

| Project   | Ground-breaking Date |               | Notes   | Project Phase                 | Budget         |                    | Contingency Funds |          | Soft Costs Spent                        | Risk   |
|---|----------------------|---------------|---|-------------------------------|----------------|--------------------|-------------------|----------|---|--|
|   | Exp. Plan (FY)       | Anticip. (FY) |   |                               | Project Budget | Phase Budget Spent | Budgeted          | Spent    |   |  |
| <b>Westside Purple Line Extension Section 3</b> | 2020                 | 2020          | <p>Tunnel Contract:</p> <ul style="list-style-type: none"> <li>• TBM #1 (BR) has mined 331 feet.</li> <li>• TBM #2 (BL) assembly continues at the BL headwall.</li> <li>• Fabrication of tunnel precast concrete liners are ongoing.</li> <li>• Installation of instrumentation &amp; monitoring equipment are ongoing.</li> <li>• Aerially Deposited Lead removal is completed in the Caltrans basin, and work is proceeding.</li> </ul> <p>Stations, Trackwork, and Systems Contract:</p> <ul style="list-style-type: none"> <li>• Final design is ongoing.</li> <li>• Initial soundwall at Westwood/VA station (Lot 42) has been installed.</li> <li>• Utility relocation began at the Westwood/VA station site in January 2021.</li> <li>• Westwood/VA Support of Excavations piling materials deliveries onsite commenced.</li> </ul> <p>Third Party Utility Relocation Work:</p> <ul style="list-style-type: none"> <li>• Joint trench for Verizon and Frontier telecommunications is substantially complete; punch list expected to be complete in February 2021.</li> <li>• LADWP power cutover to 10921 Wilshire Boulevard is planned for spring of 2021.</li> </ul> | Final Design and Construction | \$3.6B         | \$662.5M           | \$830.6M          | \$272.0M | \$187.9M                                | <ul style="list-style-type: none"> <li>• COVID-19 pandemic impact</li> <li>• ROW negotiations in the alignment between Constellation and UCLA may require longer negotiations and result in schedule delay and increased project cost</li> <li>• Tariffs potentially impact D/B contractors</li> <li>• Delay of contract turnover from tunnels to stations.</li> </ul> |
| <b>Gold Line Foothill</b>                       | 2020                 | 2020          | <p>Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019</p> <p>Heavy Construction Started July 2020</p> <p>Base Contract to Pomona Complete by 2025</p>   | Final Design and Construction | \$1,406.9M     | \$256.7M           |                   |          | \$256.7M<br>excluding Vehicles \$22,000 | <ul style="list-style-type: none"> <li>•Lack of funding for the remaining portion of the initial scope and alignment from Glendora to Montclair.</li> </ul>  |

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|--|------|------|--|---|--------------------------------------|----------|--------|-----|----------|--|
| <b>Airport Metro Connector</b>                   | 2021 | 2024 | <ul style="list-style-type: none"> <li>• Los Angeles World Airport (LAWA) Interface and coordination continues.</li> <li>• Finalizing Early Rail Works construction contract with potential NTP by end of Spring 2021</li> <li>• Received Bids for main construction contract with potential award by early Fall 2021</li> <li>• Hertz Real Estate acquisition is in the process of finalizing the sale through litigation with court hearings and will continue when their calendar resumes. Due to Covid-19 the courts schedules were dramatically impacted and are backlogged. Anticipated to be finalized by end of FY22.</li> </ul> | Final Design and Bid/Award Construction Contracts | \$235.0M                             | \$159.8M |        |     | \$159.8M | <ul style="list-style-type: none"> <li>•Real Estate Real/eminent domain costs for acquisition and relocation, advance utility relocation, schedule integration with LAWA’s Automated People Mover project and construction of Shoofly.</li> <li>•Constructing project under full Metro operations of the Crenshaw and Green Lines.</li> <li>•LAWA LAMP interface and contractors.</li> </ul>   |
| <b>Orange Line BRT Improvements</b>              | 2019 | 2019 | <ul style="list-style-type: none"> <li>• Railroad-type gates at up to 35 intersections</li> <li>• Aerial Stations at Sepulveda &amp; Van Nuys</li> <li>• Provisions for connections to ESFV LRT Terminal Station on Van Nuys</li> <li>• Designed for future conversion to LRT</li> <li>• RFP Progressive Design-Build Contract – Spring 2021</li> <li>• Award Contract – Spring 2022</li> <li>•Complete – Summer 2025</li> </ul>   | Design Phase                                      | \$286M/<br>\$393M<br>(Total Project) | \$20.6M  | 18.60% | N/A | \$19.6M  | Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies  |
| <b>East San Fernando Valley Transit Corridor</b> | 2022 | 2022 | RFP Design Build Contract – Summer 2021<br>Begin Construction – Early 2022<br>Complete – 2028.   | Preliminary Engineering (PE)                      | \$71.4M                              | \$47.5M  |        |     | \$47.5M  | <ul style="list-style-type: none"> <li>•Current short funding will cause delay; means we may not reach Measure M opening day</li> <li>•Real estate acquisitions and advanced utility relocations need to start in 2021 otherwise this will affect our DB start date.</li> <li>•DWP and LA County have facilities located along Van Nuys Blvd that we have not reached an agreement.</li> <li>•The City of San Fernando and Metrolink have concerns about ESFV and may not support the project in its current design. Both groups would like to see Metro grade-separate at multiple intersections between San Fernando Road and the Sylmar/San Fernando Metrolink station, which would be cost prohibitive.</li> </ul> |

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|---|------|------|---|---|---------|---------|--|--|---------|--|
| <b>West Santa Ana Transit Corridor</b>    | 2024 | 2024 | <p>19 Mile Light Rail Line Alternatives in Environmental Document:</p> <ul style="list-style-type: none"> <li>• Alternative 1: Los Angeles Union Station to Pioneer</li> <li>• Alternative 2: 7th St/Metro Center to Pioneer</li> <li>• Alternative 3: Slauson/A (Blue) Line to Pioneer</li> <li>• Alternative 4: I-105/C (Green) Line to Pioneer</li> </ul> <p>Key Environmental dates</p> <ul style="list-style-type: none"> <li>• Draft EIS/EIR Release: June 2021</li> <li>• Board Selects LPA: September 2021</li> <li>• Final EIS/EIR Certification: Late 2021</li> <li>• ROD Issued: Mid 2022</li> </ul> | Environmental Clearance (NEPA/CEQA) and Advanced Conceptual Engineering           | \$60.8M | \$49.8M |  |  | \$49.8M | <ul style="list-style-type: none"> <li>• UPRR agreement</li> <li>• Third party coordination (Caltrans, Cities, CPUC, etc.)</li> <li>• SHPO consultation</li> <li>• Interface with Express Lanes</li> <li>• Utilities</li> <li>• Hazardous materials</li> </ul> |
| <b>Green Line Extension to Torrance</b>   | 2025 | 2025 | <ul style="list-style-type: none"> <li>• Redondo Station to Regional Transit Center in Torrance</li> <li>• EIR 2020 - 2023, awarding Environmental with an option to do Advanced Conceptual Engineering and Preliminary Engineering by early 2020</li> <li>• Engineering 2022 - 2025</li> <li>• Construction 2025 - 2030</li> </ul>   | Environmental Impact Report (EIR)   | \$18.5M | \$13.8M |  |  | \$13.8M | Interagency Agreements, Utility Relocation, Liquification, and Seismic Issues  |
| <b>Sepulveda Transit Corridor Project</b> | 2026 | 2026 | <ul style="list-style-type: none"> <li>• Environmental consultant selected</li> <li>• Ongoing procurement to select an Outreach consultant</li> <li>• Ongoing procurement to select up to 2 pre-development (PDA) teams</li> </ul> <p>PDA/Environmental Review:</p> <ul style="list-style-type: none"> <li>• PDA teams to develop project alternatives optimized for P3 delivery</li> <li>• Conduct state and federal environmental studies</li> <li>• Identify Locally Preferred Alternative (LPA)</li> <li>• 2025 - issue request for P3 proposal for LPA delivery</li> </ul>                                 | Environmental Impact Report (EIR)/PDA   | \$29.4M | \$18.3M |  |  | \$18.3M | Geotechnical, Third-Party Coordination, Stakeholders and Community   |
| <b>Gold Line Eastside Ext. Phase 2</b>    | 2028 | 2028 | <ul style="list-style-type: none"> <li>• Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020</li> <li>• Environmental clearance of the Washington Alternative and potential IOS’ – 2023</li> <li>• Engineering – 2025</li> <li>• Construction One Alignment – 2029</li> </ul>  | California Environmental Quality Act (CEQA)/Advanced Conceptual Engineering (ACE) | \$50.5M | \$42.3M |  |  | \$42.3M | Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals  |