APPENDIX A: LOS ANGELES URBAN AREA TRANSPORTATION PRIORITIES

Rank and Color	Urban Area / County	Facility/Route/ Corridor/System (project listing is not in priority order)	From-To/Route Intersected	Importance of Facility to Local, Regional Mobility and why Improvements are Needed	Improvement Needed	How Improvement will Benefit/Support State's Future Development/Quality of Life	Likely Status (Including Funding) of Project in 2019 under Current Funding
1	Region Wide	Maintenance and improvements to pavements on locally maintained roads, streets and highways	Region Wide	Locally maintained roadways serve high volumes of all traffic types including commuters, commercial traffic and goods movement; they connect residents to economic opportunities, recreational outings, schools and employment centers. Improvements to pavement condition are needed to provide a smoother ride for motorists, enhance safety and decrease vehicle operating costs to motorists. It is much more cost effective to maintain and improve pavement conditions before they deteriorate to a level where more costly repairs or replacement are needed.	Pavement and subbase repair; pavement overlay; reconstruction of full pavement section.	Poor pavement conditions impact traffic safety and increase congestion. It also results in increased costs to motorists, businesses and transit operators due to increased wear-and-tear on vehicles. The longer poor pavement conditions persist, the higher the cost to improve roadways to an acceptable condition. A roadway with a fair to poor PCI rating can cost up to five times more to rehabilitate than a road in good condition.	
2	Orange County	I-405	SR-73 to I-605	Major travel corridor providing connectivity to activity centers in west Orange County and west LA	In each direction, convert existing HOV to HOT, add one HOT lane, and add one GP lane	Enhances corridor throughput by adding capacity and managed facilities	2019 status: Construction Cost: $1,700,000,000
3	Los Angeles County	Metro Green Line Extension to LAX (formerly Airport Metro Connector)	Aviation/Century to 96th Street	Project closes a major gap in the regional transit system by providing a transportation connection to LAX.	Extension of the Metro Green Line from Aviation/Century station to the 96th Street Station on the Crenshaw Line currently under construction.	Improvement will create an important link for residents, business travelers and tourists using LAX, reducing congestion around the airport by creating an alternative to auto access to LAX, thereby improving regional mobility, lessening congestion in proximity to LAX, and reducing greenhouse gas emissions.	Project will be environmentally cleared, designed and ready for construction. Accelerated funding need: $350 million.
4	Orange County	I-5	SR-73 to El Toro	Connects commuters from San Diego and South Orange County to Orange County employment centers	Add one GP lane in each direction from Avery to Alicia. Extend second HOV lane from El Toro to Alicia. Reconstruct Avery and La Paz interchanges	Provides additional managed lane capacity, eliminates chokepoints, and improves accessibility to/from major empoyment centers	2019 status: Construction Cost: $482,000,000
5	Los Angeles County	Metro Purple Line Subway Extension - Section 2	Wilshire/La Cienega to Century City/Constellation	The Purple Line Extension Project is a critically important rail project that will provide a high-capacity, high speed, dependable alternative for commuters to travel between downtown Los Angeles and Century City. The Wilshire Blvd. Corridor is one of the nation's most congested arterials. This is the second section of the project.	2.55 mile extension of the Metro Purple Line with the addition of stations at Wilshire/Rodeo and Century City/Constellation	VMT within the project area is expected to increase by 26% to more than 5 million by 2035, while road capacity remains the same. Project will reduce reliance on auto, reduce roadway congestion, reduce VMT and travel time, and create 52,500 jobs	Section 2 scheduled to be under construction by 2017. Accelerated funding need: $2.374 billion.
6	Orange County	SR-55	I-5 to I-405	One of the few major facilities that run perpendicular to I-405 and I-5, creating much needed connectivity.	Add capacity on SR-55 between the I-5 and I-405	Improves mobility by eliminating chokepoints and addressing corridor travel demand	2019 status: Design Cost: $275,000,000
7	Orange County	I-5	SR-55 to SR-133	Heavily used commuter corridor connecting south Orange County with employment and retail in Santa Ana and Irvine	Add 1 MF lane NB from truck bypass on ramp to SR-55, add 1 MF lane SB from SR-55 to Alton and 1 Aux lane from Alton to truck bypass.	Improves mobility by eliminating chokepoints and addressing corridor travel demand	2019 status: Design Cost: $452,000,000
8	Orange County	OCTA Bus Service	countywide	Orange County's primary transit service	Implement Short-Range Transit Plan	Enhanced transit service, primarily in the high transit demand core of Orange County	2019 Status: Complete Operations Cost: $818,000,000 Capitol Cost: $238,000,000
9	Los Angeles/San Bernardino County	High Desert Corridor (HDC) - New Freeway	SR 14 in Los Angeles County to SR 18 in San Bernardino County.	Provides alternative connection between LA and SB Counties. Facilitates movement of goods and provides an alternative corridor to divert significant truck trips away from the core LA metropolitan area. High speed rail connection between the California High Speed Rail in Palmdale and the XpressWest in Victorville/SB County.	New freeway, high speed passenger rail.	Enhancement to the Statewide goods movement network. Alternative truck route. Important link in the envisioned high speed rail network connecting California to Nevada and other states once the network is complete.	Currently in PAED - to be completed in 2016. No funding for future phases. In PS&E in 2019 if funding is available. Accelerated funding need: $8.889 billion.

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10	San Bernardino County	I-10	Los Angeles County Line to Ford Street	Manage Congestion and to provide commuters with a new option.	Implement roadway pricing to manage facility operations. The express lane network project will convert existing HOV lanes into limited access express lanes and construct new express lanes that offer solo drivers a choice to pay a fee and use the available capacity to save time.	Improve traffic congestion and reduce travel times by offering reliable travel times and maximizing use of available roadway capacity	$1.6B
11	Los Angeles County	Metro Purple Line Subway Extension - Segment 3	Century City/Constellation to Westwood/VA Hospital	The Purple Line Extension Project is a critically important rail project that will provide a high-capacity, high speed, dependable alternative for commuters to travel between downtown Los Angeles and Westwood in just 25 minutes. The Wilshire Blvd. Corridor is one of the nation's most congested arterials. This is the third section of the project.	2.5 mile extension of the Metro Purple Line with the addition of stations at Westwood/UCLA and Westwood/VA Hospital	VMT within the project area is expected to increase by 26% to more than 5 million by 2035, while road capacity remains the same. Project will reduce reliance on auto, reduce roadway congestion, reduce VMT and travel time, and create 52,500 jobs	Section 3 will not be completed until 2035 without accelerating funding. Acclerated funding need: $2.157 billion.
12	Los Angeles County	Metro Transit Assets - State of Good Repair	LA Metro Transit System	Metro's transit asset base includes 87 miles of rail transit lines - 4 light rail, 2 subway, 170 bus routes, 2200 buses, 80 rail stations, 1400 Sq Mi Service Area, 15000 bus stops. Metro's investment in these existing assets is critical to the safety, economic vitality, and quality of life in the LA Region.	Over $4 Billion is needed over the next 10 years in FY14 dollars including a current $1 Billion backlog for the rehabiliation and replacement of Metro's existing physical transit assets including bus and rail vehicles, guideway elements, systems, stations and facilities	Rehabiliation, replacement of Metro's existing Physical Transit Assets including Bus and Rail Vehicles, Guideway Elements,Systems, Stations, Facilities	$1 billion in additional funding is currently being sought for renewal of the existing asset base reaching the end of its useful life over the next 10 years
13	Orange County	I-5	SR-55 to SR-57	Freeway hub connecting Downtown LA, East LA, and Long Beach with the core of Orange County	Add one HOV lane in each direction	Provides additional managed lane capacity, improving mobility to/from major empoyment centers	2019 status: Complete Cost: $43,000,000
14	Los Angeles County	57/60 Mixed Flow Interchange		Existing interchange needs to be upgraded to address significant congestion from the 57 and 60 as well as to address complex travel patterns through the interchange, as well is faciliting inter-county travel between Los Angeles, Orange, and San Bernardino Counties.	Upgrade needed to address highly congested inter-change with high levels of inter-county traffic and truck traffic.	Improved regional and corridor mobility; enhanced safety	Accelerated funding need: $475 million
15	Los Angeles County	I-5	SR-14 to Parker Rd	Stay ahead of verified future growth in North County; extend HOV to improve mobility; extend the truck lanes to support movement of goods across the State.	Widen carpool lanes, extend Truck Lanes, pavement rehabilitation, and bridge work on 13.5 mile segment of I-5 from SR 14 to Parker Road in North County Los Angeles.	Extensive land development planned in the area. Escalating home-work trips will further burden the I-5 and SR-14.	In PS&E Design. Contract will be awarded in Fall 2015. Accelerated funding need: $784.6 million
16	Riverside/San Bernardino	I-15 Toll Express Lanes	Cajalco Rd to SR-60 along I-15 (total of 14.6 mi)	The project is important to meet the existing and future travel demand in the area and will improve local and regional mobility for thousands of commuters who utilize I-15 to travel to San Diego, Orange, and Los Angeles for major employment/education centers.	Construction of one to two tolled express lanes in each direction between the I-15/Cajalco Rd interchange and the I-15/SR-60 interchange (total of 14.6 mi), including the following: one tolled express lane in each direction from Cajalco Road to Hidden Valley Parkway, a distance of 7.1 miles; two tolled express lanes in each direction from Hidden Valley Parkway northbound and Second Street southbound (Norco) to Cantu Galleano Ranch Road (Eastvale/Jurupa Valley) by paving the existing unpaved median; and one tolled express lane in each direction from Cantu Galleano Ranch Road (Eastvale/Jurupa Valley) to SR-60 by paving the unpaved median.	The project will improve traffic flow, reduce air pollution, and provide greater and more efficient access to neighboring counties.	Total project cost is approx. $425 mil - $450 mil. Approximate funding needed: $324 mil for Construction
17	Orange County	I-405	SR-55 to I-5	Major travel corridor providing connectivity to activity centers in west Orange County and west LA	Add one GP lane each direction and SB aux lane from SR-133 to Irvine Center Drive	Improves mobility by eliminating chokepoints and addressing corridor travel demand	2019 status: Design Cost: $375,000,000

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18	Riverside County	Mid-County Parkway	I-215 on the west to SR-79 to the east	Ramona Expressway is the only major west-east continuous transportation corridor located between SR-74 to the south and SR-60 to the north that provides a connection between I-215 and SR-79. By 2040, traffic along the corridor is expected to more than double. The MCP project is needed to accommodate the substantial population and employment growth and foster the economic vitality of the region by providing a direct route between major population/employment centers and commute destinations to the west in Orange and Los Angeles counties.	The project will construct a new freeway, known as the Mid County Parkway (MCP), which will provide a direct and continuous route from I-215 to SR-79.	The project will meet State highway design standards, accommodate Surface Transportation Assistance Act National Network trucks, and provide a facility that is compatible with future multimodal transportation. The project will provide a transportation facility that would effectively and efficiently accommodate regional west-east movement of people, goods, and services between the San Jacinto/Hemet Valley and major corridors connecting Orange, Los Angeles, and San Diego counties. Additionally, increased truck traffic will be integral to the future economic growth in the area because of the many existing and planned warehouse distribution facilities in the region.	Total project cost: $1.7 billion. Approximate funding needed: $1.576 bil for R/W and Construction
19	Los Angeles County	Metro Gold Line Phase 2B	Azusa to Claremont	Project will extend light rail service on the Metro Gold Line connecting the eastern end of the San Gabriel Valley with Pasadena, downtown Los Angeles, and other destinations on the regional rail system.	Phase 2B will continue the line for 12 miles east from Azusa to Claremont. Five new stations will be added at Glendora, San Dimas, La Verne, Pomona, and Claremont. San Bernardino County is considering an extension of this line beyond the Los Angeles County terminus in Claremont to Montclair in San Bernardino County.	Project will provide an alternative to the auto, extending the regional transit system across the San Gabriel Valley, thereby improving mobility and reducing greenhouse gas emissions.	Funding is currently being sought for this segment. The Draft Environmental Impact Report for the Azusa to Montclair section was certified in March 2013. Federal environmental clearance is on-going. Preliminary engineering began in Summer 2014. Accelerated funding need: $1.36 billion.
20	Oxnard, Thousand Oaks UAs, Ventura County	Route 101 Freeway	Moorpark Avenue in Thousand Oaks to Route 23 to Route 33 in Ventura	Route 101 is the major coastal route, and and this section is heavily congested.	Add one HOV lane in each direction.	Widening will provide critical access to employment centers and for goods movement including to the Port of Hueneme.	No construction funding identified in 5-year timeframe.
21	Los Angeles County	I-5/I-405 Carpool Lane Partial Connector		Connector will allow for freeway to freeway carpool connections between carpool lanes on I-5 and I-405	Construct new carpool lane partial connectors	Improved regional and corridor mobility through connector improvement to maximize ease of carpooling; enhanced safety	Accelerated funding need: $330 million
22	Riverside County (Hemet/San Jacinto)	SR-79 Realignment Widening	Domenigoni Parkway to Gilman Springs Rd	The San Jacinto/Hemet Valley has seen significant growth in western Riverside County and has limited access to major interstates such as I-15, I-215, and SR-60. The current SR-79 alignment is circuitous, with numerous at-grade intersections, residential and commercial driveways, traffic signals, and other impediments that degrade the operational characteristics of the facility. With no viable alternative, Sanderson Ave and Warren Rd have become default north-south routes for regional traffic, thereby adding more traffic onto local streets. SR-79 and SR-74 are also co-located as one facility for about 7 miles along Florida Ave. The project will improve the quality of life for the thousands of daily commuters by improving traffic flow, reducing pollution, and providing more efficient access to major employment/education centers throughout the region.	The project will construct a new limited-access expressway with accommodation for oversized trucks that would accommodate future multimodal transportation systems.	Riverside County is an origin for many commuters traveling to employment in San Diego, Orange, and Los Angeles counties. This north-south alignment is vital to the San Jacinto/Hemet Valley region in particular because the area has seen substantial population growth. This realignment would improve economic development by facilitating the regional movement of people and goods, enhancing safety for larger trucks, protecting right-of-way for future improvements, and would provide a more efficient connection between Domenigoni Parkway and Gilman Springs Road.	Total project cost: $1 bil Approximate funding needed: $1 bil for R/W and Construction

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23	Los Angeles County	East San Fernando Valley Transit Corridor	North-South transit improvements along the Van Nuys Bl and San Fernando Rd corridors from Metro Orange Line in the south to the Sylmar/San Fernando Metrolink Station in the north.	Project will improve north-south mobility in the eastern San Fernando Valley; provide improved, more reliable operations and connections between key transit hubs/routes; enhance transit accessibility and connectivity for residents within the study area to local and regional destinations; provide additional transit options in a largely transit dependent area; and encourge mode shift to transit in the study area.	Various alternatives being studied along 6.7 mile corridor including Bus Rapid Transit, tram, and light rail.	Van Nuys Bl has twice the daily boardings of any other north-south transit service in the San Fernando Valley, is the seventh busiest line in the Metro system, and the second busiest in the San Fernando Valley. Transit users experience slow bus speeds of less than 10 mph during the afternoon rush hours. The project will improve mobilty for north-south travel in the eastern San Fernando Valley and provide a faster, higher quality transit service as an alternative to auto travel. Project will connect with the regional transit system, extend the regional transit system across the Eastern San Fernando Valley, and reduce greenhouse gas emissions.	Draft EIS/EIR is currently being conducted. Project will be environmentally cleared if rail is selected as the Locally Preferred Alternative (LPA). Additional funding will need to be identified. Accelerated funding need: $2.7 billion.
24	Los Angeles County	West Santa Ana Branch ROW Corridor	Union Station in downtown LA to City of Artesia	Project will provide high capacity transportation system vital to improving regional connectivity and mobility, and will relieve overcrowding on the Metro Blue Line. Corridor serves disadvantaged communities and a diverse set of activity centers and destinations for about 4.5 million people, and expands on limited travel options that are available today.	Project will provide high capacity transit service in a 20 mile high density corridor from downtown Los Angeles Union Station to the City of Artesia, serving Los Angeles' Gateway subregion consisting of southeast Los Angeles.	This project aims to improve mobility in South East Los Angeles County, addressing travel demand projected to be more than 12.8 million additional trips by 2035, to provide an alternative to highway and arterial travel projected to be at capacity, to improve connections to the regional transit system including Metro and Metrolink service, and providing service to the transit dependent.	Measure R allocated $240 million for this project with a 2027 revenue date. CEQA environmental clearance should be completed in 2019. Additional funding will need to be identified. Accelerated funding need: $2,231 billion.
25	Riverside/San Bernardino	Cajalco Rd. Widening - Alternate Route to I-15 and I-215	Between I-215 to the east and Temescal Canyon Rd to the west (E/O I-15).	Critical link between I-15 and I-215 through the Lake Matthews and Mead Valley areas providing an improved alternate east - west connection, and improving system reliability along the corridor. Safety will be improved by incorporating realignment of the road to meet current design standards; striping will enhance visibility along curves; and construction of medians separating the directions of travel would reduce the likelihood of head-on collisions.	Provide improved connection between I-15 and I-215 and enhance east-west mobility. Proposed improvements will provide traffic congestion relief, improve traffic mobility within the region, improve safety, and incorporate active transportation features, such as bike lanes, and installation of bus turnouts. The proposed improvements include widening Cajalco Rd. from 2 to 4 lanes (2 lanes in each direction) from Temescal Canyon Rd to Harvill Ave. and from 4 to 6 lanes (3 in each direction) from Harvill Ave. to I-215, providing a reliable connection for current and future transportation needs.	Quality of life will be improved through reduced commuters time on the road; reduced congestion, reduced air pollutants (GHG emission benefits of 49.813 Kg/Day), fuel savings, and improved safety, while providing system reliability along one of the major east west corridors. The proposed project will provide an alternate route to commuters and other motorists who currently utilize the heavily congested segments of I-15 and I-215. Project will incorporate safety features such as median left turn lanes, signals, Class 3 bike lanes, bridge construction, bus turnouts, drainage and intersection improvements. The improvements will accommodate projected future growth, ensuring mobility in the region. This type of project incentivizes economic development, especially in areas that are undeveloped with closed proximity to major interstate connections.	Environmental phase is fully funded; design, right-of-way and construction funding is uncertain. Completion of the environmental phase is anticipated in June 2016. If funding was available, project implementation could start in 2019 with project completion by 2025. Total Project Cost is $302 million. Environmental is funded ($10 Million).

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26	San Bernardino County	Goods Movement Corridors	Improvements at key goods movement facilities countywide including: I-10/4th/Grove interchange and Grove AvenueGoods Movement Corridor, I-10/Mountain View interchange, I-10/California Interchange, and rail crossings at I-10/Cedar, Mt. Vernon Avenue Bridge over BNSF, Main Street South Archibald Campus Avenue San Antonio, Valley Boulevard (BNSF), Riverside Avenue (UP), Monte Vista (UP), Lemon/Mauna Loa new crossing, North 1st (BNSF/UP), Central (UP), Eucalyptus new crossing	Key goods movement corridors for movement of goods throughout region and through region to remainder of US	Capacity and operational enhancements including arterial widening, interchange reconstruction, bridge improvements and enhancements, new grade crossings, etc.	Improve goods movement efficiency, reduce auto idling and congestion where autos/trains interface. Improve air quality and safety	$600M
27	Orange County	I-5	Pico to San Diego Co.	Primary travel corridor between Orange County and San Diego	Add one HOV lane in each direction	Extends Orange County Managed Lane System to connect with the managed lane improvements proposed by SANDAG.	2019 status: Environmental Cost: 286,000,000
28	Orange County	SR-55	I-5 to SR-91	High demand link for Riverside and San Bernardino commuters to Orange County employment	Add one GP in each direction btwn I-5 and SR-22, and operational improvements	Improves corridor mobility by enhancing operations and elimanating bottlenecks	2019 status: Environmental $150,000,000
29	San Bernardino County	I-15	Riverside County Line to High Desert Corridor	Manage Congestion and to provide commuters with a new option.	Implement roadway pricing to manage facility operations. The express lane network project will convert existing HOV lanes into limited access express lanes and construct new express lanes that offer solo drivers a choice to pay a fee and use the available capacity to save time.	Improve traffic congestion and reduce travel times by offering reliable travel times and maximizing use of available roadway capacity	Phase I from SR-60 to Devore Junction - $479M
30	I-15/French Valley Parkway Interchange - Phase II	New interchange at I-15 and French Valley Parkway. I-15/I-215 is an important connector with San Diego County, serving as a NAFTA corridor with Mexico.	Jefferson Street to Ynez Rd., and Winchester Rd. at I-15.	Phase II-Arterial Phases: Construct 6 lane interchange between Jefferson and Ynez with ramps, northbound/southbound aux lanes, collector/distributor (3 lanes northbound & southbound) & modify Winchester Road interchange. Phase II will reduce congestion at the junction of I-15 and I-215 in Temecula.	The new interchange will improve traffic transitions on I-15 while allowing direct access to I-215, and significantly improve motorist safety by alleviating serious traffic backups. Additionally, the construction of the braided collector distributor lanes over the I-15 will eliminate weaving between Winchester Rd. and the I-15/I-215 Jct.	New interchange will: improve the I-15/I-215 system reliability/efficiency nationwide and locally to the southwest county cities in Riverside County; improve highway operations and mobility in an urban region; and most importantly enhance the quality of life of residents. The improvements will greatly reduce GHG, VMT, improve air quality, and encourage economic development. Project will incorporate pedestrian and bicycle facilities, such as pedestrian crosswalks, perimeter sidewalks, and ADA ramps at connecting signalized street intersections. The OC will include striped bike lanes providing and east-west route across the freeway. Most importantly, the project will alleviate existing traffic congestion and will provide a reliable and efficient network for future growth.	Environmental clearances are complete and Phase II design is 65% complete. Based on the design schedule, right-of-way certification, and PS & E certification, construction would be planned for May 2018, provided additional funding becomes available. Funding for Phase II is partially funded with SAFETEA-LU, State RIP, City local funds, and TUMF (Zone) funds; funding shortfall is $94 million.