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May 19, 2023

TO: *JJ* Distribution

FROM: *for* Gregory Gastelum
Project Manager

SUBJECT: East San Fernando Valley LRT Project
March 2023 Monthly Project Status Report

Enclosed is the Monthly Project Status Report for the East San Fernando Valley (ESFV) LRT Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the ESFV LRT Project status for the period ending April 28, 2023.

If you have any questions regarding this report or its supporting information, please contact Dan Estrada, Deputy Executive Officer of Program Control at (213) 893-7130.

Enclosure

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



East San Fernando Valley Light Rail Transit

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).

April 2023

TABLE OF CONTENTS

PROJECT OVERVIEW.....	3
EXECUTIVE SUMMARY.....	7
PROJECT UPDATE.....	13
PROJECT SCHEDULE.....	13
PROJECT COST.....	14
PROJECT COST ANALYSIS – 865521.....	14
COST CONTINGENCY.....	15
SUMMARY OF CONTRACT MODIFICATIONS.....	16
RISK MANAGEMENT.....	17
DISADVANTAGED BUSINESS ENTERPRISE (DBE).....	18
PROJECT LABOR AGREEMENTS (PLA).....	18
FINANCIAL/GRANT.....	19
PROJECT ORGANIZATION AND STAFFING.....	20
REAL ESTATE.....	21
LRVs.....	21
QUALITY ASSURANCE.....	22
ENVIRONMENTAL.....	22
CONSTRUCTION AND COMMUNITY RELATIONS.....	23
SAFETY AND SECURITY.....	24
APPENDIX.....	25
CHRONOLOGY OF EVENTS.....	25

PROJECT OVERVIEW

Project Background

The East San Fernando Valley Light Rail Transit Project (Project) is a 6.7-mile at-grade double-track light rail service on Van Nuys Boulevard extending from the south at Oxnard Street to San Fernando Road in the north. The Project includes 11 center-platform stations spaced approximately every $\frac{3}{4}$ mile. A list of the station locations is provided below. Service will be designed to run three-car consists at peak operations with a headway of six minutes.



11 Stations:

- Oxnard Street
- Victory
- Vanowen
- Sherman Way
- Van Nuys/ Metrolink
- Roscoe
- Nordhoff
- Woodman
- Arleta
- Laurel Canyon
- Van Nuys/ San Fernando

Special track configurations will be built into the alignment to enhance operational efficiencies in the event of maintenance or emergency issues along the alignment. A Maintenance and Storage Facility (MSF) will be built west of Van Nuys Boulevard at Keswick Street to house the fleet of 34 light rail vehicles that will be procured to initiate service on the line. The design of the MSF will include provisions for increasing the fleet to meet future growth of light rail in the area; a total of 21 acres is planned for the facility.

Passenger forecasts for 2040 cite 1,487,397 daily trips will occur throughout the 6.7-mile alignment. As the Project is tied into other regional projects underway or in planning, the goal of easing traffic congestion and reducing air pollution in the East San Fernando Valley will be closer to being realized.

The Project configuration is based on years of planning and environmental work that is reflected in the following milestones:

- Metro Board approval of the Alternative Analysis – 2011
- Initiation of the Draft Environmental Impact Statement/Report – March 2013 (Notice of Preparation/Notice of Intent)
- Initiation of Preliminary Engineering (PE) – August 2019
- Metro Board certifies the Final Environmental Impact Report – December 2020
- Federal Transit Administration (FTA) issuance of the Record of Decision – January 2021
- Expedited Project Delivery (EPD) Application – December 2021
- FTA award EPD - May 2022.

Major Procurements

Beyond utilizing Metro's experienced staff throughout, the Project will contract for a host of services to execute the Project. The major contract scopes are identified below:

General Engineering Support Services: Incumbent Gannett Fleming

- Design and support for utilities, guideway, stations, MSF, and roadwork; services for conceptual, preliminary, and select final phases of FTA-defined engineering; includes Design Support During Construction (DSDC).

Systems Engineering Support Services: Incumbent SecoTrans JV

- Design of rail, traction power, overhead catenary, train control, and communications. Includes services for conceptual, preliminary, and final phases of select defined engineering; includes Design Support During Construction (DSDC).

Construction Management Support Services: Incumbent AMM JV

- Staffing of experienced construction personnel versed in technical and administrative functions through all phases and disciplines of the work. Staffing complements Metro roles and is expected to run through start-up.

Environmental Support Services: Incumbent ICF Jones & Stokes

- Oversight of environmental provisions as they relate to ground disturbing operations, hazardous materials handling, and numerous provisions addressed in the FEIS. Work underway is in support of Utility Adjustment Contract potholing as well as assessments of hazardous zones throughout the alignment

Solar Energy Public Private Partnership (P3): Incumbent PCS Energy

- Scope to design, supply, and install solar panel systems on select roof sections of the MSF. Also responsible for the operation of the energy-generating facilities over a ten-year period with minimum thresholds for power defined.

Progressive Design Build (PDB) Contract: Incumbent San Fernando Transit Constructors (SFTC) JV (Awarded)

- Two-phase contract structured to first establish and negotiate the scope, schedule, and cost basis for taking the Project from a design of approximately 30% to 60%, to a complete design and ultimately its related complete construction. Costs will be negotiated as either a Guaranteed Maximum Price or Fixed Firm Price. The Phase 1 Notice to Proceed (NTP) was awarded April 14, 2023.

Utility Adjustment Construction Contract: Incumbent W.A. Rasic (Awarded)

- Package 1 of 8 planned to define Approved for Construction (AFC) adjustments to underground utilities; the scope is focused on Los Angeles Department of Water and Power (LADWP) infrastructure but includes other prominent services adjusted due to of the new LADWP alignment.

Light Rail Vehicle Contract: Procurement to start in 2024

- Design, manufacturing, assembly, and testing of 34 light rail vehicles.
- Metro will first secure services of a competitively bid consultant to aid in defining specification and design specifics, as well as industry standards related to the procurement. This effort is now underway with scoping documents completed as well as pre-procurement planning. Industry-wide review of procurement documents are also planned to ensure all elements are consistent with the current technology, Buy America / Build America regulations, and global LRV markets. An update of the anticipated LRV budget will also be provided by the selected consultant firm.

- Preparations for the selection of a vendor will follow. Procurement is anticipated to start spring 2024 with an NTP in fall 2024. Design, production planning and component/system quality testing will lead through spring 2028. After conditional acceptance of pilot vehicles in late 2028, production and delivery of the balance of vehicles will continue through fall 2029.

Light Rail Vehicle Contract Procurement Schedule

PROCUREMENT							
VEHICLES							
VP-A-M000	LRV CONSULTANT PROCURMENT	144	144	0	03-Apr-23	24-Aug-23	
VP-B-M000	LRV MANUFACTURING PROCUREMENT	364	364	0	29-Sep-23	26-Sep-24	
CONSTRUCTION							
VEHICLE FABRICATION & DELIVERY							
VP-C-D050	LRV - VEHICLE FABRICATION & DELIVERY (30 LRV's)	1761	1761	0	06-Dec-24	01-Oct-29	

EXECUTIVE SUMMARY

Design progress continued to advance through April 2023 with action on LADWP power adjustments in portions of the Project, and development of utility composite drawings for all areas. While the gain is minor in terms of percent complete, it signals a demonstrated posture toward advancing the work whenever practical.

The following is an overview of current design and construction activities.

Design Status

Gannett Fleming (GF) has been authorized to proceed with designing the balance of the LADWP utility adjustment scopes for power distribution to AFC-quality packages. These designs are expected to be provided to the PDB contractor as Early Works Packages on a piecemeal basis starting upon their NTP. The action is intended to protect the schedule by addressing underground utilities earlier with complete designs allowing construction to commence months in advance of when they otherwise would be able.

GF has been released to provide 60% utility composite designs of the entire alignment. The whole of these designs will span the balance of the calendar year but will be released piecemeal for transfer to the PDB contractor who will elaborate the design to AFC quality. The composite utility scope will be designed (to AFC) and constructed by SFTC.

Construction Status

W.A. Rasic field investigative work was initiated in February 2023 including pot holing and surveying activities. With heavy rains in March, and shoring designs holding back a quick start, vault insertion nonetheless muscled its way through the month. In April, momentum was noted as excavations and placement of the second vault and ductbanks progressed.

Schedule Summary

Update of the Project Schedule was completed March 2023. Detailed sub-schedules were assembled for every operation to ensure details are consistent and reflective of the current scope. Elaboration of the schedule bases and assumptions were also completed. Both document sets were forwarded to the PMOC for review and comment.

The schedule reflects a conservative approach to construction that seeks to limit the duration of neighborhood traffic disruptions in any given portion of the alignment. While further optimization of the phasing, and increased productivity in select construction operations could yield a more aggressive pace, the initial update maintains a deliberate and realistic cadence.

In the second half of April, Metro met with SFTC to hold the first of what will be weekly schedule meetings throughout Phase 1. The inaugural meeting focused on assumptions and phasing which revealed many positions in common between the parties. For example, agreement that underground utilities are pacing the schedule and more time is needed to define that challenge before definitive planning advances.

Also, in common are the schedule goals focused on advancing the critical path - specifically as they relate to the interface and phasing between underground utilities and the building of the Light Rail Guideway.

Costs

The EPD award in May 2022 indicated a budget of \$3,635 million would be acceptable to the FTA. This value was generated from the PMOC risk assessment and reflects the 65th percentile from the cost risk model. However, in December 2021, Metro's EPD application indicated a budget of \$2,812 million. The \$900+ million increase in budget posed a considerable climb for Metro. However, another path to sufficient funding was developed.

Also, in November 2022, the FTA advised that expenses on the Project incurred prior to the EPD Award will not be eligible for inclusion in the upcoming FFGA. The Project reviewed all such expenditures and advised the FTA and PMOC that \$61.493 million would be removed from the current budget. The Project edited the Current Budget and Forecast to read \$3,573 million and forwarded records of the same for PMOC review; concurrence was provided. An updated funding plan was also shared, which included \$600 million in California State funding, which was confirmed with an award in January 2023.

The Project continues exploring threats to budget with an aim of reducing the exposures and thus reducing their requirements. Notable progress in this regard has been shown over the past few months driven by various strategies to manage specific risks. However, as shared previously, the Project has yet to reflect such progress in the current forecasts of the Monthly Cost Report. We plan to incorporate savings from projected risk reductions after thorough monitoring confirms a downward trajectory of their exposures.

There are other costs associated with risks that are being addressed at escalated levels of management. These include issues where technical solutions are not the answer but rather inter-agency collaboration are the means to reconciling the identified exposures.

The most notable risk in this regard is the request by the Los Angeles Department of Water and Power (LADWP) for Metro to underground the high voltage power transmission lines in the northern half of the Project. This issue is discussed in the Key Management Concerns Section below.

Risk Management

Summary of Risks

One (1) risk was identified for closure during the monthly Risk Register working group. Risk ID# 1580 relates to the uncertainty that LADWP will request under-grounding of overhead wires throughout the alignment. As reported to FTA and PMOC, Metro will be managing this situation at an Executive level and outside the project.

A total of fifty-nine (59) risks remain to be managed. Of the fifty-nine (59) risks, twelve (12) are scored as high, thirty-eight (38) as medium, and nine (9) as low.

The next ESFV Monthly Risk Register Workshop is scheduled for May 26, 2023.

Top Risks

The table below shows the top Project risks measured by the exposure they pose to the budget:

East San Fernando Valley Transit Corridor			
Risk Register Version April 2023			
Risk ID	Risk Description	Risk Score	Action Items
1335	Risk that known utility work during construction is more costly and/or requires more time than anticipated.	23	Continue potholing. Advance design & define scope.
1364	Risk that construction of the project results in business owner impacts which increases costs through required mitigation measures. (during construction TMP, noise, signs)	20	Community outreach. Establish a budget for offsetting stakeholder issues.
1581	Risk that LADWP self-performed UA activities could cause a delay in contractor access to sites.	16	Coordinate with LADWP on schedule.
1357	Third party design approvals (CoLA) – Risk of delayed design approval by CoLA could delay construction NTP.	16	Obtain design approval from CoLA.
1429	Risk that the process for relocations / condemnations of businesses may be longer than anticipated and delay contractor access. (18 @ MSE & 10 TPSSs)	15	Reviewing relocations with full-takes.

Key Management Concerns

Real Estate Delays

Contracting for appraisal firms to support the acquisition process has been problematic. Delays were encountered as Metro was unable to advance the procurements as planned for the multiple teams needed to initiate the field work required to review properties onsite. The numerous contracts planned have begun to be awarded with NTPs anticipated shortly thereafter to kick off the field process. The late start will be monitored for potential impacts with mitigations employed where practical.

Task orders for real estate and fixtures/equipment appraisals for the sixteen MSF parcels have been issued. Appraisal inspections have been completed for fourteen of these parcels. Appraisal task orders for four of the TPSS sites are anticipated by June 2023.

LADWP Undergrounding Request

The northern one-half of the alignment along Van Nuys Blvd. features overhead high-voltage power transmission lines. LADWP has requested the lines be transferred underground when making accommodations for the Project and its need to adjust utilities under its footprint.

The Project views the request as a significant threat to schedule and costs. The Project is studying options to reduce the anticipated costs and schedule implications. Concerns of environmental clearance are also on the table as the undergrounding scope was not contemplated in the Record of Decision.

Briefings with LADWP officials (including executives of both organizations), were held to review status. A detailed cost estimate and schedule impact assessment were prepared to aid in communicating the issues.

The issue has since been escalated to executive management of both organizations and the City of Los Angeles' Mayor's Office. Commitments of cooperation from all parties signals progress.

Condensed FFGA Development

The Expedited Project Delivery (EPD) program requires execution of the FFGA within two years of the EPD Award (May 2024). This is one-half the time of a comparable Capital Investment Grant (CIG) Project administered by the FTA.

In support of the May 2024 milestone, all preparatory work by Metro must be completed by December 1, 2023, to allow sufficient opportunity for review and assessment by FTA and congressional staff.

With the commitment to be timely, Metro and the Project are working to accelerate every step of defining scope, developing a practical yet flexible schedule, identifying and managing risks, negotiating a realistic budget, and securing funding to match cashflow requirements.

The Project will continue to focus on effective planning, disciplined cost estimating, securing experienced management and technical talent, and building long-term partnerships with stakeholders to meet the FFGA requirements and thereafter successfully deliver the Project as planned.

Timing of FFGA and PDB Negotiated Phase 2 Costs

The current timing of the FFGA and the negotiation of the Phase 2 portion of the PDB contract places the FFGA ahead of the Guaranteed Maximum Price (GMP). Metro expects that two Opinion of Probable Costs (OPC) will be presented by the PDB contractor before the FFGA is finalized. They will establish parameters that frame the likely total costs but not the GMP itself.

Therefore, the earlier FFGA must demonstrate flexibility in schedule and cost to predict values ahead of finalized PDB contracts. At the same time, Phase 2 negotiations of the PDB contract will have a delineated cap on both schedule and costs that should serve the Project well through the PDB negotiations.

Project Construction Photos



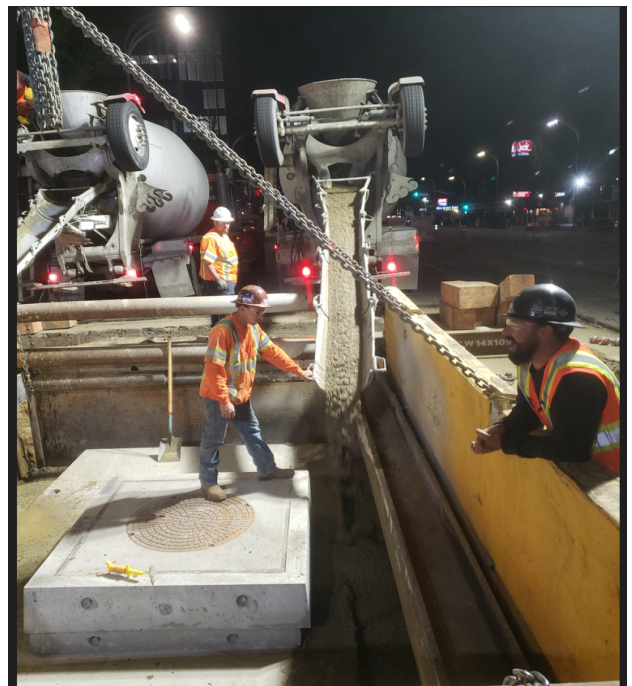
Trench shoring for Vault 6900



Assembling shoring box for Vault 6900



Installation of the upper portion of the vault



Pouring slurry around the vault

PROJECT UPDATE

PROJECT SCHEDULE

As discussed in the Executive Summary, the Project Schedule reflects a comprehensive update. The update has revealed pressure on the RSD from events early-on in the schedule, namely the design and construction of the underground utilities.

Those pressures are also coupled with the task of adding float to the schedule in a manner that reflects the schedule side of the risk assessment. These dynamics will likely remain fluid until the same are addressed with the PDB contractor with their OPC submittals and the Phase 2 negotiations.

In the meanwhile, the Project continues to study the available phasing options subsequent to completion of the underground utilities to improve the flow of work through a series of very similar operations laid across 6.7 miles of double tracking.

Likewise, productivity of key operations has also been studied to find planned rates that are tight, yet realistic over the whole of their duration, e.g., embedded track installation, welding rates of rail strings, logistics related to rail string movements, guideway excavation, roadway restoration, etc.

The update added improvements to include considerable levels of detail on all operations, the inclusion of fresh sequences related to the procurement of light rail vehicles, and the timing of the Maintenance and Storage Facility relative to the building of the guideway. Long-lead procurements were also updated where action early-on may be warranted to prevent foreseeable downstream delays.

The schedule was introduced to the PMOC on April 21, 2023.

PROJECT COST

Project Cost Analysis – 865521

EAST SAN FERNANDO VALLEY TRANSIT PROJECT (865521)
COST REPORT
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED BUDGET AT EPD PROJECT SELECTION	CURRENT PROPOSED FFGA BUDGET	COMMITMENTS	EXPENDITURES	FORECAST PROPOSED FFGA BUDGET	VARIANCE
		A	B	C	D	E	E - A
10	GUIDEWAYS & TRACK ELEMENTS	191,137	191,137	0	0	191,137	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	122,600	122,600	0	0	122,600	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	268,706	268,706	0	0	268,706	0
40	SITework & SPECIAL CONDITIONS	917,100	915,338	13,043	1,508	915,338	-1,762
50	SYSTEMS	259,779	259,779	0	0	259,779	0
	CONSTRUCTION SUBTOTAL (10-50)	1,759,323	1,757,561	13,043	1,508	1,757,561	-1,762
60	ROW, LAND, EXISTING IMPROVEMENTS	334,396	327,176	757	23	327,176	-7,220
70	VEHICLES	212,812	212,812	0	0	212,812	0
80	PROFESSIONAL SERVICES	582,389	529,878	112,690	22,599	529,878	-52,511
	SUBTOTAL (10-80)	2,888,920	2,827,426	126,491	24,130	2,827,426	-61,493
90	UNALLOCATED CONTINGENCY	686,526	686,526	0	0	686,526	0
100	FINANCE CHARGES	60,000	60,000	0	0	60,000	0
	TOTAL PROJECT (10-100)	3,635,445	3,573,952	126,491	24,130	3,573,952	-61,493

EPD Project Selection: FTA issued a Letter of Intent (LOI) on May 2022 for \$3,635 million and under the LOI, the Project has two years within which to execute the FFGA.

Current Proposed FFGA Budget: The current proposed FFGA budget is \$3,573 million, \$61.493 million less than the EPD Project Selection. The delta is related to pre-authority expenditures (before May 2022), which is not considered eligible FFGA cost. The Project is working toward reducing project risks as Project information advances before finalizing the Project cost.

Commitments: Commitments increased by \$60 million this period to \$126.5 million. It is related to PDB Phase I contract and Gannet Fleming phase 3 work.

Expenditures: Expenditures capture costs from May 2022 through April 2023 are \$24.1 million, increased by 2.4 million from previous month.

Forecast Proposed FFGA Budget: The forecast proposed FFGA budget remains the same as the current proposed FFGA budget of \$3,573 million.

Cost Contingency

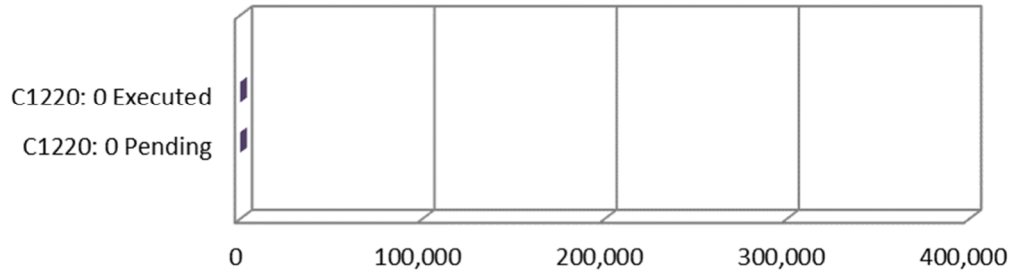
Metro's Cost Contingency Drawdown and Analysis will be developed based on the findings of the risk assessment run by Metro in November 2023. Those values will be incorporated into the formal FFGA application via the EPD Program application.

However, in advance of that portrayal, Metro will be developing the early models of the tool based on developing schedule and budget perspectives. These will also be shared with the PMOC for comment and discussion as the process matures leading to the FFGA application.

Metro anticipates the final baseline values for this tool will be available from the executed FFGA which will reflect final risk assessments performed by the PMOC in early 2024.

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C1220 - AUA#1		Total
	0 Executed	0 Pending	
■ Under \$100K	-	-	-
■ \$100K to \$250K	-	-	-
■ \$250K to \$1M	-	-	-
■ Over \$1M	-	-	-
Total Contract MODs	-	-	-
Contract Award Amount	9,044,350	9,044,350	
% of Contract MODs	0.0%	0.0%	

Note:

1. Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.
2. Pending Mods are under negotiation.

C1220 – NTP for AUA#1 was provided to W.A. Rasic on December 1, 2022. There are currently zero modifications executed.

Risk Management

Metro conducts a recurring monthly internal risk working group to review the Risk Register with input from all corners of the Project. The focus of reviews is to ensure an effective posture toward managing risks is in-place.

Metro also conducts a recurring monthly risk workshop with the FTA/PMOC Team. These reviews are focused on high-risk threats and those undergoing adjustments on any criteria, e.g., opening a new risk, closing a risk, change in ownership, strategy, or evaluated values.

Participation in managing select risks will include the Progressive Design Build Contractor (PDB). The initial Risk Working Group including PDB was held on May 10, 2023. The PDB will participate in risk management efforts on those risks specifically identified for such participation.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Values in the tables below will be updated upon the Contract award.

Contract PS89616001, East San Fernando Valley Light Rail Transit Line Project – Phase 1 – Preconstruction Services of the Progressive Design-Build

DBE Goal – Phase 1 The percentage of funds apportioned to Phase 1 Contracts	18%
Current DBE Commitment Phase 1 Total DBE Committed Dollars divided by Total Contract Value for Phase 1	<i>\$5.98M</i> 19.33%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	<i>\$0M</i> 0%

DBE Goal – Phase 2 The percentage of funds apportioned to Phase 2 Contracts	0%
Current DBE Commitment Phase 2 Contract commitment divided by current contract value for Phase 2	<i>\$0M</i> 0%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	<i>\$0M</i> 0%

PROJECT LABOR AGREEMENTS (PLA)

Alignment of Contract C1220 – AUA #1 to the PLA has been completed. Metro is working with the contractor to establish the reporting module. A cumulative report is anticipated for the May 2023 reporting cycle.

Action on the Labor Agreement alignment to the PDB Contract awaits the successful negotiation of Phase 2.

FINANCIAL/GRANT

EAST SAN FERNANDO VALLEY TRANSIT PROJECT STATUS OF FUNDS BY SOURCE

Data as of April 30, 2023

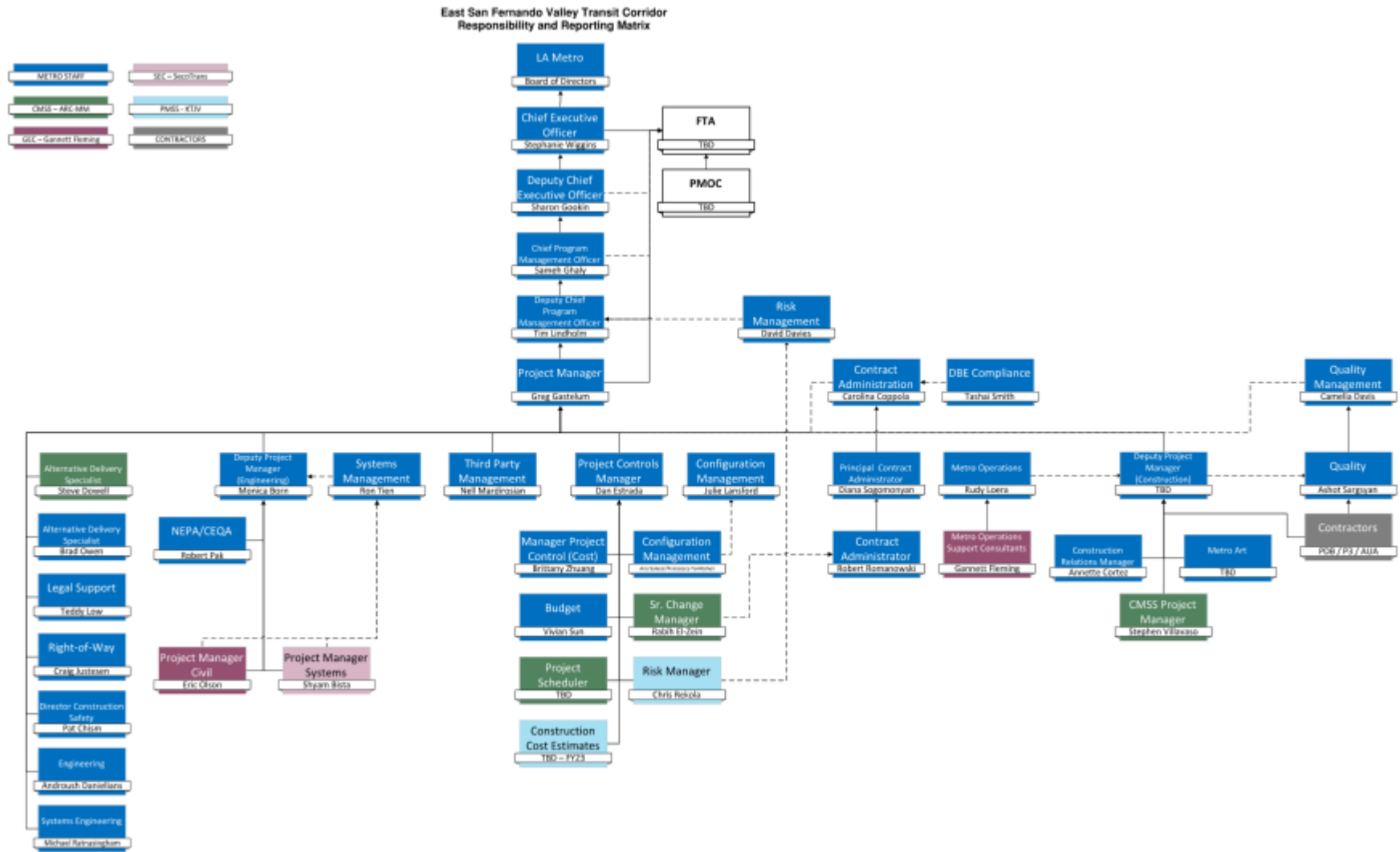
(\$ in millions)

SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
<u>Federal Revenue</u>				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 908.8	25.43%	\$ -	0.00%
<i>Federal Revenue Subtotal</i>	<i>\$ 908.8</i>	<i>25.43%</i>	<i>\$ -</i>	<i>0.00%</i>
<u>Local Revenue</u>				
Prop A - Rail Development Account (35%)	\$ 40.9	1.14%	\$ 40.9	1.14%
Measure R - Transit Capital (35%)	\$ 218.3	6.11%	\$ 36.3	1.02%
Measure R - Highway Projects (20%)	\$ 30.0	0.84%	\$ -	0.00%
Prop C - Discretionary (40%)	\$ 110.0	3.08%	\$ 110.0	3.08%
Prop C - Transit-Related Highway (25%)	\$ 252.5	7.07%	\$ 60.0	1.68%
Local Agency Transit Project Contributions	\$ 120.9	3.38%	\$ 120.9	3.38%
Measure M-Transit Construction (35%)	\$ 810.5	22.68%	\$ 810.5	22.68%
<i>Local Revenue Subtotal</i>	<i>\$ 1,583.1</i>	<i>44.30%</i>	<i>\$ 1,178.6</i>	<i>32.98%</i>
<u>State Revenue</u>				
Transit and Intercity Rail Capital Program (TIRCP)	\$ 805.0	22.52%	\$ 805.0	22.52%
Interregional Improvement Program Funds (IIP)	\$ 3.7	0.10%	\$ 3.7	0.10%
Regional Improvement Program Funds (RIP)	\$ 198.5	5.55%	\$ 198.5	5.55%
SB1 - Local Partnership Program	\$ 74.9	2.10%	\$ 74.9	2.10%
<i>State Revenue Subtotal</i>	<i>\$ 1,082.1</i>	<i>30.28%</i>	<i>\$ 1,082.1</i>	<i>30.28%</i>
TOTAL SOURCES	\$ 3,574.0	100.00%	\$ 2,260.7	63.25%

NOTES: Total sources reflect the proposed EPD budget of \$3,573.95 million (include finance charges of \$60 million and exclude Pre-authority amount of \$61.5 million).

PROJECT ORGANIZATION AND STAFFING

The PDB contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).



REAL ESTATE

Metro Real Estate have coordinated with project schedulers to update the right of way schedule to incorporate the priority parcels identified by the project team. CEQA clearance of the priority parcels is expected by July or August 2023 with NEPA clearance expected by November 2023.

LRVs

The Project has authorized Metro's Vehicle Acquisition Group to initiate a requisition to begin the process of opening a new procurement process for 34 light rail vehicles (LRV).

As addressed above in Major Procurements, the effort is expected to first contract with an experienced consultant team that will assist Metro in developing the technical aspects of a new LRV order. The scope will include consideration of Metro's current inventory, latest industry technologies, determining if options should be pursued, and if so, how many, technical specification reviews and updates, etc. This consultant is anticipated to begin in early fall 2023.

LRV progress will be tracked from the initiation of the consultant service on the procurement.

In March, the Metro LRV team completed the scope, schedule and budget documentation to support the procurement of a consulting firm to support the LRV procurement.

Metro Vendor Contract Management (VCM) are now developing the procurement documents for review, approval and commencement of the consultant in June 2023.

QUALITY ASSURANCE

April status:

- Continued to implement Quality Management Oversight (QMO) to evaluate Contractor's / W.A. Rasic's (WAR) Performance of AUA contract.
- Performed three (3) Submittal Assessments for Quality utilizing QMO.
- Conducted ten (10) Construction Assessments for Potholing, Utilities and Vault Installation operation utilizing QMO.
- Performed QMO Awareness & Submittal Assessment training sessions for ESFV Project Team. Continued to perform trainings As-Needed.
- Participated in weekly Internal Metro and Construction Progress Meetings.
- Participated in weekly Contractor's Quality Meetings.

ENVIRONMENTAL

See discussion in the Executive Summary Key Management Concerns above.

The following activities took place in April:

- Conducted field environmental training for AUA Package 1.
- Reviewed AUA general requirement submittals for contract compliance.
- Participated in project discussion with LADWP.
- Participated in project meetings with Caltrans for the PSR-PR document comments.
- Ongoing actions to complete additional environmental documents including CEQA Addendum, NEPA Re-evaluation, consultation outreach to project stakeholders.

CONSTRUCTION AND COMMUNITY RELATIONS

Metro's Construction and Community Relations (CR) team has continued its ongoing outreach efforts in the Arleta, Pacoima, Panorama City, and Van Nuys Communities. Several outreach tools have been employed from email campaigns to door-to-door canvassing of stakeholders along the project alignment.

Our ongoing meetings with the local LA City Council Offices 2, 6, and 7 continued and a project briefing was provided to Congressman Tony Cardenas' staff. At these meetings/briefing, project staff provided construction updates on the Advance Utility Adjustment (AUA) work, Real Estate Acquisitions, community relations staff reported on our ongoing outreach efforts and upcoming Community Open House events, and project staff also reported on the Progressive Design Build (PDB) contract approval and a status update on the Business Interruption Fund (BIF) program and Business Solution Centers efforts.

Additionally, the CR team continues its door-to-door outreach efforts of small businesses and other stakeholders along the project alignment to gather data for business profiles and share information on Eat Shop Play program and on upcoming community meetings. Staff provided informational literature on the Project, available resources such as Eat Shop Play, and encouraged small business owners to sign up to receive e project updates. The CR team continued planning and coordination for upcoming Community Open House events.

The CR team corresponded with area stakeholders who have applied to join the Community Leadership Council (CLC) and have notified each that the CLC submissions are currently being evaluated. Next outreach activity will be to invite recommended applicants to interview with a panel of Metro staff from the following departments: CR, Diversity, Economic Opportunity Department, Art & Design, and the Project Management Team.

The CR team, along with Project Management, also sponsored and attended the Valley Economic Alliance Awards Gala where we engaged with alignment stakeholders. Additionally, the CR team also provided an overview of the project to Arleta HS administrators and parents.

SAFETY AND SECURITY

Continued to provide formal OSHA 10 and OSHA 30 training for the IPMO staff participating in construction activities. Several safety orientations, weekly toolbox meetings and daily safety site inspections were completed in April.

Although no safety incidents were recorded in April, safety training for routine tasks continued in order to raise the level of safety consciousness and emphasize the importance that Safety must be a priority for which each team member is responsible.

APPENDIX
CHRONOLOGY OF EVENTS

April 2022	FTA EPD Project Selection Notification
May 2022	FTA issued a Letter of Intent (LOI)
November 2022	Arcadis-Mott McDonald (CMSS) NTP
December 2022	W.A. Rasic NTP PCS Energy NTP
February 2023	San Fernando Transit Constructors (SFTC) awarded PDB Contract UAR Construction initiated by W.A. Rasic
April 2023	SFTC NTP for Phase 1 work