



Board Report

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Agenda Number: 7.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 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 use 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; by Operations, Shared Mobility for ExpressLanes; and by Countywide Planning and Development for highway projects and 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. An equity assessment baseline was also provided for the I-405 ExpressLanes Project - Sepulveda Pass (Phase 1) that was added to the Complete Streets & Highways Project Update provided last quarter .

This quarter, the Link Union Station project has been added to the Transit Planning Project Update section of the report (Attachment B), and a baseline equity summary is provided below:

Link Union Station Project (Link US): The increased rail service from this project will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at Los Angeles Union Station (LAUS). The Link US Project will also result in reduced train and idling times saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-

and fuel savings and emission reductions.

Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the Construction Manager/General Contractor (CM/GC) to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers.

Last, to mitigate impacts on the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community, the Link US Project includes the construction of a new sound wall, designed to reduce noise externalities from existing and future increases in train operations, and proposed quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1. The CM/GC met or exceeded the goals by making a 22.43% SB commitment, a 3.09% MB commitment, a 3.66% DVBE commitment, and a 10.37% DBE commitment for Phase 1.

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

September 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
- I-105 Express Lanes

Alternative Delivery Projects – Phase 1

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

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:	N/A	N/A	OK

* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period*	Actual Opening
	October 23, 2024	Nov 25, 2024	6/2/2025	6/6/2025
	Variance from Original:		+189 (17%)	+193d (17%) !
	Variance from Revised Schedule:		N/A	N/A

* Previous period forecast was based on April 2025 schedule



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 1,577,260;

Recordable Injury Rate: 1.27 vs. The National Average: 2.3.

Updates

- The project is substantially complete and has been open to the public since June 6, 2025.
- The contractor is currently addressing over 4,000 punch list items.
- As-built drawings are under development by the contractor.
- Several outstanding commercial issues are currently under review and negotiation with the contractor.

Equity

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



Opening Day – June 6th



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority

A/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%)	OK
	Variance from Revised Budget:	N/A	\$0 (0%)	OK

* 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%) OK
	Variance from Revised Schedule:		N/A	N/A

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

** Gold Line Authority achieved substantial completion on January 3, 2025, and currently forecasts Revenue Operation for the first segment to Pomona late Summer 2025.



A/Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,521,403
- Recordable Injury Rate: 0.32 vs. the National Average: 2.3.

Updates

- **Overall Project Progress is 97% complete**
- Foothill Gold Line Authority achieved substantial completion with the Kiewit-Parsons Joint Venture on January 3, 2025.
- On February 3, 2025, Metro assumed full operational control of the project except to the extent that KPJV continues to provide security, maintenance, limited support until Revenue Operations, and retains responsibility for the risk of loss per the contract terms.
- Train Power and Train Control SIT-2 Testing are 100% complete.
- Communication SIT-2 Testing is 82% complete.
- Non-SCADA Fire Alarm Testing is 88% complete.
- The Authority held station dedication event for Glendora Station on June 5 and for San Dimas Station on June 7.
- Station dedication for Pomona North is on June 20, and for La Verne/Fairplex is on June 21.

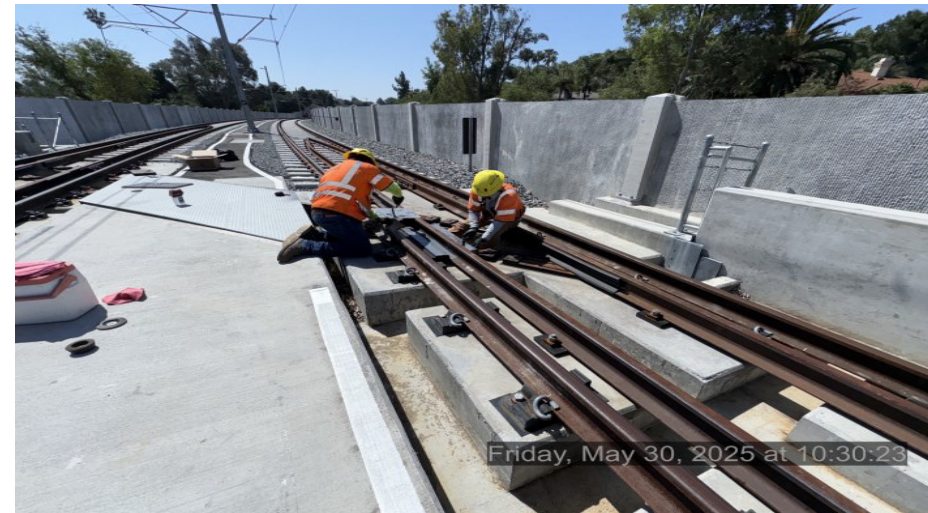
Equity

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

Glendora Station



Route 66 — Light Rail Track Emergency Guard Rail Punch List



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority

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:		N/A	\$0M (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	Fall 2027
	Variance from Original:		+180d (5.4%)	+260d (7.8%) 
	Variance from Revised Schedule:		+48d (1.4%)	+128d (3.7%) 

* Based upon agreed modification.



Westside Purple Line Extension – Section 3

Safety

Project Hours: 4,391,657 Recordable Injury Rate: 1.50 vs. The National Average: 2.3.

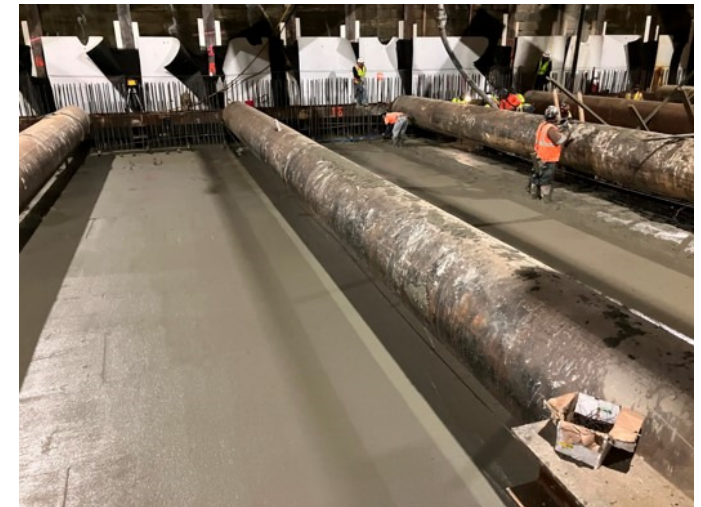
- C1151: Project Hours: 1,998,720; Recordable Injury Rate: 2.4.
- C1152: Project Hours: 2,392,937; Recordable Injury Rate: 0.75.

Updates

- **Overall Project Progress is 63.5% complete.**
- **Final design progress is 99% complete.**
- **Westwood/UCLA Station**
 - Roof concrete placement has started and is 22% complete.
 - Mechanical, electrical, and plumbing installation in the platform level rooms have begun.
- **Westwood/VA Hospital Station**
 - Main entrance invert work has started.
 - Main station concourse deck slab was completed.
- **Tunnels**
 - Excavation for thirteen of fourteen cross passages are complete.
 - Final lining for two of fourteen cross passages are complete.
 - First stage tunnel invert concrete placement is 61% complete.
 - Secondary liner plates installation has started and is 63% complete.
- **Equity**
 - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station:
Falsework Supports for Roof Construction (Looking West)



Westwood/VA Hospital Station:
Concourse Deck Slab Concrete Placement (Looking South)



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:		N/A	\$0M (0%) 

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



G Line BRT Improvements

Safety

Project Construction Hours: 121,272; Recordable Injury Rate: 0 vs. National Average: 2.3.

Updates

Design

- The design for Van Nuys grade separation and station and the civil design package for Bike Path improvements are Approved for Construction (AFC).
- 100% lighting design package for Bike Path improvements and the AFC design for Sepulveda grade separation are underway.
- 60% design for Gated Intersections is under development.

Construction

- Van Nuys grade separation and station construction began February 2025 with site work such as station demo and storm drain removals.
- Buses and cyclists are on detour around Van Nuys station.
- Van Nuys bridge CIDH foundation installation began May 30, 2025.

Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda LADWP 34.5kv overhead lines are scheduled to be relocated Summer 2025

Property Acquisitions

- Metro has obtained possession of all required properties

Equity

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



Storm Drain Removal at Van Nuys



CIDH Foundation Installation at Van Nuys



July 2025 Construction 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	\$0M (0%) 

* 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	Winter 2027	Winter 2027**
	Variance from Original:		+180d (10%)	+180d (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

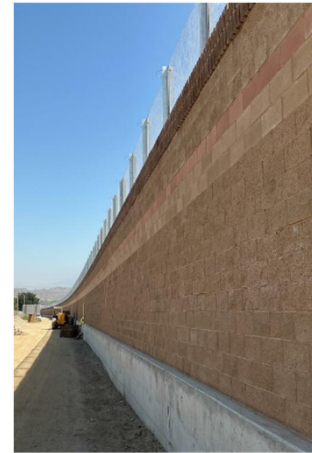
Project Hours: 1,050,722; Recordable Injury Rate: 1.52 vs.
The National Average: 2.3.

Updates

- **Overall Project progress is 58% complete.**
- Construction Stage 1 and Stage 2 continues:
 - Work on 5 bridges throughout the project.
 - Construction of approximately 12 Retaining/Sound Walls on-going throughout the project.
 - Median barrier south of Castaic Creek is complete.
 - Lean Concrete Base (LCB) and Jointed Plain Concrete Paving (JPCP) continues on southbound shoulders.
- Various ramp 30-day closures have commenced.
- Project Team continues to coordinate with various stakeholders.

Equity

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



Soundwall 2773 Block
and Transparent Panels



Retaining Wall 2809
Rebar Placement



Castaic Creek Bridge
Falsework Lowering



Retaining Wall 2449 Formwork Installation



I-105 Express Lanes

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast*
	Pre-Construction	\$119.39M	\$119.39M	\$119.39M
	Project	\$757.54M	\$1,400M-\$1,500M	\$1,400M-\$1,500M*
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	\$0M (0%) 

*Current 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**
	June 2029	N/A	Spring 2029	Spring 2029 
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A

**Note: Above table shows Segment 2 & 3 forecasted completion date. Segment 1 is forecasted to complete by Spring 2028.



I-105 Express Lanes

Safety

- Project Construction Hours = 33,412
- Recordable Injury Rate: 0 vs. National Average: 2.3. The Recordable Injury Rate for the Project will be reported at a later period when the project reaches 80,000 to 100,000 hours. (Segment 1)

Updates

Design Progress is 88% complete.

All Segments

- Project is working with Metro's financial advisors to secure toll backed debt financing.
- FHWA accepted the final cost & schedule risk assessment (CSRA) report.

Segment 1

- Construction started on 2/3/25. Sound walls demolition continues, new sound wall and retaining wall construction has started.
- Baseline schedule was approved in April 2025.

Segments 2 and 3

- The revised 65% construction schedule is under review by Metro.
- Final pricing process started in June 2025.
- Design 95% submittal is anticipated to start in July 2025.
- Segment 3 design is coordinating with the 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.
- Segment 2/3 Equity assessment in progress that identifies and prioritizes projects that could be funded with future net toll revenue



Project Map



RW 245 Forming Footing

Cutting Grade for RW 245



July 2025 Construction Committee

Projects without Life of Project (LOP) Budget

Engineering Projects

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



North Hollywood to Pasadena BRT

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction	\$135.2M	\$135.2M	\$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	\$0M (0%) 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Fall 2027	Fall 2027
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	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: 2.3.

Updates

Design is 60% complete.

- Designer responding to comments from Metro, CM/GC and Cities and preparing 85% design packages for submission in Fall 2025
- CM/GC submitted 30% Opinion of Probable Construction Cost (OPCC)
- CM/GC to begin potholing activities late June

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	\$3,513M	\$3,513M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	\$0M (0%) 

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

** Excludes finance costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Summer 2031	Summer 2031
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	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: 134,316; Recordable Injury Rate: 1.49 vs. National Average: 2.3.

Updates

- **FTA Coordination**
 - FTA Quarterly Briefing Meeting held in June 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, 14 offers accepted, 9 closed escrow
 - Relocations underway – 31 businesses relocated
- **Design**
 - Final Design activities underway
 - 60% Civil packages have been submitted.
- **Construction**
 - 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.



Southeast Gateway Line

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

*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	Fall 2035	Fall 2035**
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A

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



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

Southeast Gateway Line

- **Entry to Engineering**
 - The FTA/PMOC risk assessment is complete; the final report was received on May 15, 2025.
 - Metro submitted the revised Entry to Engineering rating package on May 21, 2025.
- **Advanced Engineering**
 - Advancing design for critical elements, including utilities, freight, and grade crossings for the CM/GC Advanced Works.
 - Coordinating with the California Public Utilities Commission (CPUC) on grade crossings in preparation for virtual and field diagnostics.
 - Refining the 30% design for LRT elements.
 - Continuing design coordination with key external stakeholders including UPRR, Ports, Caltrans, and cities.
- **Site Investigations**
 - Additional potholing pending permit approval on La Habra and San Pedro Subdivisions.
- **Advanced Works Construction Contract (CM/GC)**
 - Notice to Proceed was issued on April 2, 2025.
 - Received and analyzing constructability review comments on the 30% design documents.
 - The CPM Schedule for Phase 1 works has been finalized.
 - Advancing progress through critical working group meetings.
- **Equity**
 - 65% 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 Bl Bus Priority Lanes**
 - Installation completed by City of LA October 31, 2024.
- **All Door Boarding**
 - 2,900 BMVs installed February 2025. Testing continuing through Q1 FY26.
- **Bus Bulbs (82 locations)**
 - Contract Modification approved September 2024.
 - Design 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; 44 shelters installed as at 7/16/25.
- **Transit Signal Priority (7 Corridors)**
 - Installation to begin Q1 FY26
 - Completion by Q4 FY26
- **75 Battery Electric Buses + Charging**
 - Included in ZEB procurement RFP which closed 3/20/25. Award by end of 2025.
 - 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

September 10, 2025

Allison Yoh
Executive Officer

Measure M Transit Projects



> Major Pillar Projects

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

> Other Projects in Planning

- Vermont Transit Corridor
- Link Union Station
- K Line Northern Extension

Eastside Transit Corridor Phase 2

Preliminary Studies

Final EIR
(May 2024)

EA (NEPA)

Preconstruction

Construction

Open

Phase

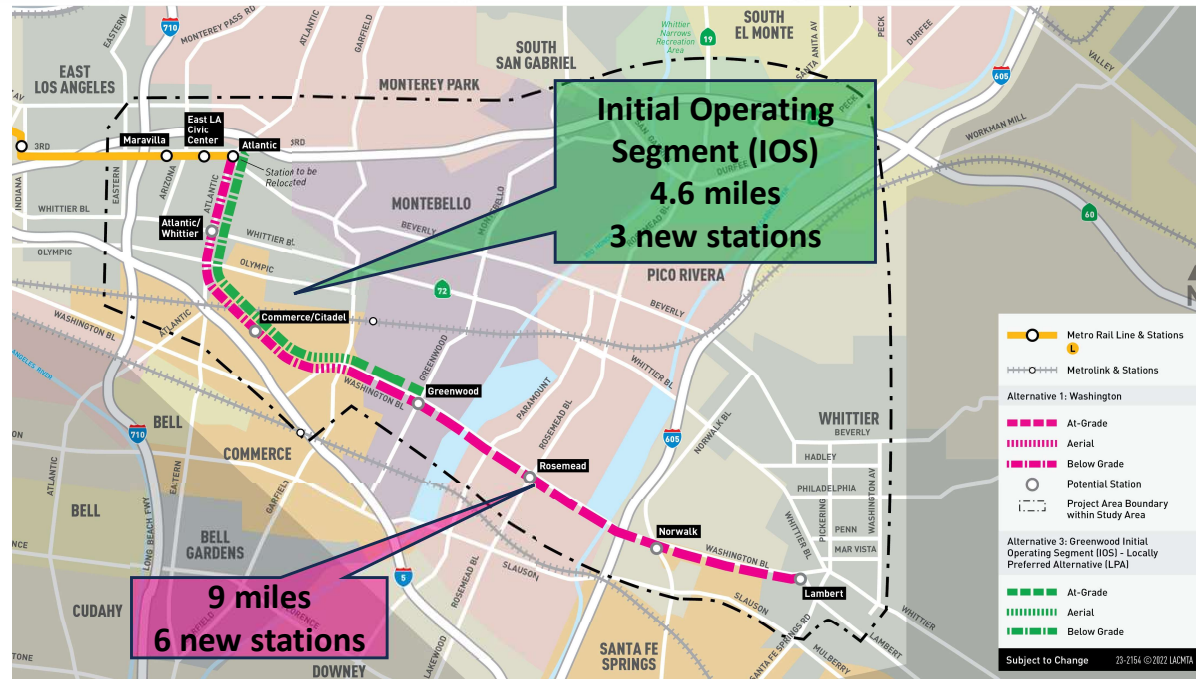
Most Recent Cost Estimate

EIR certified
NEPA EA

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

Recent Activities

- May: Initial Operating Segment (IOS) entered the National Environmental Policy Act (NEPA) process as an Environmental Assessment (EA). Coordinating with FTA, state and federal agencies, and tribal and cultural resources on draft NEPA document.
- Cooperative Agreements for full corridor executed with Montebello, Commerce, Pico Rivera, Whittier. Ongoing coordination with LA County and Santa Fe Springs.
- Preparation of funding agreement with Gateway Cities Council of Governments (GCCOG) to form City Managers Technical Advisory Committee for all corridor cities



Next Actions

- Continue drafting NEPA EA for the IOS
- Continue preliminary engineering of the IOS to 30% design
- Geotechnical investigations along IOS to begin Summer 2025

C (K) Line Extension to Torrance

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

Final EIR

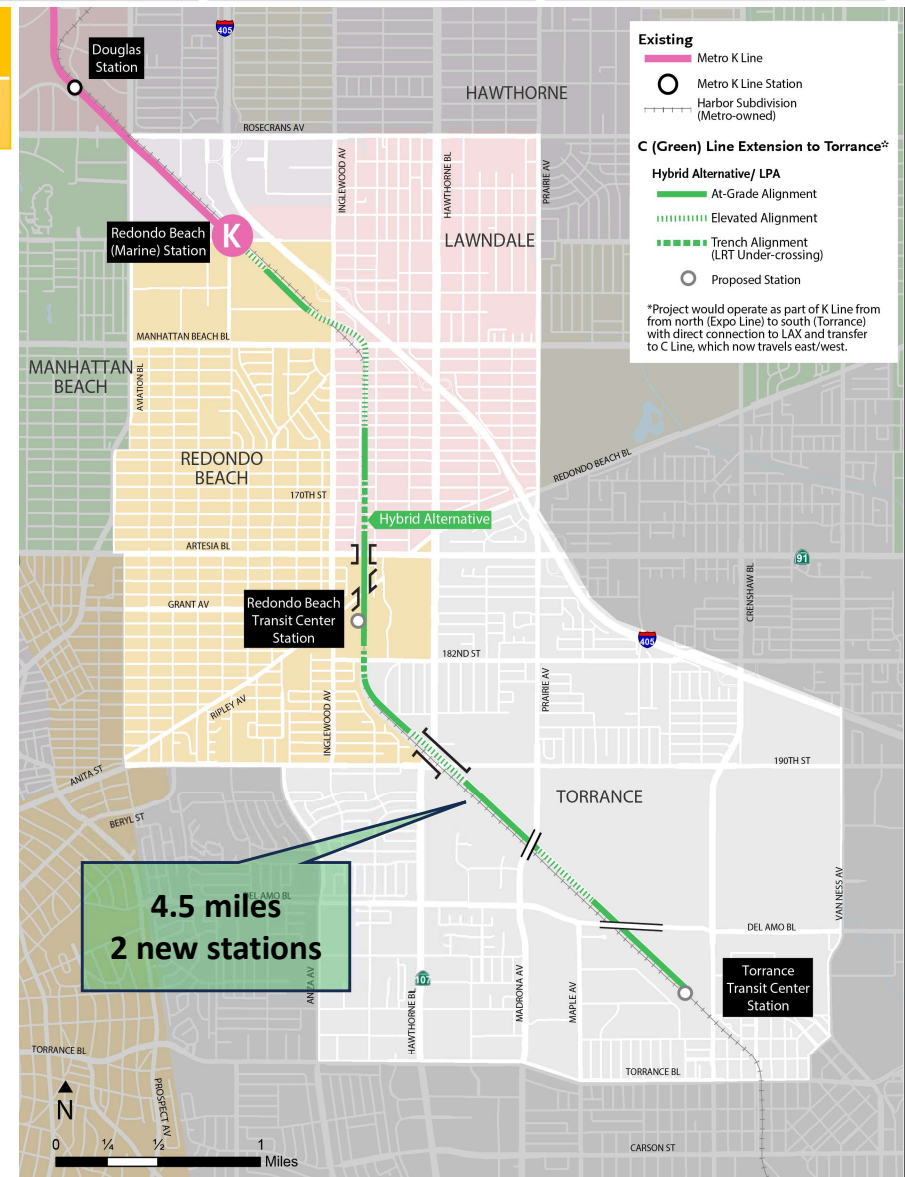
\$2.2B (2031\$, midpoint of construction)

Recent Activities

- Continue preparation of Final Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), including additional studies on ROW and Hawthorne, responding to comments
- April: Completed field work (i.e., surveys to confirm right of way and project footprint)
- June: Opened LAX/Metro Transit Center: now connects Redondo Beach directly to LAX via K Line
- Onboarded Community Based Organizations (CBOs) to share project info and raise awareness of Final EIR and future Board action

Next Actions

- Prepare Cost Benefit Analysis
- Summer 2025: Release Final EIR with responses to public comments for public review
- Fall 2025: Anticipated recommendation to Metro Board for project next steps



Sepulveda Transit Corridor

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Current Phase

Draft EIR

Most Recent Cost Estimate

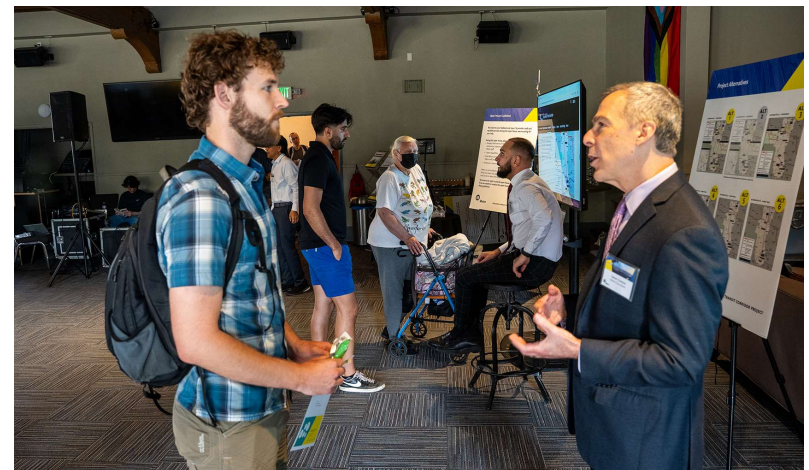
\$15.4-24.4B (2023\$)

Recent Activities

- June 2: Released Draft EIR for public review
- Continued engagement activities
 - June/July: DEIR Information Sessions
 - August: DEIR Public Hearings, including opportunity for verbal comment
 - Locations for info sessions and hearings included Canoga Park, Culver City, Sherman Oaks, Westwood and virtual options
- August 30: End of 90-day review period

Next Actions

- Review comments received
- Review costs, funding and phased implementation scenarios
- Develop Cost Benefit Analysis (CBA)
- Return to Board with LPA recommendation



Vermont Transit Corridor



Current Phase

Most Recent Cost Estimate

CEQA Exempted / NEPA Exclusion

\$425M (2015\$)

Recent Activities

- August: State Historic Preservation Office (SHPO) consultation materials submitted to Federal Transit Administration (FTA) for review
- August: Submitted technical memos in accordance with National Environmental Protection Act (NEPA) requirements for Categorical Exclusion class of action; under FTA review

Next Actions

- Continue joint Planning and Program Management activities to complete 30% design review with City and County of LA
- Continue coordination with City and County of Los Angeles on project advancement



Link Union Station



Current Phase

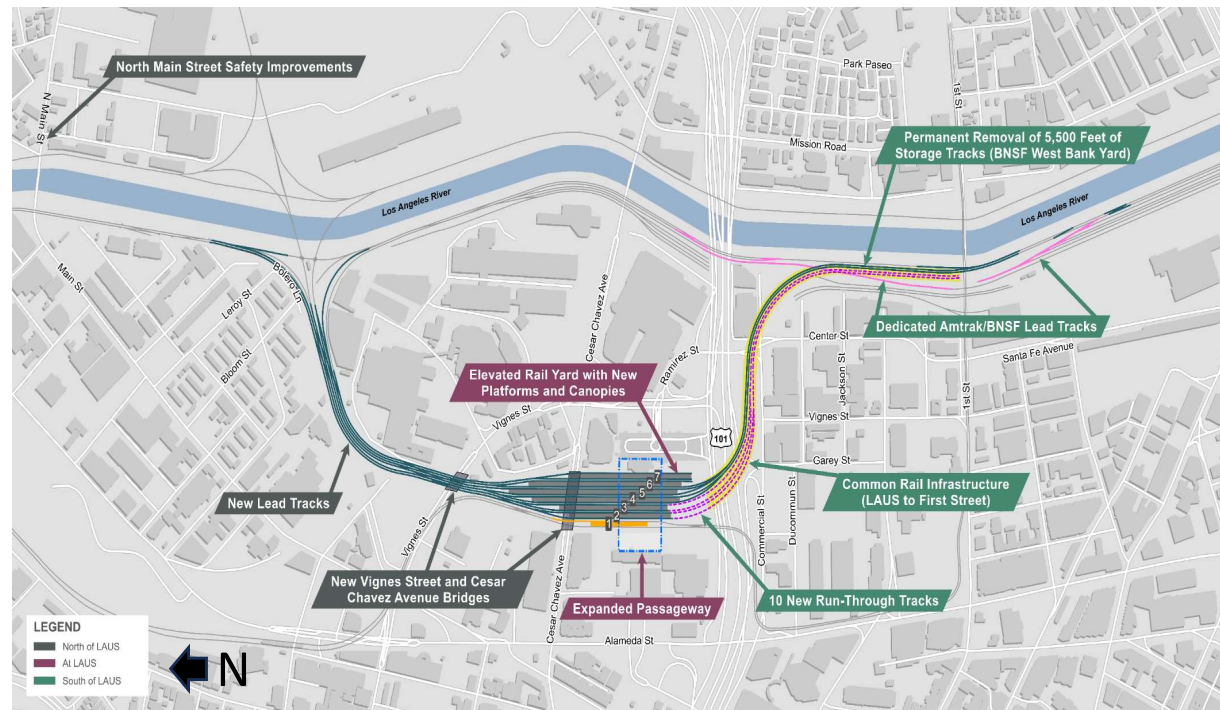
Most Recent Cost Estimate

Supplemental EIR
Final EIS

\$1.6B
(2031\$)

Recent Activities

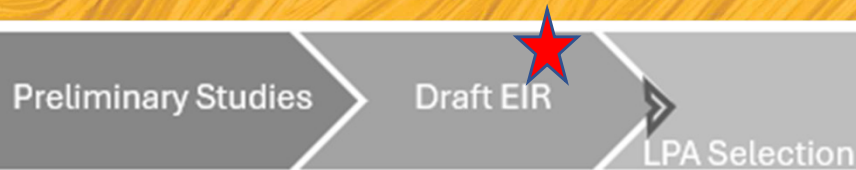
- Completed Advanced Preliminary Engineering for the project in February 2025.
- Issued a Notice to Proceed (NTP) on July 1st to a CM/GC Contractor for Phase 1 Preconstruction Services
- Continued to work with City of Vernon on issues raised



Next Actions

- Metro Board certification of the Supplemental EIR anticipated Fall 2025
- High-Speed Rail Authority Board certification of the Final EIS scheduled Fall 2025

K Line (Crenshaw) Northern Extension



Current Phase Most Recent Cost Estimate

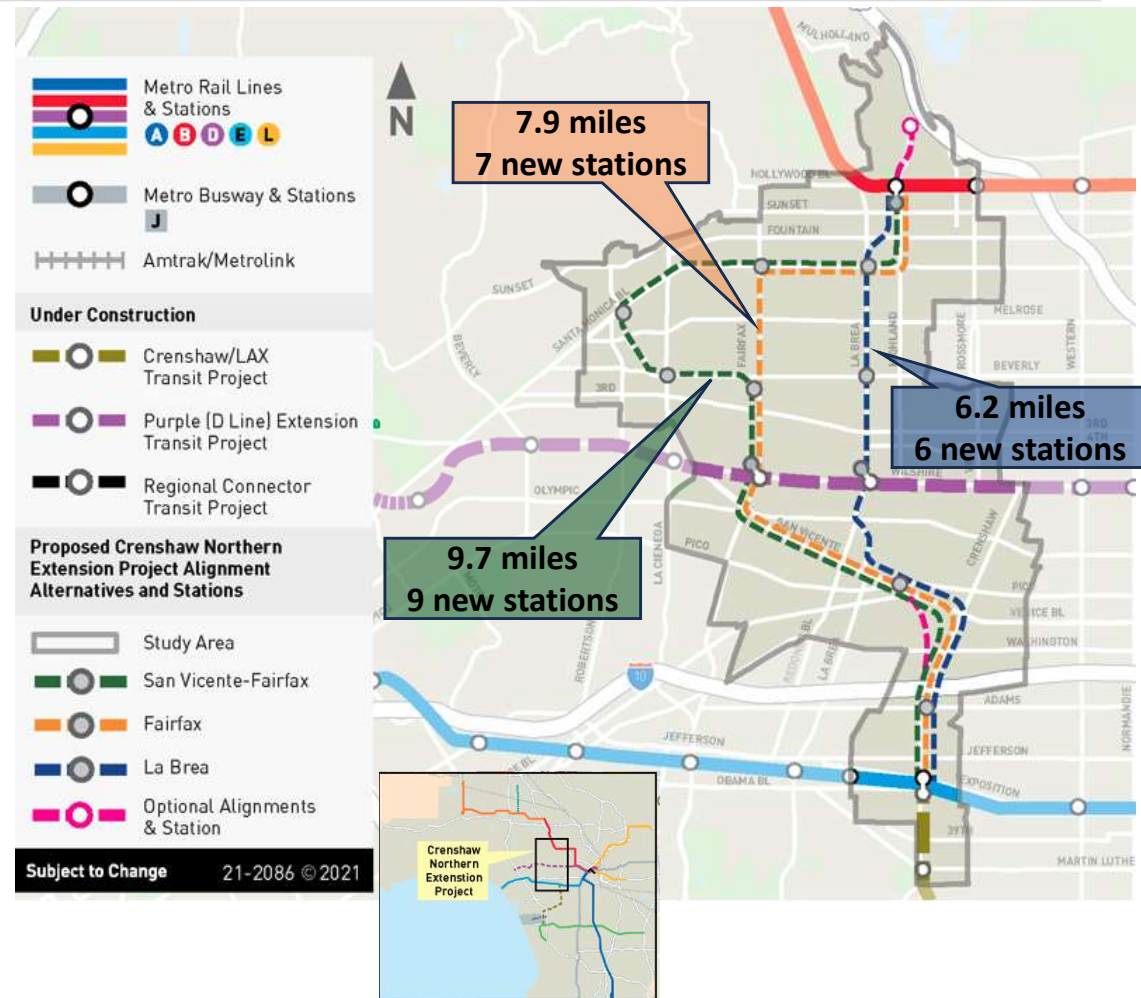
Draft EIR	\$2.24B (2015\$)
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Recent Activities

- Completed studies: additional alignments in Mid-City, tunnel safety, property value
- May/June: Continued awareness through pop-up events; coffee klatch with Mid-City stakeholders re: engagement strategies
- Planning for community meetings, elected official briefings on study results

Next Actions

- Hold community meetings in summer to gather input
- Prepare staff recommendation to Metro Board on Locally Preferred Alternative (LPA), options to study, phasing, and/or next steps



Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highways Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

September 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	\$109.88M
Design (Phase 2)	\$23.0M	\$14.29M

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 77% complete. An agreement to resolve all claims and to restore the project schedule is underway.
- 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 (\$80M) were secured for construction to start in April 2027.



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 the project schedule.



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

State Routes 57/60 Interchange Improvements

Current Phase	Phase Budget	Phase Spent To Date
Construction	\$296.4M	\$94.58M

Purpose and Scope

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

Multimodal Elements

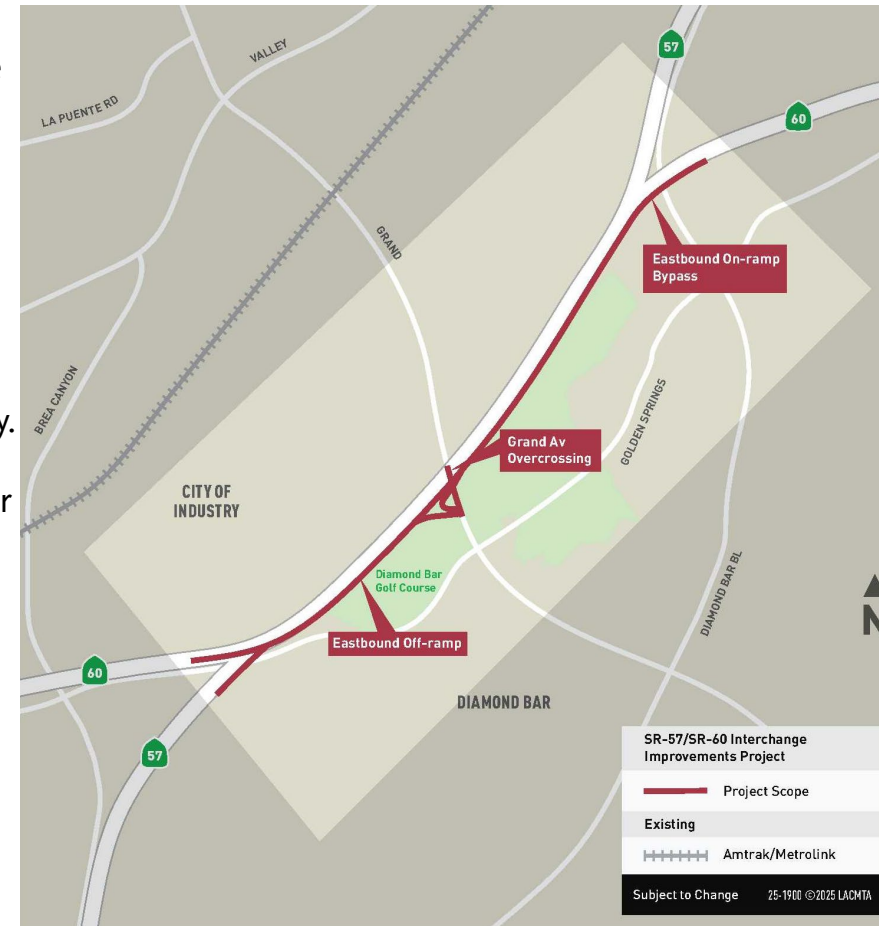
- Project includes improvements to local bridge, sidewalk, and bicycle facilities.

Status

- Foundation work for EB SR-60 Bypass Bridge is underway.
- Construction contract progress -35% completed as of June 2025. Construction completion expected in Summer 2028.

Challenges

- Contractor is advancing two value engineering concepts (staging modifications and reduced ground settlement). Stage Modifications can mitigate the schedule by approximately one year. Engineer of Record (EOR) is currently reviewing 95% submittal from the Contractor.
- Reduced settlement can mitigate the schedule by approximately 6 months. EOR is reviewing data received from test piles.



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 is leading the design phase and coordinating the transfer of the 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

- The subregion has paused the Project. South Bay Cities COG Bd approved not becoming the responsible fiscal agency and deobligated the remaining funds from the Project.
 - Environmental Document completed and approved.
 - 95% design plan comment resolution with Caltrans and utility coordination on pause.



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. Additional engagement expected in Winter 2025.
- 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)

Current Phase	Phase Budget	Phase Spent To Date
Environmental	\$9.6M	\$4.3M

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:

- Scoping meetings: Completed November 2024
- Alternative Analysis: Completed April 2025
- Draft Environmental Document – Spring 2027
- Final Environmental Document – Fall 2027



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

- The environmental document is evaluating the potential multimodal elements (transit, bike, pedestrian improvements).

Status

- Preparation of the environmental document is ongoing with draft expected in late 2025.

Challenges

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

