

Metro



Board Report

File #:2016-228, File Type:Motion / Motion
Response

Agenda Number:39

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

Motion by:

Solis, Najarian, Krekorian, Antonovich and DuBois

March 16, 2016

New Station on the Metrolink Riverside Line and Multimodal Transit Hub

The Greater Whittier Narrows area encompasses the many communities that surround the Whittier Narrows Recreation Area including the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. These communities are home to major regional destinations like Rio Hondo College, Rio Hondo Police & Fire Academy, Puente Hills Landfill Park and Rose Hills Cemetery. The area is also a large employment center with a high level of industrial and commercial facilities, such as the Sanitation Districts of Los Angeles County's Materials Recovery Center, FedEx distribution centers, the Shops at Montebello and Fry's Electronics among many others.

Based on the regional appeal and significant levels of activity, the Greater Whittier Narrows area is experiencing transportation capacity and operational deficiencies on local streets, arterials, and highways. The *I-605 Needs Assessment and Initial Corridor Study* identified the I-605/SR-60 interchange as a high priority "Hot Spot" due to increasing passenger vehicle and freight truck traffic. Although freeway improvements are justifiable and necessary, the region stands to benefit most from a comprehensive, multimodal approach aimed at shifting vehicle trips to transit alternatives and active transportation.

Currently, there are separate but related transportation projects and services that aim to achieve the common goals of reducing traffic congestion, improving safety for all road users, and improving air quality. These projects include:

- Sanitation Districts of Los Angeles County Waste-by-Rail project (near complete);
- Rio Hondo College Multimodal Transit Hub project (early planning);
- LA County Department of Public Works Rosemead Blvd. Complete Streets project (early planning);
- Metro & Caltrans I-605/SR-60 Interchange Capacity Improvement project (early design);
- San Gabriel Valley Active Transportation Greenway Network project (i.e. Rio Hondo, San Gabriel River, San Jose Creek bike paths);

- Metro Gold Line Eastside Extension Phase 2 (SR-60 and Washington alignment);
- Gateway Cities Council of Governments Lakewood Ave./Rosemead Blvd. Complete Streets Corridor Master Plan;
- Regional and local transit providers (i.e. LA County shuttles, Foothill Transit, Metro, Montebello, Norwalk, etc.)

Combined with the Metrolink Riverside Line that transects the Greater Whittier Narrows area, there is a unique opportunity to explore a robust multimodal transit hub - including a new Metrolink station - at the base of Rio Hondo College.

APPROVE Motion by Directors Solis, Najarian, Krekorian, Antonovich and DuBois that the Board directs the CEO, the Countywide Planning and Development Department and the Regional Rail Unit to return in 60 days with a review of the following:

- A. The feasibility, general cost estimate, funding sources (including Measure R 3%) and potential cost-sharing structure for creating a new station on the Metrolink Riverside Line at the base of Rio Hondo College;
- B. The potential for consolidating and streamlining multiple transit related projects and services in the Greater Whittier Narrows area by establishing a multimodal transit hub; and
- C. An evaluation of opportunities, benefits and/or impacts related to increasing transit ridership and reducing vehicular traffic on local streets, arterials, and highways;

FURTHER MOVE that the MTA Board direct the CEO to establish a working group of stakeholders in the Greater Whittier Narrows Area to help advance this concept. The working group shall consist of, but not be limited to the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and the unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. The group shall also include other relevant stakeholders such as Rio Hondo College, transit service providers, government agencies, local businesses and community groups.

AMENDMENT by Directors Garcetti, Krekorian, Dupont-Walker, Kuehl and Antonovich that the Board direct the CEO to report back on the following:

- A. an analysis of the feasibility of relocating the existing Northridge Metrolink Station at Wilbur Avenue to Reseda Boulevard. The analysis shall include the following:
 1. identifying, and recommendation on maximizing, Metro and local bus connectivity usage
 2. coordination with California State University Northridge (CSUN) officials to improve

connectivity to the university.

3. identify Transit Oriented Development and other land-use opportunities to maximize the use of a station at Reseda Boulevard;
- B. identify and recommend funding sources (including Measure R 3%) to support the relocation of the station;
 - C. create a working group which includes, but is not limited to, CSUN officials, local transit service providers, Metrolink, local businesses, community groups, San Fernando Valley Service Council for coordination purposes; and
 - D. report back on all the above during the May 2016 Board cycle.

AMENDMENT BY DIRECTORS NAJARIAN, GARCETTI AND ANTONOVICH

March 24, 2016

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In 1992, an Environmental Impact Report was completed for a Burbank-Glendale-Los Angeles Rail Transit Project. Subsequent to its completion, the project was ranked #10 on the Long Range Transportation Plan and remained in the top ten until the passage of Measure R. The project is referenced in the current draft Expenditure Plan on Attachment I, Systemwide Connectivity. With the advent of High Speed Rail and its intention to reconfigure along this alignment near Doran Street at upwards of \$100 million, it would be prudent to review this document to better coordinate with High Speed Rail, MTA staff and the cities of Los Angeles and Glendale.

WE THEREFORE MOVE:

- The Board direct the CEO to assign staff to review the above named document as it relates to today's plans for this corridor, including Doran Street and County, City, and Army Corps of Engineers LA River master plans and projects; and
- Identify any cost-saving measures, including but not limited to High Speed Rail reconfiguration; and
- Identify potential rail connectivity with Metrolink, High Speed Rail and Burbank-Glendale-Los Angeles Rail project and local bus services; and
- Explore possible TOD and TOC opportunities and opportunities to support revitalization and/or restoration of the LA River; and
- Identify possible funding sources to support recommendations; and
- Form a working group, including but not limited to the Cities of Glendale, Los Angeles, MTA planning staff and community relations; and
- Report back on all the above during the ~~May~~ 2016 Board cycle.

July