



Board Report

File #: 2024-0507, File Type: Oral Report / Presentation

Agenda Number: 6.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE OCTOBER 3, 2024

SUBJECT: TRANSIT AND HIGHWAY CAPITAL PROJECTS

ACTION: 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 uses 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, and by Countywide Planning and Development for 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 considerations are provided in this quarter's report as a baseline summary. Future reports in this quarterly series will provide updates from the prior quarter, if any.

Transit and Highways Capital Projects

Gold Line Foothill Ext. Phase 2B: Equity - 25% (1 of 4 stations) within or adjacent to Equity Focus Communities (EFC)

LAX/Metro Transit Center (AMC): Equity - 100% within or adjacent to EFCs

Westside Purple Line - Section 3: Equity - 50% (1 of 2 stations) within or adjacent to EFCs

1-5 North County Enhancements: Equity - this project is not within or adjacent to EFCs

I-105 Express Lanes: Equity - 92% within or adjacent to EFCs

G Line BRT Improvements Project: Equity - 88% (15 of 17 stations) within or adjacent to EFCs

East San Fernando Valley Transit Corridor: Equity - 70% within or adjacent to EFCs

North Hollywood to Pasadena BRT Project: Equity - 60% within or adjacent to EFCs

North San Fernando Transit Corridor Project: Equity - 42% within or adjacent to EFCs

Transit Planning Projects

Southeast Gateway Line: 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 incorporated 2022 EFC information and data in its Final EIS/EIR analysis.

Eastside Transit Corridor Phase 2: EFCs are located within a half mile of each of the 7 proposed stations. The Project will benefit communities along the eastern portion of LA County. The full 9-mile project alignment traverses six (6) jurisdictions or neighborhoods with EFCs, and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the 4.6-mile initial operating segment to the Greenwood Station. The Project will benefit these EFCs and other communities along the eastern portion of LA County and the cities of Commerce, Montebello, Pio Rivera, Santa Fe Springs, and Whittier. The LPA 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.

C Line Extension to Torrance: Lawndale, one of the three cities in the project area, includes EFCs (based on 2022 updated data). Travel patterns and projected ridership show that the Project will expand transit service and accessibility for many EFCs to connect to major job centers in the South Bay and serve low-income, zero-vehicle households, and Black, Indigenous, and/or People of Color (BIPOC) populations throughout LA County who make up most of the Metro's existing rail ridership.

K Line (Northern Extension): Study area includes EFCs in Mid-City and Hollywood and includes neighborhoods in which a significant proportion of residents are transit dependent. Projected travel patterns and ridership show that the Project will serve many EFCs along the K Line, connecting people to jobs, schools and services. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system.

Complete Streets and Highways Projects

SR-71 South Segment Improvements (Phase 1): The Project is in the City of Pomona, a city with EFCs that is also reported to be a disadvantaged community, as defined by SB 535 Disadvantaged Communities using CalEnviroScreen 4.0 results, with a median household income of \$67,549, which is 18% lower than the median annual income across the entire state. The SR-71 South Segment (Phase 1) is under construction and will be open to traffic next Fall. It is anticipated the Project will provide numerous operational and safety benefits; multimodal options

(new HOV lane); improve travel speeds; reduce bottlenecks, queues and vehicle idling to help improve air quality for residents in Pomona and the surrounding community.

SR-71 North Segment Improvements (Phase 2): The SR-71 North Segment (Phase 2) extends the proposed improvements along the corridor two miles north to the I-10 freeway in the City of Pomona. It is anticipated Phase 2 design work will resume this quarter (FY25, Q1); and the same transportation benefits will be realized as Phase 1, including increased local connectivity and more multimodal options (replacement of an existing pedestrian overcrossing); and goods movement (after reconstructing two rail overpasses to facilitate safer double-stacking of rail cars; and quicker and smoother movement of freight to major east-west corridors.

SR-57/SR-60 Interchange Improvements: The project area is 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.

I-405 South Bay Curve Improvements (I-105 to Artesia Boulevard - Auxiliary Lanes): The Project will implement high-visibility crosswalks, leading pedestrian intervals, visual and auditory pedestrian countdown timers, touchless pushbuttons, and wayfinding cyclist signage to enable safer travel within the project area. The planned improvements are within Caltrans' right-of-way and will not require residential displacements. There is one Metro-designated EFC within the project area in the City of Lawndale.

I-405 South Bay Curve Improvements (I-110 to Wilmington Avenue - Auxiliary Lanes): The Project will implement complete streets and multimodal transportation options, such as and not limited to Class I and II bicycle facilities, sidewalk and street crossing improvements and transit signal priority where possible and as warranted. 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-designated EFCs within the proposed project area, but there is an EFC within one mile of the proposed project area. The planned improvements are within the Caltrans right-of-way and will not require residential displacements.

SR-14 Improvements (Newhall Avenue Undercrossing to Pearblossom Highway): Some communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro-designated EFCs. Safety improvements are anticipated to benefit travel to and from these communities and reduce crashes/injuries.

Other Non-Recurring Project

High Desert Corridor (HDC Joint Powers Authority): The entire Project area falls within low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged communities, as defined by SB 535. The Project also traverses through Metro's Equity Focus Communities in the Antelope Valley, including the cities of Palmdale, Lancaster, and unincorporated Los Angeles County. In addition, residents within the Project area are predominantly from Black, Indigenous, and Other People of Color (BIPOC) populations, between 61% and 77%, with the highest percentage of BIPOC populations in the City of

Palmdale. Many of the populations include people with limited English proficiency.

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

October 2024

Julie Owen

Sr. EO, Project Management Oversight



Transit / Highway Engineering and Construction

Construction Projects

- Gold Line Foothill Extension Phase 2B – Pomona
- Airport Metro Connector
- Westside Purple Line – Section 3
- 15N County Enhancements

Alternative Delivery Projects



- 105 Express Lanes
- G Line BRT Improvements Project
- East San Fernando Valley Transit Corridor
- North Hollywood to Pasadena BRT Project

Operational Projects



- North San Fernando Transit Corridor Project



Gold Line Foothill Extension Phase 2B

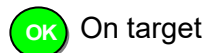
BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$1,533M	1,533M	\$1,533M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
Variance from Revised Budget:			\$0 	

* At time of the award of contract – Board Approval (June 2017)

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%) 
Variance from Revised Schedule:		n/a	n/a 	

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

** Current Forecast is from the Authority's June 2023 Schedule Update. Authority forecasts Substantial Completion at January 2025, and assumes Revenue Operation will follow 6 months later.



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,172,393
- Recordable Injury Rate: 0.28 vs. the National Average: 2.4.

Updates

- **Overall Project Progress is 86% complete**

Construction is planned and will continue as follows:

- Sound wall and fencing throughout the project
- 4 new stations: Glendora, San Dimas, La Verne, and Pomona
- LRT train control, Overhead Catenary System (OCS) poles and wire installation
- Continue local field acceptance testing for traction power substations (TPSS's)
- Begin systems integration testing

Equity

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



Fulton to Garey - OCS





San Dimas Avenue – Roadway Paving



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%) 
Variance from Revised Budget:			\$0 	

* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	Fall 2024	N/A	Fall 2024	Fall 2024
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	

** Current Forecast is Metro's June 2023 Schedule Update



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 948,198; Recordable Injury Rate: 1.69 vs.
The National Average: 2.4.

Updates

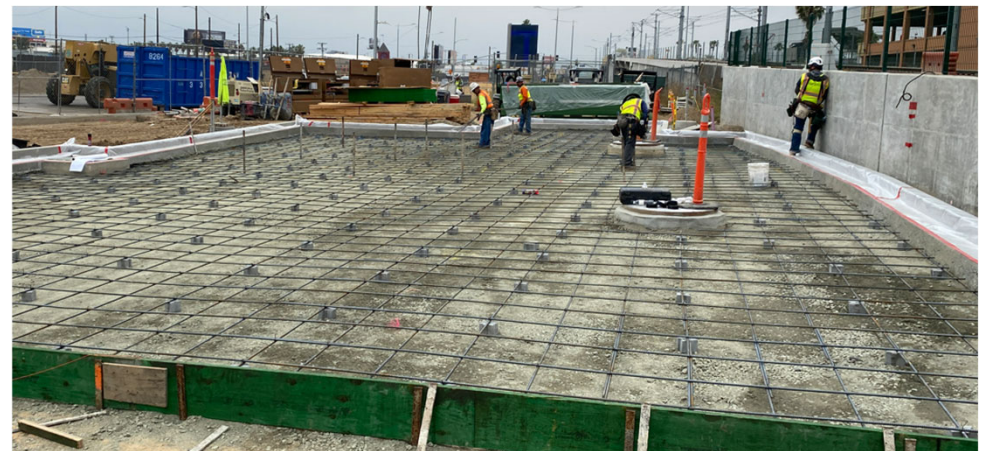
Overall project progress is 84.8% complete

Primary Station Construction at 81.6% completion

- Various activities continue at the roof/ceiling level including fire sprinkler system, exterior soffits, overhead utilities, tech bar, and fireproofing
- Station build-outs continue including interior and exterior wall framing, architectural metal mesh panels, interior framing & drywall, utility rough-ins, mechanical system, electrical system, low voltage systems, and wire pulling.
- Begin installation of platform fence and ballast retainer wall fence
- Continuation of all vertical circulation system work including elevator & escalator systems, and terrazzo stair finishes.
- Aviation Blvd B-Permit approved by City of Los Angeles. Demolition and grading operation commenced.
- Train Control SIT-1 testing has been completed.
- Construction trailers removed from site to further progress on sitework.
- Roadway and Hardscape activities progressing site-wide

Equity



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



July 2024 Construction Committee



Los Angeles County Metropolitan Transportation Authority

Westside Purple Line Extension – Section 3

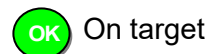
BUDGET	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:			\$0 

* 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	Summer 2027
	Variance from Original:		+131d (3.91%)	+131d (3.91%) 
Variance from Revised Schedule:			+0d (0%) 	

* Based upon agreed acceleration modification.



Westside Purple Line Extension – Section 3

Safety

Project Hours: 3,280,555 Recordable Injury Rate: 1.46 vs. The National Average: 2.4.

- C1151: Project Hours: 1,711,660; Recordable Injury Rate: 2.45.
- C1152: Project Hours: 1,568,895; Recordable Injury Rate: 0.38.

Updates

- **Overall Project Progress is 52% complete.**
- **Final design progress is 97% complete.**
- **Westwood/UCLA Station**
 - Excavation is 95% complete. Walers and struts continue to be installed at level 5; 92% of walers and struts have been installed.
- **Westwood/VA Hospital Station**
 - Excavation is 93% complete. Walers and struts continue to be installed at level 5; 92% of struts and walers have been installed. 95% of tiebacks and shotcrete have been installed.
 - Mechanical, Electrical, and Plumbing fit-out inside the VA steam tunnel is 99% complete.
- **Tunnels**
 - Cross passage work in the tunnels continues.

Equity

- 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.





Westwood/UCLA Station:
Placing Shotcrete for Row 4 Soil Nails at East Headwall





Westwood/VA Hospital Station:
Excavation in Station Box



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:			\$0 	

* At time of the award of contract - Board Approval (March 2021)

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	July 2026	N/A	Summer 2026	Summer 2026
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	



I-5 North County Enhancements

Safety

Project Hours: 650,956; Recordable Injury Rate: 0.92 vs. The National Average: 2.4.

Updates

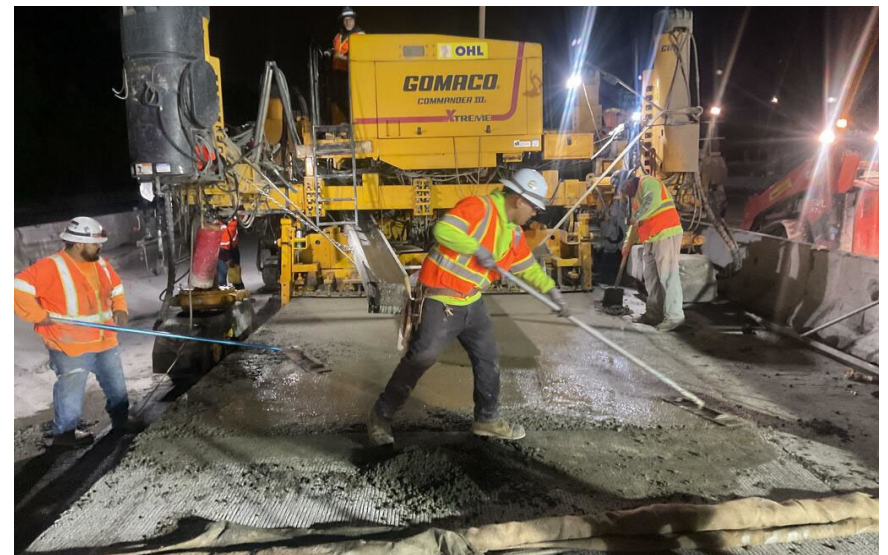
- **Overall Project progress is 38.4% complete.**
- Construction Stage 1, Phases 1 & 2 continues:
 - Work on 5 bridges throughout the project.
 - Construction of approximately 15 Retaining Walls on-going throughout the project.
 - On-going Drainage, Electrical, Barrier, and Signage work in the Median.
 - Lean Concrete Base (LCB) placement and Jointed Plain Concrete Paving (JPCP) in the median.
- Preparations for the first 30-day ramp closure at Calgrove Blvd. which is planned for the coming months.
- Project Team continues to coordinate with various stakeholders.

Equity

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



On-going work at Retaining Wall 2577



Jointed Plain Concrete Paving in Median





Projects without Life of Project (LOP) Budget

Engineering Projects



- **105 Express Lanes**
- **G Line BRT Improvements Project**
- **East San Fernando Valley Transit Corridor**
- **North Hollywood to Pasadena BRT Project**



105 Express Lanes

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$119 M		\$119 M	\$119 M
	Project	N/A		\$1B - \$1.44B	\$1B - \$1.44B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0 M (0%) 
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				\$0M

The Revised Forecast is derived from the ongoing Project estimate, which is in progress following the recent finalization of OPCC for Segment 1 and a more precise estimate for Segments 2 & 3 by CMGC.

SCHEDULE	Approved Rebaseline		Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Spring 2028*	Spring 2028* 
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:		N/A	N/A	

*Note: Spring of 2028 operation is for Segment 1. Segment 2/3 currently is forecasting Spring of 2029



105 Express Lanes

Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

Updates

Design is 80% complete.

Segment 1

- 100% Opinion of Probable Construction Cost (OPCC) was submitted. Agreed-to-Price achieved in December 2023
- Sub-contractor bid packages are released. Final pricing and Segment 1 LOP is expected to go to the Board in October 2024
- Equity Assessment is in progress; seven roundtable meetings held to date with Community Based Organizations
- Receipt of State's funding allocation of \$150M from California Transportation Commission (CTC) in May 2024

Segment 2 and 3

- 95% design is in progress and 100% design will be complete by late summer 2025
- 65% OPCC has been submitted and is under evaluation
- Value engineering is underway to reduce cost. Proposed value engineering elements is under review by Caltrans
- Segment 3 design is coordinating with Southeast Gateway Line project

Roadside Toll Collection System (RTCS)

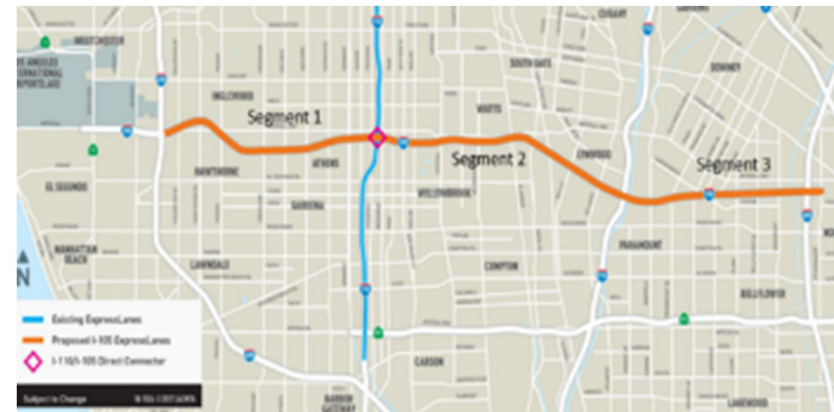
- Started Milestone A-3: Requirements Traceability Matrix Approval
- Completion of initial drafts Roadside System Detailed Design Documents
- Continued progress on RTCS Infrastructure Design Document

Equity

- 92% of the project is within or adjacent to Equity Focus Communities.



Traffic on 105 Freeway Eastbound






The Project Map





July 2024 Construction Committee

G Line BRT Improvements

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$149.7M*		\$149.7M	\$149.7M
	Project	N/A		\$488.1-511M	\$488.1-511M**
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				\$0M 

*Approved Budget only includes the Pre-Construction Budget. The project will request LOP budget prior to PDB Contract Phase 2 award. **Based on implementing value engineering and cost reduction measures shared at the November 2023 Construction Committee Meeting.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	December 2026***	December 2026***
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

***Current Forecast is Phase 2 Substantial Completion milestone, Phase 2 baseline schedule is not yet approved.



G Line BRT Improvements

Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

Updates

- **Progressive Design Build Contract**
 - Continue to pursue scope refinements discussed at November Board to address affordability issues
 - Ongoing outreach to communicate project status and scope refinements, including in-person and virtual Community Meetings in May
 - 100% Van Nuys and Bike Path Improvements are underway and 60% Sepulveda design is under review.
 - Safe Clean Water Program voted to remove G Line Stormwater Capture scope from the Program.
 - California Transportation Commission (CTC) approved Scope Amendment based on scope refinements with approximate \$11M grant adjustment
 - Advancing Gated Intersections Alternative including gates at 13 intersections and traffic signal reservicing at remaining crossings
 - Pursuing Early Work Packages (EWPs) for 85-100% design and pilot gate
- **Utility Owner-Performed Advanced Utility Relocation (AURs)**
 - Sepulveda – removal of poles and overhead wires pending PDB contractor installation of new power service
 - Vesper – DWP relocation complete, Charter cutover pending
 - Sylmar – AUR completed. Department of Water and Power (DWP) undergrounding complete. Charter vacated.
- **Property Acquisitions**
 - Value Engineering Alternatives eliminated five of eight acquisitions
 - Metro has obtained possession of two of three required properties

Equity



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




May Community Meeting



East San Fernando Valley Transit Corridor

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Pre-Construction	\$496.9M		\$496.9M	\$496.9M
	Project	N/A		\$3.57B	\$3.57B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:			N/A	N/A
	Variance from Revised Budget:				\$0M 

*The Board has only approved a Pre-Construction Budget to date.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	September 2031	September 2031
	Variance from Original:			+0d (0%)
Variance from Revised Schedule:				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 Supplement.



East San Fernando Valley Transit Corridor

Safety

C1220 Contract Hours Worked: 33,954; Recordable Injury Rate: 0 vs. National Average: 3.0

Updates

FTA Coordination

- Final documentation required to address requirements in LOI sent to FTA on May 10, 2024
- FTA/PMOC completing evaluation, target FFGA Sept 2024

Progressive Design-Build Contract

- Ongoing negotiations for Early Work Packages (EWP)
- EWP-01 – Design Studies – ROM \$4.8M - target July Award
- EWP-02 – Initial Integrated Project Mgmt. Office – ROM \$8.8M - target July Award
- EWP-03 – Utility Adjustment Packages 4 & 6 – target Sept Award
- EWP-04 – Final Design – target July Award

Real Estate

- Offers have been made on 11 properties.
- 8 properties have accepted offers
- Condemnation process will start this summer for parcels which did not accept offers.

Construction - Advance Utility Adjustment #1 (C1220)

- Construction complete, DWP initiated intercept work May 2024.

Light Rail Vehicle (LRV) Procurement

- NTP was issued to Hatch Associates Consulting, Inc. on May 28, 2024 to serve as the Vehicle Specialist Consultant
- LRV Manufacturing Contract anticipated to be advertised in early 2025.



Equity

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





July 2024 Construction Committee

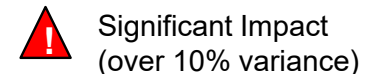
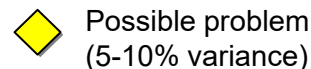
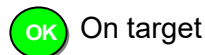
North Hollywood to Pasadena BRT

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Project	N/A		\$263M-386M	\$308-515M
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				N/A 

* Project will work within the annual budget constraints until Life of project (LOP) is established. The goal is to use CM/GC process to reduce forecasted project costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Summer 2027	Summer 2027
	Variance from Original:		N/A	N/A 
Variance from Revised Schedule:			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: 2.4.

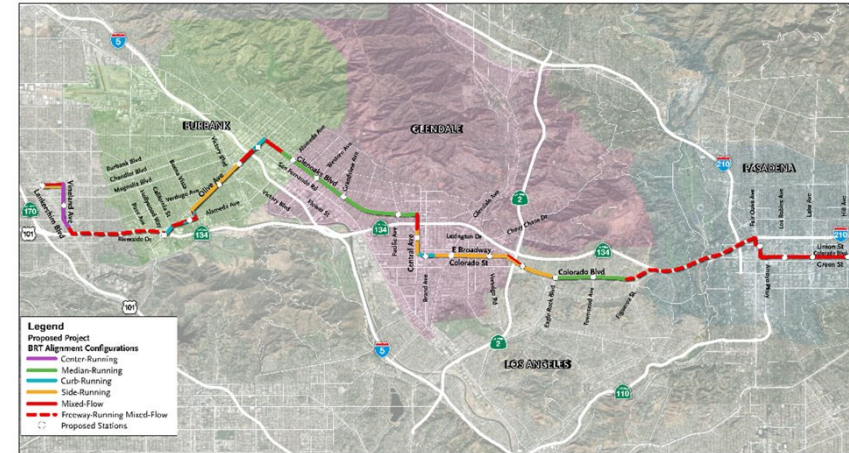
Updates

Design is 25% complete.

- Environmental Impact Report (EIR) Approved April 2022
- Program Management Support Service (PMSS) awarded in March 2024
- Architect & Engineering (A&E) contract awarded in May 2024
- Construction Manager/General Contractor (CM/GC) Proposals received in April and are being evaluated

Equity

- 60% of the project is within or adjacent to Equity Focus Communities



Project Map



View of Vineland Ave / Lankershim Blvd







Operational Projects

- **North San Fernando Transit Corridor Project**

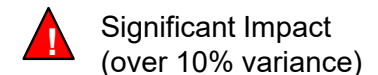
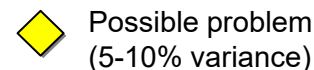
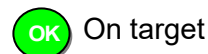


NSFV Transit Corridor Project

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	Summer 2026	Summer 2026
	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 BI Bus Priority Lanes**
 - 100% design approved by City
 - Installation by City of LA started June 24 for completion in Q2 FY25
- **All Door Boarding**
 - 200 pilot BMVs testing in Q3-Q4 FY24
 - 2,900 BMVs for delivery and install by end of FY25 (incl. 330 for NSFV)
- **Bus Bulbs (82 locations)**
 - Contract Modification for design services to Board for approval Sep 2024.
 - Design to begin in Q2 FY25
- **5 Key Transfer Locations**
 - Contractor collected data in Q4 FY24
 - Design to be finalized and construction to begin in FY25
- **Bus Shelters**
 - Construction and installation agreement for 393 shelters executed 10/2023
 - Installations expected to begin by Q2 FY25 by StreetsLA
- **Transit Signal Priority (7 Corridors)**
 - 35% design
 - Installation to begin Q2 FY25
 - Completion by Q4 FY25
- **75 Battery Electric Buses + Charging**
 - Included under current ZEB procurement issued April 20, 2024. Award Q4 FY25
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
 - Implementation of first phase June 2024. More improvements by end of FY25
- **Equity**
 - 42% of the project improvements are located within or adjacent to Equity Focus Communities



Rendering of an improved stop on Nordhoff/Lindley



Measure M Independent Taxpayer Oversight Committee

Transit Projects Update October 3, 2024

Allison Yoh

Deputy Chief Planning Officer (Interim)



Measure M Transit Projects



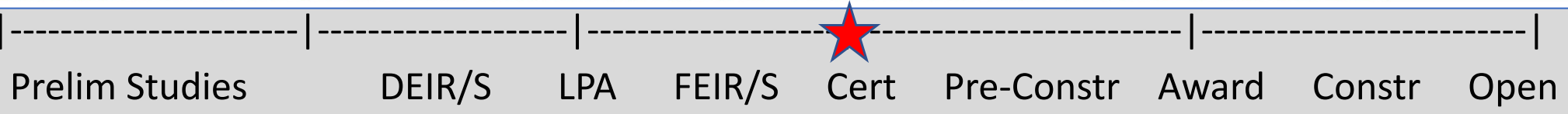
> Major Pillar Projects

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

> Other Projects in Planning

- Vermont Transit Corridor
- K Line Northern Extension

Southeast Gateway Line



Current Phase	Most Recent Cost Estimate
EIR Certified EIS per FTA	IOS - \$7.1B (YOES, forecast completion 2035)

Recent Activities

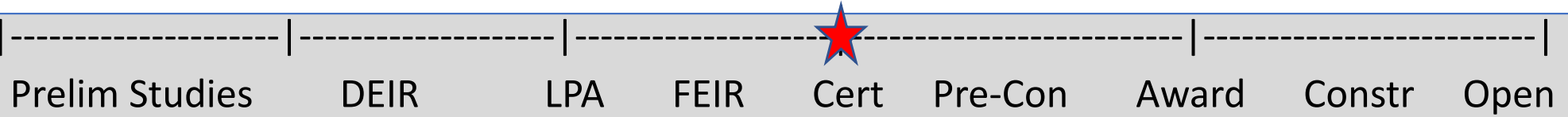
- April 2024: Board certification of Final EIR (CEQA action), approval of FLM plan, release of CMGC RFP
- June/July 2024: Development of RFP for ROW consultant to the bench and work with cities on 3% contribution
- August: Record of Decision (ROD) from FTA (NEPA Action)

Next Actions

- Continue monthly coordination with FTA Project Management Oversight Committee (PMOC)
- Winter 2024: Completion of New Starts Project Development activities and request to enter Project Engineering and request a CIG rating
- Fall/Winter 2024: Present Slauson/A Line to LAUS study findings to the Board



Eastside Transit Corridor Phase 2



Current Phase

Most Recent Cost Estimate

EIR Certified
(NEPA TBD)

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

Recent Activities

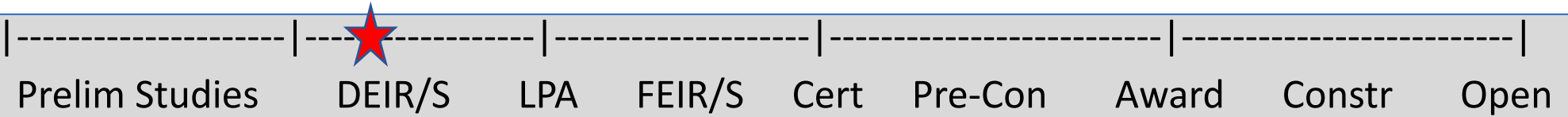
- May 2024: Board certified EIR (CEQA action)
- Coordination with City of Montebello and stakeholders on right-sizing of MSF
- Ongoing coordination with corridor cities on 3% contribution, FLM, co-operative agreements, geotechnical investigations and utilities
- Sept 2024: Board action on contract modification for 30% design (Preliminary Engineering)



Next Actions

- Continue to coordinate with FTA on NEPA and entry into Project Development phase
- Continue developing project schedule and project delivery scenarios

Sepulveda Transit Corridor



Current Phase	Most Recent Cost Estimate
Draft EIR	\$5.7B (2015\$)

Recent Activities

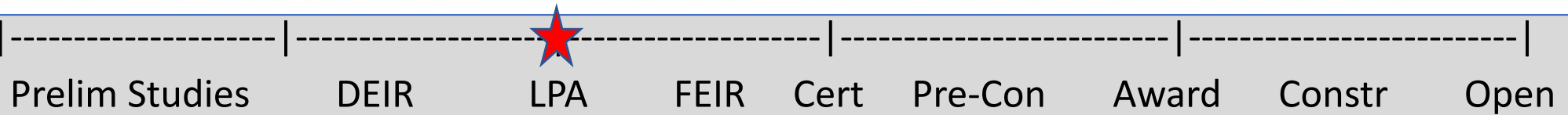
- Screening out 1 of 6 alternatives
- Continuing progress on environmental technical analysis supporting Draft EIR
- Development of cost and funding information

Next Actions

- Continue preparation of Draft EIR
- Continue development of outreach plan
- Draft EIR release anticipated early 2025



C (Green) Line Extension to Torrance



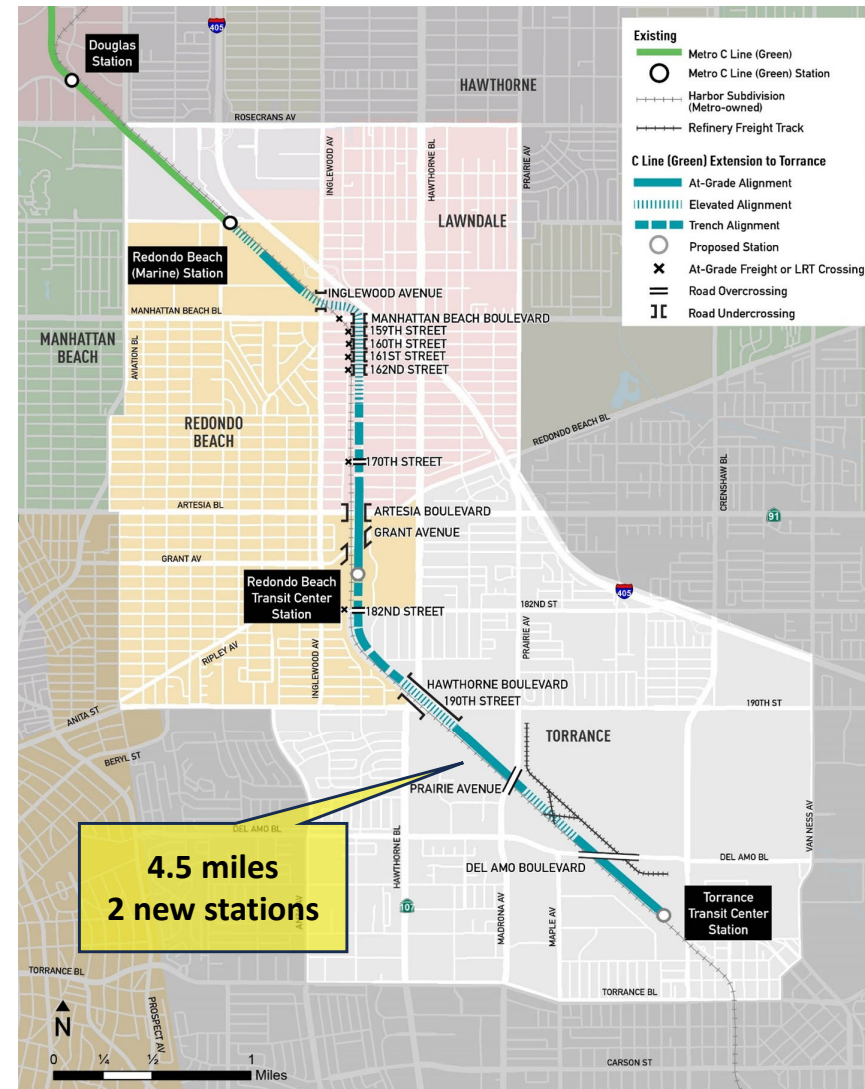
Current Phase	Most Recent Cost Estimate
Final EIR	\$2.2B (2031\$, midpoint of construction)

Recent Activities

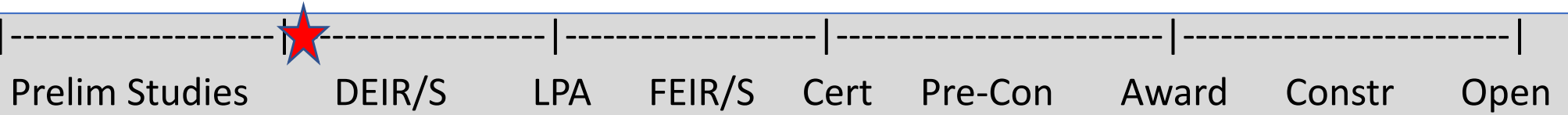
- May: Board selection of LPA
- Preparation of Final EIR under CEQA
- Completion of studies to respond to public comments on ROW and Hawthorne Blvd alignments
- Development of communications plan

Next Actions

- Continue to prepare Final EIR
- Conduct studies to respond to public comments on ROW and Hawthorne Blvd alignments
- Continue to refine cost estimates and funding plan for Locally Preferred Alternative (LPA)



Vermont Transit Corridor



Current Phase	Most Recent Cost Estimate
Environmental	\$425M (2015\$)

Recent Activities

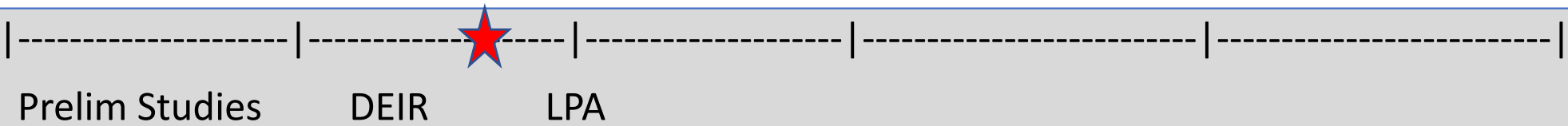
- May/June 2024 – Held 7 design workshops
 - Received community input on BRT and station design
 - Over 600 attendees
- Meetings with elected officials, Neighborhood Councils, CBOs, and other key stakeholders on corridor
- Ongoing project coordination with both City and County of LA

Next Actions

- Preparation of materials for abbreviated CEQA review. Prepare business case for the Project.
- Fall 2024 – Develop Advanced Conceptual Engineering (ACE) drawings



K Line (Crenshaw) Northern Extension



Current Phase Most Recent Cost Estimate

EIR

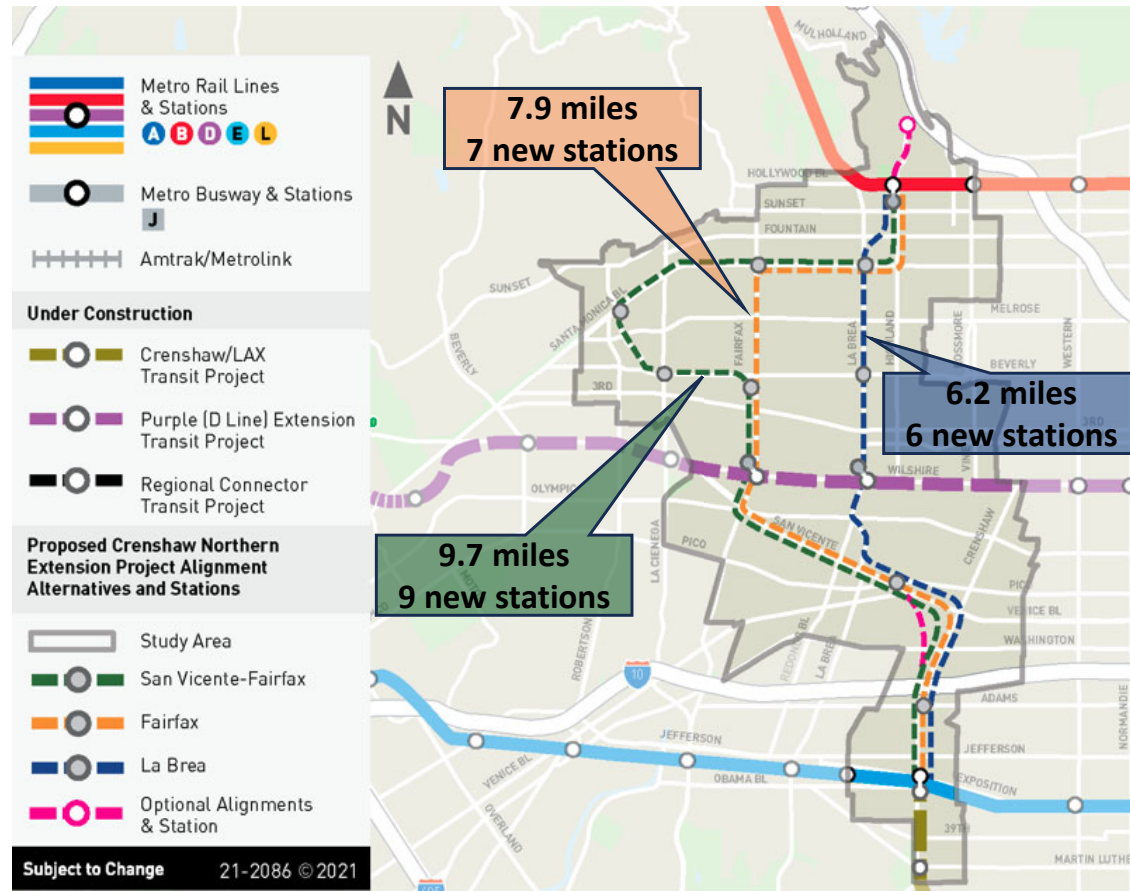
\$2.24B (2015\$)

Recent Activities

- July 23, 2024: Draft EIR released for public review and comment
- Aug 10, 13, 15: Public hearings
 - 2 in-person, 1 virtual
 - Over 300 attendees
 - Themes: support for project, concerns about tunneling, historic homes
 - Lafayette Square additional meeting

Next Actions

- Sept 20: End 60-day comment period
- Develop staff recommendation for LPA based on environmental analyses, community input, project benefits, cost, funding



High Desert Corridor Project Joint Powers Authority

High Desert Corridor (Request from MMITOC Meeting of June 5, 2024)

- Metro's FY25 annual budget includes support for
 - Service Development Plan (Metro)
 - Environmental analysis (HDC JPA)
 - Technical reviews of CHSRA and Brightline engineering data (HDC JPA)
- Metro is leading the Service Development Plan in partnership with HDC and the Federal Railroad Administration (FRA)
- There is no private sector nexus currently



Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highway Project Updates

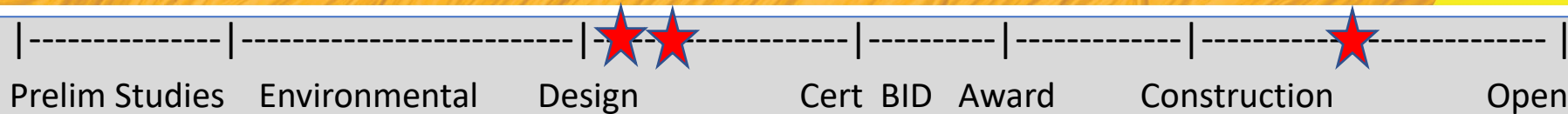
Michelle E. Smith

Executive Officer, Complete Streets & Highways

October 2024

State Route 71 South Gap Closure Project

(Interstate 10 to the San Bernardino County Line)



Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$148.10M	\$80M
Design (Phase 2)	\$50.40M	\$23.2M

Purpose and Scope

- **Caltrans-managed** construction project that adds one HOV lane and one mixed-flow lane in each direction along SR-71 between Interstate 10 and the San Bernardino County Line.
- Project was split into two Phases in 2019.

Status

- South Segment (Phase 1) -- Construction is 63% complete. ★
- North Segment (Phase 2) -- Design to resume with Measure M funds. Construction funding gap estimate is \$259M. ★★

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.



Phase 1 Challenges

- Resolve construction schedule delays and outstanding claims prior to contract acceptance in October 2025.



2 Phase 2 Challenges

- Utility and railroad coordination could delay schedule.

SR-57/SR-60 Interchange Improvements



Current Phase	Phase Budget	Phase Spent To Date
Construction	\$296.4M	\$50.3M

Purpose and Scope

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

Multimodal Elements

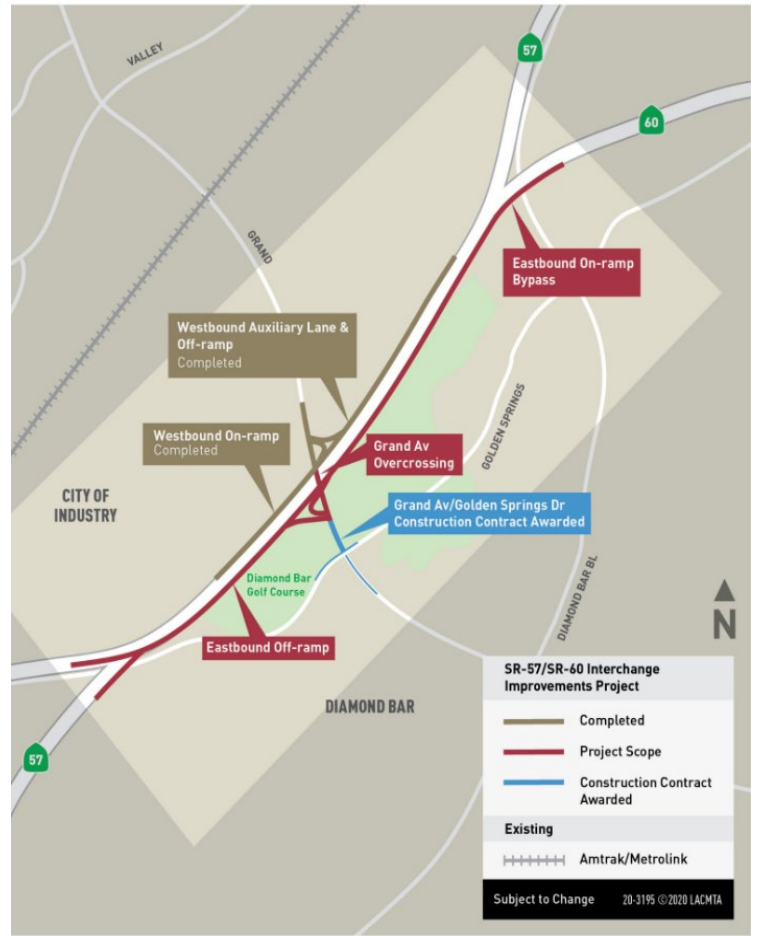
- Project includes improvements to local bridge, sidewalk and bicycle facilities.

Status

- Opened the Diamond Bar Gold Course on April 20th, 2024.
- Construction contract progress -18.85% completed as of September 2024. Construction completion expected in Summer 2028.

Challenges

- Timely reviews, approvals and coordination with Third Parties (affected local agencies and utility company- SCE).



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 leading design phase.**

Multimodal Elements

- Pedestrian/bicycle facilities and transit stops to be studied.
- High visibility crosswalks, pedestrian flashing beacons, and cyclist signage.

Status

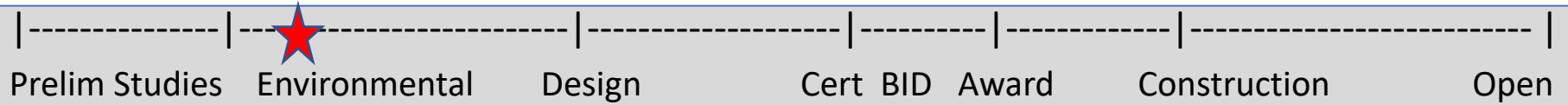
- Environmental Document completed and approved.
- 95% design plan submittal expected in Summer 2024.

Challenges

- Close construction funding gap estimated to be \$108M.



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.
- **Metro leading environmental phase.**

Multimodal Elements

- Project will include ramp termini improvements (e.g., continental crosswalks, leading pedestrian intervals, bike boxes, etc.)

Status

- Environmental phase started in September 2023 and is expected to be completed in early 2027.
- Two (2) Project Scoping meetings in Carson scheduled for 9-17-2024 (virtual) and 9-19-2024 (in-person).

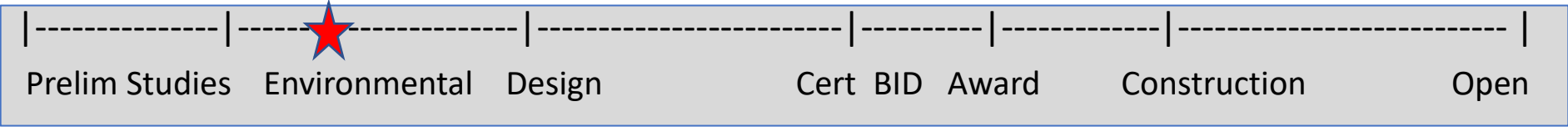


Challenges

- Construction phase is not fully funded.



SR-14 North Los Angeles County Safety & Mobility Improvements – (Newhall Avenue Undercrossing to Pearblossom Highway)



Purpose and Scope

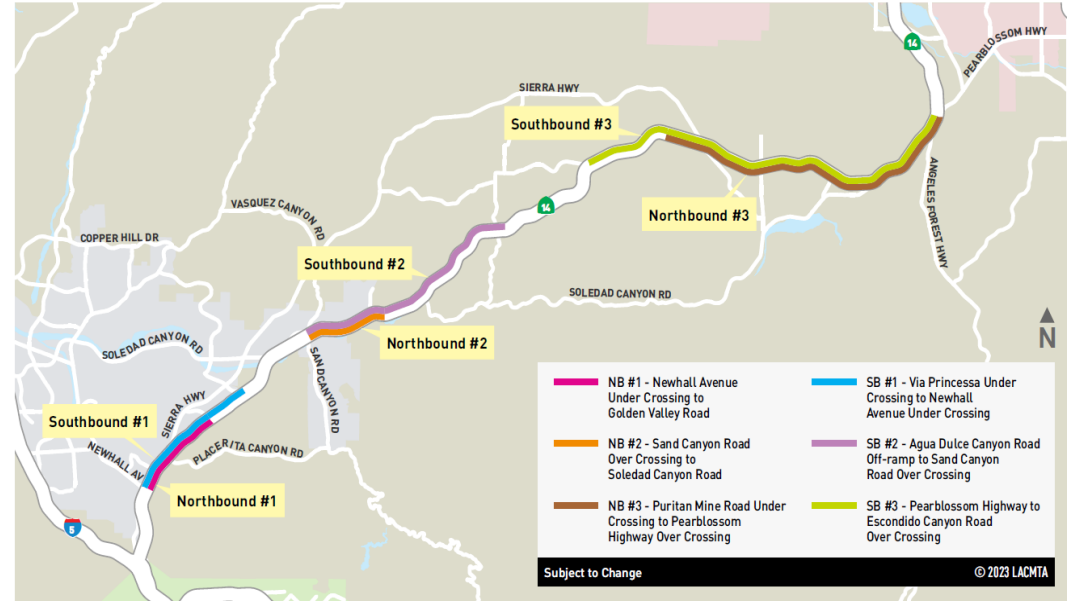
- Evaluate lane reconfigurations where there are gaps, ramp realignments and structural (bridge) widenings, retaining wall construction and drainage modifications.
- Address traffic safety concerns that exceed statewide average incident rates.
- Improve safety, address geometric deficiencies and VMT goals, and minimize impacts to human, physical and biological environments.
- **Metro leading environmental phase.**

Multimodal Elements

- Environmental document to evaluate multimodal elements (commuter rail, bike, pedestrian improvements).

Status

- Preparation of the environmental process is underway and expected to be completed in Summer 2026.
- September 2024 Project Scoping meetings postponed to allow more time to coordinate with agency partners.



Challenges

- Consensus on VMT analysis and potential mitigation required.

