

ExpressLanes



Metro

METRO LA CRD (ExpressLanes) PROGRAM

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA).

AUGUST 2012

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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 69.5% 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, 2011 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 **November 2012** and the projected date for the start of revenue operations on the I-10 HOT Lanes is February 2013.

Caltrans has issued a Change Order (CCO) to the I-10 Rehab Contractor for striping of the general purpose lanes and the I-10 Rehab Contractor performed the final striping work. This work was critical to allow ExpressLanes Project Contractor to progress its electrical and communication work on the outside shoulder required for DMS and toll signs. Caltrans has provided the I-10 Rehab Contractor survey controls so the final striping of GP lanes was able to move forward. Metro continues to meet with these other contract REs in an effort to eliminate as many potential impacts as possible. Metro has diligently worked to take the lead role in advising other projects as to where and when our projects will be working at the various locations.

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

Construction of the pedestrian bridge overcrossing on the I-110 Freeway at Adams Blvd. continued through **August**. Construction work **also** continued on the **widening of the** vehicular bridge at Adams. **The deck pour has been completed. The work in and around the POC was accelerated during the month of August in order to support the I-110 ExpressLanes Revenue Operations. Delays in the approval of final design of Adams Bridge widening work and the POC have created schedule delays in having the construction of the bridge work completed. Metro continues with analyzing these delays as to the totality of impact on the I-110 portion of the ExpressLanes as well as the overall completion schedule.**

The DBOM Contractor continues to change the Variable Message Signs in concert with Metro's needs. Example one is: EXPRESSLANES COMING CALL 511 FOR INFO. Metro will coordinate the messages on the DMS signs with the actual opening date of the 110 Freeway ExpressLanes. It is Metro's intent to use these DMS signs to promote sales of the transponders.

Testing of the various systems **on the I-110 and I-105 Freeways** began in April and is continuing through **August**. In July, Construction of the various signs was completed along I-105 Freeway. Work is also continuing on I-10 Freeway on various toll signs, **DMS** signs,

PROGRAM OVERVIEW & STATUS (Contd)

drainage, median barrier reconstruction, etc; Installation of the DBOM Contractor's server at Norwalk Caltrans hub is completed and in the San Gabriel hub is ongoing with close coordination with Caltrans. Power drop installation for 47 locations along the I-10 and I-110 is progressing with DBOM Contractor, DWP and SCE. All of the power drops along the I-110 Freeway have been completed.

Design for the earthcam cameras has been completed and the installation of the additional earth cam cameras has started. The earthcam cameras will allow real time traffic monitoring when the ExpressLanes go into operation. This is an important aspect of project implementation and was issued to the DBOM Contractor as change order work. Metro will be using a portion of the schedule contingency and some acceleration to implement this work into the project.

The DBOM Contractor has been impacted in August by Caltrans Contractor Flatiron/Lincoln Pacific working on the north end of the 110 Freeway. This contractor should have completed the fiber optic cable installation in the I-10/110 node in May 2012. This fiber optic cable installation by Flatiron has not been completed to date. This delay is preventing the DBOM Contractor in being able to complete the redundant loop between I-10 and I-110 Freeways as it is a critical component of the fiber optic loop. Metro is analyzing this delay and will accelerate sections of the communication network to meet the project milestones.

On I-10 Freeway the existing shoulder between Fremont and the I-605 Freeway will be restriped to create an additional Express Lane in each direction. A recent investigation of the existing shoulder condition revealed 6 areas that require pavement repairs before the shoulder is restriped to become the additional ExpressLane. This work needs to be completed prior to opening the I-10 ExpressLane to the traveling public in order to ensure it does not create a safety hazard. This work is being added to the scope of work to DBOM Contract and project schedule contingency will be used with selective acceleration to avoid impacts to the projected revenue operations date.

A temporary CSC Office trailer has been installed at El Monte to support the ExpressLanes Project. This temporary location **is serving** as an additional site for customer sign up and distribution of the transponders. Tenant improvements were completed for the Customer Service Center in Gardena and hiring and training of customer service staff continues. Since the first shipment of transponders were delivered in April to the CSC, inventory control measures have been implemented. The official ribbon-cutting ceremony was held July 25, 2012 at the CSC in Gardena announcing to the public that the transponders are now available.

Metro has nearly **completed** the analysis of the various schedule delays that have been experienced on the ExpressLanes Project and has issued a Contract Extension Change Notice to the DBOM Contractor using a portion of the Project Schedule Contingency. Based

PROGRAM OVERVIEW & STATUS (Contd)

on this analysis, there will not be any impact to the Revenue Operations Dates for the I-110 Freeway being **November 2012** and for the I-10 Freeway being February 2013.

Project Study Report (PSR): Adams Blvd. Figueroa St. HOV/HOT Lane Flyover – Metro and Caltrans executed a funding agreement on April 27, 2011 for Caltrans to perform a PSR and complete the environmental work for an extension of the I-110 HOV/HOT lanes from their current terminus at Adams Blvd. Caltrans held a kickoff meeting June 7th where the PSR was scheduled to be completed in April 2012 and the environmental work was to be completed in September 2013. However, in July Caltrans was informed by the Governor's office that it cannot perform any reimbursable work until November. Work started again in October and is back on schedule for a PSR/PID completion date of June 2012. To maintain the original schedule, the Scope of Work was revised to move some of the PSR/PID work to the PAED Phase. The final PSR/PD was approved in June. In July Caltrans started work on the PAED Phase of the project.

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 August the Silver Line Harbor Transitway (Phase I) weekday boardings total was 4,633 which represents a 67.68% increase in ridership since the Phase I service changes in June 2011. For the month of August the combined Harbor Transitway and El Monte Busway Silver Line weekday boardings total was 11,449 which represents a 72.70% increase in ridership since the Silver Line started service in December 2009. For weekday service in August, the Silver Line had an On-Time performance of 71.8%.***

All of our municipal transit partners – Gardena, Foothill and Torrance have placed the order for their buses. Gardena has received its 2 buses and has completed the Post Delivery inspection (PDI) process. In June, all bike racks for the buses were procured and in August all bike racks were installed on the two buses (and all bus fleet) and were in service August 22, 2011. All 12 NABI 42 ft. CNG buses for Foothill Transit have been procured and accepted into their fleet. Torrance Transit met with New Flyer and decided to cancel its order for hybrid buses, due to the propulsion company declaring Chapter 11 bankruptcy. New CNG buses have been ordered and arrived in October 2011. Foothill, Gardena and Torrance are in the process of preparing their grant applications for their operating subsidies. Torrance Transit has submitted their FTA grant for operating funds and it is currently under review.

The FTA grant (CA-95-X203-00) was awarded on August 3, 2012 and executed on August 7, 2012. Foothill Transit's grant application CA-95-X138 for the Operating subsidy CMAQ \$3,200,000 was approved by the Federal Transit Administration (FTA) on July 9, 2012. The CMAQ funds have been switched over to the FTA and are now available to finance the added cost associated with the CRD project for Foothill Transit.

PROGRAM OVERVIEW & STATUS (Contd)

Municipal operators will deploy their buses upon opening day of the ExpressLanes. For Gardena and Torrance this will be **November** 2012 and for Foothill Transit this will be February 2013. LADOT completed the signal design plans of 19 intersections in February 2010. Due to changes in the ARRA project construction scope, the project was redesigned to continue the interconnect link to the ATSAC Center. As a result, all bids were cancelled April 20, 2011. Preliminary conduit path investigation into ATSAC Control Center completed in May 2011. Project re-design was completed November 2011. The bid package was completed December 6, 2011 and bids were received on January 18, 2012. The Board of Public Works awarded the contract in March and issued a Notice to Proceed. Barring any other unforeseen conditions, construction is anticipated to be completed by July 2012. Construction commenced on April 9, 2012. The project is progressing per the schedule even with some delays for special events at LA Live. The contractor is trying to work Saturdays to compensate for any lost work days. Full system integration will be complete by the end of **September** 2012. During June, the field construction part of the project was completed. Work continues on the integration and database part of the project. ***Metro to submit the transponder information so that LADOT can activate the TPS system on Figueroa.*** Staff is working with LADOT to complete the project in **September** 2012 as it is now on the Critical Path. Part of the TPS project also includes the extension of the existing AM peak-period northbound bus-only lane on Figueroa St. between 23rd Street and 4th Street to cover the PM peak-period. ***A Traffic Control Report (TCR) has been approved by the General Manager of LADOT to extend the PM peak-period bus only lane. Signs fabrication work orders have been submitted. Installation of the signs is still scheduled in the first two weeks of October.*** LADOT ***obtained*** funding approval from Metro for the camera installation work at Alameda. Completion is scheduled for **December 2012**.

TRANSIT FACILITY IMPROVEMENTS

El Monte Transit Center – Completed construction for Contract C0934R for Demo, Repave and Lighting Installation over the former Old Transportation Bldg. Completed construction at Power Chevrolet; Completed demolition of the Metro Transportation Building and completed paving at the site. Contract C0959 for the temporary terminal was awarded to S.H.E. for \$657K with NTP issued April 20, 2010; construction was completed on September 3rd and the transition to the temporary terminal took place in early September. Contract for \$39 million was awarded on June 18, 2010 to KPRS Construction Services, Inc. Notice to Proceed was issued 8/13/2010. A formal groundbreaking ceremony for the new El Monte Transit Center was held on September 22, 2010. Demolition of existing bus facility commenced on October 8, 2010 and was completed in November 2010. In November during initial excavation of the north roadway and former station area, contaminated soil impacted with lead and total petroleum hydrocarbons (TPH) was discovered. Additional soil investigation has identified significant contamination which increased the project budget by more than \$6 million. (The \$6 million overrun was funded by a reallocation of funding from the Patsaouras Plaza Project). Metro issued a change order for a 99 calendar day time extension to KPRS to address the

PROGRAM OVERVIEW & STATUS (Contd)

soils handling delay impacts. North Access Road construction was completed in February 2011 which will allow for the smoother flow of bus operations into the Temporary Terminal.

The excavation and contaminated soils handling is complete with final cost impacts under evaluation. In August 2011, utility stubouts were completed. In October activities continued for station walls, column construction and foundation pours. Station construction completion is projected to be August 2012 with the Temporary Terminal restoration projected to be October 2012. The LOP budget for the El Monte Station increased to \$60.1 million. During July, KPRS completed the installation of the bus bay canopies on the concourse level, poured most of the curb and gutter around the perimeter of the station, and energized the Station after Southern California Edison pulled their conduit. With electrical power turned on, the site is now in log out-tag out. KPRS began installation of the photovoltaic cells on the concourse level and the ceiling tiles on the lower level of the station, and continued work on the two escalators and the three elevators. The last week in July, the pre-fabricated toilet arrived on site, and KPRS submitted an initial punchlist of items for closeout. KPRS made great strides on both the transit and retail buildings, completing most of the mechanical, electrical, and plumbing (MEP) work, HVAC ducting, interior dry walling, ceiling tile installation, and bathroom tile installation. KPRS also made the initial concrete pours on the plaza in front of the transit retail buildings.

In August we witnessed a continuation of the accelerated pace towards completion of the entire project. Elevators and escalators have been installed and are in the final phases of installation overall. The final concrete was placed on site, landscaping is rapidly being placed and is looking very good. The pavers in and around the Transit Service buildings are in place and the interior of the new terminal is now prepared for wire pulling etc; to the various work stations. Tile has been installed with interior trim work. Panels in the lower station are still being received and installed as they arrive. KPRS has started with removal of items no longer needed from around the site, excess construction supplies etc; Training of Facility Maintenance personnel has started with some groups as well as we have begun making the site available for those folks who have a need to come and survey the progress as well as maintenance folks who will be assuming various responsibilities upon completion and turnover. These visits are all coordinated via the Construction Manager and KPRS safety individual. KPRS will be working with Metro in establishing a schedule with Bus Operations to start performing live training exercises thru this new facility. Buses will be able to enter and exit in a controlled manner in order to facilitate the successful opening of the terminal with drivers who already know where they are to go and how the facility will function. Safety of our passengers remains our highest priority.

Metro will coordinate with all of our various partners, third parties, Supervisors, Board Members, Elected Officials, and upper management the planning for an Official Ribbon Cutting and Opening Ceremony just as quickly as we are able to establish a date whereas the transfer from the temporary terminal to the fully functional new El Monte Terminal can happen. This date will be early October.

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 item such as traffic plans, foundation plans, geotechnical conditions and coordination with the ExpressLanes Project. On July 20th, Metro issued a third amendment to the IFB. This third amendment was primarily to give the contractor responsibility of the artwork; and it extended the bid period for an additional two weeks in order to give prospective bidders sufficient time to address the new requirement. Amendment 3 also extended the bids due date from August 7th to August 14th. **Metro received and opened three bids on August 14, 2012. Bids ranged from \$17 million to \$26 million. Low bidder requested permission to rescind, and remaining bids were above the engineer's estimate.** The project will be Design-Build. NEPA approval was received February 2012. Construction is scheduled for completion Summer 2014.

Harbor Transitway – This project will have at least 5 procurements. The low bid at \$547K was awarded to Minco Construction for the Harbor Gateway Law Enforcement substation & CCTVs with NTP issued March 2010 and construction was completed in October 2010. The low bid at \$443K was awarded to Lime Inc. for the Station lighting & UPS with NTP issued June 2010. Construction was completed in December 2010. Contract of \$912,500 for the sound enclosure was awarded to low bidder, Peterson Chase, on August 18, 2010. NTP was issued in October 2010. Project completion has been delayed because the sound enclosure design was rejected by Caltrans and the Contractor had to re-design the project. Design concepts for mounting sound panels in stairwells has been approved by Caltrans. Panels will be 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.

In August, the Contractor (Peterson Chase) began post installation and base framing. Contractor schedule shows panels will be delivered by September 3rd and installed by September 28th. 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 August, the contractor (First Fire Systems) continued installation of the conduit and wiring at the five Silver Line Stations. First Fire also installed the first of the Digital Message Signs (DMS) at the**

PROGRAM OVERVIEW & STATUS (Contd)

Harbor Gateway Station, and will test it in September; First Fire Systems began the installation of the DMS at the other Silver Line Stations as it completed the necessary conduit and wiring. A modification was issued to First Fire Systems for additional servers (and associated electrical components) required for the DMS boards. To date, project expenditures and encumbrances to date are well within the Project LOP.

Pomona Metrolink Station – In May 2010, 143 new parking spaces were opened for use east of the existing parking spaces. Construction of the temporary platform to board passengers on Main Track 2 (MT-2) traveling toward San Bernardino was completed and put into Service on June 20, 2010. In December 2010 the contractor completed widening of the platform and construction of the new east entrance. The platform was accepted for beneficial occupancy and put into service on December 15, 2010, along with the new east entrance with new pedestrian crossings. The MOU milestone of completion (beneficial occupancy) by December 30, 2010 was achieved. The last progress payment has been processed and paid by SCRRA. The closeout book has been completed and submitted to SCRRA's Contracts Dept. The contractor has requested release of the remaining retention. Project close out completed in July 2011.

DEMAND-BASED PARKING PRICING (EXPRESSPARK)

On August 31, 2010, Caltrans approved the E-76 for the PE 2 Phase of LA ExpressPark. Two qualified proposals were received on December 17, 2010. Because both proposals received exceeded the project budget, LADOT prepared additional guidance and a revised scope to be sent to the proposers. LADOT's Evaluation Panel completed its work on April 6, 2011, and recommended that ACS State & Local Solutions be selected as the prime contractor for LA ExpressPark. The second proposer filed a protest. The formal protest of the contractor selection process was withdrawn on May 20, 2011.

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

PROGRAM OVERVIEW & STATUS (Contd)

Monday, August 6th, LADOT implemented the first parking meter rates in L.A. that change throughout the day. In Chinatown and part of the Fashion District, there are now on-street parking meters that have different hourly rates matching the parking demand in the morning, midday, and evening. Public outreach continued through the month and so far the feedback has been positive.

MANAGEMENT ISSUES

Concern No. 1: Program Risk Register

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

Concern No. 2: Tolling Agreement

Status/Action Tolling agreement with USDOT has not been finalized. Revised draft language from USDOT was reviewed by Metro and Caltrans. Anticipate execution of the agreement by the end of **September** 2012.

Concern No. 3: LADOT – TPS Work Progress

Status/Action Project assumed completion of ARRA TPS-ATSAC Communications System Rehabilitation, which was supposed to provide interconnect capacity for transit signal priority. Due to changes in the ARRA project construction scope, the project must be redesigned to continue the interconnect link to the ATSAC Center. The bids have been cancelled and the project will be redesigned. Project re-design was completed November 2011. The Board of Public Works awarded the contract in March and issued a Notice to Proceed. Construction commenced on April 9, 2012. During June, the field construction part of the project was completed. Work continues on the integration and data base part of the project. **Metro to submit the transponder information so that LADOT can activate the TPS system on Figueroa.** Staff is working with LADOT to complete the project in **September** 2012 Part of the TPS project also includes the extension of the existing AM peak-period northbound bus-only lane on Figueroa St. between 23rd Street and 4th Street to cover the PM peak-period. **A Traffic Control Report (TCR) has been approved by the General Manager of LADOT to extend the PM peak-period bus only lane. Signs fabrication work orders have been submitted. Installation of the signs is still scheduled in the first two weeks of October.** LADOT **obtained** funding approval from Metro for the camera installation work at Alameda. Completion is scheduled for end of **December** 2012.

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

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

MANAGEMENT ISSUES (Contd)

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.

Concern No. 6: Electrical Power Connections for the Express Toll Lanes Signs Along the I-10 and I-110 Freeways

Status/Action Metro and the DBOM Contractor are working closely with DWP and SCE to finalize all power connections for the various Express Lanes Toll Signs and equipment. Good construction progress is being made with DWP and SCE to avoid any impacts to Project. Metro is working closely with DWP to support ExpressLanes Project requirements. Similar effort is being undertaken with SCE's management to support ExpressLanes Project Schedule. As of the end of **August** there are 2 power drops remaining to be completed on I-10. **All power drops along the I-110 Freeway have been completed.**

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

Status/Action The **Caltrans** Rehab Contractor on the I-10 is **nearly one year** behind schedule and this **has created** Risk to the ExpressLanes Schedule. Metro has elevated the concerns to Caltrans upper Management and is working closely with Caltrans to address the delays caused by the I-10 Rehab Contractor. **Metro upper Management met once again in July with Caltrans upper Management to try and obtain a realistic schedule and find out when Caltrans plans on completing this contract. They continue to present a moving target which has claims of several types yet to negotiate to conclusion. They are hopeful of completion in September.**

Concern No. 8: Unanticipated Additional BMPs Requested by Caltrans to be Constructed by the ExpressLanes Project will Impact the ExpressLanes Project Schedule and Cost

Status/Action **CLOSED: Metro staff worked closely with Caltrans to revise the Storm Water Report. This Storm Water Report was signed off by Caltrans in August. There was one additional location identified at Rosemead on the I-10 Freeway that will require a BMP. This BMP will be installed by the DBOM Contract.**

MANAGEMENT ISSUES (Contd)

Concern No. 9: Widening of Adams Blvd. Bridge to Accommodate an Additional Turn Lane For Vehicles Coming Off I-110 Off Ramp

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

Concern No. 10: Timing and Construction Coordination between ExpressLanes and Patsaouras Plaza

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

Concern No. 11: Patsaouras Plaza Cultural Resource Recovery Plan

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

MANAGEMENT ISSUES (Contd)

Concern No. 12: LA ExpressPark Xerox, has not Completed Contracts with all of its Subcontractors

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

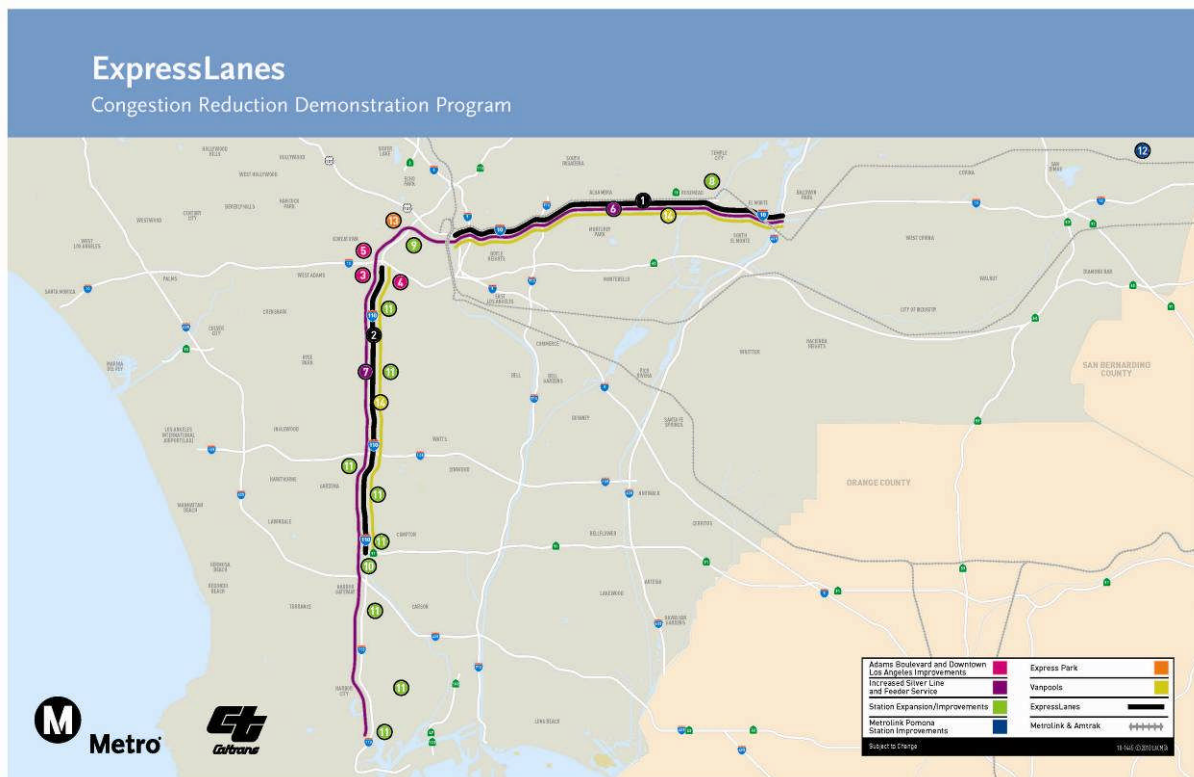
Concern No. 13: Construction Schedule and the Orderly Transition from Construction to Operations at El Monte Station.

Status/Action Schedule has been revised to reflect station construction to be completed at the end of September. Use of Station/Operations will begin in late September or early October. Construction team is scheduling meetings with Metro Ops, Greyhound, and Foothill Transit to ensure stakeholder needs on opening day are met. ***Due to situations beyond KPRS control, opening date will be early October. Official date to be announced.***

Concern No. 14: Plan Forward for Patsaouras Plaza

Status/Action ***Bids cancelled, project team to review value engineering options to reduce project costs. Evaluate between re-bidding the project or moving forward with another course of action such as furthering the design.***

PROGRAM SCOPE



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

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

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

PROGRAM SCOPE (Contd)

The features of the ExpressLanes program include:

1) TOLL INFRASTRUCTURE AND FREEWAY/ROADWAY IMPROVEMENTS

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

2) TRANSIT SERVICE IMPROVEMENTS

- **Enhanced Silver Line BRT and Feeder Services** – Funding will be provided to Metro for 41 new CNG buses to enhance service on the I-10 and I-110 and create a new dual-hub BRT. In addition, Foothill Transit will deploy 12 new buses, Gardena Transit will deploy 2 new gas-hybrid buses and Torrance Transit will deploy 4 new buses to improve additional commuter bus service on both the I-10 and I-110. During the 1-year Demonstration period, Foothill, Torrance and Gardena will also receive an operating subsidy for their expanded service. Metro enhanced Silver Line service will be implemented in two phases – Phase I in FY12 and Phase II in FY13. All enhanced Metro Silver Line service will be in place prior to the opening of the ExpressLanes. Municipal operators will deploy their buses upon opening day of the ExpressLanes. For Gardena and Torrance this will be October 2012 and for Foothill Transit this will be February 2013.

PROGRAM SCOPE (Contd)

- **Transit Signal Priority in Downtown Los Angeles** – The LADOT will install bus signal priority technology on Figueroa St. between Wilshire Blvd. and Adams Blvd. (15 signals) and Flower St. between Wilshire Blvd. and Olympic Blvd. (5 signals) to enhance transit operations. This project will also extend the existing AM peak-period northbound bus-only lane on Figueroa St. to cover the PM peak-period.
- **Vanpools** – Activities to support the formation of 100 new vanpools include marketing and vanpool start-up costs such as training community groups to form commuter vanpools and ensure that vanpools are created and retained, ride-matching software, driver (or other empty seat subsidies), back-up driver training exams and parking lot leases.

3) TRANSIT FACILITY IMPROVEMENTS

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





PROGRAM SCOPE (Contd)

4) DEMAND-BASED PARKING PRICING

- **LA ExpressPark** – the LADOT will deploy new parking meter technology to 5,500 on-street metered parking spaces in the Central Business District, Chinatown, Civic Center, East Downtown, Little Tokyo and Washington/Broadway. These new meters will charge demand-based parking rates depending on the time of day and length of stay. They will also provide alternative payment options (i.e. credit card, cell phone). In addition to the on-street meters, occupancy reporting systems will also be implemented for the major City-owned off-street parking facilities (approx 7,500). Real-time parking information for 13,000 public on- and off-street parking spaces will be provided through various media including: websites, mobile phones, and on-street dynamic message signs. The project will be implemented in three successive phases of demand-based pricing development. Phase I: Base Hourly Rate – using baseline data, the system will iteratively refine base hourly rate to influence demand. Phase II: Time of Day – Building upon the demand balance achieved in Phase I, the system will identify peak periods and establish hourly rates by time of day. Phase III: Adaptive – In select areas, the system will adjust rates per block in real-time based on current demand.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13
HOT Lane Project							
I-110 NB Electrical/Communication	09/04/12		○				
I-110 SB Signs	09/05/12		○				
Installation Test	09/09/12		○				
I-110 Commissioning Test	09/20/12		○				
Adams Pedestrian Over Crossing	09/28/12		○				
I-110 NB Signs	10/02/12			○			
I-10 EB Electrical/Communication	10/30/12			○			
I-10 WB Electrical/Communication	10/31/12			○			
I-10 WB Signs	11/06/12				○		
I-10 EB Signs	11/07/12				○		
I-10 Commissioning Test	11/24/12				○		
General Test Planning & Reporting	11/27/12				○		
I-110 System Acceptance Test	12/01/12					○	
Transit Facilities Improvement							
Harbor Transit Way Improvement							
C0986 CCTV HarborTransitways	09/30/12		○				
El Monte Transit Center							
Install Permanent Stairs	8/7/12A	○					
Build Elevators	09/06/12		○				
MEP Startup	09/12/12		○				
Build Escalators	09/13/12		○				
Transit Building	09/21/12		○				
Substantial Completion Bus Terminal	09/24/12		○				
Parking Lot	11/20/12				○		
Pastouras Plaza							

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

PROGRAM SUMMARY SCHEDULE

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
Congestion Reduction Demonstration Program																			
	Congestion Reduction Demonstration Program	1496	562	01-09-09 A	10-27-14														
	Community Outreach	1073	377	06-08-09 A	02-28-14														
	Hot Lanes Preliminary Design	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	5	12-15-10 A	09-07-12														
	Outside Agency Utility Work	836	45	06-08-09 A	11-01-12														
	Hot Lanes DBOM Construction	949	130	09-25-09 A	02-28-13														
	I-10 Rehab Construction (CALTRANS ESTIMATE)	1256	45	03-27-09 A	10-14-12														
	Transit Service Improvements (METRO)	520	0	09-16-09 A	10-31-11 A														
	Transit Facility Improvements (METRO)	1496	562	02-02-09 A	10-27-14														
	Harbor Transitway Improvements CDRP	858	21	02-02-09 A	10-01-12														
	El Monte Transit Ctr	1007	73	02-02-09 A	12-11-12														
	Patsouras Plaza - Being Revised, TBD	1411	562	06-01-09 A	10-27-14														
	Metrolink Pomona Station Improvements	460	0	01-09-09 A	12-30-10 A														
	Transit Signal Priority in Downtown (LADOT)	724	0	09-15-09 A	06-30-12 A														
	ExpressPark (LADOT)	1150	197	03-12-09 A	06-03-13														
	Vanpools	401	122	02-01-12 A	02-28-13														
	CRD Data Collection	731	547	02-01-12 A	02-28-14														

Project ID: HOT_Current

Data Date: 08-31-12

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.

Caltrans has issued a Change Order (CCO) to the I-10 Rehab Contractor for striping of the general purpose lanes **and** the I-10 Rehab Contractor performed most of the final striping work. This work **was** critical to allow ExpressLanes Project Contractor to progress its electrical and communication work on the outside shoulder required for DMS and toll signs. Caltrans has provided the I-10 Rehab Contractor survey controls so the final striping of GP lanes was able to move forward. Metro continues to meet with these other contract REs in an effort to eliminate as many potential impacts as possible. Metro has diligently worked to take the lead role in advising other projects as to where and when our projects will be working at the various locations.

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

Construction of the pedestrian bridge overcrossing on the I-110 Freeway at Adams Blvd. continued through **August**. Construction work **also** continued on the **widening of the** vehicular bridge at Adams. **The deck pour has been completed. The work in and around the POC was accelerated during the month of August in order to support the I-110 ExpressLanes Revenue Operations. Delays in the approval of final design of Adams Bridge widening work and the POC have created schedule delays in having the construction of the bridge work completed. Metro continues with analyzing these delays as to the totality of impact on the I-110 portion of the ExpressLanes as well as the overall completion schedule.**

The DBOM Contractor continues to change the Variable Message Signs in concert with Metro's needs. Example one is: EXPRESSLANES COMING CALL 511 FOR INFO. Metro will coordinate the messages on the DMS signs with the actual opening date of the 110 Freeway ExpressLanes. It is Metro's intent to use these DMS signs to promote sales of the transponders.

Testing of the various systems **on the I-110 and I-105 Freeways** began in April and is continuing through **August**. In July, Construction of the various signs was completed along I-105 Freeway. Work is also continuing on I-10 Freeway on various toll signs, **DMS** signs, drainage, median barrier reconstruction, etc; Installation of the DBOM Contractor's server at Norwalk Caltrans hub is completed and in the San Gabriel hub is ongoing with

CRITICAL PATH NARRATIVE (Contd)

close coordination with Caltrans. Power drop installation for 47 locations along the I-10 and I-110 is progressing with DBOM Contractor, DWP and SCE. All of the power drops along the I-110 Freeway have been completed.

At Adams in June, Caltrans approved additional full freeway closures to allow for the installation of the falsework beam and forming of the full bridge widening. DBOM Contractor was able to finally pour the widened portion of the Adams Bridge in July.

Design for the earthcam cameras has been completed and the installation of the additional earth cam cameras has started. The earthcam cameras will allow real time traffic monitoring when the ExpressLanes go into operation. This is an important aspect of project implementation and was issued to the DBOM Contractor as change order work. Metro will be using a portion of the schedule contingency and some acceleration to implement this work into the project.

The DBOM Contractor has been impacted in August by Caltrans Contractor Flatiron/Lincoln Pacific working on the north end of the 110 Freeway. This contractor should have completed the fiber optic cable installation in the I-10/110 node in May 2012. This fiber optic cable installation by Flatiron has not been completed to date. This delay is preventing the DBOM Contractor in being able to complete the redundant loop between I-10 and I-110 Freeways as it is a critical component of the fiber optic loop. Metro is analyzing this delay and will accelerate sections of the communication network to meet the project milestones.

On I-10 Freeway the existing shoulder between Fremont and the 605 Freeway will be restriped to create an additional Express Toll Lane in each direction. A recent investigation of the existing shoulder condition revealed 6 areas that require pavement repairs before the shoulder is restriped to become the additional ExpressLane. This work needs to be completed prior to opening the I-10 ExpressLane to the traveling public in order to ensure it does not create a safety hazard. This work is being added to the scope of work to DBOM Contract and project schedule contingency will be used with selective acceleration to avoid impacts to the projected revenue operations date.

A temporary CSC Office trailer has been installed at El Monte to support the ExpressLanes Project. This temporary location ***is serving*** as an additional site for customer sign up, sales and distribution of the transponders. Tenant improvements were completed for the Customer Service Center in Gardena and hiring and training of customer service staff continues. Since the first shipment of transponders were delivered in April to the CSC, inventory control measures have been implemented. The CSC in Gardena and the El Monte location was opened to the public in July and is fully operational. This was a major successful accomplishment leading to the I-110 Freeway future revenue operations.

CRITICAL PATH NARRATIVE (Contd)

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

I-10 Rehab Construction

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

Transit Service Improvement

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

Transit Facility Improvements

El Monte Transit Center – Current contractor schedule shows the substantial completion date is September 2012. The sustained delays to critical activities on construction schedule was caused by the contaminated soil found during excavation and excessive rain days in December over the (5) rain delay days in the Baseline schedule. The Patsaouras Plaza Project was separated from the El Monte Station LOP at the October Metro Board Meeting. The LOP budget will be \$16.8 million for Patsaouras Plaza and the LOP budget for El Monte Station is increased to \$60.1 million. During July, KPRS completed the installation of the bus bay canopies on the concourse level, poured most of the curb and gutter around the perimeter of the station, and energized the Station after Southern California Edison pulled their conduit. With electrical power turned on, the site is now in log out-tag out. KPRS began installation of the photovoltaic cells on the concourse level and the ceiling tiles on the lower level of the station, and continued work on the two escalators and the three elevators. The last week in July, the pre-fabricated toilet arrived on site, and KPRS submitted an initial punchlist of items for closeout. KPRS made great strides on both the transit and retail buildings, completing most of the mechanical, electrical, and plumbing (MEP) work, HVAC ducting, interior dry walling, ceiling tile installation, and bathroom tile installation. KPRS also made the initial concrete pours on the plaza in front of the transit retail buildings.

In August we witnessed a continuation of the accelerated pace towards completion of the entire project. Elevators and escalators have been installed and are in the final phases of installation overall. The final concrete was placed on site, landscaping is rapidly being placed and is looking very good. The pavers in and around the Transit Service buildings are in place and the interior of the new terminal is now prepared for wire pulling etc; to the various work stations. Tile has been installed with interior trim work. Panels in the lower station are still being

CRITICAL PATH NARRATIVE (Contd)

received and installed as they arrive. KPRS has started with removal of items no longer needed from around the site, excess construction supplies etc; Training of Facility Maintenance personnel has started with some groups as well as we have begun making the site available for those folks who have a need to come and survey the progress as well as maintenance folks who will be assuming various responsibilities upon completion and turnover. These visits are all coordinated via the Construction Manager and KPRS safety individual.

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 complete the Patsaouras Plaza Project for a Life of Project Budget of \$16.8 million and will separate Patsaouras Plaza from the El Monte Station Project as approved at the October 2011 Metro Board Meeting. On July 20th, Metro issued a third amendment to the IFB. This third amendment was primarily to give the contractor responsibility of the artwork; and it extended the bid period for an additional two weeks in order to give prospective bidders sufficient time to address the new requirement. Amendment 3 also extended the bids due date from August 7th to August 14th. **Metro received and opened three bids on August 14, 2012. Bids ranged from \$17 million to \$26 million. Low bidder requested permission to rescind, and remaining bids were above the engineer's estimate.** The project will be a Design-Build. Construction is scheduled for completion Summer 2014.

Harbor Transitway – Project completion has been delayed because the sound enclosure design was rejected by Caltrans and the Contractor must re-design the project. Caltrans has indicated it will take 4-6 weeks to review the re-design. To mitigate the delay, staff has requested additional support from the Metro Third Party Administration to work with Caltrans to accelerate their review and Metro procurement staff is working with the Contractor to accelerate their re-design. Design issues have been resolved on the sound barrier. Contractor (Peterson Chase) spent the month of July working on the construction work plan (CWP), and met with Metro to review the railing modifications during installation of the sound panels. Contractor is still scheduled to initiate post installation and base framing on August 22. Contractor schedule shows panels will be delivered by September 3rd and installed by September 24th. 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. By the end of July, the contractor (First Fire Systems) had installed most of the cameras, but cameras are not yet live because wiring to power and provide signal has not yet been completed. Digital Message Signs arrived in July, and contractor has begun installing

CRITICAL PATH NARRATIVE (Contd)

them at Harbor Gateway. A modification was issued to contractor for additional servers (and associated electrical components) required for the message boards. To date, project expenditures and encumbrances are well within the Project LOP.

Contractor to accelerate their re-design. Design issues have been resolved on the sound barrier. ***In August, the Contractor (Peterson Chase) began post installation and base framing. Contractor schedule shows panels will be delivered by September 3rd and installed by September 28th.*** 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 August, the contractor (First Fire Systems) continued installation of the conduit and wiring at the five Silver Line Stations. First Fire also installed the first of the Digital Message Signs (DMS) at the Harbor Gateway Station, and will test it in September; First Fire Systems began the installation of the DMS at the other Silver Line Stations as it completed the necessary conduit and wiring. A modification was issued to First Fire Systems for additional servers (and associated electrical components) required for the DMS boards.*** 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 18, 2012. The Board of Public Works awarded the contract in March and issued a Notice to Proceed. Construction commenced on April 9, 2012, and is anticipated to be completed by July 2012. The project is progressing per the schedule even with some delays for special events at LA Live. The contractor is trying to work Saturdays to compensate for any lost work days. Full system integration will be complete by ***September*** 2012. Staff is working with LADOT to complete the project in ***September*** 2012 as it is now on the Critical Path. During June, the field construction part of the

CRITICAL PATH NARRATIVE (Contd)

project was completed. ***Metro to submit the transponder information so that LADOT can activate the TPS system on Figueroa.*** Part of the TPS project also includes the extension of the existing AM peak-period northbound bus-only lane on Figueroa St. between 23rd Street and 4th Street to cover the PM peak-period. ***A Traffic Control Report (TCR) has been approved by the General Manager of LADOT to extend the PM peak-period bus only lane. Signs fabrication work orders have been submitted. Installation of the signs is still scheduled in the first two weeks of October.*** LADOT obtained approval from Metro for the camera installation work at Alameda. Completion is scheduled for end of ***December*** 2012.

LA ExpressPark Project

LADOT's Evaluation Panel completed its work on April 6, 2011, and recommended that ACS State & Local Solutions be selected as the prime contractor for LA ExpressPark. The second proposer filed a protest. The formal protest of the contractor selection process was withdrawn on May 20, 2011. LADOT Board of Transportation Commissioners approved the LA ExpressPark contractor selection and forwarded their report to the Mayor and the CAO on June 9, 2011. On August 12, 2011, the L.A. City Council unanimously approved the CAO report, authorizing LADOT to execute the contract with ACS for the implementation of the LA ExpressPark Intelligent Parking Management Project. Also, the City Council provided LADOT the authority to adjust on-street parking meter rates in the LA ExpressPark project area. It should be noted that the project has been separated into three phases. The date for the LA ExpressPark to be fully operational (October 2012) will not impact the start of the Demo Evaluation Period. LA ExpressPark will support Phase I of the demand-based pricing no later than May 2012.

It will be expanded to support Phase II no later than July 2012 and Phase III no later than November 2012, which is consistent with RFP requirements. Phase I will use the baseline data to refine base hourly rates to influence demand. Phase II will build on the demand balance from Phase I and will identify peak periods and establish hourly rates by the time of day. Phase III will adjust rates per block in select areas in real-time based on current demand. ***Beginning Monday, August 6th, LADOT implemented the first parking meter rates in L.A. that change throughout the day. In Chinatown and part of the Fashion District, there are now on-street parking meters that have different hourly rates matching the parking demand in the morning, midday, and evening. Public outreach continued through the month and so far the feedback has been positive. Public outreach continued through the month and so fare the feedback has been positive.***

PROGRAM COST STATUS

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

PERIOD ENDING: AUGUST 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	136,178	55,709,476	18,217	50,821,986	-
CP 202287 - HARBOR TRANSITWAY IMPROVEMENTS			3,850,000	-	3,850,000	34,399	3,440,182	19,684	2,362,445	-
CP 202317 - PATSOURAS PLAZA CONNECTOR		4	16,803,000	-	16,803,000	157,378	2,254,054	99,902	2,111,970	-
CP 210115 - BIKE LOCKERS			101,012	-	101,012	-	101,012	-	101,012	-
CP 210120 - TOLLTECHNOLOGY & ROADWAY IMPROVEMENTS		1	120,635,000	-	120,635,000	172,405	100,750,935	410,407	90,029,284	-
METRO & CALTRANS TOTAL			228,709,629	-	228,709,629	500,360	189,470,276	548,210	172,641,314	-
OTHER AGENCIES OR OTHER METRO COSTS:										
METROLINK	POMONA METROLINK STATION - INC. PARKING	5	10,815,476	-	10,815,476	-	10,815,476	-	10,815,476	-
METRO	OPERATING SUBSIDY FOR DEMO		6,716,462	-	6,716,462	-	-	-	-	-
METRO	I-110 Adams Flyover PSR - METRO	3	7,840,790	-	7,840,790	-	1,451,142	-	625,589	-
FOOTHILL TRANSIT	PROCURE 12 BUSES		7,500,000	-	7,500,000	-	7,305,825	-	7,305,825	-
FOOTHILL TRANSIT	OPERATING SUBSIDY FOR DEMO		3,200,000	-	3,200,000	-	-	-	-	-
TORRANCE TRANSIT	PROCURE 4 BUSES		2,800,000	-	2,800,000	-	2,800,000	-	2,286,900	-
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		856,796	-	856,796	13,594	580,426	13,594	580,426	-
METRO	FACILITY O&M		-	-	-	-	-	-	-	-
METRO	VANPOOLS		400,000	-	400,000	-	-	-	-	-
LADOT	EXPRESSPARK		18,500,000	-	18,500,000	-	18,477,803	-	6,342,256	-
OTHER AGENCIES OR OTHER METRO COSTS:			61,707,260	-	61,707,260	13,594	42,630,672	13,594	29,086,056	-
TOTAL CRD PROGRAM:			290,416,889	-	290,416,889	513,954	232,100,947	561,804	201,727,370	-

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 \$331.6M 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 ISTE A 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 JUL 31, 2012. CP 202001 - UNION DIVISION, HAS BEEN REMOVED FROM THE CRD PROGRAM.

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

Funding Sources	(A)	(B)	(C)	(D)	(E)	(E/B+C)	(F)	(F/B+C)	(G)	(G/B+C)
	Original Budget	Total Funds Anticipated	Add'l Funds Anticipated	Total Funds Available	Commitments		Expenditures		Billed to Funding Source	
					\$	%	\$	%	\$	%
Federal - Section 5309 ⁽¹⁾	\$ 210,600,000	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	
Federal - Section 5307 ⁽²⁾	\$ -	\$ 83,516,000	\$ -	\$ 83,296,999	\$ 82,124,422	98.3%	\$ 78,780,483	94.3%	\$ 79,181,332	94.8%
Cities' match to Section 5307 ⁽²⁾	\$ -	\$ 2,256,000	\$ -	\$ 2,256,000	\$ 2,257,793	100%	\$ 1,910,610	84.7%	\$ 1,910,610	84.7%
Federal - CMAQ (transferred from 5307)	\$ -	\$ 57,500,000	\$ 18,900,000	\$ 76,400,000	\$ 64,022,914	83.8%	\$ 44,304,088	58.0%	\$ 21,680,477	28.4%
Federal - CMAQ	\$ -	\$ -	\$ 18,300,000	\$ 17,900,001	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Federal - Section 5309 State of Good Repair	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	
Federal - Section 5308 Clean Fuel	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	
Federal - Section 5309 Livability Initiative	\$ -	\$ -	\$ 9,679,000	\$ 9,679,000	\$ 1,101,787	11.4%	\$ 1,004,488	10.4%	\$ 239,326	2.5%
Other agencies' Federal Funds	\$ -	\$ -	\$ 9,732,591	\$ 9,732,591	\$ 4,620,873	47.5%	\$ 3,960,430	40.7%	\$ 3,459,959	35.6%
State - Prop 1B SLPP ^{(3) (5) (6)}	\$ -	\$ 20,000,000	\$ -	\$ 20,000,000	\$ 20,000,000	100.0%	\$ 20,000,000	100.0%	\$ 20,000,000	100.0%
State - Prop 1B Transit	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	
Local - Measure R 35% ⁽⁵⁾	\$ -	\$ 3,586,931	\$ -	\$ 3,586,931	\$ 3,586,931	100%	\$ 3,586,931	100.0%	\$ 3,586,931	100%
Local - Prop C 40% ⁽⁵⁾	\$ -	\$ 13,025,069	\$ -	\$ 13,025,069	\$ 12,726,167	97.7%	\$ 11,819,189	90.7%	\$ 11,919,401	91.5%
Local - Prop C 25% ⁽⁵⁾	\$ -	\$ 28,355,000	\$ 3,123,158	\$ 30,355,000	\$ 32,503,885	103.3%	\$ 31,870,118	101.2%	\$ 29,604,295	94.0%
Local - Prop C 10% ⁽⁵⁾	\$ -	\$ 1,120,000	\$ -	\$ 1,120,001	\$ 1,120,001	100.0%	\$ 1,120,001	100.0%	\$ 1,120,001	100.0%
Local- Capital Projects Repayment ⁽⁵⁾	\$ -	\$ 1,241,000	\$ -	\$ 1,241,000	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Local - SAFE ⁽⁴⁾	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Other Local funds ⁽⁷⁾	\$ -	\$ -	\$ 6,815,629	\$ -	\$ 1,971,104	28.9%	\$ -	0.0%	\$ -	0.0%
Other agencies' contribution	\$ -	\$ -	\$ 9,266,510	\$ 8,821,510	\$ 6,065,073	65.5%	\$ 3,371,031	36.4%	\$ 2,599,706	28.1%
TOTALS	\$ 210,600,000	\$ 210,600,000	\$ 79,816,887	\$ 277,414,102	\$ 232,100,949		\$ 201,727,370		\$ 175,302,039	

Notes:

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

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

⁽³⁾ SLPP = State and Local Partnership Program

⁽⁴⁾ SAFE = Service Authority for Freeway Emergencies

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

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

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

Division 13 was removed from the LA CRD program.

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

PROJECT	FUNDING SOURCES (Funds Anticipated)											Total Local Funds	Non CRD Funds	Total	
	Federal - Section 5309	Federal - Section 5307	Cities' Match to Section 5307	Federal - CMAQ (Transferred from 5307)	State - Prop 1B SLPP	Local - Measure R 35%	Local - Prop C 40%	Local - Prop C 25%	Local - Prop C 10%	Local - Capital Projects Repayment					
	A	B	C	D	E	F	G	H	I	J					
Metro															
PROCUREMENT 41 BUSES	\$ -	\$ 22,588,132	\$ -	\$ -	\$ -	\$ 3,586,931	\$ 1,039,553	\$ -	\$ -	\$ -	\$ -	\$ 4,626,485	\$ -	\$ -	\$ 27,214,617
DIVISION 13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EL MONTE TRANSIT CENTER	\$ -	\$ 42,886,636	\$ -	\$ -	\$ -	\$ -	\$ 10,851,736	\$ -	\$ -	\$ -	\$ -	\$ 10,851,736	\$ 6,367,629	\$ -	\$ 60,106,000
PATSAOURAS PLAZA IMPROVEMENTS	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 15,303,000	\$ -	\$ 16,803,000
HARBOR TRANSITWAY IMPROVEMENTS	\$ -	\$ 3,080,000	\$ -	\$ -	\$ -	\$ -	\$ 770,000	\$ -	\$ -	\$ -	\$ -	\$ 770,000	\$ -	\$ -	\$ 3,850,000
BIKE LOCKERS (El Monte, Artesia)	\$ -	\$ 37,232	\$ -	\$ -	\$ -	\$ -	\$ 63,780	\$ -	\$ -	\$ -	\$ -	\$ 63,780	\$ -	\$ -	\$ 101,012
TOLL TECHNOLOGY & ROADWAY IMPROVEMENTS (Express Lanes)	\$ -	\$ -	\$ -	\$ 41,500,000	\$ 20,000,000	\$ -	\$ -	\$ 28,355,000	\$ -	\$ 1,241,000	\$ -	\$ 29,596,000	\$ 29,539,000	\$ -	\$ 120,635,000
Metro Total	\$ -	\$ 69,792,000	\$ -	\$ 41,500,000	\$ 20,000,000	\$ 3,586,931	\$ 13,025,069	\$ 28,355,000	\$ -	\$ 1,241,000	\$ -	\$ 46,208,000	\$ 51,209,628	\$ -	\$ 228,709,628
Other Agencies/Other Metro Costs															
METROLINK - Pomona Station (Including Parking)	\$ -	\$ 4,480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,120,000	\$ -	\$ -	\$ 1,120,000	\$ 5,215,476	\$ -	\$ 10,815,476
METRO - Operating Subsidy for Demo (Highway)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,915,338	\$ -	\$ 2,915,338
METRO - Operating Subsidy for Demo (Transit)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,801,124	\$ -	\$ 3,801,124
METRO - I-110 Adams Flyover (PSR)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,840,790	\$ -	\$ 7,840,790
FOOTHILL TRANSIT - Procure 12 Buses	\$ -	\$ 6,008,000	\$ 1,492,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000	
FOOTHILL TRANSIT - Operating Subsidy For Demo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000	\$ -	\$ 3,200,000
TORRANCE Transit - Procure 4 Buses	\$ -	\$ 2,276,000	\$ 524,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800,000	
TORRANCE Transit - Operating Subsidy For Demo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ -	\$ 1,200,000
GARDENA Transit - Procure 4 Buses	\$ -	\$ 960,000	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	
GARDENA Transit - Operating Subsidy For Demo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 677,736	\$ -	\$ 677,736
LADOT - Transit Signal Priority	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (143,204)	\$ 856,796
METRO - Vanpools	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000
LADOT - Express Park	\$ -	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 18,500,000
Other Agencies/Other Metro Costs Total	\$ -	\$ 13,724,000	\$ 2,256,000	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,120,000	\$ -	\$ -	\$ 1,120,000	\$ 28,607,260	\$ -	\$ 61,707,260
TOTAL FUNDS ANTICIPATED	\$ -	\$ 83,516,000	\$ 2,256,000	\$ 57,500,000	\$ 20,000,000	\$ 3,586,931	\$ 13,025,069	\$ 28,355,000	\$ 1,120,000	\$ 1,241,000	\$ -	\$ 47,328,000	\$ 79,816,888	\$ -	\$ 290,416,888

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

PROJECT	FUNDING SOURCES (Expenditures)											Total Local Funds	Non CRD Funds	Total	
	Federal - Section 5309	Federal - Section 5307	Cities' Match to Section 5307	Federal - CMAQ (Transferred from 5307)	State - Prop 1B SLPP	Local - Measure R 35%	Local - Prop C 40%	Local - Prop C 25%	Local - Prop C 10%	Local - Capital Projects Repayment					
	A	B	C	D	E	F	G	H	I	J					
Available Sources	\$ -	\$ 83,516,000	\$ 2,256,000	\$ 57,500,000	\$ 20,000,000	\$ 3,586,931	\$ 13,025,069	\$ 28,355,000	\$ 1,120,000	\$ 1,241,000	\$ -	\$ 47,328,000	\$ 79,816,888	\$ -	\$ 290,416,888
Metro															
PROCUREMENT 41 BUSES	\$ -	\$ 22,588,132	\$ -	\$ -	\$ -	\$ 3,586,931	\$ 1,039,553	\$ -	\$ -	\$ -	\$ -	\$ 4,626,485	\$ -	\$ -	\$ 27,214,617
DIVISION 13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EL MONTE TRANSIT CENTER	\$ -	\$ 40,657,589	\$ -	\$ -	\$ -	\$ -	\$ 10,164,397	\$ -	\$ -	\$ -	\$ -	\$ 10,164,397	\$ -	\$ -	\$ 50,821,986
PATSAOURAS PLAZA IMPROVEMENTS	\$ -	\$ 315,876	\$ -	\$ -	\$ -	\$ -	\$ 78,969	\$ -	\$ -	\$ -	\$ -	\$ 78,969	\$ 1,717,125	\$ -	\$ 2,111,970
HARBOR TRANSITWAY IMPROVEMENTS	\$ -	\$ 1,889,956	\$ -	\$ -	\$ -	\$ -	\$ 472,489	\$ -	\$ -	\$ -	\$ -	\$ 472,489	\$ -	\$ -	\$ 2,362,445
BIKE LOCKERS (El Monte, Artesia)	\$ -	\$ 37,232	\$ -	\$ -	\$ -	\$ -	\$ 63,780	\$ -	\$ -	\$ -	\$ -	\$ 63,780	\$ -	\$ -	\$ 101,012
TOLL TECHNOLOGY & ROADWAY IMPROVEMENTS (Express Lanes)	\$ -	\$ -	\$ -	\$ 38,284,284	\$ 20,000,000	\$ -	\$ -	\$ 31,745,000	\$ -	\$ -	\$ -	\$ 31,745,000	\$ -	\$ -	\$ 90,029,284
Metro Total	\$ -	\$ 65,488,785	\$ -	\$ 38,284,284	\$ 20,000,000	\$ 3,586,931	\$ 11,819,189	\$ 31,745,000	\$ -	\$ -	\$ -	\$ 47,151,120	\$ 1,717,125	\$ -	\$ 172,641,315
Other Agencies/Other Metro Costs															
METROLINK - Pomona Station (Including Parking)	\$ -	\$ 4,479,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,120,001	\$ -	\$ -	\$ 1,120,001	\$ 5,215,476	\$ -	\$ 10,815,476
METRO - Operating Subsidy for Demo (Highway)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
METRO - Operating Subsidy for Demo (Transit)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
METRO - I-110 Adams Flyover (PSR)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 625,589	\$ -	\$ 625,589
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	\$ -	\$ 2,096,000	\$ 190,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,286,900	
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	\$ -	\$ -	\$ -	\$ 554,514	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,912	\$ -	\$ 580,426
METRO - Vanpools	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
LADOT - Express Park	\$ -	\$ -	\$ -	\$ 5,465,290	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 876,965	\$ -	\$ 6,342,255
Other Agencies/Other Metro Costs Total	\$ -	\$ 13,291,698	\$ 1,910,610	\$ 6,019,804	\$ -	\$ -	\$ -	\$ -	\$ 1,120,001	\$ -	\$ -	\$ 1,120,001	\$ 6,743,942	\$ -	\$ 29,086,055
TOTAL EXPENDITURES	\$ -	\$ 78,780,483	\$ 1,910,610	\$ 44,304,088	\$ 20,000,000	\$ 3,586,931	\$ 11,819,189	\$ 31,745,000	\$ 1,120,001	\$ -	\$ -	\$ 48,271,121	\$ 8,461,068	\$ -	\$ 201,727,370
Underbudget(overbudget)	\$ -	\$ 4,735,517	\$ 345,390	\$ 13,195,912	\$ -	\$ -	\$ 1,205,880	\$ (3,390,000)	\$ (1)	\$ 1,241,000	\$ -	\$ (943,121)	\$ 71,355,820	\$ -	\$ 88,689,518

Note: The Express Lanes exceeded the PC25% funds available by \$3.4 million. Items need to be reconciled.

PROGRAM COST ANALYSIS

Adopted Budget

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

Current Forecast

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

Commitments

The Commitments increased by \$514k this period primarily for Metro staff charges, and purchase orders for materials and services for El Monte, Harbor Transitway, ExpressLanes, Patsaouras Plaza, I-110 Adams Flyover and LADOT's Transit Signal Priority Project.

Expenditures

Expenditures increased by \$562k this period primarily for expenditures for design/build invoices for El Monte and ExpressLanes, LADOT's Transit Signal Project, I-110 Adams Flyover, design and construction management consulting, and Metro and Caltrans staff labor charges. The \$201.7 million in Project Expenditures to date represent 69.5% 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 approved in May 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)

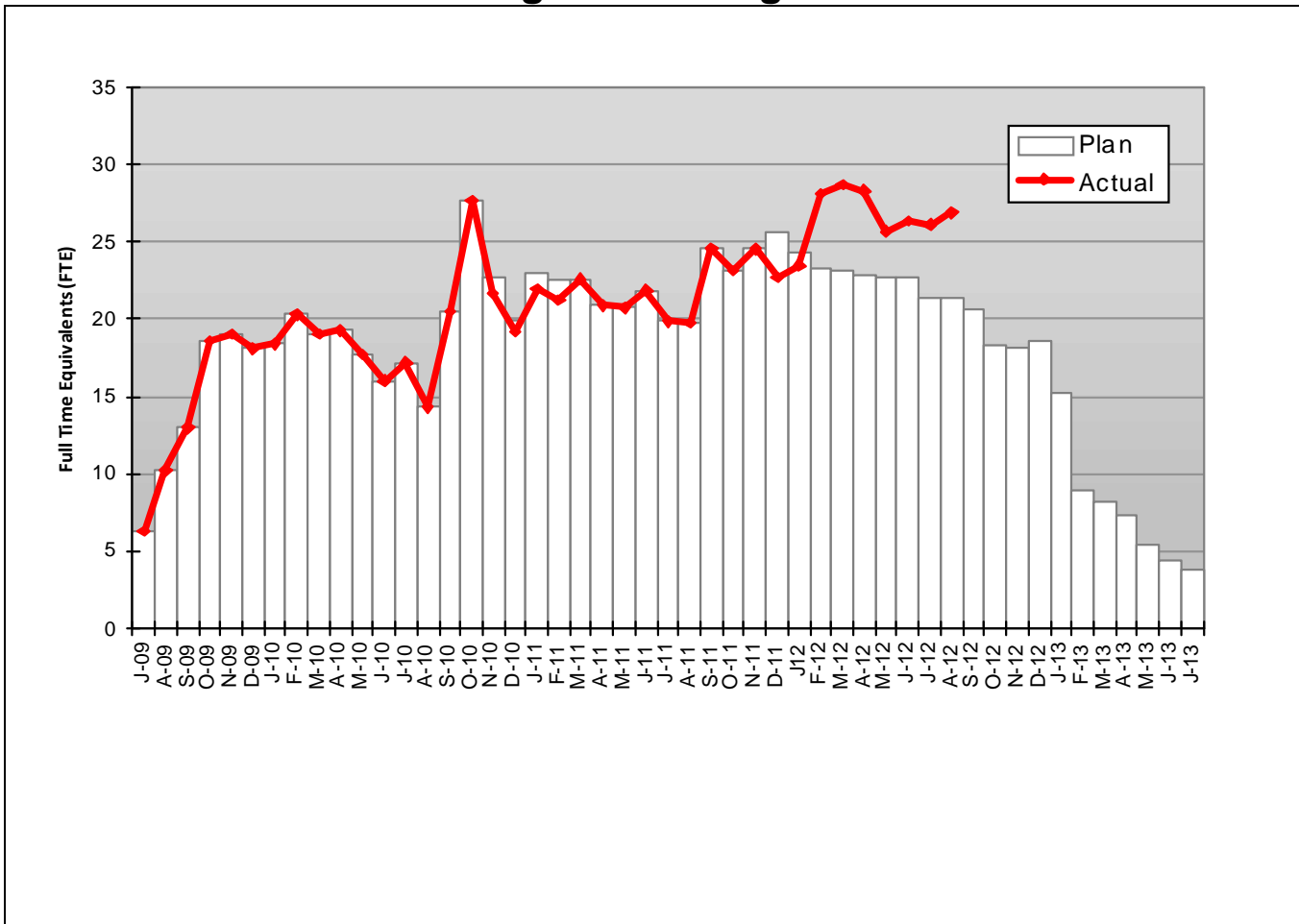
STATUS OF FUNDS ANTICIPATED (Contd)

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**



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 August 2012 outreach briefings were provided to staff of City of Los Angeles Councilman Bill Rosendahl, council members and attendees at the cities of Gardena, Monterey Park and Torrance city council meetings, and stakeholders at the Traffic Information People meeting, Torrance Traffic Commission, LAX Employees Association, San Gabriel Valley Transit providers, Metro South Bay Service Council, Glassell park Neighborhood Council, South bay and Westside Combined transit Providers, and Metro Citizens Advisory Committee.

The total of 370 program briefings were held between April 25, 2008 and August 31, 2012 as follows:

- *Program stakeholder briefings, technical advisory group meetings, and live web chats: 240*
- *Construction mitigation briefings: 4*
- *Legislative briefings: 72*
- *Corridor Advisory Group meetings: 16*
- *Public hearings: 8*
- *Community workshops: 7*
- *Information tables: 6*
- *Metro ExpressLanes Mobile Van (MEL) events: 17*

A total of 33 construction notices were distributed to the public between June 7, 2011 and August 31, 2012.

As of August 31, 2012, the Metro ExpressLanes stakeholder database included 2,361 contacts.

During the month of August 2012, 8 media stories mentioned Metro ExpressLanes Program.

QUALITY ASSURANCE STATUS

ExpressLanes Program

- Attended weekly coordination and ITS Detection Systems Meetings.
- Attended Partnering Session with Contractor.
- Reviewed CTE for CN 18: DSC – CIDH Piles Installation for Toll Signs located along I-10 Freeway.
- Participated in conference call for Readiness Review of Formal Commissioning testing of I-110 Corridor.

EI Monte Busway & Transit Center

- Attended weekly coordination meetings.
- Reviewed CTE 00044 – Signage and Wayfinding Revisions.

Union/Patsaouras Plaza Busway Station

- Reviewed bidder's quality section submittals.

SAFETY STATUS

ExpressLanes

- Participated in weekly Progress Meetings with Construction Manager and Atkinson's Management staff to discuss safety/security issues and construction schedule.
- Monitored daily and night construction activities to ensure compliance with contract specifications.
- Conducted an administration audit of the Contractor's work related injury and illness statistics.
- Atkinson and their subcontractors reported 12,795 work hours and zero incidents for the month of August 2012. Total project to date work hours are 182,023 and three recordable incidents. The Recordable Incident Rate is 3.2 and the National Average is 3.8.

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 zero incidents and 19,728 work hours for the month of August 2012. Total project to date work hours are 257,265 and the incident rate is 1.5. The National Average Rate is 3.8.

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

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

AGENCY NOISE AGREEMENTS

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
City of Los Angeles	Nighttime and Weekend Variance	Includes POC Bridge at Adams Blvd.			Capital	Noise variance was granted by the Police Commission.
City of Monterey Park		Freeway Median Area	City Variance Not Required			N/A
City of Rosemead		Freeway Median Area	City Variance Not Required			N/A
City of El Monte		Freeway Median Area	City Variance Not Required			N/A
City of Baldwin Park		N/A	No Work in this Jurisdiction			N/A

INTEROPERABILITY AGREEMENTS

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
Bay Area Toll Authority	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
Orange County Transportation Authority	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
San Diego Association of Governments	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	In Process
TCA	User Fee Agreement	User Fee (Title 21 Interoperability)		\$0	Operating	Executed 6/8/10

OPERATIONS AND MAINTENANCE AGREEMENTS

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
Caltrans	Cooperative Agreement	Outline roles for operations and maintenance of HOT Lanes		\$0	Operating	Executed
Caltrans	Joint Use Agreement	Advisory Committee & Sec. 166 Definitions			Operating	In Process
CHP	MOU	Dedicated Enforcement: 3 officers and 2 officers	Data Collection Requirement	\$1,994,284 CMAQ or Toll Revenues	Operating	With CHP for Legal Review
DMV	Requestor Account	Allows access to DMV records	None	\$250	Operating	Executed 2/9/12
USDOT	Tolling Agreement	Comply w/USC 166		\$0	Operating	In Process
TCA	License Agreement	FasTrak Logo License	None	\$1	Operating	Executed 6/8/10
MTA	FSP Agreement	Amend FSP Agreement for dedicated trucks			Operating	In Process
MTA	Collection Agency Agreement				Operating	Not Started
MTA	Transit Court Hearing Officers	Transit Court to provide Hearing Officers for Administrative Review Hearings	None	Actual Costs Toll Revenues	Operating	With Transit Court for final version
Foothill Transit	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
Torrance Transit	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
Gardena Municipal Bus Lines	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
Metro Bus Operations	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
OCTA	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
LADOT Commuter Express	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
USC	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
LAX Flyaway	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
LA County Sheriffs (Buses Only)	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process
CHP	MOU	Non Revenue Usage Agreement		\$0	Operating	In Process

OPERATIONS AND MAINTENANCE AGREEMENTS

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

TRANSIT IMPROVEMENT AGREEMENTS

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
Caltrans	Cooperative Agreement	Patsaouras Plaza		TBD	Capital	Executed
Caltrans	MOU	El Monte Transit Center		N/A	Capital	Executed
Caltrans	MOU	Harbor Transitway		N/A	Capital	Executed April 2010
LADWP	Electrical Service Agreement	Drops by Application Only			Capital	DWP is finished with the design and have installed most of the meters and powered up most of the drops.
So Cal Edison	Electrical Service Agreement	Drops by Application Only			Capital	SCE is finished with the design and have installed most of the meters and powered up most of the drops.

FUNDING AGREEMENTS

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
Caltrans	Cooperative Agreement	Initial Study for Environmental Document		\$200,000 Prop C	Capital	Executed June 2009
Caltrans	Funding Agreement	I-110 Flyover PSR and PA/ED		\$7,395,790	Capital	Executed 4/27/11
Foothill Transit Agency	LOA	Purchase 10 42' buses and funding for 1 year operating subsidy	Data Collection Requirement	\$7,461,000 FTA 5307 \$3,200,000 CMAQ	Capital and Operating	Executed August 2009
Foothill Transit Agency	LOA – Amendment #1	Purchase of 2 additional buses	No Additional Operating Subsidy	\$7,461,000 FTA 5307 \$3,200,000 CMAQ	Capital and Operating	Executed November 2009
Foothill Transit Agency	LOA – Amendment #2	Revise to include specifics about Data Collection		\$7,461,000 FTA 5307 \$3,200,000 CMAQ	Capital and Operating	Executed November 2011
Gardena Municipal Bus Lines	LOA	Purchase 2 gas/hybrid buses and funding for 1 year operating subsidy	Data Collection Requirement	\$1,200,000 FTA 5307 \$580,187 CMAQ	Capital and Operating	Executed September 2009
Gardena Municipal Bus Lines	LOA – Amendment #1	Revise to include specifics about Data Collection		\$1,200,000 FTA 5307 \$580,187 CMAQ	Capital and Operating	Executed January 2012
Torrance Transit	LOA	Purchase 4 buses and funding for 1 year operating subsidy	Data Collection Requirement	\$2,800,000 FTA 5307 \$1,160,373 CMAQ	Capital and Operating	Executed July 2009
Torrance Transit	LOA – Amendment #1	Revise to include specifics about Data Collection		\$2,800,000 FTA 5307 \$1,160,373 CMAQ	Capital and Operating	Executed January 2012
Los Angeles Department of Transportation	LOA	Intelligent Parking Management Program	Data Collection Requirement	\$15,000,000 CMAQ	Capital	Executed August 2009
Los Angeles Department of Transportation	LOA	Install Transit Signal Priority in Downtown Los Angeles	Data Collection Requirement	\$1,000,000 CMAQ	Capital	Executed August 2009
Los Angeles Department of Transportation	LOA – Amendment #1	Revise to include specifics about Data Collection		\$15,000,000 CMAQ	Capital	In Progress
Los Angeles Department of Transportation	LOA – Amendment #1	Revise to include specifics about Data Collection and add a camera at Alameda		\$900,884	Capital	Executed 7/17/12
Southern California Regional Rail Authority	LOA	Construct 100 parking spaces and expand platform at the Metrolink Pomona Station	Data Collection Requirement	\$4,480,000 FTA 5307 \$1,120,000 Prop C 10%	Capital	Executed August 2009
Southern California Regional Rail Authority	LOA – Amendment #1	Revise to include specifics about Data Collection		\$4,480,000 FTA 5307 \$1,120,000 Prop C 10%	Capital	Executed November 2011

FUNDING AGREEMENTS

Agency	Agreement Type	Purpose	Special Provisions	Funding Amount	Type of Funds	Completion Status
USDOT	MOU	Award CRD funding for I-10 and SR-210 Demonstration Project	Tolling Authority Required by 10/15/08; Revenue Operations by 12/31/10	\$213.6 Million FTA 5309	Capital	Executed April 2008
USDOT	MOU – Amendment #1	Shift from SR-210 to I-110 and I-10 Demonstration Project	Tolling Authority Required by 10/15/08; Revenue Operations by 12/31/10	\$210.6 Million FTA 5309	Capital	Executed July 2008
USDOT	MOU – Amendment #2	Administrative Amendment/ Reconcile MOU with Tolling Authority Legislation	Capacity Improvements by 12/31/08; Revenue Operations by 12/31/10	\$210.6 Million FTA 5309	Capital	Executed November 2008
USDOT	Letter Agreement	Concurrence for Schedule Extension			Capital	Concurred February 2012

DBOM CONTRACTOR RESPONSIBILITY

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

CONTRACT STATUS

<p>ExpressLanes Project Atkinson Construction</p>	<p>Contract No. PS0922102333 Status as of: August 31, 2012</p>																																	
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> · Installation of communication of systems along I-110 is complete. This completion will commence the commission testing. · Adams POC Plaza is fully backfilled. · Adams Widening has been poured along with northern most barrier that interfaces Adams widen along with POC Plaza. · Sign 4010 along the Adams Offramp was placed along with panel signs. · All sign structures that were orange tagged by Caltrans Material Engineering Testing (METS) for use along I-10 corridor have been released and accepted. · All deck welding on Adams Blvd. Widening has been completed and deck access openings have been poured. · The new approach slab for the eastern portion of Adams widening was poured. <p>Areas of Concern:</p> <ul style="list-style-type: none"> · Coordination of the DBOM contractor proposed construction with other Caltrans contractors on I-10, I-105, and I-110. · Installation of the communication network on I-10 Freeway · The Rehab contractor has not completed their work along the I-10 corridor. · Metro performed a site visit with Caltrans designers along I-10 corridor. Metro will work closely with Caltrans to determine areas of AC that will be replaced so the additional Expresslane between Fremont and 605 will be in a proper condition for the travelling public. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> · Commission testing on I-110 Freeway commenced on Monday, 8/27/12. · Continue distribution of transponders and the set up of customer accounts in the readiness for the revenue operations of the I-110 Freeway. · Installation of power feeds for DMS signs and lighting along I-10 continues. · Continue installation of drainage system along the I-10 corridor at locations adjacent to CIDH Foundations adjacent to Metrolink. · Continue with placement of median barrier and drainage at eastern most section of I-10, near I-605. · Sign panel replacement along I-110 continues. · Started installation of earthcam cameras along I-10 and I-110 Freeways. · Continue with installation of toll sites and Dynamic Message Signs (DMS) along I-10. · Continue installation of communication network along I-10. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> · Pour concrete in and around Adams POC Plaza area. In addition, set plants, benches, fencing, and peripheral lights along Adams widen. · Re-route temporary power at Adams that services street lighting systems. · Continue work on power feeds for DMS signs on I-10 Freeway · Continue setting sign posts, trusses, and sign structures along I-10. · Continue with construction of median barrier along I-10 freeway. · Final striping configuration at the Adams Widening, Offramp, and Flower Street. · Continue operation of the Customer Service Center as it relates to the projected revenue operations of ExpressLanes. · Continue commissioning testing on I-110 Freeway. · Continue installation of earthcam cameras along I-10 and I-110 Freeway. · Continue installation of communication network along I-10 Freeway. 																																	
		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	65	11/30/12	11/30/12	0																												
Final Acceptance		11/26/12	65	01/30/13	01/30/13	0																												
<p>Schedule Summary:</p> <table border="0"> <tr> <td>Notice of Award</td> <td style="text-align: right;">12/15/10</td> </tr> <tr> <td>Notice to Proceed</td> <td style="text-align: right;">01/11/11</td> </tr> <tr> <td>Original Contract Duration (CD)</td> <td style="text-align: right;">685</td> </tr> <tr> <td>Approved Time Extensions (CD)</td> <td style="text-align: right;">65</td> </tr> <tr> <td>Current Contract Duration (CD)</td> <td style="text-align: right;">750</td> </tr> <tr> <td>Data Collection/Demonstration (CD)</td> <td style="text-align: right;">365</td> </tr> <tr> <td>Elapsed Time from NTP (CD)</td> <td style="text-align: right;">598</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td style="text-align: right;">79.7%</td> </tr> </table>	Notice of Award	12/15/10	Notice to Proceed	01/11/11	Original Contract Duration (CD)	685	Approved Time Extensions (CD)	65	Current Contract Duration (CD)	750	Data Collection/Demonstration (CD)	365	Elapsed Time from NTP (CD)	598	Contract Elapsed Time Percent	79.7%	<p>Cost Summary: \$ In 000's</p> <table border="0"> <tr> <td>1. Award Value:</td> <td style="text-align: right;">72,364</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">11,253</td> </tr> <tr> <td>3. Pending Change Orders:</td> <td style="text-align: right;">5,656</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">89,273</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">73,598</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td style="text-align: right;">82.4%</td> </tr> </table>						1. Award Value:	72,364	2. Executed Modifications:	11,253	3. Pending Change Orders:	5,656	4. Current Contract Value (1 + 2 + 3):	89,273	5. Incurred Cost:	73,598	6. Percent Incurred Cost:	82.4%
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CONSTRUCTION PHOTOGRAPHS



Looking west on Adams widened area Adams off ramp pour made. Looking south at new concrete.



CONSTRUCTION PHOTOGRAPHS



New sign at Adams looking North from bottom of newly poured ramp.



New colored concrete placed POC.

CONSTRUCTION PHOTOGRAPHS



Looking at the exterior of the widened Adams bridge from the top of the POC looking west.

CONTRACT STATUS

<p>EI Monte Transit Center Project Contractor: KPRS Construction Svcs Inc.</p>		<p>Contract No.C0958 Status as: August 31, 2012</p>					
<p>Progress/Work Completed: Terminal</p> <p>- --All major concreting work has been completed, including the placement of the placement of the color concrete in the East Plaza.</p> <p>The 3 clocks inside an arch have been completed. This is considered a piece of art work.</p> <p>Retail/Transit Building</p> <ul style="list-style-type: none"> - Full Height Wall Framing - Building Canopy - Roofing - Glass - Tile – Terrazo-interior finishing of Transit building <p>Areas of Concern:</p> <ul style="list-style-type: none"> - Arrival and available time remaining to install all of the interior ceiling panels prior to Ribbon Cutting. <p>Elevator & Escalator inspection and certification by State Inspector</p> <ul style="list-style-type: none"> - Any major equipment failures would be disruptive at this point. Inspection and certification by State Fire Marshall 		<p>Major Activities (In Progress): Terminal</p> <p>- Building the final portion of Escalators and elevators plus Inspection and signoff by State Inspector. Major clean up of all work area's plus punch list work</p> <p>Retail/Transit Building</p> <p>Doing the final touch up work required to have area's ready for tenants and customers.</p> <p>Major Activities Next Period: Terminal</p> <p>-Complete all of the roof and side panels and insulation</p> <p>Retail/Transit Building</p> <ul style="list-style-type: none"> - Exterior Doors & Hardware - Finishes -Transit/Retail - Electric Panels & Wiring - HVAC Equipment/testing -Complete the sales area as to being ready to support the different bus line companies & ExpressLanes 					
			Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast
Commencement		08/13/10	0	08/13/10	N/A		
Completion		06/05/12	99	10/10/12	10/24/12	-14	
Schedule Summary:		Cost Summary: \$ In 000's					
Notice of Award	06/18/10	1. Award Value:		39,001			
Notice to Proceed	08/13/10	2. Executed Modifications:		0			
Original Contract Duration (CD)	660	3. Approved Change Orders:		8,435			
Approved Time Extensions (CD)	99	4. Current Contract Value (1 + 2 + 3):		47,436			
Current Contract Duration (CD)	759	5. Incurred Cost:		44,400			
Elapsed Time from NTP (CD)	687	6. Percent Incurred Cost:		93.6%			
Contract Elapsed Time Percent	90.5%						

CONSTRUCTION PHOTOGRAPHS



Looking east.



Bullnose ceiling frames.

CONSTRUCTION PHOTOGRAPHS



East plaza.

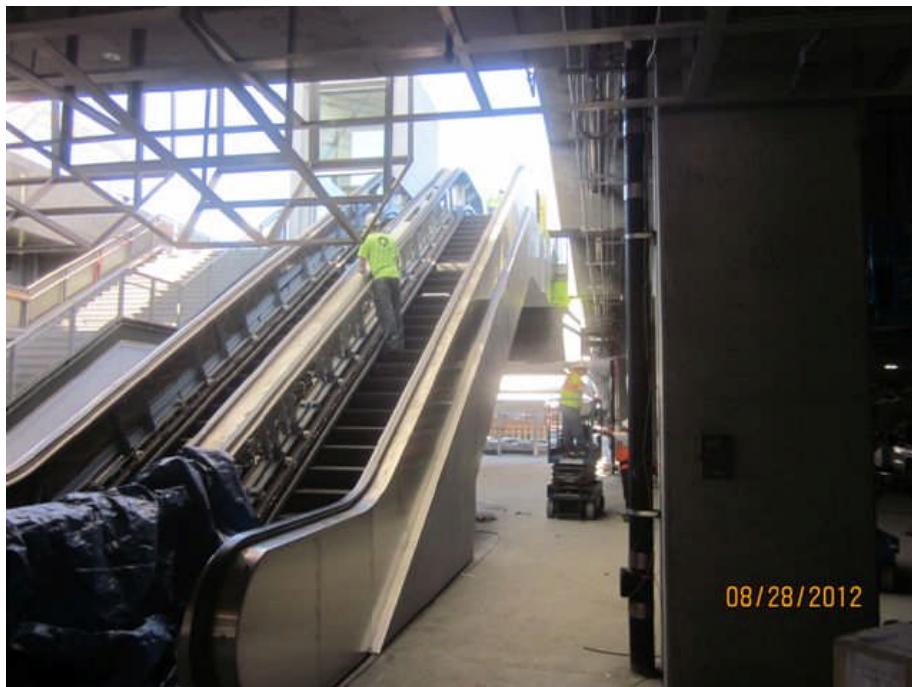


Transit building.

CONSTRUCTION PHOTOGRAPHS



Shrub planting in the east plaza.



Escalator cladding.

CONSTRUCTION PHOTOGRAPHS



Come a long ways in 7 months.

CHRONOLOGY OF EVENTS

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

CHRONOLOGY OF EVENTS

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

CHRONOLOGY OF EVENTS

July 25, 2012	Ribbon-Cutting Ceremony for the Opening of the Customer Service Center.
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”GO LIVE” DEPLOYMENT SCHEDULE

Timeline:

Scheduled Start of Operation ExpressLanes Program

2009	
8/2009 (Actual)	Bicycle Lockers @ Harbor Gateway Transit Center
2010	
12/2010 (Actual)	Sheriff’s substation @ Harbor Gateway Transit Center
12/2010 (Actual)	Metrolink Pomona (North) Station Improvements
2011	
6/2011 (Actual)	Phase I Silver Line enhanced service starts – AM peak every 10 minutes
7/2010 (Actual)	Lighting at Harbor Transitway Stations
8/2011 (Actual)	Bus Stop Cutouts @ Slauson & Manchester Transitway Stations
10/2011	Community-based Vanpool Formation
Late 2011 – (Actual)	New Buses received for I-10 El Monte Busway
Late 2011 – (Actual)	New Buses received for I-110 Harbor Transitway
2012	
5/2012	LA ExpressPark-Phase I Begins
6/2012	I-110 Adams Blvd. Flyover – Project Initiation Document/Project Study Report (PID/PSR)*
7/2012	LA ExpressPark-Phase II Begins
8/2012	El Monte Station Expansion
9/2012	Noise Pilot @ 37” Street Harbor Transitway Station
9/2012	CCTV Installation @ Harbor Transitway Stations
10/2012	LA ExpressPark-Phase III Begins, IPM Fully Operational
10/2012	Adams Blvd. Street Widening
11/2012	<i>I-110 ExpressLanes</i>
2013	
2/2013	I-10 ExpressLanes
2014	
Summer	Patsaouras Plaza Connector
3/2014	I-110 Adams Blvd. Flyover – Environmental Document (PAED)*

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

**LA CRD PRE-DEPLOYMENT DATA COLLECTION
Exogenous Factors**

Silver Line Non-UPA Transportation System Changes Log

December 2009	Service begins, bus assignments split between D9 & D18
December 2009	Service begins on Long Term Detour via 39 th St. to Figueroa due to Expo Line construction
June 2010	Travel time added for schedule adherence
September 2010	Service begins operating at adjacent El Monte Temporary Station during new station construction
December 2010	Long Term Detour cancelled, buses begin operating via 37 th St. Station & Adams Blvd; buses begin running out of D9 only
December 2009 to Present – Selected Late Night Closures	El Monte Busway closed which resulted in detouring via local streets to serve Cal State LA; LAC + USC not served during this time
February 2011 – Selected Late Night Closures	Harbor Transitway closed which resulted in detouring via Figueroa between Harbor Gateway Transit Center & downtown LA
March 2011-Selected Late Night Closures	Harbor Transitway Closed which resulted in detouring via Figueroa between Harbor Gateway Transit Center & Downtown LA. Weekend night closures occurred for the El Monte Busway.
May 31, 2011	Harbor Transitway closed which resulted in detouring via Figueroa between Harbor Gateway Transit Center & downtown LA
June 2011	From June 1-10, 2011, the Harbor Transitway had night closures which resulted in detouring via Figueroa between Harbor Gateway Transit Center & downtown LA and bus stations were not served on freeway platform.

Silver Line Non-UPA Transportation System Changes Log

August 2011	Beginning August 7, 2011 through September 2012 all stations along the Harbor Transitway are closed from 10:00 pm – 6:00 am every night due to Metro ExpressLanes construction. An alternate shuttle runs along Figueroa St. from 4:00 am – 6:00 am every day. No freeway platforms are served during the closure period.
September 2011	Beginning September 26, 2011 through September 2012, the El Monte Busway will be closed every night from 10:00 pm – 5 am (westbound) and 10:00 pm – 6:00 am (eastbound) due to Metro ExpressLanes construction. During this time, LAC+USC Medical Center Station and Cal State LA Station will not be served. Passengers are suggested to take Line 70 or Metrolink.
June 2012	Weekday rush hour service increased resulting in entire line operating a peak hour frequency of 4 1/2 min between El Monte and Downtown LA and frequency of 8 1/2 min (from 5 min and 10 min, respectively).

Metrolink San Bernardino Line Transportation System Changes Log

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

Metrolink San Bernardino Line Transportation System Changes Log

<p>November 2011</p>	<ul style="list-style-type: none"> • San Bernardino Line closed in the evening Wednesday, November 2nd between Fontana and Rancho Cucamonga due to a freight train derailment. • Due to an annual track maintenance project, Metrolink train service will be limited on the San Bernardino Line on November 5-6, 12-13 and 19-20.
<p>December 2011</p>	<ul style="list-style-type: none"> • The 60 Freeway was closed in both directions due to a tanker explosion, resulting in traffic being diverted to the I-10 and public transportation.
<p>January 2012</p>	<p>Schedule changes went into effect January 9 to coordinate with Amtrak's schedule changes and improve reliability. San Bernardino Line – Monday thru Friday Service.</p> <ul style="list-style-type: none"> • Train 319 and 331 will arrive later into Los Angeles • Train 333, 337 and 387 times have changed out of San Bernardino • Train 330, 32, 334 times have changed out of Los Angeles
<p>August 31 – September 30, 2012 – LA County Fair Special Service</p>	<p><i>Take the San Bernardino Line to the special Fairplex Station that drops you off right at the fair. A free shuttle will take you to the Yellow Gate to begin your fair adventure.</i></p>

Silver Line Ridership

Month	Average Weekday Boardings	% Change from Jan. 2010	Average Saturday Boardings	Average Sunday Boardings	HTW Average Weekday Boardings²	HTW % Change from June 2011
Dec. 2009 ¹	4,208	--	969	1,335		
Jan. 2010	6,612	--	2,231	1,411		
Feb. 2010	6,974	5.47%	2,489	1,768		
Mar. 2010	7,170	8.44%	2,566	1,805		
Apr. 2010	7,173	8.48%	2,860	1,744		
May 2010	7,422	12.25%	2,758	1,895		
Jun. 2010	7,227	9.30%	2,880	1,929		
Jul. 2010	7,488	13.24%	2,815	2,045		
Aug. 2010	7,487	--	2,811	1,919		
Sept. 2010	7,741	17.07%	2,788	2,018		
Oct. 2010	8,118	22.78%	2,892	2,044		
Nov. 2010	7,522	13.76%	2,304	1,474		
Dec. 2010	7,889	19.31%	2,430	1,788		
Jan. 2011	8,049	21.73%	2,800	1,701		
Feb. 2011	8,304	25.59%	2,595	1,918		
Mar. 2011	8,540	29.15%	2,836	1,804		
Apr. 2011	9,086	29.16%	2,900	1,804		
May 2011	9,329	41.09%	3,004	1,952		
Jun. 2011	8,892	34.48%	2,919	1,973	2,763	--
Jul. 2011	9,480	43.38%	3,746	2,294	3,372	22.04%

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

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

Silver Line Ridership

Month	Average Weekday Boardings	% Change from Jan. 2010	Average Saturday Boardings	Average Sunday Boardings	HTW Average Weekday Boardings²	HTW % Change from June 2011
Aug. 2011	9,730	47.16%	3,825	2,517	3,429	24.10%
Sep. 2011	10,414	57.50%	3,852	2,454	3,710	34.27%
Oct. 2011	11,234	69.90%	4,095	2,433	3,833	38.73%
Nov. 2011	10,648	61.04%	3,615	2,243	3,706	34.13%
Dec. 2011	9,386	41.95%	3,473	2,443	3,410	23.42%
Jan. 2012	10,601	60.32%	3,815	2,512	3,796	37.39%
Feb. 2012	11,089	67.71%	4,122	2,555	3,969	43.65%
Mar. 2012	11,157	68.73%	3,752	2,285	4,164	50.71%
Apr. 2012	11,241	70.00%	4,099	2,642	4,134	49.62%
May 2012	11,419	72.70%	4,218	2,679	4,202	52.08%
June 2012	10,941	65.47%	4,064	2,806	4,110	48.75%
July 2012	11,206	69%	4,529	3,093	4,504	63.01%
Aug. 2012	11,449	72.70%	4,441	3,168	4,633	67.68%

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

²Phase I Service changes began June 26, 2011 on the Harbor Transitway (HTW) portion of the Silver Line. Ridership levels for the Harbor Transitway/I-110 corridor are distinguished as the amount of boardings between Artesia Transit Center and Downtown Los Angeles. For Northbound traffic, the last stop is Olympic & Figueroa. For Southbound, the first stop is 5th & Flower. Also, all ridership numbers are estimates and are, therefore, subject to minor discrepancies.

El Monte Transit Center Parking Data

Date of Count	Time of Count	Count	Total Capacity	% Utilization
Jan. 12, 2010	10:30 AM	1,486	1,761	84.38%
June 10, 2010	11:45 AM	1,492	2,069	72.11%
July 8, 2010	12:15 PM	1,457	2,069	70.42%
August 12, 2010	12:45 PM	1,449	2,053	69.85%
Sept. 9, 2010	10:45 AM	1,449	2,053	70.58%
October 14, 2010	12:30 PM	1,187	1,196	99.25%
Nov 10, 2010	4:15 PM	1,138	1,196	95.15%
Dec. 9, 2010	12:00 PM	1,162	1,196	97.16%
Jan. 13, 2011	1:15 PM	1,188	1,196	99.33%
Feb. 10, 2011	2:00 PM	1,088	1,105	98.46%
March 10, 2011	1:15 PM	1,099	1,105	99.46%
April 27, 2011	2:30 PM	1,115	1,134	98.32%
May 12, 2011	3:00 PM	1,109	1,134	97.80%
June 9, 2011	3:15 PM	1,058	1,134	93.30%
July 28, 2011	3:05 PM	1,106	1,134	97.53%
August 11, 2011	3:30 PM	1,080	1,134	95.24%
Sept. 15, 2011	2:30 PM	1,092	1,134	96.30%
Oct. 26, 2011	2:15 PM	1,115	1,134	98.32%
Nov. 17, 2011	1:10 PM	1,121	1,134	98.85%
Dec. 15, 2011	3:30 PM	1,055	1,134	93.03%
Jan. 19, 2012	3:15 PM	1,012	1,134	89.24%
Feb. 9, 2012	3:00 PM	1,094	1,134	96.47%
March 8, 2012	12:30 PM	1,120	1,134	98.76%
April 12, 2012	12:30 PM	1,134	1,134	100%
May 22, 2012	11:00 AM	1,115	1,115	100%
June 21, 2012	1:30 PM	1,097	1,115	98%
July 19, 2012	2:00 PM	1,097	1,115	98.38%
August 9, 2012	2:00 PM	1,067	1,115	95.69%

*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.

** On May 22, 2012 the total parking capacity for El Monte Transit Center was recounted. The capacity changed due to El Monte Station construction activity.

Harbor Transitway Center Parking Data

Date of Count	Time of Count	Count	Total Capacity	% Utilization
June 10, 2010	10:00 AM	607	1,862	32.55%
July 8, 2010	10:30 AM	606	1,862	32.54%
August 12, 2010	10:45 AM	609	1,862	32.71%
Sept. 9, 2010	2:15 PM	607	1,862	32.60%
Oct. 14, 2010	11:00 AM	637	1,862	34.21%
Nov. 10, 2010	1:30 PM	636	1,862	34.16%
Dec. 9, 2010	11:00 AM	590	1,862	31.68%
Jan. 13, 2011	11:00 AM	655	1,862	35.18%
Feb. 10, 2011	12:00 PM	685	1,862	36.79%
March 10, 2011	10:45 AM	681	1,862	36.57%
April 27, 2011	11:15 AM	683	1,862	36.68%
May 12, 2011	10:45 AM	759	1,862	40.76%
June 9, 2011	10:50 AM	640	1,862	34.37%
July 28, 2011	12:00 PM	644	1,862	34.59%
August 11, 2011	12:30 PM	653	1,862	35.07%
Sept. 15, 2011	11:30 PM	713	1,862	38.29%
Oct. 26, 2011	11:30 AM	789	1,862	42.37%
Nov. 17, 2011	11:30 AM	719	1,862	38.61%
Dec. 15, 2011	12:15 PM	682	1,862	36.62%
Jan. 19, 2012*	11:30 AM	784	1,728	45.37%
Feb. 9, 2012	11:30 AM	830	1,728	48.03%
March 8, 2012**	11:30 AM	810	1,551	52.22%
Apr. 12, 2012	10:30 AM	760	1,551	49.00%
May 16, 2012***	2:30 PM	850	1,633	52.05%
June 21, 2012	11:15 AM	810	1,633	49.60%
July 19, 2012	11:45 PM	780	1,633	47.76%
August 9, 2012	11:30 AM	774	1,633	47.39%

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

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

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

El Monte Transit Center Bike Parking Data

Date of Count	Time of Count	Count	Total Capacity	% Utilization
Nov. 10, 2010	4:15 PM	25	56	44.64%
Dec. 9, 2010	12:00 AM	34	56	60.71%
Jan. 13, 2011	1:15 PM	21	56	37.50%
Feb. 10, 2011	2:00 PM	35	56	62.5%
March 10, 2011	1:15 PM	35	56	62.5%
April 27, 2011	2:30 PM	33	56	58.93%
May 12, 2011	3:00 PM	35	56	62.5%
June 9, 2011	3:15 PM	35	56	62.5%
July 28, 2011	3:05 PM	37	56	66.07%
Aug. 11, 2011	3:30 PM	35	56	62.5%
Sept. 15, 2011	2:30 PM	43	56	76.79%
Oct. 26, 2011	2:15 PM	41	56	73.21%
Nov. 17, 2011	1:10 PM	42	56	75%
Dec. 15, 2011	3:30 PM	36	56	64.28%
Jan. 19, 2012	3:20 PM	42	56	75%
Feb. 9, 2012	3:15 PM	30	56	53.57%
March 8, 2012	3:00 PM	30	56	53.57%
April 12, 2012	12:30 PM	44	56	78.57%
May 22, 2012*	11:00 AM	43	44	97%
June 21, 2012	1:30 PM	44	44	100%
July 19, 2012 **	2:00 PM	45	56	80.35%
August 9, 2012	2:00 PM	39	56	69.64%

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

** 6 Additional U-Racks were placed at El Monte Station prior to the July 19, 2012 counts,

Harbor Gateway Transit Center Bike Data

Date of Count	Time of Count	Count	Total Capacity	% Utilization
Oct. 14, 2010	11:00 AM	1	16	6.25%
Nov. 10, 2010	2:15 PM	0	22	0%
Dec. 9, 2010	11:15 AM	1	22	4.54%
Jan. 13, 2011	11:20 AM	4	22	18.18%
Feb. 10, 2011	12:00 PM	4	22	18.18%
March 10, 2011	11:00 AM	2	22	9.09%
April 27, 2011	11:15 AM	7	22	31.82%
May 12, 2011	10:45 AM	1	22	4.54%
June 9, 2011	11:30 AM	2	22	9.09%
July 28, 2011	12:30 PM	3	22	13.64%
Aug. 11, 2011	12:45 PM	2	22	9.09%
Sept. 15, 2011	11:35 PM	2	22	9.09%
Oct. 26, 2011	11:30 AM	0	22	0%
Nov. 17, 2011	11:30 AM	0	22	0%
Dec. 15, 2011	12:30 PM	1	22	4.54%
Jan. 19, 2012	11:30 AM	3	22	13.64%
Feb. 9, 2012	11:10 AM	7	22	31.82%
March 8, 2012	11:30 AM	3	22	13.64%
April 12, 2012	10:45 AM	3	22	13.64%
May 16, 2012	3:00 PM	5	22	22.72%
June 21, 2012	11:15 AM	5	22	22.72%
July 19, 2012	10:45 PM	4	22	18.18%
Aug. 9, 2012	11:30 AM	5	22	22.72%

Pomona Metrolink Station Parking Data

Date of Count	Time of Count	Count	Total Capacity	% Utilization
Sept. 16, 2009	10:45 AM	230	230	100%
Oct. 21, 2009	10:30 AM	230	230	100%
Nov. 18, 2009	10:15 AM	230	230	100%
Dec. 16, 2009	10:45 AM	230	230	100%
Jan. 20, 2010	10:00 AM	230	230	100%
Mar. 17, 2010	10:15 AM	230	230	100%
Apr. 21, 2010	10:30 AM	230	230	100%
May 19, 2010	10:15 AM	230	230	100%
June 9, 2010	1:00 PM	307	373	82.53%
July 15, 2010	10:15 AM	310	373	83.33%
August 12, 2010	1:30 PM	310	372	83.33%
Sept. 9, 2010	11:45 AM	310	372	83.33%
Oct. 14, 2010	1:25 PM	344	372	92.47%
Nov. 10, 2010	3:40 PM	271	372	72.85%
Dec. 9, 2010	1:00 PM	232	372	62.36%
Jan. 13, 2011	12:20 PM	291	372	78.23%
Feb. 10, 2011	1:00 PM	309	372	83.06%
March 10, 2011	12:15 PM	351	372	94.35%
April 27, 2011	12:35 PM	308	372	82.80%
May 12, 2011	12:45 PM	298	372	80.11%
June 9, 2011	12:45 PM	276	372	74.19%
July 28, 2011	1:30 PM	284	372	76.34%
August 11, 2011	1:45 PM	294	372	79.03%
Sept. 15, 2011	12:30 PM	309	372	83.06%
Oct. 26, 2011	1:40 PM	321	372	86.29%
Nov. 17, 2011	12:35 PM	315	372	84.67%
Dec. 15, 2011	1:20 PM	298	372	80.11%
Jan. 19, 2012	12:30 PM	323	372	86.82%
Feb. 9, 2012	12:30 PM	317	372	85.21%
March 8, 2012	12:45 PM	347	372	93.27%
April 12, 2012	11:45 AM	322	372	86.55%
May 22, 2012	12:00 PM	358	372	96.23%
June 21, 2012	2:05 PM	302	372	81.18%
July 19, 2012	11:45 PM	291	372	78.22%
August 9, 2012	12:45 PM	305	372	81.98%

Metrolink San Bernardino Line Ave. Weekday Inbound Ridership

Date	Boardings	% Change from Previous Month
June 2009	6,264	--
July 2009	6,185	-1.26%
August 2009	5,969	-3.49%
September 2009	6,028	0.99%
October 2009	6,122	1.56%
November 2009	5,915	-3.38%
December 2009	5,501	-7.00%
January 2010	5,750	4.53%
February 2010	5,762	0.21%
March 2010	5,959	3.42%
April 2010	5,911	-0.81%
May 2010	5,854	-0.97%
June 2010	5,797	-0.98%
July 2010	5,510	-4.95%
August 2010	5,381	-2.40%
September 2010	5,595	3.98%
October 2010	5,720	2.23%
November 2010	5,635	-1.48%
December 2010	5,069	-11.16%
January 2011	5,646	11.38%
February 2011	5,730	1.49%
March 2011	5,962	4.04%
April 2011	6,220	4.33%
May 2011	6,288	1.09%
June 2011	6,060	-3.63%
July 2011	6,134	1.22%
August 2011	6,069	-1.06%
September 2011	5,984	-1.04%
October 2011	5,886	-1.64%
November 2011	5,663	-3.79%
December 2011	5,660	-0.001%
January 2012	6,107	7.90%
February 2012	6,256	2.44%
March 2012	6,173	-1.33%
April 2012	6,134	-0.63%
May 2012	6,293	2.59%
June 2012	6,087	-3.27%
July 2012	5,899	-3.09%
August 2012	Data Unavailable	

Cumulative Media Articles

Date	Article	Publication or Blog
8/27/2012	ExpressLanes Transponders	Daily Breeze
8/21/2012	Metro ExpressLanes Transponders Now Available at Auto Club Branches Throughout Southern California	Los Angeles City and Press
8/20/2012	AAA Now Offering ExpressLanes Transponders with 20 Percent Discount on Initial Tolls for Auto Club Members	The Source
8/20/2012	Metro ExpressLanes Transponders Now Available at Auto Club Branches Throughout Southern California	Metro media release
8/17/2012	Los Angeles ExpressLane Transponders Now Available at Auto Club Branches	AAA Media Release
August, 2012	Metro ExpressLanes Info Bus At City Hall	City of LA Personnel Department Commute Options Newsletter
8/15/2012	Metro ExpressLanes	USC Football Newsletter
8/2/2012	Freeway ExpressLanes	Daily Breeze
7/31/2012	Metro and Caltrans Announce Availability of Metro ExpressLanes FasTrak® Transponders for Fall Debut	Mobility 21 - Forward Motion
7/27/2012	Metro Announces ExpressLanes Customer Walk-In Center in Gardena	LA Sentinel
7/26/2012	Metro Unveils FasTrak Devices for Freeway Toll Lanes	Neon Tommy - USC Annenberg Digital News
7/26/2012	Get in the ExpressLane: This ExpressLanes Congestion Pricing Thing Is...	Curbed LA
7/26/2012	LA Commuters to Need Transponders for ExpressLanes	ABC7.com
7/26/2012	Device Unveiled to Allow Motorists to Use Freeway Toll Lanes	LA Times, L.A. Now
7/25/2012	ExpressLanes Equipment for Access to Harbor, San Bernardino Freeway Toll Lanes Goes on Sale	Socalnews.com
7/25/2012	Metro and Caltrans Announce Availability of FasTrak Transponders for ExpressLanes Project on 10 and 110 Freeways	The Source Blog
7/25/2012	Ribbon-Cutting Opens the Metro ExpressLanes Walk-In Customer Center	The Source Blog
7/25/2012	Ribbon-Cutting Ceremony in Gardena	The Source Blog
7/25/2012	Metro ExpressLanes FasTrak Customer Service Center Ribbon Cutting Ceremony Program	The Source Blog

Cumulative Media Articles

Date	Article	Publication or Blog
7/25/2012	Ya están disponibles los transpondedores para los nuevos Carriles Exprés en las autopistas 110 y 10	El Pasajero Blog
7/25/2012	Metro and Caltrans Announce Availability of Metro ExpressLane FasTrak® Transponders for Fall debut of I-110 Harbor Freeway ExpressLanes; San Bernardino Freeway Metro ExpressLanes Debut Early 2013	Metro Media Release
7/24/2012	Avisos de construcción en autopista I-10 por trabajos del proyecto ExpressLanes	El Pasajero Blog
7/24/2012	Anuncian Mañana La Apertura del Centro de Usuarios Para Los Carriles Exprés de Metro	El Pasajero Blog
7/24/2012	Metro, Caltrans & Elected Officials Announce Availability of Metro ExpressLanes FasTrak® Transponders for Debut of 110 Harbor Freeway ExpressLanes this Fall	Metro Media Advisory
7/22/2012	HOT Lanes are Coming to L.A. Area to Burn Up Congestion	Los Angeles Daily News Op Ed
7/19/2012	Transponders Hold Key to New Harbor (110) Freeway ExpressLanes	Daily Breeze, Contra Costa Times, and San Jose Mercury News
7/18/2012	110 Freeway Express Lanes Coming in November	CBS Los Angeles
7/12/2012	ExpressLanes Program to Launch in the Fall	L.A. Business This Week - A Weekly Update from the L.A. Area Chamber
July 2012 Edition	Metro to Add ExpressLanes in Los Angeles	Los Angeles News for Travel Professionals
7/11/2012	Clearing Up Toll -Lane Confusion (or Trying To)	Los Angeles Daily News
7/10/2012	Construction of El Monte Bus Station on Track to Finish in Late August	San Gabriel Valley Tribune
7/7/2012	Editorial: Transportation Officials Must Do A Better Job Preparing for Metro ExpressLanes	Los Angeles Daily News
7/5/2012	More Details on LA HOT Lanes Project	Road Pricing
7/3/2012	Roadway Improvements Underway Throughout San Gabriel Valley	Whittier Daily News, San Gabriel Valley Tribune, and Pasadena Star News
July/August	Express Yourself: How New Express Lanes Are Changing Our Commutes	Westways
July, 2012	Get Your Employees Prepared to Use Metro ExpressLanes	CommuteSmart News

Cumulative Media Articles

Date	Article	Publication or Blog
6/26/2012	Our View: When Freeway is Not Free	San Gabriel Valley Tribune
6/25/2012	Drivers on the 10 Get Ready to Pay for Carpool Lane	Whittier Daily News, San Gabriel Valley Tribune, and Pasadena Star News
6/15/2012	ExpressLanes Construction Notice for City of Rosemead	The Source Blog
6/12/2012	Santa Monica Resets Its Parking Meter System	The New York Times
6/7/2012	Carpool Lanes on 110 to Go FasTrak	The Orange County Register
6/6/2012	Caltrans y Metro Muestran Como Funcionaran Los Carriles de Cuota En Las Autopista 110 y 10	El Pasajero Blog
5/31/2012	Motorists to Begin Seeing First Electronic ExpressLanes Message Boards Along Harbor Freeway	The Source Blog
5/31/2012	Toll Lanes on 110 Freeway Expected to Be Ready by November	LA Times, L.A. Now
5/25/2012	Park This Way: Get ready to Pay Up to \$6 at Hour at Downtown meters	Los Angeles Downtown News
5/22/2012	Transportation Headlines, Tuesday, May 22	The Source Blog
5/21/2012	In Los Angeles Demand-Based Pricing for Curbside Parking Goes Live	Smart Planet
5/21/2012	New Parking Meter System Goes Into Effect	Los Angeles Downtown News
5/21/2012	Downtown Parking Experiment Will Use GPS and Adjustable Pricing	Blogdowntown.com
5/21/2012	LA Express Park Will Make Parking and Getting Around Downtown Los Angeles Easier	City of Los Angeles Department of Transportation media Release
5/19/2012	Parking: What if Meters Reset Based on Demand?	Hollywood Patch
5/18/2012	Downtown L.A. parking Fees to Rise, Fall with Demand	LA Times, L.A. Now
May/June 2012	Short Videos Explain ExpressLanes	CommuteSmart News
5/1/2012	How Do They Do That ? Make Roads Smarter	The Source Blog
4/26/2012	I-10 and I-110 ExpressLanes	Rideshare Connection
4/10/2012	ExpressLanes Signs Keep Going Up	The Source Blog
3/29/2012	Video en español: ¿cuáles son los reglamentos en los carriles de cuota?	El Pasajero Blog

Cumulative Media Articles

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

Cumulative Media Articles

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

Cumulative Media Articles

Date	Article	Publication or Blog
8/24/11	Interview with Donald Shoup: Los Angeles Making Strides with ExpressPark	LA Streetsblog
8/16/11	Downtown LA Parking Meter Rate Hike Based on Demand	ABC7.com
8/15/11	Most Popular Downtown Parking Spots Could Get Very Pricey Soon	Curbed LA
8/13/11	New L.A. Parking Meter Plan Gets Ticking	LA Times
8/11/11	ExpressPark Contract Heads to Council with Questions about Technology	Blogdowntown.com
8/3/11	Toll Lanes	Daily Breeze
8/2/11	110 Freeway to Gain Toll Lanes	Redondo Beach Patch.com
8/2/11	Metro ExpressLanes Construction to Close Harbor Freeway Transitway Carpool Lanes During Late Night/Early Morning Hours Effective Sunday August 7	Metro Media Release
7/13/11	Express Park Set to Stack the Deck in Favor of Parking Enforcement	Blogdowntown.com
7/11/11	Escaping the 405 Mess on Flights of Fancy	LA Times Op Ed
7/8/11	Hearts and Minds: Comments Sections Shows Confusion, Anger for I-10 and I-110 HOT Lanes	LA Streetsblog
7/7/11	What? Toll Lanes for the 10 and 110? Where? How? Huh?	The Source Blog
7/7/11	Steve Lopez: Stop Whining About Toll Lanes on L.A. Freeways	LA Times Op Ed
7/7/11	Traffic Relief for \$1.40 a mile: Toll Lane Construction Begins on 10 and 110 Where Aim is to Unclog Roads at Rush Hours; Toll Lanes Coming to 10 and 110 Freeways in Los Angeles County	LA Times
7/6/11	Metro Experiments with Toll Lanes on Harbor, San Bernardino Freeways	City News Service: Southern California Local News
7/6/11	Construction on New Toll Lanes on 10, 110 Freeways Getting Started	Whittier Daily News, San Gabriel Valley Tribune, and Pasadena Star News
7/6/11	Metro Experiments with Toll Lanes on Harbor, San Bernardino Freeway	The Los Angeles Independent

Cumulative Media Articles

Date	Article	Publication or Blog
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
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

Cumulative Media Articles

Date	Article	Publication or 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.com
11/22/10	What a Difference Two Years Makes. Warm Reception for Congestion Pricing in the San Gabriel Valley	LA Streetsblog
11/16/10	MTA Considers More Freeway Toll Lanes to Reduce Congestion	LA Times
11/16/10	Paying to Use Those Carpool Lanes	Long Beach Press-Telegram
11/16/10	Our View: Taking the Free From Our Freeways	San Gabriel Valley Tribune

Cumulative Media Articles

Date	Article	Publication or Blog
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 Being Operations on Sunday, September 12	Metro Media Release
9/9/10	New Temporary El Monte Bus Terminal Begins Operations on Sunday	The Source, Metro's Blog
8/22/10	LA Program Aims to Make Parking Easier	LA Times
2/8/10	HOT Lanes Project Draft EIR/EA Available for Public Review	Caltrans News Release
12/9/09	Silver Line Launches Sunday, Ready to Take You to the HOT Lane	Curbed LA
7/24/09	MTA Changes Course, Opening Carpool Lanes to Solo Drivers – For a Fee	LA Times
7/23/09	LA Transportation Officials Approve Letting Solo Drivers Pay a Toll to Use Carpool Lanes	LA Times
7/23/09	10 & 100 Freeways to Get Express Toll Lanes in 2010	Laist
7/23/09	Metro Board Approves Toll Rates for Freeway ExpressLanes as Part of Congestion Reduction Demonstration Project	Metro Media Release
7/23/09	MTA Board Approves Toll Rates for 10, 110 Freeways	Pasadena Star News
7/19/09	Coming Soon: Fast Lanes for the Rich	Daily Breeze Op Ed
7/2/09	Sign On To Metro's Next Chat and Ask Questions About ExpressLanes, Toll and Other Congestion Reduction Strategies	Metro Media Release

Cumulative Media Articles

Date	Article	Publication or Blog
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
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

Cumulative Media Articles

Date	Article	Publication or Blog
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
7/25/2012	Eyewitness News at 4:30 am, 5:00 am, 6:00 am, 11:00 am, 11:30 am, 4:30 pm, 5:00 pm, & 5:30 pm	KABC Channel 7
7/25/2012	Today in LA	KNBC Channel 4
7/25/2012	News – Air Talk	KPCC 89.3
6/8/2012	Morning Broadcast	Univision
6/7/2012	Reporter’s Notebook: Downtown LA Tests Adjustable Rate Parking	KCRW – Which Way, LA?
6/5/2012	WSBT News at 5:30	WSBT (CBS) – South Bend, IN
6/5/2012	Story on Metro ExpressLanes Caltrans Museum Exhibit	KTTV-TV (FOX) Channel 11
6/4/2012	Tolls to Let Drivers Buy Their Way Into the Carpool Lanes	NBCLA
6/4/2012	Caltrans to Offer Solo Drivers Premium Access to Carpool Lanes	CBS Los Angeles
6/4/2012	5:11:46 AM	KABC-AM Radio
6/4/2012	12:05:19	KNX-AM 10.70
6/4/2012	8:08:09	KNX-AM 10.70
7/7/11	Pat Morrison: Life is a Highway, I Wanna Ride it All Night Long	KPCC-FM, 89.3 Los Angeles
7/7/11	The California Report: Los Angeles Congestion Pricing	KQED
7/6/11	Fox 11 Morning News at 6:00 am	KTTV-TV (FOX) Channel 11
7/6/11	Larry Mantle's Air Talk	KPCC-FM, 89.3 Los Angeles
7/6/11	Today in LA at 5:00 am and 6:00 am	KNBC-TV Channel 4
7/6/11	CBS 2 News at 11:00 am, Local Cut-In, and 6:00 pm	KCBS-TV Channel 2
7/6/11	KCAL 9 News at Noon, 3:00 pm, and 10:00 pm	KCAL-TV Channel 9
7/6/11	Eyewitness News at 11 am	KABC-TV Channel 7
3/14/11	Plan Would Let Solo Drivers Pay to Use 10, 110 Carpool Lanes	KTLA News
2/24/11	ExpressLanes-A “HOT” Topic! ACS Discusses “High Occupancy Toll” Lanes	Blogtalkradio/Xerox Real Business Radio
6/8/09	The John and Ken Show	KFI-AM 640
6/8/09	Tom Haule/Linda Nunez and KNX 1070 Newsradio	KNX-AM 1070 Newsradio

Cumulative Media Broadcasts

Date	Broadcast	Media Outlet
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