

ExpressLanes



Metro

METRO LA CRD (ExpressLanes) PROGRAM

QUARTERLY PROJECT STATUS REPORT

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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.

PROGRAM MANAGEMENT

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. **Based upon percent expended, the Program is 63.2% complete.**

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 June 2011 the DBOM contractor submitted the Final Design Documents for the I-110 ExpressLanes. The groundbreaking ceremony for the start of construction of the ExpressLanes was held July 6th at 9:00 am at the Harbor Gateway Transit Center. Construction for the sign foundations started in early August on the I-110 freeway and started in late September on the I-10 freeway.

PROGRAM OVERVIEW & STATUS (Contd)

Staff worked 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 discussed with FHWA the need to have the I-110 tolling operation open before the I-10 tolling operation. A joint letter of concurrence from FHWA and FTA for the schedule extension was received February 2012.

The projected start of revenue operations on the I-110 HOT Lanes is October 2012 and the projected date for the start of revenue operations on the I-10 HOT Lanes is February 2013.

Caltrans has issued a Change Order (CCO) to the I-10 Rehab Contractor for striping of the general purpose lanes but the I-10 Rehab Contractor has not performed the final striping work as yet. This work is critical to allow ExpressLanes Project **Contractor** to progress its **electrical and** communication work **on the outside shoulder** required for **DMS and** toll signs. **Caltrans Rehab Contractor has ADVISED Caltrans that they cannot perform the striping until they are provided accurate survey and starting control points. The information provided by Caltrans in the original I-10 Rehab Contract remains inaccurate. Therefore they cannot do the striping. The I-10 Rehab Contractor's completion date is now nearly one year behind schedule and the ExpressLanes DBOM contract is accumulating a DAY for DAY slippage to its completion date due to Caltrans lack of providing accurate survey and control points to the I-10 Rehab Contract. This delay has caused the ExpressLanes project to use project schedule contingency to mitigate the delays. The need to move forward has been expressed to Caltrans on numerous occasions. Construction activities by other Caltrans contractors on I-10 and I-110 have impacted the DBOM Contractor as well. Metro is continuing to meet with these other contract REs in an effort to eliminate as many potential impacts as possible. Metro has diligently worked to take the lead role in advising other projects as to where and when our projects will be working at the various locations.**

Access to the I-10 Freeway fiber optic cable installed by the I-10 Rehab Contractor has now been granted to the DBOM Contractor by Caltrans for use on the ExpressLanes. This **delay has** created a schedule impact to the ExpressLanes Project.

Construction of the pedestrian bridge overcrossing on the I-110 Freeway at Adams Blvd. continued through **June**. Construction work **also** continued on the **widening of the** vehicular bridge at Adams with the installation of falsework, rebar and internal bracing.

Delays in the approval of final design of Adams Bridge widening work and the POC have created schedule delays in having the construction of the bridge work completed. Metro is analyzing these delays and is accelerating this work to meet the I-110 opening schedule.

PROGRAM OVERVIEW & STATUS (Contd)

Metro advised the DBOM Contractor to illuminate the Variable Message Signs in June, which read:

EXPRESSLANES COMING CALL 511 FOR INFO

Testing of the various systems began in April and is continuing through **June**. Construction of the various signs is continuing on I-105 Freeway. Work is also continuing on I-10 Freeway on various toll signs, other signs, drainage, median barrier reconstruction, etc; Installation of the DBOM Contractor's server at **Norwalk** Caltrans hub **is completed** and in the San Gabriel **hub** is ongoing with close coordination with Caltrans. Power drop installation for 47 locations along the I-10 and I-110 is progressing with DBOM Contractor, DWP and SCE. **All of the power drops along the I-110 Freeway have been completed.**

At Adams in **June**, Caltrans approved additional full freeway closures to allow for the installation of the falsework beam and forming of the full bridge widening. DBOM Contractor expects to start pour the widened bridge deck in **July**.

A temporary CSC Office trailer has been installed at El Monte to support the ExpressLanes Project. This temporary location will serve as an additional site for customer sign up, sales and distribution of the transponders. Tenant improvements **were completed** for the Customer Service Center in Gardena and hiring **and training** of customer service staff **is ongoing**. Since the first shipment of transponders were delivered in April to the CSC inventory control measures have been implemented.

Metro is nearly complete in the analysis of the various schedule delays that have been experienced on the ExpressLanes Project and expects to issue a Contract Extension Change Order to the DBOM Contractor using a portion of the Project Schedule Contingency. Based on this analysis, there will not be any impact to the Revenue Operations Dates for the I-110 Freeway being October 2012 and for the I-10 Freeway being February 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. Caltrans held a kickoff meeting June 7th where the PSR was scheduled to be completed in April 2012 and the environmental work was to be completed in September 2013. However, in July Caltrans was informed by the Governor's office that it cannot perform any reimbursable work until November. Work started again in October and is back on schedule for a PSR/PID completion date of June 2012. To maintain the original schedule, the Scope of Work was revised to move some of the PSR/PID work to the PAED Phase. **The final PSR/PD was approved in June.**

PROGRAM OVERVIEW & STATUS (Contd)

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. Phase I of the enhanced Silver Line service (increased frequencies for AM peak) began on the Harbor Transitway portion of the Silver Line June 26, 2011. ***For the month of June the Silver Line Harbor Transitway (Phase I) weekday boardings total was 4,064 which represents a 48.75% increase in ridership since the Phase I service changes in June 2011. For the month of June the combined Harbor Transitway and El Monte Busway Silver Line weekday boardings total was 10,941 which represents a 65.47% increase in ridership since the Silver Line started service in December 2009. For weekday service in June, the Silver Line had an On-Time performance of 71.6%.***

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. In June, all bike racks for the buses were procured and in August all bike racks were installed on the two buses (and all bus fleet) and were in service August 22, 2011. All 12 NABI 42 ft. CNG buses for Foothill Transit have been procured and accepted into their fleet. Torrance Transit met with New Flyer and decided to cancel its order for hybrid buses, due to the propulsion company declaring Chapter 11 bankruptcy. New CNG buses have been ordered and arrived in October 2011. Foothill, Gardena and Torrance are in the process of preparing their grant applications for their operating subsidies.

Torrance Transit has submitted their FTA grant for operating funds and it is currently under review. They anticipate approval to submit grant for final approvals during August 2012. The grant approval by FTA is expected by August 15, 2012 for Foothill Transit. FTA requested further information as to why CMAQ was used for Silver Streak and Line 699 service. Information was sent to demonstrate the added service to be supplied for ExpressLanes.

Municipal operators will deploy their buses upon opening day of the ExpressLanes. For Gardena and Torrance this will be October 2012 and for Foothill Transit this will be February 2013. LADOT completed the signal design plans of 19 intersections in February 2010. Due to changes in the ARRA project construction scope, the project was redesigned to continue the interconnect link to the ATSAC Center. As a result, all bids were cancelled April 20, 2011. Preliminary conduit path investigation into ATSAC Control Center completed in May 2011. Project re-design was completed November 2011. The bid package was completed December 6, 2011 and bids were received on January 18, 2012. The Board of Public Works awarded the contract in March and issued a Notice to Proceed. Barring any other unforeseen conditions, construction is anticipated to be completed by July 2012. Construction commenced on April 9, 2012. The project is progressing per the schedule even with some delays for special events at LA Live. The contractor is trying to work Saturdays to compensate for any lost work days. Full system integration will be complete by the end of ***July 2012. During June, the field construction part of the project was completed. Work continues on the integration and database part of the project.*** Staff is working with LADOT to complete the project in ***July 2012*** as it is now on the Critical Path. Part of the TPS

PROGRAM OVERVIEW & STATUS (Contd)

project also includes the extension of the existing AM peak-period northbound bus-only lane on Figueroa St. between 23rd Street and 4th Street to cover the PM peak-period. ***During June traffic volumes were collected and staff prepared an internal traffic control report and coordinated with LADOT district operations. They are waiting for final approvals from management and council offices. Project completion is scheduled for October 2012.***

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 3rd and the transition to the temporary terminal took place in early September. 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 which increased the project budget by more than \$6 million. (The \$6 million overrun was funded by a reallocation of funding from the Patsaouras Plaza Project). 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. The excavation and contaminated soils handling is complete with final cost impacts under evaluation. In August 2011, utility stubouts were completed. In October activities continued for station walls, column construction and foundation pours. Station construction completion is projected to be August 2012 with the Temporary Terminal restoration projected to be October 2012. The LOP budget for the El Monte Station increased to \$60.1 million. ***During June, KPRS finished relocating a gas line on the northern end of the temporary terminal. The busway, temporarily closed since May 7th in order to complete the work, reopened on June 6th. KPRS added an additional inch of asphalt paving to the East Plaza Roadway, and replaced the existing asphalt on Ramona Blvd west of Santa Anita Avenue. Bus canopy columns had to be removed to correct an item, but were back in place within a week. Welding of the canopies on the main building, which began in April, continued through June. During the month, KPRS dropped in place the two escalators and the three elevators (but still needs to make all necessary connections before they can run). In June KPRS continued work on both the transit and retail buildings. KPRS is further along on the transit building, having completed most of the mechanical, electrical and plumbing (MEP) work, and began drywalling portions of the interior. Water supply to the site has been completed; KPRS completed flushing and bacteria testing in late June.***

PROGRAM OVERVIEW & STATUS (Contd)

In **June** KPRS is more active than ever as the end draws near and there remains much work that is yet to be completed. A total of **20** different sub-contractors are actively engaged in their own various scope's of work. There was another **538 cu yds** of concrete placed. Pacific Steel continued with the placement of reinforcement for retaining walls, n/s ramps, and monument foundation. **Work continued on** waterproofing, framework for elevators, bolting up escalators, roof decking, plumbing, pipe drains, ceiling panels, landscaping etc; The site **continues to be** a busy place.

Patsaouras Plaza – Received Caltrans approval of PR/PSR in May. 100% Advanced Conceptual Engineering was completed in September 2010. The Board approved additional funding as well as a new State of Good Repair federal grant to complete the Patsaouras Plaza Project for a Life of Project Budget of \$16.8 million and separated the LOP budget of Patsaouras Plaza from the LOP budget for the El Monte Station project as approved at the October 2011 Metro Board Meeting. In November staff re-engaged all consultant staff including traffic, geotechnical, and design engineers and started the process of revising the preliminary engineering package and preparing the project for advertisement. Staff will work to refine and revise the preliminary engineering package to mitigate risk item such as traffic plans, foundation plans, geotechnical conditions and coordination with the ExpressLanes Project. **On June 29th, Metro issued a second amendment to the IFB. This second amendment was primarily to update the minimum qualifications for contractors and their personnel; and it extended the 60-day bid period for an additional month in order to give prospective bidders sufficient time to address the revised requirement. Bids originally due July 9th, are now due August 7th.** The project will be Design-Build. NEPA approval was received February 2012. Construction is scheduled for completion Summer 2014.

Harbor Transitway – This project will have at least 5 procurements. The low bid at \$547K was awarded to Minco Construction for the Harbor Gateway 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. Project completion has been delayed because the sound enclosure design was rejected by Caltrans and the Contractor had to re-design the project. Design concepts for mounting sound panels in stairwells has been approved by Caltrans. Panels will be ordered as soon as formal approval from Caltrans is received. **As noted last month, the contractor presented a schedule that showed panel delivery on September 3rd, and installation by October 15th. Metro rejected that schedule, and in June the contractor submitted a revised schedule taking into account Metro's comment that most of the work will take place on Metro ROW, not Caltrans ROW. On contractor's new schedule,**

PROGRAM OVERVIEW & STATUS (Contd)

*panels are still delivered September 3rd, but contractor initiates other work (such as post installation and base framing) on August 22, and completes panel installation by September 24th. Also in June, Metro asked the contractor to submit all construction work plans (CWPs). 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. Construction for bus stop cutouts was completed in August 2011. CCTV Contract C0986 price bids have been received and the contract was awarded in February 2012. **Caltrans approved the contractor's shop drawings for the five stations on May 31st. In June, the Contractor continued cable installation of the lines that will power the CCTV, message boards, and cameras at the Slauson and Manchester Stations (Cable installations for Harbor Gateway transit center and 37th Street Station were done in May). Digital message signs will arrive early July.** To date, project expenditures and encumbrances to date are well within the Project LOP.*

Pomona Metrolink Station – In May 2010, 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 2010 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 was achieved. The last progress payment has been processed and paid by SCRRA. The closeout book has been completed and submitted to SCRRA's Contracts Dept. The contractor has requested release of the remaining retention. Project close out completed in July 2011.

DEMAND-BASED PARKING PRICING (EXPRESSPARK)

On August 31, 2010, Caltrans approved the E-76 for the PE 2 Phase of LA 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 LA ExpressPark. The second proposer filed a protest. The formal protest of the contractor selection process was withdrawn on May 20, 2011.

LADOT Board of Transportation Commissioners approved the LA ExpressPark contractor selection and forwarded their report to the Mayor and the CAO on June 9, 2011. The CAO's report was submitted for review on July 29th to the City Council. On August 12, 2011, the L.A. City Council unanimously approved the CAO report, authorizing LADOT to execute the contract with ACS for the implementation of the LA ExpressPark Intelligent Parking Management Project. Also, the City Council provided LADOT the authority to adjust on-street parking meter rates in the LA ExpressPark project area. On September 29, 2011, the City of Los Angeles executed the contract with ACS State and Local Solutions, Inc. for the implementation of the LA ExpressPark Intelligent Parking Management Program. It should be

PROGRAM OVERVIEW & STATUS (Contd)

noted that the project has been separated into three phases. The date for LA ExpressPark to be fully operational (October 2012) will not impact the start of the Demo Evaluation Period. LA ExpressPark will support Phase I of the demand-based pricing no later than May 2012. It will be expanded to support Phase II no later than July 2012 and Phase III no later than November 2012, which is consistent with RFP requirements. Phase I will use the baseline data to refine base hourly rates to influence demand. Phase II will build on the demand balance from Phase I and will identify peak periods and establish hourly rates by the time of day. Phase III will adjust rates per block in select areas in real-time based on current demand. ***As reported last month, the initial meter policy changes were implemented on June 4, 2012. Our plan is to implement policy changes once per month on the first Monday of the month. The second round of policy changes were made July 2. Parking rates remained flat with decreased rates on 2% of the spaces and increased rates on only 1% of the spaces (this was a fine tuning of the earlier rate changes). In addition, time limits were extended to two or four hours for approximately 37% of the spaces. Combined with the June 4th changes, we are currently analyzing the occupancy data in preparation for setting time of day pricing in selected areas beginning August 6, 2012. Public outreach continued through the month and so fare the feedback has been positive.***

MANAGEMENT ISSUES

Concern No. 1: Program Risk Register

Status/Action The Risk Register *was updated in June 2012* to reflect changes up to the end of June 2012.

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. Anticipate execution of the agreement by the end of *July* 2012.

Concern No. 3: LADOT – TPS Work Progress

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. Project re-design was completed November 2011. The Board of Public Works awarded the contract in March and issued a Notice to Proceed. Construction commenced on April 9, 2012. Barring any other unforeseen conditions, construction is anticipated to be completed by July 2012. *During June, the field construction part of the project was completed. Work continues on the integration and data base part of the project.*

Concern No. 4: Caltrans Has Various Construction Contracts on the I-10 and I-110 Freeway That May Impact the ExpressLanes Project

Status/Action Caltrans has various contractors working on I-10 and I-110 Freeway that *have potential to* impact construction work and revenue operations for the DBOM Contract. Due to some cancellations of lane closures by Caltrans, some delays to ExpressLanes schedule have been experienced.

Concern No. 5: ExpressLanes Project Work Adjacent to SCRRA on I-10

Status/Action Metro and DBOM Contractor are continuing coordination with SCRRA's staff to ensure Metrolink operation and ExpressLanes Project work is not impacted. Meetings and close coordination with SCRRA are taking place to eliminate any potential conflicts that the ExpressLanes Project construction may have on SCRRA's operation along the I-10 Freeway.

MANAGEMENT ISSUES (Contd)

Concern No. 6: Electrical Power Connections 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. Good construction progress is being made with DWP and SCE to avoid any impacts to Project. Metro is working closely with DWP to support ExpressLanes Project requirements. Similar effort is being undertaken with SCE's management to support ExpressLanes Project Schedule. As of the end of **June** there are **7** power drops remaining to be completed on I-10. **All power drops along the I-110 Freeway have been completed.**

Concern No. 7: Schedule Slippage by Caltrans I-10 Rehab Contractor is Impacting the ExpressLanes Project Schedule

Status/Action The **Caltrans** Rehab Contractor on the I-10 is **nearly one year** behind schedule and this **has created** Risk to the ExpressLanes Schedule. Metro has elevated the concerns to Caltrans upper Management and is working closely with Caltrans to address the delays caused by the I-10 Rehab Contractor.

Concern No. 8: Removal of Caltrans 12 Fiber Cable and Replacing it with 72 Fiber Cable Along the 110 Freeway

Status/Action **CLOSED:** A change order, CCO, has been issued to the DBOM Contractor to perform all extra work related to the replacement of the 12 fiber cable with a 72 fiber cable. Close coordination is taking place between Metro, Caltrans and the DBOM Contractor to advance this work without impacting the completion schedule. This work **was** completed in June 2012.

Concern No. 9: Caltrans to Provide Correct Survey w/Control Points to the I-10 Rehab Contractor in Order for Them to be in a Position to Perform Final Striping on the General Purpose (GP) Lanes on I-10 Freeway To Conform to the Final Striping Configuration Required for the ExpressLanes Project

Status/Action Metro is coordinating this effort with Caltrans so this work can be completed as soon as possible. This striping needs to be in place so the DBOM Contractor can start follow on communication work required for the ExpressLanes Project. Caltrans has issued the CCO to perform the final striping to the I-10 Rehab Contractor. The I-10 Rehab Contractor has not performed the final striping of the GP lanes as yet and this **continues to create delays** to the DBOM Contract Schedule.

MANAGEMENT ISSUES (Contd)

Concern No. 10: Timely Reviews and Resolution of Comments by Caltrans of the Various DBOM Contract Design Packages on the I-110 and the I-10 Freeways

Status/Action **CLOSED:** Metro is working closely with Caltrans IPO Project Coordinator and other Caltrans staff to ensure that the ExpressLanes Project Schedule is not impacted. ***All design packages have been completed on the ExpressLanes Project.***

Concern No. 11: Installation of ExpressLanes Tolling Signs Along the I-105 Freeway Adjacent to the Metro Green Line may impact the ExpressLanes Project Schedule and the Operation of the Metro Green Line

Status/Action ExpressLanes Project staff is working closely with the DBOM Contractor, Metro Green Line Operations staff and Caltrans to minimize impacts to the Metro Green Line Operations and mitigate any delays to the ExpressLanes Project Schedule.

Concern No. 12: Unanticipated Additional BMPs Requested by Caltrans to be Constructed by the ExpressLanes Project will Impact the ExpressLanes Project Schedule and Cost

Status/Action Metro staff is working closely with Caltrans to obtain a waiver from Caltrans in having to construct these additional Best Management Practices (BMPs) on the ExpressLanes Project which are unrelated to the Project Scope of Work. If Caltrans does not provide this waiver, this will have a potential to impact the ExpressLanes revenue operation date and increase the cost of the project.

Concern No. 13: Widening of Adams Blvd. Bridge to Accommodate an Additional Turn Lane For Vehicles Coming Off I-110 Off Ramp

Status/Action Various work that was done on this bridge in the past years including work by Expo Authority impacted this design effort. Certain constraints imposed by Caltrans and LADOT on the proposed bridge widening work has also caused a delay in completing the design. Metro has coordinated closely the design between DBOM Contractor, Caltrans and LADOT to mitigate impacts to the schedule. Delays to the DBOM Contractor's schedule have been incurred. The design of the widening of the Adams Blvd. Bridge was completed in March and construction work is now in progress. Metro is analyzing the schedule impacts and is planning on using project schedule contingency to mitigate impacts to the completion date for the ExpressLanes Project.

MANAGEMENT ISSUES (Contd)

Concern No. 14: Timing and Construction Coordination between ExpressLanes and Patsaouras Plaza

Status/Action Metro has engaged traffic consultants and performed a Constructability Study to determine the mitigation measures. The results of these studies were analyzed for project impact by the Management Team responsible for preparing the RFP and advertisement. The construction effort required in order to complete the Patsaouras scope of work once awarded will make it necessary to coordinate completely with the ExpressLanes, even once open to the public. The one year demonstration period has a high potential of being impacted negatively if not recognized by the successful bidder with the performance of the work.

Concern No. 15: Patsaouras Plaza Cultural Resource Recovery Plan

Status/Action The Cultural Resources Monitoring and Discovery Plan was completed and submitted to FTA on March 9th. We submitted the document to SHPO for their concurrence on March 14th. SHPO concurred with the Cultural Resources Monitoring and Discovery Plan, that it was incorporated into the specifications for the project, and once construction begins, we will have monitoring by Native Americans and Archeologists as per the Plan.

Concern No. 16: LA ExpressPark ACS has not Completed Contracts with all of its Subcontractors

Status/Action LADOT is working with ACS to expedite this process. The subcontract with Crosstown has not been executed, but ACS does not anticipate any issues, as the work that they will complete is later in the project schedule.

Concern No. 17: Access to the Fiber Optic Cable Located Along the I-10 Freeway for Use by the DBOM Contractor for the Communication Network for the ExpressLanes Project

Status/Action Access to the fiber optic cable that was installed by the I-10 Rehab Contractor along the I-10 Freeway has **been** turned over by Caltrans to the ExpressLanes Contractor. Part of this fiber optic cable will be used by the DBOM Contractor for the communication backbone for the toll signs located along the I-10 Freeway. This has impacted the DBOM Contractor's Schedule. Metro is working closely with Caltrans and the DBOM Contractor to mitigate impacts to the schedule. It was found out in May that a Contractor working on Sound Walls on the 210 Freeway actually broke the conduit **and the cable on that alignment. This is anticipated to be repaired sometime in July 2012.** This must be repaired by the 210 Contractor prior to start-up of the ExpressLanes.

MANAGEMENT ISSUES (Contd)

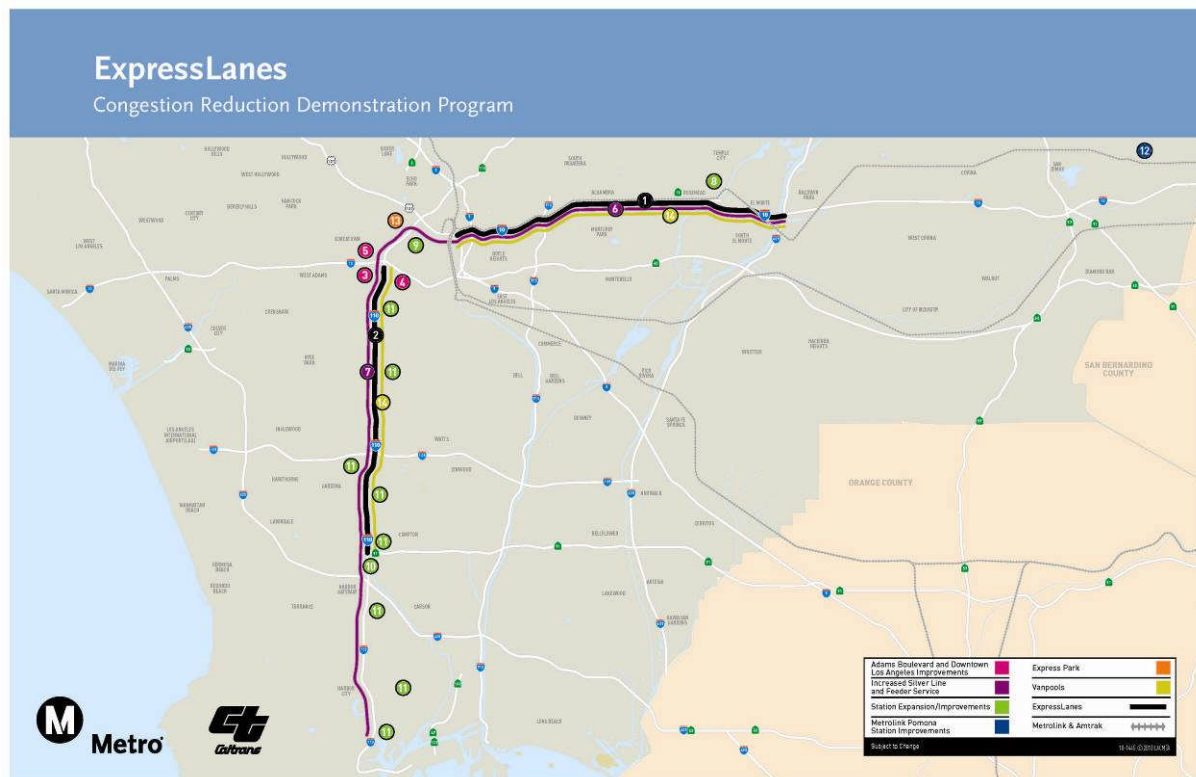
Concern No. 18: Caltrans Approval for Harbor Transitway CCTV Cameras

Status/Action Metro met with contractor and Caltrans during the first week of April for plan review and permit requirements. Contractor submitted shop drawings for four of the five stations on April 18th, and for the fifth station the following week. All were forwarded to Caltrans for review. ***Caltrans approved the contractor's shop drawings for the five stations on May 31st.*** As with the soundwall submittal, Metro estimates it will take Caltrans between six to eight weeks to review submittals and issue the formal approval (permit) for the contractor to begin construction. Substantial completion is anticipated by September 2012.

Concern No. 19: *Potholing in Front of the Division 9 Building Showed that the Building's Electrical and Water Lines Are Not 12 Inches Apart as Per Code.*

Status/Action *Team is working with SCE to verify that SCE can still provide power to the station and allow Metro to address separating the two utilities at a later time. Project Team scheduling meeting with SCE.*

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 (Harbor Gateway 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 2nd HOT Lane on I-10 (between I-605 and I-1710)** – a 2nd 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-striping 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. Metro enhanced Silver Line service will be implemented in two phases – Phase I in FY12 and Phase II in FY13. All enhanced Metro Silver Line service will be in place prior to the opening of the ExpressLanes. Municipal operators will deploy their buses upon opening day of the ExpressLanes. For Gardena and Torrance this will be October 2012 and for Foothill Transit this will be February 2013.

PROGRAM SCOPE (Contd)

- **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.
- **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.
- **Patsaouras 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.
- **Harbor Transitway Park and Ride Improvements** – improvements will include enhanced signage, lighting and security at 8 Park and Ride lots. A Sherriff's Substation will be constructed at Harbor Gateway 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 37th 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.







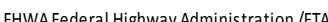
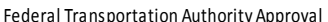
PROGRAM SCOPE (Contd)

4) DEMAND-BASED PARKING PRICING

- **LA 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 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. The project will be implemented in three successive phases of demand-based pricing development. Phase I: Base Hourly Rate – using baseline data, the system will iteratively refine base hourly rate to influence demand. Phase II: Time of Day – Building upon the demand balance achieved in Phase I, the system will identify peak periods and establish hourly rates by time of day. Phase III: Adaptive – In select areas, the system will adjust rates per block in real-time based on current demand.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

| | Milestone Date | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 |
|---|----------------|--------|--------|--|--------|---|--------|
| HOT Lane Project | | | | | | | |
| I-110 SB Electrical/Communication | 07/11/12 | | ○ | | | | |
| Toll Collection Service Center Installation | 07/16/12 | | ○ | | | | |
| I-110 SB Signs | 07/30/12 | | ○ | | | | |
| I-110 NB Electrical/Communication | 08/02/12 | | | ○ | | | |
| I-110 NB Signs | 08/06/12 | | | ○ | | | |
| I-110 Commissioning Test | 08/11/12 | | | ○ | | | |
| Adams Pedestrian Over Crossing | 08/24/12 | | | ○ | | | |
| I-10 WB Electrical/Communication | 09/07/12 | | | | ○ | | |
| I-10 WB Signs | 09/10/12 | | | | ○ | | |
| I-10 EB Electrical/Communication | 09/12/12 | | | | ○ | | |
| I-10 EB Signs | 09/12/12 | | | | ○ | | |
| I-10 Commissioning Test | 10/14/12 | | | | | ○ | |
| I-110 System Acceptance Test | 10/23/12 | | | | | ○ | |
| Transit Facilities Improvement | | | | | | | |
| Harbor Transit Way Improvement | | | | | | | |
| C0986 CCTV Harbor Transitways | 08/03/12 | | | ○ | | | |
| El Monte Transit Center | | | | | | | |
| Install Permanent Stairs | 6/19/12A | ○ | | | | | |
| Pour Ramp Slab | 6/20/12A | ○ | | | | | |
| Build Mechanical & Electrical Room | 6/29/12A | ○ | | | | | |
| Mechanical & Electrical Room Rough-in | 07/06/12 | | ○ | | | | |
| Install Fabric Canopy | 07/13/12 | | ○ | | | | |
| Build Escalators | 07/20/12 | | ○ | | | | |
| Set Elevator Equipment | 07/31/12 | | ○ | | | | |
| Transit Building | 08/13/12 | | | ○ | | | |
| MEP Startup | 08/15/12 | | | ○ | | | |
| Substantial Completion Bus Terminal | 08/24/12 | | | ○ | | | |
| Pastouras Plaza | | | | | | | |
| Advertise DB Contract - PP | 08/07/12 | | |  | | | |
| NTP - PP | 10/05/12 | | | | |  | |

| | | |
|--|---|--|
|  Metro Milestone |  Design/Build Constructors |  Third Parties Approval |
|  Caltrans Milestone |  New Date |  FHWA |
| | |  FHWA Federal Highway Administration /FTA |
| | |  Federal Transportation Authority Approval |

CRITICAL PATH NARRATIVE

ExpressLanes Project

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.

The projected date for the opening of the I-110 HOT Lanes is October 2012 and the I-10 HOT Lanes is February 2013.

Caltrans has issued a Change Order (CCO) to the I-10 Rehab Contractor for striping of the general purpose lanes but the I-10 Rehab Contractor has not performed the final striping work as yet. This work is critical to allow ExpressLanes Project **Contractor** to progress its **electrical and** communication work **on the outside shoulder** required for **DMS and** toll signs. **Caltrans Rehab Contractor has ADVISED Caltrans that they cannot perform the striping until they are provided accurate survey and starting control points. The information provided by Caltrans in the original I-10 Rehab Contract remains inaccurate. Therefore they cannot do the striping. The I-10 Rehab Contractor's completion date is now nearly one year behind schedule and the ExpressLanes DBOM contract is accumulating a DAY for DAY slippage to its completion date due to Caltrans lack of providing accurate survey and control points to the I-10 Rehab Contract. This delay has caused the ExpressLanes project to use project schedule contingency to mitigate the delays. The need to move forward has been expressed to Caltrans on numerous occasions. Construction activities by other Caltrans contractors on I-10 and I-110 have impacted the DBOM Contractor as well. Metro is continuing to meet with these other contract REs in an effort to eliminate as many potential impacts as possible. Metro has diligently worked to take the lead role in advising other projects as to where and when our projects will be working at the various locations.**

Access to the I-10 Freeway fiber optic cable installed by the I-10 Rehab Contractor has now been granted to the DBOM Contractor by Caltrans for use on the ExpressLanes. This **delay has** created a schedule impact to the ExpressLanes Project.

Construction of the pedestrian bridge overcrossing on the I-110 Freeway at Adams Blvd. continued through **June**. Construction work **also** continued on the **widening of the** vehicular bridge at Adams with the installation of falsework, rebar and internal bracing.

Delays in the approval of final design of Adams Bridge widening work and the POC have created schedule delays in having the construction of the bridge work completed to meet the schedule. Metro is analyzing these delays and is accelerating this work to meet the I-

CRITICAL PATH NARRATIVE (Contd)

110 opening schedule.

Testing of the various systems began in April and **continued** through **June**. Construction of the various signs is continuing on I-105 Freeway. Work is also continuing on I-10 Freeway on various toll signs, other signs, drainage, median barrier reconstruction, etc. Installation of the DBOM Contractor's servers at Caltrans hub at Norwalk was completed and the San Gabriel hub **continued through June** with close coordination with Caltrans. Power drop installation for outstanding locations along the I-10 is progressing with DBOM Contractor, DWP and SCE. **All of the power drops** along the I-110 Freeway have been completed.

At Adams in **June**, Caltrans approved additional full freeway closures to allow for the installation of the falsework beam and forming of the full bridge widening. DBOM Contractor poured the POC deck in **June**. **The Adams widening portion of the bridge will be poured in July 2012.**

A temporary CSC Office trailer has been installed at El Monte to support the ExpressLanes Project. This temporary location will serve as an additional site for customer sign up, sales and distribution of the transponders. Tenant improvements **were completed** for the Customer Service Center in Gardena and hiring **and training** of customer service staff **was ongoing**. Since the first shipment of transponders were delivered in April to the CSC inventory control measures have been implemented.

Metro is nearly complete in the analysis of the various schedule delays that have been experienced on the ExpressLanes Project and expects to issue a Contract Extension Change Order to the DBOM Contractor using a portion of the Project Schedule Contingency. Based on this analysis, there will not be any impact to the Revenue Operations Dates for the I-110 Freeway being October 2012 and for the I-10 Freeway being February 2013.

I-10 Rehab Construction

Caltrans I-10 Rehab contractor (Atkinson) previously provided Metro a schedule update, which showed the project completing April of 2012. Although progress appears to have been made it is unlikely that the I-10 Rehab Contractor will complete their work **during July 2012**. **The Caltrans I-10 Rehab Contractor is now nearly one year behind schedule and this is seriously impacting the DBOM's Contract Schedule.**

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

CRITICAL PATH NARRATIVE (Contd)

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 arrived in October 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. The Patsaouras Plaza Project was separated from the El Monte Station LOP at the October Metro Board Meeting. The LOP budget will be \$16.8 million for Patsaouras Plaza and the LOP budget for El Monte Station is increased to \$60.1 million. ***During June, KPRS finished relocating a gas line on the northern end of the temporary terminal. The busway, temporarily closed since May 7th in order to complete the work, reopened on June 6th. KPRS added an additional inch of asphalt paving to the East Plaza Roadway, and replaced the existing asphalt on Ramona Blvd west of Santa Anita Avenue. Bus canopy columns had to be removed to correct an item, but were back in place within a week. Welding of the canopies on the main building, which began in April, continued through June. During the month, KPRS dropped in place the two escalators and the three elevators (but still needs to make all necessary connections before they can run). In June KPRS continued work on both the transit and retail buildings. KPRS is further along on the transit building, having completed most of the mechanical, electrical and plumbing (MEP) work, and began drywalling portions of the interior. Water supply to the site has been completed; KPRS completed flushing and bacteria testing in late June.***

In **June** KPRS is more active than ever as the end draws near and there remains much work that is yet to be completed. A total of **20** different sub-contractors are actively engaged in their own various scope's of work. There was another **538** cu yds of concrete placed as well as 305 cu yds of shotcrete placed. Pacific Steel continued with the placement of reinforcement for retaining walls, n/s ramps, and monument foundation. Waterproofing, framework for elevators, bolting up escalators, roof decking, plumbing, pipe drains, ceiling panels, fan installation etc; **was ongoing in June**. The site is a busy place.

Patsaouras Plaza – Due to several factors: funding shortfall and potential construction schedule impacts to the ExpressLanes. Staff presented a Recovery Plan to the Board with a formal action in October 2011. Staff obtained additional Federal funding to complete the Patsaouras Plaza Project for a Life of Project Budget of \$16.8 million and will separate Patsaouras Plaza from the El Monte Station Project as approved at the October 2011 Metro Board Meeting. ***On June 29th, Metro issued a second***

CRITICAL PATH NARRATIVE (Contd)

amendment to the IFB. This second amendment was primarily to update the minimum qualifications for contractors and their personnel; and it extended the 60-day bid period for an additional month in order to give prospective bidders sufficient time to address the revised requirement. Bids originally due July 9th, are now due August 7th. The project will be a Design-Build. Construction is scheduled for completion Summer 2014.

Harbor Transitway – Project completion has been delayed because the sound enclosure design was rejected by Caltrans and the Contractor must re-design the project. Caltrans has indicated it will take 4-6 weeks to review the re-design. To mitigate the delay, staff has requested additional support from the Metro Third Party Administration to work with Caltrans to accelerate their review and Metro procurement staff is working with the Contractor to accelerate their re-design. Design issues have been resolved on the sound barrier. ***As noted last month, the contractor presented a schedule that showed panel delivery on September 3rd, and installation by October 15th. Metro rejected that schedule, and in June the contractor submitted a revised schedule taking into account Metro's comment that most of the work will take place on Metro ROW, not Caltrans ROW. On contractor's new schedule, panels are still delivered September 3rd, but contractor initiates other work (such as post installation and base framing) on August 22, and completes panel installation by September 24th. Also in June, Metro asked the contractor to submit all construction work plans (CWPs).*** 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. Construction for bus stop cutouts was completed in August 2011. CCTV Contract C0986 price bids have been received and the contract was awarded in February 2012. ***Caltrans approved the contractor's shop drawings for the five stations on May 31st. In June, the Contractor continued cable installation of the lines that will power the CCTV, message boards, and cameras at the Slauson and Manchester Stations (Cable installations for Harbor Gateway transit center and 37th Street Station were done in May). Digital message signs will arrive early July.*** To date, project expenditures and encumbrances are well within the Project LOP.

Metrolink Pomona Station

The project is complete.

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

CRITICAL PATH NARRATIVE (Contd)

scope, the project must be redesigned to continue the interconnect link to the ATSAC Center. The bids have been cancelled and the project was redesigned November 2011. The bid package was completed December 6, 2011 and 18 bids were opened January 18, 2012. The Board of Public Works awarded the contract in March and issued a Notice to Proceed. Construction commenced on April 9, 2012, and is anticipated to be completed by July 2012. The project is progressing per the schedule even with some delays for special events at LA Live. The contractor is trying to work Saturdays to compensate for any lost work days. Full system integration will be complete by **July 2012**. Staff is working with LADOT to complete the project in **July 2012** as it is now on the Critical Path. ***During June, the field construction part of the project was completed. Work continues on the integration and database part of the project. Part of the TPS project also includes the extension of the existing AM peak-period northbound bus-only lane on Figueroa St. between 23rd Street and 4th Street to cover the PM peak-period. During June traffic volumes were collected and staff prepared an internal traffic control report and coordinated with LADOT district operations. They are waiting for final approvals from management and council offices. Project completion is scheduled for October 2012.***

LA 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 LA ExpressPark. The second proposer filed a protest. The formal protest of the contractor selection process was withdrawn on May 20, 2011. LADOT Board of Transportation Commissioners approved the LA ExpressPark contractor selection and forwarded their report to the Mayor and the CAO on June 9, 2011. On August 12, 2011, the L.A. City Council unanimously approved the CAO report, authorizing LADOT to execute the contract with ACS for the implementation of the LA ExpressPark Intelligent Parking Management Project. Also, the City Council provided LADOT the authority to adjust on-street parking meter rates in the LA ExpressPark project area. It should be noted that the project has been separated into three phases. The date for the LA ExpressPark to be fully operational (October 2012) will not impact the start of the Demo Evaluation Period. LA ExpressPark will support Phase I of the demand-based pricing no later than May 2012. It will be expanded to support Phase II no later than July 2012 and Phase III no later than November 2012, which is consistent with RFP requirements. Phase I will use the baseline data to refine base hourly rates to influence demand. Phase II will build on the demand balance from Phase I and will identify peak periods and establish hourly rates by the time of day. Phase III will adjust rates per block in select areas in real-time based on current demand. ***As reported last month, the initial meter policy changes were implemented on June 4, 2012. Our plan is to implement policy changes once per month on the first Monday of the month. The second round of policy changes were made July 2. Parking rates remained flat with decreased rates on 2% of the spaces and increased rates on only 1% of the spaces (this was a fine tuning of the earlier***

CRITICAL PATH NARRATIVE (Contd)

rate changes). In addition, time limits were extended to two or four hours for approximately 37% of the spaces. Combined with the June 4th changes, we are currently analyzing the occupancy data in preparation for setting time of day pricing in selected areas beginning August 6, 2012. Public outreach continued through the month and so far the feedback has been positive.

PROGRAM COST STATUS

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

PERIOD ENDING: JUNE 2012
DOLLARS

| PROJECT | NOTES | ADOPTED BUDGET | CURRENT FORECAST | | COMMITMENTS* | | EXPENDITURES* | | BUDGET / FORECAST VARIANCE |
|---|---|--------------------|--------------------|--------------------|------------------|--------------------|------------------|--------------------|----------------------------|
| | | | 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 202286 - EL MONTE TRANSIT CENTER | 4 | 60,106,000 | | 60,106,000 | 797,423 | 55,543,313 | 3,217,829 | 46,664,103 | - |
| CP 202287 - HARBOR TRANSITWAY IMPROVEMENTS | | 3,850,000 | - | 3,850,000 | 12,736 | 3,387,332 | 20,061 | 2,162,654 | - |
| CP 202317 - PATSOURAS PLAZA CONNECTOR | 4 | 16,803,000 | - | 16,803,000 | 14,400 | 2,144,214 | 199,721 | 1,923,892 | - |
| CP 210115 - BIKE LOCKERS | | 101,012 | - | 101,012 | - | 101,012 | - | 101,012 | - |
| CP 210120 - TOLLTECHNOLOGY & ROADWAY IMPROVEMENTS | 1 | 120,635,000 | - | 120,635,000 | 2,044,339 | 92,890,253 | 4,391,913 | 80,543,997 | - |
| METRO & CALTRANS TOTAL | | 228,709,629 | - | 228,709,629 | 2,868,898 | 181,280,740 | 7,829,525 | 158,610,275 | - |
| OTHER AGENCIES OR OTHER METRO COSTS: | | | | | | | | | |
| METROLINK | POMONA METROLINK STATION - INC. PARKING | 5 | 10,815,476 | 10,815,476 | | 10,815,476 | | 10,815,476 | - |
| METRO | OPERATING SUBSIDY FOR DEMO | | 6,300,000 | 6,300,000 | - | - | - | - | - |
| METRO | I-110 Adams Flyover PSR - METRO | 3 | 7,840,790 | 7,840,790 | 531,096 | 1,654,254 | 202,155 | 626,546 | - |
| FOOTHILL TRANSIT | PROCURE 12 BUSES | | 7,500,000 | 7,500,000 | - | 7,305,825 | - | 7,305,825 | - |
| FOOTHILL TRANSIT | OPERATING SUBSIDY FOR DEMO | | 4,000,000 | 4,000,000 | - | - | - | - | - |
| 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 | - | - | - | - | - |
| GARDENA TRANSIT | PROCURE 2 BUSES | | 1,200,000 | 1,200,000 | - | 1,200,000 | - | 1,129,584 | - |
| GARDENA TRANSIT | OPERATING SUBSIDY FOR DEMO | | 677,736 | 677,736 | - | - | - | - | - |
| LADOT | TRANSIT SIGNAL PRIORITY | | 1,025,912 | 1,025,912 | - | 528,319 | 44,705 | 528,319 | - |
| METRO | FACILITY O&M | | | - | - | - | - | - | - |
| METRO | VANPOOLS | | 400,000 | 400,000 | - | - | - | - | - |
| LADOT | EXPRESSPARK | | 18,500,000 | 18,500,000 | 312,060 | 18,477,803 | 1,128,048 | 4,738,891 | - |
| OTHER AGENCIES OR OTHER METRO COSTS: | | | 62,259,914 | 62,259,914 | 843,156 | 42,781,677 | 1,374,908 | 25,144,641 | - |
| TOTAL CRD PROGRAM: | | 2 | 290,969,543 | 290,969,543 | 3,712,054 | 224,062,417 | 9,204,433 | 183,754,916 | - |

NOTE 1: \$120.6M ADOPTED BUDGET DOES NOT INCLUDE O&M COSTS FOR FIRST YEAR DEMONSTRATION.
NOTE 2: ADOPTED BUDGET OF APPROXIMATELY \$369.2M 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 LESS THE UNION DIVISION WHICH HAS BEEN REMOVED FROM CRD PROGRAM, BRINGING THE ADOPTED BUDGET TO APPROXIMATELY \$291M.
NOTE 3: FUNDED BY ISTEVA EARMARK AND LOCAL MATCH
NOTE 4: METRO BOARD REPORT AUTHORIZED TO SPLIT EL MONTE TRANSIT CENTER AND PATSOURAS PLAZA CONNECTOR INTO TWO SEPERATE PROJECTS IN OCTOBER, 2011.
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 31, 2012. CP 202001 - UNION DIVISION, HAS BEEN REMOVED FROM THE CRD PROGRAM.

**CONGESTION REDUCTION DEMONSTRATION PROGRAM
STATUS OF FUNDS BY SOURCE AS OF MAY 31, 2012**

| Funding Sources | (A) | (B) | (C) | (D) | (E) | | (F/B+C) | | (G) | |
|---|-----------------------|-------------------------|-------------------------|-----------------------|-----------------------|--------|-----------------------|--------|--------------------------|--------|
| | Original Budget | Total Funds Anticipated | Add'l Funds Anticipated | Total Funds Available | Commitments | | Expenditures | | Billed to Funding Source | |
| | | | | | \$ | % | \$ | % | \$ | % |
| Federal - Section 5309 ⁽¹⁾ | \$ 210,600,000 | \$ - | \$ - | \$ - | \$ - | | \$ - | | \$ - | |
| Federal - Section 5307 ⁽²⁾ | \$ - | \$ 83,516,000 | \$ - | \$ 83,296,999 | \$ 82,949,897 | 99.3% | \$ 73,859,775 | 88.4% | \$ 73,653,286 | 88.2% |
| Cities' match to Section 5307 ⁽²⁾ | \$ - | \$ 2,256,000 | \$ - | \$ 2,256,000 | \$ 2,257,793 | 100% | \$ 1,719,710 | 76.2% | \$ 1,719,710 | 76.2% |
| Federal - CMAQ (transferred from 5307) | \$ - | \$ 57,500,000 | \$ 18,900,000 | \$ 76,400,000 | \$ 56,110,124 | 73.4% | \$ 32,870,678 | 43.0% | \$ 10,830,394 | 14.2% |
| Federal - CMAQ | \$ - | \$ - | \$ 18,300,000 | \$ 12,900,001 | \$ - | 0.0% | \$ - | 0.0% | \$ - | 0.0% |
| Federal - Section 5309 State of Good Repair | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | | \$ - | |
| Federal - Section 5308 Clean Fuel | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | | \$ - | |
| Federal - Section 5309 Livability Initiative | \$ - | \$ - | \$ 9,679,000 | \$ 9,679,000 | \$ 644,214 | 6.7% | \$ 561,806 | 5.8% | \$ - | 0.0% |
| Other agencies' Federal Funds | \$ - | \$ - | \$ 9,732,591 | \$ 9,732,591 | \$ 4,783,362 | 49.1% | \$ 3,961,196 | 40.7% | \$ 3,459,959 | 35.6% |
| State - Prop 1B SLPP ^{(3) (5) (6)} | \$ - | \$ 20,000,000 | \$ - | \$ 20,000,000 | \$ 20,000,000 | 100.0% | \$ 20,000,000 | 100.0% | \$ 20,000,000 | 100.0% |
| State - Prop 1B Transit | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | | \$ - | |
| Local - Measure R 35% ⁽⁵⁾ | \$ - | \$ 3,586,931 | \$ - | \$ 3,586,931 | \$ 3,586,931 | 100% | \$ 3,586,931 | 100.0% | \$ 3,586,931 | 100% |
| Local - Prop C 40% ⁽⁵⁾ | \$ - | \$ 13,025,069 | \$ - | \$ 13,025,069 | \$ 12,932,536 | 99.3% | \$ 11,113,012 | 85.3% | \$ 11,061,390 | 84.9% |
| Local - Prop C 25% ⁽⁵⁾ | \$ - | \$ 28,355,000 | \$ 3,123,158 | \$ 30,355,000 | \$ 32,544,508 | 103.4% | \$ 32,338,966 | 102.7% | \$ 29,604,295 | 94.0% |
| Local - Prop C 10% ⁽⁵⁾ | \$ - | \$ 1,120,000 | \$ - | \$ 1,120,001 | \$ 1,120,001 | 100.0% | \$ 1,120,001 | 100.0% | \$ 1,120,001 | 100.0% |
| Local - Capital Projects Repayment ⁽⁵⁾ | \$ - | \$ 1,241,000 | \$ - | \$ 1,241,000 | \$ - | 0.0% | \$ - | 0.0% | \$ - | 0.0% |
| Local - SAFE ⁽⁴⁾ | \$ - | \$ - | \$ 4,000,000 | \$ - | \$ - | 0.0% | \$ - | 0.0% | \$ - | 0.0% |
| Other Local funds ⁽⁷⁾ | \$ - | \$ - | \$ 6,815,629 | \$ - | \$ 1,804,941 | 26.5% | \$ - | 0.0% | \$ - | 0.0% |
| Other agencies' contribution | \$ - | \$ - | \$ 10,066,510 | \$ 9,621,510 | \$ 5,328,111 | 52.9% | \$ 2,622,841 | 26.1% | \$ 1,999,979 | 19.9% |
| TOTALS | \$ 210,600,000 | \$ 210,600,000 | \$ 80,616,887 | \$ 273,214,102 | \$ 224,062,417 | | \$ 183,754,916 | | \$ 157,035,946 | |

Notes:

⁽¹⁾ 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.

⁽²⁾ 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.

⁽³⁾ SLPP = State and Local Partnership Program

⁽⁴⁾ SAFE = Service Authority for Freeway Emergencies

⁽⁵⁾ Represent a series of Metro' internal funds exchanges between projects to swap Section 5307 funds for local funds.

⁽⁶⁾ We are working with Caltrans to develop a process to bill the SLPP grant. Therefore, the reimbursement of our expenditures has been slowed. We expect to catch up in the next few months.

⁽⁷⁾ Other Local Funds will be identified in the Metro Adopted Fiscal Year Budget of the year the expense is budgeted.

Division 13 was removed from the LA CRD program.

**CONGESTION REDUCTION DEMONSTRATION PROGRAM
STATUS OF FUNDS BY PROJECT AS OF MAY 31, 2012**

| PROJECT | FUNDING SOURCES (Funds Anticipated) | | | | | | | | | | | Total Local Funds | Non CRD Funds | Total | | |
|--|-------------------------------------|------------------------|-------------------------------|--|---------------|-----------------------|--------------------|--------------------|--------------------|------------------------------------|------|-------------------|---------------|--------------|----------------|--|
| | Federal - Section 5309 | Federal - Section 5307 | Cities' Match to Section 5307 | Federal - CMAQ (Transferred from 5307) | | Local - Measure R 35% | Local - Prop C 40% | Local - Prop C 25% | Local - Prop C 10% | Local - Capital Projects Repayment | | | | | | |
| | A | B | C | D | E | F | G | H | I | J | | | | | | |
| Metro | | | | | | | | | | | | | | | | |
| PROCUREMENT 41 BUSES | \$ - | \$ 22,588,132 | \$ - | \$ - | \$ - | \$ 3,586,931 | \$ 1,039,553 | \$ - | \$ - | \$ - | \$ - | \$ 4,626,485 | \$ - | \$ - | \$ 27,214,617 | |
| DIVISION 13 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| EL MONTE TRANSIT CENTER | \$ - | \$ 42,886,636 | \$ - | \$ - | \$ - | \$ - | \$ 10,851,736 | \$ - | \$ - | \$ - | \$ - | \$ 10,851,736 | \$ 6,367,629 | \$ - | \$ 60,106,000 | |
| PATSAOURAS PLAZA IMPROVEMENTS | \$ - | \$ 1,200,000 | \$ - | \$ - | \$ - | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ 300,000 | \$ 15,303,000 | \$ - | \$ 16,803,000 | |
| HARBOR TRANSITWAY IMPROVEMENTS | \$ - | \$ 3,080,000 | \$ - | \$ - | \$ - | \$ - | \$ 770,000 | \$ - | \$ - | \$ - | \$ - | \$ 770,000 | \$ - | \$ - | \$ 3,850,000 | |
| BIKE LOCKERS (El Monte, Artesia) | \$ - | \$ 37,232 | \$ - | \$ - | \$ - | \$ - | \$ 63,780 | \$ - | \$ - | \$ - | \$ - | \$ 63,780 | \$ - | \$ - | \$ 101,012 | |
| TOLL TECHNOLOGY & ROADWAY IMPROVEMENTS (Express Lanes) | \$ - | \$ - | \$ - | \$ 41,500,000 | \$ 20,000,000 | \$ - | \$ - | \$ 28,355,000 | \$ - | \$ 1,241,000 | \$ - | \$ 29,596,000 | \$ 29,539,000 | \$ - | \$ 120,635,000 | |
| Metro Total | \$ - | \$ 69,792,000 | \$ - | \$ 41,500,000 | \$ 20,000,000 | \$ 3,586,931 | \$ 13,025,069 | \$ 28,355,000 | \$ - | \$ 1,241,000 | \$ - | \$ 46,208,000 | \$ 51,209,628 | \$ - | \$ 228,709,628 | |
| Other Agencies/Other Metro Costs | | | | | | | | | | | | | | | | |
| METROLINK - Pomona Station (Including Parking) | \$ - | \$ 4,480,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,120,000 | \$ - | \$ - | \$ 1,120,000 | \$ 5,215,476 | \$ - | \$ 10,815,476 | |
| METRO - Operating Subsidy for Demo (Highway) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,915,338 | \$ - | \$ 2,915,338 | |
| METRO - Operating Subsidy for Demo (Transit) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,801,124 | \$ - | \$ 3,801,124 | |
| METRO - I-110 Adams Flyover (PSR) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,840,790 | \$ - | \$ 7,840,790 | |
| FOOTHILL TRANSIT - Procure 12 Buses | \$ - | \$ 6,008,000 | \$ 1,492,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,500,000 | |
| FOOTHILL TRANSIT - Operating Subsidy For Demo | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000,000 | \$ - | \$ 4,000,000 | |
| TORRANCE Transit - Procure 4 Buses | \$ - | \$ 2,276,000 | \$ 524,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,800,000 | |
| TORRANCE Transit - Operating Subsidy For Demo | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,200,000 | \$ - | \$ 1,200,000 | |
| GARDENA Transit - Procure 4 Buses | \$ - | \$ 960,000 | \$ 240,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,200,000 | |
| GARDENA Transit - Operating Subsidy For Demo | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 677,736 | \$ - | \$ 677,736 | |
| LADOT - Transit Signal Priority | \$ - | \$ - | \$ - | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (143,204) | \$ 856,796 | |
| METRO - Vanpools | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 400,000 | \$ - | \$ 400,000 | |
| LADOT - Express Park | \$ - | \$ - | \$ - | \$ 15,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,500,000 | \$ - | \$ 18,500,000 | |
| Other Agencies/Other Metro Costs Total | \$ - | \$ 13,724,000 | \$ 2,256,000 | \$ 16,000,000 | \$ - | \$ - | \$ - | \$ - | \$ 1,120,000 | \$ - | \$ - | \$ 1,120,000 | \$ 29,407,260 | \$ - | \$ 62,507,260 | |
| TOTAL FUNDS ANTICIPATED | \$ - | \$ 83,516,000 | \$ 2,256,000 | \$ 57,500,000 | \$ 20,000,000 | \$ 3,586,931 | \$ 13,025,069 | \$ 28,355,000 | \$ 1,120,000 | \$ 1,241,000 | \$ - | \$ 47,328,000 | \$ 80,616,888 | \$ - | \$ 291,216,888 | |

Note: columns A+B+C+D+E sum up to \$210,600,000. The Non-CRD funds are beyond the \$210.6 million.
Division 13 was removed from the LA CRD program.

| PROJECT | FUNDING SOURCES (Expenditures) | | | | | | | | | | | Total Local Funds | Non CRD Funds | Total | |
|--|--------------------------------|------------------------|-------------------------------|--|---------------|-----------------------|--------------------|--------------------|--------------------|------------------------------------|------|-------------------|---------------|-------|----------------|
| | Federal - Section 5309 | Federal - Section 5307 | Cities' Match to Section 5307 | Federal - CMAQ (Transferred from 5307) | | Local - Measure R 35% | Local - Prop C 40% | Local - Prop C 25% | Local - Prop C 10% | Local - Capital Projects Repayment | | | | | |
| | A | B | C | D | E | F | G | H | I | J | | | | | |
| Available Sources | \$ - | \$ 83,516,000 | \$ 2,256,000 | \$ 57,500,000 | \$ 20,000,000 | \$ 3,586,931 | \$ 13,025,069 | \$ 28,355,000 | \$ 1,120,000 | \$ 1,241,000 | \$ - | \$ 47,328,000 | \$ 80,616,888 | \$ - | \$ 291,216,888 |
| Metro | | | | | | | | | | | | | | | |
| PROCUREMENT 41 BUSES | \$ - | \$ 22,588,132 | \$ - | \$ - | \$ - | \$ 3,586,931 | \$ 1,039,553 | \$ - | \$ - | \$ - | \$ - | \$ 4,626,485 | \$ - | \$ - | \$ 27,214,617 |
| DIVISION 13 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| EL MONTE TRANSIT CENTER | \$ - | \$ 37,331,282 | \$ - | \$ - | \$ - | \$ - | \$ 9,332,821 | \$ - | \$ - | \$ - | \$ - | \$ 9,332,821 | \$ - | \$ - | \$ 46,664,103 |
| PATSAOURAS PLAZA IMPROVEMENTS | \$ - | \$ 977,307 | \$ - | \$ - | \$ - | \$ - | \$ 244,327 | \$ - | \$ - | \$ - | \$ - | \$ 244,327 | \$ 702,258 | \$ - | \$ 1,923,892 |
| HARBOR TRANSITWAY IMPROVEMENTS | \$ - | \$ 1,730,123 | \$ - | \$ - | \$ - | \$ - | \$ 432,531 | \$ - | \$ - | \$ - | \$ - | \$ 432,531 | \$ - | \$ - | \$ 2,162,654 |
| BIKE LOCKERS (El Monte, Artesia) | \$ - | \$ 37,232 | \$ - | \$ - | \$ - | \$ - | \$ 63,780 | \$ - | \$ - | \$ - | \$ - | \$ 63,780 | \$ - | \$ - | \$ 101,012 |
| TOLL TECHNOLOGY & ROADWAY IMPROVEMENTS (Express Lanes) | \$ - | \$ - | \$ - | \$ 28,330,340 | \$ 20,000,000 | \$ - | \$ - | \$ 32,213,657 | \$ - | \$ - | \$ - | \$ 32,213,657 | \$ - | \$ - | \$ 80,543,997 |
| Metro Total | \$ - | \$ 62,664,077 | \$ - | \$ 28,330,340 | \$ 20,000,000 | \$ 3,586,931 | \$ 11,113,012 | \$ 32,213,657 | \$ - | \$ - | \$ - | \$ 46,913,600 | \$ 702,258 | \$ - | \$ 158,610,275 |
| Other Agencies/Other Metro Costs | | | | | | | | | | | | | | | |
| METROLINK - Pomona Station (Including Parking) | \$ - | \$ 4,479,999 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,120,001 | \$ - | \$ - | \$ 1,120,001 | \$ 5,215,476 | \$ - | \$ 10,815,476 |
| METRO - Operating Subsidy for Demo (Highway) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| METRO - Operating Subsidy for Demo (Transit) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| METRO - I-110 Adams Flyover (PSR) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 626,546 | \$ - | \$ 626,546 |
| FOOTHILL TRANSIT - Procure 12 Buses | \$ - | \$ 5,812,032 | \$ 1,493,793 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,305,825 |
| FOOTHILL TRANSIT - Operating Subsidy For Demo | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TORRANCE Transit - Procure 4 Buses | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TORRANCE Transit - Operating Subsidy For Demo | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GARDENA Transit - Procure 4 Buses | \$ - | \$ 903,667 | \$ 225,917 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,129,584 |
| GARDENA Transit - Operating Subsidy For Demo | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| LADOT - Transit Signal Priority | \$ - | \$ - | \$ - | \$ 502,407 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 25,912 | \$ - | \$ 528,319 |
| METRO - Vanpools | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| LADOT - Express Park | \$ - | \$ - | \$ - | \$ 4,037,931 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 700,960 | \$ - | \$ 4,738,891 |
| Other Agencies/Other Metro Costs Total | \$ - | \$ 11,195,698 | \$ 1,719,710 | \$ 4,540,338 | \$ - | \$ - | \$ - | \$ - | \$ 1,120,001 | \$ - | \$ - | \$ 1,120,001 | \$ 6,568,894 | \$ - | \$ 25,144,641 |
| TOTAL EXPENDITURES | \$ - | \$ 73,859,775 | \$ 1,719,710 | \$ 32,870,678 | \$ 20,000,000 | \$ 3,586,931 | \$ 11,113,012 | \$ 32,213,657 | \$ 1,120,001 | \$ - | \$ - | \$ 48,033,601 | \$ 7,271,152 | \$ - | \$ 183,754,916 |
| Underbudget(overbudget) | \$ - | \$ 9,656,225 | \$ 536,290 | \$ 24,629,322 | \$ - | \$ - | \$ 1,912,057 | \$ (3,858,657) | \$ (1) | \$ 1,241,000 | \$ - | \$ (705,601) | \$ 73,345,736 | \$ - | \$ 107,461,972 |

Note: The Express Lanes exceeded the PC25% funds available by \$3.9 million. Items need to be reconciled.

PROGRAM COST ANALYSIS

Adopted Budget

The Adopted Budget reflects removal of Division 13 budget resulting in an adjusted CRD Program Budget of \$291 million.

Current Forecast

The Current Forecast of approximately \$291 million remains the same as the Adopted Budget.

Commitments

The Commitments increased by \$3.7 million this period primarily for Metro staff charges, and purchase orders for materials and services for El Monte, Harbor Transitway, ExpressLanes, Patsaouras Plaza, I-110 Adams Flyover and ExpressPark.

Expenditures

Expenditures increased by \$9.2 million this period primarily for expenditures for design/build invoices for El Monte and ExpressLanes, LADOT's ExpressPark and Transit Signal Projects, I-110 Adams Flyover, design and construction management consulting, and Metro and Caltrans staff labor charges. The \$183.8 million in Project Expenditures to date represent 63.2% of the program budget of \$291 million.

STATUS OF FUNDS ANTICIPATED

FEDERAL CMAQ:

Transit Signal Priority (LADOT): \$856,796 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. A third request of \$2.498 million for the operating funds was made in February 2012.

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.

Metro Bus Operations – In June a request was submitted to FHWA to transfer \$3,801,124 in CMAQ funds to FTA (CA-95-X099).

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-Y797) 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 \$960K (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.

Metro Bus Operations: An FTA grant application of \$3.8M (CA-95-X099) for Metro Silver Line operations was submitted to FTA in October 2011.

FEDERAL FTA 5309:

Patsaouras Connector: An FTA grant award was announced in the amount of \$9.7 million on October 17, 2011.

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)

STATUS OF FUNDS ANTICIPATED (Contd)

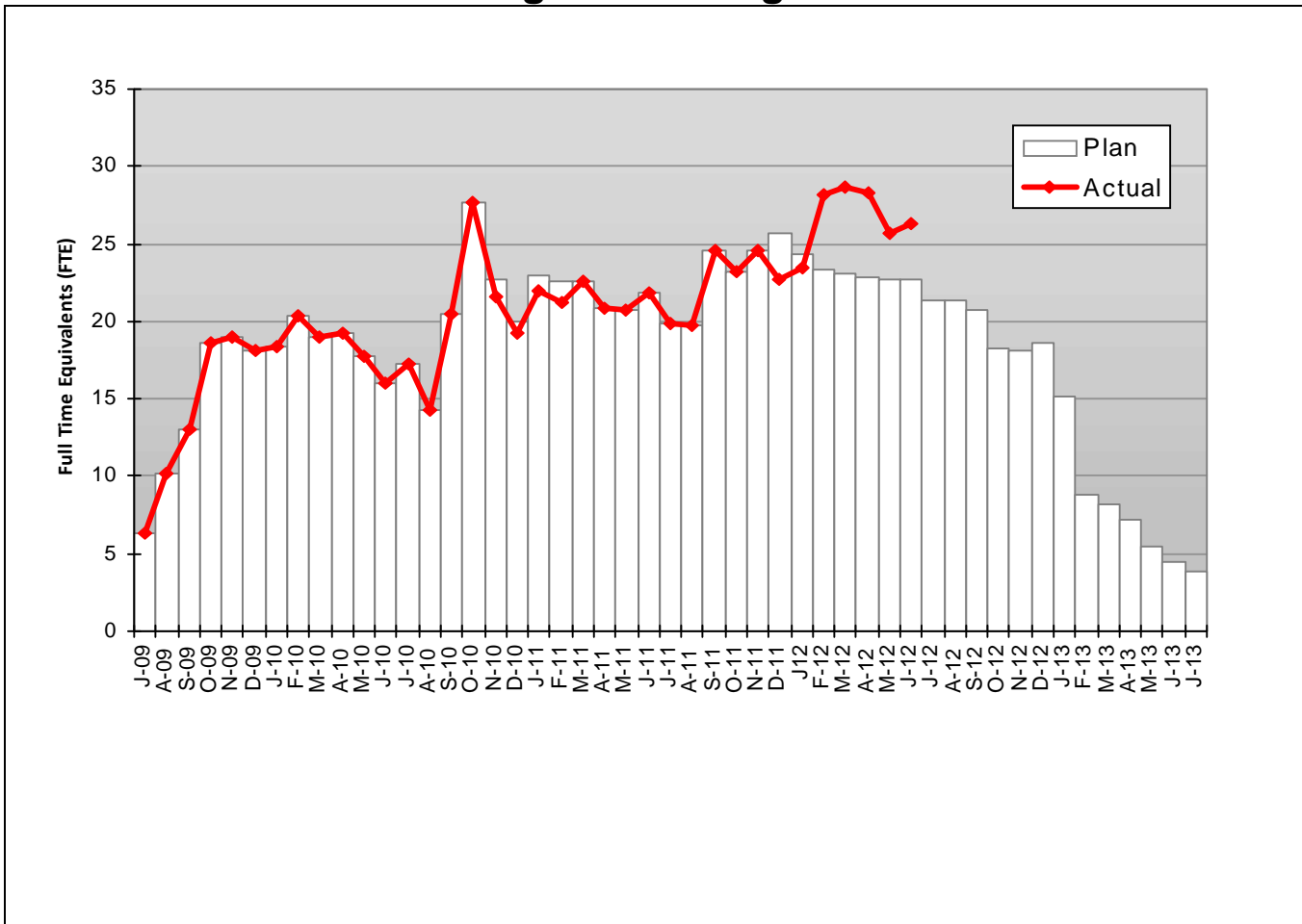
will be the fund source for the LONP. At its January 2011 Meeting, the CTC approved the \$20 million in SLPP funds so there is no further need for the LONP. The State will reimburse Metro for any funds that were expended prior to the allocation of the funds in January 2011.

ADAMS FLYOVER PSR ISTEAFUNDS:

\$4,104,000 of ISTEAFUNDS was approved in December 2010. A second request for \$2,127,000 was approved by FHWA in February 2011. A third request for \$41,632 was approved by FHWA in March 2011. The full amount of \$6,272,632 in ISTEAFUNDS have been approved and are available for drawdown.

STAFFING STATUS

Total Program Staffing - FTEs



Total Program Staffing

The recent increase in the Actual Program Staffing Curve is a direct result of the Project's request to provide a Supervised Safe Work Zone in the areas of work that are directly adjacent to the Green Line Alignment and the I-110 Harbor Freeway interface with the Century freeway work zones.

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 seven (7) projects that require environmental approval. NEPA/CEQA approval has been received for all projects.

- 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 approvals are pending. NEPA and CEQA approvals were received February 2012.
- Transit Signal Priority – Categorical Exclusion (NEPA)/Categorical Exemption (CEQA). NEPA and CEQA approved September 2009.
- LA 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 June 2012 outreach briefings were provided to City of Los Angeles Councilman Herb Wesson, Hawthorne and Norwalk City Councils, and stakeholders at the LA Tourism Board, South Bay Cities Council of Governments, Los Angeles County Federation of Labor (AFL-CIO), St. John's Episcopal Cathedral, South Coast Air Quality Management District, Coalition for Clean Air, Central City Association Transportation Committee, Paramount Pictures, Los Angeles County Business Federation (Biz-Fed), Southern California Edison, University of Southern California, Metro Bus Division 18 Staff, Foothill Transit Board, and San Gabriel Valley Economic Partnership.

The total of 329 program briefings were held between April 25, 2008 and June 30, 2012 as follows:

- *Program stakeholder briefings, technical advisory group meetings, and live web chats: 224*
- *Construction mitigation briefings: 4*
- *Legislative briefings: 65*
- *Corridor Advisory Group meetings: 16*
- *Public hearings: 8*
- *Community workshops: 7*
- *Information tables: 5*

A total of 28 construction notices were distributed to the public between June 7, 2011 and June 30, 2012.

As of June 30, 2012, the Metro ExpressLanes stakeholder database included 2,202 contacts.

During the month of June 2012, 18 media stories mentioned Metro ExpressLanes Program.

QUALITY ASSURANCE STATUS

ExpressLanes Program

- Attended weekly coordination and ITS Detection Systems meeting.

El Monte Busway & Transit Center

- Attended weekly coordination meetings.

Union/Patsaouras Plaza Busway Station

- No activities during this period.

SAFETY STATUS

ExpressLanes

- Participated in weekly Progress Meetings with Construction Manager and Atkinson's Management staff to discuss safety/security issues and construction schedule.
- Monitored daily and night construction activities to ensure compliance with contract specifications.
- Conducted an administration audit of the Contractor's work related injury and illness statistics.
- Atkinson and their subcontractors reported 16,884 work hours and one incident for the month of June 2012. Total project to date work hours are 148,018 and three recordable incidents. The Recordable Incident Rate is 4.1 and the National Average is 3.8.

El Monte Transit Center

- Participated in weekly progress meeting with Construction Manager and KPRS Management personnel 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 21,155 work hours for the month of June 2012. Total project to date work hours are 214,921 and the incident rate is 1.9. The National Average Rate is 3.8.

**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 has approved the designs and is currently working on getting the meters installed. DWP is reviewing the draft MOU. |
| So Cal Edison | Electrical Service Agreement | Drops by PB/IBI Application Only | | | Capital | SCE has completed the designs and is currently working on getting the meters installed. |
| 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. |
| SCRRA | MOU | Design Review and Support Services Agreement | | TBD | Capital | Executed. |
| PUC | Crossing Application Approval | Adams Blvd. Crossing Modifications Across the Expo Line | | | Capital | Executed. |

AGENCY NOISE AGREEMENTS

| Agency | Agreement Type | Purpose | Special Provisions | Funding Amount | Type of Funds | Completion Status |
|-----------------------|--------------------------------|------------------------------------|------------------------------|-----------------------|----------------------|--|
| City of Los Angeles | Nighttime and Weekend Variance | Includes POC Bridge at Adams Blvd. | | | Capital | Noise variance was granted by the Police Commission. |
| 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

| Agency | Agreement Type | Purpose | Special Provisions | Funding Amount | Type of Funds | Completion Status |
|--|-----------------------|--------------------------------------|---------------------------|-----------------------|----------------------|--------------------------|
| Bay Area Toll Authority | 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 |
| TCA | User Fee Agreement | User Fee (Title 21 Interoperability) | | \$0 | Operating | Executed 6/8/10 |

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: 3 officers and 2 officers | Data Collection Requirement | \$1,994,284 CMAQ or Toll Revenues | Operating | With CHP for Legal Review |
| DMV | Requestor Account | Allows access to DMV records | None | \$250 | Operating | Executed 2/9/12 |
| 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 | In Process |
| MTA | Collection Agency Agreement | | | | Operating | Not Started |
| MTA | Transit Court Hearing Officers | Transit Court to provide Hearing Officers for Administrative Review Hearings | None | Actual Costs Toll Revenues | Operating | With ExpressLanes Staff for Review |
| Foothill Transit | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| Torrance Transit | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| Gardena Municipal Bus Lines | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| Metro Bus Operations | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| OCTA | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| LADOT Commuter Express | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| USC | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| LAX Flyaway | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| LA County Sheriffs (Buses Only) | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |
| CHP | MOU | Non Revenue Usage Agreement | | \$0 | Operating | In Process |

OPERATIONS AND MAINTENANCE AGREEMENTS

| Agency | Agreement Type | Purpose | Special Provisions | Funding Amount | Type of Funds | Completion Status |
|--------|--------------------|---|--------------------|----------------|---------------|-------------------|
| MTA | Welcome Package | Materials needed for new Customer Welcome Package | | | Operating | Completed |
| MTA | Retail Welcome Kit | Materials needed for Retail Transponder Packaging | | | Operating | Completed |

TRANSIT IMPROVEMENT AGREEMENTS

| Agency | Agreement Type | Purpose | Special Provisions | Funding Amount | Type of Funds | Completion Status |
|---------------|------------------------------|---------------------------|--------------------|----------------|---------------|---|
| Caltrans | Cooperative Agreement | Patsaouras Plaza | | TBD | Capital | Executed |
| 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 finished with the design and have installed most of the meters and powered up most of the drops. |
| So Cal Edison | Electrical Service Agreement | Drops by Application Only | | | Capital | SCE is finished with the design and have installed most of the meters and powered up most of the drops. |

FUNDING AGREEMENTS

| Agency | Agreement Type | Purpose | Special Provisions | Funding Amount | Type of Funds | Completion Status |
|---|-----------------------|--|---------------------------------|--|-----------------------|--------------------------------|
| 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 | Executed 4/27/11 |
| 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 |
| Foothill Transit Agency | LOA – Amendment #2 | Revise to include specifics about Data Collection | | \$7,461,000 FTA 5307 \$3,200,000 CMAQ | Capital and Operating | Executed November 2011 |
| 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 |
| Gardena Municipal Bus Lines | LOA – Amendment #1 | Revise to include specifics about Data Collection | | \$1,200,000 FTA 5307 \$580,187 CMAQ | Capital and Operating | Executed January 2012 |
| 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 |
| Torrance Transit | LOA – Amendment #1 | Revise to include specifics about Data Collection | | \$2,800,000 FTA 5307 \$1,160,373 CMAQ | Capital and Operating | Executed January 2012 |
| 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 |
| Los Angeles Department of Transportation | LOA – Amendment #1 | Revise to include specifics about Data Collection | | \$15,000,000 CMAQ | Capital | In Progress |
| Los Angeles Department of Transportation | LOA – Amendment #1 | Revise to include specifics about Data Collection and add a camera at Alameda | | \$900,884 | Capital | With Metro Legal for Review |
| 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 |
| Southern California Regional Rail Authority | LOA – Amendment #1 | Revise to include specifics about Data Collection | | \$4,480,000 FTA 5307 \$1,120,000 Prop C 10% | Capital | Executed November 2011 |

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 | Letter Agreement | Concurrence for Schedule Extension | | | Capital | Concurred February 2012 |

DBOM CONTRACTOR RESPONSIBILITY

| Agency | Agreement Type | Purpose | Special Provisions | Completion Status |
|--------|--|---|---------------------------|-------------------|
| FCC | License Agreement | Needed for Operation of Fastrak Transponders? | DBOM Contractor to secure | COMPLETE |
| TBD | Maintenance Agreement | Toll Electrical and Equipment Maintenance | DBOM Contractor to secure | |
| TBD | Facility Lease | Needed for Customer Service Center | DBOM Contractor to secure | COMPLETE |
| 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 | |

CONTRACT STATUS

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|----------------------|-------------------|---------------------|---------------------------------|-----------------------|-------------------------------|---|--------------------------------|-----|------------------------------------|-----|----------------------------|-----|-------------------------------|-------|---|--|--|--|--|--|-----------------|--------|----------------------------|--------|---------------------------|-------|--|--------|-------------------|--------|---------------------------|-------|
| <p>ExpressLanes Project Atkinson Construction</p> | <p>Contract No. PS0922102333 Status as of: June 29, 2012</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Progress/Work Completed:</p> <ul style="list-style-type: none"> · DMS along I-110 are fully placed and operational. · Adams POC Retaining Wall No. 2 was poured. · Testing on sign 10 is complete on the I-110 Freeway. · Eight brackets for Adams widening were poured. · All drainage work along I-110 was completed. · Adams POC deck was fully poured with no issues. · All power feeds for DMS have been fully installed along the I-110 Freeway. <p>Areas of Concern:</p> <ul style="list-style-type: none"> · Coordination of the DBOM contractor proposed construction with other Caltrans contractors on I-10, I-105, and I-110. · Supply of materials such as sign structures that required long lead times for remaining work along I-10 Corridor. · Coordination of fence and DMS signs installation along the I-105 adjacent to the Metro Green Line · Caltrans imposed additional BMPs which are outside Project Scope will impact project schedule and cost, Metro is in discussion with Caltrans to obtain a variance. · The Rehab contractor has not completed striping along the I-10 corridor. · Customer Service Center (CSC) that will support Expresslanes Project. · Coordination of I-210 Fiber Optic work for allowance of redundant loop for proper communication of system. | <p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> · Place reinforcement , drainage, and concrete for the Adams Bridge Widening. · Continue backfill operations at Adams POC Plaza area. · Continue testing tolling locations for systems communications along I-110 Freeway. · DBOM contractor has completed 99% of contract design effort. Design Unit 5A remains to be Approved for Construction (AFC.) · Complete placing cameras, sensors, and other tolling equipment along I-110 Corridor. · Installation of CIDH pile caps for DMS signs along the I-10 which is adjacent to Metrolink. · Preparation of site work for reconstruction of barrier at locations of DMS signs along I-10 continues. · Construction of median barrier adjacent to DMS signs along I-110 freeway. · Contine Installation of power feeds for DMS signs and lighting along I-10 continues. · Continue installation of drainage system along the I-10 corridor at locations adjacent to CIDH Foundations. · Sign panel replacement along I-110 continues. · Continue with setting up Customer Service Center to support all systems and operation functions in Gardena and El Monte Centers. · Continue with progress for wireless communication of DMS systems along I-105. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> · Install reinforcement at the location of Adams widening and pour deck overhang. · Install 2 remaining CIDH piles along Adams Offramp. · Backfill POC Plaza area and build remaing Retaining Wall. · Design Unit No.5A I-10 Striping pre-Approval for Construction. · Continue work on power feeds for DMS signs on I-10 Freeway · Continue with construction of median barrier adjacent to DMS signs along 10 freeway. · Continue with installation of drainage system along I-10. · Continue with sign panel change out along I-110. · Continue setting up the Customer Service Center as it relates to system support in Gardena and El Monte. · Continue all systems testing on I-110 Freeway. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Original Baseline | Time Extension | Current Contract | Forecast Completion | Variance Cur-Fcast | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Commencement | 01/11/11 | 0 | 01/11/11 | 01/11/11 | 01/11/11 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Completion | 09/26/12 | 0 | 09/26/12 | 09/26/12 | 09/26/12 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Final Acceptance | 11/26/12 | 0 | 11/26/12 | 11/26/12 | 11/26/12 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Summary:</p> <table border="0"> <tr> <td>Notice of Award</td> <td style="text-align: right;">12/15/10</td> </tr> <tr> <td>Notice to Proceed</td> <td style="text-align: right;">01/11/11</td> </tr> <tr> <td>Original Contract Duration (CD)</td> <td style="text-align: right;">685</td> </tr> <tr> <td>Approved Time Extensions (CD)</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Current Contract Duration (CD)</td> <td style="text-align: right;">685</td> </tr> <tr> <td>Data Collection/Demonstration (CD)</td> <td style="text-align: right;">365</td> </tr> <tr> <td>Elapsed Time from NTP (CD)</td> <td style="text-align: right;">536</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td style="text-align: right;">78.2%</td> </tr> </table> | Notice of Award | 12/15/10 | Notice to Proceed | 01/11/11 | Original Contract Duration (CD) | 685 | Approved Time Extensions (CD) | 0 | Current Contract Duration (CD) | 685 | Data Collection/Demonstration (CD) | 365 | Elapsed Time from NTP (CD) | 536 | Contract Elapsed Time Percent | 78.2% | <p>Cost Summary: \$ In 000's</p> <table border="0"> <tr> <td>1. Award Value:</td> <td style="text-align: right;">72,364</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">10,322</td> </tr> <tr> <td>3. Pending Change Orders:</td> <td style="text-align: right;">2,007</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">84,693</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">68,623</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td style="text-align: right;">81.0%</td> </tr> </table> | | | | | | 1. Award Value: | 72,364 | 2. Executed Modifications: | 10,322 | 3. Pending Change Orders: | 2,007 | 4. Current Contract Value (1 + 2 + 3): | 84,693 | 5. Incurred Cost: | 68,623 | 6. Percent Incurred Cost: | 81.0% |
| Notice of Award | 12/15/10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notice to Proceed | 01/11/11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Original Contract Duration (CD) | 685 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved Time Extensions (CD) | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Current Contract Duration (CD) | 685 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Data Collection/Demonstration (CD) | 365 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elapsed Time from NTP (CD) | 536 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contract Elapsed Time Percent | 78.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Award Value: | 72,364 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Executed Modifications: | 10,322 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Pending Change Orders: | 2,007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Current Contract Value (1 + 2 + 3): | 84,693 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Incurred Cost: | 68,623 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. Percent Incurred Cost: | 81.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONSTRUCTION PHOTOGRAPHS



Sign 290 FSBT at Manchester.



PCCP at Adams off ramp.

CONSTRUCTION PHOTOGRAPHS



POC facing east.



FW over NB traffic facing.

CONSTRUCTION PHOTOGRAPHS



NB Adams off ramp.



More details.

CONTRACT STATUS

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------------------|-------------------|---------------------|---------------------------------|-----------------------|-------------------------------|----|--------------------------------|-----|----------------------------|-----|-------------------------------|-------|---|--|--|--|--|--|-----------------|--------|----------------------------|---|----------------------------|-------|--|--------|-------------------|--------|---------------------------|-------|
| <p>El Monte Transit Center Project Contractor: KPRS Construction Svcs Inc.</p> | <p>Contract No. C0958 Status as: June 29, 2012</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Progress/Work Completed: Terminal</p> <ul style="list-style-type: none"> - Medium Steel Canopy Framing - Build Mech & Elec Rooms - Form/Rebar/Pour Ramp Slabs <p>Retail/Transit Building</p> <ul style="list-style-type: none"> - Full Height Wall Framing - Building Canopy - Roofing - In-wall MEP/Transit <p>Areas of Concern:</p> <ul style="list-style-type: none"> - Projected cost growth associated with contaminated soils handling and mitigation is greater than the original \$6.0M authorized under the Ad Hoc Congestion Pricing Committee and Full Board action item No. 4 in Jan 2011. - Project Management coordinated with various levels of Metro Executive management and FTA representatives to clarify available options for the proposed LOP increase to the project. - Cost increases to the El Monte Transit Center have drawn down from the funds planned for the Patsouras Plaza Improvements within the original \$60.1M of the Life of Project Budget - Original allocations of \$46.1M for El Monte and \$14.0M for Patsouras Plaza have grown to \$59.9M and \$16.8M respectively thereby requiring an LOP Increase request from the adopted \$60.1M to \$76.8M. - Project management is developing a Board report for the Sep 2011 Board meeting advising Board Staff and Metro Executive Management of the FTA advisement and to present options to the forecasted LOP increase. | <p>Major Activities (In Progress): Terminal</p> <ul style="list-style-type: none"> - Build Escalators - Deliver/set MEP Equipment - Mech & Elec Rooms Rough In - Exterior Wall Construction - Install Elevator - Irrigation & Drain for Planters <p>Retail/Transit Building</p> <ul style="list-style-type: none"> - Full Height Wall Framing - MEP Overhead - In-wall MEP/Retail - Install Aluminum Storefront <p>Major Activities Next Period: Terminal</p> <ul style="list-style-type: none"> - Medium/Large Fabric Canopy - Permanent Power <p>Retail/Transit Building</p> <ul style="list-style-type: none"> - Exterior Doors & Hardware - Finishes - Transit/Retail - Electric Panels & Wiring - HVAC Equipment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Original Baseline | Time Extension | Current Contract | Forecast Completion | Variance Cur-Fcast | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Commencement | 08/13/10 | 0 | 08/13/10 | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Completion | 06/05/12 | 99 | 10/10/12 | 10/24/12 | -14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Summary:</p> <table border="0"> <tr><td>Notice of Award</td><td>06/18/10</td></tr> <tr><td>Notice to Proceed</td><td>08/13/10</td></tr> <tr><td>Original Contract Duration (CD)</td><td>660</td></tr> <tr><td>Approved Time Extensions (CD)</td><td>99</td></tr> <tr><td>Current Contract Duration (CD)</td><td>759</td></tr> <tr><td>Elapsed Time from NTP (CD)</td><td>687</td></tr> <tr><td>Contract Elapsed Time Percent</td><td>90.5%</td></tr> </table> | Notice of Award | 06/18/10 | Notice to Proceed | 08/13/10 | Original Contract Duration (CD) | 660 | Approved Time Extensions (CD) | 99 | Current Contract Duration (CD) | 759 | Elapsed Time from NTP (CD) | 687 | Contract Elapsed Time Percent | 90.5% | <p>Cost Summary: \$ In 000's</p> <table border="0"> <tr><td>1. Award Value:</td><td style="text-align: right;">39,001</td></tr> <tr><td>2. Executed Modifications:</td><td style="text-align: right;">0</td></tr> <tr><td>3. Approved Change Orders:</td><td style="text-align: right;">8,435</td></tr> <tr><td>4. Current Contract Value (1 + 2 + 3):</td><td style="text-align: right;">47,436</td></tr> <tr><td>5. Incurred Cost:</td><td style="text-align: right;">44,400</td></tr> <tr><td>6. Percent Incurred Cost:</td><td style="text-align: right;">93.6%</td></tr> </table> | | | | | | 1. Award Value: | 39,001 | 2. Executed Modifications: | 0 | 3. Approved Change Orders: | 8,435 | 4. Current Contract Value (1 + 2 + 3): | 47,436 | 5. Incurred Cost: | 44,400 | 6. Percent Incurred Cost: | 93.6% |
| Notice of Award | 06/18/10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notice to Proceed | 08/13/10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Original Contract Duration (CD) | 660 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved Time Extensions (CD) | 99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Current Contract Duration (CD) | 759 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elapsed Time from NTP (CD) | 687 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contract Elapsed Time Percent | 90.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Award Value: | 39,001 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Executed Modifications: | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Approved Change Orders: | 8,435 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Current Contract Value (1 + 2 + 3): | 47,436 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Incurred Cost: | 44,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. Percent Incurred Cost: | 93.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONSTRUCTION PHOTOGRAPHS



Concourse canopy.



Escalator assembly.

CONSTRUCTION PHOTOGRAPHS



Stair #3.



Installing metal ceiling frames on concourse level.

CONSTRUCTION PHOTOGRAPHS



Site photo o looking east.



Setting elevator hoistway extension.

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 st Amendment to MOU w/USDOT (Changes Demo Project from I-210/1-10 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 nd 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. |
| July 6, 2011 | Groundbreaking Ceremony for the Start of Construction of the ExpressLanes. |

”GO LIVE” DEPLOYMENT SCHEDULE

Timeline:

Scheduled Start of Operation ExpressLanes Program

| | |
|----------------------|---|
| 2009 | |
| 8/2009 (Actual) | Bicycle Lockers @ Harbor Gateway Transit Center |
| 2010 | |
| 12/2010 (Actual) | Sheriff’s substation @ Harbor Gateway Transit Center |
| 12/2010 (Actual) | Metrolink Pomona (North) Station Improvements |
| 2011 | |
| 6/2011 (Actual) | Phase I Silver Line enhanced service starts – AM peak every 10 minutes |
| 7/2010 (Actual) | Lighting at Harbor Transitway Stations |
| 8/2011 (Actual) | Bus Stop Cutouts @ Slauson & Manchester Transitway Stations |
| 10/2011 | Community-based Vanpool Formation |
| Late 2011 – (Actual) | New Buses received for I-10 El Monte Busway |
| Late 2011 – (Actual) | New Buses received for I-110 Harbor Transitway |
| 2012 | |
| 5/2012 | LA ExpressPark-Phase I Begins |
| 6/2012 | I-110 Adams Blvd. Flyover – Project Initiation Document/Project Study Report (PID/PSR)* |
| 7/2012 | LA ExpressPark-Phase II Begins |
| 8/2012 | El Monte Station Expansion |
| 9/2012 | Noise Pilot @ 37” Street Harbor Transitway Station |
| 9/2012 | CCTV Installation @ Harbor Transitway Stations |
| 10/2012 | LA ExpressPark-Phase III Begins, IPM Fully Operational |
| 10/2012 | I-110 ExpressLanes & Adams Blvd. Street Widening |
| 2013 | |
| 2/2013 | I-10 ExpressLanes |
| 2014 | |
| Summer | Patsaouras Plaza Connector |
| 3/2014 | I-110 Adams Blvd. Flyover – Environmental Document (PAED)* |

* The dates 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 th 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 th 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 Harbor Gateway Transit Center & downtown LA |
| March 2011-Selected Late Night Closures | Harbor Transitway Closed which resulted in detouring via Figueroa between Harbor Gateway Transit Center & Downtown LA. Weekend night closures occurred for the El Monte Busway. |
| May 31, 2011 | Harbor Transitway closed which resulted in detouring via Figueroa between Harbor Gateway Transit Center & downtown LA |
| June 2011 | From June 1-10, 2011, the Harbor Transitway had night closures which resulted in detouring via Figueroa between Harbor Gateway Transit Center & downtown LA and bus stations were not served on freeway platform. |

Silver Line Non-UPA Transportation System Changes Log

| | |
|----------------|--|
| August 2011 | Beginning August 7, 2011 through September 2012 all stations along the Harbor Transitway are closed from 10:00 pm – 6:00 am every night due to Metro ExpressLanes construction. An alternate shuttle runs along Figueroa St. from 4:00 am – 6:00 am every day. No freeway platforms are served during the closure period. |
| September 2011 | Beginning September 26, 2011 through September 2012, the El Monte Busway will be closed every night from 10:00 pm – 5 am (westbound) and 10:00 pm – 6:00 am (eastbound) due to Metro ExpressLanes construction. During this time, LAC+USC Medical Center Station and Cal State LA Station will not be served. Passengers are suggested to take Line 70 or Metrolink. |

Metrolink San Bernardino Line Transportation System Changes Log

| | |
|----------------------|---|
| <p>April 1, 2011</p> | <ul style="list-style-type: none"> Beginning on April 1st, after the Dodger's first home game, Antelope Valley and San Bernardino line trains will depart Union Station at 11 p.m. Ticket Packages for a Dodger ticket and Metrolink roundtrip ticket will start at \$20. |
| <p>May 2011</p> | <ul style="list-style-type: none"> Beginning on May 1st, San Bernardino Line train schedules will change to connect with a train at Union Station arriving at the Burbank Airport in time for 7 a.m. airport departures. Effective May 9th, San Bernardino Line will add four new trains and two new peak hour express trains that have a trip time of sixty minutes from San Bernardino to Union Station. |
| <p>July 2011</p> | <ul style="list-style-type: none"> Effective July 1st, Southern Californians can buy a weekend pass to ride unlimited Metrolink trains for only \$10. Unlimited weekend riding was added for monthly pass holders at no additional cost. New 10 percent student discount added to one-way and roundtrip ticket. New 7-Day Pass will be good seven consecutive days from purchase between a set origination and destination. The 10-trip Ticket will be discontinued sometime in the fall of 2011. A significant amount of lost revenue is attributed to this type of ticket due to a failure to validate, resulting in fare evasion. |

Metrolink San Bernardino Line Transportation System Changes Log

| | |
|----------------------|--|
| <p>November 2011</p> | <ul style="list-style-type: none"> • San Bernardino Line closed in the evening Wednesday, November 2nd between Fontana and Rancho Cucamonga due to a freight train derailment. • Due to an annual track maintenance project, Metrolink train service will be limited on the San Bernardino Line on November 5-6, 12-13 and 19-20. |
| <p>December 2011</p> | <ul style="list-style-type: none"> • The 60 Freeway was closed in both directions due to a tanker explosion, resulting in traffic being diverted to the I-10 and public transportation. |
| <p>January 2012</p> | <p>Schedule changes went into effect January 9 to coordinate with Amtrak's schedule changes and improve reliability. San Bernardino Line – Monday thru Friday Service.</p> <ul style="list-style-type: none"> • Train 319 and 331 will arrive later into Los Angeles • Train 333, 337 and 387 times have changed out of San Bernardino • Train 330, 32, 334 times have changed out of Los Angeles |

Silver Line Ridership

| Month | Average Weekday Boardings | % Change from Jan. 2010 | Average Saturday Boardings | Average Sunday Boardings | HTW Average Weekday Boardings² | HTW % Change from June 2011 |
|------------------------|----------------------------------|--------------------------------|-----------------------------------|---------------------------------|--|------------------------------------|
| Dec. 2009 ¹ | 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 | | |
| Jun. 2010 | 7,227 | 9.30% | 2,880 | 1,929 | | |
| Jul. 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 | | |
| Apr. 2011 | 9,086 | 29.16% | 2,900 | 1,804 | | |
| May 2011 | 9,329 | 41.09% | 3,004 | 1,952 | | |
| Jun. 2011 | 8,892 | 34.48% | 2,919 | 1,973 | 2,763 | -- |
| Jul. 2011 | 9,480 | 43.38% | 3,746 | 2,294 | 3,372 | 22.04% |

¹Silver Line started operation on 12/13/09 so ridership estimate represents partial month.

² Phase I Service changes began June 26, 2011 on the Harbor Transitway (HTW) portion of the Silver Line.

Silver Line Ridership

| Month | Average Weekday Boardings | % Change from Jan. 2010 | Average Saturday Boardings | Average Sunday Boardings | HTW Average Weekday Boardings ² | HTW % Change from June 2011 |
|------------------|---------------------------|-------------------------|----------------------------|--------------------------|--|-----------------------------|
| Aug. 2011 | 9,730 | 47.16% | 3,825 | 2,517 | 3,429 | 24.10% |
| Sep. 2011 | 10,414 | 57.50% | 3,852 | 2,454 | 3,710 | 34.27% |
| Oct. 2011 | 11,234 | 69.90% | 4,095 | 2,433 | 3,833 | 38.73% |
| Nov. 2011 | 10,648 | 61.04% | 3,615 | 2,243 | 3,706 | 34.13% |
| Dec. 2011 | 9,386 | 41.95% | 3,473 | 2,443 | 3,410 | 23.42% |
| Jan. 2012 | 10,601 | 60.32% | 3,815 | 2,512 | 3,796 | 37.39% |
| Feb. 2012 | 11,089 | 67.71% | 4,122 | 2,555 | 3,969 | 43.65% |
| Mar. 2012 | 11,157 | 68.73% | 3,752 | 2,285 | 4,164 | 50.71% |
| Apr. 2012 | 11,241 | 70.00% | 4,099 | 2,642 | 4,134 | 49.62% |
| May 2012 | 11,419 | 72.70% | 4,218 | 2,679 | 4,202 | 52.08% |
| June 2012 | 10,941 | 65.47% | 4,064 | 2,806 | 4,110 | 48.75% |

¹Silver Line started operation on 12/13/09 so ridership estimate represents partial month.

² Phase I Service changes began June 26, 2011 on the Harbor Transitway (HTW) portion of the Silver Line.

Ridership levels for the Harbor Transitway/I-110 corridor are distinguished as the amount of boardings between Artesia Transit Center and Downtown Los Angeles. For Northbound traffic, the last stop is Olympic & Figueroa. For Southbound, the first stop is 5th & Flower. Also, all ridership numbers are estimates and are, therefore, subject to minor discrepancies.

El Monte Transit Center Parking Data

| Date of Count | Time of Count | Count | Total Capacity | % Utilization |
|----------------------|----------------------|--------------|-----------------------|----------------------|
| 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% |
| April 27, 2011 | 2:30 PM | 1,115 | 1,134 | 98.32% |
| May 12, 2011 | 3:00 PM | 1,109 | 1,134 | 97.80% |
| June 9, 2011 | 3:15 PM | 1,058 | 1,134 | 93.30% |
| July 28, 2011 | 3:05 PM | 1,106 | 1,134 | 97.53% |
| August 11, 2011 | 3:30 PM | 1,080 | 1,134 | 95.24% |
| Sept. 15, 2011 | 2:30 PM | 1,092 | 1,134 | 96.30% |
| Oct. 26, 2011 | 2:15 PM | 1,115 | 1,134 | 98.32% |
| Nov. 17, 2011 | 1:10 PM | 1,121 | 1,134 | 98.85% |
| Dec. 15, 2011 | 3:30 PM | 1,055 | 1,134 | 93.03% |
| Jan. 19, 2012 | 3:15 PM | 1,012 | 1,134 | 89.24% |
| Feb. 9, 2012 | 3:00 PM | 1,094 | 1,134 | 96.47% |
| March 8, 2012 | 12:30 PM | 1,120 | 1,134 | 98.76% |
| April 12, 2012 | 12:30 PM | 1,134 | 1,134 | 100% |
| May 22, 2012 | 11:00 AM | 1,115 | 1,115 | 100% |
| June 21, 2012 | 1:30 PM | 1,097 | 1,115 | 98% |

*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.

Harbor Transitway Center Parking Data

| Date of Count | Time of Count | Count | Total Capacity | % Utilization |
|----------------------|----------------------|--------------|-----------------------|----------------------|
| 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% |
| April 27, 2011 | 11:15 AM | 683 | 1,862 | 36.68% |
| May 12, 2011 | 10:45 AM | 759 | 1,862 | 40.76% |
| June 9, 2011 | 10:50 AM | 640 | 1,862 | 34.37% |
| July 28, 2011 | 12:00 PM | 644 | 1,862 | 34.59% |
| August 11, 2011 | 12:30 PM | 653 | 1,862 | 35.07% |
| Sept. 15, 2011 | 11:30 PM | 713 | 1,862 | 38.29% |
| Oct. 26, 2011 | 11:30 AM | 789 | 1,862 | 42.37% |
| Nov. 17, 2011 | 11:30 AM | 719 | 1,862 | 38.61% |
| Dec. 15, 2011 | 12:15 PM | 682 | 1,862 | 36.62% |
| Jan. 19, 2012* | 11:30 AM | 784 | 1,728 | 45.37% |
| Feb. 9, 2012 | 11:30 AM | 830 | 1,728 | 48.03% |
| March 8, 2012** | 11:30 AM | 810 | 1,551 | 52.22% |
| Apr. 12, 2012 | 10:30 AM | 760 | 1,551 | 49.00% |
| May 16, 2012*** | 2:30 PM | 850 | 1,633 | 52.05% |
| June 21, 2012 | 11:15 AM | 810 | 1,633 | 49.60% |

*During the January 19, 2012, a decrease in parking capacity was observed at Rosecrans. The Capacity was recalculated and found to be reduced from 342 to 207, decreasing the Harbor Transitway total parking capacity from 1,863 to 1,728.

** During the March 8, 2012, a decrease in parking capacity was observed at Artesia Transit Center due to construction materials. The capacity decreased by 177 parking spots, leaving Artesia Transit Center with 803 spots and the Harbor Transitway Total Parking Capacity with 1,551 spots.

***On May 16, 2012 the total parking capacity for the Harbor Transitway was recounted. The capacity changed due to construction activity for the metro ExpressLanes.

El Monte Transit Center Bike Parking Data

| Date of Count | Time of Count | Count | Total Capacity | % Utilization |
|----------------------|----------------------|--------------|-----------------------|----------------------|
| 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% |
| April 27, 2011 | 2:30 PM | 33 | 56 | 58.93% |
| May 12, 2011 | 3:00 PM | 35 | 56 | 62.5% |
| June 9, 2011 | 3:15 PM | 35 | 56 | 62.5% |
| July 28, 2011 | 3:05 PM | 37 | 56 | 66.07% |
| Aug. 11, 2011 | 3:30 PM | 35 | 56 | 62.5% |
| Sept. 15, 2011 | 2:30 PM | 43 | 56 | 76.79% |
| Oct. 26, 2011 | 2:15 PM | 41 | 56 | 73.21% |
| Nov. 17, 2011 | 1:10 PM | 42 | 56 | 75% |
| Dec. 15, 2011 | 3:30 PM | 36 | 56 | 64.28% |
| Jan. 19, 2012 | 3:20 PM | 42 | 56 | 75% |
| Feb. 9, 2012 | 3:15 PM | 30 | 56 | 53.57% |
| March 8, 2012 | 3:00 PM | 30 | 56 | 53.57% |
| April 12, 2012 | 12:30 PM | 44 | 56 | 78.57% |
| May 22, 2012* | 11:00 AM | 43 | 44 | 97% |
| June 21, 2012 | 1:30 PM | 44 | 44 | 100% |

*On May 22, 2012 the bike parking capacity for the El Monte Transit Center was recounted.

Harbor Gateway Transit Center Bike Data

| Date of Count | Time of Count | Count | Total Capacity | % Utilization |
|----------------------|----------------------|--------------|-----------------------|----------------------|
| 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% |
| April 27, 2011 | 11:15 AM | 7 | 22 | 31.82% |
| May 12, 2011 | 10:45 AM | 1 | 22 | 4.54% |
| June 9, 2011 | 11:30 AM | 2 | 22 | 9.09% |
| July 28, 2011 | 12:30 PM | 3 | 22 | 13.64% |
| Aug. 11, 2011 | 12:45 PM | 2 | 22 | 9.09% |
| Sept. 15, 2011 | 11:35 PM | 2 | 22 | 9.09% |
| Oct. 26, 2011 | 11:30 AM | 0 | 22 | 0% |
| Nov. 17, 2011 | 11:30 AM | 0 | 22 | 0% |
| Dec. 15, 2011 | 12:30 PM | 1 | 22 | 4.54% |
| Jan. 19, 2012 | 11:30 AM | 3 | 22 | 13.64% |
| Feb. 9, 2012 | 11:10 AM | 7 | 22 | 31.82% |
| March 8, 2012 | 11:30 AM | 3 | 22 | 13.64% |
| April 12, 2012 | 10:45 AM | 3 | 22 | 13.64% |
| May 16, 2012 | 3:00 PM | 5 | 22 | 22.72% |
| June 21, 2012 | 11:15 AM | 5 | 22 | 22.72% |

Pomona Metrolink Station Parking Data

| Date of Count | Time of Count | Count | Total Capacity | % Utilization |
|----------------------|----------------------|--------------|-----------------------|----------------------|
| 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% |
| April 27, 2011 | 12:35 PM | 308 | 372 | 82.80% |
| May 12, 2011 | 12:45 PM | 298 | 372 | 80.11% |
| June 9, 2011 | 12:45 PM | 276 | 372 | 74.19% |
| July 28, 2011 | 1:30 PM | 284 | 372 | 76.34% |
| August 11, 2011 | 1:45 PM | 294 | 372 | 79.03% |
| Sept. 15, 2011 | 12:30 PM | 309 | 372 | 83.06% |
| Oct. 26, 2011 | 1:40 PM | 321 | 372 | 86.29% |
| Nov. 17, 2011 | 12:35 PM | 315 | 372 | 84.67% |
| Dec. 15, 2011 | 1:20 PM | 298 | 372 | 80.11% |
| Jan. 19, 2012 | 12:30 PM | 323 | 372 | 86.82% |
| Feb. 9, 2012 | 12:30 PM | 317 | 372 | 85.21% |
| March 8, 2012 | 12:45 PM | 347 | 372 | 93.27% |
| April 12, 2012 | 11:45 AM | 322 | 372 | 86.55% |
| May 22, 2012 | 12:00 PM | 358 | 372 | 96.23% |
| June 21, 2012 | 2:05 AM | 302 | 372 | 81.18% |

Metrolink San Bernardino Line Ave. Weekday Inbound Ridership

| Date | Boardings | % Change from Previous Month |
|------------------|------------------|-------------------------------------|
| 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% |
| April 2011 | 6,220 | 4.33% |
| May 2011 | 6,288 | 1.09% |
| June 2011 | 6,060 | -3.63% |
| July 2011 | 6,134 | 1.22% |
| August 2011 | 6,069 | -1.06% |
| September 2011 | 5,984 | -1.04% |
| October 2011 | 5,886 | -1.64% |
| November 2011 | 5,663 | -3.79% |
| December 2011 | 5,660 | -0.001% |
| January 2012 | 6,107 | 7.90% |
| February 2012 | 6,256 | 2.44% |
| March 2012 | 6,173 | -1.33% |
| April 2012 | 6,134 | -0.63% |
| May 2012 | 6,020 | -1.86% |
| June 2012 | 6,293 | 1.04% |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|---------------|--|---|
| 6/26/2012 | <i>Our View: When Freeway is Not Free</i> | <i>San Gabriel Valley Tribune</i> |
| 6/25/2012 | <i>Drivers on the 10 Get Ready to Pay for Carpool Lane</i> | <i>Whittier Daily News, San Gabriel Valley Tribune, and Pasadena Star News</i> |
| 6/15/2012 | <i>ExpressLanes Construction Notice for City of Rosemead</i> | <i>The Source Blog</i> |
| 6/12/2012 | <i>Santa Monica Resets Its Parking Meter System</i> | <i>The New York Times</i> |
| 6/7/2012 | <i>Carpool Lanes on 110 to Go FasTrak</i> | <i>The Orange County Register</i> |
| 6/6/2012 | <i>Caltrans y Metro Muestran Como Funcionaran Los Carriles de Cuota En Las Autopista 110 y 10</i> | <i>El Pasajero Blog</i> |
| 5/31/2012 | Motorists to Begin Seeing First Electronic ExpressLanes Message Boards Along Harbor Freeway | The Source Blog |
| 5/31/2012 | Toll Lanes on 110 Freeway Expected to Be Ready by November | LA Times, L.A. Now |
| 5/25/2012 | Park This Way: Get ready to Pay Up to \$6 at Hour at Downtown meters | Los Angeles Downtown News |
| 5/22/2012 | Transportation Headlines, Tuesday, May 22 | The Source Blog |
| 5/21/2012 | In Los Angeles Demand-Based Pricing for Curbside Parking Goes Live | Smart Planet |
| 5/21/2012 | New Parking Meter System Goes Into Effect | Los Angeles Downtown News |
| 5/21/2012 | Downtown Parking Experiment Will Use GPS and Adjustable Pricing | Blogdowntown.com |
| 5/21/2012 | LA Express Park Will Make Parking and Getting Around Downtown Los Angeles Easier | City of Los Angeles Department of Transportation media Release |
| 5/19/2012 | Parking: What if Meters Reset Based on Demand? | Hollywood Patch |
| 5/18/2012 | Downtown L.A. parking Fees to Rise, Fall with Demand | LA Times, L.A. Now |
| May/June 2012 | Short Videos Explain ExpressLanes | CommuteSmart News |
| 5/1/2012 | How Do They Do That ? Make Roads Smarter | The Source Blog |
| 4/26/2012 | I-10 and I-110 ExpressLanes | Rideshare Connection |
| 4/10/2012 | ExpressLanes Signs Keep Going Up | The Source Blog |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|------------------------|---|---|
| 3/29/2012 | Video en español: ¿cuáles son los reglamentos en los carriles de cuota? | El Pasajero Blog |
| 3/27/2012 | Video en español: ¿cómo funcionarán los carriles de cuota? | El Pasajero Blog |
| 3/26/2012 | Video en español: ¡Ya era Hora! Carriles ExpressLanes | El Pasajero Blog |
| 3/22/2012 | The Future of Intelligent Parking | The Atlantic Cities |
| 3/13/2012 | Video: The Greening of LA | The Source Blog |
| 3/8/2012 | More Progress on New El Monte Station | The Source Blog |
| March/April 2012 Issue | Metro ExpressLanes Update | CommuteSmart News |
| 3/6/2012 | Unblocking the Box – Congestion Relief May Be Coming Soon to a City Near You | The Source Blog |
| 3/2/2012 | ExpressLanes Video: carpool Loyalty Program | The Source Blog |
| 3/2/2012 | Work Continues on New El Monte Station | The Source Blog |
| 3/2/2012 | ExpressLanes Video: Rules of the Road and Enforcement | The Source Blog |
| 3/1/2012 | ExpressLanes Signs are Gathering! | The Source Blog |
| 3/1/2012 | Expresslanes Video: Explaining Congestion Pricing | The Source Blog |
| 2/29/2012 | Access to the Car Pool Lane Can Be Yours, For a Price | The New York Times |
| 2/29/2012 | ExpressLanes Video: How it Works | The Source Blog |
| 2/28/2012 | ExpressLanes Video: It's About Time | The Source Blog |
| 2/24/2012 | 110 Freeway Gets its First ExpressLanes Sign | The Source Blog |
| 2/22/2012 | Buried Car, Other Debris Delay New El Monte Bus Station | San Gabriel Valley Tribune |
| 1/30/2012 | Transportation Headlines, Monday, Jan. 30 | The Source Blog |
| 1/23/2012 | 40 Years Ago This Week: Groundbreaking for El Monte Busway – California's First Multi-Modal System & The World's First Bus Rapid Transit Stations | Primary Resources, Metro Dorothy Peyton Gray Transportation Library and Archive |
| 1/9/2012 | Construction Notices for ExpressLanes Project | The Source Blog |
| 12/22/11 | ExpressLanes Signs for 110 Freeway on the Way | The Source Blog |
| 12/21/11 | Five Things I'm Thinking About Transportation, Dec. 21 Edition | The Source Blog |
| 12/14/11 | Behold: Metro ExpressLanes Congestion Pricing Transponder! | Curbed LA |
| 12/14/11 | Fist Look: Transponders for Metro's ExpressLanes Project | The Source Blog |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|------------------|--|--|
| 12/13/11 | Two Year Anniversary of the Silver Line Today | The Source Blog |
| Winter 2011-12 | Interview with Caltrans District 7 Director Mike Miles | Metro Motion |
| 12/6/11 | Are Toll Lanes the Answer to Traffic Congestion? | The Orange County Register |
| 12/6/11 | Transportation Headlines, Tuesday, Dec. 6 | The Source Blog |
| 12/5/11 | New Timelines for Wilshire Bus Lanes Project | The Source Blog |
| 11/28/11 | Wilshire BRT and El Monte Busway Improvements Coming...in 2015 | LA Streetsblog |
| Nov/Dec 11 Issue | Take the Metro Expresslanes ETC Carpool Challenge to Win an iPad 2 | CommuteSmart News |
| 10/28/11 | FTA Officially Announces Two Big Grants to Metro | The Source Blog |
| 10/28/11 | U.S. Department of Transportation Announces \$34.7 Million for Improvements to Transit in Los Angeles | U.S. Department of Transportation News Release |
| 10/27/11 | ACS to Work with Los Angeles to Implement New Parking Program | ExecutiveBiz Blog |
| 10/25/11 | Bay Area Pushes for Huge ExpressLanes Expansion | The Source Blog |
| 10/11/11 | 18 Active Risk Items for Metro's ExpressLanes Project | Metro – Sync Life with Public Transit Blog |
| 10/1/11 | OJO: Cierres En Autopista I-10 Por Trabajos de Proyecto Expresslanes | El Pasajero Blog |
| 9/29/11 | Transit Agencies Give Frontline Traffic Reporters A Little Love | The Source Blog |
| 9/23/11 | L.A.'s Commuter Dream | LA Times Op Ed |
| 9/23/11 | Cierres Nocturnos de Carriles en Autopista San Bernardino a Partir del Domingo 25 | El Pasajero Blog |
| 9/14/11 | Solo Drivers of Low-Emission Autos Fume Over Fees to Use Carpool Lanes | La Times |
| 9/9/11 | Metro ExpressLanes Construction to Close San Bernardino Freeway I-10 Transitway carpool Lanes During late Night/Early Morning Hours Effective Sunday, Sept. 11 | Metro Media Release |
| 9/7/11 | Dynamic Pricing: Flutuating Parking Meter Prices | Smart Planet |
| 8/30/11 | Lane Markings Works Beginning on 110 Freeway Park of ExpressLanes Project | The Source Blog |
| 8/30/11 | Work on Harbor (110) Freeway Lanes to Cause Some Overnight Closures | Daily Breeze |
| 8/24/11 | Interview with Donald Shoup: Los Angeles Making Strides with ExpressPark | LA Streetsblog |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|---------|--|---|
| 8/17/11 | Making Parking Pay | KCET.com |
| 8/16/11 | Downtown LA Parking Meter Rate Hike Based on Demand | ABC7.com |
| 8/15/11 | Most Popular Downtown Parking Spots Could Get Very Pricey Soon | Curbed LA |
| 8/13/11 | New L.A. Parking Meter Plan Gets Ticking | LA Times |
| 8/11/11 | ExpressPark Contract Heads to Council with Questions about Technology | Blogdowntown.com |
| 8/3/11 | Toll Lanes | Daily Breeze |
| 8/2/11 | 110 Freeway to Gain Toll Lanes | Redondo Beach Patch.com |
| 8/2/11 | Metro ExpressLanes Construction to Close Harbor Freeway Transitway Carpool Lanes During Late Night/Early Morning Hours Effective Sunday August 7 | Metro Media Release |
| 7/13/11 | Express Park Set to Stack the Deck in Favor of Parking Enforcement | Blogdowntown.com |
| 7/11/11 | Escaping the 405 Mess on Flights of Fancy | LA Times Op Ed |
| 7/8/11 | Hearts and Minds: Comments Sections Shows Confusion, Anger for I-10 and I-110 HOT Lanes | LA Streetsblog |
| 7/7/11 | What? Toll Lanes for the 10 and 110? Where? How? Huh? | The Source Blog |
| 7/7/11 | Steve Lopez: Stop Whining About Toll Lanes on L.A. Freeways | LA Times Op Ed |
| 7/7/11 | Traffic Relief for \$1.40 a mile: Toll Lane Construction Begins on 10 and 110 Where Aim is to Unclog Roads at Rush Hours; Toll Lanes Coming to 10 and 110 Freeways in Los Angeles County | LA Times |
| 7/6/11 | Metro Experiments with Toll Lanes on Harbor, San Bernardino Freeways | City News Service: Southern California Local News |
| 7/6/11 | Construction on New Toll Lanes on 10, 110 Freeways Getting Started | Whittier Daily News, San Gabriel Valley Tribune, and Pasadena Star News |
| 7/6/11 | Metro Experiments with Toll Lanes on Harbor, San Bernardino Freeway | The Los Angeles Independent |
| 7/6/11 | Groundbreaking Held for ExpressLanes Congestion Pricing Project | The Source Blog |
| 7/6/11 | Solo Drivers to Get HOV Lane Invite | MSNBC.com |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|----------------|--|--|
| 7/6/11 | Crews Begin HOV to HOT Project on 110, 10 Freeways | NBC Los Angeles.com |
| 7/6/11 | Metro and Caltrans Officially Break Ground on ExpressLanes Project | Metro Media Release |
| 7/1/11 | Parking Tech Helping Big Cities Ease Congestion | Government Technology Solutions for State & Local Government (Govtech.com) |
| 5/13/11 | About Those Transponder Fees for the ExpressLanes Project | The Source Blog |
| 5/13/11 | Update: Regular Carpoolers Will Not Have to Pay to Use ExpressLanes | LA Streetsblog |
| 5/11/11 | ExpressLanes Transponders, Coming to a Store Near You...and to the AAA! | LA Streetsblog |
| May 2011 Issue | Moving in the City | Roads and Bridges Magazine |
| 4/10/11 | HOT Lanes Are Not a Solution to Traffic Woes | Daily Trojan |
| 4/4/11 | Reminder: ExpressLanes Meeting Tonight to Discuss Adams Blvd. Improvements | The Source Blog |
| 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 |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|----------|---|-------------------------------------|
| 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 |
| 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.com |
| 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 |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|----------|---|--------------------------|
| 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 |
| 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 Begin 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 |
| 6/22/09 | Congestion Pricing: More Heat Than Light | CityWatchLA.com |
| 6/15/09 | Congestion Pricing – The Only Thing That Works | LA Times Op Ed |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|---------|---|---|
| 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 |
| 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 |

Cumulative Media Articles

| Date | Article | Publication or Blog |
|---------|---|---------------------|
| 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 |
|-----------------|---|---|
| 6/8/2012 | Morning Broadcast | Univision |
| 6/7/2012 | Reporter's Notebook: Downtown LA Tests Adjustable Rate Parking | KCRW – Which Way, LA? |
| 6/5/2012 | WSBT News at 5:30 | WSBT (CBS) – South Bend, IN |
| 6/5/2012 | Story on Metro ExpressLanes Caltrans Museum Exhibit | KTTV-TV (FOX) Channel 11 |
| 6/4/2012 | Tolls to Let Drivers Buy Their Way Into the Carpool Lanes | NBCLA |
| 6/4/2012 | Caltrans to Offer Solo Drivers Premium Access to Carpool Lanes | CBS Los Angeles |
| 6/4/2012 | 5:11:46 AM | KABC-AM Radio |
| 6/4/2012 | 12:05:19 | KNX-AM 10.70 |
| 6/4/2012 | 8:08:09 | KNX-AM 10.70 |
| 7/7/11 | Pat Morrison: Life is a Highway, I Wanna Ride it All Night Long | KPCC-FM, 89.3 Los Angeles |
| 7/7/11 | The California Report: Los Angeles Congestion Pricing | KQED |
| 7/6/11 | Fox 11 Morning News at 6:00 am | KTTV-TV (FOX) Channel 11 |
| 7/6/11 | Larry Mantle's Air Talk | KPCC-FM, 89.3 Los Angeles |
| 7/6/11 | Today in LA at 5:00 am and 6:00 am | KNBC-TV Channel 4 |
| 7/6/11 | CBS 2 News at 11:00 am, Local Cut-In, and 6:00 pm | KCBS-TV Channel 2 |
| 7/6/11 | KCAL 9 News at Noon, 3:00 pm, and 10:00 pm | KCAL-TV Channel 9 |
| 7/6/11 | Eyewitness News at 11 am | KABC-TV Channel 7 |
| 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 |

Cumulative Media Broadcasts

| Date | Broadcast | Media Outlet |
|---------|--|------------------------|
| 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 |