COUNTYWIDE PLANNING & DEVELOPMENT - Transit Planning										
North San Fernando Valley BRT Improvements	2019	2023	• 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 via 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 2021 – Approve Proposed Project	Environ. Impact Report (EIR)	$5.6M	$4.3M			$4.3M	• 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	• Staff has developed a refined Proposed Project based on DEIR comments and stakeholder feedback. • Ongoing stakeholder outreach to inform Proposed Project. • March 2021: Conducted three meetings with Eagle Rock stakeholders and businesses (80 participants) • April 2021: Conducted corridor-wide community meeting (369 attendees) to present the recommended Proposed Project. • May 2021: Board considers Proposed Project Preferred Alternatives • Summer 2021: Board to certify Final EIR	Environ. Impact Report (EIR) + Preliminary Engineering	$12.8M	$9.9M			$9.9M	• Refinements being made in multiple locations (i.e, Glendale, Burbank, Eagle Rock) to address varying community concerns. • Potential federal (earmark) funding that may add time to Project schedule in order to meet federal requirements (e.g., NEPA, Buy America, etc.)
Countywide BRT Ph1	2020	2022	March 2021: Board adopted BRT Visions and Principles Study that identified priority BRT corridors. Board further passed a motion directing the following: BRT Early Action Program that includes the following: 1. Advancing the Broadway corridor (as Phase 1); 2. Identifying the essential elements of a "quick build", based on the study and NextGen; 3. 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); 4. Pursuing a near-term delivery strategy; 5. Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines.	BRT Study	$1.2M	$1.2M			$1.2M	• 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.

			6. Estimated costs and staffing to accomplish the above work.							
Vermont Transit Corridor	2024	2026	• Included in Measure M Expenditure Plan as a BRT project. • In April 2019, Metro Board directed the evaluation of higher-capacity service, including BRT, LRT, and HRT. • Outreach Contract awarded March 2021 through Communications Bench • June 2021: Award Environmental Contract (forthcoming)	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS) *Pending Board action June 2021*	$33.1M *Estimated EIR Phase Work*	$2.7M			$2.7M	
West Santa Ana Transit Corridor	2024	2024	19 Mile Light Rail Line Alternatives in Environmental Document: • 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 Key Environmental dates • Draft EIS/EIR Release: July 2021• Board Selects LPA: Fall 2021• Final EIS/EIR Certification: Summer 2022• ROD Issued: Summer 2022	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	$60.8M	$54.2M			$54.2M	• UPRR agreement, third party coordination (Caltrans, Cities, CPUC, etc.), SHPO consultation: I-105 and interface with Express Lanes, utilities, hazardous materials
C/Green Line Extension to Torrance	2026	2026	• Redondo Station to Regional Transit Center in Torrance • 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 • Draft EIR: Spring 2022 • Final EIR: Winter/Spring 2023 • Ground Breaking: 2026 (per Measure M) • Opening: 2030-2033 (per Measure M) • Selected as a 28 by 2028 Project	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	$32.6M	$16.4M			$16.4M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community
Sepulveda Transit Corridor Project	2024	TBD	• Environmental and Communications/Outreach consultants selected • Two Pre-Development (PDA) teams selected to develop project alternatives • Five alternatives identified for environmental review, including:	EIR, EIS (CEQA, NEPA)	$162.9M	$20.8M			$20.8M	Geotechnical, Third-Party Coordination, Stakeholders and Community

			(1) Monorail, aerial in 405 Freeway (PDA) (2) Monorail similar to 1, but with underground connection to UCLA (3) Heavy Rail, underground with aerial section along Sepulveda in SFV (PDA) (4) Heavy Rail, all underground and similar to 4, including along Sepulveda in the SFV (5) Heavy Rail, all underground, including along Van Nuys Blvd in the SFV instead of Sepulveda • Conduct state and federal environmental studies • Identify Locally Preferred Alternative (LPA)							
Eastside Transit Corridor Phase 2	2028	2028	• Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020 • Environmental clearance of the Washington Alternative and potential IOS' – 2023 • Engineering – 2025 • Construction One Alignment – 2029	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	$50.5M	$42.3M			$42.3M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals
Crenshaw Northern Extension	2041	2028	• (Aug 2020) Board awards EIR/ACE contract • (April 15-May 28, 2021) NOP, Scoping Period • Draft EIR Dec 2023 • Final EIR Dec 2024 •	Environ. Impact Report (EIR) and Advanced Conceptual Engineering	$50.4M	$3.1M			$3.1M	Potential budget shortfalls, station and tunnel design, utility relocation, historic resources, geotechnical (faults/gas/tar sands)