

Regional Connector Transit Corridor

Los Angeles California

(December 2017)

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is constructing a 1.9 mile double track light rail transit line in downtown Los Angeles, with 3 new underground stations and the procurement of 4 light rail vehicles. The project will begin at the existing 7th Street/Metro Center Station and will provide connections via a new underground alignment to the existing Metro Blue, Exposition, and Gold Lines. The alignment will extend north underground from the 7th Street/Metro Center Station following Flower Street, curving east under the 2nd Street roadway tunnel and 2nd Street, and continuing east under the intersection of 1st and Alameda Streets, surfacing to connect to the Metro Gold Line tracks within 1st Street at grade to the east and north of Temple Street toward Union Station.

In the opening year of 2021 as well as the forecast year of 2035, service will be provided using three-car train consists in the peak period with service every 2.5 minutes. Service will be provided every five minutes during off-peak periods. The hours of operation will be 5:00 a.m. to 12:00 a.m. weekdays and weekends. Estimated daily linked trips on the Project using current year inputs are 58,580. This number is expected to grow to 100,980 daily linked trips by 2035.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$1,402.93 million. The Section 5309 New Starts funding share is \$669.90 million.

Status

Following completion of an alternatives analysis in January 2009, and the publication of a Draft Environmental Impact Statement (EIS) in September 2010, the LACMTA Board selected the locally preferred alternative in October 2010. Under SAFETEA-LU, FTA approved the project into preliminary engineering in January 2011. The Final EIS was completed in January 2012 and a Record of Decision was issued in June 2012. The project was grandfathered into the Moving Ahead for Progress in the 21st Century Act (MAP-21) engineering phase. The LACMTA and FTA entered into an FFGA in February 2014 with revenue operations scheduled for May 29, 2021. The groundbreaking ceremony was held on September 30, 2014. The Project is currently in the construction phase and is approximately 40% complete. The project is currently projected to cost about \$378.00 million more than the baseline cost and the revenue operation date is forecasted to be more than a year later than the baseline revenue service date of May 2021.

Section 3005 of the Fixing America's Surface Transportation ("FAST") Act (Pub. L. 114-94; Dec. 4, 2015) authorized FTA to award Federal major capital investment funds for final design and construction of the Los Angeles Regional Connector Light Rail Transit project. Through FY 2017, Congress has appropriated \$365.00 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars

Source of Funds	Total Funds (\$million)	Appropriations to Date
Federal: Section 5309 New Starts Congestion Mitigation and Air Quality Funds (CMAQ)	\$669.90 \$64.00	\$365.00 million in total appropriations through FY 2017.
State: Proposition 1A High Speed Rail Bonds Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account Repayment from State of California of Capital Project Loans	\$114.90 \$149.50 \$110.76	
Local: Measure R Sales Tax Revenue TIFIA Loan Proceeds Backed by Measure R Sales Tax Revenue Local Agency Funds Lease Revenue	\$27.57 \$160.00 \$42.08 \$64.24	
Total:	\$1,402.93	

NOTES: The Source of Funds and Total Funding numbers are as established at the signing of the FFGA. The sum of the figures may differ from the total as listed due to rounding.

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