

Attachment A

Transit Infrastructure Development (TID) Projects

TID Projects in Construction Phase:

- *Airport Metro Connector*

The Airport Metro Connector is a station hub at Aviation Bl / 96th Street on the Crenshaw/LAX Transit line which will allow riders to transfer quickly from the Metro network to the LAX Automated People Mover. This station hub will include the light rail station, bus plaza, bicycle parking, customer service center, and passenger pick-up and drop-off area. FY25 preliminary budget of \$143.5 million supports construction activities and system integration.

- *D Line (Purple) Extension*

This project encompasses three sections of the D (Purple) Line subway extension, expanding westward from the current terminus at Wilshire / Western station, and collectively adding seven new stations. The FY25 preliminary budget of \$691.7 million supports the ongoing progress of tunneling, station box, and trackwork construction activities along the 9.1-mile extension, as well as system integration for Sections 1 and 2. The Revenue Service Dates for Sections 1, 2, and 3 are slated for 2025, 2025, and 2027, respectively. 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.

- *East San Fernando Valley LRT*

The East San Fernando Valley LRT project spans a total of 9.2 miles with 14 stations, extending northward from the G Line Van Nuys station to the Sylmar/San Fernando Metrolink station. This project is divided into two segments, with the first interim operating segment (IOS) covering a 6.7-mile stretch from the G Line Van Nuys station to San Fernando Road in Pacoima. The most advanced design phase has been completed and will be further developed using the Progressive Design Build delivery method, for which the contract has been awarded. The preliminary budget of \$280.2 million supports right-of-way acquisition and construction activities.

- *G Line (Orange) BRT Improvements*

The G (Orange) 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 four-quad gating system for faster trips. The Metro Board has selected the Valley Transit Partners – a Joint Venture of Stacy and Witbeck, Inc., Flatiron West, and Modern Railway Systems as the contractor for this project. FY25 preliminary budget of \$105.9 million supports property acquisitions, early site work and potholing, and construction activities beginning 2024.

- *L Line (Gold) Foothill Extension*

The L (Gold) Line Foothill Extension will provide 12.3 miles of new rail to the east beyond the current end point of the L Line in Azusa, adding six stations. The preliminary budget of \$146.7 million supports improvements to Azusa Depot, retaining wall work, and heavy construction activities beyond Azusa. Design of the extension is substantially complete. A targeted Substantial Completion of the extension to Pomona is planned for 2025, and an extension to Montclair is planned by 2028.

- *North Hollywood to Pasadena BRT Connector*

Metro is planning Bus Rapid Transit (BRT) to connect the cities of Los Angeles (North Hollywood and Eagle Rock communities), Burbank, Glendale, and Pasadena. Environmental review was completed in 2022 and a budget of \$113.9 million will support final design and construction activities.

TID Projects in Planning Phase:

The Planning Studies FY25 preliminary budget of \$394.2 million supports conceptual engineering, environmental clearance, and right-of-way acquisition on MR and MM projects.

- *E Line Light Rail Transit Phase 2*

This project plans for an extension of the Metro L Line (Gold) east through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. The draft environmental impact report was released in June 2022 and work is proceeding on the final environmental impact report and conceptual engineering. The FY25 budget request is for \$44.8 million.

- *Sepulveda Transit Corridor*

The project aims to improve transit between the San Fernando Valley and the Westside. Currently in the environmental review phase, Metro is collaborating with private-sector design teams on high-quality transit alternatives. The FY25 budget of \$165.6M supports technical studies, including a Draft Environmental Impact Report (DEIR) expected in late 2024/early 2025, a Planning and Environmental Linkages (PEL) study engaging federal agencies early, and an Environmental Impact Statement (EIS) addressing transportation needs comprehensively.

- *Southeast Gateway Line*

The Southeast Gateway Line, a new light rail transit route linking southeast LA County to downtown Los Angeles, underwent a renaming campaign initiated by Metro in August 2023. This effort aimed to capture community input and align the project's name with the character, culture, and experiences of the communities it serves. As a result, the project has been officially renamed the Southeast Gateway Line. The FY25 budget of \$136.5 million supports essential planning activities, including EIS/EIR, right-of-way acquisition or relocation, community outreach, and more.

- *North San Fernando Valley BRT*

Metro is proposing to implement improvements to the bus network in the north San Fernando Valley to provide higher-quality services and transit infrastructure. These improvements reimagine the existing network to better serve customers and complement those in the NextGen Bus Plan occurring in other parts of Metro's network, but are planned to be funded using Measure M funds, as an alternative to a single-line BRT project following outreach and evaluation of alternatives. The project has filed a notice of exemption. The FY25 budget is divided into two parts: \$2.0 million allocated to TID program for support of preliminary engineering and stakeholder engagement, and an additional \$20.6 million designated to support NextGen bus improvements, which are included in other programs.

		Expenditure	FY24	FY25	Life of	Ordinance
Program	Project	thru FY23	Budget	Preliminary	Project	Start Date
					Budget	(Fiscal
						Year)
1	Transit Construction					
2	A Line (Gold) Foothill Extension 2A & 2B	\$ 1,801.7	\$ 214.8	\$ 146.7	\$ 2,331.8	2010
3	Airport Metro Connector	507.7	174.7	143.5	898.6	2010
4	E Line (Expo) LRT	2,291.7	6.0	3.0	2,301.0	2010
5	K Line (Crenshaw/LAX) Light Rail Transit ⁽¹⁾	2,688.7	342.9	21.2	2,739.5	2010
6	D Line (Purple) Extension ⁽²⁾	6,265.0	1,059.3	691.7	10,030.8	2013
7	East San Fernando Valley LRT ⁽³⁾	132.3	285.6	280.2	496.9	2013
8	Regional Connector	1,737.9	18.8	37.7	1,829.1	2014
9	G Line (Orange) BRT ⁽³⁾	61.8	74.5	105.9	149.7	2019
10	North Hollywood to Pasadena BRT Connector	16.2	60.7	113.9	-	2020
11	Rail & Bus Operations Control Center Upgrade	-	3.1	16.5	-	N/A
Transit Construction Subtotal		\$ 15,503.0	\$ 2,240.3	\$ 1,560.3	\$ 20,777.2	
12	Transit Planning					
13	Eastside Access ⁽⁴⁾	\$ 39.3	\$ 5.3	\$ 0.6	\$ 29.7	2010
14	Southeast Gateway Line	77.6	37.9	136.5	-	2015
15	North San Fernando Valley BRT	8.0	3.3	2.0	-	2019
16	Countywide BRT Planning	0.1	3.0	2.4	-	2020
17	E Line Eastside LRT Phase 2	56.7	22.1	44.8	-	2022
18	Sepulveda Corridor	130.9	71.2	165.6	-	2024
19	Vermont Transit Corridor	5.3	6.4	20.1	-	2024
20	C Line Extension to Torrance	30.1	43.8	57.7	-	2026
21	K Line Northern	26.4	18.6	8.2	-	2041
22	SGV Feasibility Study	2.9	1.9	1.0	-	N/A
Transit Planning Subtotal		\$ 377.3	\$ 213.5	\$ 439.0	\$ 29.7	
23	Program Support/Admin					
		-	19.7	22.5	-	
24	Grand Total	\$ 15,880.3	\$ 2,473.5	\$ 2,021.7	\$ 20,806.9	
North San Fernando Valley BRT Improvements ⁽⁵⁾		-	17.5	20.6	-	

Notes: Totals may not add due to rounding

(1) K Line expenditure through FY23 reflects dispute settlement, while budget resides in FY24 .

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

(3) LOP budget for East San Fernando LRT & G (Orange) Line BRT 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) Components of the NSFV are reflected in Highway Multimodal Development & Capital Improvement Programs.