



Board Report

File #: 2024-1037, File Type: Oral Report / Presentation

Agenda Number: 6.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
DECEMBER 11, 2024

SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS

ACTION: RECEIVE 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 were provided as a baseline summary in last quarter’s report, and there are no updates this quarter.

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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Reviewed by: Ray Sosa, Chief Planning and Development Officer, (213) 547-4274
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Transit & Highway (Capital) Update

Measure M Oversight Committee

December 2024

Transit / Highway Engineering and Construction

Construction Projects

- LAX/Metro Transit Center
- Gold Line Foothill Extension Phase 2B – Pomona
- 15N County Enhancements
- G Line BRT Improvements Project
- Westside Purple Line – Section 3

Alternative Delivery Projects



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

Operational Projects



- North San Fernando Transit Corridor Project



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	Winter 2024***
	Variance from Original:		+0d (0%)	-45d (1.5%) 
Variance from Revised Schedule:			N/A 	

** Current Forecast is Metro's September 2024 Schedule Update

*** Pre-revenue train testing to begin in October 2024, and system integration testing ongoing.



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 1,182,282 (purely construction hours);
Recordable Injury Rate: 1.35 vs. The National Average: 2.4.

Updates

Overall project progress is 94% complete

Primary Station Construction at 92.7% completion

- LADWP is installing cable and the meter for permanent power at the AMC station.
- Station-wide buildout is progressing at the LRT, Metro Hub, Bike Hub, and Bus Plaza, both interior and exterior.
- The restraining rail has been installed at the pocket track, and ARM testing for vehicle and rail wear has been completed. All base design track work is now finished and handed over to Metro, enabling limited pre-revenue operations during nights and weekends. Full pre-revenue operations are anticipated in October 2024.
- Vertical circulation systems are making progress. A temporary generator is being used to power the elevator and escalator control rooms to start up essential equipment.
- Site-wide civil improvements: The bus loop concrete pavement is complete, trees have been planted in the planters, bollard installation is ongoing, and the hardscape architectural concrete pour is scheduled to begin site-wide in September. The stainless-steel fence at the LRT platform is nearly complete, and about half of the shared-use path sidewalk on Aviation Blvd is paved (B-Permit).

Equity



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



October 2024 Construction Committee



Los Angeles County Metropolitan Transportation Authority

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%)	\$0 (0%) 
	Variance from Revised Budget:			\$0 (0%) 

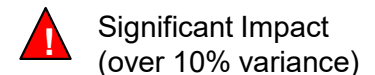
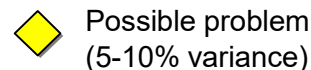
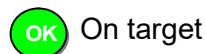
* At time of the award of contract – Board Approval (June 2017)

**Current Forecast does not include funding received from CALSTA SB125

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 September 2024 Schedule Update. Authority forecasts Substantial Completion at January 2025, and assumes Revenue Operation will follow 6 months later for the first segment to Pomona.



Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,269,576 (as of June 2024)
- Recordable Injury Rate: 0.26 vs. the National Average: 2.4.

Updates

- **Overall Project Progress is 90% complete**

Construction is planned and will continue as follows:

- Sound wall and fencing throughout the project
- Storm Drain inlets and walkway gutter nearing completion
- 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)
- Systems integration testing continues
- Begin nighttime active train testing
- Begin preliminary punch list walk with Cities
- Station Parking Lot hardscape work in progress.
- Conducted tour with Gold Line Authority elected officials.

Equity

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



Nighttime Active Train Testing San Dimas to Pomona





Active Train Testing San Dimas



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 Re-baseline	Previous Period	Current Forecast
	July 2026	N/A	Summer 2026	Fall 2026**
	Variance from Original:		+0d (0%)	-66d (3%) 
Variance from Revised Schedule:			N/A 	

** Schedule analysis shows a 66 day delay in substantial completion. Working with contractors to mitigate delay and improve the schedule performance.



I-5 North County Enhancements

Safety

Project Hours: 780,691; Recordable Injury Rate: 1.02 vs.
The National Average: 2.4.

Updates

- **Overall Project progress is 44% complete.**
- Construction Stage 1, Phases 1 & 2 continues:
 - Work on 4 bridges throughout the project.
 - Construction of approximately 10 Retaining Walls on-going throughout the project.
 - On-going work in the median includes drainage, electrical, barrier, and signage installation
 - Lean Concrete Base (LCB) placement and Jointed Plain Concrete Paving (JPCP) in the median.
- Dewatering and abutment construction for outside widening at Castaic Creek Bridge.
- Project Team continues to coordinate with various stakeholders.

Equity

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



Preparation for SB
JPCP Pour



Gavin Canyon Bridge
Deck Rebar Install





Castaic Creek Bridge
Abutment 4 Complete





Retaining Wall 2460 formwork installation



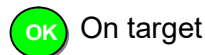
G Line BRT Improvements

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Project	\$668.45M		\$488.1-511M	\$668.45M
	Variance from Approved LOP:			\$0M (0%)	\$0M (0%) 
	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.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Winter 2027	N/A	Winter 2026	Winter 2027**
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	

**Forecasted revenue operations date consistent with the LOP Budget approved by the Board in September 2024.



G Line BRT Improvements

Safety

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

Updates

Progressive Design Build Contract

- The Life of Project (LOP) budget was approved at the September 2024 Board meeting.
- Pilot Gate Proof of Concept has already been executed, Fiber Bypass and Bike Detour will be executed in October and EWP for Grade Separations, Station and Bike Path Improvements construction is anticipated to be executed by end of November 2024.
- Construction start is expected in January 2025.
- Phase II Environmental Site Assessment is currently underway.
- The 100% design submittal for Van Nuys and Bike Path improvements is under review, and the 85% design submittal for Sepulveda is also under review.
- Advancing the gated intersections alternative, which includes gates at 13 intersections and traffic signal upgrades at the remaining crossings.

Utility Owner-Performed Advanced Utility Relocation (AURs)

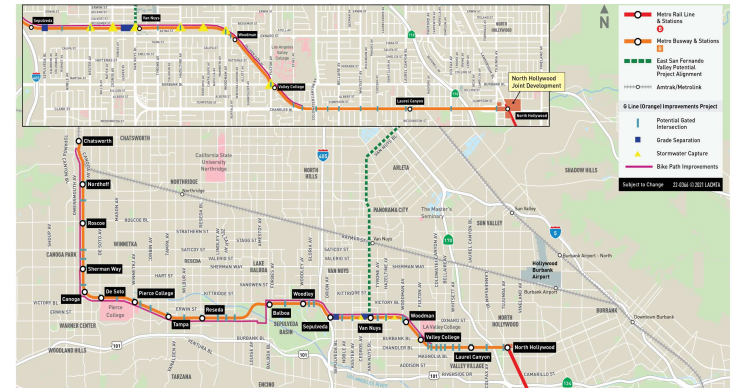
- Sepulveda – LADWP removal of poles and overhead wires pending
- Vesper – Overhead to Underground relocation completed Sept. 2024
- Sylmar – Overhead to Underground relocation completed

Property 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.



Project Map





Phase II Environmental Site Assessment – Site Walk & Soil Boring Marking at Van Nuys





October 2024 Construction Committee

Westside Purple Line Extension – Section 3

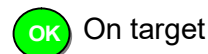
BUDGET	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:			\$0 

* 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

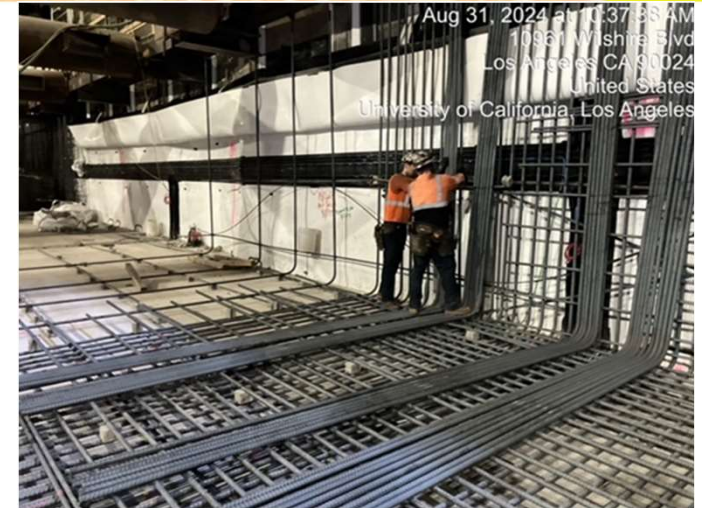
Safety

Project Hours: 3,556,974 Recordable Injury Rate: 1.46 vs. The National Average: 2.4.

- C1151: Project Hours: 1,781,136; Recordable Injury Rate: 2.36.
- C1152: Project Hours: 1,775,838; Recordable Injury Rate: 0.56.

Updates

- **Overall Project Progress is 55% complete.**
- **Final design progress is 97% complete.**
- **Westwood/UCLA Station**
 - Station invert concrete placement is ongoing (34% complete)
- **Westwood/VA Hospital Station**
 - Excavation is 99% complete. Station subgrade preparations is ongoing. Station invert concrete placement ongoing (1% complete).
 - The water line connection on Wilshire is 85% complete.
- **Tunnels**
 - Cross passage work in the tunnels continues.
 - Excavation for five of fourteen cross passages are complete.
- **Equity**
 - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



**Westwood/UCLA Station:
Rebar Installation on the North Wall**



**Westwood/VA Hospital Station:
Traction Power Conduit Install (Looking West)**





Projects without Life of Project (LOP) Budget

Engineering Projects



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



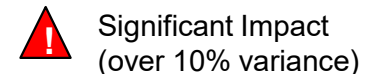
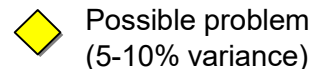
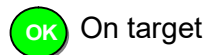
North Hollywood to Pasadena BRT

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
- Plan to Award Construction Manager/General Contractor (CM/GC) at November Board.

Equity

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





Project Map





View of Vineland Ave / Lankershim Blvd



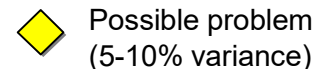
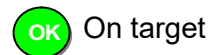
105 Express Lanes

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$119 M		\$119 M	\$119 M
	Project	N/A		\$1B - \$1.44B	\$1.2B - \$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



Significant Impact (over 10% variance)

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

- Sub-contractor packages bids were received in July. Final pricing and Segment 1 budget is expected to go to the Board in October 2024.
- Segment 1 95% plans submitted to Caltrans in September 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. Metro is expected to award contract by November 2024.

Segment 2 and 3

- Caltrans has concurred with Value Engineering elements. Design team is preparing necessary documents for approval.
- Revised design 95% submittal is anticipated late 2025.
- 65% OPCC update was received with VE elements and is being evaluated.
- Segment 3 design is coordinating with Southeast Gateway Line project

Roadside Toll Collection System (RTCS)

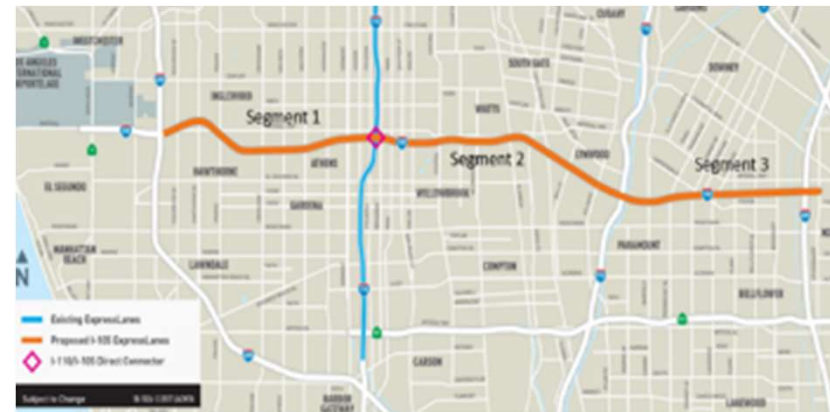
- Started Milestone A-3: Requirements Traceability Matrix Approval
- Draft Roadside System Detailed Design Document submitted for review
- Approval for RTCS Infrastructure Design Document

Equity

- 92% of the project is within or adjacent to Equity Focus Communities.
- Equity assessment in progress that identifies and prioritizes projects that could be funded with future net toll revenue



Traffic on 105 Freeway Eastbound





The Project Map





October 2024 Construction Committee

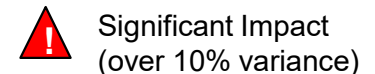
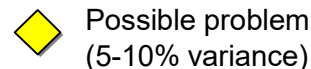
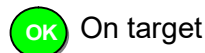
East San Fernando Valley Transit Corridor

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Pre-Construction	\$879.7M		\$879.7M	\$879.7M
	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 approved an increase to the Pre-Construction Budget in July 2024.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Fall 2031	Fall 2031
	Variance from Original:		+0d (0%)	+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: 36,514; Recordable Injury Rate: 0 vs. National Average: 3.0

Updates

- **FTA Coordination**
 - Full Funding Grant Agreement (FFGA) was executed on 9/13/24
- **Progressive Design-Build Contract**
 - Project negotiating and executing Early Work Packages (EWPs)
 - EWP-01 – Design Studies – \$4.8M - awarded 7/9/24
 - EWP-02 – Initial Integrated Project Mgmt. Office – \$8.8M - awarded 8/7/24
 - EWP-03 – Utility Adjustment Packages 4/6 – awarded 9/5/24
 - EWP-04 – Final Design – \$80M – awarded 9/30/24
 - EWP-05 – Field Office – target Nov. award
 - EWP-06 – Utility Adjustment Packages 2/3/7 - target Nov. award
- **Real Estate**
 - Offers have been made on 11 properties.
 - 8 accepted offers, 1 property purchased
 - Condemnation process has begun for parcels that did not accept.
- **Construction - Advance Utility Adjustment #1 (C1220)**
 - Construction complete, DWP initiated intercept work May 2024.
- **Light Rail Vehicle (LRV) Procurement**
 - LRV Manufacturing Contract anticipated to be advertised in early 2025.
- **Equity**
 - 100% of the project is within or adjacent to Equity Focus Communities.





October 2024 Construction Committee



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	Fall 2026	Winter 2027
	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**
 - Construction to start in Q3 FY25
- **Bus Shelters**
 - Construction and installation agreement for 393 shelters executed 10/2023
 - Installations expected to begin by Q3 FY25
- **Transit Signal Priority (7 Corridors)**
 - 35% design
 - Installation to begin Q3 FY25
 - Completion by Q2 FY26
- **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 is within or adjacent to Equity Focus Communities.



Rendering of an improved stop on Nordhoff/Lindley



Measure M Independent Taxpayer Oversight Committee

Transit Projects Update December 11, 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

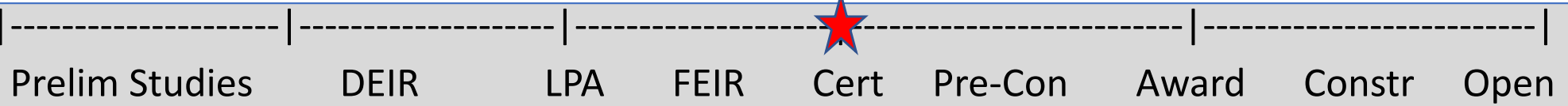
- August: Completion and submission of New Starts project rating activities for FTA review
- October: \$230M awarded from TIRCP, largest award in the state

Next Actions

- Continue monthly coordination with FTA Project Management Oversight Contractor (PMOC)
- Fall/Winter 2024: Discuss in-kind and other options to satisfy the 3% contribution with jurisdictions
- Winter 2024/2025: Present Slauson/A Line to LAUS study findings to the Board, award ROW consultant contract, request to enter Project Engineering
- Quarterly reporting to transition to Program Management in January



Eastside Transit Corridor Phase 2



Current Phase

Most Recent Cost Estimate

EIR Certified
(NEPA TBD)

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

Recent Activities

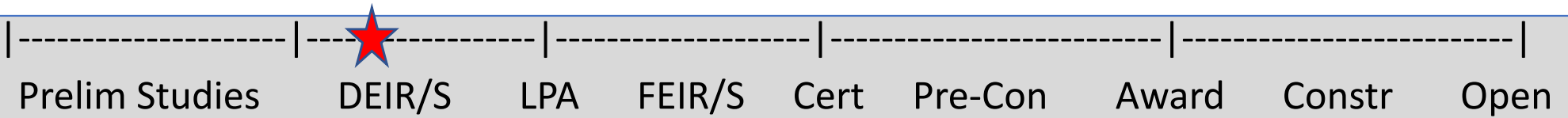
- Coordination with City of Montebello and stakeholders on right-sizing of MSF
- Ongoing coordination with corridor cities on 3% contribution, FLM, co-operative agreements, geotechnical investigations and utilities
- Sept 2024: Board action on contract modification for 30% design (Preliminary Engineering)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



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

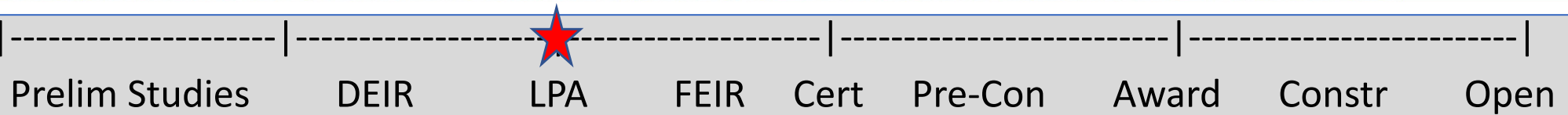
- Completed environmental technical analyses supporting Draft EIR for 5 project alternatives
- Development of cost information

Next Actions

- Continue preparation of Draft EIR
- Planning for next round of community meetings
- Draft EIR release anticipated early 2025



C (Green) Line Extension to Torrance



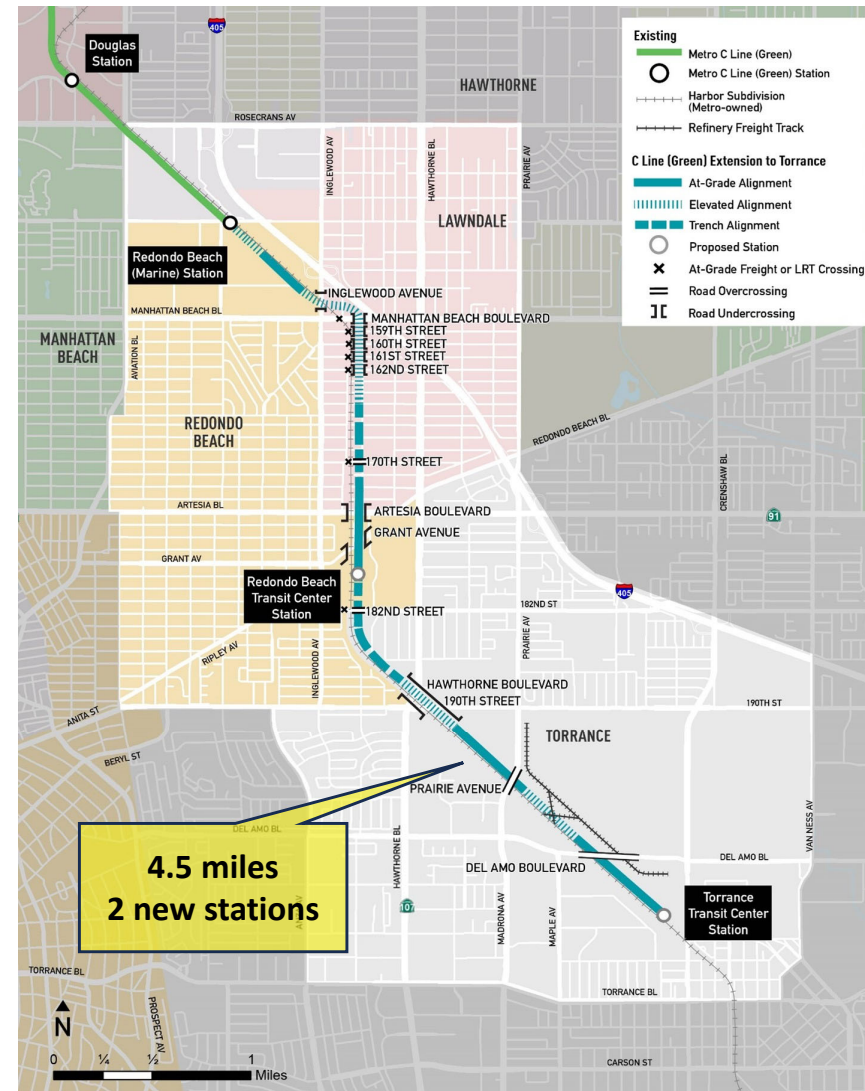
Current Phase	Most Recent Cost Estimate
Final EIR	\$2.2B (2031\$, midpoint of construction)

Recent Activities

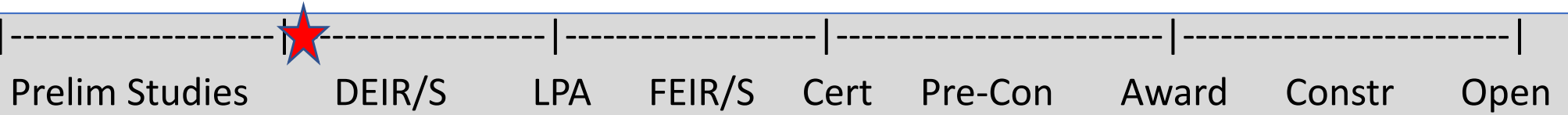
- Preparation of Final EIR under CEQA
- Continue studies to respond to public comments on ROW and Hawthorne Blvd alignments
- Development of communications plan for activities between Draft and Final EIR

Next Actions

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



Vermont Transit Corridor



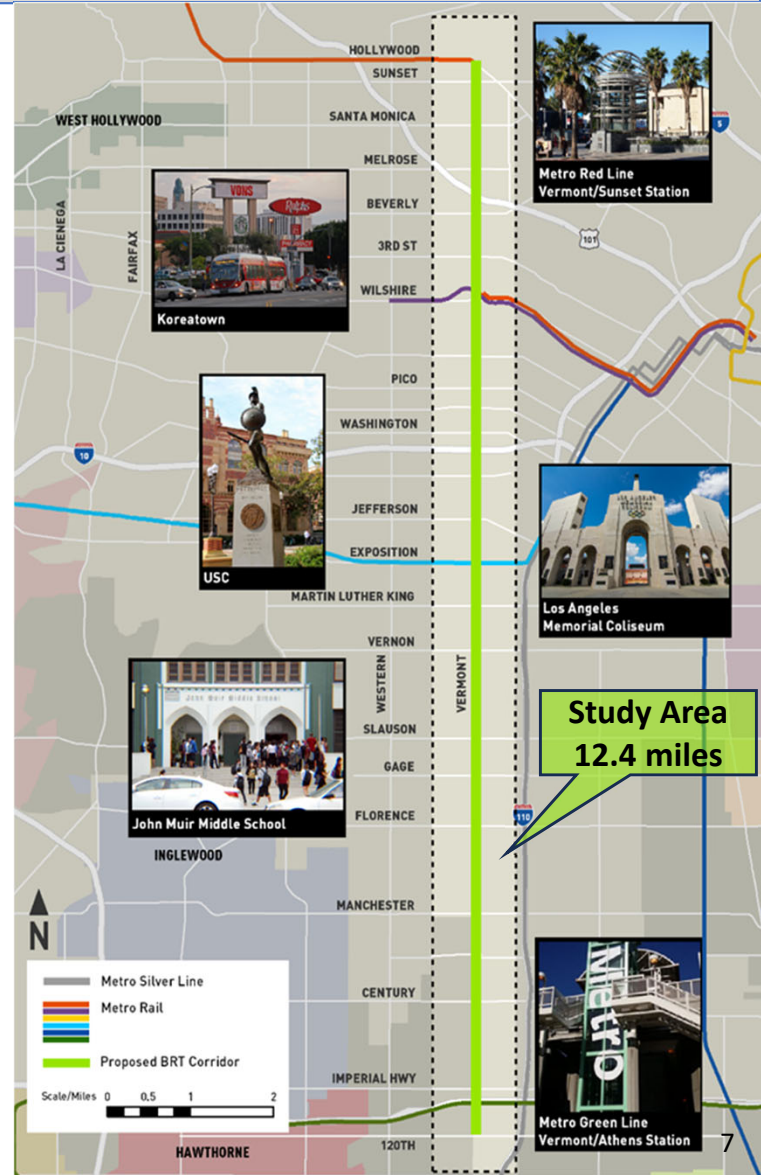
Current Phase	Most Recent Cost Estimate
Environmental	\$425M (2015\$)

Recent Activities

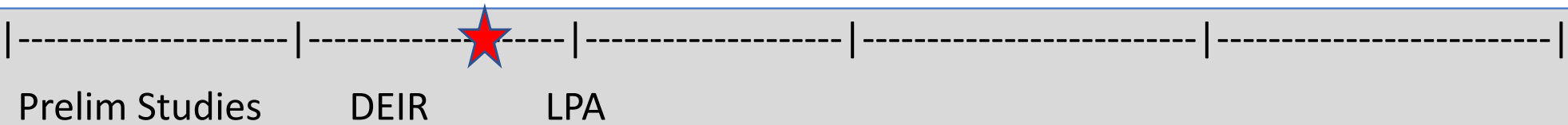
- Aug 2024 – CBO Partnering meeting provided update on both near-term bus service improvements and BRT project
- Oct 2024 – Held 3 community meetings to discuss near-term improvements and BRT project status
 - Near-term improvements to open 2025
 - BRT improvements by 2028 Olympics

Next Actions

- Continue abbreviated CEQA process under SB922
- Dec 2024 – Community meetings on SB922 documents
- Coordination with FTA on path for NEPA clearance
- Early 2025 – Seek Board concurrence that project is exempt from CEQA



K Line (Crenshaw) Northern Extension



Current Phase **Most Recent Cost Estimate**

EIR

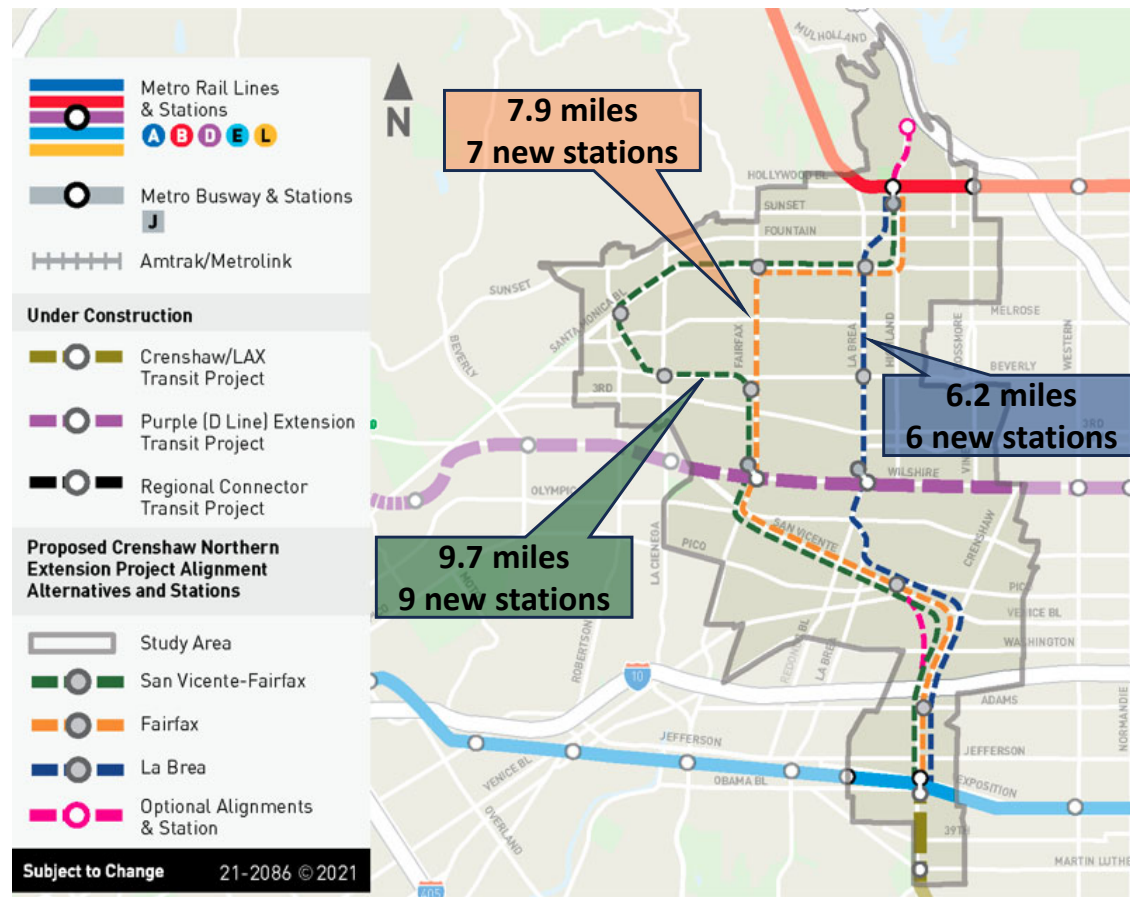
\$2.24B (2015\$)

Recent Activities

- Aug 10, 13, 15: Public hearings
 - 2 in-person, 1 virtual
 - Over 300 attendees
 - Themes: support for project, concerns about tunneling, historic homes
- Sep 4: Lafayette Square meeting
- Sep 20: Close of 60-day comment period

Next Actions

- Review and synthesize 1,200+ comments received on the Draft EIR
- Conduct analysis to respond to community questions and address concerns about alignment variations



Measure M Independent Taxpayer Oversight Committee

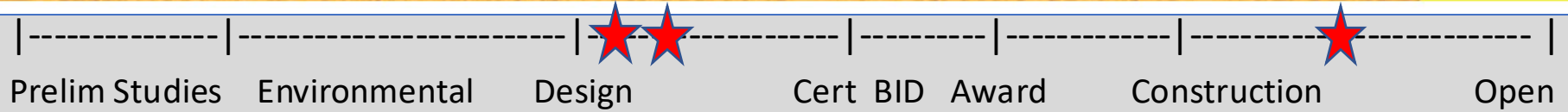
Complete Streets & Highway Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

December 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	\$86.3M
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 68% 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

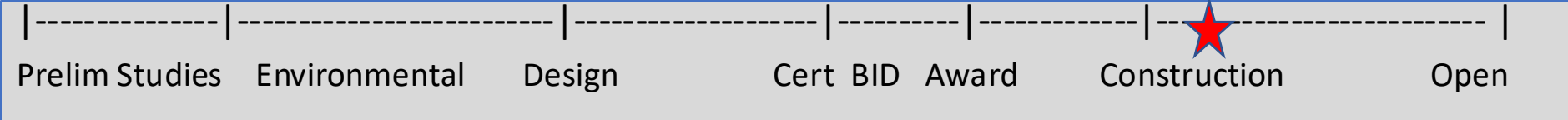
- Resolve construction schedule delays and outstanding claims prior to contract acceptance in October 2025.



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	\$61.83M

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

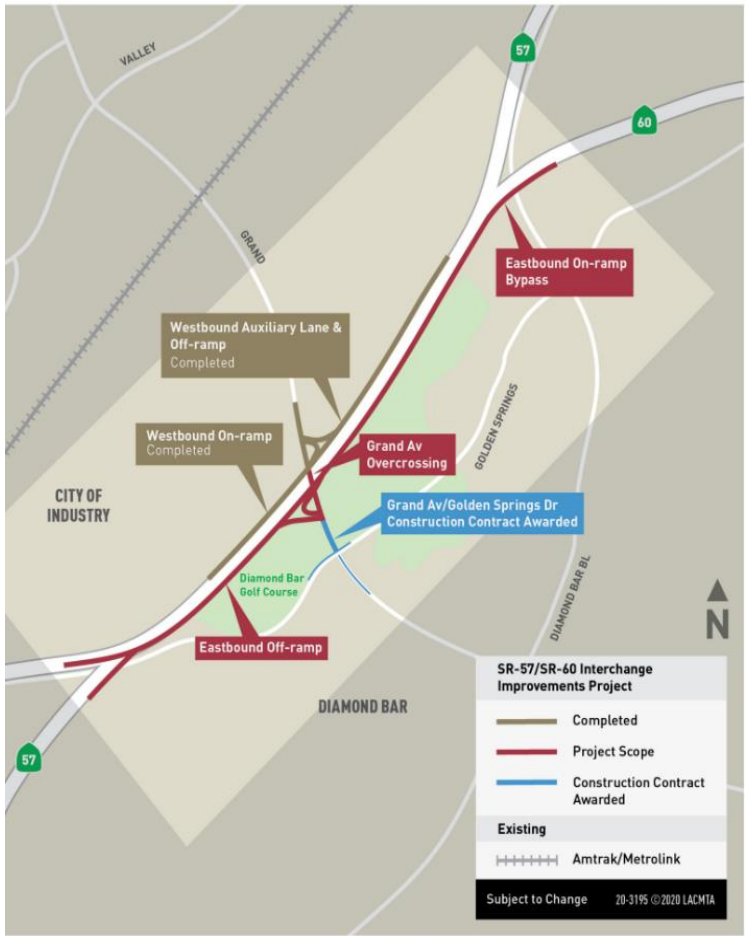
- Project includes improvements to local bridge, sidewalk and bicycle facilities.

Status

- Opened the Diamond Bar Gold Course on April 20th, 2024.
- Construction contract progress -22% 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).
- Potential delay associated with new Grand Avenue Overcrossing proposal submitted by Contractor that is pending Caltrans approval.



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

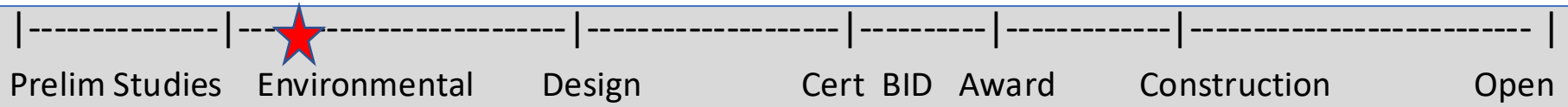
- Environmental Document completed and approved.
- 95% design plan submittal Summer 2024.

Challenges

- Close the 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

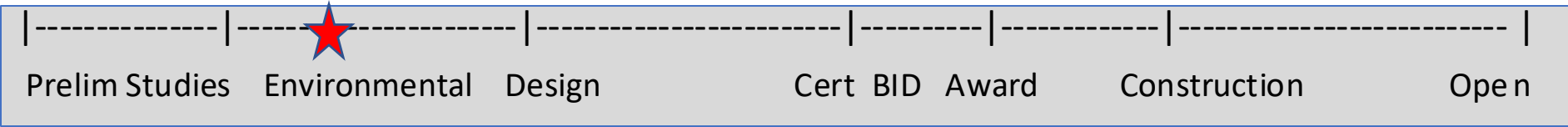
- Environmental phase started in September 2023 and is expected to be completed in early 2027.
- Scoping meetings were held on 9/17, 9/19 and 10/16.
- The Scoping period closed on 10/21.



Challenges

- Construction phase is not fully funded

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



Purpose and Scope

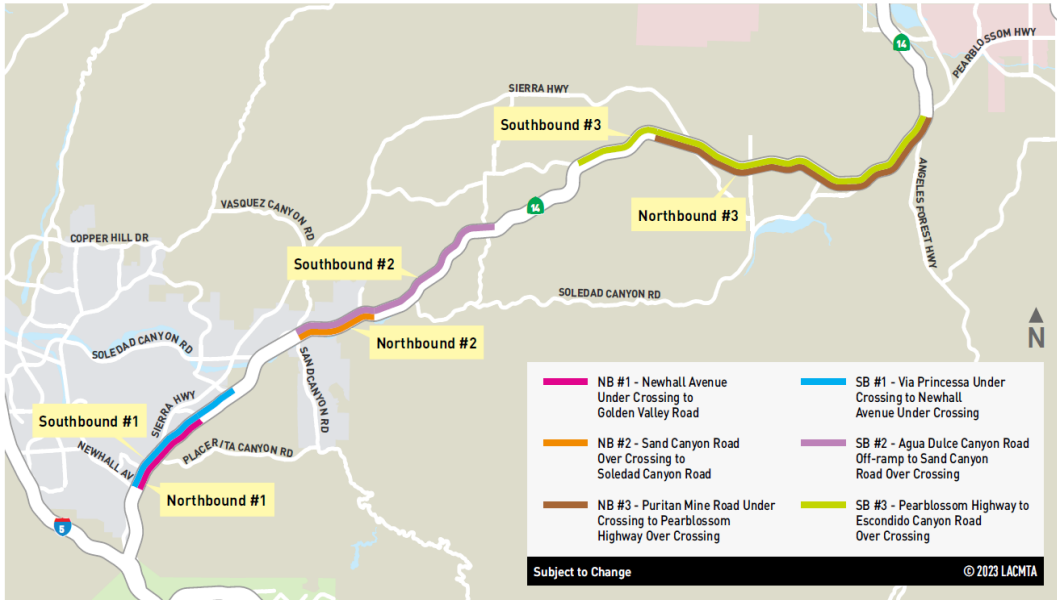
- Evaluate lane reconfigurations where there are gaps, ramp realignments and structural (bridge) widenings, retaining wall construction and drainage modifications.
- Address traffic safety concerns that exceed statewide average incident rates.
- Improve safety, address geometric deficiencies and VMT 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.
- Scoping period was initiated on 10/21.
- Three Scoping meetings are scheduled for 11/14, 11/16 & 11/19 in Lancaster, Santa Clarita & Palmdale, respectively.



Challenges

- Consensus on VMT analysis and potential mitigation required.

