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TO: Distribution

FROM: Gregory Gastelum *gg*
Project Manager

SUBJECT: East San Fernando Valley LRT Project
July 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 July 31st, 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



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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:

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

- The initial contract with SFTC for Phase 1 was issued on April 14, 2023 and included 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. Metro issued the Phase 2 Supplement and Notice-to-Proceed (NTP) to SFTC on July 1, 2026.

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 project environmental documents.

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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).

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.

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.
- The RFP for the design, manufacture, and delivery of the LRVs was issued on January 31, 2025. Proposal due date was August 29, 2025. The contract is scheduled to go to the Metro Board in October 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 July:

- 60% Submittals
 - o None in July.
- 85% Submittals
 - o None in July
- 100% submittals
 - o DU 23 to 25 – Segment B Stations 100% on 07/02/2026
 - o DU 43 – Train Control Guideway 100% on 07/06/2026
 - o DU 09-2 – APDU Segment B2 Telecom 100% on 07/08/2026
 - o DU.GE 06 – Geotechnical Pavement Report Project wide 100% on 07/23/2026
 - o DU 09 - Civil Segment B2 100% on 07/24/2026
 - o DU.GE 11.1 – APDU LID Report 100% on 07/29/2026
 - o DU 36 – Segment B Communications 100% on 07/31/2026
- AFC Submittals
 - o DU 08 & 09 – APDU Segment B1 & B2 Water AFC on 07/07/2026
 - o DU 06 – APDU Segment A1 Water AFC on 07/10/2026
 - o DU 06 – Civil Segment A1 AFC on 07/21/2026
 - o DU 08 to 10 – APDU Segment B Sewer AFC on 07/21/2026
 - o DU 11-2 – APDU Segment C1 Telecom AFC on 07/28/2026

Construction Status

Progressive Design-Build Early Work Packages

Project efforts continue to focus on the completion of 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 \$118M for the remainder of EWP-04. The combined EWP-04 base value was \$198M.

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, issued on November 17, 2025, modified EWP 07 by adding installation of Segment C waterline, procure and install Segment A waterline, and procure and install Segment's A and C sewer line.

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

SFTC is 100% complete with UA-6 and UA-4 utility relocation work. LADWP is currently performing cable pulling and splicing activities but paused last month to work on their substations.

EWP-06 – Utility Adjustments UA-2/3 power and water

UA-2/3 power: on May 15, all the K-rail set on northbound Van Nuys Blvd from Gault St to Arminta St was removed and reset on Van Nuys Blvd for the Pacoima Box Culvert replacement. The remaining work for UA-2/3 Phase 3 is being performed within this new

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K-rail setup. This conduit work is now 100% complete; the UA-2/3 punch list process has begun with DWP and City AHJ's.

UA-2/3 water utility relocation work at Keswick St and Van Nuys Blvd started on March 24, 2026, with saw cutting and pothole activities followed with excavation, shoring, pipe install and backfill, is currently 92% 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; excavation and shoring activities began on February 23, 2026, and were completed 100% on July 15, 2026.

MSF building abatement and demolition began on December 15, 2025, demolition of properties E-002, E-003West, E-008 and E-01 were completed this month. Overall MSF site demolition is currently 56% complete.

Segment C3 water utility relocation work on Van Nuys Blvd from Telfair Ave to San Fernando started on March 24, 2026, with saw cutting and pothole activities followed with excavation, shoring, pipe install and backfill, is currently 47% complete.

Pacoima Wash Box Culvert replacement on Van Nuys Blvd between Valerio St. To Covello St. Demolition began on May 18, 2026, and is currently 100% complete. The foundation concrete was placed on July 2, 2026, crews are currently working on installing the reinforcing steel for the walls, over replacement is 84% complete.

Segment C1 sewer encasement work on Van Nuys Blvd and Vesper Ave began on July 13, 2026, and is currently at 93% complete.

Segment A1 water utility relocation work on Van Nuys Blvd and Sylvan St began on July 6, 2026, and is currently at 8% complete.

Segment A1 Telecom utility relocation work on Van Nuys Blvd and Calvert St began on July 6, 2026, and is currently at 77% complete.

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

Monthly Project Status Report**Schedule Status**

The Master Project Schedule has Targeted Start of Revenue Service (TSORS) of January 7, 2032 and an FTA Revenue Service Date (RSD) of August 22, 2033.

Budget Status

The Federal Full Funding Grant Agreement (FFGA) was executed on September 13, 2024 and included a Project budget of \$3.573B.

In the spring of 2026 Metro and SFTC negotiated a Firm-Fixed-Price contact value of \$1,988,038,124 for Phase 2 Supplement which results in a total Progressive Design-Build contract value of \$2,430,954,364 for the complete scope of Phase 1 and Phase 2. In May 2026, the Project went to the Metro Board and received approval to establish a \$3,998,675,309 Life-of-Project (LOP) budget and to issue the Phase 2 Supplement to SFTC.

The LOP budget encompasses all elements of the Project, including portions of the work not eligible for Federal reimbursement. The LOP budget contains \$143M in expected non-Federal costs, including \$61.5M in Project costs incurred before the FTA Letter of Intent was received in May 2022.

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.

Monthly Project Status Report

Project Construction Photos

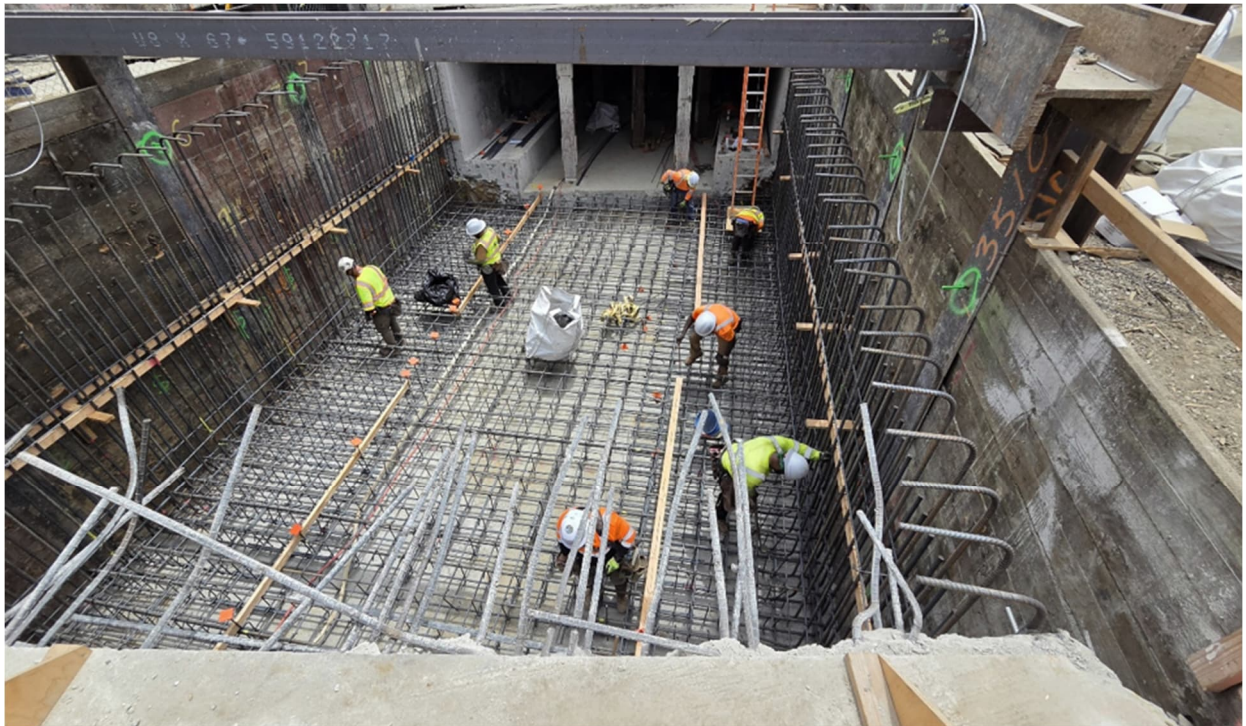


SFTC crews excavating and shoring Telecom trench
Segment A2, Van Nuys Blvd and Calvert St



SFTC – Conduits installed for future Telecommunications cable installation
Segment A2, Van Nuys Blvd and Calvert St

Monthly Project Status Report



SFTC sub-contractor Marvella Steel Placers - Pacoima Wash Culvert invert reinforcing stell installation
Segment A2, Van Nuys Blvd, Pacoima Wash, UA2-3

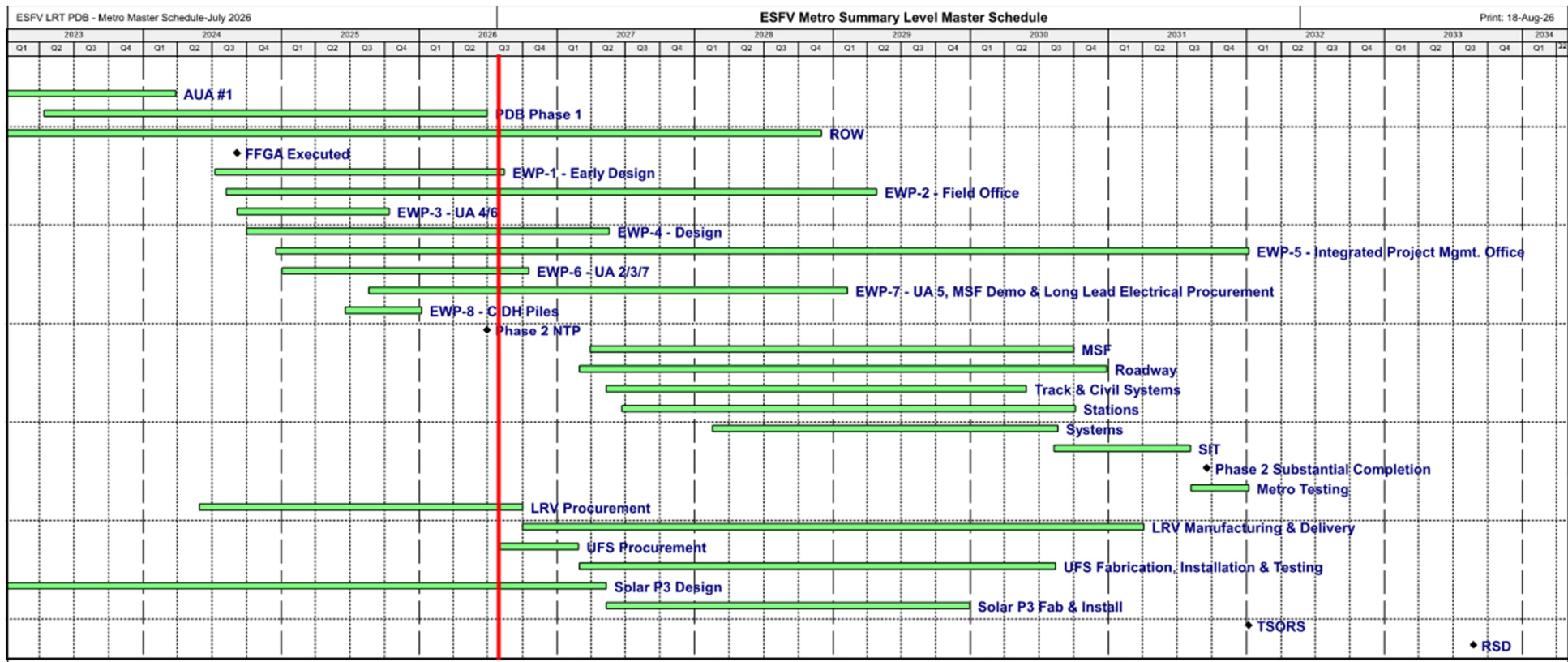


SFTC unload and stack 115RE rail storage for future use
Segment A, Aetna Yard

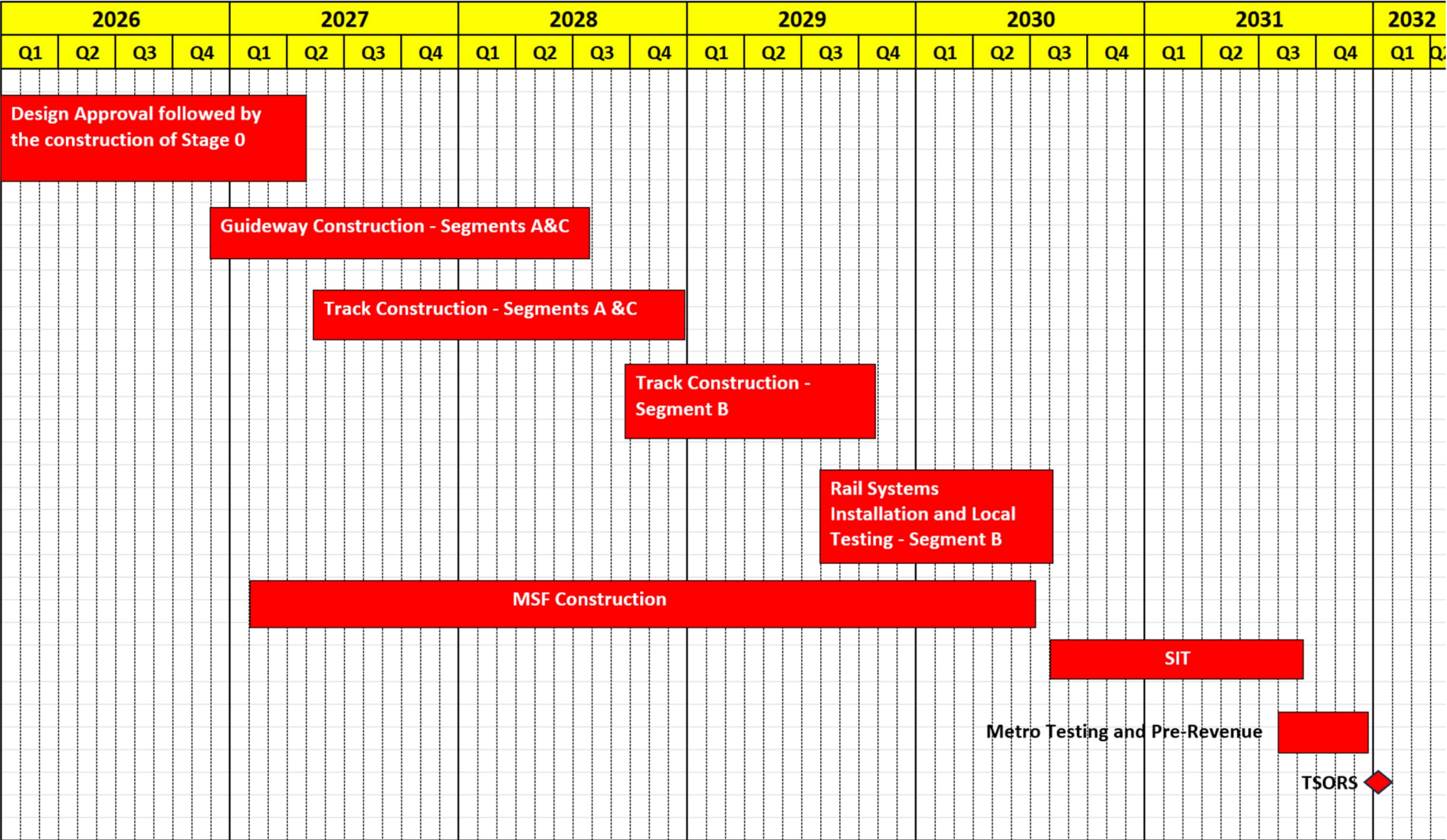
PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule

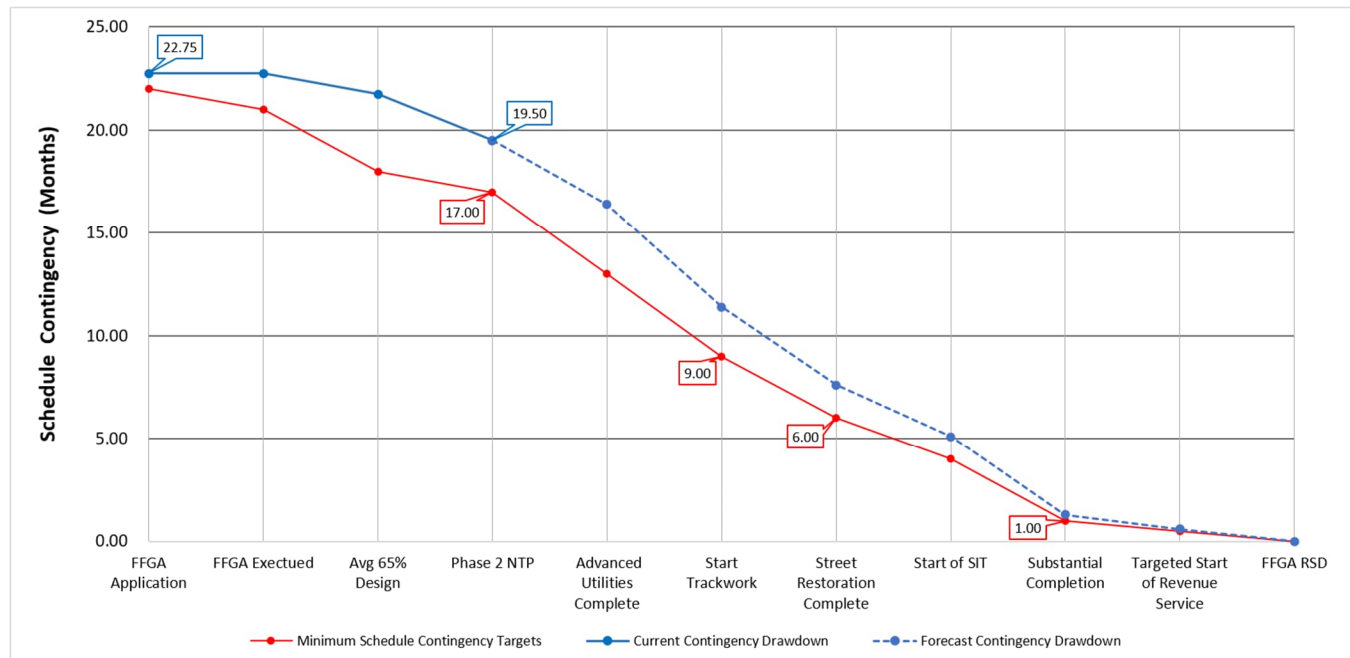


Project Schedule - Critical Path Activities



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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 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 FFGA Application.

There are three data series graphed on the chart: FFGA Minimum Schedule Contingency Target, Current Contingency Drawdown, and Forecast Contingency Drawdown. The FFGA Revenue Service Date is August 22, 2033.

In the final negotiations, Metro and SFTC agreed to a September 19, 2031 Substantial Completion date for the Phase 2 Supplement and a January 7, 2032 Targeted Start of Revenue Service date. This month no schedule contingency was drawn down.

The 19.5 months of remaining schedule contingency is greater than the FFGA Minimum Schedule Contingency Target of 17.0 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

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT BUDGET (LOP)		COMMITMENTS		EXPENDITURES		CURRENT FORECAST (LOP)		BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS & TRACK ELEMENTS	101,110,013	-	97,256,683	-	7,939,800	-	2,221,408	-	97,256,683	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	161,293,435	-	152,638,955	-	4,056,524	-	3,736,548	-	152,638,955	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BL	254,946,330	-	283,014,416	-	-	-	-	-	283,014,416	-
40	SITework & SPECIAL CONDITIONS	741,186,008	-	1,314,318,152	433,421	504,549,701	195,909,654	370,325,501	-	1,314,318,152	-
50	SYSTEMS	338,373,703	-	443,103,819	-	6,100,000	-	-	-	443,103,819	-
	CONSTRUCTION SUBTOTAL (10-50)	1,596,909,489	-	2,290,332,025	433,421	522,646,025	195,909,654	376,283,457	-	2,290,332,025	-
60	ROW, LAND, EXISTING IMPROVEMENTS	365,984,903	-	363,466,538	762,470	222,008,210	1,222,438	220,436,692	-	363,466,538	-
70	VEHICLES	219,897,383	-	237,946,481	-	1,209,791	-	873,582	-	237,946,481	-
80	PROFESSIONAL SERVICES	915,571,370	-	890,005,290	17,417,922	462,640,522	11,383,691	381,682,890	-	890,005,290	-
	SUBTOTAL (10-80)	3,098,363,145	-	3,781,750,333	18,613,813	1,208,504,548	208,515,783	979,276,621	-	3,781,750,333	-
90	UNALLOCATED CONTINGENCY	414,916,766	-	74,300,000	-	-	-	-	-	74,300,000	-
100	FINANCE CHARGES	60,000,000	-	-	-	-	-	-	-	60,000,000	60,000,000
	TOTAL PROJECTS (10-100)	3,573,279,911	-	3,856,050,333	18,613,813	1,208,504,548	208,515,783	979,276,621	-	3,916,050,333	60,000,000
	FFGA SUBTOTAL	3,573,279,911	-	3,856,050,333	18,613,813	1,208,504,548	208,515,783	979,276,621	-	3,916,050,333	60,000,000
	CONCURRENT NON-FTA PROJECT ACTIVITIES SUBTOTAL	-	-	142,624,976	522,221	84,113,069	1,017,914	84,076,537	-	142,624,976	-
	TOTAL	3,573,279,911	-	3,998,675,309	19,136,034	1,292,617,617	209,533,697	1,063,353,158	-	4,058,675,309	60,000,000

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUL 2026.

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

Current Budget: June 2026 Life-of-Project budget is \$3,998,675,309.

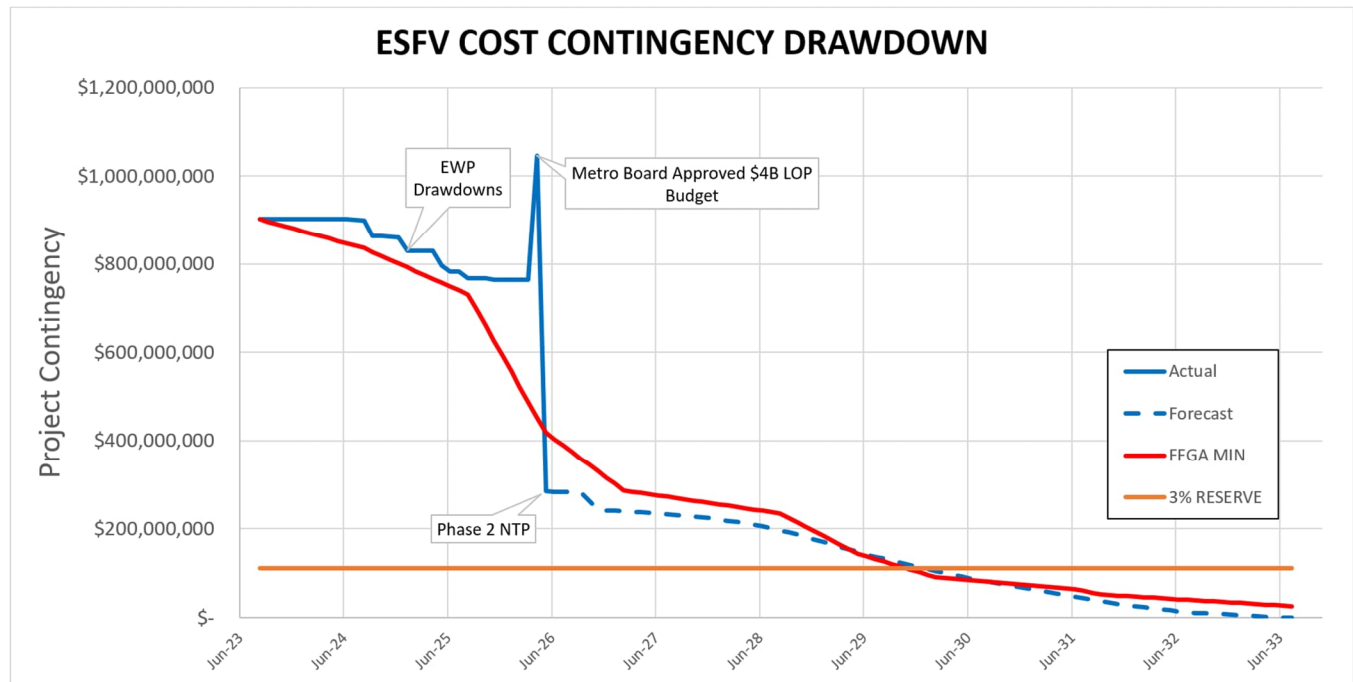
Commitments: FTA eligible commitments increased by \$18.6M to \$1,208.5M. The increase is primarily for PDB, real estate acquisition and professional services related to the Project.

Expenditures: FTA eligible expenditures from May 2022 through July 2026 are \$979.3M, an increase of \$208.5M from the previous month. The large increase in expenditures this month was because of a \$194M payment to SFTC for mobilization, bonds, and insurance for the Phase 2 Supplement.

Forecast Budget: The Forecast for the FTA eligible budget is \$3,916M.

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Project Cost Contingency



There are four data series graphed on the chart, FFGA Minimum Cost Contingency Target, Actual, Forecast, and 3% Project Reserve. The \$3.573B FFGA budget approved in September 2024 included \$902M in cost contingency, which is the starting point for the drawdown graph.

The spike on the graph in May 2026 represents the additional \$283M of funding added to the Federally funded portion of the Project with the establishment of the \$3.999B Life-of-Project (LOP) budget. In June 2026 a large contingency drawdown was taken to bring the contingency to the LOP budgeted amount of \$284M. The largest source of the drawdown was that the new LOP budget incorporated the \$2.431B contract with SFTC. This month a \$200k drawdown was taken for an SFTC change order.

It should be noted that the negotiations with SFTC for the Phase 2 Supplement included risk allocation which transferred \$130M of the design and construction risk for the Project from Metro to SFTC as part of the agreed final price. The intent of the delivery method is that the negotiated price, based on open-book estimating, and the risk allocation will minimize claims on the contract compared to a standard Design-Build delivery method. The current LOP budgeted contingency combined with the risk allocation provides an effective project contingency of \$414M.

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Project Contingency Summary Table			
	FFGA Budget	LOP Budget	Current
Allocated	\$ 484,917,849	\$ 210,000,000	\$ 209,800,000
Unallocated	\$ 414,916,766	\$ 74,300,000	\$ 74,300,000
Total	\$ 901,834,615	\$ 284,300,000	\$ 284,100,000

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Summary of Contract Modifications

All Modifications and Change Orders issued to SFTC prior to the Phase 2 Supplement were elements of the base scope of work that were issued under the PDB delivery method to advance design and construction while the Phase 2 Supplement was being negotiated. These Modifications and Change Orders did not constitute “extra work” defined as work not originally envisioned to be in the scope of the Project. Additionally, in the Phase 2 Supplement, all existing Modifications and Change Orders were contractually incorporated into the agreed upon Firm-Fixed-Price. Therefore, the Project will no longer report on Mods and Change Orders issued prior to the Phase 2 Supplement. The chart will be updated to include any Modifications and Change Orders issued going forward which modify the established SFTC base contract price of \$2,430,954,364.

SFTC Contract Modifications			
	SFTC		
	0 MODs Executed	1 COs Active	MOD and CO Total
Under \$100K	-	-	-
\$100K to \$250K	-	200,000	200,000
\$250K to \$1M	-	-	-
Over \$1M	-	-	-
Credit	-	-	-
Total	-	200,000	200,000
Original Contract Value	2,430,954,364		
Current Contract Value	2,431,154,364		
% of Contract MODs/COs	0.0%		

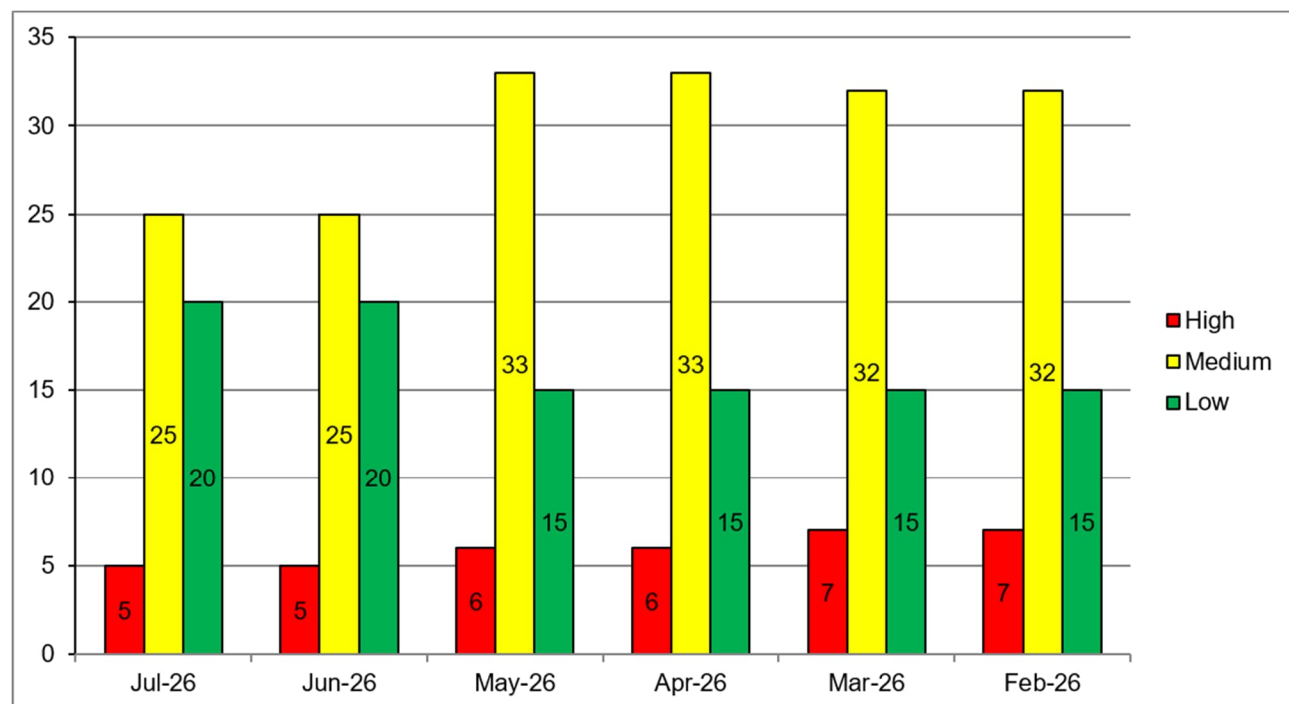
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Risk Management

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 July Risk Working Group did not identify any new risks and did not identify any risks as recommended for closure. A total of fifty (50) risks remains to be managed. Of the fifty (50) risks, five (5) are scored as high, twenty-five (25) as medium, and twenty (20) as low. The changes to risk scoring for the past six (6) 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 July 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. Subcontractors will conduct their own potholing ahead of specific work.
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.
ESFV-0053	Risk that a delay in the Maintenance of Traffic Design Approval could delays work starts	11	Continue coordination with LADOT. Advance coordination with Council Districts and BOE.

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.

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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

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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	45.13%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	17.72%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	15.00%

Monthly Project Status Report

FINANCIAL/GRANT STATUS OF FUNDS BY SOURCE

EAST SAN FERNANDO VALLEY (TC) \$M				
As of June 2026				
Status of Funds by Source				
SOURCES	FINANCIAL / GRANT			
	(A)	(B)	(C)	(C/A)
	TOTAL BUDGET		BILLED To Funding	Source
	\$M	%	\$M	%
Section 3005(b) Expedited Project Delivery Pilot Program	\$ 893.32	23.2%	\$ 195.05	21.8%
Federal Subtotal	\$ 893.32	23.2%	\$ 195.05	21.8%
Prop A - Rail Development Account (35%)	\$ 47.60	1.2%	\$ -	0.0%
Measure R - Transit Capital (35%)	\$ 218.31	5.7%	\$ 129.80	59.5%
Measure R - Highway Projects (20%)	\$ 49.42	1.3%	\$ 49.42	100.0%
Prop C - Discretionary (40%)	\$ 110.00	2.9%	\$ -	0.0%
Prop C - Transit-Related Highway (25%)	\$ 376.21	9.8%	\$ -	0.0%
Local Agency Transit Project Contributions	\$ 82.56	2.1%	\$ -	0.0%
Repayment of Capital Project Loans (Fund 3562)	\$ -	0.0%	\$ -	0.0%
Measure M - Transit Construction (35%)	\$ 978.37	25.4%	\$ 188.00	19.2%
Local Subtotal	\$ 1,862.46	48.3%	\$ 367.22	19.7%
Transit and Intercity Rail Capital Program (TIRCP)	\$ 805.00	20.9%	\$ -	0.0%
Regional Improvement Program Funds (RIP)	\$ 202.14	5.2%	\$ 34.63	17.1%
Other State Revenue	\$ 18.19	0.5%	\$ 18.19	100.0%
SB1 - Local Partnership Program	\$ 74.94	1.9%	\$ -	0.0%
State Subtotal	\$ 1,100.27	28.5%	\$ 52.82	4.8%
SUBTOTAL:	\$ 3,856.05	100.0%	\$ 615.08	16.0%
Non-Federal Eligible Expenses:				
Section 5339 Alternatives Analysis	\$ 0.97	0.7%	\$ 0.97	100.0%
Traffic Congestion Relief Program Funds (TCRP)	\$ 27.00	18.9%	\$ 16.00	59.3%
Prop C - Transit-Related Highway (25%)	\$ 40.00	28.0%	\$ 1.33	3.3%
Measure R - Transit Capital (35%)	\$ 32.20	22.6%	\$ 32.20	100.0%
Measure M - Transit Construction (35%)	\$ 42.46	29.8%	\$ 23.05	54.3%
SUBTOTAL:	\$ 142.63	100.0%	\$ 73.55	51.6%
AGGREGATE TOTAL:	\$ 3,998.68		\$ 688.63	17.2%

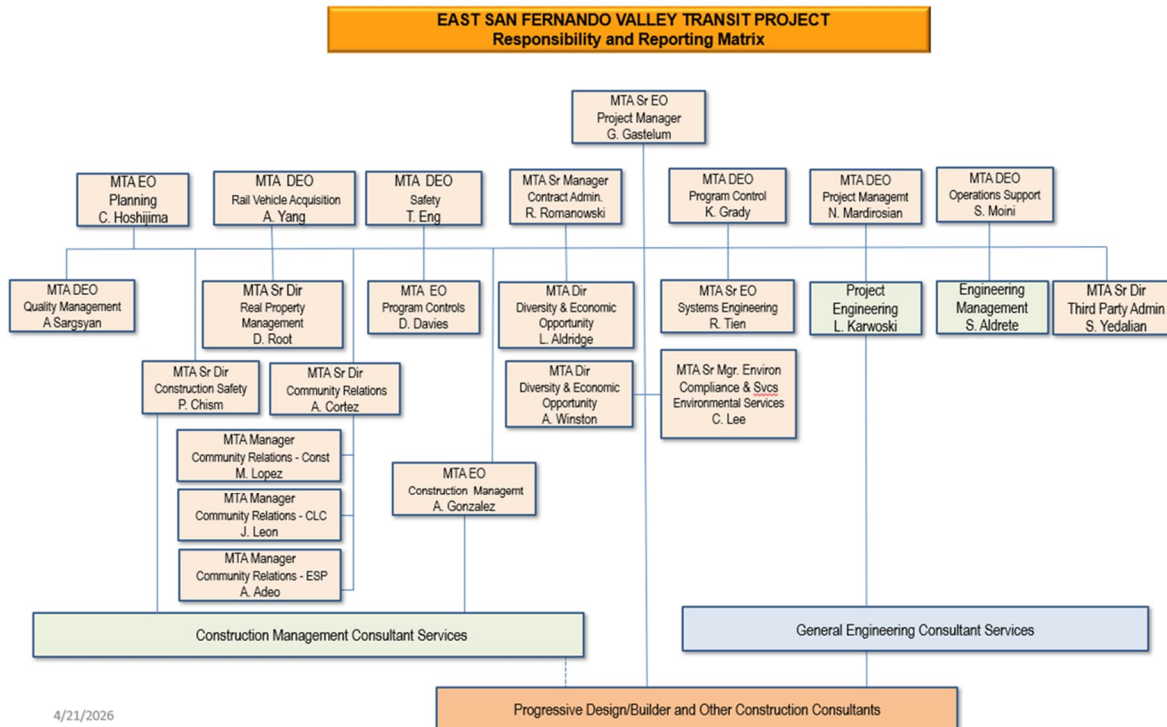
NOTES:

1. Total sources reflect the revised LOP Budget of \$3,998.675 million (excludes \$60M finance charges and includes Pre-Award authority expenditures of \$61.5 million and additional costs and funding approved by the board in May 2026 BR2026-0266)

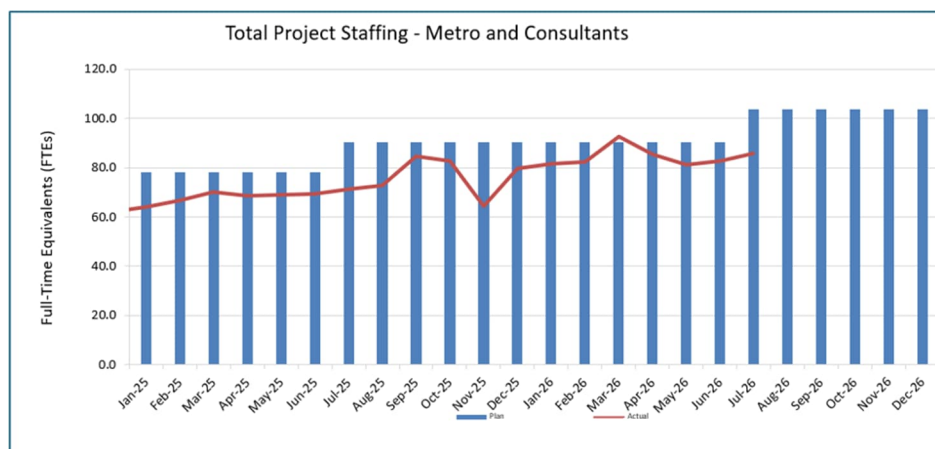
Monthly Project Status Report

PROJECT ORGANIZATION AND STAFFING

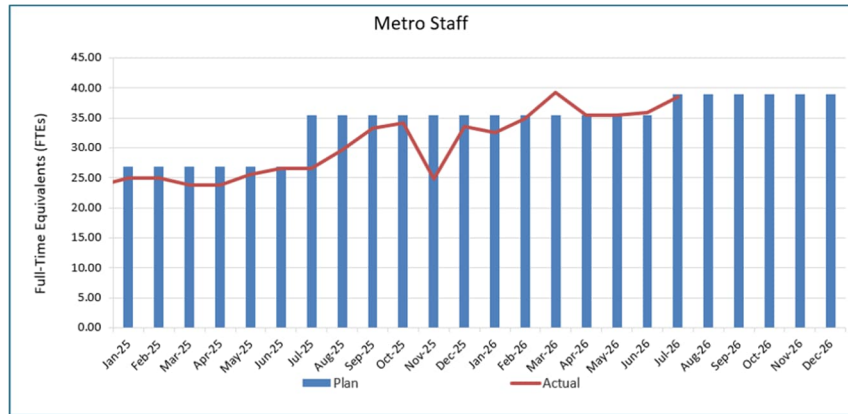
The PDB contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).



The overall FY27 Total Project Staffing forecast averages 103.7 Full-Time Equivalent (FTEs) per month. The total actual project staffing for July 2026 was 85.8 FTEs; 38.4 FTEs for Metro's Project Administration staff, 29.1 FTEs for the Construction Management Support Services Consultant, and 18.3 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

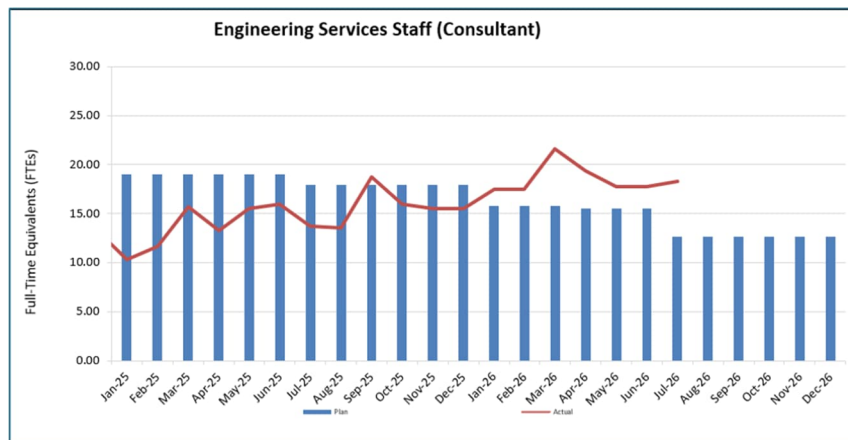
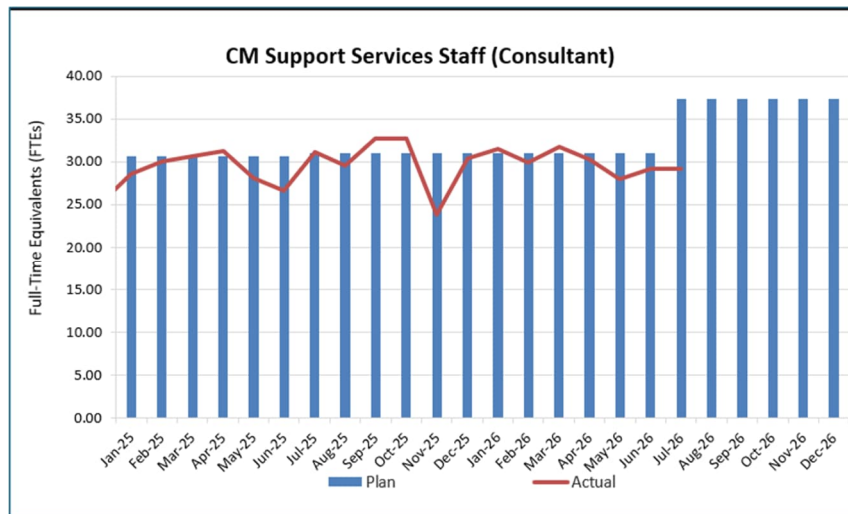


Staffing by Group

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 litigation 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-five (55) businesses and one (1) residential tenant within the MSF site impacted by the project have been successfully relocated. LACMTA continues to work with and process claims for all displacees.

Monthly Project Status Report

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 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)	Closed Escrow
TPSS Site 3 (ESFV-A-003)	Procuring Appraisals
TCB Site 3 (ESFV-A-004)	Procuring Appraisals
TPSS Site 4 (ESFV-B-004)	Closed Escrow
TPSS Site 5 (ESFV-B-005)	Agreed to a settlement
TPSS Site 6 (ESFV-B-006)	RON Passed
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)	Closed 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 seven (7) parcels with one (1) additional parcel in escrow. Metro Board has approved Resolution of Necessity on two (2) properties.

Ten (10) businesses on TPSS sites impacted by the project have been successfully relocated. LACMTA continues to work with and process claims for all displaces.

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 (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 and is scheduled for a Metro Board action in October 2026. Solicitation inquiries will be reviewed through Metro's Contract Administration during this blackout period.

Monthly Project Status Report

QUALITY ASSURANCE

July status:

- Participated in weekly Internal Metro and Construction Progress Meetings.
- Continued implementation of Quality Management Oversight (QMO) program on PDB contract.
- Continued By-Weekly QMO Priority Planning Meetings and identified upcoming assessments.
- Conducted Project QMO Quarterly Review meeting for Q2 of 2026.
- Continued performing Process Assessments based on Procedures from Project Quality Program Manual and General Requirements for Design, Construction and Quality disciplines. 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.
- Continued conducting internal weekly Quality meetings to go over Quality Program progress.
- Attended Coordination Meetings with the Contractor and 3RD Party.
- Attended By-Weekly Construction Team Management Meetings.
- Reviewed Contractor issues NCR's.

Monthly Project Status Report

ENVIRONMENTAL

The following activities took place in July:

- Continued bi-weekly Environmental Coordination Meetings with PDB contractor.
- Removal and disposal of former tenants' regulated and hazardous waste for MSF Site 11 & 7 (E-004 & E-010).
- Continued planning and coordination of abatement and demolition at E-008 (Site 16), E-013 South (Site 4) and E-019 (Site 17).
- Disposal of abatement waste from E-002 (Site 13) and E-003 (Site 15).
- Disposal of clarifier waste from 14745 Keswick (E-026).
- Planning and coordination for work within the Pacoima Wash Box Culvert and Pacoima Diversion Channel with the following agencies: Los Angeles County Flood Control District (LACFCD) for a County Modification permit and non-objection letter; California Department of Fish and Wildlife for Fish and Game Code Section 1602 permit; and with the United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board—Los Angeles Region for Clean Water Act Section 401, 404, and 408 permits
- Monitored Construction Work 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 Excavation Plans for Paleo Monitoring.
- Continued to track Construction Work Plans for biological mitigations for birds, bats, and trees.
- Continued to monitor Construction for compliance with dust, stormwater, noise, vibration, Green Construction Policy, and waste management requirements.

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 thirteen (13) 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.

The CRMP team continues its outreach to support the current utility relocation activities, third party work, and upcoming construction activities on the Project alignment. CRMP staff also coordinated efforts to mitigate impacts on businesses and residents in this area in advance of construction through field engagement, email notifications, social media postings, requests to third-party way-finding applications, and individual engagement. The CRMP team continued coordinating concurrences for approvals of traffic controls along the project corridor.

Advanced Utility Work Along Van Nuys Blvd

- Van Nuys Blvd from Vesper Ave to Arleta Ave
 - o Approximately 3500 construction notices were distributed 1/4-mile from the work zone to notify properties of upcoming work activities. Direct outreach was conducted to properties immediately adjacent to the work site. One letter was provided to a property owner to notify them of work on sewer laterals.
- Van Nuys Blvd from Oxnard St to Sylvan St
 - o Direct outreach was conducted to businesses adjacent to the Calvert full closure. One property was mailed a letter informing them of intermittent driveway impacts.

Pacoima Wash Box Culvert Replacement

- Two letters were mailed to properties impacted by intermittent driveway closures. Direct outreach was conducted to affected businesses due to directional street closure.
 - o

Third-Party Work

- Van Nuys Blvd and Wyandotte St

Monthly Project Status Report

- o The CRMP coordinated with the Southern California Gas Company to provide 70 work notices for adjacent properties. Additionally, direct outreach was conducted to business directly adjacent to the work site.

Community Events and Briefings

The project staff participated in various briefings and community events throughout the project corridor to share materials and address questions, including:

Metro Hosted Events and Briefings

- 7/8/26 - Elected Official Briefing

Non-Metro Hosted Events and Briefings

- 7/5/26 - Zev Yaroslvasky Family Support Center Managers Meeting
- 7/8/26 – Van Nuys Neighborhood Council Board
- 7/15/26 – Arleta Neighbors in Action Monthly Meeting
- 7/15/26 - Mission Division CPAB
- 7/15/26 - Pacoima Neighborhood Council Board Meeting
- 7/21/26 – Arleta Neighborhood Council Board Meeting
- 7/23/26 – Panorama City Neighborhood Council Meeting

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 July 23, 2026, 143 businesses have enrolled in the Eat Shop Play (ESP) Program. As of July 30, 2026, the Business Interruption Fund (BIF) awarded 136 grants across 93 small businesses totaling \$3,387,159.07 and has contributed to ongoing business outreach efforts engaging 1,279 small businesses door-to-door.

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.

Community Leadership Council (CLC)

The Community Leadership Council (CLC) held its second in-person meeting on Thursday, August 6, in Arleta at First Assembly of God. The meeting was well attended, with 13 of 15 CLC members, approximately 20 project staff, and 37 community members participating.

Monthly Project Status Report

The Project Team provided updates on project development and construction activities, the Eat Shop Play program, the Business Interruption Fund (BIF), as well as the Antelope Valley Line Improvements, San Fernando Valley/Pacoima Metrolink Station, and Mobility Hub project. Each CLC member also introduced themselves and shared their background and goals while serving on the Council.

Overall, the meeting proceeded smoothly and provided a valuable forum for open dialogue between the Project Team, CLC members, and the community. Following the meeting, several CLC members expressed appreciation for the opportunity to remain informed and engaged throughout project delivery. One CLC member specifically thanked the Community Relations team for presenting complex project information in a clear, accessible, and easy-to-understand manner.

Monthly Project Status Report

CREATIVE SERVICES

The following activities took place in July:

- Reviewed and responded to DU23-25 Segment B Stations 100%.
- Artwork Design Services procurement under way (currently in blackout).

SAFETY AND SECURITY

- There were no recordable injuries in the month of July.
- Safety staff conducted daily and nightly safety inspections along the alignment.
- Participated in daily and weekly Toolbox meetings with SFTC, LBI and Blois 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 25,697 June work hours, for a Total Project Work Hours of 564,420 through June 2026.
- There have been three Recordable Injuries on the Project to date. The Project Total Recordable Injury Rate is 1.06, 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	SFTC OPC 2 submission received
April 2026	SFTC Phase 2 Proposal submitted.
May 2026	Metro Board approved \$3.999B LOP Budget
July 2026	Phase 2 Supplement NTP Issued