

Measure M Independent Taxpayer Oversight Committee

Transit Projects Update **December 11, 2024**

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Deputy Chief Planning Officer (Interim)



Measure M Transit Projects



> Major Pillar Projects

- (1) Southeast Gateway Line
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor
- (4) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- K Line Northern Extension

Southeast Gateway Line



Current Phase	Most Recent Cost Estimate
EIR Certified EIS per FTA	IOS - \$7.1B (YOES, forecast completion 2035)

Recent Activities

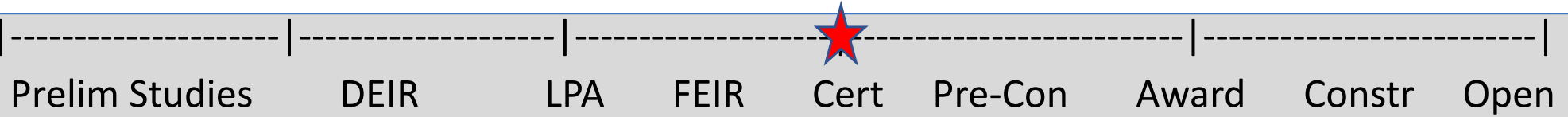
- August: Completion and submission of New Starts project rating activities for FTA review
- October: \$230M awarded from TIRCP, largest award in the state

Next Actions

- Continue monthly coordination with FTA Project Management Oversight Contractor (PMOC)
- Fall/Winter 2024: Discuss in-kind and other options to satisfy the 3% contribution with jurisdictions
- Winter 2024/2025: Present Slauson/A Line to LAUS study findings to the Board, award ROW consultant contract, request to enter Project Engineering
- Quarterly reporting to transition to Program Management in January



Eastside Transit Corridor Phase 2



Current Phase

Most Recent Cost Estimate

EIR Certified
(NEPA TBD)

IOS - \$7.9B
(2031\$, midpoint of construction)

Recent Activities

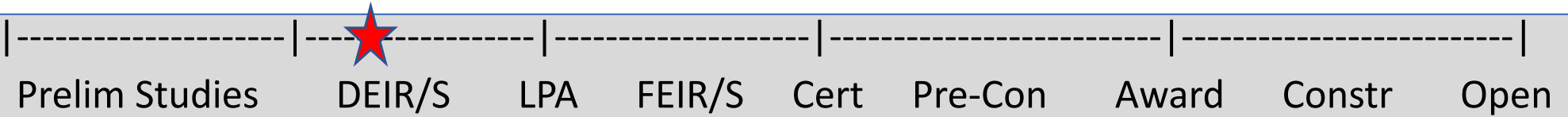
- Coordination with City of Montebello and stakeholders on right-sizing of MSF
- Ongoing coordination with corridor cities on 3% contribution, FLM, co-operative agreements, geotechnical investigations and utilities
- Sept 2024: Board action on contract modification for 30% design (Preliminary Engineering)
- Oct 2024: FLM plan adopted by Metro Board



Next Actions

- Continue to coordinate with FTA on NEPA and entry into Project Development phase
- Continue developing project schedule and project delivery scenarios

Sepulveda Transit Corridor



Current Phase	Most Recent Cost Estimate
Draft EIR	\$5.7B (2015\$)

Recent Activities

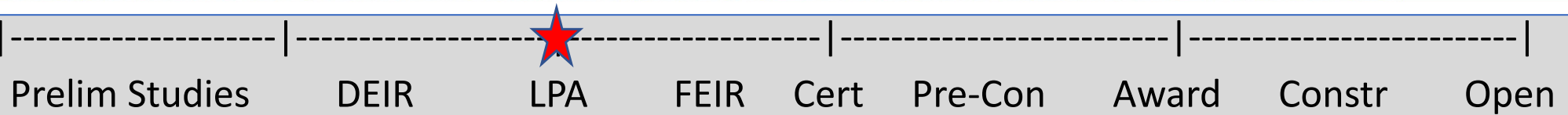
- Completed environmental technical analyses supporting Draft EIR for 5 project alternatives
- Development of cost information

Next Actions

- Continue preparation of Draft EIR
- Planning for next round of community meetings
- Draft EIR release anticipated early 2025



C (Green) Line Extension to Torrance



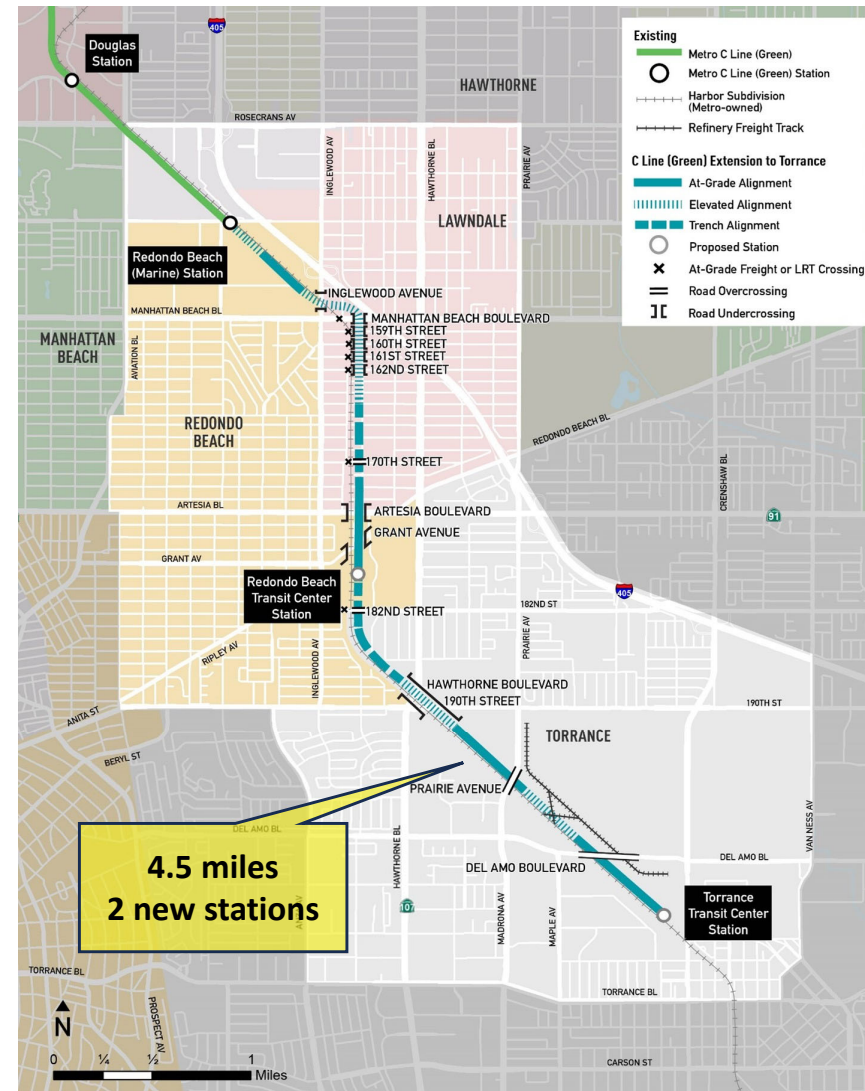
Current Phase	Most Recent Cost Estimate
Final EIR	\$2.2B (2031\$, midpoint of construction)

Recent Activities

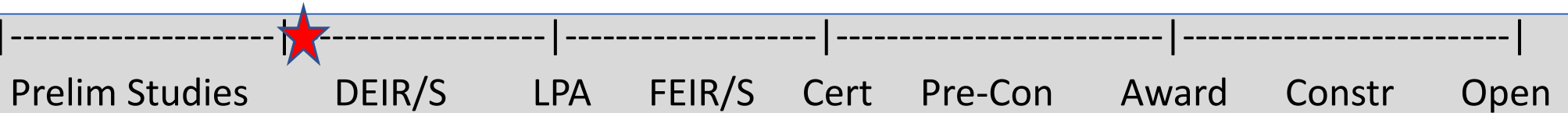
- Preparation of Final EIR under CEQA
- Continue studies to respond to public comments on ROW and Hawthorne Blvd alignments
- Development of communications plan for activities between Draft and Final EIR

Next Actions

- Continue to prepare Final EIR informed by public comments on ROW and Hawthorne Blvd alignments
- Continue to refine cost estimates and funding plan for Locally Preferred Alternative (LPA)



Vermont Transit Corridor



Current Phase

Environmental

Most Recent Cost Estimate

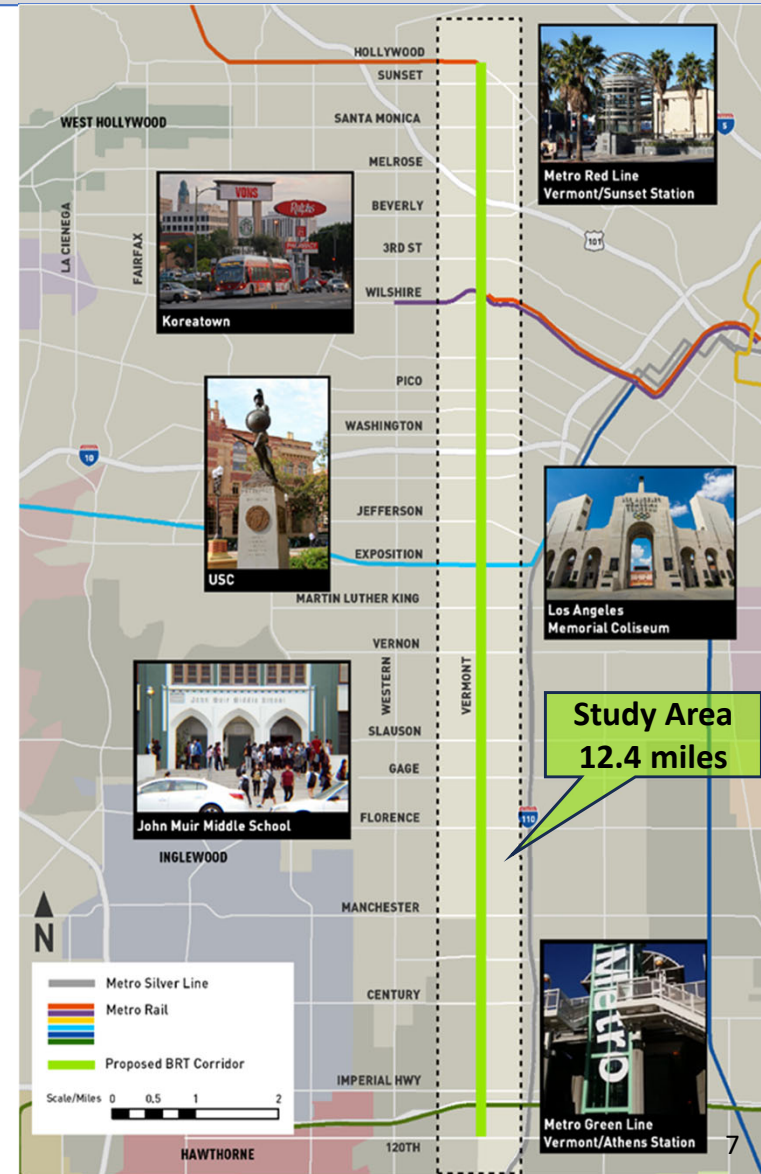
\$425M (2015\$)

Recent Activities

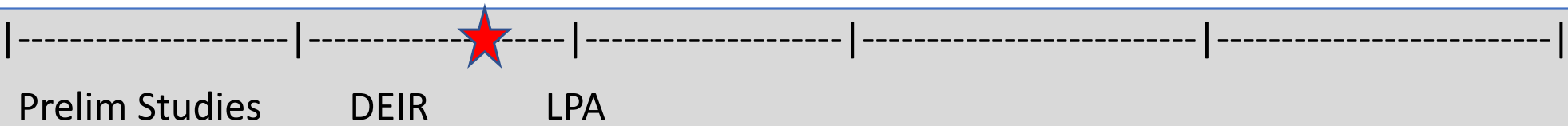
- Aug 2024 – CBO Partnering meeting provided update on both near-term bus service improvements and BRT project
- Oct 2024 – Held 3 community meetings to discuss near-term improvements and BRT project status
 - Near-term improvements to open 2025
 - BRT improvements by 2028 Olympics

Next Actions

- Continue abbreviated CEQA process under SB922
- Dec 2024 – Community meetings on SB922 documents
- Coordination with FTA on path for NEPA clearance
- Early 2025 – Seek Board concurrence that project is exempt from CEQA



K Line (Crenshaw) Northern Extension



Current Phase **Most Recent Cost Estimate**

EIR

\$2.24B (2015\$)

Recent Activities

- Aug 10, 13, 15: Public hearings
 - 2 in-person, 1 virtual
 - Over 300 attendees
 - Themes: support for project, concerns about tunneling, historic homes
- Sep 4: Lafayette Square meeting
- Sep 20: Close of 60-day comment period

Next Actions

- Review and synthesize 1,200+ comments received on the Draft EIR
- Conduct analysis to respond to community questions and address concerns about alignment variations

