

Transit Infrastructure Development Projects

TID Projects in Construction Phase:

The FY27 Preliminary Construction Budget of \$1.80 billion supports construction activities on Measure R and Measure M projects.

- *A Line Foothill Extensions 2A & 2B*

The A Line Foothill Extension provides 12.3 miles of new rail to the east, beyond the current end point of the line in Azusa, adding 6 new stations. The FY27 Preliminary Budget of \$94.1 million supports design work for the last stretch beyond Pomona and completion of punchlist items on Glendora to Pomona stretch.

- *D Line Sections 1, 2, & 3*

This project encompasses three sections of the D Line subway extension, expanding westward from the current terminus at Wilshire/Western, and collectively adding seven new stations. The FY27 Preliminary Budget of \$724.7 million supports the wrap up in Section 1, ongoing progress of tunneling, station box, and trackwork construction activities along Sections 2 and 3. The revenue service dates for Sections 1, 2, and 3 are slated for 2026 and 2027. Additionally, the Division 20 Portal Widening project involves the construction of a new turnback facility to accommodate the headway requirements for the entire D Line and the shared trunk between B and D Lines.

- *East San Fernando Valley LRT*

The East San Fernando Valley LRT project spans a total of 6.7 miles with 11 stations, extending from the G Line Van Nuys station to San Fernando Road in Pacoima. The project improves access to jobs, schools, healthcare, and key destinations, while reducing emissions. The FY27 Preliminary Budget of \$320.5 million supports right-of-way acquisition and construction activities.

- *G Line Bus Rapid Transit (BRT) Improvements*

The G Line BRT Improvements will provide better transit service in the San Fernando Valley area with grade separations on major streets, better signal priority technology, electric bus connectivity, and a four-quad gating system for safer and faster trips. FY27 Preliminary Budget is \$283.5 million.

- *K Line Crenshaw/LAX Light Rail Transit*

The Crenshaw/LAX Transit Project is an 8.5-mile north–south light rail line serving Los Angeles, Inglewood, Hawthorne, El Segundo, and unincorporated Los Angeles County. The alignment runs from Crenshaw/Exposition Boulevards to a connection with the Metro C Line south of Aviation/LAX Station, providing links to LAX, the C Line, the E Line Expo, and the countywide bus network. The line opened for revenue service in October 2022. The FY27 Preliminary Budget includes \$5.5 million for project closeout activities.

- *LAX/Metro Transit Center*

The LAX/Metro Transit Center is a station hub at Aviation Bl/96th Street on the Crenshaw/LAX Light Rail Transit line, which will allow direct transfer from the Metro network to the LAX Automated People Mover. This station hub includes a light rail station, bus plaza, bicycle parking, and customer service center. FY27 Preliminary Budget of \$1.1 million supports close-out activities and punch list items.

- *North Hollywood to Pasadena BRT Connector*

Metro's North Hollywood–Pasadena Bus Rapid Transit (BRT) project will provide faster, more reliable east-west service connecting North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. Zero-emission electric buses will operate in dedicated lanes with all-door boarding and enhanced stations, improving travel times, reducing greenhouse gas emissions, and expanding access to jobs, schools, and services across both valleys. The FY27 Preliminary Budget of \$44.7 million supports pre-construction activities and will be updated following development of the life-of-project budget and Board adoption.

- *Regional Connector*

The 1.9-mile Regional Connector in Downtown Los Angeles includes three stations: Little Tokyo/Arts District, Historic Broadway and Grand Av Arts/Bunker Hill. These stations provide seamless rail access to the core of downtown. The Connector enables a one-seat ride from East LA to Santa Monica on the east-west alignment, and Azusa to Long Beach on the north-south alignment. Project was delivered in June 2023. The \$2.4 million FY27 Preliminary Budget supports close-out and punch list items.

- *Southeast Gateway Line*

The Southeast Gateway Line is a proposed light rail transit (LRT) line that will connect the Slauson/A Line Station in Los Angeles to Pioneer Station in the City of Artesia. This segment stretches 14.5 miles and will include 9 stations traversing through Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, Los Angeles, and the unincorporated community of Florence-Firestone. It will also include 1 new infill C Line Station. This project is progressing into early works and right-of-way acquisitions. The FY27 Preliminary Budget request is \$190.0 million.

- *Vermont BRT*

Metro is constructing a 12.4-mile Bus Rapid Transit line along Vermont Avenue, from Sunset Boulevard to 120th Street. The project will improve speed, reliability, and access for over 36,000 daily riders, connecting diverse communities to jobs, schools, and regional transit. Bus improvements include restriping, curb cutouts, and wayfinding while dedicated bus lanes, zero emission buses, and enhanced stations are considered for BRT. The \$135.3 million FY27 Preliminary Budget supports final design and construction activities.

TID Projects in Planning Phase:

The Planning Studies FY27 Preliminary Budget of \$221.4 million supports conceptual engineering, environmental clearance, and Locally Preferred Alternative selection.

- *Countywide BRT Planning*

Countywide BRT Planning conducts technical analysis, to determine Bus Rapid Transit feasibility and configurations across the Broadway, Atlantic, and Venice transit corridors. The FY27 Preliminary Budget request is \$3.5 million.

- *E Line Eastside LRT Phase 2*

The Eastside Transit Corridor Phase 2 project extends the E Line further east, from its current terminus at Atlantic Station in East Los Angeles to Greenwood Station in Montebello via the Initial Operating Segment. Once fully completed, this project will increase mobility options for the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated communities of East Los Angeles. The \$73.7 million FY27 Preliminary Budget includes design and preliminary engineering services.

- *K Line Extension to Torrance*

This project will extend the K Line 4.5 miles, adding 2 new stations, Redondo Beach Transit Center and Torrance Transit Center. When completed, this alignment will provide a direct ride between Torrance and the Metro E Line (Expo). In January 2026, the Metro Board certified the Final EIR and approved the Hawthorne alignment. With environmental review complete, the project will advance into next phase of planning and design, supported by \$60.7 million of the FY27 budget.

- *K Line Northern*

This project plans a northern extension of the K Line, from its current terminus at Crenshaw/Expo and the Metro E Line (Expo) to the Metro D Line (Purple). An optional terminus station to Hollywood Bowl is also being considered. Metro is currently in the environmental review process for the project under the California Environmental Quality Act.

- *Metro Command and Control Center*

The Metro Command and Control Center, formerly Rail and Bus Control Center, is a technologically advanced, centralized, and critical component of safe bus and rail operations, which will accommodate expanded service as new projects enter operation. The FY27 Preliminary Budget is \$20.8 million for design.

- *North San Fernando Valley BRT*

Metro is implementing transit improvements in the North San Fernando Valley to enhance mobility and service quality. Improvements include nearly 400 new bus shelters, upgraded stops, all-door boarding, and the introduction of 75 zero-emission buses. Network enhancements will complement the NextGen Bus Plan, with funding

assumed in various operating and capital improvement projects under Metro Operations and Multimodal Highway programs.

- *Sepulveda Transit Corridor*

This project aims to improve transit between the San Fernando Valley and the Westside communities. Currently in the environmental review phase, the FY27 Preliminary Budget of \$61.7 million supports technical studies, a Planning and Environmental Linkages study engaging federal agencies early, and an Environmental Impact Statement addressing transportation needs comprehensively.

- *SGV Forward*

SGV Forward, building on the completed San Gabriel Valley Transit Feasibility Study that established a framework to improve mobility in the region, advances corridor improvements such as bus lanes, signal priority, and upgraded bus stops. The FY27 Preliminary Budget of \$0.9 million supports environmental clearance and project approval.

Transit Infrastructure Development		Expenditure	FY26	FY27	Life of	Ordinance
Project (\$ in millions)	thru FY25	Budget	Preliminary	Project Budget	Start Date	(Fiscal Year)
Transit Construction						
A Line Foothill Extensions 2A & 2B ⁽¹⁾	\$ 2,121.4	\$ 155.8	\$ 94.1	\$ 2,345.1	2010	
D Line Sections 1, 2, & 3 ⁽²⁾	8,329.5	796.4	724.7	10,486.9	2013	
E Line Expo Light Rail Transit	2,292.2	0.7	0.0	2,300.2	2010	
East San Fernando Valley LRT ⁽³⁾	558.2	267.9	320.5	1,493.1	2013	
G Line Bus Rapid Transit (BRT) Improvements	186.1	214.7	283.5	668.5	2019	
K Line Crenshaw/LAX Light Rail Transit	2,712.9	11.6	5.5	2,740.7	2010	
LAX/Metro Transit Center	825.7	22.8	1.1	902.2	2010	
North Hollywood to Pasadena BRT Connector ⁽³⁾	40.5	84.4	44.7	135.2	2020	
Regional Connector	1,836.8	5.2	2.4	1,874.9	2014	
Southeast Gateway Line	181.4	315.6	190.0	998.9	2024	
Vermont Transit Corridor	28.2	22.2	135.3	-	2024	
Transit Construction Subtotal	\$ 19,112.7	\$ 1,897.3	\$ 1,801.8	\$ 23,945.6		
Transit Planning						
Countywide BRT Planning	\$ 1.2	\$ 3.6	\$ 3.5	\$ -	2020	
E Line Eastside LRT Phase 2	113.5	88.3	73.7	-	2022	
Eastside Access ⁽⁴⁾	43.3	0.2	0.1	29.7	2010	
K Line Extension to Torrance	48.5	59.5	60.7	-	2026	
K Line Northern	38.1	9.3	-	-	2041	
Metro Command and Control Center	4.8	17.3	20.8	-		
North San Fernando Valley BRT ⁽⁵⁾	8.2	0.3	-	-	2019	
Sepulveda Corridor	217.0	75.9	61.7	-	2024	
SGV Forward	3.6	1.4	0.9	-		
Transit Planning Subtotal	\$ 478.2	\$ 255.7	\$ 221.4	\$ 29.7		
Program Support / Admin	125.3	28.2	34.9			
Total Transit Infrastructure Development	\$ 19,716.2	\$ 2,181.2	\$ 2,058.1	\$ 23,975.3		

Note: Totals may not add due to rounding

(1) - A Line Foothill Extension includes 2A, 2B and 2B2.

(2) - D Line Extension includes all three sections, Division 20 Portal Widening and other supporting projects.

(3) - LOP budget for East San Fernando Valley LRT and North Hollywood to Pasadena BRT Connector is for pre-construction phase only.

(4) - LOP budget of \$29.7M is for Eastside Access Phase 3 only; other numbers include all three phases.

(5) - Funding in various projects under Capital Improvement Program and Highway Multimodal Program.