Project Description

Project Overview

The Southern California Regional Rail Authority (SCRRA) is proposing the Central Maintenance Facility (CMF) North End Connection and Tail Track Project (project) to reconfigure the yard tracks and connection track to the main line tracks on SCRRA's River Subdivision. The project improvements would be constructed at the north end of the CMF in the City of Los Angeles, California.

The project is needed to facilitate the removal of the existing Taylor Yard tail tracks[1] that cross CMF entrance road and provide a viable secondary connection to CMF at the north end of the facility. The existing tail track is located on the Union Pacific Railroad's (UP) former Taylor Yard and now under the ownership of the City of Los Angeles. There is an existing 5-year license agreement between the City of Los Angeles and SCRRA on the parcel. At the end of the existing 5-year license agreement, the removal of the tail track from the parcel would be required to allow for the City of Los Angeles to develop a park on the parcel. In the absence of the project, disruptions to existing Metrolink train servicing at CMF would result.

Under existing conditions, southbound train movements (eastbound trains) into CMF require a reverse movement at control point (CP) Dayton to access the yard. This reverse movement creates operational challenges on SCRRA's East Bank Line due to the trains occupying the main line tracks to perform the reverse movement.

The project would reconfigure the existing connection track at the north end of CMF to improve operational flexibility and efficiency at CMF. In addition, the existing tail track would be realigned to parallel the reconfigured connection track. This realignment would eliminate an existing at-grade rail-highway crossing at the entrance of CMF, improve safety, and accommodate redevelopment of the surrounding area, including a pedestrian/bicycle connection to the Los Angeles River, which is currently under construction by the City of Los Angeles. In addition to the reconfigured connection track, the proposed project would also realign the existing CMF entrance road.

Project Location

The project site is located in Los Angeles, California, near the intersection of North San Fernando Road and CMF Access Road (Figure 1). The project site is located on the north end of CMF between Mile Post (MP) 2.90 and MP 3.40 on SCRRA's River subdivision, adjacent to the former UP Taylor Yard. The majority of the work would occur within CMF yard footprint from MP 3.0 to CMF Access Road at-grade crossing at MP 3.30. The anticipated limits of construction-related ground disturbance would primarily be limited to SCRRA's property, including temporary work areas. Figure 2 depicts the project site and existing conditions.

[1] Tail tracks are designated tracks auxiliary to the main line used for storage, reversing direction, and other rail activities.

Figure 1. Regional Vicinity

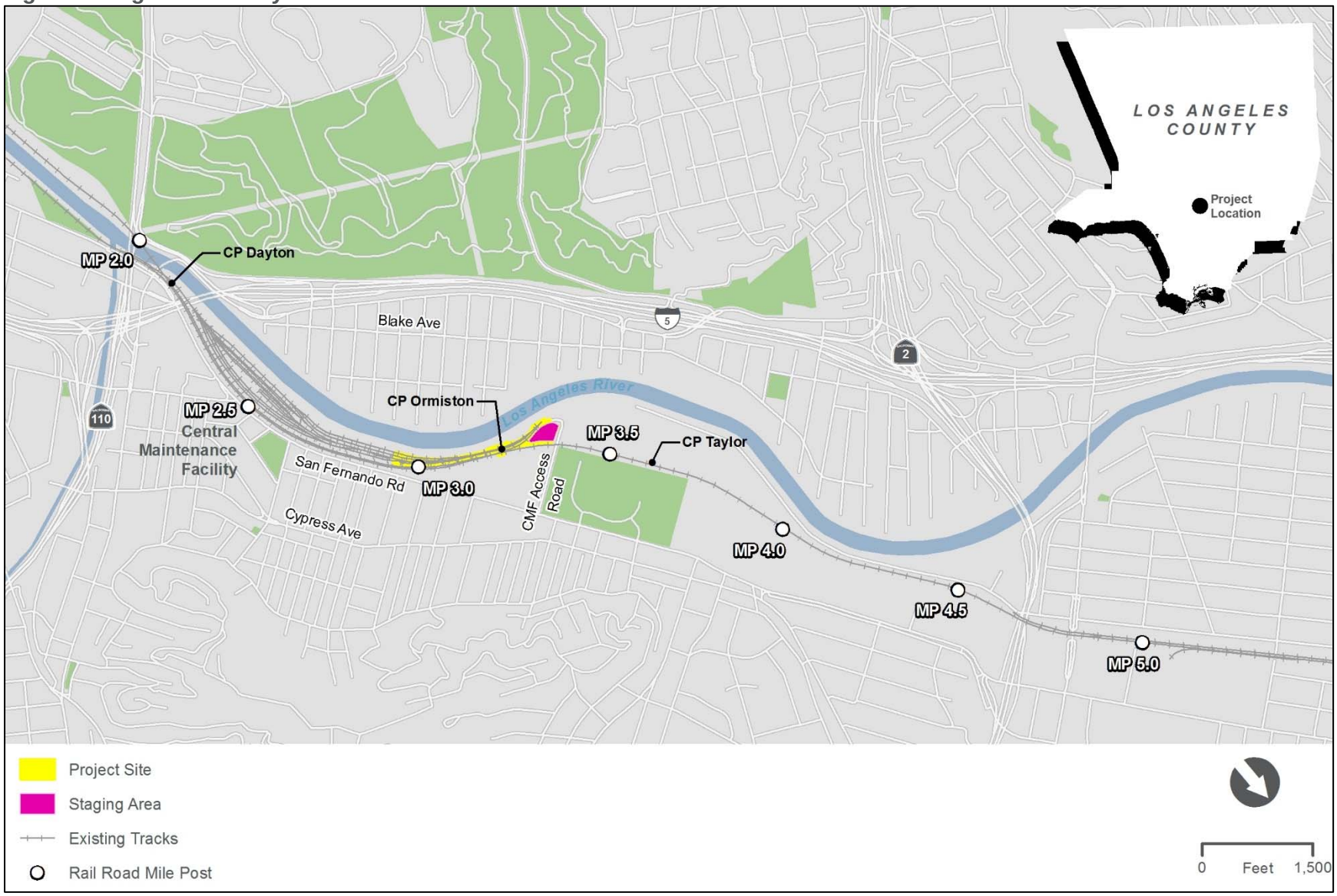


Figure 2. Project Site

Project Description

This section provides a description of the proposed project, including the physical site improvements at CMF, construction, and proposed operations.

Existing Conditions

The existing CMF includes a large train housing facility for maintenance, washing, and refueling of passenger trains. CP Ormiston is located within the project limits on the north side of the main lines; at the approximate mid-point of the project site at MP 3.20. Metrolink passenger trains currently access CMF from the south side of the facility through CP Dayton at MP 2.20. A second, emergency-only access point to CMF is located on the north end through CP Ormiston. Additionally, the project site is surrounded by the Scenic Paseo and River Park residential developments to the east, the Rio De Los Angeles State Park to the east and north, and the Los Angeles River to the west. For safety and security purposes, CMF is illuminated during nighttime hours by a series of light posts and fixtures approximately 70 feet tall.

Physical Improvements

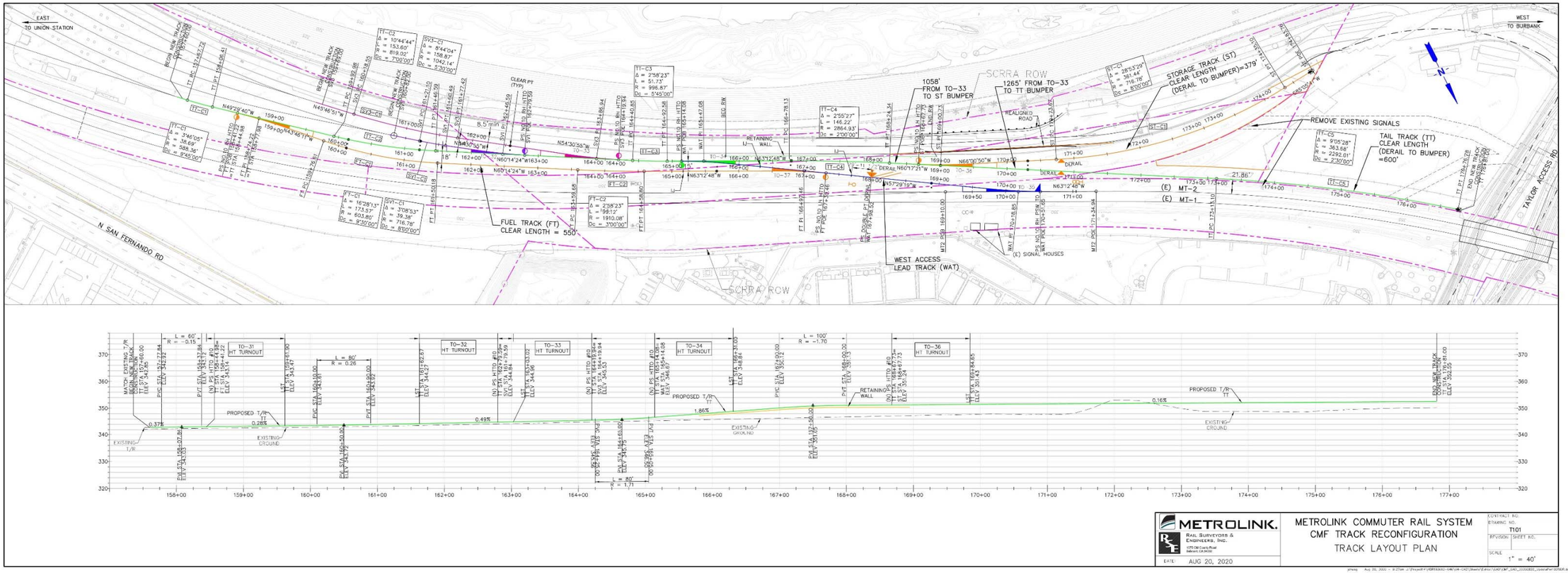
The project involves the reconfiguration of the northernmost 2,000 feet of existing yard tracks in the northern portion of CMF. Figure 3 depicts the proposed track reconfiguration following completion of the project. Specific work by discipline is summarized below.

Track and Civil

One of SCRRA's design priorities for the project is to facilitate switching of a double train set (2 locomotives and 12 coaches) within CMF without affecting train movements on the main tracks. This requires a minimum clear storage length of 1,160 feet from the Point of Switch (PS) of Turnout (TO) 33 to the end of the tail track (Figure 3). The proposed track layout facilitates switching of a double train set using the tail track while simultaneously providing 368 feet of storage on the Storage Track and 550 feet of storage on the Fuel Track. The Fuel Track also provides a bypass route around TO 33 for portions of CMF, which provides operational resiliency by allowing trains to exit the yard from the storage tracks while another train is occupying the tail tracks.

The proposed track work would be performed within the SCRRA right-of-way (ROW) and the existing 20-foot-wide tail track easement. The tail track alignment terminates before the existing CMF Access Road. This proposed layout would also provide flexibility to switch trains at the north end of the facility using either the tail track or Main Track 2.

Figure 3. Proposed Track Reconfiguration



Roadway Realignment

As part of the Project, the existing CMF entrance road would be realigned to the south for approximately 420 feet and merge with the existing roadway at approximate Station 168+00 (Figure 3). The roadway would shift away from the tracks a maximum of approximately ten feet. Two existing street lights would be relocated as part of the roadway realignment. Up to five existing trees would be removed. Metal beam guardrail (MBGR) is proposed along the outer edge of the roadway for safety.

Signals and Communications

A single positive train control (PTC) initialization access point uni-directional Wi-Fi antenna would be added to the existing PTC 30-foot antenna tilt down tower at CP Ormiston. A uni-directional Wi-Fi antenna allows radio signals to travel in a patterned direction keeping the coverage limited to CMF. The new Wi-Fi antenna would be installed on the existing mast, approximately 25 above grade per SCRRA Standard ES 9330. The new Wi-Fi access point would provide additional initialization coverage when downloading required subdivision files for trains departing CMF and entering PTC territory.

Drainage

The existing underdrain system in the area would be reconstructed and adapted to the revised track alignments to drain the area. This system would drain to the SCRRA-owned storm drain system within CMF.

Structures

A new retaining wall would be constructed along the river side of the yard to accommodate the increase track elevation near the reconfigured connection to the main line. This wall would run approximately 315 feet from Station 165+80 to Station 168+95 (Figure 3). The maximum wall height would be approximately 4 feet above the existing roadway and topped with a guard rail for maintenance staff.

Utilities

Existing utilities within the project site include an abandoned petroleum pipeline, active fiber optic cables, an active 20-inch oil pipeline, an active 10-inch gas line, and active communication lines. Based on current SCRRA utility accommodation standards and industry best practices, each utility line is proposed for removal, relocation, or protection in place. Dispositions for each utility within the project site are included in Table 1 and shown on Figure 4.

Figure 4. Existing Utilities

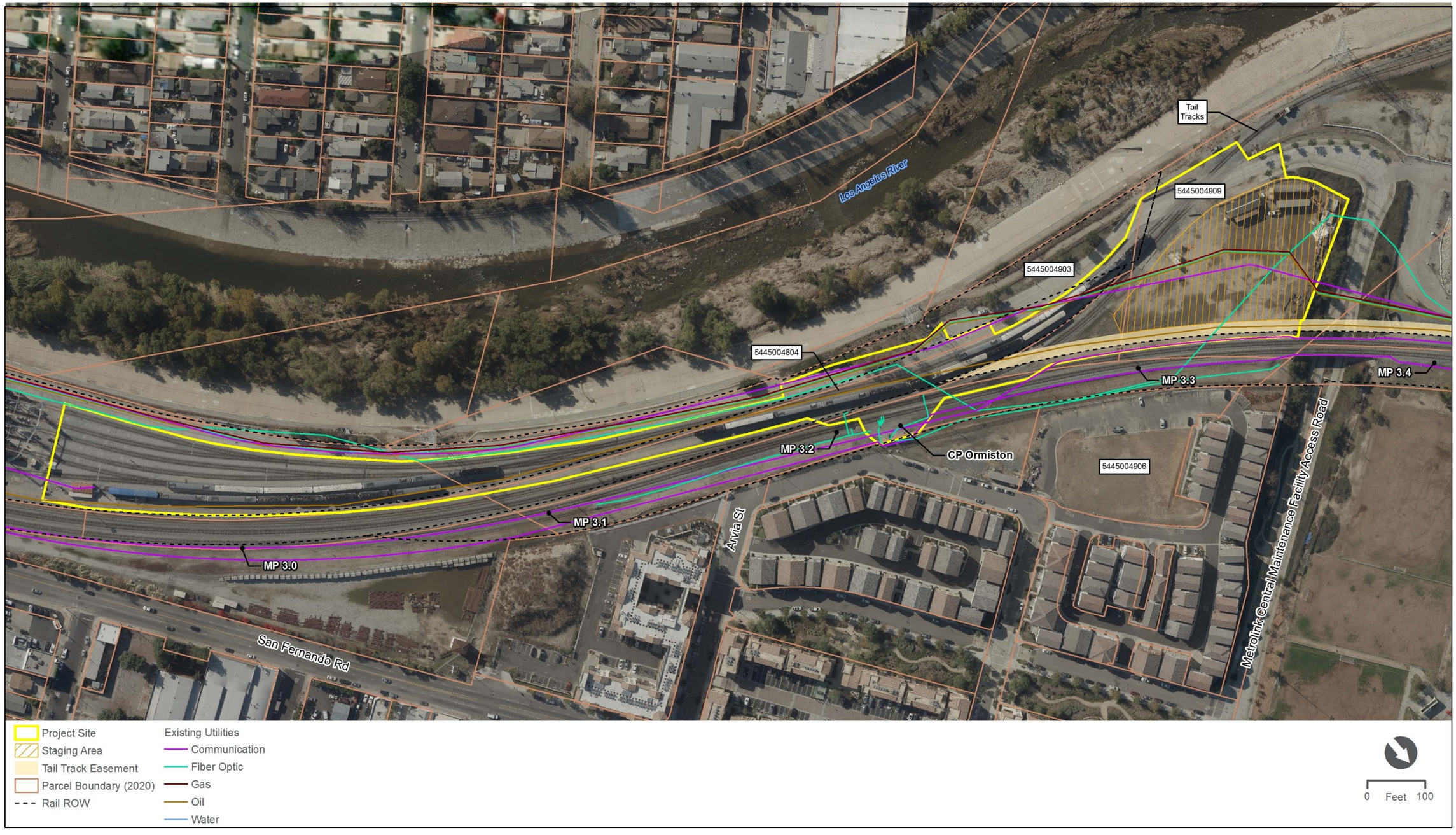


Table 1. Utility Facilities Disposition Summary

Item	Utility Description	Utility Owner	Location[a]	Potential Conflict	Disposition
1001	Abandoned 10-inch petroleum line	Kinder Morgan Energy Partners	Along entire project site	With proposed fuel, storage, and tail tracks	Remove conflicting portions
1002	Fiber optic cable	CenturyLink	Station 173+00.00 to 173+60.00	With proposed storage track	Protect in place
1003	20-inch oil line	Plains All American Pipeline	Station 173+00.00 to 173+60.00	With proposed storage track	Protect in place
1004	Fiber optic cable	CenturyLink	Station 172+75.00 to 177+25.00	With proposed tail track	Encase
1005	10-inch gas line	SoCal	Station 173+00.00 to 173+60.00	With proposed storage track	Protect in place
1006	Communication line	CenturyLink	Station 173+00.00 to 173+60.00	With proposed storage track	Protect in place

Notes:
[a] Please refer to Figure 4 depicting locations referenced in Table 1.

Construction

Project construction is anticipated to be approximately 9 to 12 months in duration. The City of Los Angeles Noise Ordinance allows construction between the hours of 7:00 a.m. and 9:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturday. Most construction would coincide with the hours specified in the Noise Ordinance. For certain stages, work through the weekend, nighttime, and federal holidays would be required to transition from one set of operational tracks to another. These weekend work windows would require a waiver from the City of Los Angeles.

Ground disturbance associated with project construction would be limited to the construction limits depicted on Figure 2. Site clearance would involve removal of asphalt and the existing tracks. Earthwork would occur over the entire project site with elevation changes of up to 4 feet. A retaining wall would be constructed along the existing roadway leading into CMF. The proposed retaining wall would consist of precast concrete T-Wall units supported at grade. Construction staging would be located on the vacant lot immediately adjacent to CMF Access Road and the existing rail bridge under a temporary construction easement (TCE) from the City of Los Angeles. Construction activities would require temporary lighting, which is anticipated to cover the project site any time night work is occurring, at least during weekend work windows.

Proposed Operations

CMF is currently SCRRA's only heavy rail service facility. Following early morning peak runs, nearly all SCRRA trains arrive at CMF to be inspected, tested, fueled, cleaned, and serviced for afternoon departures. As mentioned previously, the existing tail track would need to be removed from the City of Los Angeles parcel. If the existing tail track is removed and not replaced, disruptions to existing train servicing at CMF would result. The proposed project would not provide additional capacity at CMF that would otherwise result in increased train operations or movements. The track reconfiguration would improve train movements within the yard by reducing train shuffling to allow entry and exit from CMF.

Site access for employees would continue from the existing CMF Access Road on the northern side of the project site.

Permits and Approvals

The project is subject to SCRRA's discretionary approval under the California Environmental Quality Act (CEQA). SCRRA will serve as the CEQA lead agency. Additionally, the project may receive federal funding from the Federal Railroad Administration's (FRA) and may be subject to the National Environmental Policy Act (NEPA).

Drainage permits would be required by City of Los Angeles and Los Angeles County Code requirements. A stormwater pollution prevention plan (SWPPP) would be required to comply with the National Pollutant Discharge Elimination System (NPDES). Additionally, a water quality assessment report and preliminary low impact development report would be required to comply with the City of Los Angeles Low Impact Development Ordinance.

Other potential project approvals and permits may include, but are not limited to, the following:

- California Public Utilities Commission (CPUC) General Order(s)
- City of Los Angeles noise waiver, roadway encroachment, sanitary sewer discharge, traffic safety permits, grading, etc.