Los Angeles Metro Light Rail CORE Capacity and System Integration Project

PROJECT NOMINATING AGENCIES
- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT IMPLEMENTING AGENCY
- Metro

PROJECT LOCATION
The Project is located in Los Angeles County, in the cities of Los Angeles, El Segundo, Inglewood, and Redondo Beach, primarily on the Metro C Line (Green).

PROJECT SCOPE

The Project consists of capital, operational, rehabilitation, and expansion (i.e., CORE) components for the Metro K (Crenshaw/LAX) and C (Green) light rail transit (LRT) lines that are necessary to accommodate and allow for the operation of three-car trains, thus making it possible to move more people on existing transit networks safely, reliably, and sustainably. Major project elements are:

- Station platform expansion and station area accessibility improvements at Aviation/LAX to accommodate Metro's standard 3-car trains
- The addition of two new traction power substations (TPSS) to support 3-car trains
- Replacement of four existing traction power substations
- Replacement of the now-failing 30-year-old Overhead Catenary System (OCS) on Metro's C Line
- Replacement of worn and corroded track, ties, and fasteners in the Project Area

Together these improvements address community needs for high quality transit, help promote greater transportation equity by expanding system capacity and accessibility, by making the overall quality of transit trips better through greater reliability and updating parts of the system that need to be restored to a state of good repair. The Project also importantly contributes to Greenhouse Gas Reductions and air quality improvements that enhance quality of life for communities surrounding the project area, many of which fall within the most severely disadvantaged census tracts in California per the SB 535 Disadvantaged Communities definition.

PROJECT BENEFITS

The Project is anticipated to yield benefits over a long horizon. In the near term, the Project improves system reliability and creates operational flexibility to meet transit passenger travel demand, particularly when demand peaks around events. In the long term, the Project critically supports the anticipated future ridership that the transit system will encounters as future light rail expansion efforts enter into operations.

SCCP PROGRAM OBJECTIVE	METRIC	BENEFIT/OUTCOME
Congestion Reduction	Vehicle Miles Travelled (VMT per day (Highway)	Reduces VMT by 26,423 a day
Throughput	Metro Daily Rail Ridership	Adds 1,381 new daily riders
Safety	Reduction in Highway Accident Costs	Generates $10.6 million in accident savings over 20 Years
Economy	Indirect and Direct Job Creation	Creates 2,347 Jobs
Greenhouse Gas (GHG) Reduction	CO2 (GHG) Saved	Reduces 64,088 metric tons of greenhouse gas emissions

PROJECT COST ($s in millions)

SCCP Requested	Local and/or Federal Funds	Total SCCP Eligible Costs	Total Project Cost
$72.0 M	$123.1 M	$180.5 M	$195.1 M

PROJECT SCHEDULE

Environmental Completion	Preliminary Engineering Completion	Right of Way Completion	Construction Initiation
December 2023	December 2024	Not Applicable	January 2025

Metro

Caltrans