



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2018-0360, **File Type:** Project

Agenda Number: 25.

PLANNING AND PROGRAMMING COMMITTEE JUNE 20, 2018

SUBJECT: ARTS DISTRICT/6TH STREET STATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to enter into a funding agreement with the City of Los Angeles to undertake pre-design activities, prepare an Environmental Impact Report (EIR) and conduct public engagement for a potential Arts District/6th Street Station for an amount of \$500,000.

ISSUE

On May 15, 2018, the Los Angeles City Council Transportation Committee approved a motion (Attachment A) to authorize the transfer of \$500,000 to Metro for “project expenditures associated with the environmental clearance and pre-design activities of the Arts District/6th Street Metro Station”. A vicinity map of the Arts District/6th Street Station is in Attachment B. Final action on the City’s proposed appropriation is tentatively scheduled for June 19 or 20, 2018.

To receive and administer these funds, Metro will need to enter into a funding agreement with City of Los Angeles prior to initiating pre-design study, the Environmental Impact Report (EIR) and public engagement. Metro will be the lead agency, pursuant to the California Environmental Quality Act (CEQA). All costs, including additional costs, will be the responsibility of the City of Los Angeles. These additional costs may include, but are not limited to, advanced engineering design, additional work on technical studies, and responses to comments on the Draft EIR and public engagement direct costs.

The Arts District/6th Street Station is not in the financially constrained Long Range Transportation Plan. Conducting this work does not commit Metro to funding and delivering the Arts District/6th Street Station and extension of heavy rail transit to it.

BACKGROUND

In January 2017 the Metro Board passed a motion directing staff to “initiate a holistic assessment of Metro’s long-term needs at Division 20 and accommodation of future Arts District station access” (Attachment C). In May 2017, this assessment was presented to the Metro Board, including

a preferred location for a potential new heavy rail station serving the Arts District to be located at 6th Street instead of an alternative site at 3rd Street. A Draft EIR was then prepared for the Division 20 Portal Widening and Expansion Project and public hearings were held in March/April 2018. Design of the Division 20 Portal Widening and Turnback Facility Project has completed Preliminary (30%) Design and is now nearing completion of 60% design. The design is following the direction to not preclude a future Arts District/6th Street Metro Station. Metro is now preparing the Final EIR for the Division 20 project.

The West Santa Ana Branch Updated Northern Alignment Options Screening Report considered an option for Light Rail Transit to connect to Heavy Rail Transit at a potential Arts District/6th Street. However, on May 24, 2018, the Metro Board did not carry forward that alternative as part of the West Santa Ana Branch project. As a result, the potential Arts District/6th Street Station can be studied and reviewed as a separate project since it has independent utility.

DISCUSSION

The funding agreement with the City of Los Angeles will cover an environmental report, and the development of a station design including related tracks and platforms, vertical circulation elements and linkages to adjacent private development and the 6th Street Bridge and Arts Park. Any right-of-way requirements that could involve property owners or railroad operators (BNSF, Amtrak and Metrolink) will be identified. Very close development coordination will also be required between the Arts District/6th Street Station and Metro's Maintenance of Way Building, which is currently under construction. Coordination with the LA River Bike Path Gap Closure project, a recently awarded contract, as well as the California High Speed Rail Authority will also be needed. The Federal Transit Administration will also be consulted.

The Arts District/6th Street Station and heavy rail extension to it are not currently included in Metro's adopted Long Range Transportation Plan (LRTP) or unconstrained project list. Metro has submitted this project for inclusion in the Southern California Association of Government's Regional Transportation Plan (RTP) Strategic Project list (fiscally unconstrained/unfunded), pursuant to prior Board action, and it is currently awaiting approval.

The City of Los Angeles' proposed Downtown Los Angeles Community Plan Updates (DTLA 2040; <https://www.dtl2040.org/>) clearly envisions a transit-oriented community within the Arts District and adjacent areas, along with existing land use patterns. The City's new 6th Street viaduct, which is presently being constructed, is designed to improve the connection by pedestrians, bicyclists, buses and automobiles from communities to the east to downtown-including the Arts District- which enhances access to opportunity by communities that were significantly constrained when the freeway network was built decades ago.

The confluence of changing land use patterns and mobility opportunities suggests there is merit in studying this potential project. By doing so, Metro's many public and private partners will have a clearer, conceptual understanding of what the project would be, its timeline and the cost. Metro's recently-adopted Equity Platform Framework will guide the process for studying and evaluating a potential Arts District/6th Street Station.

DETERMINATION OF SAFETY IMPACT

There is no impact to the safety of our customers and/or employees because this is an authorization to conduct administrative and study work.

FINANCIAL IMPACT

Impact to Budget

This funding agreement does not create direct costs to Metro and does not require amendments to the adopted budget.

ALTERNATIVES CONSIDERED

The Board could decline to authorize the CEO to enter into a funding agreement for this potential station and not authorize staff to conduct the associated work. Pre-design activities, preparation of an EIR and public engagement is consistent with Board directives to not-preclude a future Arts District/6th Street Station and to design improvements in Division 20 that will accommodate such a station at the Arts District/6th Street location. Funding by the City of Los Angeles enables Metro to evaluate a potential project-without committing to it-when the resources would not otherwise be available to do so.

.Next_Steps **NEXT STEPS**

Upon Board approval, staff will work with the City of Los Angeles to execute a funding agreement and will initiate the procurement of consultant services to prepare the EIR, pre-design services and community outreach.

ATTACHMENTS

Attachment A - Los Angeles City Council Transportation Committee Motion, May 15, 2018

Attachment B - Arts District/6th Street Station Vicinity Map

Attachment C - Metro Board Motion, January 2017

Prepared by: Meghna Khanna, Senior Manager (213) 922-3931
David Mieger, Executive Officer (213) 922-3040
Manjeet Ranu, Senior Executive Officer (213) 418-3157
Laurie Lombardi, Senior Executive Officer (213) 418-3251

Reviewed by: Therese McMillan, Chief Planning Officer (213) 922-7077
Rick Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

MOTION

BUDGET & FINANCE

With the construction of the new 6th Street Bridge, the Arts District in Downtown Los Angeles has seen immense growth. What was once an industrial neighborhood has become a vibrant walking and biking community with new businesses and residential properties. While the growth is welcome, the neighborhood was not designed to be pedestrian or bicycle friendly.

The Bureau of Engineering is also constructing the new \$482 million dollar 6th Street Viaduct Replacement Project between Boyle Heights and the Arts District. Under the new viaduct, the \$28 million 6th Street Park, Arts, River, and Connectivity (PARC) Improvements Project will be constructed. The PARC will be comprised of a 12 acre park underneath the viaduct that will include amenities such as an Arts Plaza, dog park, athletic facilities, and connections to the future LA River Bike Path. Moreover, the City also received \$25 million dollars in grant funding to make first/last mile improvements between the new viaduct and the surrounding communities.

As a result of an increase in developments, new recreational facilities, and improved bicycle and pedestrian facilities, the neighborhood is in need of a mass transit portal in order to get people to and from the Arts District. In response to this demand, the Los Angeles County Metropolitan Transportation Authority (Metro) Board approved a motion (Garcetti – Solis – Bonin - Dupont-Walker) in 2017 that instructed Metro staff to design the proposed Division 20 Portal Widening and Turnback Facility Project in a manner that would not preclude a future 6th Street/Arts District Metro Station. Metro has proceeded to redesign their project in a way to ensure that a future station can be constructed as easily as possible.

Moving the station forward requires the initiation of environmental clearance and pre-design activities. Metro has committed to initiating the environmental clearance process as soon as funding has been secured by the Department of Transportation. The plan is to use future traffic mitigation and development fees in the Arts District, however, funding is needed immediately to begin the environmental process. Once this process is completed, it is expected that Metro and the City will seek outside funds for the construction of the station.

I THEREFORE MOVE that the Council AUTHORIZE the Controller to transfer \$500,000 from Proposition A Fund 385, Department 94 Account 94P399 "Reserve for Future Transit Service" to a new account entitled "6th Street/Arts District Metro Station" and use the funds to reimburse Metro upon review and approval of project expenditures associated with the environmental clearance and pre-design activities of the 6th Street/Arts District Metro Station; and

I FURTHER MOVE that the Council INSTRUCT the Department of Transportation to deposit \$500,000 in future Arts District traffic mitigation and development fees into the Proposition A Fund 385 Account 94P399 "Reserve for Future Transit Service" to offset the costs related to the environmental clearance and pre-design of the proposed 6th Street/Arts District Metro Station; and

I FURTHER MOVE that the Council AUTHORIZE the Department of Transportation and the City Attorney, to negotiate a Memorandum of Understanding (MOU) with the Los Angeles County Metropolitan Transportation Authority (Metro) to fund environmental clearance and design costs related to the 6th Street/Arts District Metro Station, and present the draft MOU to the Council for approval.

PRESENTED BY:

JOSE HUIZAR

Councilmember, 14th District

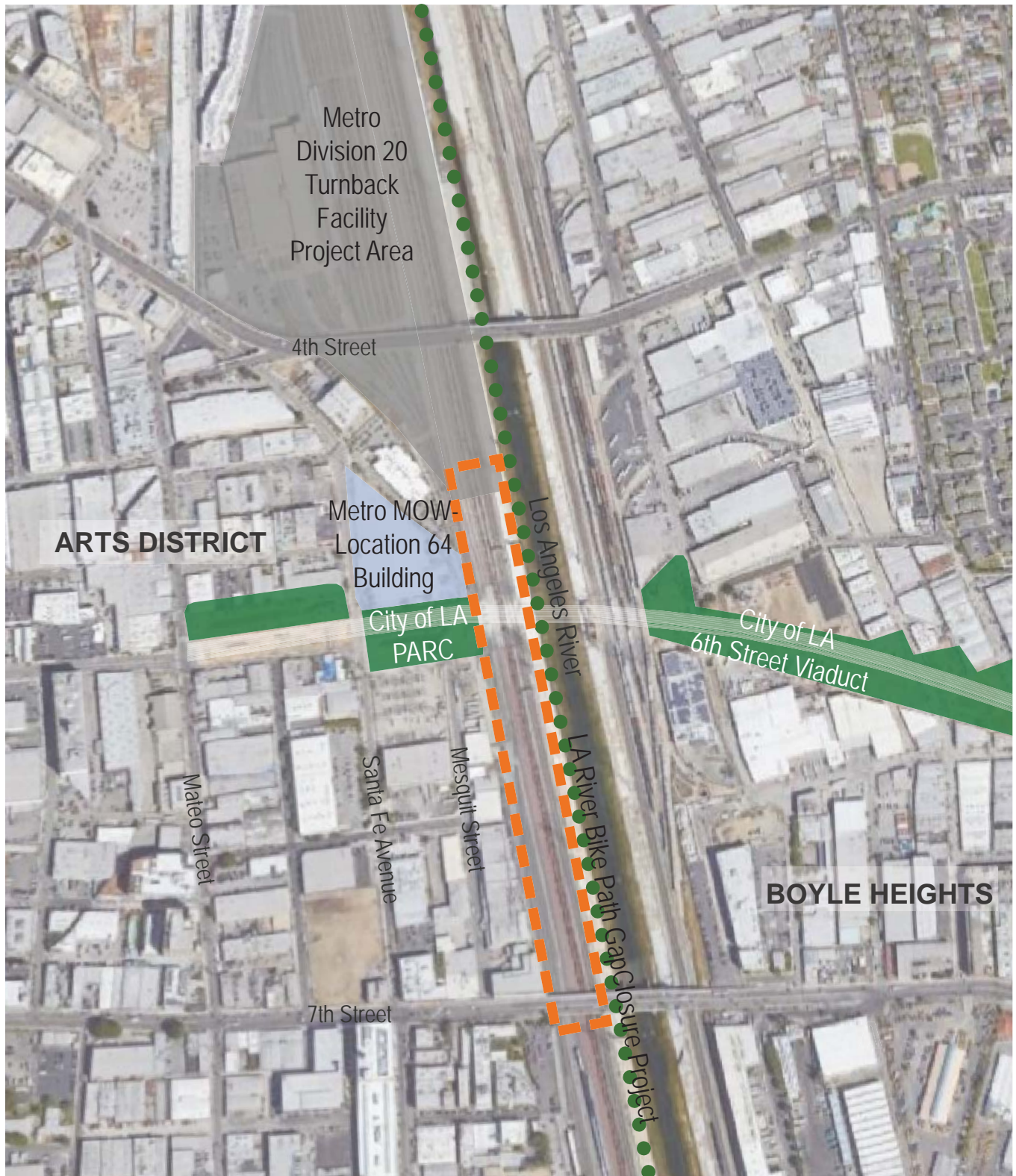
SECONDED BY:

MAY 15 2018

msr

ORIGINAL

Attachment B: Arts District/6th Street Station Vicinity Map



Potential Project Area



Metro

Board Report

ATTACHMENT C
Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #:2017-0020, **File Type:**Motion / Motion
Response

Agenda Number:41

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 19, 2017

Motion by:

Directors Garcetti, Solis, Bonin and Dupont-Walker

January 19, 2017

Downtown Los Angeles Arts District Connectivity

Metro Rail service is intended to serve high-density areas and major trip generators throughout Los Angeles County. Transit service to these types of locations, such as the Wilshire Corridor, the Historic Core, North Hollywood, Santa Monica, Pasadena, Long Beach, and other thriving locations is important to meet the mobility needs of Los Angeles County.

There are several outstanding priorities in and around MTA's Division 20 rail maintenance facility in the Arts District. MTA must improve Division 20 to service the Purple Line Extension project. Additionally, there is an opportunity to extend rail service to the Arts District.

Combined, the Purple Line Extension Section 1 and Section 2 projects include over \$3.6 billion in federal funding and financing. These federal funds are predicated on specific service standards, namely, train service every four minutes.

The federal funding requirements compel MTA to improve the subway turn-back capabilities by constructing a facility at the Division 20 maintenance facility. These improvements must be completed to meet federal service requirements, maintain federal funding agreements, and to start service on the Purple Line Extension. Failure to do so could put over \$3.6 billion in federal funding at risk.

In addition, with the passage of Measure M, MTA's current plans for Division 20 must be revised to accommodate the acceleration of the Purple Line Extension Section 3 to 2024. This will require an expansion of subway vehicle storage, maintenance, and testing infrastructure.

At the same time, MTA has since 2010 studied extending the Red and Purple Lines from Union Station to the Arts District, with possible stations and 1st Street, 3rd Street, and/or 6th Street.

An Arts District Extension is a great opportunity to support the continued development of a transit-oriented community with a rapidly expanding population and a strong desire for transit service. The Arts District has become a widely popular arts, culture, and shopping destination with rapid

File #:2017-0020, **File Type:**Motion / Motion Response

Agenda Number:41

residential growth. There are over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and others. Additionally, the Arts District is the location of several major infrastructure projects that will improve the public realm, such as the 6th Street Viaduct Replacement project and MTA's LA River Waterway & System Bikepath project.

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

CONSIDER **Motion by Garcetti, Solis, Bonin and Dupont-Walker** that the Board direct the CEO to:

- A. Immediately initiate a holistic assessment of MTA's long-term needs at Division 20 and accommodation of future Arts District station access, including:
 - 1. Turn-back facility improvements,
 - 2. Rail car storage, maintenance facility, and vehicle test track needs required to start service on the Purple Line Extension Section 3 in 2024 per the Measure M ordinance,
 - 3. Rail service expansion to the Arts District with station options at 1st Street, 3rd Street, and/or 6th Street, with connections into the Arts District, to MTA's LA River Waterway & System Bikepath project, and to the 6th Street Viaduct Replacement project,
 - 4. Consideration of additional property required to meet all the above needs;

FURTHER MOVE that the MTA Board direct the CEO to:

- A. Design Division 20 so as to not preclude new stations and necessary track(s) in the future if funding is identified for an Arts District station(s) on the Red/Purple Line.
- B. Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to off-set the costs of new stations in the Arts District.
- C. Provide an initial report back on all the above during the April 2017 Board cycle.