

TCR Program – Application Approval Project #49.2 – September 2004

Los Angeles Hollywood Intermodal Transportation Center; Intermodal facility at Highland Avenue and Hawthorn Avenue in the City of Los Angeles

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$17,100	<i>TCRP Funds Covered by Application:</i>	\$0
<i>TCRP Funds – Sub-Project #49.2:</i>	\$7,150	<i>Phase(s) Covered by Application:</i>	N/A
<i>TCRP Funds for Project #49</i>	\$10,000	<i>TCRP Funds Previously Approved for #49.2:</i>	\$0

<i>Lead Agency:</i>	City of Los Angeles Department of Transportation	<i>Implementing Agency:</i>	Community Redevelopment Agency of the City of Los Angeles
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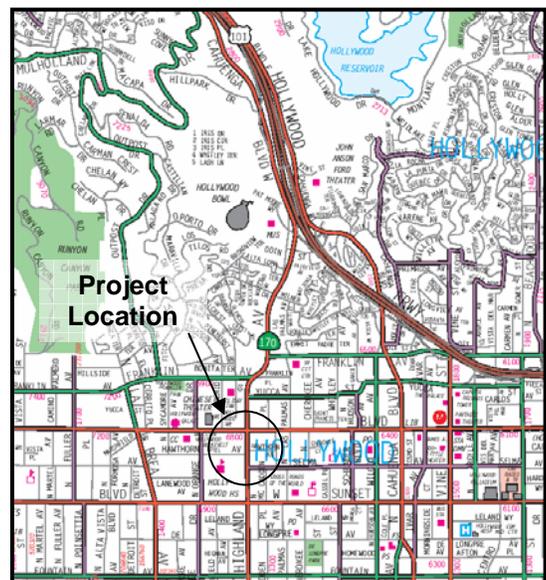
<i>TCRP Allocations to Date:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Pending LONP:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary: The overall Hollywood Intermodal Transportation Center project at Highland Avenue and Hawthorn Avenue will provide for the coordination and interfacing of surface transit systems and the Metro Red Line subway station at Hollywood / Highland.

The City is modifying the project by expanding the scope to include an Adaptive Traffic Control System (ATCS) and Changeable Message Sign (CMS) network at key gateway approaches to the Hollywood Boulevard District. For implementation purposes, the City is accordingly splitting the project into two sub-projects:

- Sub-Project #49.1 – ATCS in the Hollywood Intermodal Transportation Center Service Area
- **Sub-Project #49.2 – Hollywood Intermodal Transportation Center.**

Sub-Project #49.2 will consist of the original Intermodal Transportation Center (ITC), which will provide pick-up, drop-off, and waiting areas for bus/van/shuttle bus riders; parking and layover space for municipal and tour buses; transit rider facilities and amenities, approximately 75 to 100 surface parking spaces for transit users, and pedestrian access to Hollywood Boulevard across the street from the Hollywood / Highland Metro Red Line subway station. If additional funding is available at the time of implementation, the Center could provide up to approximately 400 to 500 parking spaces on two underground levels to serve transit riders, visitors and tourists.



Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental, Conceptual Designs, Boundary surveys, Permits	10/04	3/05	\$120
2	Prepare Construction Plans, Obtain Permits	3/05	11/06	\$780
3	Right of Way Acquisition	3/05	12/06	\$13,200
4	Construction	3/06	4/07	\$3,000
<i>Total:</i>				\$17,100

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Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP #49.2	State	Committed					
		Proposed		\$150	\$5,000	\$2,000	\$7,150
Tax Increment	Local (1)	Committed	\$120				\$120
		Proposed		\$630	\$8,200	\$1,000	\$9,830
	Totals:	Committed	\$120				\$120
		Proposed		\$780	\$13,200	\$3,000	\$16,980
		Totals:	\$120	\$780	\$13,200	\$3,000	\$17,100

(1) The Community Redevelopment Agency will seek potential funding from Special Parking Revenue Funds, Hollywood Tax Increment, Hollywood Tax Allocation Bond proceeds, or other public funding. In conjunction with completing preliminary plans and required studies for this project, a final funding plan will be prepared that will utilize the above or other public financing mechanism to complete the project.

Prior TCRP Action:

- Original application was approved on July 11, 2001 (Resolution TA-01-11).
- A minor amendment to extend the end date for Phase I was approved April 2002.
- An amendment to create this sub-project (49.2) and transfer the allocated funds to the new sub-project (49.1) was approved on September 15, 2004 (Resolutions TAA-04-09 and TFP-04-06).

Status of Conditions: The following condition was set forth for this project (#49) under Resolution TA-01-11 and remains in effect: prior to an allocation of funds for any capital phase of the project, the City must develop a parking management plan that, among other requirements, provides for procedures to ensure that a specified number (to be determined at completion of Phase I) of non-tandem designated parking spaces is for the exclusive use of transit riders, and ensure the commuter parking spaces are maintained and operated separate from other parking areas.

Discussion/Issues: No issues.