



**Metro**

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December 22, 2023

TO: Stephanie Wiggins  
Chief Executive Officer

FROM: Gregory Gastelum  
Project Manager

SUBJECT: East San Fernando Valley Light Rail Transit Project  
Updated November 2023 Monthly Project Status Report

Enclosed is an updated Monthly Project Status Report for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project for the period ending December 1, 2023. The updated report clarifies that the December 1, 2023 FFGA submission was a draft version and also includes grammatical corrections.

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

Enclosure

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

## **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).

**November 2023**

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## PROJECT OVERVIEW

### Project Background

The East San Fernando Valley Light Rail Transit Project (Project) is a 6.7-mile at-grade double-track light rail service on Van Nuys Boulevard extending from the south at Oxnard Street to San Fernando Road in the north. The Project includes 11 center-platform stations spaced approximately every ¾ mile. A list of the station locations is provided below. Service will be designed to run three-car consists at peak operations with a headway of six minutes.



### 11 Stations

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

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

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

- Metro Board approval of the Alternative Analysis – 2011
- Initiation of the Draft Environmental Impact Statement/Report – March 2013 (Notice of Preparation/Notice of Intent)
- Initiation of Preliminary Engineering (PE) – August 2019
- Metro Board certifies the Final Environmental Impact Report – December 2020
- Federal Transit Administration (FTA) issuance of the Record of Decision – January 2021
- FTA Expedited Project Delivery (EPD) Program Application – December 2021
- FTA issues Letter of Intent EPD Program - May 2022
- Metro Board approval of EIR Addendum – 2023.

### **Major Procurements**

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

#### General Engineering Support Services: Gannett Fleming

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

#### Systems Engineering Support Services: SecoTrans JV

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

#### Construction Management Support Services: AMM JV

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

Environmental Support Services: AMM JV

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

Solar Energy Public Private Partnership (P3): PCS Energy

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

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

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

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

- This is the first of eight Gannett Fleming designed relocations of underground utilities. The scope is focused on Los Angeles Department of Water and Power (LADWP) infrastructure but includes other prominent services adjusted due to of the new LADWP alignment. The other seven packages will be contracted to SFTC through either Early Work Packages or as part of the Phase 2 Supplement.

Light Rail Vehicle Contract: Procurement to start in 2025

- Design, manufacturing, assembly, and testing of 34 light rail vehicles.
- The Project will first contract with an experienced consultant team that will assist Metro in developing the technical aspects of the LRV procurement documents. Their scope will include consideration of Metro's current inventory, latest industry technologies, determining if options should be pursued, and if so, how many, technical specification reviews and updates, etc. The Request for Proposal was originally issued for solicitation on October 16, 2023. The RFP was cancelled on November 7 due to a Diversity and Economic Opportunity Department (DEOD) change to the DBE goals. The RFP was reissued on November 16, 2023 with the revised DBE goals.
- LRV Manufacturing Contract is scheduled to be advertised in early 2025.

## EXECUTIVE SUMMARY

Design progress continued to advance through November 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) continues to work on Utility Adjustment (UA) design packages:

- UA 2 & 3 – 85% submitted on 9/22; AFC by Spring 2024
- UA 4 – AFC approved 11/15/23 and issued to SFTC 11/15/23
- UA 5 – 60% design submitted on 10/30; AFC by Spring 2024
- UA 6 – AFC approved 11/15/23 and issued to SFTC 11/16/23
- UA 7 – 85% design submitted on 10/27; AFC by Spring 2024
- UA 8 – 85% design to be submitted January 2024; AFC by Spring 2024

### Construction Status

The only ongoing construction is C1220 - Advanced Utility Adjustment (AUA) DWP Power Design #1 contracted to W.A. Rasic. Notice to Proceed (NTP) was issued on December 1, 2022. The contractor is scheduled to complete Milestone #1 work of installing LADWP power vaults and ducts in December. Once Milestone 1 is achieved, LADWP forces will perform the intercept work at the vaults. Thereafter, W.A Rasic will support LADWP and perform final site restoration.

### Schedule Summary

On December 1, 2023 Metro submitted a draft Federal Full Funding Grant Agreement (FFGA) application to the FTA including a project schedule. The schedule was developed in collaboration between Metro and SFTC. The submitted schedule has a start of revenue service of September 2, 2031. The critical path for the project in 2024 and 2025 runs through the final design performed by SFTC.

Ultimately, the PDB contractual schedule will be subject to negotiations between Metro and SFTC as part of the Guaranteed Maximum Price for Phase 2. The negotiated schedule will be incorporated into the contract through the execution of the Phase 2 Supplement.

## Costs

The FTA Letter of Intent (LOI) for the Expedited Project Delivery (EPD) Pilot Program dated May 10, 2022 indicated a budget of \$3.635 billion would be acceptable to the FTA. This value was generated from the PMOC risk assessment and reflects the 65th percentile from the cost risk model. In November 2022, the FTA advised that expenses on the Project incurred prior to the EPD Award will not be eligible for inclusion in the upcoming FFGA. The Project reviewed all such expenditures and advised the FTA that \$61.493 million would be removed resulting in a project budget of \$3.573 billion.

In November, Metro developed a project budget of \$3.573 billion for inclusion in the submission of the draft FFGA Application.

In February 2023 the Metro Board approved a \$497 million Preconstruction Budget for the Project. This budget is to fund continued preliminary design by Gannett Fleming, CMSS, agency costs, real estate activities, the Advanced Utility Adjustment Construction contract with W.A. Rasic, and Early Work Packages (EWP) which will be awarded to SFTC. The EWPs will include progression of the final design by AECOM and several advanced utility adjustment construction packages. Half of the funds from this budget have already been committed and the Project is now forecasting where the Preconstruction Budget will land based on current commitments and the forecasted EWP costs and schedules received from SFTC.

## Key Management Concerns

### Real Estate Delays

The Project requires significant Real Estate activities, which at latest count include 34 full acquisitions, 54 permanent easements, and over 300 temporary construction easements. The Project is carefully monitoring the progress of the appraisals and acquisitions to identify any difficult properties early on and ensure that, if needed, the acquisition process or required relocations will not affect the project schedule.

### Condensed FFGA Development

The Expedited Project Delivery (EPD) program requires execution of the FFGA within two years of the EPD LOI (May 2024). The FTA had indicated to Metro that they would require six months to review the FFGA application and supporting documentation. Metro submitted the draft application on December 1, 2023 to allow the FTA their requested review time.

### 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 2023, and both were used to inform and refine the Metro cost estimate and schedule included in the draft December 2023 FFGA application. The FFGA is expected to be executed in May 2024, many months prior to the planned negotiation of the Phase 2 Supplement Guaranteed Maximum Price. Therefore, the earlier FFGA must



demonstrate flexibility in schedule and cost to predict values ahead of finalized PDB contracts.

**Project Construction Photos**



WA Rasic: Breaking and removing asphalt to replace with new at Vault 6900



WA Rasic: Completed installation of 12" vents on Vault 6834



WA Rasic completed installation of 12" vents on Vault 6834



WA Rasic grouting and patching inside Vaults 6834, 6900 and 6940

## PROJECT UPDATE

### PROJECT SCHEDULE

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

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

In November, the updated SFTC construction schedule was merged with the existing Metro project schedule into a unified project schedule. This schedule was used for the internal risk analysis and was included in the submission of the draft FFGA Application. The submitted schedule has a start of revenue service of September 2, 2031.

**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	266,706	266,706	0	0	266,706	0
40	SITWORK & SPECIAL CONDITIONS	917,100	915,338	15,863	8,349	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>15,863</b>	<b>8,349</b>	<b>1,757,561</b>	<b>-1,762</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	334,396	327,176	2,461	783	327,176	-7,220
70	VEHICLES	212,812	212,812	4	4	212,812	0
80	PROFESSIONAL SERVICES	582,389	530,384	142,998	66,086	530,384	-52,005
	<b>SUBTOTAL (10-80)</b>	<b>2,888,920</b>	<b>2,827,932</b>	<b>161,326</b>	<b>75,202</b>	<b>2,827,932</b>	<b>-60,987</b>
90	UNALLOCATED CONTINGENCY	686,526	686,020	0	0	686,020	-506
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>161,326</b>	<b>75,202</b>	<b>3,573,952</b>	<b>-61,493</b>

NOTE: TOTAL INCURRED COST TO DATE \$75,202,034.

**EPD Project Selection:** FTA issued a Letter of Intent (LOI) for an FFGA on May 2022 which noted a budget for \$3.635 billion. Under the LOI, the Project has two years within which to execute the FFGA.

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

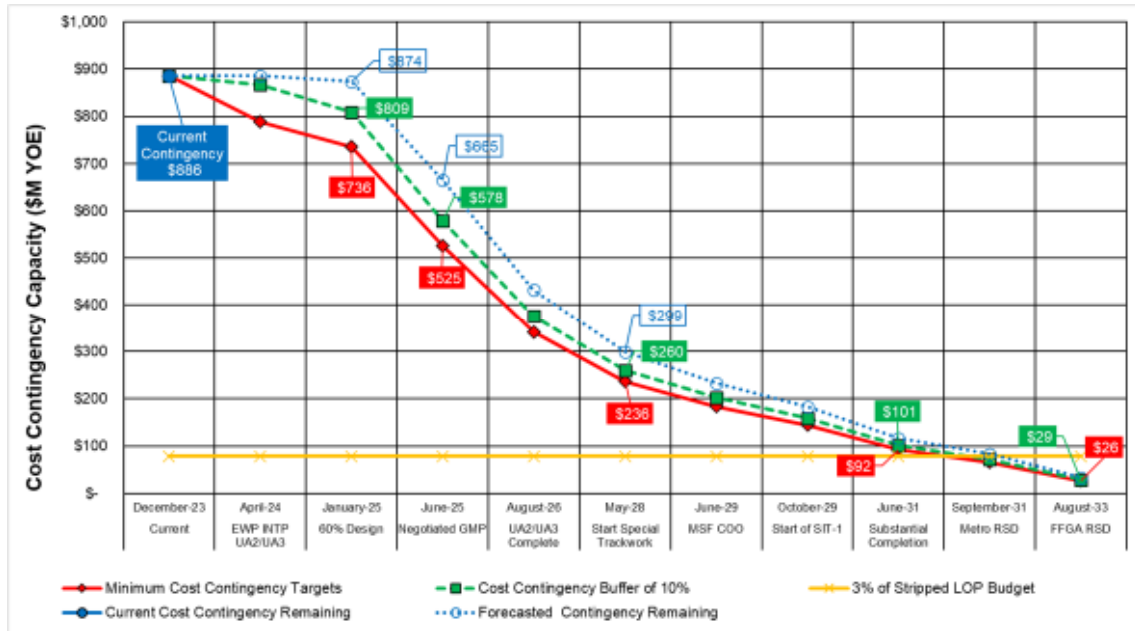
**Commitments:** Commitments increased by \$340K this period to \$161.3 million. The increase is primarily for professional services related to the Project.

**Expenditures:** Expenditures from May 2022 through November 2023 are \$75.2 million, an increase of \$5 million from the previous month.

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



**Cost Contingency**



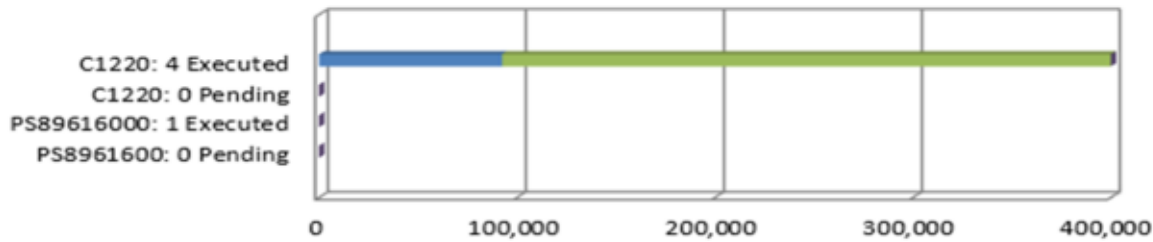
Metro’s Cost Contingency Drawdown and Analysis was originally developed based on the findings of a quantitative risk assessment that was conducted by Metro in November 2023. Those values were incorporated into the draft FFGA application via the EPD Program application. These will also be shared with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

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

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

**Summary of Contract Modifications**

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



	AUA - C1220			PDB Phase 1 - PS89616000			Total
	4 Executed	0 Pending	Subtotal	1 Executed	0 Pending	Subtotal	
■ Under \$100K	92,459	-	92,459	0	-	0	92,459
■ \$100K to \$250K	-	-	-	-	-	-	-
■ \$250K to \$1M	467,926	-	467,926	-	-	-	467,926
■ Over \$1M	-	-	-	-	-	-	-
<b>Total Contract MODs</b>	<b>560,385</b>	<b>-</b>	<b>560,385</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>560,385</b>
<b>Contract Award Amount</b>	<b>9,044,350</b>		<b>9,044,350</b>	<b>30,979,750</b>		<b>30,979,750</b>	
<b>% of Contract MODs</b>	<b>6.2%</b>			<b>0.0%</b>			

Note:

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

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

PS89616 – NTP for PDB Phase 1 was issued to San Fernando Transit Constructors (SFTC) on April 14, 2023. There has been one no-cost modification executed.

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

**Risk Management**

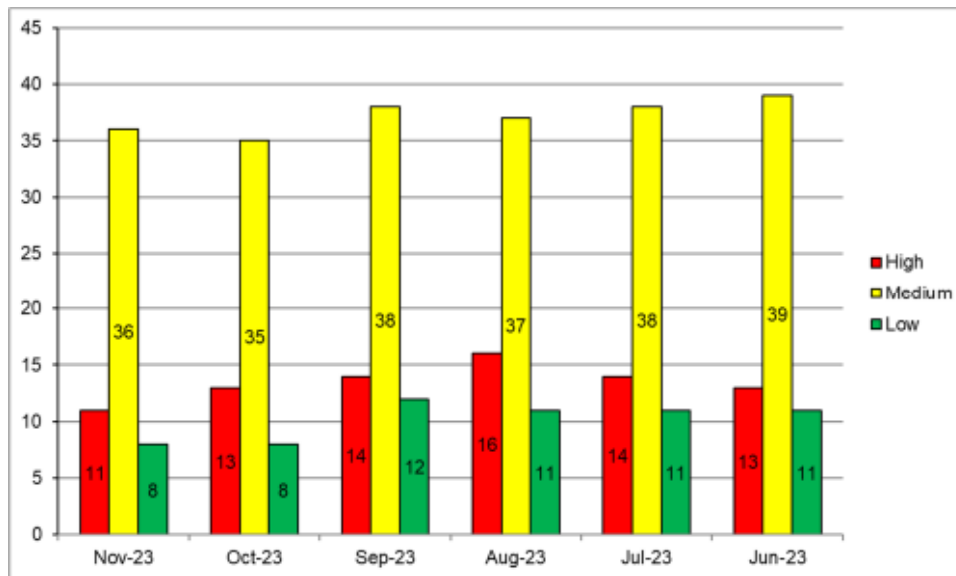
Metro conducts a recurring monthly internal risk working group to review the Risk Register with input from all corners of the Project including attendance by SFTC. The focus of reviews is to ensure effective action plans and mitigations, for managing each risk, is in place.

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

In November 2023, no new risks were identified and one (1) risk was recommended for closure.

- Risk #1344 related to the risk of the Project needing additional TPSS above the base ten (10). However, Load Flow Analysis to support 810kV has been completed based on 5 minute headways and 3 cars.

A total of fifty-five (55) risks remain to be managed. Of the fifty-five (55) risks, eleven (11) are scored as high, thirty-six (36) as medium, and eight (8) as low. The changes to risk scoring for the past six (6) months can be seen in the chart below.





Top Risks

The table below shows the top Project risks measured by the exposure they pose to the budget:

<b>East San Fernando Valley Transit Corridor</b>			
<b>Risk Register Version November 2023</b>			
<b>Risk ID</b>	<b>Risk Description</b>	<b>Risk Score</b>	<b>Action Items</b>
1336	Risk that unknown utilities are encountered (or conditions found to be deteriorated) during construction requiring either demolition or relocation	16	Complete potholing.
1581	Risk that LADWP self-performed UA activities could cause a delay in contractor access to sites.	16	Coordinate with LADWP on schedule.
1429	Risk that the process for relocations / condemnations of businesses may be longer than anticipated and delay contractor access. (18 @ MSF & 10 TPSSs)	15	Reviewing relocations with full-takes. Prioritize acquisitions based on SFTC schedule. Advanced relocations based on business type.
1515	Third party design (LADWP) - Risk that delays to LADWP self-performed design could cause a delay to the UA Packages.	14	Continue coordination with LADWP
1348	Risk that cost of ROW acquisition exceeds the real estate budget.	12	Develop TCEs

## DISADVANTAGED BUSINESS ENTERPRISE (DBE)

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

<b>DBE Goal – C1220 AUA#1</b>	23%
<b>Current DBE Commitment</b> Total DBE Committed Dollars divided by Total Contract Value	\$2.43M 25.32%
<b>Current DBE Participation</b> Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$1.566M 27.69%

### Contract 89616 - East San Fernando Valley Light Rail Transit Line Project (November data)

<b>DBE Goal – Phase 1</b> The percentage of funds apportioned to Phase 1 Contracts	18%
<b>Current DBE Commitment Phase 1</b> Total DBE Committed Dollars divided by Total Contract Value for Phase 1	\$5.98M 19.33%
<b>Current DBE Participation</b> Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$1.79K 10.47%

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

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

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

## PROJECT LABOR AGREEMENTS (PLA)

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

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 October 2023)

<ul style="list-style-type: none"> <li>• <b>Targeted Worker Goal</b> – Construction work to be performed by residents from Economically Disadvantaged Area of LA County <span style="float: right;"><b>40.00%</b></span></li> <li>• <b>Targeted Worker Current Attainment</b> <span style="float: right;"><b>18.24%</b></span></li> <li>• <b>Apprentice Worker Goal</b> – Construction work to be performed by Apprentices <span style="float: right;"><b>20.00%</b></span></li> <li>• <b>Apprentice Worker Current Attainment</b> <span style="float: right;"><b>14.67%</b></span></li> <li>• <b>Disadvantaged Worker Goal</b> – Construction work to be performed by Disadvantaged Workers whose primary place of residence is within LA County <span style="float: right;"><b>10.00%</b></span></li> <li>• <b>Disadvantaged Worker Current Attainment</b> <span style="float: right;"><b>4.20%</b></span></li> </ul>
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## FINANCIAL/GRANT

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

*As of Dec 18, 2023*

*(\$ in millions)*

SOURCES	TOTAL FUNDS ANTICIPATED		TOTAL FUNDS AVAILABLE	
	\$	%	\$	%
<b><u>Federal Revenue</u></b>				
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 893.3	25.00%	\$ -	0.00%
Section 5339 Alternatives Analysis	\$ -	0.00%	\$ -	0.00%
<b><i>Federal Revenue Subtotal</i></b>	<b><i>\$ 893.3</i></b>	<b><i>25.00%</i></b>	<b><i>\$ -</i></b>	<b><i>0.00%</i></b>
<b><u>Local Revenue</u></b>				
Prop A - Rail Development Account (35%)	\$ 23.0	0.64%	\$ 23.0	0.64%
Measure R - Transit Capital (35%)	\$ 36.3	1.02%	\$ 36.3	1.02%
Measure R - Transit Capital (35%)	\$ 182.0		\$ 182.0	5.09%
Measure R - Highway Projects (20%)	\$ 49.4	1.38%	\$ 49.4	1.38%
Prop C - Discretionary (40%)	\$ 110.0	3.08%	\$ 110.0	3.08%
Prop C - Transit-Related Highway (25%)	\$ 201.3	5.63%	\$ 201.3	5.63%
Local Agency Transit Project Contributions	\$ 107.2	3.00%	\$ 107.2	3.00%
Measure M -Transit Construction (35%)	\$ 810.5	22.68%	\$ 810.5	22.68%
Measure M -Transit Construction (35%)	\$ 60.0	1.68%	\$ 60.0	1.68%
<b><i>Local Revenue Subtotal</i></b>	<b><i>\$ 1,579.7</i></b>	<b><i>44.21%</i></b>	<b><i>\$ 1,579.7</i></b>	<b><i>44.21%</i></b>
<b><u>State Revenue</u></b>				
Transit and Intercity Rail Capital Program (TIRCP)	\$ 805.0	22.53%	\$ 805.0	22.53%
Regional Improvement Program Funds (RIP)	\$ 202.1	5.66%	\$ 202.1	5.66%
Other State Revenue	\$ 18.2	0.51%	\$ 18.2	0.51%
SB1 - Local Partnership Program	\$ 74.9	2.10%	\$ 74.9	2.10%
<b><i>State Revenue Subtotal</i></b>	<b><i>\$ 1,100.3</i></b>	<b><i>30.79%</i></b>	<b><i>\$ 1,100.3</i></b>	<b><i>30.79%</i></b>
<b>TOTAL SOURCES</b>	<b>\$ 3,573.3</b>	<b>100.00%</b>	<b>\$ 2,680.0</b>	<b>75.00%</b>

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



## 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. In collaboration with SFTC, the Project is reassessing the PDB Phase 1 contract requirement to complete acquisition of all listed MSF parcels by Dec 2024. An option is being considered to identify property required to provide a laydown yard for construction of utility adjustment work planned for 2024. Continuing meetings with the PDB contractor are planned to reach resolution and refine the acquisition plan including modification of contract terms. CEQA clearance for the Environmental Addendum parcels was received in October 2023 and NEPA clearance for these parcels is expected by the end of the first quarter of 2024.

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

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

The appraisals for the first three TPSS sites, 1, 2 and 6, are underway. Appraisers for a fourth TPSS site (TPSS Site 7) have been chosen and will proceed to initiate field appraisals.

Relocation activities on environmentally cleared TPSS sites and MSF parcels are continuing. The Relocation Plan was approved by the LACMTA Board on November 30, 2023.

## LRVs

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

The Project will first contract with an experienced consultant team that will assist Metro in developing the technical aspects of the LRV procurement documents. Their scope will include consideration of Metro's current inventory, latest industry technologies, determining if options should be pursued, and if so, how many, technical specification reviews and updates, etc. The Request for Proposal was originally issued for solicitation on October 16, 2023. The RFP was cancelled on November 7 due to a DEOD change to the DBE goals. The RFP was reissued on November 16, 2023 with the revised DBE goals. NTP for this contract is scheduled for spring 2024.

Once the consultant is onboard, they will assist Metro in preparing the contract documents for the LRV Manufacturing contract. This procurement is scheduled to be advertised in December 2024 with NTP issued in 2025.

## QUALITY ASSURANCE

November status:

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

## ENVIRONMENTAL

The following activities took place in November:

- Bi-weekly ESFV Environmental Coordination. Meetings with PDB contractor.
- Reviewed PDB contractor's environmental personnel resumes.
- Reviewed Baseline Noise and Vibration Letter.
- Reviewed PDB contractor's Waste Management Plan.
- Reviewed PDB contractor's Contaminated Substances and Hazardous Substances Management and Disposal Plan.
- Reviewed Wastewater Management Plan.
- Reviewed Wet Weather Erosion Control Plan.
- Reviewed PDB contractor's Haul Routes.
- Reviewed AUA Noise Monitoring Reports.
- Reviewed AUA Water Pollution Control Plan Inspection Reports.



## 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. Seven (7) inquiries were addressed by ESFV and Metro Project staff.

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

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

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

#### Utility Investigation on Van Nuys Blvd. between Rayen and Parthenia Streets, Parthenia West to Tobias South

- Outreach and coordination efforts were conducted for construction impacts with 13 stakeholders, including businesses, apartment complex managements, and organizations.
- Utility Investigation on Van Nuys Blvd. between Cayuga Av. and El Dorado Av.
- Additional construction notices were delivered door-to-door to stakeholders in the vicinity of the work.

#### Utility Investigation on Van Nuys Blvd. between Tupper and Novice Streets

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

#### Utility Investigation on Van Nuys Blvd. between Gault and Arminta Streets

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

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

#### **Community Relations**

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

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

The CRMP team also participated in the Valley Industry & Commerce Association (VICA) Local Officeholder Luncheon. Additionally, the CRMP team hosted an in-person community meeting in Arleta to provide project updates and answer project related questions. This meeting included an Open House segment containing informational booths on various project-related disciplines. Project materials and presentation are provided in English and Spanish.

#### **Community Leadership Council**

Planning and coordination for the first 2024 Community Leadership Council (CLC) in-person meeting has started. The meeting has been scheduled for Tuesday, February 8 and will likely be hosted in the Van Nuys community. The CRMP team plans to provide updates on the Project and solicit feedback on Metro's outreach efforts for the Cultural Competency Plan, Business Interruption Fund, and Real Estate activities.

## **METRO ART**

The following activities took place by the end of November:

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

## **SAFETY AND SECURITY**

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

Although no safety incidents were recorded in November, 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 November, we have worked approximately 18,890 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
December 2023	Draft FFGA Application submitted