



Metro

**FTA QUARTERLY REVIEW
BRIEFING BOOK**

November 29, 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, November 29, 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
 - Mitigation Status
 - Construction Safety
 - CPUC Status
 - Quality Assurance
 - Real Estate
- C. Mid-City/Exposition LRT Project
 - Phase 1 Update
 - Phase 2 Update

Rick Thorpe
Dennis Mori
Eli Choueiry

Eric Olson
Dennis Mori

Joel Sandberg

III. METRO PLANNING REPORTS

Carol Inge

IV. ACTION ITEMS

FTA/PMOC

V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

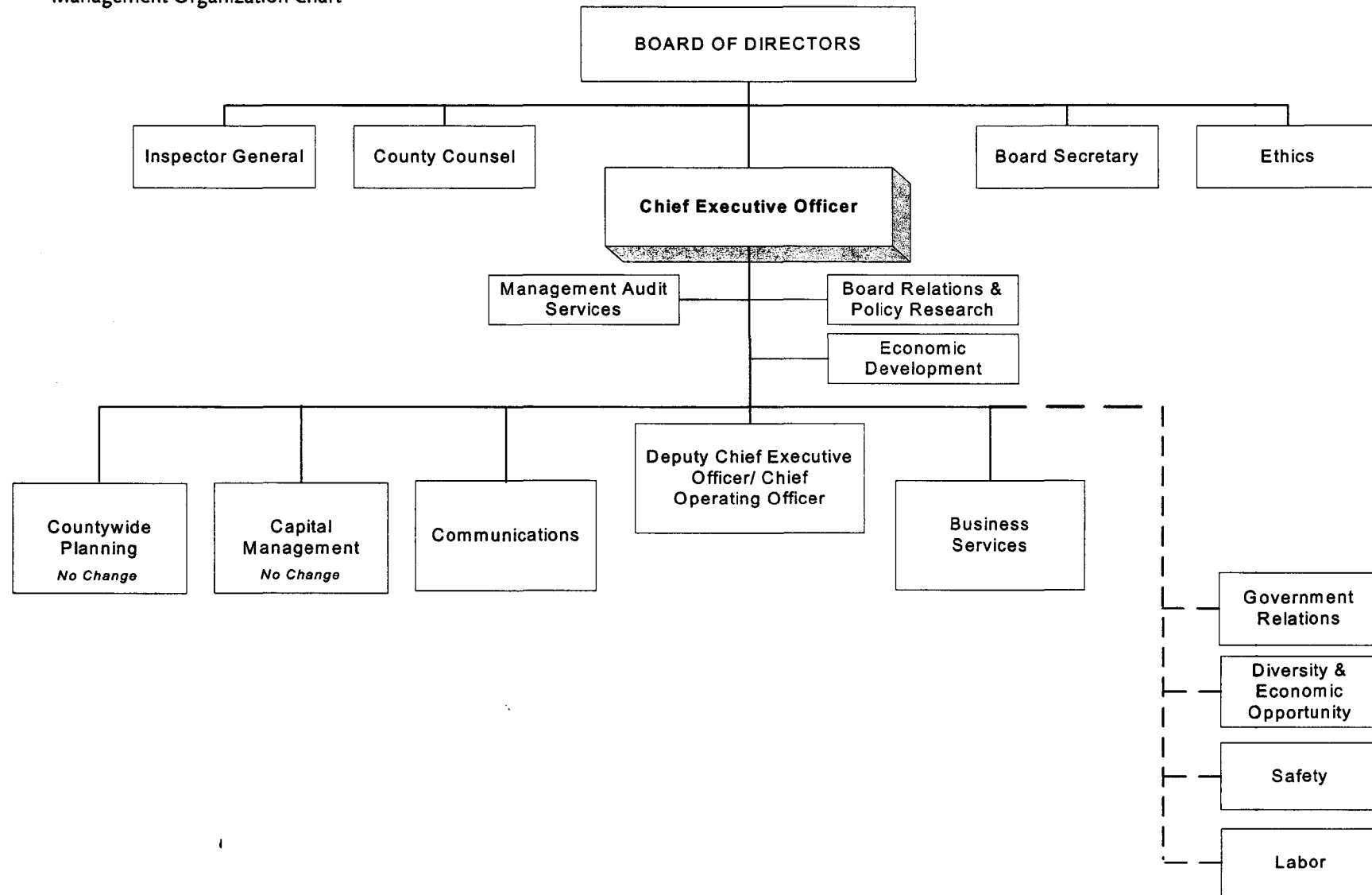
Los Angeles County
Metropolitan Transportation Authority
Wednesday, February 28, 2007
Gateway Conference Room - 3rd Floor

**METRO MANAGEMENT
ORGANIZATION CHART**



Metro

Management Organization Chart



**PROJECT ORGANIZATION
CHARTS**

**2006 LEGISLATIVE
MATRIX**

METROPOLITAN TRANSPORTATION AUTHORITY

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

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
ACA 4 (Plescia) LA 5/9	Would remove the suspension clause from Proposition 42	SUPPORT	Incorporated into Proposition 1A
ACA 10 (Núñez)	Would protect Proposition 42 funds	SUPPORT WORK WITH AUTHOR	Incorporated into Proposition 1A
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	Incorporated into Proposition 1A
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
AB 343 (Huff)	Requires the repayment of loans from the Public Transportation Account	SUPPORT	Amended-New Subject
AB 426 (Bogh)	Would require the conversion of all HOV lanes to mixed flow lanes during off-peak periods	OPPOSE	Failed
AB 509 (Richman)	Would authorize regional transportation agencies to enter into agreements to develop user financed transportation projects	SUPPORT WORK WITH AUTHOR	Part of Public/ Private Partnership bill AB 1567
AB 1010 (Oropeza) LA 4/6	Would transfer Grade Crossing approvals from the Public Utilities Commission to Caltrans.	SUPPORT WORK WITH AUTHOR	Amended -New Subject
AB 1067 (Frommer)	Would expand the type of grade separation violations that can be imposed	SUPPORT WORK WITH AUTHOR	Chaptered
AB 1169 (Torrico)	Would expand the violations against transit operators for which increased penalties may be assessed	SUPPORT	Amended – New Subject
AB 1276 (Oropeza)	Would require the creation of a taskforce to study congestion along the state's intermodal corridors	SUPPORT WORK WITH AUTHOR	Failed
AB 1649 (Liu)	Would address governance issues of the Metro Gold Line-Foothills Extension	OPPOSE, WORK WITH AUTHOR	Failed
AB 1699 (Frommer)	Would require the Department of Transportation to conduct a study of the safety of push-pull commuter rail and intercity rail passenger operations in California	OPPOSE	Enrolled/ Amended – Remove Opposition
AB 1702 (Frommer)	Would appropriate \$500 million from the General Fund using Economic Recovery Bonds to the Traffic Congestion Relief Fund (TCRP), to repay or reimburse transportation projects and programs	SUPPORT	Amended – New Subject
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	Incorporated into AB 144
AB 1783 (Nunez)	California Infrastructure improvement, Smart Growth, Economic Reinvestment, and Emergency, Preparedness Financing Act of 2006	SUPPORT WORK WITH AUTHOR	Assembly

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

STATE ASSEMBLY			
AB 3047 (Canciamilla)	Authorizes Caltrans to enter into 10 franchise agreements for the development of privately financed transportation projects	SUPPORT IF AMENDED	Incorporated into AB 1467
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

GOVERNMENT RELATIONS
2005/06 STATE AND FEDERAL LEGISLATIVE MATRIX
October 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
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 (Migden)	Identity Information Protection Act of 2005	WORK WITH AUTHOR	Amended – New Subject
SB 851 (Murray)	Would streamline LACMTA procurement process	SUPPORT SEEK AMENDMENT	Vetoed
SB 927 (Lowenthal) (formally SB760)	Would require the Ports of LA and Long Beach to develop a process for collecting a user fee on the owner of container cargo moving through both ports at a rate of \$30 per twenty-foot equivalent unit (TEU)	SUPPORT	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	Incorporated into SB 1266
SB 1026 (Perata)	Safe Facilities Improved Mobility and Clean Air Bond Act	SUPPORT-WORK WITH AUTHOR	Chaptered
SB 1384 (Kuehl)	Exposition Light Rail Construction Authority	SUPPORT	Enrolled
SB 1507 (Margett)	Would restructure the Metro Board of Directors membership.	OPPOSE	Failed - adjourned
SB 1611 (Simitian)	Would provide authorization to Congestion Management Agencies (CMA) to impose increase on vehicle fees for congestion relief projects	SUPPORT	Assembly Appropriations
SB 1687 (Murray)	Would bring state and federal procurement requirements into conformity	SUPPORT	Enrolled
SB 1703 (Lowenthal)	Would expand the California Transportation Commission by two members who would be appointed by the legislature	SUPPORT	Vetoed
SB 1726 (Lowenthal)	Would clarify the use of color-coded destination signs and update provisions that reflect the advances in technology	SUPPORT	Enrolled
SB 1749 (Migden)	Authorizes the creation of Transit Adjudication Bureaus for the enforcement of penal code violations on transit properties	SUPPORT	Chaptered 258

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.

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

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 (Nunez)	Ballot language	SUPPORT	Chaptered
AB 1467 (Nunez)	Public Private Partnerships	SUPPORT*	Chaptered
AB 1039 (Nunez)	Permit streamlining for bridges (CEQA exemptions)	SUPPORT*	Chaptered
AB 143 (Nunez)	Design build projects	SUPPORT*	
SB 1266 (Perata)	Transit and Air Quality bond	SUPPORT	Chaptered

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

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

STATE/FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<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>

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

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 (RUFFS). The RUFFS 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>House Transportation Appropriations Subcommittee Markup of FY 2007 funding bill held on May 25, 2006. The bill includes \$100 million for the Eastside Project</p> <p>House Appropriations Committee Markup of FY 2007 funding bill held of June 6, 2006. The bill includes \$100 million for the Eastside Project.</p> <p>The full House of Representative approves the FY 2007 funding bill on June 14, 2007. The bill includes \$100 million for the Eastside Project.</p> <p>Senate Transportation Appropriations Subcommittee Markup of FY 2007 funding bill held on July 18, 2006. The bill includes \$100 million for the Eastside Project and \$1 million for Metro bus facilities.</p> <p>Senate Appropriations Committee Markup of FY 2007 funding bill held on July 20, 2006. The bill includes \$100 million for the Eastside Project and \$1 million for Metro bus facilities.</p> <p>PENDING: Action by the full U.S. Senate on the FY 2007 funding bill.</p>
<p>HR 4653 (Waxman)</p>	<p><u>A bill that would repeal a prohibition on the use of federal funds on the Los Angeles to San Fernando Valley Metro Rail project.</u></p>	<p>Passed House Transportation & Infrastructure Committee on 7/19/06. Passed by the full U.S. House of Representatives on 9/20/06</p> <p>Pending in the U.S. Senate</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.
10/19/2006

GOVERNMENT RELATIONS
2005/06 STATE AND FEDERAL LEGISLATIVE MATRIX
October 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

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

FEDERAL		
<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> <p>September 13, 2006, the U.S. Senate's Environment and Public Works Committee approved a federal highway technical corrections measure to last year's Surface Transportation Reauthorization Act (SAFETEA-LU), also extends the National Surface Transportation Policy and Revenue Study Commission to December 31, 2007.</p>



COUNTY OF LOS ANGELES
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October 20, 2006

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

Re: Quarterly Update on Status of Key Legal Actions

Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of September 30, 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 September 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 chose not to appoint a new special master. Consent decree expires on 10/29/06, but plaintiff's filed motion to extend. Ruling expected by 10/26/06.
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. Court has ordered mini trials on separate issues. Trial set for 11/13/06 for Tunnel Handrail False Claim.



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

STATUS REPORT AS OF SEPTEMBER 30, 2006

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

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

Wilshire/Vermont Station - A long-term ground lease with Wilshire Vermont Housing Partners covering the construction of 449 apartment units and 35,000 square feet of commercial/retail space on 3.24 acres of the 5.83-acre station site was executed on November 10, 2003. A Purchase and Sale Agreement with the Los Angeles Unified School District ("LAUSD") 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. MTA and LAUSD closed the sale transaction on July 25, 2006. At that time, MTA granted the 2.59 acre site to LAUSD and the parties executed easements and other development documents providing for the construction and operation of the proposed middle school and the continued operation and maintenance of the Metro Red Line subway. Construction of both the commercial development and the middle school is ongoing.

B-102 and B-103 - Temple Beaudry

MTA received one proposal to develop this 1.2 acre site in response to a Request for Proposals issued to the development community. MTA staff is reviewing the proposal and, if acceptable, anticipates seeking MTA Board approval to enter into an Exclusive Negotiating Agreement with the developer at the MTA Board's January 2007 meeting.

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 and the Los Angeles City Community Redevelopment Agency issued, a Request for Qualifications in September 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 has entered into an Exclusive Negotiation Agreement with developer McCormack Baron Salazar, who has proposed to develop approximately 199 affordable apartments, 50,000 square feet of commercial space, a 16,500 square foot public plaza fronting on the subway portal, and 503 parking spaces (including 100 priority parking spaces for transit users) on the 3.13 acre site. On October 26, 2006, the MTA Board is expected to approve key business terms of a joint development agreement, ground lease and other development documents providing for the construction and operation of the proposed development. Execution of a joint development agreement pursuant to such terms should occur in December, 2006..

Updated October 19, 2006

**METRO OPERATIONS
PERFORMANCE REPORT**



Los Angeles County
Metropolitan Transportation Authority

SEPT 2006

METRO OPERATIONS
MONTHLY PERFORMANCE
REPORT



Metro

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San Fernando Valley Sector Scorecard Overview (SFV)

This sector has two Metro operating divisions, Division 8 in Chatsworth and Division 15 in Sun Valley. The sector is responsible for the operation of approximately 430 Metro buses and 24 Metro Bus lines carrying nearly 60.5 million boarding passengers each year. They operate the successful Orange Line.

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06	FY07 Target	FY07 YTD	Sep Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,500	3,290	3,449	
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	70%	62.10%	58.38%	
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.45	3.40	3.51	3.54	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.58	2.53	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Aug YTD 10.85	Aug. 10.92	
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
SFV Sector								
MMBMF				3,319	3,500	3,344	3,463	
In-Service On-time Performance	67.30%	67.47%	68.54%	65.19%**	70%	65.59%	58.53%	
Bus Traffic Accidents Per 100,000 Miles	2.91	2.99	2.67	3.03	2.93	2.75	2.81	
Complaints per 100,000 Boardings	6.32	5.45	4.39	3.24	4.13	2.97	3.45	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.72	15.15	13.71	11.75	10.02	Aug YTD 12.07	Aug. 12.13	
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
Division 8								
MMBDMF				3,836	3,500	3,403	3,486	
In-Service On-time Performance	70.09%	69.12%	69.78%	68.23%	70%	70.16%	61.24%	
Bus Traffic Accidents Per 100,000 Miles	2.84	2.75	2.58	2.82	2.93	2.44	2.29	
Complaints per 100,000 Boardings	6.87	5.09	4.17	3.37	4.13	2.38	2.98	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.92	19.15	16.77	13.81	10.02	Aug YTD 16.42	Aug. 17.07	
Division 15								
MMBDMF				2,996	3,500	3,276	1,089	
In-Service On-time Performance	66.13%	66.62%	67.84%	63.84%**	70%	63.80%	57.38%	
Bus Traffic Accidents Per 100,000 Miles	2.96	3.17	2.74	3.21	2.93	2.99	3.80	
Complaints per 100,000 Boardings	6.01	5.70	4.55	3.14	4.13	3.42	3.81	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	16.23	13.14	12.46	10.41	10.02	Aug YTD 9.62	Aug. 9.26	

** Div 15 excluded (Nov. '05 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.

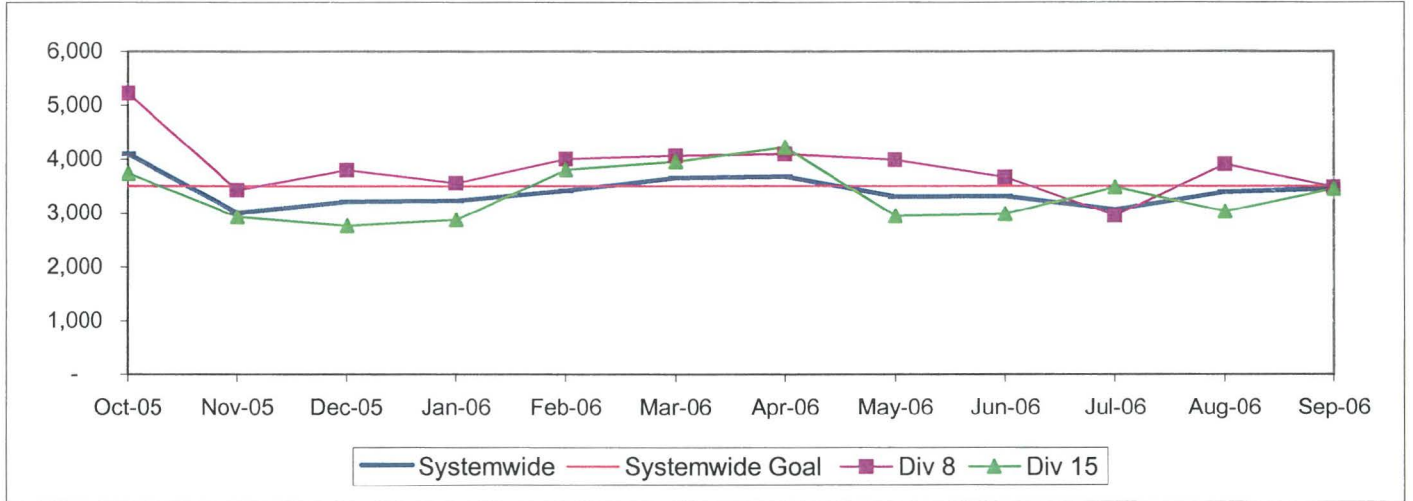
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

SAN FERNANDO VALLEY SECTOR BUS SERVICE PERFORMANCE

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



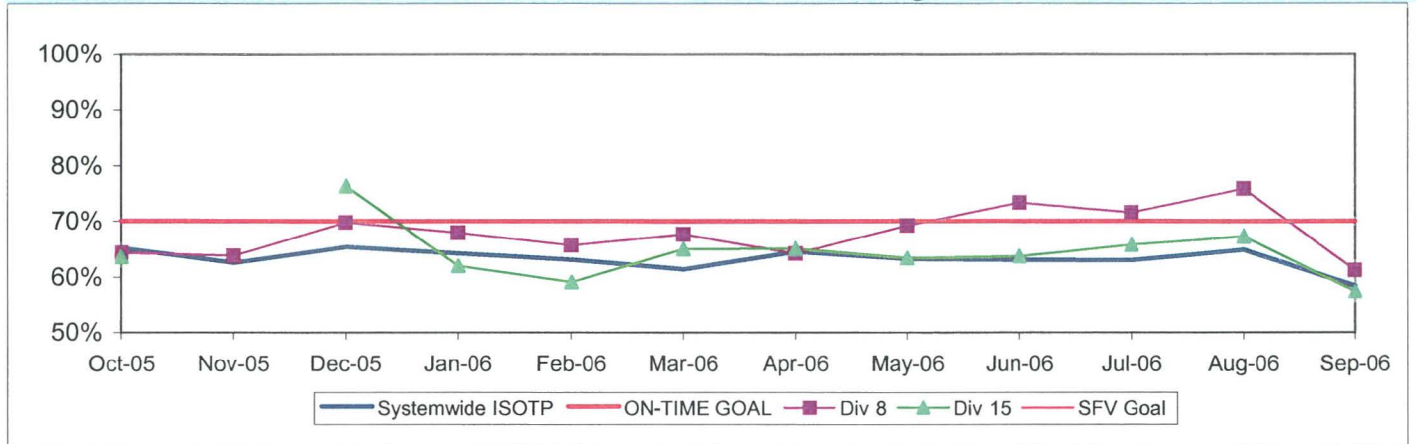
IN-SERVICE ON-TIME PERFORMANCE*

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.

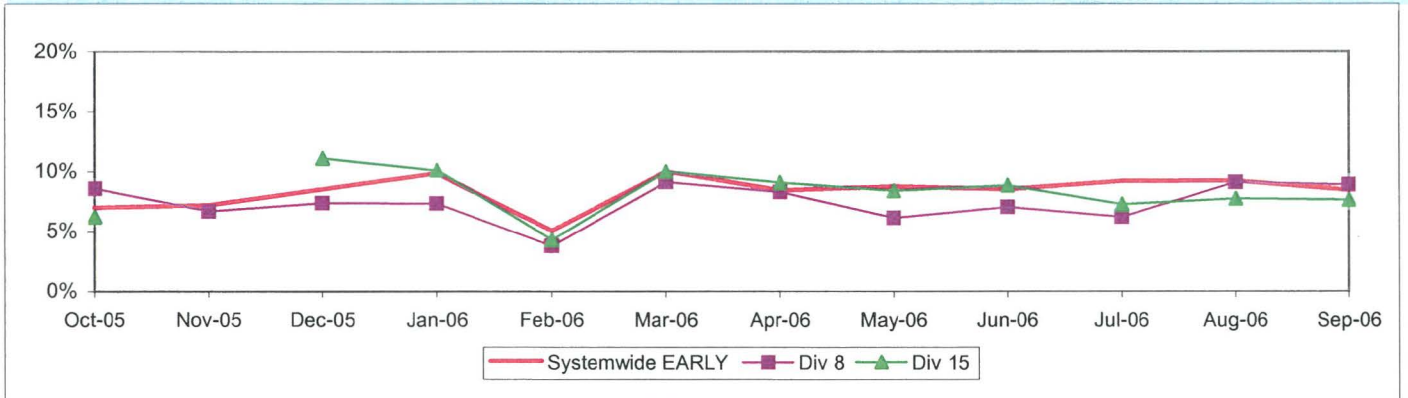
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

* Division 15 November data not available.

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



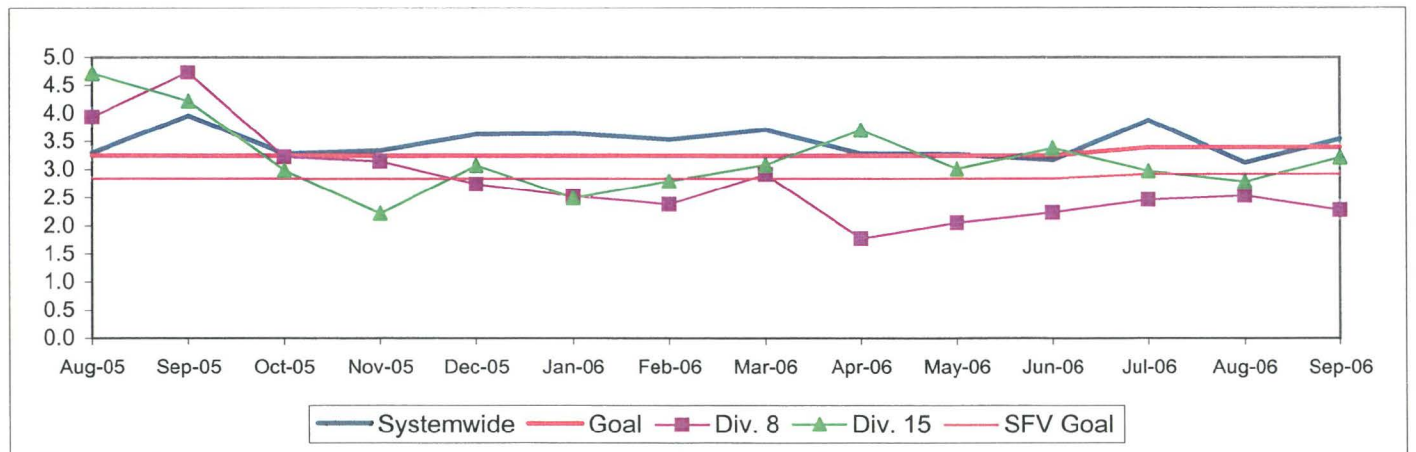
Running Hot - Systemwide and Bus Operating Divisions 8 and 15



**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.

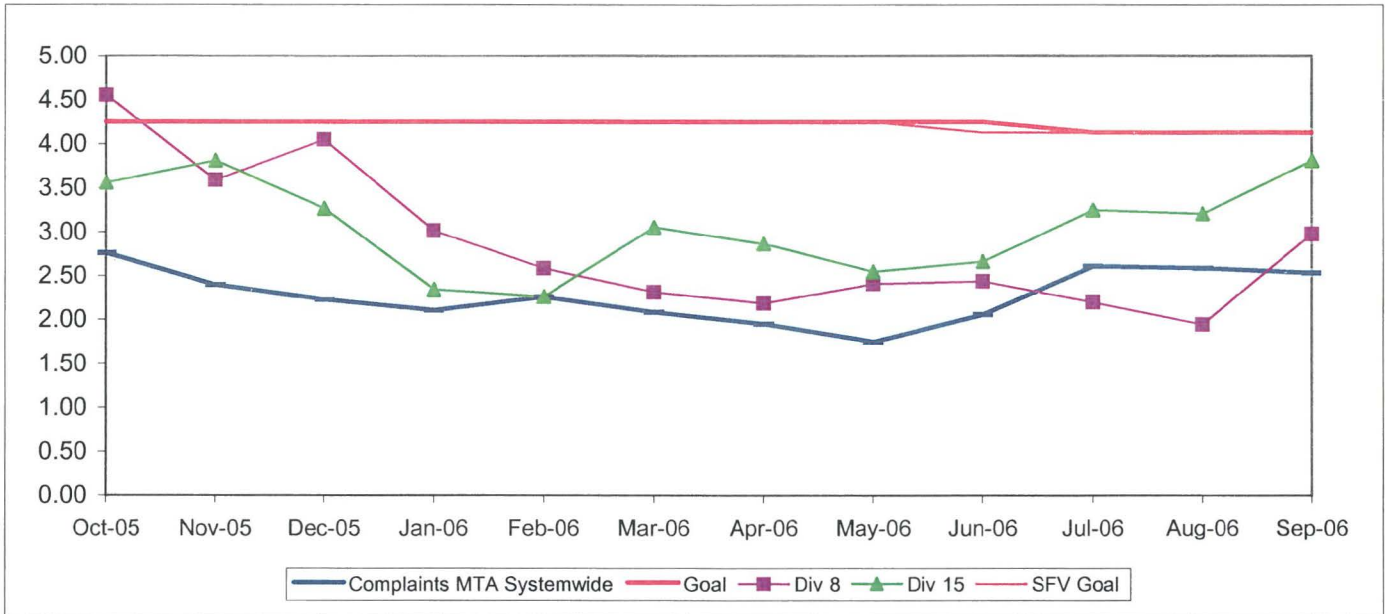
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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

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

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

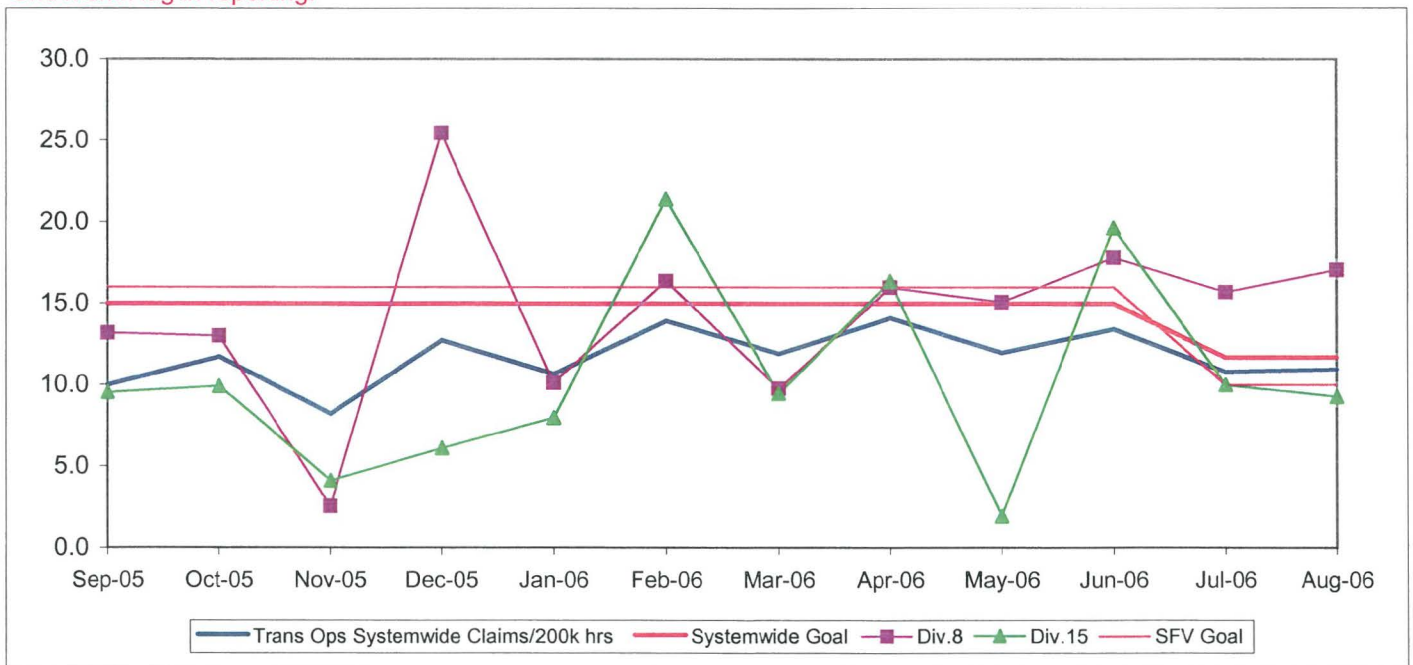


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 8 and 15

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

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

One month lag in reporting.



San Gabriel Valley Sector Scorecard Overview (SGV)

This sector has two Metro operating divisions, Division 3 Cypress Park and Division 9 in El Monte. The sector is responsible for the operation of approximately 415 Metro buses and 28 Metro Bus lines carrying over 61.2 million boarding passengers each year.

This report gives a brief overview of sector operations*:

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

Measurement	FY03	FY04	FY05	FY06	FY07 Target	FY07 YTD	Sep Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,500	3,290	3,449	◇
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	70%	62.10%	58.38%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.45	3.40	3.51	3.54	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.58	2.53	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Aug YTD 10.85	Aug. 10.92	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
SGV Sector								
MMBMF				3,467	3,500	3,055	3,045	◇
In-Service On-time Performance	70.02%	69.98%	70.10%	68.59%	75%	64.65%	59.03%	◇
Bus Traffic Accidents Per 100,000 Miles	3.40	2.91	2.96	2.81	2.75	2.69	2.54	●
Complaints per 100,000 Boardings	3.57	3.80	2.95	2.18	2.50	2.55	2.77	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	23.15	16.12	10.14	12.57	11.79	Aug YTD 12.78	Aug. 13.47	◇
Division 3								
MMBMF				2,690	3,500	2,637	2,499	◇
In-Service On-time Performance	71.08%	70.80%	71.06%	70.05%	75%	65.07%	63.29%	◇
Bus Traffic Accidents Per 100,000 Miles	4.22	3.59	3.57	3.64	2.75	3.35	3.53	◇
Complaints per 100,000 Boardings	3.09	3.02	2.60	1.83	2.50	1.96	2.22	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	21.54	12.36	6.68	11.36	11.79	Aug YTD 11.83	Aug. 11.58	◇
Division 9								
MMBMF				4,585	3,500	3,477	3,659	◇
In-Service On-time Performance	67.47%	68.16%	68.16%	67.01%	75%	64.47%	57.07%	◇
Bus Traffic Accidents Per 100,000 Miles	2.64	2.26	2.42	2.12	2.75	2.18	2.29	●
Complaints per 100,000 Boardings	4.31	5.09	5.09	2.61	2.50	3.14	3.31	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.54	20.75	14.66	14.34	11.79	Aug YTD 12.66	Aug. 14.27	◇

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

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

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

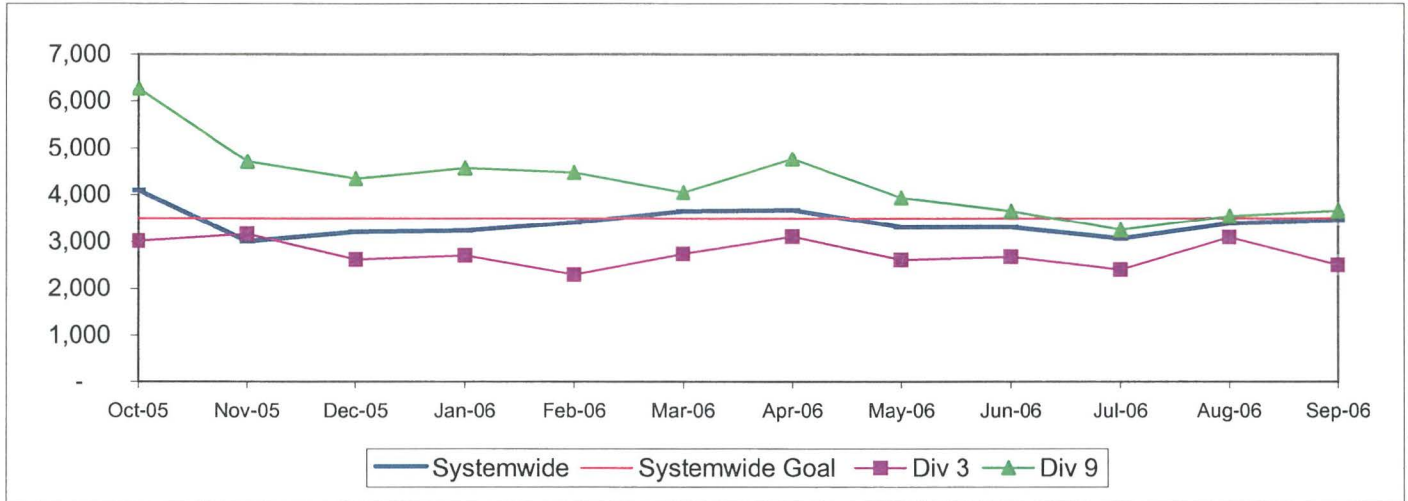
■ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

SAN GABRIEL VALLEY SECTOR BUS SERVICE PERFORMANCE

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

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

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



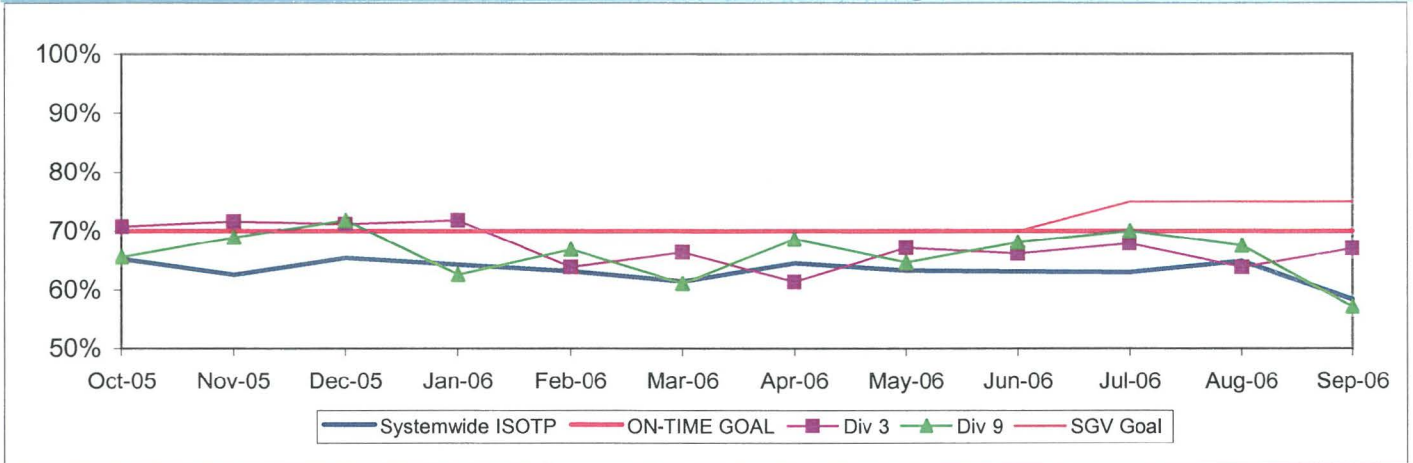
SGV Sector Bus Service Performance - Continued

IN-SERVICE ON-TIME PERFORMANCE

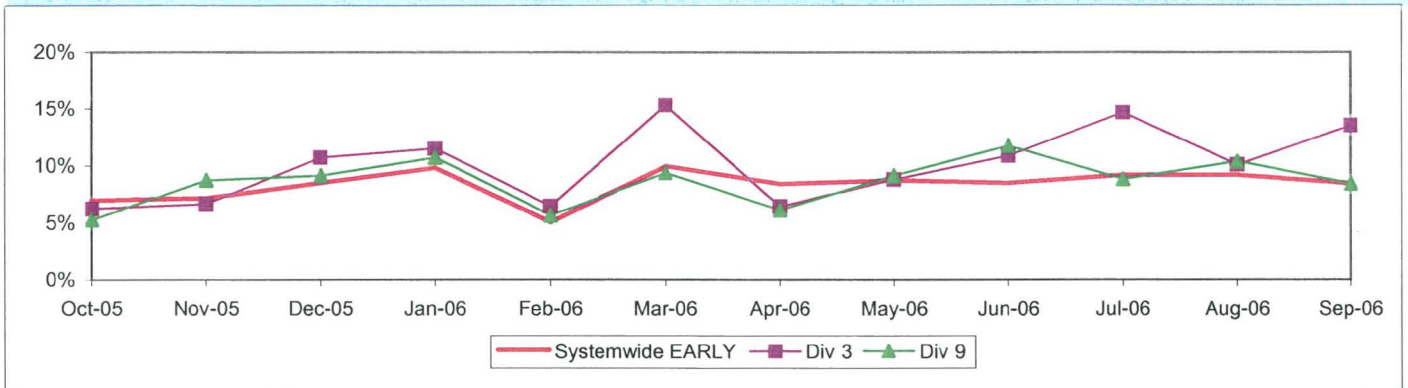
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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



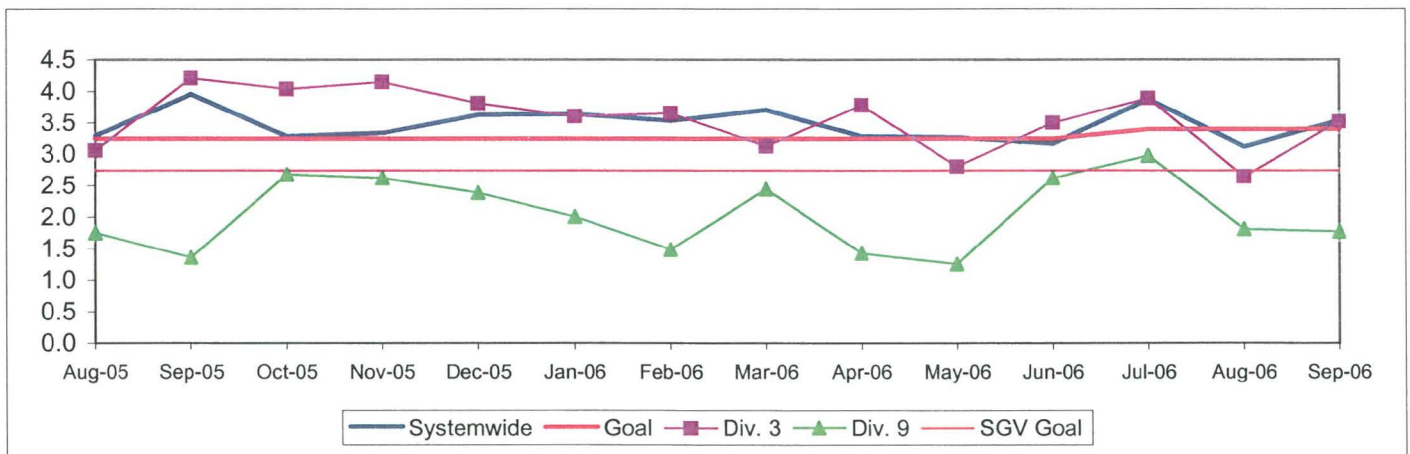
Running Hot - Systemwide and Bus Operating Divisions 3 and 9



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.

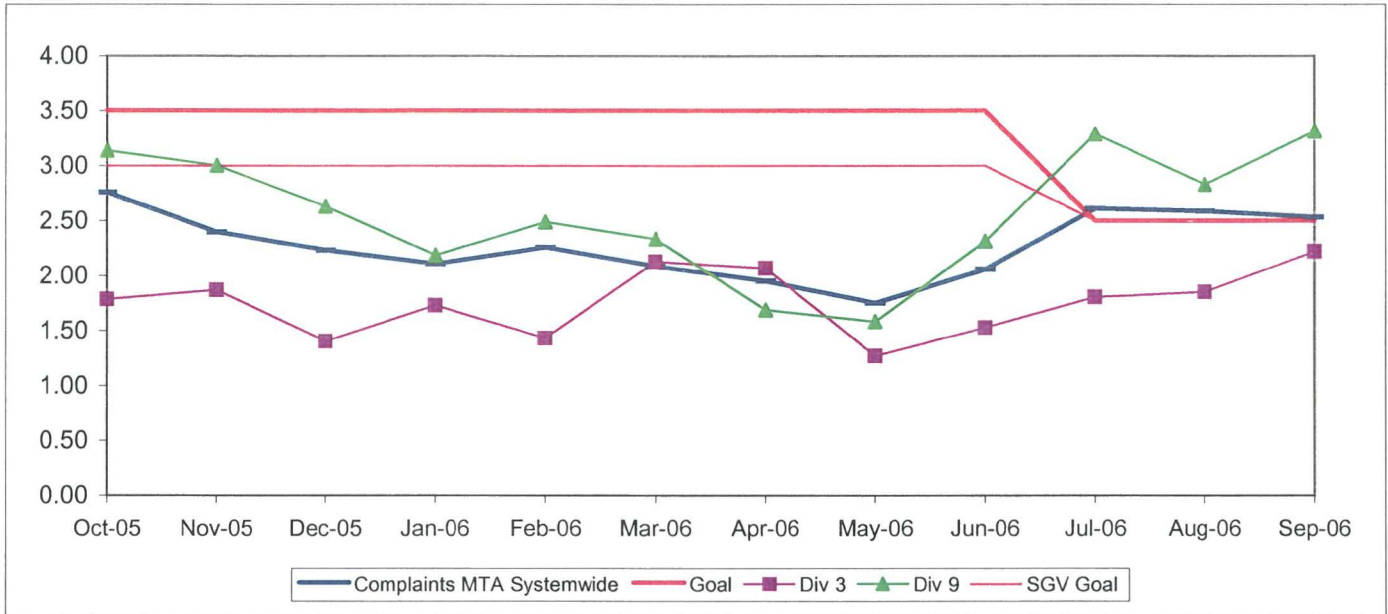
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

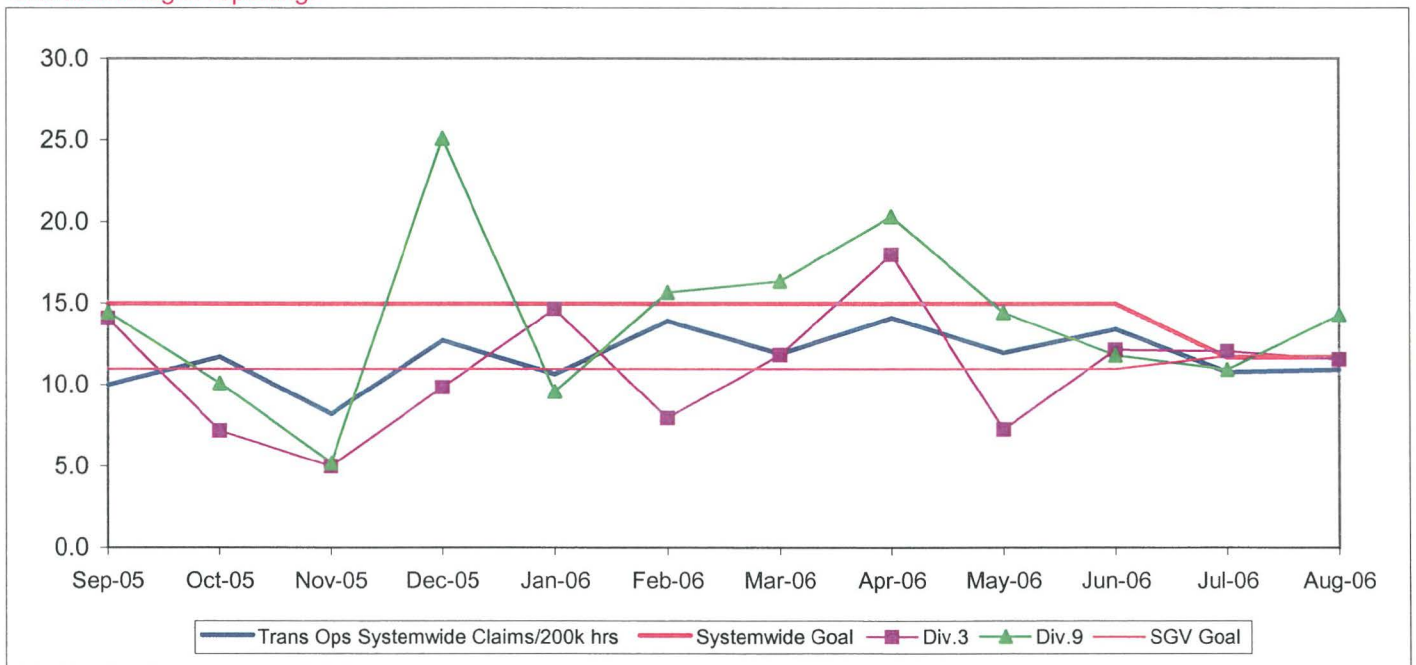


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 3 and 9

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 79.4 million boarding passengers each year.

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06	FY07 Target	FY07 YTD	Sep Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)*				3,274	3,500	3,290	3,449	◇
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	70%	62.10%	58.38%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.45	3.40	3.51	3.54	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.58	2.53	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Aug YTD 10.85	Aug. 10.92	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
GC Sector								
MMBFCMF				2,506	3,500	3,209	3,385	◇
In-Service On-time Performance	74.53%	69.34%	71.20%	71.73%	72.00%	68.87%	66.60%	◇
Bus Traffic Accidents Per 100,000 Miles	4.07	3.86	4.29	3.69	3.50	3.43	3.25	◇
Complaints per 100,000 Boardings	2.63	3.08	2.58	1.69	2.50	1.93	1.70	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	25.30	20.19	14.11	11.45	9.64	Aug YTD 13.14	Aug. 8.87	◇
Division 1								
MMBFCMF				2,409	3,500	4,302	4,671	●
In-Service On-time Performance	78.22%	70.57%	71.62%	71.06%	72.00%	68.14%	65.12%	◇
Bus Traffic Accidents Per 100,000 Miles	3.39	3.41	4.35	3.52	3.50	3.48	3.21	◇
Complaints per 100,000 Boardings	2.26	3.32	2.92	1.92	2.50	2.14	1.76	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	20.42	16.82	12.71	10.92	9.64	Aug YTD 12.67	Aug. 10.28	◇
Division 2								
MMBFCMF				2,660	3,500	2,365	2,456	◇
In-Service On-time Performance	67.53%	67.62%	70.42%	72.71%	72.00%	70.01%	69.07%	◇
Bus Traffic Accidents Per 100,000 Miles	4.78	4.36	4.21	3.93	3.50	3.35	3.30	●
Complaints per 100,000 Boardings	3.07	2.84	2.15	1.42	2.50	1.68	1.62	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	31.18	24.56	16.69	12.97	9.64	Aug YTD 14.79	Aug. 7.81	◇

*New Indicator.

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

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

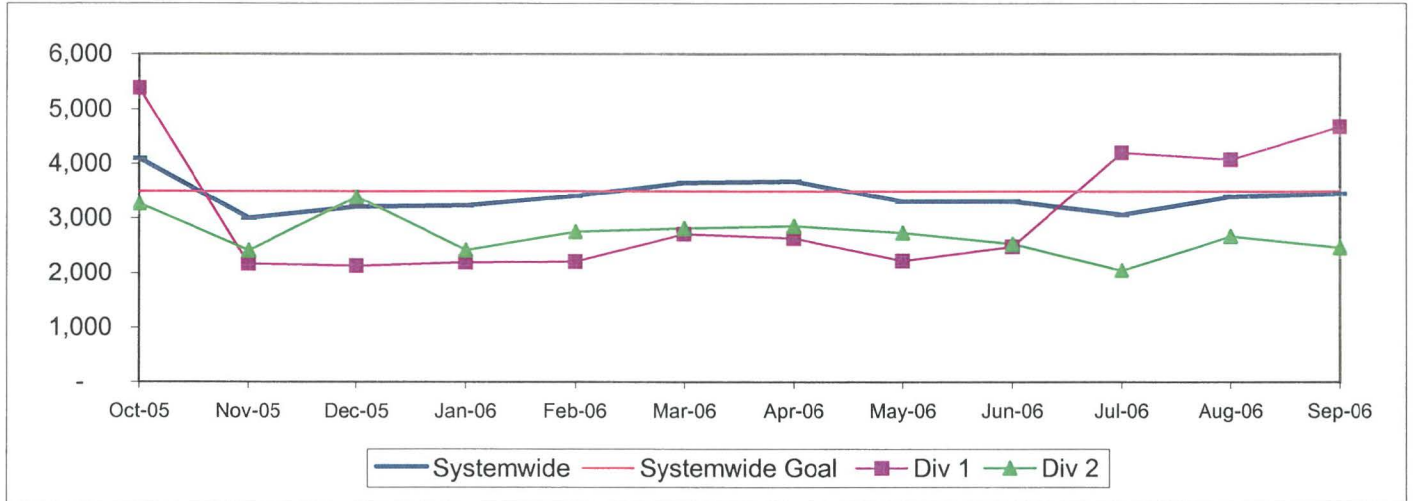
■ Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

GATEWAY CITIES SECTOR BUS SERVICE PERFORMANCE

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

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

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

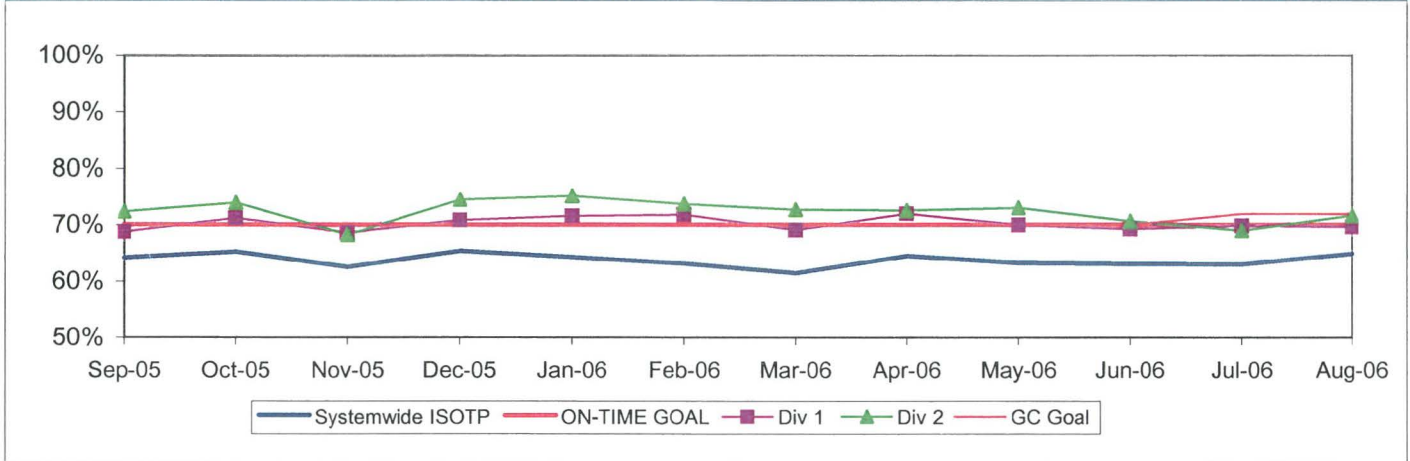


IN-SERVICE ON-TIME PERFORMANCE

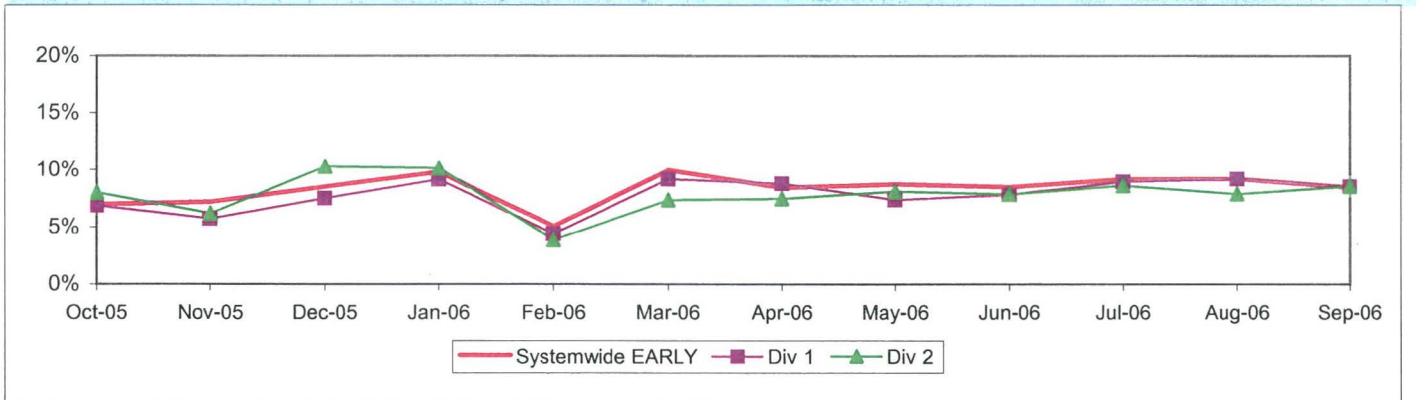
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



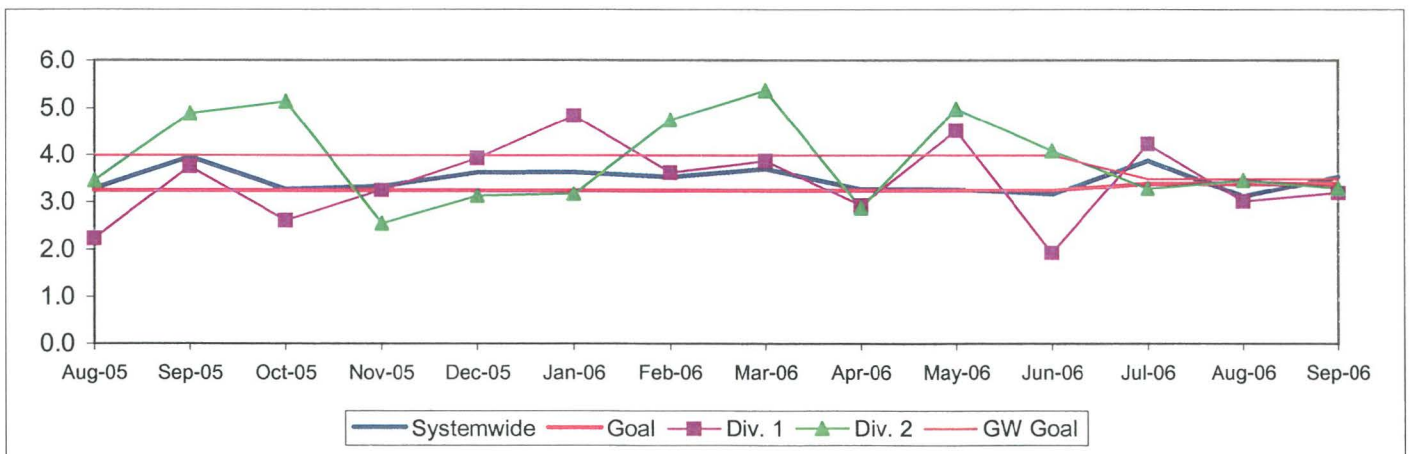
Running Hot - Systemwide and Bus Operating Divisions 1 and 2



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

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

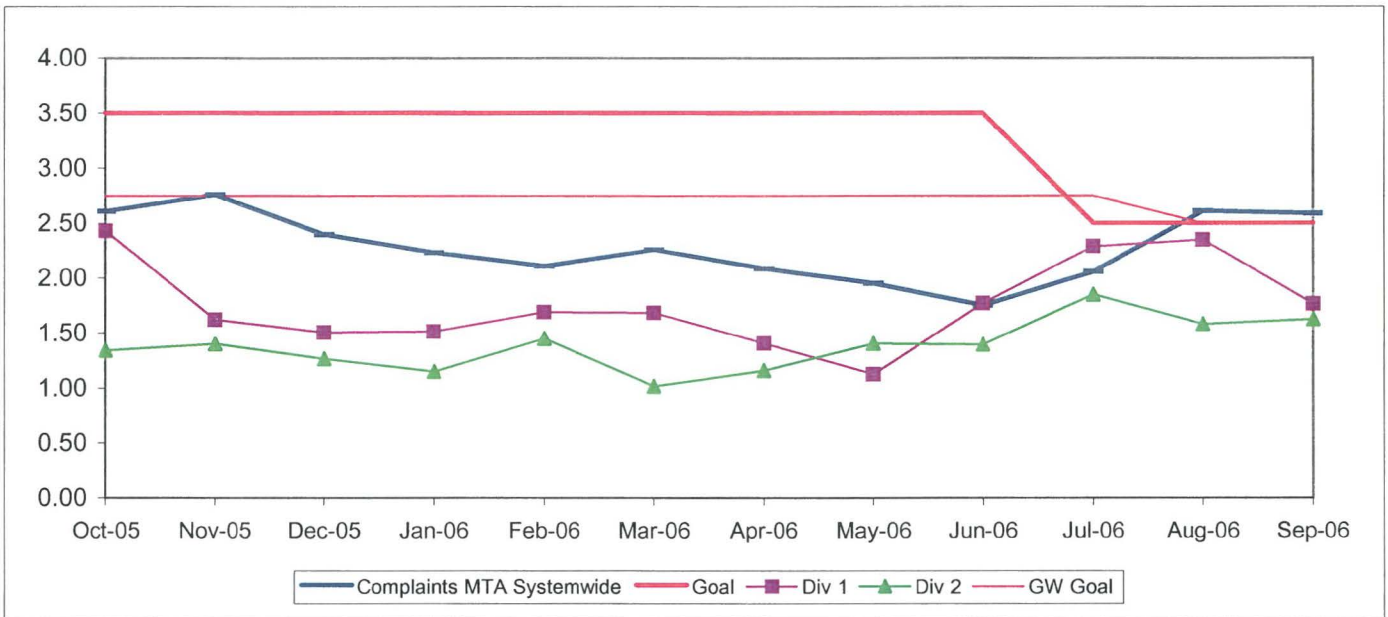
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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

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

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

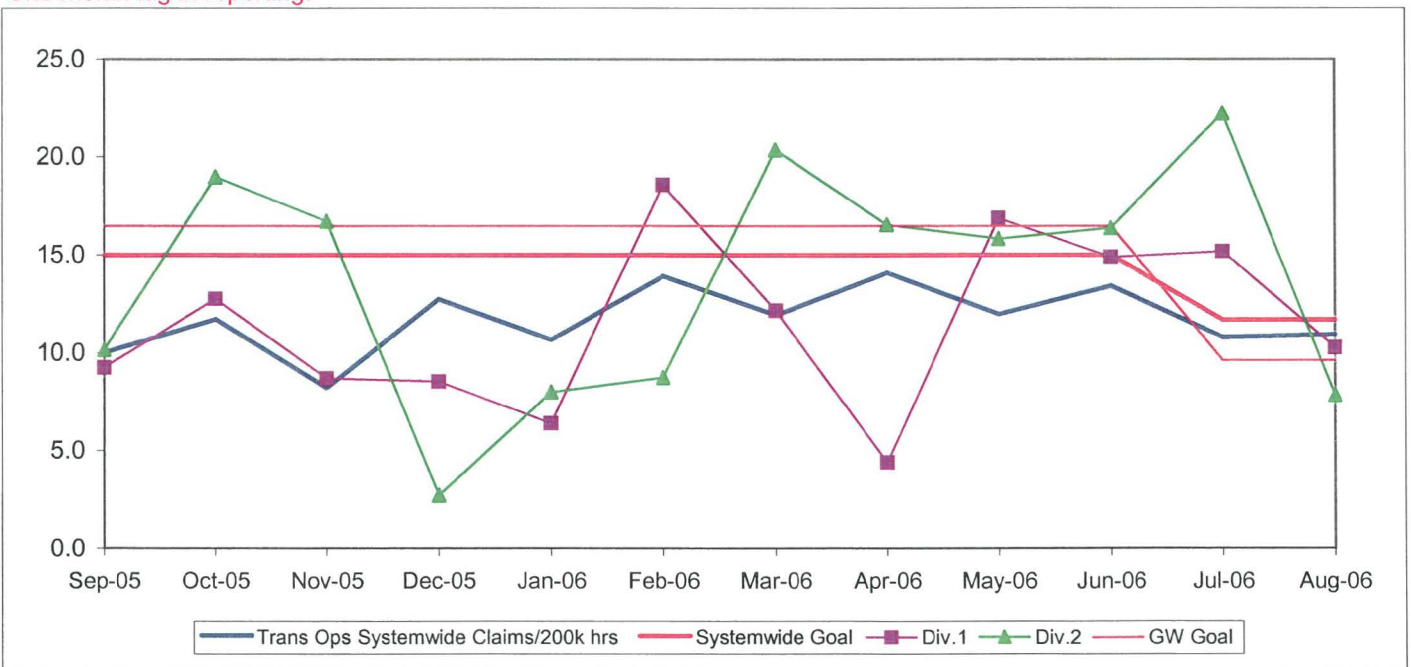


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 1 and 2

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

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

One month lag in reporting.



South Bay Sector Scorecard Overview (SB)

This sector has two Metro operating divisions, Arthur Winston Division (5) in South Los Angeles and Carson Division (18) in Carson. The sector will be responsible for the operation of approximately 550 Metro buses and 32 Metro Bus lines carrying over 91.2 million boarding passengers each year.

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06	FY07 Target	FY07 YTD	Sep Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,500	3,290	3,449	◇
In-Service On-time Performance**	69.23%	65.43%	66.50%	64.35%**	70%	62.10%	58.38%	◇
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.45	3.40	3.51	3.54	◇
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.58	2.53	◇
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Aug YTD 10.85	Aug. 10.92	●
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
SB Sector								
MMBDMF				3,688	3,500	3,682	4,029	●
In-Service On-time Performance	63.67%	61.74%	64.13%	59.05%	70%	58.57%	53.20%	◇
Bus Traffic Accidents Per 100,000 Miles	4.00	3.68	3.57	3.68	3.50	3.98	4.38	◇
Complaints per 100,000 Boardings	4.02	4.63	3.61	2.49	4.25	2.60	3.34	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.28	14.84	14.65	13.85	12.91	Aug YTD 9.87	Aug. 12.52	●
Division 5								
MMBDMF				3,656	3,500	3,305	3,641	◇
In-Service On-time Performance	66.30%	63.17%	65.58%	61.85%	70%	64.89%	54.24%	◇
Bus Traffic Accidents Per 100,000 Miles	4.58	3.90	4.31	4.01	3.50	4.30	5.21	◇
Complaints per 100,000 Boardings	2.86	3.45	2.71	1.87	4.25	2.00	1.83	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.16	15.22	18.72	14.68	12.91	Aug YTD 9.59	Aug. 9.41	●
Division 18								
MMBDMF				3,712	3,500	3,992	4,352	●
In-Service On-time Performance	61.23%	60.78%	63.42%	57.31%	70%	56.74%	52.63%	◇
Bus Traffic Accidents Per 100,000 Miles	3.57	3.51	3.02	3.45	3.50	3.75	3.80	◇
Complaints per 100,000 Boardings	5.26	5.74	4.44	3.07	4.25	3.15	2.82	●
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	13.40	14.71	11.67	13.63	12.91	Aug YTD 10.77	Aug. 15.76	●

*New Indicator.

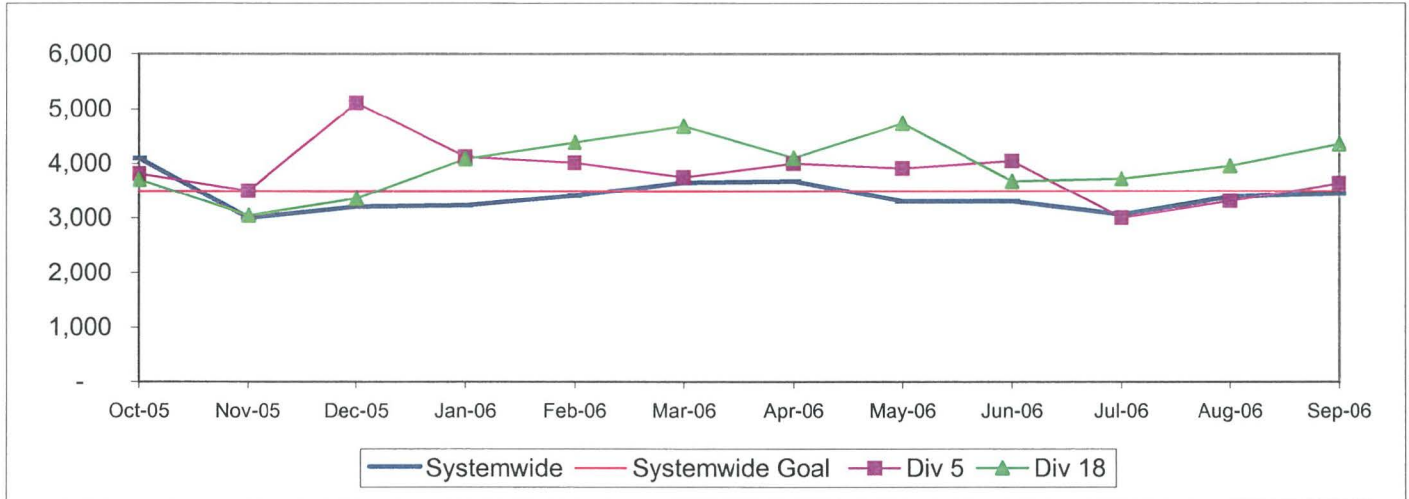
- Green - High probability of achieving the FY06 target (on track).
- ◇ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.
- Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

SOUTH BAY SECTOR BUS SERVICE PERFORMANCE

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

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

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

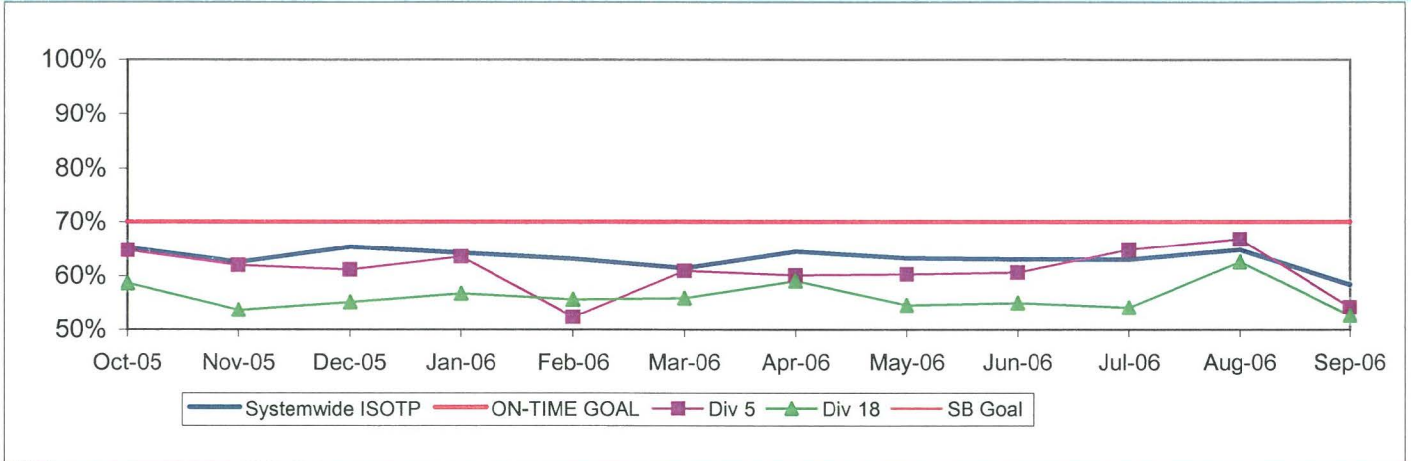


IN-SERVICE ON-TIME PERFORMANCE

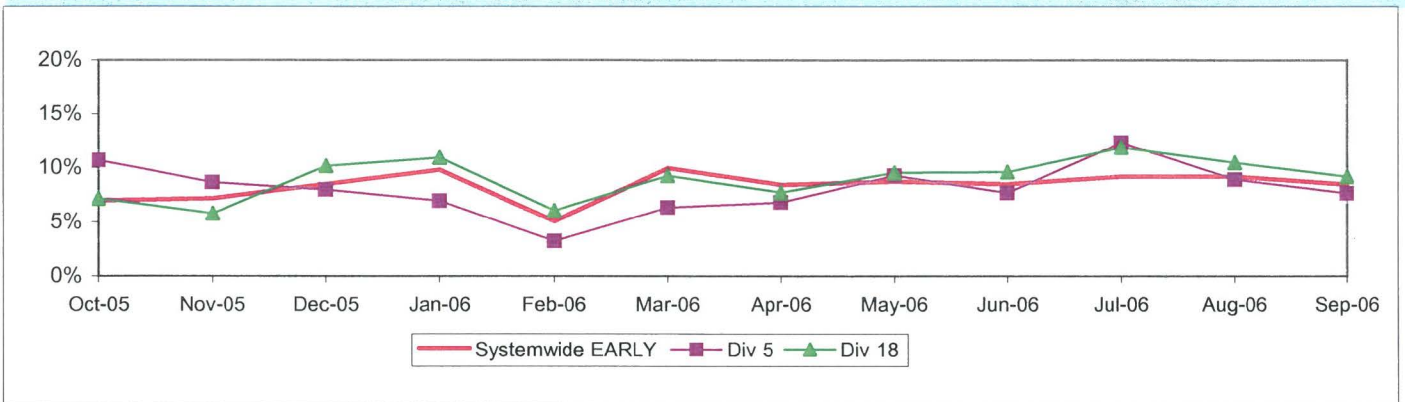
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

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



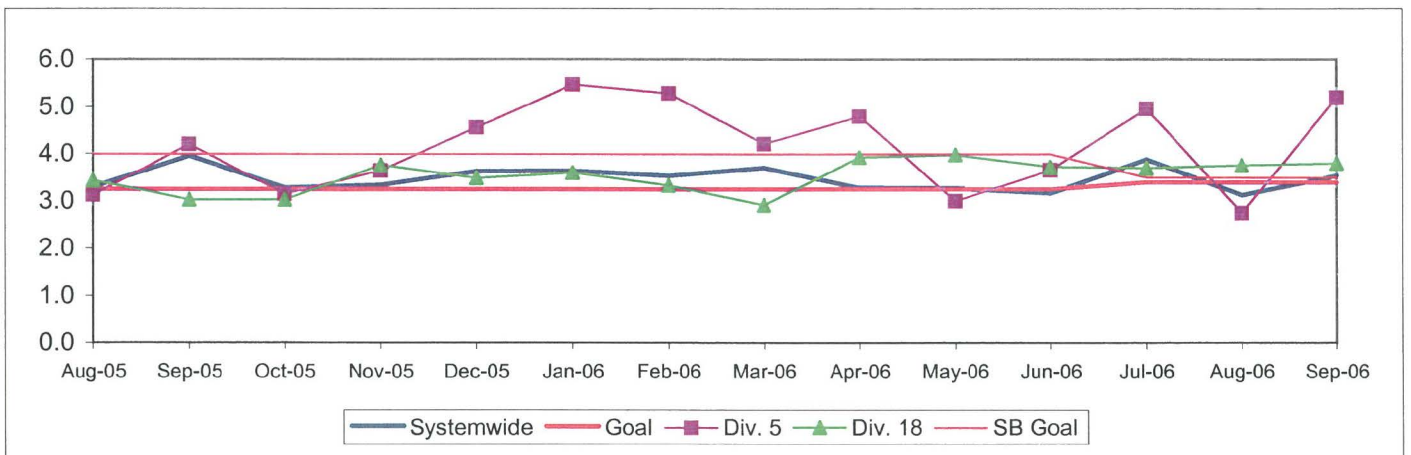
Running Hot - Systemwide and Bus Operating Divisions 5 and 18



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

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

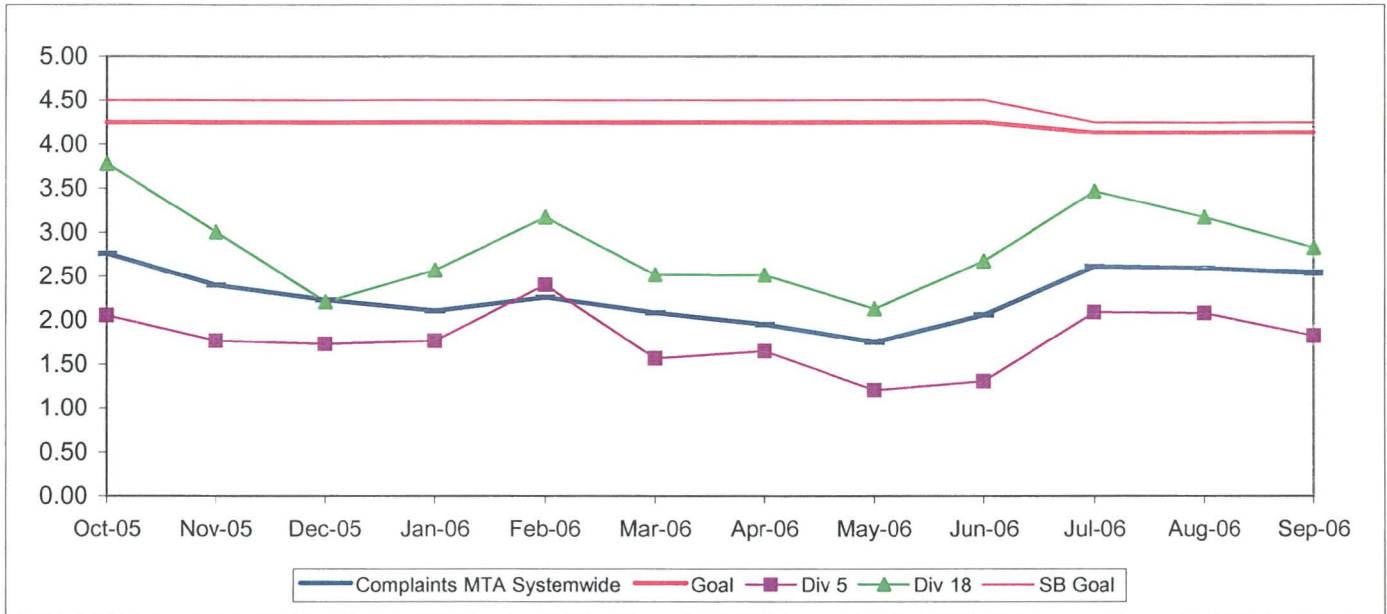
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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

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

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

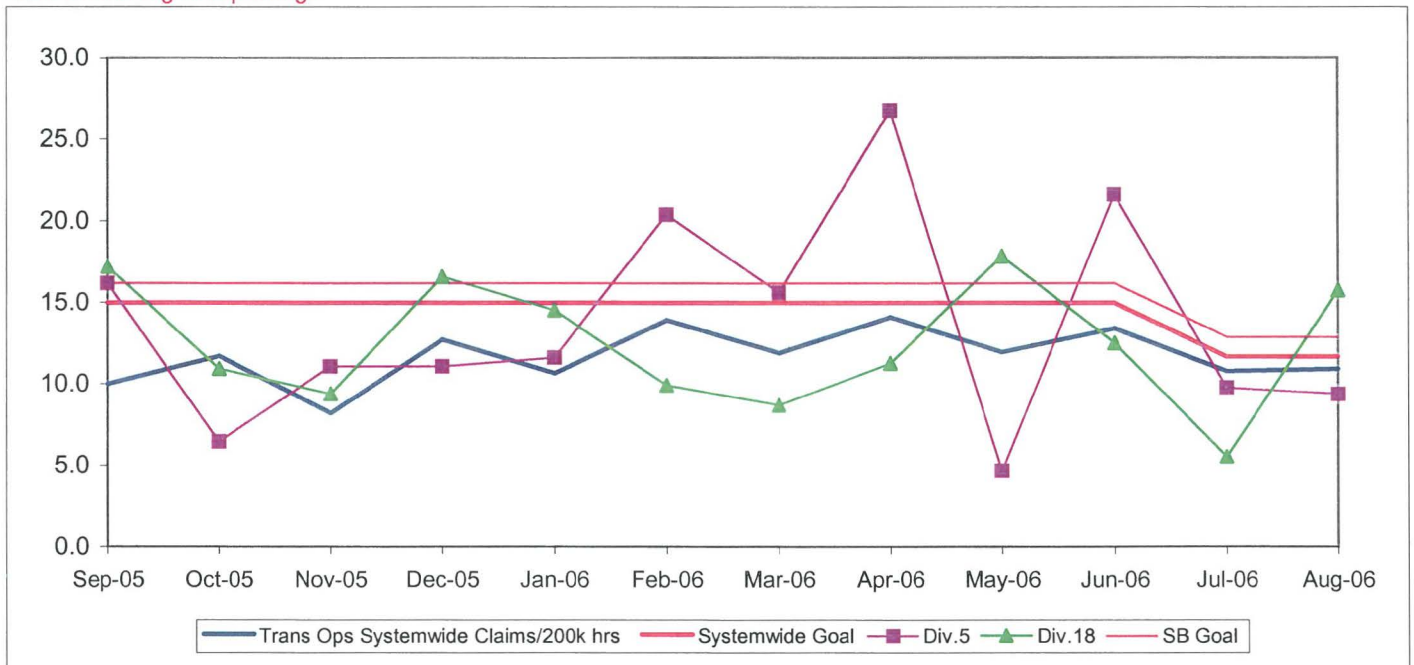


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 5 and 18

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

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

One month lag in reporting.



Westside/Central Sector Scorecard Overview (WC)

This sector has three Metro operating divisions, Division 6 in Venice, Division 7 in West Hollywood, and Division 10 in Los Angeles, near the Gateway building. The sector will be responsible for the operation of approximately 620 Metro buses and 21 Metro Bus lines carrying nearly 95.3 million boarding passengers each year.

This report gives a brief overview of sector operations':

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

Measurement	FY03	FY04	FY05	FY06	FY07 Target	FY07 YTD	Sep Month	Status
Bus Systemwide								
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)				3,274	3,500	3,290	3,449	
In-Service On-time Performance	69.23%	65.43%	66.50%	64.35%**	70%	62.10%	58.38%	
Bus Traffic Accidents Per 100,000 Miles	3.86	3.65	3.50	3.45	3.40	3.51	3.54	
Complaints per 100,000 Boardings	4.23	4.51	3.54	2.41	2.50	2.58	2.53	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	17.80	17.64	13.61	12.27	11.70	Aug YTD 10.85	Aug. 10.92	
**Div 15 Nov. '05 data excluded & Dec. Data after shake-up								
WC Sector								
MMBMF				3,499	3,500	3,191	3,407	
In-Service On-time Performance	67.88%	63.31%	63.39%	60.82%	65%	56.15%	53.32%	
Bus Traffic Accidents Per 100,000 Miles	4.72	4.61	4.03	3.95	3.65	4.57	4.56	
Complaints per 100,000 Boardings	4.84	5.30	4.10	2.53	3.25	2.90	2.61	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	28.74	21.52	18.80	14.61	13.40	Aug YTD 11.40	Aug. 10.17	
Division 6								
MMBMF				6,279	3,500	2,998	5,401	
In-Service On-time Performance	65.93%	60.11%	56.75%	57.20%	65%	50.15%	45.83%	
Bus Traffic Accidents Per 100,000 Miles	4.52	4.10	3.91	4.13	3.65	7.10	9.26	
Complaints per 100,000 Boardings	6.10	6.15	4.47	2.52	3.25	1.89	2.45	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	30.72	21.71	18.23	16.43	13.40	Aug YTD 22.79	Aug. 17.26	
Division 7								
MMBMF				2,947	3,500	3,040	3,069	
In-Service On-time Performance	68.80%	64.59%	64.22%	61.78%	65%	59.63%	56.83%	
Bus Traffic Accidents Per 100,000 Miles	4.95	4.63	4.62	4.36	3.65	4.35	4.83	
Complaints per 100,000 Boardings	4.74	5.70	4.24	2.87	3.25	3.67	2.94	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	24.52	21.05	19.44	15.76	13.40	Aug YTD 8.73	Aug. 8.41	
Division 10								
MMBMF				3,723	3,500	3,357	3,524	
In-Service On-time Performance	67.34%	62.85%	64.14%	60.73%	65%	54.44%	52.12%	
Bus Traffic Accidents Per 100,000 Miles	4.55	4.68	3.50	3.63	3.65	4.37	3.62	
Complaints per 100,000 Boardings	4.73	4.85	3.92	2.23	3.25	2.43	2.35	
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	35.38	22.90	19.19	13.03	13.40	Aug YTD 11.47	Aug. 11.22	

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

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

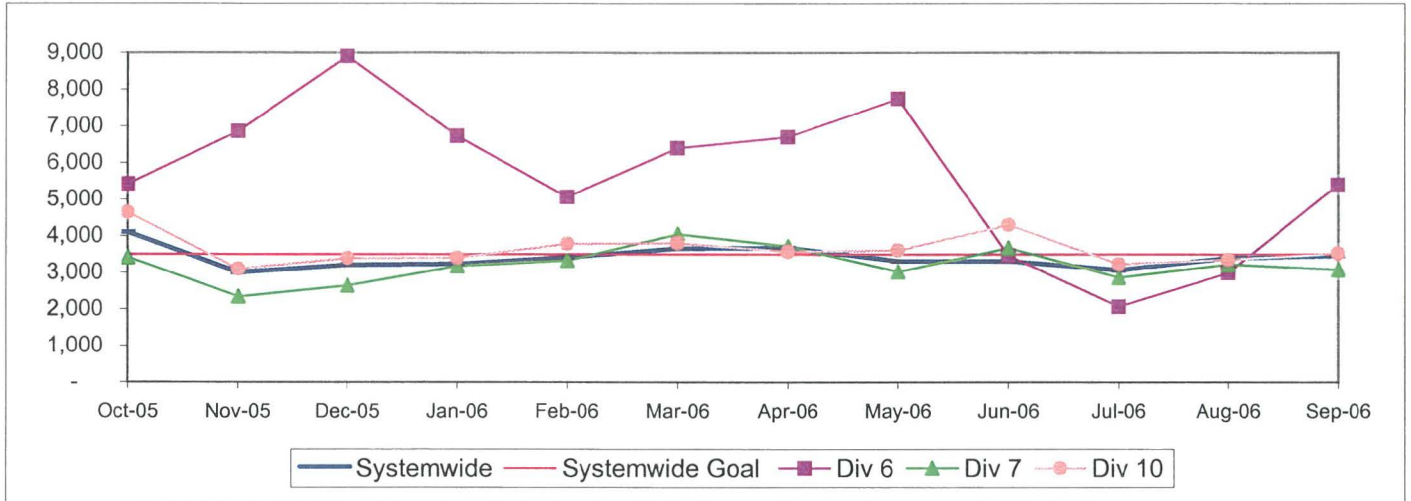
Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

WESTSIDE / CENTRAL SECTOR BUS SERVICE PERFORMANCE

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

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

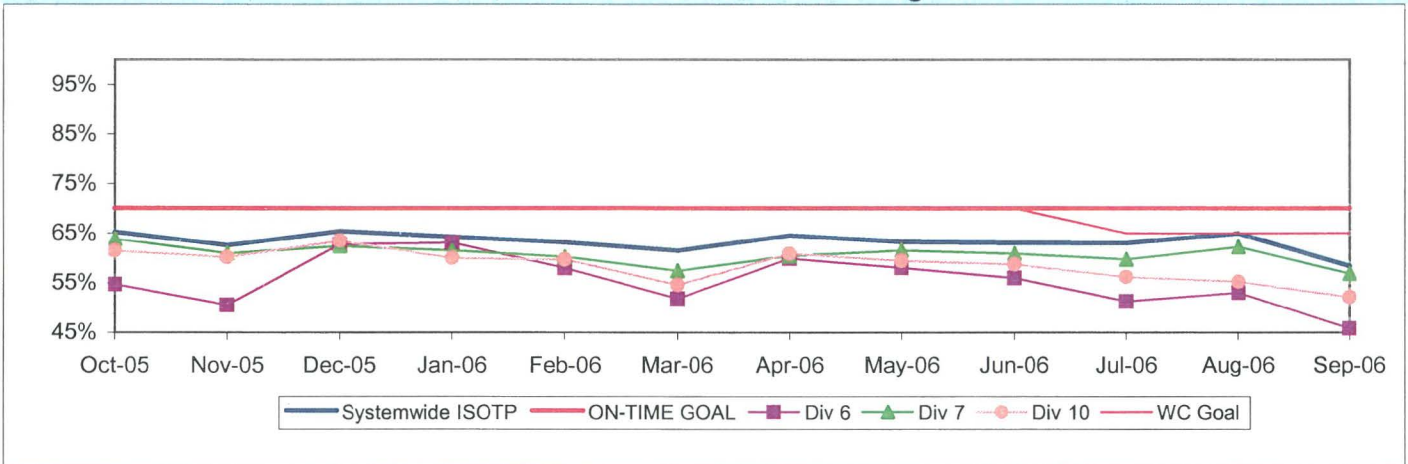
Calculation: MMBMF = (Total Hub Miles / by Mechanical Related Roadcalls Requiring a Bus Exchange)



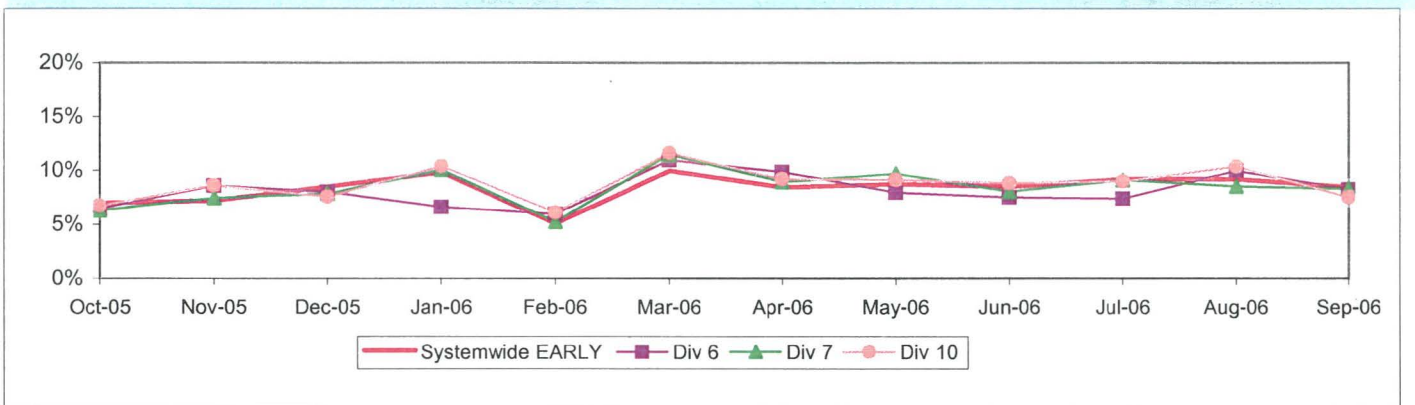
IN-SERVICE ON-TIME PERFORMANCE

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

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



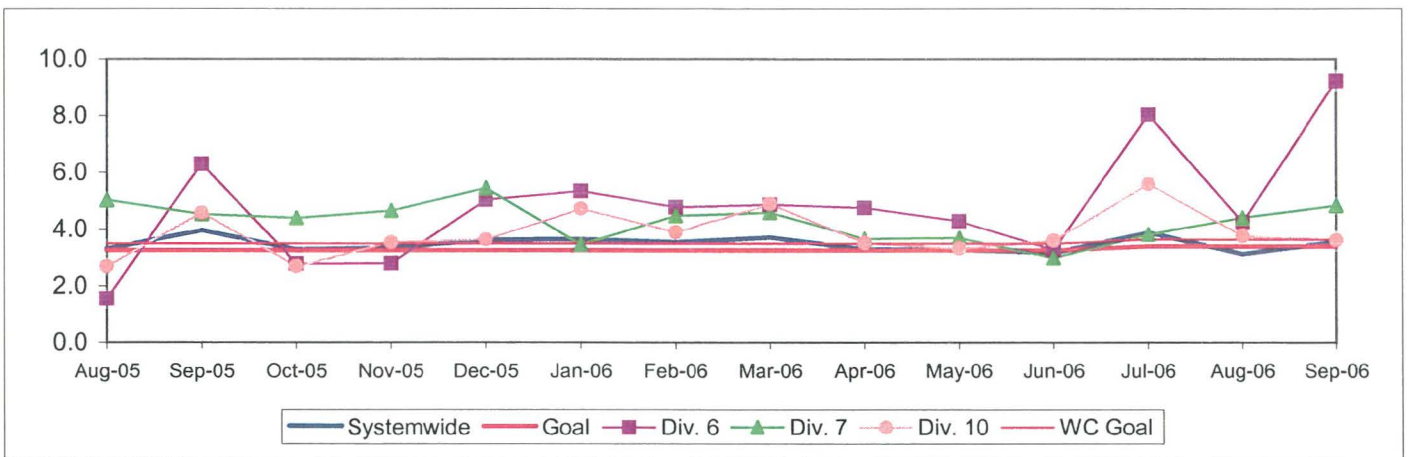
Running Hot - Systemwide and Bus Operating Divisions 6, 7 and 10



**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.

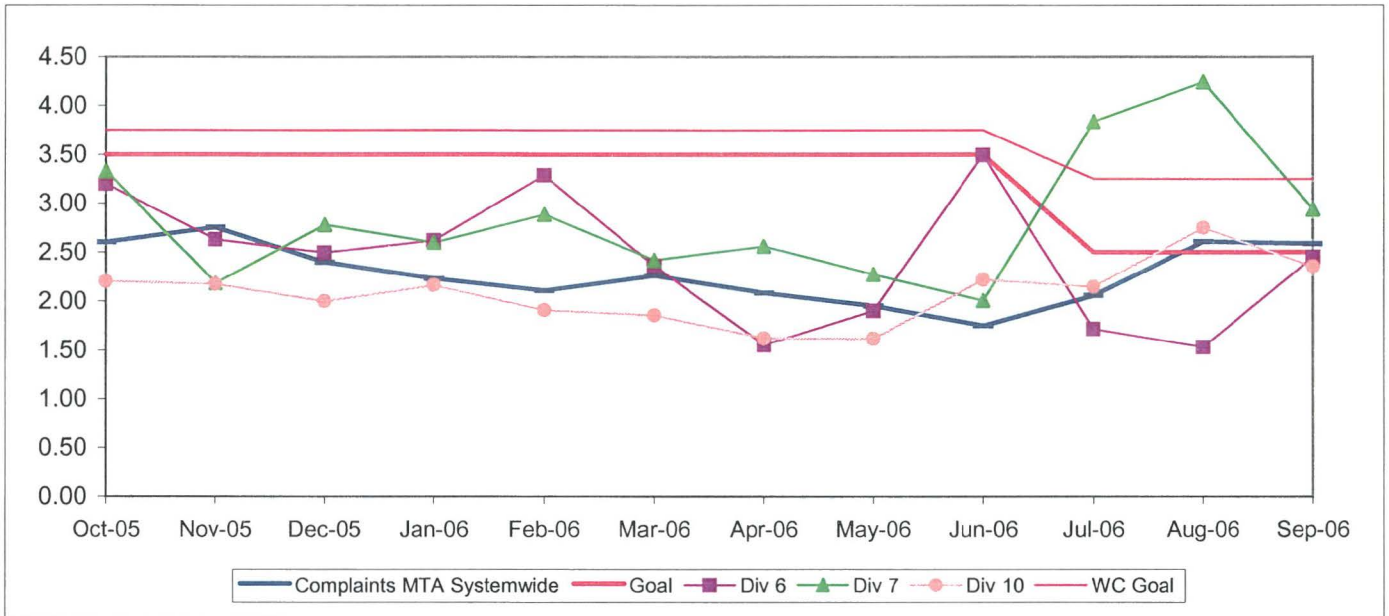
Calculation: $\text{Traffic Accidents Per 100,000 Hub Miles} = (\text{The number of Traffic Accidents} / \text{by (Hub Miles / by 100,000)})$



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)

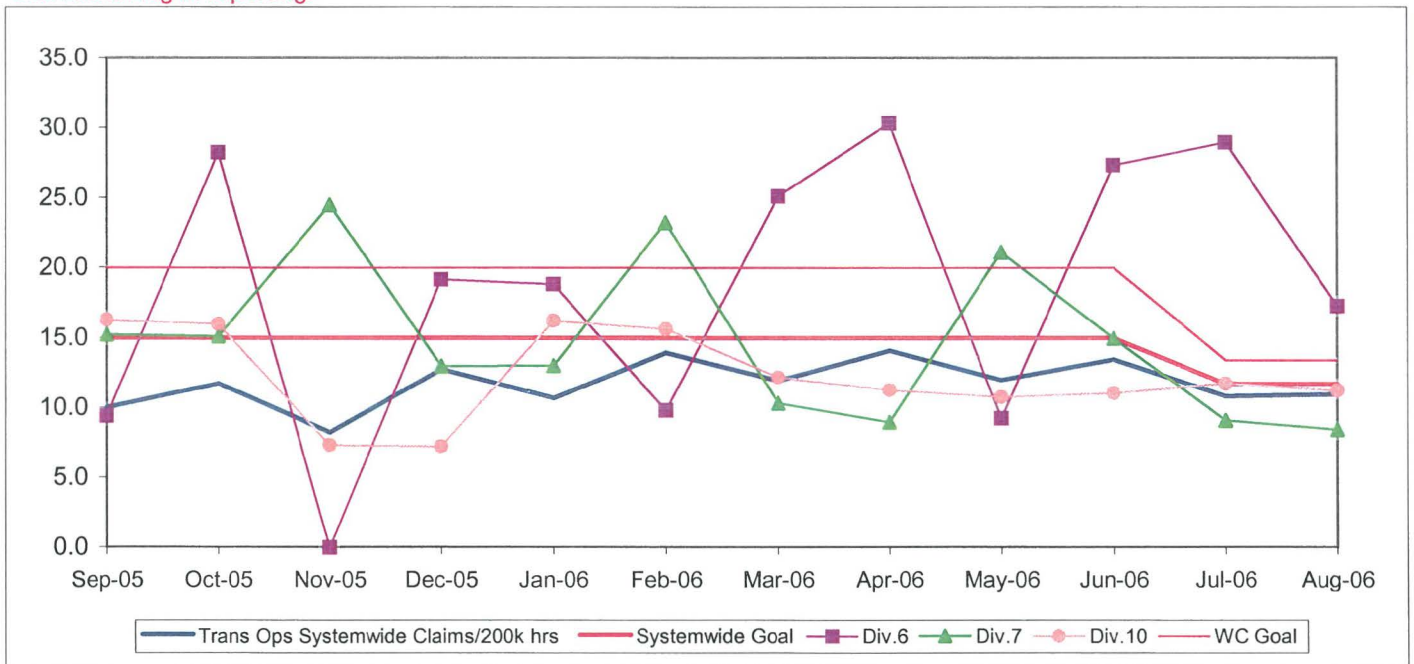


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS
Systemwide and Bus Operating Divisions 6, 7 and 10

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 operations¹:

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

Measurement	FY03	FY04	FY05	FY06	FY07 Target	FY07 YTD	Aug Month	Status
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours (1 month lag)	11.25	11.59	9.32	11.56	9.88	Aug YTD 8.73	Aug. 9.38	■
Metro Red Line (MRL)								
On-Time Pullouts	99.36%	99.71%	99.94%	99.61%	99.00%	100%	100%	●
Mean Miles Between Chargeable Mechanical Failures*	9,495	12,793	11,759	19,587	15,000	19,407	20,588	●
In-Service On-time Performance	99.15%	99.04%	98.66%	99.05%	99.20%	99.14%	99.33%	◇
Traffic Accidents Per 100,000 Train Miles	0.07	0	0.22	0.22	0.14	0	0	●
Complaints per 100,000 Boardings	1.20	1.17	1.13	0.66	0.80	0.47	0.58	●
Metro Blue Line (MBL)								
On-Time Pullouts	99.07%	99.94%	99.73%	99.76%	99.00%	99.72%	99.86%	●
Mean Miles Between Chargeable Mechanical Failures	6,399	10,365	16,273	26,774	15,000	29,929	29,916	●
In-Service On-time Performance	97.59%	98.74%	98.16%	96.95%	99.00%	98.59%	98.75%	◇
Traffic Accidents Per 100,000 Train Miles	0.82	1.36	0.64	0.96	0.37	1.64	0.72	◇
Complaints per 100,000 Boardings	1.30	0.97	0.98	0.78	1.00	0.54	0.47	●
Metro Green Line (MGrL)								
On-Time Pullouts	98.99%	99.78%	99.91%	99.97%	99.00%	99.73%	99.79%	●
Mean Miles Between Chargeable Mechanical Failures	5,617	11,337	12,558	20,635	15,000	23,566	23,765	●
In-Service On-time Performance	98.21%	98.99%	98.22%	99.36%	99.00%	99.18%	99.40%	●
Traffic Accidents Per 100,000 Train Miles	0.14	0.08	0.00	0	0.37	0	0	●
Complaints per 100,000 Boardings	1.26	1.37	1.39	0.92	1.00	1.15	1.40	◇
Metro Gold Line (MGOL)								
On-Time Pullouts		100%	99.85%	99.97%	99.00%	100%	100%	●
Mean Miles Between Chargeable Mechanical Failures		8,938	16,571	23,329	15,000	25,398	25,166	●
In-Service On-time Performance		98.52%	97.97%	98.90%	99.00%	99.70%	99.83%	●
Traffic Accidents Per 100,000 Train Miles		0.25	0.23	0.12	0.37	0	0	●
Complaints per 100,000 Boardings		3.81	2.85	2.71	1.00	2.83	2.13	◇

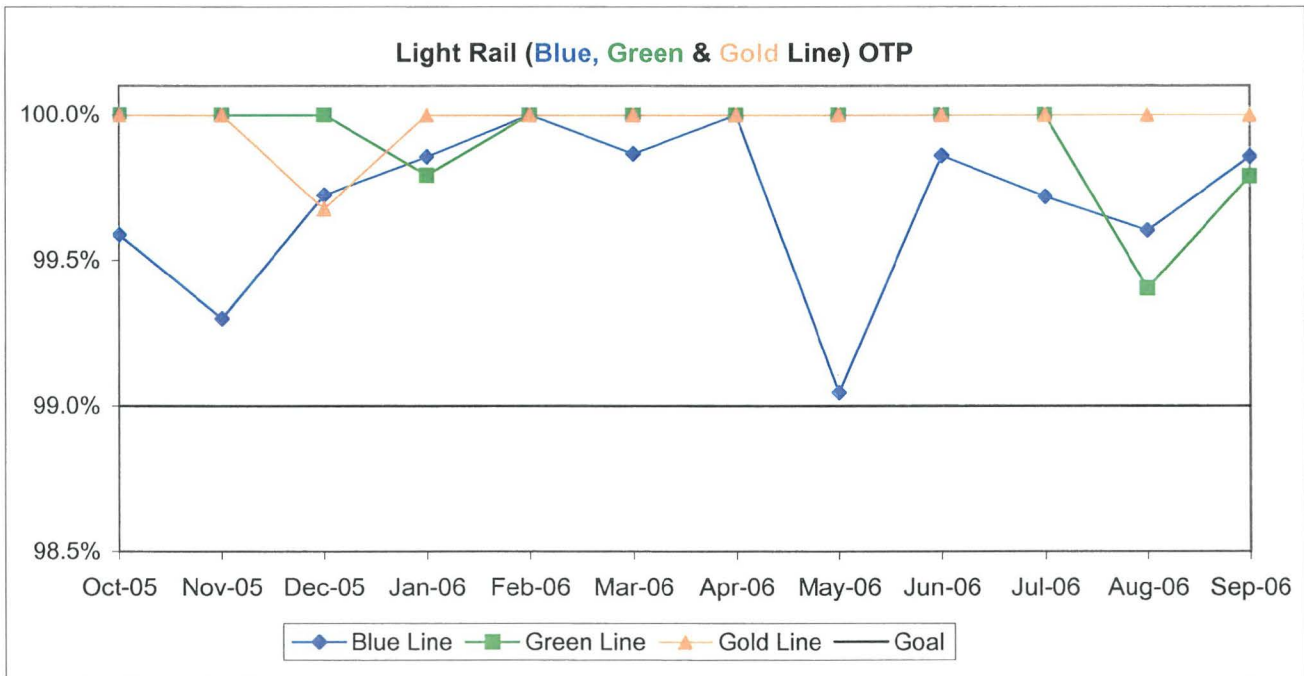
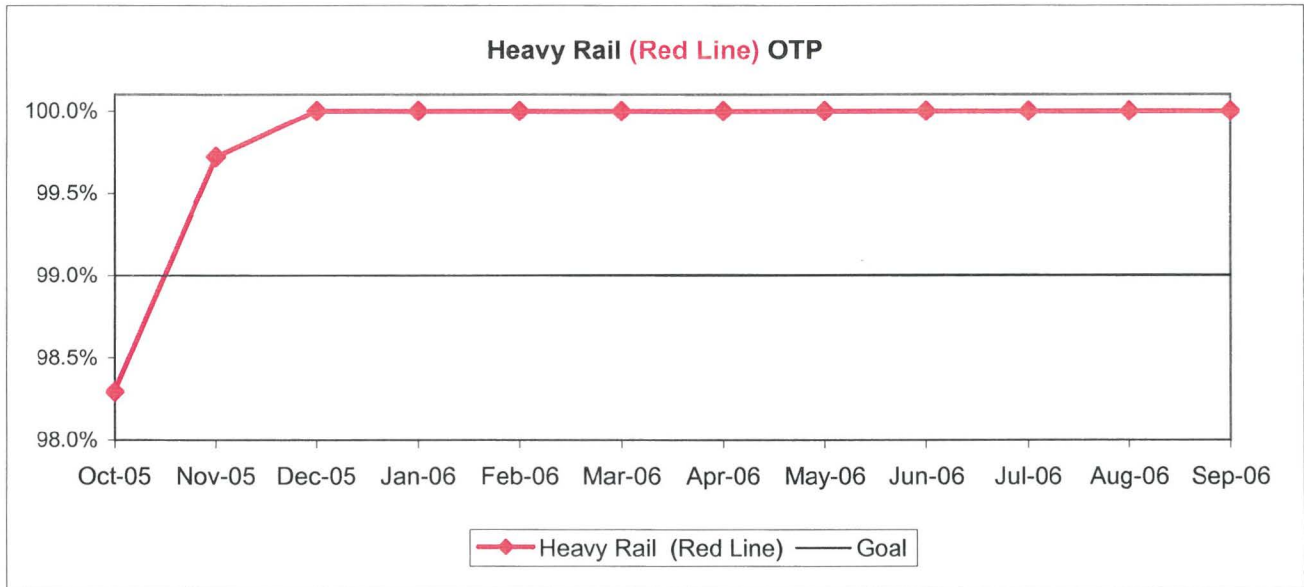
- Green - High probability of achieving the FY06 target (on track).
- ◇ Yellow - Uncertain if the FY06 target will be achieved -- slight problems, delays or management issues.
- Red - High probability that the FY06 target will not be achieved -- significant problems and/or delays.

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.

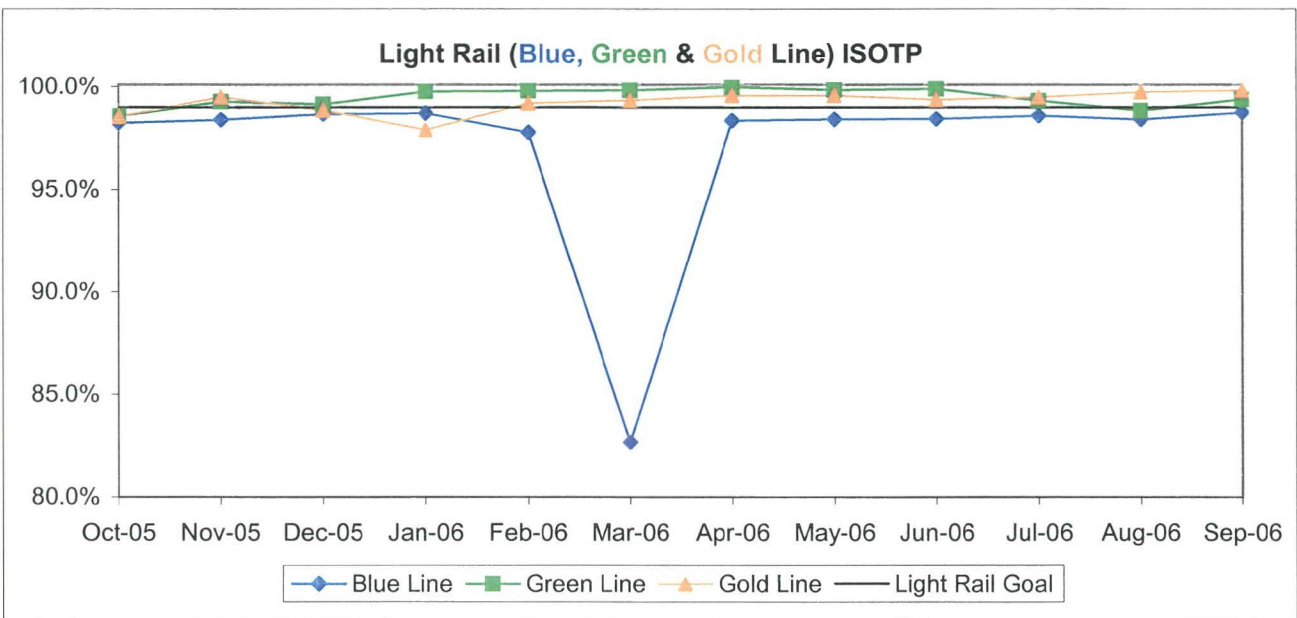
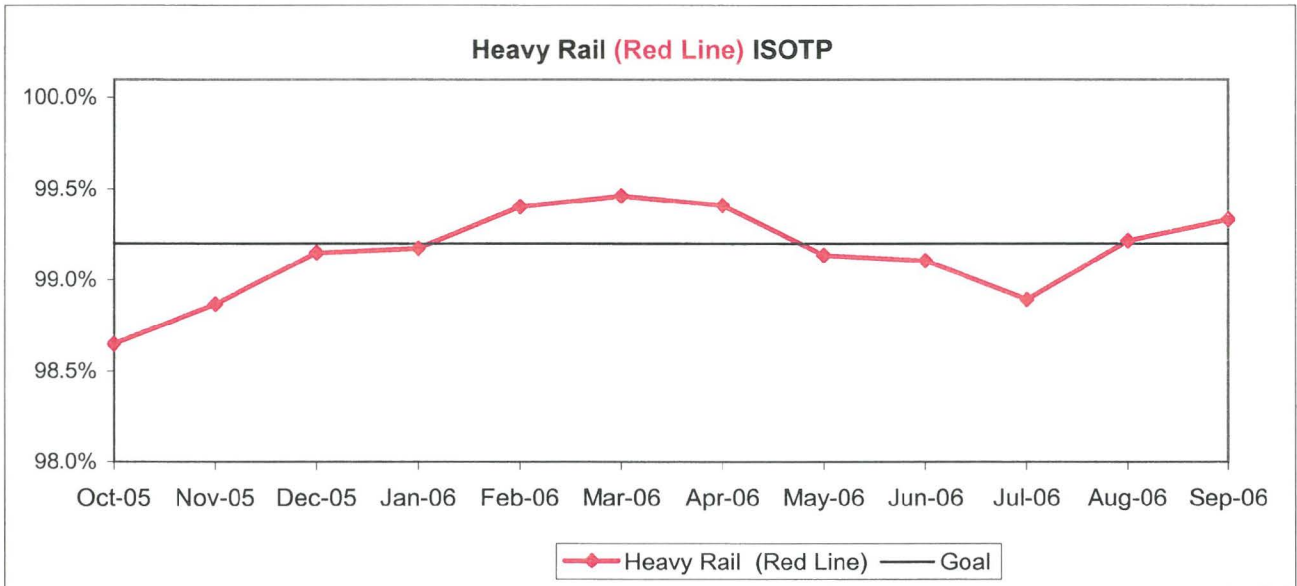
Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{Total scheduled pullouts}) \times 100]$



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.

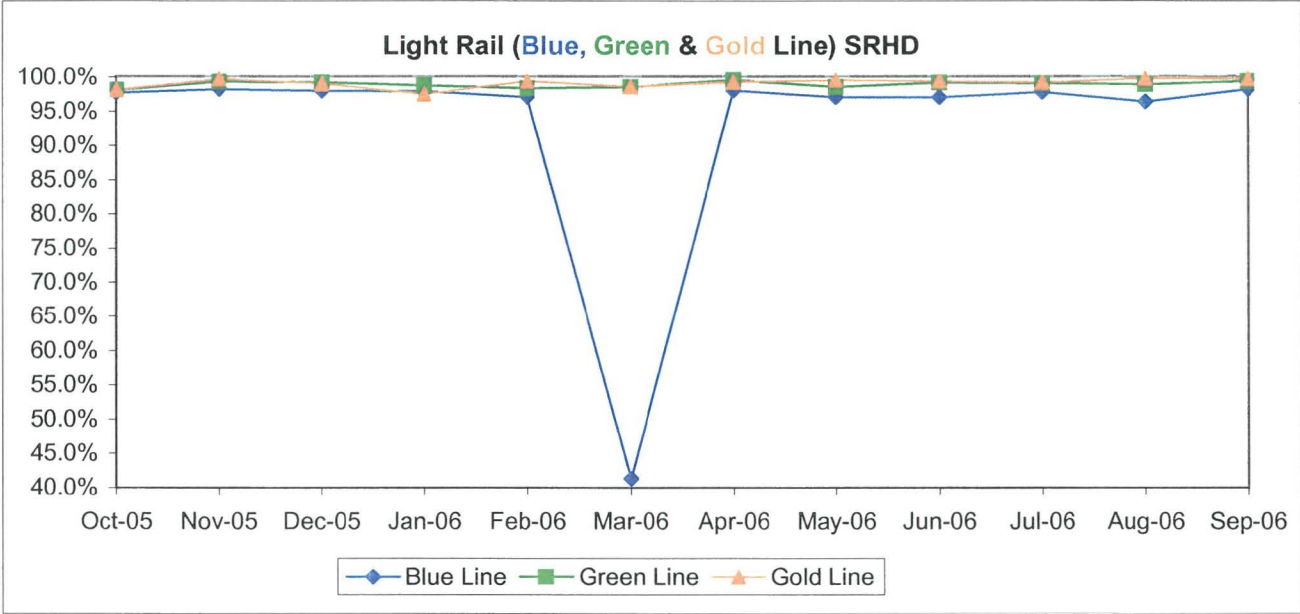
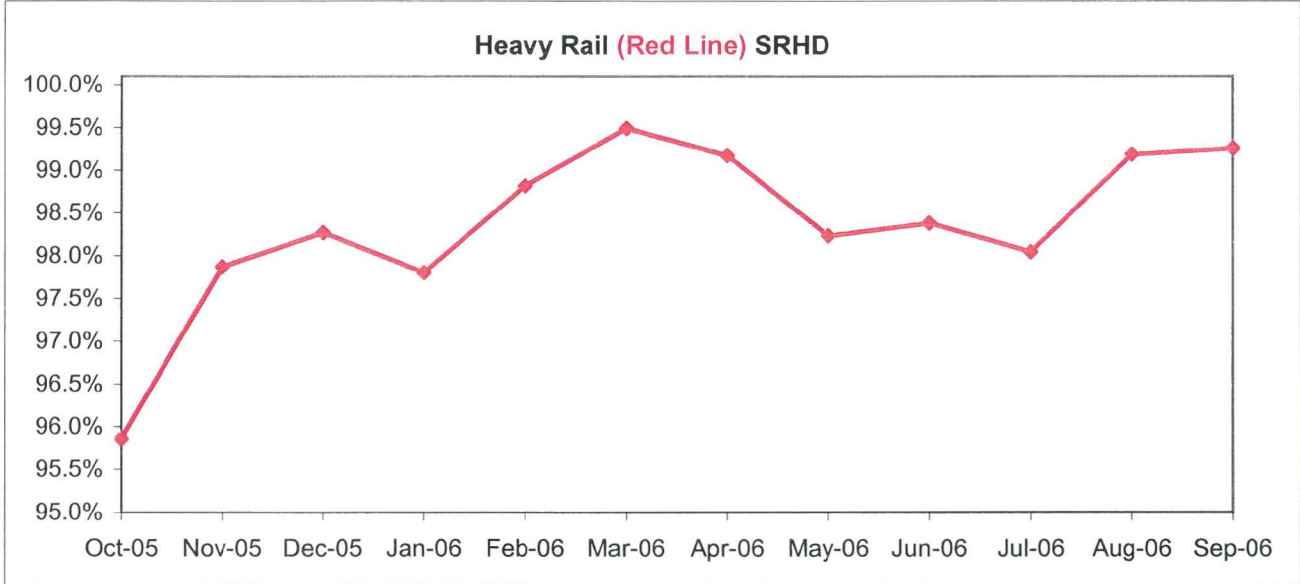
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs] X by 100)]



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.

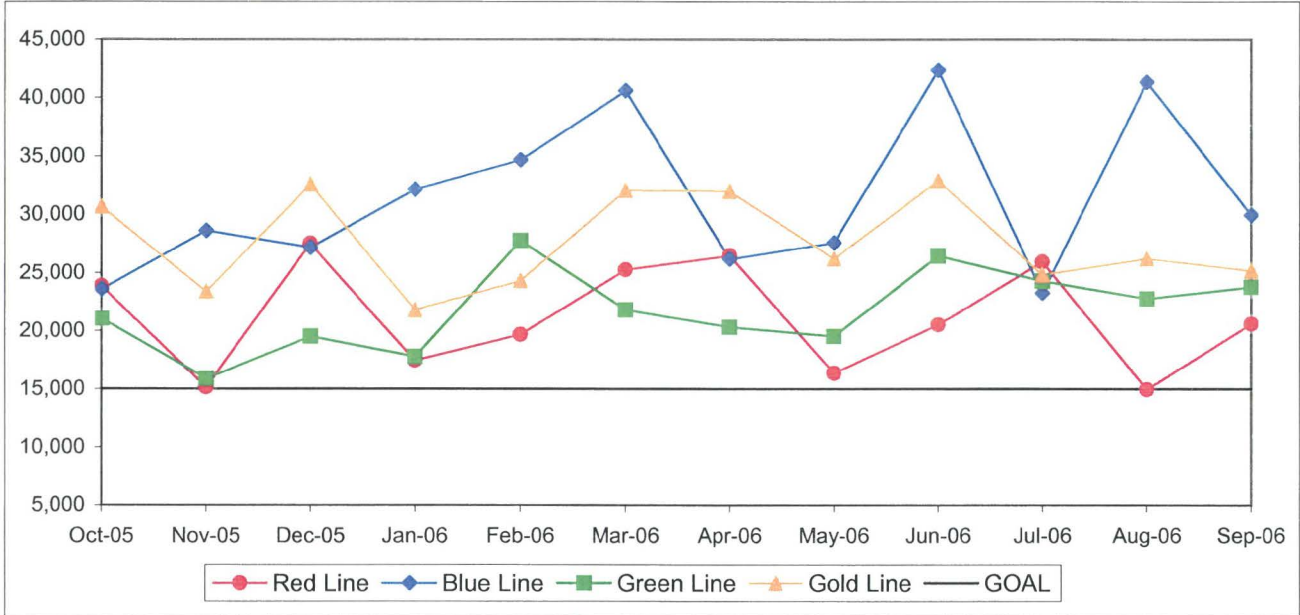
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



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

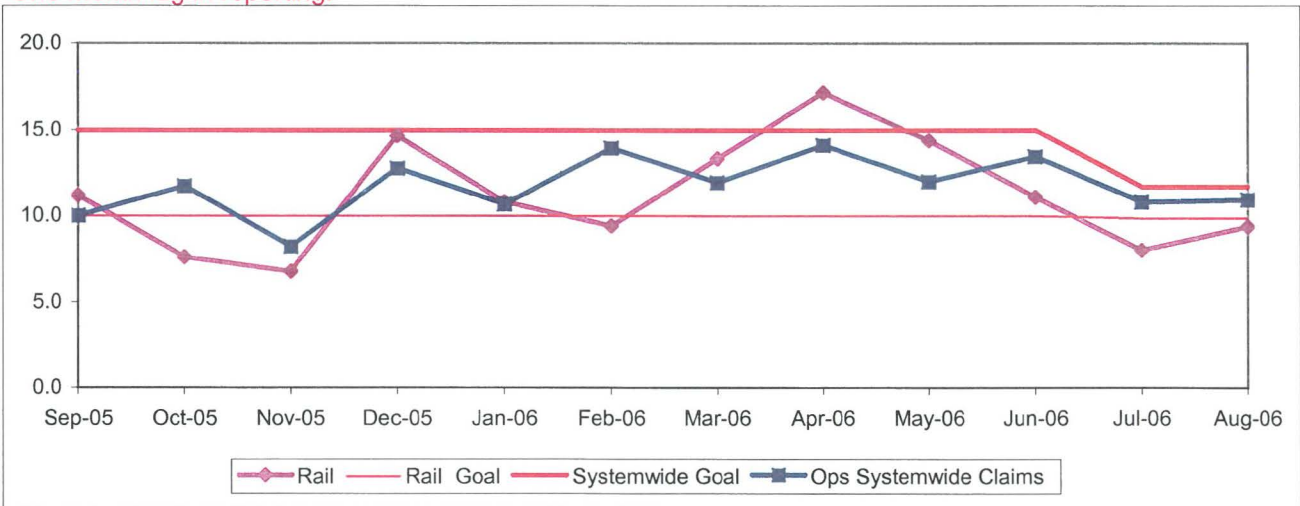


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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 *

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

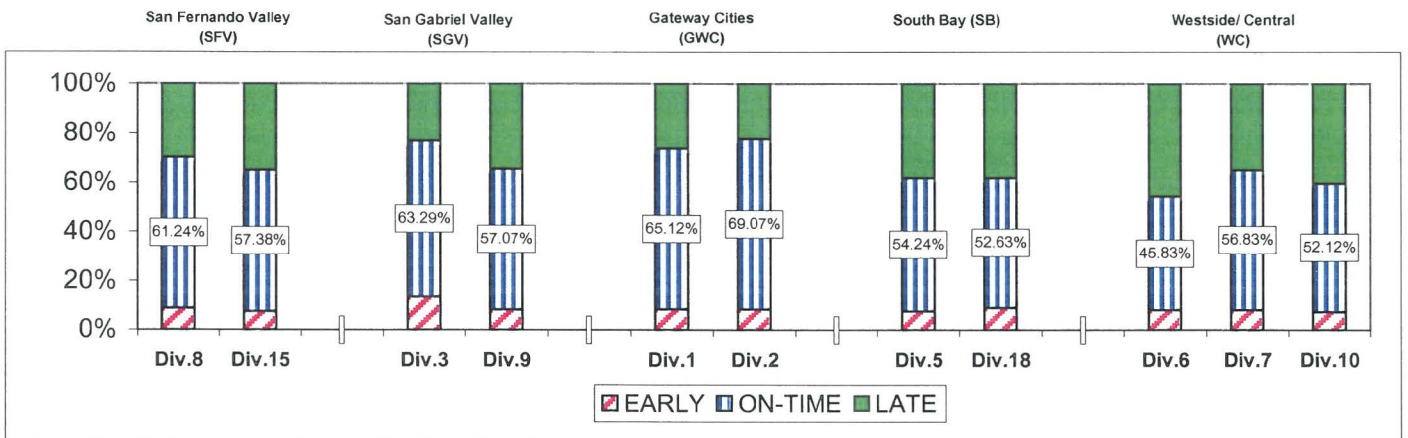
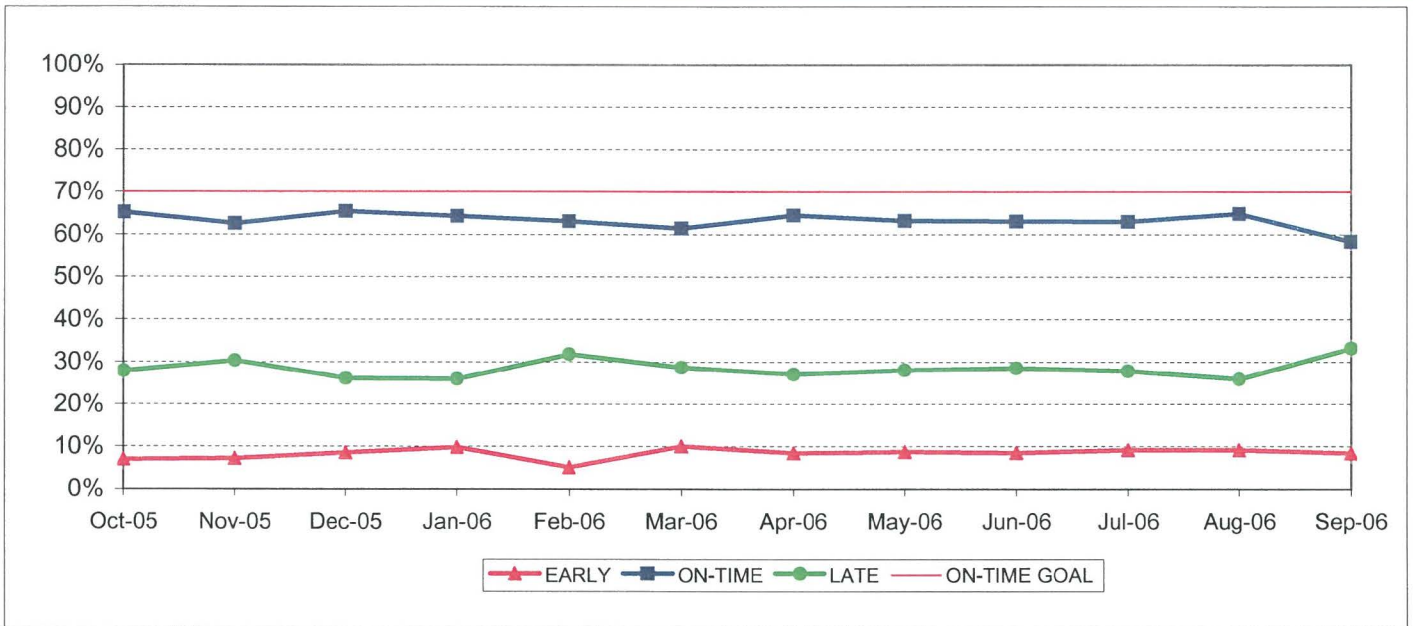
IN-SERVICE ON-TIME PERFORMANCE

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

	FY06	FY07-YTD	Variance
San Fernando Valley Sector (SFV)			
Division 8			
Early	7.13%	8.50%	1.37%
On-Time	68.23%	70.16%	1.93%
Late	24.64%	21.34%	-3.30%
Division 15			
Early	8.30%	7.58%	-0.72%
On-Time	63.84%	63.80%	-0.04%
Late	27.87%	28.63%	0.76%
Gateway Cities Sector (GWC)			
Division 1			
Early	7.39%	8.92%	1.53%
On-Time	71.06%	68.14%	-2.92%
Late	21.55%	22.94%	1.39%
Division 2			
Early	7.80%	8.32%	0.52%
On-Time	72.71%	70.01%	-2.70%
Late	19.49%	21.67%	2.18%
South Bay Sector (SB)			
Division 5			
Early	8.44%	9.64%	1.20%
On-Time	61.85%	61.89%	0.04%
Late	29.71%	28.47%	-1.24%
Division 18			
Early	8.47%	10.42%	1.95%
On-Time	57.31%	56.74%	-0.57%
Late	34.22%	32.84%	-1.38%

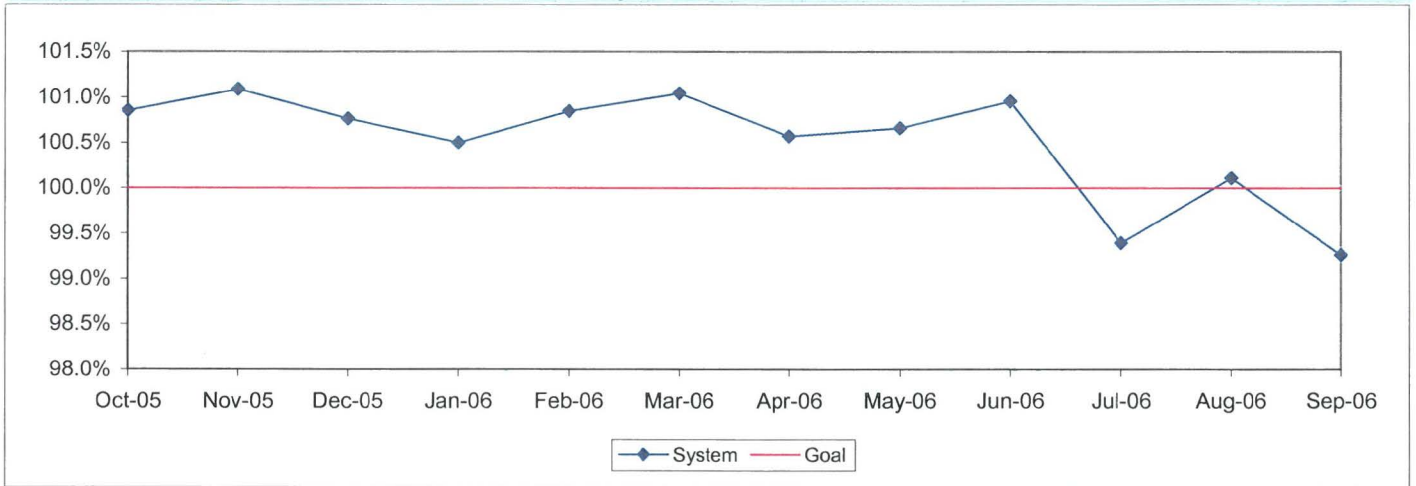
	FY06	FY07-YTD	Variance
San Gabriel Valley Sector (SGV)			
Division 3			
Early	8.50%	12.19%	3.69%
On-Time	70.05%	65.07%	-4.98%
Late	21.45%	22.74%	1.29%
Division 9			
Early	8.00%	9.14%	1.14%
On-Time	67.01%	64.47%	-2.54%
Late	24.99%	26.39%	1.40%
Westside/Central Sector (WC)			
Division 6			
Early	7.57%	8.65%	1.08%
On-Time	57.20%	50.15%	-7.05%
Late	35.23%	41.19%	5.96%
Division 7			
Early	8.27%	8.62%	0.35%
On-Time	61.78%	59.63%	-2.15%
Late	29.95%	31.75%	1.80%
Division 10			
Early	8.51%	8.98%	0.47%
On-Time	60.73%	54.44%	-6.29%
Late	30.77%	36.59%	5.82%
SYSTEMWIDE			
Early	8.09%	8.95%	0.86%
On-Time	64.35%	62.10%	-2.25%
Late	27.56%	28.95%	1.39%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

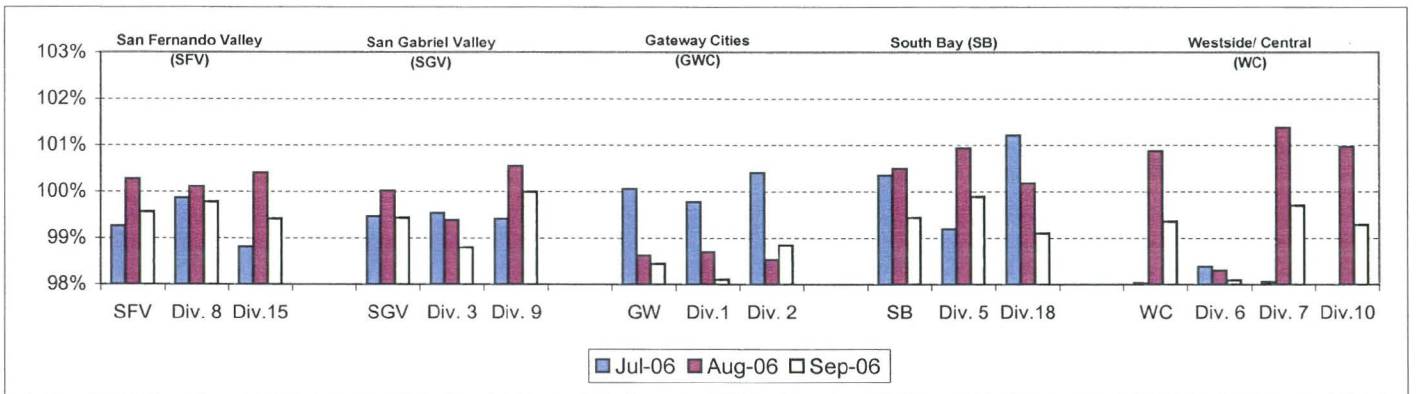
Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary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

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

Systemwide Trend



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



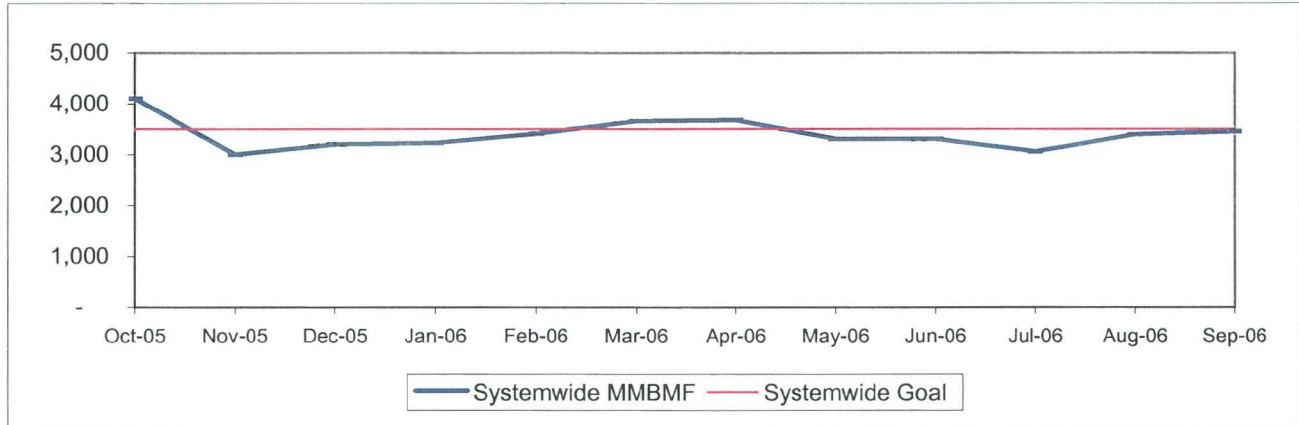
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)*

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

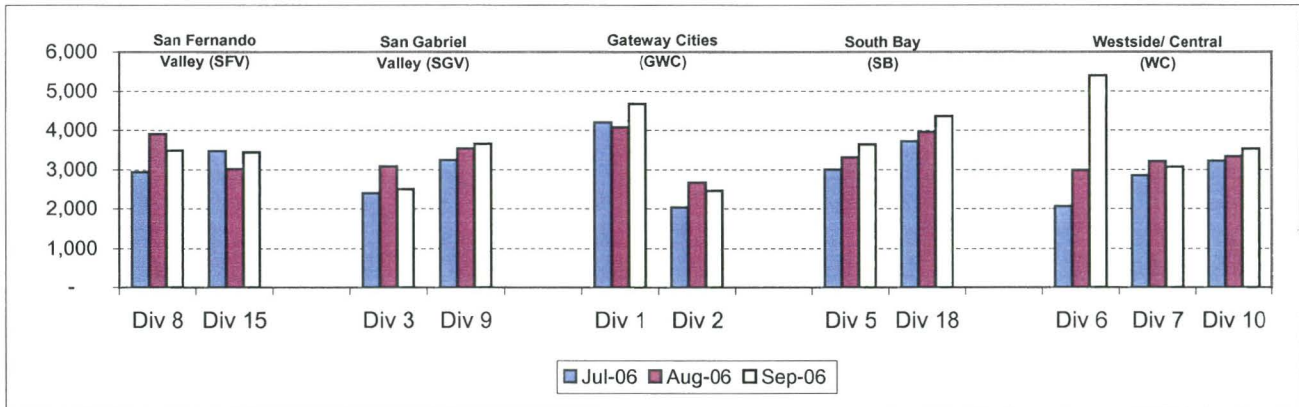
Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Systemwide Trend



* New Indicator.

MMBMF -- Bus Operating Sector Divisions July - September 2006

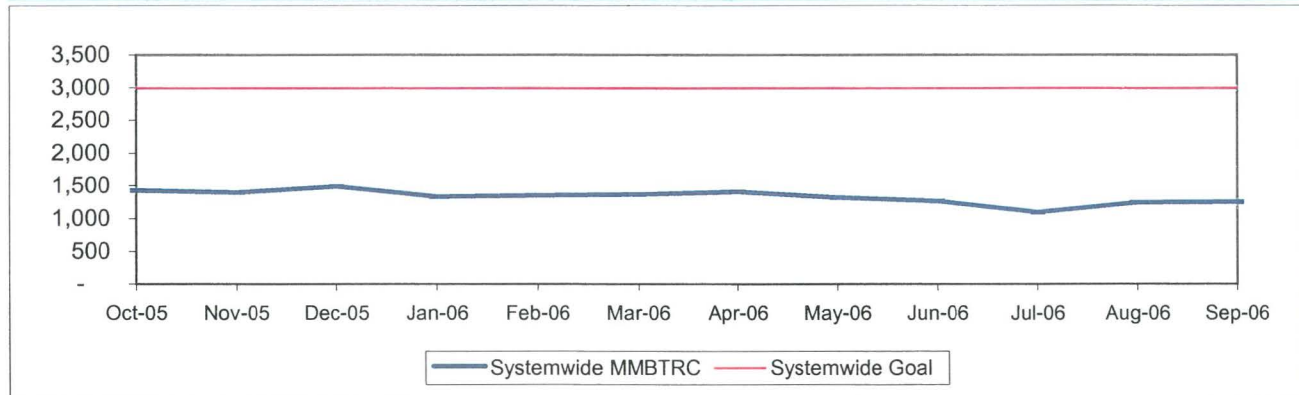


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)*

Definition: Average Hub Miles traveled between road call problems.

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

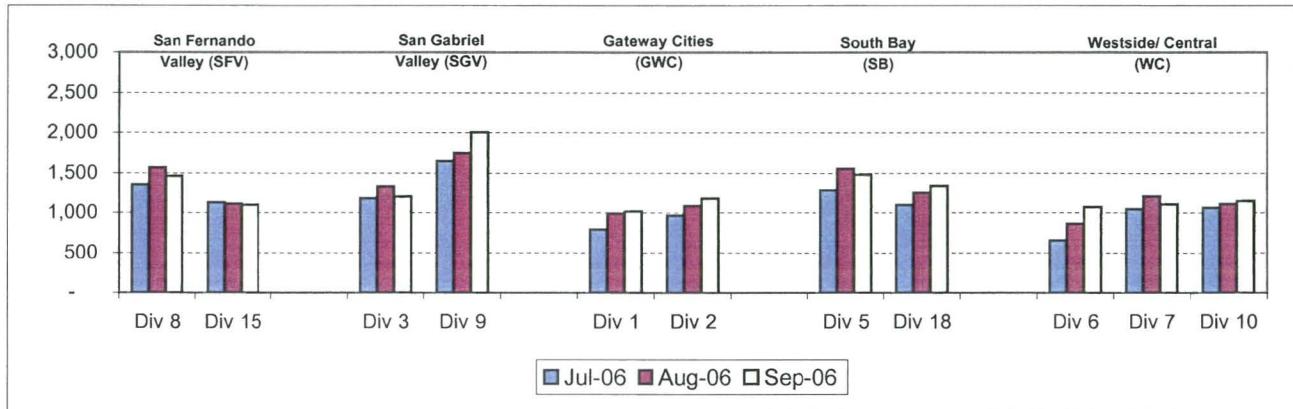
MMBTRC Systemwide Trend



* New Indicator.

Bus Maintenance Performance - Continued

MMBTRC --Bus Operating Sector Divisions
July - September 2006



Fleet Mix by Fuel Type Systemwide (Metro Divisions only)

	Number of Buses	Percent of Buses
CNG	2,052	81.88%
Diesel (Except FlexMetro)	361	14.41%
FlexMetro Diesel	0	0.00%
Gasoline	59	2.35%
Propane	34	1.36%
Total	2,506	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	7.0	8.2	6.0	5.5	6.1	6.5	6.7

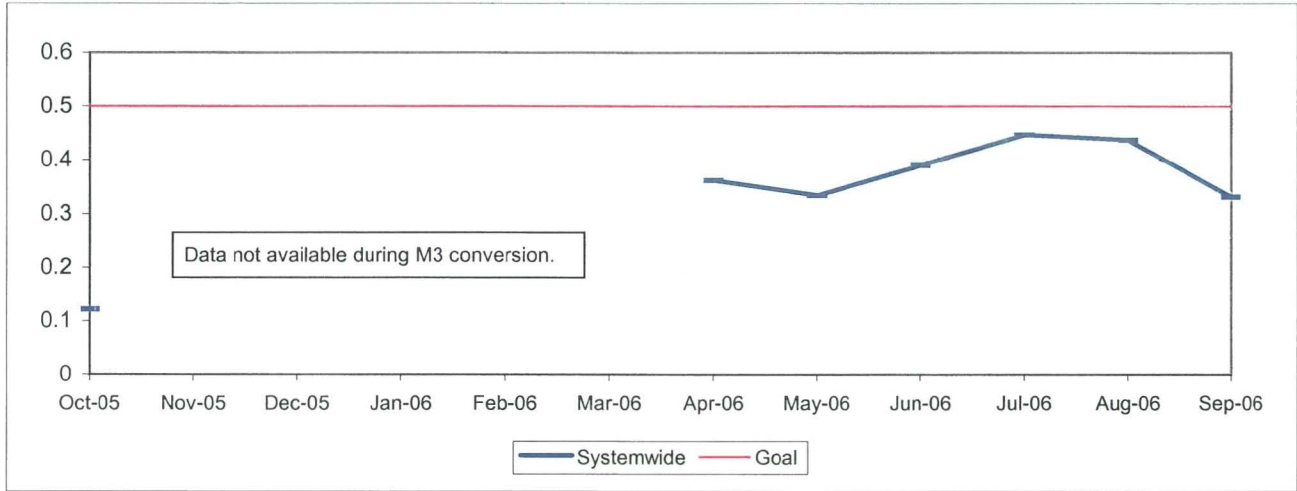
WC		
Div 6	Div 7	Div 10
12.2	5.3	6.6

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

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

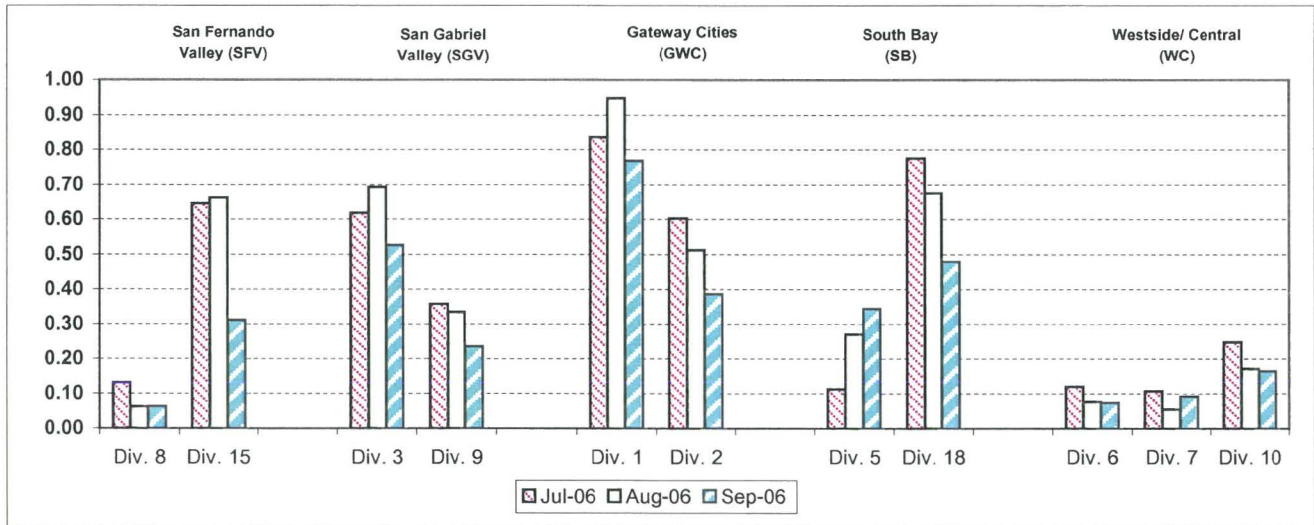
Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

Systemwide Trend



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

**Past Due Critical PMs - by Sectors' Divisions
July - September 2006**



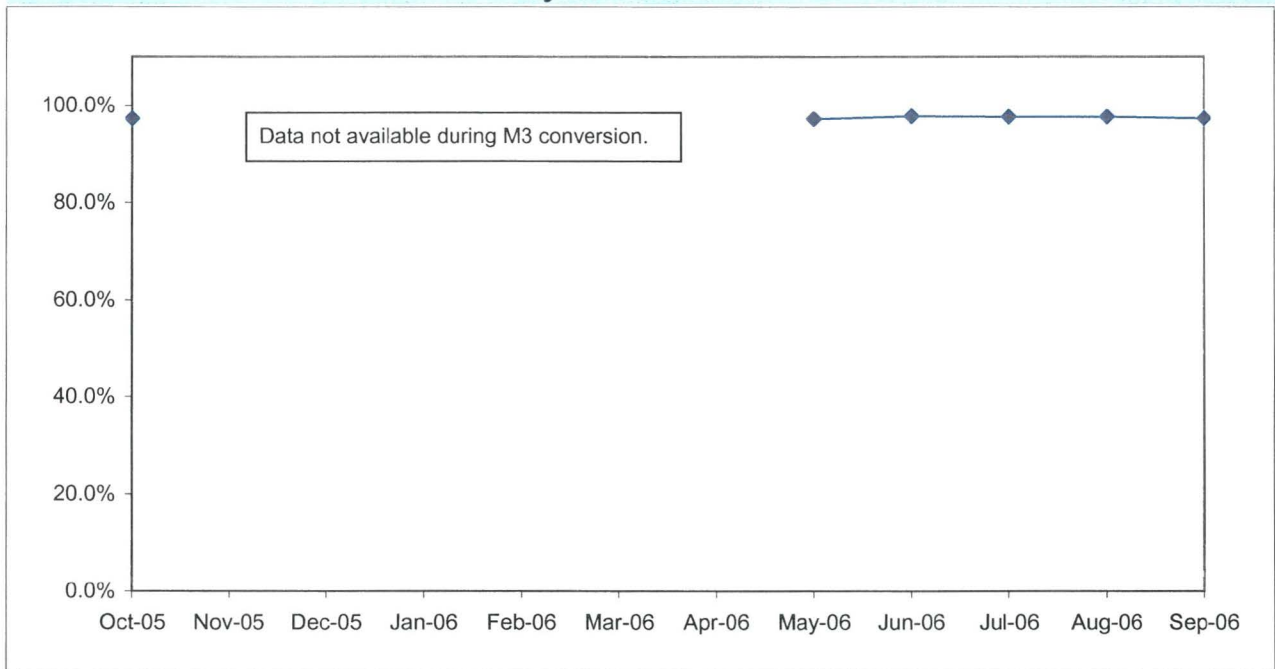
ATTENDANCE

MAINTENANCE ATTENDANCE

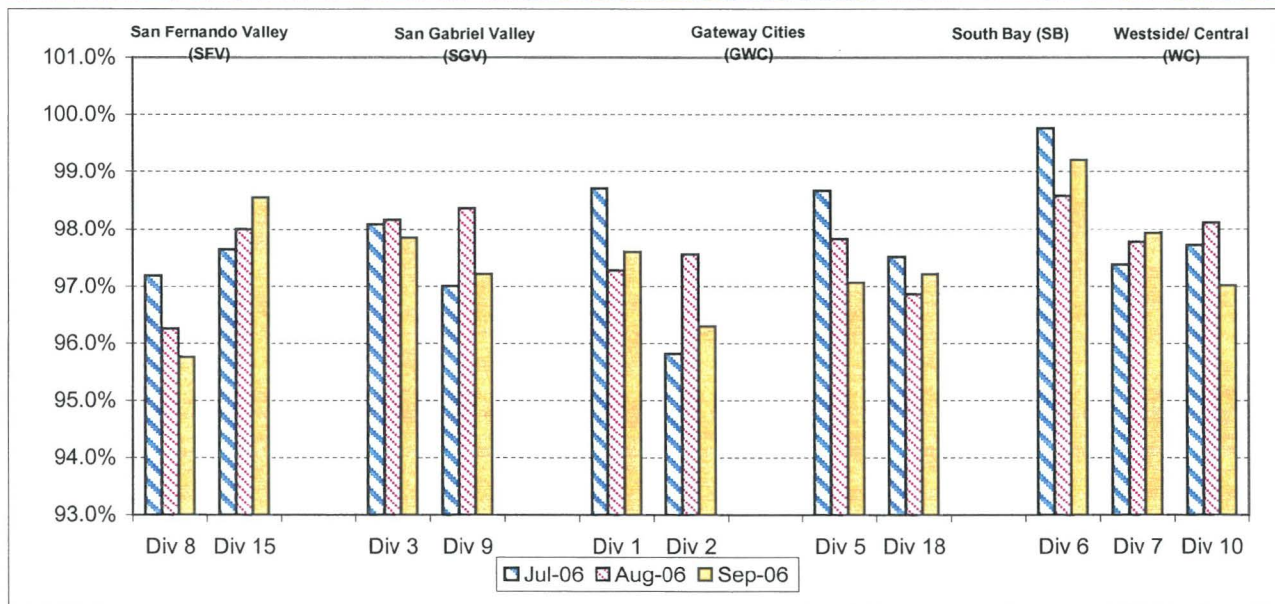
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - By Sectors' Divisions (By Current Month) July - September 2006



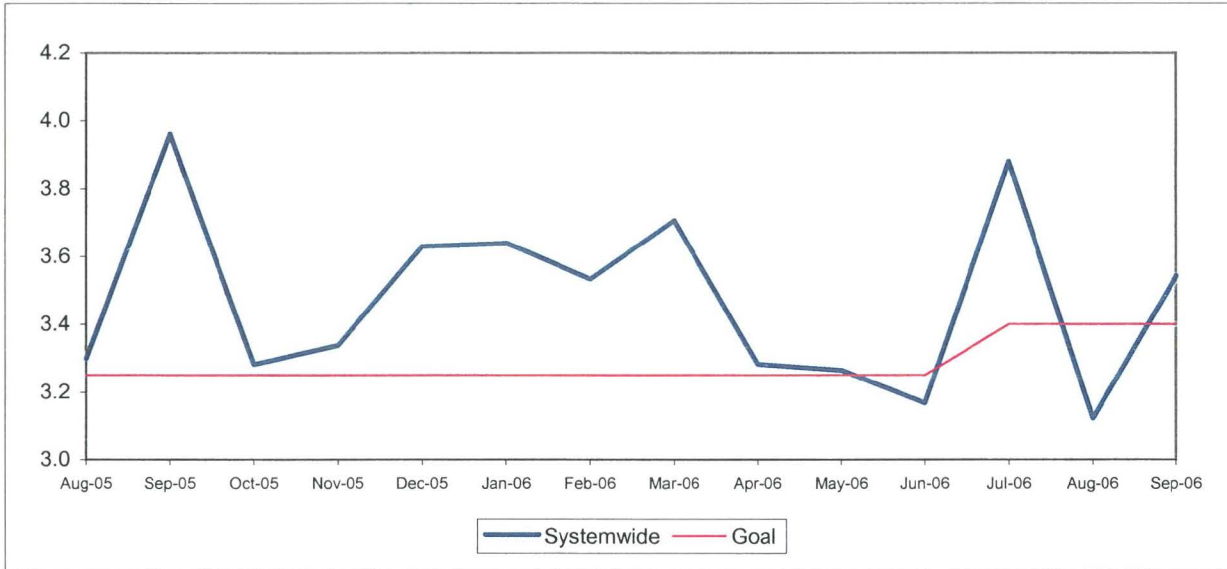
SAFETY PERFORMANCE

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.

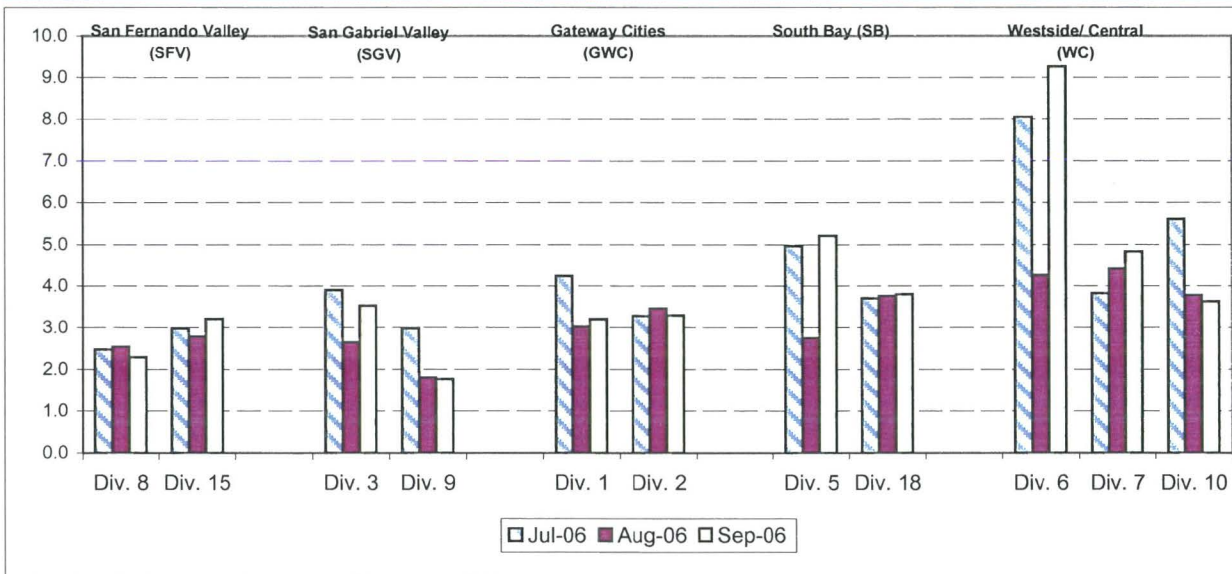
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

Systemwide Trend



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

Bus Operating Divisions - by Sectors' Divisions July - September 2006

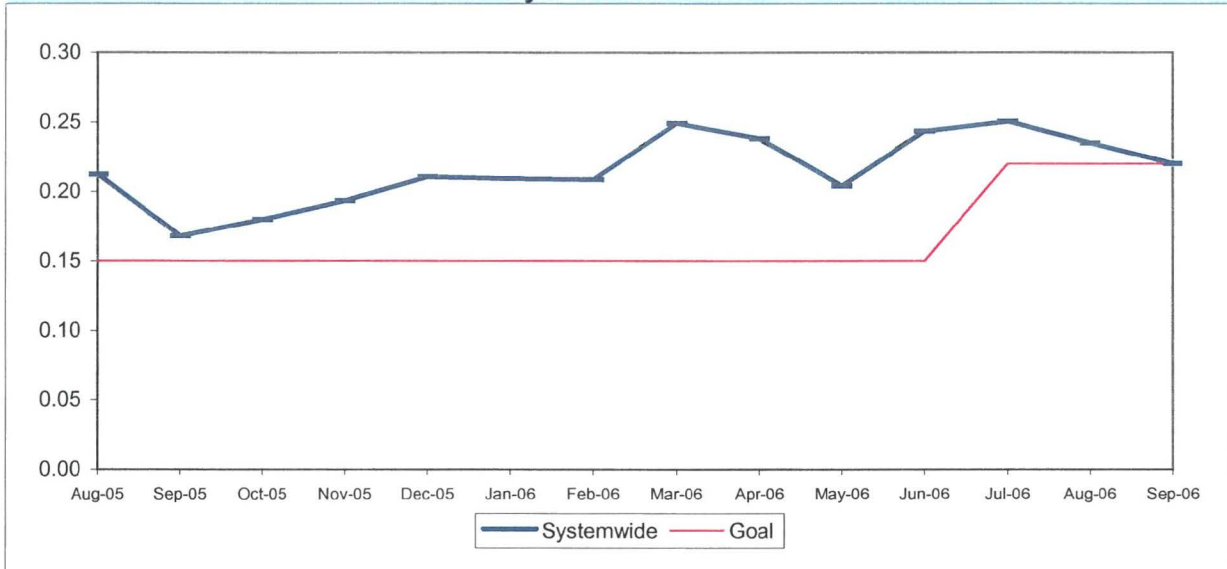


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

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

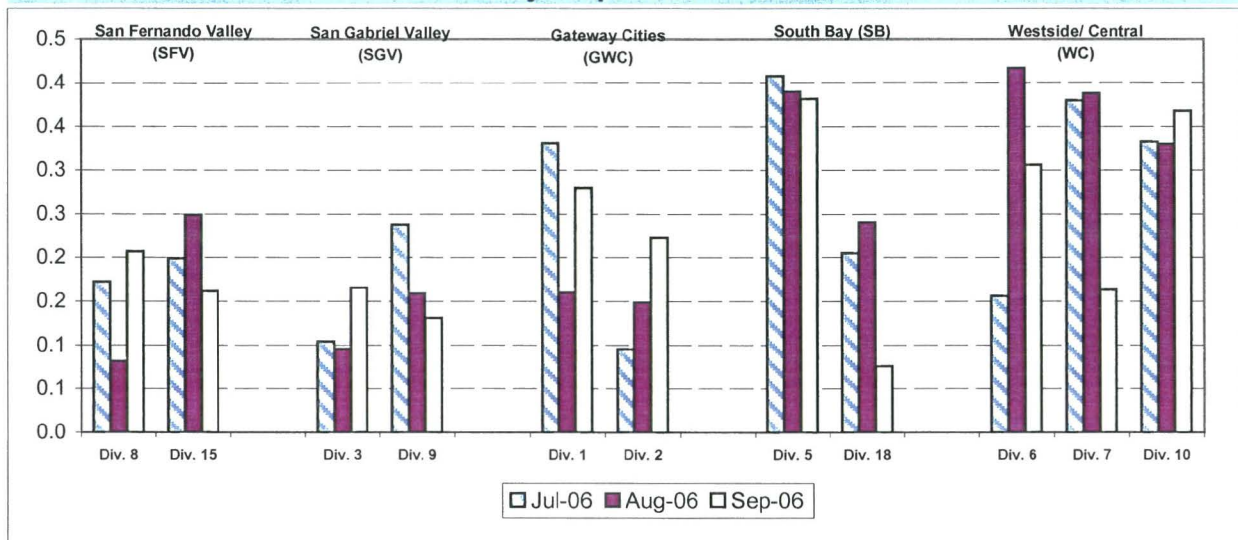
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Pasengers Accidents / by

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.

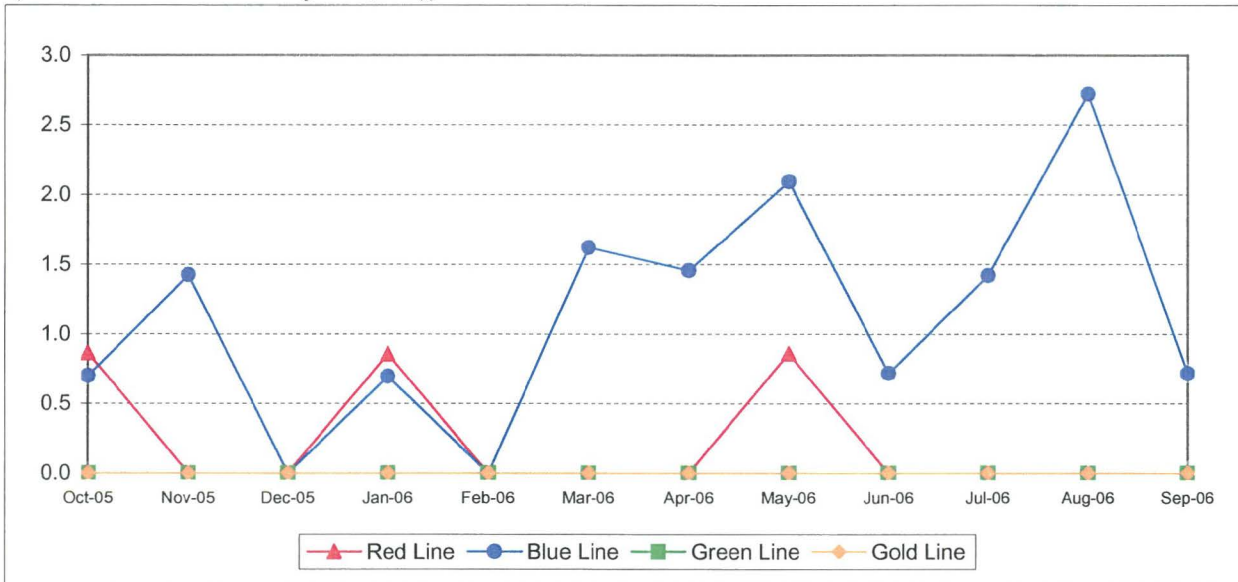
Bus Operating Divisions - by Sectors' Divisions July - September 2006



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.

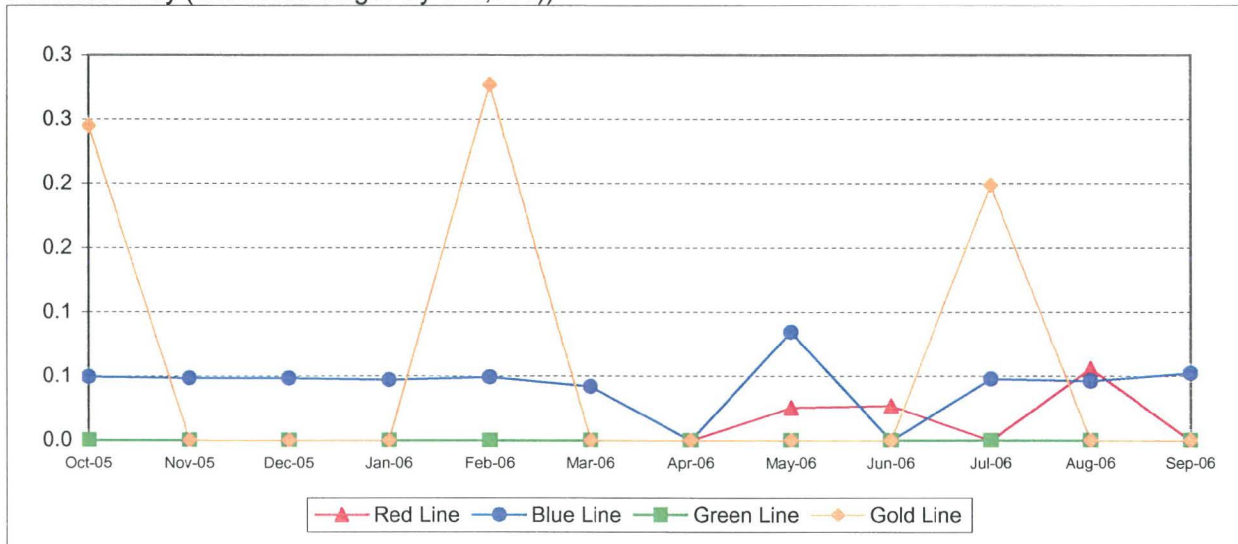
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



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))



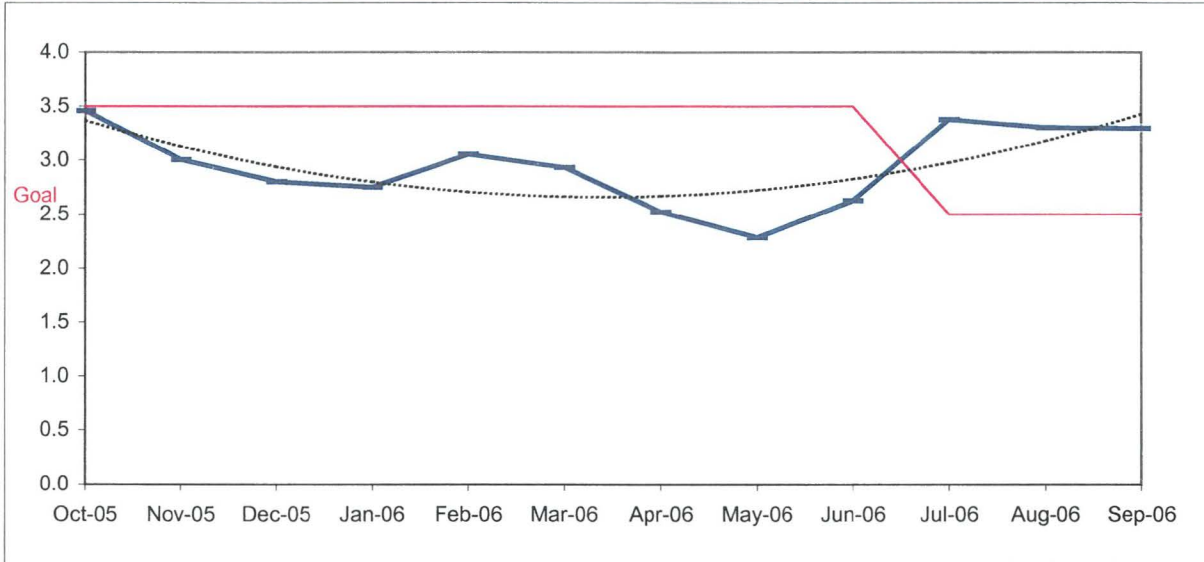
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

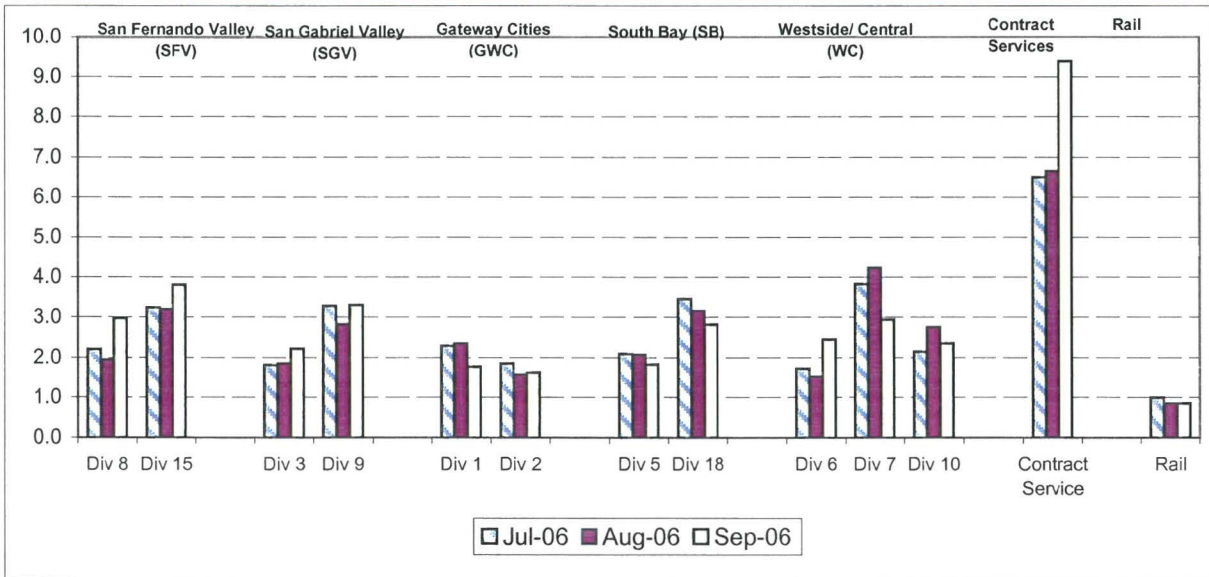
Definition: Average number of customer complaints per 100,000 boardings. This indicator

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

Systemwide Trend



Bus Operating Divisions - by Sectors' Divisions July - September 2006



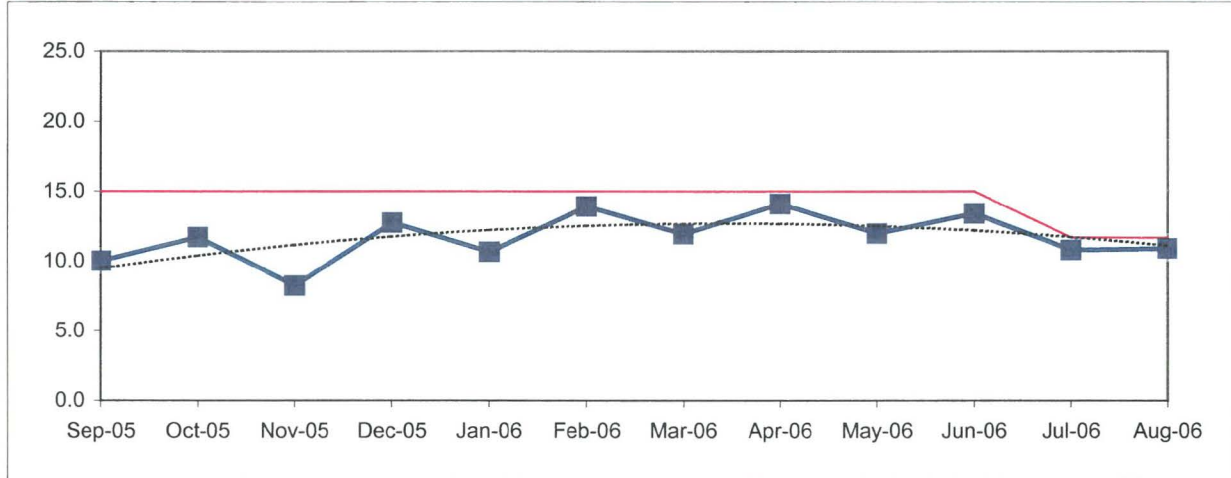
WORKERS COMPENSATION CLAIMS

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

Metro Operations Trend



One month lag from current month

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

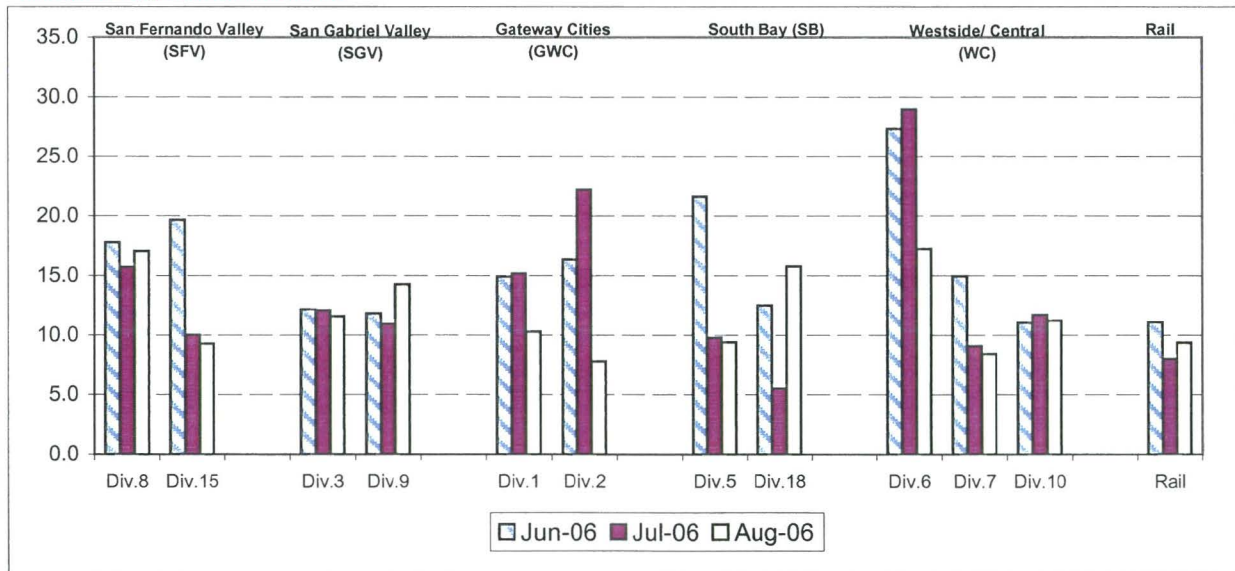
Definition: Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

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

Bus & Rail - by Bus Sectors' Divisions and Rail

June - August 2006

One month lag from current month



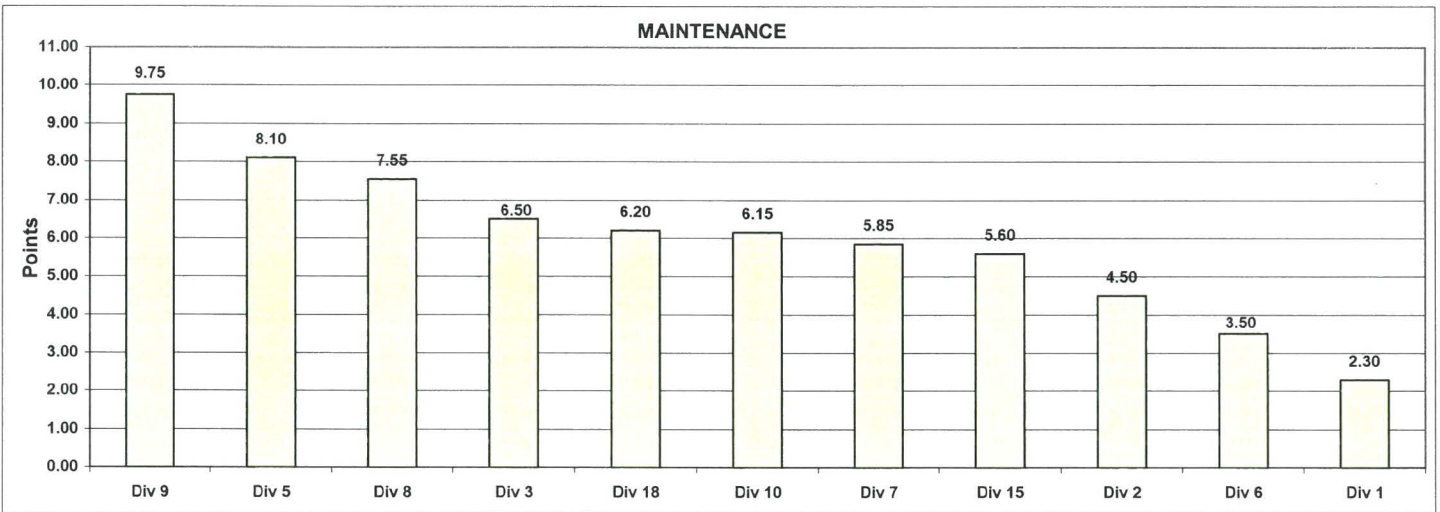
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - September 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 Points	64%	1014.5 1	1175.9 6	1198.5 7	1483.2 10	1072.5 2	1107.2 4	1460.6 9	2005.7 11	1147.4 5	1096.6 3	1334.9 8
Attendance Points	20%	0.98044 6	0.97622 3	0.98549 9	0.98503 8	0.99215 11	0.98009 5	0.96673 1	0.98453 7	0.97711 4	0.98805 10	0.97388 2
New WC Claims /200,000 Exp Hrs* Points	36%	28.7839 2	11.7538 3	10.1403 4	10.1185 5	67.4534 1	0.0000 9.5	0.0000 9.5	0.0000 9.5	0.0000 9.5	7.7123 7	8.2069 6
Totals		2.30	4.50	6.50	8.10	3.50	5.85	7.55	9.75	6.15	5.60	6.20
FINAL RANKING	DIV. Score Rank	Maintenance Division Ranking (Sorted)										
		Div 9	Div 5	Div 8	Div 3	Div 18	Div 10	Div 7	Div 15	Div 2	Div 6	Div 1
		9.75	8.10	7.55	6.50	6.20	6.15	5.85	5.60	4.50	3.50	2.30
		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th

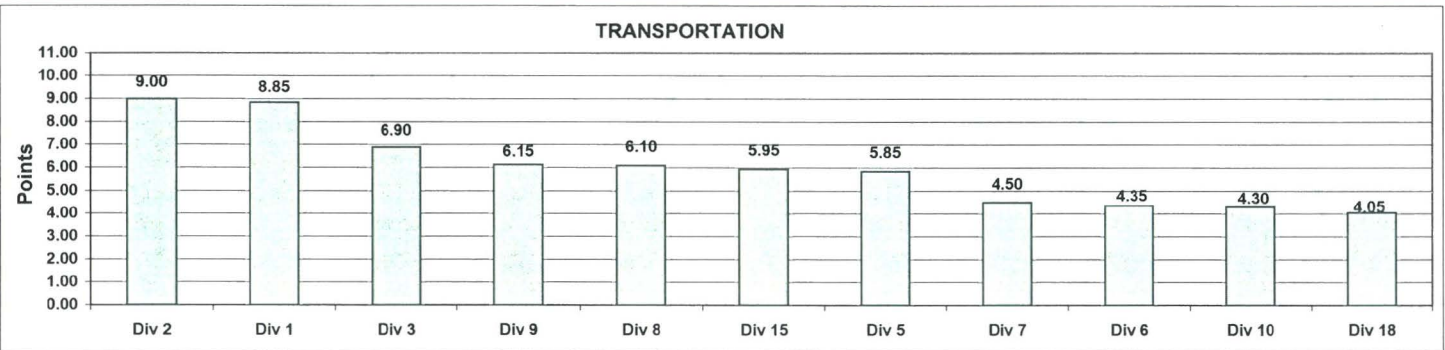


**Monthly Calculations - September 2006
Metro Bus - Transportation**

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%	0.6512 10	0.6907 11	0.6329 9	0.5424 4	0.4583 1	0.5683 5	0.6124 8	0.5707 6	0.5212 2	0.5738 7	0.5263 3
Miles Between Total Road Calls Points	10%	1014.4961 1	1175.8839 6	1198.5119 7	1483.2458 10	1072.5376 2	1107.2377 4	1460.5734 9	2005.7297 11	1147.3603 5	1096.5803 3	1334.9182 8
Accident Rate Points	25%	3.2056 9	3.3011 7	3.5274 6	5.2062 2	9.2576 1	4.8317 3	2.2902 10	1.7732 11	3.6231 5	3.2142 8	3.7998 4
Complaints/100K Boardings Points	15%	1.7648 10	1.6232 11	2.2210 8	1.8262 9	2.4503 6	2.9389 4	2.9806 3	3.3133 2	2.3501 7	3.8110 1	2.8231 5
New WC Claims /200,000 Exp Hrs* Points	25%	5.2343 10	6.6932 9	11.9997 5	9.1950 8	0.0000 11	10.7474 6	22.4452 1	18.0363 2	14.4142 4	9.7551 7	17.8054 3
*One month lag												
Totals		8.85	9.00	6.90	5.85	4.35	4.50	6.10	6.15	4.30	5.95	4.05
FINAL RANKING												
	DIV. Score	Div 2	Div 1	Div 3	Div 9	Div 8	Div 15	Div 5	Div 7	Div 6	Div 10	Div 18
	Rank	9.00	8.85	6.90	6.15	6.10	5.95	5.85	4.50	4.35	4.30	4.05
		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Monthly Calculations
Metro Rail**

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

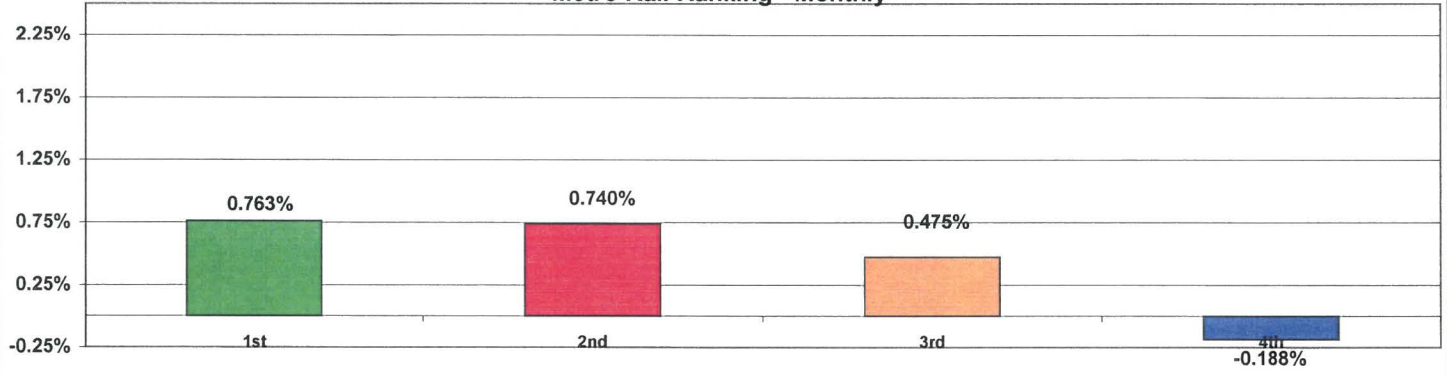
Calculation: Performance indicators are ranked from best to worst. Performance percentages for various indicators are averaged and outcomes are sorted from high to low. The rail line competes with itself on its own improvement over prior year performance. The percentage score showing best improvement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

	Metro Blue Line			Metro Red Line			Metro Green Line			Metro Gold Line		
	Sep-05	Sep-06	Yearly Improvement	Sep-05	Sep-06	Yearly Improvement	Sep-05	Sep-06	Yearly Improvement	Sep-05	Sep-06	Yearly Improvement
Wayside Availability												
Track	100.00%	100.00%	0.00%	99.97%	100.00%	0.03%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Signals	99.63%	100.00%	0.37%	99.91%	99.97%	0.06%	99.52%	99.96%	0.44%	99.99%	99.94%	-0.05%
Power	99.99%	100.00%	0.01%	99.96%	100.00%	0.04%	98.19%	99.94%	1.76%	99.84%	100.00%	0.16%
Wayside Performance	99.87%	100.00%	0.13%	99.95%	99.99%	0.04%	99.24%	99.97%	0.73%	99.84%	99.98%	0.14%
Vehicle Availability												
Vehicle Performance	99.60%	99.03%	-0.57%	98.61%	99.54%	0.93%	99.54%	99.53%	-0.01%	99.44%	99.83%	0.39%
Operator Availability												
Operators	99.91%	99.79%	-0.12%	100.00%	100.00%	0.00%	99.94%	100.00%	0.06%	99.72%	100.00%	0.28%
In-Service Performance												
Rev. Hr. Delivered - Rail	99.00%	98.82%	-0.19%	97.53%	99.51%	1.98%	97.18%	99.44%	2.26%	98.69%	99.77%	1.09%
Overall Rail Line Performance	99.60%	99.41%	-0.19%	99.02%	99.76%	0.74%	98.97%	99.73%	0.76%	99.42%	99.90%	0.47%

Metro Rail Final Ranking (Sorted)

Rail Line	GREEN	RED	GOLD	BLUE
Score	0.763%	0.740%	0.475%	-0.188%
Rank	1st	2nd	3rd	4th

Metro Rail Ranking - Monthly



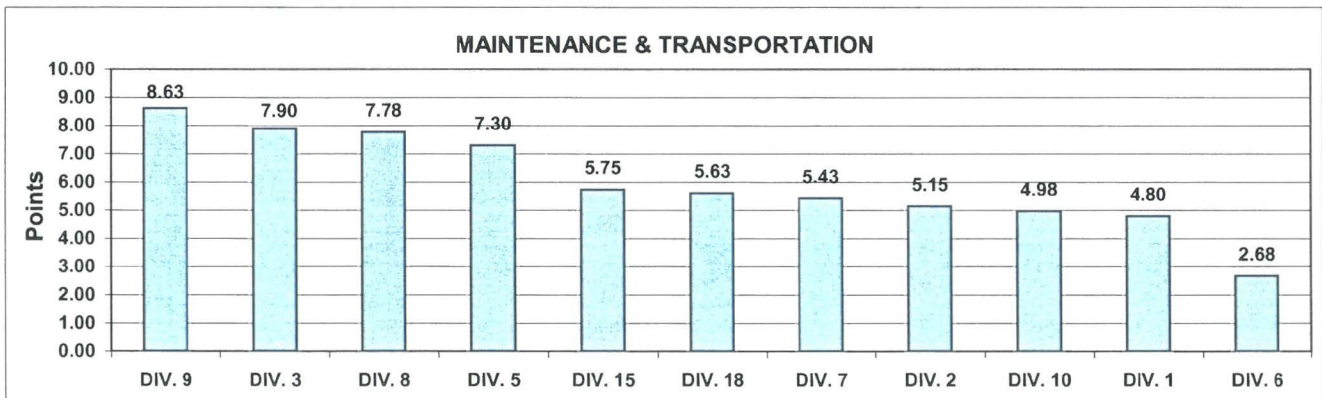
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY07-Q1 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
Miles Between Total Road Calls	25.0%	923	1072	1233	1433	833	1118	1455	1790	1106	1111	1194
Points		2	3	8	9	1	6	10	11	4	5	7
Attendance	10.0%	0.9824	0.9750	0.9855	0.9858	0.9928	0.9794	0.9735	0.9818	0.9836	0.9845	0.9750
Points		6	2	9	10	11	4	1	5	7	8	3
Claims /200000	15.0%	12.9200	12.4168	6.9275	3.4748	23.5018	9.9336	3.4936	0.0000	5.7259	13.7875	11.4030
Points		3	4	7	10	1	6	9	11	8	2	5
<i>*One month Lag: Jun 06 - Aug 06</i>												
Transportation												
In-Service On-Time Performance	12.5%	0.6814	0.7001	0.6507	0.6189	0.5015	0.5963	0.7016	0.6447	0.5444	0.6380	0.5674
Points		9	10	8	5	1	4	11	7	2	6	3
Miles Between Total Road Calls	5.0%	923.1	1072.4	1233.1	1433.0	832.8	1117.8	1455.2	1790.2	1105.5	1111.4	1193.8
Points		2	3	8	9	1	6	10	11	4	5	7
Accidents/100k Hub Miles	12.5%	3.4834	3.3512	3.3490	4.3039	7.1017	4.3483	2.4387	2.1804	4.3655	2.9911	3.7532
Points		6	7	8	4	1	3	10	11	2	9	5
Complaints/100K Boardings	7.5%	2.1394	1.6820	1.9603	2.0011	1.8884	3.6690	2.3762	3.1378	2.4269	3.4215	3.1500
Points		7	11	9	8	10	1	6	4	5	2	3
<i>*One month Lag: Jun 06 - Aug 06</i>												
Claims /200000	12.5%	13.5499	16.1288	13.4336	16.6342	24.5918	11.0805	21.1400	15.6604	12.8911	12.6502	11.3398
Points		6	4	7	3	1	11	2	5	8	9	10
Totals		4.80	5.15	7.90	7.30	2.68	5.43	7.78	8.63	4.98	5.75	5.63
FINAL Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 9	DIV. 3	DIV. 8	DIV. 5	DIV. 15	DIV. 18	DIV. 7	DIV. 2	DIV. 10	DIV. 1	DIV. 6
	Score	8.63	7.90	7.78	7.30	5.75	5.63	5.43	5.15	4.98	4.80	2.68
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



**Quarterly Calculations: FY07-Q1
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

	<u>Metro Blue Line</u>	<u>Metro Red Line</u>	<u>Metro Green Line</u>	<u>Metro Gold Line</u>
Overall Rail Line Performance				
Jul-06	-0.11%	-0.08%	0.22%	0.00%
Aug-06	0.21%	0.07%	-0.18%	2.28%
Sep-06	-0.19%	0.74%	0.76%	0.47%
Second Quarter Average	-0.03%	0.24%	0.27%	0.92%

Metro Rail Final Ranking (Sorted)

Rail Line	GOLD	GREEN	RED	BLUE
Score	0.92%	0.27%	0.24%	-0.03%
Rank	1st	2nd	3rd	4th

