Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

July 27, 2026

TO: Distribution

FROM: Gregory Gastelum
Project Manager

SUBJECT: East San Fernando Valley LRT Project
June 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 June 27th, 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 Mardirosian for Greg Gastelum

Los Angeles County
Metropolitan Transportation Authority

Monthly Project Status Report

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

Metro

June
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).

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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 ¾ 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.

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:

<u>Progressive Design Build (PDB) Contract:</u> 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.

<u>Construction Management Support Services:</u> 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.

<u>Environmental Support Services:</u> 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.

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. Scheduled to award the contract in September 2026.

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 June:

- 60% Submittals
  - None in June.
- 85% Submittals
  - DU 45 – APDU – Cure in Place Pipe (CIPP) 85% submittal on 06/30/2026
- 100% submittals
  - DU 08 – Civil Segment B1 100% on 06/03/2026
  - DU 12-2 - APDU Segment C2 Telecom 100% on 06/04/2026
  - DU.GE 08 – Corrosion Control Plan 100% on 06/08/2026
  - DU 07-2 - APDU Segment A2 Telecom 100% on 06/09/2026
  - DU 15 – Pacoima Division Channel Bridge 100% on 06/16/2026
  - DU 10-2 - APDU Segment B3 Telecom 100% on 06/16/2026
  - DU 37 - Communication Segment A 100% on 06/22/2026
  - DU 08-2 - APDU Segment A2 Telecom 100% on 06/22/2026
  - DU 39 – Wayside Signage and Safety Signage 100% on 06/24/2026
  - DU 05 – Segment C Track and Alignment 100% on 06/29/2026
- AFC Submittals
  - DU 06-2 – APDU Segment A1 AFC Water on 06/08/2026
  - DU 11 to 13 – APDU Segment C Sewer AFC on 06/09/2026
  - DU 06 to 07 - APDU Segment A Sewer AFC on 06/09/2026
  - DU 11 – Civil Segment C1 AFC on 06/29/2026

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 contactor. 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.

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

<u>EWP-03 – Utility Adjustments UA-4 and UA-6</u>

SFTC is currently 100% complete with UA-6 utility relocation work. UA-4 utility relocation work on Plummer Street began on March 14, 2025, and is 100% complete, utility relocations on Van Nuys Blvd. between Vincennes Street and Plummer Street started in May and are 100% complete, all utility work was completed on October 15, 2025. Punch list items have been completed for both UA-6 and UA-4 and accepted by LADWP. Currently coordinating cable pulling and splicing activities with LADWP.

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

UA-2/3 power utility relocation work Gault St to Arminta St, started on Raymer St. SFTC began Phase 1A on March 15, 2025, and is currently 100% complete. Phase 5, utility relocation work behind the concrete barriers (K-rail) at Sherman Way began on April 11, 2025, and is now 100% complete. Phase 4, utility relocation work on Van Nuys Blvd from Wyandotte St to Valerio St started on May 23, 2025, and is now 100% complete. Phase 2, utility relocation works on at Saticoy St and Covello St, started on June 11, 2025, eastside of Van Nuys Blvd and is now 100% complete. Phase 3 utility relocation work on Van Nuys Blvd at Valerio St, began on September 30, 2025, and is now 100% complete. Phase 1B at Keswick St to Arminta St on Van Nuys Blvd, began on September 30, 2025, and is now 100% complete. 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 K-rail setup.

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 this month, and is currently at 82% complete.

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 Fernado started on March 24, 2026, with saw cutting and pothole activities followed with excavation, shoring, pipe install and backfill, is currently 28% 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 20% complete.

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

Schedule 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 $3.574B.

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.

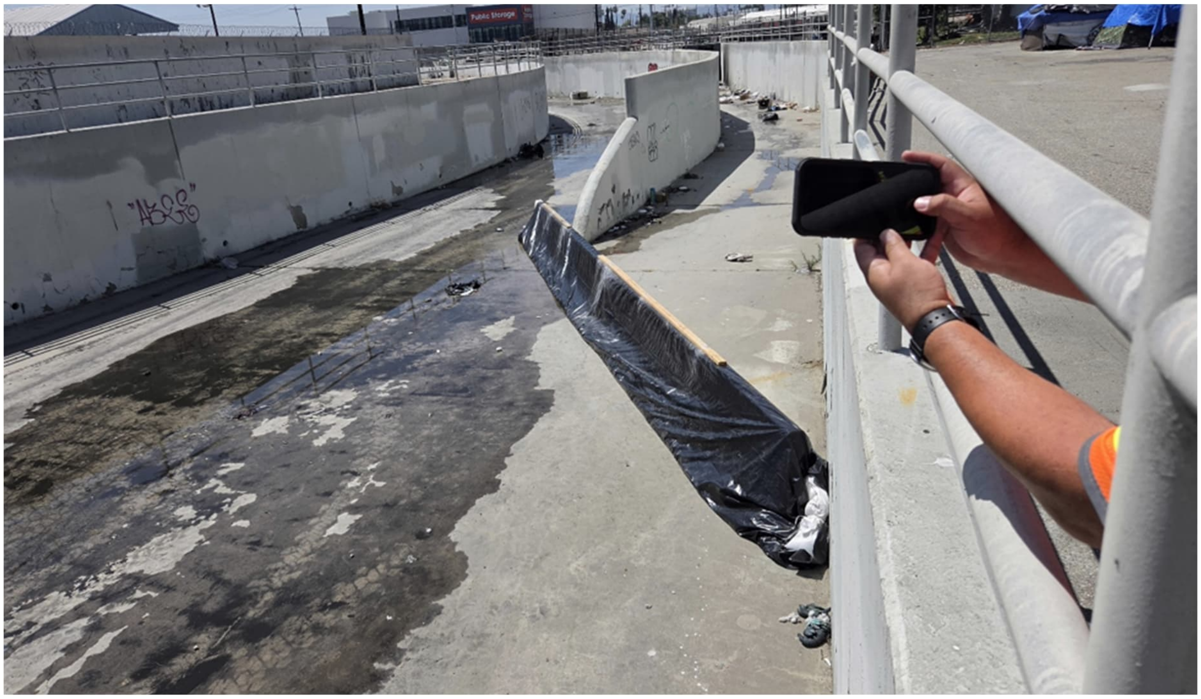
The LOP budget encompasses all elements of the Project, including portions of the work not eligible for Federal reimbursement. The LOP budget contains $144M in expected non-Federal costs, including $61.5M in Project costs incurred before the FTA Letter of Intent was received in May 2022.

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.

Project Construction Photos



Pacoima Wash invert water diversion installed
Pacoima Wash Culvert, Van Nuys Blvd, South of Covello St

Support of excavation installed and Pacoima Wash Culvert Roof (street level) demolition
Pacoima Wash Culvert, Van Nuys Blvd, South of Covello St

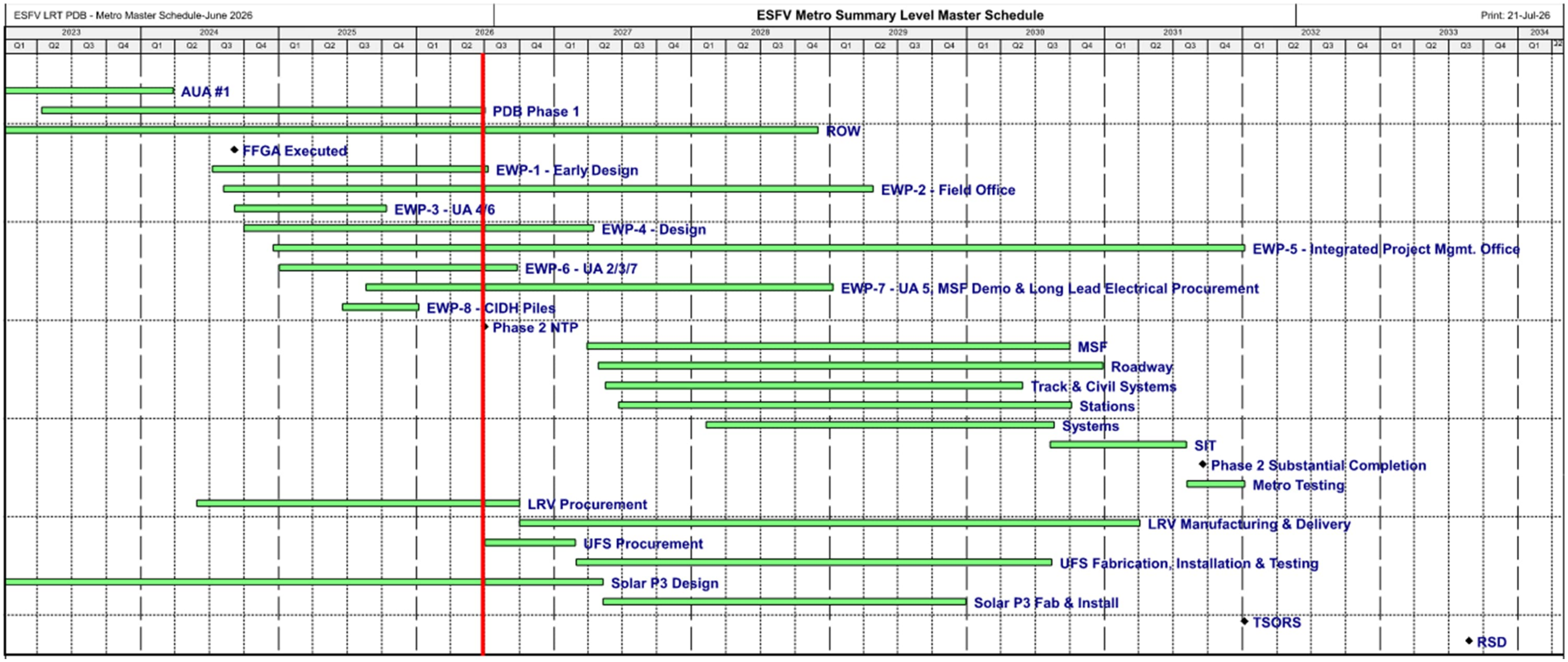
SFTC excavating and shoring trench for Metro Systems ductbank
Segment A2 under Pacoima Wash Culvert, Van Nuys Blvd

SFTC crew installing conduits for Metro Systems ductbank
Segment A2 under Pacoima Wash Culvert, Van Nuys Blvd

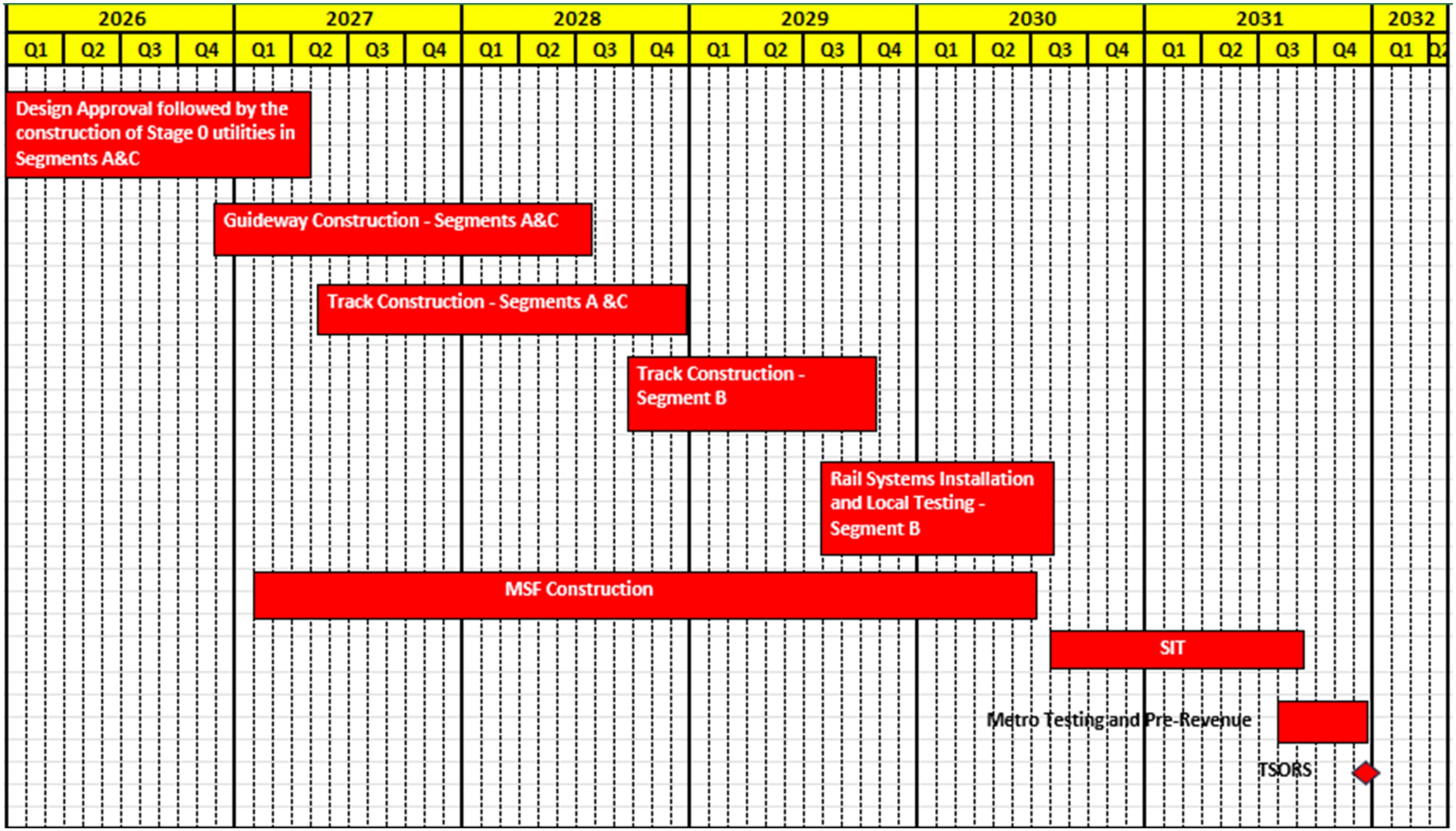
PROJECT UPDATE

PROJECT SCHEDULE

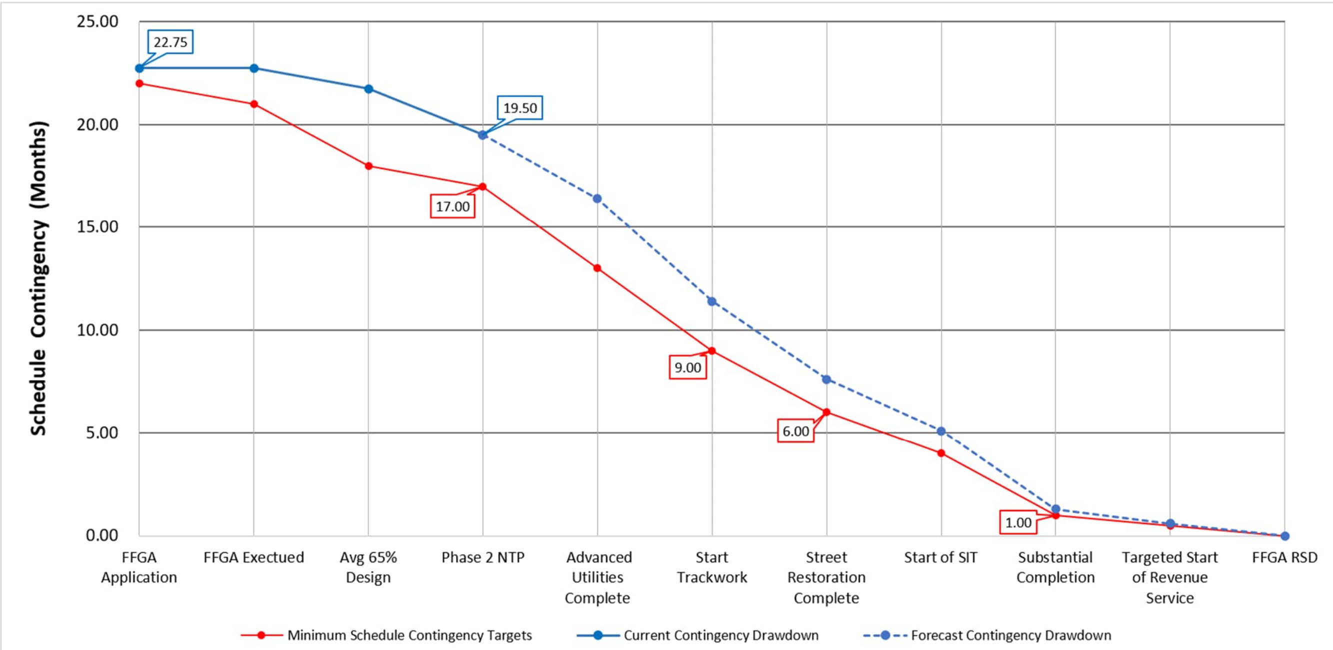
Project Summary Schedule



Project Schedule - Critical Path Activities



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, a continency drawdown of 0.25 months was taken because of an adjustment to the Substantial Completion date from last month based on the actual July 1, 2026 date that the Phase 2 Supplement NTP was issued.

The 19.5 months of remaining schedule continency is greater than the FFGA Minimum Schedule Contingency Target of 17.0 months for the Phase 2 NTP milestone.

PROJECT COST

Project Cost Analysis

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	-	7,939,800	730,462	2,221,408	97,256,683	-
20	STATIONS, STOPS, TERMINALS	161,293,435	152,638,955	-	4,056,524	-	3,736,548	152,638,955	-
30	SUPPORT FACILITIES: YARDS & SHOPS	254,946,330	283,014,416	-	-	-	-	283,014,416	-
40	SITEWORK & SPECIAL CONDITIONS	741,186,008	1,314,318,152	210,317,880	504,116,280	17,745,412	174,415,848	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**	**210,317,880**	**522,212,604**	**18,475,873**	**180,373,803**	**2,290,332,025**	**-**
60	ROW, LAND, EXISTING IMPROVEMENTS	365,984,903	363,466,538	5,303,720	221,245,740	5,559,126	219,214,253	363,466,538	-
70	VEHICLES	219,897,383	237,946,481	-	1,209,791	248,459	873,582	237,946,481	-
80	PROFESSIONAL SERVICES	915,571,370	890,005,290	1,097,189	445,222,600	18,591,934	370,299,199	890,005,290	-
	SUBTOTAL (10-80)	**3,098,363,145**	**3,781,750,333**	**216,718,789**	**1,189,890,735**	**42,875,392**	**770,760,838**	**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
	FTA ACTIVITIES TOTAL (10-100)	**3,573,279,911**	**3,856,050,333**	**216,718,789**	**1,189,890,735**	**42,875,392**	**770,760,838**	**3,916,050,333**	**60,000,000**
	NON-FTA ACTIVITIES SUBTOTAL	**-**	**142,624,976**	**23,165**	**83,590,847**	**211,895**	**83,058,623**	**142,624,976**	
	PROJECT TOTAL	**3,573,279,911**	**3,998,675,309**	**216,741,954**	**1,273,481,583**	**43,087,287**	**853,819,461**	**4,058,675,309**	**60,000,000**

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

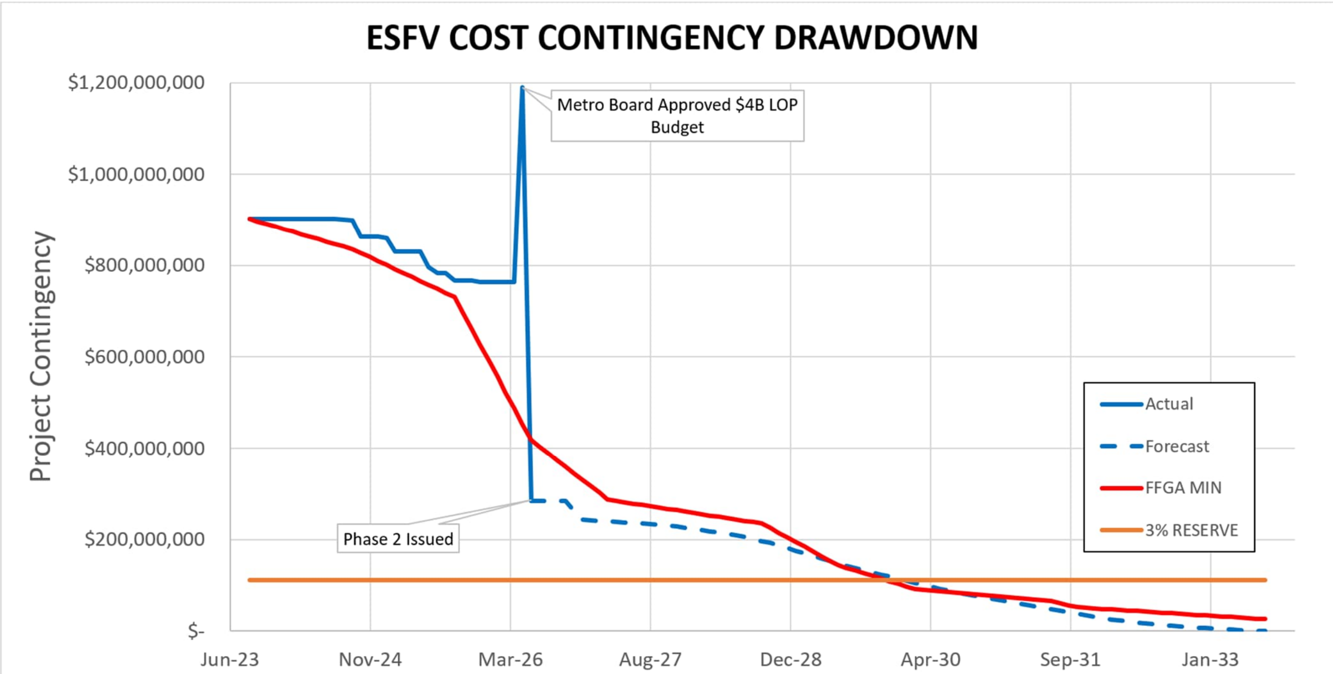
Current Budget: June 2026 Life-of-Project budget is $3,998,675,309.

Commitments: FTA eligible commitments increased by $216M to $1,189.9M. The increase is primarily for PDB, real estate acquisition and professional services related to the Project.

Expenditures: FTA eligible expenditures from May 2022 through June 2026 are $770.8M, an increase of $42.9M from the previous month.

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

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 for the previous month represents the additional $425M of funding added to the Project with the establishment of the $3.999B Life-of-Project (LOP) budget at the May 2026 Metro Board meeting. This month, a large contingency drawdown was taken to bring the contingency to the LOP budgeted amount of $284M. The largest source of the drawdown is that the new LOP budget incorporates the $2.431B contract with SFTC.

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.

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

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 and the current count for SFTC has been reduced to zero in the chart below. 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

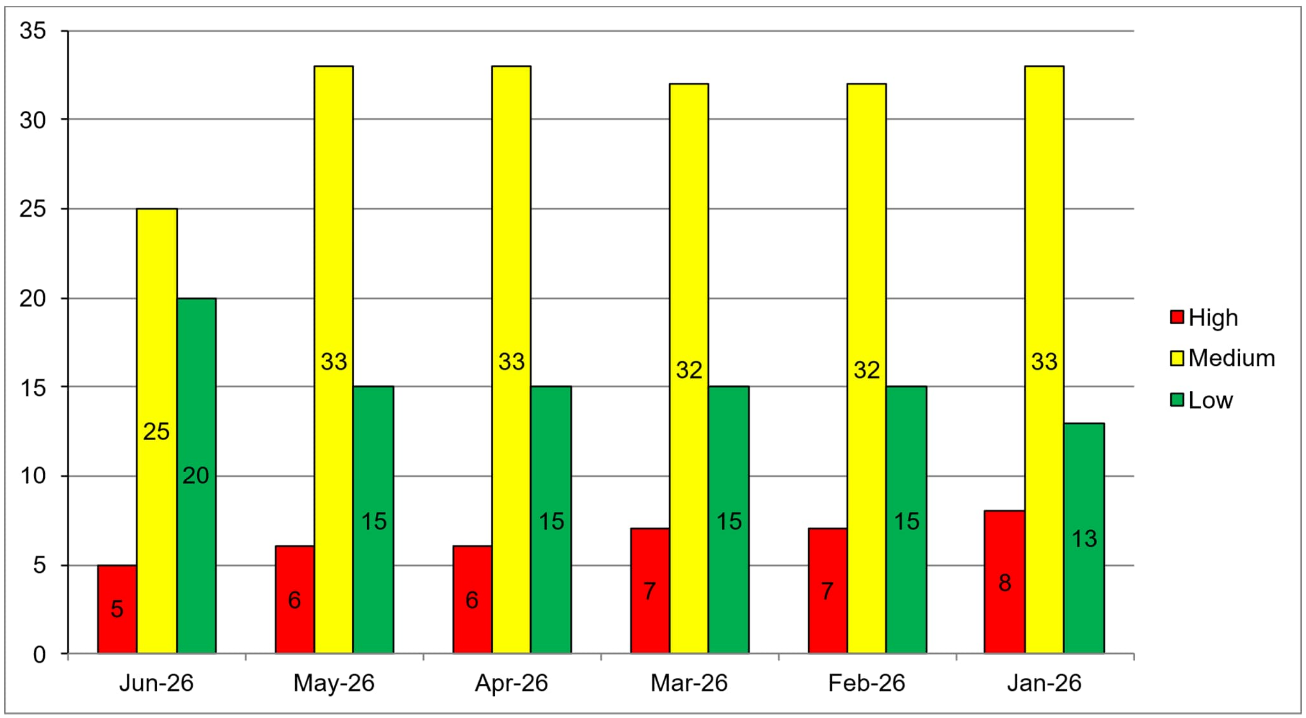
	SFTC		
	0 MODs Executed	0 COs Active	MOD and CO Total
Under $100K	-	-	-
$100K to $250K	-	-	-
$250K to $1M	-	-	-
Over $1M	-	-	-
Credit	-	-	-
Total	**-**	**-**	**-**
Original Contract Value	**2,430,954,364**		
Current Contract Value	**2,430,954,364**		
% of Contract MODs/COs	**0.0%**		

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 June Risk Working Group identified one (1) new risk and identified five (5) 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.



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 June 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.

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% - Paused*
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% - Paused*
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 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% - Paused*
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% - Paused*
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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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% - Paused*

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% - Paused*

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% - Paused*

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% - Paused*

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% - Paused*

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% - Paused*

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% - Paused*

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% - Paused*

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%*

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	45.78%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	17.54%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	14.99%

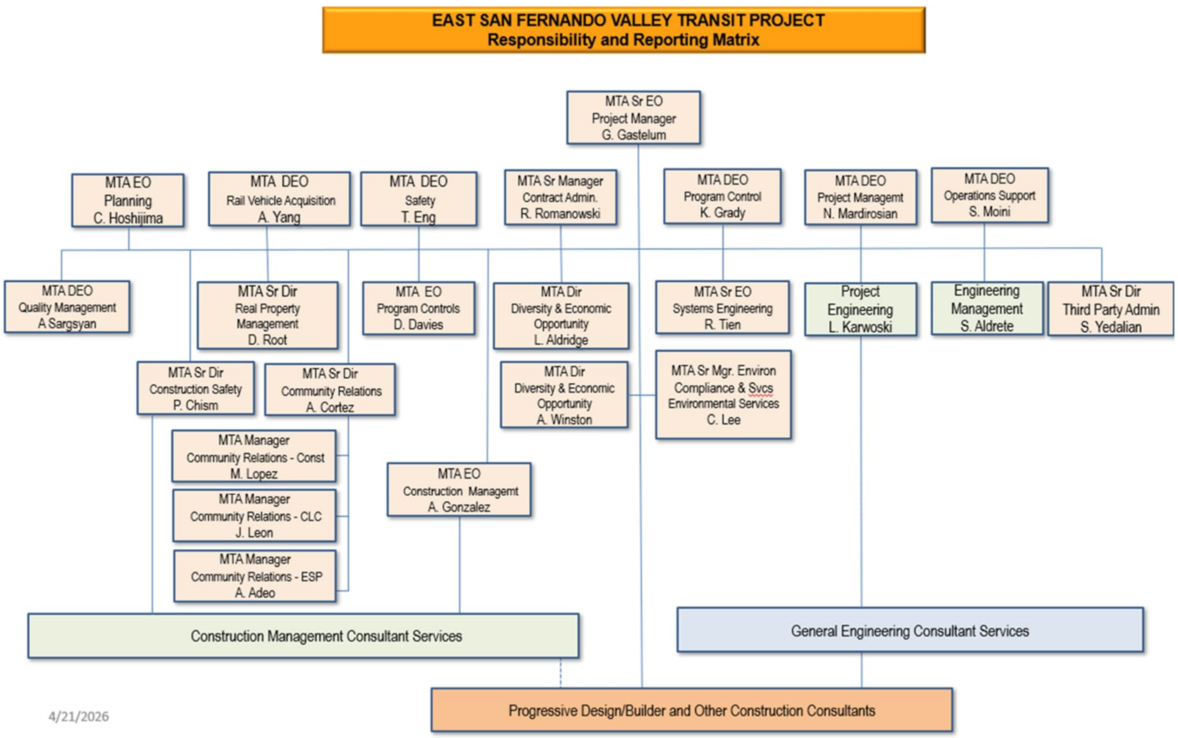
FINANCIAL/GRANT
STATUS OF FUNDS BY SOURCE

EAST SAN FERNANDO VALLEY (TC) $M As of May 2026 Status of Funds by Source	FINANCIAL / GRANT			
SOURCES	(A) TOTAL BUDGET $M	(B) %	(C) BILLED To Funding Source $M	(C/A) %
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%	$ 184.30	18.8%
Local Subtotal	***$1,862.46***	***48.3%***	***$ 363.52***	***19.5%***
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%**	**$ 611.38**	**15.9%**
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**		**$ 684.93**	**17.1%**

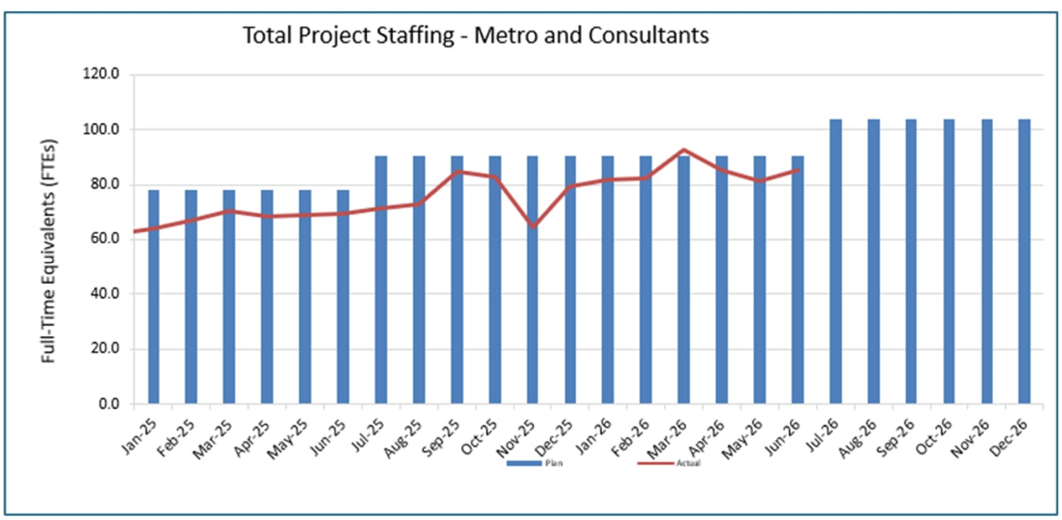
NOTES:
1. Total sources reflect the revised LOP Budget of $3,998.675 million (excludes $60M finance charges and includes Pre-Award authority expenditures of $61.5 million and additional costs and funding approved by the board in May 2026 BR2026-0266)

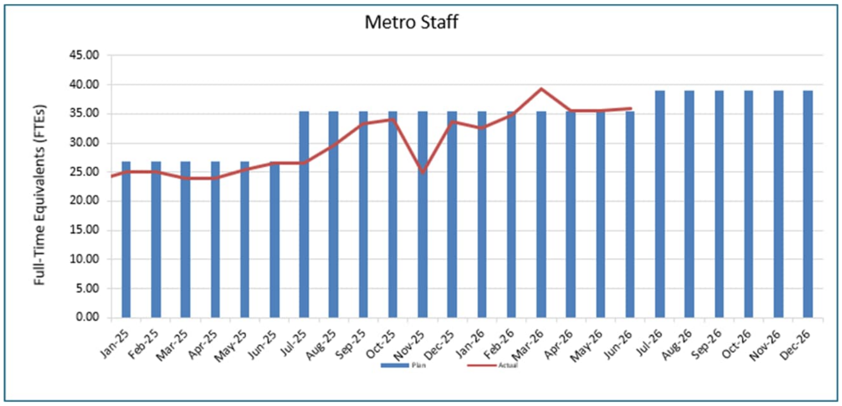
PROJECT ORGANIZATION AND STAFFING

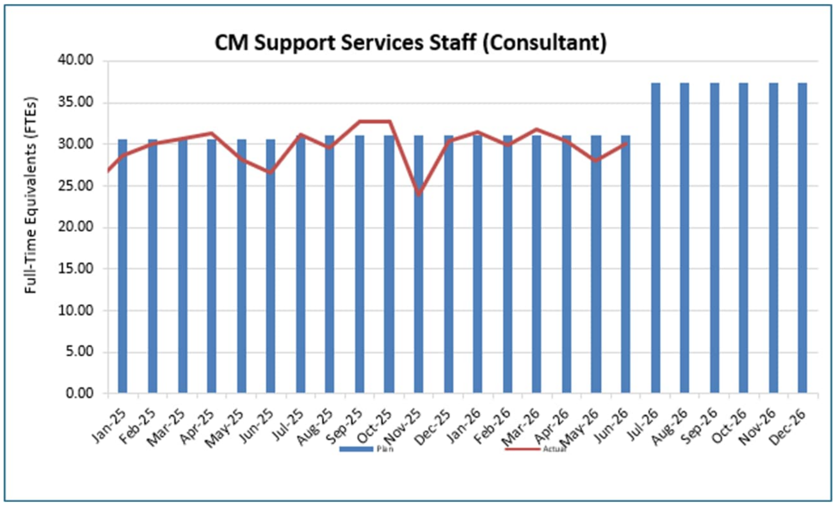
The PDB contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).

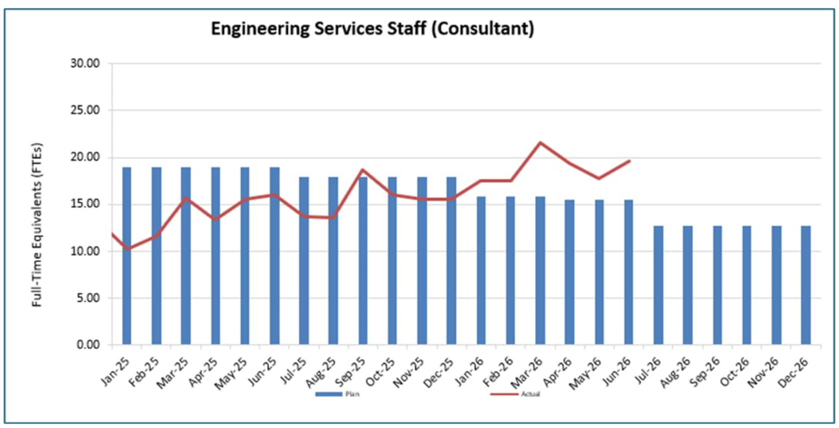


The overall FY26 Total Project Staffing forecast averages 90.5 Full-Time Equivalent (FTEs) per month. The total actual project staffing for June 2026 was 85.5 FTEs; 35.9 FTEs for Metro’s Project Administration staff, 30.0 FTEs for the Construction Management Support Services Consultant, and 19.6 FTEs 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.









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.

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-three (53) businesses within the MSF site impacted by the project have been successfully relocated. LACMTA continues to work with and process claims for all displacees.

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

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 until contract award planned for September 2026. Solicitation inquiries will be reviewed through Metro's Contract Administration during this blackout period.

QUALITY ASSURANCE

June status:

- Participated in weekly Internal Metro and Construction Progress Meetings.
- Continued implementation of Quality Management Oversite (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 and attended Readiness Review Meetings.
- Continued conducting internal weekly Quality meetings to go over Quality Program progress.
- Attended Coordination Meetings with the Contractor and 3RD Party.
- Attended By-Weekly Construction Team Management Meetings.
- Reviewed Contractor issues NCR’s.

ENVIRONMENTAL

The following activities took place in June:

- Continued bi-weekly Environmental Coordination Meetings with PDB contractor.
- Removal and disposal of aboveground fuel storage tank at E-013 South (Site 4).
- Continued planning and coordination of abatement and demolition at E-002 (Site 13), E-003 (Site 15), E-008 (Site 16), E-013 South (Site 4) and E-019 (Site 17).
- Demolition and abatement completed at E-016 (Site 1).
- 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.

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 twelve (12) 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 Arleta Ave to Remick Ave
  - The CRMP team coordinated with the contractor to distribute approximately 1378 construction notices to properties located 1/4-mile from the work area. Additionally, 78 driveway impact letters were distributed to properties with temporary access restrictions during construction activities.
- Van Nuys between Laurel Canyon Blvd and San Fernando Rd
  - The CRMP team is coordinating with the contractor to develop and distribute utility interruption notices in advance of an upcoming water shut-off affecting properties near the work area. The team is also conducting in-person outreach to affected businesses to provide advance notice and identify any water needs.
- Van Nuys from Oxnard St to Valerio St
  - The CRMP team distributed approximately 4500 construction notices to properties located 1/4-mile from the work area. Additionally, the CRMP team coordinated with the contractor to distribute 19 driveway impact letters to properties with temporary access restrictions during construction activities.

Potholing Operations in Van Nuys, Arleta and Pacoima

- Van Nuys Blvd from Oxnard to Valerio St

- The CRMP team continues to monitor this work activity to support ongoing outreach efforts.

MSF Demolition and Abatement Services

- The CRMP continues to monitor this work activity to support ongoing outreach efforts.

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:

Non-Metro Hosted Events and Briefings

- 6/1/26 – Zev Yaroslavsky Family Support Center Managers Meeting
  - The CRMP team project provided an update on adjacent construction activities to more than 12 key county staff members.
- 6/5/26 – Greater SFV Chamber pf Commerce Gala
  - The Project attended as a sponsor to support the GSFVCC and engage with businesses and stakeholders from communities along the project corridor. The event drew more than 100 attendees.
- 6/9/26 - NEST Coalition Meeting
  - The CRMP team attended this meeting to engage with Pacoima stakeholders and keep them informed about Metro projects and initiatives, including the ESFV LRT Project. More than 15 people attended
- 6/11/26 – Pacoima Beautiful Environmental Justice Awards
  - The Project attended as a sponsor and engaged with community leaders, businesses, and community members. More than 100 attendees participated.
- 6/11/26 – Convening of Valley Community-Based Organizations Meeting
  - Metro attended as a sponsor and hosted an informational table to share project information and enroll local organizations in Metro's CBO Partnering Strategy Program.
- 6/12/26 – Pacoima Community Initiative (PCI) Mixer
  - The CRMP team attended and connected with more than 15 local organizations and stakeholders, providing information on the project and Metro initiatives.
- 6/17/26 – Mission Division Community Police Advisory Board
  - The CRMP team provided a construction update to more than 18 stakeholders, including LAPD officers, board members, and community members.
- 6/26/26 – Mission Hills Neighborhood Watch
  - The CRMP team provided project and construction updates to over 11 community members.
- 6/27/26 – San Fernando Valley Pride

- Metro attended as a sponsor and hosted an informational table sharing information on Metro projects and initiatives, including information on the ESFV LRT Project. It is estimated that over 1000 attendees participated in this event.

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 6, 2026, 143 businesses have enrolled in the Eat Shop Play (ESP) Program. As of June 26, 2026, the Business Interruption Fund (BIF) awarded 115 grants across 86 small businesses totaling $2,918,487.17 and has contributed to ongoing business outreach efforts engaging 1,272 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 next Community Leadership Council meeting will be held on August 6, 2026, from 6:15pm to 7:45pm. The meeting will be held in person at Arleta First Assembly of God, located at 9757 Arleta Ave, Arleta, CA 91331.

CREATIVE SERVICES

The following activities took place in June:

- Reviewed and responded to DU26-29 Segment C Stations 100% and DU01 Projectwide Specifications AFC Submittals.
- Artwork Design Services procurement under way (currently in blackout).

SAFETY AND SECURITY

- There were no recordable injuries in the month of June.
- 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 36,002 May work hours, for a Total Project Work Hours of 538,723 through May 2026.
- There have been three Recordable Injuries on the Project to date. The Project Total Recordable Injury Rate is 1.11, 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.

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

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