



Metro

September 22, 2023

TO: Distribution

FROM: *Gregory Gastelum*
Gregory Gastelum
Project Manager

SUBJECT: East San Fernando Valley LRT Project
August 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 September 1, 2023.

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

Enclosure

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



East San Fernando Valley Light Rail Transit

MONTHLY PROJECT STATUS REPORT

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

August 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

- 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 owing to insufficient procurement staff. The solicitation for consultant proposals is now expected to be released in late September.

- Industry-wide review of procurement documents are also planned to ensure all elements are consistent with the current technology, Buy America / Build America regulations, and global LRV markets. An update of the anticipated LRV budget will also be provided by the selected consultant firm.
- Preparations for the selection of a vendor will follow. Procurement is anticipated to start in summer 2024 with an NTP in late 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 late 2029.

Light Rail Vehicle Contract Procurement Schedule

PROCUREMENT			
VEHICLES			
VP-A-M000	LRV CONSULTANT PROCUREMENT	25-Sep-23	09-Jan-24
VP-B-M000	LRV MANUFACTURING PROCUREMENT	03-Feb-24	08-Feb-25
CONSTRUCTION			
VEHICLE FABRICATION DELIVERY			
VP-C-D050	LRV - VEHICLE FABRICATION & DELIVERY (34 LRV'S)	02-Mar-25	27-Dec-29

EXECUTIVE SUMMARY

Design progress continued to advance through August September 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 85% resubmittal targeted for September. As noted above, designs on the balance of the packages are being accelerated with Gannett Fleming tapping deeper resources from its own ranks as well as its subconsultant team. Design of utility composites to a 60% level have progressed with packages now slated to be released earlier than originally planned. The action is intended to jumpstart underground utilities with complete designs allowing construction to commence earlier.

Construction Status

C1220 AUA #1 contractor, W.A. Rasic, has successfully installed all four underground power vaults along Van Nuys Blvd. They continue with ongoing nightwork for utility ductbank installation. LADWP are expected to trail Rasic with wire installation and terminations. Rasic will complete with street restorations as LADWP advances.

The field work encountered challenges this spring with exceptionally wet weather, contractor delays associated with quality plans, and a concurrent delay related to the re-design of the shoring system provided by Metro all contributed to delays. The Time Impact Analysis prepared by Metro noted a 38-day non-compensable delay was warranted. The Rasic work scope is scheduled to be completed this winter without impact to SFTC.

Schedule Summary

SFTC submitted an Opinion of Probable Cost (OPC) P6 CPM Schedule on August 11, 2023. This schedule provided a detailed and comprehensive look at how SFTC plans to undertake scheduling the project.

The schedule remains a conservative approach to construction that seeks to limit the duration of neighborhood traffic disruptions in any given portion of the alignment. SFTC have adjusted their schedule to depict new phasing, increased productivity in select construction operations, and implementing a double heading for LRT construction after completion of utilities.

Metro is finalizing its review of the document and will return it to SFTC on September 8. Once the schedule comments have been returned, Metro plans to increase the frequency of Schedule Working Group Meetings so that Metro's Master Project Schedule can best reflect the planned project approach as envisioned by Metro and SFTC. The updated Master Project Schedule will be completed as a major component of the FFGA application on December 1, 2023.

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 only \$2,812 million. The \$900+ million increase in budget posed a considerable climb for Metro. However, another path to sufficient funding was developed. 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 a grant award in January 2023.

Through August, the Project continued its study of costs through reviews of designs and reports developed by Gannett Fleming and SecoTrans and expressed through design packages assembled. These materials are the continuing focus of a comprehensive cost estimate referred to as the Opinion of Probable Cost which covers scope, schedule, costs and risks.

SFTC submitted a Validation of Base Design Report and Value Engineering and Innovation Plan on August 11, 2023. These documents will facilitate further discussion on the level of effort required to prepare Approved for Construction documents and identify scope adjustments along with construction efficiencies, respectively.

Findings from the extensive study will guide how Metro further plans and advances the Project. Development of specific Early Work Packages are anticipated to further define short-term actions needed to position the Project in meeting long-term goals and the negotiation of an eventual Guaranteed Maximum Price contract.

Risk Management

Considerable effort has also been invested to define and strategize how best to manage risks. These efforts point toward considerable cost savings from earlier measures employed and will be evident in upcoming project cost forecasts.

The next ESFV Monthly Risk Register Workshop, which is attended by FTA, is scheduled for September 22, 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 appraisal review process has been completed for two of the sixteen MSF properties. One appraisal package has been sent to the FTA for concurrence and the other package will soon follow. Once the FTA provides its approval of the appraisals, a formal offer will be made.

There are now 21 of the 32 Real Estate Appraisals and 15 of the 16 Furniture, Fixtures & Equipment (FF&E) Appraisals completed for the sixteen 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 is being updated. The Project is planning on presenting the Relocation Plan for approval to the Board on October 26, 2023.

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

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.

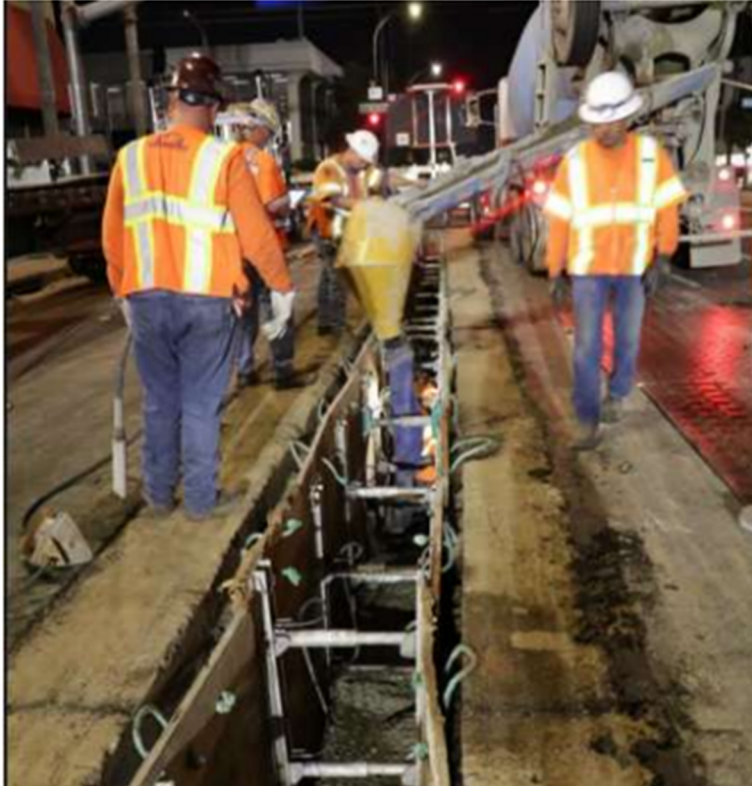
Project Construction Photos



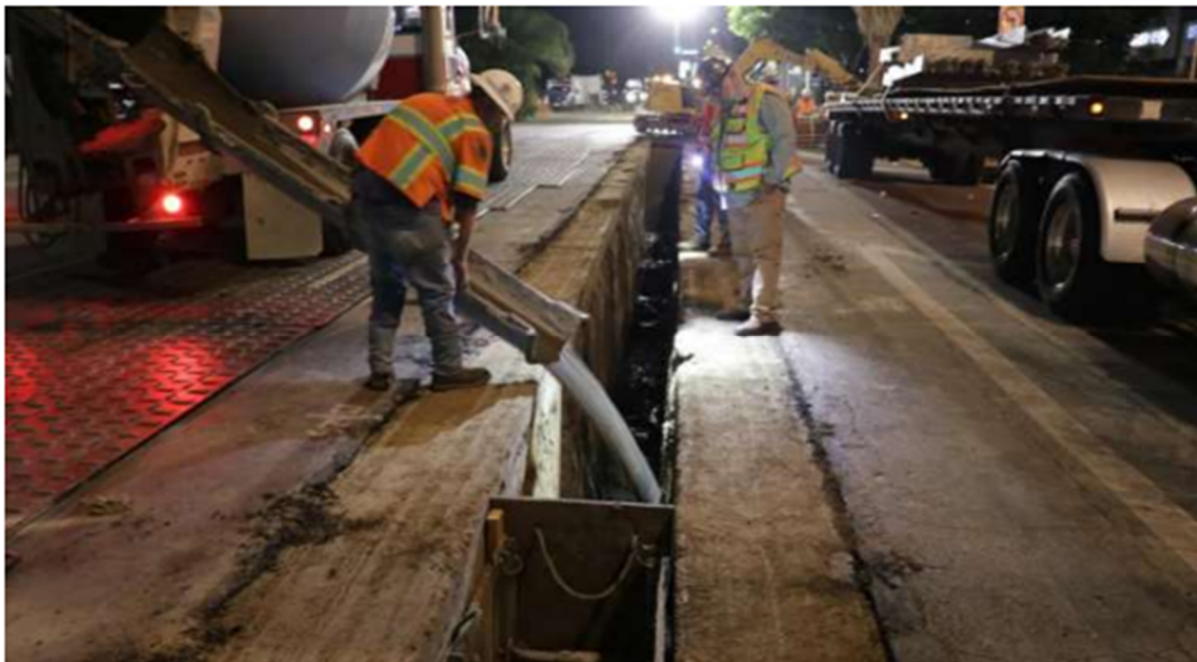
Conduits Installation: Point where new conduits will resume laying



Starting A18 lateral excavation along Van Nuys Blvd



Conduits encased with concrete with 3 inches cover



Slurry placement to backfill trench

PROJECT UPDATE

PROJECT SCOPE

SFTC submitted the Validation of Base Design Report and Value Engineering and Innovation Plan on August 11, 2023.

In review of current design plans prepared to date, SFTC presented recommendations on design submittal milestones and additional scope to be considered to comply with third party approvals and advancement to Approved for Construction plans and specifications. Value engineering concepts with potential to reduce construction time and project costs are presented for consideration.

These documents will facilitate further discussion on the level of effort required to prepare Approved for Construction documents and identify scope adjustments along with construction efficiencies, respectively.

PROJECT SCHEDULE

SFTC submitted the OPC Schedule to Metro on August 11, 2023. A highlight of 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 requires further development of details to appropriately demonstrate how utilities will be adjusted and phasing of sequenced operations will occur.

Metro and SFTC are now combining efforts to develop an improved representation of how the crucial early construction will be pursued. This collaboration is occurring through the expansion of the Schedule Working Group meetings with a target of a refined schedule complete by October 2, 2023.

Other sections of the schedule also require further development to reflect options and conditions that offer schedule improvement as measured by an earlier Substantial Completion. Among the areas undergoing refinement include guideway construction, rail deliveries and welding, special trackwork procurement and installation, intersection sequencing over roadway T-intersections, station structural, and systems installation. The introduction of double headings will also be incorporated where practical and beneficial.

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

From the above SFTC schedule update, Metro will adjust its Project Schedule to reflect the phasing, logic and durations demonstrated. The goal of those adjustments is to establish the schedule base for the FFGA application and management of the schedule thereafter.

PROJECT COST

Project Cost Analysis – 865521

EAST SAN FERNANDO VALLEY TRANSIT PROJECT (865521)
COST REPORT
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED BUDGET AT EPD PROJECT SELECTION	CURRENT PROPOSED FFGA BUDGET	COMMITMENTS	EXPENDITURES	FORECAST PROPOSED FFGA BUDGET	VARIANCE
		A	B	C	D	E	E - A
10	GUIDEWAYS & TRACK ELEMENTS	191,137	191,137	0	0	191,137	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	122,600	122,600	0	0	122,600	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	268,706	268,706	0	0	268,706	0
40	SITWORK & SPECIAL CONDITIONS	917,100	915,338	15,578	5,695	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	15,578	5,695	1,757,561	-1,762
60	ROW, LAND, EXISTING IMPROVEMENTS	334,396	327,176	2,405	396	327,176	-7,220
70	VEHICLES	212,812	212,812	0	0	212,812	0
80	PROFESSIONAL SERVICES	582,389	529,878	143,560	43,496	529,878	-52,511
	SUBTOTAL (10-80)	2,888,920	2,827,426	161,543	49,587	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	161,543	49,587	3,573,952	-61,493

EPD Project Selection: FTA issued a Letter of Intent (LOI) for an FFGA on May 2022 which noted a budget for \$3,635 million. Under the LOI, the Project has two years within which to execute the FFGA.

Current Proposed FFGA Budget: The current proposed FFGA budget is \$3,573 million, \$61.493 million less than the EPD Project Selection. The delta is related to pre-authority expenditures (before May 2022), which are not considered eligible FFGA costs.

Commitments: Commitments increased by \$700K this period to \$161.5 million. The increase is largely related to modifications in AUA Contract.

Expenditures: Expenditures from May 2022 through August 2023 are \$49.6 million, increased by \$9.3 million from the previous month.

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

Cost Contingency

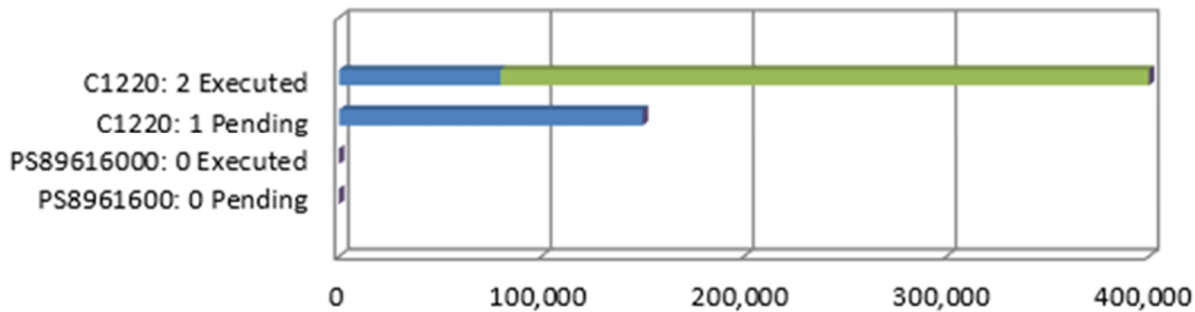
Metro's Cost Contingency Drawdown and Analysis will be developed based on the findings of the risk assessment run by Metro in November 2023. Those values will be incorporated into the formal FFGA application via the EPD Program application.

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

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

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	AUA - C1220			PDB Phase 1 - PS89616000			Total
	2 Executed	1 Pending	Subtotal	Executed	0 Pending	Subtotal	
■ Under \$100K	79,861	150,000	229,861	-	-	-	229,861
■ \$100K to \$250K	-	-	-	-	-	-	-
■ \$250K to \$1M	467,926	-	467,926	-	-	-	467,926
■ Over \$1M	-	-	-	-	-	-	-
Total Contract MODs	547,787	150,000	697,787	-	-	-	697,787
Contract Award Amount	9,044,350		9,044,350	30,979,750		30,979,750	
% of Contract MODs	6.1%			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 awarded to W.A. Rasic on December 1, 2022. There were two modifications executed in the amount of \$547,787 and one pending modification related to pothole power ductbank at Hart Street.

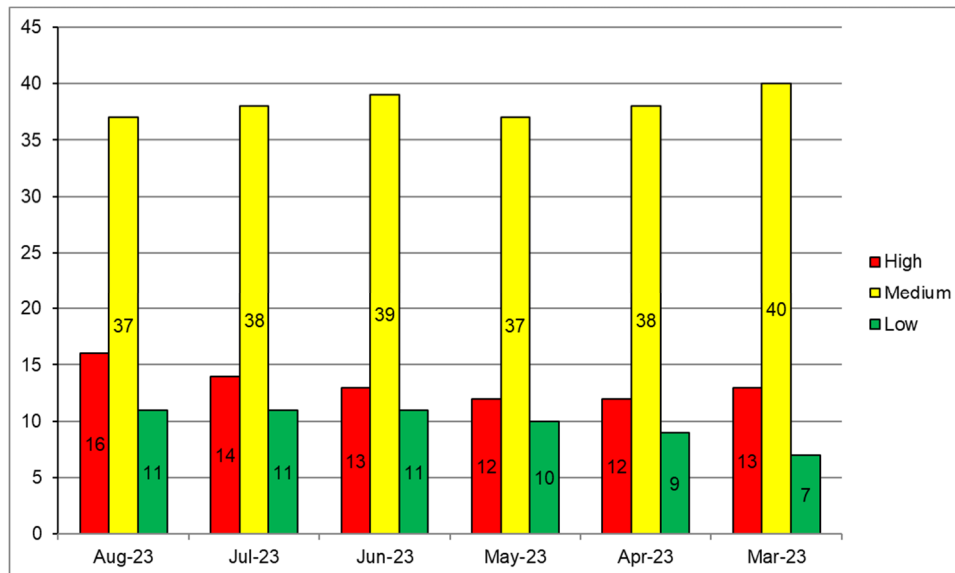
PDB Phase 1 – NTP was awarded to San Fernando Transit Corridor on April 14, 2023. There are currently zero modifications executed.

Risk Management

Metro conducts a recurring monthly internal risk working group to review the Risk Register with input from all corners of the Project including attendance by SFTC. The focus of reviews is to ensure 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 August Risk Working Group identified one new risk. Risk ID 1593 relates to the risk of increased mitigations for parking above the base assumption to accommodate the community. The August Risk Working Group did not recommend any existing risks for closure. A total of sixty-four (64) risks remain to be managed. Of the sixty-four (64) risks, sixteen (16) are scored as high, thirty-seven (37) 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 August 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 SFTC final design and 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)

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

DBE Goal – C1220 AUA#1	23%
Current DBE Commitment Total DBE Committed Dollars divided by Total Contract Value	\$2.289M 25.32%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$1.297M 37.05%

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

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	\$262K 2.74%

DBE Goal – Phase 2 Early Work Packages (EWP) The percentage of funds apportioned to Phase 2 EWP	*15%-35%
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%

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

**DEOD established a preliminary DBE goal range of 15%-35% for the Phase 2 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 July 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 	14.92%
<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 	8.44%
<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 	7.03%

FINANCIAL/GRANT

EAST SAN FERNANDO VALLEY TRANSIT PROJECT STATUS OF FUNDS BY SOURCE

As of August, 2023
(\$ in millions)

SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
Federal Revenue				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 893.5	25.00%	\$ -	0.00%
Section 5339 Alternatives Analysis	\$ -	0.00%	\$ -	0.00%
Federal Revenue Subtotal	\$ 893.5	25.00%	\$ -	0.00%
Local Revenue				
Prop A - Rail Development Account (35%)	\$ 23.4	0.65%	\$ 23.4	0.65%
Measure R - Transit Capital (35%)	\$ 36.3	1.02%	\$ 36.3	1.02%
Measure R - Transit Capital (35%)	\$ 182.0			
Measure R - Highway Projects (20%)	\$ 49.4	1.38%	\$ -	0.00%
Prop C - Discretionary (40%)	\$ 110.0	3.08%	\$ 110.0	3.08%
Prop C - Transit-Related Highway (25%)	\$ 201.3	5.63%	\$ -	0.00%
Local Agency Transit Project Contributions	\$ 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%
Local Revenue Subtotal	\$ 1,580.2	44.21%	\$ 1,147.5	32.11%
State Revenue				
Traffic Congestion Relief Program Funds (TCRP)	\$ -	0.00%	\$ -	0.00%
Transit and Intercity Rail Capital Program (TIRCP)	\$ 805.0	22.52%	\$ 805.0	22.52%
Interregional Improvement Program Funds (IIP)	\$ 5.6	0.16%	\$ 5.6	0.16%
Regional Improvement Program Funds (RIP)	\$ 196.6	5.50%	\$ 196.6	5.50%
Other State Revenue	\$ 18.2	0.51%	\$ 18.2	0.51%
SB1 - Local Partnership Program	\$ 74.9	2.10%	\$ 74.9	2.10%
State Revenue Subtotal	\$ 1,100.3	30.79%	\$ 1,100.3	30.79%
TOTAL SOURCES	\$ 3,574.0	100.00%	\$ 2,247.7	62.89%

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

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. Continuing meetings with the PDB contractor are planned. CEQA clearance of the priority parcels is expected in October 2023 with NEPA clearance expected by November 2023.

LRVs

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

As addressed above in Major Procurements, the effort is expected to first contract with an experienced consultant team that will assist Metro in developing the technical aspects of a new LRV order. The scope will include consideration of Metro's current inventory, latest industry technologies, determining if options should be pursued, and if so, how many, technical specification reviews and updates, etc. This consultant is anticipated to begin in fall 2023.

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

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

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

QUALITY ASSURANCE

August status:

- Continued to implement Quality Management Oversight (QMO) to evaluate Contractor's / W.A. Rasic's (WAR) Performance of AUA contract.
- All Construction Assessments for WAR have been closed in QMO.
- Continued to perform QMO Awareness training & Workshop presentation sessions for ESFV Project Team.
- Continue to receive WAR's monthly Quality Records.
- Participated in weekly Internal Metro and Construction Progress Meetings.
- Participated in weekly Contractor's Quality Meetings.
- PDB Project Quality Program Manual is rejected. Waiting for Resubmittal from the Contractor.
- Design Quality Manager for the PDB Contract has been submitted to Metro and the submittal was approved.

ENVIRONMENTAL

The following activities took place in August:

- Conducted field environmental training and monitoring for AUA Package 1.
- Reviewed AUA general requirement submittals for contract compliance.
- Meeting with FTA to review comments on the First Quarterly Mitigation Measures Status Report (First Quarter 2023).
- Submitted the Second Quarter 2023 Mitigation Measures Status Report to the FTA.
- Reviewed the Draft Phase I Environmental Site Assessment Report.
- Reviewed the Draft Phase II Environmental Site Investigation Report.

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. 9 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 Bl and Vanowen St are on-going, as well as for the geotechnical exploration work and upcoming potholing activity in the Panorama City community. 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 Bl between Van Owen and Vose Streets.

- Construction notices were delivered door-to-door to stakeholders for ¼ of mile around the AUA 1 construction work activities involving the directional closure of Vanowen, additionally the notices were emailed to approximately 2,800 stakeholders.
- For an additional phase of the AUA 1 construction work activities, advance outreach and coordination efforts were conducted to business stakeholders directly impacted by driveway access restrictions. Construction notices were delivered door-to-door to stakeholders for ¼ of mile around the AUA 1 construction work activities and the notices were emailed to approximately 2,800 stakeholders.

AUA 8 Geotechnical Field Exploration on Van Nuys Blvd between Rayen and Parthenia, Parthenia West to Tobias South

- Construction notices were delivered door-to-door to 10 businesses and 4 street vendors located within the street block of the activity of the upcoming geotechnical field exploration work activity on Vesper Av, between Chase St and Parthenia St, and Tobias Av, just south of Parthenia St. Additionally, the notice was emailed 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 also participated in Councilmember Monica Rodriguez's Summer Movie Nights event in Pacoima and Panorama High School's Back to School Night event in Panorama City by hosting an informational booth and distributing project literature to community members. The CRMP team has also coordinated with Pacoima Beautiful to provide a project presentation at their Community Inspectors Weekly Meeting in September. The CRMP team continues to plan for Fall community meetings, which will include one in-person community meeting hosted in Arleta and one meeting hosted virtually. Project materials and presentation will be provided in English and Spanish.

Community Leadership Council

The CRMP has concluded its Community Leadership Council (CLC) interviews and has selected 15 stakeholders to serve on the CLC. Those selected to serve on the CLC represent various stakeholder groups along the alignment: businesses, CBO's, neighborhood councils, etc. CLC members will be onboarded beginning mid-September. We will hold a CLC orientation in October for all CLC members.

METRO ART

The following activities took place by the end of August:

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

SAFETY AND SECURITY

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

Although no safety incidents were recorded in August, 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 August, we have approximately worked 12250 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