Subregional Stakeholder Draft Project Priorities

(2015 \$ in thousands)

North H Active Goods Highwa Modal (Transit Unprog Arroyo San Fe Active Comple Comple Comple Comple Comple Sepulve San Fe Westsi Active Urange Sepulve San Fe Westsi Active Crensh Lincoln Purple Sepulve Westsi Crensh Vermor Bus Ra Freewa Historic LA Rive Contra Crensh Vermor Bus Ra Freewa Historic LA Rive Contra Crensh Vermor Bus Ra Freewa Historic Active	o Verdugo Hollywood to Pasadena Bus Rapid Transit Corridor Transportation Projects ay Efficiency, Noise Mitigation and Arterial Projects Connectivity and Complete Streets Projects t Projects grammed o Verdugo Subtotal ernando Valley Transportation Program San Fernando Bike Master Plan ete LA River Bike Path Across the Valley lete East Valley Transit Corridor Project as LRT Hollywood to Pasadena Bus Rapid Transit Corridor e Line BRT Improvements e Line Conversion to Light Rail veda Pass Transit Corridor ernando Valley Subtotal side Transportation and First/Last Mile Connections Prog. ulti-Modal Circulation Improvement Project haw Line Extension to West Hollywood/Hollywood n Blvd BRT Line Extension to Santa Monica veda Pass Transit Corridor	a b,c b b a d	<u>\$</u> \$\$\$\$\$\$	283,000 136,500 81,700 602,800 202,000 257,100 67,900 1,631,000 	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	283,000 136,500 81,700 602,800 202,000 257,100 67,900 1,631,000 65,000 1,000,000 230,000 300,000 62,000 1,400,000 3,057,000 650,000 50,000 300,000 307,000	\$\$ \$\$<	- - - - - - - - - - - - - - - - - - -
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Crensh Lincoln Purple Sepulva Westsi Crensh Vermor Bus Ra Freewa Historic LA Rive Los Ang LA Stree Active Traffic Public Centra North (Active	haw Line Extension to West Hollywood/Hollywood n Blvd BRT I Line Extension to Santa Monica veda Pass Transit Corridor		\$ \$ \$	580,000 307,000	\$	300,000	\$	280,000
Lincoln Purple Sepulve Westsi Crensh Vermor Bus Ra Freewa Historic LA Rive Los An LA Stre Active Centra North (Active	n Blvd BRT Line Extension to Santa Monica veda Pass Transit Corridor		\$ \$	307,000				280,000
Purple Sepulvo Westsi Centra Crensh Vermor Bus Ra Freewa Historic LA Rive Los An LA Stre Active Traffic Public Centra North (Active	Line Extension to Santa Monica veda Pass Transit Corridor	d	\$		\$	307 000	\$	-
Sepulve Westsi Crensh Vermor Bus Ra Freewa Historic LA Rive Los An LA Stre Active Traffic Public Centra North (Active	veda Pass Transit Corridor	d				,		
Westsi Crensh Vermor Bus Ra Freewa Historic LA Rive Los An LA Stre Active Traffic Public Centra North (Active		d		2,647,100	\$	16,000	\$	2,631,100
Centra Crensh Vermor Bus Ra Freewa Historic LA Rive Los An LA Stre Active Traffic Public Centra North (Active	ide Subtotal	-	\$	3,390,000	\$	1,400,000	\$	1,990,000
Crensh Vermor Bus Ra Freewa Historic LA Rive Los Any LA Stre Active Traffic Public Centra North (Active			\$	7,624,100	\$	2,723,000	\$	4,901,100
Vermor Bus Ra Freewa Historic LA Rive Los Any LA Stre Active <u>Public</u> Centra North (Active	al City Area							
Bus Ra Freewa Historic LA Rive Los Any LA Stre Active <u>Public</u> Centra North (Active	haw Line Extension to West Hollywood/Hollywood	е	\$	1,750,000	\$	1,185,000	\$	565,000
Freewa Historic LA Rive Los Any LA Stre Active Traffic Public Centra North (Active	ont "Short Corridor" Subway from Wilshire to Exposition		\$	1,700,000	\$	425,000	\$	1,275,000
Historic LA Rive Los Any LA Stre Active Traffic Public Centra North (Active	apid Transit and 1st/Last Mile Solutions such as DASH	b	\$	280,000	\$	280,000	\$	-
LA Rive Los Any LA Stre Active Traffic Public Centra North (Active	ay Interchange and Operational Improvements	b	\$	200,000	\$	200,000	\$	-
Los Any LA Stre Active Traffic Public Centra North (Active	c Streetcar	b	\$	107,000	\$	107,000	\$	-
Los Any LA Stre Active Traffic Public Centra North (Active	ver Waterway & System Bikepath	b	\$	370,000	\$	370,000	\$	-
LA Stre Active Traffic Public Centra North (Active	ngeles Safe Routes to School Initiative	b	\$	250,000	\$	250,000	\$	-
Active Traffic Public Centra North (Active	eetscape Enhancements & Great Streets Program	b	\$	470,000	\$	470,000	\$	-
Traffic Public Centra North (Active	Transportation, 1st/Last Mile, & Mobility Hubs	b	\$	210,000	\$	210,000	\$	-
Public Centra North (Active	Congestion Relief/Signal Synchronization Program	b	\$	50,000	\$	50,000	\$	-
Centra North (Active	Transit State of Good Repair Program	b	\$	440,000	\$	440,000	\$	-
Active	al Cities Subtotal	Ň	\$	5,827,000	\$	3,987,000	\$	1,840,000
Active	County		+	-,,	+	-,,	+	.,,
	Transportation Program	b	\$	264,000	\$	264,000	\$	-
	Il Program	b	\$	726,130	\$	726,130	\$	-
	Movement Program	b	\$	104,000	\$	104,000	\$	-
	Desert Corridor (HDC) Right-of-Way	~	\$	270,000	\$	170,000	\$	100,000
0	ay Efficiency Program	b	\$	128,870	\$	128,870	\$	
	rth Capacity Enhancements (Parker Rd. + 1.5 miles)	D	\$	785,000	\$	240,000	\$	545,000
	iodal Connectivity Program	b	\$	239,000	\$	239,000	\$	545,000
Transit		b	э \$	239,000 88,000	э \$	239,000 88,000	э \$	-
		U	φ \$	2,605,000	\$	1,960,000	φ \$	645,000
			Ψ	2,000,000	Ψ	1,000,000	Ψ	0-10,000
	County Subtotal	b	\$	32,000	\$	32,000	\$	_
	County Subtotal irgenes-Malibu		э \$	133,000	э \$	133,000	э \$	-
	County Subtotal irgenes-Malibu Transportation, Transit, and Technology Program		Φ					-
	County Subtotal irgenes-Malibu Transportation, Transit, and Technology Program ay Efficiency Program	b		60 000	\$	68,000	\$	-
Traffic Las Vir	County Subtotal irgenes-Malibu Transportation, Transit, and Technology Program		\$ \$	68,000 63,000	\$	63,000	\$	-

Subregional Stakeholder Draft Project Priorities

(2015 \$ in thousands)

for reference only - not nriority order	Project	Notes	A	Cost ssumption		Draft Subregional Irget (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	o be determir	ned	Included above	(se	e 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	\$	-
8	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	\$	-
7 1	I-605/I-10 Interchange		\$	126,000	\$	126,000	\$	-
2	ITS/Technology Program (Advanced Signal Technology)	b	\$	66,000	\$	66,000	\$	-
'3	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	f	\$	1,500,000	\$	543,000	\$	957,000
7 4	Metro Gold Line Foothill Light Rail Extension - Phase 2B	i	\$	1,130,000	\$	1,019,000	\$	111,000
'5	First/Last Mile and Complete Streets	b	\$	198,000	\$	198,000	\$	-
6	SR 60/I-605 Interchange	h	\$	130,000	\$	130,000	\$	-
7	SR-57/SR-60 Interchange Improvements		\$	205,000	\$	205,000	\$	-
8	San Gabriel Valley Subtotal		\$	4,439,000	\$	3,371,000	\$	1,068,000
9	South Bay							
0	South Bay Highway Operational Improvements		\$	1,100,000	\$	500,000	\$	600,000
31	I-405 South Bay Curve Widening		\$	150,000	\$	150,000	\$	-
32	I-405/I-110 Int. HOV Connector Ramps & Intrchng Improv		\$	355,000	\$	355,000	\$	-
33	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	\$	-
6	Transportation System and Mobility Improvements Program	b	\$	350,000	\$	350,000	\$	-
37	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.
- 9. 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. <u>The ATP is to be based upon the Gateway COG's Strategic Transportation Plan</u>. These Gateway COG projects will include ATP (bicycle/pedestrian) elements. The COG reserves its right to change these prioritiesas their Strategic Planning Process progresses.

Current as of November 24 16 12, 2015