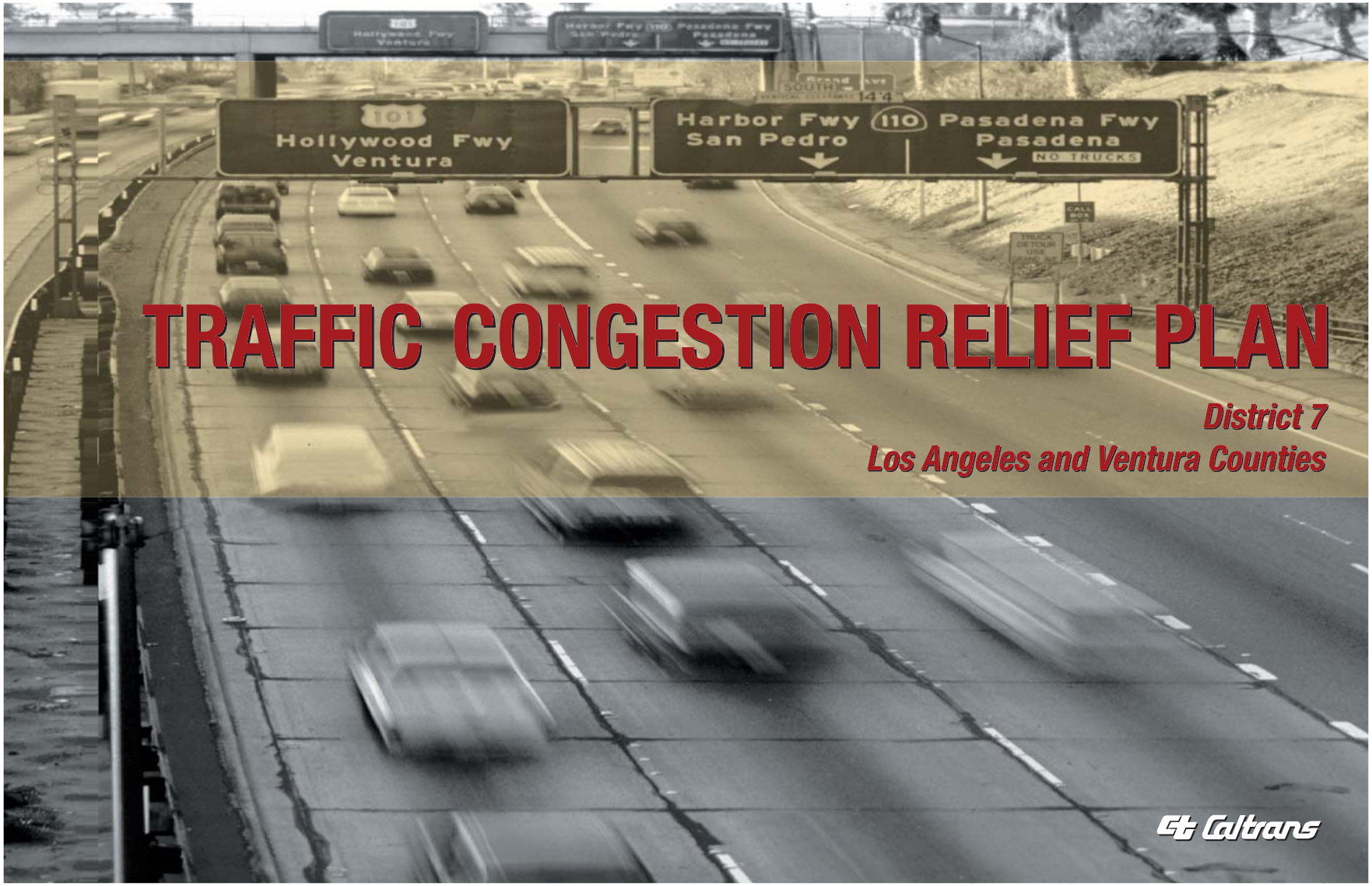


TRAFFIC CONGESTION RELIEF PLAN

District 7

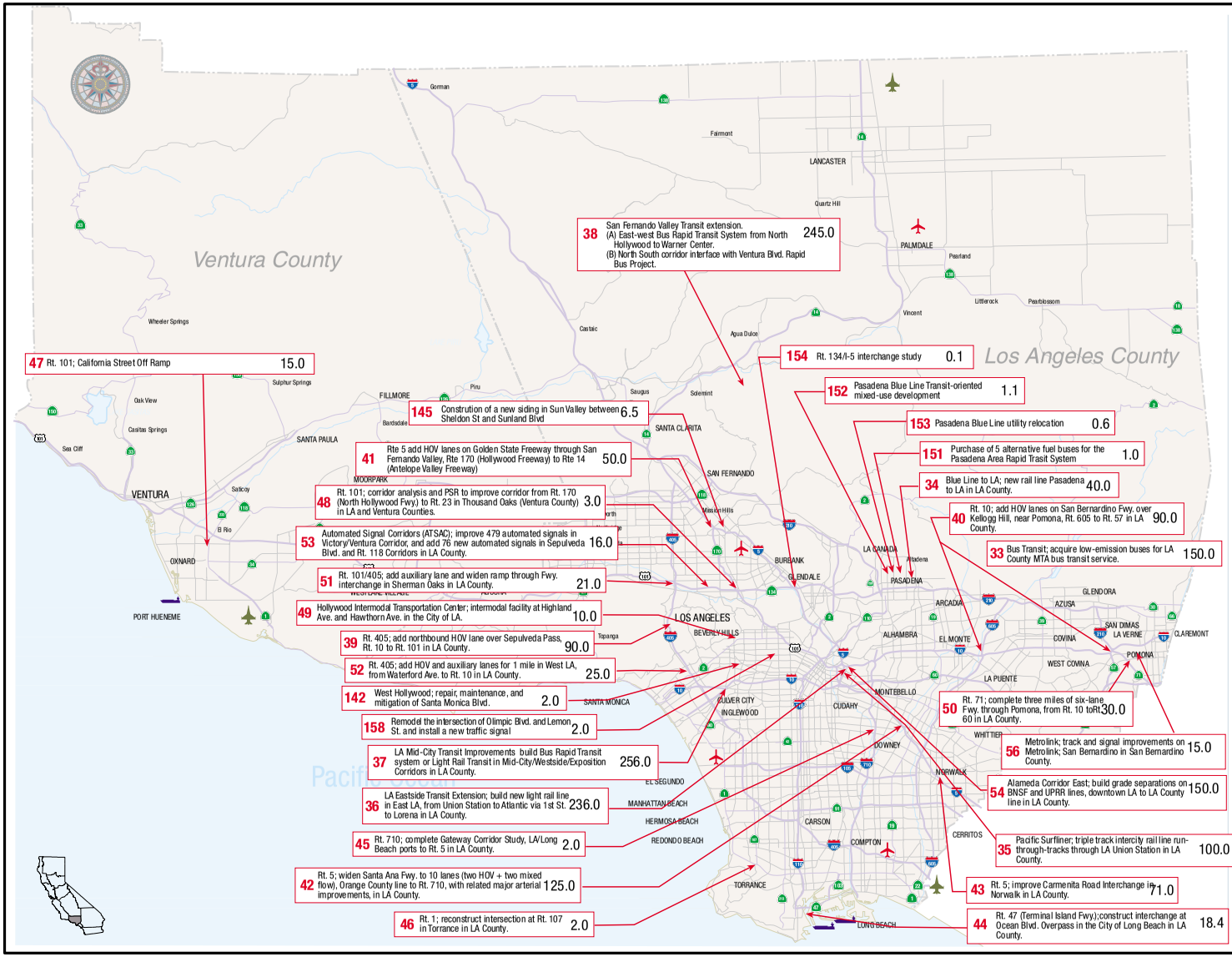
Los Angeles and Ventura Counties

Caltrans

DISTRICT 7

Los Angeles & Ventura Counties

Transportation Congestion Relief Program (TCRP) Projects



LEGEND

PROJECT NUMBER	Project Description	$ in Millions*

* $ in Millions allocated thru TCRP

HIGHWAYS

Traversable State Highways

INTERSTATE · U.S. · STATE

AIRPORTS

Commercial · Military · Port

Caltrans

SCALE

MILES 5 0 5 10 15

KILOMETERS 5 0 5 10 15

D7 TCRP Projects • THD • 12/18/00

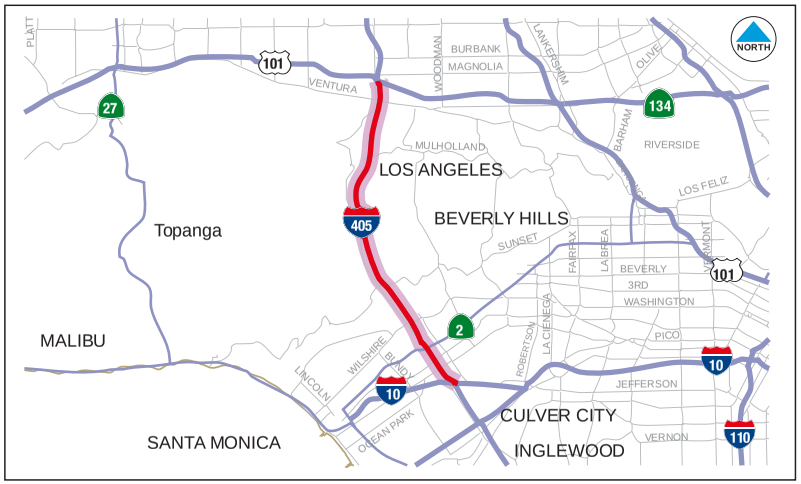
Project reference number	County	Description	EA	Estimated Cost (Millions)	*TCRP Funds*	Existing other funds	Existing RIP	2000 RIP	2000 IIP	*Project Management Coordinator*
		CALTRANS DISTRICT 7 PROJECTS								
39	LA	Rte 405: add northbound HOV lane over Sepulveda Pass, Rte 10 to Rte 101	12030K	336.0	90.0	0.0	0.0	0.0	0.0	Jin Lee 213-897-3312
40	LA	Rte 10: add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Rte 605 to Rte 57	117070 117080	300.0	90.0	4.3	0.0	0.0	0.0	Mehdi Salehinik 213897-6926
41	LA	Rte 5: add HOV lanes on Golden State Freeway through San Fernando Valley,Rte 170 (Hollywood Freeway) to Rte 14 (Antelope Valley Freeway)	121900 122001 121800	164.0	50.0	9.5	0.0	0.0	0.0	Pai Kang Wang 213897-8623
42	LA	Rte 5: widen Santa Ana Freeway to 10 lanes (2 HOV + 2 mixed flow), Orange County line to Rte 710, with related major arterial improvements	14580K	1,250.0	125.0	0.0	0.0	0.0	0.0	Maria Quinonez 213897-6755
43	LA	Rte 5: improve Carmenita Road interchange in Norwalk	168850	87.0	71.0	0.5	0.0	6.5	0.0	Maria Quinonez 213897-6755
44	LA	Route 47 (Terminal Island Fwy) at Ocean Blvd Overpass - construct interchange in the city of Long Beach	16620k	48.2	18.4	26.5	0.0	4.8	0.0	Steve Novotny 213897-4289
45	LA	Rte 710: complete Gateway Corridor Study, LA/LB Ports to Rte 5	20790K	4.0	2.0	MTA	0.0	0.0	0.0	Steve Novotny 213897-4289
46	LA	Rte 1 at Rte 107 (in Torrance) Reconstruct intersection	21720K	2.0 Rev 6.0	2.0	0.0	0.0	0.0	0.0	JohnVassiliades 213897-7395
47	VEN	Route 101, California Street Off Ramp	21070	15.0	15.0	0.0	0.0	0.0	0.0	Mumbie Fredson-Cole213897-9255
48	LA	Rte 101: complete environmental studies to improve corridor from Rte 170 (North Hollywood Freeway) to Rte 23 in Thousand Oaks (Ventura County)	21160K	3.0	3.0	0.0	0.0	0.0	0.0	Linda Taira 213897-0813
50	LA	Rte 71: complete 3 miles of 6 lane freeway through Pomona, from Rte 10 to Rte 60	210600	60.0	30.0	0.0	0.0	0.0	0.0	JiwanjitPalaha 213897-6926
51	LA	Rte 101/405: add auxiliary lane and widen ramp through freeway interchange in Sherman Oaks	20120K	62.0	21.0	0.0	0.0	0.0	0.0	Edward Andraos 213-897-7722
52	LA	Rte 405: add HOV and auxiliary lanes for 1 mile in West LA, from Waterford Ave to Rte10	195900	74.0	25.0	7.4	0.0	0.0	0.0	Sam Ekrami213 897-7095
154	LA	Route 134/I-5 interchange study	215600	0.1	0.1	0.0	0.0	0.0	0.0	Pai Kang Wang 213897-8623
		BUS/RAIL PROJECTS								
33	LA	Bus fleet: acquire new clean fuel Buses for LAMTA.	21610	150.0	150.0	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
34	LA	Blue line to Los Angeles - New rail line Pasadena to Los Angeles	21620	40.0	40.0	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
35	LA	San Diegan (Pacific Surfliner): triple track within LA County and add run-through-tracks through LA Union Station		176.0	100.0	0.0	0.0	0.0	0.0	Robert Wong 213 897-6010
36	LA	LA Eastside Transit Extension: build new light rail line into East LA, from Union Station to Atlantic via 1st St. to Lorena	21640	704.0	236.0	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
37	LA	LA Mid-CityTransit Extension: build Light Rail Transit and Bus Rapid Transit system in Mid-City/Westside/Exposition Corridors	21650	595.0	256.0	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
38	LA	LA San Fernando Valley Transit Extension: build Bus Rapid Transit system in Burbank-Chandler Corridor North Hollywood to Warner Center	21660	291.0	245.0	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
54	LA	Alameda Corridor East: build grade separations on BNSF and UPRR lines, Downtown LA to LA County line		950.0	150.0	342.5	0.0	0.0	23.0	Vijay Kopparam 213620-6484
56	SBd	Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino county	21720	15.0	15.0	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
145	LA	Construction of a new siding in Sun Valley between Sheldon Streed and Sunland Boulevard	21680	6.5	6.5	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
151	LA	Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System	21690	1.1	1.0	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
152	LA	Pasadena Blue Line transit-oriented mixed-use development	21700	5.1	1.1	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
153	LA	Pasadena Blue Line utility relocation	21710	1.1	0.6	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
		LOCAL PROJECTS								
49	LA	Hollywood Intermodal Transp. Center; Intermodal facility at Highland Ave. at Hawthorn Ave.		50.0	10.0	0.0	0.0	0.0	0.0	Linda Wright 213 897-0213
53	LA	Automated Signal (ATSAC) Corridors: improve 479 automated signals in Victory/Ventura Corridor, and add 76 new automated signals in Sepulveda Boulevard, and Rte 118 Corridors		16.0	16.0	0.0	0.0	0.0	0.0	Sang Le 213 620-6520
142	LA	West Hollywood; repair, maintenance, and mitigation of Santa Monica Boulevard		26.0	2.0	0.0	0.0	0.0	0.0	Nathan Chou 213 620-6550
158	LA	Remodel the intersection of Olympic Boulevard and Lemon Street and install a new traffic signal		2.0	2.0	0.0	0.0	0.0	0.0	Edward Li 213 620-6495

District 7 Projects

ROUTE 405

Add Northbound HOV Lane Over Sepulveda Pass, Route 10 to 101

TCRP PROJECT # 39
District-07 E.A: 12030
Co-Rte-KP 47.48/63.57(PM 29.5/39.5)



I. Purpose & Need:

This section of Route 405 is heavily congested with Average Daily Traffic (ADT) of 331,000. Existing traffic in the project area is mostly stop and go throughout the day. The purpose of this project is to improve overall operating conditions of the facility by relieving congestion.

The existing freeway within the project limits consists of five mix-flow lanes with no HOV lane. HOV lane exists north of the project limit and project is already programmed to add HOV lane south of the project limit. This project will provide continuous HOV system on Route 405 by closing the gap.

Scope of Transportation Improvements.

The scope of the project is to widen freeway and construct HOV lanes on Route 405. In interim, the scope of the project is to provide for one HOV lane, five mix flow lanes, and one auxiliary lane on northbound Route 405. The Transportation Concept Report (TCP) recommends this section of the Route 405 to be improved with full standard 6 mix-flow lanes in each direction and 2 HOV lanes in each direction

II. Benefits

Transportation benefits - This project will ease congestion and increase the traffic flow on 405 by adding an HOV lane. It will provide a continuous HOV lane in LA County. MTA and the Public support this project.

III. Cost

Comparison of programmed capital and support budgets against estimate at completion

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP/ITIP, Measure,		$350 Million - $1Billion	RTL, R/W Cert., CCA
Private Funding			
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$90 Million		PA&ED, PS&E w/o R/W Cert.
Total	$90 Million	$350 Million - $1Billion	

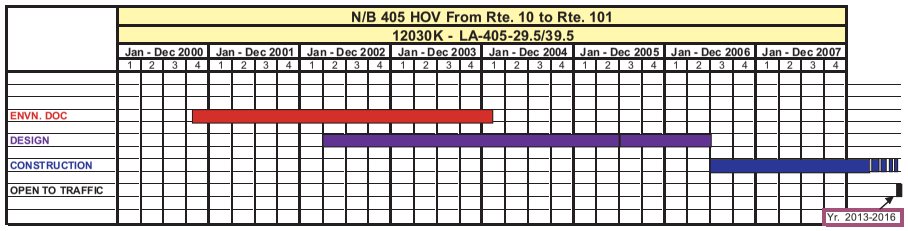
IV. Project Issues

The schedule does not reflect the implementing agency's plan to phase the construction into several stages. The construction staging plans will be developed in the first project phase (PA&ED). Therefore, the end schedule for the next phase (PS&E phase) will be completed several years after the end date depending on the number of construction stages identified.

The number of stages, the scope of each stage, and the estimated associated costs for each stage will be fully studied and determined during the PA&ED phase. The schedule (start, end, and duration) for the next phase (PS&E) will also be more accurately determined after the completion of the first phase study. The first phase study will not only identify the scope and schedule of each stage, but also will ensure that the construction of the first stage will begin by July 2006 as identified in the legislation

PROJECT SCHEDULE

Total Estimated Cost of Project: $350 million to $ 1 billion plus

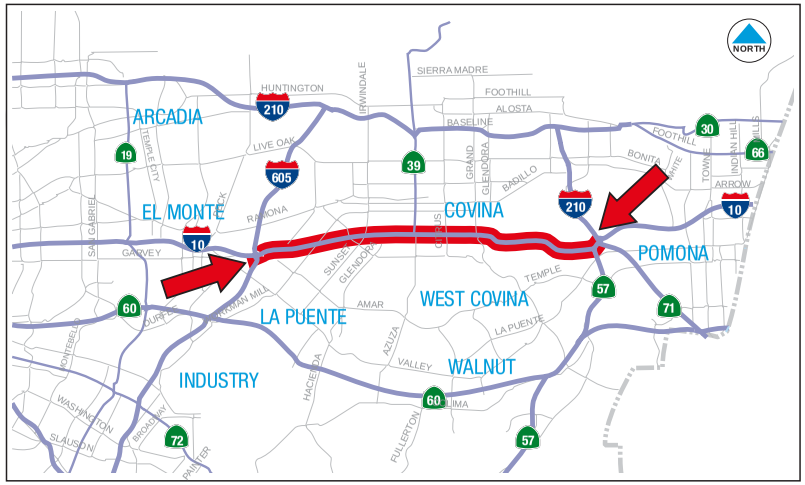


2/25/02

ROUTE 10 HOV PROJECT

From Route 605 To Route 57

TCRP PROJECT # 40
07-11707, 07-11708 & 07-11934
PPNO: TBD
LA-10-KP 50.2/68.2



Purpose and Need

The San Bernardino Freeway (I-10) is an east-west route classified as an interstate freeway that provides commuters access to Los Angeles Central Business District from Riverside County, San Bernardino County and San Gabriel Valley. This project proposes to add one HOV lane on each direction of the I-10 from Route 605 to Route 57. Adding additional lanes is being considered in an effort to alleviate the traffic congestion that occurs on this segment of I-10.

This project has been split into three segments. The following is the breakdown:

SEGMENT I. EA # 11707, KP 50.2/53.8, From Route 605 to Puente Avenue.
SEGMENT II. EA # 11708, KP 53.8/60.4, From Puente Avenue to Citrus Avenue.
SEGMENT III. EA # 11934, KP 60.4/68.2, From Citrus Avenue to Route 57.

Scope of Transportation Improvements
This project proposes to widen the existing freeway to provide for one HOV lane on each direction, in addition to restriping the existing lanes, and widening of all existing bridges within the limits from Route 605 to Route 57.

Benefits:

Transportation Benefits

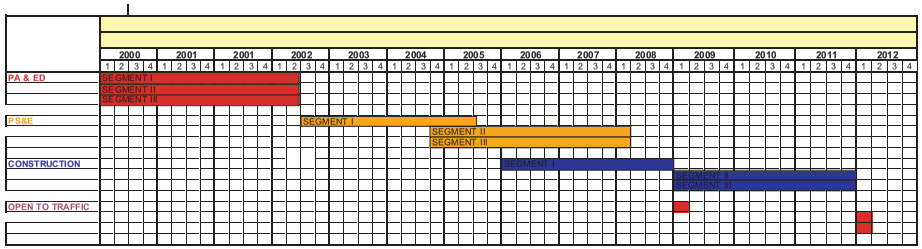
The proposed improvement on Route 10 provides approximately 18 kilometer of additional lanes on each direction thus improving the weaving conditions on the mainline and reducing the traffic congestion in one of the busiest freeways in the Nation.

Cost:

The Total cost of the project, including design, R/W & Construction is approximately $300 million. The funding details are as follow:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP		$210 Million	RTL, R/W Cert., CCA
ITIP			
Grandfathered STIP			
SHOPP			
Measure (Prop"C")	$2.1 million		PA&ED
RSTP			
CMAQ			
TCRP	$90 Million		R/W Cert., RTL + Partial CCA
Tea 21	2.2 Million		PA&ED
Private Funding			
Total	$94.3 Million	$210 Million	

PROJECT SCHEDULE
Total Estimated Cost of Project: $300 plus million
(For total three segments of I, II, and III)



9/02

ROUTE 5 HOV LANES

From Route 170 To Route 118 and Route 118 To Route 14

TCRP PROJECT # 41
07- EA 121900, 07 - EA 122001
PPNO 0158K, 0162P
07 - EA 121900 (PM 36.0/39.4), 07 - EA 122001 (PM 39.4/45.6)

Purpose and Need:

Route 5 is a part of National Highway System. Caltrans, District 7, has a district wide HOV Program in place to provide HOV lanes on most of the freeways in Los Angeles County. HOV lanes constructed on heavily traveled freeways help to alleviate congestion, encourage ridesharing usage and reduce air pollution. The LACMTA has incorporated the district's HOV program in its 20-year Long range Transportation Plan for funding purposes. The Route 5 corridor from Route 10 to route 14 is included in this program. An HOV project on Route 170 from Route101 to Route 5 is completed. This segment of Route 5 will provide direct connection with Route 170 project as well as fill gap between two other HOV projects on Route 5 currently under study to provide continuous HOV lanes on Route 170 and Route 5 for commuter traffic.

Scope:

The Project involves the construction of one High Occupancy Vehicle (HOV) lane in each direction in the median on Route 5 from Route 170 to Route 118 to Route 14. Some other projects along Route 5 from Route 10 to Route 118 are currently in the planning / design stage. Incorporation of HOV lanes and Truck lanes, within specific sections of this segments of the Route 5 freeway, should alleviate existing congested conditions, improve level of service, encourage carpooling and improve air quality.

This project has been split into two segments. The following is the breakdown:

SEGMENT I. EA 121900 KP 58.0/63.4(PM 36.0/39.4), From Rte.170 TO Rte.118

Alternative 1: Minimum Cost Alternative. The HOV Lanes are not continuous from Route 170 to Route 5 nor through Route 5/170 and Route 5/118 Interchange on Route 5. Continuous HOV lanes will be provided between freeway and freeway interchanges only, one HOV lane in each direction in the median of Route 5. This alternative requires northbound widening only within the existing right-of-way.

Alternative 2: (preferred alternative): Route 5 and Route 170 Direct Connector Alternative. This alternative proposes to add one HOV lane in each direction in the median of Route 5 from Route 5/170 interchange to Route 5/118 Interchange, which also provides a direct HOV connection between Route 170 and Route 5. It will be achieved by reconstructing the existing Route 5/170 Interchange, widening Route 5 in northbound direction from Sheldon Street to the north of Terra Bella Street and widening Route 5 in southbound direction north of Sheldon Street from KP 58.2 to KP 59.78. This alternative will require removal and construction of a number of retaining and sound walls.

SEGMENT II. EA 122001 KP 63.4/73.4(PM 39.4/45.6), From Rte.118 TO Rte.14

Alternative 1: (preferred alternative): Provide two plus (2+)-occupancy HOV lane in each direction by utilizing the existing median and restripping the mixed flow lanes. It will involve construction of bridge approach slabs, median shoulder reconstruction, sound walls and median barriers.

Alternative 2: Provide two HOV lanes in each direction. It will require overall outside roadway widening, bridge widening, ramps, truck lanes and connector modification, new drainage system, retaining walls, sound walls, new highway planting and new electrical system.

II. Benefits

Transportation benefits:

This project should alleviate existing congested traffic conditions, improve level of service (LOS), encourage carpooling and improve air quality.

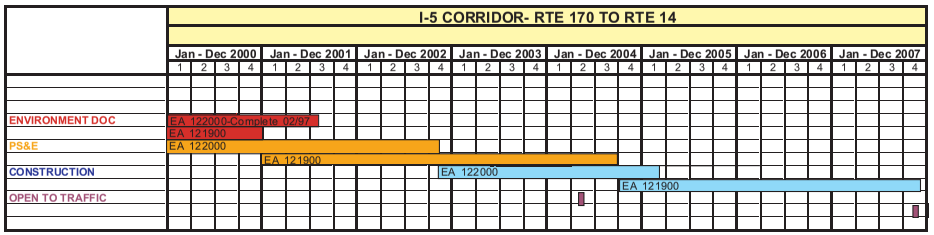
III. Cost

The Total Project Cost is $ 178.0 million. The funding details are as follow:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP		$116,532,000	RTL, CCA
ITIP			
Grandfathered STIP			
SHOPP			
Measure C	$1,789,000		RTL
RSTP	$5,090,000		RTL
CMAQ			
TCRP	$50,000,000		CCA
Private Funding			
Total	$56,888,000	$116,532,000	

PROJECT SCHEDULE

Total Estimated Cost of Project: 151.80 Million



9/02

ROUTE 5 ULTIMATE HOV PROJECT

Los Angeles County

TCRP PROJECT # 42
ORA-005-KP 67.9/71.4
LA-005-KP 0.0/22.2

Purpose & Need:

The project proposes to widen the existing I-5 facility to a full-standard, ten-lane, at-grade facility between SR-91 and I-710. One general-purpose lane would be added in each direction from SR-91 to I-605, and one full-standard HOV lane with ingress and egress points throughout, would be added from SR-91 to I-710.

Scope of Transportation Improvements

The project proposes the replacement of the existing Carmenita Road Interchange, including the associated hook ramps at the I-5 freeway in the city of Norwalk. The new viaduct structure will span over the I-5 freeway and the Union Pacific rail road to the south. A tight diamond interchange configuration will replace the existing hook ramps.

Schedule/Cost

The Major Investment Study for the project was completed July 1998. The environmental process for the Ultimate Design has been initiated. It is anticipated to be fairly difficult due to the right of way requirements and design issues in a densely developed urban corridor. The estimated cost of this project is $1.7 billion, including $216 million in right-of-way (1997 dollars). Currently, the portion from Orange County Line to Route 605 is being studied as an early phase ultimate implementation – possible complete opening of the segment from Orange County line to Route 605 as early as Summer 2013.

Transportation Benefit

The ongoing Orange County I-5 widening project will widen the freeway to ten lanes north of SR-91, leaving the segment between SR-91 and I-605 a six lane bottle neck. The existing average daily traffic (ADT) is 228,000 with an anticipated ADT in the year 2020 of 275,000.

The proposed project will provide the horizontal clearance required for the I-5 Ultimate HOV widening project. Also the Interchange alleviate congestion on Carmenita road and the rail road crossing grade separation will provide for safer and easier traffic movement.

This project will continue the existing ten lanes north of SR-91 to I-710, relieving congesting and increasing mobility of buses and carpools.

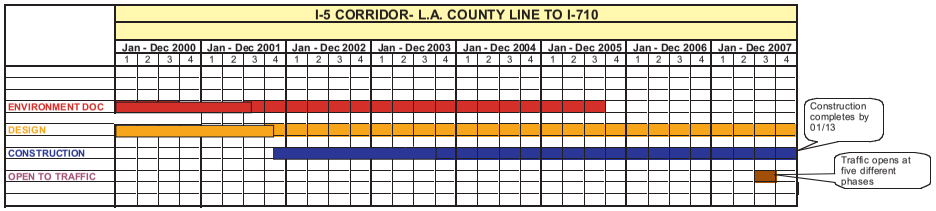
III. Cost

The Total Cost of the project is $ 1,707.6 billion. The funding details are as follow:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP	$123,203,000	$35,996,000*	
ITIP		$17,000,000*	
Grandfathered STIP	$86,020,000		
TEA	$15,090,000		
Prop C	$470,000		
RSTP			
CMAQ			
TCRP	$196,000,000		PA&ED, RTL, R/W, CCA
Local	$470,000		
Other		$1,233,345,000	
Total	$421,259,000		

** Proposed funding for 2002 progamming - expected to be available by April 2002.*

PROJECT SCHEDULE
Total Estimated Cost of Project: 1,707.6 Billion

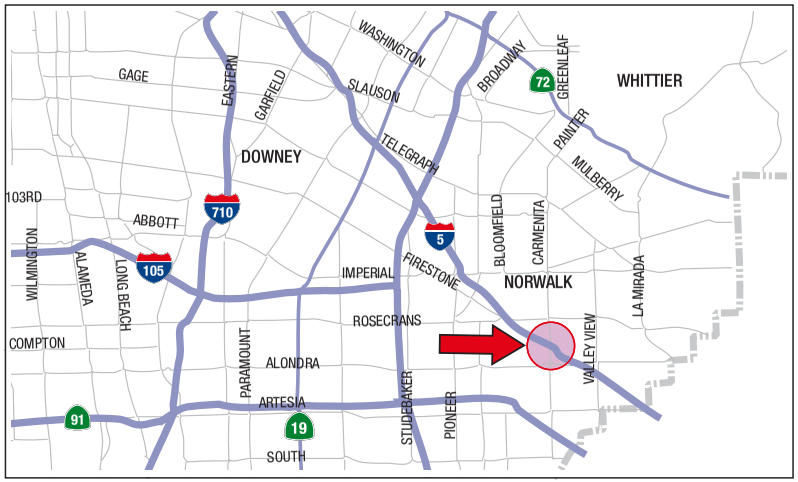


9/02

ROUTE 5 CARMENITA ROAD INTERCHANGE

Los Angeles County

TCRP PROJECT # 43
EA 07-16885
PPNo TBD
07-LA-5 KP 3.9, PM 2.4



The proposed project will provide the horizontal clearance required for the I-5 Ultimate HOV widening project. The new interchange will alleviate congestion on Carmenita Road and the grade separation for the rail crossing. The improvement will provide for safer and more efficient of traffic.

III. Cost

The Total Cost of the project is $ 94.298 million. The funding details are as follow:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP	$ 6,458,000		R/W Cert.
ITIP			
Grandfathered STIP			
SHOPP			
Demo L21	$ 15,090,000		R/W Cert, RTL
RSTP			R/W Cert, RTL
CMAQ	$ 484,000 (Prop C)		CCA
TCRP	$71,000,000		CCA
Private Funding			
Total	$93,032,000		

I. Purpose and Need

The Carmenita Road I-5 Interchange Reconstruction Project will replace the existing nonstandard interchange at Carmenita Road and Interstate 5 in the City of Norwalk, Los Angeles County. The current overcrossing configuration consists of a narrow, two-lane bridge and short, single-lane hook ramps. It is needed to accommodate the widening for the HOV lane project on Route 5. The reconstruction will also eliminate freeway backups, as current hook ramps and railroad grade crossing generate mainline backups due to inadequate storage.

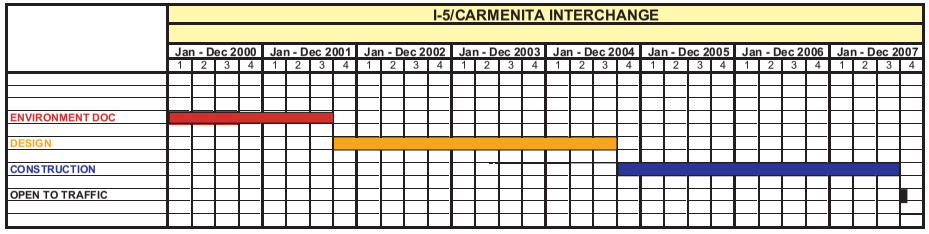
Scope of Transportation Improvements

The Carmenita Road I-5 Interchange Reconstruction Project will include a six-lane bridge overcrossing with two-lane left turn pockets designed to current standards for sight distance. This project is part of the Route % Ultimate HOV corridor and will be the first to be delivered. A new tight diamond interchange configuration will be used providing two-lane off and on ramps with sufficient length to ensure adequate storage capacity for traffic.

II. Benefits

Transportation benefits
The I-5 is currently funded for the ultimate HOV construction starting in Spring 2007. The reconstruction of the Carmenita Road Interchange is needed to accommodate the I-5 Ultimate HOV project.
The current Average Daily Traffic (ADT) volume is 177,000 and is expected to increase to 220,000 by the year 2020.

PROJECT SCHEDULE
Total Estimated Cost of Project: 94.298 Million

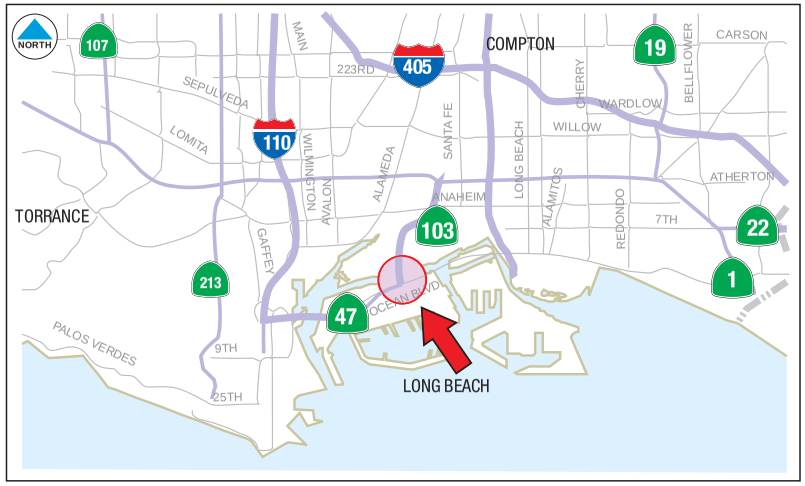


9/02

TERMINAL ISLAND FREEWAY

Ocean Blvd. Interchange

TCRP PROJECT # 44
EA 07-16620
PPNo TBD
LA-SR-47-KP 4.73/6.10 (PM 2.95/3.79)



I. Purpose & Need.

This project was originally conceived as part of the 2020 Plan for the Ports of Long Beach and Los Angeles, prepared in 1988. The plan outlined a long-term expansion program for both ports, which called for new cargo terminals, roads and rail yard on 1200 acres of land-fill in the Long Beach Harbor. Subsequently, this project was added to the federally sponsored PADP program.

Scope of Transportation Improvements.
Construction of a new traffic interchange to replace the existing Ocean Boulevard / Terminal Island Freeway intersection

II. Benefits

Transportation benefits
Accommodate the expected increase in through – traffic volume and traffic generated by planned development on Terminal Island.

Other benefits
Reduces delays, emissions, and fuel consumption, and also significantly improve safety.

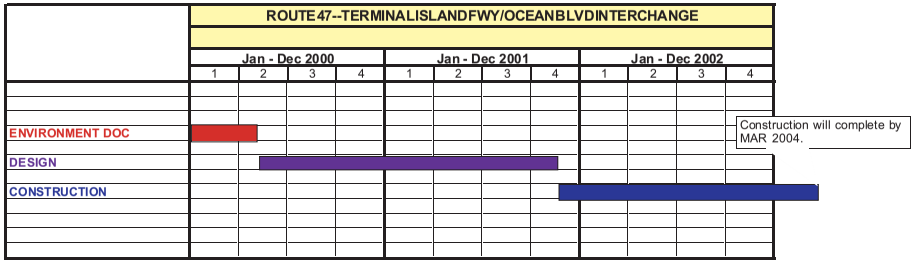
III. Cost

The total Project Cost is $ 50.453 million. The funding details are as follow:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
TCRP	$18,400,000		RTL, R/W Cert., CCA
TEA 21	$15,000,000		CCA
ISTEA	$11,510,000		RTL,CCA
LACMTA, Prop. C	$5,264,000		CCA
Port of Long Beach to be expended by 7/10/00 (ISTA / TEA 21 match)	$255,000		PA&ED, CCA
RSTP			
CMAQ			
Private Funding			
Total	$50,429,000		

PROJECT SCHEDULE

Total Estimated Cost of Project: $ 50.453 million



9/02

ROUTE 710 CORRIDOR STUDY

Los Angeles County

TCRP PROJECT # 45
EA 07-20790
PPNo
LA-710-KP 0.0/39.64 (PM 0.0/24.64)

I. Purpose and Need.

To develop a transportation plan for providing congestion relief on the Rte. 710 FWY Corridor between Rte. 60 and the ports of Long Beach and Los Angeles.

Scope of Transportation Improvements.
To conduct a Corridor Study which recommends a plan for providing efficient access to the ports of Long Beach and Los Angeles and reduce passenger and truck congestion along the 710 Freeway, and surface streets. Other results will be reducing pollution and improving safety. Corridor analysis includes Data Collection, Developing Alternative Analysis, (modeling, Environmental Evaluation, Costs, etc.) & Public Outreach Program. Upon identifying a preferred alternative, the consultant will prepare PSRs/PSR equivalent documents for the most critically needed improvements.

II. Benefits

Transportation benefits
Reduce passenger, vehicle and truck congestion along the FWY 710 and surface streets.
Provide efficient ingress/egress at Ports of Long Beach and Los Angeles.
Reduce incursion of non-residential traffic into residential neighborhoods.

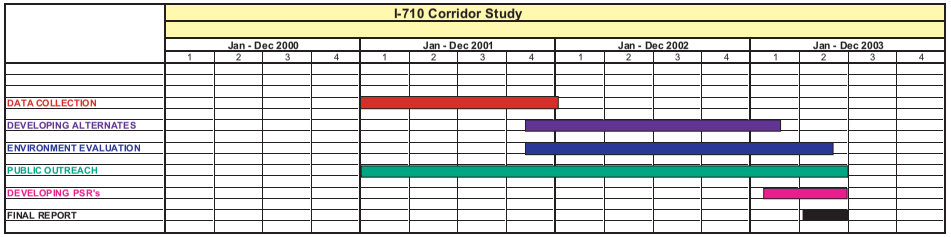
Other benefits
Reduce air pollution and improve safety.

III. Cost

The total Cost of the Project is $ 3.90 million. The funding details are as follow:

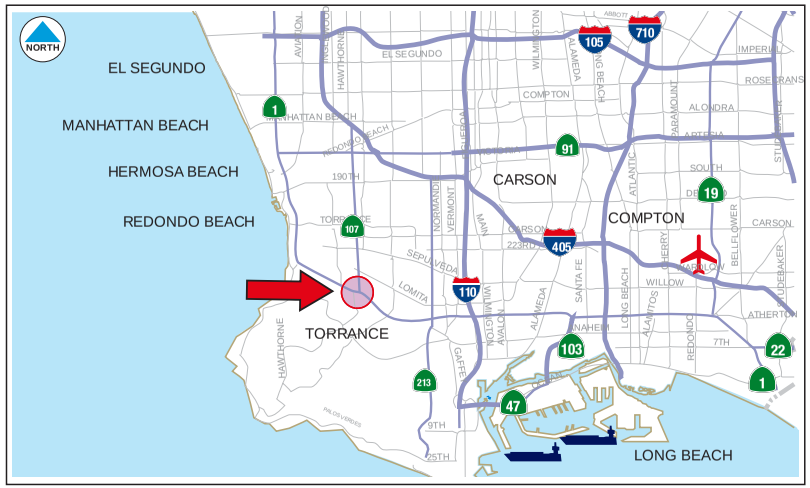
Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
Caltrans, State Planning and Research Fund	$650,000		PRE PA&ED STUDY
State, TCRP	$2,000,000		PRE PA&ED STUDY
LACMTA Prop. C	$500,000		PRE PA&ED STUDY
SCAG CPG	$500,000		PRE PA&ED STUDY
Gateway Cities COG Prop. C	$250,000		PRE PA&ED STUDY
Total	$3,900,000		

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 3.90 million



ROUTE 1 AT ROUTE 107

TCRP PROJECT # 46
EA 21720K.
PPNo 2822
LA-1-KP 25.61 and LA-107-KP 0.0



I. Purpose & Needs:

The proposed congestion relief project will reduce delays and congestion at the intersection of Pacific Coast Highway and Hawthorne Boulevard in the City of Torrance. Hawthorne Boulevard provides the primary access point for the communities on the Palos Verde Peninsula. The intersection of State Routes 1 and 107 represents the gateway to the regional transportation network. Significant traffic volumes are generated during the AM and PM periods with significant delays reported.

The City of Torrance proposes to improve traffic flow at the intersection with a combination of dedicated right and left turn pockets and improved signalization.
The project is in the PA&ED stage, as such a best alternative has not been selected. It is anticipated any solution will include a combination of dedicated turn pockets and improved signalization.

II. Benefits

Improved flow at the intersection will reduce delays and pollution from idling vehicles.
Improved Safety.

III. Cost

The total cost of the Project is $ 9.0 million. The funding details are as follow.

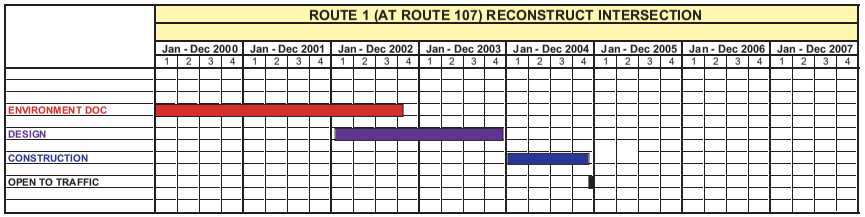
Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure Prop C		$2,100,000*	RW cert, RTL, CCA (Tenative)
RSTP			
CMAQ		$4,900,000*	RW cert, RTL,CCA (Tentative)
TCRP	$2,000,000		PAED, RW cert, RTL (Tentative)
Private Funding			
Total	$2,000,000	$7,000,000	

IV. Project Issues

This project is in the PA&ED phase. The preferred alternative will be known upon completion of the Project Report. The Project Report will be used to apply for additional funds from the RTPA-MTA to fill the anticipated $7.0 million difference between the total project cost and the amount supplied by the TCRP. Tentative date for delivery of the PA&ED is December 2002.

** Proposed funding for 2002 progamming - expected to be available by April 2002.*

PROJECT SCHEDULE
Total Estimated Cost of Project: 9.0 Million



ROUTE 101 VENTURA AT CALIFORNIA

TCRP PROJECT # 47
07-21070K
PPNo 2742
Ven-101-KP (29.894/30.007)

I. Purpose & Need:

Improve safety and traffic flow at the North bound off ramp from Route 101 @ California Street.
Relocate the terminus from its present location to facilitate traffic flow and create more ramp storage.
Tunnel just north of California Street abutment to realign and extend the off ramp to Oak Street, or extend California Street Overcrossing to realign and extend the off ramp to Oak Street.

II. Benefits

Improved safety and traffic handling at the ramp terminus
Reduce congestion on the freeway.

III. Cost

The Total Project Cost will be decided at later stage. The funding is required for the Environmental and Project Report.

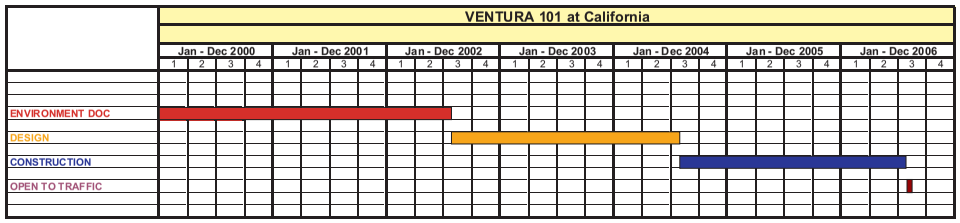
Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP		Additional fund may be needed	
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$15,000,000.00		PA&ED, R/W Cert, RTL, Part CCA
Private Funding		**	
Total	$15,000,000.00		

*** Additional funding will be determined after the Project Report is complete. If additional funds are required, they are expected to come from the City of San Buenaventura.*

IV. Project Issues

The right of way acquisition may involve three private properties adjacent to the project.

PROJECT SCHEDULE
Total Estimated Cost of Project: 15 Million

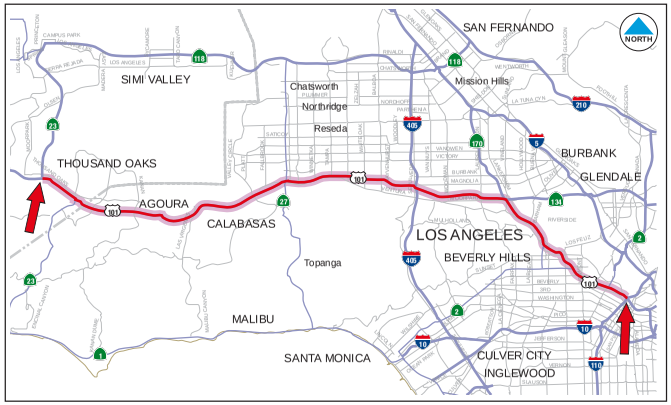


9/02

U.S. ROUTE 101 CORRIDOR STUDY

Between Route 110 & Route 23

TCRP PROJECT # 48
07-21160K
PPNo: TBD
LA-101 PM 1.57/38.19
VEN-101 PM 0.00/3.50



* An administrative adjustment in September 2000 extended the study limits from Route 170 to Route 110, in downtown Los Angeles, an additional distance of about 6.25 miles (study costs remain unchanged).

I. Purpose and Need.

The US 101 freeway is one of the most congested Routes of the Nation. A comprehensive corridor analysis is being prepared to identify multimodal, intermodal, short-range, mid-, & long-range transportation improvements for improving mobility within the US 101 Freeway Corridor. A consultant will perform corridor analysis and, based on the preferred alternative, the Consultant will prepare PSRs/PSR equivalent documents for implementing the most critically needed improvements.

Scope of Transportation Improvements.

The Corridor analysis includes: Data collection, developing alternatives, alternatives analysis (modeling, environmental evaluation, costs, etc.) & public outreach program. Upon identifying a preferred alternative, the consultant will prepare PSRs/PSR equivalent documents for the most critically needed improvements.

Alternatives under consideration.

A wide range of solutions will be evaluated. Conceptual alternatives, and elements of these alternatives are as follows:

1. *No Build (Baseline)*
2. *Intelligent Transportation Systems (ITS)/Transportation Demand Management (TDM) strategies for each mode*
3. *Transitway and/or HOV lanes along the US 101 Freeway*
4. *General Purpose lanes along the US 101 Freeway*
5. *"Smart" corridors*
6. *Alternatives that include interchange concepts, auxiliary lanes, operational issues, key intersection and/or roadway improvements, interfaces of travel modes within the corridor, truck stops, and freight movement issues through the corridor*
7. *Park and ride facilities and transit centers*
8. *Transit priority systems on adjacent arterials*
9. *Light rail, commuter rail, High Speed rail*

II. Benefits

Transportation Benefits

This Corridor Study is intended to become the comprehensive "blueprint" for a wide variety of transportation operational and infrastructure improvements throughout the corridor over the next twenty (20) years or so. Projects that are implemented along the corridor will provide the following transportation benefits:

1. *An integrated, multimodal, intermodal transportation system for efficient movement of people and goods*
2. *Increase in Level of Service (LOS), e.g., increase average speeds, reduce congestion along the freeway and adjacent surface streets, and reduce peak period delay*
3. *Improvement in traffic safety of all modes*
4. *Reduction in commuter traffic in residential neighborhoods*

The Corridor Study will fulfill the requirements of the current federal transportation program, the Transportation Equity Act for the 21st Century (TEA-21), Section 1308, Major Investment Study (MIS) Integration.

Other Benefits

1. *Reduced impacts to the environment by more effectively and efficiently using all modes of transportation as an integrated system*
2. *Improvement of air quality by reducing air pollution resulting from traffic congestion along the corridor, especially carbon monoxide (CO) and partic lates (PM10), with particular regard to sensitive receptors such as residential areas, schools, hospitals and eldercare facilities*
3. *Integration of transportation solutions with "livable communities" issues as they relate to major transportation infrastructure and main trunk line services.*

III. Cost

The total cost of the Study is $ 6.0 million.The funding details are as follow.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
SPR/CPG*	$1.0 million for support only		Pre PA/ED Study
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure	$0.5 million for support only		Pre PA/ED Study
RSTP			
CMAQ			
TCRP	$3.0 million		Pre PA/ED Study
Private Funding			
Total	$4.5 million	$1.5 million **	

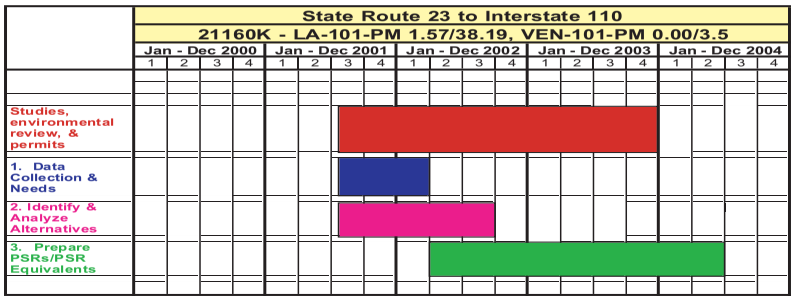
* *SPR/CPG = State Planning & Research Funding Program/Consolidated Planning Grant Program. These programs involve federal funds, with a state and/or local agency match of about 20 percent.*

** *As the contract proceeds, an additional $1.5 million will be pursued to supplement PSR/PSR equivalent document development.*

PROJECT SCHEDULE

Total Estimated Cost of Corridor Study: $4.5 million *

Please note that the schedule is subject to change once consultant contract commences.



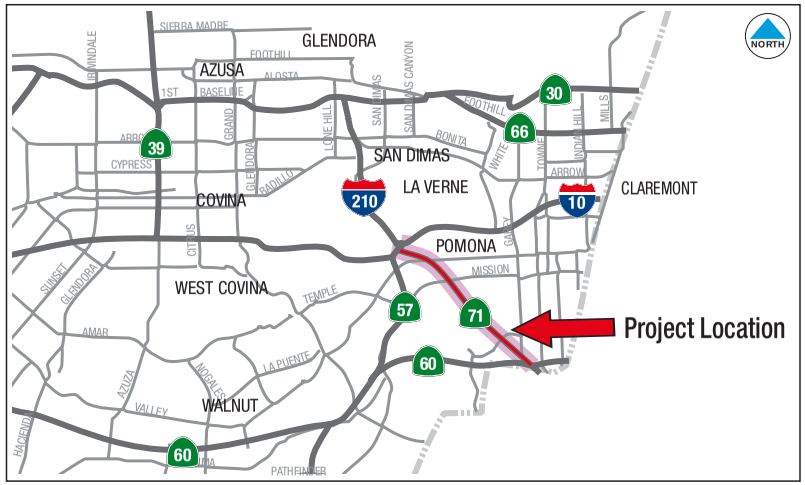
* At least an additional $1.5 million will be pursued for supplement PSR/PSR equivalent documentation development as the consultant contract proceeds.

9/02

ROUTE 71

Expressway To Freeway Conversion From Route 10 to Route 60

TCRP PROJECT # 50
EA 07-21060
PPNo TBD
LA71 – 1.47/4.45



I. Purpose & Need:

Route 71 is a major regional highway transportation facility traversing parts of Los Angeles, San Bernardino, and Riverside County. It is a connecting link for major east-west corridors passing through the area and serves as an inland passageway for interregional travel between San Diego and the eastern portion of the Los Angeles area. The route also serves heavy commute traffic originating in the communities of Chino, Ontario and Pomona that is destined for employment centers in Orange and Los Angeles Counties.

The purpose of this project is to alleviate traffic congestion by increase capacity on State Route 71 from Interstate 10 to Route 60 to handle the forecasted traffic volumes in coming years due to extensive development in the region.

Scope of Transportation Improvements.
The project includes adding one mixed flow lane and one HOV lane in each direction on Route 71 between Interstate 10 and Route 60, converting existing 4-lane expressway to 6-lane freeway between Route 10 and Route 60. This segment is the last remaining segment to convert to freeway and to provide HOV lanes between Interstate 10 and Route 91.

II. Benefits

Transportation benefits
Currently, Route 71 operates as a full freeway between Interstate 210 and Holt Avenue just south of Interstate 10. From Holt Avenue to Rio Rancho Road through the City of Pomona, Route 71 operates as an expressway with several at-grade intersections including Mission Boulevard. Queuing at these intersections currently cause significant congestion along this expressway portion of Route 71. A grade separation at Mission Blvd./Rte 71 to convert at-grade interchange to full freeway interchange has been programmed for construction in 2005 for the amount of $13.0 million within the project limit. This project completes three miles of six-lane freeway, from existing four-lane freeway, on Route 71 from Interstate 10 to Route 60 in Los Angeles County to address the congestion problem.

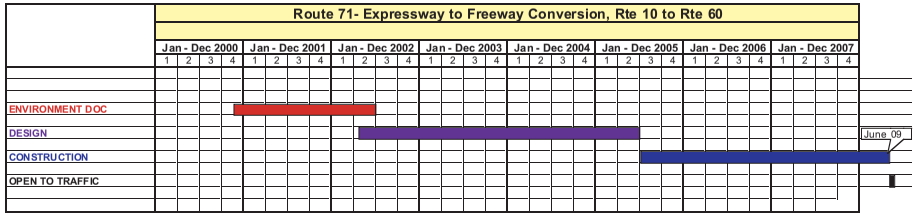
III. Cost

- *Comparison of programmed capital and support budgets against estimate at completion*
- *Date of last update to construction estimate.*

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP		151 Million	R/W Cert, CCA
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$30,000,000		PA&ED, R/W Cert., RTL,
Private Funding			
Total	$30,000,000	$151 million	

** Additional funds of $1.592 M will be available with 2002 programming.*

PROJECT SCHEDULE
Total Estimated Cost of Project: 30.0 Million

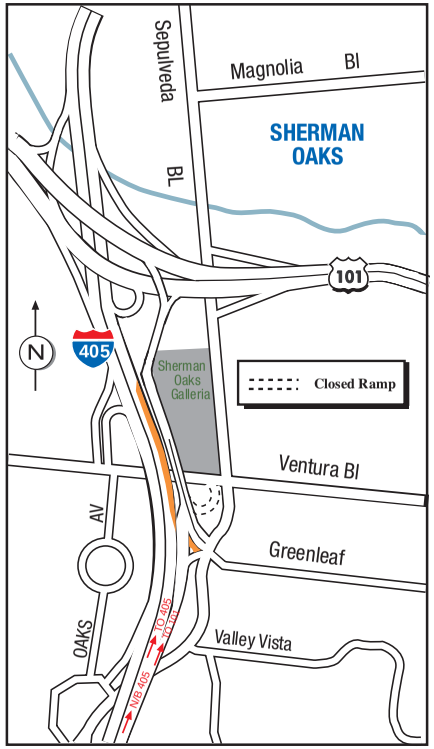


9/02

ROUTE 101/405

Connector Gap Closure

TCRP PROJECT # 51
07-20120
PPNO:2336
LA-405-KP 62.28/63.41 (PM 38.7/39.4)



I. Purpose and Need:

- *Alleviate the congestion at the 101/405 interchange by eliminating the existing weave in this area. This improvement is needed because the 101/405 interchange is one of the busiest interchanges in California, carrying over 530,000 vehicles each day. The traffic congestion, at this interchange, is compounded by its unusual design configuration. The configuration can not easily be corrected due to constraints such as the flood basin, the mountainous terrain, and lack of available right of way.*

Alternatives under consideration

- *Extend the auxiliary lane past the Greenleaf off-ramp to the Route 101 Connector, close the loop on-ramp from eastbound Ventura Blvd. and braid (grade separate) the slip on-ramp from Sepulveda Blvd to northbound Route 405 with the Route 101 Connector by carrying the slip on ramp under the connector.*

II. Benefits

Transportation benefit

The gap closure project will eliminate the weaving in I-405/US 101 Segment, and will provide added capacity through the connector and interchange. This will allow the connecting traffic to the southbound US-101 as well as the northbound I-405 mainline traffic to have unimpeded flow. It will significantly increase the level of service and reduce the total travel time. It may result in as much as 25% savings in travel-time through the connector and 15% savings through the mainline I-405 as a result of this project.

Other benefits

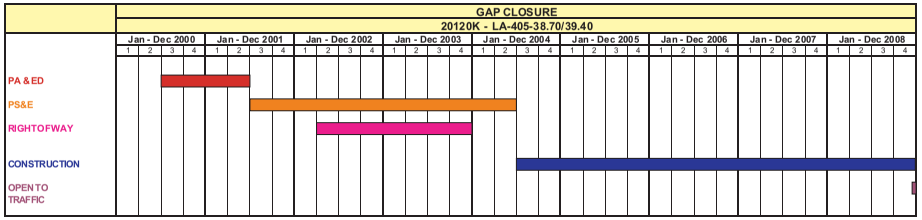
This project will enhance the existing Interstate 405 freeway network as well as to the connection to the US 101 freeway. It does not compete, duplicate, or conflict with any other projects in the proposed area. Traffic operational improvement project will enhance the system mobility locally while providing for improved system network accessibility.

III. Cost

The total Cost of the Project is $ 38.9 million. The funding details are as follow:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP	$5,000,000	$3,787,000	CCA
ITIP	$5,338,000	$3,786,000	
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$21,000,000		PA&ED, R/W Cert. , RTL, CCA
Private Funding			
Total	$31,338,000	$7,573,000	

PROJECT SCHEDULE
Total Estimated Cost of Project : $ 38.9 million



9/02

ROUTE 405 HOV AND AUXILIARY LANE

Southbound Between Waterford and Route 10

TCRP PROJECT # 52
07-195900
PPNo: 2333
LA-405-KP 47/51.6 (PM 29.2/32.1)

I. Purpose and Need.

This project proposes to add auxiliary lanes between existing on & off-ramps on SB 405 between Waterford and I-10. In addition it proposes HOV lane to provide continuity for the SB HOV lane on entire RTE 405 corridor. Adding auxiliary lanes in this segment of south-bound Route 405 is being considered in an effort to alleviate the traffic congestion that occurs on this segment of southbound Route 405.

Scope of Transportation Improvements.
The project proposes widening of the existing facility to add a 3.6 m HOV lane with a 0.6 m buffer, restriping the existing five MFL as four 3.3 m and one 3.6 m MFL, adding 3.6 m auxiliary lanes between existing on-ramps and off –ramps, providing a 3.0 m standard outside shoulder and a 1.0 m half median.

II. Benefits

Transportation benefits
The proposed improvement on SB Route 405 provides approximately 1.5 km of additional lanes between existing on-ramps and off-ramps within the 4.6 km project limits and thus improves the weaving conditions on the mainline and reduces the traffic congestion in one of the busiest Freeway in the nation. In addition, the proposed standard right shoulder and the removal of the existing Type E curb throughout the project limits will enhance safety for the motorists.

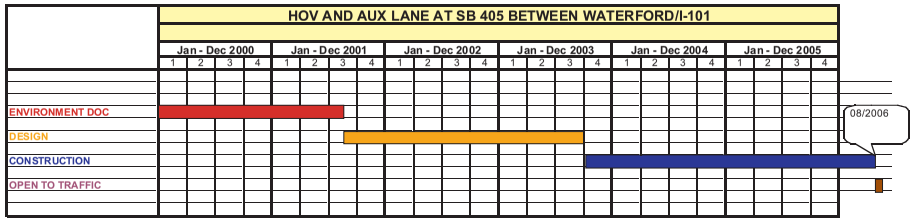
III. Cost

The Total Cost of the Project is $ 74.40 million. The funding details are as follows.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP		$13.521 million*	R/W, CCA
ITIP	$7.403 million for support only	$13.538 million*	PA&ED, RTL, RW, CCA
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$25 million		CCA
Private Funding			
Total	$32.403 Million	$27.059 Million	

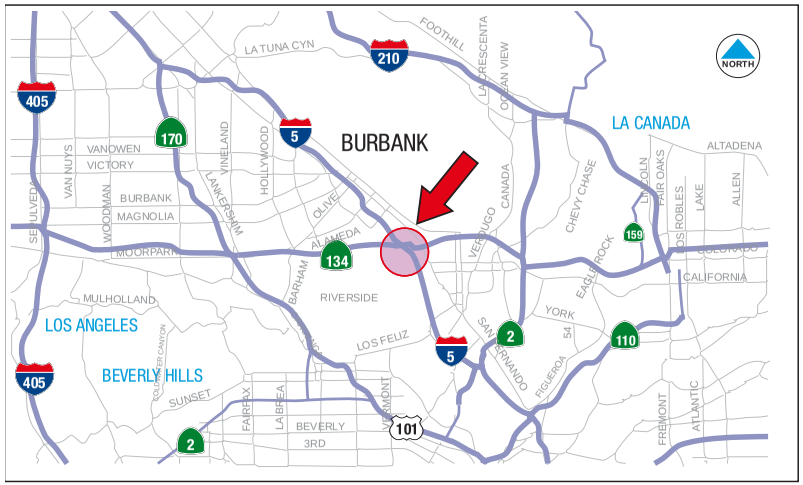
** Proposed funding for 2002 programming - expected to be available by April 2002.*

PROJECT SCHEDULE
Total Estimated Cost of Project: 59.462 Million



ROUTE 5/ ROUTE 134 INTERCHANGE

TCRP PROJECT # 154



I. Purpose and Need:

The I-5/SR-134 freeway interchange is unique. Severely constrained by adjacent Griffith Park terrain and the Los Angeles River and limited by the diagonal orientation of I-5, the interchange serves the major traffic movements, but does not provide direct freeway connectors for eastbound SR-134 to northbound or southbound I-5 to westbound SR-134 movements. The so-called "back moves" which were considered minor movements. When this interchange were constructed in 1967, direct connector ramps for the "back moves" were not included, forcing motorists wishing to make these movements to utilize surface street alternatives.

The continuing growth and development and the associated traffic needs in Burbank-Glendale area justifies a feasibility study of how to improve traffic congestion on the surface streets due to the missing connectors. This study will summarize the initial findings and results of the feasibility study.

II. Benefits

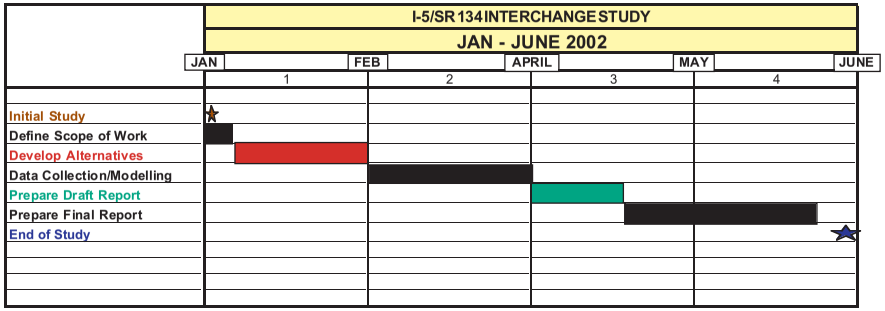
Transportation benefits:
This project should alleviate existing congested conditions, improve level of service, encourage carpooling and improve air quality.

III. Cost

The Project is in its initial Feasibility Study. The total Cost is not determined. The funding is shown for Feasibility Study only.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$100,000		PRE PA&ED STUDY
Private Funding			
Total	$100,000		

PROJECT SCHEDULE



Bus / Rail Projects

LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY

Acquire Clean Fuel Buses

TCRP PROJECT # 33
07-21610
PPNo 2810

I. Purpose & Needs:

Project proposes procurement of up to 385 new low emission or alternative fuel buses as part of LACTMA's bus fleet, in order to meet the goal of the MTA Long Range Plan, which called for the replacement of 1,313 buses during the 1998 – 2004 planning period. This proposal would increase the number of alternative fuel buses over the next six years.

II. Benefits

Transportation benefit - Project has the potential to improve congestion levels on major corridors within the region; and it provides an alternative commute mode.
Quality of life benefit - alternative fuel buses may have a positive impact on air quality; and they are expected to reduce/improve commute times.
Economic benefit - Improved and reliable transit services attract employment growth.

III. Cost

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Local AB 2766	$4,300,000		Procurement
Federal 5308	$6,500,000		Procurement
CMAQ	$84,000,000		Procurement
TCRP	$150,000,000		Procurement
Private Funding			Procurement
Total	$244,800,000		

IV. Schedule & Progress (Subject to Change)

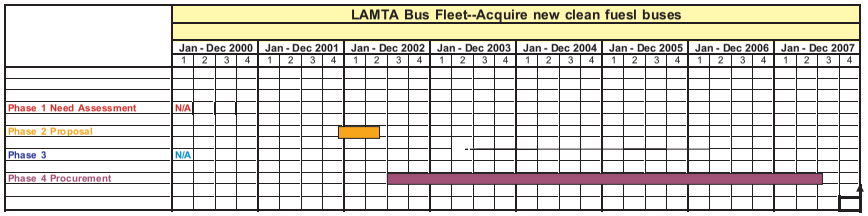
Distribution of TCRP dollars (estimate)

FY '02	$1.0 M
FY '03	$99.1
FY '04	
FY '05	
FY '06	
FY '07	
FY '02 - FY '07	$150.0 for 385 CNG Buses*
	*Part of MTA's ongoing Accelerated Bus Procurement Plan

V. Project Issues

The biggest challenges that still need to be addressed are accelerating the infrastructure changes necessary to fuel and maintain an increased number of CNG buses; and manufacturing industry capacity, which is the main focus for FY 2000.

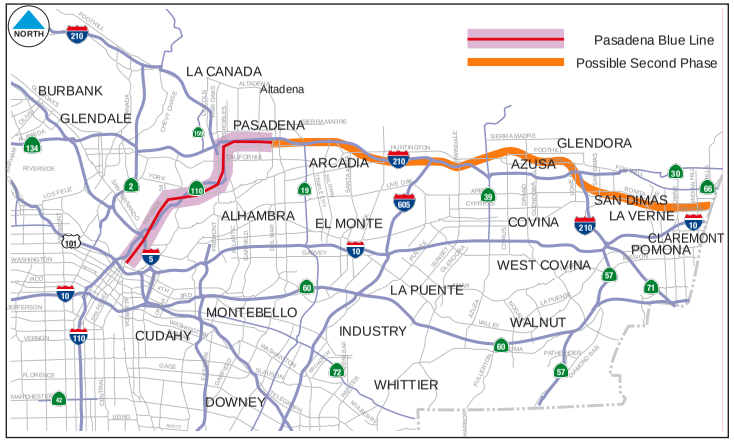
PROJECT SCHEDULE
Total Estimated Cost of Project: $ 2.45 million



LOS ANGELES TO PASADENA

Metro Gold Line

TCRP PROJECT # 34
EA 07-21620
Related EAs 07-21700, 07-21710
PPNO 2811
LA Co., vicinity Rtes. 110 & 210
9/19/00



I. Proposal & Need:

The project is a 13.7 mile light rail transit line with 13 stations, to be constructed mainly on the former Santa Fe rail right of way from downtown Los Angeles generally following the Pasadena Freeway (Route 110) corridor, through the Old Town district of Pasadena paralleling Arroyo Parkway at and below grade, and onto the median of the Foothill Freeway (Route 210) to Sierra Madre Villa in east Pasadena. (A second phase may be constructed in the future following the Santa Fe R/W out to Claremont, an additional 24 miles.) Light rail vehicles will be provided by LACMTA through a separate procurement not funded from this project.

The project was nearing completion of final design and R/W acquisition and had completed construction of the major structures when the original project sponsor, the Los Angeles County Metropolitan Transportation Authority, was forced to suspend work on the project due to budgetary and political constraints in January 1998. SB 1847 created the Pasadena Metro Blue Line Construction Authority effective January 1, 1999 to take over and complete Phase I of the project, and to build Phase II if it becomes feasible. LACMTA will own and operate the line upon completion.

There are no alternatives under consideration. The project has received all necessary approvals, has funding committed to complete Phase I, and is well advanced in its deign and construction.

II. Benefits

The project will serve the very heavily congested Pasadena Freeway and Foothill Freeway corridors and transit dependent communities of Chinatown, El Sereno, Montecito Heights, Mount Washington, Highland Park and Pasadena. Commuters from the San Gabriel Valley can park at the Sierra Madre Villa terminus and commute by train into downtown Los Angeles. The project will connect patrons with Metrolink, Amtrak and Metro Red, Blue (LA-Long Beach) and Green Line trains, buses and shuttles via Union Station. Daily ridership is estimated at 38,000 opening day (July 1, 2003) and 68,000 by 2015.

Other benefits include stimulation of public and private redevelopment projects at station sites, alternatives to congested freeway and surface streets in the corridor, and reduction of air pollution when commuters use the electrically powered trains instead of private vehicles.

III. Cost

Project is currently fully funded with the inclusion of these TCRP funds. The overall project cost is $683,739,000, including the portions completed by LACMTA through 1998. Estimated cost to complete the remaining work is $725.5 million.

Local Agency Contact: Rick Thorpe, CEO, Los Angeles to Pasadena Metro Blue Line Construction Authority (PMBLCA) (626) 799-0080

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
SHA/TP&D	$278,000,000		All Phases
PTA	$500,000		Phase IV
			Construction
FED-Intermodal	$7,000,000		Phase IV
LACMTA Prop. C	$79,000,000		Env'l, R/W, Design, Construction
Authority	$40,100,000		All Phases
SHA-PASCNTR	$6,600,000		
TCRP	$40,000,000		Env'l, R/W, Design, Construction
MTA-Expended	$274,300,000		Env'l, R/W, Design, Construction
Total	$725,500,000		

* (Local = PMBLCA $21.7 M, City of Pasadena $5.8 M)

IV. Schedule & Progress

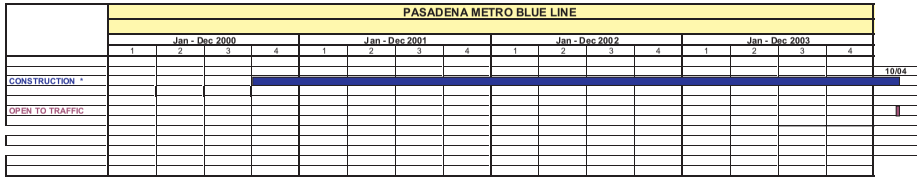
Milestone	Date	% Complete	If not complete. On Schedule? (Yes / No)
PA&ED	2/02		Yes
R/W Certification	6/04		Yes
RTL (Awarded)	2/03		Yes
CCA	10/04		Operation begins 7/03, Closeout 10/04

V. Significant Project Delivery Issues

Arroyo Seco Design/Build contract for majority of project work to be awarded September 27, 2000. Outcome of bidding may have budget impacts if higher than anticipated. Following the D/B award and CTC approval of the TCRP funds, the PMBLCA Board will adopt an updated project budget.

No additional funding is available for major cost overruns; PMBLCA has no sales tax revenues or other public sources of funds, so change orders must be very limited to contain project costs. Some revenues may become available from anticipated joint developments, fiber optics leases, parking revenues, etc.

PROJECT SCHEDULE
Total Estimated Cost of Project: 725.50 Million

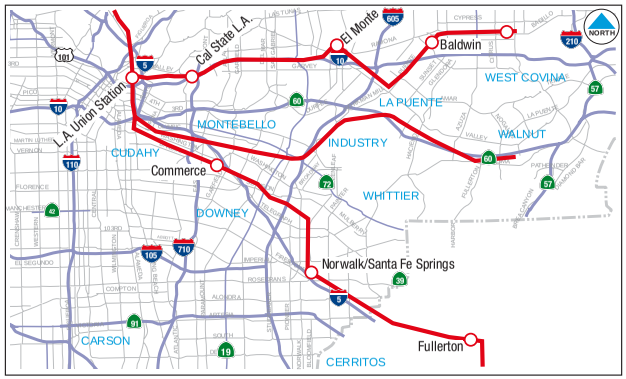


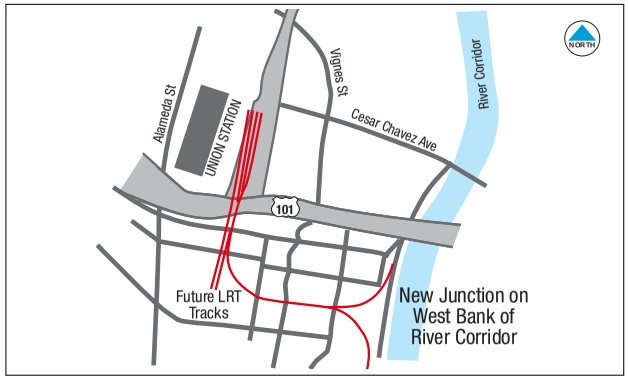
* THIS IS A DESIGN BUILD PROJECT

9/02

PACIFIC SURFLINER TRIPLE TRACK / PACIFIC SURFLINER CORRIDOR *LAUS RUN - THROUGH*

TCRP PROJECT # 35
District-E.A.: TBD
PPNo: NONE
07-LA-05 PM 13.5





I. Purpose and Need.

The BNSF route between Los Angeles Union Station (LAUS) and San Diego is approaching capacity. Delays to the Amtrak Pacific Surfliner and Metrolik trains in the future will get worse if this project is not constructed. The intercity rail service on the Pacific Surfliner Corridor consists of 11 daily round trips between LAUS and San Diego. By 2003, two new train sets will add three more round trips between LAUS and San Diego. This project would provide an increase in capacity to both passenger rail and the goods movement in the corridor.

Los Angeles Union Station (LAUS) is at capacity. Average daily ridership is projected to increase from 4,228 passengers to 7,959 passengers by 2003. It would not be possible to expand train frequency at LAUS until there is capacity to expand. This project would provide increase in capacity.

Provide run – through tracks at LAUS. Structure over I-101. Two track Viaduct through Little Tokyo to BNSF tracks along LA River.

Scope of Transportation Improvements.
On the Amtrak San Diegan (Pacific Surfliner) on BNSF alignment from Los Angeles Union Station (LAUS) to San Diego. Construct triple track alignment of the BNSF San Diegan route within Los Angeles County (Eastern Ave. MP 147.3 to Basta MP 163.0). MP 147.3 is at the East End of the BNSF Yard in Commerce (LA County) and MP 163.0 is at Commonwealth Ave. where the UP and BNSF cross in Fullerton (Orange County).

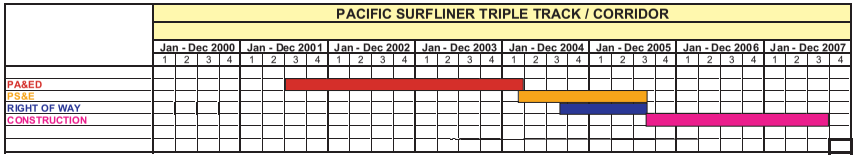
II. Benefits

Transportation Benefits
Completion of this project will allow for more roundtrips both for Amtrak and Metrolink commuter service as well as faster trip times in a congested area. It would also increase capacity, reduce running time, and improve on-time performance. Additionally, Metrolink commuter and Amtrak intercity trains to enter LAUS and leave quickly and efficiently without having to stop and turn around. This would make trip times faster and improve on-time performance as well.
Other benefits
This would also allow for better goods movement for the BNSF railroad in and out of the Ports of Long Beach and Los Angeles (Alameda Corridor) and improve on-time performance from 90 percent to 95 percent, saving approximately seven minutes per train.

III. Cost
The project is comprised of 3 sub-projects. Total cost of all sub-projects is $ 250 million.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
PROJECT 35.1			
TCRP	$28,000,000		PA&ED, CCA
OTHER		$150,000,000	
TOTAL	$178,000,000		
PROJECT 35.2			
TCRP	$66,936,000		PA&ED, CCA
TOTAL	$66,936,000		
PROJECT 35.3			
TCRP	$5,064,000		PA&ED, CCA
TOTAL	$5,064,000		

PROJECT SCHEDULE
Total Estimated Cost of Project: $250 Million

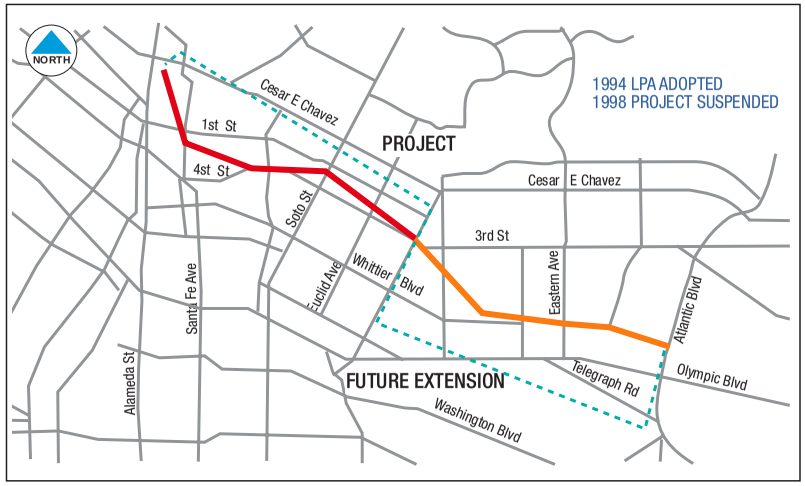


9/02

EASTSIDE TRANSIT CORRIDOR

Los Angeles Metropolitan Transportation Authority

TCRP PROJECT # 36
07-21610
PPNo 2813



I. Proposal & Needs:

Project proposes the extension of the Metro Red Line Eastside Corridor, in order to meet future transit demands forecasted by SCAG for the year 2020.

Scope of Transportation Improvements. Improve transit mobility along the Eastside Corridor

Alternatives under consideration.

Eastside:
Alternatives include alignments from Union Station to 1st/Lorena (3.71 mi.), Union Station to Atlantic (7mi.) and full length from Union Station to Whittier/Norwalk (13mi.)

- ***Alternative 1:*** *BRT via Chavez & Beverly*
- ***Alternative 2:*** *BRT via 1st & Whittier*
- ***Alternative 3:*** *LRT via 1st & Whittier*
- ***Alternative 4:*** *BRT via 1st & Beverly*
- ***Alternative 5:*** *LRT via 1st & Beverly*
- ***Alternative 7:*** *HRT hybrid with LRT via Beverly*
- ***Alternative 8:*** *HRT hybrid with BRT via Beverly*

Recommended Alternative: (Locally Preferred Alternative (LPA))
- ***Alternative 6:*** *LRT from LAUPT-Atlantic (7 miles)*

II. Benefits

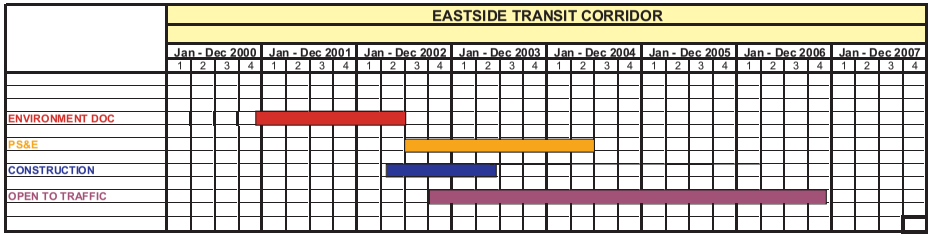
Improves frequency and distribution of transit services in heavily transit-dependent areas.
Provides transit improvements in corridor formerly designated for Eastside Metro Red Line Subway Extension, which was suspended by MTA in 1998.

III. Cost

Total Cost of the Project is $ 817.8 million. The funding details are as follows.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
AB 1012	$5,200,000		Preliminary Engineering
ITIP			
Grandfathered STIP			
SHOPP			
PROP A 35%	$47,300,000		
RSTP	$39,900,000		Construction
CMAQ	$3,100,000		Construction
FTA Section 5309 New Starts	$447,400,000		ROW/Construction
FTA Section 5309 Fixed Guideway	$38,900,000		Construction
TCRP	$236,000,000		PE/Design/ROW/Construction
Total	$817,800,000		

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 817.8 Million

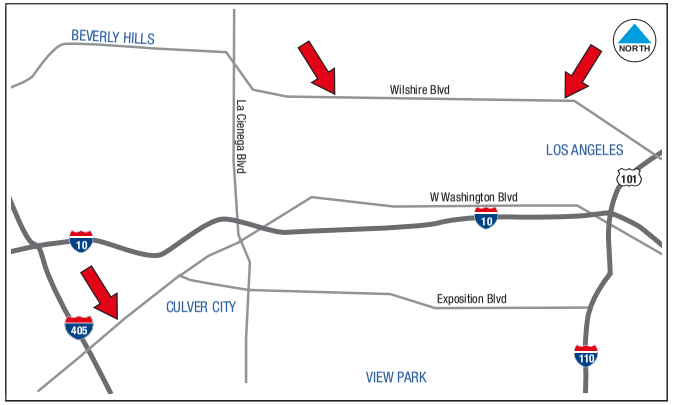


9/02

MID-CITY/WESTSIDE TRANSIT CORRIDOR

Los Angeles Metropolitan Transportation Authority

TCRP PROJECT # 37
07-21650
PPNo 2814



I. Purpose and Need.

LACMTA proposes to implement a Bus Rapid Transit (BRT) and a Light Rail Transit (LRT) system along both of the proposed routes via Wilshire and Exposition Boulevards. There is a substantial need for the proposed Mid-City / Westside Transit Corridor due to the pre-existing heavy congestion in the Westside and Mid-City sections of the Los Angeles Basin. LACMTA and its predecessors (SCRTD, LACTC) have conducted numerous transportation planning and environmental impact studies since the 1970's. Feasible locations for either bus, light rail and or/ heavy rail east-west in various parts of the study area have been delineated. Metro Redline was originally planned to serve the Wilshire Corridor as the "backbone" of the Metro Rail System, but subway extensions along Wilshire are currently banned and MTA suspended the alternative Mid-City subway extension in January 1998. This transit corridor has been separated into two projects. BRT along Wilshire Blvd. and LRT along Exposition Blvd.

II. Scope of Transportation Improvements.

Sub-Project #37.1 will build a Bus Transit (BRT) system along Wilshire Blvd. beginning in Los Angeles, through Beverly Hills, to Santa Monica. The 12.7 mile route will connect the Wilshire/Western Metro Red Line station to 2nd Street and Colorado Blvd. in Santa Monica.

The project will convert two general purpose traffic lanes on Wilshire Blvd. from mixed use to bus only lanes. The environmental study will determine which specific lanes will be used for the dedicated bus service. The route will operate similar to a light rail system with limited stops approximately one mile apart or at key intersections. The first application under Sub-Project #37.1 was for developing the EIR/EIS document and for preliminary engineering work and design development activities necessitated by utilizing the design-build approach for the project.

Sub-Project #37.2 - the Mid-City LRT along Exposition Blvd. The Mid-City/Exposition LRT will serve as a major east-west route connecting downtown Los Angeles to the University of Southern California and West Los Angeles ending at Venice/Robertson Boulevards. The LRT will start at the existing Metro Red Line 7th/Flower station, branching off the existing Blue Line at Washington Blvd. and Hill St. The LRT will proceed south on Hill St. in mixed traffic to the LACMTA owned Exposition right-of-way, purchased in 1991 in anticipation of this project, where it will continue 7.7 miles to Venice/Robertson Boulevards. The LACMTA is proposing to construct this project using the design/build approach.

III. Benefits

Transportation benefits
Relief of congestion, and benefits transit dependent areas, and feeds the Redline at Wilshire Boulevard and Western Avenue. Best potential as an interim solution to feed Metro Red Line and serve high volume Wilshire Corridor.

Other benefits
Aesthetics would also be improved, and environmental impact would be improved as well. Air quality improvements would be the most notable improvement.

IV. Cost

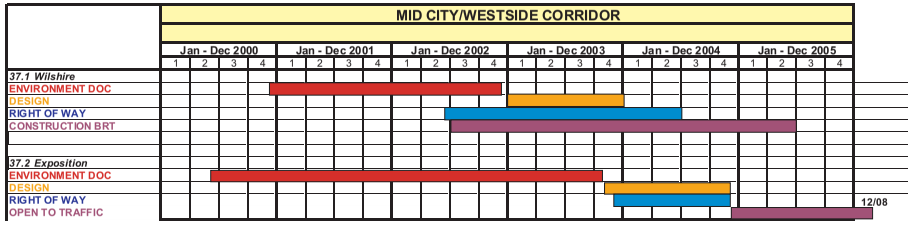
Total Cost of the project is $ 580.3 million. The funding details are as follows.

Fund Source	Programmed Amount (capital plus support) Project 37.1	Project 37.2	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP	$2,500,000		Preliminary Engineering
ITIP			
Grandfathered STIP			
SHOPP			
PC 25%		$61,600,000	A & C, Preliminary Engineering
RSTP		$39,900,000	
CMAQ	$5,000,000	$34,100,000	
FTA Section 5309 New Starts		$155,200,000	PE/Design/ROW/Construction
FTA Section 5309 Fixed Guideway			
TCRP	$228,900,000	$27,100,000	PE/Design/ROW/Construction
Prior Right-Of-Way Acquisition		$26,000,000	
Total	$236,400,000	$343,900,000	

V. Project Issues

Exposition LRT, the NIMBY Syndrome is a major factor. The community impacts must be resolved in this route which would extend from downtown Los Angeles to the WLA/Culver City Area.

PROJECT SCHEDULE
Total Estimated Cost of Project:$ 580.3 Million



9/02

SAN FERNANDO VALLEY BUS RAPID TRANSIT (A)
E/W ALONG BURBANK/CHANDLER R/W TO WARNER CENTER

TCRP PROJECT # 38
07-21660
PPNo2815(A)
LA County vicinity Rte 101

Los Angeles Metropolitan Transportation Authority

I. Purpose and Need

Serves San Fernando Valley E/W corridor that would have been served by the Redline subway extension from North Hollywood Station along Burbank/Chandler Rail right of way purchased by LACTC from Southern Pacific Rail Road Co. in the early 1990's. This project has been separated into two components. An East/West (38.1) and North/South (38.2).

There is a substantial need for the proposed San Fernando Valley East-West line due to the pre-existing heavy congestion in this section of the Valley. Regular bus lines along Van Nuys Boulevard are the 12th busiest served by LACMTA . These lines run from the North/South and are feeders into the East/West routes. Also an alternative to the heavily congested 101 freeway; will connect/feed into North Hollywood Redline Station and the commuters downtown, etc.

Scope of Transportation Improvements.
Alternatives under consideration

- ***Alternative no. 1*** *– Bus Rapid Transit from North Hollywood Red Line terminus west to Warner Center at grade along previously acquired SP Burbank Branch corridor (14 miles), 176 million*
  The corridor stretches from east to west across the entire Valley, from the current planned terminus of the Metro Red Line in North Hollywood through Van Nuys, Reseda, and Canoga Park to Warner Center, the distance being about 14 miles. The width varies from 1 to 3 miles and will serve: North Hollywood Business District, Valley College, Valley Government Center in Van Nuys, Pierce College and the Warner Center.
- ***Alternative no. 2*** *– BRT with grade separations at Van Nuys and Sepulveda Boulevards, $214 million*
- ***Alternative no. 3*** *– LRT at-grade*
- ***Alternative no. 4*** *– LRT with multiple grade separations*
- ***Alternative no. 5*** *– Red Line (HRT) to I-405, BRT to Warner Center*
- ***Alternative no. 6*** *– Dual Mode Red Line Extension to Warner Center*
- ***Alternative no. 7*** *– Diesel Multiple Unit (DMU) vehicles at grade form Burbank to Chatsworth*

II. Benefits

Transportation benefits: *Relief of congestion on Rte 101, Ventura Boulevard, etc. Also, this will serve the Redline connection for Mid/West SF Valley residents.*

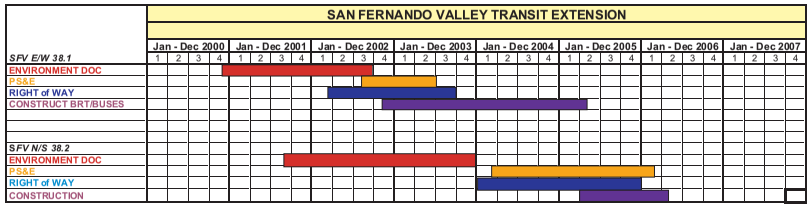
Other benefits: *Environmental impact would be improved. Air quality improvements would be the most notable improvement. Aesthetics would be improved as well by developing landscaping along the (formerly used) rail right of way.*

II. Cost

The total cost of the Project is $ 572.2 million. The funding details are as follow.

Fund Source	Programmed Amount(capital plus support) Project 38.1	Project 38.2	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP-APD	$300,000	$27,000,000	Preliminary Engineering
ITIP			
PC 25%	$184,200,000		
SHOPP			
Measure A or C		$18,800,000	Design/ROW/Construction
FTA Section 5309 New Starts		$96,900,000	
FTA Section 5309 Fixed Guideway			
RSTP			
CMAQ			
TCRP	$145,000,000	$100,000,000	Design/ROW/Construction
Private Funding			
Total	$329,500,000	$242,700,000	

PROJECT SCHEDULE
Total Estimated Cost of Project:$ 572.20 Million



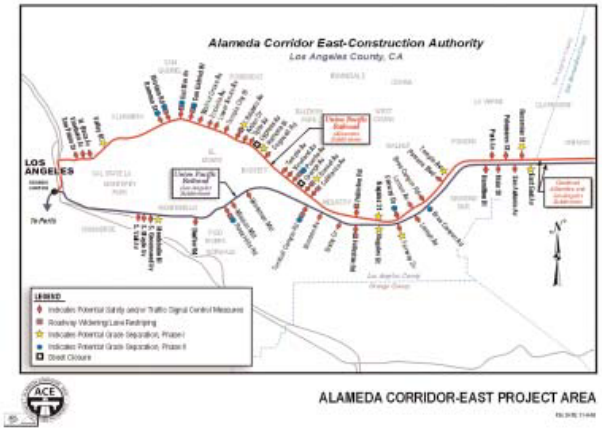
9/02

ALAMEDA CORRIDOR EAST

TCRP PROJECT # 54
07-0-LA

From Downtown Los Angeles to San Bernardino County

A.



ALAMEDA CORRIDOR-EAST PROJECT AREA

B. Purpose & Need:

The Alameda Corridor East (ACE) Projects (From LA to Pomona) start from Redondo Junction and end at the East end Avenue near Los Angeles / San Bernardino Counties line. ACE starts where Alameda Corridor ends. The ACE is proposed to start from Transcontinental rail yards in Downtown Los Angeles and extend eastwards by about 35 miles through San Gabriel Valley through the Cities of El Monte, Alhambra, San Gabriel, Rosemead, Montebello, Baldwin Park, West Covina, Walnut, Diamond Bar, Montclair, Commerce, Industry, Pomona and Ontario in San Bernardino County. Project is along Union Pacific Railroad and former Southern Pacific Railroad (now owned and operated by Union Pacific).

The ACE program covers 55 grade crossings along the 55-mile ACE corridor in San Gabriel Valley. Program includes a combination of projects that are classified under three ranges of improvements:

- *Safety and traffic signal improvements at 55 grade crossings.*
- *Roadway widening, restriping and parking controls near 17 locations to improve queuing and capacity.*
- *Grade separations at 21 of the highest traffic volume crossings of the 55 crossings.*

C. Benefits

- *With improved signals and grade separations, trains can be operated at higher speeds and without interruptions. Vehicular traffic will be safer and free flow reducing pollution and congestion in the neighboring local streets.*
- *As the project is scheduled over a period of 8-years, provides large number of job opportunities both during and after construction.*
- *Eliminates nearly 221 tons of air pollutants in the basin.*
- *Improving mobility in San Gabriel Valley will help to preserve an estimated 192,000 new jobs projected for the area by year 2020.*
- *Reducing train/vehicular accidents by 59 percent in year 2020 from estimated 5.03 to 2.07 accidents annually.*

D. Cost

Total cost of ACE project is $912 million (today's dollars) and the program is funded with different sources. At present about 41.5% of the total cost ($912 m) are committed.

- *ACE is receiving $129 million in federal funds under TEA-21 high priority project.*
- *In FY 2000, National Corridor Planning and Development Program and Coordinated Border Infrastructure Program, an amount of $1.24 million is programmed.*
- *In FY 2001, National Corridor Planning and Development Program and Coordinated Border Infrastructure Program, an amount of $2.4 million is programmed.*
- *In FY 2002, National Corridor Planning and Development Program and Coordinated Border Infrastructure Program, an amount of $4 million is programmed.*
- *$1.5 million from Highway Trust fund, amended to the Senate bill HR 5394.*
- *MTA has committed $155 million (17% of total cost of $912 million) from Prop. C- 25%, of which MTA has programmed about $23.4 million in the next three years. Currently ACE is amending the MOU with MTA to increase the funding to $43.1 million.*
- *California Transportation Commission (CTC) has committed $39 million ITIP funds to the Alameda Corridor East project.*
- *California State Senate Bill AB 2829 has authorized an amount of $150 million under Traffic Congestion Relief Funds (TCRF) for the program.*

Resources needed each Fiscal Year (in $ x 000)

		Proposed Total Project Cost			
Component	**Prior**	**00/01**	**01/02**	**02/03**	**Total**
E&P (PA&ED)					
PS&E	$18,29	$5,12			$23,410
R/W		$8,25	$27,540		$35,790
CON		$68,73	$143,628	$130,800	$343,158
Total	**$18,29**	**$82,10**	**$171,168**	**$130,800**	**$402,358**

E. Schedule & Progress

The overall program is scheduled to be complete in 8 years. The program is on schedule with various segments in different stages of development.

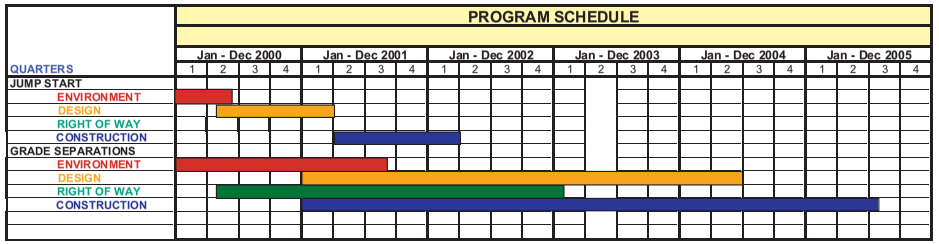
- *Authority's first annual DBE Outreach Workshop was held on August 28, 2001 in City of Baldwin Park. Over 700 notices were sent to potential vendors. Purpose of the workshop was to discuss and encourage DBE teaming with prime contractors.*
- *Jump start Railroad grade Crossing Safety Improvements (Phase 1) was started on April 12, 2001 and is almost at the end of construction with a completion target on Sept. 10, 2001. Total contract value is $544,000. There are two more phases of the jump start program which are ready to go for construction and scheduled for completion in August 2002.*

Grade Separations:

- *Temple Ave. Train diversion project in the city of Pomona has started the design phase with HDR Engineering as the design consultant. The project is scheduled to go for construction in November 2002.*
- *Reservoir Grade separation project has started the design phase with URS Corporation as design consultant. The project is scheduled for the start of construction in October 2002.*
- *Grade separation at Nogales Street on the Alhambra Subdivision of the UPRR in the cities of Industry and West Covina is in design phase with 30% complete. Holmes and Narver is the design consultant. The project is scheduled to go for construction in August 2002.*
- *East End Ave. grade separation in the City of Pomona is nearly 65% design complete with URS Corporation as the design consultant and is scheduled to go for construction in October 2002.*
- *Ramona Blvd. grade separation in the City of El Monte is nearly 30% design complete with DMJM as the design consultant and is scheduled to go for construction in August 2002*

F. Significant Project Delivery Issues

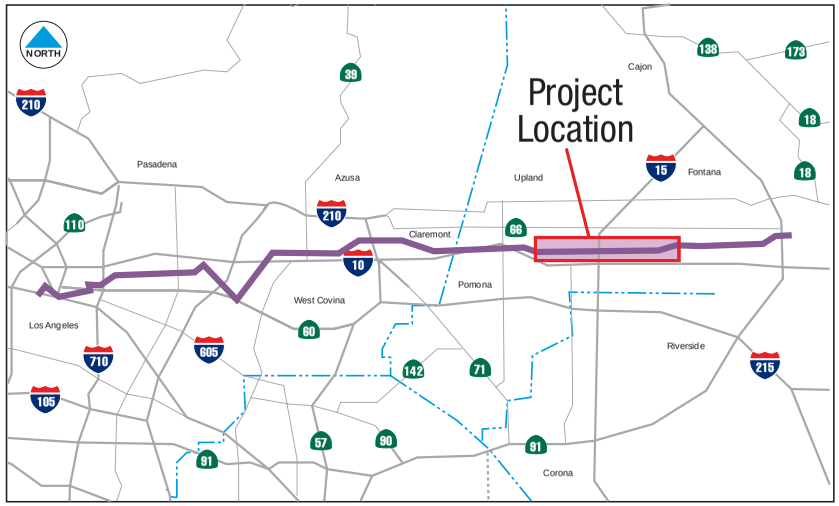
There are no major issues that may impact the delivery of the program. However, the availability of sources and funding for the unfunded part of the program should be a factor for the delivery.



9/02

METROLINK SAN BERNARDINO TRACK AND SIGNAL IMPROVEMENT

TCRP PROJECT # 56
District-E.A.0721720
PPNo2821
Vicinity of Rte 10



I. Purpose & Need:

This project will double track the Metrolink San Bernardino line from Pomona to Montclair.

Scope of Transportation Improvements: *The work will consist of designing and constructing an embankment and related drainage facilities, new power operated turnouts with related signals, controls, and power switch machines, up to 18,000 feet of track, shifting and reconstructing 9,000 feet of storage track. Shifting turnouts, adding an additional track to existing highway grade crossing, and modifying the nearby parts of the signal system.*

II. Benefits

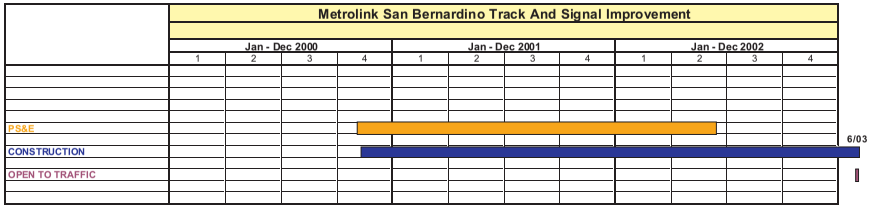
Transportation benefits: *Track improvement will provide additional capacity for commuter service between San Bernardino and Los Angeles. It will reduce congestion by providing modal choice, better on-time performance, and faster travel time. It will improve headway, operating efficient, and permit reverse service. It would also accommodate the proposed Amtrak Las Vegas train, while enhancing system reliability and reducing delays to passenger service.*

III. Cost

The total cost of the project will be $ 15.0 million. The funding details are as follows.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$15,000,000	0	Design & Construction
Private Funding			
Total	$15,000,000	0	

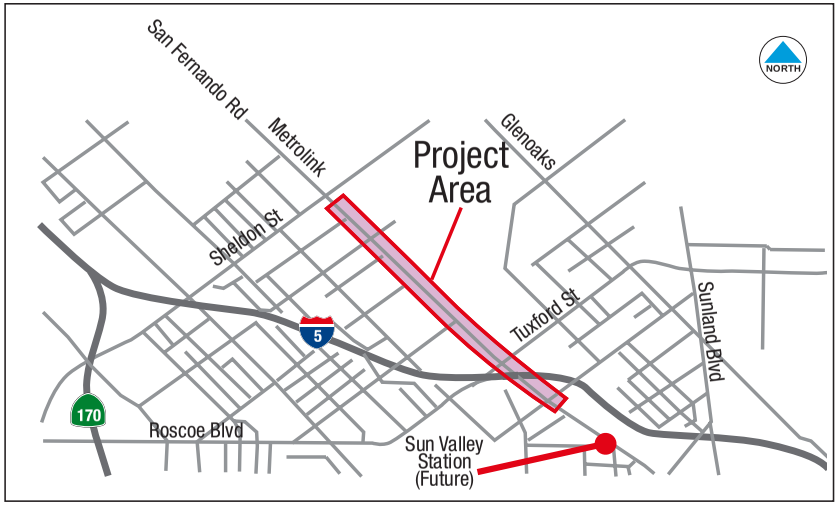
PROJECT SCHEDULE
Total Estimated Cost of Project: $ 15.00 million



9/02

METROLINK SUN VALLEY SIDING

TCRP PROJECT # 145
District-E.A.0721680
PPNo 2817
Vicinity Rte 5/Sun Valley



I. Purpose & Need

This project will reduce travel time on the Antelope Valley Line to make rail trips more competitive with auto trips and will also provide more locations for trains operating in opposite directions to pass.

Scope of Transportation Improvements: The new siding at Sun Valley will extend from milepost 15.7 to 16.9, approximately from Penrose Street to Sheldon Street and will be constructed on the geographic West Side of the existing single main track. The new siding will cross Tuxford Street on an extant overpass structure. The work consists of relocating or protecting utilities, constructing an embankment for the track and signals, constructing two signal control points, relocating related signals, and possibly revising the Penrose Street crossing to accommodate the siding.

II. Benefits

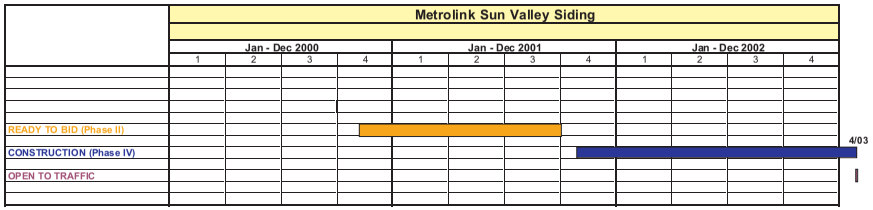
Transportation benefits: Reduced travel time, more competition with cars, more locations for train traveling in opposite directions.
Other benefits: Increase train frequencies, reduce delays to trains, and improve scheduling.

III. Cost

Total Cost of the project is $ 6.50 million. The funding details are as follows.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
GTIP	$6,500,000	0	Design, Construction
Private Funding			
Total	$6,500,000	0	

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 6.50 million



9/02

PURCHASE OF FIVE ALTERNATIVE FUEL TRANSIT VEHICLES

City Of Pasadena

TCRP PROJECT # 151
District 07-21690
PPNo:2818
LA-Northwest Pasadena

I. Purpose and Need:

Purchase five 30-foot long alternative fuel powered buses to enable the expansion of Pasadena's Area Rapid Transit System (ARTS). The buses are needed to provide additional services to heavily used routes and to add service to under served areas.
Scope of Transportation Improvements: Purchase five buses at approximately $220,000 each.

II. Benefits

Transportation benefits:
The City of Pasadena's ARTS local circulator transit system is a major component of the City's mobility plan. In fiscal year 1999, ARTS had approximately 1.5 million passenger boardings. The system's Uptown route, which provides service to Northwest and East Pasadena, is at maximum capacity with approximately 80 passengers per service hour. Northwest Pasadena is an area targeted for revitalization.

Other benefits:
The service is provided at no charge to riders. These buses will conform to recent requirements of the South Coast Air Quality Management District (AQMD) to reduce emissions from transit vehicles.

III. Cost

Total cost of the project is $ 1.97 million. The detailed funding breakdown is as follows:

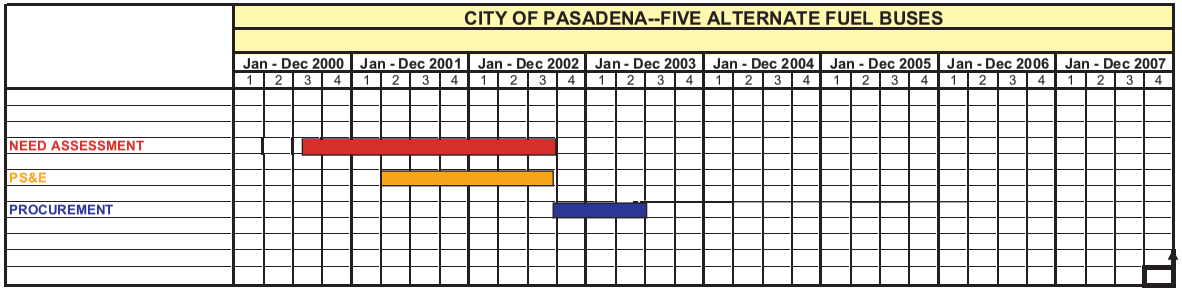
Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
TCRP	1,100,000 million		Procurement
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
Local	2,000		Procurement
CMAQ			
GTIP			
Pasadena Bus Company	800,000		Procurement
Pasadena Bus Company	65,000		Procurement
Project (mitigation)			
Total	$1,967,00		

IV: Project Issues

Needs Assessment to determine what sort of alternative fuel vehicles are best suited for the operating requirements. This study will be finished by December 2000. Job is expected to go out to bid by Spring 2001.

PROJECT SCHEDULE

Total Estimated Cost of Project: $ 1.97 million

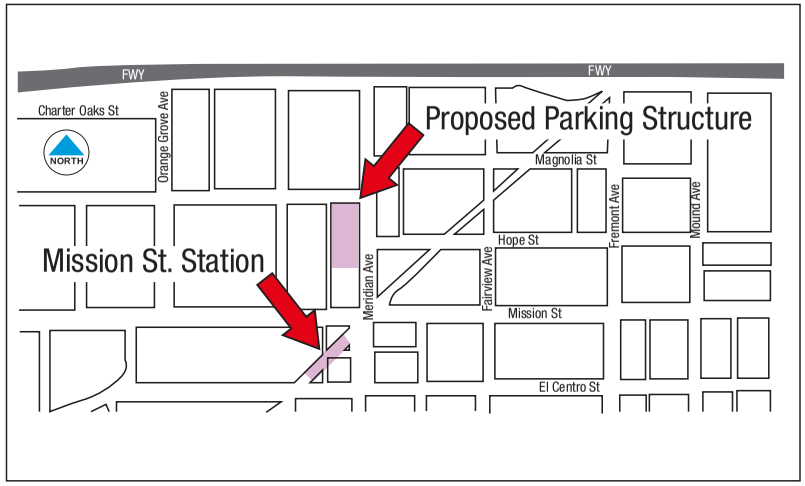


9/02

PASADENA GOLD LINE

Mixed Use Development Project

TCRP PROJECT # 152
District 7-R9417A
Related EAs R9427A, R9167A
STIP 2819
L.A. Co. vicinity Route 110



I. Purpose & Need

The City of South Pasadena proposes to use funds for development of a public parking structure within a mixed-use development project to serve commuters using the Los Angeles to Pasadena Blue Line. The project will be developed and constructed by a private developer. The mixed-use project, Mission Meridian Courts, is a transit-oriented development that includes parking spaces for Blue Line commuters, 6000 square foot of retail and 67 for-sale condominiums. The condominiums will be marketed to people who are willing to give up their cars and use the Blue Line to commute to work. Mission Meridian Courts will provide 120 public parking spaces for commuters. The parking structure is critical to commuters in South Pasadena because the City does not have any other public parking available for those using the Blue Line.

Scope of Transportation Improvements.
The mixed-use project, Mission Meridian Courts, is a transit-oriented development that includes parking spaces for Blue Line commuters, 6000 square foot of retail and 67 for-sale condominiums. The condominiums will be marketed to people who are willing to give up their cars and use the Blue Line to commute to work. Mission Meridian Courts will provide 120 public parking spaces for commuters.
The final details of this project are being finalized the City Council.

II. Benefits

Transportation benefits
It is anticipated that the construction of a mixed-use development will induce residents of the condominium project to use the Blue Line to get to and from work and to travel to and from myriad destinations along the path of the Los Angeles to Pasadena Metro Blue Line. Additional transportation benefits include the addition of retail and professional businesses without reliance upon motor vehicles. The parking structure will provide approximately 120 needed public parking spaces for patrons of the Los Angeles to Pasadena Blue Line who would otherwise park on local streets. The Mission Street station has space only for drop-off and pick-up. The addition of a parking structure is needed to ensure that the Blue Line's targeted ridership goals are met in South Pasadena. The City has allocated several years of transit funds toward the parking structure.

Other benefits
The City of South Pasadena is treating this new development as a catalyst to the creation of a new and interesting pedestrian friendly development that will permit South Pasadena residents to work and shop in town. It will create new housing and bring new professional services and shopping opportunities to the city.

III. Cost

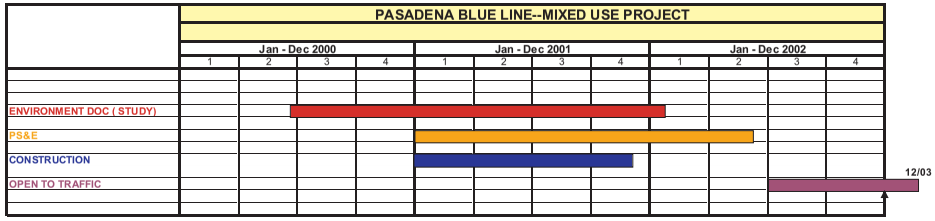
The total project cost is $ 26,380,127. The funding breakdown is shown as below:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
MTA Local	$2,567,000		
Measure	$550,000		PA&ED, R/W, RTL, CCA
RSTP			
CMAQ			
TCRP	$1,500,000		PA&ED, R/W, RTL, CCA
Private Funding (Developer)	$1,763,127		PA&ED, R/W, RTL, CCA
Total	$6,380,127		

V. Project Issues

The first phase of the project, eminent domain, is the public hearing of the South Pasadena City Council. Once all of the property has been assembled, the project will be submitted to the Planning Commission for consideration of award of required land entitlements.

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 6.38 million

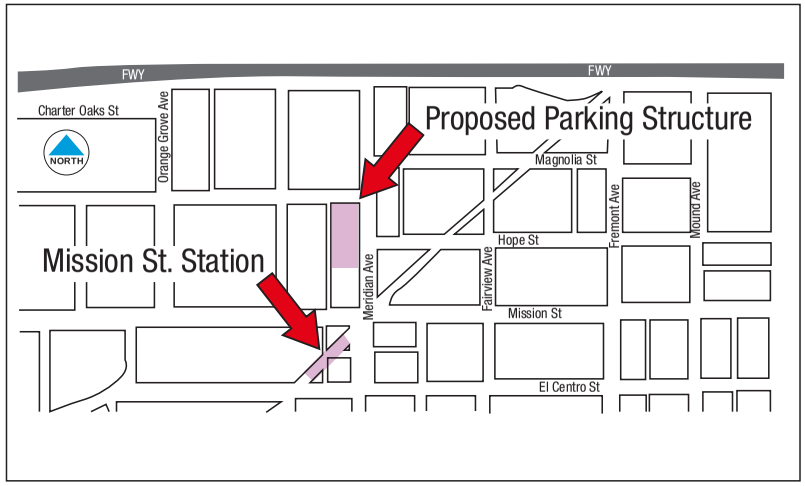


9/02

PASADENA BLUE LINE

Utilities Relocation Project

TCRP PROJECT # 153
District 7-R9427A
Related EAs R9417A, R9167A
STIP 2820
L.A. Co. vicinity Route 110



I. Purpose & Need

The City of South Pasadena proposes to underground overhead utility lines that run along the site of a future parking structure that will accommodate motorists using Los Angeles to Pasadena Blue Line Light Rail. The City is jointly developing a public parking lot in the vicinity of the Mission Street station to create parking spaces to meet anticipated demand by the Blue Line project. The overhead utility lines are a major obstacle to construction of the multi-level parking garage.

Scope of Transportation Improvements.
The vacant lot on which the utilities are located is the site of a future development, Mission Meridian Courts. The proposed development features a transit-oriented development that includes parking spaces for Blue Line commuters, 6000 square foot of retail and 67 for-sale condominiums. The condominiums will be marketed to people who are willing to give up their cars and use the Blue Line to commute to work. Mission Meridian Courts will provide 120 public parking spaces for commuters.
The final details of this project are being finalized with the City Council.

II. Benefits

Transportation benefits
It is anticipated that the construction of a mixed-use development will induce residents of the condominium project to use the Blue Line to get to and from work . Additional transportation benefits include the addition of retail and professional businesses without reliance upon motor vehicles. The parking structure will provide approximately 120 needed public parking spaces for patrons of the Los Angeles to Pasadena Blue Line who would otherwise park on local streets. The Mission Street station has space only for drop-off and pick-up. The addition of a parking structure is needed to ensure that the Blue Line's targeted ridership goals are met in South Pasadena. The City has allocated several years of transit funds toward the parking structure. Relocating the overhead utility lines is essential to building the parking structure.

Other benefits
The City of South Pasadena is treating this new development as a catalyst to the creation of a new and interesting pedestrian friendly development that will permit South Pasadena residents to work and shop in town. It will create new housing and bring new professional services and shopping opportunities to the city.

III. Cost

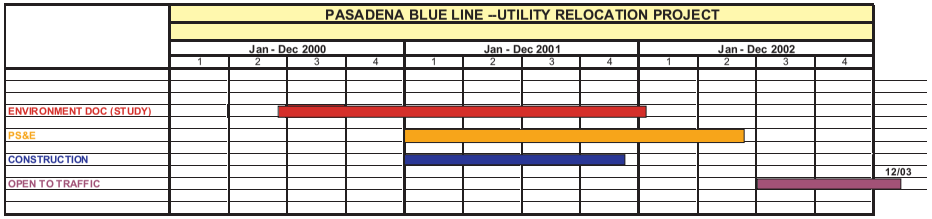
The total cost of the project will be $ 1.05 million. The funding details are as follow:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure (Prop A & C)	$500,000		PA&ED, R/W Cert, RTL, CCA
RSTP			
CMAQ			
TCRP	$550,000		PA&ED, R/W Cert, RTL, CCA
Private Funding			
Total	$1,050,000		

V. Significant Project Delivery Issues

The first phase of the project, eminent domain, is the public hearing of the South Pasadena City Council. Once all of the property has been assembled, the project will be submitted to the Planning Commission for consideration of award of required land entitlements.

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 1.05 Million

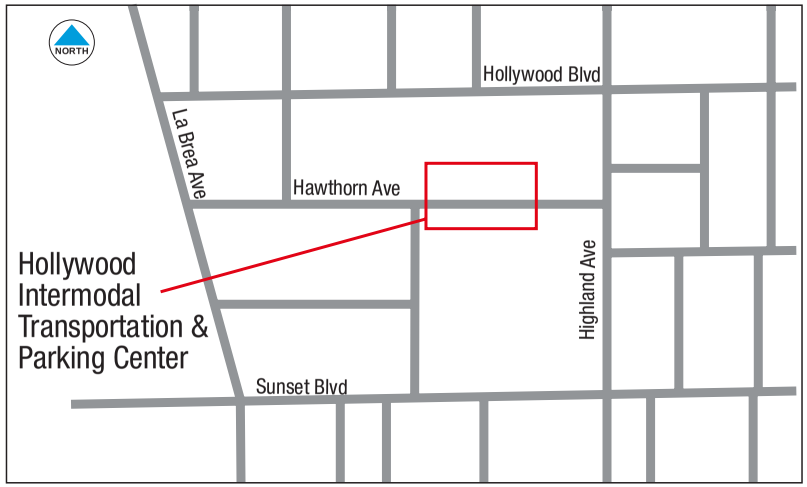


9/02

Local Projects

HOLLYWOOD INTERMODAL TRANSPORTATION CENTER

TCRP PROJECT # 49
District-E.A.: 07-R9207A
PPNo.: 2816
Co-Rte-KP (PM) LA Co. Rte: 170(Highland Ave)



I. Purpose & need:

With the advent of the Metro Rail system in Hollywood and the concentration of public and private transit already serving Hollywood today, it is anticipated to have 50% increase in annual visitors to the Hollywood & Highland site alone, a FACILITY is needed to provide coordination and integration of transit services to enhance public transportation for this area

Scope of Transportation Improvements.

1. *2,200 automobile parking spaces in a ten level structure (one subterranean level, one ground level, and eight elevated levels) with three bus parking bays.*
2. *22,000 square feet tour bus parking area located within the ground level of the structure on the north side of the Hawthorne ROW.*
3. *Municipal bus and shuttle parking located along Hawthorne ROW within ground level of structure.*
4. *District-wide valet parking storage located within subterranean level.*
5. *First elevated level raised to approximately 17 feet above ground level to accommodate tour bus parking and to span over Hawthorne ROW.*
6. *Footprint of 449' wide (east to west) and 192' deep (north to south)*

II. Benefits

***Transportation benefits** – The benefits of the facility are:*

1. *Coordination among surface transit systems such as buses, shuttles, taxis, etc. and the Metro Red Line station at Hollywood & Highland.*
2. *Enhance transit opportunities, ease of access and general mobility in Hollywood.*
3. *Mobility support for the growing Hollywood employment base.*
4. *Generate over 2,400 new jobs for the Hollywood & Highland project (Kodak Theatre and the Renaissance Marriott Hotel) by next year.*
5. *Improved mobility for tourists, enhancing their length of stay and thus economic impact upon the local regional and state economy. Over 9.5 million visitors are anticipated in this immediate area by the year 2003, representing $250 million in new spending within Los Angeles in the next few years.*

III. Cost

The total cost of the project is $ 23.75 million. The funding details are as follow:

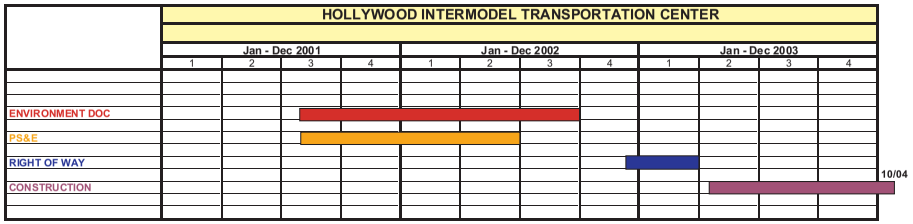
Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
TBD	$13,750,000		PA&ED, R/W, Design & Construction
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$10,000,000		Construction (intermodal only)
CTFA*			
TRIZECHAHN**			
Total	$23,750,000		

**California Transit Finance Authority loan*
*** TrizecHahn Development Inc.*

IV. Project Issues

1. *The project must have California Transit Finance Authority (CTFA) loan approved by 12-17-00. (Anticipate approval by Oct/November, 2000).*
2. *The project must be completed and in operation by August, 2002 and be ready for the Academy Awards for the following year.*

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 23.750 million

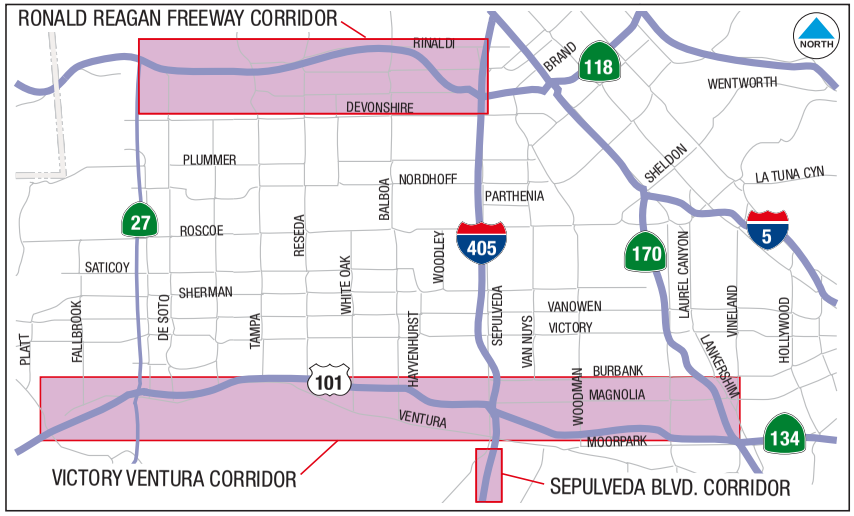


9/02

SAN FERNANDO VALLEY TRAFFIC CORRIDOR SIGNAL SYSTEM IMPROVEMENTS

City Of Los Angeles

TCRP PROJECT # 53
District-E.A: TBD
PPNo.: TBD



I. Purpose and Need.

The project will improve the efficiency of the existing highway system through the implementation of advanced technologies to alleviate existing traffic congestion.

Scope of Transportation Improvements.
Three areas:

- *Victory/Ventura Corridor – Retrofit 479 signalized ATSAC intersections.*
- *Sepulveda Boulevard Corridor – Implement ATCS at 18 ATSAC signalized intersections.*
- *Ronald Reagan Freeway Corridor – Implement ATSAC and ATCS at 59 signalized intersections.*

II. Benefits

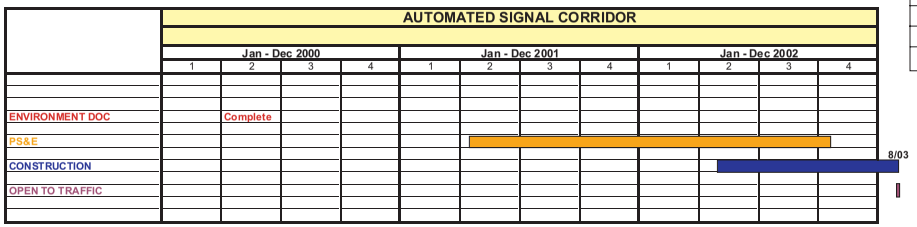
Transportation benefits.
Traffic congestion is a major concern to all motorists. Improving the efficiency of the existing highway system through the implementation of advanced technologies is one way to alleviate the congestion crisis. One method of optimizing the existing highway system is through implementation of signal synchronization projects such as the Automated Traffic Surveillance and Control (ATSAC) System and its enhanced feature, the Adaptive Traffic Control System (ATCS), both of which are being implemented in the City of Los Angeles and surrounding municipalities.

III. Cost

The total Cost of the Project is $ 16.0 million. The funding details are as follow.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$16,000,000		
Private Funding			
Total	$16,000,000		

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 16.00 million

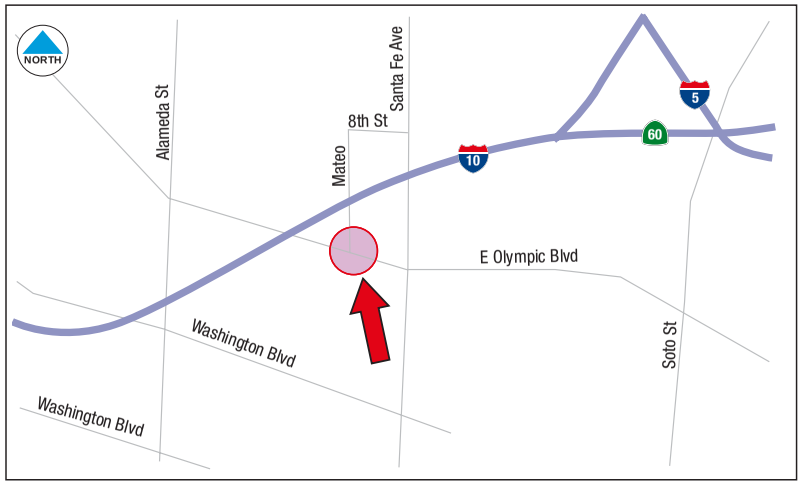


9/02

OLYMPIC BOULEVARD AND MATEO STREET WIDENING

TCRP PROJECT # 158
District-07

City Of Los Angeles



I. Purpose and Need

Widen Mateo Street (158.1) to allow W/B to N/B truck turning movements and widen Olympic Boulevard (158.2) to further enhance the truck turning and to provide a longer vehicle queuing area at the intersection of Olympic Boulevard and Mateo Street. Truck traffic as well as regular vehicles will be able to access the I-10 on-ramp on Porter Street bypassing the congestion on Santa Fe Avenue.
Scope of Transportation Improvements
Includes environmental clearance, preparation for project plans and specifications, permits, Right-of-Way Acquisition (158.2 only), construction for widening, utility relocations, construction traffic detour management, and installation and modification of traffic signals and street lighting.

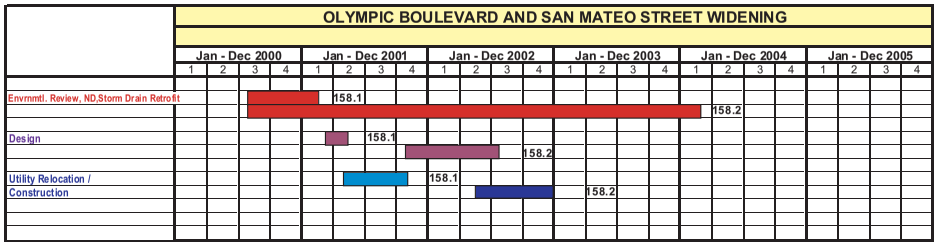
II. Benefits

Transportation Benefits
To provide an alternative access route for truck traffic to the I-5, I-10 East and Pomona Freeways to relieve congestion on Santa Fe Avenue and on Alameda Street in the vicinity of the I-10 Freeway on ramps.

III. Cost

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	$0.8M (158.1) $1.2M (158.2)		
Private Funding			
Total	$2.0M		

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 2.0 Million

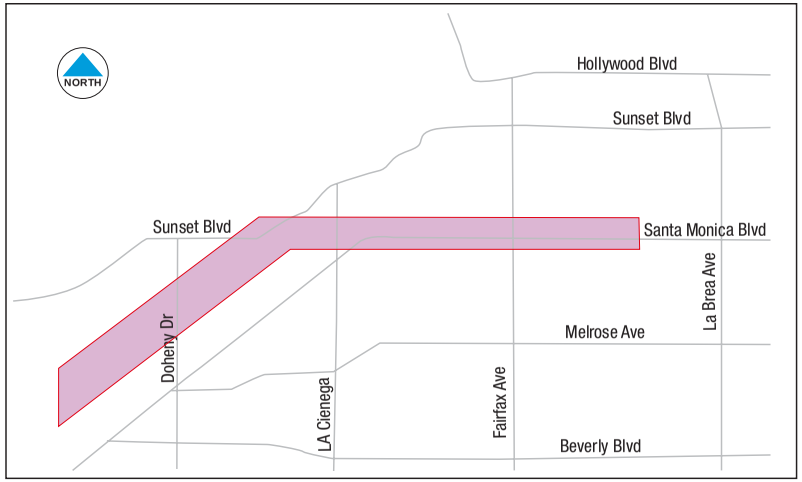


9/02

SANTA MONICA BOULEVARD RECONSTRUCTION

TCRP PROJECT # 142
District-07

City Of West Hollywood



Project Completed August 19, 2001

I. Purpose & Need:

To reconstruct transportation infrastructure to improve maintenance, operations and safety.
Reconstructs approximately 3 miles of roadway on Santa Monica Boulevard from Doheny Drive to La Brea Avenue. Work also includes reconstruction /widening sidewalk, bus stop enhancements and bicycle lane, traffic signal upgrades, reconfiguration of the intersections at Holloway and La Cienega, providing pedestrian refuges, and street tree planting. The project will proceed in conjunction with sewer and storm drain work in the same corridor.
The project is currently under construction.

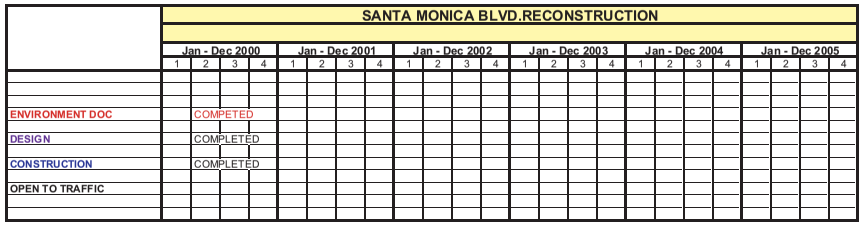
II. Benefits

The Santa Monica Boulevard Reconstruction Project benefits the community by rehabilitating a deteriorated roadway surface, providing safety improvements for pedestrians and bicyclists; and implementing measures to accommodate disabled pedestrians (crosswalks, access ramps and traffic signal operations). This project will also enhance bus operations by creating safe bus stops.

III. Cost

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Measure	$1.970m		CCA
TCRP	$2.000m		CCA
SLTPP	$1.590m		CCA
County (Flood Dist)	$8.900m		PA&ED, PS&E, CCA
RTPA (MTACFP)	$4.100m		CCA
City Funds	$16.645m		PA&ED, PS&E, CCA
Total	$33.615m		

PROJECT SCHEDULE
Total Estimated Cost of Project: $ 33.615 Million



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