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TO: Distribution

FROM:  Gregory Gastelum
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SUBJECT: East San Fernando Valley LRT Project
May 2023 Monthly Project Status Report

Enclosed is the Monthly Project Status Report for the East San Fernando Valley (ESFV) LRT Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the ESFV LRT Project status for the period ending June 2, 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).

May 2023

TABLE OF CONTENTS

| | |
|--|----|
| PROJECT OVERVIEW..... | 3 |
| EXECUTIVE SUMMARY..... | 7 |
| PROJECT UPDATE..... | 13 |
| PROJECT SCHEDULE..... | 13 |
| PROJECT COST..... | 14 |
| PROJECT COST ANALYSIS – 865521..... | 14 |
| COST CONTINGENCY..... | 15 |
| SUMMARY OF CONTRACT MODIFICATIONS..... | 16 |
| RISK MANAGEMENT..... | 17 |
| DISADVANTAGED BUSINESS ENTERPRISE (DBE)..... | 18 |
| PROJECT LABOR AGREEMENTS (PLA)..... | 19 |
| FINANCIAL/GRANT..... | 20 |
| PROJECT ORGANIZATION AND STAFFING..... | 21 |
| REAL ESTATE..... | 22 |
| LRVs..... | 22 |
| QUALITY ASSURANCE..... | 23 |
| ENVIRONMENTAL..... | 23 |
| CONSTRUCTION AND COMMUNITY RELATIONS..... | 24 |
| SAFETY AND SECURITY..... | 25 |
| APPENDIX..... | 26 |
| CHRONOLOGY OF EVENTS..... | 26 |

PROJECT OVERVIEW

Project Background

The East San Fernando Valley Light Rail Transit Project (Project) is a 6.7-mile at-grade double-track light rail service on Van Nuys Boulevard extending from the south at Oxnard Street to San Fernando Road in the north. The Project includes 11 center-platform stations spaced approximately every $\frac{3}{4}$ mile. A list of the station locations is provided below. Service will be designed to run three-car consists at peak operations with a headway of six minutes.



11 Stations:

- Oxnard Street
- Victory
- Vanowen
- Sherman Way
- Van Nuys/ Metrolink
- Roscoe
- Nordhoff
- Woodman
- Arleta
- Laurel Canyon
- Van Nuys/ San Fernando

Special track configurations will be built into the alignment to enhance operational efficiencies in the event of maintenance or emergency issues along the alignment. A Maintenance and Storage Facility (MSF) will be built west of Van Nuys Boulevard at Keswick Street to house the fleet of 34 light rail vehicles that will be procured to initiate service on the line. The design of the MSF will include provisions for increasing the fleet to meet future growth of light rail in the area; a total of 21 acres is planned for the facility.

Passenger forecasts for 2040 cite 1,487,397 daily trips will occur throughout the 6.7-mile alignment. As the Project is tied into other regional projects underway or in planning, the goal of easing traffic congestion and reducing air pollution in the East San Fernando Valley will be closer to being realized.

The Project configuration is based on years of planning and environmental work that is reflected in the following milestones:

- Metro Board approval of the Alternative Analysis – 2011
- Initiation of the Draft Environmental Impact Statement/Report – March 2013 (Notice of Preparation/Notice of Intent)
- Initiation of Preliminary Engineering (PE) – August 2019
- Metro Board certifies the Final Environmental Impact Report – December 2020
- Federal Transit Administration (FTA) issuance of the Record of Decision – January 2021
- Expedited Project Delivery (EPD) Application – December 2021
- FTA award EPD - May 2022.

Major Procurements

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

General Engineering Support Services: Incumbent Gannett Fleming

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

Systems Engineering Support Services: Incumbent SecoTrans JV

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

Construction Management Support Services: Incumbent AMM JV

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

Environmental Support Services: Incumbent ICF Jones & Stokes

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

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

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

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

- Two-phase contract structured to first establish and negotiate the scope, schedule, and cost basis for taking the Project from a design of approximately 30% to 60%, to a complete design and ultimately its related complete construction. Costs will be negotiated as either a Guaranteed Maximum Price or Fixed Firm Price. The Phase 1 Notice to Proceed (NTP) was awarded April 14, 2023.

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

- Package 1 of 8 planned to define Approved for Construction (AFC) adjustments to underground utilities; the scope is focused on Los Angeles Department of Water and Power (LADWP) infrastructure but includes other prominent services adjusted due to of the new LADWP alignment. The other seven packages will be contracted to SFTC through either Early Work Packages or Phase 2 negotiations.

Light Rail Vehicle Contract: Procurement to start in 2024

- Design, manufacturing, assembly, and testing of 34 light rail vehicles.
- Metro will first secure services of a competitively bid consultant to aid in defining specification and design specifics, as well as industry standards related to the procurement. This effort is now underway with scoping documents completed and procurement is anticipated to start by end of June 2023. Industry-wide review of procurement documents are also planned to ensure all elements are consistent with the current technology, Buy America / Build America regulations, and global LRV markets. An update of the anticipated LRV budget will also be provided by the selected consultant firm.

- Preparations for the selection of a vendor will follow. Procurement is anticipated to start spring 2024 with an NTP in fall 2024. Design, production planning and component/system quality testing will lead through spring 2028. After conditional acceptance of pilot vehicles in late 2028, production and delivery of the balance of vehicles will continue through fall 2029.

Light Rail Vehicle Contract Procurement Schedule

| PROCUREMENT | | | |
|-------------------------------------|--|-----------|-----------|
| VEHICLES | | | |
| VP-A-M000 | LRV CONSULTANT PROCUREMENT | 03-Apr-23 | 30-Sep-23 |
| VP-B-M000 | LRV MANUFACTURING PROCUREMENT | 31-Oct-23 | 29-Oct-24 |
| CONSTRUCTION | | | |
| VEHICLE FABRICATION DELIVERY | | | |
| VP-C-D050 | LRV - VEHICLE FABRICATION & DELIVERY (30 LRV'S) | 05-Jan-25 | 01-Nov-29 |

EXECUTIVE SUMMARY

Design progress continued to advance through May 2023 with action on LADWP power adjustments on AUA Packages 2-7 (AUA 8 is awaiting negotiation), and development of utility composite drawings for all areas. Discussions with both Gannett Fleming and SFTC are underway to explore how utility designs can be further advanced to facilitate a broader entry into utilities' construction.

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

Design Status

Gannett Fleming (GF) has completed final design of AUA Packages 2 & 3. As noted above, designs on the balance of the packages are being accelerated with Gannett Fleming tapping deeper resources from its own ranks as well as its subconsultant team. Design of utility composites to a 60% level have also begun. These designs are expected to be provided to the PDB contractor as Early Works Packages by segment on a piecemeal basis when the Project is ready to negotiate Phase 2 scope. The action is intended to jumpstart underground utilities with complete designs allowing construction to commence earlier than they otherwise would be able.

Construction Status

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

Overall progress is lagging behind the approved baseline schedule owing to exceptionally wet weather at the onset as well as contractor delays associated with quality plans and a concurrent delay related to the re-design of the shoring system. The related Time Impact Analysis by Metro noted a 38-day net non-compensable delay to the contractor's account. Further analysis of the delays indicate available float on the AUA construction scope such that no further delays to the project will result from the 38-day slippage by Rasic.

Schedule Summary

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

The schedule remains a conservative approach to construction that seeks to limit the duration of neighborhood traffic disruptions in any given portion of the alignment. New phasing, and increased productivity in select construction operations will yield a more aggressive pace while maintaining a deliberate and realistic cadence.

In the second half of April, Metro met with SFTC to hold the first of what will be weekly Schedule Working Group meetings throughout Phase 1. These meetings are focused on schedule development that will ultimately feed into the negotiated Phase 2 contract schedule. During its development, Metro will reflect those developments into the Metro Project Schedule for its planning and reporting purposes. This schedule will also be shared with the PMOC to facilitate their reviews on schedule development.

Costs

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

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 revised the Current Budget and Forecast to read \$3,573 million and forwarded records of the same for PMOC review; concurrence was provided. An updated funding plan was also shared, which included \$600 million in California State funding, which was confirmed with an award in January 2023. Slight changes to the funding plan were reported in the May update cycle as shown on Page 9.

The Project continues exploring 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. Metro plans to incorporate updates to risk values after thorough monitoring and investigation confirms a change in their exposures.

There are other costs associated with risks that are being addressed at escalated levels of management. These include issues where technical solutions are not the answer but rather inter-agency collaboration are the means to reconciling the identified exposures.

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

Risk Management

Summary of Risks

The May Risk Working Group did not identify any new risks and did not recommend any existing risks for closure.

A total of fifty-nine (59) risks remain to be managed. Of the fifty-nine (59) risks, twelve (12) are scored as high, thirty-seven (37) as medium, and ten (10) as low.

The next ESFV Monthly Risk Register Workshop is scheduled for June 23, 2023.

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 May 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. |
| 1357 | Third party design approvals (CoLA) – Risk of delayed design approval by CoLA could delay construction NTP. | 16 | 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. |
| 1429 | Risk that the process for relocations / condemnations of businesses may be longer than anticipated and delay contractor access. (18 @ MSE & 10 TPSSs) | 15 | Reviewing relocations with full-takes. |

Key Management Concerns

Real Estate Delays

Contracting for appraisal firms to support the acquisition process has been problematic. Delays were encountered as Metro was unable to advance the procurements as planned for the multiple teams needed to initiate the field work required to review properties onsite. NTPs for these essential resources were released and formal acquisitions have begun. The late start will be monitored for potential impacts with mitigations employed where practical.

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

Task orders for real estate and fixtures/equipment appraisals for the sixteen MSF parcels have been issued. Appraisal inspections have been completed for fourteen of these parcels. The final two inspections are scheduled for mid-June 2023. Appraisers are under contract for the appraisal of three of the TPSS sites and Notice of Decision to Appraise (NDA) letters are expected to go out in June 2023.

LADWP Undergrounding Request

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

The Project viewed the request as a significant threat to schedule and costs. The Project in concert with LADWP studies options to reduce the anticipated costs and schedule implications. Concerns of environmental clearance were also in question as the undergrounding scope was not contemplated in the Record of Decision.

Briefings with LADWP officials (including executives of both organizations), were held to review status. A detailed cost estimate and schedule impact assessment were prepared to aid in communicating the issues.

The issue was escalated to executive management of both organizations in seek of resolution. The parties agreed to defer the undergrounding of power lines with a provision that Metro seek to design additional longitudinal space within the traffic lanes to accommodate service trucks required for above grade power lines maintenance.

Condensed FFGA Development

The Expedited Project Delivery (EPD) program requires execution of the FFGA within two years of the EPD Award (May 2024).

In support of the May 2024 milestone, all preparatory work by Metro must be completed by December 1, 2023, to allow sufficient opportunity for review, assessment, and approval by FTA and congressional staff.

With the commitment to be timely, all parties are working to be creative in accelerating every step of defining scope, developing a practical two-heading schedule, identifying, allocating, and managing risks, negotiating a realistic budget, and securing funding to match cashflow requirements.

Timing of FFGA and PDB Negotiated Phase 2 Costs

The current timing of the FFGA and the negotiation of the Phase 2 portion of the PDB contract places the FFGA ahead of the Guaranteed Maximum Price (GMP). Metro expects that two Opinion of Probable Costs (OPC) will be presented by the PDB contractor before the FFGA is finalized.

Therefore, the earlier FFGA must demonstrate flexibility in schedule and cost to predict values ahead of finalized PDB contracts.

Project Construction Photos



W.A. Rasic crew assembled second shoring box for Vault 6940



Second shoring box for Vault 6940 is transferred near the trench



Southern California Gas Company: Relocation of gas line at 7654 N. Van Nuys Blvd – Testing of the new gas line



Gregg Drilling: taking core sample for soil analysis at Covello and N. Van Nuys Blvd.

PROJECT UPDATE

PROJECT SCHEDULE

Metro, in collaboration with SFTC, is continuing the comprehensive update of the schedule to include a second heading on many operations. The update is intended to shorten the overall schedule with increased resources and expedited efforts.

These updates begin with design which is primarily focused on underground utility adjustments. These adjustments include relocations, protection, insertion of new power and communication vaults and duct banks, and general adjustments to accommodate all services while adding altogether new underground services associated with the LRT Guideway.

Design resources are being added to expedite designs associated with the LADWP underground power infrastructure as well as the Utility Composite designs underway with Gannett Fleming. These designs are planned to accelerate packaged sets of construction for negotiation via the Early Works Package facility of the SFTC contract.

Organization of the field work zones are also being reformulated to dissect work into more specific (and smaller) geographic areas. These measures will allow for effective start and finish of these areas for underground utility work earlier than originally portrayed.

The interface between utility adjustments and the subsequent building of the LRT Guideway remains the key to ensuring an efficient overall operation. While the size of these segments are becoming smaller, the intent of addressing all utility adjustments followed by equally sized guideway construction allows street restoration to occur, thus wrapping-up the most disruptive elements of the Project as viewed by stakeholders on the alignment.

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

With progress on the cost estimate, adjustments of productivity are also being identified and refined for inclusion in activity durations.

Progress and momentum with the schedule are growing. Continued steady work among all parties is required and planned through incremental overall gains.

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 | 13,760 | 1,958 | 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 | 13,760 | 1,958 | 1,757,561 | -1,762 |
| 60 | ROW, LAND, EXISTING IMPROVEMENTS | 334,396 | 327,176 | 954 | 86 | 327,176 | -7,220 |
| 70 | VEHICLES | 212,812 | 212,812 | 0 | 0 | 212,812 | 0 |
| 80 | PROFESSIONAL SERVICES | 582,389 | 529,878 | 122,644 | 26,929 | 529,878 | -52,511 |
| | SUBTOTAL (10-80) | 2,888,920 | 2,827,426 | 137,358 | 28,973 | 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 | 137,358 | 28,973 | 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 \$10.9 million this period to \$137.4 million. The increase is largely related to increased Gannett Fleming work scope via change orders.

Expenditures: Expenditures from May 2022 through May 2023 are \$29.0 million, increased by 4.8 million from the previous month.

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

Cost Contingency

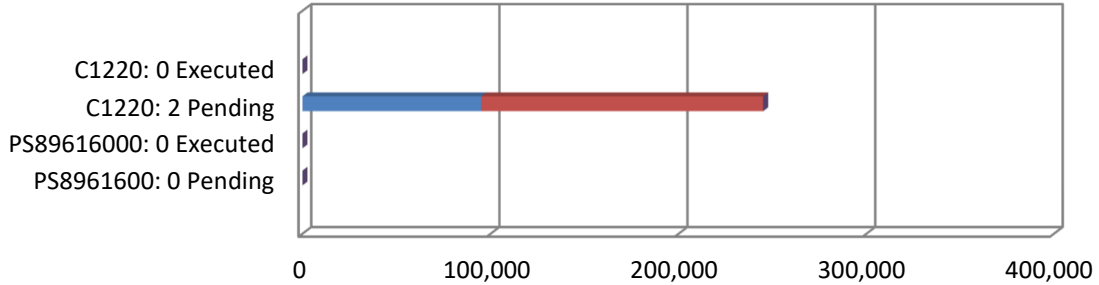
Metro's Cost Contingency Drawdown and Analysis will be developed based on the findings of the risk assessment run by Metro in November 2023. Those values will be incorporated into the formal FFGA application via the EPD Program application.

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

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

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



| | AUA - C1220 | | | PDB Phase 1 - PS89616000 | | | Total |
|------------------------------|------------------|----------------|------------------|--------------------------|-----------|-------------------|----------------|
| | 0 Executed | 2 Pending | Subtotal | Executed | 0 Pending | Subtotal | |
| Under \$100K | - | 95,000 | 95,000 | - | - | - | 95,000 |
| \$100K to \$250K | - | 150,000 | 150,000 | - | - | - | 150,000 |
| \$250K to \$1M | - | - | - | - | - | - | - |
| Over \$1M | - | - | - | - | - | - | - |
| Total Contract MODs | - | 245,000 | 245,000 | - | - | - | 245,000 |
| Contract Award Amount | 9,044,350 | | 9,044,350 | 30,979,750 | | 30,979,750 | |
| % of Contract MODs | 0.0% | | | 0.0% | | | |

Note:

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

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

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

Risk Management

Metro conducts a recurring monthly internal risk working group to review the Risk Register with input from all corners of the Project. The focus of reviews is to ensure an effective posture toward managing risks is in-place.

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.

Participation in managing select risks will include the Progressive Design Build Contractor (PDB). The initial Risk Working Group including PDB was held on May 10, 2023. The PDB will participate in risk management efforts 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 PS89616001, East San Fernando Valley Light Rail Transit Line Project – Phase 1 – Preconstruction Services of the Progressive Design-Build

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

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

PROJECT LABOR AGREEMENTS (PLA)

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

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

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

(Reported Data as of May 2023)

| | |
|--|---------------|
| <ul style="list-style-type: none"> ● Targeted Worker Goal – Construction work to be performed by residents from Economically Disadvantaged Area of LA County | 40.00% |
| <ul style="list-style-type: none"> ● Targeted Worker Current Attainment | 32.10% |
| <ul style="list-style-type: none"> ● Apprentice Worker Goal – Construction work to be performed by Apprentices | 20.00% |
| <ul style="list-style-type: none"> ● Apprentice Worker Current Attainment | 0.00% |
| <ul style="list-style-type: none"> ● Disadvantaged Worker Goal – Construction work to be performed by Disadvantaged Workers whose primary place of residence is within LA County | 10.00% |
| <ul style="list-style-type: none"> ● Disadvantaged Worker Current Attainment | 0.00% |

FINANCIAL/GRANT

EAST SAN FERNANDO VALLEY TRANSIT PROJECT STATUS OF FUNDS BY SOURCE

As of June, 2023

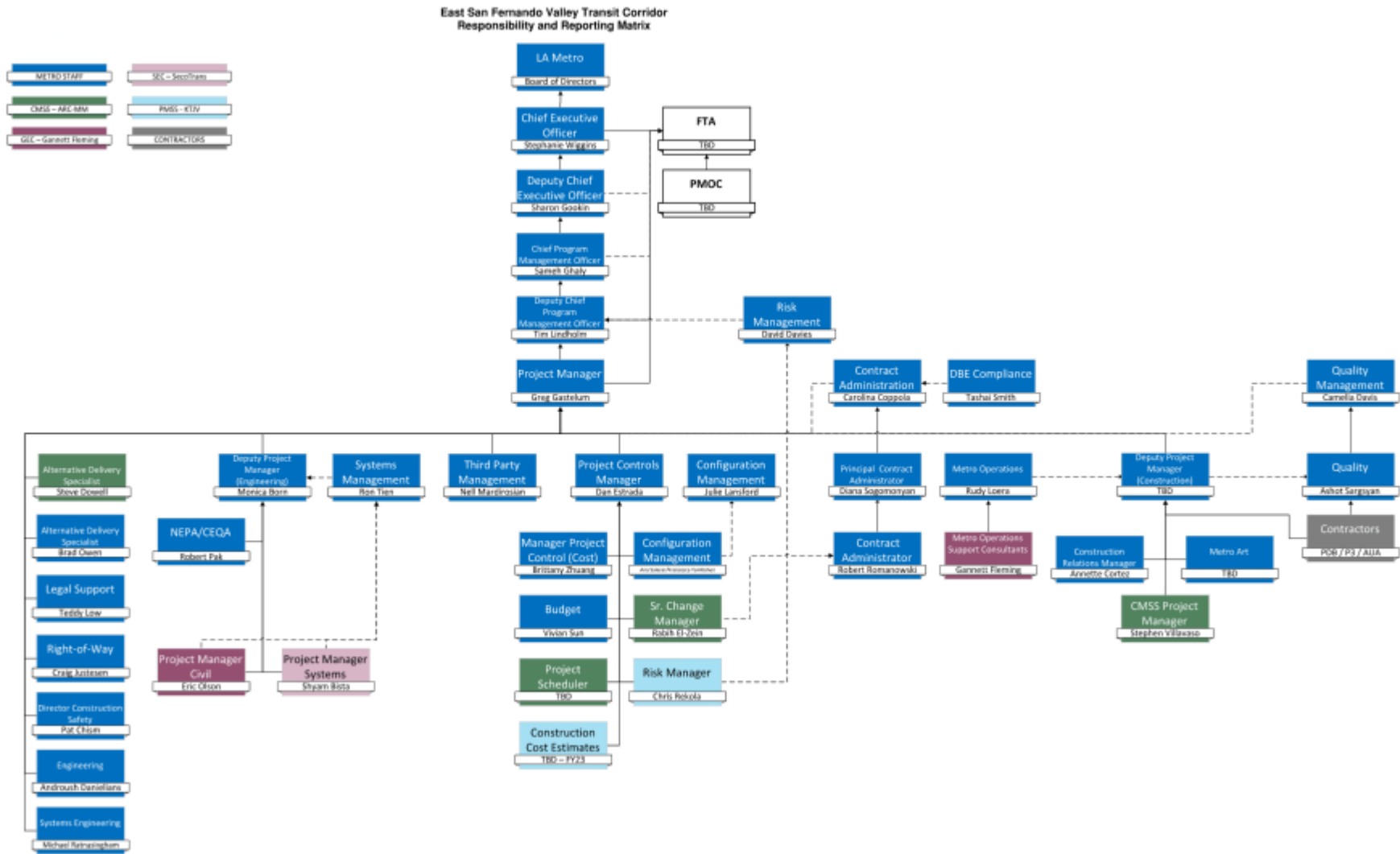
(\$ in millions)

| SOURCES | TOTAL FUNDS ANTICIPATED | | TOTAL FUNDS AVAILABLE | |
|--|-------------------------|----------------|-----------------------|---------------|
| | \$ | % | \$ | % |
| Federal Revenue | | | | |
| Section 3005(b) Expedited Project Delivery Pilot Program | \$ 908.8 | 25.43% | \$ - | 0.00% |
| Section 5339 Alternatives Analysis | \$ - | 0.00% | \$ - | 0.00% |
| FTA Community Project Funding | \$ 5.0 | 0.14% | \$ 5.0 | 0.14% |
| Federal Revenue Subtotal | \$ 913.8 | 25.57% | \$ 5.0 | 0.14% |
| Local Revenue | | | | |
| Prop A - Rail Development Account (35%) | \$ 12.7 | 0.35% | \$ 12.7 | 0.35% |
| Measure R - Transit Capital (35%) | \$ 218.3 | 6.11% | \$ 36.3 | 1.02% |
| Measure R - Highway Projects (20%) | \$ 49.4 | 1.38% | \$ - | 0.00% |
| Prop C - Discretionary (40%) | \$ 105.0 | 2.94% | \$ 105.0 | 2.94% |
| Prop C - Transit-Related Highway (25%) | \$ 201.3 | 5.63% | | 0.00% |
| Local Agency Transit Project Contributions | \$ 120.9 | 3.38% | \$ 120.9 | 3.38% |
| Measure M -Transit Construction (35%) | \$ 810.5 | 22.68% | \$ 810.5 | 22.68% |
| Measure M -Transit Construction (35%) | \$ 60.0 | 1.68% | \$ 60.0 | 1.68% |
| Local Revenue Subtotal | \$ 1,578.1 | 44.16% | \$ 1,145.4 | 32.05% |
| State Revenue | | | | |
| Traffic Congestion Relief Program Funds (TCRP) | \$ - | 0.00% | \$ - | 0.00% |
| Transit and Intercity Rail Capital Program (TIRCP) | \$ 805.0 | 22.52% | \$ 805.0 | 22.52% |
| Interregional Improvement Program Funds (IIP) | \$ 3.7 | 0.10% | \$ 3.7 | 0.10% |
| Regional Improvement Program Funds (RIP) | \$ 198.5 | 5.55% | \$ 198.5 | 5.55% |
| SB1 - Local Partnership Program | \$ 74.9 | 2.10% | \$ 74.9 | 2.10% |
| State Revenue Subtotal | \$ 1,082.1 | 30.28% | \$ 1,082.1 | 30.28% |
| TOTAL SOURCES | \$ 3,574.0 | 100.00% | \$ 2,232.5 | 62.47% |

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

PROJECT ORGANIZATION AND STAFFING

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



REAL ESTATE

Metro Real Estate continues to coordinate with project schedulers and the Engineering Team to update the right of way schedule to incorporate the priority parcels identified by the project team. Project team have scheduled a meeting with Metro Real Estate and PDB contractor to discuss priority parcels. CEQA clearance of the priority parcels is expected in August 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 early fall 2023.

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

In March, 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 June 2023 and the commencement of the consultant in September 2023.

QUALITY ASSURANCE

May status:

- Continued to implement Quality Management Oversight (QMO) to evaluate Contractor's / W.A. Rasic's (WAR) Performance of AUA contract.
- Worked with WAR to close remaining Construction Assessments in QMO. Seven (7) of ten (10) Construction Assessments are closed.
- Continued to perform QMO Awareness training & Workshop presentation sessions for ESFV Project Team.
- Metro's Testing Laboratory performed material sampling and testing during this period.
- Participated in weekly Internal Metro and Construction Progress Meetings.
- Participated in weekly Contractor's Quality Meetings.

ENVIRONMENTAL

See discussion in the Executive Summary Key Management Concerns above.

The following activities took place in May:

- Conducted field environmental training for AUA Package 1.
- Reviewed AUA general requirement submittals for contract compliance.
- Finalized Caltrans PSR-PR document for environmental comments.
- Completed final draft documents including CEQA Addendum and NEPA Re-evaluation.

CONSTRUCTION AND COMMUNITY RELATIONS

Metro's Construction and Community Relations (CR) team has continued its ongoing outreach efforts in the Arleta, Pacoima, Panorama City, and Van Nuys Communities. Several outreach tools have been employed from email campaigns to door-to-door canvassing of stakeholders along the project alignment.

Our ongoing meetings with the local LA City Council Offices 2, 6, and 7 continued. At these meetings/briefing, project staff provided construction updates on the Advance Utility Adjustment (AUA) work, Real Estate Acquisitions, Environmental Studies, community relations staff reported on our ongoing outreach efforts and upcoming Community Meetings, and project staff also reported on the Progressive Design Build (PDB) contractor activities and a status update on the Business Interruption Fund (BIF) program and Business Solution Centers efforts.

Additionally, the CR 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 Eat Shop Play program and on upcoming community meetings. Staff provided informational literature on the Project, available resources such as Eat Shop Play, and encouraged small business owners to sign up to receive e project updates. The CR team continued planning and coordination for upcoming community meetings.

The CR team corresponded with area stakeholders who have applied to join the Community Leadership Council (CLC). Interviews with candidates for the CLC started on Tuesday, May 30 and will continue through the next month. A panel of interdepartmental staff from the following departments participated on the interviewing panel: Construction Relations, Project Management, Diversity, Economic Opportunity Department, Art & Design, and Government Relations.

The CR team, along with Project Management, also sponsored and attended the Andres y Maria Cardenas and Family Foundation Scholarship Luncheon where we engaged with alignment stakeholders including youth.

SAFETY AND SECURITY

Continued to provide formal OSHA 10 and OSHA 30 training for the IPMO staff participating in construction activities. Several safety orientations, weekly toolbox meetings and daily safety site inspections were completed in May.

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

APPENDIX
CHRONOLOGY OF EVENTS

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