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PLANNING & PROGRAMMING COMMITTEE
FEBRUARY 21, 2002

**SUBJECT: LOS ANGELES RIVER/TAYLOR YARD BIKEWAY
UNDERPASS AND BRIDGE PROJECT**

ACTION: APPROVE CHANGES TO PROJECT IMPLEMENTATION

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

RECOMMENDATION

Authorize the CEO to:

- A. Support consolidating two Los Angeles River/Taylor Yard bike project grants to fund design of a new re-scoped and expanded project that will include an underpass at the Union Pacific (UP) railroad tracks, a bridge over the Los Angeles River, and an access road bike path at Taylor Yard, and work with the City to identify full funding for the project construction:
- B. Transfer grant sponsorship for the design and construction of the Los Angeles River Bicycle/Pedestrian Bridge at Taylor Yard (Project #738) in the amount of \$2,184,000 from MTA to the City of Los Angeles, subject to the City obtaining full funding for the new re-scoped project.
- C. Change the scope of work for the City of Los Angeles Call for Projects Grant (Project #2077) for the Taylor Yard Bike Path Phase I in the amount of \$677,000 and allow the City to spend this money on the design of the new re-scoped project.

ISSUE

In 1993, the MTA awarded itself funding in the Call for Projects in the amount of \$2,184,000 to construct a Los Angeles River Bicycle/Pedestrian Bridge. This was done to insure that the MTA complied with requirements of a 1992 Settlement Agreement concerning the Metrolink Rail Storage & Maintenance Facility in Taylor Yard. This agreement stipulated that MTA would provide a pedestrian connection/bridge over the Los Angeles River. MTA pursued a several alternatives, one of which was to build a bike/pedestrian bridge north of Taylor Yard in conjunction with the Pasadena Gold Line (then the Blue Line) bridge over the Los Angeles River. The Los Angeles River Master Plan Task Force Subcommittee, a multi-jurisdictional

group convened by the County of Los Angeles, considered the MTA's new proposed location and recommended that alternative locations be pursued. The MTA began informal discussions with City of Los Angeles staff regarding transferring the \$2.1 million grant to the City to construct a bridge at an alternative location.

While these discussions were occurring, in 1995, the MTA awarded Call for Projects funding to the City of Los Angeles in the amount of \$677,000 for a Taylor Yard Bike Path (Phase I). The City's proposed Taylor Yard Bike Path (Phase I) was to parallel the east side of the Los Angeles River running 1.8 miles south from the Southern California Regional Rail Authority's (SCRRA) Central Maintenance Facility Access Road towards the southern end of Taylor Yard. (See Attachment A.) Access to this bike path from San Fernando Road would be along the existing SCRRA access road which crosses, at grade, active Union Pacific railroad tracks as it approaches the east side of the Los Angeles River. This access road has an eight-foot wide bikeway along part of its length but not at the railroad track crossing. In February 2000, the PUC indicated that it would not support a public bikeway crossing of the railroad tracks. In addition, the proposed bikeway dead ends at the south end of the Metrolink maintenance yard raising system connectivity and safety problems. Instead of using the Call for Project funding to construct the Taylor Yard Bike Path (Phase I), the City has verbally indicated that it would now like to use the funding for a revised and re-scoped project.

In November 2001, City Council Member Ed Reyes, in consultation with the MTA and City staff, requested that a revised project be agreed upon to meet the MTA's commitment to provide a bridge across the Los Angeles River and to meet the City's desire to provide meaningful bicycle access to Taylor Yard. As shown in Attachment A, these stakeholders agreed in concept on a re-scoped project that is made up of three components: (1) an under crossing at the Union Pacific tracks; (2) a wider/longer bike path along the north side of the SCRRA access road from San Fernando Road to the new under crossing; and (3) a bicycle/pedestrian bridge over the river to connect to the Los Angeles River bike path (on the west side of the river). Cyclists from the east side of Taylor Yard would have a direct bicycle/pedestrian connection from San Fernando Road to the Los Angeles River bike path on the west side of the river. (In the future, the City of Los Angeles also intends to apply for Call for Projects monies to construct a bike path on the east side of the river from the SCRRA access road north to Fletcher Drive. This would provide additional bike access to future proposed commercial and community use of Taylor Yard.)

The City of Los Angeles estimates the total cost of the new re-scoped project to be approximately \$5 million. The two existing Call for Project grants for a Taylor Yard bikeway and pedestrian/bike bridge, plus the City's local match, total \$3 million. This leaves a \$2 million shortfall in funding design and construction of the new, re-scoped expanded project. City of Los Angeles staff has requested that the MTA immediately program the required \$2 million to complete the project funding. MTA staff supports the new project and is willing to reorient the existing grants towards design of the project and reserve the remaining money for future construction. MTA staff is not recommending, however, that the MTA commit an additional \$2 million at this time. MTA staff will work with the City to refine the project cost and identify sources for the approximately \$2 million in additional funding needed including developing an application for the next MTA Call for Projects.

POLICY IMPLICATIONS

The recommended action is consistent with the goals of the bikeway program to provide regional connectivity to major destinations and employment centers and a pedestrian bridge across the Los Angeles River.

ALTERNATIVES CONSIDERED

The Board could choose not to reassign the Call for Projects grant monies to this revised project concept. Staff is not recommending this because it is not likely that either of the past project concepts would be implemented and this would significantly diminish the opportunities for safe access to the east side of the Los Angeles River and access to the Los Angeles River Bike Path on the west side.

The Board could choose to program an additional \$2 million to the revised project concept at this time. Staff is not recommending this because it is outside of MTA’s normal programming processes such as the Call for Projects.

FINANCIAL IMPACT

This action has no impact on the FY ‘02 MTA budget. It involves the transfer and re-scoping of previously awarded grants from the 1993 and 1995 Call for Projects.

DISCUSSION

The available Call funding that was included in the original grants is shown below:

Sponsor	Available Funds	ID #	Yr of Call	Funding
MTA	L. A. River Bike/Ped Bridge at Taylor Yard (Design and construction of bridge)	738	1993	\$2,184,000
City of LA	Taylor Yd Bike Path on DWP Easement (Construction of bike path)	2077	1995	\$677,000
City of LA	City 20% Match to Bike Path project	2077	1995	\$166,000
	Total			\$3,027,000

The cost of the new, re-scoped project (to design and construct the underpass, bridge, and bike path) is as follows:

Expanded Project Components	Estimated Project Cost	Funding Shortfall
45-foot Underpass		
Design	\$181,000	
Construction	\$1,082,000	
Est. Soil Removal and Remediation	\$1,000,000	\$1,720,000
Est. Right-of-Way Costs	\$300,000	
TOTAL	\$2,563,000	

150-foot Bridge Design	\$286,000	[\$183,000]
Construction	\$1,715,000	
TOTAL	\$2,001,000	
1300-foot Bike along SCRRA <u>Maintenance Road</u>	\$78,000	
Path Design	\$104,000	\$493,000
Est. Right-of-Way Costs	\$311,000	
Construction	\$493,000	
TOTAL		
Totals	\$5,057,000	\$2,030,000

NEXT STEPS

MTA staff will revise and execute a Letter of Agreement with the City of Los Angeles based on the Board recommendation and continue to work with the City to address the pedestrian/bikeway access issues in the Taylor Yard Settlement Agreement.

ATTACHMENT

- A. Map of Los Angeles River Proposed Re-scoped Bikeway Improvements at Taylor Yard

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1st COUNCIL DISTRICT
 ED REYES
 COUNCILMAN

LOS ANGELES RIVER/
 TAYLOR YARD BIKEWAY
 UNDERPASS & BRIDGE