METRO

Fiscal Year 2010 Monthly Board Report

Operating • Capital • Service • Performance

May 2010
May 2010
MONTHLY BOARD REPORT

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FY2010 YTD / budget vs. actual

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## A. OPERATING BUDGET

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

<table>
<thead>
<tr>
<th></th>
<th>FY2010 May Budget</th>
<th>FY2010 May Actual</th>
<th>$ Variance</th>
<th>Variance %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor &amp; Fringe Benefits</td>
<td>21,538,228</td>
<td>20,664,449</td>
<td>(873,779)</td>
<td>-4.06%</td>
</tr>
<tr>
<td>Materials and Services</td>
<td>13,448,634</td>
<td>13,196,774</td>
<td>(251,860)</td>
<td>-1.87%</td>
</tr>
<tr>
<td><strong>Total Operating Expenses</strong></td>
<td><strong>34,986,862</strong></td>
<td><strong>33,861,223</strong></td>
<td><strong>(1,125,639)</strong></td>
<td><strong>-3.22%</strong></td>
</tr>
<tr>
<td>Reimbursements</td>
<td>(8,467,269)</td>
<td>(8,579,285)</td>
<td>112,016</td>
<td>1.32%</td>
</tr>
<tr>
<td><strong>Operating Budget</strong></td>
<td>26,519,593</td>
<td>25,281,938</td>
<td>(1,237,655)</td>
<td>-4.67%</td>
</tr>
</tbody>
</table>

### A-2. Comparison of Budget to Actual Year-to-Date (8 Months)

<table>
<thead>
<tr>
<th></th>
<th>FY2010 Year-to-date Budget</th>
<th>FY2010 Year-to-date Actual</th>
<th>$ Variance</th>
<th>Variance %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor &amp; Fringe Benefits</td>
<td>172,295,974</td>
<td>168,356,465</td>
<td>(3,939,509)</td>
<td>-2.29%</td>
</tr>
<tr>
<td>Materials and Services</td>
<td>109,090,030</td>
<td>101,143,063</td>
<td>(7,946,967)</td>
<td>-7.28%</td>
</tr>
<tr>
<td><strong>Total Operating Expenses</strong></td>
<td><strong>281,386,004</strong></td>
<td><strong>269,499,528</strong></td>
<td><strong>(11,886,476)</strong></td>
<td><strong>-4.22%</strong></td>
</tr>
<tr>
<td>Reimbursements</td>
<td>(68,008,659)</td>
<td>(67,220,837)</td>
<td>787,822</td>
<td>1.16%</td>
</tr>
<tr>
<td><strong>Operating Budget</strong></td>
<td>213,377,345</td>
<td>202,278,691</td>
<td>(11,098,654)</td>
<td>-5.20%</td>
</tr>
</tbody>
</table>
Note: Fixed route ridership data reported are the Automatic Passenger Counter (APC) registrations.
B-6 HOV Service
Boardings (,000)

May
FY2009 1,879
FY2010 1,871

FY2009 FY2010
-0.4%

FY2009 FY2010
-0.6%

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

Jun-09 Jul-09 Aug-09 Sep-09 Oct-09 Nov-09 Dec-09 Jan-10 Feb-10 Mar-10 Apr-10 May-10

Section B Page 5
<table>
<thead>
<tr>
<th>Service Category</th>
<th>May Estimated Boardings</th>
<th>% Change May vs. YTD</th>
<th>May YTD Boardings</th>
<th>YTD % Change May vs. May</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fixed Route Bus Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>5,448,292</td>
<td>2.2%</td>
<td>41,909,871</td>
<td>-2.1%</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>676,935</td>
<td>-8.7%</td>
<td>5,483,401</td>
<td>-4.7%</td>
</tr>
<tr>
<td><strong>Total Fixed Route Bus Services</strong></td>
<td>6,125,227</td>
<td>0.8%</td>
<td>47,393,272</td>
<td>-2.4%</td>
</tr>
<tr>
<td>METRORail</td>
<td>828,427</td>
<td>-9.0%</td>
<td>7,110,428</td>
<td>-8.3%</td>
</tr>
<tr>
<td><strong>Total Fixed Route Services</strong></td>
<td>6,953,654</td>
<td>-0.4%</td>
<td>54,503,700</td>
<td>-3.2%</td>
</tr>
<tr>
<td><strong>Special Bus Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>METROLift</td>
<td>132,705</td>
<td>8.1%</td>
<td>1,021,177</td>
<td>6.1%</td>
</tr>
<tr>
<td>METRO STAR Vanpool</td>
<td>194,153</td>
<td>-5.0%</td>
<td>1,632,501</td>
<td>-7.5%</td>
</tr>
<tr>
<td>Internal Service</td>
<td>618</td>
<td>4.2%</td>
<td>3,069</td>
<td>-48.0%</td>
</tr>
<tr>
<td><strong>Total Special Bus Services</strong></td>
<td>327,476</td>
<td>-0.1%</td>
<td>2,656,747</td>
<td>-2.8%</td>
</tr>
<tr>
<td><strong>Total Bus and Rail Services</strong></td>
<td>7,281,130</td>
<td>-0.4%</td>
<td>57,160,447</td>
<td>-3.2%</td>
</tr>
<tr>
<td>HOV Carpoools, Vanpoools, and Non-METRO Buses</td>
<td>1,871,000</td>
<td>-0.4%</td>
<td>15,719,500</td>
<td>-0.6%</td>
</tr>
<tr>
<td><strong>TOTAL SYSTEM RIDERSHIP</strong></td>
<td>9,152,130</td>
<td>-0.4%</td>
<td>72,879,947</td>
<td>-2.6%</td>
</tr>
</tbody>
</table>

**RIDERSHIP DATA**

*(Fixed Route Boardings are the unadjusted and unedited APC registrations)*
## C. SALES TAX & FARE REVENUES

### Sales Tax Revenue vs. Budget

<table>
<thead>
<tr>
<th>Month</th>
<th>Budget May-10</th>
<th>Actual May-10</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>43.263</td>
<td>49.694</td>
<td>14.9%</td>
</tr>
<tr>
<td>June</td>
<td>39.736</td>
<td>38.225</td>
<td>-3.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Month</th>
<th>YTD Budget May-10</th>
<th>YTD Actual May-10</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>313.585</td>
<td>323.159</td>
<td>3.1%</td>
</tr>
<tr>
<td>June</td>
<td>353.322</td>
<td>361.384</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

*June sales tax revenue per June sales tax report.*

### Sales Tax Revenue vs. Prior Year

<table>
<thead>
<tr>
<th>Month</th>
<th>Actual May-09</th>
<th>Actual May-10</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>47.748</td>
<td>49.694</td>
<td>4.1%</td>
</tr>
<tr>
<td>June</td>
<td>38.916</td>
<td>38.225</td>
<td>-1.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Month</th>
<th>YTD Actual May-09</th>
<th>YTD Actual May-10</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>360.410</td>
<td>323.159</td>
<td>-10.3%</td>
</tr>
<tr>
<td>June</td>
<td>399.326</td>
<td>361.384</td>
<td>-9.5%</td>
</tr>
</tbody>
</table>

### Fares vs. Budget

<table>
<thead>
<tr>
<th>Month</th>
<th>Budget May-10</th>
<th>Actual May-10</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>5.554</td>
<td>5.069</td>
<td>-8.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Month</th>
<th>YTD Budget May-10</th>
<th>YTD Actual May-10</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>45.402</td>
<td>41.617</td>
<td>-8.3%</td>
</tr>
</tbody>
</table>

### Fares vs. Prior Year

<table>
<thead>
<tr>
<th>Month</th>
<th>Actual May-09</th>
<th>Actual May-10</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>5.259</td>
<td>5.069</td>
<td>-3.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Month</th>
<th>YTD Actual May-09</th>
<th>YTD Actual May-10</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>43.905</td>
<td>41.617</td>
<td>-5.2%</td>
</tr>
</tbody>
</table>
## COST EFFECTIVENESS PERFORMANCE GOALS

**May 2010**

<table>
<thead>
<tr>
<th></th>
<th>Annual FY2009</th>
<th>THIS MONTH</th>
<th>FY2010 YTD</th>
<th>FY2010 GOAL</th>
<th>YTD % VARIANCE FROM GOAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Ratio</td>
<td>20%</td>
<td>20%</td>
<td>20%</td>
<td>21%</td>
<td>-5%</td>
</tr>
</tbody>
</table>

**Total Fares plus Cost Recovery**

**Total Transit Cost**
### E. SERVICE PERFORMANCE STATISTICS

#### SYSTEM QUALITY PERFORMANCE GOALS

**May 2010**

<table>
<thead>
<tr>
<th></th>
<th>THIS MONTH</th>
<th>FY2010 YTD</th>
<th>FY2010 GOAL</th>
<th>YTD % VARIANCE (Green = Better Than Goal)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus On-Time Performance</strong> <em>(1)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>66%</td>
<td>67%</td>
<td>66%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>78%</td>
<td>77%</td>
<td>70%</td>
<td>10.4%</td>
</tr>
<tr>
<td>Weighted Average</td>
<td>70%</td>
<td>70%</td>
<td>67%</td>
<td>3.9%</td>
</tr>
<tr>
<td><strong>Rail On-Time Performance</strong> <em>(1)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>97.4%</td>
<td>97%</td>
<td>96%</td>
<td>1.4%</td>
</tr>
<tr>
<td><strong>Mean Distance Between Mechanical Failures</strong> <em>(2)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(All buses)</td>
<td>7,543</td>
<td>8,009</td>
<td>6,350</td>
<td>26.1%</td>
</tr>
<tr>
<td>Additional information on MDBF:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses Age 0 - 3 Years</td>
<td>10,017</td>
<td>11,568</td>
<td>6,350</td>
<td>82.2%</td>
</tr>
<tr>
<td>Buses Age 4 - 8 Years</td>
<td>14,781</td>
<td>9,841</td>
<td>6,350</td>
<td>55.0%</td>
</tr>
<tr>
<td>Buses Age 9 - 12 Years (≈ 500 buses)</td>
<td>6,211</td>
<td>5,897</td>
<td>6,350</td>
<td>-7.1%</td>
</tr>
</tbody>
</table>

(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. Effective 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.

<table>
<thead>
<tr>
<th></th>
<th>THIS MONTH</th>
<th>FY2010 YTD</th>
<th>FY2010 GOAL</th>
<th>YTD % VARIANCE (Green = Better Than Goal)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus Accidents - absolute number</strong> <em>(3)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- per 100,000 vehicle miles</td>
<td>46</td>
<td>334</td>
<td>368</td>
<td>-9.2%</td>
</tr>
<tr>
<td></td>
<td>0.83</td>
<td>0.75</td>
<td>0.84</td>
<td></td>
</tr>
<tr>
<td><strong>Rail Accidents - absolute number</strong> <em>(4)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- per 100,000 vehicle miles</td>
<td>4</td>
<td>25</td>
<td>27</td>
<td>-7.4%</td>
</tr>
<tr>
<td></td>
<td>5.14</td>
<td>3.99</td>
<td>5.35</td>
<td></td>
</tr>
<tr>
<td><strong>Complaint Calls - absolute number</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- as a % of boardings</td>
<td>1,560</td>
<td>11,402</td>
<td>13,392</td>
<td>-14.9%</td>
</tr>
<tr>
<td></td>
<td>0.0214</td>
<td>0.0199</td>
<td>0.0221</td>
<td></td>
</tr>
<tr>
<td><strong>Major Security Incidents - total</strong> <em>(5)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- per 100,000 boardings</td>
<td>28</td>
<td>239</td>
<td>400</td>
<td>-40.3%</td>
</tr>
<tr>
<td></td>
<td>0.385</td>
<td>0.418</td>
<td>0.659</td>
<td></td>
</tr>
<tr>
<td><strong>Major Security Incidents - METRO properties</strong> <em>(6)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- per 100,000 boardings</td>
<td>15</td>
<td>137</td>
<td>256</td>
<td>-46.5%</td>
</tr>
<tr>
<td></td>
<td>0.206</td>
<td>0.240</td>
<td>0.422</td>
<td></td>
</tr>
</tbody>
</table>

(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 are defined as incidents that occur at Park & 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**

<table>
<thead>
<tr>
<th>METRO Solutions</th>
<th>May FY2010 Budget</th>
<th>May FY2010 Actuals</th>
<th>YTD FY2010 Budget</th>
<th>YTD FY2010 Actuals</th>
<th>YTD FY2010 Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Improvement Program</td>
<td>34.086</td>
<td>30.385</td>
<td>261.907</td>
<td>152.258</td>
<td>(109.649) -41.9%</td>
</tr>
<tr>
<td></td>
<td>10.680</td>
<td>11.064</td>
<td>82.414</td>
<td>47.367</td>
<td>(35.047) -42.5%</td>
</tr>
<tr>
<td><strong>Total Capital Budget ($ millions)</strong></td>
<td>44.766</td>
<td>41.450</td>
<td>344.321</td>
<td>199.625</td>
<td>(144.696) -42.0%</td>
</tr>
</tbody>
</table>

**G. GENERAL MOBILITY PROGRAM**

<table>
<thead>
<tr>
<th>Total General Mobility ($ millions)</th>
<th>May FY2010 Budget</th>
<th>May FY2010 Actuals</th>
<th>YTD FY2010 Budget</th>
<th>YTD FY2010 Actuals</th>
<th>YTD FY2010 Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25.600</td>
<td>1.103</td>
<td>104.761</td>
<td>66.457</td>
<td>(38.304) -36.6%</td>
</tr>
</tbody>
</table>

**H. DEBT SERVICE**

<table>
<thead>
<tr>
<th>Total Debt Service ($ millions)</th>
<th>May FY2010 Budget</th>
<th>May FY2009 Actuals</th>
<th>YTD FY2010 Budget</th>
<th>YTD FY2010 Actuals</th>
<th>YTD FY2010 Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2.470</td>
<td>8.566</td>
<td>55.168</td>
<td>23.901</td>
<td>(31.267) -56.7%</td>
</tr>
</tbody>
</table>

Note: Effective December 2009, Debt Service is reported on an accrual basis.
I-1. PROGRAM RELATED

Small Business – Light Rail Construction Project

<table>
<thead>
<tr>
<th>HRT Initial NTP of $217.6M SBE/DBE Goal</th>
<th>Commitment/Awards Based on Eligible Sub-Contracting Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eligible for Sub-Contracting Amount</td>
<td>$ 91,989,350</td>
</tr>
<tr>
<td>✧ Committed/Awarded to SBE/DBE</td>
<td>$ 72,086,389 78.4%</td>
</tr>
</tbody>
</table>

Facility Provider Overall Base SBE/DBE Goal
$335,000,000 SBE/DBE Base Level
Sub-Contracting Goal

<table>
<thead>
<tr>
<th>Overall Base SBE/DBE Goal</th>
<th>$ 335,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>✧ HRT Committed/Awarded to SBE/DBE</td>
<td>$ 72,086,389 22.6%</td>
</tr>
<tr>
<td>✧ Other Committed/Awarded to SBE/DBE</td>
<td>$ 3,651,430</td>
</tr>
</tbody>
</table>

![Design-Build Initial NTP](chart.png)
I-2. COMMUNITY OUTREACH

Business Assistance Fund (BAF) Update:

<table>
<thead>
<tr>
<th>Business Assistance Fund</th>
<th>Total Businesses</th>
<th>Business Outreach*</th>
<th>Pending Registrations</th>
<th>Complete Registrations</th>
<th>Awards</th>
</tr>
</thead>
<tbody>
<tr>
<td>East End</td>
<td>98</td>
<td>51</td>
<td>12</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>North</td>
<td>166</td>
<td>61</td>
<td>19</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Southeast</td>
<td>124</td>
<td>66</td>
<td>23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>388**</td>
<td>178</td>
<td>54</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

* The totals above represent face-to-face meetings with businesses where registration packets have been explained and dropped off since launch of the program in April 2010. Introductory postcards were mailed to all 384 businesses.

** Updated June 10, 2010

The “Total Business” category lists all businesses located along each line. We will not know for certain how many of these businesses will be eligible for the program until the registration process is completed. However, outreach specialists have prioritized their efforts around the businesses most likely to be eligible as opposed to spending time at places that clearly would not qualify such as churches, liquor stores, etc. Overall, we are on pace to complete the initial business outreach of all eligible businesses by the end of June.

About one-third of the businesses that have been ‘touched’ are actively attempting to get registered, and they are pulling together final documents to complete the registration process. Additionally, it has been our experience that another one-third is interested but need more help with compiling their records. For this group, we are scheduling appointments between the businesses and SBA affiliate SCORE (Service Corps of Retired Executives) who will likely benefit from SCORE’s assistance. SCORE Representatives are available in the corridor offices every second Wednesday of the month from 10:00 am – 4 pm. Finally, our initial feedback also shows that the bottom third is either disinterested or untrusting of government/METRO.
Construction Related Issues Received for May 2010:

<table>
<thead>
<tr>
<th>TOTAL ISSUES RECEIVED</th>
<th>ISSUES CLOSED DURING THE MONTH</th>
<th>BREAKDOWN OF MITIGATION PLANS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Closed within 48 Hours</td>
<td>Closed After 48 Hours</td>
</tr>
<tr>
<td>NORTH LINE</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>SOUTHEAST LINE</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>EAST END LINE</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>UPTOWN LINE</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>27</td>
<td>25</td>
</tr>
</tbody>
</table>

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

* Only 1 of the Mitigation Plans put into place during May were resolved during May; the other MP resolved during May was a MP from April (both on the Southeast Line). There are 2 MPs pending resolution (1 MP on the North Line from April, and 1 MP on the Southeast Line from May).
I-3. PROGRESS REPORTS

EAST END LINE

DESIGN

<table>
<thead>
<tr>
<th>East End Corridor Design Progress</th>
<th>Current Design Percent Complete</th>
<th>Estimated Design Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility Packages</td>
<td>90%</td>
<td>November 2010</td>
</tr>
<tr>
<td>Roadway / Guideway Packages</td>
<td>80%</td>
<td>November 2010</td>
</tr>
<tr>
<td>Station Packages</td>
<td>60%</td>
<td>November 2010</td>
</tr>
</tbody>
</table>

Note: As a result of the underpass selection, HRT has pushed the design completion date back 5 months (from June 2010 to November 2010).

CONSTRUCTION

- Utility construction is underway on 5 out of 6 total segments.

REAL ESTATE

- The East End Line has a total of 135 required parcels.

<table>
<thead>
<tr>
<th>Remaining 5 Parcels Not In Possession</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcel #</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>

Possessions on East End

- 96% In Possession (130 parcels)
- 4% Not in Possession (5 parcels)
EAST END LINE CONSTRUCTION PHOTOS

Work being performed along the corridor and not shown on this map is not part of METRO Solutions Program.
NORTH LINE

DESIGN

<table>
<thead>
<tr>
<th>North Corridor Design Progress</th>
<th>Current Design Percent Complete</th>
<th>Estimated Design Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility Packages</td>
<td>95%</td>
<td>August 2010</td>
</tr>
<tr>
<td>Roadway / Guideway Packages</td>
<td>95%</td>
<td>August 2010</td>
</tr>
<tr>
<td>Station Packages</td>
<td>60%</td>
<td>August 2010</td>
</tr>
</tbody>
</table>

CONSTRUCTION

- Potential roadway & structure construction delay impacts pending receipt of LONP.
- Potential ROC construction delay impacts pending receipt of LONP.
- Utility construction is underway on 7 out of 8 total segments.

REAL ESTATE

- The North Line has a total of 113 required parcels.
SOUTHEAST LINE

DESIGN

<table>
<thead>
<tr>
<th>Southeast Line Design Progress</th>
<th>Current Design Percent Complete</th>
<th>Estimated Design Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility Packages</td>
<td>85%</td>
<td>September 2010</td>
</tr>
<tr>
<td>Roadway / Guideway Packages</td>
<td>85%</td>
<td>November 2010</td>
</tr>
<tr>
<td>Station Packages</td>
<td>60%</td>
<td>November 2010</td>
</tr>
</tbody>
</table>

Note: 3 month delay on the Downtown Utility packages and 2 month delay on the Downtown Roadway/Guideway & Station packages.

CONSTRUCTION

- Potential roadway & structure construction delay impacts pending receipt of LONP.
- Pre-utility construction activities are underway on 6 out of 13 total segments.

REAL ESTATE

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

Remaining 8 Parcels Not In Possession

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>Segment</th>
<th>Est. Date Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SE_101</td>
<td>June 30, 2010</td>
</tr>
<tr>
<td>2</td>
<td>SE_715-DT</td>
<td>June 30, 2010</td>
</tr>
<tr>
<td>3</td>
<td>SE_727-DT</td>
<td>June 30, 2010</td>
</tr>
<tr>
<td>4</td>
<td>SE_228</td>
<td>July 30, 2010</td>
</tr>
<tr>
<td>5</td>
<td>SE_236</td>
<td>July 30, 2010</td>
</tr>
<tr>
<td>6</td>
<td>SE_014-DT</td>
<td>July 30, 2010</td>
</tr>
<tr>
<td>7</td>
<td>SE_256</td>
<td>August 30, 2010</td>
</tr>
<tr>
<td>8</td>
<td>SE_113</td>
<td>November 30, 2010</td>
</tr>
</tbody>
</table>

Note: Total linear feet now includes the expected utility work for the Downtown segments of the line.
Work being performed along the corridor and not shown on this map is not part of METRO Solutions program.
UPTOWN LINE

HRT DESIGN PROGRESS

<table>
<thead>
<tr>
<th>Uptown Corridor Design Progress</th>
<th>Current Design Percent Complete</th>
<th>Estimated Design Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility Packages</td>
<td>60%</td>
<td></td>
</tr>
<tr>
<td>Roadway / Guideway Packages</td>
<td>60%</td>
<td>Design efforts re-started March 1, 2010.</td>
</tr>
<tr>
<td>Station Packages</td>
<td>30%</td>
<td></td>
</tr>
</tbody>
</table>

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 May 31, 2010

<table>
<thead>
<tr>
<th>4 LRT Lines</th>
<th>Description</th>
<th>Baseline Budget</th>
<th>Total Expenditures</th>
<th>Cost to Complete</th>
<th>Forecast</th>
<th>Baseline Budget / Forecast Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Houston Rapid Transit - Design/Build</td>
<td>1,377,000</td>
<td>132,278</td>
<td>1,244,722</td>
<td>1,377,000</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Houston LRV 100 - Vehicles</td>
<td>148,000</td>
<td>13,244</td>
<td>134,756</td>
<td>148,000</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Parsons Facility Provider</td>
<td>16,000</td>
<td>2,800</td>
<td>13,200</td>
<td>16,000</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Houston Operation &amp; Maintenance</td>
<td>16,000</td>
<td>2,370</td>
<td>13,630</td>
<td>16,000</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td><strong>Total Contracts</strong></td>
<td><strong>1,557,000</strong></td>
<td><strong>150,692</strong></td>
<td><strong>1,406,308</strong></td>
<td><strong>1,557,000</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

| Land Acquisition | 230,266 | 97,665 | 132,601 | 230,256 | 0 |

<table>
<thead>
<tr>
<th><strong>Total</strong></th>
<th><strong>1,787,266</strong></th>
<th><strong>248,357</strong></th>
<th><strong>1,538,909</strong></th>
<th><strong>1,787,256</strong></th>
<th><strong>0</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>13,385</td>
<td>13,337</td>
<td>8,957</td>
<td>-1,998 (-155)</td>
<td>-4,408 (-333)</td>
</tr>
<tr>
<td>Facility Provider 1 (Design/Build, Vehicles, Facility Provider &amp; O&amp;M)</td>
<td>83,568</td>
<td>56,081</td>
<td>39,558</td>
<td>-16,503 (-206)</td>
<td>-44,010 (-534)</td>
</tr>
<tr>
<td>Agency Costs</td>
<td>4,642</td>
<td>2,967</td>
<td>2,487</td>
<td>-480 (-10)</td>
<td>-2,155 (-33)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>101,575</td>
<td>72,365</td>
<td>51,922</td>
<td>-21,362 (-212)</td>
<td>-50,573 (-833)</td>
</tr>
<tr>
<td><strong>Southeast Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>13,410</td>
<td>13,049</td>
<td>12,645</td>
<td>-1,800 (-40)</td>
<td>-765 (-17)</td>
</tr>
<tr>
<td>Facility Provider 1 (Design/Build, Vehicles, Facility Provider &amp; O&amp;M)</td>
<td>124,356</td>
<td>71,809</td>
<td>34,159</td>
<td>-37,750 (-306)</td>
<td>-90,197 (-726)</td>
</tr>
<tr>
<td>Agency Costs</td>
<td>4,741</td>
<td>3,029</td>
<td>2,410</td>
<td>-619 (-9)</td>
<td>-2,331 (-36)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>142,507</td>
<td>87,987</td>
<td>49,214</td>
<td>-38,773 (-261)</td>
<td>-93,299 (-1,232)</td>
</tr>
<tr>
<td><strong>East End Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>18,987</td>
<td>18,946</td>
<td>5,358</td>
<td>-1,588 (-8)</td>
<td>-13,639 (-766)</td>
</tr>
<tr>
<td>Facility Provider 1 (Design/Build, Vehicles, Facility Provider &amp; O&amp;M)</td>
<td>78,294</td>
<td>44,586</td>
<td>35,251</td>
<td>-9,335 (-121)</td>
<td>-43,043 (-576)</td>
</tr>
<tr>
<td>Agency Costs</td>
<td>3,281</td>
<td>2,121</td>
<td>2,258</td>
<td>137 (42)</td>
<td>1,023 (124)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>100,572</td>
<td>65,653</td>
<td>42,887</td>
<td>-22,786 (-223)</td>
<td>-57,705 (-755)</td>
</tr>
<tr>
<td><strong>Uptown Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>5,000</td>
<td>4,993</td>
<td>601</td>
<td>-432 (-86)</td>
<td>-4,395 (-873)</td>
</tr>
<tr>
<td>Facility Provider 1 (Design/Build, Vehicles, Facility Provider &amp; O&amp;M)</td>
<td>13,966</td>
<td>274</td>
<td>1,589</td>
<td>-1,315 (-47)</td>
<td>-12,377 (-357)</td>
</tr>
<tr>
<td>Agency Costs</td>
<td>1,750</td>
<td>1,118</td>
<td>1,399</td>
<td>281 (21)</td>
<td>(351)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>20,716</td>
<td>6,385</td>
<td>3,589</td>
<td>-2,726 (17)</td>
<td>-17,127 (556)</td>
</tr>
<tr>
<td><strong>University Line</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>22,786</td>
<td>2,742</td>
<td>355</td>
<td>-2,387 (-85)</td>
<td>-22,411 (-622)</td>
</tr>
<tr>
<td>Facility Provider 2 (Design/Build, Vehicles, Facility Provider &amp; O&amp;M)</td>
<td>34,623</td>
<td>0</td>
<td>0</td>
<td>0 (-1)</td>
<td>-34,623 (-10)</td>
</tr>
<tr>
<td>Agency Costs</td>
<td>16,372</td>
<td>2,865</td>
<td>1,665</td>
<td>-1,200 (-44)</td>
<td>-14,707 (-476)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>73,751</td>
<td>5,607</td>
<td>2,020</td>
<td>(3,587)</td>
<td>(71,741)</td>
</tr>
<tr>
<td><strong>Other METRO Solutions Projects</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burnet Plaza</td>
<td>12,555</td>
<td>9,699</td>
<td>(5,179)</td>
<td>(4,878)</td>
<td>(17,734)</td>
</tr>
<tr>
<td>METRORail Redline Vehicle Expansion</td>
<td>15,827</td>
<td>10,787</td>
<td>4,937</td>
<td>(5,850)</td>
<td>(10,890)</td>
</tr>
<tr>
<td>Misc. Projects (Community Outreach, SBE/DBE, Quality Assurance &amp; other supports)</td>
<td>5,708</td>
<td>3,424</td>
<td>3,792</td>
<td>368 (28)</td>
<td>(1,916)</td>
</tr>
<tr>
<td>Contingency</td>
<td>25,000</td>
<td>0</td>
<td>0</td>
<td>0 (-1)</td>
<td>-25,000 (1)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>59,090</td>
<td>23,910</td>
<td>3,550</td>
<td>(20,360)</td>
<td>(55,540)</td>
</tr>
<tr>
<td><strong>Total - FY2010 METRO Solutions</strong></td>
<td>496,221</td>
<td>261,907</td>
<td>152,242</td>
<td>(109,665)</td>
<td>(345,979)</td>
</tr>
<tr>
<td><strong>METRORail Redline Enhancements</strong></td>
<td>1,406</td>
<td>420</td>
<td>331</td>
<td>(-89)</td>
<td>(1,075)</td>
</tr>
<tr>
<td><strong>Total - FY2010 Engineering &amp; Construction Department</strong></td>
<td>499,627</td>
<td>262,327</td>
<td>152,573</td>
<td>(109,754)</td>
<td>(346,054)</td>
</tr>
</tbody>
</table>

*Excludes 16K accounting adjustment for Engineering Studies
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, Weslayan, Cummins, Edloe, Kirby, Shepherd, Menil, Montrose, Wheeler, Almeda, Hutchins, TSU, Tierwester, 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 Summer 2010.

CURRENT ACTIVITIES

- Continue design coordination with the City of Houston.
- Began Value Engineering Analysis.

PENDING ACTIVITIES (After Issuance of ROD)

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