



Metro

**FTA QUARTERLY REVIEW
BRIEFING BOOK**

August 30, 2006

Submitted By:

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



AGENDA

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

Los Angeles County
Metropolitan Transportation Authority
Wednesday, August 30, 2006 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

I. OVERVIEW

- A. FTA Opening Remarks
- B. Metro Management Overview
- C. Legal Issues
- D. General Safety and Security Issues
- E. ADA Key Station Voluntary Compliance Agreement
- F. 2550 Rail Vehicle Program

PRESENTER

Leslie Rogers
Roger Snoble
Charles Safer
Dan Finkelstein
Dave Kubicek
Dave Kubicek

II. METRO CONSTRUCTION REPORTS

- A. Construction Project Management Overview
- B. Metro Gold Line Eastside Extension
 - Construction Contracts Update
 - C0803 Tunnel, Stations, Trackwork & Systems
 - C0802 101 Freeway Bridge Overcrossing
 - 1st Street Bridge
 - Ramona Opportunity High School
 - Cost Status
 - Schedule Status
 - Construction Safety
 - CPUC Status
 - Quality Assurance
 - Real Estate
- C. Mid-City/Exposition LRT Project
 - Phase 2 Activities

Rick Thorpe
Dennis Mori
Eli Choueiry

Eric Olson
Dennis Mori

Joel Sandberg

III. METRO PLANNING REPORTS

Carol Inge

IV. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County
Metropolitan Transportation Authority
Wednesday, November 29, 2006
Gateway Conference Room - 3rd Floor

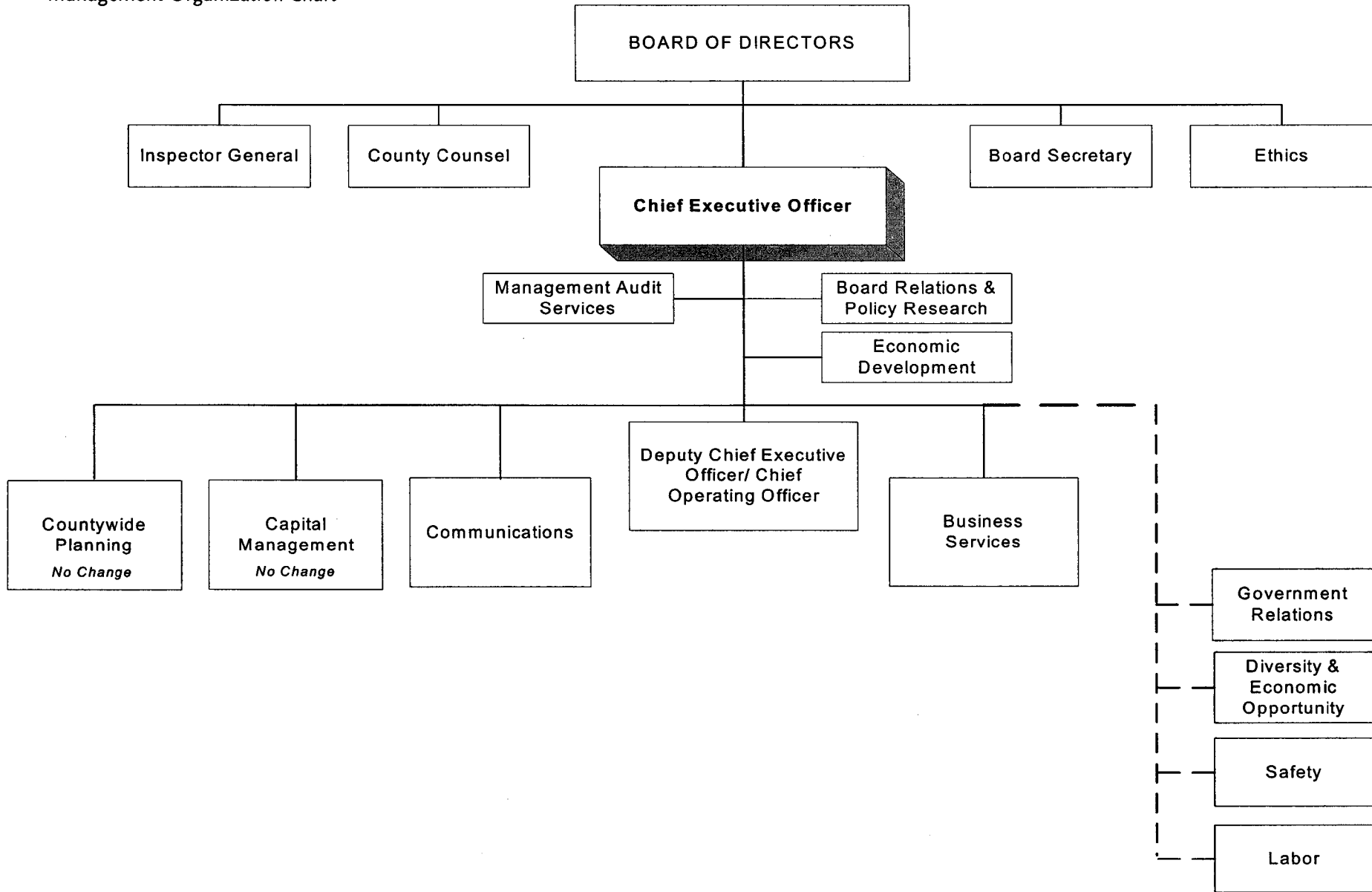
**METRO MANAGEMENT
ORGANIZATION CHART**





Metro

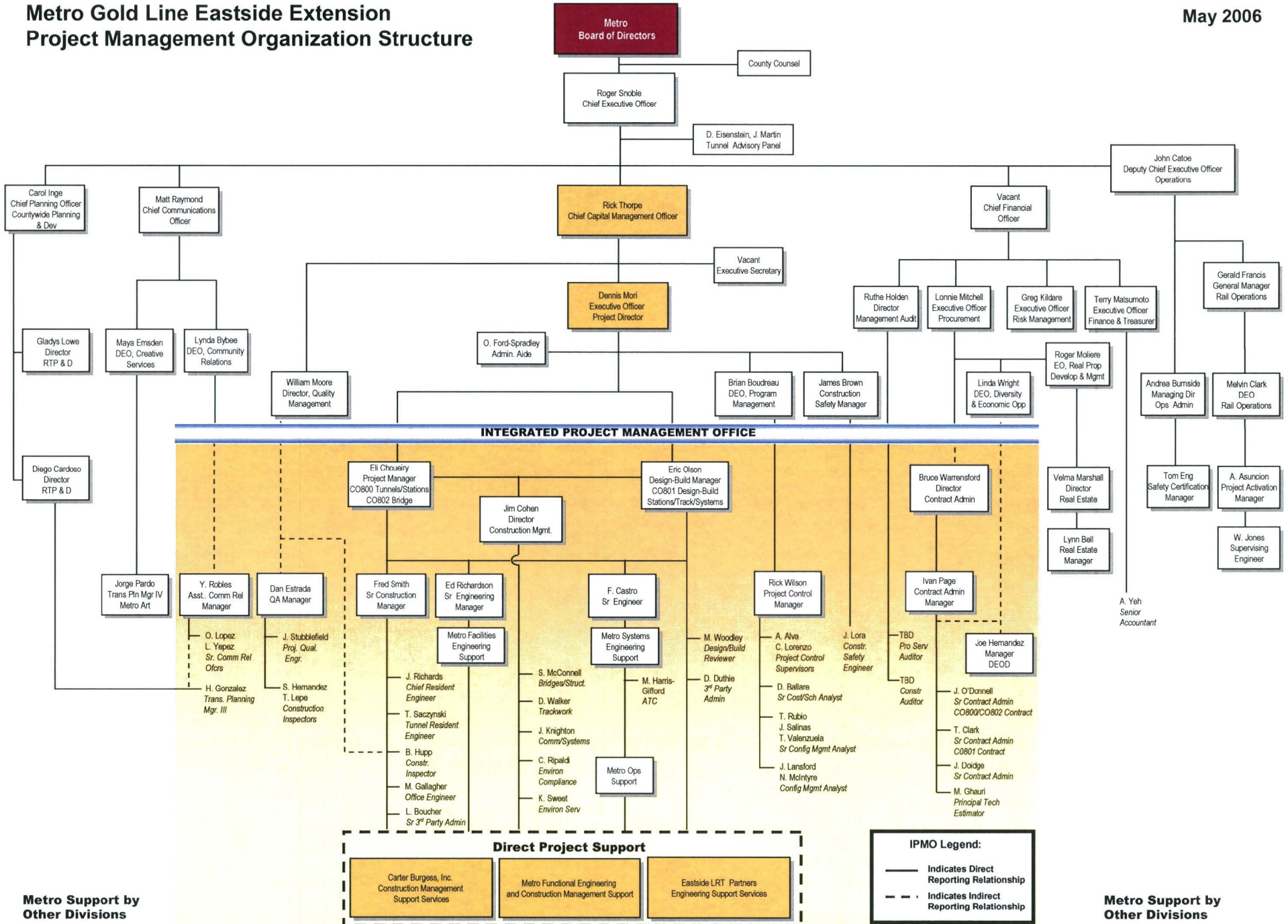
Management Organization Chart



PROJECT ORGANIZATION
CHARTS

Metro Gold Line Eastside Extension Project Management Organization Structure

May 2006



METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
2005/06 STATE AND FEDERAL LEGISLATIVE MATRIX
JULY 2006

STATE ASSEMBLY			
BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
ACA 4 (Plescia) LA 5/9	Would remove the suspension clause from Proposition 42	SUPPORT	Assembly Appropriations Committee
ACA 10 (Núñez)	Would protect Proposition 42 funds	SUPPORT WORK WITH AUTHOR	Assembly
ACA 11 (Dropeza)	Would remove the suspension clause from Prop. 42 funds and authorizes funds to be loaned to the General Fund under specific conditions	SUPPORT	Assembly Appropriations Committee
AB 267 (Daucher) LA 6/1	Would expand the process by which local agencies may be reimbursed by the California Transportation Commission for advancement of local funds for state funded projects.	SUPPORT	Senate Appropriations Committee
AB 426 (Bogh)	Would require the conversion of all HOV lanes to mixed flow lanes during off-peak periods	OPPOSE	Died
AB 509 (Richman)	Would authorize regional transportation agencies to enter into agreements to develop user financed transportation projects	SUPPORT WORK WITH AUTHOR	Died
AB 1010 (Dropeza) LA 4/6	Would transfer Grade Crossing approvals from the Public Utilities Commission to Caltrans.	SUPPORT WORK WITH AUTHOR	Assembly Unfinished Business
AB 1067 (Frommer)	Would expand the type of grade separation violations that can be imposed	SUPPORT WORK WITH AUTHOR	Chaptered
AB 1169 (Torrice)	Would expand the violations against transit operators for which increased penalties may be assessed	SUPPORT	Third Reading File
AB 1276 (Dropeza)	Would require the creation of a taskforce to study congestion along the state's intermodal corridors	SUPPORT WORK WITH AUTHOR	Died
AB 1649 (Liu)	Would address governance issues of the Metro Gold Line-Foothills Extension	OPPOSE, WORK WITH AUTHOR	Died
AB 1702 (Frommer)	Would appropriate \$500 million from the General Fund using Economic Recovery Bonds to the Traffic Congestion Relief Fund (TCRF), to repay or reimburse transportation projects and programs	SUPPORT	Died
AB 1714 (Plescia) LA 5/3	Modifies the cost estimates to complete the Toll Bridge Seismic Safety Repair and Retrofit Program and identifies funding for the revised estimates.	WORK WITH AUTHOR	Died
AB 1783 (Núñez)	California Infrastructure improvement, Smart Growth, Economic Reinvestment, and Emergency, Preparedness Financing Act of 2006	SUPPORT WORK WITH AUTHOR	Assembly
AB 2495 (Núñez)	Expands the membership of the State Transportation Commission	SUPPORT	Senate Appropriations Committee
RUNNER, CANCIAMILLA, NIELLO, KEENE	GO CALIFORNIA LEGISLATIVE PACKAGE - SB 705, AB 850, AB 1266, ACA 4X	SUPPORT AND, SUPPORT WORK WITH AUTHORS	SB 705 - Died AB 850 - Died AB 1266 - Died ACA 4X- Not currently under consideration

**GOVERNMENT RELATIONS
2005/06 STATE AND FEDERAL LEGISLATIVE MATRIX
JULY 2006**

STATE SENATE			
BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 172 (Torlakson) LA 5/27	Grants budgetary control of all toll revenues to the Bay Area Toll Authority (BATA).	WORK WITH AUTHOR	Assembly Transportation Committee
SB 275 (Torlakson)	Would require Caltrans and the California Transportation Commission to conduct a 10 year transportation needs assessment	SUPPORT	Vetoed
SB 523 (Torlakson)	Would require that \$7.2 million be annually allocated to the Bicycle Transportation Account	SUPPORT	Vetoed
SB 682 (Simitian)	Identity Information Protection Act of 2005	WORK WITH AUTHOR	Assembly Appropriations Committee
SB 851 (Murray)	Would streamline LACMTA procurement process	SUPPORT SEEK AMENDMENT	Vetoed
SB 1024 (Perata and Torlakson) LA 5/12	Authorizes the sale of \$7.688 billion in general obligation bonds for capital improvement projects throughout the state, including funding for toll Bridge Seismic Safety Repair and Retrofit Program.	WORK WITH AUTHOR	Assembly
SB 1026 (Perata)	Safe Facilities Improved Mobility and Clean Air Bond Act	SUPPORT-WORK WITH AUTHOR	Chaptered
SB 1507 (Margett)	Would restructure the Metro Board of Directors membership.	OPPOSE	Senate Rules Committee

BILL/AUTHOR	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Act of 2006	MTA POSITION	STATUS
SCA 7 (Torlakson)	Proposition 42 fix	SUPPORT*	Chaptered
AB 1540 (Núñez)	Ballot language	SUPPORT	Chaptered
AB 1467 (Núñez)	Public Private Partnerships	SUPPORT*	Chaptered
AB 1039 (Núñez)	Permit streamlining for bridges (CEQA exemptions)	SUPPORT*	Chaptered
AB 143 (Núñez)	Design build projects	SUPPORT*	Assembly Unfinished Business-Reconsideration
SB 1266 (Perata)	Transit and Air Quality bond	SUPPORT	Chaptered

* The Board has approved these legislative issues in previous actions.

STATE/FEDERAL		
BILLS/AUTHOR	DESCRIPTION	STATUS

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

<p>State Implementation of SAFETEA LU</p>	<p>Would authorize funds for Federal aid for bus and rail programs and for other purposes.</p> <p>MTA Board approved to support TEA-21 State of California and Los Angeles County's General Principles. Return to the MTA Board with TEA-21 Reauthorization Criteria listing.</p> <p>June 27, 2002 Board Approved State of California and LA County Regional General Principles.</p> <p>September 26, 2002 MTA Board approved the Revised LA County Regional General Principles and Priority Project lists.</p> <p>January 2006 State of California reviewing SAFETEA LU provisions.</p>	<p>August 10, 2005, SAFETEA-LU is signed into law by President George W. Bush (Public Law 109- 59)</p>
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FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>FY 2007 Transportation Appropriations Request</p>	<p><u>\$100 million in Section 5309 New Starts Funding for the final design and construction of the Eastside Light Rail project.</u> This innovative light rail project would run from Union Station through East Los Angeles, serving one of the most transit-dependent areas in the City of Los Angeles.</p> <p><u>\$10 million in Section 5309 Bus and Bus Related Discretionary Funding to assist the MTA with purchasing new alternative fuel buses and constructing bus divisions.</u> The MTA currently operates the world's largest fleet of state-of-the-art clean burning buses and is fully committed to expanding its highly successful Metro Rapid Bus program.</p> <p>Support the Municipal Operators Bus Appropriations requests.</p> <p><u>\$2 million in Intelligent Transportation System Funding.</u> These resources would be utilized to implement the MTA's Regional Universal Fare System (RUFS). The RUFS would permit passengers using a card imbedded with a computer chip to board all MTA buses and trains and transfer to services offered by municipal operators, paratransit and Metrolink without having to be concerned with purchasing a new fare or carrying change.</p>	<p>December 15, 2005-LACMTA Board Adopted 2006 Legislative program</p> <p>June 6, 2006 - House Transportation Appropriations Subcommittee Markup of Fiscal Year 2007 funding bill.</p> <p>July 18, 2006 - Senate Transportation Appropriations Subcommittee Markup of Fiscal Year 2007 funding bill.</p>
<p>HR 4653 (Waxman)</p>	<p>A bill that would repeal a prohibition on the use of federal funds on the Los Angeles to San Fernando Valley Metro Rail project.</p>	<p>SUPPORT</p> <p>Pending in the House Transportation & Infrastructure Committee's Subcommittee on Railroads</p>

FEDERAL		
BILLS/AUTHOR	DESCRIPTION	STATUS
TEA-21 REAUTHORIZATION	<p>MTA Board approved to support TEA-21 State of California and Los Angeles County's General Principles. Return to the MTA Board with TEA-21 Reauthorization Criteria listing.</p> <p>June 27, 2002 Board Approved State of California and LA County Regional General Principles.</p> <p>September 26, 2002 MTA Board approved the Revised LA County Regional General Principles and Priority Project lists.</p>	<p>March 10, 2005 U.S. House of Representatives passed H.R. 3 (Transportation Equity Act - A Legacy for Users). The bill passed by a vote of 417 to 9.</p> <p>March 14, 2005 The Senate Commerce, Science and Transportation Committee approved the safety title of the Senate's transportation reauthorization bill.</p> <p>March 16, 2005 The Senate Environment and Public Works Committee adopted SAFETEA by a vote of 17 to 1. This bill addresses the highway portion of the transportation reauthorization bill.</p> <p>March 17, 2005 The Senate Banking Committee passed. "The Federal Public Transportation Act of 2005." This bill addresses the transit portion of the transportation reauthorization bill.</p> <p>March 19, 2005, the Senate Finance Committee passed the revenue measure that provides the necessary financing to support the transportation reauthorization bill.</p> <p>July 29, 2005, the conference agreement on the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) was overwhelmingly approved by the House (412-8) and Senate (91-4).</p> <p>August 10, 2005 - SAFETEA-LU is signed into law by President George W. Bush (Public Law 109- 59)</p> <p>June 28, 2006 - A bill (H.R. 5689) to amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users is adopted by the House.</p>

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

7/18/2006



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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RAYMOND G. FORTNER, JR.
County Counsel

Reply to:
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July 12, 2006

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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 June 30, 2006, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2508.

Very truly yours,

RAYMOND G. FORTNER, JR.
County Counsel

By


ROBERT B. REAGAN
Principal Deputy County Counsel

RBR:ibm
Attachments

c: Charles M. Safer
Brian Boudreau
Frank Flores
Gladys Lowe
Leslie Rogers
Cindy Smouse ✓

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of June 30, 2006

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham	BC150298, etc.	MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting.	Most of phase one of trial has been completed. Each party has submitted proposed statements of decision.
MTA v. Parson Dillingham	BC179027	MOS-1 and CA-03-0341, CA-90-X642	In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Awaiting court's decision.
Labor/Community Strategy Center v. MTA	CV94-5936 (TJH)	ALL	On 10/28/96, Federal Judge Hatter approved a Consent Decree reached between MTA and the class action plaintiffs. The Consent Decree provides for MTA to: (i) reduce its load factor targets (i.e. the # of people who stand on the bus), (ii) expand bus service improvements by making available 102 additional buses, (iii) implement a pilot project, followed by a 5-yr Plan, facilitate access to County-wide jobs, ed & health centers, (iv) not increase cash fares for 2-yrs & pass fares for 3-yrs beginning 12/01/96, after which MTA may raise fares subject to conditions of the Consent Decree and (v) introduce a weekly pass & an off-peak discount fare on selected lines.	The special master resigned on 02/21/06. The Court directed the parties to propose a special master for the court's approval or to submit a status report regarding progress toward selection if a successor is not proposed by 04/10/06. The Court chose not to appoint a new special master. Consent decree expires on 10/29/06, but plaintiff's filed motion to extend. Ruling is pending.

Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims.	New judge assigned, D.A. amended in. Court has ordered mini trials on separate issues. Trial set for 11/13/06 for Tunnel Handrail False Claim.
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bcc:

LACMTA

Brian Boudreau	99-17-01
Diego Cardoso	99-22-02
Eli Choueiry	99-16-10
Dan Finkelstein	99-PL-15
Frank Flores	99-23-03
Henry Gonzalez	99-22-02
Chip Hazen	99-13-05
Steve Henley	99-23-03
Art Henry	99-25-01
Ruthe Holden	99-21-03
Carol Inge	99-22-01
Joanne Kawai	99-25-01
Dave Kubicek	20-02-07
Gladys Lowe	99-23-03
Velma Marshall	99-13-08
Dave Mieger	99-22-05
William Moore	99-17-10
Josie Nicasio	99-20-08
Charles Safer	99-24-02
Cindy Smouse	99-17-01
William Waters	81-05-01
Rick Wilson	99-16-09
Linda Wright	99-13-04
Joe Parise (RMC)	99-PL-05
Library	99-15-01

IPMO - Eastside

Eric Olson

Expo Construction Authority

Samatha Bricker
Steve Brye
Anthony Loui
Mark Perez
Joel Sandberg



Metro

August 15, 2006

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

SUBJECT: FTA Quarterly Review Briefing Book and Related Documents
FTA New Start Projects Quarterly Review Meeting – August 30, 2006

Dear Mr. Rogers:

Attached is the FTA Quarterly Review Briefing Book, including the FTA Quarterly Review Meeting Agenda and related documents and the Consent Decree Quarterly Report. The Fourth Quarter Financial Report (Unaudited) will be submitted to you under separate cover. These reports should provide you adequate information on quarterly agenda items for the August 30, 2006 FTA New Start Projects Quarterly Review Meeting.

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

Sincerely,

Roger Snoble
Chief Executive Officer

Enclosure

Distribution:

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Terry Matsumoto	99-21-05
Lonnie Mitchell	99-12-01
Dennis Mori	99-17-05
Rick Thorpe	99-17-05

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

STATUS REPORT AS OF JUNE 30, 2006

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

Wilshire/Western Station – MTA Board has approved the Developer project of a mixed-use development to include approximately 186 condominium units, 49,500 square feet of retail, and 700-space garage. The development agreement has been executed and Closing is pending both parties meeting the closing conditions. The closing should be completed within the next 30 to 60 days and construction will start soon thereafter.

Wilshire/Vermont Station - A long-term ground lease with Wilshire Vermont Housing Partners covering the construction of 449 apartment units and 35,000 square feet of commercial/retail space on 3.24 acres of the 5.83-acre station site was executed on November 10, 2003. Construction of this commercial development is ongoing. A Purchase and Sale Agreement with the Los Angeles Unified School District covering the sale of the bulk of the remaining 2.59 acres at the site for construction and operation of a three-story, approximately 800-student middle school was executed on January 25, 2005. Pre-acquisition due diligence is on going, various closing documents are being finalized; i.e. deeds, easement documents, etc. and escrow is scheduled to close before the deadline of June 4, 2007.

B-102 and B-103 - Temple Beaudry

Operations have requested that this site be retained while funding is identified for a downtown bus layover. The MTA has received a proposal to development a joint bus layover and housing project on this site including adding an additional adjacent parcel. Review of the design of a potential joint development which would integrate a bus layover and housing is underway.

A1-300 and A2-301 - Wilshire/Crenshaw

The MTA Board certified the Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project on August 15, 2002. The EIR included a transit station and public parking at Wilshire/Crenshaw. The Board subsequently took action to defer construction of the Project. In the interim, the site is being leased to the Los Angeles Unified School District for parking.

A2-362 - Wilshire/La Brea

The MTA Board certified the Environmental Impact Report (EIR) for the Wilshire Bus Rapid Transit Project on August 15, 2002. The EIR included a transit station and public parking at Wilshire/Crenshaw. The Board subsequently took action to defer construction of the Project. In

the interim, the site will continue to house the Metro Customer Service Center and a portion leased to a retail outlet. The remainder of the site is leased to the City of Los Angeles for parking.

**Parcels A4-755, A4-765, A4-767, A4-772, A4-774, A4-761 - Universal City Station
C4-815 - North Hollywood Station**

North Hollywood Station – MTA Board adopted conceptual development guidelines for the development of the MTA properties in North Hollywood at its April/May 2006 meeting. MTA, possibly jointly with the Los Angeles City Community Redevelopment Agency, will issue a Request for Qualifications in August 2006 as a first step in procuring a developer for the properties.

Universal City Station – MTA staff will draft conceptual development guidelines for this site in preparation for the issuance of a Request for Proposals. As part of this process, staff plans to conduct a market and site analysis to determine its highest and best use and market support.

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

1. Parcels A1-015, A1-016,

Parcels A1-015 and A1-016 are designated as a temporary soil storage site in support various construction projects. It is used to store excavated soils pending environmental testing from operational divisions and the rail construction projects. The parcels will also be used for this purpose during pending new transit projects and are expected to continue to be used in support of MTA operations.

2. Parcel A1-021

This parcel is currently used by the Rail Materials Group to store materials for Rail Operations. A new and larger facility is required. Efforts are underway to acquire a new site and to combine all of the materials at one location. FTA will be asked to approve the sale of this site and to authorize the use of revenue generated for the acquisition of a new site and/or towards construction of a new facility.

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

MTA Board authorized the issuance of an Exclusive Negotiation Agreements with a developer. The proposed development consists of housing, commercial and civic structures. A land lease is being finalized while the developer completes there due diligence study of the property. Negotiations continue on the site for the development of an affordable housing project combined with local serving retail.

Updated July 7, 2006

**METRO OPERATIONS
PERFORMANCE REPORT**



Los Angeles County
Metropolitan Transportation Authority

METRO OPERATIONS MONTHLY PERFORMANCE REPORT

JUN 2006



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San Fernando Valley Sector Scorecard Overview (SFV)

This sector has two Metro operating divisions, Division 8 in Chatsworth and Division 15 in Sun Valley. The sector is responsible for the operation of approximately 430 Metro buses and 24 Metro Bus lines carrying nearly 54 million boarding passengers each year.

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	June Month	Status
Bus Systemwide							
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,274	3,305	■
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.35%	63.06%	■
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.45	3.16	■
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.41	2.06	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	May 12.16	May 11.97	●
**Div 15 Nov. data excluded & Dec. Data after shake-up							
SFV Sector							
MMBMF*				3,500	3,319	3,261	■
In-Service On-time Performance**	67.30%	67.47%	68.54%	70%	65.19%	66.04%	■
Bus Traffic Accidents Per 100,000 Miles	2.91	2.99	2.67	2.85	3.03	2.75	■
Complaints per 100,000 Boardings	6.32	5.45	4.39	4.25	3.24	2.56	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.72	15.15	13.71	16.00	May 11.05	May 7.36	●
**Div 15 Nov. data excluded & Dec. Data after shake-up							
Division 8							
MMBDCF*				3,500	3,836	3,666	●
In-Service On-time Performance	70.09%	69.12%	69.78%	70%	68.23%	73.32%	■
Bus Traffic Accidents Per 100,000 Miles	2.84	2.75	2.58	2.85	2.82	2.24	●
Complaints per 100,000 Boardings	6.87	5.09	4.17	4.25	3.37	2.44	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.92	19.15	16.77	16.00	May 13.43	May 15.05	●
**Div 15 Nov. data excluded & Dec. Data after shake-up							
Division 15							
MMBMF*				3,500	2,996	2,979	■
In-Service On-time Performance**	66.13%	66.62%	67.84%	70%	63.84%	63.76%	■
Bus Traffic Accidents Per 100,000 Miles	2.96	3.17	2.74	2.85	3.21	3.18	■
Complaints per 100,000 Boardings	6.01	5.70	4.55	4.25	3.14	2.66	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.23	13.14	12.46	16.00	May 9.55	May 1.94	●

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



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

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

SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

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

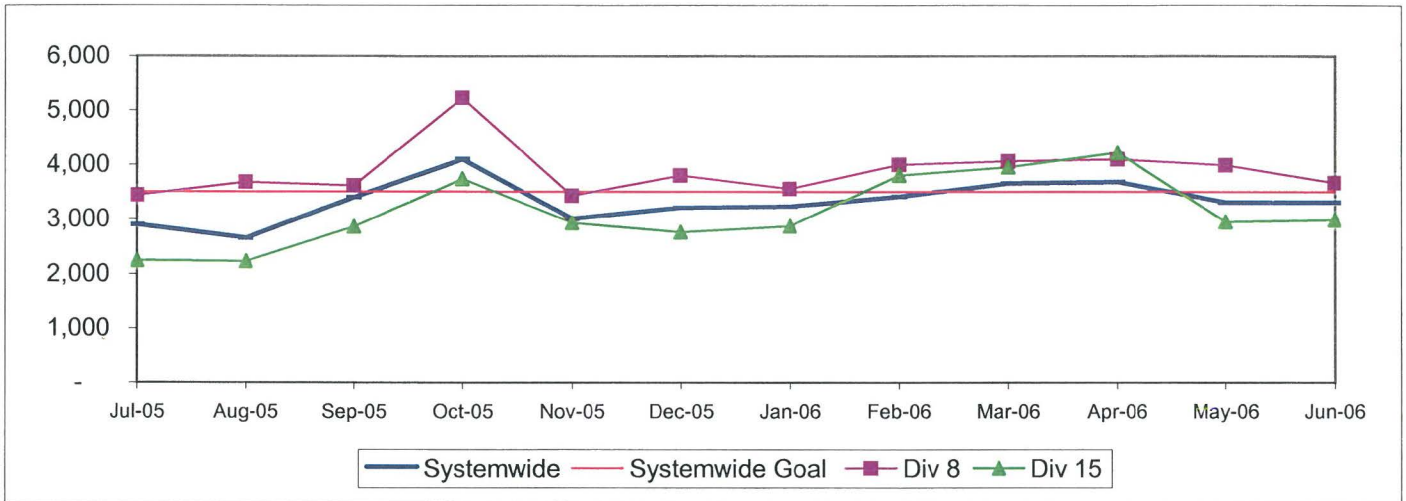
Reporting of the OTP-PTP indicator has been suspended pending investigation of issues related to the geo-coding of terminal locations.

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE

Systemwide and Divisions 8 and 15

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

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



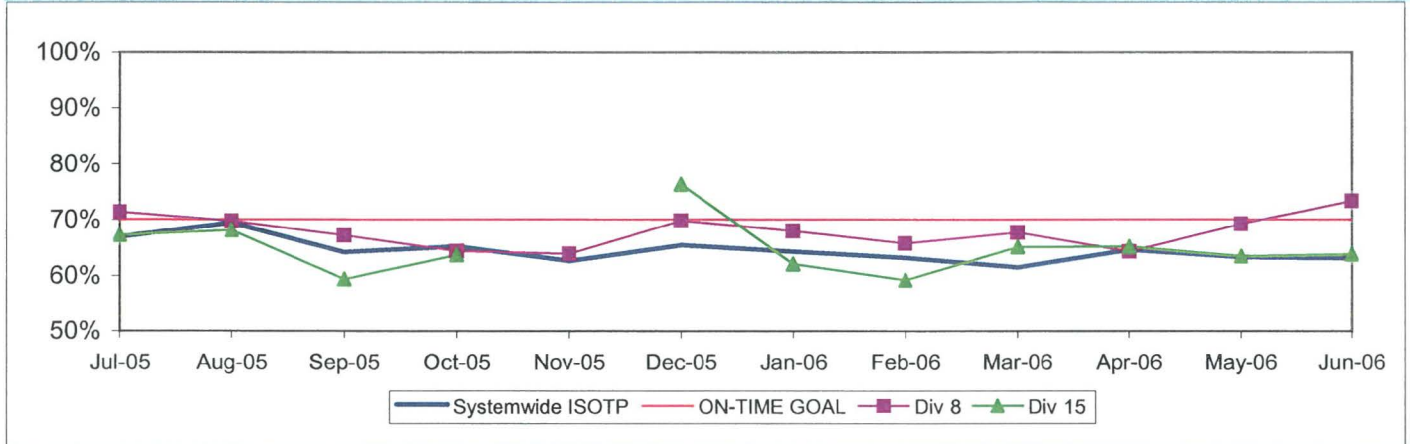
IN-SERVICE ON-TIME PERFORMANCE*

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

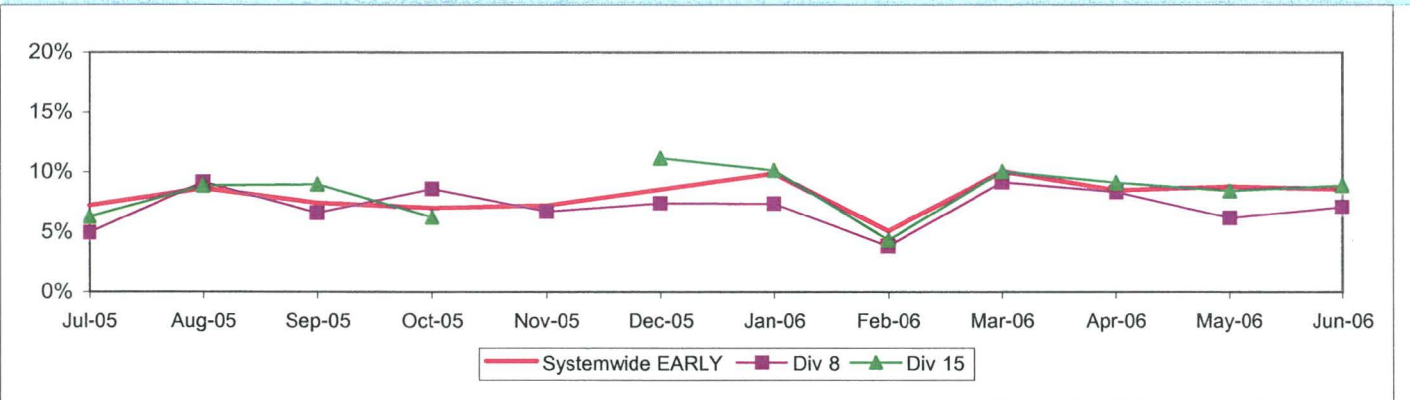
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

* Division 15 November data not available.

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



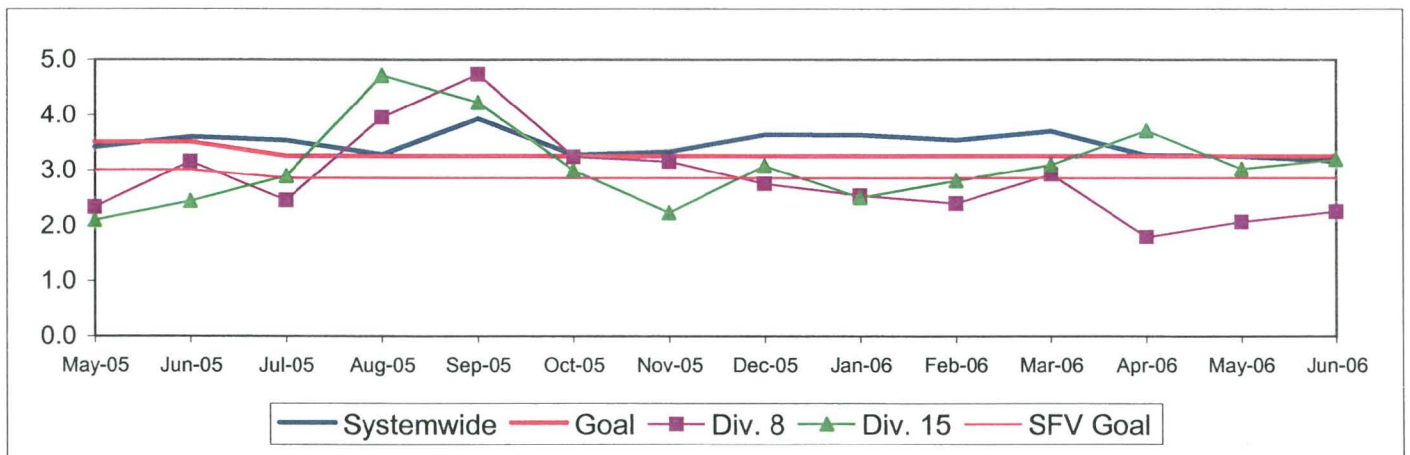
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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

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

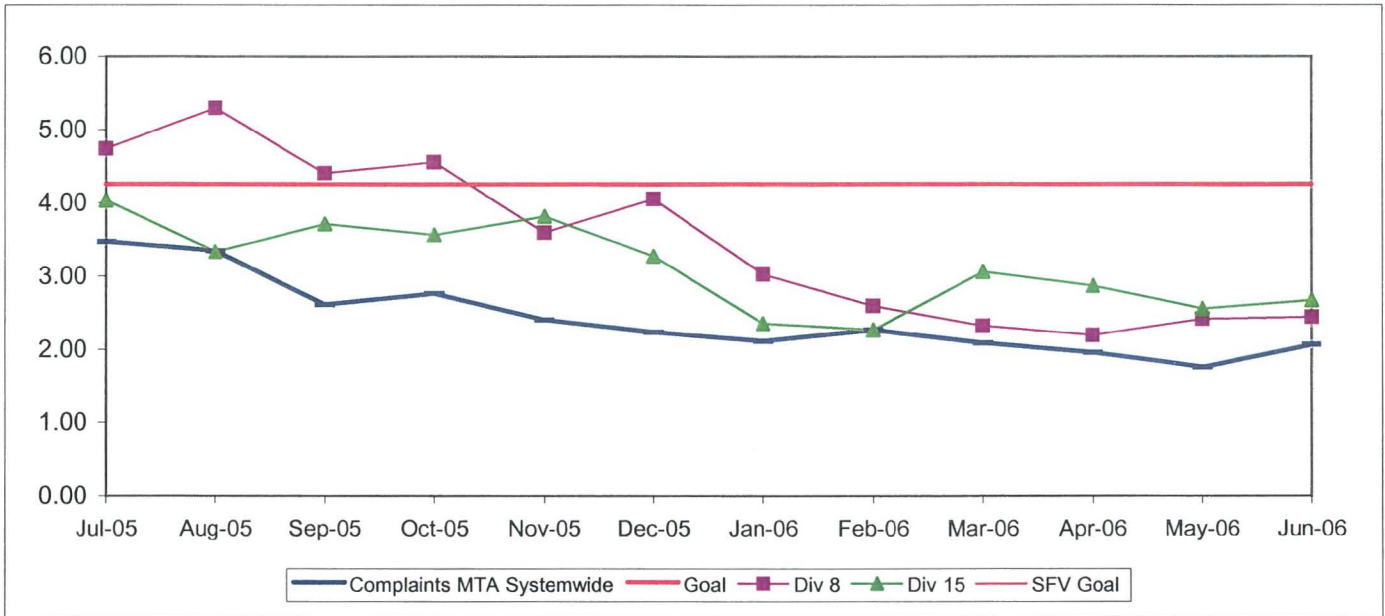
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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

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

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

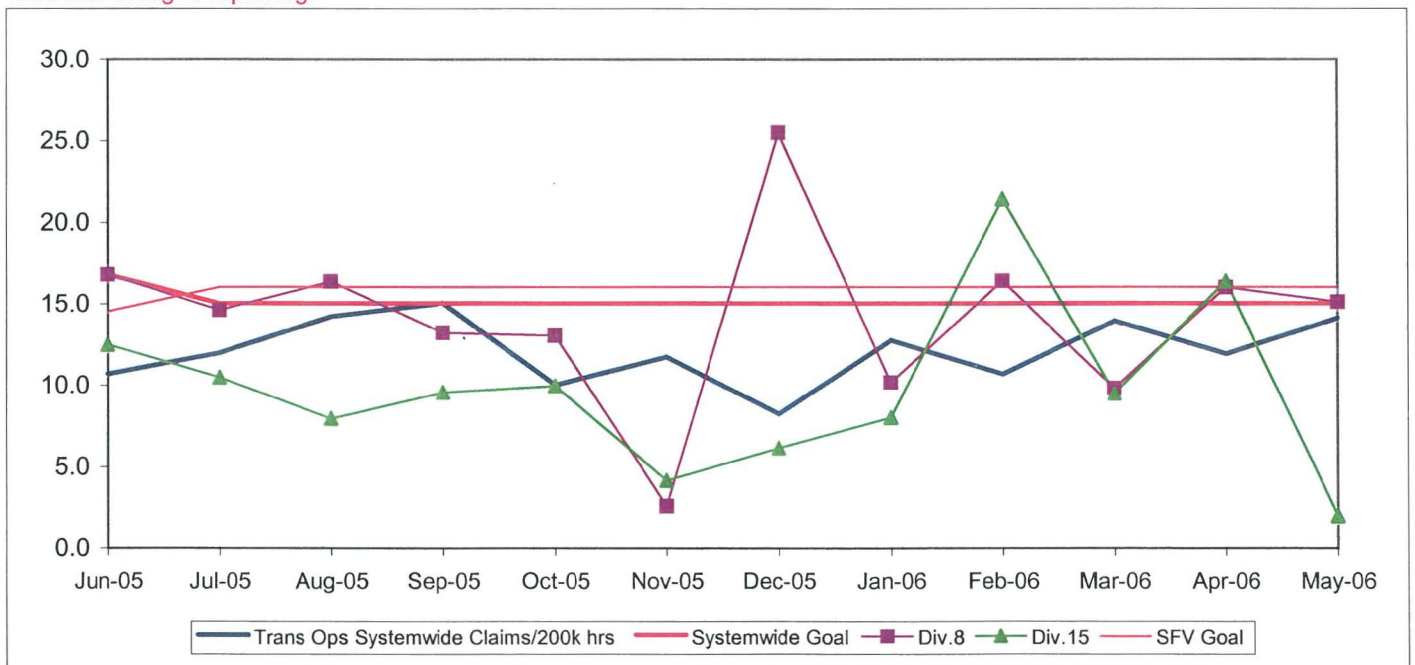


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.



San Gabriel Valley Sector Scorecard Overview (SGV)

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

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	June Month	Status
Bus Systemwide							
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,274	3,305	
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.35%	63.06%	
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.45	3.16	
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.41	2.06	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	May 12.16	May 11.97	
**Div 15 Nov. data excluded & Dec. Data after shake-up							
SGV Sector							
MMBMF*				3,500	3,467	3,141	
In-Service On-time Performance	70.02%	69.98%	70.10%	75%	68.59%	67.99%	
Bus Traffic Accidents Per 100,000 Miles	3.40	2.91	2.96	2.75	2.81	3.02	
Complaints per 100,000 Boardings	3.57	3.80	2.95	3.00	2.18	1.88	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	23.15	16.12	10.14	11.00	May 12.69	May 11.57	
Division 3							
MMBGMF*				3,500	2,690	2,680	
In-Service On-time Performance**	71.08%	70.80%	71.06%	75%	70.05%	67.89%	
Bus Traffic Accidents Per 100,000 Miles	4.22	3.59	3.57	2.75	3.64	3.51	
Complaints per 100,000 Boardings	3.09	3.02	2.60	3.00	1.83	1.53	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.54	12.36	6.68	11.00	May 11.28	May 7.29	
Division 9							
MMBMF*				3,500	4,585	3,653	
In-Service On-time Performance	67.47%	68.16%	68.16%	75%	67.01%	68.08%	
Bus Traffic Accidents Per 100,000 Miles	2.64	2.26	2.42	2.75	2.12	2.62	
Complaints per 100,000 Boardings	4.31	5.09	5.09	3.00	2.61	2.31	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.54	20.75	14.66	11.00	May 14.58	May 14.42	

*New Indicator. **Line 28 not included due to the temporary closure of the bus stop at Olympic and Figueroa.

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

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

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

SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

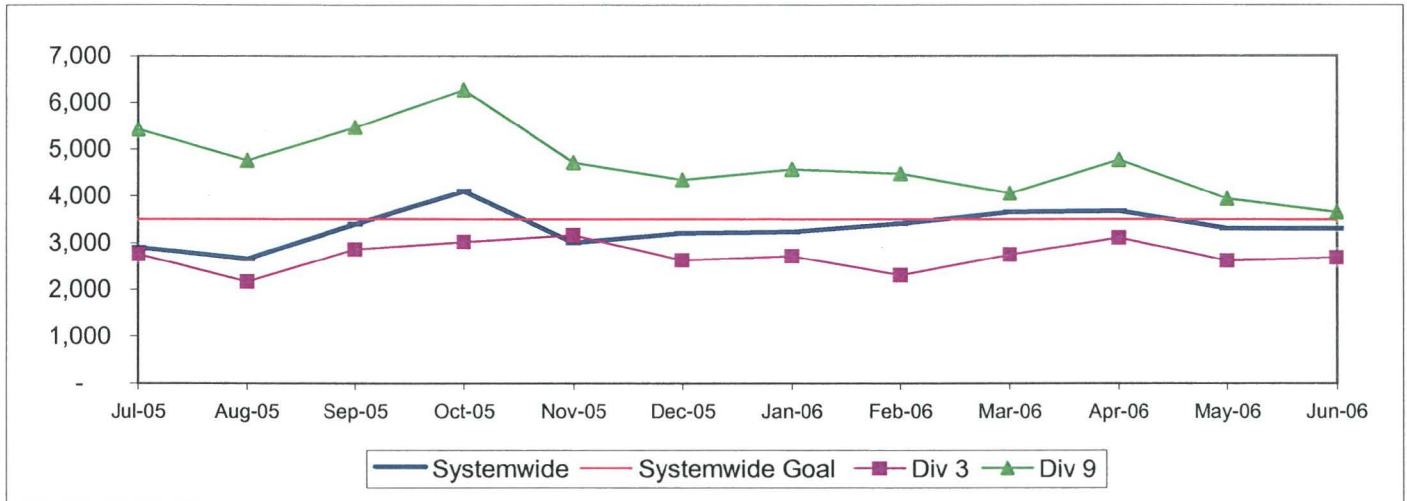
ON-TIME PULLOUT FROM PRIMARY TERMINAL POINT (OTP-PTP) PERCENTAGE*

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

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

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

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

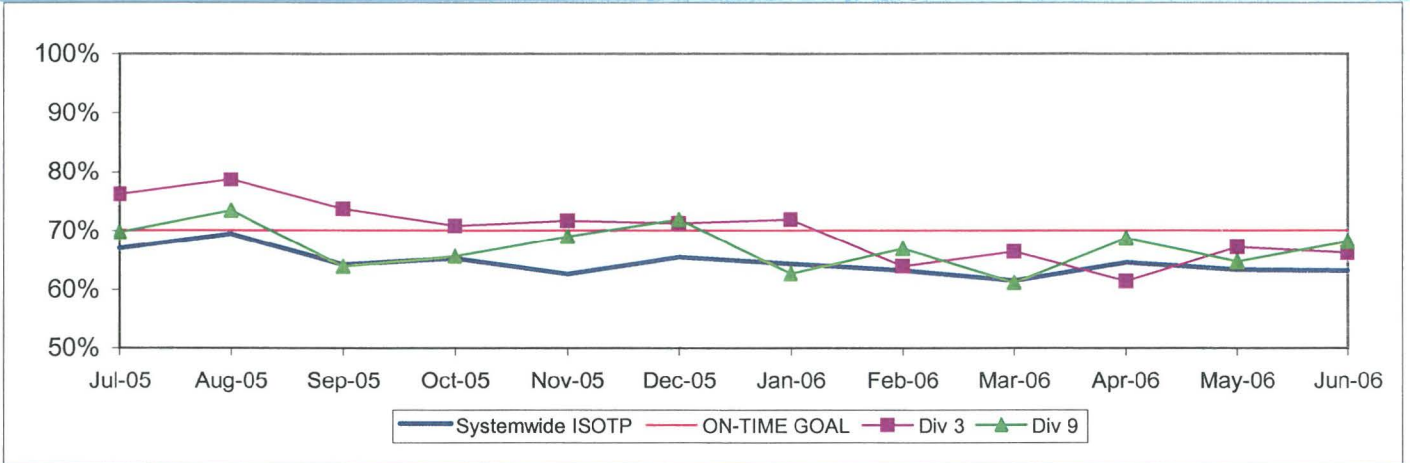


IN-SERVICE ON-TIME PERFORMANCE

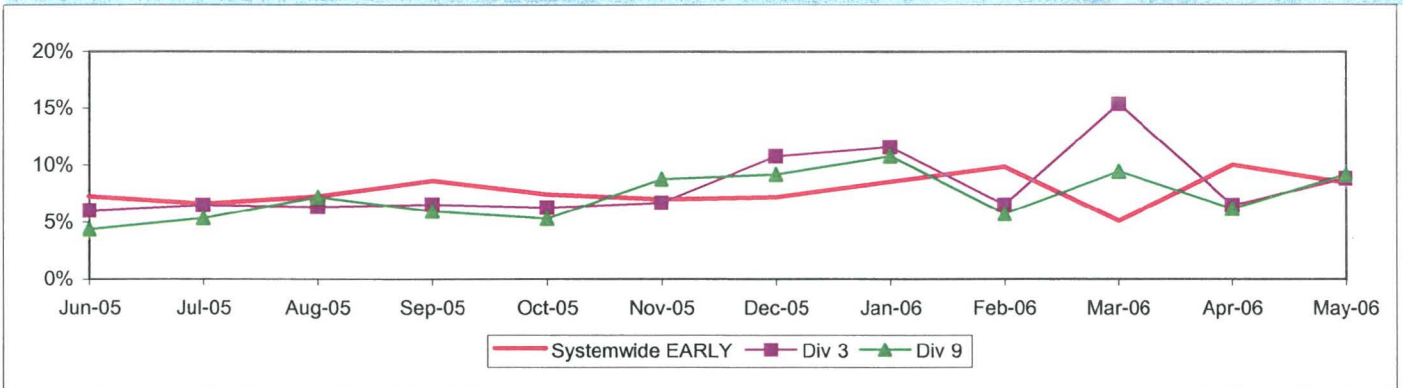
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



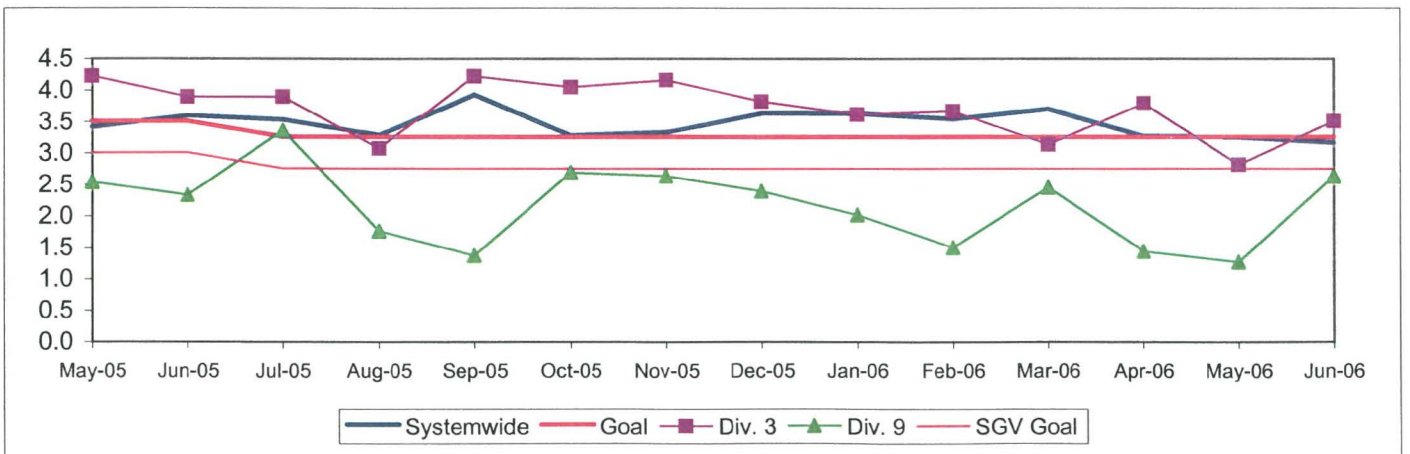
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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

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

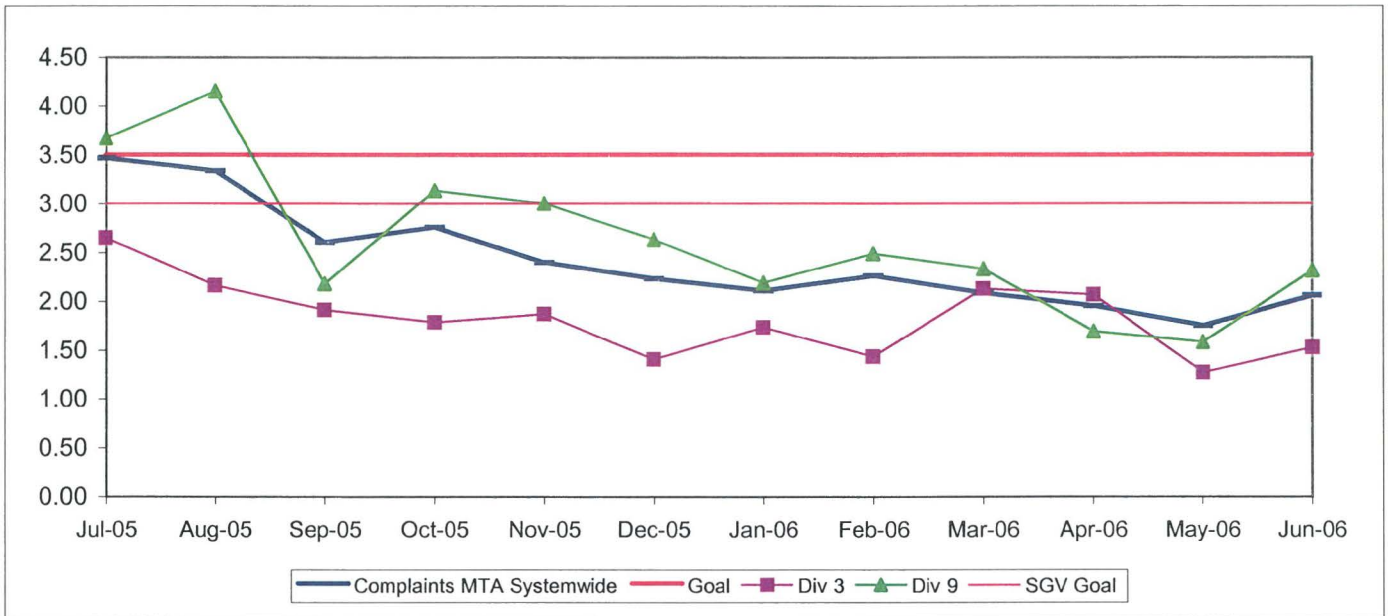
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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

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

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

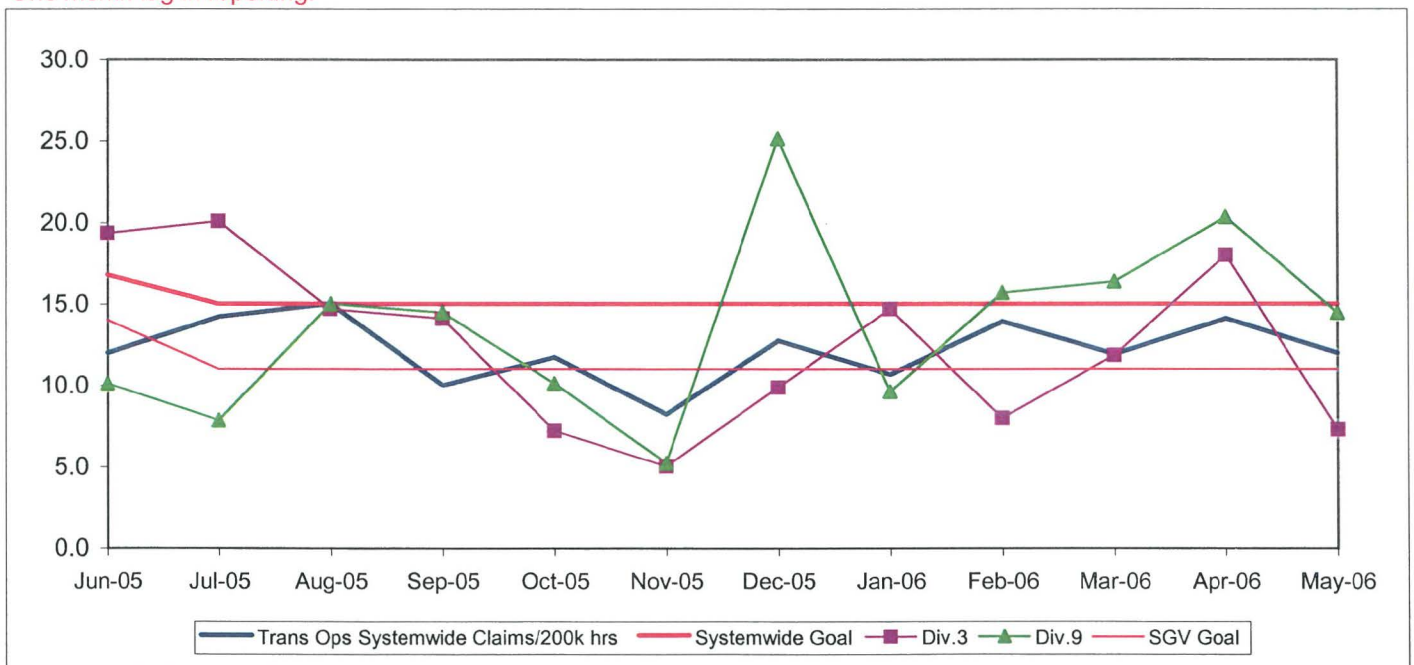


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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

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

One month lag in reporting.



Gateway Cities Sector Scorecard Overview (GC)

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

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	June Month	Status
Bus Systemwide							
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,274	3,305	
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.35%	63.06%	
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.45	3.16	
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.41	2.06	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	May 12.16	May 11.97	
**Div 15 Nov. data excluded & Dec. Data after shake-up used.							
GC Sector							
MMBMF*				3,500	2,506	2,500	
In-Service On-time Performance	74.53%	69.34%	71.20%	70%	71.73%	69.84%	
Bus Traffic Accidents Per 100,000 Miles	4.07	3.86	4.29	4.00	3.69	2.76	
Complaints per 100,000 Boardings	2.63	3.08	2.58	2.75	1.69	1.60	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	25.30	20.19	14.11	16.50	May 11.13	May 15.85	
Division 1							
MMBMF*				3,500	2,409	2,482	
In-Service On-time Performance	78.22%	70.57%	71.62%	70%	71.06%	69.27%	
Bus Traffic Accidents Per 100,000 Miles	3.39	3.41	4.35	4.00	3.52	1.94	
Complaints per 100,000 Boardings	2.26	3.32	2.92	2.75	1.92	1.77	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.42	16.82	12.71	16.50	May 10.55	May 16.91	
Division 2							
MMBMF*				3,500	2,660	2,527	
In-Service On-time Performance	67.53%	67.62%	70.42%	70%	72.71%	70.65%	
Bus Traffic Accidents Per 100,000 Miles	4.78	4.36	4.21	4.00	3.93	3.93	
Complaints per 100,000 Boardings	3.07	2.84	2.15	2.75	1.42	1.40	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	31.18	24.56	16.69	16.50	May 12.66	May 15.84	

*New Indicator.

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

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

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

GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

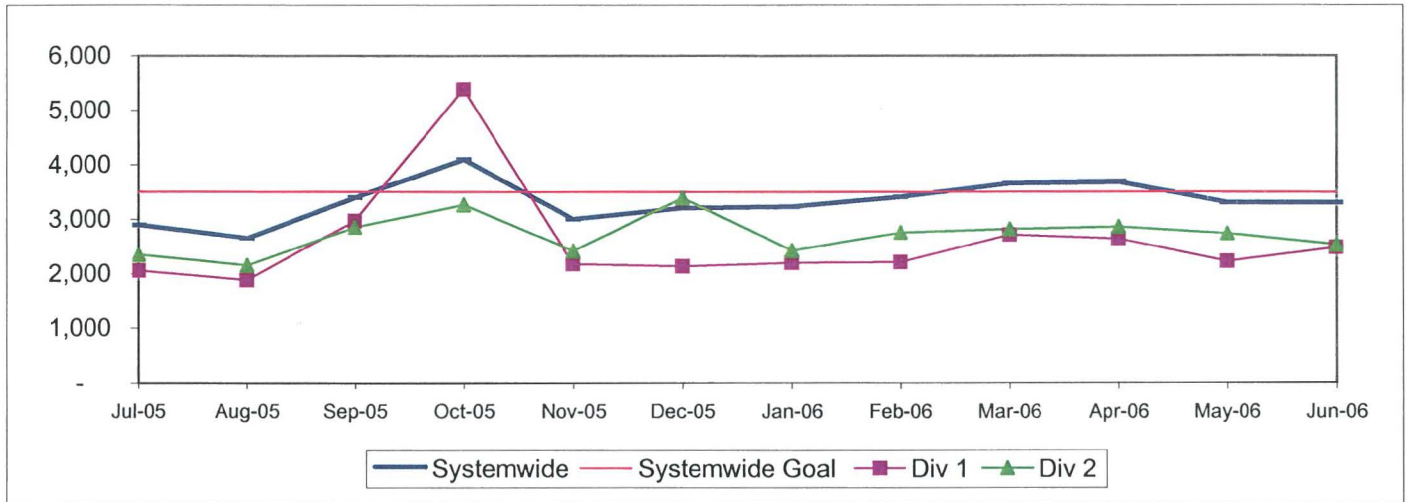
ON-TIME PULLOUT FROM PRIMARY TERMINAL POINT (OTP-PTP) PERCENTAGE*

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

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE Systemwide and Divisions 1 and 2

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

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

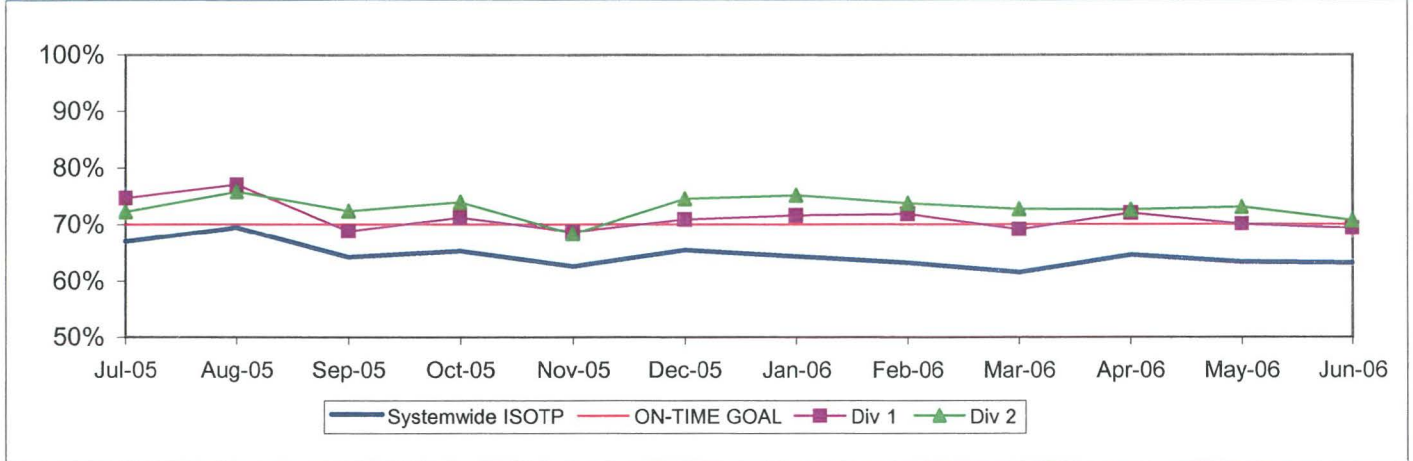


IN-SERVICE ON-TIME PERFORMANCE

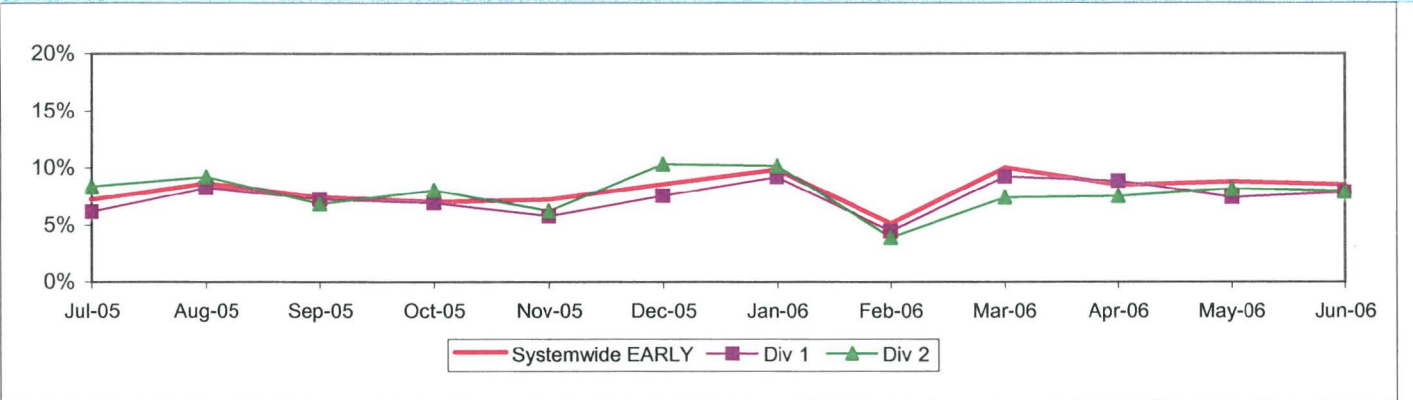
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



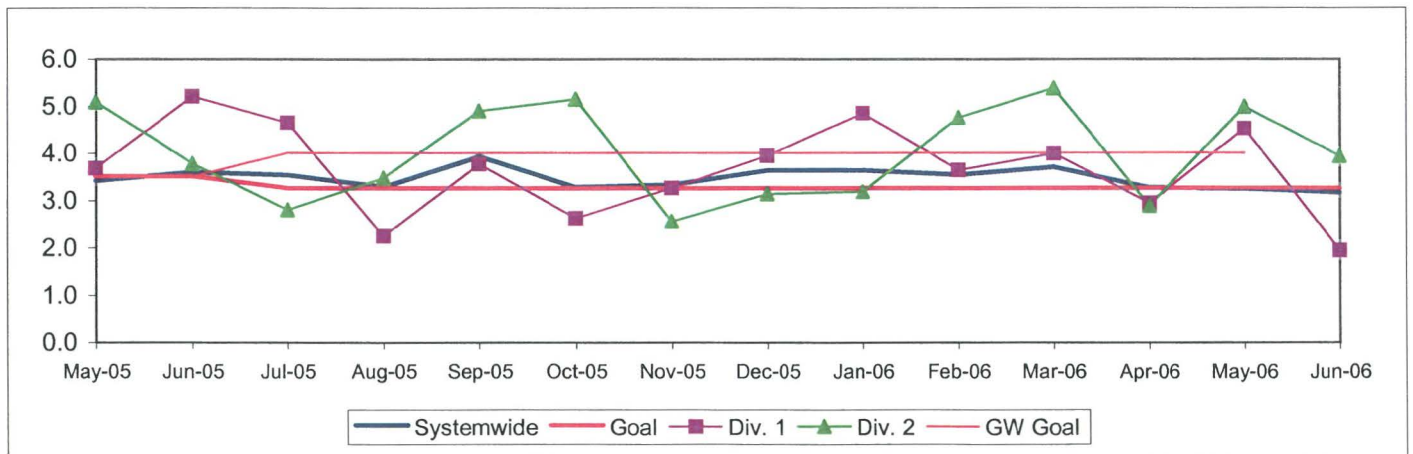
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



**BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Systemwide and Bus Operating Divisions 1 and 2**

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

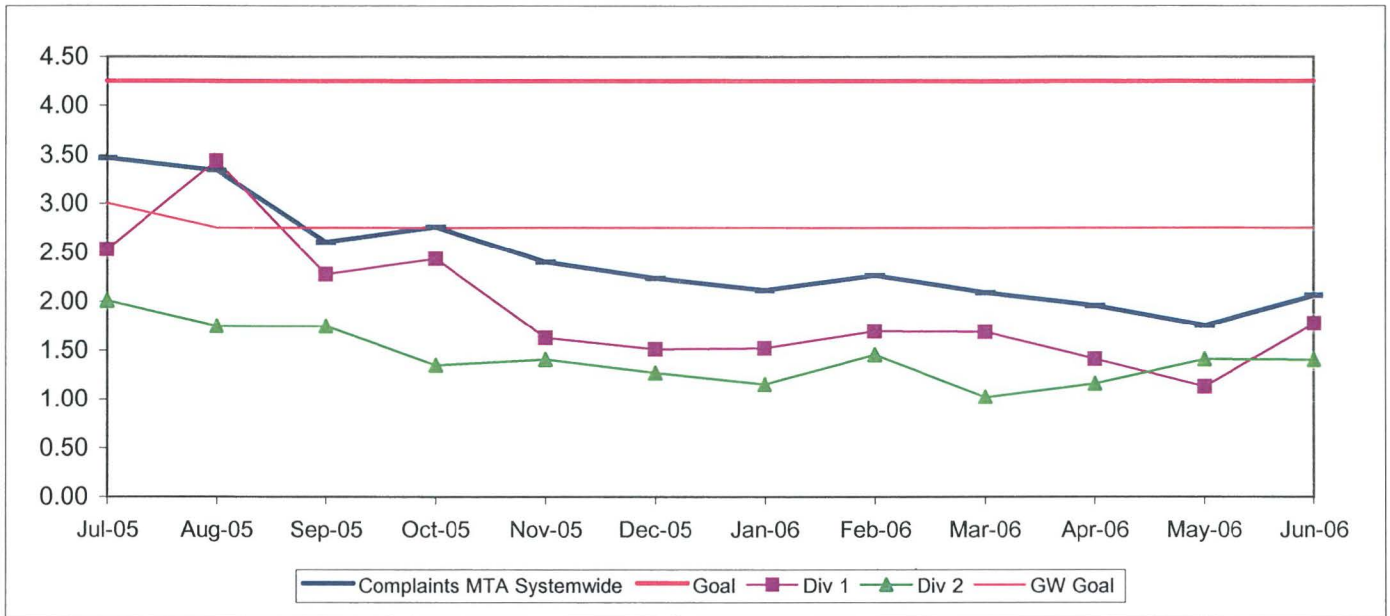
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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

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

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

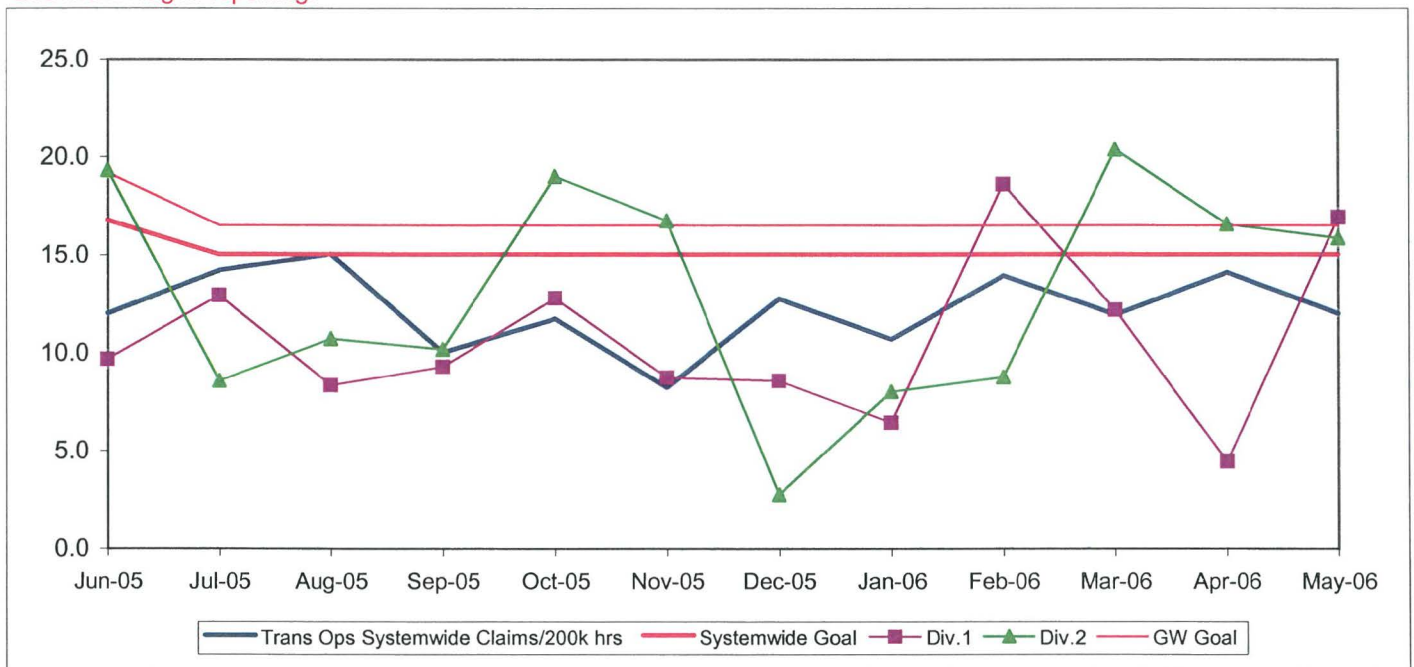


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.



South Bay Sector Scorecard Overview (SB)

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

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	June Month	Status
Bus Systemwide							
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,274	3,305	■
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.35%	63.06%	■
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.45	3.16	■
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.41	2.06	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	May 12.16	May 11.97	●
<small>**Div 15 Nov. data excluded & Dec. Data after shake-up used.</small>							
SB Sector							
MMBMF*				3,500	3,688	3,815	●
In-Service On-time Performance	63.67%	61.74%	64.13%	70%	59.05%	57.38%	■
Bus Traffic Accidents Per 100,000 Miles	4.00	3.68	3.57	4.00	3.68	3.75	●
Complaints per 100,000 Boardings	4.02	4.63	3.61	4.50	2.49	2.04	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.28	14.84	14.65	16.20	May 13.57	May 11.84	●
Division 5							
MMBMF*				3,500	3,656	4,051	●
In-Service On-time Performance	66.30%	63.17%	65.58%	70%	61.85%	60.66%	■
Bus Traffic Accidents Per 100,000 Miles	4.58	3.90	4.31	4.00	4.01	3.66	●
Complaints per 100,000 Boardings	2.86	3.45	2.71	4.50	1.87	1.31	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.16	15.22	18.72	16.20	May 14.08	May 4.70	●
Division 18							
MMBMF*				3,500	3,712	3,675	●
In-Service On-time Performance	61.23%	60.78%	63.42%	70%	57.31%	54.99%	■
Bus Traffic Accidents Per 100,000 Miles	3.57	3.51	3.02	4.00	3.45	3.81	●
Complaints per 100,000 Boardings	5.26	5.74	4.44	4.50	3.07	2.67	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.40	14.71	11.67	16.20	May 13.73	May 17.84	●

*New Indicator.

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

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

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

SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

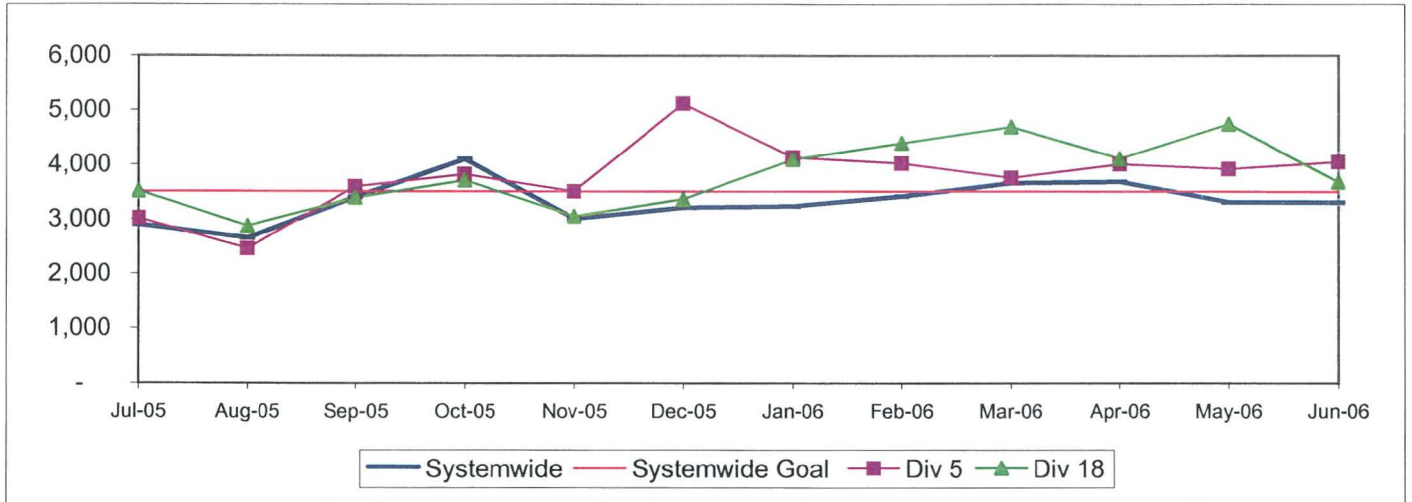
ON-TIME PULLOUT FROM PRIMARY TERMINAL POINT (OTP-PTP) PERCENTAGE*

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

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE Systemwide and Divisions 5 and 18

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

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

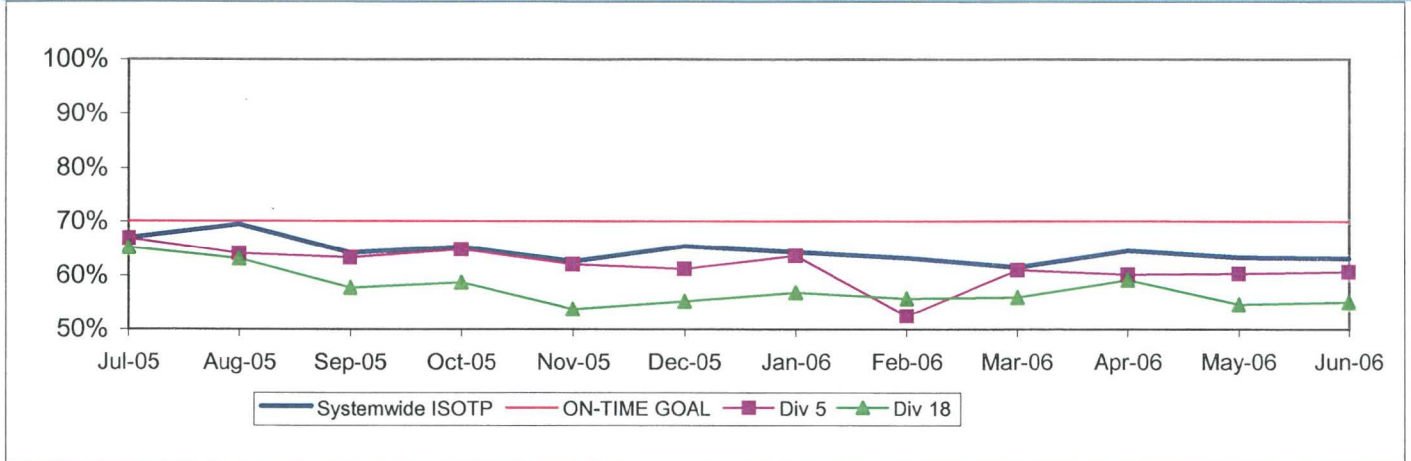


IN-SERVICE ON-TIME PERFORMANCE

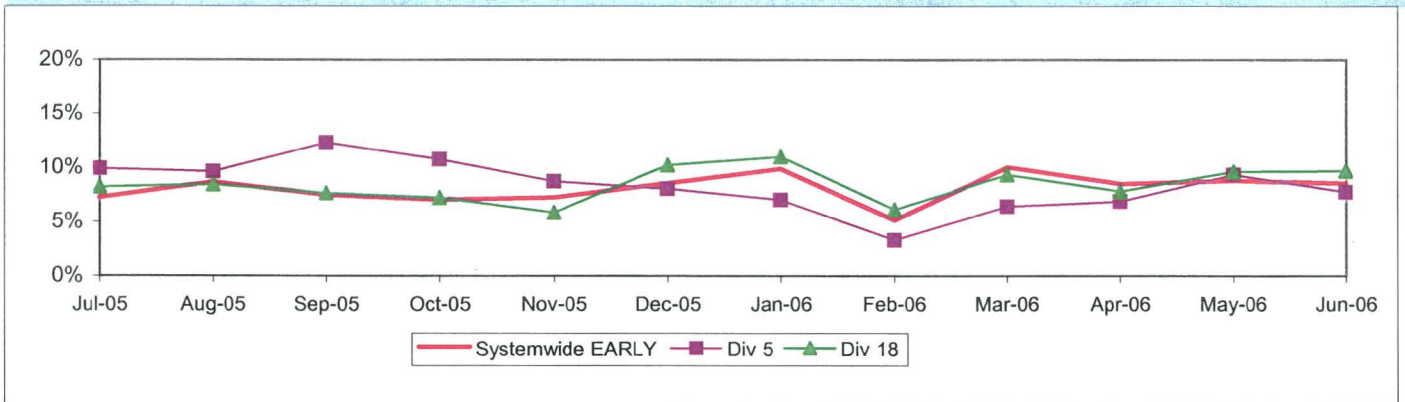
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



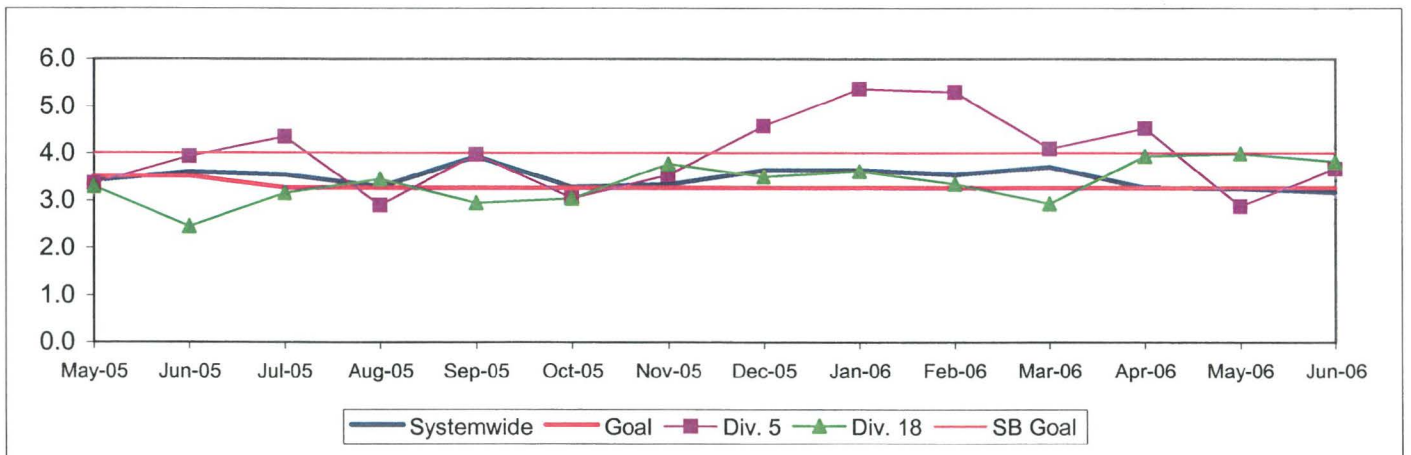
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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

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

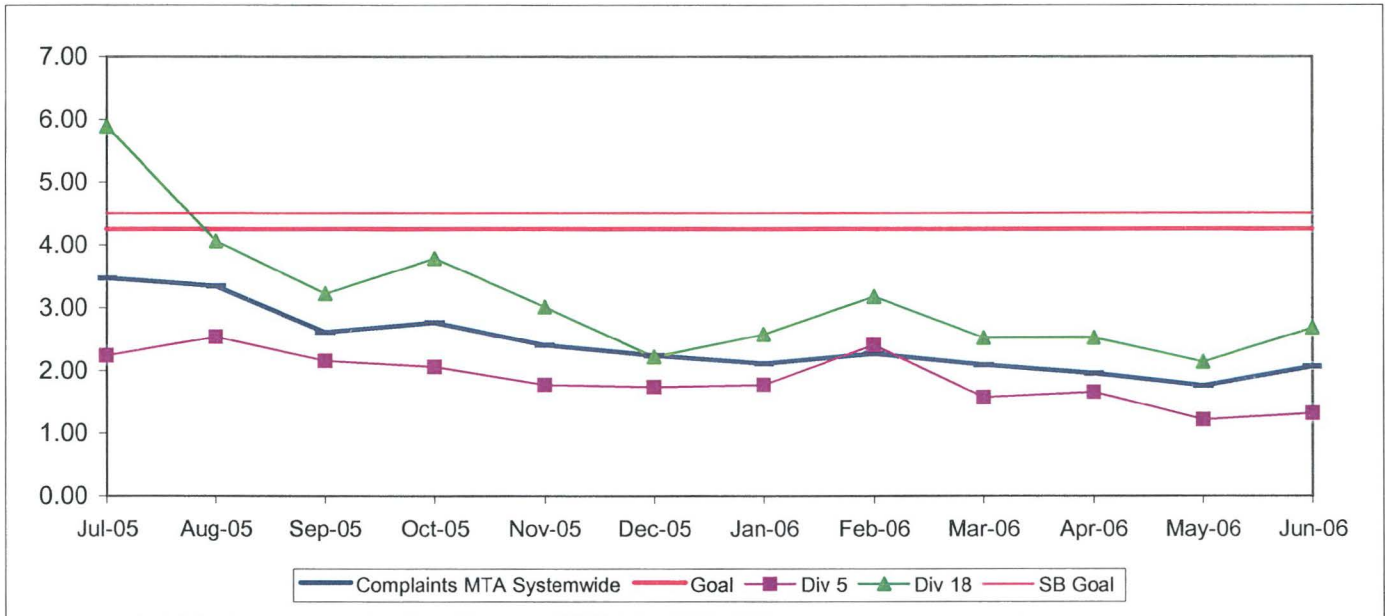
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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

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

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



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

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

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

One month lag in reporting.



Westside/Central Sector Scorecard Overview (WC)

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

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	June Month	Status
Bus Systemwide							
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,274	3,305	■
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.35%	63.06%	■
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.45	3.16	■
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.41	2.06	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	May 12.16	May 11.97	●
<small>**Div 15 Nov. data excluded & Dec. Data after shake-up used.</small>							
WC Sector							
MMBMF*				3,500	3,499	3,950	
In-Service On-time Performance	67.88%	63.31%	63.39%	70%	60.82%	59.35%	■
Bus Traffic Accidents Per 100,000 Miles	4.72	4.61	4.03	3.50	3.95	3.39	■
Complaints per 100,000 Boardings	4.84	5.30	4.10	3.75	2.53	2.22	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.74	21.52	18.80	20.00	May 14.46	May 15.96	●
Division 6							
MMBMF*				3,500	6,279	3,459	●
In-Service On-time Performance	65.93%	60.11%	56.75%	70%	57.20%	56.00%	■
Bus Traffic Accidents Per 100,000 Miles	4.52	4.10	3.91	3.50	4.13	3.27	■
Complaints per 100,000 Boardings	6.10	6.15	4.47	3.75	2.52	3.50	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	30.72	21.71	18.23	20.00	May 15.41	May 9.25	●
Division 7							
MMBMF*				3,500	2,947	3,666	■
In-Service On-time Performance	68.80%	64.59%	64.22%	70%	61.78%	60.84%	■
Bus Traffic Accidents Per 100,000 Miles	4.95	4.63	4.62	3.50	4.36	3.24	■
Complaints per 100,000 Boardings	4.74	5.70	4.24	3.75	2.87	2.01	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.52	21.05	19.44	20.00	May 15.83	May 21.11	●
Division 10							
MMBMF*				3,500	3,723	4,302	●
In-Service On-time Performance	67.34%	62.85%	64.14%	70%	60.73%	58.71%	■
Bus Traffic Accidents Per 100,000 Miles	4.55	4.68	3.50	3.50	3.63	3.52	■
Complaints per 100,000 Boardings	4.73	4.85	3.92	3.75	2.23	2.22	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	19.19	20.00	May 13.21	May 10.76	●

*New Indicator.

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

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

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

WESTSIDE / CENTRAL SECTOR BUS SERVICE PERFORMANCE

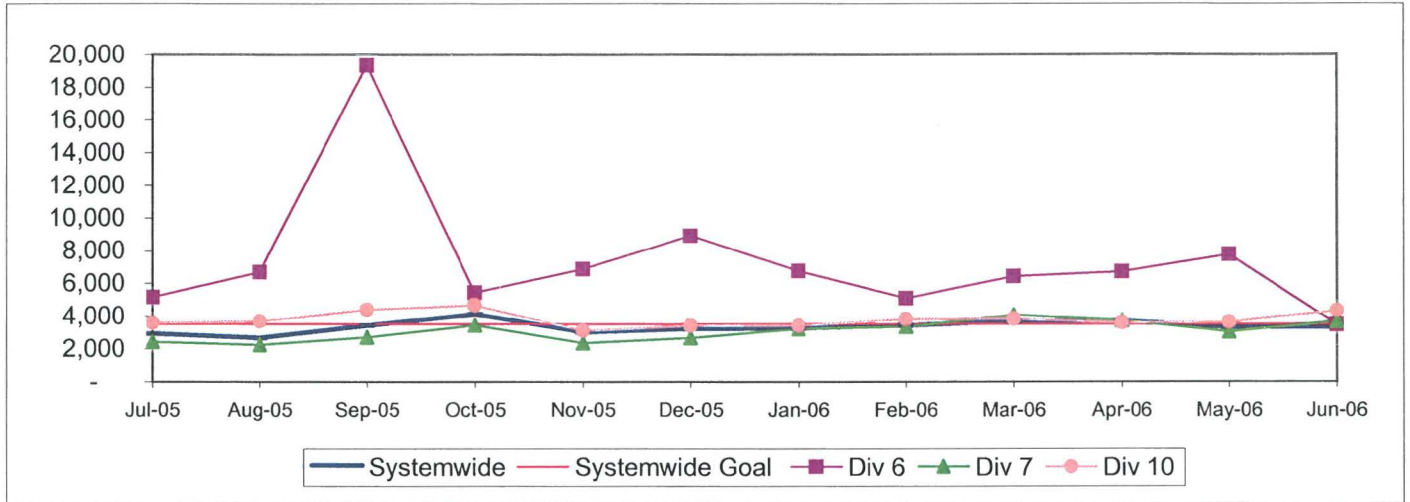
ON-TIME PULLOUT FROM PRIMARY TERMINAL POINT (OTP-PTP) PERCENTAGE*

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

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE Systemwide and Divisions 6, 7 and 10

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

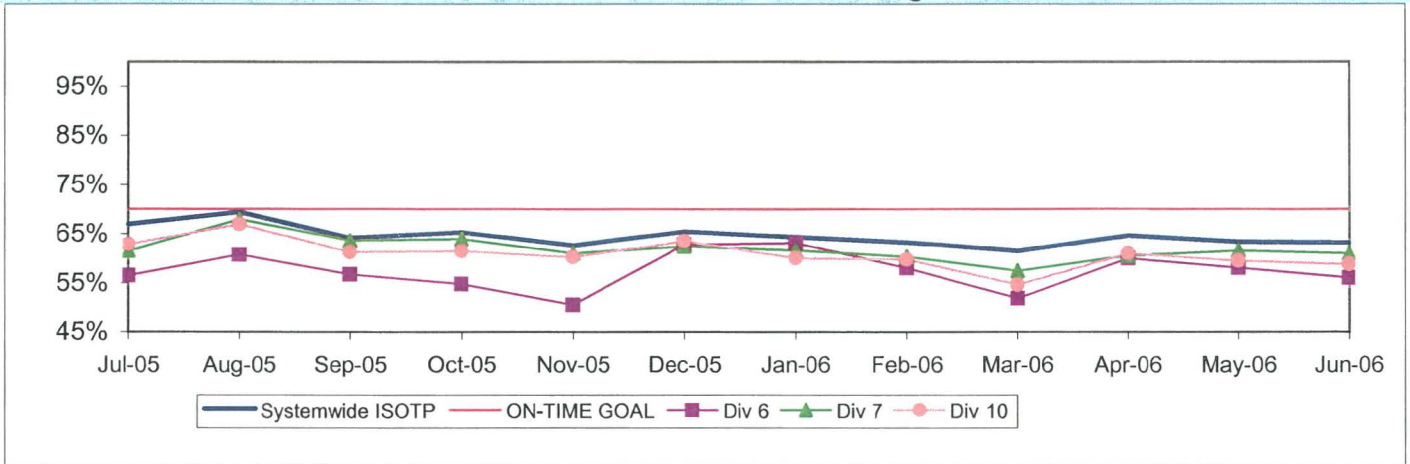
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



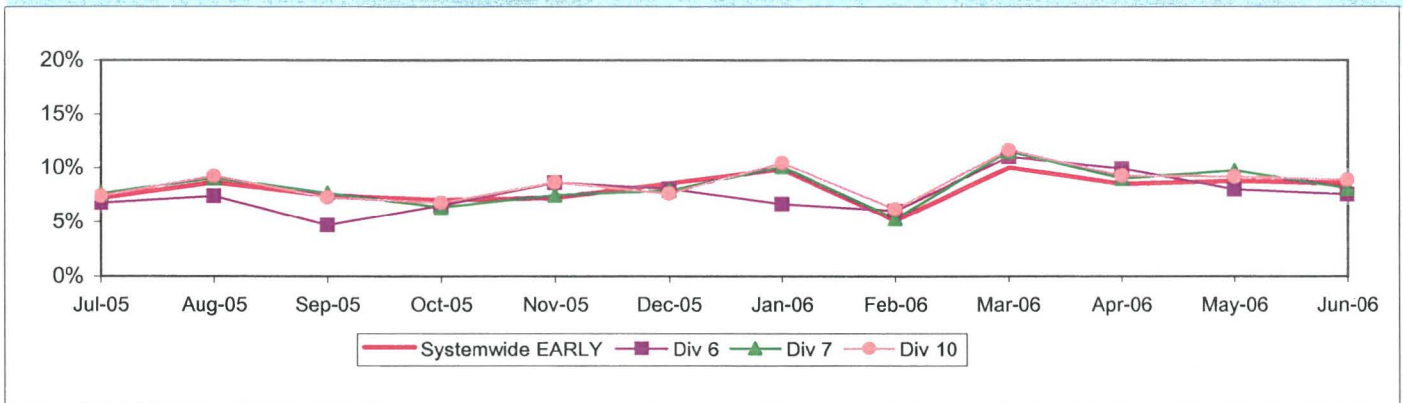
IN-SERVICE ON-TIME PERFORMANCE

Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points on time.
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes}) / \text{Total buses})$

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



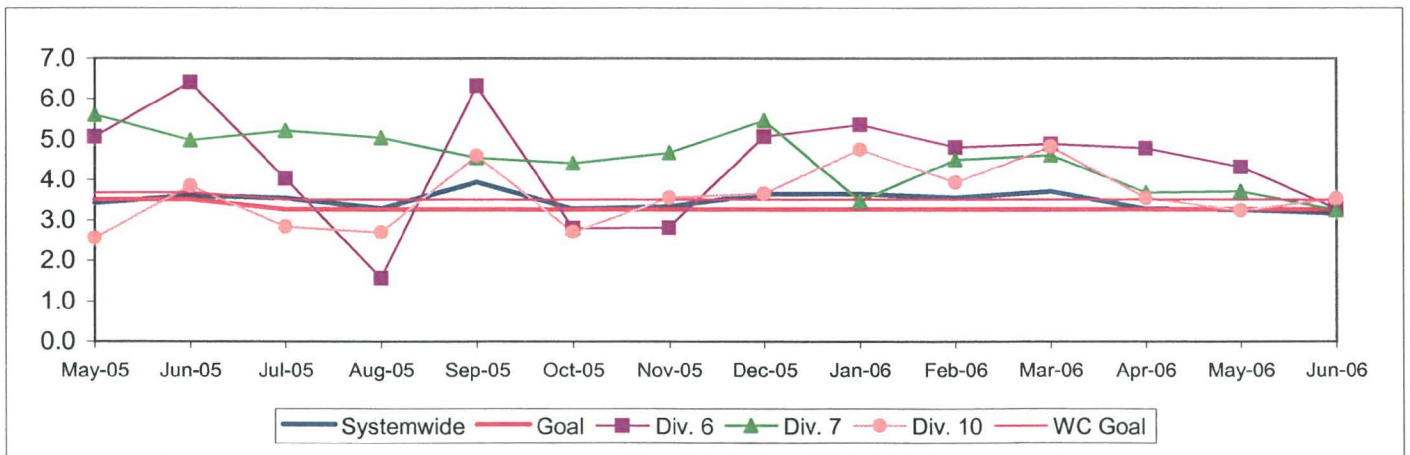
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



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

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

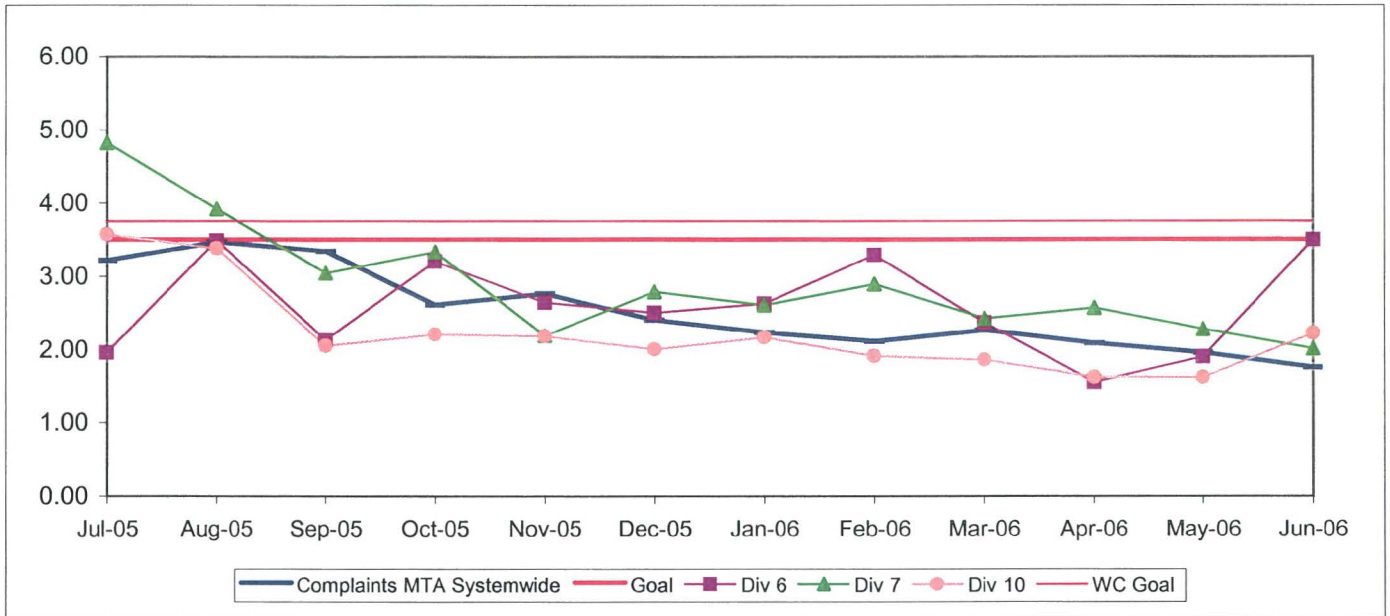
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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

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

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

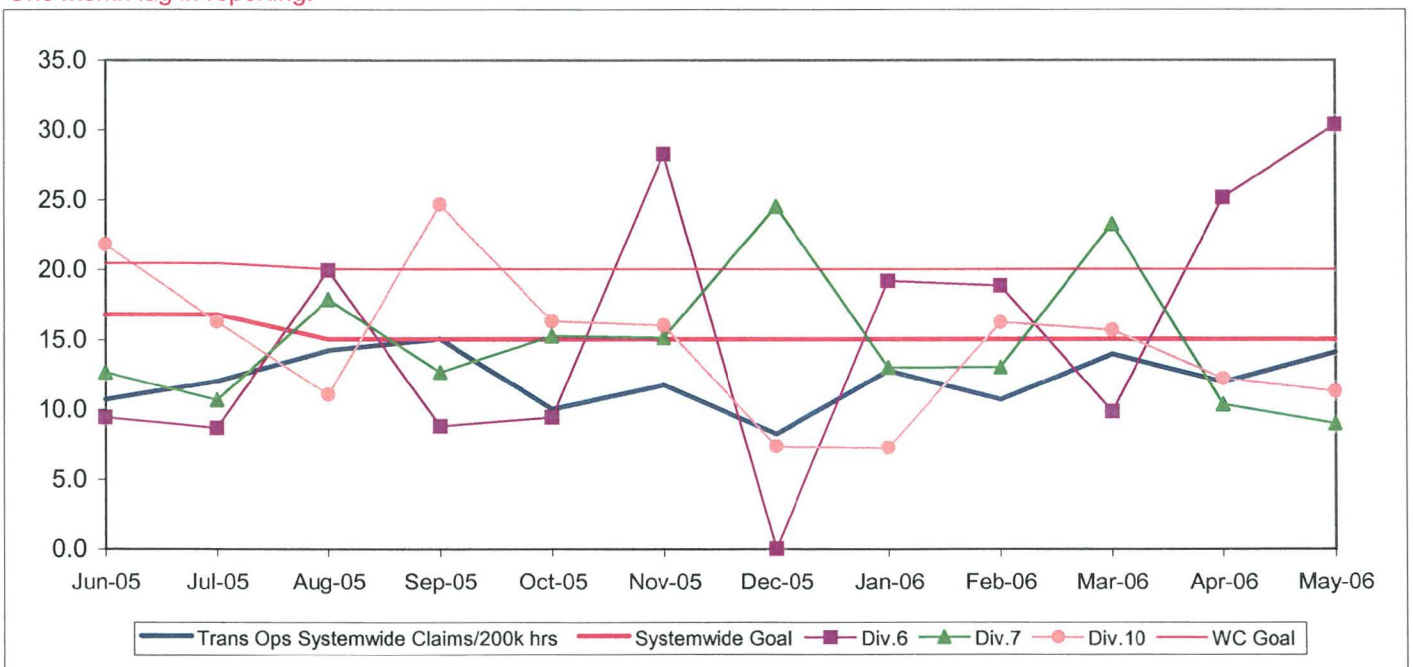


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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

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

One month lag in reporting.



Metro Rail Scorecard Overview

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

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	June Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.25	11.59	9.32	10.00	May 11.60	May 14.36	■
Metro Red Line (MRL)							
On-Time Pullouts	99.36%	99.71%	99.94%	99.00%	99.61%	100%	●
Mean Miles Between Chargeable Mechanical Failures*	9,495	12,793	11,759	15,000	19,587	20,519	●
In-Service On-time Performance	99.15%	99.04%	98.66%	99.20%	99.05%	99.10%	■
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.14	0.22	0.00	●
Complaints per 100,000 Boardings	1.20	1.17	1.13	1.00	0.66	0.49	●
Metro Blue Line (MBL)							
On-Time Pullouts	99.07%	99.94%	99.73%	99.00%	99.76%	100%	●
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	15,000	26,774	42,316	●
In-Service On-time Performance	97.59%	98.74%	98.16%	99.00%	96.95%	98.44%	■
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.40	0.96	0.72	■
Complaints per 100,000 Boardings	1.30	0.97	0.98	1.00	0.78	0.59	●
Metro Green Line (MGrL)							
On-Time Pullouts	98.99%	99.78%	99.91%	99.00%	99.97%	100%	●
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	15,000	20,635	26,442	●
In-Service On-time Performance	98.21%	98.99%	98.22%	99.00%	99.36%	99.90%	●
Traffic Accidents Per 100,000 Train Miles	0.14	0.08	0.00	0.40	0	0	●
Complaints per 100,000 Boardings	1.26	1.37	1.39	1.00	0.92	0.51	●
Metro Gold Line (MGoL)							
On-Time Pullouts		100%	99.85%	99.00%	99.97%	100%	●
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	15,000	23,329	32,870	●
In-Service On-time Performance		98.52%	97.97%	99.00%	98.90%	99.38%	■
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.40	0.12	0.00	●
Complaints per 100,000 Boardings		3.81	2.85	1.00	2.71	0.00	■

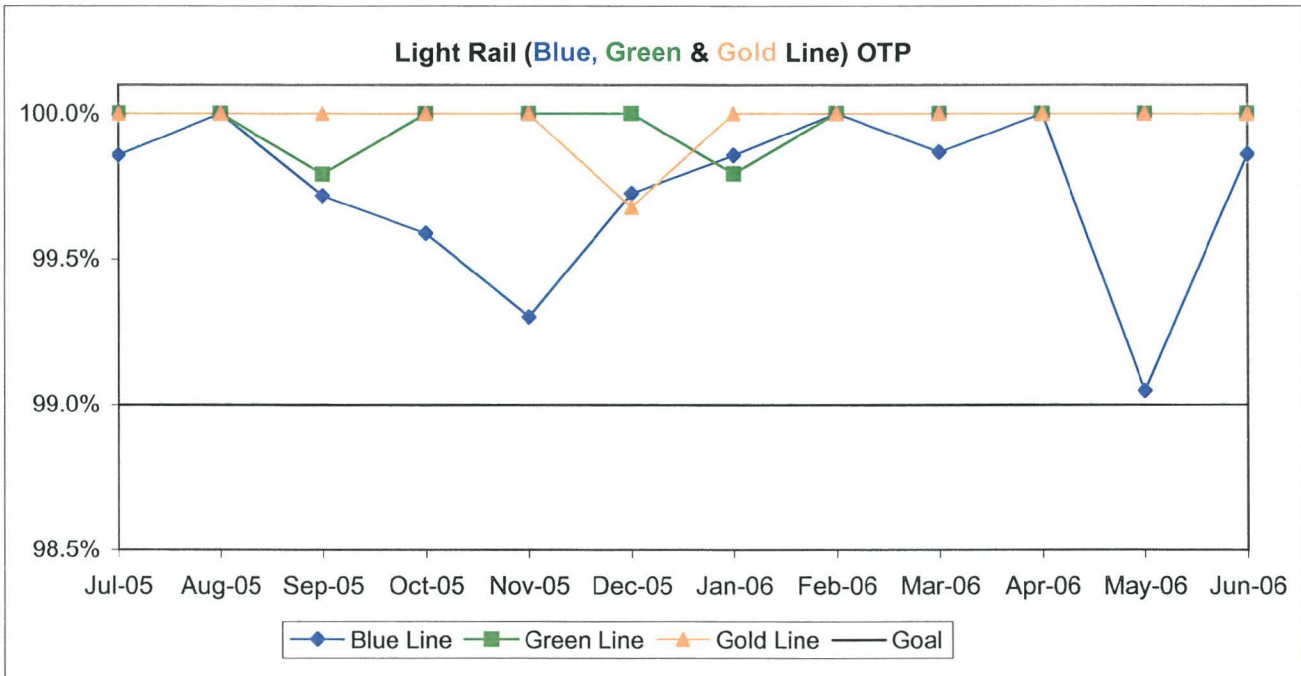
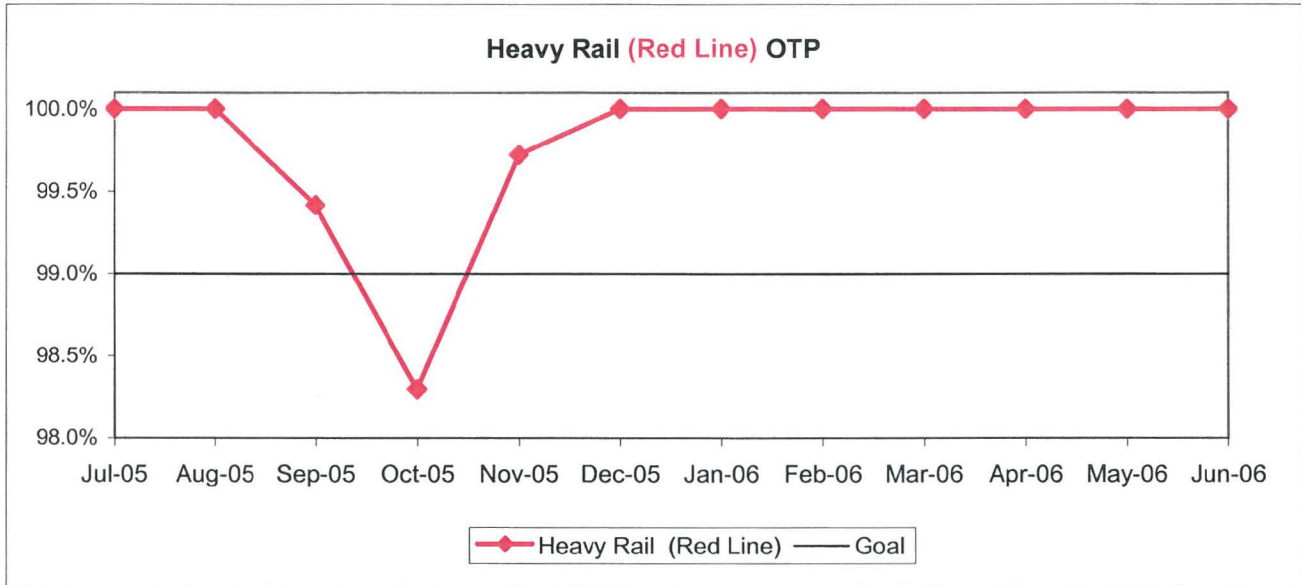
- Green - High probability of achieving the FY06 target (on track).
- ◊ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.
- Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS (OTP)

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

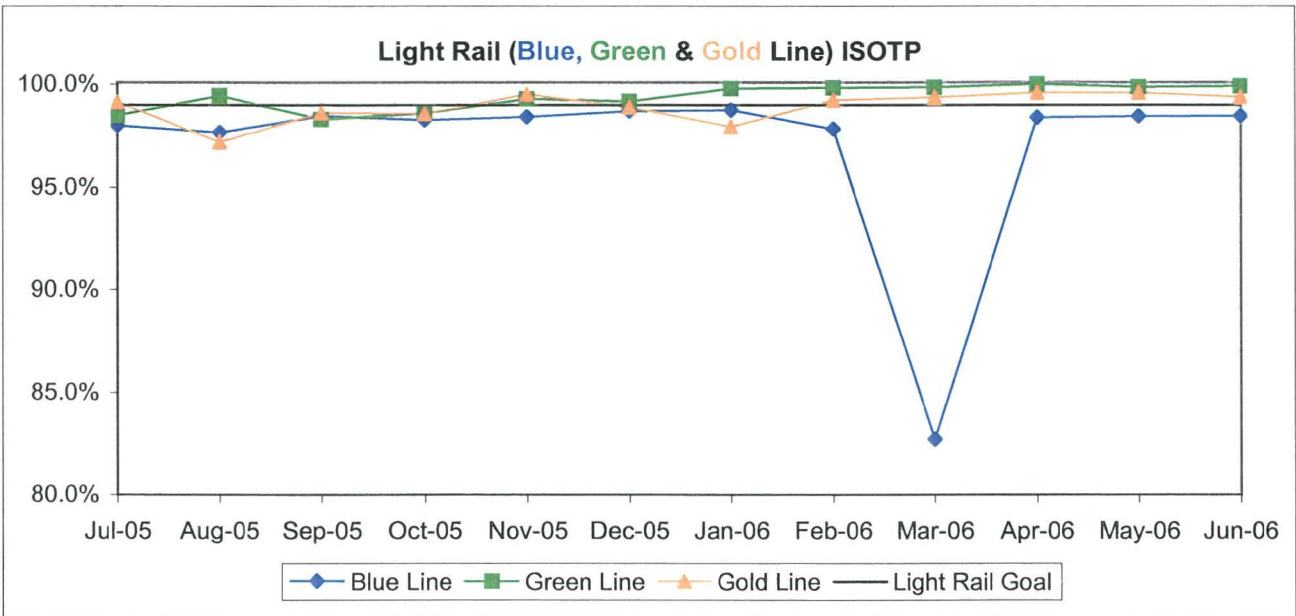
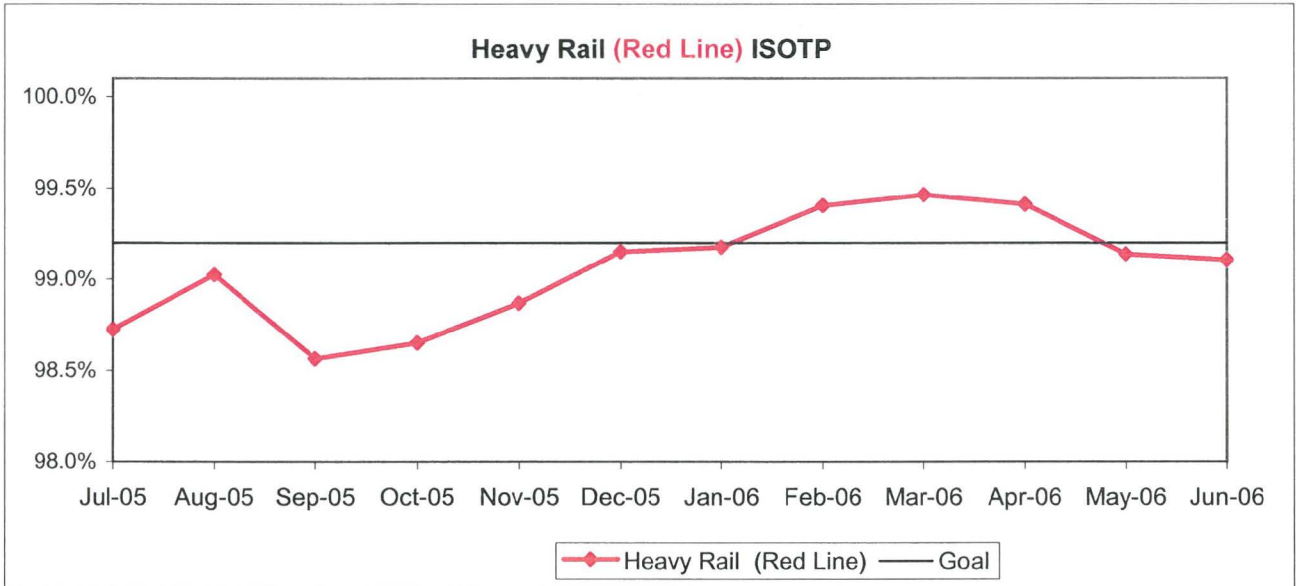
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{Total scheduled pullouts}) \times 100]$



IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

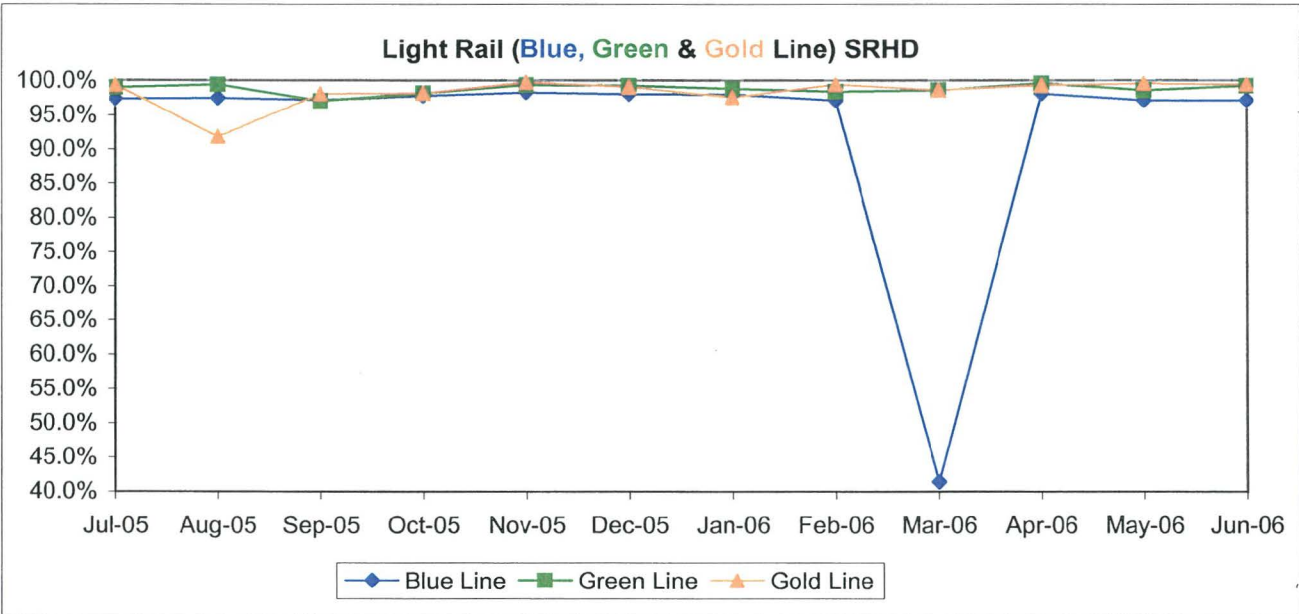
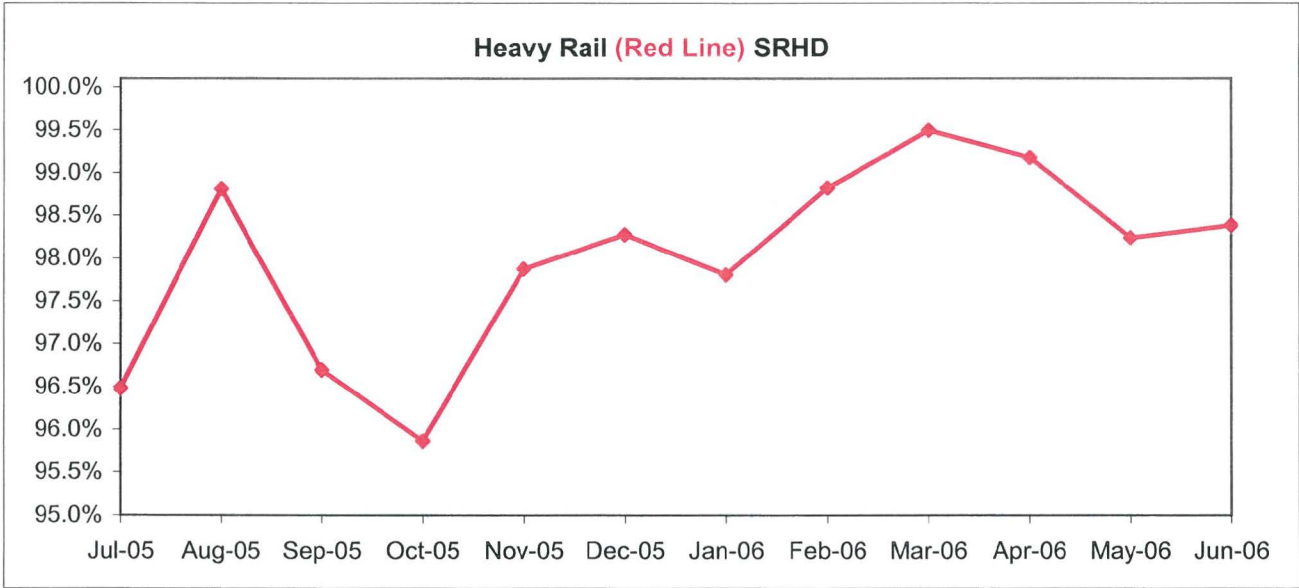
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs] X by 100)]



Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

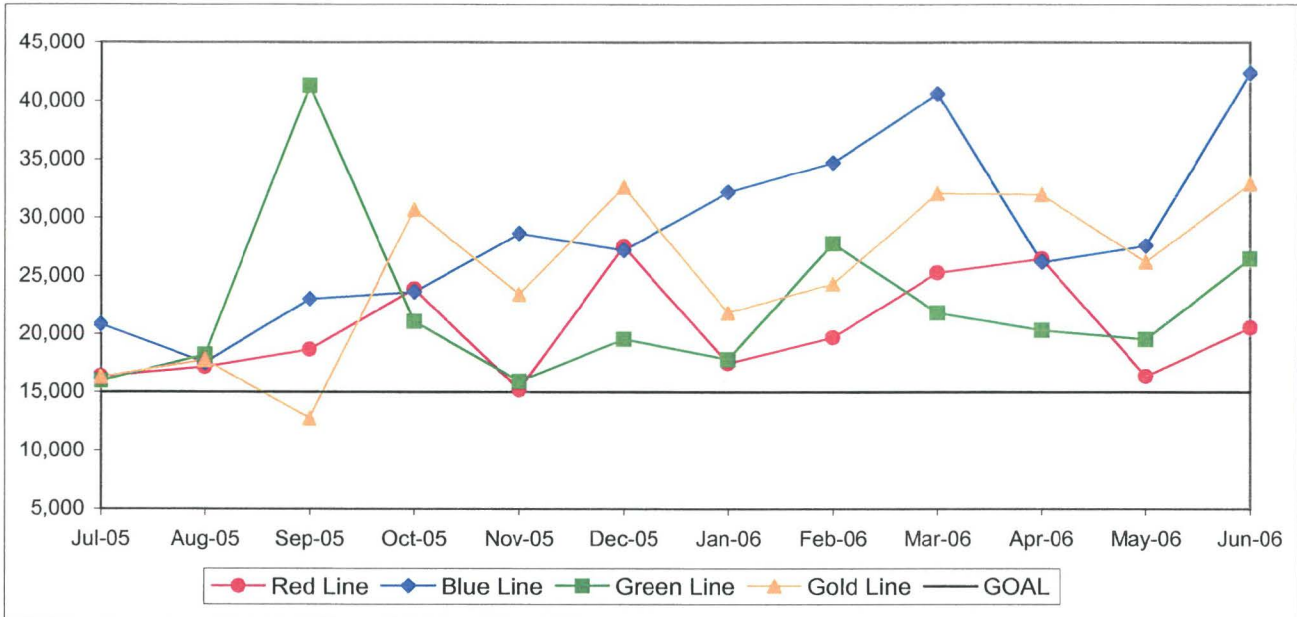
Calculation: $SRSHD\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Mean Miles Between Chargeable Mechanical Failures

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

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

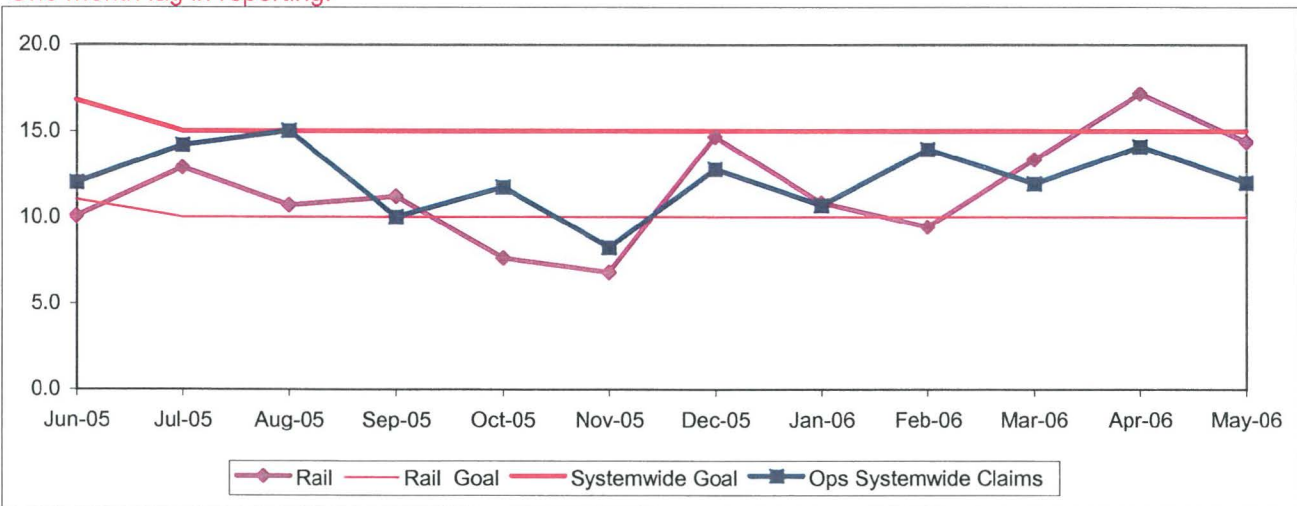


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.



BUS SERVICE PERFORMANCE

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

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

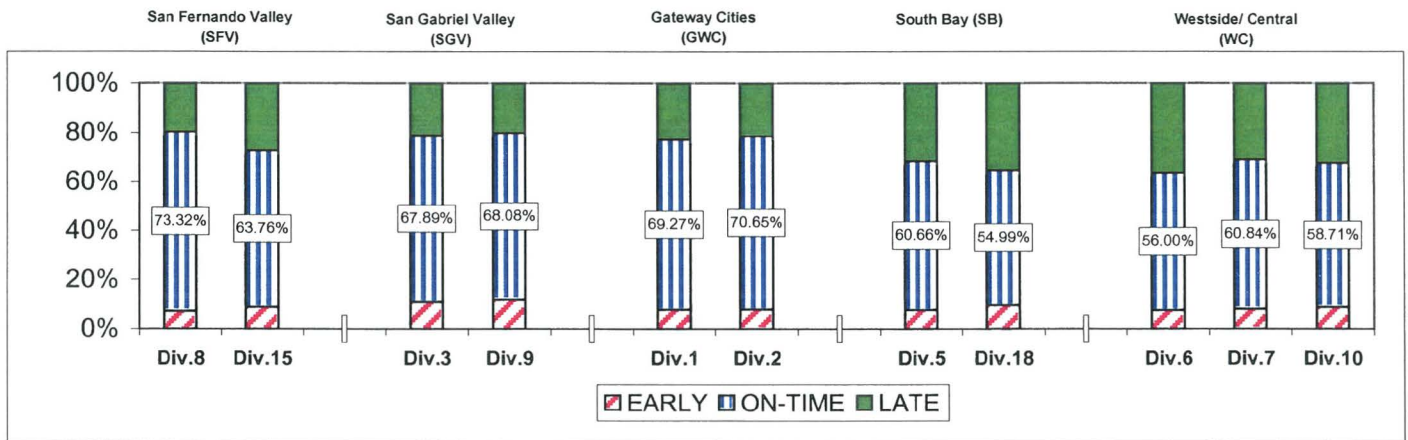
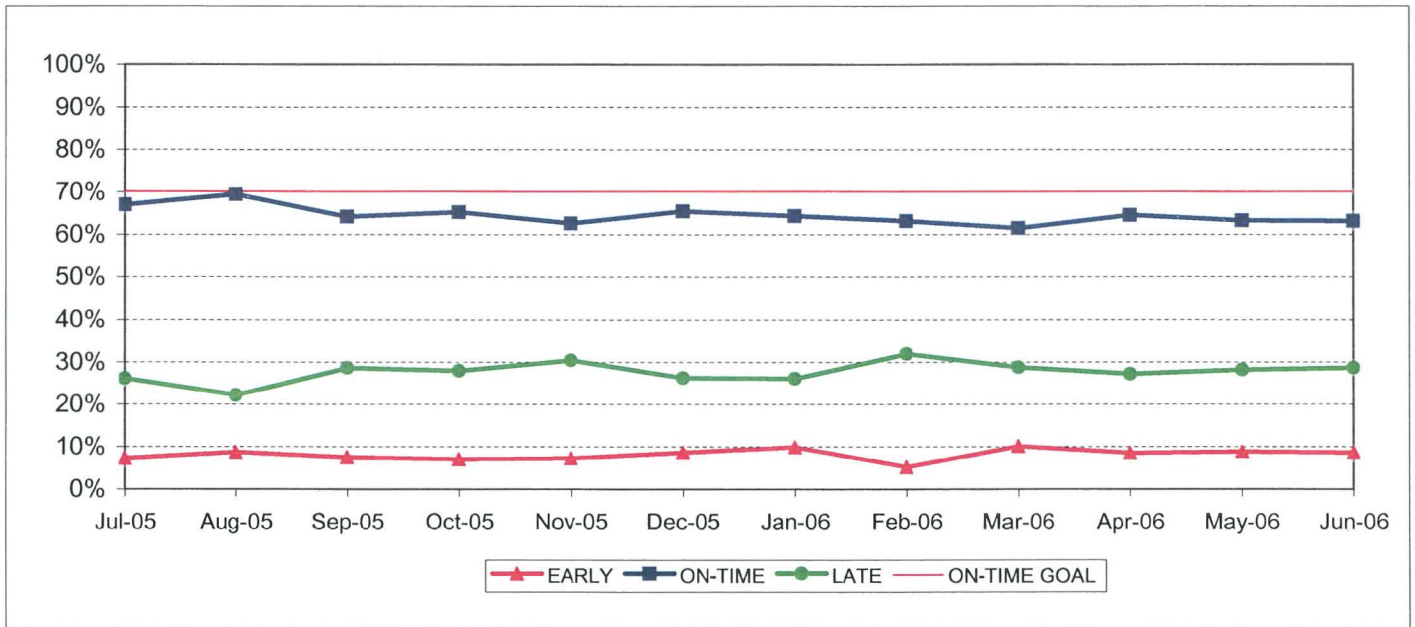
IN-SERVICE ON-TIME PERFORMANCE

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

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

Systemwide Trend

Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



ISOTP By Sectors' Divisions

Year-to-Date Compared To Last Year

	FY05	FY06-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	6.82%	7.13%	0.31%
On-Time	69.78%	68.23%	-1.55%
Late	23.40%	24.64%	1.24%
Division 15			
Early	8.15%	8.30%	0.15%
On-Time	67.84%	63.84%	-4.01%
Late	24.01%	27.87%	3.86%
Gateway Cities Sector (GWC)			
Division 1			
Early	7.05%	7.39%	0.34%
On-Time	71.62%	71.06%	-0.56%
Late	21.33%	21.55%	0.22%
Division 2			
Early	9.23%	7.80%	-1.43%
On-Time	70.42%	72.71%	2.28%
Late	20.35%	19.49%	-0.85%
South Bay Sector (SB)			
Division 5			
Early	9.62%	8.44%	-1.17%
On-Time	65.58%	61.85%	-3.74%
Late	24.80%	29.71%	4.91%
Division 18			
Early	8.14%	8.47%	0.33%
On-Time	63.42%	57.31%	-6.11%
Late	28.44%	34.22%	5.78%

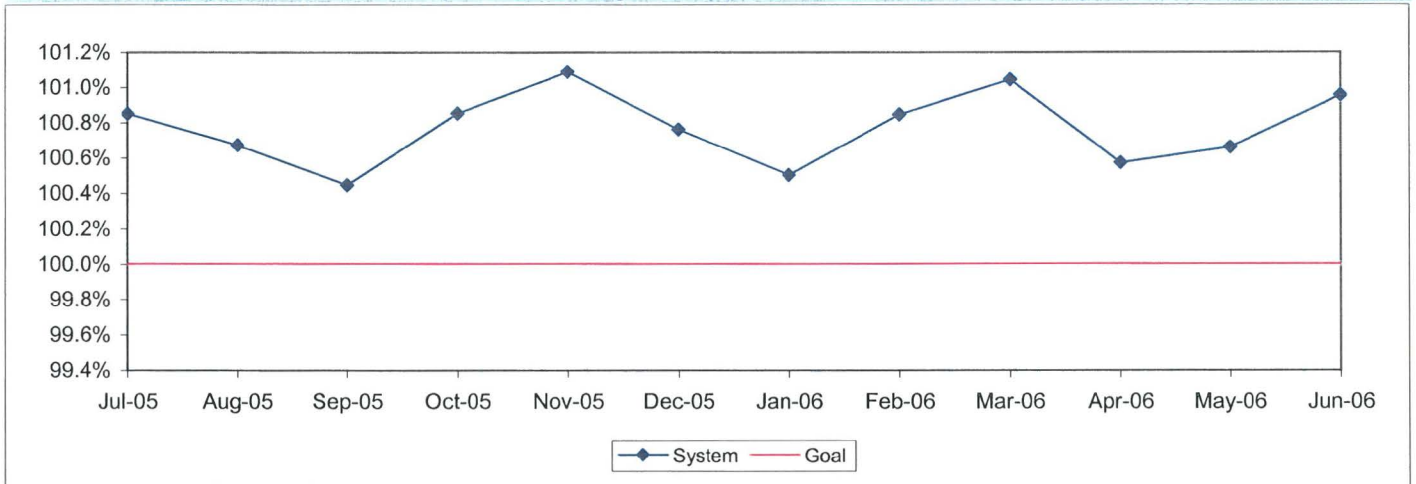
	FY05	FY06-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	8.92%	8.50%	-0.42%
On-Time	71.06%	70.05%	-1.01%
Late	20.03%	21.45%	1.43%
Division 9			
Early	7.04%	8.00%	0.96%
On-Time	68.49%	67.01%	-1.48%
Late	24.47%	24.99%	0.52%
Westside/Central Sector (WC)			
Division 6			
Early	10.18%	7.57%	-2.61%
On-Time	56.75%	57.20%	0.45%
Late	33.07%	35.23%	2.16%
Division 7			
Early	10.52%	8.27%	-2.24%
On-Time	64.22%	61.78%	-2.44%
Late	25.27%	29.95%	4.68%
Division 10			
Early	9.41%	8.51%	-0.90%
On-Time	64.14%	60.73%	-3.41%
Late	26.45%	30.77%	4.31%
SYSTEMWIDE			
Early	8.92%	8.09%	-0.83%
On-Time	66.50%	64.35%	-2.16%
Late	24.58%	27.56%	2.98%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

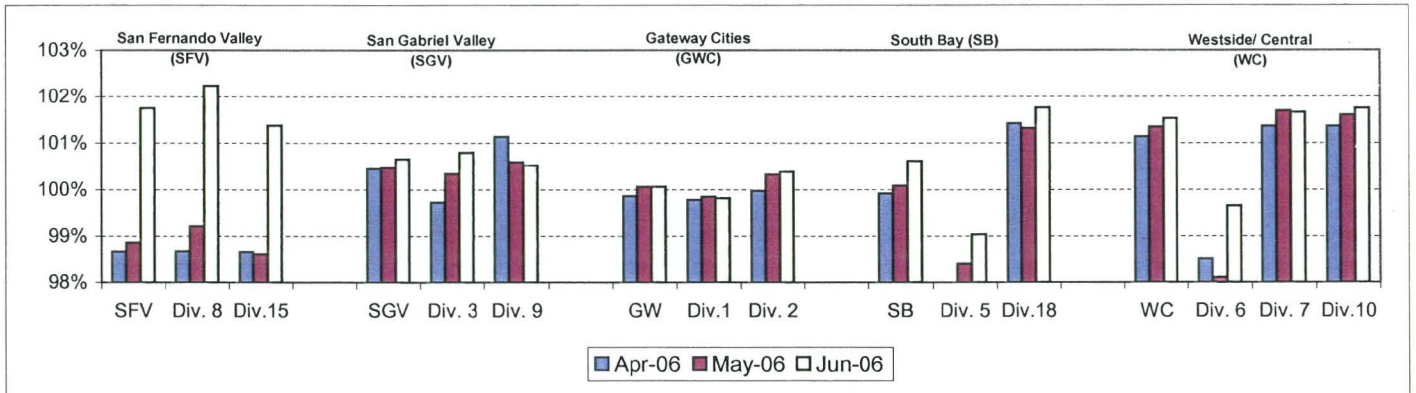
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

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

Systemwide Trend



* Used Scheduled Hours delivered in FY05. Beginning July 2005, calculating the Actual RH to Scheduled Revenue Hours.



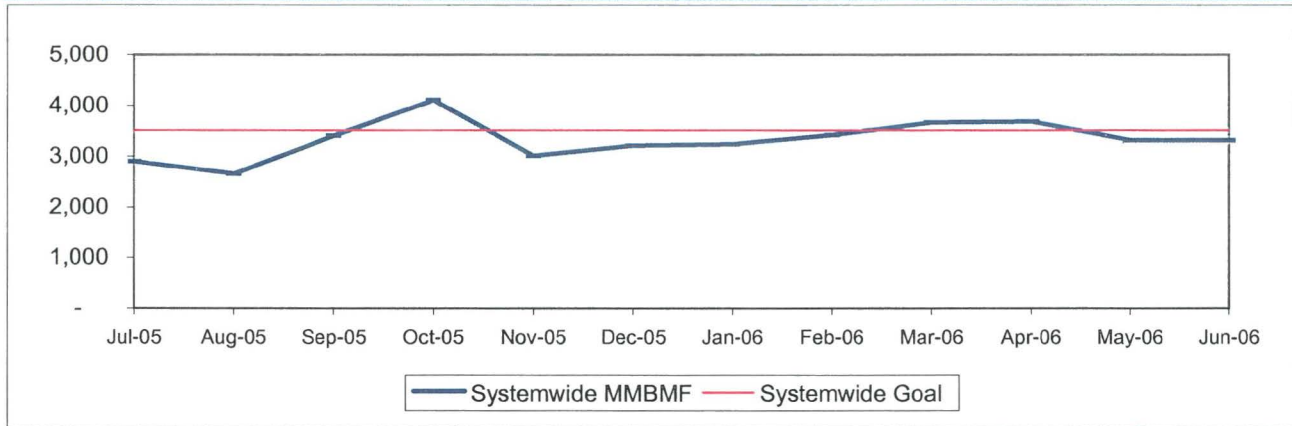
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

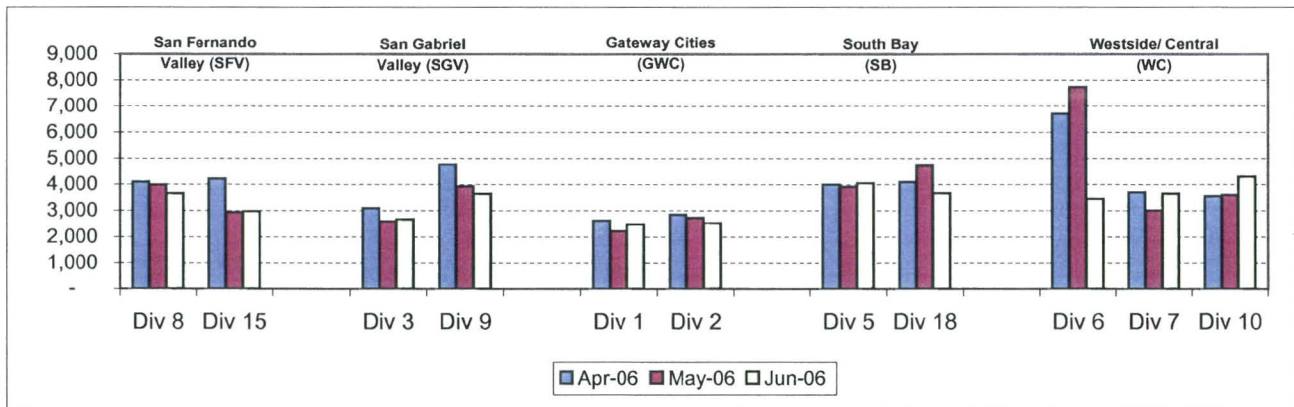
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



* New Indicator.

MMBMF -- Bus Operating Sector Divisions April - June 2006

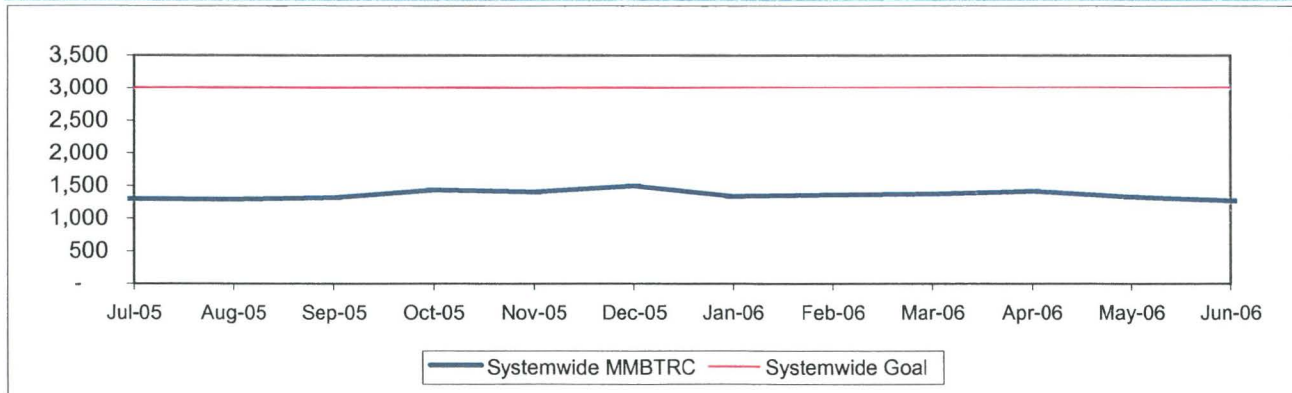


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

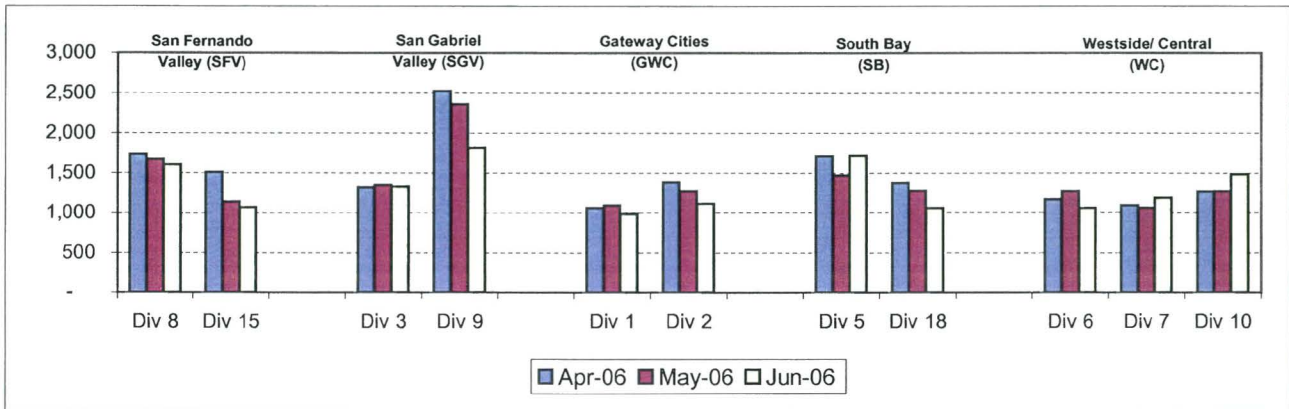
Calculation: $MMBTRC = (\text{Total Hub Miles} / \text{by Total Road Calls})$

MMBTRC Systemwide Trend



* New Indicator.

**MMBTRC --Bus Operating Sector Divisions
April - June 2006**



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,072	80.09%
Diesel (Except FlexMetro)	422	16.31%
FlexMetro Diesel	0	0.00%
Gasoline	59	2.28%
Propane	34	1.31%
Total	2,587	100.00%

Average Age of Fleet by Sectors' Divisions

SFV		SGV		GWC		SB	
Div 8	Div 15	Div 3	Div 9	Div 1	Div 2	Div 5	Div 18
8.0	7.6	8.1	5.9	5.8	5.7	5.9	7.3

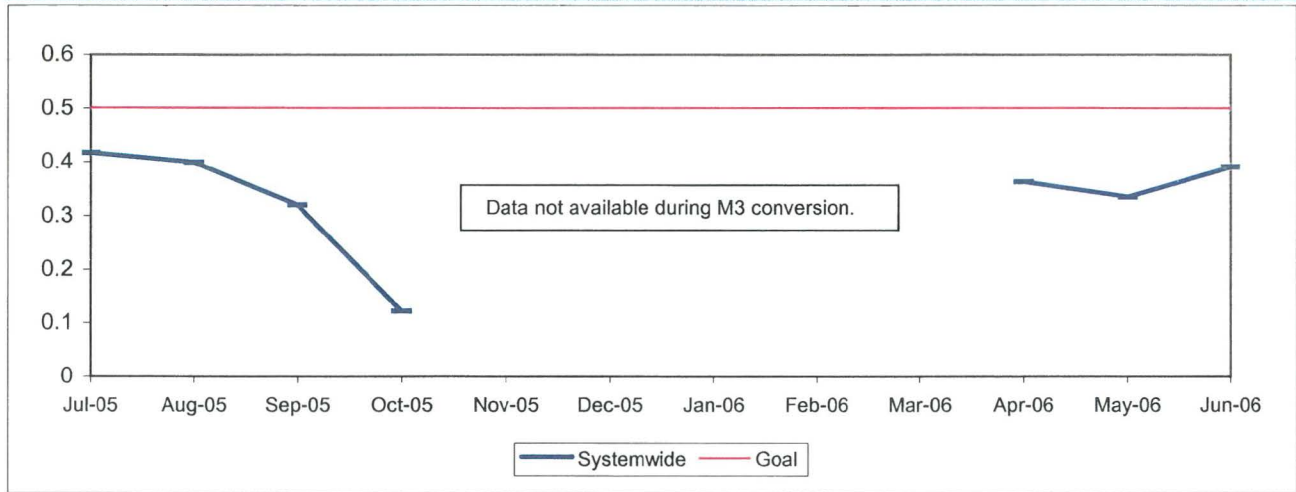
WC		
Div 6	Div 7	Div 10
11.9	6.0	6.8

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

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

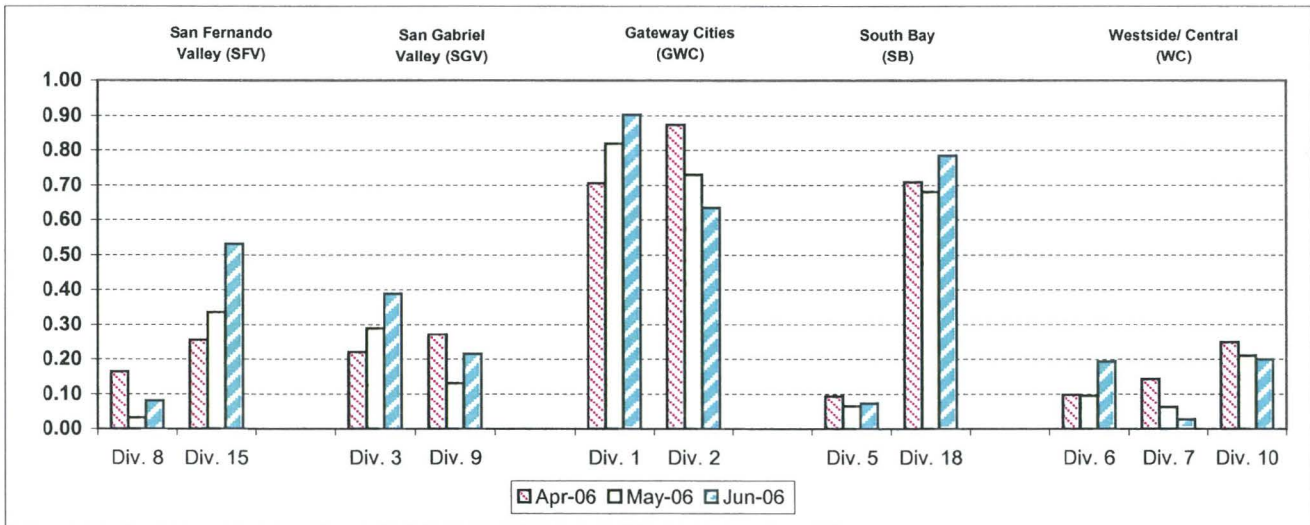
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

Systemwide Trend



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

**Past Due Critical PMs - by Sectors' Divisions
April - June 2006**



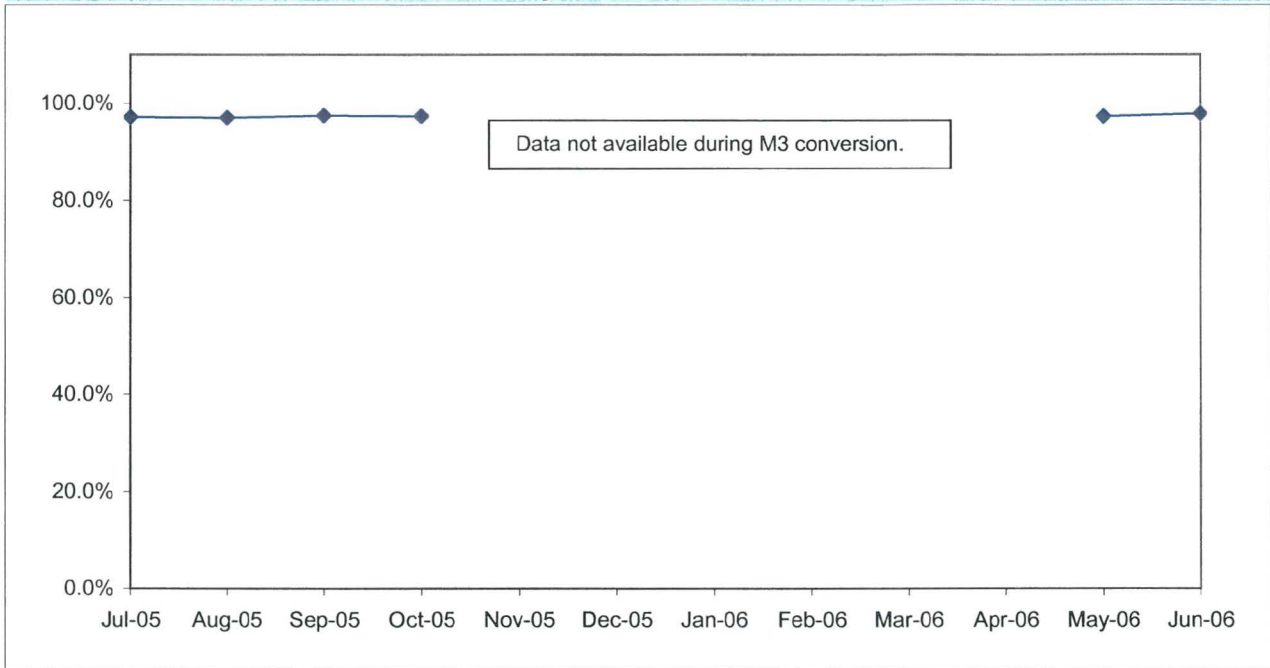
ATTENDANCE

MAINTENANCE ATTENDANCE

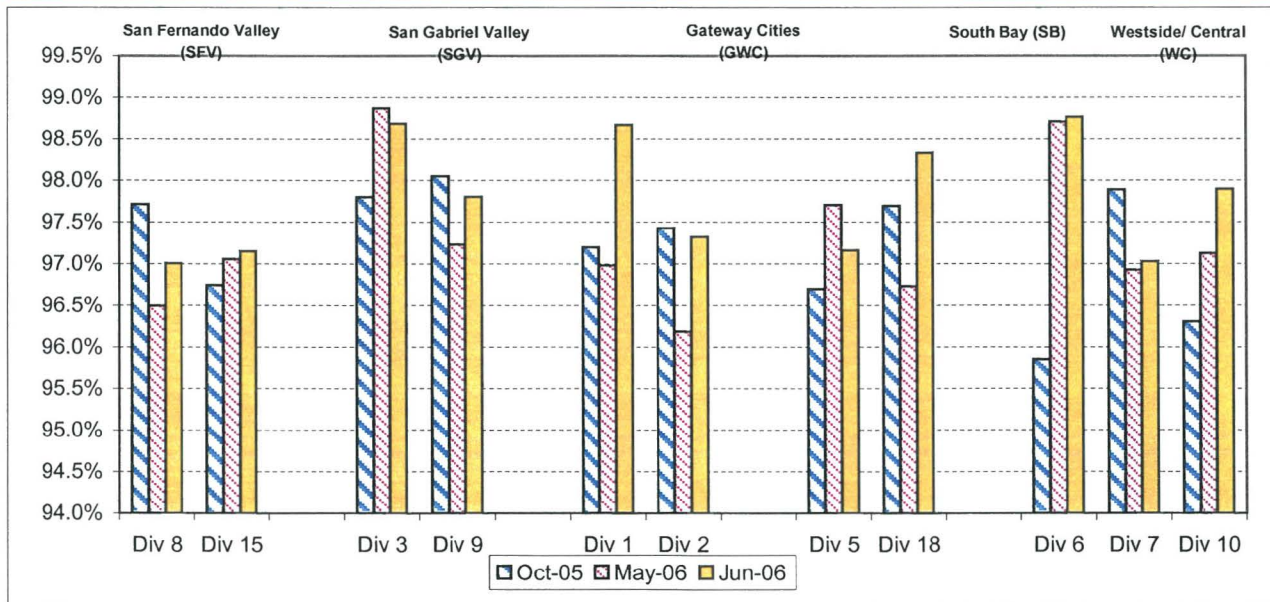
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month) October 2005, May - June 2006



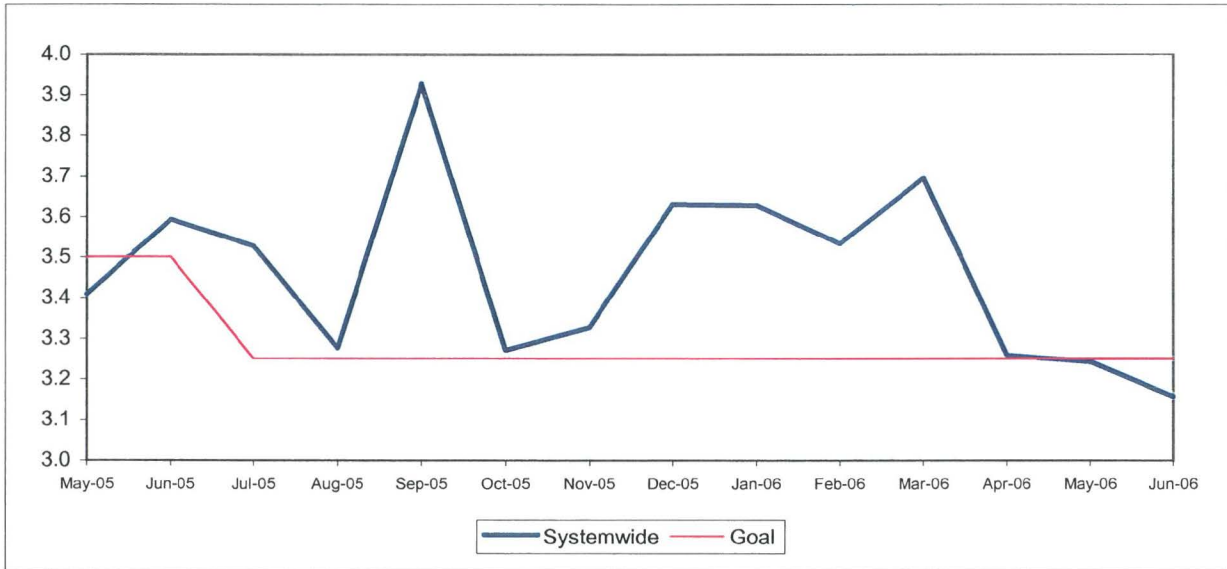
SAFETY PERFORMANCE

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.

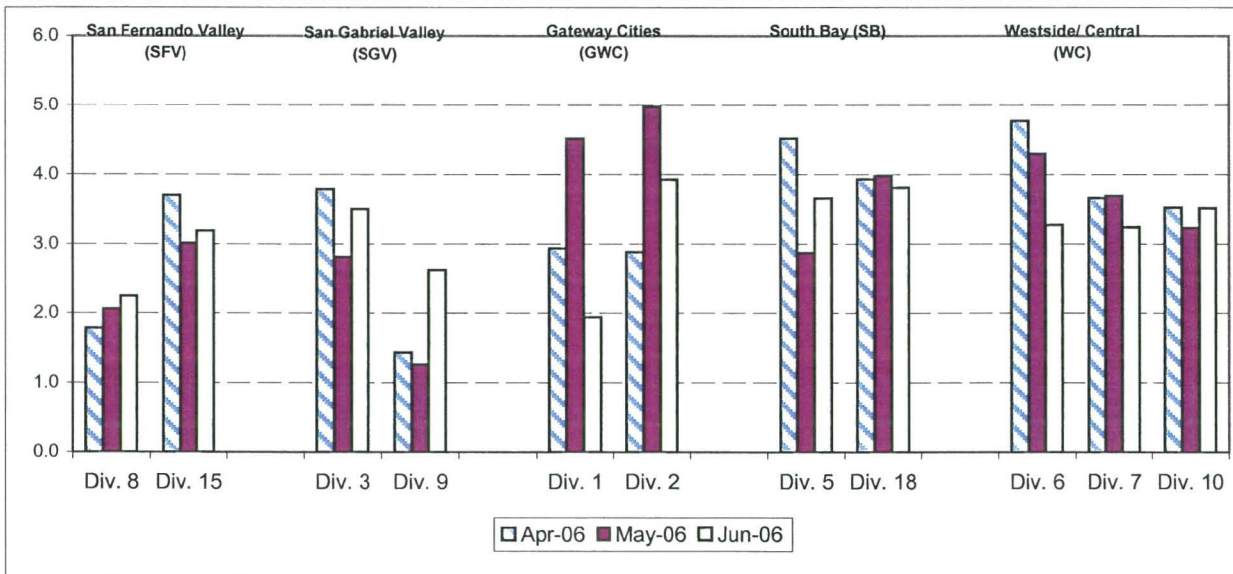
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / (Hub Miles / by 100,000))

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 April - June 2006

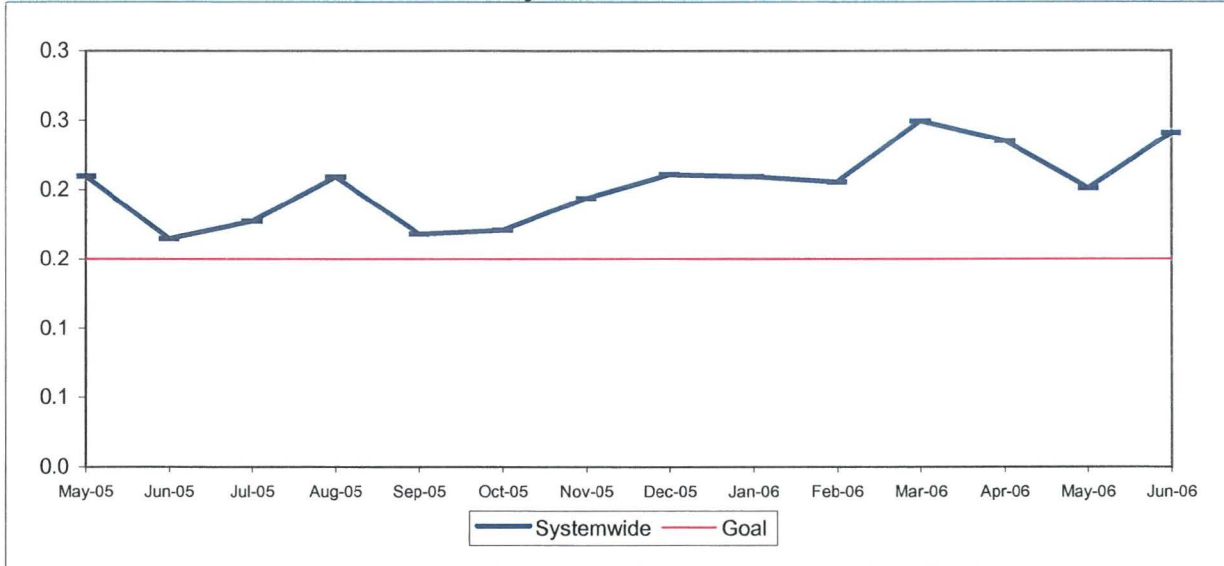


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

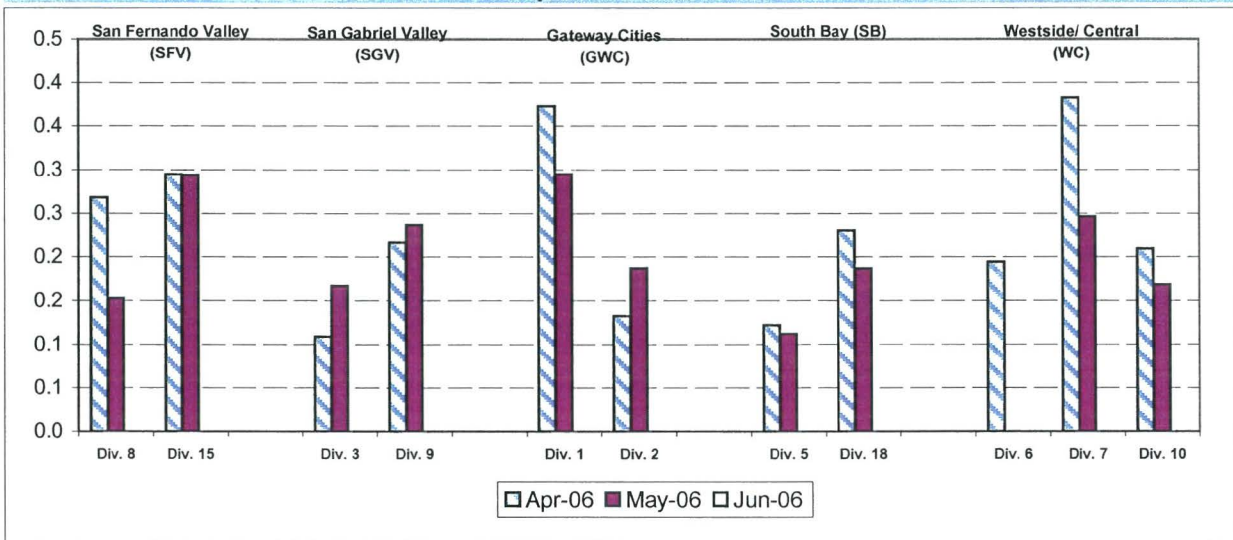
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by

Systemwide Trend



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

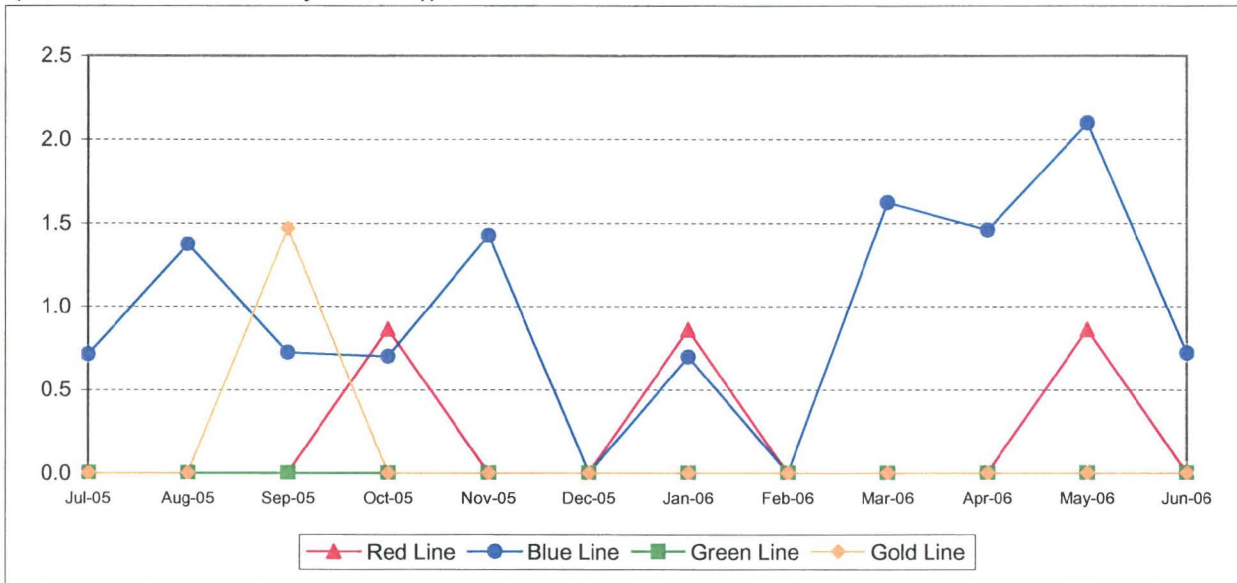
Bus Operating Divisions - by Sectors' Divisions April - June 2006



RAIL ACCIDENTS PER 100,000 REVENUE TRAIN MILES

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

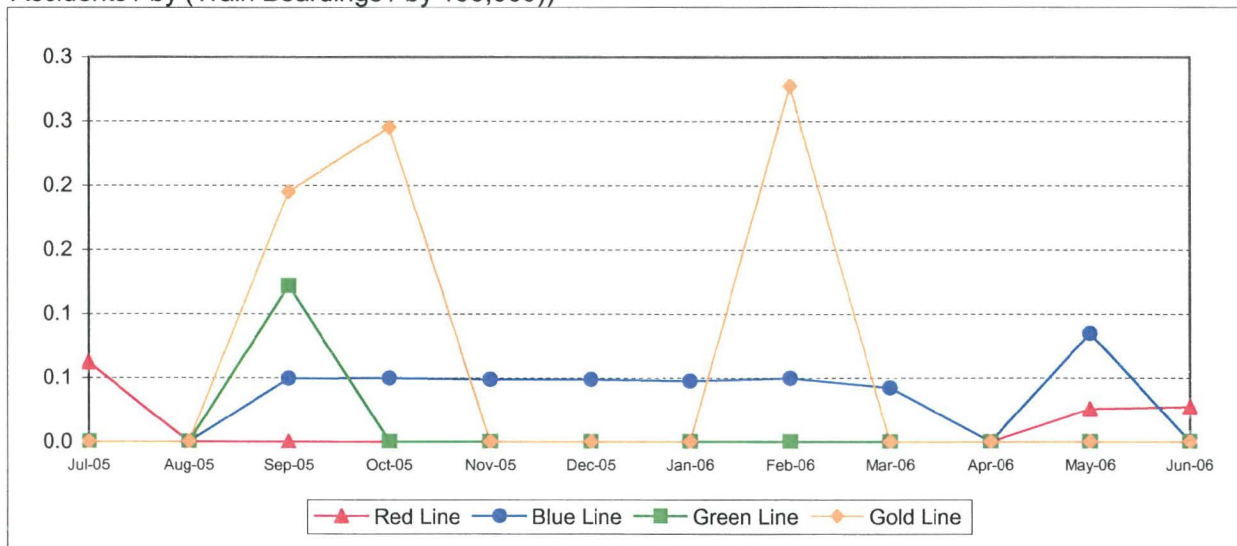
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

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

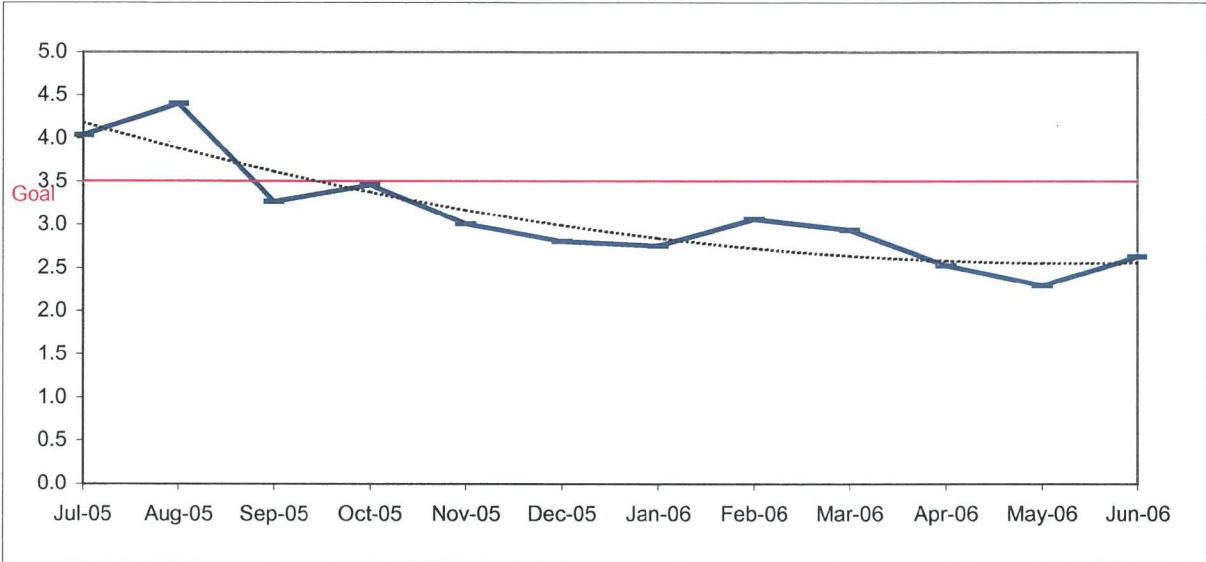


CUSTOMER SATISFACTION

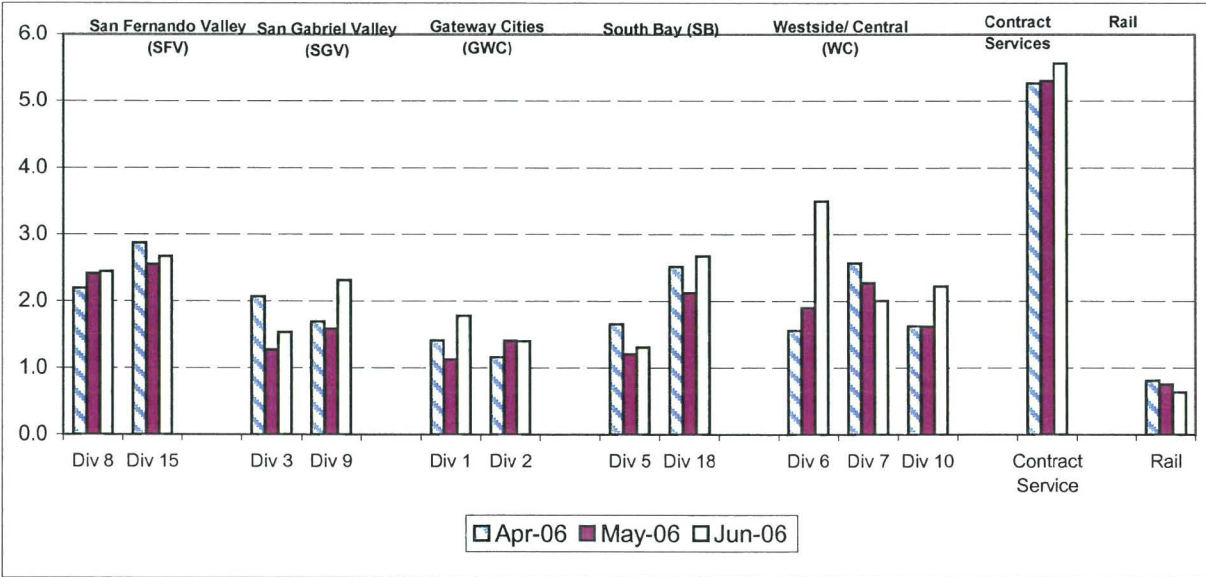
COMPLAINTS PER 100,000 BOARDINGS

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions April - June 2006



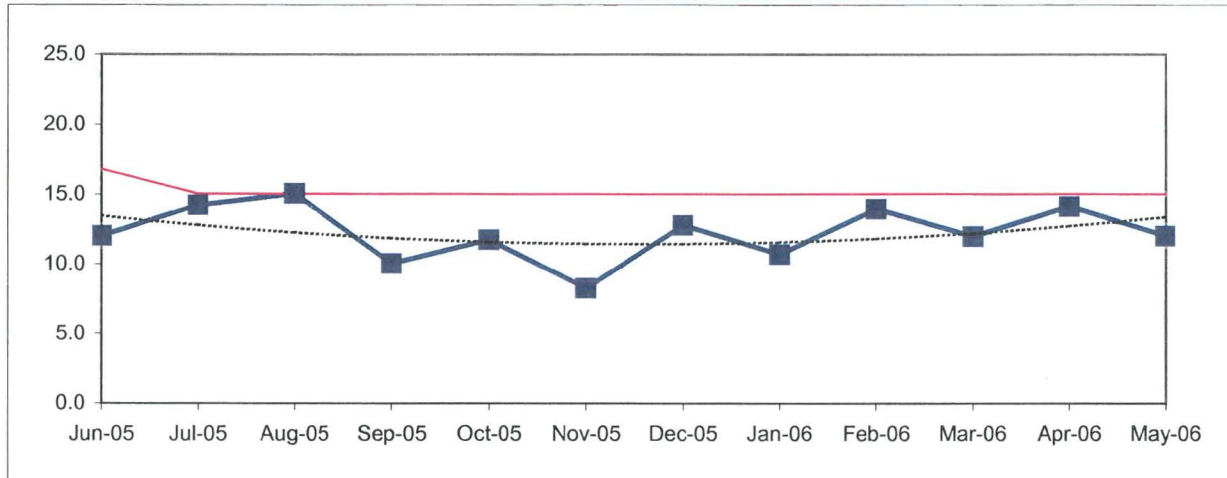
WORKERS COMPENSATION CLAIMS

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

Metro Operations Trend



One month lag from current month

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

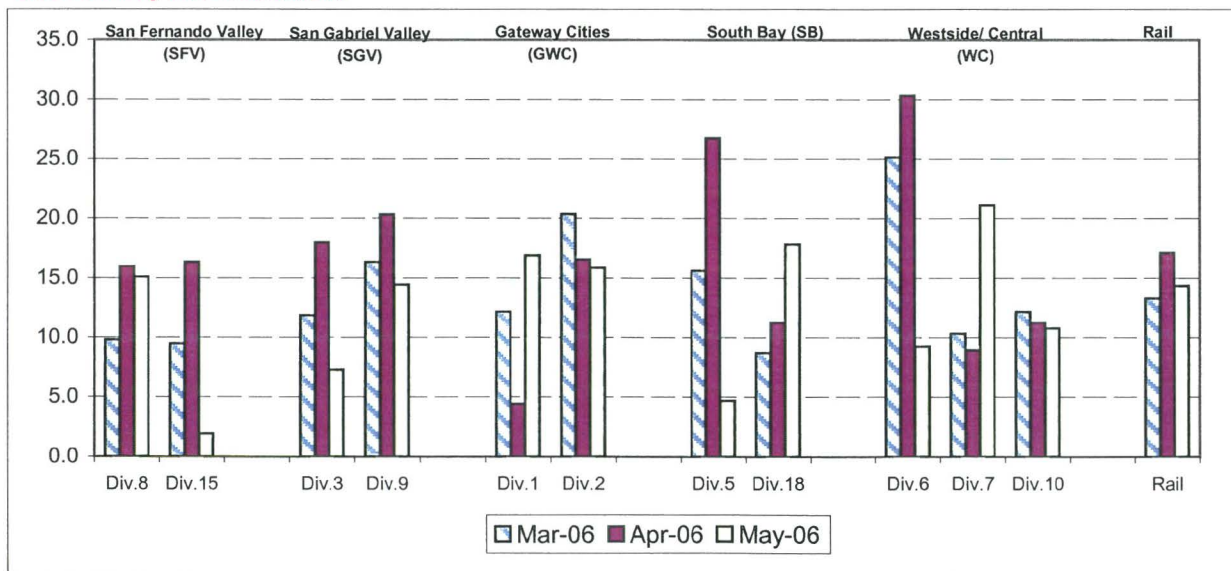
Definition: Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

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

Bus & Rail - by Bus Sectors' Divisions and Rail

February - April 2006

One month lag from current month



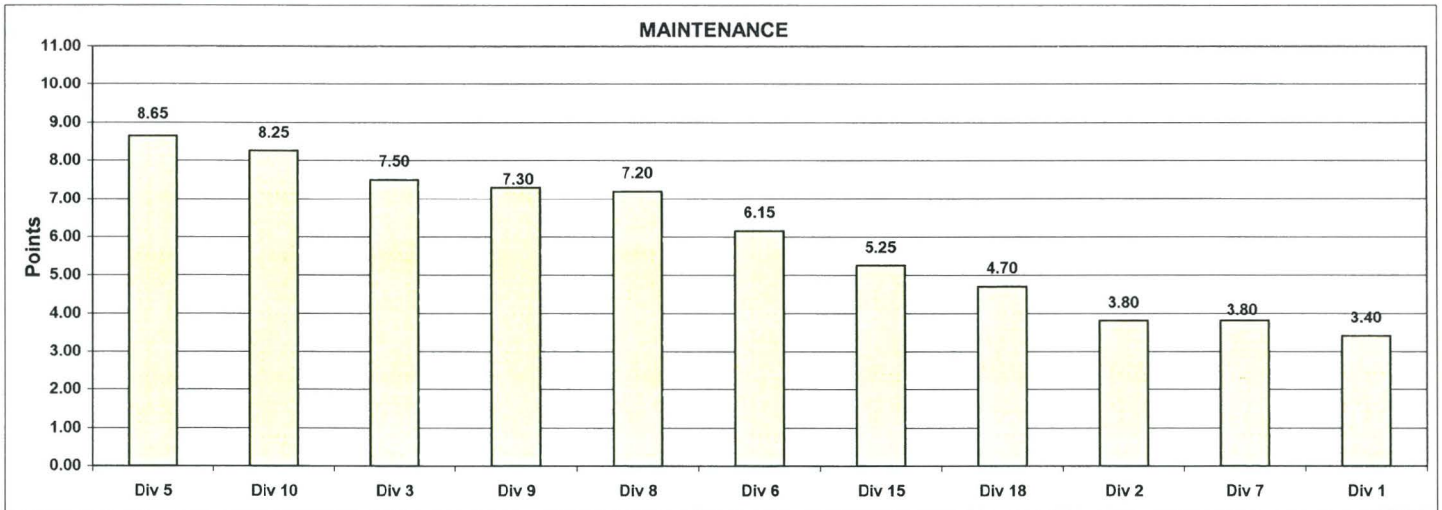
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - June 2006
Metro Bus - Maintenance**

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	64%	984.4	1113.7	1330.1	1714.7	1059.6	1191.0	1602.3	1815.0	1485.3	1067.6	1059.4
Points		1	5	7	10	3	6	9	11	8	4	2
Attendance	20%	0.98781	0.98092	0.98982	0.98035	0.98769	0.97258	0.98314	0.97893	0.98471	0.97425	0.98504
Points		10	5	11	4	9	1	6	3	7	2	8
New WC Claims /200,000 Exp Hrs*	36%	18.8097	23.4090	10.1740	0.0000	0.0000	19.6702	10.6821	11.0756	0.0000	0.0000	8.5196
Points		3	1	6	9.5	9.5	2	5	4	9.5	9.5	7
*One month lag												
Totals		3.40	3.80	7.50	8.65	6.15	3.80	7.20	7.30	8.25	5.25	4.70
FINAL RANKING	DIV. Score Rank	Maintenance Division Ranking (Sorted)										
		Div 5	Div 10	Div 3	Div 9	Div 8	Div 6	Div 15	Div 18	Div 2	Div 7	Div 1
		8.65	8.25	7.50	7.30	7.20	6.15	5.25	4.70	3.80	3.80	3.40
		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	9th	11th

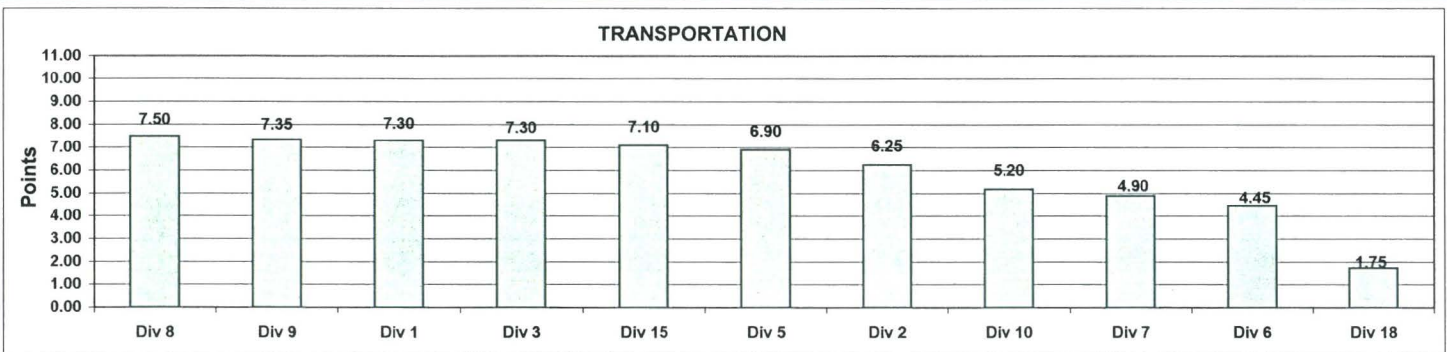


Monthly Calculations - June 2006
Metro Bus - Transportation

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

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

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	25%	0.6927	0.7065	0.6789	0.6066	0.5600	0.6084	0.7332	0.6808	0.5871	0.6376	0.5499
Points		9	10	7	4	2	5	11	8	3	6	1
Miles Between Total Road Calls	10%	984.4457	1113.7231	1330.0826	1714.6809	1059.5936	1191.0138	1602.3191	1814.9549	1485.3208	1067.6018	1059.4260
Points		1	5	7	10	3	6	9	11	8	4	2
Accident Rate	25%	1.9403	3.9252	3.5067	3.6619	3.2731	3.2389	2.2449	2.6237	3.5191	3.1834	3.8111
Points		11	1	5	3	6	7	10	9	4	8	2
Complaints/100K Boardings	15%	1.7723	1.3969	1.5292	1.3075	3.4952	2.0072	2.4376	2.3110	2.2197	2.6611	2.6695
Points		8	10	9	11	1	7	4	5	6	3	2
New WC Claims /200,000 Exp Hrs*	25%	16.3578	13.6369	6.3793	6.1269	12.6673	21.4973	16.4341	15.3534	13.6363	2.5541	20.3112
Points		4	6	9	10	8	1	3	5	7	11	2
*One month lag												
Totals		7.30	6.25	7.30	6.90	4.45	4.90	7.50	7.35	5.20	7.10	1.75
FINAL RANKING												
Transportation Division Ranking (Sorted)												
DIV.	Score	Div 8	Div 9	Div 1	Div 3	Div 15	Div 5	Div 2	Div 10	Div 7	Div 6	Div 18
		7.50	7.35	7.30	7.30	7.10	6.90	6.25	5.20	4.90	4.45	1.75
	Rank	1st	2nd	3rd	3rd	5th	6th	7th	8th	9th	10th	11th



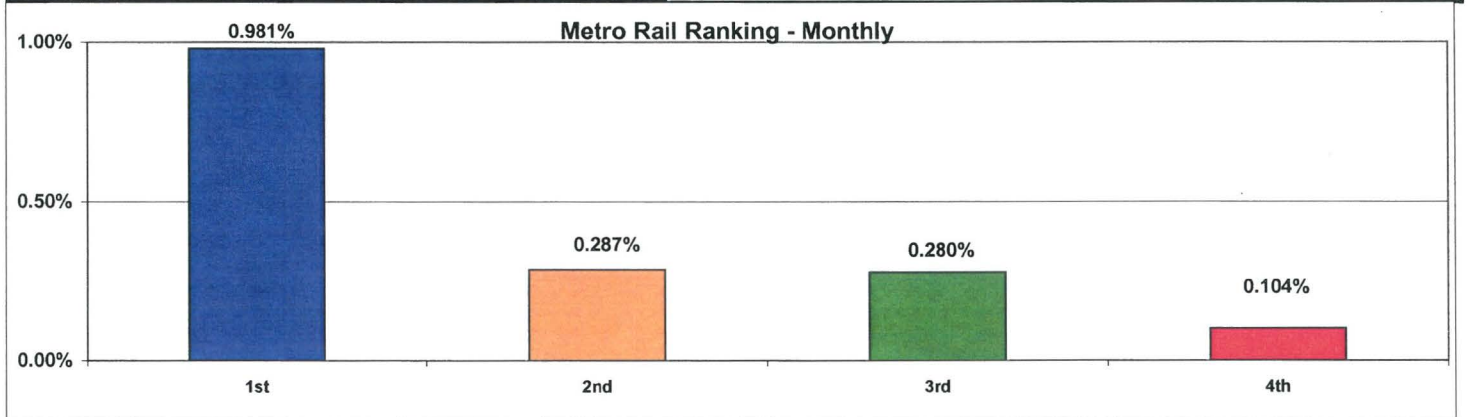
Monthly Calculations - June 2006
Metro Rail

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

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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	Jun-05	Jun-06	Yearly Improvement	Jun-05	Jun-06	Yearly Improvement	Jun-05	Jun-06	Yearly Improvement	Jun-05	Jun-06	Yearly Improvement
Wayside Availability												
Track	100.00%	100.00%	0.00%	99.99%	99.97%	-0.01%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	99.97%	99.97%	0.00%	99.92%	100.00%	0.07%	99.76%	99.98%	0.22%	99.99%	100.00%	0.01%
Power	100.00%	99.33%	-0.67%	99.96%	99.94%	-0.02%	99.44%	99.87%	0.43%	100.00%	100.00%	0.00%
Wayside Performance	99.99%	99.77%	-0.22%	99.96%	99.97%	0.01%	99.73%	99.95%	0.22%	100.00%	100.00%	0.00%
Vehicle Availability												
Vehicle Performance	96.65%	99.12%	2.47%	99.47%	99.63%	0.16%	99.46%	99.70%	0.24%	98.91%	99.63%	0.71%
Operator Availability												
Operators	99.83%	99.76%	-0.07%	99.88%	99.97%	0.09%	99.95%	99.83%	-0.12%	99.98%	99.83%	-0.15%
In-Service Performance												
Rev. Hr. Delivered - Rail	96.44%	98.18%	1.74%	99.11%	99.27%	0.16%	98.61%	99.38%	0.78%	98.87%	99.45%	0.58%
tal Rail Line Performance	98.23%	99.21%	0.98%	99.61%	99.71%	0.10%	99.44%	99.72%	0.28%	99.44%	99.73%	0.29%

Metro Rail Final Ranking (Sorted)				
Rail Line	BLUE	GOLD	GREEN	RED
Score	0.981%	0.287%	0.280%	0.104%
Rank	1st	2nd	3rd	4th



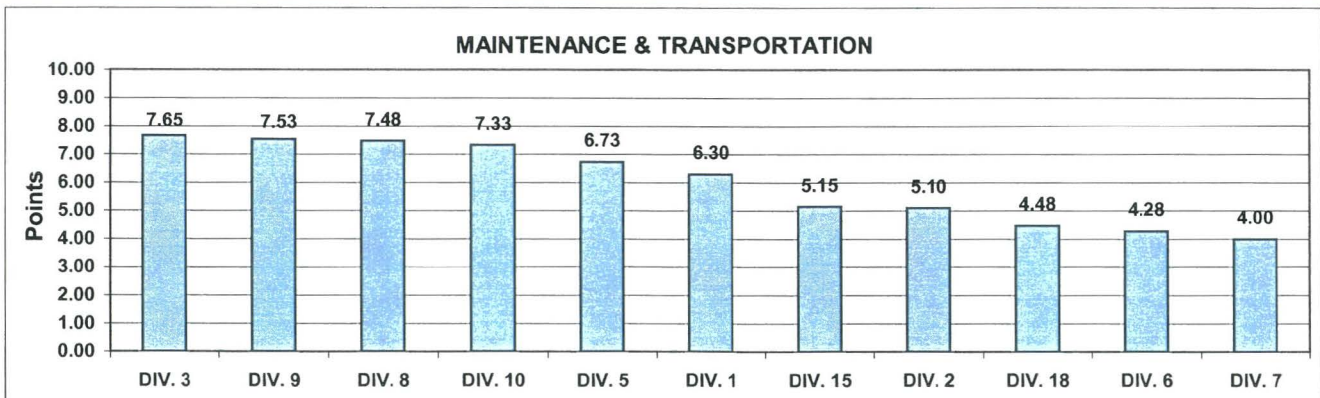
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY06-Q4 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	25.0%	1046	1246	1334	1623	1162	1115	1666	2184	1338	1209	1222
Points		1	6	7	9	3	2	10	11	8	4	5
Attendance	10.0%	0.9809	0.9749	0.9899	0.9808	0.9893	0.9713	0.9777	0.9757	0.9809	0.9751	0.9780
Points		8	2	11	7	10	1	5	4	9	3	6
Claims /200000 Exp.Hrs	15.0%	9.1570	15.4915	3.3936	6.4785	0.0000	6.7001	13.8279	11.0935	2.7891	13.7694	11.3240
Points		6	1	9	8	11	7	2	5	10	3	4
<i>*One month Lag: Mar 06 - May 06</i>												
Transportation												
In-Service On-Time Performance	12.5%	0.7011	0.7173	0.6732	0.6047	0.5737	0.6090	0.6975	0.6760	0.5938	0.6398	0.5575
Points		10	11	7	4	2	5	9	8	3	6	1
Miles Between Total Road Calls	5.0%	1045.8	1246.4	1334.4	1622.7	1162.1	1114.6	1665.9	2184.4	1338.4	1208.6	1222.5
Points		1	6	7	9	3	2	10	11	8	4	5
Accidents/100k Hub Miles	12.5%	3.1377	3.9457	3.3634	3.6737	4.0975	3.5293	2.0355	1.7771	3.4234	3.2940	3.9067
Points		9	2	7	4	1	5	10	11	6	8	3
Complaints/100K Boardings	7.5%	1.4324	1.3237	1.6115	1.3805	2.3608	2.2772	2.3532	1.8644	1.8202	2.6766	2.4332
Points		9	11	8	10	3	5	4	6	7	1	2
<i>*One month Lag: Mar 06 - May 06</i>												
Claims /200000 Exp.Hrs	12.5%	11.9046	18.2648	15.0864	18.4480	28.8611	15.3540	13.4455	18.6103	13.7725	7.6986	12.9381
Points		10	4	6	3	1	5	8	2	7	11	9
Totals		6.30	5.10	7.65	6.73	4.28	4.00	7.48	7.53	7.33	5.15	4.48
FINAL Maintenance and Transportation Division Ranking (Sorted)												
RANKING	DIV.	DIV. 3	DIV. 9	DIV. 8	DIV. 10	DIV. 5	DIV. 1	DIV. 15	DIV. 2	DIV. 18	DIV. 6	DIV. 7
	Score	7.65	7.53	7.48	7.33	6.73	6.30	5.15	5.10	4.48	4.28	4.00
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY06-Q4
Metro Rail**

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

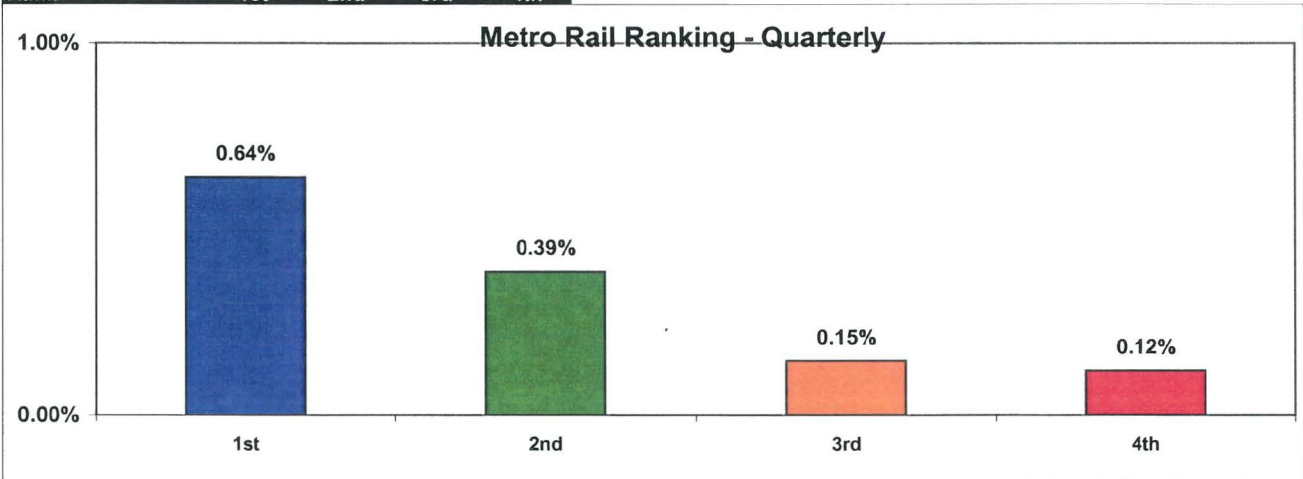
Calculation: Performance indicator uses Revenue Service Hours Lost due to the associated Rail Operating Problems not including the Revenue Service Hours Lost due to accidents, police, or health problems. Performance percentages for various indicators are averaged and outcomes are sorted from high to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

Improvement from Previous Year

	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
Overall Rail Line Performance				
Apr-06	0.75%	0.10%	0.71%	0.12%
May-06	0.19%	0.16%	0.17%	0.03%
Jun-06	0.98%	0.10%	0.28%	0.29%
Second Quarter Average	0.64%	0.12%	0.39%	0.15%

Metro Rail Final Ranking (Sorted)

Rail Line	BLUE	GREEN	GOLD	RED
Score	0.64%	0.39%	0.15%	0.12%
Rank	1st	2nd	3rd	4th



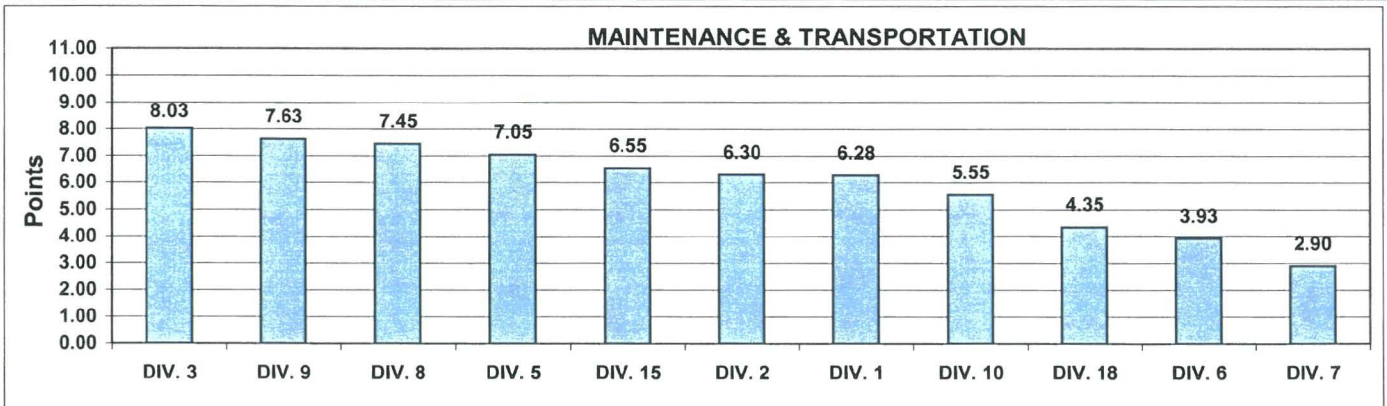
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Yearly Calculations - FY06 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 first six months in the current calendar year. Performance by Division is 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												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	12.5%	997	1312	1428	1730	1237	1063	1848	2322	1285	1328	1187
Points		1	6	8	9	4	2	10	11	5	7	3
Attendance	7.5%	0.9809	0.9764	0.9860	0.9811	0.9854	0.9795	0.9774	0.9761	0.9772	0.9779	0.9770
Points		8	2	11	9	10	7	5	1	4	6	3
New WC Claims /100 Emp	12.5%	7.9213	9.8971	9.5880	2.6589	16.8806	14.5804	9.7580	6.1139	5.5862	11.2505	8.8249
Points		8	4	6	11	1	2	5	9	10	3	7
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	10%	0.7106	0.7271	0.7005	0.6185	0.5720	0.6178	0.6823	0.6701	0.6073	0.6384	0.5731
Points		10	11	9	5	1	4	8	7	3	6	2
Miles Between Total Road Calls	10%	997.3768	1312.3878	1427.8839	1730.0641	#####	#####	1847.5087	#####	#####	1327.6073	#####
Points		1	6	8	9	4	2	10	11	5	7	3
Accident Rate	10%	3.5241	3.9270	3.6364	4.0061	4.1328	4.3610	2.8178	2.1156	3.6262	3.2056	3.4491
Points		7	4	5	3	2	1	10	11	6	9	8
Complaints/100K Boardings	10%	1.9230	1.4168	1.8259	1.8668	2.5220	2.8706	3.3698	2.6083	2.2293	3.1397	3.0734
Points		8	11	10	9	6	4	1	5	7	2	3
New WC Claims /Emp	10%	11.3004	13.4591	11.8011	17.5636	14.9046	16.1781	14.6303	17.0177	15.2061	9.0403	15.0217
Points		10	8	9	1	6	3	7	2	4	11	5
Totals		6.28	6.30	8.03	7.05	3.93	2.90	7.45	7.63	5.55	6.55	4.35
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 3	DIV. 9	DIV. 8	DIV. 5	DIV. 15	DIV. 2	DIV. 1	DIV. 10	DIV. 18	DIV. 6	DIV. 7
Score		8.03	7.63	7.45	7.05	6.55	6.30	6.28	5.55	4.35	3.93	2.90
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Yearly Calculations - FY06
Metro Rail**

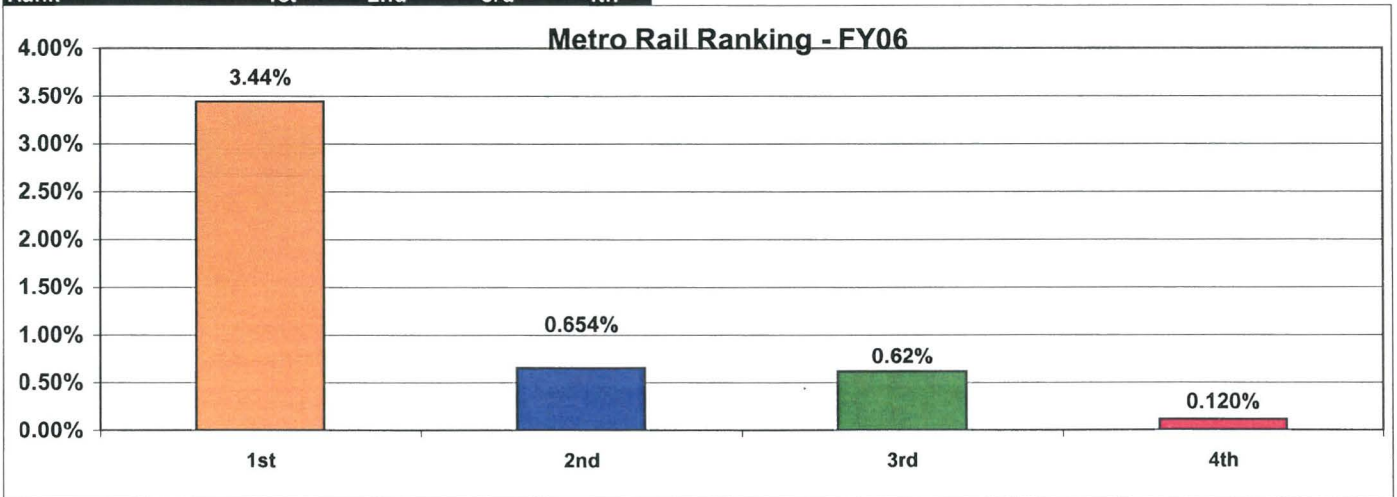
Definition: A performance awareness program designed to increase productivity and efficiency. Based on monthly "IN-SERVICE" Performance as reported by RAIL OPERATIONS CONTROL.

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

Overall Rail Line Performance	Improvement from Previous Year			
	Metro Blue Line	Metro Red Line	Metro Green Line	Metro Gold Line
Q1	0.09%	0.02%	0.21%	-0.48%
Q2	0.23%	0.04%	0.72%	0.05%
Q3	1.65%	0.30%	1.15%	14.05%
Q4	0.64%	0.12%	0.39%	0.15%
First Quarter Average	0.65%	0.12%	0.62%	3.44%

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	BLUE	GREEN	RED
Score	3.44%	0.654%	0.62%	0.120%
Rank	1st	2nd	3rd	4th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Most Improved Yearly Calculations: FY05 to FY06 Metro Bus - Maintenance and Transportation

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

Calculation: Data reflects a positive or negative difference in performance between the first and last quarters of the current calendar year. Performance indicators by Division are sorted 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												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls Points	0.0%	0	0	0	0	0	0	0	0	0	0	0
Attendance Points	20.0%	0.0109	0.0025	0.0094	0.0036	0.0087	0.0049	0.0001	0.0029	0.0018	0.0049	0.0072
New WC Claims /100 Emp Points	30.0%	1.9723	-1.8832	4.4100	-1.3968	5.3579	-5.4141	2.9823	1.5188	-3.0668	-5.2604	0.3002
Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance Points	13.9%	-0.0056	0.0228	-0.0101	-0.0374	0.0045	-0.0244	-0.0155	-0.0148	-0.0341	-0.0401	-0.0611
Miles Between Total Road Calls Points	0.0%	0	0	0	0	0	0	0	0	0	0	0
Accident Rate Points	13.9%	-0.8250	-0.2794	0.0648	-0.3087	-0.3262	-0.2623	0.2370	-0.3031	0.1278	0.4688	0.4317
Complaints/100K Boardings Points	8.3%	-0.9963	-0.7345	-0.7711	-0.8462	-2.0394	-1.3669	-0.8017	-0.8156	-1.6880	-1.4088	-1.3621
New WC Claims /Emp Points	13.9%	-3.3142	-4.6402	4.6646	-5.3937	-5.7231	-3.1118	-4.8595	-0.6697	-6.7778	-3.0731	2.5089
Totals		7.51	6.56	4.71	6.43	7.18	7.39	3.71	5.13	6.57	6.12	4.68

FINAL RANKING Maintenance and Transportation Division Ranking (Sorted)												
DIV.	DIV. 1	DIV. 7	DIV. 6	DIV. 10	DIV. 2	DIV. 5	DIV. 15	DIV. 9	DIV. 3	DIV. 18	DIV. 8	
Score	7.51	7.39	7.18	6.57	6.56	6.43	6.12	5.13	4.71	4.68	3.71	
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	

