

Highway Projects Overview

Expenditures through April 30, 2022

Status Update: May, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 4/30/21)				
I-5 N County Enhancements Project (SR-14 to Parker Road)	2019	2021	Construction 13.91 % Complete	505.40	17.93	115.58	0.51	69.56	Encountering unexpected utilities and buried man-made objects, differing site conditions for which the project already has one claim, responding to special-status species in the project area, changes in design during construction, coordination with private development projects, stakeholder requested betterments or changes and local street impacts.	Paul Sullivan	Metro is the Lead Agency in constructing the project. Life of Project Budget was approved by the Board in March. Project funding includes Measure M and R, and TCEP and INFRA Grant Funding. Current LOP: \$679.4M Construction activities began in November 2021, with anticipated substantial completion projected for Summer 2026.
SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Construction (Southern Segment - Mission Blvd. to SB County Line) 15 % Complete	148.10	21.71	0.00	0.00	40.26	The ROW encampment removal and coordination with Southern California Edison (SCE) for relocating SCE's lines within 160 working days upon construction site readiness.	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. Caltrans and the contractor started to dispose the arsenic soil in Jan 2022 and SCE started to relocate the conflicted lines in May 2022. Soft costs spent to date are from TCRF and other Federal Funds.
		TBD	Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	22.05	0.00	0.00	22.05	Utility & Railroad (RR) coordination causing schedule delays. Funding shortfall of up to \$78 million. (\$5M in Design and \$73M in Construction).		Project by Caltrans. Northern Segment from I-10 to Mission Blvd. 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. PS&E is anticipated to be delayed, and now projected to finish in Summer 2023. Soft costs spent to date are from TCRF and Other Federal Funds.

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SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	121.01	61.62	0.00	0.00	64.31	As the project moves to construction, volatility of material cost are difficult to be accounted for and may result in higher construction costs.	Roberto Machuca	Caltrans approved 100% Design plans in April 2022. TCEP Grants have been secured for final design (\$17M) and Right of Way (\$5M). Project has secured the \$217.9M TCEP grant for the construction phase. Baseline Agreement in process with FHWA for \$30M INFRA Grant. Golf course mitigation work is still in progress. Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight. Construction projected to start beginning of 2023.
I-405 South Bay Curve Improvements I-405 Southbound Auxiliary Lanes	2045	TBD	Design	3.25	2.67	0.00	0.00	3.59	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 project has completed the environmental process. Design phase started in March 2022. Measure M funds not yet expended. Will need Measure M funds for construction phase.
I-405 South Bay Curve Improvements I-405, I-110 to Wilmington	2045	TBD	PSR/PDS	0.93	0.91	0.00	0.00	0.97	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 early 2023. Measure M funds not yet expended. Will need Measure M funds for construction phase.

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I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	99.59	0.00	0.00	99.59	Consensus building process may take a long time and overall delivery of the program will be delayed.	Ernesto Chaves/ Lucy Delgadillo	The 710 Corridor Task Force, comprised of a wide of range of stakeholders, has met several times since September 2021, and has begun evaluating a comprehensive community engagement plan in support of the upcoming discussions regarding corridor needs and potential improvements. The environmental document for the I-710 Corridor Improvement will be closing out as a No-Build Option. Any future work on the I-710 will come from the recommendations set forth by the I-710 Task Force and the Metro Board. Measure M funds not yet expended. Will need Measure M funds for subsequent phases/effort.
I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	10.56	10.46	0.00	0.00	10.46	None	Shahrzad Amiri/ Philbert Wong	Environmental phase complete.
	2027	TBD	Design	63.20	7.50	0.00	0.00	7.50	None	Shahrzad Amiri/ Philbert Wong	This project will be phased in three segments: 1. Segment 1 is I-405 to Central avenue; 2. Segment 2 is Central Avenue to I-710; and 3. Segment 3 is I-710 to Studebaker Road. PS&E for Segment 1 began in July 2021 and is expected to be completed in May 2023. A contract for segment 2/3 PS&E for \$39.9M was approved by the Board in April 2022. Construction on segment 1 is expected to begin in December 2023. Construction on segment 2/3 is expected to begin in late 2024/early 2025.

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High Desert Multi-Purpose Corridor Rail Component	2019	TBD	Service Development Plan/Preliminary Engineering/Environmental	6.36	3.72	0.00	0.00	3.72	Funding for the next phases of the project is currently not yet identified.	Vincent Chio/ Jeanet Owens	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 July 2022. In April 2022, Metro Board approved an additional \$1.2M in Measure M funds to HDCJPA to complete the CEQA/NEPA work; and an additional \$.5M in Measure M funds to complete the Service Development Plan. The current phase budget is \$6.36M, including \$4.74 M in Measure M, \$1.375M in TIRCP and \$0.25M in DesertXpress funds.
High Desert Multi-Purpose Corridor - Highway component	2019	TBD	PSR/PDS	1.00	0.22	0.00	0.00	0.22	Funding for the next phases of the project is currently not yet identified.	Isidro Panuco	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 and is expected to be completed by Fall 2022. The PSR-PDS is funded by the remaining Measure R funds. SBCTA is sharing 50% of the project cost for development and completion of the PSR-PDS. Measure M funds will be needed for subsequent phases.
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	Schedule unknown. Project development & delivery contingent upon completion of the I-5 / I-605 interchange improvements. This will be a Caltrans-led project. Metro will be contributing to the PAED phase. Start date to be determined.

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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	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
I-605/I-10 Interchange	2043	TBD	Not started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
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	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
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	Shahrzad Amiri/ Philbert Wong	No activities at this time. Future updates will be provided.
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 7 and 8 above.

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