

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"> Tunnel Boring Machine (TBM) "Iris" (BR) – TBM has mined over 5800 ft (43%). Completed mining through the Westwood/UCLA station footprint. Tunnel Boring Machine (TBM) "Aura" (BL) – TBM has mined over 4,800 ft (36% complete) and within the Westwood/UCLA station footprint. <p>Westwood/UCLA Station:</p> <ul style="list-style-type: none"> Utility sewer and storm drain relocation completed in the Wilshire Bl/Gayley Av intersection. Pile installation for Support of Excavation and installation of cap beam and waler completed on the north side of Wilshire Blvd and commenced in the median of Wilshire Blvd; approximately 73% complete. Dewatering wells and instrumentation installation continues. <p>Westwood/VA Station:</p> <ul style="list-style-type: none"> VA steam tunnel construction continues. <ul style="list-style-type: none"> Reinforced Concrete Pipe (RCP) installation is complete. Vault construction and backfilling of the RCPs continues. <p>Temporary station decking at Bonsall Avenue completed.</p>	Final Design and Constr. 37% Complete	\$3.6B	\$1.068B	\$830.6M	\$310.2M	\$262.2M	<ul style="list-style-type: none"> COVID-19 pandemic impact Additional measures may be needed if ground improvement does not work as intended or if further investigation by Contractor shows different conditions from baseline requiring a different ground improvement design/method (cross passages) ROW negotiations in the alignment between Constellation and UCLA
Gold Line Foothill	2020	2020	<p>Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019 Heavy Construction Started July 2020 Base Contract to Pomona Complete by 2025</p>	Final Design and Constr. 46% Complete	\$1,406.9M	\$562.33			\$352.96M excluding Vehicles \$22,000	<ul style="list-style-type: none"> Lack of funding for the remaining portion of the initial scope and alignment from Glendora to Montclair.

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.

Airport Metro Connector	2021	2024	<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. North Turnback, OCS and Sectionalization Work is ongoing and on schedule. Main sub-surface structure in progress. 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 FY23. 	Construction (Excavation / Foundation) 14.1% complete	\$898.6M	\$216.3M	\$96.0 M	\$0.0	\$166.5M	<ul style="list-style-type: none"> Cost escalation and supply chain issues due to Pandemic. Real Estate/eminent domain costs for acquisition and relocation of Hertz. Schedule integration with LAWA's Automated People Mover project. Constructing project under full Metro operations of the Crenshaw and Green Lines. LAWA RUE and CONRAC interface throughout construction.
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 with provisions for future conversion to LRT RFP Progressive Design-Build (PDB) Contract – Issued February 2022 Award PDB Contract – Summer 2022 Complete – Winter 2026/2027 	Procurement Phase	\$393M/ \$476M (Total Project)	\$38.1M		N/A	\$24.8M	<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 (PDB) – Winter 2022 Begin Advanced Utility Relocation (AUR) Construction – Summer 2022 Complete – 2028.	Preliminary Engineering (PE)	\$71.4M	\$67.3M			\$67.3M	<ul style="list-style-type: none"> Current short funding will cause delay but still aiming for Measure M opening day Real estate acquisitions and advanced utility relocations need to start in before end of 2022 otherwise this will affect our PDB start date. DWP and LA County have facilities located along Van Nuys Blvd; some agreements remain open. The City of San Fernando and Metrolink expressed concerns about the 2.5-mile northern portion of shared right of way along the Antelope Valley Metrolink line between San Fernando Road and the Sylmar/San Fernando Metrolink station. In March 2022, Metro Board awarded a contract to study traffic and safety issues related to grade crossings on this portion of shared right of way.

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. • Completed evaluation of proposed BRT Network Improvements in coordination with NextGen • Identified network benefits of added service(s), demographic reach, ridership, and timely delivery of a solution. • Initiating Summer/Spring 2022 community engagement • Fall 2022 (anticipated) – Board to consider recommended BRT network improvements 	Environ. Impact Report (EIR)	\$180.0M	\$6.7M			\$6.7M	<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 • Fall 2021 – Spring 2022: Met with Eagle Rock community and CD-14 on potential design refinements, and with Burbank community members • April 2022: Board approval of proposed project and certification of Final EIR • Preparation for preliminary engineering and final design • Continue coordinating with cities to advance project design in preparation for construction 	Environ. Impact Report (EIR)	\$267M	\$12.4M			\$12.4M	<ul style="list-style-type: none"> • Addressing community concerns through construction stages and permitting from cities.
Countywide BRT Ph1	2020	2022	<p>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:</p> <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 	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.

			<p>NextGen) & evaluate extending the Western Ave BRT corridor to San Pedro (Hahn amendment).</p> <ul style="list-style-type: none"> • Pursuing a near-term delivery strategy. • Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines. • Estimated costs and staffing to accomplish the above work. 							
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 • October 2021: Metro Board directed staff to develop and conduct a CBO and community engagement strategy prior to conducting environmental review • February-June 2022: Engagement and outreach to inform next phases of planning • August 2022 (anticipated): Return to Board with proposed plan for environmental studies and update on Community-Based Partnership Program 	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$3.4M			\$3.4M	
West Santa Ana Transit Corridor	2024	2024	<ul style="list-style-type: none"> • Draft EIS/EIR Released on July 30, 2021 • January 27, 202: Board approved the Project terminus as LAUS, and selected the LPA from Pioneer to Slauson. Also directed further study from Slauson to LAUS with interim bus connections until Project completion • March 2022, contract modification for Final EIS/EIR and Downtown study • Continue coordination for delivery of LPA initial operating segment 	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$61.5M			\$61.5M	<ul style="list-style-type: none"> • 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	<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 • Identified new design options for Hawthorne alignment, coordinating review with BNSF, conducting utilities investigations 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$891M	\$23.2M			\$23.2M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community

			<ul style="list-style-type: none"> • Spring 2022: Neighborhood walks • Mid-2022: Public workshops to present updated project designs • Fall/Winter 2022 (anticipated): Release Draft EIR 							
Sepulveda Transit Corridor Project	2024	TBD	<ul style="list-style-type: none"> • February 11, 2022: Close of Scoping Period Review and analysis of 3000+ comments received • Summer 2022 (anticipated): Release scoping report and community update meetings • Issued PDA Phase 2 NTPs to the two PDA teams (LASRE and STCP) on April 11, 2022, approximately a month in advance of the projected date. 	EIR, EIS (CEQA, NEPA)	\$5.7B	\$48.5M			\$48.5M	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 in February 2020 • Community engagement/stakeholder outreach to develop design options, preliminary cost estimates, and initial operating segments • Summer 2022 (anticipated): Release of DEIR • Continue to explore federal funding opportunities and NEPA strategy • Fall 2022 (anticipated): Select LPA based on environmental, equity and funding criteria • 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$3.0B	\$49.1M			\$49.1M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals