



Metro Blue Line Improvements & Project Update



Metro

February 9, 2018

MBL Operational Improvements - External

- **Metro & LADOT coordination to identify traffic signal and intersection treatments aimed at increasing speed through DTLA**
 - **Engaged a traffic engineering consultant to model scenarios for signal timing and cross traffic restrictions that will identify potential rail time improvements along with impacts to traffic, bike and pedestrian movements**
- **Metro & City of Long Beach coordination for traffic signal synchronization improvements**
- **Metro & multiagency law enforcement partnerships to increase security presence, prevent crimes and improve response times resulting in fewer rail incidents and delays**

MBL Operational Improvements - Internal

- **Adjusted schedules and operations at 7th/Metro terminal during peak times resulting shorter headways and up to a 2.5 minute travel improvement**
- **Split Platform Operation for Expo at Track 1 and Blue Line at Track 2 to increase efficiency on both lines**
- **Installed a swing gate at Flower and 18th Street to prevent illegal left turns to the I-10 onramp and vehicles from turning in front of trains**
- **Continuing efforts to standardize the curve at Washington/Flower Wye**

MBL Capital Improvements & State of Good Repair Projects - Purpose



Ensures the transit system is safe and in good working condition



Enhance bus and rail service; and improve system connectivity



Reduce pollution, generate local economic benefits, and creates approximately 3,227 jobs



Metro has committed \$1.2 billion to upgrade the Blue Line which includes system upgrades, station improvements, safety enhancements, and new rail cars



More convenient and safer station access from the Willowbrook neighboring communities



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FY19 - FY20 Metro Blue Line Investment: \$300 million

MBL Capital Improvements & State of Good Repair Projects - Scope

- Demolition/reconstruction of Willowbrook/Rosa Parks Station
- Interlocking Installation and Maintenance
- Overhead Catenary System (OCS) Refurbishment
- Signal System Upgrades
- 7th Metro Crossovers
- Washington/Flower Junction Upgrade
- Turnout replacements at the Yard
- Access/Interlocking and Imperial Pocket/Interlocking
- Platform Track Intrusion Detection
- Right Of Way & Running Rail Refurbishment
- Embedded street rail replacement in downtown Long Beach
- Traction Power System Upgrades
- TC Batteries Replacement
- Duct bank Replacement (south of Del Amo along LA River for approx. 1 mile)
- ETEL/PTEL Replacements
- Fasteners and Fall Protections at Fasteners and Fall Protections at Rosecrans Underpass, LA River Bridge, Slauson and Firestone Aerial Portions
- Fiber Upgrades (from the Duct bank Replacement and South)
- Fire Alarm Panels Replacements
- Station Rehabilitation & Corrosion Protections

Willowbrook/Rosa Parks Station Improvement Project

- Provide significant upgrades to this busy station, expanding its multi-modal capacity and role as a quality community resource and ushering it into a new era of Metro Rail
- Project goals include:
 - Enhanced safety & security
 - Improve connections to the surrounding community
 - Expand station capacity
 - Streamline rail and bus transfers



MBL Equipment and Vehicle Upgrades

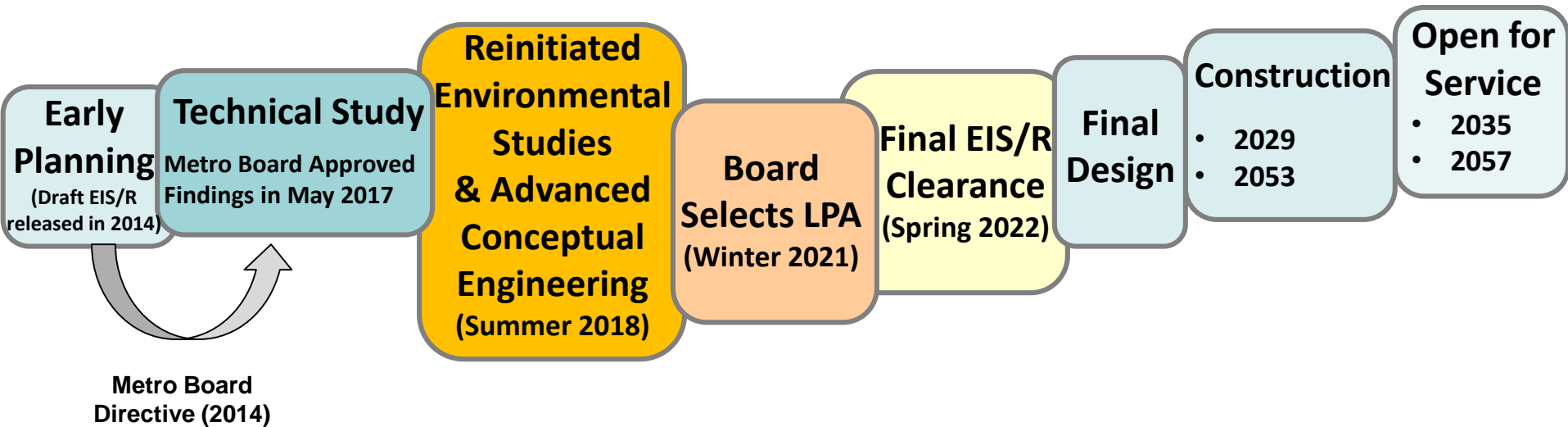
Rail Car	Number of Vehicles	Overhaul	Modernize	Fleet Age
NipponSharyo P865	54	–	–	Over 25 years
NipponSharyo P2020	15	On-going	–	Over 19 years
Siemens P2000 (Blue Line ATP)	23	On-going	Starting	Over 15 Years
KinkiSharyo P3010	21	To be Scheduled	By 2030 ±	0-2 Years
Total	90			

Eastside Transit Corridor Phase 2 Project

Gateway Transportation Summit – February 9, 2018



Phases of Project Development

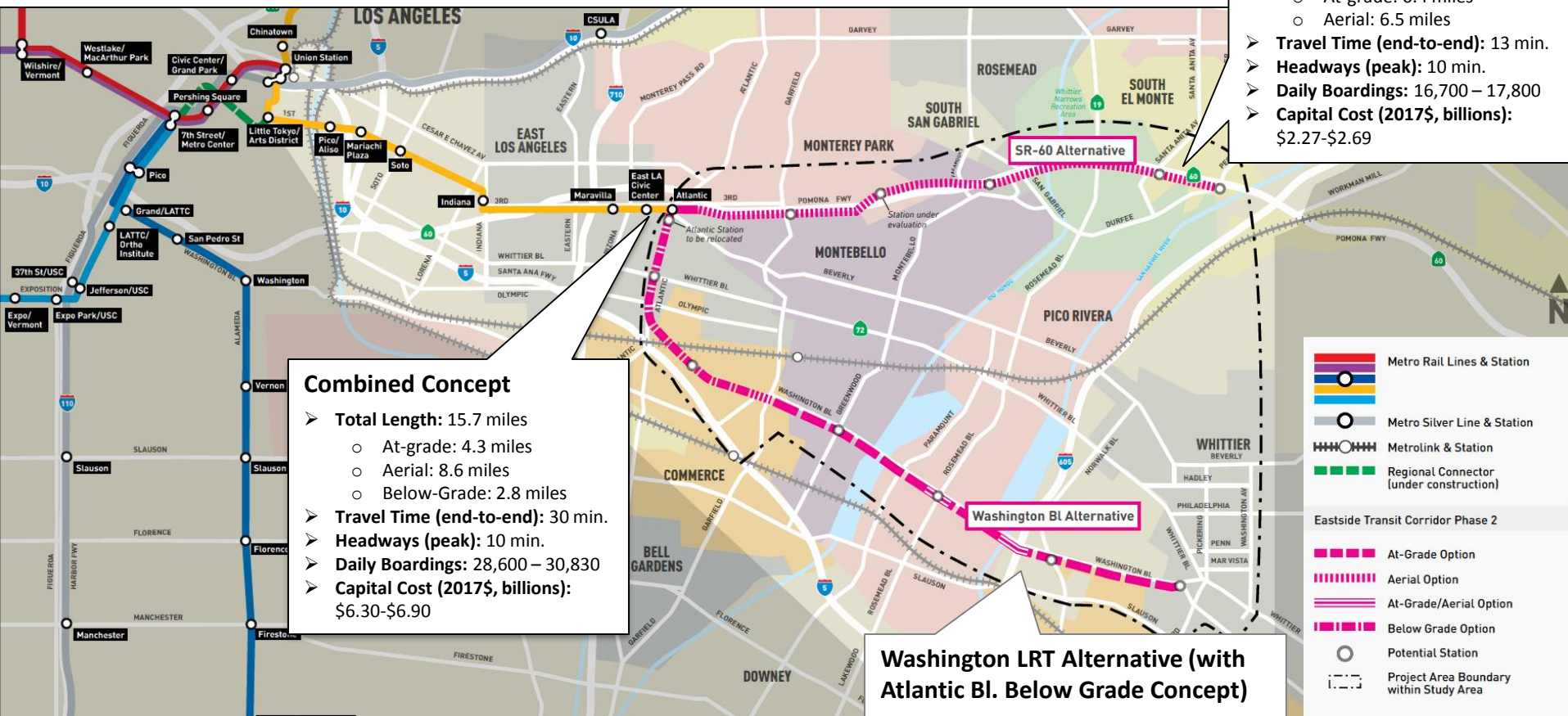


Ongoing Public Participation

May 2017 Board Action

- **Metro Board received Technical Study findings and APPROVED an updated Project Definition for Environmental Clearance, including three (3) alternatives:**
 - ✓ SR 60 North Side Design Variation LRT Alternative
 - ✓ Washington Boulevard Alternative with Atlantic Below Grade Option
 - ✓ Combined Alternative with both SR 60 and Washington Boulevard via Atlantic Segments

Project Alignment/Route



Project Funding

- **State and Local (Measure R and Measure M) identifies \$6.0 Billion in funding:**
 - ✓ Cycle 1: \$3.0 Billion in Year 2029
 - ✓ Cycle 2: \$3.0 Billion in Year 2053
- **Metro Board Motion (May 25, 2017):**

“Upon completion of the revised environmental document, Metro also report back on options to comply with the projected groundbreaking dates, and potential opportunities for accelerating both alignments.”
- **Metro Board Motion (January 25, 2018):**

Eastside Phase 2 in its Twenty-Eight by ‘28 “aspirational” project schedule.

Selection of Locally Preferred Alternative

- Metro will review analysis, findings and public input received
- Make a Locally Preferred Alternative (LPA) recommendation to the Metro Board of Directors based on a number of considerations:
 - ✓ Community/stakeholder input and support
 - ✓ Environmental and technical considerations (potential impacts, benefits and feasibility)
 - ✓ Available funding and project delivery methods
 - ✓ Ability to achieve goals and policies
- Metro Board may:
 - ✓ Accept staff recommended LPA and initiate the Final EIR/EIS phase
 - ✓ Modify the LPA
 - ✓ Reject the LPA and direct staff to conduct further studies

Next Steps

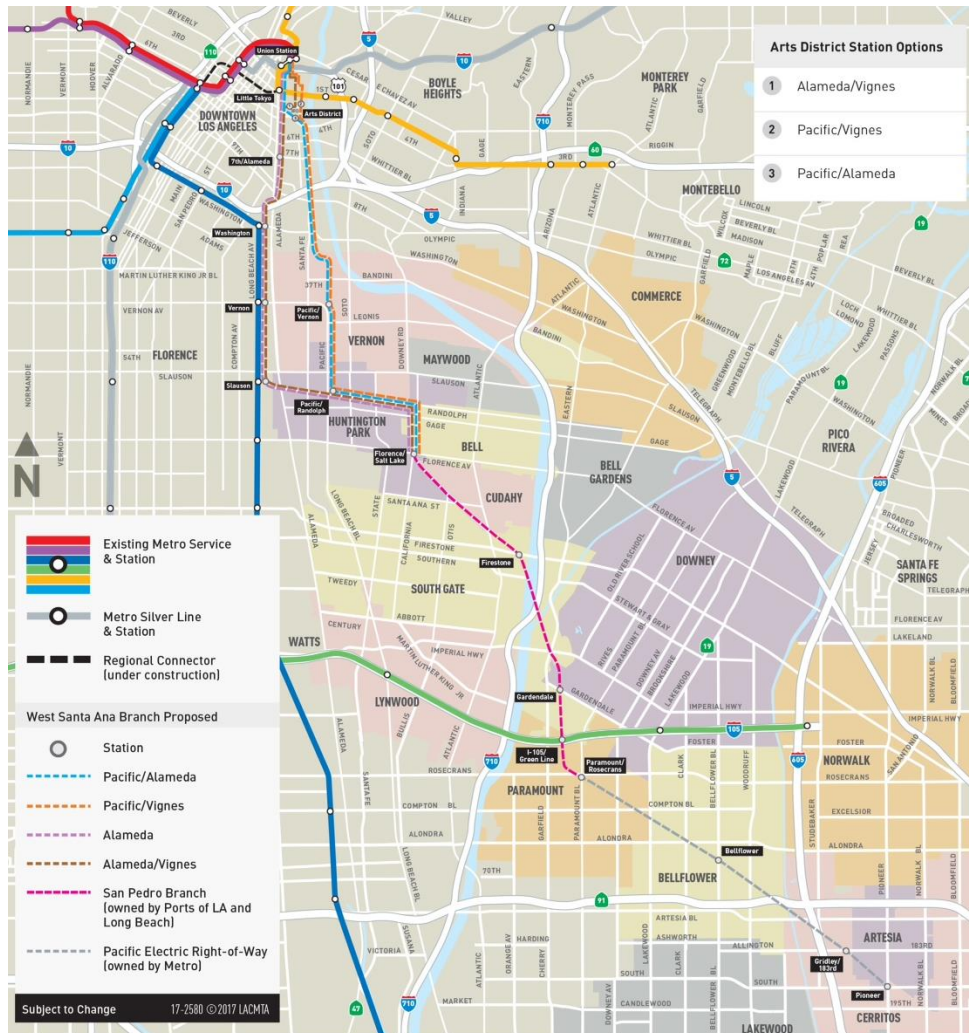
- **Summer 2018-** Award contracts for environmental, engineering and outreach work
- **Summer 2018-**
 - Reinitiation of Draft EIS/R
 - Community meetings

West Santa Ana Branch Transit Corridor

Gateway Cities Council of Government Transportation Summit – February 9, 2018

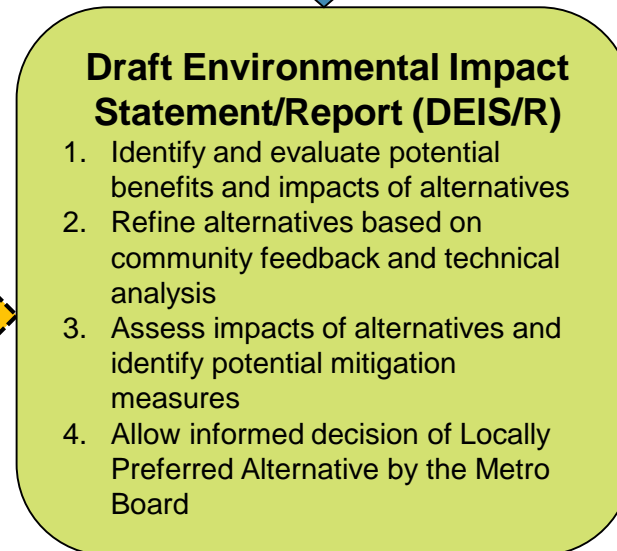
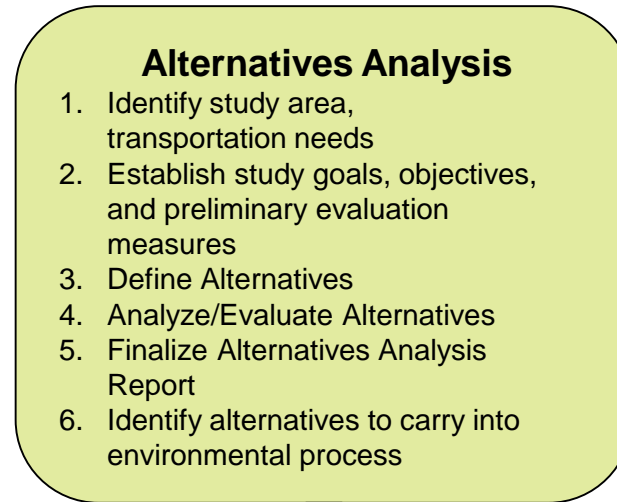


Project Goals



- Provide mobility improvements
- Support local and regional land use plans and policies
- Minimize environmental impacts
- Ensure cost effectiveness and financial feasibility
- Promote equity

Early Project Development Process



Public Involvement

Project Change Triggers

- Public comment
- Technical evaluation

Examples:

- Regional Connector
- Eastside Phase 2
- Crenshaw / LAX Transit Corridor
- Purple Line Extension

Public Scoping Comment Period - Summary

- > **Total comments received: 1,122**
- > **Submitted at Public Scoping Meetings: 80**
 - > Written: 35
 - > Oral: 45
- > **Comments submitted outside of Public Scoping Meetings: 1,042**
 - > Agencies: 15
 - > Cities: 10
 - > Elected Offices: 3
 - > Stakeholder Organization: 21
 - > Interested Parties: 990



Northern Alignments Concerns/Constraints

Little Tokyo

- Opposition to visual impacts of elevated alignment on Alameda Street
- Cumulative disruptions due to construction of multiple Metro projects

Arts District

- Opposition to at-grade or aerial alignment on Alameda Street

Industrial District

- Opposition to at-grade or aerial alignment on Alameda Street

High Speed Rail, Metrolink, Federal Railroad Administration

- Preference for alternatives that do not limit existing or planned capacity at Union Station for regional rail services

Re-scoping Northern Alignment Options

- Re-scoping and public meetings needed for expanded northern study options
 - FTA guidance
 - CEQA compliance



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Environmental Scoping Alternatives

Northern Alignment Considerations

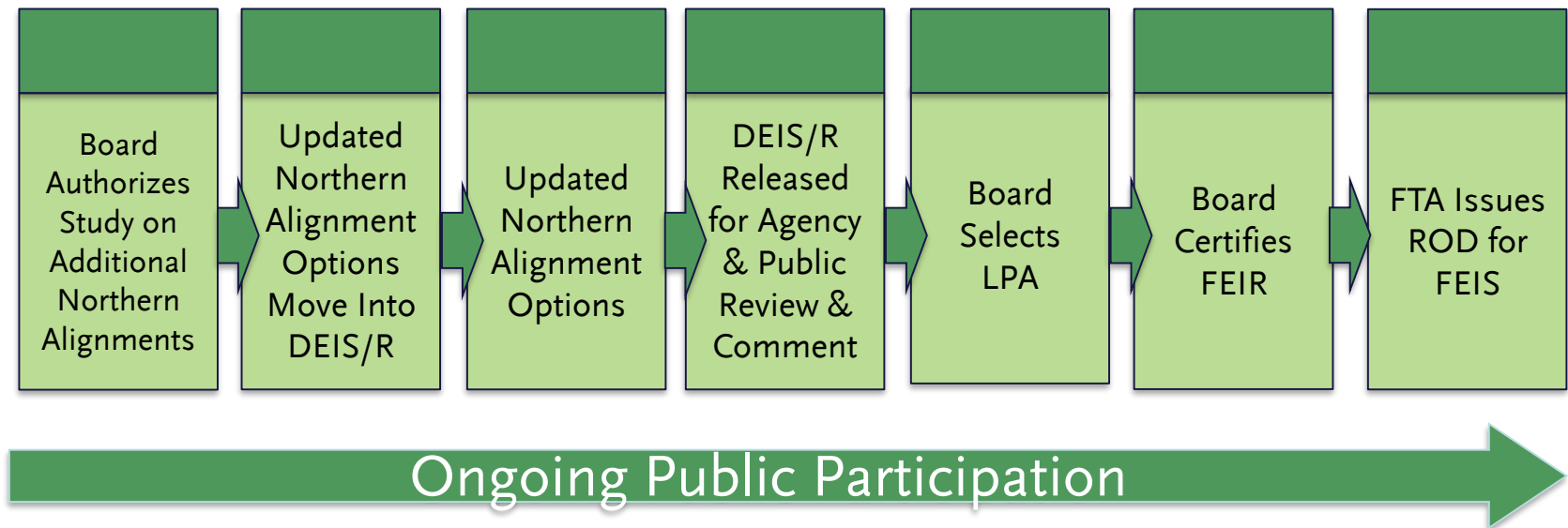
- Links southeast LA County communities to DTLA employment and cultural center
- Connections to Metro Rail and Regional Rail networks
- Ridership, travel time and customer experience
- Minimize impacts to existing neighborhoods
- Project feasibility, budget and schedule considerations





Proposed New Alignments for Refined Analysis

Updated Environmental Planning Process



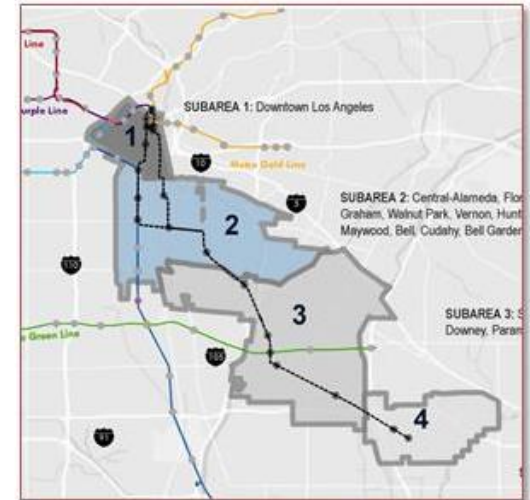
Transit-Oriented Communities (TOC)

Corridor TOC Goals:

- Prepare a vision for TOC along the corridor
- Develop TOC implementation strategy
 - Land use planning
 - Economic development strategy
 - Active Transportation Plan

Next Steps:

- Complete the study by end of 2018
- Identify \$5 million in funding to carry out the implementation strategy



Public-Private Partnership (P3)

P3 is being explored as a potential project delivery method.
Staff is developing a procurement strategy for a P3 Contractor.

Next Steps:

- Financial Advisor on-board – March 2018
- Market Sounding – Spring 2018
- Board P3 Workshop – Winter 2019
- Release P3 RFQ – Spring 2019

Next Steps

- **January – February:** Conduct Board staff and stakeholder briefings
- **February:** Board action to add new northern alignment alternatives
- **February – May:** Conduct an updated screening evaluation process for the revised northern alignment options
- **Late spring:** Board action on updated northern alignment options and community meetings