



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

OCTOBER 12, 2017

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: RICHARD CLARKE *RFC*
CHIEF PROGRAM MANAGEMENT OFFICER
THERESE MCMILLAN *Tmc*
CHIEF PLANNING OFFICER

SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK PROJECT

ISSUE

At the March 23, 2017 Board meeting, a Motion was passed approving the award of a design contract as well as adoption of the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the Division 20 Portal Widening and Turnback Facility.

At the May 25, 2017 Board meeting, a Receive and File report was submitted in response to a Garcetti/Bonin Motion (Attachment A) to address Metro's long term needs at Division 20 (Red/Purple Line maintenance facility and storage yard), and the accommodations necessary for a potential future passenger rail station in the Arts District. The report also discussed accommodation of rail vehicles for the Purple Line Extension (PLE) Sections 1, 2 and 3 and the need for increasing capacity to store Metro's growing heavy rail fleet.

The design for Division 20 Portal Widening Turnback Facility project as approved at the March 23, 2017 Board meeting and Certification of the IS/MND (see Attachment B – original configuration) considered for a potential future station in the Arts District to be located either at 3rd Street or 6th Street. When the IS/MND was circulated for public review, the majority of public comments received showed an overwhelming preference for a future station at 6th Street.

and to further position track and yard configurations to not preclude a future station at 6th Street, staff is revising the design of the Portal Widening and Turnback Facilities. In addition, future alignment for Link US will cross the portal opening and require structural accommodations to support the additional tracks. The updated design (see Attachment C – current project layout) more fully addresses the current and future needs of Metro and the community while still remaining in compliance with headway requirements as defined in the Federal Transit Administration New Start Full Funding Grant Agreements (FFGAs) approved for PLE Segments 1 and 2.

A separate environmental clearance document (EIR) will be required because of additional impacts related to the expanded design, including modifications to the First Street Bridge, demolition of existing buildings, modifications to newly purchased properties, construction impacts and accommodations for Link US.

The original budget for the Portal/Turnback project will be impacted by these changes. Staff are developing an updated estimate and will return to the board for approval of any adjustments that may be needed.

The first of several community meetings to inform the public regarding the environmental document is scheduled for October 25, 2017. Staff plans to return to the Board in 4th Quarter of 2018 for certification of the EIR.

NEXT STEPS

This section states the path forward for ongoing issues and program/project status, In order to comply with the FFGA conditions set forth for PLE Section 1, the Division 20 Portal Widening Turnback Project must complete construction and begin operations by late 2023. The following next steps are key:

- Certification of EIR Fall 2018
- Complete Final Design Summer 2018
- Develop and Award Contracts for Power, Demolition and Portal/Turnback
- Begin Construction Early 2019

ATTACHMENTS

Attachment A - Motion Downtown Los Angeles Arts District Connectivity

Attachment B - Project Layout as shown in the Final Initial Study/Mitigated
Negative Declaration

Attachment C - Current Project Layout

**Board Report**

File #:2017-0020, **File Type:**Motion / Motion
Response

Agenda Number:41

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 19, 2017**

Motion by:

Directors Garcetti, Solis and Bonin

January 19, 2017

Downtown Los Angeles Arts District Connectivity

Metro Rail service is intended to serve high-density areas and major trip generators throughout Los Angeles County. Transit service to these types of locations, such as the Wilshire Corridor, the Historic Core, North Hollywood, Santa Monica, Pasadena, Long Beach, and other thriving locations is important to meet the mobility needs of Los Angeles County.

There are several outstanding priorities in and around MTA's Division 20 rail maintenance facility in the Arts District. MTA must improve Division 20 to service the Purple Line Extension project. Additionally, there is an opportunity to extend rail service to the Arts District.

Combined, the Purple Line Extension Section 1 and Section 2 projects include over \$3.6 billion in federal funding and financing. These federal funds are predicated on specific service standards, namely, train service every four minutes.

The federal funding requirements compel MTA to improve the subway turn-back capabilities by constructing a facility at the Division 20 maintenance facility. These improvements must be completed to meet federal service requirements, maintain federal funding agreements, and to start service on the Purple Line Extension. Failure to do so could put over \$3.6 billion in federal funding at risk.

In addition, with the passage of Measure M, MTA's current plans for Division 20 must be revised to accommodate the acceleration of the Purple Line Extension Section 3 to 2024. This will require an expansion of subway vehicle storage, maintenance, and testing infrastructure.

At the same time, MTA has since 2010 studied extending the Red and Purple Lines from Union Station to the Arts District, with possible stations and 1st Street, 3rd Street, and/or 6th Street.

An Arts District Extension is a great opportunity to support the continued development of a transit-oriented community with a rapidly expanding population and a strong desire for transit service. The Arts District has become a widely popular arts, culture, and shopping destination with rapid

residential growth. There are over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and others. Additionally, the Arts District is the location of several major infrastructure projects that will improve the public realm, such as the 6th Street Viaduct Replacement project and MTA's LA River Waterway & System Bikepath project.

MTA's first priority for Division 20 must be to support the Purple Line Extension. However, MTA should do everything possible to extend rail service to the Arts District.

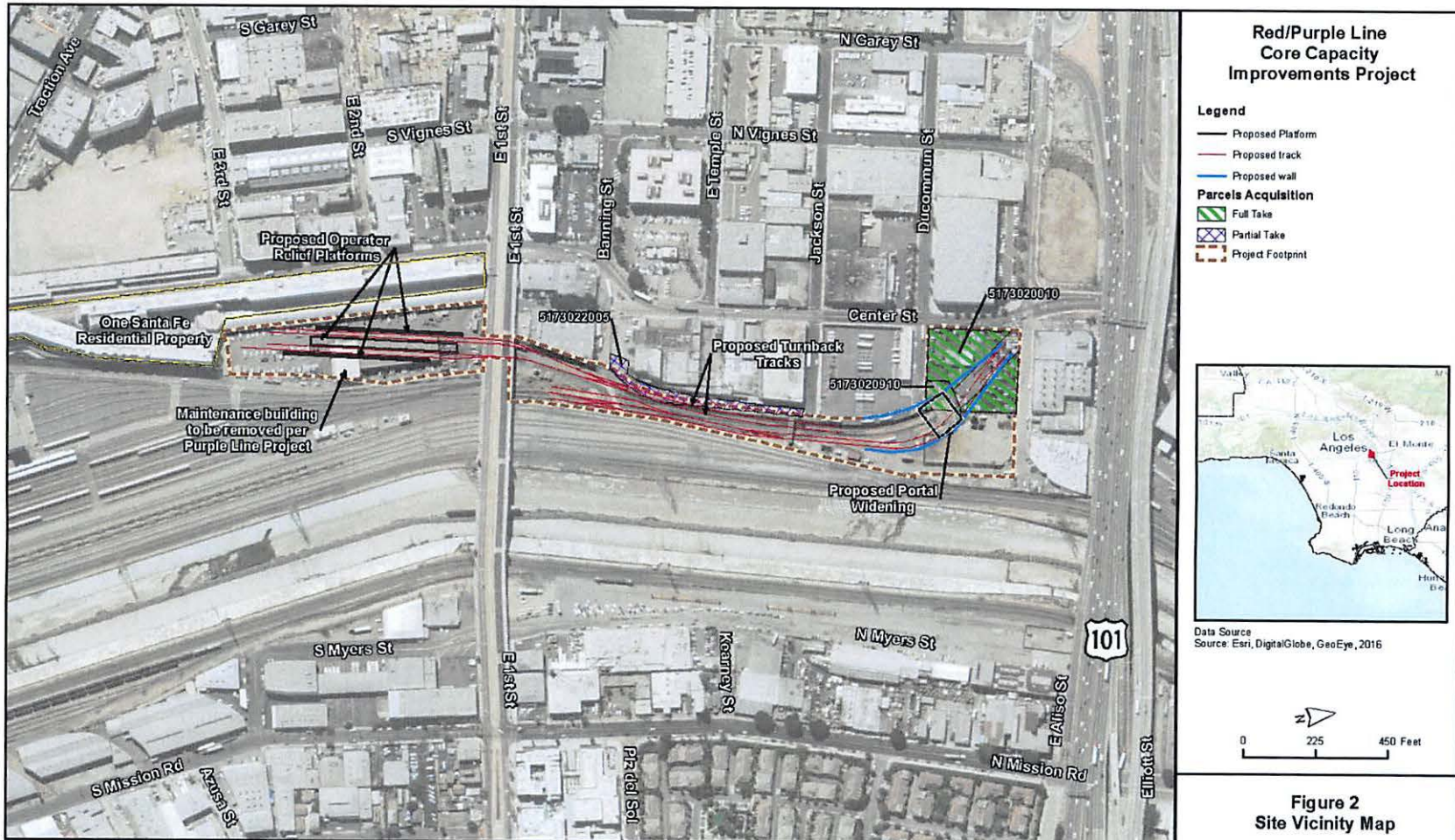
CONSIDER Motion by Garcetti, Solis and Bonin that the Board direct the CEO to:

- A. Immediately initiate a holistic assessment of MTA's long-term needs at Division 20 and accommodation of future Arts District station access, including:
1. Turn-back facility improvements,
 2. Rail car storage, maintenance facility, and vehicle test track needs required to start service on the Purple Line Extension Section 3 in 2024 per the Measure M ordinance,
 3. Rail service expansion to the Arts District with station options at 1st Street, 3rd Street, and/or 6th Street, with connections into the Arts District, to MTA's LA River Waterway & System Bikepath project, and to the 6th Street Viaduct Replacement project,
 4. Consideration of additional property required to meet all the above needs;

FURTHER MOVE that the MTA Board direct the CEO to:

- A. Design Division 20 so as to not preclude new stations and necessary track(s) in the future if funding is identified for an Arts District station(s) on the Red/Purple Line.
- B. Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to off-set the costs of new stations in the Arts District.
- C. Provide an initial report back on all the above during the April 2017 Board cycle.

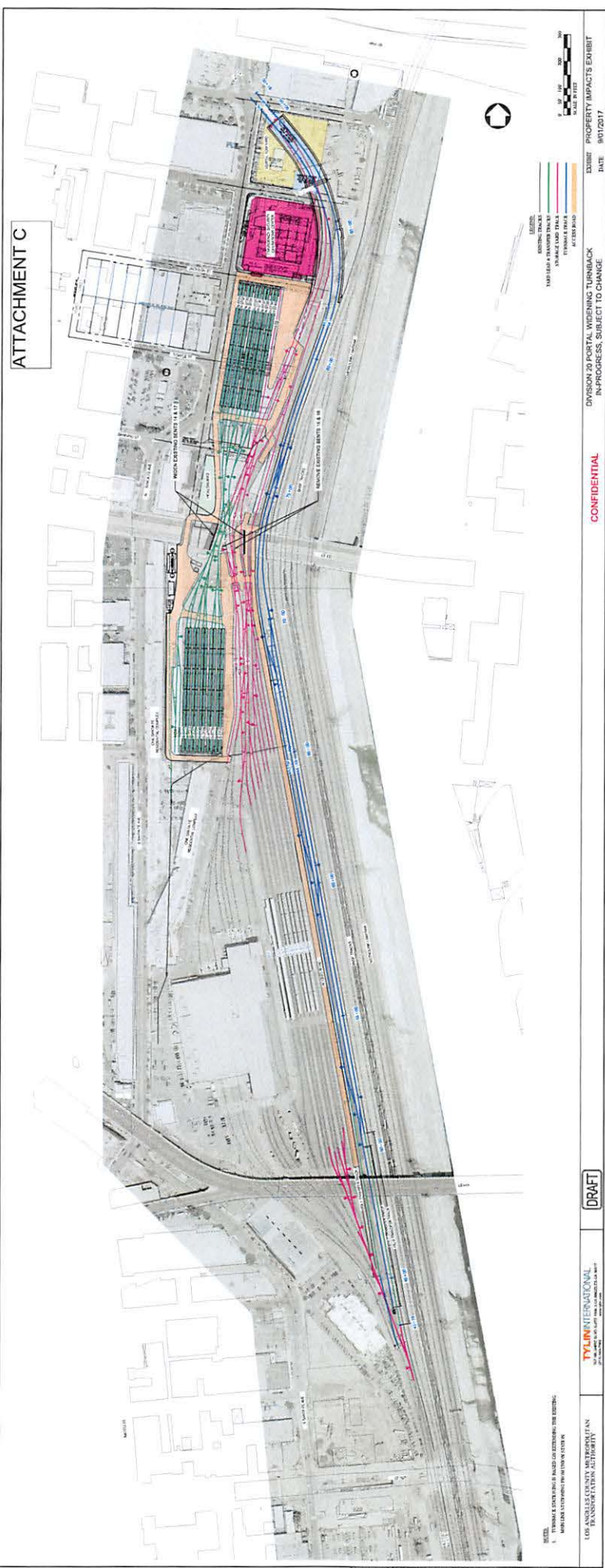
Figure 2: Site Map



December, 2016



ATTACHMENT C



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TYLINS INTERNATIONAL
 10000 WILSON AVENUE, SUITE 100
 WEST GARDEN CITY, CALIFORNIA 91301
 TEL: 818.341.1111 FAX: 818.341.1112
 WWW.TYLINS.COM

LOS ANGELES COUNTY METROPOLITAN
 TRANSPORTATION AUTHORITY
 400 WEST GARDEN CITY AVENUE
 GARDEN CITY, CALIFORNIA 91301
 TEL: 818.341.1111 FAX: 818.341.1112
 WWW.MTA.LACOUNTY.CA.GOV

DATE: 8/11/2017
 PROJECT: DIVISION 20 PORTAL WIDENING TURNBACK
 IN-PROGRESS, SUBJECT TO CHANGE