



Metro

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TO: Distribution

FROM: Gregory Gastelum
Project Manager

SUBJECT: East San Fernando Valley LRT Project
January 2026 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 January 30th, 2026.

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 PROJECT



Metro®

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).

Monthly Project Status Report

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PROJECT OVERVIEW

Project Background

The East San Fernando Valley Light Rail Transit Project (Project) is a 6.7-mile at-grade double-track light rail line in the median of Van Nuys Boulevard from Oxnard Street to San Fernando Road within the City of Los Angeles. The tracks will be fully separated from automobile traffic, except at signalized intersections or controlled at-grade pedestrian crossings. There will be eleven (11) center-platform stations spaced approximately every $\frac{3}{4}$ mile. The Project includes the procurement of Light Rail Vehicles (LRV) which will operate along the route. To support train operations, a Maintenance and Storage Facility (MSF) will be built west of Van Nuys Boulevard at Keswick Street.



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

- Metro Board approval of the Alternative Analysis – 2011
- Initiation of the Draft Environmental Impact Statement/Report – March 2013 (Notice of Preparation/Notice of Intent)
- Initiation of Preliminary Engineering (PE) – August 2019
- Metro Board certifies the Final Environmental Impact Report – December 2020
- Federal Transit Administration (FTA) issuance of the Record of Decision – January 2021
- FTA Expedited Project Delivery (EPD) Program Application – December 2021
- FTA issues Letter of Intent EPD Program - May 2022
- Metro Board approval of EIR Addendum – October 2023
- NEPA Re-Evaluation issued by FTA – June 27, 2024

Major Procurements

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

General Engineering Support Services: Gannett Fleming

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

Systems Engineering Support Services: SecoTrans JV

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

Construction Management Support Services: AMM JV

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

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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 project environmental documents.

Solar Energy Public Private Partnership (P3): PCS Energy

- The scope of work is to design, supply, and install solar panel and energy storage systems on select building facilities of the MSF. The contract also includes a Post Installation Monitoring and Oversight of the Operations and Maintenance phase for the solar energy-generating facilities over a ten-year period. Currently Metro is in contract with PCS Energy for Phase 1 - Design. Future Phase 2 – Construction and Phase 3 - Post Installation Monitoring and Oversight of the Operations and Maintenance to be negotiated with PCS Energy.

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

- The initial contract with SFTC is for Phase 1 and includes validation of the base design, development of value engineering solutions, and the submittal of cost and schedule proposals for the Phase 2 design and construction of the project. 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 construction. In order to accelerate the project, certain elements of the work defined under Phase 2 of the PDB contract will be negotiated and executed separately as Early Work Packages (EWP). The Phase 1 Notice to Proceed (NTP) was awarded on April 14, 2023.

Advanced Utility Adjustment Construction Contract: W.A. Rasic

- Metro awarded Contract C1220 - Advanced Utility Adjustment (AUA) DWP Power Design #1 to W.A. Rasic for utility relocation of DWP underground power infrastructure along Van Nuys Boulevard between Vose Street and Vanowen Street. Notice to Proceed (NTP) was issued on December 1, 2022 and Substantial Completion was achieved on March 27, 2024. LADWP started their self-perform work of installing vaults and pulling cables in May 2024 and the work was completed in May 2025.

Light Rail Vehicle Contracts:

- LRV Vehicle Specialist Consultant – NTP issued to Hatch Associates Consulting, Inc. on May 28, 2024. Hatch will assist Metro in developing the LRV Manufacturing Contract procurement documents.

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- The RFP for the design, manufacture, and delivery of the LRVs was issued on January 31, 2025. Proposal due date was August 29, 2025. Scheduled to award the contract in Summer 2026.

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EXECUTIVE SUMMARY

Design Status

LACMTA continues to provide design support during construction for work on Utility Adjustments (UA) issued to SFTC through Early Work Packages (EWPs 3, 6, 7 & 8).

The PDB Contractor has commenced with Final Design as part of Early Work Packages (EWP) 1 and 4. In total there are forty-three (43) Design Units (DU), as well as a number of Advanced Partial Design Units (APDUs) that have been identified to support construction. The following design submittals were made in January:

- 60% Submittals
 - o None made this period.
- 85% Submittals
 - o DU 15 – Pacomia Diversion Channel Bridge 85% on 01/02/2026
 - o DU 39 – Wayside Signage 85% on 01/13/2026
 - o DU 37 – Segment C Communications 85% on 01/16/2026
 - o DU 41 – Segment A TCCB Site Plans 85% on 01/20/2026
 - o DU 10-2 – APDU Telecom Segment B3 85% on 01/22/2026
 - o DU 44 – Radio Communications Systems 85% on 01/30/2026
- 100% submittals
 - o DU 06 – APDU Telecom Segment A1 100% on 01/13/2026
 - o DU.GE 01 – Watershed Report 100% on 01/14/2026
 - o DU 01 – Specifications 100% on 01/20/2026
 - o DU 03 – Segment A Alignment and Trackwork 100% on 01/28/2026
- AFC Submittals
 - o None made this period

Construction Status

Progressive Design-Build Early Work Packages

Project efforts continue to focus on the delivery of and execution of any amendments to Early Work Packages (EWP) issued to the PDB contractor. EWPs are an integral component of the PDB delivery method and allow the Project to advance work from Phase 2 in support of reducing the construction schedule and providing the necessary information to initiate negotiations for PDB Phase 2. Eight EWPs have been executed and are as follows:

EWP-01 – Design Studies – This EWP is to perform technical studies and enabling works crucial to advancing the design and construction. NTP was issued on 7/9/2024 for \$4.8M.

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EWP-02 – Initial Integrated Project Management Office – This EWP will provide the field office space necessary for SFTC and Metro staff to manage the construction of EWP utility adjustment work packages and future Phase 2 construction and provide required material storage laydown areas. NTP was issued on 8/7/2024 for \$8.9M.

EWP-03 – Utility Adjustments (UA) 4/6 - This EWP is for the construction of two DWP utility adjustment work packages designed by Metro. NTP was issued on 9/5/2024 for \$32.8M. This work was completed in October 2025.

EWP-04 – Final Design – The PDB contractor is responsible for taking the preliminary design provided by Metro and progressing it to a final design, including Approved for Construction Plans and Specifications. On 9/30/2024 NTP was issued for the first phase of the final design in the amount of \$80M. On 5/30/2025 MOD-09 was issued in the amount of \$118,030,568 for the remainder of EWP-04. The combined EWP-04 base value was \$198.0M.

EWP-05 – Integrated Project Management Office – This EWP will provide the office space for SFTC and Metro project management staff. NTP was issued on 12/16/2024 for \$24M.

EWP-06 - Utility Adjustments (UA) 2/3/7 - This EWP is for the construction of two DWP utility adjustment work packages designed by Metro. NTP was issued on 1/3/2025 for \$83.5M.

EWP-07 - This EWP is for the installation of UA 5 water, demolition, and select long lead procurement items. NTP was issued on 8/19/2025 for \$50M. Change Order CO-04 for \$65M was issued on November 17, 2025. CO-04 includes installation of Segment C waterline, procure and install Segment A waterline, and procure and install Segment's A and C sewer line. This additional work will be amended into EWP 07.

EWP-08 - CIDH Piles at G-Line Station

This EWP is for the installation of CIDH piles for the G-Line Station. NTP was issued on 6/17/2025 for \$5.5M and work was completed in August 2025.

Construction Update Summary**EWP-01 – Utility Investigations**

Utility investigations are 100% complete and geotechnical investigations are 100% complete throughout the corridor.

EWP-03 – Utility Adjustments UA-4 and UA-6

SFTC is currently 100% complete with UA-6 utility relocation work. UA-4 utility relocation work on Plummer Street began on March 14, 2025, and is 100% complete, utility relocations on Van Nuys Blvd. between Vincennes Street and Plummer Street started in

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May and are 100% complete, all utility work was completed on October 15, 2025. Punch list items have been completed for both UA-6 and UA-4, waiting final approval from LADWP.

EWP-06 – Utility Adjustments UA-2/3 and UA-7

UA-2/3 power utility relocation work Gault St to Arminta St, started on Raymer St. SFTC began Phase 1A on March 15, 2025, and is currently 100% complete. Phase 5, utility relocation work behind the concrete barriers (K-rail) at Sherman Way began on April 11, 2025, and is currently 89% complete. Phase 4, utility relocation work on Van Nuys Blvd from Wyandotte St to Valerio St started on May 23, 2025, and is currently 93% complete. Phase 2, utility relocation works on at Satcoy St and Covello St, started on June 11, 2025, eastside of Van Nuys Blvd and is currently 45% complete. Phase 3 utility relocation work on Van Nuys Blvd at Valerio St, began on September 30, 2025, and is currently 54% complete. Phase 1B at Keswick St to Arminta St on Van Nuys Blvd, began on September 30, 2025, and is currently 80% complete, all work is being performed under temporary and permanent traffic closures.

UA-7 water utility relocation work at Blythe St and Van Nuys Blvd started on October 30, 2025, with saw cutting activities followed with excavation, shoring, pipe install and backfill, is currently 70% complete.

EWP-07 – Utility Adjustments UA-5, MSF/TPSS Demo and Tree Replacements

UA-5 water utility relocation work on Van Nuys Blvd from Haddon Ave to Oneida Ave started on November 25, 2025, with pothole activities and no further activities have occurred to date.

TPSS 1 building abatement began on December 1, 2025, followed by building demolition and is 100% complete.

MSF building abatement and demolition began on December 15, 2025, for property E-005, followed by E-004, E-016 and E-019 in January 2026, overall MSF site is currently 4.34% complete.

Offsite Tree replanting of 26 trees began on December 8, 2025 with the tree well installation, and is currently at 34% complete.

In addition to the SFTC EWP work LADWP and SoCal Gas are self-performing their own utility relocations in support of the project.

Schedule Summary

The Master Project Schedule has Targeted Start of Revenue Service (TSORS) of October 29, 2031 and an FTA Revenue Service Date (RSD) of August 22, 2033.

Monthly Project Status Report**Budget Summary**

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

In February 2023, the Metro Board approved a \$497 million Preconstruction Budget. In July 2024 the Metro Board approved an increase of the Preconstruction Budget from \$497M to \$880M. The Project went to the Metro Board again in February 2025 to further increase the Preconstruction Budget from \$880M to \$1.488B. The Preconstruction Budget is to fund continued preliminary design, construction management, agency costs, real estate activities, third party costs, Phase 1 of the PDB contract, and Early Work Packages (EWP) awarded to SFTC.

Federal Full Funding Grant Agreement (FFGA) Status

Metro submitted a draft FFGA to the FTA in December 2023 to allow for a six-month review period prior to the May 10, 2024 requirement from the Letter of Intent that final documentation be submitted. Between December and May, Metro updated the FFGA and supporting documents based on comments received from the FTA and the final supporting documentation was submitted on May 10, 2024. After a preliminary FTA review, the FFGA application was submitted to the FTA through TrAMS on July 24, 2024. Metro and the FTA signed the FFGA at an event on the project alignment on September 6, 2024. The FFGA was executed on September 13, 2024.

Key Management ConcernsReal Estate

The Project requires significant Real Estate activities, which include full and partial acquisition of properties, and temporary construction easements. The Project is carefully monitoring the progress of the appraisals and acquisitions to identify any difficult properties early on and ensure that the acquisition process is aligned with planned project design and construction activities and evaluated in project schedule updates.

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Project Construction Photos



PDB SFTC crews installing conduit in excavated and shored trench
Van Nuys Blvd / Keswick St



PDB SFTC crews installing conduit in excavated and shored trench
Van Nuys Blvd / Sherman Way

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SFTC crews hand potholing locating live gas line
NB Van Nuys Blvd / Keswick St

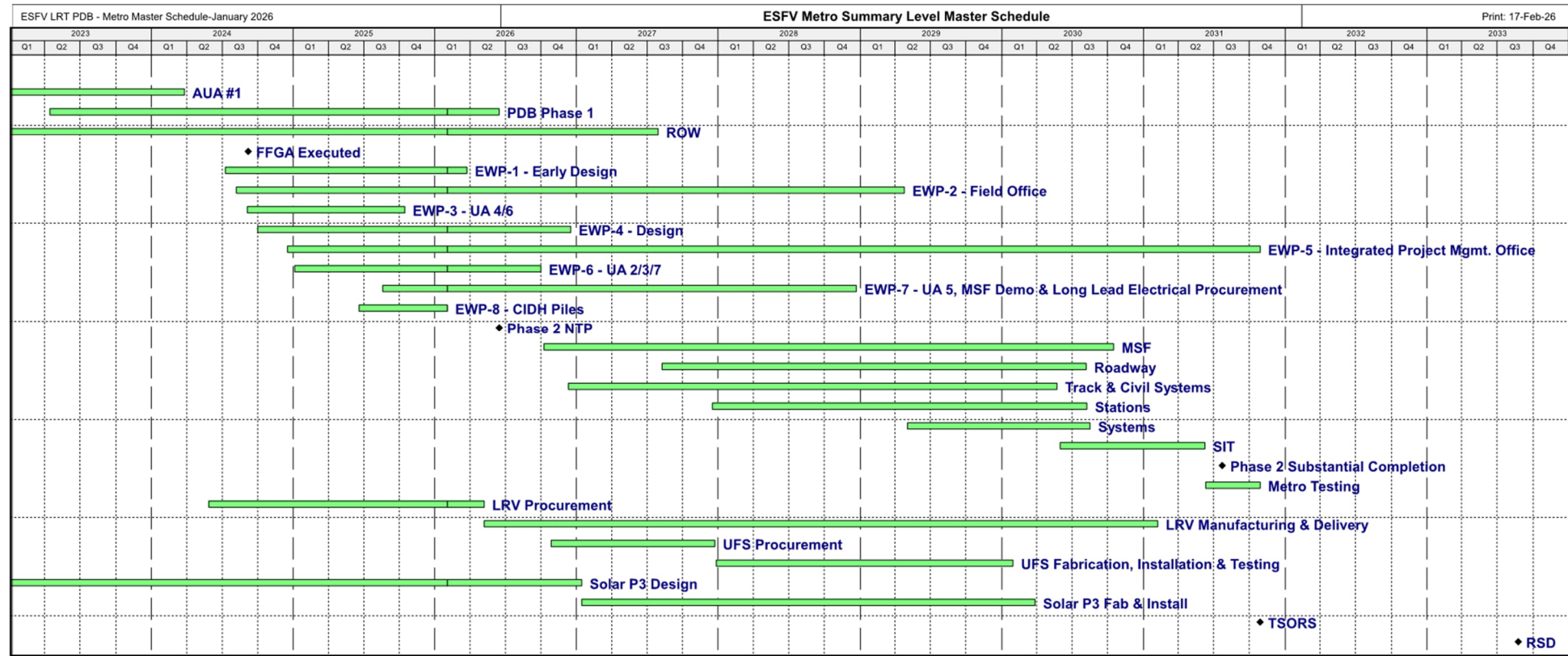


SFTC crews hand potholing locating live water line
NB Van Nuys Blvd / Keswick St

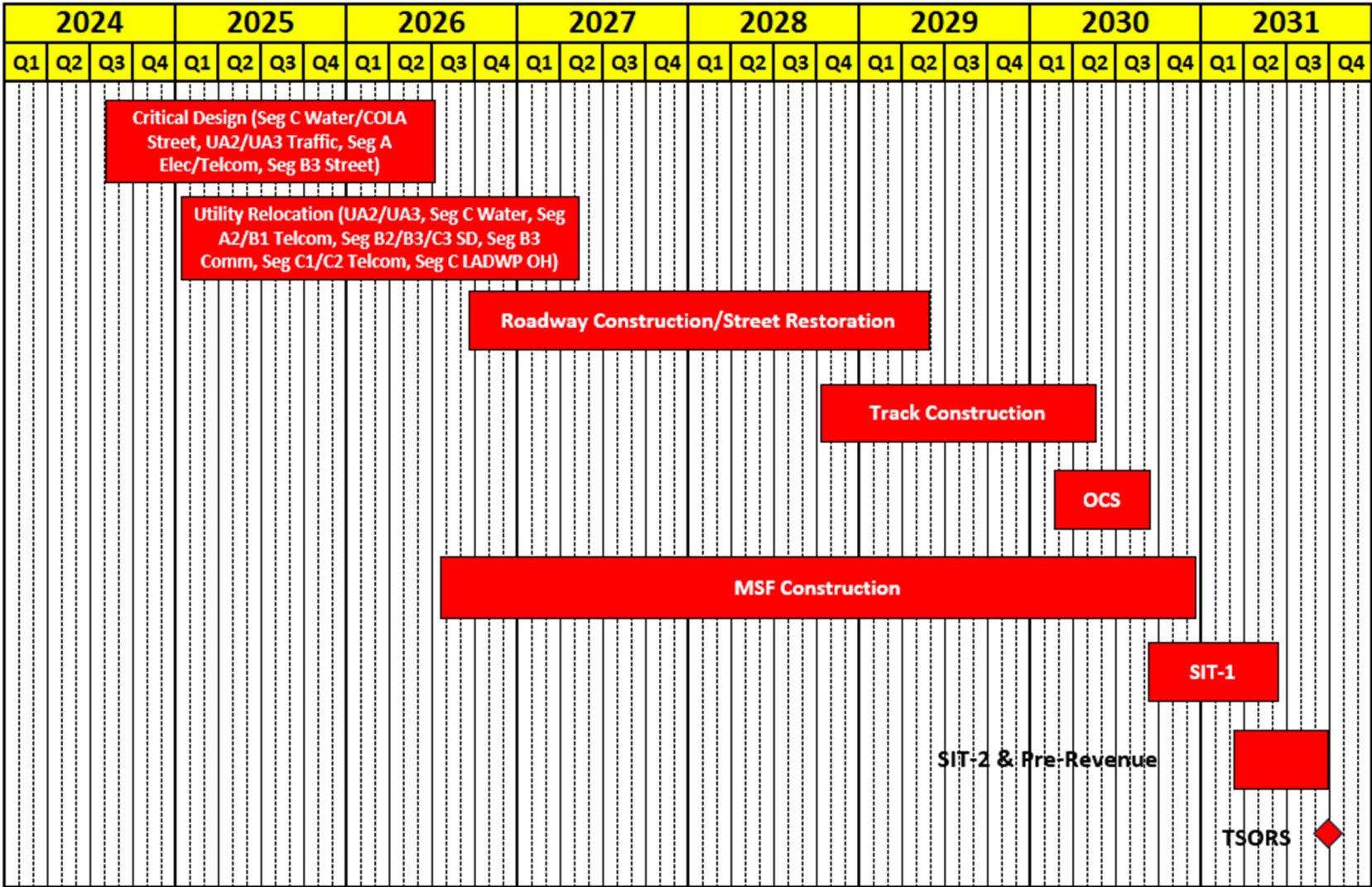
PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule

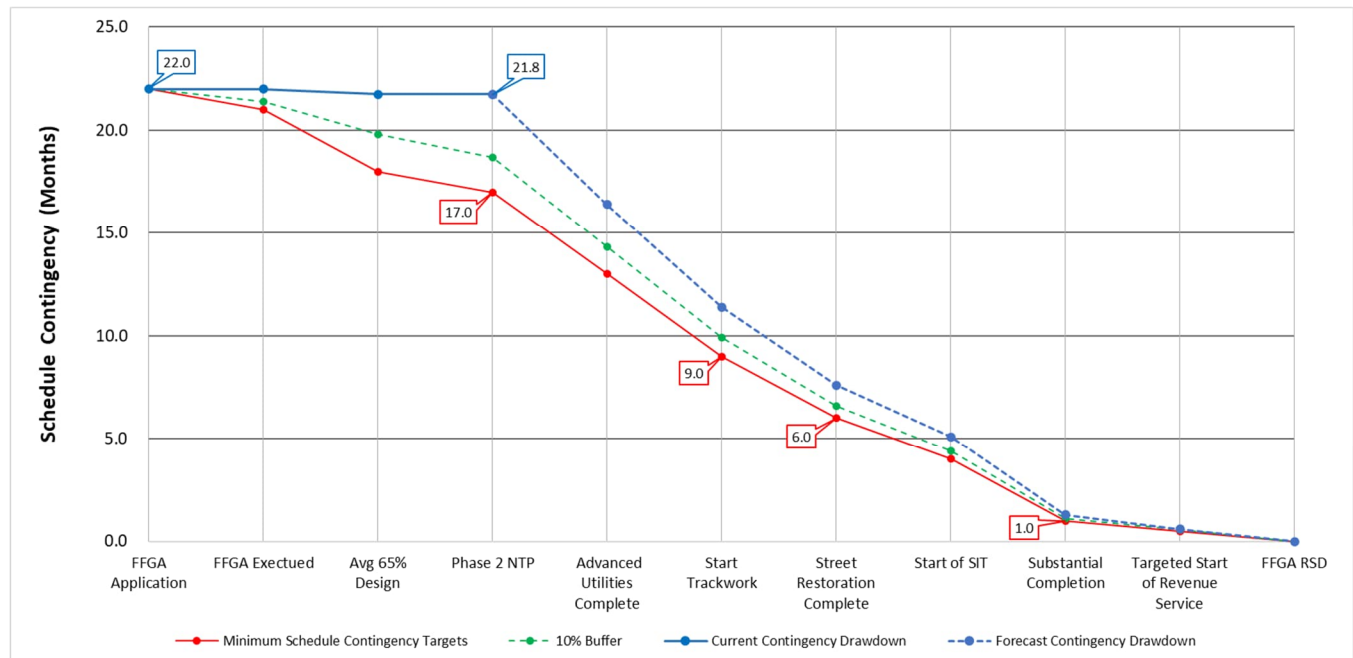


Project Schedule - Critical Path Activities



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Project Schedule Contingency



Metro's Schedule Contingency Drawdown and Analysis was developed based on the results of a quantitative risk assessment conducted by Metro, in conjunction with FTA and PMOC, in December 2023 through January 2024. The risk-informed dates were incorporated into the ESFV project schedule as well as the ESFV Risk and Contingency Management Plan Rev 2, and the submittal of the Final FFGA Application.

The curve visually depicts if the project is consuming contingency more or less rapidly than planned. There are four (4) curves on the chart, (1) Minimum, (2) a 10% buffer zone above the Minimum curve, (3) Current/Actual, and (4) Forecasted/Plan. A plot of actual project contingency on the curve will be done periodically to compare it to the reserve. When the float falls below the minimums, Metro will initiate mitigations to recover the float.

This summer, Metro and SFTC working groups engaged in collaborative schedule development that yielded updated sequencing for much of the project including the MSF, roadwork, and trackwork. The resultant schedule captures the current approach to the work and incorporates adverse weather days. The current targeted start of revenue service is October 29, 2031.

The current schedule contingency remaining of 21.8 months is greater than the 10% schedule contingency buffer of 18.7 months for the Phase 2 NTP milestone.

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PROJECT COST**Project Cost Analysis**

EAST SAN FERNANDO VALLEY TRANSIT PROJECT (865521)											
COST REPORT (UNITS IN DOLLARS)											
FTA ACTIVITIES											
SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET (B)		PERIOD	CURRENT BUDGET TO DATE	COMMITMENTS		EXPENDITURES		FFGA BUDGET VARIANCE
			TO DATE	PERIOD			PERIOD	TO DATE	PERIOD	TO DATE	
10.00	GUIDEWAYS & TRACK ELEMENTS	101,110,013	-	-	-	-	-	-	-	-	-
20.00	STATIONS, STOPS, TERMINALS, INTER	161,293,435	-	-	-	-	-	-	-	-	-
30.00	SUPPORT FACILITIES: YARDS, SHOPS	254,946,330	-	-	-	-	-	-	-	-	-
40.00	SITWORK & SPECIAL CONDITIONS	744,412,508	-	-	-	-	-	-	-	-	-
50.00	SYSTEMS	338,373,703	-	-	-	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	1,600,135,989	-	-	-	476,167,322	219,982	311,867,259	4,746,207	112,476,921	1,600,135,989
60.00	ROW, LAND, EXISTING IMPROVEMENT	365,984,903	-	-	-	-	-	-	-	-	-
70.00	VEHICLES	219,897,383	-	-	-	-	-	-	-	-	-
80.00	PROFESSIONAL SERVICES	912,344,870	-	-	-	-	-	-	-	-	-
	SUBTOTAL (10-80)	3,098,363,145	-	-	-	1,320,468,132	(8,579,362)	959,189,624	26,539,120	614,024,257	3,098,363,145
90.00	UNALLOCATED CONTINGENCY	414,916,766	-	-	-	-	-	-	-	-	-
100.00	FINANCE CHARGES	60,000,000	-	-	-	-	-	-	-	-	-
	FFGA TOTAL	3,573,279,911	-	-	-	1,366,283,629	(8,579,362)	959,189,624	26,539,120	614,024,257	3,573,279,911
NON-FTA ACTIVITIES											
SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET (B)		PERIOD	CURRENT BUDGET TO DATE	COMMITMENTS		EXPENDITURES		FFGA BUDGET VARIANCE
			TO DATE	PERIOD			PERIOD	TO DATE	PERIOD	TO DATE	
10.00	GUIDEWAYS & TRACK ELEMENTS	-	-	-	-	-	-	-	-	-	-
20.00	STATIONS, STOPS, TERMINALS, INTER	-	-	-	-	-	-	-	-	-	-
30.00	SUPPORT FACILITIES: YARDS, SHOPS	-	-	-	-	-	-	-	-	-	-
40.00	SITWORK & SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
50.00	SYSTEMS	-	-	-	-	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	-	-	-	-	6,000,000	-	-	-	-	-
60.00	ROW, LAND, EXISTING IMPROVEMENT	-	-	-	-	-	-	-	-	-	-
70.00	VEHICLES	-	-	-	-	-	-	-	-	-	-
80.00	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-
	SUBTOTAL (10-80)	-	-	-	-	37,000,000	2,500	640,185	4,878	143,162	-
90.00	UNALLOCATED CONTINGENCY	-	-	-	-	-	-	-	-	-	-
100.00	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
	TOTAL PROJECTS NON-FFGA (10-100)	-	-	-	-	37,000,000	2,500	640,185	4,878	143,162	-
	PRE-AUTHORITY EXPENDITURES 865521	-	-	-	-	-	-	-	-	-	-
	ENVIRONMENTAL/PLANNING - 465521	-	-	-	-	-	-	-	-	-	-
	ENVIRONMENTAL/PLANNING - 405521	-	-	-	-	-	-	-	-	-	-
	NON-FTA ACTIVITIES SUBTOTAL	-	-	-	(1,369,915)	121,542,370	(1,417,194)	85,182,555	(3,089,616)	83,005,544	-
	TOTAL ESFV	3,573,279,911	-	-	(1,369,915)	1,487,826,000	(9,996,556)	1,044,372,179	23,449,504	697,029,801	3,573,279,911

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JAN 2026.

Approved FFGA Budget: The Approved FFGA Budget for the Project is \$3.573B.

Current FFGA Budget: The Current FFGA Budget is the same as the Approved FFGA Budget.

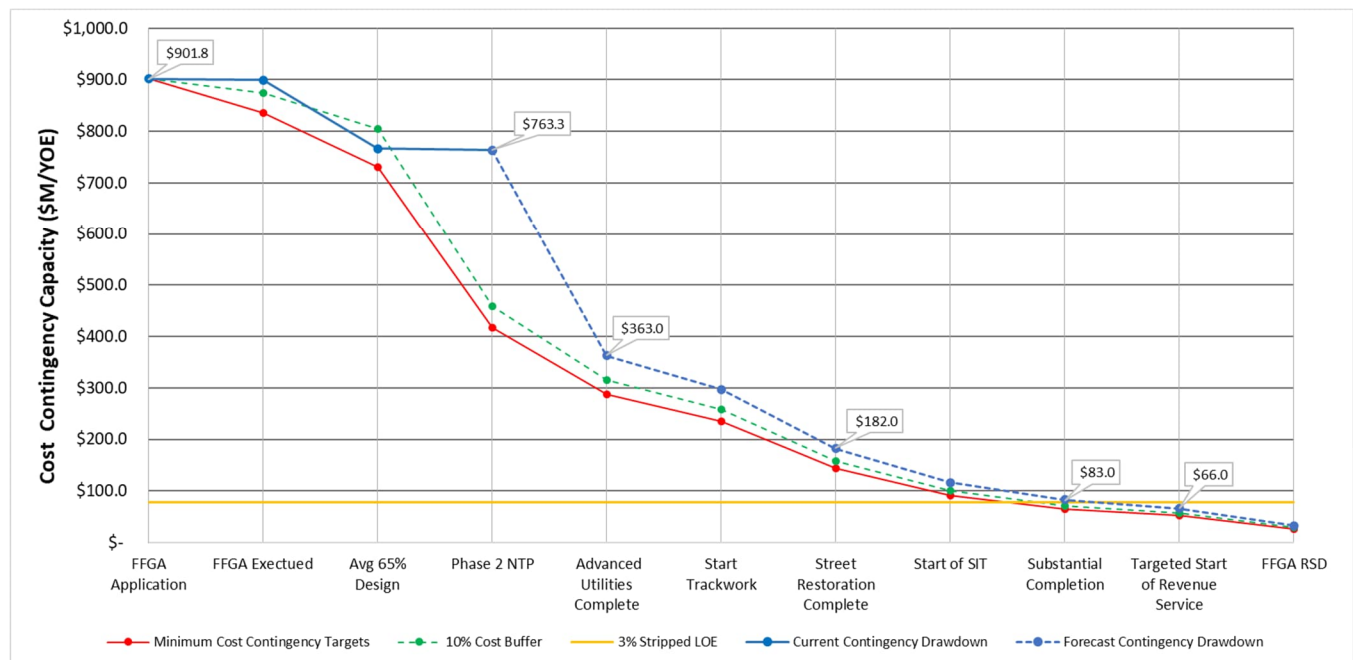
Commitments: FTA eligible commitments decreased by \$8.6M to \$959M this month due to accounting adjustments removing redundant encumbrances for Real Estate acquisitions.

Expenditures: FTA eligible expenditures from May 2022 through January 2026 are \$614.0M, an increase of \$26.5M from the previous month.

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

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Project Cost Contingency



Metro's Cost Contingency Drawdown and Analysis was developed based on the results of a quantitative risk assessment conducted by Metro, in conjunction with FTA and PMOC, in December 2023 through January 2024. Those values were incorporated into the ESFV cost estimate as well as the ESFV Risk and Contingency Management Plan Rev 2, and the submittal of the Final FFGA application.

The curve visually depicts if the project is consuming contingency more or less rapidly than planned. There are five (5) curves on the chart, (1) Minimum, (2) a 10% buffer zone above the Minimum curve, (3) Current/Actual, (4) Forecasted/Plan, and (5) a 3% of the Stripped LOP Budget. 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 is 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.

There was no contingency drawdown this month. The current cost contingency remaining of \$763.3M is greater than the minimum cost contingency target of \$418M for the Phase 2 NTP milestone.

Metro will evaluate the cost contingency drawdown curve using a quantitative cost risk analysis in alignment with the Project milestones.

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Summary of Contract Modifications

Contract Modifications and Change Order Summary Table

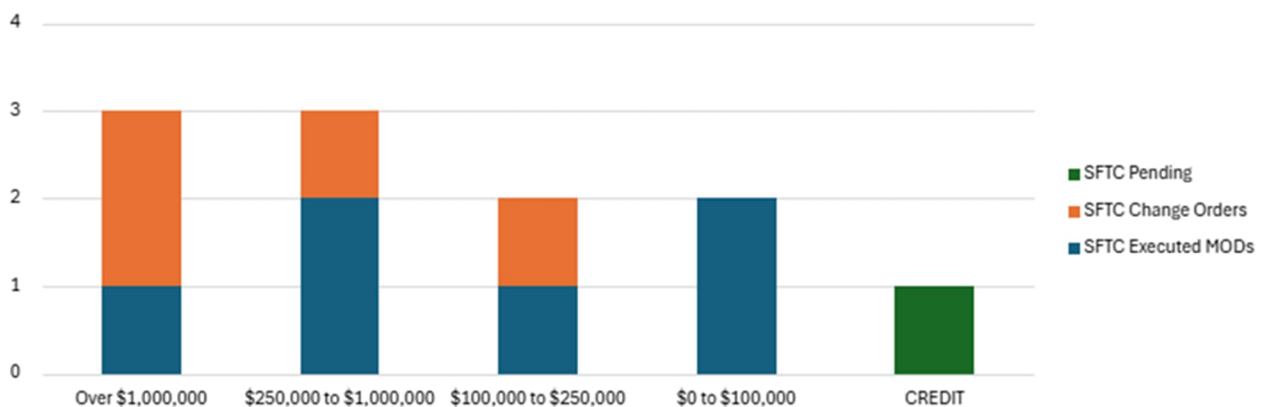
	SFTC				PCS SOLAR				W.A. RASIC
	13 MODs Executed	5 COs Active	1 PENDING	Subtotal	4 MODs Executed	0 COs Executed	0 PENDING	Subtotal	9 MODs Executed
Under \$100K	62,307	-	-	62,307	21,264	-	-	21,264	92,459
\$100K to \$250K	116,009	116,000	-	232,009	-	-	-	-	176,381
\$250K to \$1M	1,168,581	460,000	-	1,628,581	-	-	-	-	872,283
Over \$1M	3,034,495	72,939,800	-	75,974,295	-	-	-	-	-
Credit	-	-	(3,544,615)	(3,544,615)	-	-	-	-	(213,970)
Total	4,381,392	73,515,800	(3,544,615)	74,352,577	21,264	-	-	21,264	927,153
Contract Award Amount	30,979,750				1,063,190				9,044,350
EWP Award Amount	407,555,098				-	-			
Contract Total Amount	516,432,040				1,084,454				9,971,503
% of Contract MODs/COs	14.4%				2.0%				10.3%

Note: 1. Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.
 2. Pending Mods are under review.
 3. W.A. Rasic contract is complete, not further Change Orders or Modifications will be issued.

Value of SFTC Modifications & Change Orders by Cost Level



Count of SFTC Modifications & Change Orders by Cost Level



Monthly Project Status Report

Summary of Early Work Packages

Early Work Packages		
Description	Initial Value	Award
EWP 01 – Design Studies	\$4,807,602	NTP 07/09/2024
EWP 02 - Initial Integrated Project Management Office	\$8,793,508	NTP 08/07/2024
EWP 03 - Utility Adjustment (UA) Packages 4 & 6	\$32,841,918	NTP 09/05/2024
EWP 04 - Final Design	\$198,030,568	NTP 09/30/2024
EWP 05 - Project Office	\$24,063,661	NTP 12/16/2024
EWP 06 - Utility Adjustment (UA) Packages 2/3/7	\$83,500,000	NTP 01/03/2025
EWP 07 – UA 5 Water, Demolition and Select Long Lead Procurement	\$50,017,841	NTP 08/19/2025
EWP 08 – CIDH Piles at G-Line Station	\$5,500,000	NTP 06/17/2025

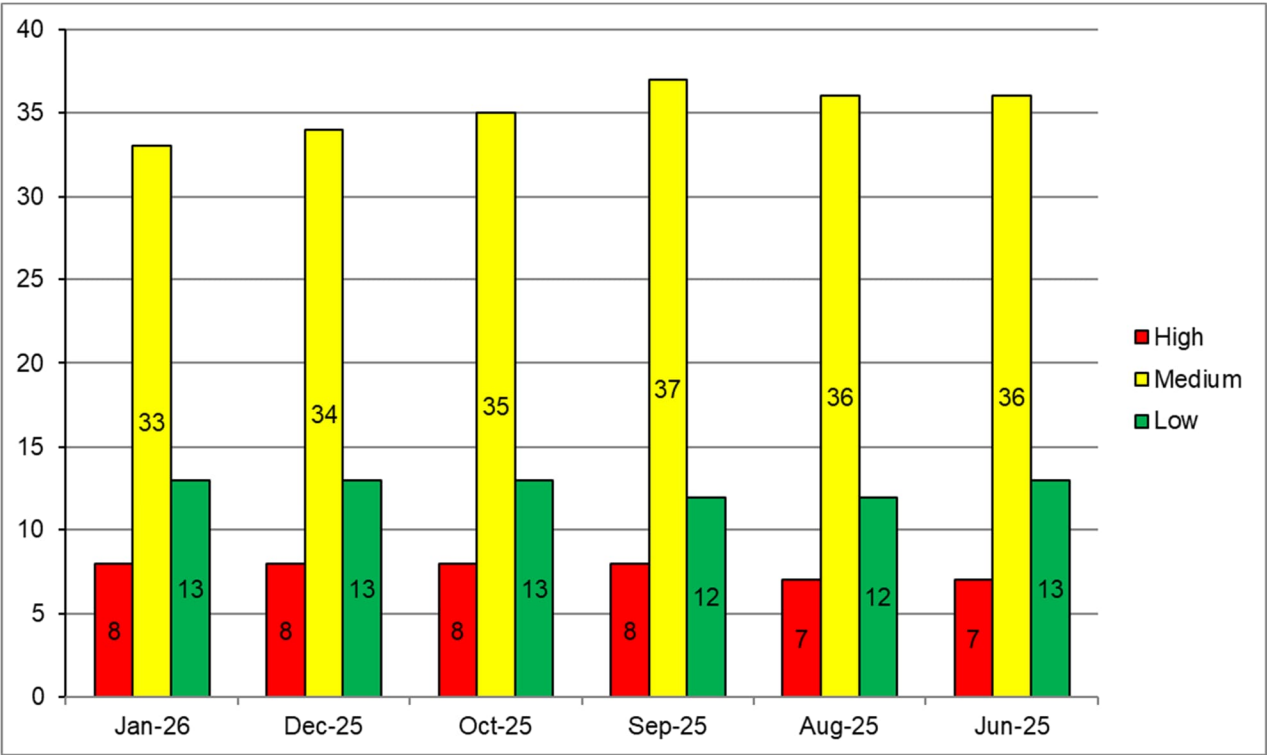
Monthly Project Status Report

Risk Management

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

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

The January Risk Working Group identified one (1) risk as recommended for closure. A total of fifty-four (54) risks remains to be managed. Of the fifty-four (54) risks, eight (8) are scored as high, thirty-three (33) as medium, and thirteen (13) as low. The changes to risk scoring for the past seven (7) months can be seen in the chart below.



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Top Risks

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

East San Fernando Valley Transit Corridor Risk Register Version January 2026			
Risk ID	Risk Description	Risk Score	Action Items
ESFV-0013	Risk that the process for relocations / condemnations of businesses may be longer than anticipated and delay contractor access.	14	Continue prioritizing acquisitions based on SFTC schedule. Advanced relocations based on business type. Metro and SFTC coordinate on schedule and access requirements.
ESFV-007	Risk that unknown utilities are encountered (or conditions found to be deteriorated) during construction requiring either demolition or relocation	14	Complete potholing & advanced utilities. Develop flexible phasing to adjust work locations based on discoveries.
ESFV-0015	Risk that cost of ROW acquisition exceeds the real estate budget.	12	Develop TCEs. VEs to refine TCE and Partial Take requirements. Continue use of Relocation Plan Pilot Program Incentive Benefit.
ESFV-0009	Risk that construction of the project results in business owner impacts which increases costs through required mitigation measures. (during construction TMP, noise, signs)	12	Community outreach. Utilize BIF, BSC, and ESP Programs. Establish a budget for offsetting stakeholder issues.
ESFV-0057	Risk that minor refinements to the Van Nuys station to accommodate the Community Bike Path may increase costs or cause schedule delay.	12	Continue coordination. Review potential routes and solutions. Review potential to make into a separate project.

Monthly Project Status Report

DISADVANTAGED BUSINESS ENTERPRISE (DBE)**Contract 1220 - ESFV Advanced Utility Adjustment (AUA) DWP Power Design 1**

DBE Goal	23%
Current DBE Commitment	\$2.52M
Total DBE Committed Dollars divided by Total Contract Value	25.32% - <i>Paused</i>

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.

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

DBE Goal	5%
Current DBE Commitment	\$96K
Total DBE Committed Dollars divided by Total Contract Value	8.94% - <i>Paused</i>

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.

Monthly Project Status Report

Contract PS89616 - ESFV Light Rail Transit Line Project PDB

DBE Goal – Phase 1 The percentage of funds apportioned to Phase 1 Contracts	18%
Current DBE Commitment Phase 1	\$5.98M
Total DBE Committed Dollars divided by Total Contract Value for Phase 1	19.33% - <i>Paused</i>
The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.	

DBE Goal – Phase 2 Design The percentage of funds apportioned to Phase 2 EWP	28%
Current DBE Commitment Phase 2 Design	\$15.5M
Contract commitment divided by current contract value for all EWPs	28% - <i>Paused</i>
The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.	

Monthly Project Status Report

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.

DBE Goal – Phase 2 Early Work Packages EWP-MOD-01 Construction The percentage of funds apportioned to Phase 2 EWP	15%-30%
Current DBE Commitment Phase 2 EWPs	\$482K
Contract commitment divided by current contract value for all EWPs	19.35% - <i>Paused</i>

DBE Goal – Phase 2 Early Work Packages EWP-MOD-02 Construction The percentage of funds apportioned to Phase 2 EWP	15%-30%
Current DBE Commitment Phase 2 EWPs	\$480K
Contract commitment divided by current contract value for all EWPs	2.87% - <i>Paused</i>

DBE Goal – Phase 2 Early Work Packages EWP-MOD-03 Construction The percentage of funds apportioned to Phase 2 EWP	15%-30%
Current DBE Commitment Phase 2 EWPs	\$6.34M
Contract commitment divided by current contract value for all EWPs	19.33% - <i>Paused</i>

DBE Goal – Phase 2 Early Work Packages EWP-MOD-04 Construction The percentage of funds apportioned to Phase 2 EWP	15%-30%
Current DBE Commitment Phase 2 EWPs	\$5.17M
Contract commitment divided by current contract value for all EWPs	19.40% - <i>Paused</i>

Monthly Project Status Report

DBE Goal – Phase 2 Early Work Packages EWP-MOD-05 Construction The percentage of funds apportioned to Phase 2 EWP	15%-30%
Current DBE Commitment Phase 2 EWPs	\$800K
Contract commitment divided by current contract value for all EWPs	3.33% - <i>Paused</i>

DBE Goal – Phase 2 Early Work Packages EWP-MOD-06 Construction The percentage of funds apportioned to Phase 2 EWP	15%-30%
Current DBE Commitment Phase 2 EWPs	\$16.6M
Contract commitment divided by current contract value for all EWPs	19.88% - <i>Paused</i>

DBE Goal – Phase 2 Early Work Packages EWP-MOD-07 Construction The percentage of funds apportioned to Phase 2 EWP	15%-30%
Current DBE Commitment Phase 2 EWPs	\$8.78M
Contract commitment divided by current contract value for all EWPs	17.57% - <i>Paused</i>

DBE Goal – Phase 2 Early Work Packages EWP-MOD-08 Construction The percentage of funds apportioned to Phase 2 EWP	15%-30%
Current DBE Commitment Phase 2 EWPs	\$851K
Contract commitment divided by current contract value for all EWPs	15.48% - <i>Paused</i>

DBE Goal – Phase 2 Supplement The percentage of funds apportioned to Phase 2 Contracts	0%
Current DBE Commitment Phase 2 Phase 2 Supplement	\$0M
Contract commitment divided by current contract value for Phase 2	0%

Monthly Project Status Report

PROJECT LABOR AGREEMENTS (PLA)

Project Labor Agreement/Construction Careers Policy is applicable on Phase 2-Construction portion of this contract to include all Early Work Packages that have contract value more than \$2.5 million. The PLA/CCP requires that the Prime Contractor commit to meet the Local Hiring Requirements shown below:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	44.96%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	17.42%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	13.18%

Monthly Project Status Report

FINANCIAL/GRANT STATUS OF FUNDS BY SOURCE

EAST SAN FERNANDO VALLEY (TC) \$M						
As of January 2026						
FINANCIAL / GRANT						
Status of Funds by Source						
SOURCES	(A) TOTAL BUDGET (1)	(B) TOTAL FUNDS ANTICIPATED	%	(C) TOTAL FUNDS AVAILABLE ⁽²⁾	(D) BILLED To Funding Source \$	(D/B) To Funding Source %
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 893.32	\$ 893.32	25.0%	250.00	195.05	21.8%
Federal Subtotal	\$ 893.32	\$ 893.32	25.0%	250.00	\$ 195.05	21.8%
Prop A - Rail Development Account (35%)	\$ 47.60	\$ 47.60	1.3%	0.00	-	0.0%
Measure R - Transit Capital (35%)	\$ 218.31	\$ 218.31	6.1%	182.00	129.80	59.5%
Measure R - Highway Projects (20%)	\$ 49.42	\$ 49.42	1.4%	49.42	49.42	100.0%
Prop C - Discretionary (40%)	\$ 110.00	\$ 110.00	3.1%	0.00	-	0.0%
Prop C - Transit-Related Highway (25%)	\$ 201.31	\$ 201.31	5.6%	201.31	-	0.0%
Local Agency Transit Project Contributions	\$ 82.56	\$ 82.56	2.3%	0.00	-	0.0%
Repayment of Capital Project Loans (Fund 3562)	\$ -	\$ -	0.0%	0.00	-	0.0%
Measure M - Transit Construction (35%)	\$ 870.50	\$ 870.50	24.4%	224.46	120.50	13.8%
State Subtotal	\$ 1,579.69	\$ 1,579.69	44.2%	657.19	299.72	19.0%
Transit and Intercity Rail Capital Program (TIRCP)	\$ 805.00	\$ 805.00	22.5%	331.33	-	0.0%
Regional Improvement Program Funds (RIP)	\$ 202.14	\$ 202.14	5.7%	34.63	34.63	17.1%
Other State Revenue	\$ 18.19	\$ 18.19	0.5%	18.19	18.19	100.0%
SB1 - Local Partnership Program	\$ 74.94	\$ 74.94	2.1%	74.94	-	0.0%
Local Subtotal	\$ 1,100.27	\$ 1,100.27	30.8%	459.09	52.82	4.8%
SUBTOTAL:	\$ 3,573.28	\$ 3,573.28	100.0%	1366.28	547.58	15.3%
Non-Federal Eligible Expenses:						
Section 5339 Alternatives Analysis	\$ 0.97	\$ 0.97	0.8%	0.97	0.97	100.0%
Traffic Congestion Relief Program Funds (TCRP)	\$ 27.00	\$ 27.00	22.2%	27.00	16.00	59.3%
Prop C - Transit-Related Highway (25%)	\$ 1.33	\$ 1.33	1.1%	1.33	1.33	100.0%
Measure R - Transit Capital (35%)	\$ 32.20	\$ 32.20	26.5%	32.20	32.20	100.0%
Measure M - Transit Construction (35%)	\$ 60.05	\$ 60.05	49.4%	60.05	23.05	38.4%
SUBTOTAL:	\$ 121.54	\$ 121.54	100.0%	121.54	73.55	60.5%
AGGREGATE TOTAL:	\$ 3,694.82	\$ 3,694.82		1487.83	621.13	

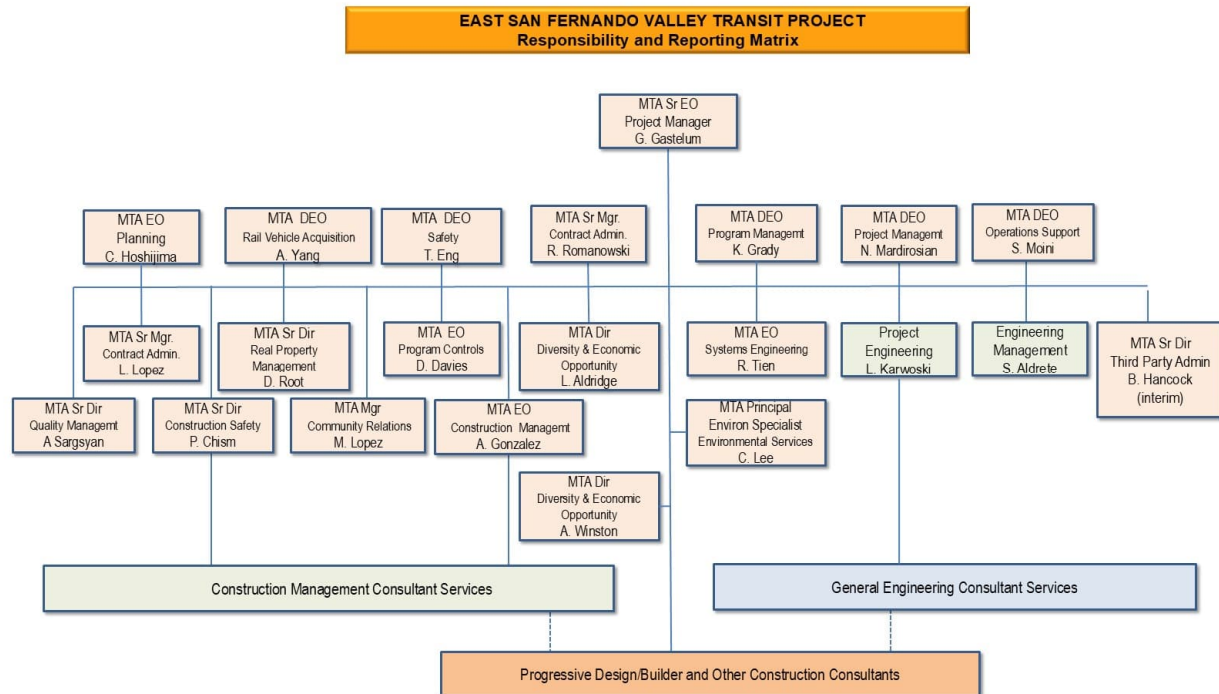
NOTES:

1. Total sources reflect the current LOP Budget of \$3,694.82 million (excludes \$60M finance charges and includes Pre-Award authority of \$61.5 million and additional planning expenses approved by the board in Feb 2025 BR2024-1100)
2. Current Pre-Construction Budget of \$1,487.8m (C) FUNDS AVAILABLE.
3. Expenditures are cumulative through January 2026

Monthly Project Status Report

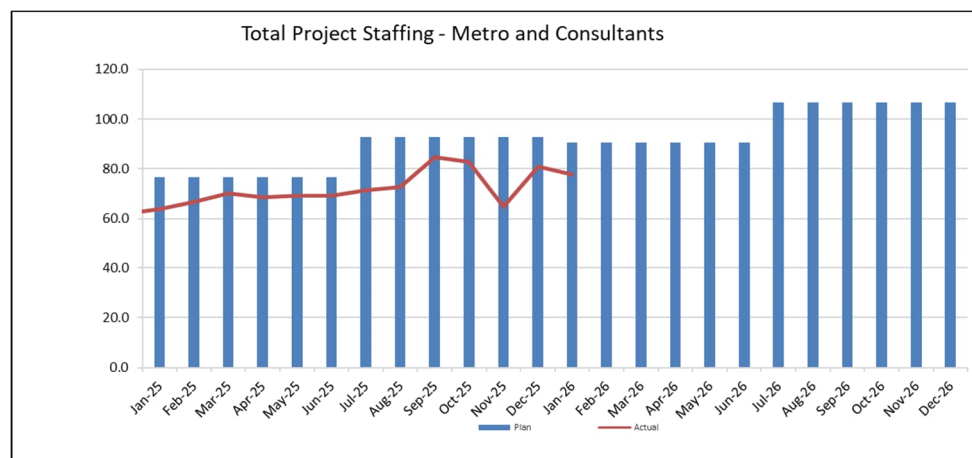
PROJECT ORGANIZATION AND STAFFING

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

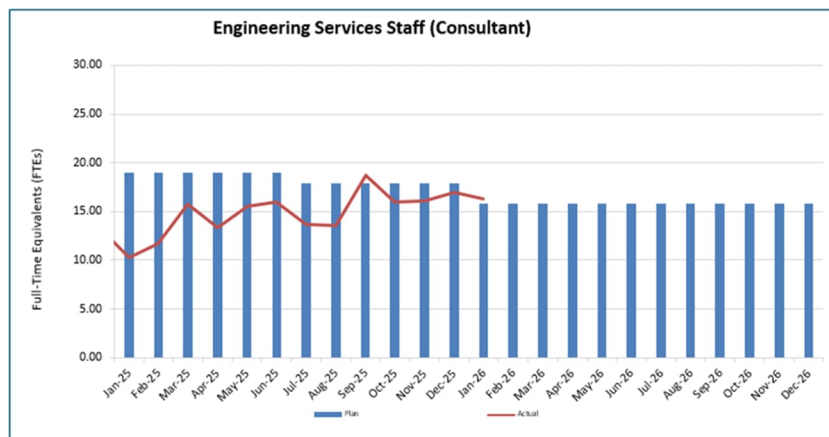
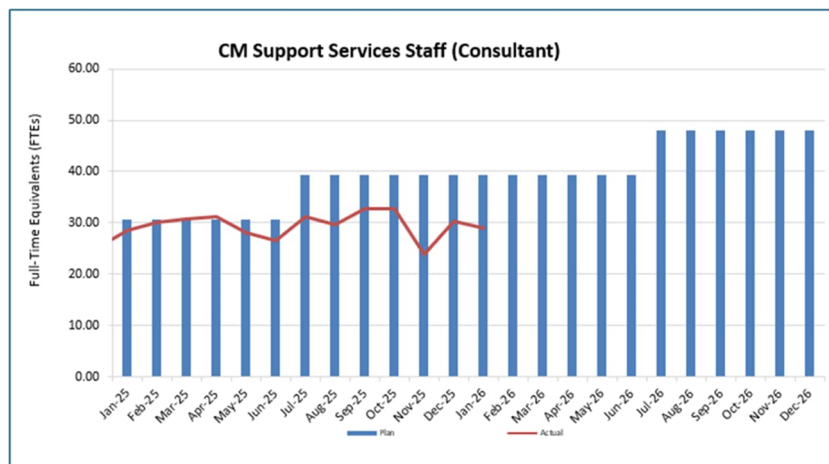
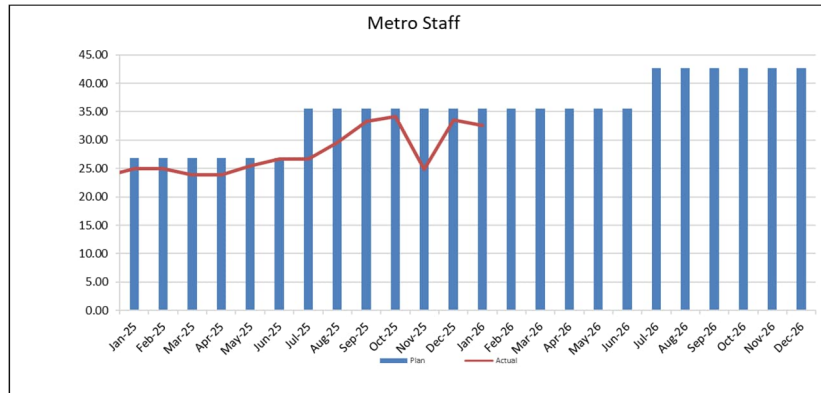


5/15/2025

The overall FY26 Total Project Staffing forecast averages 90.5 Full-Time Equivalent (FTEs) per month. The total actual project staffing for January 2026 was 77.9 FTEs; 32.5 FTEs for Metro's Project Administration staff, 29.0 FTEs for the Construction Management Support Services Consultant, and 16.3 FTEs for the Design and Engineering Support Services Consulting staff. Consulting staff FTEs are based on monthly invoice billable hours. Review of staffing plans is on-going to ensure staffing needs are appropriately managed.



Monthly Project Status Report



Staffing by Group

The opposing graphs represent planned vs. actual staffing levels by group.

Metro staffing includes full time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

Staffing plans are developed for each fiscal year based on project needs.

Monthly Project Status Report

REAL ESTATE

Metro Real Estate continues to coordinate with the Project team to update the Right-of-Way schedule and the prioritization of property offers. The real estate appraisals, furniture, fixtures and equipment appraisals and appraisal reviews have been completed for all seventeen of the MSF Parcels (ESFV-E-001 through 016 and ESFV-E-019). Two additional parcels were previously appraised and acquired as part of an early acquisition effort. Offers of Just Compensation have been made for all MSF parcels. A total of fourteen (14) offers for MSF parcels have been accepted (includes the two parcels previously acquired). The owner of ESFV-E-001 has settled through litigations due to title issues. Condemnation proceedings were initiated on five (5) MSF parcels (MSF parcels ESFV-E-004, 010, 011, 016 and 019). However, ESFV-E-004 has settled and Metro has possession of this parcel. Metro has also taken possession of MSF parcels 010, 011, 016 and 019 (but does not have legal title). The current status of the acquisition process for the MSF parcels is summarized below:

Project Parcel No.	Status
Two Early Acquisition Parcels	Closed Escrow
ESFV-E-001	Settlement Reached
ESFV-E-002	Closed Escrow
ESFV-E-003	Closed Escrow
ESFV-E-004	Settled in litigation
ESFV-E-005	Closed Escrow
ESFV-E-006	Closed Escrow
ESFV-E-007	Closed Escrow
ESFV-E-008	Closed Escrow
ESFV-E-009	Closed Escrow
ESFV-E-010	In Litigation
ESFV-E-011	In Litigation
ESFV-E-012	Closed Escrow
ESFV-E-013	Closed Escrow
ESFV-E-014	Closed Escrow
ESFV-E-015	Closed Escrow
ESFV-E-016	In Litigation
ESFV-E-019	In Litigation

Fifty (50) businesses within the MSF site impacted by the project have been successfully relocated. LACMTA continues to work with and process claims for all displacees.

Real estate appraisals, fixtures, fixtures & equipment appraisals and appraisal reviews have been completed on TPSS Sites 1, 2, 4, 5, 6, 7, the three properties which make up

Monthly Project Status Report

TPSS Site 9 and the Track Alignment Parcel ESFV-B-002. The current status of the acquisition process is included below:

TPSS Site/Project Parcel No.	Status
TPSS Site 1 (ESFV-A-001)	Closed Escrow
TPSS Site 2 (ESFV-A-002)	In Escrow
TPSS Site 3 (ESFV-A-003)	Procuring Appraisals
TCB Site 3 (ESFV-A-004)	Procuring Appraisals
TPSS Site 4 (ESFV-B-004)	In Escrow
TPSS Site 5 (ESFV-B-005)	In Litigation
TPSS Site 6 (ESFV-B-006)	Heading to RON
TPSS Site 7(ESFV-C-001)	Closed Escrow
TPSS Site 8 (ESFV-C-002)	Appraisals In Review
TPSS Site 8 (ESFV-C-003)	Appraisals In Review
TPSS Site 9 (ESFV-C-004)	Closed Escrow
TPSS Site 9 (ESFV-C-005)	In Escrow
TPSS Site 9 (ESFV-C-006)	In Escrow
Track Alignment Parcel ESFV-B-002	Closed Escrow

A total of twelve (12) parcels are needed for the TPSS sites, one (1) parcel is needed for TCB Site 3, and one (1) parcel is needed for Track Alignment. Escrow has closed on four (4) parcels with four (4) additional parcels in escrow. One (1) offer has been accepted by the property owners and is headed to escrow. One (1) property is in litigation with one (1) more headed to a Resolution of Necessity in February.

The property inspections for the two parcels that make up TPSS 8 (ESFV-C-003 and ESFV-C-004) were completed on October 14, 2025, the appraisals have been completed and are currently being reviewed. The appraisals for TPSS Site 3 (ESFV-A-003) and TCB Site 3 (ESFV-A-004) are currently being procured.

The Relocation Plan included a pilot program for an acquisition incentive benefit, which provides for offering property owners 20% over the fair market value, not to exceed \$500,000, if they sign the Purchase and Sale contract within 60 days. The pilot program was approved by FTA.

Monthly Project Status Report

LRVs

Overview

The Project includes the procurement of 33 Light Rail Vehicles (LRV) which will operate on the new line. The plan for a 33-rail car fleet was derived as follows:

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

Procurement

NTP for the Vehicle Specialist Consultant contract was issued to Hatch Associates Consulting, Inc. on May 28, 2024. Hatch assisted Metro in developing the LRV Manufacturing Contract P3030 procurement documents, including the Technical Specifications (TS), currently supporting Metro during solicitation phase to select a qualifying LRV Contractor for the P3030 LRV Manufacturing Contract.

LRV Manufacturing Contract P3030 – This contract will be for the design, manufacture, and delivery of the project LRVs. The 33 LRVs for the ESFV Project will be part of the base order for this contract. The contract will also include options to procure additional LRVs for other Metro projects which are currently planned.

The Request for Proposals (RFP) for the P3030 New LRV solicitation was advertised on January 31, 2025. Bids were received on the August 2025 deadline. The solicitation remains in blackout period until contract award in Summer 2026. Solicitation inquiries will be reviewed through Metro's Contract Administration during this blackout period.

Monthly Project Status Report

QUALITY ASSURANCE

January status:

- Participated in weekly Internal Metro and Construction Progress Meetings.
- Continued implementation of Quality Management Oversight (QMO) program on PDB contract.
- Conducted Project QMO Quarterly Review meeting for Q4 of 2025.
- Continued by-weekly QMO Priority Planning Meetings and identified upcoming assessments.
- Continued performing Process Assessments based on Procedures from Project Quality Program Manual. Reviewed Contractor responses.
- Continued to perform QMO training & Workshop presentation sessions as needed.
- Participated in weekly Quality Meetings with PDB Contractor and conducted Quality Training.
- Reviewed Construction Work Plans and attended Readiness Review Meetings.
- Continued conducting internal weekly Quality meetings to go over Quality Program progress.
- Attended Coordination Meetings with the Contractor and 3RD Party.
- Reviewed Project Wide Engineering Specification 100% Submittal.
- Started Construction Quality Management System Audit for the PDB contract. Closeout meeting planned for February 2026.

Monthly Project Status Report

ENVIRONMENTAL

The following activities took place in January:

- Continued bi-weekly Environmental Coordination Meetings with PDB contractor.
- Received Phase I Environmental Site Assessment for TCB County.
- Planning and coordination of abatement and demolition at E-016 (Site 1) and E-019 (Site 17).
- Monitored Construction Plans for proximity to schools and residential buildings.
- Continued to monitor for removal of roadway striping and soils with ADL above action levels to properly manage generated waste.
- Continued to track UA Excavation Plans for Paleo Monitoring. The new criteria were implemented for evaluation of excavations.
- Continued to track UA Construction Work Plans for biological mitigations for birds, bats, and trees.

Monthly Project Status Report

CONSTRUCTION AND COMMUNITY RELATIONS

Construction Relations

Metro's Construction Relations and Mitigation Programs (CRMP) team has continued its ongoing bilingual (English and Spanish) outreach efforts in the Arleta, Pacoima, Panorama City, and Van Nuys communities. Several outreach tools have been employed from email campaigns, attending community meetings and events, to door-to-door canvassing of stakeholders along the project alignment. The CRMP staff also responded to project related inquiries and complaints from the public received through the project phone and email and in-person visits. There were approximately thirty (30) inquiries and complaints that were received either from the project email or phone number and those issues were coordinated and/or addressed by ESFV and Metro Project staff. Last month, Metro CR began transmitting field reports for community issues and mitigation requests to the Contractor. This process is primarily used for high priority issues where access, loss of business, and coordination are requested by the stakeholder impacted by the work.

The CRMP team continues its outreach to support the current utility relocation activities and upcoming construction activities on the Project alignment. CRMP staff have also conducted coordination efforts to mitigate impacts on businesses and residents in this area in advance of construction through continued field engagement, email notifications, and individual engagement. The CRMP team coordinated multiple elected official concurrences for approvals of traffic controls in Van Nuys, Panorama City, and Pacoima. In addition, the CRMP team prepared collateral material for community engagement on the Class II bike lanes on Terra Bella St, upcoming directional closures on Van Nuys Blvd, and the early February community meetings. Finally, the CR Team closed the Community Leadership Council application process for a new cohort of community members and is currently reviewing applications for consideration to the two-year board.

Advanced Utility Work Along Van Nuys Blvd

- Van Nuys Blvd between Blythe St and Lanark St
 - o The CRMP continues to keep the community informed at Blythe St where the closure has been occurring.
- Advanced Utility Work along Van Nuys Blvd between Gault St and Arminta St
 - o Outreach for ongoing work and preparation of full closure of Sherman Way and directional closures at Van Nuys Blvd continued with the CRMP team.
 - o The CRMP team prepared driveway impact letters for upcoming directional closures of SB Van Nuys Blvd and construction notices at the intersection.
 - o A Source blog post was prepared and issued in January for this proposed work.

Monthly Project Status Report

- o The CRMP team continued to visit properties in the area with direct driveway impacts to reiterate the upcoming work. Additional letters were prepared and sent out in January.
- o The CRMP and Contractor CR team have been working with transit agencies to inform and coordinate the upcoming closures to mitigate impacts on commuters in the corridor. Metro CR participated in a bus detour review with Metro Bus Operations to address traffic control changes due to multiple work activities in the near vicinity of the existing planned work.
- o The CRMP team approved and reviewed letters and notices previously developed for full closure work on Satcoy St, west of Van Nuys Bl. A notice was distributed in early February 2026.
- Waterline Work along Van Nuys Blvd, Haddon St and Oneida Ave
 - o The CRMP and SFTC Teams continued to monitor the work and review areas where it is being done.
- The CRMP team has been preparing letters and construction notices for C3 and C1 Waterline and potholing work in Pacoima/Arleta. The work is anticipated in 2026.

Community Relations

The CRMP team conducted various community outreach activities throughout the alignment in response to the ongoing UA-2/3 work, waterline work and third-party utility work. These outreach activities included door-to-door engagement and case management with project stakeholders.

The project staff also hosted and participated in several briefings and events:

Metro-hosted Events and Briefings

- ESFV LRT Project Elected Official Briefing, January 8, 2026 (Virtual)
 - o The CRMP Team and Project Management hosted a virtual briefing for elected officials for Council Districts 2, 6, and 7. Project staff provided updates on advanced utility adjustments (AUA) work, real estate acquisitions, design progress, community outreach activities, the Business Interruption Fund (BIF) and Business Solution Center (BSC) efforts and Eat Shop Play enrollments by council district. Discussions also included upcoming construction activities, including new Class II Bike Lanes on Terra Bella St, complaints received, and overall mitigations programs engagement strategies.

Non-Metro Hosted Events and Briefings

- Van Nuys Neighborhood Council, January 14 (Van Nuys)
 - o The CRMP participated in a community board providing updates on construction activities for the project. Approximately over 20 community members attended the council meeting. At the meeting, Council Member and Board Member Imelda Padilla responded and presented her work in the community.

Monthly Project Status Report

- Van Nuys Neighborhood Council, January 20 (Arleta)
 - o The CRMP participated in the community board providing updates on construction activities for the project. In addition, shared information about the replacement bike path to be located on Terra Bell St. Approximately over 10 community members attended the council meeting.
- Van Nuys Neighborhood Council, January 21 (Pacoima)
 - o The CRMP participated in the community board providing updates on construction activities for the project. In addition, shared information about the replacement bike path to be located on Terra Bell St. Approximately over 12 community members attended the council meeting.
- Panorama City Neighborhood Council, January 22 (Panorama City)
 - o The CRMP participated in the community board providing updates on construction activities for the project. In addition, shared information about the replacement bike path to be located on Terra Bell St. Approximately over 8 community members attended the council meeting.
- Wakefield/Terra Bella Neighborhood Watch Group City Neighborhood Council, January 22 (Panorama City)
 - o The CRMP participated in the community board providing updates on construction activities for the project. In addition, shared information about the replacement bike path to be located on Terra Bell St. Approximately over 10 community members attended the council meeting.
- Primestor X LA Metro Coordination Neighborhood, January 27 (Panorama City)
 - o The CRMP coordinated and facilitated a status update meeting with a developer of a large piece of property adjacent to our alignment.

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) and the Business Interruption Fund (BIF) programs. During these activities, staff provided informational literature on the Project, available resources, including ESP, and encouraged small business owners to sign up to receive Project updates. As of February 12, 2026, 119 businesses have enrolled in the Eat Shop Play (ESP) Program. The Business Interruption Fund (BIF) awarded 62 grants including repeat grants totaling \$1,800,659.83 to 47 impacted businesses as of January 30, 2026, and has contributed to ongoing business outreach efforts.

These efforts reflect the team's sustained commitment to fostering community collaboration and supporting local businesses, residents, schools, and community-based organizations along the corridor.

Monthly Project Status Report

CREATIVE SERVICES

The following activities took place in January:

- Reviewed and responded to DU26-29 Segment C Station Plans 85%.
- Artwork Design Services procurement under way (currently in blackout).

SAFETY AND SECURITY

- There were no recordable injuries in the month of January.
- Safety staff conducted daily and nightly safety inspections along the alignment.
- Participated in daily and weekly Toolbox meetings with SFTC and LBI crews at the beginning of shifts.
- Provided feedback to crews performing utility relocation, trenching, shoring, water line work, and traffic control along the alignment.
- Monitored Environmental Remediation and demolition of multiple buildings within the future Rail Operations and Maintenance Facility.
- Participated in project scheduling meetings and joint contractor safety walks.
- Reviewed and commented on SFTC submittals and work plans. Interacted with Contractor Safety on generating required safety documentation and staffing.
- Conducted Orientation for Project staff members at the Arminta office.
- SFTC submitted 30,204 December work hours, for a Total Project Work Hours of 358,879 through December 2025.
- There have been two Recordable Injuries on the Project to date. The Project Total Recordable Injury Rate is 1.1, compared to the National Average Total Recordable Injury Rate of 2.3.
- There have been no Lost Time Injuries, and the Project Lost Time Injury Rate (DART) is 0.0 which compares favorably to the National DART Rate of 1.5.

Monthly Project Status Report

APPENDIX**CHRONOLOGY OF EVENTS**

December 2021	FTA Expedited Project Delivery (EPD) Program Application
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 AUA#1 Construction initiated by W.A. Rasic Metro Board approved the Pre-Construction Budget
April 2023	SFTC NTP for Phase 1 work
May 2023	SFTC's initial contract submittals received
August 2023	NTP +120 day submittals received
October 2023	Metro Board approval of EIR Addendum
December 2023	Draft FFGA Application submitted
March 2024	AUA#1 Contractor Work Complete
April 2024	Award of LRV Procurement Consultant (Contract PS118642001)
May 2024	Final Documentation sent to FTA as required by Letter of Intent NTP for LRV Procurement Consultant (Hatch Associates Consulting, Inc.) LADWP started self-perform work of installing vaults and pulling cables.
July 2024	EWP-01 NTP Issued FFGA officially submitted through TrAMS Metro Board approved the amendment to Pre-Construction Budget
August 2024	EWP-02 NTP Issued

Monthly Project Status Report

September 2024	FFGA Executed EWP-03 NTP Issued EWP-04 NTP Issued
October 2024	EWP-01 Field Investigations began EWP-03 Construction began (UA 6)
November 2024	EWP-04 Load Flow Analysis MOD Issued EWP-04 Design Potholing MOD Issued
December 2024	EWP-05 NTP Issued
January 2025	EWP-06 NTP Issued LRV RFP Issued
February 2025	Metro Board approved increase to the Preconstruction Budget
March 2025	Issued CO-01 for Rail Procurement
May 2025	Executed MOD-09 for the remainder of EWP-04 - Final Design
June 2025	EWP-08 NTP Issued
July 2025	Installed CIDH piles under the G-Line bridge footprint
August 2025	EWP-07 NTP Issued Completed installation of CIDH Piles at the G-Line Station
October 2025	EWP-03 field work 100% complete
November 2025	OPC 2 submission received