



Board Report

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Agenda Number: 8.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 4, 2025

SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Transit and Highway Capital Projects to support discussion on the effective and efficient use of funds.

ISSUE

To support the objectives of the Measure M Independent Taxpayer Oversight Committee in monitoring the effective and efficient uses of tax revenue funds, this report provides progress updates on transit and highway capital projects as identified by the Measure M Ordinance and Expenditure Plan. This quarterly presentation is prepared by Program Management with support from Program Controls for projects in the construction phase, Operations, Shared Mobility for ExpressLanes and, Countywide Planning and Development for highway projects and for transit projects in the planning phase of development.

EQUITY PLATFORM

This report is provided on a regular basis and includes high-level summary updates on multiple projects. Equity assessments for each project were provided as a baseline summary in October 2024 (File #2024-0507).

The following equity assessment baseline is being provided for the I-405 Sepulveda Pass (Phase 1) ExpressLanes Project that was recently added to the Complete Streets & Highways Project Update in Attachment C.

Complete Streets and Highways Projects

I-405 Sepulveda Pass (Phase 1) ExpressLanes Project (I-405 ExpressLanes) is currently in the environmental phase and includes evaluating four alternatives (no build and three build alternatives) to determine the feasibility of converting existing high-occupancy vehicle (HOV) lanes or carpool lanes into dynamically priced, high-occupancy toll (HOT) lanes, called ExpressLanes, in both directions along I-405 between I-10 and US 101. Equity considerations have been integrated and will continue to be part of the environmental process. Eighteen percent (18%) of the I-405 ExpressLanes

extension three-mile buffer project area is in 13 Equity Focus Communities (EFCs). The remaining project area (82%) comprises non-EFCs. EFCs along the I-405 ExpressLanes Project corridor are prioritized for engagement to ensure inclusive, meaningful public participation through digital communications, participation in community events, and outreach through Community Based Organizations (CBOs).

ATTACHMENTS

Attachment A - Transit and Highways Capital Update

Attachment B - Transit Planning Project Update

Attachment C - Complete Streets & Highways Project Update

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Transit & Highway (Capital) Update

Measure M Oversight Committee

June 2025

Transit / Highway Engineering and Construction

Construction Projects

- LAX/Metro Transit Center
- Gold Line Foothill Extension Phase 2B – Pomona
- Westside Purple Line – Section 3
- G Line BRT Improvements Project
- I-5 North County Enhancements
- 105 Express Lanes

Alternative Delivery Projects – Phase 1

- East San Fernando Valley Transit Corridor
- North Hollywood to Pasadena BRT Project
- Southeast Gateway Line
- Vermont Transit Corridor

Operational Projects

- North San Fernando Transit Corridor Project



LAX/Metro Transit Center (AMC)

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$898.6M	\$898.6M	\$898.6M
	Variance from Approved LOP:	\$0M (0%)	\$0M (0%)	OK
	Variance from Revised Budget:		\$0	OK

* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	Fall 2024	N/A	Fall 2024	6/6/2025***
	Variance from Original:		+20d (2%)	+171d(+16%) ⚠
	Variance from Revised Schedule:			N/A OK

** Current Forecast is based on March 2025 Schedule Update

*** Pre-revenue train testing has begun in November 2024, and system integration testing ongoing.



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 1,577,543 (purely construction hours);
Recordable Injury Rate: 1.14 vs. The National Average: 2.4.

Updates

Overall project progress is 98.7% complete

Primary Station Construction at 98.4% completion

- Station-wide buildout (interior and exterior) nearing completion at the LRT, Metro Hub, Bike Hub
- Low-Voltage Testing progressing: SCADA, Mechanical, Electrical – SIT 1 and SIT 2 on-going
- Fire Alarm nearing completion for SIT 1.
- Vertical circulation systems are progressing, with elevators and escalators being finalized. State inspections on-going.
- Pre-Punchlist development on-going
- Site-wide civil improvements progressing: All site-wide hardscape complete. Landscape and irrigation nearing completion

Equity

- 100% of the project is located within or adjacent to Equity Focus Communities.



Metro Hub Mezzanine Level





Bike Hub and LAWA APM



June 2025 Measure M Oversight Committee



Los Angeles County Metropolitan Transportation Authority

Gold Line Foothill Extension Phase 2B

BUDGET				
		Approved LOP*	Previous Period	Current Forecast**
		\$1,533M	\$1,533M	\$1,533M
	Variance from Approved LOP:		\$0M (0%)	\$0 (0%) 
	Variance from Revised Budget:			\$0 (0%) 

* At time of the award of contract – Board Approval (June 2017)

**Current Forecast does not include funding received from CALSTA SB125

SCHEDULE			Revenue Operation	
	Original *	Approved Rebaseline	Previous Period	Current Forecast**
	January 2025	N/A	Summer 2025	Summer 2025
	Variance from Original:		0d (0%)	0d (0%) 
	Variance from Revised Schedule:		n/a	n/a 

* The Original date reflects the Authority's Substantial Completion date

** Current Forecast is from the Authority's January 2025 Schedule Update. Authority achieved substantial completion on January 3, 2025, and assumes Revenue Operation will follow 6 months later for the first segment to Pomona.



June 2025 Measure M Oversight Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,477,840 (as of March 2025)
- Recordable Injury Rate: 0.32 vs. the National Average: 2.4.

Updates

- **Overall Project Progress is 96% complete**
- Foothill Gold Line Authority achieved substantial completion with the Kiewit-Parsons Joint Venture on January 3, 2025.
- Project transition period began on January 6, 2025, and continued through January 31, 2025. This transition period allows for shared responsibility between agencies for minor construction work and the transition of safety protocol from the Gold Line Authority to Metro.
- SIT-1 Testing is 100% complete.
- Metro staff is currently performing SIT2/SCADA testing for the project in preparation of the pre-revenue period.

Equity

- 25% of the project is located within or adjacent to Equity-Focus Communities.



Glendora Station – Security and Safety Check



Emergency Response Units - Full Scale Incident Exercise





Westside Purple Line Extension – Section 3

BUDGET				
	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:			\$0 

* At time of the award of contract – Board Approval February 2019

** Excludes finance costs. In June 2023, the Board approved \$53M LOP increase for Concurrent Non-Full Funding Grant Agreement (Non-FFGA) activities.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	March 2027	Summer 2027	Summer 2027	Summer 2027
	Variance from Original:		+131d (3.91%)	+180d (5.4%) 
	Variance from Revised Schedule:			+48d (1.4%) 

* Based upon agreed modification.



Westside Purple Line Extension – Section 3

Safety

Project Hours: 3,990,245 Recordable Injury Rate: 1.55 vs. The National Average: 2.4.

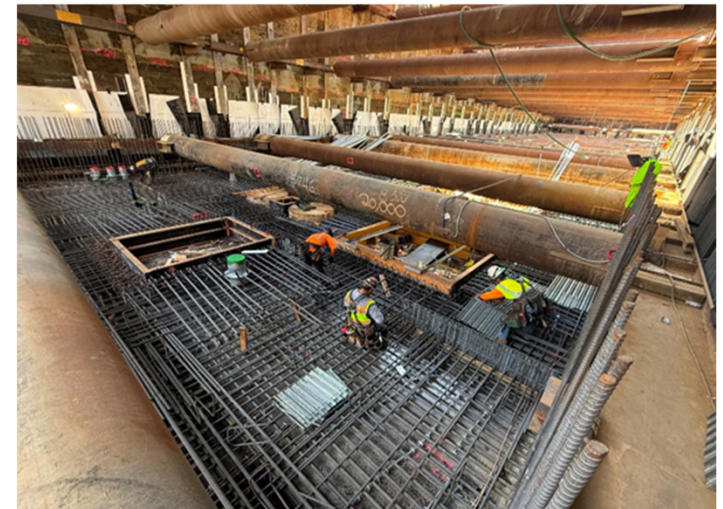
- C1151: Project Hours: 1,902,537; Recordable Injury Rate: 2.52.
- C1152: Project Hours: 2,087,708; Recordable Injury Rate: 0.67.

Updates

- **Overall Project Progress is 62% complete.**
- **Final design progress is 97% complete.**
- **Westwood/UCLA Station**
 - Upper exterior wall concrete placement was started.
 - Northeast entrance pile installation was completed.
- **Westwood/VA Hospital Station**
 - Main box lower exterior wall concrete was completed.
 - Main entrance drilling for elevator casing was completed.
- **Tunnels**
 - Excavation for eleven of fourteen cross passages are complete.
 - Final lining for two of fourteen cross passages are complete.
 - Tunnel first stage invert concrete placement is 35% complete.
- **Equity**
 - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.





Westwood/UCLA Station:
Concrete Placement for Main Entrance Invert





Westwood/VA Hospital Station:
Rebar Installation for Concourse level (Looking West)



G Line BRT Improvements

BUDGET				
		Approved LOP	Previous Period	Current Forecast
	Project	\$668.45M	\$668.45M	\$668.45M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:			\$0M 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Winter 2027	N/A	Winter 2027	Winter 2027
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 



G Line BRT Improvements

Safety

Project Construction Hours: 120,047.9; Recordable Injury Rate: 0 vs. National Average: 2.4.

Updates

Progressive Design Build Contract

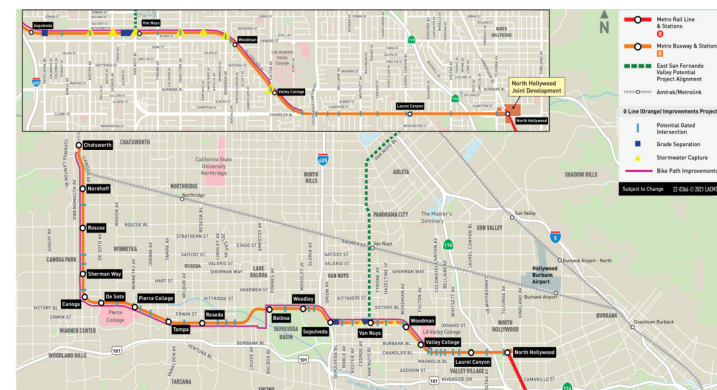
- The Life of Project (LOP) budget was approved at the September 2024 Board meeting.
- EWP 4 for the construction of Grade Separations, Station and Bike Path Improvements was executed December 2024 and NTP issued in January 2025.
- Construction work started which includes fencing installation, tree and grub removal, and Van Nuys station demolition.
- Phase II Environmental Site Assessment is currently underway.
- The AFC design was approved for Van Nuys. The AFC design for Bike Path improvements and 100% design for Sepulveda is also underway.
- Advancing the gated intersections alternative, which includes gates at 13 intersections and traffic signal upgrades at the remaining crossings.

Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda – Relocation of communication lines are complete. All necessary underground infrastructure has been installed. LADWP 34.5kv lines remain and are scheduled to be relocated by April 2026

Property Acquisitions

- Metro has obtained possession of all required properties



Project Map



Phase II Environmental Site Assessment



Equity

- 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.





June 2025 Measure M Oversight Committee

I-5 North County Enhancements

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$679.3M	\$679.3M	\$679.3M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	N/A 

* At time of the award of contract - Board Approval (March 2021)

SCHEDULE			Substantial Completion	
	Original	Approved Re-baseline	Previous Period	Current Forecast
	July 2026	N/A	Summer 2026	Winter 2027**
	Variance from Original:		+0d (0%)	+195d (10%) 
	Variance from Revised Schedule:		N/A	N/A 

** Schedule analysis shows a 195-day delay in substantial completion. Metro disagrees with Contractor's schedule analysis. Working with contractors to mitigate delay and improve the schedule performance.



I-5 North County Enhancements

Safety

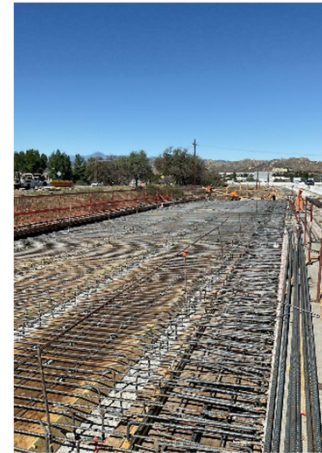
Project Hours: 953,405; Recordable Injury Rate: 1.68 vs.
The National Average: 2.4.

Updates

- **Overall Project progress is 52% complete.**
- Construction Stage 1 and Stage 2 continues:
 - Work on 7 bridges throughout the project.
 - Construction of approximately 18 Retaining/Sound Walls on-going throughout the project.
 - On-going work in the median includes barrier and foundations.
 - Lean Concrete Base (LCB) and Jointed Plain Concrete Paving (JPCP) is starting on shoulders.
- Castaic Creek Bridge superstructure is ongoing.
- Project Team continues to coordinate with various stakeholders.

Equity

- This project is not located within or adjacent to Equity Focus Communities.



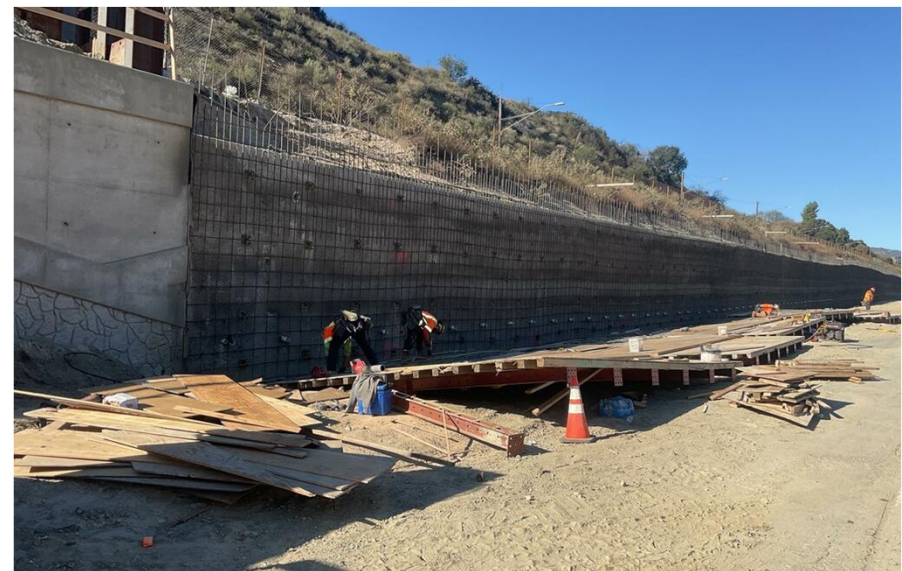
Place Rebar at Santa Clara OH Bridge SB I-5



Magic Mountain Bent 4 Pour 48IN CIDH



Rolled Soffit at Castaic Creek Bridge NB I-5





Prep Forms at Retaining Wall 2449





June 2025 Measure M Oversight Committee

105 Express Lanes

BUDGET				
		Approved Budget to Date*	Previous Period	Current Forecast
	Pre-Construction	\$757M	\$119M	\$757M
	Project	N/A	N/A	\$1.4B-\$1.5B
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%)
	Variance from Approved LOP:		N/A	N/A 
	Variance from Revised Budget:			\$0M 

*The Revised Forecast is derived from the ongoing Project estimate, which is in progress following the recent construction contract mod award for Segment 1 and a more precise estimate for Segments 2 & 3 by CMGC.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period**	Current Forecast**
	N/A	N/A	Spring 2028	Spring 2028 
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A

**Note: Spring of 2028 operation is for Segment 1. Segment 2/3 currently is forecasting Summer of 2029



105 Express Lanes

Safety

Segment 1

- Project plan to start to report after May when the project reach 80,000 to 100,000 hours

Updates

All Segments

- Project is working with Build American Bureau on the TIFIA application.
- FHWA cost & schedule risk assessment (CSRA) draft report prepared.

Segment 1

- Construction started on 2/3/25. Currently the work has been focused on implementing temporary striping and clearing and removal of the existing sound walls in preparation of pavement construction.

Segment 2 and 3

- The revised 65% construction schedule is under review by Metro.
- Final pricing is anticipated to start in June of 2025.
- Design 95% submittal is anticipated to start in July 2025.
- Segment 3 design is coordinating with Southeast Gateway Line project.

Roadside Toll Collection System (RTCS)

- RTCS Design is in progress.

Equity

- 92% of the project is within or adjacent to Equity Focus Communities.
- Equity assessment in progress that identifies and prioritizes projects that could be funded with future net toll revenue



Clearing and Grubbing with removal of the existing sound walls






Projects without Life of Project (LOP) Budget



Engineering Projects

- North Hollywood to Pasadena BRT Project
- East San Fernando Valley Transit Corridor
- Southeast Gateway Line
- Vermont Transit Corridor



North Hollywood to Pasadena BRT

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction	\$135.2M	N/A	\$135.2M
	Project	N/A	\$308M-515M	\$308-515M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A 
	Variance from Revised Budget:			N/A 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Summer 2027	December 2027
	Variance from Original:		N/A	N/A 
	Variance from Revised Schedule:			N/A 

** Current Forecast is Metro's Internal Schedule, Baseline schedule is not yet approved at time of update.



North Hollywood to Pasadena BRT

Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

Updates

Design is 30% complete.

- Project Office established in Glendale near the center of the alignment
- Designer responding to comments from Cities and preparing 60% design packages for submission in May and June
- CM/GC preparing 30% Opinion of Probable Construction Cost (OPCC)
- CM/GC preparing an Early Works Package proposal for potholing activities

Equity

- 60% of the project is within or adjacent to Equity Focus Communities





Project Map





View of Vineland Ave / Lankershim Blvd



East San Fernando Valley Transit Corridor

BUDGET				
		Approved Budget to Date*	Previous Period	Current Forecast
	Pre-Construction	\$1,488M	\$1,488M	\$1,488M
	Project	N/A	\$3,573M	\$3,573M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:			\$0M 

*The Board approved an increase to the Pre-Construction Budget in February 2025.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Fall 2031	Fall 2031
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

**Current schedule forecast reflects Metro's Internal Schedule. The actual Baseline schedule will be negotiated with Progressive Design Builder as part of the Phase 2.



East San Fernando Valley Transit Corridor

Safety

PS89616000 Contract Hours Worked: 86,127; Recordable Injury Rate: 0 vs. National Average: 2.40.



Updates

- **FTA Coordination**
 - FTA Quarterly Briefing Meeting held in March 2025
- **Progressive Design-Build Contract**
 - Value Engineering underway for Phase 2 Construction scope
 - Preparing EWP-07 Utility Adjustments 5/8, civil site - target Spring 2025
- **Real Estate**
 - Acquisitions - 20 offers issued, 11 offers accepted, 9 closed escrow
 - Relocations underway - 29 businesses relocated
- **Design**
 - Final Design activities underway
 - 10 Design Unit submittals to be submitted in next 3 months
- **Construction**
 - Design utility field investigations being performed
 - UA 6 substantially complete, k-rail installed to support construction of UA's 4 and 2/3/7
 - LADWP and SoCal Gas completing UA electrical intercept work and gas utility relocations, respectively
- **Light Rail Vehicle (LRV) Procurement**
 - LRV Manufacturing Contract RFP issued in January 2025.
- **Equity**
 - 100% of the project is within or adjacent to Equity Focus Communities.



June 2025 Measure M Oversight Committee



Southeast Gateway Line

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction*	\$998M	NA	\$998M
	Project**	NA	NA	\$8.2B-\$9.5B***
	Variance from Approved Pre-Construction Budget:		NA	\$0M (0%) 
	Variance from Approved LOP:		NA	NA
	Variance from Revised Budget:			\$0M 

*The Board approved Pre-Construction Budget on 2/27/2025.

** The Board has not established LOP budget for the project.

***The Current Forecast is based on the latest FTA Risk Assessment.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Winter 2035	Winter 2035
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

**Current schedule forecast reflects Metro's Internal Schedule.



June 2025 Measure M Oversight Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)





Significant Impact
(over 10% variance)



Southeast Gateway Line

- **Project Development**
 - Completed FTA Project Development statutory requirements
 - Submitted request for approval to enter Engineering on Nov 19, 2024
 - FTA/PMOC completed risk assessment which established risk-adjusted project cost; awaiting final report
 - FTA approved Letter of No Prejudice (LONP) for the Advanced Works scope on Jan 17, 2025, allowing for reimbursement of costs incurred before FFGA award
- **Advanced Engineering**
 - Completed 30% design for critical elements including utilities, freight, and grade crossings for the CMGC Advanced Works
 - Continue 30% design refinements on LRT elements
 - Continue design coordination with key external stakeholders including UPRR, POLA/POLB, Caltrans, cities, CPUC, and self-performing utility owners
 - 2nd VE workshop scheduled for May 2025
- **Site Investigations**
 - Completed utility potholing
 - Geotechnical investigation work complete except in rivers pending permit from LA County/USACE (defer to next dry season)
 - Completed environmental sampling and report on San Pedro subdivision
- **Advanced Works Construction Contract (CM/GC)**
 - Board approved contract award on Feb 27, 2025
- **Equity**
 - 65% of the project is within or adjacent to Equity Focus Communities.



Vermont Transit Corridor

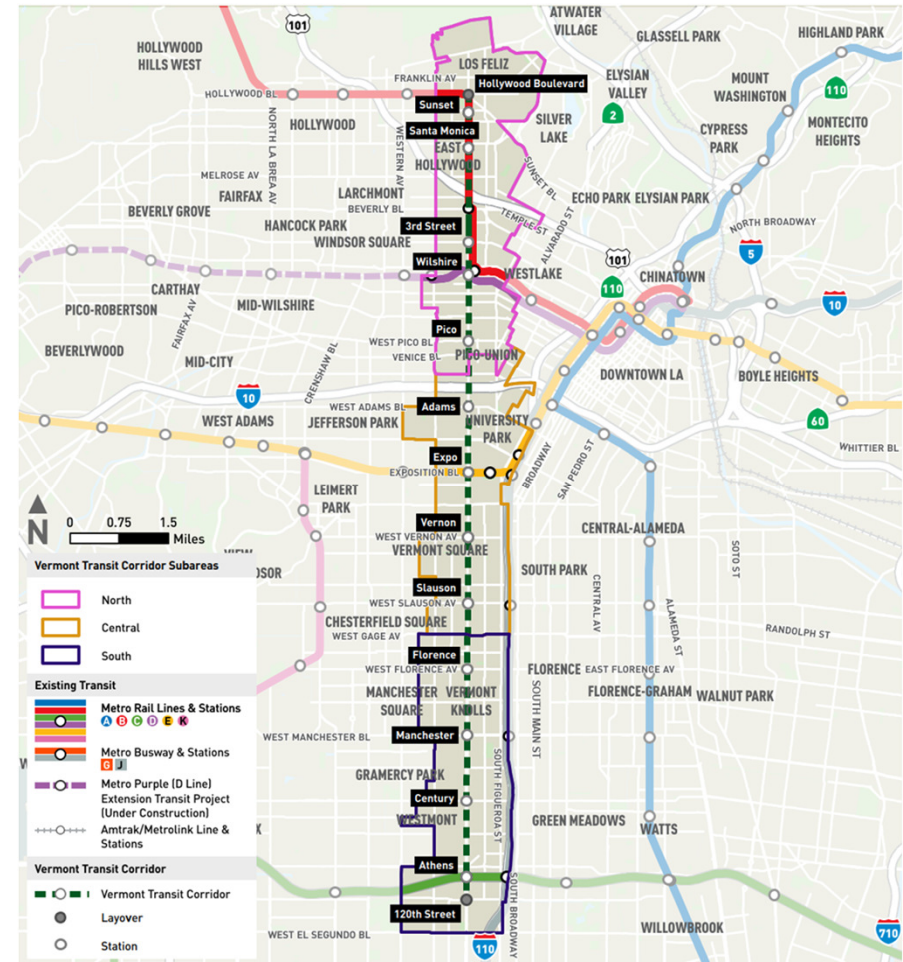
BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Project	N/A	\$328M - \$399M	\$328M - \$399M
	Variance from Approved Pre-Construction Budget:		NA	\$0M (0%) 
	Variance from Approved LOP:		NA	NA
	Variance from Revised Budget:			\$0M 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Spring 2028	Spring 2028
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 



Vermont Transit Corridor

- **Project Development**
 - Received FTA approval to enter Project Development
 - LPA approved
 - CEQA exemption approved
 - Advanced Conceptual Engineering 15% design complete
- **Preliminary Engineering**
 - NTP Issued November 2024
 - Design coordination in process with key external stakeholders such as City of Los Angeles and utility owners.
 - BRT station design in progress.
 - Over the Shoulder design progress reviews with the City of Los Angeles completed end of April
- **Equity**
 - 87% of the project is within or adjacent to Equity Focus Communities.







Operational Projects

- **North San Fernando Transit Corridor Project**



NSFV Transit Corridor Project

BUDGET				
		Approved LOP	Previous Period	Current Forecast
		\$180M	\$180M	\$180M
	Variance from Approved LOP:	\$0M (0%)		\$0M (0%) 
	Variance from Revised Budget:			\$0 

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	Summer 2025	N/A	Winter 2027	Summer 2028
	Variance from Original:	+0d (0%)		+0d (0%) 
	Variance from Revised Schedule:			N/A 

**Project elements delivered incrementally. Likely, last elements to be completed are expected to be ZEB and charging*



NSFV Transit Corridor Project

Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

Updates

- **Roscoe BI Bus Priority Lanes**
 - 100% design approved by City
 - Installation by completed by City of LA October 31, 2024.
- **All Door Boarding**
 - 2,900 BMVs install by February 28, 2025. Testing is continuing Q4 FY25.
- **Bus Bulbs (82 locations)**
 - Contract Modification approved Sep 2024.
 - Design to began in Q2 FY25
- **5 Key Transfer Locations**
 - Design began in Q2 FY25
 - Construction to start in Q3 FY26
- **Bus Shelters**
 - Construction and installation agreement for 393 shelters executed 10/2023
 - Installations began Q3 FY25; 15 shelters installed as at 3/31/25.
- **Transit Signal Priority (7 Corridors)**
 - 35% design
 - Installation to begin Q3 FY25
 - Completion by Q2 FY26
- **75 Battery Electric Buses + Charging**
 - Included in ZEB procurement RFP which closed 3/20/25. Award by early 2026.
 - Chargers in separate RFP that closed 4/14/25. Award by end of 2025.
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
 - Implementation of first phase June 2024. Further improvements in FY26
- **Equity**
 - 42% of the project is within or adjacent to Equity Focus Communities.



Rendering of an improved stop on Nordhoff/Lindley



Measure M Independent Taxpayer Oversight Committee

Transit Planning Update

June 4, 2025

Allison Yoh
Executive Officer

Measure M Transit Projects



> Major Pillar Projects

- (1) C Line Extension to Torrance
- (2) Sepulveda Transit Corridor
- (3) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- K Line Northern Extension

C (Green) Line Extension to Torrance

Preliminary Studies

Draft EIR

 Final EIR

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

Final EIR

\$2.2B (2031\$, midpoint of construction)

Recent Activities

- Continue preparation of Final Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), including responses to all comments on all alignments included in Draft EIR
- Completed field work (i.e., surveys to confirm right of way and project footprint)
- Coordinating with cities, stakeholders and Community Based Organizations (CBOs)

Next Actions

- Update engineering drawings for Hybrid Locally Preferred Alternative (LPA)
- Refine cost estimates and funding plan for LPA



Sepulveda Transit Corridor

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

Draft EIR

\$5.7B (2015\$)

Recent Activities

- Completed environmental technical analyses and draft chapters
- Review of Administrative Draft Environmental Impact Report (EIR)
- Preparation of new online platform to support ease of navigation of Draft EIR
- Development of cost information
- Coordinating with Federal Transit Administration on Planning & Environmental Linkages (PEL) study

Next Actions

- Final check on Administrative Draft EIR
- Schedule public update meetings
- Schedule release of Draft EIR and open public comment period



Eastside Transit Corridor Phase 2

Preliminary Studies

Draft EIR

Final EIR



Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

EIR Certified
NEPA TBD

IOS - \$7.9B
(2031\$, midpoint of construction)

Recent Activities

- Jan/Feb: Community meetings in East LA, Commerce, Montebello, virtual (216 attendees)
- Feb: Master Cooperative Agreement (MCA) executed with Montebello
- Utility potholing in Montebello, Commerce, East Los Angeles
- Ongoing coordination with cities, utility owners, railroads
- Working with Federal Transit Administration (FTA) on entry into environmental review under National Environmental Protection Act (NEPA)



Next Actions

- MCAs expected with Cities of Commerce and Whittier (April)
- Geotechnical investigations (Spring 2025)
- Coordinate with Gateway Cities Council of Governments to initiate a city manager technical advisory committee (Spring 2025)

Vermont Transit Corridor

Preliminary Studies

CEQA
Exemption



NEPA
Exclusion

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

CEQA Exemption / NEPA Exclusion

\$425M (2015\$)



Recent Activities

- March 2025 Board approval of Locally Preferred Alternative (LPA) as a 12.4 mile, at-grade, side-running Bus Rapid Transit (BRT) line, concurrence that project is exempt from California Environmental Quality Act (CEQA) per SB 922 provision
- Federal Transit Administration (FTA) approval of entry into Project Development for Small Starts Grant Program; determination of Categorical Exclusion under National Environmental Protection Act (NEPA)

Next Actions

- Continue design work to 30% as milestone toward service by 2028 Olympic and Paralympic Games
- Coordinate with FTA on Categorical Exclusion

K Line (Crenshaw) Northern Extension

Preliminary Studies



Draft EIR

Current Phase

Most Recent Cost Estimate

Draft EIR

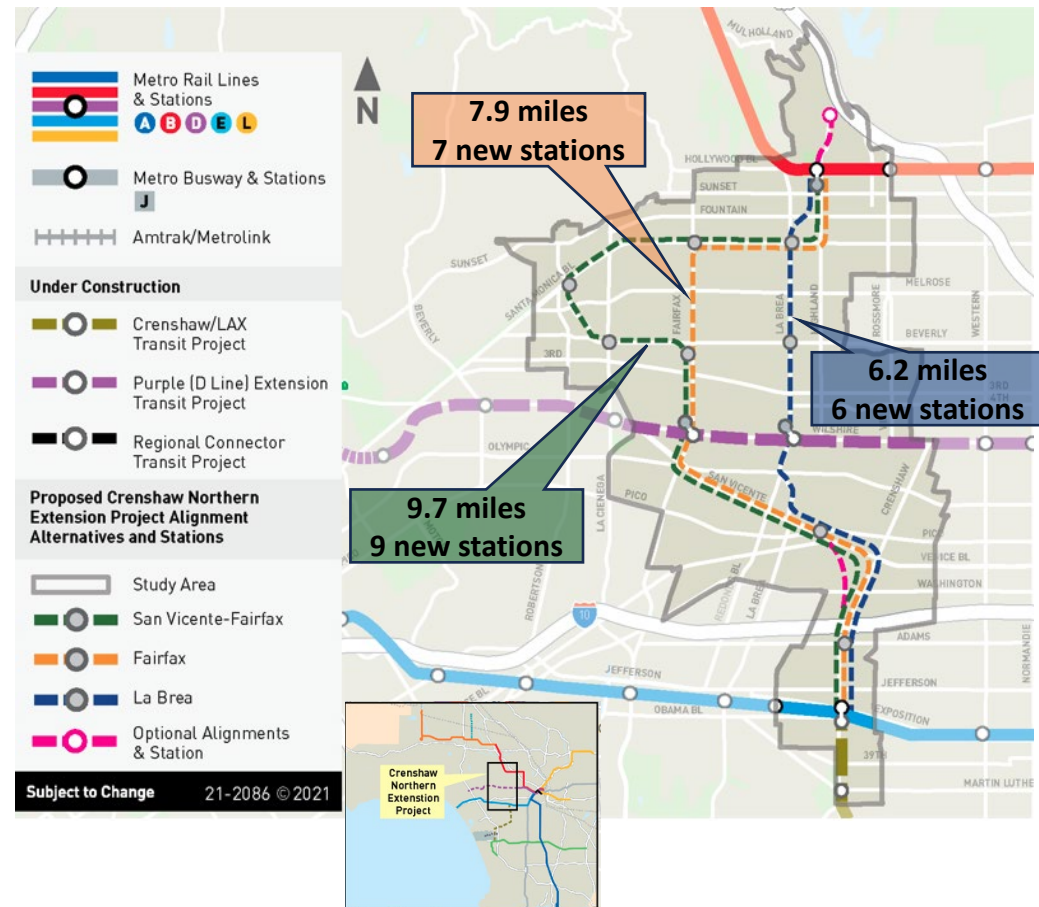
\$2.24B (2015\$)

Recent Activities

- Reviewing comments on Draft Environmental Impact Report (EIR)
- Additional alignment analysis in Mid-City area
- Reviewing tunnel safety research
- Informational meetings with stakeholders and elected officials (Cedars-Sinai, Mid-Wilshire communities, etc.)

Next Actions

- Complete analysis of alignments and tunnel safety research in response to community feedback on Draft EIR
- Share findings with stakeholders to further engage on project



Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highways Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

June 2025

State Route 71 (SR-71) South Gap Closure Project (I-10 to the San Bernardino County Line)

Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$148.10M	\$98.04M
Design (Phase 2)	\$23.0M	\$12.67M

Purpose and Scope

- **Caltrans-managed** construction project that adds one HOV* lane and one mixed-flow lane in each direction along SR-71 between I-10 and the San Bernardino County Line.
- Project was split into two Phases in 2019.

Multimodal Elements

- HOV* lanes will encourage carpool, vanpool and transit (bus) usage, replace structurally deficient and non-ADA** compliant pedestrian overcrossing, and reconstruct 2 railroad overpasses to meet new standards and facilitate more goods movement.

Status

- South Segment (Phase 1) – Construction is 75% complete.
- North Segment (Phase 2) – Caltrans design resumed after Board allocated Measure M funds to close the design funding gap. Construction estimate is \$259M. Grant funds are being pursued to close the construction funding gap.



Phase 1 Challenges

Resolve issues (delays and outstanding claims) prior to contract acceptance in October 2025.

Phase 2 Challenges

- Utility and railroad coordination could delay project schedule.



* High-occupancy vehicle (HOV)
** American Disability Act

State Routes 57/60

Interchange Improvements

Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$296.4M	\$82.02M

Purpose and Scope

- Major operational/safety improvements including grade separation of Grand Avenue eastbound off-ramp.
- Construction led by the San Gabriel Valley COG* with Metro and Caltrans oversight.

Multimodal Elements

- Project includes improvements to local bridge, sidewalk and bicycle facilities.

Status

- Grand Avenue westbound off ramp work is underway.
- Construction contract progress -30% completed as of March 2025. Construction completion expected in Summer 2028.

Challenges

- Timely reviews, approvals and coordination with Third Parties (Coordination being held with Caltrans and Contractor to make up for SCE** utility relocation delay).
- Potential delay associated with greater than normal rain days observed over the past year.



I-405 South Bay Curve Improvements (I-105 to Artesia Boulevard- Auxiliary Lanes)

Purpose and Scope

- 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 to reduce collisions (rear end, sideswipe, broadside) attributed to existing weaving/lane change conflicts.
- Metro leading design phase and coordinating transfer of Construction Phase to Caltrans.

Multimodal Elements

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

Status

- Environmental Document completed and approved.
- 95% design plan comment resolution with Caltrans.
- Utility coordination underway.

Challenges

- Coordinating with South Bay Cities COG* to close the construction funding gap of \$148M.



I-405 South Bay Curve Improvements (I-110 to Wilmington Avenue – Auxiliary Lanes)

Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on and off ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans Right-of-Way to reduce collisions (rear end, sideswipe, broadside) attributed to existing weaving/lane change conflicts.

Multimodal Elements

- Project will include ramp termini improvements (e.g., continental crosswalks, leading pedestrian intervals, cyclist signage, etc.).

Status

- Caltrans is reviewing and approving technical studies to support DEIR/EA*.
- Scoping period was completed in October 2024.
- Circulation of Draft Environmental document expected in Summer 2026.



Challenges

- Construction phase is not fully funded.

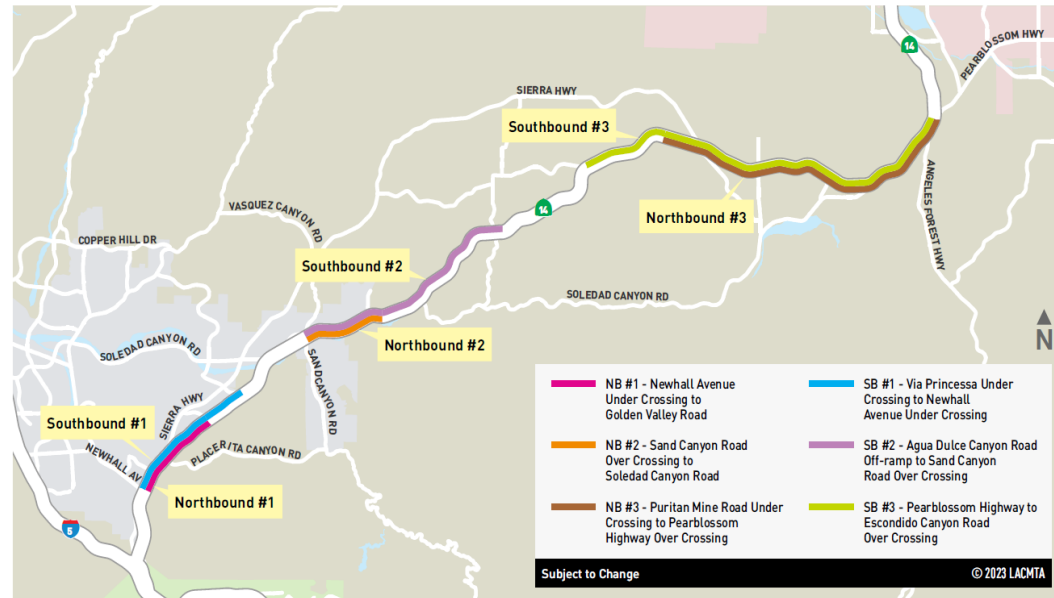
State Route 14 Safety & Mobility Improvements- North Los Angeles County (Newhall Avenue Undercrossing to Pearblossom Highway)

Purpose and Scope

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

Multimodal Elements

- Environmental document to evaluate multimodal elements (commuter rail, bike, pedestrian improvements).



Status

- Environmental phase underway and expected to be completed in Fall 2027.
- September 2024 Project Scoping meetings postponed to allow more time to coordinate with agency partners.

Challenges

- Vehicle Miles Traveled (VMT) analysis and potential mitigation to be determined.
- Design and Construction phases are not fully funded.

I-405 ExpressLanes Project -- Sepulveda Pass (Phase 1)

(ExpressLanes from I-10 to US 101)

Purpose and Scope

- Provide additional mobility options within the geographically constrained Project Corridor and provide resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor.
- Improve traffic flows, person throughput, and reliability.

Multimodal Elements

- Environmental document is evaluating potential multimodal elements (transit, bike, pedestrian improvements).

Status

- Preparation of the environmental document is ongoing.

Challenges

- Caltrans approval of Vehicle Miles Traveled (VMT) analysis and potential mitigation required.

