

# ExpressLanes



**Metro**

# **METRO LA CRD (ExpressLanes) PROGRAM**

## **MONTHLY PROJECT STATUS REPORT**

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**APRIL 2011**

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## **PROGRAM OVERVIEW & STATUS**

*Metro, Caltrans, and other mobility partners are working together to develop a package of solutions that will increase traffic flow and provide better travel options on I-10 and I-110 in Los Angeles County. ExpressLanes is a one-year demonstration program that will test innovations to improve existing transportation systems in three sub-regions: the San Gabriel Valley, Central Los Angeles and the South Bay Cities. These three sub-regions represent nearly 50 percent of both population and employment in LA County.*

*The Program Goal is to improve mobility and provide congestion relief on I-10 and I-110 corridors through the introduction of congestion pricing by converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes, improvement of transit service and other alternatives to driving, improvements to transit facilities, and the implementation of an intelligent parking management system in downtown Los Angeles.*

*This program offers improved transportation options and a choice for drivers of single occupant vehicles (SOV) to pay to travel in a high occupancy lane. The minimum toll per mile is \$0.25 and the maximum toll per mile is \$1.40. The general purpose lanes will not be tolled. An additional aim of the program is to foster incentives for sustainable change that creates travel time savings, increased trip reliability, cost savings, improves air quality and effectively manages our current roadway network.*

*The federal grant name for this Program is the Los Angeles County Congestion Reduction Demonstration (LA CRD). It is estimated that more than 2,400 construction-related jobs will be generated by this program.*

### **PROJECT MANAGEMENT**

Based upon percent expended, the Program is **22.7%** complete. Staff continues to work with Caltrans to address potential issues of conflict which may arise as a result of work they are currently performing related to the I-10 Rehab Project and other contractors working for Caltrans on the I-110 and I-10 Freeways. Staff is reviewing existing contracts and their status in order to manage any risk to our ExpressLanes program.

### **TOLL INFRASTRUCTURE AND FREEWAY/ROADWAY IMPROVEMENTS**

This element has completed the Environmental and Preliminary Design phases. Caltrans is the lead agency for the NEPA and CEQA Environmental Documents. On April 28, 2010, the Final EIR/FONSI for the I-10 and I-110 HOT Lanes was approved. On May 14, 2010 the Environmental Assessment was approved. Upon concurrence from FHWA, the Design-Build-Operate-Maintain (DBOM) RFP was released on June 7, 2010. Five addenda were issued to the RFP. Three proposals were received on August 31, 2010. The DBOM Contract was awarded to Atkinson Contractors, LP on December 16, 2010. The Notice to Proceed (NTP) was given to the contractor on January 11, 2011. ***During April 2011 the DBOM contractor submitted the Preliminary Design Documents for Operations & Maintenance of the ExpressLanes.***

Staff continues to work with FTA/FHWA partners regarding the need for a schedule extension to ensure all roadway and tolling installations are completed prior to opening the HOT Lanes.

## **PROGRAM OVERVIEW & STATUS (Contd)**

Due to the high risk posed by the ongoing work being performed by the Caltrans I-10 Rehab contractor on the I-10 corridor, Metro is in discussions with FHWA to have the I-110 tolling operation open before the I-10 tolling operation.

The projected start of revenue operations on the I-110 Hot Lanes is Fall 2012 and the projected date for the start of revenue operations on the I-10 Hot Lanes is early 2013.

***Project Study Report (PSR): Adams Blvd. Figueroa St. HOV/HOT Lane Flyover – Metro and Caltrans executed a funding agreement on April 27, 2011 for Caltrans to perform a PSR and complete the environmental work for an extension of the I-110 HOV/HOT lanes from their current terminus at Adams Blvd. The PSR is scheduled to be completed in April 2012 and the environmental work is to be completed in September 2013.***

### TRANSIT SERVICE IMPROVEMENTS

59 new clean-fuel buses will be operated to support the demonstration program. Metro continues to operate its new Silver Line service connecting passengers to the El Monte and Artesia Transit Centers. Revenue Operations have been pushed back to **June 2011** to reflect the projected opening of the I-110 Express Lanes in 2012. For the month of **April**, the Silver Line weekday boardings total was **9,086** which represents a **29.16%** increase in ridership since the Silver Line started service in December 2009. ***For week day service in April, the Silver Line had an On-Time performance of 74.7%.***

All of our municipal transit partners – Gardena, Foothill and Torrance have placed the order for their buses. Gardena has received its 2 buses and has completed the Post Delivery Inspection (PDI) process. They are in the process of purchasing and installing bike racks on the buses to be completed by June 30, 2011. All 12 NABI 42 ft. CNG buses for Foothill Transit have been procured and accepted into their fleet. Foothill transit is in the process of preparing the grant application for the operating subsidy. Torrance Transit has met with New Flyer and decided to cancel its order for hybrid buses, due to the propulsion company declaring Chapter 11 bankruptcy. ***On April 19, 2011 the Torrance City Council approved a purchase order with New Flyer for the purchase of the buses. The buses have been ordered and anticipated to arrive in November 2011.***

LADOT completed the signal design plans of 19 intersections in February 2010. The project was advertised on November 24, 2010 and a pre-bid meeting was held on November 30, 2010. City of Los Angeles Board of Public Works opened bids on 5-Jan-11. C.T. & F., Inc. submitted the low bid of \$393,418.86. Dept. of Public Works is evaluating the contract and responsiveness of the bidder. ***Project assumed completion of ARRA TPS-ATSAC Communications System Rehabilitation, which was supposed to provide interconnect capacity for transit signal priority. Due to changes in the ARRA project construction scope, the project must be redesigned to continue the interconnect link to the ATSAC Center. All bids were cancelled April 20, 2011. Project is scheduled for redesign, with bid re-advertising in July 2011. Construction is now scheduled for completion January 2012. System Integration is scheduled for completion February 2012.***

## **PROGRAM OVERVIEW & STATUS (Contd)**

### TRANSIT FACILITY IMPROVEMENTS

**El Monte Transit Center** – Completed construction for Contract C0934R for Demo, Repave and Lighting Installation over the former Old Transportation Bldg. Completed construction at Power Chevrolet; Completed demolition of the Metro Transportation Building and completed paving at the site. Contract C0959 for the temporary terminal was awarded to S.H.E. for \$657K with NTP issued April 20, 2010; construction was completed on September 3<sup>rd</sup> and the transition to the temporary terminal took place in early September.

The Gas Co. 20" gas main connection and relocation tasks were substantially completed in January 2011. Contract for \$39 million was awarded on June 18, 2010 to KPRS Construction Services, Inc. Notice to Proceed was issued 8/13/2010. A formal groundbreaking ceremony for the new El Monte Transit Center was held on September 22, 2010. Demolition of existing bus facility commenced on October 8, 2010 and was completed in November 2010. In November during initial excavation of the north roadway and former station area, contaminated soil impacted with lead and total petroleum hydrocarbons (TPH) was discovered. Additional soil investigation has identified significant contamination. Final cost impacts remain under evaluation as soils disposal activities progress. Metro issued a change order for a 99 calendar day time extension to KPRS to address the soils handling delay impacts. North Access Road construction was completed in February 2011 which will allow for the smoother flow of bus operations into the Temporary Terminal. Station construction completion is now projected to be July 2012 with the Temporary Terminal restoration projected to be September 2012.

**Patsaouras Plaza** – Submitted final PR/PSR to Caltrans. Approval expected in **May 2011**. 100% Advanced Conceptual Engineering was completed in September 2010. Advertisement for the Design-Build procurement currently planned for April is now scheduled for May 2011 due to required re-designs which effected ingress/egress from Patsaouras access points. Metro is continuing to progress on the PR/PSR documents. ***Metro is continuing to progress on the PR/PSR documents. Due to the following factors: funding limitations; Metro's purchase of Union Station and the future development of a Master Plan for the entire Union Station/Patsaouras Plaza area; and, the pending Constructability Review for impacts to the ExpressLanes, Patsaouras Plaza may be put on hold until all of these items can be resolved. The Metro Board will make a determination at either the June or July 2011 Board Meeting.***

**Harbor Transitway** – This project will have at least 5 procurements. The low bid at \$547K was awarded to Minco Construction for the Artesia Law Enforcement substation & CCTVs with NTP issued March 2010 and construction was completed in October 2010. The low bid at \$443K was awarded to Lime Inc. for the Station lighting & UPS with NTP issued June 2010. Construction was completed in December 2010. Contract of \$912,500 for the sound enclosure was awarded to low bidder, Peterson Chase, on August 18, 2010. NTP was issued in October 2010. Construction is scheduled to be completed by June 2011. ***For the bus stop cutouts, the low bid of \$235,000 was awarded to RC Becker in March 2011 and NTP was provided on April 15, 2011. Project completion is scheduled for July 2011.*** Project management is coordinating with staff for the system-wide CCTVs and signage/way-finding

## **PROGRAM OVERVIEW & STATUS (Contd)**

work scope. Procurement package for CCTV work scope was submitted to Procurement for evaluation/processing. However, CCTV technical review by Metro ITS has been delayed resulting in a projected delay to contract completion with completion date still to be determined.

**Division 13 Facility** - The 100% design which incorporated the final 100% Metro design comments was approved on October 22, 2010 reflecting a 4 month delay from the July 2010 due date. Project was awarded a USDOT discretionary grant of \$47.75 million in October. Staff is progressing towards a completion of the procurement package for **early May** 2011 pre-bid meeting and advertisement. Construction is currently scheduled to be completed by July 2013.

**Pomona Metrolink Station** – In May, 143 new parking spaces were opened for use east of the existing parking spaces. Construction of the temporary platform to board passengers on Main Track 2 (MT-2) traveling toward San Bernardino was completed and put into Service on June 20, 2010. In December the contractor completed widening of the platform and construction of the new east entrance. The platform was accepted for beneficial occupancy and put into service on December 15, 2010, along with the new east entrance with new pedestrian crossings. The MOU milestone of completion (beneficial occupancy) by December 30, 2010 has been achieved. **For April 2011, project is at 95% closeout. There are no open issues.**

### DEMAND-BASED PARKING PRICING (EXPRESSPARK)

On August 31, 2010, Caltrans approved the E-76 for the PE 2 Phase of ExpressPark. Two qualified proposals were received on December 17, 2010. Because both proposals received exceeded the project budget, LADOT prepared additional guidance and a revised scope to be sent to the proposers. **LADOT's Evaluation Panel completed its work on April 6, 2011, and recommended that ACS State & Local Solutions be selected as the prime contractor for ExpressPark. The second proposer filed a protest, which will be heard by LADOT's Protest Panel. The findings of the Protest Panel and the LADOT staff recommendations will be presented to the Board of Transportation Commissioners for approval at their next scheduled meeting (June 9 or July 14, 2011). Contract award date was scheduled to be September 2011 but with the time required to process the protest, the contract start date is likely to slip.**

## **MANAGEMENT ISSUES**

**Concern No. 1: Program Risk Register**

**Status/Action** The Risk Register was updated in *April* 2011 to reflect the issues raised during the last quarter, ***and was circulated for review in April.***

**Concern No. 2: Tolling Agreement**

**Status/Action** Tolling agreement with USDOT has not been finalized. Revised draft language from USDOT was reviewed by Metro and Caltrans in June. Anticipate execution of the agreement by the end of ***June 2011.***

**Concern No. 3: Patsaouras Plaza Connector Business Case**

**Status/Action** ***Metro is currently reviewing whether or not there are construction schedule conflicts between the Expresslanes and Patsaouras projects. This process is expected to be completed in June 2011 so that any identified impacts or conflicts can be mitigated. In addition, the cost increase for the El Monte Station due to the removal of soil contamination, reduces the funds available to build the Patsaouras Plaza Connector. Finally, Metro purchased Union Station and is expected to develop a Master Plan which could impact the design of Patsaouras Plaza. The final determination as to whether the project continues to move forward would be determined by the Metro Board in June or July 2011.***

**Concern No. 4: El Monte Station Soil Contamination**

**Status/Action** In November 2010, a pocket of soil contamination was discovered during initial excavation of the north roadway and former station area. Greater than anticipated contaminated soils was encountered during the initial grading and excavation activities resulting in a slowdown of construction activities to assess safe and correct handling of the contaminated materials. The cost to remove the contaminated soil is estimated at \$6 million. However, final cost impacts remain under evaluation as soils disposal activities progress. Excavation of the contaminated soil commenced in February 2011 ***and will be complete in June 2011. In addition to the contaminated soils, the Contractor has encountered severe amounts of trash and debris within the excavation such as concrete, steel, bricks, railroad ties, and telephone poles.*** Metro issued a change order for a 99 calendar day time extension to KPRS to address the soils handling delay impacts. Station construction completion is now projected as July 2012 with the Temp Terminal Restoration projected as September 2012.

## **MANAGEMENT ISSUES (Contd)**

**Concern No. 5:     *ExpressPark Procurement Protest Filed***

**Status/Action     *LADOT's Evaluation Panel completed its work on April 6, 2011, and recommended that ACS State & Local Solutions be selected as the prime contractor for ExpressPark. The second proposer filed a protest, which will be heard by LADOT's Protest Panel. The findings of the Protest Panel and the LADOT staff recommendations will be presented to the Board of Transportation Commissioners for approval at their next scheduled meeting (June 9 or July 14, 2011). Due to the processing of the protest, the scheduled contract award date of September 2011 will likely slip.***

**Concern No. 6:     *LADOT – TPS Cancellation of Bids***

**Status/Action     *Project assumed completion of ARRA TPS-ATSAC Communications System Rehabilitation, which was supposed to provide interconnect capacity for transit signal priority. Due to changes in the ARRA project construction scope, the project must be redesigned to continue the interconnect link to the ATSAC Center. The bids have been cancelled and the project will be redesigned. The new bid package is anticipated to be completed July 2011. Construction is now scheduled for completion January 2012. System Integration is scheduled for completion February 2012.***

**Concern No. 7:     *Caltrans Has Issued a Construction Contract on the I-110 Freeway That May Impact the ExpressLanes Project***

**Status/Action     *Caltrans has issued a Guard Rail Installation Contract on I-110 Freeway that may impact construction work and revenue operations for the DBOM Contract on I-110 Freeway. Metro is coordinating closely with Caltrans to eliminate any impacts that this Caltrans Contract may have on the ExpressLanes Project.***

**Concern No. 8:     *Ongoing Caltrans Contract on I-110 Freeway ExpressLanes Project That May Impact Work in the Vicinity of Adams Blvd.***

**Status/Action     *Caltrans has a Contractor (Flatiron) performing freeway repairs which has overlapping Traffic Control Plans with the ExpressLanes Project at Adams Blvd. Close coordination between Metro, Caltrans and the Contractor has begun to integrate DBOM's Traffic Management Plans with the Caltrans Contractor Traffic Control Plans.***

## **MANAGEMENT ISSUES (Contd)**

**Concern No. 9:     *ExpressLanes Project Work Adjacent to SCRRA on I-10***

**Status/Action     *Metro and DBOM Contractor have initiated coordination with SCRRA's staff to review and approve final DBOM Contractor's design along the I-10 adjacent to SCRRA's operation. Meetings and close coordination with SCRRA will take place in May and June 2011 to eliminate any potential conflicts that the ExpressLanes Project construction may have on SCRRA's operation along the I-10 Freeway.***

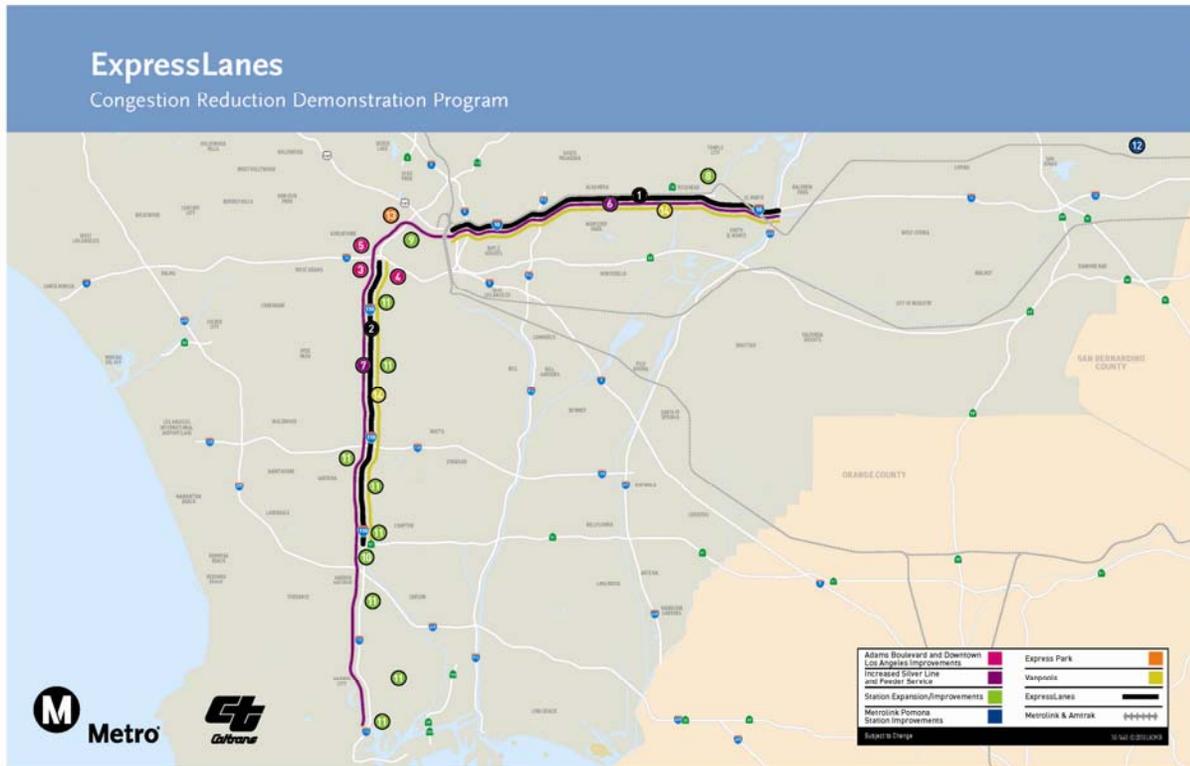
**Concern No. 10:    *Electrical Power Connectors for the Express Toll Lanes Signs Along the I-10 and I-110 Freeways***

**Status/Action     *Metro and the DBOM Contractor are working closely with DWP and SCE to finalize all power connections for the various Express Lanes Toll Signs and equipment. The majority of the power connections have already been designed and good progress is being made with DWP and SCE to avoid any impacts to Project.***

**Concern No. 11:    *Schedule Slippage by Caltrans I-10 Rehab Contractor Which Has a Potential in Impacting the ExpressLanes Project During the Construction Phase***

**Status/Action     *The schedule for Caltrans I-10 Rehab Contract has slipped further and is now projected to complete in early 2012. This has a serious potential impact to the construction schedule for the DBOM Contract for the ExpressLanes Project. Metro is working closely with Caltrans to minimize impacts to the ExpressLanes Project Schedule.***

## PROGRAM SCOPE



Los Angeles County Metropolitan Transportation Authority and Caltrans have partnered with Foothill Transit, Gardena Municipal Bus Lines, Los Angeles Department of Transportation, Southern California Regional Rail Authority (Metrolink) and Torrance Transit, to develop a package of solutions to increase traffic flow and provide travel options on the I-10 and I-110 freeways in Los Angeles County. These solutions will be incorporated into a one-year demonstration that will test new technologies to improve the existing transportation system called ExpressLanes.

The program goal is to improve mobility and provide congestion relief on the I-10 and I-110 freeways through the introduction of congestion pricing by converting High Occupancy Vehicle (HOV) Lanes to High Occupancy Toll (HOT) Lanes, improvements to the transit service along the freeways, transit facility improvements, increased funding for vanpools and the introduction of an intelligent parking management program, called ExpressPark, in downtown Los Angeles.

This program offers improved transportation options and a choice for drivers of single occupant vehicles (SOV) to pay to travel in a high occupancy lane. The general purpose lanes will not be tolled. The aim of the program is to foster incentives for sustainable change that creates travel time savings, increased trip reliability, cost savings, improved air quality and effectively manages our current roadway network.

## **PROGRAM SCOPE (Contd)**

The features of the ExpressLanes program include:

### **1) TOLL INFRASTRUCTURE AND FREEWAY/ROADWAY IMPROVEMENTS**

- **I-10 HOV Conversion to HOT Lanes (I-605 to Alameda St./Union Station) and I-110 HOV Conversion to HOT Lanes (Artesia Transit Center to Adams Blvd.)** – an electronic toll collection system will be constructed that includes toll infrastructure, changeable message and static signage, transponders, cameras, back-office administration and management, CHP enforcement, and incident management response.
- **Add 2<sup>nd</sup> HOT Lane on I-10 (between I-605 and I-1710)** – a 2<sup>nd</sup> HOT lane will be added on the I-10 between I-605 and I-710 in both the eastbound and westbound directions. This will be accomplished by re-stripping the existing enforcement zone buffer and minor roadway widening.
- **Widen Adams Blvd. and Lane Modifications to Adams Blvd Off-Ramp** – modifications at Adams Blvd. include re-configuration to include two dedicated left turn lanes and one dedicated right turn lane. Widening of Adams Blvd. will require the sidewalk to be taken to add an additional dedicated right turn in the westbound direction. To replace the sidewalk, a pedestrian over-crossing will be constructed over the I-110 freeway on the north side of Adams Blvd.
- **Project Study Report (PSR): Adams Blvd.-Figueroa St. HOT Lane Flyover** – funding will be provided to Caltrans to perform a PSR to identify alternatives to connect from the northbound I-110 HOT Lanes to Figueroa St. The PSR will be coordinated with the Harbor Freeway Cap Park Feasibility Study lead by the City of Los Angeles.

### **2) TRANSIT SERVICE IMPROVEMENTS**

- **Enhanced Silver Line BRT and Feeder Services** – Funding will be provided to Metro for 41 new CNG buses to enhance service on the I-10 and I-110 and create a new dual-hub BRT. In addition, Foothill Transit will deploy 12 new buses, Gardena Transit will deploy 2 new gas-hybrid buses and Torrance Transit will deploy 4 new buses to improve additional commuter bus service on both the I-10 and I-110. During the 1-year Demonstration period, Foothill, Torrance and Gardena will also receive an operating subsidy for their expanded service.
- **Transit Signal Priority in Downtown Los Angeles** – The LADOT will install bus signal priority technology on Figueroa St. between Wilshire Blvd. and Adams Blvd. (15 signals) and Flower St. between Wilshire Blvd. and Olympic Blvd. (5 signals) to enhance transit operations. This project will also extend the existing AM peak-period northbound bus-only lane on Figueroa St. to cover the PM peak-period.

## **PROGRAM SCOPE (Contd)**

- **Vanpools** – Activities to support the formation of 100 new vanpools include marketing and vanpool start-up costs such as training community groups to form commuter vanpools and ensure that vanpools are created and retained, ride-matching software, driver (or other empty seat subsidies), back-up driver training exams and parking lot leases.

### **3) TRANSIT FACILITY IMPROVEMENTS**

- **El Monte Transit Center Improvements** – a new 30-bay bus terminal will be constructed at the current El Monte Transit Center location to accommodate service improvements and expansion. This will add capacity for Metro's dual-hub BRT service and Foothill's Silver Streak service and will be LEED Gold Certified.
- **Patsouras Plaza Connector to the El Monte Busway** – the existing passenger boarding/alighting areas located at the corner of Alameda St. and the Busway entrance will be relocated to the south side of Patsouras Plaza to allow direct pedestrian access to the Plaza and Union Station.
- **Division 13 (formerly Union Division)** – a new bus operations and maintenance facility will be constructed adjacent to Metro headquarters. This new facility will house and operate a mixed fleet of approximately 200 CNG buses and will be built to accommodate 40-foot, 45-foot and 60-foot articulated buses. It will also include bus and automobile parking, administrative offices, a maintenance shop and all associated maintenance equipment and will be LEED Silver Certified.
- **Harbor Transitway Park and Ride Improvements** – improvements will include enhanced signage, lighting and security at 8 Park and Ride lots. A Sheriff's Substation will be constructed at Artesia Transit Center. New bike lockers will be installed and bus stops will be re-located for lines 108 and 115 so that they are under the Slauson and Manchester Transitway stations. And at the 37<sup>th</sup> Street Station translucent and architectural sound attenuation panels will be installed to reduce noise levels for waiting customers on the Harbor Transitway. Design of the panels is based on noise testing and analyses conducted by noise experts, the architecture of the station and Caltrans requirements. Before and after noise data will be collected to evaluate whether or not additional sound attenuation projects are implemented in the future at other freeway adjacent stations.
- **Pomona Metrolink Station Expansion** – this project consists of new pedestrian access improvements, 143 new parking spaces and the extension of the platform to accommodate additional rail cars at the Pomona (North) Metrolink Station that serves the San Bernardino Line. Operation of extended trains is projected to begin sometime in early 2011 on the San Bernardino Line.

### **4) DEMAND-BASED PARKING PRICING**

- **ExpressPark** – the LADOT will deploy new parking meter technology to 5,500 on-street metered parking spaces in the Central Business District, Chinatown, Civic Center, East Downtown, Little Tokyo and Washington/Broadway. These new meters

### **PROGRAM SCOPE (Contd)**

will charge demand-based parking rates depending on the time of day and length of stay. They will also provide alternative payment options (i.e. credit card, cell phone). In addition to the on-street meters, occupancy reporting systems will also be implemented for the major City-owned off-street parking facilities (approx 7,500). Real-time parking information for 13,000 public on- and off-street parking spaces will be provided through various media including: websites, mobile phones, and on-street dynamic message signs.

**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11
<b>HOT Lane Project</b>							
Adams Blvd Type Selection Report	4/11/2011A	○					
I-10 60% Civil/Structural Design	4/21/2011A	○					
I-110 100% Civil/Structural Design	05/02/11		○				
I-10 60% Electrical/Communication Design	05/16/11		○				
Adams Boulevard 60% Design	05/19/11		○				
USDOT Extension (MOU)	06/30/11			FHWA			
USDOT I-10 Tolling Agreement	07/01/11				FHWA		
USDOT I-110 Tolling Agreement	07/01/11				FHWA		
I-10 100% Civil/Structural Design	07/10/11				○		
I-110 100% Electrical/Communication Design	07/25/11				○		
I-10 100% Electrical/Communication Design	09/08/11						○
Adams Boulevard 100% Design	09/08/11						○
<b>Transit Facilities Improvement</b>							
<b>Division 13 - New Construction</b>							
Metro Prepare DBB Construction Bid Package	05/03/11		M Metro				
Advertise Contract	06/15/11			M Metro			
Construction Contractor Award	08/04/11					M Metro	
Construction NTP	08/25/11					M Metro	
<b>Harbor Transit Way Improvement</b>							
Issue NTP Bus Cutouts	4/11/2011A	M Metro					
37th Sta Pilot Installation Sound Enclosure	07/29/11				M Metro		
Slauson & Manchester St Bus Stop Cut Outs	08/11/11					M Metro	
Construction Complete	08/25/11					○	
<b>El Monte Transit Center</b>							
Design & Relocation of 20" Gas Line	4/6/2011A	○					
Complete Excavation	06/03/11			○			
Start Concrete Foundation Walls	07/29/11				○		
<b>Pastouras Plaza</b>							
Advertise DB Contract	06/30/11			M Metro			
DB Contractor Procurement	09/19/11						M Metro



## **CRITICAL PATH NARRATIVE**

The Critical Path of the HOT Lanes DBOM contract runs through the Toll Implementation design/procurement/test related activities. The schedule assumes a one month end-to-end testing period for each of the corridors, following installation of the Toll Operation Service Center and two months of integrated test period for the entire system following the corridor-wide testing. Our design consultants have confirmed that those durations are adequate for the testing activities.

Staff continues to work with FTA/FHWA partners regarding the need for a schedule extension to ensure all roadway and tolling installations are completed prior to opening the Hot Lanes. Due to the high risk posed by the ongoing work being performed by the Caltrans I-10 Rehab contractor on the I-10 corridor, Metro is in discussions with FHWA to have the I-110 tolling operation open before the I-10 tolling operation. The projected date for the opening of the I-110 Hot Lanes is October 2012 and the I-10 Hot Lanes is February 2013. However, now that the DBOM Contract has been awarded, these dates will be analyzed, with the concurrence of USDOT, and will be finalized once the DBOM Contractor provides its project schedule.

### **I-10 Rehab Construction**

Caltran's I-10 Rehab contractor (Atkinson) provided Metro the latest schedule update, which shows 3 month delay compared to the original baseline schedule. Metro revised the master schedule to incorporate the phase opening site access window to meet a phased opening schedule requirement.

### **Transit Service Improvement**

Foothill and Gardena Transit – No changes to the critical path.

Torrance Transit – Bus delivery will be delayed due to Chapter 11 declaration by hybrid engine manufacturer. Bus order placed on hold pending resolution of Chapter 11 re-organization. New Flyer offered an alternative bus replacement model which is currently being evaluated by Torrance. Torrance Transit has met with New Flyer and decided to cancel its order for hybrid buses, due to the propulsion company declaring Chapter 11 bankruptcy, and instead purchase CNG buses. ***On April 19, 2011 the Torrance City Council approved a purchase order with New Flyer for the purchase of the buses. The buses have been ordered and anticipated to arrive in November 2011.***

### **Transit Facility Improvements**

El Monte Transit Center – Current contractor schedule shows the substantial completion date is September 2012. The sustained delays to critical activities on construction schedule was caused by the contaminated soil found during excavation and excessive rain days in December over the (5) rain delay days in the Baseline schedule.

Pastaouras Plaza – ***Due to several factors: Union Station Master Plan, funding shortfall and potential construction schedule impacts to the ExpressLanes, this item will be going forward to the Metro Board in either June or July 2011 to make a determination as to whether this project will continue to move forward.***

## **CRITICAL PATH NARRATIVE (Contd)**

Harbor Transitway – No changes to the critical path.  
Division 13 Facility – No changes to the critical path.

### **Metrolink Pomona Station**

No changes to the critical path.

### **Transit Signal Priority in Downtown**

The original completion date of December 31, 2010 was moved to August 31, 2011 due to a prolonged review process for the E-76 Authorization to Proceed with Construction and due to LADOT internal reorganization which resulted in Project Management being transferred to another group. ***Project assumed completion of ARRA TPS-ATSAC Communications System Rehabilitation, which was supposed to provide interconnect capacity for transit signal priority. Due to changes in the ARRA project construction scope, the project must be redesigned to continue the interconnect link to the ATSAC Center. The bids have been cancelled and the project will be redesigned. The new bid package is anticipated to be completed July 2011. Construction is now scheduled for completion January 2012. System Integration is scheduled for completion February 2012.***

### **ExpressPark Project**

***LADOT's Evaluation Panel completed its work on April 6, 2011, and recommended that ACS State & Local Solutions be selected as the prime contractor for ExpressPark. The second proposer filed a protest, which will be heard by LADOT's Protest Panel. The findings of the Protest Panel and the LADOT staff recommendations will be presented to the Board of Transportation Commissioners for approval at their next scheduled meeting (June 9 or July 14, 2011). LADOT originally anticipated a contract award by September 2011 but due to the protest processing this date will likely slip.***

**PROGRAM COST STATUS**

CONGESTION REDUCTION DEMONSTRATION PROGRAM  
COMBINED COST REPORT BY PROJECT  
METRO CONSTRUCTION MANAGEMENT DIVISION

PERIOD ENDING: APRIL 2011

DOLLARS

PROJECT	NOTES	ADOPTED BUDGET	CURRENT FORECAST		COMMITMENTS*		EXPENDITURES*		BUDG FOREC VARIATION
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
CP 201059 - PROCURE 41 BUSES		27,214,617	-	27,214,617	-	27,214,617	-	27,214,617	
CP 202001 - UNION DIVISION		95,000,000	-	95,000,000	21,373	13,144,718	(1,408,983)	11,743,344	
CP 202286 - EL MONTE TRANSIT CTR & PATSOURAS CONNECTOR		60,106,000	-	60,106,000	5,388,584	53,259,160	2,757,321	14,712,617	
CP 202287 - HARBOR TRANSITWAY IMPROVEMENTS		3,850,000	-	3,850,000	14,394	2,540,898	38,207	1,180,767	
CP 210115 - BIKE LOCKERS		101,012	-	101,012	-	101,012	-	101,012	
CP 210120 - TOLLTECHNOLOGY & ROADWAY IMPROVEMENTS	1	120,635,000	-	120,635,000	884,864	83,170,774	6,420,983	17,209,054	
<b>METRO &amp; CALTRANS TOTAL</b>		<b>306,906,629</b>	<b>-</b>	<b>306,906,629</b>	<b>6,309,215</b>	<b>179,431,180</b>	<b>7,807,528</b>	<b>72,161,412</b>	
<b>OTHER AGENCIES OR OTHER METRO COSTS:</b>									
METROLINK	POMONA METROLINK STATION - INC. PARKING	10,815,476	-	10,815,476	172,344	10,379,000	198,896	9,285,662	
METRO	OPERATING SUBSIDY FOR DEMO	6,300,000	-	6,300,000	-	-	-	-	
METRO	I-110 Adams Flyover PSR - METRO:	7,840,790	3	7,840,790	-	-	-	-	
FOOTHILL TRANSIT	PROCURE 12 BUSES	7,500,000	-	7,500,000	31,801	7,305,825	31,801	7,305,825	
FOOTHILL TRANSIT	OPERATING SUBSIDY FOR DEMO	5,503,000	-	5,503,000	-	-	-	-	
TORRANCE TRANSIT	PROCURE 4 BUSES	2,800,000	-	2,800,000	-	2,800,000	-	-	
TORRANCE TRANSIT	OPERATING SUBSIDY FOR DEMO	1,200,000	-	1,200,000	-	1,200,000	-	-	
GARDENA TRANSIT	PROCURE 2 BUSES	1,200,000	-	1,200,000	16,957	1,200,000	-	1,129,584	
GARDENA TRANSIT	OPERATING SUBSIDY FOR DEMO	677,736	-	677,736	-	-	-	-	
LADOT	TRANSIT SIGNAL PRIORITY	1,129,561	-	1,129,561	2,898	322,414	2,898	322,414	
METRO	FACILITY O&M	-	-	-	-	-	-	-	
METRO	VANPOOLS	400,000	-	400,000	-	-	-	-	
LADOT	EXPRESSPARK	18,500,000	-	18,500,000	-	77,803	-	77,803	
<b>OTHER AGENCIES OR OTHER METRO COSTS:</b>		<b>63,866,563</b>		<b>63,866,563</b>	<b>224,000</b>	<b>23,285,042</b>	<b>233,595</b>	<b>18,121,288</b>	
<b>TOTAL CRD PROGRAM:</b>		<b>370,773,192</b>	<b>2</b>	<b>370,773,192</b>	<b>6,533,215</b>	<b>202,716,222</b>	<b>8,041,123</b>	<b>90,282,700</b>	

NOTE 1: \$120.6M ADOPTED BUDGET DOES NOT INCLUDE O&M COSTS FOR FIRST YEAR DEMONSTRATION.

NOTE 2: ADOPTED BUDGET OF APPROXIMATELY \$368.4M IS THE \$331.8M BUDGET BOARD APPROVED IN DEC-10 PLUS PARTNER LOCAL MATCH AND OTHER NON-CRD FUNDS TO BE USED IN CRD PROGRAM.

NOTE 3: FUNDED BY ISTE A EARMARK AND LOCAL MATCH

\*EXPENDITURES ARE CUMULATIVE THROUGH MARCH 31, 2011

**METRO EXPRESSLANES PROGRAM FINANCIAL/GRANT STATUS**

**METRO EXPRESSLANES PROGRAM  
(IN MILLIONS OF DOLLARS)**

April 2011

**STATUS OF FUNDS BY SOURCE**

PROJECT	FUNDING SOURCES						CURRENT FORECAST	(A) APPROVED BUDGET
	FED CMAQ TRANSIT	FED CMAQ HIGHWAY	FED FTA 5307	STATE SLPP	LOCAL FUNDS	NON CRD FUNDS		
METRO BUS PROCUREMENT	\$0.000	\$0.000	\$23.572	\$0.000	\$3.643	\$0.000	\$27.215	\$27.215
UNION DIVISION	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$95.000	\$95.000	\$95.000
EL MONTE TRANSIT CTR & PATSAOURAS CONNECTOR	\$0.000	\$0.000	\$42.900	\$0.000	\$12.306	\$4.900	\$60.106	\$60.106
HARBOR TRANSITWAY IMPROVEMENTS	\$0.000	\$0.000	\$3.120	\$0.000	\$0.730	\$0.000	\$3.850	\$3.850
BIKE LOCKERS	\$0.000	\$0.000	\$0.040	\$0.000	\$0.061	\$0.000	\$0.101	\$0.101
TOLL TECHNOLOGY & ROADWAY IMPROVEMENTS	\$0.000	\$29.800	\$0.000	\$20.000	\$29.635	\$41.200	\$120.635	\$120.635
METRO OPERATIONS & FACILITY O&M	\$6.300	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.300	\$6.300
VANPOOLS	\$0.400	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.400	\$0.400
BUS PROCUREMENT & OPERATIONS (OTHER AGENCIES)	\$5.000	\$0.000	\$11.500	\$0.000	\$0.000	\$0.000	\$18.880	\$18.880
ADAMS FLYOVER PSR (CALTRANS)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.841	\$7.841	\$7.841
POMONA METROLINK STATION (SCRRA)	\$0.000	\$0.000	\$4.480	\$0.000	\$1.120	\$5.215	\$10.815	\$10.815
EXPRESS PARK (LADOT)	\$0.000	\$15.000	\$0.000	\$0.000	\$0.000	\$3.500	\$18.500	\$18.500
TRANSIT SIGNAL PRIORITY (LADOT)	\$0.000	\$1.000	\$0.000	\$0.000	\$0.000	\$0.130	\$1.130	\$1.130
<b>TOTAL FUNDS</b>	<b>\$11.700</b>	<b>\$45.800</b>	<b>\$85.612</b>	<b>\$20.000</b>	<b>\$47.495</b>	<b>\$157.786</b>	<b>\$370.773</b>	<b>\$370.773</b>

(A) Budget approved by Metro Board on September 2008. Expenditures are cumulative through February 2011.

PROJECT	FUNDING SOURCES - ACTUAL EXPENDITURES						TOTAL
	FED CMAQ TRANSIT	FED CMAQ HIGHWAY	FED FTA 5307	STATE SLPP	LOCAL FUNDS	NON CRD FUNDS	
METRO BUS PROCUREMENT (CP 201059):							
EXPENDITURES			\$22.589		\$4.626		\$27.215
BILLED TO FUNDING SOURCE			\$22.589		\$4.626		\$27.215
UNION DIVISION (CP 202001):							
EXPENDITURES						\$11.743	\$11.743
BILLED TO FUNDING SOURCE						\$11.743	\$11.743
EL MONTE TRANSIT CTR & PATSAOURAS CONNECTOR: (CP 202286)							
EXPENDITURES			\$11.770		\$2.943		\$14.713
BILLED TO FUNDING SOURCE			\$9.592		\$2.398		\$11.990
HARBOR TRANSITWAY IMPROVEMENTS (CP 202287):							
EXPENDITURES			\$0.945		\$0.236		\$1.181
BILLED TO FUNDING SOURCE			\$0.895		\$0.224		\$1.119
BIKE LOCKERS (CP 210115):							
EXPENDITURES			\$0.020		\$0.081		\$0.101
BILLED TO FUNDING SOURCE			\$0.020		\$0.081		\$0.101
TOLL TECHNOLOGY & ROADWAY IMPROVEMENTS: (CP 210120)							
EXPENDITURES					\$17.209		\$17.209
BILLED TO FUNDING SOURCE					\$7.419		\$7.419
METRO OPERATIONS & FACILITY O&M:							
EXPENDITURES							\$0.000
BILLED TO FUNDING SOURCE							\$0.000
VANPOOLS							
EXPENDITURES							\$0.000
BILLED TO FUNDING SOURCE							\$0.000
BUS PROCUREMENT & OPERATIONS (OTHER AGENCIES)							
EXPENDITURES						\$8.435	\$8.435
ADAMS FLYOVER PSR (CALTRANS):							
EXPENDITURES							\$0.000
POMONA METROLINK STATION (SCRRA):							
EXPENDITURES						\$9.286	\$9.286
EXPRESS PARK (LADOT):							
EXPENDITURES						\$0.078	\$0.078
TRANSIT SIGNAL PRIORITY (LADOT):							
EXPENDITURES						\$0.322	\$0.322
<b>TOTAL EXPENDITURES</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$35.324</b>	<b>\$0.000</b>	<b>\$25.095</b>	<b>\$29.864</b>	<b>\$90.283</b>

**CONGESTION REDUCTION DEMONSTRATION PROGRAM  
STATUS OF FUNDS BY SOURCE AS OF MARCH 31, 2011**

Ln#	(A)	(B)	(C)	(D)	(E)	(E/B+C)	(F)	(F/B+C)	(G)	(G/B+C)
	Original Budget	Total Funds Anticipated	Add'l Funds Anticipated	Total Funds Available	Commitments		Expenditures		Billed to Funding Source	
					\$	%	\$	%	\$	%
1	Federal - Section 5309 <sup>(1)</sup>	\$ 210,600,000	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	-
2	Federal - Section 5307 <sup>(2)</sup>	\$ -	\$ 83,516,000	\$ -	\$ 55,201,867	96.7%	\$ 46,522,203	55.7%	\$ 44,331,914	53.1%
3	Cities' match to Section 5307 <sup>(2)</sup>	\$ -	\$ 2,256,000	\$ -	\$ 2,256,000	100%	\$ 1,719,710	76.2%	\$ 1,717,917	76.1%
4	Federal - CMAQ (transferred from 5307)	\$ -	\$ 76,400,000	\$ -	\$ 76,158,521	0.5%	\$ 7,297,044	9.6%	\$ 640,228	0.8%
5	Federal - CMAQ	\$ -	\$ -	\$ 18,300,000	\$ 6,000,000	299.5%	\$ -	0.0%	\$ -	0.0%
6	Federal - Section 5309 State of Good Repair	\$ -	\$ -	\$ 47,750,000	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
7	Section 5308 Clean Fuel	\$ -	\$ -	\$ 5,500,000	\$ 5,500,000	0.0%	\$ -	0.0%	\$ -	0.0%
8	Other agencies' Federal Funds	\$ -	\$ -	\$ 9,732,591	\$ 9,690,959	35.6%	\$ 3,459,959	35.6%	\$ 3,459,959	35.6%
9	State - Prop 1B SLPP <sup>(3) (4)</sup>	\$ -	\$ 10,550,000	\$ 9,450,000	\$ 20,000,000	50.0%	\$ -	0.0%	\$ -	0.0%
10	State - Prop 1B Transit	\$ -	\$ -	\$ 41,625,685	\$ 17,692,816	31.3%	\$ 11,619,029	27.9%	\$ 11,602,646	27.9%
11	Local - Measure R 35% <sup>(4)</sup>	\$ -	\$ 3,586,931	\$ -	\$ 3,586,931	100%	\$ 3,586,931	100.0%	\$ 3,586,931	100%
12	Local - Prop C 40% <sup>(4)</sup>	\$ -	\$ 13,025,069	\$ 124,315	\$ 5,995,524	94.2%	\$ 4,406,325	33.5%	\$ 3,858,753	29.3%
13	Local - Prop C 25% <sup>(4)</sup>	\$ -	\$ 18,905,000	\$ 12,573,158	\$ 28,355,000	58.3%	\$ 10,280,181	32.7%	\$ 6,572,884	20.9%
14	Local - Prop C 10% <sup>(4)</sup>	\$ -	\$ 1,120,000	\$ -	\$ 1,120,001	99.7%	\$ 1,116,607	99.7%	\$ 1,020,832	91.1%
15	Local- Capital Projects Repayment <sup>(4)</sup>	\$ -	\$ 1,241,000	\$ -	\$ 1,241,000	0.0%	\$ -	0.0%	\$ -	0.0%
16	Local - SAFE <sup>(4)</sup>	\$ -	\$ -	\$ 4,039,000	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
17	Other agencies' contribution	\$ -	\$ -	\$ 9,819,165	\$ 9,374,165	13.9%	\$ 274,710	2.8%	\$ 274,710	2.8%
	<b>TOTALS</b>	<b>\$ 210,600,000</b>	<b>\$ 210,600,000</b>	<b>\$ 158,913,914</b>	<b>\$ 242,172,784</b>	<b>\$ 201,516,221</b>	<b>\$ 90,282,699</b>	<b>\$ 77,066,775</b>		

Notes: <sup>(1)</sup> Section 5309 original award of \$210.6m was obligated in full for Metro's Preventive Maintenance activities. A combination of Section 5307 and local funds were allocated to the CRD Program to replace the Section 5309 funds.

<sup>(2)</sup> Metro allocated 100% 5307 federal funds to the cities. In return, the cities provided match by reducing their allocated funds and exchanging with their own local funds. Balance of unallocated federal funds are available to the cities for other purposes.

<sup>(3)</sup> SLPP = State and Local Partnership Program

<sup>(4)</sup> SAFE = Service Authority for Freeway Emergencies

<sup>(5)</sup> The totals Columns B and C total \$369.5 million which is more than the program funding plan (\$331.8 mil.) due to the following: This chart includes an additional \$660k in Section 5308 for Div 13, \$14.2 mil Prop1 B and \$124 k PC40% for Div. 13, \$9.8 mil Other Agencies' contribution, 9.7 mil Other Agencies' Federal funds, \$3.1 mil of PC 25%, and \$39k of SAFE.

<sup>(6)</sup> Represent a series of Metro' internal funds exchanges between projects to swap Section 5307 funds for local funds.

## **PROGRAM COST ANALYSIS**

### **Adopted Budget**

The new Adopted Budget reflects the Metro Board which was approved in December 2010 to increase the original adopted Life-of-Project (LOP) Budget in the amount of approximately \$290 million to approximately \$331.8 million plus partner local match and other Non-CRD Funds to be used in the CRD Program, bringing the total CRD Program Budget from approximately \$320 million to approximately \$368 million. During prior periods, two external partner agencies (Foothill and Gardena Transit) increased the forecast for their projects by approximately \$3 million, increasing the budget for the CRDP from \$368 million \$371 million.

### **Current Forecast**

The Current Forecast of approximately \$371 million remains the same as the new Adopted Budget approved at the December 9, 2010 Board Meeting, plus an increase of \$3 million for the aforementioned reason.

### **Commitments**

The Commitments increased **by \$6.5 million this period** primarily for costs of handling contaminated soil at the El Monte transit Center Site by KPRS, the Construction Contractor, Metro and other agency staff charges, awarding of task orders to miscellaneous design and construction management consulting firms, and services related to the Pomona Metrolink Station.

### **Expenditures**

Expenditures **increased by \$8.0 million** this period primarily for expenditures for design and construction management consulting firms, construction of the El Monte Transit Center and construction of Pomona Metrolink Station, Metro and Other Agency staff labor charges. **The first invoice from Atkinson for the ExpressLanes DBOM Contract in the amount of \$4.4M was processed this period.** The **\$90.3 million** in Project Expenditures to date represent **24.3%** of the Adopted Budget.

**Note: Commitments in the Program Status of Funds by Source do not match the Cost Report because of difficulties in reconciliation of Atkinson Contract DBOM commitments. This is being worked out and should be reconciled by the next Monthly Status Report.**

## **STATUS OF FUNDS ANTICIPATED**

### **FEDERAL CMAQ:**

Transit Signal Priority (LADOT): \$758,521 of CMAQ funds are available for drawdown.  
Express Park (LADOT): \$15,000,000 of CMAQ funds are available for drawdown.  
ExpressLanes (Metro): \$25.762M of CMAQ funds are available for drawdown. A second request for \$41.238M in CMAQ funding was **approved April 25, 2011**. **A total of \$67 million in CMAQ is available for drawdown.**

### **FEDERAL FTA 5307:**

Metro Bus Procurement: An FTA grant application of \$23.572M (CA-90-Y716) was awarded on July 2, 2009. Funds are available for drawdown.

El Monte Transit Center: An FTA grant application of \$2.160M (CA-90-Y716) was awarded on July 2, 2009. Funds are available for drawdown.

Patsaouras Connector: An FTA grant application of \$1.2M (CA-90-Y716) was awarded on July 2, 2009. Funds are available for drawdown.

Harbor Transitway Improvements: An FTA grant application of \$2.0M (CA-90-Y716) was awarded on July 2, 2009. Funds are available for drawdown.

Bus Procurement and Operations (Other Agencies):

Foothill Transit: A grant application for \$7.5M (CA-90-Y715) has been approved and funds are available for drawdown.

Torrance Transit: A grant application for \$2.6M (CA-90-Y715) has been approved and funds are available for drawdown.

Gardena Transit: A grant application for \$969K (CA-90-Y707) has been approved and funds are available for drawdown.

Metrolink: A grant application for \$5.26M (CA-90-Y777) was approved in September 2010 and funds are available for drawdown. A separate grant for \$339K (CA-90-Y840) has been approved and funds are available for drawdown.

### **STATE SLPP:**

ExpressLanes (Metro): The CTC rather than approving a \$20M allocation in SLPP Funds approved a \$20M Letter of No Prejudice (LONP) at the September 2010 CTC Meeting. Per the Metro Board approval in August 2010, the use of Local Funds (PC25) will be the fund source for the LONP. At its January 2011 Meeting, the CTC approved the \$20 million in SLPP funds so there is no further need for the LONP. The State will reimburse Metro for any funds that were expended prior to the allocation of the funds in January 2011.

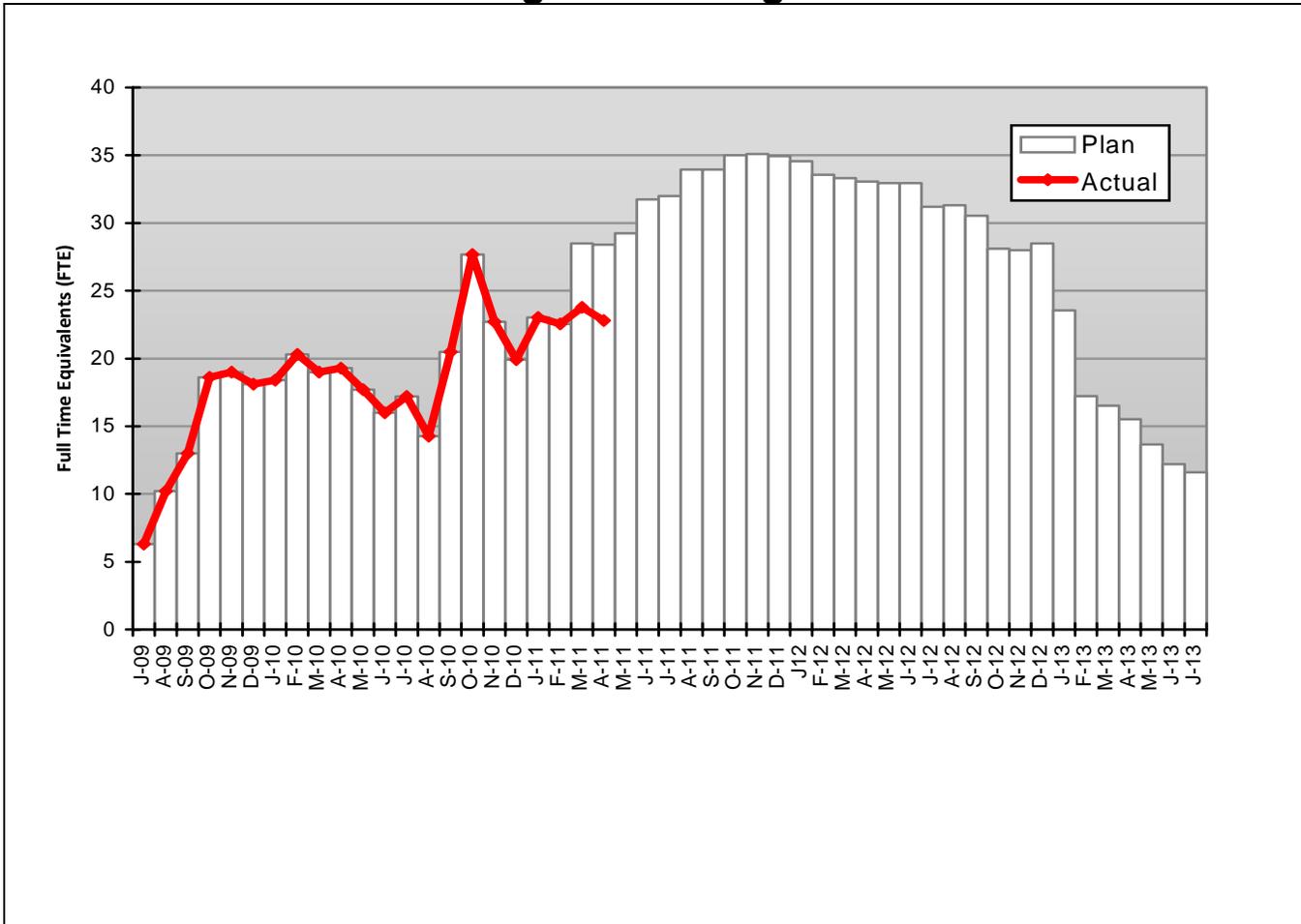
### **NON CRD FUNDS:**

Division 13 Proposition 1B Funds: An initial \$4.99M funding request was approved by the State in February 2008. However, Metro's second funding request of \$12.7M has been put on hold pending resolution of the State budget or securing of alternative funding sources.

**ADAMS FLYOVER PSR ISTEAFUNDS:** \$4,104,000 of ISTEAFUNDS is available for drawdown. A second request for \$2,127,000 was submitted to Caltrans in January 2011. A third request for \$41,632 was submitted to Caltrans in February 2011. The full amount of ISTEAFUNDS have been requested.

**STAFFING STATUS**

**Total Program Staffing - FTEs**



**Total Program Staffing**

Now that the DBOM Contract has been awarded and the Division 13 Project has been scheduled to advertise, the total Project Staffing Plan has been revised to reflect the current plan.

**REAL ESTATE STATUS**

- The Hot Lanes Project will be built entirely within existing Caltrans ROW, no additional project ROW will be required.
- No additional ROW is required for any of the remaining projects.

**REAL ESTATE STATUS TO DATE**

Number of Parcels	Required	In Appraisal Process	Appraisal Process Complete	Offer Made	Closing	Acquired	Turned Over to Contractor
This Period	0	0	0	0	0	0	0
Last Period	0	0	0	0	0	0	0

## **ENVIRONMENTAL STATUS**

There are eight (8) projects that require environmental approval. The status of each is as follows:

- I-10 and I-110 HOV Conversion to HOT Lanes – EIR/EA. NEPA approved May 2010. CEQA approved June 2010.
- Harbor Transitway Improvements – Listed Categorical Exclusion/Exemption, no approval required.
- El Monte Transit Center Improvements – Categorical Exclusion (NEPA)/Categorical Exemption (CEQA). Submitted September 2009. NEPA approved November 2009. CEQA approved December 2009.
- Patsaouras Plaza Connector – Categorical Exclusion (NEPA)/Categorical Exemption (CEQA). NEPA and CEQA approved September 2, 2010. NEPA and CEQA approvals are pending. Still waiting for the PR/PSR approval from Caltrans. Approvals expected in May 2011.
- Division 13 (Union Division) – Categorical Exclusion (NEPA)/Categorical Exemption (CEQA). CEQA submitted August 2008 and approved September 2008. NEPA submitted and approved in December 2009.
- Transit Signal Priority – Categorical Exclusion (NEPA)/Categorical Exemption (CEQA). NEPA and CEQA approved September 2009.
- ExpressPark – Categorical Exclusion (NEPA)/Categorical Exemption (CEQA). NEPA and CEQA approved October 2009.
- Pomona Metrolink Station Improvements – Categorical Exclusion (NEPA)/Statutory Exemption (CEQA). NEPA and CEQA submitted November 2007. CE approved July 2010.

## **COMMUNITY/MEDIA RELATIONS STATUS**

*During the month of April 2011 three outreach briefings were provided to stakeholders at the Community Meeting regarding Adams Boulevard Improvements, Downtown Los Angeles Neighborhood Council, and Central City Association of Los Angeles.*

*The total number of program briefings held from April 25, 2008 through April 30, 2011 is 198, as follows:*

- *Program stakeholder briefings, technical advisory group meetings, live web chats, and community workshops: 143*
- *Legislative briefings: 36*
- *Corridor Advisory Group meetings: 11*
- *Public hearings: 8*

*As of the end of April 2011, Metro ExpressLanes stakeholder database included 1,929 contacts.*

*During the month of April 2011, two media stories mentioned the ExpressLanes Program:*

- *April 4, "Reminder: ExpressLanes Meeting Tonight to Discuss Adams Blvd. Improvement", The Source Blog*
- *April 10, "HOT Lanes are Not a Solution to Traffic Woes", Daily Trojan*

## **QUALITY ASSURANCE STATUS**

### ExpressLanes Program

- *Provided extensive support consisting of document reviews and coordination meetings which culminated in the approval of the Contractor Quality Program Manual.*
- *Attended second project partnering session.*
- *Reviewed initial comments from Caltrans on the Contractor Project Quality Program Manual.*
- Attended Weekly Progress Meetings.

### C0958 – El Monte Busway & Transit Center

- Reviewed draft implementing procedures for quality program.
- Attended Weekly Progress Meetings.

### C0970 – Union/Patsaouras Plaza Busway Station

- Reviewed quality requirements for IFB package.

## **SAFETY STATUS**

### **El Monte Transit Center**

- Participated in weekly progress with CM and KPRS management personnel and Tool Box meetings to discuss safety/security issues and construction schedule.
- Monitored daily construction activities to ensure compliance with contract specifications.
- KPRS and their subcontractors reported zero incidents and 4,376 work hours for the month of April 2011. Total Program-to-Date work hours are 42,952 and the incident rate is zero.

**THIRD PARTY AGREEMENT STATUS  
THIRD PARTY ADMINISTRATION AGREEMENTS**

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
Caltrans	Cooperative/ Funding Agreement	Outline roles; funding for environmental document and roadway improvements; Funding for Design/Construction Oversight and balance of Environmental Document	Includes Caltrans Review/ Approval Deadlines	\$6.9M	Capital	Executed
Caltrans	Encroachment Permit				Capital	Completed
Expo	MOU	Overcrossing at Adams to Exposition			Capital	Completed
LADWP	Electrical Service Agreement	Drops by PB/IBI Application Only			Capital	DWP is still working on the design. DWP is reviewing the draft MOU.
So Cal Edison	Electrical Service Agreement	Drops by PB/IBI Application Only			Capital	SCE is still working on the design. Letter was sent to SCE.
City of Los Angeles	Maintenance Agreement	Adams Blvd. Pedestrian Bridge				Draft agreement pending.
City of Los Angeles	Amendment to Master Cooperative Agreement	Design Review for Adams Blvd. and POC		TBD	Capital	City signed the letter. Working with the City in preparing SPP's.
County of Los Angeles	Amendment to Master Cooperative Agreement	Design Review		TBD	Capital	Executed.
SCRRRA	MOU	Design Review and Support Services Agreement		TBD	Capital	Executed.

**AGENCY NOISE AGREEMENTS**

<b>Agency</b>	<b>Agreement Type</b>	<b>Purpose</b>	<b>Special Provisions</b>	<b>Funding Amount</b>	<b>Type of Funds</b>	<b>Completion Status</b>
City of Los Angeles	Nighttime and Weekend Variance	Includes POC Bridge at Adams Blvd.			Capital	No variance from LAPD. Contractor is responsible for obtaining their own variance on a case by case basis.
City of Monterey Park		Freeway Median Area	City Variance Not Required			N/A
City of Rosemead		Freeway Median Area	City Variance Not Required			N/A
City of El Monte		Freeway Median Area	City Variance Not Required			N/A
City of Baldwin Park		N/A	No Work in this Jurisdiction			N/A

**INTEROPERABILITY AGREEMENTS**

<b>Agency</b>	<b>Agreement Type</b>	<b>Purpose</b>	<b>Special Provisions</b>	<b>Funding Amount</b>	<b>Type of Funds</b>	<b>Completion Status</b>
Bay Area Toll Authority	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
Golden Gate Bridge, Highway & Transportation District	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
Orange County Transportation Authority	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
San Diego Association of Governments	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
SR125 Southbay Expressway, Chula Vista	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
TCA	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	Executed 6/8/10
Alameda County Express Lanes I-680	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process

**OPERATIONS AND MAINTENANCE AGREEMENTS**

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
Caltrans	Cooperative Agreement	Outline roles for operations and maintenance of HOT Lanes		\$0	Operating	Executed
Caltrans	Joint Use Agreement	Advisory Committee & Sec. 166 Definitions			Operating	In Process
CHP	MOU	Dedicated Enforcement: 4 vehicles	Data Collection Requirement	\$500,000 CMAQ or Toll Revenues	Operating	In Process
DMV	Requestor Account	Allows access to DMV records	None	\$250	Operating	Not Started
USDOT	Tolling Agreement	Comply w/USC 166		\$0	Operating	In Process
TCA	License Agreement	FasTrak Logo License	None	\$1	Operating	Executed 6/8/10
MTA	FSP Agreement	Amend FSP Agreement for dedicated trucks			Operating	Not Started
MTA	Collection Agency Agreement				Operating	Not Started
MTA	MOU	Non Revenue Usage MOUs	Required for various agencies		Operating	Not Started
MTA	Welcome Package	Materials needed for new Customer Welcome Package			Operating	Not Started

**TRANSIT IMPROVEMENT AGREEMENTS**

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
Caltrans	Cooperative Agreement	Patsaouras Plaza		TBD	Capital	In Process
Caltrans	MOU	El Monte Transit Center		N/A	Capital	Executed
Caltrans	MOU	Harbor Transitway		N/A	Capital	Executed April 2010
LADWP	Electrical Service Agreement	Drops by Application Only			Capital	DWP is currently working on the design
So Cal Edison	Electrical Service Agreement	Drops by Application Only			Capital	SCE is currently working on the design

**FUNDING AGREEMENTS**

<b>Agency</b>	<b>Agreement Type</b>	<b>Purpose</b>	<b>Special Provisions</b>	<b>Funding Amount</b>	<b>Type of Funds</b>	<b>Completion Status</b>
Caltrans	Cooperative Agreement	Initial Study for Environmental Document		\$200,000 Prop C	Capital	Executed June 2009
Caltrans	Funding Agreement	I-110 Flyover PSR and PA/ED		\$7,395,790	Capital	<b>Executed 4/27/11</b>
Foothill Transit Agency	LOA	Purchase 10 42' buses and funding for 1 year operating subsidy	Data Collection Requirement	\$7,461,000 FTA 5307 \$3,200,000 CMAQ	Capital and Operating	Executed August 2009
Foothill Transit Agency	LOA – Amendment #1	Purchase of 2 additional buses	No Additional Operating Subsidy	\$7,461,000 FTA 5307 \$3,200,000 CMAQ	Capital and Operating	Executed November 2009
Gardena Municipal Bus Lines	LOA	Purchase 2 gas/hybrid buses and funding for 1 year operating subsidy	Data Collection Requirement	\$1,200,000 FTA 5307 \$580,187 CMAQ	Capital and Operating	Executed September 2009
Torrance Transit	LOA	Purchase 4 buses and funding for 1 year operating subsidy	Data Collection Requirement	\$2,800,000 FTA 5307 \$1,160,373 CMAQ	Capital and Operating	Executed July 2009
Los Angeles Department of Transportation	LOA	Intelligent Parking Management Program	Data Collection Requirement	\$15,000,000 CMAQ	Capital	Executed August 2009
Los Angeles Department of Transportation	LOA	Install Transit Signal Priority in Downtown Los Angeles	Data Collection Requirement	\$1,000,000 CMAQ	Capital	Executed August 2009
Southern California Regional Rail Authority	LOA	Construct 100 parking spaces and expand platform at the Metrolink Pomona Station	Data Collection Requirement	\$4,480,000 FTA 5307 \$1,120,000 Prop C 10%	Capital	Executed August 2009

**FUNDING AGREEMENTS**

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
USDOT	MOU	Award CRD funding for I-10 and SR-210 Demonstration Project	Tolling Authority Required by 10/15/08; Revenue Operations by 12/31/10	\$213.6 Million FTA 5309	Capital	Executed April 2008
USDOT	MOU – Amendment #1	Shift from SR-210 to I-110 and I-10 Demonstration Project	Tolling Authority Required by 10/15/08; Revenue Operations by 12/31/10	\$210.6 Million FTA 5309	Capital	Executed July 2008
USDOT	MOU – Amendment #2	Administrative Amendment/ Reconcile MOU with Tolling Authority Legislation	Capacity Improvements by 12/31/08; Revenue Operations by 12/31/10	\$210.6 Million FTA 5309	Capital	Executed November 2008
USDOT	MOU – Amendment #3	Amendment #3 for Schedule Extension		\$210.6 Million FTA 5309	Capital	In Process

**DBOM CONTRACTOR RESPONSIBILITY**

Agency	Agreement Type	Purpose	Special Provisions	Completion Status
FCC	License Agreement	Needed for Operation of Fastrak Transponders?	DBOM Contractor to secure	
TBD	Maintenance Agreement	Toll Electrical and Equipment Maintenance	DBOM Contractor to secure	
TBD	Facility Lease	Needed for Customer Service Center	DBOM Contractor to secure	
TBD	Credit Card/Bank Processing Agreements		DBOM Contractor to secure	
TBD	Website Hosting Agreement		DBOM Contractor to secure	
TBD	Phone/ Internet Service Agreement		DBOM Contractor to secure	
TBD	Mail Processing Agreement		DBOM Contractor to secure	
TBD	Armored Car Service Agreement		DBOM Contractor to secure	

## **CHRONOLOGY OF EVENTS**

April 24, 2008	MOU w/USDOT for \$210 million Grant Award (I-210/I-10).
July 23, 2008	CTC Eligibility Finding.
July 24, 2008	1 <sup>st</sup> Amendment to MOU w/USDOT (Changes Demo Project from I-210/I-10 to I-110/I-10).
August 24, 2008	Preliminary Concept of Operations for I-10 and I-110.
September 28, 2008	State Tolling Authority Legislation Approved (Expires 1/15/13).
September 29, 2008	Metro/Caltrans certify funding available for ExpressLanes.
November 24, 2008	2 <sup>nd</sup> Amendment to MOU w/USDOT (administrative changes).
December 4, 2008	ExpressLanes Project Inclusion in RTP approved.
December 22, 2008	Key Physical Capacity Improvements identified to USDOT.
January 14, 2009	FTIP approved: Amend #1 to the RTP and Amend 08-01 to 2008 RIP.
January 22, 2009	Public Outreach & Communications Plan approved by Metro Board.
February 17, 2009	RFIQ for Toll Systems Integrator released.
April 15, 2009	Preliminary Engineering begins for Electronic Toll Collection.
May 4, 2009	Short List of Toll Systems Integrator Firms completed.
June 22, 2009	Public Hearings for Toll Rates (6).
July 23, 2009	Toll Rates and Toll Policy adopted.
January 20, 2010	Metro Board Approved USDOT National Evaluation Plan.
February 12, 2010	Circulation of the Draft EIR/EA for the the I-10 and I-110.
March 9 & 10, 2010	Public hearings held for the draft EIR/EA for I-10 and I-110.
March 25, 2010	Metro Board Approved Low Income Commuter Assessment.

## **CHRONOLOGY OF EVENTS**

April 7, 2010	CTC Authorizes Design-Build Authority for I-10 and I-110 HOT Lanes.
April 22, 2010	Metro Board Approved Administrative Account Fee Schedule.
April 28, 2010	EIR/FONSI for the I-10 and I-110 HOT Lanes is approved. FHWA Project Oversight Agreement Executed.
May 14, 2010	Environmental Assessment for the I-10 and I-110 HOT Lanes is approved.
June 7, 2010	DBOM RFP released.
June 16, 2010	Issued DBOM RFP Addendum #1.
June 30, 2010	CEQA Documents Approved for I-10 and I-110 HOT Lanes.
August 31, 2010	DBOM RFP Proposals Received.
Sept. 20, 2010	Received E-76 from FHWA for CMAQ Funds.
Sept. 22, 2010	CTC Approval of LONP for SLPP Funds. El Monte Transit Center Groundbreaking.
Sept. 29, 2010	State Tolling Authority extended until 1/15/15 (AB1244 Eng).
October 4, 2010	USDOT announced award of \$47.75 million in Federal Discretionary Grant Funds for Division 13 Facility.
November 30, 2010	Notice of Intent to Award DBOM Contract Circulated to LACMTA Board of Directors.
December 9, 2010	LACMTA Board Approval Life of Project (LOP) Budget Increase.
December 16, 2010	DBOM Contract Award to Atkinson Contractors, LP.
January 11, 2011	Notice to Proceed (NTP) given to DBOM Contractor.
February 15, 2011	Formal Partnering Session held with Atkinson Contractors, Caltrans, FHWA, Metrolink and Metro.

**”GO LIVE” DEPLOYMENT SCHEDULE**

Timeline:

**Scheduled Start of Operation ExpressLanes Program**

<b>2009</b>	
8/2009 (Actual)	Bicycle Lockers @ Artesia Transit Center
<b>2010</b>	
12/2010 (Actual)	Sheriff’s substation @ Artesia Transit Center
12/2010 (Actual)	Metrolink Pomona (North) Station Improvements
<b>2011</b>	
6/2011	Noise Pilot @ 37 <sup>th</sup> Street Harbor Transitway Station
8/2011	Bus Stop Cutouts @ Slauson & Manchester Transitway Stations
9/2011	CCTV & Lighting @ Harbor Transitway Stations
10/2011	Community-based Vanpool Formation
Late 2011 – early 2012	New Buses for I-10 El Monte Busway
Late 2011 – early 2012	New Buses for I-110 Harbor Transitway
<b>2012</b>	
2/2012	Transit Signal Priority Expansion in Downtown LA
3/2012	ExpressPark
7/2012	El Monte Station Expansion
10/2012	I-110 ExpressLanes & Adams Blvd. Street Widening
10/2012	I-110 Adams Blvd. Flyover – Project Study Report*
12/2012	Patsaouras Plaza Connector
12/2012	Division 13
<b>2013</b>	
2/2013	I-10 ExpressLanes
10/2013	I-110 Adams Blvd. Flyover – Environmental Document*

\* The date reflected are completion dates. The Project is not fully funded for actual construction.

## **LA CRD PRE-DEPLOYMENT DATA COLLECTION**

### **Exogenous Factors**

#### Silver Line Non-UPA Transportation System Changes Log

December 2009	Service begins, bus assignments split between D9 & D18
December 2009	Service begins on Long Term Detour via 39 <sup>th</sup> St. to Figueroa due to Expo Line construction
June 2010	Travel time added for schedule adherence
September 2010	Service begins operating at adjacent El Monte Temporary Station during new station construction
December 2010	Long Term Detour cancelled, buses begin operating via 37 <sup>th</sup> St. Station & Adams Blvd; buses begin running out of D9 only
December 2009 to Present – Selected Late Night Closures	El Monte Busway closed which resulted in detouring via local streets to serve Cal State LA; LAC + USC not served during this time
February 2011 – Selected Late Night Closures	Harbor Transitway closed which resulted in detouring via Figueroa between Artesia Transit Center & downtown LA
March 2011-Selected Late Night Closures	Harbor Transitway Closed which resulted in detouring via Figueroa between Artesia Transit Center & Downtown LA. Weekend night closures occurred for the El Monte Busway.

**Silver Line Ridership**

<b>Month</b>	<b>Average Weekday Boardings</b>	<b>% Change from Jan. 2010</b>	<b>Average Saturday Boardings</b>	<b>Average Sunday Boardings</b>
Dec. 2009*	4,208	--	969	1,335
Jan. 2010	6,612	--	2,231	1,411
Feb. 2010	6,974	5.47%	2,489	1,768
Mar. 2010	7,170	8.44%	2,566	1,805
Apr. 2010	7,173	8.48%	2,860	1,744
May 2010	7,422	12.25%	2,758	1,895
June 2010	7,227	9.30%	2,880	1,929
July 2010	7,488	13.24%	2,815	2,045
Aug. 2010	7,487	--	2,811	1,919
Sept. 2010	7,741	17.07%	2,788	2,018
Oct. 2010	8,118	22.78%	2,892	2,044
Nov. 2010	7,522	13.76%	2,304	1,474
Dec. 2010	7,889	19.31%	2,430	1,788
Jan. 2011	8,049	21.73%	2,800	1,701
Feb. 2011	8,304	25.59%	2,595	1,918
Mar. 2011	8,540	29.15%	2,836	1,804
<b>April 2011</b>	<b>9,086</b>	<b>29.16%</b>	<b>2,900</b>	<b>1,804</b>

\*Silver Line started operation on 12/13/09 so ridership estimate represents partial month.

\*\* December shake-up occurred on 12/12/10 so ridership number reflects a partial month.

**El Monte Transit Center Parking Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
Jan. 12, 2010	10:30 AM	1,486	1,761	84.38%
June 10, 2010	11:45 AM	1,492	2,069	72.11%
July 8, 2010	12:15 PM	1,457	2,069	70.42%
August 12, 2010	12:45 PM	1,449	2,053	69.85%
Sept. 9, 2010	10:45 AM	1,449	2,053	70.58%
October 14, 2010	12:30 PM	1,187	1,196	99.25%
Nov 10, 2010	4:15 PM	1,138	1,196	95.15%
Dec. 9, 2010	12:00 PM	1,162	1,196	97.16%
Jan. 13, 2011	1:15 PM	1,188	1,196	99.33%
Feb. 10, 2011	2:00 PM	1,088	1,105	98.46%
March 10, 2011	1:15 PM	1,099	1,105	99.46%
<b>April 27, 2011</b>	<b>2:30 PM</b>	<b>1,115</b>	<b>1,134</b>	<b>98.32%</b>

*\*Prior to the April 27, 2011 counts. Parking Lot C at El Monte was restriped, creating an additional 29 Parking spots. The new capacity at the El Monte Transit center Parking Lot is 1,134 spots.*

**Artesia Transit Center Parking Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
June 10, 2010	10:00 AM	607	1,862	32.55%
July 8, 2010	10:30 AM	606	1,862	32.54%
August 12, 2010	10:45 AM	609	1,862	32.71%
Sept. 9, 2010	2:15 PM	607	1,862	32.60%
Oct. 14, 2010	11:00 AM	637	1,862	34.21%
Nov. 10, 2010	1:30 PM	636	1,862	34.16%
Dec. 9, 2010	11:00 AM	590	1,862	31.68%
Jan. 13, 2011	11:00 AM	655	1,862	35.18%
Feb. 10, 2011	12:00 PM	685	1,862	36.79%
March 10, 2011	10:45 AM	681	1,862	36.57%
<b>April 27, 2011</b>	<b>11:15 AM</b>	<b>683</b>	<b>1,862</b>	<b>36.68%</b>

**El Monte Transit Center Bike Parking Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
Nov. 10, 2010	4:15 PM	25	56	44.64%
Dec. 9, 2010	12:00 AM	34	56	60.71%
Jan. 13, 2011	1:15 PM	21	56	37.50%
Feb. 10, 2011	2:00 PM	35	56	62.5%
March 10, 2011	1:15 PM	35	56	62.5%
<b>April 27, 2011</b>	<b>2:30 PM</b>	<b>33</b>	<b>56</b>	<b>58.93%</b>

**Artesia Transit Center Bike Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
Oct. 14, 2010	11:00 AM	1	16	6.25%
Nov. 10, 2010	2:15 PM	0	22	0%
Dec. 9, 2010	11:15 AM	1	22	4.54%
Jan. 13, 2011	11:20 AM	4	22	18.18%
Feb. 10, 2011	12:00 PM	4	22	18.18%
March 10, 2011	11:00 AM	2	22	9.09%
<b>April 27, 2011</b>	<b>11:15 AM</b>	<b>7</b>	<b>22</b>	<b>31.82%</b>

**Pomona Metrolink Station Parking Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
Sept. 16, 2009	10:45 AM	230	230	100%
Oct. 21, 2009	10:30 AM	230	230	100%
Nov. 18, 2009	10:15 AM	230	230	100%
Dec. 16, 2009	10:45 AM	230	230	100%
Jan. 20, 2010	10:00 AM	230	230	100%
Mar. 17, 2010	10:15 AM	230	230	100%
Apr. 21, 2010	10:30 AM	230	230	100%
May 19, 2010	10:15 AM	230	230	100%
June 9, 2010	1:00 PM	307	373	82.53%
July 15, 2010	10:15 AM	310	373	83.33%
August 12, 2010	1:30 PM	310	372	83.33%
Sept. 9, 2010	11:45 AM	310	372	83.33%
Oct. 14, 2010	1:25 PM	344	372	92.47%
Nov. 10, 2010	3:40 PM	271	372	72.85%
Dec. 9, 2010	1:00 PM	232	372	62.36%
Jan. 13, 2011	12:20 PM	291	372	78.23%
Feb. 10, 2011	1:00 PM	309	372	83.06%
March 10, 2011	12:15 PM	351	372	94.35%
<b>April 27, 2011</b>	<b>12:35 PM</b>	<b>308</b>	<b>372</b>	<b>82.80%</b>

**Metrolink San Bernardino Line Ave. Weekday Inbound Ridership**

<b>Date</b>	<b>Boardings</b>	<b>% Change from Previous Month</b>
June 2009	6,264	--
July 2009	6,185	-1.26%
August 2009	5,969	-3.49%
September 2009	6,028	0.99%
October 2009	6,122	1.56%
November 2009	5,915	-3.38%
December 2009	5,501	-7.00%
January 2010	5,750	4.53%
February 2010	5,762	0.21%
March 2010	5,959	3.42%
April 2010	5,911	-0.81%
May 2010	5,854	-0.97%
June 2010	5,797	-0.98%
July 2010	5,510	-4.95%
August 2010	5,381	-2.40%
September 2010	5,595	3.98%
October 2010	5,720	2.23%
November 2010	5,635	-1.48%
December 2010	5,069	-11.16%
January 2011	5,646	11.38%
February 2011	5,730	1.49%
March 2011	5,962	4.04%
<b>April 2011</b>	<b>6,220</b>	<b>4.33%</b>

***Cumulative Media Articles***

Date	Article	Publication or Blog
4/10/11	<b><i>HOT Lanes Are Not a Solution to Traffic Woes</i></b>	<b><i>Daily Trojan</i></b>
4/4/11	<b><i>Reminder: ExpressLanes Meeting Tonight to Discuss Adams Blvd. Improvements</i></b>	<b><i>The Source Blog</i></b>
3/24/11	Metro's Freeway Projects Mean Better Transportation For Everyone	Everything Long Beach.com
3/21/11	Metro's Highway Program Ramps Up for Big Year	The Source Blog
3/17/11	Streetfilms v. Local News on Congestion Pricing	LA Streetsblog
3/17/11	If LA Freeways Aren't Free: Is Letting Solo Drivers Pay to Use the Carpool Lanes Undemocratic? Maybe, But it Could Also Ease LA Traffic. Let's Try it Out.	LA Times Editorial
3/15/11	Dueling Answers to Freeway Congestion	CityWatch
3/15/11	Media, Congress Members, Running Another ExpressLanes Mis-Information Campaign	Streetsblog LA
3/14/11	Both Sides of Congressional Aisle Hate Metro Congestion Pricing Plan	Curbed LA
3/13/11	Toll-Lane Project Faces Renewed Opposition in Congress	LA Times
3/12/11	Plan to Let Solo Drivers Pay Tolls to Use 10, 110 Freeway Carpool Lanes Opposed	LA Times Blog
3/3/11	LA Carpool Lanes to Open for Solo Drivers - In 2012, Drivers Can Choose to Pay More to Save Time on the Freeway	NBC Los Angeles.com
3/3/11	Car-Pool Lanes for Solo Drivers? Fee System Coming to L.A.	The Orange County Register
2/25/11	Highs and Lows for Electric Vehicle Companies, and How to Buy Into the Carpool Lane	Technology Review
2/25/11	LA To Charge a Toll For Driving Solo In HOV Lanes With New ExpressLanes	Autoblog Green
2/25/11	Solo Drivers in Los Angeles Will Soon Be Allowed To Drive In Carpool Lanes For a Fee	TechCrunch
2/25/11	ACS to Operate New Los Angeles HOT "ExpressLanes" System	Traffic Technology Today.com
2/23/11	To Curb Congestion, Los Angeles Rolls Out Dynamic Electric Toll Booths	Smart Planet

***Cumulative Media Articles***

Date	Article	Publication or Blog
2/23/11	Xerox Unit Setting up Calif. Tollway	Hartford Business.com
2/23/11	ACS, A Xerox Company, to Keep Los Angeles Drivers Moving with Electric Toll Collection for New ExpressLanes	ACS, A Xerox Company, Media Release
2/22/11	Metro Plans to Remove Adams Blvd. Sidewalks New My Figueroa	LA Streetsblog
2/15/11	ExpressPark Hits Bump When Bids Come In Over Budget	Blogdowntown.com
2/1/11	O.C. Toll Roads Hit By Recession; Would you Pay for a Faster Commute?	LA Times Blog
2/1/11	Recession Slows Use of Orange County's Toll Roads	LA Times
1/12/11	ExpressLanes Project Picks Contractor	The Source Blog
12/16/10	The Truth About HOT Lanes	The Infrastructurist
12/1/10	ExpressPark Aims to Give Smarts to Downtown's Parking Spots	Blogdowntown.co
11/22/10	What a Difference Two Years Makes. Warm Reception for Congestion Pricing in the San Gabriel Valley	LA Streetsblog
11/16/10	MTA Considers More Freeway Toll Lanes to Reduce Congestion	LA Times
11/16/10	Paying to Use Those Carpool Lanes	Long Beach Press-Telegram
11/16/10	Our View: Taking the Free From Our Freeways	San Gabriel Valley Tribune
11/16/10	57, 10 Freeways List As Candidates for Toll Lanes	San Gabriel Valley Tribune
11/15/10	Some Like it HOT: Metro Studying More Roads for Congestion Pricing	LA Streetsblog
11/15/10	MTA Considering More Freeway Toll Lanes To Reduce Congestion	LA Times
11/15/10	Will HOV Lanes Be Converted to Congestion Pricing Toll Lanes? Read the Study	The Source Blog
9/22/10	Metro Breaks Ground on New State-of-the-Art Transit Facility at the El Monte Station	Metro Media Release
9/22/10	Construction Begins on \$45 Million El Monte Bus Station	Pasadena Star-News

***Cumulative Media Articles***

Date	Article	Publication or Blog
9/21/10	Busiest Transit Center West of Chicago Expands	Metro Media Advisory
9/15/10	New Temporary El Monte Bus Terminal Begin Operations	Mid Valley News Online
9/9/10	New Temporary El Monte Bus Terminal to Being Operations on Sunday, September 12	Metro Media Release
9/9/10	New Temporary El Monte Bus Terminal Begins Operations on Sunday	The Source, Metro's Blog
8/22/10	LA Program Aims to Make Parking Easier	LA Times
2/8/10	HOT Lanes Project Draft EIR/EA Available for Public Review	Caltrans News Release
12/9/09	Silver Line Launches Sunday, Ready to Take You to the HOT Lane	Curbed LA
7/24/09	MTA Changes Course, Opening Carpool Lanes to Solo Drivers – For a Fee	LA Times
7/23/09	LA Transportation Officials Approve Letting Solo Drivers Pay a Toll to Use Carpool Lanes	LA Times
7/23/09	10 & 100 Freeways to Get Express Toll Lanes in 2010	Laist
7/23/09	Metro Board Approves Toll Rates for Freeway ExpressLanes as Part of Congestion Reduction Demonstration Project	Metro Media Release
7/23/09	MTA Board Approves Toll Rates for 10, 110 Freeways	Pasadena Star News
7/19/09	Coming Soon: Fast Lanes for the Rich	Daily Breeze Op Ed
7/2/09	Sign On To Metro's Next Chat and Ask Questions About ExpressLanes, Toll and Other Congestion Reduction Strategies	Metro Media Release
6/28/09	Harbor Area Neighborhood Councils Form Alliance	Daily Breeze
6/26/09	Express Lanes Coming To Our County	LBPPost.com
6/28/09	Harbor Area Neighborhood Councils Form Alliance	Daily Breeze
6/26/09	Express Lanes Coming To Our County	LBPPost.com
6/22/09	Congestion Pricing: More Heat Than Light	CityWatchLA.com
6/15/09	Congestion Pricing – The Only Thing That Works	LA Times Op Ed
6/14/09	Letters to the Editor: Divisions on Toll Lanes	LA Times
6/13/09	For Whom The Toll Benefits	LA Times Op Ed
6/12/09	Metro Response to LA Times' Tim Rutten Column on Congestion Reduction Demonstration Project	Metro Media Release

***Cumulative Media Articles***

6/10/09	Congestion Pricing – A Slippery Slope to Toll Roads	LA Times Op Ed
6/9/09	Fashioning Faster Freeways	Daily Breeze
6/9/09	A Pagar En Las Vias	La Opinion
6/9/09	Congestion Pricing Considered	LA Times
6/9/09	Solo Drivers Would Pay to Use Carpool Lanes Under Plan	Orange County Register
6/8/09	MTA Mulling Solo Harbor Freeway Carpool Lane Use – For a Fee	Daily Breeze
6/8/09	LA County Considers Toll Charges on Two Freeways	LA Times
6/8/09	Would You Pay \$1.40/Mile to Use the Carpool Lane Solo?	LAist
6/8/09	Metro to Hold Series of Community Public Hearings on Proposed Tolling Prices for Freeway ExpressLanes as Part of Congestion Reduction Demonstration Project	Metro Media Release
6/8/09	Toll Roads	Socalnews.com
6/8/09	MTA Details Toll Lane Plans for 10 and 110 Freeways	Whittier Daily News, San Gabriel Valley Tribune, and Pasadena Star News
6/5/09	Metro and Caltrans Officials to Hold Media Briefing on Status of I-10 and I-110 Freeway ExpressLanes Congestion Reduction Demonstration Project	Metro Media Advisory
8/26/08	Road Sage; Pricing May Not Hurt the Poor	LA Times
7/9/08	Road Sage; Congestion Pricing Plan May Switch Routes	LA Times
6/10/08	Road Sage; Leaders Try to Stall Toll Lanes	LA Times
5/3/08	The Way To Go; Freeway Toll Lanes Aren't an Experiment – They're Proven Congestion Busters	LA Times Op Ed
4/29/08	Not-So-Free ways; Toll Lanes Are One Answer to Our Traffic Problems. But the MTA Might Have Taken a Better Route	LA Times Op Ed
4/26/08	Diamond Lanes for the Rich	LA Times Op Ed
4/24/08	U.S. Offers Funds for Toll Lanes; MTA Will Weigh Congestion Pricing on Parts of 10 and 210, But Fees to use Freeways Remain Controversial	LA Times
4/14/08	Road Sage; Tolls on Freeways a Tough Sell	LA Times

***Cumulative Media Broadcasts***

Date	Broadcast	Media Outlet
3/16/11	Toll-Lane Project Faces Renewed Opposition in Congress	KFI AM 640 - The Jon and Ken Show
3/14/11	Plan Would Let Solo Drivers Pay to Use 10, 110 Carpool Lanes	KTLA News
2/24/11	ExpressLanes-A "HOT" Topic! ACS Discusses "High Occupancy Toll" Lanes	Blogtalkradio/Xerox Real Business Radio
6/8/09	The John and Ken Show	KFI-AM 640
6/8/09	Tom Haule/Linda Nunez and KNX 1070 Newsradio	KNX-AM 1070 Newsradio
6/8/09	CBS 2 News	KCBS-TV Channel 2
6/8/09	Today in LA and Channel 4 News Nightside	KNBC-TV Channel 4
6/8/09	Eyewitness News at 5:30 am, 6:00 am, and 6:00 pm	KABC-TV Channel 7
6/8/09	KCAL 9 News at 12:00 noon, 3:00 pm and 4:00 pm	KCAL-TV Channel 9
6/8/09	Fox News at 11:00 am	KCOP-TV Channel 13
6/9/09	Today in LA at 5:30 am and 6:00 am	KNBC-TV Channel 4
6/9/09	KTLA News at 6:00 am, 9:00 am, Morning News, 1:00 pm, and Prime News at 10:00 pm	KTLA-TV Channel 5
6/9/09	Fox 11 Morning News at 5:00 am and 6:00 am	KTTV-TV Channel 11
6/9/09	Fox 11 Morning News at 6:00 am	KTTV-TV Fox Channel 11
6/10/09	Today in LA	KNBC-TV Channel 4

## **APPENDICES**

### **COST AND BUDGET TERMINOLOGY**

**ADOPTED BUDGET:** The Approved Project Budget as established by Metro Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

**CURRENT FORECAST:** Evaluation of costs to go combined with actual expenditures.

**COMMITMENTS:** The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time. Also includes commitments reported by other agencies.

**EXPENDITURES:** The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS and expenditures reported by other agencies.

**APPENDIX**  
**LIST OF ACRONYMS**

ARRA	American Recovery & Reinvestment Act
AWIS	Automated Work Zone Information Systems
BRT	Bus Rapid Transit
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CCTV	Closed Circuit Television
CD	Calendar Day
CDFG	California Department of Fish and Game
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CMIA	Cash Management Improvement Act
CMS	Changeable Message Signs
CN	Change Notice
CNG	Natural Gas
CO	Change Order
COE	Corps of Engineers
COLA	City Of Los Angeles
CONOPS	Concept of Operations
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CRD	Congestion Reduction Demonstration
CTC	California Transportation Commission
D-B	Design-Build
D-B-B	Design-Bid-Build
DBOM	Design, Build, Operate and Maintain
DD	Design Development
DEIR	Draft Environmental Impact Report
DWP	Department of Water and Power
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FD	Final Design
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FIS	Financial Information System
FOCT	Fiber Optics Cable Transmission System
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
GSA	General Services Administration
GSRD	Gross Solids Removal Devices
HAR	Highway Advisory Radio

**APPENDIX**  
**LIST OF ACRONYMS (Continued)**

HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
IFB	Invitation for Bid
IPO	Integrated Project Office
ITS	Intelligent Transportation Systems
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LADOT	Los Angeles Department of Transportation
LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LARTMC	Los Angeles Regional Transportation Management Center
LFAT	Local Field Acceptance Test
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life of Project
MCA	Master Cooperative Agreement
METRO	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
MOT	Maintenance of Traffic
MOU	Memorandum of Understanding
MPSR	Monthly Project Status Report
MVDS	Microwave Vehicle Detection System
MVP	Maintenance Vehicle Pullouts
MWD	Metropolitan Water District
N/A	Not Applicable
NEPA	National Environmental Protection Act
NHS	National Highway System
NOA	Notice of Award
NTE	Not to Exceed
NTP	Notice To Proceed
NTSC	National Television System Committee
P6	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMP	Project Management Plan
P&P	Policies & Procedures
PR	Project Report
PS&E	Plans, Specs & Engineering

**APPENDIX  
LIST OF ACRONYMS (Continued)**

PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal
RMS	Ramp Metering Systems
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
SIT	System Integration Testing
RSTP	Regional Surface Transportation Program
RWQCB	Regional Water Quality Control Board
SAFETEA- LU-	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCE	Southern California Edison
SEMP	Systems Engineering Management Plan
SONET	Synchronous Optical Network
SOV	Single Occupant Vehicle
SOW	Statement Of Work
SP	Special Provision
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TMS/CS	Traffic Monitoring Stations/Count Stations
TPM	Transportation Management Plan
UPS	Uninterrupted Power Supply
USDOT	United States Department of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package