• 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
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

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

- Capital Improvements
- State of Good Repair
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

2017: Final Design & Permitting
2017-2018: Construction Bidding
2018-2020: Construction
## MBL Equipment and Vehicle Upgrades

<table>
<thead>
<tr>
<th>Rail Car</th>
<th>Number of Vehicles</th>
<th>Overhaul</th>
<th>Modernize</th>
<th>Fleet Age</th>
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<td>_</td>
<td>_</td>
<td>Over 25 years</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>90</strong></td>
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Phases of Project Development

- **Early Planning**
  - (Draft EIS/R released in 2014)

- **Technical Study**
  - Metro Board Approved Findings in May 2017

- **Reinitiated Environmental Studies & Advanced Conceptual Engineering**
  - (Summer 2018)

- **Board Selects LPA**
  - (Winter 2021)

- **Final EIS/R Clearance**
  - (Spring 2022)

- **Final Design**
  - Construction
    - 2029
    - 2053
  - Open for Service
    - 2035
    - 2057

- **Ongoing Public Participation**
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

**SR 60 NSDV Alternative**
- **Total Length:** 6.9 miles
  - At-grade: 0.4 miles
  - Aerial: 6.5 miles
- **Travel Time (end-to-end):** 13 min.
- **Headways (peak):** 10 min.
- **Daily Boardings:** 16,700 – 17,800
- **Capital Cost (2017$, billions):** $2.27 – $2.69

**Washington LRT Alternative (with Atlantic Bl. Below Grade Concept)**
- **Total Length:** 8.8 miles
  - At-grade: 3.9 miles
  - Aerial: 2.1 miles
  - Below-Grade: 2.8 miles
- **Travel Time (end-to-end):** 17-18 min.
- **Headways (peak):** 10 min.
- **Daily Boardings:** 19,610 – 21,070
- **Capital Cost (2017$, billions):** $4.24-$4.40

**Combined Concept**
- **Total Length:** 15.7 miles
  - At-grade: 4.3 miles
  - Aerial: 8.6 miles
  - Below-Grade: 2.8 miles
- **Travel Time (end-to-end):** 30 min.
- **Headways (peak):** 10 min.
- **Daily Boardings:** 28,600 – 30,830
- **Capital Cost (2017$, billions):** $6.30-$6.90
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
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

Alternatives Analysis
1. Identify study area, transportation needs
2. Establish study goals, objectives, and preliminary evaluation measures
3. Define Alternatives
4. Analyze/Evaluate Alternatives
5. Finalize Alternatives Analysis Report
6. Identify alternatives to carry into environmental process

Draft Environmental Impact Statement/Report (DEIS/R)
1. Identify and evaluate potential benefits and impacts of alternatives
2. Refine alternatives based on community feedback and technical analysis
3. Assess impacts of alternatives and identify potential mitigation measures
4. Allow informed decision of Locally Preferred Alternative by the Metro Board

Project Change Triggers
• Public comment
• Technical evaluation

Examples:
• Regional Connector
• Eastside Phase 2
• Crenshaw / LAX Transit Corridor
• Purple Line Extension
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
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
  o FTA guidance
  o CEQA compliance
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

- Board Authorizes Study on Additional Northern Alignments
- Updated Northern Alignment Options Move Into DEIS/R
- Updated Northern Alignment Options
- DEIS/R Released for Agency & Public Review & Comment
- Board Selects LPA
- Board Certifies FEIR
- FTA Issues ROD for FEIS

Ongoing Public Participation

* Timeline Subject to Change
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
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