

Project	Ground-breaking Date		Notes	Project Phase	Budget		Contingency Funds		Soft Costs Spent	Risk
	Exp. Plan (FY)	Anticip (FY)			Project Budget	Phase Budget Spent	Budgeted	Spent		
PROGRAM MANAGEMENT - Transit Design/Constr.										
Westside Purple Line Extension Section 3	2020	2020	<p>Tunnel Contract:</p> <ul style="list-style-type: none"> TBM #1 (BR) has mined 526 feet. TBM #2 (BL) commissioned and commenced initial launch in April 2021. Storm drain work continues at the Caltrans basin, near the VA station. Horizontal Directional Drilling for the installation of the inclinometer and grouting for the Metropolitan Water District 96" water line in Sepulveda Blvd is underway. Installation of instrumentation and monitoring equipment and fabrication of segments are ongoing. <p>Stations, Trackwork, and Systems Contract:</p> <ul style="list-style-type: none"> Final design is ongoing. Storm drain relocation west of Bonsall continues. Support of Excavation pile installation started. Contaminated soil encountered by Contractor was classified and hauled to approved disposal site. <p>Third Party Utility Relocation Work:</p> <ul style="list-style-type: none"> LADWP power cutover to 10921 Wilshire Boulevard is planned for summer of 2021. 	Final Design and Constr. 20% Complete	\$3.6B	\$715.9M	\$830.6M	\$274.2M	\$203.6M	<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 Delay of contract turnover from tunnels to stations.
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. 28% Complete	\$1.4B	\$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.

Airport Metro Connector	2021	2024	<ul style="list-style-type: none"> Los Angeles World Airport (LAWA) Interface and coordination continues. Issued NOA for Early Rail Works in April 2021 with NTP by Spring 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	\$161.1M	\$96.0 M	\$0.0	\$161.1M	<ul style="list-style-type: none"> Real Estate Real/eminent domain costs for acquisition and relocation, advance utility relocation, schedule integration with LAWA's Automated People Mover project and construction of Shoofly. 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 – Summer 2021 Award Contract – Spring 2022 Complete – Winter 2025/2026 	Design Phase	\$286M/ \$393M (Total Project)	\$21.6M		N/A	\$19.6M	Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies
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 July 2021.