



Board Report

File #: 2023-0283, **File Type:** Informational Report

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE JULY 19, 2023

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

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

BACKGROUND

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

DISCUSSION

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

Last quarter's report was presented at the April 19, 2023, meeting of the Planning and Programming

Committee, during which Director Solis requested that staff explore strategies to advance the Eastside Transit Corridor Phase 2 project, including contracting and procurement arrangements, and advancing pre-construction activities. She requested that by July 2023, staff address the following:

- A. Assess design and construction procurement of the project as a single alternative delivery contract, such as progressive design-build,
- B. Explore how a preconstruction contract to the selected contractor team and segmented contracts can advance progress,
- C. Like the West Santa Ana Branch project, explore the opportunity to award an “Early Works” contract that includes utility relocation, demolition, environmental protection, and any long-lead procurement activities, like the Tunnel Boring Machine,
- D. Look into prioritizing and initiating preconstruction on a City of Commerce IOS/tunnel segment to break ground as soon as possible, subject to state and federal environmental clearance,
- E. Assess continuing preconstruction work for the remaining segments (to Greenwood IOS and the rest of the alignment), advancing the design and value engineering activities for those segments, allowing construction to start quickly as funding becomes available.

In response, Metro’s Program Management staff currently is developing a set of criteria to be used when selecting project delivery methods for Metro projects. These project delivery methods may include but are not limited to design-build, progressive design-build, construction manager/general contractor (CM/GC) arrangements. Program Management anticipates the completion of these evaluation criteria and selection of a delivery method for the Project by the Fall 2023, and application to FTA as early as mid-2024 to enter the Project Development phase.

In parallel, staff recognizes that advancing pre-construction activities can reduce future risk in construction, and some activities may be advanced following CEQA certification (anticipated in Winter 2024) and before NEPA clearance. Such pre-construction activities include:

- Geotechnical exploration: These activities are underway to conduct subsurface investigations. This allows the Project team to better understand and manage risk, which will be an important consideration in identifying the project delivery method and future construction needs.
- Utility relocation: Documentation of existing and potential conflicts also is underway, and relocations will follow. These activities may be conducted prior to NEPA clearance as “early works,” though Metro’s expenditures may not be counted as local match toward any federal grant awards. Early relocation of utilities, however, is anticipated to reduce overall time and risk to construction.
- Identification of potential long-lead procurements: The Project team, in its evaluation of early works potential and in its consideration of the project delivery method, will evaluate any potential long-lead procurements such as the use of a tunnel boring machine.
- Rights of way: The Project team currently is identifying rights of way needed for the project, so that certification and acquisition of properties and rights necessary to preserve the corridor may follow. These activities may be conducted post CEQA clearance and prior to NEPA clearance as early property acquisitions under FTA guidance for linear projects.

EQUITY PLATFORM

Because this report is provided on a regular basis and provides a high-level update on multiple projects, equity considerations are summarized and provided in this quarter's report as a baseline summary. Future reports in this quarterly series will provide updates since the prior quarter, if any.

Attachment B establishes the current baseline assessments.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

NEXT STEPS

Staff will continue to advance these projects through planning phases. The next quarterly Countywide Planning and Development major project status update will be in October 2023.

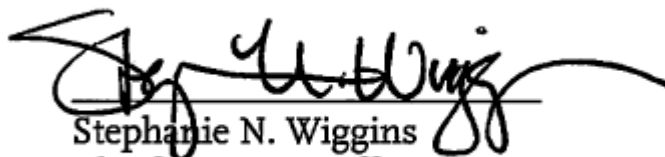
ATTACHMENTS

Attachment A - Project Status Report

Attachment B - Equity Assessments

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Major Capital Projects Update Countywide Planning and Development

July 19, 2023

Presented By

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Complete Streets and Highways

Transit and Active Transportation Projects



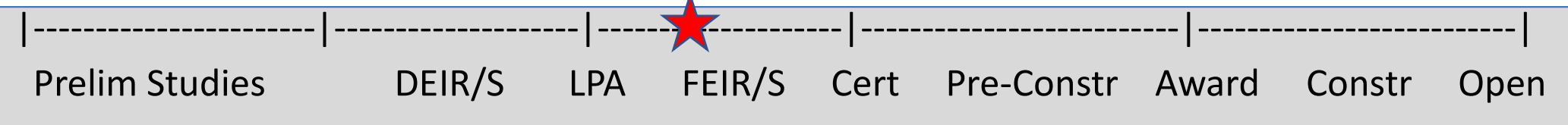
> Major Pillar Projects

- A) West Santa Ana Branch
- B) Eastside Transit Corridor Phase 2
- C) Sepulveda Transit Corridor
- D) C (Green) Line Extension to Torrance

> Other Projects in Planning

- Los Angeles River Path
- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- E. San Fernando Valley Shared ROW
- K Line Northern Extension
- Arts District/6th Street Station

West Santa Ana Branch Transit Corridor



Recent Activities

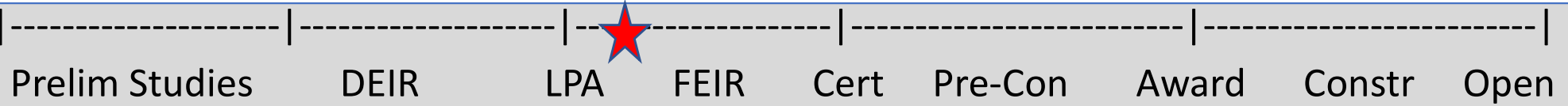
- Utility potholing work is 50% complete (April)
- Two procurements underway: Program Management Support Services, Advanced Design (in blackout)
- Public/stakeholder outreach meetings in Paramount, Bell, Artesia, Cerritos and virtual (June)
- Technical memos and EIS/R Chapters under preparation & with FTA and Army Corps of Engineers for review
- Ongoing work with UPRR/Ports on MOU

Next Actions

- Fall 2023: First Admin Draft Final EIS/EIR to FTA
- Fall 2023 (tent.): Board action on contract awards
- Spring 2024 (tent.): Board certification of Final EIR
- Summer 2024 (tent.): FTA Record of Decision on Final EIS



Eastside Transit Corridor Phase 2



Recent Activities

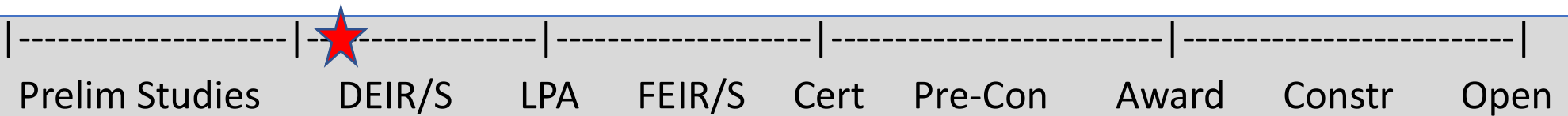
- Awarded \$35M from State TIRCP
- Requesting vehicles/bus resources for community tours
- Ongoing coordination with FTA on the NEPA process
- Preparing for future entry into Project Development phase
- Developing Cooperative Agreement with cities and County Counsel
- FLM planning underway, including analysis of existing conditions and coordination of walk audits



Next Actions

- Engineering field work to begin along the alignment (Summer 2023)
- Community Rail Tours and FLM Walk Audits anticipated in Fall 2023 (tentative)
- FTA to determine the appropriate level of NEPA documentation for the project in coordination with Metro staff
- Complete Delivery Selection Process in September 2023
- CEQA anticipated in Winter 2024, exploring strategies to advance construction

Sepulveda Transit Corridor



Recent Activities

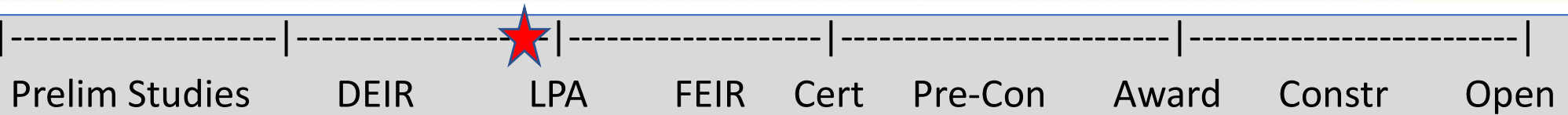
- Ongoing fieldwork
- Continued engagement with adjacent projects and with third party agencies
- Planning and Environmental Linkages (PEL) meetings with agencies

Next Actions

- Continue to develop designs and prepare environmental technical studies
- Preparing for next round of community meetings



C (Green) Line Extension to Torrance



Recent Activities

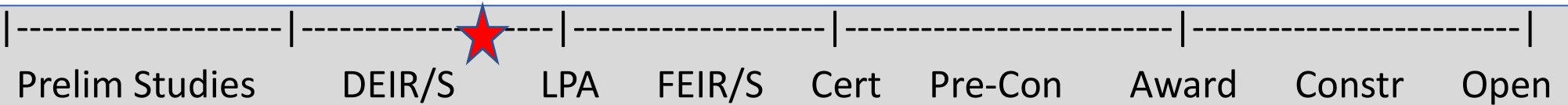
- Draft EIR released in January
- 61-day comment period closed March 27, 2023
- Received over 2,200 comments during 61-day public comment period
- Continuing to review public comments and prepare responses

Next Actions

- Continue to identify and develop staff recommendation of Locally Preferred Alternative (LPA) based on project objectives, findings and community concerns
- Summer 2023: Briefing elected officials, cities
- Fall 2023: Board selection of LPA



Los Angeles River Path



Recent Activities

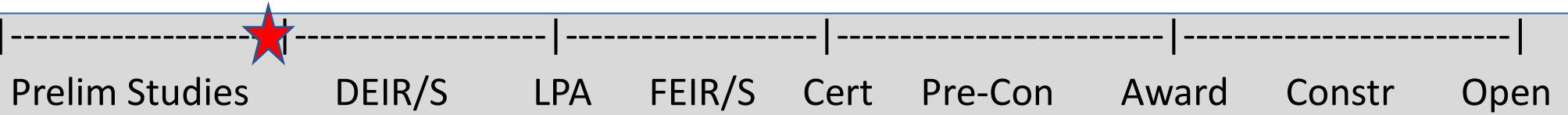
- Legal reviews of tech reports
- Developing DEIR Communications Plan in preparation for end of year release
- Finalizing project fact sheet and FAQs
- Working with Third Party for development of MCAs/LOAs with project stakeholders

Next Actions

- Summer 2023: Outreach Events throughout and adjacent to project area
- Development and implementation of CBO Partnership Strategy to support community engagement efforts
- End of 2023 (tent.): Release of DEIR
- Summer 2024 (tent.): Selection of single alternative



Vermont Transit Corridor

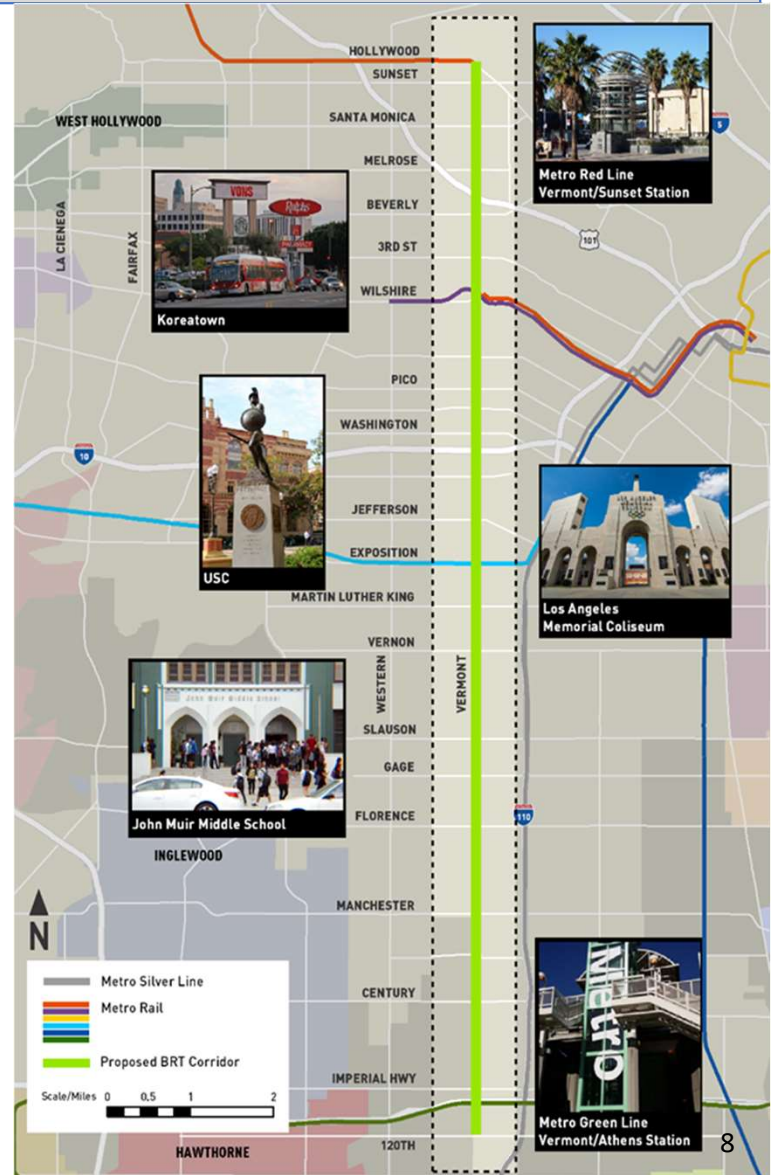


Recent Activities

- Active procurement underway for environmental services (RFP released February 2023)
- Beginning coordination with Service Planning on near-term bus service improvements

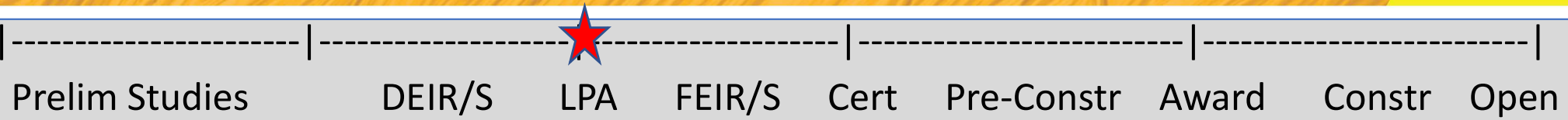
Next Actions

- July 2023: Anticipated procurement for communications/outreach services
- Sept 2023: Anticipated Notice of Intent to Award for environmental services, and Board action on contract award



Rail to River Active Transportation Corridor

Segment B

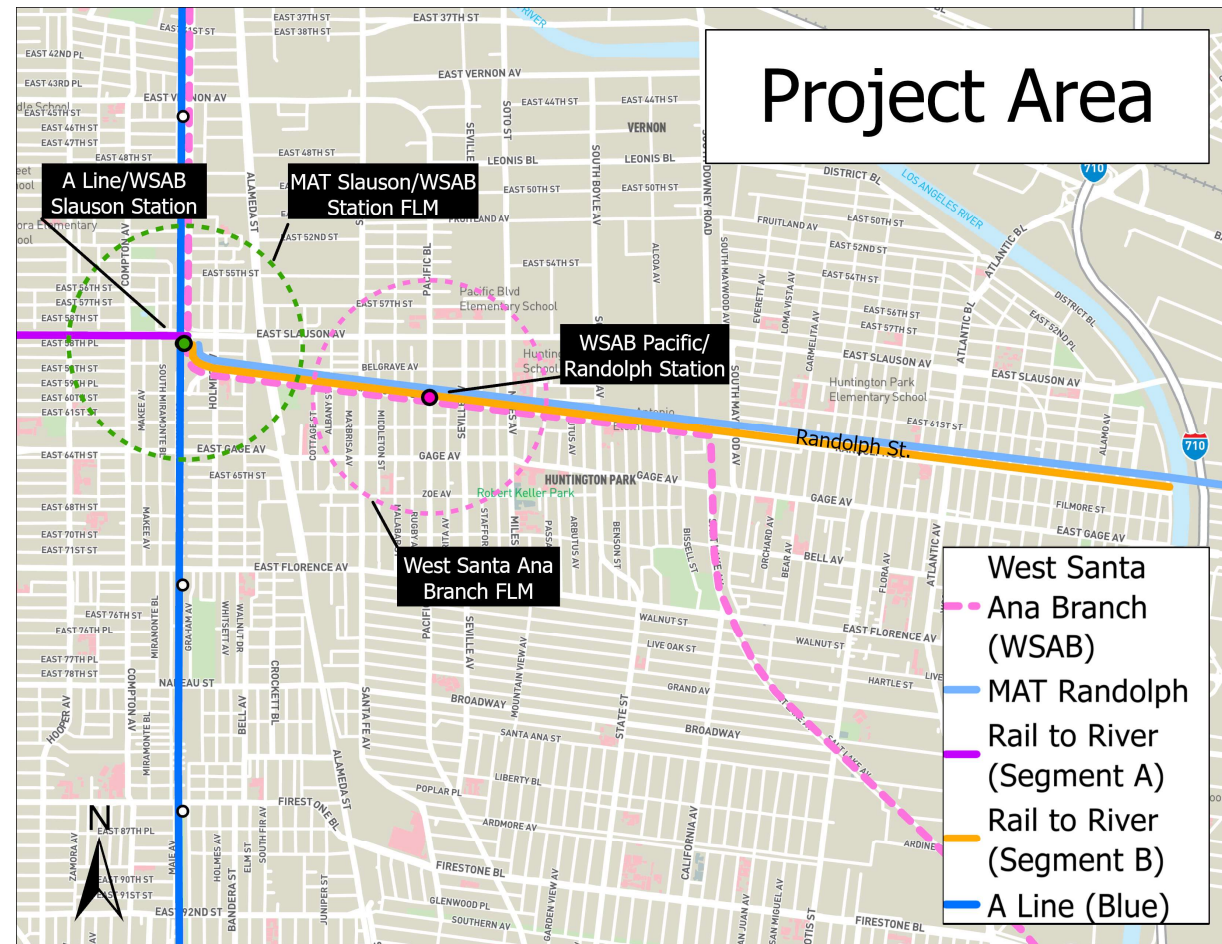


Recent Activities

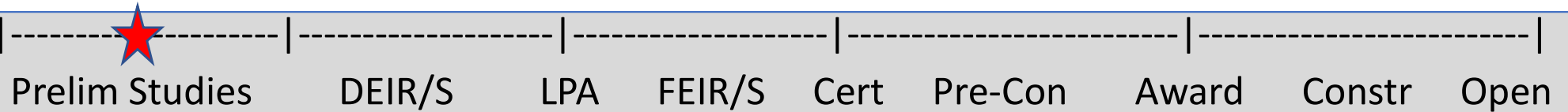
- Procurement underway for technical and outreach services to support design and environmental clearance
- Coordination with cities and other related projects

Next Actions

- Award contract Fall 2023
- Initiate design and environmental work



East San Fernando Valley Shared ROW Study



Recent Activities

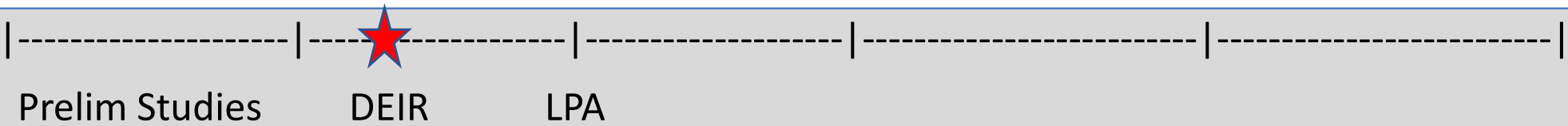
- Confirmation and definition of future scenarios to be studied
- Technical coordination with Metrolink, City of San Fernando and LADOT on study methodology and assumptions
- Finalization of grade crossing analysis and approach



Next Actions

- Continue analysis in coordination with Metrolink, City of San Fernando

K Line (Crenshaw) Northern Extension

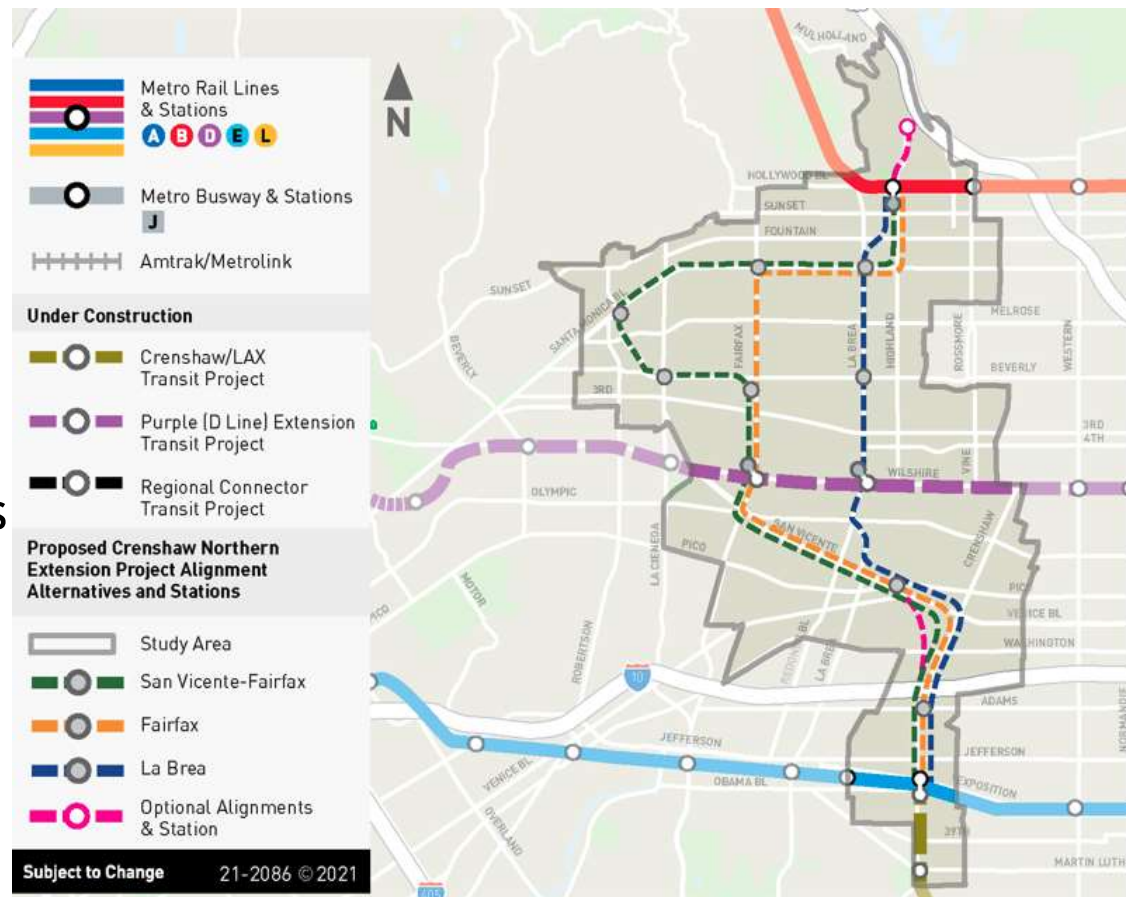


Recent Activities

- Travel demand forecasting, environmental analysis in preparation of Draft EIR
- Advancing environmental work & prepare technical reports
- Refine DEIR engineering concepts for three alternatives

Next Actions

- Develop the Comparison of Alternatives framework
- Late Summer 2023 (anticipated): Community meetings on three alignments



Arts District / 6th Street Station



Recent Activities

- Board Action (December 2022) authorizing amendment to funding agreement with City of LA
- Ongoing conceptual station design and coordination with Division 20 Rail Operations
- Developing ROM capital cost and ridership estimates

Next Actions

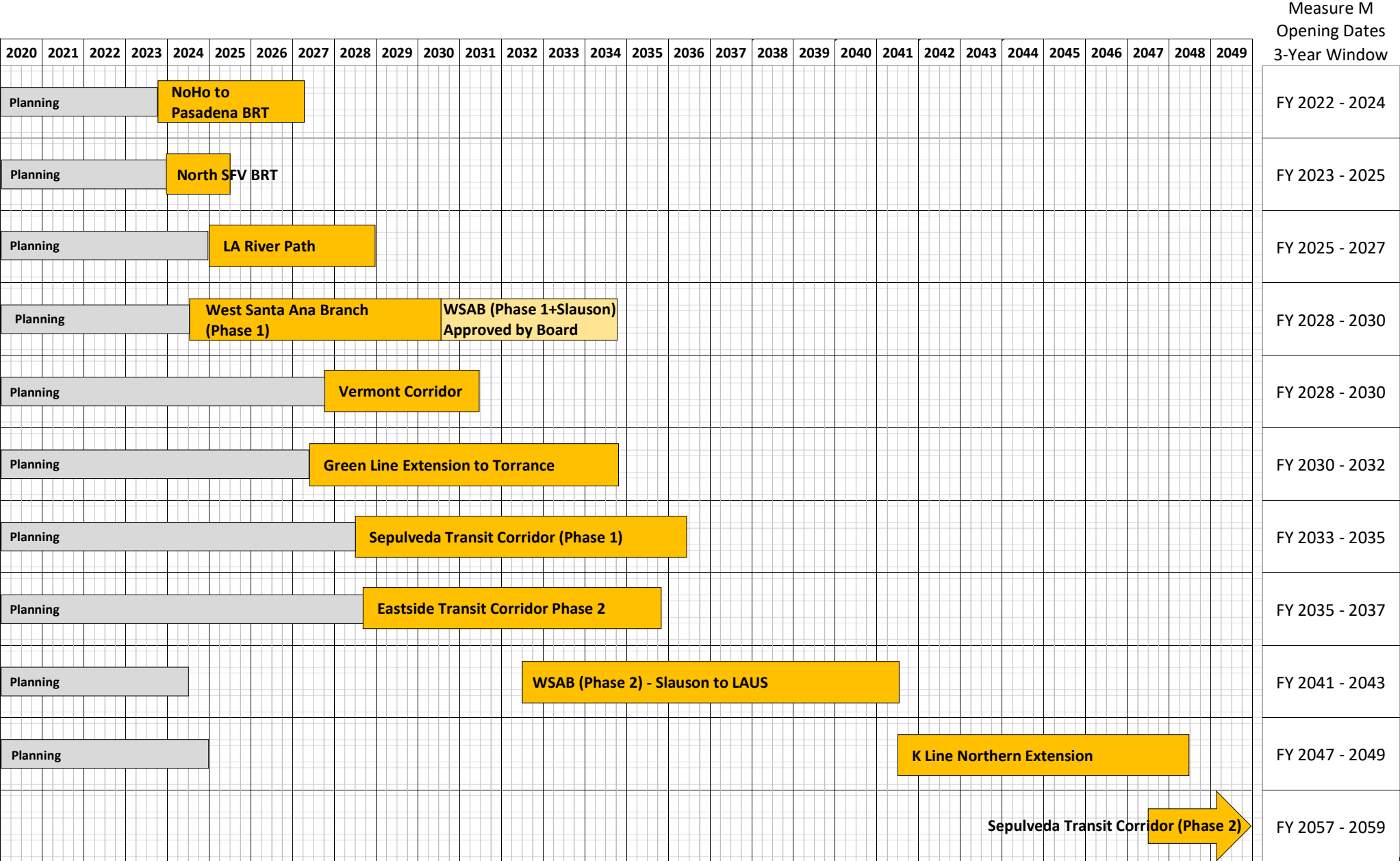
- Coordination with BNSF and Amtrak is critical to Draft EIR release
- 2023: Release of Draft EIR

Arts District/6th St Station
Study Area



Measure M Expenditure Plan

Groundbreaking to Opening Dates



Quarterly Major Projects Report

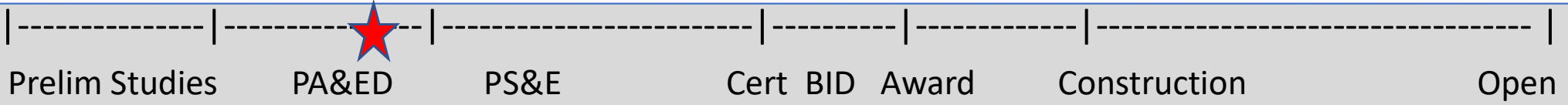
Complete Streets & Highway Projects

Presented by Isidro Panuco
Executive Officer (Interim), Complete Streets & Highways

July 19, 2023

91/605/405 Hot Spots Program (Part 1)

605 Corridor Improvement Project



Purpose and Scope

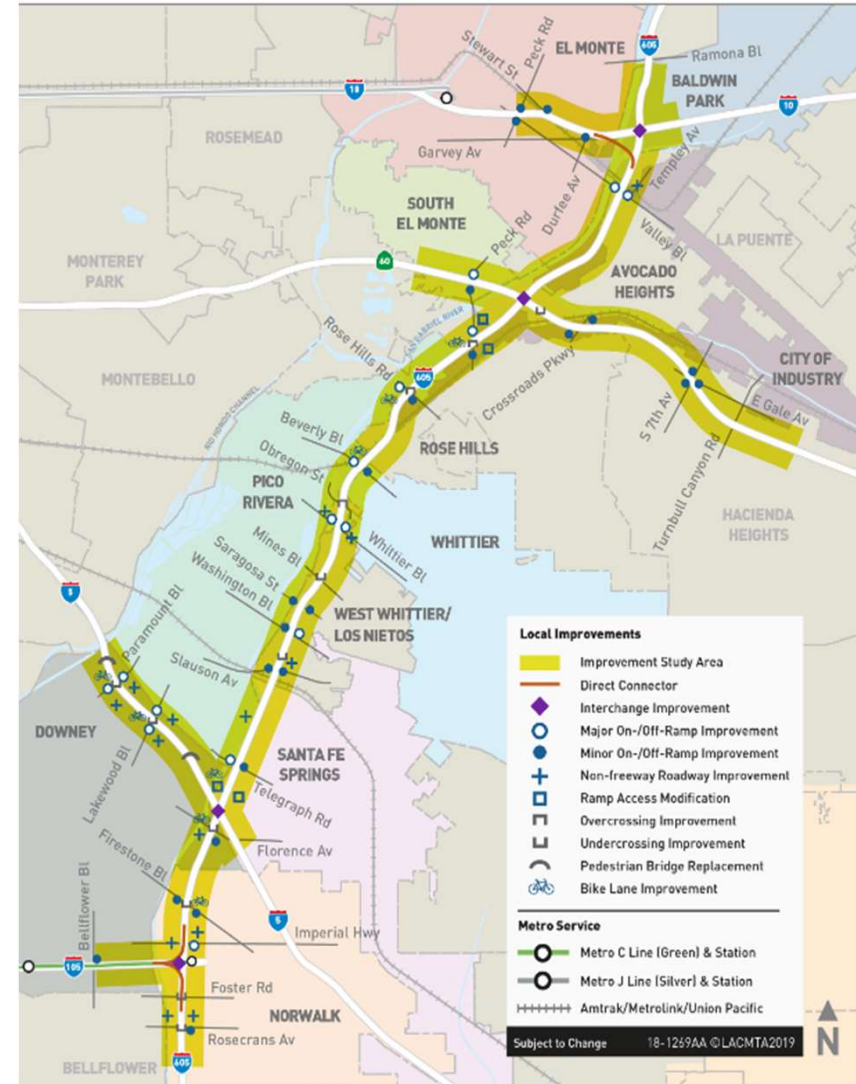
- Improve safety, operations, person throughput.
- Enhance regional connectivity, multimodal and local connections, and access.
- Evaluate multi-modal improvement alternatives.

Status

- Community Engagement:
 - Meetings with community groups and organizations (Summer/Fall 2023).
 - Corridor-wide community meetings (Fall/Winter 2023)
- Working with Caltrans on reduced project footprint design to minimize residential displacements.
- Revised suite of project alternatives including multi-modal elements to be brought back to the Board in Winter 2023.

Challenges

- Corridor needs greatly exceed available local funds.
- Corridor footprint is constrained.



91/605/405 Hot Spots Program (Part 2)



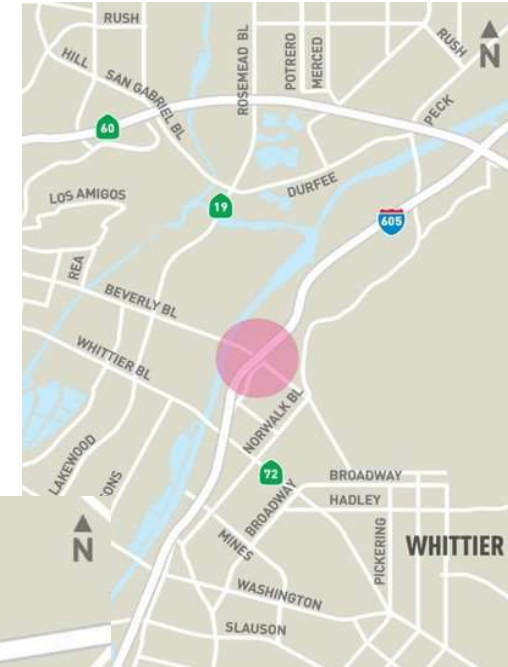
Purpose and Scope

1. Beverly Blvd Interchange

- Improve southbound operations by eliminating short “weaving” length between existing loop ramps.
- Implement diamond interchange design and provide all movements at off-ramp intersection and signalize.

2. Valley Blvd Interchange Improvements

- Improve mobility; reduce congestion, weaving conflicts, ramp queuing, crashes.
- Reconfigure and modify on/off ramps at interchange to alleviate mobility constraints, congestion, and adjacent local arterials; safety improvements to railroad crossing.



Multimodal Elements

- Reconstruct sidewalks to ADA standards.

Status

- 1. 605 Beverly Interchange - design complete, construction anticipated to start in late 2024.
- 2. 605 Valley Interchange - design expected to complete in Fall 2023.

Challenges

- 605 Valley - Construction funding available in the outer years.



91/605/405 Hot Spots Program (Part 3)

Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open



Purpose and Scope

- Enhance regional mobility, connectivity and access.
- Highway improvements that address safety, congestion, and increase person throughput (e.g., interchange reconfigurations, auxiliary lanes).

Status

- 1. WB 91 Shoemaker to Alondra – design expected to complete in October 2023. TCEP funding awarded for construction.
- 2. EB 91 Atlantic to Cherry – design complete, construction expected to start in Spring 2024. TCEP funding awarded for construction.
- 3. SR-91 Central to Acacia – design expected to complete in Fall 2024.

Challenges

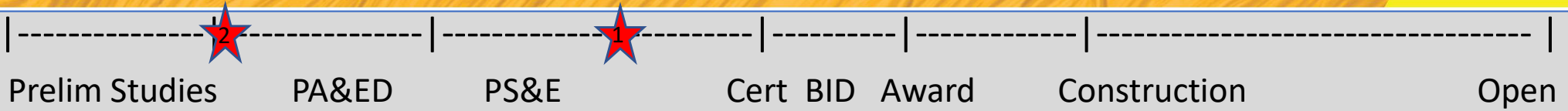
- Optimizing construction schedules for the three SR-91 projects.

Multimodal Elements

- Bike lanes; ADA, pedestrian, sidewalk improvements.



I-405 South Bay Curve Improvements

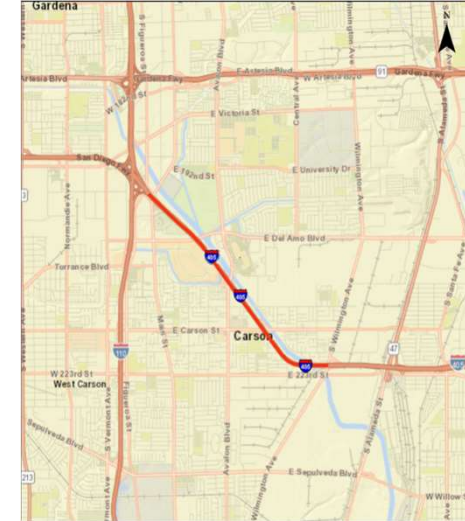


Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans right of way.

Multimodal Elements

- Project may include improvements to pedestrian/bicycle facilities and transit stops.
- High visibility crosswalks.
- Pedestrian flashing beacons.
- Pedestrian and cyclist signage.



Status

- 1. I-405 (I-105 to Artesia Blvd) Auxiliary Lanes – 65% design plans submitted to Caltrans in Spring 2023. Anticipating 95% design submittal by Spring 2024.
- 2. I-405 (I-110 to Wilmington Ave) Auxiliary Lanes – Environmental phase expected to start in Summer 2023.

Challenges

- Construction phase is not fully funded.
- VMT analysis and potential mitigation.

SR-14 Improvements – North County



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

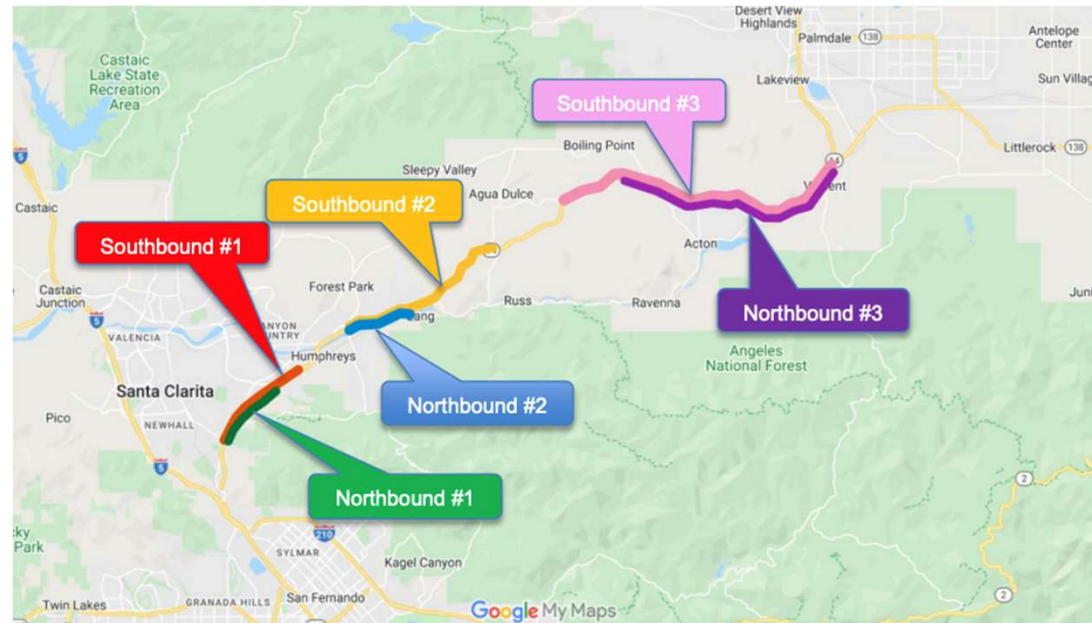
Open

Purpose and Scope

- Project Limits - Newhall Ave undercrossing to Pearblossom Highway.
- Address traffic safety concerns (higher than state average incident rates).
- Improvements may include lane additions (where there are gaps), realigning ramps, widening structures, constructing retaining walls and modifying drainage.
- Metro leading environmental phase.

Multimodal Elements

- Environmental document will evaluate a broad range of alternatives that will be inclusive of multimodal elements (e.g., commuter rail, bike, ped improvements).



Status

- Environmental Phase expected to start in Summer 2023 using the Multimodal Highway On-Call.

Challenges

- VMT analysis and potential mitigation.

ATTACHMENT B: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

Equity Assessments (Baseline)	
Transit and Active Transportation	
West Santa Ana Branch	Entire corridor is an Environmental Justice Community, based on the Council on Environmental Quality (CEQ) Environmental Justice Guidance under the National Environmental Policy Act. The Project will incorporate 2022 Equity Focus Communities (EFC) information and data in its Final EIS/EIR analysis.
Eastside Transit Corridor Phase 2	EFCs are located within a half mile of every station proposed. The Project will benefit communities along the eastern portion of LA County. The full project alignment traverses six (6) EFCs, and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the LPA. This information was presented when the Board selected the LPA in November 2022. The LPA recommendation to Greenwood will serve the highest concentration of EFCs in East LA and the cities of Commerce and Montebello.
Sepulveda Transit Corridor	EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project team will use the 2022 EFC definition for upcoming analyses supporting the CEQA process.
Green Line Extension to Torrance	One of the three cities in the 4.5-mile light rail extension qualifies as an EFC (based on 2022 updated data). The Project will expand transit service and accessibility to major job centers in the South Bay that will better serve low-income, zero-vehicle households, and Black, Indigenous, and/or People of Color (BIPOC) populations throughout the county who make up most of the Metro’s existing rail ridership.
LA River Path	Prior analyses found that approximately 29% of the population within 3-miles of the project lives in poverty, with 92% of the population being people of color (BIPOC) with limited English proficiency. 79% of the population is Latino and more than 22% of the population relies on multi-modal transportation options for getting to work, including walking, bicycling, and taking public transit. The project team will incorporate updated 2022 EFC data as the Draft EIR is nearing release.
Vermont Transit Corridor	Entire corridor is within EFCs and consists of 69% people of color, 32% of households below poverty level, 67% transit dependent households, and 23% of the population commuting to work via transit. In August 2022, Metro Board received an update on the CBO Partnership activities for this project, and a discussion on outreach to EFCs along this corridor. The project team will incorporate the 2022 EFC data in upcoming studies, currently under procurement.
Rail to River Segment B	Randolph Street was recommended to the Board as part of the 2022 Supplemental Alternatives Analysis in part due to community and stakeholder feedback. The Randolph Street corridor is mostly within or adjacent to EFCs. The project team will use the 2022 EFC data for upcoming analyses for environmental clearance.

<p>East SFV ROW Study</p>	<p>The 2.5-mile corridor traverses disadvantaged, densely populated, and underserved communities where access to premium transit service is limited. There is a high concentration of minority and transit-dependent communities residing in proximity to this 2.5-mile corridor, which includes the EFC of Pacoima and City of San Fernando. The Board authorized this study to address safety and mobility improvements along the ROW study area. Findings from the study will be used to recommend strategies to avoid and/or minimize potential harms and impacts to these communities, while maximizing mobility benefits.</p>
<p>K Line Northern Ext</p>	<p>Study area includes EFCs and has a significant proportion of transit dependent residents. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system. Study area includes EFCs and has a significant proportion of transit dependent residents. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system.</p>
<p>Arts District 6th Street Station</p>	<p>The station under study would support transportation, mobility, and accessibility needs of the Arts District, Boyle Heights, Little Tokyo and surrounding communities by providing high quality fixed route transit service to a rapidly growing community. Staff is currently preparing the CEQA analysis. Later stages of the study will include analysis of access for EFCs.</p>
<p>Complete Streets & Highways</p>	
<p>91/605/405 Hot Spots Program</p>	<p>The 91/605/405 Hot Spots Program includes a suite of projects within and adjacent to EFCs. All projects have separate environmental review processes and community outreach. All affected communities and the Gateway Cities COG are actively engaged in the project development process.</p> <p>Where possible, multimodal improvements will be included to improve transit, pedestrian, and cyclist access and safety.</p>
<p>I-405 South Bay Curve Improvements</p>	<p>These projects include safety improvements on the freeway mainline and at the ramp termini between I-105 and Artesia Blvd and Main St and Wilmington Ave on I-405. All projects have their own separate environmental review process inclusive of independent utility and logical termini. There are two EFCs within the proposed project areas; however, the improvements are planned within the freeway right-of-way, and will not require residential displacements.</p> <p>Where possible, multimodal improvements will be included to improve transit, pedestrian, and cyclist access and safety. Public involvement efforts include providing multiple opportunities for stakeholders and the public to review and provide feedback on project related information.</p>
<p>SR-14 Improvements – North County</p>	<p>Some communities within the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro designated EFCs. Travel by vehicle is the primary method by which commuters of all incomes access the Los Angeles Basin via SR-14. Safety improvements to SR-14 are anticipated to benefit</p>

	<p>travel to and from these communities. The Project Development Team will be inclusive of community members for the selection of methodology and development throughout the environmental clearance phase of the project.</p> <p>Anticipated benefits include addressing traffic safety concerns (higher than state average collision rates), bottleneck removals (where there are lane gaps), realigning ramps, modifying structures, constructing retaining walls, and modifying drainage. The environmental document will evaluate a broad range of alternatives inclusive of multimodal elements.</p>
<p>SR-57/SR-60 Interchange Improvements</p>	<p>The Project area is not located within or directly adjacent to EFCs. Implementation of the project will not result in the displacement of, or other negative impacts to, disadvantaged or low-income communities. EFCs are located within 10 miles to the east, northeast, and west of the project location.</p> <p>The San Gabriel Valley Council of Governments (SGVCOG) is leading the construction phase. Metro will continue to support the SGVCOG public outreach efforts during construction.</p>