

METRO

Fiscal Year 2010 Monthly Board Report

Operating • Capital • Service • Performance

March 2010

March 2010 MONTHLY BOARD REPORT

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A. OPERATING BUDGET

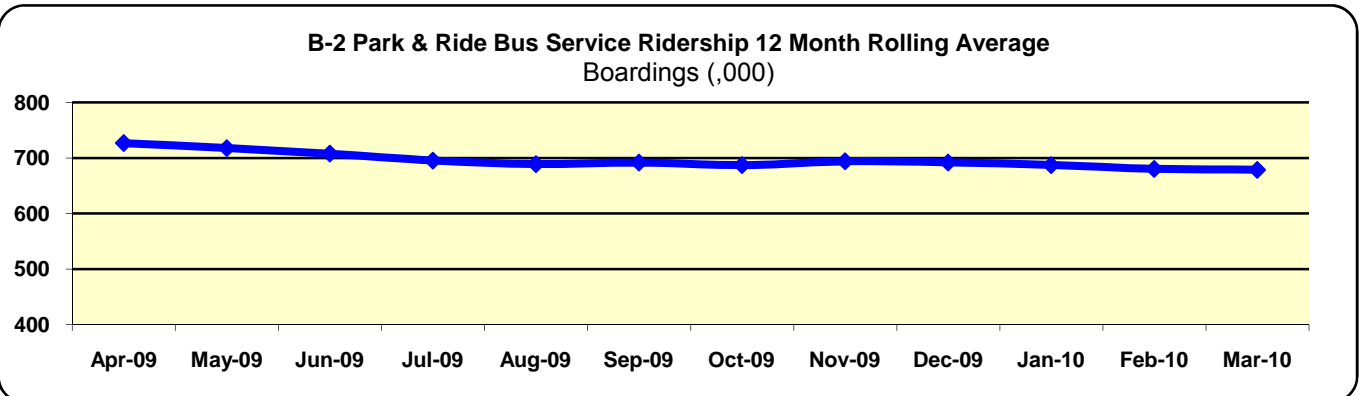
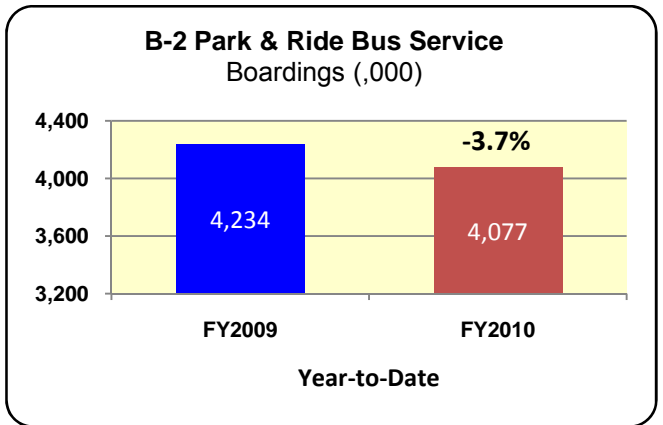
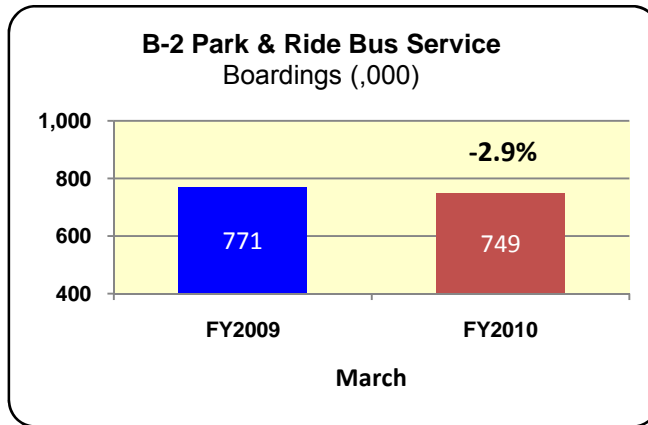
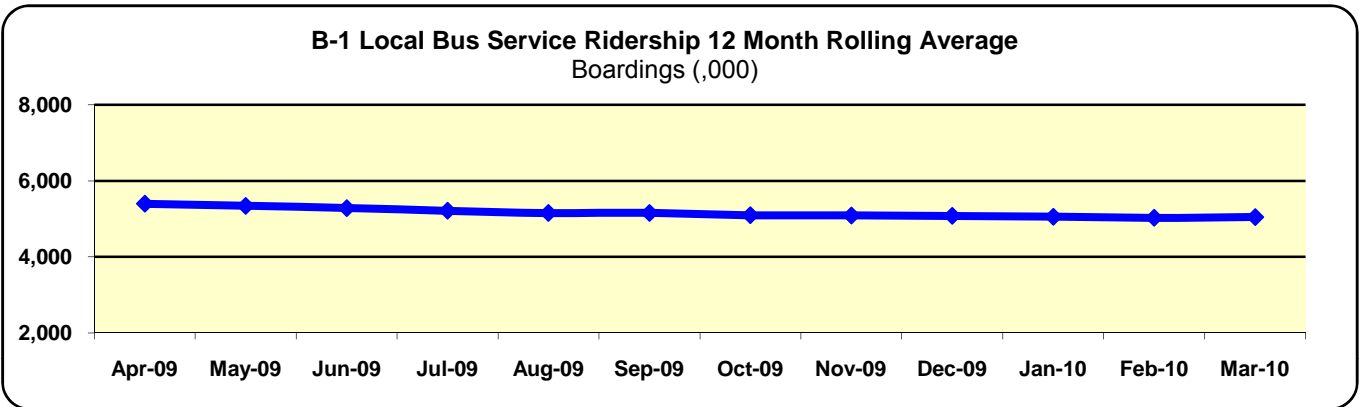
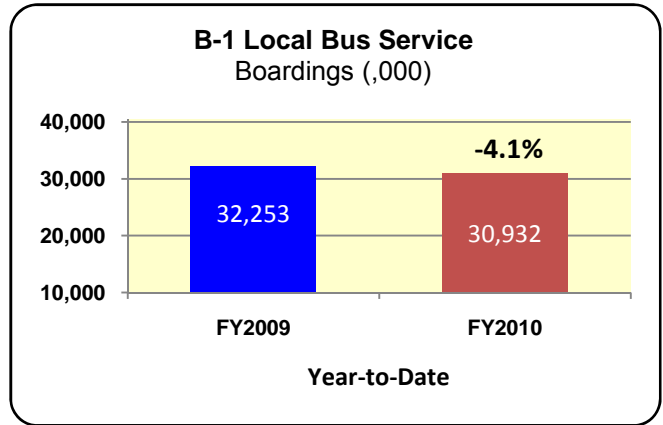
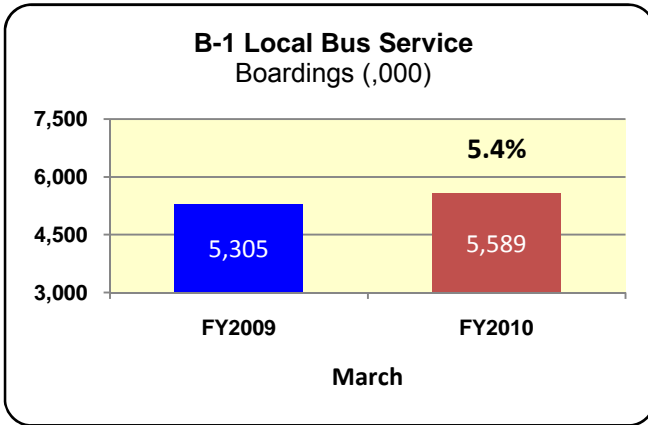
A-1. Comparison of Budget to Actual for the Month (March 2010)

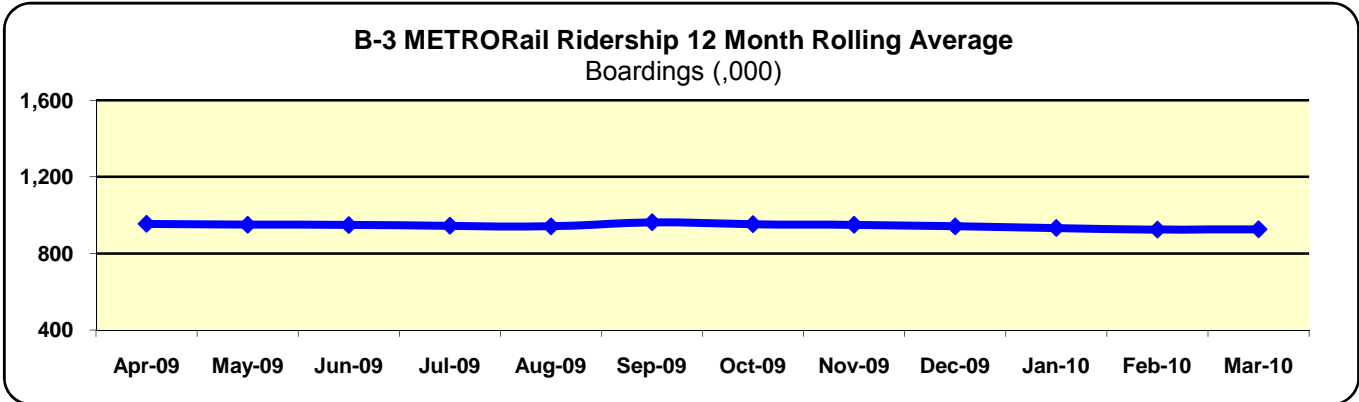
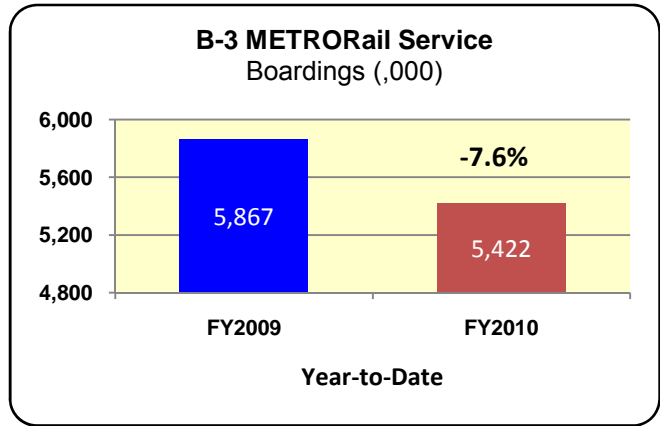
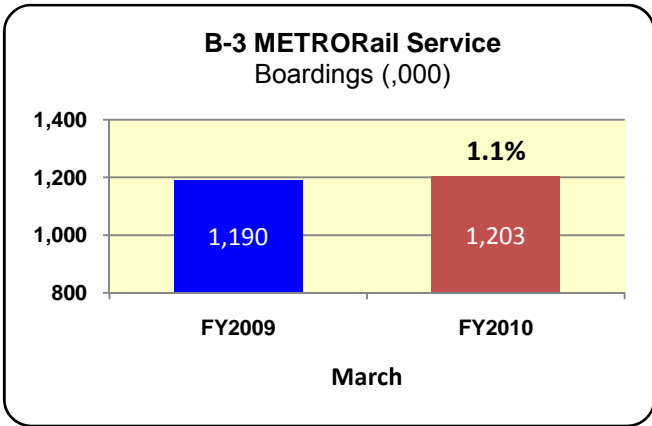
| | FY2010 March Budget | FY2010 March Actual | \$ Variance (favorable)/unfavorable | Variance % |
|------------------------------------|------------------------------------|------------------------------------|--|-------------------|
| Labor & Fringe Benefits | 22,323,960 | 22,066,001 | (257,959) | -1.16% |
| Materials and Services | 14,206,187 | 13,846,057 | (360,130) | -2.54% |
| Total Operating Expenses | 36,530,147 | 35,912,058 | (618,089) | -1.69% |
| Reimbursements | (8,702,038) | (8,607,007) | 95,031 | 1.09% |
| Operating Budget | 27,828,109 | 27,305,051 | (523,058) | -1.88% |

A-2. Comparison of Budget to Actual Year-to-Date (6 Months)

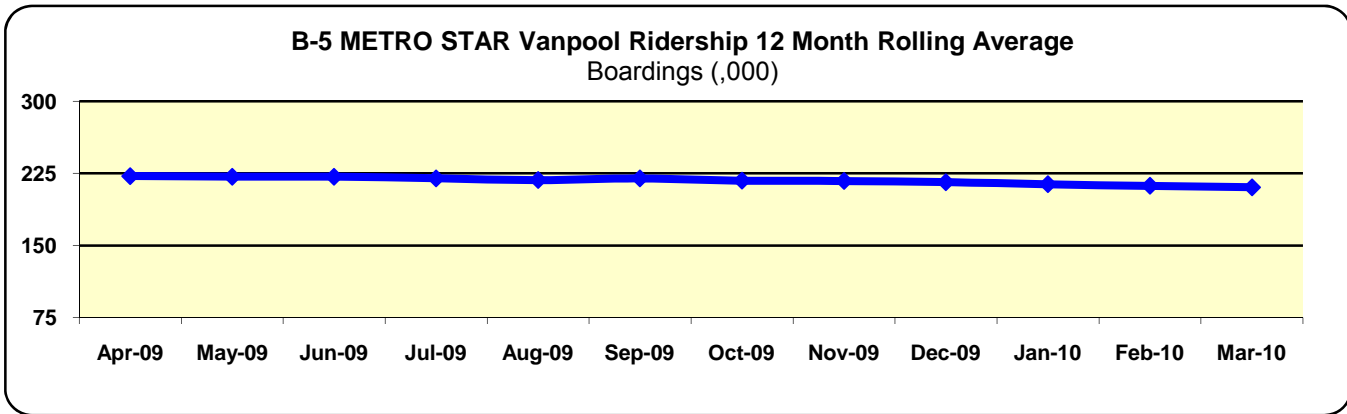
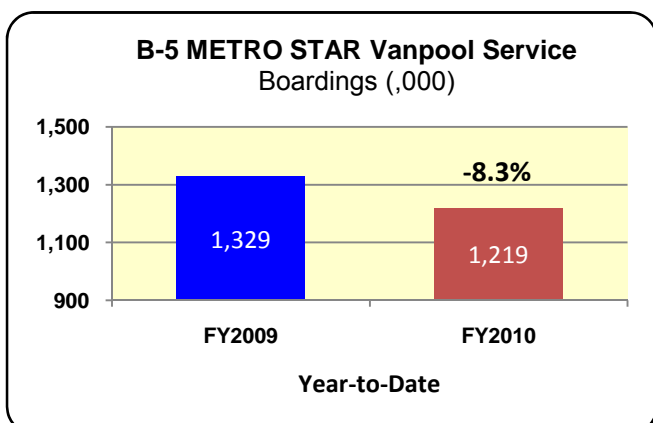
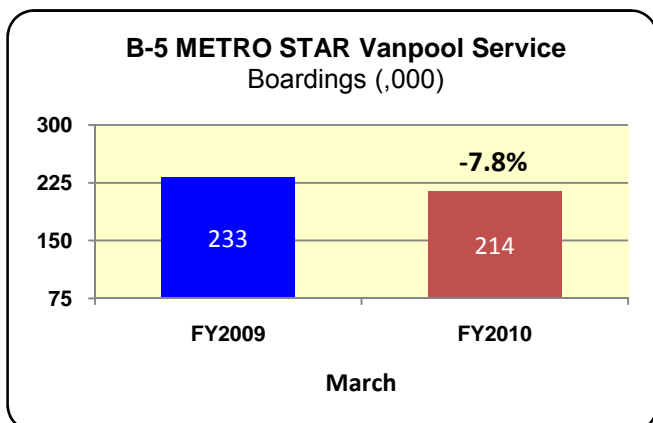
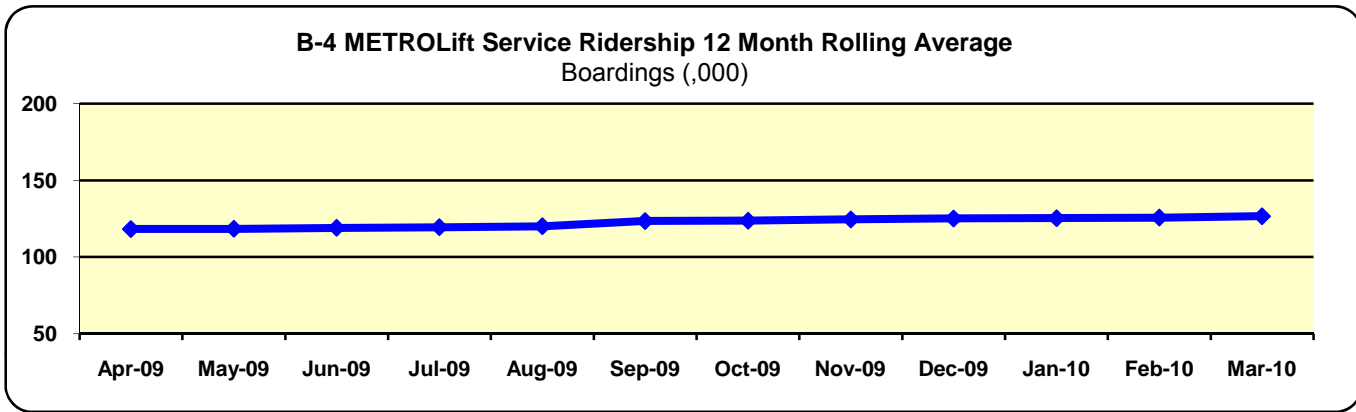
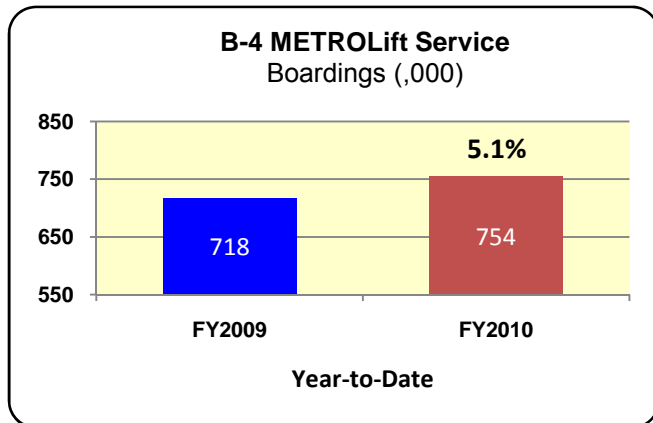
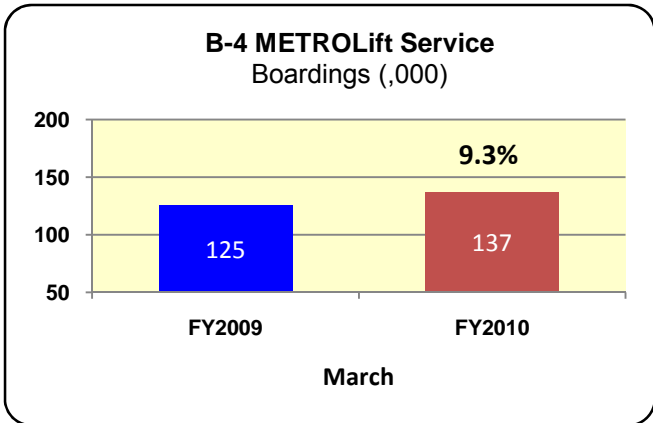
| | FY2010 Year-to-date Budget | FY2010 Year-to-date Actual | \$ Variance (favorable)/unfavorable | Variance % |
|------------------------------------|---|---|--|-------------------|
| Labor & Fringe Benefits | 129,234,409 | 126,310,718 | (2,923,691) | -2.26% |
| Materials and Services | 81,707,151 | 75,627,736 | (6,079,415) | -7.44% |
| Total Operating Expenses | 210,941,560 | 201,938,454 | (9,003,106) | -4.27% |
| Reimbursements | (50,925,060) | (50,140,936) | 784,124 | 1.54% |
| Operating Budget | 160,016,500 | 151,797,518 | (8,218,982) | -5.14% |

B. RIDERSHIP

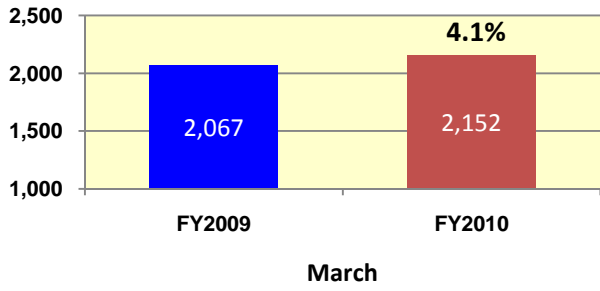




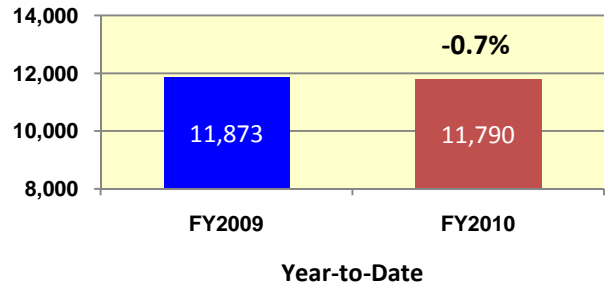
Note: Fixed route ridership data reported are the Automatic Passenger Counter (APC) registrations.



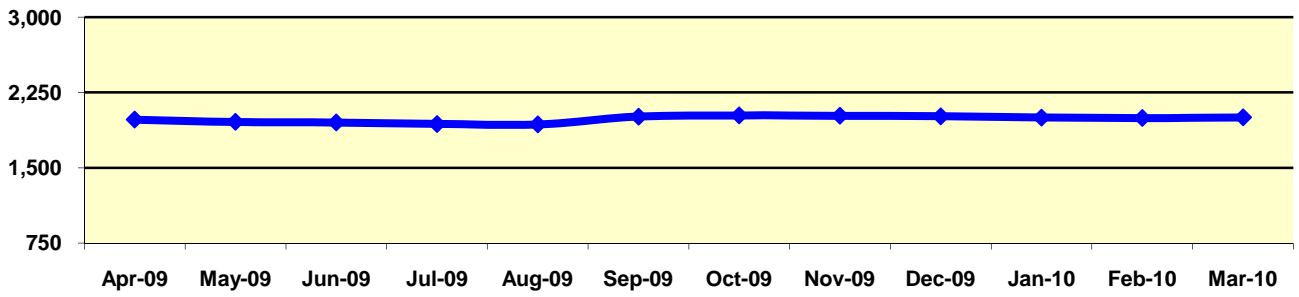
B-6 HOV Service
Boardings (,000)



B-6 HOV Service
Boardings (,000)



B-6 HOV, Carpools, Vanpools & Non-METRO Buses Ridership 12 Month Rolling Average - Boardings (,000)



B-7. RIDERSHIP BY SERVICE CATEGORY

| RIDERSHIP DATA | | | | |
|--|---|---|---------------------------------------|---|
| <i>(Fixed Route Boardings are the unadjusted and unedited APC registrations)</i> | | | | |
| | March-10 Estimated Boardings | % Change March-10 vs. March-09 | March-10 YTD Boardings | YTD % Change March-10 vs. March-09 |
| Fixed Route Bus Services | | | | |
| Local | 5,588,851 | 5.4% | 30,932,397 | -4.1% |
| Park & Ride | 749,311 | -2.9% | 4,076,981 | -3.7% |
| Total Fixed Route Bus Services | 6,338,162 | 4.3% | 35,009,378 | -4.1% |
| METRO Rail | 1,203,479 | 1.1% | 5,421,830 | -7.6% |
| Total Fixed Route Services | 7,541,641 | 3.8% | 40,431,208 | -4.5% |
| Special Bus Services | | | | |
| METROLift | 136,892 | 9.3% | 754,454 | 5.1% |
| METRO STAR Vanpool | 214,484 | -7.8% | 1,218,936 | -8.3% |
| Internal Service | 80 | -84.0% | 2,346 | 22.4% |
| Total Special Bus Services | 351,456 | -1.9% | 1,975,736 | -3.6% |
| Total Bus and Rail Services | 7,893,097 | 3.5% | 42,406,944 | -4.5% |
| HOV Carpools, Vanpools, and Non-METRO Buses | 2,151,650 | 4.1% | 11,790,400 | -0.7% |
| TOTAL SYSTEM RIDERSHIP | 10,044,747 | 3.6% | 54,197,344 | -3.7% |

C. SALES TAX & FARE REVENUES

| Sales Tax Revenue vs. Budget | | | | | | |
|-------------------------------------|------------------|------------------|----------|----------------------|----------------------|----------|
| (\$ millions) | | | | | | |
| | Month | | | Year-to-Date | | |
| | Budget Mar-10 | Actual Mar-10 | Variance | YTD Budget Mar-10 | YTD Actual Mar-10 | Variance |
| March | | | | | | |
| Sales Tax (Cash Basis) | 34.968 | 35.606 | 1.8% | 237.300 | 239.127 | 0.8% |
| | Budget Apr-10 | Actual Apr-10 | Variance | YTD Budget Apr-10 | YTD Actual Apr-10 | Variance |
| April | | | | | | |
| Sales Tax (Cash Basis) * | 33.023 | 34.339 | 4.0% | 270.322 | 273.465 | 1.2% |

| Sales Tax Revenue vs. Prior Year | | | | | | |
|---|------------------|------------------|----------|----------------------|----------------------|----------|
| (\$ millions) | | | | | | |
| | Month | | | Year-to-Date | | |
| | Actual Mar-09 | Actual Mar-10 | Variance | YTD Actual Mar-09 | YTD Actual Mar-10 | Variance |
| March | | | | | | |
| Sales Tax (Cash Basis) | 40.369 | 35.606 | -11.8% | 275.924 | 239.127 | -13.3% |
| | Actual Apr-09 | Actual Apr-10 | Variance | YTD Actual Apr-09 | YTD Actual Apr-10 | Variance |
| April | | | | | | |
| Sales Tax (Cash Basis) * | 36.739 | 34.339 | -6.5% | 312.662 | 273.465 | -12.5% |

* April sales tax revenue per April sales tax report.

| Fares vs. Budget | | | | | | |
|-------------------------|------------------|------------------|----------|----------------------|----------------------|----------|
| (\$ millions) | | | | | | |
| | Month | | | Year-to-Date | | |
| | Budget Mar-10 | Actual Mar-10 | Variance | YTD Budget Mar-10 | YTD Actual Mar-10 | Variance |
| March | | | | | | |
| Fares | 6.211 | 5.791 | -6.8% | 34.084 | 30.974 | -9.1% |

| Fares vs. Prior Year | | | | | | |
|-----------------------------|------------------|------------------|----------|----------------------|----------------------|----------|
| (\$ millions) | | | | | | |
| | Month | | | Year-to-Date | | |
| | Actual Mar-09 | Actual Mar-10 | Variance | YTD Actual Mar-09 | YTD Actual Mar-10 | Variance |
| March | | | | | | |
| Fares | 5.716 | 5.791 | 1.3% | 33.194 | 30.974 | -6.7% |

D. OPERATING RATIO STATISTICS

| COST EFFECTIVENESS PERFORMANCE GOALS | | | | | |
|---|--------------------------|-----------------------|-----------------------|------------------------|---|
| March 2010 | | | | | |
| | Annual FY2009 | THIS MONTH | FY2010 YTD | FY2010 GOAL | YTD % VARIANCE FROM GOAL |
| Operating Ratio | 20% | 20% | 20% | 21% | -5% |

Total Fares plus Cost Recovery
Total Transit Cost

E. SERVICE PERFORMANCE STATISTICS

| SYSTEM QUALITY PERFORMANCE GOALS | | | | |
|---|-----------------------|-----------------------|------------------------|--|
| March 2010 | | | | |
| | THIS MONTH | FY2010 YTD | FY2010 GOAL | YTD % VARIANCE <small>(Green = Better Than Goal)</small> |
| Bus On-Time Performance ⁽¹⁾ | | | | |
| Local | 67% | 67.0% | 66% | 1.5% |
| Park & Ride | 73% | 76.7% | 70% | 9.5% |
| Weighted Average | 69% | 69.5% | 67% | 3.7% |
| Rail On-Time Performance ⁽¹⁾ | 97.0% | 97.2% | 96% | 1.3% |
| Mean Distance Between Mechanical Failures (All buses) ⁽²⁾ | 8,653 | 7,912 | 6,350 | 24.6% |
| Additional information on MDBF: | | | | |
| Buses Age 0 - 3 Years | 10,635 | 11,215 | 6,350 | 76.6% |
| Buses Age 4 - 8 Years | 10,635 | 9,411 | 6,350 | 48.2% |
| Buses Age 9 - 12 Years (≈ 500 buses) | 6,145 | 5,744 | 6,350 | -9.5% |

⁽¹⁾ A local or express bus is considered on-time if it does not leave early and is less than 5 minutes late. A Park & Ride bus is considered on-time if it does not depart early (except in the morning when a bus can leave from a Park & Ride lot when full) and is less than 5 minutes late - measurements are for peak hours. OTP is measured by IVOMS which calculates data to the second. Beginning in FY2009, the 5 minute window is defined as anything less than 6 minutes. Rail OTP is based on automated actual arrival and departure times at the terminal stations. A train is considered on-time if it departs a terminal station less than 5 minutes late or arrives at a terminal station less than 5 minutes past the scheduled arrival time.

⁽²⁾ Effective October 2006, MDBF Mechanical roadcalls are defined as any mechanical issue encountered during operation of the vehicle in revenue service that requires a maintenance action resulting from a mechanical failure. Mechanical failures include warranty and fleet defects but exclude accidents. This indicator is for the bus system but excludes METROLift.

| | THIS MONTH | FY2010 YTD | YTD FY2010 GOAL | YTD % VARIANCE <small>(Green = Better Than Goal)</small> |
|--|-----------------------|-----------------------|--------------------------------|--|
| Bus Accidents - absolute number ⁽³⁾ | 46 | 250 | 276 | -9.4% |
| - per 100,000 vehicle miles | 0.77 | 0.75 | 0.84 | |
| Rail Accidents - absolute number ⁽⁴⁾ | 2 | 18 | 20 | -10.0% |
| - per 100,000 vehicle miles | 2.12 | 3.79 | 5.35 | |
| Complaint Calls - absolute number | 1,771 | 8,377 | 10,044 | -16.6% |
| - as a % of boardings | 0.0224 | 0.0198 | 0.0221 | |
| Major Security Incidents - total ⁽⁵⁾ | 25 | 195 | 300 | -35.0% |
| - per 100,000 boardings | 0.317 | 0.460 | 0.659 | |
| Major Security Incidents - METRO properties ⁽⁶⁾ | 16 | 110 | 192 | -42.7% |
| - per 100,000 boardings | 0.203 | 0.259 | 0.422 | |

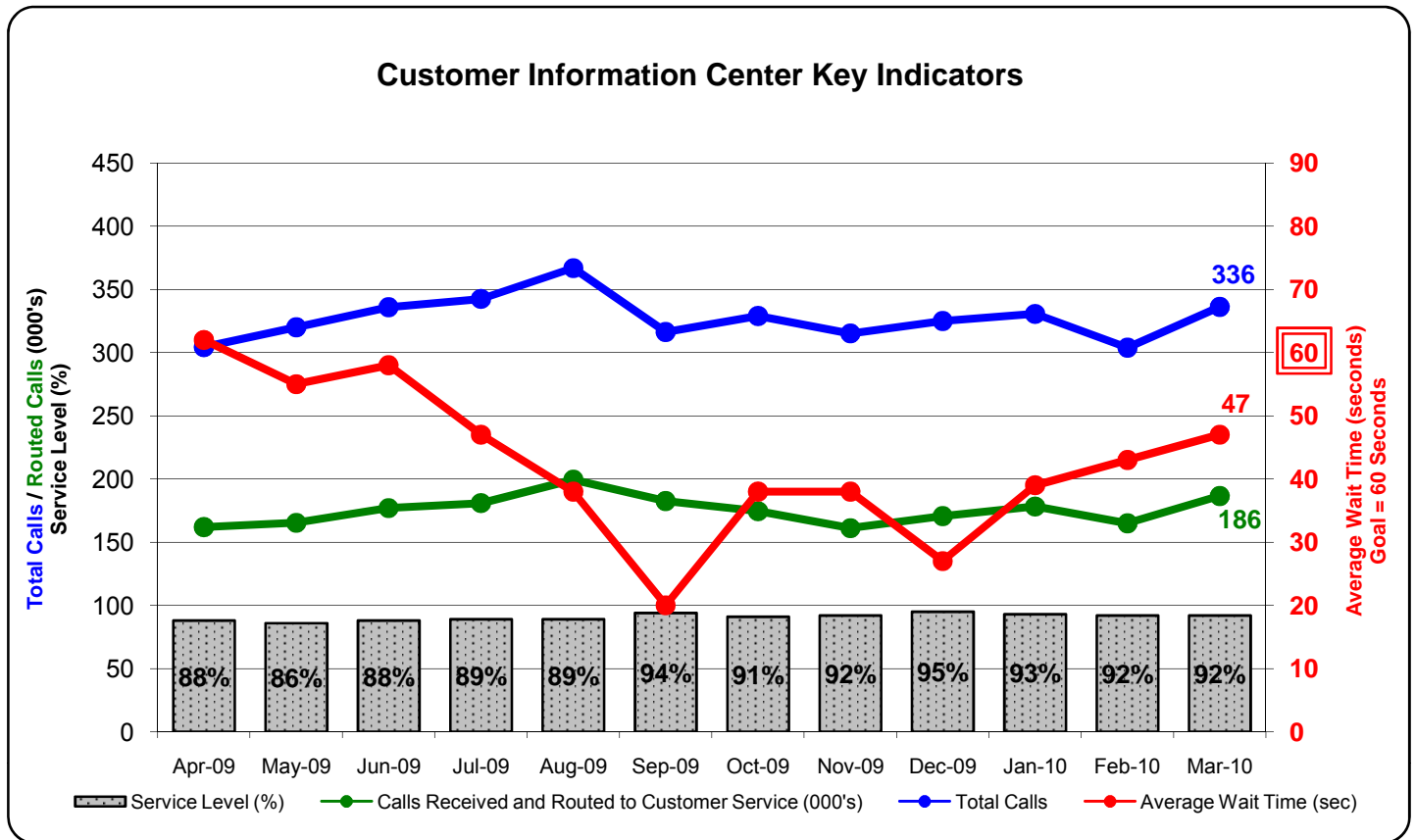
⁽³⁾ This indicator is for the bus system and includes METROLift.

⁽⁴⁾ Rail Accidents reflect collisions between METRORail and vehicles

⁽⁵⁾ Total Major Security Incidents are based on two industry standards: The FBI Uniform Crime Report and the National Transit Database Report issued by the Federal Transit Administration. The 8 categories included are: homicide, forcible rape, robbery, aggravated assault, burglary, larceny and theft, motor vehicle theft and arson.

⁽⁶⁾ Major Security Incidents at METRO controlled properties is defined as incidents that occur at park and ride lots, transit centers, on board buses & trains and on LRV platforms.

E. SERVICE PERFORMANCE STATISTICS



IVR and Web Trip Planner Implemented September 30, 2005

Total Calls includes total calls routed to agents plus total number of automated schedule lookups.

Service Level = Calls answered by Customer Information Specialists (CIS)/Calls Offered to CIS.

F. CAPITAL BUDGET

| | March FY2010 Budget | March FY2010 Actuals | YTD FY2010 Budget | YTD FY2010 Actuals | YTD FY2010 Variance | |
|--|---------------------------|----------------------------|-------------------------|--------------------------|------------------------|--------|
| METRO Solutions | 32.507 | 17.667 | 171.794 | 100.440 | (71.354) | -41.5% |
| Capital Improvement Program | 13.227 | 7.279 | 60.566 | 32.135 | (28.431) | -46.9% |
| Total Capital Budget (\$ millions) | 45.734 | 24.946 | 232.360 | 132.575 | (99.785) | -42.9% |

G. GENERAL MOBILITY PROGRAM

| | March FY2010 Budget | March FY2010 Actuals | YTD FY2010 Budget | YTD FY2010 Actuals | YTD FY2010 Variance | |
|--|---------------------------|----------------------------|-------------------------|--------------------------|------------------------|--------|
| Total General Mobility (\$ millions) | 6.737 | 4.396 | 77.299 | 42.077 | (35.222) | -45.6% |

H. DEBT SERVICE

| | March FY2010 Budget | March FY2009 Actuals | YTD FY2010 Budget | YTD FY2010 Actuals | YTD FY2010 Variance | |
|--|---------------------------|----------------------------|-------------------------|--------------------------|------------------------|--------|
| Total Debt Service (\$ millions) | 1.132 | 1.868 | 31.684 | 11.554 | (20.130) | -63.5% |

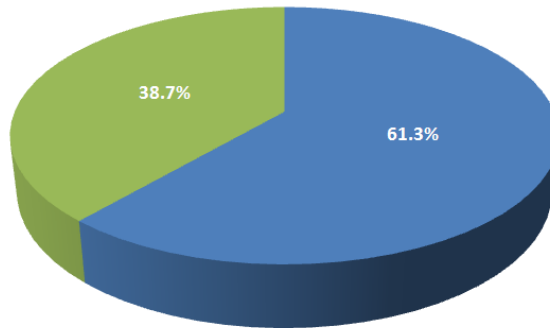
Note: Beginning in December 2009, Debt Service is reported on an accrual basis.

I-1. Program Related

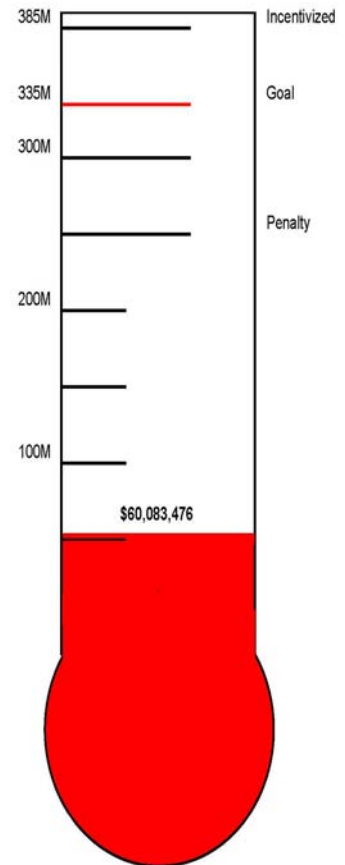
Small Business – Light Rail Construction Project

| HRT Initial NTP of \$217.6M SBE/DBE Goal Commitment/Awards Based on Eligible Sub-Contracting Amount | | |
|--|---------------|-------|
| Eligible for Sub-Contracting Amount | \$ 91,989,350 | |
| ▶ Committed/Awarded to SBE/DBE | \$ 56,432,046 | 61.3% |

Design-Build Initial NTP
SBE/DBE Sub-Contracting Commitment/Awards



| Facility Provider Overall Base SBE/DBE Goal \$335,000,000 SBE/DBE Base Level Sub-Contracting Goal | | |
|---|----------------|-------|
| Overall Base SBE/DBE Goal | \$ 335,000,000 | |
| ▶ HRT Committed/Awarded to SBE/DBE | \$ 56,432,046 | 17.9% |
| ▶ Other Committed/Awarded to SBE/DBE | \$ 3,651,430 | |





I-2. COMMUNITY OUTREACH

Program Administrator Approved by Board:

On March 18, 2010, the METRO Board voted to approve the selection of Unity National Bank of Houston as the administrator of the Business Assistance Program. After evaluating the three proposals submitted for this program, Unity demonstrated the ability to “hit the ground running” and launch themselves into this role almost immediately. They scored highest on: Qualifications/Experience of Firm/Past Performance, Project Management Structure & Methodology, Qualifications & Experience of Personnel, Pricing. They also offered to give their SBE/DBE partner a great share of their overall profit. In the end, their estimated costs came in substantially lower than their closest competitor.

Technical Assistance:

METRO finalized its relationship with SCORE to administer the Technical Assistance portion of the Business Assistance program. SCORE will facilitate quarterly workshops in each of the active corridors, provide onsite “Smart Squad” counseling, and be available to work out of our corridor offices once a month for scheduled appointments. SCORE’s workshops will cover marketing, organization/insurance/regulation, cash management and creating business plans. METRO has agreed to cover any costs associated with travel and copies. In addition, METRO will also be a major sponsor for their annual Small Business Awards banquet. The total estimated cost to administer the Technical Assistance portion is \$10,000/annually.

April Launch:

METRO staff will hold an organizational meeting with Unity and SCORE this week to discuss rollout schedule, and to set dates and goals around specific deliverables. We will also be partnering with Communities in Motion, METRO’s community luncheon series, to launch a series of workshops informing impacted communities of available resources.

Brochures are being developed, and we will look to integrate the program into the METRO Solutions website and printed materials.

METRO Solutions Community Advisory Boards (CABs):

METRO has established Community Advisory Boards (CABs) along the North, Southeast and East End Corridors. The CABs consists of representatives from corridor neighborhoods, business community and elected officials. CABs meet on a monthly basis and the agenda provides for a construction update, an action item list that is reviewed and updated at each meeting and a question and answer period



Construction Related Issues Received for March 2010:

| | TOTAL ISSUES RECEIVED | ISSUES CLOSED DURING THE MONTH | | | BREAKDOWN OF MITIGATION PLANS | | |
|-----------------------|-----------------------|--------------------------------|-----------------------|--|--|---|-------------------------------------|
| | | Closed within 48 Hours | Closed After 48 Hours | Mitigation Plan in Place within 48 hours | Previous Month Mitigation Plan Resolutions Pending | Mitigation Plan Resolved During the Month | Mitigation Plan Resolutions Pending |
| NORTH LINE | 16 | 9 | 0 | 7 | 1 | 2 | 5 |
| SOUTHEAST LINE | 5 | 5 | 0 | 0 | 0 | 0 | 0 |
| EAST END LINE | 4 | 2 | 0 | 2 | 3 | 2 | 0 |
| UPTOWN LINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 25 | 16 | 0 | 9 | 4 | 4 | 5 |

Note: The total numbers for March 2010 are only construction related issues. These figures do not include questions or notifications.

I-3. PROGRESS REPORTS

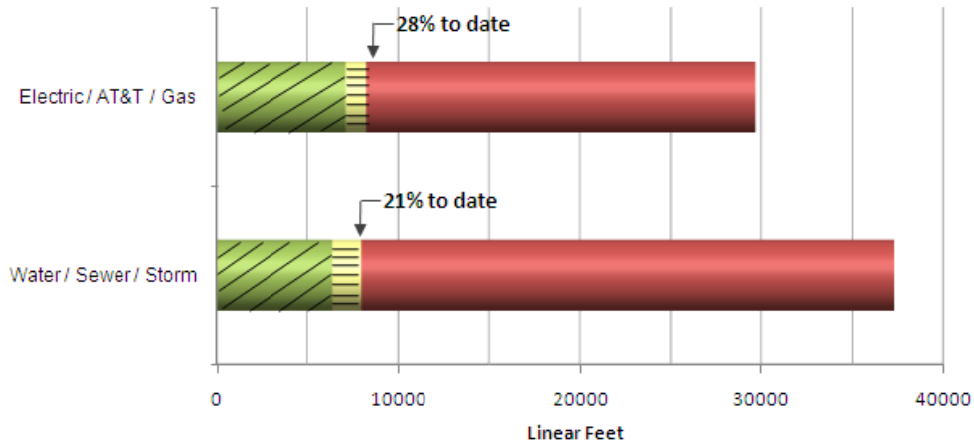
EAST END LINE

DESIGN

| East End Corridor Design Progress | Current Design Percent Complete | Estimated Design Completion |
|-----------------------------------|---------------------------------|-----------------------------|
| Utility Packages | 90% | June 2010 |
| Roadway / Guideway Packages | 90% | June 2010 |
| Station Packages | 60% | June 2010 |

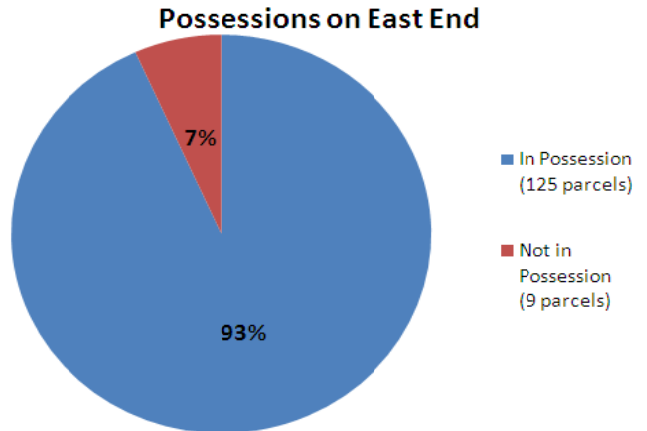
CONSTRUCTION

- Utility construction is underway on 4 out of 6 total segments.



REAL ESTATE

- The East End Line has a total of 134 required parcels. (As a result of the underpass selection, there was an additional decrease of 1 parcel to be acquired.)



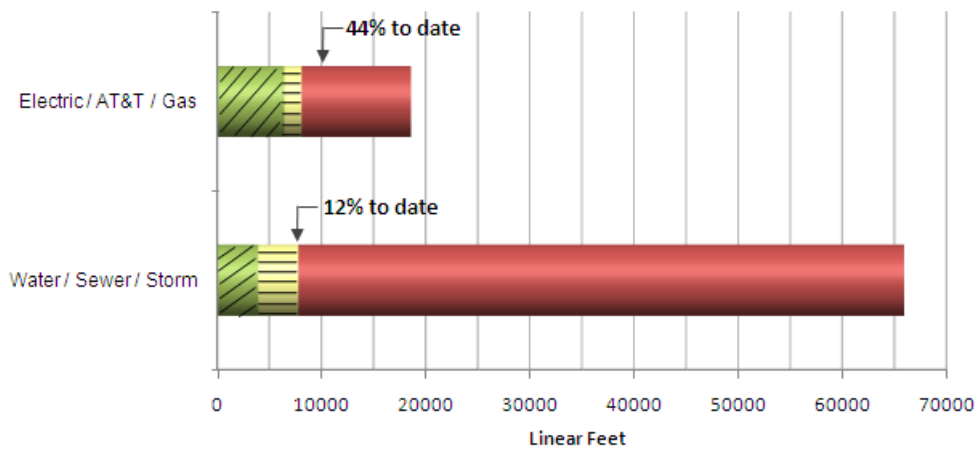
NORTH LINE

DESIGN

| North Corridor Design Progress | Current Design Percent Complete | Estimated Design Completion |
|---------------------------------|---------------------------------|-----------------------------|
| Utility Packages | 95% | August 2010 |
| Roadway / Guideway Packages | 95% | August 2010 |
| Station Packages | 60% | August 2010 |

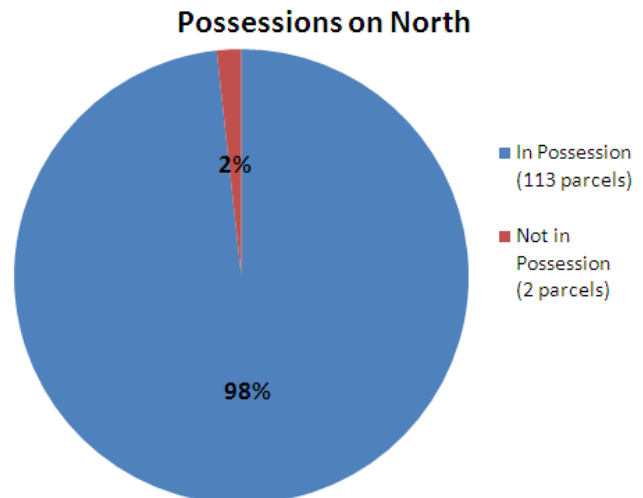
CONSTRUCTION

- Utility construction is underway on 5 out of 8 total segments.

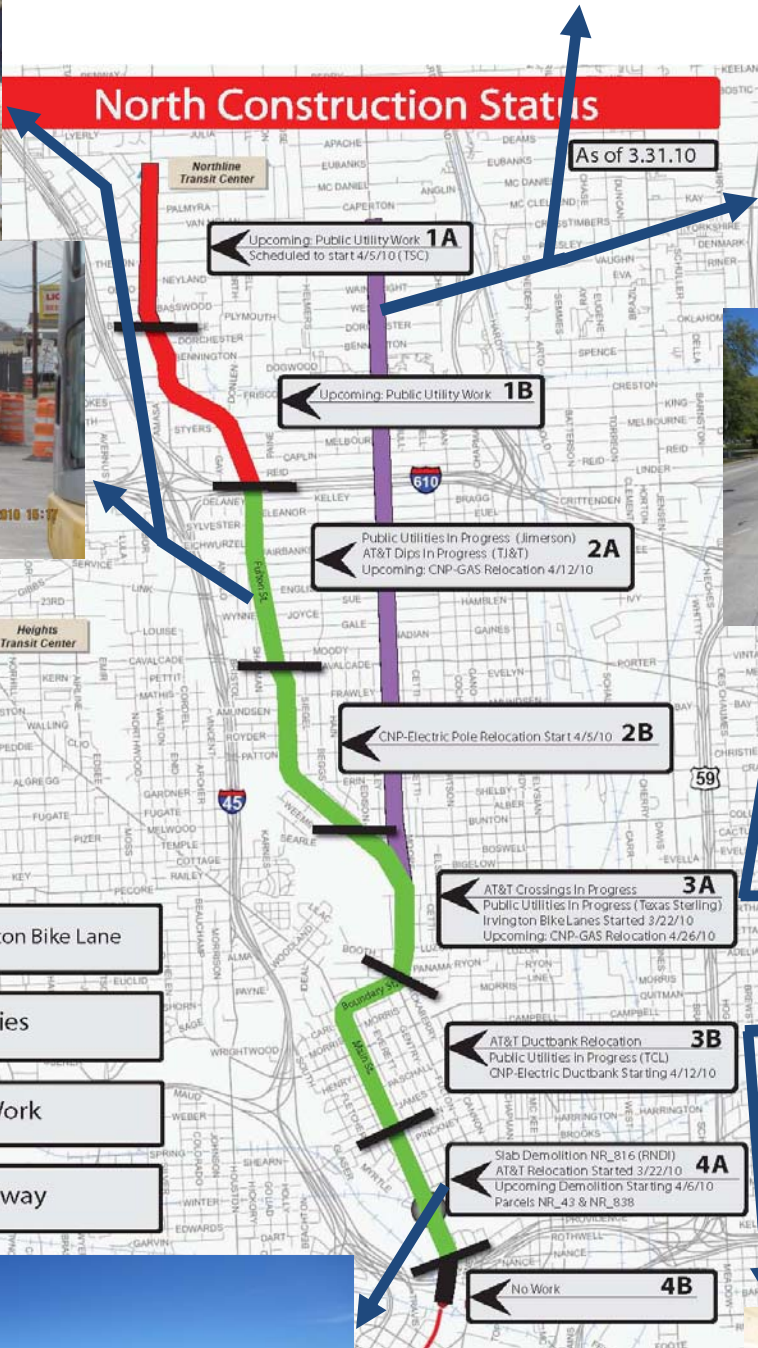


REAL ESTATE


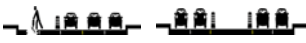

- The North Line has a total of 115 required parcels.



CONSTRUCTION PHOTOS

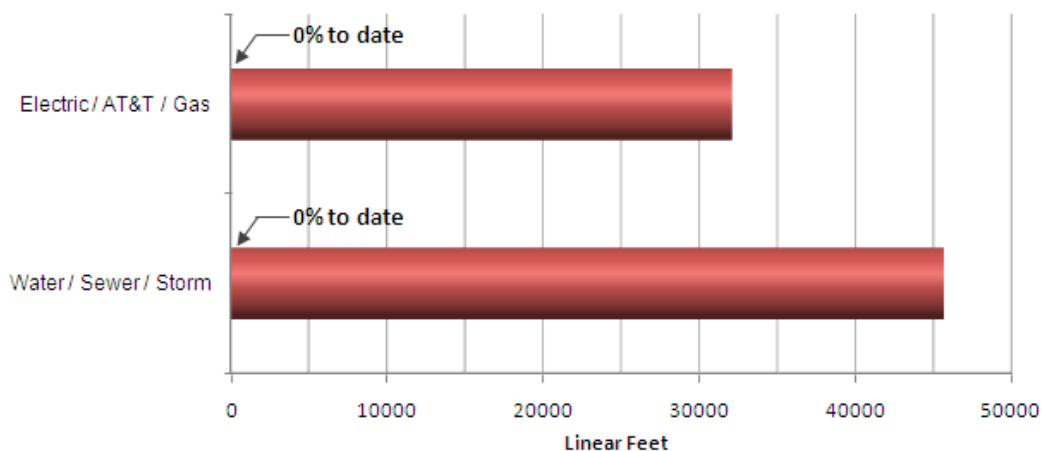


DESIGN

| Southeast Corridor Design Progress | Current Design Percent Complete | Estimated Design Completion |
|--|---------------------------------|-----------------------------|
| Utility Packages  | 85% | June 2010 |
| Roadway / Guideway Packages  | 85% | September 2010 |
| Station Packages  | 60% | September 2010 |

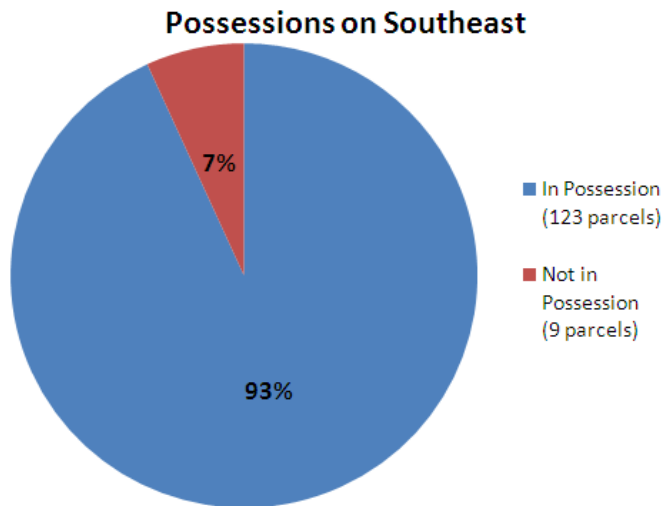
CONSTRUCTION

- Pre-utility construction activities are underway on 2 out of 13 total segments.




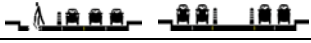

REAL ESTATE

- The Southeast Line has a total of 132 required parcels.



UPTOWN LINE

HRT DESIGN PROGRESS

| Uptown Corridor Design Progress | Current Design Percent Complete | Estimated Design Completion |
|--|---------------------------------|--|
| Utility Packages  | 60% | Design efforts re-started March 1, 2010. |
| Roadway / Guideway Packages  | 60% | |
| Station Packages  | 30% | |

CONSTRUCTION

- Utility construction is pending.

REAL ESTATE

- The Uptown Line has a total of 31 required parcels. Currently the acquisition process is pending on the Uptown Line.



I-4. FINANCIAL STATUS – FP-1 CONTRACTS

METRO Solutions - Phase 2 Progress Report

Cost Analysis (Escalated \$ X 1,000)

As of March 31, 2010

| 4 LRT Lines | | | | | |
|--------------------------------------|------------------|--------------------|------------------|------------------|------------------------------------|
| Description | Baseline Budget | Total Expenditures | Cost to Complete | Forecast | Baseline Budget /Forecast Variance |
| Houston Rapid Transit - Design/Build | 1,377,000 | 101,526 | 1,275,474 | 1,377,000 | 0 |
| Houston LRV 100 - Vehicles | 148,000 | 9,030 | 138,970 | 148,000 | 0 |
| Parsons Facility Provider | 16,000 | 2,266 | 13,734 | 16,000 | 0 |
| Houston Operation & Maintenance | 16,000 | 1,842 | 14,158 | 16,000 | 0 |
| Total Contracts | 1,557,000 | 114,664 | 1,442,336 | 1,557,000 | 0 |
| Land Acquisition | 230,266 | 93,264 | 137,002 | 230,266 | 0 |
| Total | 1,787,266 | 207,928 | 1,579,338 | 1,787,266 | 0 |



FY2010 Budget Analysis
Engineering & Construction Department
(\$ X 1,000)
As of March 31, 2010

| Description | FY2010 Budget | YTD Budget Thru 3/2010 | Actual Cost Thru 3/2010 | Variance Thru 3/2010 Under Budget = () | Variance FY2010 Under Budget = () |
|--|----------------|------------------------|-------------------------|---|------------------------------------|
| North Line | | | | | |
| Land Acquisition | 13,365 | 9,936 | 1,598 | (8,338) | (11,767) |
| Facility Provider 1 (Design/Build, Vehicles, Facility Provider & O&M) | 83,568 | 32,855 | 27,996 | (4,859) | (55,572) |
| Agency Costs | 4,642 | 2,345 | 1,289 | (1,056) | (3,353) |
| Subtotal - | 101,575 | 45,136 | 30,883 | (14,253) | (70,692) |
| Southeast Line | | | | | |
| Land Acquisition | 13,410 | 12,839 | 9,411 | (3,428) | (3,999) |
| Facility Provider 1 (Design/Build, Vehicles, Facility Provider & O&M) | 124,356 | 34,201 | 22,131 | (12,070) | (102,225) |
| Agency Costs | 4,741 | 2,398 | 1,137 | (1,261) | (3,604) |
| Subtotal - | 142,507 | 49,438 | 32,679 | (16,759) | (109,828) |
| East End Line | | | | | |
| Land Acquisition | 18,997 | 18,475 | 4,234 | (14,241) | (14,763) |
| Facility Provider 1 (Design/Build, Vehicles, Facility Provider & O&M) | 78,294 | 34,521 | 22,818 | (11,703) | (55,476) |
| Agency Costs | 3,281 | 1,674 | 1,523 | (151) | (1,758) |
| Subtotal - | 100,572 | 54,670 | 28,575 | (26,095) | (71,997) |
| Uptown Line | | | | | |
| Land Acquisition | 5,000 | 4,985 | 458 | (4,527) | (4,542) |
| Facility Provider 1 (Design/Build, Vehicles, Facility Provider & O&M) | 13,966 | 235 | 746 | 511 | (13,220) |
| Agency Costs | 1,750 | 877 | 810 | (67) | (940) |
| Subtotal - | 20,716 | 6,097 | 2,014 | (4,083) | (18,702) |
| University Line | | | | | |
| Land Acquisition | 22,766 | 46 | 228 | 182 | (22,538) |
| Facility Provider 2 (Design/Build, Vehicles, Facility Provider & O&M) | 34,623 | 0 | 0 | 0 | (34,623) |
| Agency Costs | 16,372 | 1,084 | 888 | (196) | (15,484) |
| Subtotal - | 73,761 | 1,130 | 1,116 | (14) | (72,645) |
| Other METRO Solutions Projects | | | | | |
| Burnet Plaza | 12,555 | 2,303 | 1,222 | (1,081) | (11,333) |
| METRORail Redline Vehicle Expansion | 15,827 | 10,461 | 189 | (10,272) | (15,638) |
| Misc. Projects (Community Outreach, SBE/DBE, Quality Assurance & other supports) | 5,708 | 2,559 | 3,762 | 1,203 | (1,946) |
| Contingency | 25,000 | 0 | 0 | 0 | (25,000) |
| Subtotal - | 59,090 | 15,323 | 5,173 | (10,150) | (53,917) |
| Total - FY2010 METRO Solutions | 498,221 | 171,794 | 100,440 | (71,354) | (397,781) |
| METRORail Redline Enhancements | 1,406 | 389 | 320 | (69) | (1,086) |
| Total - FY2010 Engineering & Construction Department | 499,627 | 172,183 | 100,760 | (71,423) | (398,867) |

I-5. UNIVERSITY LINE – PROGRESS REPORT

UNIVERSITY LINE

The University Line is approximately 11.3 miles in length and extends eastward from METRO's existing Hillcroft Transit Center, located at US-59 and Westpark to METRO's existing Eastwood Transit Center located at IH-45 and Lockwood. There are 19 stations along the alignment. The stations from west to east are Hillcroft, Gulfton, Bellaire, Newcastle, Wesleyan, Cummins, Edloe, Kirby, Shepherd, Menil, Montrose, Wheeler, Almeda, Hutchins, TSU, Tierswester, UH Scott, UH Cullen, and Eastwood.

NEPA STATUS

- Notice of Availability was published in Federal Register on January 29, 2010.
- Final Environmental Impact Statement (FEIS) comment period closed on March 1, 2010.
- There were comments received from the City of Houston, the University of Houston, numerous residents and businesses along the alignment.
- Resolution of comments was completed at the end of March 2010.
- FTA is evaluating the responses to determine if a Record-of-Decision (ROD) can be issued. METRO anticipates issuance of ROD in Spring 2010.

PENDING ACTIVITIES (After Issuance of ROD)

- Continue with the advancement of the design.
- Property notification letters to be sent out to affected property owners.
- Begin conducting property surveys.
- Begin utility related prep-work (test holes in public right-of-way)