



Board Report

File #: 2015-1662, File Type: Informational Report

Agenda Number: 62.

REGULAR BOARD MEETING JANUARY 28, 2016

SUBJECT: SAN PEDRO RED CAR LINE MOTION RESPONSE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE response to Motion #39 in September 2015 by Director Knabe on the **San Pedro Red Car Line**.

ISSUE

In September 2015, a motion by Director Don Knabe (Attachment A) directed the Chief Executive Officer (CEO) to report on items related to the operations of the San Pedro Red Car Line.

DISCUSSION

A 1990s study of the San Pedro waterfront envisioned significant development along the waterfront, from the Catalina and World Cruise Terminals on the north to Ports O' Call Village and the 22nd St. / East Channel / West Channel / Los Angeles Harbor on the south. One of the components of this study was for a rail line to operate between the locations. In turn, the Port of Los Angeles (POLA) opened the 1.5 mile Waterfront Red Car Line on July 19, 2003 with four high platform stations serving the World Cruise Center, Downtown San Pedro, Ports O' Call, and the Marina.

Initial operation provided regular service Fridays thru Mondays, using two trolleys from 10am to 6pm and on days when cruise ships were in Port. In 2010, regular service was reduced to Fridays thru Sundays using one trolley car, operating from 12pm to 9pm with a \$1 fare for the entire day and free during special events.

Findings

From 2005 through 2009, annual ridership was reported to have about 103,000 passengers on average. From 2010 through 2014, with one less scheduled day of service, annual ridership was reported to average 80,000 passengers. Over the years, expenses ranged from \$1.3 million to almost \$2.0 million annually, with revenues ranging from \$11,000 to \$25,000 thousand annually (Attachment B).

The San Pedro area is currently serviced by nine fixed route bus lines operated by Metro, Los Angeles Department of Transportation (LADOT), and Palos Verdes Peninsula Transit Authority

PVPTA (Attachment C). Additionally, the San Pedro Waterfront Business Improvement District (SPWBID) operates weekend only rubber-tire trolley service connecting downtown San Pedro with the waterfront area. There are no specific transportation facilities in the area, except the street side bus stops and the four Red Car Line station platforms.

As directed by the Metro Board in September, Metro's CEO requested that the POLA continue service while evaluations of service alternatives were considered (Attachment D). The POLA suspended service on September 27, 2015 in anticipation of the Sampson Way Realignment project, a \$13.6 million road improvement project that will realign Harbor Boulevard directly into the Ports O' Call Village. This project will enhance access to an important waterfront redevelopment project prioritized by the community, elected officials and the Port. This project was introduced in 2005 as part of the San Pedro Waterfront and Promenade from Bridge-to-Breakwater Master Development Plan and included as a project element in the 2009 approved San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report. The new street realignment is located on the current Red Car Line right-of-way, approximately 0.15 miles south of 6th St. and immediately east of the 8th and 9th Streets alignment in downtown San Pedro. The right-of-way south of the new roadway intersection is planned to become commercial /parking to support new Ports O' Call development. Metro provided \$4.951 million towards this project through the 2015 Call for Projects.

Construction is expected to begin in September 2016 and be completed in early 2018. The POLA is currently in discussions with the SPWBID to fund expanded operations of their rubber tire trolley services.

Once construction is underway, the current Red Car Line right-of-way would remain intact north of Sixth St. and south of the Ports O' Call Stations. There is no immediate plan to relocate the Red Car Line between these stations.

The September 2009 Waterfront Red Line Expansion Feasibility Report, prepared for POLA by Wilson & Company, provided a general overview of options for a rebuilt and vastly expanded Red Car trolley service, linking Wilmington, North Gaffey St., Downtown, Cabrillo Beach, City Dock No. 1 and the Outer Harbor with the Waterfront. The Red Car network would provide transportation between future development, current and redeveloped attractions. The expansion is approached in phases. (Attachment E)

The study suggests relocation of the Red Car Harbor Blvd. / Ports O' Call corridor, moving the operation to the east toward the Village area, away from the Harbor Blvd. / Sampson Way realignment project, as the initial requirement to support expansion of the network. It further suggested that this segment could be constructed in conjunction with the pending new roadway alignments. Additionally, the study called out a need to establish "a clear waterfront nexus to satisfy State Lands Commission restrictions on Port expenditures." At this time, other than a designated location for the right-of-way, there are no plans or funding in place for this to be addressed or occur.

Interim Operating Options

Consideration for operating the north end of the line between the Swinford St./ Cruise Center and 6th

St. Stations (0.6 miles) would require locating and constructing a maintenance facility, as well as a traction power facility. An additional suggested consideration to extend the line north on the railroad right-of-way approximately 0.5 miles to Pacific Ave. and Front St. would have minimal purpose consistent with the service area along the waterfront. In addition to constructing the needed power and maintenance infrastructure, a new station would also be required.

The south end of the line between Ports O' Call and 22nd St. Stations (0.4 miles) has both traction power and a maintenance facility, however the 22nd St. Station area does not presently have significant surrounding development. Additionally, the Ports O' Call Station would have a significant pedestrian access challenge to and from the Village area, requiring walking through a parking lot.

The operation of the line over a short distance, either north or south of the street realignment, is currently not a viable community transit or circulation component. Until additional development in the area is realized, the use of the line would be best defined as recreational.

Funding

Staff has evaluated potential funding sources for the San Pedro Red Car. In terms of funding the truncated service, the San Pedro Red Car would need to compete for the same funding currently used for bus and rail operations. For a new or expanded service, eligible capital sources could include Federal and State funds. Potential Federal sources are: Congestion Mitigation and Air Quality (CMAQ) funds, Federal Small or Very Small Starts Grants, Regional Surface Transportation Program (RSTP) funds and Transportation Investment Generating Economic Recovery (TIGER) Grant. The potential State sources are Cap and Trade funds. It should be noted that each of these sources requires a local match and has specific eligibility requirements. The CMAQ and Cap and Trade Low Carbon Transit Operations Program funds are for capital purposes and can be used for the first three years of operations of a new or expanded service. Although a new or expanded service is eligible for both CMAQ and RSTP funds, these funds are currently planned for existing Metro bus and rail operations, eligible Metro highway projects and the Call for Projects.

NEXT STEPS

Staff will meet with POLA, the City of Los Angeles, SPWBID and other stakeholders to recommend those parties address the findings of the 2009 Study


ATTACHMENTS

- Attachment A - Motion #39, San Pedro Red Car Line
- Attachment B - Port of LA Ridership & Financial Summary
- Attachment C - Metro Bus Service for San Pedro (Effective 12/15)
- Attachment D - Letter of Closure to Port of LA
- Attachment E - September 2009 Report: Waterfront Red Line Phased Expansion

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Reviewed by: James T. Gallagher, Chief Operations Officer
Calvin E. Hollis, Interim Chief Planning Officer



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #:2015-1375, **File Type:**Motion / Motion
Response

Agenda Number:39.

**CONSTRUCTION COMMITTEE
SEPTEMBER 17, 2015**

Motion by:

Supervisor Don Knabe

September 17, 2015

San Pedro Red Car Line

The San Pedro Waterfront Red Car Line honors the historic importance of public transportation in Los Angeles County and is facing imminent closure this month to make way for the long anticipated revitalization of the San Pedro Waterfront. While I support revitalization efforts by the Port of LA, and do not want to impede the approved revitalization plan, more can be done to save the historic Red Car Line from closure, including operating and maintaining a shorter line, and to evaluate and explore available funding sources and whether the plans to create a new, modern streetcar system in its place are realistic, and what it would take and how long it will be before the planned relocation and modern, replacement streetcar service could be constructed and implemented once the existing tracks are removed and the historic, vintage cars are pulled out of service.

In July 2015, the Metro Board approved a motion to authorize Metro to study the Angels Flight Railway to identify options for implementation that would allow the historic railway to resume its service in Downtown LA. In San Pedro, a similar situation requires our attention to save what many believe is a Southern California treasure.

MOTION by Knabe that the MTA Board:

Direct the CEO to report back to the Board in 60 days, and provide a presentation for discussion at the November/December 2015 MTA Board Meeting, on the following items related to the operations of the San Pedro Red Car Line; the historic railcar line operating on a 1.5 mile stretch of the San Pedro Waterfront in the Port of Los Angeles:

- A. A historical summary of operations and funding for the San Pedro Red Car Line, including an analysis of why the line operates only on limited days of the week;
- B. A summary of existing transit services connecting to the Red Car Line, including Metro, municipal providers, and local downtown (PBID) trolley, with an analysis of how transit connections could be improved to service a shorter segment of the line, such as from the

existing 22nd Street/Marina Station to the Ports O'Call Station, or to relocated stations along the alignment;

- C. An evaluation of the reasons for the proposed closure of the Red Car Line and the identification of options to maintain service on shorter segments, and at relocated stations, including potential funding sources;
- D. Recommendations for maintaining operations on a shorter line;
- E. An evaluation of the Waterfront Red Car Line Expansion Feasibility Report and the identification of potential funding sources that may be available for future implementation;
- F. Send a letter to the Port of LA (POLA), before the September 27th closure date, to request that the closure of the Red Car Line be deferred, at a minimum for the portion of the line that is not immediately needed for the City's roadway improvement project, and to reach out to POLA to discuss options for temporarily suspending the Federal Freight Abandonment Process while Metro's evaluation is being completed and shared with POLA.

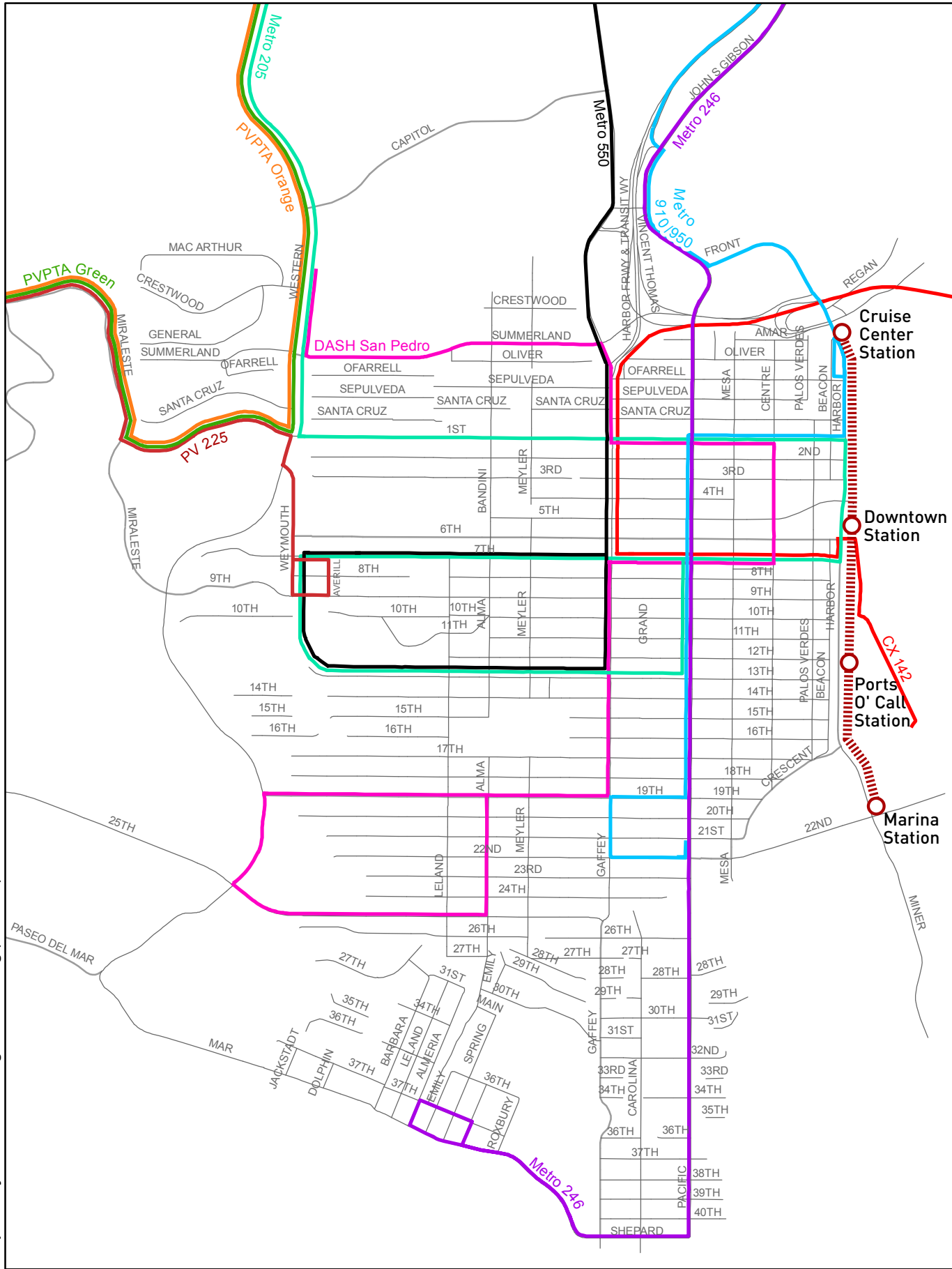
Port of LA Ridership & Financial Summary

Waterfront Red Car Line Ridership and Financial Summary

| Year | Transit Passengers | Revenue | * Expenses | Service Level |
|------|--------------------|------------------------|-------------|------------------------|
| 2005 | 94,543 | \$18,843 | \$1,237,562 | 2 cars Fri/Sat/Sun/Mon |
| 2006 | 102,169 | \$16,262 | \$1,554,852 | 2 cars Fri/Sat/Sun/Mon |
| 2007 | 93,718 | \$18,388 | \$1,808,569 | 2 cars Fri/Sat/Sun/Mon |
| 2008 | 129,667 | \$14,123 | \$1,985,091 | 2 cars Fri/Sat/Sun/Mon |
| 2009 | 95,294 | \$24,958 | \$1,784,435 | 2 cars Fri/Sat/Sun/Mon |
| 2010 | 81,195 | \$17,071 | \$1,307,855 | 1 car Fri/Sat/Sun |
| 2011 | 96,037 | \$14,142 | \$1,271,429 | 1 car Fri/Sat/Sun |
| 2012 | 84,260 | \$11,133 | \$1,355,705 | 1 car Fri/Sat/Sun |
| 2013 | 50,952 | \$11,566 | \$1,349,334 | 1 car Fri/Sat/Sun |
| 2014 | 87,485 | \$11,500 (Estimate) | \$1,276,256 | 1 car Fri/Sat/Sun |

* Expenses include \$250k for annual insurance and power costs

San Pedro (Effective Date of Dec 2015)



Prepared by Service Planning & Scheduling (Oct 2015)

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- Metro 205
- Metro 246
- Metro 550
- DA_San Pedro
- Metro 910/950
- CX 142
- PVPTA 225
- PVPTA Green
- PVPTA Orange



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

ATTACHMENT D

Phillip A. Washington
Chief Executive Officer
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September 24, 2015

Mr. Gene Seroka
Executive Director
Port of Los Angeles
425 So Palos Verdes Street
San Pedro, CA 90731

Subject: Closure of San Pedro Red Car Line

Dear Mr. Seroka:

At today's meeting, the Metro Board directed that I formally request the Port of Los Angeles defer closure of the Red Car line or at a minimum, keep the portion of the Line that is not immediately needed for road improvements operating. I understand that the Line's last day of service will be September 27, 2015. Further, the Board directed that Metro work with the Port to discuss options for temporarily suspending the Federal Freight Abandonment process while Metro evaluates reasons for the proposed closure and identifies options to maintain service on shorter segments and relocated stations including potential funding sources. Attached for your information is the Metro Board adopted motion. In approving this motion, the Board stated that it did not want to stop the Waterfront redevelopment.

Metro staff has discussed the Board approved motion with your staff Kerry Cartwright, Director of Goods Movement and Tony Gioiello, Deputy Executive Director. They agreed to arrange an in-depth briefing with Metro staff on the Red Car project. My staff looks forward to this briefing in the next few weeks.

While we jointly address the Red Car Line, I request that you defer its closure until more information can be obtained. We appreciate the cooperative working relationship that Metro has with the Port of Los Angeles.

Sincerely,

Phillip A. Washington
Chief Executive Officer

Attachment

cc: Metro Board of Directors
Tony Gioiello, Port of Los Angeles
Kerry Cartwright, Port of Los Angeles
Martha Welborne, Metro
James Gallagher, Metro

ATTACHMENT E

Split Operations (North Section & South Section)

6th St. Station to Swinford/Cruise Center Station (North Section)

- *Distance – 0.6 miles*
- *Two Stations*
 - *6th St. Station*
 - *Closest Parking (.10 mile)*
 - *Maritime Museum*
 - *USS Iowa (.30 mile)*
 - *Downtown San Pedro / 6th and Center Sts. (.25 mile)*
 - *Swinford /World Cruise Center Station*
 - *Closest parking (.15 mile)*
 - *World Cruise Center (.25 mile)*
- *Maintenance Facility would need to be constructed*
- *Traction Power Facility would need to be constructed*
- *4-minute trip time*

22nd St. Station to Ports O' Call Station (South Section)

- *Distance - 0.4 miles*
- *Two Stations*
 - *22nd St. Station*
 - *Parking adjacent*
 - *Cabrillo Marina (.25 mile)*
 - *Crafted Marketplace (.20 mile)*
 - *Ports O' Call Station*
 - *Parking adjacent*
 - *Ports O' Call (.20 mile – no direct walking path)*
- *Maintenance facility at 22nd St.*
- *Traction Power Facility at 22nd St.*
- *5-minute trip time*