



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.26  
metro.net

9

**PLANNING AND PROGRAMMING COMMITTEE  
JUNE 16, 2010**

**SUBJECT: FEASIBILITY AND COST OF EXTENDING THE METRO  
RED/PURPLE LINE SERVICE TO 6<sup>TH</sup> STREET  
ADJACENT TO THE LOS ANGELES RIVER**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file this status report on the implementation of extending the Metro Red/Purple Line service from the current terminus at Union Station south to 6th Street in Downtown Los Angeles via the existing track.

**ISSUE**

The Board directed staff to review the conceptual feasibility of constructing and operating a Metro Red/Purple Line Station adjacent to the Metro Red/Purple Line Maintenance Yard (Division 20 or Santa Fe Yard) on the western edge of the Los Angeles River. Staff additionally reviewed a conceptual use of a potential "turn-back" facility within the rail yard as a public access station in lieu of the 6<sup>th</sup> Street location. Metro previously identified the following primary constraints to operating an at-grade station along the Los Angeles River:

Construction of a new station south of the Sixth Street bridge would require a substantial reconstruction of the eastern edge of the current Metro yard facility or the acquisition of portions of the BNSF rail rights of way east of the current Metro Yard. The same BNSF rights of way in this area are also potential alignments of the California High Speed Rail Program.

Fire life safety access parallel to the operating tracks would require relocation, removal of existing storage tracks, additional rights of way, or reducing the storage capacity of the yard. Emergency exiting of the cars would not comply with Metro fire/life/safety standards without relocation/removal of the existing storage tracks or the acquisition of a safety lane from the BNSF rights of way.

The current population density in this area is low. Approximately 4,000 people live in the immediate station area with an undetermined number of employees in the same area, but is expected to increase over the next twenty years. More significant and more intense development of the area would be required

to justify the operational/construction expense of a new stand alone station and the related service to this area.

An at-grade operation requires using the existing service tunnel at the north end of the yards. The tunnel speed coming from Union Station, under the US-101 Freeway and surfacing in the north end of the yards is between 5-10 mph. As the trains would exit the tunnel they will enter a complicated set of switches in the main yard. The switch area has an operating speed of approximately 5 mph. A separate set of existing switches would need to be dedicated to the potential station uses. This would require a reconfiguration of the existing trackage, car wash facility and roadway.

### **FINANCIAL IMPACT**

The cost of the proposed 6<sup>th</sup> Street station and associated tail track beyond the station is estimated at \$90 million. This is a gross estimate and does not include the value of lost storage track or the potential land takes required for the tail track/safety lane expansion. The 6<sup>th</sup> Street station location is south of the area's center of residential populations, but closer to the area's center of industrial type employment. The estimated ridership for the station is 1,000-2,000 daily riders. This is a gross estimate that does not have the benefit of a full modeling study of ridership usually conducted for FTA purposes or the benefits of a bus-rail interface plan commonly conducted as part of a station/corridor study.

### **ALTERNATIVES**

An alternative to the 6<sup>th</sup> street station location would be developing potential future public access to a conceptual turn-back facility. The turn-back facility is included in the Westside Administrative Draft EIR/S currently under Federal Transit Administration review. The turn-back facility is under consideration as a method of expediting Metro Red/Purple line trains reversing direction from East to West at the eastern end of the Red Line. Currently this function is performed at Union Station. However the Westside Extension Subway Project anticipates two minute peak service in the subway section (trunk) between Union Station and the Wilshire/Vermont Red/ Purple Line Station in 2035. "Turning back" the subway at Union Station at two minute headways may be impractical without a separate turn-back facility. An alternative turn-back facility at mid-Division 20 near the main service building north of the Fourth Street Bridge, is under consideration and has been conceptually designed as part of the Westside Extension Subway Project. This design includes the necessary revisions to track layout, relocation of some service facilities, switches, and control systems to ensure the smooth operation of revenue trains and safe separation of the yards from service tracks. This design would potentially construct half of the improvements to the 6<sup>th</sup> Street location as part of the Westside system improvements.

The mid-Division 20 turn-back location is likely a more cost effective and usable alternative for public access given the adjacency to Metro's maintenance facilities at the same location, proximity to the proposed Metro Santa Fe Joint Development Project and the existing Sci-Arc School of Architecture. Much of the basic infrastructure necessary for a future public access station would be in place as part of the turn-back facility for the Westside Extension Subway Project. However, additional improvements would be required for public use such as: improved public access bridge/escalators/elevators, landing/queuing areas fire/life safety improvements, fare vending equipment and public information/address systems. Staff will preserve potential public access options to any Westside Extension turn-back facility design.

### **NEXT STEPS**

Staff will continue to work with FTA to complete the Westside Subway Extension EIR/S.

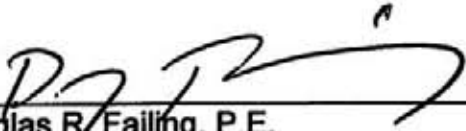
Staff will continue to review the need and options for a turn-back facility at Division 20 (Santa Fe Yard) as part of the ongoing EIR/S efforts.

Staff will continue to review conceptual layouts of the turn-back facility that do not preclude future public access.

### **ATTACHMENT A**

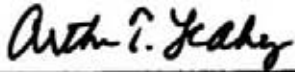
Division 20 (Santa Fe Yard) Proposed Station Location Map

Prepared by: Robin Blair, Director, Central Area Planning  
Diego Cardoso, Executive Officer, TDI



---

Douglas R. Failing, P.E.  
Interim Chief Planning Officer



---

Arthur T. Leahy  
Chief Executive Officer

