

# **Eastside Corridor LRT**

## **Los Angeles, California**

(November 2002)

### **Description**

The Los Angeles County Metropolitan Transportation Authority is proposing to implement a 5.9-mile light rail transit (LRT) line in the Eastside Corridor, connecting Downtown Los Angeles with low- to moderate-income communities in East Los Angeles. The proposed system would include eight stations and will traverse eastward from Union Station (the city's major intermodal hub, serving intercity, commuter, and regional rail service, as well as local and express bus services) along Alameda Street through the City Terrace, Belvedere, and East Los Angeles communities of unincorporated Los Angeles County. The project would terminate at Atlantic Boulevard, where a 200-space park-and-ride facility is planned. The project is primarily at-grade, with a 1.8-mile mid-section underground in tunnel. There are currently 60 heavily used bus routes operating in this highly transit dependent corridor, and the proposed project will provide travel time savings and increased transit capacity to residents accessing jobs in Downtown Los Angeles and other employment destinations along the MTA Red line, the light rail system, and rapid bus routes. There are 15,000 average weekday boardings are forecasted on the proposed line in 2020, including 7,600 daily new riders. The project is estimated to cost \$888.0 million in escalated dollars, with a Section 5309 New Starts funding share of \$490.7 million. The capital cost of the project has increased \$70 million since the FY 2003 Annual Report on New Starts, primarily due to refinements in cost estimates at the conclusion of Preliminary Engineering.

### **Status**

Initial systems planning efforts for the Eastside Corridor began in 1989, and an Alternatives Analysis on the corridor commenced in 1990, resulting in the selection of a heavy rail subway line from Union Station to Whittier/Atlantic Boulevard in 1993. A Record of Decision on the corridor was issued in December 1994. FTA and MTA entered into a Full Funding Grant Agreement (FFGA) on three heavy rail corridors ("MOS-3"), which included the North Hollywood, Mid-City, and Eastside corridors, in May 1993. In January 1997, FTA requested that the MTA submit a Recovery Plan to demonstrate its ability to complete the FFGA while maintaining and operating the existing bus system. Pursuant to the request, in January 1998, the LACMTA Board of Directors voted to suspend and demobilize rail construction activities on the Mid-City and Eastside projects. The MTA subsequently submitted a Recovery Plan to FTA in May 1998. FTA approved the plan in July 1998.

In 1998, the MTA undertook a Regional Transit Alternatives Analysis (RTAA) to analyze and evaluate feasible alternatives for the Eastside and Mid-City corridors. In June 1999, the MTA initiated a Re-Evaluation/Major Investment Study on the Eastside corridor, and began a Draft Environmental Impact Statement on the corridor in March 2000. In June 2000, the MTA board formally selected a light rail transit technology in the Eastside corridor as the Locally Preferred Alternative. FTA approved the initiation of Preliminary Engineering in August 2000. The LACMTA completed the NEPA process and received a Record of Decision in June 2002. FTA approved the project into Final Design in October 2002.

### Reported in Year of Expenditure Dollars

<u>Proposed Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b>		
Section 5309 New Starts	\$490.7	\$8.42 million appropriated through FY 2002
FHWA CMAQ	\$4.4	
Section 5309 Fixed Guideway Modernization	\$38.9	
<b>State:</b>		
Traffic Congestion Relief	\$236.3	
State Reg. Imp. Program	\$5.2	
<b>Local:</b>		
Proposition A	\$112.8	
<b>TOTAL</b>	<b>\$888.3</b>	

**NOTE:** Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions. Total may not add due to rounding.

The President's FY 2003 budget recommends that a Full Funding Grant Agreement be executed for this project by the end of FY 2003.

TEA-21 Section 3030(a)(38) authorized the Los Angeles MOS-3 for Final Design and construction. Through FY 2001, Congress appropriated \$76.48 million for the original Mid-City and Eastside subway alignments. Through FY 2002, Congress appropriated \$8.42 million for the Eastside Corridor project.

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