

CONSTRUCTABILITY ANALYSIS - PROJECT INFORMATION

Project	Scope	P3 Status	Schedules	Cost Estimate	Major Risks	Acceleration strategies
Eastside Extension	<p>1) SR 60 LRT Alternative: SR 60 would extend the existing Metro Gold Line Eastside Extension from the Atlantic/Pomona Station, approximately 6.9 miles to Peck Rd. in the City of South El Monte.</p> <p>2) Washington LRT Alternative: Washington Alternative extends the existing Metro Gold Line Eastside Extension from the Atlantic/Pomona Station, approximately 9.5 miles to Lambert Rd. in the City of Whittier.</p> <p>3) Combined Alternative: The Combined Alternative is the full build out of both the SR 60 and Washington Alternatives.</p>	P3 not being considered for this project	<p>Planning/Environmental Complete: 2023</p> <p>Preliminary Engineering Complete: 2024</p> <p>Construction Substantial Completion: 2029-2030</p> <p>Anticipated Revenue Operation Date (One Alignment): 2029-2031</p>	<p>1) SR 60 LRT Alternative: The capital cost in 2015 dollars is estimated at \$3B billion.</p> <p>2) Washington LRT Alternative: The capital cost in 2015 dollars is estimated at \$3B</p>	<p>1) Increase in labor and material costs due to market forces</p> <p>2) Coordination with multiple cooperating agencies including FTA, Environmental Protection Agency, US Army Core of Engineer, and Caltrans</p> <p>3) Define and analyze tunneling methods, portals, and construction staging areas</p> <p>4) Third Party Permits and Approvals</p>	<p>1) Advance PE to begin shortly after the LPA</p> <p>2) Advance utility design to procure and perform advanced utility relocation</p>
Green Line Extension	The Green Line Extension to Torrance Supplemental Alternatives Analysis (AA) encompasses a 4.6-mile-long study area presumed to be LRT. It extends from the existing Redondo Beach Marine Station toward the Torrance Regional Transit Center (RTC) using the Metro owned Harbor Subdivision Railroad Corridor.	P3 not being considered for this project	<p>Planning/Environmental Complete: 2022</p> <p>Preliminary Engineering Complete: 2023</p> <p>Construction Substantial Completion: 2028-2029</p> <p>Anticipated Revenue Operation Date: 2028-2030</p>	Project Cost in 2015 dollars \$893M to \$1.2Billion	<p>1) Increase in labor and material costs due to market forces</p> <p>2) Coordination with BNSF on Metro ROW</p> <p>3) Adjacent communities are not supportive of the Metro ROW alignment</p> <p>4) Pressure to study underground alternatives</p> <p>5) Third Party Permits and Approvals</p>	<p>1) Shorten the environmental phase by clearing via CEQA process only as opposed to both CEQA & NEPA</p> <p>2) Exercise option to start PE shortly after the LPA</p> <p>3) Advance utility design to procure and perform advanced utility relocation</p> <p>4) Advance railroad track design to procure and perform advanced track relocation</p>
West Santa Ana Branch	The West Santa Ana Branch Project (WSAB) is identified in Measure M as a proposed 20-mile Light Rail Transit (LRT) line with 12 planned stations that would connect the cities of southeast Los Angeles County (LA County) to downtown Los Angeles and the Metro rail network.	Currently in the Risk Assessment phase which is step 5 of the 10 step P3 development process.	<p>Planning/Environmental Complete: 2021</p> <p>Preliminary Engineering Complete: N/A</p> <p>Construction Substantial Completion: 2027-2029</p> <p>Anticipated Revenue Operation Date: 2028-2030</p>	The current updated end-to-end project capital cost for the two alternatives (Alternatives E & G) is estimated at \$6.5 to \$6.6B (in 2018 dollars). Does not reflect potential costs for First Last Mile and UPRR ROW costs.	<p>1) Increase labor and material costs due to market forces</p> <p>2) Negotiations with UPRR and relocation of active freight tracks</p> <p>3) Lack of availability of utility resources to relocate utilities.</p> <p>4) Third Party Permits and Approvals</p>	<p>1) Shorten the environmental phase by coordinating with cooperating partners to reduce multiple review cycles</p> <p>2) Advance utility design to procure and perform advanced utility relocation</p> <p>3) Advance railroad track design to procure and perform advanced track relocation</p> <p>4) Shorten alignment to viable MOS</p>
Sepulveda Pass Transit	Metro is conducting a Feasibility Study to identify and evaluate a range of high-capacity rail transit alternatives between the San Fernando Valley and LAX. For Valley-Westside phase, concepts run between the Metrolink Van Nuys Station and the Expo Line. There are three heavy rail concepts and one monorail/rubber tire concept.	The Project has been identified as a potential P3, step 1 in the P3 development Process, and a Market Sounding has been conducted to assess bidder interest in a PDA contract to develop the project.	<p>Planning/Environmental Complete: 2024</p> <p>Preliminary Engineering Complete: 2024</p> <p>Construction Substantial Completion: 2033-2034</p> <p>Anticipated Revenue Operation Date: 2033-2035</p>	The Sepulveda Transit Corridor is part of the Measure M expenditure plan, with approximately \$5.7 billion allocated for the Valley-Westside portion of the project.	<p>1) Increase in labor and material costs due to market forces</p> <p>2) Constructing an alignment in proximity to water infrastructure on Sepulveda Boulevard or Van Nuys Boulevard.</p> <p>3) Constructing an alignment through environmentally sensitive areas in the Santa Monica Mountains.</p> <p>4) Identifying location for maintenance and storage facility site.</p> <p>5) Third Party Permits and Approvals</p>	<p>1) Advance PE to overlap with Environmental phase</p> <p>2) Procure several TBMs to shorten tunneling duration</p>