

Project	Ground-breaking Date		Notes	Project Phase	Budget		Contingency Funds		Soft Costs Spent	Risk
	Exp. Plan (FY)	Anticip (FY)			Project Budget ¹	Phase Budget Spent	Budgeted	Spent		
PROGRAM MANAGEMENT - Transit Design/Constr.										
Westside Purple Line Extension Section 3	2020	2020	<p>Tunneling:</p> <ul style="list-style-type: none"> • Tunneling production rate actual 40-50ft/day versus 60ft baseline. Changed vertical conveyor belt mucking operation to crane/bucket method • Tunnel Boring Machines (TBM) "Iris" (BR) – Mining continues; over 1932 feet mined to date. • TBM "Aura" (BL) – full gantry assembly completed; relaunch in November to resume mining. • Ground improvement for the protection of the Metropolitan Water District 96" water line under Sepulveda Blvd was completed and pending final approval by MWD. • US Army Corps Engineers 408 Permit was issued for the Sepulveda crossing; permit from County issued. <p>Westwood/UCLA Station: Lots of unforeseen utility conflicts for SOE. Incorrect as-builts.</p> <ul style="list-style-type: none"> • Utility sewer and storm drain relocation continue along Wilshire at Gayley. • Demolition of abandoned Stone Canyon Storm drain reinforced concrete box in UCLA Lot 36 completed. • Pile installation for Support of Excavation (SOE) progressed on UCLA Lot 36 and continues along Wilshire Blvd. <p>Westwood/VA Station: Challenge to maintain VA steam line relocation and continuous operation.</p> <ul style="list-style-type: none"> • SOE pile installation for main station box is complete. • Pump test for dewatering system completed. 	Final Design and Constr. 29% Complete	\$3.6B	\$904.5M	\$830.6M	\$300.9M	\$231.6M	<ul style="list-style-type: none"> • COVID-19 pandemic impact • ROW negotiations in the alignment between Constellation and UCLA. • Tariffs potentially impact D/B contractors.

¹Project Budget is defined as the Life of Project Budget, escalated to mid-point of construction. For cases in which there is no Life of Project Budget (i.e., planning projects), figures provided represent the Project Budget in 2015 dollars, per the Los Angeles County Transportation Expenditure Plan.

Gold Line Foothill	2020	2020	<p>Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019</p> <p>100% final design complete</p> <p>85% complete freight relocation</p> <p>85% of utility work complete</p> <p>15 complete of 23 at-grade crossings</p> <p>Heavy Construction Started July 2020</p> <p>Base Contract to Pomona Complete by 2025</p>	Final Design and Constr. 38% Complete	\$1,406.9M	\$477.8M			\$352.96M excluding Vehicles \$22,000	<ul style="list-style-type: none"> Most of underground activities are completed Lack of funding for the remaining portion of the initial scope and alignment from Glendora to Montclair.
Airport Metro Connector	2021	2021	<ul style="list-style-type: none"> Los Angeles World Airport (LAWA) Interface and coordination continues. Issued NTP for Early Rail Works in May 2021 Awarded the main construction contract in August 2021 and issued NTP in October 2021. Site demolition and grading was completed in October 2021. Need Segment A fully tested and site access by February for main contract to avoid delay. Design Bulletin #2 is a substantial change and may have cost implications. 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. 	Construction 1% Complete	\$898.6M	\$173.3M	\$96.0 M	\$0.0	\$160.5M	<ul style="list-style-type: none"> Real Estate Real/eminent domain costs for acquisition and relocation. Schedule integration with LAWA's Automated People Mover project. Potential delayed access to CLAX Right of Way. Constructing project under full Metro operations of the Crenshaw and Green Lines. LAWA LAMP interface and contractors.
Metro G Line BRT Improvements	2019	2019	<ul style="list-style-type: none"> Railroad-type gates at up to 35 intersections Aerial Stations at Sepulveda & Van Nuys Provisions for connections to ESFV LRT Terminal Station on Van Nuys Designed for future conversion to LRT RFP Progressive Design-Build Contract –Winter 2021/2022 (Industry review in process) Award Contract – Summer 2022 Complete – Winter 2026/2027 	Procurement Phase	\$286M/ \$393M (Total Project)	\$24.7M		N/A	\$22.3M	<ul style="list-style-type: none"> Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies. LADOT buy-in of new gating system and its impacts to cross traffic.

East San Fernando Valley Transit Corridor	2022	2022	RFP Progressive Design Build Contract – Winter 2022 Begin Construction – Summer 2022 Complete – TBD.	Preliminary Engineering (PE)	\$71.4M	\$50.5M			\$50.5M	<ul style="list-style-type: none"> ● Submitted for FTA EPD program. ● Current short funding will cause delay; means we may not reach Measure M opening day ● Real estate acquisitions and advanced utility relocations need to start in early 2022 otherwise this will affect our DB start date. ● DWP and LA County have facilities located along Van Nuys Blvd that we have not reached an agreement. ● 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 may be cost prohibitive and/or infeasible; we are in the process of procuring services to conduct expect to commence a Supplemental ROW study in Fall 2021.
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COUNTYWIDE PLANNING & DEVELOPMENT - Transit Planning										
North San Fernando Valley BRT Improvements	2019	2023	<ul style="list-style-type: none"> Intent to enhance transit capacity and connectivity to North SFV and CSUN, and increase ridership October 2019: Board direction to consider high-capacity east-west service including Roscoe Blvd, coordinated with NextGen Bus Plan. Currently Metro is evaluating options, including the Roscoe Blvd BRT line providing a one-seat ride between North SFV and CSUN, and a NextGen-based solution. Options will be evaluated against criteria such as: network benefits of added service(s), demographic reach, ridership, and timely delivery of a solution. Fall/Winter 2021 – Conduct stakeholder and community engagement Spring 2022 – Approve Proposed Project 	Environ. Impact Report (EIR)	\$180.0M	\$6.4M			\$6.4M	<ul style="list-style-type: none"> Addressing stakeholder concerns on Proposed Project, including whether to invest in a network solution or a singular high-capacity BRT line
NoHo to Pasadena BRT	2020	2023	<ul style="list-style-type: none"> Staff has developed a refined Proposed Project based on DEIR comments and stakeholder feedback. May 2021: Board approved Proposed Project and directed further coordination on design options in Burbank and Eagle Rock. Illustrated proposed BRT options and effects on local traffic volumes and circulation in Eagle Rock Sept 2021: Met with Eagle Rock community on potential design refinements (215 participants) October 2021: Met with Burbank community members (121 participants) October 2021: Attended CD14 open house Early 2022: Board to certify Final EIR 	Environ. Impact Report (EIR)	\$267M	\$10.9M			\$10.9M	<ul style="list-style-type: none"> Refinements being made in multiple locations (i.e, Burbank, Eagle Rock) to address varying community concerns.
Countywide BRT Ph1	2020	2022	<ul style="list-style-type: none"> March 2021: Board adopted BRT Visions and Principles Study that identified priority BRT corridors. Board further passed a motion to create BRT Early Action Program including the following: <ul style="list-style-type: none"> Advancing the Broadway corridor (as Phase 1). Identifying the essential elements of a “quick build,” based on the study and NextGen. Identify which of the Top 7 Corridors would be suitable for a quick build approach, (consider NextGen) & evaluate extending the Western Ave BRT corridor to San Pedro (Hahn amendment). Pursuing a near-term delivery strategy. 	N/A	\$50M	\$5.8M			\$5.8M	<ul style="list-style-type: none"> Coordination with local municipalities on right of way improvements Investment in quick build improvements may draw down on funding needed to deliver full BRT projects.

			<ul style="list-style-type: none"> • Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines. • Estimated costs and staffing to accomplish the above work. • July 2021: Metro applied for a federal RAISE grant in the amount of \$25 million to advance the Broadway Quick-Build project. 							
Vermont Transit Corridor	2024	2026	<ul style="list-style-type: none"> • Included in Measure M Expenditure Plan as a BRT project. • In April 2019, Metro Board directed the evaluation of higher-capacity service, including LRT, and HRT. • Outreach Contract awarded March 2021 through Communications Bench • Developing strategy for community and CBO engagement that will inform scope of work for the LRT to be studied in the EIR. • BRT to be implemented as a near-term solution for the corridor. 	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$2.9M			\$2.9M	
West Santa Ana Transit Corridor	2024	2024	<p>19 Mile Light Rail Line Alternatives in Environmental Document:</p> <ul style="list-style-type: none"> • Alternative 1: Los Angeles Union Station to Pioneer • Alternative 2: 7th St/Metro Center to Pioneer • Alternative 3: Slauson/A (Blue) Line to Pioneer • Alternative 4: I-105/C (Green) Line to Pioneer <p>Key Environmental dates:</p> <ul style="list-style-type: none"> • Draft EIS/EIR Released: July 30, 2021 • Comment Period (60 days) Closed: Sept 28, 2021 • Review Comments: Oct/Nov 2021 • Board Selects LPA, Begin FEIR/S: Jan 2022 	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$58.9M			\$58.9M	<ul style="list-style-type: none"> • UPRR agreement • Third party coordination (USACE, Caltrans, CPUC, Cities, etc.) • SHPO consultation: I-105 and interface with Express Lanes • Utilities • Hazardous materials • Coordination of funding, phasing and service performance for FTA New Starts
C/Green Line Extension to Torrance	2026	2026	<ul style="list-style-type: none"> • January 2020: Awarded Environmental and Advanced Conceptual Engineering contract with an option for Preliminary Engineering; awarded the outreach contract through Communication Bench • EIR scoping period: January 29 - March 29, 2021 • Continuing with stakeholder engagement, including virtual “neighborhood walks” on website with 1500+ views 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$891M	\$19.9M			\$19.9M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community

Sepulveda Transit Corridor Project	2024	TBD	<ul style="list-style-type: none"> • Environmental and Communications/Outreach consultants selected • Two Pre-Development (PDA) teams selected to develop project alternatives; NTPs executed August 2021. • Nov 2021-Feb 2022: CEQA Public Scoping Period • Six alternatives identified for environmental review, including: (1) Monorail, aerial in 405 Freeway, electric bus to UCLA (2) Monorail, aerial in 405 Freeway, with aerial people mover to UCLA (3) Monorail, aerial in 405 Freeway, underground between Getty Center and Wilshire Blvd (4) Heavy rail, underground with aerial section along Sepulveda in SFV (5) Heavy Rail, underground including along Sepulveda in the SFV (6) Heavy Rail, entirely underground including Van Nuys Blvd in SFV and southern terminus station on Bundy Dr. 	EIR, EIS (CEQA, NEPA)	\$5.7B	\$28.6M			\$28.6M	Potential Budget Shortfall, Phasing, Geotechnical, Third-Party Coordination, Stakeholders and Community
Eastside Transit Corridor Phase 2	2028	2028	<ul style="list-style-type: none"> • Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020 • Outreach is ongoing, including the development of a CBO outreach strategy 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$3.0B	\$45.8M			\$45.8M	Potential Budget Shortfall, Station and Design Options, Utilities, Tunnel Portals, Easements, Third Party Permits and Approvals