

Attachment E - Preliminary Estimate of Annual Active Transportation Needs in Los Angeles County

Description	Cost ¹		
	Low	Medium	High
Total Active Transportation Network - Annual Capital Costs ²	\$698,245,426	\$1,013,418,783	\$1,613,352,965
First Last Mile Access to Major Transit Stops/ Stations ³	\$347,306,213	\$468,699,344	\$604,622,152
Regional Active Transportation Network ⁴	\$4,714,147	\$75,811,137	\$396,667,117
Local Active Transportation Networks ⁵	\$346,225,067	\$468,908,301	\$612,063,696
Metro Bike Services - Annual Capital Costs ⁶	\$1,068,100	\$2,205,900	\$3,496,500
Metro Bike Services - Annual Operations and Maintenance ⁶	\$13,635,000	\$26,921,000	\$40,016,000
Education & Encouragement Programs - Annual Costs ⁷	\$24,357,776	\$30,010,552	\$35,734,663
Total Annual Cost Range	\$737,306,302	\$1,072,556,235	\$1,692,600,128

Notes:

1. Costs are in 2015 dollars and not escalated. Cost estimates are subject to change based on further refinements and economic conditions.
2. Assumes total build out by 2035. Includes planning, design, engineering, environmental clearance, construction, and contingency costs. Cost range considers intensity of infrastructure improvement elements. Includes annual capital costs for first last mile access improvements to major transit stops/stations, regional active transportation network, and local active transportation network.
3. Includes first last mile active transportation improvements to 661 total station areas, which consist of existing and under construction Metro Rail, Metro Rapid, Metrolink, and high ridership local bus stops served by Metro and municipal transit operators. Each station area location may consist of multiple bus stops and rail stations that are close to each other - this enabled stops that are on opposite sides of the streets, rail stations that have bus stops nearby, or stations that have more than one portal to be treated as one area rather than multiple areas with duplicative analysis.
4. Regional active transportation network consists of bikeways and mixed use paths that connect cities and communities, major destinations, and transit hubs. These include local projects with regional benefits.
5. Local active transportation networks provide connections to local destinations and feed into the regional network.
6. Metro bicycle services include bike share and secure bike parking, such as bike hubs, lockers, and racks. Cost range considers scale of services.
7. Cost range considers scale and intensity of activities for Metro-sponsored Adult Bicycle Safety Skills Classes, Metro sponsored community rides, Metro Open Streets grant program, and Safe Routes to School non-infrastructure programs at public schools, which may be implemented by local municipalities or other external stakeholders.