

MOTION

Planning & Programming Committee

Item 11 — Rail Yard Capacity and Demand

November 19, 2008

As MTA plans for the continued expansion of light rail operations in the region, new maintenance and storage facilities will be required.

The Pasadena Gold Line Midway Yard (Division 21) was originally intended as a temporary facility and will be used for East Side Gold Line operations as well.

The East Side Gold Line is scheduled to begin operations in June 2009, but no dedicated yard is included as part of the project.

Exposition Line (Phase I) is scheduled to begin operations in FY 2010, but this project is experiencing difficulty in securing a dedicated yard as well.

MTA staff indicates that without additional rail yard capacity, operational efficiency (and operating expenses) will be impacted.

This will be further exacerbated when Exposition (Phase II), possibly Crenshaw (depending on the final Board decision), the Regional Connector, and other light rail lines funded by Measure R come on line.

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MTA staff has also indicated that a consolidated rail yard will provide economies of scale and improve the overall operation efficiency of the rail system.

Up to 2% of Measure R funds could be used for new rail yards and maintenance facilities.

In addition, real estate prices have dropped and there may be an opportunity to acquire one or more parcels to meet current and future rail yard needs at an attractive price.

WE THEREFORE MOVE that the MTA Board of Directors direct the CEO to report back during the January 2009 Board cycle on the following:

1. Identify projected Measure R revenues available to acquire real property for rail yard and maintenance facility development, on both a cash flow and bond (debt) basis
2. Provide preliminary cost estimates for the nine sites identified in the "Consolidated Rail Yard Site Yard Analysis Report" (p. 9, Table 5)
3. Assess the availability of the nine sites identified in the "Consolidated Rail Yard Site Yard Analysis Report" (p. 9, Table 5) and estimate of the best case, probable, and worst case schedule to acquire each property

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4. Recommend whether or not it would be advantageous for the MTA to acquire one or more of the properties in the near-term, and if yes:
 - A. Which properties should MTA acquire?
 - B. What would be the proposed schedule to acquire the properties?
 - C. Analysis of how much of the current and future rail yard demand would be accommodated by acquiring and developing the recommended properties
 - D. Preliminary funding plan to acquire the proposed properties
5. If none of the properties are recommended for acquisition, identify an alternative strategy to meet the current and future rail yard demand

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