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TO: Distribution

FROM: Monica Born (*D.E.* for MB)
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SUBJECT: East San Fernando Valley LRT Project
February 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 February 24, 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

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).

February 2023

TABLE OF CONTENTS

PROJECT OVERVIEW	3
EXECUTIVE SUMMARY	6
PROJECT UPDATE.....	12
PROJECT SCHEDULE	12
PROJECT COST.....	13
PROJECT COST ANALYSIS – 865521	13
COST CONTINGENCY.....	13
SUMMARY OF CONTRACT MODIFICATIONS	14
RISK MANAGEMENT	15
DISADVANTAGED BUSINESS ENTERPRISE (DBE).....	16
PROJECT LABOR AGREEMENTS (PLA)	16
FINANCIAL/GRANT.....	17
PROJECT ORGANIZATION AND STAFFING.....	18
REAL ESTATE	19
ENVIRONMENTAL	20
CONSTRUCTION AND COMMUNITY RELATIONS	21
SAFETY AND SECURITY.....	22
APPENDIX.....	23
CHRONOLOGY OF EVENTS	23

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 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 FTA-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.

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

- 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: In procurement, San Fernando Transit Constructors (SFTC)

- 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. NTP anticipated in early April 2023.

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

- Package 1 of 8 planned to define 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. 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.
- 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.

EXECUTIVE SUMMARY

Design progress has advanced through February 2023 with action on LADWP power adjustments in portions of the Project. While the gain would be minor in terms of percent complete, it is important to signal 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 allowed.

GF has also been released to provide 60% utility composite designs of the entire alignment. These designs will be constructed by SFTC.

Procurement Status

CMSS: A joint venture of Arcadis and Mott MacDonald was awarded the CMSS contract in September 2022 followed by the NTP being released in November 2022. The Joint venture has 11 subcontractors engaged thus far with approximately 20 FTE staff members already on board in various roles.

PDB: In late February 2023, award of the Progressive Design Build Contract was made to the San Fernando Transit Constructors (SFTC), a joint venture of Skanska USA Civil West California District, Inc., and Stacy and Witbeck, Inc. Finalization of the procurement process is now underway with a target for the Notice to Proceed (NTP) of early April 2023.

Solar P3: PCS Energy have been awarded the contract. NTP was issued in December 2022.

Utility Adjustment Package 1: Contract C1220 was awarded to W.A. Rasic. The contractor has completed its required submittals; NTP was issued in December 2022.

Construction Status

In mid-February 2023, W.A. Rasic began their construction efforts related to LADWP's underground power infrastructure Work Package #1. Due to heavy wet weather, limited cumulative progress was noted.

Schedule Summary

Update of the Project Schedule was completed at month's end. 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 are near complete. 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.

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 its exploring of 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 gather projected risk reductions after thorough monitoring confirms a downward trajectory of their exposures.

Risk Management

While some specific risks have seen downward movement as discussed above, others have increased. And new risks have also been added to the register.

Summary of Risks

Two risks were identified for closure during the monthly Risk Register working group. These were ID# 1370 and ID# 1372. Risk ID# 1370 relates to a delay in the PDB procurement, as the Metro Board approved the PDB recommendation in February 2023. This risk is closed. Risk ID# 1372 relates to bond market conditions affecting funding, and as additional CalSTA funding was secured this risk is closed.

Also of note is the closure of Risk # 1330 related to the under-grounding of power lines in the northern one-half of the project. This is a binary threat to the project.

A total of fifty-seven (57) risks remain to be managed. Of the fifty-seven (57) risks, thirteen (13) are scored as high, thirty-seven (37) as medium, and seven (7) as low.

The next ESFV Monthly Risk Register Workshop is scheduled for March 24, 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 February 2023			
Risk ID	Risk Description	Risk Score	Action Items
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. 1. Establish a budget for offsetting stakeholder issues.
1331	Risk that advanced utility adjustments (AUAs) and protect in place (PIP) take longer than expected or result in additional cost.	20	Advance design & define scope. 1. Look to transfer elements to PDB to reduce impacts. 2. CMSS / Metro Scheduler to review construction schedules.
1335	Risk that known utility work during construction is more costly and/or requires more time than anticipated.	18	Continue potholing. 1. Advance design & define scope.
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.

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.

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

Metro have agreed to continue working with LADWP to better understand the potential impacts undergrounding power has on the Project.

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, securing experienced management and technical talent, and building long-term partnerships with stakeholders to meet the FFGA requirements and thereafter deliver the Project as planned.

Timing of FFGA and PDB Negotiated Phase 2 Costs

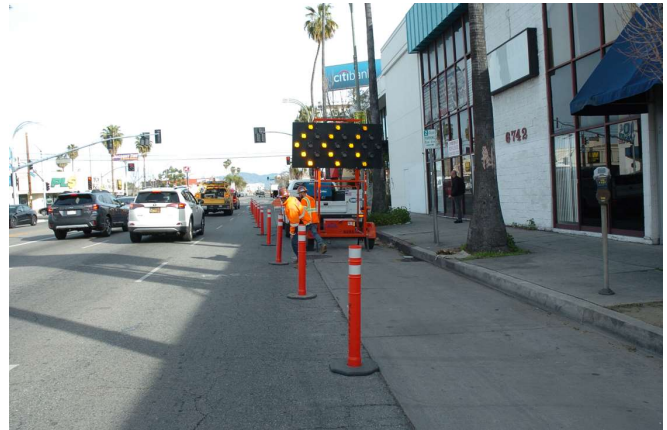
The current timing of the FFGA and the negotiation of the Phase 2 portion of the PDB contract places the FFGA ahead of the Guaranteed Maximum Price (GMP). Metro expects that two Opinions of Probable Costs (OPC) will be presented by the PDB contractor before the FFGA is finalized. They will establish 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



Preconstruction survey - Landmark surveyor establishing control point to the project site at the intersection of Van Nuys Blvd and Vanowen Street



W.A. Rasic deploying traffic cones prior to pothole activity



W.A. Rasic laying out area to pothole to investigate utilities



W.A. Rasic compacting backfill base material after potholing

PROJECT UPDATE

PROJECT SCHEDULE

As discussed in the Executive Summary, the Project Schedule now 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 in 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 have 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 is expected to be issued in late March 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	SITWORK & SPECIAL CONDITIONS	917,100	915,338	12,339	1,179	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	12,339	1,179	1,757,561	-1,762
60	ROW, LAND, EXISTING IMPROVEMENTS	334,396	327,176	637	14	327,176	-7,220
70	VEHICLES	212,812	212,812	0	0	212,812	0
80	PROFESSIONAL SERVICES	582,389	529,878	52,688	17,230	529,878	-52,511
	SUBTOTAL (10-80)	2,888,920	2,827,426	65,664	18,423	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	65,664	18,423	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 \$3.4 million this period to \$65.664 million. It is related to legal services and COLA work orders.

Expenditures: Expenditures capture costs from May 2022 through February 2023 are \$18.423 million.

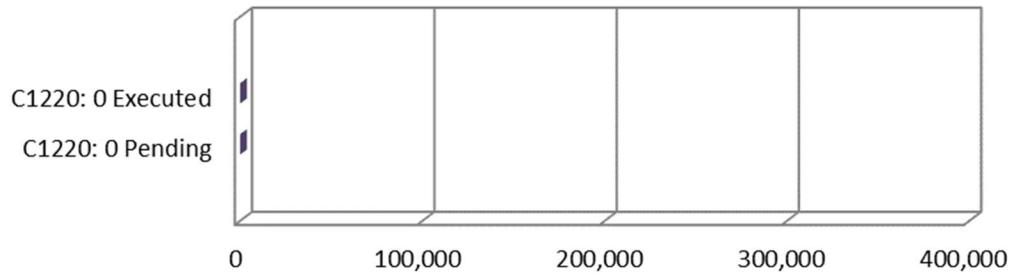
Forecast Proposed FFGA Budget: The forecast proposed FFGA budget remains the same as the current proposed FFGA budget of \$3,573 million.

Cost Contingency

Cost Contingency drawdown and analysis will be presented upon FFGA award.

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C1220 - AUA#1		
	0 Executed	0 Pending	Total
■ 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 – AUA#1 was awarded the contract to W.A. Rasic construction and NTP on December 1, 2022. There are currently zero modifications executed.

Risk Management

Regular review of the Risk Register continues with regular input from all corners of the Project as well as the PMOC Team.

The focus of reviews is to ensure an effective posture toward managing risks is in-place.

Reviews of the register with FTA/PMOC have been 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) upon their NTP (anticipated in spring 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

DBE Goal – Design The percentage of funds apportioned to Design Contracts	0%
Current DBE Commitment Design Total DBE Committed Dollars divided by Total Contract Value for Design	\$0M 0%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$0M 0%

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

PROJECT LABOR AGREEMENTS (PLA)

Alignment of Contract C1220 – AUA #1 to the PLA has been completed.

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 February 28, 2023

(\$ in millions)

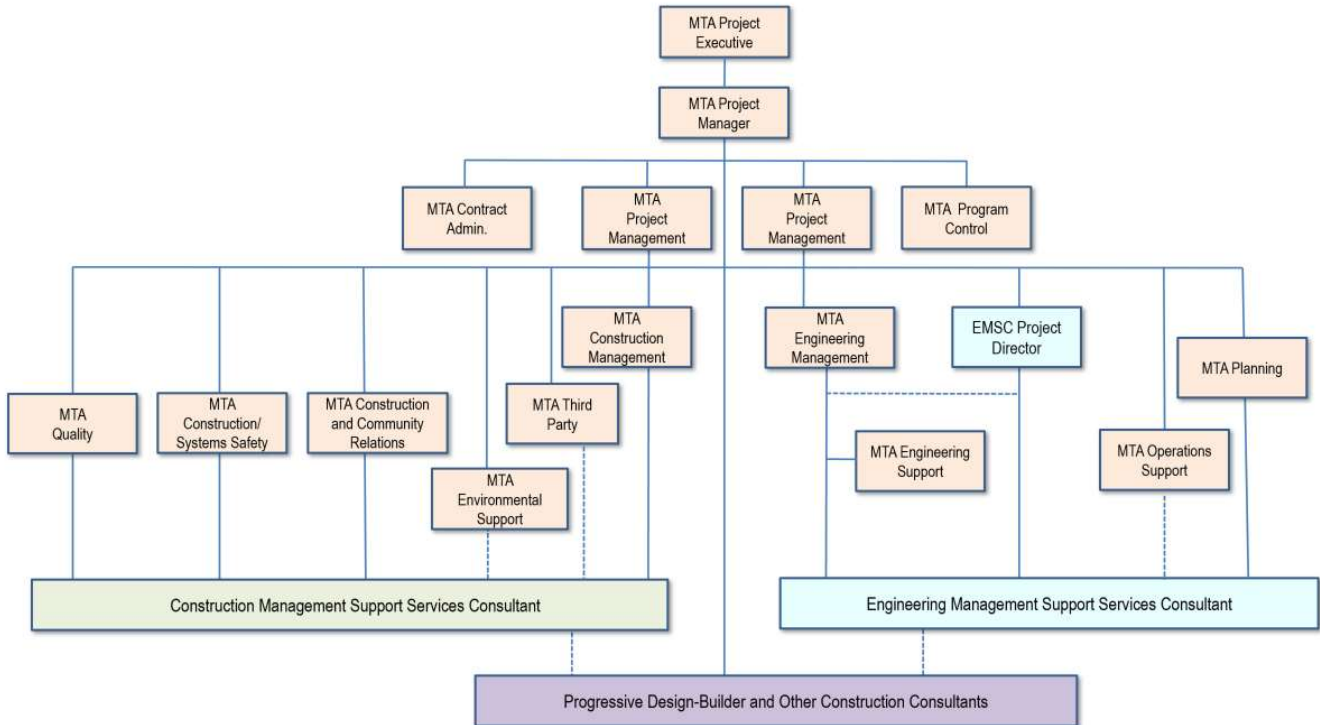
SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
Federal Revenue				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 908.8	25.43%	\$ -	0.00%
Federal Revenue Subtotal	\$ 908.8	25.43%	\$ -	0.00%
Local Revenue				
Prop A - Rail Development Account (35%)	\$ 40.9	1.14%	\$ 40.9	1.14%
Measure R - Transit Capital (35%)	\$ 218.3	6.11%	\$ 27.9	0.78%
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%
Local Revenue Subtotal	\$ 1,583.1	44.30%	\$ 1,170.2	32.74%
State Revenue				
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%	\$ -	0.00%
State Revenue Subtotal	\$ 1,082.1	30.28%	\$ 1,007.1	28.18%
TOTAL SOURCES	\$ 3,574.0	100.00%	\$ 2,177.4	60.92%

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



An overview of staffing will be provided in the coming months under this section of the report.

REAL ESTATE

Real Estate has had its scheduled start of field work delayed by later than planned contracting for appraisal and acquisition / relocation resources. Release of NTP to several contractor teams is now expected to be released in early March 2023.

An update of the RE acquisition effort is underway by the RE team who have coordinated with those performing the Project Schedule update.

Environmental clearance of a number of parcels identified as priority acquisitions remain outstanding. Forecasts for these late clearances indicate delivery of access may be impacted if not reconciled promptly.

LRVs

The Project has authorized Operation'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.

ENVIRONMENTAL

See discussion in the Executive Summary Key Management Concerns above.

The following activities took place in February:

- Conducted field environmental training for W.A. Rasic crew members.
- Review of AUA general requirement submittals including noise and vibration control plans and green construction policy for contract compliance.
- Ongoing actions to complete additional environmental documents including SHPO concurrence, technical review of design changes, and coordination with FTA for schedule.
- Participated in FFGA and Risk analysis meetings.
- Drafted the project MMRP for CEQA/NEPA mitigation compliance for duration of project.

CONSTRUCTION AND COMMUNITY RELATIONS

Metro's Construction and Community Relations 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.

Metro held two in-person community meetings at the Mid-Valley Family YMCA on Thursday, February 9 and Saturday, February 11. At these meetings, event attendees were provided with an overview and status update on the project. Staff from the Construction Team, Construction Relations Team, and Diversity and Economic Opportunity Department provided information on the project, current outreach programs, and business mitigation resources either already available (e.g., Eat Shop Play) or pending (e.g., Business Solutions Center and Business Interruption Fund). Additionally, representatives from the Design Team, Real Estate Team, Environmental Team, Art Team, Community Relations Team, AUA Construction Team, and DEOD were available at designated areas of the open house portion of the meeting to answer more personalized questions from the public.

On February 6 the Community Relations Team launched the application and solicitation process for the Community Leadership Council. CR staff presented virtually at the four neighborhood councils that overlap the alignment (Arleta, Pacoima, Panorama City, and Van Nuys). Additionally, CR staff launched a targeted outreach campaign of local schools, community-based organizations, and local chambers of commerce as part of our application launch outreach efforts.

Our ongoing meetings with the local council offices (CD2, 6, and 7) continued. At these meetings, project staff provided construction updates on the upcoming Advance Utility Adjustment (AUA) work, community relations staff reported on our ongoing outreach efforts, and project staff also reported on the Project Design Build (PDB) contract approval and a status update on the BIF program efforts.

Lastly, the CR team continues its door-to-door outreach efforts of small businesses and other stakeholders along the project alignment. Staff provided informational literature on the project, available resources such as Eat Shop Play, and encouraged small business owners to attend upcoming community meetings.

SAFETY AND SECURITY

Continued to provide formal OSHA 10 and OSHA 30 training for the IPMO staff participating in construction activities started in February. Several safety orientations, weekly safety huddles and safety site inspections were completed.

While no safety incidents were recorded in February, there were two (2) near misses. This signals more deliberate training of routine tasks and precautions is needed to raise the level of safety consciousness.

The lesson of these near misses is 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	SFTC awarded PDB Contract