



Board Report

File #: 2023-0449, **File Type:** Informational Report

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 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.

EQUITY PLATFORM

Because this report is provided on a regular basis and provides an update on multiple projects, equity considerations were provided in last quarter's report as a baseline summary. For this quarterly report, equity considerations for Transit and Active Transportation projects have not changed since last quarter's baseline report and therefore no updates are provided this quarter.

At last quarter's meeting, the Metro Board requested that Complete Streets and Highways projects include equity analyses for individual project rather than for the program of improvements as had been previously presented; those updated considerations are included this quarter as Attachment B.

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 the planning phases. The next quarterly update will be provided in January 2024.

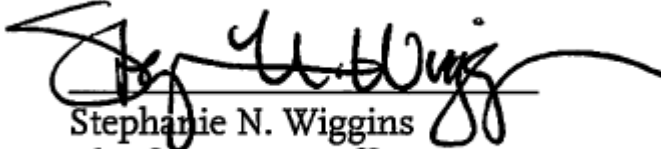
ATTACHMENTS

Attachment A - Project Status Report

Attachment B - Equity Assessments (Complete Streets and Highways)

Prepared by: Nelli Derderian, Director, (213) 418-3246
Roberto Machuca, Executive Officer (Interim), (213) 418-3467
Allison Yoh, Executive Officer, (213) 547-4275
Avital Barnea, Senior Executive Officer, (213) 547-4317
David Mieger, Senior Executive Officer, (213) 922-3040
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

Reviewed by: Jim de la Loza, Chief Planning Officer, (213) (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

October 18, 2023

Presented By

Allison Yoh

Executive Officer

Transit and Active Transportation

Roberto Machuca

Executive Officer (Interim)

Complete Streets and Highways

Transit and Active Transportation Projects



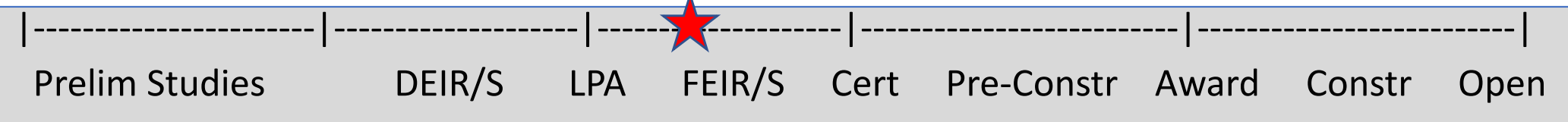
> Major Pillar Projects

- (1) West Santa Ana Branch
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor
- (4) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared ROW
- K Line Northern Extension

West Santa Ana Branch Transit Corridor



Recent Activities

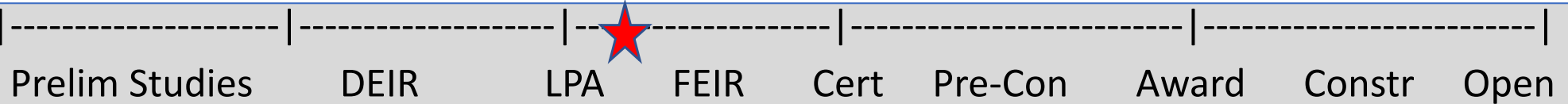
- October 4: Submitted First Admin Draft Final EIS/EIR to FTA & USACE for 25-day review
- All 10 Master Cooperative Agreements (MCAs) executed with corridor cities
- Continuing to work with UPRR/Ports/ACTA on final MOU (legal review and sign-off)
- Two procurements underway: Program Management Support Services, Advanced Design (in blackout)

Next Actions

- Winter 2023: Execute MOU w. Ports/UPRR/ACTA
- Fall 2023 (tent.): Board action on contract awards
- Spring 2024 (tent.): Board certification of Final EIR
- Summer 2024 (tent.): FTA Record of Decision for Final EIS

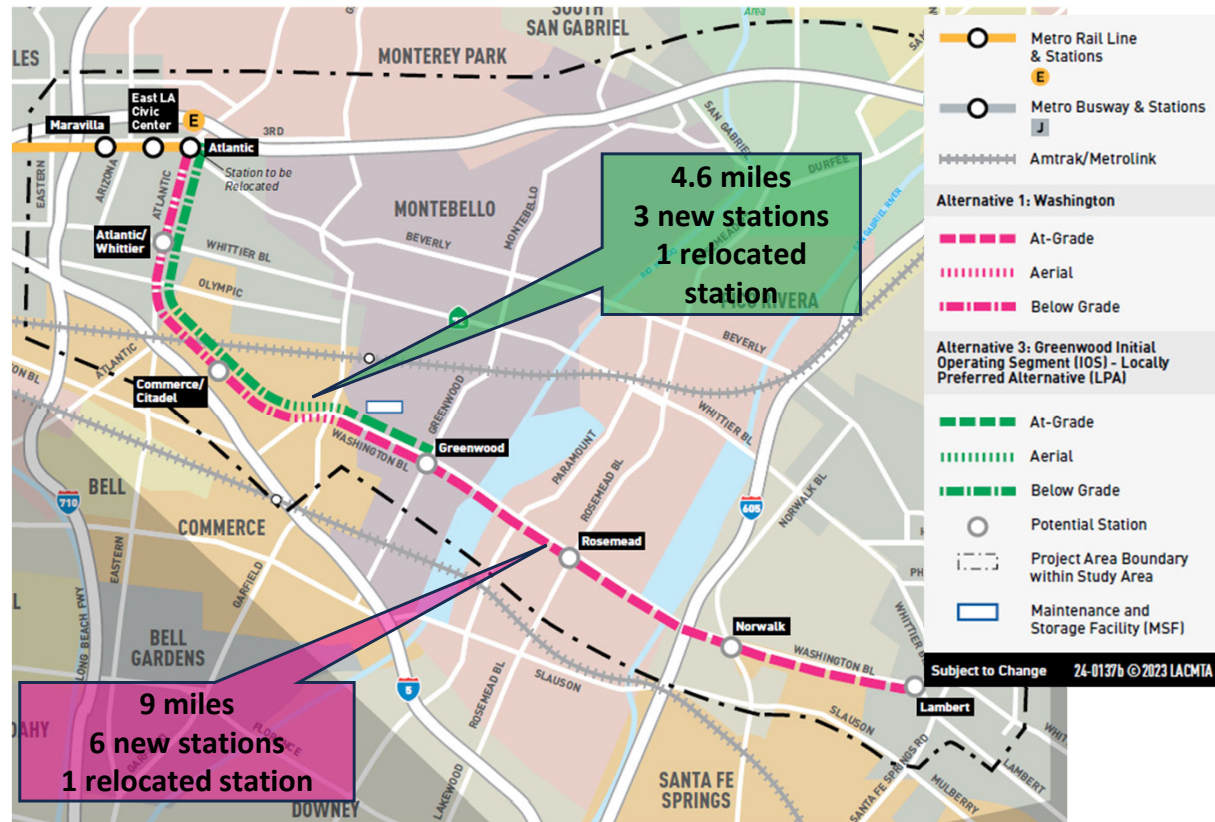


Eastside Transit Corridor Phase 2



Recent Activities

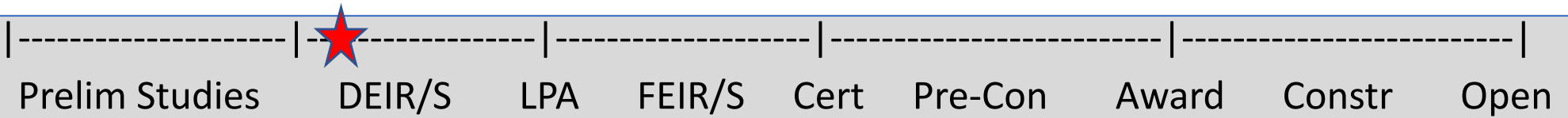
- FLM Technical Walk Audits completed in coordination with County, City Staff, and CBO Partnership
- Ongoing coordination with FTA on the NEPA process
- Preparing for future entry into Project Development phase
- Cooperative Agreement template ready for distribution to corridor cities



Next Actions

- Upcoming Community Rail Tours
Oct. 18 (elected/agencies), Nov. 4 (CBO/key stakeholders),
Nov. 18 (Public Tour #1), Dec. 2 (Public Tour #2)
- FTA with Metro to determine the appropriate level of NEPA documentation
- Complete Delivery Selection Process in November 2023
- CEQA anticipated in Winter 2023/2024, exploring early works advanced construction

Sepulveda Transit Corridor



Recent Activities

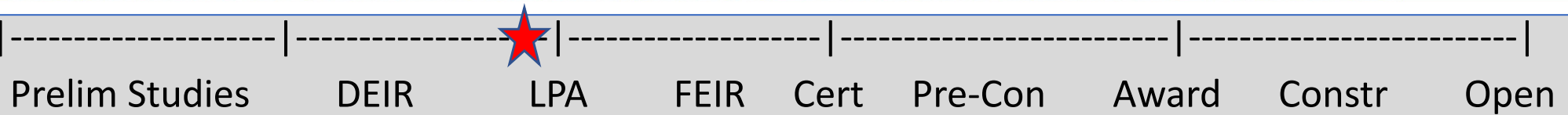
- Released Board Box summarizing January 2023 Community Open Houses
- Ongoing geotechnical/seismic fieldwork
- Continued engagement with adjacent projects and with third party agencies
- Planning and Environmental Linkages (PEL) meetings with agencies

Next Actions

- Fall community meetings
 - Travel times and boardings
 - 10/24 (Westwood), 10/28 (Van Nuys), 11/01 (virtual)
 - In-person meetings to include 405 ExpressLanes & Traffic Reduction Study
- Continue to develop designs and prepare environmental technical studies



C (Green) Line Extension to Torrance

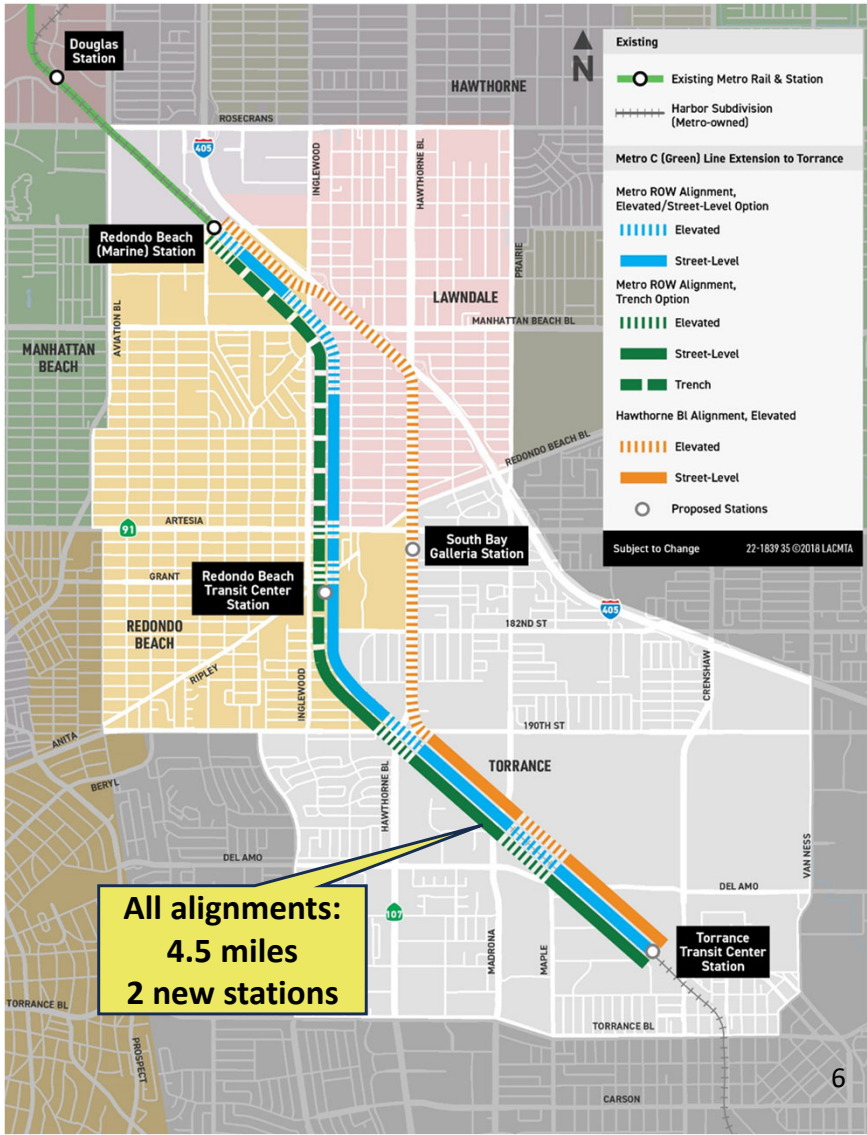


Recent Activities

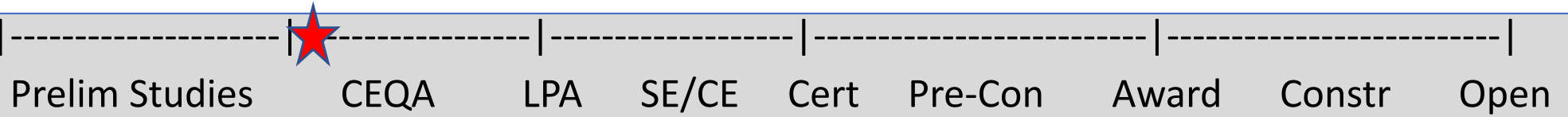
- Completed community poll on project awareness and levels of support
- Selection of K Line operation to Redondo Beach
- Provided project update at September Metro Board Committees: Planning & Programming, Executive Management Committee
- Headstone investigation underway

Next Actions

- Prepare staff recommendation of Locally Preferred Alternative (LPA) based on project objectives, findings and community concerns
- Continue to support SD-2 in community engagement
- Staff recommendation on LPA selection in 2024



Vermont Transit Corridor

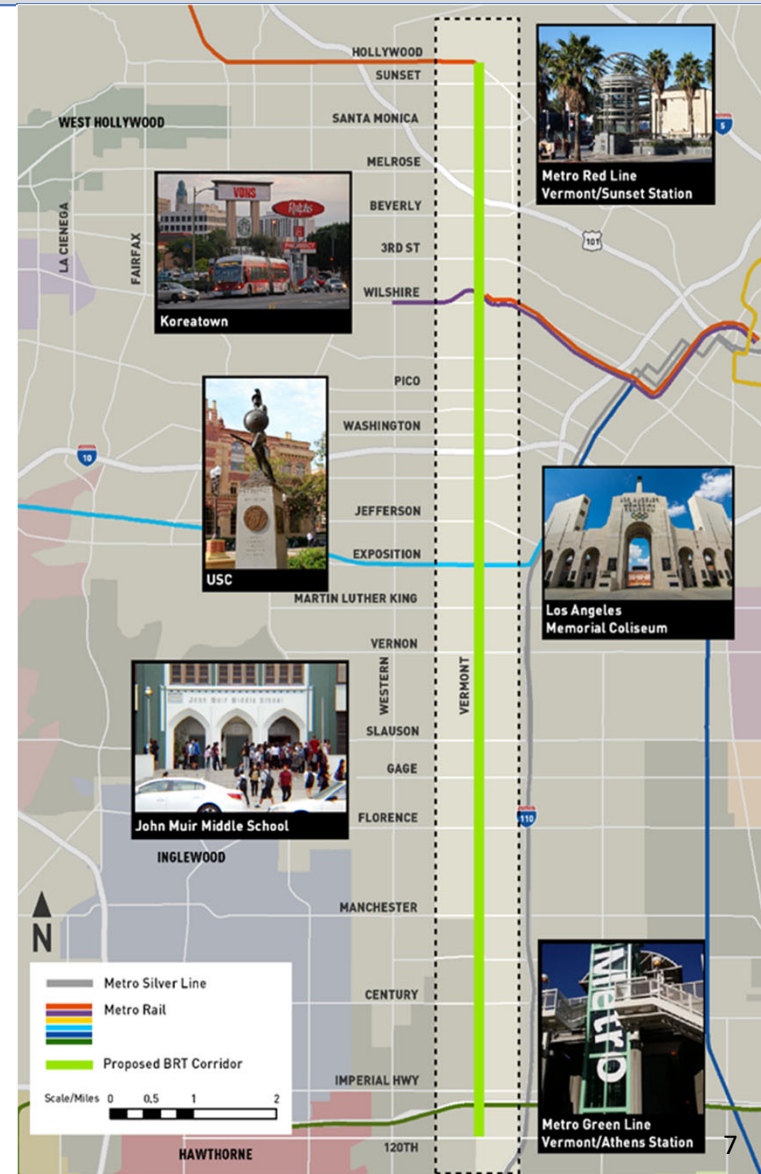


Recent Activities

- Board approved contract for planning & environmental study (Sept 2023)
- Active procurement underway for communications/ outreach services (blackout)
- Board update provided on near-term bus improvements (Operations, Safety & Customer Experience committee in Sept 2023)

Next Actions

- Initiate planning and environmental study (BRT)
- Fall 2023 (tent.): Award contract for communications/ outreach services; community engagement for near-term bus and longer-term BRT improvements
- Commence designs for BRT in coordination with CBO/outreach efforts



Rail to River Active Transportation Corridor

Segment B

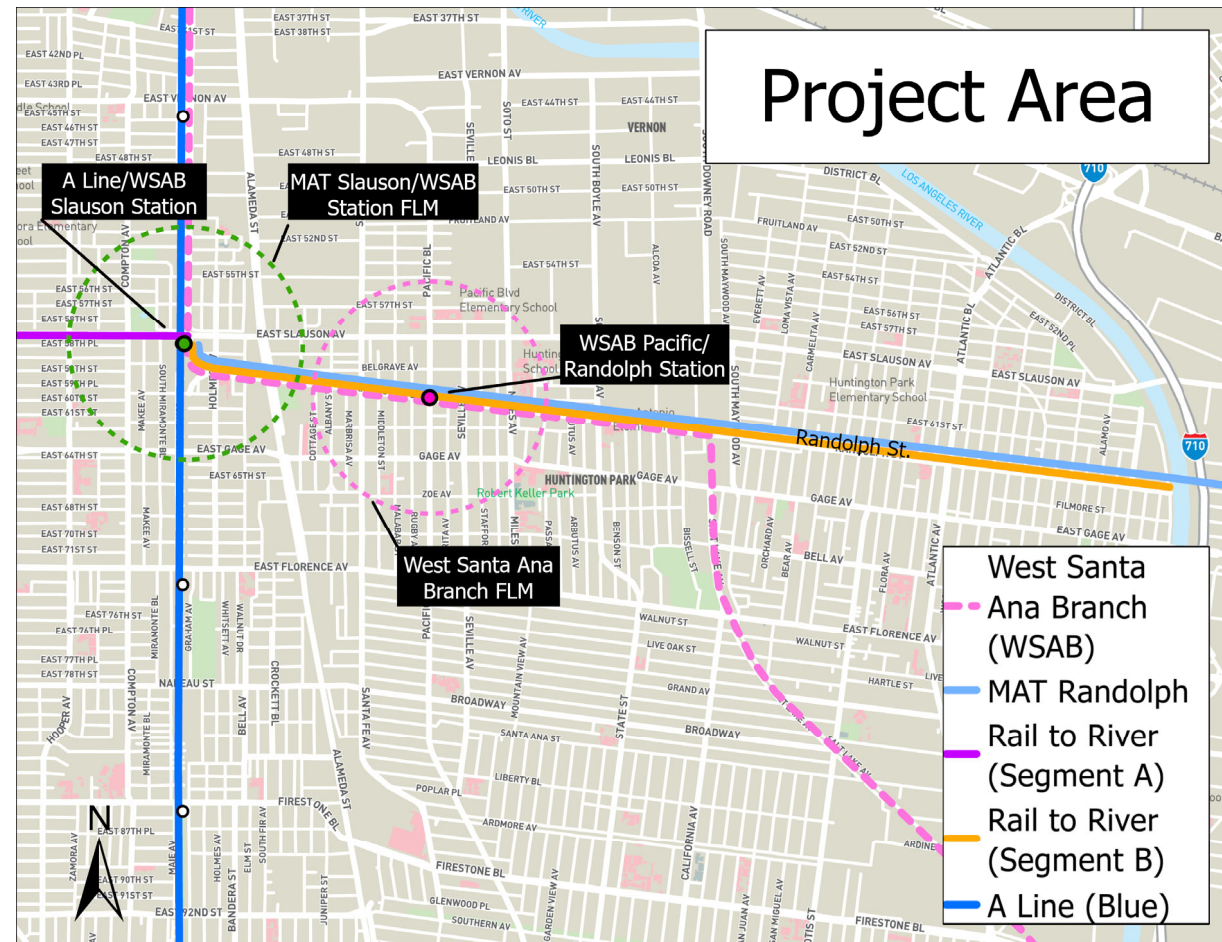


Recent Activities

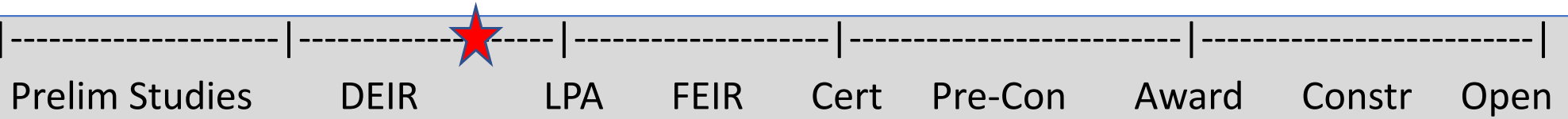
- Procurement underway for technical and outreach services to support design and environmental clearance (blackout period)

Next Actions

- Fall 2023 – award contract and initiate design and environmental work
- Continue coordinating with cities and other related projects



Los Angeles River Path



Recent Activities

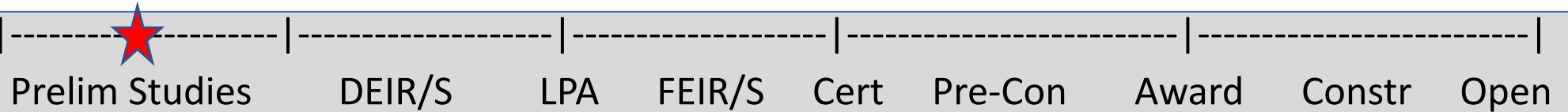
- Preparation for Board action to authorize MCAs with City of Vernon and other city, county and agency partners
- Last PDT meeting (Sept) prior to release of DEIR
- Tribal consultation (Oct)
- Ongoing activities to finalize Admin DEIR



Next Actions

- Develop and implement of CBO Partnership Strategy to support community engagement
- Continue to develop and refine project cost estimates
- Spring 2024 (tent.): Release of DEIR
- Winter 2024/2025 (tent.): Selection of single alternative and start of 60% design

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
- Finalization of grade crossing analysis
- Development of cost estimates for study scenarios

Next Actions

- Continue analysis in coordination with Metrolink, City of San Fernando
- Coordination with CP&D Regional Rail group re: ongoing Antelope Valley line improvements
- Conduct briefings for stakeholders on findings
- Mid-2024 (tent.): Staff recommendations



K Line (Crenshaw) Northern Extension

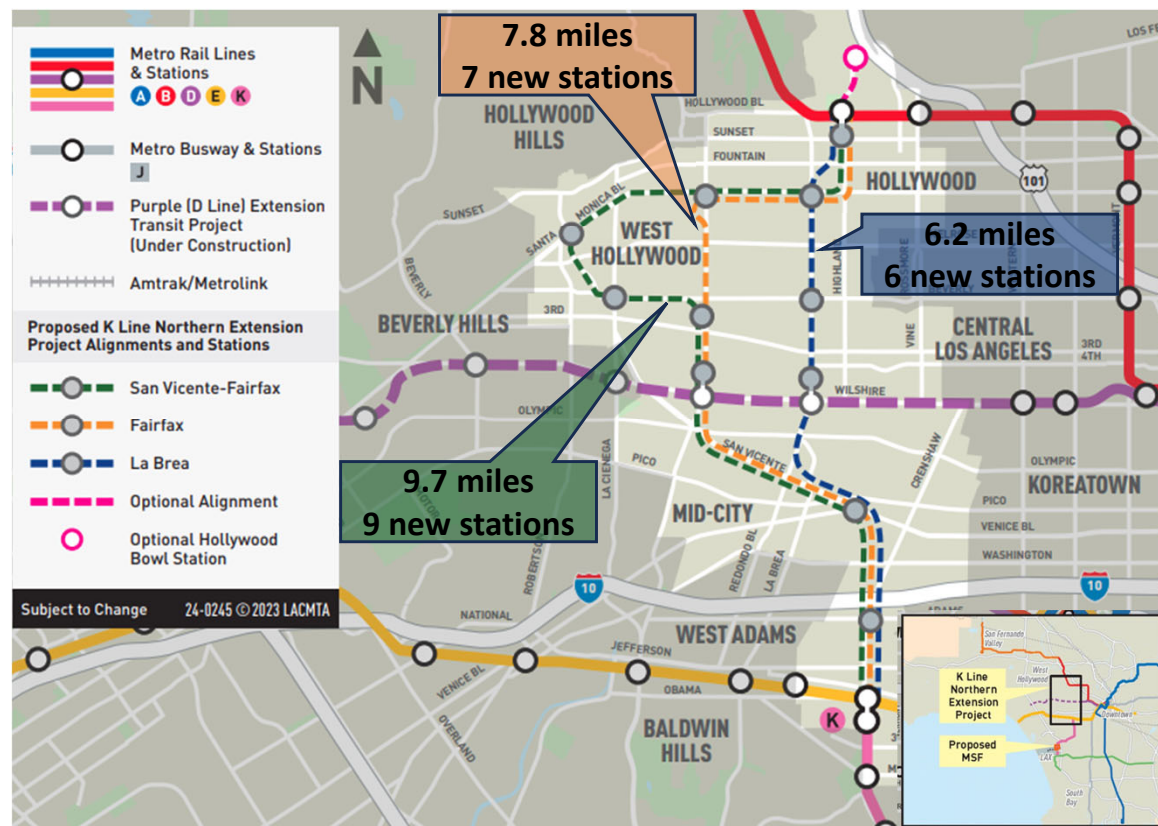


Recent Activities

- Held three community meetings to share project update and ridership estimates (September)
- Advancing environmental analysis under CEQA
- Refining DEIR engineering concepts for three alternatives

Next Actions

- Finalize technical reports and prepare Draft EIR
- Continue to identify cost and funding opportunities



Measure M Expenditure Plan Groundbreaking to Opening Dates

Measure M
Opening Dates
3-Year Window

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049							
Planning				LA River Path																										FY 2025 - 2027						
Planning				West Santa Ana Branch (Phase 1)							WSAB (Phase 1+Slauson) Approved by Board																				FY 2028 - 2030					
Planning				Vermont Corridor																											FY 2028 - 2030					
Planning							Green Line Extension to Torrance																								FY 2030 - 2032					
Planning								Sepulveda Transit Corridor (Phase 1)																								FY 2033 - 2035				
Planning									Eastside Transit Corridor Phase 2																							FY 2035 - 2037				
Planning												WSAB (Phase 2) - Slauson to LAUS																					FY 2041 - 2043			
Planning																						K Line Northern Extension														FY 2047 - 2049
																															Sepulveda Transit Corridor (Phase 2)	FY 2057 - 2059				

Quarterly Major Projects Report

Complete Streets & Highway Projects

Presented by Roberto Machuca
Executive Officer (Interim), Complete Streets & Highways

October 18, 2023

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

605 Corridor Improvement Project



Purpose and Scope

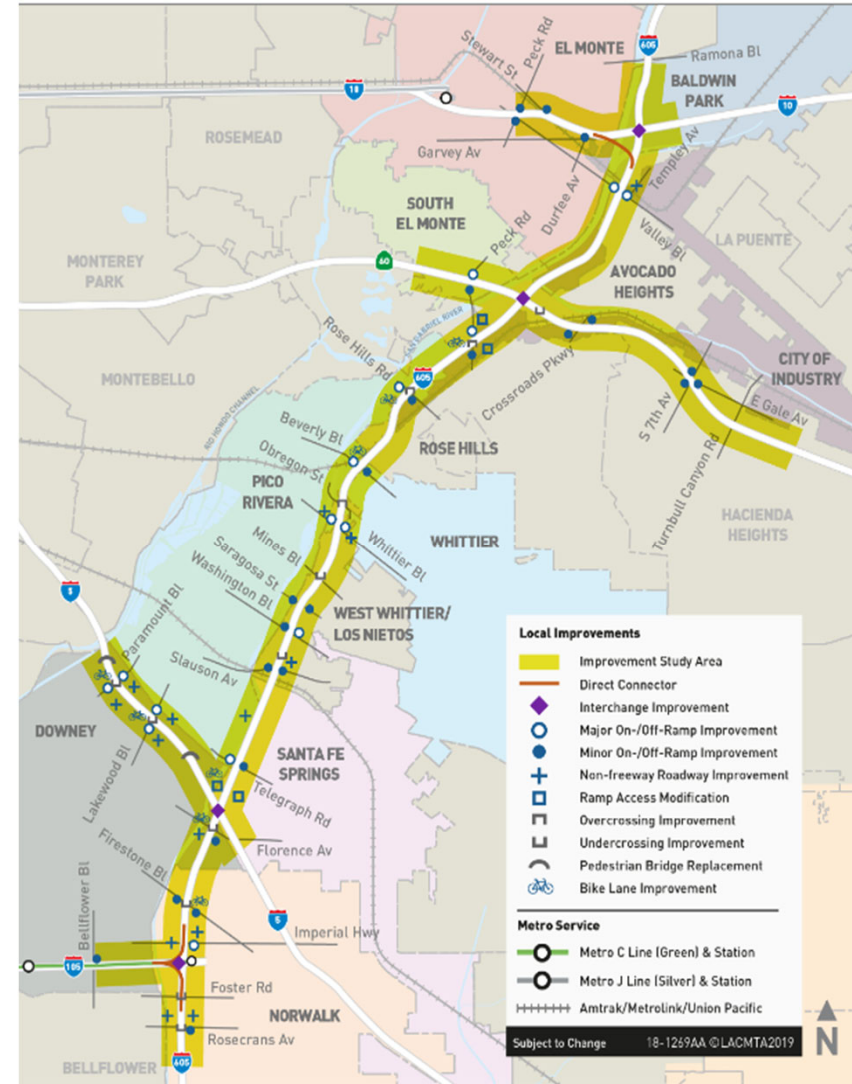
- Improve safety, operations, person throughput.
- Enhance regional connectivity, multimodal and local connections, and access.
- Evaluate multi-modal improvement alternatives.

Status

- Community Engagement:
 - Meetings with community groups and organizations (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 Fall 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 and safety; reduce congestion, weaving conflicts, ramp queuing.
- Reconfigure and modify on/off ramps at interchange to alleviate mobility constraints and congestion on highway and adjacent local arterials; upgrade and coordinate signals; provide ADA infrastructure upgrades and railroad safety improvements.

Multimodal Elements

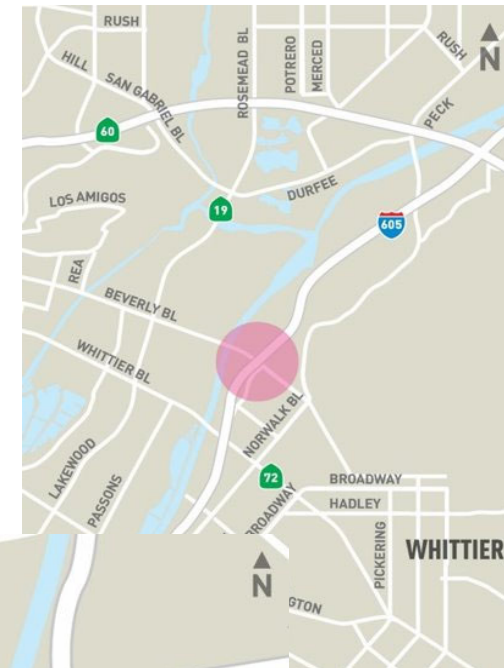
- ADA infrastructure upgrades for pedestrians and rollers.

Status

- 1. 605 Beverly Interchange – design complete, construction anticipated to start spring/summer 2024.
- 2. 605 Valley Interchange – PS&E expected to be completed summer 2024. \$34M TCEP* funding secured for construction phase.

Challenges

- 605 Valley – Timely agency and third-party reviews and approvals.



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 and congestion, and increase person throughput (e.g., interchange reconfigurations, auxiliary lanes).



Multimodal Elements

- Bike lanes; ADA, pedestrian, and sidewalk improvements.

Status

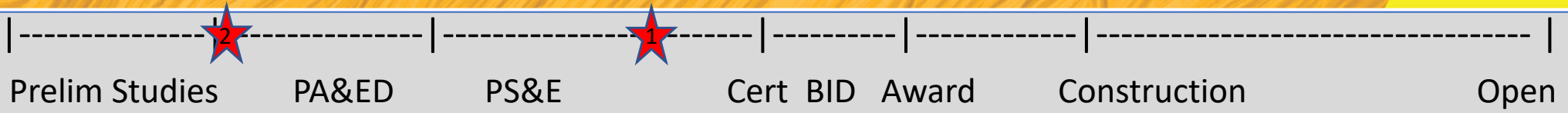
- 1. WB 91 Shoemaker to Alondra – design expected to be completed in fall 2023. \$70M TCEP funding was awarded for construction.
- 2. SR-91 Acacia to Central – design expected to be completed in winter 2025.



Challenges

- Optimizing construction schedules for all SR-91 projects.

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

- I-405 (I-105 to Artesia Blvd) Auxiliary Lanes – Anticipating 95% design submittal by spring 2024.
- I-405 (I-110 to Wilmington Ave) Auxiliary Lanes – Environmental phase started September 2023.

Challenges

- May need to conduct VMT analysis and identify potential mitigation.
- Construction phase is not fully funded.

SR-14 Safety 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 inconsistencies), 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 started September 2023.

Challenges

- May need to conduct VMT analysis and identify potential mitigation.

ATTACHMENT B – EQUITY ASSESSMENT UPDATES

Equity Assessments (Updates)	
Transit and Active Transportation Projects	
Baseline Assessments Provided July 2023	No change from baseline.
Complete Streets & Highways Projects	
91/605/405 Hot Spots Program I-605 Corridor Improvement Project	This project is in the Gateway Cities subregion and is currently in the draft environmental document stage. Through the environmental process, staff has developed context-sensitive alternatives that reduce right-of-way (ROW) impacts, move more people, improve safety for all users of the road, and provide multi-modal options. There are two Metro-defined 2022 EFCs within the project limits: the unincorporated community of Los Nietos and the City of El Monte.
91/605/405 Hot Spots Program 605 Beverly Interchange	<p>This project is in the City of Pico Rivera and consists of replacing the southbound I-605 on-ramp and off-ramp with a new diamond configuration. The diamond configuration includes a series of improvements on the ramps and construction of a new retaining wall. The project provides a new signalized intersection, allowing for access to both east and westbound directions of Beverly Boulevard. The new signalized intersection will include high-visibility crosswalks, ADA compliant curb ramps, leading pedestrian intervals (LPIs), visual and auditory pedestrian countdown timers, and touchless push buttons.</p> <p>This project is entirely within the Caltrans ROW and no residential or commercial ROW acquisition is required. The land adjacent to the project site is zoned as Industrial. During the environmental phase of the project, public involvement efforts included outreach letters and newspaper postings in English and Spanish requesting comment on the environmental document. The project design was completed in July 2022 and a public information/public awareness campaign will resume during the construction phase.</p>
91/605/405 Hot Spots Program 605 Valley Interchange	<p>This project is within the San Gabriel Valley and includes a proposal by the City of Industry to widen the roadway and channelize the lanes on East Temple Avenue, and the Los Angeles County Department of Public Works (LA County) is proposing to reconstruct the pavement on Valley Boulevard.</p> <p>The potential for vehicle/train/pedestrian conflicts on East Temple Avenue at the rail crossing is a major concern given the heavy truck traffic and the frequently traveled freeway, interchange, and local arterials. This project will improve mobility, access, and local traffic circulation in this area. For riders taking the Metrolink San Bernardino Line, the project will improve safety by reducing the potential for train/vehicle incidents, as well as improve pedestrian safety. Riders will also have more options to quickly move through the San Gabriel Valley via the vast rail network at Los Angeles Union Station.</p>

<p>91/605/405 Hot Spots Program</p> <p>WB 91 Shoemaker to Alondra</p>	<p>This project is within the Southeastern portion of Los Angeles County and includes proposed enhancements to ramps, auxiliary lanes and mixed flow lanes to improve safety and operations along SR-91. Commuters will have improved street and freeway operations and safer conditions to quickly move through the Cities of Artesia and Cerritos to the connecting I-605 and I-710 freeways, and/or the vast transit network at the Artesia Transit Center. Freeway improvements would provide better access to the larger transit system, and thus access to shopping centers and jobs. In addition, this project will lead to increased access to bus lines and resulting improved air quality and less street congestion for the region.</p>
<p>91/605/405 Hot Spots Program</p> <p>SR-91 Central to Acacia</p>	<p>This project is within the South Bay subregion in the cities of Compton and Carson and includes mobility and safety improvements along the mainline of SR-91, as well as ramps and local street interchanges on Central Ave, Wilmington Ave, and Acacia Court. The project will also implement complete streets and active transportation improvements by enhancing bike lanes and crosswalks, ADA-compliant ramps, improved signal timing for pedestrians, and intersection enhancements. There are no Metro-defined 2022 EFCs within the project limits due to the high industrial zone area. However, complete streets and active transportation improvements will benefit EFC residential communities that are near the limits of the project.</p>
<p>I-405 South Bay Curve</p> <p>I-405 (I-105 to Artesia Blvd) Auxiliary Lanes</p>	<p>This project includes safety and mobility improvements on the I-405 freeway mainline and ramp termini between I-105 and Artesia Blvd in the cities of Hawthorne, Lawndale, and Redondo Beach. Rear-end collisions and sideswipes are predominant on the mainline and have combined fatality/injury/collision rates higher than the statewide average for similar facilities.</p> <p>This project is in final design and will implement high-visibility crosswalks, LPIs, visual and auditory pedestrian countdown timers, touchless pushbuttons, and wayfinding cyclist signage to enable individuals without a personal vehicle safer travel within the project area. The improvements are within the Caltrans ROW and will not require any residential displacements. There is one Metro-defined 2022 EFC within the project area in the City of Lawndale.</p>
<p>I-405 South Bay Curve</p> <p>I-405 (I-110 to Wilmington Ave) Auxiliary Lanes</p>	<p>This project includes safety improvements on the freeway mainline and at the ramp termini between Main Street and Wilmington Avenue on I-405 in the City of Carson. Traffic collision data reveals that rear-end collisions are predominant on the mainline and the majority of northbound and southbound ramps have actual combined fatality/injury and/or total collision rates that are higher than the statewide average for similar facilities. This project will undertake an environmental review process reflective of independent utility and logical termini.</p> <p>Where possible, the project will implement complete streets and multimodal transportation options and project elements will be evaluated/integrated into the project, as warranted, including soundwalls and low-emission construction techniques. Public involvement efforts include a multilingual hybrid outreach that provides multiple opportunities for stakeholders and the public to review and provide feedback on project-related information. There are no Metro-defined 2022 EFCs within the proposed project areas, the improvements are</p>

	<p>planned within the Caltrans ROW, and they will not require residential displacements.</p>
<p>SR-14 Improvements – North County</p>	<p>This project addresses traffic safety concerns (higher than statewide average collision rates), bottleneck removals (where there are lane inconsistencies), realigning ramps, modifying structures, constructing retaining walls, and modifying drainage.</p> <p>Travel by vehicle on SR-14 is the primary method by which commuters of all income levels access the Los Angeles Basin. Some communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro-defined 2022 EFCs, and safety improvements are anticipated to benefit travel to and from these communities. The project development team will incorporate community member feedback through development of the environmental clearance phase, and the environmental document will evaluate a broad range of alternatives inclusive of multimodal elements.</p>