

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 \$ in thousands)

for reference only - not a priority order

	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
1	Arroyo Verdugo				
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	Arroyo Verdugo Subtotal		\$ 1,631,000	\$ 1,631,000	\$ -
10	San Fernando Valley				
11	Active Transportation Program	b,c	\$ 65,000	\$ 65,000	\$ -
	City of San Fernando Bike Master Plan	b	\$ 5,000	\$ 5,000	
	Complete LA River Bike Path Across the Valley	b	\$ 60,000	\$ 60,000	
12	Complete East Valley Transit Corridor Project as LRT		\$ 1,000,000	\$ 1,000,000	\$ -
13	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 230,000	\$ 230,000	\$ -
14	Orange Line BRT Improvements		\$ 300,000	\$ 300,000	\$ -
15	Orange Line Conversion to Light Rail		\$ 1,400,000	\$ 62,000	\$ 1,338,000
16	Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
17	San Fernando Valley Subtotal		\$ 6,450,000	\$ 3,057,000	\$ 3,328,000
18	Westside				
19	Active Transportation and First/Last Mile Connections Prog.		\$ 650,000	\$ 650,000	\$ -
20	I-10 Multi-Modal Circulation Improvement Project		\$ 50,000	\$ 50,000	\$ -
21	Crenshaw Line Extension to West Hollywood/Hollywood	e	\$ 580,000	\$ 300,000	\$ 280,000
22	Lincoln Blvd BRT		\$ 307,000	\$ 307,000	\$ -
23	Purple Line Extension to Santa Monica		\$ 2,647,100	\$ 16,000	\$ 2,631,100
24	Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
25	Westside Subtotal		\$ 7,624,100	\$ 2,723,000	\$ 4,901,100
26	Central City Area				
27	Crenshaw Line Extension to West Hollywood/Hollywood	e	\$ 1,750,000	\$ 1,185,000	\$ 565,000
28	Vermont "Short Corridor" Subway from Wilshire to Exposition		\$ 1,700,000	\$ 425,000	\$ 1,275,000
29	Bus Rapid Transit and 1st/Last Mile Solutions such as DASH	b	\$ 280,000	\$ 280,000	\$ -
30	Freeway Interchange and Operational Improvements	b	\$ 200,000	\$ 200,000	\$ -
31	Historic Streetcar	b	\$ 107,000	\$ 107,000	\$ -
32	LA River Waterway & System Bikepath	b	\$ 370,000	\$ 370,000	\$ -
33	Los Angeles Safe Routes to School Initiative	b	\$ 250,000	\$ 250,000	\$ -
34	LA Streetscape Enhancements & Great Streets Program	b	\$ 470,000	\$ 470,000	\$ -
35	Active Transportation, 1st/Last Mile, & Mobility Hubs	b	\$ 210,000	\$ 210,000	\$ -
36	Traffic Congestion Relief/Signal Synchronization Program	b	\$ 50,000	\$ 50,000	\$ -
37	Public Transit State of Good Repair Program	b	\$ 440,000	\$ 440,000	\$ -
38	Central Cities Subtotal		\$ 5,827,000	\$ 3,987,000	\$ 1,840,000
39	North County				
40	Active Transportation Program	b	\$ 264,000	\$ 264,000	\$ -
41	Arterial Program	b	\$ 726,130	\$ 726,130	\$ -
42	Goods Movement Program	b	\$ 104,000	\$ 104,000	\$ -
43	High Desert Corridor (HDC) Right-of-Way		\$ 270,000	\$ 170,000	\$ 100,000
44	Highway Efficiency Program	b	\$ 128,870	\$ 128,870	\$ -
45	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		\$ 785,000	\$ 240,000	\$ 545,000
46	Multimodal Connectivity Program	b	\$ 239,000	\$ 239,000	\$ -
47	Transit Program	b	\$ 88,000	\$ 88,000	\$ -
48	North County Subtotal		\$ 2,605,000	\$ 1,960,000	\$ 645,000
49	Las Virgenes-Malibu				
50	Active Transportation, Transit, and Technology Program	b	\$ 32,000	\$ 32,000	\$ -
51	Highway Efficiency Program	b	\$ 133,000	\$ 133,000	\$ -
52	Modal Connectivity Program	b	\$ 68,000	\$ 68,000	\$ -
53	Traffic Congestion Relief and Improvement Program	b	\$ 63,000	\$ 63,000	\$ -
54	Las Virgenes-Malibu Subtotal		\$ 296,000	\$ 296,000	\$ -

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 \$ in thousands)

for reference only - not a priority order

	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
55	Gateway Cities				
56	Gold Line Eastside Extension Phase II - Washington Blvd.	f, j	\$ 1,500,000	\$ 543,000	\$ 957,000
57	Green Line Eastern Extension (Norwalk)	+	\$ 500,000	\$ 500,000	\$ -
58	I-5 Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
59	I-605 Corridor "Hot Spot" Interchange Improvements	+	\$ 850,000	\$ 300,000	\$ 550,000
60	I-710 South Corridor Project	g, j	\$ 4,000,000	\$ 500,000	\$ 3,500,000
61	SR 60/I-605 Interchange HOV Direct Connectors	h	\$ 260,000	\$ 200,000	\$ 60,000
62	West Santa Ana Branch (Eco Rapid Transit Project)	+	\$ 2,000,000	\$ 1,035,000	\$ 965,000
63	Active Transportation Program (ATP)	j	To be determined	Included above (see footnote j)	
64	Gateway Cities Subtotal		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000
65	San Gabriel Valley				
66	Active Transportation Program (Bicycle/Pedestrian Facilities)	b	\$ 231,000	\$ 231,000	\$ -
67	Bus System Improvement Program	b	\$ 55,000	\$ 55,000	\$ -
68	Goods Movement Program (Improvements & RR Xing Elim.)	b	\$ 33,000	\$ 33,000	\$ -
69	Highway Demand Based Program (HOV Ext. & Connectors)	b	\$ 231,000	\$ 231,000	\$ -
70	Highway Efficiency Program	b	\$ 534,000	\$ 534,000	\$ -
71	I-605/I-10 Interchange		\$ 126,000	\$ 126,000	\$ -
72	ITS/Technology Program (Advanced Signal Technology)	b	\$ 66,000	\$ 66,000	\$ -
73	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	f	\$ 1,500,000	\$ 543,000	\$ 957,000
74	Metro Gold Line Foothill Light Rail Extension - Phase 2B	i	\$ 1,130,000	\$ 1,019,000	\$ 111,000
75	First/Last Mile and Complete Streets	b	\$ 198,000	\$ 198,000	\$ -
76	SR 60/I-605 Interchange	h	\$ 130,000	\$ 130,000	\$ -
77	SR-57/SR-60 Interchange Improvements		\$ 205,000	\$ 205,000	\$ -
78	San Gabriel Valley Subtotal		\$ 4,439,000	\$ 3,371,000	\$ 1,068,000
79	South Bay				
80	South Bay Highway Operational Improvements		\$ 1,100,000	\$ 500,000	\$ 600,000
81	I-405 South Bay Curve Widening		\$ 150,000	\$ 150,000	\$ -
82	I-405/I-110 Int. HOV Connector Ramps & Intrchnng Improv		\$ 355,000	\$ 355,000	\$ -
83	I-110 Express Lane Ext South to I-405/I-110		\$ 81,500	\$ 51,500	\$ 30,000
84	I-105 Hot Lane from I-405 to I-605		\$ 350,000	\$ 200,000	\$ 150,000
85	Green Line Extension to Crenshaw Blvd in Torrance		\$ 607,500	\$ 607,500	\$ -
86	Transportation System and Mobility Improvements Program	b	\$ 350,000	\$ 350,000	\$ -
87	South Bay Subtotal		\$ 2,994,000	\$ 2,214,000	\$ 780,000
88	GRAND TOTAL		\$ 42,076,100	\$ 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.
- e. ~~Program includes City of San Fernando Bike Master Plan and LA River Bike Path Across the Valley projects.~~
- d. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP 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 working assumption 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 LRTP 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. These Gateway COG projects will include ATP (bicycle/pedestrian) elements. The COG reserves its right to change these priorities as their Strategic Planning Process progresses.

Current as of November 24 16 12, 2015