

# 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 52.5% 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 6<sup>th</sup> 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.

Metro has requested Caltrans to issue to Caltrans' I-10 Rehab Contractor the Change Order, CCO, covering striping on the general purpose lanes on the I-10 Freeway so it will match the final striping to be installed by the DBOM Contractor. ***Caltrans has advised that they have issued the final 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 to progress its communication work required for toll signs to be constructed on the outside shoulder. Metro is assessing schedule impacts due to delays from the Caltrans I-10 Rehab project and developing mitigation strategies. This delay will cause the ExpressLanes project to use project schedule contingency and THE URGENCY and need to move forward has been expressed to Caltrans on numerous occasions. Construction activities by other Caltrans contractors on I-10 and I-110 are impacting the DBOM Contractor as well. Metro is analyzing these schedule impacts.

***Access to the I-10 Freeway fiber optic cable installed by the I-10 Rehab Contractor has not been granted to the DBOM Contractor by Caltrans for use on the ExpressLanes. This has created a schedule impact to the ExpressLanes Project. Metro is analyzing this schedule impact and working closely with Caltrans to have Caltrans turnover a portion of the fiber optic cable to the DBOM Contractor as soon as possible.***

***Construction of the pedestrian bridge overcrossing on the I-110 Freeway at Adams Blvd. continued through March. The center support column was completed and the east wall was formed in preparation for the concrete pour.***

***Construction work is ongoing on the vehicular bridge at Adams Blvd. off ramp to widen the bridge to create an additional turn lane.***

***Work is continuing on the installation of the toll signs along the I-110 Freeway from south to north direction. Drainage work, PCC replacement and median barrier construction is ongoing along the I-110 Freeway. Construction work is progressing along the I-105 Freeway. Fiber optic cable installation is ongoing along the I-110 Freeway.***

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

***Power drop installation for 47 locations along the I-10 and I-110 is progressing with DBOM Contractor, DWP and SCE. Over 50% of power drops have been installed.***

***Work is ongoing for the modification and completion of the back office and CSC in Gardena that will be used as the operational center for the ExpressLanes Project.***

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 7<sup>th</sup> 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.

### **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 March, the Silver Line Harbor Transitway (Phase I) weekday boardings total was 4,164 which represents a 50.71 % increase in ridership since the Phase I service changes in June 2011. For the month of March the combined Harbor Transitway and El Monte Busway Silver Line weekday boardings total was 11,157 which represents a 68.73% increase in ridership since the Silver Line started service in December 2009. For weekday service in March, the Silver Line had an On-Time performance of 80.7%.***

All of our municipal transit partners – Gardena, Foothill and Torrance have placed the order for their buses. Gardena has received its 2 buses and has completed the Post Delivery Inspection (PDI) process. 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.

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 OVERVIEW & STATUS (Contd)**

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.** Staff is working with LADOT to complete the project in June 2012 as it is now on the Critical Path.

### TRANSIT FACILITY IMPROVEMENTS

**El Monte Transit Center** – Completed construction for Contract C0934R for Demo, Repave and Lighting Installation over the former Old Transportation Bldg. Completed construction at Power Chevrolet; Completed demolition of the Metro Transportation Building and completed paving at the site. Contract C0959 for the temporary terminal was awarded to S.H.E. for \$657K with NTP issued April 20, 2010; construction was completed on September 3<sup>rd</sup> and the transition to the temporary terminal took place in early September. 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 Patsouras 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. **With the foundation poured, in March 2012 KPRS made several slab-on-grade pours including one for the deck and another for the generator pad. They also poured the planter walls and continued shotcrete of subsurface station walls. With regards to the site electrical, KPRS surveyed the location for the transformer, prepared the layout, and began excavation. KPRS also began installing hangars and framing the electrical rooms; they also began erecting structural steel for stairs No. 4 and No. 5, and the elevators No. 2; and graded previously backfilled areas on the western end of the site.**

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

**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 items such as traffic plans, foundation plans, geotechnical conditions and coordination with the ExpressLanes Project.

**In March Metro finalized the Master Cooperative Agreement (MCA) with Caltrans, and continued updating the ACE plan set and specs based on geotechnical, utility, and traffic studies. Metro also finalized the front end (general conditions, special provisions) of the IFB package.** The project will be Design-Build and the goal is to advertise by May 2012. 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. Project forecasted for completion July 2012. 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. **In March, the contractor began preparation of design submittals for routing the electrical that will be part of the permit package that need to be submitted to Caltrans for their review before construction work begins. Substantial completion is anticipated by September 2012.** To date, project expenditures and encumbrances to date are well within the Project LOP.



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

**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 29<sup>th</sup> 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 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. ***Progress continued on all fronts during March, the on-street vehicle sensors and the upgraded single-space meters are installed and are being acceptance tested. Upgrades to the***

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

*multi-space meters were initiated in March. Metro's Go511 system continued to work on the IVR for parking. The real-time occupancy data equipment for the off-street facilities has been delayed by the approvals needed for the necessary MOUs, but these delays will not effect development of demand-based pricing for on-street parking. The development of the parking management system and the pricing engine is progressing well, but is running about a month behind schedule. LADOT plans to work around this delay by using more labor to analyze the data and to consolidate reports manually from the existing meter management systems provided by the equipment suppliers. Community outreach activities and industry presentations are continuing. Dan Mitchell made a presentation to the PIE meeting in Chicago.*

## **MANAGEMENT ISSUES**

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

**Status/Action** *The Risk Register was updated in February and distributed in March 2012 to reflect changes up to the end of February 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 in June. Anticipate execution of the agreement by the end of June 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. Barring any other unforeseen conditions, construction is anticipated to be completed by July 2012. Staff is working with LADOT to complete the project in June 2012 as it is now on the Critical Path.*

**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 may impact construction work and revenue operations for the DBOM Contract. Metro is coordinating closely with Caltrans to eliminate any impacts that these Caltrans Contracts may have on the ExpressLanes Project. Due to some cancellations of lane closures by Caltrans, some delays to ExpressLanes schedule have been experienced. Metro is developing schedule mitigation strategies to ensure the project completion is not impacted.

**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. ***Almost all of the power connections have already been designed and only minor design changes are outstanding.*** 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.

**Concern No. 7: Schedule Slippage by Caltrans I-10 Rehab Contractor Which is Impacting the ExpressLanes Project Schedule During the Construction Phase**

**Status/Action** The schedule for Caltrans I-10 Rehab Contract has slipped further and is projected to complete in April 2012 or later. This has a serious potential impact to the construction schedule for the DBOM Contract for the ExpressLanes Project. Metro is working closely with Caltrans to minimize impacts to the ExpressLanes Project Schedule. Metro has taken the Lead in coordinating with all other projects working in and around our project. It is apparent the Rehab Contractor on the I-10 is several months behind schedule and this is creating Risk to the ExpressLanes Schedule, Metro has advised Caltrans of our concern. Metro has elevated the concerns to Caltrans upper Management.

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

**Status/Action** 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 is now in progress.

**Concern No. 9: Increased Traffic from LA Downtown to the Entrance of Express Toll Lanes at Alameda After ExpressLanes Open to Revenue Traffic**

**Status/Action** **CLOSED:** PB, upon Metro's request, performed a traffic analysis of the existing intersection at Alameda and the El Monte Busway which is the entrance to the future I-10 ExpressLanes. Also discussions have been ongoing with LADOT to ensure that any increase in traffic at this location resulting from the opening of the ExpressLanes Project is

## **MANAGEMENT ISSUES (Contd)**

properly handled without creating any traffic backup on Alameda. LADOT has responded to the PB Study. Metro ExpressLanes Team has met with LADOT. ***Metro has performed additional vehicle counts to determine if any improvements are required to accommodate the additional traffic at this location. The additional vehicle counts study confirms that no civil improvements are required at the Alameda entrance to accommodate the additional vehicles being projected to enter this location to use ExpressLanes. This information was transmitted to LADOT. LADOT wishes to install a CCTV camera in this vicinity.***

**Concern No. 10: Caltrans to Issue Change Order to Caltrans I-10 Rehab Contractor 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 delay has created delays to the DBOM Contract Schedule.*** Metro is developing schedule mitigation strategies to minimize delays to the project completion date.

**Concern No. 11: City of Los Angeles Department of Transportation (LADOT), Bureau of Engineering (LABOE) and Bureau of Street Lighting (BSL) to Provide Timely Reviews of the Designs for the Adams Blvd. Bridge Widening and the New Pedestrian Bridge at Adams Blvd. in Support of the ExpressLanes Project Schedule**

**Status/Action** Metro is working with City of Los Angeles so that the City of Los Angeles provides the required support. Metro is experiencing delays to the DBOM Contract due to the lack of City of Los Angeles support in reviewing and approving the various design submittals. Metro staff has elevated this issue to upper management.

**Concern No. 12: The Widening of the Adams Blvd. Bridge Requires Modifications at the Adams Blvd. and S. Flower Intersection on the Expo Line Rail Crossing. This Will Require a PUC Application and Approval**

**Status/Action** The ExpressLanes Project Team is having ongoing discussions with PUC and an application has been submitted to ensure the ExpressLanes Project schedule is

## MANAGEMENT ISSUES (Contd)

not impacted. *The PUC has indicated that the approval to Metro's application will be issued by PUC in April.*

**Concern No. 13: 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** Metro is working closely with Caltrans IPO Project Coordinator and other Caltrans staff to ensure that the ExpressLanes Project Schedule is not impacted.

**Concern No. 14: 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. 15: 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. 16: Widening of Adams Blvd. Bridge to Accommodate an Additional Turn Lane For Vehicles Coming Off I-110 Off Ramp**

**Status/Action** DBOM Contractor is trying to finalize design plans for the Adams Blvd. Bridge widening. However, 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 is coordinating 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

## **MANAGEMENT ISSUES (Contd)**

Is planning on using the project schedule contingency to mitigate impacts to the completion date for the ExpressLanes Project.

**Concern No. 17: 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 are being analyzed for project impact.***

**Concern No. 18: Patsaouras Plaza Cultural Resource Recovery Plan**

**Status/Action** ***The Cultural Resources Monitoring and Discovery Plan was completed and submitted to FTA on March 9. We submitted the document to SHPO for their concurrence on March 14.***

**Concern No. 19: 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.

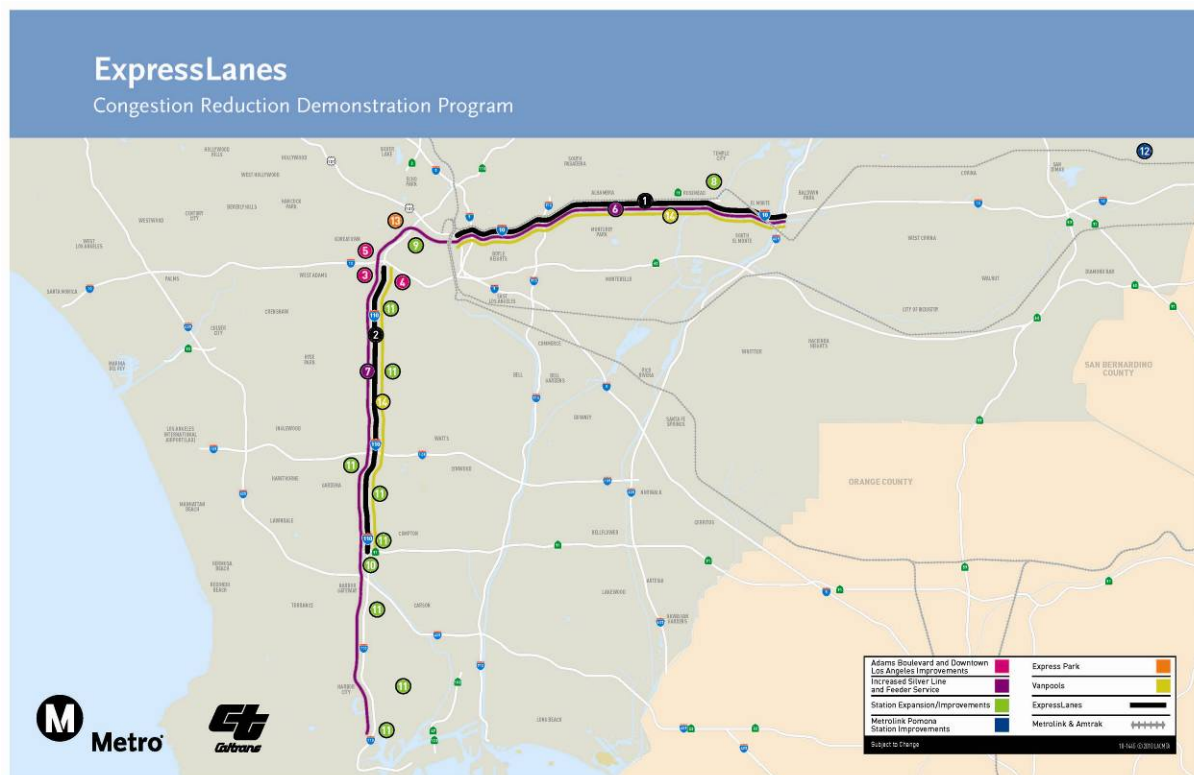
**Concern No. 20: LA ExpressPark Clarification of Applicable Local Assistance Program Procedures**

**Status/Action** ***CLOSED:*** Awaiting guidance from Caltrans. Delay could impact overall schedule.

**Concern No. 21: 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 not 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 delays.***

## 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 2<sup>nd</sup> HOT Lane on I-10 (between I-605 and I-1710)** – a 2<sup>nd</sup> HOT lane will be added on the I-10 between I-605 and I-710 in both the eastbound and westbound directions. This will be accomplished by re-stripping the existing enforcement zone buffer and minor roadway widening.
- **Widen Adams Blvd. and Lane Modifications to Adams Blvd Off-Ramp** – modifications at Adams Blvd. include re-configuration to include two dedicated left turn lanes and one dedicated right turn lane. Widening of Adams Blvd. will require the sidewalk to be taken to add an additional dedicated right turn in the westbound direction. To replace the sidewalk, a pedestrian over-crossing will be constructed over the I-110 freeway on the north side of Adams Blvd.
- **Project Study Report (PSR): Adams Blvd.-Figueroa St. HOT Lane Flyover** – funding will be provided to Caltrans to perform a PSR to identify alternatives to connect from the northbound I-110 HOT Lanes to Figueroa St. The PSR will be coordinated with the Harbor Freeway Cap Park Feasibility Study lead by the City of Los Angeles.

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

- **Enhanced Silver Line BRT and Feeder Services** – Funding will be provided to Metro for 41 new CNG buses to enhance service on the I-10 and I-110 and create a new dual-hub BRT. In addition, Foothill Transit will deploy 12 new buses, Gardena Transit will deploy 2 new gas-hybrid buses and Torrance Transit will deploy 4 new buses to improve additional commuter bus service on both the I-10 and I-110. During the 1-year Demonstration period, Foothill, Torrance and Gardena will also receive an operating subsidy for their expanded service. 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 37<sup>th</sup> Street Station translucent and architectural sound attenuation panels will be installed to reduce noise levels for waiting customers on the Harbor Transitway. Design of the panels is based on noise testing and analyses conducted by noise experts, the architecture of the station and Caltrans requirements. Before and after noise data will be collected to evaluate whether or not additional sound attenuation projects are implemented in the future at other freeway adjacent stations.
- **Pomona Metrolink Station Expansion** – this project consists of new pedestrian access improvements, 143 new parking spaces and the extension of the platform to accommodate additional rail cars at the Pomona (North) Metrolink Station that serves the San Bernardino Line. Operation of extended trains is projected to begin sometime in early 2011 on the San Bernardino Line.

## **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	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12
<b>HOT Lane Project</b>							
I-110 SB I-10 to I-105 Electrical/Communication	3/22/12A	○					
I-110 SB I-105 to 182nd St Electrical/Communication	3/26/12A	○					
I-10 EB I-710 to I-605 Signs	04/11/12		○				
Transponder Procurement	04/12/12		○				
I-10 EB I-710 to I-605 Electrical/Communication	04/13/12		○				
I-110 SB I-105 to 182nd Signs	04/20/12		○				
I-110 NB 182nd St to I-105 Signs	05/04/12			○			
I-110 SB I-10 to I-105 Signs	05/07/12			○			
I-110 NB I-105 to I-10 Electrical/Communication	05/16/12			○			
I-110 NB I-105 to I-10 Signs	05/25/12			○			
Toll Collection Service Center Installation	05/29/12			○			
I-10 WB I-605 to I-710 Electrical/Communication	06/20/12				○		
I-10 WB I-605 to I-710 Signs	06/21/12				○		
I-10 WB I-710 to Alameda Electrical/Communication	06/25/12				○		
I-10 EB Alameda to I-710 Electrical/Communication	07/02/12					○	
I-10 WB I-710 to Alameda Signs	07/03/12					○	
I-10 EB Alameda to I-710 Signs	07/05/12					○	
I-110 NB 182nd St to I-105 Electrical/Communication	07/09/12					○	
Adams Pedestrian Over	07/26/12					○	
<b>Transit Facilities Improvement</b>							
<b>Harbor Transit Way Improvement</b>							
37th Sta Pilot Installation Sound Enclosure	04/30/12		○				
<b>El Monte Transit Center</b>							
Build Mechanical & Electrical Room	04/18/12		○				
Mechanical & Electrical Room Rough-in	05/14/12			○			
Pour Ramp Slab	05/28/12			○			
Install Permanent Stairs	06/01/12				○		
Install Fabric Canopy	06/08/12				○		
Set Elevator Equipment	06/08/12				○		
Transit Building Structure	07/10/12					○	
MEP Startup	07/26/12					○	
Build Escalators	07/31/12					○	
Substantial Completion Bus Terminal	08/08/12						○
<b>Pastouras Plaza</b>							
Advertise DB Contract - PP	06/15/12						
 Metro Milestone      ○ Design/Build Constructors      ▲ Third Parties Approval  Caltrans Milestone      ↓ New Date      FHWA Federal Highway Administration /FTA Federal Transportation Authority Approval							

PROGRAM SUMMARY SCHEDULE

Congestion Reduction Demonstration Program																				
Activity ID	Activity Name	Orig. Dur.	Rem. Dur.	Start	Finish	2011				2012				2013	2014					
						Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
<b>Congestion Reduction Demonstration Program</b>																				
	Community Outreach	1398	574	01-09-09 A	06-11-14															
	Hot Lanes Preliminary Design	1073	466	06-08-09 A	01-31-14															
	Hot Lanes DBOM Contract Procurement	340	0	04-03-09 A	08-04-10 A															
	Hot Lanes DBOM Contract Procurement	174	0	05-17-10 A	01-10-11 A															
	USDOT Agreement	31	22	12-15-10 A	04-30-12															
	Outside Agency Utility Work	836	33	06-08-09 A	05-15-12															
	Hot Lanes DBOM Construction	855	220	09-25-09 A	01-31-13															
	I-10 Rehab Construction (CALTRANS)	1062	5	03-27-09 A	04-03-12															
	Transit Service Improvements (METRO)	520	0	09-16-09 A	10-31-11 A															
	Transit Facility Improvements (METRO)	1398	574	02-02-09 A	06-11-14															
	Harbor Transitway Improvements CDRP	858	65	02-02-09 A	06-29-12															
	El Monte Transit Ctr	963	139	02-02-09 A	10-10-12															
	Patsouras Plaza	1313	574	06-01-09 A	06-11-14															
	Metrolink Pomona Station Improvements	460	0	01-09-09 A	12-30-10 A															
	Transit Signal Priority in Downtown (LADOT)	724	60	09-15-09 A	07-02-12															
	ExpressPark (LADOT)	1116	271	03-12-09 A	05-13-13															
	Vanpools	379	338	02-01-12 A	08-01-13															
	CRD Data Collection	731	673	02-01-12 A	01-31-14															

Project ID: HOT\_Current

Data Date: 03-30-12

Summary Schedule

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## 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.

Metro has requested Caltrans to issue to Caltrans' I-10 Rehab Contractor the Change Order, CCO, covering striping on the general purpose lanes on the I-10 Freeway so it will match the final striping to be installed by the DBOM Contractor. **Caltrans has advised that they have issued the final 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 to progress its communication work required for toll signs to be constructed on the outside shoulder. In delaying the issuing of this CCO to the I-10 Rehab Contractor, Caltrans has created delays to the ExpressLanes Project.

**Access to the I-10 Freeway fiber optic cable installed by the I-10 Rehab Contractor has not been granted by Caltrans to the DBOM Contractor for use on the ExpressLanes. This has created a schedule impact to the ExpressLanes Project. Metro is analyzing this schedule impact and working closely with Caltrans to have Caltrans turnover a portion of the fiber optic cable to the DBOM Contractor as soon as possible.**

**Construction of the pedestrian bridge over crossing on the I-110 Freeway at Adams Blvd. continued through March. The center support column was completed and the east wall was formed in preparation for the concrete pour.**

**Construction work is ongoing on the vehicular bridge at Adams Blvd. off ramp to widen the bridge to create an additional turn lane.**

**Work is continuing on the installation of the toll signs along the I-110 Freeway from south to north direction. Drainage work, PCC replacement and median barrier construction is ongoing along the I-110 Freeway. Construction work is progressing along the I-105 Freeway. Fiber optic cable installation is ongoing along the I-110 Freeway.**

**Power drop installation for 47 locations along the I-10 and I-110 is progressing with DBOM Contractor, DWP and SCE. Over 50% of power drops have been installed.**

## CRITICAL PATH NARRATIVE (Contd)

***Work is ongoing for the modification and completion of the back office and CSC in Gardena that will be used as the operational center for the ExpressLanes Project.***

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

Caltrans I-10 Rehab contractor (Atkinson) provided Metro a schedule update, which shows 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 before mid-May.***

### **Transit Service Improvement**

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

Torrance Transit – Bus delivery will be delayed due to Chapter 11 declaration by hybrid engine manufacturer. Bus order placed on hold pending resolution of Chapter 11 re-organization. New Flyer offered an alternative bus replacement model which is currently being evaluated by Torrance. Torrance Transit has met with New Flyer and decided to cancel its order for hybrid buses, due to the propulsion company declaring Chapter 11 bankruptcy, and instead purchase CNG buses. On April 19, 2011 the Torrance City Council approved a purchase order with New Flyer for the purchase of the buses. The buses have been ordered and 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. ***With the foundations poured, in March 2012 KPRS made several slab-on-grade pours including one for the deck and another for the generator pad. They also poured the planter walls and continued shotcrete of subsurface station walls. With regards to the site electrical, KPRS surveyed the location for the transformer, prepared the layout, and began excavation. KPRS also began installing hangars and framing the electrical rooms; they also began erecting structural steel for stairs No. 4 and No. 5 and elevator No. 2; and graded previously backfilled areas on the western end of the site.***

Pastaouras 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

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

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.

***In March, Metro finalized the Master Cooperative Agreement (MCA) with Caltrans, and continued updating the ACE plan set and specs based on geotechnical, utility, and traffic studies. Metro also finalized the front end (general conditions, special provisions) of the IFB package.*** The project will be a Design-Build and the goal is to advertise by May 2012. 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, project now forecasted to complete April 2012. 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. ***In March, the contractor began preparation of design submittals for routing the electrical that will be part of the permit package that needs to be submitted to Caltrans for their review before construction work begins. Substantial completion is anticipated by September 2012.*** 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 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



## CRITICAL PATH NARRATIVE (Contd)

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.*** Staff is working with LADOT to complete the project in June 2012 as it is now on the Critical Path.

### **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. ***Progress continued on all fronts during March, the on-street vehicle sensors and the upgraded single-space meters are installed and are being acceptance tested. Upgrades to the multi-space meters were initiated in March. Metro's Go511 system continued to work on the IVR for parking. The real-time occupancy data equipment for the off-street facilities has been delayed by the approvals needed for the necessary MOUs, but these delays will not affect development of demand-based pricing for on-street parking. The development of the parking management system and the pricing engine is progressing well, but is running about a month behind schedule. LADOT plans to work around this delay by using more labor to analyze the data and to consolidate reports manually from the existing meter management systems provided by the equipment suppliers.***

**PROGRAM COST STATUS**

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

PERIOD ENDING: MARCH 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	373,457	54,240,449	2,116,379	37,885,165	-
CP 202287 - HARBOR TRANSITWAY IMPROVEMENTS		3,850,000	-	3,850,000	8,016	2,983,331	8,291	2,111,418	-
CP 202317 - PATSOURAS PLAZA CONNECTOR	4	16,803,000	-	16,803,000	73,751	2,009,538	39,611	1,548,236	-
CP 210115 - BIKE LOCKERS		101,012	-	101,012	-	101,012	-	101,012	-
CP 210120 - TOLLTECHNOLOGY & ROADWAY IMPROVEMENTS	1	120,635,000	-	120,635,000	231,554	93,136,980	4,940,078	63,294,677	-
<b>METRO &amp; CALTRANS TOTAL</b>		<b>228,709,629</b>		<b>228,709,629</b>	<b>686,778</b>	<b>179,685,928</b>	<b>7,104,358</b>	<b>132,155,125</b>	
<b>OTHER AGENCIES OR OTHER METRO COSTS:</b>									
METROLINK	POMONA METROLINK STATION - INC. PARKING	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:	7,840,790	3	7,840,790	-	1,548,624	92,201	424,391	-
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	-	439,649	-	439,649	-
METRO	FACILITY O&M			-	-	-	-	-	-
METRO	VANPOOLS	400,000		400,000	-	-	-	-	-
LADOT	EXPRESSPARK	18,500,000		18,500,000		557,375	-	557,375	-
<b>OTHER AGENCIES OR OTHER METRO COSTS:</b>		<b>62,259,914</b>		<b>62,259,914</b>	<b>-</b>	<b>24,666,949</b>	<b>92,201</b>	<b>20,672,300</b>	
<b>TOTAL CRD PROGRAM:</b>		<b>290,969,543</b>	<b>2</b>	<b>290,969,543</b>	<b>686,778</b>	<b>204,352,877</b>	<b>7,196,559</b>	<b>152,827,425</b>	

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 FEBRUARY 29, 2012. CP 202001 - UNION DIVISION, HAS BEEN REMOVED FROM THE CRD PROGRAM.

**CONGESTION REDUCTION DEMONSTRATION PROGRAM  
STATUS OF FUNDS BY SOURCE AS OF FEBRUARY 29, 2012**

	(A)	(B)	(C)	(D)	(E)		(F)		(G)		(G/B+C)	
	Original Budget	Total Funds Anticipated	Add'l't Funds Anticipated	Total Funds Available	Commitments		Expenditures		Billed to Funding Source			
					\$	%	\$	%	\$	%	\$	%
Federal - Section 5309 <sup>(1)</sup>	\$ 210,600,000	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -	
Federal - Section 5307 <sup>(2)</sup>	\$ -	\$ 83,516,000	\$ -	\$ 83,296,999	\$ 82,626,686	98.9%	\$ 66,675,935	79.8%	\$ 66,423,084	79.5%	\$ -	
Cities' match to Section 5307 <sup>(2)</sup>	\$ -	\$ 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	\$ 76,256,796	\$ 57,037,756	74.7%	\$ 12,688,896	16.6%	\$ 10,563,238	13.8%	\$ -	
Federal - CMAQ	\$ -	\$ -	\$ 18,300,000	\$ 6,600,000	\$ -	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	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Other agencies' Federal Funds	\$ -	\$ -	\$ 9,732,591	\$ 9,732,591	\$ 3,799,472	39.0%	\$ 3,799,472	39.0%	\$ 3,459,959	35.6%	\$ -	
State - Prop 1B SLPP <sup>(3) (5) (6)</sup>	\$ -	\$ 20,000,000	\$ -	\$ 20,000,000	\$ 20,000,000	100.0%	\$ 20,000,000	100.0%	\$ 18,013,950	90.1%	\$ -	
State - Prop 1B Transit	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -	
Local - Measure R 35% <sup>(5)</sup>	\$ -	\$ 3,586,931	\$ -	\$ 3,586,931	\$ 3,586,931	100%	\$ 3,586,931	100.0%	\$ 3,586,931	100%	\$ -	
Local - Prop C 40% <sup>(5)</sup>	\$ -	\$ 13,025,069	\$ -	\$ 13,025,069	\$ 12,851,736	98.7%	\$ 9,317,052	71.5%	\$ 9,253,839	71.0%	\$ -	
Local - Prop C 25% <sup>(5)</sup>	\$ -	\$ 28,355,000	\$ 3,123,158	\$ 30,355,000	\$ 32,107,378	102.0%	\$ 32,074,068	101.9%	\$ 29,604,295	94.0%	\$ -	
Local - Prop C 10% <sup>(5)</sup>	\$ -	\$ 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 <sup>(5)</sup>	\$ -	\$ 1,241,000	\$ -	\$ 1,241,000	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Local - SAFE <sup>(4)</sup>	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Other Local funds <sup>(7)</sup>	\$ -	\$ -	\$ 6,815,629	\$ -	\$ 502,087	7.4%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Other agencies' contribution	\$ -	\$ -	\$ 9,819,165	\$ 9,374,165	\$ 4,858,642	49.5%	\$ 1,845,360	18.8%	\$ 1,842,570	18.8%	\$ -	
<b>TOTALS</b>	<b>\$ 210,600,000</b>	<b>\$ 210,600,000</b>	<b>\$ 80,369,542</b>	<b>\$ 256,844,552</b>	<b>\$ 220,748,481</b>		<b>\$ 152,827,425</b>		<b>\$ 145,587,577</b>		<b>\$ -</b>	

Notes:

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

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

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

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

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

<sup>(6)</sup> 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.

<sup>(7)</sup> 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 FEBRUARY 29, 2012**

PROJECT	FUNDING SOURCES (Funds Anticipated)											Total Local Funds	Non CRD Funds	Total
	Federal -				Local -			Local - Capital						
	Section 5309	Section 5307	Cities' Match to Section 5307	Federal - CMAQ (Transferred from 5307)	Slate - Prop 18 SLPP	Measure R 35%	Local - Prop C 40%	Local - Prop C 25%	Local - Prop C 10%	Projects Repayment				
<b>Metro</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	
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
<b>Metro Total</b>	<b>\$ -</b>	<b>\$ 69,792,000</b>	<b>\$ -</b>	<b>\$ 41,500,000</b>	<b>\$ 20,000,000</b>	<b>\$ 3,586,931</b>	<b>\$ 13,025,069</b>	<b>\$ 28,355,000</b>	<b>\$ -</b>	<b>\$ 1,241,000</b>	<b>\$ -</b>	<b>\$ 46,208,000</b>	<b>\$ 51,209,628</b>	<b>\$ 228,709,628</b>
<b>Other Agencies/Other Metro Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,300,000	\$ 6,300,000
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,912	\$ 1,025,912
METRO - Vanpools	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000
LADOT - Express Park	\$ -	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 18,500,000
<b>Other Agencies/Other Metro Costs Total</b>	<b>\$ -</b>	<b>\$ 13,724,000</b>	<b>\$ 2,256,000</b>	<b>\$ 16,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,120,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,120,000</b>	<b>\$ 29,159,914</b>	<b>\$ 62,259,914</b>
<b>TOTAL FUNDS ANTICIPATED</b>	<b>\$ -</b>	<b>\$ 83,516,000</b>	<b>\$ 2,256,000</b>	<b>\$ 57,500,000</b>	<b>\$ 20,000,000</b>	<b>\$ 3,586,931</b>	<b>\$ 13,025,069</b>	<b>\$ 28,355,000</b>	<b>\$ 1,120,000</b>	<b>\$ 1,241,000</b>	<b>\$ -</b>	<b>\$ 47,328,000</b>	<b>\$ 80,369,542</b>	<b>\$ 290,969,542</b>

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 -				Local -			Local - Capital						
	Section 5309	Section 5307	Cities' Match to Section 5307	Federal - CMAQ (Transferred from 5307)	Slate - Prop 18 SLPP	Measure R 35%	Local - Prop C 40%	Local - Prop C 25%	Local - Prop C 10%	Projects Repayment				
<b>Available Sources</b>	<b>\$ -</b>	<b>\$ 83,516,000</b>	<b>\$ 2,256,000</b>	<b>\$ 57,500,000</b>	<b>\$ 20,000,000</b>	<b>\$ 3,586,931</b>	<b>\$ 13,025,069</b>	<b>\$ 28,355,000</b>	<b>\$ 1,120,000</b>	<b>\$ 1,241,000</b>	<b>\$ -</b>	<b>\$ 47,328,000</b>	<b>\$ 80,369,542</b>	<b>\$ 290,969,542</b>
<b>Metro</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
PROCUREMENT 41 BUSES	\$ -	\$ 22,588,132	\$ -	\$ -	\$ -	\$ 3,586,931	\$ 1,039,553	\$ -	\$ -	\$ -	\$ -	\$ 4,626,485	\$ -	\$ 27,214,617
DIVISION 13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EL MONTE TRANSIT CENTER	\$ -	\$ 30,308,132	\$ -	\$ -	\$ -	\$ -	\$ 7,577,033	\$ -	\$ -	\$ -	\$ -	\$ 7,577,033	\$ -	\$ 37,885,165
PATSAOURAS PLAZA IMPROVEMENTS	\$ -	\$ 857,606	\$ -	\$ -	\$ -	\$ -	\$ 214,402	\$ -	\$ -	\$ -	\$ -	\$ 214,402	\$ 476,228	\$ 1,548,236
HARBOR TRANSITWAY IMPROVEMENTS	\$ -	\$ 1,689,134	\$ -	\$ -	\$ -	\$ -	\$ 422,284	\$ -	\$ -	\$ -	\$ -	\$ 422,284	\$ -	\$ 2,111,418
BIKE LOCKERS (El Monte, Artesia)	\$ -	\$ 37,232	\$ -	\$ -	\$ -	\$ -	\$ 63,780	\$ -	\$ -	\$ -	\$ -	\$ 63,780	\$ -	\$ 101,012
TOLL TECHNOLOGY & ROADWAY IMPROVEMENTS (Express Lanes)	\$ -	\$ -	\$ -	\$ 11,781,715	\$ 20,000,000	\$ -	\$ -	\$ 31,512,962	\$ -	\$ -	\$ -	\$ 31,512,962	\$ -	\$ 63,294,677
<b>Metro Total</b>	<b>\$ -</b>	<b>\$ 55,480,237</b>	<b>\$ -</b>	<b>\$ 11,781,715</b>	<b>\$ 20,000,000</b>	<b>\$ 3,586,931</b>	<b>\$ 9,317,052</b>	<b>\$ 31,512,962</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 44,416,945</b>	<b>\$ 476,228</b>	<b>\$ 132,155,125</b>
<b>Other Agencies/Other Metro Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 424,391	\$ 424,391
METRO - I-110 Adams Flyover (PSR)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,305,825	\$ 7,305,825
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	\$ -	\$ -	\$ -	\$ 413,737	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,912	\$ 439,649
METRO - Vanpools	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LADOT - Express Park	\$ -	\$ -	\$ -	\$ 493,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,931	\$ 557,375
<b>Other Agencies/Other Metro Costs Total</b>	<b>\$ -</b>	<b>\$ 11,195,698</b>	<b>\$ 1,719,710</b>	<b>\$ 907,181</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,120,001</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,120,001</b>	<b>\$ 5,729,710</b>	<b>\$ 20,672,300</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ -</b>	<b>\$ 66,675,935</b>	<b>\$ 1,719,710</b>	<b>\$ 12,688,896</b>	<b>\$ 20,000,000</b>	<b>\$ 3,586,931</b>	<b>\$ 9,317,052</b>	<b>\$ 31,512,962</b>	<b>\$ 1,120,001</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 45,536,946</b>	<b>\$ 6,205,938</b>	<b>\$ 152,827,425</b>
Underbudget(overbudget)	\$ -	\$ 16,840,065	\$ 536,290	\$ 44,811,104	\$ -	\$ -	\$ 3,708,017	\$ (3,157,962)	\$ (1)	\$ 1,241,000	\$ -	\$ 1,791,054	\$ 74,163,604	\$ 138,142,117

## **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 \$687,000 this period primarily for Metro staff charges, and purchase orders for materials and services for El Monte, ExpressLanes and Patsaouras Plaza.*

### **Expenditures**

*Expenditures increased by \$7.1 million this period primarily for expenditures for design/build invoices for El Monte and ExpressLanes, design and construction management consulting, and Metro and Caltrans staff labor charges. The \$152.8 million in Project Expenditures to date represent 52.5% 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)**

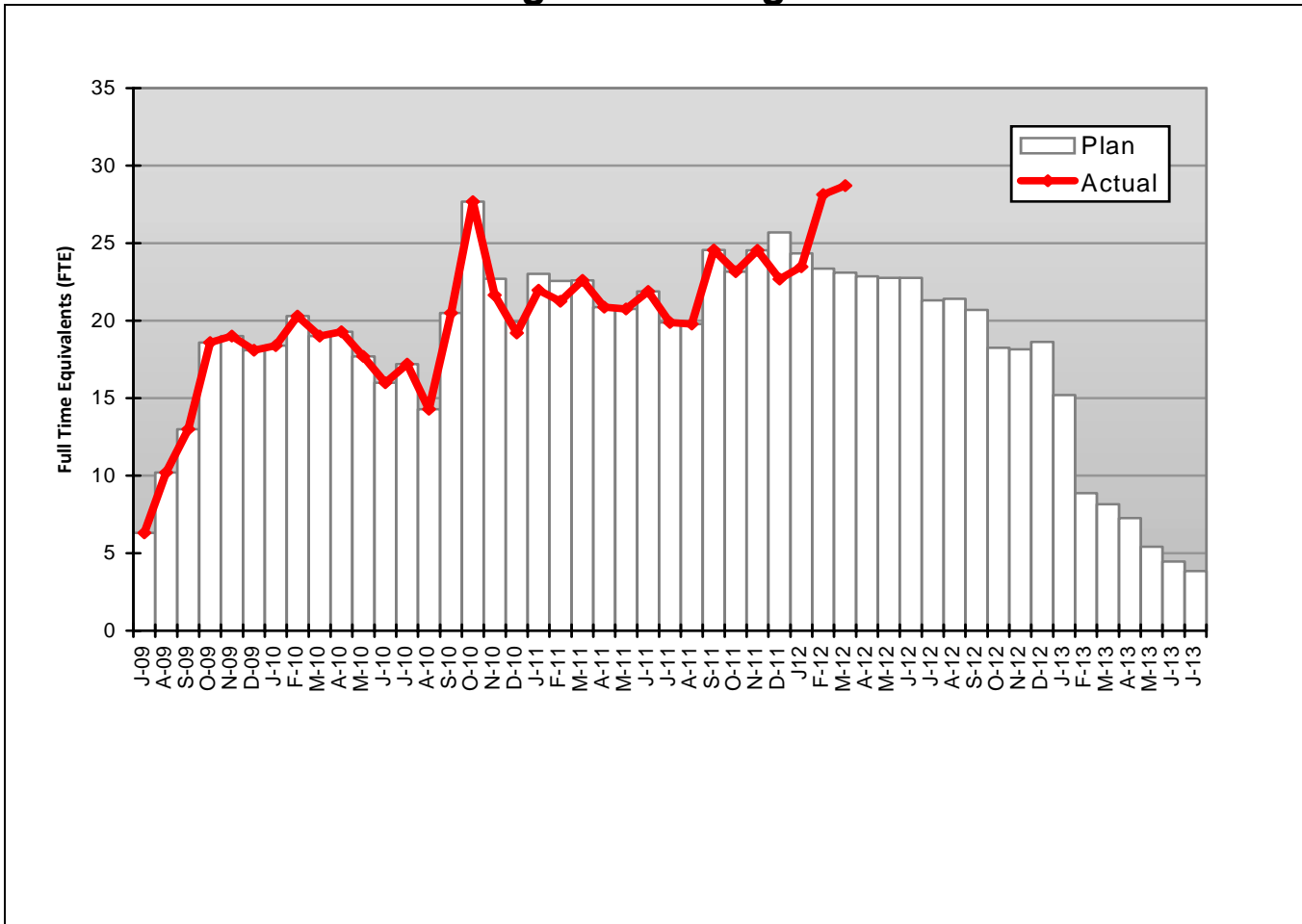
will be the fund source for the LONP. At its January 2011 Meeting, the CTC approved the \$20 million in SLPP funds so there is no further need for the LONP. The State will reimburse Metro for any funds that were expended prior to the allocation of the funds in January 2011.

#### **ADAMS FLYOVER PSR ISTEAE FUNDS:**

\$4,104,000 of ISTEAE funds 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 ISTEAE funds 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 March 2012 outreach briefings were provided to state elected officials at the California Legislative Black Caucus, and to stakeholders at the Harbor City-Harbor Gateway Chamber of Commerce, City of Los Angeles Board of Public Works, and Encino, Harbor Gateway South, Northwest San Pedro, Van Nuys, Coastal San Pedro, and Bel Air-Beverly Crest Neighborhood Councils.*

*The total of 290 program briefings were held between April 25, 2008 and March 31, 2012 as follows:*

- *Program stakeholder briefings, technical advisory group meetings, and live web chats: 194*
- *Construction mitigation briefings: 4*
- *Legislative briefings: 58*
- *Corridor Advisory Group meetings: 14*
- *Public hearings: 8*
- *Community workshops: 7*
- *Information tables: 5*

*A total of 26 construction notices were distributed to the public between June 7, 2011 and March 31, 2012.*

*As of March 31, 2012, the Metro ExpressLanes stakeholder database included 2,030 contacts.*

## **QUALITY ASSURANCE STATUS**

### **ExpressLanes Program**

- Attended weekly coordination and ITS Detection Systems meeting.

### **EI Monte Busway & Transit Center**

- Attended weekly coordination meetings.

## **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.
- Atkinson and their subcontractors reported 8,317 work hours for the month of March 2012. Total project to date work hours are 54,048 and the incident rate is 3.7.

### **EI 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 one incident and 12,335 work hours for the month of March 2012. Total project to date work hours are 163,774 and the incident rate is 1.2. The National Average Rate is 3.8.

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

<b>Agency</b>	<b>Agreement Type</b>	<b>Purpose</b>	<b>Special Provisions</b>	<b>Funding Amount</b>	<b>Type of Funds</b>	<b>Completion Status</b>
Caltrans	Cooperative/ 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	<b><i>DWP has approved the designs and is currently working on getting the meters installed. DWP is reviewing the draft MOU.</i></b>
So Cal Edison	Electrical Service Agreement	Drops by PB/IBI Application Only			Capital	SCE is still working on the design. Letter was sent to SCE.
City of Los Angeles	Maintenance Agreement	Adams Blvd. Pedestrian Bridge				Draft agreement pending.
City of Los Angeles	Amendment to Master Cooperative Agreement	Design Review for Adams Blvd. and POC		TBD	Capital	City signed the letter. Working with the City in preparing SPP's.
County of Los Angeles	Amendment to Master Cooperative Agreement	Design Review		TBD	Capital	Executed.
SCRRA	MOU	Design Review and Support Services Agreement		TBD	Capital	Executed.
PUC	Crossing Application Approval	Adams Blvd. Crossing Modifications Across the Expo Line			Capital	Metro has submitted the application.

**AGENCY NOISE AGREEMENTS**

<b>Agency</b>	<b>Agreement Type</b>	<b>Purpose</b>	<b>Special Provisions</b>	<b>Funding Amount</b>	<b>Type of Funds</b>	<b>Completion Status</b>
City of Los Angeles	Nighttime and Weekend Variance	Includes POC Bridge at Adams Blvd.			Capital	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**

<b>Agency</b>	<b>Agreement Type</b>	<b>Purpose</b>	<b>Special Provisions</b>	<b>Funding Amount</b>	<b>Type of Funds</b>	<b>Completion Status</b>
Bay Area Toll Authority	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
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: 4 vehicles	Data Collection Requirement	\$500,000 CMAQ or Toll Revenues	Operating	In Process
DMV	Requestor Account	Allows access to DMV records	None	\$250	Operating	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	Not Started
MTA	Collection Agency Agreement				Operating	Not Started
MTA	MOU	Non Revenue Usage MOUs	Required for various agencies		Operating	In Process
MTA	Welcome Package	Materials needed for new Customer Welcome Package			Operating	In Process
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	In Process
Caltrans	MOU	El Monte Transit Center		N/A	Capital	Executed
Caltrans	MOU	Harbor Transitway		N/A	Capital	Executed April 2010
LADWP	Electrical Service Agreement	Drops by Application Only			Capital	<b><i>DWP is finished with the design and have started installing meters and powering up some of the drops.</i></b>

**TRANSIT IMPROVEMENT AGREEMENTS**

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
So Cal Edison	Electrical Service Agreement	Drops by Application Only			Capital	<i><b>SCE is finished with the design and have started installing meters and powering up some of the drops.</b></i>

**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
Gardena Municipal Bus Lines	LOA	Purchase 2 gas/hybrid buses and funding for 1 year operating subsidy	Data Collection Requirement	\$1,200,000 FTA 5307 \$580,187 CMAQ	Capital and Operating	Executed September 2009
Torrance Transit	LOA	Purchase 4 buses and funding for 1 year operating subsidy	Data Collection Requirement	\$2,800,000 FTA 5307 \$1,160,373 CMAQ	Capital and Operating	Executed July 2009
Los Angeles Department of Transportation	LOA	Intelligent Parking Management Program	Data Collection Requirement	\$15,000,000 CMAQ	Capital	Executed August 2009
Los Angeles Department of Transportation	LOA	Install Transit Signal Priority in Downtown Los Angeles	Data Collection Requirement	\$1,000,000 CMAQ	Capital	Executed August 2009
Southern California Regional Rail Authority	LOA	Construct 100 parking spaces and expand platform at the Metrolink Pomona Station	Data Collection Requirement	\$4,480,000 FTA 5307 \$1,120,000 Prop C 10%	Capital	Executed August 2009



**FUNDING AGREEMENTS**

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
USDOT	MOU	Award CRD funding for I-10 and SR-210 Demonstration Project	Tolling Authority Required by 10/15/08; Revenue Operations by 12/31/10	\$213.6 Million FTA 5309	Capital	Executed April 2008
USDOT	MOU – Amendment #1	Shift from SR-210 to I-110 and I-10 Demonstration Project	Tolling Authority Required by 10/15/08; Revenue Operations by 12/31/10	\$210.6 Million FTA 5309	Capital	Executed July 2008
USDOT	MOU – Amendment #2	Administrative Amendment/ Reconcile MOU with Tolling Authority Legislation	Capacity Improvements by 12/31/08; Revenue Operations by 12/31/10	\$210.6 Million FTA 5309	Capital	Executed November 2008
USDOT	Letter Agreement	Concurrence for Schedule Extension			Capital	Concurred December 2010

**DBOM CONTRACTOR RESPONSIBILITY**

Agency	Agreement Type	Purpose	Special Provisions	Completion Status
FCC	License Agreement	Needed for Operation of Fastrak Transponders?	DBOM Contractor to secure	In Process
TBD	Maintenance Agreement	Toll Electrical and Equipment Maintenance	DBOM Contractor to secure	
TBD	Facility Lease	Needed for Customer Service Center	DBOM Contractor to secure	<b>COMPLETE</b>
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><b>ExpressLanes Project Atkinson Construction</b></p>	<p><b>Contract No. PS0922102333</b></p> <p><b>Status as of: March 31, 2012</b></p>																																	
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>- Design Unit 3 for Adams Widen Package was AFC on 3/5/12. In addition, various sheets that were sub units to Design Unit 3 have been approved for construction.</li> <li>- Adams POC abutment footing was poured on 3/9/12.</li> <li>- Skidmore Testing for placement of bolts on sign structures was approved on 3/9/12 allowed for further erection of sign mast arms.</li> <li>- Barrier removal and general edge of deck demolition commenced on 3/19/12 for Adams widening.</li> <li>- Precast Tub Girder for Adams POC was poured on 3/19/12.</li> <li>- Adams POC pier wall located at the median was poured on 3/23/12.</li> <li>- Atkinson changed over to temporary utilities and lighting at the Adams and Flower Street intersection.</li> <li>- Two barrier and sign locations were completed along I-105.</li> <li>- CIDH Pile placement along I-10 has 2 piles outstanding.</li> <li>- Various Signs, Toll Gantries, and Dynamic Message Signs are being installed along the I-110 Corridor.</li> <li>- Back office and CSC located in Gardena building modifications ongoing.</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>- Coordination of the DBOM contractor proposed construction with other Caltrans contractors on I-10, I-105, and I-110.</li> <li>- Coordination and replacement of 12SM fiber cable with 72SM fiber cable on I-110 Freeway .</li> <li>- Supply of materials - sign structures that required long lead times.</li> <li>- Additional drainage improvement requirements on I-110 Freeway north of the I-105 connector.</li> <li>- Coordination of sign installation on the I-105 adjacent to the MGL.</li> <li>- 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.</li> <li>- The Rehab contractor has not completed striping along the I-10</li> <li>- The Rehab contractor has not completed their fiber optic testing along I-10 corridor.</li> <li>- Back office and CSC Building modifications completion.</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>- Design Unit No.5A I-10 Striping are at 100% review.</li> <li>- There are three remaining design sheets in DU 3 that need LA DOT concurrence.</li> <li>- Forming POC abutment for concrete pour.</li> <li>- 95% of Adams Widening bridge demolition is complete.</li> <li>- DBOM contractor has completed 99% of contract design effort.</li> <li>- Installation of CIDH pile caps for DMS signs on the I-10 adjacent to MetroLink.</li> <li>- Construction of median barrier adjacent to DMS signs along I-110 freeway .</li> <li>- Installation of power feeds for DMS signs and lighting along I-10 and I-110 Freeways continues.</li> <li>- Wiring of roadside cabinets for communication , UPS, and electrical continues.</li> <li>- Assembly of Dynamic Message Signs (DMS) continue.</li> <li>- Continue installation of drainage system along the I-110 corridor at locations adjacent to CIDH Foundations.</li> <li>- The contractor continued to install the 72 SMFO and the necessary fusion splices along the I-110Corridor, north of Slauson to support tolling systems.</li> <li>- Sign erection along I-110 corridor continues.</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>- Install Adams Widening falsework.</li> <li>- Pour Adams POC abutment wall support system.</li> <li>- Deliver and erect Pedestrian O.C. tub girder at Adams.</li> <li>- Design Unit No.5A I-10 Striping pre-Approval for Construction.</li> <li>- Continue work on power feeds for DMS signs on I-10 and I-110 Freeway.</li> <li>- Continue with overall completion of the remaining design effort.</li> <li>- Continue with construction of median barrier adjacent to DMS signs along I-110 and I-10 freeways.</li> <li>- Continue with installation of drainage system along I-110.</li> <li>- Continue with sign erection.</li> <li>- Complete back office/CSC Building modifications.</li> </ul>																																	
		Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast																												
	Commencement	01/11/11	0	01/11/11	01/11/11	0																												
	Completion	09/26/12	0	09/26/12	09/26/12	0																												
	Final Acceptance	11/26/12	0	11/26/12	11/26/12	0																												
<p><b>Schedule Summary:</b></p> <table border="0"> <tr> <td>Notice of Award</td> <td>12/15/10</td> </tr> <tr> <td>Notice to Proceed</td> <td>01/11/11</td> </tr> <tr> <td>Original Contract Duration (CD)</td> <td>685</td> </tr> <tr> <td>Approved Time Extensions (CD)</td> <td>0</td> </tr> <tr> <td>Current Contract Duration (CD)</td> <td>685</td> </tr> <tr> <td>Data Collection/Demonstration (CD)</td> <td>365</td> </tr> <tr> <td>Elapsed Time from NTP (CD)</td> <td>445</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td>65.0%</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)	445	Contract Elapsed Time Percent	65.0%	<p><b>Cost Summary: \$ In 000's</b></p> <table border="0"> <tr> <td>1. Award Value:</td> <td>72,364</td> </tr> <tr> <td>2. Executed Modifications:</td> <td>9,366</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td>2,550</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td>84,280</td> </tr> <tr> <td>5. Incurred Cost:</td> <td>56,251</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td>66.7%</td> </tr> </table>						1. Award Value:	72,364	2. Executed Modifications:	9,366	3. Approved Change Orders:	2,550	4. Current Contract Value (1 + 2 + 3):	84,280	5. Incurred Cost:	56,251	6. Percent Incurred Cost:	66.7%
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## **CONSTRUCTION PHOTOGRAPHS**



Facing east on Adams Blvd. barrier removal.



Sign 290 facing SB direction along I-110.

## CONSTRUCTION PHOTOGRAPHS



DMS along I-110 N of I-105.



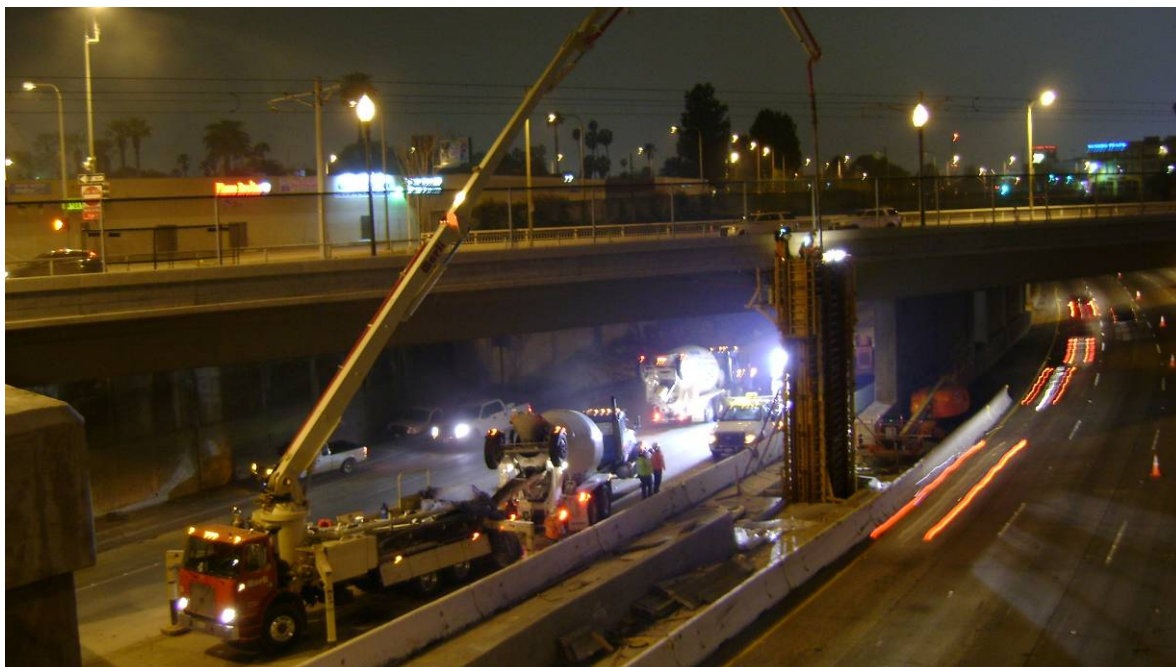
Form work in place for the East Wall support for the new Pedestrian Overcrossing on the I-110.



## **CONSTRUCTION PHOTOGRAPHS**



Demo-work on the Adams Bridge over the I-110 in order to start the Bridge Widening.



Concrete placement of the center support column for the new POC over the I-110 @ Adams Bridge area.

**CONTRACT STATUS**

<p><b>EI Monte Transit Center Project</b> <b>Contractor: KPRS Construction Svcs Inc.</b></p>	<p><b>Contract No. C0958</b> <b>Status as: March 31, 2012</b></p>																															
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>- Erect Structural Steel</li> <li>- Metal Decking</li> <li>- Install MEP at metal deck</li> <li>- Form &amp; Pour Planters</li> <li>- Salb on Grade &amp; Topping Slab Concourse Level</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>- KPRS is committed to bringing the project in on time, which is currently scheduled for August 8, 2012 for the terminal. The schedule is extremely tight and any major equipment failure could result in a long lead time to repair/replace/and bring back on line, jeopardizing the schedule. Example of equipment failure could be elevator, escalator, electrical malfunction or ventilation (HVAC system) failure.</li> <li>- Strike by Union Workers or labor dispute.</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>- Build Mech &amp; Elec Rooms</li> <li>- Form &amp; Pour Raised Islands</li> <li>- Electrical Switch Gear</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>- Install Overhead MEP</li> <li>- Install Fire Proofing at Structural Steel</li> <li>- Mech &amp; Elec Rooms Rough In</li> <li>- Irrigation &amp; Drain for Planters</li> <li>- Exterior Wall Construction</li> <li>- Install Elevator</li> <li>- Install Permanent Stairs</li> </ul>																															
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	Completion	06/05/12	99	09/12/12	10/25/12	-43																										
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## CONSTRUCTION PHOTOGRAPHS



Concrete finish on building slab.



Installing roof bracing on retail building.



## CONSTRUCTION PHOTOGRAPHS



Welding steel framing on transit building.



Site photo looking east.



## CONSTRUCTION PHOTOGRAPHS



Looking south in buildings.

## **CHRONOLOGY OF EVENTS**

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

## **CHRONOLOGY OF EVENTS**

April 7, 2010	CTC Authorizes Design-Build Authority for I-10 and I-110 HOT Lanes.
April 22, 2010	Metro Board Approved Administrative Account Fee Schedule.
April 28, 2010	EIR/FONSI for the I-10 and I-110 HOT Lanes is approved. FHWA Project Oversight Agreement Executed.
May 14, 2010	Environmental Assessment for the I-10 and I-110 HOT Lanes is approved.
June 7, 2010	DBOM RFP released.
June 16, 2010	Issued DBOM RFP Addendum #1.
June 30, 2010	CEQA Documents Approved for I-10 and I-110 HOT Lanes.
August 31, 2010	DBOM RFP Proposals Received.
Sept. 20, 2010	Received E-76 from FHWA for CMAQ Funds.
Sept. 22, 2010	CTC Approval of LONP for SLPP Funds. El Monte Transit Center Groundbreaking.
Sept. 29, 2010	State Tolling Authority extended until 1/15/15 (AB1244 Eng).
October 4, 2010	USDOT announced award of \$47.75 million in Federal Discretionary Grant Funds for Division 13 Facility.
November 30, 2010	Notice of Intent to Award DBOM Contract Circulated to LACMTA Board of Directors.
December 9, 2010	LACMTA Board Approval Life of Project (LOP) Budget Increase.
December 16, 2010	DBOM Contract Award to Atkinson Contractors, LP.
January 11, 2011	Notice to Proceed (NTP) given to DBOM Contractor.
February 15, 2011	Formal Partnering Session held with Atkinson Contractors, Caltrans, FHWA, Metrolink and Metro.
July 6, 2011	Groundbreaking Ceremony for the Start of Construction of the ExpressLanes.

**”GO LIVE” DEPLOYMENT SCHEDULE**

Timeline:

**Scheduled Start of Operation ExpressLanes Program**

<b>2009</b>	
8/2009 (Actual)	Bicycle Lockers @ Harbor Gateway Transit Center
<b>2010</b>	
12/2010 (Actual)	Sheriff’s substation @ Harbor Gateway Transit Center
12/2010 (Actual)	Metrolink Pomona (North) Station Improvements
<b>2011</b>	
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
<b>2012</b>	
4/2012	Noise Pilot @ 37” Street Harbor Transitway Station
5/2012	LA ExpressPark-Phase I Begins
6/2012	I-110 Adams Blvd. Flyover – Project Initiation Document/Project Study Report (PID/PSR)*
7/2012	CCTV Installation @ Harbor Transitway Stations
7/2012	LA ExpressPark-Phase II Begins
8/2012	El Monte Station Expansion
10/2012	LA ExpressPark-Phase III Begins, IPM Fully Operational
10/2012	I-110 ExpressLanes & Adams Blvd. Street Widening
<b>2013</b>	
2/2013	I-10 ExpressLanes
12/2013	I-110 Adams Blvd. Flyover – Environmental Document (PAED)*
<b>2014</b>	
Summer	Patsaouras Plaza Connector

*\* 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 <sup>th</sup> St. to Figueroa due to Expo Line construction
June 2010	Travel time added for schedule adherence
September 2010	Service begins operating at adjacent El Monte Temporary Station during new station construction
December 2010	Long Term Detour cancelled, buses begin operating via 37 <sup>th</sup> St. Station & Adams Blvd; buses begin running out of D9 only
December 2009 to Present – Selected Late Night Closures	El Monte Busway closed which resulted in detouring via local streets to serve Cal State LA; LAC + USC not served during this time
February 2011 – Selected Late Night Closures	Harbor Transitway closed which resulted in detouring via Figueroa between 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"> <li>Beginning on April 1<sup>st</sup>, 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.</li> </ul>
<p>May 2011</p>	<ul style="list-style-type: none"> <li>Beginning on May 1<sup>st</sup>, 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.</li> <li>Effective May 9<sup>th</sup>, 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.</li> </ul>
<p>July 2011</p>	<ul style="list-style-type: none"> <li>Effective July 1<sup>st</sup>, 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.</li> <li>New 10 percent student discount added to one-way and roundtrip ticket.</li> <li>New 7-Day Pass will be good seven consecutive days from purchase between a set origination and destination.</li> <li>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.</li> </ul>

**Metrolink San Bernardino Line Transportation System Changes Log**

November 2011	<ul style="list-style-type: none"><li>• San Bernardino Line closed in the evening Wednesday, November 2<sup>nd</sup> between Fontana and Rancho Cucamonga due to a freight train derailment.</li><li>• 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.</li></ul>
December 2011	<ul style="list-style-type: none"><li>• 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.</li></ul>
January 2012	<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"><li>• Train 319 and 331 will arrive later into Los Angeles</li><li>• Train 333, 337 and 387 times have changed out of San Bernardino</li><li>• Train 330, 32, 334 times have changed out of Los Angeles</li></ul>



**Silver Line Ridership**

<b>Month</b>	<b>Average Weekday Boardings</b>	<b>% Change from Jan. 2010</b>	<b>Average Saturday Boardings</b>	<b>Average Sunday Boardings</b>	<b>HTW Average Weekday Boardings<sup>2</sup></b>	<b>HTW % Change from June 2011</b>
Dec. 2009 <sup>1</sup>	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%

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

<sup>2</sup> 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 <sup>2</sup>	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%
<b>Mar. 2012</b>	<b>11,157</b>	<b>68.73%</b>	<b>3,752</b>	<b>2,285</b>	<b>4,164</b>	<b>50.71%</b>

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

<sup>2</sup> 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 5<sup>th</sup> & 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%

\*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.

**El Monte Transit Center Parking Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
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%
<b>March 8, 2012</b>	<b>12:30 PM</b>	<b>1,120</b>	<b>1,134</b>	<b>98.76%</b>

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

**Harbor Transit Center Parking Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
June 10, 2010	10:00 AM	607	1,862	32.55%
July 8, 2010	10:30 AM	606	1,862	32.54%
August 12, 2010	10:45 AM	609	1,862	32.71%
Sept. 9, 2010	2:15 PM	607	1,862	32.60%
Oct. 14, 2010	11:00 AM	637	1,862	34.21%
Nov. 10, 2010	1:30 PM	636	1,862	34.16%
Dec. 9, 2010	11:00 AM	590	1,862	31.68%
Jan. 13, 2011	11:00 AM	655	1,862	35.18%
Feb. 10, 2011	12:00 PM	685	1,862	36.79%
March 10, 2011	10:45 AM	681	1,862	36.57%
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%
<b>March 8, 2012**</b>	<b>11:30 AM</b>	<b>810</b>	<b>1,551</b>	<b>52.22%</b>

\*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.

**El Monte Transit Center Bike Parking Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
Nov. 10, 2010	4:15 PM	25	56	44.64%
Dec. 9, 2010	12:00 AM	34	56	60.71%
Jan. 13, 2011	1:15 PM	21	56	37.50%
Feb. 10, 2011	2:00 PM	35	56	62.5%
March 10, 2011	1:15 PM	35	56	62.5%
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%
<b>March 8, 2012</b>	<b>3:00 PM</b>	<b>30</b>	<b>56</b>	<b>53.57%</b>

**Harbor Transit Center Bike Data**

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

**Harbor Transit Center Bike Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
Feb. 9, 2012	11:10 AM	7	22	31.82%
<b>March 8, 2012</b>	<b>11:30 AM</b>	<b>3</b>	<b>22</b>	<b>13.64%</b>

**Pomona Metrolink Station Parking Data**

<b>Date of Count</b>	<b>Time of Count</b>	<b>Count</b>	<b>Total Capacity</b>	<b>% Utilization</b>
Sept. 16, 2009	10:45 AM	230	230	100%
Oct. 21, 2009	10:30 AM	230	230	100%
Nov. 18, 2009	10:15 AM	230	230	100%
Dec. 16, 2009	10:45 AM	230	230	100%
Jan. 20, 2010	10:00 AM	230	230	100%
Mar. 17, 2010	10:15 AM	230	230	100%
Apr. 21, 2010	10:30 AM	230	230	100%
May 19, 2010	10:15 AM	230	230	100%
June 9, 2010	1:00 PM	307	373	82.53%
July 15, 2010	10:15 AM	310	373	83.33%
August 12, 2010	1:30 PM	310	372	83.33%
Sept. 9, 2010	11:45 AM	310	372	83.33%
Oct. 14, 2010	1:25 PM	344	372	92.47%
Nov. 10, 2010	3:40 PM	271	372	72.85%
Dec. 9, 2010	1:00 PM	232	372	62.36%
Jan. 13, 2011	12:20 PM	291	372	78.23%
Feb. 10, 2011	1:00 PM	309	372	83.06%
March 10, 2011	12:15 PM	351	372	94.35%
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%
<b>March 8, 2012</b>	<b>12:45 PM</b>	<b>347</b>	<b>372</b>	<b>93.27%</b>

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

<b>Date</b>	<b>Boardings</b>	<b>% Change from Previous Month</b>
June 2009	6,264	--
July 2009	6,185	-1.26%
August 2009	5,969	-3.49%
September 2009	6,028	0.99%
October 2009	6,122	1.56%
November 2009	5,915	-3.38%
December 2009	5,501	-7.00%
January 2010	5,750	4.53%
February 2010	5,762	0.21%
March 2010	5,959	3.42%
April 2010	5,911	-0.81%
May 2010	5,854	-0.97%
June 2010	5,797	-0.98%
July 2010	5,510	-4.95%
August 2010	5,381	-2.40%
September 2010	5,595	3.98%
October 2010	5,720	2.23%
November 2010	5,635	-1.48%
December 2010	5,069	-11.16%
January 2011	5,646	11.38%
February 2011	5,730	1.49%
March 2011	5,962	4.04%
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%
<b>March 2012</b>	<b>6,173</b>	<b>-1.33%</b>

***Cumulative Media Articles***

Date	Article	Publication or Blog
3/29/2012	<i>Video en español: ¿cuáles son los reglamentos en los carriles de cuota?</i>	<i>El Pasajero Blog</i>
3/27/2012	<i>Video en español: ¿cómo funcionarán los carriles de cuota?</i>	<i>El Pasajero Blog</i>
3/26/2012	<i>Video en español: ¡Ya era Hora! Carriles ExpressLanes</i>	<i>El Pasajero Blog</i>
3/22/2012	<i>The Future of Intelligent Parking</i>	<i>The Atlantic Cities</i>
3/13/2012	<i>Video: The Greening of LA</i>	<i>The Source Blog</i>
3/8/2012	<i>More Progress on New El Monte Station</i>	<i>The Source Blog</i>
<i>March/April 2012 Issue</i>	<i>Metro ExpressLanes Update</i>	<i>CommuteSmart News</i>
3/6/2012	<i>Unblocking the Box – Congestion Relief May Be Coming Soon to a City Near You</i>	<i>The Source Blog</i>
3/2/2012	<i>ExpressLanes Video: carpool Loyalty Program</i>	<i>The Source Blog</i>
3/2/2012	<i>Work Continues on New El Monte Station</i>	<i>The Source Blog</i>
3/2/2012	<i>ExpressLanes Video: Rules of the Road and Enforcement</i>	<i>The Source Blog</i>
3/1/2012	<i>ExpressLanes Signs are Gathering!</i>	<i>The Source Blog</i>
3/1/2012	<i>Expresslanes Video: Explaining Congestion Pricing</i>	<i>The Source Blog</i>
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

***Cumulative Media Articles***

Date	Article	Publication or 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
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



***Cumulative Media Articles***

Date	Article	Publication or Blog
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
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

***Cumulative Media Articles***

Date	Article	Publication or Blog
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
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

***Cumulative Media Articles***

Date	Article	Publication or Blog
3/13/11	Toll-Lane Project Faces Renewed Opposition in Congress	LA Times
3/12/11	Plan to Let Solo Drivers Pay Tolls to Use 10, 110 Freeway Carpool Lanes Opposed	LA Times Blog
3/3/11	LA Carpool Lanes to Open for Solo Drivers - In 2012, Drivers Can Choose to Pay More to Save Time on the Freeway	NBC Los Angeles.com
3/3/11	Car-Pool Lanes for Solo Drivers? Fee System Coming to L.A.	The Orange County Register
2/25/11	Highs and Lows for Electric Vehicle Companies, and How to Buy Into the Carpool Lane	Technology Review
2/25/11	LA To Charge a Toll For Driving Solo In HOV Lanes With New ExpressLanes	Autoblog Green
2/25/11	Solo Drivers in Los Angeles Will Soon Be Allowed To Drive In Carpool Lanes For a Fee	TechCrunch
2/25/11	ACS to Operate New Los Angeles HOT "ExpressLanes" System	Traffic Technology Today.com
2/23/11	To Curb Congestion, Los Angeles Rolls Out Dynamic Electric Toll Booths	Smart Planet
2/23/11	Xerox Unit Setting up Calif. Tollway	Hartford Business.com
2/23/11	ACS, A Xerox Company, to Keep Los Angeles Drivers Moving with Electric Toll Collection for New ExpressLanes	ACS, A Xerox Company, Media Release
2/22/11	Metro Plans to Remove Adams Blvd. Sidewalks New My Figueroa	LA Streetsblog
2/15/11	ExpressPark Hits Bump When Bids Come In Over Budget	Blogdowntown.com
2/1/11	O.C. Toll Roads Hit By Recession; Would you Pay for a Faster Commute?	LA Times Blog
2/1/11	Recession Slows Use of Orange County's Toll Roads	LA Times
1/12/11	ExpressLanes Project Picks Contractor	The Source Blog
12/16/10	The Truth About HOT Lanes	The Infrastructurist
12/1/10	ExpressPark Aims to Give Smarts to Downtown's Parking Spots	Blogdowntown.co
11/22/10	What a Difference Two Years Makes. Warm Reception for Congestion Pricing in the San Gabriel Valley	LA Streetsblog
11/16/10	MTA Considers More Freeway Toll Lanes to Reduce Congestion	LA Times

***Cumulative Media Articles***

Date	Article	Publication or Blog
11/16/10	Paying to Use Those Carpool Lanes	Long Beach Press-Telegram
11/16/10	Our View: Taking the Free From Our Freeways	San Gabriel Valley Tribune
11/16/10	57, 10 Freeways List As Candidates for Toll Lanes	San Gabriel Valley Tribune
11/15/10	Some Like it HOT: Metro Studying More Roads for Congestion Pricing	LA Streetsblog
11/15/10	MTA Considering More Freeway Toll Lanes To Reduce Congestion	LA Times
11/15/10	Will HOV Lanes Be Converted to Congestion Pricing Toll Lanes? Read the Study	The Source Blog
9/22/10	Metro Breaks Ground on New State-of-the-Art Transit Facility at the El Monte Station	Metro Media Release
9/22/10	Construction Begins on \$45 Million El Monte Bus Station	Pasadena Star-News
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

***Cumulative Media Articles***

Date	Article	Publication or Blog
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	LBPost.com
6/22/09	Congestion Pricing: More Heat Than Light	CityWatchLA.com
6/15/09	Congestion Pricing – The Only Thing That Works	LA Times Op Ed
6/14/09	Letters to the Editor: Divisions on Toll Lanes	LA Times
6/13/09	For Whom The Toll Benefits	LA Times Op Ed
6/12/09	Metro Response to LA Times' Tim Rutten Column on Congestion Reduction Demonstration Project	Metro Media Release
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

***Cumulative Media Articles***

Date	Article	Publication or Blog
6/5/09	Metro and Caltrans Officials to Hold Media Briefing on Status of I-10 and I-110 Freeway ExpressLanes Congestion Reduction Demonstration Project	Metro Media Advisory
8/26/08	Road Sage; Pricing May Not Hurt the Poor	LA Times
7/9/08	Road Sage; Congestion Pricing Plan May Switch Routes	LA Times
6/10/08	Road Sage; Leaders Try to Stall Toll Lanes	LA Times
5/3/08	The Way To Go; Freeway Toll Lanes Aren't an Experiment – They're Proven Congestion Busters	LA Times Op Ed
4/29/08	Not-So-Free ways; Toll Lanes Are One Answer to Our Traffic Problems. But the MTA Might Have Taken a Better Route	LA Times Op Ed
4/26/08	Diamond Lanes for the Rich	LA Times Op Ed
4/24/08	U.S. Offers Funds for Toll Lanes; MTA Will Weigh Congestion Pricing on Parts of 10 and 210, But Fees to use Freeways Remain Controversial	LA Times
4/14/08	Road Sage; Tolls on Freeways a Tough Sell	LA Times

***Cumulative Media Broadcasts***

Date	Broadcast	Media Outlet
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
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