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Mayor Antonio Villaraigosa said the federal funding is "essential to keep our economy strong and our constituents moving."



Photo by Juan Ocampo

'Every Dollar LA Receives is Important,' Mayor Declares

- \$4.5 billion earmarked for county transportation projects
- See also > [Los Angeles County Secures \\$4.5 Billion in Federal Transportation Funds](#)

(Aug. 3, 2005) "Every dollar Los Angeles receives is important," Mayor Antonio Villaraigosa declared during a Wednesday news conference in Watts.

The mayor, federal, state and local leaders joined in welcoming the \$4.5 billion earmarked for Los Angeles County in a new six-year federal transportation funding bill.

Major federal funding earmarks are:

- \$130 million for construction of the I-405 northbound carpool lane from the I-10 to US 101;
- \$100 million for replacement of the Gerald Desmond Bridge spanning the ports;
- \$167 million for Alameda Corridor East construction from downtown LA to Barstow and Coachella that will reduce traffic delays due to rail freight traffic;
- \$400 million for the Metro Gold Line extension to East Los

Angeles;

- \$21 million for environmental and preliminary engineering studies and other advance work on a Metro Gold line Montclair extension;
- \$11 million for construction of the Exposition Line from downtown LA to Santa Monica; and
- \$7 million for the Crenshaw Corridor Bus Rapid Transit project.

There also are dozens of smaller projects, including:

- Enhanced pedestrian access to the Metro Blue Line train station in Watts;
- A new connector between the I-5 and SR-14;
- Off-ramp improvements on the Pomona Freeway;
- Funds to study the feasibility of building a tunnel extending the Long Beach Freeway in the South Pasadena area;
- Funding for bus purchases and construction of transit facilities for Metro and municipal bus operators; and
- Various road and technology improvements.

Besides direct funding, the multi-year federal transportation funding bill designates the I-710 Freeway corridor from Long Beach to SR 60 as a high priority corridor in the national highway system. That may position the corridor to receive substantial federal funding for a future retrofit to handle burgeoning truck traffic from the ports.

The bill also guarantees that by 2008, states will get back 92 percent of federal gasoline tax contributions. That's up from 90.5 percent today.

"(A)ll of us, at every level of government and in every community, must continue to fight for more federal and state funding for transportation projects," Villaraigosa said. "This funding is essential to keep our economy strong and our constituents moving."