

October 2009

Interstate 405 Sepulveda Pass Widening Project



Metro



**INTERSTATE 405
SEPULVEDA PASS WIDENING
PROJECT**

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND FUNDS FROM THE STATE OF CALIFORNIA.

OCTOBER 2009

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PROJECT OVERVIEW & STATUS

The I-405 Sepulveda Pass Widening 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 Widening 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.

Kiewit Pacific Co. (KPC) continues to be focused on design related support activities such as: geotechnical borings, surveying, and video taping of storm drains, potholing of utilities, tracking utility conflicts and preparing design documents. In addition to direct project activities, KPC has been establishing construction yards on both sides of the Mulholland Bridge and at the Caltrans property on the corner of Wilshire and Sepulveda. Other construction sites under planning and consideration are Metro's Expo Property, the County Dump on Mission Road and Caltrans property on Cotner Avenue. The Veterans Administration site has been pulled from consideration due to community concerns which leaves the contractor searching for another site.

Key project activities for October 2009 include:

- Quality Assurance/Quality Control (QA/QC) overall plan is nearing completion with just a few issues being worked out between Caltrans/Metro and Kiewit.
- Sound Mitigation for 23 homeowners, between Montana Avenue and Sunset Blvd. on the east side of the I-405, has been the focus of the project since the beginning of the environmental process. Currently, Metro and KPC are working the issues in this area of the project. KPC recommends changing the cast-in-place wall, adjacent to the homeowners, to a tie-back system. Metro recommends placing a soundwall/retaining

PROJECT OVERVIEW & STATUS

wall near property line of the owner. Initial estimates indicate that the cost of capital construction would be less than the provisional sum allocation. Current plans to use tie-backs, combined with the additional soundwall on the hillside, will be a push at best. Further analysis is required to determine the best course of action. Support from City on review times, and Kiewit reduction in schedule and construction times will be required to make this plan more palatable.

- The review process for the City of Los Angeles (COLA) plans and oversight of field work on COLA property requires work. Metro/Caltrans and COLA staff are investigating the possibility of reducing review times and number of reviews.
- The existing 12"x12" Reinforced Concrete Box located on the Sepulveda Blvd. which was not discovered, according to Kiewit, until after the bid, has the potential for extensive time delays, cost impacts, and traffic impacts. This matter will be referred to the Disputes Review Board (DRB) for informal discussions, prior to any final resolution.

MANAGEMENT ISSUES

Concern No. 1: Community Outreach Program

Status/Action The first Community Outreach meeting is scheduled for November 19, 2009, to address the project schedule and potential impacts caused by street closures, construction noise, and night work. Accelerated construction schedule is also being investigated and may be part of the 11/19/2009 meeting agenda.

Concern No. 2: Value Engineering (VE) 96" MWD Waterline

Status/Action The Value Engineering Plan is currently being reviewed by the Getty, and it is expected that they will agree with the plan. Metro has requested Kiewit to provide over-the-shoulder review during the development of this plan to avoid major approval problems prior to submission.

Concern No. 3: Provisional Sums

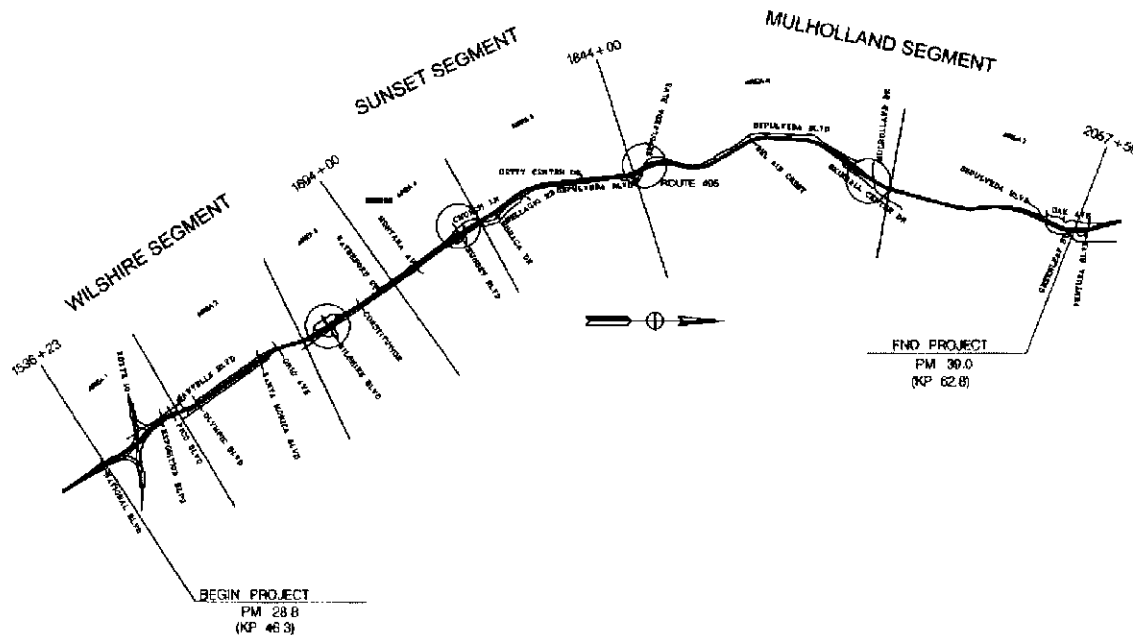
Status/Action The Provisional Sums Manager was added to the Team, and significant strides were realized in the last two weeks of October 2009. It is expected that the current Provisional Sums backlog would be resolved by the end of November 2009.

MANAGEMENT ISSUES

Concern No. 4: One Team with Caltrans and Metro

Status/Action The concept of one team approach to partnering with Caltrans and Metro is being pursued on the project, specifically in the areas of joint use of vehicles, flexibility on work assignments "this project can do it another way", and working cooperatively with Kiewit and other agencies. Progress is being made but every week brings a new issue; ensuring vehicles for joint use has been almost impossible, and following a common safety plan has proven to be difficult as well.

PROJECT SCOPE



The I-405 Sepulveda Pass Widening 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 would entail 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 would occur 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. would 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 would also occur along the west side of the freeway within the following segments: between Olympic Blvd. and Waterford Street and between Bel Air Crest to just north of Ventura Blvd.

Several interchanges would also be improved in order to reduce accidents associated with traffic on the ramps.

PROJECT SCOPE

- The Wilshire Blvd. interchange would be improved in both directions. The northbound on-ramp from eastbound Wilshire Blvd. would be grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. would be grade-separated from the southbound off-ramp to westbound Wilshire Blvd.
- The northbound I-405 Sunset Blvd. interchange would also be improved. The northbound I-405 off-ramp to eastbound Sunset Blvd. would be widened to include one more lane. The northbound I-405 on-ramp from eastbound Sunset Blvd. would have two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp. In the eastbound direction, three 12-foot lanes and three 11-foot lanes in the westbound direction would be provided, which would solve 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 would be provided on the Sunset Blvd. overcrossing.
- The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange would be reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.
- The southbound I-405 Skirball Center Drive interchange would be relocated to form a "T" intersection with Sepulveda Blvd. This would eliminate the existing intersection at the end of the southbound I-405 Skirball Center Drive off-ramp.
- The southbound Valley Vista/Sepulveda Blvd. off-ramp would be reconstructed due to freeway widening.

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

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

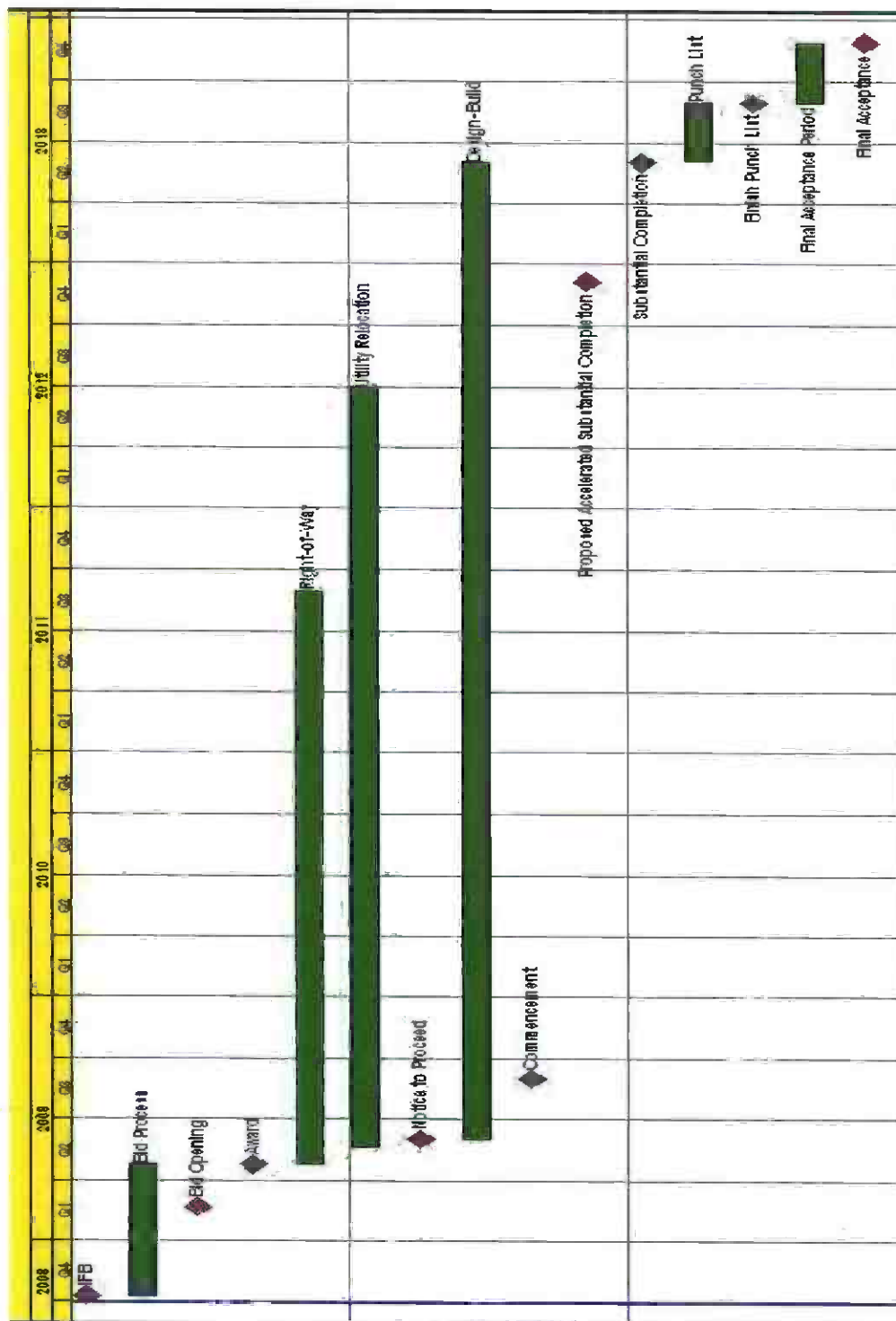
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KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Oct-09	Nov-09	Dec-09	Jan-09	Feb-10	Mar-10
Area 3A - 60% Design Package	10/8/09A	○					
Area 3A - COLA Review of 60% Design Package	11/06/09		△				
MOT Sign Approval	11/6/09*		CT				
AWIS Traffic Sensor Deployment	11/9/09*		○				
Area 7A - 60% Design Package	11/15/09*		○				
Roadway (Construction) Signage Installation	11/16/09*		○				
Area 4A - 60% Design Package	11/20/09*		○				
Area 6A - 60% Design Package	11/20/09*		○				
Re-Stripe Roadway	12/7/09*			○			
Area 3B - 60% Design Package	12/10/09			○			
Area 7A - MTA/CT Review of 60% Design Package	12/14/09*			CT			
Area 2 - 60% Design Package	12/21/09			○			
Area 6A - MTA/CT Review of 60% Design Package	12/21/09*			CT			
Area 4A - COLA Review of 60% Design Package	12/22/09*			△			
Area 7 - 60% Design Package	12/28/09			○			
Area 6B - 60% Design Package	12/31/09			○			
Area 6A - 100% Design Package	1/8/10*				○		
Area 7A - 100% Design Package	1/8/10*				○		
K-Rail Placement	01/11/10				○		
Area 3B - COLA Review of 60% Design Package	01/11/10				△		
Area 3A - 100% Design Package	01/15/10				○		
Area 5 - 60% Design Package	01/15/10				○		
Area 2 - COLA Review 60% Design Package	01/21/10				△		
Area 4A - 100% Design Package	01/27/10				○		
Area 7 - COLA Review of 60% Design Package	01/27/10				△		
Area 6B - COLA Review of 60% Design Package	02/01/10					△	
Area 4 - 60% Design Package	02/03/10					○	
Area 6A - MTA/CT Review of 100% Design Package	2/7/10*					CT	
Area 7A - MTA/CT Review of 100% Design Package	2/7/10*					CT	
Area 3A - COLA Review of 100% Design Package	02/17/10					△	
Area 5 - COLA Review of 60% Design Package	02/17/10					△	
Area 1 - 60% Design Package	02/19/10					○	
Area 4A - COLA Review of 100% Design Package	02/26/10					△	
Area 3A - Wilshire SB Design Complete (AFC)	03/04/10						○
Area 4 - COLA Review of 60% Design Package	03/05/10						△
 Metro Metro Milestone  Design/Build  Third Parties Approval CT Caltrans Milestone  New Date FHWA FHWA Federal Highway Administration Approval							

PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

Critical Path narrative pending approval of the Baseline Schedule.

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PROJECT COST STATUS

I-405 SEPULVEDA PASS WIDENING PROJECT
METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS
COMBINED COST REPORT BY PHASE (DOLLARS IN THOUSANDS)
PERIOD ENDING: OCTOBER 2009

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	APPROVED BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
0	PA&ED	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	22,000	-	21,457	-	21,457	-	22,000	-
1	PSE	PLANS, SPECS, & ENGINEERING	83,100	-	113,944	717	23,348	789	14,948	-	113,944	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	107	1,450	171	1,450	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	-	-	-	-	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	-	20,037	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	96,419	46	8,024	48	7,674	-	96,419	-
TOTAL PROJECT			1,034,000	-	1,034,000	870	776,201	1,006	65,766	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2009

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.

Commitments

The Commitments increased by \$870 thousand this period primarily for miscellaneous consulting service contracts and Metro/Caltrans staff charges.

Expenditures

Expenditures are cumulative through September 2009. The expenditures increased by a total of \$1.006M this period. Metro expenditures for the period consisted of engineering phase charges for the Metro project staff, consultant contract services, real estate appraisals and cooperative agreement charges. Metro costs in the right-of-way support category were for Metro staff in 3rd party and Real Estate Departments. Caltrans expenditures for the period included staff charges for engineering support and real estate purchases. The second invoice for the C0882 Kiewit Contract in the amount of \$13.3 million has been submitted for review and approval. The \$65.8 million in Project Expenditures to date represents 6.4% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

OCTOBER 2009

STATUS OF FUNDS BY SOURCE

SOURCE	(A) APPROVED BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
FEDERAL SAFETEA-LU	\$117.000	\$117.000	\$117.000	\$117.000	100%	\$37.574	32%	\$13.655	12%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$0.000	0%	\$0.000	0%
STATE CMA	\$614.000	\$614.000	\$0.000	\$414.563	68%	\$0.000	0%	\$0.000	0%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$26.554	30%	\$26.554	30%
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	\$372.000	\$775.201	75%	\$65.766	6%	\$41.847	4%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2009.

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.

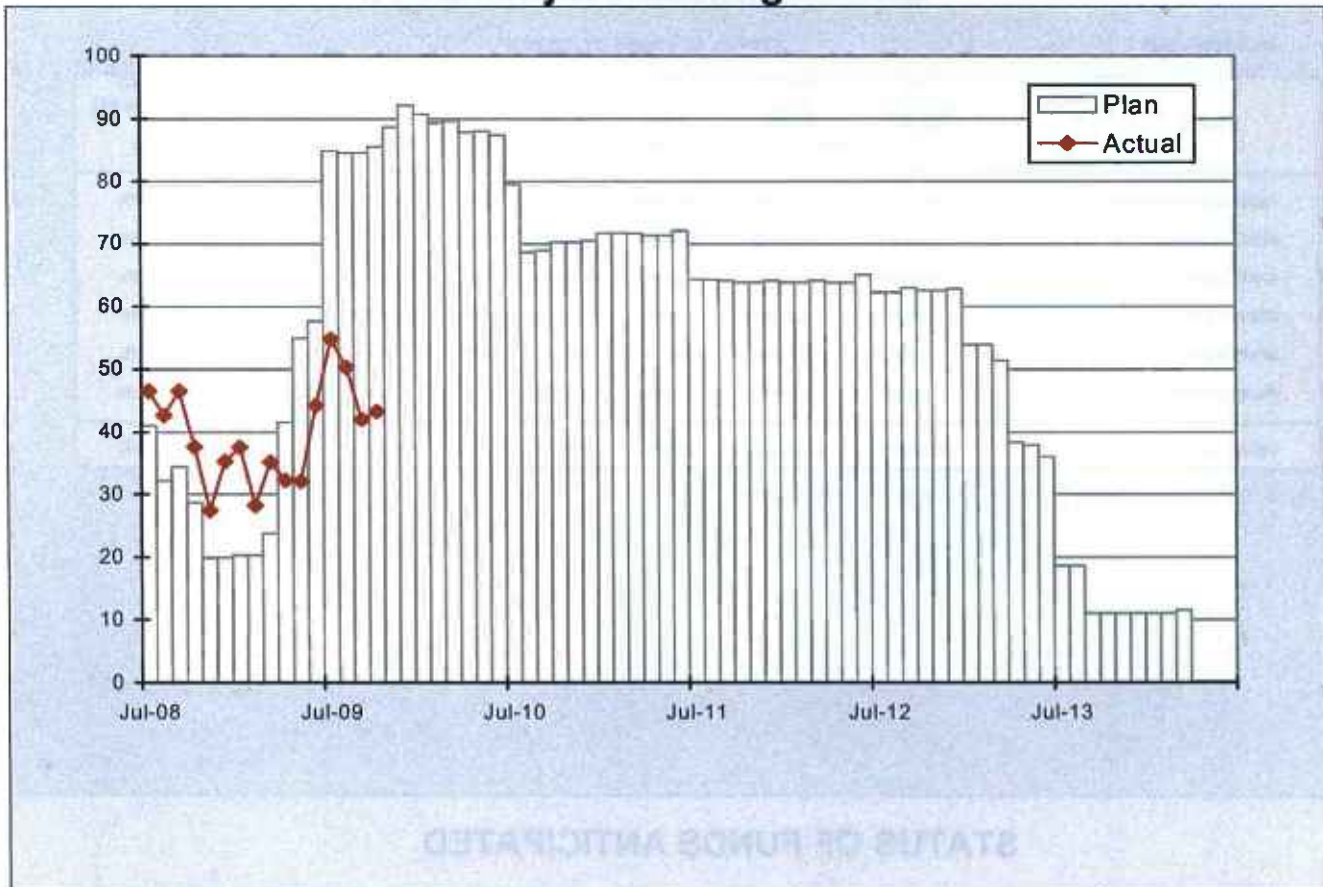
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

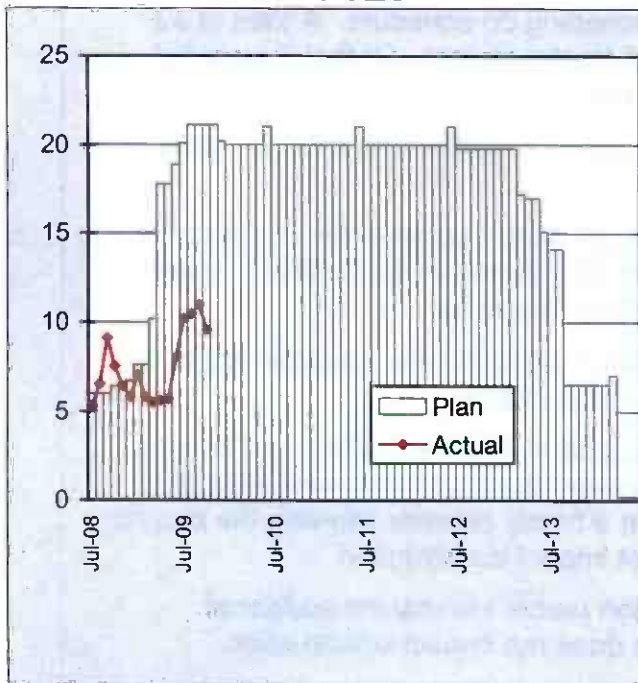


Total Project Staffing

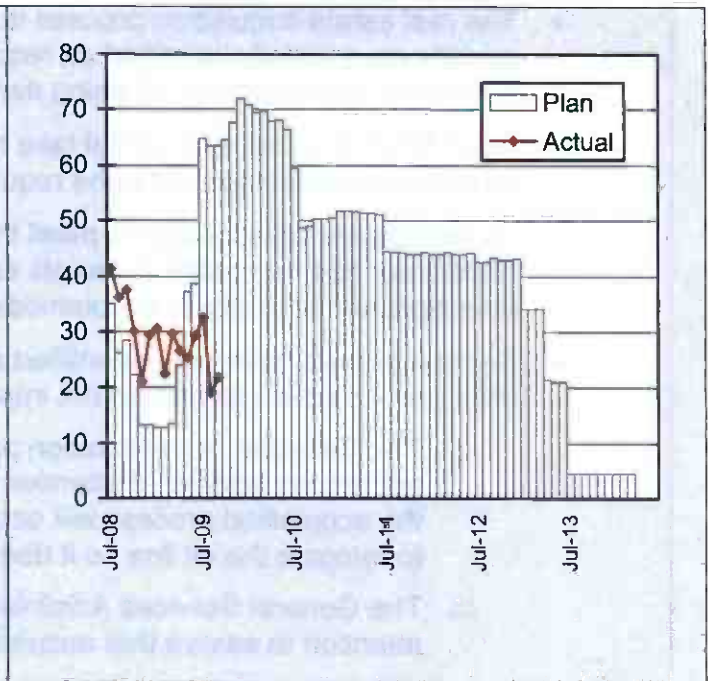
Project Management has made a concerted effort to utilize resources on an as needed basis in lieu of assigned resources to support the Project. The only concern is Caltran's abbreviated work schedule (furlough) and access to limited Engineering Support. This has contributed to an unplanned underrun. The Project Team is aware of this concern and is working the issue. Resources will be added as work ramps up. Project Management is working the issue and does not anticipate this as an issue.

STAFFING STATUS

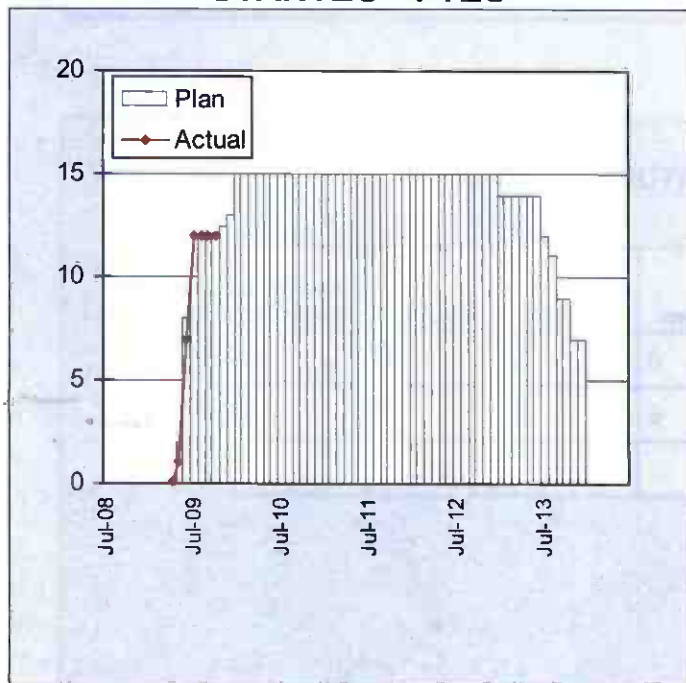
MTA - FTEs



CALTRANS- FTEs



STANTEC - FTEs



REAL ESTATE STATUS

- The real estate acquisition process is proceeding on schedule. A total of 32 parcels were initially identified as required for the project. Of that 7 were full takes with the remaining 25 being partial takes.
- As of October 2009, one partial take has been converted into a full take and 1 parcel was determined not to be required.
- All parcels are on schedule to meet the target dates stated in the contract. The Contractor has requested 3 parcels earlier than stated in the contract. Metro is investigating the ability to accommodate their request.
- Several parcels have been identified as requiring additional attention to assure they stay on schedule and do not impact construction:
 - The Veterans Administration parcel containing the Breitburn oil line that will require additional attention to assure the Federal Government that the acquisition process will occur in a timely manner allowing the project to relocate the oil line so it does not impact construction.
 - The General Services Administration parcel will require additional attention to assure that acquisition does not impact construction.
 - This information does not cover any parcels that are leased that the contractor may need.

REAL ESTATE STATUS TO DATE

Number of Parcels	Required	In Appraisal Process	Appraisal Process Complete	Offer Made	Closing	Acquired	Turned Over to Contractor
This Period	32	9	14	0	3	0	5
Last Period	31	25	0	0	0	7	0

ENVIRONMENTAL STATUS

- Submitted environmental permits to the California Department of Fish and Game, U.S. Army Corps of Engineers and Regional Water Quality Control Board on October 28, 2009.

COMMUNITY RELATIONS STATUS

- Met with 30 residents/business owners to coordinate the use of staging areas.
- Met with Community Advisory Committee (CAC) to present visual design concepts for sound walls and bridges.
- Coordinated Elected Officials briefing to address construction concerns.

QUALITY ASSURANCE STATUS

- The overall Quality Management System is still under over the shoulder review.
- Held weekly meeting with Metro Quality Management, Caltrans and Kiewit Pacific Quality staff.
- The Design Quality Management Plan has been approved by Metro.

SAFETY STATUS

- The IPO Staff and the Contractor continue to partner to complete Over the Shoulder Reviews of each Safety and Security submittal to insure the officially submitted document is returned and approved in a timely manner.
- The Contractor completed over 56,000 hours (Design and Construction) in October with no injuries.
- The Project Security Plan has been reviewed and is moving forward as project yard development continues to be finalized.
- The Contractor completed over 209,000 work hours (Design and Construction) with two first aid injury cases. Total project-to-date hours (Contractor and IPO) are 245,387 with two first aid cases.

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THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	3/10	6/09	In City's court. The width of Sepulveda is an issue.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	3/10	6/09	Received first draft comments from County/district on 9/15/09.
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.

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CONTRACT STATUS

I-405 Sepulveda Pass Widening Project Design/Build Contractor: Kiewit	Contract No.: C0882 Status as of: October 30, 2009					
Progress/Work Completed: Major work completed this period: • Potholing at Sepulveda from Constitution to Wilshire, Bel Air Crest, Wilshire Interchange, Sunset Bridge and Getty Underpass from Mountain Gate to Skirball, Skirball Overpass and Mulholland Overpass and Ovada Intersection • Drainage CCTV and Cleaning I-405 SB HOV Lane Santa Monica to I-10, VA Facility, Mountain Gate to Skirball (Sewer) and Sepulveda Sewer (Skirball and Ventura to Valley Vista). • Design Quality Management Plan approved. • Review of the Project Baseline Schedule was completed. This schedule was rejected and has to be resubmitted. Major submittals completed this period: • Design Quality Management Plan - Approved. • Wilshire Area 3A - 60% Design. • Construction Area Signs 100% Design. • Bridges #4, #5 and #6 - 60% Design. • Valley Vista Soil Nail Walls, Sunset 1720 & 1730 Walls and Skirball Soil Nail Walls - 60% Design. Areas of Concern: • Quality Management System submittal is late. • Visual Quality Management Plan submittal is late. • The Project Baseline Schedule was rejected and a resubmittal requested.	Major Activities (In Progress): • Electrical Investigation of City Streets and mainline. • Geotechnical Investigations. • Potholing at Valley Vista Area, Montana to Ovada and Sunset Cul-de-Sac. • Project Baseline CPM Schedule Resubmittal Preparation. • CCTV Investigation of drainage work at Mainline Median and City Streets. • Cotner Yard development. Major Activities Next Period: • Potholing from Montana to Ovada, Sunset Cul-de-Sac, Montana to Constitution, Santa Monica to Wilshire and Brookhaven to Santa Monica. • AWIS MVDS Trailer Delivery and Pretesting. • AWIS Traffic Sensor Deployment. • Roadway (construction) signage installation.					
		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
Schedule Summary:		Cost Summary: \$ In 000's				
Notice of Award	05/15/09	1. Award Value: 720,922				
Notice to Proceed	06/02/09	2. Executed Modifications: 0.00				
Original Contract Duration (CD)	1640	3. Approved Change Orders: 0.00				
Approved Time Extensions (CD)	0	4. Current Contract Value (1 + 2 + 3): 720,922				
Current Contract Duration (CD)	1640	5. Incurred Cost: 33,301				
Elapsed Time from NTP (CD)	151	6. Percent Incurred Cost: 4.6%				
Contract Elapsed Time Percent	9.20%					

CHRONOLOGY OF EVENTS

May 18, 2007	The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
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.
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.
October 31, 2009	Project surpassed the 200,000 work hour milestone with no recordable cases.

CONSTRUCTION PHOTOGRAPHS

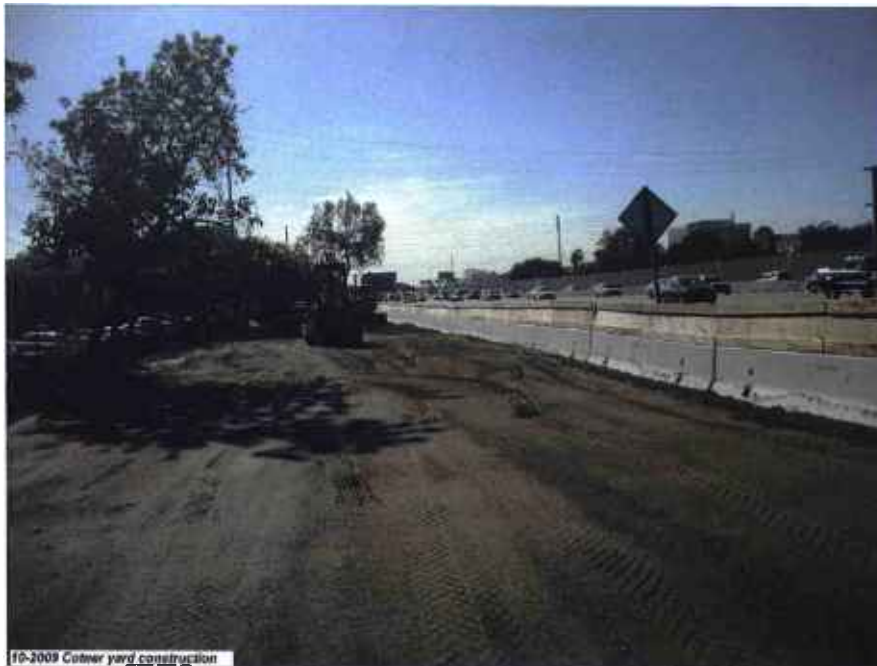


Cotner Yard construction.



Cotner Yard construction.

CONSTRUCTION PHOTOGRAPHS



Cotner Yard construction.



Pothole work at Skirball Bridge.

CONSTRUCTION PHOTOGRAPHS



Pothole work on Sepulveda south of Skirball.



Pothole work at Mulholland Bridge.

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
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
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
MVDS	Microwave Vehicle Detection System
MVP	Maintenance Vehicle Pullouts
MWD	Metropolitan Water District
N/A	Not Applicable
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
QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal

APPENDIX
LIST OF ACRONYMS (Continued)

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