Metro

FTA QUARTERLY REVIEW BRIEFING BOOK

March 16, 2005

Submitted By:

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

FTA QUARTERLY REVIEW
MEETING AGENDA

AGENDA

FTA NEW START PROJECTS
QUARTERLY REVIEW MEETING

Metropolitan Transportation Authority
Wednesday, March 16, 2005 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

			PRESENTER
I.	**OVERVIEW**		
	A.	FTA Opening Remarks	Leslie Rogers
	B.	MTA Management Overview	Roger Snoble
	C.	Legal Issues	Steve Carnevale
	D.	General Safety and Security Issues	Dan Finkelstein
	E.	ADA Key Station Voluntary Compliance Agreement	Dave Kubicek
II.	**METRO CONSTRUCTION REPORTS**		
	A.	Construction Project Management Overview	Rick Thorpe
	B.	Metro Gold Line Eastside Extension	Dennis Mori
		• Construction Contracts Update	
		- C0802	
		- C0803	
		• Cost Status	
		• Schedule Status	
		• CPUC Status	
		• Quality Assurance	
		• Real Estate	
		• 2550 Rail Vehicle Program	Dave Kubicek
	C.	Metro Orange Line	Roger Dames
III.	**PLANNING**		
	A.	Mid-City/Exposition LRT Project	Steve Brye

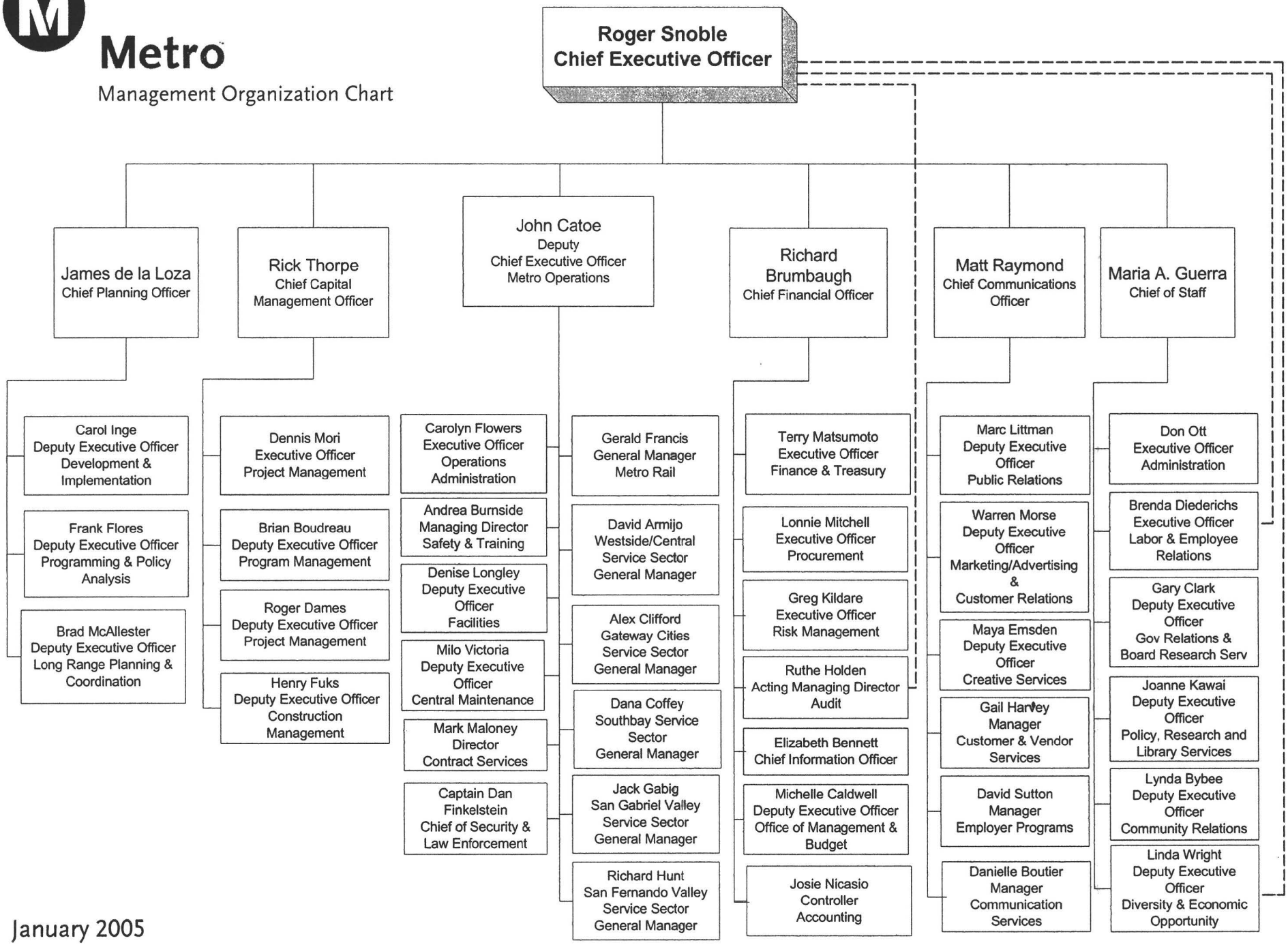
IV. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Metropolitan Transportation Authority
Wednesday, May 18, 2005 – 10:00 a.m.
Gateway Conference Room - 3rd Floor

LACMTA MANAGEMENT
ORGANIZATION CHART

Metro

Management Organization Chart

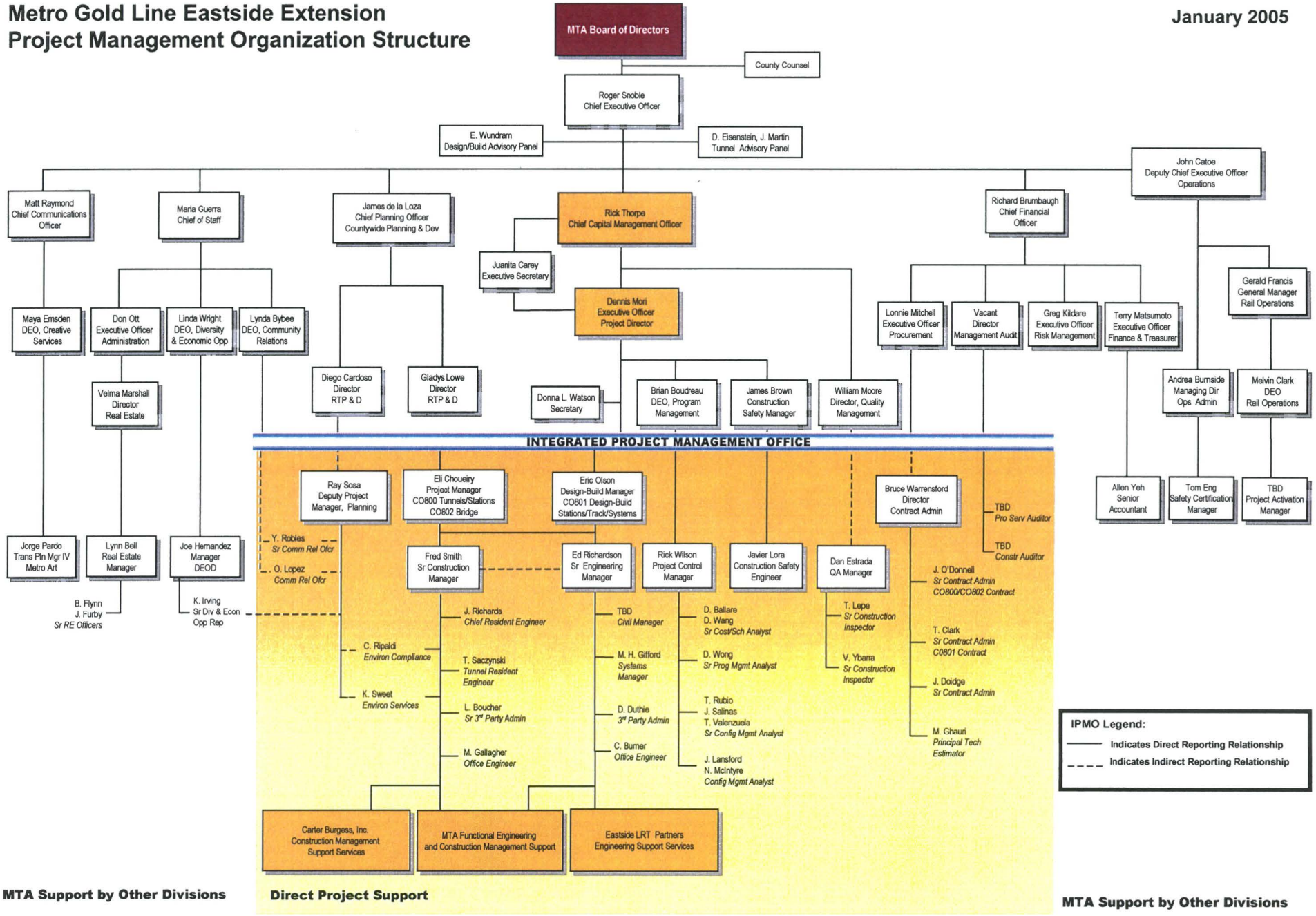


January 2005

PROJECT ORGANIZATION CHARTS

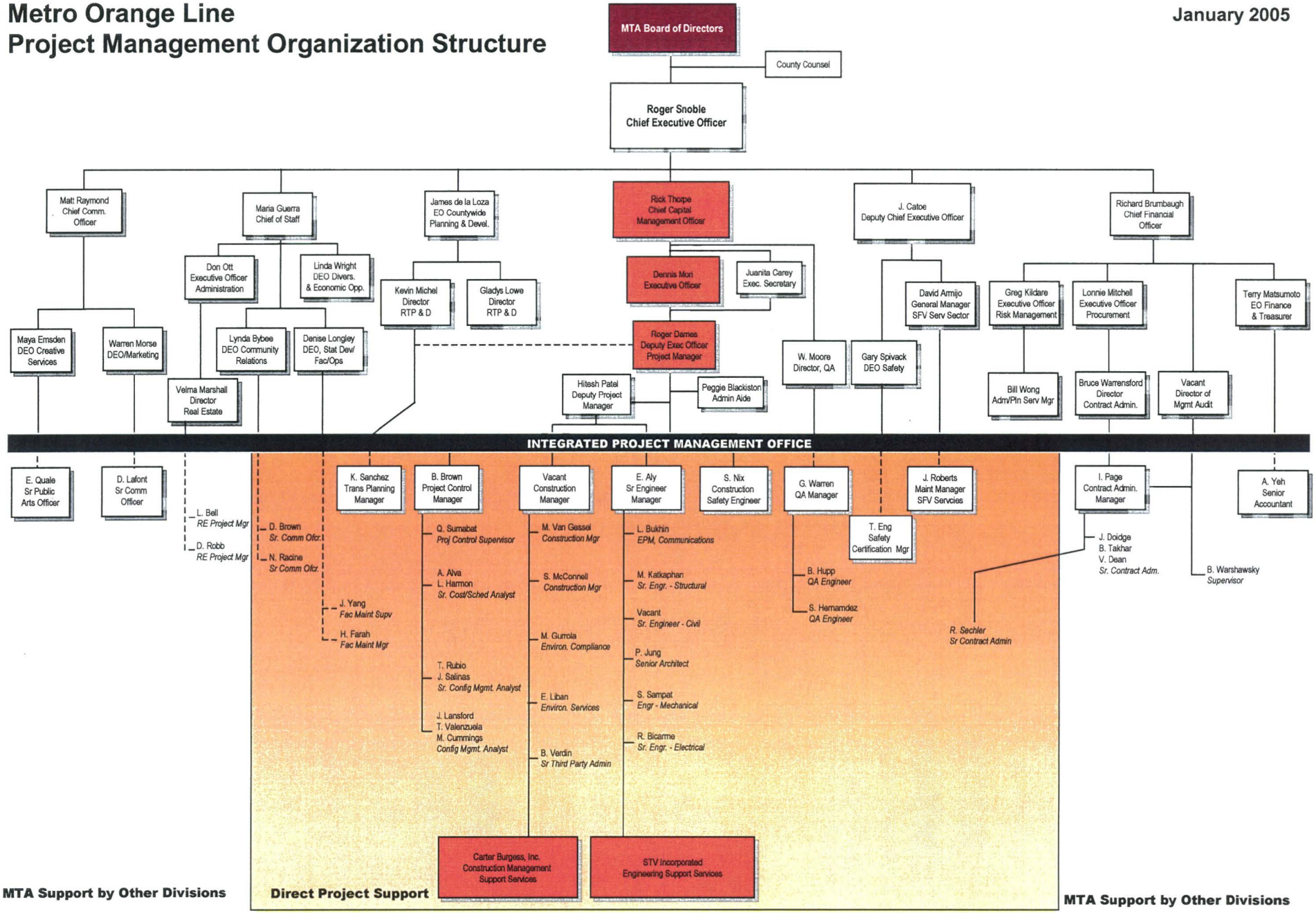
Metro Gold Line Eastside Extension
Project Management Organization Structure

January 2005



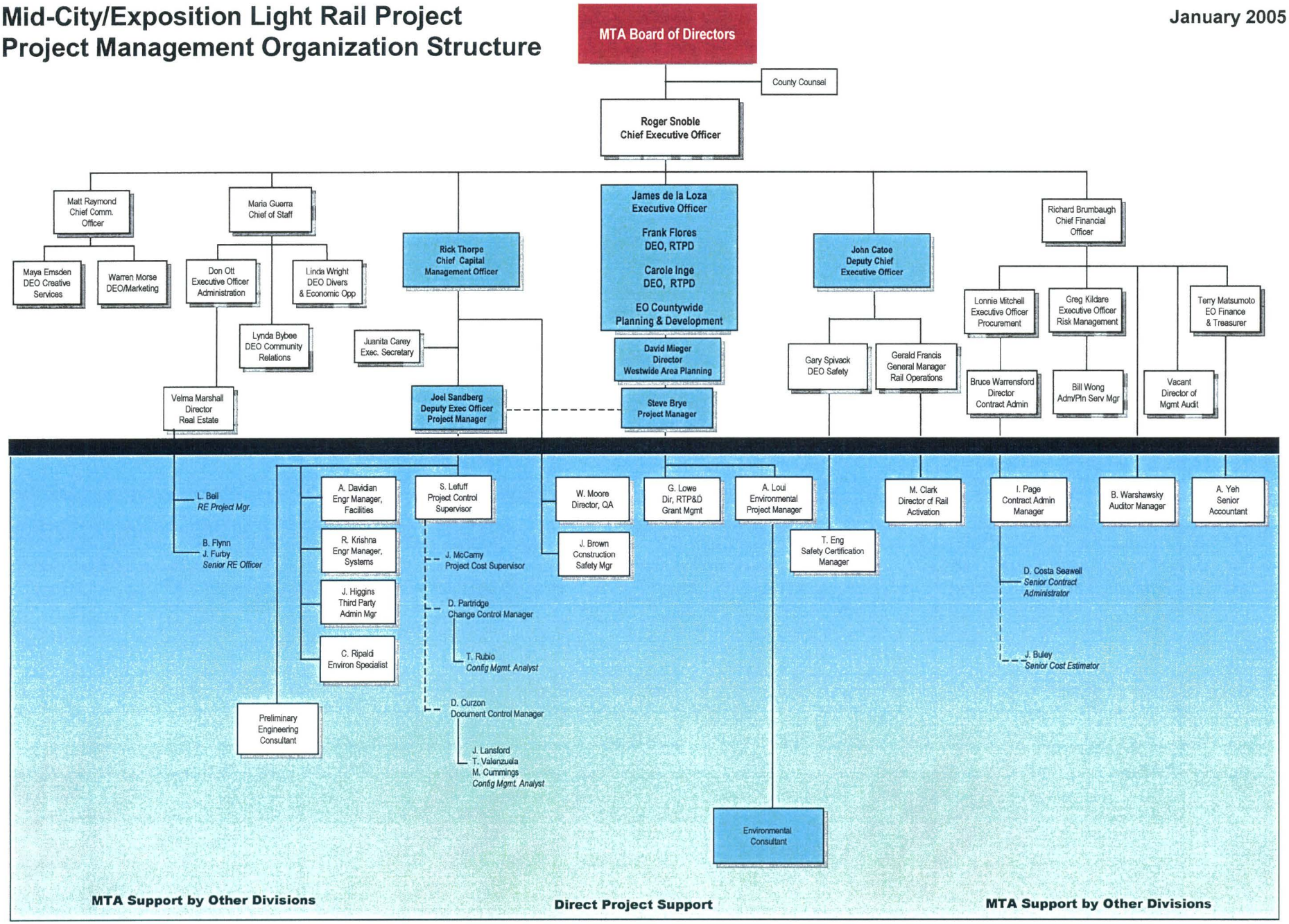
Metro Orange Line
Project Management Organization Structure

January 2005



Mid-City/Exposition Light Rail Project
Project Management Organization Structure

January 2005



2004-05 LEGISLATIVE MATRIX

METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
2003/04 STATE AND FEDERAL LEGISLATIVE MATRIX
November /December 2004

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
ACA 21 (Bogh & Spitzer)	Would increase the vote threshold to suspend Proposition 42 from two-thirds (2/3) to four-fifths 4/5 of the Legislature.	Work with Author	Failed Passage.
ACA 24 (Dutra) Last Amended 4/29	Would apply loan repayment provisions to the Transportation Investment Fund similar to those applicable to the State Highway Account.	Support	Assembly Appropriations Committee.
AB 712 (Liu) Last Amended 6/8	Would create the Metro Foothills Gold Line Construction Authority with a board structure of seven voting members.	Oppose, unless amended	8/26 -Bill amended to address Education issue
AB 2024 (Bermudez) Last Amended 5/20	Would require the Secretary of the Business, Transportation and Housing Agency to prepare recommendations to implement incentives for port-related cargo during off-peak hours, disincentives for on-peak hours and mandatory hours of operations of port terminals, railroads, trucks, and distribution centers.	Work with Author	9/9 Enrolled and sent to Governor
AB 2041 (Lowenthal) Last Amended 5/6	Would create the Port Congestion Management District and require the district to impose a fee on containers shipped by truck in the Ports of Long Beach and Los Angeles between certain hours and days of the week.	Work with Author	8/12 Senate Appropriations Committee.
AB 2042 (Lowenthal) Last Amended 6/14	Would require the Ports of Long Beach and Los Angeles to ensure that all future growth at the port will have a zero net increase in air pollution.	Work with Author	9/15 Enrolled and sent to Governor
AB 2043 (Lowenthal) Last Amended 6/8	Would establish the Maritime Port Strategic Master Plan Task Force	Work with Author	8/24 – enrolled and sent to Governor
AB 2085 (Montanez) Last Amended 6/8	Would increase fines for specified railroad crossing violations	Support	Vetoed by Governor
AB 2456 (Spitzer) Last Amended 5/4	Would establish a base amount of funding through the STIP for planning, programming, and monitoring activities and would authorize the allocation of the base amounts even in years when no new STIP funds are made available	Support	Assembly Appropriation Committee.
AB 2498 (Longville) Last Amended 6/22	Would authorize the creation of new Freeway Service Patrol programs and specify that these new programs are eligible for funds from existing programs	Work with Author	9/21 Chaptered #638

AB 2628 (Pavley) Last Amended 8/23	Would allow hybrid vehicles, or advance technology partial zero-emission vehicles (AT PZEV), to use high occupancy vehicle (HOV) lanes regardless of the number of occupants.	Support, seek amendments	9/23 – Signed by Governor
AB 2737 (Dutra) Last Amended 4/22	Would clarify current law relating to the liability of a public agency arising from the location of public facilities	Support	Failed Passage.
AB 2847 (Oropeza) Last Amended 4/27	Would impose an additional fee of $0.05 on each gallon of gasoline and diesel fuel sold in the state.	Support	Assembly Appropriations Committee.
SCA 20 (Torlakson) Last Amended 5/11	Would increase the vote threshold to suspend Proposition 42 and require that suspended funds be repaid under specified conditions.	Support	Senate Appropriations Committee.
SR 33 (Murray) Last Amended 5/17	Would state that the MTA should abandon its current challenge of the consent decree and orders from the special master with regard to the consent decree, and, would request the MTA to take all necessary actions to implement the terms of the consent decree.	Oppose	Adopted by Senate.
SB 138 (Knight) Last Amended 7/1/03	Would allow Caltrans to enter into agreements with private entities to construct a toll road in the SR 138 corridor running through the Antelope and Apple Valleys	Support	Assembly Transportation Committee
SB 1443 (Murray) Last Amended 5/24	Would authorize certain motor vehicle fuel revenues to be continuously appropriated when the state has not enacted a Budget Act.	Support	Assembly Appropriations Committee
SB 1614 (Torlakson) Last Amended 4/29	Would impose a $0.10 per gallon fee on gasoline sales.	Support, work with author	Senate Transportation Committee.
SB 1773 (Soto) Last Amended 6/21	Would allow a two-year appeal process for any claim for refund of a benefit assessment.	Support	Signed by Governor
Proposed Language Regional Authority for Investment in Transportation (RAIT)	Would authorize the creation of RAIT and would charge the authority with responsibilities currently retained by the LACMTA.	Oppose	Language was not introduced

FEDERAL			
BILLS/AUTHOR	DESCRIPTION		STATUS
FY 2005 Transportation Appropriations Request	$80 million in Section 5309 New Starts Funding for the final design and construction of the Eastside Light Rail project. This innovative light rail project would run from Union Station through East Los Angeles, serving one of the most transit-dependent areas in the City of Los Angeles. $10 million in Section 5309 Bus and Bus Related Discretionary Funding to assist the MTA with purchasing new alternative fuel buses and constructing bus divisions. 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. Support the Municipal Operators Bus requests. $5 million in Intelligent Transportation System Funding. 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. $6 million in homeland security funding and enhancements for the MTA. **LACMTA received in FY 2005: $60 million for the Eastside Light Rail project ; $675,000 for Metro Red Line to North Hollywood and $2 million for Bus and Bus facilities**	Work with Author	January 22 -LACMTA Board Adopted 2004 Legislative program March 2004 – LACMTA FY 2005 Appropriations request was submitted to Congress On Sept 14, the Senate Appropriations Committee approved S. 2806, the Transportation, Treasury, and General Government Appropriations Act, 2005 Sept 22 – House passed H.R. 5025, the Transportation, Treasury, and Independent Agencies Appropriations Act, 2005 by a vote of 397-12 Sept 30 - The House and Senate passed, and the President signed into law on September 30, a Continuing Resolution (CR) that funds federal government programs - including the federal transit program - at Fiscal Year 2004 levels through November 20. **November 20, House and Senate pass bill.** **December 8, 2004 – President signs into law.**

FEDERAL – Homeland Security			
BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
S.2276 (Boxer)	A bill to allow the Secretary of Homeland Security to make grants to Amtrak, other rail carriers, and providers of mass transportation for improvements to the security of our Nation's rail and mass transportation system.	SUPPORT	5/04 Metro Board approves 4/1/2004 Referred to Senate committee. Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.
S.2273 (McCain)	A bill to provide $1.2 billion in funding to meet immediate security needs for intercity and freight rail transportation providers.	WORK WITH AUTHOR	5/04 Metro Board approved 5/21/2004: Committee on Commerce, Science, and Transportation. Reported by Senator McCain with amendments. With written report No. 108-278
S.2289 (Sessions)	A bill to ensure that railroad carriers and mass transportation providers receive the same protection under federal criminal law.	SUPPORT	5/04 Metro Board approved 4/6 -Referred to Senate Judiciary Committee
S. 2453(Shelby)	This would provide federal funding for capital, research and operation grants to public transportation agencies for the purpose of enhancing security.	SUPPORT	8/04 Metro board Approved 5/20 – Passed Senate Banking Committee. Now pending on Senate Legislative Calendar.
H.R. 5082 (Young)	**A bill to authorize the U.S. Secretary of Transportation to award $3.5 billion in grants for over 3 years to public transportation agencies and over-the-road bus operators to improve security, and for other purposes.**	**SUPPORT**	Amended in House Transportation and Infrastructure Committee. On House Calendar

FEDERAL		
BILLS/AUTHOR	DESCRIPTION	STATUS
TEA-21 REAUTHORIZATION	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.	June 27, 2002 Board Approved State of California and LA County Regional General Principles. September 26, 2002 MTA Board approved the Revised LA County Regional General Principles and Priority Project lists. May 14, 2003, the Bush Administration unveiled SAFETEA November 2003, the Senate Environment and Public Works Committee introduces a reauthorization bill – Highway Portion November 17, 2003, the House Transportation and Infrastructure Committee introduces it's reauthorization bill – TEA-LU March 26, 2004, House Transportation &Infrastructure held a mark-up on HR. 3550-TEALU a $275 billion transportation bill. June 24, 2004 U.S. House of Representatives passed another extension bill, HR 4635 by a 418-0 vote.. The bill expires on July 31. The Senate passed a similar bill by a voice vote. July 26 - Congress passed and the President signed a short-term bill that extends current transit authorizing law through September 30 and highway law through September 24. September 30 – Congress passed , and the President signed into law on September 30, H.R. 5183, which extends TEA 21 for eight months, through May 31, 2005.

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RAYMOND G. FORTNER, JR.
County Counsel

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

January 21, 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 December 31, 2004, 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
ALAN K. TERAKAWA
Principal Deputy County Counsel

AKT:ibm
Attachments

c: Steven Carnevale
Brian Boudreau
Frank Flores
Gladys Lowe
Leslie Rogers
Cindy Smouse

Los Angeles County Metropolitan Transportation Authority
Status of Key Legal Actions Related to Federally Funded MTA Projects
Date as of December 31, 2004

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.	First phase of trial has been completed. Awaiting court's 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.	
Flores v. Access Service Inc., MTA, et al.	CV00-12188	ALL	Western Law Center for Disability Rights filed suit against Access Services Inc., the paratransit provider in Los Angeles County, alleging failure to provide comparable paratransit service in violation of the ADA. Previously Plaintiffs filed similar claims with FTA's OCR and OCR found no violation of the ADA.	Settlement has been approved by court and case dismissed with prejudice; court retains jurisdiction under settlement agreement.
Gonzalez, et al. v. MTA, et al.	CV97-5833 (JMI)	ALL	Plaintiff alleges she was discriminated and retaliated against and constructively discharged in violation of Title VII and ADA because MTA did not accommodate her religious beliefs and her disability, she not be subjected to random drug testing. MTA filed a motion to dismiss asserting, among other defenses, the doctrine of res judicata barred the action. The District Court agreed and dismissed the action. Plaintiff appealed. Since this case had been dismissed pursuant the doctrine of res judicata, which no longer applies; first case was remanded, parties agreed it also should be remanded; District Court should consider MTA's other grounds for dismissal. The 9th Circuit agreed and remanded this case to District Court.	Case reassigned to Judge Dean D. Pregerson.
Cuna v. MTA;	BC171223		Case reversed on appeal and returned to trial court for trial. Case involves claim for alleged damages to building due to tunneling for Red Line.	Cuna – trial 09/2004. CASE SETTLED

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.	Special master recently issued an order that the MTA deploy 145 additional buses.
MTA v. Argonaut; Argonaut v. MTA	BC171636 BC156601	MOS-1, CA-03-0341, CA-90-X642, CA-90-X575, CA-03-0392	MTA is in litigation with its carrier to determine the number of deductibles owed for Argonaut's insurance coverage on the Red Line Project. MTA alleges bad faith by Argonaut in administering MTA's insurance coverage on the Red Line.	Interim Appeal.
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.	Judgment for MTA for $63 million. Case on Appeal.

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Metro

January 21, 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 second quarter of fiscal year 2005.

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 MTA engaged DuPont Safety Resources (DSR) as its consultant to assist in making the change to a safer organization. The 5-year objectives for the program and DSR's engagement were to reduce lost work days, work-related injuries, and bus and rail accident rate by 50%.

In July 2004, the Chief Executive Officer presented his top ten directives to staff, the first being, "We will continue our safety efforts, reducing accidents and lowering costs." The Safety's First program is the MTA's principal means to achieving this objective by creating management systems, business processes and staff skills focused on safety.

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

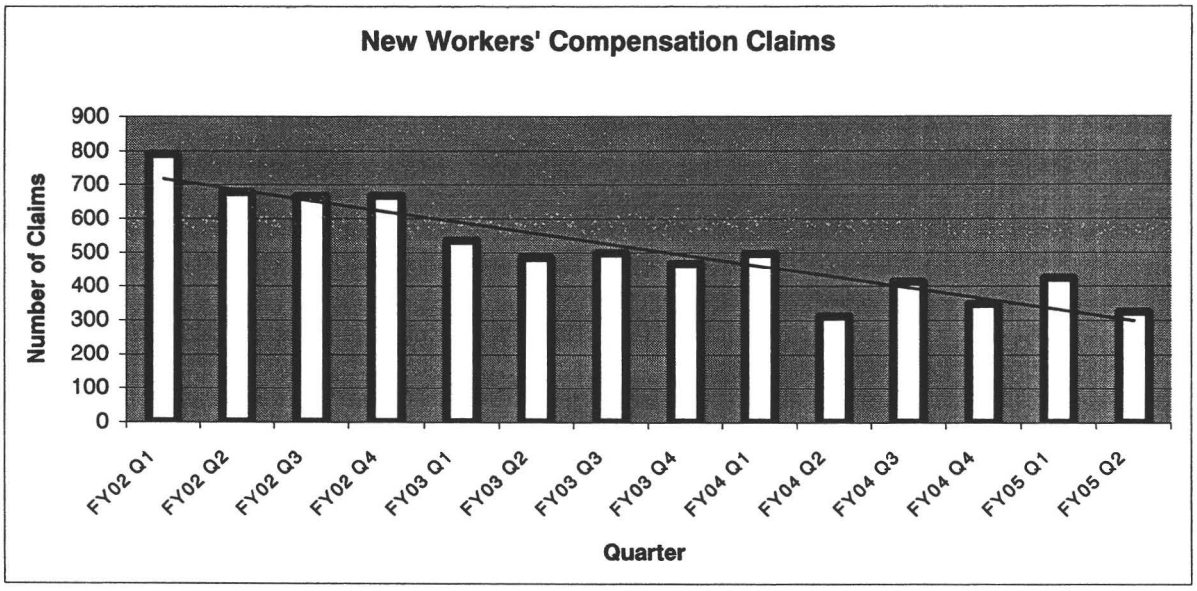
PROGRESS

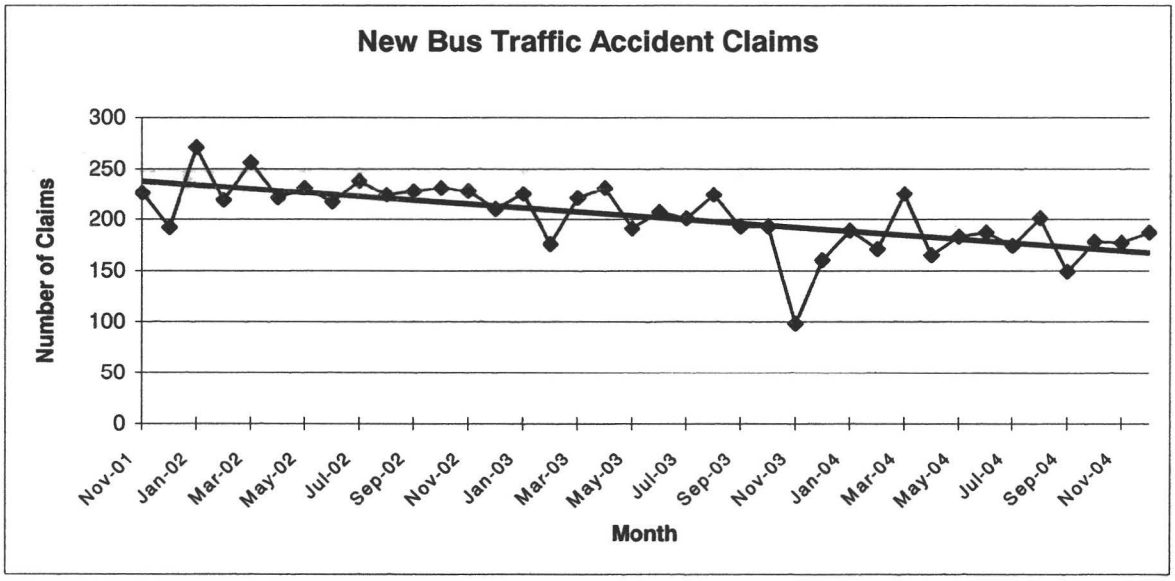
Substantive progress has been made toward improving safety and achieving the workers' compensation reduction goals since the first quarter of FY 2002:

- Quarterly reported new workers' compensation claims have fallen from 791 during the first quarter of fiscal year 2002 to 325 during the second quarter of fiscal year 2005, a 59% reduction.

- Bus accident reported claims have fallen from 241 in October of 2001 to 187 by December of 2004, a 22% reduction.

Despite fewer new claims, reducing costs remains a challenge because of increasing medical costs and additional state mandated workers' compensation disability increases. In 2002, the MTA's total cost of workers compensation was approximately $59 million. For 2004, the MTA's total cost of workers' compensation is $57 million, a modest decline. Statewide, however, the California Workers' Compensation Insurance Ratings Bureau has indicated 12% annual increases. Hence, the modest decline experienced by Metro, within this context, is very good news.





The quarter ending December 2004 provided continued improvement from the new safety business processes/policies that had earlier went 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 new web-based incident and analysis tracking system. Recent audits of the II process revealed that the data entered into the system is becoming more comprehensive as management continues to become more effective at conducting incident investigations. Currently, a new accident investigation course has been developed and is being provided to supervisors and managers to improve accident investigations. Management is also modifying TransitSafe to include a points based accident reporting system to more effectively identify operator training needs.

Field Observation and Feedback (FOF): Field observations are being completed in all operating sectors. Sector compliance on completing field observations have improved significantly since the inception of safety key performance indicators (KPI's) in February 2004, with nearly all of the sectors achieving their goals for completion of field observations. The FOF process is being significantly enhanced with the incorporation of field operation reporting into the TransitSafe system. The programming of this new function is expected to be completed during the third quarter of fiscal year 2005 with full implementation during the forth quarter of the fiscal year.

Return to Work/Transitional Duty: The MTA initiated a transitional duty pilot program in one of the bus service sectors in January 2004 with favorable results. The purpose of the program is to provide transitional work for employees who, due to a work related injury or illness, are restricted from performing some or all of their regular duties for a temporary period of time. Transitional duty programs are consistent with industry best practices. MTA's management team presented the program to the United Transportation Union

during this first quarter of FY05. The program was introduced to the other three unions during the second quarter of FY05. Based upon the comments from the unions, the program was finalized and was implemented across all of the operating sectors in January 2005.

Ergonomics: The MTA is currently in the process of developing an ergonomics program. The ergonomics program is the last of the safety business processes/policies that will be going into effect as part of the successful Safety's 1st program. The ergonomics program was completed during the second quarter of fiscal year 2005 and training is scheduled to begin during the third quarter of fiscal year 2005.

Performance Management: The Safety Performance Management program focuses on action-oriented Key Performance Indicators that concentrate the agency's attention on activities that eliminate unsafe practices and conditions that lead to employee and customer injuries. The program was recently improved based on operations management feedback, and a new more user friendly safety report format was introduced as a pilot in one Service Sector during the second quarter of 2005. The pilot report was well received by management and will be implemented in all reports by the end of the third quarter of fiscal year 2005.

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

Sincerely,

for

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 12/31/04

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

Wilshire/Western Station –Developer is in the process of revising the composition of the 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.

Wilshire/Vermont Station - Wilshire/Vermont Station - Staff has executed a long-term ground lease with Wilshire Vermont Housing Partners, to construct 449 apartment units and 35,000 square feet of commercial/retail space on 3.24 acres of the 5.83–acre station site. Construction of this commercial development has commenced. Staff is finalizing negotiations regarding the sale of the bulk of the remaining 2.59 acres at the site to the Los Angeles Unified School District for construction and operation of a three-story, approximately 800-student middle school. A Purchase and Sale Agreement covering the terms of the sale should be executed in January 2005.

B-102 and B-103 - Temple Beaudry

Operations has requested that this site be retained while funding is identified for a downtown bus layover. No further action has been taken to dispose of the site.

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 will be leased to the Los Angeles Unified School District for parking.

A2-362 - Wilshire/La Brea

The corridor study discussed above includes the Wilshire/LaBrea site as a station for the Wilshire Bus Rapid Transit Project. The site will be improved to provide transit parking and an enhanced transit station. The Board subsequently took action to defer construction of the Project. MTA will continue to extend leases for one or both of two existing structures on the site. These structures will ultimately be redeveloped as a part of the station site.

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 preparing development guidelines for the North Hollywood area with participation from the MTA. MTA staff continues to actively market MTA parcels for joint development. MTA staff is finalizing review of an unsolicited development proposal for three MTA-owned parcels west of Lankershim Boulevard.

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 met with several potential developers between December 2003 and April 2004. MTA received one proposal for a multi-use development. The proposal was discussed with the MTA Executive Management. Awaiting identification of the future course of action.

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 A1-209, 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.

Los Angeles County
Metropolitan Transportation Authority

METRO OPERATIONS MONTHLY PERFORMANCE REPORT

DEC 2004

Metro

Table of Contents

San Fernando Valley Sector Scorecard Overview (SFV)

This sector has two Metro operating divisions, Division 8 in Chatsworth and Division 15 in Sun Valley. The sector is responsible for the operation of approximately 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':

* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* 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	FY02	FY03	FY04	FY05 Target	FY05 YTD	Dec. Month	Status
Bus Systemwide							
Mean Miles Between Chargeable Mechanical Failures (MMBCMF)*	5,796	6,883	7,417	7,500	7,178	7,118	◇
In-Service On-time Performance	64.88%	69.23%	65.43%	70%	66.46%	65.30%	◇
Bus Traffic Accidents Per 100,000 Miles	3.91	3.86	3.65	3.50	3.42	3.63	●
Complaints per 100,000 Boardings	3.54	4.23	4.51	3.50	3.63	2.75	◇
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (*1 month lag*)	23.99	17.80	17.64	16.76	*Nov. 15.46*	*Nov. 14.04*	●
SFV Sector							
MMBCMF**	4,646	8,616	8,648	8,000	9,768	11,422	●
In-Service On-time Performance		67.30%	67.47%	70%	69.81%	72.03%	●
Bus Traffic Accidents Per 100,000 Miles	3.09	2.91	2.99	3.00	2.60	2.48	●
Complaints per 100,000 Boardings	3.43	6.32	5.45	4.50	4.57	3.28	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	22.8	16.72	15.15	14.50	*Nov. 18.24*	*Nov. 17.97*	◇
Division 8							
MMBCMF*	5,775	9,177	8,183	8,000	10,390	11,392	●
In-Service On-time Performance	67.88%	70.09%	69.12%	70%	70.95%	70.75%	●
Bus Traffic Accidents Per 100,000 Miles	3.22	2.84	2.75	3.00	2.38	1.73	●
Complaints per 100,000 Boardings	3.16	6.87	5.09	4.50	4.55	2.76	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	20.36**	20.92	19.15	14.50	*Nov. 19.12*	*Nov. 22.68*	▬
Division 15							
MMBCMF*	4,514	8,260	9,013	8,000	9,313	11,447	●
In-Service On-time Performance	62.51%	66.13%	66.62%	70%	69.15%	72.68%	●
Bus Traffic Accidents Per 100,000 Miles	3.01	2.96	3.17	3.00	2.78	3.08	●
Complaints per 100,000 Boardings	3.58	6.01	5.70	4.50	4.59	3.68	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	19.15**	16.23	13.14	14.50	*Nov. 18.13*	*Nov. 15.68*	◇

* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

**Jan - June, 2002

● Green - High probability of achieving the FY05 target (on track).

◇ Yellow - Uncertain if the FY05 target will be achieved -- slight problems, delays or management issues.

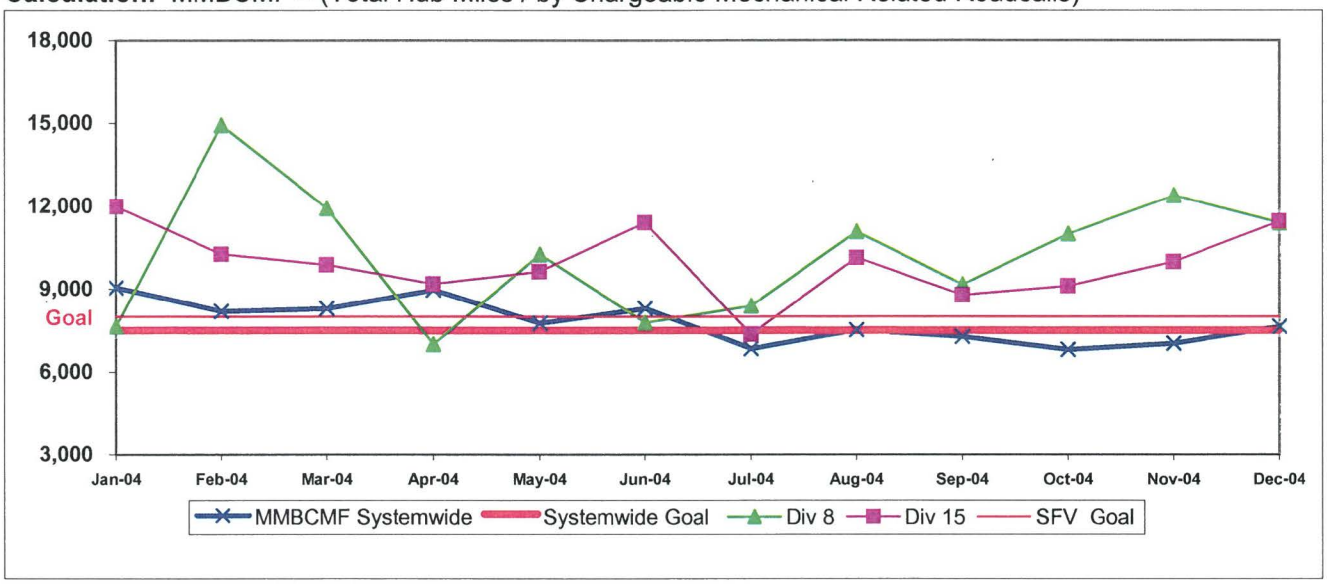
▬ Red - High probability that the FY05 target will not be achieved -- significant problems and/or delays.

SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES*
Systemwide and Divisions 8 and 15

Definition: Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

Calculation: MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)



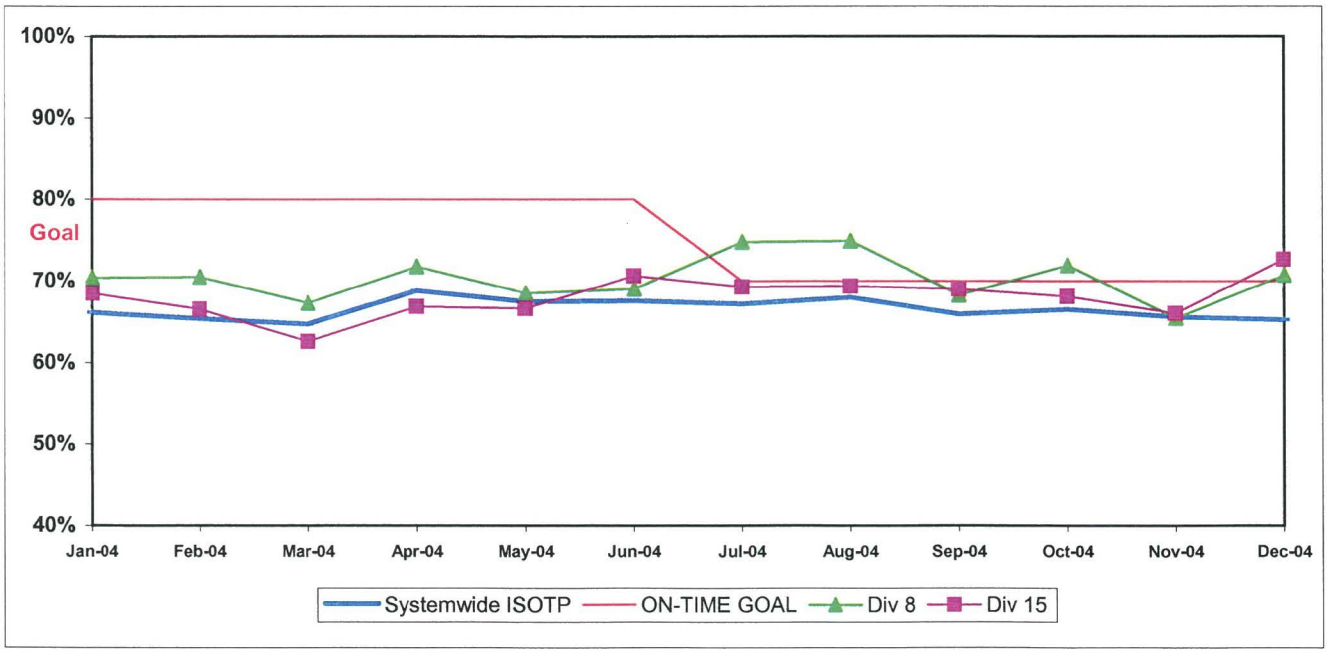
*** Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.**

IN-SERVICE ON-TIME PERFORMANCE

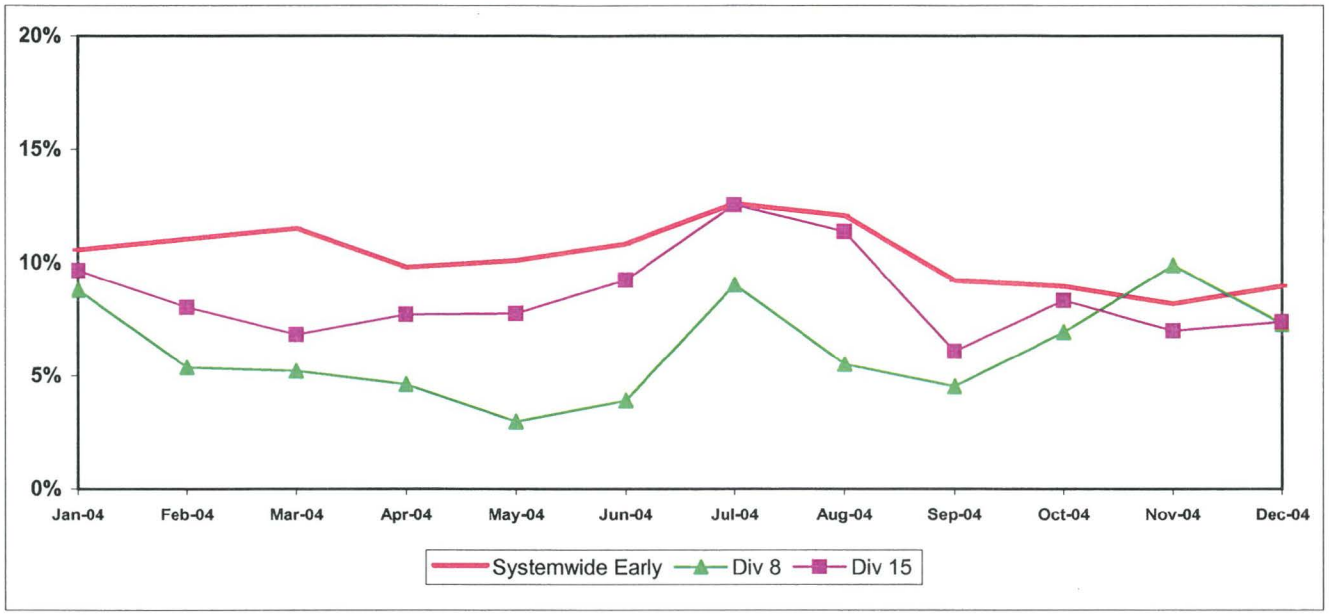
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



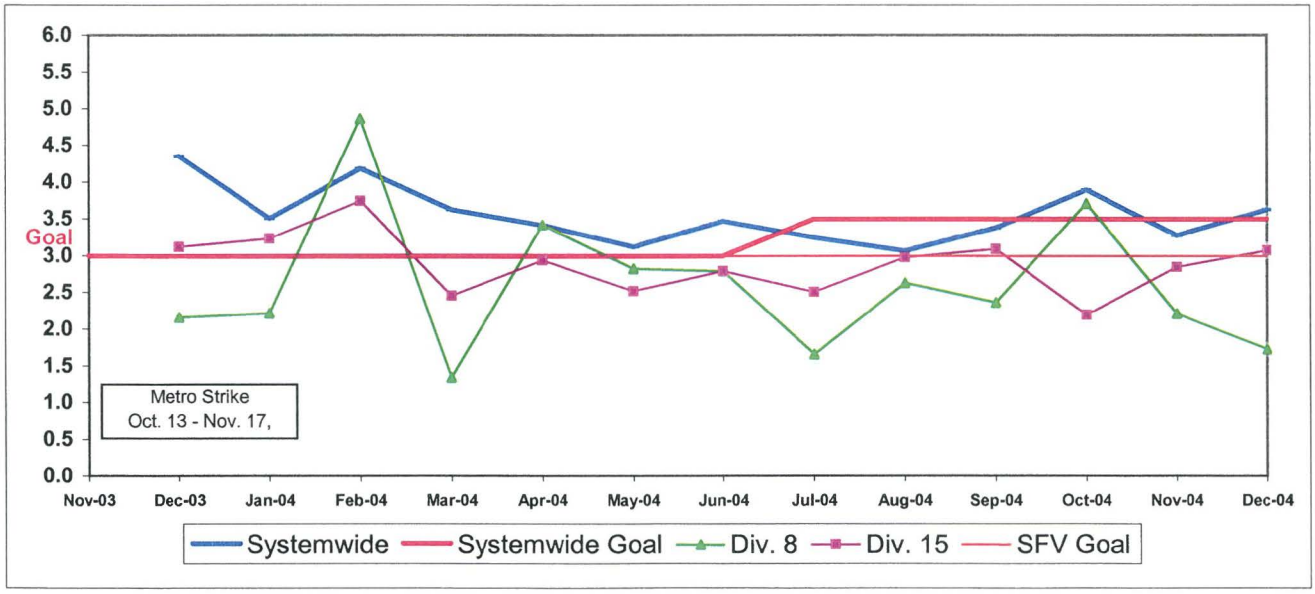
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Bus Operating Divisions 8 and 15

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

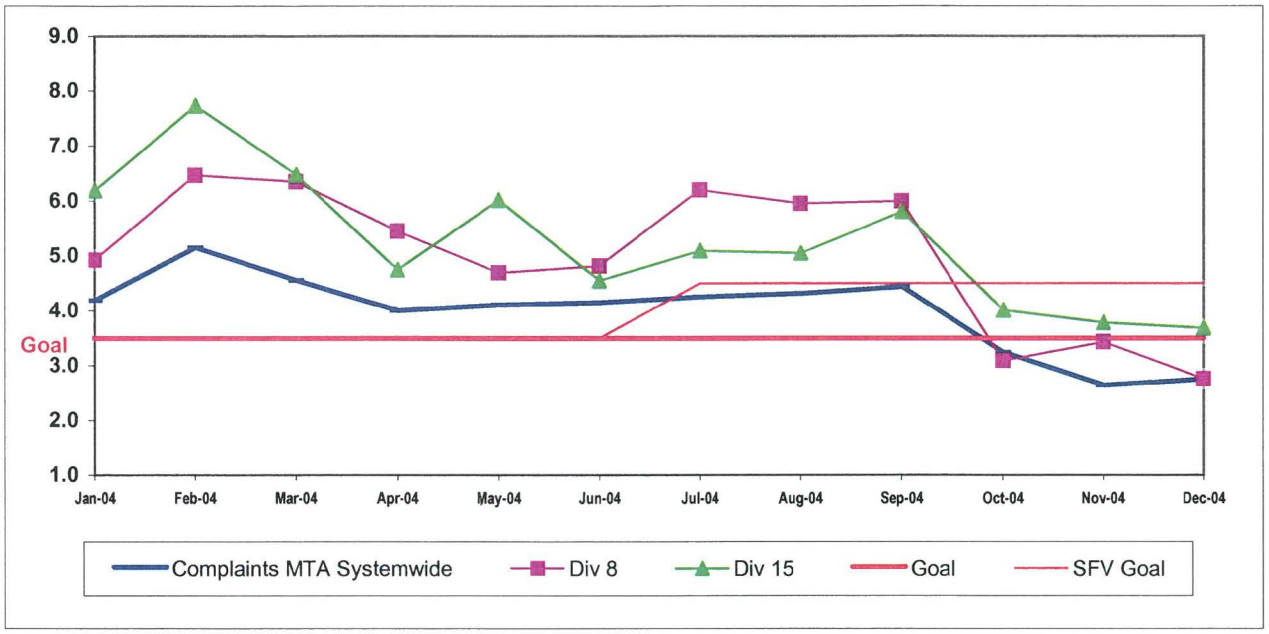
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))



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

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

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

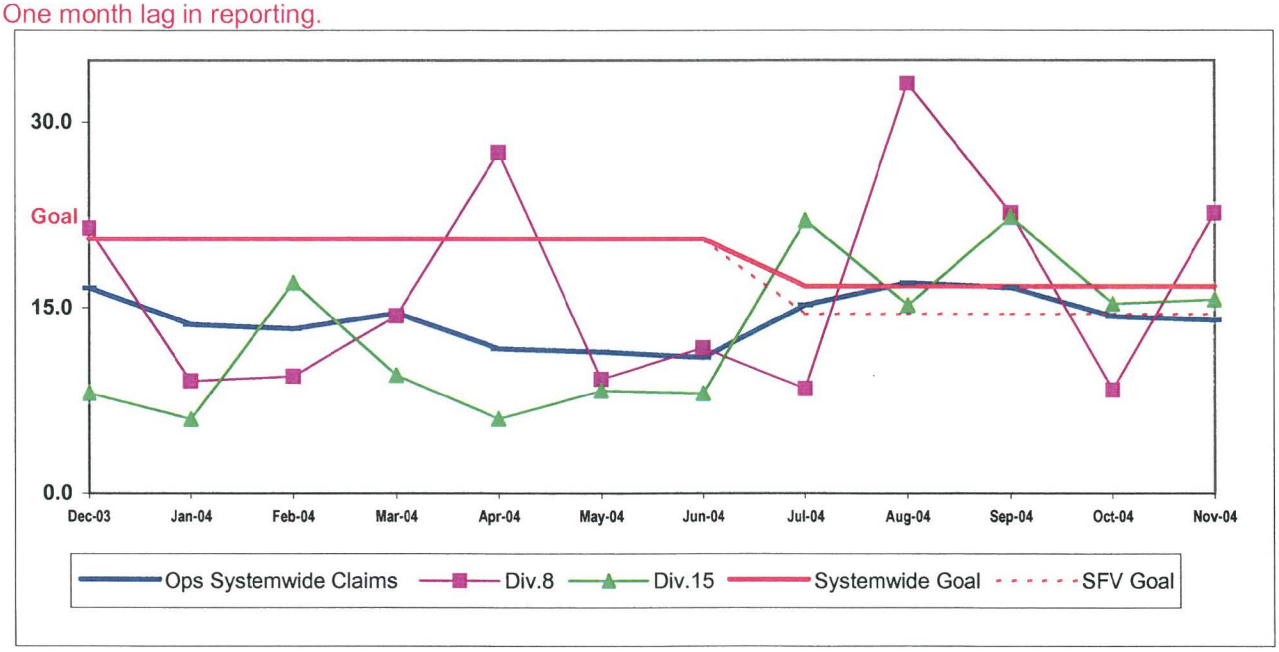


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.



San Gabriel Valley Sector Scorecard Overview (SGV)

This sector has two Metro operating divisions, Division 3 Cypress Park and Division 9 in El Monte. The sector is responsible for the operation of approximately 415 Metro buses and 28 Metro Bus lines carrying over 64.5 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* 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	FY02	FY03	FY04	FY05 Target	FY05 YTD	Dec. Month	Status
Bus Systemwide							
Mean Miles Between Chargeable Mechanical Failures (MMBCMF)*	5,796	6,883	7,417	7,500	7,178	7,118	◇
In-Service On-time Performance	64.88%	69.23%	65.43%	70%	66.46%	65.30%	◇
Bus Traffic Accidents Per 100,000 Miles	3.91	3.86	3.65	3.50	3.42	3.63	●
Complaints per 100,000 Boardings	3.54	4.23	4.51	3.50	3.63	2.75	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	23.99	17.80	17.64	16.76	*Nov. 15.46*	*Nov. 14.04*	●
SGV Sector							
MMBCMF*	6,708	7,696	7,570	9,000	6,848	7,898	◇
In-Service On-time Performance		70.02%	69.98%	70%	70.22%	67.78%	●
Bus Traffic Accidents Per 100,000 Miles	3.23	3.40	2.91	3.00	2.78	2.70	●
Complaints per 100,000 Boardings	3.13	3.57	3.80	3.25	2.83	2.26	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	27.80	23.15	16.12	14.00	*Nov. 10.10*	*Nov. 8.52*	●
Division 3							
MMBCMF*	5,538	5,726	6,564	9,000	5,968	7,325	▬
In-Service On-time Performance	68.70%	71.08%	70.80%	70%	70.37%	68.66%	●
Bus Traffic Accidents Per 100,000 Miles	3.96	4.22	3.59	3.00	3.44	2.96	◇
Complaints per 100,000 Boardings	2.61	3.09	3.02	3.25	2.55	2.08	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	38.36**	21.54	12.36	14.00	*Nov. 3.42*	*Nov. 2.46*	●
Division 9							
MMBCMF*	8,336	11,322	8,874	9,000	7,916	8,506	◇
In-Service On-time Performance	64.56%	67.47%	68.16%	70%	69.96%	66.15%	●
Bus Traffic Accidents Per 100,000 Miles	2.56	2.64	2.26	3.00	2.17	2.47	●
Complaints per 100,000 Boardings	3.90	4.31	5.09	3.25	3.20	2.54	●
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	33.14**	28.54	20.75	14.00	*Nov. 18.09*	*Nov. 15.70*	◇

* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

**Jan - June, 2002

● Green - High probability of achieving the FY05 target (on track).

◇ Yellow - Uncertain if the FY05 target will be achieved -- slight problems, delays or management issues.

▬ Red - High probability that the FY05 target will not be achieved -- significant problems and/or delays.

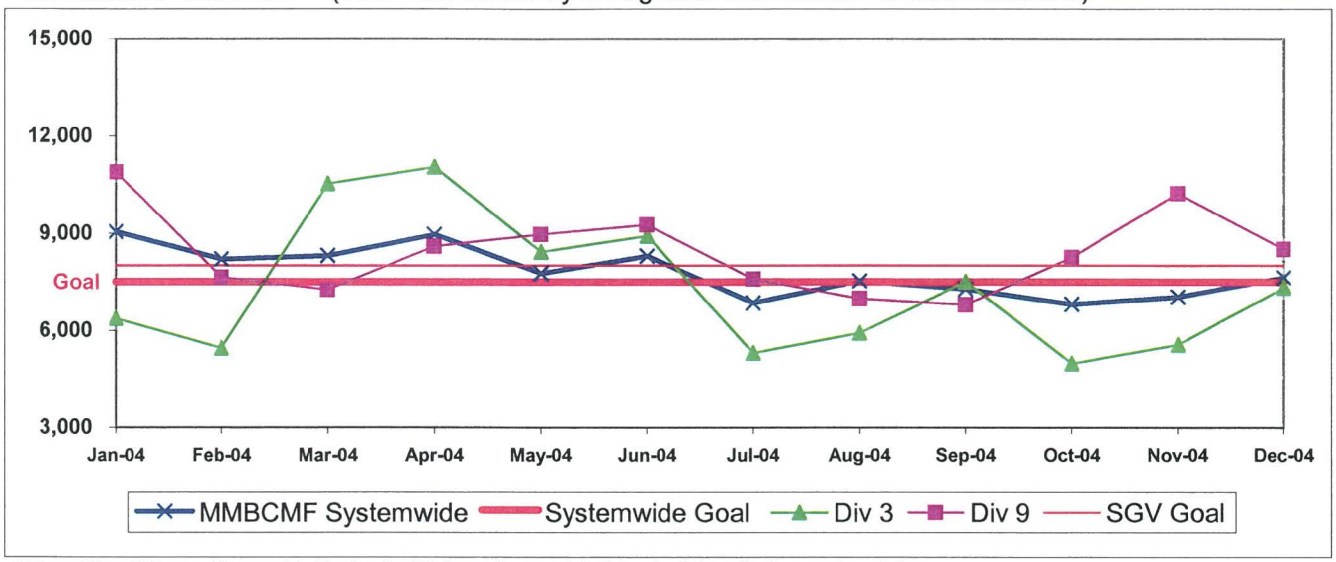
SAN GABRIEL VALLEY SECTOR (SGV) BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES*

Systemwide and Divisions 3 and 9

Definition: Average Hub Miles traveled between chargeable mechanical problems that result in a service

Calculation: MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)



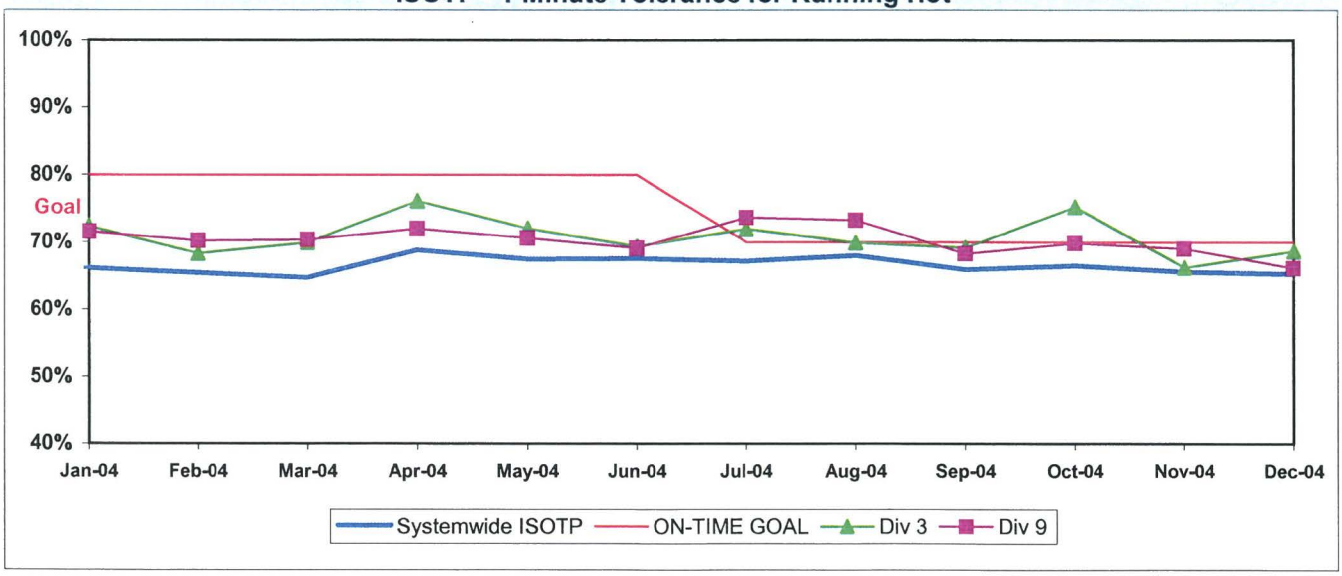
* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

IN-SERVICE ON-TIME PERFORMANCE

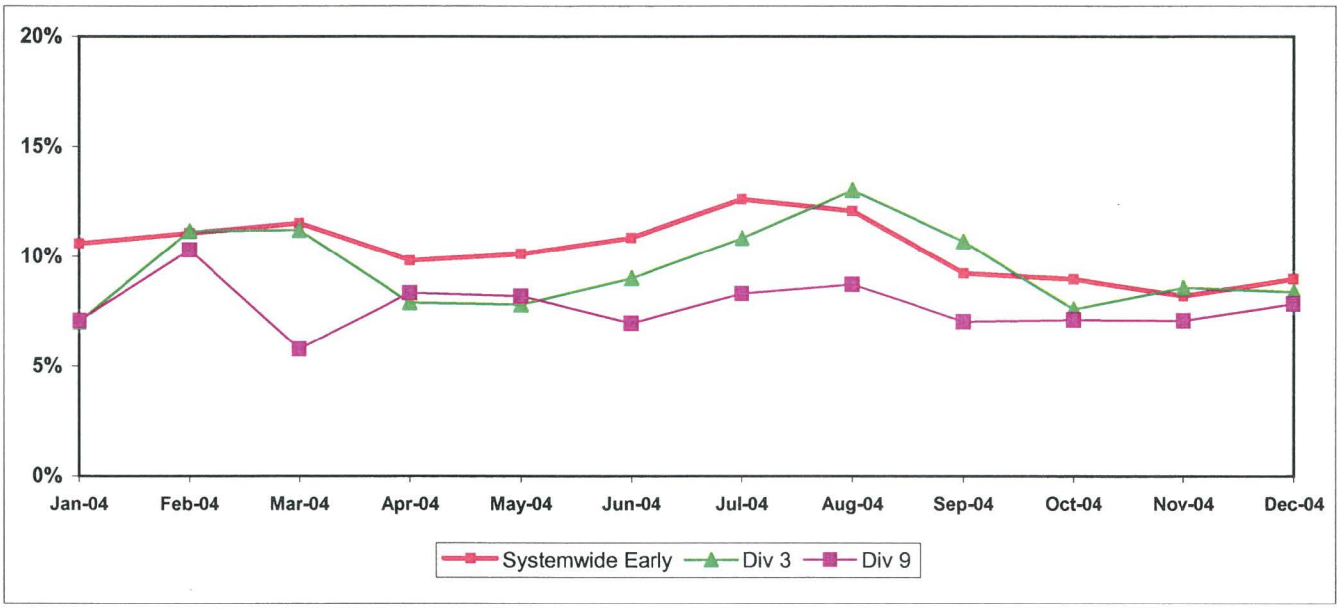
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



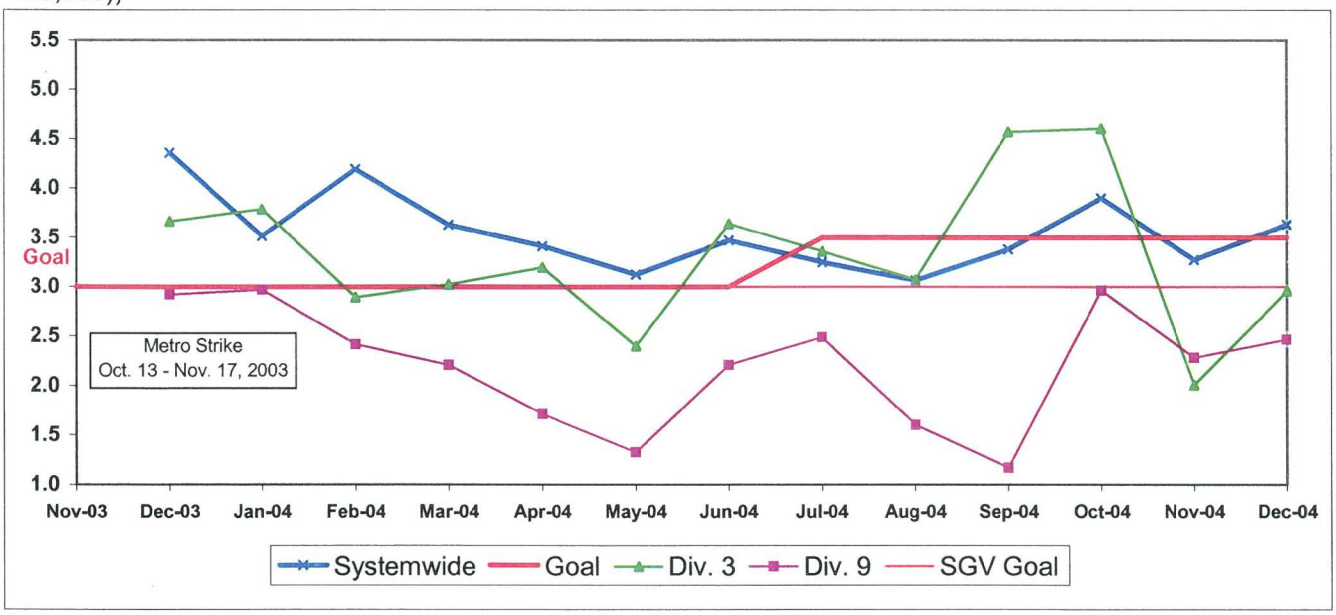
Running Hot - Systemwide and Divisions 3 and 9



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Divisions 3 and 9

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

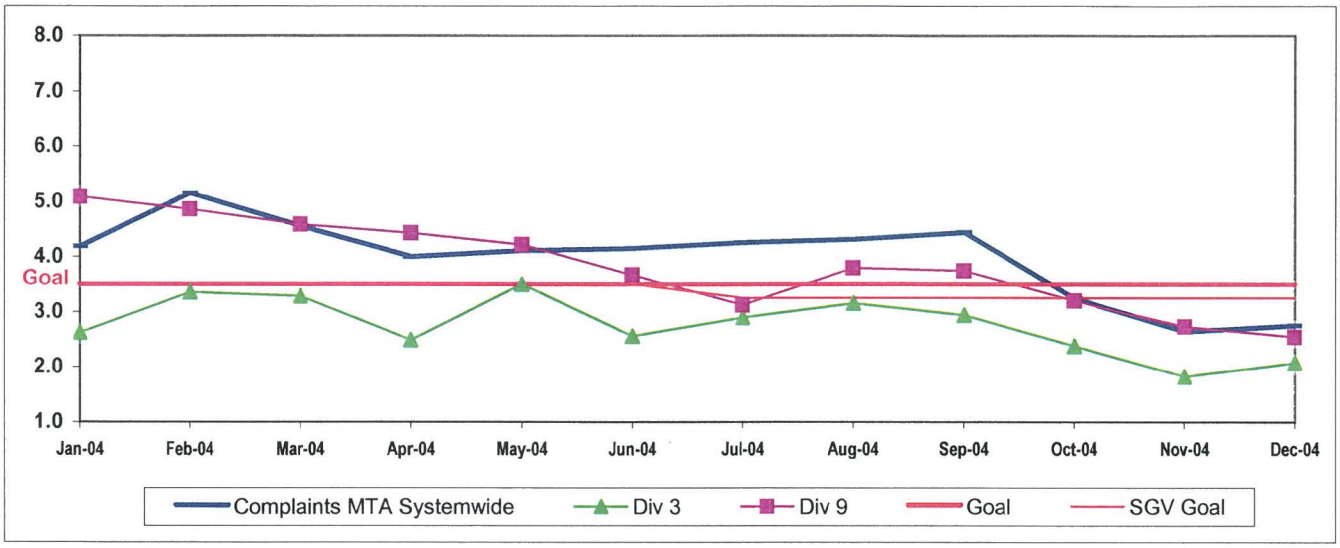
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))



COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Divisions 3 and 9

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

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

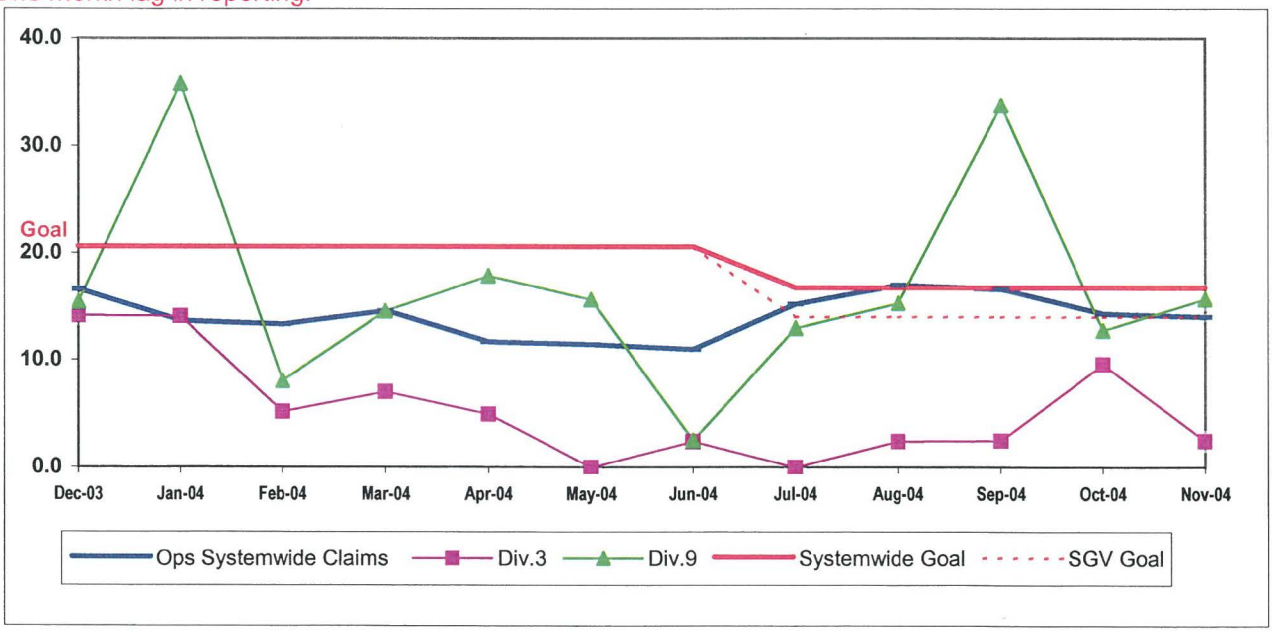


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.



Gateway Cities Sector Scorecard Overview (GC)

This sector has two Metro operating divisions, Division 1 and 2, both operating out of the downtown Los Angeles area. The sector will be responsible for the operation of approximately 395 Metro buses and 22 Metro Bus lines carrying nearly 59.8 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* 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	FY02	FY03	FY04	FY05 Target	FY05 YTD	Dec. Month	Status
Bus Systemwide							
Mean Miles Between Chargeable Mechanical Failures (MMBCMF)*	5,796	6,883	7,417	7,500	7,178	7,118	◇
In-Service On-time Performance	64.88%	69.23%	65.43%	70%	66.46%	65.30%	◇
Bus Traffic Accidents Per 100,000 Miles	3.91	3.86	3.65	3.50	3.42	3.63	●
Complaints per 100,000 Boardings	3.54	4.23	4.51	3.50	3.63	2.75	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	23.99	17.80	17.64	16.76	*Nov. 15.46*	*Nov. 14.04*	●
GC Sector							
MMBCMF*	6,726	7,800	8,781	8,250	5,534	4,444	▬
In-Service On-time Performance		74.53%	69.34%	70%	71.07%	71.25%	●
Bus Traffic Accidents Per 100,000 Miles	4.49	4.07	3.86	3.50	4.21	5.45	◇
Complaints per 100,000 Boardings	2.07	2.63	3.08	3.00	2.45	2.13	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	43.20	25.30	20.19	19.18	*Nov. 16.52*	*Nov. 10.64*	●
Division 1							
MMBCMF*	8,510	9,863	8,232	8,250	4,956	3,762	▬
In-Service On-time Performance	74.95%	78.22%	70.57%	70%	71.14%	71.22%	●
Bus Traffic Accidents Per 100,000 Miles	4.51	3.39	3.41	3.50	4.28	5.96	◇
Complaints per 100,000 Boardings	1.76	2.26	3.32	3.00	2.79	2.49	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	45.91**	20.42	16.82	19.18	*Nov. 15.43*	*Nov. 10.10*	●
Division 2							
MMBCMF*	5,514	6,398	9,496	8,250	6,508	5,903	◇
In-Service On-time Performance	63.01%	67.53%	67.62%	70%	70.97%	71.32%	●
Bus Traffic Accidents Per 100,000 Miles	4.48	4.78	4.36	3.50	4.11	4.74	◇
Complaints per 100,000 Boardings	2.38	3.07	2.84	3.00	2.06	1.68	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	48.72**	31.18	24.56	19.18	*Nov. 18.37*	*Nov. 12.07*	◇

* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

**Jan - June, 2002

● Green - High probability of achieving the FY05 target (on track).

◇ Yellow - Uncertain if the FY05 target will be achieved -- slight problems, delays or management issues.

▬ Red - High probability that the FY05 target will not be achieved -- significant problems and/or delays.

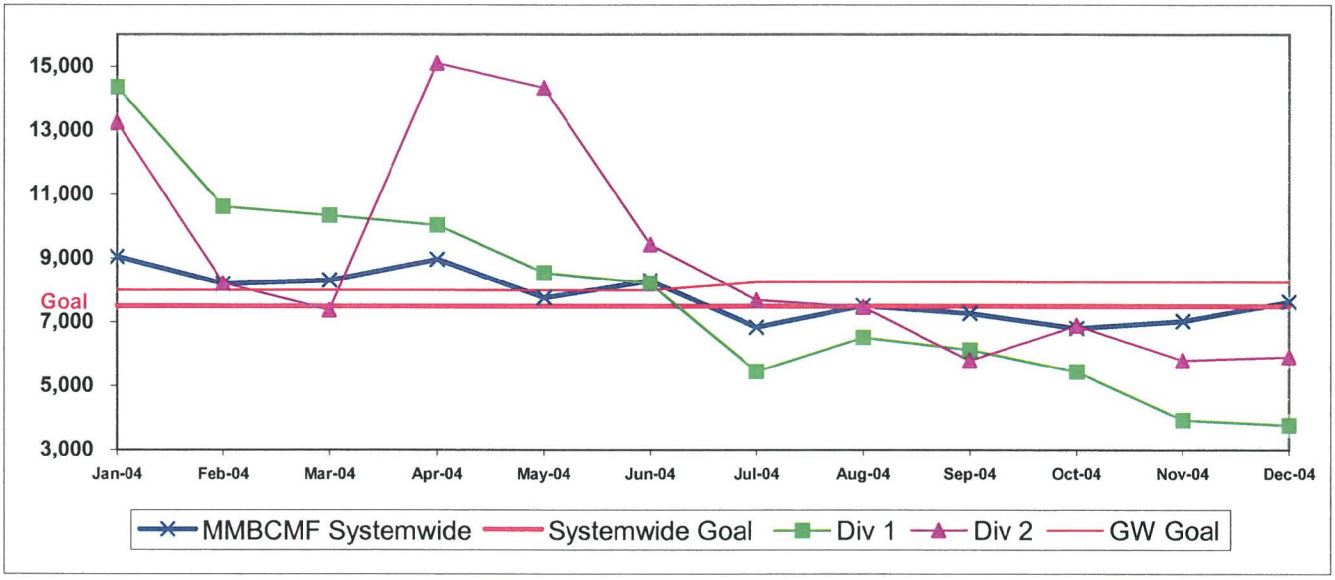
GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES*

Systemwide and Divisons 1 and 2

Definition: Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

Calculation: MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)



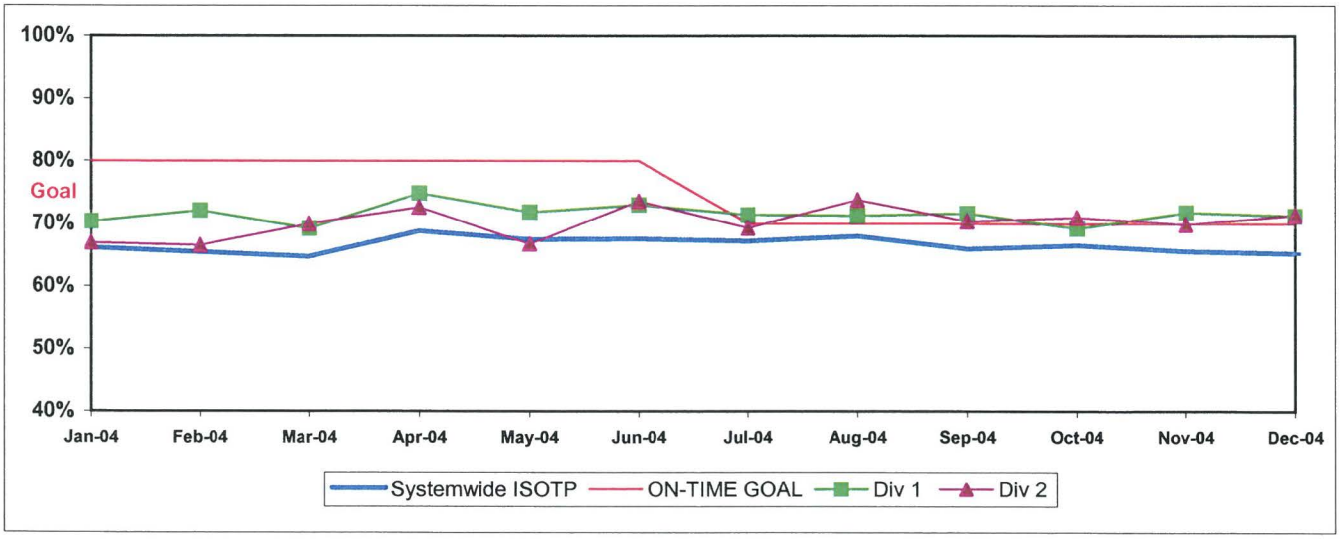
* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

IN-SERVICE ON-TIME PERFORMANCE

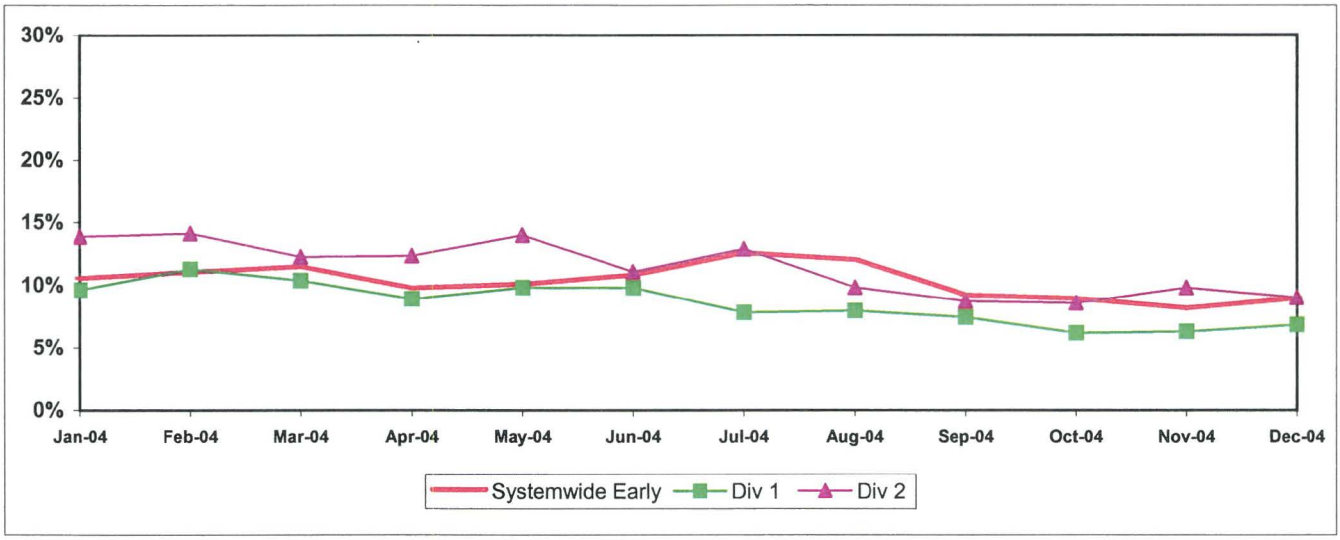
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



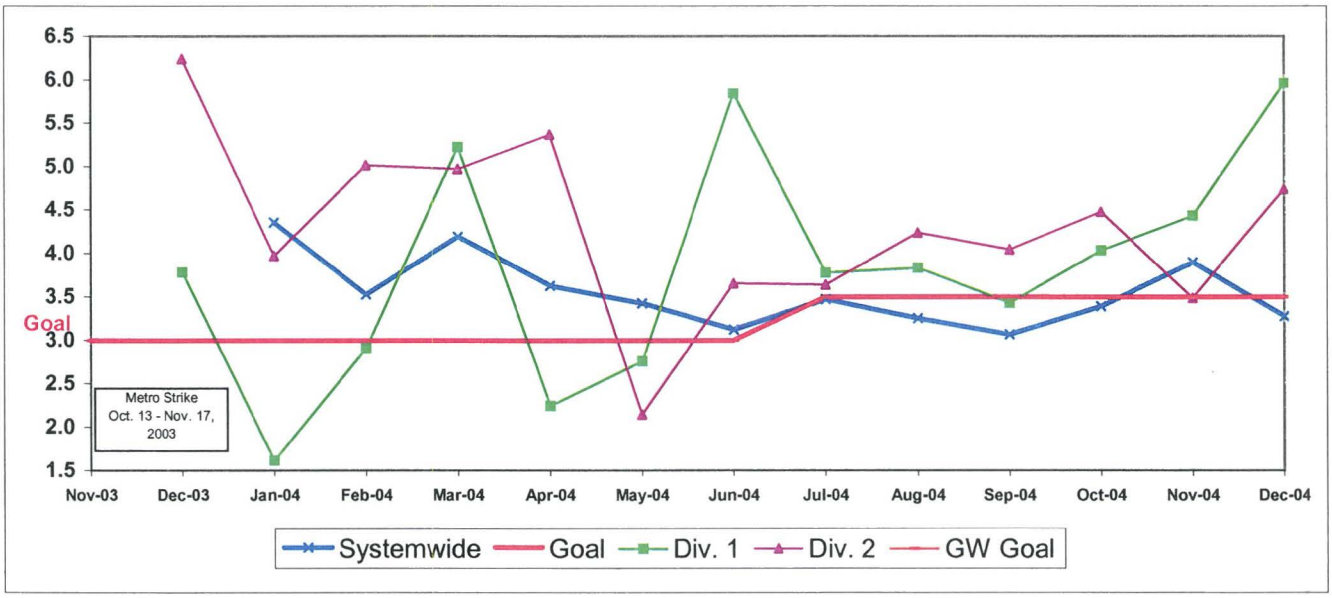
Running Hot - Systemwide and Divisions 1 and 2



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Divisons 1 and 2

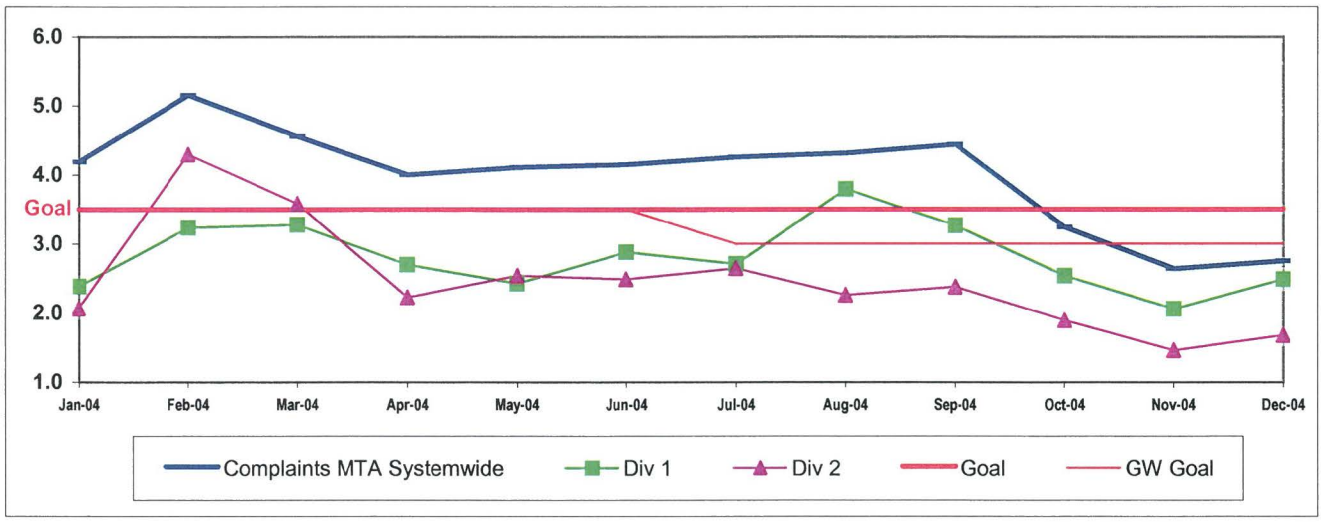
Definition: Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.

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



COMPLAINTS PER 100,000 BOARDINGS
Systemwide and Divisons 1 and 2

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

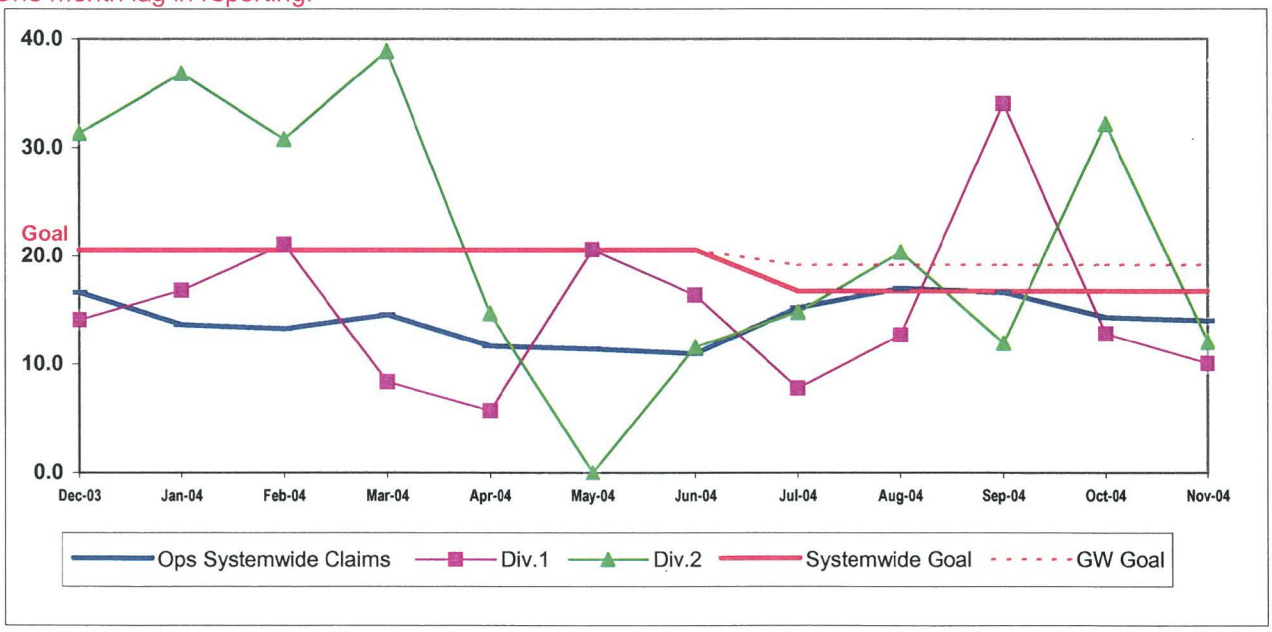


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.



South Bay Sector Scorecard Overview (SB)

This sector has two Metro operating divisions, Arthur Winston Division (5) in South Los Angeles and Carson Division (18) in Carson. The sector will be responsible for the operation of approximately 550 Metro buses and 32 Metro Bus lines carrying over 93.5 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* 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	FY02	FY03	FY04	FY05 Target	FY05 YTD	Dec. Month	Status
Bus Systemwide							
Mean Miles Between Chargeable Mechanical Failures (MMBCMF)*	5,796	6,883	7,417	7,500	7,178	7,118	◇
In-Service On-time Performance	64.88%	69.23%	65.43%	70%	66.46%	65.30%	◇
Bus Traffic Accidents Per 100,000 Miles	3.91	3.86	3.65	3.50	3.42	3.63	●
Complaints per 100,000 Boardings	3.54	4.23	4.51	3.50	3.63	2.75	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	23.99	17.80	17.64	16.76	*Nov. 15.46*	*Nov. 14.04*	●
SB Sector							
MMBCMF*	5,665	6,237	7,132	7,000	6,810	8,929	◇
In-Service On-time Performance		63.67%	61.74%	70%	65.01%	61.71%	◇
Bus Traffic Accidents Per 100,000 Miles	4.03	4.00	3.68	4.00	3.70	3.85	●
Complaints per 100,000 Boardings	3.42	4.02	4.63	4.00	4.02	2.73	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	30.5	17.28	14.84	14.10	*Nov. 16.55*	*Nov. 14.20*	◇
Division 5							
MMBCMF*	8,883	8,756	7,823	7,000	6,626	13,680	◇
In-Service On-time Performance	63.31%	66.30%	63.17%	70%	66.05%	63.44%	◇
Bus Traffic Accidents Per 100,000 Miles	4.35	4.58	3.90	4.00	4.56	5.39	◇
Complaints per 100,000 Boardings	2.47	2.86	3.45	4.00	3.11	2.14	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	43.97**	24.16	15.22	14.10	*Nov. 16.68*	*Nov. 21.44*	◇
Division 18							
MMBCMF*	4,514	5,144	6,689	7,000	6,954	7,118	◇
In-Service On-time Performance	60.19%	61.23%	60.78%	70%	64.21%	60.35%	◇
Bus Traffic Accidents Per 100,000 Miles	3.80	3.57	3.51	4.00	3.06	2.72	●
Complaints per 100,000 Boardings	4.39	5.26	5.74	4.00	4.84	3.26	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	25.56**	13.40	14.71	14.10	*Nov. 16.49*	*Nov. 8.86*	◇

* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

**Jan - June, 2002

● Green - High probability of achieving the FY05 target (on track).

◇ Yellow - Uncertain if the FY05 target will be achieved -- slight problems, delays or management issues.

▬ Red - High probability that the FY05 target will not be achieved -- significant problems and/or delays.

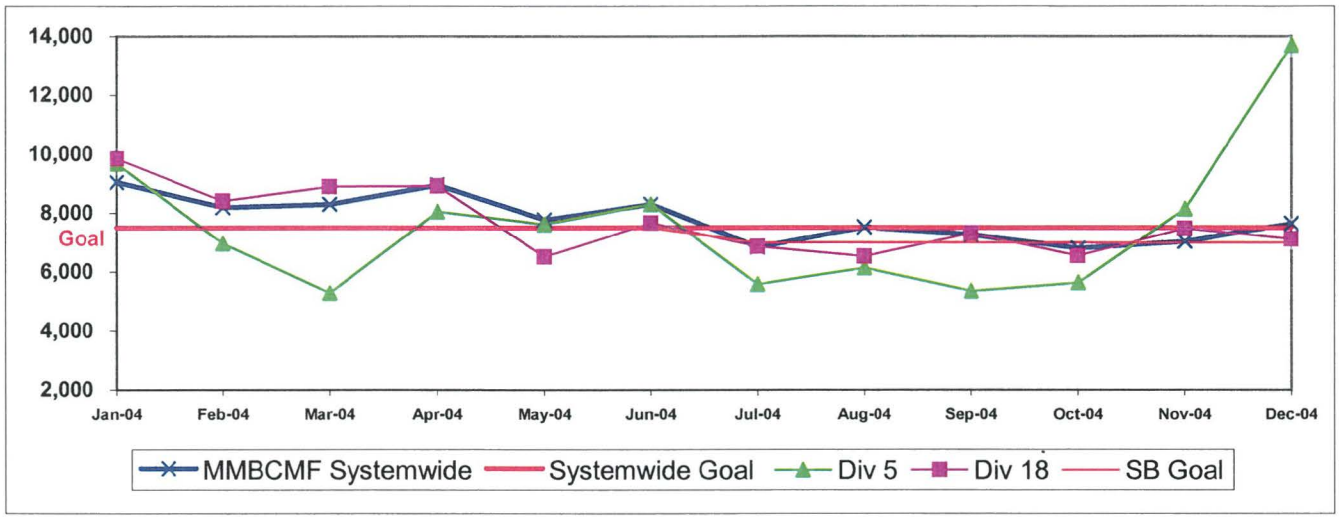
SOUTH BAY SECTOR (SB) BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES*

Systemwide and Divisions 5 and 18

Definition: Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

Calculation: MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)



* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

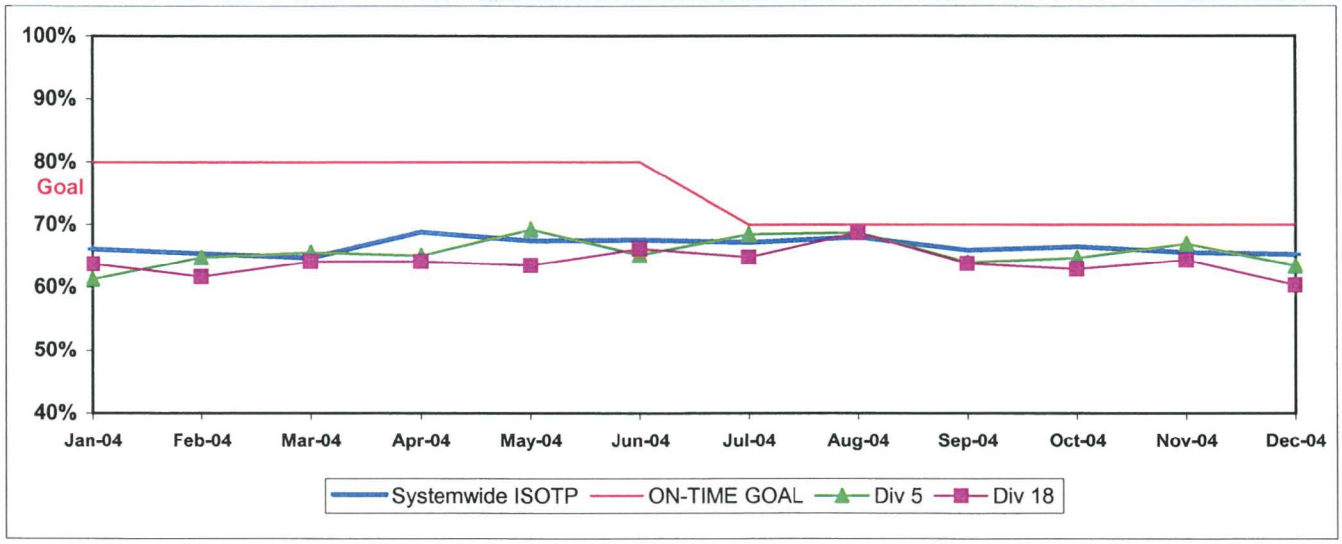
IN-SERVICE ON-TIME PERFORMANCE

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

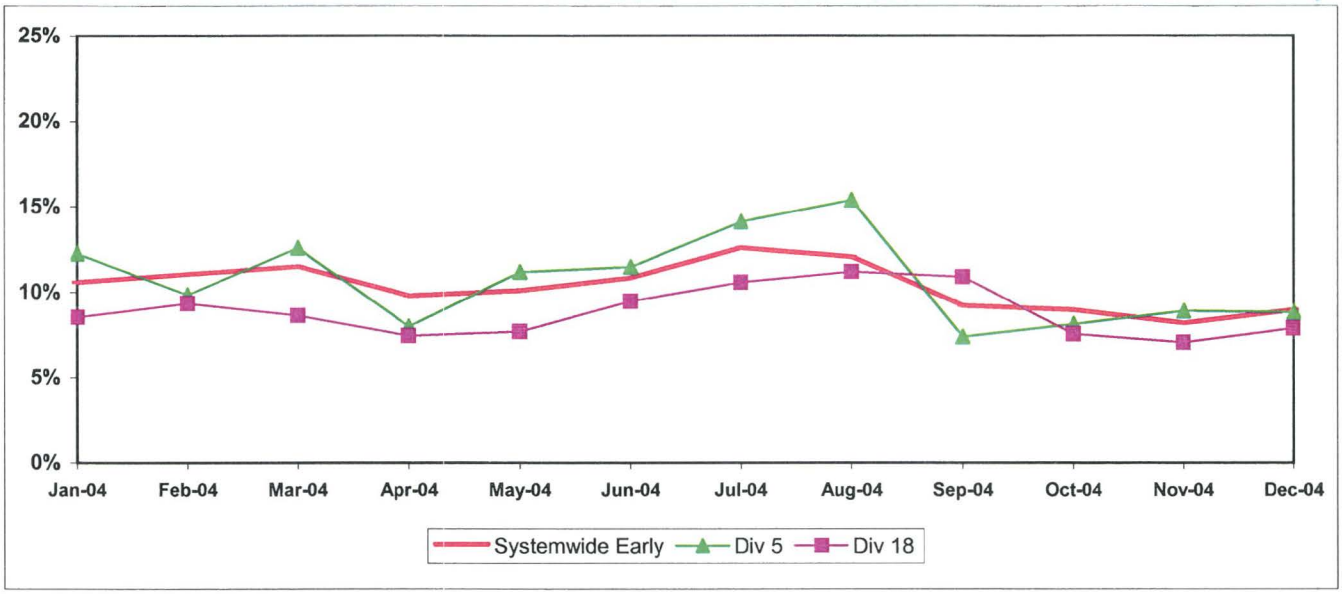
Calculation: ISOTP% =1-((Number of buses departing early + Number of buses departing more than five minutes late)/(Total buses sampled))

Systemwide and Bus Operating Divisions 5 and 18

ISOTP - 1 Minute Tolerance for Running Hot



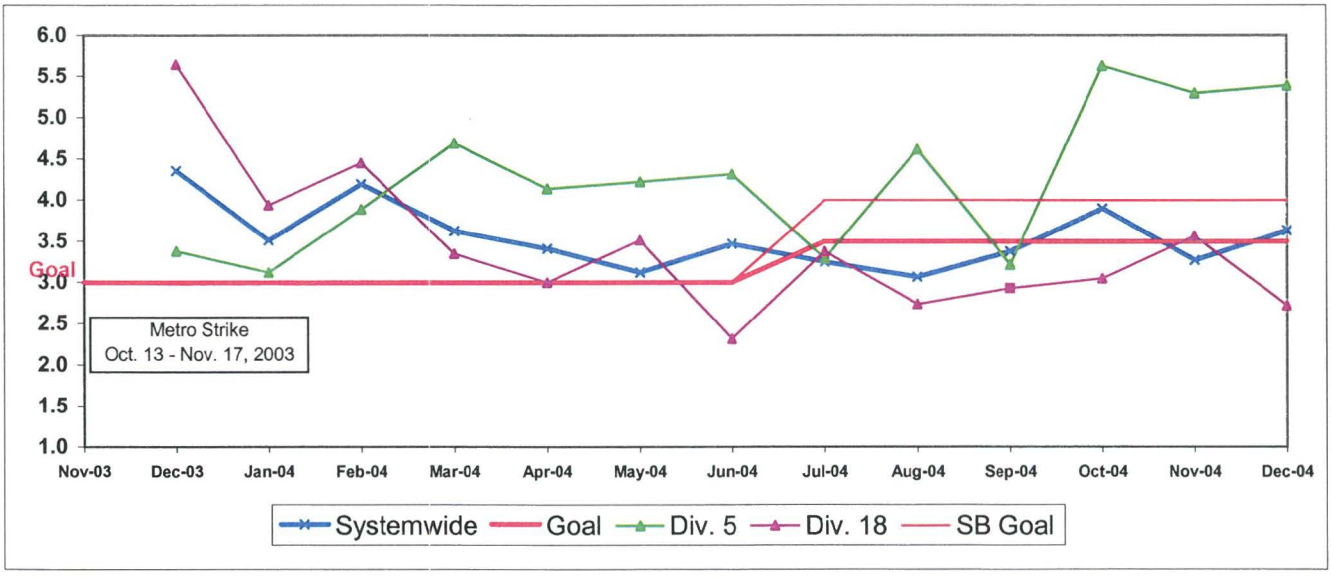
Running Hot
Systemwide and Divisions 5 and 18



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Divisions 5 and 18

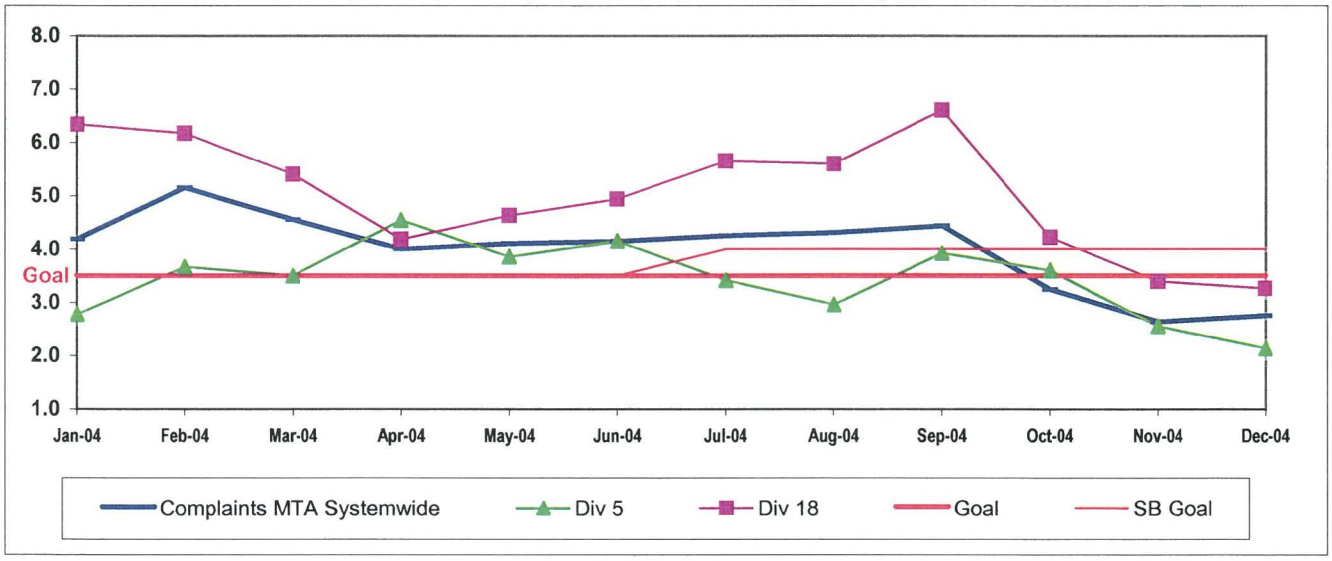
Definition: Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.

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



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

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

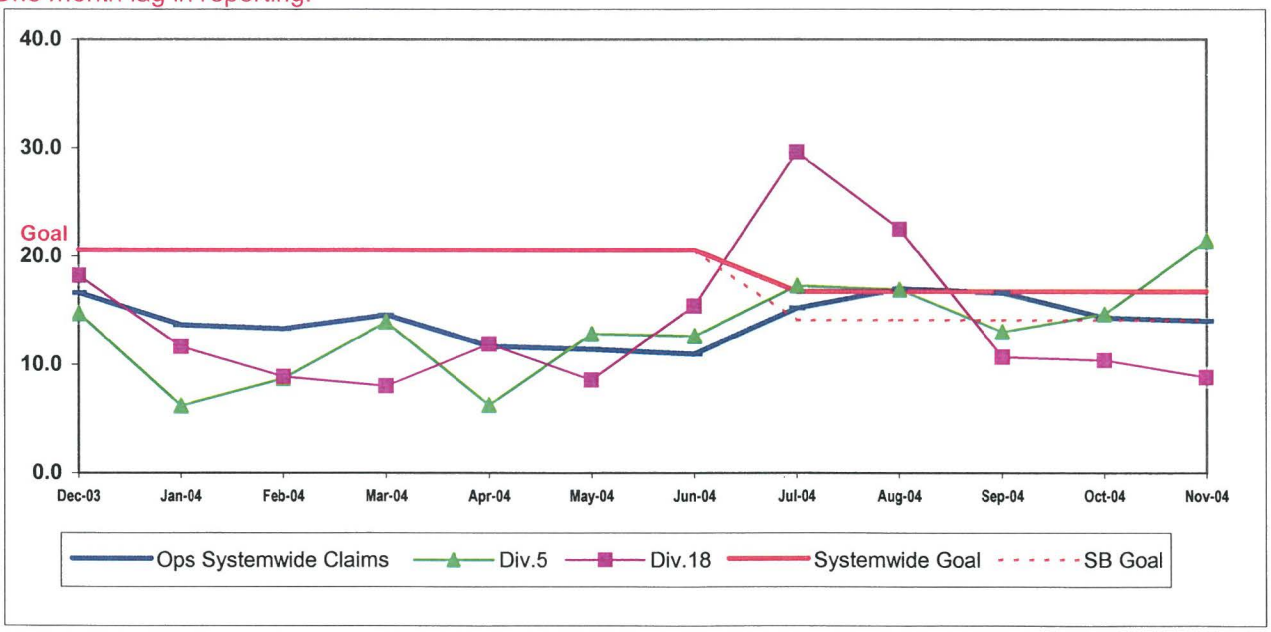


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.



Westside/Central Sector Scorecard Overview (WC)

This sector has three Metro operating divisions, Division 6 in Venice, Division 7 in West Hollywood, and Division 10 in Los Angeles, near the Gateway building. The sector will be responsible for the operation of approximately 620 Metro buses and 21 Metro Bus lines carrying nearly 86.1 million boarding passengers each year.

This report gives a brief overview of sector operations':

* Mean Miles Between Chargeable Mechanical Failures (MMBCMF)
* 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	FY02	FY03	FY04	FY05 Target	FY05 YTD	Dec. Month	Status
Bus Systemwide							
Mean Miles Between Chargeable Mechanical Failures (MMBCMF)**	5,796	6,883	7,417	7,500	7,178	7,118	◇
In-Service On-time Performance	64.88%	69.23%	65.43%	70%	66.46%	65.30%	◇
Bus Traffic Accidents Per 100,000 Miles	3.91	3.86	3.65	3.50	3.42	3.63	●
Complaints per 100,000 Boardings	3.54	4.23	4.51	3.50	3.63	2.75	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (*1 month lag*)	23.99	17.80	17.64	16.76	*Nov. 15.46*	*Nov. 14.04*	●
WC Sector							
MMBCMF*	6,099	5,720	6,254	7,500	7,569	7,864	●
In-Service On-time Performance		67.88%	63.31%	70%	63.10%	61.33%	◇
Bus Traffic Accidents Per 100,000 Miles	4.69	4.72	4.61	3.67	3.82	3.94	◇
Complaints per 100,000 Boardings	3.33	4.84	5.30	3.75	4.08	3.31	◇
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	27.5	28.74	21.52	20.44	*Nov. 19.75*	*Nov. 18.28*	●
Division 6							
MMBCMF*	9,241	8,335	19,270	7,500	11,033	12,275	●
In-Service On-time Performance	64.64%	65.93%	60.11%	70%	55.13%	53.61%	▬
Bus Traffic Accidents Per 100,000 Miles	4.18	4.52	4.10	3.67	4.13	4.58	◇
Complaints per 100,000 Boardings	4.51	6.10	6.15	3.75	4.35	2.12	◇
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (1 month lag)	35.75**	30.72	21.71	20.44	*Nov. 22.17*	*Nov. 9.32*	◇
Division 7							
MMBCMF*	6,942	5,389	5,230	7,500	6,833	7,089	◇
In-Service On-time Performance	67.96%	68.80%	64.59%	70%	64.96%	60.05%	◇
Bus Traffic Accidents Per 100,000 Miles	5.23	4.95	4.63	3.67	4.32	4.42	◇
Complaints per 100,000 Boardings	3.36	4.74	5.70	3.75	4.22	3.61	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	39.27**	24.52	21.05	20.44	*Nov. 20.64*	*Nov. 25.90*	●
Division 10							
MMBCMF*	5,121	5,734	6,701	7,500	7,765	8,020	●
In-Service On-time Performance	63.56%	67.34%	62.85%	70%	63.05%	64.52%	◇
Bus Traffic Accidents Per 100,000 Miles	4.23	4.55	4.68	3.67	3.40	3.44	●
Complaints per 100,000 Boardings	3.13	4.73	4.85	3.75	3.91	3.20	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.30**	35.38	22.90	20.44	*Nov. 18.92*	*Nov. 14.63*	●

* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

**Jan - June, 2002

● Green - High probability of achieving the FY05 target (on track).

◇ Yellow - Uncertain if the FY05 target will be achieved -- slight problems, delays or management issues.

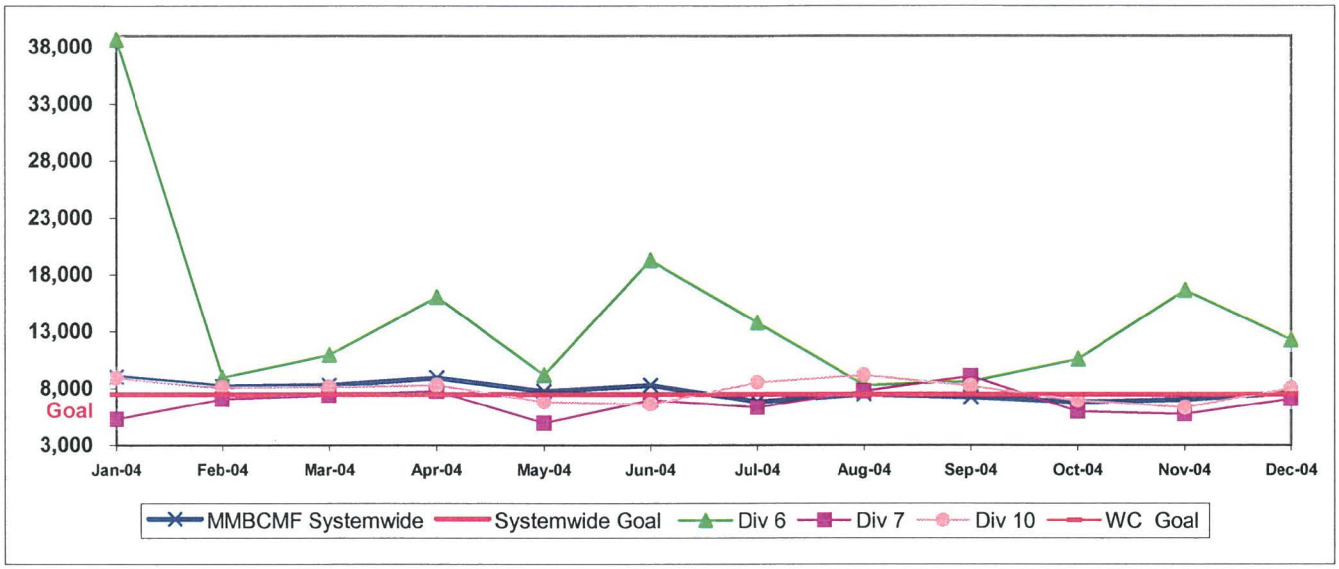
▬ Red - High probability that the FY05 target will not be achieved -- significant problems and/or delays.

WESTSIDE/CENTRAL SECTOR (WC) BUS SERVICE PERFORMANCE

MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES*

Definition: Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

Calculation: MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)



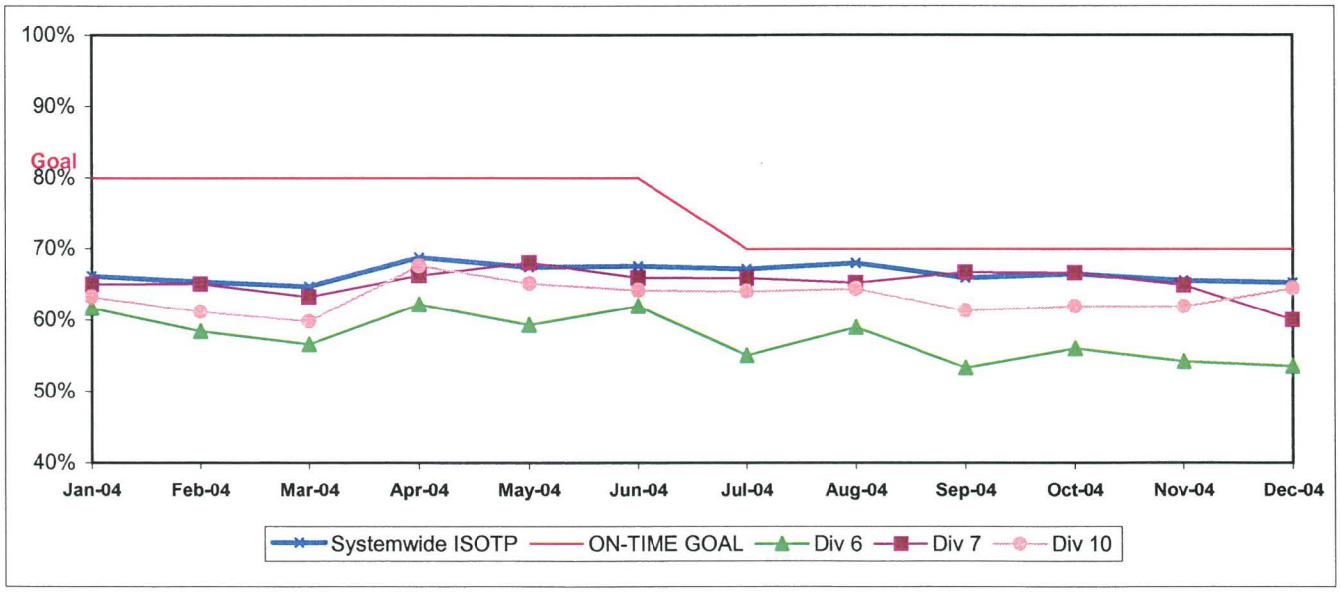
* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

IN-SERVICE ON-TIME PERFORMANCE

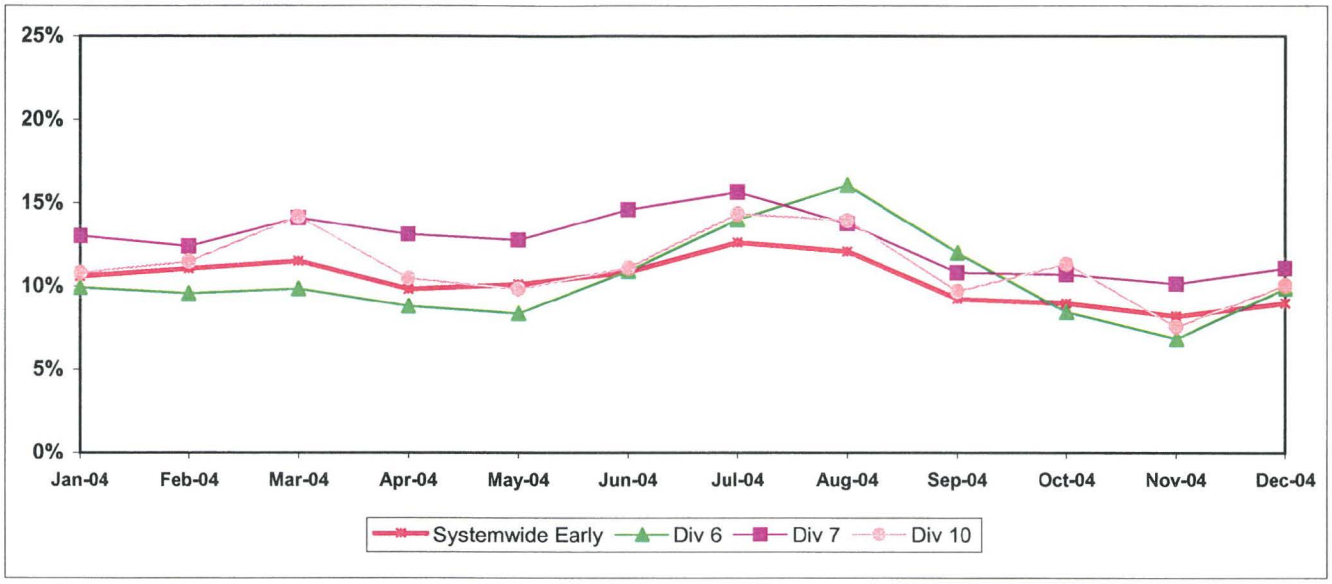
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



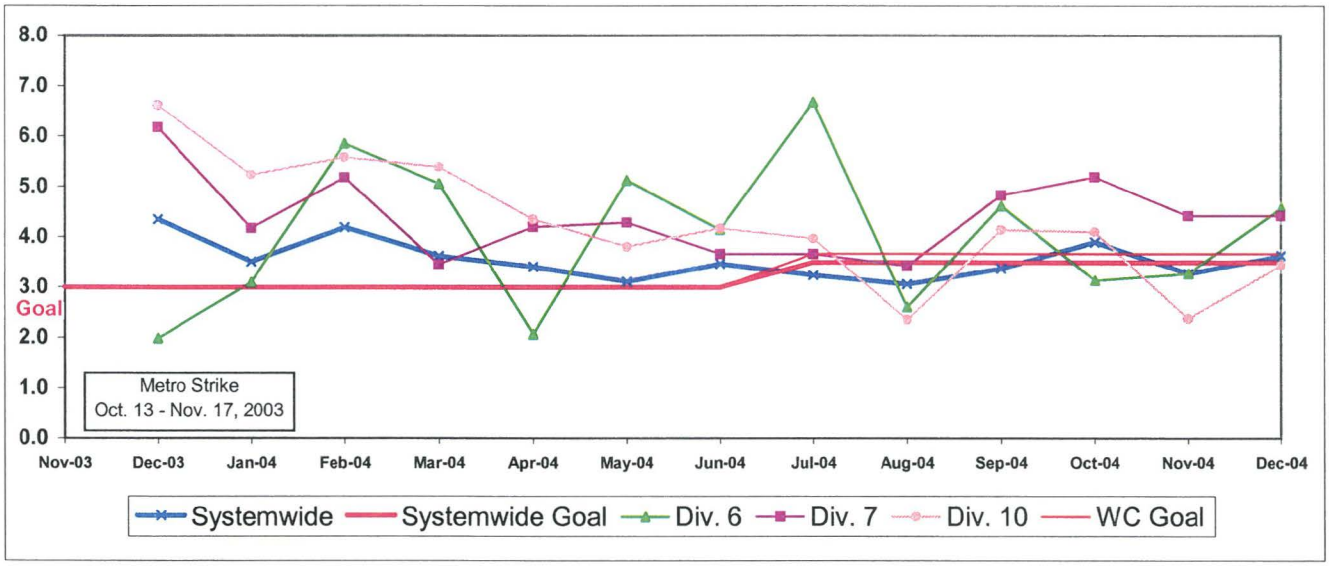
Running Hot - Systemwide and Divisions 6, 7 and 10



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

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

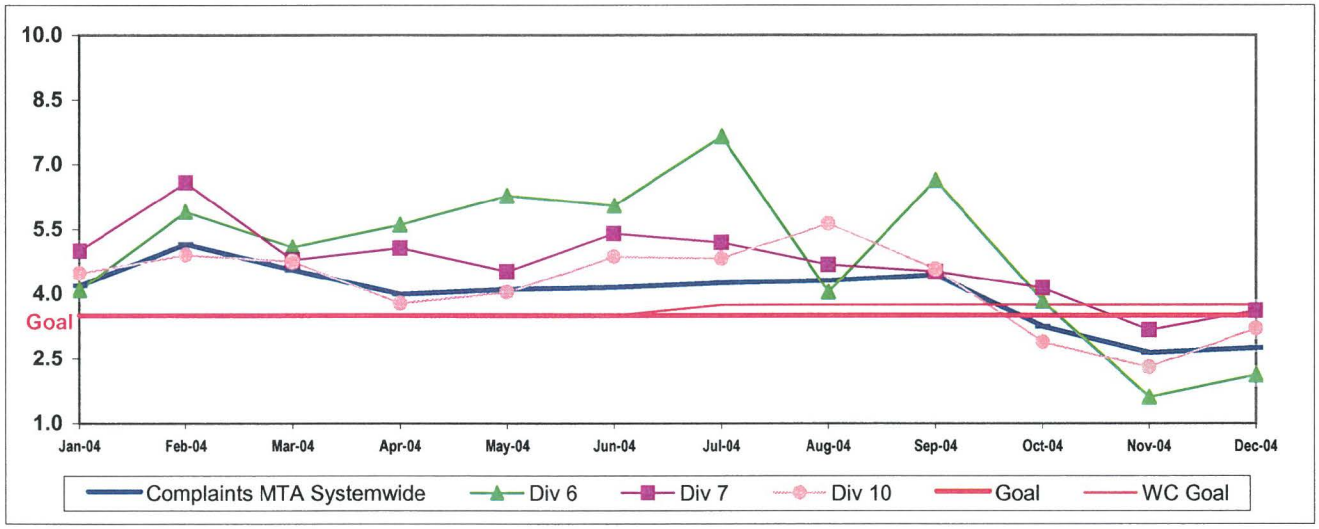
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))



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

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

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

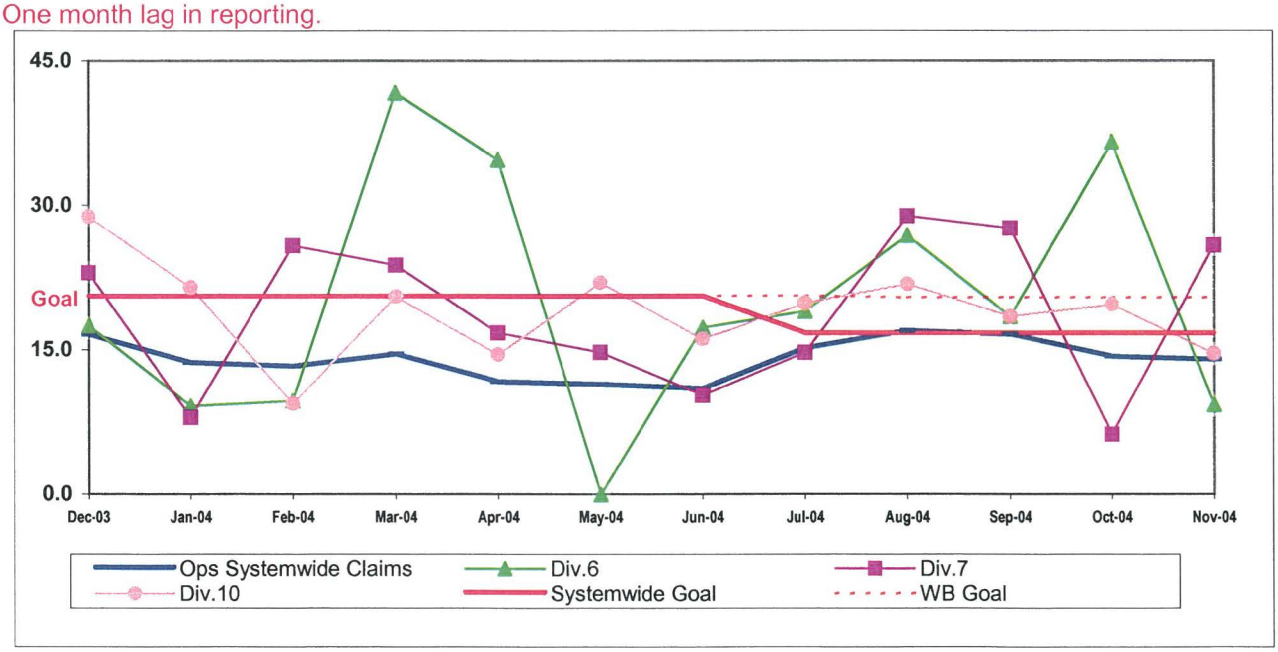


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.



Metro Rail Scorecard Overview

Metro Rail operates one heavy rail line, Metro Red Line from Union Station to North Hollywood and three light rail lines, Metro Blue Line from downtown to Long Beach, Metro Green Line along the 105 freeway and Metro Gold Line to Pasadena. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million boarding passengers each year.

This report gives a brief overview of sector operations':

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

Measurement	FY02	FY03	FY04	FY05 Target	FY05 YTD	Dec. Month	Status
New Workers' Compensation IndemnityClaims per 200,000 Exposure Hours (*1 month lag*)	14.27	11.25	11.59	11.01	*Nov. 11.07*	*Nov. 10.26*	◇
Metro Red Line (MRL)							
On-Time Pullouts	99.89%	99.36%	99.71%	99.00%	99.89%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures*	9,842	9,495	12,793	10,000	12,485	12,044	●
In-Service On-time Performance	99.60%	99.15%	99.04%	99.00%	98.54%	98.57%	◇
Traffic Accidents Per 100,000 Train Miles	0.22	0.07	0	0.05	0.29	0.00	◇
Complaints per 100,000 Boardings	0.73	1.20	1.17	0.60	1.10	1.66	◇
Metro Blue Line (MBL)							
On-Time Pullouts	99.43%	99.07%	99.94%	99.00%	99.75%	100%	●
Mean Miles Between Chargeable Mechanical Failures	4,897	6,399	10,365	10,000	17,791	13,864	●
In-Service On-time Performance	98.70%	97.59%	98.74%	99.00%	98.58%	98.56%	◇
Traffic Accidents Per 100,000 Train Miles	0.97	0.82	1.36	0.40	0.70	0.68	◇
Complaints per 100,000 Boardings	0.97	1.30	0.97	0.66	0.78	0.41	◇
Metro Green Line (MGrL)							
On-Time Pullouts	99.62%	98.99%	99.78%	99.00%	99.86%	100.00%	●
Mean Miles Between Chargeable Mechanical Failures	3,990	5,617	11,337	10,000	12,917	15,393	●
In-Service On-time Performance	99.16%	98.21%	98.99%	99.00%	98.40%	96.96%	◇
Traffic Accidents Per 100,000 Train Miles	0.00	0.14	0.08	0.40	0.00	0.00	●
Complaints per 100,000 Boardings	1.22	1.26	1.37	0.66	1.51	1.29	▬
Metro Gold Line (MGoL)							
On-Time Pullouts			100%	99.00%	100%	100%	●
Mean Miles Between Chargeable Mechanical Failures			8,938	10,000	15,048	19,978	●
In-Service On-time Performance			98.52%	99.00%	98.98%	98.74%	◇
Traffic Accidents Per 100,000 Train Miles			0.25	0.40	0.21	0.00	●
Complaints per 100,000 Boardings			3.81	0.66	2.18	2.26	▬

● Green - High probability of achieving the FY05 target (on track).

◇ Yellow - Uncertain if the FY05 target will be achieved -- slight problems, delays or management issues.

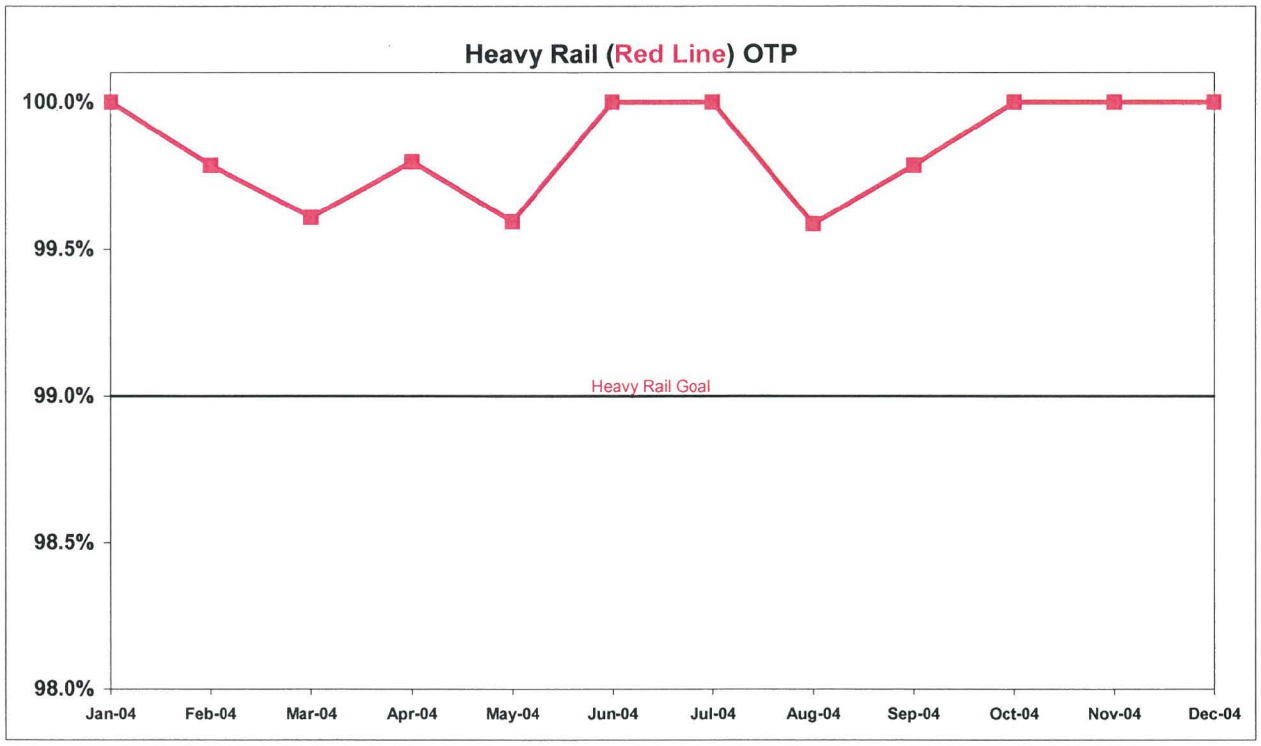
▬ Red - High probability that the FY05 target will not be achieved -- significant problems and/or delays.

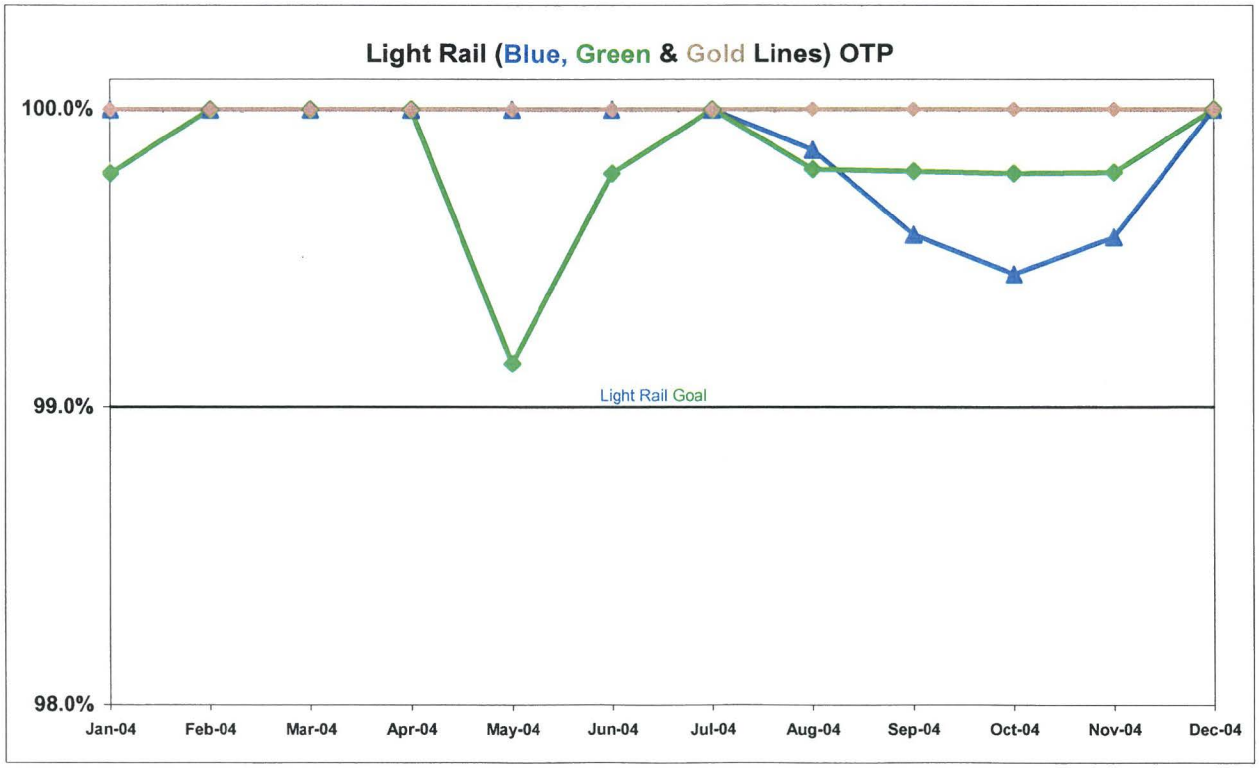
RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS

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

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

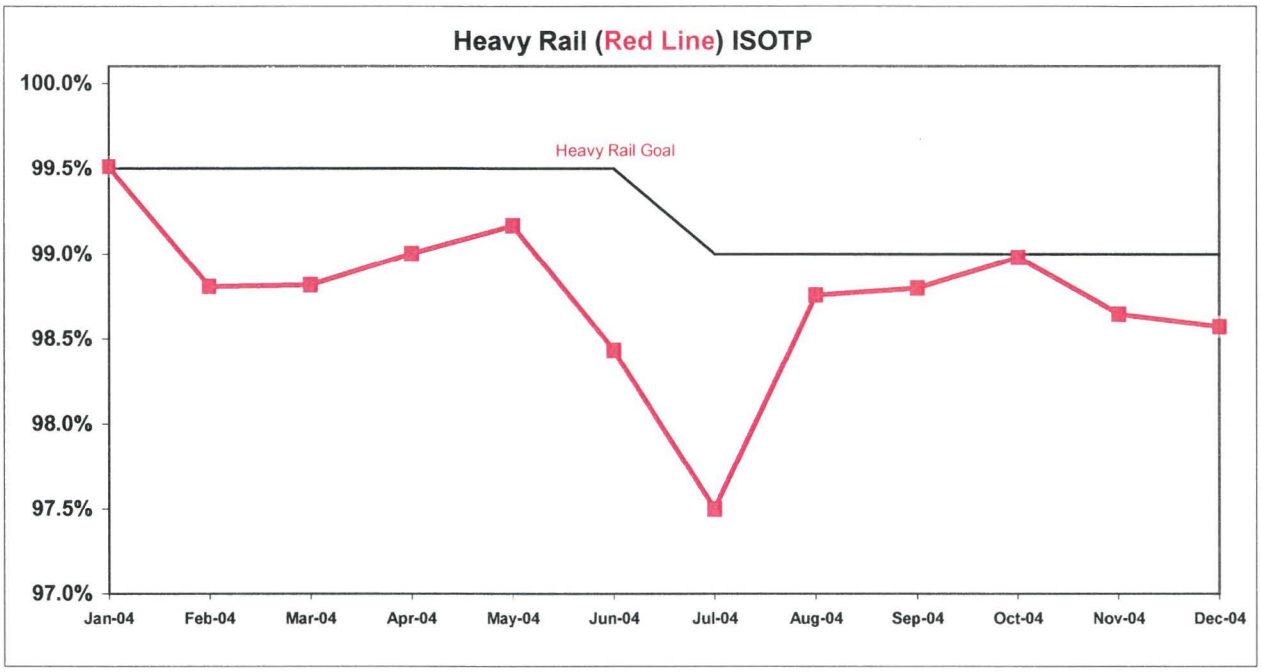


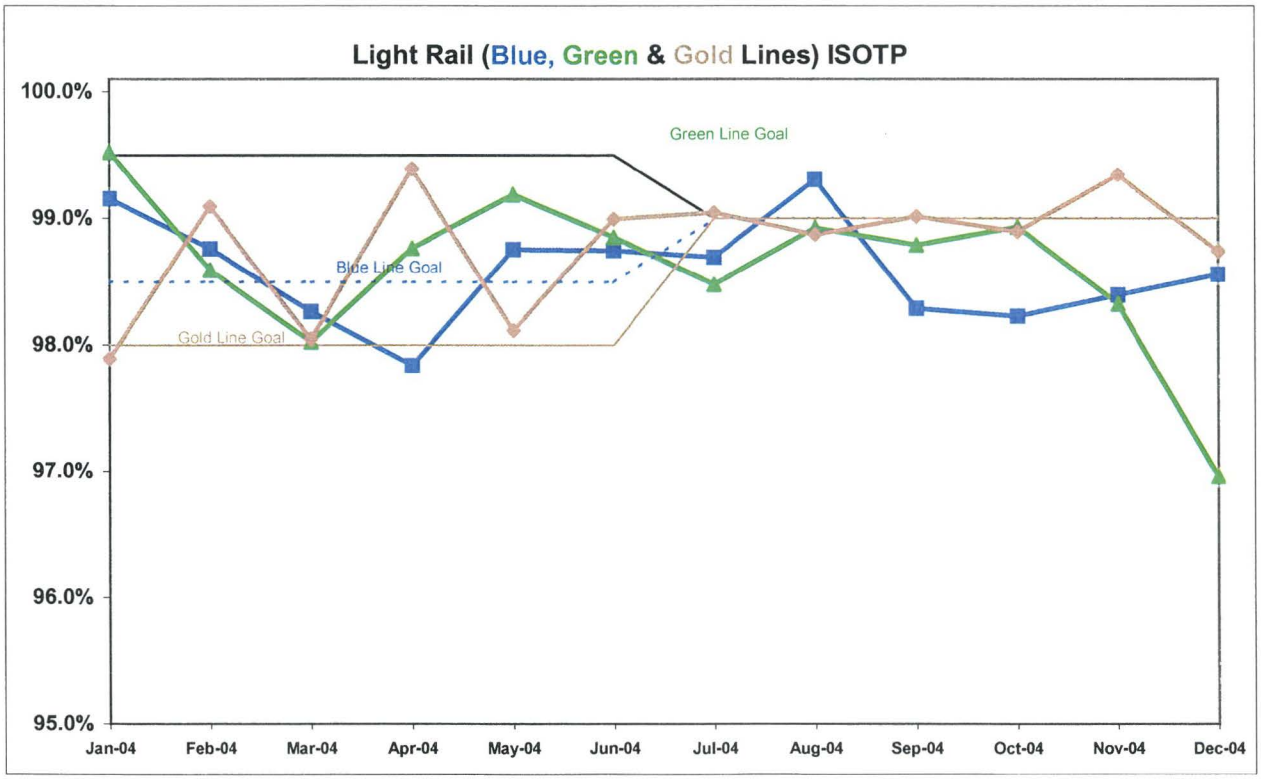


IN-SERVICE ON-TIME PERFORMANCE

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

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

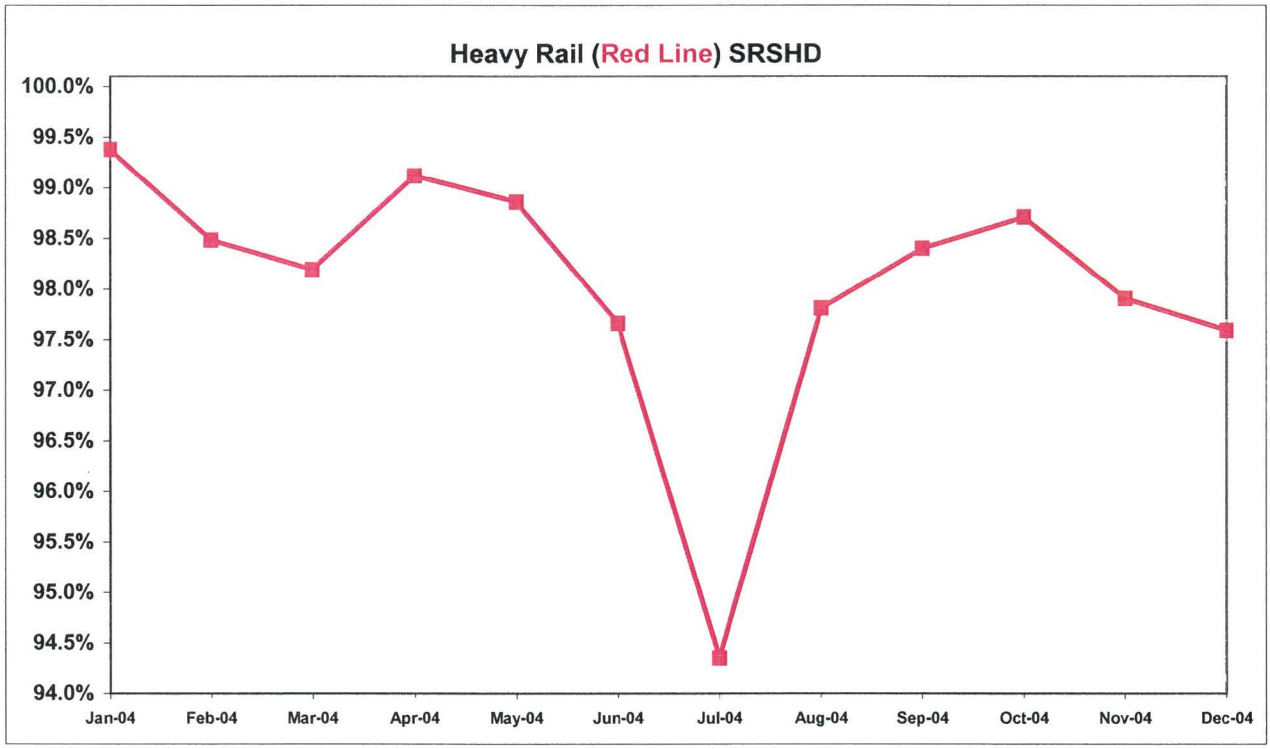


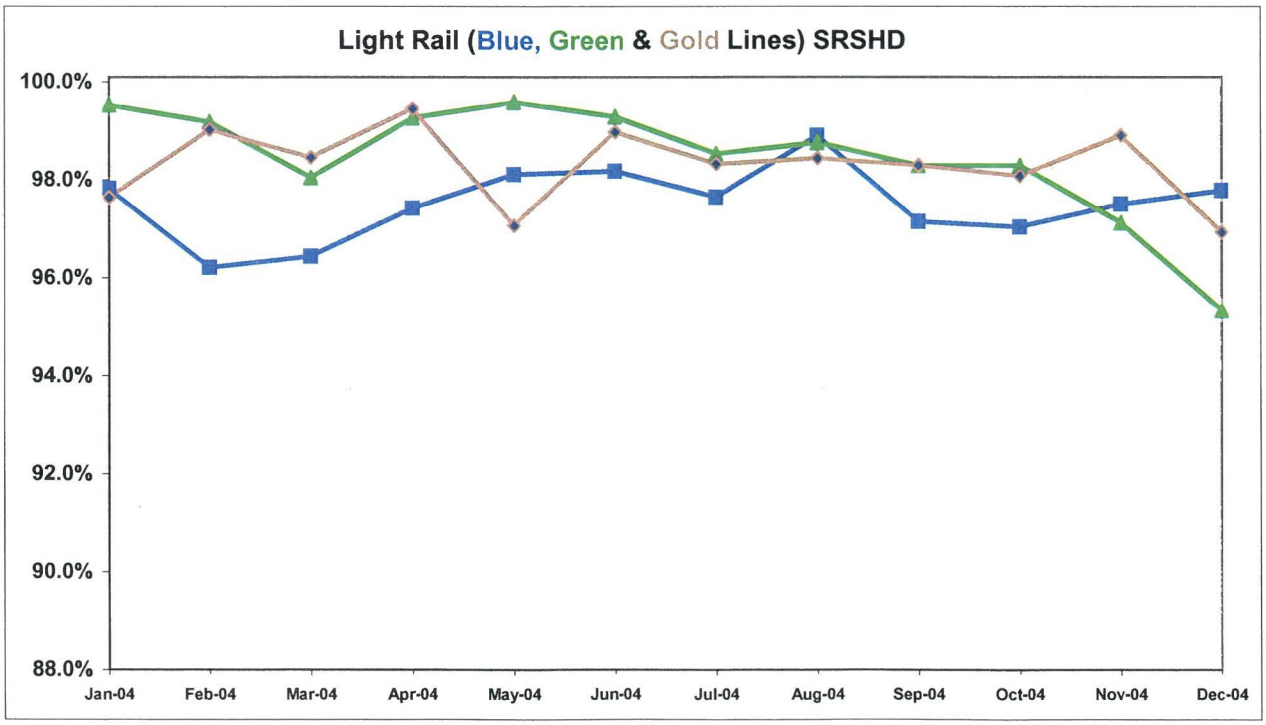


Scheduled Revenue Service Hours Delivered by Rail Line

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

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

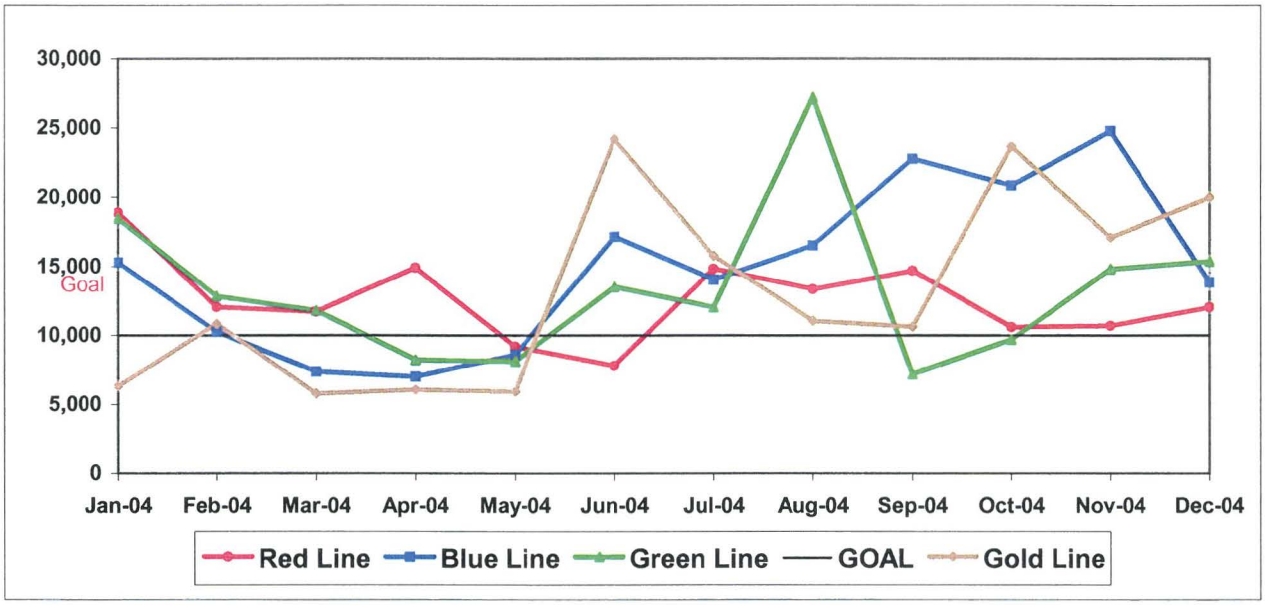




Mean Miles Between Chargeable Mechanical Failures

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

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

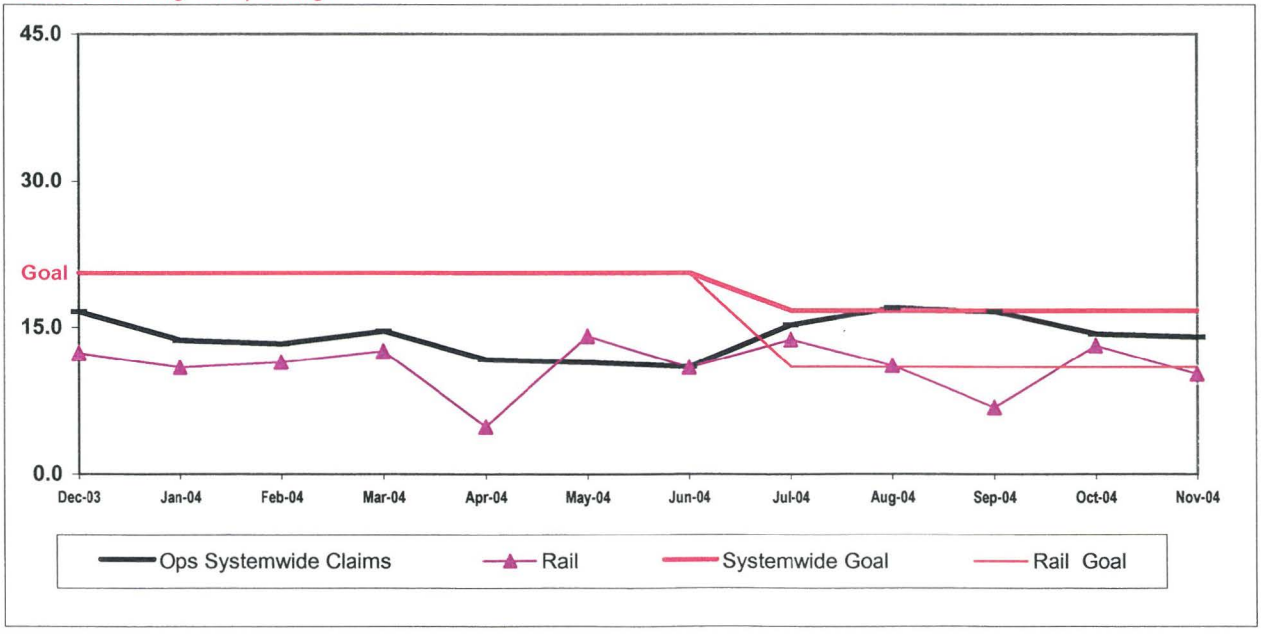


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.

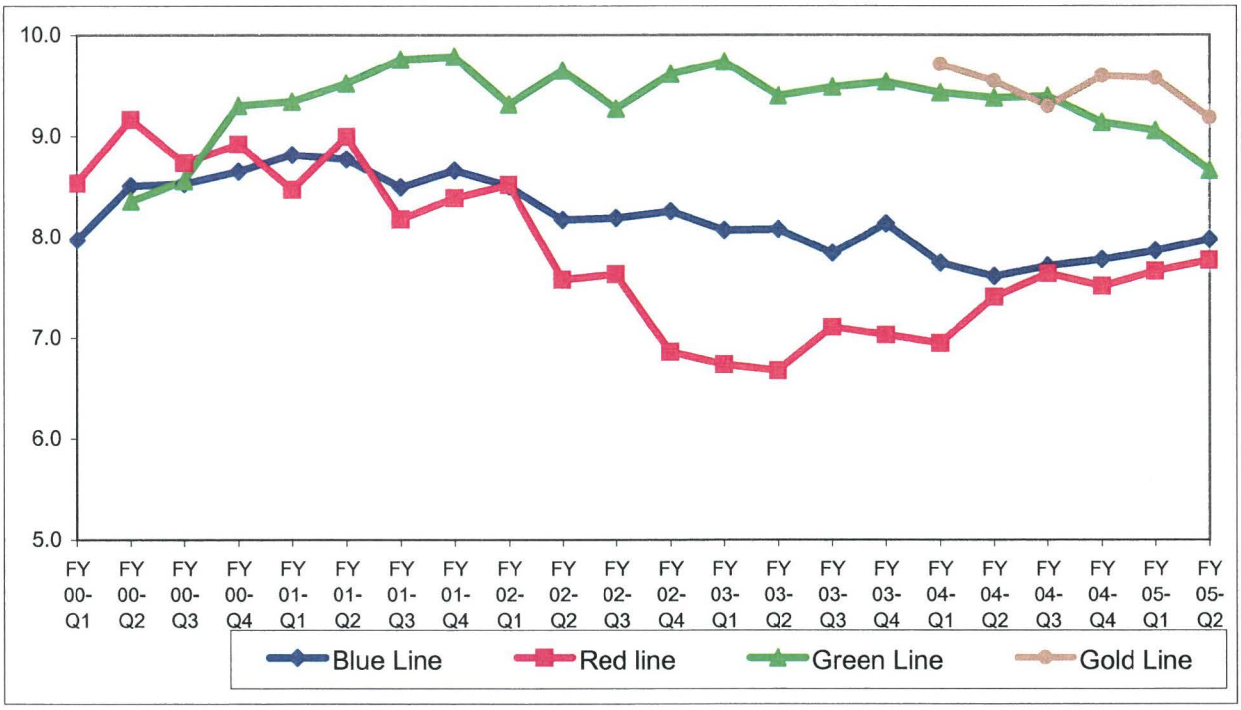


RAIL CLEANLINESS

Definition: A team of three Quality Assurance Supervisors rates twenty percent of each line per Quarter. The number of cleanliness categories is 14 for the Blue and Green Lines and 13 for the Red Line. Each category is assigned a point value as follows: 1-3= Unsatisfactory; 4-7=Conditional; 8-10=Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

Calculation: Overall Cleanliness Rating = (Total Point Accumulated divided by # of categories).

Systemwide Trend



Analysis: Overall cleanliness scores for Divisions 11 and 20 remained consistent with the first quarter of FY05. Divisions 21 and 22 overall rating dropped less than half a point. Divisions 11, 21 and 22 received overall ratings above the 8.0 mark.

Scores for the categories of ceilings/vents, seats, window etching, sacrificial windows, interior graffiti, exterior graffiti, exterior cleanliness and exterior body condition were above the 8.0 mark.

Corrective Action: The categories of operator cab area, transom/ledges, windows, doors, floors and exterior roof cleanliness scored a 7.9 or lower and require improvement.

BUS SERVICE PERFORMANCE

IN-SERVICE ON-TIME PERFORMANCE

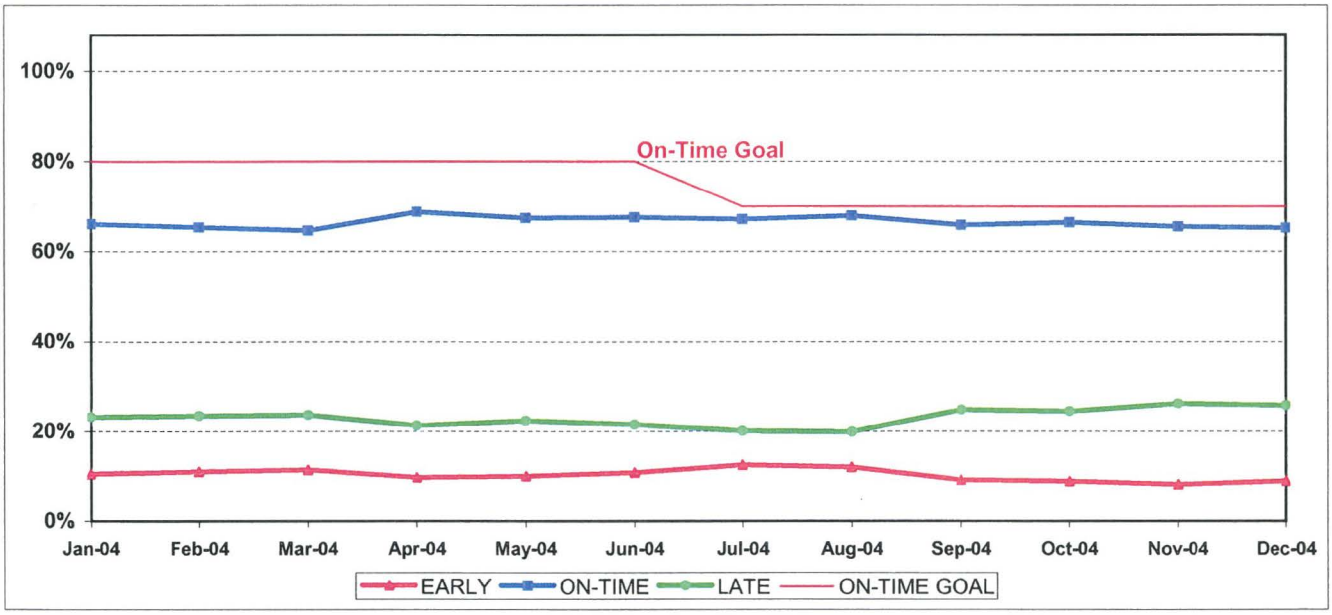
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

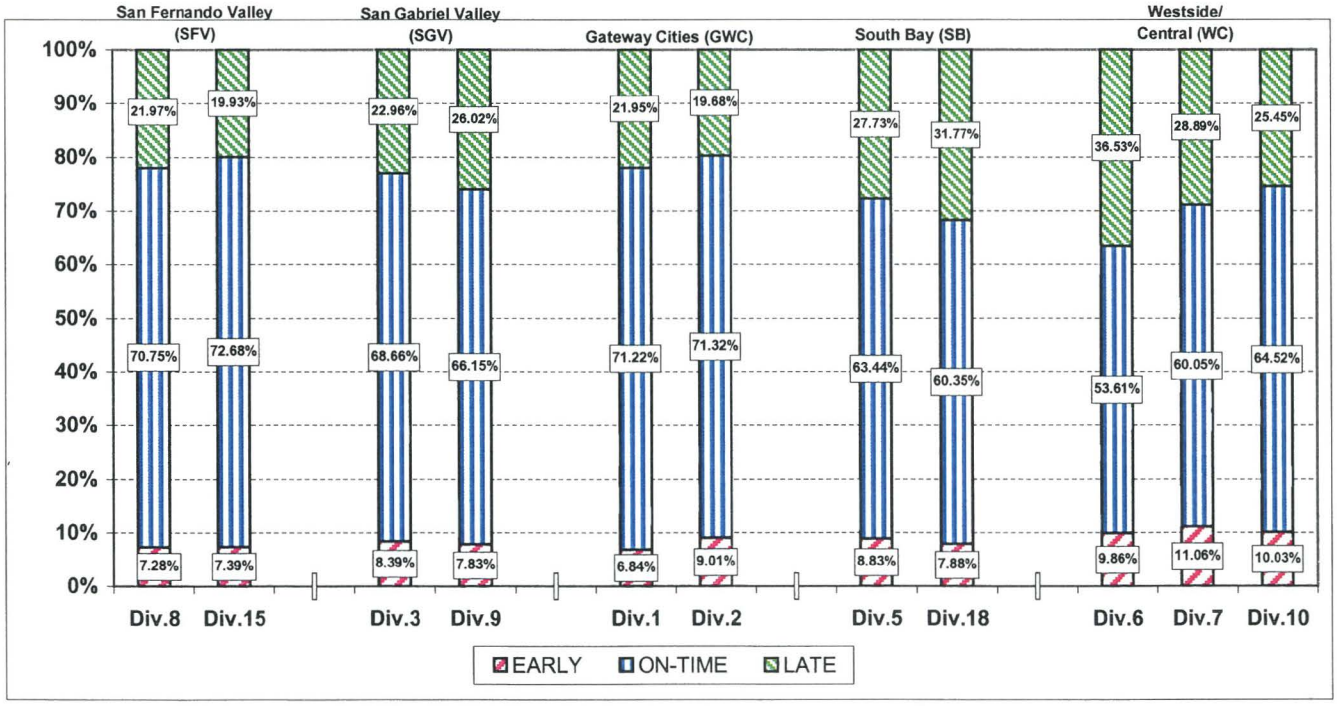
Calculation: ISOTP% =1-((Number of buses departing early + Number of buses departing more than five minutes late)/(Total buses sampled))

Systemwide Trend

Bus Operating Divisions

ISOTP - 1 Minute Tolerance for Running Hot





ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY04	FY05-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	5.97%	7.22%	1.25%
On-Time	69.12%	70.95%	1.83%
Late	24.91%	21.83%	-3.08%
Division 15			
Early	8.33%	8.71%	0.39%
On-Time	66.62%	69.15%	2.54%
Late	25.06%	22.13%	-2.93%
Gateway Cities Sector (GWC)			
Division 1			
Early	9.30%	7.09%	-2.20%
On-Time	70.57%	71.14%	0.57%
Late	20.13%	21.77%	1.64%
Division 2			
Early	13.05%	9.68%	-3.37%
On-Time	67.62%	70.97%	3.36%
Late	19.33%	19.34%	0.01%
South Bay Sector (SB)			
Division 5			
Early	12.50%	10.46%	-2.04%
On-Time	63.17%	66.05%	2.88%
Late	24.32%	23.49%	-0.84%
Division 18			
Early	9.69%	9.22%	-0.47%
On-Time	60.78%	64.21%	3.43%
Late	29.53%	26.57%	-2.96%

	FY04	FY05-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	9.24%	10.05%	0.81%
On-Time	70.80%	70.37%	-0.43%
Late	19.96%	19.58%	-0.38%
Division 9			
Early	8.80%	7.66%	-1.14%
On-Time	68.16%	69.96%	1.80%
Late	23.04%	22.38%	-0.66%
Westside/Central Sector (WC)			
Division 6			
Early	11.52%	11.13%	-0.39%
On-Time	60.11%	55.13%	-4.98%
Late	28.37%	33.74%	5.37%
Division 7			
Early	13.63%	12.00%	-1.63%
On-Time	64.59%	64.96%	0.37%
Late	21.78%	23.05%	1.27%
Division 10			
Early	11.48%	11.09%	-0.39%
On-Time	62.85%	63.05%	0.20%
Late	25.68%	25.87%	0.19%

SYSTEMWIDE			
Early	11.07%	9.98%	-1.10%
On-Time	65.43%	66.46%	1.03%
Late	23.50%	23.57%	0.07%

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.

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

Systemwide Trend

Performance Year-to-Date Compared To Last Year*

SRSHD	FY04	FY05-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8	89.74%	99.53%	9.79%
Division 15	89.48%	99.29%	9.81%

SRSHD	FY04	FY05-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3	89.55%	99.43%	9.87%
Division 9	90.00%	99.55%	9.55%

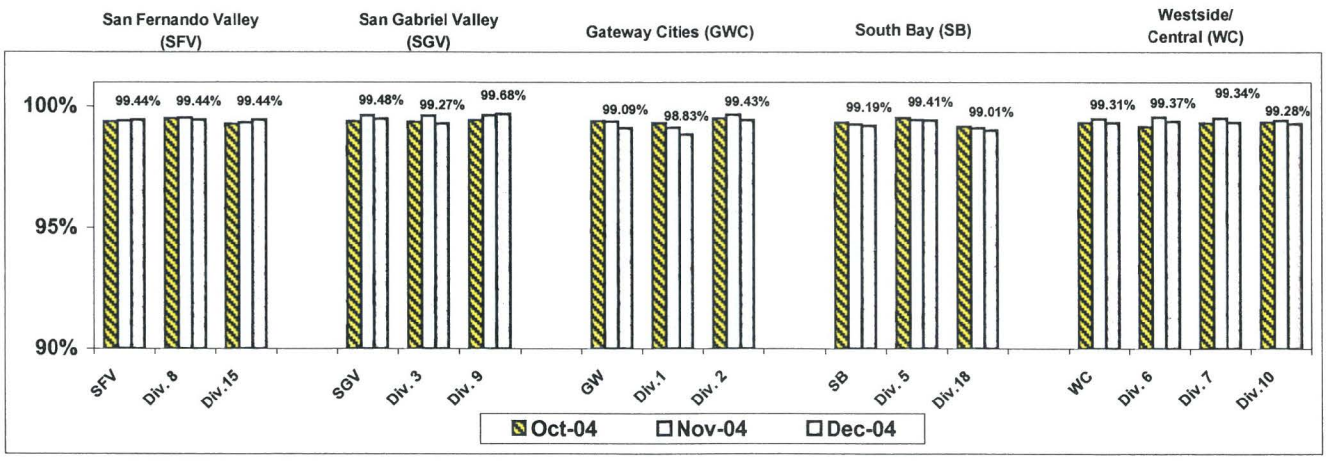
Gateway Cities Sector (GWC)			
Division 1	89.68%	99.24%	9.56%
Division 2	89.56%	99.56%	10.00%

Westside/Central Sector (WC)			
Division 6	88.63%	98.85%	10.23%
Division 7	89.40%	99.32%	9.92%
Division 10	89.39%	99.36%	9.97%

South Bay Sector (SB)			
Division 5	89.81%	99.52%	9.70%
Division 18	89.33%	99.27%	9.94%

Systemwide	89.55%	99.38%	9.84%

***Metro Strike Oct. 13 - Nov. 17, 2003 in FY04**



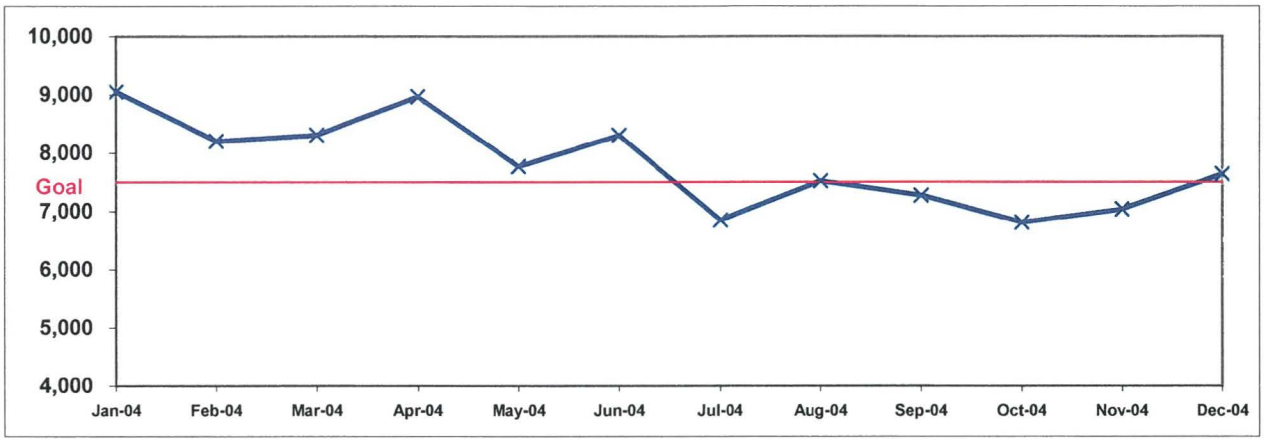
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES*

Definition: Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

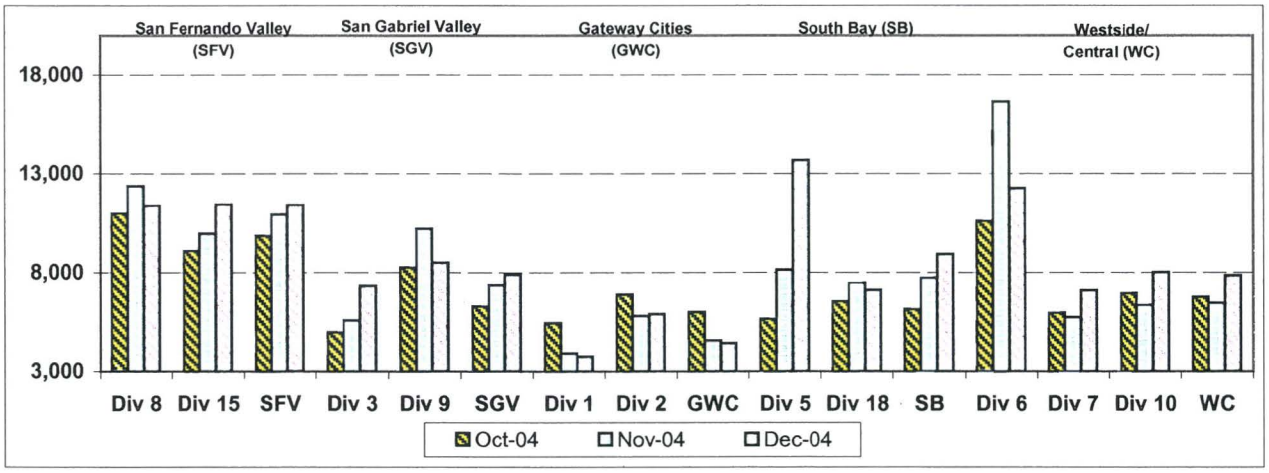
Calculation: Mean Miles Between Chargeable Mechanical Failures (MMBCMF) = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)

Systemwide Trend

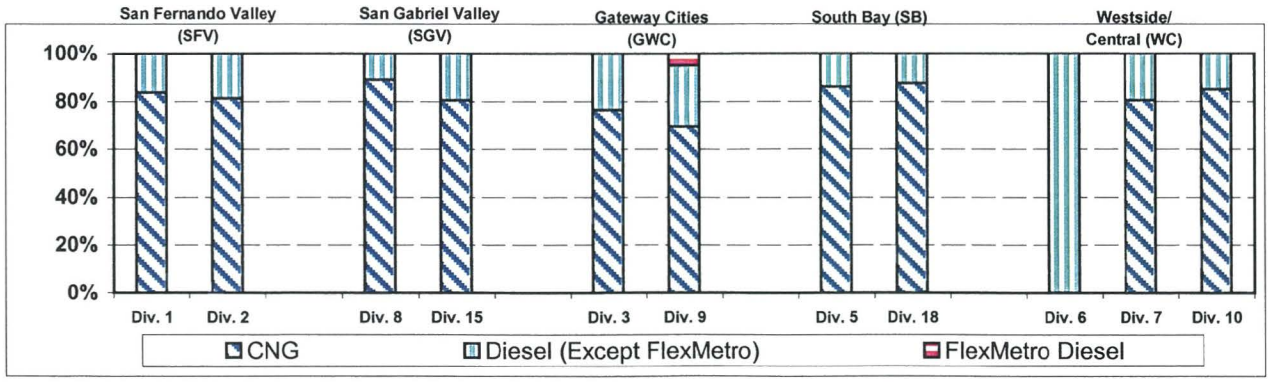


* Mean Miles Between Chargeable Mechanical Failures is overstated due to data collection system failure.

Bus Operating Sector Divisions
October - December 2004



Fleet Mix by Fuel Type



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

	Number of Buses	Percent of Buses
CNG	1,975	74.90%
Diesel (Except FlexMetro)	558	21.16%
FlexMetro Diesel	10	0.38%
Gasoline	60	2.28%
Propane	34	1.29%
Total	2,637	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
7.7	7.3	7.9	6.4	5.1	5.0	4.9	7.3

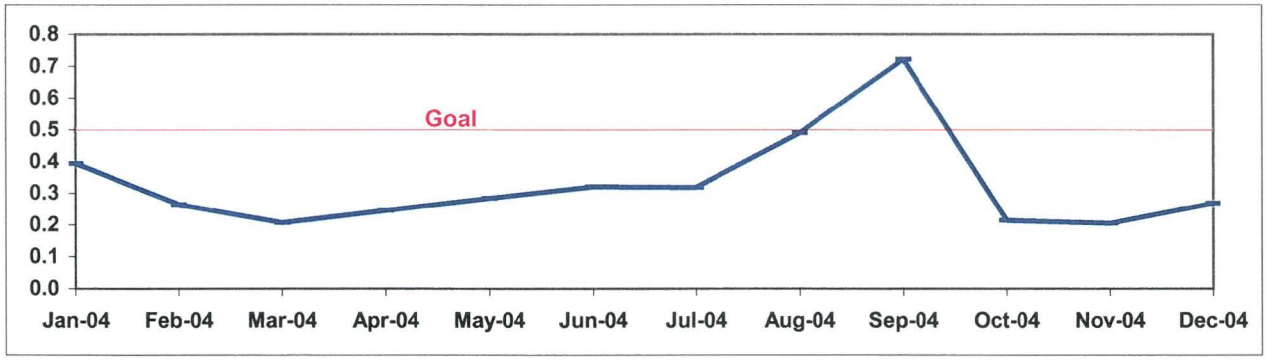
WC		
Div 6	Div 7	Div 10
10.8	5.9	6.9

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

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

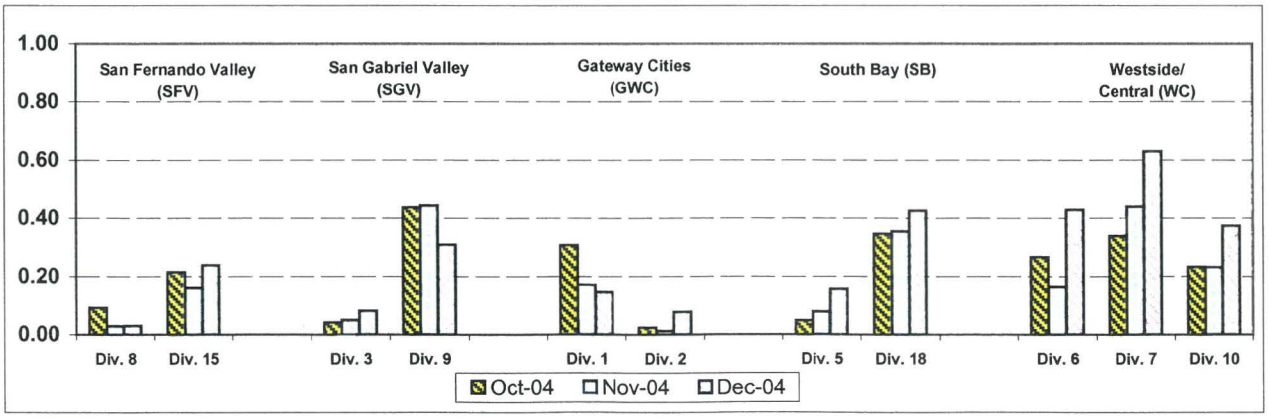
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

Systemwide Trend



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

Past Due Critical PMPs - by Sectors' Divisions
October - December 2004

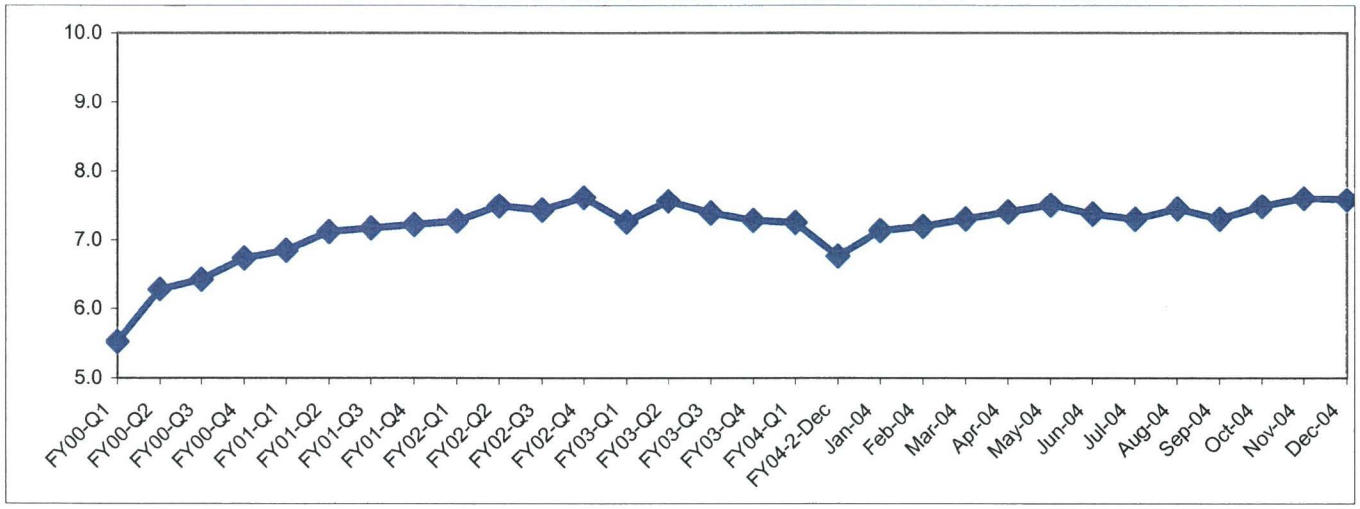


BUS CLEANLINESS

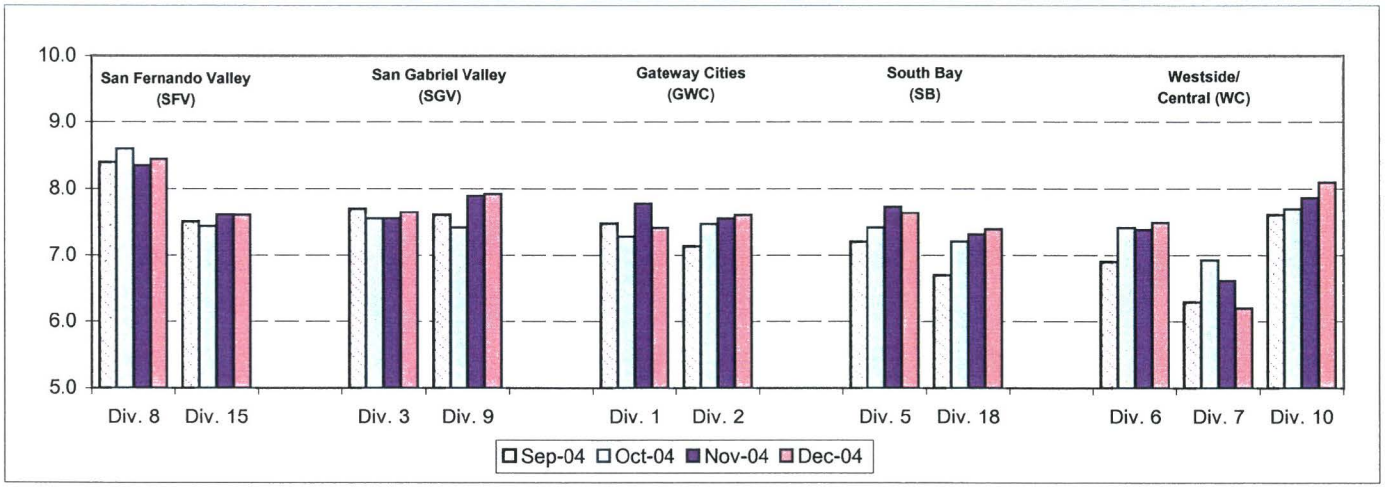
Definition: A team of three Quality Assurance Supervisors rates twenty percent of the fleet at each division and contractor per quarter. Beginning January 2004, they rate the divisions each month. Each of sixteen categories is examined and assigned a point value as follows: 1-3= Unsatisfactory; 4-7=Conditional;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

Calculation: Overall Cleanliness Rating = (Total Point Accumulated divided by 16)

Systemwide Trend



Bus Operating Divisions by Sector
September - December 2004



Analysis: Division 8's overall rating improved to an 8.5. Overall cleanliness score for Divisions 5, 6, 10 and 18 improved in the second quarter. Overall cleanliness scores for Divisions 1, 2, 3, 7, 8, 9 and 15 remained consistent with the first quarter of FY05.

Scores for the categories of window etching, interior graffiti, exterior graffiti, exterior cleanliness, exterior body condition and front and rear bumper condition were above the 8.0 mark.

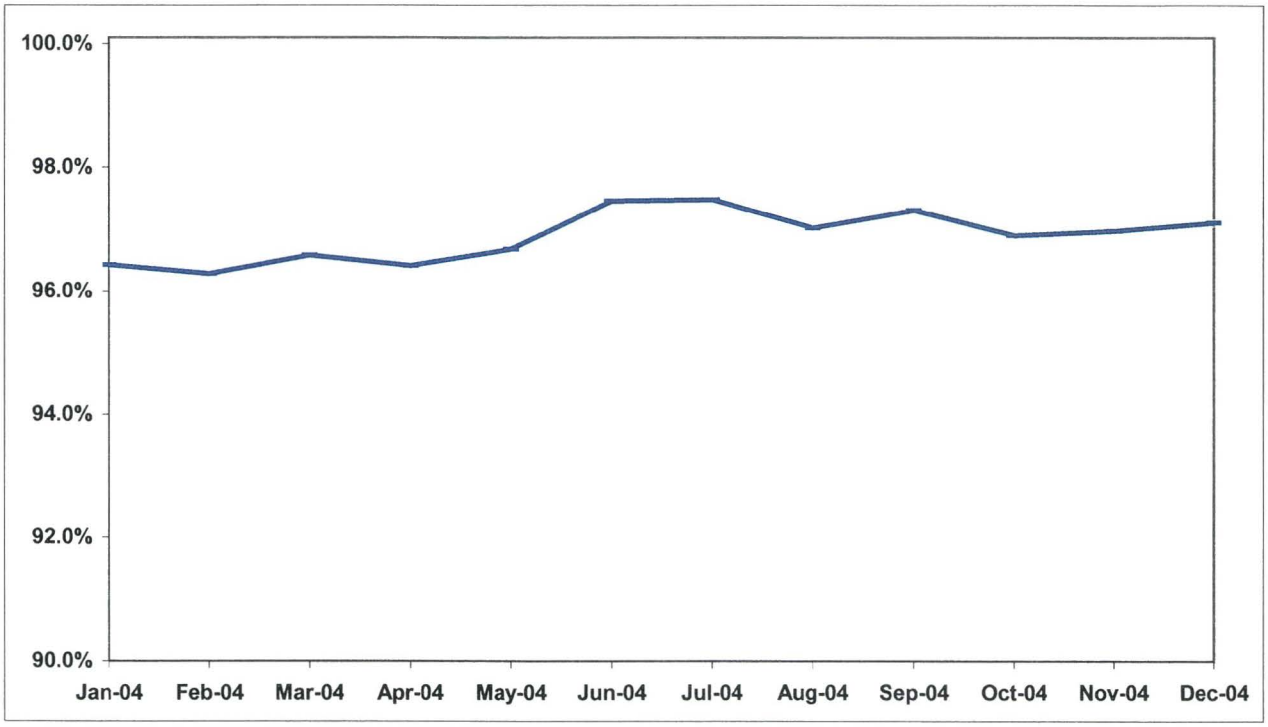
Corrective Action: Overall improvement is needed in the areas of dashboards, drivers area, transom/ledges, ceilings, seats, windows, sacrificial windows, doors, floors and stepwells.

ATTENDANCE

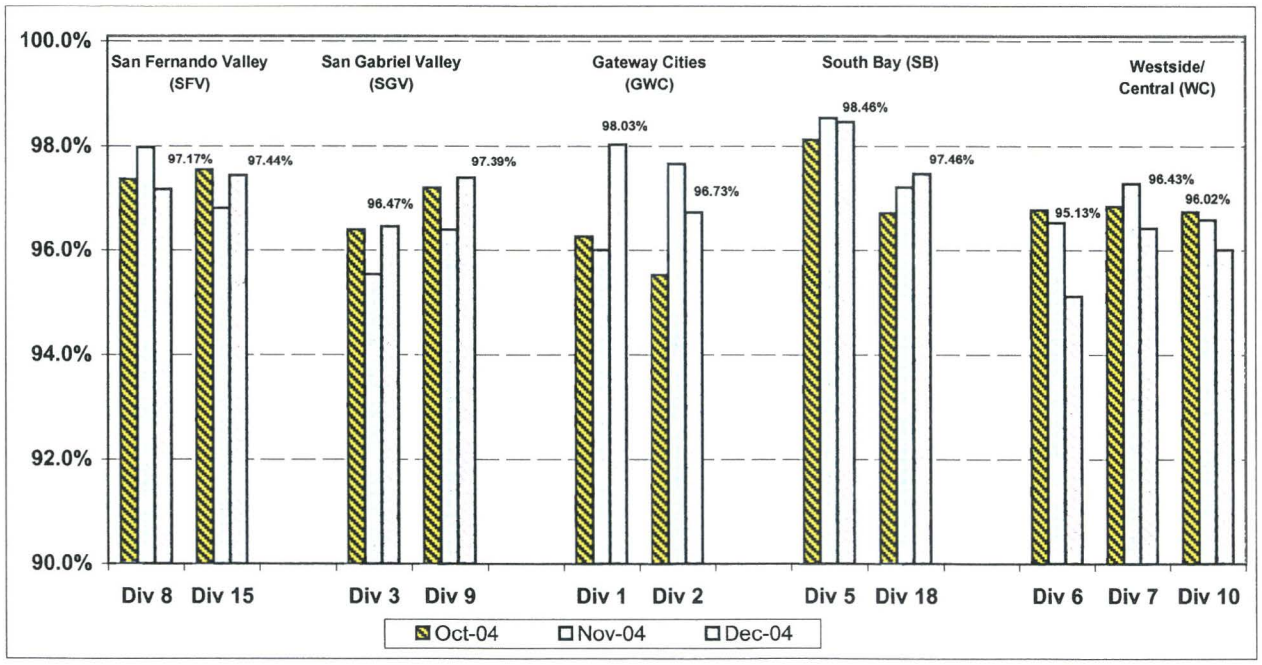
MAINTENANCE ATTENDANCE

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)
October - December 2004



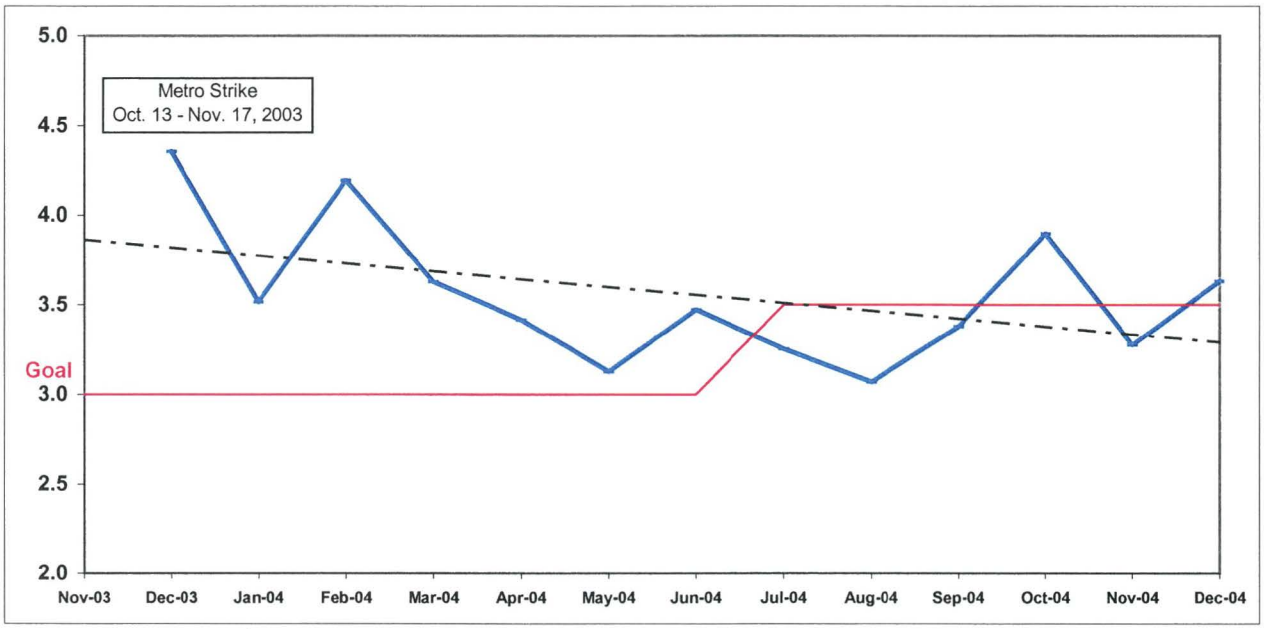
SAFETY PERFORMANCE

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.

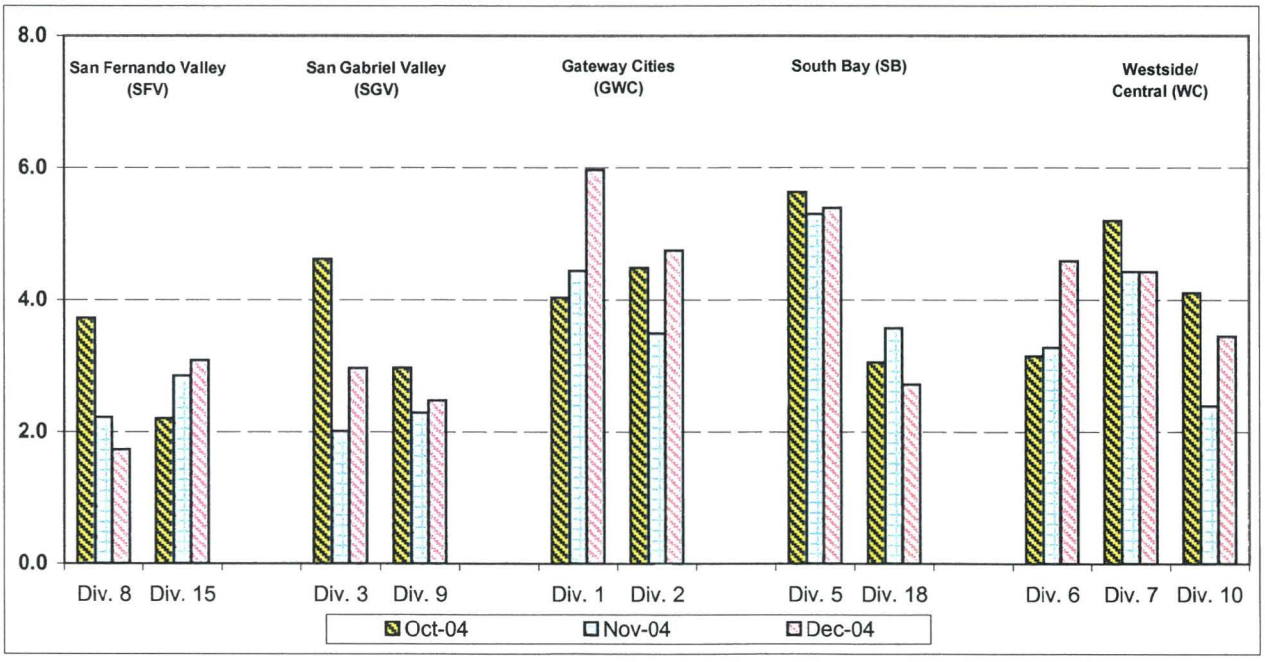
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

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
October - December 2004

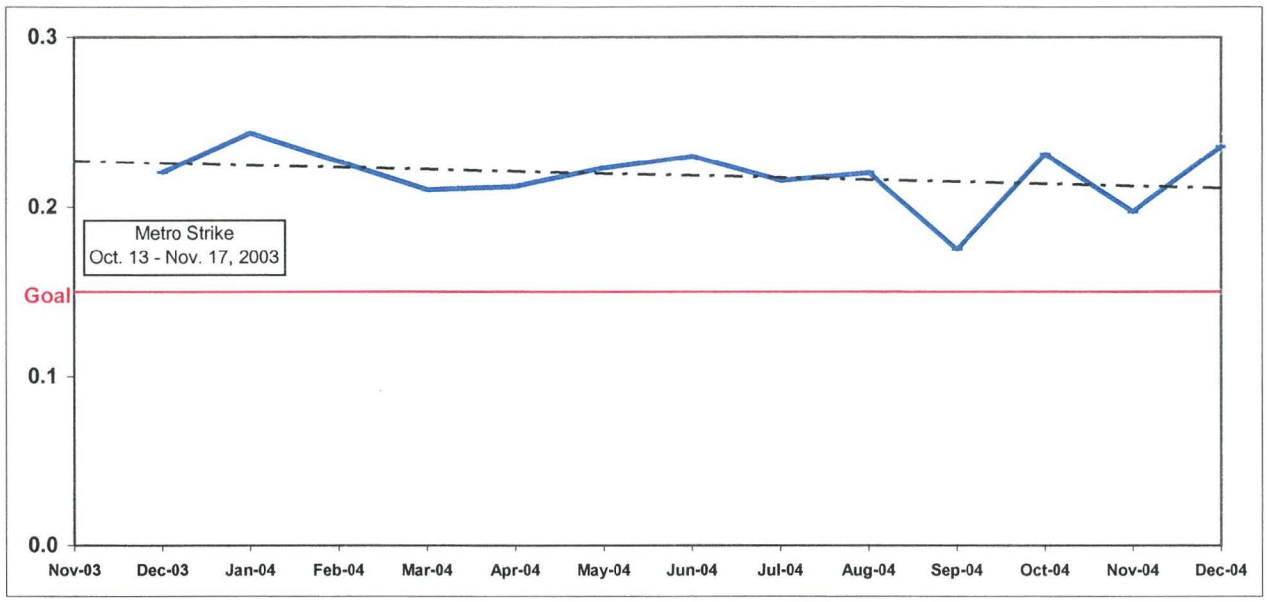


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

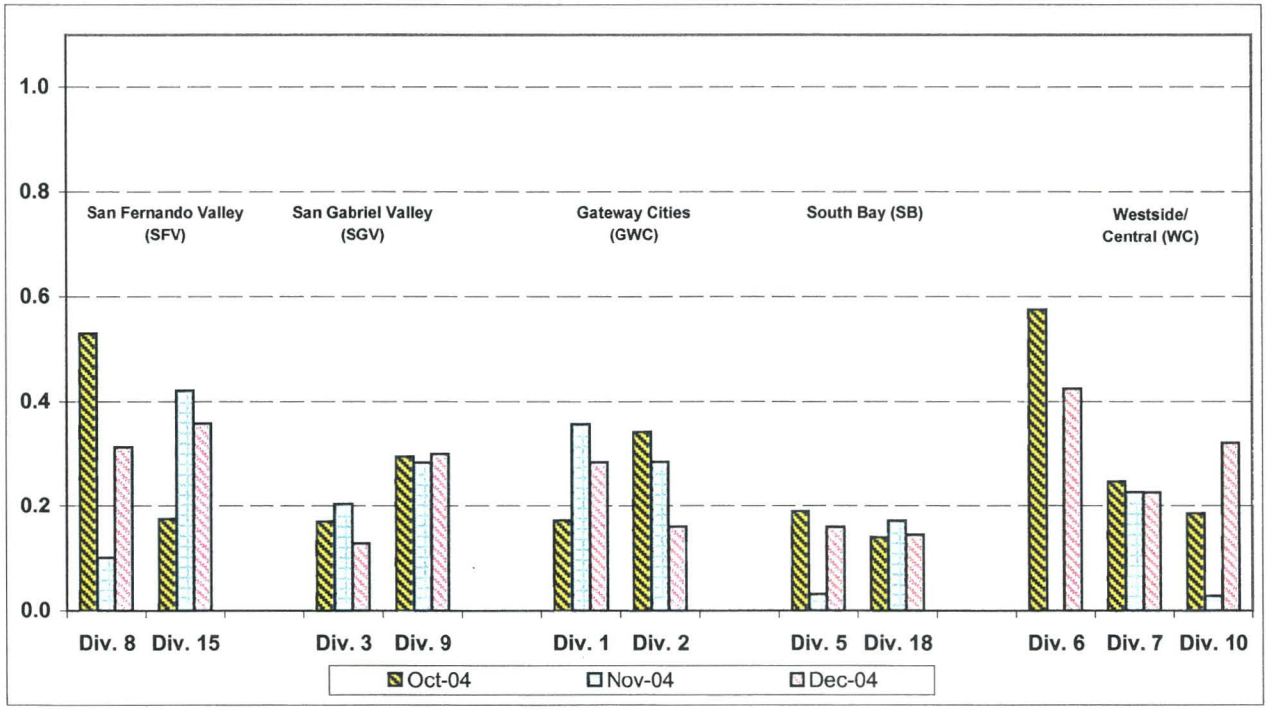
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by (Boardings / by 100,000))

Systemwide Trend



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

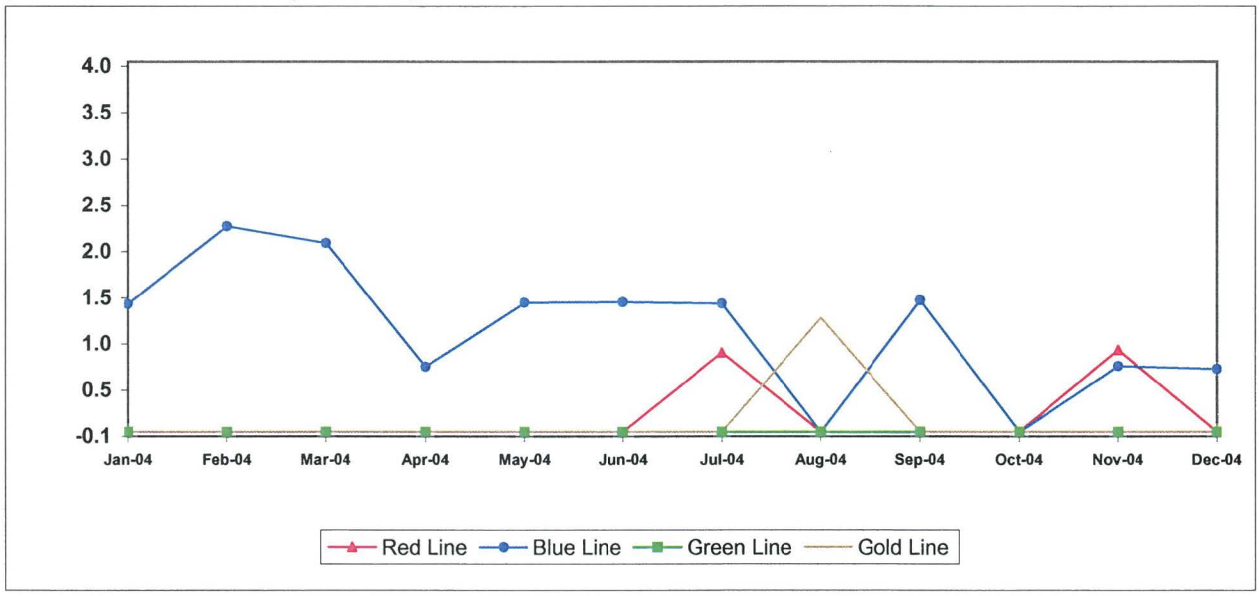
Bus Operating Divisions - by Sectors' Divisions
October - December 2004



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.

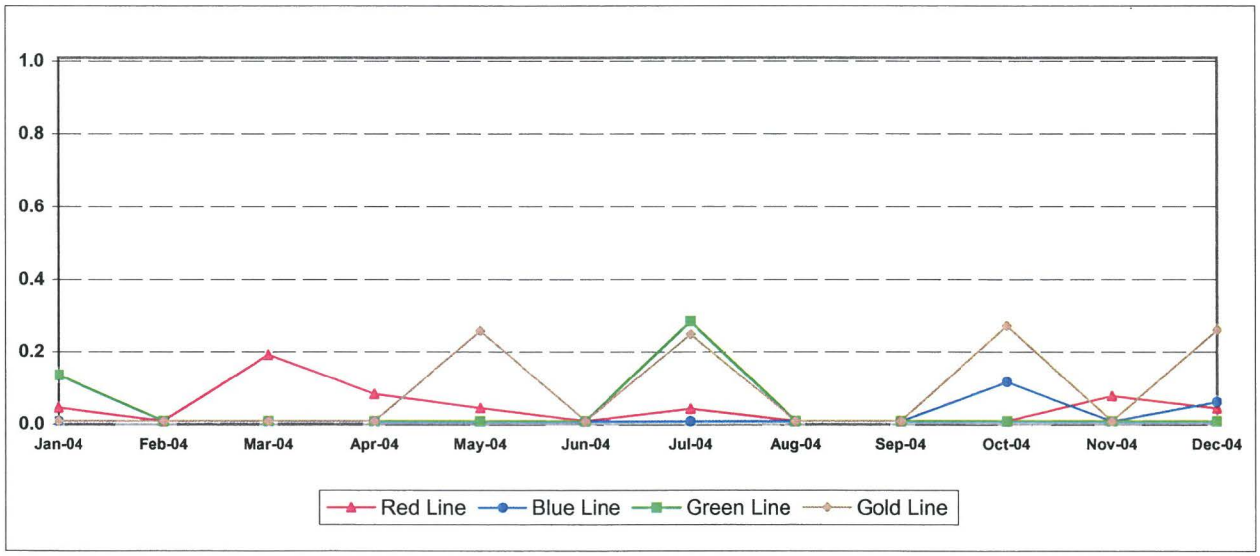
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))



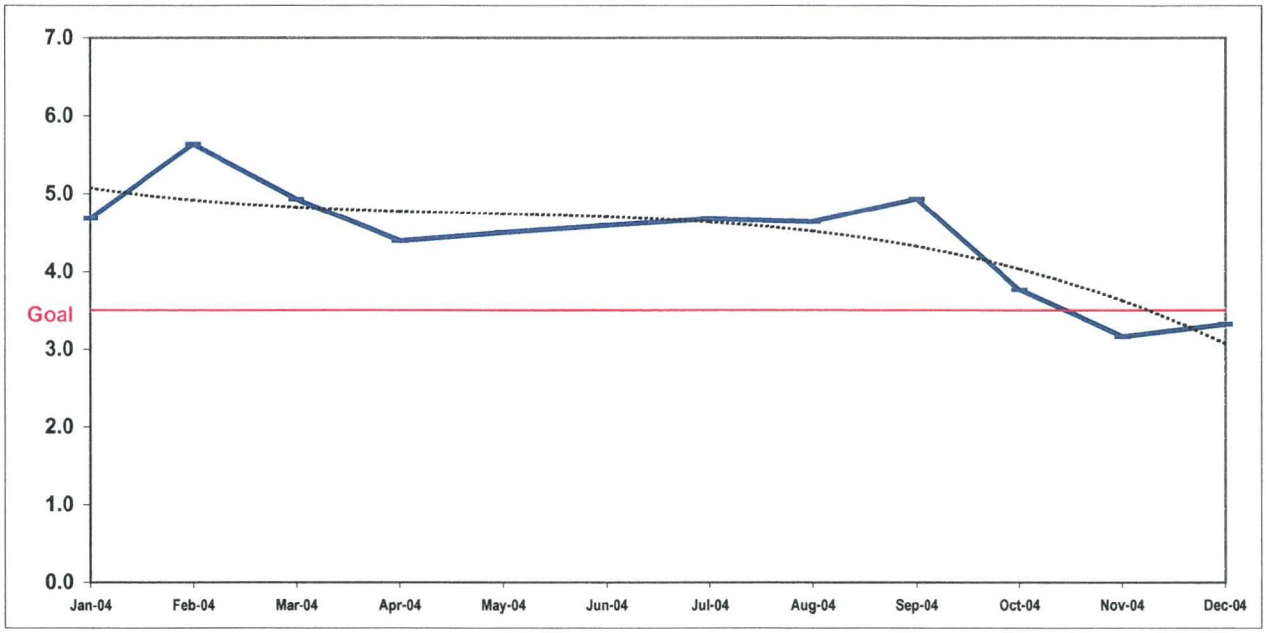
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

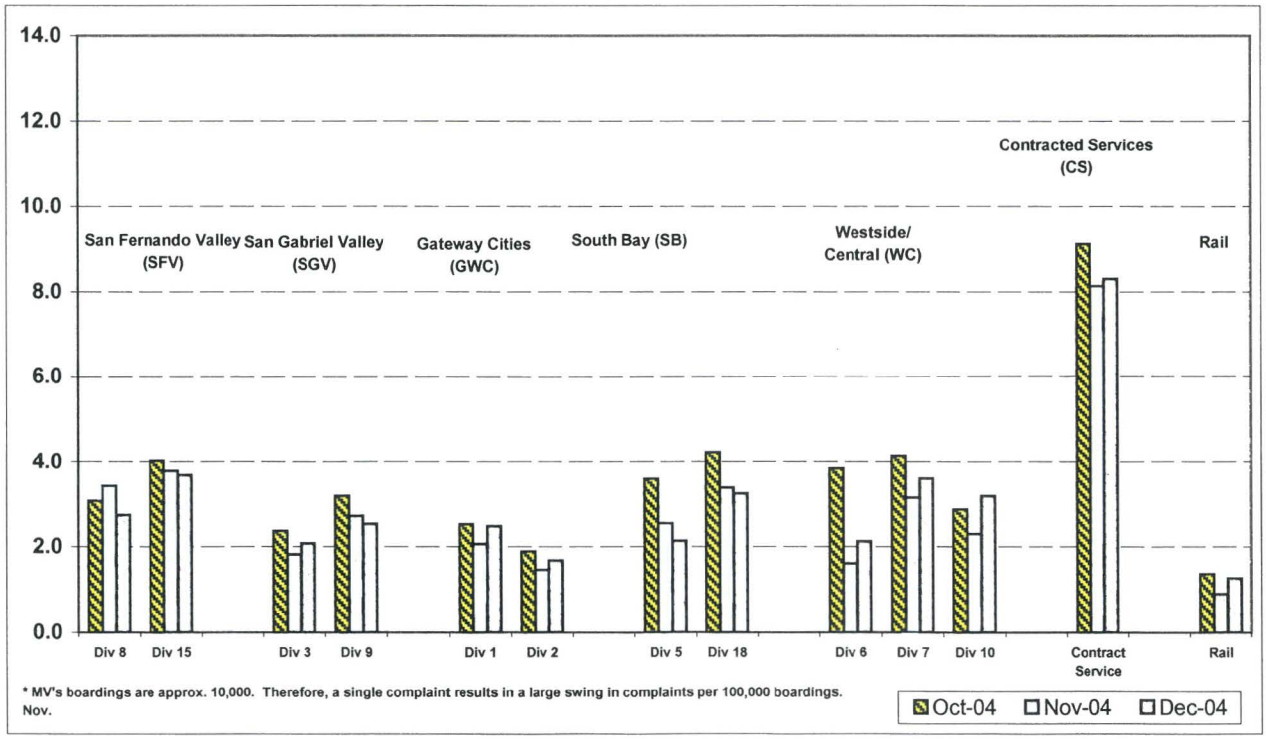
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions
October - December 2004



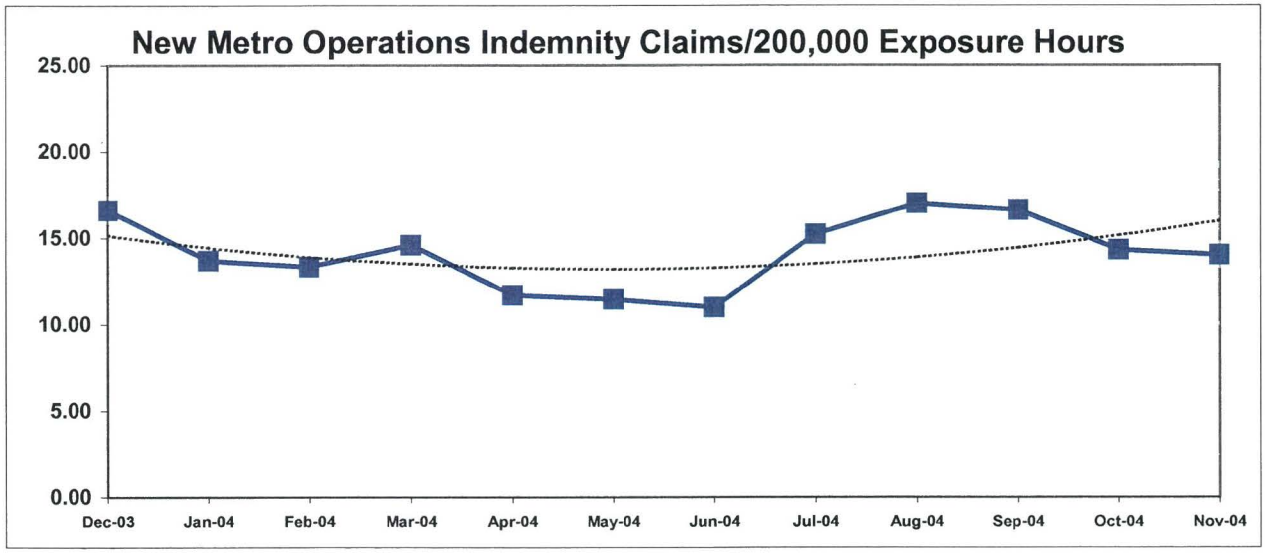
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend



One month lag from current month

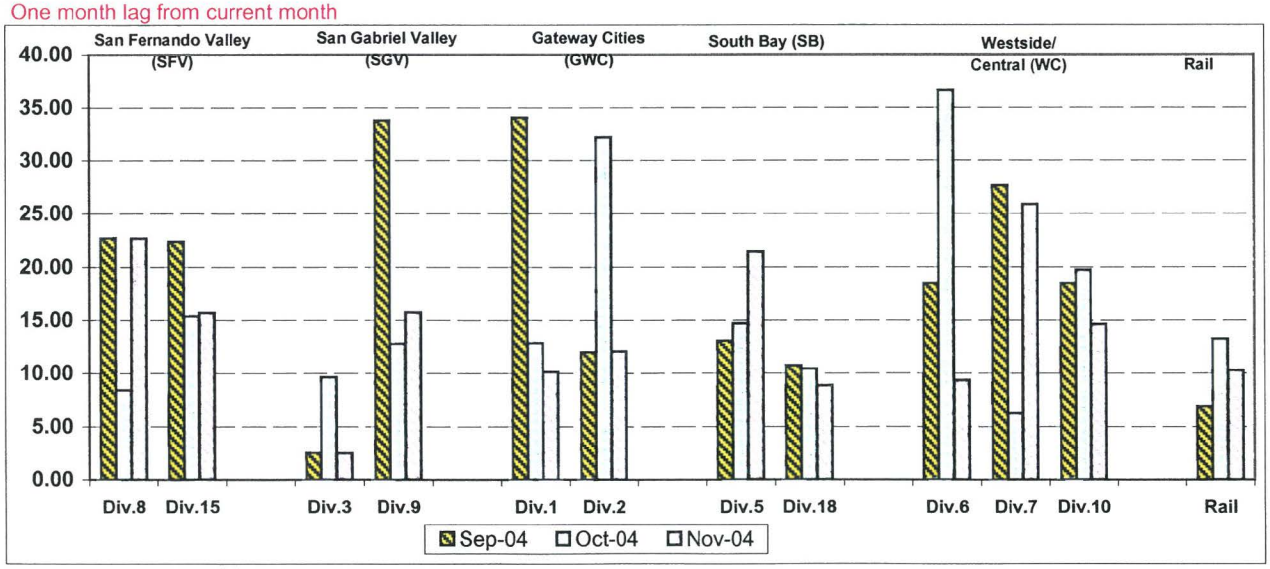
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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

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

Bus & Rail - by Bus Sectors' Divisions and Rail
October - December 2004

One month lag from current month



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

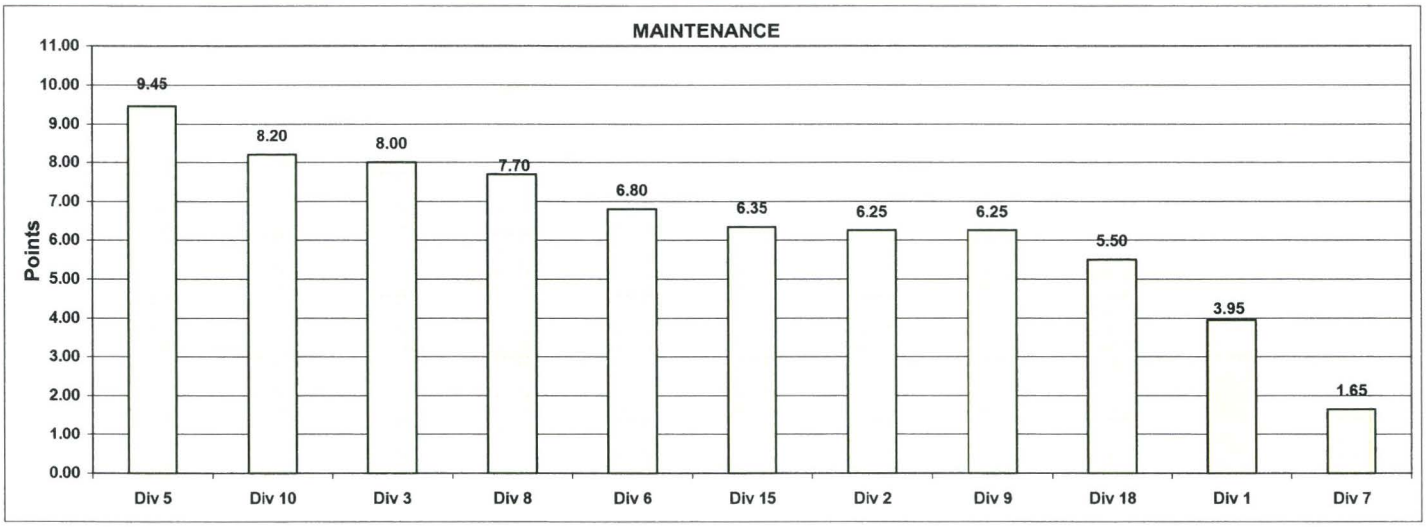
Monthly Calculations - December 2004
Metro Bus - Maintenance

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 Mechanical Failures	25%	3761.7	5903.0	7324.5	13680.3	12275.0	7089.1	11391.5	8506.0	8020.1	11446.6	7118.1
Points		1	2	5	11	10	3	8	7	6	9	4
Attendance	15%	0.98986	0.97777	0.98287	0.98778	0.95125	0.96577	0.98334	0.97430	0.96880	0.97714	0.98138
Points		11	6	8	10	1	2	9	4	3	5	7
New WC Claims /200,000 Exp Hrs*	25%	10.3724	0.0000	0.0000	0.0000	0.0000	51.9836	11.4659	11.1151	0.0000	9.9026	0.0000
Points		4	11	11	11	11	1	2	3	11	5	11
*One month lag												
Bus Cleanliness	35%	7.407	7.600	7.644	7.638	7.488	6.206	8.444	7.925	8.100	7.600	7.388
Points		3	6	8	7	4	1	11	9	10	6	2
Totals		3.95	6.25	8.00	9.45	6.80	1.65	7.70	6.25	8.20	6.35	5.50

FINAL RANKING		Maintenance Division Ranking (Sorted)										
	DIV.	Div 5	Div 10	Div 3	Div 8	Div 6	Div 15	Div 2	Div 9	Div 18	Div 1	Div 7
	Score	9.45	8.20	8.00	7.70	6.80	6.35	6.25	6.25	5.50	3.95	1.65
	Rank	1st	2nd	3rd	4th	5th	6th	7th	7th	9th	10th	11th



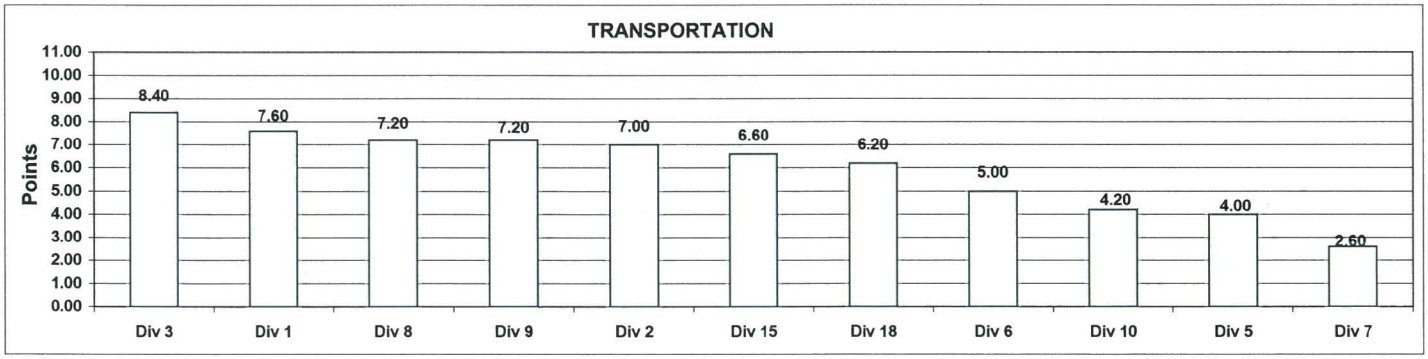
Monthly Calculations - December 2004
Metro Bus - Transportation

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	20%	0.7122	0.7132	0.6866	0.6344	0.5361	0.6005	0.7075	0.6615	0.6452	0.7268	0.6035
Points		9	10	7	4	1	2	8	6	5	11	3
Running Hot	20%	0.0684	0.0901	0.0839	0.0883	0.0986	0.1106	0.0728	0.0783	0.1003	0.0739	0.0788
Points		11	4	6	5	3	1	10	8	2	9	7
Accident Rate	20%	5.9627	4.7434	2.9624	5.3925	4.5825	4.4231	1.7310	2.4688	3.4428	3.0775	2.7219
Points		1	3	8	2	4	5	11	10	6	7	9
Complaints/100K Boardings	20%	2.4891	1.6776	2.0795	2.1383	2.1208	3.6093	2.7551	2.5425	3.2009	3.6846	3.2639
Points		7	11	10	8	9	2	5	6	4	1	3
New WC Claims /200,000 Exp Hrs*	20%	10.0124	15.6890	3.2293	27.4557	12.5793	19.0652	26.3575	17.1173	18.6016	17.3730	11.1988
Points		10	7	11	1	8	3	2	6	4	5	9
*One month lag												
Totals		**7.60**	**7.00**	**8.40**	**4.00**	**5.00**	**2.60**	**7.20**	**7.20**	**4.20**	**6.60**	**6.20**

FINAL RANKING	Transportation Division Ranking (Sorted)											
DIV.	Div 3	Div 1	Div 8	Div 9	Div 2	Div 15	Div 18	Div 6	Div 10	Div 5	Div 7
Score	8.40	7.60	7.20	7.20	7.00	6.60	6.20	5.00	4.20	4.00	2.60
Rank	1st	2nd	3rd	3rd	4th	4th	7th	8th	9th	10th	11th



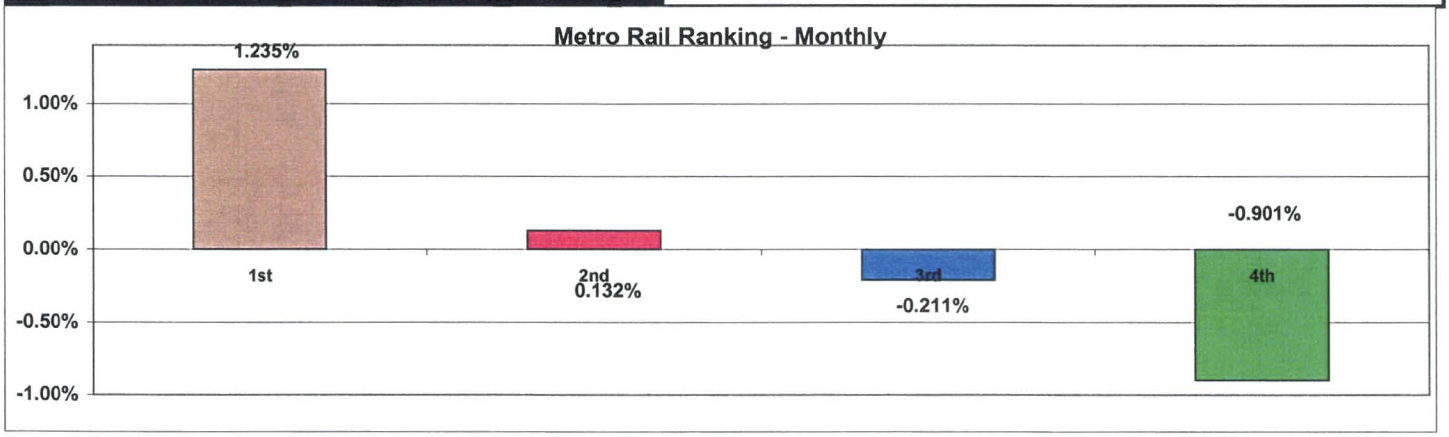
Monthly Calculations - December 2004
Metro Rail

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

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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
Wayside Availability	**Dec-03**	**Dec-04**	Yearly Improvement	**Dec-03**	**Dec-04**	Yearly Improvement	**Dec-03**	**Dec-04**	Yearly Improvement	**Dec-03**	**Dec-04**	Yearly Improvement
Track	100.00%	100.00%	0.00%	100.00%	98.49%	-1.51%	100.00%	100.00%	0.00%	99.32%	99.98%	0.65%
Signals	99.94%	99.95%	0.01%	99.90%	99.93%	0.02%	100.00%	99.99%	-0.01%	99.55%	99.87%	0.32%
Power	99.94%	99.96%	0.01%	99.98%	100.00%	0.02%	99.86%	96.15%	-3.71%	99.85%	99.97%	0.12%
Wayside Performance	**99.96%**	**99.97%**	0.01%	**99.96%**	**99.47%**	**-0.49%**	**99.95%**	**98.71%**	**-1.24%**	99.57%	99.94%	0.37%
Vehicle Availability												
Vehicle Performance	**98.90%**	**98.75%**	**-0.15%**	**97.93%**	**99.48%**	**1.55%**	**98.73%**	**99.27%**	**0.53%**	97.12%	98.96%	1.84%
Operator Availability												
Operators	**99.81%**	**99.93%**	**0.12%**	**99.62%**	**99.97%**	**0.35%**	**99.54%**	**99.98%**	**0.44%**	99.47%	99.84%	0.37%
In-Service Performance												
ISOTP - Rail	**98.90%**	**98.07%**	**-0.83%**	**98.75%**	**97.87%**	**-0.89%**	**98.72%**	**95.38%**	**-3.33%**	95.13%	97.49%	2.36%
tal Rail Line Performance	**99.39%**	**99.18%**	**-0.21%**	**99.07%**	**99.20%**	**0.13%**	**99.24%**	**98.33%**	**-0.90%**	97.82%	99.06%	1.23%

Metro Rail Final Ranking (Sorted)				
Rail Line	GOLD	RED	BLUE	GREEN
Score	1.235%	0.132%	-0.211%	-0.901%
Rank	**1st**	**2nd**	**3rd**	**4th**



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY05-Q2
Metro Bus - Maintenance and Transportation

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

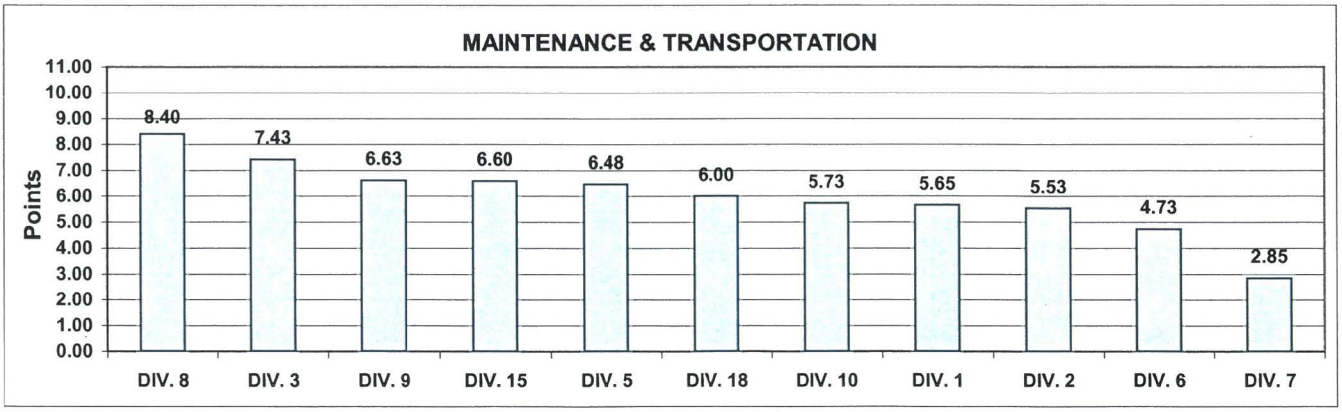
Calculation: Data reflects a cumulative total of performance data for each performance indicator for the three months in the most current closed quarter. Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for 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 Mechanical Failures	12.5%	4242	6157	5834	8018	12680	6234	11556	8899	7050	10109	7026
Points		1	3	2	7	11	4	10	8	6	9	5
Attendance	7.5%	0.9797	0.9716	0.9757	0.9865	0.9615	0.9694	0.9867	0.9739	0.9715	0.9757	0.9756
Points		9	4	7	10	1	2	11	5	3	8	6
New WC Claims /200,000 Exp Hrs*	12.5%	14.9007	8.4995	3.4448	3.2463	11.5528	27.0248	7.8413	14.6623	14.3386	13.0307	2.7872
Points		2	7	9	10	6	1	8	3	4	5	11
*One month Lag: Sep 04 - Nov 04												
Bus Cleanliness	17.5%	7.4889	7.5378	7.5813	7.5938	7.4250	6.5833	8.4646	7.7438	7.8896	7.5458	7.3021
Points		4	5	7	8	3	1	11	9	10	6	2
Transportation In-Service On-Time Performance	10%	0.7090	0.7066	0.7043	0.6502	0.5454	0.6394	0.6929	0.6834	0.6280	0.6910	0.6248
Points		11	10	9	5	1	4	8	6	3	7	2
Running Hot	10%	0.0649	0.0917	0.0815	0.0863	0.0827	0.1061	0.0807	0.0733	0.0953	0.0755	0.0751
Points		11	3	6	4	5	1	7	10	2	8	9
Accident Rate	10%	4.8142	4.3111	3.1660	5.4015	3.6803	4.6731	2.5452	2.5745	3.3503	2.7135	3.1398
Points		2	4	7	1	5	3	11	10	6	9	8
Complaints/100K Boardings	10%	2.3705	1.6825	2.0949	2.7667	2.5526	3.6422	3.0950	2.8432	2.7895	3.8345	3.6322
Points		9	11	10	7	8	2	4	5	6	1	3
*One month Lag: Sep 04 - Nov 04												
New WC Claims /200,000 Exp Hrs*	10%	20.0259	22.0270	5.3553	20.0825	25.1890	17.8854	21.0376	22.5937	18.4995	19.1866	11.9308
Points		6	3	11	5	1	9	4	2	8	7	10
Totals		**5.65**	**5.53**	**7.43**	**6.48**	**4.73**	**2.85**	**8.40**	**6.63**	**5.73**	**6.60**	**6.00**

Maintenance and Transportation Division Ranking (Sorted)

FINAL RANKING	DIV.	DIV. 8	DIV. 3	DIV. 9	DIV. 15	DIV. 5	DIV. 18	DIV. 10	DIV. 1	DIV. 2	DIV. 6	DIV. 7
	Score	8.40	7.43	6.63	6.60	6.48	6.00	5.73	5.65	5.53	4.73	2.85
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Quarterly Calculations: FY05-Q2
Metro Rail

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

Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are are sorted from high to low. The rail line competes with itself on its own improvement over prior year performance. The percentage score showing best improvement (or least decline) wins the program award for the quarter.

Improvement from Previous Year

Overall Rail Line Performance	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
Oct-04	-0.42%	0.23%	0.02%	-0.14%
Nov-04	-0.02%	0.73%	-0.36%	-0.36%
Dec-04	-0.21%	0.13%	-0.90%	1.24%
Second Quarter Average	**-0.22%**	**0.36%**	**-0.41%**	0.24%

Metro Rail Final Ranking (Sorted)

Rail Line	RED	GOLD	BLUE	GREEN
Score	0.36%	0.245%	-0.217%	-0.414%
Rank	1st	2nd	3rd	4th