

Measure M Independent Taxpayer Oversight Committee

Highway Project Updates

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SR-71 Gap from I-10 to Rio Rancho Road (Southern Segment)



Current Phase	Phase Budget	Phase Spent To Date
Construction	\$148.10	\$35.68

Purpose and Scope

- Add HOV lane to current highway converting to freeway
- Southern Segment between Mission Blvd & San Bernardino County Line
- Managed by Caltrans

Multimodal Elements

- N/A

Status

- Construction work started in May 2021 and is projected to finish in Summer 2024; 28% complete
- Planned utility relocation by third party utility companies may be delayed
- Soft costs spent to date are from TCRF & other Federal funds



Challenges

- Relocation of unforeseen utilities has already caused delays
- Right of Way encampment removal

SR-71 Gap from I-10 to Rio Rancho Road (Northern Segment)



Current Phase	Phase Budget	Phase Spent To Date
Design	\$40.40	\$22.91

Purpose and Scope

- Add HOV lane to current highway converting to freeway
- Northern Segment from I-10 to Mission Blvd

Multimodal Elements

- Upgrade current pedestrian bridge to comply with current ADA requirements

Status

- PS&E schedule pending resolution of project funding shortfall
- Caltrans has identified significant cost increases and potential schedule delays in the Northern Segment
- Metro is coordinating with Caltrans and the San Gabriel Valley Council of Governments to identify potential solutions to complete the project
- Soft costs spent to date are from TCRF & other Federal funds



Challenges

- Utility & railroad coordination causing schedule delays
- Funding shortfall of up to \$99 million (\$10M in Design and \$89M in Construction)

SR-57/SR-60 Interchange Improvements



Purpose and Scope

- Major operational/capacity/safety improvements including grade-separation of the two freeways and new ramps at Grand Ave/Eastbound SR-60
- Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight; expected to start in the beginning of 2023

Multimodal Elements

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

Status

- Caltrans approved encroachment permit June 9, 2022; CTC approved allocation of \$217.9M June 30, 2022; Construction advertisement initiated on October 18, 2022
- Golf course mitigation work, early action activity is progressing as scheduled

Challenges

- Volatility of material costs may result in higher construction costs
- Required to execute Term Sheet obligation of federal funds by contract award date
- Closing negotiations with two property owners on monetary value of Right of Way impact



I-405 South Bay Curve Improvements

Southbound Auxiliary Lanes; I-105 to Artesia



Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations
- Northbound and Southbound Auxiliary lane improvements between freeway on/off ramps within Caltrans Right of Way

Multimodal Elements

- High visibility crosswalks
- Pedestrian flashing beacons
- Pedestrian and cyclist signage

Status

- Environmental phase completed in 2020
- Design phase started in March 2022
- 35% design plans submitted to Caltrans in August 2022



Challenges

- Leveraging local Measure R/M funds to fully fund construction
- All expenditures spent to date are from Measure R; Measure M funds not yet expended

I-405 South Bay Curve Improvements

I-110 to Wilmington – Auxiliary Lanes



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

Purpose and Scope

- Improve freeway operations and safety
- Spans across both directions of I-405 through construction of auxiliary lanes between on- and off-ramps to improve merging and diverging vehicle movements

Status

- Project Study Report completed November 2020
- Environmental phase projected to start mid-2023
- Project being scoped in collaboration with City of Carson and Caltrans in accordance with Objectives for Multi-Modal Highway Investment

Multimodal Elements

- Project may include improvements to pedestrian/bicycle facilities and transit stops

Challenges

- VMT analysis and potential mitigation
- Leveraging local Measure R/M funds to fully fund construction

