

**Metro**Los Angeles County
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Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**PLANNING AND PROGRAMMING COMMITTEE
MARCH 18, 2015****SUBJECT: EXTENDING RED/PURPLE LINE REVENUE SERVICE TO EAST SIDE
OF DOWNTOWN LOS ANGELES/ARTS DISTRICT****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this report on the status of extending Metro Red/Purple Line service from the current terminus at Union Station to the eastern edge of Downtown Los Angeles along the west bank of the Los Angeles River to provide service to the expanding Arts District community.

ISSUE

On February 25, 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 the Metro Heavy Rail Maintenance Yard (Division 20) along an existing track spur that extends south to 6th Street. On June 16, 2010, the Board received a report on the preliminary feasibility and cost of extending revenue service to the area which identified the need for continued study of conceptual plans for potential passenger revenue stations in coordination with on-going planning for the Purple Line Extension (PLE) Project.

In response to a growing number of planned transportation projects and facilities in and around Division 20, a cross-departmental coordination study began in April 2014 to develop an integrated plan that accommodates the various projects, including the expansion of passenger rail service along this corridor. The purpose of the report is to provide an update on the status of this study and to identify key next steps.

DISCUSSION

In addition to potential revenue stations, accommodating expanded operations from the PLE Project and overall long-term growth of heavy rail service requires a number of modifications at Division 20 including: building a new Consolidated Maintenance of

Way/Non-Revenue Vehicle Facility (MOW/NRV); increasing rail car storage capacity for an additional 100 vehicles; accommodating a dedicated Test Track; and implementing various other yard and maintenance facility modifications. There is a scarcity of available land in this corridor to accommodate the growing rail facility needs.

Specifically, the Division 20 property has very restricted right-of-way at both ends—the northern end from the heavy rail portal near Ducommun Street south to 1st Street, and the southern end from 4th Street to south of 6th Street (see Attachment A - Location Map). Furthermore, Division 20 is constrained by BNSF railroad right-of way and the Los Angeles River to the east, and private properties to the west.

Planning for this area also requires consideration of the Southern California Regional Interconnector Project (SCRIP), High Speed Rail (HSR), and West Santa Ana Branch Transit Corridor project, three major rail initiatives with proposed alignments south of Union Station and through this corridor. Additionally, planned public investments in the immediate vicinity including the 6th Street Viaduct Replacement Project, Los Angeles River revitalization efforts, and various active transportation and streetscape initiatives must be taken into consideration, as well as the accelerating private sector development activity in the surrounding Arts District community.

The purpose of the on-going coordination study is to comprehensively examine all of the planned transportation projects and other investments in the area in order to develop an integrated plan for Metro investments that meets the programmatic, spatial and operational needs of each of the projects while optimizing utilization of limited land area. While the coordination study is expected to conclude in the spring of 2015, two near-term critical path items are emerging as necessary to support PLE operations and preserve options for long-term expansion of heavy rail service along this corridor: 1) development of a turn-back facility/revenue station; and 2) modifications to the existing heavy rail tunnel portal.

Turn-back Facility/Revenue Station

The PLE Project, which will add seven new stations west of the current terminus at Wilshire/Western, is required to support two-minute headways through Union Station (four minute service on each branch of the Red/Purple Lines) by 2024 per the Project's Full Funding Grant Agreement. Currently, Red/Purple Line trains "turn-back" at Union Station, reversing direction from east to west. The minimum headway that can be achieved at Union Station is approximately four minute service (or seven and one-half minutes on the branches).

To support increased service levels on the Red/Purple Lines and satisfy the required headways, it has been concluded that a turn-back facility consisting of three tracks and two platforms must be constructed within the Division 20 yard. Furthermore, in order to keep trains moving through Union Station, it is necessary to continue passenger revenue service through to the turn-back facility at which point trains can be cleared and sent back into service. Designing the turn-back facility to also serve as an at-grade revenue station is a cost-effective method for expanding rail service to the eastern edge of Downtown Los Angeles and the burgeoning Arts District.

Portal

Currently, non-revenue Red/Purple Line trains proceed underground south of Union Station and portal just south of the 101 Freeway before entering a complex set of switches in the main yard. To increase train speeds and reliability of operations in support of future passenger stations and revenue service, the existing tunnel portal must be widened and tracks reconfigured. Specifically, widening the portal in both directions is necessary to service the proposed turn-back facility/revenue station and preserve options for continued revenue service to 6th Street and potentially further points south. It is critical that any modifications to the portal be made in the near-term, prior to increased service levels on the Red/Purple Line which would result in operational challenges during construction.

NEXT STEPS

The coordination study is scheduled to be completed in the spring of 2015 and will result in an integrated plan for the area and a roadmap for future implementation including options for two new passenger revenue stations. At that time, recommendations for necessary additional coordination and planning steps including environmental clearance and design of the near-term physical improvements will be made.

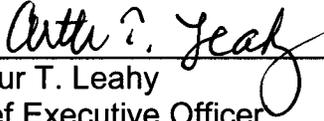
ATTACHMENTS

A. Location Map

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LOCATION MAP

