



Metro

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March 22, 2024

TO: Distribution

FROM: Gregory Gastelum
Project Manager

SUBJECT: East San Fernando Valley LRT Project
February 2024 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 March 1, 2024.

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

Kevin Grady
for:

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).

February 2024

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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 line in the median of Van Nuys Boulevard from Oxnard Street to San Fernando Road within the City of Los Angeles. The tracks will be fully separated from automobile traffic, except at signalized intersections or controlled at-grade pedestrian crossings. There will be 11 center-platform stations spaced approximately every $\frac{3}{4}$ mile. The Project includes the procurement of the Light Rail Vehicles (LRV) which will operate along the route. To support train operations, a Maintenance and Storage Facility (MSF) will be built west of Van Nuys Boulevard at Keswick Street.



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 – October 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 the Project; 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

- The contract scope of work to design, supply, and install solar panel and energy storage systems on select roof sections of the MSF. The firm is also responsible for the Post Installation Monitoring and Oversight of the Operations and Maintenance for the solar energy-generating facilities over a ten-year period.

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 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 on April 14, 2023.

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

- The scope is to perform utility relocations of Los Angeles Department of Water and Power (LADWP) utilities along Van Nuys Boulevard between Vose Street and Vanowen Street, in advance of major construction operations.

Light Rail Vehicle Contracts:

- The Project will first contract with an experienced consultant team who will assist Metro in developing the technical aspects of the LRV procurement documents.
- LRV Consultant Request for Proposal (RFP) was issued for solicitation on October 16, 2023. Proposals were received on January 5, 2024. The contract is scheduled to be awarded in the first half of 2024.
- LRV Manufacturing Contract for the design, manufacture, and delivery of the LRVs is scheduled to be advertised in early 2025 with award later that year.

EXECUTIVE SUMMARY

Design Status

Gannett Fleming (GF) is continuing with the development of the 60% utility composite drawings for the project alignment. GF also continues to work on Utility Adjustment (UA) design packages, the status of which are listed below:

- UA 2 & 3 – 100% submitted 2/4/2024; AFC by Spring 2024
- UA 4 – AFC approved 11/15/23 and issued to SFTC 11/15/23
- UA 5 – 85% design submitted 3/6/24; AFC by Spring 2024
- UA 6 – AFC approved 11/15/23 and issued to SFTC 11/16/23
- UA 7 – 100% design submitted 1/29/2024; AFC by Spring 2024
- UA 8 – 85% design submitted on 2/27/24; AFC by Spring 2024

Advanced Construction Status

In advance of the main contract, Metro awarded C1220 - Advanced Utility Adjustment (AUA) DWP Power Design #1 contracted to W.A. Rasic for utility relocation of DWP underground power infrastructure along Van Nuys Boulevard between Vose Street and Vanowen Street. Notice to Proceed (NTP) was issued on December 1, 2022. W.A. Rasic has completed their base contract work of installing conduit ductbanks and vaults for DWP power utilities. There is a small amount of change order work remaining and the project is forecast to be substantially complete in early 2024. LADWP will then follow with intercept work at the vaults.

Progressive Design-Build Status

SFTC is nearly complete with their Phase 1 preconstruction project deliverables. As far as outstanding submittals, SFTC is still developing the final versions of the Cultural Competency Plan, Value Engineering Plan, and Design Management Plan.

Project efforts are now focused on the negotiation and execution of the Early Work Packages (EWP). EWPs are an integral component of the PDB delivery method and allow the Project to advance work from Phase 2 in support of reducing the construction schedule and providing the necessary information to initiate negotiations of a Guaranteed Maximum Price for PDB Phase 2. The first four critical EWPs which are scheduled to be executed in the Spring of 2024 are:

EWP-01 - Technical Studies – This EWP is to perform technical studies and enabling works crucial to advancing the design and construction of the Project. A Notice to Proceed (NTP) with this contract modification is anticipated in early 2024. Rough Order of Magnitude Cost Estimate (ROM) - \$5M

EWP-02 – Field IPMO and Warehouse – This EWP will provide the field office space necessary for SFTC and Metro staff to manage the construction of EWP utility adjustments as well as required material storage laydown areas. A NTP with this contract modification is anticipated in early 2024. ROM - \$9M

EWP-03 – Utility Adjustments (UA) 4/6 - This EWP is for the construction for two of the seven remaining DWP utility adjustment work packages designed by Metro. This will be the first PDB construction activity for the Project with a NTP for this contract modification anticipated in early 2024. ROM - \$30M

EWP-04 – Final Design – In the PDB delivery method, the PDB contractor, SFTC, is responsible for taking the preliminary design provided by the Owner, Metro, and progressing it to a final design, providing Approved for Construction Plans and Specifications. Unlike a conventional design-build, the design advancement with the PDB starts prior to the award of the main construction contract. This enables the Owner and PDB to estimate and negotiate off of more developed plans and specifications, thereby reducing risk and uncertainty, resulting in a lower construction cost and more precise project schedule.

The negotiations with SFTC and their designer, AECOM, for EWP-04 are ongoing with a NTP for this contract modification anticipated in early 2024. The ROM for the initial design phase is \$80M.

Schedule Summary

On December 1, 2023, Metro submitted a draft Federal Full Funding Grant Agreement (FFGA) application to the FTA including a project schedule. The schedule was developed in collaboration between Metro and SFTC. The submitted schedule has a start of revenue service of September 2, 2031.

Budget Summary

The FTA Letter of Intent (LOI) for the Expedited Project Delivery (EPD) Pilot Program dated May 10, 2022, indicated a budget of \$3.635 billion would be acceptable to the FTA. This budget was adjusted to \$3.573 billion to reflect estimated project costs after acceptance into the EPD program.

In February 2023, the Metro Board approved a \$497 million Preconstruction Budget. This budget is to fund continued preliminary design, construction management, agency costs, real estate activities, the Advanced Utility Adjustment contract, Phase 1 of the PDB contract, and Early Work Packages (EWP) which will be awarded to SFTC.

In October 2023, the Metro Board approved a Funding Plan supporting the project budget of \$3.573 billion which was included in the submission of the draft FFGA Application. Analysis of the existing commitments and cost forecasts indicate that the existing Preconstruction Budget will be exhausted by the summer of 2025. To best maintain the current schedule within the existing budget, the Project will phase EWP-04 – Final Design, limit the initial award of Utility Relocation EWPs, and manage real estate acquisitions in concert with the proposed phased construction activities reflected in the project schedule.

Key Management Concerns

Real Estate

The Project requires significant Real Estate activities, which include full takes, partial takes, and 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 acquisition process or required relocations will not affect the project schedule.

Condensed FFGA Development

The Expedited Project Delivery (EPD) program requires execution of the FFGA within two years of the EPD LOI (May 2024). The review of the draft FFGA application and supporting documents and project risks continue with Metro, FTA, and PMOC meeting to address questions or add clarifications to the information presented by Metro.

Project Construction Photos



WA Rasic excavated to locate 18" storm drain.
Location: Northbound lanes of Van Nuys Blvd. at intersection of Vanowen St.



WA Rasic removing concrete encasement to connect to previously installed conduits at mainline A.
Location: Northbound lanes of Van Nuys Blvd. at intersection of Vanowen St.



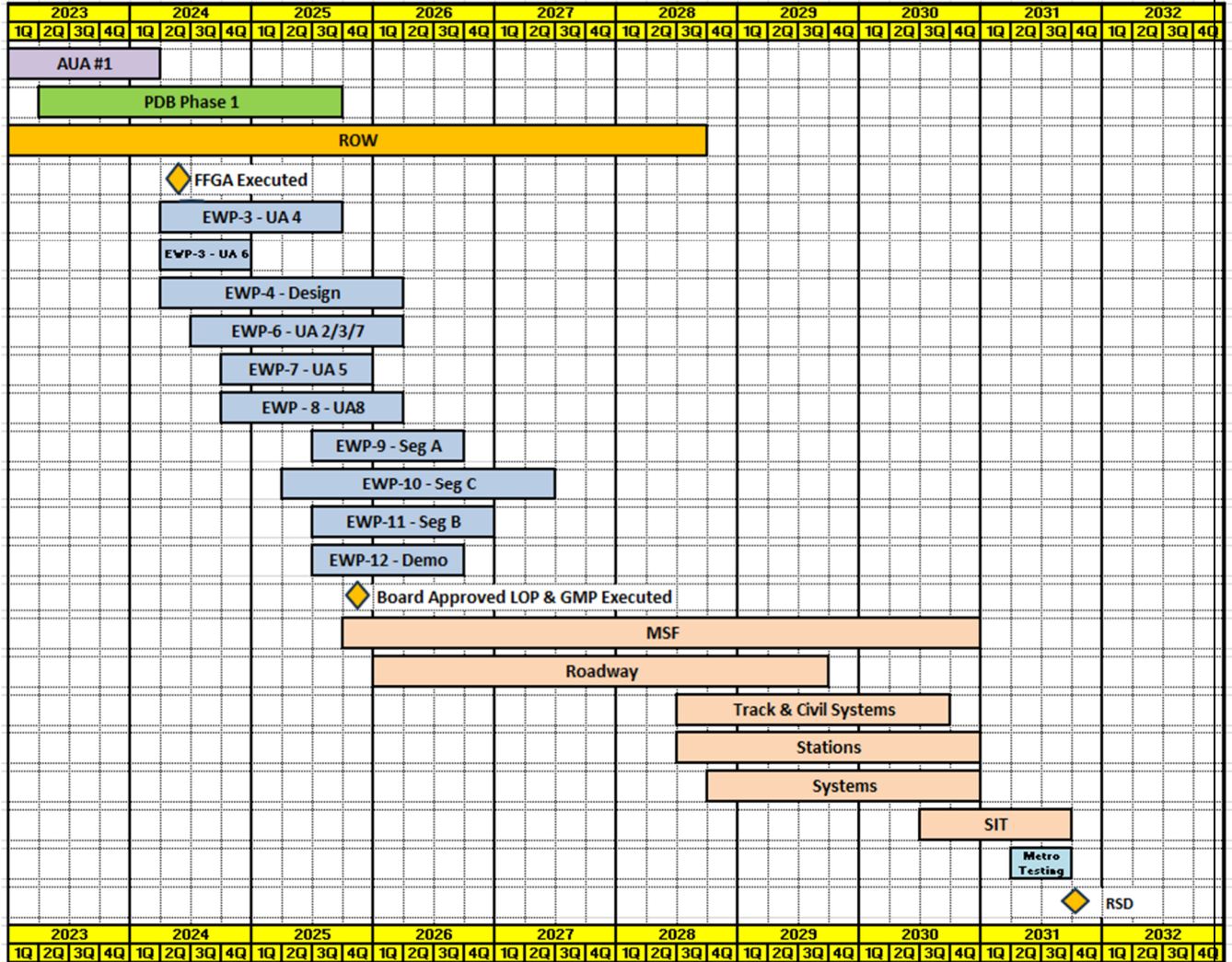
WA Rasic connecting to existing duct bank. Installed (6) 5" conduits to side of trench and (3) 5" conduits straight.
Location: Northbound lanes of Van Nuys Blvd. at intersection of Vanowen St.



WA Rasic removed shoring after encasement was complete Bulkhead at south end.
Location: Northbound lanes of Van Nuys Blvd. at intersection of Vanowen St.

PROJECT UPDATE

PROJECT SCHEDULE



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	105,538	0	0	105,538	-85,600
20	STATIONS, STOPS, TERMINALS, INTERMODAL	122,600	175,147	0	0	175,147	52,547
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	268,706	267,290	0	0	267,290	-1,416
40	SITework & SPECIAL CONDITIONS	917,100	928,716	18,700	11,385	928,716	11,616
50	SYSTEMS	259,779	353,983	0	0	353,983	94,204
	CONSTRUCTION SUBTOTAL (10-50)	1,759,323	1,830,674	18,700	11,385	1,830,674	71,351
60	ROW, LAND, EXISTING IMPROVEMENTS	334,396	274,709	2,655	1,022	274,709	-59,687
70	VEHICLES	212,812	256,834	7	7	256,834	44,022
80	PROFESSIONAL SERVICES	582,389	745,573	153,294	78,562	745,573	163,184
	SUBTOTAL (10-80)	2,888,920	3,107,790	174,655	90,976	3,107,790	218,870
90	UNALLOCATED CONTINGENCY	686,526	405,490	0	0	405,490	-281,035
100	FINANCE CHARGES	60,000	60,000	0	0	60,000	0
	TOTAL PROJECT (10-100)	3,635,445	3,573,280	174,655	90,976	3,573,280	-62,165

NOTE: TOTAL INCURRED COST TO DATE \$90,975,925.

EPD Project Selection: FTA issued the Letter of Intent in May 2022 for a project budget of \$3.635 billion.

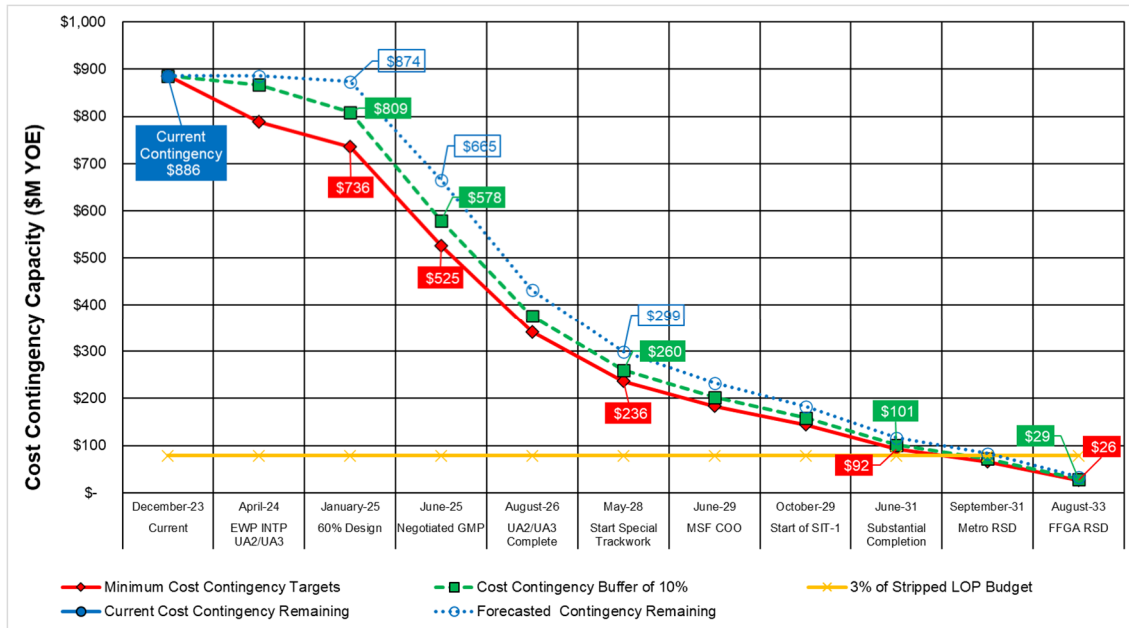
Current Proposed FFGA Budget: In the December 1, 2023 draft FFGA Application Metro submitted a project budget of \$3.573 billion.

Commitments: Commitments increased by \$10.2M this period to \$174.6 million. The increase is primarily for professional services related to the Project.

Expenditures: Expenditures from May 2022 through February 2024 are \$91 million, an increase of \$5.1 million from the previous month.

Forecast Proposed FFGA Budget: The forecast proposed FFGA budget remains the same as the current proposed FFGA budget of \$3.573 billion.

Cost Contingency

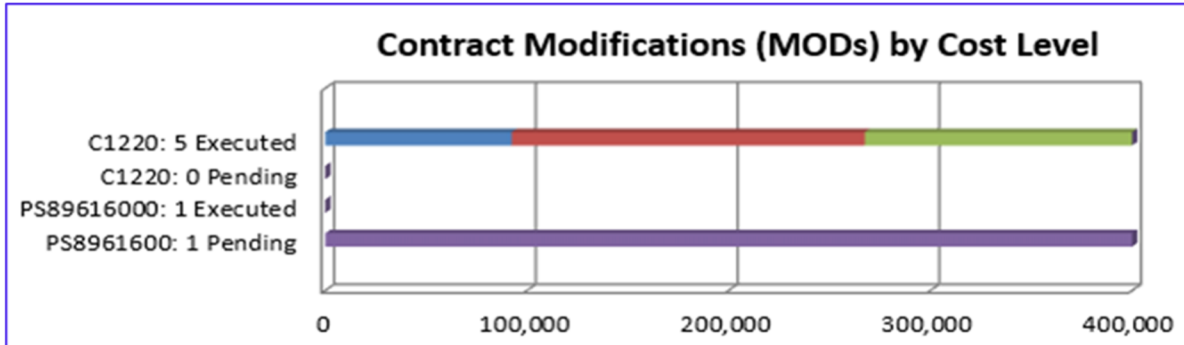


Metro’s Cost Contingency Drawdown and Analysis was originally developed based on the findings of a quantitative risk assessment conducted by Metro in November 2023. Those values were incorporated into the draft FFGA application via the EPD Program application. These will also be shared with the PMOC for comment and discussion as the process matures leading to the submittal of the Final FFGA application.

There are three curves on the chart, (1) Minimum, (2) a 10% buffer zone above the Minimum curve, and (3) the Current/Forecasted. When contingency is either consumed or added to, as controlled through the cost forecasting process, the Project Control Manager updates the Current curve for comparison to the Plan. Penetration of the Current curve into the 10% buffer zone triggers additional risk management analysis. Further, a 3% percent Project Reserve will be established within the total project contingency. At such time as the Project Reserve is required to cover project costs, the Metro Board shall be notified and a forecast to complete the project shall be prepared.

Metro anticipates the final baseline values for this contingency will be formalized from the executed FFGA which will reflect final risk assessments performed by the PMOC in early 2024.

Summary of Contract Modifications



	AUA - C1220			PDB Phase 1 - PS89616000			Total
	5 Executed	0 Pending	Subtotal	1 Executed	1 Pending	Subtotal	
■ Under \$100K	92,459	-	92,459	0	-	0	92,459
■ \$100K to \$250K	175,000	-	175,000	-	-	-	175,000
■ \$250K to \$1M	467,926	-	467,926	-	-	-	467,926
■ Over \$1M	-	-	-	-	8,793,508	8,793,508	8,793,508
Total Contract MODs	735,385	-	735,385	0	8,793,508	8,793,508	9,528,893
Contract Award Amount	9,044,350		9,044,350	30,979,750		30,979,750	
% of Contract MODs	8.1%			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 issued to W.A. Rasic on December 1, 2022. There were four modifications executed and one approved change for a total of \$735,385.

PS89616 – NTP for PDB Phase 1 was issued to San Fernando Transit Constructors (SFTC) on April 14, 2023. There has been one no-cost modification executed. The pending modification is for EWP-02 – IPMO Field Office/Warehouse.

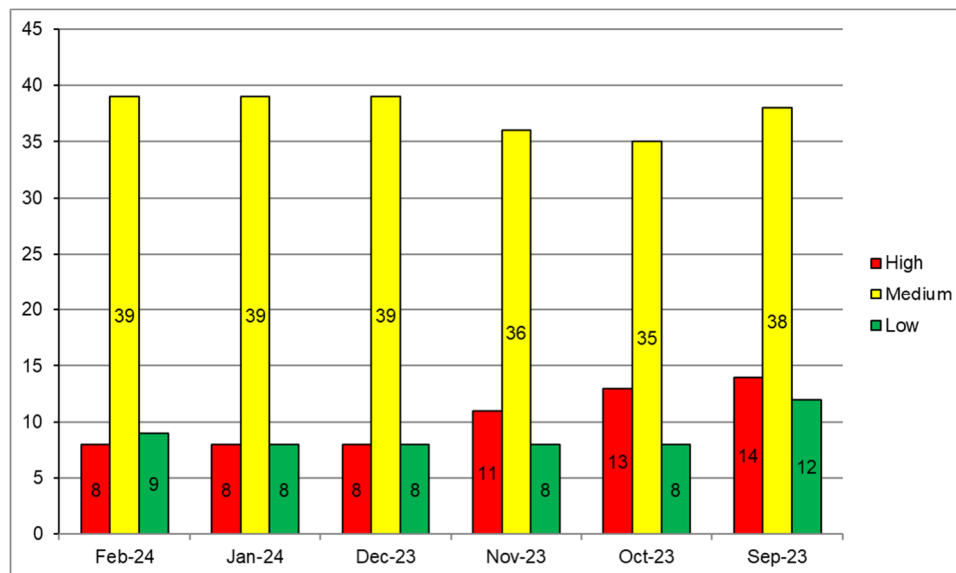
PS84743 – NTP for Solar Energy Public Private Partnership (P3) was issued to PCS Energy on December 7, 2022. Two no-cost modifications have been executed.

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 February Risk Working Group identified one (1) new opportunity. #1759 relates to an opportunity to move station underground room to the TPSS sites thereby reducing costs. In the February Risk Working Group no risks were recommended for closure. A total of fifty-six (56) risks remain to be managed. Of the fifty-six (56) risks, eight (8) are scored as high, thirty-nine (39) as medium, and nine (9) as low. The changes to risk scoring for the past six (6) months can be seen in the chart 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 February 2024			
Risk ID	Risk Description	Risk Score	Action Items
1336	Risk that unknown utilities are encountered (or conditions found to be deteriorated) during construction requiring either demolition or relocation	16	Complete potholing. Develop flexible phasing to adjust work locations based on discoveries.
1429	Risk that the process for relocations / condemnations of businesses may be longer than anticipated and delay contractor access.	15	Reviewing relocations with full-takes. Prioritize acquisitions based on SFTC schedule. Advanced relocations based on business type.
1348	Risk that cost of ROW acquisition exceeds the real estate budget.	12	Develop TCEs
1364	Risk that construction of the project results in business owner impacts which increases costs through required mitigation measures. (during construction TMP, noise, signs)	12	Community outreach Establish a budget for offsetting stakeholder issues.
1431	Risk that additional property takes are needed which are identified later in design. (i.e., alignment, laydown, TCEs)	12	Develop TCEs

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Contract 1220 - ESFV Advanced Utility Adjustment (AUA) DWP Power Design 1 (January 2024 data)

DBE Goal	23%
Current DBE Commitment Total DBE Committed Dollars divided by Total Contract Value	\$2.43M 25.32%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$1.875M 24.66%

Contract PS84743001- ESFV Light Rail Transit Project, Public Private Partnership for Solar Panels at Maintenance and Storage Facility (Phase 1) (Pre-Construction Design Services) (January 2024 data)

DBE Goal	5%
Current DBE Commitment Total DBE Committed Dollars divided by Total Contract Value	\$95K 8.94%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$0K 0%

Contract 89616 - ESFV Light Rail Transit Line Project PDB(January 2024 data)

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	\$2.39M 11.23%

DBE Goal – Phase 2 Early Work Packages (EWP) The percentage of funds apportioned to Phase 2 EWP	*15%-30%
Current DBE Commitment Phase 2 EWPs Contract commitment divided by current contract value for all EWPs	\$0M 0%
Current DBE Participation Phase 2 EWPs Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$0M 0%

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

**DEOD established a DBE goal 28% for Design Early Work Packages and a range of 15%-30% for Construction Early Works Packages and the Phase 2 Supplement.*

PROJECT LABOR AGREEMENTS (PLA)

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 January 2024)

<ul style="list-style-type: none"> ● Targeted Worker Goal – Construction work to be performed by residents from Economically Disadvantaged Area of LA County ● Targeted Worker Current Attainment ● Apprentice Worker Goal – Construction work to be performed by Apprentices ● Apprentice Worker Current Attainment ● Disadvantaged Worker Goal – Construction work to be performed by Disadvantaged Workers whose primary place of residence is within LA County ● Disadvantaged Worker Current Attainment 	<p>40.00%</p> <p>35.05%</p> <p>20.00%</p> <p>20.58%</p> <p>10.00%</p> <p>12.01%</p>
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FINANCIAL/GRANT

EAST SAN FERNANDO VALLEY TRANSIT PROJECT

STATUS OF FUNDS BY SOURCE

As of Feb 15, 2024

(\$ in millions)

SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
Federal Revenue				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 893.3	25.00%	\$ -	0.00%
Section 5339 Alternatives Analysis	\$ -	0.00%	\$ -	0.00%
Federal Revenue Subtotal	\$ 893.3	25.00%	\$ -	0.00%
Local Revenue				
Prop A - Rail Development Account (35%)	\$ 23.0	0.64%	\$ 23.0	0.64%
Measure R - Transit Capital (35%)	\$ 36.3	1.02%	\$ 36.3	1.02%
Measure R - Transit Capital (35%)	\$ 182.0	5.09%	\$ 182.0	5.09%
Measure R - Highway Projects (20%)	\$ 49.4	1.38%	\$ 49.4	1.38%
Prop C - Discretionary (40%)	\$ 110.0	3.08%	\$ 110.0	3.08%
Prop C - Transit-Related Highway (25%)	\$ 201.3	5.63%	\$ 201.3	5.63%
Local Agency Transit Project Contributions	\$ 107.2	3.00%	\$ 107.2	3.00%
Measure M -Transit Construction (35%)	\$ 810.5	22.68%	\$ 810.5	22.68%
Measure M -Transit Construction (35%)	\$ 60.0	1.68%	\$ 60.0	1.68%
Local Revenue Subtotal	\$ 1,579.7	44.21%	\$ 1,579.7	44.21%
State Revenue				
Transit and Intercity Rail Capital Program (TIRCP)	\$ 805.0	22.53%	\$ 805.0	22.53%
Regional Improvement Program Funds (RIP)	\$ 202.1	5.66%	\$ 202.1	5.66%
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	\$ 3,573.3	100.00%	\$ 2,680.0	75.00%

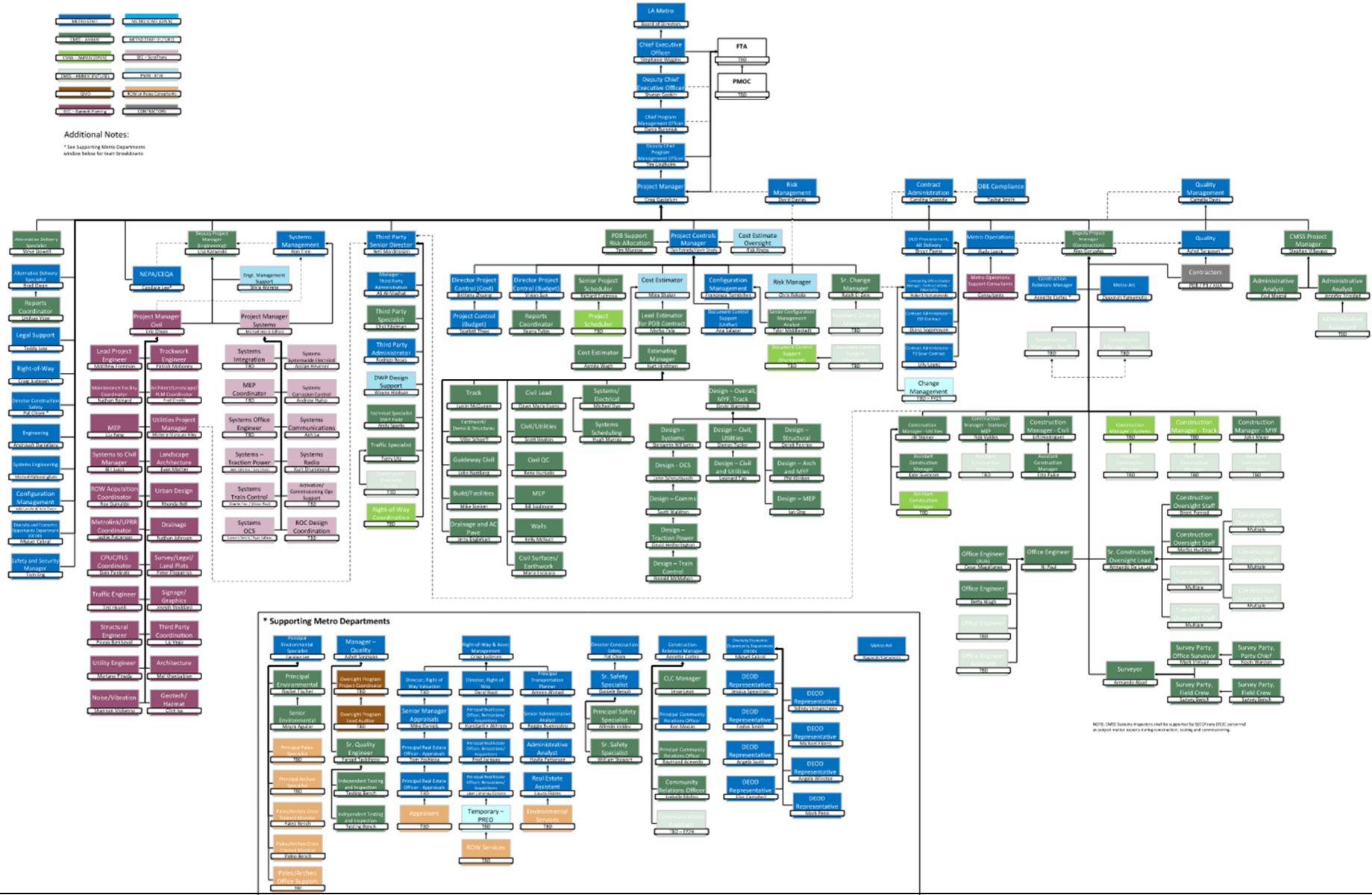
NOTES: Total sources reflect the proposed EPD budget of \$3,573.28 million (include finance charges of \$60 million and exclude Pre-authority amount of \$61.5 million).

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).



Additional Notes:
* See Supporting Metro Departments window below for team breakdowns



NOTE: DBE team members shall be approved by SCD Team (SDD) concurrent as select metro occurs during construction, bidding and commissioning.

REAL ESTATE

Metro Real Estate continues to coordinate with the Project to update the Right-of-Way schedule and on the prioritization of property offers. Based upon the project schedule, the initial offers will be focused on the Maintenance and Storage Facility (MSF). These parcels also have the added benefit of serving as storage and laydown areas for the utility EWP construction activities.

The appraisal review process has been completed for sixteen of the sixteen MSF properties. A total of eight appraisal packages have been sent to FTA for concurrence. All have received the FTA approval. (As per FTA, currently, only appraisals above six million dollars require FTA concurrence). Formal offers were made to eight property owners. One offer was accepted. Offer packages on the other approved appraisal packages are being prepared.

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

The appraisals and appraisal reviews for Traction Power Substation (TPSS) 1 and 2 are completed. Appraisals for TPSS 7 have been reviewed. Procurement for appraisers for the remaining TPSS sites is underway.

Relocation activities on environmentally cleared TPSS sites and MSF parcels are continuing. The Relocation Plan was approved by the LACMTA Board on November 30, 2023. Two displaced business tenants have been relocated.

LRVs

Overview

The Project includes the purchase of the Light Rail Vehicles (LRV) which will operate on the new line. In the draft FFGA, the Project included the purchase of 34 LRVs. The existing plan for a 34-railcar fleet was derived as follows:

- Run time 31 minutes end to end x 2 = 62 minutes round trip, plus 5 min layovers = 72 minutes
- Metro is committed to running 6 min peak service (per EIR/EIS) requiring 12 x 2 car trains (72 min/6 min) = 12 trains x 2 cars = 24 cars
- Metro added one operational spare train 2 car set (known as gap train) stored on mainline, crewed and available for immediate deployment to respond to recovery service disruptions
- Metro added a second (maintenance) spare 2 car set (held at yard)
- Total fleet = 28 cars + 6 cars (20%) spare = 34 total cars

Metro is investigating the option of removing one spare car, noting the availability still of the maintenance spare 2 car train set. Based on removing one spare car, Metro would have 13 train sets (12 in service + 1 gap train) x 2 cars = 26 cars + 5 spare cars + one 2-car maintenance spare train (recognizing this operation is separate from the rest of the Metro light rail network). This gives 33 total cars, a reduction of 1 car.

Procurement

The Project will first contract with a Vehicle Specialist Consultant that will assist Metro in developing the technical aspects of the LRV manufacturer procurement documents. The Request for Proposal (RFP) for the Vehicle Specialist Consultant was issued for solicitation on October 16, 2023. RFP proposals were received, and technical evaluation completed in January 2024. Below are activities completed for this reporting period:

- Preliminary scores were compiled and reviewed on February 5, 2024.
- Proposal presentation conducted on February 6, 2024.
- Face to face discussions and negotiations completed on February 6, 2024.
- Issued Request for Final Proposal Revisions on February 28, 2024.
- NTP for this contract is scheduled for Spring 2024.

Once the Vehicle Specialist Consultant is onboard, they will assist Metro in preparing the contract documents for the LRV manufacturer contract. The LRV manufacturer contract procurement is scheduled to be advertised in early 2025.

QUALITY ASSURANCE

February status:

- Implemented Quality Management Oversight (QMO) on PDB & AUA contract.
- Continued to perform QMO Awareness training & Workshop presentation sessions for ESFV Project Team.
- Continued to receive WAR's monthly Quality Records.
- Participated in weekly Internal Metro and Construction Progress Meetings.
- Quality Meetings were switched from weekly to bi-weekly for AUA Contract.
- Continued to have bi-weekly Quality Meetings with the PDB Contractor.
- Assessment for the PQPM for the PDB Contract is complete.
- Conducted comment matrix resolution session for Design Quality portion of the Project Quality Management Plan (PQMP), resubmittal will be required.
- Continue to hold meetings with representatives responsible for Quality from PDB Contract.

ENVIRONMENTAL

The following activities took place in February:

- Continue bi-weekly Environmental Coordination Meetings with PDB contractor.
- Planning meeting with Bureau of Street Services for Tree Removal Permit.
- Reviewed Initial Site Assessments for Sites 13 and 14.
- Reviewed Limited Phase II Site Assessment Work Plan for Site 9.
- Reviewed PDB contractor's Waste Management Plan (R2).
- Reviewed PDB contractor's Contaminated Substances and Hazardous Substances Management and Disposal Plan (R2).
- Reviewed Wastewater Management Plan (R1).
- Paleo monitoring for the SCG utility abandonment field work.
- Reviewed PDB contractor's Fugitive Dust Emissions Control Plan.
- Reviewed Wet Weather Erosion Control Plan (R2).
- Reviewed Baseline Noise and Vibration Letter (R1).
- Reviewed AUA#1 Noise Monitoring Report 011.
- Reviewed Wastewater Management Reports (1-3).

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, attending community meetings and events, to door-to-door canvassing of stakeholders along the project alignment. CRMP staff also responded and addressed Project related inquiries from the public received via the phone line and email. Eight (8) inquiries were addressed by ESFV and Metro Project staff.

CRMP staff continue to outreach to support the Advance Utility Adjustments (AUA) work activities along Van Nuys Blvd. and Vanowen St. and the current and upcoming potholing activities at various locations on Van Nuys Blvd. 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

- Outreach and coordination efforts were conducted to stakeholders in the vicinity of the work and those directly impacted by driveway access restrictions.

Advanced Utility Work and Potholing along Van Nuys Blvd.

- From Cayuga Av to El Dorado Av
 - Re-noticing performed due to work extension. Construction notices were re-distributed to all businesses and residences within a 1/4-mile radius from the work area (approximately 1,500 + 50 street vendors). Additionally, construction notices were distributed electronically via email to approximately 2,800 stakeholders.
- From Blythe St to Lanark St
 - Construction notices were distributed to all businesses and residences within a 1/4-mile radius from the work area (approximately 1,700). Additionally, construction notices were distributed electronically via email to approximately 2,800 stakeholders.

Community Relations

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

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

The CRMP team provided a monolingual Spanish Project presentation for Casa Esperanza, a social services organization in Panorama City. The CRMP team also continues to plan for the upcoming Winter community meetings on March 14 in Panorama City and on March 21 via Zoom. A door-to-door distribution of the meeting informational flyer was performed to all businesses and residences within a 1/4-mile radius from the Project alignment, totaling 16,000 flyers distributed. The CRMP team coordinated directly with 38 community partners to share information on the meeting, including community-based organizations, faith-based organizations, local schools and libraries, neighborhood councils, and to local government offices.

Community Leadership Council (CLC)

The Project held its first in-person CLC meeting on February 8. The Project team presented an overview of the Project and the latest updates on past, current, and future construction activities. Additionally, the Real Estate team provided an overview of the real estate acquisition process and Metro's adopted Relocation Assistance Plan. Metro's Department of Economic Opportunity Development (DEOD) team provided an update on Metro's Business Interruption Fund and Business Solution Center business mitigation programs. Members of the CLC asked questions of the respective teams. The audience included members of the public and representatives of the representative government offices (CD6, CD7, Senator Menjivar, and Congressman Cardenas).

METRO ART

The following activities continued to progress through the end of February:

- 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 February. Site specific orientations are conducted once a month.

Although no safety incidents were recorded in February, 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 in the month of February, we have worked approximately 27,170 hours with 0 recordable 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
December 2023	Draft FFGA Application submitted