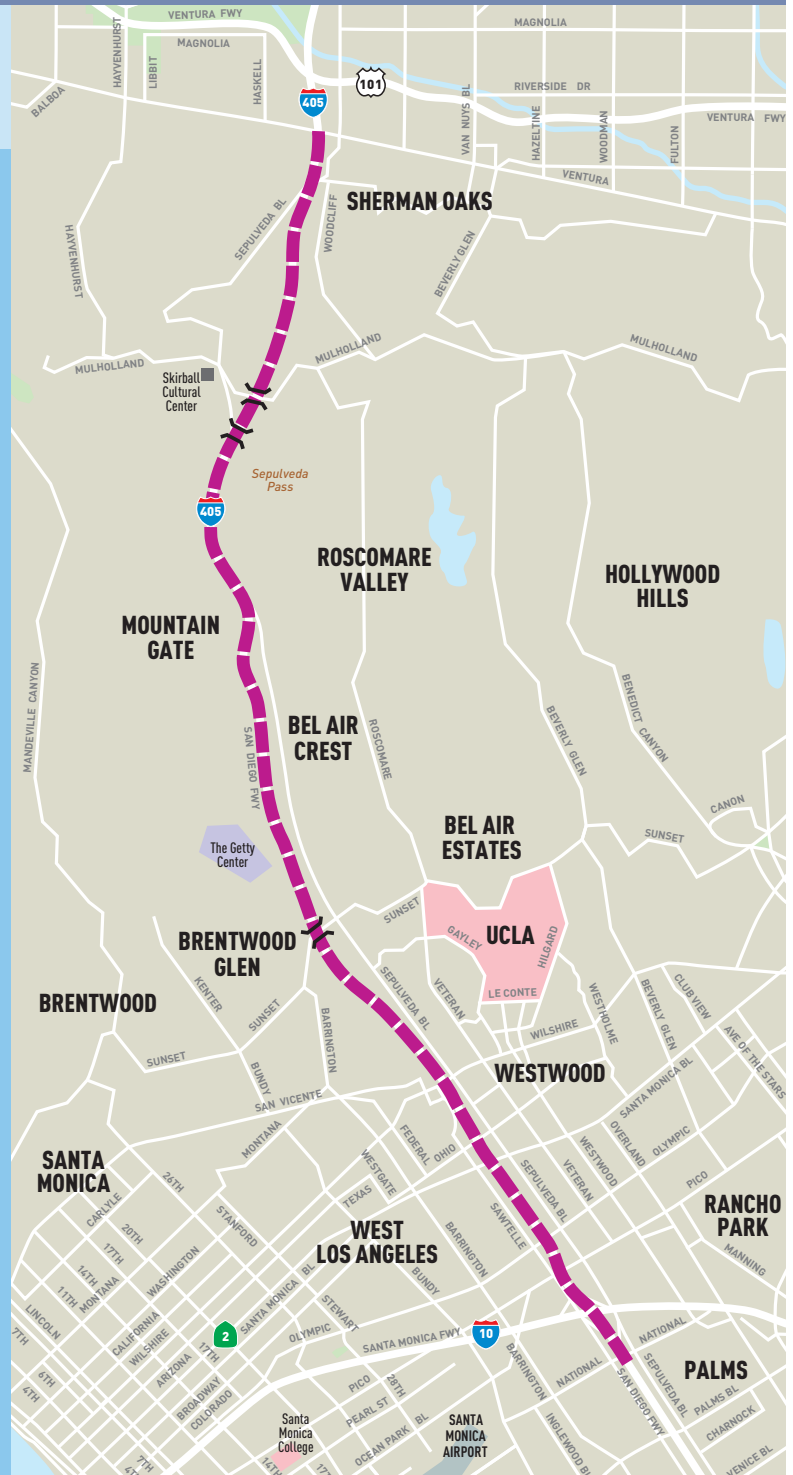




I-405 Sepulveda Pass Improvements Project

QUARTERLY PROJECT STATUS REPORT



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INTERSTATE 405 SEPULVEDA PASS IMPROVEMENTS PROJECT

QUARTERLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH GRANTS FROM THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND THE AMERICAN RECOVERY AND REINVESTMENT ACT (AARA) AND FUNDS FROM THE STATE OF CALIFORNIA.

MARCH 2011

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PROJECT OVERVIEW & STATUS

The I-405 Sepulveda Pass Improvements Project will add a 10-mile HOV lane and improve supporting infrastructure such as ramps, bridges and sound walls on the San Diego Freeway (I-405); while widening lanes from the Santa Monica Freeway (I-10) to Ventura Freeway (U.S. 101). This project will reduce existing and forecasted traffic congestion on the I-405 and enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion. In addition to these modifications, the project will improve both existing and future mobility and enhance safety throughout the corridor. Project benefits include a decrease in commuter time, reduce air pollution, and promote ridesharing. The I-405 Sepulveda Pass Improvements Project features include:

- *Add a 10-mile HOV lane on the northbound I-405 between the I-10 and US-101 freeways*
- *Remove and replace the Skirball Center, Sunset Blvd. and Mulholland Dr. Bridges*
- *Realign 20 on and off ramps*
- *Widen 20 existing overpasses and structures*
- *Construct approximately 18 miles of retaining walls and sound walls*

Interstate 405 (I-405), also known as the San Diego Freeway, is a north/south route classified as an interstate/interregional loop freeway. It is part of the National Highway System (NHS), originating at the I-5 in Orange County in the City of Irvine and terminating at the I-5 in Los Angeles County, in the City of Los Angeles near the community of Mission Hills. The high-occupancy vehicle (HOV) lanes on I-405 are currently operating in both northbound and southbound directions from the county line of Orange County to north of I-105; from north of Burbank Boulevard to Route 118; and in the southbound direction from Waterford Street to north of Burbank Boulevard.

The design-build contract Notice to Proceed (NTP) was given on 6/2/2009, with commencement of contract time (1550 calendar days) on August 31, 2009. Substantial completion is currently expected to occur in May 2013, with final acceptance of the project required by November 27, 2013.

Critical areas for the project are Veterans Administration (VA) and General Services Administration (GSA) properties acquisition, the Getty agreement, Reversible Lane project changes, and identifying all utility relocations and their impact to the project. Acquisition of the VA and GSA properties are not late but are a concern, GSA appears to be going in the right direction, and an agreement is expected in April 2011. VA, on the other hand, is going in the wrong direction, and the I-405 Project will continue to pursue all possible avenues to get through the acquisition of this key property. The Project has been working with VA, Caltrans, Elected Officials, FHWA, and Government Relations in the past with little success and will now coordinate with all of them for a single strategy. Kiewit and Metro are working to resolve the "Road Blocks" with almost half already closed. These issues are not Metro or Kiewit specific but rather Project specific. The Recovery Schedule is complete except there are two areas which the Project believes could be mitigated by approximately 3 months, to keep the Contractual Substantial Completion date of May 31st, 2013. The I-405 Project alignment adjacent to the Getty has passed the 100% design and is continuing toward RFC of the entire package with procurement starting on the critical wall located at the north end of Getty. Mulholland Drive OC design is proceeding with the base design with one minor change that is reversing the construction staging. This requires some design work but eliminates the requirement for temporary utility relocations during the demolition of the bridge. Addition of the COLA Reversible Lane project to the I-405 project has been slow because of FHWA concerns with the City canceling the project and cost of sharing utility relocation with the Department of Water and Power (DWP) in the same area.

PROJECT OVERVIEW & STATUS (Cont'd)

The I-405 Project is proposing 3rd lane from Skirball Off-Ramp to Skirball Over-Crossing which appears to have not been clearly identified in the information for Bidders plans but is required to make the traffic in the northbound Sepulveda work between Skirball Ramp Terminus and Skirball Bridge. Project is pushing forward incorporation of overlapping work of the Reversible Lane project into the I-405 project. FHWA has requested for a funding plan between City, Caltrans, Metro, and FHWA. This report should be completed by the end of April 2011.

Caltrans, Metro, and Kiewit are being sued because of the potential that the project may have cut-off the developer's access in the Getty Area (Bel Air Crest). At this point, the options are; prove that the access was not cut-off, find other access, pay the developer for cutting-off access, or move the ramp that impacts the access. Project is currently working on these issues with Caltrans and County Counsel.

Construction of Walls 1720/1730 is underway and picking up pace; top bench excavation and installation of soldier piles are complete; drilling for tie-backs is moving along, with row B complete and Row A over 50% complete. This work has been slowed because Kiewit is using only one drill rig but will add a second tie-back rig with potential for more, if the space permits. Skirball Bridge preparation work of bumping out lanes for foundation work and demolition work on median bents are complete. Project concern on delays and impacts has been brought to Kiewit's attention at numerous meetings. The I-405 Team has been questioning the reasons Kiewit is not working in certain areas of the project and is confirming or challenging Kiewit's perceived road blocks.

Key project activities for March 2011 include:

- Retaining Walls 1720/1730 adjacent Sound Wall maintenance issues between Caltrans and City Staff has not been resolved. Numerous meetings have not resolved these issues and regardless of the lack of decision, the Project will construct the walls.

Caltrans ROW appraisal process for temporary and permanent easements continues and is well underway. The Project has obtained Right-of-Entry (ROE) for Kiewit on all the required parcels. Kiewit extended Temporary Construction Easement (TCE) limits beyond the ROE agreements. This has potential impact to the appraisal process which is being managed by Caltrans. Most recently, Kiewit installed tie-backs in an area without permanent easement.

PROJECT OVERVIEW & STATUS (Cont'd)

- Widening of Sepulveda between Montana and Church to accommodate the COLA requests for standard lanes and shoulders. Part of the potential costs will be through a Change Order and Provisional Sums are involved as well as increases and decreases in baseline costs which are making this not a straightforward process. Metro Contract Administration has asked that this issue be addressed as a change and the Project is working to process it through the system. The Change Notice has been processed, Metro Contracts Administration has determined the merit, and County Counsel has approved this change. The Metro Board approved this change and Metro is tracking the issue.
- The existing 12' X 12' Reinforced Concrete Box under Sepulveda Blvd. has been incorporated into Kiewit's design and the construction work was incorporated in their schedule. Metro is working with Kiewit to finalize costs but have only received ROM estimate to date.
- Kiewit completed the Recovery Schedule and Metro approved it. A few activities have caused the completion date to move to August 2013 but the Project has identified ways to remedy the situation and pull back the completion date to May 2013. As an example, Metro has given Kiewit direction to start retaining wall 1827 construction which is on the critical path. This should be completed soon enough to remove the wall from the critical path. Mulholland Bridge appears to be on the critical path due to project going back to baseline design. Metro/Caltrans are working with Kiewit to pull this work back to Substantial completion of May 31, 2013.
- It appears that the only issues left are reversible lane and impacts to project if it is not incorporated, and impacts to project caused by lack of ROW. Metro/Kiewit/HNTB/Caltrans are working on these issues.

MANAGEMENT ISSUES

Concern No. 1: Align I-405 Closer to the Getty Parking Structure (96" MWD Waterline)

Status/Action The Project and Getty are in conceptual agreement with the 5+1 lane configuration, ROW, and other issues. Written agreement has been with Caltrans legal staff for the past eight months, several staff changes are acerbating the agreement process but it is going forward. This is a critical issue as the 96" waterline relocation has to take place if this agreement is not acceptable to both parties. Getty and Caltrans staff have met five times and it appears that Caltrans staff will assist with the Getty Agreement thus the finalization of this issue is in sight. Caltrans management has assured Metro that they want this agreement and will work with Getty on their requests as part of this agreement.

Concern No. 2: Provisional Sums

Status/Action Provisional Sums process is moving forward and finally getting agreements on estimates fairly quickly.

Concern No. 3: One Team with Caltrans and Metro

Status/Action Caltrans has asked the Project to review staffing levels, with the intent of resolving any issues before design effort ends. Considering the contentious nature of Kiewit, the Project believes that it is prudent to keep sufficient Caltrans field staff on the project to address potential schedule and management issues. The Project is considering adding one or two City oversight staff to address the City construction progress and track Kiewit's effort.

Concern No. 4: Reversible Lane Project on Sepulveda

Status/Action FHWA has indicated verbally and in e-mail that they concur with the concept of having Metro complete most of the Reversible Lane work and have asked the Project to write a Change Notice to add work. Metro needs assurance from FHWA on the cost reimbursement before proceeding. Metro, City, and DWP are in agreement on 50/50 cost sharing of Utilities (Power) for the Reversible Lane and I-405 Projects.

Project is working on completing the scope of work and estimates to share with FHWA. The Project cannot wait much longer on approval, and expect to have the agreement in place by end of April 2011.

MANAGEMENT ISSUES (Cont'd)

Concern No. 5: Review Support from COLA

Status/Action The COLA has, for the most part, met commitments for the submittal review times, but in the last month or so, the COLA Departments have made it clear that they will not be able to make some of the upcoming review times due to lack of staff and resources. Funding is available to the City, but in some cases, no overtime has been allocated to the appropriate accounts at the Mayor's office. The Project and Metro will continue to work with the City Staff and Elected Officials to find ways to keep the project supported and on schedule. K.N. Murthy, LACMTA Deputy Chief Capital Management Officer and the COLA Mayor's office met with City Managers to develop core services plan which requires City Staff to be committed to Metro Projects. The I-405 Project has asked LABOE and LADOT for staff, none are available at this time from DOT but some will be available from BOE.

Concern No. 6: Kiewit and Metro Estimating Approaches

Status/Action Metro and Kiewit have found it difficult to reconcile estimates, although the Project is working on different approaches with different staff. The Project has made progress with design estimates which seems to be a breakthrough on this aspect of estimating with Kiewit. The Project is also still working on the construction estimate issue; different oversight staff and new hires are in the works. Ultimately, until the construction estimate issues are resolved, the Project will continue using unilateral CNs and PSAs based on agreed quantities and construction estimates verified using more than one method of analysis. Project hired one additional estimator and established oversight by one of I-405 senior staff. Project has also brought in independent estimators for change work verification.

Concern No. 7: Mulholland Bridge Realignment

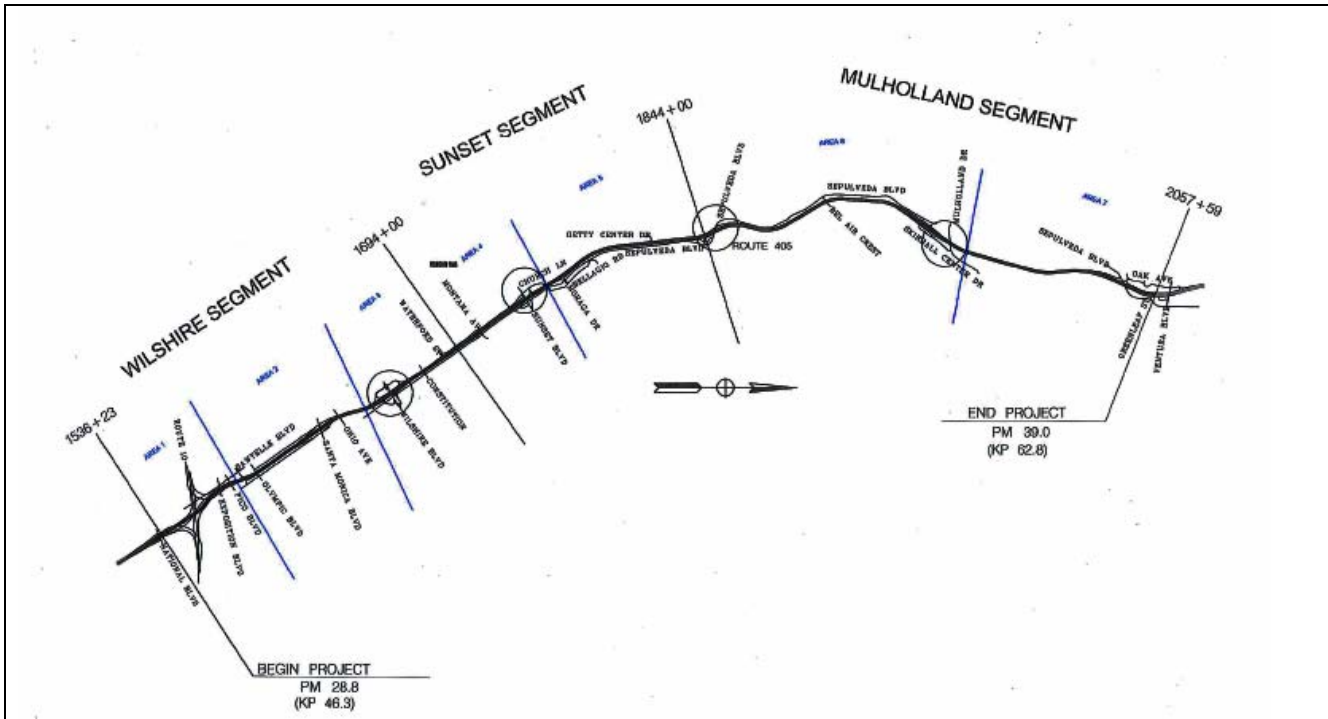
Status/Action The Project's plan to realign Mulholland Drive was progressing until high level City Manager (LADOT) requested that options for "curved" Mulholland Drive be considered. This is causing schedule delay and raised concern with costs. Project met with City on December 21, 2010 to address these concerns. City will submit their comments and Project will meet with the Elected Officials Staff to obtain concurrence as well. Project met with City Design Review Board on February 17, 2011 to address changes to Mulholland Scenic Highway. Two issues of concern were raised by the Mulholland Design Review Board; (1) project needs to make the proposed alignment look similar to the existing alignment, and, (2) hire a world class architect to design a world class bridge. The first request is not feasible because if the Project made the design to look like the existing, then it is more feasible to adopt the baseline design. The second request is also not feasible as it would delay the Project by 12 to 18 months, if the Project would design a world class bridge. Project has decided to go back to the baseline design with a reversal of construction staging for Mulholland Drive OC. This will increase the design cost but will reduce the Utilities temporary relocation cost.

MANAGEMENT ISSUES (Cont'd)

Concern No. 8: Recovery Schedule

Status/Action The Project Recovery Schedule was submitted on December 16, 2010 inclusive of all known construction activities and re-sequencing and is now approved. The project completion is now at August 2013 but Metro believes it can be brought back to May 2013 with early work on Wall 1827 and possible acceleration of Walls 1720/1730.

PROJECT SCOPE



The I-405 Sepulveda Pass Improvements Project is a Design-Build contract to add a 10-mile High Occupancy Vehicle (HOV) lane on the northbound San Diego Freeway (I-405) between the Santa Monica (I-10) and Ventura (US 101) Freeways. The purpose of the project is to reduce congestion by adding the HOV lane and closing the HOV gap, which will provide a continuous HOV lane from the Orange County Line to the I-405/US-101 interchange. The scope entails an 11-foot half median, one 12-foot HOV lane, a 1-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder.

Most of the freeway widening required for this project occurs along the east side of I-405 along Sepulveda Blvd. between Montana Ave. and Moraga Dr. and between Getty Center Drive and the northbound Getty Center off-ramp. Sepulveda Blvd. is going to be slightly realigned at the relocated southbound I-405 Skirball Center Drive on/off-ramps in order to add a left-turn lane to the on-ramp.

Some freeway widening also occurs along the west side of the freeway between Olympic Blvd. and Waterford Street and between Bel Air Crest to just north of Ventura Blvd.

In order to reduce accidents associated with traffic on the ramps, project scope includes several interchange improvements as detailed below:

PROJECT SCOPE

- Wilshire Blvd. interchange in both directions
The northbound on-ramp from eastbound Wilshire Blvd. is grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. is grade-separated from the southbound off-ramp to westbound Wilshire Blvd.
- Northbound I-405 Sunset Blvd. interchange
The northbound I-405 off-ramp to eastbound Sunset Blvd. is widened to include one more lane. Two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp are provided for the northbound I-405 on-ramp from eastbound Sunset Blvd. In the eastbound direction three 12-foot lanes and in the westbound direction three 11-foot lanes are provided which solves the existing reduction from three lanes to two lanes in the eastbound direction. In both directions, 4-foot shoulders and 5-foot sidewalks as well as a 13-foot median are provided on the Sunset Blvd. overcrossing.
- The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange are reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.
- The southbound I-405 Skirball Center Drive interchange is relocated to form a “T” intersection with Sepulveda Blvd. This eliminates the existing intersection at the end of the southbound I-405 Skirball Center Drive off-ramp.
- The southbound Valley Vista/Sepulveda Blvd. off-ramp is reconstructed due to freeway widening.

A total of 12 soundwalls and 54 retaining walls within the project limits are constructed at embankments where right-of-way is constrained.






A total of 12 undercrossings within the project limits are widened. Three overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive are replaced.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11
4" Water Line @ Valley Vista Begin Work	3/2/11A	○					
Time Warner Cable # 107A/107B @ Ohio Ave. Begin removal of poles	3/12/11A	○					
Time Warner Cable # N868 @ Wall 1746 Begin Work	3/14/11A	○					
SoCal Gas Line #239 at Wall 1746 Begin Removal	3/15/11A	○					
AT&T / Verizon Comm Lines # 196A @ Walls 1720 & 1730 Begin Work	3/16/11A	○					
Bridge 10 Sepulveda UC/Wilshire Off Ramp NB - RFC	3/16/11A	○					
Bridge 11 Sepulveda UC/Wilshire On Ramp NB - RFC	3/16/11A	○					
Walls 1746, 1730, 1720 Sewer Lines #401-403 Begin Work	3/23/11A	○					
Bridge 14 Sunset UC Off Ramp: RFC	3/30/11A	○					
Area 7 Sewer Line Begin Work	4/1/11		○				
Storm Drain #407-409 @ Walls 1720 & 1730 Begin Work	4/5/11*		○				
Area 4 Sunset City: RFC	4/7/11*		○				
12" Water Line #205-206 Begin Work	4/11/11*		○				
Area 1 Storm Drain Encasement Begin Work	4/11/11*		○				
Bridge 9 Wilshire UC: Begin Work	4/11/11*		○				
LADWP # 304 Begin Work	4/11/11*		○				
SoCal Gas 8" Gas Line # 222 Begin Work	4/11/11		○				
Time Warner Cable # 19 @ Pico Ave. Begin Work	4/11/11*		○				
Shell Oil Line # 355 @ Bridge 23 Begin Work	4/13/11*		○				
Bridge 22 Mulholland OC: RFC Base	4/15/11*		○				
Bridge 23 Sepulveda UC NB: RFC	4/15/11*		○				
Bridge 24 Wildlife UC: RFC	4/15/11*		○				
Area 2 Sewers # 201-203 Begin Work	4/18/11*		○				
Bridge 17 : RFC	4/22/11*		○				
Bridge 19 Sepulveda Blvd. UC - RFC	4/24/11*		○				
Area 4A Remaining Storm Drain Begin Work	4/25/11		○				


KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11
Area 3 Storm Drain # 301-308 Begin Work	5/1/11			○			
Area 7 Storm Drain Begin Work	5/1/11			○			
Shell Pump Station N698 Begin Work	5/2/11			○			
Verizon Telecom # 187/192 Begin Work	5/2/11			○			
Mulholland Segment Fire Hydrants # N967	5/5/11			○			
Area 5 Sepulveda - RFC	5/31/11*			○			
Ramp SB On-Ramp From WB Wilshire Blvd; Begin Work (Remove Curb/Sidewalk)	6/2/11				○		
Bridge 20 Bel Air Crest UC - Begin Work (Demo Steel Rail)	6/21/11				○		
Bridge 3 Olympic Blvd (South); Complete Work	6/27/11				○		
Ramp NB Off-Ramp to EB Wilshire Blvd; Begin Work (Break Concrete)	6/27/11				○		
Bridge 3 Olympic Blvd (North); Begin Work	6/28/11				○		
Bridge 21 Skirball OC: Complete Installation of PC Girder Top Deck, Diaphragm and Bridge Bearing	7/1/11					○	
Bridge 6A Wilshire SB Off-Ramp - Begin Replacement of Structural Steel Girder	7/5/11					○	
Bridge 12 Constitution UC: Complete Installation of PC Girder Top Deck & Diaphragms	7/6/11					○	
Bridge 21 Skirball OC: Begin Installation of PC Girder Top Deck, Diaphragm and Bridge Bearing Phase II	7/11/11					○	
Bridge 6A Wilshire SB Off-Ramp - Begin Installation of Steel Girder Top Deck & Diaphragms	7/14/11					○	
Bridge 18 Getty Center UC: RFC	7/18/11*					○	
Bridge 5A Ohio UC - Begin Installation of PC Girder Top Deck & Diaphragms	7/19/11					○	
Bridge 7 Wilshire NB Off-Ramp - Complete demolition of Abutment # 5 and Wingwalls.	7/22/11					○	
Bridge 5B Ohio UC -Begin Installation of PC Girder Top Deck & Diaphragms	7/26/11					○	
Bridge 6A Wilshire SB Off-Ramp - Complete Installation of Steel Girder Top Deck & Diaphragms	8/3/11						○
Bridge 9 Wilshire UC: Complete retrofit of Abutment (North)	8/8/11						○
Bridge 5B Ohio UC -Complete Footing & Pile Cap/Abutment Wingwalls Ph I	8/10/11						○

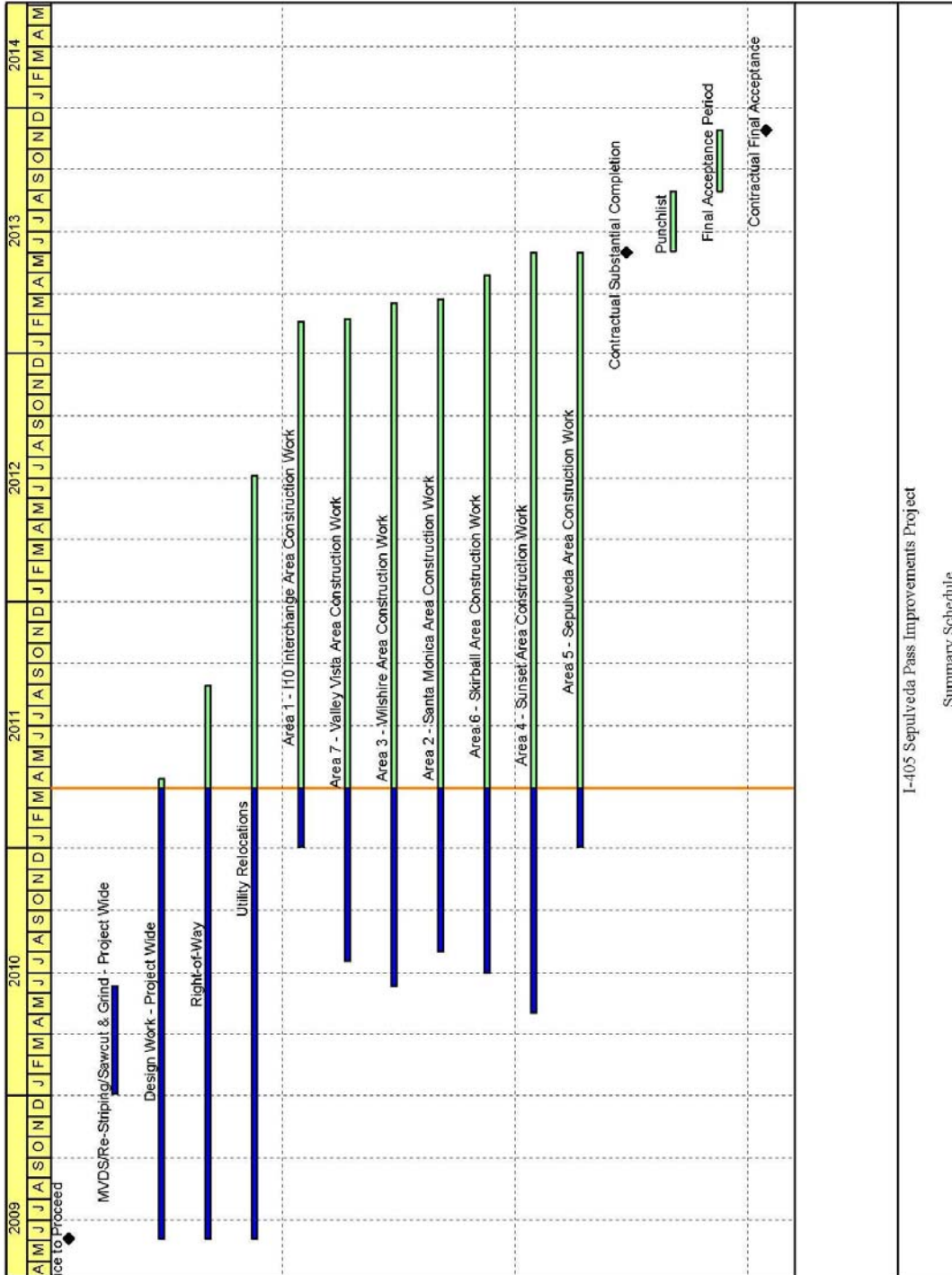
 Metro	Metro Milestone		Design/Build		Third Parties Approval
 CT	Caltrans Milestone	*	New Date	 FHWA	FHWA Federal Highway Administration Approval

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11
Bridge 16 Sunset OC - Begin West Side PC Girder Top Deck & Diaphragm	8/10/11						○
LADWP # 196B - Begin Wire Pull Construction	8/18/11						○
Bridge 16 Sunset OC - Begin installing approach slabs	8/30/11						○

M Metro	Metro Milestone	○	Design/Build		Third Parties Approval
CT	Caltrans Milestone	*	New Date	FHWA	FHWA Federal Highway Administration Approval

PROJECT SUMMARY SCHEDULE



I-405 Sepulveda Pass Improvements Project

Summary Schedule

CRITICAL PATH NARRATIVE

The project has several critical paths which may potentially change as the work progresses. Based on the project Recovery Schedule, currently the primary critical path runs through the design and procurement of Soil Nail Wall 1827 (south of Sepulveda UC Bridge 19). It then heads to the construction of Soil Nail Wall 1827 and continues on with construction of the Getty Center On-Ramp. The path continues through construction of Mechanically Stabilized Earth (MSE) Wall 1833, Sepulveda Area Mainline Southbound work, and finally Median work at Sepulveda Area.

PROJECT COST STATUS

I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

FEDERAL PROJECT #: SARRA-405-3(015)N, METRO PRIME CONTRACT# C0882

METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS

COMBINED COST REPORT BY PHASE

PERIOD ENDING: MARCH 2011

DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
0	PA&E	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	21,457	-	21,457	-	21,457	-	21,457	-
1	PSE	PLANS, SPECS, & ENGINEERING	63,100	-	40,850	321	40,492	680	36,175	-	40,850	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	9,544	147	3,687	147	3,687	-	9,544	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	61,343	484	8,085	1,056	4,189	-	61,343	-
4	C	CONSTRUCTION	823,900	-	800,389	87	738,525	3,961	227,728	-	800,389	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	100,417	809	17,533	1,064	14,272	-	100,417	-
TOTAL PROJECT			1,034,000	-	1,034,000	1,847	829,779	6,907	307,507	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 28, 2011.

KIEWIT EXPENDITURES ARE ONLY THROUGH DECEMBER 31, 2010 DUE TO INVOICING LAG.

PROJECT COST ANALYSIS

Approved Budget

The Approved Budget reflects the Metro Board adopted Life-of-Project (LOP) Budget which was approved in April 2009 in the amount of \$1,034.0 million.

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$1,034.0 million. Certain items previously forecast under the PSE phase have been re-allocated this period to the RS and CS phases. The Current Budget has been adjusted this period to more closely align with the forecast. A Project Budget Change Request will be prepared and processed through the Project to reconcile the present Forecast.

Commitments

The Commitments increased by \$1.8 million this period for Master Cooperative Agreements and Utility Relocation Agreements, real estate purchases, consulting service contracts, and Metro/Caltrans staff charges.

Expenditures

Expenditures are cumulative through February 2011. The expenditures increased by a total of \$6.9M this period. Expenditures for this period within the engineering phase included Caltrans project staff, miscellaneous consultant contract services and L.A. County charges. Metro costs in the right-of-way categories were for 3rd party Metro staff costs and for MWD and LADWP, expenditures. Caltrans expenditures for the period included staff charges for engineering, right-of-way support, real estate parcel acquisitions, staff oversight and construction support costs. The Kiewit invoice covering December 2010 for \$3.9M was processed this period. The \$307.5 million in Project Expenditures to date represents 29.7% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

MARCH 2011

STATUS OF FUNDS BY SOURCE

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	APPROVED BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED TO SOURCE *	FUNDING %
FEDERAL SAFETEA-LU	\$117.000	\$117.000	\$117.000	\$117.000	100%	\$19.601	17%	\$19.601	17%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$142.033	75%	\$142.033	75%
STATE CMIA	\$614.000	\$614.000	\$254.700	\$469.141	76%	\$112.392	18%	\$111.059	18%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$31.843	35%	\$31.843	35%
STATE RSTP	\$10.100	\$10.100	\$10.100	\$10.100	100%	\$0.000	0%	\$0.000	0%
PROPOSITION C 25%	\$13.000	\$13.000	\$13.000	\$1.638	13%	\$1.638	13%	\$1.638	13%
TOTAL FUNDS	\$1,034.000	\$1,034.000	\$626.700	\$829.779	80%	\$307.507	30%	\$306.174	30%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 2011.

* BILLING AMOUNT IS LESS THAN EXPENDITURES AMOUNT DUE TO SYSTEM LAG IN SUBMITTING INVOICES TO CALTRANS.

STATUS OF FUNDS ANTICIPATED

FEDERAL SAFETEA-LU: \$117M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

FEDERAL ARRA: \$189.9M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro with consultation with FHWA.

STATE CMIA: State Proposition 1B Bond sales provided \$254.7M to the project. Funds are available for drawdown.

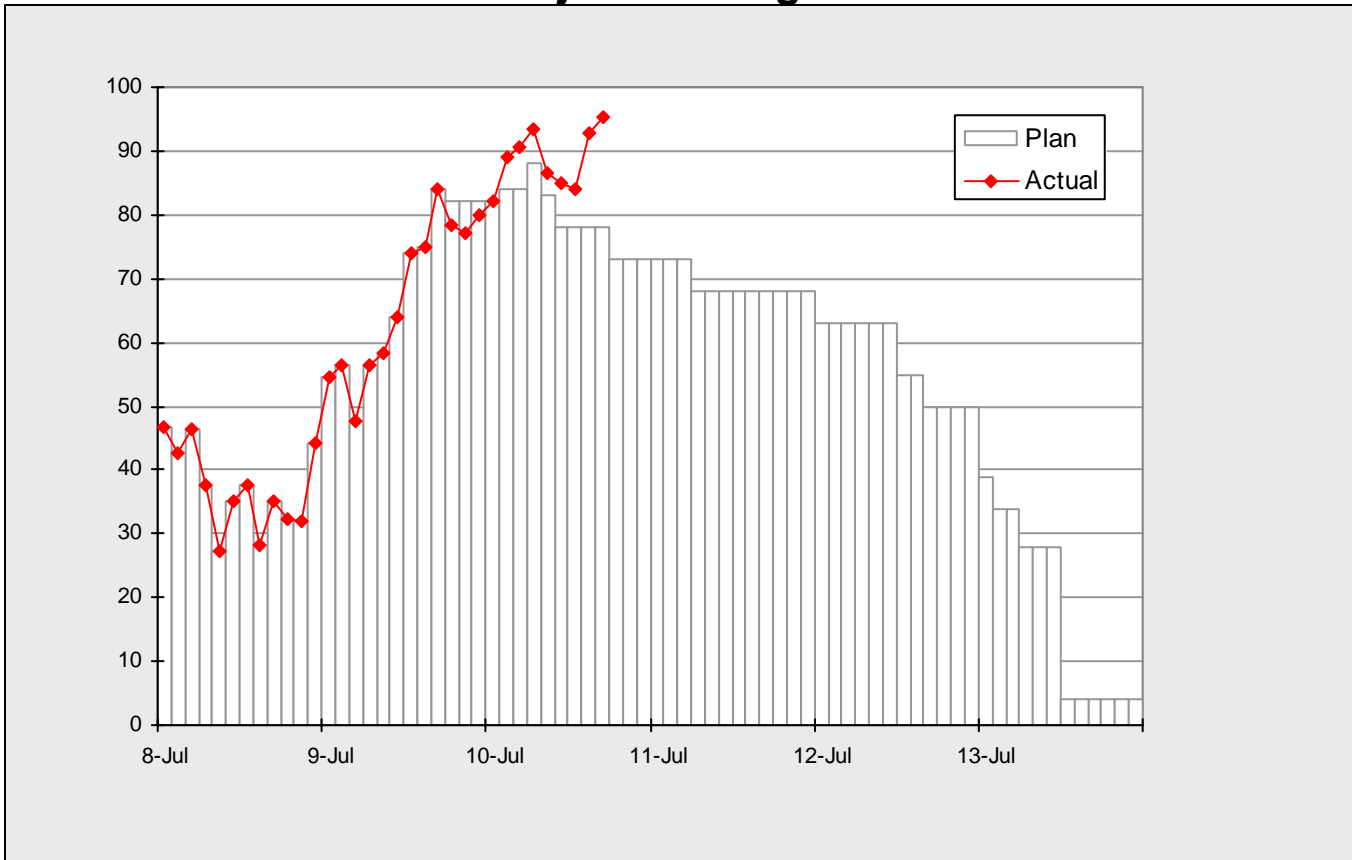
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

STATE RSTP: \$10.1M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

PROPOSITION C 25%: The Metro Board approved the allocation of \$13M to the Project.

STAFFING STATUS

Total Project Staffing - FTEs

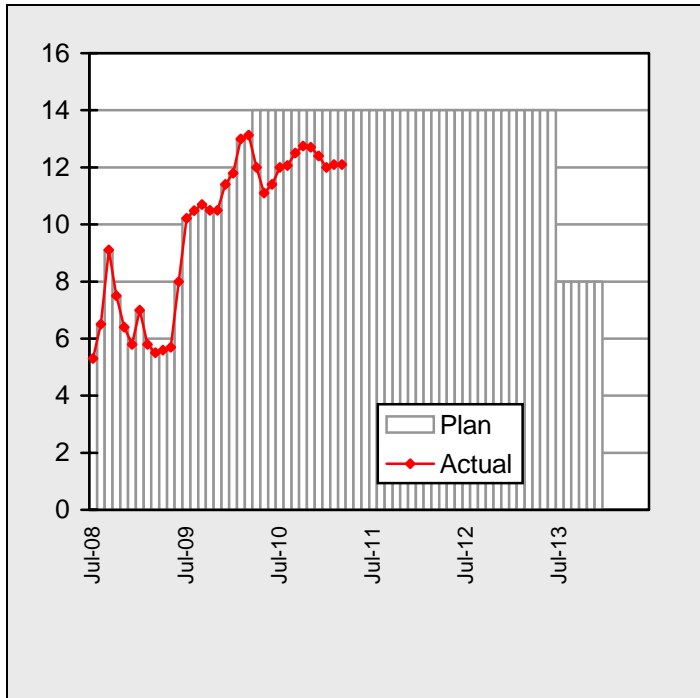


Total Project Staffing

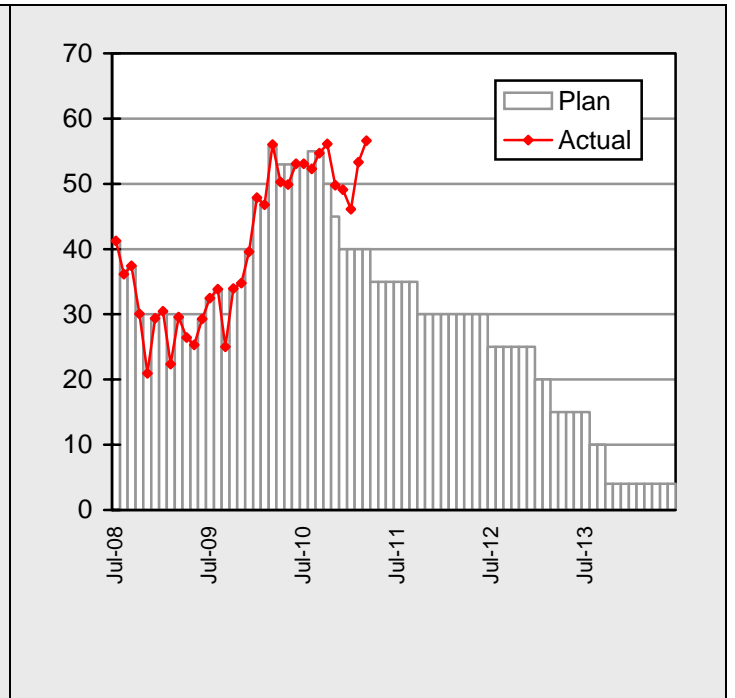
Metro was required to comply with a Federal audit to convert Independent Contract staff to “As needed.” Due to limitations for this classification and to meet the needs of the Project, resources were reallocated to the Construction Management Consultant Contract. Additionally, resources were brought on to assist in qualifying, estimating and processing changes to scope. Staff will be relooking at Caltrans to ensure that the labor forecast is valid.

STAFFING STATUS

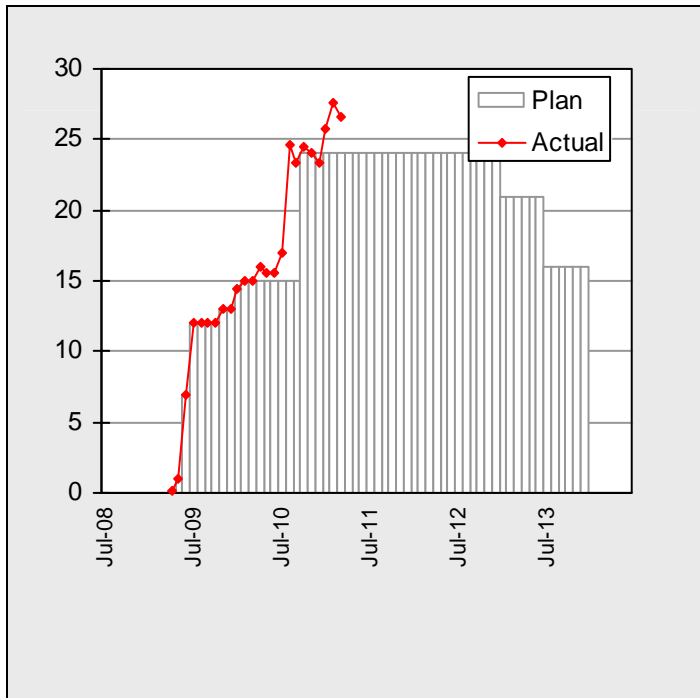
MTA - FTEs



CALTRANS- FTEs



STANTEC - FTES



REAL ESTATE STATUS

The Real Estate acquisition process is proceeding with a majority of the parcels on schedule to be turned over to the Contractor by the dates specified in the contract. Three parcels at the Southbound Skirball Off-Ramp have not been delivered to the Contractor on time, and the Project is working with the Contractor regarding access. Currently, most of the parcels are on schedule to meet the target dates stated in the contract, and several parcels may require condemnation in order to be acquired. The Contractor has requested a number of parcels to be provided earlier than required by the contract and the Project is working to accommodate this request.

Parcels of concern:

- Santa Monica Mountain Conservancy (Parcel 79610) – The Project has acquired a Right-of-Entry (ROE) to proceed with work on the project while the acquisition process proceeds forward.
- County of Los Angeles (79629) – Presently working to acquire a Right-of-Entry (ROE), while at the same time moving forward with condemnation.
- Metropolitan Water District of Southern California (Parcel 79612) – A right-of-entry is expected by mid-September 2010, and the Project is working with the Contractor to mitigate any impacts.
- Visionquest (Parcel 79617) – It is very likely that the Project will not be able to deliver this required parcel. In order to mitigate this, Metro will issue a change so that Kiewit can start the redesign and ordering of materials to avoid the requirement of this parcel.

The Project is also focusing intently on several parcels to keep acquisition on schedule:

- The Veterans Administration parcels (79586, 79711) containing the Breitburn oil line are impacted because of the 2008 Act (H.R. 2764) referenced as “Consolidated Appropriations Act, 2008” preventing VA from transferring the parcel.
- The General Services Administration parcel (79559) will require additional attention to assure that acquisition does not impact construction.

Project is moving forward with the compensation and Temporary Construction Easements with the 22 parcels in the Westwood Hills Area.

REAL ESTATE STATUS

32	Total Required Parcels
14	Available for Construction
15	In Appraisal Process
3	Deleted
2	Past Due with no apparent schedule impact

ENVIRONMENTAL STATUS

- Ongoing coordination with resource agencies for required surveys for construction activities during bird nesting season (March 1st to September 1st).
- Ongoing coordination with Santa Monica Mountains Conservancy and National Park Service on wildlife crossings and other issues.
- Held field meeting on March 2, 2011 with the California Department of Fish and Game for environmental compliance.
- Prepared permit amendment for 1600 Streambed Alteration Agreement with the California Department of Fish and Game for additional drainage impact associated with groundwater diversion for Soil Nail Wall 1836.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: drilling pile at Constitution, sound wall demolition at 1599, fire hydrant relocation at Beloit/Cotner, drilling pile at Ohio, full day closure of Montana under crossing (2 times), tree removal east of N/B Sunset off-ramp, AT & T and Verizon telecommunication relocation, Southern California Gas utility relocation, slope repair at Church Lane (with closures), sewer line relocation from Constitution to Montana, Exxon Mobil relocation, Montana Bridge girder placement, Sunset NB on-ramp reconfiguration, utility relocation at Sepulveda Bridge under crossing, sound wall demolition south of Montana Avenue, fire hydrants Beloit/Cotner, Bridge 7 Abutments, Skirball Bridge column demolition and freeway lane re-striping, Mulholland Bridge utility survey work, temporary realignment of Skirball off-ramp, Skirball Bridge retaining wall and relocated SB Skirball ramps.
- Participated in the following meetings: Community Advisory Committee Open House, elected officials briefing, Brentwood HOA Annual Meeting, Brentwood Glen HOA Meeting, West Los Angeles Police Department Traffic Committee, Westside Neighborhood Council, West Los Angeles Neighborhood Council, Roscomare Valley Association, Bel Air Crest HOA, MECA Meeting, and Mountaingate Homeowners Meeting.
- Coordinated the following work activities: appropriate Skirball ramp closure signage, Skirball Bridge signage, Royal Woods clear and grub coordination, the Elliot Company-Apartment complex, Shell relocation at Job Source Center, Metro Expo Line coordination, 3 week look-ahead at Beloit, south of Ohio, 3 week look-ahead at Beloit, south of Santa Monica, flood damages due to rain storms in Sherman Oaks, damage fence due to fallen tree in Royal Woods, Bel Air Crest bridge work, calendar of events coordination, Skirball ramp closures for events.
- 1,684 followers on Twitter.
- 623 active users on Facebook.
- 291 subscribers on Nixle.
- Website 13,001 page views.

QUALITY ASSURANCE STATUS

- Metro Quality participated in the following meetings:
 - Twenty-four Construction Pre Activity Meetings on utility relocation, bridge piling, girder erection, cast in place and MSE walls to bridge abutments and drainage structures.
 - Project Quality Team Meeting with Caltrans, HNTB and KIWC, Construction Task Force Meeting, Owner's Status Meeting and Construction Progress Meetings for Segments 1, 2, and 3 site offices.
- Fifty-seven Nonconformance Reports (NCR's) have been issued. Twenty-five remain open and in process. Kiewit established a goal to close all nonconformance documents within 30 days of issuance.
- Metro received an implementation plan from the Design Builder for restructuring their Quality Program.

SAFETY AND SECURITY STATUS

- Safety Staff participated in various pre-activity (readiness review) meetings to ensure compliance with approved Work Plans and contract specifications.
- Construction activities are monitored to ensure contractor compliance with contract specifications.
- Safety staff attended weekly Progress Meeting, Foreman's Weekly Safety Meetings and other project meetings to evaluate contract safety requirement compliance.
- March Contractor Work Hours (Design & Construction): 90,690
- Contractor – Project to Date Work Hours (Design & Construction): 1,513,507
- Total Project to Date Work Hours (Contractor & the IPO Staff): 1,754,914
- Project to Date Recordable Injury Rate: 0.5 (Four Recordable Injuries) (each rate is per 200,00 work hours)
- Project to Date Total Time Away Injury Rate: 0.1 (One Time Away From Work Injury)
- Project to Date Total Days Away Rate: 12.4 (109 Days Away From Work)
- The contractor submitted updates to the Project Security Plan and these submittals are currently under review.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	4/11	6/09	A stand-alone Master Cooperative Agreement (MCA) between the City of Los Angeles and LACMTA is currently being drafted for the I-405 Project.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	Cancelled	Cancelled	On advice of the County Counsel, LACMTA is not required to enter into a Master Cooperative Agreement with the Los Angeles County Department of Public Works/Los Angeles Flood Control District since the I-405 Project is a State Project, not a LACMTA Project.
Utility Owners	Utility Agreements	Various	Various	Caltrans style Utility Agreements (similar to MTA Work Order Authorizations) will be completed as relocation plans are approved for each location.

CONTRACT STATUS

I-405 Sepulveda Pass Improvements Project Design/Build Contractor: Kiewit		Contract No.: C0882 Status as of: April 1, 2011																													
<p>Progress/Work Completed: Major work started/completed this period:</p> <ul style="list-style-type: none"> • Began relocating LADWP waterline at Valley Vista • LADWP began to work to relocate electrical conduits at Church Lane • Began removal of So. Cal. 8" gas line at Walls 1720 and 1730. • Began erecting wall panels at Wall 1667. • Began erecting wall panels at Wall 1685. • Began field work on Bridge 21. • Completed constructing columns at Bridge 16 Bent 2. • Completed driving piles at Bridge 3 Abutment 1 NB. • Completed setting soldier beams at Bridge 13 Bent 2 and 3. • Completed setting wall panels at Wall 1942B. • Maintenance during construction - SWPPP cleanout and repairs, graffiti removal from k-rails, trash and debris removal. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Reversible Lane Project on Sepulveda Blvd. • Mulholland Drive OC construction. • GSA Property ROE Permit. 		<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • DWP power undergrounding. • VA sewer relocation and VA duct bank relocation. • Excavate/load/haul ADL Y1/Y2/Z3. • MSE Wall Panel fabrication and delivery. • Grading and paving. • Construction of Walls 1640/1665/1667/1672/1685/1720/1730/1746/1836/1897/1942. • Bridge 3 construction. • Bridge 4a4b construction. • Bridge 7 construction. • Bridge 12 construction. • Bridge 13 construction. • Bridge 15 construction. • Bridge 16 construction and Bridge 21 construction. • Maintenance during construction. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Bridge 9 field work commences. • Walls 1720 and 1730 storm drain and sanitary sewer relocation. • Area 1 storm drain encasement. • Area 2 & Area 7 sewer lines relocation. • Storm drain relocation at AWalls 1720 and 1730. • Maintenance during construction. 																													
			Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast																								
		Commencement	08/31/09	0	08/31/09	08/31/09	0																								
		Completion	05/31/13	0	05/31/13	05/31/13	0																								
		Punchlist Complete	08/29/13	0	08/29/13	08/29/13	0																								
		Final Acceptance	11/27/13	0	11/27/13	11/27/13	0																								
<p>Schedule Summary:</p> <table border="0"> <tr> <td>Notice of Award</td> <td>04/29/09</td> </tr> <tr> <td>Notice to Proceed</td> <td>06/02/09</td> </tr> <tr> <td>Original Contract Duration (CD)</td> <td>1640</td> </tr> <tr> <td>Approved Time Extensions (CD)</td> <td>0</td> </tr> <tr> <td>Current Contract Duration (CD)</td> <td>1640</td> </tr> <tr> <td>Elapsed Time from NTP (CD)</td> <td>669</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td>40.8%</td> </tr> </table>		Notice of Award	04/29/09	Notice to Proceed	06/02/09	Original Contract Duration (CD)	1640	Approved Time Extensions (CD)	0	Current Contract Duration (CD)	1640	Elapsed Time from NTP (CD)	669	Contract Elapsed Time Percent	40.8%	<p>Cost Summary: \$ In 000's</p> <table border="0"> <tr> <td>1. Award Value:</td> <td style="text-align: right;">720,922</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">810.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">721,732</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">233,182</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td style="text-align: right;">32.3%</td> </tr> </table>				1. Award Value:	720,922	2. Executed Modifications:	0.00	3. Approved Change Orders:	810.00	4. Current Contract Value (1 + 2 + 3):	721,732	5. Incurred Cost:	233,182	6. Percent Incurred Cost:	32.3%
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5. Incurred Cost:	233,182																														
6. Percent Incurred Cost:	32.3%																														

CHRONOLOGY OF EVENTS

May 18, 2007	The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
May 22, 2007 to October 1, 2007	Public review of draft EIS.
February 29, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
March 10, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) errata with U. S. General Services Administration (GSA) comments is issued.
March 14, 2008 to April 14, 2008	Public review of Final EIS.
April 25, 2008	Record of Decision (ROD) approved.
October 10, 2008	LACMTA issued Invitation For Bid (IFB) for the project.
February 20, 2009	Project bids opened.
April 23, 2009	LACMTA Board authorized the Chief Executive Officer to award Design-Build Contract C0882 to Kiewit Pacific Co.
April 23, 2009	LACMTA Board approved establishing a budget of \$1.034 billion for project 405523.
April 23, 2009	LACMTA awarded Contract C0882 to Kiewit Pacific in the amount \$694,156,000 to include Schedules A, C, and H (Option 4).
April 29, 2009	LACMTA issued a revised NOA to Kiewit Pacific in the amount \$720,922,000 to include Schedules A, C, E (Option 1), F (Option 2), G (Option 3), and H (Option 4).
June 2, 2009	LACMTA issued Notice to Proceed to Kiewit Pacific for the Design-Build Contract C0882.
August 31, 2009	Contract Commencement Date.
September 24, 2009	Kiewit Pacific submitted the Project Baseline Schedule.
October 14, 2009	Project Design Quality Management Plan approved.

CHRONOLOGY OF EVENTS (Cont'd)

December 14, 2009	Project Quality Management System approved.
January 20, 2010	Project Baseline Schedule was approved.
January 27, 2010	Roadway Restriping commenced.
March 12, 2010	Major Project Permits were obtained; Permit 401 – Water Quality Control Board, Permit 404 – U.S. Army Corps of Engineers, and Permit 1600 – California Department of Fish & Game.
May 31, 2010	The Project completed one year without a Recordable Injury.
July 23, 2010	Sunset Bridge major demolition of the south side top deck and center column.
August 2, 2010	Commenced construction on Bridge 4a/b.
August 16, 2010	Commenced ExxonMobil 16” utility relocation at Bridge 16.
August 20, 2010	Operating Engineers Local 12 initiate labor action by striking.
August 24, 2010	Completed ductbank work on Sepulveda for DWP utility undergrounding.
August 24, 2010	Commenced construction of Walls 1720/1730.
August 24, 2010	ITS Backbone is cut.
September 7, 2010	DWP started pulling wires for utility undergrounding on Sepulveda.
September 9, 2010	Operating Engineers Local 12 Labor action is settled and strike ends.
September 13, 2010	Completed the excavation of Roadway at 1685/1691.
September 15, 2010	Completed the removal of Wall 1665.
September 18, 2010	Completed installation of Temporary walkway at Skirball Bridge.
September 28, 2010	Pioneer access to Sunset on-ramp, Bridge 15 Abutment 1.

CHRONOLOGY OF EVENTS (Cont'd)

October 12, 2010	Began excavation of Sunset Bridge 16 Abutment 1 Footing.
October 12, 2010	Began demolition of Skirball Bridge 21.
October 15, 2010	Completed demolition Skirball Bridge 21.
October 15, 2010	Began driving piles at Santa Monica Bridge 4.
October 15, 2010	Installed Beams at Sunset Bridge 16, Bent #2.
October 15, 2010	Began driving piles on Santa Monica Bridge 4.
October 19, 2010	Completed demolition of Sunset Bridge 16, Abutment 4.
October 21, 2010	Installed beams at Sunset Bridge 15 On Ramp, Abutment 1.
October 22, 2010	Began Demolition of Sunset Bridge 16, Abutment 1.
October 22, 2010	Installed Piles at Wall 1720.
October 25, 2010	Began Excavation at Walls 1685/1691.
October 28, 2010	Began the relocation of overhead power lines at Ohio Ave Bridge 5.
October 28, 2010	Clear and grub area at Wall 1746.
November 12, 2010	Completed demolition of soundwall, barrier rail, and overhang at Bridge 13.
November 15, 2010	Completed installation of SOE at Abutment 1 NB at Bridge 4 Santa Monica.
November 15, 2010	Completed demolition of existing ExxonMobil 16" Oil Pipeline.
November 17, 2010	Completed excavation of CIP at Wall 1640.
November 18, 2010	Began excavation at Wall 1635.
November 29, 2010	Began Excavation at Bridge 13.
November 30, 2010	Began relocation of SCE underground vault.

CHRONOLOGY OF EVENTS (Cont'd)

December 7, 2010	Began driving piles at Bridge 13 - Montana Avenue UC.
December 14, 2010	Completed Pile driving at Abutment 1 Bridge 16 Sunset OC.
December 15, 2010	Completed the installation of new power poles and raised the utility wires at Bridge 5 - Ohio Avenue.
December 16, 2010	Completed piles at abutments 1 and 2 for Bridge 13 Montana Ave UC.
December 17, 2010	Began installation of SOE beams at Bridge 15 Sunset on-ramp.
January 3, 2011	Began Construction of Piers and Columns at Bridge 16.
January 11, 2011	Began Construction Activities at Bridge 5.
January 13, 2011	Began Construction Activities at Bridge 12.
January 17, 2011	Began Installation of Footings and Pile Caps at Bridge 16.
February 1, 2011	Began Construction Activities at Bridge 21 – Skirball Center Drive.
February 14, 2011	Began Field Work relocating Storm Drain at Veterans Administration (VA).
February 21, 2011	Began Field Work relocating Chevron Oil Pipeline at Bridge 23 – Sepulveda UC.
February 23, 2011	Began Construction Activities at Bridge 15 – Sunset On-Ramp.
February 25, 2011	Completed Drilling and Placing Beams at NB Abutments 1 & 2 at Bridge 12 – Constitution UC.
February 28, 2011	Completed Pouring Columns at Bent 3, Bridge 16 – Sunset OC.
March 2, 2011	Began Field Work relocating LADWP 4" Waterline at Valley Vista.
March 2, 2011	Completed Driving 14" Square Piles at Bridge 3 Abutment 1.
March 15, 2011	Began Field Work relocating So Cal Gas Line at Wall 1746.

CHRONOLOGY OF EVENTS (Cont'd)

March 18, 2011	Completed Setting Soldier Beams at Bridge 15 Bent 2 & 3 Mainline.
March 23, 2011	Began Field Work Encasing Sewer Lines 401-403 at Walls 1720, 1730 and 1746.
March 31, 2011	Completed Setting and Backfilling Wall Panels at Wall 1942B.

CONSTRUCTION PHOTOGRAPHS

Installing Abutment Rebar at
Bridge 7, Abutment #1.
Station 1656+50
March 31, 2011



Installing abutment rebar at Bridge 7, Abutment 1 Stations 1656+50.



Installing Panels at MSE
Wall 1667.
Station 1667+00
March 7, 2011

Installing panels at MSE Wall 1667, Stations 1667+00.

CONSTRUCTION PHOTOGRAPHS



Installing CIDH piles at Bridge 12 northbound, Abutment 2 Station 1684+50.

CONSTRUCTION PHOTOGRAPHS



Bridge 16 Bent 2 pedestal.



Bridge 16 Bent 3 timber mats.

CONSTRUCTION PHOTOGRAPHS



Bridge 16 Bent 3 falsework.



Soil Nail Wall 1852.

CONSTRUCTION PHOTOGRAPHS



Concrete pumping at Bridge 21 (Skirball) Abutment 4.

CONSTRUCTION PHOTOGRAPHS



Bridge 21 (Skirball) Abutment 1.



Pioneer MSE Wall 1897 and SNW 1894.

APPENDICES

COST AND BUDGET TERMINOLOGY

APPROVED 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 BUDGET: The Original Budget plus all budget amendments approved by formal Metro action. Also referred to as Approved Budget.

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.

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).

PROJECT APPROVAL & ENVIRONMENTAL DOCUMENTS: Costs for agency staff and consulting contracts leading to project approval and environmental clearances.

PLANS, SPECS. & ENGINEERING: Agency staff and consulting contract costs between the initial project approval and environmental clearances but prior to start of construction.

RIGHT-OF-WAY SUPPORT: Costs for agency staff involved in real estate appraisal and parcel purchase activities and agency staff costs involved in utility relocations and third party agreements. Includes real estate appraisal costs.

CONSTRUCTION SUPPORT: Agency staff and consulting contract costs occurring during the construction phase of the project.

CONSTRUCTION: Costs for highway construction, bridge and on/off ramp construction and modifications, retaining wall and sound wall construction. Includes final design costs by Design/Build Contractor.

RIGHT-OF-WAY CAPITAL: Costs for real estate parcel purchases and utility relocations costs after approval of utility company agreements. Includes costs for Master Cooperative Agreements after approval by agencies.

**APPENDIX
LIST OF ACRONYMS**

ARRA	American Recovery & Reinvestment Act
AWIS	Automated Work Zone Information Systems
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
CEQA	California Environmental Quality Act
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CMIA	Cash Management Improvement Act
CMS	Changeable Message Signs
CN	Change Notice
CO	Change Order
COE	Corps of Engineers
COLA	City Of Los Angeles
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
D-B	Design-Build
D-B-B	Design-Bid-Build
DD	Design Development
DEIR	Draft Environmental Impact Report
DR	Deficiency Report
DWP	Department of Water and Power
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
HOV	High Occupancy Vehicle
IFB	Invitation for Bid
IPO	Integrated Project Office
ITS	Intelligent Transportation Systems

**APPENDIX
LIST OF ACRONYMS (Continued)**

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
MPSR	Monthly Project Status Report
MSE	Mechanically Stabilized Earth
MVDS	Microwave Vehicle Detection System
MVP	Maintenance Vehicle Pullouts
MWD	Metropolitan Water District
N/A	Not Applicable
NCR	Non-Conformance Report
NEPA	National Environmental Quality 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
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report

**APPENDIX
LIST OF ACRONYMS (Continued)**

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
SONET	Synchronous Optical Network
SOV	Schedule Of Value
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
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package