



## Board Report

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Agenda Number: 21.

### CONSTRUCTION COMMITTEE SEPTEMBER 21, 2023

**SUBJECT: CALTRANS QUARTERLY UPDATE**

**ACTION: ORAL REPORT**

#### RECOMMENDATION

RECEIVE quarterly oral report on the status of Caltrans' construction projects.

#### EQUITY PLATFORM

Projects administrated by Caltrans have federal aid and Disadvantage Business Enterprise (DBE) commitment goals based on the contract bid amount for federal aid projects.

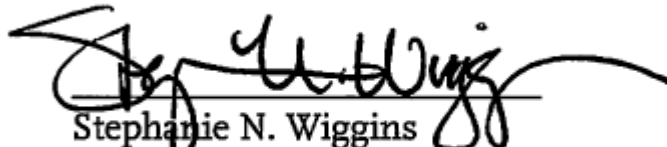
- I-405 Crenshaw Auxiliary Lane DBE goal is 14%.
- SR-71 South Segment did not have federal participation and did not establish a DVBE goal. The contractor claimed and achieved 0.76 percent in DVBE participation.
- SR-71 North Segment will comply with current business enterprise goals. Metro's contribution to this project is for construction capital and is limited to grant management processes through funding agreements.

Caltrans led and prioritized all elements of the proposed transportation improvements, including procurement, environmental process, outreach, final design, and construction. Caltrans in coordination with the local jurisdiction determined community engagement processes specific to the type of transportation improvement. This coordination is aligned with their own Caltrans' Race & Equity Action Plan (REAP) to address systemic racial inequities that exist within the public transportation sector. Throughout the construction phase, outreach efforts have consisted of sending press releases to the cities, communities, media outlets, and elected officials regarding construction work. Caltrans Public Affairs responds to constituent inquiries. Community meetings were held to before construction and are scheduled on an as-needed basis (i.e., upon request of stakeholders). Progress reports and updated information is posted on the Caltrans and Metro websites. Every effort is made to avoid, minimize and/or mitigate construction impacts along these corridor communities. For example, most of the projects include building soundwalls to mitigate noise levels at various locations throughout their respective project limits to help improve the quality of life for residents. Any unintended equity impacts that may arise will be responded to on a case-by-case basis by the appropriate project partners.

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Stephanie N. Wiggins  
Chief Executive Officer

# Caltrans Projects Status Report









September 2023

**Construction Committee**

Los Angeles County Metropolitan Transportation Authority



# Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	DBE Goal	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
1. SR-71 South Segment	N/A					Contract progress: 43% complete. Drainage System 11-7 (RCB) is 95% complete. Project team has reviewed previous delay and found partial entitlement, pending additional backup documentation from the Contractor. The team is addressing wall construction issues at RW 131, soil nail wall. SCE utility relocation is on-schedule to finish by the end of August 2023.
2. I-405 Crenshaw Aux Lane	14%					Contract progress: 73% complete. Contractor is currently working on retaining walls #803, # 808 and #815, concrete barrier for RW 799 and 770.. There are no major issues.



**Metro**

**September 2023 Construction Committee**

Los Angeles County Metropolitan Transportation Authority



On target





Possible problem  
(5-10% variance)





Significant Impact  
(over 10% variance)



# SR-71 South Segment

BUDGET				
	FA	Approved LOP*	Previous Period	Current Forecast
	\$124.1M	\$124.1M	\$124.1M	\$124.1M
	Variance from Approved LOP:		\$0 (0%)	\$0 (0%) 
	Variance from Revised Budget:			\$0 

SCHEDULE				
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Fall 2024*
	Variance from Original:		0 WD (0%)	Pending* 
	Variance from Revised Schedule:			N/A 

\*Pending from time extension approval based on claim resolution

# SR-71 South Segment

- Contract progress: 43% complete.
- Drainage System 11-7 (RCB) is 95% complete.
- Project team has reached a partial agreement with the contractor to address the past delay, pending backup documentation from Contractor for potential additional entitlement.
- The team is working with the contractor to address wall construction issues at RW 131, soil nail wall.
- SCE transmission and distribution line realignment is on scheduled to be completed by end of August 2023.







Retaining wall 161 and drainage system construction



JPCP paving in the median

# I-405 Crenshaw Aux Lane

BUDGET				
	FA	Approved LOP	Previous Period	Current Forecast
	\$62.0M	\$62.0M	\$62.0M	\$62.0M
	Variance from Approved LOP:		\$0 (0%)	\$0 (0%) 
	Variance from Revised Budget:			\$0 

SCHEDULE				
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Spring 2024
	Variance from Original:		0 WD (0%)	0 WD (0%) 
	Variance from Revised Schedule:			0 WD 



# I-405 Crenshaw Aux Lane

- Contract progress: 73% complete.
- Contractor is currently working on retaining walls #803, # 808 and #815, concrete barrier for RW 799 and 770.
- There are no major issues.



NB Crenshaw Blvd new on ramp to SB 405 (RW 799 and 803)



NB Crenshaw Blvd new loop ramp to NB 405



# SR-71 North Segment

## SCOPE

- Project adds one HOV lane and one mixed flow lane in each direction (between I-10 and Mission Boulevard);
  - Reconstructs two railroad overhead structures;
  - Replaces pedestrian overcrossing;
  - Constructs retaining walls and soundwalls.
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- This is Phase 2 of the SR71 Expressway to Freeway Conversion Project.
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- Phase 1 (SR 71 South Segment) is under construction.



# SR-71 North Segment

PROJECT COST ESTIMATE	BUDGET IN 2019 COOP	2022 ESTIMATE	2023 ESTIMATE	FUNDS EXPENDED
PS&E	\$13.0M	\$23.0M	\$23.0M	\$9.6M
ROW Support	\$5.0M	\$6.3M	\$6.3M	\$4.8M
ROW Capital	\$22.4M	\$21.1M	\$21.1M	\$8.6M
Con Support	\$15.0M*	\$40.0M	\$40.0M	
Con Capital	\$114.0M*	\$193.0M	\$219M	
Total	\$169.4M	\$283.4M	\$309.4M	\$23.0M

\*Programmed funds, but Construction Coop not executed yet.

## STATUS

- Environmental Document completed in 2013.
- Remaining Right of Way activities are utility relocation & railroad easements.
- Design is on hold, need additional funds to restart. PS&E is 40% complete.
- Pursuing grant opportunities to close the funding gap estimate of \$140M in 2023 Dollars.
- Begin construction: April 2026, subject to the availability of full funding.
- End construction: July 2029.

## CHALLENGES

- Closing the funding gap.