

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 | \$ - |

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| | 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) | j | \$ 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 | j | \$ 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) | j | \$ 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