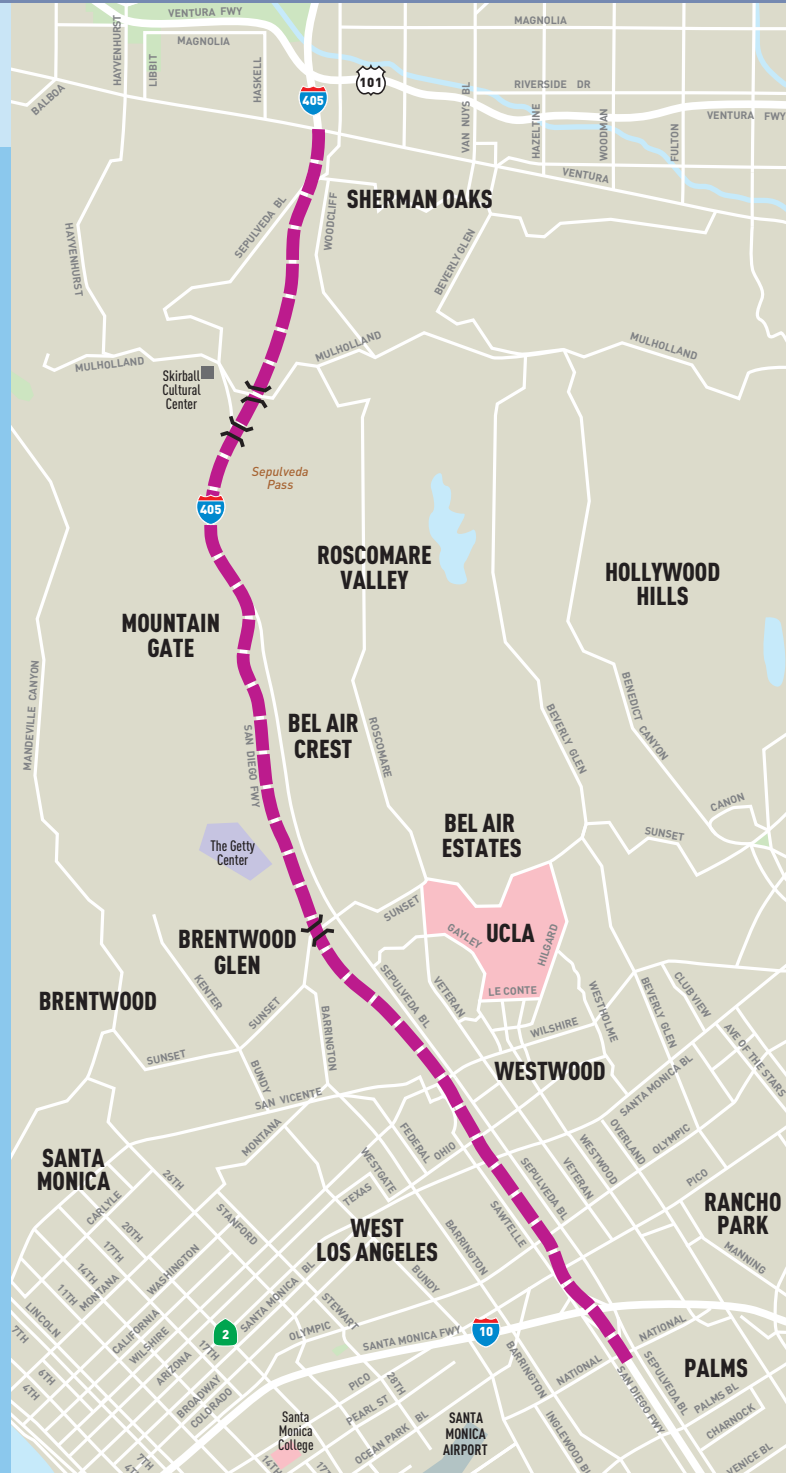




I-405 Sepulveda Pass Improvements Project

QUARTERLY PROJECT STATUS REPORT



Metro®



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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.

SEPTEMBER 2011

TABLE OF CONTENTS

	Page No.
Project Overview & Status.....	1-3
Management Issues.....	4-5
Project Status	
• Project Scope.....	6-7
• Schedule	
○ Key Milestones Six-Month Lookahead	8-9
○ Project Summary Schedule	10
○ Critical Path Narrative.....	11
• Project Cost Status.....	12
• Financial/Grant Status.....	13
• Staffing.....	14-15
• Real Estate.....	16
• Environmental.....	17
• Community Relations.....	18
• Quality Assurance.....	19
• Safety and Security Status.....	20
• Third Party.....	21
Contract C0882 Status.....	22
Chronology of Events.....	23-29
Construction Photographs.....	30-37
Appendices.....	38-41

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.

The General Services Administration (GSA) properties acquisition is finally moving forward. The Project obtained partial access in June 2011 and signed Memorandum of Understanding (MOU) in late August 2011. The Getty agreement has been signed. At this time, the cost of the Reversible Lane Project appears to be a problem. Therefore the I-405 Project will only implement what absolutely makes sense and what we can get reimbursed for. The critical area for the project is the acquisition of the Veterans Administration (VA) property. Contractually, the delay in acquisition of the VA property started on June 1, 2011. The contractor has indicated that the delay is related to utilities which should have started earlier than June 2011, but they also indicated that delay would not start until August 2011 – it is difficult to believe anything until Metro reviews the schedule and the actual delay, after the mitigation assessment is complete. Project has received support from the Elected Officials, Metro, and Caltrans regarding License to Enter and Construct from VA. We have made several changes to the License, at the request of Caltrans and VA, which has proven to be time consuming. The Recovery Schedule is complete except there are areas that the Project believes could be mitigated to keep the Contractual Substantial Completion date of May 31, 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. This work is well underway at Wall 1827 and Kiewit is ahead of schedule on construction of this wall.

PROJECT OVERVIEW & STATUS (Cont'd)

The I-405 Project is proposing a 3rd lane from Skirball Off-Ramp to Skirball Overcrossing which was not 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. This change should be submitted for Metro Board approval in November 2011.

It appears from the initial estimate to complete that the Provisional Sums items will be significantly higher than our project estimate at bid time. Initial ROM estimates for this extra work are over \$40M. In October 2011, we will have a preliminary estimate and then will start identifying means for mitigation. At this time we have also increased the Project Contingency by another \$27M due to 3rd party reduced costs.

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 Trailhead Area near Bel Air Crest. Metro and Caltrans had a meeting with the Counsel in late September 2011 to decide on course of action. Project is considering issuing a stop work order to Kiewit for Retaining Wall 1836 to avoid permanent build on potential easement. We will meet with Caltrans and County Counsel in October 2011 to review the proposed solutions that the I-405 team is working on.

The Walls 1720/1730 has been excavated to the roadway level and the old walls have been demolished. This work has recovered several months of schedule time and is moving in the right direction but mistakes in the plans are causing redesign and slower pace. Skirball Bridge deck pour was completed Mid-September 2011. At this time, Kiewit's overall construction has turned the corner and they are making significant progress. Within couple of months we should know if their progress can carry through and complete by May 2013 or earlier.

Key project activities for September 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. Caltrans is in the process of initiating new appraisals for all the affected parcels. Changes in the lateral walls are slowing the progress on these walls. Project will send a letter to Kiewit in October 2011 regarding delays caused by Kiewit on these walls.

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 cost estimate was expected to be finalized by end of June 2011, but Kiewit has been slow in resolving costs with Metro and Project is pushing Kiewit to expedite the process. Metro estimate is complete for this work.
- 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. The cost estimate is expected to be finalized by end of November 2011.
- 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 gave Kiewit direction to start the construction of retaining wall 1827, and this wall is no longer on 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 remaining issue is impacts to the project caused by lack of ROW. Metro/Kiewit/HNTB/Caltrans are working on this issue.

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 agreement with the 5+1 lane configuration, ROW, and other issues. Project is working on final revised estimates and setting timetable for resolution of the costs with Kiewit. Metro did not receive cost estimate from Kiewit this month.

Concern No. 2: Provisional Sums

Status/Action Provisional Sums process is moving forward and finally getting agreements on estimates fairly quickly. Project has undertaken a Provisional Sums cost-to-complete exercise to determine future required funds, as part of the global project cost assessment. Metro expects to have the details of Provisional Costs from the Project staff by the end of October 2011.

Concern No. 3: One Team with Caltrans and Metro

Status/Action Metro has asked Caltrans to review staffing levels, with the intent of reducing project costs and changing the focus of the project from design to construction.

Concern No. 4: Reversible Lane Project on Sepulveda

Status/Action Project is working on completing the scope of work and estimates to share with FHWA. The Project can not wait much longer on approval. The agreement is expected to be in place by mid-October 2011. Project is meeting with City early October 2011 to determine feasibility of the Project doing this work.

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 Executive Director Transit Projects and the COLA Mayor's office met with City Managers to develop core services plan that requires City Staff to be committed to Metro Projects. The I-405 Project has asked LABOE and LADOT for staff. One LABOE staff is on board and we are evaluating the effectiveness of having LABOE at the IPO. It appears that the LABOE staff is effective for the most part but does not have authority for I-405 issues and is still required to work with LABOE staff at headquarters for obtaining approval, which is a problem.

MANAGEMENT ISSUES (Cont'd)

Recent Level 1 escalation meetings with Mike Brown (LABOE) and the I-405 Project have been productive, and this process will continue.

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 still working on the construction estimates issue. Project has also brought in independent estimators for change work verification. The lack of quick resolution of cost on Change Order work is still an issue and the process is slow. The PSA work cost resolution has been much better.

Concern No. 7: Mulholland Bridge Realignment

Status/Action The Project is moving forward with the modified baseline plan. The demolition of the south half of the Mulholland Bridge was completed on July 17, 2011.

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 currently at September 2013 because of the Mulholland Bridge work, but Metro believes it can be brought back to May 2013.

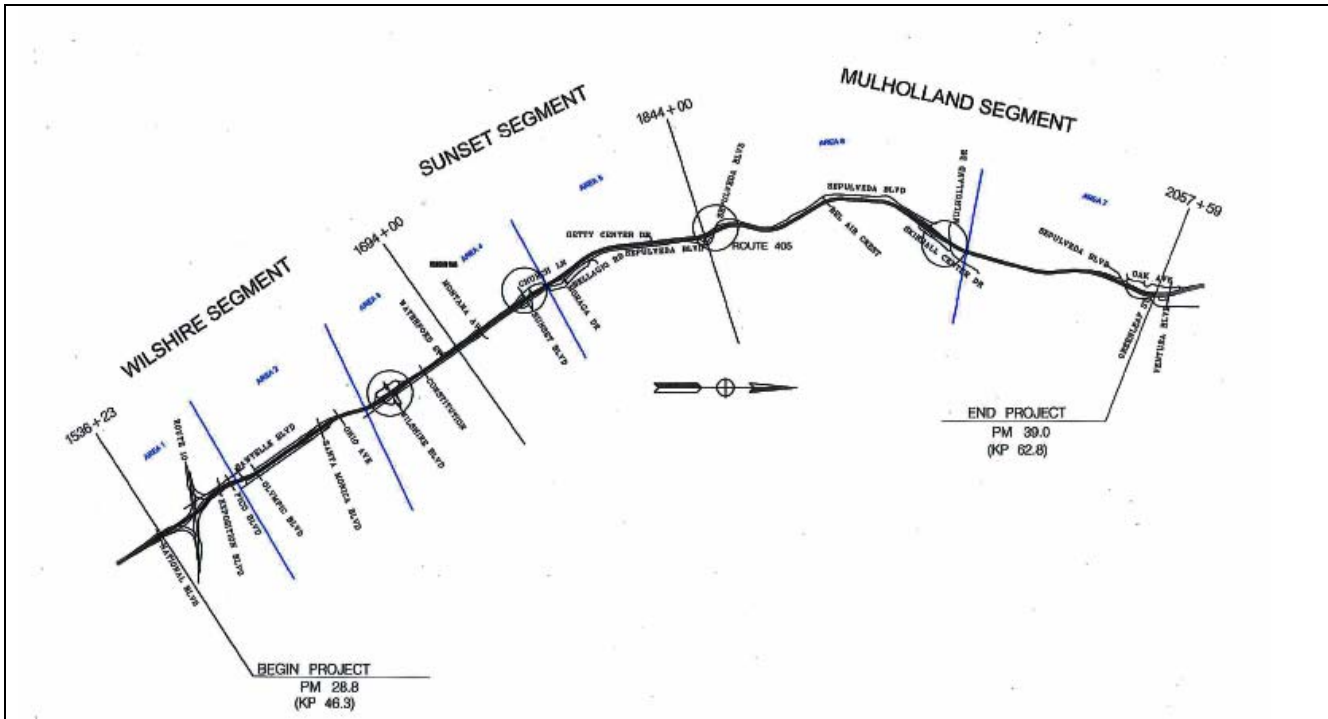
Concern No. 9: Project Cost and Schedule Reassessment

Status/Action The Project is currently working on a total project cost and schedule assessment to identify cost exposures of all the involved factions including, but not limited to, design and construction, right-of-way capital, utilities, third parties, project staffing and support, and community affairs.

Concern No. 10: Real Estate Cost Reassessment

Status/Action Caltrans is reassessing the cost of real estate capital due to additional costs for extension of Temporary Construction Easements (TCE) and full-take of additional parcels, all more than originally anticipated.

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	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12
Bridge 19 Sepulveda Blvd. UC - RFC	9/8/11A	○					
Bridge 16 Sunset OC; Complete West Side PC Girder Top Deck & Diaphragm	9/15/11A	○					
Bridge 21 Skirball OC; Complete Concrete Deck Pour	9/16/11A	○					
Area 5 Sepulveda - RFC	9/21/11A	○					
UID # N-393 LADWP Underground Power/Duct Bank 1740+00 to 1760+00 - Sunset Bridge; Construction Begins	9/23/11A	○					
Lateral Retaining Walls 6, 7, & 8 at Retaining Wall 1720; Complete Concrete Pour	9/29/11A	○					
Bridge 16 Redesign - RFC	9/30/11A	○					
Bridge 17 - RFC	10/7/11*		○				
Bridge 22 Mulholland OC Construction - RFC	10/12/11*		○				
Bridge 24 Wildlife UC - RFC	10/15/11*		○				
Shell Pipeline N698 at Bridge 2 Exposition; Begin relocation	10/20/11*		○				
Install Drain (Sta 1550, 1555, 1583) Northbound - I-10 Interchange Area - Complete Construction	10/24/11*		○				
Area 7 Sewer Line N-808; Begin Work	10/25/11*		○				
Bridge 7 Wilshire NB Off-Ramp; Begin Construction of Wingwalls & Abutment 5	10/28/11		○				
UID # 401-403 Sewer Lines; Complete relocation.	11/5/11*			○			
W-Bdg 3-Olympic-P C Girder Top Deck & Diaphragms - PH 1 - Complete Construction	11/7/11			○			
UID # 196B AT&T-TCG Fiber Optic Underground Ductbank (Part II) - Complete relocation.	11/7/11*			○			
UID # N-1403 AT&T-TCG Fiber Optic Underground Ductbank (Part II) - Sunset Bridge; Complete Construction	11/14/11*			○			
Bridge 6A Wilshire SB Off-Ramp; Begin Installation of Steel Girder Top Deck & Diaphragms	11/19/11*			○			
UID # N-393 LADWP Underground Power/Duct Bank 1740+00 to 1760+00 - Sunset Bridge; Construction Complete	11/30/11*			○			
UID # N-1057 Telecom Duct Bank Station 2041+00-1 Valley Vista; Begin Construction	11/30/11			○			
Bridge 15 Sunset NB On-ramp; Begin Form/Pour/Strip Top Deck	12/1/11				○		

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

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12
Bridge 5B Ohio UC; Begin Footing & Pile Cap/Abutment Wingwalls Ph I	12/7/11*				○		
Bridge 6A Wilshire SB Off-Ramp; Complete Installation of Steel Girder Top Deck & Diaphragms PH I	12/20/11*				○		
Bridge 5B Ohio UC; Begin Installation of Concrete Girders	12/28/11*				○		
Bridge 2 Exposition UC; Begin Construction of Piers/Columns (Bent 2 -4)	12/29/11				○		
Bridge 5A Ohio UC; Begin Installation of Concrete Girders	1/4/12*					○	
UID # 307 24" Storm Drain at Wilshire Blvd; Begin Construction	1/9/12*					○	
UID # 196B LADWP Electrical Ductbank; Begin Wire Pull Construction	1/17/12*					○	
W-Bdg 5b-Ohio; Top Deck & Diaphragms - Begin Installation	1/27/12*					○	
Bridge 16 Sunset OC; Begin North Side Demolition	2/1/12*						○
Bridge 10 & 11 - WB Wilshire Off & WB Wilshire On - Complete Driving Steel Piles (84 EA)(WEST)(OD from 7 to 6)	2/7/12*						○
Bridge 22-Mulholland OC -Begin Installation of Bottom Deck	2/10/12*						○
Storm Drain # 308 - 24" RCP - 1666+60-1 - Wilshire - Complete Installation	2/16/12*						○
UID # 239 & N-1394 SCG Existing 4" Gas Line & Laterals - Complete Removal	2/29/12*						○
UID # 201-203 Area 2 Sewers; Complete relocation.	2/29/12*						○



Metro Milestone



Design/Build



Third Parties Approval

CT

Caltrans Milestone

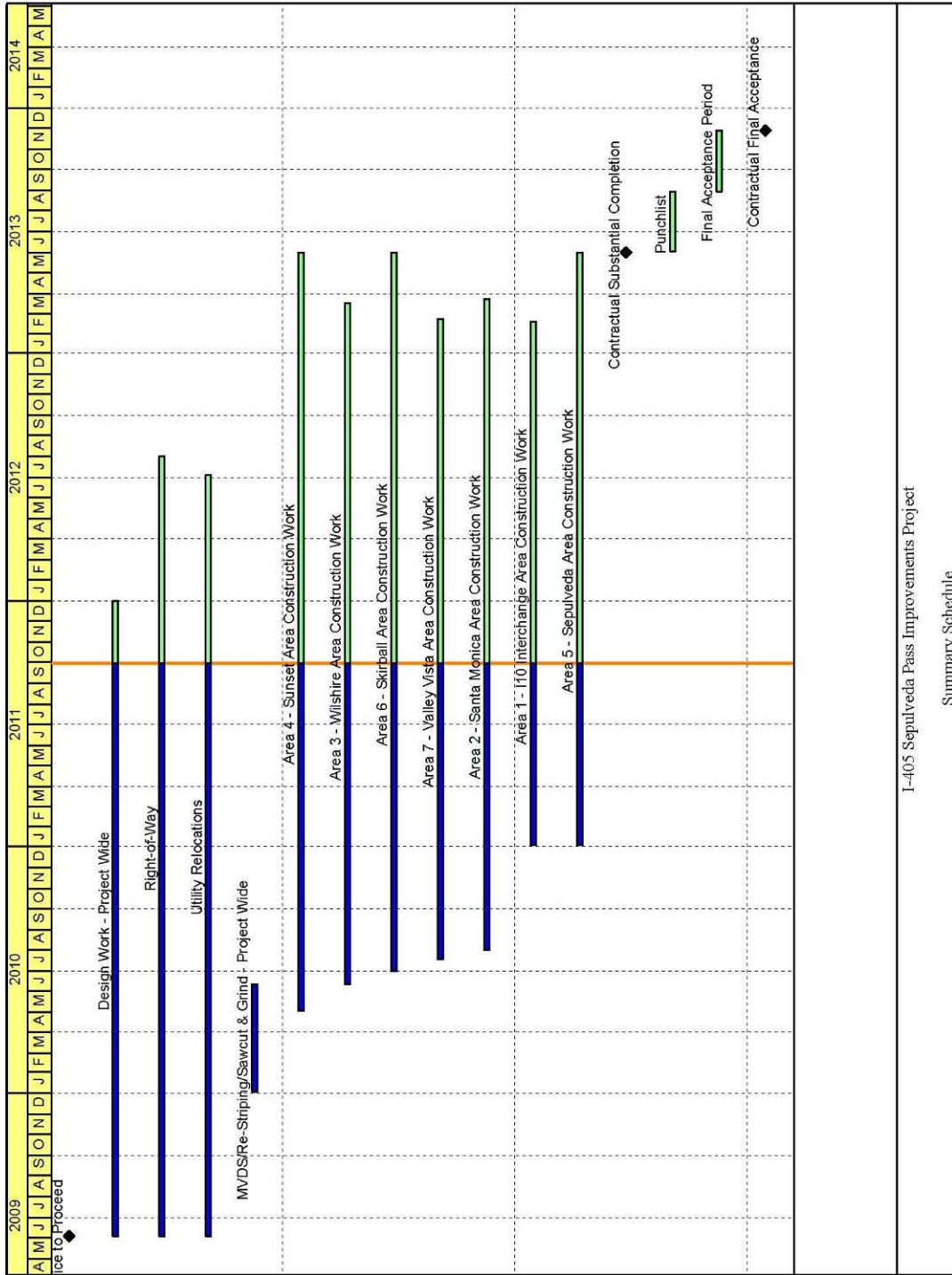


New Date

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 current project update, the primary critical path runs through the demolition and construction of the Mulholland Drive OC (Bridge 22), including permanent Utility relocations. The path continues through the Skirball Area (Mulholland Bridge) median work and ends with the permanent delineation of Area 6 (Skirball).

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: SEPTEMBER 2011
 DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
0	PA&ED	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	21,457	-	21,457	-	21,457	-	21,457	-
1	PSE	PLANS, SPECS, & ENGINEERING	63,100	-	41,080	55	41,491	60	38,363	-	41,623	543
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	9,543	117	4,564	117	4,564	-	9,543	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	52,307	7,987	20,422	1,841	13,013	-	51,764	(543)
4	C	CONSTRUCTION	823,900	-	810,427	27	736,798	26,118	292,568	-	810,427	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,186	907	28,700	38	18,978	-	99,186	-
SUBTOTAL PROJECT			1,034,000	-	1,034,000	9,093	853,432	28,173	388,943	-	1,034,000	-
4	C	CONSTRUCTION OF CITY OF L.A.'S REVERSIBLE LANES PROJECT	-	-	6,000	-	-	-	-	-	6,000	-
TOTAL PROJECT			1,034,000	-	1,040,000	9,093	853,432	28,173	388,943	-	1,040,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 31, 2011.
 KIEWIT EXPENDITURES ARE ONLY THROUGH JUNE 30, 2011 DUE TO INVOICING LAG.

PROJECT COST ANALYSIS

Original and Current Budgets

The Original 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. This report reflects an additional \$6.0 million approved by the Metro Board to add the City of LA's Reversible Lanes Project Scope funded by the City of Los Angeles. This brings the Total Current Budget to \$1,040 million.

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$1,040.0 million. The Current Budget has been adjusted to align with the forecast. A Project Budget Change Request (PBCR #2) has been prepared and processed through the Project to reconcile the present Forecast in conjunction with the trending program.

Commitments

The Commitments increased by \$9.1 million this period for utility relocation agreements, real estate purchases, consulting service contracts, and Metro/Caltrans staff charges.

Expenditures

Expenditures are cumulative through August 2011. The expenditures increased by a total of \$28.2M this period. Expenditures for this period within the construction support phase included Caltrans project staff and miscellaneous consultant contract services. Costs in the right-of-way categories were for 3rd party Metro staff costs and for City of LA and the Gas Company expenditures. Caltrans right-of-way expenditures for the period included staff charges for right-of-way support and real estate parcel acquisitions. Two Kiewit invoices were processed by the Metro Accounting Group this period for May and June 2011 in the amount of \$10.2M and \$15.9M respectively. The \$388.9 million in Project Expenditures to date represents 37.4% of the Current Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

SEPTEMBER 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	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED TO FUNDING SOURCE * \$	%
FEDERAL SAFETEA-LU	\$117.000	\$117.000	\$117.000	\$117.000	100%	\$35.959	31%	\$35.959	31%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$186.261	98%	\$186.261	98%
STATE CMIA	\$614.000	\$614.000	\$254.700	\$492.681	80%	\$135.786	22%	\$134.703	22%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$29.186	32%	\$29.186	32%
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	\$1.751	13%	\$1.751	13%	\$1.751	13%
TOTAL FUNDS	\$1,034.000	\$1,034.000	\$626.700	\$853.432	83%	\$388.943	38%	\$387.860	38%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 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.

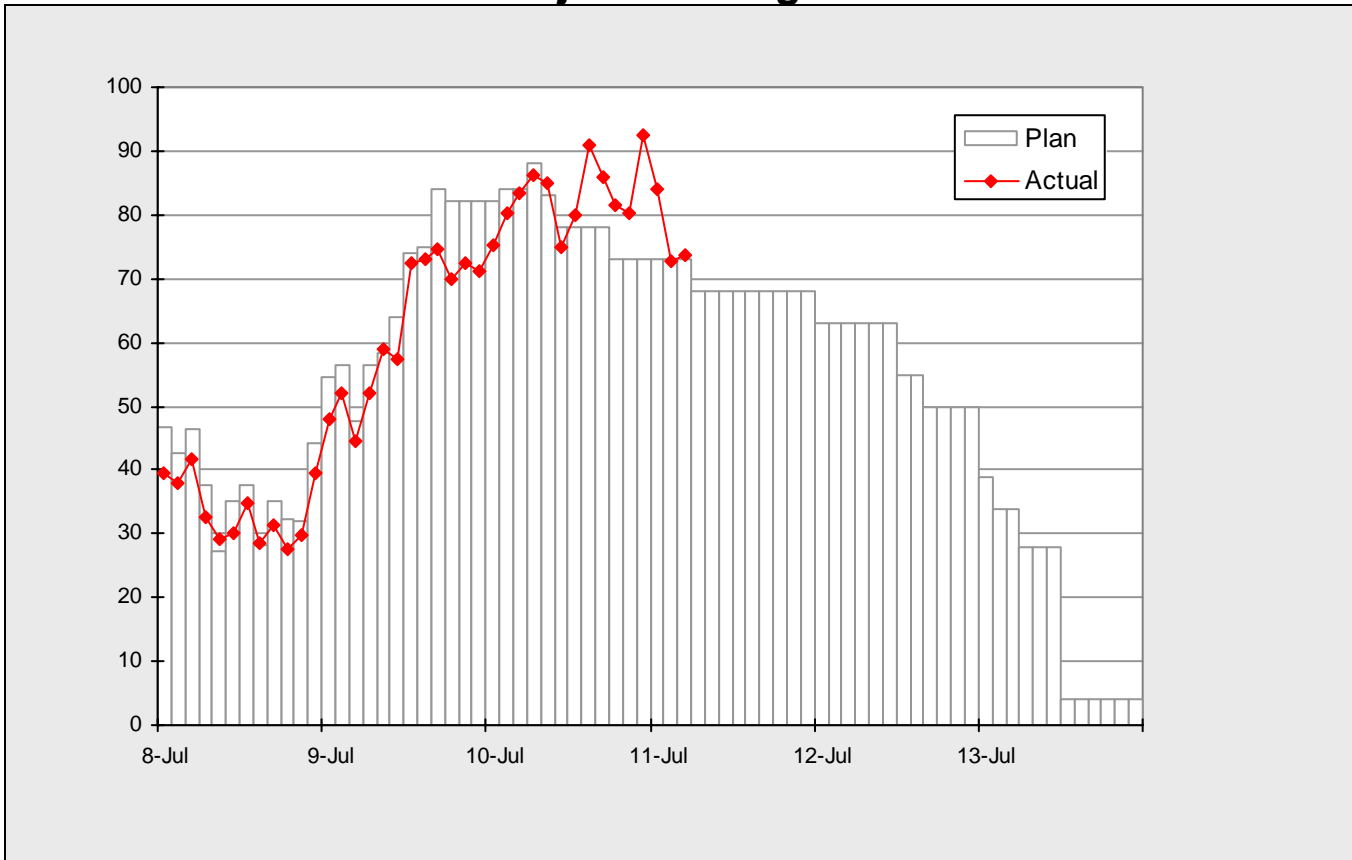
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

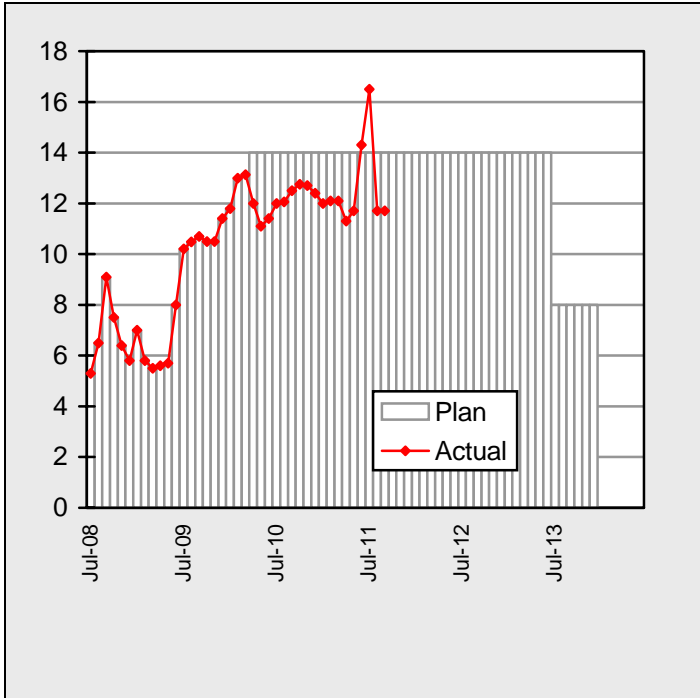


Total Project Staffing

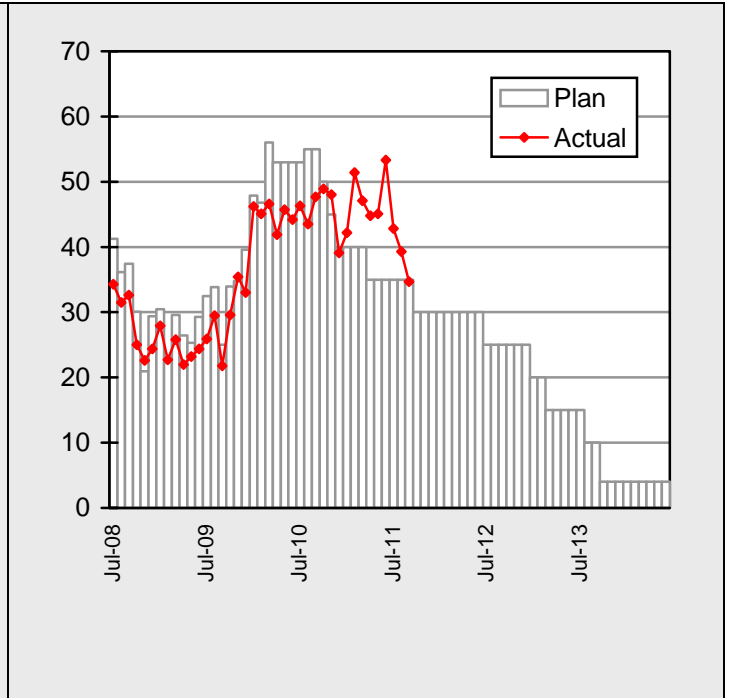
Metro was required to comply with a Federal audit to convert Independent Contract staff to “As needed.” Due to limitations for this classification and to meet the needs of the Project, resources were reallocated to the Construction Management Consultant Contract. Additionally, resources were brought 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



REAL ESTATE STATUS

The Real Estate acquisition process is proceeding and the Project is working on obtaining and releasing the past due parcels to the Contractor

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. A License to Enter Agreement was issued to Kiewit on June 7, 2011.

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

32	Total Required Parcels
15	Available for Construction
12	In Appraisal Process
5	Deleted
9	Past Due with no apparent schedule impact

ENVIRONMENTAL STATUS

- Caltrans issued numerous press releases concerning the mountain lion fatality on SB 405 at Getty Center SB on-ramp.
- Ongoing coordination with Santa Monica Mountains Conservancy (SMMC) and National Park Service on wildlife crossings and other issues.
- Caltrans approved draft Cooperative Agreement to satisfy mitigation requirements of the 1600 Streambed Alteration Agreement (SAA) with the California Department of Fish and Game (CDFG) between Caltrans and the Santa Monica Mountains Conservancy for vegetation and wetland impacts caused as a result of the project.
- Bel Air Crest Settlement Agreement signed on 9/9/11.
- Held wildlife mitigation coordination meeting with Sierra Club.
- Ongoing meetings regarding landscaping along Sepulveda Blvd. between Constitution and Sunset.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: WB 10 to NB 405 connector pour, Ohio potholing, Wilshire pile driving, WB 10 to NB 405, EB 10 to SB 405, Santa Monica diaphragm, Exposition k-rail, Olympic diaphragm, Ohio drainage, Sunset Bridge weekend work water line, sound wall removal north and south of Montana Avenue and Sunset NB off ramp, pot hole and storm drain relocation work on Sepulveda Blvd between Montana Avenue and Sepulveda Way, Bellagion Road utility investigation, Sunset NB off-ramp wall 1738 construction, Church Lane utility relocation between SB ramps and Sepulveda Blvd., wall 1766 removal and reconstruction along Sepulveda Blvd. between Moraga and Getty Center, Skirball Bridge closures, Mulholland Bridge closures, Skirball Bridge concrete pour, overhear sign removal, Mulholland Bridge construction/Skirball Ramp closures, weekend Skirball SB ramp closure, Bel Air Crest Bridge construction work, and Valley Vista utility work on Sutton..
- Participated in the following meetings: Community Advisory Committee Meeting, Elected Officials Briefing, Sunset Bridge Flip Meeting, UCLA briefing multiple departments, Los Angeles Department of Transportation, Kiewit, Metro and Caltrans Traffic Mitigation Review, Salvation Army Mitigations and Mayoral Summit, West Los Angeles.
- Coordinated the following work activities: 3 week look-ahead at Beloit, south of Ohio, 3 week look-ahead at Beloit, south of Santa Monica, calendar of events coordination, Jewish Holiday closure coordination, Jewish Holiday signage, Mulholland Bridge Traffic Mitigation signage relocation, Mulholland Bridge Traffic Control Officers, Mulholland Drive intersection striping, additional signage near the Mulholland Bridge, signage on Sepulveda Blvd., traffic signage related to the Skirball Bridge work, NB Getty off-ramp lane closure onto Sepulveda, coordination of Bel Air Crest Agreement signing and clean-up of Sherman Oaks hillside.
- 3,196 followers on Twitter.
- 3,545 active users on Facebook.
- 278 subscribers on Nixle.
- 23,341 page views on Website.

QUALITY ASSURANCE STATUS

- Metro Quality participated in:
 - Twelve Pre-Activity Meetings.
 - Bi-monthly Project Quality Meeting and weekly Project and Owners staff meeting.
- Attended bi-monthly Project Quality Meeting and weekly Project and Owners staff meeting.
- Performed oversight of two Kiewit Quality Staff training sessions.
- Continued review and approval of Kiewit Project Quality Inspection and Quality Assurance personnel.
- Completed Audit A2011-02 Kiewit and HNTB staff quality training efforts.
- Eighteen Nonconformance Reports (NCRs) were issued this month. Fourteen NCRs were closed.
- Twelve Deficiency Reports (DRs) were issued this month. Seven DRs were closed.

SAFETY AND SECURITY STATUS

- The Project experienced 2 recordable injuries during September 2011, one of which will require the employee to be off work up to four months. The time away from work injury was a knee strain resulting from poor access setup. The injury will require surgery.
- Safety Staff continued to participate in pre-activity (readiness review) meetings to ensure compliance with approved Work Plans and contract specifications.
- Construction activities are monitored during day and night shifts 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.
- September Contractor Work Hours (Design & Construction): 147,443
- Contractor – Project to Date Work Hours (Design & Construction): 2,305,571
- Total Project to Date Work Hours (Contractor & the IPO Staff): 2,624,727
- Project to Date Recordable Injury Rate: 0.6 (Eight Recordable Injuries) (each rate is per 200,00 work hours)
- Project to Date Total Time Away Injury Rate: 0.2 (Two Time Away From Work Injuries)
- Project to Date Total Days Away Rate: 9.4 (124 Days Away From Work)
- The contractor continues to submit updates to the Project Security Plan for new areas of construction and storage.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	3/12	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 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: September 30, 2011																														
<p>Progress/Work Completed:</p> <p>Major work started/completed this period:</p> <ul style="list-style-type: none"> • Bridge 21 Skirball - Pour concrete top deck. • LADWP power underground ductbank at stations 1740 to 1760 - construction begins. • Lateral retaining walls 6, 7, and 8 retaining wall 1720; Complete concrete pour. • Bridge 8 Wilshire NB on-ramp - Erected abutment 9. • Bridge 15 Sunset NB on-ramp - Formed abutment 3 wall and wing wall. • Bridge 16 Sunset OC - Poured curb and gutter on west side of bridge. • Wall 1827 - Completed shot-crete and carved architectural finish. • 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. • The VA Property ROW. 		<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • DWP power undergrounding. • VA sewer relocation and VA ductbank relocation. • MSE Wall Panel fabrication and delivery. • Grading and paving. • Construction of Retaining Walls and sound walls. • Bridge 3 construction. • Bridge 4a/4b construction. • Bridge 5 construction. • Bridge 7 and Bridge 9 construction. • Bridge 12 and Bridge 13 construction. • Bridge 15 and Bridge 16 construction. • Bridge 21 and Bridge 22 construction. • Maintenance during construction. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Area 7 sewer lines relocation. • Bridge 7 wingwalls and abutment 5 construction. • Shell pump station N-698 begin construction activities. 																														
			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>851</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td>51.9%</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)	851	Contract Elapsed Time Percent	51.9%	<p>Cost Summary: \$ In 000's</p> <table border="0"> <tr> <td>1. Award Value:</td> <td>720,922</td> </tr> <tr> <td>2. Executed Modifications:</td> <td>1,811</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td>485</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td>723,218</td> </tr> <tr> <td>5. Incurred Cost:</td> <td>314,594</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td>43.5%</td> </tr> </table>					1. Award Value:	720,922	2. Executed Modifications:	1,811	3. Approved Change Orders:	485	4. Current Contract Value (1 + 2 + 3):	723,218	5. Incurred Cost:	314,594	6. Percent Incurred Cost:	43.5%
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5. Incurred Cost:	314,594																															
6. Percent Incurred Cost:	43.5%																															

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.
April 4, 2011	Began Installation of Bent 2 & Bent 3 Columns at Bridge 21 Skirball Center Drive OC.
April 5, 2011	Began Installation of Storm Drain at Walls 1720 and 1730.
April 10, 2011	Completed Installation of Girders at Bridge 13 Montana Ave UC.
April 22, 2011	Completed Bridge 9 Wilshire Blvd. UC demolition for widening.
April 25, 2011	Began Work Relocating Shell Oil Line at Bridge 23 Sepulveda UC.
May 2, 2011	Began Relocation of Area 2 Sewer Lines # 201-203.
May 6, 2011	Completed Setting Girders at Southside of Bridge 16 Sunset OC.
May 11, 2011	Began Construction Work on Bridge 3 Olympic Blvd.
May 25, 2011	Completed Tie Back Installation at Walls 1720 and 1730.
June 3, 2011	Completed Girder Installation on the North Side of Bridge 21 Skirball OC.
June 13, 2011	Began Installation of Precast Deck Panels on Bridge 16 Sunset OC.
June 24, 2011	Began Demolition of Existing Walls 1720 and 1730 along Sepulveda Blvd.
June 30, 2011	Completed Installation of Precast Deck Panels on Bridge 16 Sunset OC.

CHRONOLOGY OF EVENTS (Cont'd)

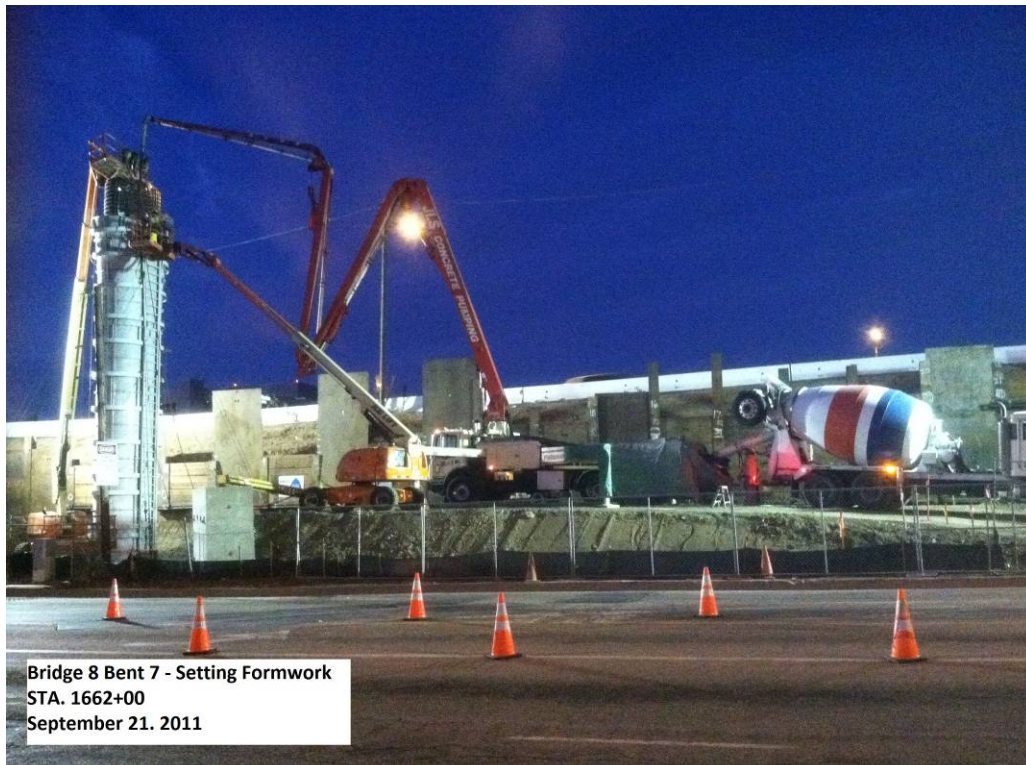
July 6, 2011	Began Relocation of LADWP Overhead Power Lines at Mulholland Bridge.
July 13, 2011	Completed installation of Void Slab Deck at Bridge 12 Constitution UC.
July 14, 2011	Completed Pouring Diaphragms 1, 2, and 3 at Bridge 21 Skirball OC.
July 16, 2011	Began Demolition of South Side of Bridge 22 Mulholland OC.
July 17, 2011	Completed Demolition of South Side of Bridge 22 Mulholland OC.
July 20, 2011	Completed Installation of Pre-cast Girders at Bridge 4SB Santa Monica UC.
July 26, 2011	Began Driving Piling at Bridge 8 NB from EB Wilshire, Bent 8.
August 1, 2011	Began installation of forms and rebar for Top Deck at Bridge 21, Skirball Center Drive.
August 3, 2011	Began work on the Interchange Ramp from Westbound I-10 to Northbound I-405.
August 6, 2011	Began work installing Top Deck at Bridge 4 Santa Monica Blvd.
August 24, 2011	Completed pouring the Top Deck at Bridge 13, Montana Ave.
August 26, 2011	Completed installation of Footing & Pile Cap/Abutment-Wingwalls/Bridge Bearing Bridge 3 Olympic Blvd.
August 31, 2011	Completed pouring the Top Deck at South Side of Bridge 16, Sunset Blvd.
September 15, 2011	Completed installation of Top Deck and Diaphragm on Bridge 16, Sunset Blvd.
September 16, 2011	Completed pouring the Top Deck at Bridge 21, Skirball Center Drive.
September 23, 2011	Began construction of LADWP Power Utilities undergrounding ductbank between Stations 1740 and 1760.

CHRONOLOGY OF EVENTS (Cont'd)

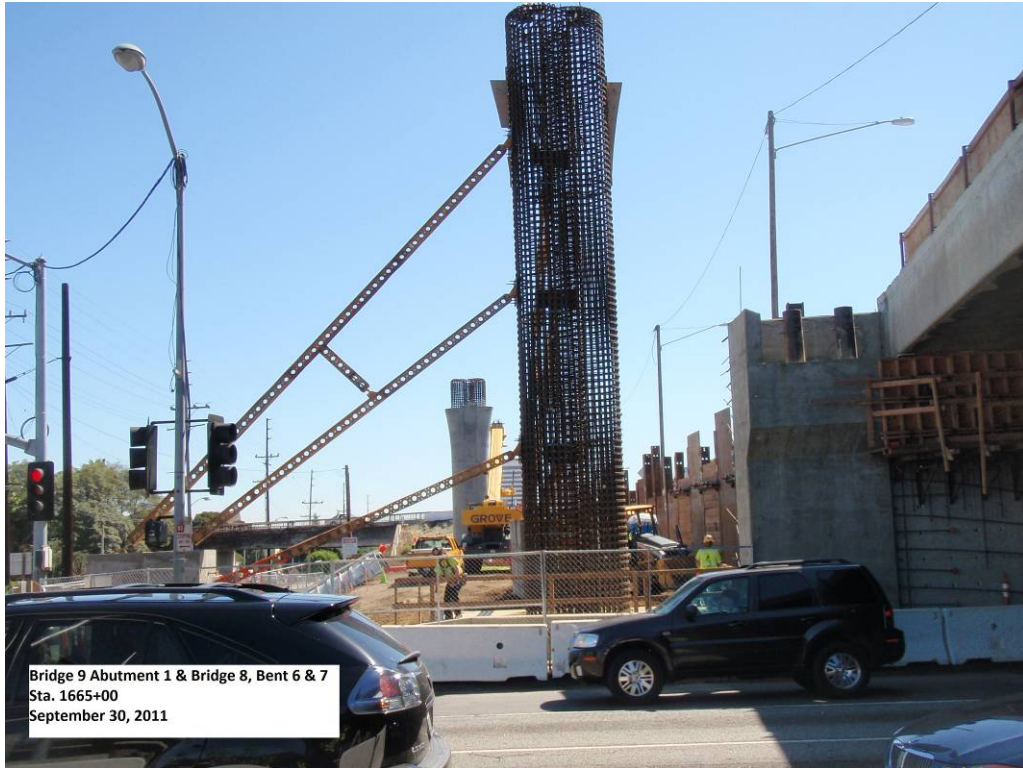
September 27, 2011 Completed pouring curb and gutter on west side of Bridge 16, Sunset Blvd.

September 29, 2011 Completed pouring Lateral Retaining Walls #6, #7, and #8 at Retaining Wall 1720.

CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



Skirball Bridge deck pour.

CONSTRUCTION PHOTOGRAPHS

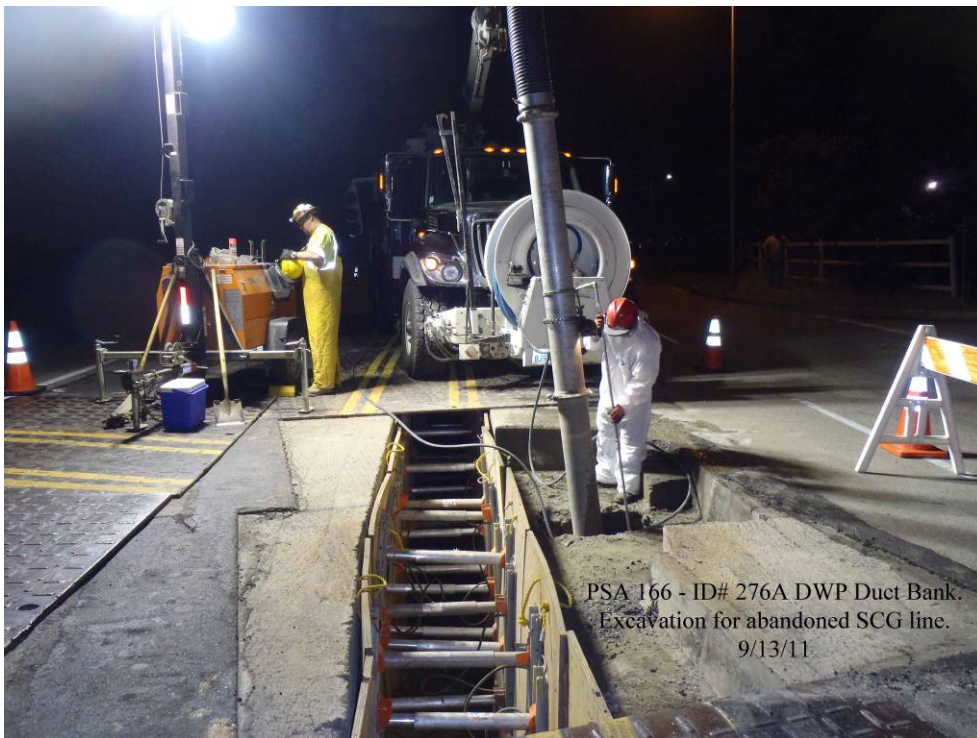


Skirball Bridge deck pour.



Skirball Bridge deck pour.

CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



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