

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) – Mining continues east of the I-405; over 4006 feet mined to date. Completed mining beneath Sepulveda Blvd and the Metropolitan Water District 96" water main. Tunnel Boring Machine (TBM) "Aura" (BL) – Mining has resumed. TBM has mined over 2311 feet, completed mining through the Westwood/VA station. <p>Westwood/UCLA Station:</p> <ul style="list-style-type: none"> Utility sewer and storm drain relocation continues along Wilshire at Gayley. Pile installation for Support of Excavation and installation of cap beam and waler continues on north side of Wilshire Blvd. Dewatering well casing installations are ongoing. Northeast Station Entrance (10921 Wilshire Blvd) – Building reconfiguration underway. <p>Westwood/VA Station:</p> <ul style="list-style-type: none"> VA steam tunnel relocation started, including Support of Excavation, excavation, and demolition of existing vaults 	Final Design and Constr. 33% Complete	\$3.6B	\$1.003B	\$830.6M	\$303.8M	\$249.1M	<ul style="list-style-type: none"> COVID-19 pandemic impact ROW negotiations in the alignment between Constellation and UCLA. Tariffs potentially impact D/B contractors.

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.

Gold Line Foothill	2020	2020	Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019 Heavy Construction Started July 2020 Base Contract to Pomona Complete by 2025	Final Design and Constr. 41.5% Complete	\$1,406.9 M	\$477.8M			\$352.96 M 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 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. Mobilization of the main construction contractor is nearing completion. 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 3.6% complete	\$898.6 M	\$216.3M	\$96.0 M	\$0.0	\$166.5M	<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. 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 with provisions for future conversion to LRT RFP Progressive Design-Build Contract –Winter 2022 Award Contract – Summer 2022 Complete – Winter 2026/2027 	Procurement Phase	\$393M/ \$476M (Total Project)	\$35.7M		N/A	\$23.3M	<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 Progressive Design Build Contract (PDB) – Winter 2022 Begin Advanced Utility Relocation (AUR) 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 early 2022 otherwise this will affect our PDB 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 expressed concerns about the 2.5-mile 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 is anticipated to take action on a contract award to study traffic and safety issues on this portion of shared right of way.
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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. Evaluating options for proceeding with a NextGen-based solution, to achieve network benefits of added service(s), demographic reach, ridership, and timely delivery of a solution. Spring 2022 – Continue to conduct stakeholder and community engagement Summer 2022 (anticipated) – Board to consider recommended changes to project alternative 	Environ. Impact Report (EIR)	\$180.0M	\$6.5M			\$6.5M	<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 March/April 2022 (anticipated): Board to certify Final EIR 	Environ. Impact Report (EIR)	\$267M	\$11.7M			\$11.7M	<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). 	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.

			<ul style="list-style-type: none"> 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. 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 	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$3.0M			\$3.0M	
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 ROD Anticipated (LPA): Spring 2023 Groundbreaking (LPA): 2023/2025 Opening (LPA): 2033/2035 	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$60.4M			\$60.4M	<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 Spring 2022: Neighborhood walks Mid-2022: Public workshops to present updated project designs Fall/Winter 2022 (anticipated): Release Draft EIR Groundbreaking: 2026 (per Measure M) Opening: 2030-2033 (per Measure M) 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$891M	\$21.6M			\$21.6M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community
Sepulveda Transit Corridor Project	2024	TBD	<ul style="list-style-type: none"> Two Pre-Development (PDA) teams selected to develop project alternatives; NTPs executed August 2021. February 11, 2022: Close of Scoping Period Review and analyze 2,600+ comments received Spring/Summer 2022 (anticipated): Release scoping report and community update meetings 	EIR, EIS (CEQA, NEPA)	\$5.7B	\$39.5M			\$39.5M	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 Spring/Summer 2022 (anticipated): Release of DEIR Fall 2022 (anticipated): Select LPA based on environmental, equity and funding criteria Engineering – 2025 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$3.0B	\$47.9M			\$47.9M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals

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| | | | <ul style="list-style-type: none">• Groundbreaking – 2029 (per Measure M Expenditure Plan and Schedule) | | | | | | | | |
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