



Metro

METRO RED/PURPLE LINE ● ●

DIVISION 20 IMPROVEMENT PROJECTS

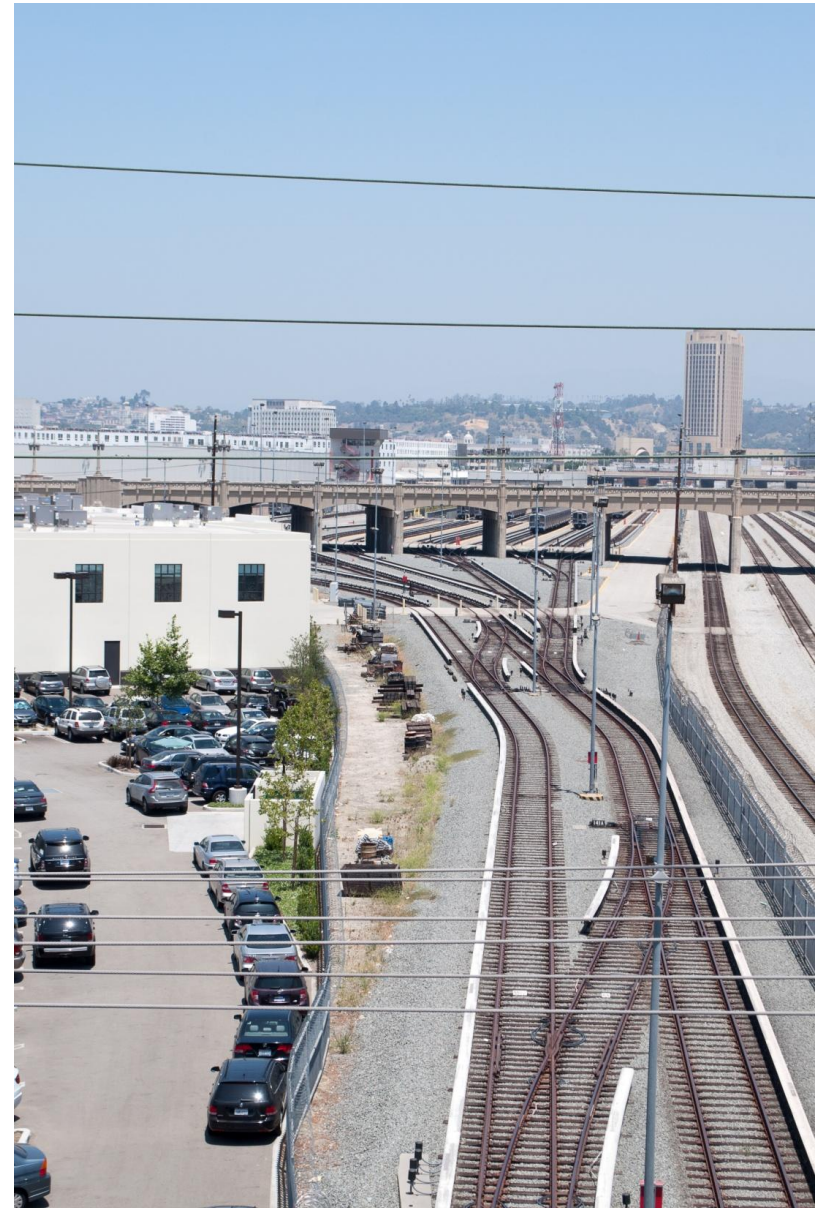
Item 19- Downtown Arts District Connectivity

January 26, 2017 Board Motion

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

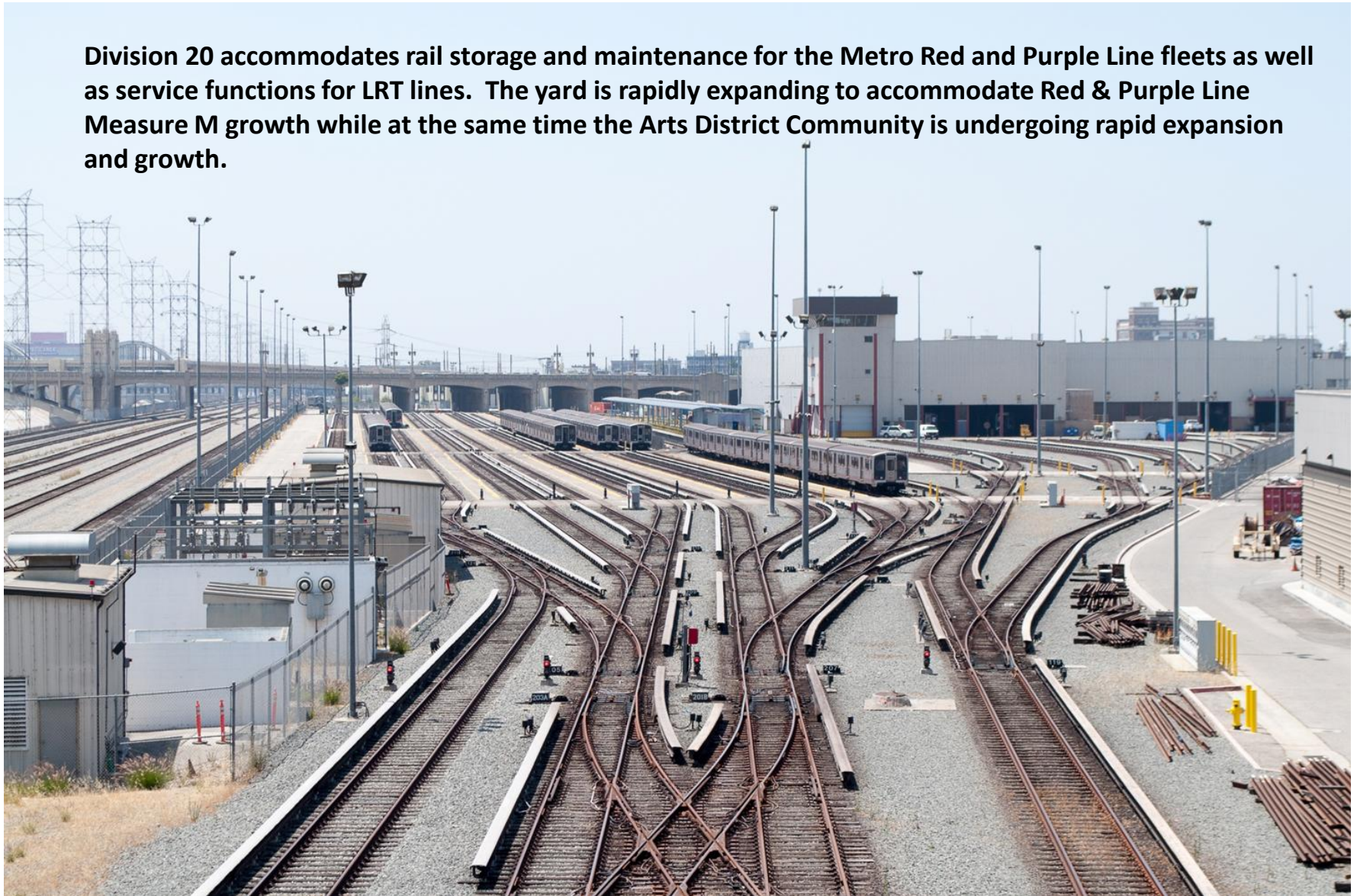
“Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to offset the costs of new stations in the Arts District.”

View North from 6th Street



Metro Division 20 Red & Purple Line Railyard

Division 20 accommodates rail storage and maintenance for the Metro Red and Purple Line fleets as well as service functions for LRT lines. The yard is rapidly expanding to accommodate Red & Purple Line Measure M growth while at the same time the Arts District Community is undergoing rapid expansion and growth.



Current Metro Project Needs in Division 20

-Needed to Support Service Levels Today

Maintenance of Way/Non-Revenue Vehicle Facility (MOW/NRV)

- Under construction for completion in 2018
- Funded by Metro Purple Line Section 1 Project

Emergency Security Operations Center (ESOC)

- New central location for Metro Security Operations, radio dispatch and emergency coordination
- Final design being completed in 2017
- Funded in part by \$112.7 million Prop 1B Grant

Current Metro Project Needs in Division 20

-Needed for Service Expansion

Portal & Turnback Improvements

- Essential for Red/Purple Line Service Expansion
- Board approved environmental document and funding for design in March 2017
- Partially funded by \$69.2 million Cap & Trade Grant

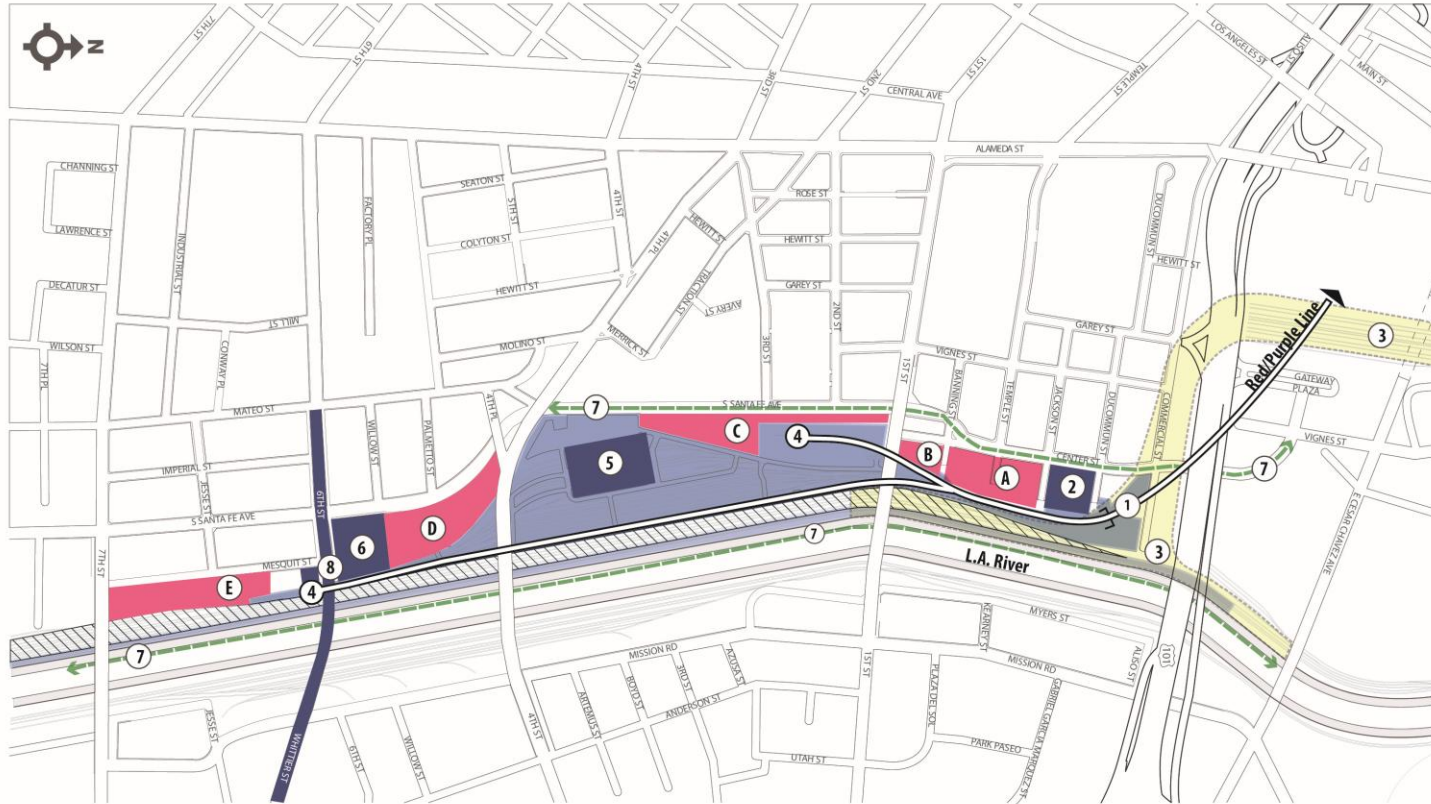
Storage & Test Tracks

- Increased rail fleet and storage required for Section 2 and 3 of Purple Line
- Measure M acceleration of Purple Line Extension Segment 3 from 2036 to 2024 has advanced deadlines for identifying additional capacity requirements

Arts District Station

- Designed for Purple /Red Line South Extension in the future

Proposed Division 20 Railyard Improvements



LEGEND

- Metro ROW
- BNSF ROW
- Link US/ HSR
- Active Transport



Transportation Facilities & Improvements

- ① Widened Heavy Rail Portal Tunnel
- ② Emergency Security Operations Center
- ③ Link US/ High Speed Rail Coordination
- ④ Potential Station
- ⑤ Division 20 Maintenance Facility
- ⑥ Maintenance of Way/ Non-Revenue Vehicle Repair Building
- ⑦ Active Transportation Corridor
- ⑧ 6th Street Viaduct / River Portal
- ⑨ West Santa Ana Transit Corridor (Not Shown, Alignment TBD)
- ⑩ Heavy Rail Car Storage & Test Track Maintenance of Way/ Non-Revenue Vehicle Repair Building (Not Shown, Additional ROW Needed)

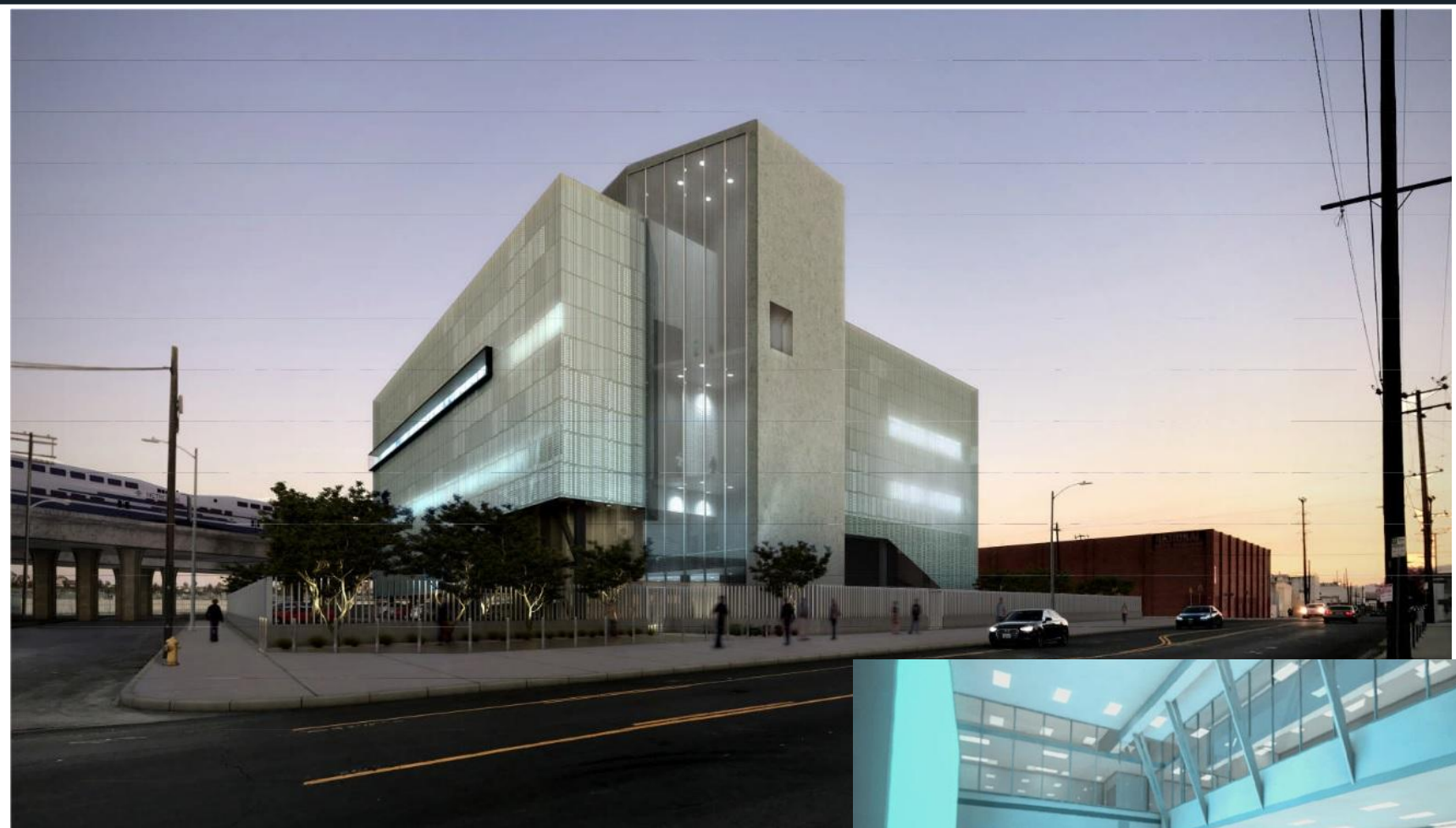
Private Developments/Properties

- Ⓐ Atlas Properties
- Ⓑ Pickle Works (City-Owned)
- Ⓒ One Santa Fe
- Ⓓ Lucky Brand
- Ⓔ 670 Mesquit

Maintenance of Way/Non-Revenue Vehicle Building



Emergency Security Operations Center



Other Planning Projects Adjacent to Division 20

Link Union Station/High Speed Rail

- Converts Union Station from a “single-ended terminal to a through terminal” for Metrolink, Amtrak and potential High Speed Rail
- Preliminary design, engineering and environmental clearance underway with EIS/EIR reviews in 2017

West Santa Ana Branch LRT Corridor

- Scoping for Draft Environmental to commence in April 2017
- Possible alignments in the Arts District or along Alameda

Active Transportation

- LA River Bikepath environmental to commence in mid-2017
- Eastside Access Improvement Project 30% design completed

City of LA 6th Street Viaduct & Park

- Bridge under construction for completion in 2020
- 12-acre 6th Street Park, Arts, River and Connectivity Improvements being developed under and adjacent to bridge with connections to LA River and the Arts District

Challenges & Opportunities

Limited Space

- Not enough land space currently within Metro's Division 20 footprint to accommodate current and expanded service needs
- Car storage is paramount – no cars, no service
- Only one new station location serving the Arts District can potentially “fit”
- Need to assess ROW options to meet full range of needs – can't “piecemeal”

Challenges & Opportunities

Timing

- Acceleration of Section 3 opening date from 2036 to 2024 has likewise accelerated key decisions
- FTA Full Funding Grant Agreement timing and provisions are drivers
- Need to coordinate infrastructure planning and delivery decisions with Arts District land use development decisions in the vicinity of Division 20

Challenges & Opportunities

Funding

- Funding all elements of Division 20 improvements is essential
- Some funding has been programmed but not all, and timing may need to be adjusted
- Arts District station provides key opportunity for private sector funding partnership, but coordination is key

Next Steps

1. Prepare Integrated Space Plan *(Summer/Fall 2017)*
2. Identify Real Estate/ROW Needs *(Fall 2017)*
3. Long Range Transportation Plan *(2017-2018)*
4. Funding & Implementation *(Now and Beyond)*