



Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

## Board Report

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**File #:** 2020-0756, **File Type:** Informational Report

**Agenda Number:** 7.

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**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE  
DECEMBER 2, 2020**

**SUBJECT: RECEIVE Oral Report on Transit and Highway Project Status**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

Oral Report on Transit and Highway Project Status

Project	Ground-breaking Date		Notes	Project Phase	Budget		Contingency Funds			Risk
	Exp. Plan (FY)	Anticip. (FY)			Project Budget	Phase Budget Spent	Budgeted	Spent	Soft Costs Spent	
<b>Orange Line BRT Improvements</b>	2019	2019	<ul style="list-style-type: none"> <li>Railroad-type gates at up to 35 intersections</li> <li>Aerial Stations at Sepulveda &amp; Van Nuys</li> <li>Provisions for connections to ESFV LRT Terminal Station on Van Nuys</li> <li>Designed for future conversion to LRT</li> <li>Schedule: 30% Design for Sepulveda and Gate completed in 2019, Major construction to commence in 2022 and complete in 2025.</li> </ul>	Design Phase	\$36.1M	\$18.8M	18.60%	N/A	\$17.4M	Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies
<b>Westside Purple Line Extension Section 3</b>	2020	2020	<p>Tunnel Contract:</p> <ul style="list-style-type: none"> <li>TBM #1 is fully assembled and was launched on October 24, 2020 to begin the initial mining into the BR headwall.</li> <li>TBM #2 is being assembled at the BL headwall.</li> <li>Instrumentation &amp; monitoring equipment is being installed along the tunnel alignment.</li> <li>Fabrication of tunnel precast concrete liners are ongoing. Stations, Trackwork and Systems Contract:</li> <li>Final design is ongoing.</li> <li>Relocation of the Stone Canyon Storm Drain at the Westwood/UCLA Station Lot 36 has been completed.</li> </ul> <p>VA parking lots refurbishment is nearing completion. Temporary bus shelters are being installed, while the permanent bus shelters are being procured.</p> <ul style="list-style-type: none"> <li>The VA parking shuttle service went into operation on November 2, 2020.</li> </ul> <p>Third Party Utility Relocation Work:</p> <ul style="list-style-type: none"> <li>Joint trench activities for combining Verizon and Frontier telecommunications are nearing completion. Conduits and vaults are installed. Cable pulling/splicing are underway.</li> </ul>	Final Design and Construction	\$3.5B/\$3.6B (Total Project)	\$539.3M/\$604.2M (Total Project)	\$830.6M	\$270.0M	\$171.4M	<ul style="list-style-type: none"> <li>Covid 19 pandemic impact</li> <li>Establish shuttle service and complete the refurbishment of temporary surface parking lots are critical prior to closing Lot 42 for station construction</li> <li>ROW negotiations in the alignment between Constellation and UCLA may require longer negotiations and result in schedule delay and increased project cost</li> </ul>

<b>Gold Line Foothill</b>	2020	2020	Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019 Heavy Construction Started July 2020 Base Contract to Pomona Complete by 2025	PE Final Design and Commenced Construction	\$1,406.9M	\$245.5M			\$129.9M excluding Vehicles \$22,000	•Lack of funding for the remaining portion of the initial scope and alignment from Glendora to Montclair.
<b>Airport Metro Connector</b>	2021	2024	<ul style="list-style-type: none"> <li>• Los Angeles World Airport (LAWA) Interface and coordination continues.</li> <li>• Ardent and Honeywell Monitoring decommissioned for the duration of the construction.</li> <li>• Complete Phase II Environmental Site Assessment.</li> <li>• So. Cal. Gas completed Utility relocation design and potholing for Gas Lines transmission.</li> <li>• Awarded professional services contract for construction support services.</li> <li>• Previous tenant (Hertz) has ceased operations and has completely moved off site. Real Estate is in the process of finalizing the acquisition of Hertz property and is anticipating finalized sale and ownership by end of FY21.</li> </ul>	Final Design	\$235.0M	\$155.4M			\$155.4M	<ul style="list-style-type: none"> <li>•Real Estate Real/eminent domain costs for acquisition and relocation, advance utility relocation, schedule integration with LAWA's Automated People Mover project and construction of Shoofly.</li> <li>•Constructing project under full Metro operations of the Crenshaw and Green Lines.</li> <li>•LAWA LAMP interface and contractors.</li> </ul>
<b>East San Fernando Valley Transit Corridor</b>	2022	2022	Award P.E. Contract – Summer 2019 RFP Design Build Contract – Early 2021 Begin Construction – Early 2022 Complete – 2028.	Environmental Impact Report (EIR) /Preliminary Engineering (PE)	\$71.4M	\$43.5M			\$43.5M	<ul style="list-style-type: none"> <li>•Current short funding will cause delay; means we may not reach Measure R opening day</li> <li>•Real estate acquisitions and advanced utility relocations need to start in 2021 otherwise this will affect our DB start date of March 2022.</li> <li>•DWP and LA County have facilities located along Van Nuys Blvd that we have not reached an agreement.</li> <li>•The City of San Fernando and Metrolink have concerns about ESFV and may not support the project in its current design. Both groups would like to see Metro grade-separate at multiple intersections between San Fernando Road and the Sylmar/San Fernando Metrolink station, which would be cost prohibitive.</li> </ul>

<b>West Santa Ana Transit Corridor</b>	2024	2024	<p>19 Mile Light Rail Line Alternatives in Environmental Document:</p> <ul style="list-style-type: none"> <li>• Alternative 1: Los Angeles Union Station to Pioneer</li> <li>• Alternative 2: 7th St/Metro Center to Pioneer</li> <li>• Alternative 3: Slauson/A (Blue) Line to Pioneer</li> <li>• Alternative 4: I-105/C (Green) Line to Pioneer</li> </ul> <p>Key Environmental dates</p> <ul style="list-style-type: none"> <li>• Draft EIS/EIR Release: Early 2021</li> <li>• Board Selects LPA: Mid 2021</li> <li>• Final EIS/EIR Certification: Late 2021</li> <li>• ROD Issued: Late 2021</li> </ul>	Environmental Clearance (NEPA/CEQA) and Advanced Conceptual Engineering	\$60.8M	\$46.5M			\$46.5M	<ul style="list-style-type: none"> <li>• UPRR agreement</li> <li>• Third party coordination (Caltrans, Cities, CPUC, etc.)</li> <li>• SHPO consultation</li> <li>• Interface with Express Lanes</li> <li>• Utilities</li> <li>• Hazardous materials</li> </ul>
<b>Green Line Extension to Torrance</b>	2025	2025	<ul style="list-style-type: none"> <li>• Redondo Station to Regional Transit Center in Torrance</li> <li>• EIR 2020 - 2023, awarding Environmental with an option to do Advanced Conceptual Engineering and Preliminary Engineering by early 2020</li> <li>• Engineering 2022 - 2025</li> <li>• Construction 2025 - 2030</li> </ul>	Environmental Impact Report (EIR)	\$18.5M	\$11.6M			\$11.6M	Interagency Agreements, Utility Relocation, Liquification, and Seismic Issues
<b>Sepulveda Transit Corridor Project</b>	2026	2026	<ul style="list-style-type: none"> <li>• Environmental consultant selected</li> <li>• Ongoing procurement to select an Outreach consultant</li> <li>• Ongoing procurement to select up to 2 pre-development (PDA) teams</li> </ul> <p>PDA/Environmental Review:</p> <ul style="list-style-type: none"> <li>• PDA teams to develop project alternatives optimized for P3 delivery</li> <li>• Conduct state and federal environmental studies</li> </ul> <p>Identify Locally Preferred Alternative (LPA) P3:</p> <ul style="list-style-type: none"> <li>• 2025 - issue request for P3 proposal for LPA delivery</li> </ul>	Environmental Impact Report (EIR)/PDA	\$29.4M	\$17.1M			\$17.1M	Geotechnical, Third-Party Coordination, Stakeholders and Community
<b>Gold Line Eastside Ext. Phase 2</b>	2028	2028	<ul style="list-style-type: none"> <li>• Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020</li> <li>• Environmental clearance of the Washington Alternative and potential IOS’ – 2023</li> <li>• Engineering – 2025</li> <li>• Construction One Alignment – 2029</li> </ul>	California Environmental Quality Act (CEQA)/Advanced Conceptual Engineering (ACE)	\$50.5M	\$41.8M			\$41.8M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals

		Ground-breaking Date				Budget		Contingency Funds				
Project	Exp. Plan (FY)	Anticipate (FY)	Notes	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 9/30/20)	Soft Costs Spent*	Risk	PM	Notes
High Desert Intercity Rail Corridor (High Desert Multi-Purpose Corridor – Rail)	2019	TBD	In August 2020, Board approved programming of \$3M in Measure M High Desert Multi-purpose Corridor funds to be repurposed for the development of an intercity rail service development plan, and \$5 M in LOP Budget including \$375K of in-kind contributions by DesertXpress LLC. Metro to issue a Task Order to consultants for engineering and financial advisory services by Dec 2020.	Planning/Preliminary Engineering	4.625M	0	0	0	0	None	Jeanet Owens	
High Desert Multi-Purpose Corridor - Highway	2019	TBD	Replacement project proposed on SR-138 in LA and SR-18 in SB counties. Joint efforts by Metro, SBCTA, and Caltrans to develop a PSR starting in 2021.	PSR-PDS Env. Process was completed for the HDC but the project was deemed to be infeasible and will not be pursued as originally proposed.	37.45M for the original ED	36.79M for the original ED	0	0	36.79M	Insufficient funds continue the original project.	Isidro Panuco	Soft costs spent to date are from Measure R.
					\$500K for the new PSR	0	0	0	0	None		Measure R funds.
I-5 N Cap. Enhancements (SR-14 to Parker Road)	2019	2021	Project is fully programmed. Metro will be the Lead Agency in constructing the project.	Construction	\$450-\$500 mil.		0	0	57.69M		Paul Sullivan	
SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Project by Caltrans. Broken down to two segments. Southern segment between Mission Blvd to San Bernardino County Line will be advertised for construction in 2020. Northern Segment requires multi-agency coordination/agreements to resolve RR and ROW issues.	Construction-Southern Segment	149.07M	0	0	0	17.89M	No risk anticipated in the So. Segment	Victor Gau	South Segment: Soft costs spent to date are from TCRF and Other Federal Funds.
				Final Design-Northern Segment	40.40M	15.52M	0	0	15.52M	Northern Segment risks: Utility & Railroad (RR) coordination causing schedule impacts. Funding		Northern Segment: Soft costs spent to date are from TCRF and Other Federal Funds.

										shortfall of up to \$61 million.		
SR-57/SR-60 Interchange Improvements	2025	2023	Project is in final design expected to be completed in 2021. Grants have been secured for final design (\$17 mil) and ROW (\$5 mil). Grants have been applied for construction (\$217.2M).	Final Design	25.28M	17.88M	0	0	17.88M	\$22M TCEP grant for Design/ROW Phases may be forfeited.	Roberto Machuca	
I-710 South Corridor Project (Phase 1)	2026	TBD	In negotiations with the EPA. If the ED approved, early action projects will start environmental and design phase in 2021-22 and some will be construction ready by 2025-26.	Environmental	93.57M	92.37M	0	0	92.37M	Air Quality conformity determination for Final EIR/EIS. Legal challenges to the environmental document.	Ernesto Chaves/ Lucy Delgadillo	Soft costs spent to date are from Measure R and Prop C and other Local Funds.  Project Phase Budget and Expenditures include Labor charges. Does not include charges from PID.
I-710 South Corridor Project (Phase 2)	2032	TBD	In negotiations with the EPA. If the ED approved, early action projects will start environmental and design phase in 2021-22 and some will be construction ready by 2025-26.	Environmental	Same As Above	Same As Above	0	0	Same As Above	Same As Above	Ernesto Chaves/ Lucy Delgadillo	Same As Above
I-105 ExpressLanes from I-405 to I-605	2027	TBD	Finalizing environmental document for approval/certification.	Environmental		2.2M	0	0		None	Shahrzad Amiri/ Philbert Wong	
I-5 Corridor Improvements (I-605 to I-710)	2036	TBD	TBD. The southern segment at the I-5/I-605 interchange is in environmental phase under the I-605 Corridor Imp Project. If ROW impacts are not resolved/accepted, the future improvements on I-5 between 605 and 710 might be limited. Only location-specific operational improvements will be considered along this corridor.	Not Started	0	0	0	0	0	None	Ernesto Chaves	

I-405/I-110 HOV Connect Ramps and Interchange Improvements	2042	TBD	TBD – need to develop a PSR to establish project concepts and possible improvements.	Not Started	0	0	0	0	0	Property impacts may be significant resulting in lack of support	Isidro Panuco	Funds are allocated 40 years from now.
I-605/I-10 Interchange	2043	TBD	In environmental phase (part of the 605 CIP). Considerable ROW impacts at the I-5/I-605 Interchange expected. If the ROW acquisitions are not approved, the project environmental process will be stopped and other operational improvements will be considered.	Environmental	0	0	0	0	0	Property impacts due to improvements may result in lack of support	Isidro Panuco	Funds are allocated 40 years from now.
SR-60/I-605 Interchange HOV Direct Connectors	2043	TBD	TBD. The project would need to start a PSR.	Not Started	0	0	0	0	0	Property impacts may be significant resulting in lack of support	Isidro Panuco	
I-110 ExpressLanes Ext. South to I-405/I-110 Interchange	2044	TBD	TBD.	Not Started	0	0	0	0	0	Need to construct an aerial structure at that juncture	Shahzad Amiri/ Philbert Wong	
I-405 South Bay Curve Improvements	2045	TBD	Several projects in various phases. South Bay has proposed to divert \$400 mil. of their highway funds to other purposes. Metro Board has approved. Approval by the CA Legislators is necessary. If this happens, only \$506 will be left in the subregion to pay for the needed highway projects. With the remaining funds, the following projects can be implemented: <ul style="list-style-type: none"> <li>- I-405/Crenshaw/182nd Street Interchange: Construction start in Spring 2021</li> <li>- I-405 southbound auxiliary lanes in Lawndale: Ready to start PSE. Construction start in 2023 pending withdrawal/defeat of a lawsuit filed by Lawndale.</li> <li>- I-405 I-110 to Wilmington: PSR completed, ready to start PAED</li> </ul>	Various Phases	0	0	0	0	0	None	Isidro Panuco	

High Desert Multi-Purpose Corridor – LA County Segment	2063	TBD	See lines 1 and 2 above.	Environmental phase completed. The feasibility of advancing various project components is being evaluated.	0	0	0	Viability of projects, partnerships, funding.	0	None	Isidro Panuco	
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\*Soft Costs include all Non-Construction Capital expenditures up to the current phase.