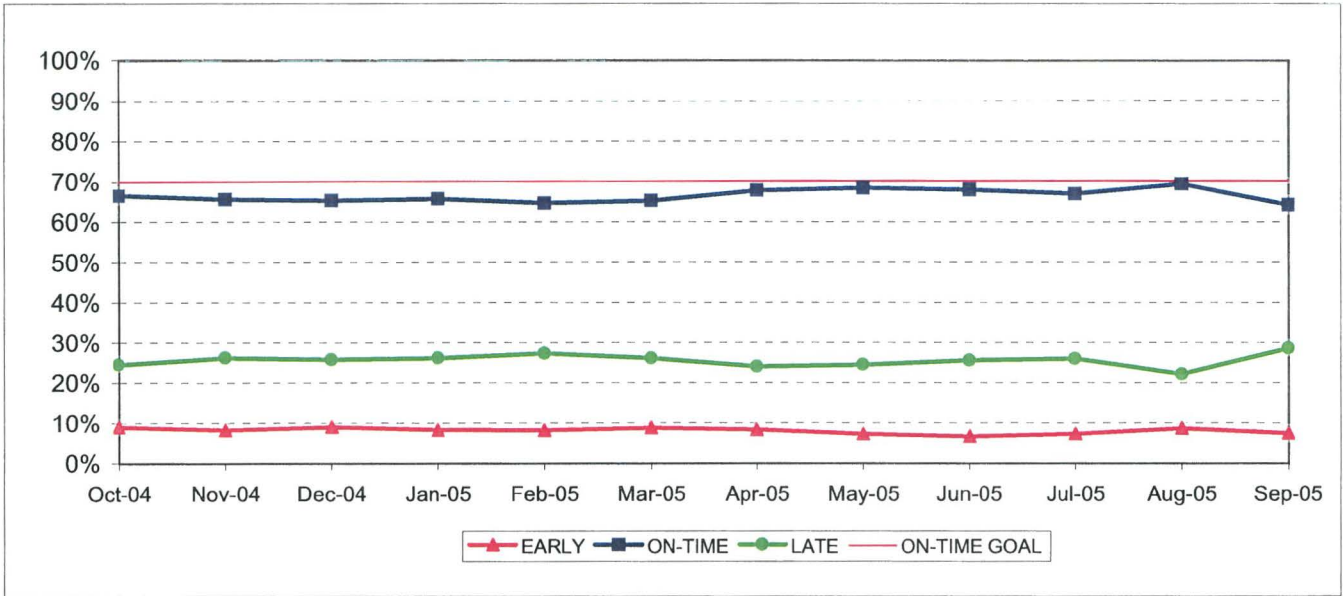
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
San Fernando Valley (SFV)							
8	969	2167	1042	4178	23.19%	24.94%	51.87%
15	784	2117	1287	4188	18.72%	30.73%	50.55%
San Gabriel Valley (SGV)							
3	507	1442	765	2714	18.68%	28.19%	53.13%
9	695	1377	1375	3447	20.16%	39.89%	39.95%
Gateway Cities (GWC)							
1	718	2383	1242	4343	16.53%	28.60%	54.87%
2	1114	2012	1005	4131	26.97%	24.33%	48.70%
South Bay (SB)							
5	1321	1763	1632	4716	28.01%	34.61%	37.38%
18	1540	2300	1206	5046	30.52%	23.90%	45.58%
Westside/Central (WC)							
6	175	498	224	897	19.51%	24.97%	55.52%
7	954	2143	1006	4103	23.25%	24.52%	52.23%
10	958	2708	1311	4977	19.25%	26.34%	54.41%
TOTAL	9735	20910	12095	42740	22.78%	28.30%	48.92%

IN-SERVICE ON-TIME PERFORMANCE

Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total}))$

Systemwide Trend

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



ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY05	FY06-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	6.82%	7.16%	0.34%
On-Time	69.78%	69.58%	-0.20%
Late	23.40%	23.26%	-0.14%
Division 15			
Early	8.15%	7.98%	-0.17%
On-Time	67.84%	65.65%	-2.19%
Late	24.01%	26.36%	2.35%
Gateway Cities Sector (GWC)			
Division 1			
Early	7.05%	7.22%	0.17%
On-Time	71.62%	73.54%	1.92%
Late	21.33%	19.23%	-2.10%
Division 2			
Early	9.23%	8.07%	-1.16%
On-Time	70.42%	73.40%	2.98%
Late	20.35%	18.53%	-1.82%
South Bay Sector (SB)			
Division 5			
Early	9.62%	10.62%	1.00%
On-Time	65.58%	64.57%	-1.01%
Late	24.80%	24.82%	0.02%
Division 18			
Early	8.14%	8.04%	-0.10%
On-Time	63.42%	62.02%	-1.40%
Late	28.44%	29.94%	1.50%

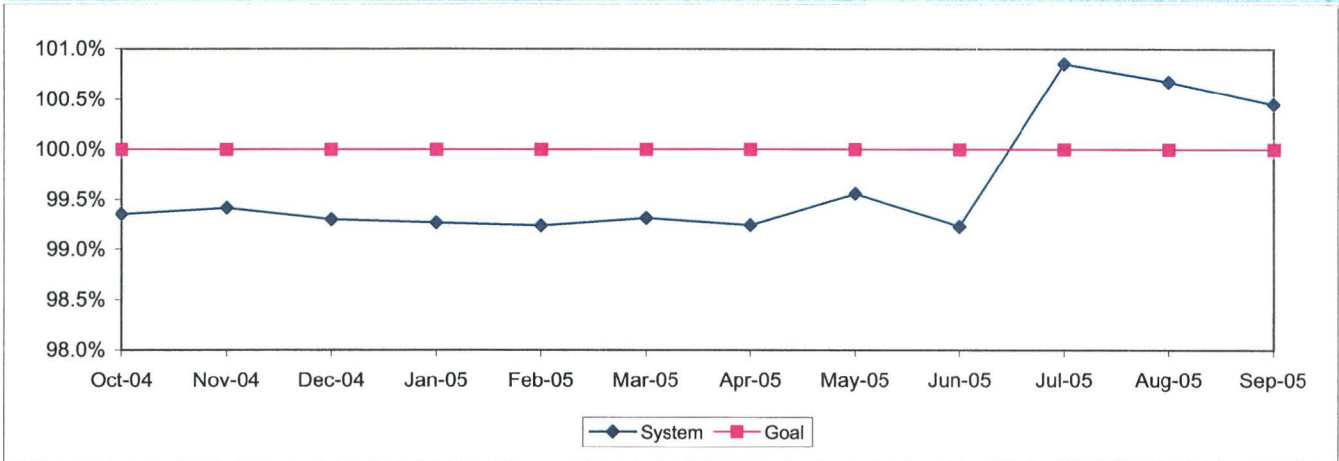
	FY05	FY06-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	8.92%	6.39%	-2.53%
On-Time	71.06%	74.41%	3.35%
Late	20.03%	19.20%	-0.83%
Division 9			
Early	7.04%	6.03%	-1.01%
On-Time	68.49%	68.72%	0.23%
Late	24.47%	25.25%	0.78%
Westside/Central Sector (WC)			
Division 6			
Early	10.18%	6.25%	-3.93%
On-Time	56.75%	57.93%	1.18%
Late	33.07%	35.82%	2.75%
Division 7			
Early	10.52%	8.07%	-2.45%
On-Time	64.22%	64.38%	0.16%
Late	25.27%	27.56%	2.29%
Division 10			
Early	9.41%	7.91%	-1.50%
On-Time	64.14%	63.62%	-0.52%
Late	26.45%	28.46%	2.01%
SYSTEMWIDE			
Early	8.92%	7.73%	-1.19%
On-Time	66.50%	66.84%	0.34%
Late	24.58%	25.43%	0.85%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

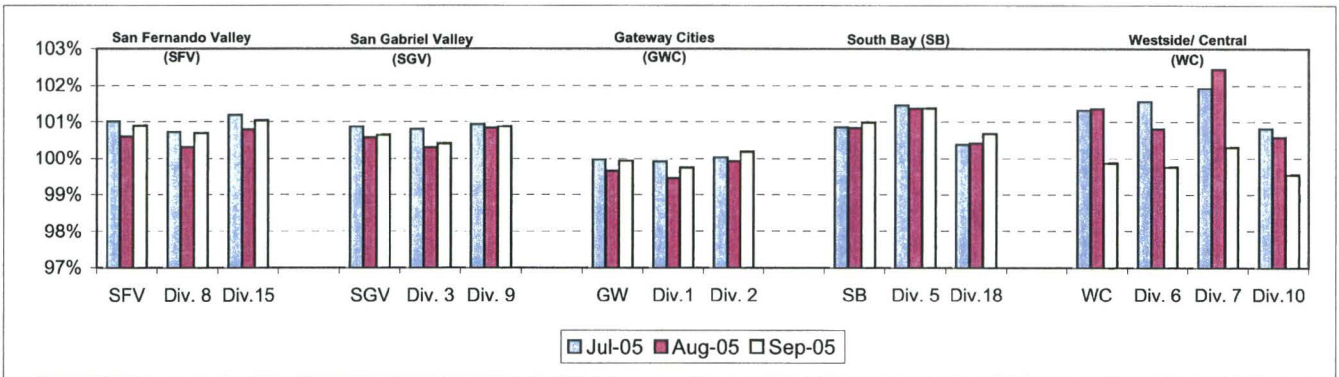
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

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



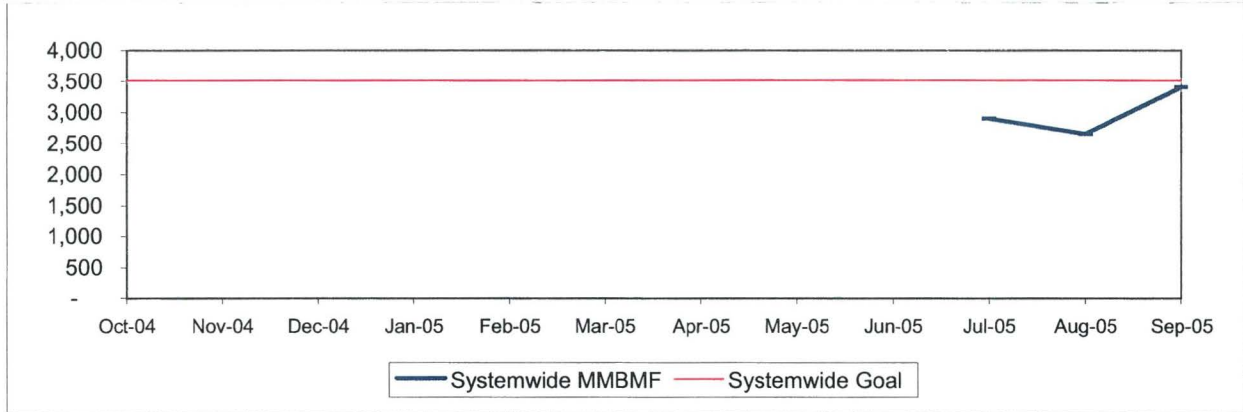
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

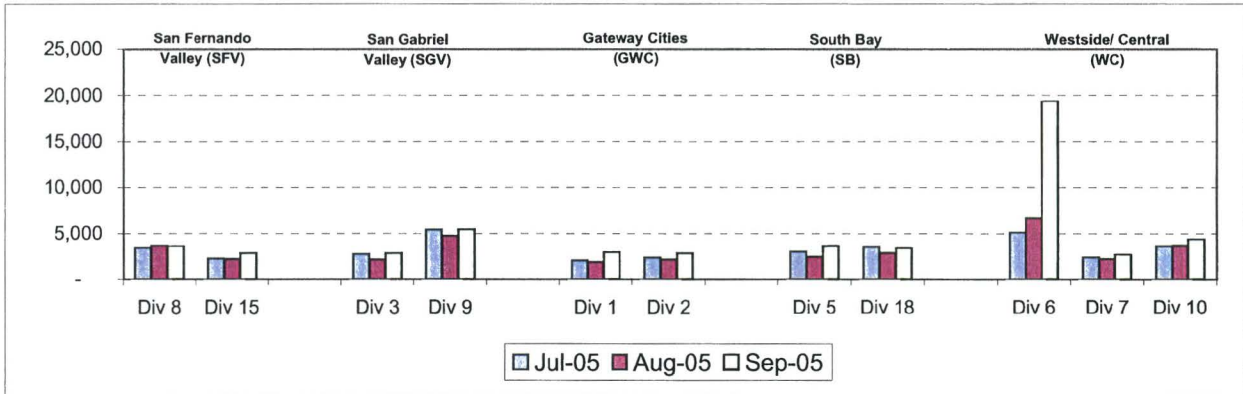
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



* New Indicator.

MMBMF -- Bus Operating Sector Divisions July - September 2005

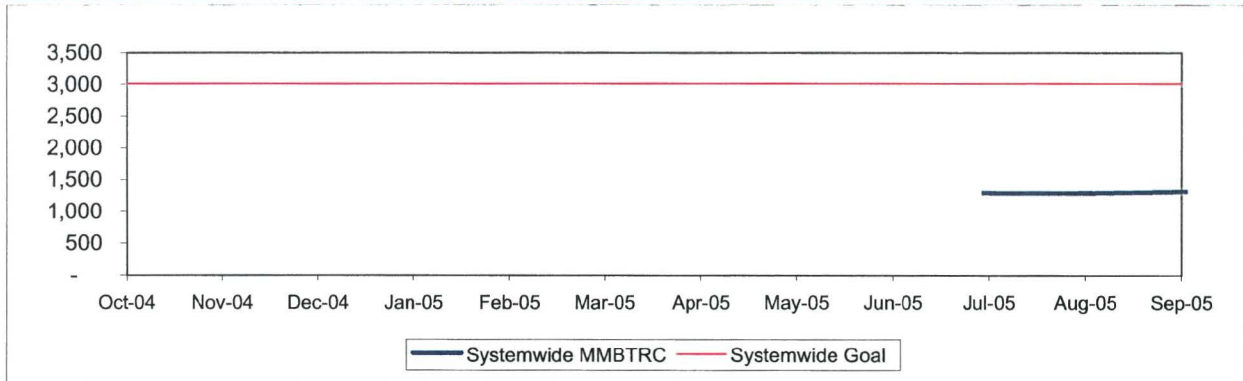


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

Calculation: $MMBTRC = (\text{Total Hub Miles} / \text{by Total Road Calls})$

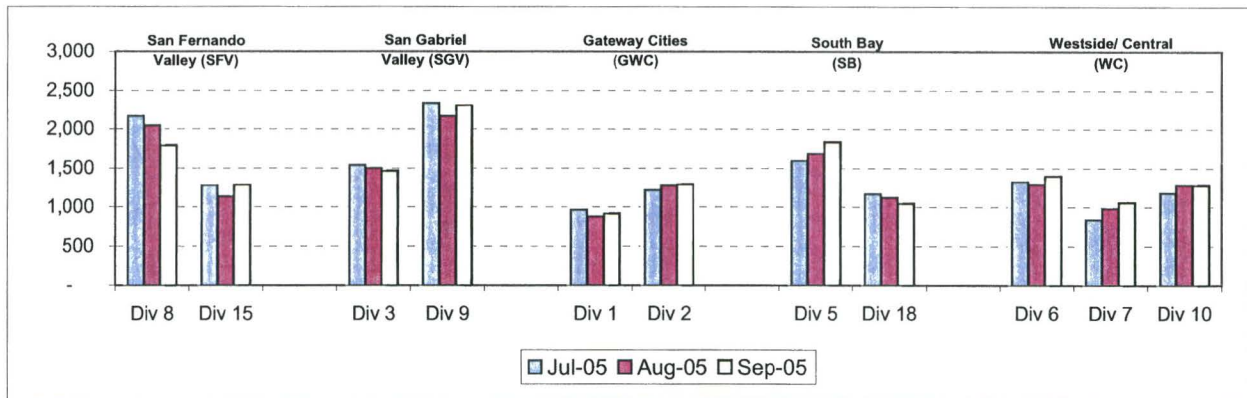
MMBTRC Systemwide Trend



* New Indicator.

Bus Maintenance Performance - Continued

MMBTRC --Bus Operating Sector Divisions
August - September 2005



Fleet Mix by Fuel Type Systemwide (Metro and Contract Services)

	Number of Buses	Percent of Buses
CNG	2,067	77.91%
Diesel (Except FlexMetro)	483	18.21%
FlexMetro Diesel	0	0.00%
Gasoline	69	2.60%
Propane	34	1.28%
Total	2,653	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
7.6	7.2	7.8	5.4	5.2	5.2	5.7	7.9

WC		
Div 6	Div 7	Div 10
11.6	5.8	6.7

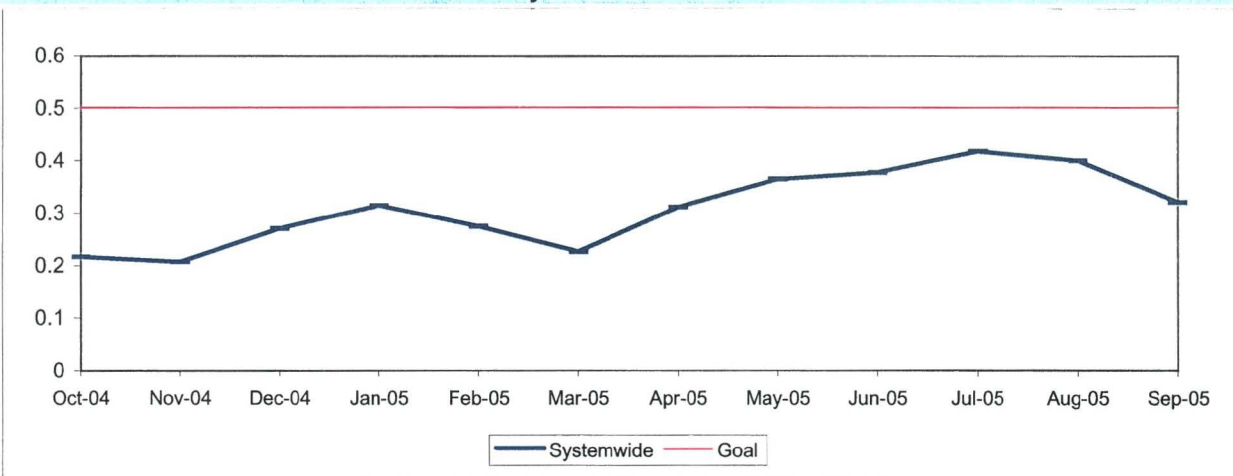
Bus Maintenance Performance - Continued

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

Definition: Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures

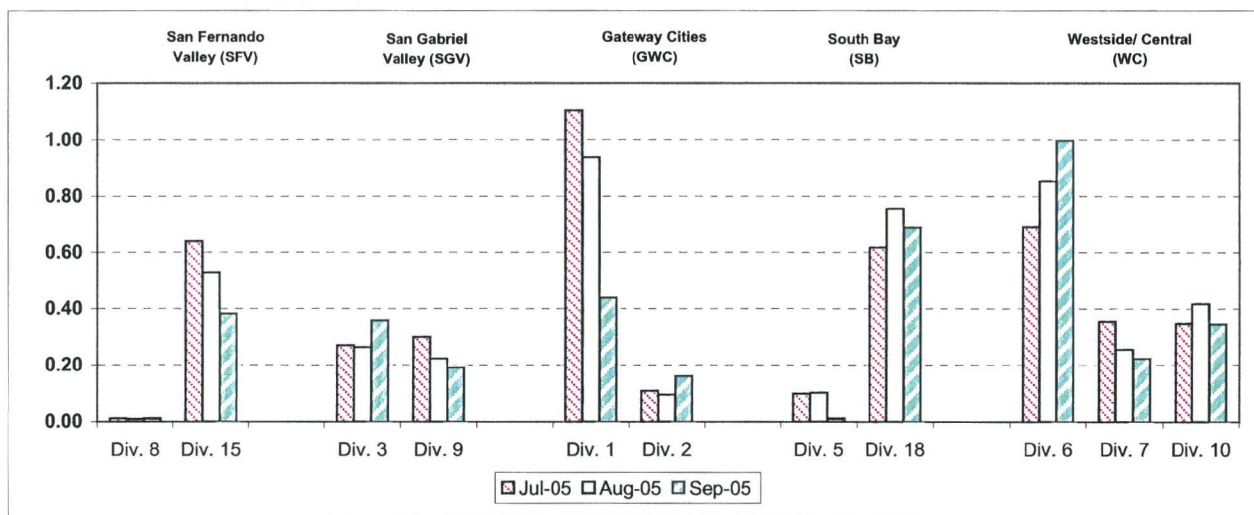
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

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 PMPs - by Sectors' Divisions
July - September 2005**



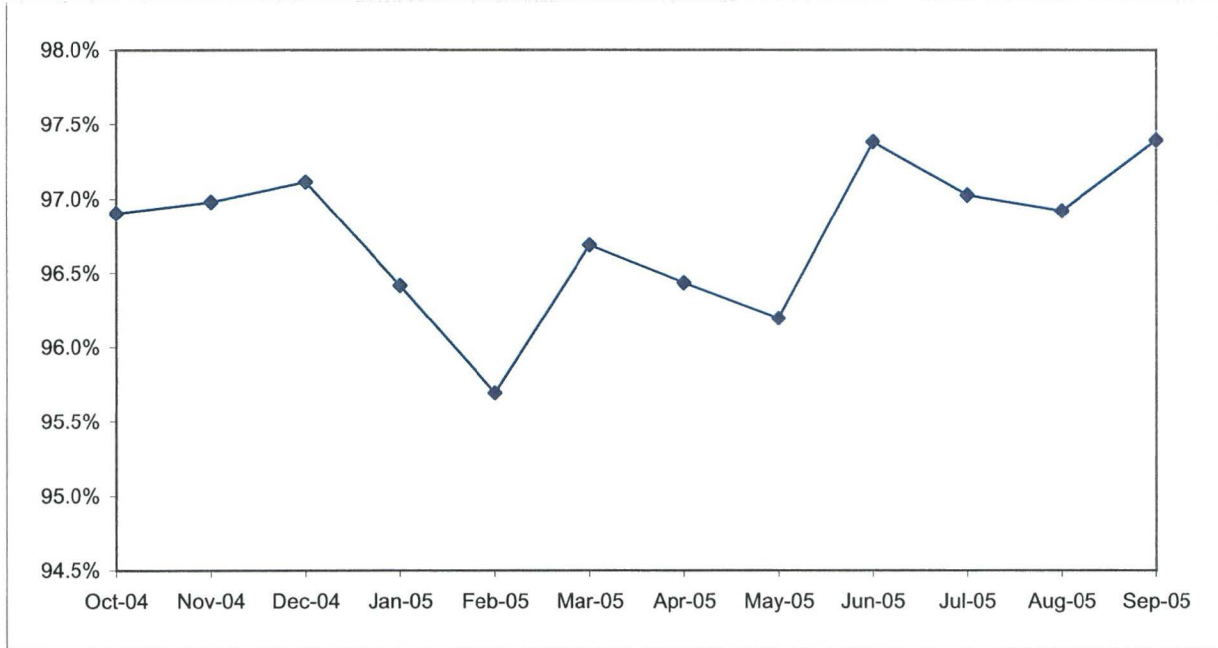
ATTENDANCE

MAINTENANCE ATTENDANCE

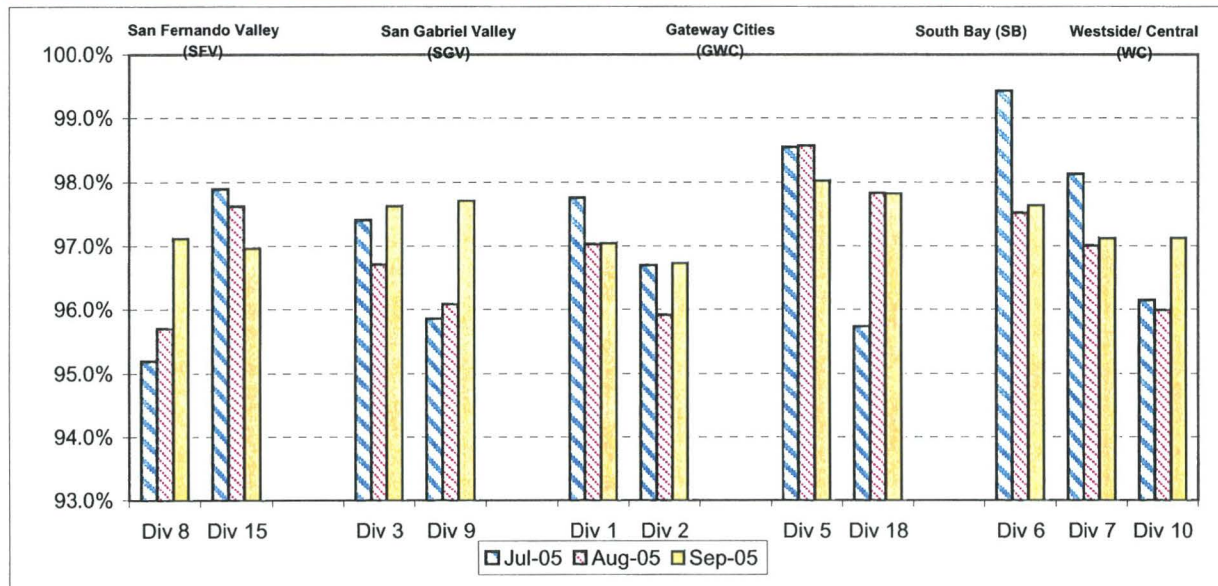
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month) July - September 2005



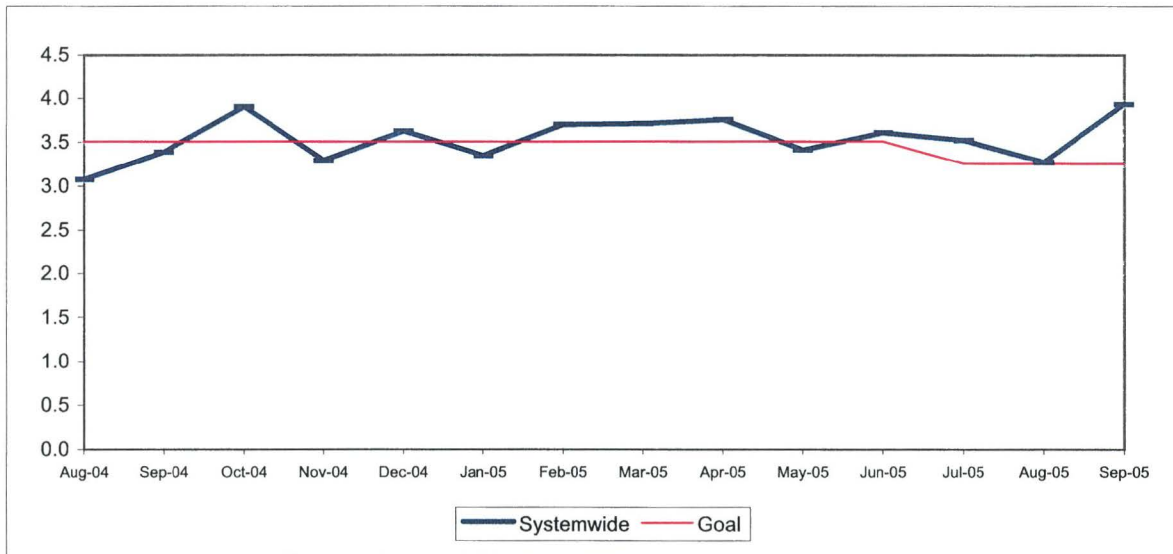
SAFETY PERFORMANCE

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.

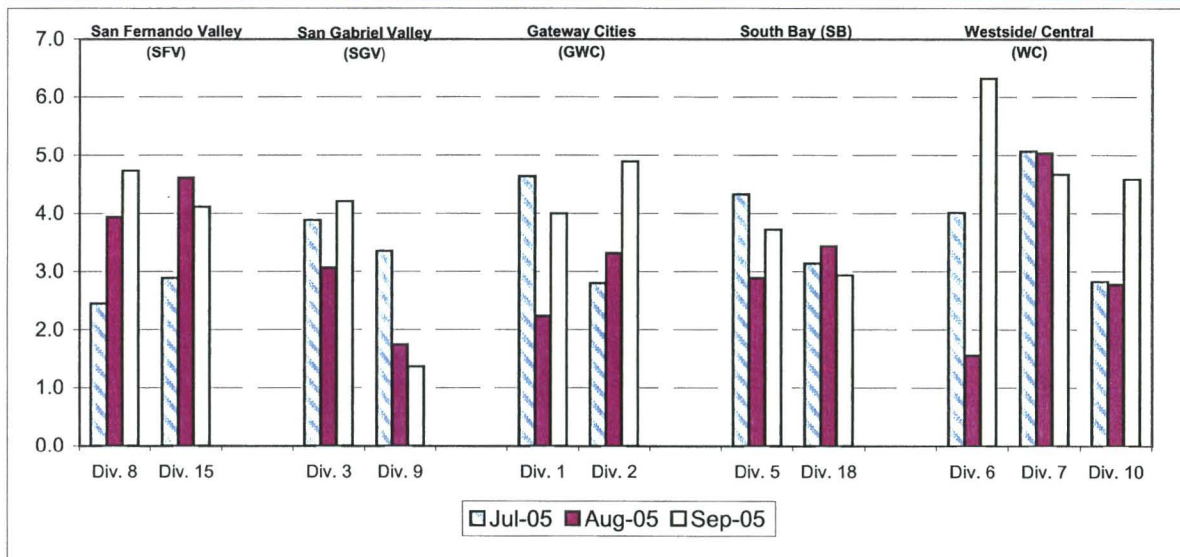
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

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 July - September 2005

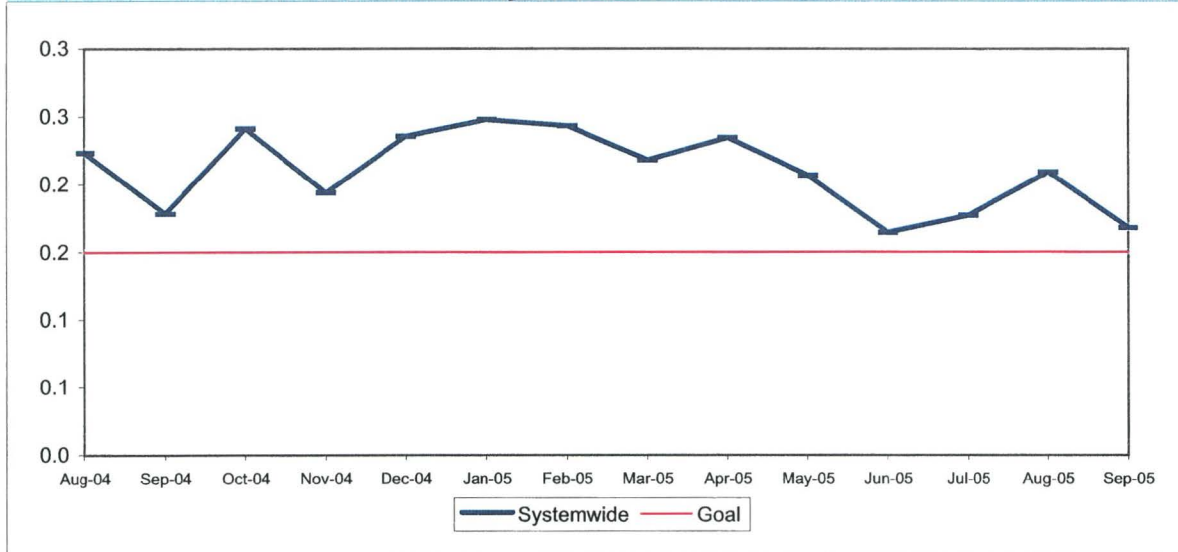


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

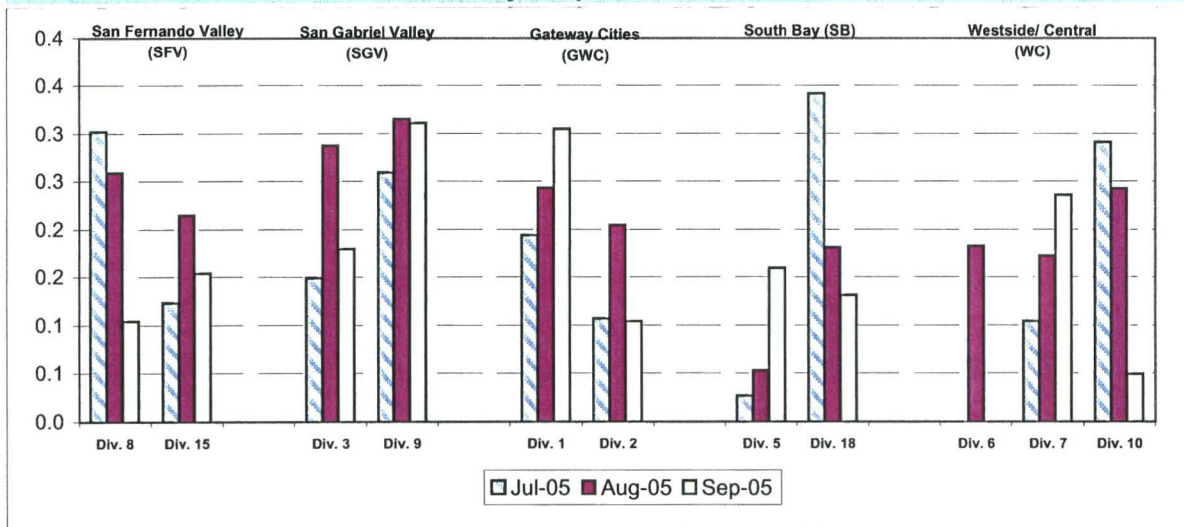
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by

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.

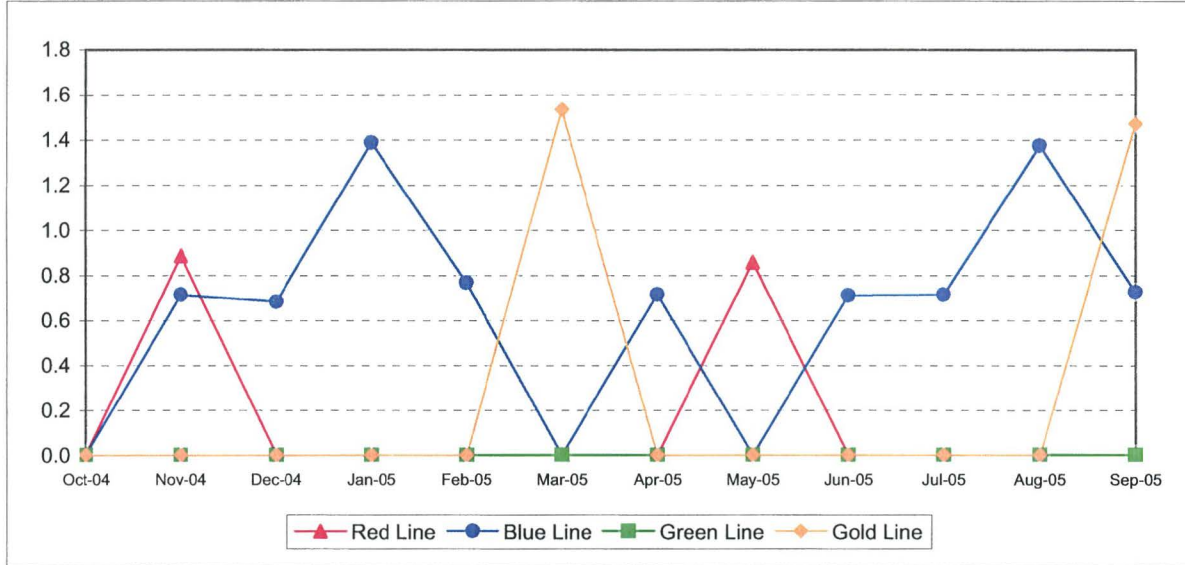
Bus Operating Divisions - by Sectors' Divisions July - September 2005



RAIL ACCIDENTS PER 100,000 REVENUE TRAIN MILES

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

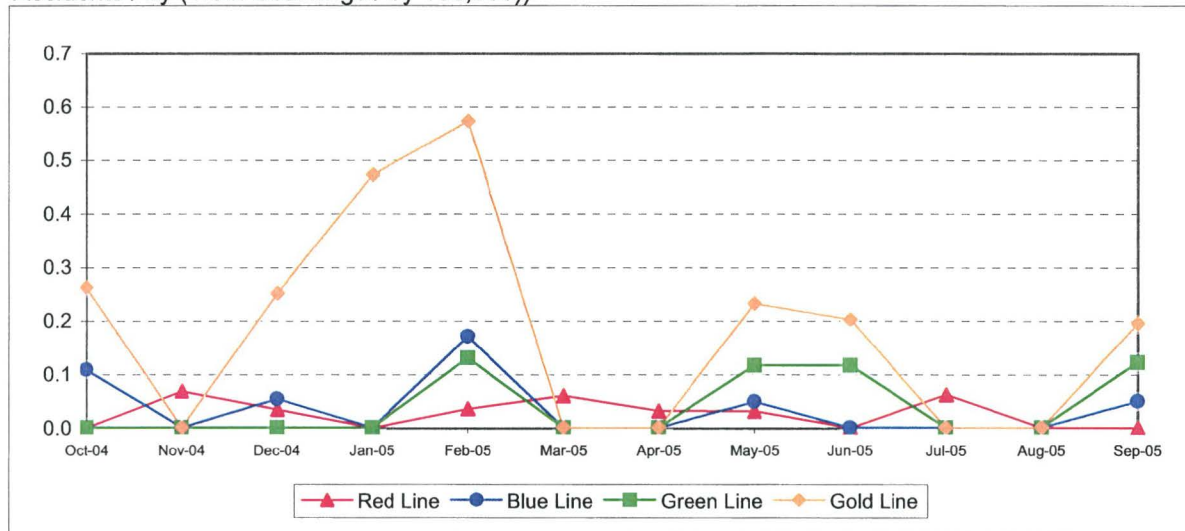
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))

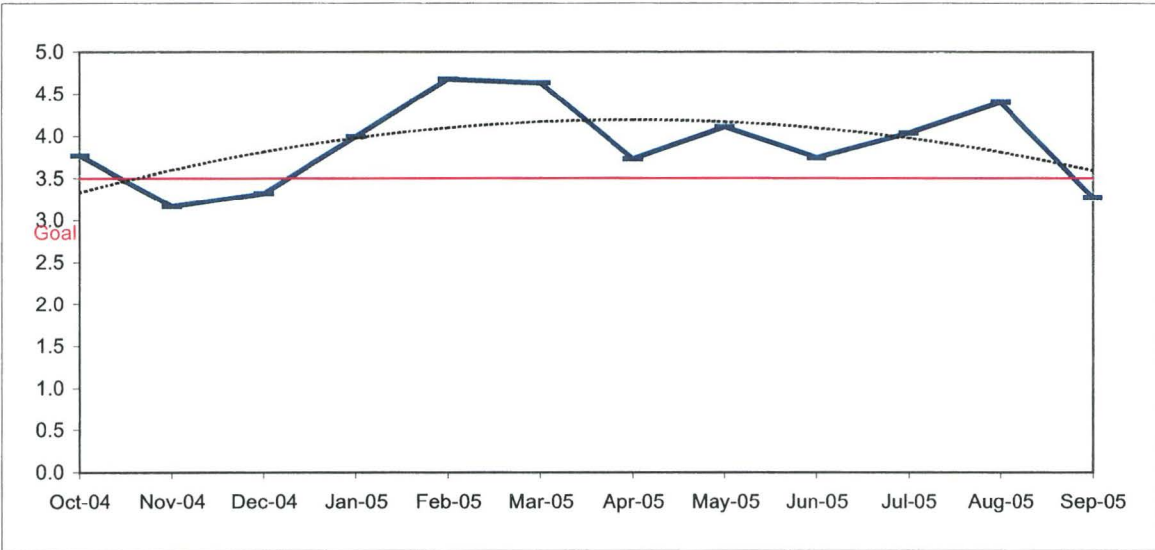


CUSTOMER SATISFACTION

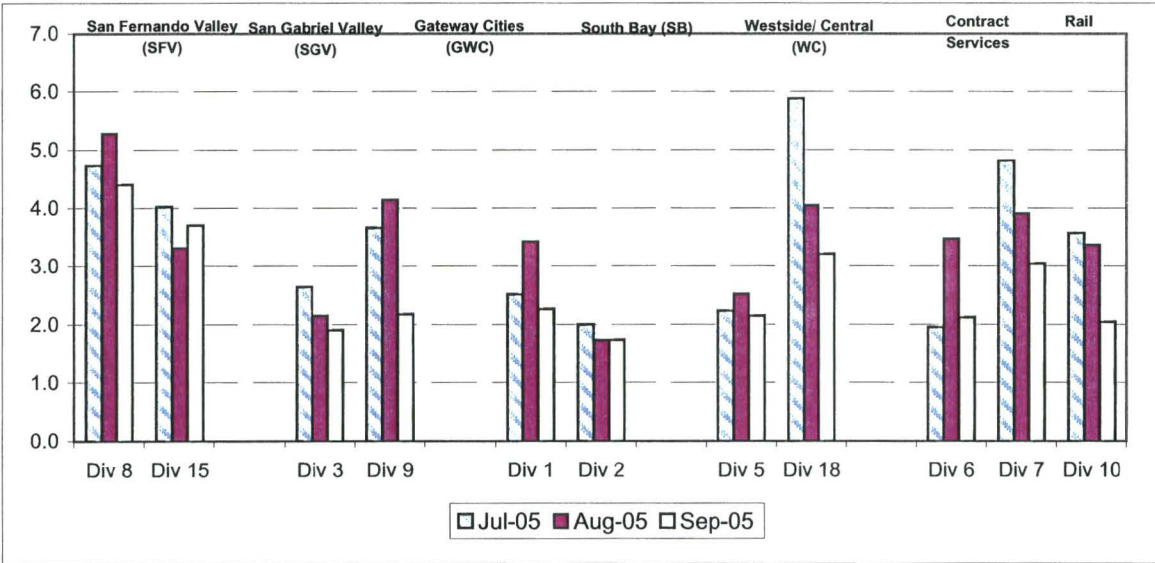
COMPLAINTS PER 100,000 BOARDINGS

Definition: Average number of customer complaints per 100,000 boardings. This indicator
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions July - September 2005



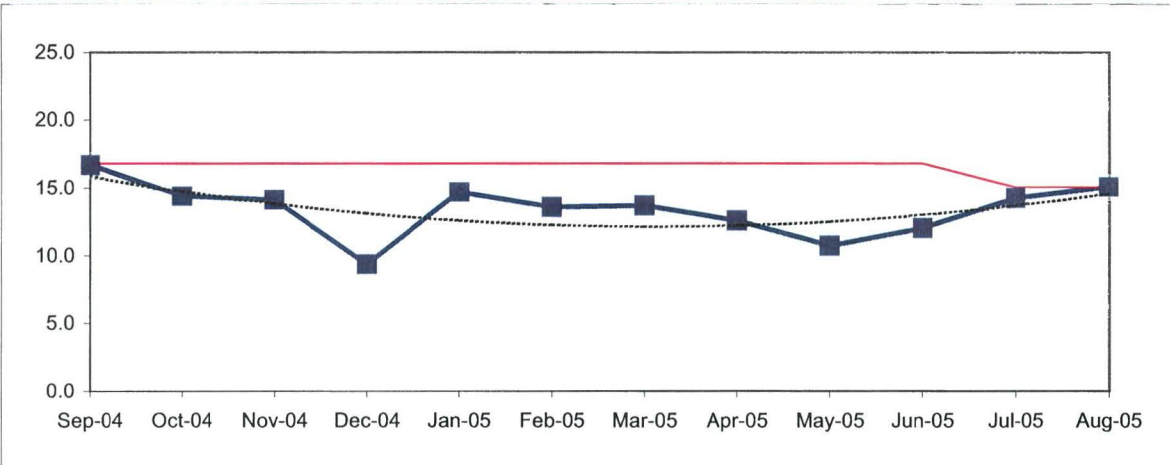
WORKERS COMPENSATION CLAIMS

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



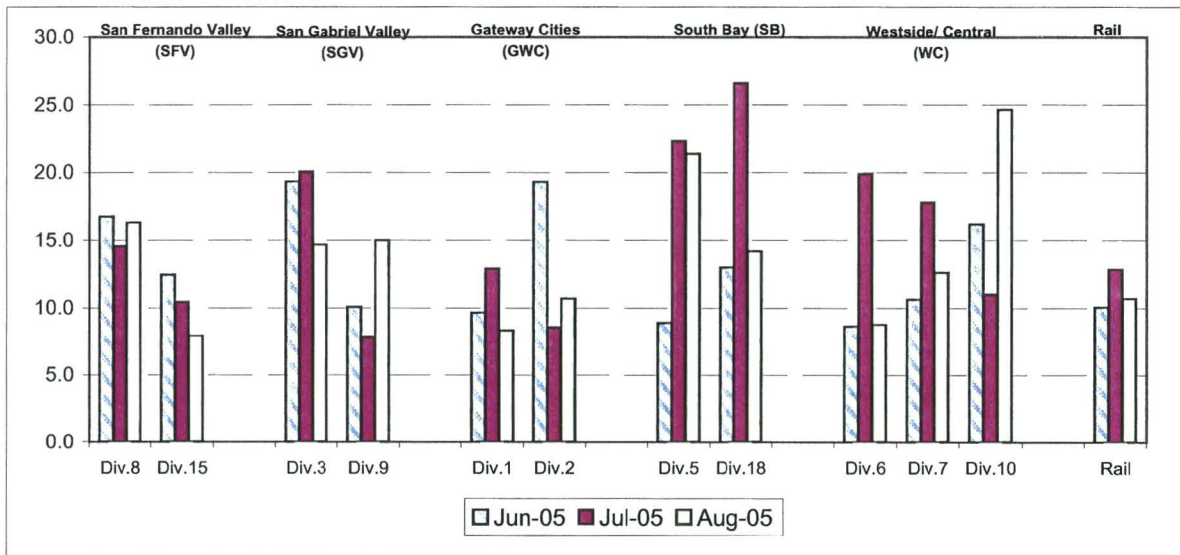
One month lag from current month

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.
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 June -August 2005

One month lag from current month



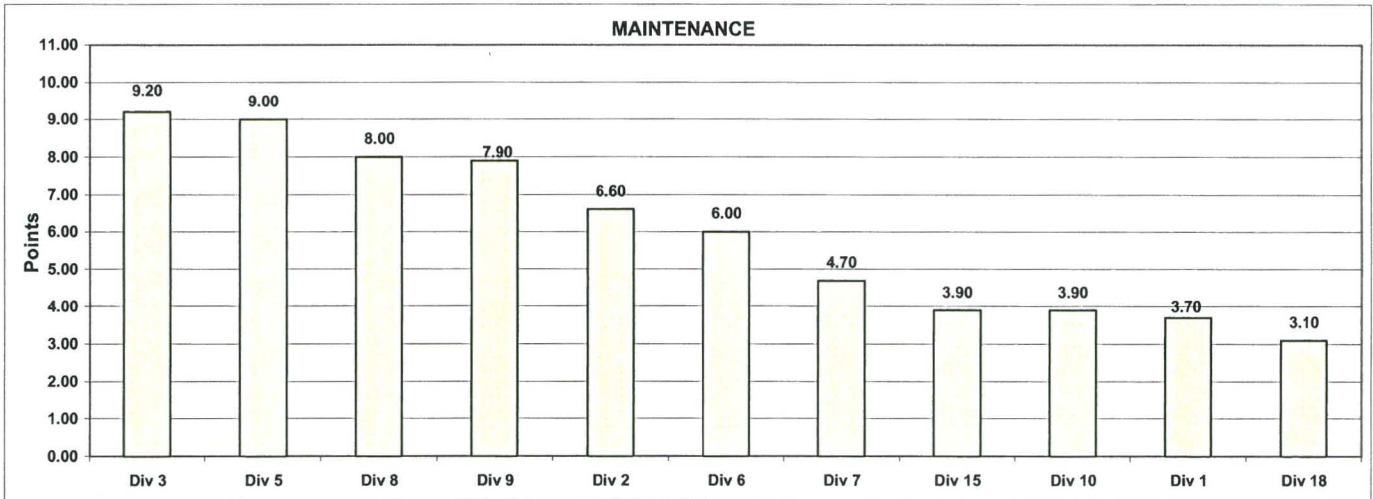
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - September 2005
Metro Bus - Maintenance**

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	50%	920.2	1291.9	1467.4	1840.5	1404.2	1061.7	1791.8	2308.4	1278.2	1288.8	1050.5
Points		1	6	8	10	7	3	9	11	4	5	2
Attendance	20%	0.97423	0.97687	0.98532	0.98067	0.97470	0.97937	0.98326	0.97752	0.97746	0.97701	0.98115
Points		1	3	11	8	2	7	10	6	5	4	9
New WC Claims /200,000 Exp Hrs*	30%	0.0000	0.0000	0.0000	9.0867	10.9993	11.2453	17.3298	24.1674	29.2160	33.0811	33.4545
Points		10	10	10	8	7	6	5	4	3	2	1
*One month lag												
Totals		3.70	6.60	9.20	9.00	6.00	4.70	8.00	7.90	3.90	3.90	3.10
FINAL RANKING	DIV. Score Rank	Div 3	Div 5	Div 8	Div 9	Div 2	Div 6	Div 7	Div 15	Div 10	Div 1	Div 18
		9.20	9.00	8.00	7.90	6.60	6.00	4.70	3.90	3.90	3.70	3.10
		1st	2nd	3rd	4th	5th	6th	7th	8th	8th	10th	11th

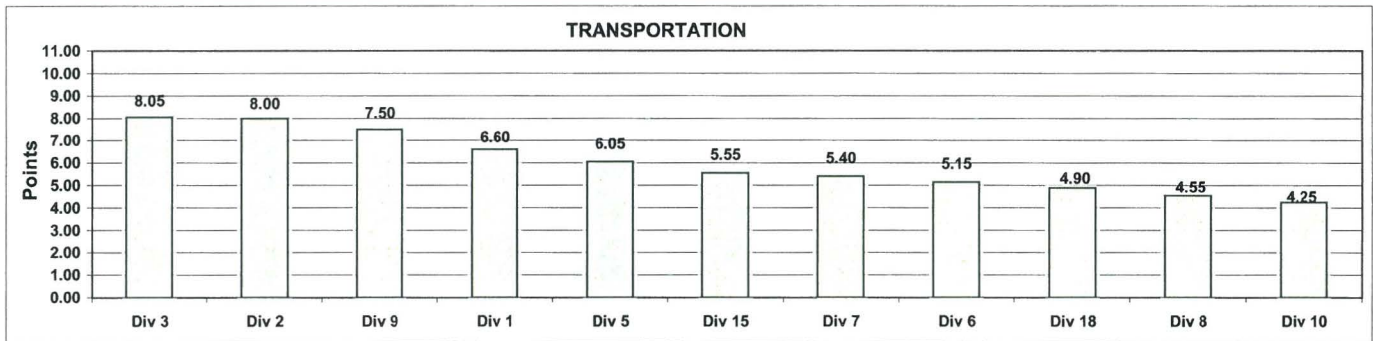


Monthly Calculations - September 2005
Metro Bus - Transportation

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%	0.6878 9	0.7234 11	0.7077 10	0.6322 5	0.5863 1	0.6352 6	0.6718 8	0.6383 7	0.6122 4	0.5931 3	0.5768 2
Miles Between Total Road Calls Points	10%	920.1614 1	1291.9107 6	1467.3590 8	1840.5467 10	1404.1734 7	1061.7228 3	1791.8461 9	2308.4146 11	1278.1960 4	1288.7674 5	1050.4639 2
Accident Rate Points	25%	3.9989 8	4.8905 2	4.2154 6	3.7263 9	6.3176 1	4.6693 4	4.7319 3	1.3615 11	4.5908 5	4.1200 7	2.9364 10
Complaints/100K Boardings Points	15%	2.2737 5	1.7442 11	1.9107 10	2.1517 7	2.1271 8	3.0405 4	4.4020 1	2.1790 6	2.0459 9	3.7073 2	3.2171 3
New WC Claims /200,000 Exp Hrs* Points	25%	10.5446 6	6.8690 10	9.4295 7	27.6316 2	0.0000 11	8.0493 8	18.0961 3	16.0635 4	30.5290 1	7.5894 9	13.3734 5
Totals		6.60	8.00	8.05	6.05	5.15	5.40	4.55	7.50	4.25	5.55	4.90
FINAL RANKING												
	DIV. Score	Div 3	Div 2	Div 9	Div 1	Div 5	Div 15	Div 7	Div 6	Div 18	Div 8	Div 10
	Rank	8.05	8.00	7.50	6.60	6.05	5.55	5.40	5.15	4.90	4.55	4.25
		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



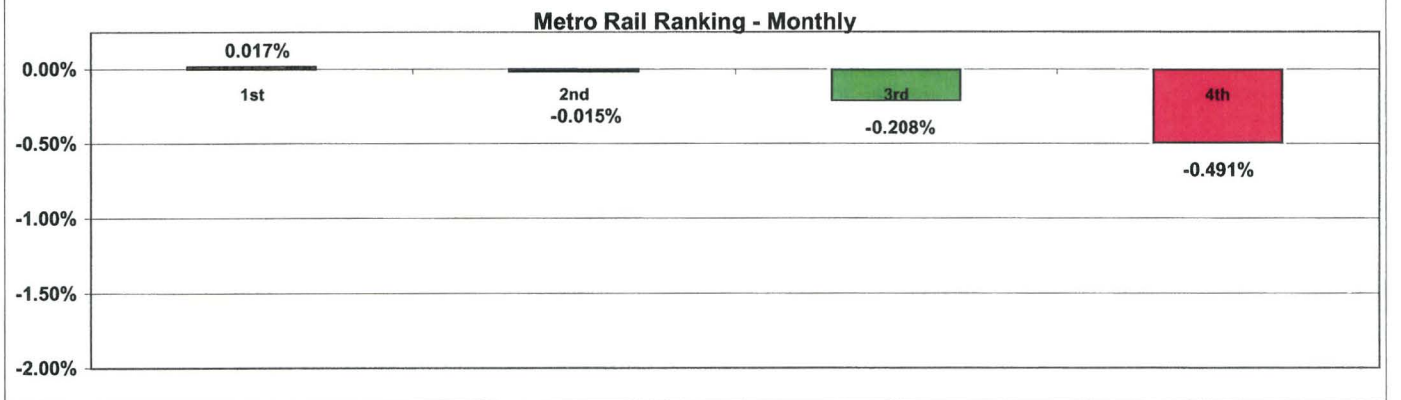
**Monthly Calculations - August 2005
Metro Rail**

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		
	Sep-04	Sep-05	Yearly Improvement	Sep-04	Sep-05	Yearly Improvement	Sep-04	Sep-05	Yearly Improvement	Sep-04	Sep-05	Yearly Improvement
Wayside Availability												
Track	100.00%	100.00%	0.00%	99.85%	99.97%	-0.12%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	100.00%	99.63%	-0.37%	99.94%	99.91%	-0.03%	100.00%	99.52%	-0.48%	99.99%	99.98%	-0.01%
Power	99.99%	99.99%	0.00%	100.00%	99.96%	-0.04%	100.00%	98.19%	-1.81%	99.95%	99.54%	-0.41%
Wayside Performance	100.00%	99.87%	-0.12%	99.93%	99.95%	0.02%	100.00%	99.24%	-0.76%	99.98%	99.84%	-0.14%
Vehicle Availability												
Vehicle Performance	99.28%	99.60%	0.32%	99.17%	98.61%	-0.56%	98.37%	99.54%	1.17%	99.41%	99.44%	0.03%
Operator Availability												
Operators	99.95%	99.91%	-0.04%	100.00%	100.00%	0.00%	99.99%	99.94%	-0.05%	99.63%	99.72%	0.09%
In-Service Performance												
Rev. Hr. Delivered - Rail	99.22%	99.00%	-0.22%	98.95%	97.53%	-1.42%	98.37%	97.18%	-1.19%	98.59%	98.69%	0.10%
Overall Rail Line Performance	99.61%	99.60%	-0.02%	99.51%	99.02%	-0.49%	99.18%	98.97%	-0.21%	99.41%	99.42%	0.02%

Metro Rail Final Ranking (Sorted)				
Rail Line	GOLD	BLUE	GREEN	RED
Score	0.017%	-0.015%	-0.208%	-0.491%
Rank	1st	2nd	3rd	4th



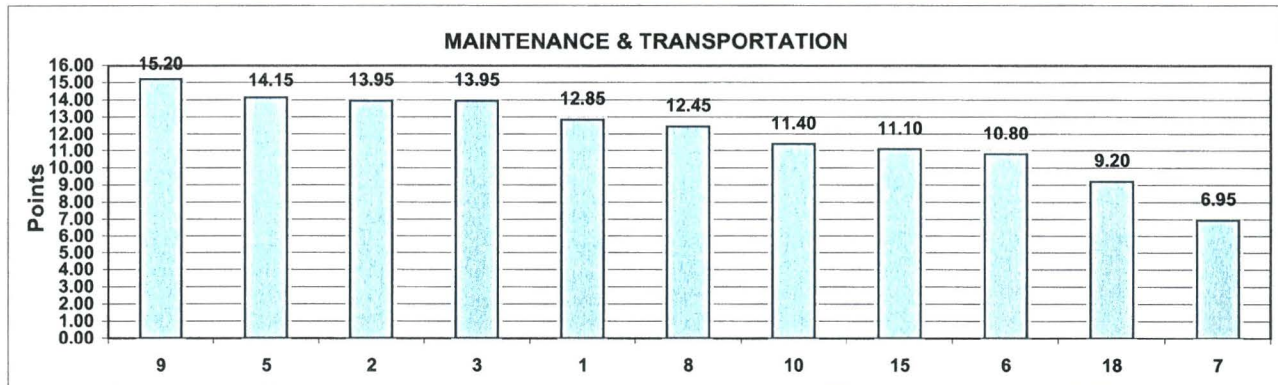
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY06-Q1 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total												
Road Calls	50.0%	924	1264	1506	1707	1340	958	1993	2271	1248	1233	1116
Points		1	6	8	9	7	2	10	11	5	4	3
Attendance	20.0%	0.9799	0.9732	0.9801	0.9862	0.9854	0.9791	0.9717	0.9702	0.9718	0.9822	0.9750
Points		7	4	8	11	10	6	2	1	3	9	5
Claims /200000												
Exp.Hrs	30.0%	6.4105	16.9886	18.0616	0.0000	23.0961	19.8321	3.7636	7.4564	3.0577	19.2558	18.0698
Points		8	6	5	11	1	2	9	7	10	3	4
*One month Lag: Mar 05 - May 05												
Transportation												
In-Service On-Time												
Performance	25%	0.7354	0.7340	0.7441	0.6457	0.5793	0.6438	0.6958	0.6872	0.6362	0.6565	0.6202
Points		10	9	11	5	1	4	8	7	3	6	2
Miles Between Total												
Road Calls	10%	945.8890	483.7220	482.8447	481.0775	134.3459	784.7985	368.4014	361.9364	868.9832	840.2183	967.2241
Points		10	6	5	4	1	7	3	2	9	8	11
Accidents/100k Hub												
Miles	25%	3.6182	3.4877	3.6662	3.6431	3.8787	4.9670	3.7041	2.1454	3.3759	3.8454	3.1746
Points		7	8	5	6	2	1	4	11	9	3	10
Complaints/100K												
Boardings	15%	2.9125	1.8273	1.8296	3.4190	1.2945	4.3072	4.5029	2.7826	3.1884	3.5479	6.0025
Points		7	10	9	5	11	3	2	8	6	4	1
*One month Lag: Mar 05 - May 05												
Claims /200000												
Exp.Hrs	25%	11.2944	11.7386	18.0049	22.6828	8.2043	11.9062	19.9411	12.0541	20.8917	7.8043	17.7433
Points		9	8	4	1	10	7	3	6	2	11	5
Totals		12.85	13.95	13.95	14.15	10.80	6.95	12.45	15.20	11.40	11.10	9.20
FINAL RANKING		Maintenance and Transportation Division Ranking (Sorted)										
	DIV.	9	5	2	3	1	8	10	15	6	18	7
	Score	15.20	14.15	13.95	13.95	12.85	12.45	11.40	11.10	10.80	9.20	6.95
	Rank	1st	2nd	3rd	3rd	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY05-Q4
Metro Rail**

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

Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are 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				
Jul-05	0.46%	0.49%	0.64%	0.32%
Aug-05	-0.17%	0.06%	0.20%	-1.77%
Sep-05	-0.02%	-0.49%	-0.21%	-0.02%
Second Quarter Average	0.09%	0.02%	0.21%	-0.49%

Metro Rail Final Ranking (Sorted)

Rail Line	GREEN	BLUE	RED	GOLD
Score	0.21%	0.09%	0.02%	-0.49%
Rank	1st	2nd	3rd	4th



