



We're improving speeds and safety
on the G Line.

G LINE (ORANGE) IMPROVEMENTS PROJECT

SFVCOG Board of
Directors Meeting

April 8, 2024



Agenda

- > Metro Investments in the San Fernando Valley
- > G Line Project Overview
- > Responses to Questions and Concerns



San Fernando Valley Projects

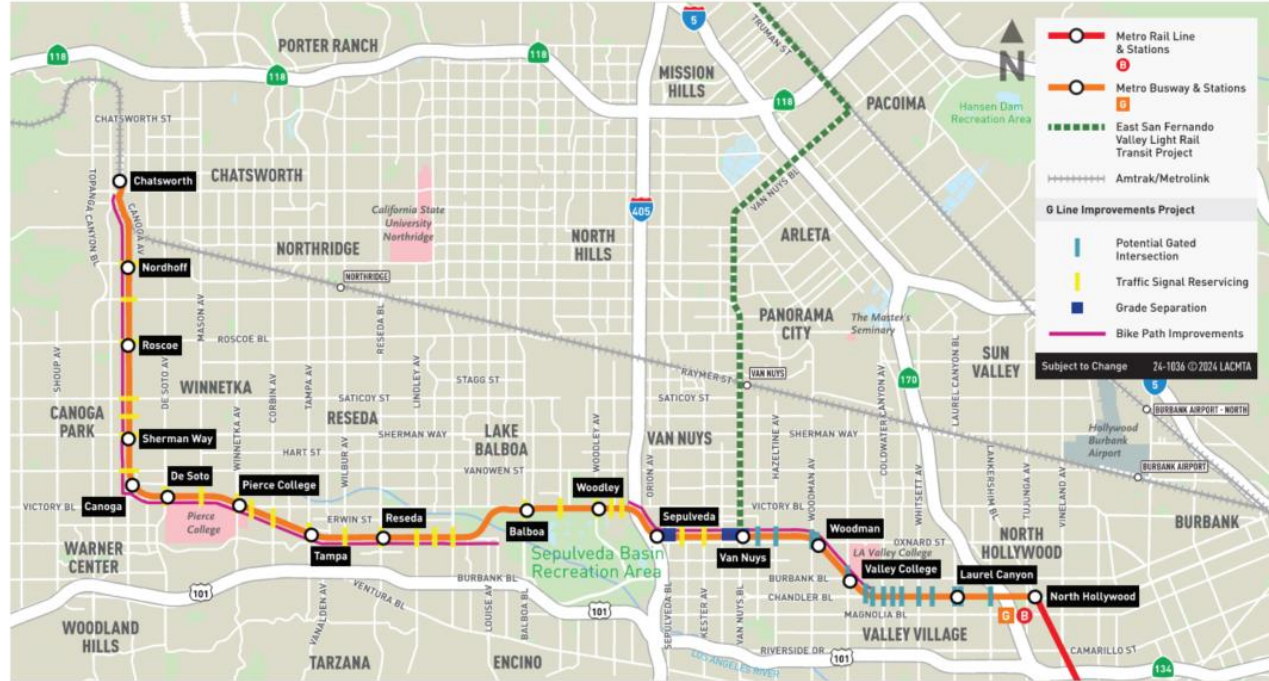
San Fernando Valley Measure R & M Funded Projects	
Projects	Total Funding, FY23-FY24
1. Orange Line BRT Improvements	\$103,993,746
2. Sepulveda Pass Transit Corridor (Ph 1)	\$16,507,278
3. Sepulveda Pass Transit Corridor (Ph 2)	\$143,018,168
4. East San Fernando Valley Transit Corridor Project	\$323,080,206
5. BRT Connector Orange/Red Line to Gold Line	\$62,905,309
6. Complete LA River Bikepath *	\$11,000,000
7. North San Fernando Valley Bus Rapid Transit	\$21,739,983
8. I-5 Capacity Enhancements from SR-134 to SR-170	\$39,464,247
Total	\$721,708,937

* Metro funding only.



Project Overview

- > 2027: BRT Improvements
 - Measure M and SB-1 Local Partnership Grant Program: \$361 million
- > 2057: BRT Conversion to LRT
 - Measure M: \$1.4 billion



Schedule

WE
ARE
HERE

2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026

❖ **06/2016** G Line (formerly Orange Line) BRT Improvements identified for funding in Measure M

07/2027 Measure M Opening Date ❖

12/2017 – 03/2021
Preliminary Engineering

❖ **01/2018** Metro applied for SB-1 Grant Funding

❖ **07/2018** Metro Board determination that Project is Statutorily Exempt, pursuant to CEQA

11/2018 – 12/2023
Right of Way Property Acquisition

03/2020 – 12/2023
Advanced Utility Relocations (By Utility Owner)

❖ **11/2022** Progressive Design Build Contract Notice to Proceed (NTP)

11/2022 – 09/2024
Phase I: Design & Early Works

04/2024 – 12/2026
Phase II: Final Design, Const./Testing

❖ **08/2024** Anticipated Const. Start



Estimated Cost vs. Budget

At 30% design, Metro Independent Cost Estimators' (ICE) Phase 2 cost estimate was 72% above forecasted budget. To stay within the \$361M-\$511M projected budget, the project must find Phase 2 cost reduction.

Even with current recommended refinements, Project cost estimate exceeds available funding by \$250M.

	(1) Present Value	(2) 30% Design ICE	(3) Best Case 30% ICE Potential Reductions	(4) 60% Design ICE
Total Project Cost	\$511,000,000	\$842,767,488	\$486,800,272	\$610,869,012
Available Funding		\$391,000,000	\$361,000,000	\$361,000,000
Delta between funding and Total Project Cost		\$451,767,488	\$125,800,272	\$249,869,012



Grade Separations: Value Engineering Proposal

Keep existing Sepulveda station and build bridge structure over Sepulveda Blvd.

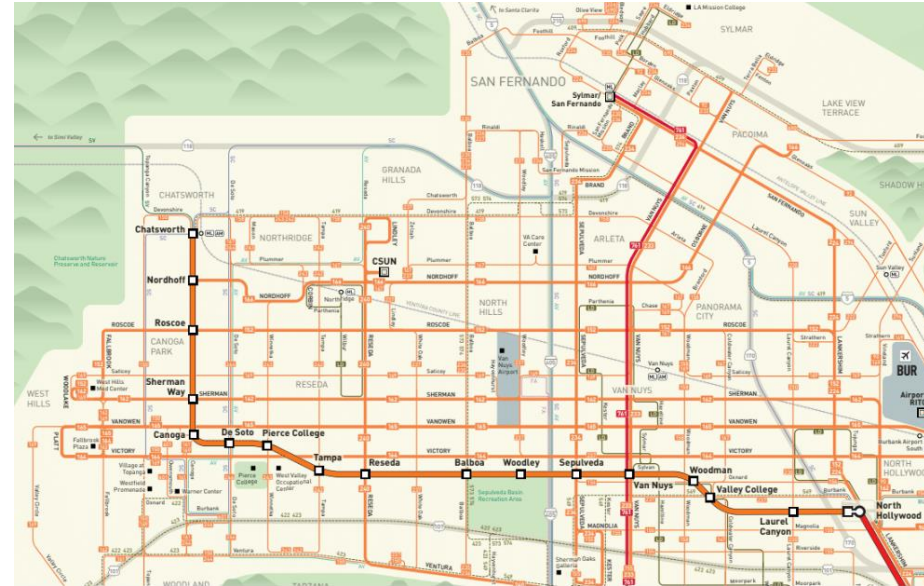
- Improves operating speed, safety, and capacity thru Sepulveda Blvd
- Addresses accessibility and visibility concerns of aerial platform
- Consistent with future LRT conversion
- Reduces long-term maintenance costs of aerial station
- Maintains existing proximity to Metro Park-n-Ride lot and approximately 10-acre site identified for joint development
- Redesign will include pedestrian improvements between Sepulveda Blvd and station



Gated Intersections: Value Engineering Proposal

Gate 13 intersections between Tyrone and Colfax. Traffic Signal Reservicing (TSR) at all other intersections

- Supports future growth and ultimate conversion to LRT
- Achieves 75% of the travel time savings (12 of the 16 min) at 41% of the cost
- Gating consecutive intersections provides consistency for Metro Bus Operators and traveling public
- Provides travel time savings to the most riders
- Provides fast connection from between ESFV line and Sepulveda to Metro transit hub at NoHo
- TSR improves traffic flows in the West Valley compared to gates, less impact to buses running on local streets and services that provide critical transfers to the G Line
- Deployment of TSR, which is more dynamic than TSP, on the G Line could lead to implementation on other street-running Metro BRT and LRT alignments
 - Metro will procure and integrate the new controllers into LADOT existing system, estimate covers costs associated with training LADOT staff and a multi-year start-up maintenance contract.



San Fernando Valley Transit Network

Safety Analysis

- 2015 and 2023 more than 50% of all incidents occurred at 6 intersections: Woodman, Wilbur, Mason, Coldwater, Tyrone and Corteen. Of these, all but Wilbur and Mason will be gated under the alternative scope
- Two safety concerns are most prominent on G Line: red light running and illegal right and left turns. Gating the center running Chandler corridor addresses the illegal left turn safety issue.
- Project will continue to investigate civil and traffic signal design to improve safety at non-gated intersections with elevated incident rates. For example, more prominent “no right turn on red” signals at problem intersections like Wilbur and Mason.



Equity Focused Communities

Metro 2022 EFC Map (Web App)



Community Outreach

Ongoing Community Outreach: Outreach efforts have included informing stakeholders of upcoming G Line improvements, project updates, and recent scope refinements.

- Community Engagement Activities
 - Neighborhood Councils/Community Group Meetings
 - Area Chambers/Business Associations Meetings
 - Community Events/Tabling Opportunities
- Collateral Materials Distribution
- LA City Council Offices Briefings
- Upcoming Summer 2024 Community Meeting



CicLAmini – North Hollywood



Encino Neighborhood Council Meeting



Ready For Reseda Event



Next Steps

- Proceed with testing gate activation technology at Hayvenhurst Pilot Gate location
- Commence design of traffic signal resericing
- Continue collaboration with LADOT on TSR integration into existing traffic signal system
- Continue community outreach



Pilot Gate - loop-based testing at Hayvenhurst

Responses to Questions and Concerns

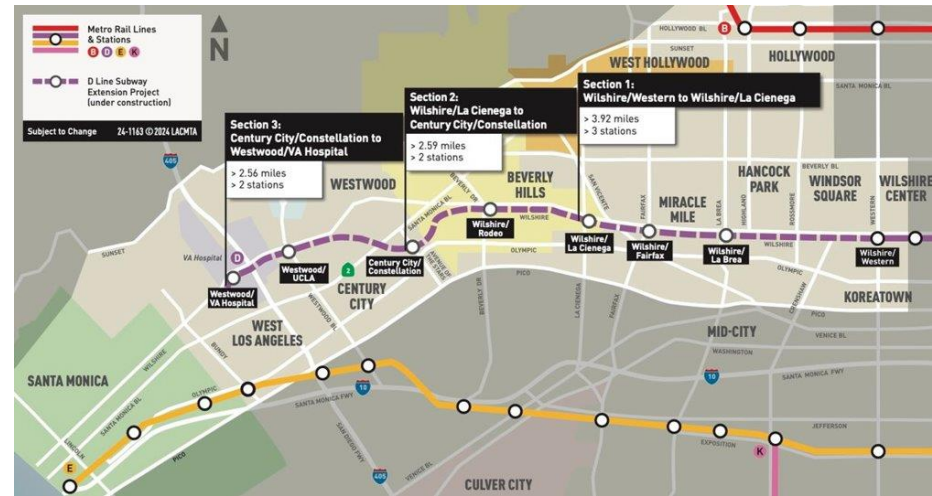


Metro

Capital Projects Cost Savings Approach

- **Question: How does this cost savings approach of scaling back compare to other capital projects where funds were limited? Are those projects scaled back or do they get funding from other sources?**
- The proposed scope refinements for the G Line fall into the category of project phasing, as staff is recommending that the current funding be utilized to construct as many gates as feasible in this phase of the project, and that future gates may be installed upon identification of future funding.
- While future funding is not identified currently, a potential Phase 2 of the G Line, which may be installation of additional gates or the conversion of the alignment to LRT, would be competitive for funding.

- Phasing of Metro projects is quite common when a project or alignment is faced with funding limitations. During planning of the Purple Line, the project was split into 3 phases to accommodate state and federal funding cycles.



Future LRT Conversion

- ***Question: Do any of these changes limit future rail conversion and do they actually work to advance it? Is what has been scaled back/eliminated going to need to be eventually done to convert the G Line to LRT, as is the future plan?***
- Recommended scope refinements do not limit future rail conversion and are consistent with advancing the alignment towards future LRT operations.
- Nothing that has been eliminated from the scope will be required to be built for the line to be converted to rail.

Additional Information:

- ✓ Many of Metro street-running LRT alignments have crossings that are not gated. ESFV LRT is not installing any quad gates.
- ✓ Installation of Transit Signal Reservicing (TSR) will be a first in the City of LA and has the potential to be installed on other street-running rail lines (ESFV, E Line, A Line) and improve travel times system-wide.



Expo/Western – Example of non-gated LRT intersection



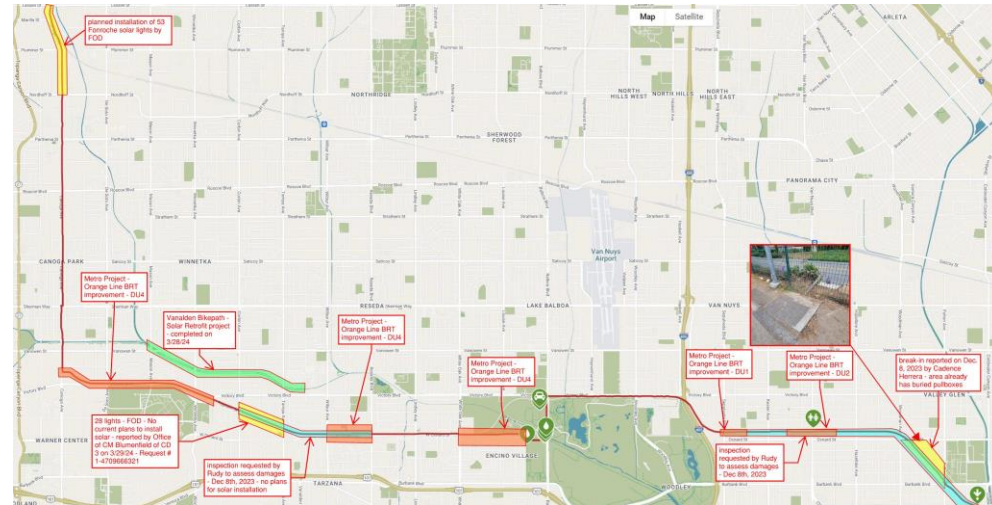
G Line Lighting

➤ **Question: What can we do to ensure G Line safety improvements are included in this project, e.g. can improved lighting be seen as a capital expense?**

- G Line scope has specific lighting improvements including the installation of lighting along the bike path where lighting currently does not exist, and upgrading lighting to LED in other areas where LED conversion has not already occurred.
- Scope does not include maintenance of existing lighting, which is the responsibility of the City of Los Angeles. The project team has informed City of Los Angeles Bureau of Street Lighting (BSL) of maintenance issues voiced by the SFVCOG.

Additional Information:

- ✓ BSL is tracking lighting issues and has been working with the CD to address. BSL has provided the project the following map:



Traffic Impact Analysis

Question: How do travel time savings and traffic delay, particularly west of Sepulveda Boulevard, under the scaled-back proposal compared to those projected with automated gates at all intersections?

Sepulveda – Chatsworth (PM peak):

• Travel Time Savings

13 Gates + TSR: **4 min**

• Traffic Impacts- Average Intersection Delay

13 Gates + TSR: **36 seconds**

Additional Information:

- ✓ *G Line Project objective is to improve travel time and safety while minimizing impacts to cross traffic*
- ✓ *Project objective is a 16 min end-to-end travel time savings*
- ✓ *2024 Traffic Impact Analysis currently under review*

	Improvement	Travel Time Savings (min)	Avg Intersection Delay (sec)
2019 Project Outcomes	Up to 35 Gates	16	37
2024 Modeled Outcomes	41 Gates	21	104
	13 Gates + TSR	12	61



Stay connected to this project.



213.922.2999



orangeline@metro.net



metro.net/orangeline



@metrolosangeles



Losangelesmetro

