

ATTACHMENT D

Projects Identified for FY 2014-15 LCTOP Funding

Gold Line Foothill Extension Phase 2A Operations. This project, with annual operating costs of approximately \$26,926,000, is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles and on-street travel to a transit service featuring a dedicated, high-speed right-of way and zero emission electric light rail vehicles. The Project alignment is an extension of the existing Metro Gold Line. The extension traverses and serves several areas within the San Gabriel Valley which are identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The extended light rail line will connect patrons boarding in these communities to employment and other activities and opportunities in Downtown Los Angeles. The project is scheduled to open in early 2016, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for startup operations of this expanded light rail service. These improvements would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Expo Light Rail Line Phase 2 Operations. This project, with annual operating costs of approximately \$43,406,000, is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles and on-street travel to a transit service featuring a dedicated, high-speed right-of way and zero emission electric light rail vehicles. The Project alignment is an extension of the existing Exposition Light Rail Transit facility, which traverses and serves several areas identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The extended light rail line will connect patrons boarding in these communities to employment and other activities and opportunities in West Los Angeles and the City of Santa Monica. The project is scheduled to open in early 2016, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for startup operations of this expanded light rail service. These improvements would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Line 788 (San Fernando Valley-Westside Express) add midday, night, and/or weekend service; extend to Expo LRT Line; and/or capital for extension to Expo LRT Line. This project has several options designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles traveling over the Sepulveda pass in mixed flow lanes on the Interstate (I)-405 to an express transit service featuring a High Occupancy Vehicle Lane right-of way and compressed natural gas vehicles, which

produce less greenhouse gases than conventional automobile engines. The Project alignment provides an early opportunity for improved transit access via the Sepulveda Pass, as Metro is in the process of exploring options for implementing a high speed premium transit service on the alignment. An express service was implemented beginning December 14, 2014, providing service between Van Nuys Boulevard in San Fernando Valley, Wilshire/Veteran, and Wilshire/Westwood. There are several options to enhance this service:

Service enhancements on existing alignment. This option can be further broken down into midday, night, and/or weekend service expansion. All of these alternatives, combined, have annual costs of up to approximately \$5,770,000. These proposed expansions would allow increased modeshare as additional commuters and travelers have expanded options and greater ability to rely on the service schedule to meet their mobility needs. All of these service enhancements would use existing buses running on the current alignment, and could be implemented as soon as December 2015, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for operations of these service expansions.

Extension to Expo LRT Line. This option, with annual costs of \$924,000, is another opportunity for service expansion but which requires additional buses and the identification of an extended alignment. With the opening of the Expo Light Rail Line Phase 2, anticipated early 2016, the service could be extended south from its current terminus at Wilshire and Veteran to the Expo LRT Line. This extension would greater serve riders from several bus lines in the San Fernando Valley which traverse and serve areas that are identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The service would increase connections for patrons boarding in these communities to educational, employment, and other activities and opportunities in West Los Angeles.

Capital needs for extension to Expo LRT Line. This option, with total cost of \$1,000,000, would support the extension of service to the Expo LRT Line. Funding is needed for two additional clean fuel buses to accommodate the expanded service.

All of the improvements described would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Silver Line Service Enhancement – add midday service. This project is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles traveling in mixed flow lanes on the I-110 and I-10 and city streets in Downtown Los Angeles to a Bus Rapid Transit service featuring a High Occupancy Vehicle Lane right-of way and compressed natural gas vehicles, which produce less greenhouse gases than conventional automobile engines. This popular service has been in place since December 13, 2009. This service enhancement would require funds for operations and/or capital needs.

Add midday service. This service enhancement, with annual operating costs of \$330,000, will allow increased modeshare as additional commuters and travelers have expanded options and increased ability to rely on the service schedule to meet their mobility needs. The service to be expanded traverses and serves South and Downtown Los Angeles, East Los Angeles, and the San Gabriel Valley. The vast majority of the communities served by the project are identified by the Air Resources Board as disadvantaged communities as shown in Attachment E. The service could be expanded as soon as December 2015, within the period for which FY 2014-15 funds are available for expenditure.

Capital needs for Midday Service. The purchase of three clean fuel buses, with total cost of \$1,500,000, would support the expansion of midday service.

This service enhancement would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.