



## Board Report

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**File #:** 2023-0744, **File Type:** Informational Report

**Agenda Number:** 13.

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### PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2024

**SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECTS STATUS REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

#### **ISSUE**

Countywide Planning and Development's major projects status report provides highlights of capital projects in the planning phases of development. These include transit corridor projects such as rail and bus rapid transit, Measure M active transportation corridor projects, and highway projects.

#### **BACKGROUND**

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. The attached Project Status Report (Attachment A) provides an update on the planning progress of Metro's four Pillar Projects -- West Santa Ana Branch, Eastside Transit Corridor Phase 2, C (Green) Line Extension to Torrance, and Sepulveda Transit Corridor, as well as other corridor projects in transit and active transportation. In addition, the quarterly report also includes major highways and complete streets projects in various stages of development.

#### **DISCUSSION**

The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery method. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, provided on a quarterly basis to the Metro Board's Construction Committee.

Additionally, this quarter's report includes a response to Board Motion #18 by Directors Horvath, Bass, Yaroslavsky, Butts, and Najarian (Attachment B) that passed at the October 2023 meeting.

The motion was related specifically to the Sepulveda Transit Corridor Project and an adjacent Metro project, the I-405 ExpressLanes Project, and directed staff to report back to the Board in January 2024 on funds budgeted and expended for both projects.

Contract values and total expenditures through October 2023 are provided below, accompanied by brief descriptions of contract arrangements and scopes of services for the two Projects, respectively.

Expenditures for environmental support are consistent with the type of expenditures required for an environmental of this magnitude in terms of area of coverage based on length and type of project. Additional coordination is necessary to support the PDA process but the early extensive coordination and engineering on alternatives in the Planning phase should result in schedule savings in the final engineering and construction phases resulting in costs savings.

The new PDA process was created to focus engineering and design efforts earlier in the planning process to achieve cost and schedule savings during final design and construction. The current PDA efforts on engineering and financial analysis to support the environmental document and to prepare a competitive financial program is typical of engineering efforts at this level of design considering the magnitude of the project in terms of length, terrain and technologies being evaluated. Similar to the environmental process, these early efforts to support planning and decision making are anticipated to result in schedule savings in the final engineering and construction phases resulting in costs-savings.

Environmental, Traffic & Revenue and outreach expenditures for the I-405 ExpressLanes project are consistent with similar efforts currently underway in Southern California including the I-10 ExpressLanes Extension project. Given the length and complexity of the corridor, the cost associated with each contract is fair and reasonable.

**Sepulveda Transit Corridor - Contract Values and Expenditures through October 2023**

Metro Department	Consultant Services	Contract Amount (s)	Expended to Date	Completed
Countywide Planning	Environmental Support	\$58,701,568	\$28,403,540	48%
Customer Experience	Community Relations Support	\$3,514,928	\$1,284,654	37%
Program Management	PDA - LASRE	\$63,605,132	\$30,042,256	47%
Program Management	PDA - STCP	\$72,607,815	\$34,042,256	47%
Program Management	Common Services / Geotech	\$23,210,672	\$13,906,204	60%
Program Management	Program Management Support Services	\$36,064,698	\$12,627,643	35%
Office of Strategic Innovation	Financial Consultants	\$8,338,529	\$5,784,165	69%
External Legal Counsel	Legal Support	\$1,225,000	\$1,070,842	87%
Total		\$267,268,342	\$127,161,930	48%

I-405 ExpressLanes Project - Contract Values and Expenditures through October 2023

I-405 Sepulveda Pass ExpressLanes Contracts	Contract Amount (\$)	Expended to Date	Completed
WSP - PA/ED & ConOps	\$27,494,005	\$13,454,843	48.9%
Arelleno Associates - Outreach	\$1,151,949	\$528,400	45.9%
CDM Smith - Traffic & Revenue Investment Grade	\$1,455,719	\$1,178,073	80.9%
Total	\$30,101,673	\$15,161,686	50%

**EQUITY PLATFORM**

This report is provided on a regular basis and includes updates for multiple projects, including equity assessments. Equity assessments for all reports in this quarterly update were previously provided as baseline summaries and found no unmitigated project equity impacts. There are no updates or changes to those project equity assessments this quarter.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The development of projects included in this report supports Strategic Plan Goal #1 by delivering high quality mobility options that enable people to spend less time traveling.

**NEXT STEPS**

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in April 2024.

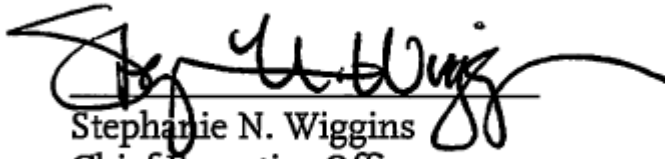
**ATTACHMENTS**

Attachment A - Project Status Report  
Attachment B - Board Motion #18

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Stephanie N. Wiggins  
Chief Executive Officer

# **Major Capital Projects Update Countywide Planning and Development**

**January 17, 2024**

**Presented By**

Allison Yoh

Executive Officer

Transit and Active Transportation

Michelle E. Smith

Executive Officer

Complete Streets and Highways

# Transit and Active Transportation Projects



## > Major Pillar Projects

- (1) West Santa Ana Branch
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor
- (4) Eastside Transit Corridor Phase 2

## > Other Projects in Planning

- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared ROW
- K Line Northern Extension

# West Santa Ana Branch Transit Corridor

Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Constr

Award

Constr

Open



## Recent Activities

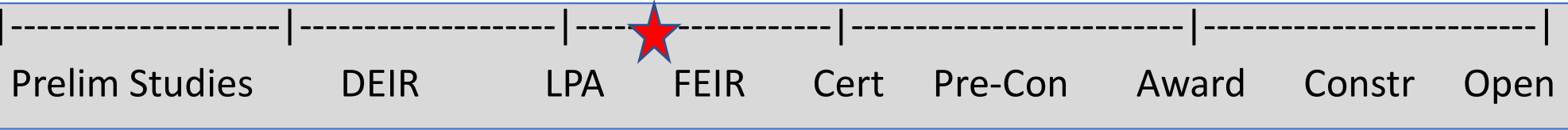
- Nov 2023: Board authorized contract for advanced engineering and final design
- Dec 2023: Public voting on 12 shortlisted submissions for Project's new name, 2<sup>nd</sup> Admin Draft of Final EIS/EIR submitted
- UPRR signed MOU, coordination w. Ports & ACTA
- Program Management Support Services (PMSS) procurement underway (blackout)

## Next Actions

- Working with FTA on submittal for entering next stage of project development
- January 2024: Select official project name, Ports to authorize MOU, award contract for PMSS
- Spring 2024 (tent.): Board certification of Final EIR (Project approved per CEQA), then FTA Record of Decision for EIS (Project approved per NEPA)

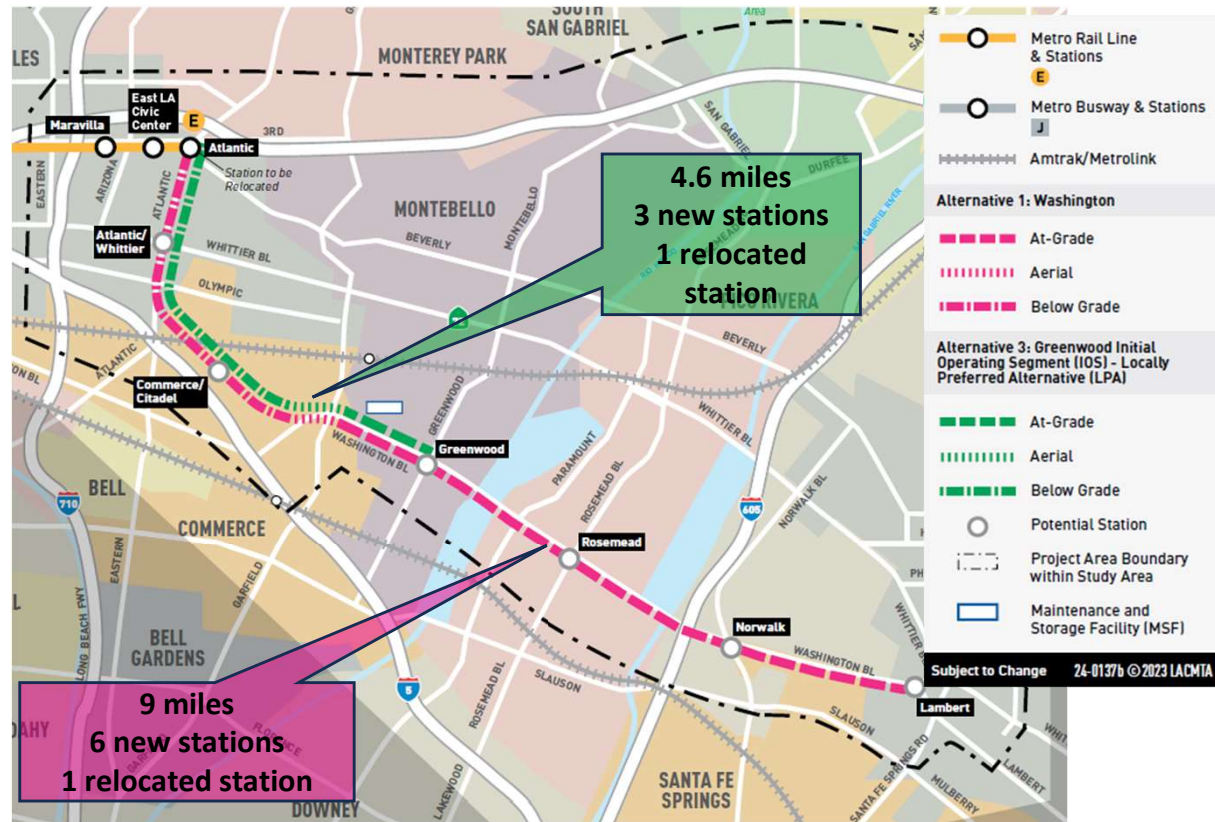


# Eastside Transit Corridor Phase 2



## Recent Activities

- Oct-Dec: Community Rail Tours
  - Elected officials/public agencies
  - CBO/youth/key stakeholders
  - 2 public tours
- Engaging CBOs in Community Walk audits for first/last mile study
- Reviewing comments received from corridor cities on draft Master Cooperative Agreement
- Admin Final EIR circulated for internal review

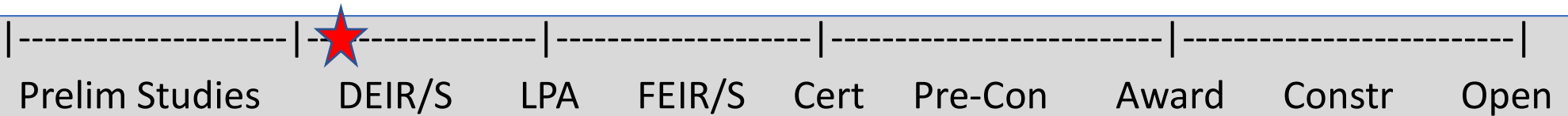


## Next Actions

- Complete CEQA document for release in early Spring 2024 followed by Board certification (Project approved per CEQA)
- Continue to coordinate with FTA on appropriate timing to initiate NEPA and entry into Project Development phase



# Sepulveda Transit Corridor



## Recent Activities

- Oct/Nov 2023: Fall community meetings
  - In-person in Westwood and Van Nuys, plus virtual
  - 300 attendees, 500+ comments received to date
- Design refinements underway, reaching design freeze for environmental study
- Continued coordination w/ adjacent projects
- Ongoing geotechnical/seismic fieldwork
- Caltrans Project Report to be conducted following LPA selection

## Next Actions

- Continue to develop designs, environmental technical studies
- Draft EIR release anticipated late 2024/early 2025, assuming receipt of all technical documents from design teams



# Sepulveda Transit Corridor (per Board Motion, Oct 2023)

## Contract Values and Expenditures through October 2023

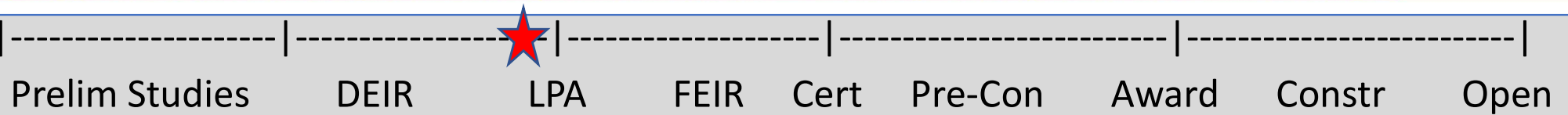
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# I-405 ExpressLanes Project (per Board Motion, Oct 2023)

Contract Values and Expenditures through October 2023

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# C (Green) Line Extension to Torrance

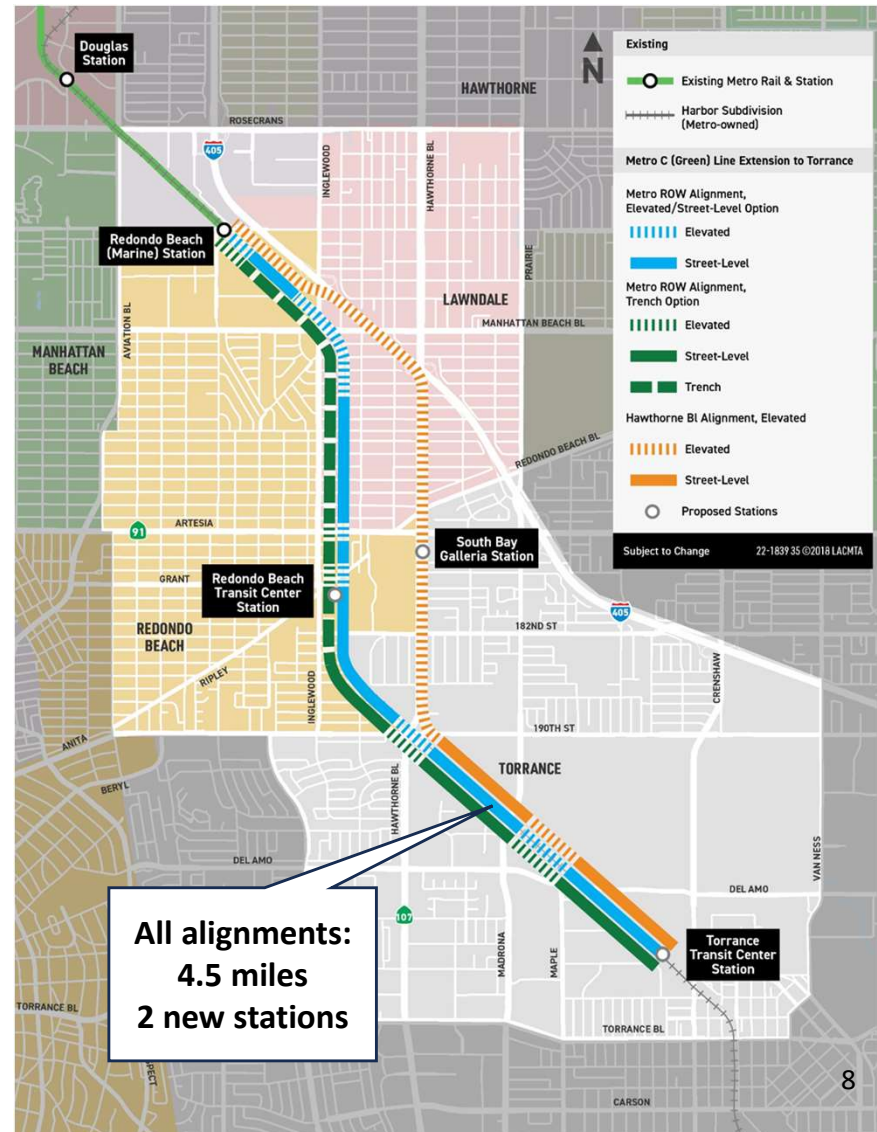


## Recent Activities

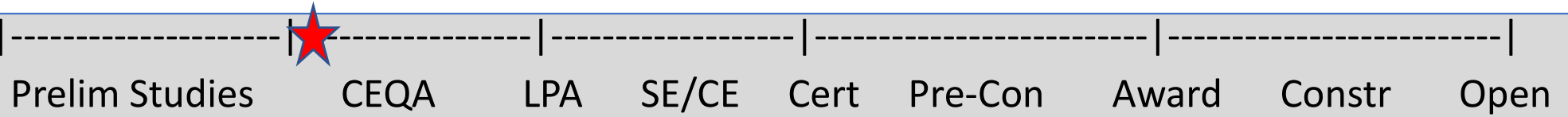
- Provided project update at September Metro Board Committees: Planning & Programming, Executive Management Committee
- Dec-Jan: Supporting Supervisor Mitchell's outreach efforts per November request
- Continue to brief stakeholders

## Next Actions

- Prepare staff recommendation of Locally Preferred Alternative (LPA) based on project objectives, findings and community concerns
- Board selection of LPA (early 2024)



# Vermont Transit Corridor

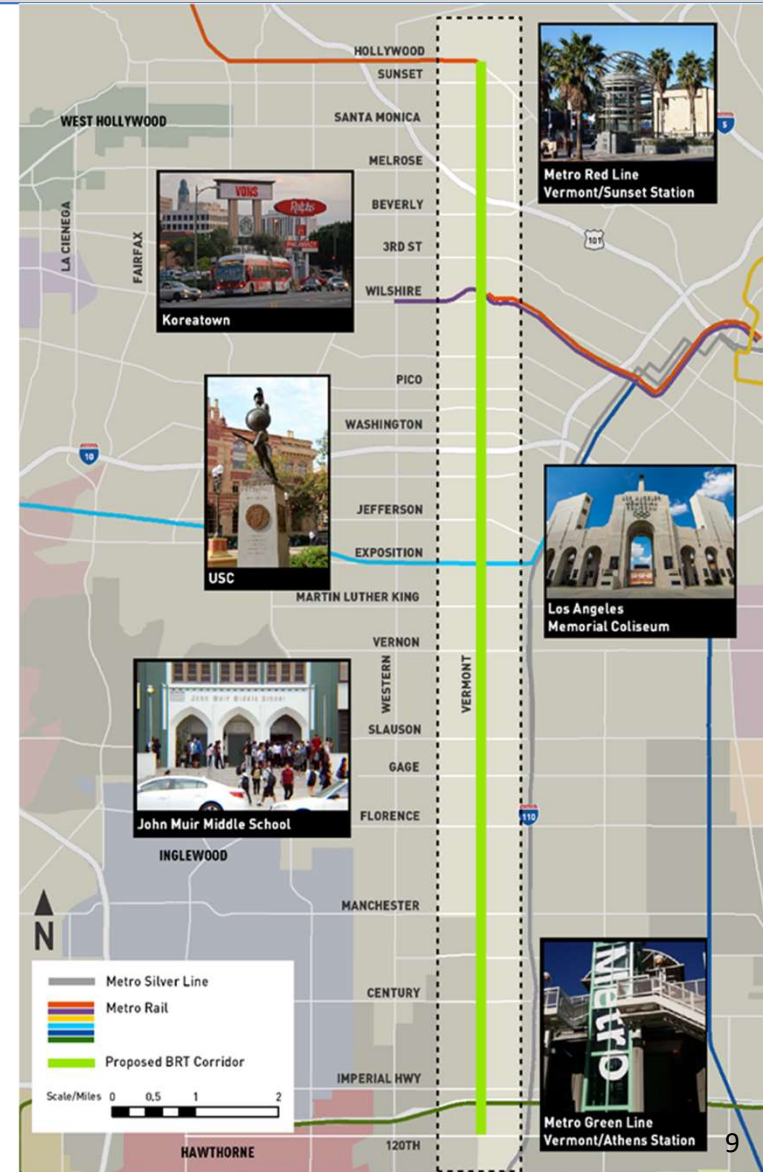


## Recent Activities

- Nov 2023: Initiated planning and environmental study for BRT; presentation to Early Intervention Team (EIT)
- Dec 2023: Issued Task Order for communications/ outreach services; community engagement for near, mid, and long-term improvements
- CBO Roundtable meetings are underway
- Formation of Technical Advisory Committee, held kick off meeting

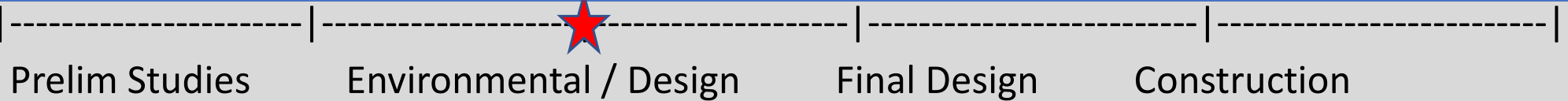
## Next Actions

- Continue planning and design for BRT, informed by CBO/outreach efforts
- Identify schedule for Notice of Preparation, Scoping



# Rail to River Active Transportation Corridor

## Segment B

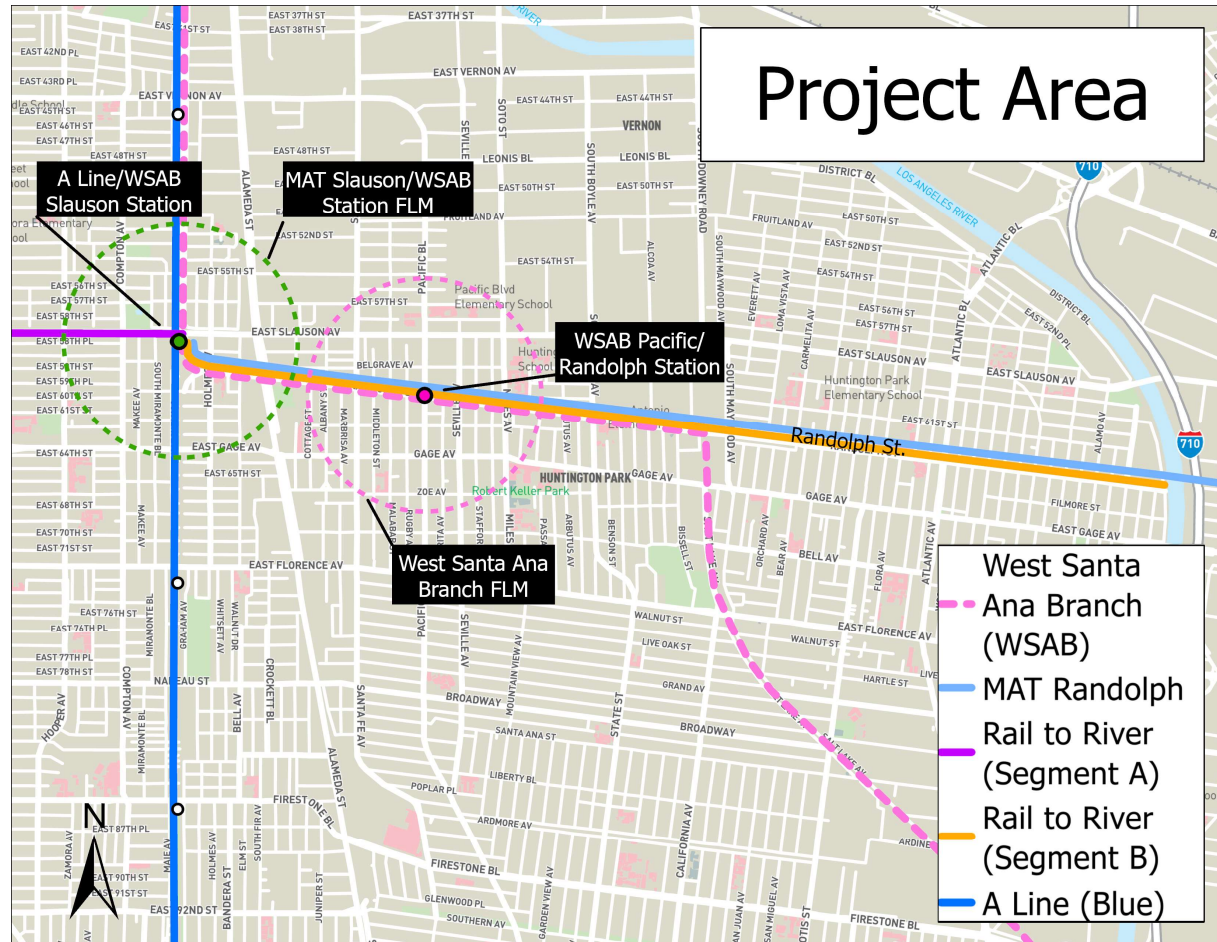


## Recent Activities

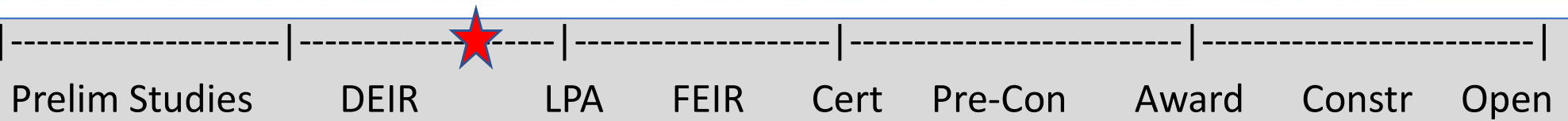
- Oct/Nov 2023: Contracts awarded for 30% design & environmental and outreach services
- Jan 16: Technical Working Group kick-off meeting (Corridor cities, MAT grant stakeholders)

## Next Actions

- Coordinate with cities and other related/adjacent projects
- Initiate first round of community engagement (Spring 2024)



# Los Angeles River Path



## Recent Activities

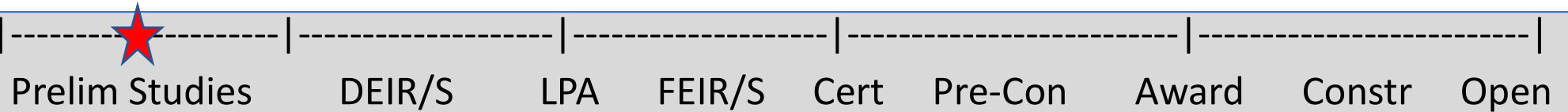
- Oct: Board authorization to execute MCA with City of Vernon and others as needed
- Community Outreach Events
  - 9 total during reporting period, reaching over 1,300 people
  - Open Streets/Ave 26, CycLAvia, Historic Broadway Station Dedication, other city events
- Reviewing first administrative Draft EIR
- Ongoing coordination with LADWP and LABOE for design review



## Next Actions

- Execute agreements with LADWP and LABOE to support design reviews
- Develop and refine project cost estimates and schedule, identification of future owner
- Completing environmental technical reports for inclusion in Draft EIR
- Preparing Board update on DEIR release, public comment period, and preferred alternative selection

# East San Fernando Valley Shared ROW Study



## Recent Activities

- Finalized concept definitions
- Completed technical work on grade separation analysis
- January: Share technical findings with City of San Fernando, Metrolink
- Ongoing coordination with CD-6 and CD-7 on other adjacent projects and studies (including transfer connectivity with Metrolink, existing and future parking needs in the area, etc.)



## Next Actions

- Identify preliminary cost estimates
- Conduct briefings for stakeholders on findings
- Complete study & develop recommendations for the Board (mid-2024, tent.)





# Quarterly Major Projects Report

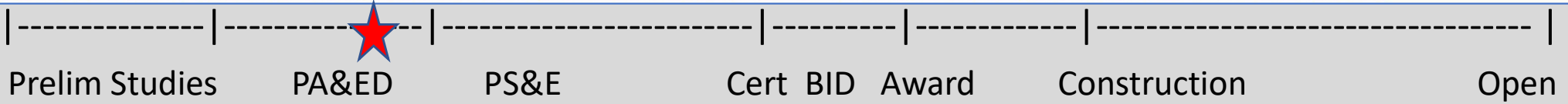
## Complete Streets & Highway Projects

Presented by Michelle E. Smith  
Executive Officer, Complete Streets & Highways

January 17, 2024

# 91/605/405 Hot Spots Program

## I-605 Corridor Improvement Project (I-605 CIP)



### Scope and Purpose/Need

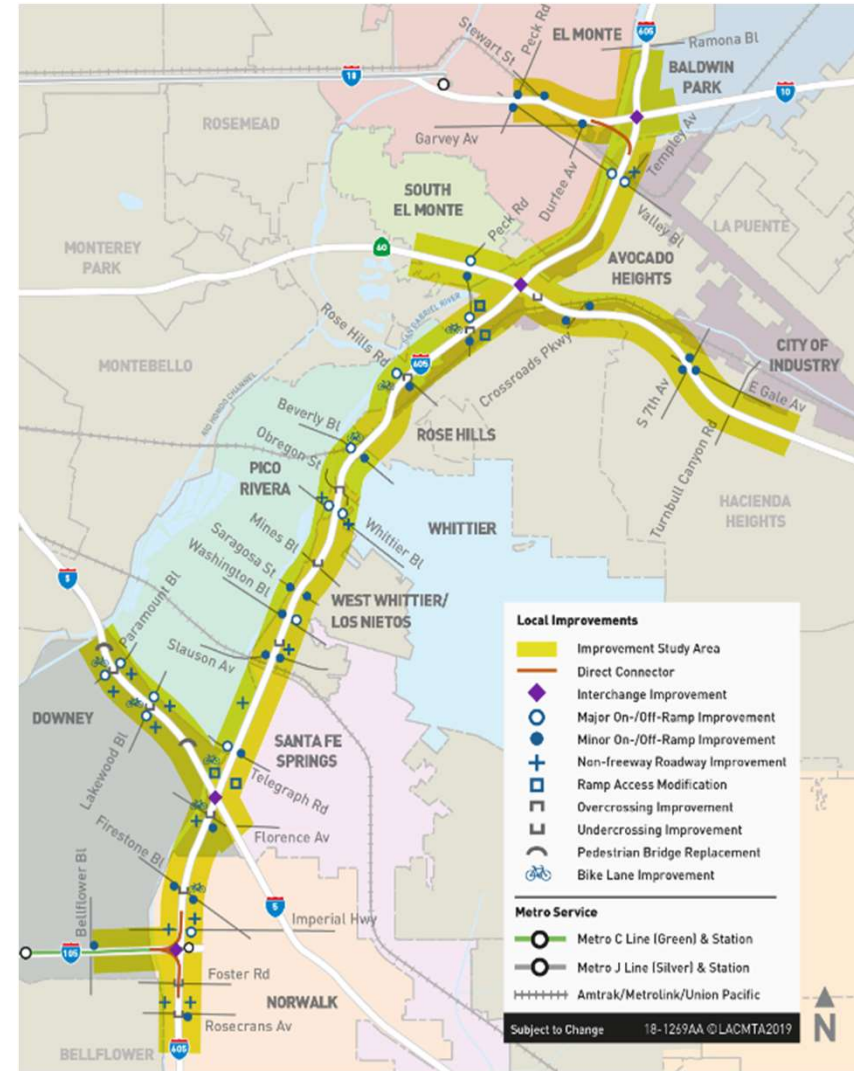
- Improve safety, operations, and person throughput.
- Collision data from 7/1/2012 to 12/31/2015:
  - I-605: 3,329 collisions, 12 fatalities
  - SR-60: 1,771 collisions, 11 fatalities
  - I-10 segment: 2,387 collisions, 5 fatalities
  - I-105 segment: 375 collisions
  - I-5 segment: 990 collisions
- Multimodal elements evaluated in draft EIR/EIS include bicycle, pedestrian, and equestrian trail improvements as well as roadway connection to Norwalk Station and El Monte Transit Station.
- Reduce corridor footprint design to minimize and/or avoid residential displacements.

### Status/Schedule

- Draft Environmental document phase is in process.
- Begin community engagement early 2024.

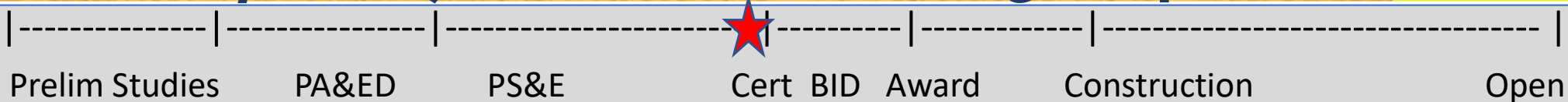
### Challenges

- Corridor needs greatly exceed available local funds.
- Corridor footprint design constrained by residences.



# 91/605/405 Hot Spots Program

## I-605/Beverly Boulevard Interchange Improvements



### Scope and Purpose

- Improve southbound operations by eliminating short “weaving” length between existing loop ramps.
- Implement diamond interchange design and signalize the intersection to allow for right and left turn movements.

### Multimodal Elements

- High visibility continental crosswalk 400lf.
- Includes 5ft shoulder for City to restripe for future Class II bicycle lane on overcrossing.

### Status/Schedule

- Design phase completed.
- Transitioning to construction phase.

I-605/Beverly Boulevard Interchange



# 91/605/405 Hot Spots Program

## I-605/Valley Boulevard Interchange Improvements



### Scope and Purpose/Need

- Reconfigure/modify on and off ramps to improve mobility and safety, and to reduce congestion, weaving conflicts and queuing; upgrade and coordinate signals; rehab local roads; and provide railroad safety upgrades.
- 45% of freeway mainline collisions occurred in the interior lanes; most predominant types of collisions rear ends (60%) followed by sideswipes (30%) related to heavy congestion during peak commute hours.

### Multimodal Elements

- ADA upgrades for pedestrians, cyclists and rollers.

### Status/Schedule

- Design phase expected to be completed in early 2024.
- Grant funding (\$33.57M) secured for construction phase.
- San Gabriel Valley COG to build project.

### Challenges

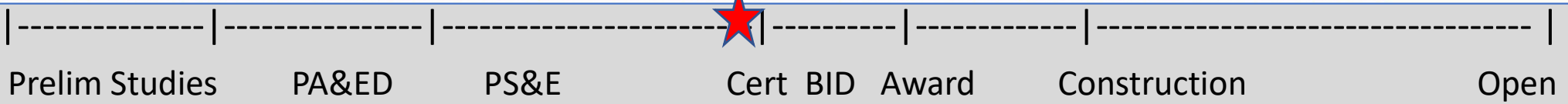
- Acquisition of two vacant parcels needed for Project.

I-605/Valley Boulevard Interchange



# 91/605/405 Hot Spots Program

## SR-91 Westbound Improvements



### Scope and Purpose/Need

- Add a lane between Shoemaker and Alondra on WB SR-91 to NB I-605.
- Address safety and congestion and increase person throughput.
- 1,253 collisions from 1/1/2017 to 12/31/2019:
  - 89% of collisions occurred on the mainline (higher than statewide average for fatal plus injury collisions). Speeding and rear end collisions most common factor, typically related to traffic congestion in chokepoint areas and sudden attempts to stop when traffic volumes exceed road capacity.

### Multimodal Elements

- Bike lane 200lf; ADA upgrades, pedestrian and sidewalk improvements.

### SR-91 Westbound Improvements



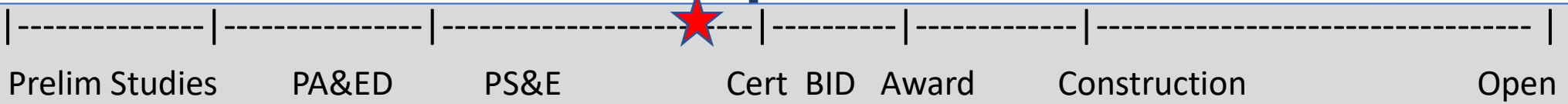
(Alondra Boulevard to Shoemaker Avenue)

### Status/Schedule

- Design phase completed.
- Target begin construction in summer 2025.
- Grant funding (\$69.6M) secured for construction phase.

# 91/605/405 Hot Spots Program

## SR-91 Improvements



### Scope and Purpose/Need

- Consolidate multiple access points from the Central Avenue, Wilmington Avenue, and Acacia Court interchanges into a single access point, reducing the number of ingress/egress points on the freeway mainline and redirecting the short weaving areas from the freeway mainline.
- 615 collisions from 1/1/2017 to 12/31/2019.
  - 56% rear-end collisions and 27% sideswipes, which indicates traffic congestion and weaving are two key factors related to collisions.

### Multimodal Elements

- Class II buffered bicycle lane with bicycle tolerable drainage grates and conflict zone green paint at driveways and intersections on EB and WB Artesia Blvd between Central Ave and Acacia Ct and on Albertoni St between Lysander Dr and Central Ave.
- ADA-compliant curb ramps at all intersections, high-visibility crosswalks, sidewalk upgrades, LED lighting for pedestrian elements.

### SR-91 Improvements Project



(Central Avenue to Acacia Court)

### Status/Schedule

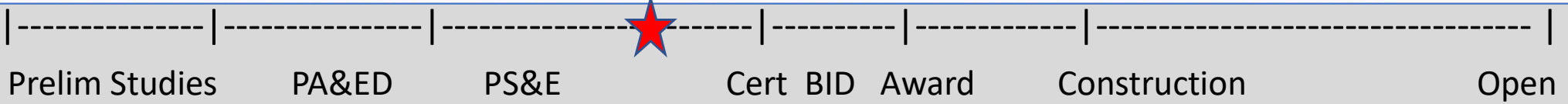
- Design phase underway and expected to be completed in early 2025.

### Challenges

- Billboard acquisitions .

# I-405 South Bay Curve Improvements

## I-405 Auxiliary Lanes



### Scope and Purpose/Need

- Provide NB and SB auxiliary lane improvements between freeway on/off ramps within Caltrans ROW.
- Improve safety and operations by reducing conflicts at high congestion on/off ramp locations.
  - Predominant collision types distributed among sideswipe, rear end, broadside, and hit object collisions. Collisions may be attributed to traffic congestion on the ramp and at the ramp terminal intersection as well as weaving/lane changing activities at the freeway junctions.

### Multimodal Elements

- Pedestrian/bicycle facilities and transit stops to be studied.
- High visibility crosswalks, pedestrian flashing beacons, and cyclist signage.

### Challenges

- Construction phase is not fully funded.



I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)



### Status/Schedule

- Design phase underway, 95% design submittal anticipated by summer 2024.



# I-405 South Bay Curve Improvements

## I-405 Improvements



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

### Scope and Purpose/Need

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans right of way.
- The predominant type of collisions are rear-end collisions, which are associated with congestion and sideswipe incidents that typically occur when conflicting lane changes are made.

### Multimodal Elements

- Pedestrian/bicycle facilities and transit stops to be studied.
- High visibility crosswalks, and pedestrian flashing beacons, and cyclist signage.

### Status/Schedule

- Environmental phase underway and expected to be completed in fall 2026.

### Challenges

- Construction phase is not fully funded.



### I-405 Improvements



(I-110 to Wilmington Avenue)

# SR-14 Safety Improvements – North County



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

## Scope and Purpose

- Evaluate lane reconfigurations where there are gaps, ramp realignment, structure widening, retaining wall construction and drainage modifications.
- Address traffic safety concerns (exceeds state average incident rates).
- Eliminate bottleneck areas within the project limits to minimize conflicting weaving and merging by motorist (exceeds state average incident rates).

## Multimodal Elements

- Environmental document to include evaluation of multimodal elements (e.g., commuter rail, bike, pedestrian improvements).



## Challenges

- VMT analysis to be conducted<sup>22</sup>

## SR-14 Safety Improvements



(Newhall Avenue Undercrossing to Pearblossom Highway)

## Status

- Environmental phase underway and expected to be completed in fall 2026.

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**File #:** 2023-0658, **File Type:** Motion / Motion Response

**Agenda Number:** 18.

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**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 18, 2023**

**Motion by:**

**DIRECTORS HORVATH, BASS, YAROSLAVSKY, BUTTS, and NAJARIAN**

Metro's Sepulveda Transit Corridor Project (Project) proposes up to 16 miles of fixed guideway connecting the San Fernando Valley to the Westside and ultimately to Los Angeles International Airport (LAX) through one of the most congested freeway corridors in the United States with more than 400,000 Angelenos moving through it every weekday. Much of this congestion results from the complex geography of the area and the very limited number of public transit options running north-south through the Santa Monica Mountains.

Metro is currently advancing technical studies in support of developing a draft environmental impact report pursuant to CEQA to evaluate project alternatives that address the transportation needs of the Sepulveda Corridor. During the environmental review phase, the Metro Board approved a finding that the use of a Pre-Development Agreement (PDA) for the Project could achieve a number of private sector efficiencies by integrating planning, design, and construction activities associated with the Project. In October 2019, Metro issued a Request for Proposals for the performance of the pre-development work, including cost estimates, constructability reviews, and technical analyses to support the ongoing development of the Project. Metro awarded the contract to the two highest ranking firms: LA SkyRail Express (Monorail) and Sepulveda Transit Corridor Partners (Heavy Rail).

The PDA project development period includes clear phases and milestones. In each phase, the PDA contractors are required to advance the design of their Transit Solutions Concept (TSC), working closely with Metro to protect the integrity of the environmental process, while taking into consideration meaningful public and stakeholder feedback, an essential element of any proposed Metro project. To ensure that stakeholders receive regular updates on project progress, milestones, and any potential impacts, Metro initiated public outreach meetings in 2018 to begin gathering community feedback. Thus far, Metro has held nine public meetings on the Project, providing project updates and discussing project alternatives for environmental review. There are additional public outreach and informational meetings planned for October 2023. Metro's community outreach staff conducts these outreach meetings, and Metro makes all information presented and gathered at community meetings available to the public. The project's website serves as a central hub for sharing information with the public, ensuring accessibility to all.

While Metro retains the absolute sole discretion to make decisions under CEQA, which includes

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deciding whether to proceed with the Project or not, Metro's contract with the PDA teams permits them to also meet with community stakeholders to gather input and feedback provided that the teams notify Metro in writing of the planned meeting and topics and, following the meeting, share the substance of the communications and results of the meeting. Because Metro has not completed the Project's environmental review, the PDA teams are required to include disclaimer language on meeting agendas with stakeholders. These meetings are not publicly noticed, nor is the information presented and discussed made public.

Effective public participation during the planning process is a core value at Metro and an essential component to the success of any major project. Effective public participation strategies should also be applied to the PDA firms to minimize any confusion and improve transparency around the PDA teams' meetings with community stakeholders during the environmental process.

**SUBJECT: PUBLIC PARTICIPATION IN THE SEPULVEDA TRANSIT CORRIDOR PROJECT  
MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Horvath, Bass, Yaroslavsky, Butts, and Najarian that the Metro Board instruct the Chief Executive Officer to:

- A. Work with the PDA teams to publish reports of their community stakeholder meetings on a dedicated website or platform accessible to the public no later than December 1, 2023, to ensure that the information shared in the PDA teams' meetings is available to all interested parties, recognizing that because Metro has not completed an environmental review, the information contained does not constitute or evidence an approval by Metro of, or commitment of Metro to, any action for which prior environmental review is required;
- B. Report to the Board in January 2024 with an accounting of the amount of funds that have been budgeted and expended for both the Sepulveda Corridor Transit Corridor Project and the I-405 Express Lane Project; and
- C. Upon completion of the PDA process, report with an evaluation of the efficacy of the PDA model compared to other tried and tested project delivery methods as well as the development of a lessons learned assessment.