



Project Update  
Actualización del Proyecto

# Metro Gold Line Eastside Extension La Extensión al Este del Metro Gold Line

August 2003/Agosto de 2003

# Metro Rail's Gold Line continues through East LA.

Another six miles of train tracks will be added from Union Station to Pomona and Atlantic offering the Eastside faster travel times and improved access to destinations throughout Los Angeles County.

## Construction Begins Early 2004

Los Angeles has been described as the city of this century, an American melting pot where people have gathered from every country and corner of the earth to pursue their dreams. Those dreamers need access and connections – to business, to culture, to other dreamers. A vital city offers that access and connectivity.

Transportation supports that connectivity. For East Los Angeles, an historic thriving community for many generations and many ethnicities, the time has come for a new and vital transportation link to bring a new age of access.

Now, after years of deliberation to define and refine the method of connectivity, construction will soon begin on that vital link – the Metro Gold Line Eastside Extension light rail project. The project contracts are out to bid and will be evaluated. Construction should begin in early 2004 once the contractor(s) are chosen.

## Contractors to Bid on Three Contracts

Co800 Includes the excavation of two underground stations at 1st/Boyle and 1st/Soto and twin-bored tunnels with portals near 1st/Utah and 1st/Lorena.

Co801 Includes design and construction of street-level and underground stations, yards and shops, substations, trackwork, systems, systems integration and testing.

Co802 Includes a new bridge to be constructed over the 101 freeway connecting the Eastside Extension to the Metro Gold Line at Union Station.

## Project at a Glance

- > Eight stations (two underground)
- > Estimated ride time of 17 minutes between Union Station and the Atlantic station
- > Faster, easier access to 73 miles of Metro Rail system
- > Capacity for 22,000 daily boardings
- > Operating hours from 4:30 am to 12:30 am
- > Twin tunnels (1.8 miles long) under Boyle Heights
- > Budget of \$880 million
- > Forecasted to open 2009

For questions concerning construction of the Metro Gold Line Eastside Extension, please contact Yvette Robles, Community Relations Team Contact, at 213.922.2259 or visit [metro.net/eastside](http://metro.net/eastside).



## Underground Travel Means Faster Commutes

Although the Metro Gold Line Eastside Extension light rail project travels most of its total six-mile length at street level, the trains will travel underground for 1.8 miles beneath 1st Street between Gless and Lorena.

“The narrowness of 1st Street and the density of its buildings meant tunneling underground was our best option,” explains Ray Sosa, Planning Deputy Project Manager of the Metro Gold Line Eastside Extension. “Running the trains through tunnels means they can travel safely at a higher speed, which allows us to reduce travel time for all riders using the Eastside Extension.”

The rail cars traveling through the twin-tunnel portion of the Eastside Extension will travel at up to 55 miles per hour. In comparison, the speed on the most heavily used Metro Bus lines in the Eastside area averages 12 to 14 miles per hour.

## Amazing Machines Bore Under the City

Used widely throughout Europe as well as for East Central Interceptor Sewer project in Los Angeles, earth pressure balance (EPB) machines will bore two 25-foot-diameter tunnels.

EPBs couple boring with a solution of water and polymers to turn soil into the consistency of toothpaste. EPBs were used in boring the tunnel under the English Channel, connecting France to England.

The EPBs offer greater stability when digging tunnels than other types of tunneling machines.



MTA will build a park/ride structure for Metro Gold Line Eastside Extension riders at Atlantic and Pomona boulevards.

## MTA Aggressively Seeking State and Federal Funding

MTA is now aggressively working to finalize the Federal Full Funding Grant Agreement of \$490 million in federal discretionary funds for the Metro Gold Line Eastside Extension light rail project.

An important element in gaining approval for the federal funds is to obtain State of California funding for the Eastside Extension project. The Eastside Extension project was previously designated by law to receive \$191 million from California’s Traffic Congestion Relief Program. Due to the state’s current financial deficit, these funds are no longer available. To preserve the federal funds for the project, MTA has reached an unprecedented agreement with the California Transportation Commission to organize financing for the project.

MTA will absorb the state’s present share of cost for the project and will be reimbursed by the state in a future year. Reimbursement will come through the state’s federal gas tax funds. This agreement between the state and MTA has removed a major obstacle, bringing MTA much closer to award of the Full Funding Grant Agreement funds for this vital Eastside Extension project.

## Traffic/Parking Concerns Eased

Working with residents to solve an important community issue, MTA recently proposed a solution to address traffic concerns near the park/ride structure to be built at Pomona and Atlantic Boulevards.

The nearby community raised concerns regarding the site’s driveway. Residents were concerned that the driveway would increase traffic in their neighborhoods. MTA agreed to relocate the exit/entrance to the parking structure away from Telford Street. MTA is also working with the community and Kaiser Permanente to address concerns regarding lighting, security and traffic.

## Improved Lanes Improve Travel

Over the last year, MTA and Los Angeles County have been developing the final traffic lane configurations for 3rd Street to take effect after the Metro Gold Line Eastside Extension is built.

MTA has arranged several meetings with community members who live or own businesses along 3rd Street. Although the County of Los Angeles Department of Public Works ultimately approves the County’s traffic lane configurations, MTA will implement the approved configuration.

A new concept proposed by the County creates left turn pockets and retains parking along 3rd Street wherever possible. This concept improves traffic flow and the level of service at many intersections, while maintaining a safe environment for pedestrians, autos, and light rail trains.

### Economic Opportunities Abound

The Metro Gold Line Eastside Extension will open new economic opportunities to Eastside residents by offering them faster, more convenient access to the 73 miles of Metro Rail stretching across Los Angeles County.

But even while the Eastside Extension light rail system is being built, MTA will promote economic growth and job development in communities impacted by Eastside Extension construction. The Metro Jobs Program is a key tool for meeting this commitment

### Local Jobs Goal of 30%

The Metro Jobs Program provides residents in the construction project area with employment opportunities, as well as access to construction-related training programs. A major goal of Metro Jobs is to identify and consider all qualified workers who reside within the project community area. The program has established a goal for Eastside project community residents to perform 30 percent of total construction work hours.

In addition, the Metro Jobs Program will assist all persons interested in nonconstruction-related employment with job placement or training through a network of community-based organizations expert in those services. Nonconstruction-related job seekers will have the opportunity to compete for project employment or to be referred to a local job training and placement center. “We want to

assist everyone who expresses an interest in the Metro Jobs Program,” explains Joe Hernandez from MTA’s Diversity and Economic Opportunity Department. “We will not turn anyone away. We will work with each individual to identify opportunities appropriate for their skills and experience. The Metro Jobs Program is designed to provide local residents an awareness of the opportunities for employment associated with this major project.” For more information: 213.922.2600

### Soto Street Gets Rapid

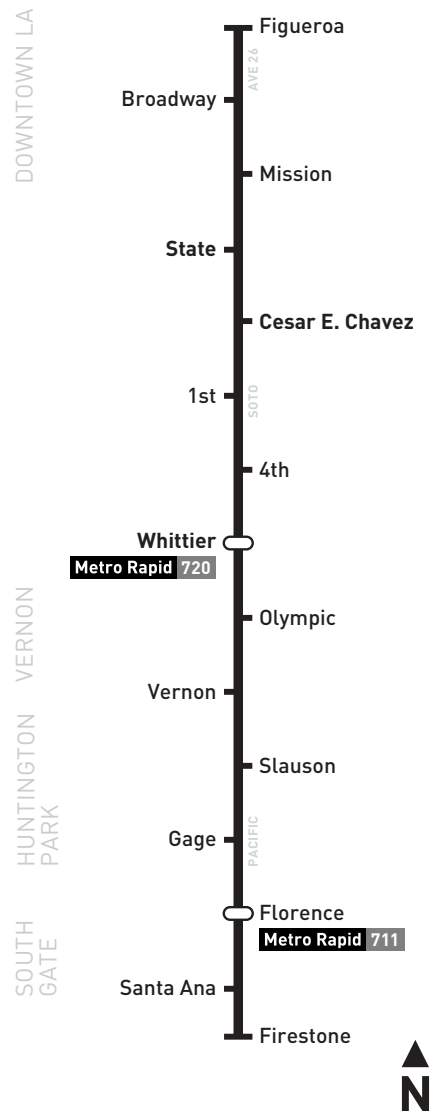
The Metro Rapid Program has reduced bus passenger travel times by as much as 25 percent. Eastside residents will soon have the opportunity to use this high quality mode of transit as the Soto Metro Rapid begins operating in June 2004.

A collaboration of MTA and City of Los Angeles Department of Transportation, the Metro Rapid program brings faster travel choices to bus riders by offering an express bus service based on eight key features. Metro Rapid buses currently travel 96 miles along six corridors throughout Los Angeles County.

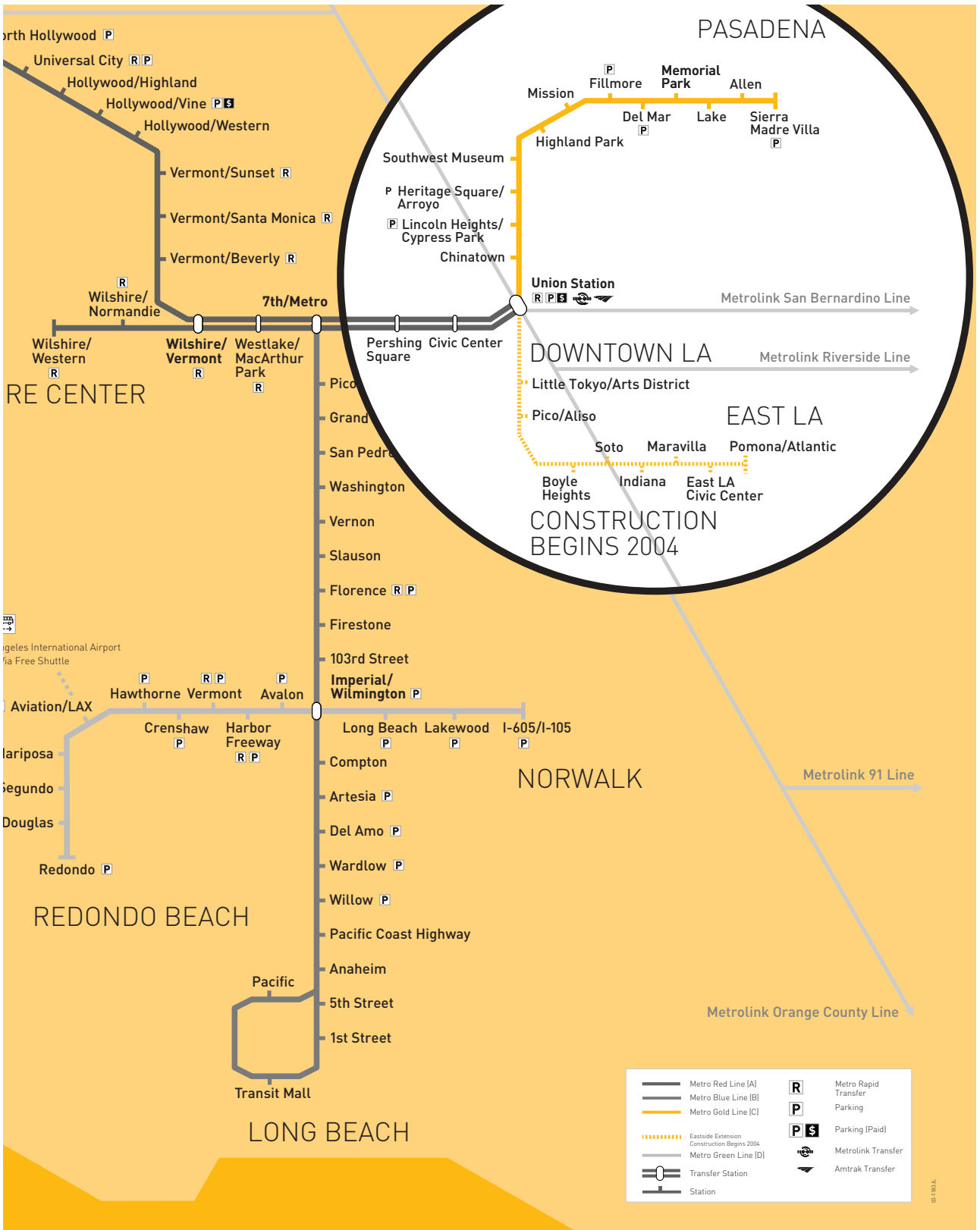
The Soto and Florence Metro Rapid lines will contribute to the connectivity of the overall Metro Rapid network. When the Soto Metro Rapid joins with the completed Eastside Extension, riders can access a faster, more reliable system for east/west and north/south travel.

Features of the Metro Rapid program have improved service frequency and reliability while reducing delays. The result has been that Metro Rapid lines increase bus ridership by nearly 40 percent; nearly one-third of that increase in ridership is from people who are new to public transit.

## Soto Metro Rapid



# Metro Rail System Map



	Metro Red Line (A)		Metro Rapid Transfer
	Metro Blue Line (B)		Parking
	Metro Gold Line (C)		Parking (Paid)
	Eastside Extension Construction Begins 2004		Metrolink Transfer
	Metro Green Line (D)		Transfer Station
	Station		Amtrak Transfer