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October 20, 2023

TO: Distribution

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for:*

FROM: Gregory Gastelum
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SUBJECT: East San Fernando Valley LRT Project
September 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 September 29, 2023.

If you have any questions regarding this report or its supporting information, please contact Kevin Grady, Deputy Executive Officer of Program Control at (213) 294-1439

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).

September 2023

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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: 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: 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: 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: AMM JV

- 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): 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: San Fernando Transit Constructors (SFTC) JV

- 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: 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. The other seven packages will be contracted to SFTC through either Early Work Packages or Phase 2 negotiations.

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. Although scoping documents have been completed, Procurement has been delayed owing to insufficient procurement staff. The solicitation for consultant proposals is now expected to be released in mid-October.

- 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 in summer 2024 with an NTP in late 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 early 2030.

Light Rail Vehicle Contract Procurement Schedule

PROCUREMENT			
VEHICLES			
VP-A-M000	LRV CONSULTANT PROCUREMENT	16-Oct-23	06-Apr-24
VP-B-M000	LRV MANUFACTURING PROCUREMENT	06-May-24	05-May-25
CONSTRUCTION			
VEHICLE FABRICATION DELIVERY			
VP-C-D050	LRV - VEHICLE FABRICATION & DELIVERY (34 LRV'S)	14-Jul-25	10-May-30

EXECUTIVE SUMMARY

Design progress continued to advance through September with action on LADWP power adjustments on AUA Packages 2-8, and development of utility composite drawings for all areas. Pre-Construction phase discussions between Metro, Gannett Fleming, and SFTC set in-motion a plan to advance some utility designs all as Early Work Packages, thus facilitating a broader early entry into utility construction.

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

Design Status

Gannett Fleming (GF) has completed final design of AUA Packages 4 & 6. AUA Packages 2 & 3 have AFC targeted for this Winter. Designs on the balance of the packages are being accelerated with Gannett Fleming tapping deeper resources from its own ranks, as well as its subconsultant team. Design of utility composites to a 60% level have progressed with packages now slated to be released earlier than originally planned. The action is intended to jumpstart underground utilities with complete designs allowing construction to commence earlier.

Construction Status

C1220 AUA #1 contractor, W.A. Rasic, has successfully installed all four underground power vaults along Van Nuys Blvd and will finish installing the lateral ductbanks by the end of the year. After the ductbanks are in, LADWP forces will perform the intercept work. W.A Rasic will support LADWP and perform final site restoration.

The field work encountered challenges this spring with exceptionally wet weather, contractor delays associated with quality plans, and a concurrent delay related to the re-design of the shoring system provided by Metro all contributed to delays. The Time Impact Analysis prepared by Metro noted a 38-day non-compensable delay was warranted. The Rasic work scope is scheduled to be completed this winter without impact to SFTC.

Schedule Summary

SFTC submitted an Opinion of Probable Cost (OPC) P6 CPM Schedule on August 11, 2023. Metro reviewed the schedule and found that the sequencing and duration of the activities did not adequately capture the scope of work, and that many logical activity relationships in P6 were missing. These issues were brought up to SFTC's and the project set a deadline of SFTC producing a revised schedule by the first week of October. This revised schedule will be developed in close collaboration with Metro and working groups meetings devoted to the schedule will be held on daily basis.

Concurrently, the Project continues to update the Metro Master Project Schedule to best reflect the planned project approach as envisioned by Metro and SFTC. The updated Master Project Schedule will be completed as a major component of the FFGA application on December 1, 2023.

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. 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 that \$61.493 million would be removed resulting in a project budget of \$3,573 million.

In February 2023 the Metro Board approved a \$497 million Preconstruction Budget for the project. This budget is to fund continued preliminary design by Gannett Fleming, CMSS, agency costs, real estate activities, and Early Work Packages (EWP) which will be awarded to SFTC. The EWPs will include progression of the final design by AECOM, field offices, and several advanced utility adjustment construction packages. Half of the funds from this budget have already been committed and the Project is in the process of forecasting how long this Preconstruction Budget will last based on the proposed EWP costs and schedules received from SFTC.

On August 11, 2023 SFTC submitted their Option of Probable Cost (OPC) Estimate for their scope of work. The Project estimating team spent the month reviewing the document, both internally and in working group meetings with SFTC. The review of the OPC was completed in early September and the Project then pivoted focus to negotiating the AECOM design costs, which is the largest and most schedule critical EWP which we plan to execute.

Findings from the review of the Schedule, Design Validation, and Value Engineering Plan submitted by SFTC will guide how Metro further plans and advances the Project Development of specific Early Work Packages are anticipated to further define short-term actions needed to position the Project in meeting long-term goals and the negotiation of a Guaranteed Maximum Price contract.

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. NTPs for these essential resources were released and formal acquisitions have begun.

Condensed FFGA Development

The Expedited Project Delivery (EPD) program requires execution of the FFGA within two years of the EPD Award (May 2024).

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, assessment, and approval by FTA and congressional staff.

With the commitment to be timely, all parties are working to be creative in accelerating every step of defining scope, developing a practical two-heading schedule, identifying, allocating, and managing risks, negotiating a realistic budget, and securing funding to match cashflow requirements.

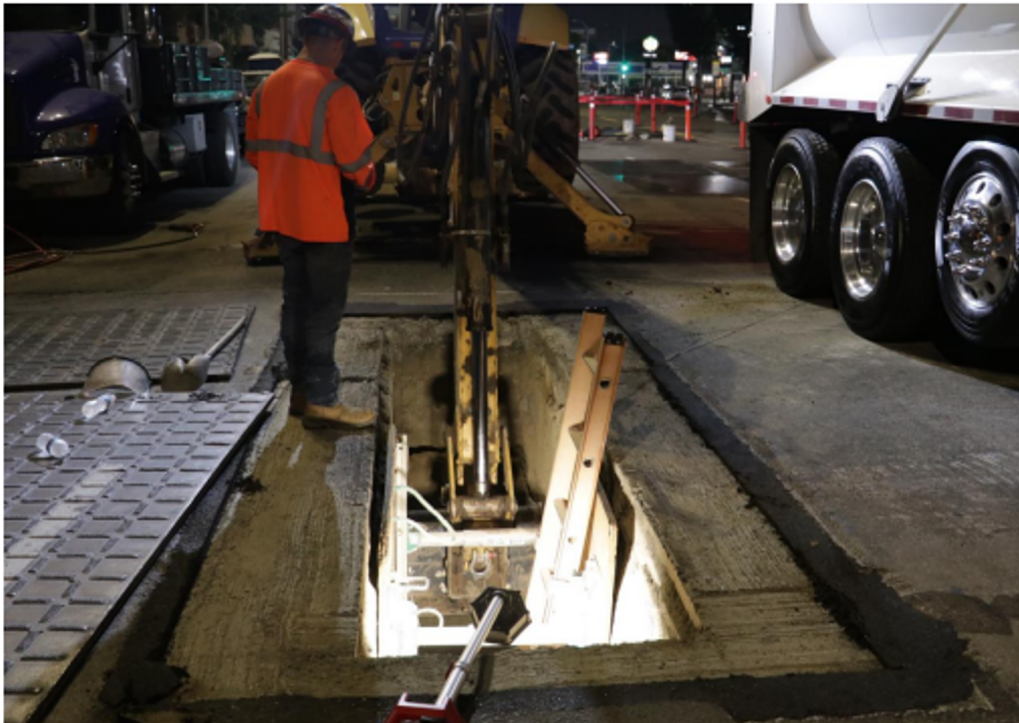
Timing of FFGA and PDB Negotiated Phase 2 Costs

Metro received the first Opinion of Probable Costs (OPC) Estimate and Schedule from SFTC in August and both will be used to inform and refine the Metro cost estimate and schedule included in the December 2023 FFGA application. The FFGA is expected to be executed in May 2024, many months prior to the planned negotiation of the Phase 2 Supplement Guaranteed Maximum Price. Therefore, the earlier FFGA must demonstrate flexibility in schedule and cost to predict values ahead of finalized PDB contracts.

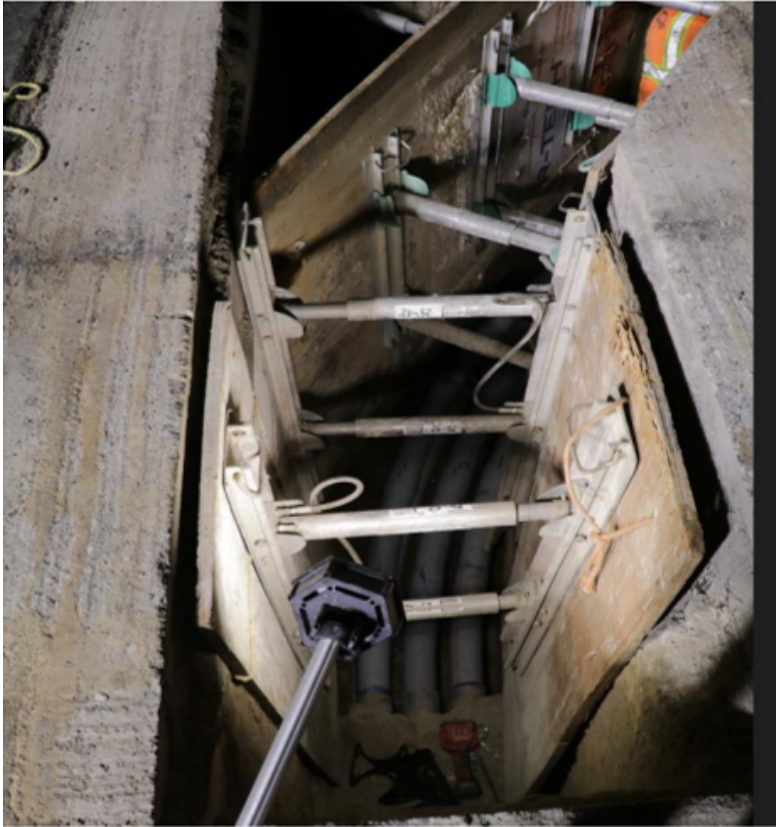
Project Construction Photos



Tom Grabavac crew: Sawcut lateral 06



WA Rasic: Excavation at lateral 06



WA Rasic installing conduit at lateral 06



Slurry placement at lateral 06

PROJECT UPDATE

PROJECT SCHEDULE

SFTC submitted the OPC Schedule to Metro on August 11, 2023. A highlight of the schedule depicted the Project in six segments, each approximately one mile long so that the utility adjustments and traffic control can be permitted by the City of Los Angeles in manageable packages and construction can proceed in a measured pace. However, Metro determined the schedule requires further development of details to appropriately demonstrate how utilities will be adjusted and phasing of sequenced operations will occur.

Metro and SFTC are now combining efforts to develop an improved representation of how the crucial early construction will be pursued. This collaboration is occurring through the expansion of the Schedule Working Group meetings with a target of a refined schedule complete by the first week of October.

Other sections of the schedule also require further development to reflect options and conditions that offer schedule improvement as measured by an earlier Substantial Completion. Among the areas undergoing refinement include guideway construction, rail deliveries and welding, special trackwork procurement and installation, intersection sequencing over roadway T-intersections, station structural, and systems installation. The introduction of double headings will also be incorporated where practical and beneficial.

From the above SFTC schedule update, Metro will adjust its Project Schedule to reflect the phasing, logic and durations demonstrated. The goal of those adjustments is to establish the schedule base for the FFGA application and management of the schedule thereafter.

PROJECT COST

Project Cost Analysis – 865521

EAST SAN FERNANDO VALLEY TRANSIT PROJECT (865521) COST REPORT							
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	191,137,467	191,137,467	-	-	191,137,467	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	122,600,399	122,600,399	-	-	122,600,399	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	268,706,040	268,706,040	-	-	268,706,040	-
40	SITWORK & SPECIAL CONDITIONS	917,099,752	915,337,536	16,408,207	7,982,709	915,337,536	(1,762,216)
50	SYSTEMS	259,779,294	259,779,294	-	-	259,779,294	-
	CONSTRUCTION SUBTOTAL (10-50)	1,759,322,951	1,757,560,735	16,408,207	7,982,709	1,757,560,735	(1,762,216)
60	ROW, LAND, EXISTING IMPROVEMENTS	334,395,593	327,175,673	2,434,740	634,954	327,175,673	(7,219,919)
70	VEHICLES	212,812,453	212,812,453	-	-	212,812,453	-
80	PROFESSIONAL SERVICES	582,388,742	529,877,506	141,277,513	55,116,447	529,877,506	(52,511,235)
	SUBTOTAL (10-80)	2,888,919,738	2,827,426,367	160,120,460	63,734,111	2,827,426,367	(61,493,370)
90	UNALLOCATED CONTINGENCY	686,525,649	686,525,649	-	-	686,525,649	-
100	FINANCE CHARGES	60,000,000	60,000,000	-	-	60,000,000	-
	TOTAL PROJECT (10-100)	3,635,445,386	3,573,952,016	160,120,460	63,734,111	3,573,952,016	(61,493,370)

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEP 2023.

EPD Project Selection: FTA issued a Letter of Intent (LOI) for an FFGA on May 2022 which noted a budget for \$3,635 million. 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 are not considered eligible FFGA costs

Commitments: Commitments decreased by \$1.09 million this period to \$160.1 million. The decrease is primarily for accounting adjustments to re-align task numbers with FTA Standard Cost Codes (SCC).

Expenditures: Expenditures from May 2022 through September 2023 are \$63.7 million, an increased by \$14.1 million from the 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

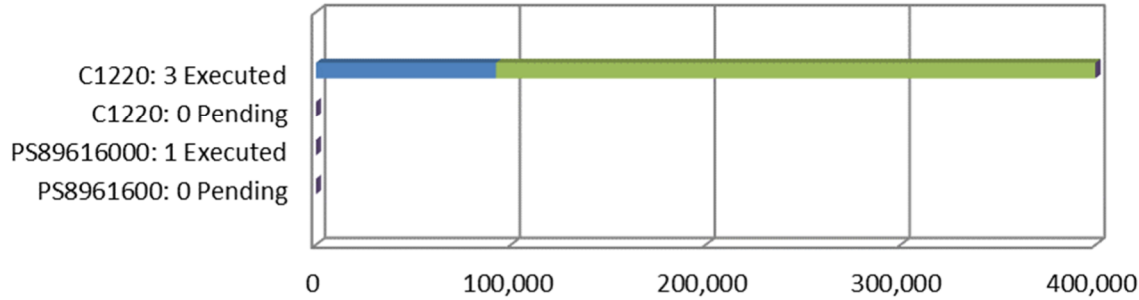
Metro's Cost Contingency Drawdown and Analysis will be developed based on the findings of the risk assessment run by Metro in November 2023. Those values will be incorporated into the formal FFGA application via the EPD Program application.

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



	AUA - C1220			PDB Phase 1 - PS89616000			Total
	3 Executed	0 Pending	Subtotal	1 Executed	0 Pending	Subtotal	
■ Under \$100K	92,459	-	92,459	0	-	0	92,459
■ \$100K to \$250K	-	-	-	-	-	-	-
■ \$250K to \$1M	467,926	-	467,926	-	-	-	467,926
■ Over \$1M	-	-	-	-	-	-	-
Total Contract MODs	560,385	-	560,385	0	-	0	560,385
Contract Award Amount	9,044,350		9,044,350	30,979,750		30,979,750	
% of Contract MODs	6.2%			0.0%			

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

C1220 – NTP for AUA#1 was awarded to W.A. Rasic on December 1, 2022. There were three modifications executed in the amount of \$547,787.

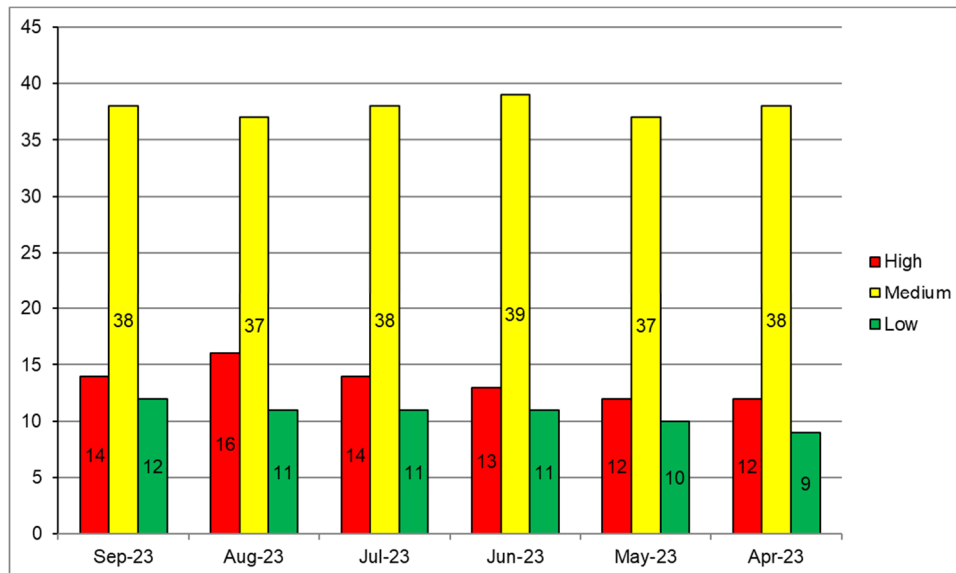
PDB Phase 1 – NTP was awarded to San Fernando Transit Corridor on April 14, 2023. There was one no-cost modifications executed.

Risk Management

Metro conducts a recurring monthly internal risk working group to review the Risk Register with input from all corners of the Project including attendance by SFTC. The focus of reviews is to ensure effective action plans and mitigations, for managing each risk, 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.

The September Risk Working Group did not identify any new risks and did not recommend any existing risks for closure. A total of sixty-four (64) risks remain to be managed. Of the sixty-four (64) risks, fourteen (14) are scored as high, thirty-eight (38) as medium, and twelve (12) as low. The changes to risk scoring for the past six (6) months can be seen in the figure below.



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 September 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.
1336	Risk that unknown utilities are encountered (or conditions found to be deteriorated) during construction requiring either demolition or relocation	16	Complete potholing.
1581	Risk that LADWP self-performed UA activities could cause a delay in contractor access to sites.	16	Coordinate with LADWP on schedule.
1429	Risk that the process for relocations / condemnations of businesses may be longer than anticipated and delay contractor access. (18 @ MSF & 10 TPSSs)	15	Reviewing relocations with full-takes. Prioritize acquisitions based on SFTC schedule.
1515	Third party design (LADWP) - Risk that delays to LADWP self-performed design could cause a delay to the UA Packages.	14	Continue coordination with LADWP

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Contract 1220 - ESFV Advanced Utility Adjustment (AUA) DWP Power Design 1

DBE Goal – C1220 AUA#1	23%
Current DBE Commitment Total DBE Committed Dollars divided by Total Contract Value	\$2.290M 25.32%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$1.323M 29.21%

Contract 89616 - East San Fernando Valley Light Rail Transit Line Project

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	\$5.98M 19.33%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$260K 2.72%

DBE Goal – Phase 2 Early Work Packages (EWP) The percentage of funds apportioned to Phase 2 EWP	*15%-35%
Current DBE Commitment Phase 2 EWPs Contract commitment divided by current contract value for all EWPs	\$0M 0%
Current DBE Participation Phase 2 EWPs Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$0M 0%

DBE Goal – Phase 2 Supplement The percentage of funds apportioned to Phase 2 Contracts	*15%-30%
Current DBE Commitment Phase 2 Phase 2 Supplement Contract commitment divided by current contract value for Phase 2	\$0M 0%
Current DBE Participation Phase 2 Supplement Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$0M 0%

**DEOD established a preliminary DBE goal range of 15%-35% for the Phase 2 Early Works Packages and a 15%-30% goal range for the Phase 2 Construction Supplement. DEOD will establish the DBE goal(s) for the Phase 2 Design work and the Phase 2 Construction Work in accordance with the provisions of the contract.*

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.

Action on the Labor Agreement alignment to the PDB and P3 Contract awaits the successful negotiation of Phase 2.

Contract C9055C1220 East San Fernando Valley (ESFV) Advanced Utility Adjustment (AUA) DWP Power Design 1

(Reported Data as of August 2023)

<ul style="list-style-type: none"> ● Targeted Worker Goal – Construction work to be performed by residents from Economically Disadvantaged Area of LA County 	40.00%
<ul style="list-style-type: none"> ● Targeted Worker Current Attainment 	16.37%
<ul style="list-style-type: none"> ● Apprentice Worker Goal – Construction work to be performed by Apprentices 	20.00%
<ul style="list-style-type: none"> ● Apprentice Worker Current Attainment 	10.76%
<ul style="list-style-type: none"> ● Disadvantaged Worker Goal – Construction work to be performed by Disadvantaged Workers whose primary place of residence is within LA County 	10.00%
<ul style="list-style-type: none"> ● Disadvantaged Worker Current Attainment 	5.89%

FINANCIAL/GRANT

There were no changes in September.

EAST SAN FERNANDO VALLEY TRANSIT PROJECT STATUS OF FUNDS BY SOURCE

As of August, 2023

(\$ in millions)

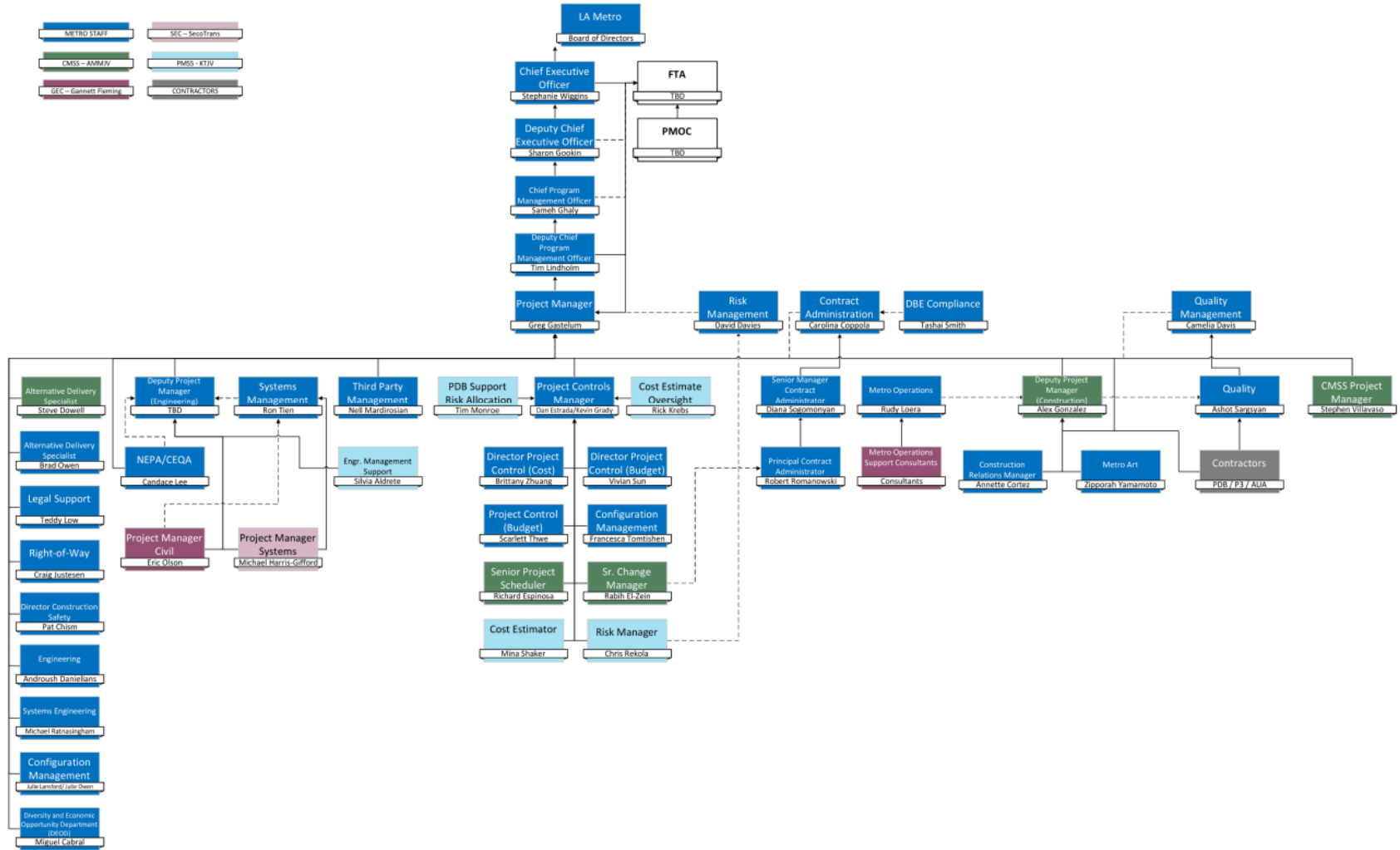
SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
Federal Revenue				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 893.5	25.00%	\$ -	0.00%
Section 5339 Alternatives Analysis	\$ -	0.00%	\$ -	0.00%
Federal Revenue Subtotal	\$ 893.5	25.00%	\$ -	0.00%
Local Revenue				
Prop A - Rail Development Account (35%)	\$ 23.4	0.65%	\$ 23.4	0.65%
Measure R - Transit Capital (35%)	\$ 36.3	1.02%	\$ 36.3	1.02%
Measure R - Transit Capital (35%)	\$ 182.0			
Measure R - Highway Projects (20%)	\$ 49.4	1.38%	\$ -	0.00%
Prop C - Discretionary (40%)	\$ 110.0	3.08%	\$ 110.0	3.08%
Prop C - Transit-Related Highway (25%)	\$ 201.3	5.63%	\$ -	0.00%
Local Agency Transit Project Contributions	\$ 107.3	3.00%	\$ 107.3	3.00%
Measure M -Transit Construction (35%)	\$ 810.5	22.68%	\$ 810.5	22.68%
Measure M -Transit Construction (35%)	\$ 60.0	1.68%	\$ 60.0	1.68%
Local Revenue Subtotal	\$ 1,580.2	44.21%	\$ 1,147.5	32.11%
State Revenue				
Traffic Congestion Relief Program Funds (TCRP)	\$ -	0.00%	\$ -	0.00%
Transit and Intercity Rail Capital Program (TIRCP)	\$ 805.0	22.52%	\$ 805.0	22.52%
Interregional Improvement Program Funds (IIP)	\$ 5.6	0.16%	\$ 5.6	0.16%
Regional Improvement Program Funds (RIP)	\$ 196.6	5.50%	\$ 196.6	5.50%
Other State Revenue	\$ 18.2	0.51%	\$ 18.2	0.51%
SB1 - Local Partnership Program	\$ 74.9	2.10%	\$ 74.9	2.10%
State Revenue Subtotal	\$ 1,100.3	30.79%	\$ 1,100.3	30.79%
TOTAL SOURCES	\$ 3,574.0	100.00%	\$ 2,247.7	62.89%

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).

East San Fernando Valley Transit Corridor
Responsibility and Reporting Matrix



REAL ESTATE

Metro Real Estate continues to coordinate with project schedulers and the Engineering Team to update the right of way schedule to incorporate the priority parcels identified by the project team. On August 11, 2023, the PDB contractor submitted a proposed project schedule to the Project Team which included an acquisition schedule. Metro Real Estate reviewed the right of way acquisition schedule submitted and made comments on it. Metro Real Estate also submitted its own estimated acquisition schedule to project schedulers. Continuing meetings with the PDB contractor are planned. CEQA clearance of the priority parcels is expected in October 2023 with NEPA clearance expected by November 2023.

The appraisal review process has been completed for three of the sixteen MSF properties. Two appraisal packages went to FTA for concurrence. Both were approved by FTA and a formal offer was made on one property and the other offer is pending. The third appraisal package will also be sent to FTA for concurrence.

There are now 29 of the 32 MSF Real Estate Appraisals completed. (There are two real estate appraisals per parcel). Fifteen of the 16 Furniture, Fixtures & Equipment (FF&E) Appraisals have been completed for the sixteen MSF parcels which make up the Maintenance & Storage Facility.

The appraisals for the first three TPSS sites, 1, 2 and 6, are underway. The RFPs for the appraisal of a fourth TPSS site (TPSS Site 7) has been issued. Based on the schedule from procurement, Metro expects to have the appraisal firms on board in mid-November.

Relocation site inspections and interviews on MSF parcels are continuing. The Relocation Plan is being updated. The Project is planning on presenting the Relocation Plan for approval to the Board on November 30, 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).

The Project will first contract with an experienced consultant team that will assist Metro in developing the technical aspects of the LRV procurement documents. Their 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. The solicitation is of the consultant contract is scheduled to start in October 2023 with NTP to the consultant firm expected in April 2024.

QUALITY ASSURANCE

September status:

- Continued to implement Quality Management Oversight (QMO) to evaluate Contractor's / W.A. Rasic's (WAR) Performance of AUA contract.
- Continued assessments of WAR Contractor's Quality in areas of Construction.
- Continued to perform QMO Awareness training & Workshop presentation sessions for ESFV Project Team.
- Continue to receive WAR's monthly Quality Records.
- Participated in weekly Internal Metro and Construction Progress Meetings.
- Participated in weekly Contractor's Quality Meetings.
- PDB Project Quality Program Manual is rejected. Waiting for Resubmittal from the Contractor.
- Metro Quality requested to receive contracts and to hold meetings with representatives responsible for Quality from Contractors on both PDB and P3 Contracts.

ENVIRONMENTAL

The following activities took place in September:

- Reviewed PDB general requirement submittals for contract compliance.
- Initial meeting with PDB contractor regarding Environmental Submittals.
- Reviewed the PDB contractor's Draft Potholing Work Plan
- Followed up with the FTA on the status of their review of the Second Quarter 2023 Mitigation Measures Status Report.
- Reviewed the Draft Phase I Environmental Site Assessment Report – Sites 3 and 8.
- Reviewed the Draft Phase II Environmental Site Investigation Report – Site 10.

CONSTRUCTION AND COMMUNITY RELATIONS

Construction Relations

Metro's Construction Relations and Mitigation Programs (CRMP) team has continued its ongoing bilingual (English and Spanish) 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. CRMP staff also responded and addressed Project related inquiries from the public received via the phone line and email. Eight (8) inquiries were addressed by ESFV and Metro project staff.

CRMP staff continue to outreach to support the Advance Utility Adjustments (AUA) work activities along Van Nuys Bl and Vanowen St, the gas line relocation work at Van Nuys and Telfair, and the upcoming potholing activity along Van Nuys Bl, between Valerio St and Covello St. CRMP staff also conducted coordination efforts to alleviate impacts to the businesses in this area in advance of construction.

AUA 1 Construction on Van Nuys Bl between Van Owen and Vose Streets.

- Advance outreach and coordination efforts were conducted to business stakeholders directly impacted by driveway access restrictions.

Gas Line Relocation on Van Nuys Bl at Telfair Av.

- Construction notices were delivered door-to-door to stakeholders impacted by gas line relocation work that is being self-performed by the Southern California Gas Company. This included direct outreach to 4 residents and 5 businesses impacted by construction. Additionally, notices were emailed to approximately 2,800 stakeholders.

Utility Investigation on Van Nuys Bl between Valerio St and Covello St.

- Construction notices were delivered door-to-door to stakeholders ¼ of a mile around the construction work area. Additionally, the notices were emailed to approximately 2,800 stakeholders.

Community Relations

Ongoing meetings with local Los Angeles City Council Offices 2, 6, and 7 continued. At these meetings/briefing, project staff provided construction updates on the Advance Utility Adjustments (AUA) work, Real Estate Acquisitions, Environmental Studies, and project staff also reported on the Progressive Design Build (PDB) contractor activities and a status update on the Business Interruption Fund (BIF) program and Business Solution Center (BSC) efforts.

Additionally, the CRMP 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 the Eat Shop Play (ESP) program. Staff provided informational literature on the Project, available resources such as Eat Shop Play (ESP) and encouraged small business owners to sign up to receive project updates.

The CRMP team also participated in Los Angeles Councilmember Imelda Padilla's Swearing in Ceremony Resource Fair and the Move Your Way Open Streets Festival by hosting an informational booth and distributing project literature to community members. Project staff also attended the Greater San Fernando Valley Chamber of Commerce State of the Valley Luncheon. Additionally, the CRMP team provided a project presentation for Pacoima Beautiful at their Community Inspectors Weekly Meeting. The CRMP team continues to plan for Fall community meetings, which will include one in-person community meeting hosted in Arleta and one meeting hosted virtually. Project materials and presentation will be provided in English and Spanish. The CRMP team is actively coordinating the distribution of 16,000 meeting flyers to businesses and residents residing within ¼ mile from the project corridor. Additionally, CRMP staff are collaborating with 36 organizations to effectively communicate and inform the community about these meetings.

Community Leadership Council

The CRMP has concluded its Community Leadership Council (CLC) interviews and has selected 15 stakeholders to serve on the CLC. Those selected to serve on the CLC represent various stakeholder groups along the alignment: businesses, CBO's, neighborhood councils, etc. CLC members were onboarded in September and an orientation for all CLC members is scheduled for October.

METRO ART

The following activities took place by the end of September:

- Conducted artwork fabrication and materials research.
- Oversaw planning and development for upcoming artist selection process.

SAFETY AND SECURITY

Continued to provide formal OSHA 10 and OSHA 30 training for the IPMO staff participating in construction activities. CMSS team continued to conduct weekly toolbox meetings and daily safety site inspections in September. Site specific orientations are conducted once a month.

Although no safety incidents were recorded in September, 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.

Overall for all construction contracts, for the month of September, we have approximately worked 15,050 hours with 0 incidents, putting out the Total Recordable Incident Rate (TRIR) at 0, well below National average of 3.0.

APPENDIX
CHRONOLOGY OF EVENTS

April 2022	FTA EPD Project Selection Notification
May 2022	FTA issued a Letter of Intent (LOI) to Metro for FFGA
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
May 2023	SFTC's initial contract submittals received
August 2023	NTP +120 submittals received