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**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 18, 2009**

**SUBJECT: AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
AND FEDERAL FUNDING FOR LOS ANGELES COUNTY
TRANSPORTATION CAPITAL PROJECTS**

**ACTION: APPROVE PRIORITIES AND POLICIES FOR RECOVERY ACT FUNDS
MADE AVAILABLE FOR TRANSPORTATION CAPITAL PROJECTS**

RECOMMENDATION

- A. Establish Los Angeles County funding approval/obligation deadlines for funds to be made available through the American Recovery and Reinvestment Act of 2009 (the Recovery Act) -- 75 days from enactment for the first 50% of federal funds and June 1, 2010 for the second 50% of federal funds, and subject to deadlines further described in Attachment A – to obligate as much of the full County share as quickly as possible and help position the County for any redirected funding;
- B. Allocate and program 100% of Federal Section 5307 Urban Formula/Transit Capital funds using the Capital Allocation distribution from the annual Transit Fund Allocation process, resulting in the up-to-grant amounts by transit operator listed in Attachment B;
- C. Allocate and program 100% of Federal Section 5309 Fixed Guideway Modernization and Federal Section 5340 Growing States funds for the eligible capital projects described in Attachment C;
- D. Allocate and program up to \$113.4 million of flexible federal Regional Surface Transportation Program (RSTP) funds to Cities and the County of Los Angeles for eligible transportation capital projects using “first-come-first-served” approach up to 100% of each local jurisdiction’s population share as shown in Attachment D;
- E. Allocate and program up to 50% of any federal Transportation Enhancements Activities (TEA) funds made available to our eligible candidate projects in Attachment E- Part I (with priority to be determined by the Chief Executive Officer), and allocate and program up to 50% of any federal TEA funds made available to Cities and the County of Los Angeles for their February 9, 2009 list of eligible candidate projects in Attachment E – Part II (with priority to be determined by the Technical Advisory Committee), subject to the approval of Caltrans and the California Transportation Commission (CTC);

- F. Allocate and program up to \$200 million in Regional Improvement Program (RIP) or other similar funds for cash flow purposes to enable the on-time award of the Interstate 405 Northbound Carpool Lane from Interstate 10 to U.S. 101, as described in Attachment F; program the remaining RIP or other similar funds, if any, to the Interstate 5 Carpool Lane project from State Route 118 to State Route 170; and program local funds released for a \$37 million cost reserve that the Federal Highway Administration is requiring for the Interstate 5 Carpool Lane project from State Route 134 to State Route 170;
- G. Adopt the funding plans in Attachment G, subject to Recovery Act funding being made available, and nominate the Exposition Light Rail Transit (LRT) Phase I project for \$150 million of Federal Section 5309 New Starts/Discretionary funds and the Gold Line Foothill LRT Extension project for \$150 million of Federal Section 5309 New Starts/Discretionary funds, in addition to the possible acceleration of our existing federal Full Funding Grant Agreement commitments to the Gold Line Eastside Extension to Whittier/Atlantic; and
- H. Allocate and program our share of Federal Section 5307 Urban Formula/Transit Capital funds, any remaining RIP Regional Surface Transportation Program funds, any reallocated funds (after addressing requests from the Cities, County of Los Angeles and Municipal Operators for their collective shares), and any federal discretionary grants (except as specified in action G of this recommendation) to our eligible projects in priority order as shown in Attachment H.

ISSUE

As of this writing, the President is expected to sign economic stimulus legislation by February 18, 2009. Consistent with the President's intent to spur the national economy as soon as possible, this proposed federal economic stimulus legislation known as the American Recovery and Reinvestment Act of 2009 is expected to include "use-it-or-lose-it" provisions with extremely tight deadlines for project delivery. To succeed in securing the maximum amount of federal funding possible, public agency sponsors of eligible Los Angeles County transportation capital projects must be ready to meet the tight delivery deadlines that Congress and the State of California will be enforcing. Priorities and policies need to be established to allocate and program federal Recovery Act funds provided to Los Angeles County in a manner consistent with the national policy goal of preserving and creating jobs, while building critical transportation infrastructure.

POLICY IMPLICATIONS

The proposed Recovery Act is a jobs preservation and creation bill meant to address the nation's economic crisis by accelerating the construction of needed transportation infrastructure. As such, the federal economic stimulus funding to be provided is accompanied by tiered deadlines meant to ensure maximum use of the funds as early as possible on construction projects that preserve and create jobs. To succeed in securing Recovery Act funds, public agency sponsors of transportation capital projects must meet all federal requirements, while concurrently expediting project delivery.

If any state fails to obligate its projects on time, other states or the U.S. Secretary of Transportation will have the opportunity to take the underutilized Recovery Act funds for other projects. Similarly, the State of California may be enabling regions and counties to take funds from other regions and counties that fail to deliver their projects. We believe that our best strategy to obtain any additional or bonus funding is to obligate our entire amount in a short time frame.

OPTIONS

The use-it-or-lose-it nature of the proposed Recovery Act dictates that Los Angeles County act fast to secure its share of federal economic stimulus funds for its eligible transportation capital projects. We considered a region-meets-first-tier-deadline option, but we did not pursue it. In the region-meets-first-tier-deadline option, Caltrans and/or we would deliver enough large projects to secure the first half of funds made available using tighter deadlines. This option would insulate many public agency sponsors from the pressure of developing ready-to-go construction jobs as fast as possible and diminish the national jobs preservation and creation emphasis. We do not recommend this option as it would not create as many ready-to-go projects early in the program, thereby putting Los Angeles County at a disadvantage in securing underutilized funds from the tiered deadlines for other regions, counties, and even states.

The Board of Directors also could adopt different lists of projects than those that we have recommended. We do not recommend this, as the lists provided with this report include those projects that we believe are most likely to meet the strict use-it-or-lose-it deadlines of the Recovery Act. Furthermore, the Board also could provide a larger funding target for the flexible highway funds described in action D of the recommendation to the Cities and County of Los Angeles. However, we do not recommend a larger funding target of the flexible highway funds, as we believe that our recommendation optimizes the equitable allocation, programming and use of the most funds countywide in the time available.

FINANCIAL IMPACT

The financial impact of the Recovery Act program will be a positive benefit of over \$700 million, and perhaps as much as \$1 billion or more for Los Angeles County, based on the current versions of the proposed federal economic stimulus legislation. We will be able to allocate and program some of the Recovery Act funding directly, while Caltrans and/or the CTC will be able to allocate and program some of the other Recovery Act funding. Competition (or lack thereof) for underutilized federal economic stimulus funds, which will be made available through established federal transportation formula and discretionary programs, will determine the difference between the high and low figures. The size of the higher figure also will depend upon how much is awarded from the Federal Section 5309 New Starts/Discretionary pot in the House Bill and the U.S. Secretary of Transportation discretionary program in the Senate Bill. We also intend to position Los Angeles County for the redistribution of Recovery Act funds within and among regions and states.

BACKGROUND

The proposed Recovery Act defines an important role for urban regional transportation agencies, such as us, in the job preservation/creation and transportation infrastructure efforts. One of the responsibilities of that role will be to ensure that projects using economic

recovery funds are included and identified in the Transportation Improvement Program (TIP). Federal (Title 23 U.S.C. 134 (g) & (h)) and state (P.U.C. 130303) statutes require us to prepare a TIP for Los Angeles County. The TIP allocates revenues across all transportation modes based on the planning requirements of the Transportation Equity Act of the 21st Century (TEA-21) and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). We accomplish these mandates, in part, by programming revenues consistent with our 2001 Long Range Transportation Plan for Los Angeles County and consistent with our Measure R expenditure plan. By correspondence dated January 26, 2009, we proceeded to address TIP requirements by requesting that public agency sponsors countywide submit their project nominations for Recovery Act funding, which entails providing information required for our TIP database found online at Program.Metro.Net.

Rationale for Allocating and Programming Recovery Act Funds

Based on the most current versions of the proposed Recovery Act, we estimate that we will have a regional programming target of \$367 million to \$446 million for bus and rail transit capital projects countywide. Of this, Los Angeles County municipal operators would receive approximately \$94 to \$109 million. In addition, we will have an estimated regional programming target of \$198 million to \$285 million for either highway or transit capital. Of this, we are considering providing approximately \$113.4 million to the Cities and County. The Cities and County individually will be given a minimum of \$500,000 or their population share if over \$500,000. We will give the remainder of our County share to regional projects. The State will allocate and program additional highway funds and transportation enhancement activity funds for other local and regional projects as well.

All projects that are to receive Recovery Act funds have been included in a required TIP amendment that we submitted to the Southern California Association of Governments (SCAG) on February 9, 2009. Attachments C, E, F and H provide lists of our projects for the different Recovery Act funding categories. We have sequenced the projects listed by readiness to go in terms of how quickly they could receive federal grant approval and have contracts awarded. These time frames depend greatly on very quick processing of grant approvals through the Federal Transit Administration and/or Caltrans. The Tier 3 projects shown in Attachment H are either not as ready to go or have other funding and/or eligibility issues with respect to other projects in Attachment H. We are continuing to work with SCAG to have more than our target share of projects ready to go into the TIP amendment, in case we have an opportunity to receive Recovery Act funds that other counties or states cannot use in time.

For the Cities and County of Los Angeles, we recommend reserving and then distributing the \$113.4 million by population (with a minimum of \$500,000 allocated to each jurisdiction), with estimated funding targets as shown in Attachment D. Attachment B also shows the estimated target shares of the economic recovery funds for Metro Operations and Municipal Operators. We have asked each public agency sponsor to identify their priority project(s), and we have included them in the required TIP amendment. Once the Recovery Act money is released, public agency sponsors would obligate their target shares on eligible projects on a first-come-first-serve basis. We would monitor how much the public agency sponsors obligate as the economic recovery time period progresses, and we would make future recommendations on further steps needed to ensure that we receive, at a minimum, our full amount of Recovery Act funding.

NEXT STEPS

The proposed Recovery Act has several local, regional, state, and federal deadlines that must be met over the next 18 months. Attachment A provides more information on these deadlines. If the Board of Directors requires changes to our TIP amendment submittal to SCAG, we will pursue those changes. We are preparing the required paperwork to obtain Categorical Exclusions under the National Environmental Policy Act (NEPA) for Tier 2 and 3 transit projects in Attachment H. We also are coordinating with Caltrans on funding strategies for the larger highway projects currently at risk due to the State funding crisis.

ATTACHMENTS

Attachment A – Summary of Local, State, and Federal Deadlines

Attachment B – Federal Section 5307 Urban Formula/Transit Capital Funds

Attachment C – Federal Section 5309 and Federal 5340 Funds for Rail Projects

Attachment D – Regional Surface Transportation Program Funds for Cities and County

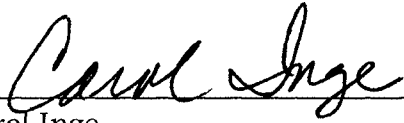
Attachment E – Transportation Enhancements Activities Fund Priorities

Attachment F – Regional Improvement Program Funds

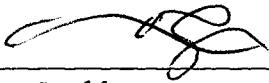
Attachment G – Funding Plans for Expo Phase I and Gold Line Foothill Extension Projects

Attachment H – Priorities for Section 5307, RSTP, Reallocated Funds, and Discretionary Grants

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American Recovery and Reinvestment Act of 2009

Summary of Local, State, and Federal Deadlines

- 1) To meet the strict and short federal deadlines, local, regional, and state approvals must be received quickly.
- 2) All current applicable federal provisions relating to environmental clearance, labor protection, planning, disadvantaged business enterprises, etc., apply.
- 3) Local deadlines occur first and include approval of projects by City, County, and Municipal Operator governing boards. The LACMTA Board of Directors approves projects by placing them in the Transportation Improvement Program (TIP).
- 4) Regional deadlines are next with submission of those projects due by February 9, 2009 to the Southern California Association of Governments (SCAG) for inclusion in the Regional TIP.
- 5) State deadlines occur next. To meet federal deadlines, the State must approve the Federal State TIP by early March 2009.
- 6) Federal deadlines occur last. If grant approval is not secured within the deadlines, funds will be redistributed to other areas of the State or to other states.
 - a. For transit funds allocated to Los Angeles County and then administered through the Federal Transit Administration, grant approval must be secured within 90 days for first half of the funds. Second half of the funds must be obligated within two years of enactment or 21 months of grant award, whichever is later.
 - b. For highway funds sub-allocated by the State to Los Angeles County, the first half of the funds must be obligated within 75 days, or else they will revert to the State for allocation at its discretion. Second half of the funds must be obligated before June 1, 2010, or else the State can redirect the funds within the State until August 1, 2010. After August 1, 2010 unobligated funds will be redistributed to other states.

ATTACHMENT B

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

LACMTA Capital Allocation - Federal Section 5307

Federal Section 5307 - 1% TEA Allocation (2):	\$	3,750,000
Federal Section 5307 by Capital Formula:		371,250,000
Total Federal Section 5307 Allocation:	\$	375,000,000

OPERATOR	FY09 % SHARE	Estimated Share(1)
ANTELOPE VALLEY(3)		\$ 531,825
ARCADIA	0.134630%	\$ 499,098
CLAREMONT	0.041088%	\$ 152,321
COMMERCE	0.191587%	\$ 710,249
CULVER CITY	1.096291%	\$ 4,064,151
FOOTHILL	6.902055%	\$ 25,587,171
GARDENA	1.180725%	\$ 4,377,164
LADOT	2.642409%	\$ 9,795,892
LA MIRADA	0.057754%	\$ 214,103
LONG BEACH	5.433655%	\$ 20,143,546
MONTEBELLO	1.977866%	\$ 7,332,310
METRO OPERATIONS	72.220277%	\$ 267,733,694
NORWALK	0.699640%	\$ 2,593,692
REDONDO BEACH	0.200620%	\$ 743,735
SANTA CLARITA	1.519244%	\$ 5,632,114
SANTA MONICA	4.212667%	\$ 15,617,121
TORRANCE	1.489491%	\$ 5,521,813
TOTAL	100%	\$ 371,250,000

1. Estimated shares are based on amounts in amended House version of Stimulus Bill.
2. Allocation methodology for TEA funds will determined at a later date in coordination with the claimaints.
3. AVTA allocation has been adjusted, as AVTA is expected to recieve Section 5307 funds from the Lancaster/Palmdale UZA. The amount shown represents 10% of AVTA's unadjusted LA UZA Section 5307 allocation, as 10% of AVTA's service is operated in Los Angeles.

ATTACHMENT C

American Recovery and Reinvestment Act of 2009
 Federal Section 5309 Fixed Guideway Modernization
 & Federal Section 5340 Growing States Funds*

Eligible Rail Capital Projects for Fixed Guideway Modernization & Growing States Funding

Project Description	Agency	Proposed Funding (\$ Millions)	Status/Comments
Metro Blue Line Traction Power Substation	LACMTA	72.5	Environmental clearance may not be necessary. Preparing specifications now for procurement.
Positive Train Control – Surveying and GIS Mapping	Metrolink	17.5	Preliminary work for train collision avoidance system. Half to be requested within 120 days.
Total Amount for Projects		90.0	

* - Estimated amounts of \$60.0 million of Federal Section 5309 and \$30.0 million of Federal Section 5340 Growing States funds.

American Recovery and Reinvestment Act of 2009

Regional Surface Transportation Program Funds for Cities and County

Allocation of additional funds to give at least \$500,000 to each jurisdiction

		Total Estimated Revenue		\$ 100,000,000	Minimum Target Amount	
		Additional:		\$ 13,386,931	\$ 500,000	
		New Total:		\$ 113,386,931		
Local Jurisdiction	Population	Population as % of County	Original STP Target \$100,000,000	Additional Funds to reach 500k	Total STP Fund Allocation	
Agoura Hills	23,337	0.2252%	\$ 225,177	\$ 274,823	\$ 500,000	
Alhambra	89,259	0.8613%	861,253		\$ 861,253	
Arcadia	56,491	0.5451%	545,077		\$ 545,077	
Artesia	17,552	0.1694%	169,358	\$ 330,642	\$ 500,000	
Avalon	3,532	0.0341%	34,080	\$ 465,920	\$ 500,000	
Azusa	48,743	0.4703%	470,317	\$ 29,683	\$ 500,000	
Baldwin Park	81,281	0.7843%	784,274		\$ 784,274	
Bell	38,762	0.3740%	374,012	\$ 125,988	\$ 500,000	
Bellflower	77,110	0.7440%	744,029		\$ 744,029	
Bell Gardens	46,766	0.4512%	451,242	\$ 48,758	\$ 500,000	
Beverly Hills	35,983	0.3472%	347,197	\$ 152,803	\$ 500,000	
Bradbury	948	0.0091%	9,147	\$ 490,853	\$ 500,000	
Burbank	108,029	1.0424%	1,042,364		\$ 1,042,364	
Calabasas	23,725	0.2289%	228,921	\$ 271,079	\$ 500,000	
Carson	97,960	0.9452%	945,209		\$ 945,209	
Cerritos	54,870	0.5294%	529,436		\$ 529,436	
Claremont	37,242	0.3593%	359,345	\$ 140,655	\$ 500,000	
Commerce	13,536	0.1306%	130,608	\$ 369,392	\$ 500,000	
Compton	99,242	0.9576%	957,579		\$ 957,579	
Covina	49,552	0.4781%	478,123	\$ 21,877	\$ 500,000	
Cudahy	25,879	0.2497%	249,705	\$ 250,295	\$ 500,000	
Culver City	40,694	0.3927%	392,653	\$ 107,347	\$ 500,000	
Diamond Bar	60,360	0.5824%	582,409		\$ 582,409	
Downey	113,379	1.0940%	1,093,985		\$ 1,093,985	
Duarte	22,953	0.2215%	221,472	\$ 278,528	\$ 500,000	
El Monte	126,053	1.2163%	1,216,276		\$ 1,216,276	
El Segundo	17,002	0.1641%	164,051	\$ 335,949	\$ 500,000	
Gardena	61,781	0.5961%	596,120		\$ 596,120	
Glendale	207,157	1.9988%	1,998,842		\$ 1,998,842	
Glendora	52,362	0.5052%	505,237		\$ 505,237	
Hawaiian Gardens	15,900	0.1534%	153,418	\$ 346,582	\$ 500,000	
Hawthorne	90,014	0.8685%	868,538		\$ 868,538	
Hermosa Beach	19,527	0.1884%	188,415	\$ 311,585	\$ 500,000	
Hidden Hills	2,016	0.0195%	19,452	\$ 480,548	\$ 500,000	
Huntington Park	64,747	0.6247%	624,739		\$ 624,739	
Industry	798	0.0077%	7,700	\$ 492,300	\$ 500,000	
Inglewood	118,878	1.1470%	1,147,045		\$ 1,147,045	
Irwindale	1,724	0.0166%	16,635	\$ 483,365	\$ 500,000	
La Canada-Flintridge	21,276	0.2053%	205,291	\$ 294,709	\$ 500,000	
La Habra Heights	6,140	0.0592%	59,244	\$ 440,756	\$ 500,000	
Lakewood	83,486	0.8056%	805,550		\$ 805,550	
La Mirada	50,092	0.4833%	483,334	\$ 16,666	\$ 500,000	
Lancaster	145,243	1.4014%	1,401,439		\$ 1,401,439	
La Puente	43,256	0.4174%	417,374	\$ 82,626	\$ 500,000	
La Verne	34,046	0.3285%	328,507	\$ 171,493	\$ 500,000	
Lawndale	33,540	0.3236%	323,625	\$ 176,375	\$ 500,000	

American Recovery and Reinvestment Act of 2009
Regional Surface Transportation Program Funds for Cities and County
Allocation of additional funds to give at least \$500,000 to each jurisdiction

Total Estimated Revenue \$ 100,000,000 Additional: \$ 13,386,931 New Total: \$ 113,386,931					Minimum Target Amount
Local Jurisdiction	Population	Population as % of County	Original STP Target \$100,000,000	Additional Funds to reach 500k	Total STP Fund Allocation
Lomita	21,056	0.2032%	203,168	\$ 296,832	\$ 500,000
Long Beach	492,642	4.7535%	4,753,465		\$ 4,753,465
Los Angeles City	4,045,873	39.0383%	39,038,321		\$ 39,038,321
Lynwood	73,147	0.7058%	705,790		\$ 705,790
Malibu	13,700	0.1322%	132,190	\$ 367,810	\$ 500,000
Manhattan Beach	36,505	0.3522%	352,234	\$ 147,766	\$ 500,000
Maywood	29,971	0.2892%	289,188	\$ 210,812	\$ 500,000
Monrovia	39,327	0.3795%	379,463	\$ 120,537	\$ 500,000
Montebello	65,668	0.6336%	633,626		\$ 633,626
Monterey Park	64,434	0.6217%	621,719		\$ 621,719
Norwalk	109,695	1.0584%	1,058,439		\$ 1,058,439
Palmdale	147,897	1.4270%	1,427,047		\$ 1,427,047
Palos Verdes Estates	14,046	0.1355%	135,529	\$ 364,471	\$ 500,000
Paramount	57,969	0.5593%	559,338		\$ 559,338
Pasadena	148,126	1.4293%	1,429,257		\$ 1,429,257
Pico Rivera	66,867	0.6452%	645,195		\$ 645,195
Pomona	163,405	1.5767%	1,576,682		\$ 1,576,682
Rancho Palos Verdes	42,964	0.4146%	414,556	\$ 85,444	\$ 500,000
Redondo Beach	67,488	0.6512%	651,187		\$ 651,187
Rolling Hills	1,967	0.0190%	18,979	\$ 481,021	\$ 500,000
Rolling Hills Estates	8,185	0.0790%	78,976	\$ 421,024	\$ 500,000
Rosemead	57,422	0.5541%	554,061		\$ 554,061
San Dimas	36,874	0.3558%	355,794	\$ 144,206	\$ 500,000
San Fernando	25,230	0.2434%	243,442	\$ 256,558	\$ 500,000
San Gabriel	42,762	0.4126%	412,607	\$ 87,393	\$ 500,000
San Marino	13,455	0.1298%	129,826	\$ 370,174	\$ 500,000
Santa Clarita	177,045	1.7083%	1,708,294		\$ 1,708,294
Santa Fe Springs	17,790	0.1717%	171,654	\$ 328,346	\$ 500,000
Santa Monica	91,439	0.8823%	882,288		\$ 882,288
Sierra Madre	11,116	0.1073%	107,257	\$ 392,743	\$ 500,000
Signal Hill	11,402	0.1100%	110,017	\$ 389,983	\$ 500,000
South El Monte	22,391	0.2160%	216,049	\$ 283,951	\$ 500,000
South Gate	102,816	0.9921%	992,064		\$ 992,064
South Pasadena	25,792	0.2489%	248,865	\$ 251,135	\$ 500,000
Temple City	35,683	0.3443%	344,303	\$ 155,697	\$ 500,000
Torrance	148,965	1.4374%	1,437,352		\$ 1,437,352
Vernon	95	0.0009%	917	\$ 499,083	\$ 500,000
Walnut	32,299	0.3117%	311,651	\$ 188,349	\$ 500,000
West Covina	112,666	1.0871%	1,087,106		\$ 1,087,106
West Hollywood	37,563	0.3624%	362,443	\$ 137,557	\$ 500,000
Westlake Village	8,867	0.0856%	85,557	\$ 414,443	\$ 500,000
Whittier	86,945	0.8389%	838,926		\$ 838,926
Unincorp LA County	1,092,078	10.5374%	10,537,378		\$ 10,537,378
TOTAL	10,363,850	100.0000%	\$ 100,000,000	\$ 13,386,931	\$ 113,386,931

Jurisdictions that were to receive less than \$500K due to population calculations are given an additional amount to achieve a \$500K minimum target.

*Estimated 2008 population, California Department of Finance

American Recovery and Reinvestment Act of 2009
Transportation Enhancements Activities Fund

Project Description (Not In Priority Order Within Tiers)	Project Mode	Project Costs or Recommended Stimulus Amount	Minimum Number of Days to Grant Award	Comments
Stop Information System	Transportation Enhancements	\$ 4,400,000	90 days	No environmental clearance is necessary. Procurement process will include Federal Standards
Sign Metro Gold Line to Pasadena	Transportation Enhancements	\$ 600,000	90 days	No environmental clearance is necessary. Procurement process will include Federal Standards
Statewide Countywide Bike Safety Information & Signage	Transportation Enhancements	\$ 80,000	90 days	No environmental clearance is necessary. Procurement process will include Federal Standards
Comprehensive Ped/Bike Safety Program	Transportation Enhancements	\$ 750,000	90 days	No environmental clearance is necessary. Procurement process will include Federal Standards
Statewide Trailblazing Street Signage for all Metro Rail Stations	Transportation Enhancements	\$ 1,000,000	90 days	No environmental clearance is necessary. Procurement process will include Federal Standards
Station Beautification along Metro Rail Lines	Transportation Enhancements	\$ 1,500,000	90 days	No environmental clearance is necessary. Procurement process will include Federal Standards
Placement and New Bicycle Lockers/Racks at Stations	Bicycle/Pedestrian	\$ 1,800,000	120 Days - 1 Year	No environmental clearance is necessary. Procurement process will include Federal Standards
Monte Rail Subway Escalator Canopy Project	Transportation Enhancements	\$ 16,000,000	1 Year	No environmental clearance is necessary. Procurement process will include Federal Standards
Monte Transitway Station Enhancements	Transportation Enhancements	\$ 3,000,000	1 Year	No environmental clearance is necessary. Procurement process will include Federal Standards
Universal City Pedestrian Bridge	Transportation Enhancements	\$ 20,000,000	1 Year	No environmental clearance is necessary. Procurement process will include Federal Standards
TOTAL State TIP Transportation Enhancements Activities Program		\$ 49,130,000		

American Recovery and Reinvestment Act of 2009

Transportation Enhancements Activities Fund

(\$ in Thousands)

Agency	TIP ID	PROJECT TITLE	Amount
Arcadia, City of	LAES479	LAES1 - Pedestrian Linkages and Bus Stop Improvements - Various Locations: Design and construct sidewalks and bus stop improvements at various locations including Colorado Place between Harvard Dr. and Huntington Dr.; Sunset Blvd. between P	\$ 600
Artesia, City of	LAES236	LAES1 - South Street pedestrian bikeway and transit improvements. Project proposes to install landscaped medians, trees, transit stop shelters/benches, replace existing high voltage energy inefficient consuming street lighting system with	\$ 1,800
Baldwin Park, City of	LAES407	LAES1 - Maine Avenue Roadway Presevation and Rehabilitation Improvements - This project consists of rehabilitating the roadway by performing localized repairs to approx 20% of the pavement, replacing two failed pedestrian concrete crosswalk	\$ 390
Bellflower, City of	LAES175	LAES1 - West Branch Greenway Multi-Modal Corridor Landscaping	\$ 1,200
Bellflower, City of	LAES458	LAES1 - Pedestrian and Americans with disabilities Act (ADA) related improvements. Work includes but is not limited to new sidewalks, curb ramps, alley ramps.	\$ 300
Burbank, City of	LAES235	LAES1 - Install safety improvements at the at-grade crossing of Buena Vista Street near Vanowen Street, including crossing gates, pedestrian improvements, median islands, pavement markings and CCTV.	\$ 1,600
Burbank, City of	LAES431	LAES1 - Sidewalk removal and replacement and pedestrian ramps	\$ 1,925
Burbank, City of	LAES438	LAES1 - Sidewalk removal and replacement including pedestrian ramps	\$ 3,500
Calabasas, City of	LAOG215	LAES1 - Construct a safe pedestrian route for students to pass over Las Virgenes Creek to A E Wright school.	\$ 941
Carson, City of	LAE2932	LAES1 - 213th St. pedestrian sidewalk brige over dominguez channel. Construct 213th st. pedestrian bridge to provide safe passage for pedestrians & wheelchairs over Dominguez Channel.	\$ 2,000
Cerritos, City of	LAES317	LAES2 - Del Amo Boulevard Bridge at Coyote Creek flood control channel: Replace obsolete, misaligned, 2-lane bridge with limited pedestrian/bicycle access with a 4-lane, aligned bridge with dedicated and safe pedestrian/bicycle access.	\$ 17,000
Claremont, City of	LAES423	LAES1 - ► Location: Throughout City. ► Nature of Project (Project Type): Rehabilitation, Reconstruction. This project will allow for improved pedestrian access throughout the city. ► Work being done (Scope): Exam	\$ 3,400
Culver City, City of	LAES650	LAES1 - New landscape improvements adjacent to Ballona Creek bikeway between Overland Avenue and pedestrian bridge/Ocean Drive.	\$ 350
El Monte, City of	LAES584	LAES1 - Pedestrian enhancements that call for the removal & replacement and installation of sidewalks, damaged curb and gutter, driveway approaches, and pedestrian ramps throughout various sections of the City within walking distance of loc	\$ 1,200
Glendale, City of	LAES288	LAES1 - Greenbriar Road Rehabilitation: The project includes the removal, repair and reconstruction of damaged curbs, gutters, sidewalks and driveway aprons; reconstruction of curb ramps to comply with current ADA and APWA standards; slurry	\$ 1,400
Glendora, City of	LAES721	LAES1 - Downtown Village Bus Shuttle to the Diamond Ridge Development. The bus service would provide access for pedestrians to go from the downtown village in Glendora to the Diamond Ridge Development.	\$ 180
Hawthorne, City of	LAES112	LAES1 - The purpose of the alterations is to enhance public safety on a railroad crossing on Birch Avenue in the City of Hawthorne. The proposed alterations consist of the removing and replacing of the pedestrian area.	\$ 200

