

# Metro Transit & Highway Projects: 40-Year Buildout

Highway Projects		
First 15 Years	1 High Desert Corridor Project (Right-of-Way) (P3 Candidate) [NC]	
	2 I-5 N Capacity Enhancements (SR-14 to Lake Hughes Rd) [NC]	
	3 SR-71 Gap: I-10 to Rio Rancho Rd [SC]	
	4 SR-57/SR-60 Interchange Improvements [SC]	
	5 I-105 Express Lane: I-405 to I-605 [SB]	
	6 Sepulveda Pass Corridor (Busway) (P3 Candidate) [SF,W]	
	7 I-710 South Corridor Project Phase 1 (P3 Candidate) [CC]	
Second 15 Years	15 I-605/I-10 Interchange [SC]	
	16 I-5 Corridor Improvements: I-605 to I-710 [CC]	
	17 I-405 South Bay Curve Improvements [SB]	
	18 I-710 South Corridor Project Phase 2 (P3 Candidate) [CC]	
	19 I-110 Express Lanes Extension to I-405/I-110 Interchange [SB]	
	20 SR-60/I-605 Interchange HOV Direct Connectors [SC]	
	26 I-405/I-110 Interchange HOV Connect Ramps & Interchange Improvements [SB]	
Transit Projects		
First 15 Years	8 Airport Metro Connector/Green Line Extension [SA]	
	9 East San Fernando Valley Transit Corridor [SF]	
	10 BRT Connector Orange/Red Line to Gold Line [AV, SF]	
	11 Gold Line Foothill Extension Phase 2B [SC]	
	12 Purple Line Extension Transit Project Section 3 [W]	
	13 West Santa Ana Transit Corridor Phase 1 [CC]	
	14 Orange Line BRT Improvements (Locations TBD) [SF]	
	23 Vermont Transit Corridor [C]	
	Not shown: Crenshaw/LAX Track Enhancement Project [SA], Complete LA River Bike Path [SF] and LA River Waterway and System Bike Path [C]	
	Second 15 Years	21 Gold Line Eastside Extension Phase 2 (one alignment) [SC,CC]
22 Green Line Extension to Crenshaw Blvd in Torrance [SB]		
24 Sepulveda Pass Corridor (Rail) (P3 Candidate) [SF,W]		
25 West Santa Ana Transit Corridor Phase 2 [C,CC]		
27 Crenshaw Line Northern Extension [C,W]		
Final 10 Years	28 Orange Line Conversion to Light Rail [SF]	
	29 Lincoln Blvd Bus Rapid Transit [W]	
	30 Green Line to Norwalk Metrolink Station [CC]	
	31 Sepulveda Pass Corridor Westwood to Airport Metro Connector (P3 Candidate) [W]	
	Not shown: City of San Fernando Bike Master Plan [SF] and Historic Downtown Streetcar [C]	

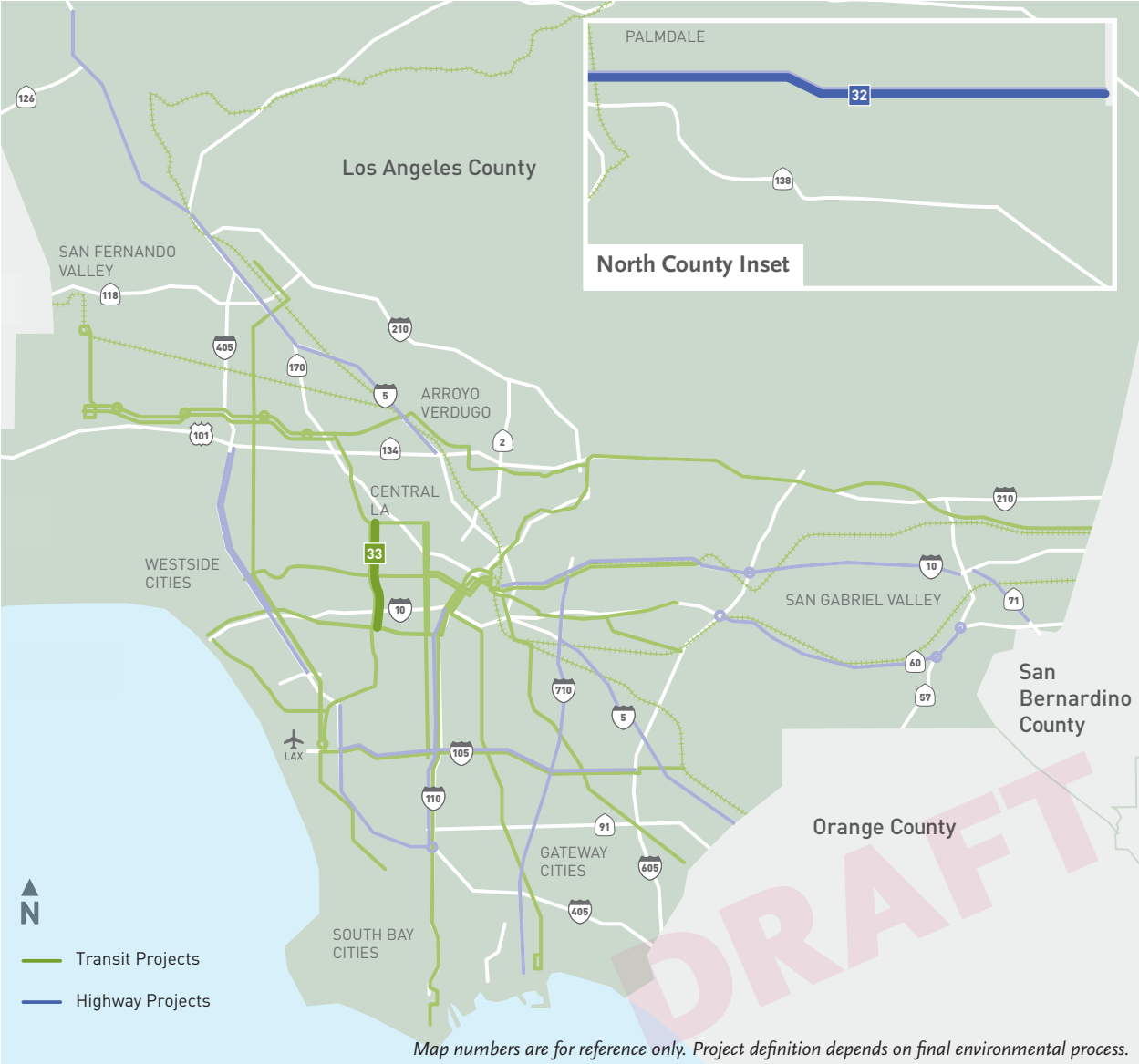


Map numbers are for reference only. Project definition depends on final environmental process.



# Metro Transit & Highway Projects: 45-Year Scenario

- Highway Projects**
- 32 High Desert Corridor Project (Construction) (P3 Candidate) [N,C]
- Transit Projects**
- 33 Crenshaw Line Northern Extension (Accelerated) [C,W]

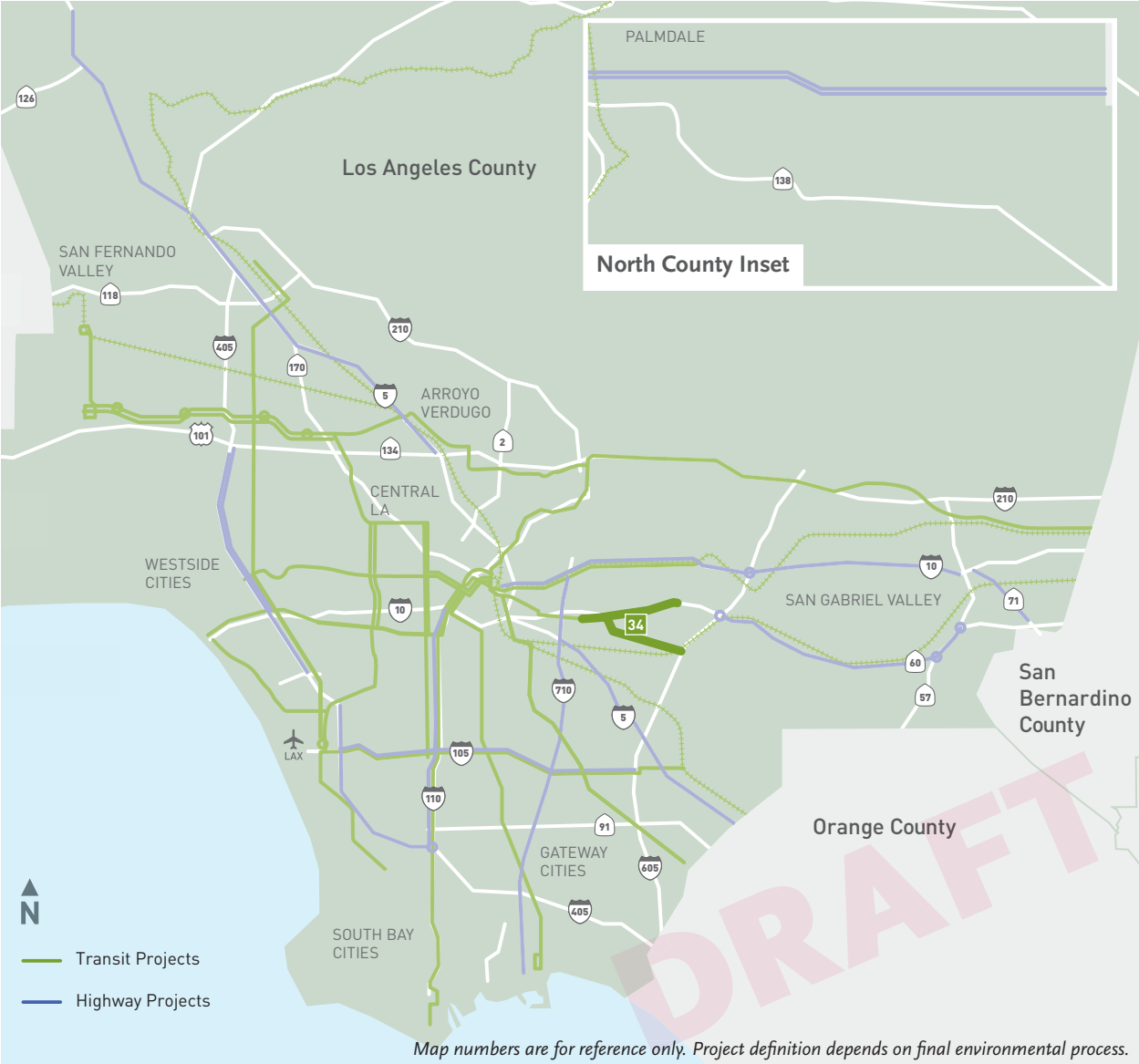


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# Metro Transit & Highway Projects: 50-Year Scenario

Transit Projects

**34** Gold Line Eastside Extension Phase 2  
(funding for second alignment) [SG, GC]



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## MAJOR TRANSIT AND HIGHWAY CONSTRUCTION PROJECT DESCRIPTIONS

### Major Highway Construction Projects

(Map 1)      **®High Desert Corridor (ROW only) - ROW only funding requested by the subregion.** 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 100<sup>th</sup> St.: up to 4 mixed-flow lanes in each direction and from 100<sup>th</sup> St. to SR-18: 3 mixed-flow lanes in each direction), High Speed Rail connection between CA HSR in Palmdale and XpressWest in Victorville, Energy corridor that runs parallel to the freeway, and 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.

(Map 2)      **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.

(Map 3)      **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.

(Map 4)      **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.

(Map 5)      **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.

(Map 6/24)    **®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.

(Map 7/18) **®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.

(Map 15) **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.

(Map 16) **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.

(Map 17) **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.

(Map 19) **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.

(Map 20) **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.

(Map 26) **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**

(Map 8) **®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.

(Map 9)      **®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.

(Map 10)      **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.

(Map 11)      **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.

(Map 12)      **®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.

(Map 13/25)      **®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.

(Map 14)      **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 key intersections, in addition to other improvements.

(Map 23)      **Vermont Transit Corridor**– A 12.5 mile high capacity bus rapid transit corridor from Hollywood Blvd to 120<sup>th</sup> Street, just south of the Metro Green Line.

(Map 21)      **®Metro Gold Line Eastside Phase II (one alignment)** – 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.

(Map 22)      **®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.

(Map 27)      **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.

(Map 28) **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.

(Map 29) **Lincoln Blvd BRT Connecting LAX to Santa Monica** – A bus rapid transit corridor from the Airport Metro Connector (96<sup>th</sup> St Station) north along Lincoln Blvd, terminating at 4<sup>th</sup>/Colorado (Expo Line). Approximately 8.8 miles.

(Map 30) **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.

(Map 31) **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 96<sup>th</sup> Street/Aviation Blvd at LAX.

(Not Shown on Map) **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.

(Not Shown on Map) **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.)~~This project, connecting Downtown Los Angeles to the San Fernando Valley, would complete the LA River Bike Path.~~

(Not Shown on Map) **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.)~~This project will connect Canoga Park to Elysian Valley and close 12 miles of gaps along the LA River.~~

**(Not Shown on Map)**      **City of San Fernando Bike Master Plan** – This project will create a bike path to run along the Pacoima Wash.

**(Not Shown on Map)**      **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.