



Metro

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Metropolitan Transportation
Authority
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Los Angeles, CA

Board Report

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Agenda Number: 6.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
SEPTEMBER 1, 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 ¹	Phase Budget Spent	Budgeted	Spent		
PROGRAM MANAGEMENT - Transit Design/Constr.										
Westside Purple Line Extension Section 3	2020	2020	<p>Tunnel:</p> <ul style="list-style-type: none"> Tunnel Boring Machines (TBM) "Iris" (BR) - Full gantry system undergoing testing and commission for re-launch in August 2021. TBM "Aura" (BL) - Starter gantry removal complete, full gantry assembly commencing. Ground improvement for the protection of the Metropolitan Water District 96" water line under Sepulveda Blvd continues. <p>Westwood/UCLA Station:</p> <ul style="list-style-type: none"> Utility sewer and storm drain relocation continues along Wilshire at Gayley and Ashton. Demolition of abandoned Stone Canyon Storm drain reinforced concrete box in UCLA Lot 36 ongoing. Sound wall around UCLA Lot 36 for current phase of work is complete. <p>Westwood/VA Station:</p> <ul style="list-style-type: none"> SOE pile installation for the station box is about 96% complete. Remediation of asbestos containing utilities is ongoing. Utility relocations continue. Endwall piling at the Westwood/VA station continues. 	Final Design and Constr. 26% Complete	\$3.6B	\$859.7M	\$830.6M	\$302.3M	\$223.7M	<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. Delays due to obtaining lane closures and peak hour exemptions.
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. 36% Complete	\$1,406.9M	\$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.

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.

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 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	\$163.4M	\$96.0 M	\$0.0	\$160.5M	<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. Main construction contract procurement process. 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 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 – Fall 2021 Award Contract – Summer 2022 Complete – Winter 2025/2026 	Design Phase	\$286M/ \$393M (Total Project)	\$23.7M		N/A	\$21.3M	<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 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 Fall 2021.

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. Currently Metro is evaluating options, including the Roscoe Blvd BRT line providing a one-seat ride between North SFV and CSUN, and a NextGen-based solution. Options will be evaluated against criteria such as: network benefits of added service(s), demographic reach, ridership, and timely delivery of a solution. Fall 2021 – Approve Proposed Project 	Environ. Impact Report (EIR)	\$180.0M	\$6.3M			\$6.3M	<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. Ongoing stakeholder outreach to inform Proposed Project. March 2021: Conducted three meetings with Eagle Rock stakeholders and businesses (80 participants) April 2021: Conducted corridor-wide community meeting (369 attendees) to present the recommended Proposed Project. May 2021: Board approved Proposed Project and directed further coordination on design options in Burbank and Eagle Rock. Fall 2021: Board to certify Final EIR 	Environ. Impact Report (EIR)	\$267M	\$9.9M			\$9.9M	<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). 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. 	N/A	\$50M	\$5.7M			\$5.7M	<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"> 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 September 2021: Award Environmental Contract 	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$2.7M			\$2.7M	
West Santa Ana Transit Corridor	2024	2024	<p>19 Mile Light Rail Line Alternatives in Environmental Document:</p> <ul style="list-style-type: none"> Alternative 1: Los Angeles Union Station to Pioneer Alternative 2: 7th St/Metro Center to Pioneer Alternative 3: Slauson/A (Blue) Line to Pioneer Alternative 4: I-105/C (Green) Line to Pioneer <p>Key Environmental dates:</p> <ul style="list-style-type: none"> Draft EIS/EIR Released: July 30, 2021 Board Selects LPA: Fall 2021 Final EIS/EIR to be released: Summer 2022 ROD Anticipated: Summer 2022 	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$56.6M			\$56.6M	<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"> Redondo Beach Transit Center Station to Regional Transit Center in Torrance 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 Draft EIR: Spring 2022 Final EIR: Winter/Spring 2023 Ground Breaking: 2026 (per Measure M) Opening: 2030-2033 (per Measure M) Selected as a 28 by 2028 Project 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$891M	\$18.4M			\$18.4M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community
Sepulveda Transit Corridor Project	2024	TBD	<ul style="list-style-type: none"> Environmental and Communications/Outreach consultants selected Two Pre-Development (PDA) teams selected to develop project alternatives; NTPs executed August 2021. Fall 2021: CEQA Public Scoping Process 	EIR, EIS (CEQA, NEPA)	\$5.7B	\$23.0M			\$23.0M	Geotechnical, Third-Party Coordination, Stakeholders and Community

			<ul style="list-style-type: none"> • Five alternatives identified for environmental review, including: <ol style="list-style-type: none"> (1) Monorail, aerial in 405 Freeway (PDA) (2) Monorail similar to 1, but with underground connection to UCLA (3) Heavy Rail, underground with aerial section along Sepulveda in SFV (PDA) (4) Heavy Rail, all underground and similar to 4, including along Sepulveda in the SFV (5) Heavy Rail, all underground, including along Van Nuys Blvd in the SFV instead of Sepulveda • Conduct state and federal environmental studies • Identify Locally Preferred Alternative (LPA) 							
Eastside Transit Corridor Phase 2	2028	2028	<ul style="list-style-type: none"> • Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020 • Environmental clearance of the Washington Alternative and potential IOS' – 2023 • Engineering – 2025 • Construction One Alignment – 2029 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$3.0B	\$44.5M			\$44.5M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals

Measure M Oversight Committee

Highway Projects Overview

Expenditures through June 30, 2021

Status Update: July, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent*	Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 06/30/21)				
1	I-5 N Capacity Enhancements (SR-14 to Parker Road)	2019	2021	Construction	500.33	9.07	115.58	0.00	62.34	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. Project includes Measure M and R, and TCEP and INFRA Grant Funding. Metro anticipates issuing Notice to Proceed by the end of August 2021. Construction activities are projected to begin in November 2021.
2	SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Construction (Southern Segment - Mission Blvd. to SB County Line)	148.10	0.00	0.00	0.00	18.48	Relocation of Edison overhead power lines, potential hazardous materials, hard to drill soil conditions and local traffic impacts.	Victor Gau (Oversight)	Project by Caltrans. Broken down into two segments. Southern segment between Mission Blvd and San Bernardino County Line construction contract was awarded in February 2021 to Obrascón Huarte Lain (OHL USA Inc). Construction work started in May 2021 and is projected to finish in Summer 2024. Soft costs spent to date are from TCRF and other Federal Funds.
			TBD	Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	18.46	0.00	0.00	18.46	Utility & Railroad (RR) coordination causing schedule delays. Funding shortfall of up to \$61M for the Construction Phase.		Project by Caltrans. Northern Segment from I-10 to Mission Blvd. - Caltrans has identified significant cost increases and potential schedule delays in Segment 2. Metro is coordinating with Caltrans and The San Gabriel Valley Council of Governments to identify potential solutions to complete the project. PS&E is anticipated to finish in Summer 2022. Soft costs spent to date are from TCRF and Other Federal Funds.
3	SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	28.41	22.87	0.00		24.47	\$22M TCEP grant for Design/Right of Way Phases and \$217.9M in construction grants may be forfeited if project not kept on schedule.	Roberto Machuca	Project is in final design, expected to be completed at the end of 2021. TCEP Grants have been secured for final design (\$17M) and Right of Way (\$5M). Baseline agreement being finalized to secure the \$217.9M TCEP grant for the construction phase, which was approved at the June 2021 CTC meeting. Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight. Agreements have been reached with the County of Los Angeles over the acquisition of the county-owned property.

Measure M Oversight Committee

Highway Projects Overview

Status Update: July, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent*	Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 06/30/21)				
4	I-405 South Bay Curve Improvements	2045	TBD	Environmental	3.25	2.39	0.00	0.00	3.28	Diversion of \$400M in sales tax measure funds from highway projects to transit projects by South Bay COG was approved at the July 2021 Metro Board meeting. This diversion has impacted construction funding for the project.	Isidro Panuco	I-405 Northbound and Southbound Auxiliary lanes in Lawndale has completed the environmental process. Design phase projected to start in Fall 2021. Measure M funds not yet expended. Will need Measure M funds for construction phase.
	I-405 Southbound Auxiliary lanes in Lawndale											
	I-405 South Bay Curve Improvements	2045	TBD	PSR-PDS	0.93	0.91	0.00	0.00	0.91	Diversion of \$400M in sales tax measure funds from highway projects to transit projects by South Bay COG was approved at the July 2021 Metro Board meeting. This diversion will impact construction funding for the project.	Roberto Machuca	I-405, I-110 to Wilmington: Project Study Report completed, Environmental phase projected to start in Fall 2021. Measure M funds not yet expended. Will need Measure M funds for construction phase.
	I-405, I-110 to Wilmington											
5	I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	94.31	0	0	94.31	Air Quality conformity determination for Final EIR/EIS. EPA not concurring with air quality conformity for the corridor-level environmental document. Legal challenges to the environmental document.	Ernesto Chaves/ Lucy Delgadillo	The environmental process for corridor improvements has stopped. Negotiations with the EPA on the extent of Air Quality conformity studies were not successful. Additional studies (hot spots analysis) required by EPA do not guarantee final approval because objective and quantifiable mitigation measures for future potential impacts have not yet been established. In May 2021, the Board directed staff to suspend work on the environmental document and to come back in September 2021 with a plan to re-engage local and regional stakeholders in the corridor to collaborate on a plan for future investment. Measure M funds not yet expended, Will need Measure M funds for subsequent phases/effort.
6	I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	10.56	9.48	0.00	0.00	9.48	None	Shahrazad Amiri/ Philbert Wong	Environmental document certified by Caltrans on May 21, 2021. Phase budget/budget spent and soft cost for environmental phase included Measure M and local non-Measure M funds.
		2027	TBD	PS&E	23.20	1.52	0.00	0.00	0.00	None	Shahrazad Amiri/ Philbert Wong	Prior budget was \$5.7M. Since then, Metro Board approved contract modification for \$18.7M to WSP in May 2021 to begin PS&E work for I-405 to Central Avenue segment. In addition, budget increased by \$900k for preparation of RFPs for construction and roadside toll collection system. All PS&E work to be funded by Measure M.

Measure M Oversight Committee

Highway Projects Overview

Status Update: July, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)			Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 06/30/21)	Soft Costs Spent*			
7	High Desert Multi-Purpose Corridor Rail Component	2019	TBD	Service Development Plan/Preliminary Engineering	4.63	0.57	0.00	0.00	0.00	None	Vincent Chio/ Jeanet Owens	<p>The Environmental Process for the HDC multi-modal corridor improvements has been completed. A NEPA for the entire corridor could not be secured. A lawsuit was filed and settled with conditions and restrictions imposed on further pursuit of the projects. At the same time, the highway component of the project was deemed to be infeasible and will not be pursued as originally proposed. \$37.45 was budgeted for the original Environmental Document, of which \$36.79 was spent.</p> <p>Proposed new high-speed intercity passenger rail service from the future Brightline West station in Apple 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 Apple Valley. Development of a Service Development Plan and Preliminary Engineering is underway and is scheduled to be completed by March 2022.</p> <p>At the request of the County of Los Angeles, Supervisorial District 5, Metro is contributing an additional \$0.4M to complete the joint CEQA/NEPA amendment to address changes to the rail corridor since the original Environmental Document.</p> <p>The current phase budget is \$4.625M, including \$3M in Measure M, \$1.375M in TIRCP and \$0.25M in DesertXpress funds.</p>
8	High Desert Multi-Purpose Corridor - Highway component	2019	TBD	PSR-PDS	500K	0.00	0.00	0.00	0.00	None	Isidro Panuco	<p>Continuation of a more practical and feasible alternative alignment to the HDC highway component. This alternative is being considered on the SR-138 in LA County and SR-18 in San Bernardino County between Palmdale and Victorville. Joint efforts by Metro, SBCTA, and Caltrans to develop a Project Study Report started in July 2021.</p> <p>The PSR-PDS is funded by the remaining measure R fund as well as contributions by the SBCTA. Measure M funds will be needed for subsequent phases.</p>
9	I-5 Corridor Improvements (I-605 to I-710)	2036	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	Pursuit of this project depends on approval of the environmental document for the I-605 Corridor Improvements project currently in progress. If that project is not approved, a corridor level environmental process for the segment between the I-605 and I-710 will not be warranted.	Ernesto Chaves	The I-605/I-5 interchange is in environmental phase under the I-605 Corridor Improvement Project (CIP). If right of way impacts are not resolved/accepted, the future improvements on I-5 between the I-605 and I-710 will be limited. Only location-specific operational improvements will be considered along this segment.
10	I-405/I-110 HOV Connector Ramps and Interchange Improvements	2042	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Funds are allocated 22 years from now.

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Highway Projects Overview

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Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)			Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 06/30/21)	Soft Costs Spent*			
11	I-605/I-10 Interchange	2043	TBD	Not started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	In environmental phase (part of the 605 CIP). Considerable expected Right of Way impacts at the I-605/I-5 Interchange may discontinue a corridor-level effort. If so, there may be a separate environmental process for the I-605/I-10 interchange improvements in the future.
12	SR-60/I-605 Interchange HOV Direct Connectors	2043	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	In environmental phase (part of the 605 CIP) and on-hold due to considerable expected Right of Way impacts at the I-5/I-605 Interchange. Pursuit of corridor-level environmental clearance may discontinue. If so, there may be a separate environmental process for the I-605/SR-60 interchange improvements in the future.
13	I-110 ExpressLanes Ext. South to I-405/I-110 Interchange	2044	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Shahrazad Amiri/ Philbert Wong	No activities at this time. Future updates will be provided.
14	High Desert Multi-Purpose Corridor – LA County Segment	2063	TBD	Transit: in feasibility study Highway: Alternative alignment in PSR-PDS	0.00	0.00	0.00	0.00	0.00	Determination of Viability of projects and availability of funds.	Isidro Panuco	See Items 8 and 9 above.

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