

**Subregional Stakeholder Draft Project Priorities**

**ATTACHMENT D**

(2015 \$ in thousands)

for reference  
only - not  
to be used

	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
1	<b>Arroyo Verdugo</b>				
2	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 283,000	\$ 283,000	\$ -
3	Active Transportation Projects		\$ 136,500	\$ 136,500	\$ -
4	Goods Movement Projects		\$ 81,700	\$ 81,700	\$ -
5	Highway Efficiency, Noise Mitigation and Arterial Projects		\$ 602,800	\$ 602,800	\$ -
6	Modal Connectivity and Complete Streets Projects		\$ 202,000	\$ 202,000	\$ -
7	Transit Projects		\$ 257,100	\$ 257,100	\$ -
8	Unprogrammed		\$ 67,900	\$ 67,900	\$ -
9	<b>Arroyo Verdugo Subtotal</b>		\$ 1,631,000	\$ 1,631,000	\$ -
10	<b>San Fernando Valley</b>				
11	City of San Fernando Bike Master Plan	b	\$ 5,000	\$ 5,000	
12	Complete LA River Bike Path Across the Valley	b	\$ 60,000	\$ 60,000	
13	Complete East Valley Transit Corridor Project as LRT		\$ 1,000,000	\$ 1,000,000	\$ -
14	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 230,000	\$ 230,000	\$ -
15	Orange Line BRT Improvements		\$ 300,000	\$ 300,000	\$ -
16	Orange Line Conversion to Light Rail		\$ 1,400,000	\$ 62,000	\$ 1,338,000
17	Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
18	<b>San Fernando Valley Subtotal</b>		\$ 6,385,000	\$ 3,057,000	\$ 3,328,000
19	<b>Westside</b>				
20	Active Transportation and First/Last Mile Connections Prog.	c	\$ 700,000	\$ 700,000	\$ -
21	Crenshaw Line Extension to West Hollywood/Hollywood	e	\$ 580,000	\$ 1,400,000	\$ (820,000)
22	Lincoln Blvd BRT		\$ 307,000	\$ 307,000	\$ -
23	Purple Line Extension to Santa Monica	k	\$ 2,647,100	\$ 1,400,000	\$ 1,247,100
24	Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
	<b>Westside Requested Subtotal</b>		\$ 7,624,100	\$ 5,207,000	\$ 2,417,100
25	<b>Amount Requested in Excess of Constrained Target</b>		N/A	\$ (2,484,000)	\$ 2,484,000
26	<b>Westside Subtotal</b>		\$ 7,624,100	\$ 2,723,000	\$ 4,901,100
27	<b>Central City Area</b>				
28	Crenshaw/Purple Line/Vermont Corridor to West Hollywood/Hollywood	e	\$ 1,750,000	\$ 1,185,000	\$ 565,000
29	Vermont "Short Corridor" Subway from Wilshire to Exposition		\$ 1,700,000	\$ 425,000	\$ 1,275,000
30	Bus Rapid Transit and 1st/Last Mile Solutions such as DASH	b	\$ 250,000	\$ 250,000	\$ -
31	Freeway Interchange and Operational Improvements	b	\$ 195,000	\$ 195,000	\$ -
32	Historic Streetcar	b	\$ 200,000	\$ 200,000	\$ -
33	LA River Waterway & System Bikepath	b	\$ 365,000	\$ 365,000	\$ -
34	Los Angeles Safe Routes to School Initiative	b	\$ 250,000	\$ 250,000	\$ -
35	LA Streetscape Enhancements & Great Streets Program	b	\$ 450,000	\$ 450,000	\$ -
36	Active Transportation, 1st/Last Mile, & Mobility Hubs	b	\$ 215,000	\$ 215,000	\$ -
37	Traffic Congestion Relief/Signal Synchronization Program	b	\$ 50,000	\$ 50,000	\$ -
38	Public Transit State of Good Repair Program	b	\$ 402,000	\$ 402,000	\$ -
39	<b>Central Cities Subtotal</b>		\$ 5,827,000	\$ 3,987,000	\$ 1,840,000
40	<b>North County</b>				
41	Active Transportation Program	b	\$ 264,000	\$ 264,000	\$ -
42	Arterial Program	b	\$ 726,130	\$ 726,130	\$ -
43	Goods Movement Program	b	\$ 104,000	\$ 104,000	\$ -
44	High Desert Corridor (HDC) Right-of-Way		\$ 270,000	\$ 170,000	\$ 100,000
45	Highway Efficiency Program	b	\$ 128,870	\$ 128,870	\$ -
46	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		\$ 785,000	\$ 240,000	\$ 545,000
47	Multimodal Connectivity Program	b	\$ 239,000	\$ 239,000	\$ -
48	Transit Program	b	\$ 88,000	\$ 88,000	\$ -
49	<b>North County Subtotal</b>		\$ 2,605,000	\$ 1,960,000	\$ 645,000

**Subregional Stakeholder Draft Project Priorities**

**ATTACHMENT D**

(2015 \$ in thousands)

for reference only - not a guarantee

	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
50	<b>Las Virgenes-Malibu</b>				
51	Active Transportation, Transit, and Technology Program	b	\$ 32,000	\$ 32,000	\$ -
52	Highway Efficiency Program	b	\$ 133,000	\$ 133,000	\$ -
53	Modal Connectivity Program	b	\$ 68,000	\$ 68,000	\$ -
54	Traffic Congestion Relief and Improvement Program	b	\$ 63,000	\$ 63,000	\$ -
55	<b>Las Virgenes-Malibu Subtotal</b>		\$ 296,000	\$ 296,000	\$ -
56	<b>Gateway Cities</b>				
57	Gold Line Eastside Extension Phase II - Washington Blvd.	f	\$ 1,500,000	\$ 543,000	\$ 957,000
58	Green Line Eastern Extension (Norwalk)		\$ 500,000	\$ 500,000	\$ -
59	I-5 Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
60	I-605 Corridor "Hot Spot" Interchange Improvements		\$ 850,000	\$ 300,000	\$ 550,000
61	I-710 South Corridor Project	g	\$ 4,000,000	\$ 500,000	\$ 3,500,000
62	SR 60/I-605 Interchange HOV Direct Connectors	h	\$ 260,000	\$ 200,000	\$ 60,000
63	West Santa Ana Branch (Eco Rapid Transit Project)		\$ 2,000,000	\$ 1,035,000	\$ 965,000
64	Active Transportation Program (ATP)	j		To be determined	
65	<b>Gateway Cities Subtotal</b>		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000
66	<b>San Gabriel Valley</b>				
67	Active Transportation Program (Bicycle/Pedestrian Facilities)	b	\$ 231,000	\$ 231,000	\$ -
68	Bus System Improvement Program	b	\$ 55,000	\$ 55,000	\$ -
69	Goods Movement Program (Improvements & RR Xing Elim.)	b	\$ 33,000	\$ 33,000	\$ -
70	Highway Demand Based Program (HOV Ext. & Connectors)	b	\$ 231,000	\$ 231,000	\$ -
71	Highway Efficiency Program	b	\$ 534,000	\$ 534,000	\$ -
72	I-605/I-10 Interchange		\$ 126,000	\$ 126,000	\$ -
73	ITS/Technology Program (Advanced Signal Technology)	b	\$ 66,000	\$ 66,000	\$ -
74	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	f	\$ 1,500,000	\$ 543,000	\$ 957,000
75	Metro Gold Line Foothill Light Rail Extension - Phase 2B	i	\$ 1,130,000	\$ 1,019,000	\$ 111,000
76	First/Last Mile and Complete Streets	b	\$ 198,000	\$ 198,000	\$ -
77	SR 60/I-605 Interchange	h	\$ 130,000	\$ 130,000	\$ -
78	SR-57/SR-60 Interchange Improvements		\$ 205,000	\$ 205,000	\$ -
79	<b>San Gabriel Valley Subtotal</b>		\$ 4,439,000	\$ 3,371,000	\$ 1,068,000
80	<b>South Bay</b>				
81	South Bay Highway Operational Improvements		\$ 1,100,000	\$ 500,000	\$ 600,000
82	I-405 South Bay Curve Widening		\$ 150,000	\$ 150,000	\$ -
83	I-405/I-110 Int. HOV Connector Ramps & Intrchnng Improv		\$ 355,000	\$ 355,000	\$ -
84	I-110 Express Lane Ext South to I-405/I-110		\$ 81,500	\$ 51,500	\$ 30,000
85	I-105 Hot Lane from I-405 to I-605		\$ 350,000	\$ 200,000	\$ 150,000
86	Green Line Extension to Crenshaw Blvd in Torrance		\$ 607,500	\$ 607,500	\$ -
87	Transportation System and Mobility Improvements Program	b	\$ 350,000	\$ 350,000	\$ -
88	<b>South Bay Subtotal</b>		\$ 2,994,000	\$ 2,214,000	\$ 780,000
89	<b>GRAND TOTAL</b>		\$ 42,011,100	\$ 23,376,000	\$ 18,635,100



- a. Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.
- b. Cost Assumption equals proposed subregional funding.
- c. Includes the I-10 Roberson/National Area Multimodal Circulation Improvement Project. Additional funds may be available from other regional/state/federal active transportation-related funding.
- d. Final cost, scope, and subregional shares will be determined by the environmental process. The WSCCOG is co-committed with the SFVCOG to contributing funds for the Sepulveda Pass Corridor Project. The working assumption for cost shown here for any existing available L RTP funding is 50% San Fernando Valley area and 50% Westside.
- e. Final cost, scope, and subregional shares will be determined by the environmental process. The WSCCOG is co-committed with Central LA to contributing funds for the Crenshaw Line Extension to West Hollywood/Hollywood Project. The working assumption for cost shown here is 75% Central-25% Westside.
- f. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available L RTP funding (including Measure R) is 50% Gateway area and 50% San Gabriel Valley area.
- g. At least \$3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.
- h. Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.
- i. Subregional target does not include full 25% contingency.
- j. The ATP is to be based upon the Gateway COG's Strategic Transportation Plan.
- k. WSCCOG proposes funding to support the alignment study and construction of the project from Westwood/VA Hospital to City of Santa Monica.

Current as of February 22, 2016