

**Motion by:**

**Councilmember Paul Krekorian, Mayor Eric Garcetti, Supervisor Michael Antonovich, Supervisor Zev Yaroslavsky, Director John Fasana and Director Ara Najarian**

**San Fernando/San Gabriel Valley High Capacity Transit Corridor****July 16, 2014**

The Orange Line Bus Rapid Transit (BRT) has been a tremendous success, with ridership approaching 30,000 a day – far reaching original projections. With its popularity and based on its current capacity, it is time to look at how we can enhance service, performance and ridership. Some options include signal prioritization, enhanced grade separations, as well as conversion to rail.

While the Orange Line serves an important role in connecting riders across the Valley to transit, there is a need to look at the possibility of expanding and connecting our network to Burbank, Glendale, Eagle Rock and Pasadena in order to have a continuous link between the San Fernando and San Gabriel Valleys. Additionally, with recent completion of the Regional Intermodal Transit Center (RITC) and enhanced Metrolink service to Bob Hope Airport, one of the most critical remaining missing links of the current system is a more direct connection between North Hollywood Station and the Bob Hope Airport.

Such a line could not only meet the substantial transit needs of that corridor, but could also service the Bob Hope Airport and create a vital train-to-plane link that would be transformational for the entire region.

In advance of a potential ballot measure and the passage of AB 577 (Nazarian) into law which allows for the construction of Light Rail in the Southeast San Fernando Valley

I THEREFORE MOVE that the Board instruct the CEO to report back to the Board at the next board meeting with recommendations for:

- A. To develop and fund a feasibility study – including construction and engineering concepts, ridership and environmental estimates – to examine options for enhancing service and ridership on the Orange Line to decrease travel time and reduce traffic interruption, including:
  1. BRT upgrades assessment – in addition more articulated buses
  2. BRT to low/high floor Light Rail Vehicle (LRT) Conversion Assessment
  3. Signal prioritization for the current BRT;
  4. Grade separations and options
  5. Cost-Effectiveness of Improvements

6. Potential Implementation Strategies which include adding this corridor into the strategic portion of MTA's Long Range Transit Plan (LRTP)

B. To develop and fund a feasibility study – including construction and engineering concepts, ridership and environmental estimates – of a San Fernando/San Gabriel Valley High Capacity Transit Corridor which would examine:

1. Connecting the Gold Line Foothill Extension with planned service to the San Bernardino County Line to the RITC at the Bob Hope Airport, to the Red/Orange Line in North Hollywood and on through to the Orange Line ending in Warner Center in one rail transit line.
2. Connecting North Hollywood Station and Bob Hope Airport, including rail and bus options that could include the extension of the Orange Line and/or the Red Line to the Bob Hope Airport.
3. Build on existing MTA staff and others feasibility studies and take next steps toward implementing a BRT through this corridor
4. Cost-Effectiveness of Improvements
5. Potential Implementation Strategies which include adding this corridor into the strategic portion of MTA's Long Range Transit Plan (LRTP)

I FURTHER MOVE that the Board direct the CEO to work with the San Fernando Valley Council of Governments (SFVCOG), the San Gabriel Valley Council of Governments (SGVCOG) and affected jurisdictions including the Burbank-Glendale-Pasadena Airport Authority, City of Los Angeles, City of Glendale, City of Burbank, and City of Pasadena to achieve these goals.

I FURTHER MOVE that the Board direct the CEO to identify possible funding for all these aforementioned studies.

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