

# **MOS-3 Extensions of Metro Rail (North Hollywood Extension)**

## **Los Angeles, California**

(November 2002)

### **Description**

The Metro Rail Red Line Project in Los Angeles was to be planned, programmed and constructed in phases through a series of Minimum Operable Segments (MOS). MOS-1 is a 4.4-mile, five-station segment that was opened for revenue service in January 1993. MOS-2 is a 2.1-mile, three-station segment that was opened in July 1996. An additional 4.6-mile, five-station segment in MOS-2 was opened in June 1999. ISTEA Section 3034 authorized three extensions in MOS-3 of the Metro Rail Red Line: North Hollywood, Eastside, and Mid-City.

The North Hollywood Extension is a 6.3-mile, three-station subway, extending from the Hollywood branch of MOS-2 to North Hollywood in the San Fernando Valley. The North Hollywood extension began revenue services in June 2000.

The Eastside Extension was originally designed as 3.7 miles of subway with four stations, extending from Union Station, the origin of MOS-1, into neighborhoods east of downtown. The Mid-City Extension was originally planned to extend the Wilshire Boulevard branch generally to the west beyond the current MOS-2 terminus at Western Avenue. It would add 2.3 miles, originally designed as subway, and two stations to the system. The original Eastside and Mid-City extension projects were suspended and are currently undergoing redesign.

The total project cost for the North Hollywood Extension under the Full Funding Grant Agreement (FFGA) is \$1,310.82 million. The Section 5309 New Starts funding share is \$681.04 million.

### **Status**

The Los Angeles County Metropolitan Transit Agency (LACMTA) and the Federal Transit Administration (FTA) signed a Full Funding Grant Agreement (FFGA) for MOS-3 in May 1993, which provided \$1.23 billion in Section 5309 New Starts funds for the three extensions of MOS-3. The FFGA was subsequently amended on December 28, 1994, to provide an additional \$186.49 million for a total commitment of \$1,416.49 million in Section 5309 New Starts funding.

In January 1997, after delays in the project, FTA requested that the LACMTA submit a recovery plan to demonstrate its ability to complete MOS-2 and MOS-3, while maintaining and operating the existing bus system. A revised and restated FFGA for the North Hollywood extension (Phase I-A) of MOS-3 was signed on June 9, 1997 at a total project cost of \$1,310.82 million, with a Section 5309 New Starts funding share of \$681.04 million.

On January 14, 1998, the LACMTA Board of Directors voted to suspend and demobilize rail construction activities on all rail projects other than the MOS-2 and MOS-3 North Hollywood

extensions that were already under construction. The MTA subsequently submitted the recovery plan to FTA on May 15, 1998. FTA accepted the recovery plan on July 2, 1998.

In 1998, the MTA undertook a Regional Transit Alternatives Analysis (RTAA) Study to analyze and evaluate feasible alternatives for the Eastside and Mid-City corridors. The RTAA addressed system investment priorities, allocation of resources to operate existing transit services at a reliable standard, assessment and management of financial risk, countywide bus service expansion, and a process for finalizing corridor investments. On November 9, 1998, the LACMTA Board reviewed the RTAA and directed staff to reprogram State and local resources that were previously allocated to the Eastside and Mid-City Extensions to the implementation of RTAA recommendations, including the LACMTA Accelerated Bus Procurement Plan.

The LACMTA conducted further studies of transit investment options for the Eastside and Mid-City corridor projects and subsequently requested FTA's concurrence to initiate Preliminary Engineering (PE) on both corridors. In October 2000, FTA authorized the LACMTA to begin PE on the Eastside LRT corridor. Final Design on the Eastside LRT corridor was approved in October 2002. FTA approved the Mid-City Exposition corridor project entry into PE in January 2002. Complete profiles for these projects are included in the Preliminary Engineering section, Appendix A of this report.

TEA-21 Section 3030(a)(38) authorized Los Angeles MOS-3 for Final Design and construction. Through FY 2002, Congress has appropriated \$738.29 million in Section 5309 New Starts funds for the North Hollywood segment of MOS-3 that includes an additional \$76.48 million appropriated for the original Mid-City and Eastside subway alignments, and \$11.86 million appropriated in FY 1999 and FY 2000 for further studies of alternatives in the corridors. In FY 2001 and FY 2002, Congress provided an additional \$1.98 million and \$7.42 million for studies in the Mid-City and Eastside Corridors.

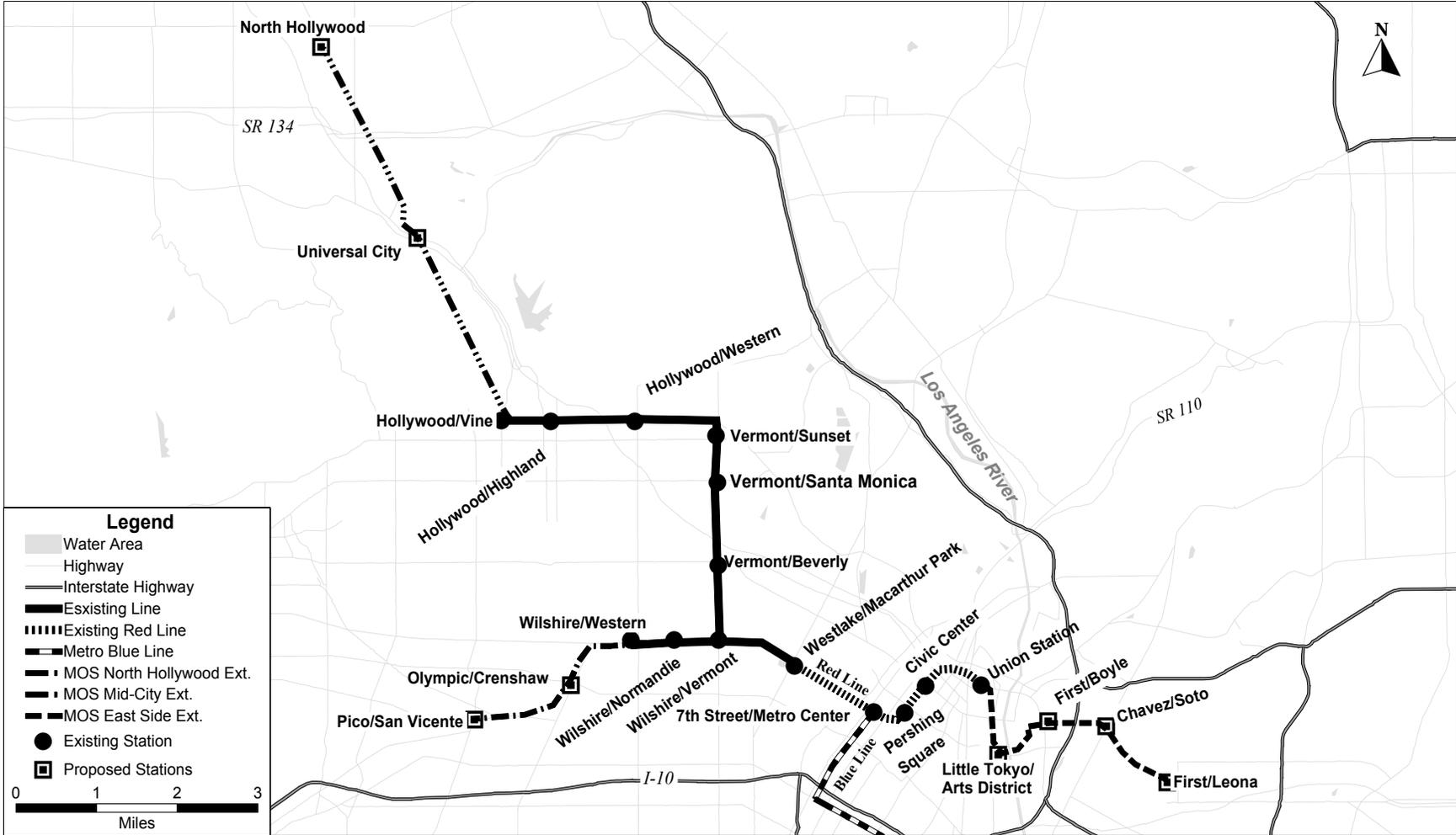
<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$ 681.04	\$738.29 million appropriated through FY 2002*
Flexible Funds	\$ 245.60	
<b>Local:</b>	\$ 384.18	
<b>TOTAL</b>	<b>\$1,310.82</b>	

**NOTE:** Total may not add due to rounding.

\* The total MOS-3 appropriations to date of \$738.3 million includes \$640.5 million for North Hollywood, \$76.5 million in Section 5309 New Starts funds for the suspended Mid-City and Eastside subway segments of MOS-3, and \$21.3 million appropriated through 2002 for further studies of alternatives for the Mid-City and Eastside corridors.

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Federal Transit Administration, 2002

