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**JANUARY 27, 2016**

**TO: BOARD OF DIRECTORS**

**FROM: PHILLIP A. WASHINGTON** *PAW*  
**CHIEF EXECUTIVE OFFICER**

**SUBJECT: "OPERATION SHOVEL READY" INITIATIVE**

**DISCUSSION**

Metro will aggressively move forward in bringing transit, highway and regional rail projects closer to the implementation stage. Bringing these projects to a "shovel-ready" state allows Metro to take advantage of potential opportunities that may develop and allow the projects to advance into the design and construction stage sooner rather than later.

"OPERATION Shovel Ready" potential opportunities may include those related to funding, grants, private sector participation and local community support. If these projects are not advanced to a shovel ready state, Metro may not be able to take advantage of future, unexpected opportunities.

Moving these projects closer to a shovel-ready state, does not necessarily mean that they will all move immediately into the construction stage. However, they will get done sooner when funding becomes available and are ready to start quickly.

Metro will take care to assure that any projects moving forward will only incorporate work that would need to be done in any case and will still be useful even if the project does not immediately move ahead. In addition, the funds needed to advance these shovel-ready projects would not impact funding for currently approved projects.

Experience has shown that aggressively moving forward is more likely to advance projects quicker towards completion. We have often moved projects through planning before complete funding commitments are received, and have ultimately been successful.

Attached is a list of projects, along with corresponding maps, that can be advanced towards shovel-ready status. These include a wide range of transit and highway projects throughout the region. We appreciate the support from the Board in moving projects forward to put them in position to take advantage of future opportunities.

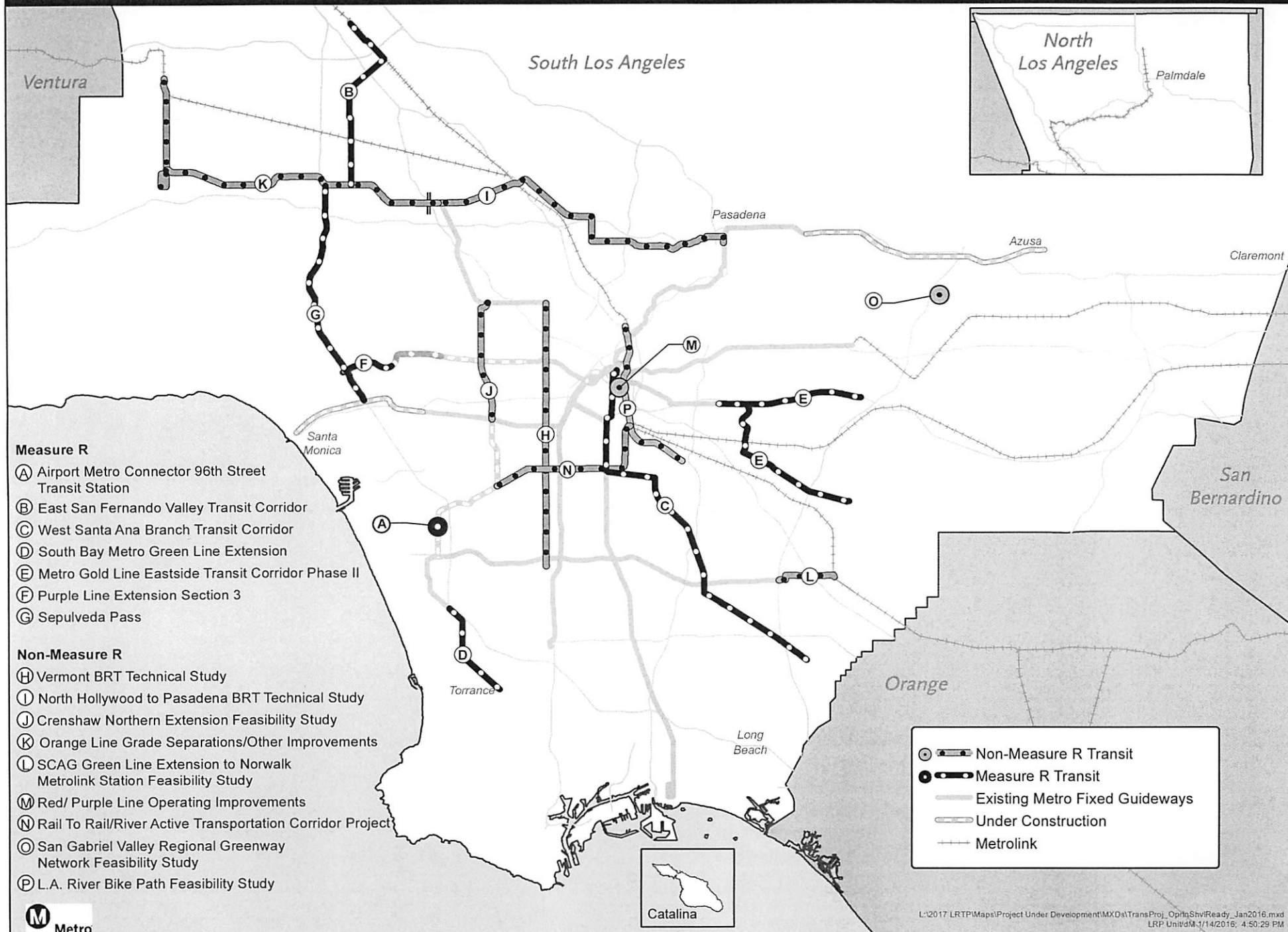
### **NEXT STEPS**

Will keep the Board apprised on progress of the "Operation Shovel Ready" Initiative on a quarterly basis.

### **ATTACHMENTS**

- A. Map and list of Transit Projects
- B. Map and list of Highway Projects

# OPERATION Shovel Ready: Transit Projects



## OPERATION Shovel Ready: Transit Projects

### Measure R Projects

- A. Airport Metro Connector 96<sup>th</sup> Street Transit Station - Prepare Draft EIR for Board consideration in Summer 2016, developing Station Design in coordination with LAWA, working with Crenshaw/LAX and Southwest Yard teams on design and construction of AMC accommodations to Crenshaw/LAX line; continue coordination with LAWA.
- B. East San Fernando Valley Transit Corridor – Prepare Administrative Draft EIS/EIR for FTA review.
- C. West Santa Ana Branch Transit Corridor - Scope of work to prepare to complete environmental document working on separate scope of work for Outreach Consultant. Environmental Contract and task order for Outreach Contract scheduled to be awarded in summer 2016.
- D. South Bay Metro Green Line Extension - Administrative Draft EIS/EIR has been reviewed by FTA; update 2012 environmental document for any changed conditions.
- E. Metro Gold Line Eastside Transit Corridor Phase II – Conduct technical study and outreach as directed by the Board in November 2014; anticipate study recommendations to be presented to the Board in winter 2016/2017. Staff is conducting community and stakeholder outreach.

West Santa Ana Branch-Metro Gold Eastside Transit Corridor Phase II Connection Study - As directed by the Board in November 2015, staff has undertaken this study which will explore opportunities to connect these two corridors.

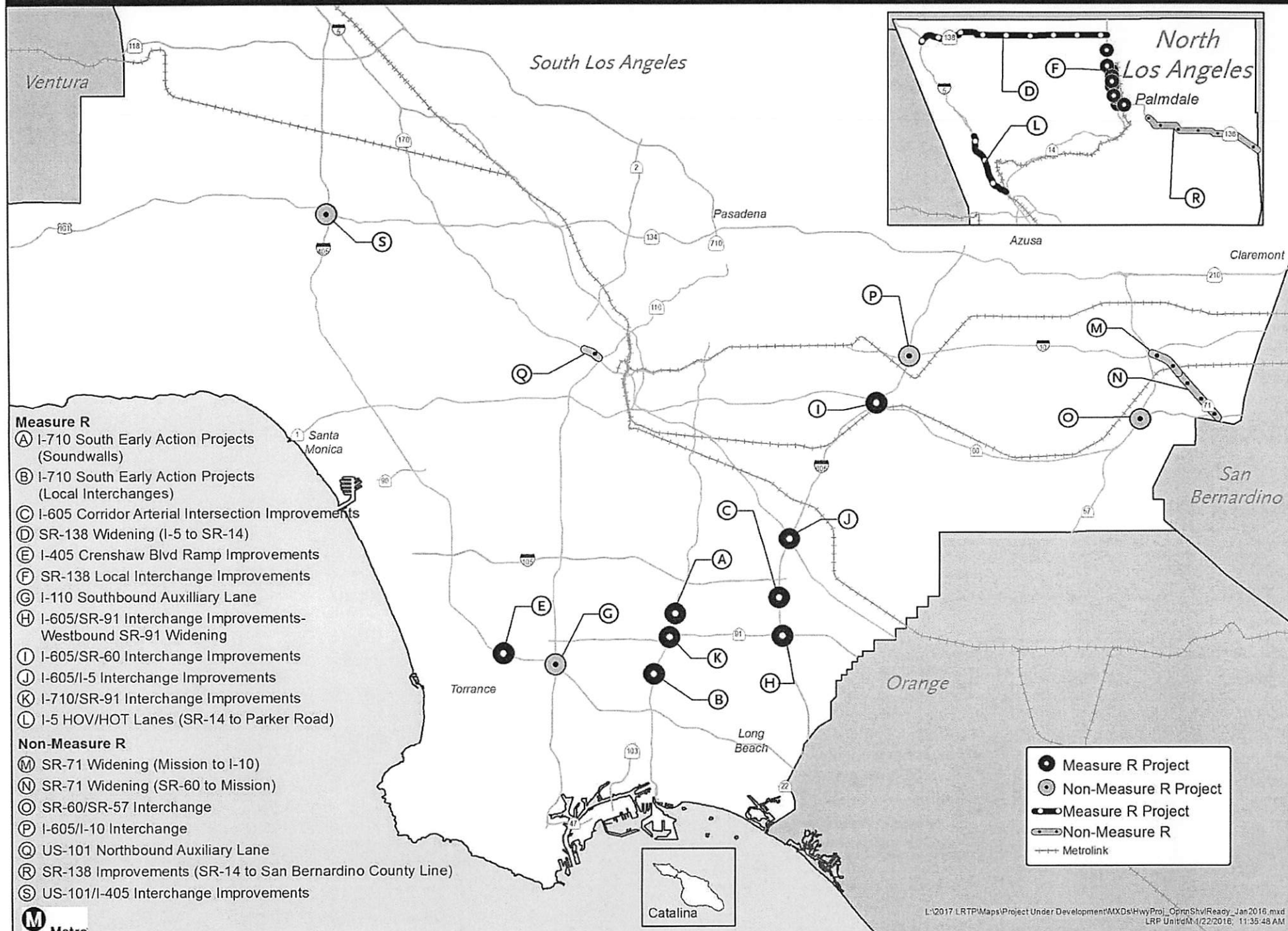
- F. Purple Line Extension Section 3 - Award contract modification to continue design; following Board approval, update 2012 environmental document for any changed conditions, as necessary.
- G. Sepulveda Pass - Complete financial strategy report. Traffic and revenue study is being procured, and will utilize results from previously completed stated preference study. Alternative Analysis studies will follow the traffic and revenue study.

### Non-Measure R projects

- H. Vermont BRT Technical Study - Conduct technical study as directed by the Board to identify and recommend BRT alternatives for further evaluation including potential environmental clearance. Stakeholder outreach being initiated in January 2016.

- I. North Hollywood to Pasadena BRT Technical Study – Conduct technical study as directed by the Board to identify and recommend BRT alternatives for further evaluation including potential environmental clearance. Stakeholder outreach being initiated in January 2016.
- J. Crenshaw Northern Extension Feasibility Study - In consultant procurement process with task orders for both the technical and urban design/outreach contracts scheduled for award in February 2016.
- K. Grade Separations for Orange Line/Other improvements - Procure consultant services to identify and environmentally clear improvements including grade separations and other BRT upgrades.
- L. SCAG Green Line Extension to Norwalk Metrolink Station Feasibility Study - SCAG will be leading an intercounty feasibility study which will examine alignments, economic development and transit oriented community opportunities. Participants in the study include: SCAG, OCTA, Metro and City of Norwalk. SCAG anticipates awarding a contract summer 2016.
- M. Red/Purple Line Operating Improvements - Conduct environmental studies and engineering design for Division 20 Rail Yard portal widening, turn back facility, and station.
- N. Rail to Rail/River Active Transportation Corridor Project - Procure consultant services to complete environmental document/preliminary engineering for Segment A, Alternatives Analysis for Segment B and separate Outreach contract to support both Segments A and B. All three contracts are anticipated to be awarded in May 2016.
- O. San Gabriel Valley Regional Greenway Network Feasibility Study - The San Gabriel Valley COG received ATP funding for an initial feasibility study, which is in the early stages of development. The study will look at developing protected class I bicycle paths and pedestrian pathways along as much as 135 miles of riverways, streams, and channels in the San Gabriel Valley.
- P. L.A. River Bike Path Feasibility Study - Feasibility study being conducted to develop conceptual designs and evaluate various alternatives for addressing an 8 mile bike path gap of the Los Angeles River. The 8 mile stretch is between Riverside Drive in the City of Los Angeles and Atlantic Blvd with access points along the segment within the cities of Los Angeles, Vernon, and Maywood.

# OPERATION Shovel Ready: Highway Projects





Highway Projects That Can be Accelerated to Shovel-Ready			
Project		Measure R	Notes
A	I-710 South Early Action Projects (Soundwalls)	Y	Pending adoption of the final EIR/EIS for the I-710 and determination of the ultimate footprint of the freeway and the right-of-way lines in 2017. 5 miles of new soundwalls and 6.9 miles of aesthetic improvements to existing soundwalls. 2 packages are currently in PS&E with scheduled date of completion of Spring 2017. Package 3 PS&E is awarded and will start in March. M.R. funds are in second decade. If pushed to the first decade, can go to construction upon completion of PS&Es.
B	I-710 South Early Action Projects (Local Interchanges)	y	Pending adoption of the final EIR/EIS for the I-710 and determination of the ultimate footprint of the freeway and the right-of-way lines in 2017. Can start PS&E on several locations as soon as the ultimate right-of-way line of the freeway is determined (2018).
C	I-605 Corridor Arterial Intersection Improvements	y	Assisting the cities along the I-605 corridor in accelerating design and construction of local intersection improvements. Funds are available in the first decade. Can accelerate by continuing to manage the projects on behalf of the cities through PS&E. Cities will take over their projects for construction.
D	SR-138 Widening from I-5 to SR-14	Y	Currently in PAED. Final environmental document and preliminary engineering in 2017. Estimated cost \$780 mil. Partially freeway near I-5. Remainder will be expressway or conventional highway. If funds are available in the next measure, can proceed to PS&E for the segment between the I-5 and 300 <sup>th</sup> Street (freeway segment). Compared to other projects within the core metropolitan LA area on much more congested corridors, this project will have lower priority.
E	I-405, Crenshaw Blvd. Ramp Improvements	Y	PAED approved. Working with Caltrans and South Bay Cities COG to advance the project. South Bay COG paid \$20 mil of their M.R. funds toward the PAED. Communication in progress with Caltrans and the COG to fund and accelerate the project. Caltrans can do the PS&E in-house or we may issue and RFP for consultant services. Two years design and then construction.
F	SR-138 Local Interchanges	y	Improvements funded in M.R. at \$200 mil. Projects are currently in various phases (PID, PAED). Can assist the cities of Palmdale and Lancaster and Caltrans to expedite project delivery through construction.
G	I-110 Southbound Auxiliary Lane near the I-405 Interchange	Y	PAED approved. South Bay COG has paid \$20 mil of their M.R. funds toward the PAED. Caltrans may have \$15 mil. in SHOPP funds to contribute toward PS&E and right-of-way. Communication in progress with Caltrans and the SB COG to see if the COG will pay for PS&E from their M.R. highway sub-funds. Caltrans can do the PS&E in-house or we may issue and RFP for consultant services.
H	I-605/SR-91 Interchange Improvements	y	The project is to widen the westbound SR-91 between Shoemaker and the I-605 Interchange. A contract for PAED will be awarded shortly. Will advance to final design in 2019 and begin construction in 2020. Cities of Cerritos and Artesia are within the project limits and support the project.
I	I-605/SR-60 Interchange Improvements	y	RFP for PAED will be released in January 2016. The cost of all improvements at the interchange is



			approximately \$1 bil. PAED completion date is 2019. Some components of the project (local interchanges, ramp improvements) may be accelerated – beginning design in 2017/18 pending coordination with and concurrence by Caltrans.
J	I-605/I-5 Interchange Improvements	y	PAED in progress and expected to be completed by 2020. The project cost is approximately \$1.2 bil. The current scheduled duration of the PAED is 4 years. That schedule may be accelerated by 6 months contingent upon Caltrans and the Gateway Cities COG approvals. Once the environmental document is adopted (in 3 to 4 years), the project components may be advanced individually on accelerated schedule.
K	I-710/SR-91 Interchange Improvements	y	PSR in progress and expected to be approved before 2018. PAED will follow and expected to be completed by 2021. The project cost is approximately \$430 mil. Once the environmental document is adopted, the project components may be advanced individually.
L	I-5 HOV/HOT Lanes between SR-14 and Parker Road	Y	A contract for final design will be awarded in March 2016 for 2.5 years. Current cost estimate is \$500 mil. If funds are available, can advance to construction and combine with a Caltrans pavement rehab projects within the same limits. \$410 mil. M.R. fund for the entire corridor from SR-14 to Kern County Line. Some spent. This project is already scheduled and will stay on schedule. PS&E contract will be awarded by march 2016. Design may be accelerated by a few months. If construction funds are made available, the project can be advanced to construction immediately after completion of the final design. Construction estimate is \$600+ mil.
M	SR-71 Widening: Mission to I-10	N	Project has preliminary engineering and environmental clearance. Working with Caltrans and the City of Pomona to advance the project. Funds are available. Re-programming might be necessary. Between F and G, G has higher priority. Funds for PS&E are available in the plan. However, ROW and construction funds may require reprogramming.
N	SR-71 Widening: Mission to SR-60	N	Upgrading the existing expressway to freeway. Project has preliminary engineering and environmental clearance. Working with Caltrans and the City of Pomona to advance the project. Funds are available. Re-programming might be necessary. Between M and N, N has higher priority. Funds for PS&E are available in the plan. However, ROW and construction funds may require reprogramming.
O	SR-60/SR-57 Interchange	N	PAED completed in 2014. \$700 mil. needed for all ramps and connector.
P	I-605/I-10 Interchange	N	Mixed flow and HOV connectors. Estimated \$700 mil. For 4 connectors. The project was in earlier LRTP. PSR available for NB605 to WB10 and EB10 to SB605 HOV connectors.
Q	US-101 Northbound Auxiliary Lane between SR-110 and Echo Park/Glendale BI Off-Ramp	N	\$36 million estimate. 2013 PSR available. May advance to PAED, final design, and construction if funds are available. Major congestion segment. Project is not funded. If funds are available, can start PAED in 2016 for 2 years. PS&E 2016-2018 and in construction in 2019.
R	SR-138 Improvements from SR-14 to San Bernardino County Line (various segments)	N	Widening by one lane in various segments. Estimated cost \$206 mil. Caltrans started upgrading the highway from 2 to 4 lanes. Several segments are either completed or in construction or design. Segments 3 and 4 are not funded and are a bottleneck. Pending availability of funds, these two segments can be accelerated.



			Segment 13 was pushed out by 2 years per CTC request due to unavailability of funds in the first two years of STIP. If we fund this segment, the project can be accelerated. Funds advanced can be replenished when state funds are available.
S	US-101/I-405 Interchange Improvements:	N	SB 405 to NB and SB 101 connectors were studied and recommended in the feasibility study done in 2003. PSR was completed. In communication with Caltrans to get confirmation that this project can be advanced. If agreements reached, can start PAED in 2016 for the SB405 to SB 101 and reevaluate the PAED for the SB405 to NB101 connectors. New money is required.

Green Cells are projects that were not initiated or requested by subregions