

# Los Angeles County Metropolitan Transportation Authority Program Management



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Deputy Chief Program Management Officer

 **Metro**  
February 13, 2019

# Management Overview

- Capital Program - \$16.8B
- FY19 Budget - \$2.105B
- FY19 Staffing – 280 FTEs
- Program Management is comprised of the following: Construction Management, Engineering, Environmental Compliance/Sustainability, Highway Programs, Program Control, Program Management Executive Office, Quality Assurance/Compliance, Regional Rail, and Third Party Administration
- Functions
  - Provide Engineering, Management, and Oversight for Metro's construction projects
  - Review plans for adjacent developments
  - Highway projects
  - Regional Rail capital projects



# Positioning LA County for the Future

- 2.4 million people in the next 40 years in LA County
- More unmet critical transportation needs than there is money to meet them
- Additional local revenues generated by Measure M provide an opportunity to leverage more state/federal/private dollars to build major projects — and build them faster
- Metro is also promoting private sector initiatives to further accelerate project implementation



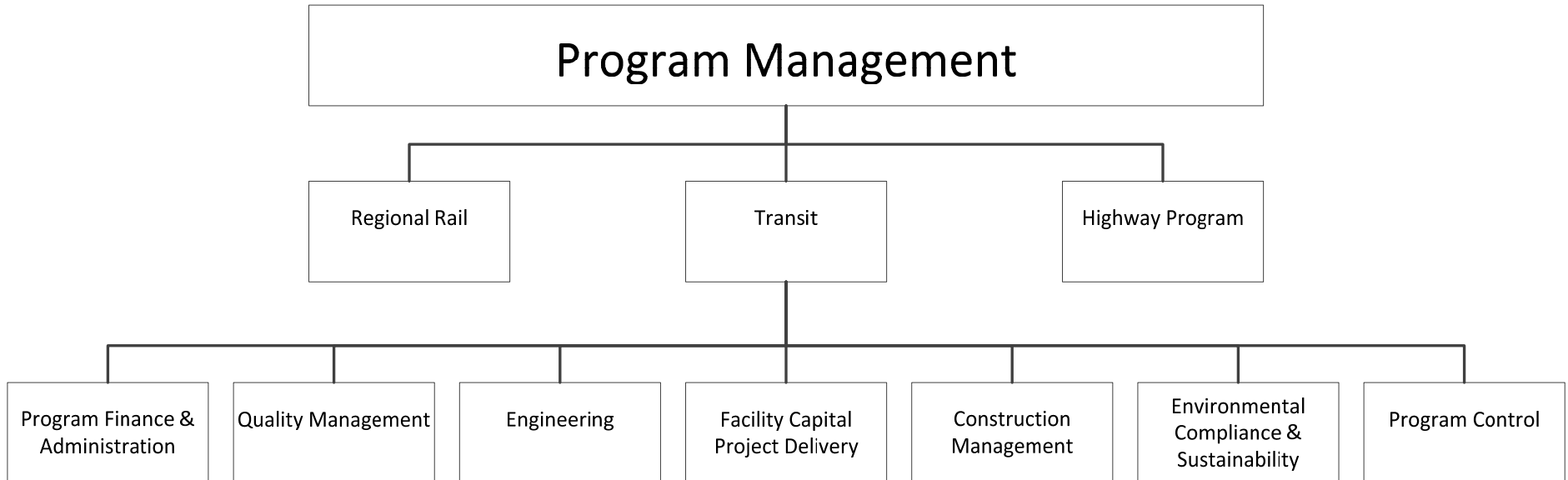
# Measure M

- New ½ cent sales tax – No sunset
- Increases to 1-cent in 2039 when Measure R expires
- \$120 billion over the first 40 years
- **71.15%** approval by LA County voters



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# Program Management Organization





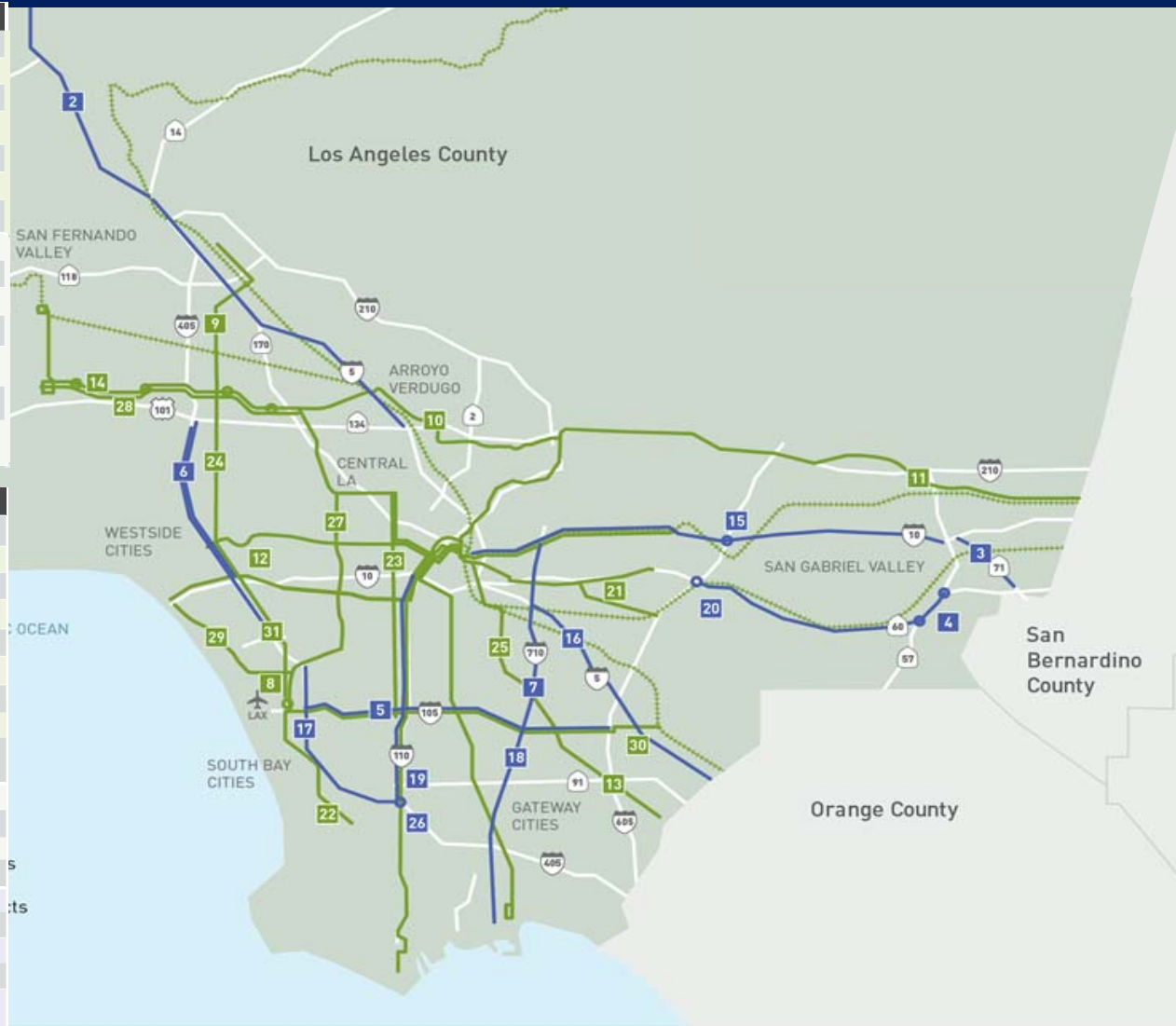
# Metro Transit & Highway Projects: 40 – Year Build out

## Highway Projects

- 1 High Desert Corridor Project (Right-of-Way) (P3 Candidate) [NC]
- 2 I-5 N Capacity Enhancements (SR-14 to Lake Hughes Rd) [NC]
- 3 SR-71 Gap: I-10 to Rio Rancho Rd [SG]
- 4 SR-57/SR-60 Interchange Improvements [SG]
- 5 I-105 Express Lane: I-405 to I-605 [SB]
- 6 Sepulveda Pass Corridor (Busway) (P3 Candidate) [SF,W]
- 7 I-710 South Corridor Project Phase 1 (P3 Candidate) [GC]
- 15 I-605/I-10 Interchange [SG]
- 16 I-5 Corridor Improvements: I-605 to I-710 [GC]
- 17 I-405 South Bay Curve Improvements [SB]
- 18 I-710 South Corridor Project Phase 2 (P3 Candidate) [GC]
- 19 I-110 ExpressLanes Extension to I-405/I-110 Interchange [SB]
- 20 SR-60/I-605 Interchange HOV Direct Connectors [SG]
- 26 I-405/I-110 Interchange HOV Connect Ramps & Interchange Improvements [SB]

## Transit Projects

- 8 Airport Metro Connector/Green Line Extension [SA]
  - 9 East San Fernando Valley Transit Corridor [SF]
  - 10 BRT Connector Orange/Red Line to Gold Line [AV, SF]
  - 11 Gold Line Foothill Extension Phase 2B [SG]
  - 12 Purple Line Extension Transit Project Section 3 [W]
  - 13 West Santa Ana Transit Corridor Phase 1 [GC]
  - 14 Orange Line BRT Improvements (Locations TBD) [SF]
  - 23 Vermont Transit Corridor [C]
- Not shown: Crenshaw/LAX Track Enhancement Project [SA], Complete LA River Bike Path [SF] and LA River Waterway and System Bike Path [C]
- 21 Gold Line Eastside Extension Phase 2 (one alignment) [SG, GC]
  - 22 Green Line Extension to Crenshaw Blvd in Torrance [SB]
  - 24 Sepulveda Pass Corridor (Rail) (P3 Candidate) [SF, W]
  - 25 West Santa Ana Transit Corridor Phase 2 [C, GC]
  - 27 Crenshaw Line Northern Extension [C, W]
  - 28 Orange Line Conversion to Light Rail [SF]
  - 29 Lincoln Blvd Bus Rapid Transit [W]
  - 30 Green Line to Norwalk Metrolink Station [GC]
  - 31 Sepulveda Pass Corridor Westwood to Airport Metro Connector (P3 Candidate) [W]



# Transit



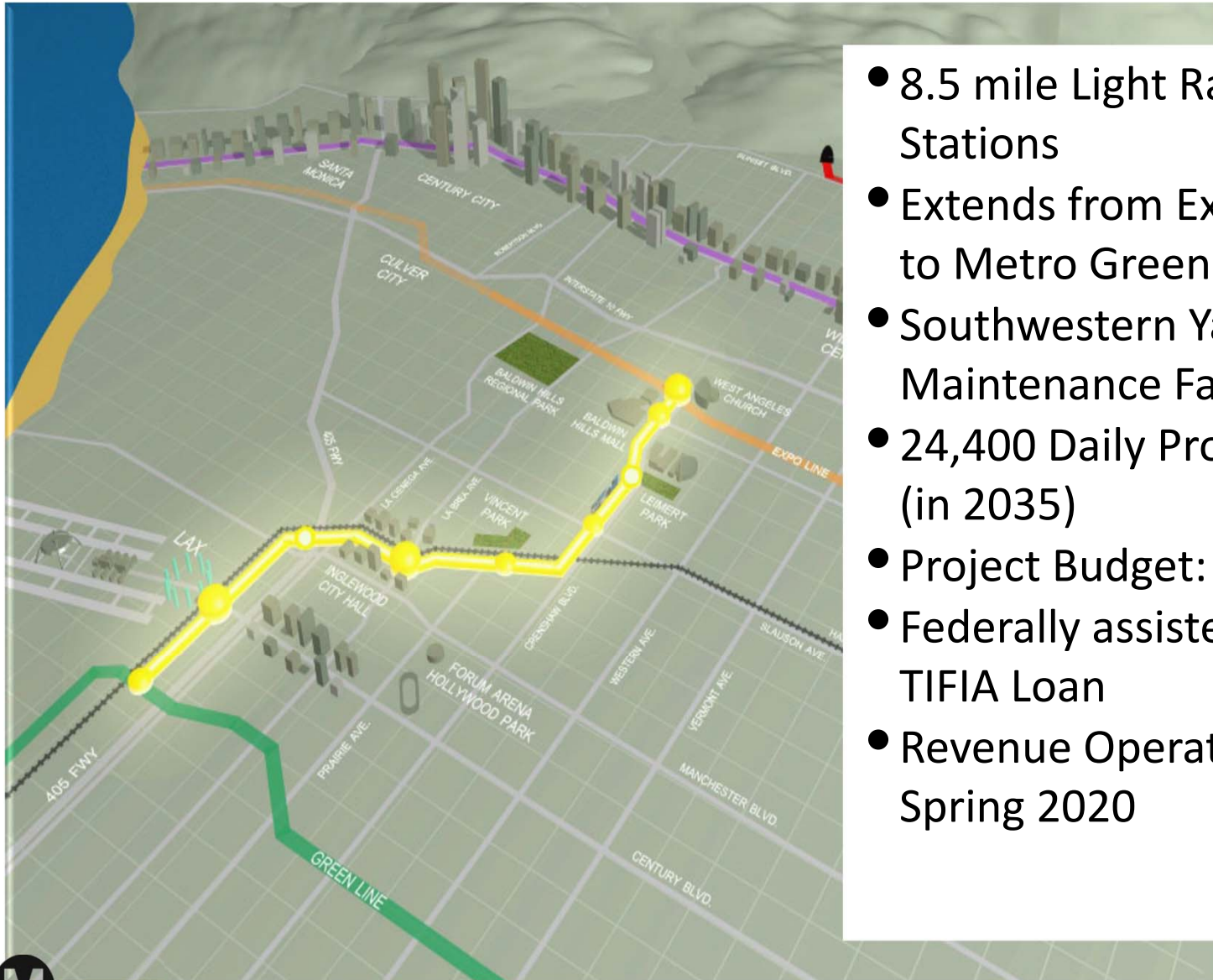
Photo by Gayle Anderson/Metro



Metro



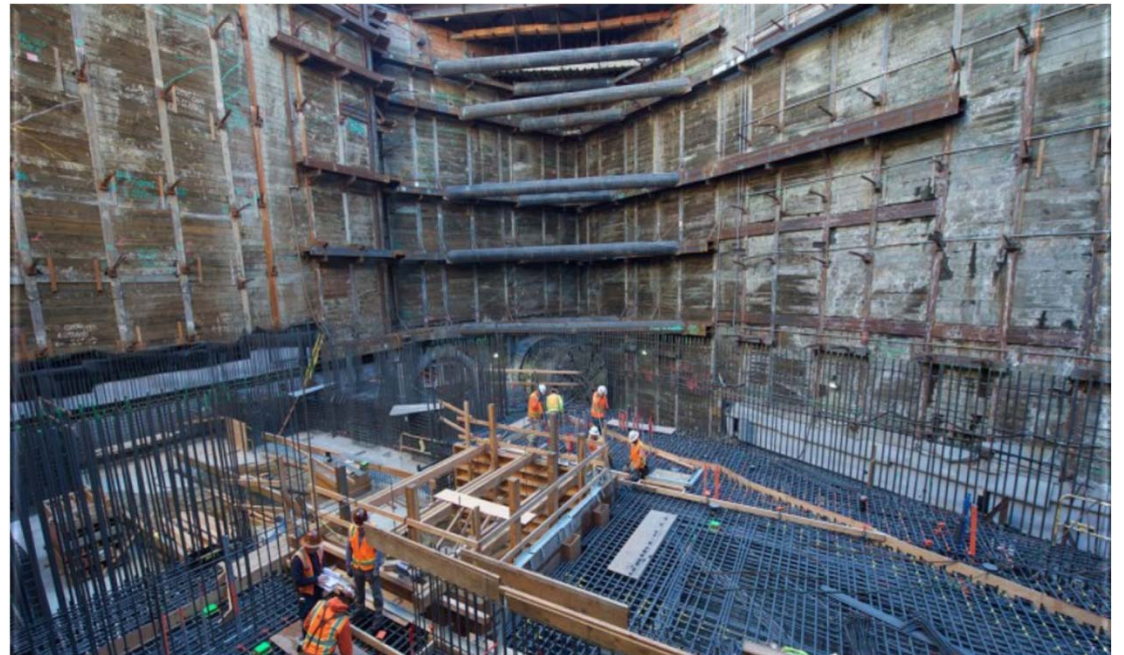
# Crenshaw/LAX Transit Corridor



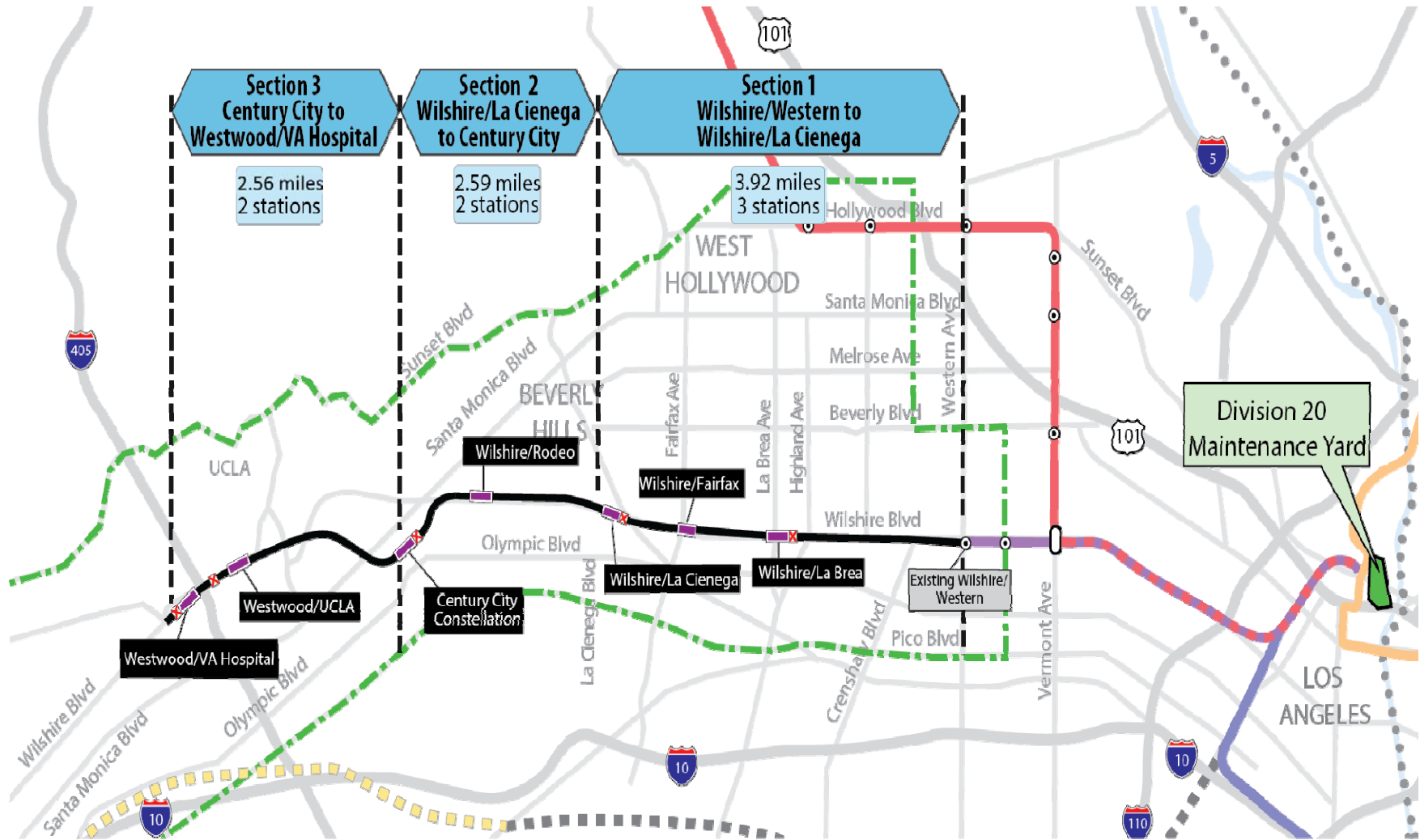
- 8.5 mile Light Rail Line and 8 Stations
- Extends from Exposition Line to Metro Green Line
- Southwestern Yard Maintenance Facility
- 24,400 Daily Projected Trips (in 2035)
- Project Budget: \$2.058 Billion
- Federally assisted project – TIFIA Loan
- Revenue Operations: Spring 2020

# Regional Connector Transit Corridor

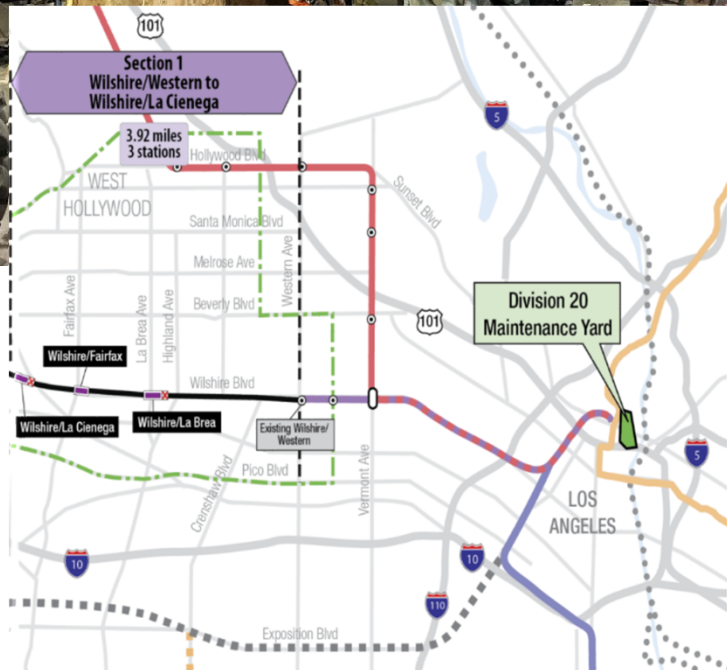
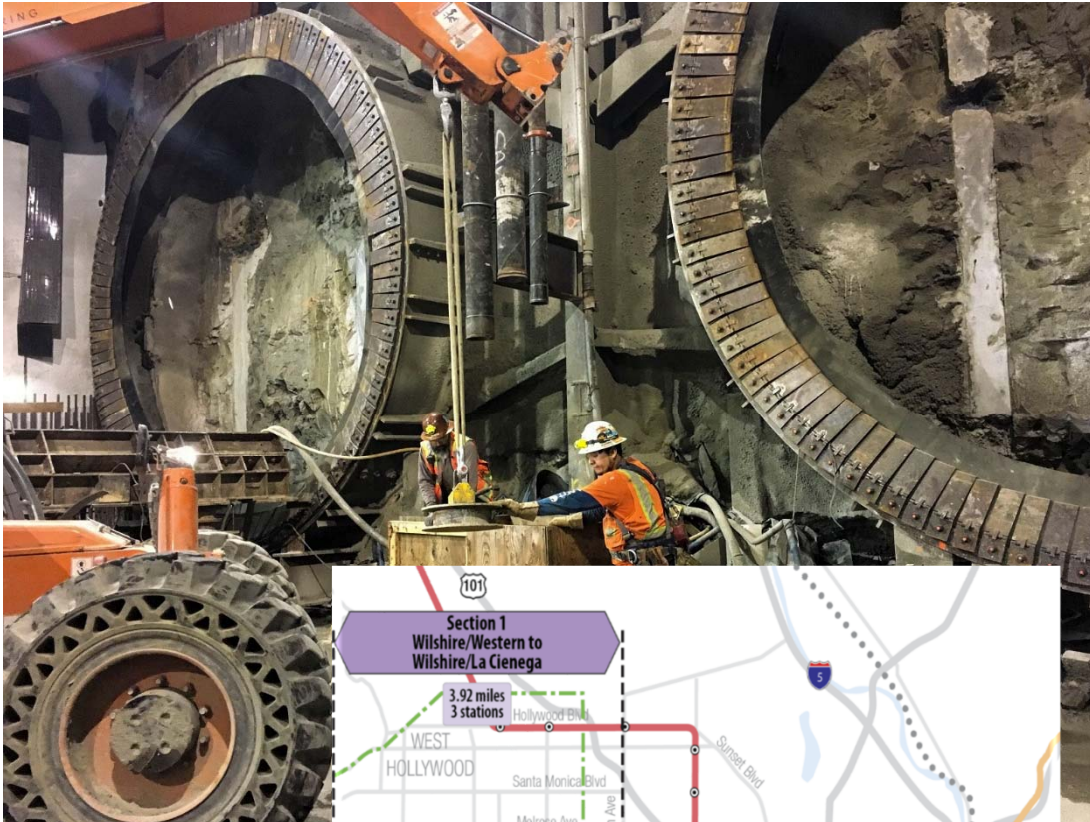
- 1.9 mile Link Connecting Blue & Expo Lines with Gold Line
- 3 New Stations
- \$1.750 Billion
- 90,000 Daily Project Transit Trips
- 17,700 Daily New Transit Trips
- \$670 Million FTA Grant and \$160 Million TIFIA loan.



# Westside Purple Line Extension



# Westside Purple Line Extension Section 1 (Wilshire/Western to Wilshire/La Cienega)



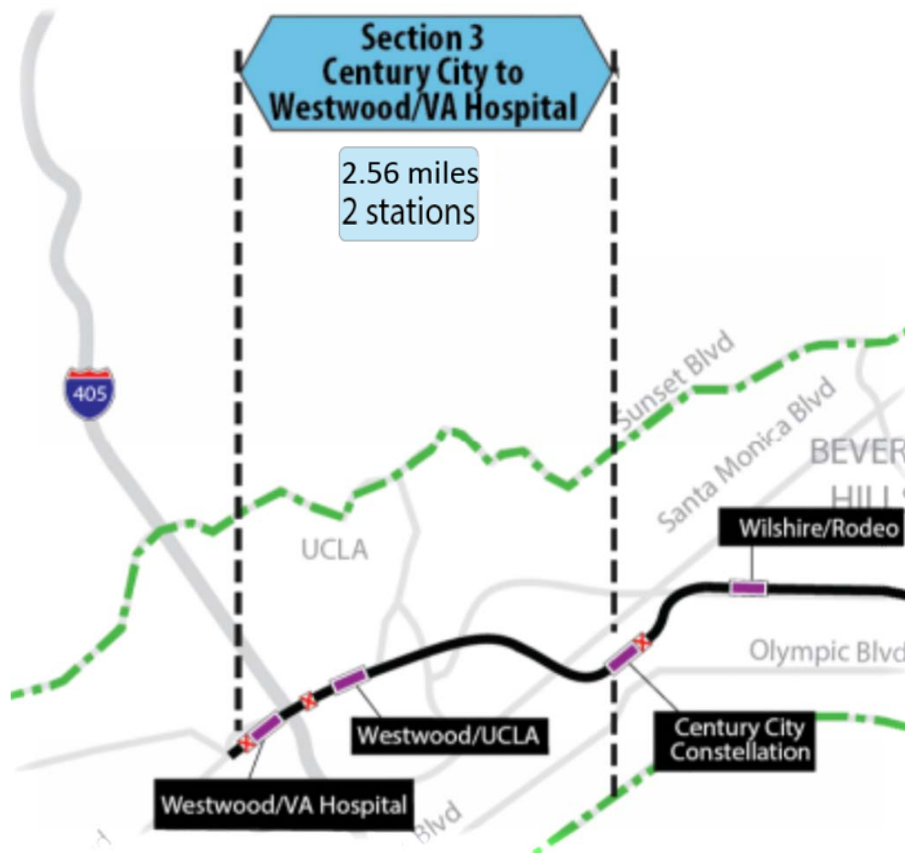
- FTA Record of Decision for entire 9-mile Project - August 9, 2012
- FTA Full Funding Grant Agreement for initial 3.92 miles (Section 1 Wilshire/Western to Wilshire/La Cienega) – May 21, 2014
- Extension of Purple Line from existing Wilshire/Western station
- Twin-bored tunnels and 3 new subway stations:
  - Wilshire/La Brea
  - Wilshire/Fairfax
  - Wilshire/La Cienega
- Division 20 Yard Modifications
- FFGA Budget: \$2.82 Billion
- Revenue Service Date:
  - Forecast – 2023
  - FFGA – October 2024

# Westside Purple Line Extension Section 2 (Wilshire/La Cienega to Century City/Constellation)

- 2.6 miles with two new stations at Wilshire/Rodeo in downtown Beverly Hills and Century City
- \$2.4 billion total cost
- \$1.5 billion In federal funds
- Will support over 20,500 jobs
- Utility relocation being completed, heavy civil construction underway



# Westside Purple Line Extension Section 3 (Century City Constellation to Westwood/VA Hospital)



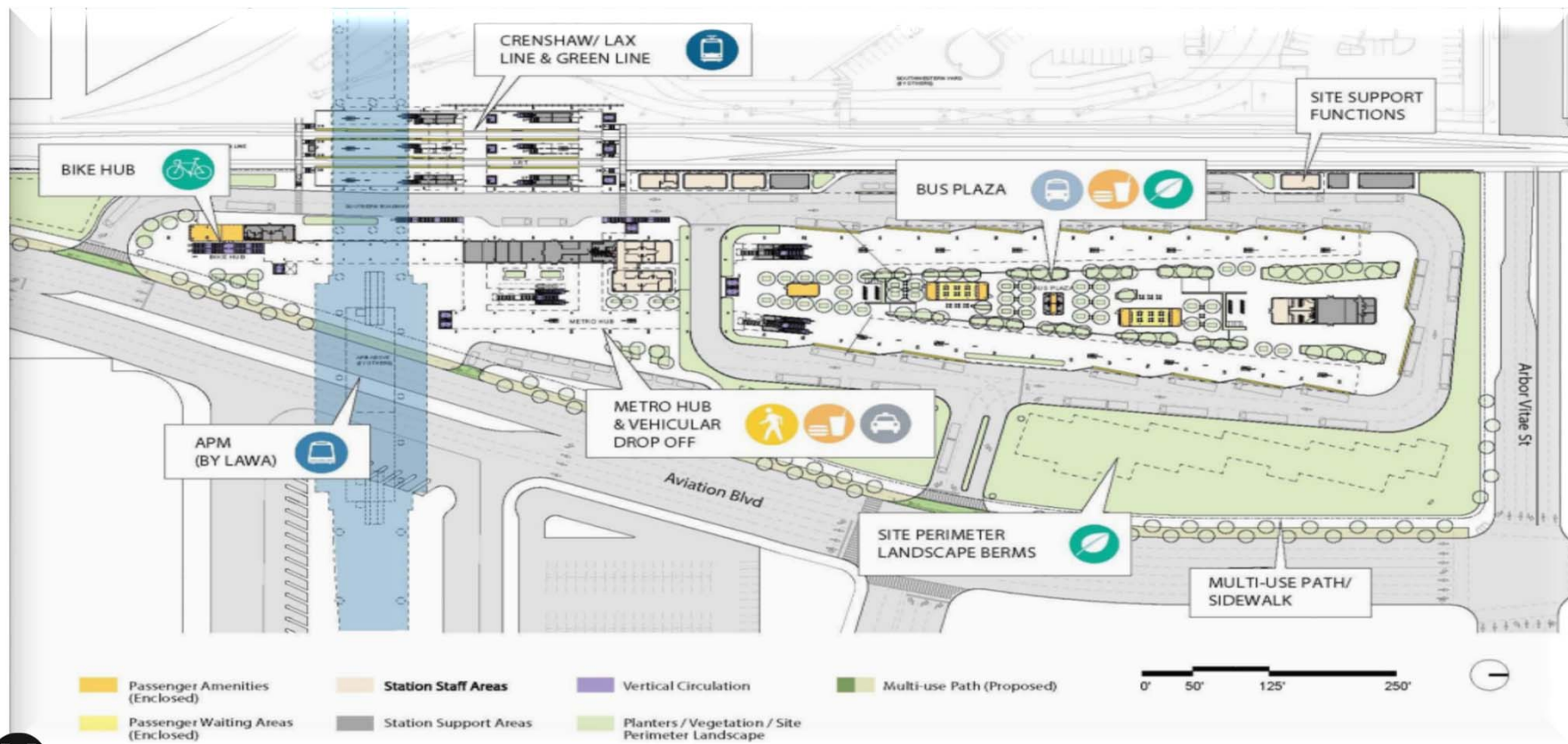
- The WPLE Section 3 Project is a 2.59 miles alignment from future Century City Constellation Station to Westwood/VA Hospital
- Twin-bored tunnels and 2 new subway stations:
  - Westwood/UCLA
  - Westwood/VA Hospital
- Capital Cost Estimate (YOE Dollars): \$3.48 Billion
- Revenue Service Date:
  - Forecast – 2027
- Status: Tunnel contract awarded. Stations, tracks and systems contract considered by Board in February. FFGA on track.

# Airport Metro Connector

## Design Bid Build

Advertise CMS Contract mid-2018

Design 2018 - Bid & Award 2019 - Construction 2020



# Gold Line Foothill Extension Phase 2B

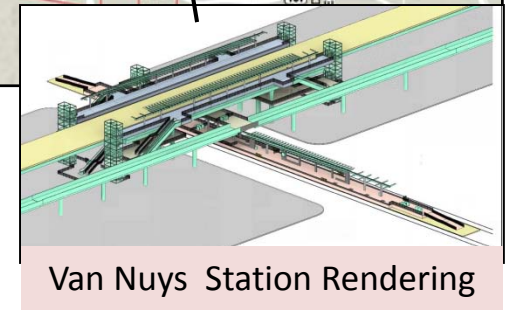
- Gold Line Foothill Construction Authority
- Design Build Bids being evaluated for potential segmentation to La Verne





# Orange Line BRT Improvements

- Railroad-Type Gates at 34 locations
- Aerial Stations at Sepulveda & Van Nuys
- Aerial Grade Separation between Sepulveda & Van Nuys
- Elevated Bikeway at Sepulveda & Van Nuys
- Provisions for connections to ESFV LRT Terminal Station on Van Nuys
- Designed for future conversion to LRT
- Up to 16 min savings in bus travel time
- Improves Safety & 10,000 increase in ridership
- \$286M Measure M Funding
- Schedule: Define Scope in summer 2018, IFB in fall 2019, and Complete by 2025



# Sepulveda Pass Phases 1 & 2

- Feasibility Study 2018
- Environmental 2019 – 2021
- Engineering 2021 - 2024
- Pursuing P3 with PDA

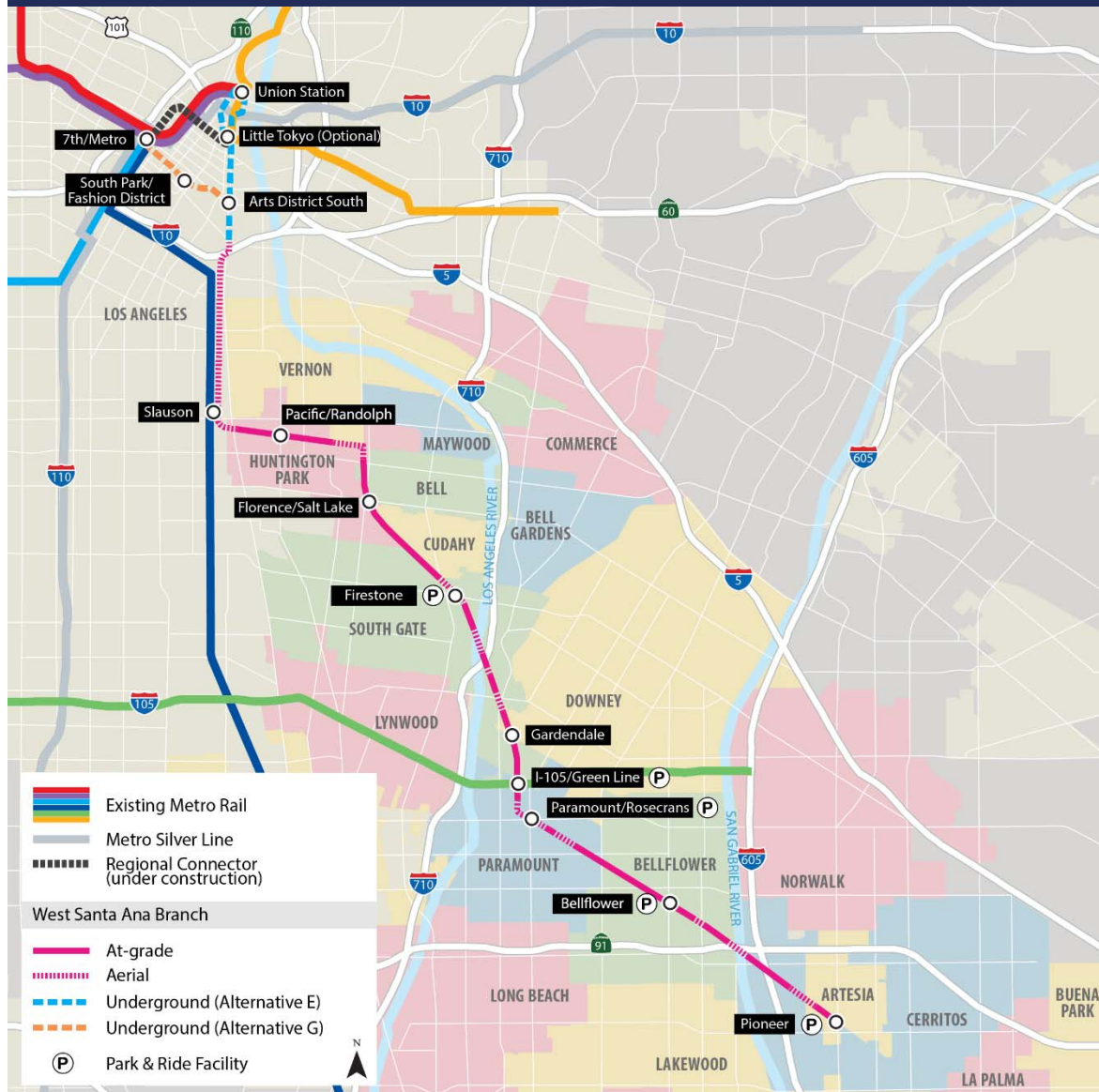


# East San Fernando Valley Transit Corridor

RFP Preliminary Engineering – Fall 2018  
Award P.E. Contract – Spring 2019  
RFP Design Build Contract – Late 2020  
Begin Construction – Early 2022



# West Santa Ana Branch Project Overview



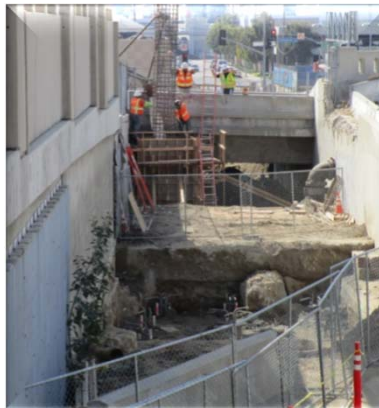
- 98 square miles
- 20 miles of Light Rail Transit
- 1.4 million people currently reside in the Study Area, with 1.6 Million residents projected in 2042
- 619,000 jobs are currently located in the Study Area, 747,000 jobs projected in 2042
- Populations and employment densities are five times higher than LA County
- Measure M expenditure plan \$4B (in 2015) by FY 2041
- Updated Project Cost Est \$6.5 to \$6.6B (in 2018)

# Patsaouras Plaza Busway

- Overall project progress approximately 65% complete
- Project contractor and construction suspension continues due to archaeological and Native American resource issues
  - Project team is working diligently to resume construction with FTA and the consulting parties by late February/early March 2019
    - However, this date may be impacted by Federal government shutdown
- Archaeological investigation and treatment field work began on November 12, 2018, and expected to be completed January 28, 2019
  - However, this date may be impacted by recent rain events
- Archaeological and Native American issues will deplete project contingency, requiring Life of Project (LOP) budget increase



View of project site



Elevator Foundations



Bridge Deck

# Green Line Extension to Torrance

- Redondo Station to Regional Transit Center in Torrance
- EIR/EIS 2019 - 2022
- Engineering 2022 – 2025
- Construction 2026 - 2030
- Potential for Acceleration

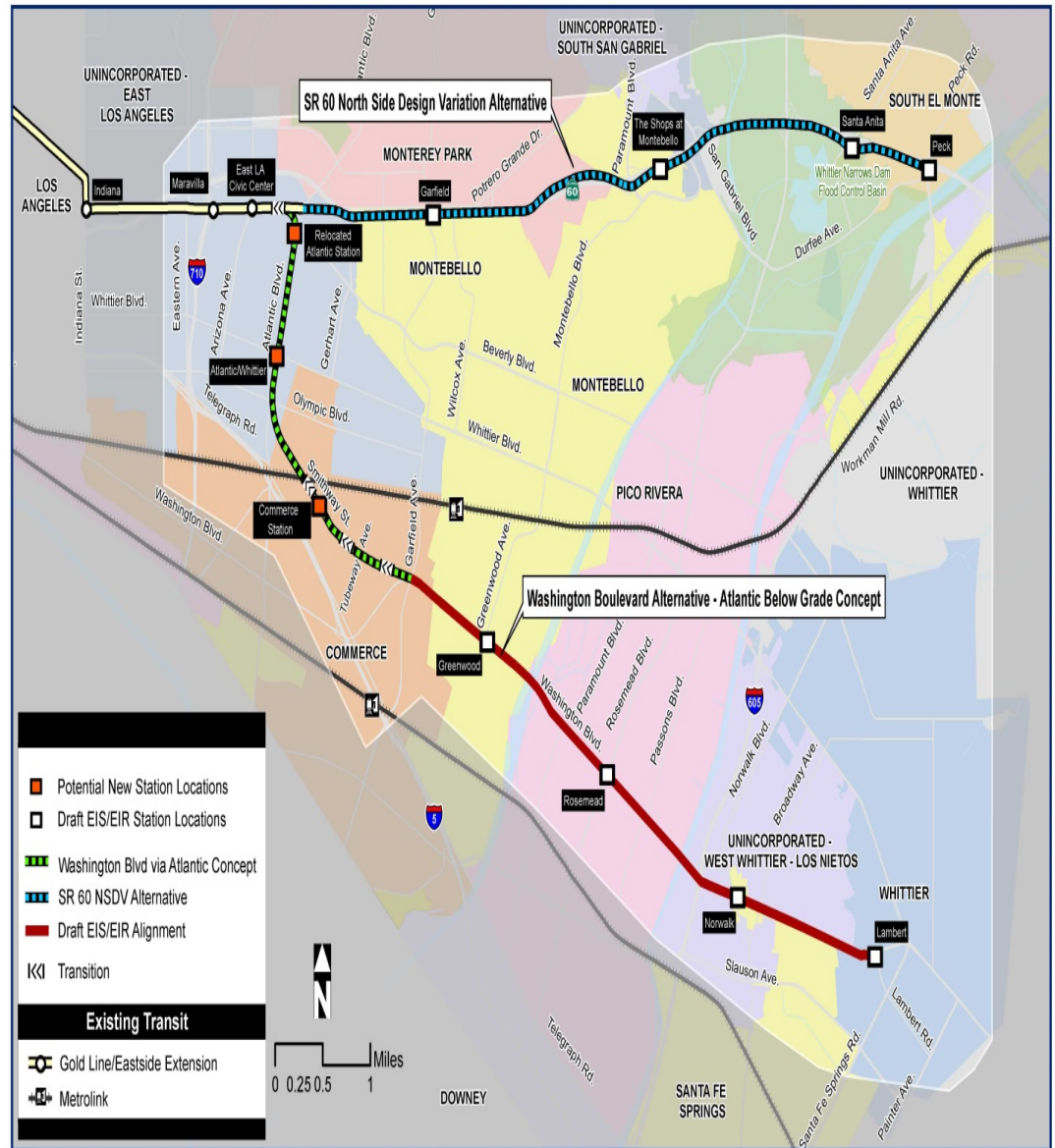


# Gold Line Eastside Extension Phase 2

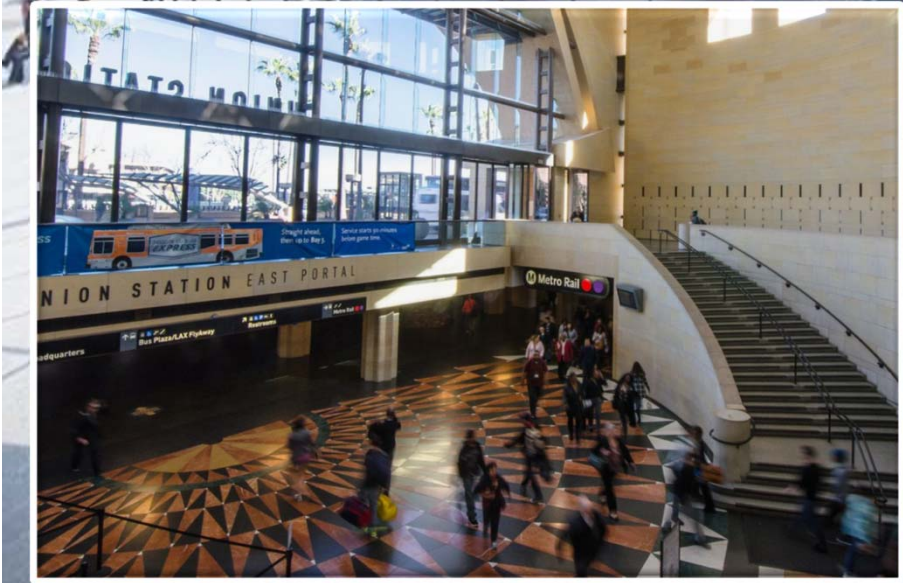
Alignment Alternatives  
SR 60  
Washington Boulevard

Engineering 2025  
Construction One Alignment  
2029

Potential Acceleration



# Facilities





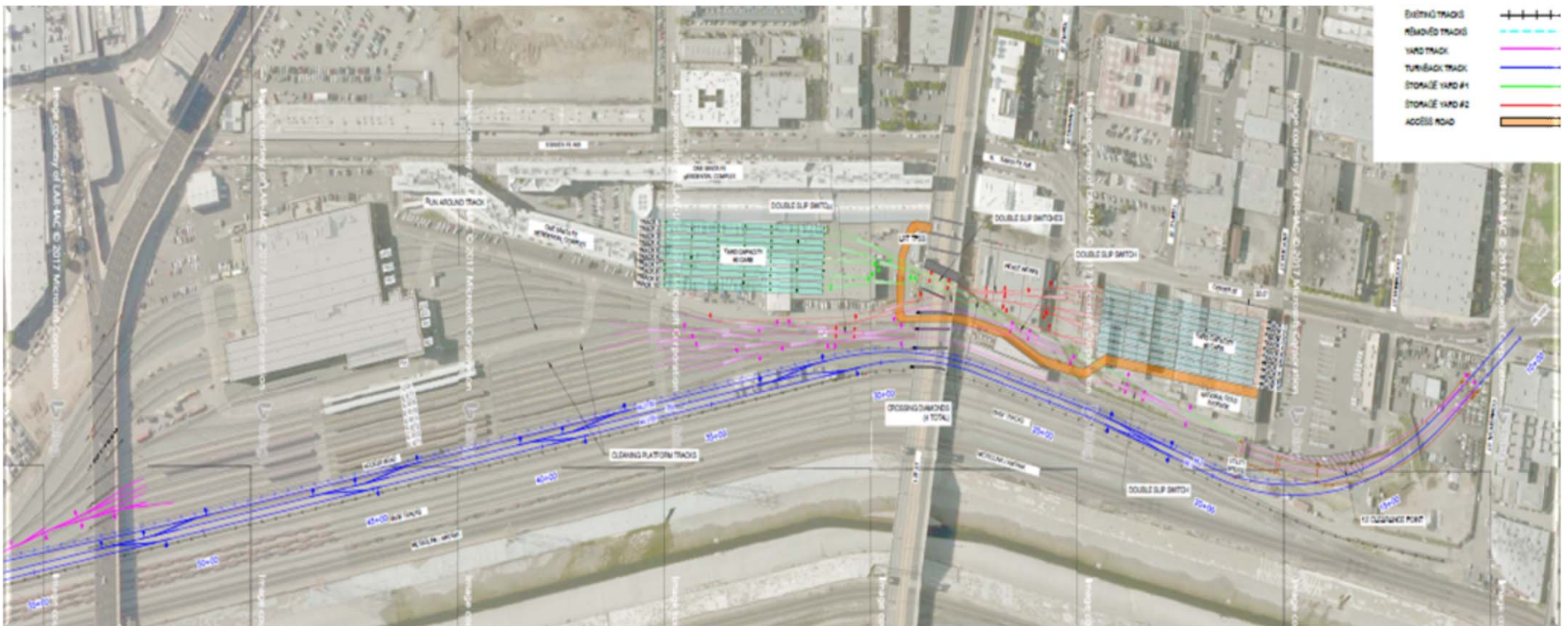
# Emergency Security Operations Center



- Central location to support day-to-day emergency, security and law enforcement operations.
- Will be constructed in phases
- Co-locating Metro's bus and rail operation centers

# Division 20

4 min headways, Storage, Access for Arts District station  
Three Contracts: Power, Demolition, Portal/Turnback



# Willowbrook/Rosa Parks Station

- Package A: Utility Work in progress with main cisterns installed. Decking and framing for Customer Service Building beginning with structural steel installation set to start on the mobility hub.
- Package C construction preparation continues to meet start of Blue Line shutdown.
- Package B is in final stages with plans to begin procurement in February.



# Regional Rail



# Metro Regional Rail Overview

1. Los Angeles County Metropolitan Transportation Authority (Metro) is the Transportation Commission for Los Angeles County that plans, designs, and constructs multimodal transportation projects throughout Los Angeles County.
2. The Metro Regional Rail team is responsible for managing Metro's involvement in rail services in Los Angeles County that Metro does not operate:
  - A. Metrolink - FY 19 Budget: \$104M
  - B. Los Angeles – San Diego – San Luis Obispo (LOSSAN) Corridor/Amtrak Pacific Surfliner
  - C. Amtrak Long Distance
  - D. Future California High Speed Rail
3. Metrolink, the commuter rail service in Southern California, is provided by the Southern California Regional Rail Authority (SCRRA). SCRRA is a Joint Powers Authority with member agencies consisting of Metro, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA) and Ventura County Transportation Commission (VCTC).

# Metrolink Commuter Rail System



1. Metrolink operates on 512 miles of tracks, including approximately 150 miles of tracks owned by Metro. Approximately 45% of the corridors are single-track, most of which are in Los Angeles County.
2. 172 Metrolink trains come into Union Station every weekday.
3. The system carried almost 43,000 riders every weekday, totaling 11.6 million riders annually in FY 17.

# Los Angeles Union Station – Historic Photos

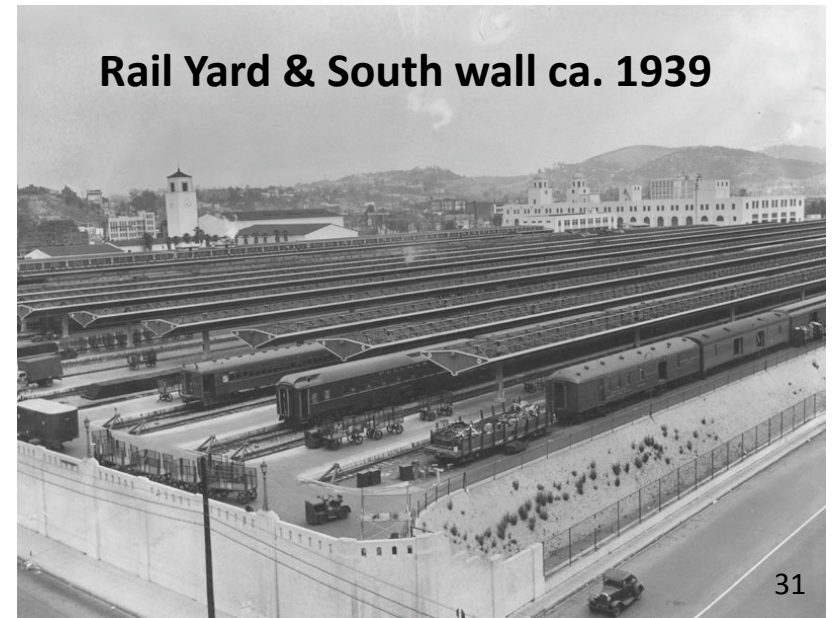
**Celebration of LAUS Completion  
May 1939**



**Waiting Room ca. 1939**



**Platforms ca. 1939**



**Rail Yard & South wall ca. 1939**

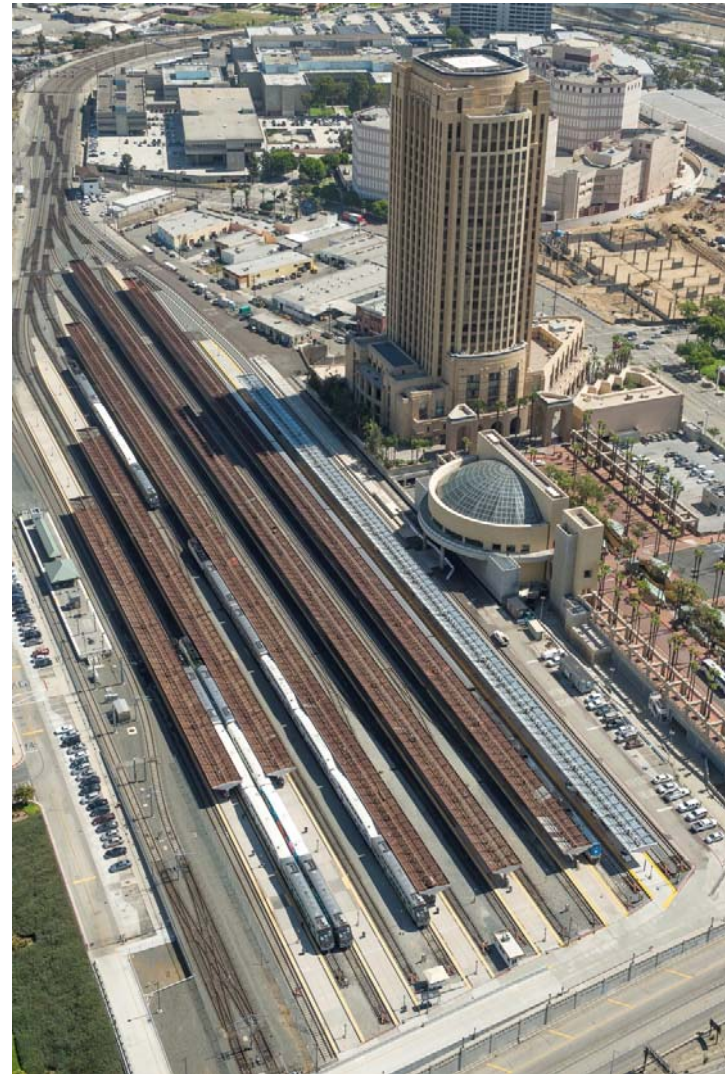
# Los Angeles Union Station – Today



**Historic Pedestrian Passageway**



**Passageway During Rush Hour**



**Stub-ended Tracks**



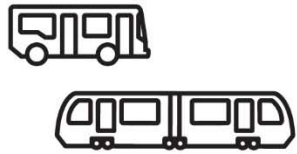
# Why do we need Link US?



1. Improve regional rail capacity and operational efficiency to accommodate future growth in ridership and transportation demands in the region as the current stub-ended track layout limits train operations.
2. With the successful passage of two sales tax measures in Los Angeles County, we are undergoing a rail renaissance and future growth in ridership at Union Station is anticipated to double from 110,000 to over 225,000 by 2035.
3. Create a world class transit terminal station as a destination with a new expanded passenger concourse, retail and transit amenities (platforms, elevators, escalators, etc).

# What will Link US provide?

IMPROVE INTRASTATE,  
INTERCITY & LOCAL  
TRANSIT CONNECTIVITY



HSR; Metrolink, Amtrak,  
Metro rail; Metro  
and municipal bus  
systems; ridesharing

ENHANCE PASSENGER  
EXPERIENCE



New concourse,  
retail and other  
amenities and new  
expanded platforms

IMPROVE REGIONAL  
CONNECTIVITY



One-seat rides to key  
destinations in  
Southern California

REDUCE TRAIN  
IDLING TIMES



Shorter wait times,  
fuel savings,  
emissions reductions

FUTURE  
DEVELOPMENT



Opportunity for  
transit-oriented  
development

GENERATE 4,500  
JOBS PER YEAR



During five-year  
construction period

IMPROVE  
PEDESTRIAN ACCESS



Enhanced mobility options  
and safety features

INCREASE RAIL  
SERVICE CAPACITY



Accommodate  
future demand

IMPROVE US-101 &  
LOCAL ROADWAYS



Updated design and  
enhanced safety

# Questions

