



Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

## Board Report

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**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE  
MARCH 3, 2021**

**SUBJECT: Oral Report on Transit and Highway Project Status**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE Oral Report on Transit and Highway Project Status

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		
<b>Westside Purple Line Extension Section 3</b>	2020	2020	<p>Tunnel Contract:</p> <ul style="list-style-type: none"> <li>• TBM #1 (BR) has mined 331 feet.</li> <li>• TBM #2 (BL) assembly continues at the BL headwall.</li> <li>• Fabrication of tunnel precast concrete liners are ongoing.</li> <li>• Installation of instrumentation &amp; monitoring equipment are ongoing.</li> <li>• Aerially Deposited Lead removal is completed in the Caltrans basin, and work is proceeding.</li> </ul> <p>Stations, Trackwork, and Systems Contract:</p> <ul style="list-style-type: none"> <li>• Final design is ongoing.</li> <li>• Initial soundwall at Westwood/VA station (Lot 42) has been installed.</li> <li>• Utility relocation began at the Westwood/VA station site in January 2021.</li> <li>• Westwood/VA Support of Excavations piling materials deliveries onsite commenced.</li> </ul> <p>Third Party Utility Relocation Work:</p> <ul style="list-style-type: none"> <li>• Joint trench for Verizon and Frontier telecommunications is substantially complete; punch list expected to be complete in February 2021.</li> <li>• LADWP power cutover to 10921 Wilshire Boulevard is planned for spring of 2021.</li> </ul>	Final Design and Construction	\$3.6B	\$662.5M	\$830.6M	\$272.0M	\$187.9M	<ul style="list-style-type: none"> <li>• COVID-19 pandemic impact</li> <li>• ROW negotiations in the alignment between Constellation and UCLA may require longer negotiations and result in schedule delay and increased project cost</li> <li>• Tariffs potentially impact D/B contractors</li> <li>• Delay of contract turnover from tunnels to stations.</li> </ul>
<b>Gold Line Foothill</b>	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 Construction	\$1,406.9M	\$256.7M			\$256.7M excluding Vehicles \$22,000	<ul style="list-style-type: none"> <li>•Lack of funding for the remaining portion of the initial scope and alignment from Glendora to Montclair.</li> </ul>

<b>Airport Metro Connector</b>	2021	2024	<ul style="list-style-type: none"> <li>• Los Angeles World Airport (LAWA) Interface and coordination continues.</li> <li>• Finalizing Early Rail Works construction contract with potential NTP by end of Spring 2021</li> <li>• Received Bids for main construction contract with potential award by early Fall 2021</li> <li>• 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.</li> </ul>	Final Design and Bid/Award Construction Contracts	\$235.0M	\$159.8M			\$159.8M	<ul style="list-style-type: none"> <li>•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.</li> <li>•Constructing project under full Metro operations of the Crenshaw and Green Lines.</li> <li>•LAWA LAMP interface and contractors.</li> </ul>
<b>Orange Line BRT Improvements</b>	2019	2019	<ul style="list-style-type: none"> <li>• Railroad-type gates at up to 35 intersections</li> <li>• Aerial Stations at Sepulveda &amp; Van Nuys</li> <li>• Provisions for connections to ESFV LRT Terminal Station on Van Nuys</li> <li>• Designed for future conversion to LRT</li> <li>• RFP Progressive Design-Build Contract – Spring 2021</li> <li>• Award Contract – Spring 2022</li> <li>•Complete – Summer 2025</li> </ul>	Design Phase	\$286M/ \$393M (Total Project)	\$20.6M	18.60%	N/A	\$19.6M	Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies
<b>East San Fernando Valley Transit Corridor</b>	2022	2022	RFP Design Build Contract – Summer 2021 Begin Construction – Early 2022 Complete – 2028.	Preliminary Engineering (PE)	\$71.4M	\$47.5M			\$47.5M	<ul style="list-style-type: none"> <li>•Current short funding will cause delay; means we may not reach Measure M opening day</li> <li>•Real estate acquisitions and advanced utility relocations need to start in 2021 otherwise this will affect our DB start date.</li> <li>•DWP and LA County have facilities located along Van Nuys Blvd that we have not reached an agreement.</li> <li>•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 would be cost prohibitive.</li> </ul>

<b>West Santa Ana Transit Corridor</b>	2024	2024	<p>19 Mile Light Rail Line Alternatives in Environmental Document:</p> <ul style="list-style-type: none"> <li>• Alternative 1: Los Angeles Union Station to Pioneer</li> <li>• Alternative 2: 7th St/Metro Center to Pioneer</li> <li>• Alternative 3: Slauson/A (Blue) Line to Pioneer</li> <li>• Alternative 4: I-105/C (Green) Line to Pioneer</li> </ul> <p>Key Environmental dates</p> <ul style="list-style-type: none"> <li>• Draft EIS/EIR Release: June 2021</li> <li>• Board Selects LPA: September 2021</li> <li>• Final EIS/EIR Certification: Late 2021</li> <li>• ROD Issued: Mid 2022</li> </ul>	Environmental Clearance (NEPA/CEQA) and Advanced Conceptual Engineering	\$60.8M	\$49.8M			\$49.8M	<ul style="list-style-type: none"> <li>• UPRR agreement</li> <li>• Third party coordination (Caltrans, Cities, CPUC, etc.)</li> <li>• SHPO consultation</li> <li>• Interface with Express Lanes</li> <li>• Utilities</li> <li>• Hazardous materials</li> </ul>
<b>Green Line Extension to Torrance</b>	2025	2025	<ul style="list-style-type: none"> <li>• Redondo Station to Regional Transit Center in Torrance</li> <li>• EIR 2020 - 2023, awarding Environmental with an option to do Advanced Conceptual Engineering and Preliminary Engineering by early 2020</li> <li>• Engineering 2022 - 2025</li> <li>• Construction 2025 - 2030</li> </ul>	Environmental Impact Report (EIR)	\$18.5M	\$13.8M			\$13.8M	Interagency Agreements, Utility Relocation, Liquification, and Seismic Issues
<b>Sepulveda Transit Corridor Project</b>	2026	2026	<ul style="list-style-type: none"> <li>• Environmental consultant selected</li> <li>• Ongoing procurement to select an Outreach consultant</li> <li>• Ongoing procurement to select up to 2 pre-development (PDA) teams</li> </ul> <p>PDA/Environmental Review:</p> <ul style="list-style-type: none"> <li>• PDA teams to develop project alternatives optimized for P3 delivery</li> <li>• Conduct state and federal environmental studies</li> <li>• Identify Locally Preferred Alternative (LPA)</li> <li>• 2025 - issue request for P3 proposal for LPA delivery</li> </ul>	Environmental Impact Report (EIR)/PDA	\$29.4M	\$18.3M			\$18.3M	Geotechnical, Third-Party Coordination, Stakeholders and Community
<b>Gold Line Eastside Ext. Phase 2</b>	2028	2028	<ul style="list-style-type: none"> <li>• Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020</li> <li>• Environmental clearance of the Washington Alternative and potential IOS’ – 2023</li> <li>• Engineering – 2025</li> <li>• Construction One Alignment – 2029</li> </ul>	California Environmental Quality Act (CEQA)/Advanced Conceptual Engineering (ACE)	\$50.5M	\$42.3M			\$42.3M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals

Measure M Oversight Committee

Highway Projects Overview

Updated February, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget		Contingency Funds			Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 01/31/20)	Soft Costs Spent*			
1	I-5 N Cap. Enhancements (SR-14 to Parker Road)	2019	2021	Construction	600-650M	0	0	0	55.88M	Closures, detouring, seasonal restricted hours of work, unknown and undocumented utilities.	Paul Sullivan	Project is fully programmed. Metro will be the Lead Agency in constructing the project. Currently in Bid process.  Project includes Measure M, R and other Grant Funding
2	SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Southern Segment Construction	148.10M	0	0	0	18.48M	None	Victor Gau	Project by Caltrans. Broken down to two segments. Southern segment between Mission Blvd and San Bernardino County Line was advertised for construction in 2020 and a the construction contract was awarded in early 2021.  Soft costs spent to date are from TCRF and Other Federal Funds.
				Northern Segment Final Design	40.40M	0	0	0	17.19M	Utility & Railroad (RR) coordination causing schedule impacts. Funding shortfall of up to \$61 million.		Northern Segment requires multi-agency coordination/agreements and RR approvals of the design for two bridges spanning over the RR tracks. to resolve RR and ROW issues.  Soft costs spent to date are from TCRF and Other Federal Funds.
3	SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	25.28M	17.88M	0	0	20.05M	\$22M TCEP grant for Design/ROW Phases may be forfeited if not kept on schedule.	Roberto Machuca	Project is in final design expected to be completed in 2021. Grants have been secured for final design (\$17 mil) and ROW (\$5 mil). Grants are secured for construction (\$217.2M).
4	I-405 South Bay Curve Improvements	2045	TBD	Environmental	3.24M	3.24M	0	0	3.24M	None	Isidro Panuco	Several projects in various phases. South Bay has proposed to divert \$400 mil. of their highway funds to other purposes. Metro Board has approved. Approval by the CA Legislators is necessary. If this happens, only \$506 will be left in the subregion to pay for the needed highway projects. With the remaining funds, the following projects in the corridor are currently in progress, and some with funding through Final Design, construction funds will need to be identified:  - I-405 Southbound Auxiliary lanes in Lawndale. Ready to start PSE. Construction start in 2023,m pending withdrawal/defeat of a lawsuit filed by Lawndale. Project expenditures to date paid for by Measure R. Need funding for construction phase,
				PSR-PDS	0.94M	0.94M	0	0	0.94M	None		I-405 I-110 to Wilmington: PSR completed, ready to start PAED. Project expenditures to date paid for by Measure R. Need funding for construction phase.

# Measure M Oversight Committee

## Highway Projects Overview

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5	I-710 South Corridor Project (Phase 1)	2026	TBD	Environmental	93.57M	92.37M	0	0	92.37M	Air Quality conformity determination for Final EIR/EIS. Legal challenges to the environmental document.	Ernesto Chaves/ Lucy Delgadillo	In negotiations with the EPA. If the ED approved, early action projects will start environmental and design phase in 2021-22 and some will be construction ready by 2025-26.  Soft costs spent to date are from Measure R and Prop C and other Local Funds.  Project Phase Budget and Expenditures include Labor charges. Does not include charges from PID.
6	I-710 South Corridor Project (Phase 2)	2032	TBD	Environmental	Same As Above	Same As Above	0	0	Same As Above	Same As Above	Ernesto Chaves/ Lucy Delgadillo	Same As Above  In negotiations with the EPA. If the ED approved, early action projects will start environmental and design phase in 2021-22 and some will be construction ready by 2025-26.
7	I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	5.7M	2.2M	0	0	7.2M	None	Shahrzad Amiri/ Philbert Wong	Finalizing environmental document for approval/certification.  Total phase budget is \$13,121,000, of which \$5.7M is Measure M. Soft cost total spent includes Measure M and other funds.
8	High Desert Intercity Rail Corridor  (High Desert Multi-Purpose Corridor - Rail)	2019	TBD	Service Development Plan/Preliminary Engineering	4.625M, including \$3M in Measure M, \$1.375M in TIRCP and \$0.25M in DesertXpress funds	0	0	0	0	None	Vincent Chio/ Jeanet Owens	Proposed new high-speed intercity passenger rail service from the future Brightline West station in Victor Valley to the future Palmdale station along the 54-mile-long High Desert Corridor. DesertXpress BrightLine is developing the Brightline West high-speed rail system between Las Vegas and Southern California that includes a future station in Victor Valley. Metro has executed a contract with consultants for the development of a Service Development Plan and Preliminary Engineering by March 2021  At the request of the County of Los Angeles, Supervisorial District 5, Metro will contribute additional \$0.4M to complete the joint CEQA/NEPA amendment to address changes to the rail corridor since the original ED.
9	High Desert Multi-Purpose Corridor - Highway	2019	TBD	PSR-PDS	500K for new PSR	0	0	0	0	None	Isidro Panuco	Replacement project proposed on SR-138 in LA and SR-18 in SB counties. Joint efforts by Metro, SBCTA, and Caltrans to develop a PSR starting in 2021.  Effort to be funded from remaining measure R funds. Additional Measure M funds needed for subsequent phases.
				Environmental Process was completed for the HDC but the project was deemed to be infeasible and will not be pursued as originally proposed.	37.45M for the original Environmental Document	36.79M for the original Environmental Document	0	0	36.79M	Insufficient funds continue the original project.		Soft costs spent to date are from Measure R.

## Measure M Oversight Committee

### Highway Projects Overview

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10	I-5 Corridor Improvements (I-605 to I-710)	2036	TBD	Not Started	0	0	0	0	0	None	Ernesto Chaves	The southern segment at the I-5/I-605 interchange is in environmental phase under the I-605 Corridor Imp Project. If ROW impacts are not resolved/accepted, the future improvements on I-5 between 605 and 710 might be limited. Only location-specific operational improvements will be considered along this corridor.
11	I-405/I-110 HOV Connector Ramps and Interchange Improvements	2042	TBD	Not Started	0	0	0	0	0	Property impacts may be significant resulting in lack of support	Isidro Panuco	Funds are allocated 22 years from now. Need to develop a PSR to establish project concepts and possible improvements.
12	I-605/I-10 Interchange	2043	TBD	Not started	0	0	0	0	0	Property impacts due to improvements may result in lack of support	Isidro Panuco	Funds are allocated 23 years from now. In environmental phase (part of the 605 CIP). Considerable ROW impacts at the I-5/I-605 Interchange expected. If the ROW acquisitions are not approved, the project environmental process will be stopped and other operational improvements will be considered.
13	SR-60/I-605 Interchange HOV Direct Connectors	2043	TBD	Not Started	0	0	0	0	0	Property impacts may be significant resulting in lack of support	Isidro Panuco	TBD. The project would need to start a PSR.
14	I-110 Express Lanes Ext. South to I-405/I-110 Interchange	2044	TBD	Not Started	0	0	0	0	0	Need to construct an aerial structure at that juncture	Shahzad Amiri/ Philbert Wong	TBD
15	High Desert Multi-Purpose Corridor – LA County Segment	2063	TBD	Not Started Environmental phase completed. The feasibility of advancing various project components is being evaluated.	0	0	0	0	0	Viability of projects, partnerships, funding.	Isidro Panuco	See Items 8 and 9 above.

\*Soft Costs include all Non-Construction Capital expenditures up to the current phase.