



Metro

July 21, 2023

TO: Distribution

FROM:  Gregory Gastelum
Project Manager

SUBJECT: East San Fernando Valley LRT Project
June 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 June 30, 2023.

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

Enclosure

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



East San Fernando Valley Light Rail Transit

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA).

June 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: 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 July.

- Industry-wide review of procurement documents are also planned to ensure all elements are consistent with the current technology, Buy America / Build America regulations, and global LRV markets. An update of the anticipated LRV budget will also be provided by the selected consultant firm.
- Preparations for the selection of a vendor will follow. Procurement is anticipated to start spring 2024 with an NTP in fall 2024. Design, production planning and component/system quality testing will lead through spring 2028. After conditional acceptance of pilot vehicles in late 2028, production and delivery of the balance of vehicles will continue through fall 2029.

Light Rail Vehicle Contract Procurement Schedule

PROCUREMENT			
VEHICLES			
VP-A-M000	LRV CONSULTANT PROCUREMENT	31-Jul-23	15-Nov-23
VP-B-M000	LRV MANUFACTURING PROCUREMENT	10-Dec-23	15-Dec-24
CONSTRUCTION			
VEHICLE FABRICATION DELIVERY			
VP-C-D050	LRV - VEHICLE FABRICATION & DELIVERY (30 LRV'S)	05-Jan-25	01-Nov-29

EXECUTIVE SUMMARY

Design progress continued to advance through June 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 2 & 3. 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

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

Overall progress is lagging behind the approved baseline schedule owing to exceptionally wet weather at the onset 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

The updated Metro Project Schedule was shared with SFTC to begin collaborative discussions on how to address the interfaces between underground utilities and the building of the LRT, as well as shortening the overall project duration by double heading operations where practical. The detailed sub-schedules assembled for every operation in the original update will mostly stand as they reflect the current scope. Some activity durations may need to be tweaked after completion of the Independent Cost Estimate (ICE) to sync with productivities in the estimate details.

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 are now adjusting 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 July, 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.

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

Risk Management

Summary of Risks

The June Risk Working Group was the first iteration with SFTC in attendance and providing feedback to risks.

The next ESFV Monthly Risk Working Group is scheduled for July 11, 2023. The next ESFV Monthly Risk Register Workshop, which is attended by FTA, is scheduled for July 21, 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.

A detailed review of Real Estate activities from both the Project and the Real Estate Department is underway to ensure an up-to-date portrayal of plans and status is in-place.

Real estate and furniture, fixtures and equipment appraisals are being completed on all sixteen of the Maintenance Service Facility (MSF) properties. Appraisal inspections have been completed for all MSF parcels. The delivery of the draft appraisals on MSF parcels started in late June and will continue through mid- August. The MSF acquisition activities are expected to commence in late July 2023 and offers are anticipated to begin in August/September 2023.

Appraisers are under contract for the appraisal of three of the TPSS sites and Notices of Decision to Appraise letters will go out in July 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 in seek of 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



W.A. Rasic crew shoring up the trench for conduit installation



Crew in trench installing PVC pipes



5 inches diameter PVC pipes installed approximately 9 feet below ground



W.A. Rasic preparing the trench and applying Asphalt oil prior to arrival of Asphalt concrete.

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 are also briefing the estimating team on the updated schedule the week of July 24. 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 are 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	15,004	3,800	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	15,004	3,800	1,757,561	-1,762
60	ROW, LAND, EXISTING IMPROVEMENTS	334,396	327,176	1,127	247	327,176	-7,220
70	VEHICLES	212,812	212,812	0	0	212,812	0
80	PROFESSIONAL SERVICES	582,389	529,878	125,989	28,935	529,878	-52,511
	SUBTOTAL (10-80)	2,888,920	2,827,426	142,120	32,982	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	142,120	32,982	3,573,952	-61,493

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUN 2023 PRELIMINARY DATA.

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 \$4.8 million this period to \$142.1 million. The increase is largely related to increased City of Los Angeles and the Gas Company work scopes via task orders.

Expenditures: Expenditures from May 2022 through June 2023 are \$33.0 million, increased by \$4 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

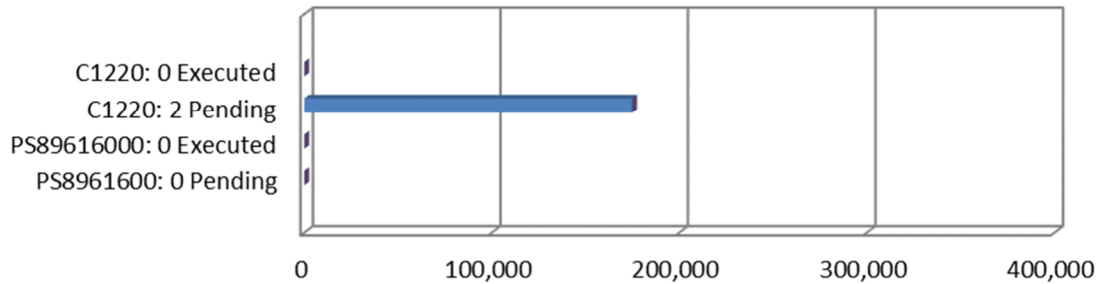
Metro's Cost Contingency Drawdown and Analysis will be developed based on the findings of the risk assessment run by Metro in November 2023. Those values will be incorporated into the formal FFGA application via the EPD Program application.

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
	0 Executed	2 Pending	Subtotal	Executed	0 Pending	Subtotal	
Under \$100K	-	174,861	174,861	-	-	-	174,861
\$100K to \$250K	-	-	-	-	-	-	-
\$250K to \$1M	-	-	-	-	-	-	-
Over \$1M	-	-	-	-	-	-	-
Total Contract MODs	-	174,861	174,861	-	-	-	174,861
Contract Award Amount	9,044,350		9,044,350	30,979,750		30,979,750	
% 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 review.

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

PDP 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. The focus of reviews is to ensure an effective posture toward managing risks is in-place. The June working group was the first iteration with SFTC in attendance and providing feedback to risks.

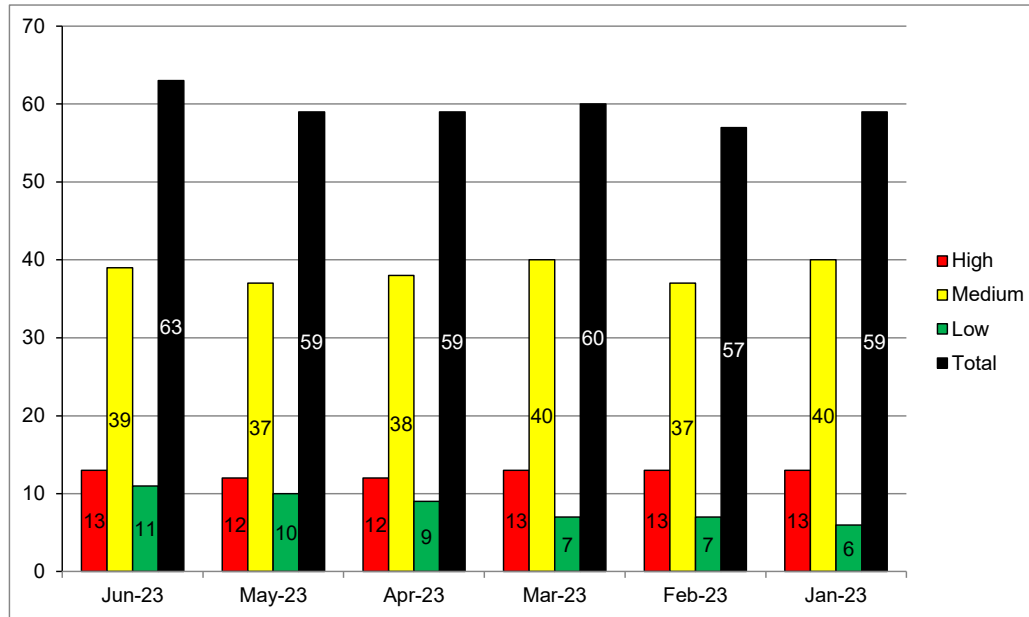
Metro also conducts a recurring monthly risk workshop with the FTA/PMOC Team. These reviews are focused on high-risk threats and those undergoing adjustments on any criteria, e.g., opening a new risk, closing a risk, change in ownership, strategy, or evaluated values.

Two (2) risks were identified for closure during the monthly Risk Working Group which are Risk ID#s 1337 and 1516. Risk ID# 1337 relates to the risk that existing storm drains under Van Nuys Blvd would need to be completely reconstructed. However, Metro and LA County reached an executive agreement to not relocate the storm drains. Risk ID# 1516 relates to the uncertainty that SFTC's Phase 1 could take longer than anticipated. However, design validation is ongoing for Phase 1 and the more specific risk surrounds execution of early works packages.

Six (6) new risks were identified during the monthly Risk Working Group which are Risk ID#s 1586, 1587, 1588, 1589, 1590, and 1591.

- Risk ID# 1586 relates to the uncertainty in timeliness of performing the early works packages.
- Risk ID# 1587 is the risk in PDB experience level across the project team.
- Risk ID# 1588 relates to the risk of delay to Maintenance of Traffic Design Approvals.
- Risk ID# 1589 relates to the uncertainty LA County Flood Control Hydrology and Hydraulics approval requiring additional drainage work.
- Risk ID# 1590 relates to the risk of work adjacent to the large diameter storm drain on Van Nuys Blvd.
- Risk ID# 1591 relates to the risk of not being able to achieve design to budget consensus.

A total of sixty-three (63) risks remain to be managed. Of the sixty-three (63) risks, thirteen (13) are scored as high, thirty-nine (39) 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 June 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 PS89616001, East San Fernando Valley Light Rail Transit Line Project – Phase 1 – Preconstruction Services of the Progressive Design-Build

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

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

PROJECT LABOR AGREEMENTS (PLA)

Alignment of Contract C1220 – AUA #1 to the PLA has been completed. Metro is working with the contractor to establish the reporting module.

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 May 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 	32.10%
<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 	0.00%
<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 	0.00%

FINANCIAL/GRANT

EAST SAN FERNANDO VALLEY TRANSIT PROJECT STATUS OF FUNDS BY SOURCE

As of July 11, 2023

(\$ in millions)

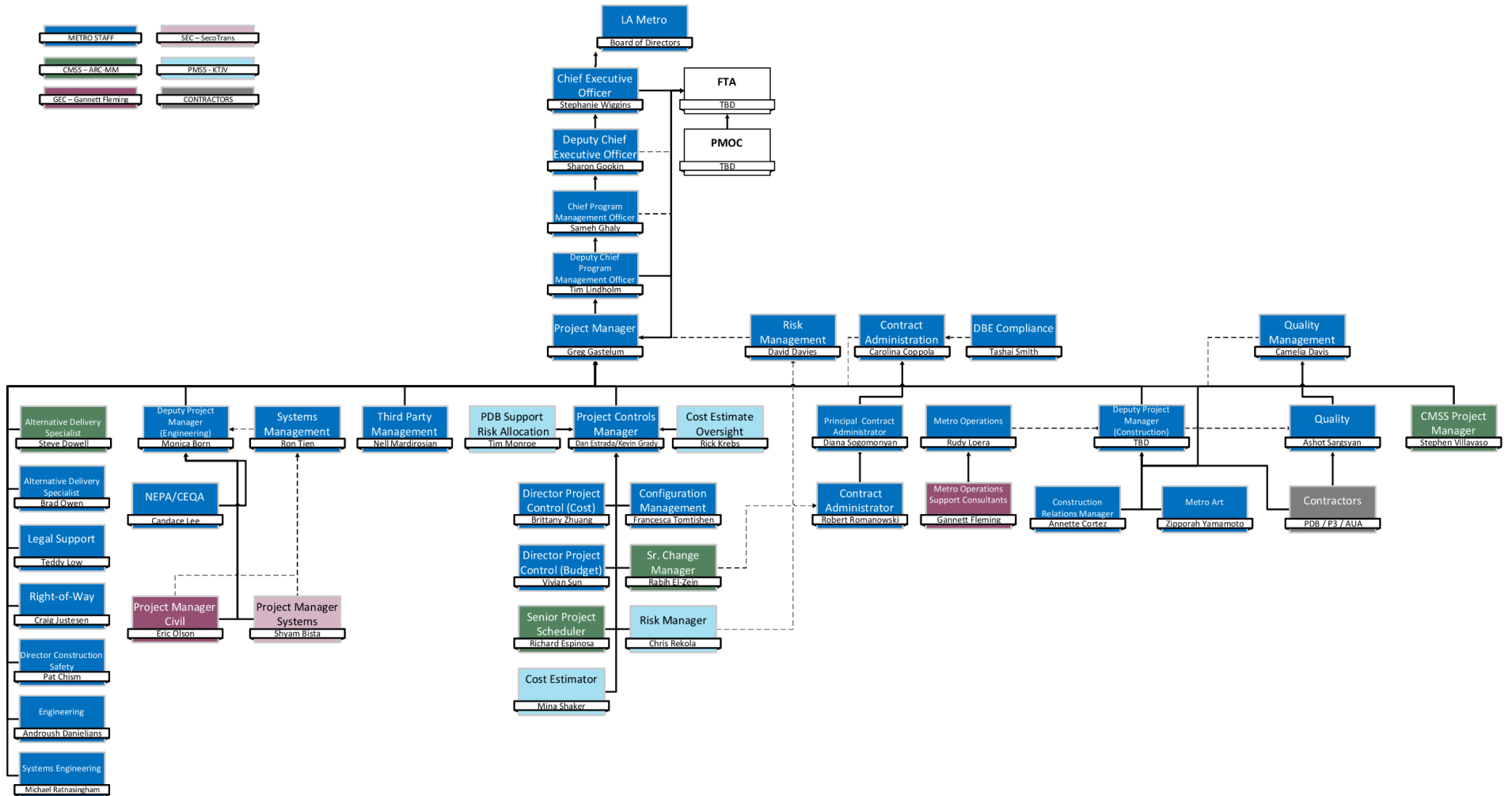
SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
Federal Revenue				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 888.5	24.86%	\$ -	0.00%
Section 5339 Alternatives Analysis	\$ -	0.00%	\$ -	0.00%
FTA Community Project Funding	\$ 5.0	0.14%	\$ 5.0	0.14%
Federal Revenue Subtotal	\$ 893.5	25.00%	\$ 5.0	0.14%
Local Revenue				
Prop A - Rail Development Account (35%)	\$ 56.2	1.57%	\$ 56.2	1.57%
Measure R - Transit Capital (35%)	\$ 36.3	1.02%	\$ 36.3	1.02%
Measure R - Transit Capital (35%) - Canoga Savings	\$ 182.0	5.09%	\$ -	0.00%
Measure R - Highway Projects (20%) - I 5 Replacement Credit	\$ 30.0	0.84%	\$ -	0.00%
Prop C - Discretionary (40%)	\$ 110.0	3.08%	\$ 110.0	3.08%
Prop C - Transit-Related Highway (25%) - I 5 Replacement Credit	\$ 192.5	5.39%	\$ -	0.00%
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%
Measure M - Transit Construction (35%)	\$ 60.0	1.68%	\$ 60.0	1.68%
Local Revenue Subtotal	\$ 1,598.4	44.72%	\$ 1,193.9	33.41%
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)	\$ 3.7	0.10%	\$ 3.7	0.10%
Regional Improvement Program Funds (RIP)	\$ 198.5	5.55%	\$ 198.5	5.55%
SB1 - Local Partnership Program	\$ 74.9	2.10%	\$ 74.9	2.10%
State Revenue Subtotal	\$ 1,082.1	30.28%	\$ 1,082.1	30.28%
TOTAL SOURCES	\$ 3,574.0	100.00%	\$ 2,281.0	63.82%

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. A meeting was scheduled on July 5, 2023 between Metro Real Estate and PDB contractor to discuss priority parcels and overall project scheduling and construction needs as they pertain to real estate. 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 July 2023 and the commencement of the consultant in mid-November 2023.

QUALITY ASSURANCE

June 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.
- Participated in weekly Internal Metro and Construction Progress Meetings.
- Participated in weekly Contractor's Quality Meetings.

ENVIRONMENTAL

See discussion in the Executive Summary Key Management Concerns above.

The following activities took place in June:

- Conducted field environmental training and monitoring for AUA Package 1.
- Reviewed AUA general requirement submittals for contract compliance.
- Revised environmental comments in Caltrans PSR-PR document.
- Submitted draft NEPA Re-evaluation to FTA for review.
- Provided estimating support on contaminated/Hazmat line items to the PDB.

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, CRMP staff reported on our ongoing outreach efforts and upcoming Community Meetings, 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.

The AUA work activities along Van Nuys Bl and Vanowen St are on-going. Work crews are currently implementing directional street closures in the northbound direction on week nights to support the current phase of the work. The directional closures are anticipated to continue to be implemented until the end of July 2023.

In anticipation of upcoming geotechnical exploration work and potholing activity in the Panorama City community, CRMP staff conducted outreach to businesses located within close proximity of the proposed work areas. The CRMP team will continue coordination with these businesses as work progresses and is also coordinating outreach activities for additional potholing work.

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 and on upcoming community meetings. 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 hosts quarterly community meetings and has completed their Summer round of meetings, which included one in-person community meeting hosted in the Pacoima community and one meeting hosted virtually. The CRMP team continues to plan for Fall community meetings.

The CRMP team held three rounds of interviews for the stakeholders who have applied to join the Community Leadership Council (CLC). Interviews will conclude next month (July). A panel of interdepartmental staff from the following departments participated on the interviewing panel: Construction Relations, Project Management, Diversity, Economic Opportunity Department, Art & Design, and Government Relations.

The CRMP team, also conducted extended outreach for our Summer Community Meetings. 16,000 meeting post cards were distributed door-to-door. In addition, CRMP staff dropped off an additional 1,000 post cards at various key community-based organizations (e.g., public libraries, Business Source Centers, churches, active organizations). Staff also attended in-person meetings at the Van Nuys Neighborhood Council, Arleta Neighborhood Council, and Panorama Neighborhood Council and provided an update on the project and notified members of the upcoming community meetings.

Lastly, CRMP staff arranged two project bus tours of the project alignment. The first was for Congressman Tony Cárdenas and his staff and the second was for Los Angeles County Supervisor and Metro Director Lindsey P. Horvath and her staff.

METRO ART

The following activities took place by the end of June:

- Conducted artwork fabrication and materials research
- Oversaw planning and development for upcoming artist selection process
- Participated in community meetings and stakeholder tours
- 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 June. Site specific orientations are conducted once a month.

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

APPENDIX
CHRONOLOGY OF EVENTS

April 2022	FTA EPD Project Selection Notification
May 2022	FTA issued a Letter of Intent (LOI) 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