




**Metro**

March 3, 2009

TO: SURFACE TRANSPORTATION PROGRAM RECIPIENTS  
CITY MANAGERS  
PUBLIC WORKS DIRECTORS  
TRANSPORTATION MANAGERS  
COUNCIL OF GOVERNMENT EXECUTIVE DIRECTORS

FROM: FRANK FLORES   
EXECUTIVE OFFICER  
PROGRAMMING AND POLICY ANALYSIS

SUBJECT: FEBRUARY 26, 2009 BOARD ACTION CONCERNING  
AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

On February 26, 2009, the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors approved the formula allocation and programming of federal highway and transit capital funds made available through the American Recovery and Reinvestment Act of 2009 (ARRA). With the approval, our Board set a 75-day grant approval/obligation deadline (from the date of apportionment) for all flexible highway Surface Transportation Program (STP) funds from the ARRA (including any such funds flexed for transit purposes). Attached to this notification is a copy of Board Report #44 that describes the Board actions and provides estimated allocations of the STP funding countywide by jurisdiction in Attachment D.

We expect to see the STP apportionments from the Federal Highway Administration (FHWA) on or about March 3, 2009, and we will notify agencies of the exact deadlines in future correspondence. ***If an agency cannot secure grant approval/obligation within the Board-approved 75 days (by Monday, May 18, 2009), then we cannot assure an agency of its minimum obligation/grant target. Please disregard any other state or federal ARRA information that may describe any other longer deadline for securing grant approval/obligation. Please also contact us first if you have any questions regarding the deadline or the ARRA process for Los Angeles County.*** The 75-day deadline has been established for Los Angeles County to ensure that 100% of the STP funding provided to Los Angeles County is administered and obligated in a timely manner.

After Monday, May 18, 2009, all STP funds provided to Los Angeles County jurisdictions are subject to re-allocation to others on a first-come, first-served basis. Eligible project sponsors/agencies will be given the opportunity to secure any excess funds made available from Caltrans and/or the FHWA on a first-come, first-served basis using an LACMTA Technical Advisory Committee (TAC) process developed to implement the Board policy. Attached to this notification you also will find a draft of

the TAC process that will be used to determine how to program and award re-allocated funds.

**ARRA Minimum Obligation Targets**

Based on existing law and our Board’s February 26, 2009 action, the minimum total obligation target of STP funds for the Cities and the County of Los Angeles is up to \$215 million countywide. This has increased compared to an earlier figure of \$113.4 million released in our February 2, 2008 letter. Pending state legislation, and our Board’s action taken in anticipation of that legislation, could again increase the figure to up to \$315 million countywide. Attachment D of Board Report #44 provides estimated allocations of \$315 million of STP funding countywide by jurisdiction.

**Your Immediate Action May Be Needed**

Your agency may not have submitted any projects or may not have submitted a sufficient amount of projects to the Program.Metro.Net database to meet the anticipated STP obligation targets under ARRA. The list below shows those jurisdictions who fall into this category (table in \$ ‘000s):

Jurisdiction/Agency	Based on STP Obligation Target of \$315 Million	February 6th Submittal Based on STP Obligation Target of \$113.4 Million	Total Under-Programmed
Avalon, City of	\$ 500	\$ -	\$ 500
Bradbury	\$ 500	\$ -	\$ 500
Hidden Hill, City of	\$ 500	\$ -	\$ 500
Irwindale, City of	\$ 500	\$ -	\$ 500
La Habra Heights	\$ 500	\$ -	\$ 500
Rolling Hills	\$ 500	\$ -	\$ 500
Monterey Park, City of	\$ 1,934	\$ 622	\$ 1,312
Pico Rivera, City of	\$ 2,007	\$ 605	\$ 1,402
Santa Monica, City of	\$ 2,471	\$ 882	\$ 1,859
Temple City, City of	\$ 1,075	\$ 500	\$ 575

We have re-opened the Progam.Metro.Net database for the jurisdictions above. Your agency may add new projects or provide additional funding to existing projects to the Regional Transportation Improvement Program (TIP) document to be eligible for ARRA funds. *Final submissions to the Program.Metro.net database are due on Friday, March 13, 2009.*

If you need assistance submitting your project to the Program.Metro.Net database, please contact Nancy Marroquin at [marroquinn@metro.net](mailto:marroquinn@metro.net) or (213) 922-7237, or Avital Shavit at [shavita@metro.net](mailto:shavita@metro.net) or (213) 922-7518.

## Fund Transfers

Jurisdictions that are not eligible to receive federal funds or do not have projects that qualify for the STP funds from the ARRA may transfer their allocated funds to another eligible Los Angeles County jurisdiction. To do this, an agency relinquishing its funds must provide a letter that is signed by the appropriate executive (City Manager, Public Works Director, etc.) and that requests us to transfer funds to another agency. The recipient agency must also sign the request letter. If City Council approval(s) is necessary before signature, the letter may condition the transfer on such subsequent City Council approval(s), provided the appropriate executive agrees to follow up with a final letter. If we do not receive the required follow-up letter, then we will void the requested transfer.

Please address the letter to Frank Flores, Executive Officer, Programming and Policy Analysis, One Gateway Plaza, MS #23-3-3, Los Angeles, CA 90012, or fax the letter to the attention of: Avital Shavit at (213) 922-2476. ***We must receive notice of your intent to submit the transfer request letter by Friday, March 6, 2009, and we must receive the letter itself by Friday, March 13, 2009, to process the transfer.***

Attachments

March 2, 2009

To: Technical Advisory Committee

From: Jano Baghdanian, TAC member

**Subject: Report from Subcommittee for American Recovery and Reinvestment Act (ARRA) Process**

At the last TAC meeting, a subcommittee of TAC was formed to meet with Caltrans District 7 Local Assistance staff to discuss and recommend a “first-come, first-served” process for the submittal of projects that are eligible to receive funding under the ARRA.

On February 25, 2009 the TAC subcommittee (consisting of TAC members and staff from a number of cities, and the Los Angeles County Metropolitan Transportation Authority (Metro)) met with Caltrans Local Assistance staff at Caltrans District 7 and developed the following Los Angeles County ARRA process and deadlines for TAC’s consideration:

**Eligibility to receive ARRA funds:**

Metro has submitted a list of projects for each city and the County of Los Angeles that met the February 6, 2009 Program.Metro.Net deadline. The list submitted to the Caltrans Local Assistance staff for their use is based on an up to \$315 million level of funding that is pending State proposed legislation. Without the state legislation, the list will have to instead be reduced to an amount up to \$215 million countywide.

- 1) All project sponsors (cities and County of Los Angeles) that submitted projects by February 6, 2009 into the Program.Metro.Net database for inclusion in the Regional Transportation Improvement Program (TIP) remain eligible to receive ARRA funding. Actual receipt of the funds is contingent upon delivering a federally eligible project (as interpreted by Caltrans) by the Metro deadlines discussed below.
- 2) Cities wishing to exchange their ARRA funds on a dollar-for-dollar basis with other cities can do so through March 13, 2009 by submitting the necessary changes into the Program.Metro.Net database. A simple letter signed by both parties to the exchange will be required prior to changing the Program.Metro.Net data.
- 3) No project additions to the Program.Metro.Net database are allowed, except for a limited number of cities that did not submit sufficient projects on February 6, 2009 due to a lack of knowledge about the ultimate funding level for the ARRA program or for cities seeking to execute the exchange described above.
- 4) Project priorities established by cities and the County of Los Angeles in the database by February 6, 2009 can be changed through March 6, 2009 to reflect

policy body actions. Contact Program.Metro.Net staff to change any previously submitted project priorities.

Metro, Caltrans, and SCAG will make every possible effort to amend the Program.Metro.Net database, the Regional TIP, and the Federal State TIP, in time to enable cities and the County of Los Angeles to meet their project approval deadlines. Failure to submit the required data necessary for Regional and Federal State TIP approval by March 13, 2009 will make it impossible for Metro, SCAG, and Caltrans to accomplish the necessary amendments.

### Caltrans Process

Based on a “first-come-first-served” approach adopted by the Metro Board on February 26, 2009, there will be a two tier deadline for processing of “Request to Proceed with Construction Package” (RPC) by Caltrans District 7 Local Assistance staff:

#### First Tier Deadline (March 6-April 17, 2009 )

Project sponsors that are on the Metro list submitted to Caltrans District 7 will have between today and Friday, April 17, 2009 to submit their RPCs to Caltrans for review and approval. Project sponsors should only submit RPCs for the project that are on the February 6, 2009 Program.Metro.Net list for first tier processing by Caltrans. If a submitted project is not on the list, Caltrans will hold it for possible future processing.

- 1) Each RPC approved by the Caltrans District 7 Local Assistance Program staff will be transmitted to Caltrans Headquarters and, as required, to the FHWA. The project sponsor has met the first tier deadline to receive their allocation of ARRA funds if and when Caltrans HQ approves the RPC by issuing an E-76 approval number by Monday, May 18, 2009.
- 2) Project sponsors that miss the April 17, 2009 first tier RPC deadline will be presumed to be unable to receive ARRA funds for those projects that were not submitted on time. A second tier of funding to be made available to other agencies will be created based upon the number and amount of the projects that were not submitted by the April 17, 2009 deadline.

#### Second Tier Deadline (April 17 –May 19)

- 1) Project sponsors who do not meet the April 17, 2009 first tier RPC deadline are ineligible for any second tier funds that might be made available.
- 2) Caltrans and Metro will do an assessment of the total dollar amount of projects not submitted in the first tier shortly after April 17, 2009. Unused ARRA funds (cities that did not use their minimum allocation and failed to meet the April 17, 2009 first

tier RPC deadline) will be aggregated to determine the minimum size of a second tier program.

- 3) Projects sponsors that submitted complete RPCs in the first tier will be eligible to compete for funds in the second tier.
- 4) Any available second tier funds will be distributed based on the ratio of the population of second tier eligible cities or the County of Los Angeles to the total population of all second tier eligible cities and the unincorporated area of Los Angeles County.
- 5) Eligible tier two Project sponsors that are on the Metro February 6, 2009 Program.Metro.Net will have between April 17 to May 19 to submit their second tier RPCs to Caltrans for review, consistent with their population share of tier two funds.
- 6) The project sponsor has met the second tier deadline to receive their allocation of ARRA funds if and when Caltrans HQ approves the RPC by issuing an E-76 approval number by Monday, June 1, 2009.

All PES forms submitted to Caltrans by the cities and the County will be reviewed and processed upon receipt. This will enable the rapid processing of RPC's by Caltrans upon 2nd tier reallocation of unused funds.

The TAC Subcommittee is recommending that the above process and deadlines be considered for the processing of projects for ARRA funding.



**Metro**

Metropolitan Transportation Authority

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**REVISED**

**REGULAR BOARD MEETING  
FEBRUARY 26, 2009**

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

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

**RECOMMENDATION**

- A. Establish a Los Angeles County funding approval/obligation deadline for all federal transportation capital funds to be made available through the American Recovery and Reinvestment Act of 2009 (the Recovery Act or the ARRA) -- 75 days from the apportionment of the federal funds, and subject to deadlines described in Attachment A – to obligate as much of the full County share as quickly as possible and help position the County for any redirected funding;
- B. Allocate and program 100% of Federal Section 5307 Urban Formula/Transit Capital funds using the Capital Allocation distribution from the annual Transit Fund Allocation process, resulting in the up-to-grant amounts by transit operator listed in Attachment B;
- C. Allocate and program 100% of Federal Section 5309 Fixed Guideway Modernization and Federal Section 5340 Growing States funds for the eligible capital projects described in Attachment C;
- D. Allocate and program up to \$215 million (or up to \$315 million with proposed state legislation) of flexible federal Regional Surface Transportation Program (RSTP) funds to Cities and the County of Los Angeles for eligible transportation capital projects using “first-come-first-served” approach up to 100% of each local jurisdiction’s population share as shown in Attachment D1 (or Attachment D2 with proposed state legislation); and allow the Cities, County of Los Angeles, other transportation agencies and us to request remaining unobligated funding after the 75-day deadline;
- E. Allocate and program up to 50% of any federal Transportation Enhancements Activities (TEA) funds made available to our eligible candidate projects in Attachment E- Part I (starting with the first project and thereafter with the Chief Executive Officer determining priority), and allocate and program up to 50% of any federal TEA funds made available to Cities and the County of Los Angeles for their February 9, 2009 list of eligible candidate projects in Attachment E – Part II (with the Technical Advisory

Committee determining priority based on project readiness), subject to the approval of Caltrans and/or the California Transportation Commission (CTC);

- F. Allocate and program up to \$200 million (or with proposed state legislation, up to \$100 million in RSTP and \$100 million in Caltrans Recovery Act funds) in Regional Improvement Program (RIP) for cash flow purposes to enable the on-time award of the Interstate 405 Northbound Carpool Lane from Interstate 10 to U.S. 101, as described in Attachment F; program the remaining RIP, if any, (or, using proposed state legislation, up to \$20 million of RSTP and up to \$63.7 million in private placement bond reserves from Item 16 of this month's regular board meeting agenda), to the Interstate 5 Carpool Lane project from State Route 118 to State Route 170; and program \$20 million of local funds released towards a cost reserve that the Federal Highway Administration is requiring for the Interstate 5 Carpool Lane project from State Route 134 to State Route 170;
- G. Adopt the funding plans in Attachment G, subject to Recovery Act funding being made available, and nominate the Exposition Light Rail Transit (LRT) Phase I project for \$150 million of Federal Section 5309 New Starts/Discretionary funds and the Gold Line Foothill LRT Extension project for \$150 million of Federal Section 5309 New Starts/Discretionary funds, in addition to the possible acceleration of our existing federal Full Funding Grant Agreement commitments to the Gold Line Eastside Extension to Whittier/Atlantic; and
- H. Allocate and program our share of Federal Section 5307 Urban Formula/Transit Capital funds to the top seven projects on Attachment H; and program any remaining RIP and/or RSTP funds, any reallocated funds (after the 75-day deadline for the Cities, County of Los Angeles and Municipal Operators for their collective shares), and any federal discretionary grants (except as specified in Action G of this recommendation) to our eligible projects from Attachments F or H at the Chief Executive Officer's discretion.

## **ISSUE**

On February 17, 2009, the President signed economic stimulus legislation known as the American Recovery and Reinvestment Act of 2009. Consistent with the President's intent to spur the national economy as soon as possible, this federal economic stimulus legislation includes "use-it-or-lose-it" provisions with extremely tight deadlines for project delivery. To succeed in securing the maximum amount of federal funding possible, public agency sponsors of eligible Los Angeles County transportation capital projects must be ready to meet the tight delivery deadlines that Congress and the State of California will be enforcing. Priorities and policies need to be established to allocate and program federal Recovery Act funds provided to Los Angeles County in a manner consistent with the national policy goal of preserving and creating jobs, while building critical transportation infrastructure.

## **POLICY IMPLICATIONS**

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

agency sponsors of transportation capital projects must meet all applicable federal provisions (including, but not limited to, those pertaining to environmental clearance, reports, audits, labor protection, planning, Buy America, disadvantaged business enterprises, local preference prohibition, etc.), while concurrently expediting project delivery.

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

## **OPTIONS**

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

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

## **FINANCIAL IMPACT**

The financial impact of the Recovery Act program will be a positive benefit of over \$850 million, and perhaps as much as \$950 million or more for Los Angeles County, based on the final version of the proposed federal economic stimulus legislation. We will be able to allocate and program some of the Recovery Act funding directly, while Caltrans and/or the CTC will be able to allocate and program some of the other Recovery Act funding. Competition (or lack thereof) for underutilized federal economic stimulus funds, which will be made available through established federal transportation formula and discretionary programs, will determine the difference between the high and low figures. The size of the higher figure beyond \$950 million also will depend upon how much is awarded from the Federal Section 5309 New Starts/U.S. DOT Discretionary pots by the U.S. Secretary of Transportation. We also intend to position Los Angeles County for the redistribution of Recovery Act funds within and among regions and states.

## **BACKGROUND**

The Recovery Act defines an important role for urban regional transportation agencies, such as us, in the job preservation/creation and transportation infrastructure efforts. One of the responsibilities of that role will be to ensure that projects using economic recovery funds are included and identified in the Transportation Improvement Program (TIP). Federal (Title 23 U.S.C. 134 (g) & (h)) and state (P.U.C. 130303) statutes require us to prepare a TIP for Los Angeles County. The TIP allocates revenues across all transportation modes based on the planning requirements of the Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21) and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU).

We accomplish our TIP mandates, in part, by programming revenues consistent with our 2001 Long Range Transportation Plan for Los Angeles County and consistent with our Measure R expenditure plan. By correspondence dated January 26, 2009, we proceeded to address TIP requirements by requesting that public agency sponsors countywide submit their project nominations for Recovery Act funding, which entails providing information required for our TIP database found online at Program.Metro.Net.

### **Rationale for Allocating and Programming Recovery Act Funds**

Based on the final version of the Recovery Act, we estimate that we will have a transit capital programming target of over \$300 million for bus and rail transit capital projects countywide. Of this, Los Angeles County Municipal Operators would receive over \$81 million. In addition, we will have an estimated regional programming target of \$215 million to \$435 million for either highway or transit capital. Of this, we are recommending approximately \$215 million to \$315 million to the Cities and County, as discussed later in this report. The Cities and County individually will be given a minimum of \$500,000 or their population share if over \$500,000. The State will allocate and program additional highway funds and Transportation Enhancement Activity funds for other local and regional projects as well.

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

For the Cities and County of Los Angeles, we recommend reserving and then distributing the \$215 million (or \$315 million under proposed legislation) by population (with a minimum of \$500,000 allocated to each jurisdiction), with estimated funding targets as shown in Attachment D1 (and Attachment D2 under the proposed state legislation).

Attachment B also shows the estimated target shares of the economic recovery funds for Metro Operations and Municipal Operators.

We have asked each public agency sponsor to identify their priority project(s), and we have included the highest priority projects in the required TIP amendment. We also are working with SCAG to allow us to include additional projects as necessary. Once the Recovery Act money is released, public agency sponsors would obligate their target shares on eligible projects on a first-come-first-serve basis. To the extent possible using existing resources, we would monitor how much the public agency sponsors obligate as the economic recovery time period progresses. We then would make future recommendations on further steps needed to ensure that we receive, at a minimum, our full amount of Recovery Act funding.

### Proposed State Legislation

We have been working with a statewide stakeholder group that Caltrans convened to develop implementing state legislation for the Recovery Act's highway funds, and we have identified key elements that would need to be included in whatever bill is carried forward. These key elements include: (1) allocation of all Recovery Act highway funds through the Surface Transportation Program; (2) repayment of Proposition 1B bond funds for any local Recovery Act funds used on a project funded from specific categories of Proposition 1B; and (3) application of the North/South (40%/60%) split to any non-SHOPP (State Highway Operation and Protection Program) portion of Recovery Act funds that the State retains. Without state legislation, Caltrans would have to implement the federal funding under current law, which would require the funds to be processed through the State Transportation Improvement Program.

Under the proposed state legislation explained above, three of the actions recommended in this board report would need to be modified. Action D of our recommendation, which addresses the RSTP funding to be made available to the Cities and the County of Los Angeles, would increase such funds by \$100 million from up to \$215 million to up to \$315 million. Action E, which addresses the TEA funding to be made available to the Cities, the County of Los Angeles and us, would increase by approximately \$8 million from about \$12 million in existing law to about \$20 million under the proposed state legislation. Our recommendation to split the funds 50% to projects in Attachment E - Part I and 50% to projects in Attachment E - Part II would remain unchanged.

Finally, Action F of our recommendation also would be modified. Under existing law, Action F would seek to place \$200 million on the Interstate 405 Northbound Carpool Lane from Interstate 10 to US 101 project and any remaining funds available on the Interstate 5 Carpool Lane from State Route 170 to State Route 118. Under the proposed state legislation, recommendation F would instead program RSTP funds to the Interstate 405 Northbound Carpool Lane project (\$100 million, with a proposed match of \$100 million in Caltrans Economic Recovery funds) and \$20 million in RSTP funds for the Interstate 5 Carpool Lane project from State Route 170 to State Route 118.

The table that follows summarizes the differences between our recommendation under existing law and the proposed state legislation:

Recommended Action	Existing Law	Proposed Legislation	Remarks
D. Cities/County of Los Angeles by Population	\$215.0 M	\$315.0 M	Increases by \$100 M
E. Transportation Enhancements Activities (Estimates)	Metro \$ 6.0 M Others \$ 6.0 M Total \$12.0 M	Metro \$ 10.0 M Others \$ 10.0 M Total \$20.0 M	Increases by approx. \$8 M, 50%/50% Metro/Others split remains unchanged
F. Interstate 405/Interstate 5 North Funding	I-405 \$200 M  I-5 N(Remainder TBD)	I-405 (Metro)\$100 M I-405 (State) \$100 M I-5 N. Metro \$ 20 M* *\$63.7 M proposed from Private Placement Bond Reserve	Freed-up Prop. 1B CMIA funds split 50% Metro/50% State

We are recommending that the Board of Directors approve both approaches to enable us to pursue either strategy, as necessary, should the state legislation pass in time.

**NEXT STEPS**

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

**ATTACHMENTS**

- Attachment A – Summary of Local, State, and Federal Deadlines
- Attachment B – Federal Section 5307 Urban Formula/Transit Capital Funds
- Attachment C – Federal Section 5309 and Federal 5340 Funds for Rail Projects
- Attachment D – Regional Surface Transportation Program Funds for Cities and County
- Attachment E – Transportation Enhancements Activities Fund Priorities
- Attachment F – Regional Improvement Program Funds in Los Angeles County
- Attachment G – Funding Plans for Expo Phase I and Gold Line Foothill Extension Projects
- Attachment H – Priorities for Section 5307, Reallocated Funds, and Discretionary Grants

Prepared by: David Yale, Deputy Executive Officer for Regional Programming Programming and Policy Analysis



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Carol Inge  
Chief Planning Officer



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Roger Snoble  
Chief Executive Officer

American Recovery and Reinvestment Act of 2009

Summary of Local, State, and Federal Deadlines

- 1) To meet the strict and short federal deadlines, local, regional, and state approvals must be received quickly, including all currently applicable federal provisions relating to environmental clearance, reports, audits, labor protection, planning, Buy America, disadvantaged business enterprises, local preference prohibition, etc.
- 2) Local deadlines occur first and include approval of projects by City, County, and Municipal Operator governing boards. The LACMTA Board of Directors will review and approve these projects, and LACMTA staff will confirm their placement in the Transportation Improvement Program (TIP) up to limits established by applicable formulas. The first deadline for these submittals was Friday, February 6, 2009 at 5:00 PM.
- 3) With this recommendation, LACMTA staff will re-open the ProgramMetro.net database to provide project sponsors one final opportunity to enter projects into the process for receiving Recovery Act funds. Project sponsors will be given until 5:00 PM on Friday, March 6, 2009 to enter projects into the database up to the limits established for them by the applicable formulas. Additional Transportation Enhancements Activities (TEA) projects will not be accepted because those funds are over-subscribed. Project sponsors proposing additional TEA projects are directed to the LACMTA Call for Projects process for those requests.
- 4) The first regional deadline was February 9, 2009 to the Southern California Association of Governments (SCAG) for inclusion in the Regional TIP. We are working with SCAG to establish new administrative and formal Regional TIP amendments to support a Los Angeles County TIP deadline of March 6, 2009. LACMTA staff will be prepared to submit administrative and formal amendments to SCAG by Monday, March 16, 2009. SCAG will determine whether and when it will accept these amendment requests.
- 5) State deadlines occur next. To meet federal deadlines, the State must approve the Federal State TIP by early March 2009 for the first amendment that was to be submitted February 6, 2009. The Federal State TIP amendment for the March 6, 2009 deadline is not yet known, but is expected to be earlier for the administrative amendment than the formal amendment.
- 6) LACMTA is establishing a 75-day grant approval/obligation deadline for all highway and transit project submittals to ensure that Los Angeles County does not relinquish Recovery Act funds to other regions or states. The 75-day time frame begins on the day that the applicable federal agency officially apportions funds. This is currently expected to start on March 3, 2009 and end on Monday, May 18, 2009. If grant approval/obligation is not secured within the LACMTA deadline period, applicable formula targets will no longer apply. After May 18, 2009, all eligible project sponsors will be given the opportunity to secure funds from Caltrans and/or the FTA on a first-come, first-served basis.

## AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

LACMTA Capital Allocation - Federal Section 5307
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Federal Section 5307 - 1% TEA Allocation (2):	\$	3,040,070
Federal Section 5307 by Capital Formula:		300,966,930
Total Federal Section 5307 Allocation:	\$	304,007,000

OPERATOR	FY09 % SHARE	Estimated Share(1)
ANTELOPE VALLEY(3)		\$ 439,766
ARCADIA	0.136707%	409,141
CLAREMONT	0.041722%	124,867
COMMERCE	0.194543%	582,234
CULVER CITY	1.113204%	3,331,632
FOOTHILL	7.008531%	20,975,361
GARDENA	1.198940%	3,588,227
LADOT	2.683173%	8,030,288
LA MIRADA	0.058645%	175,513
LONG BEACH	5.517479%	16,512,890
MONTEBELLO	2.008379%	6,010,741
METRO OPERATIONS	73.334406%	219,477,596
NORWALK	0.710433%	2,126,207
REDONDO BEACH	0.203715%	609,685
SANTA CLARITA		1,243,910
SANTA MONICA	4.277655%	12,802,305
TORRANCE	1.512469%	4,526,566
TOTAL	100.000000%	\$ 300,966,930

1. Estimated shares are based on amounts in amended House version of Stimulus Bill.
2. Allocation methodology for TEA funds will determined at a later date in coordination with the claimaints.
3. AVTA and Santa Clarita's allocations have been adjusted, as they are expected to receive Section 5307 funds from the Lancaster/Palmdale UZA. The amounts shown represent 10.2% of AVTA's and 27.6% of Santa Clarita's unadjusted LA UZA Section 5307 allocation, the percentage of services they operate in Los Angeles.

ATTACHMENT C

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

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

Project Description	Agency	Proposed Funding (Millions)	Status/Comments
Metro Blue Line Traction Power Substation	LACMTA	\$14.0	Environmental clearance may not be necessary. Preparing specifications now for procurement.
Positive Train Control – Surveying and GIS Mapping	Metrolink	\$ 5.3	Preliminary work for train collision avoidance system. Half to be requested within 120 days.
Total		\$19.3	

\* - Estimated amounts of \$8.2 million of Federal Section 5309 and \$11.1 million of Federal Section 5340 Growing States funds.

## American Recovery and Reinvestment Act of 2009

## Regional Surface Transportation Program Funds for Cities and County

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

Total Estimated Revenue \$ 215,000,000

					Minimum Target Amount \$ 500,000
Local Jurisdiction	Population	Population as % of County	Original STP Allocation	Re-Distribution to Meet Minimum Target Amount	Total STP Fund Allocation
Agoura Hills	23,337	0.2252%	\$ 484,130	\$ 15,870	\$ 500,000
Alhambra	89,259	0.8613%	1,851,695	(50,156)	1,801,539
Arcadia	56,491	0.5451%	1,171,916	(24,932)	1,146,984
Artesia	17,552	0.1694%	364,120	135,880	500,000
Avalon	3,532	0.0341%	73,272	426,728	500,000
Azusa	48,743	0.4703%	1,011,183	(18,968)	992,215
Baldwin Park	81,281	0.7843%	1,686,189	(44,015)	1,642,175
Bell	38,762	0.3740%	804,125	(11,285)	792,840
Bellflower	77,110	0.7440%	1,599,661	(40,804)	1,558,857
Bell Gardens	46,766	0.4512%	970,169	(17,446)	952,723
Beverly Hills	35,983	0.3472%	746,474	(9,146)	737,328
Bradbury	948	0.0091%	19,666	480,334	500,000
Burbank	108,029	1.0424%	2,241,082	(64,604)	2,176,477
Calabasas	23,725	0.2289%	492,180	7,820	500,000
Carson	97,960	0.9452%	2,032,198	(56,854)	1,975,345
Cerritos	54,870	0.5294%	1,138,288	(23,684)	1,114,604
Claremont	37,242	0.3593%	772,592	(10,115)	762,477
Commerce	13,536	0.1306%	280,807	219,193	500,000
Compton	99,242	0.9576%	2,058,794	(57,840)	2,000,953
Covina	49,552	0.4781%	1,027,965	(19,591)	1,008,375
Cudahy	25,879	0.2497%	536,865	(1,368)	535,497
Culver City	40,694	0.3927%	844,205	(12,772)	831,433
Diamond Bar	60,360	0.5824%	1,252,179	(27,910)	1,224,269
Downey	113,379	1.0940%	2,352,068	(68,723)	2,283,346
Duarte	22,953	0.2215%	476,164	23,836	500,000
El Monte	126,053	1.2163%	2,614,993	(78,479)	2,536,514
El Segundo	17,002	0.1641%	352,710	147,290	500,000
Gardena	61,781	0.5961%	1,281,658	(29,004)	1,252,654
Glendale	207,157	1.9988%	4,297,511	(140,910)	4,156,600
Glendora	52,362	0.5052%	1,086,259	(21,754)	1,064,506
Hawaiian Gardens	15,900	0.1534%	329,848	170,152	500,000
Hawthorne	90,014	0.8685%	1,867,357	(50,737)	1,816,620
Hermosa Beach	19,527	0.1884%	405,091	94,909	500,000
Hidden Hills	2,016	0.0195%	41,822	458,178	500,000
Huntington Park	64,747	0.6247%	1,343,189	(31,287)	1,311,901
Industry	798	0.0077%	16,555	483,445	500,000
Inglewood	118,878	1.1470%	2,466,146	(72,956)	2,393,191
Irwindale	1,724	0.0166%	35,765	464,235	500,000

## American Recovery and Reinvestment Act of 2009

## Regional Surface Transportation Program Funds for Cities and County

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

Total Estimated Revenue \$ 215,000,000

Local Jurisdiction	Population	Population as % of County	Original STP Allocation	Re-Distribution to Meet Minimum Target Amount	Minimum Target Amount
					\$ 500,000
					Total STP Fund Allocation
La Canada-Flintridge	21,276	0.2053%	441,375	58,625	500,000
La Habra Heights	6,140	0.0592%	127,375	372,625	500,000
Lakewood	83,486	0.8056%	1,731,933	(45,712)	1,686,221
La Mirada	50,092	0.4833%	1,039,168	(20,006)	1,019,162
Lancaster	145,243	1.4014%	3,013,093	(93,251)	2,919,842
La Puente	43,256	0.4174%	897,354	(14,744)	882,610
La Verne	34,046	0.3285%	706,291	(7,655)	698,636
Lawndale	33,540	0.3236%	695,794	(7,265)	688,528
Lomita	21,056	0.2032%	436,811	63,189	500,000
Long Beach	492,642	4.7535%	10,219,950	(360,668)	9,859,282
Los Angeles City	4,045,873	39.0383%	83,932,390	(3,095,837)	80,836,553
Lynwood	73,147	0.7058%	1,517,448	(37,753)	1,479,695
Malibu	13,700	0.1322%	284,209	215,791	500,000
Manhattan Beach	36,505	0.3522%	757,303	(9,547)	747,756
Maywood	29,971	0.2892%	621,754	(4,518)	617,236
Monrovia	39,327	0.3795%	815,846	(11,720)	804,126
Montebello	65,668	0.6336%	1,362,295	(31,996)	1,330,299
Monterey Park	64,434	0.6217%	1,336,695	(31,046)	1,305,649
Norwalk	109,695	1.0584%	2,275,643	(65,887)	2,209,756
Palmdale	147,897	1.4270%	3,068,151	(95,294)	2,972,857
Palos Verdes Estates	14,046	0.1355%	291,387	208,613	500,000
Paramount	57,969	0.5593%	1,202,578	(26,070)	1,176,508
Pasadena	148,126	1.4293%	3,072,901	(95,470)	2,977,432
Pico Rivera	66,867	0.6452%	1,387,168	(32,919)	1,354,249
Pomona	163,405	1.5767%	3,389,867	(107,231)	3,282,636
Rancho Palos Verdes	42,964	0.4146%	891,296	(14,519)	876,777
Redondo Beach	67,488	0.6512%	1,400,051	(33,397)	1,366,654
Rolling Hills	1,967	0.0190%	40,806	459,194	500,000
Rolling Hills Estates	8,185	0.0790%	169,799	330,201	500,000
Rosemead	57,422	0.5541%	1,191,230	(25,649)	1,165,581
San Dimas	36,874	0.3558%	764,958	(9,832)	755,126
San Fernando	25,230	0.2434%	523,401	(868)	522,533
San Gabriel	42,762	0.4126%	887,106	(14,364)	872,742
San Marino	13,455	0.1298%	279,126	220,874	500,000
Santa Clarita	177,045	1.7083%	3,672,832	(117,731)	3,555,101
Santa Fe Springs	17,790	0.1717%	369,057	130,943	500,000
Santa Monica	91,439	0.8823%	1,896,919	(51,834)	1,845,085
Sierra Madre	11,116	0.1073%	230,603	269,397	500,000

## American Recovery and Reinvestment Act of 2009

## Regional Surface Transportation Program Funds for Cities and County

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

Total Estimated Revenue \$ 215,000,000Minimum  
Target Amount  
\$ 500,000

Local Jurisdiction	Population	Population as % of County	Original STP Allocation	Re-Distribution to Meet Minimum Target Amount	Total STP Fund Allocation
Signal Hill	11,402	0.1100%	236,537	263,463	500,000
South El Monte	22,391	0.2160%	464,505	35,495	500,000
South Gate	102,816	0.9921%	2,132,937	(60,592)	2,072,345
South Pasadena	25,792	0.2489%	535,060	(1,301)	533,759
Temple City	35,683	0.3443%	740,250	(8,915)	731,336
Torrance	148,965	1.4374%	3,090,307	(96,116)	2,994,191
Vernon	95	0.0009%	1,971	498,029	500,000
Walnut	32,299	0.3117%	670,049	(6,310)	663,739
West Covina	112,666	1.0871%	2,337,277	(68,174)	2,269,103
West Hollywood	37,563	0.3624%	779,251	(10,362)	768,890
Westlake Village	8,867	0.0856%	183,948	316,052	500,000
Whittier	86,945	0.8389%	1,803,690	(48,375)	1,755,316
Unincorp LA County	1,092,078	10.5374%	22,655,362	(822,095)	21,833,266
<b>TOTAL</b>	<b>10,363,850</b>	<b>100.0000%</b>	<b>\$ 215,000,000</b>	<b>\$ 0</b>	<b>\$ 215,000,000</b>

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

\*Estimated 2008 population, California Department of Finance

## American Recovery and Reinvestment Act of 2009

## Regional Surface Transportation Program Funds for Cities and County

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

Total Estimated Revenue \$ 315,000,000Minimum  
Target Amount  
\$ 500,000

Local Jurisdiction	Population	Population as % of County	Original STP Allocation	Re-Distribution to Meet Minimum Target Amount	Total STP Fund Allocation
Agoura Hills	23,337	0.2252%	\$ 709,307	\$ (3,520)	\$ 705,787
Alhambra	89,259	0.8613%	2,712,948	(37,216)	2,675,731
Arcadia	56,491	0.5451%	1,716,994	(20,467)	1,696,527
Artesia	17,552	0.1694%	533,477	(563)	532,914
Avalon	3,532	0.0341%	107,352	392,648	500,000
Azusa	48,743	0.4703%	1,481,500	(16,506)	1,464,994
Baldwin Park	81,281	0.7843%	2,470,464	(33,138)	2,437,325
Bell	38,762	0.3740%	1,178,137	(11,405)	1,166,732
Bellflower	77,110	0.7440%	2,343,690	(31,006)	2,312,683
Bell Gardens	46,766	0.4512%	1,421,411	(15,496)	1,405,915
Beverly Hills	35,983	0.3472%	1,093,671	(9,984)	1,083,687
Bradbury	948	0.0091%	28,814	471,186	500,000
Burbank	108,029	1.0424%	3,283,445	(46,811)	3,236,635
Calabasas	23,725	0.2289%	721,100	(3,718)	717,382
Carson	97,960	0.9452%	2,977,407	(41,664)	2,935,743
Cerritos	54,870	0.5294%	1,667,725	(19,638)	1,648,087
Claremont	37,242	0.3593%	1,131,937	(10,628)	1,121,310
Commerce	13,536	0.1306%	411,415	88,585	500,000
Compton	99,242	0.9576%	3,016,372	(42,319)	2,974,053
Covina	49,552	0.4781%	1,506,089	(16,920)	1,489,169
Cudahy	25,879	0.2497%	786,569	(4,819)	781,750
Culver City	40,694	0.3927%	1,236,858	(12,392)	1,224,466
Diamond Bar	60,360	0.5824%	1,834,588	(22,445)	1,812,144
Downey	113,379	1.0940%	3,446,054	(49,545)	3,396,508
Duarte	22,953	0.2215%	697,636	(3,324)	694,312
El Monte	126,053	1.2163%	3,831,269	(56,024)	3,775,245
El Segundo	17,002	0.1641%	516,761	(282)	516,479
Gardena	61,781	0.5961%	1,877,779	(23,171)	1,854,608
Glendale	207,157	1.9988%	6,296,353	(97,481)	6,198,872
Glendora	52,362	0.5052%	1,591,496	(18,356)	1,573,140
Hawaiian Gardens	15,900	0.1534%	483,266	16,734	500,000
Hawthorne	90,014	0.8685%	2,735,895	(37,602)	2,698,293
Hermosa Beach	19,527	0.1884%	593,506	(1,573)	591,933
Hidden Hills	2,016	0.0195%	61,275	438,725	500,000
Huntington Park	64,747	0.6247%	1,967,927	(24,687)	1,943,240
Industry	798	0.0077%	24,255	475,745	500,000
Inglewood	118,878	1.1470%	3,613,191	(52,356)	3,560,835
Irwindale	1,724	0.0166%	52,399	447,601	500,000

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Total Estimated Revenue \$ 315,000,000

Local Jurisdiction	Population	Population as % of County	Original STP Allocation	Re-Distribution to Meet Minimum Target Amount	Minimum Target Amount
					\$ 500,000
					Total STP Fund Allocation
La Canada-Flintridge	21,276	0.2053%	646,665	(2,467)	644,199
La Habra Heights	6,140	0.0592%	186,620	313,380	500,000
Lakewood	83,486	0.8056%	2,537,483	(34,266)	2,503,217
La Mirada	50,092	0.4833%	1,522,502	(17,196)	1,505,306
Lancaster	145,243	1.4014%	4,414,532	(65,833)	4,348,699
La Puente	43,256	0.4174%	1,314,728	(13,702)	1,301,026
La Verne	34,046	0.3285%	1,034,798	(8,994)	1,025,804
Lawndale	33,540	0.3236%	1,019,418	(8,735)	1,010,683
Lomita	21,056	0.2032%	639,978	(2,354)	637,624
Long Beach	492,642	4.7535%	14,973,415	(243,408)	14,730,007
Los Angeles City	4,045,873	39.0383%	122,970,710	(2,059,661)	120,911,049
Lynwood	73,147	0.7058%	2,223,238	(28,981)	2,194,257
Malibu	13,700	0.1322%	416,399	83,601	500,000
Manhattan Beach	36,505	0.3522%	1,109,537	(10,251)	1,099,286
Maywood	29,971	0.2892%	910,942	(6,911)	904,031
Monrovia	39,327	0.3795%	1,195,309	(11,693)	1,183,616
Montebello	65,668	0.6336%	1,995,920	(25,158)	1,970,763
Monterey Park	64,434	0.6217%	1,958,414	(24,527)	1,933,887
Norwalk	109,695	1.0584%	3,334,082	(47,662)	3,286,420
Palmdale	147,897	1.4270%	4,495,198	(67,190)	4,428,008
Palos Verdes Estates	14,046	0.1355%	426,916	73,084	500,000
Paramount	57,969	0.5593%	1,761,916	(21,222)	1,740,694
Pasadena	148,126	1.4293%	4,502,158	(67,307)	4,434,851
Pico Rivera	66,867	0.6452%	2,032,363	(25,771)	2,006,592
Pomona	163,405	1.5767%	4,966,550	(75,117)	4,891,433
Rancho Palos Verdes	42,964	0.4146%	1,305,853	(13,552)	1,292,300
Redondo Beach	67,488	0.6512%	2,051,238	(26,088)	2,025,150
Rolling Hills	1,967	0.0190%	59,785	440,215	500,000
Rolling Hills Estates	8,185	0.0790%	248,776	251,224	500,000
Rosemead	57,422	0.5541%	1,745,291	(20,943)	1,724,348
San Dimas	36,874	0.3558%	1,120,752	(10,440)	1,110,313
San Fernando	25,230	0.2434%	766,843	(4,488)	762,356
San Gabriel	42,762	0.4126%	1,299,713	(13,449)	1,286,264
San Marino	13,455	0.1298%	408,953	91,047	500,000
Santa Clarita	177,045	1.7083%	5,381,125	(82,089)	5,299,037
Santa Fe Springs	17,790	0.1717%	540,711	(685)	540,027
Santa Monica	91,439	0.8823%	2,779,207	(38,331)	2,740,876
Sierra Madre	11,116	0.1073%	337,861	162,139	500,000

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## Regional Surface Transportation Program Funds for Cities and County

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Target Amount  
\$ 500,000

Local Jurisdiction	Population	Population as % of County	Original STP Allocation	Re-Distribution to Meet Minimum Target Amount	Total STP Fund Allocation
Signal Hill	11,402	0.1100%	346,554	153,446	500,000
South El Monte	22,391	0.2160%	680,555	(3,036)	677,518
South Gate	102,816	0.9921%	3,125,001	(44,146)	3,080,855
South Pasadena	25,792	0.2489%	783,925	(4,775)	779,150
Temple City	35,683	0.3443%	1,084,553	(9,831)	1,074,722
Torrance	148,965	1.4374%	4,527,659	(67,735)	4,459,923
Vernon	95	0.0009%	2,887	497,113	500,000
Walnut	32,299	0.3117%	981,699	(8,101)	973,598
West Covina	112,666	1.0871%	3,424,383	(49,181)	3,375,202
West Hollywood	37,563	0.3624%	1,141,694	(10,792)	1,130,902
Westlake Village	8,867	0.0856%	269,505	230,495	500,000
Whittier	86,945	0.8389%	2,642,616	(36,034)	2,606,582
Unincorp LA County	1,092,078	10.5374%	33,192,739	(549,813)	32,642,926
<b>TOTAL</b>	<b>10,363,850</b>	<b>100.0000%</b>	<b>\$ 315,000,000</b>	<b>\$ -</b>	<b>\$ 315,000,000</b>

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

\*Estimated 2008 population, California Department of Finance

**American Recovery and Reinvestment Act of 2009  
Transportation Enhancements Activities Fund**

Project Description (Not In Priority Order Within Tiers)	Project Mode	Project Costs or Recommended Stimulus Amount	Estimated Number of Days to Grant Award	Comments
Metro Rail Subway Escalator Canopy Project	Transportation Enhancements	\$ 10,830,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards. Total project cost is \$16 million.
Bus Stop Information System	Transportation Enhancements	\$ 4,400,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards.
Re-sign Metro Gold Line to Pasadena	Transportation Enhancements	\$ 600,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards.
Provide Trailblazing Street Signage for all Metro Rail Stations	Transportation Enhancements	\$ 1,000,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards.
Scenic Beautification along Metro Rail Lines	Transportation Enhancements	\$ 1,500,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards.
Replacement and New Bicycle Lockers/Racks and Stations	Bicycle/Pedestrian	\$ 1,800,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards.
El Monte Transitway Station Enhancements	Transportation Enhancements	\$ 3,000,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards.
Universal City Pedestrian Bridge	Transportation Enhancements	\$ 20,000,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards.
Update Countywide Bike Safety Information and Map	Transportation Enhancements	\$ 80,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards. May not qualify as capital.
Comprehensive Ped/Bike Safety Program	Transportation Enhancements	\$ 750,000	90 - 120 days	No environmental clearance is necessary. Procurement process will include Federal Standards. May not qualify as capital.
<b>TOTAL State TIP Transportation Enhancements Activities Program</b>		<b>\$ 43,960,000</b>		

**American Recovery and Reinvestment Act of 2009**  
**Transportation Enhancements Activities Fund**  
(\$ in Thousands)

Agency	TIP ID	PROJECT TITLE	Amount
Arcadia, City of	LAES479	Pedestrian Linkages and Bus Stop Improvements - Various Locations: Design and construct sidewalks and bus stop improvements at various locations including Colorado Place between Harvard Dr. and Huntington Dr.; Sunset Blvd. between Portola D	\$ 600
Artesia, City of	LAES236	SOUTH STREET PEDESTRIAN BIKEWAY AND TRANSIT IMPROVEMENTS. PROJECT PROPOSES TO INSTALL LANDSCAPED MEDIANS, TREES, TRANSIT STOP SHELTERS/BENCHES, REPLACE EXISTING HIGH VOLTAGE ENERGY INEFFICIENT CONSUMING STREET LIGHTING SYSTEM WITH	\$ 1,800
Baldwin Park, City of	LAES407	Maine Avenue Roadway Presevation and Rehabilitation Improvements - This project consists of rehabilitating the roadway by performing localized repairs to approx 20% of the pavement, replacing two failed pedestrian concrete crosswalks, unde	\$ 390
Bell Gardens, City of	LAES539	Purchase of Community Electronic Message Boards for transit information and community events.	\$ 250
Bellflower, City of	LAES175	West Branch Greenway Multi-Modal Corridor Landscaping	\$ 1,200
Bellflower, City of	LAES458	Pedestrian and Americans with disabilities Act (ADA) related improvements. Work includes but is not limited to new sidewalks, curb ramps, alley ramps.	\$ 300
Bellflower, City of	LAES768	WEST BRANCH GREENWAY MULTI-MODAL TRANS. CORRIDOR DESIGN AND CONSTRUCT 2.5 MILE CLASS I BIKE PATH ALONG MTA-OWNED SANTA ANA BRANCH ROW INCL. PEDESTRIAN AND LANDSCAPING (3145)	\$ 500
Burbank, City of	LAES235	Install safety improvements at the at-grade crossing of Buena Vista Street near Vanowen Street, including crossing gates, pedestrian improvements, median islands, pavement markings and CCTV.	\$ 1,000
Burbank, City of	LAES238	Installation of parking guidance signage to reduce congestion and circulation in downtown Burbank	\$ 1,000
Burbank, City of	LAES431	Sidewalk removal and replacement and pedestrian ramps	\$ 1,925
Burbank, City of	LAES438	Sidewalk removal and replacement including pedestrian ramps	\$ 3,500
Calabasas, City of	LA0G215	Construct a safe pedestrian route for students to pass over Las Virgenes Creek to A E Wright school.	\$ 650
Cerritos, City of	LAES317	Del Amo Boulevard Bridge at Coyote Creek flood control channel: Replace obsolete, misaligned, 2-lane bridge with limited pedestrian/bicycle access with a 4-lane, aligned bridge with dedicated and safe pedestrian/bicycle access.	\$ 529
Claremont, City of	LAES423	&#9658; Location: Throughout City. &#9658; Nature of Project (Project Type): Rehabilitation, Reconstruction. This project will allow for improved pedestrian access throughout the city. &#9658; Work being done (Scope): Examples: Rehabing	\$ 3,400
Commerce, City of	LAES684	This project involves Sewer and Landscape Improvements on Telegraph Road between Mixmaster and Church Street, improvements include replacing the aging sewer system and removing abandoned landscaping, and adding new landscaping.	\$ 3,000
Culver City, City of	LAES650	New landscape improvements adjacent to Ballona Creek bikeway between Overland Avenue and pedestrian bridge/Ocean Drive.	\$ 350

**American Recovery and Reinvestment Act of 2009**  
**Transportation Enhancements Activities Fund**  
(\$ in Thousands)

<b>Agency</b>	<b>TIP ID</b>	<b>PROJECT TITLE</b>	<b>Amount</b>
El Monte, City of	LAES584	Pedestrian enhancements that call for the removal & replacement and installation of sidewalks, damaged curb and gutter, driveway approaches, and pedestrian ramps throughout various sections of the City within walking distance of local school	\$ 1,200
Glendale, City of	LAES288	Greenbriar Road Rehabilitation: The project includes the removal, repair and reconstruction of damaged curbs, gutters, sidewalks and driveway aprons; reconstruction of curb ramps to comply with current ADA and APWA standards; slurry sealing	\$ 1,260
Glendora, City of	LAES721	Downtown Village Bus Shuttle to the Diamond Ridge Development. The bus service would provide access for pedestrians to go from the downtown village in Glendora to the Diamond Ridge Development.	\$ 180
Hawthorne, City of	LAES112	The purpose of the alterations is to enhance public safety on a railroad crossing on BIRCH Avenue in the City of Hawthorne. The proposed alterations consist of the removing and replacing of the PEDESTRIAN AREA.	\$ 180
Hermosa Beach, City of	LAES425	Pier Avenue Improvement Project. Multi-faceted project which includes implementation of a streetscape program for Upper Pier Avenue with pedestrian safety a priority. Includes construction of a center landscaped median and reconfiguration o	\$ 4,200
La Mirada, City of	LAES387	Foster Park infrastructure improvements. Includes storm drain installation, curb & gutter, street pavement rehabilitation and reconstruction, bike and pedestrian improvements	\$ 2,500
La Verne, City of	LAES275	Emerald Avenue Bridge is dangerous in the fact that Emerald Avenue is a 64 foot wide street that funnels down to 29 foot wide at the bridge crossing. Funds would be used to widen the crossing to establish safety for pedestrians and vehicles	\$ 700
Long Beach, City of	LAES683	Bike Boulevard on Vista Street between Temple and Nieto. Includes traffic circles and traffic calming treatments, one new signal at Redondo and connections to four adjacent elementary and middle schools (Lowell, Rogers, Mann, Freeman).	\$ 400
Long Beach, City of	LAES690	Custom bicycle racks and protected bicycle parking for installation throughout the City, including parks, libraries, schools. No environmental clearance is required. Procurement process will include federal standards.	\$ 1,000
Long Beach, City of	LAES703	Online google based bicycle mapping that interfaces with Long Beach Transit, Metro, OCTA, Torrance and LADOT allowing users to enter O&D information to combine bicycle trips with transit. No environmental clearance required. Procurement pro	\$ 150
Los Angeles, City of	LAES075	LAUSD Valley Region HS #4 Pedestrian Improvements: This project will provide sidewalk improvements in the vicinity of LAUSD's new school at the intersection of Balboa Bl and San Jose St in the San Fernando Valley of the City of Los Angeles.	\$ 300
Los Angeles, City of	LAES111	Commerce Ave Pedestrian Improvements: This is a pilot project to install "green" sidewalk improvements using 100% recycled rubber/plastic interlocking modular paving system along Commerce Ave between Foothill and Valmont in the City of Los	\$ 900
Los Angeles, City of	LAES322	This project will allow the City of Los Angeles to move towards its goal in upgrading approximately existing 1,000 catch basin roadway grates to bicycle safety grates near or along bike paths, bike lanes and bike routes as well as those loc	\$ 2,000

**American Recovery and Reinvestment Act of 2009**  
**Transportation Enhancements Activities Fund**  
(\$ in Thousands)

Agency	TIP ID	PROJECT TITLE	Amount
Los Angeles, City of	LAES733	The project is to upgrade roadways grates near or along bike paths, bike lanes and bike routes, as well as near light rail stations and transit hubs to improve bicycle access safety and promote cycling as a viable form of transportaion. The	\$ 2,000
Los Angeles County	LAES342	San Gabriel River Biketrail Et Al.	\$ 930
Los Angeles County	LAES362	Los Angeles River Bike Trail Et Al.	\$ 2,024
Los Angeles Redevelopment Agency	LAES313	In the City of Los Angeles, Broadway sidewalks and streetscape from 2nd Street to Olympic Blvd-reconstruction of basement structural slabs, along the historic Broadway Corridor from 2nd St to Olympic Blvd. Infrastructure and basements bene	\$ 29,000
Los Angeles Redevelopment Agency	LAES448	Hollywood Blvd between Serrano Ave and Kenmore Ave and the intersection of Hillhurst Ave and Finley Ave: Enhanced pedestrian sidewalks, crosswalks and gutters.	\$ 1,000
Los Angeles Redevelopment Agency	LAES527	La Brea Ave. between Fountain Ave. and De Longpre Ave. Enhanced pedestrian sidewalk with green street design.	\$ 500
Los Angeles Redevelopment Agency	LAES531	Intersection of Santa Monica Blvd. and Western Ave. Upgrade sidewalk improvements to create a safer and more aesthetic environment for pedestrian and bus patrons.	\$ 400
Los Angeles Redevelopment Agency	LAES754	N. Hill St. between Bernard St. and Doyle Pl. Pedestrian enhancements, and landscape and park improvements.	\$ 1,500
Monrovia, City of	LAES727	Convert open channel to closed conduit to eliminate the construction of a bridge structure for the Gold Line extension through Monrovia. Drainage course is south of Evergreen, East of Mayflower, west of Magnolia and north of Duarte Road.	\$ 350
Montebello, City of	LAES500	Whittier Blvd Revitalization: Phase II; reconstruction of concrete sidewalks and other pedestrian safety improvements; landscaping enhancement.	\$ 1,500
Pasadena, City of	LAES067	This project will install battery back-up systems and devices throughout key intersections near railways and major transportation facilities providing the power support during energy problems that may effect the safety of pedestrians and co	\$ 450
Rolling Hills Est., City of	LAES478	Construct bike lanes on Palos Verdes Drive North from the west city limits to 200 feet east of Crenshaw Boulevard	\$ 500
San Gabriel, City of	LAES401	Las Tunas Dr. Street Lighting Retrofit - Green/Energy Saving Improvement - Pedestrian/Safety Lighting Installation	\$ 500
San Gabriel, City of	LAES499	San Gabriel Bl. Street Lighting Retrofit - Green/Energy Saving Improvement - Pedestrian/Safety Lighting Installation	\$ 400
Santa Clarita, City of	LAES206	Golden Oak Pedestrian Safety Improvements Across Railroad Right-of-Way	\$ 1,500
Santa Clarita, City of	LAES218	Newhall Avenue Pedestrian Safety Improvements Across Railroad Right-of-Way	\$ 900
South Pasadena, City of	LAES239	Pedestrian improvements and linkages from downtown and the Gold Line station on Mission Street from Mound Ave to Fairview Ave	\$ 2,000

**American Recovery and Reinvestment Act of 2009**  
**Transportation Enhancements Activities Fund**  
(\$ in Thousands)

<b>Agency</b>	<b>TIP ID</b>	<b>PROJECT TITLE</b>	<b>Amount</b>
West Covina, City of	LAES533	Installation of catch basin screens. including clean up of catch basins and inlet structures, repair and clean up of open drainage channels.	\$ 600
Whittier, City of	LA0G257	Whittier Greenway Trailhead Park. Extension of Whittier Greenway Trail from Mills Avenue to 300 feet east of Mills Avenue on City owned right-of-way in conjunction with the construction of new trailhead park with a park and ride parking lot	\$ 300
Whittier, City of	LAES063	Whittier Boulevard (State Route 72) Streetscape Improvements from Santa Gertrudes Avenue to Valley Home Avenue. Construction of rasied landscaped medians and install parkway and median trees. Installation of "Green" permeable pavements wit	\$ 5,800
Whittier, City of	LAES315	Construction of new "Green" permeable pavements for NPDES, safety, economic development and rehabilitation of various alleys within the City of Whittier.	\$ 500
		Total	\$ 88,018

American Recovery and Reinvestment Act of 2009  
Regional Improvement Program Funds in Los Angeles County

ECONOMIC RECOVERY FUNDS (ERF) - INTERSTATE 405 CARPOOL LANE FROM I - 10 TO SR 110  
(000)

Programmed Funds	Prior	FY 07 - 08	FY 08 - 09	Total
Corridor Mobility Improvement Account (CMIA)	\$ -	\$ -	\$ 530,000	\$ 530,000
Demo - High Priority Projects Program	20,000		97,000	\$ 117,000
Proposition C		13,000		\$ 13,000
Traffic Congestion Relief Program	28,000		62,000	\$ 90,000
Sub - Total	\$ 48,000	\$ 13,000	\$ 689,000	\$ 750,000
Corridor Mobility Improvement Account (CMIA)	-	-	200,000	\$ 200,000
Sub - Total Subject to ERF	\$ -	\$ -	\$ 200,000	\$ 200,000
<b>PROJECT GRAND TOTAL</b>	<b>\$ 48,000</b>	<b>\$ 13,000</b>	<b>\$ 689,000</b>	<b>\$ 950,000</b>

NOTE - Annual programmed amounts are estimated and may be revised depending upon individual project needs and funding availability, without changing total programmed amounts.

American Recovery and Reinvestment Act of 2009  
 Regional Improvement Program Funds in Los Angeles County

ECONOMIC RECOVERY FUNDS (ERF) - INTERSTATE 5 CARPOOL LANE FROM SR 118 TO SR 170 \*  
 (000)

Programmed Funds	Prior	FY 06 - 07	FY 07 - 08	FY 08 - 09	Total
Regional Surface Transportation Program	\$ 9,133	\$ -	\$ -	\$ 3,669	\$ 12,802
Regional Improvement Program	18,125				\$ 18,125
Proposition C			10,276		\$ 10,276
Congestion Management and Air Quality				38,360	\$ 38,360
Proposition C (Prop C 25%)				155,872	\$ 155,872
Traffic Congestion Relief Program	9,055	25,087		6,109	\$ 40,251
<b>Sub - Total</b>	<b>\$ 36,313</b>	<b>\$ 25,087</b>	<b>\$ 10,276</b>	<b>\$ 204,010</b>	<b>\$ 275,686</b>
Regional Improvement Program (Prop 1B: Metro Bond)				43,730	\$ 43,730
State and Local Partnership Program (Prop 1B: Metro Bond)				20,000	\$ 20,000
State and Local Partnership Program (Prop 1B: Econ. Rec.)				20,000	\$ 20,000
<b>Sub - Total Subject to ERF</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 83,730</b>	<b>\$ 83,730</b>
<b>PROJECT GRAND TOTAL</b>	<b>\$ 36,313</b>	<b>\$ 25,087</b>	<b>\$ 10,276</b>	<b>\$ 204,010</b>	<b>\$ 359,416</b>

\* Includes \$38.4 million in Soundwall costs for work between SR 118 and SR 14

NOTE - Annual programmed amounts are estimated and may be revised depending upon individual project needs and funding availability, without changing total programmed amounts.

**American Recovery and Reinvestment Act of 2009**  
**Funding Plans for Expo Phase I and Gold Line Foothill Extension Projects**  
(\$ in millions)

**ATTACHMENT G**

**Expo Phase I**

Sources of Funds	Prior	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Total
Prop C 25%	6.5	3.8	1.0	13.7								25.0
Local Agency Funds				39.0								39.0
Prop 1B Bonds - PTMISEA	58.5			9.9								68.4
TCRP	140.5	5.8	103.5									249.8
RIP (STIP)	10.6	97.3	137.0	69.7								314.6
CMAQ	0.3			15.3								15.6
5309 New Starts/Disc.		150.0										150.0
<b>Total Sources</b>	<b>\$ 216.4</b>	<b>\$ 256.9</b>	<b>\$ 241.5</b>	<b>\$ 147.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 862.4</b>

**Gold Line Foothill Extension**

Sources of Funds	Prior	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Total
Measure R			4.0	55.0	70.0	100.0	150.0	133.0	140.0	125.0	80.0	857.0
Local Agency Funds								23.0				23.0
CMAQ	10.0											10.0
5309 Bus and Bus-Related	11.6	3.4										15.0
5309 New Starts/Disc.		150.0										150.0
<b>Total Sources</b>	<b>\$ 21.6</b>	<b>\$ 153.4</b>	<b>\$ 4.0</b>	<b>\$ 55.0</b>	<b>\$ 70.0</b>	<b>\$ 100.0</b>	<b>\$ 150.0</b>	<b>\$ 156.0</b>	<b>\$ 140.0</b>	<b>\$ 125.0</b>	<b>\$ 80.0</b>	<b>\$ 1,055.0</b>

NOTE - Annual programmed amounts are estimated and may be revised depending upon individual project needs and funding availability, without changing total programmed amounts.

American Recovery and Reinvestment Act of 2009  
 Priorities for Federal Section 5307, Reallocated Funds, and Discretionary Grants

ATTACHMENT H

Project Description	Project Mode	Project Costs or Recommended Recovery Act Amount	Cumulative Total	Minimum Number of Days to Grant Award	Comments
<b>TIER 1 PROJECTS</b>					
Bus Midlife Program (400 Buses)	Transit Bus	\$ 47,000,000	\$ 47,000,000	75 - 90 Days	No environmental clearance necessary.
Contracted Services (53 New Buses)	Transit Bus	\$ 24,000,000	\$ 71,000,000	75 - 90 Days	No environmental clearance necessary.
Bus Replacement (100 New Buses)	Transit Bus	\$ 60,000,000	\$ 131,000,000	75 - 90 Days	No environmental clearance necessary. Original request was for 400 buses (\$240M) - see below for the remaining 300.
Red Line 7th/Metro Station Egress Project	Transit Rail	\$ 2,000,000	\$ 133,000,000	75 - 90 Days	No environmental clearance necessary.
Metro Blue Line Traction Power Substation	Transit Rail	\$ 56,000,000	\$ 189,000,000	75 - 90 Days	No environmental clearance necessary. Original request was for \$82M.
Replacement of Fiber Optic Transmission Equipment for MRL, MBL and MGL	Transit Rail	\$ 2,500,000	\$ 191,500,000	75 - 90 Days	No environmental clearance necessary.
Electrify Compression of Natural Gas at Combustion Engines at CNG Fueling Stations	Transit Bus	\$ 28,000,000	\$ 219,500,000	75 - 90 Days	No environmental clearance needed. Procurement process will include Federal Standards.
Bus Replacement (300 New Buses)	Transit Bus	\$ 180,000,000		75 - 90 Days	No environmental clearance necessary. Balance of original 400-bus request.
Harbor Transitway Station Improvements	Highway	\$ 11,000,000		75 - 90 Days	No environmental clearance needed. Procurement process will include Federal Standards.
Light Rail and Heavy Rail Vehicle Rebuilding for the Blue Line and the Red Line Rail Systems	Transit Rail	\$ 350,000,000		75 - 90 Days	No environmental clearance needed. Procurement process will include Federal Standards.
Retrofit Soundwall Program Packages	Highway	\$ 25,000,000		75 - 90 Days	Several Soundwall Packages have been Federally environmentally cleared. Design completed for Package #4 funding required \$25M.
Replacement of MBL TWC Equipment for compatibility with EXPO Line	Transit Rail	\$ 1,800,000		75 - 90 Days	No environmental clearance needed. Procurement process will include Federal Standards.
Div 18 CNG Fueling Facility	Transit Bus	\$ 11,093,067		75 - 90 Days	No environmental clearance needed. Procurement process will include Federal Standards. Design, install and maintain a Compressed Natural Gas System via Public/Private Partnership at Division 18.
ACE – Baldwin Grade Separation – Utility Relocation	Highway	\$ 1,428,000		75 - 90 Days	Environmentally cleared; utility agreements in hand; may be ready sooner.
ASI - Interactive Voice Response System	Transit	\$ 912,700		90 Days	No environmental clearance needed. This project could start as soon as funding is confirmed.
ASI - Cameras	Transit	\$ 2,000,000		90 Days	No environmental clearance needed. Anticipate being able to have a bid on the street within 30 days with a contract awarded soon thereafter.
ASI - TAP Program	Transit	\$ 2,000,000		90 Days	No environmental clearance needed. Would help integrate Access into the Regional TAP program.
ASI - Vehicle Replacement	Transit Bus	\$ 8,200,000		90 Days	May be able to order an additional 95 vehicles for quick delivery depending on availability. Possible swap Prop C funds for stimulus funds.
<b>TOTAL TIER 1 PROJECTS</b>		<b>\$ 812,933,767</b>			

American Recovery and Reinvestment Act of 2009  
 Priorities for Federal Section 5307, Reallocated Funds, and Discretionary Grants

Project Description	Project Mode	Project Costs or Recommended Recovery Act Amount	Cumulative Total	Minimum Number of Days to Grant Award	Comments
<b>TIER 2 PROJECTS</b>					
Metro Redline Yard (Division 20) Maintenance Railcar Facility	Transit Rail	\$ 15,400,000		90 - 120 Days	Categorical exclusion will be needed. Procurement process will include Federal Standards.
Bauchet Street Storage & Facilities Maintenance Structure	Transit Bus	\$ 18,000,000		90 - 120 Days	Categorical exclusion will be needed. Procurement process is being changed to include Federal Standards.
Cypress Park Bus Division Facility Improvements (Phase III)	Transit Bus	\$ 5,500,000		90 - 120 Days	Categorical exclusion will be needed. Procurement process is being changed to include Federal Standards.
Cypress Park Bus Division Facility Improvements (Phase IV)	Transit Bus	\$ 3,000,000		90 - 120 Days	Categorical exclusion will be needed. Procurement process will include Federal Standards.
El Monte Bus Division (Division 9) Bus Capacity Expansion	Transit Bus	\$ 1,529,785		90 - 120 Days	Categorical exclusion will be needed. Procurement process is being changed to include Federal Standards.
Roof Replacement	Transit Bus/Rail	\$ 2,189,079		90 - 120 Days	Categorical exclusion will be needed. Procurement process will include Federal Standards.
ATMS – Computer Aided Dispatch (CAD) Upgrade	Transit Bus	\$ 6,000,000		90 - 120 Days	No environmental clearance is needed. Procurement process will include Federal Standards.
Division 21 Rockfall Mitigation	Transit Rail	\$ 1,000,000		90 - 120 Days	Categorical exclusion may be needed. Procurement process will include Federal Standards.
Three Metro Rapid Lines (Venice, Sunset, Avalon)	Transit Bus	\$ 17,900,000		90 - 120 Days	No environmental clearance needed. Procurement process will include Federal Standards.
Lankershim Transit Center Depot	Transit	\$ 6,000,000		90 - 120 Days	Categorical exclusion is needed. Would need to remobilize the designer, get building permits, environmental and SHIPPO clearances, etc. and then bid and award.
ACE - Baldwin Grade Separation – Construction	Highway	\$ 30,550,000		120 days	Environmentally cleared; design complete.
ACE – Nogales Grade Separation – Utility Relocation	Highway	\$ 500,000		120 days	Draft environmental document finished circulation; design nearly completed.
<b>TOTAL TIER 2 PROJECTS</b>		<b>\$ 107,568,864</b>			
<b>TIER 3 PROJECTS</b>					
Metro Bus and Rail Divisions Solar Panel and Energy Efficiency Project	Transit Bus/Rail	\$ 48,000,000		180 Days	No environmental clearance needed. Procurement process will include Federal Standards.
Universal City Station parking/Bus Layover facility	Transit Bus	\$ 47,000,000		180 Days +	May required full EA. Project in design phase, would have a statutory exemption and would be ready to go in 6-months.
Union Division Bus Operations and Maintenance Facility	Transit Bus	\$ 95,000,000		180 - 240 Days	State environmental document is complete and has been approved by Lead Agency. Federal environmental clearance needs to be approved. Architectural and Engineering contract has been awarded. Construction scheduled to start as soon as January 2010 with early construction packages.
SR 2 Freeway Project	Highway	\$ 16,000,000		1 Year	Final design to be completed June 2009
Transit Corridor Projects	Transit Bus/Rail	TBD		1 Year +	None Federally environmentally cleared.
Major Highway Projects	Highway	TBD		Varies	Working with Caltrans regarding needs and appropriate funding plans.
<b>TOTAL TIER 3 PROJECTS</b>		<b>\$ 206,000,000</b>			