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TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
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SUBJECT: DIVISION 20 CORRIDOR - COORDINATED
TRANSPORTATION INVESTMENTS

ISSUE

Metro is engaged in the planning and implementation of a wide range of transportation investments on the eastern edge of Downtown Los Angeles in and around Division 20 and the corridor along the Los Angeles River stretching between Union Station and the Arts District (Division 20 Corridor). A comprehensive cross-departmental coordination effort began in the spring of 2014 and continues to examine facility needs to accommodate expanded rail operations, including potential revenue service in the Arts District, as well as the integration of such infrastructure with the surrounding community. This Board Box provides a summary and status of the various planned transportation investments and highlights the need to establish priorities when evaluating competing needs within the available right-of-way along the corridor.

DISCUSSION

The growing transportation system, including the future expansion of Metro's heavy rail system, requires that we comprehensively plan for transportation investments along the Division 20 Corridor in order to meet the programmatic, spatial and operational needs of all projects while optimizing utilization of limited available land. In addition to a number of Metro capital projects, significant investments in projects such as High Speed Rail, the 6th Street Viaduct Replacement, and Los Angeles River revitalization are being considered as part of the development of an integrated plan. Furthermore, the intensification of private investment and growing

residential population in the Arts District have heightened the need to carefully consider how these projects, including potentially increasing access to transportation options in the Arts District, integrate with the fabric and character of the community. Accommodating many of Metro's facility needs is challenged by the fact that Division 20 is constrained by BNSF railroad right-of-way to the east, and primarily private property and development to the west. Metro continues to take an integrated approach to such planning efforts, including a coordinated public information and stakeholder engagement program as further described herein. However, Board direction regarding prioritization of these competing needs will be required in the near future as varying projects proceed from planning to implementation.

Update on Metro Operations Projects

Below is a brief summary and status update on the various interrelated Metro operations investments planned or considered along the Division 20 Corridor, as further depicted in Attachment A – Location Map.

- ***Red/Purple Line Core Capacity Improvements Project.*** In order to accommodate increased service levels on the Red/Purple Lines, Metro is moving forward with two critical facility improvements: a new turnback facility in the Division 20 yard and a widening of the heavy rail tunnel portal south of the US-101 Freeway. The turnback facility is required to support four-minute service on the Purple Line Extension (PLE) per the project's Full Funding Grant Agreement which effectively requires the ability to support two-minute headways east of the Wilshire/Vermont Station where Red and Purple Lines share tracks. Currently, trains reverse directions at Union Station where the minimum headway that can be achieved is approximately eight minutes on each branch of the Red and Purple Lines (or approximately four minutes along the shared alignment). The priority in designing the turnback facility must be to support Red/Purple Line operations; however, the facility, which is currently proposed to be located between 1st and 3rd Streets, will be designed so as not to preclude potentially serving as a future revenue station serving the Arts District.

Additionally, Metro is proposing to widen the Red/Purple Line tunnel portal and make improvements to tracks southeast of Union Station in order to substantially increase the speed, frequency, and reliability of operations between Union Station and the future turnback facility. The portal widening is also necessary should Metro operate revenue service south of Union Station in the future. Environmental clearance of the Red/Purple Line Core Capacity Improvements Project, as well as procurement of a consultant to prepare final design documents, are underway and expected to be completed in early 2017. The project will be funded, in part, by a \$69.2 million Cap & Trade Grant that Metro received earlier this year.

- ***Division 20 Maintenance of Way/Non-Revenue Vehicle Repair Building.*** A new Maintenance of Way/Non-Revenue Vehicle (MOW/NRV) facility is

planned for the northeast corner of 6th Street and Santa Fe Avenue on property acquired by Metro. The approximately 81,000 square foot facility will replace and consolidate the functions currently housed in three buildings within the Division 20 yard just east of the One Santa Fe development, making way for the proposed turnback facility. A design/build contract was awarded in summer 2015 and design is 85% complete. A Design Advisory Working Group consisting of Arts District stakeholders, Metro and the City of Los Angeles, has been providing input throughout design development and a site-specific artwork is being integrated into the project. Utility relocation will commence later this year, with building construction starting in early 2017 and scheduled for completion in 2018.

- **Heavy Rail Car Storage and Test Track.** One of the greatest challenges to accommodating the PLE is the capacity to store Metro's growing heavy rail fleet. The Division 20 rail yard has a current storage capacity of 180 heavy rail cars. The current Rail Fleet Management Plan anticipates operating and storing:
 - 162 cars by FY23 to support PLE Section 1;
 - 182 cars by FY26 to support PLE Section 2; and
 - 282 cars by FY35 to support PLE Section 3.

With the passage of Measure M, Sections 2 and 3 may be delivered as early as FY24, accelerating the need for expanded storage capacity in the yard. Additionally, as service increases on the Red/Purple Lines and the heavy rail fleet expands, it will become increasingly difficult to undertake rail car testing operations on the mainline, which is the practice today. As Metro takes acceptance of new cars and returns rail cars to service following maintenance, the ability to test cars in a controlled environment—ideally a straight run of at least 2,800 feet in the vicinity of Division 20—will become problematic under current circumstances. Given the limited Metro-owned right-of-way in and around Division 20 and the spatial demands associated with additional rail car storage and test track facility, additional property acquisition will be necessary.

- **Emergency Security Operations Center.** Metro is designing a new, approximately 80,000 square foot, three-story Emergency Security Operations Center (ESOC) at 410 Center Street on property already owned by Metro. The new facility will serve as the Emergency Operations Center (EOC) and central location for Metro security operations, radio dispatch and emergency coordination. Metro is also planning to integrate Rail and Bus Operations Centers into the facility in the future. This will be a secured facility for authorized personnel only. Site planning and initial design have been completed and final design, which will include development of site-specific artwork, will commence in 2017. The construction of the ESOC is anticipated to begin in 2018 with completion by 2021. The ESOC is funded, in part, by a \$112.7 million Proposition 1B 2010-2011 California Transit Security Grant.

- **Arts District Rail Transit Service.** In February 2010, the Board directed staff to review the conceptual feasibility of constructing and operating a Metro Red/Purple Line station(s) in the vicinity of 1st Street and along an existing track spur that extends south to 6th Street. In June 2010, the Board received a report on the preliminary feasibility and cost of extending revenue service to the Arts District which identified the need for continued study in coordination with on-going planning for the PLE.

As design and engineering for facilities in and around Division 20 in support of PLE have progressed over the past several years, staff has refined its examination of accommodating revenue service in the Arts District, as with respect to the Red/Purple Line Core Capacity Improvements Project discussed above. While accommodating a revenue station at the future turnback facility may be the most practical and cost-effective means of providing revenue service in the Arts District in the near-term (assuming no additional property acquisition is necessary), it must be studied further to ensure an unhindered and fully functional turnback facility capable of rapidly turning back trains.

Although currently planned improvements do not preclude a 6th Street Station in the future, Metro-owned property in the vicinity of 6th Street—where Division 20 property tapers down to two narrow tail tracks—is insufficient to accommodate a terminal station without additional property acquisition. Furthermore, continuing revenue service through the rail yard to reach 6th Street would eliminate existing heavy rail car storage space, further exacerbating storage capacity challenges tied to Metro’s growing heavy rail fleet. Metro will continue to consider options for revenue service extension to 6th Street in coordination with other Division 20 yard improvements and right-of-way expansion opportunities that may emerge. Additionally, continued planning for the West Santa Ana Transit Corridor Project may present further opportunities for potential rail service in and around the Arts District.

Other Transportation Access Opportunities in the Arts District

In addition to the Metro operational issues directly impacting the Division 20 Corridor discussed above, there are other transportation planning efforts that could directly impact future access to the Arts District. These efforts must also be coordinated as upcoming implementation and investments decisions are considered in this area.

- **Link Union Station/High Speed Rail Coordination.** Link Union Station (Link US), formerly known as the “Los Angeles Union Station Run Through Tracks” or the “Southern California Regional Interconnector Project (SCRIP)”, is designed to meet the long term regional rail needs at Union Station by converting the station from a “single-ended” terminal to a “through” terminal. By extending regional rail tracks south over the US-101 Freeway (and then continuing east before connecting with the existing mainline tracks along the west bank of the Los Angeles River), the project will increase capacity at

Union Station, reduce dwell times and allow for greater flexibility for Metrolink and Amtrak operations. Link US will also include a new expanded passenger concourse with retail and passenger amenities. In addition, as part of the planning for the Link US project, Metro continues to work closely with the California High Speed Rail Authority (CHSRA) on options that accommodate High Speed Rail at Union Station. Preliminary design, engineering and environmental clearance is underway for Link US, with a new Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) expected to be released in summer 2017. A Final EIS/EIR will be prepared, with an expected Record of Decision/EIR Certification in late 2017.

- ***West Santa Ana Transit Corridor Project.*** The West Santa Ana Transit Corridor Project is a proposed light rail transit line that would run from Artesia to Downtown Los Angeles, in part, on former Pacific Electric Railway right-of-way now owned by Metro. In September 2016, the Metro Board awarded a contract to complete the environmental clearance for the project and a contract to conduct community outreach, efforts which are underway. The next phase of study will more closely examine new stations identified during the Technical Refinement Study (not previously identified in the SCAG Alternatives Analysis Study), including in the Arts District, Metro Blue Line transfer stations, and potential stations between Arts District and Pacific/Vernon Station, depending on the northern alignment option. Although the alternatives under consideration do not directly impact the already constrained Division 20 property, potential alignments under study may present additional opportunities to increase rail transit access in the Arts District.
- ***Active Transportation Improvements.*** The Connect US Action Plan is a community driven public improvement plan that prioritizes pedestrian and bicyclist connections to and from Union Station, the 1st St/Central Regional Connector Station, and the surrounding historic and culturally significant communities, including projects within the Arts District. Metro received a federal TIGER grant in 2015 that includes streetscape improvements and a bike facility from Union Station to the Arts District including on Center Street and Santa Fe Avenue along the western edge of a number of existing and planned Metro facilities. Metro is currently leading stakeholder engagement to solicit input on project design. The City of Los Angeles also submitted an Active Transportation Program Cycle 3 grant application which would fund design and construction of additional Arts District improvements identified in the Connect US Action Plan.

Additionally, Metro presented the Los Angeles River Bike Path Gap Closure Feasibility Study to the Board in September 2016 which assessed the design, engineering, safety, cost, and other feasibility aspects of closing the eight-mile gap in the Los Angeles River Bike Path between Elysian Valley and the City of Vernon (including along the Division 20 Corridor) to create a continuous 31-mile path. Staff is currently developing a scope of work to procure a consultant team

to perform the work necessary for the Project Approval/Environmental Documentation phase which is expected to commence in mid-2017. The project is funded under Measure M and is expected to be implemented in 5-7 years.

Community Outreach

Given the many projects at different phases of development in or near the Arts District, Metro has been closely coordinating meetings between its projects as well as other planning activities being carried out by other public agencies in the area, to maximize participation and prevent stakeholder fatigue. Metro has had on-going and meaningful engagement with Arts District stakeholders as part of the Regional Connector Community Leadership Council's 1st St/Central Station Area Committee including community participation on artist selection panels. Specifically within the Division 20 Corridor, a number of community meetings have been held pertaining to Link US, Connect US Action Plan, Metro's Emergency Security Operations Center, and MOW/NRV facility, with additional engagement anticipated as projects are further considered and developed. A Metro representative also participates on the Board of the Arts District Los Angeles Business Improvement District, further strengthening connections to local stakeholders. However, consistent messaging of Metro priorities in this area will become increasingly important as project decisions milestones are reached.

NEXT STEPS

Given the land limitations and the competing demand for limited resources, it is imperative that Metro establish priorities to guide forthcoming evaluations and decisions along the Division 20 Corridor that balance desired investments with core operational necessities. The first and foremost priority going forward must be to design and construct appropriate infrastructure to support Metro's operational commitments which includes modifications to the heavy rail tunnel portal and a new, functional turnback facility that allows Metro to operate two-minute headways and corresponding turnback operations on the Red/Purple Lines. Additionally, Metro must identify and secure the land necessary to store and adequately test the forecasted growth in the heavy rail fleet, which may be accelerated with the passage of Measure M. In this regard, Metro will continue to coordinate closely with CHSRA as it pursues potential alignments through the Division 20 Corridor.

Metro will continue to move forward with planning, design and environmental clearance of the various projects in the Division 20 Corridor as described in this report and will continue cross-departmental and external coordination to ensure efficient integration of various planned transportation investments in the Division 20 Corridor consistent with the priorities outlined in this report.

ATTACHMENTS

- A. Location Map

ATTACHMENT A – LOCATION MAP

