

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.5
metro.rtc**PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 17, 2010****MEASURE R PROJECT DELIVERY COMMITTEE
NOVEMBER 18, 2010****SUBJECT: MAINTENANCE FACILITY CONSOLIDATED DEVELOPMENT
STRATEGY FOR METRO GREEN LINE AND RELATED
EXTENSIONS****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

Adopt a consolidated development strategy for maintenance facilities associated with expansions of the Metro Green Line and three new transit extensions – the Crenshaw/LAX Transit Corridor, the South Bay Metro Green Line Extension, and the Metro Green Line Extension to LAX. Attachment A shows the projects map.

ISSUE

Our existing light rail maintenance and storage facilities are reaching capacity and cannot accommodate additional vehicles needed to support new light rail lines. Building new maintenance and storage facilities are a requirement when we plan for each new light rail project. Rail maintenance facilities, no matter their size, all require a common set of elements such as storage, security, yard control, maintenance and service shops, a car wash and cleaning platform. In the past, we have developed one new maintenance facility with each new line.

Board approval of a consolidated development strategy is needed to promote efficiencies in capital development and in operations. The Constrained Element of the 2009 Long Range Transportation Plan (2009) includes three new corridor projects supported by Measure R that potentially connect with the Metro Green Line – Crenshaw/LAX Transit Corridor, South Bay Metro Green Line Extension, and Metro Green Line Extension to LAX. All have new maintenance facility needs that come with their respective expansions in service. Since these three projects and the existing Metro Green Line will all be connected and share trackage in the area near LAX and the western end of the Metro Green Line, all services will need to be scheduled together for service delivery purposes. This operational condition will

allow for a consolidated maintenance facility site serving the four lines, instead of three or four separate maintenance and storage facility sites. The 30/10 Initiative further highlights this opportunity, since under the Initiative, these projects are scheduled to complete construction in less than ten years.

POLICY IMPLICATIONS

The recommended action is consistent with the adopted 2009 LRTP and Measure R. It is also consistent with the 30/10 Initiative which accelerates funding and construction of twelve new transit projects. Additional services will require additional light rail vehicles and more maintenance and storage space.

Approving the recommendations would reduce overall cost and will allow us to operate services more efficiently. If a consolidated maintenance facility could be built and shared, all rail lines that will be served by the facility would experience cost savings compared to a scenario where each line would have to provide a new facility for its own needs.

OPTIONS

The Board of Directors could choose to build a new or expanded maintenance facility for each new rail service. We do not recommend this option as these four projects are closely linked together and building several small facilities will be significantly more expensive than a single larger facility. The total land required to support multiple rail lines will be greater with separate sites. Operating several small facilities rather than a single larger one will result in increased rail operation costs as well as additional administrative and storekeeping burdens.

FINANCIAL IMPACT

The FY 2011 budget contains \$14,058,428 in Cost Center 4330 (South Bay Area Team), Account 50316 (Professional Services) for the environmental clearance/Advanced Conceptual Engineering for the following three projects: Project 465512, Task 02.01 (Crenshaw/LAX Transit Corridor - \$9,908,428), Project 460304, Task 02 (South Bay Metro Green Line - \$2,406,370, and Project 460303, Task 02 (Metro Green Line Extension to LAX - \$1,750,000). An additional \$12,000,000 for the Crenshaw/LAX Transit Corridor's Preliminary Engineering (PE) and necessary pre-construction activities is in Cost Center 8510 (Construction Project Management), Project 865512, Task 2.2.01.01 and Account 50316 (Professional Services). It will be the responsibility of the Executive Director Countywide Planning and Deputy Chief Capital Management Officer to budget expenditures in future years. The identification of maintenance and storage facilities is included in the environmental clearance/PE budget.

Impact to Bus and Rail Operating and Capital Budget

There is no impact to the bus and rail operating and capital budget. The funding for the maintenance facilities is included in the project budget. Measure R designated dollars for these projects. Since funds will come from Transit Capital Funds 35% dollars, no other sources were considered.

DISCUSSION

Maintenance facility requirements are typically explored when capacity is reached at existing facilities and when the planning process is undertaken for new transit lines. The need to address maintenance facility capacity was presented to the Board in a Rail Division Capacity Assessment Report on June 26, 2008. The existing maintenance facility in Hawthorne (Division 22, Attachment B) only has capacity for 39 light rail vehicles. When trains are added to the Metro Green Line to accommodate increased frequency/passenger capacity, the amount of capacity available for the Crenshaw/LAX Transit Corridor, South Bay Metro Green Line Extension and Metro Green Line Extension to LAX will be insufficient. As such, new capacity is required for the operation of any new light rail lines and any post-2020 expansion.

The environmental review processes associated with two of the lines (the Crenshaw/LAX Transit Corridor and the South Bay Metro Green Line Extension) are currently exploring potential maintenance facilities. The Crenshaw/LAX Transit Corridor environmental review process is advanced and is currently in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) phase. The South Bay Metro Green Line Extension is currently in the Draft EIS/EIR phase. The Metro Green Line Extension to LAX will be initiating its environmental process in Spring 2011. To satisfy future needs of the Metro Green Line, a separate effort would be required aside from the three Measure R projects. All of these efforts are described individually below.

Crenshaw/LAX Transit Corridor

Under the Crenshaw/LAX Transit Corridor project, an initial list of 16 potential sites was identified in the areas between Crenshaw/Exposition and the City of Redondo Beach (along the existing Metro Green Line). Based on a set of evaluation criteria (developed in consultation with the public and other agencies), we identified four sites for environmental analysis. In the course of the environmental review, we have eliminated two of those four sites due to land acquisition cost and operational feasibility issues, but we were able to identify two additional sites to carry forward into environmental review. Four sites (two in the LAX area and two near the existing Division 22 in Hawthorne and Redondo Beach, Attachment C) are being thoroughly analyzed and documented in an Environmental Assessment/Revised Draft Environmental Impact Report (EA/Revised DEIR). The EA/Revised DEIR is scheduled to be released for public comment in January 2011, with a public hearing

scheduled during the 45-day comment period. The Board then will select the Locally Preferred Alternative in Winter 2011.

South Bay Metro Green Line Extension

A few sites in the City of Torrance are being analyzed in the Draft EIS/EIR. Currently, whether the line can extend to these yard sites given the project's budget is still being evaluated. The Draft EIS/EIR is scheduled to be released in the Fall 2011.

Metro Green Line Extension to LAX

This Spring, upon Board approval, we will initiate an Alternative Analysis (AA)/Draft EIS/EIR for this line. The draft document will consider all modes of transit. Should light rail be selected, this line would be included in the consolidated facility.

General Metro Green Line Service Adjustments

Any future expansion of service on the Metro Green Line may require additional vehicles and maintenance facility capacity.

NEXT STEPS

We will continue the environmental analysis on the maintenance facility sites for the Crenshaw/LAX Transit Corridor and the South Bay Metro Green Line Extension project, and initiate work on Metro Green Line Extension to LAX. Project budgets for each project will be developed considering this strategy by assigning the shares of the total maintenance facility costs to each project mentioned above based on ultimate needs.

ATTACHMENTS

- A. Projects Map (Crenshaw, South Bay Metro Green Line Extension, Metro Green Line to LAX, and existing Metro Green Line)
- B. Map of Division 22
- C. Crenshaw/LAX Transit Corridor Maintenance Facility sites

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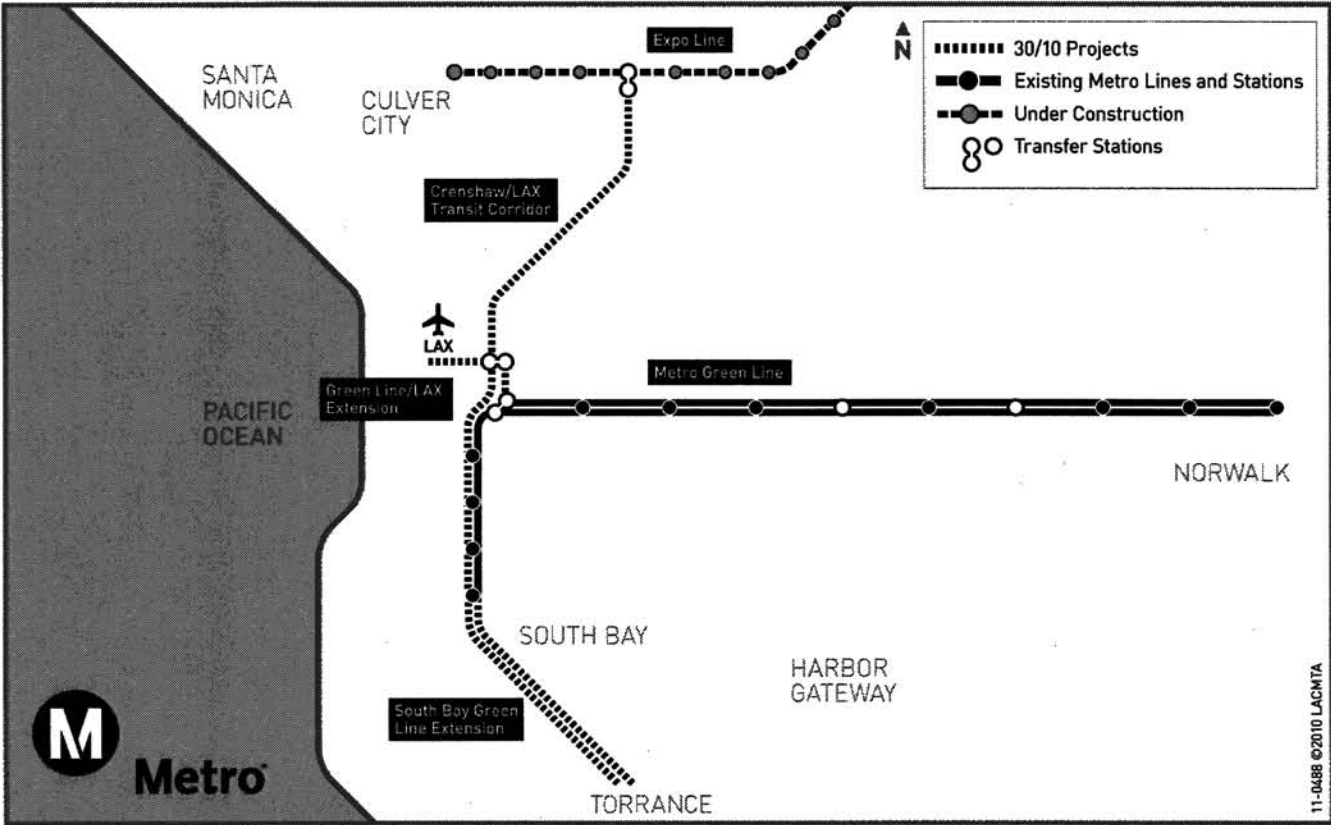


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Projects Map



ATTACHMENT B
Division 22 Map



Crenshaw/LAX Transit Corridor Maintenance Facility Sites

