



Metro

August 22, 2023

TO: Distribution

FROM:  Gregory Gastelum
Project Manager

SUBJECT: East San Fernando Valley LRT Project
July 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 July 28, 2023.

If you have any questions regarding this report or its supporting information, please contact Dan Estrada, 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).

July 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 ¾ 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. 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 approximately six weeks owing to insufficient procurement staff. The solicitation for consultant proposals is now expected to be released in September.

- 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 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 PROCUREMENT	15-Sep-23	30-Dec-23
VP-B-M000	LRV MANUFACTURING PROCUREMENT	24-Jan-24	29-Jan-25
CONSTRUCTION			
VEHICLE FABRICATION DELIVERY			
VP-C-D050	LRV - VEHICLE FABRICATION & DELIVERY (30 LRV'S)	20-Feb-25	17-Dec-29

EXECUTIVE SUMMARY

Design progress continued to advance through July 2023 with action on LADWP power adjustments on AUA Packages 2-8, and development of utility composite drawings for all areas. Discussions with both Gannett Fleming and SFTC have set in-motion a plan to advance the utility designs all as an Early Work Package, 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 85% resubmittal targeted for September. As noted above, 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. They continue with ongoing nightwork for utility ductbank installation.

Overall progress is lagging behind the approved baseline schedule owing to exceptionally wet weather earlier this year as well as contractor delays associated with quality plans and a concurrent delay related to the re-design of the shoring system. The related Time Impact Analysis by Metro noted a 38-day net non-compensable delay to the contractor's account. Further analysis of the delays indicate available float on the AUA construction scope such that no further delays to the project will result from the 38-day slippage by W.A. Rasic.

Schedule Summary

SFTC is scheduled to submit the Opinion of Probable Cost (OPC) P6 CPM schedule in August. This schedule will provide a detailed and comprehensive look at how SFTC plans to undertake scheduling the project. We will review the OPC CPM schedule and update our Master Project Schedule based upon what is learned during this process. As SFTC's development of their schedule will be an iterative process, Metro's Master Project Schedule will follow suit. Metro plans on forwarding to the PMOC the revised SFTC schedule, and its own Master Schedule update in mid-September for review. It is expected that there will be several such updates between mid-September and December 1, 2023 which will include adjustments informed by schedule risk modeling.

The schedule remains a conservative approach to construction that seeks to limit the duration of neighborhood traffic disruptions in any given portion of the alignment. SFTC have adjusted their schedule to depict new phasing, increased productivity in select construction operations, and a double heading for LRT construction after completion of utilities. These actions will yield a more aggressive pace while maintaining a deliberate and realistic cadence.

The Schedule Working Group has been discussing these steps to provide insight on how the resulting agreed-to schedule will be configured. These meetings are focused on schedule development that will ultimately feed into the negotiated Phase 2 contract schedule. During its development, Metro will reflect those developments into the Metro Project Schedule for its planning and reporting purposes. This schedule will also be shared with the PMOC to facilitate their reviews on schedule development.

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. Through June 2023, slight adjustments to the plan were recorded to ensure the funding plan continues to be responsive to the budget needs.

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 revised 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 to risks and their impact on budget. 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 from risks in the Monthly Cost Report. In August, Metro plans to initiate monthly updates of costs (following Metro's Cost Forecasting Procedures) to include expected values from the Risk Register.

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.

Risk Management

Summary of Risks

The July Risk Working Group, including SFTC in attendance, was held on July 11, 2023. The July Monthly Risk Register Workshop, which is attended by FTA, was held on July 21, 2023.

The next ESFV Monthly Risk Working Group is scheduled for August 8, 2023. The next ESFV Monthly Risk Register Workshop, which is attended by FTA, is scheduled for August 17, 2023.

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. The late start will be monitored for potential impacts with mitigations employed where practical.

The appraisal review process has been completed for the first of the sixteen MSF properties and an appraisal package has been sent to the FTA for concurrence. Once the FTA provides its approval, a formal offer can be made. We have received an additional six appraisals on the MSF parcels from one of the real estate appraisers and expect delivery of the appraisals on these parcels from the second appraiser any day. Furniture, fixtures and equipment (F, F & E) appraisals have been received for 12 of the 16 parcels.

The appraisals for the first three TPSS sites are underway. Two of the property inspections were completed. The third inspection has been delayed due to health issues with the property owner. The RFP for a fourth TPSS site has been awaiting approval of the requisitions.

Relocation site inspections and interviews on MSF parcels are continuing. The Relocation Plan is being updated. Tentatively scheduling to take Relocation Plan for approval to Board on October 26, 2023.

LADWP Undergrounding Request

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

The Project viewed the request as a significant threat to schedule and costs. The Project in concert with LADWP studied options to reduce the anticipated costs and schedule implications. Concerns of environmental clearance were also in question 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 was escalated to executive management of both organizations for resolution. The parties agreed to defer the undergrounding of power lines with a provision that Metro seek to design additional longitudinal space within the traffic lanes to accommodate service trucks required for above grade power line maintenance. Formal communication on the executive-level decision has not yet been released by LADWP.

Metro executives continue to liaison with their counterparts to secure the directive of cancelling the power undergrounding.

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

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.

Therefore, the earlier FFGA must demonstrate flexibility in schedule and cost to predict values ahead of finalized PDB contracts. The Project is also exploring how improvements to select estimated values can be provided based on a review subsequent to the SFTC August 11 OPC deliverable.

Project Construction Photos



Vault 6834: Breaking of AC pavement to install
Bridge and Deck Plates



Vault 6834: Upper shoring box is place on top of the lower shoring box and locked.



Vault 6834: Lower section of the vault is lifted by Good Guys crane while guide ropes on opposite sides give direction on placement.



Vault 6834: Lower and upper vault are installed and aligned.
Manhole cover is also placed.

PROJECT UPDATE

PROJECT SCHEDULE

SFTC is continuing the comprehensive update of their schedule reflecting the complete prosecution of the utilities scope and their interface with the building of the LRT to include a second heading on many operations. The update will demonstrate a shortened duration to the overall schedule with increased resources and expedited efforts.

SFTC also briefed the estimating team on the updated schedule in July. Efforts to synchronize the productivity rates for field operations and clarify the timing of key operations for escalation calculations are the primary goals of this collaboration.

Design resources are being added to expedite designs associated with the LADWP underground power infrastructure as well as the Utility Composite designs underway with Gannett Fleming. These designs are accelerating packaged sets of construction for negotiation via the Early Works Package facility of the SFTC contract.

Organization of the field work zones are also being reformulated to dissect work into more specific (and smaller) geographic areas. These measures will allow for the effective start and finish of these areas for underground utility work earlier than originally portrayed.

The interface between utility adjustments and the subsequent building of the LRT Guideway remains the key to ensuring an efficient overall operation. While the size of these segments have become smaller, the intent of addressing all utility adjustments followed by equally sized guideway construction allows street restoration to occur, thus wrapping-up the most disruptive elements of the Project as viewed by stakeholders on the alignment.

The balance of the follow-on station, structural, rail, and systems installations trail in a most undistinguished (but efficient) manner. Testing and Start-up follow thereafter. Refinement of resized work areas continues as more of the composite utilities become known.

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.

Progress and momentum with the schedule update is challenged as SFTC's OPC, of which the Schedule is a key element, is due August 11, 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	15,110	3,884	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	15,110	3,884	1,757,561	-1,762
60	ROW, LAND, EXISTING IMPROVEMENTS	334,396	327,176	2,388	318	327,176	-7,220
70	VEHICLES	212,812	212,812	0	0	212,812	0
80	PROFESSIONAL SERVICES	582,389	529,878	143,346	36,080	529,878	-52,511
	SUBTOTAL (10-80)	2,888,920	2,827,426	160,843	40,282	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	160,843	40,282	3,573,952	-61,493

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 increased by \$18.7 million this period to \$160.8 million. The increase is largely related to increased CMSS funding for FY23.

Expenditures: Expenditures from May 2022 through July 2023 are \$40.3 million, increased by \$7.3 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

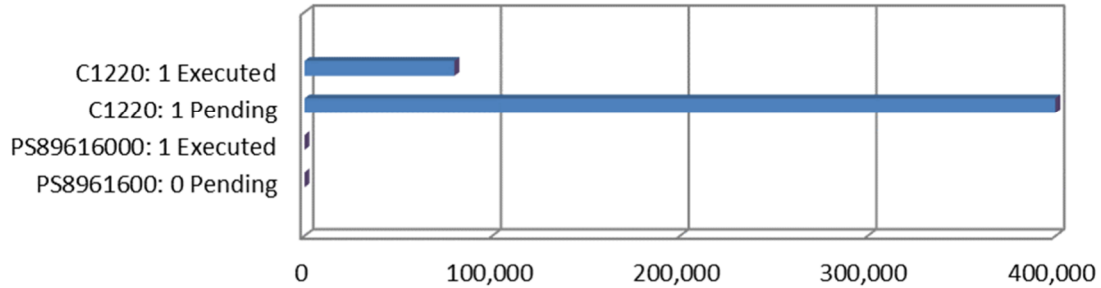
Metro's Cost Contingency Drawdown and Analysis will be developed based on the findings of the risk assessment run by Metro in November 2023. Those values will be incorporated into the formal FFGA application via the EPD Program application.

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
	1 Executed	1 Pending	Subtotal	Executed	0 Pending	Subtotal	
■ Under \$100K	79,861	467,926	547,787	-	-	-	547,787
■ \$100K to \$250K	-	-	-	-	-	-	-
■ \$250K to \$1M	-	-	-	-	-	-	-
■ Over \$1M	-	-	-	-	-	-	-
Total Contract MODs	79,861	467,926	547,787	-	-	-	547,787
Contract Award Amount	9,044,350		9,044,350	30,979,750		30,979,750	
% of Contract MODs	0.9%			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 was one modification executed in the amount of \$79,861 related to directional traffic control closure and one pending modification.

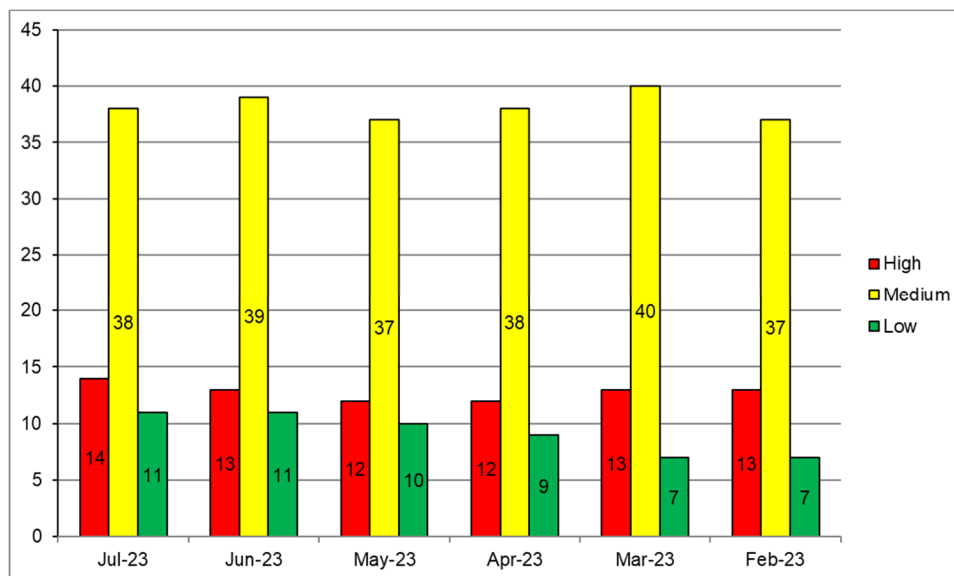
PDB Phase 1 – NTP was awarded to San Fernando Transit Corridor on April 14, 2023. There are currently zero modifications executed.

Risk Management

Metro conducts a recurring monthly internal risk working group to review the Risk Register with input from all corners of the Project including attendance by SFTC. 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.

The July Risk Working Group did not identify any new risks and did not recommend any existing risks for closure. A total of sixty-three (63) risks remain to be managed. Of the sixty-three (63) risks, fourteen (14) are scored as high, thirty-eight (38) as medium, and eleven (11) 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 July 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.
1357	Third party design approvals (CoLA) – Risk of delayed design approval by CoLA could delay construction NTP.	16	Perform concurrent design reviews with CoLA. Obtain design approval from CoLA.
1364	Risk that construction of the project results in business owner impacts which increases costs through required mitigation measures. (during construction TMP, noise, signs)	16	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.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

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

Contract PS89616000, 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	\$5.98M 19.33%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$0M 0%

DBE Goal – Phase 2 Final Design and Early Work Packages The percentage of funds apportioned to Phase 2 Contracts	*15%- 35%
Current DBE Commitment Phase 2 Contract commitment divided by current contract value for Phase 2	\$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 – Phase 2 Construction Supplement The percentage of funds apportioned to Phase 2 Contracts	*15%- 30%
Current DBE Commitment Phase 2 Phase 2 Construction Supplement Contract commitment divided by current contract value for Phase 2	\$0M 0%
Current DBE Participation Phase 2 Construction 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 Final Design and 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 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 June 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 	13.94%
<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 	4.97%
<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 	9.74%

FINANCIAL/GRANT

EAST SAN FERNANDO VALLEY TRANSIT PROJECT STATUS OF FUNDS BY SOURCE

As of July, 2023
(\$ in millions)

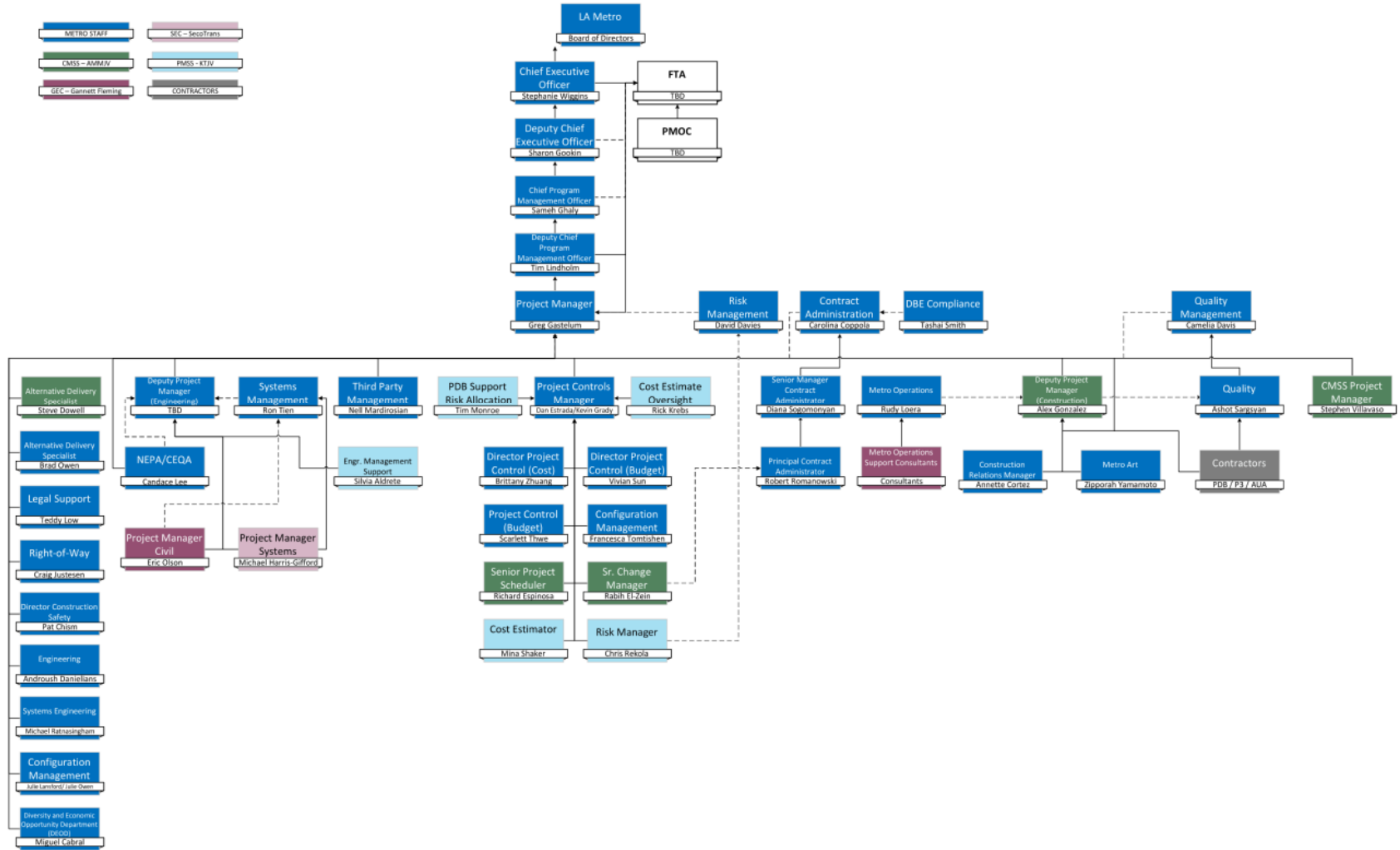
SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
Federal Revenue				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 893.5	25.00%	\$ -	0.00%
Section 5339 Alternatives Analysis	\$ -	0.00%	\$ -	0.00%
Federal Revenue Subtotal	\$ 893.5	25.00%	\$ -	0.00%
Local Revenue				
Prop A - Rail Development Account (35%)	\$ 12.1	0.34%	\$ 12.1	0.34%
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	\$ 118.6	3.32%	\$ 118.6	3.32%
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, the PDB contractor will submit a proposed project schedule to the Project Team which will include an acquisition schedule. Metro Real Estate will work with internal partners to review this schedule. Continuing meetings with the PDB contractor are planned. CEQA clearance of the priority parcels is expected in September 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 fall 2023.

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

In March 2023, the Metro LRV team completed the scope, schedule and budget documentation to support the procurement of a consulting firm to support the LRV procurement.

In May 2023, Metro Vendor Contract Management (VCM) completed the development of the procurement documents. The solicitation is anticipated to start by the end of September 2023 and the commencement of the consultant in mid-January 2024.

QUALITY ASSURANCE

July status:

- Continued to implement Quality Management Oversight (QMO) to evaluate Contractor's / W.A. Rasic's (WAR) Performance of AUA contract.
- WAR still has 3 remaining Construction Assessments in QMO to close.
- 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.

ENVIRONMENTAL

See discussion in the Executive Summary Key Management Concerns above.

The following activities took place in July:

- Conducted field environmental training and monitoring for AUA Package 1.
- Reviewed AUA general requirement submittals for contract compliance.
- Revised draft NEPA Re-evaluation for FTA review.

CONSTRUCTION AND COMMUNITY 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.

Our 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.

CRMP staff continue the outreach to support the AUA work activities along Van Nuys Bl and Vanowen St as well as for the upcoming geotechnical exploration work and potholing activity in the Panorama City Community.

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 Councilmember Monica Rodriguez's Summer Movie Nights event in Pacoima by hosting an informational booth and distributing project literature to community members. The CRMP team also hosted the Project's Summer community meetings, which included one in-person community meeting hosted in the Pacoima community and one meeting hosted virtually. Project materials and presentations were provided in English and Spanish. The CRMP team continues to plan for Fall community meetings.

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. We anticipate onboarding the group in the month of August with an orientation soon thereafter.

METRO ART

The following activities took place by the end of July:

- Conducted artwork fabrication and materials research.
- Oversaw planning and development for upcoming artist selection process.
- Participated in community meetings.
- Conducted outreach and coordination with area arts and cultural stakeholders.

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 July. Site specific orientations are conducted once a month.

Although no safety incidents were recorded in July, 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.

As of the month of July we have approximately worked 9690 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