

Regional Connector Transit Corridor Project

Planning & Programming Committee

February 15, 2012



Project Definition

- > **Adopted Locally Preferred Alternative (LPA)**
 - 1.9 mile underground connection
 - Connects Metro Gold (Pasadena and Eastside), Blue and Expo Lines
 - 3 Stations:
 - 1st/Central
 - 2nd/Broadway
 - 2nd/Hope
- > **Refinements to the LPA**
 - Enhanced Flower Street pedestrian walkway
 - Relocated the Little Tokyo/Arts District station
 - Launching the Tunnel Boring Machine (TBM) from the Mangrove property
 - Tunneling from 1st/ Central to Flower/4th Street



Project Benefits

- > Fully Underground LRT Alternative
 - > 88,000 passengers would access the Regional Connector daily
 - > Reduces travel time by 30%
 - > Average travel trip savings assumes 5 minutes for transfer
 - > Improves headways
 - > Reduce overall fare cost to riders by eliminating transfers
 - > Cost effectiveness under \$13.00
 - One of the most cost effective projects nationally
 - The threshold is \$25



Project Benefits_continued

- > Regional Connector creates two cross-regional lines for Los Angeles County
 - > North to South LRT line (≈50 miles)
 - > East to West LRT line (≈25 miles)
- > Regional Connector improves ridership across the region
 - > Gold Line (1st/Utah to Pomona/Atlantic) 18.4%
 - > Gold Line Eastside Phase 2 11.6%
 - > Gold Line (Chinatown to Sierra Madre Villa) 10.0%
 - > Blue Line (Pico/Flower to Long Beach) 10.9%
 - > Expo Line (Pico/Flower to Santa Monica) 4.7%
- > Regional Connector provides new stations
 - > 2nd/Hope Street – 6,700 boardings per day
 - > 2nd/Broadway – 2,100 boardings per day
 - > 1st /Central Avenue – 4,700 boardings per day



Recommendations

- > Authorize the Chief Executive Officer (CEO) to exercise Modification No.14 to the existing contract with Camp Dresser & McKee (CDM) for tasks related to the Full Funding Grant Agreement (FFGA) in the amount of not-to exceed \$907,704;
- > Modification No. 4 to the existing contract with The Robert Group (TRG) for the facilitation of Community Outreach in the amount of not-to exceed \$757,133 ;
- > Contract modifications authority for up to 15 percent of the above amounts to cover the cost of any potentially unforeseen issues that may arise during the above phase

Project Cost

- > Long Range Transportation Plan (LRTP) provides \$1.073B (YOE)
- > Estimated project cost \$293.1M over LRTP funding
- > \$1.366B was reported as the cost estimate in October 2010
 - The Board stipulated that funding to close the gap had not yet been identified
- > Prior to Value Engineering eliminated the 5th/Flower Station
- > Identified \$125M YOE in project savings by value engineering analysis
- > Identified new funding sources to address funding gap of \$149.5M
 - Section 5309 Federal New Starts
 - Local Agency Funds (3% contribution)



Metro

Next Steps

- > File Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse
- > Work with the Federal Transit Administration (FTA) to issue a Record of Decision (ROD)
- > Board consideration Life-Of-Project budget - Spring 2012