



# NEWS

## Metro Red Line Subway Chronology

**1950s:** Los Angeles experiences the waning days of its extensive trolley network, however, planners already are dreaming of a modern replacement rail system.

**April 8, 1961:** The last day of operation for the downtown Los Angeles to Long Beach Red Car.

**March 31, 1963:** Service on the Los Angeles Yellow Car discontinued.

**1963:** The last mass transit rail vehicle in Los Angeles is retired, succumbing to the power of the automobile and freeways.

**June 1974:** The first public money – a portion of highway gas taxes – was committed for the construction of a rail rapid transit system. Shortly thereafter, a Rapid Transit Advisory Committee is formed.

**November 1980:** Los Angeles voters approve a half-cent sales tax increase under Proposition A, which provides funding for a regional rail transit system as well as other transportation improvements.

**July 1981:** The first design contracts for Metro Rail begin to be awarded.

**August 1983:** President Ronald Reagan signs a U.S. Department of Transportation funding bill that provides \$117.2 million for the startup of Metro Rail construction, a major milestone leading to the eventual return of rail mass transit to Los Angeles.

**March 1984:** California State Transportation Commission approves \$361 million as first installment of matching funds for Metro Rail construction.

**August 1984:** The Los Angeles County Transportation Commission commits \$406 million (from sales tax revenue) as county matching funds for Metro Rail construction.

**September 1984:** City of Los Angeles commits \$34 million toward initial Metro Rail construction.

**September 29, 1986:** Groundbreaking ceremony for Segment 1 of Metro Red Line subway takes place at 1<sup>st</sup> and Hill streets. The 4.4 mile Segment 1 will start at Union Station and feature a total of five stations, ending at MacArthur Park.

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**1987:** Construction of Segment 1 begins. Most of Segment 1 will be in its final stages of completion by October 1992.

**April 1988:** First 104 Metro Red Line cars ordered from manufacturer Breda Costruzioni Ferroviarie.

**January 1989:** Tunneling begins on Segment 2 of Metro Red Line to extend the subway west on Wilshire from MacArthur Park and north on Vermont to Hollywood.

**1989:** The Metro Rail program is officially placed under the auspices of the Los Angeles County Transportation Commission.

**May 5, 1989:** First Metro Red Line subway tunnel break through on Segment 1 at Civic Center station connecting Union Station with 1<sup>st</sup> & Hill streets.

**June 11, 1990:** Metro Red Line tunnel machines break through at Union Station from yard and shops area, completing tunneling for Segment 1.

**November 1990:** Los Angeles County voters approve Proposition C, raising the sales tax by another half-cent to expand and improve rail, bus and other transit services.

**1990:** The Metro Rail System makes its debut with the opening of the 22-mile Metro Blue Line, a light rail system which extends from downtown Long Beach to downtown Los Angeles, linking the two biggest cities in Los Angeles County.

**July 1991:** Metro Red Line rail maintenance yard opens.

**November 1991:** Test trains begin running on the 4.4 mile long Segment 1.

**1991:** Construction of Segment 2, the Wilshire Corridor, begins. Segment 2 will encompass 6.7 miles and includes two legs. The first leg, 2.1 miles, extends west along Wilshire Boulevard from the Westlake MacArthur Park station on Segment 1 to the Wilshire/Western station.

Segment 2's second and longer Vermont/Hollywood Corridor, 4.6 miles, turns north on Vermont Avenue and then west along Hollywood Boulevard to the Hollywood/Vine station and features three stations along Vermont and two on Hollywood Boulevard.

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**April 1, 1993:** RTD and LACTC merge to become Los Angeles County's single transportation agency, the MTA.

**January 30, 1993:** Segment 1, connecting Union to MacArthur Park, a distance of 4.4 miles, opens to the public. A ceremonial subway train carries transit and elected officials to the Pershing Square Station to celebrate L.A.'s first modern subway. Initially, the line draws 18,000 passengers a day.

**January 17, 1994:** Nearly a year after opening day of Segment 1, a 6.7-magnitude earthquake jolts Los Angeles. A thorough inspection of the subway tunnels reveals no significant damage and trains are running the following day.

**January 30, 1994:** Metro Red Line carries more than 5 million riders in first year of operation.

**December 1994:** Traylor Brothers awarded 2-1/2 mile construction contract to build a Metro Red Line subway on Segment 3 underneath the Santa Monica Mountains from Hollywood to Universal City in North Hollywood.

**March 1994:** Tunneling begins on Segment 3.

**May 1996:** Two tunnel boring machines at Universal City worksite begin mining through the Santa Monica Mountains to Hollywood.

- When completed, the tunnel boring machines will pass 12,630 feet through eight distinct geologic formations, ranging in depth from 165 to 900 feet before meeting up with the Metro Red Line tunnels at La Brea Avenue and Hollywood Boulevard.
- The \$125.6 million project will link North Hollywood and two subway stations and two miles of tunnel, and the rest of the Metro Red Line system.
- Unlike previous segments of the Metro Red Line, which were built through loose sedimentary ground, the tunnels from Universal City to Hollywood pass through solid rock, including formations of granite.

**July 13, 1996:** The first leg of Segment 2 opens ahead of schedule to the public, expanding the subway by 50 percent. Sixteen Metro bus lines link with three new rail stations on Wilshire, providing speedy connections for thousands of commuters.

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**July 1997:** Ridership on the Metro Red Line hits 39,700, up from 27,950 for the same period in July 1996. Overall, ridership on the Metro Rail System, which includes the light rail Metro Blue and Green lines, reaches 110,000 average weekday boardings.

**October 1997:** Segment 3 tunnel boring machines break through to Segment 2 in Hollywood at La Brea shaft. Segment 3 is expected to open for service in May 2000. Segment 2 is expected to open in December 1998.

MTA-216

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