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TO: Distribution

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for: FROM: Gregory Gastelum  
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SUBJECT: East San Fernando Valley LRT Project  
October 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 October 27, 2023.

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

Enclosure

# EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



# **East San Fernando Valley Light Rail Transit**

## **MONTHLY PROJECT STATUS REPORT**

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

**October 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
- 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
- FTA Expedited Project Delivery (EPD) Program Application – December 2021
- FTA issues Letter of Intent EPD Program - May 2022
- Metro Board approval of EIR Addendum – 2023.

### **Major Procurements**

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

#### General Engineering Support Services: Gannett Fleming

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

#### Systems Engineering Support Services: SecoTrans JV

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

Construction Management Support Services: AMM JV

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

Environmental Support Services: AMM JV

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

Solar Energy Public Private Partnership (P3): PCS Energy

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

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

- The initial contract with SFTC is for Phase 1 and includes validation of the base design, development of value engineering solutions, and the submittal of cost and schedule proposals for the Phase 2 finalization of the design and construction of the guideway, stations, and MSF. At the conclusion of Phase 1, Metro will negotiate the cost and schedule of the Phase 2 Supplement with SFTC and upon execution SFTC will proceed with design and construction. In order to accelerate the project, certain elements of the work may be negotiated and executed separately ahead of Phase 2 and are known as Early Work Packages (EWP). The Phase 1 Notice to Proceed (NTP) was awarded April 14, 2023.

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

- This is the first of eight Gannett Fleming designed relocations of 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 as part of the Phase 2 Supplement.

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. The solicitation was issued on October 16, 2023, but was cancelled

on November 7 due to a new DEOD requirement (change from SBE prime set-aside to 20% DBE goal). The current target for re-solicitation is November 15, 2023.

- Industry-wide review of procurement documents is 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.

**Light Rail Vehicle Contract Procurement Schedule**

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



## EXECUTIVE SUMMARY

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

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

### Design Status

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

### Construction Status

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

### Schedule Summary

SFTC submitted an Opinion of Probable Cost (OPC) P6 CPM Schedule on August 11, 2023. Metro reviewed the schedule and found that the sequencing and duration of the activities did not adequately capture the scope of work, and that many logical activity relationships in P6 were missing. In October, SFTC prepared a revised construction schedule, incorporating Metro's comments and proposed changes, showing a Q4 2031 Revenue Service Date (RSD).

In November, the updated SFTC construction schedule will be merged with the existing Metro project schedule to create a final project schedule. This schedule will be used for the internal risk analysis and ultimately be included in the submission of the FFGA in December. Through further development, we continue to target the RSD to be pulled back to early Q3 2031.

## **Costs**

The EPD award in May 2022 indicated a budget of \$3,635 million would be acceptable to the FTA. This value was generated from the PMOC risk assessment and reflects the 65th percentile from the cost risk model. In November 2022, the FTA advised that expenses on the Project incurred prior to the EPD Award will not be eligible for inclusion in the upcoming FFGA. The Project reviewed all such expenditures and advised the FTA that \$61.493 million would be removed resulting in a project budget of \$3,573 million.

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

On August 11, 2023, SFTC submitted their Option of Probable Cost (OPC) Estimate for their scope of work. Since then, Metro and SFTC have been continuously engaging in working group meetings to further update the OPC and resolve pricing discrepancies with the ICE. The estimating teams have also begun pricing and negotiating the first Early Work Packages (EWP) for the project. The focus has been on the AECOM Final Design EWP, which is the largest and most schedule critical EWP which the Project plans to execute.

Findings from the review of the Schedule, Design Validation, and Value Engineering Plan submitted by SFTC will guide how Metro further plans and advances the Project Development of specific EWPs are anticipated to further define short-term actions needed to position the Project in meeting long-term goals and the negotiation of the Phase 2 Supplement.

## **Key Management Concerns**

### Real Estate Delays

The Project requires significant Real Estate activities, which at latest count include 28 full acquisitions, 54 permanent easements, and over 190 temporary construction easements. The Project is carefully monitoring the progress of the appraisals and acquisitions to identify any difficult properties early on and ensure that, if needed, the condemnation process will not affect the schedule.

### 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 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 multi-heading schedule, identifying, allocating, and managing risks, developing a realistic budget, and securing funding to match cashflow requirements.

Timing of FFGA and PDB Negotiated Phase 2 Costs

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

**Project Construction Photos**



WA Rasic: Road plate removal and setting up for work



WA Rasic: Lateral A10 bulkhead installed, ready for encasement



WA Rasic providing mandrel between vaults 6924 and 6940



WA Rasic working inside vaults 6900 and 6924. Sealed end of conduits.

## PROJECT UPDATE

### PROJECT SCHEDULE

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

Regular schedule working group meetings were held between Metro and SFTC throughout September and October to discuss refinements to the schedule. The most significant change to the schedule was that instead of performing utility relocation work under nightly lane closures, the project will instead develop Traffic Control plans to implement permanent K Rail enclosures. This change greatly reduced the duration of the utility work by allowing multiple crews and double-shift work to be implemented. Substantial schedule savings were also achieved by updating the logic and durations of the Systems Integration Testing (SIT) and Metro Pre-Revenue testing. As of the end of October, the most current schedule was showing a RSD in Q4 2031.

In November, the updated SFTC construction schedule will be merged with the existing Metro project schedule to create a final unified project schedule. This schedule will be used for the internal risk analysis and ultimately be included in the submission of the FFGA in December. Through further development we continue to target the RSD to be pulled back to early Q3 2031.

## PROJECT COST

### Project Cost Analysis – 865521

EAST SAN FERNANDO VALLEY TRANSIT PROJECT (865521) COST REPORT							
SCC CODE	DESCRIPTION	APPROVED BUDGET AT EPD PROJECT SELECTION	CURRENT PROPOSED FFGA BUDGET	COMMITMENTS	EXPENDITURES	FORECAST PROPOSED FFGA BUDGET	VARIANCE
		A	B	C	D	E	E - A
10	GUIDEWAYS & TRACK ELEMENTS	191,137,467	191,137,467	-	-	191,137,467	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	122,600,399	122,600,399	-	-	122,600,399	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	268,706,040	268,706,040	-	-	268,706,040	-
40	SITWORK & SPECIAL CONDITIONS	917,099,752	915,337,536	16,470,920	8,155,136	915,337,536	(1,762,216)
50	SYSTEMS	259,779,294	259,779,294	-	-	259,779,294	-
	<b>CONSTRUCTION SUBTOTAL (10-50)</b>	<b>1,759,322,951</b>	<b>1,757,560,735</b>	<b>16,470,920</b>	<b>8,155,136</b>	<b>1,757,560,735</b>	<b>(1,762,216)</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	334,395,593	327,175,673	2,461,240	699,406	327,175,673	(7,219,919)
70	VEHICLES	212,812,453	212,812,453	-	-	212,812,453	-
80	PROFESSIONAL SERVICES	582,388,742	530,383,577	142,054,640	61,312,804	530,383,577	(52,005,164)
	<b>SUBTOTAL (10-80)</b>	<b>2,888,919,738</b>	<b>2,827,932,438</b>	<b>160,986,800</b>	<b>70,167,345</b>	<b>2,827,932,438</b>	<b>(60,987,299)</b>
90	UNALLOCATED CONTINGENCY	686,525,649	686,019,578	-	-	686,019,578	(506,071)
100	FINANCE CHARGES	60,000,000	60,000,000	-	-	60,000,000	-
	<b>TOTAL PROJECT (10-100)</b>	<b>3,635,445,386</b>	<b>3,573,952,016</b>	<b>160,986,800</b>	<b>70,167,345</b>	<b>3,573,952,016</b>	<b>(61,493,370)</b>

NOTE: TOTAL INCURRED COST TO DATE \$70,167,345.

**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 \$870K this period to \$160.9 million. The increase is primarily for professional services related to the project.

**Expenditures:** Expenditures from May 2022 through October 2023 are \$70.2 million, an increased by \$6.5 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 a quantitative risk assessment that will be conducted by Metro in November 2023. Those values will be incorporated into the formal FFGA application via the EPD Program application.

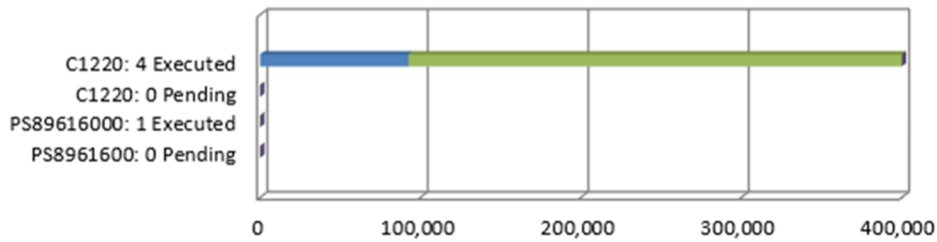
However, in advance of that portrayal, Metro will be developing the early models of the contingency based on developing schedule and budget perspectives. These will also be shared with the PMOC for comment and discussion as the process matures leading to the FFGA application.

Metro anticipates the final baseline values for this contingency 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
	4 Executed	0 Pending	Subtotal	1 Executed	0 Pending	Subtotal	
■ Under \$100K	92,459	-	92,459	0	-	0	92,459
■ \$100K to \$250K	-	-	-	-	-	-	-
■ \$250K to \$1M	467,926	-	467,926	-	-	-	467,926
■ Over \$1M	-	-	-	-	-	-	-
<b>Total Contract MODs</b>	<b>560,385</b>	<b>-</b>	<b>560,385</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>560,385</b>
<b>Contract Award Amount</b>	<b>9,044,350</b>		<b>9,044,350</b>	<b>30,979,750</b>		<b>30,979,750</b>	
<b>% of Contract MODs</b>	<b>6.2%</b>			<b>0.0%</b>			

Note:

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

C1220 – NTP for AUA#1 was awarded to W.A. Rasic on December 1, 2022. There were three modifications executed and one approved change for a total of \$560,385.

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

## Risk Management

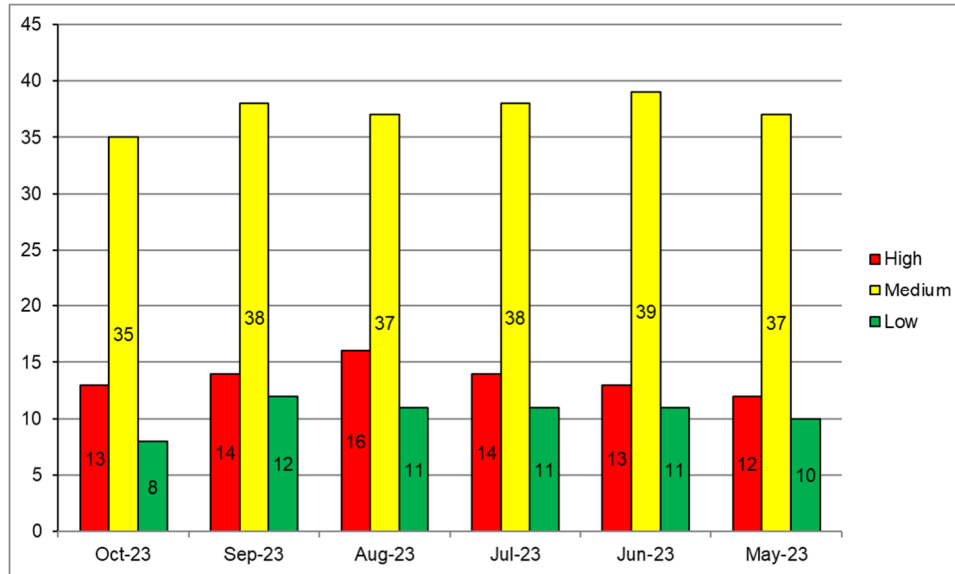
Metro conducts a recurring monthly internal risk working group to review the Risk Register with input from all corners of the Project including attendance by SFTC. The focus of reviews is to ensure effective action plans and mitigations, for managing each risk, is in place.

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

The October Risk Working Group identified one (1) new risk. Risk #1599 relates to levels of hazardous materials at the TPSS sites. This risk was opened as a split from hazardous materials at the MSF site. The October Risk Working Group recommend ten (10) risks for closure.

- Risk #1319 related to design coordination with the Sepulveda project. However, ESFV will achieve Final Design well in advance of Sepulveda's current design.
- Risk #1324 related to Metro declining design variances for the weaving concept. However, the tenth and final deviation was signed.
- Risk #1331 related to AUA activities being delayed. However, that AUA sub-contractor is substantially complete.
- Risk #1347 related to cost increases for fiber optic communications line to ROC. However, the ESFV base estimate will include cost for the project's portion of the fiber line.
- Risk #1371 related to inflation volatility and application if the base cost assumptions. However, OPC is based on 2023 pricing and includes escalation.
- Risk #1435 related to grade crossing concepts not approved by CPUC. However, this risk is a duplicate of Risk #1509.
- Risk #1508 related to loss of local funding. However, all the Metro Board has programmed all local funds.
- Risk #1578 related to an opportunity to reduce costs by not using an IPMO. However, the project is now pursuing an IPMO.
- Risk #1593 related to mitigations for temporary parking. However, there is currently no requirement for temporary parking in the EIR and this will not be included in the scope of work per the FEIR/S.
- Risk #1598 related to leadership request to use paddle fare gates. However, current gate fare is included in base cost.

A total of fifty-six (56) risks remain to be managed. Of the fifty-six (56) risks, thirteen (13) are scored as high, thirty-five (35) as medium, and eight (8) 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:

<b>East San Fernando Valley Transit Corridor</b>			
<b>Risk Register Version October 2023</b>			
<b>Risk ID</b>	<b>Risk Description</b>	<b>Risk Score</b>	<b>Action Items</b>
1335	Risk that known utility work during construction is more costly and/or requires more time than anticipated.	18	Continue potholing. Advance design & define scope.
1336	Risk that unknown utilities are encountered (or conditions found to be deteriorated) during construction requiring either demolition or relocation	16	Complete potholing.
1581	Risk that LADWP self-performed UA activities could cause a delay in contractor access to sites.	16	Coordinate with LADWP on schedule.
1429	Risk that the process for relocations / condemnations of businesses may be longer than anticipated and delay contractor access. (18 @ MSF & 10 TPSSs)	15	Reviewing relocations with full-takes. Prioritize acquisitions based on SFTC schedule.
1515	Third party design (LADWP) - Risk that delays to LADWP self-performed design could cause a delay to the UA Packages.	14	Continue coordination with LADWP

## DISADVANTAGED BUSINESS ENTERPRISE (DBE)

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

<b>DBE Goal – C1220 AUA#1</b>	23%
<b>Current DBE Commitment</b> Total DBE Committed Dollars divided by Total Contract Value	\$2.43M 25.32%
<b>Current DBE Participation</b> Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$1.323M 29.21%

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

<b>DBE Goal – Phase 1</b> The percentage of funds apportioned to Phase 1 Contracts	18%
<b>Current DBE Commitment Phase 1</b> Total DBE Committed Dollars divided by Total Contract Value for Phase 1	\$5.98M 19.33%
<b>Current DBE Participation</b> Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$828K 8.67%

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

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

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

## PROJECT LABOR AGREEMENTS (PLA)

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

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

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

(Reported Data as of September 2023)

<ul style="list-style-type: none"> <li>● <b>Targeted Worker Goal</b> – Construction work to be performed by residents from Economically Disadvantaged Area of LA County</li> </ul>	<b>40.00%</b>
<ul style="list-style-type: none"> <li>● <b>Targeted Worker Current Attainment</b></li> </ul>	<b>16.61%</b>
<ul style="list-style-type: none"> <li>● <b>Apprentice Worker Goal</b> – Construction work to be performed by Apprentices</li> </ul>	<b>20.00%</b>
<ul style="list-style-type: none"> <li>● <b>Apprentice Worker Current Attainment</b></li> </ul>	<b>12.08%</b>
<ul style="list-style-type: none"> <li>● <b>Disadvantaged Worker Goal</b> – Construction work to be performed by Disadvantaged Workers whose primary place of residence is within LA County</li> </ul>	<b>10.00%</b>
<ul style="list-style-type: none"> <li>● <b>Disadvantaged Worker Current Attainment</b></li> </ul>	<b>5.08%</b>

## FINANCIAL/GRANT

### EAST SAN FERNANDO VALLEY TRANSIT PROJECT STATUS OF FUNDS BY SOURCE

*As of Nov 13, 2023*

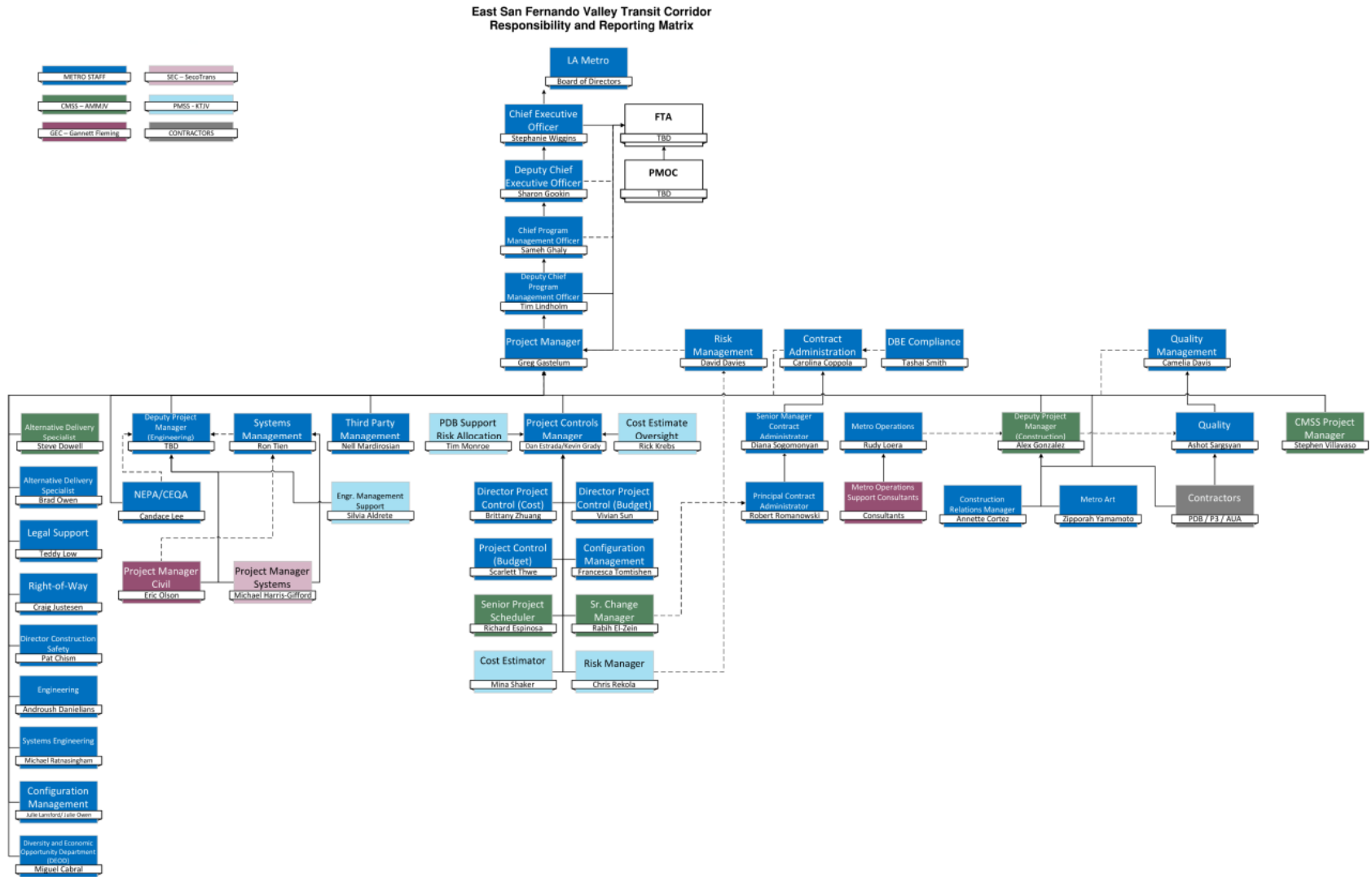
*(\$ in millions)*

SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
<b>Federal Revenue</b>				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 893.5	25.00%	\$ -	0.00%
Section 5339 Alternatives Analysis	\$ -	0.00%	\$ -	0.00%
<b>Federal Revenue Subtotal</b>	<b>\$ 893.5</b>	<b>25.00%</b>	<b>\$ -</b>	<b>0.00%</b>
<b>Local Revenue</b>				
Prop A - Rail Development Account (35%)	\$ 41.4	1.16%	\$ 41.4	1.16%
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%)	\$ 31.4	0.88%	\$ -	0.00%
Prop C - Discretionary (40%)	\$ 110.0	3.08%	\$ 110.0	3.08%
Prop C - Transit-Related Highway (25%)	\$ 201.3	5.63%	\$ -	0.00%
Local Agency Transit Project Contributions	\$ 107.3	3.00%	\$ 107.3	3.00%
Measure M -Transit Construction (35%)	\$ 810.5	22.68%	\$ 810.5	22.68%
Measure M -Transit Construction (35%)	\$ 60.0	1.68%	\$ 60.0	1.68%
<b>Local Revenue Subtotal</b>	<b>\$ 1,580.2</b>	<b>44.21%</b>	<b>\$ 1,165.5</b>	<b>32.61%</b>
<b>State Revenue</b>				
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%
<b>State Revenue Subtotal</b>	<b>\$ 1,100.3</b>	<b>30.79%</b>	<b>\$ 1,100.3</b>	<b>30.79%</b>
<b>TOTAL SOURCES</b>	<b>\$ 3,574.0</b>	<b>100.00%</b>	<b>\$ 2,265.7</b>	<b>63.40%</b>

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

## PROJECT ORGANIZATION AND STAFFING

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



## REAL ESTATE

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

The appraisal review process has been completed for six of the sixteen MSF properties. Five appraisal packages went to FTA for concurrence. Three were approved by FTA. FTA concurrence on the other 2 appraisal packages is pending. A formal offer was made on one property and this offer was accepted by the owner. Offer packages on the other approved appraisal packages are being prepared.

There are now 30 of the 32 MSF Real Estate Appraisals completed. (There are two real estate appraisals per parcel). Fifteen of the 16 Furniture, Fixtures & Equipment (FF&E) Appraisals have been completed for the sixteen MSF parcels which make up the Maintenance & Storage Facility.

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

Relocation site inspections and interviews on MSF parcels are continuing. The Relocation Plan was posted for public comment for 30 days on October 14, 2023. The Project is planning on presenting the Relocation Plan for approval to the LACMTA Board on November 30, 2023.



## LRVs

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

The Project will first contract with an experienced consultant team that will assist Metro in developing the technical aspects of the LRV procurement documents. Their scope will include consideration of Metro's current inventory, latest industry technologies, determining if options should be pursued, and if so, how many, technical specification reviews and updates, etc. The solicitation for the consultant contract was issued on October 16, 2023 and was cancelled on November 7 due to a new DEOD requirement (change from SBE prime set-aside 20% DBE goal). The current target for re-solicitation is November 15, 2023 with NTP to the consultant firm expected in April 2024.

## QUALITY ASSURANCE

October status:

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

## ENVIRONMENTAL

The following activities took place in October:

- Reviewed PDB general requirement submittals for contract compliance.
- Meeting with PDB contractor regarding Environmental Submittals.
- Meeting with PDB to review contractor's Draft Potholing Construction Work Plan.
- Internal meeting regarding Mitigation Measures Reporting Program compliance.
- Reviewed AUA Noise Monitoring Reports.
- Reviewed AUA Water Pollution Control Plan Inspection Reports.
- On-going Paleo Monitoring.

## CONSTRUCTION AND COMMUNITY RELATIONS

### Construction Relations

Metro's Construction Relations and Mitigation Programs (CRMP) team has continued its ongoing bilingual (English and Spanish) outreach efforts in the Arleta, Pacoima, Panorama City, and Van Nuys communities. Several outreach tools have been employed from email campaigns to door-to-door canvassing of stakeholders along the project alignment. CRMP staff also responded and addressed Project related inquiries from the public received via the phone line and email. Four (4) inquiries were addressed by ESFV and Metro project staff.

CRMP staff continue to outreach to support the Advance Utility Adjustments (AUA) work activities along Van Nuys and Vanowen and the current and upcoming potholing activities at various locations on Van Nuys along the project alignment. CRMP staff also conducted coordination efforts to alleviate impacts to the businesses in this area in advance of construction.

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

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

Utility Investigation on Van Nuys Bl between Rayen and Parthenia, Parthenia West to Tobias South.

- Ongoing advanced outreach and coordination efforts for construction impacts with 13 stakeholders, including businesses, apartment complex managements, and organizations.
- 

Utility Investigation on Van Nuys Bl between Cayuga Av and El Dorado Av.

- Construction notices were delivered door-to-door to stakeholders ¼ of a mile around the construction work area. Additionally, the notices were emailed to approximately 2,800 stakeholders. Direct coordination was conducted with stakeholders directly impacted by driveway access restrictions.

In addition, CRMP staff are coordinating with Metro Real Estate to conduct outreach to notify the public that the Draft Relocation Plan for the Project has been completed and is available for a 30-day public review period.

### **Community Relations**

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

Additionally, the CRMP team continues its door-to-door outreach efforts of small businesses and other stakeholders along the project alignment to gather data for business profiles and share information on the Eat Shop Play (ESP) program. Staff provided informational literature on the Project, available resources such as Eat Shop Play (ESP) and encouraged small business owners to sign up to receive project updates.

The CRMP team also participated in the Mid-Valley YMCA's Family Fall Festival, the Valley Industry & Commerce Association (VICA) Business Forecast Conference, and Los Angeles Council District 7's Dia de los Muertos event by hosting an informational booth and distributing project literature to community members. Project staff also attended the VICA After Dark with Councilmember Imelda Padilla event. Additionally, the CRMP team hosted a virtual Construction Update Community Meeting to provide project updates and answer project-related questions. The CRMP team continues to plan for the November in-person community meeting in Arleta, which will include an Open House segment containing informational booths on various project-related disciplines. Project materials and presentation are provided in English and Spanish. The CRMP team distributed 16,000 meeting flyers to businesses and residents residing within ¼ mile from the project corridor. Additionally, CRMP staff continue to collaborate with 36 organizations and attended the Van Nuys, Arleta, Panorama City, and Pacoima neighborhood council board meetings to effectively communicate and inform the community about these meetings.

### **Community Leadership Council**

The 15 stakeholders chosen to serve on the Community Leadership Council (CLC) were given an orientation on October 12. The Project Management, Community Relations, Environmental Compliance, and Small Business Mitigation teams provided an overview of the project, Metro's governance, Mitigation and Monitoring Reporting Program, ongoing community outreach efforts, recent construction activities, and updates on our Business Interruption Fund and Business Solution Center. The CLC will begin meeting quarterly in 2024 and different Metro departments and programs will have routine presentations with the CLC to keep the members posted and solicit feedback on our outreach efforts.

## **METRO ART**

The following activities took place by the end of October:

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

## **SAFETY AND SECURITY**

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

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

Overall for all construction contracts, for the month of October, we have approximately worked 17,450 hours with 0 incidents, putting out the Total Recordable Incident Rate (TRIR) at 0, well below National average of 3.0.

**APPENDIX**  
**CHRONOLOGY OF EVENTS**

April 2022	FTA EPD Project Selection Notification
May 2022	FTA issued a Letter of Intent (LOI) to Metro for FFGA
November 2022	Arcadis-Mott McDonald (CMSS) NTP
December 2022	W.A. Rasic NTP PCS Energy NTP
February 2023	San Fernando Transit Constructors (SFTC) awarded PDB Contract UAR Construction initiated by W.A. Rasic
April 2023	SFTC NTP for Phase 1 work
May 2023	SFTC's initial contract submittals received
August 2023	NTP +120 submittals received