



Los Angeles Metro Measure M Rail Program

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Metro

COVID 19 IMPACTS: CEO Call to Action

First Bucket: Work to Continue

- COVID-19 additional Expense, PPE, Cleaning
- Legally required payments
- Federal and state regulatory required activities
- Bus and Rail Operations
- Key Infrastructure Projects
- Projects under executed construction or manufacturing contract

Second Bucket: All Other Projects and Programs not specified in the First Bucket are currently being evaluated with the objective of staying on Measure M Schedule

- Defer for 3-6 months

COVID-19 Impacts – Ongoing Construction

- Construction proceeding as an essential service
- Safety protocols required and monitored
- Metro tracks positive cases with follow-up including cleaning, contact tracing and self-quarantine
- We have received some notification of impacts
- Each impact claim assessed consistent with contract (i.e. force majeure)

COVID-19 Financial Impacts

- Program Management FY21 budget reduced by \$900M
- Remaining FY21 budget is \$1.5B
- Ongoing construction projects fully funded and will be completed on schedule (**Bucket 1**)
- Planning and design to advance toward shovel ready status (**Bucket 2**)
- Seeking Federal and state funding to keep projects on schedule

CEO Call to Action: First Bucket Defined

First Bucket: Projects Under Construction - Work to Continue (Partial List)

- Crenshaw/LAX
- Division 20 Portal Widening Regional Connector
- Purple Line Extension Phases 1, 2 and 3
- Regional Connector
- Airport Metro Connector
- Gold Line Foothill Extension
- I-5 North HOV and I-5 South HOV
- Link US (Phase 1)
- Patsaouras Bus Plaza
- Soundwall Package
- SR-138 Corridor project
- Willowbrook/Rosa Parks Station

CEO Call to Action: Second Bucket Defined

Second Bucket: All other projects currently being evaluated with the objective of staying on Measure M Schedule

- Planning projects environmental phase
- Planning projects conceptual design phase
- Partially grant funded projects
- Program Management project PE phase
- Highway projects
- Regional Rail projects
- Measure M/Non-Measure M projects being accelerated
- State of Good Repair projects

Moving Forward with Measure M – Bucket 2

Four Pillar Projects + One

- East San Fernando Valley Corridor
- West Santa Ana Branch LRT (P3)
- Sepulveda Transit Corridor (PDA) (P3)
- Green Line LRT Extension
- Eastside Gold Line LRT Extension

ESFV Transit Corridor (Design-Build)

Alignment

- 9 miles, 14 Stations
- 7 miles of Street Running
- \$1.6B Estimate

Timeline

- PE currently at 30%
- Release RFQ/RFP Design/Build 2021
- Begin construction 2022

All schedules subject to change



ESFV Transit Corridor (Design-Build)

Crossings

- 40 At-Grade Crossings
- Train control synchronization with traffic signal system

Utilities

Relocate utilities:

- 74 overhead power lines.
- Potential undergrounding of selected lines
- Relocation of Storm Drains



ESFV Transit Corridor (Design-Build)

System Connections

- Connections Sepulveda and Orange Line BRT
- Shared Corridor with Freight and Commuter Rail
- Maintenance Facility Storage for 60 Vehicles



Sepulveda



Orange Line BRT

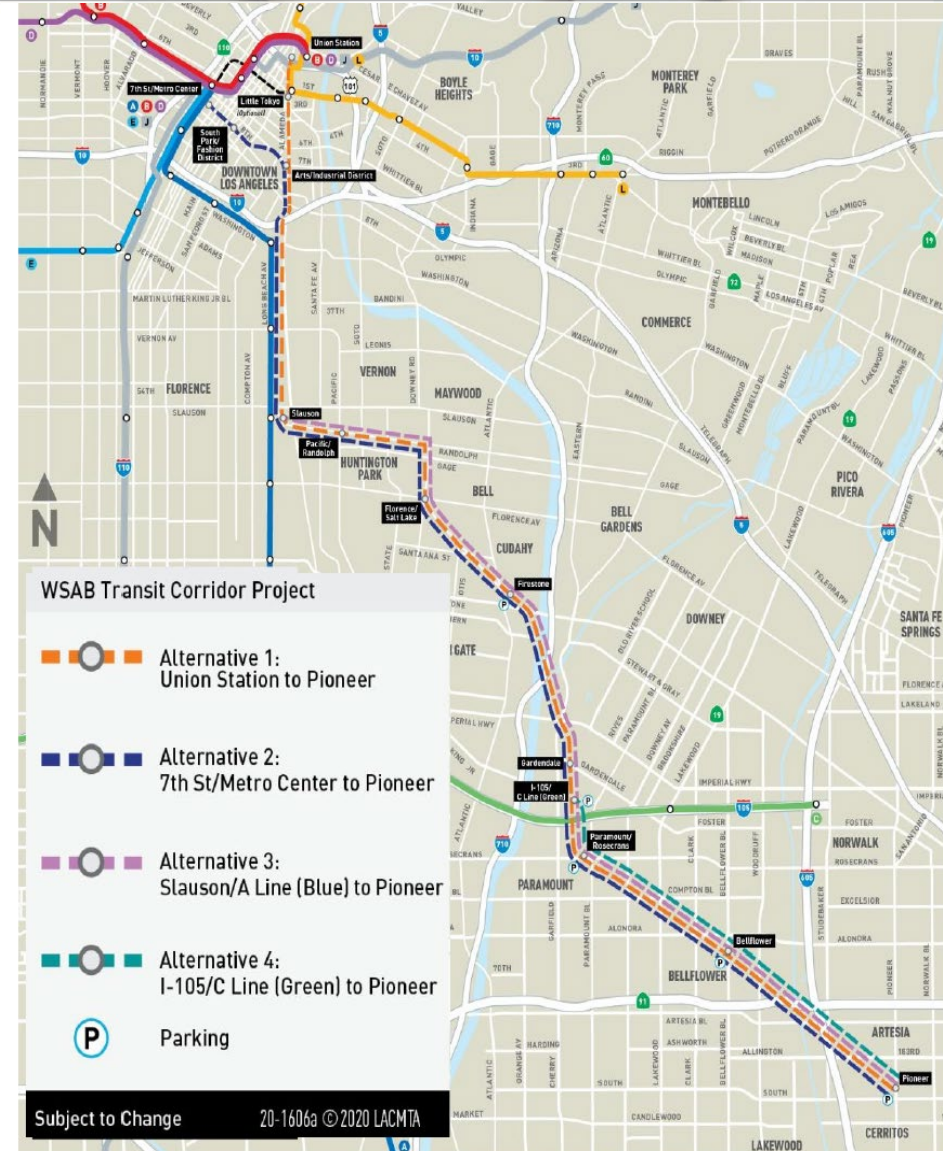
West Santa Ana Branch (P3)

Alignment

- 19 miles, 12 stations, 5 Park & Rides
- 4 Alternatives in Draft EIS/EIR

Project Readiness

- Enabling Works
 - Third Party Agreements
 - Freight Interface (10 miles)
 - 11 Cities
 - Advance Utility Relocation & Geotechnical Explorations
- Exploring P-3 Delivery



West Santa Ana Branch (P3)

Key Milestones

- Draft EIS/EIR Release Early 2021
- LPA Selection Mid 2021
- P3 RFQ Following LPA Selection
- Final EIS/EIR Certification Late 2021
- ROD Issued Late 2021
- P3 RFP Following ROD
- Groundbreaking 2023

Sepulveda (PDA)

PDA Approach

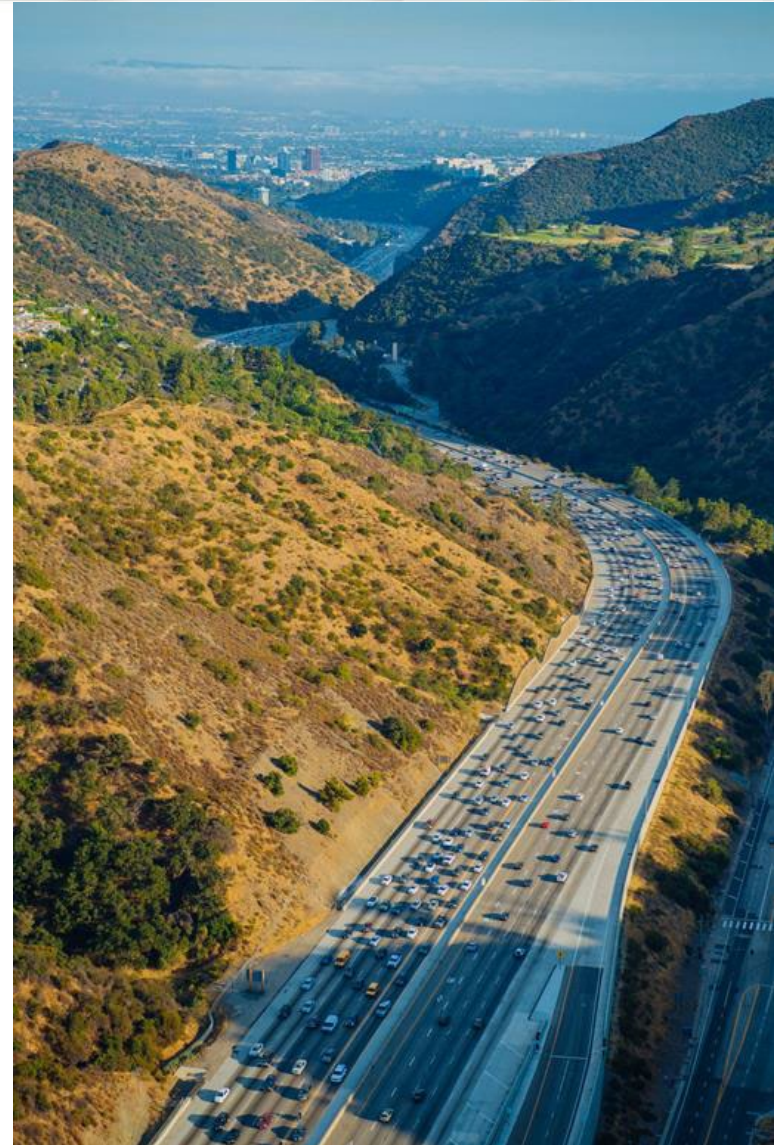
- Private sector participation project definition/environmental phase
- Early contractor involvement will facilitate innovative and affordable transit solutions
- PDA assures proposed solutions are cost-effective over the life of the project
- Development and construction schedule acceleration



Sepulveda (PDA)

PDA Approach

- Metro may select up to two PDA Contractors
- PDA Contractors will provide technical work and engineering for their proposed concept
- Parallel environmental review and approval process by Metro



Sepulveda (PDA)



Early Planning and Procurement

2017-2021

Metro conducts Feasibility Study of transit service between San Fernando Valley and LAX.

Metro issues requests for proposals and selects contractors for environmental, outreach, and up to two Pre-Development Agreement (PDA) teams.



Pre-Development Agreement and Environmental Review

2021-2025

PDA teams develop project alternatives optimized for public-private partnership (P3) delivery.

Metro conducts state and federal environmental studies.



Public-Private Partnership

2025

Metro issues request for P3 proposal for LPA delivery.

Project alternatives are refined through feedback with environmental process.

Metro identifies a Locally Preferred Alternative (LPA).

Engineering for LPA advances.



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Green Line Extension (DB)

Project Status*

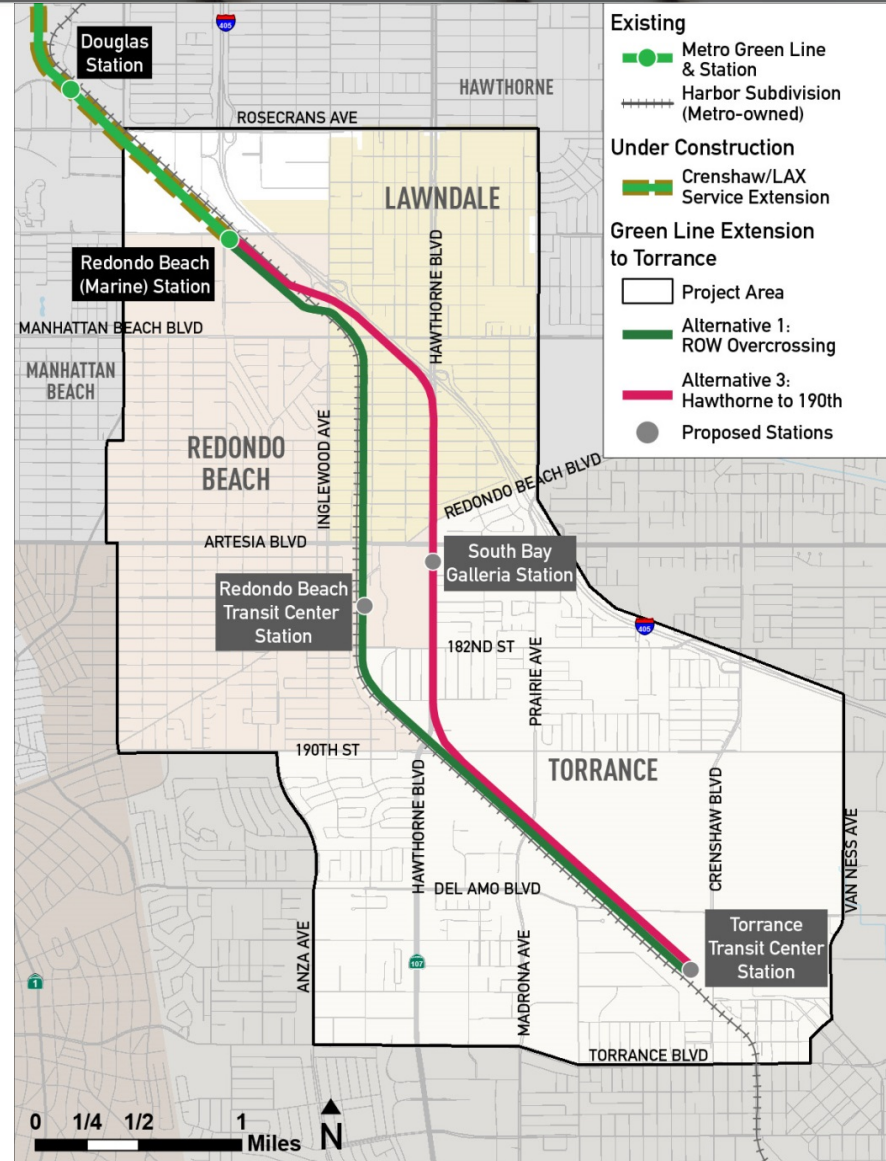
- 4.5 Mile LRT connecting Redondo Station to Regional Transit Center in Torrance
- Approx. \$900M, Design-Build Delivery
- EIR 2020 - 2023, Environmental/ACE with an option for PE
- Engineering 2022 - 2025
- Construction 2025 – 2030**

**All schedules subject to change*

***Project identified for acceleration*



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Eastside Extension (DB)

Project Status

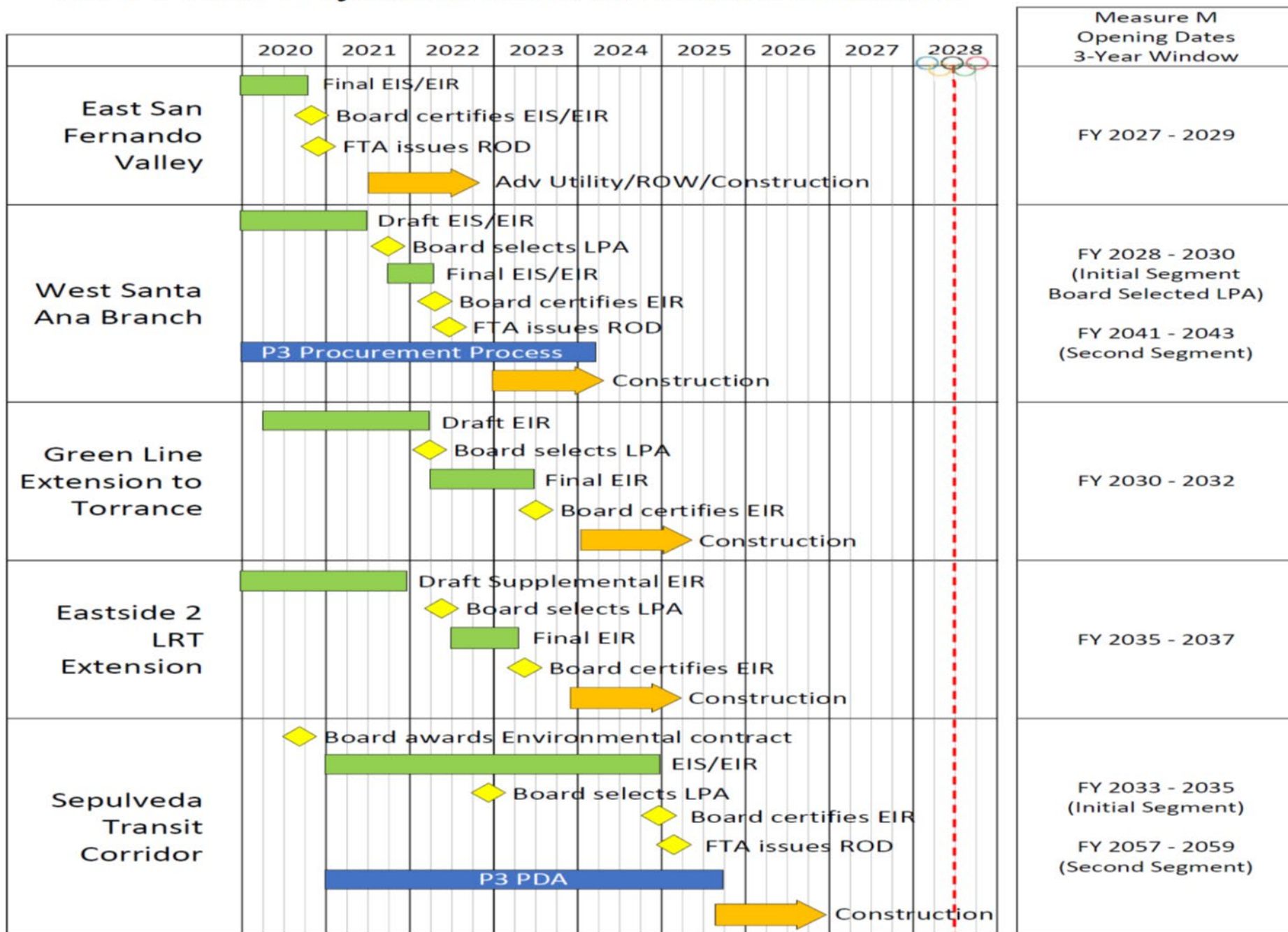
- ACE and Environmental
- 9 miles LRT (underground, aerial and at-grade)
- Measure M identifies \$3B for Cycle 1
- Expected operating date 2035
- Possible acceleration strategy for 2028
- Project delivery method still to be determined



All schedules subject to change

ESFV + Pillar Projects Measure M Baseline Schedules

Attachment C



Note: Schedules are subject to change based on funding and environmental review



Thank you



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