East San Fernando Valley Transit Corridor

Status
- Metro Board LPA selection: June 2018
- Recently awarded $200 million in Senate Bill (SB)1 funds and $200 million in State Transportation Improvement (STIP) funds.
- Twenty-eight by ‘28 project

Next Steps
- PE RFP scheduled to be released in July 2018 and awarded in early 2019
- Board Certification for the Final EIS/EIR anticipated in early 2019
- ROW acquisition and Utility Relocation to be initiated in 2021
- Construction to be begin in 2022
- Revenue Operations in 2027
West Santa Ana Branch Transit Corridor

20-mile light rail transit corridor connecting Downtown Los Angeles to southeast LA County

Draft EIS/EIR will evaluate:
- Northern Alignment Options
- One Southern Alignment
- Stations
- Grade Crossings
- Maintenance Yard Options
- Site Specific Design Options
West Santa Ana Branch Transit Corridor

Status
- May 2018 – Board approved Northern Alignment Options E and G to be carried forward into the Draft EIS/EIR
- Ongoing stakeholder briefings

Next Steps
- July 2018 – Updated scoping meetings
- July 2018 – Advanced Engineering RFP
Sepulveda Transit Corridor

Rail transit concepts between the San Fernando Valley and LAX

Connections to existing/planned transit corridors

Study Area divided into two sections:
- Valley-Westside
- Westside-LAX
Transit Modes Under Consideration

Status
• December 2017 – Study Kickoff
• Summer 2018
  – Project Introduction
  – Community Meetings

Next Steps
• Fall 2018 – Evaluation of Valley-Westside initial concepts
• Winter 2018/Spring 2019 – Evaluation of Westside-LAX initial concepts
• Summer 2019 – Study Completion
• 2020 – Future Environmental Analysis
Green Line Extension to Torrance

- 4.6 mile at-grade rail extension
- Up to 3 new stations
- Operates in Metro-owned ROW with BNSF operating rights. LRT and freight will share alignment.
Green Line Extension to Torrance

Status
• June 2018 – Supplemental AA Report
• July 2018 – Present findings
  – July 18th: Planning and Programming Committee (2pm)
  – July 26th: Metro Board (9:30am)

Next Steps
• Early 2019 – RFP for Environmental & Engineering Procurement
• Mid 2019 – Initiate Environmental Process (EIR/EIS)
Eastside Transit Corridor Phase 2

Extension of the existing Metro Gold Line in East branched to South El Monte and Whittier.

Three LRT Alternatives:
- SR-60 North Side Design Variation LRT Alternative (6.9 miles, 4 stations)
- Washington Boulevard Alternative with Atlantic Below Grade (8.8 miles, 6 stations)
- Combined with both SR-60 and Washington Boulevard via Atlantic segments (15.7 miles, 10 stations)

Per Measure M – $6 billion in two funding cycles ($3b. in 2029 and $3b. in 2053)
Eastside Transit Corridor Phase 2

Status
• 2017 – Completed additional route refinement study and Board approval to advance into environmental review for three (3) alternatives

Next Steps
• Fall 2018 – Re-initiate environmental process and advanced conceptual engineering
• RFPs for future project phases (e.g., P.E., final design, and construction) TBD

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>SR 60 LRT</th>
<th>Washington LRT</th>
<th>Combined LRTs</th>
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</thead>
<tbody>
<tr>
<td>Travel Time</td>
<td>13 min.</td>
<td>17-18 min</td>
<td>30 min.</td>
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<tr>
<td>Ridership (Daily)</td>
<td>16,700 – 17,800</td>
<td>19,610 – 21,070</td>
<td>28,600 – 30,830</td>
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<tr>
<td>Capital Cost (2017$, billion)</td>
<td>$2.27 – $2.69</td>
<td>$4.24 – $4.40</td>
<td>$6.30 – $6.90</td>
</tr>
</tbody>
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Alternatives Comparison
Crenshaw/LAX Northern Extension

Extension of Crenshaw/LAX Line from the Exposition Line to the Purple Line/Wilshire Blvd and Red Line in Hollywood

Feasibility/Alternatives Analysis Study Alignments

- A1 - San Vicente
- A2 - La Cienega
- B - Fairfax
- C - La Brea
- D - Vermont
Crenshaw/LAX Northern Extension

Status
• July 2018 - Metro Board scheduled to review Feasibility/Alternatives Analysis Study

Next Steps
• Early 2019 - Issue RFP for environmental review and conceptual engineering
Metro Orange Line BRT Improvements

Grade separations at Sepulveda Blvd. and Van Nuys Blvd. and gating of up to 35 at-grade crossings

Measure M and SB-1 Local Partnership Grant Program provides up to $320 million funding
Metro Orange Line BRT Improvements

Status

• 2017 – Board approval to advance into public engagement, environmental review and engineering design
• 2018 – Current Activities
  – Environmental clearance and limited preliminary engineering
  – Coordination with East San Fernando Valley and Sepulveda Transit Corridor Projects
  – Traffic impact analysis for railroad type gates

Next Steps

• Summer 2018 – Board approval of the project as Statutorily Exempt, authorize filing a Notice of Exemptions with LA County Clerk
• Fall 2018 – PE (30%)
• Summer 2019 – Procurement for D/B Contractor
Vermont BRT Transit Corridor

12.4 miles from Hollywood to 120th Street

Second busiest bus corridor
- 45,000 daily boardings

Heavy traffic resulting in slow bus service/poor on-time performance

Connects to:
- Several rail lines
- Key activity centers
Vermont BRT Transit Corridor

Status

• February 2017 – Completed Vermont BRT Technical Study; study identified two BRT concepts:
  – End-to-end side running
  – Combination center/side running
• March 2017 – Board directed staff to conduct Rail Conversion/Feasibility Study
  – Purpose to ensure BRT would not preclude future conversion to rail
• January 2018 – Awarded contract for study
• Project included in Twenty-Eight by ’28 initiative

Next Steps

• Early 2019 – Complete study; Procure services for alternatives analysis/environmental process for BRT
North Hollywood to Pasadena BRT

BRT connecting the Metro Gold Line to the Metro Red/Orange Line

Connects Cities of Los Angeles, Burbank, Glendale, and Pasadena

Per Measure M and SB1 Transit and Intercity Rail Capital Program (TIRCP) - $267 million
North Hollywood to Pasadena BRT

Status
• 2017 – Released BRT Technical Study; Board approved advancing two primary BRT alignments into environmental review:
  – Primary street running alignment (Approx. 18 miles)
  – Primary freeway running alignment (Approx. 17 miles via SR 134)
• May 2018 – Awarded environmental review contract
• Project is included in Twenty-Eight by ’28 initiative

Next Steps
• June 2018
  – Award public outreach contract from Outreach Bench
  – Initiate alternatives analysis and public outreach
North San Fernando Valley BRT

New east-west transit service in the North San Fernando Valley

Includes City of San Fernando and LA communities, such as Chatsworth, Northridge, Panorama City, North Hollywood, Sun Valley, Pacoima, and Sylmar

Per Measure M - $180 million
Status

- 2017 – Completed Environmental Framework Report
  - Proposed study area and preliminary concepts identified
- May 2018 – Awarded environmental review contract
- Project highlighted in Twenty-Eight by ’28 initiative

Next Steps

- June 2018
  - Award public outreach contract from Outreach Bench
  - Initiate alternatives analysis and public outreach
Project Description
• 5.6 mile pedestrian and bicycle path through South Los Angeles
• Connects Crenshaw/LAX LRT, Silver Line BRT and Blue Line LRT

Status
• Completed NEPA/CEQA environmental clearance and preliminary design

Next Steps
• Developing final design components
• Preparing Invitation for Bid Package for Construction, expected for late 2018.
Project Description

• 4.3 mile active transportation corridor through the communities of Huntington Park, Bell, Maywood, Vernon and Los Angeles County
• Connects Blue Line LRT and Los Angeles River

Status

• Completed Alternative Analysis – Randolph Avenue Alternative

Next Steps

• RFP release August 2018 for NEPA/CEQA environmental clearance and preliminary design
LA River Path

Project Description
- Walking and bicycling path
- Closing this 8-mile gap creates a 32-mile continuous Class I path from Elysian Valley to Vernon

Status
- September 2016: Feasibility Study completed
- November 2017: Funded by $365M in Measure M
- May 2018: $45.8M A&E contract awarded to CH2M

Next Steps
- Environmental Clearance and Design
Project Description
• Various locations through the I-710/Los Angeles River Class I bike path
• Connects to the lower Los Angeles River bike path between Vernon and Long Beach

Status
• Currently working with consultant to environmentally clear various projects

Next Steps
• Initiate and complete environmental clearance