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TO: Distribution

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SUBJECT: East San Fernando Valley LRT Project  
January 2023 Monthly Project Status Report

Enclosed is the inaugural 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 January, 27, 2023.

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

enclosure

Los Angeles County  
Metropolitan Transportation Authority

# East San Fernando Valley Light Rail Transit MONTHLY PROJECT STATUS REPORT

*JANUARY 2023*

An illustration of a city street scene featuring a light rail train. The train is yellow and black with 'Metro' and 'M' logos. It is on a street with cars, palm trees, and buildings. A large black banner with white text is overlaid on the scene.

**Next stop: light rail for the Valley.**

**EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT**



# **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).

**January 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:

- 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 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 FTA-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.

Progressive Design Build (PDB) Contract: In procurement

- 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.

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

- Package 1 of 8 planned to define adjustments to underground utilities; the scope is focused on Los Angeles Department of Water and Power (LADWP) infrastructure but includes other prominent services adjusted because of the new LADWP alignment. NTP is anticipated in February 2023. The schedule is 11 months. This construction scope is limited to Package 1.

Environmental Support Services: Incumbent ICF

- 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.

Solar Energy Public Private Partnership (P3): Incumbent PCS Energy (Awarded)

- 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. NTP is anticipated in February 2023.

## EXECUTIVE SUMMARY

Although not measured formally, design progress has advanced through January 2023 due to action on LADWP power adjustments in the southern portion of the Project. While the gain would be minor in terms of percent complete, it is important to signal a demonstrated posture toward advancing the work whenever practical.

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

### Design Status

Gannett Fleming has been authorized to proceed with designing the balance of the LADWP utility adjustment scopes for power distribution. These designs are expected to be provided to the PDB contractor as Early Works Packages on a piecemeal basis starting upon their NTP. The action is intended to protect the schedule by addressing underground utilities earlier with complete designs allowing construction to commence months in advance of when they otherwise would be allowed.

### Procurement Status

CMSS: A joint venture of Arcadis and Mott MacDonald was awarded the CMSS contract in September 2022 followed by the NTP being released in November 2022. The Joint venture has 10 subcontractors engaged thus far with approximately 20 FTE staff members already on board in various roles.

PDB: Evaluations and selection recommendations are expected to be presented to the Board in February 2023. The black-out remains in place until formally advised otherwise.

Solar P3: PCS Energy have been awarded the contract. NTP was issued in December 2022.

Utility Adjustment Package 1: Contract C1220 was awarded to W.A. Rasic. The contractor is working through the required submittals; NTP was released December 2022.

### Construction Status

Field activity has thus far been limited to surveying, potholing, and related hazardous materials investigations. While those activities will likely spur more of the same through designs of the balance of LADWP power designs, as discussed above, W.A. Rasic is expected to initiate its field efforts shortly.

Community Relations staff are now planning a campaign to advise of the construction activity limited to the southern portion of the alignment. The first community meetings are scheduled for mid-February when announcements will signal the start of construction.



Contact with officials at Champs Charter and Valley Charter High Schools were also made to alert students and parents of impending construction activity.

### **Schedule Summary**

The project schedule is undergoing a comprehensive update to incorporate status and cumulative developments since its original publishing.

Detailed sub-schedules are being assembled to ensure details are consistent and reflective of the scope. Assembly of the sequences is now being explored to determine the most appropriate construction phasing given updated information.

Correlation of the cost estimate to the schedule is also being verified. Like the details discussed above, consistency, vis-a-vis schedule and estimate, must be demonstrated. In a few months, this effort must also be evaluated with the PDB contractor's schedule.

The process will continue to yield a practical critical path. Thereafter, we will test it against the contractor's views, our cost estimate, and limited modeling of the schedule to include prominent schedule risks.

Another focus of the update is centered on the tasks associated with assembling all components of the Full Funding Grant Agreement (FFGA) in support of a May 2024 execution of the document.

Allowing for several months of review and assessment by PMOC, FTA, and Congressional Staff, we are targeting December 1, 2023, to wrap up our FFGA portrait; ten months and counting.

### **Costs**

The EPD award in May 2022 indicated a budget of \$3,635 million would be acceptable to the FTA. This value was generated from the PMOC risk assessment and reflects the 65th percentile from the cost risk model. However, in December 2021, Metro's EPD application indicated a budget of \$2,812 million, and a path to funding that need was provided. The \$900+ million increase in budget posed a considerable climb for Metro. However, another path to sufficient funding was developed.

Also, 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 edited 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 as confidence in Metro landing the grant was high.

The Project continues its exploring of threats to budget with an aim of reducing the exposures and thus reducing their requirements. Notable progress in this regard has been shown over the past few months driven by various strategies to manage specific risks. However, as shared previously, the Project has yet to reflect such progress in the current forecasts of the Monthly Cost Report. We plan to gather projected risk reductions after thorough monitoring confirms a downward trajectory of their exposures.

**Risk Management**

While some specific risks have seen downward movement as discussed above, others have increased gone the other way. And new risks have also been added to the register.

Summary of Risks

One new risk was identified during the monthly Risk Register working group. This is ID# 1578 which is an opportunity that budget allocated for the IPMO could be shifted for use in acquisition of property that would be Metro owned, as a secondary mitigation measure. One risk was identified for closure during the monthly Risk Register working group. This is ID# 1329 which was a threat that delivery of long-lead utility components would be delayed. The final procurements are being planned and lead time allotted in the schedule.

A total of fifty-nine (59) risks remain to be managed. Of the fifty-nine (59) risks, thirteen (13) are scored as high, forty (40) as medium, and six (6) as low. The next ESFV Monthly Risk Register Workshop is scheduled for February 24, 2023.

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 January 2023</b>			
<b>Risk ID</b>	<b>Risk Description</b>	<b>Risk Score</b>	<b>Action Items</b>
1364	Risk that construction of the project results in business owner impacts which increases costs through required mitigation measures. (during construction TMP, noise, signs)	20	1. Community outreach. 2. Establish a budget for offsetting stakeholder issues.
1331	Risk that advanced utility adjustments (AUAs) and protect in place (PIP) take longer than expected or result in additional cost.	20	1. Advance design & define scope. 2. Look to transfer elements to PDB to reduce impacts. 3. CMSS / Metro Scheduler to review construction schedules.
1335	Risk that known utility work during construction is more costly and/or requires more time than anticipated.	18	1. Continue potholing. 2. Advance design & define scope.
1429	Risk that the process for relocations / condemnations of businesses may be longer than anticipated and delay contractor access. (18 @ MSE & 10 TPSSs)	15	1. Reviewing relocations with full-takes.
1432	Risk of craft labor shortage, exacerbated by volume of work in area leading up to Olympics, results in lower productivity and extended schedule.	14	1. Have Cost Working Group and CMSS develop plan to monitor costs / escalation of craft labor. 2. Negotiate GMP. 3. Monitor markets and staffing plan.

## **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. The numerous contracts planned have begun to be awarded with NTPs anticipated shortly thereafter to kick off the field process.

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

### LADWP Undergrounding Request

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

The Project views the request as a significant threat to schedule and costs. The Project is studying options to reduce the anticipated costs and schedule implications.

Continued interface with LADWP officials (including executives of both organizations), are planned. A detailed cost estimate and schedule impact assessment are underway to aid in these discussions.

Concerns of environmental clearance are also on the table as the undergrounding scope was not contemplated in the Record of Decision. Metro will continue to work with LADWP to better understand the potential impacts undergrounding power has on the Project.

### Condensed FFGA Development

The Expedited Project Delivery (EPD) program requires execution of the FFGA within two years of the EPD Award (May 2024). This is one-half the time of a comparable Capital Investment Grant (CIG) Project administered by the FTA.

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 and assessment by FTA and congressional staff.

With the commitment to be timely, Metro and the Project are working to accelerate every step of defining scope, developing a practical yet flexible schedule, identifying and managing risks, negotiating a realistic budget, and securing funding to match cashflow requirements.

The Project will continue to focus on effective planning, securing experienced management and technical talent, and building long-term partnerships with stakeholders to meet the FFGA requirements and thereafter deliver the Project as planned.

Timing of FFGA and PDB Negotiated Phase 2 Costs

The current timing of the FFGA and the negotiation of the Phase 2 portion of the PDB contract places the FFGA ahead of the Guaranteed Maximum Price (GMP). Metro expects that two Opinions of Probable Costs (OPC) will be presented by the PDB contractor before the FFGA is finalized. They will establish parameters that frame the likely total costs but not the GMP itself.

Therefore, the earlier FFGA must demonstrate flexibility in schedule and cost to predict values ahead of finalized contracts. At the same time, Phase 2 negotiations of the PDB contract will have a delineated cap on both schedule and costs that should serve the Project well through the PDB negotiations.

Project Construction Photos



Traffic Control for Operation to mark Phase II Hazardous Materials Boring Location and check for the Underground Utility Conflict



Operation to mark Phase II Hazardous Materials Boring Location DYE21-30 and check for Underground Utility Conflict

## PROJECT UPDATE

### PROJECT SCHEDULE

#### **Overview**

As discussed in the Executive Summary, the Project Master Schedule is enduring a comprehensive update. The update has revealed pressure on the RSD from events early-on in the schedule, namely the reconciliation of the underground utilities.

Those pressures are also coupled with the task of adding float to the schedule in a manner that reflects the schedule side of the risk assessment. These dynamics will likely remain fluid until the same are addressed with the PDB contractor in the Phase 2 negotiations.

In the meanwhile, the Project continues to study the available phasing options subsequent to completion of the underground utilities to improve the flow of work through a series of very similar operations laid across 6.7 miles of double tracking.

The current update will be completed in early March 2023. Notable improvements will be evident in the level of detail of most operations, the inclusion of fresh sequences related to the procurement of light rail vehicles, and the timing of the Maintenance and Storage Facility relative to the building of the guideway. Long-lead procurements will also note updates where action early-on may be warranted to prevent foreseeable downstream delays.

**PROJECT COST**

**Project Cost Analysis – 865521**

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

SCC CODE	DESCRIPTION	APPROVED BUDGET AT EPD PROJECT SELECTION	CURRENT PROPOSED FFGA BUDGET	COMMITMENTS	EXPENDITURES	FORECAST PROPOSED FFGA BUDGET	VARIANCE
		A	B	C	D	E	E - A
10	GUIDEWAYS & TRACK ELEMENTS	191,137	191,137	0	0	191,137	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	122,600	122,600	0	0	122,600	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	268,706	268,706	0	0	268,706	0
40	SITework & SPECIAL CONDITIONS	917,100	915,338	12,156	1,153	915,338	-1,762
50	SYSTEMS	259,779	259,779	0	0	259,779	0
	<b>CONSTRUCTION SUBTOTAL (10-50)</b>	<b>1,759,323</b>	<b>1,757,561</b>	<b>12,156</b>	<b>1,153</b>	<b>1,757,561</b>	<b>-1,762</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	334,396	327,176	589	14	327,176	-7,220
70	VEHICLES	212,812	212,812	0	0	212,812	0
80	PROFESSIONAL SERVICES	582,389	529,878	49,536	16,410	529,878	-52,511
	<b>SUBTOTAL (10-80)</b>	<b>2,888,920</b>	<b>2,827,426</b>	<b>62,281</b>	<b>17,577</b>	<b>2,827,426</b>	<b>-61,493</b>
90	UNALLOCATED CONTINGENCY	686,526	686,526	0	0	686,526	0
100	FINANCE CHARGES	60,000	60,000	0	0	60,000	0
	<b>TOTAL PROJECT (10-100)</b>	<b>3,635,445</b>	<b>3,573,952</b>	<b>62,281</b>	<b>17,577</b>	<b>3,573,952</b>	<b>-61,493</b>

EPD Project Selection: FTA issued a Letter of Intent (LOI) on May 2022 for \$3,635 million and 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 is not considered eligible FFGA cost. The Project is working toward reducing project risks as Project information advances before finalizing the Project cost.

Commitments: Commitments from May 2022 through January 2023 are \$62.281 million.

Expenditures: Expenditures capture costs from May 2022 through January 2023 are \$17.577 million.

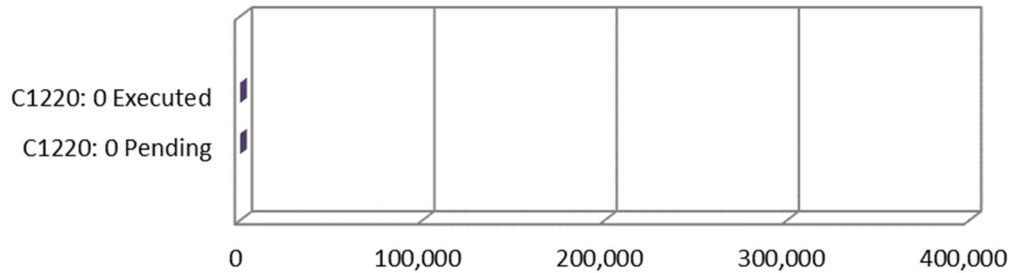
Forecast Proposed FFGA Budget: The forecast proposed FFGA budget remains the same as the current proposed FFGA budget of \$3,573 million.

**Cost Contingency**

Cost Contingency drawdown and analysis will be presented upon FFGA award.

**Summary of Contract Modifications**

**Contract Modifications (MODs) by Cost Level**



	C1220 - AUA#1		Total
	0 Executed	0 Pending	
■ Under \$100K	-	-	-
■ \$100K to \$250K	-	-	-
■ \$250K to \$1M	-	-	-
■ Over \$1M	-	-	-
<b>Total Contract MODs</b>	-	-	-
<b>Contract Award Amount</b>	<b>9,044,350</b>	<b>9,044,350</b>	
<b>% of Contract MODs</b>	<b>0.0%</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 negotiation.

C1220 – AUA#1 was awarded the contract to W.A. Rasic construction on December 1, 2022, and anticipates NTP in February 2023. There are currently zero modifications executed.



## **Risk Management**

The Risk Team is quite busy as of late. Review and update of the complete register have been completed with adjustments entered into the current register (January 2023). Ownership of risks have also been adjusted to better define the participation of team members

Reviews of the register with FTA/PMOC have been 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.

Participation in managing select risks will include the Progressive Design Build Contractor (PDB) upon their NTP (anticipated in spring 2023). The PDB will participate in risk management effort on those risks specifically identified for such participation.

## DISADVANTAGED BUSINESS ENTERPRISE (DBE)

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

### Contract

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

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

## PROJECT LABOR AGREEMENTS (PLA)

Alignment of Contract C1220 – AUA #1 to the PLA has been completed.

Action on the PLA alignment to the PDB Contract awaits the successful negotiation of Phase 2.

## FINANCIAL/GRANT

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

(\$ in millions)

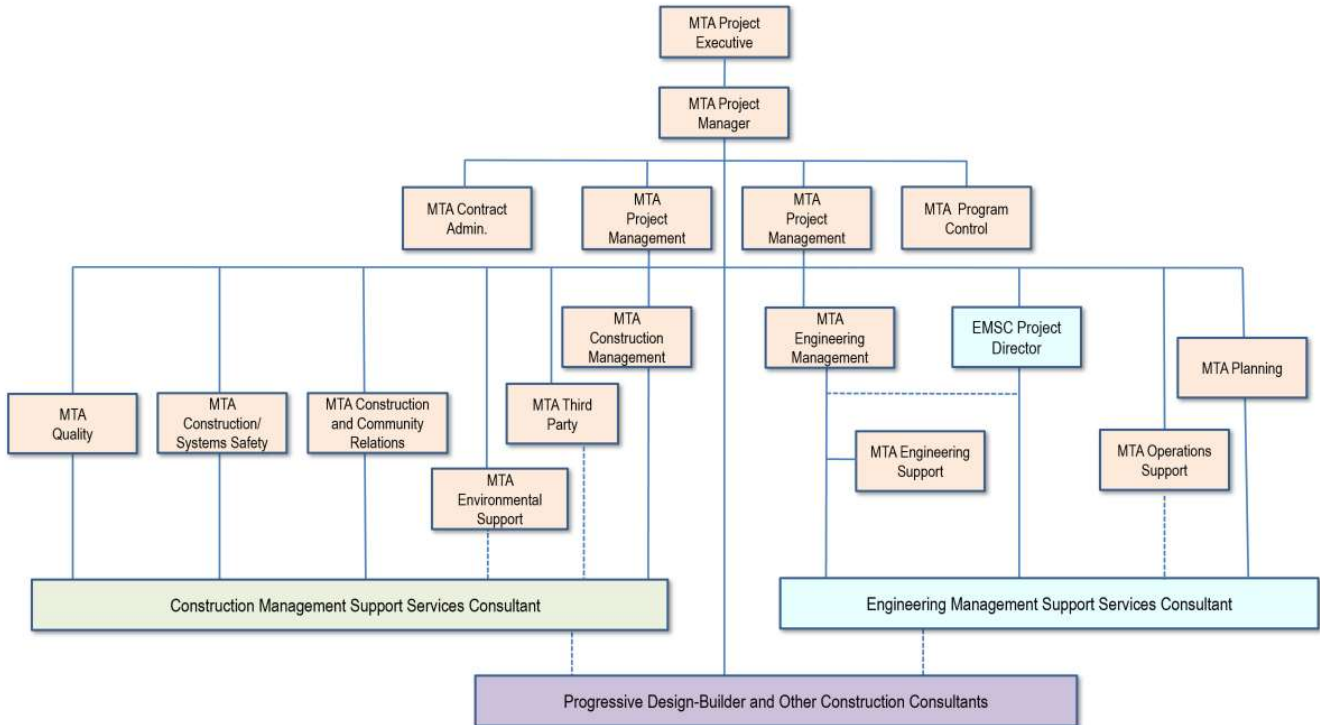
SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
<b>Federal Revenue</b>				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 908.8	25.42%		0.00%
Section 5339 Alternatives Analysis	\$ 1.0	0.03%	\$ 1.0	0.03%
<b>Federal Revenue Subtotal</b>	<b>\$ 909.7</b>	<b>25.44%</b>	<b>\$ 1.0</b>	<b>0.03%</b>
<b>Local Revenue</b>				
Prop A - Rail Development Account (35%)	\$ 40.9	1.14%	\$ 40.9	1.14%
Measure R - Transit Capital (35%)	\$ 250.5	7.01%	\$ 250.5	7.01%
Measure R - Highway Projects (20%)	\$ 30.0	0.84%	\$ 30.0	0.84%
Prop C - Discretionary (40%)	\$ 110.0	3.08%	\$ 110.0	3.08%
Prop C - Transit-Related Highway (25%)	\$ 193.8	5.42%	\$ 193.8	5.42%
Local Agency Transit Project Contributions	\$ 120.9	3.38%	\$ 120.9	3.38%
Measure M - Transit Construction (35%)	\$ 810.5	22.67%	\$ 810.5	22.67%
<b>Local Revenue Subtotal</b>	<b>\$ 1,556.6</b>	<b>43.54%</b>	<b>\$ 1,556.6</b>	<b>43.54%</b>
<b>State Revenue</b>				
Traffic Congestion Relief Program Funds (TCRP)	\$ 27.0	0.76%	\$ 27.0	0.76%
Transit and Intercity Rail Capital Program (TIRCP)	\$ 805.0	22.51%	\$ 805.0	22.51%
Interregional Improvement Program Funds (IIP)	\$ 3.7	0.10%	\$ 3.7	0.10%
Regional Improvement Program Funds (RIP)	\$ 198.5	5.55%	\$ 198.5	5.55%
SB1 - Local Partnership Program	\$ 74.9	2.10%		0.00%
<b>State Revenue Subtotal</b>	<b>\$ 1,109.1</b>	<b>31.02%</b>	<b>\$ 1,034.1</b>	<b>28.92%</b>
<b>TOTAL SOURCES</b>	<b>\$ 3,575.4</b>	<b>100.00%</b>	<b>\$ 2,591.8</b>	<b>72.49%</b>

NOTES: Total sources include a Pre-authority amount of \$61.5 million and exclude finance charges of \$60 million. In the subsequent reporting, total sources will reflect the proposed EPD budget of \$3,573.95 million.

## PROJECT ORGANIZATION AND STAFFING

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

### East San Fernando Valley Transit Corridor Responsibility and Reporting Matrix



An overview of staffing will be provided in the coming months under this section of the report.

## REAL ESTATE

Real Estate has had its scheduled start of field work delayed by later than planned contracting for appraisal and acquisition / relocation resources. These delays were due to insufficient VCM resources to secure the contract services. Release of NTP to several contractor teams is now expected to be released in early March 2023.

An update of the RE acquisition effort is underway by the RE team who have coordinated with those performing the Project Schedule update. The March 3 forecast of the Project Schedule will also include the known RE adjustments.

Environmental clearance of a number of parcels identified as priority acquisitions remain outstanding. Forecasts for these late clearances indicate delivery of access may be impacted if not reconciled promptly.

### LRVs

The Project has authorized Operation'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 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 early fall 2023.

The technical elements will then be matched to the commercial terms led by Metro's VCM. The combined elements will have an industry review to receive input and gain perspective on the vehicle market.

The actual new procurement for vehicles is anticipated to begin in fall 2024 with pilot vehicles delivered in spring 2028. Upon acceptance, vehicle production will proceed with the full 34 vehicles delivered in summer/fall 2029.

## ENVIRONMENTAL

Metro accepted the noise and vibration studies submitted by W.A. Rasic as the baseline for their underground power adjustment construction contract. Field work is expected to be underway in February 2023.

Metro environmental have been studying the LADWP request for under grounding power and communication lines in the norther half of the Project and its potential impacts to the ROD. See discussion in the Executive Summary Key Management Concerns above.

## **CONSTRUCTION AND COMMUNITY RELATIONS**

Activities have been centered on getting to know the many communities in and around the Project's 6.7-mile alignment. Staff have canvassed the communities with visits to businesses – big and small – schools, government buildings, and homes. These interfaces are aimed at providing a consistent message from Metro of Project status and plans for the immediate future, as well as over different horizons for future planning purposes.

Metro has also worked with the three Council District Officials impacted by the Project to organize and initiate the local Community Council to assist in communicating and collaborating with stakeholders throughout the duration of construction and the start-up phase.

Two in-person meetings are planned in February 2023 to introduce the Project to the communities and initiate long-term relations to help navigate the challenges that will surface. Additionally, one virtual community meeting is also planned in February to provide a similar forum for those stakeholders who prefer a virtual setting.

## **SAFETY AND SECURITY**

Safety has been focused on providing formal OSHA 10 and OSHA 30 training for the IPMO team in preparation of construction starting in February. The training is an investment made by the Project to demonstrate the importance of Safety as the guiding priority in defining the Project's culture.

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

April 2022                      FTA EPD Project Selection Notification

May 2022                        FTA issued a Letter of Intent (LOI)

November 2022                Arcadis-Mott McDonald (CMSS) NTP

December 2022                WA Rasic NTP  
   PCS Energy NTP