



Metro

**FTA QUARTERLY REVIEW
BRIEFING BOOK**

May 31, 2006

Submitted By:

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

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AGENDA

FTA NEW START PROJECTS QUARTERLY REVIEW MEETING

Los Angeles County
Metropolitan Transportation Authority
Wednesday, May 31, 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
- D. Metro Orange Line

Rick Thorpe
Dennis Mori
Eli Choueiry

Eric Olson
Dennis Mori

Joel Sandberg

Roger Dames

III. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

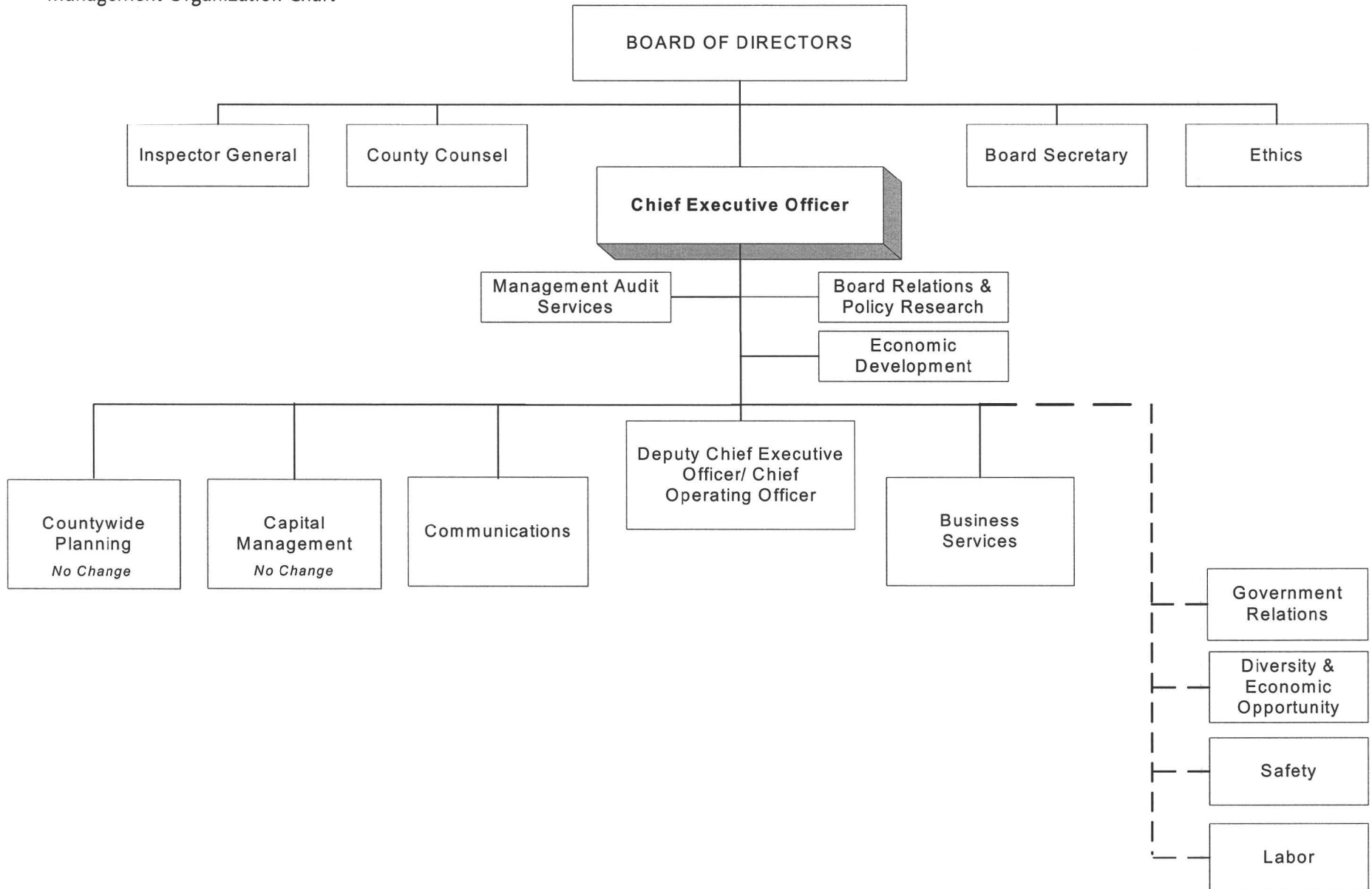
Los Angeles County
Metropolitan Transportation Authority
Wednesday, August 30, 2006
Gateway Conference Room - 3rd Floor

**METRO MANAGEMENT
ORGANIZATION CHART**



Metro

Management Organization Chart



**PROJECT ORGANIZATION
CHARTS**

**The Project Organization Charts
for the period ending March 2006
will not be published**

METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
2005/06 STATE AND FEDERAL LEGISLATIVE MATRIX
 March 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 (Oropeza)	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 (Oropeza) LA 4/6	Would transfer Grade Crossing approvals from the Public Utilities Commission to Caltrans.	SUPPORT WORK WITH AUTHOR	Senate Energy, Utilities and Communications Committee
AB 1067 (Frommer)	Would expand the type of grade separation violations that can be imposed	SUPPORT WORK WITH AUTHOR	Chaptered
AB 1169 (Torricono)	Would expand the violations against transit operators for which increased penalties may be assessed	SUPPORT	Senate Judiciary Committee
AB 1276 (Oropeza)	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 (NUNEZ)	California Infrastructure improvement, Smart Growth, Economic Reinvestment, and Emergency, Preparedness Financing Act of 2006	SUPPORT WORK WITH AUTHOR	Assembly

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- Committee on Budget Process
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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.

4/28/2006

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

STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SCA 7 (Torlakson)	Would authorize loans of Proposition 42 funds to be repaid with interest if the repayment is not within the next budget year.	SUPPORT	Senate Third Reading File
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 Transportation Committee

STATE/FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
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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>\$100 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.</p> <p>\$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.</p> <p>Support the Municipal Operators Bus Appropriations requests.</p> <p>\$2 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.</p>	<p>December 15, 2005-LACMTA Board Adopted 2006 Legislative program</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 - PENDING FINAL METRO BOARD APPROVAL</p>

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FEDERAL

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

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.

4/28/2006

FEDERAL

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

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

4/28/2006

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April 3, 2006

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

Re: Quarterly Update on Status of Key Legal Actions


Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of March 31, 2006, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

RAYMOND G. FORTNER, JR.
County Counsel

By 
ROBERT B. REAGAN
Principal Deputy County Counsel

RBR:ibm
Attachments

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

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of March 31, 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 to submit proposed statement of decision. 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.	
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.
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. Legal issue. Motions pending.

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

STATUS REPORT AS OF MARCH 31, 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 staff has completed conceptual development guidelines for the development of the MTA properties in North Hollywood for adoption by the Board in its April/May 2006 meeting. MTA, possibly jointly with the Los Angeles City Community Redevelopment Agency, will issue a Request for Qualifications 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 4/19/06

**METRO OPERATIONS
PERFORMANCE REPORT**

11/15/2011 10:00 AM

Los Angeles County
Metropolitan Transportation Authority

MAR 2006

METRO OPERATIONS MONTHLY PERFORMANCE REPORT



MTC

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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':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	Mar. Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*, **				58%	29.27%	38.63%	
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,230	3,852	
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.74%	61.42%	
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.51	3.64	
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.58	2.08	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	Feb. 11.98	Feb. 13.92	
**Div 15 Nov. data excluded & Dec. Data after shake-up							
SFV Sector							
OTP-PTP*, **				58%	29.27%	38.63%	
MMBMF*				3,500	3,250	4,000	
In-Service On-time Performance**	67.30%	67.47%	68.54%	70%	65.04%	65.81%	
Bus Traffic Accidents Per 100,000 Miles	2.91	2.99	2.67	2.85	3.13	3.01	
Complaints per 100,000 Boardings	6.32	5.45	4.39	4.25	2.48	2.76	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.72	15.15	13.71	16.00	Feb. 11.25	Feb. 18.42	
**Div 15 Nov. data excluded & Dec. Data after shake-up							
Division 8							
OTP-PTP*				58%	25.00%	35.65%	
MMBGMF*				3,500	3,812	4,063	
In-Service On-time Performance	70.09%	69.12%	69.78%	70%	67.57%	67.69%	
Bus Traffic Accidents Per 100,000 Miles	2.84	2.75	2.58	2.85	3.09	2.44	
Complaints per 100,000 Boardings	6.87	5.09	4.17	4.25	3.76	2.92	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.92	19.15	16.77	16.00	Feb. 13.39	Feb. 16.38	
**Div 15 Nov. data excluded & Dec. Data after shake-up							
Division 15							
OTP-PTP*, **				58%	31.62%	41.72%	
MMBMF*				3,500	2,912	3,949	
In-Service On-time Performance**	66.13%	66.62%	67.84%	70%	63.74%	65.05%	
Bus Traffic Accidents Per 100,000 Miles	2.96	3.17	2.74	2.85	3.15	3.08	
Complaints per 100,000 Boardings	6.01	5.70	4.55	4.25	3.28	3.05	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.23	13.14	12.46	16.00	Feb. 9.70	Feb. 21.39	

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

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

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

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

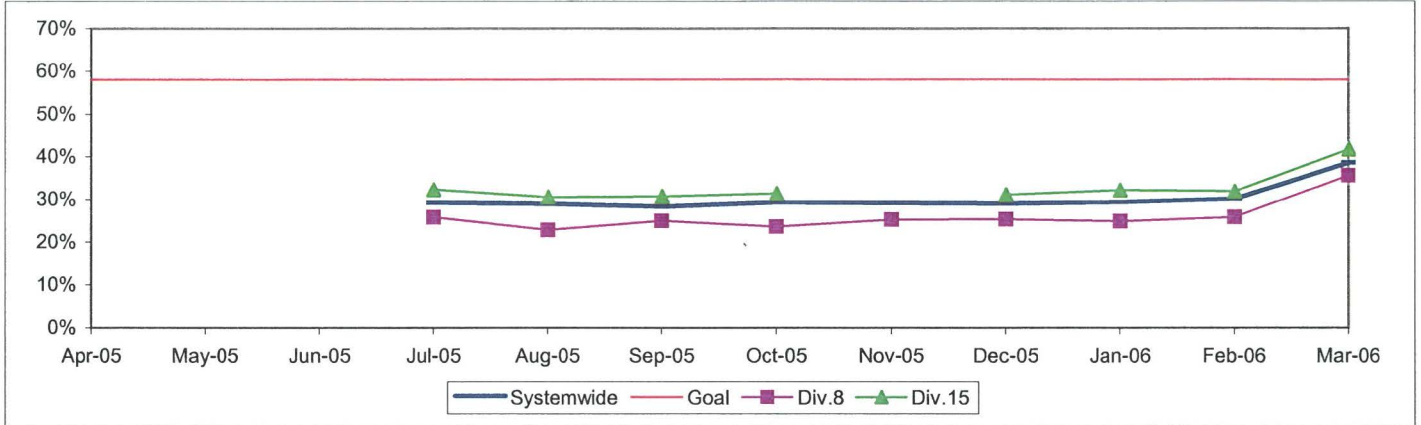
SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

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

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

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

OTP-PTP Systemwide and Divisions 8 and 15*



*New Indicator. On-Time Pullout from Primary Terminal Point (OTP-PTP) data from ATMS. Division 15 data not available.

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

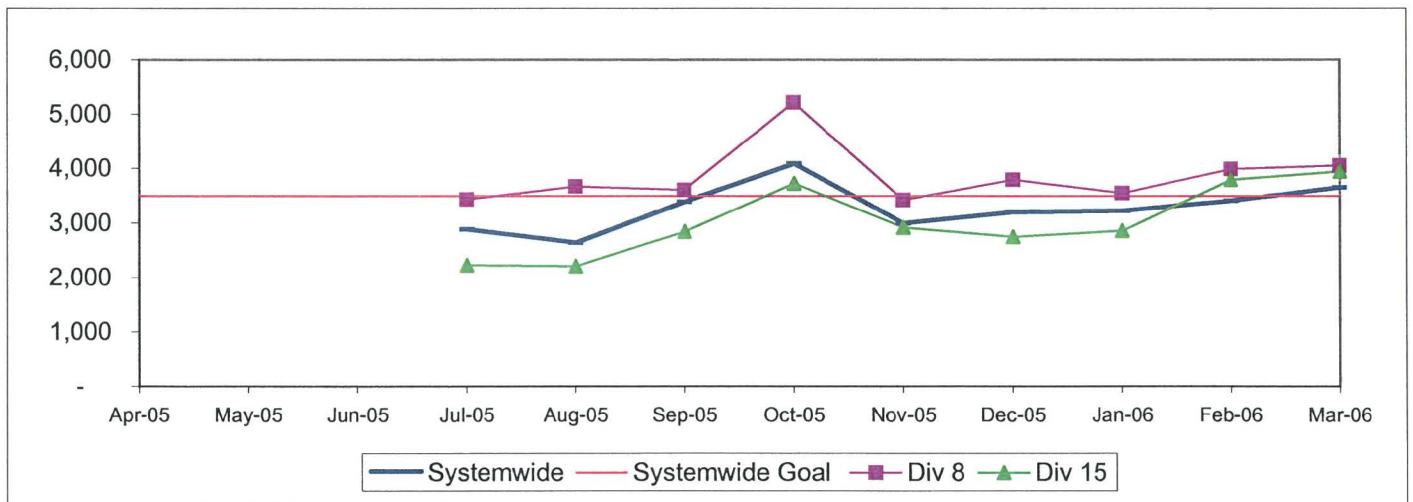
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
San Fernando Valley (SFV)							
8	1055	1620	1002	3677	28.69%	27.25%	44.06%
15	562	1707	1124	3393	16.56%	33.13%	50.31%
Total Systemwide	8898	18285	11947	39130	22.74%	30.53%	46.73%

*New Indicator. Division 15 data not available.

MEAN MILES BETWEEN MECHANICAL FAILURES REQUIRING BUS EXCHANGE Systemwide and Divisions 8 and 15

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

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



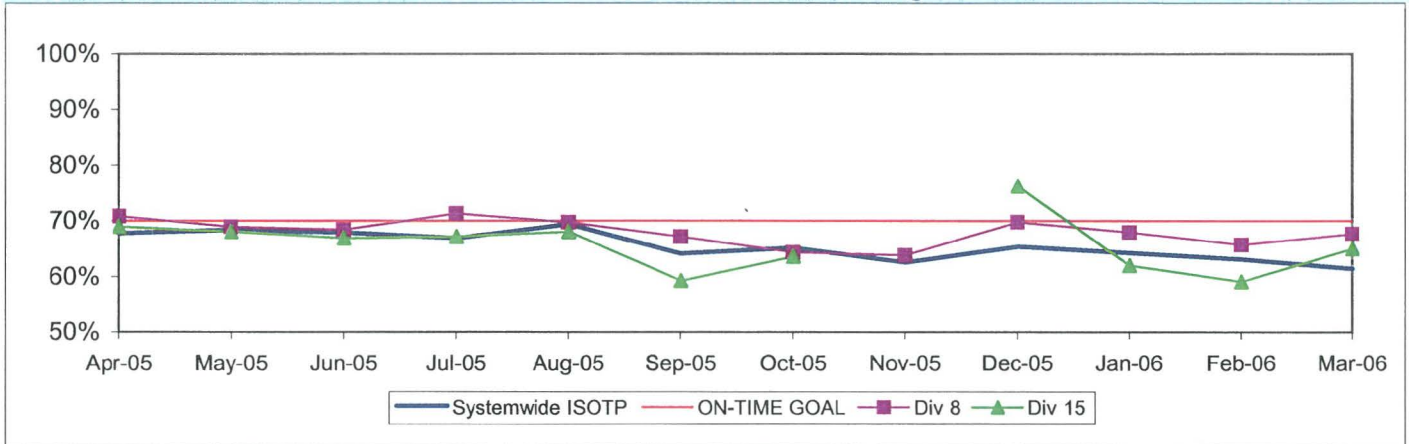
IN-SERVICE ON-TIME PERFORMANCE*

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.

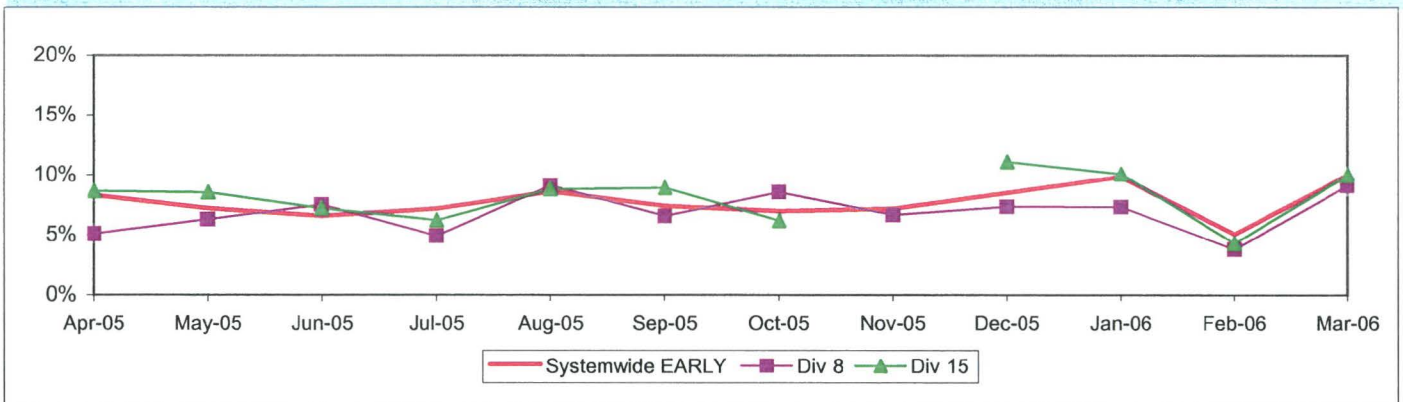
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

* Division 15 November data not available.

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



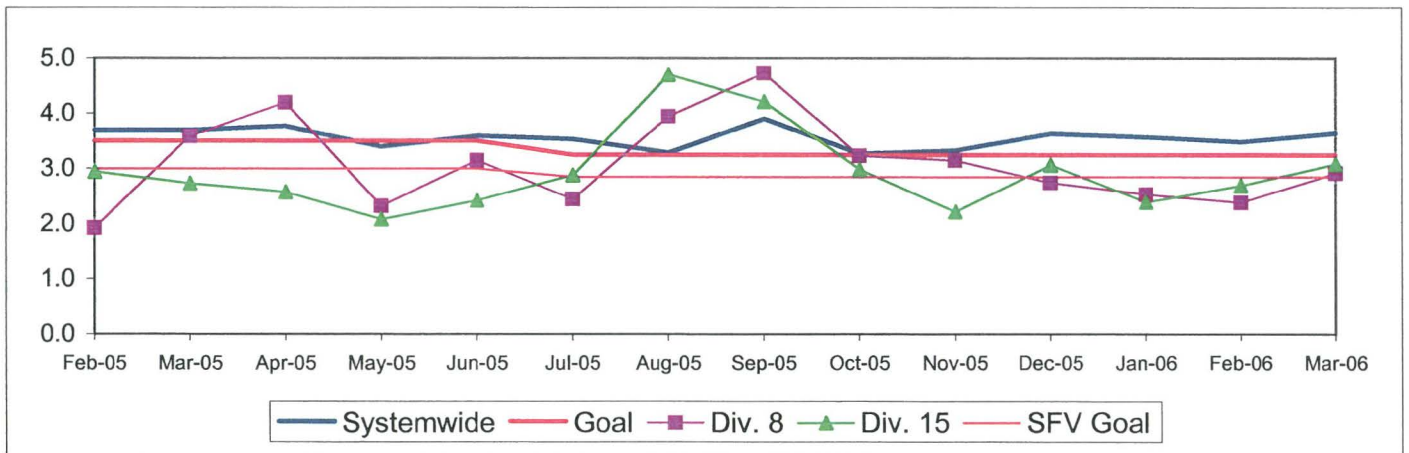
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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



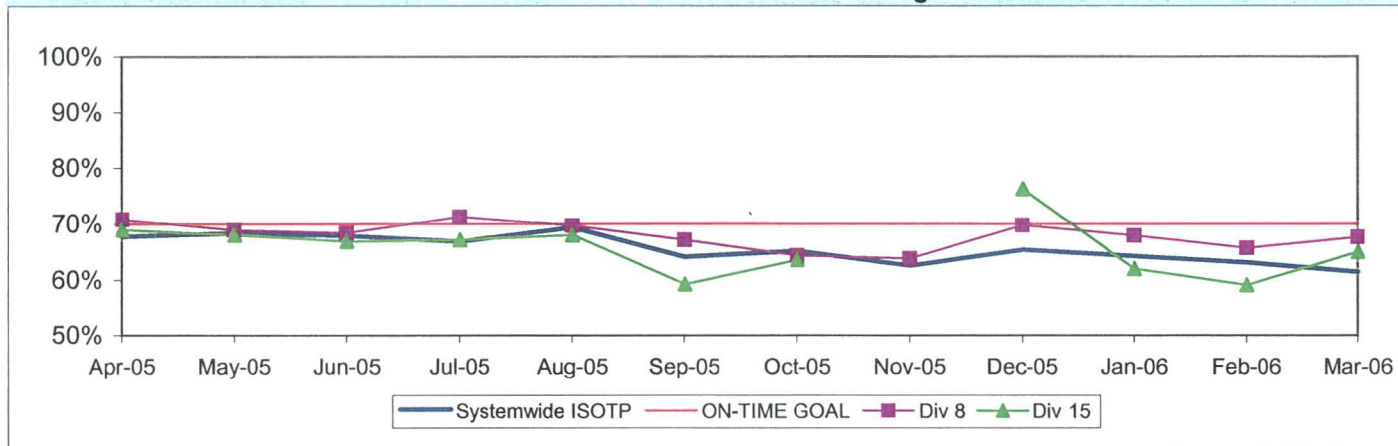
IN-SERVICE ON-TIME PERFORMANCE*

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.

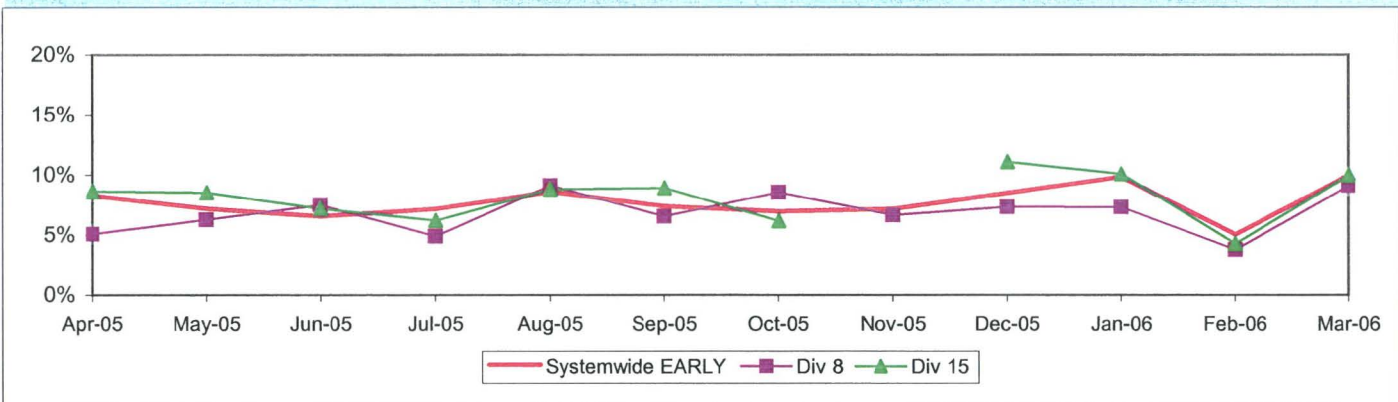
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

* Division 15 November data not available.

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



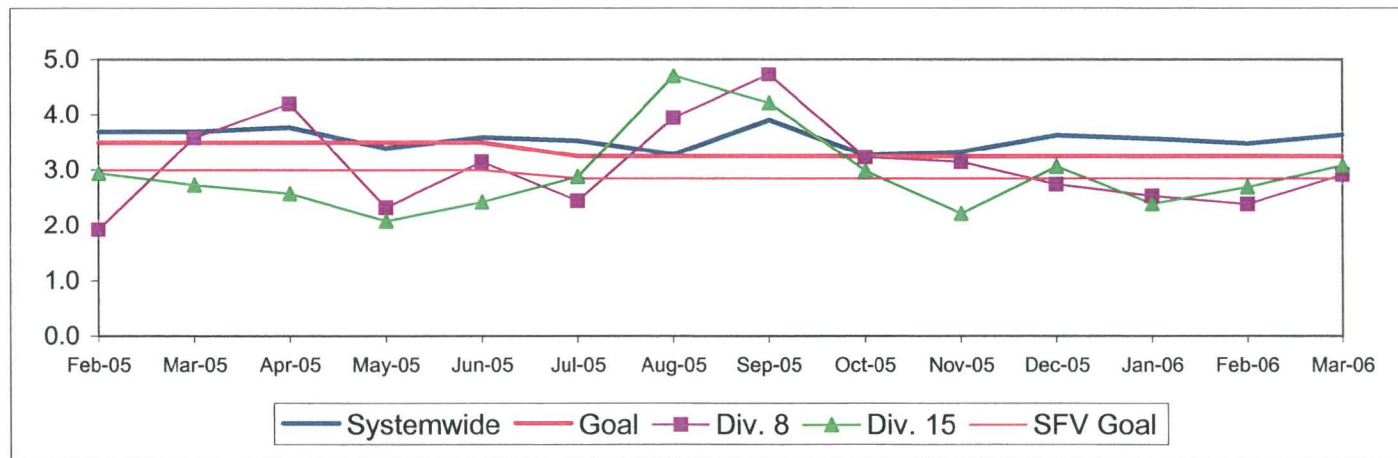
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



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

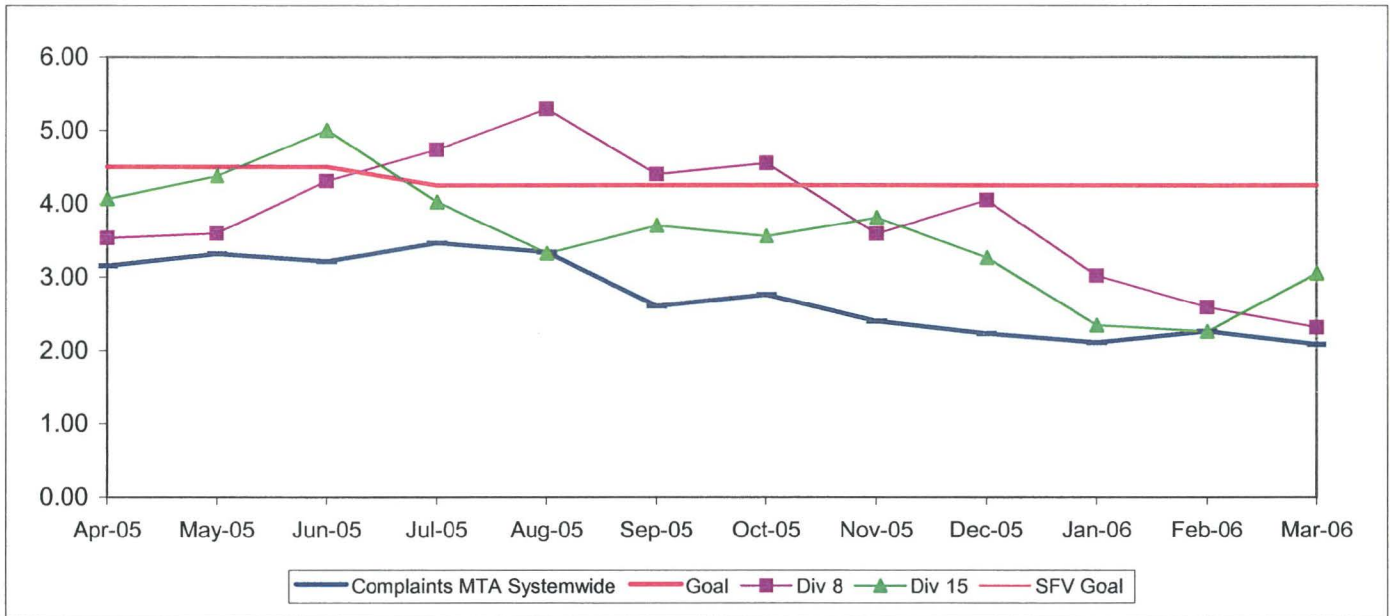


SFV Sector Bus Service Performance - Continued

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

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

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

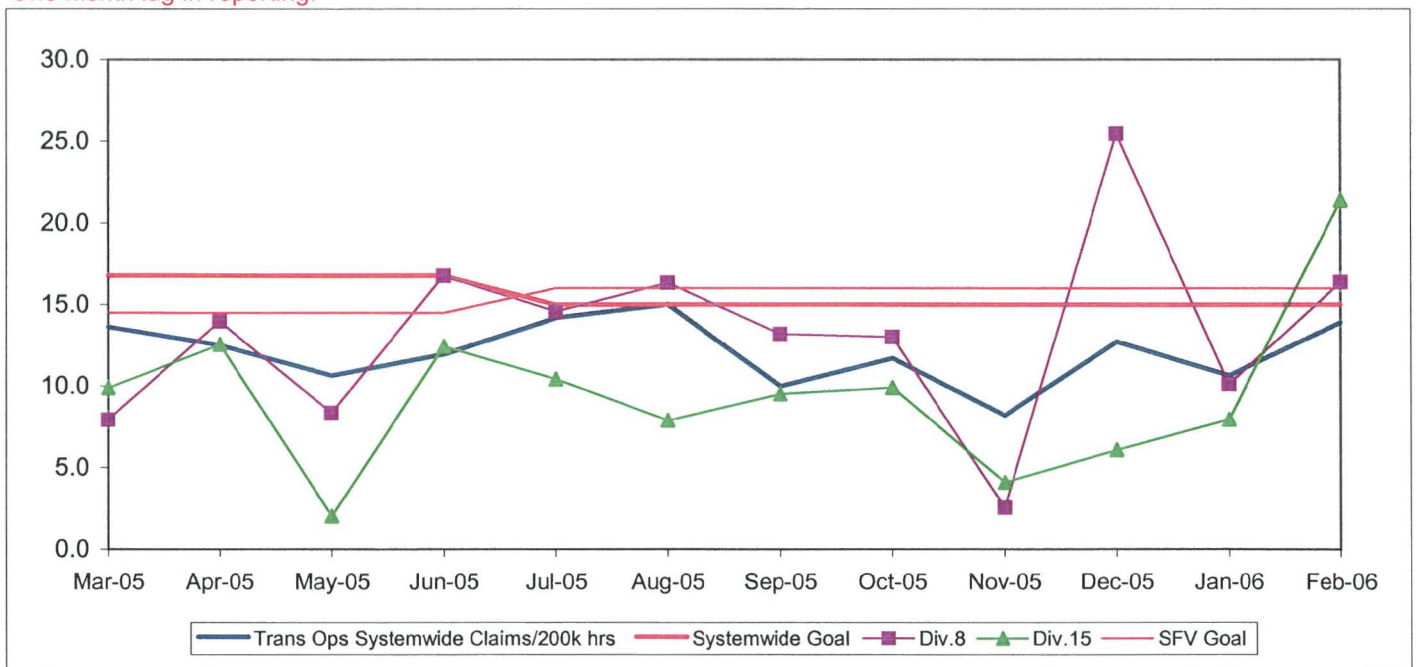


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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*:

- * On-Time Pullouts from Primary Terminal Point (OTP-PTP)
- * Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)
- * In-Service On-Time Performance
- * Traffic Accidents per 100,000 Hub
- * Complaints per 100,000 Boardings
- * New Workers' Compensation Indemnity Claims per 200.000 Exposure Hours

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	Mar. Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*, **				58%	29.27%	38.63%	◇
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,230	3,852	◇
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.74%	61.42%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.51	3.64	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.58	2.08	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	Feb. 11.98	Feb. 13.92	●
**Div 15 Nov. data excluded & Dec. Data after shake-up							
SGV Sector							
OTP-PTP*				58%	29.27%	38.63%	◇
MMBMF*				3,500	3,504	3,336	●
In-Service On-time Performance	70.02%	69.98%	70.10%	75%	68.96%	61.21%	◇
Bus Traffic Accidents Per 100,000 Miles	3.40	2.91	2.96	2.75	2.91	2.75	◇
Complaints per 100,000 Boardings	3.57	3.80	2.95	3.00	2.34	2.22	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	23.15	16.12	10.14	11.00	Feb. 12.33	Feb. 13.74	◇
Division 3							
OTP-PTP*				58%	28.00%	30.07%	◇
MMBCMF*				3,500	2,662	2,741	◇
In-Service On-time Performance**	71.08%	70.80%	71.06%	75%	70.78%	61.36%	◇
Bus Traffic Accidents Per 100,000 Miles	4.22	3.59	3.57	2.75	3.72	3.13	◇
Complaints per 100,000 Boardings	3.09	3.02	2.60	3.00	1.90	2.13	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.54	12.36	6.68	11.00	Feb. 10.90	Feb. 7.98	◇
Division 9							
OTP-PTP*				58%	41.07%	38.96%	◇
MMBMF*				3,500	4,801	4,054	●
In-Service On-time Performance	67.47%	68.16%	68.16%	75%	66.76%	61.09%	◇
Bus Traffic Accidents Per 100,000 Miles	2.64	2.26	2.42	2.75	2.21	2.44	●
Complaints per 100,000 Boardings	4.31	5.09	5.09	3.00	2.87	2.33	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.54	20.75	14.66	11.00	Feb. 13.64	Feb. 15.68	◇

*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.

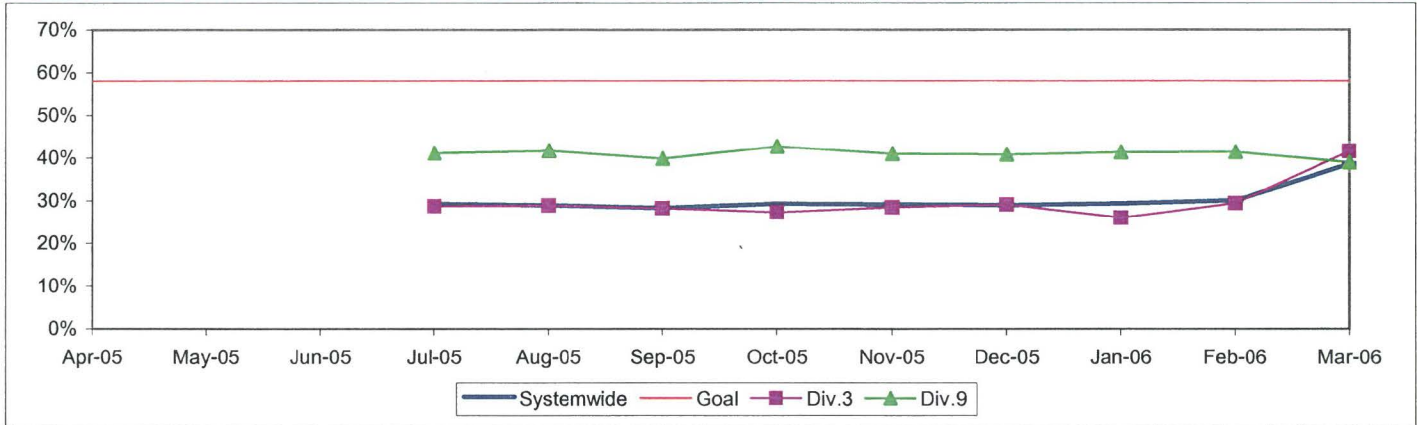
SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

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

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

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

OTP-PTP Systemwide and Divisions 3 and 9*



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

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

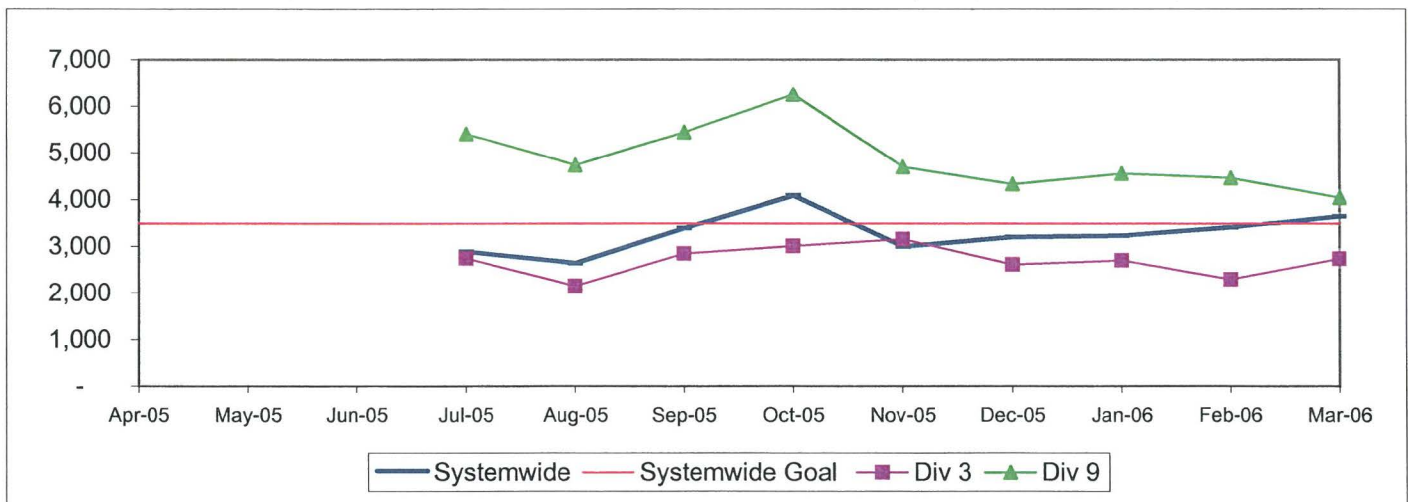
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
San Gabriel Valley (SGV)							
3	489	1572	844	2905	16.83%	29.05%	54.11%
9	656	1151	1163	2970	22.09%	39.16%	38.75%
Total Systemwide	8898	18285	11947	39130	22.74%	30.53%	46.73%

*New Indicator

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

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

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

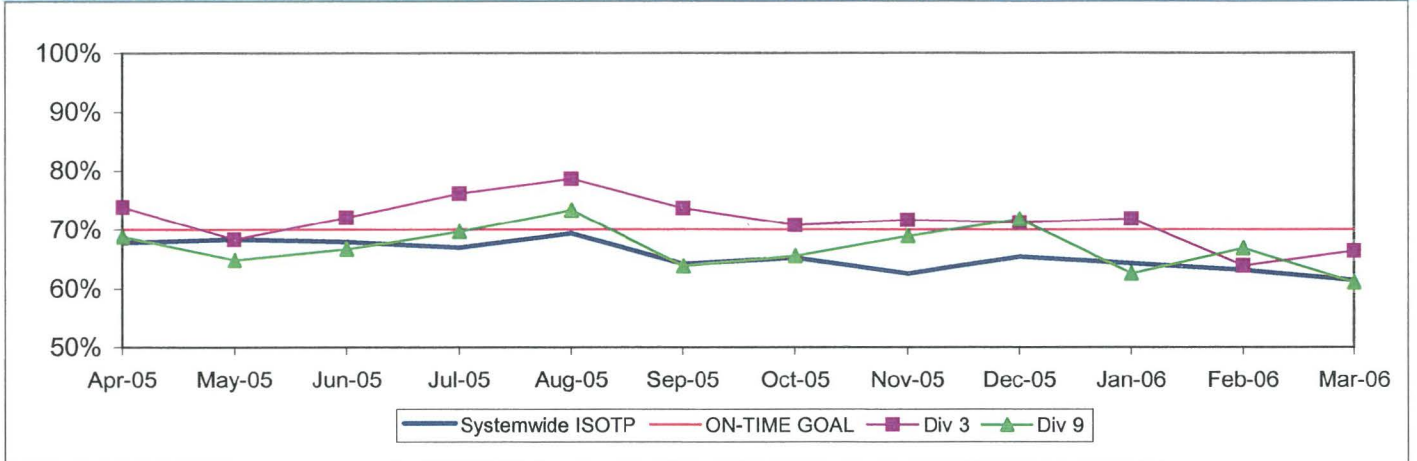


IN-SERVICE ON-TIME PERFORMANCE

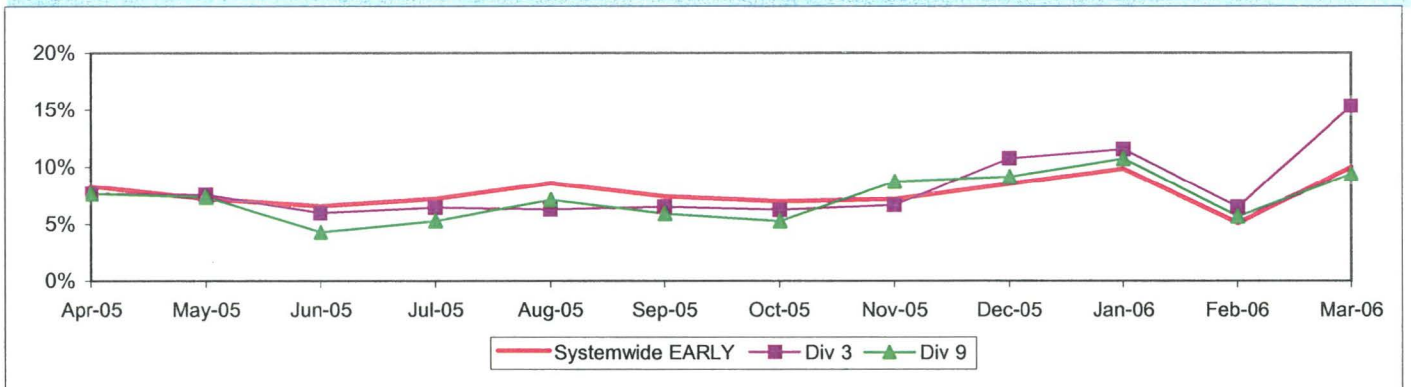
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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**



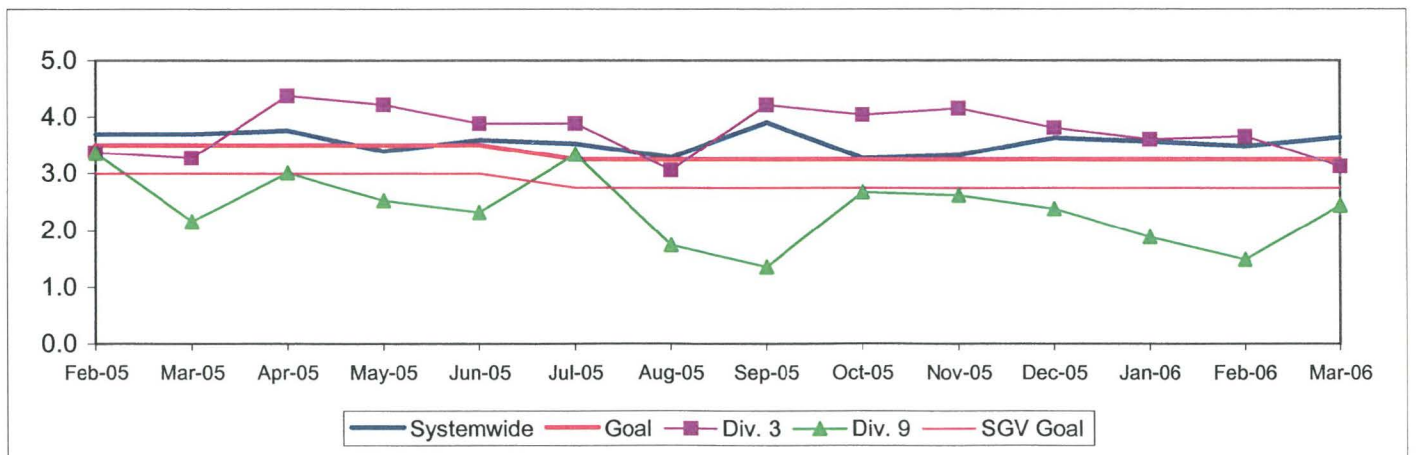
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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

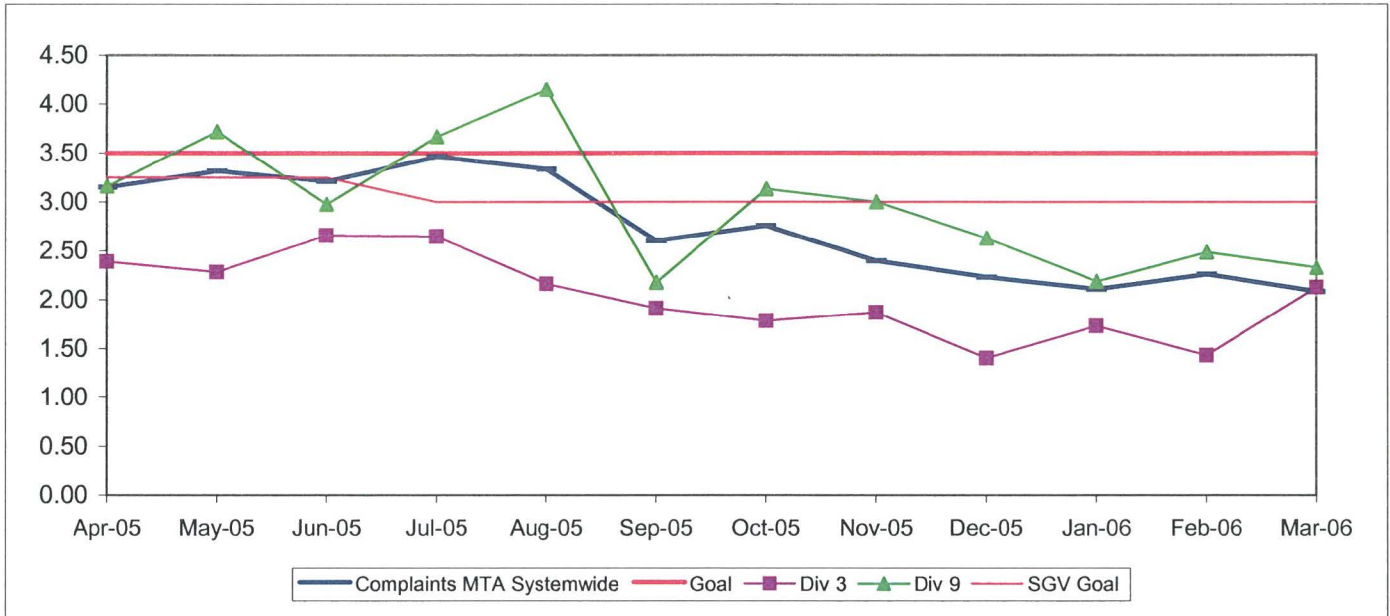


SGV Sector Bus Service Performance - Continued

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

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

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

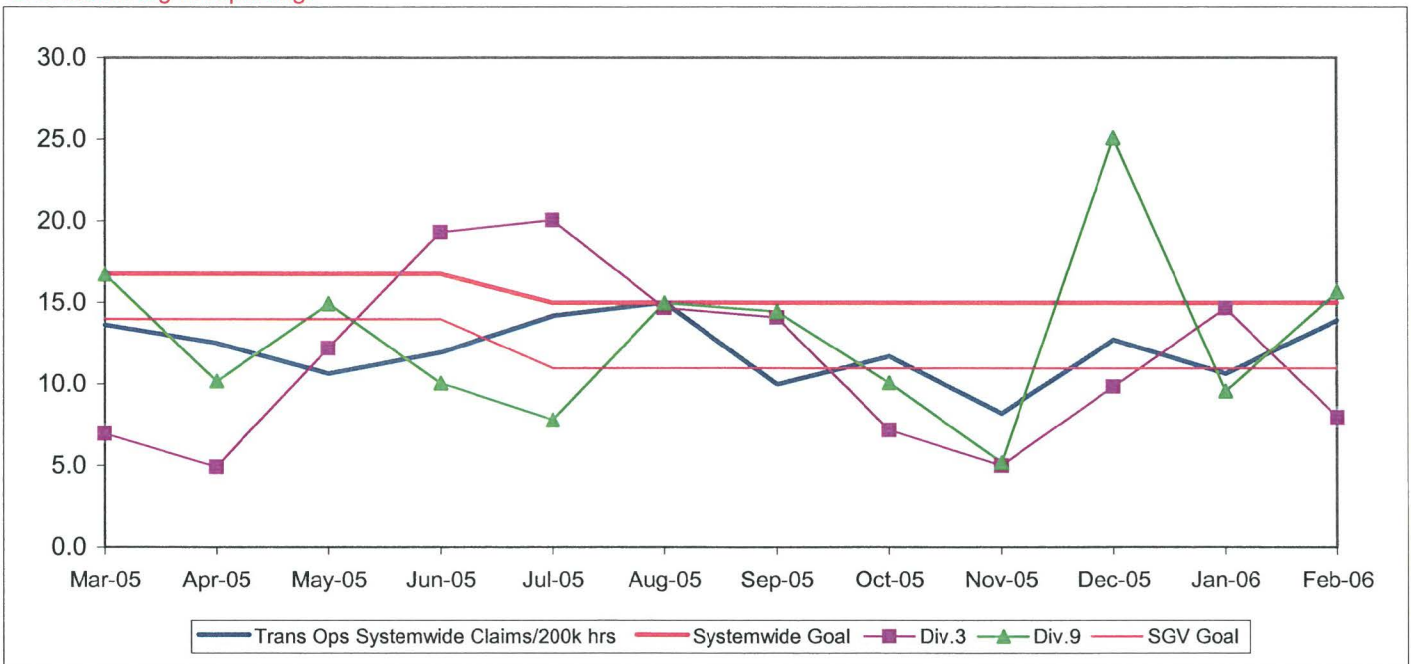


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	Mar. Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*, **				58%	29.27%	38.63%	◇
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,230	3,852	◇
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.74%	61.42%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.51	3.64	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.58	2.08	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	Feb. 11.98	Feb. 13.92	●
**Div 15 Nov. data excluded & Dec. Data after shake-up used.							
GC Sector							
OTP-PTP*				58%	28.59%	31.16%	◇
MMBMF*				3,500	2,498	2,753	◇
In-Service On-time Performance	74.53%	69.34%	71.20%	70%	72.14%	70.77%	●
Bus Traffic Accidents Per 100,000 Miles	4.07	3.86	4.29	4.00	3.68	4.23	●
Complaints per 100,000 Boardings	2.63	3.08	2.58	2.75	1.80	1.38	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	25.30	20.19	14.11	16.50	Feb. 10.16	Feb. 13.74	●
Division 1							
OTP-PTP*				58%	30.14%	39.31%	◇
MMBMF*				3,500	2,402	2,711	◇
In-Service On-time Performance	78.22%	70.57%	71.62%	70%	71.46%	69.12%	●
Bus Traffic Accidents Per 100,000 Miles	3.39	3.41	4.35	4.00	3.51	3.43	●
Complaints per 100,000 Boardings	2.26	3.32	2.92	2.75	2.09	1.68	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.42	16.82	12.71	16.50	Feb. 10.27	Feb. 18.59	●
Division 2							
OTP-PTP*				58%	26.92%	36.31%	◇
MMBMF*				3,500	2,649	2,816	◇
In-Service On-time Performance	67.53%	67.62%	70.42%	70%	73.15%	72.64%	●
Bus Traffic Accidents Per 100,000 Miles	4.78	4.36	4.21	4.00	3.92	5.36	◇
Complaints per 100,000 Boardings	3.07	2.84	2.15	2.75	1.45	1.02	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	31.18	24.56	16.69	16.50	Feb. 10.71	Feb. 8.75	●

*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.

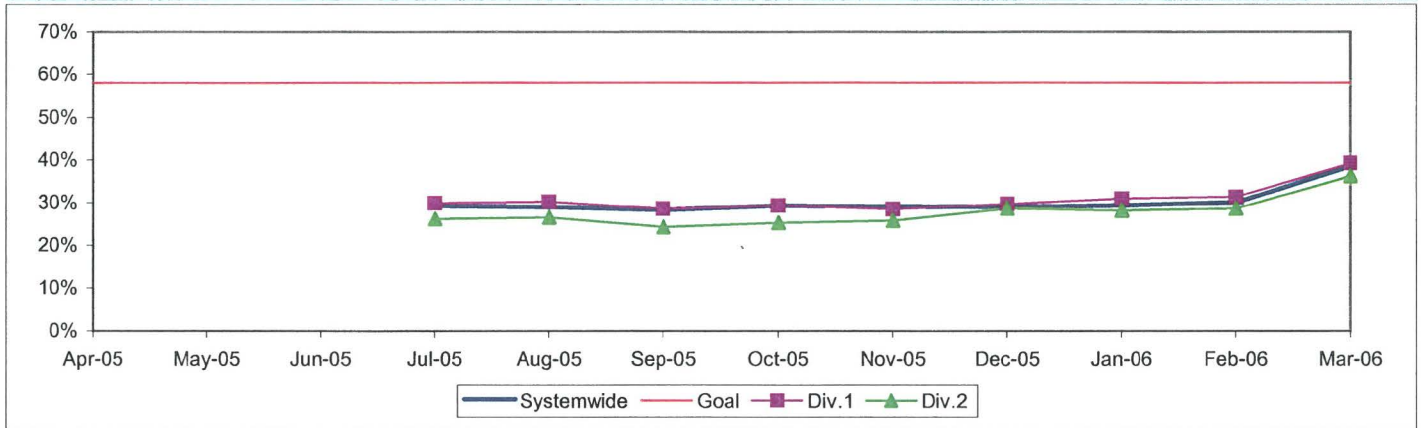
GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

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

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

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

OTP-PTP Systemwide and Divisions 1 and 2*



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

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

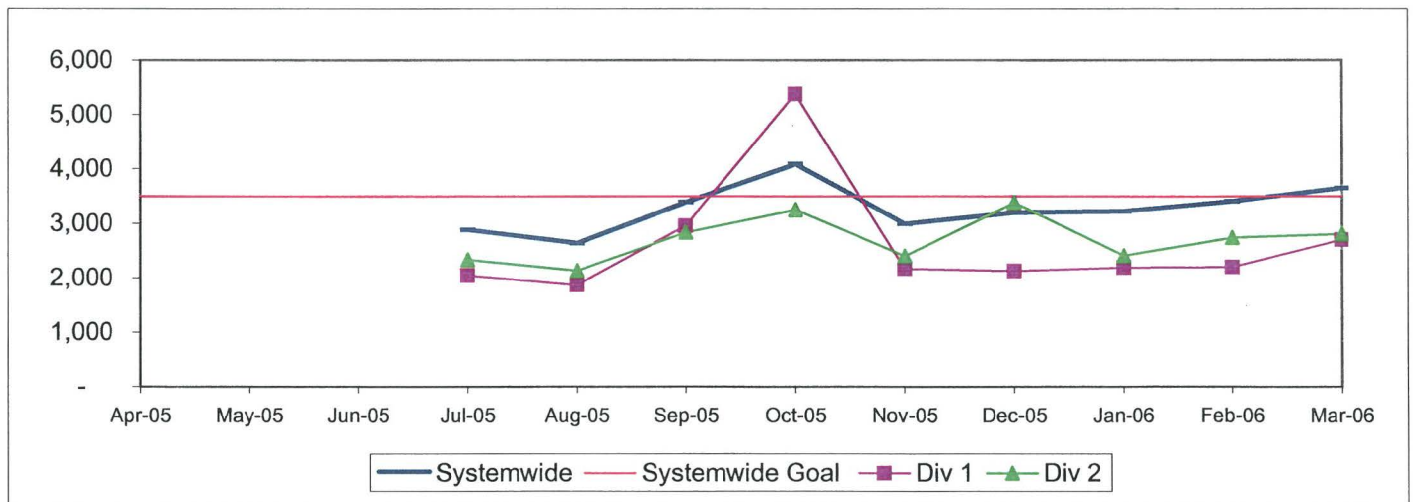
Div.	Pullouts from Primary Terminal Point				Percent			
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts	
Gateway Cities (GWC)								
1	912	1951	1402	4265	21.38%	32.87%	45.74%	
2	1050	1662	1122	3834	27.39%	29.26%	43.35%	
Total Systemwide	8898	18285	11947	39130	22.74%	30.53%	46.73%	

*New Indicator

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

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

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

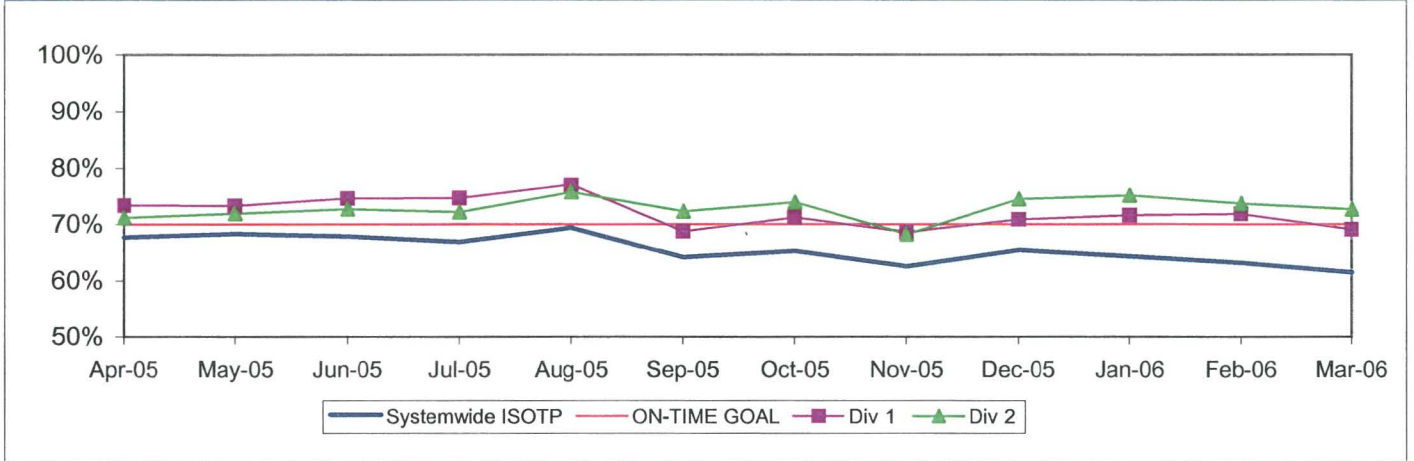


IN-SERVICE ON-TIME PERFORMANCE

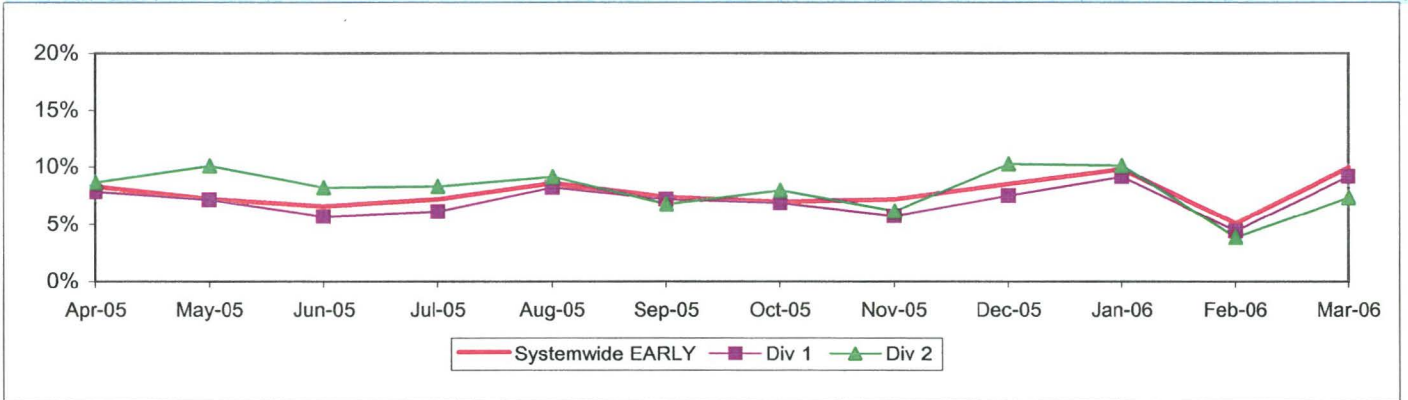
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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**



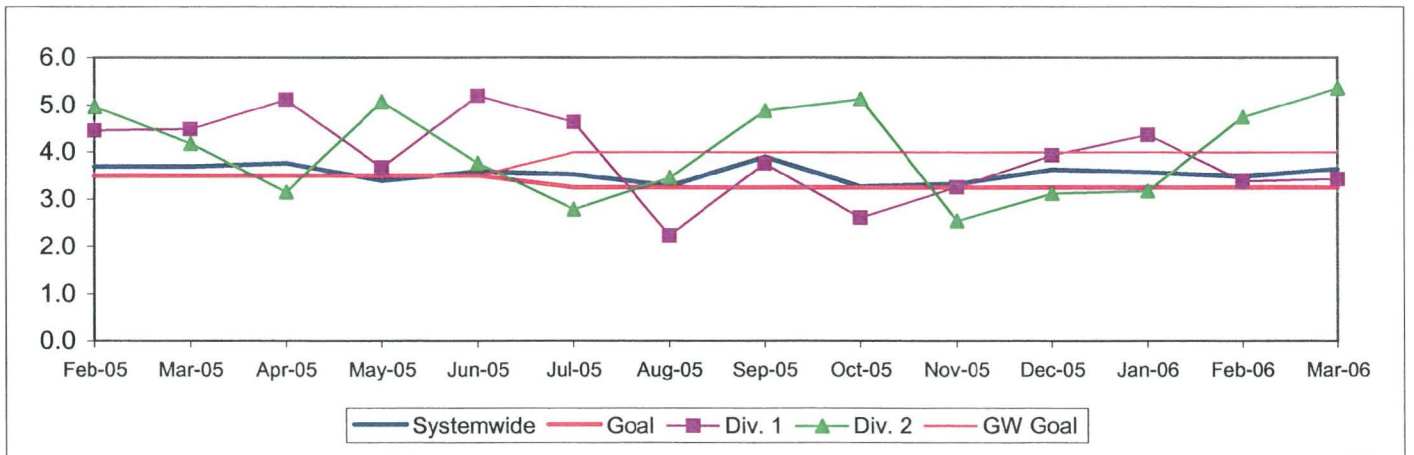
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



**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.

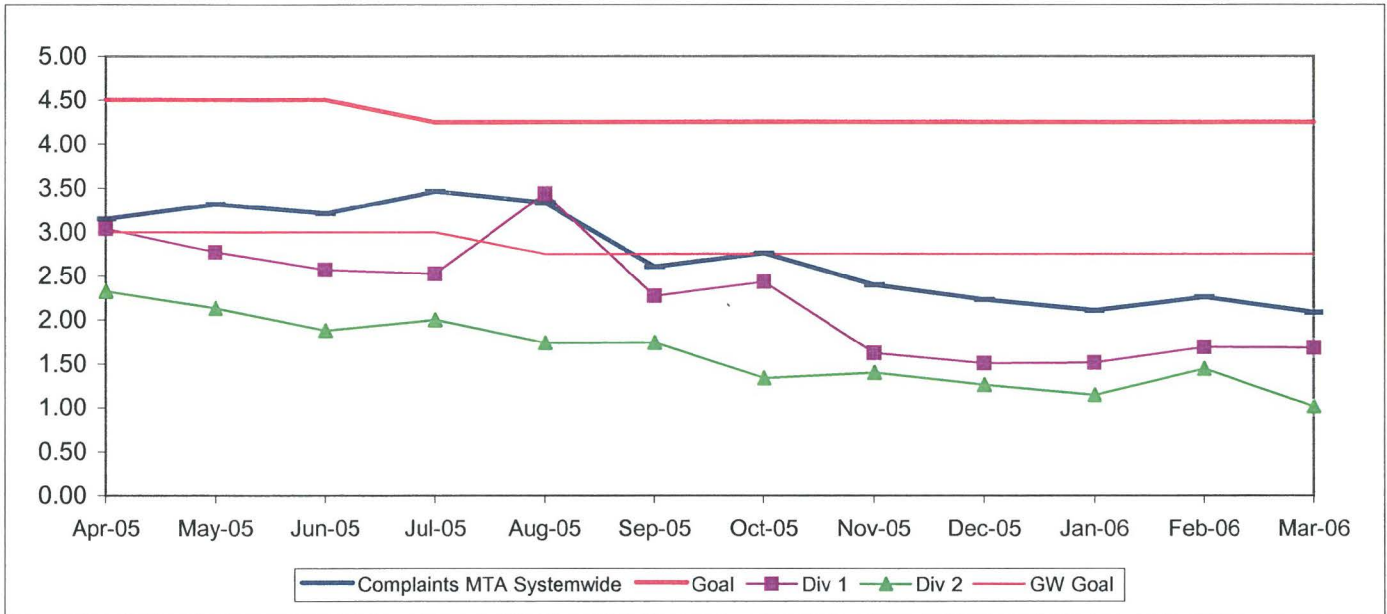
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

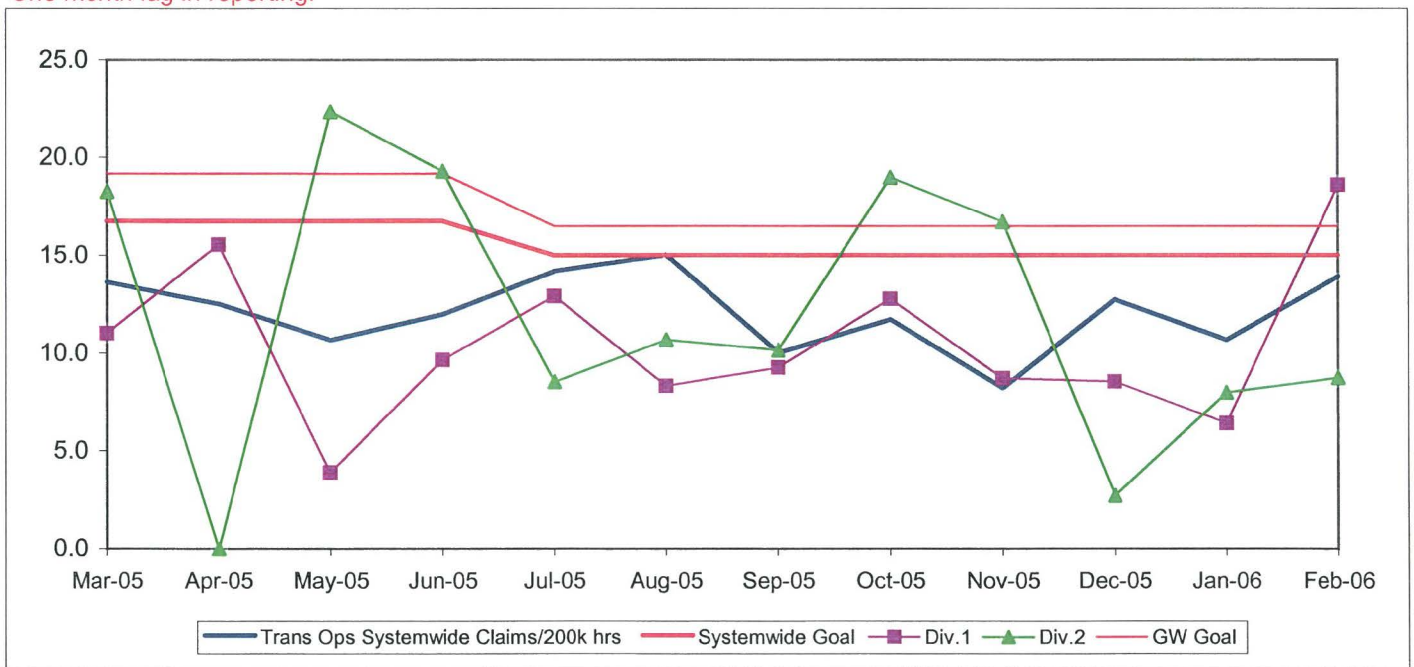


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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':

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	Mar. Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*,**				58%	29.27%	38.63%	◇
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,230	3,852	◇
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.74%	61.42%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.51	3.64	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.58	2.08	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	Feb. 11.98	Feb. 13.92	●
**Div 15 Nov. data excluded & Dec. Data after shake-up used.							
SB Sector							
OTP-PTP*				58%	28.59%	31.16%	◇
MMBMF*				3,500	4,801	4,250	●
In-Service On-time Performance	63.67%	61.74%	64.13%	70%	72.14%	70.77%	◇
Bus Traffic Accidents Per 100,000 Miles	4.00	3.68	3.57	4.00	3.63	3.40	●
Complaints per 100,000 Boardings	4.02	4.63	3.61	4.50	2.69	2.09	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.28	14.84	14.65	16.20	Feb. 13.59	Feb. 14.16	●
Division 5							
OTP-PTP*				58%	34.27%	38.21%	◇
MMBMF*				3,500	3,568	3,753	●
In-Service On-time Performance	66.30%	63.17%	65.58%	70%	62.50%	60.98%	◇
Bus Traffic Accidents Per 100,000 Miles	4.58	3.90	4.31	4.00	2.91	4.09	●
Complaints per 100,000 Boardings	2.86	3.45	2.71	4.50	2.03	1.57	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.16	15.22	18.72	16.20	Feb. 13.54	Feb. 20.40	●
Division 18							
OTP-PTP*				58%	25.33%	35.62%	◇
MMBMF*				3,500	3,588	4,679	◇
In-Service On-time Performance	61.23%	60.78%	63.42%	70%	57.96%	55.86%	◇
Bus Traffic Accidents Per 100,000 Miles	3.57	3.51	3.02	4.00	3.29	2.92	●
Complaints per 100,000 Boardings	5.26	5.74	4.44	4.50	3.31	3.05	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.40	14.71	11.67	16.20	Feb. 14.17	Feb. 9.94	●

*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.

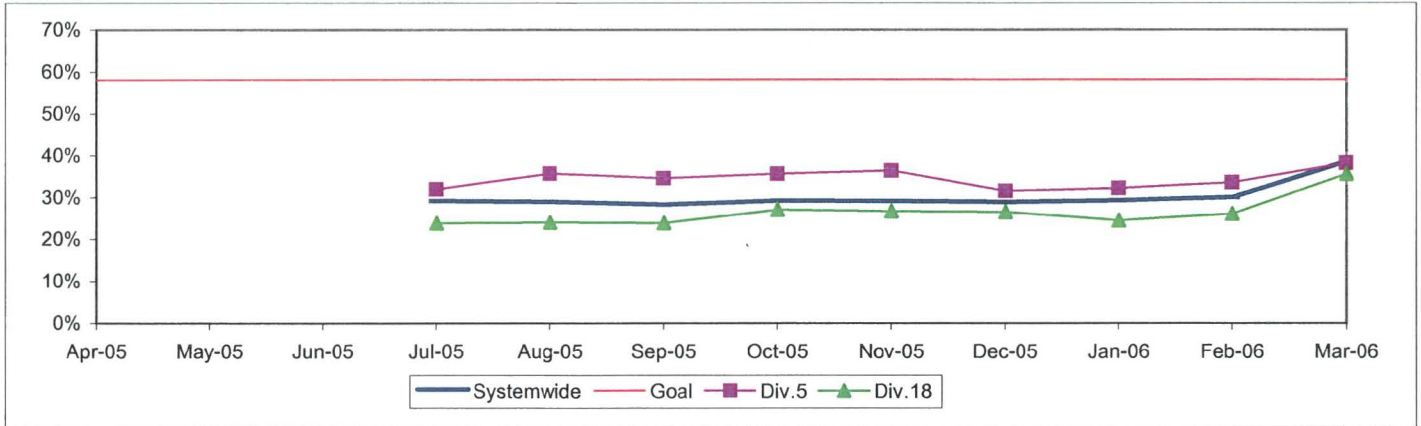
SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

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

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

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

OTP-PTP Systemwide and Divisions 5 and 18*



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

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

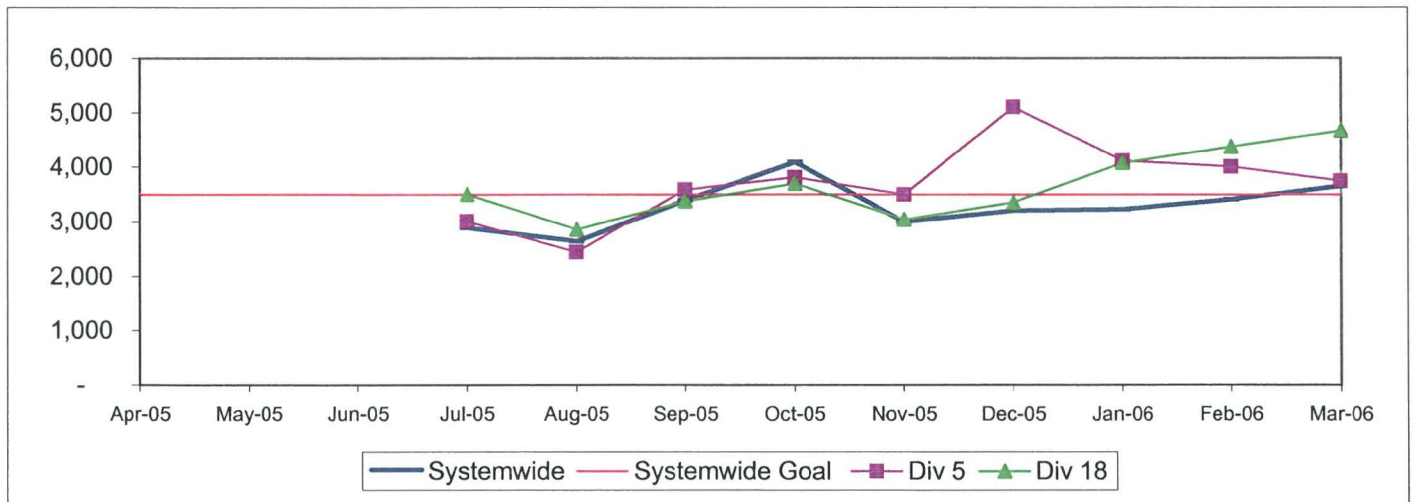
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
South Bay (SB)							
5	753	1312	1128	3193	23.58%	35.33%	41.09%
18	1568	2483	1402	5453	28.75%	25.71%	45.53%
Total Systemwide	8898	18285	11947	39130	22.74%	30.53%	46.73%

*New Indicator

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

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

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

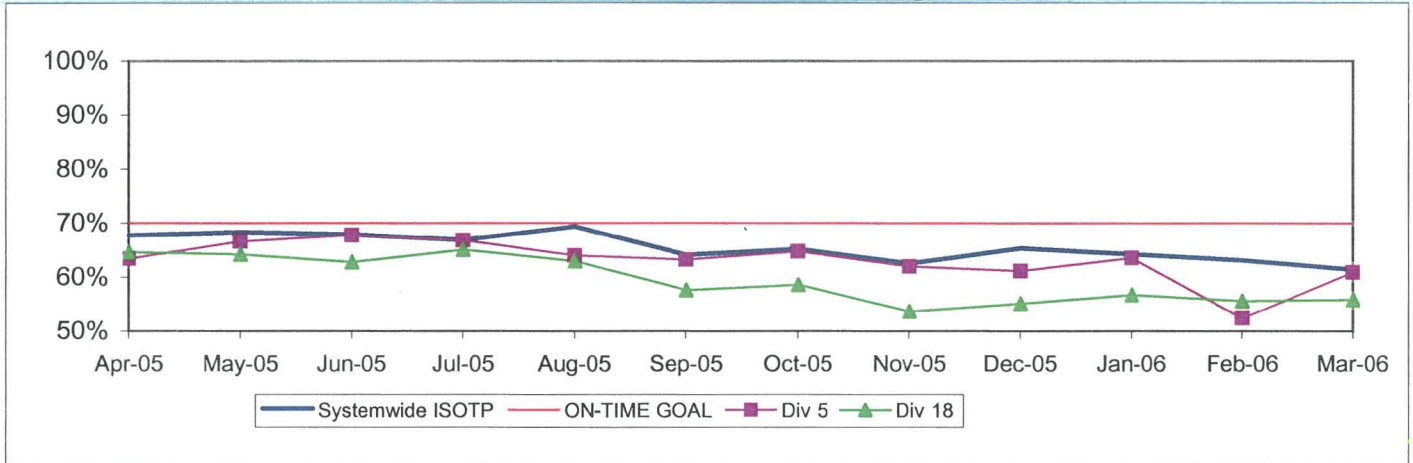


IN-SERVICE ON-TIME PERFORMANCE

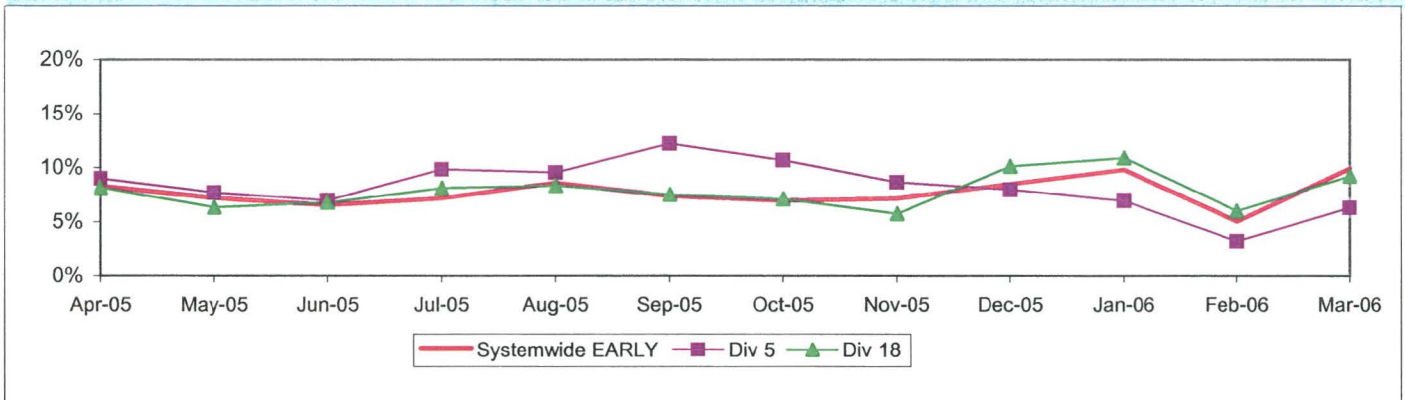
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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**



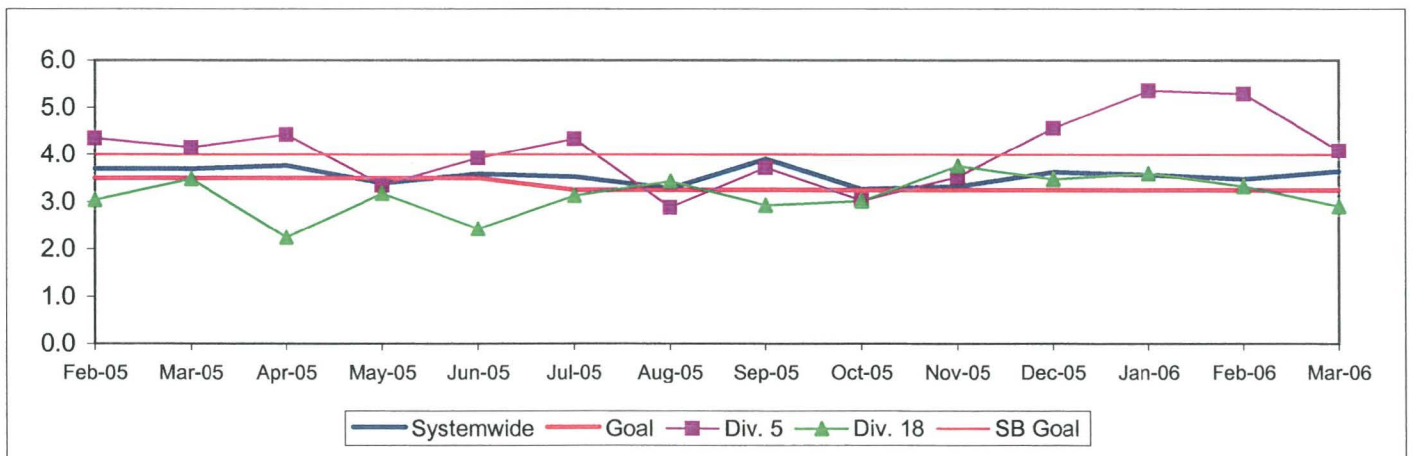
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



**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.

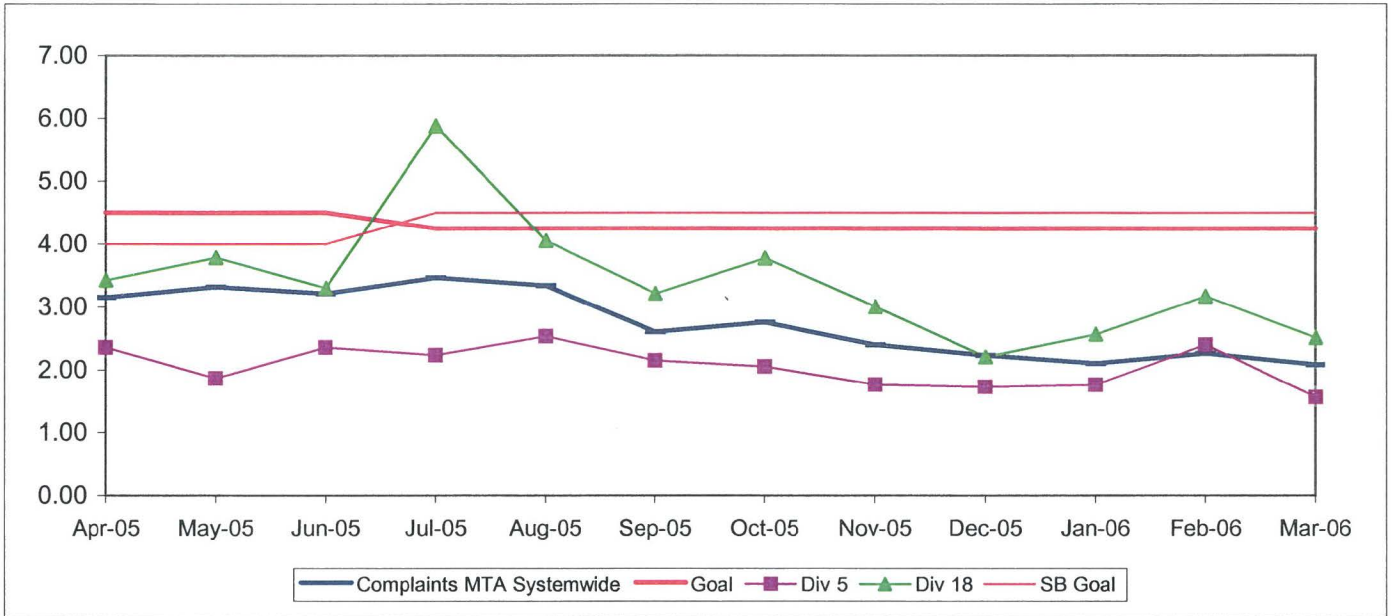
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

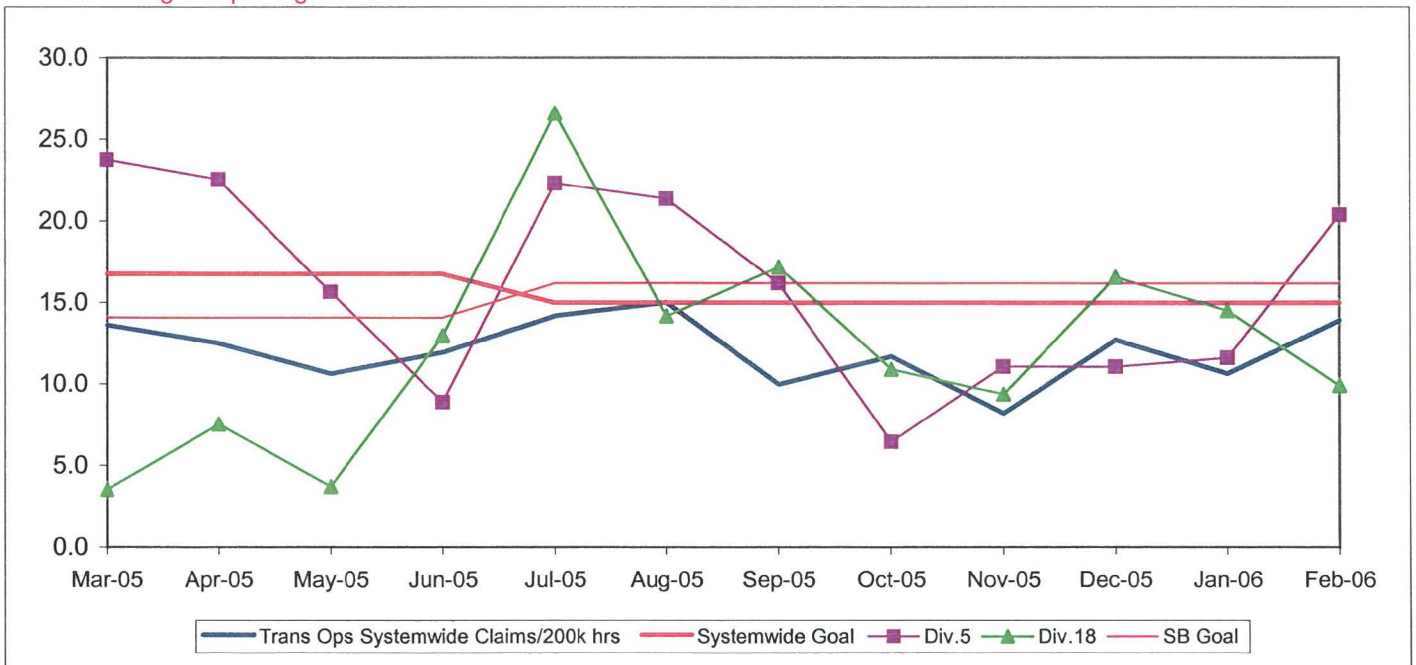


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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*:

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

Measurement	FY03	FY04	FY05	FY06 Target	FY06 YTD	Mar. Month	Status
Bus Systemwide							
On-Time Pullouts from Primary Terminal Point (OTP-PTP)*,**				58%	29.27%	38.63%	◇
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,500	3,230	3,852	◇
In-Service On-time Performance**	69.23%	65.43%	66.50%	70%	64.74%	61.42%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.25	3.51	3.64	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	3.50	2.58	2.08	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	15.00	Feb. 11.98	Feb. 13.92	●
**Div 15 Nov. data excluded & Dec. Data after shake-up							
WC Sector							
OTP-PTP*				58%	26.97%	29.24%	◇
MMBMF*				3,500	3,424	4,061	◇
In-Service On-time Performance	67.88%	63.31%	63.39%	70%	61.22%	55.65%	◇
Bus Traffic Accidents Per 100,000 Miles	4.72	4.61	4.03	3.50	4.10	4.73	◇
Complaints per 100,000 Boardings	4.84	5.30	4.10	3.75	2.69	2.14	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.74	21.52	18.80	20.00	Feb. 14.61	Feb. 17.42	●
Division 6							
OTP-PTP*				58%	27.79%	36.76%	◇
MMBMF*				3,500	6,708	6,401	●
In-Service On-time Performance	65.93%	60.11%	56.75%	70%	57.12%	51.82%	◇
Bus Traffic Accidents Per 100,000 Miles	4.52	4.10	3.91	3.50	4.14	4.88	◇
Complaints per 100,000 Boardings	6.10	6.15	4.47	3.75	2.57	2.36	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	30.72	21.71	18.23	20.00	Feb. 13.06	Feb. 9.81	●
Division 7							
OTP-PTP*				58%	25.33%	40.27%	◇
MMBMF*				3,500	2,809	4,046	◇
In-Service On-time Performance	68.80%	64.59%	64.22%	70%	52.15%	57.36%	◇
Bus Traffic Accidents Per 100,000 Miles	4.95	4.63	4.62	3.50	4.65	4.60	◇
Complaints per 100,000 Boardings	4.74	5.70	4.24	3.75	3.08	2.42	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.52	21.05	19.44	20.00	Feb. 16.72	Feb. 23.24	●
Division 10							
OTP-PTP*				58%	28.63%	40.70%	◇
MMBMF*				3,500	3,697	3,804	●
In-Service On-time Performance	67.34%	62.85%	64.14%	70%	61.28%	54.58%	◇
Bus Traffic Accidents Per 100,000 Miles	4.55	4.68	3.50	3.50	3.71	4.81	●
Complaints per 100,000 Boardings	4.73	4.85	3.92	3.75	2.37	1.86	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	19.19	20.00	Feb. 15.65	Feb. 13.90	●

*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.

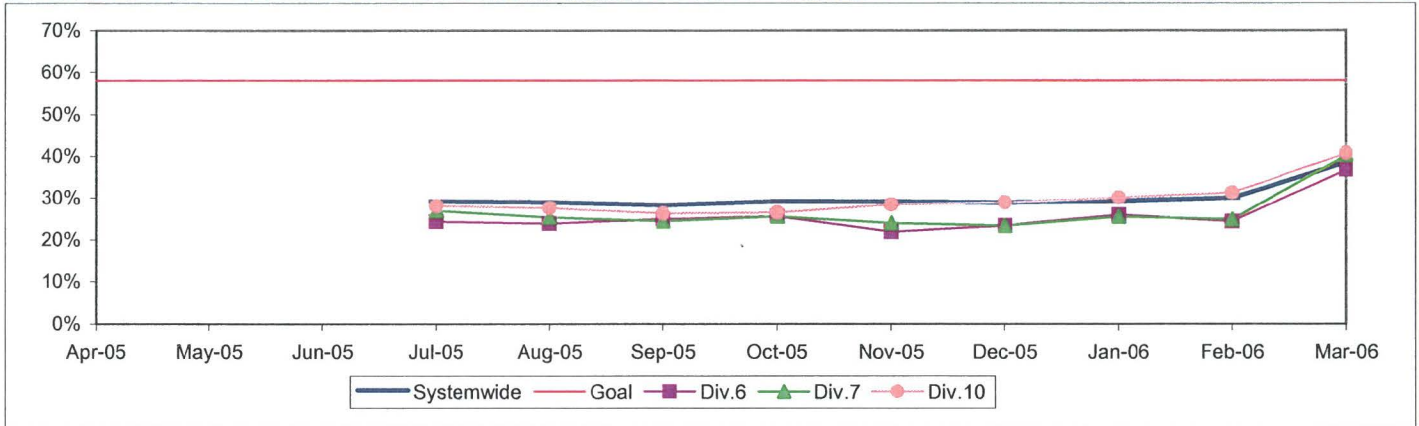
WESTSIDE / CENTRAL SECTOR BUS SERVICE PERFORMANCE

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

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

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

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



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

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

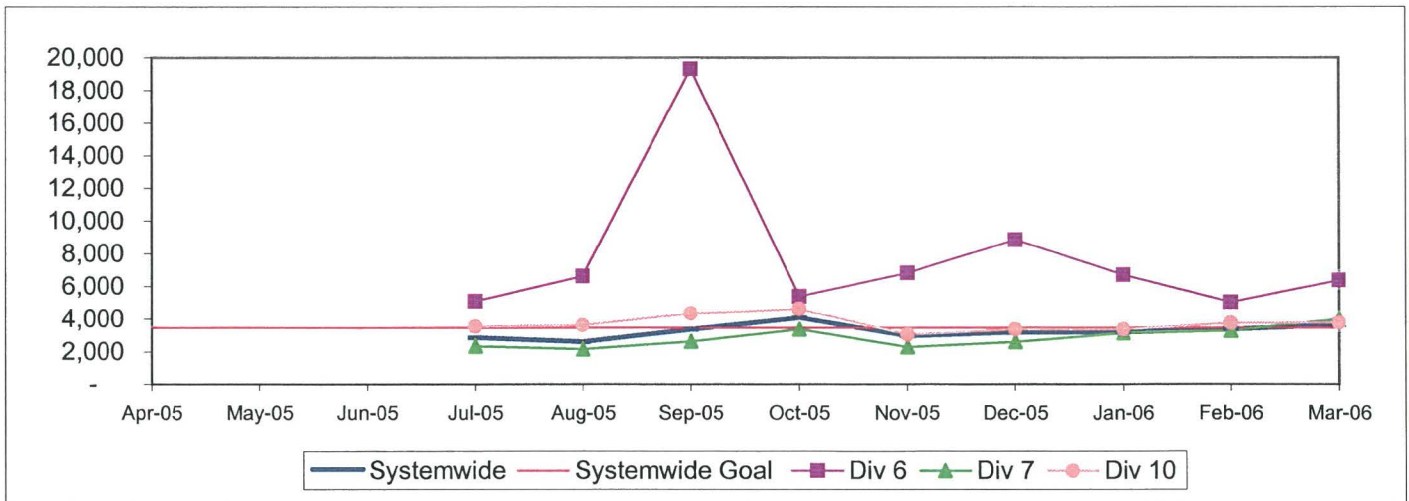
Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
Westside/Central (WC)							
6	214	360	234	808	26.49%	28.96%	44.55%
7	759	2079	1063	3901	19.46%	27.25%	53.29%
10	880	2388	1463	4731	18.60%	30.92%	50.48%
Total Systemwide	8898	18285	11947	39130	22.74%	30.53%	46.73%

*New Indicator

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

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

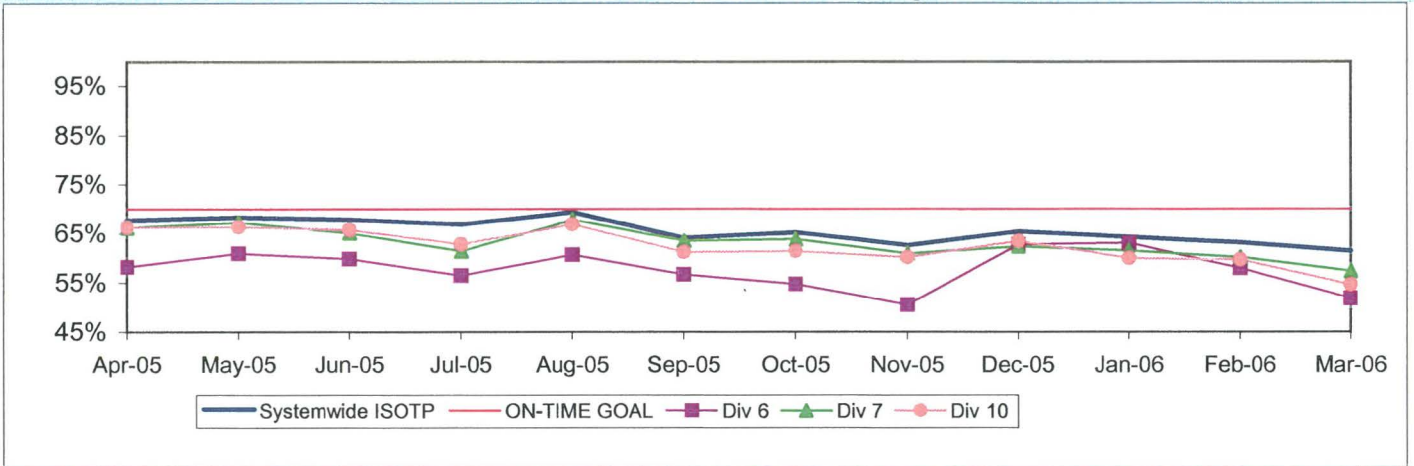
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$



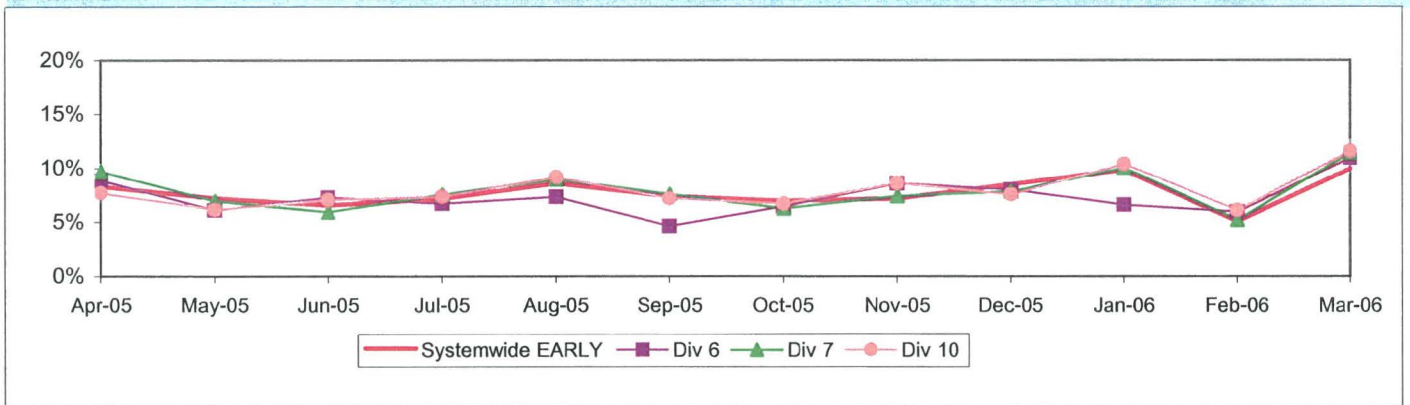
IN-SERVICE ON-TIME PERFORMANCE

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**

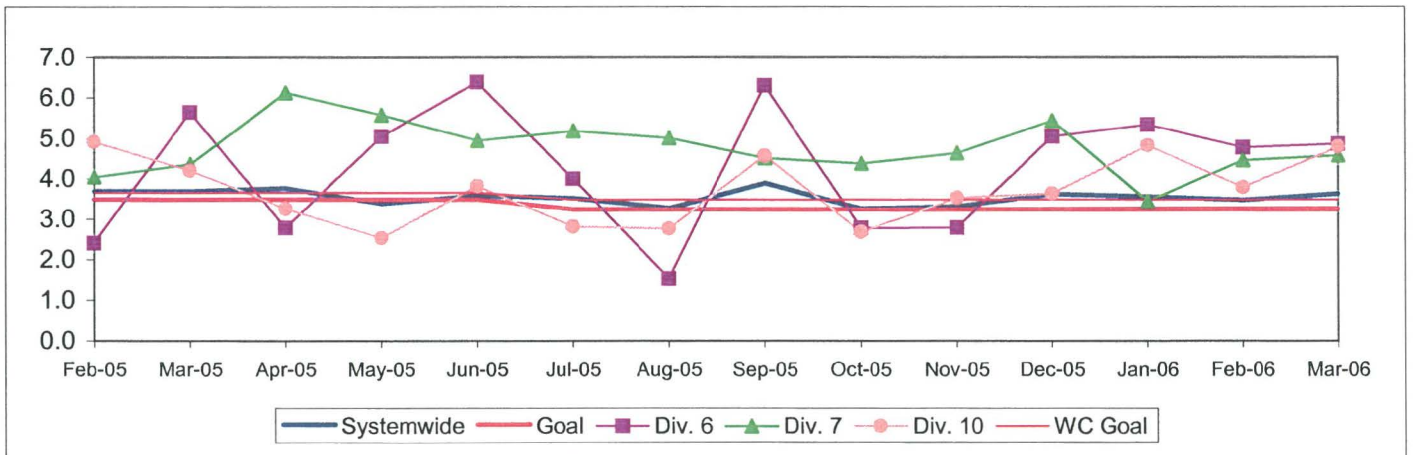


Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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

Definition: Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



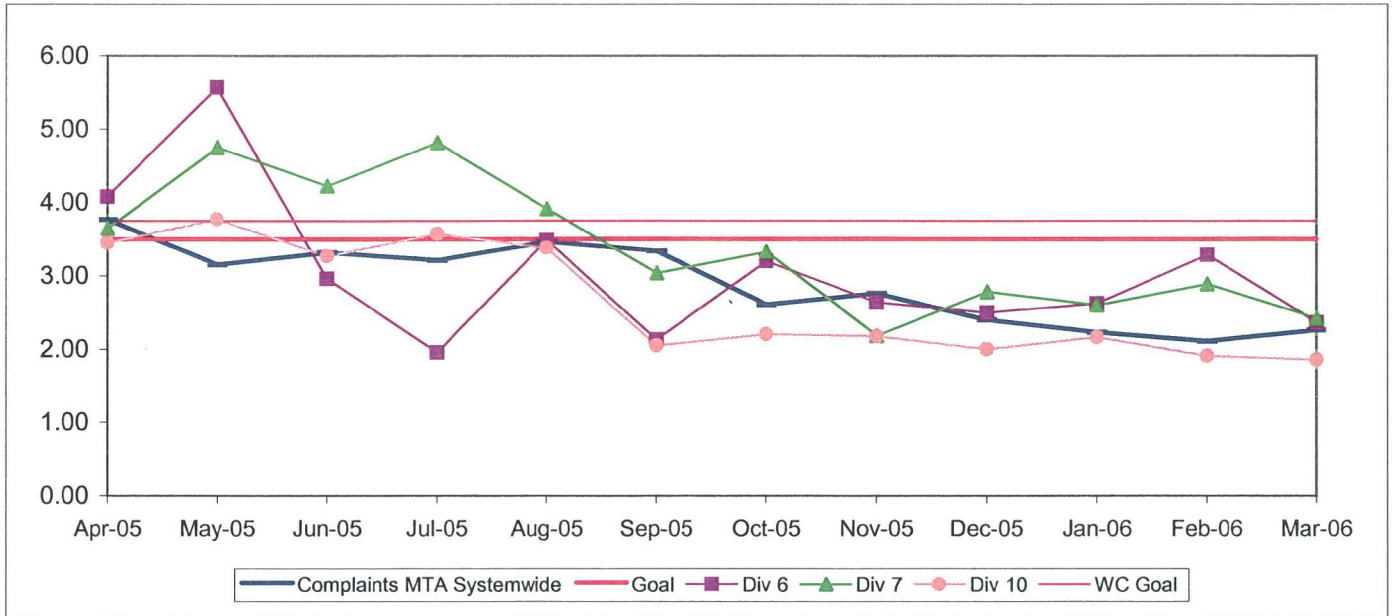
WC Sector Bus Service Performance - Continued

COMPLAINTS PER 100,000 BOARDINGS

Systemwide and Bus Operating Divisions 6, 7 and 10

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

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



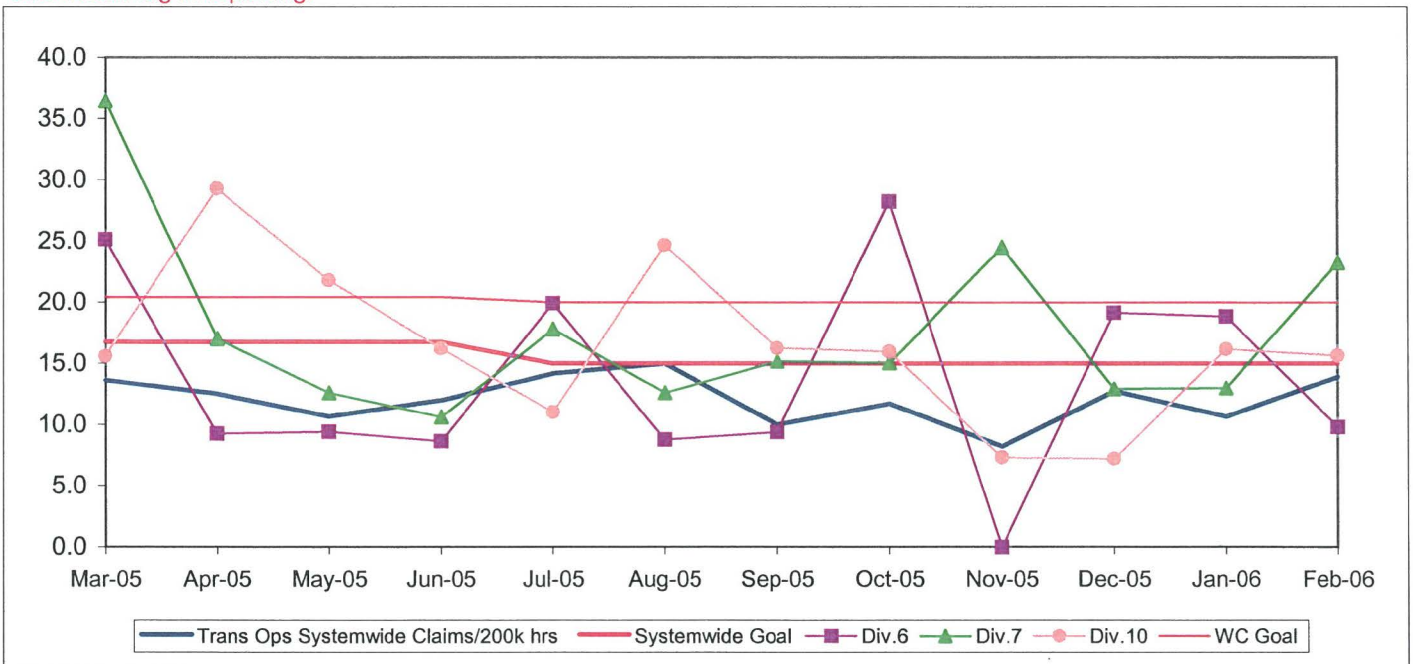
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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	Mar. Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.25	11.59	9.32	10.00	Feb. 10.34	Feb. 9.42	◊
Metro Red Line (MRL)							
On-Time Pullouts	99.36%	99.71%	99.94%	99.00%	99.49%	100%	●
Mean Miles Between Chargeable Mechanical Failures*	9,495	12,793	11,759	15,000	19,379	25,248	●
In-Service On-time Performance	99.15%	99.04%	98.66%	99.20%	99.00%	99.46%	◊
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.14	0.19	0.00	●
Complaints per 100,000 Boardings	1.20	1.17	1.13	1.00	0.77	1.55	●
Metro Blue Line (MBL)							
On-Time Pullouts	99.07%	99.94%	99.73%	99.00%	99.77%	100%	●
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	15,000	25,675	40,584	●
In-Service On-time Performance	97.59%	98.74%	98.16%	99.00%	96.46%	82.68%	◊
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.40	0.80	1.62	◊
Complaints per 100,000 Boardings	1.30	0.97	0.98	1.00	0.80	1.09	●
Metro Green Line (MGrL)							
On-Time Pullouts	98.99%	99.78%	99.91%	99.00%	99.95%	100%	●
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	15,000	20,305	21,792	●
In-Service On-time Performance	98.21%	98.99%	98.22%	99.00%	99.17%	99.84%	●
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	1.00	0.69	●
Metro Gold Line (MGoL)							
On-Time Pullouts		100%	99.85%	99.00%	99.96%	100%	●
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	15,000	21,625	32,059	●
In-Service On-time Performance		98.52%	97.97%	99.00%	98.69%	99.35%	◊
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.40	0.16	0.00	●
Complaints per 100,000 Boardings		3.81	2.85	1.00	3.28	7.89	■

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

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

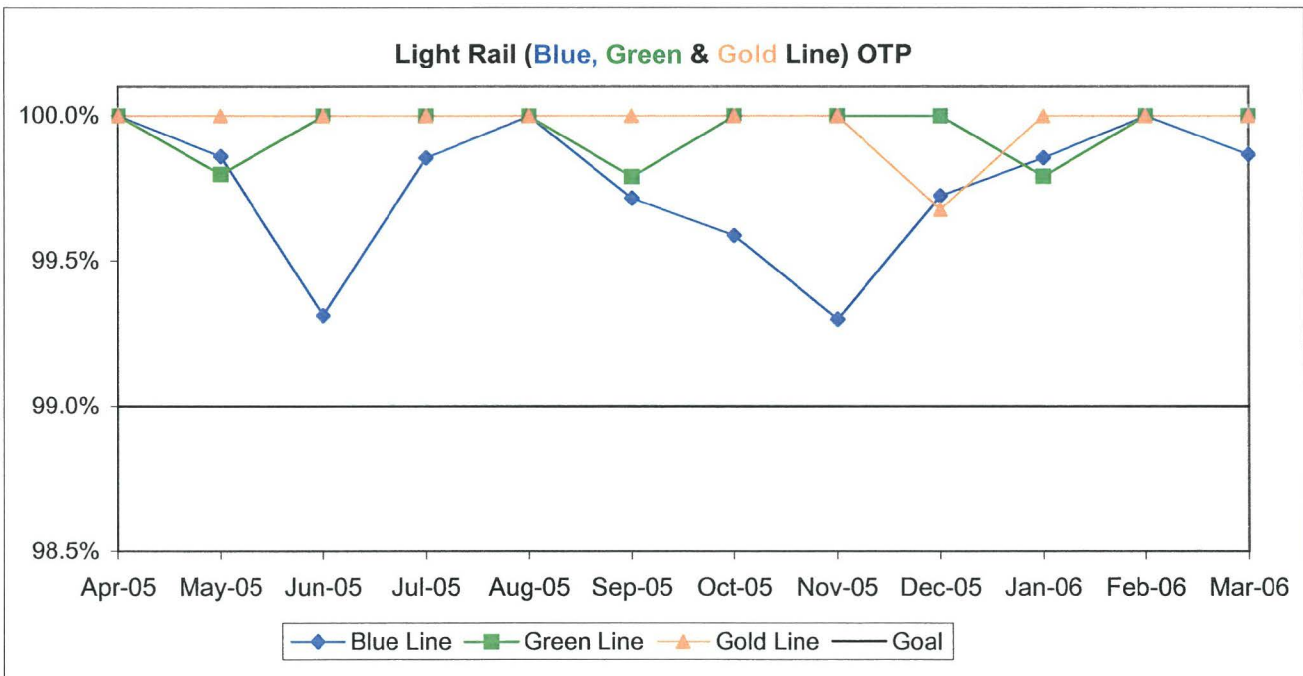
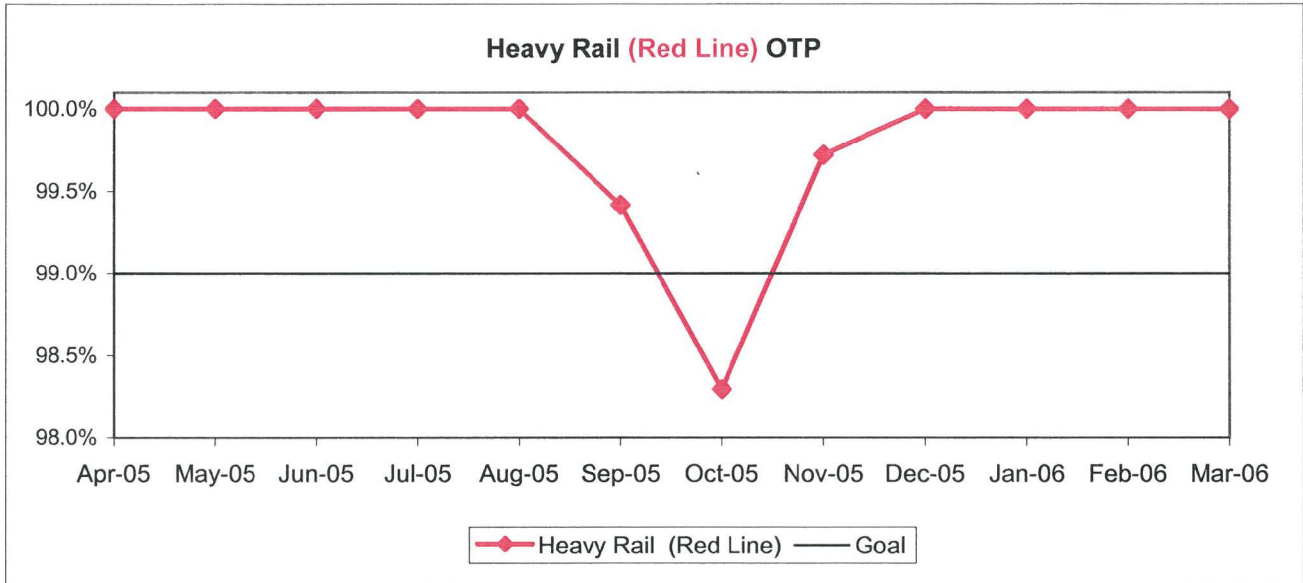
■ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS (OTP)

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

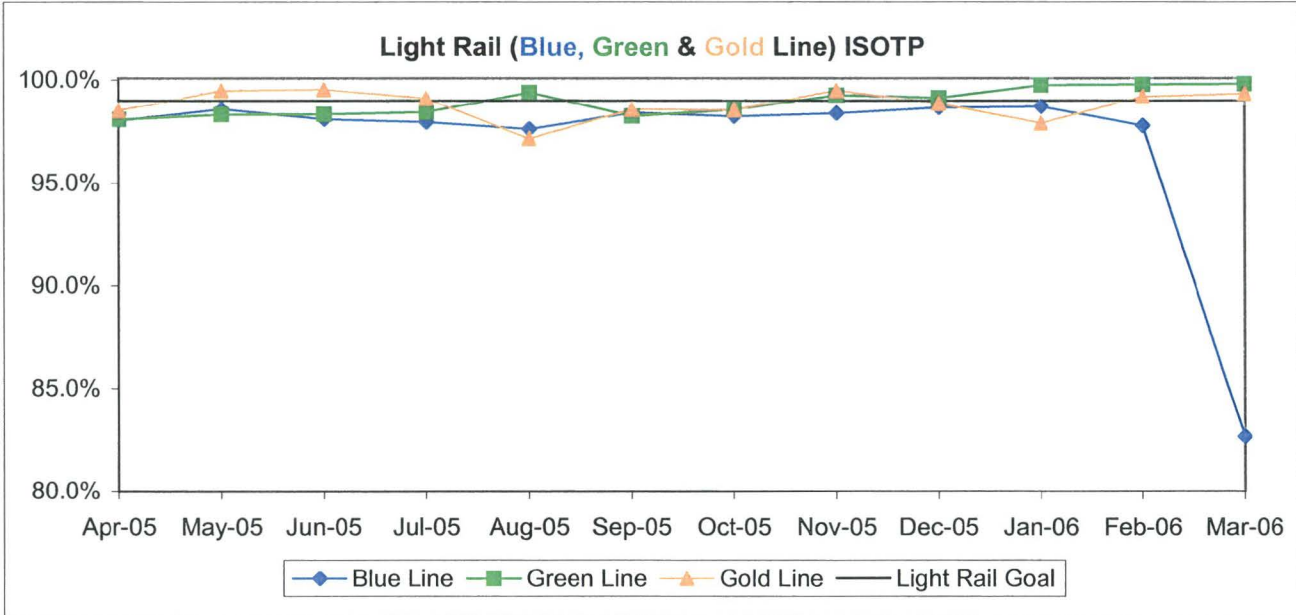
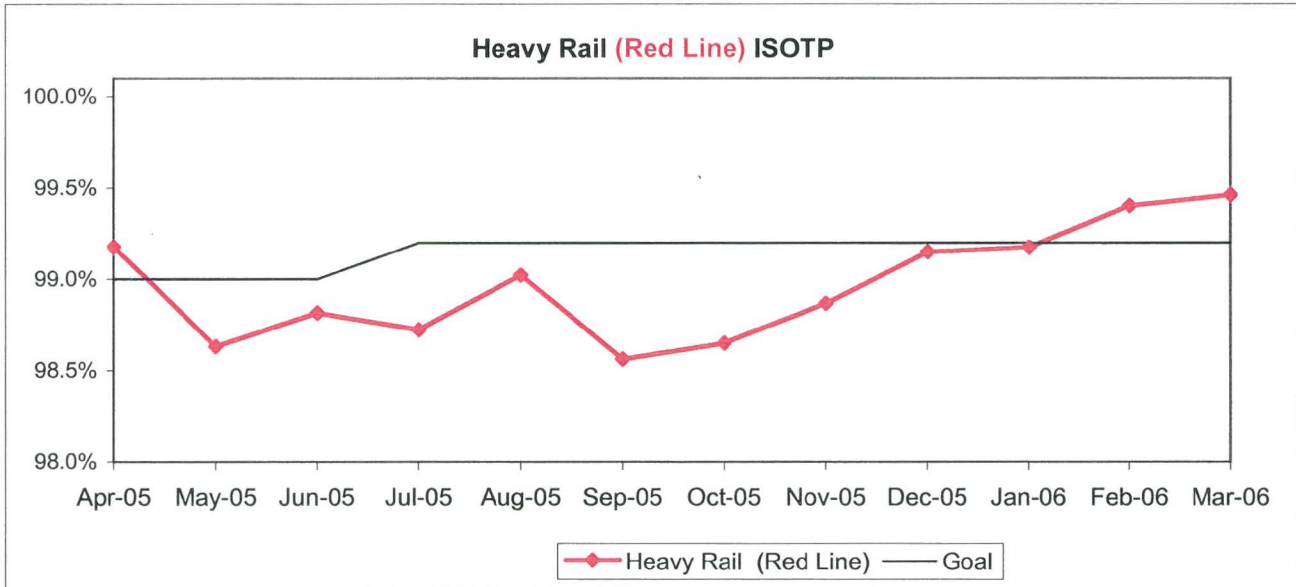
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{Total scheduled pullouts}) \times 100]$



IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

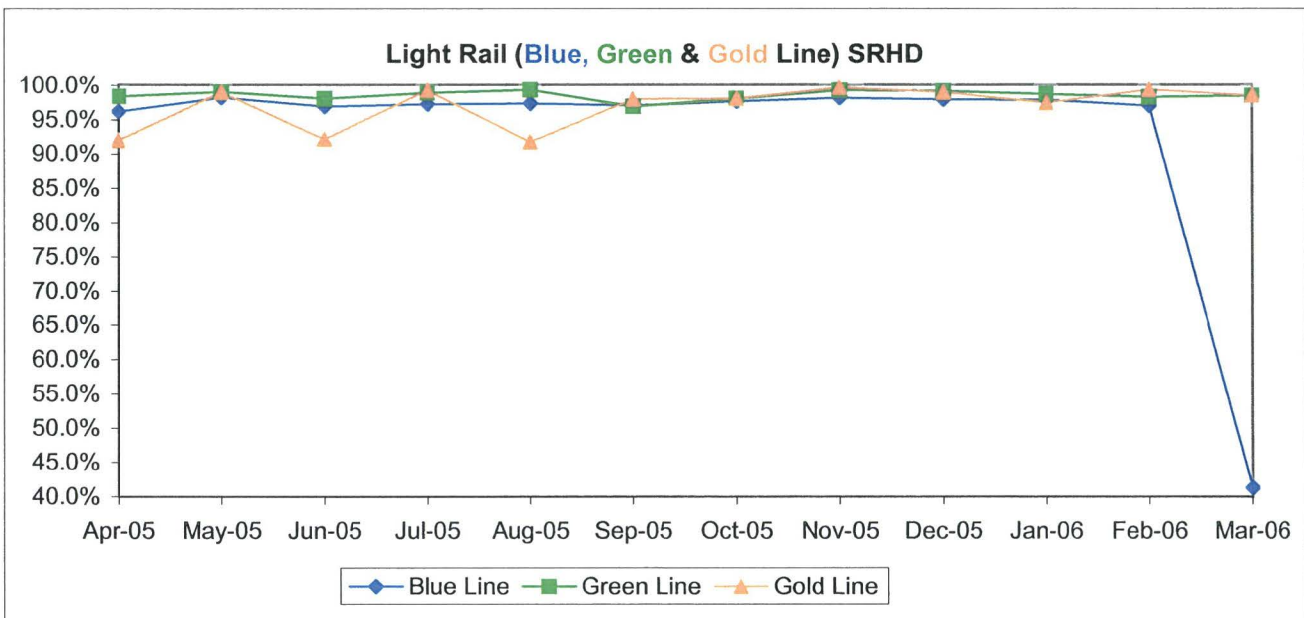
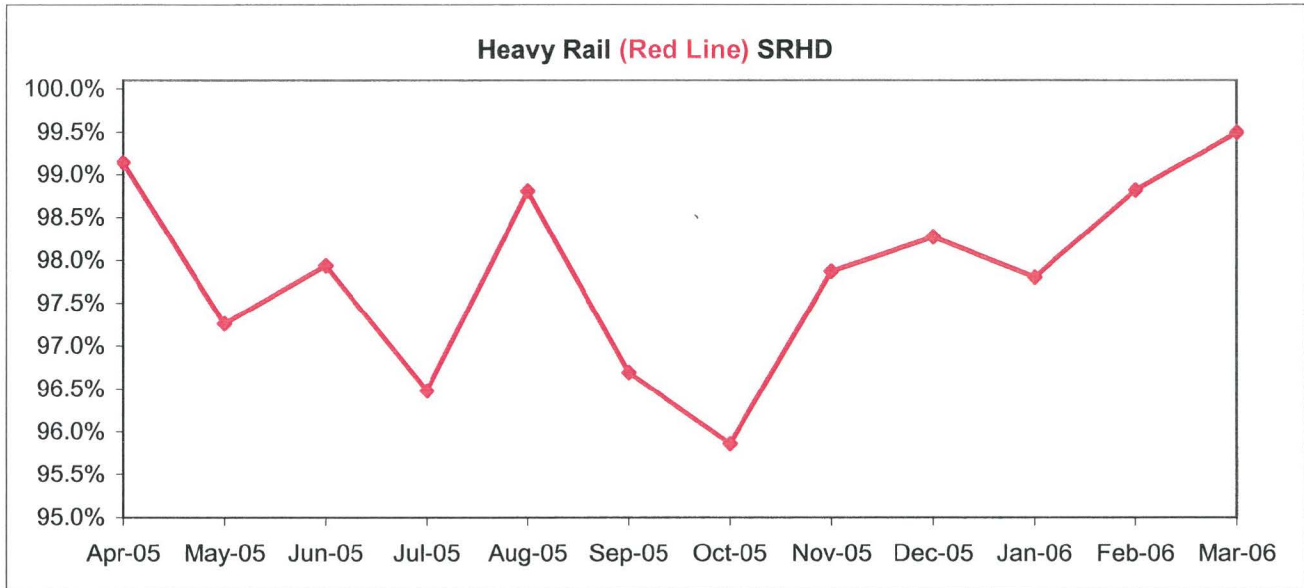
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs] X by 100)]



Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

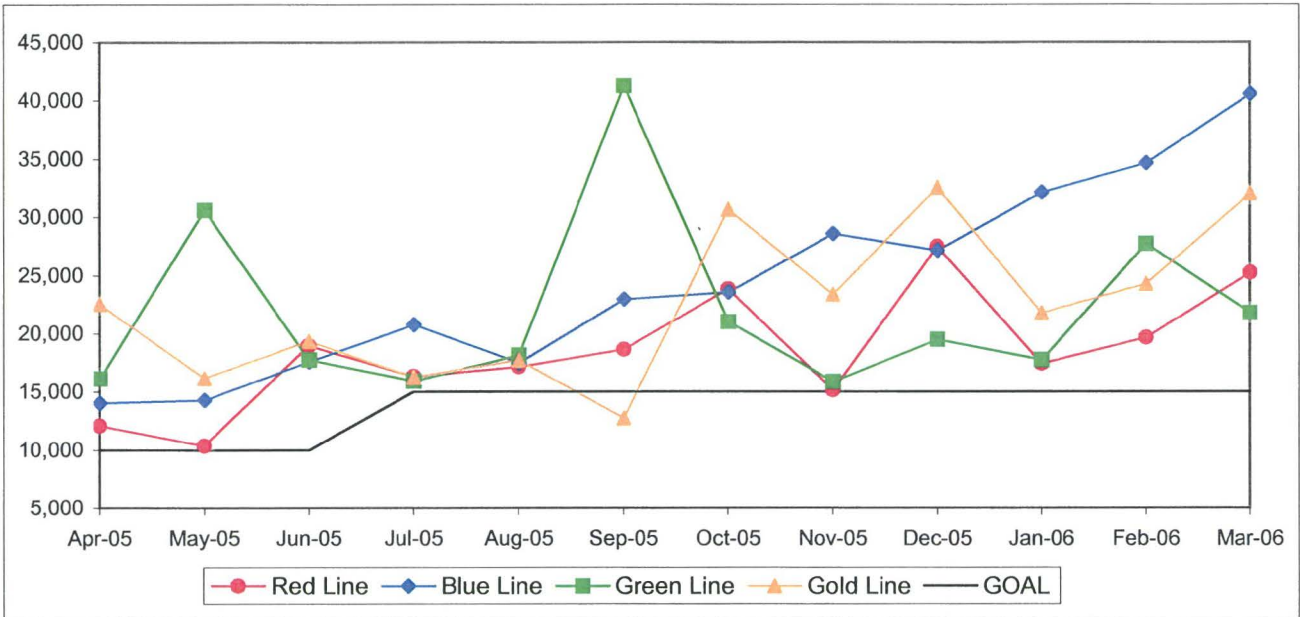
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Mean Miles Between Chargeable Mechanical Failures

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

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

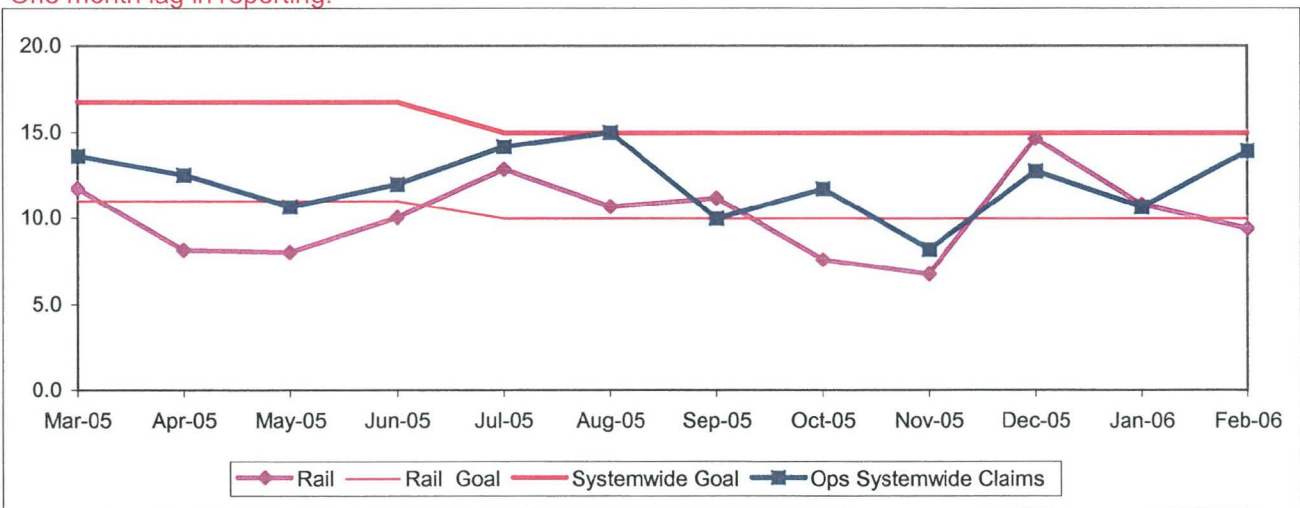


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

One month lag in reporting.



BUS SERVICE PERFORMANCE

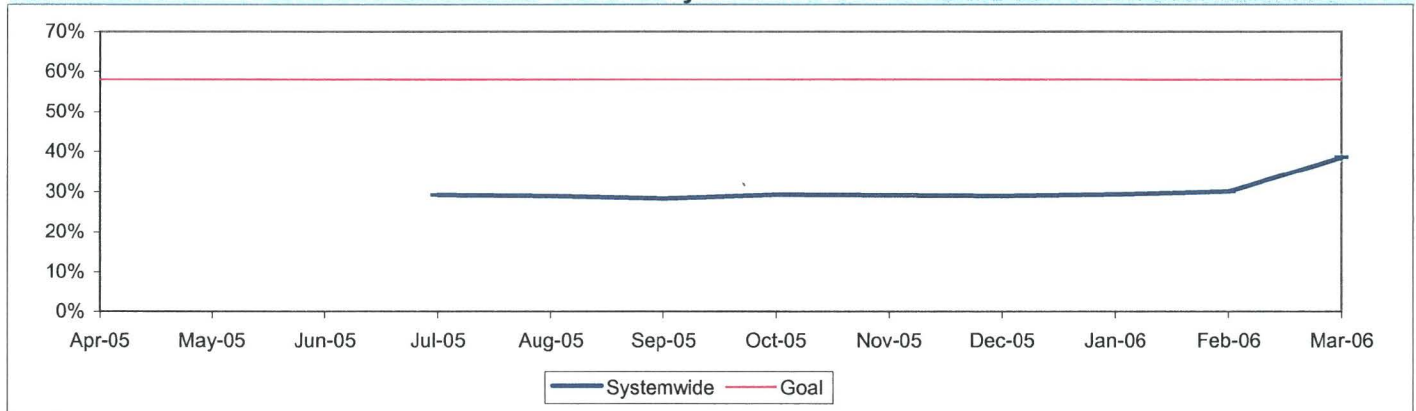
ON-TIME PULLOUT FROM PRIMARY TERMINAL POINT (OTP-PTP) PERCENTAGE *

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

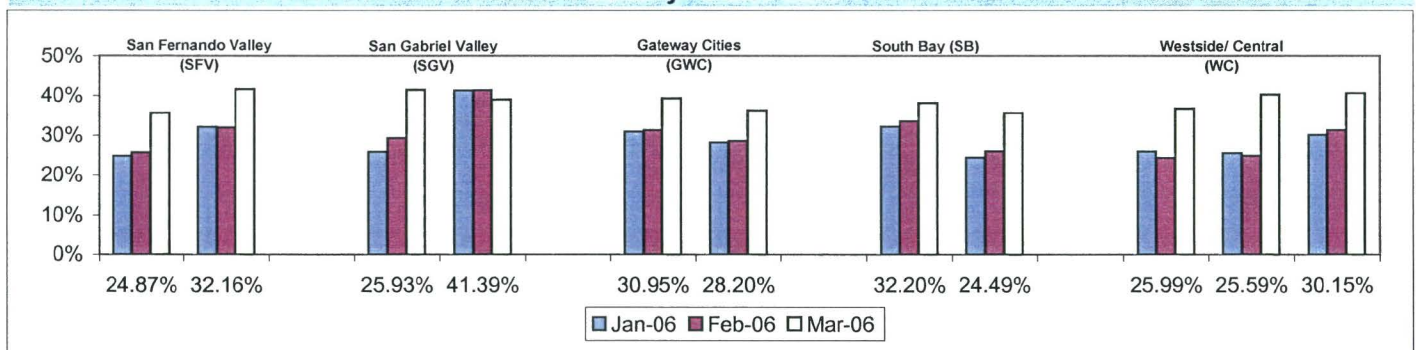
Calculation: $OTP\% = [(100\% - ((\text{Total late and cancelled runs} / \text{Total scheduled pullouts}) \times 100)]$

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

OTP-PTP - Systemwide Trend



OTP-PTP by Sector Bus Operating Divisions January - March 2006



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

Div.	Pullouts from Primary Terminal Point				Percent		
	Early	Late	On-Time	Total Pullouts	Early Pullouts	On-Time Pullouts	Late Pullouts
San Fernando Valley (SFV)							
8	1055	1620	1002	3677	28.69%	27.25%	44.06%
15	562	1707	1124	3393	16.56%	33.13%	50.31%
San Gabriel Valley (SGV)							
3	489	1572	844	2905	16.83%	29.05%	54.11%
9	656	1151	1163	2970	22.09%	39.16%	38.75%
Gateway Cities (GWC)							
1	912	1951	1402	4265	21.38%	32.87%	45.74%
2	1050	1662	1122	3834	27.39%	29.26%	43.35%
South Bay (SB)							
5	753	1312	1128	3193	23.58%	35.33%	41.09%
18	1568	2483	1402	5453	28.75%	25.71%	45.53%
Westside/Central (WC)							
6	214	360	234	808	26.49%	28.96%	44.55%
7	759	2079	1063	3901	19.46%	27.25%	53.29%
10	880	2388	1463	4731	18.60%	30.92%	50.48%
TOTAL	8898	18285	11947	39130	22.74%	30.53%	46.73%

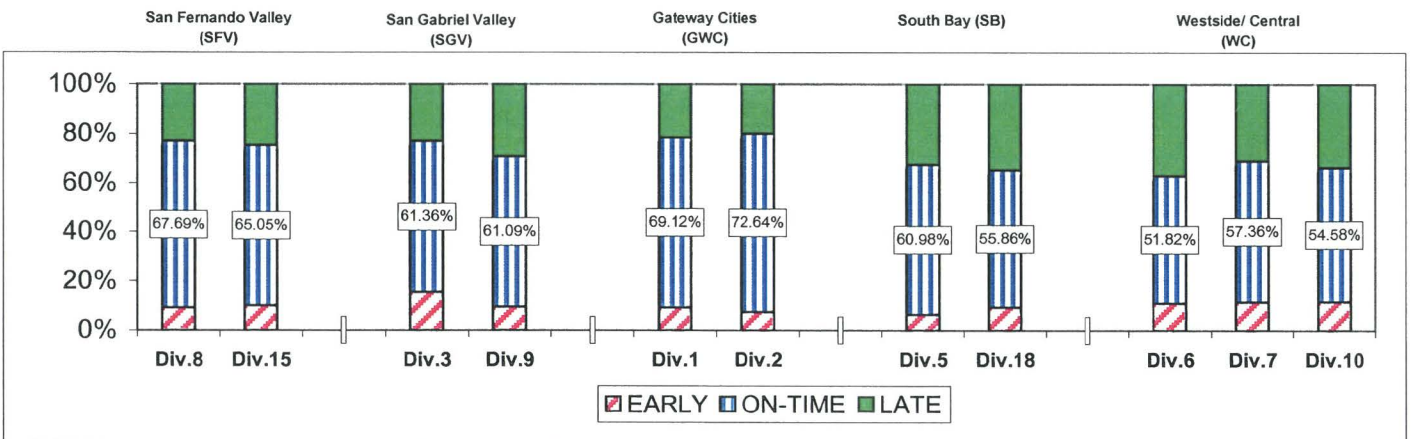
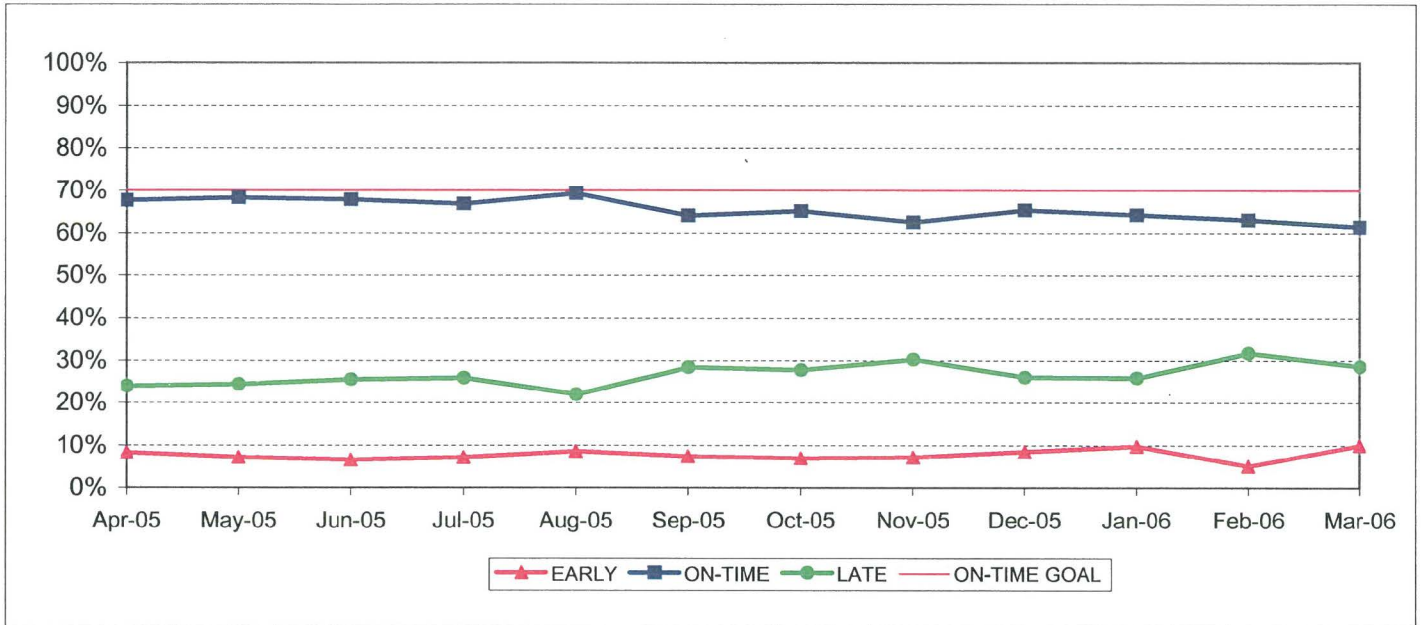
IN-SERVICE ON-TIME PERFORMANCE

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%	7.11%	0.30%
On-Time	69.78%	67.57%	-2.21%
Late	23.40%	25.32%	1.92%
Division 15			
Early	8.15%	7.99%	-0.16%
On-Time	67.84%	63.74%	-4.10%
Late	24.01%	28.27%	4.26%
Gateway Cities Sector (GWC)			
Division 1			
Early	7.05%	7.15%	0.10%
On-Time	71.62%	71.46%	-0.16%
Late	21.33%	21.39%	0.06%
Division 2			
Early	9.23%	7.78%	-1.45%
On-Time	70.42%	73.15%	2.73%
Late	20.35%	19.06%	-1.28%
South Bay Sector (SB)			
Division 5			
Early	9.62%	8.65%	-0.97%
On-Time	65.58%	62.50%	-3.08%
Late	24.80%	28.85%	4.05%
Division 18			
Early	8.14%	8.17%	0.03%
On-Time	63.42%	57.96%	-5.46%
Late	28.44%	33.87%	5.43%

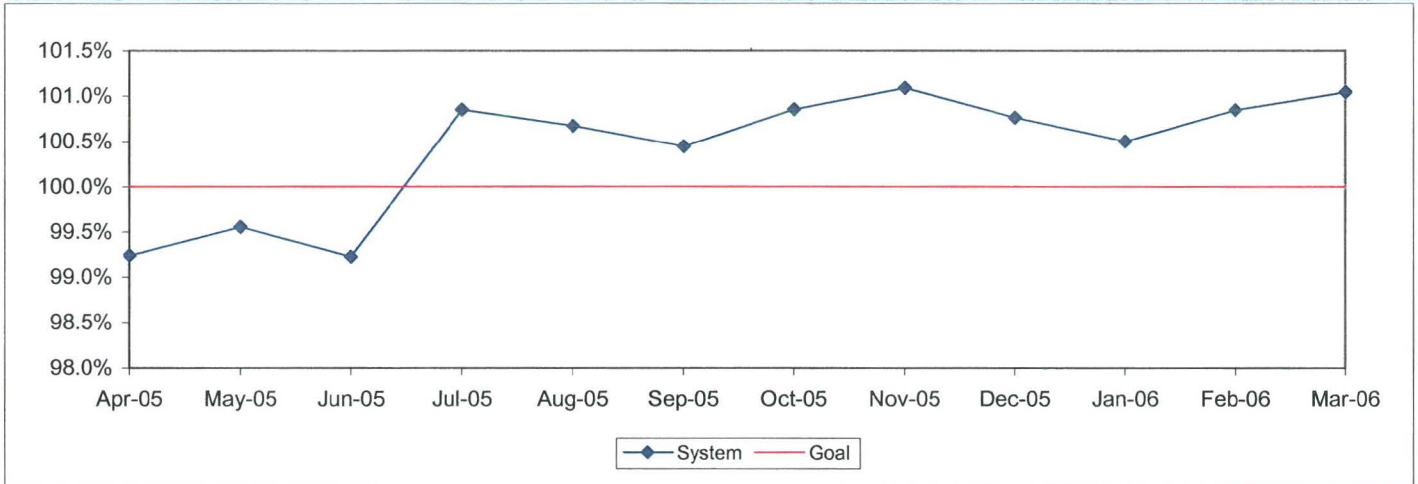
	FY05	FY06-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	8.92%	8.22%	-0.70%
On-Time	71.06%	70.78%	-0.28%
Late	20.03%	21.00%	0.98%
Division 9			
Early	7.04%	7.36%	0.32%
On-Time	68.49%	66.76%	-1.73%
Late	24.47%	25.88%	1.41%
Westside/Central Sector (WC)			
Division 6			
Early	10.18%	7.29%	-2.89%
On-Time	56.75%	57.12%	0.36%
Late	33.07%	35.59%	2.52%
Division 7			
Early	10.52%	8.08%	-2.44%
On-Time	64.22%	62.15%	-2.06%
Late	25.27%	29.77%	4.50%
Division 10			
Early	9.41%	8.30%	-1.11%
On-Time	64.14%	61.28%	-2.86%
Late	26.45%	30.42%	3.97%
SYSTEMWIDE			
Early	8.92%	7.90%	-1.03%
On-Time	66.50%	64.74%	-1.76%
Late	24.58%	27.37%	2.79%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

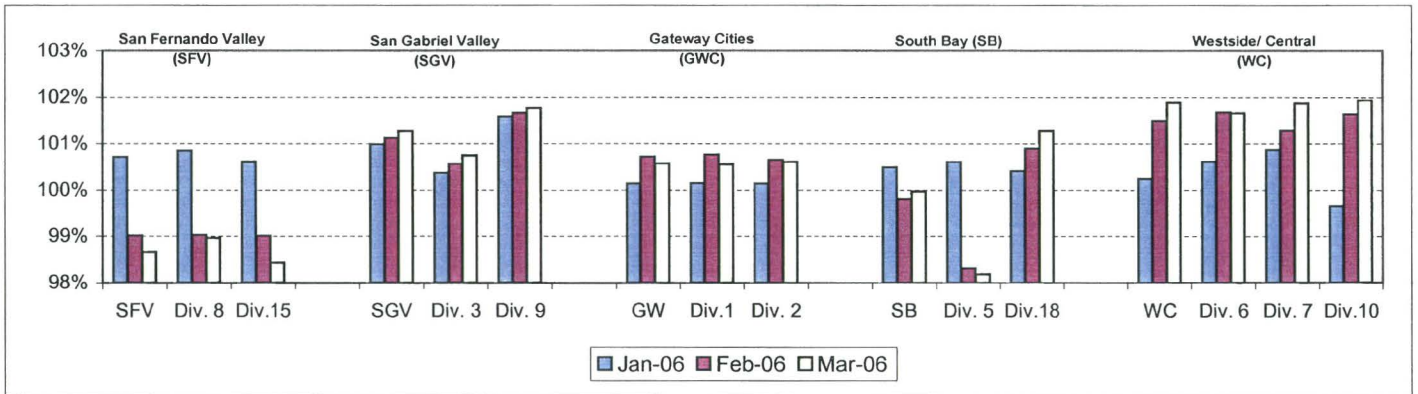
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary 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.



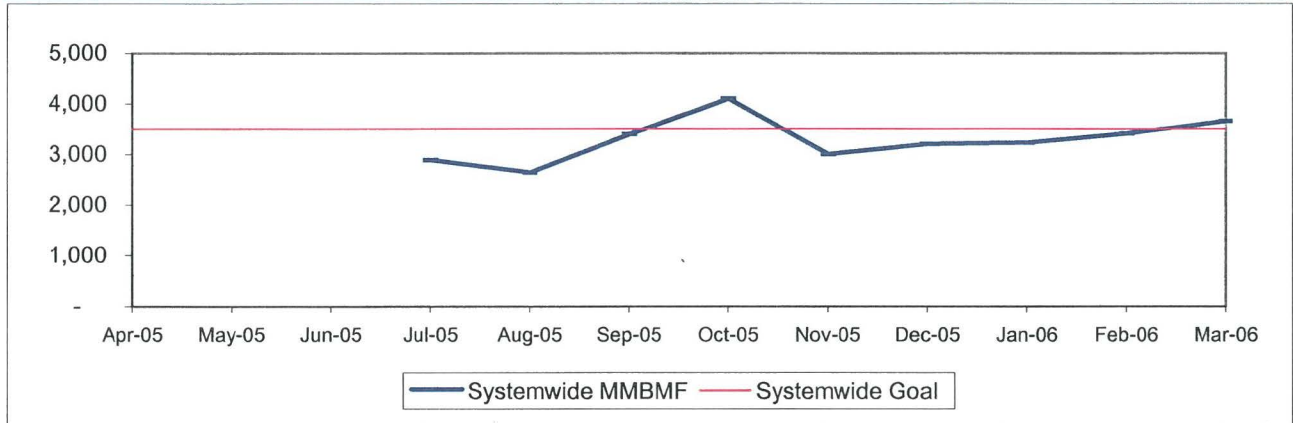
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

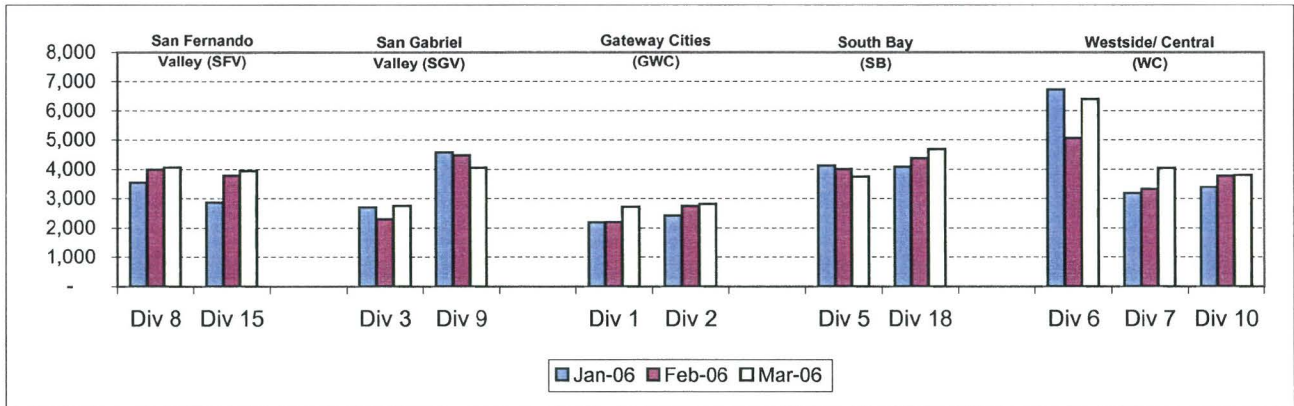
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



* New Indicator.

MMBMF -- Bus Operating Sector Divisions January - March 2006

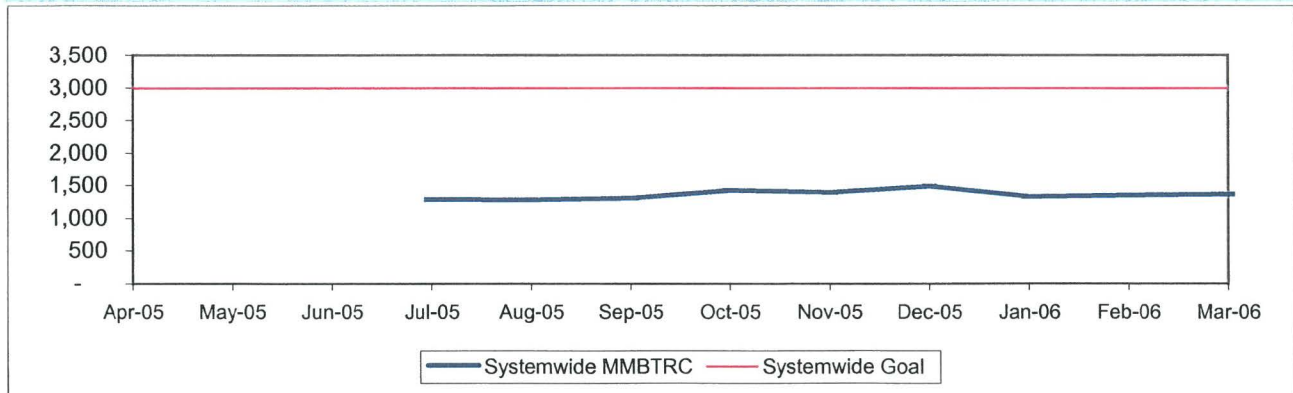


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

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

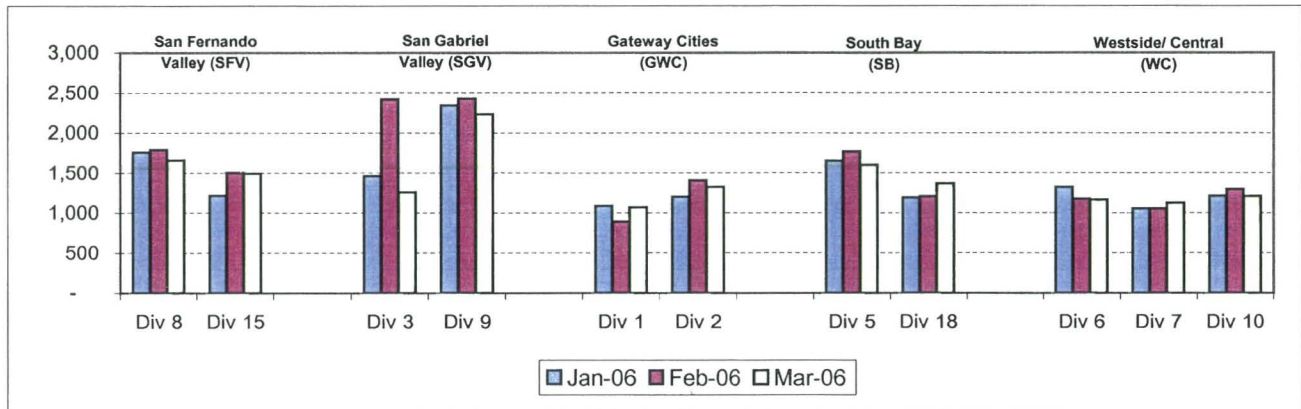
MMBTRC Systemwide Trend



* New Indicator.

Bus Maintenance Performance - Continued

MMBTRC --Bus Operating Sector Divisions
January - March 2006



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

	Number of Buses	Percent of Buses
CNG	2,080	78.02%
Diesel (Except FlexMetro)	493	18.49%
FlexMetro Diesel	0	0.00%
Gasoline	59	2.21%
Propane	34	1.28%
Total	2,666	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
7.8	7.4	7.9	5.5	5.5	5.3	5.9	7.9

WC		
Div 6	Div 7	Div 10
11.8	5.9	6.9

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

*Data not available.

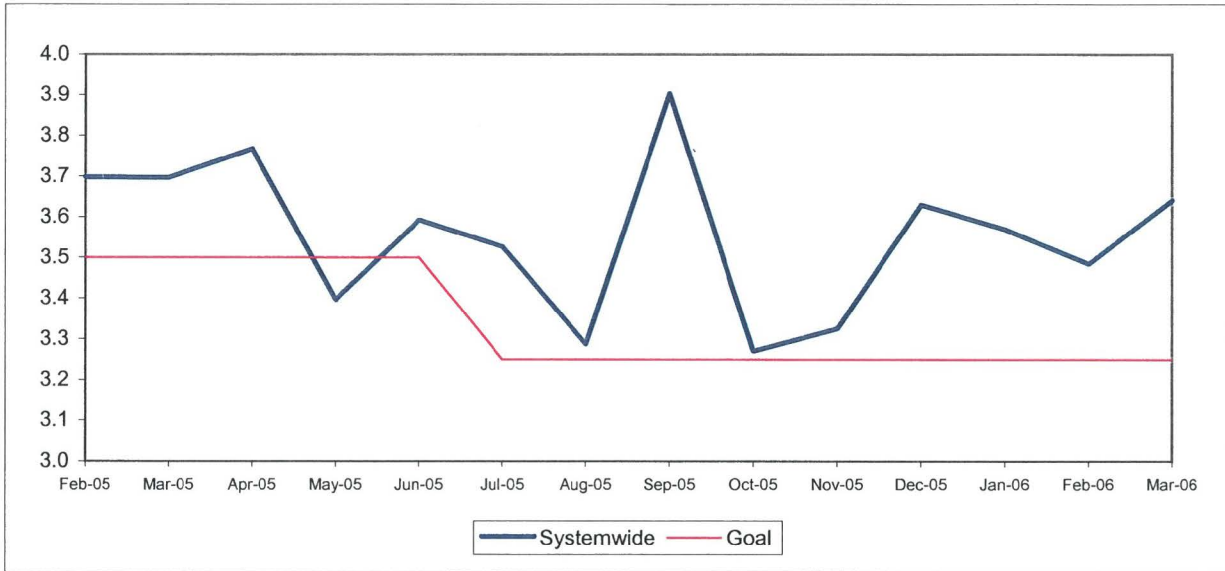
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

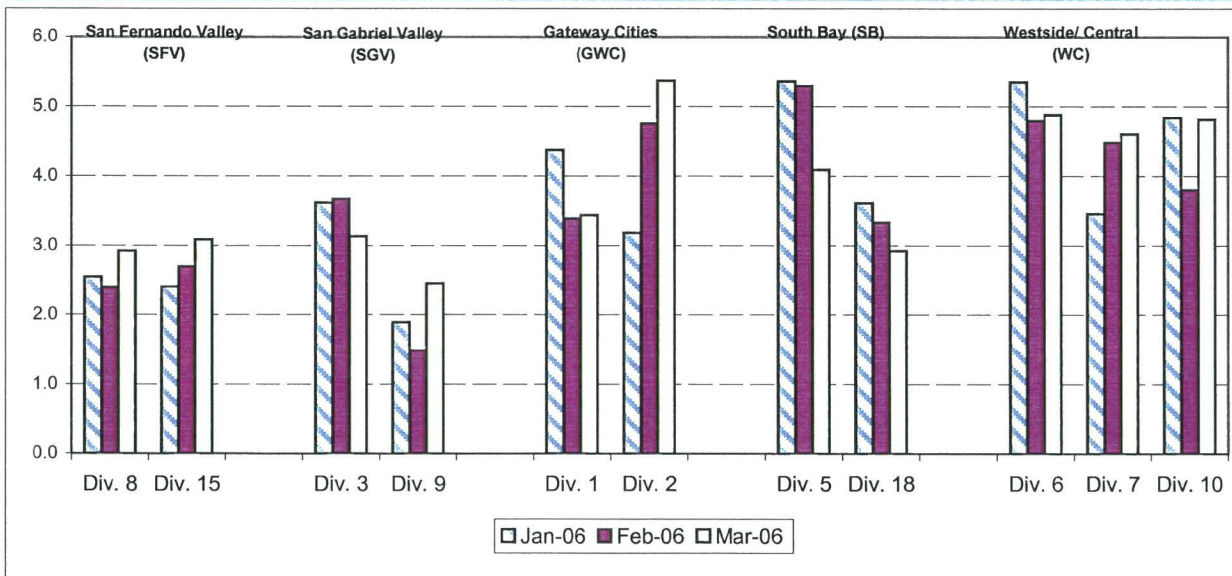
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

Systemwide Trend



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

Bus Operating Divisions - by Sectors' Divisions January - March 2006

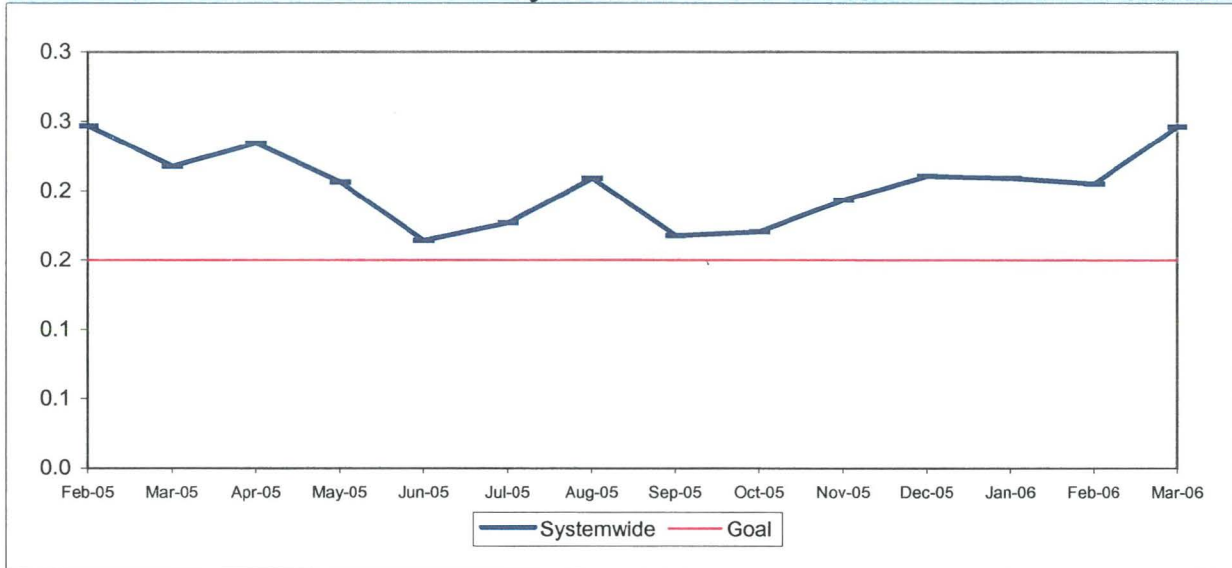


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

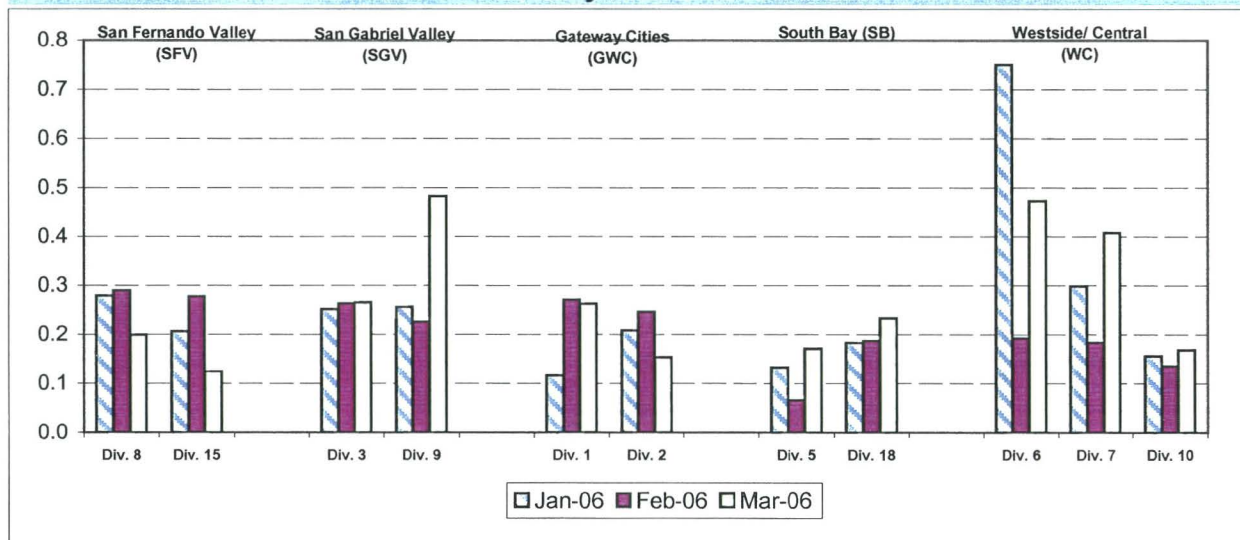
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by

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.

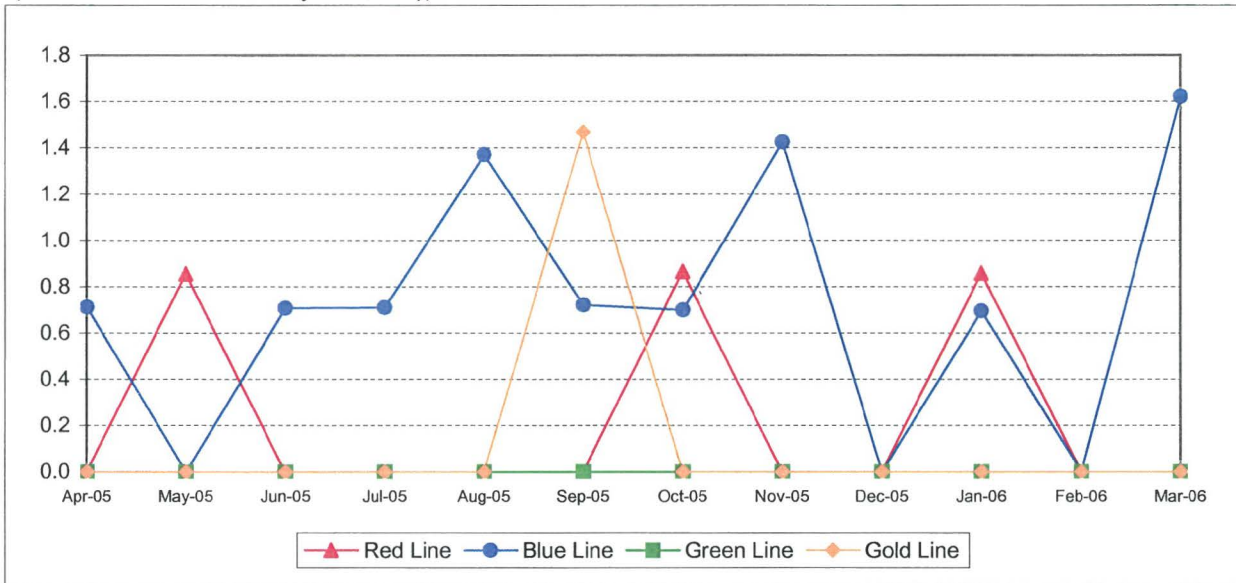
Bus Operating Divisions - by Sectors' Divisions January - March 2006



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.

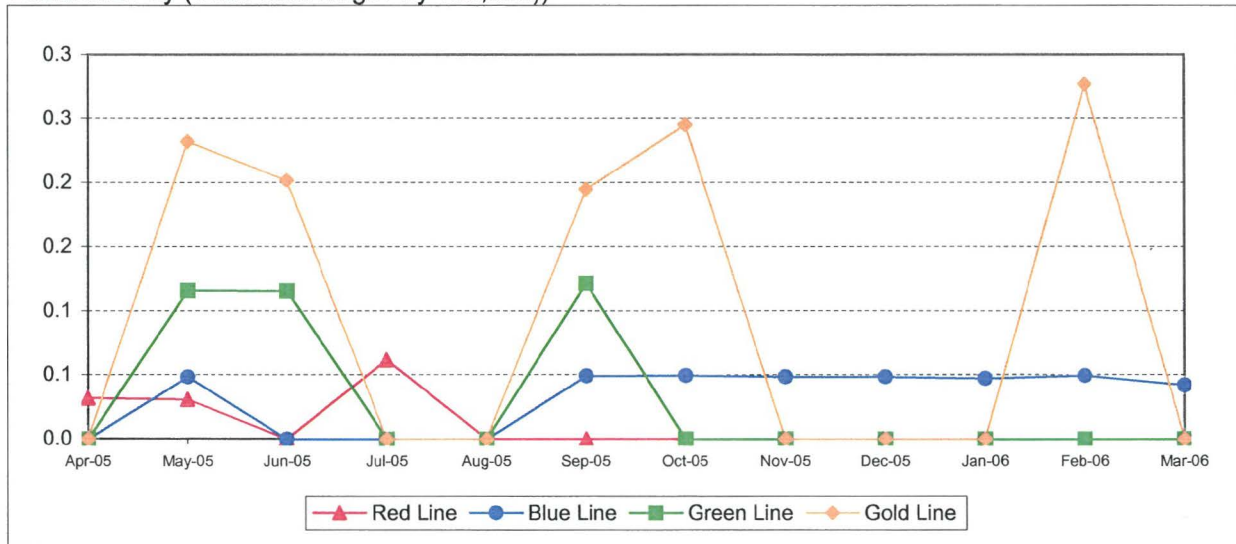
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))

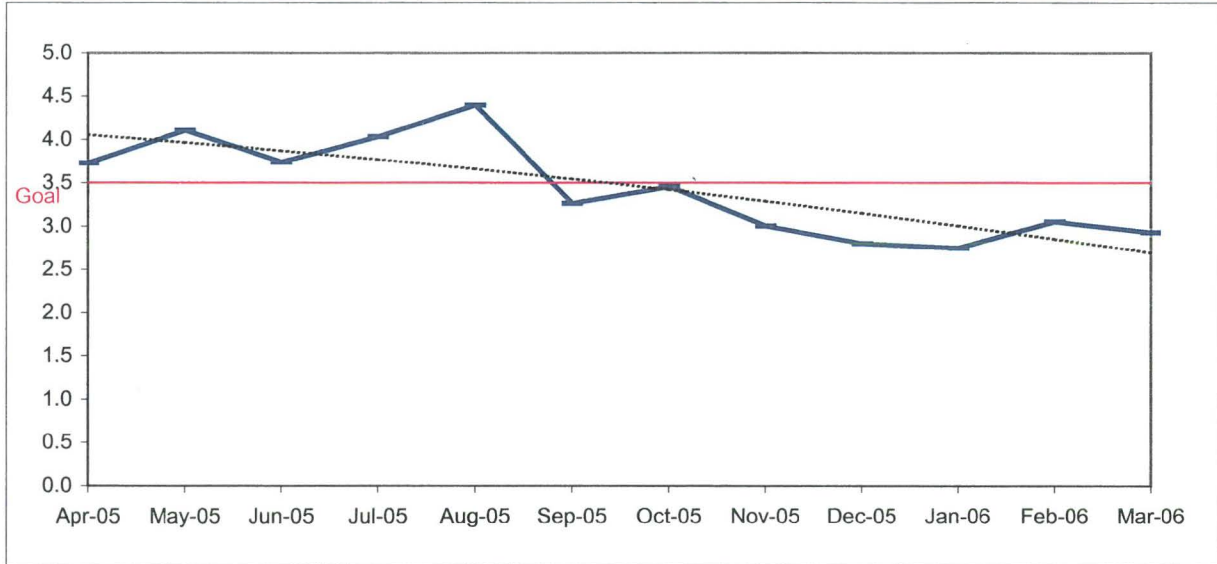


CUSTOMER SATISFACTION

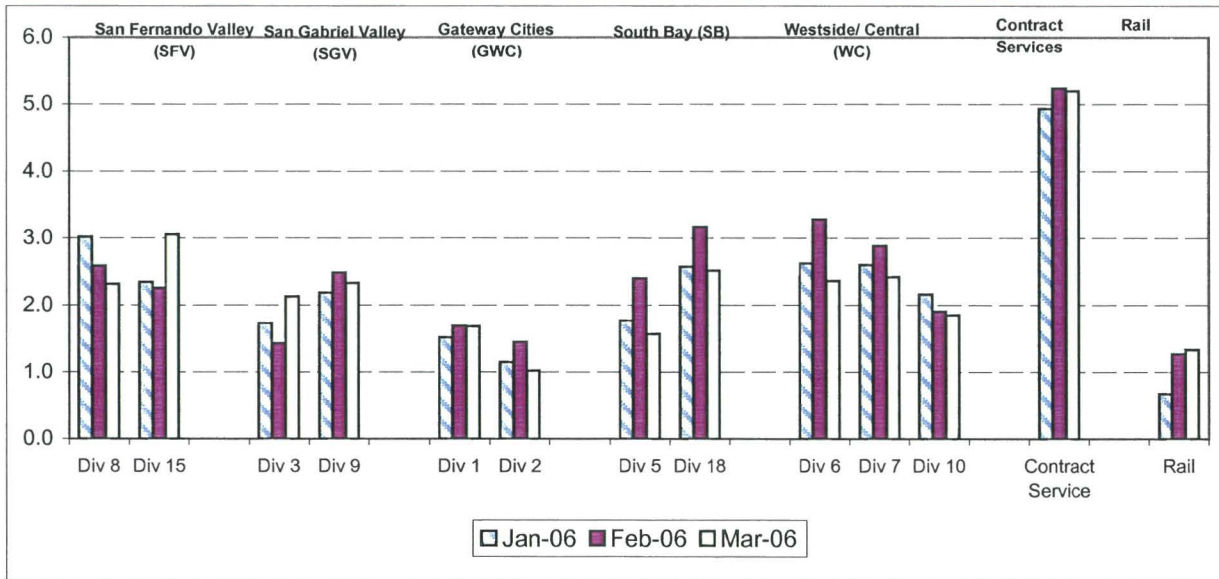
COMPLAINTS PER 100,000 BOARDINGS

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 January - March 2006



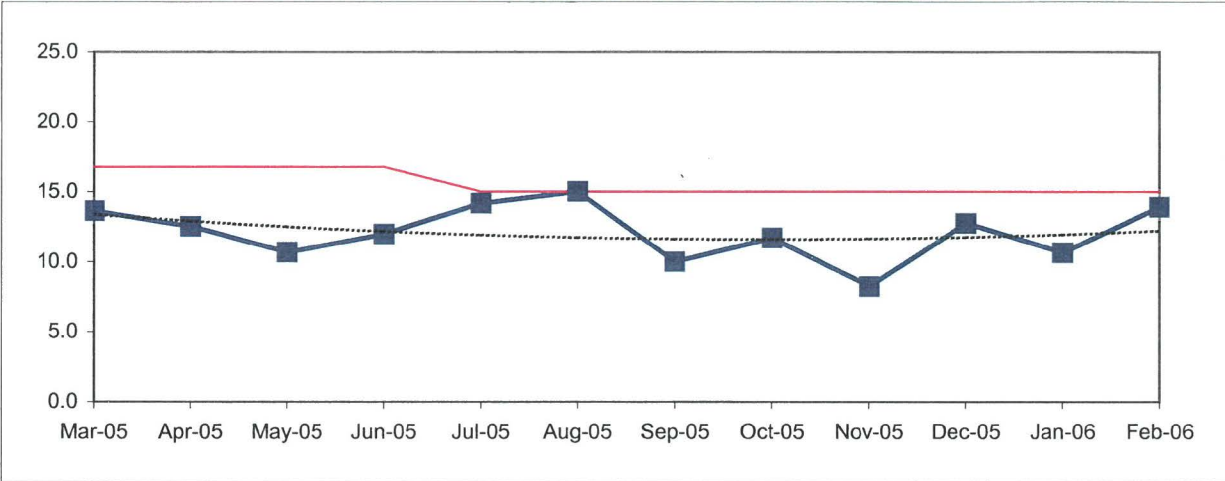
WORKERS COMPENSATION CLAIMS

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

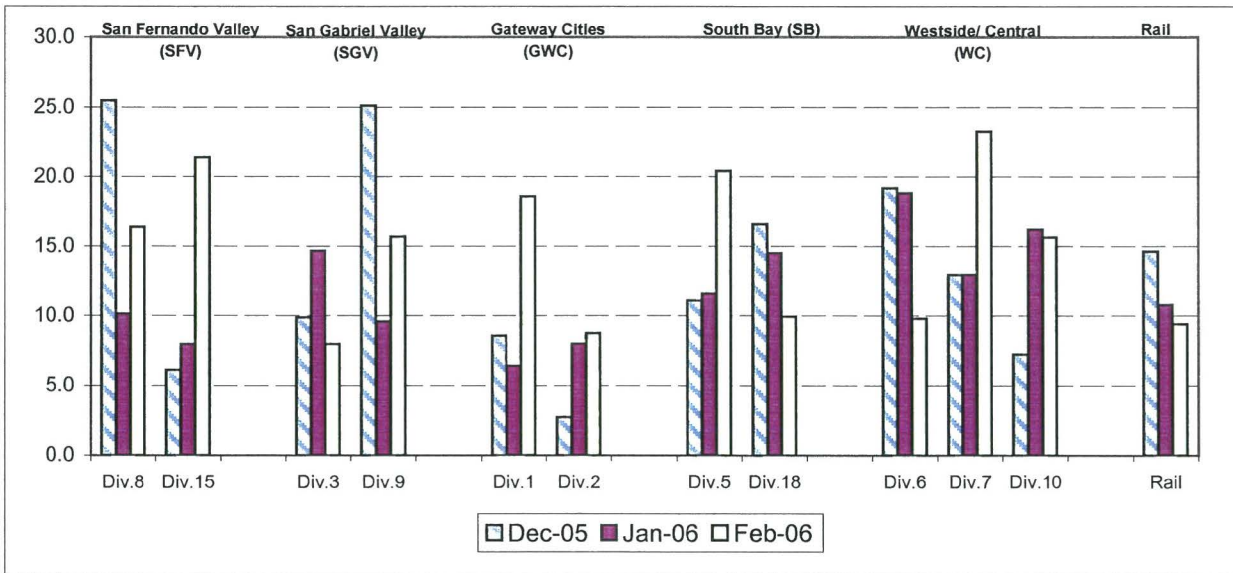
NEW CLAIMS PER 200,000 EXPOSURE HOURS-MONTH BY BUS SECTORS' DIVISION & RAIL

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 December 2005 - February 2006

One month lag from current month



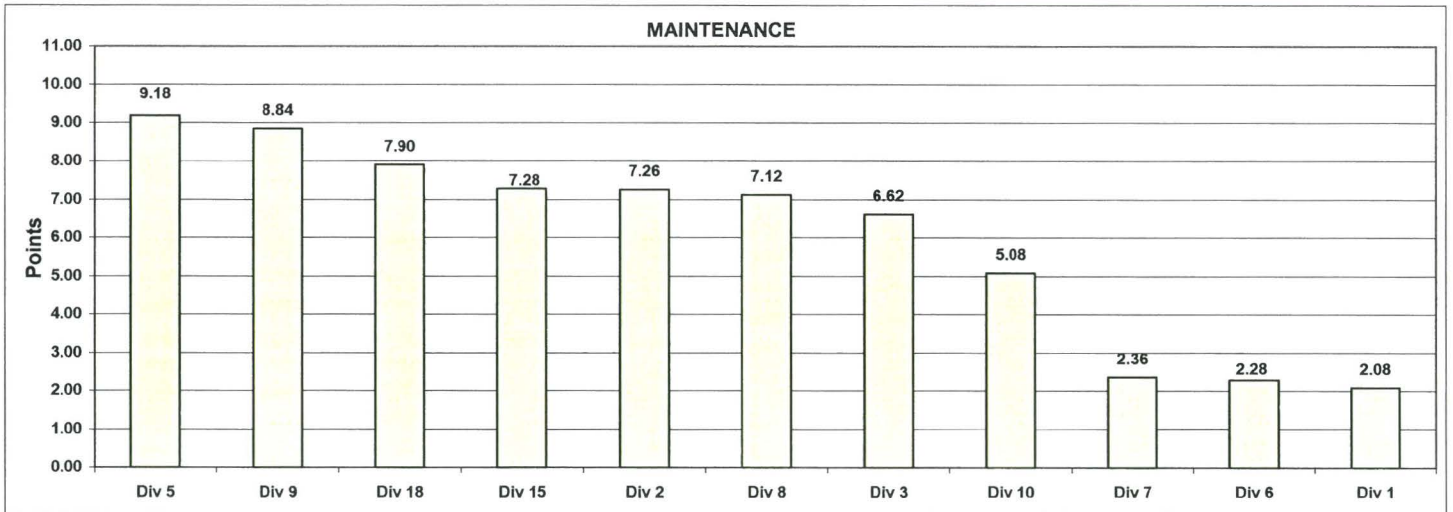
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - March 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%	1069.7	1322.5	1255.8	1607.3	1163.8	1124.4	1663.1	2233.0	1208.8	1488.5	1365.8
Points		1	6	5	9	3	2	10	11	4	8	7
Attendance Points												
New WC Claims /200,000 Exp Hrs*	36%	21.0269	0.0000	0.0000	0.0000	38.7096	31.4177	32.8649	11.7502	8.9395	9.0902	0.0000
Points		4	9.5	9.5	9.5	1	3	2	5	7	6	9.5
*One month lag												
Totals		2.08	7.26	6.62	9.18	2.28	2.36	7.12	8.84	5.08	7.28	7.90
FINAL RANKING	DIV. Score Rank	Div 5	Div 9	Div 18	Div 15	Div 2	Div 8	Div 3	Div 10	Div 7	Div 6	Div 1
		9.18	8.84	7.90	7.28	7.26	7.12	6.62	5.08	2.36	2.28	2.08
		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th

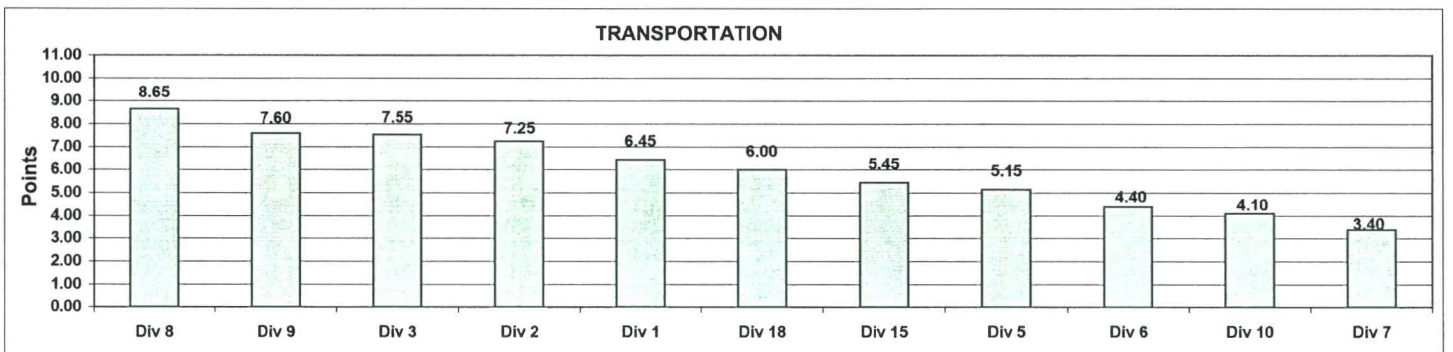


**Monthly Calculations - March 2006
Metro Bus - Transportation**

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 Points	25%	0.6912 10	0.7264 11	0.6136 7	0.6098 5	0.5182 1	0.5736 4	0.6769 9	0.6109 6	0.5458 2	0.6505 8	0.5586 3
Miles Between Total Road Calls Points	10%	1069.6674 1	1322.4992 6	1255.8060 5	1607.3257 9	1163.8278 3	1124.3937 2	1663.0583 10	2233.0347 11	1208.8452 4	1488.5122 8	1365.8179 7
Accident Rate Points	25%	3.4338 6	5.3672 1	3.1308 7	4.0898 5	4.8820 2	4.5959 4	2.9222 9	2.4447 11	4.8051 3	3.0834 8	2.9183 10
Complaints/100K Boardings Points	15%	1.6842 9	1.0162 11	2.1284 7	1.5688 10	2.3632 4	2.4188 3	2.3166 6	2.3320 5	1.8553 8	3.0525 1	2.5144 2
New WC Claims /200,000 Exp Hrs* Points	25%	17.9009 4	11.3125 8	10.5149 10	26.7971 1	0.0000 11	20.9040 3	10.9095 9	16.8044 6	17.5275 5	25.1709 2	12.5045 7
Totals		6.45	7.25	7.55	5.15	4.40	3.40	8.65	7.60	4.10	5.45	6.00
FINAL RANKING												
	DIV. Score	Div 8 8.65	Div 9 7.60	Div 3 7.55	Div 2 7.25	Div 1 6.45	Div 18 6.00	Div 15 5.45	Div 5 5.15	Div 6 4.40	Div 10 4.10	Div 7 3.40
	Rank	1st	2nd	2nd	4th	5th	6th	7th	8th	9th	10th	11th



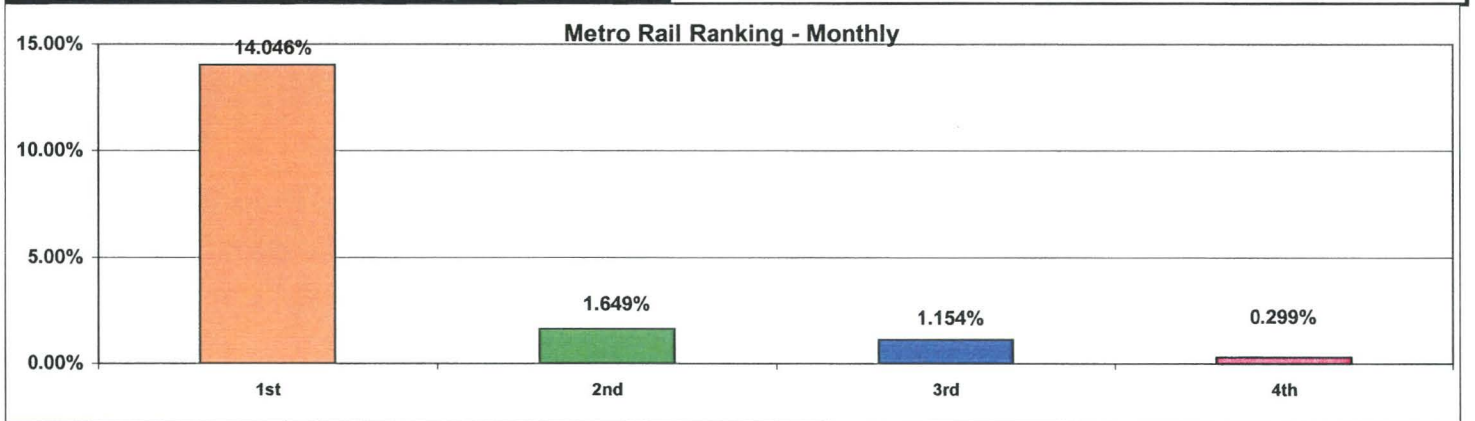
Monthly Calculations - March 2006
Metro Rail

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		
	Mar-05	Mar-06	Yearly Improvement	Mar-05	Mar-06	Yearly Improvement	Mar-05	Mar-06	Yearly Improvement	Mar-05	Mar-06	Yearly Improvement
Wayside Availability												
Track	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	56.80%	100.00%	43.20%
Signals	100.00%	99.99%	-0.01%	99.98%	99.99%	0.00%	99.98%	99.86%	-0.12%	99.99%	100.00%	0.01%
Power	97.26%	99.93%	2.67%	99.98%	99.98%	0.00%	98.55%	99.81%	1.26%	100.00%	100.00%	0.00%
Wayside Performance	99.09%	99.97%	0.88%	99.99%	99.99%	0.00%	99.51%	99.89%	0.38%	85.59%	100.00%	14.41%
Vehicle Availability												
Vehicle Performance	97.93%	99.38%	1.44%	99.32%	99.71%	0.39%	97.67%	99.02%	1.35%	99.54%	98.80%	-0.75%
Operator Availability												
Operators	99.76%	99.85%	0.09%	99.75%	99.95%	0.21%	99.71%	99.91%	0.20%	99.93%	99.96%	0.03%
In-Service Performance												
Rev. Hr. Delivered - Rail	94.96%	99.14%	4.18%	98.95%	99.55%	0.60%	95.91%	98.60%	2.69%	56.26%	98.76%	42.50%
Overall Rail Line Performance	97.94%	99.58%	1.65%	99.50%	99.80%	0.30%	98.20%	99.35%	1.15%	85.33%	99.38%	14.05%

Metro Rail Final Ranking (Sorted)				
Rail Line	GOLD	BLUE	GREEN	RED
Score	14.046%	1.649%	1.154%	0.299%
Rank	1st	2nd	3rd	4th



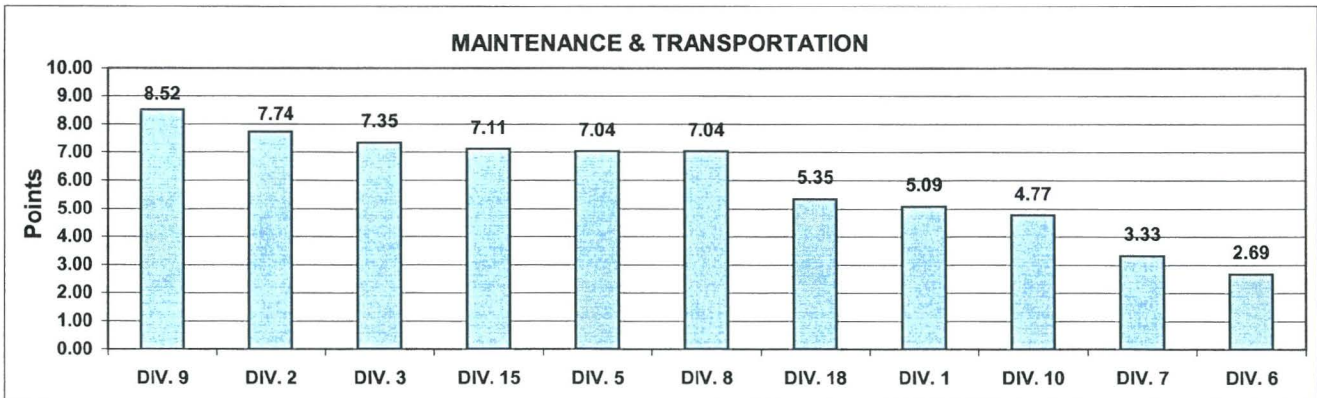
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY06-Q3 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	32.0%	1012	1302	1331	1675	1214	1080	1734	2325	1235	1389	1254
Points		1	6	7	9	3	2	10	11	4	8	5
Attendance Points												
Claims /200000	18.0%	9.8722	4.0788	7.1346	0.0000	25.6057	17.1378	18.0064	3.7584	5.8015	8.7444	3.0737
Points		4	8	6	11	1	3	2	9	7	5	10
<i>*One month Lag: Dec 05 - Feb 06</i>												
Transportation												
In-Service On-Time Performance	13%	0.7080	0.7369	0.6350	0.6011	0.5751	0.5965	0.6707	0.6339	0.5795	0.6212	0.5610
Points		10	11	8	5	2	4	9	7	3	6	1
Miles Between Total Road Calls	5%	1012.0	1302.2	1330.6	1675.2	1213.7	1079.9	1734.3	2325.1	1235.0	1389.0	1254.2
Points		1	6	7	9	3	2	10	11	4	8	5
Accidents/100k Hub Miles	13%	3.7297	4.4452	3.4576	4.9120	4.9991	4.1810	2.6263	1.9603	4.5001	2.7336	3.2751
Points		6	4	7	2	1	5	10	11	3	9	8
Complaints/100K Boardings	8%	1.6314	1.1961	1.7795	1.8937	2.7295	2.6264	2.6271	2.3331	1.9731	2.5706	2.7394
Points		10	11	9	8	2	4	3	6	7	5	1
<i>*One month Lag: Dec 05 - Feb 06</i>												
Claims /200000	13%	11.2993	7.1468	12.0940	18.5424	12.7994	15.9928	17.1321	20.3919	14.9002	12.5339	16.5141
Points		10	11	9	2	7	5	3	1	6	8	4
Totals		5.09	7.74	7.35	7.04	2.69	3.33	7.04	8.52	4.77	7.11	5.35
FINAL Maintenance and Transportation Division Ranking (Sorted)												
RANKING	DIV.	DIV. 9	DIV. 2	DIV. 3	DIV. 15	DIV. 5	DIV. 8	DIV. 18	DIV. 1	DIV. 10	DIV. 7	DIV. 6
	Score	8.52	7.74	7.35	7.11	7.04	7.04	5.35	5.09	4.77	3.33	2.69
	Rank	1st	2nd	3rd	4th	5th	5th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY06-Q3
Metro Rail**

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

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

Improvement from Previous Year

Overall Rail Line Performance	<u>Metro Blue Line</u>	<u>Metro Red Line</u>	<u>Metro Green Line</u>	<u>Metro Gold Line</u>
Jan-06	0.51%	-0.20%	0.45%	-1.08%
Feb-06	0.34%	-0.06%	1.89%	11.05%
Mar-06	<u>1.65%</u>	<u>0.30%</u>	<u>1.15%</u>	<u>14.05%</u>
Second Quarter Average	0.83%	0.01%	1.16%	8.01%

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	GREEN	BLUE	RED
Score	8.01%	1.16%	0.83%	0.01%
Rank	1st	2nd	3rd	4th

