



Metro

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

## Board Report

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**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE  
MARCH 2, 2022**

**SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECT**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE Oral Report on Transit and Highway Project

Project	Ground-breaking Date		Notes	Project Phase	Budget		Contingency Funds		Soft Costs Spent	Risk
	Exp. Plan (FY)	Anticip (FY)			Project Budget <sup>1</sup>	Phase Budget Spent	Budgeted	Spent		
PROGRAM MANAGEMENT - Transit Design/Constr.										
Westside Purple Line Extension Section 3	2020	2020	<p>Tunneling:</p> <ul style="list-style-type: none"> <li>Tunnel Boring Machine (TBM) "Iris" (BR) – Mining continues east of the I-405; over 4006 feet mined to date. Completed mining beneath Sepulveda Blvd and the Metropolitan Water District 96" water main.</li> <li>Tunnel Boring Machine (TBM) "Aura" (BL) – Mining has resumed. TBM has mined over 2311 feet, completed mining through the Westwood/VA station.</li> </ul> <p>Westwood/UCLA Station:</p> <ul style="list-style-type: none"> <li>Utility sewer and storm drain relocation continues along Wilshire at Gayley.</li> <li>Pile installation for Support of Excavation and installation of cap beam and waler continues on north side of Wilshire Blvd.</li> <li>Dewatering well casing installations are ongoing.</li> <li>Northeast Station Entrance (10921 Wilshire Blvd) – Building reconfiguration underway.</li> </ul> <p>Westwood/VA Station:</p> <ul style="list-style-type: none"> <li>VA steam tunnel relocation started, including Support of Excavation, excavation, and demolition of existing vaults</li> </ul>	Final Design and Constr. <b>33% Complete</b>	\$3.6B	\$1.003B	\$830.6M	\$303.8M	\$249.1M	<ul style="list-style-type: none"> <li>COVID-19 pandemic impact</li> <li>ROW negotiations in the alignment between Constellation and UCLA.</li> <li>Tariffs potentially impact D/B contractors.</li> </ul>

<sup>1</sup>Project Budget is defined as the Life of Project Budget, escalated to mid-point of construction. For cases in which there is no Life of Project Budget (i.e., planning projects), figures provided represent the Project Budget in 2015 dollars, per the Los Angeles County Transportation Expenditure Plan.

<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	Final Design and Constr. <b>41.5% Complete</b>	\$1,406.9 M	\$477.8M			\$352.96 M excluding Vehicles \$22,000	<ul style="list-style-type: none"> <li>Lack of funding for the remaining portion of the initial scope and alignment from Glendora to Montclair.</li> </ul>
<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>Issued NTP for Early Rail Works in May 2021</li> <li>Awarded the main construction contract in August 2021 and issued NTP in October 2021</li> <li>Site demolition and grading was completed in October 2021.</li> <li>Mobilization of the main construction contractor is nearing completion.</li> <li>Hertz Real Estate acquisition is in the process of finalizing the sale through litigation with court hearings and will continue when their calendar resumes. Due to Covid-19 the courts schedules were dramatically impacted and are backlogged. Anticipated to be finalized by end of FY22.</li> </ul>	Bid/Award Construction Contracts <b>3.6% complete</b>	\$898.6 M	\$216.3M	\$96.0 M	\$0.0	\$166.5M	<ul style="list-style-type: none"> <li>Real Estate Real/eminent domain costs for acquisition and relocation.</li> <li>Schedule integration with LAWA's Automated People Mover project.</li> <li>Potential delayed access to CLAX Right of Way.</li> <li>Constructing project under full Metro operations of the Crenshaw and Green Lines.</li> <li>LAWA LAMP interface and contractors.</li> </ul>
<b>Metro G 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 with provisions for future conversion to LRT</li> <li>RFP Progressive Design-Build Contract –Winter 2022</li> <li>Award Contract – Summer 2022</li> <li>Complete – Winter 2026/2027</li> </ul>	Procurement Phase	\$393M/ \$476M (Total Project)	\$35.7M		N/A	\$23.3M	<ul style="list-style-type: none"> <li>Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies.</li> <li>LADOT buy-in of new gating system and its impacts to cross traffic.</li> </ul>

<b>East San Fernando Valley Transit Corridor</b>	2022	2022	RFP Progressive Design Build Contract (PDB) – Winter 2022 Begin Advanced Utility Relocation (AUR) Construction – Summer 2022 Complete – 2028.	Preliminary Engineering (PE)	\$71.4M	\$50.5M			\$50.5M	<ul style="list-style-type: none"> <li>• Current short funding will cause delay; means we may not reach Measure M opening day</li> <li>• Real estate acquisitions and advanced utility relocations need to start in early 2022 otherwise this will affect our PDB start date.</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 expressed concerns about the 2.5-mile portion of shared right of way along the Antelope Valley Metrolink line between San Fernando Road and the Sylmar/San Fernando Metrolink station. In March 2022, Metro Board is anticipated to take action on a contract award to study traffic and safety issues on this portion of shared right of way.</li> </ul>
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COUNTYWIDE PLANNING & DEVELOPMENT - Transit Planning										
<b>North San Fernando Valley BRT Improvements</b>	2019	2023	<ul style="list-style-type: none"> <li>Intent to enhance transit capacity and connectivity to North SFV and CSUN, and increase ridership</li> <li>October 2019: Board direction to consider high-capacity east-west service including Roscoe Blvd, coordinated with NextGen Bus Plan.</li> <li>Evaluating options for proceeding with a NextGen-based solution, to achieve network benefits of added service(s), demographic reach, ridership, and timely delivery of a solution.</li> <li>Spring 2022 – Continue to conduct stakeholder and community engagement</li> <li>Summer 2022 (anticipated) – Board to consider recommended changes to project alternative</li> </ul>	Environ. Impact Report (EIR)	\$180.0M	\$6.5M			\$6.5M	<ul style="list-style-type: none"> <li>Addressing stakeholder concerns on Proposed Project, including whether to invest in a network solution or a singular high-capacity BRT line</li> </ul>
<b>NoHo to Pasadena BRT</b>	2020	2023	<ul style="list-style-type: none"> <li>Staff has developed a refined Proposed Project based on DEIR comments and stakeholder feedback.</li> <li>May 2021: Board approved Proposed Project and directed further coordination on design options in Burbank and Eagle Rock.</li> <li>Illustrated proposed BRT options and effects on local traffic volumes and circulation in Eagle Rock</li> <li>Fall 2021 – Spring 2022: Met with Eagle Rock community and CD-14 on potential design refinements, and with Burbank community members</li> <li>March/April 2022 (anticipated): Board to certify Final EIR</li> </ul>	Environ. Impact Report (EIR)	\$267M	\$11.7M			\$11.7M	<ul style="list-style-type: none"> <li>Refinements being made in multiple locations (i.e, Burbank, Eagle Rock) to address varying community concerns.</li> </ul>
<b>Countywide BRT Ph1</b>	2020	2022	<p>March 2021: Board adopted BRT Visions and Principles Study that identified priority BRT corridors. Board further passed a motion directing the following: BRT Early Action Program that includes the following:</p> <ul style="list-style-type: none"> <li>Advancing the Broadway corridor (as Phase 1).</li> </ul>	N/A	\$50M	\$5.8M			\$5.8M	<ul style="list-style-type: none"> <li>Coordination with local municipalities on right of way improvements</li> <li>Investment in quick build improvements may draw down on funding needed to deliver full BRT projects.</li> </ul>

			<ul style="list-style-type: none"> <li>Identifying the essential elements of a “quick build”, based on the study and NextGen.</li> <li>Identify which of the Top 7 Corridors would be suitable for a quick build approach, (consider NextGen) &amp; evaluate extending the Western Ave BRT corridor to San Pedro (Hahn amendment).</li> <li>Pursuing a near-term delivery strategy.</li> <li>Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines.</li> <li>Estimated costs and staffing to accomplish the above work.</li> </ul>							
<b>Vermont Transit Corridor</b>	2024	2026	<ul style="list-style-type: none"> <li>Included in Measure M Expenditure Plan as a BRT project.</li> <li>In April 2019: Metro Board directed the evaluation of higher-capacity service, including LRT, and HRT.</li> <li>Outreach Contract awarded March 2021 through Communications Bench</li> <li>October 2021: Metro Board directed staff to develop and conduct a CBO and community engagement strategy prior to conducting environmental review</li> <li>February-June 2022: Engagement and outreach to inform next phases of planning</li> </ul>	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$3.0M			\$3.0M	
<b>West Santa Ana Transit Corridor</b>	2024	2024	<ul style="list-style-type: none"> <li>Draft EIS/EIR Released on July 30, 2021</li> <li>January 27, 202: Board approved the Project terminus as LAUS, and selected the LPA from Pioneer to Slauson. Also directed further study from Slauson to LAUS with interim bus connections until Project completion</li> <li>March 2022, contract modification for Final EIS/EIR and Downtown study</li> <li>Continue coordination for delivery of LPA initial operating segment</li> <li>ROD Anticipated (LPA): Spring 2023</li> <li>Groundbreaking (LPA): 2023/2025</li> <li>Opening (LPA): 2033/2035</li> </ul>	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$60.4M			\$60.4M	<ul style="list-style-type: none"> <li>UPRR agreement</li> <li>Third party coordination (Caltrans, Cities, CPUC, etc.)</li> <li>SHPO consultation: I-105 and interface with Express Lanes</li> <li>Utilities</li> <li>Hazardous materials</li> </ul>

<b>C/Green Line Extension to Torrance</b>	2026	2026	<ul style="list-style-type: none"> <li>January 2020: Awarded Environmental and Advanced Conceptual Engineering contract with an option for Preliminary Engineering; awarded the outreach contract through Communication Bench</li> <li>EIR scoping period: January 29 - March 29, 2021</li> <li>Identified new design options for Hawthorne alignment, coordinating review with BNSF, conducting utilities investigations</li> <li>Spring 2022: Neighborhood walks</li> <li>Mid-2022: Public workshops to present updated project designs</li> <li>Fall/Winter 2022 (anticipated): Release Draft EIR</li> <li>Groundbreaking: 2026 (per Measure M)</li> <li>Opening: 2030-2033 (per Measure M)</li> </ul>	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$891M	\$21.6M			\$21.6M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community
<b>Sepulveda Transit Corridor Project</b>	2024	TBD	<ul style="list-style-type: none"> <li>Two Pre-Development (PDA) teams selected to develop project alternatives; NTPs executed August 2021.</li> <li>February 11, 2022: Close of Scoping Period Review and analyze 2,600+ comments received</li> <li>Spring/Summer 2022 (anticipated): Release scoping report and community update meetings</li> </ul>	EIR, EIS (CEQA, NEPA)	\$5.7B	\$39.5M			\$39.5M	Geotechnical, Third-Party Coordination, Stakeholders and Community
<b>Eastside Transit Corridor Phase 2</b>	2028	2028	<ul style="list-style-type: none"> <li>Board withdrew SR 60 and Combined Alternatives from further study in February 2020</li> <li>Community engagement/stakeholder outreach to develop design options, preliminary cost estimates, and initial operating segments</li> <li>Spring/Summer 2022 (anticipated): Release of DEIR</li> <li>Fall 2022 (anticipated): Select LPA based on environmental, equity and funding criteria</li> <li>Engineering – 2025</li> </ul>	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$3.0B	\$47.9M			\$47.9M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals

- Groundbreaking – 2029 (per Measure M Expenditure Plan and Schedule)



# Measure M Oversight Committee

## Highway Projects Overview

Expenditures through December 30, 2021

Status Update: February, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 12/31/21)				
I-5 N County Enhancements Project (SR-14 to Parker Road)	2019	2022	Construction 7.23 % Complete	505.34	14.58	115.58	0.00	67.20	Encountering unexpected utilities and buried man-made objects, responding to special-status species in the project area, changes in design during construction, and differing site conditions.	Paul Sullivan	Metro is the Lead Agency in constructing the project. Life of Project Budget was approved by the Board in March. Project funding includes Measure M and R, and TCEP and INFRA Grant Funding.  Current LOP: \$679.4M  Construction activities began in November 2021. Anticipated substantial completion projected for Summer 2026.
SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Construction (Southern Segment - Mission Blvd. to SB County Line) 8 % Complete	148.10	11.42	0.00	0.00	29.90	The ROW encampment removal and coordination with Southern California Edison (SCE) for relocating SCE's transmission lines within 120 working days upon construction site readiness.	Victor Gau (Oversight)	Project by Caltrans. Broken down into two segments.  Southern segment between Mission Blvd and San Bernardino County Line construction contract was awarded in February 2021 to Obrascón Huarte Lain (OHL USA Inc). Construction work started in May 2021 and is projected to finish in Summer 2024.  Caltrans and the contractor started to dispose the arsenic soil in Jan 2022 and SCE started to relocate the conflicted lines in Jan 2022.  Soft costs spent to date are from TCRF and other Federal Funds.
		TBD	Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	20.61	0.00	0.00	20.61	Utility & Railroad (RR) coordination causing schedule delays.  Funding shortfall of up to \$78 million. ( \$5M in Design and \$73M in Construction).		Project by Caltrans.  Northern Segment from I-10 to Mission Blvd. Caltrans has identified significant cost increases and potential schedule delays in the Northern Segment. Metro is coordinating with Caltrans and the San Gabriel Valley Council of Governments to identify potential solutions to complete the project.  PS&E is anticipated to be delayed, and now projected to finish in Summer 2023.  Soft costs spent to date are from TCRF and Other Federal Funds.

# Measure M Oversight Committee

## Highway Projects Overview

Expenditures through December 30, 2021

Status Update: February, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 12/31/21)				
SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	121.01	25.19	0.00	0.00	26.19	As the project moves to construction, volatility of material cost are difficult to be accounted for and may result in higher construction costs.	Roberto Machuca	<p>Finalizing responses to Caltrans 100% Final Design review for approval.</p> <p>TCEP Grants have been secured for final design (\$17M) and Right of Way (\$5M).</p> <p>Project has secured the \$217.9M TCEP grant for the construction phase.</p> <p>Held Baseline Agreement kick off meeting with FHWA for \$30M INFRA Grant.</p> <p>Golf course mitigation work started in October 2021.</p> <p>Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight. Construction projected to start in Summer 2022.</p>
I-405 South Bay Curve Improvements I-405 Southbound Auxiliary Lanes	2045	TBD	Environmental	3.25	2.63	0.00	0.00	3.51	<p>Diversion of \$400M in sales tax measure funds from highway projects to transit projects by South Bay COG was approved at the July 2021 Metro Board meeting.</p> <p>This diversion has impacted construction funding for the project.</p>	Isidro Panuco	<p>I-405 Northbound and Southbound Auxiliary Lanes project has completed the environmental process. Design phase projected to start in Spring 2022.</p> <p>Measure M funds not yet expended.</p> <p>Will need Measure M funds for construction phase.</p>
I-405 South Bay Curve Improvements I-405, I-110 to Wilmington	2045	TBD	PSR-PDS	0.93	0.91	0.00	0.00	0.96	<p>Diversion of \$400M in sales tax measure funds from highway projects to transit projects by South Bay COG was approved at the July 2021 Metro Board meeting.</p> <p>This diversion will impact construction funding for the project.</p>	Roberto Machuca	<p>I-405, I-110 to Wilmington: Project Study Report completed, Environmental phase projected to start in Fall/Winter 2022.</p> <p>Measure M funds not yet expended.</p> <p>Will need Measure M funds for construction phase.</p>

# Measure M Oversight Committee

## Highway Projects Overview

Expenditures through December 30, 2021

Status Update: February, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 12/31/21)				
I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	98.10	0.00	0.00	97.49	Consensus building process may take a long time and overall delivery of the program will be delayed.	Ernesto Chaves/ Lucy Delgadillo	<p>The 710 Corridor Task Force, comprised of a wide of range of stakeholders, has met several times since September 2021, and has begun evaluating a comprehensive community engagement plan in support of the upcoming discussions regarding corridor needs and potential improvements.</p> <p>The environmental document for the I-710 Corridor Improvement will be closing out as a No-Build Option. Any future work on the I-710 will come from the recommendations set forth by the I-710 Task Force and the Metro Board.</p> <p>Measure M funds not yet expended. Will need Measure M funds for subsequent phases/effort.</p>
I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	10.56	10.46	0.00	0.00	10.46	None	Shahrzad Amiri/ Philbert Wong	<p>Environmental document certified by Caltrans on May 21, 2021. Phase budget/budget spent and soft cost for environmental phase included Measure M and local non-Measure M funds.</p> <p>2.08M in expenditures is from Measure M.</p>
	2027	TBD	PS&E	23.30	3.19	0.00	0.00	3.19	None	Shahrzad Amiri/ Philbert Wong	<p>PS&amp;E contract issued to WSP in May 2021 to begin design work for I-405 to Central Avenue segment.</p> <p>\$95k task order issued to KKCS for program management support during PS&amp;E, so PS&amp;E budget increased accordingly. Design for Segment 1 (I-405 to Central Ave.) proceeding. Roadside Toll Collection System proposals due February 2022. Program Management Support RFP issued January 2022.</p> <p>Construction Manager/General Contractor (CM/GC) RFP was released in February 2022.</p> <p>All PS&amp;E work to be funded by Measure M.</p>

# Measure M Oversight Committee

## Highway Projects Overview

Expenditures through December 30, 2021

Status Update: February, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 12/31/21)				
High Desert Multi-Purpose Corridor Rail Component	2019	TBD	Service Development Plan/Preliminary Engineering	4.63	1.10	0.00	0.00	0.00	None	Vincent Chio/ Jeanet Owens	<p>Proposed new high-speed intercity passenger rail service from the future Brightline West station in Apple Valley to the future Palmdale station along the 54-mile-long High Desert Corridor.</p> <p>DesertXpress/BrightLine is developing the Brightline West high-speed rail system between Las Vegas and Southern California that includes a future station in Apple Valley. Development of a Service Development Plan and Preliminary Engineering is underway and is scheduled to be completed by March 2022.</p> <p>At the request of the County of Los Angeles, Supervisorial District 5, Metro is contributing an additional \$0.4M to complete the joint CEQA/NEPA amendment to address changes to the rail corridor since the original Environmental Document.</p> <p>The current phase budget is \$4.625M, including \$3M in Measure M, \$1.375M in TIRCP and \$0.25M in DesertXpress funds.</p> <p>Completed three stakeholder meetings including CalSTA, Caltrans, CHSRA, FRA, HDCJPA, County Supervisor District 5 office, Brightline West, Metrolink, Cities of Palmdale, Lancaster, Adelanto, Apple Valley, etc. as of December 2021.</p>
High Desert Multi-Purpose Corridor - Highway component	2019	TBD	PSR-PDS	1.00	0.12	0.00	0.00	0.12	Funding for the next phases of the project is currently not yet identified.	Isidro Panuco	<p>Continuation of a more practical and feasible alternative alignment to the HDC highway component. This alternative is being considered on the SR-138 in LA County and SR-18 in San Bernardino County between Palmdale and Victorville. Joint efforts by Metro, SBCTA, and Caltrans to develop a Project Study Report started in July 2021 and is expected to be completed by Fall 2022.</p> <p>The PSR-PDS is funded by the remaining Measure R funds. SBCTA is sharing 50% of the project cost for development and completion of the PSR-PDS. Measure M funds will be needed for subsequent phases.</p>

## Measure M Oversight Committee

### Highway Projects Overview

Expenditures through December 30, 2021

Status Update: February, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 12/31/21)				
I-5 Corridor Improvements (I-605 to I-710)	2036	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	Pursuit of this project depends on approval of the environmental document for the I-605 Corridor Improvements project currently in progress. If that project is not approved, a corridor level environmental process for the segment between the I-605 and I-710 will not be warranted.	Ernesto Chaves	Schedule unknown. Project development & delivery contingent upon completion of the I-5 / I-605 interchange improvements.  This will be a Caltrans-led project. Metro contributing to the PAED phase. Start date to be determined.
I-405/I-110 HOV Connector Ramps and Interchange Improvements	2042	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
I-605/I-10 Interchange	2043	TBD	Not started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
SR-60/I-605 Interchange HOV Direct Connectors	2043	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
I-110 ExpressLanes Ext. South to I-405/I-110 Interchange	2044	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Shahzad Amiri/ Philbert Wong	No activities at this time. Future updates will be provided.
High Desert Multi-Purpose Corridor – LA County Segment	2063	TBD	Transit: in feasibility study Highway: Alternative alignment in PSR-PDS	0.00	0.00	0.00	0.00	0.00	Determination of viability of projects and availability of funds.	Isidro Panuco	See Items 7 and 8 above.

\*Soft Costs include all Non-Construction Capital expenditures up to the current phase.