



NEWS

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HOUSE COMMITTEE APPROVES \$25 MILLION FOR METRO RED LINE SEGMENT 3, EAST SIDE EXTENSION

The House Committee on Public Works and Transportation Tuesday, May 17, approved important legislation that will provide Los Angeles an additional \$25 million in funding for the Metro Red Line's East Side Extension.

"The funding increase brings to \$1.255 billion the total amount of federal dollars authorized for Segment 3 of the Metro Red Line, which includes the East Side, Mid City and North Hollywood extensions," said Richard Alatorre, MTA Chairman and Los Angeles City Councilman. "This is the result of many years of community involvement at the local level."

The House Committee also included language that provides the first step toward future federal support to extend the line to Atlantic Boulevard.

"The project description approved by the Committee mirrors the description included in the MTA's Locally Preferred Alternative for the route. It provides for a total of 6.8 miles of rail ultimately to run east from Union Station to Atlantic Boulevard serving East Los Angeles," added Alatorre.

"The MTA Board has approved plans to complete construction of the first 3.7 miles east of Union Station to Indiana Street by 2002," said Franklin White, MTA Chief Executive Officer. "The House Committee also incorporated key language which sets the stage for future federal assistance for construction of six more stations, bringing to 12 the number of stations for Segment 3 of the Metro Red Line," he added.

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EAST SIDE EXTENSION

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Stations planned for the East Side branch of Segment 3 now include Little Tokyo, First Street and Boyle Avenue, Cesar Chavez Avenue and Soto Street, First and Lorena streets, Whittier and Rowan avenues, Whittier and Arizona avenues, and the terminus at Whittier Avenue and Atlantic Boulevard. Three stations are planned for the North Hollywood branch at Hollywood/Highland, Universal City and North Hollywood. The Mid City branch will have two stations at Olympic/Crenshaw and Pico/San Vicente.

"The funds provided by this amendment are earmarked for the East Side Extension," said White. "Funding for the Mid City and North Hollywood branches of Segment 3 had been fully authorized when the Act of 1991 was signed into law. At that time, the East Side branch was in early planning stages."

The House Committee in its action Tuesday also urged the Secretary of Transportation to consider as a high priority continued federal support for the Gateway Intermodal Transit Center. This facility is under construction at Union Station.

The House Committee action recommended amendments to the Intermodal Surface Transportation Efficiency Act of 1991 and is subject to final congressional approval no later than September 1995.

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