

MAJOR TRANSIT AND HIGHWAY CONSTRUCTION PROJECT DESCRIPTIONS

Major Highway Construction Projects

High Desert Multi-Purpose Corridor -. The project extends from SR-14 in LA County to SR-18 in San Bernardino County. It consists of 4 components: Freeway (SR-14 to 100th St.: up to 4 mixed-flow lanes in each direction and from 100th St. to SR-18: 3 mixed-flow lanes in each direction), High Speed Rail connection between CA HSR in Palmdale and XpressWest in Victorville, Green Energy corridor that runs parallel to the freeway, supports efficient movement of goods, and a bicycle component along the entire freeway. From east to west, respectively; first 10 miles and last 10 miles will be non-tolled; the middle 30 miles will be tolled. Project may be constructed in phases.

I-5 North Capacity Enhancements (from SR-14 to Lake Hughes Rd.) – Existing facility is 4 Mixed-Flow lanes in each direction. The new project starts from SR-14/I-5 Interchange to Lake Hughes Rd. in Castaic along I-5 for a total of 14 miles. The new project consists of adding 1 Truck lane and 1 HOV lane in each direction, while maintaining existing mixed-flow lanes.

SR-71 from I-10 to Rio Rancho Rd. – The number of existing Mixed Flow lanes varies from 2 to 3 in each direction through this segment of the SR-71. The new project adds 1 Mixed-Flow lane in each direction on the SR-71, from I-10 to Rio Rancho Rd. for a total of 3 miles. The project will provide 3 Mixed Flow lanes throughout with 4 Mixed Flow lanes in segments.

SR-57/SR-60 Interchange Improvements – The project includes adding a new westbound on-ramp to the SR-60 at Grand Ave., street widening improvements in the vicinity of Grand Ave. and Golden Springs Dr., a new westbound off-ramp to the SR-60 and auxiliary lane to Grand Ave., freeway mainline improvements and by-pass connectors, for a total of 2 miles.

I-105 Express Lanes from I-405 to I-605 – Existing facility is 1 HOV and 3 to 4 Mixed-Flow lanes in each direction. The new project re-stripes the existing HOV lane to create 2 Express Lanes in each direction for a total of 16 miles, while maintaining current number of mixed flow lanes in each direction.

Sepulveda Pass Transit Corridor –MODE NOT SPECIFIED – Could be a new high capacity transit mode connecting the Orange Line Van Nuys station underneath the Sepulveda Pass, with a station at UCLA, terminating at Wilshire/Westwood Purple Line station. Approximately 8.8 miles. Existing facility is 4 Mixed-Flow lanes and 1 HOV lane in each direction. If private revenue to fund the project is needed, restriping the HOV lanes within the existing Right of Way to add 2 ExpressLanes in each direction (while maintaining the current 4 Mixed-Flow Lanes), from US-101 to I-10 for a total of 10 miles will be considered.

I-710 South Corridor Project – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 2 Zero Emission Truck lanes in each direction, from Pico/Anaheim in Long

Beach to Bandini/Washington in Commerce for a total of 18 miles, while maintaining current mixed flow lanes. The Shoemaker Bridge “Hot Spot” “Early Action” project is a priority project for these funds.

I-605/I-10 Interchange – The new project will improve interchanges from Eastbound I-10 to Southbound I-605, Westbound I-10 to Southbound I-605, Northbound I-605 to Eastbound I-10, and Northbound I-605 to Westbound I-10.

I-5 South Corridor Improvements (I-605 to I-710) – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 1 Mixed-Flow lane and 1 HOV lane in each direction, from I-710 to I-605 for a total of 7 miles, for a total of 5 Mixed-Flow lanes and 1 HOV lane in each direction.

I-405 South Bay Curve Improvements – Existing facility is 4 Mixed-Flow lanes and 1 HOV lanes in each direction. The project will add segments of an Auxiliary Lane in each direction to address existing bottleneck and to improve the weaving movements at on/off ramps, from Florence Ave. to I-110 for a total of 10.4 miles, while maintaining current mixed-flow lanes.

I-110 Express Lane Ext South to I-405/I-110 Interchange – Existing facility is 5 Mixed-Flow lanes in each direction. The new project is to extend the existing I-110 Express Lanes southward to the I-405, for a total of 1 mile. This will create a total of 5 Mixed-Flow lanes and 1 Express Lane for that mile.

SR-60/I-605 Interchange HOV Direct Connectors – The new project is from the North and Southbound on I-605 from Rose Hills to I-10 and on East and Westbound SR-60 from Santa Anita to Turnbull Canyon. The Interchange improvements include adding auxiliary lanes, widening lanes and bridges, interchange connectors, ramp improvements and realignments.

I-405/I-110 Express Lanes Direct Connect Ramps & Interchange Improvements – The new project provides direct connector ramps between Express Lanes on the I-110 and I-405.

Major Transit Construction Projects

Airport Metro Connector (includes Green Line extension terminus) – 96th Street Station to LAX People Mover with a new Green Line Terminus and consolidated bus interface for 13 Metro and Municipal bus lines. The project includes a terminal building that connects the Metro Regional Rail system to a Los Angeles World Airport sponsored Automated People Mover into LAX, restrooms, wifi, retail, passenger pick-up and drop-off area, and other pedestrian and bicycle amenities (such as a bike hub and future bike share) could be included.

East San Fernando Valley Transit Corridor – A high-capacity transit project, mode to be determined, that connects the Orange Line Van Nuys station to the Sylmar/San Fernando Metrolink Station. Consisting of 14 stations, 9.2 miles.

Bus Rapid Transit Connector Orange/Red Line to Gold Line – A bus rapid transit project from North Hollywood Orange/Red Line Station to Pasadena, route to be determined, with a station-to-station connection to the Gold Line. Approximately 15.3 miles. Conversion to Light Rail Transit after FY2067 included in Expenditure Plan based upon ridership demand.

Gold Line Foothill Extension to Claremont – A light rail extension of the Gold Line from its current terminus at Citrus College Station to the Claremont Metrolink Station through the cities of Claremont, Glendora, La Verne, Pomona, and San Dimas. Consisting of 5 stations, 11 miles.

Westside Purple Line Extension to Westwood/VA Hospital (Section 3) – This is an extension of Purple Line Subway Section 2 along Wilshire Blvd from Avenue of the Stars in Century City west to Westwood/VA Hospital. Connection to Sepulveda Pass Subway (HRT) at Westwood/UCLA Station. Consisting of 2 stations, 2.5 miles.

West Santa Ana Transit Corridor – New light rail connection from the City of Artesia to Union Station spanning 20 miles using city streets, Metro, and ports owned rail right-of-way.

Orange Line BRT Improvements

OPERATION SHOVEL READY PROJECT: Grade separations, at critical intersections, along the Metro Orange Line which would allow buses to operate over or under the cross-streets without having to stop for signals, and greatly improve travel times through five key intersections located at: Sepulveda; Burbank/Fulton; Reseda; Woodman; Van Nuys; and additional improvements.

Vermont Transit Corridor– A 12.5 mile high capacity bus rapid transit corridor from Hollywood Blvd to 120th Street, just south of the Metro Green Line. Conversion to Heavy Rail Transit after FY2067 included in Expenditure Plan based upon ridership demand.

Metro Gold Line Eastside Phase II (two alignments) – Extension of the existing Gold Line Eastside light rail corridor beginning at the existing Gold Line Atlantic Station eastward either SR60 to South El Monte (6.9 miles) or Washington Blvd to Whittier (9.5 miles). A single alignment is to be determined based on the environmental process in the first forty years. The funding for a second alignment is identified to begin in fiscal year 2053.

South Bay Green Line Extension to Torrance Transit Center/Crenshaw Blvd – Extension of a light rail line from its current terminus at the Redondo Beach Station to the Torrance Transit Center at Crenshaw Blvd. Consisting of up to 4 stations, 4.7 miles.

Crenshaw Light Rail Northern Extension to West Hollywood – A light rail line from the terminus of the current project at Exposition and Crenshaw to the Red Line at Hollywood/Highland, route to be determined. Approximately 6 to 9 miles.

Orange Line Conversion to Light Rail – A conversion of the existing Orange Line BRT to LRT, from Warner Center to North Hollywood. Consisting of 14 stations, 14.5 miles, and three grade separations.

Lincoln Blvd BRT Connecting LAX to Santa Monica – A bus rapid transit corridor from the Airport Metro Connector (96th St Station) north along Lincoln Blvd, terminating at 4th/Colorado (Expo Line). Approximately 8.8 miles.

Green Line to Norwalk Metrolink Station – A 2.8 mile light rail extension of the Metro Green Line from its existing terminus at the I-605 in Norwalk/Santa Fe Springs Metrolink Station.

Sepulveda Pass Corridor – Westwood to LAX – An approximately 10 mile extension from the Metro Purple Line Wilshire/Westwood Station to the Airport Metro Connector Station at 96th Street/Aviation Blvd at LAX. Explore appropriate connectors to the Purple Line including at Bundy.

Crenshaw/LAX Track Enhancement Project – The Crenshaw/LAX project is a light rail line, currently under construction, a portion of which runs in a trench adjacent to the LAX runways and the LAX Runway Protection Zone. Metro is installing a cover over the portion of the below grade trench that are currently open. The Final Environmental Statement/Final Environmental Impact Report (FEIS/FEIR) describes this condition and requires that this trench be covered in its entirety when funding becomes available.

Complete LA River Bike Path – San Fernando Valley Gap Closure – This project will close approximately 12 miles of gaps in the existing LA River Bike Path--from Canoga Park to the City of Glendale--where it will connect to an existing path that ends in Elysian Valley, north of Downtown LA, yielding 26 miles of continuous bike path. (Combined with completion of the 8-mile LA River Bike Path Central Connector, the 51-mile LA River Bike Path--from Canoga Park to Long Beach--would be completed.)

LA River Waterway & System Bike Path – Central Connector – This project will close an approximately 8 mile gap in the existing LA River Bike Path from Elysian Valley through Downtown Los Angeles and the City of Vernon to the City of Maywood, yielding 31 miles of continuous path. (Combined with completion of the 12-mile LA River Bike Path San Fernando Valley Connector, the 51-mile LA River Bike Path--from Canoga Park to Long Beach--would be completed.)

City of San Fernando Bike Master Plan – This project will create a bike path to run along the Pacoima Wash.

Historic Downtown Streetcar – This streetcar project is located in downtown Los Angeles with a round-trip length of approximately 3.8 miles. It would run within existing traffic lanes from 1st Street on the north to 11th Street on the south.