

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>Tunnel:</p> <ul style="list-style-type: none"> Tunnel Boring Machines (TBM) "Iris" (BR) - Full gantry system undergoing testing and commission for re-launch in August 2021. TBM "Aura" (BL) - Starter gantry removal complete, full gantry assembly commencing. Ground improvement for the protection of the Metropolitan Water District 96" water line under Sepulveda Blvd continues. <p>Westwood/UCLA Station:</p> <ul style="list-style-type: none"> Utility sewer and storm drain relocation continues along Wilshire at Gayley and Ashton. Demolition of abandoned Stone Canyon Storm drain reinforced concrete box in UCLA Lot 36 ongoing. Sound wall around UCLA Lot 36 for current phase of work is complete. <p>Westwood/VA Station:</p> <ul style="list-style-type: none"> SOE pile installation for the station box is about 96% complete. Remediation of asbestos containing utilities is ongoing. Utility relocations continue. Endwall piling at the Westwood/VA station continues. 	Final Design and Constr. 26% Complete	\$3.6B	\$859.7M	\$830.6M	\$302.3M	\$223.7M	<ul style="list-style-type: none"> COVID-19 pandemic impact ROW negotiations in the alignment between Constellation and UCLA may require longer negotiations and result in schedule delay and increased project cost. Tariffs potentially impact D/B contractors. Delays due to obtaining lane closures and peak hour exemptions.
Gold Line Foothill	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 Constr. 36% Complete	\$1,406.9M	\$352.96M			\$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 Received Bids for main construction contract with potential award by early Fall 2021. 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. 	Bid/Award Construction Contracts	\$898.6M	\$163.4M	\$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. Main construction contract procurement process. 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 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 – Fall 2021 Award Contract – Summer 2022 Complete – Winter 2025/2026 	Design Phase	\$286M/ \$393M (Total Project)	\$23.7M		N/A	\$21.3M	<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 Design Build Contract – Fall 2021 Begin Construction – Summer 2022 Complete – 2028.	Preliminary Engineering (PE)	\$71.4M	\$50.5M			\$50.5M	<ul style="list-style-type: none"> 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 2021 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 expect to commence a Supplemental ROW study in Fall 2021.

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 2021 – Approve Proposed Project 	Environ. Impact Report (EIR)	\$180.0M	\$6.3M			\$6.3M	<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. 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 approved Proposed Project and directed further coordination on design options in Burbank and Eagle Rock. Fall 2021: Board to certify Final EIR 	Environ. Impact Report (EIR)	\$267M	\$9.9M			\$9.9M	<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	<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 NextGen) & evaluate extending the Western Ave BRT corridor to San Pedro (Hahn amendment). Pursuing a near-term delivery strategy. Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines. 	N/A	\$50M	\$5.7M			\$5.7M	<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"> 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 September 2021: Award Environmental Contract 	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$2.7M			\$2.7M	
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 Board Selects LPA: Fall 2021 Final EIS/EIR to be released: Summer 2022 ROD Anticipated: Summer 2022 	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$56.6M			\$56.6M	<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"> Redondo Beach Transit Center 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)	\$891M	\$18.4M			\$18.4M	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. Fall 2021: CEQA Public Scoping Process 	EIR, EIS (CEQA, NEPA)	\$5.7B	\$23.0M			\$23.0M	Geotechnical, Third-Party Coordination, Stakeholders and Community

			<ul style="list-style-type: none"> • Five alternatives identified for environmental review, including: <ol style="list-style-type: none"> (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	<ul style="list-style-type: none"> • 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)	\$3.0B	\$44.5M			\$44.5M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals