Attachment B

Summary of Progress for Projects to be Delivered Beyond 2028

Project		Progress Since 2017	Source
11.	LA River Waterway & System Bike Path	Metro initiated development of the Draft Environmental Impact Report (EIR). Metro's acheivements on this effort include extensive community and stakeholder outreach on the concepts being analyzed. Awareness and participation by third parties include U.S. Army Corps of Engineers, LA County Department of Public Works, the City of Los Angeles DWP and BOE, BNSF and CA High Speed Rail. Master Cooperative Agreements are in development or execution. As Metro continues to study the project, the Metro Board and the community will be updated on cost, schedule and design including the release date of the Draft EIR and public hearings. The level of inter-agency coordination on a complex inter-jurisdicational project such as this would not have occured at this level of development and design without being listed on the 28x2028, which provided the impetus for such early coordination.	Measure M 5-year Comprehensive Assessment and Equity Report
16.	Sepulveda Pass Express Lanes	Project has advanced into the environmental phase and work has been started on the concept of operations, traffic and revenue study, and various traffic modeling tasks. Monthly project meetings are held with Caltrans and the design team to discuss alternatives, engineering plans and outreach. Project Approval & Environmental Document (PAED) in progress. Numerous public meetings have been held and coordination with other transit and planning studies is ongoing. Draft environmental document will be released later this year.	Measure M 5-year Comprehensive Assessment and Equity Report
17.	East San Fernando Valley	In about two years, the Metro Board moved from a draft environmental document to the 2020 certification of the final environmental document and approval of 6.7 miles of light rail with 11 stations, in the median of Van Nuys Boulevard to the intersection of Van Nuys Boulevard and San Fernando Road. Since 2021, Metro successfully advanced design, executed master cooperating agreements, and proceeded with a new alternative delivery mechanism for light rail in Los Angeles, Progressive Design Build. In addition, the project was selected for a first-of-its-kind Capital Improvement Grant, the Expedited Project Delivery grant program. Metro is in the process of executing the full funding grant agreement that would be the first in the nation. Utility relocation, acquisitions and early works packages are underway or in development. Metro's use of new delivery systems was sparked by our efforts to achieve 28x2028 and allowed us to take advantage of new federal grant opportunities.	Measure M 5-year Comprehensive Assessment and Equity Report
19.	I-710 South Corridor Early Action	Metro has worked with Caltrans through a lengthy process to develop the I-710 South Corridor Project, studying multiple project alternatives. In 2021 Metro and Caltrans established the 710 Task Force to re-engage the local impacted communities adjacent to the freeway as well as the stakeholders that depend upon, and are impacted by, the movement of people and goods within the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60. In 2022 the Board approved a “No Build” alternative and the Task Force has worked to develop an investment plan, which includes multi-modal projects and programs with varying schedules and project budgets, and requiring their own project approval and environmental process before implementation.	Measure M 5-year Comprehensive Assessment and Equity Report
20.	South Bay Light Rail Extension	Project has advanced with release of the Draft EIR in January 2023. BNSF coordination and construction duration and sequencing have been incorporated into the schedule, and costs have been revised for each of the alternatives under environmental analysis, including a "hybrid" alternative. Metro anticipates Board action on the Project and selection of the Locally Prefered Alternative in 2024. This is one of the four "Pillar Projecs," all of which are achieving major project delivery milestones over the next 12 months or so.	Project Team
21.	A and E Line speed and reliability improvements through downtown LA (Washington Wye)	A feasibility study was completed in 2019 for a series of project alternatives, with capital costs ranging from $800-3,000 million. As part of the 2028 Mobility Concept Plan, staff developed a plan for lower-cost, "quick-build" operational improvements that would enhance the speed and reliability of LRT operations in the junction area, including signal controller upgrades, vehicular turn restrictions, and pedestrian safety enhancements. Metro is currently seeking funding for that project.	Measure M 5-year Comprehensive Assessment and Equity Report
22.	I-10 Express Lanes I-605 to San Bernardino Line	Project has advanced into the environmental phase and work has been started on the concept of operations, traffic and revenue study, and various traffic modeling tasks. Monthly project meetings are held with Caltrans and the design team to discuss alternatives, engineering plans and outreach. Project Approval & Environmental Document (PAED) in progress. Draft environmental document will be released later this year.	Project Team

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Summary of Progress for Projects to be Delivered Beyond 2028

Project		Progress Since 2017	Source
25.	Sepulveda Transit Corridor	This ambitious program is using a new, innovative approach to deliver a mega project, which when implemented would connect the San Fernando Valley to the Westside of Los Angeles. Metro engaged the private sector and selected two private entities (PDA Teams) to provide designs for alternatives to be considered in the environmental process. If an alternative is selected as the LPA, Metro could elect to move ahead into project development with a PDA Team into a next phase of project development expediting ultimate delivery of the project. Metro initiated the environmental process and completed a scoping period in February 2022. Community outreach meetings were held in fall 2023 to present and receive input on station design and access, and connectivity with neighborhoods and the Metro system. PDA teams continue to refine their designs. Design refinements are being analyzed in technical environmental studies to support the development of the Draft EIR.	Project Team
26.	Gold Line Eastside Extension to Whittier or South El Monte	At the time the Measure M Expenditure Plan was approved by the Board, the project was defined as an extension of the Gold Line (now E Line) from the existing Atlantic Station to either SR-60 to South El Monte (6.9 miles) or Washington Bl to Whittier (9.5 miles). As driven by the 28x2028 Plan, the project is now focused on one alignment to Whittier along Washington with a proposed location of a regional MSF. The LPA was selected in 2023 and a final environmental document will be released in the Spring of 2024. If Board approves, Metro will be well-positioned to submit a request to federalize the project through NEPA and entry into Project Development as part of FTA's Capital Improvement Grant. Metro was also awarded $35 million grant from the State SB 125 program for early engineering of projects pursuing federal grant funding. This is one of the "Pillar" projects.	Measure M 5-year Comprehensive Assessment and Equity Report
27.	South East Gateway (Formerly West Santa Ana Branch)	Originally, Phase 1 of this project was anticipated to be completed by FY 2028 as a 6-mile LRT line that ran from Pioneer Station to the Green Line. The project underwent rigorous environmental review and stakeholder engagement to ensure it was the best fit for the community and environment. The selected LPA alignment for Phase 1 of the project was extended by over seven miles, more than twice the original segment length. The environmental process is planned to conclude this Spring 2024 due to extensive stakeholder engagement including outreach to residents, elected officials, and city staff in 10 local jurisdictions throughout downtown and Southeast LA. The project also interfaced with Union Pacific Railroads (UPRR) and Ports of Los Angeles and Long Beach (“Ports”), requiring additional coordination and studies. The Project is now only proposed as two phases with the first being a 14.8 mile light rail from Artesia/Cerritos to Slauson with the ultimate destination of Union Station as part of a approximate five mile, Phase 2 segment. As a result the expanded Phase 1 project is has been expedited for delivery by 2033-35 instead of 2041-43.	Measure M 5-year Comprehensive Assessment and Equity Report