

# Measure M Oversight Committee

## Highway Projects Overview

Updated May, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent*	Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 04/31/21)				
1	I-5 N Cap. Enhancements (SR-14 to Parker Road)	2019	2021	Construction	500.33	7.71	115.58	0.00	60.30	Closures, detouring, seasonal restricted hours of work, unknown and undocumented utilities.	Paul Sullivan	<p>Project is fully programmed. Metro will be the Lead Agency in constructing the project.</p> <p>Project includes Measure M and R, and TCEP and INFRA Grant Funding.</p> <p>The Board approved the LOP for the project. The Notice of Intent to Award was sent to Obrascón Huarte Lain (OHL USA Inc) at the end of April, 2021. Project currently in the protest period (ends 5/12). Project field office now set up in Santa Clarita.</p>
2	SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Construction (Southern Segment - Mission Blvd. to SB County Line)	148.10	0.00	0.00	0.00	18.50	Relocation of Edison overhead power lines, potential hazardous materials, hard to drill soil conditions and local traffic impacts.	Victor Gau	<p>Project by Caltrans. Broken down into two segments.</p> <p>Southern segment between Mission Blvd and San Bernardino County Line construction contract was awarded in February, 2021 to Obrascón Huarte Lain (OHL USA Inc). Construction work to start on May 10, 2021. Groundbreaking scheduled on June 7, 2021.</p> <p>Soft costs spent to date are from TCRF and other Federal Funds.</p>
				Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	17.40	0.00	0.00	17.40	Utility & Railroad (RR) coordination causing schedule delays.  Funding shortfall of up to \$61M.		<p>Project by Caltrans. Northern Segment requires multi-agency coordination/agreements and Railroad approvals of the design for bridges spanning over the railroad tracks. Need to resolve railroad and right of way issues. Design phase projected to finish at the end of 2022.</p> <p>Soft costs spent to date are from TCRF and Other Federal Funds.</p>
3	SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	28.40	22.60	0.00	0.00	22.60	\$22M TCEP grant for Design/Right of Way Phases and \$217.9M in construction grants may be forfeited if not kept on schedule.	Roberto Machuca	<p>Project is in final design expected to be completed at the end of 2021. Grants have been secured for final design (\$17M) and Right of Way (\$5M).</p> <p>Baseline agreement being finalized to secure the \$217.9M for construction phase at the CTC June 2021 meeting.</p> <p>Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight.</p>
4	I-405 South Bay Curve Improvements  I-405 Southbound Auxiliary lanes in Lawndale	2045	TBD	Environmental	3.25	3.25	0.00	0.00	3.25	<p>Proposed diversion of \$400M in sales tax measure funds from highway projects by South Bay COG diminishes the ability to do the needed improvements.</p> <p>Southbound aux lanes in Lawndale has completed the environmental process and was sued by the City. Settlement in progress.</p> <p>Funding shortfall for construction phase.</p>	Isidro Panuco	<p>I-405 Southbound Auxiliary lanes in Lawndale. Design phase projected to start in Summer, 2021, pending settlement of litigation filed by City of Lawndale. Project expenditures to date paid for by Measure R.</p>

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	I-405 South Bay Curve Improvements I-405, I-110 to Wilmington	2045	TBD	PSR-PDS	0.93	0.91	0.00	0.00	0.91	Proposed diversion of \$400M in sales tax measure funds from highway projects by South Bay COG diminishes the ability to do the needed improvements.  Funding shortfall for construction phase.	Isidro Panuco	I-405, I-110 to Wilmington: Project Study Report completed, Environmental phase projected to start in Summer, 2021. Project expenditures to date paid for by Measure R.
5	I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	93.68	0.00	0.00	93.68	Air Quality conformity determination for Final EIR/EIS. EPA not approving the corridor-level environmental document  Legal challenges to the environmental document.	Ernesto Chaves/ Lucy Delgadillo	Negotiations with the EPA on the extent of Air Quality conformity studies failed. Although the EPA is insisting on those additional studies, there are no guarantees that we can secure final approval after those studies are done. There are no baselines established by the EPA/region to determine the extent of potential future impacts as a result of the project and, ultimately, the decisions by EPA will be subjective and opinion-based.  Without any anticipated benefits, staff recommends not to pursue the corridor-level environmental document, especially that there are no funds to build the corridor improvements anytime soon and the environmental document will be null in the next few years. Staff will discuss the possibility of pursuit and implementation of the early action projects. If agreements are reached with the EPA, individual projects will be selected and stand-alone environmental documents will be prepared for those starting in FY 21-22.  Soft costs spent to date are from Measure R and Prop C and other Local Funds.
7	I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	13.10	7.40	0.00	0.00	7.40	None	Shahrazad Amiri/ Philbert Wong	Environmental Document finalized and posted on metro.net/105expresslanes. Notice of Determination expected in May 2021. Pre-Design phase tasks including survey work, Right of Way, and utility plans in advance of PS&E phase currently under way.  Total phase budget is \$13,121,000, of which \$5.7M is Measure M. Measure M spent to date is \$2.8M. Soft cost total spent includes Measure M and other funds.

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8	High Desert Multi-Purpose Corridor  Rail Component	2019	TBD	Service Development Plan/Preliminary Engineering	4.63	0.00	0.00	0.00	0.00	None	Vincent Chio/ Jeanet Owens	<p>The Environmental Process for the HDC multi-modal corridor improvements has been completed. A NEPA for the entire corridor could not be secured. A lawsuit was filed and settled with conditions and restrictions imposed on further pursuit of the projects. At the same time, the project was deemed to be infeasible and will not be pursued as originally proposed. \$37.45 was budgeted for the original Environmental Document, of which \$36.79 was spent.</p> <p>Proposed new high-speed intercity passenger rail service from the future Brightline West station in Apple Valley to the future Palmdale station along the 54-mile-long High Desert Corridor. DesertXpress BrightLine is developing the Brightline West high-speed rail system between Las Vegas and Southern California that includes a future station in Apple Valley. Development of a Service Development Plan and Preliminary Engineering is underway and is scheduled to be completed by March 2022.</p> <p>At the request of the County of Los Angeles, Supervisorial District 5, Metro is contributing an additional \$0.4M to complete the joint CEQA/NEPA amendment to address changes to the rail corridor since the original Environmental Document.</p> <p>The current phase budget is \$4.625M, including \$3M in Measure M, \$1.375M in TIRCP and \$0.25M in DesertXpress funds</p>
9	High Desert Multi-Purpose Corridor -  Highway component	2019	TBD	PSR-PDS	500K	0.00	0.00	0.00	0.00	None	Isidro Panuco	<p>Continuation of a more practical and feasible alternative alignment to the HDC highway component. This alternative is being considered on the SR-138 in LA County and SR-18 in San Bernardino County between Palmdale and Victorville. Joint efforts by Metro, SBCTA, and Caltrans to develop a Project Study Report starting in April 2021.</p> <p>The PSR-PDS is funded by the remaining measure R fund as well as contributions by the SBCTA. Measure M funds will be needed for subsequent phases.</p>
10	I-5 Corridor Improvements (I-605 to I-710)	2036	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	Pursuit of this project depends on approval of the environmental document for the I-605 Corridor Improvements project currently in progress. If that project is not approved, a corridor level environmental process for the segment between the I-605 and I-710 will not be warranted.	Ernesto Chaves	<p>The I-605/I-5 interchange is in environmental phase under the I-605 Corridor Improvement Project (CIP). If right of way impacts are not resolved/accepted, the future improvements on I-5 between the I-605 and I-710 will be limited. Only location-specific operational improvements will be considered along this segment.</p>
11	I-405/I-110 HOV Connector Ramps and Interchange Improvements	2042	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	<p>Funds are allocated 22 years from now.</p>
12	I-605/I-10 Interchange	2043	TBD	Not started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	<p>In environmental phase (part of the 605 CIP). Considerable expected Right of Way impacts at the I-605/I-5 Interchange may discontinue a corridor-level effort. If so, there may be a separate environmental process for the I-605/I-10 interchange improvements in the future.</p>

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13	SR-60/I-605 Interchange HOV Direct Connectors	2043	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	In environmental phase (part of the 605 CIP). Considerable expected Right of Way impacts at the I-5/I-605 Interchange may discontinue a corridor-level effort. If so, there may be a separate environmental process for the I-605/SR-60 interchange improvements in the future.
14	I-110 ExpressLanes Ext. South to I-405/I-110 Interchange	2044	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Shahrazad Amiri/ Philbert Wong	No activities at this time. Future updates will be provided.
15	High Desert Multi-Purpose Corridor – LA County Segment	2063	TBD	Transit: in feasibility study Highway: Alternative alignment in PSR-PDS	0.00	0.00	0.00	0.00	0.00	Determination of Viability of projects and availability of funds.	Isidro Panuco	See Items 8 and 9 above.

\*Soft Costs include all Non-Construction Capital expenditures up to the current phase.