



Los Angeles County
Metropolitan Transportation Authority

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Metro™

November 30, 2021

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 "N" Street, Suite 2221
Sacramento, CA 95814

Attention: Carlo Ramirez, Arthur Murray

**PROPOSED PROJECT SCOPE MODIFICATION FOR
METRO ORANGE LINE (G) BUS RAPID TRANSIT IMPROVEMENTS PROJECT
Local Partnership Program, Competitive Program Funding**

Dear Mr. Weiss:

The Los Angeles County Metropolitan Transportation Authority (Metro) hereby submits its request for approval of the second scope modification for the Metro Orange Line (MOL), which is now being referred to as Metro G Line, Bus Rapid Transit (BRT) Improvements project. The project was awarded a \$75,000,000 2018 Local Partnership Program – Competitive (LPP-C) grant award.

Due to the inconsistency in Metro's transit line naming convention and continuous growth of the system, it was decided, in 2018, to change the naming convention to a color and letter designation for rail lines and bus rapid transit lines, including MOL. To avoid confusion with the backup documentation, we are now referring to the MOL as "Metro G Line."

Proposed Scope Modification

The current approved project scope consisted of constructing improvements along the 18-mile Metro G Line Busway. It included construction of aerial grade separated structures that elevate the busway, associated BRT stations and bike path at Van Nuys & Sepulveda Blvds and railroad-type gating at 35 at-grade crossings along the entire 18-mile Metro G Line. However, after additional analysis, findings from first/last mile planning for the Van Nuys and Sepulveda stations, and stakeholder concerns received through those processes, we are proposing to eliminate the two grade-separated bicycle/pedestrian overcrossing bridges at the Van Nuys and Sepulveda Stations, and instead construct at-grade bicycle and pedestrian improvements along 14 miles of existing multiuse path from Chatsworth to Valley College Stations. This will address the first/last mile plan, accessibility, connectivity, and safety deficiencies of the existing scope.

Mr. Weiss
November 30, 2021
Page 2

There were 2 tiers of improvements that were analyzed in detail for the scope modification. Tier 1 improvements will be constructed from Sepulveda to Van Nuys Stations for a total length of 1.2 miles while the Tier 2 proposal constructs improvements along the 14 miles of the existing bike path from Chatsworth to Valley College Stations in addition to the Tier 1 improvements. Tier 2 was chosen because it will provide a higher safety benefit, and direct and accessible connections for pedestrians/bicyclists to more destinations and serves the disadvantaged communities along the entire Metro G Line.

In terms of cost and schedule, the proposed change will not result in changes to the overall project cost or LPP funding request as currently programmed. Attachment A (Metro G Line Scope Change) summarizes the existing and proposed scope elements related to the bicycle/pedestrian elements of the project (Table 1) and detailed reasons for the scope change and Attachment B presents the Metro Board approval for the scope modification.

Benefit/Cost Analysis Comparison

Metro staff prepared a comprehensive updated Benefit/Cost Analysis (BCA) using the Caltrans B/C Active Transportation Model version 7.2 analysis to compare the original scope (aerial grade separated bike path) and proposed scope amendment (at-grade pedestrian/bicycle improvements). After conducting BCA to calculate and monetize the benefits and costs associated with the existing scope and proposed scope amendment, Metro determined that the proposed scope (Tier 2 Improvements) presented a significant increase in benefits over the existing scope (Attachment A – Table 2 & 3). The proposed scope results in a benefit cost ratio of 3.2, with net monetized benefits totaling \$24.4 million. This is nearly three times higher than the net benefits provided by the existing scope. The proposed scope provides greater benefits mainly in the areas of safety and health. In addition, the proposed change will make the path more convenient and comfortable to use which will encourage more users. This will yield health benefits through increased active transportation and reduced automobile use and related pollution and emissions.

Schedule

We are enclosing the revised project programming requests (PPRs) to update the project scope of work, outputs/outcomes and milestone schedule. The schedule revisions are due to the change in the project delivery method of the main construction contract. Upon completion of a project delivery evaluation process, Metro determined a Progressive Design Build (PDB) delivery method is appropriate for the project. PDB works best on projects with sequence and schedule sensitivities, and where design is complex, difficult to define, and/or subject to change. Those criteria exist on this project due to the interfaces with other transit projects (East San Fernando Valley and Sepulveda Transit Corridor Projects) that are currently in the planning stages (and

Mr. Weiss
November 30, 2021
Page 3

therefore are subject to design and schedule changes), unproven technology elements related to the crossing gates, and necessary interfaces with third party stakeholders. Utilizing the PDB delivery method will provide for the efficient management of risks, the selection of a qualified contractor to deliver a complex project, and the optimization of interface management between internal Metro departments, other projects, and third-party stakeholders. Metro Board approved this new project delivery method at the March 2021 Board meeting (Attachment C presents the March 2021 Board Report). Metro is actively developing the contract and solicitation package targeting for Winter 2022 release. Significant utility relocations have been completed at Sepulveda and Van Nuys to accommodate the new grade separations.

Budget

The proposed scope change is not anticipated to impact the overall project budget. A preliminary rough order of magnitude (ROM) estimate of total project cost, conducted during the preliminary engineering phase, indicates a forecasted range of total project cost between \$393 and \$476 million. However, the elimination of the bicycle grade separation is estimated to result in a decrease of approximately \$20 million, net of the costs for the pedestrian/bicycle improvements (approximately \$8.1 million – Attachment A - Table 5.1) off this estimated total. Once the contractor is selected, total project cost will be known with much greater precision. The project's funding plan currently includes \$245.3 million in Measure M and \$75 million in SB-1 Local Partnership Program (LPP) grant funds. Metro is committed to secure funds for any additional project costs above current programmed revenues.

We are planning to submit the allocation request for approval at the March CTC 2022. Due to the new PDB delivery method and the postponement of the release date of RFP to Winter 2022, we will also request additional time to award the construction contract and complete the project at time of allocation to ensure the project meets LPP guidelines.

To assist you in reviewing our request, in addition to the attachments noted above, we have also attached revised PPRs (Attachment D) and the Caltrans Request for Scope Change Form (Attachment E). We thank you for considering the modification to our project scope. If you have any further questions, please contact Nela De Castro at (213) 922-6166.

Sincerely,

 Digitally signed by Shawn Elise
Atlow
Date: 2021.11.30 16:47:03 -08'00'

SHAWN ATLOW
Executive Officer
Grants Management and Oversight

Mr. Weiss
November 30, 2021
Page 4

Attachments

- A - Metro G Line Scope Change
- B - Board Report – Scope Work Modification
- C - Board Report – Progressive D/B Delivery Method
- D - PPRs
- E - Request for Project Scope Change Form

cc: Christine Gordon
Matthew Yosgott

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	11/30/2021 16:54:47
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07		0719000037	5504	Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles						
				MPO	Element	
				SCAG	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Brad Owen			213-418-3143	owenb@metro.net		

Project Title

Metro Orange Line (G) Bus Rapid Transit Improvements

Location (Project Limits), Description (Scope of Work)

Amended - In Los Angeles County on the Metro Orange Line (G) between the North Hollywood Station & Chatsworth Station, BRT improvements will be constructed.

The scope includes construction of two aerial grade separated structures that elevate the busway and associated BRT stations at Van Nuys & Sepulveda Blvds. The aerial structure at Van Nuys Blvd. also spans over Vesper Ave. The Project includes installation of railroad-style four-quadrant gate systems at 35 crossings along the Metro Orange Line (G) and at-grade bicycle and pedestrian improvements along 14 miles of existing multiuse path from Chatsworth to Valley College Stations.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly:	45,46	Senate:	18,27	Congressional:	29,30
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/15/2018	06/15/2018
Circulate Draft Environmental Document Document Type	07/26/2018	07/26/2018
Draft Project Report		05/21/2019
End Environmental Phase (PA&ED Milestone)	08/27/2018	08/27/2018
Begin Design (PS&E) Phase	11/01/2018	11/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	08/30/2020	03/31/2024
Begin Right of Way Phase	11/01/2018	11/01/2018
End Right of Way Phase (Right of Way Certification Milestone)	06/30/2021	06/30/2024
Begin Construction Phase (Contract Award Milestone)	08/01/2021	08/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	02/28/2025	12/31/2026
Begin Closeout Phase	03/01/2025	12/31/2026
End Closeout Phase (Closeout Report)	12/31/2025	06/30/2027

Date 11/30/2021 16:54:47

Purpose and Need

The project purpose is to expand transit services, increase transit ridership, improve transit safety, enhance the access and convenience of the traveling public, and provide or facilitate a viable alternative to driving.

Metro Orange Line (G) is now at capacity with riders currently delayed by cross-traffic intrusions into the Metro Orange Line (G) busway, it is needed to improve operating speeds, ridership, capacity, schedule reliability and safety, while benefitting the surrounding community and ensuring cost effectiveness.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	At-Grade crossings eliminated	EA	3
Intercity Rail/Mass Trans	Grade separations/rail crossing improvements	EA	2
Operational Improvement	Intersection / Signal improvements	EA	35
Active Transportation	Bicycle lane-miles	Miles	14

Date 11/30/2021 16:54:47

Additional Information

Emissions Reduction Savings from Caltrans Life-Cycle Benefit-Cost Analysis (Cal-B/C) Model v6.2 for the grade separation and gate project components and the Cal -B/C Analysis Active Transportation Model version 7.2 for the bicycle and pedestrian improvements (Tons over 20 years / Millions of dollars over 20 years)

CO - 803 / \$0.1 (increase by 3 from 800 in the original application due to bike enhancements)

CO2 - 239,346 / \$6.8 (increase by 975 from 238,371 in the original application due to bike enhancements; increases average annual tons saved by 49 from 11,919 to 11,968)

NO x - 65 / \$2.6

PM10 - 2 / \$0.5

PM2.5 - 2

SO x - 2 / \$0.3

VOC - 42 / \$0.1

The latest operations and traffic analysis for the proposed scope change did not result in a change to the assumptions used to calculate the original emissions reduction figures. The emissions reductions are a result of ridership increases/mode shifts and VMT reduction produced by creating more free-flowing conditions on the Metro Orange Line (G). The proposed scope change does not change the ability of the project to create more free-flowing conditions on the Metro Orange Line (G). The proposed scope change to remove the elevated bike and pedestrian bridge and implement enhancements to the 14 mile at grade Class I bike increased the CO2 emissions saved by 975 tons from 238,371 to 239,346. The scope change will also improve safety. Environmental Document Type: Statutory Exemption: PRC 21080(b)(11)/CEQA Guidelines 15275(a) - 8/27/18

Upon completion of a project delivery evaluation process, Metro determined a Progressive Design Build (PDB) delivery method is appropriate for the project. PDB works best on projects with sequence and schedule sensitivities, and where design is complex, difficult to define, and/or subject to change. Those criteria exist on this project due to the interfaces with other transit projects (East San Fernando Valley and Sepulveda Transit Corridor Projects) that are currently in the planning stages (and therefore are subject to design and schedule changes), unproven technology elements related to the crossing gates, and necessary interfaces with third party stakeholders. Utilizing the PDB delivery method will provide for the efficient management of risks, the selection of a qualified contractor to deliver a complex project, and the optimization of interface management between internal Metro departments, other projects, and third-party stakeholders. Metro Board approved this new project delivery method at the March 2021 Board meeting.

We intend to meet all statutory and regulatory requirements for ROW by 06/2024.

PDB contract award is scheduled for 08/2022. The actual construction is scheduled to start in 08/2024 after all requirements are met.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

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Date 11/30/2021 16:54:47

District	County	Route	EA	Project ID	PPNO
07	Los Angeles			0719000037	5504

SECTION 1 - All Projects

Project Background

The approved scope includes construction of two aerial grade separated structures that elevate the busway, associated BRT stations and bike/pedestrian path at Van Nuys & Sepulveda Blvds, and installation of 35 gates.

Metro undertook a detailed analysis of the design and first/last mile connections. Ultimately, the elimination of the bicycle/pedestrian bridges and Tyrone Ave.'s closure are proposed which is due to additional analysis, findings from first/last mile planning for the Van Nuys and Sepulveda stations, and stakeholder concerns received through those processes. Instead, we are proposing to enhance at-grade bicycle and pedestrian improvements along 14 miles of existing multiuse path from Chatsworth to Valley College Stations.

Programming Change Requested

Metro proposes to eliminate the bicycle/pedestrian bridges and Tyrone Ave's closure and replace them with at-grade bicycle and pedestrian improvements along the existing multiuse path that will address the main first/last mile, accessibility, connectivity, and safety deficiencies of the existing scope.

There were 2 tiers of improvements that were analyzed. Tier 1 improvements will be done from Sepulveda to Van Nuys Stations for a total length of 1.2 miles while Tier 2 improvements will be along the 14 miles of the existing bike path from Chatsworth to Valley Colleg Stations. Tier 2 was chosen because of higher safety benefit, provide pedestrians/bicyclists direct and accessible connections to more destinations and serve the disadvantaged communities along the entire Metro Orange Line (G).

Reason for Proposed Change

The proposed scope is a result of additional analysis of the adjacent grade separated bicycle/pedestrian overcrossing bridges parallel to the Sepulveda and Van Nuys grade separations, findings from the first/last mile planning for the Van Nuys and Sepulveda stations, and stakeholder concerns received through those processes. This will address the first/last mile plan, accessibility, connectivity, and safety deficiencies of the existing scope.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The proposed scope change will not impact the overall project budget or Local Partnership Program (LPP) funding currently programmed for the project, neither will it impact the milestone schedule on its own.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Metro proposes to eliminate the aerial bicycle/pedestrian bridges and Tyrone Ave's closure and replace them with enhance at-grade bicycle and pedestrian improvements along 14 miles of existing multiuse path from Chatsworth to Valley College Stations.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map