

# Measure M Oversight Committee

## Highway Projects Overview

Expenditures through June 30, 2021

Status Update: July, 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 06/30/21)				
1	I-5 N Capacity Enhancements (SR-14 to Parker Road)	2019	2021	Construction	500.33	9.07	115.58	0.00	62.34	Closures, detouring, seasonal restricted hours of work, unknown and undocumented utilities.	Paul Sullivan	Project is fully programmed. Metro will be the Lead Agency in constructing the project. Project includes Measure M and R, and TCEP and INFRA Grant Funding. Metro anticipates issuing Notice to Proceed by the end of August 2021. Construction activities are projected to begin in November 2021.
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	18.48	Relocation of Edison overhead power lines, potential hazardous materials, hard to drill soil conditions and local traffic impacts.	Victor Gau (Oversight)	Project by Caltrans. Broken down into two segments.  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 started in May 2021 and is projected to finish in Summer 2024.  Soft costs spent to date are from TCRF and other Federal Funds.
			TBD	Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	18.46	0.00	0.00	18.46	Utility & Railroad (RR) coordination causing schedule delays.  Funding shortfall of up to \$61M for the Construction Phase.		Project by Caltrans.  Northern Segment from I-10 to Mission Blvd. - Caltrans has identified significant cost increases and potential schedule delays in Segment 2. Metro is coordinating with Caltrans and The San Gabriel Valley Council of Governments to identify potential solutions to complete the project. PS&E is anticipated to finish in Summer 2022.  Soft costs spent to date are from TCRF and Other Federal Funds.
3	SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	28.41	22.87	0.00		24.47	\$22M TCEP grant for Design/Right of Way Phases and \$217.9M in construction grants may be forfeited if project not kept on schedule.	Roberto Machuca	Project is in final design, expected to be completed at the end of 2021. TCEP Grants have been secured for final design (\$17M) and Right of Way (\$5M).  Baseline agreement being finalized to secure the \$217.9M TCEP grant for the construction phase, which was approved at the June 2021 CTC meeting.  Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight. Agreements have been reached with the County of Los Angeles over the acquisition of the county-owned property.

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4	I-405 South Bay Curve Improvements	2045	TBD	Environmental	3.25	2.39	0.00	0.00	3.28	Diversion of \$400M in sales tax measure funds from highway projects to transit projects by South Bay COG was approved at the July 2021 Metro Board meeting.  This diversion has impacted construction funding for the project.	Isidro Panuco	I-405 Northbound and Southbound Auxiliary lanes in Lawndale has completed the environmental process. Design phase projected to start in Fall 2021.  Measure M funds not yet expended.  Will need Measure M funds for construction phase.
	I-405 Southbound Auxiliary lanes in Lawndale											
	I-405 South Bay Curve Improvements	2045	TBD	PSR-PDS	0.93	0.91	0.00	0.00	0.91	Diversion of \$400M in sales tax measure funds from highway projects to transit projects by South Bay COG was approved at the July 2021 Metro Board meeting.  This diversion will impact construction funding for the project.	Roberto Machuca	I-405, I-110 to Wilmington: Project Study Report completed, Environmental phase projected to start in Fall 2021.  Measure M funds not yet expended.  Will need Measure M funds for construction phase.
	I-405, I-110 to Wilmington											
5	I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	94.31	0	0	94.31	Air Quality conformity determination for Final EIR/EIS. EPA not concurring with air quality conformity for the corridor-level environmental document.  Legal challenges to the environmental document.	Ernesto Chaves/ Lucy Delgadillo	The environmental process for corridor improvements has stopped. Negotiations with the EPA on the extent of Air Quality conformity studies were not successful. Additional studies (hot spots analysis) required by EPA do not guarantee final approval because objective and quantifiable mitigation measures for future potential impacts have not yet been established.  In May 2021, the Board directed staff to suspend work on the environmental document and to come back in September 2021 with a plan to re-engage local and regional stakeholders in the corridor to collaborate on a plan for future investment.  Measure M funds not yet expended,  Will need Measure M funds for subsequent phases/effort.
6	I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	10.56	9.48	0.00	0.00	9.48	None	Shahrzad Amiri/ Philbert Wong	Environmental document certified by Caltrans on May 21, 2021. Phase budget/budget spent and soft cost for environmental phase included Measure M and local non-Measure M funds.
		2027	TBD	PS&E	23.20	1.52	0.00	0.00	0.00	None	Shahrzad Amiri/ Philbert Wong	Prior budget was \$5.7M. Since then, Metro Board approved contract modification for \$18.7M to WSP in May 2021 to begin PS&E work for I-405 to Central Avenue segment. In addition, budget increased by \$900k for preparation of RFPs for construction and roadside toll collection system. All PS&E work to be funded by Measure M.

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7	High Desert Multi-Purpose Corridor  Rail Component	2019	TBD	Service Development Plan/Preliminary Engineering	4.63	0.57	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 highway component of 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>
8	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 started in July 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>
9	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	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.
10	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	Funds are allocated 22 years from now.

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11	I-605/I-10 Interchange	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-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.
12	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) and on-hold due to considerable expected Right of Way impacts at the I-5/I-605 Interchange. Pursuit of corridor-level environmental clearance may discontinue. If so, there may be a separate environmental process for the I-605/SR-60 interchange improvements in the future.
13	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.
14	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.