



**Metro**

*September 24, 2026*

*TO: Distribution*

*FROM: Gregory Gastelum  
Project Manager*

*SUBJECT: East San Fernando Valley LRT Project  
August 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 August 28th, 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*

*Nell Mardirosoian*

# Monthly Project Status Report

## EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



Metro®

August  
2026

# **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 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, Kleinfelder, Polytechnique, ICF Jones & Stokes

- 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: GFT Infrastructure, Inc.

- 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 August:

- 60% Submittals
  - None in August.
- 85% Submittals
  - None in August
- 100% submittals
  - DU 41 – Segment A TCCB No. 3 Site Plan 100% on 08/05/2026
  - DU 41A – Segment A TCB No. 5 Site Plan 100% on 08/05/2026
  - DU 42A – Segment B TCB No. 8 Site Plan 100% on 08/05/2026
  - DU 38 – Station Signage 100% on 08/18/2026
  - DU 17 – Metrolink, UPRR, City Bridge 100% on 08/21/2026
  - DU 42 – Segment B TCCB No. 6 Site Plan 100% on 08/27/2026
- AFC Submittals
  - DU.GE 05.1 – Survey Centerline and Right-of-Way Final on 08/11/2026
  - DU 13 – Civil Segment C3 AFC, Rev 1 on 08/18/2026
  - DU 11-1 – APDU Segment C1 Water AFC on 08/18/2026
  - DU 34 – Guideway Communications AFC on 08/19/2026
  - DU 12-2 – APDU Segment C2 Telecom AFC on 08/21/2026
  - DU 12-1 – APDU Segment C2 Water AFC on 08/31/2026

### Construction Status

#### Progressive Design-Build Early Work Packages

Prior to the Phase 2 Supplement, Metro issued eight Early work Packages (EWP) to SFTC to allow them to advance design and construction of the Project.

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

EWP-02 – Initial Integrated Project Management Office – This EWP provided the field office space necessary for SFTC and Metro staff to manage the construction of EWP utility

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adjustment work packages, 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 was 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 with November 24, 2025 as the Substantial Completion date.

EWP-04 – Final Design – The scope of work for this EWP was for SFTC to take the preliminary design provided by Metro and progress 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 was 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 was for the installation of UA 5 water, demolition, and select long lead procurement items. NTP was issued on 8/19/2025 for \$50M.

EWP-08 - CIDH Piles at G-Line Station

This EWP was 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 power**

SFTC is 100% complete with UA-6 and UA-4 utility relocation work. LADWP is currently performing cable pulling and splicing activities but paused in June 2026, to work on their substations.

**EWP-06 – Utility Adjustments UA-2/3 water**

UA-2/3 water utility-relocation work at Keswick St and Van Nuys Blvd started on March 24, 2026, and is currently 92% complete.

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EWP-07 – MSF/TPSS Demo and Tree Replacements

MSF building abatement and demolition began on December 15, 2025. Demolition of properties has been paused since the month of June 2026. Overall, MSF site demolition is currently 56% complete.

Segment C3 (Remick Ave to San Fernando Rd) water utility relocation work, started on March 24, 2026, on the section of southbound Van Nuys Blvd from Telfair Ave to San Fernando Rd, currently 60%. And northbound Van Nuys Blvd from Remick Ave to O'Melveny Ave, currently 68%. Overall Segment C3 water utility relocation work is 52%.

Pacoima Wash Box Culvert replacement on Van Nuys Blvd between Valerio St. To Covello St. The box culvert reconstruction began on July 2, 2026, with the foundation concrete, and was completed on August 12, 2026, with the roof concrete placement. It's now 100% complete.

Segment C1 sewer encasement work on Van Nuys Blvd and Vesper Ave began on July 13, 2026, and is currently now 100% complete. Sewer work at Woodman Ave started on August 11, 2026, and is currently 40% complete.

Segment A1 (Oxnard St to Vanowen St) water utility relocation work, started on July 6, 2026, at the intersection of Van Nuys Blvd and Friar St, currently 46%, followed by work at Van Nuys Blvd and Sylvan St on July 15, 2026, currently 70%. Overall Segment A1 water utility relocation work is 14%.

Segment A1 Telecom utility relocation work on Van Nuys Blvd and Calvert St began on July 6, 2026, and is currently 94% complete. Followed by Telecom work on Van Nuys Blvd and Aetna St, which started on August 5, 2026, and is currently 65%. Overall, Segment A1 telecom relocation work is 35%.

Segment A2 (Vanowen St to Covello St) water utility relocation work, started on August 5, 2026, at the intersection of Van Nuys Blvd and Vanowen St, currently 10%. Overall Segment A2 water utility relocation work is 4%.

Segment C3 Telecom utility relocation work on Van Nuys Blvd and Amboy Ave began on August 18, 2026, and is currently 11% complete. Followed by Telecom work on Van Nuys Blvd and Rincon Ave, which started on August 18, 2026, and is currently 65%. Overall, Segment C3 telecom relocation work is 5%.

In addition to the SFTC's 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 Concerns**Real 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



SFTC subconsultant SRK crew installing 8-inch pipe waterline in excavated, shored trench  
Segment C3, Van Nuys Blvd /North of Laurel Canyon Blvd



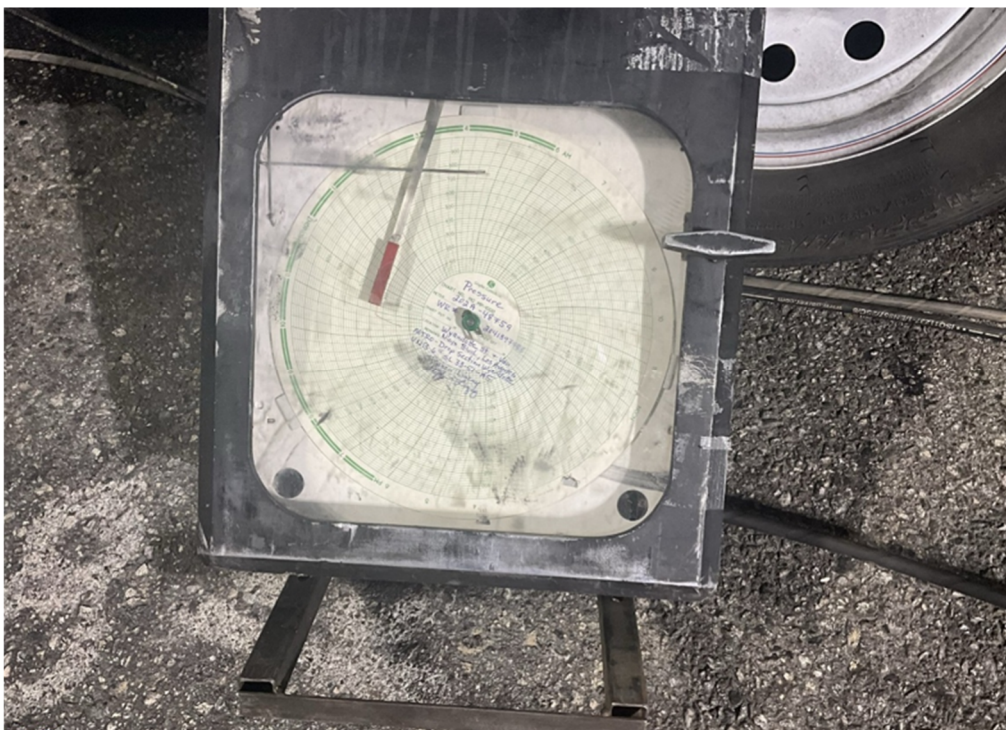
SFTC subconsultant SRK crew installing 8-inch pipe – welding connection in trench  
Segment C3, Van Nuys Blvd /North of Laurel Canyon Blvd



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Milbar Hydro-Test Technician preparing for test on Gas Line  
Segment A2, Van Nuys Blvd /Wyandotte St

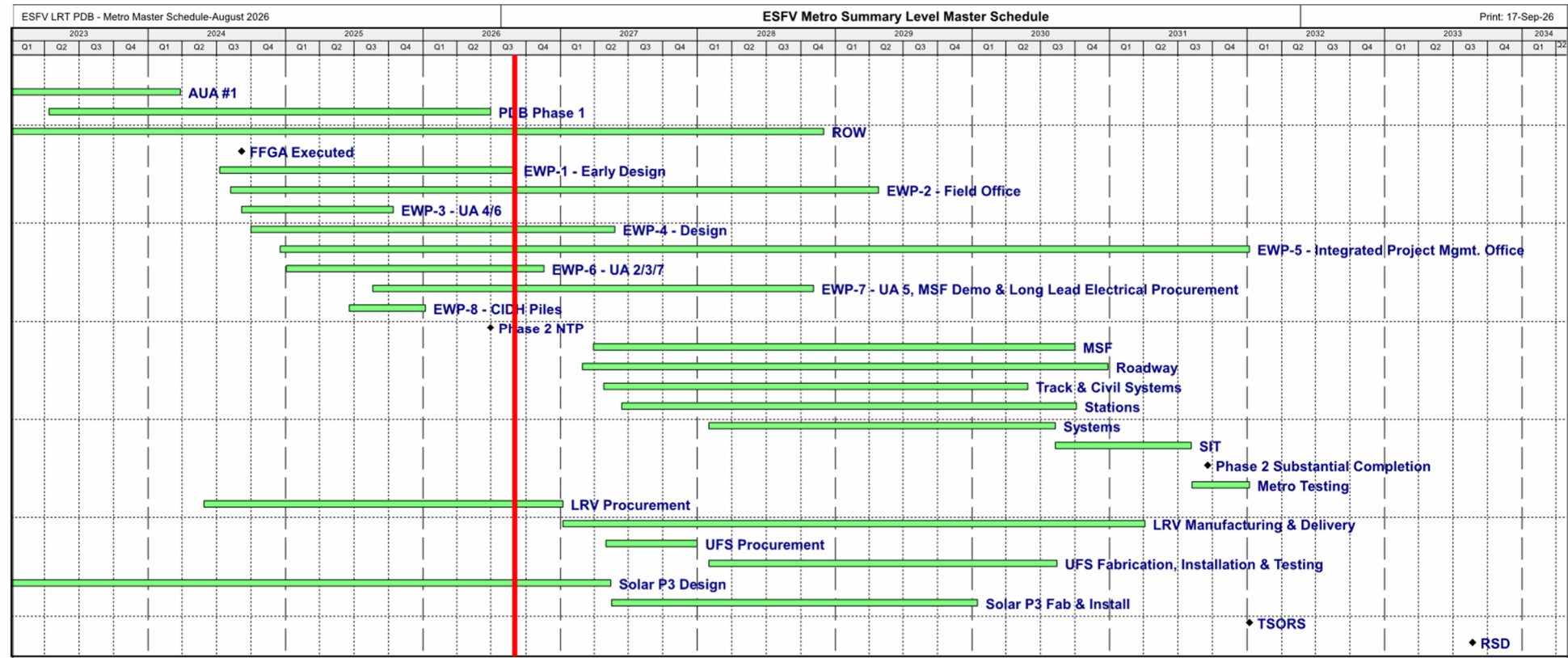


Milbar Hydrostatic testing reading for 6-inch Gas Line  
Segment A2, Van Nuys Blvd /Wyandotte St

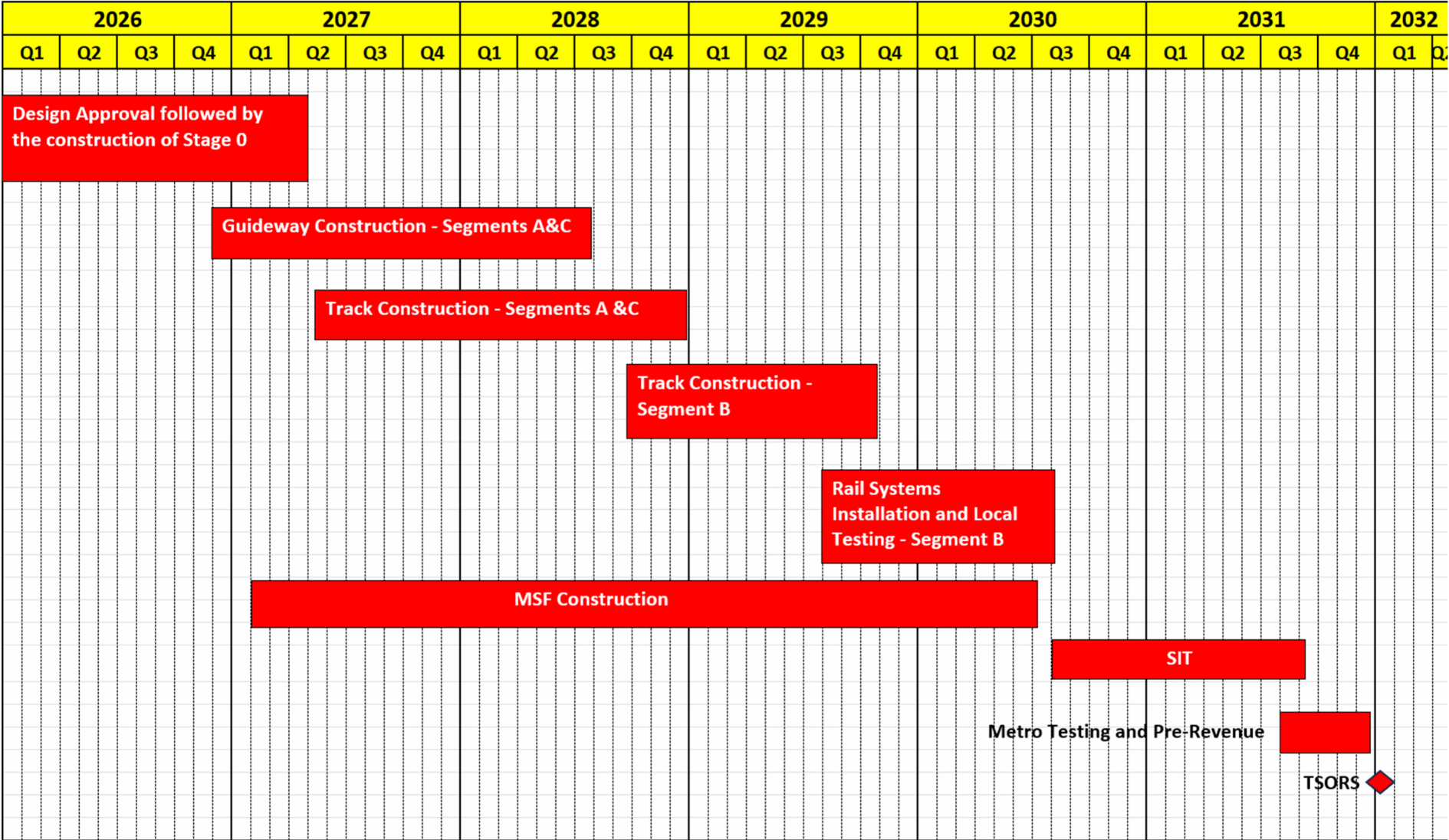
PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule



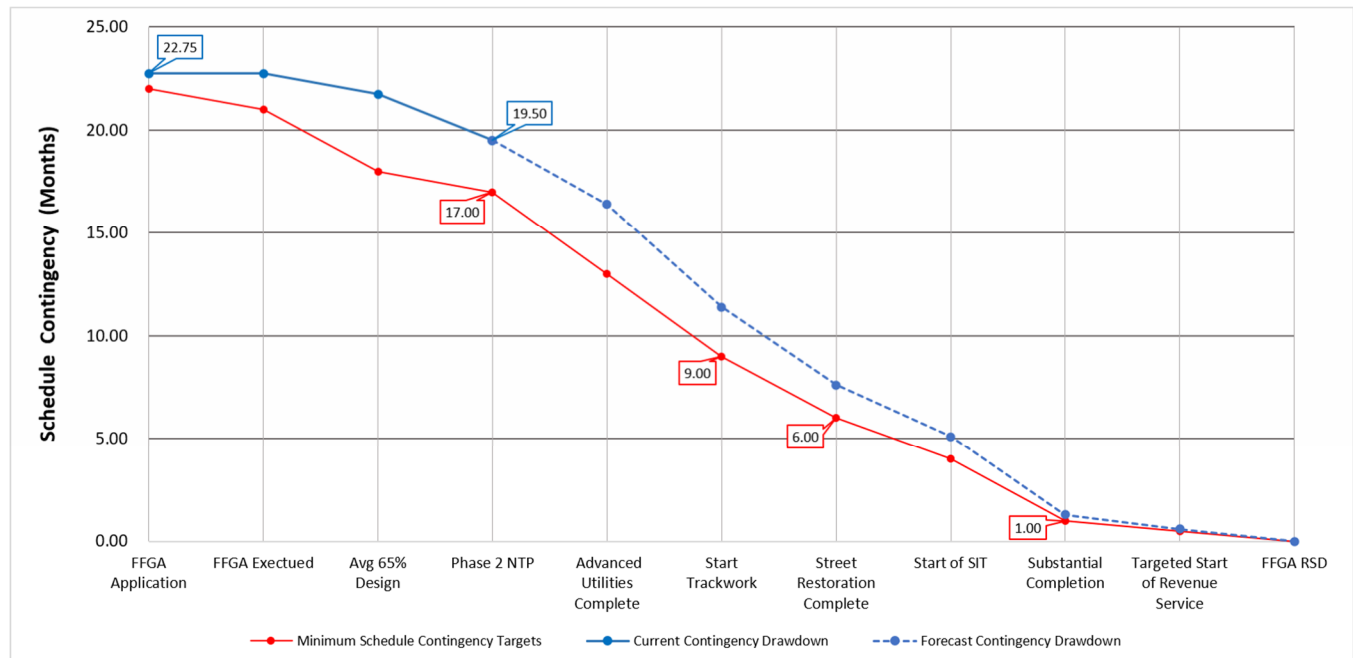
Project Schedule - Critical Path Activities





## Monthly Project Status Report

## 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 LOP BUDGET   | COMMITMENTS          |                      | EXPENDITURES      |                      | FORECAST             | Forecast to Current Budget Variance |
|----------|--------------------------------------|----------------------|----------------------|----------------------|----------------------|-------------------|----------------------|----------------------|-------------------------------------|
|          |                                      |                      |                      | PERIOD               | TO DATE              | PERIOD            | TO DATE              |                      |                                     |
| 10       | GUIDEWAYS & TRACK ELEMENTS           | 101,110,013          | 97,256,683           | 84,316,883           | 92,256,683           | 526,668           | 2,748,076            | 97,256,683           | -                                   |
| 20       | STATIONS, STOPS, TERMINALS           | 161,293,435          | 152,638,955          | 143,582,437          | 147,638,961          | -                 | 3,736,548            | 152,638,955          | -                                   |
| 30       | SUPPORT FACILITIES: YARDS & SHOPS    | 254,946,330          | 283,014,416          | 272,764,416          | 272,764,416          | -                 | -                    | 283,014,416          | -                                   |
| 40       | SITWORK & SPECIAL CONDITIONS         | 741,186,008          | 1,314,318,152        | 686,109,360          | 1,190,693,334        | 6,940,327         | 377,121,664          | 1,314,318,152        | -                                   |
| 50       | SYSTEMS                              | 338,373,703          | 443,103,819          | 416,503,819          | 422,603,819          | 17,500            | 17,500               | 443,103,819          | -                                   |
|          | <b>CONSTRUCTION SUBTOTAL (10-50)</b> | <b>1,596,909,489</b> | <b>2,290,332,025</b> | <b>1,603,276,915</b> | <b>2,125,957,213</b> | <b>7,484,495</b>  | <b>383,623,789</b>   | <b>2,290,332,025</b> | <b>-</b>                            |
| 60       | ROW, LAND, EXISTING IMPROVEMENTS     | 365,984,903          | 363,466,538          | 3,837,567            | 225,085,307          | 3,631,536         | 223,307,757          | 363,466,538          | -                                   |
| 70       | VEHICLES                             | 219,897,383          | 237,946,481          | -                    | 1,209,791            | 7,647             | 881,229              | 237,946,481          | -                                   |
| 80       | PROFESSIONAL SERVICES                | 915,571,370          | 890,005,290          | 112,661,376          | 575,301,899          | 5,587,083         | 387,274,753          | 890,005,290          | -                                   |
|          | <b>SUBTOTAL (10-80)</b>              | <b>3,098,363,145</b> | <b>3,781,750,333</b> | <b>1,719,775,859</b> | <b>2,927,554,209</b> | <b>16,710,761</b> | <b>995,087,528</b>   | <b>3,781,750,333</b> | <b>-</b>                            |
| 90       | UNALLOCATED CONTINGENCY              | 414,916,766          | 74,300,000           | -                    | -                    | -                 | -                    | 74,300,000           | -                                   |
| 100      | FINANCE CHARGES                      | 60,000,000           | -                    | -                    | -                    | -                 | -                    | 60,000,000           | 60,000,000                          |
|          | <b>FTA ACTIVITIES TOTAL (10-100)</b> | <b>3,573,279,911</b> | <b>3,856,050,333</b> | <b>1,719,775,859</b> | <b>2,927,554,209</b> | <b>16,710,761</b> | <b>995,087,528</b>   | <b>3,916,050,333</b> | <b>60,000,000</b>                   |
|          | <b>NON-FTA ACTIVITIES SUBTOTAL</b>   | <b>-</b>             | <b>142,624,976</b>   | <b>330,196</b>       | <b>84,460,162</b>    | <b>17,060</b>     | <b>83,086,994</b>    | <b>142,624,976</b>   | <b>-</b>                            |
|          | <b>PROJECT TOTAL</b>                 | <b>3,573,279,911</b> | <b>3,998,675,309</b> | <b>1,720,106,055</b> | <b>3,012,014,371</b> | <b>16,727,821</b> | <b>1,078,174,522</b> | <b>4,058,675,309</b> | <b>60,000,000</b>                   |

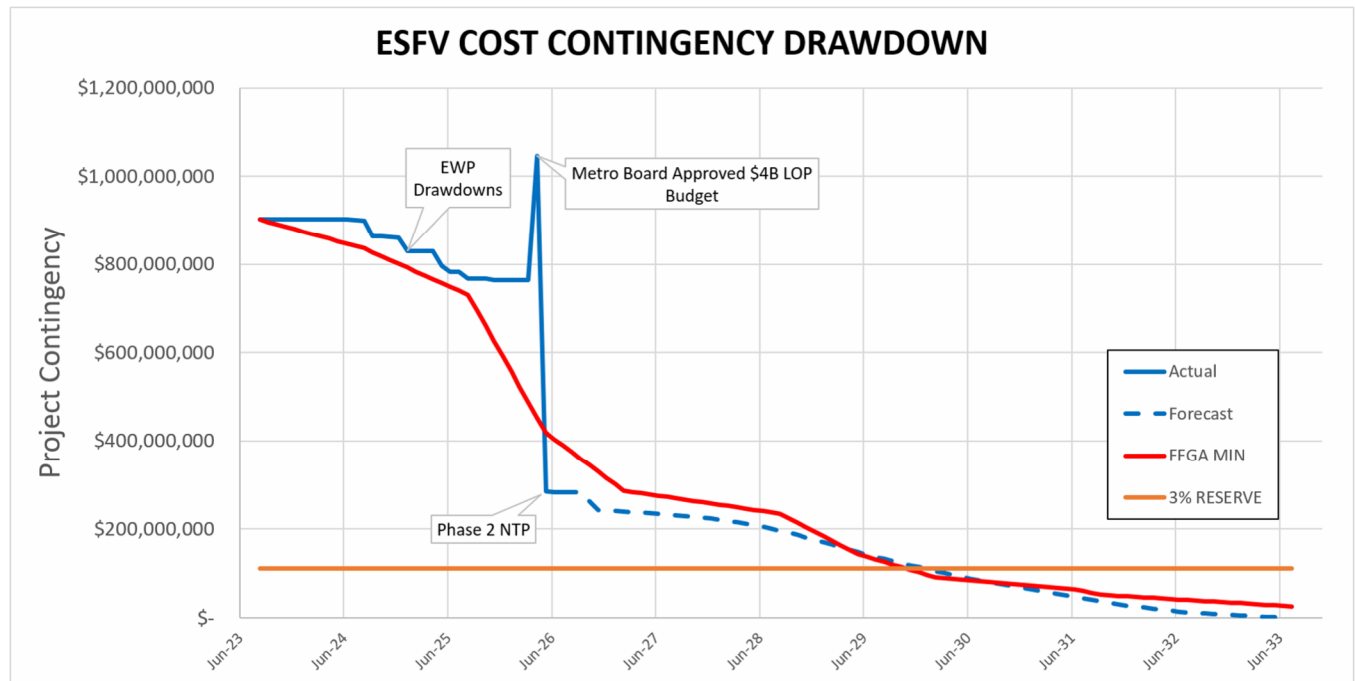
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2026.

**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 \$1.719.1B to \$2.927.6B. The large increase was that the contract for the SFTC Phase 2 Supplement was fully committed this period.**Expenditures:** FTA eligible expenditures from May 2022 through August 2026 are \$995.1M, an increase of \$16.7M from the previous month.**Forecast Budget:** The Forecast for the FTA eligible budget is \$3.916B.



## Monthly Project Status Report

## 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. No contingency drawdown was taken this month.

| 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 |

## Monthly Project Status Report

**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 are 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 in this section. The chart will be updated to include any Modifications and Change Orders issued going forward which modify the established SFTC contract price of \$2,430,954,364.

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

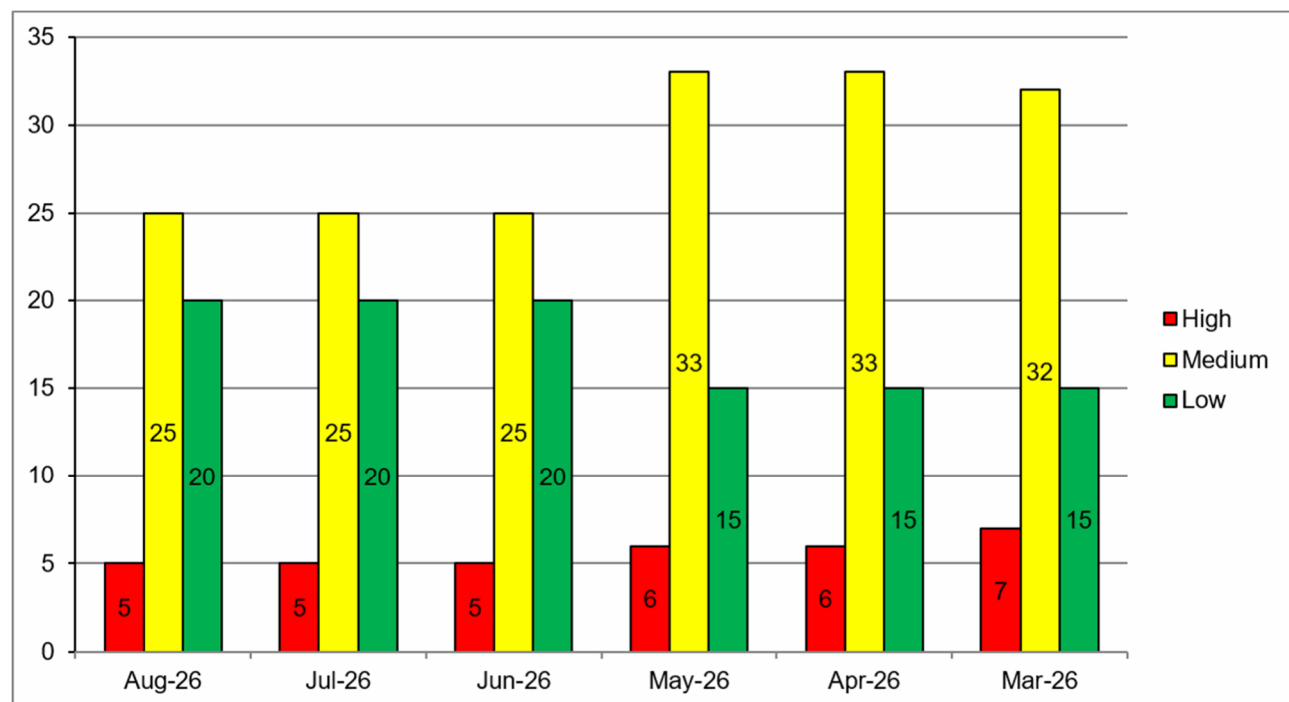
## Monthly Project Status Report

**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 August Risk Working Group was cancelled. As such, the July Risk Register shows 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.



## Monthly Project Status Report

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<br>Risk Register Version <b>August 2026</b> |                                                                                                                                                                             |            |                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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.<br>Advanced relocations based on business type.<br>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.<br>Develop flexible phasing to adjust work locations based on discoveries.<br>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.<br>VEs to refine TCE and Partial Take requirements.<br>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.<br>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.<br>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**

|                                                             |                           |
|-------------------------------------------------------------|---------------------------|
| <b>DBE Goal</b>                                             | 23%                       |
| <b>Current DBE Commitment</b>                               | \$2.52M                   |
| Total DBE Committed Dollars divided by Total Contract Value | 25.32% -<br><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)**

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

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## Monthly Project Status Report

**Contract PS89616 - ESFV Light Rail Transit Line Project PDB**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| <b>DBE Goal – Phase 1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                           |
| The percentage of funds apportioned to Phase 1 Contracts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 19.33%                    |
| <b>Current DBE Commitment Phase 1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$5.98M                   |
| Total DBE Committed Dollars divided by Total Contract Value for Phase 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 19.33% -<br><i>Paused</i> |
| <p>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.</p> |                           |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b>DBE Goal – Phase 2 Design</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                        |
| The percentage of funds apportioned to Phase 2 EWP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 28%                    |
| <b>Current DBE Commitment Phase 2 Design</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | \$15.5M                |
| Contract commitment divided by current contract value for all EWPs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 28% -<br><i>Paused</i> |
| <p>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.</p> |                        |

## 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.

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

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

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

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

## Monthly Project Status Report

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

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

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

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

|                                                                                                  |      |
|--------------------------------------------------------------------------------------------------|------|
| <b>DBE Goal – Phase 2 Supplement</b><br>The percentage of funds apportioned to Phase 2 Contracts | 0%   |
| <b>Current DBE Commitment Phase 2 Phase 2 Supplement</b>                                         | \$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:

|                                                                                                                                         |        |
|-----------------------------------------------------------------------------------------------------------------------------------------|--------|
| <b>Targeted Worker Goal</b><br>Construction work to be performed by residents from Economically Disadvantaged Area in the United States | 40.00% |
| <b>Targeted Worker Current Attainment</b>                                                                                               | 45.08% |
| <b>Apprentice Worker Goal</b><br>Construction work to be performed by Apprentices                                                       | 20.00% |
| <b>Apprentice Worker Current Attainment</b>                                                                                             | 17.82% |
| <b>Disadvantaged Worker Goal</b><br>Construction work to be performed by disadvantaged workers                                          | 10.00% |
| <b>Disadvantaged Worker Current Attainment</b>                                                                                          | 14.89% |

## 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%        |
| <b>Federal Subtotal</b>                                  | <b>\$ 893.32</b>   | <b>23.2%</b>  | <b>\$ 195.05</b>  | <b>21.8%</b> |
| 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%        |
| <b>Local Subtotal</b>                                    | <b>\$ 1,862.46</b> | <b>48.3%</b>  | <b>\$ 367.22</b>  | <b>19.7%</b> |
| 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%         |
| <b>State Subtotal</b>                                    | <b>\$ 1,100.27</b> | <b>28.5%</b>  | <b>\$ 52.82</b>   | <b>4.8%</b>  |
| <b>SUBTOTAL:</b>                                         | <b>\$ 3,856.05</b> | <b>100.0%</b> | <b>\$ 615.08</b>  | <b>16.0%</b> |
| <b>Non-Federal Eligible Expenses:</b>                    |                    |               |                   |              |
| 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%        |
| <b>SUBTOTAL:</b>                                         | <b>\$ 142.63</b>   | <b>100.0%</b> | <b>\$ 73.55</b>   | <b>51.6%</b> |
| <b>AGGREGATE TOTAL:</b>                                  | <b>\$ 3,998.68</b> |               | <b>\$ 688.63</b>  | <b>17.2%</b> |

**NOTES:**

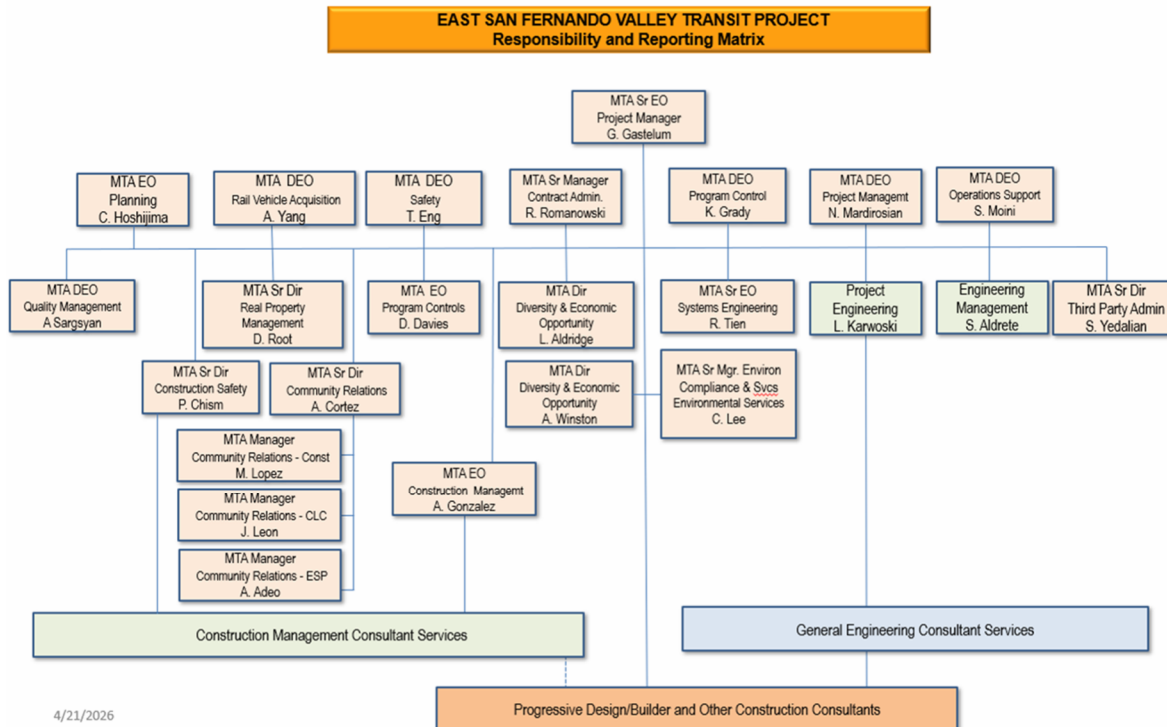
1. Total sources reflect the revised LOP Budget of \$3,998.675 million (excludes \$60M finance charges and includes Pre-Award authority expenditures of \$61.5 million and additional costs and funding approved by the board in May 2026 BR2026-0266)



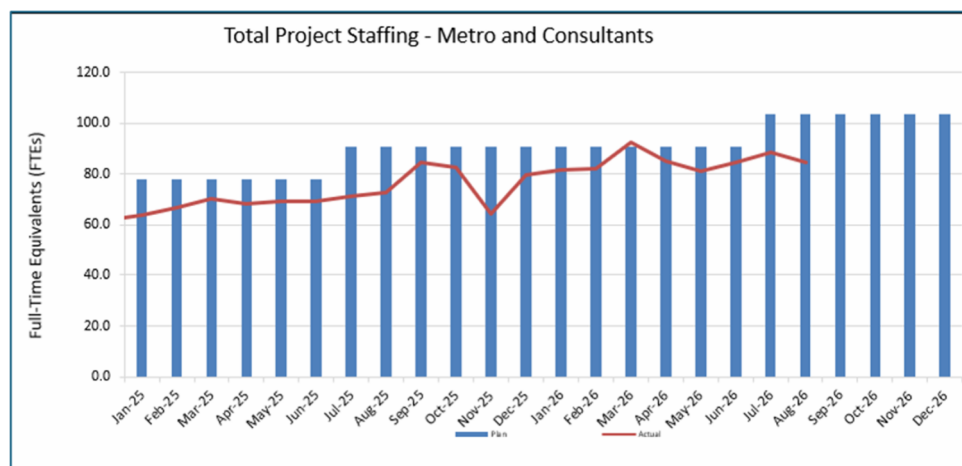
## Monthly Project Status Report

## PROJECT ORGANIZATION AND STAFFING

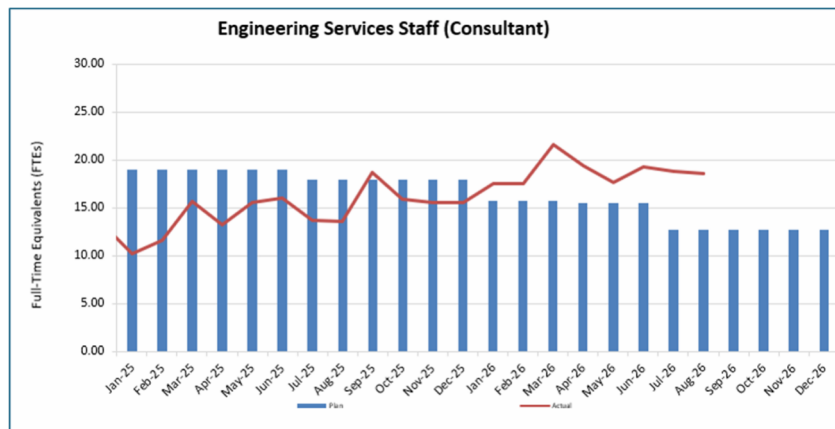
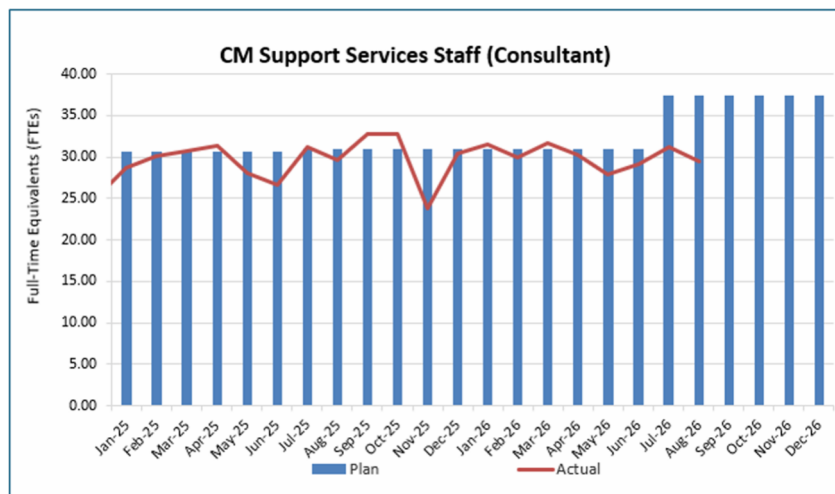
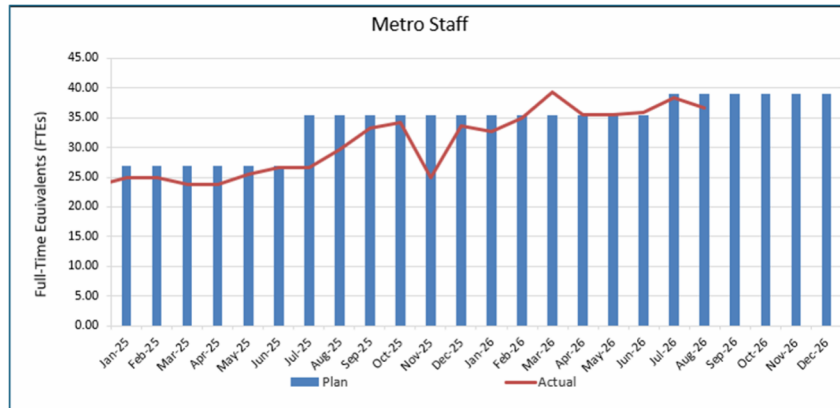
The PDB contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).



The overall FY27 Total Project Staffing forecast averages 103.7 Full-Time Equivalent (FTEs) per month. The total actual project staffing for August 2026 was 84.6 FTEs; 36.6 FTEs for Metro's Project Administration staff, 29.4 FTEs for the Construction Management Support Services Consultant, and 18.6 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:

| <b>Project Parcel No.</b>     | <b>Status</b>         |
|-------------------------------|-----------------------|
| Two Early Acquisition Parcels | Closed Escrow         |
| ESFV-E-001                    | Closed Escrow         |
| 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         |

Sixty-two (62) 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:

| <b>TPSS Site/Project Parcel No.</b> | <b>Status</b>          |
|-------------------------------------|------------------------|
| 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**

## August 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.
- 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 3<sup>RD</sup> Party.
- Attended By-Weekly Construction Team Management Meetings.
- Reviewed Contractor issues NCR's.
- Attended Punchlist Concurrence Meeting with the Contractor and 3<sup>rd</sup> Party.



## Monthly Project Status Report

**ENVIRONMENTAL**

The following activities took place in August:

- Continued bi-weekly Environmental Coordination Meetings with PDB contractor.
- Removal and disposal of former tenants' regulated and hazardous waste for MSF Site 11 (E-004).
- Abatement completed for E-010 (Site 7).
- 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 six (6) 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

- Van Nuys Blvd and Vose St
  - The contractor mailed and delivered two driveway impact letters to properties affected by a full street closure where driveway access was temporarily closed.
- Van Nuys Blvd and Woodman Ave
  - The CRMP team continues to monitor work activities in this area. The project received two nighttime noise complaints via the project phone line, which were reported to the contractor and addressed promptly.

### Pacoima Wash Box Culvert Replacement

- Northbound Directional Closure of Van Nuys Blvd from Covello St to Valerio St
  - The contractor distributed 552 construction notices and 4 driveway impact letters to notify the community of construction work involving directional street closures.

### Community Events and Briefings

The project staff participated in various briefings and community events throughout the project corridor to engage with the public and provide project information. In August 2026,

## Monthly Project Status Report

the CRMP team and project staff participated in 14 events and briefings, with more than 1,084 community members in attendance. These events and briefings included:

*Metro Hosted Events and Briefings*

- 8/6 – ESFV LRT Project Community Leadership Council Meeting
- 8/14 – Project briefing for Council District 2, 6, and 7
- 8/18 - Project Update and Tour for the Office of U.S. Senator Alex Padilla

*Non-Metro Hosted Events and Briefings*

- 8/4 - National Night Out – LAPD Mission Division
- 8/4 - National Night Out – LAPD Van Nuys Division
- 8/12 - Van Nuys Neighborhood Council Board Meeting
- 8/13 - Greater San Fernando Chamber of Commerce, State of the Valley Luncheon
- 8/15 - Vesper Neighborhood Watch Meeting
- 8/19 - Pacoima Neighborhood Council Board Meeting
- 8/19 - Arleta Neighborhood Council Board Meeting
- 8/22 - CD 6 - Pawty with Love Pet Resource Fair
- 8/22 - Second Annual Firefighter Appreciation Breakfast – Breakfast with the Brave
- 8/27 - Panorama City Neighborhood Council Board Meeting
- 8/27 - Valley Industry & Commerce Association (VICA) Local Officeholders Luncheon

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 September 9, 2026, 144 businesses have enrolled in the Eat Shop Play (ESP) Program. As of September 9, 2026, the Business Interruption Fund (BIF) awarded 155 grants across 99 small businesses totaling \$3,959,481.29 and has contributed to ongoing business outreach efforts engaging 1,282 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.

**Monthly Project Status Report****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.

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 August:

- Presented Metro Art updates at the quarterly Community Leadership Council Meeting on August 6 in Arleta.
- Reviewed and responded to DU36 Segment B Comms 100%.
- Artwork Design Services procurement under way (currently in blackout).

## SAFETY AND SECURITY

- There were no recordable injuries in the month of August.
- Safety staff conducted daily and nightly safety inspections along the alignment.
- Participated in daily and weekly Toolbox meetings with SFTC, and subcontractors' 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 27,890 July work hours, for a Total Project Work Hours of 592,310 through July 2026.
- There have been four Recordable Injuries on the Project to date. The Project Total Recordable Injury Rate is 1.35, 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<br>PCS Energy NTP                                                                                                                                                                                      |
| February 2023 | San Fernando Transit Constructors (SFTC) awarded PDB Contract<br>AUA#1 Construction initiated by W.A. Rasic<br>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<br>NTP for LRV Procurement Consultant (Hatch Associates Consulting, Inc.)<br>LADWP started self-perform work of installing vaults and pulling cables. |
| July 2024     | EWP-01 NTP Issued<br>FFGA officially submitted through TrAMS<br>Metro Board approved the amendment to Pre-Construction Budget                                                                                         |
| August 2024   | EWP-02 NTP Issued                                                                                                                                                                                                     |



## Monthly Project Status Report

|                |                                                                                 |
|----------------|---------------------------------------------------------------------------------|
| September 2024 | FFGA Executed<br>EWP-03 NTP Issued<br>EWP-04 NTP Issued                         |
| October 2024   | EWP-01 Field Investigations began<br>EWP-03 Construction began (UA 6)           |
| November 2024  | EWP-04 Load Flow Analysis MOD Issued<br>EWP-04 Design Potholing MOD Issued      |
| December 2024  | EWP-05 NTP Issued                                                               |
| January 2025   | EWP-06 NTP Issued<br>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<br>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                                                   |
| August 2026    | Pacoima Wash Box Culvert completed.                                             |