Metro

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Metropolitan Transportation Authority

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PLANNING & PROGRAMMING COMMITTEE
SEPTEMBER 14, 2011

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE 2011 COUNTYWIDE CALL FOR PROJECTS

RECOMMENDATION

Approve the following actions for the 2011 Countywide Call for Projects (as further described in this report and attachments):

A. Approve the recommendations in Attachment A responding to the Technical Advisory Committee (TAC) motions regarding the 2011 Call for Projects and additional funding recommendations;

B. Program $123.516 million in eight modal categories as shown in Attachment B. This amount also programs the 2011 Deobligations and the Long Range Transportation Plan (LRTP) Call for Projects reserve;

C. Approve all projects in Attachment B for potential nomination to the California Transportation Commission (CTC) for 2012 State Transportation Improvement (State TIP) funds, as necessary;

D. Amend the recommended 2011 Call for Projects Program of Projects into the FY 2011-2012 Los Angeles County Regional Transportation Improvement Program (Regional TIP);

E. Administer the 2011 Call for Projects as a project-specific grant program with the requirement that project sponsors bear all cost increases;

F. Authorize the Chief Executive Officer (CEO) to administratively provide project sponsors with funding in earlier years than shown, if the project sponsor can demonstrate project readiness to proceed, has sufficient local match and such funds are available; and

G. Adopt the resolution contained in Attachment C required by the Southern California Association of Governments (SCAG) which certifies that Los Angeles County has

the resources to fund the projects in the FY 2011-2012 Regional TIP and affirms its commitment to implement all of the projects in the program.

ISSUE

In February 2011, we received 180 applications for 2011 Call for Projects funding. Over the past seven months, we have evaluated the applications, met with TAC and its Subcommittees, and TAC held project sponsor appeals. Based on the evaluations and taking TAC's recommendations into consideration, we are recommending funding for 72 projects totaling $123.516 million. Board approval is necessary to program the funds to these 72 projects.

DISCUSSION

Background

Federal statute (Title 23 U.S.C. 134 (g) & (h)) and State statute (P.U.C. 130303) require that we prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all surface transportation modes based on the planning requirements of the Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

We accomplish these mandates, in part, by programming transportation revenues through the Countywide Call for Projects process wherein Los Angeles County local agencies may apply for funding of regionally significant projects. These regionally significant projects are often beyond the fiscal capabilities of local sponsors. The Call process provides an opportunity for these additional projects to be funded to meet the County's transportation needs. The Call implements MTA's multimodal programming responsibilities for Los Angeles County and the Board-adopted 2009 LRTP. The Call process awards funds on a competitive basis for projects that successfully demonstrate their mobility benefits.

Call for Projects Overview

Work on the 2011 Call process began in July 2010. MTA's TAC and its Subcommittees were consulted at various steps throughout the development process. In December 2010, the Board approved the 2011 Countywide Call for Projects Application Package, which provided instructions to project applicants. We hosted a Call for Projects Workshop on November 16, 2010 and outreached to the various subregions.

A total of 180 project applications were received in February 2011, and the technical evaluation process began. This evaluation was conducted by internal technical teams who reviewed applications within each of the transportation modal categories using the Board-approved application requirements and evaluation criteria. After the Board approved the Preliminary Project Funding Strategy in June 2011, a preliminary project

recommendations list was developed, posted online, and mailed to project applicants and TAC members in late June/early July.

Technical Advisory Committee (TAC)

A special TAC meeting was held on July 19th to review the preliminary project scores and funding recommendations, and again on August 9th to hear appeals from eight agencies on 21 projects. TAC concurred with staff's preliminary recommendations in the Goods Movement Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management, and Transportation Enhancement Activities modes. They restored full funding to six partially funded projects in the Regional Surface Transportation Improvements (RSTI) mode and recommended funding two additional projects. TAC also recommended funding for three additional projects in the Bikeway Improvements mode, two additional projects in the Pedestrian Improvements mode, and one additional project and additional funding for another project in the Transit Capital mode. Staff concurred with the TAC recommendations.

Attachment A is a matrix of staff responses to the TAC motions.

Fund Estimate Assumptions

In March 2011, the Board adopted a preliminary fund estimate of $102 million, plus $5 million for FY 2014-2015 that was deobligated from 2010 Recertification and Deobligation process, for a total of $107 million for the three-year Call period. The Board also adopted the preliminary modal category funding marks based on federal, state and local fund forecasts used to develop the 2009 LRTP.

Forecasts for the local fund sources are consistent with the 2009 LRTP and MTA's Debt Policy. Federal funding forecasts are based on historical trends, but are adjusted to reflect federal Highway Trust fund growth rates and possible downside risks (e.g., possible reductions in amounts of Congestion Mitigation and Air Quality Improvement [CMAQ] Program funds). State fund forecasts are also based on historical trends, but do not reflect growth due to higher priority needs such as State Highway Safety, Maintenance, and Operating costs. The specific funding sources and amounts chosen for the 2011 Call are subject to change based upon the projects finally selected and other factors, including project eligibility and funding availability.

Final Recommendations

In formulating our final funding recommendations, TAC motions were reviewed. Recommended changes to the preliminary project recommendations are summarized in Attachment A. Attachment D summarizes the specific recommendations and conditions associated with the 2011 Call for Projects while Attachment E provides additional background information on funding sources for the 2011 Call. Attachment F provides a description of each project recommended for funding.

FINANCIAL IMPACT

In March, the Board approved the 2011 Countywide Call for Projects modal category preliminary funding marks and preliminary fund estimate of $107 million. In August, the Board deobligated $17.4 million from prior Calls and reprogrammed those funds to the 2011 Call, except for the Signal Synchronization and Bus Speed Improvement Mode ($0.98 million). A total of $123.516 million is recommended to fund the 2011 Call for Projects listed in Attachment A. Call funding is subject to the availability of state and federal funding as planned. Should state and federal funding be reduced, we will return to the Board with recommendations on how to fund all of MTA's programs, including the 2011 Call for Projects. There is no funding programmed for projects approved through the 2011 Countywide Call for Projects in the FY12 Budget. The 2011 Countywide Call for Projects will be funded in FYs 2014-2015 through 2016-2017 and the respective Executive Director will be responsible for budgeting the costs in those years.

Impact to Budget

Proposition C 10% and 25% local sales tax funds will be included in the fiscal years' budgets as outlined above. The sources of funds for these activities are Proposition C 10%, Proposition C 25%, Congestion Mitigation and Air Quality (CMAQ), Regional Improvement Program (RIP), Regional Surface Transportation Program (RSTP) and State Transportation Improvement Program – Transportation Enhancements (STIP-TE). The Proposition C 10%, Proposition C 25% and STIP-TE funds are not eligible for Metro bus and rail operating and capital expenditures.

While the source of CMAQ funds is eligible for operating purposes or transit capital, there are no additional operating expenses eligible under CMAQ funding. However, CMAQ funds could be used for transit capital purposes. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1st of each year, otherwise we risk its redirection to other California Regional Transportation Planning Agencies by Caltrans. We recommend the use of long-lead-time CMAQ funds as planned to ensure utilizing our federal funds.

RSTP funds in this action could be used for our transit capital needs. Also, while these funds cannot be used directly for our bus or rail operating needs, they could free-up other such operating eligible funds by exchanging the funds used for our paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of SAFETEA-LU, they are among the most flexible funds available to us. We do not recommend this action.

ALTERNATIVES CONSIDERED

The Board may suggest alternative projects for funding through the 2011 Call process. Projects added to the recommended list will result in other projects either moving off the funded list or projects receiving reduced levels of funding.

The Board could also choose to defer the 2011 Call for Projects. This is not recommended because the 2009 LRTP assumed the Call would continue. In addition, the Call provides funding to local agencies for transportation improvements, allowing local agencies to partner with us in improving the transportation system, thereby fulfilling our statutory transportation programming responsibilities.

NEXT STEPS

Upon Board approval of the 2011 Countywide Call for Projects, the TIP will formally be transmitted to SCAG and the CTC for processing. This same TIP will be amended into the 2012 STIP.

Project sponsors will be notified of the final funding awarded by Board and the sponsor's local match necessary to proportionally match awarded funds. A MTA-sponsored workshop will be scheduled with successful project sponsors for October 2011 to review and discuss MTA/project sponsor administrative conditions, and federal, state and local programming requirements.

Through the 2011 Call development process, MTA acknowledges the opportunity to use federal and state funds to accelerate the programming of approved projects. Upon Board approval of the 2011 Call, we will notify successful project sponsors of the possibility for advancing federal and state funds to earlier years in the 2011 Call cycle. As part of this notification, instructions will be provided as to the deadline for submitting requests and the criteria we will use to evaluate the submittals. To provide all project sponsors equal access to earlier year funding, all requests will be evaluated concurrently after the submittal deadline. If more requests are received than available funds, project advancement will be based on the project's ranking as determined by its overall evaluation score and the readiness of the project for early delivery.

After Board approval of the Call, the following schedule reflects the next steps.

Successful Project Sponsor Workshop	October 13, 2011
SCAG Approves Regional TIP	December 2011
Caltrans Approves Regional TIP	January 2012
CTC Adopts the 2012 State TIP	March 2012
U.S. Department of Transportation Approves Federal TIP	March 2012

ATTACHMENTS

A. Final Staff Recommendations Resulting from TAC Motions
B. MTA 2011 Countywide Call for Projects Recommended Program of Projects
C. 2011 Call for Projects Resolution
D. Specific Recommendation Information
E. Additional Background Information
F. 2011 TIP Countywide Call for Projects Descriptions of Recommended Projects

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Chief Executive Officer

MTA Staff Response to TAC Motions

RAINBOW RPT MODE RANKING #	MODE	PROJ #	PROJ TITLE	SPONSOR	MOTION	STAFF RESPONSE	APPL AMOUNT REQUEST (inflated $)	MTA ORIGINAL AMOUNT RECOM (inflated $)	MTA ADDL FUNDS RECOM (inflated $)	TOTAL MTA FUNDING RECOM (inflated $)
TAC MOTIONS (August 9, 2011)										
Goods Movement Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management, and Transportation Enhancement Activities modes					Approve staff funding recommendations for the projects	Staff concurs with TAC recommendation				
1	RSTI	F5125	Ramona Bl & Valley Bl Intersection Improvement	City of El Monte	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the RSTI mode	Staff concurs with TAC recommendation and will fund the $96,145 with deobligated RSTI dollars in FY 15	$1,584,864	$1,472,264	$96,145	$1,568,409
3	RSTI	F5115	Avenue L Roadway Widening Project	County of Los Angeles	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the RSTI mode	Staff concurs with TAC recommendation and will fund the $542,887 with deobligated RSTI dollars in FY 15	$4,889,742	$4,253,942	$542,887	$4,796,829
4	RSTI	F5100	SR57/60 Confluence, Grand Av at Golden Springs Dr	City of Industry	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the RSTI mode	Staff concurs with TAC recommendation and will fund the $837,382 with deobligated RSTI dollars in FY 15	$6,870,883	$5,890,184	$837,382	$6,727,566

MTA Staff Response to TAC Motions

RAINBOW RPT MODE RANKING #	MODE	PROJ #	PROJ TITLE	SPONSOR	MOTION	STAFF RESPONSE	APPL AMOUNT REQUEST (inflated $)	MTA ORIGINAL AMOUNT RECOM (inflated $)	MTA ADDL FUNDS RECOM (inflated $)	TOTAL MTA FUNDING RECOM (inflated $)
5	RSTI	F5101	El Segundo Bl Improvement Project	City of Hawthorne	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the RSTI mode	Staff concurs with TAC recommendation and will fund the $494,813 with deobligated RSTI dollars in FY 15	$3,933,488	$3,353,988	$494,813	$3,848,801
8	RSTI	F5114	Telegraph Rd Traffic Throughput and Safety Enhancement	City of Downey	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the RSTI mode	Staff concurs with TAC recommendation and will fund the $419,181 with deobligated RSTI dollars in FY 15	$2,858,811	$2,367,888	$419,181	$2,787,069
9	RSTI	F5121	Balboa Bl Widening at Devonshire St	City of Los Angeles	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the RSTI mode	Staff concurs with TAC recommendation and will fund the $108,543 with deobligated RSTI dollars in FY 15	$1,226,888	$1,099,768	$108,543	$1,208,311

MTA Staff Response to TAC Motions

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10	RSTI	F5104	Golden Valley Rd Widening/Gap Closure over SR-14	City of Santa Clarita	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the RSTI mode	Staff concurs with TAC recommendation and will fund the $4,264,449 with deobligated RSTI dollars in FY 15	$4,393,202	0	$4,264,449	$4,264,449
16	RSTI	F5111	Colima Rd – City of Whittier Limits to Fullerton Rd	County of Los Angeles	Partially fund with 2011 Call for Projects deobligated funds from the RSTI mode and 2009 LRTP Reserve Fund	Staff concurs with TAC recommendation and will fund the project with the balance of $4,222,909 remaining from the deobligated RSTI dollars in FY 15 and $199,656 in LRTP Reserve funds in FY 16	$6,925,714	0	$4,422,565	$4,422,565
12	Bike	F5502	Tourney Rd Bike Lane and Orchard Village Rd Bike Route	City of Santa Clarita	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the Bikeway mode	Staff concurs with TAC recommendation and will fund the $132,502 with deobligated Bikeway dollars in FY 15	$132,502	0	$132,502	$132,502

MTA Staff Response to TAC Motions

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13	Bike	F5515	Florence Metro Blue Line Station Bikeway Access Improvements	County of Los Angeles	Fully fund amount requested in application with 2011 Call for Projects deobligated funds from the Bikeway mode	Staff concurs with TAC recommendation and will fund the $695,014 with deobligated Bikeway dollars in FY 15	$695,014	0	$695,014	$695,014
17	Bike	F5519	Bicycle Friendly Streets	City of Los Angeles	Partially fund with 2011 Call for Projects deobligated funds from the Bikeway mode	Staff concurs with TAC recommendation and will fund the project with the balance of $385,854 remaining from the deobligated Bikeway dollars in FY 15 and $199,656 in LRTP Reserve funds in FY 16	2,882,980	0	$585,510	$585,510

MTA Staff Response to TAC Motions

RAINBOW RPT MODE RANKING #	MODE	PROJ #	PROJ TITLE	SPONSOR	MOTION	STAFF RESPONSE	APPL AMOUNT REQUEST (inflated $)	MTA ORIGINAL AMOUNT RECOM (inflated $)	MTA ADDL FUNDS RECOM (inflated $)	TOTAL MTA FUNDING RECOM (inflated $)
6	Ped	F5616	Rosemead Bl Enhancement & Beautification Project	City of Temple City	Partially fund with 2011 Call for Projects deobligated funds from the Pedestrian mode and 2009 LRTP Reserve Fund	Staff concurs with TAC recommendation and will fund the project with the balance of $1,923,984 remaining from the deobligated Pedestrian dollars in FY 15 and $326,000 in LRTP Reserve funds in FY 16	$2,500,000	0	$2,249,984	$2,249,984
7	Ped	F5620	Expo Line – Transit/ Pedestrian Linkages West	City of Los Angeles	Fully fund amount requested in application with 2009 LRTP Reserve Fund	Staff concurs with TAC recommendation and will fund the $2,311,400 in LRTP Reserve funds in FY 16	$2,311,400	0	$2,311,400	$2,311,400
11	TC	F5407	Purchase of CNG Buses for Glendale Beeline Services	City of Glendale	Fund purchase of two additional buses with 2011 Call for Projects deobligated funds from the transit capital mode	Staff concurs with TAC recommendation and will fund the $864,000 with deobligated Transit Capital dollars in FY 15	$5,012,952	$1,727,488	$864,000	$2,591,488

MTA Staff Response to TAC Motions

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12	TC	F5414	Avocado Heights and East Valinda Transit Vehicles	County of Los Angeles	Partially fund with 2011 Call for Projects deobligated funds from the transit capital mode and 2009 LRTP Reserve Fund	Staff concurs with TAC recommendation and will fund the project with the balance of $454,001 remaining from the deobligated Transit Capital dollars in FY 15 and $146,710 in LRTP Reserve funds in FY 16	$600,710	0	$600,711	$600,711

Notes: At its July 12, 2011 meeting, the BOS Subcommittee took action approving the Call for Projects staff funding recommendations
At its July 13, 2011 meeting, the TDM/AQ Subcommittee took action approving the Call for Projects staff funding recommendations
At its July 14, 2011 meeting, the Streets & Freeways Subcommittee did not take action on the Call for Projects
At its July 14, 2011 meeting, the LTSS Subcommittee did not take action on the Call for Projects

MTA Staff Response to TAC Motions

MTA TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

Auto Club of Southern California (1)
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MTA Staff Response to TAC Motions

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MTA Staff Response to TAC Motions

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South Coast Air Quality Management District (SCAQMD) (1*)
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Annie Nam (Alternate)

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City of Los Angeles

Brooke Geer Person (Alternate)
Glendale TMA

METRO 2011 TIP CALL FOR PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

		Number of Applications Submitted	Number of Applications Funded	Inflated Total Project Expenses	Inflated Total Project Requests	AMOUNT RECOMMENDED
2A	Regional Surface Transportation Improvements	31	11	$170,086,056	$88,334,028	$31,401,656
2B	Goods Movement Improvements	8	2	$299,402,823	$48,786,159	$17,320,744
3	Signal Synchronization and Bus Speed Improvements	19	15	$72,191,457	$54,919,147	$22,542,000
4	Transportation Demand Management	11	6	$10,316,786	$7,882,122	$3,774,000
5A	Bikeway Improvements	26	14	$58,466,218	$43,592,566	$17,326,656
5B	Pedestrian Improvements	33	7	$107,636,706	$52,798,827	$12,790,400
6	Transit Capital	28	12	$71,260,310	$48,988,985	$15,674,711
7	Transportation Enhancement Activities	24	5	$81,036,347	$45,071,517	$2,685,835
	TOTAL	180	72	$870,396,703	$390,373,351	$123,516,002

2011 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Mode: 2A Regional Surface Transportation Improvements

Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	Total
1	F5125	Ramona Boulevard &Valley Boulevard Intersection Improvement	City of El Monte	$96,145	$1,333,184	$139,080	$1,568,409
2	F5129	Valley Boulevard Capacity Enhancement Project	City of Rosemead	$0	$508,282	$272,511	$780,793
3	F5115	Avenue L Roadway Widening Project	County of Los Angeles	$542,887	$2,754,196	$1,499,746	$4,796,829
4	F5100	SR57/60 Confluence, Grand Avenue at Golden Springs Drive	City of Industry	$837,382	$1,254,184	$4,636,000	$6,727,566
5	F5101	El Segundo Boulevard Improvement Project	City of Hawthorne	$494,813	$202,849	$3,151,139	$3,848,801
6	F5108	Garfield Avenue/Washington Boulevard Multimodal Intersection	City of Commerce	$0	$239,778	$298,432	$538,210
7	F5110	Fullerton Road at Pathfinder Road, et al.	County of Los Angeles	$0	$458,654	$0	$458,654
8	F5114	Telegraph Road Traffic Throughput and Safety Enhancement	City of Downey	$419,181	$2,133,770	$234,118	$2,787,069
9	F5121	Balboa Boulevard Widening at Devonshire Street	City of Los Angeles	$108,543	$419,435	$680,333	$1,208,311
10	F5104	Golden Valley Road Widening/Gap Closure over State Route 14	City of Santa Clarita	$4,264,449	$0	$0	$4,264,449
11	F5111	Colima Road - City of Whittier Limits to Fullerton Road	County of Los Angeles	$4,222,909	$199,656	$0	$4,422,565
				$10,986,309	$9,503,988	$10,911,359	$31,401,656

2011 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Mode: 2B Goods Movement Improvements

Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	Total
1	F5204	Port of LA Rail System: Alameda Corridor Terminus/West Basin	City of Los Angeles	$0	$7,050,000	$6,503,994	$13,553,994
2	F5207	Alameda Street Downtown LA: Goods Movement, Phase I	City of Los Angeles	$0	$0	$3,766,750	$3,766,750
				$0	$7,050,000	$10,270,744	$17,320,744

2011 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Mode: 3 Signal Synchronization and Bus Speed Improvements

Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	Total
1	F5308	South Pasadena's ATMS, Central TCS and FOIC for Fair Oaks Av	City of South Pasadena	$0	$0	$463,600	$463,600
2	F5310	Ramona Boulevard/Badillo Street/Covina Boulevard TSSP/BSP	County of Los Angeles	$0	$2,757,574	$0	$2,757,574
3	F5309	City of Azusa Traffic Management System	City of Azusa	$0	$3,507,490	$0	$3,507,490
4	F5302	Culver City Adaptive Traffic Control System (ATCS) Project	City of Culver City	$0	$1,180,048	$0	$1,180,048
5	F5307	Glendale Sub-Regional Traffic Management Center Implementati	City of Glendale	$0	$0	$521,550	$521,550
6	F5303	Intelligent Transportation System (ITS) Phase V	City of Santa Clarita	$0	$1,637,204	$0	$1,637,204
7	F5300	City of Inglewood ITS - Phase IV Improvement Project	City of Inglewood	$0	$506,700	$489,098	$995,798
8	F5301	Grant Avenue Signal Improvements	City of Redondo Beach	$0	$0	$1,221,586	$1,221,586
9	F5304	Traffic Signal System Modernization	City of Lancaster	$0	$675,600	$333,792	$1,009,392
10	F5317	ITS Platform Upgrades	City of Los Angeles	$0	$0	$2,299,456	$2,299,456
11	F5305	Mobility Corridors - Rose Bowl Access Systems	City of Pasadena	$0	$0	$1,298,080	$1,298,080
12	F5306	Burbank Traffic Responsive Signal System	City of Burbank	$0	$0	$543,571	$543,571
13	F5314	Gateway Cities Forum Traffic Signal Corridors Project	County of Los Angeles	$0	$91,256	$1,893,796	$1,985,052
14	F5315	San Gabriel Valley Forum Traffic Signal Corridors Project	County of Los Angeles	$0	$87,828	$1,153,205	$1,241,033
15	F5316	South Bay Forum Traffic Signal Corridors Project	County of Los Angeles	$0	$56,300	$1,824,266	$1,880,566
				$0	$10,500,000	$12,042,000	$22,542,000

2011 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Mode: 4 Transportation Demand Management

Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	Total
1	F5710	Experience LA Historic Cultural Neighborhood Connections	City of Los Angeles	$0	$552,976	$555,047	$1,108,023
2	F5705	Shared Parking Program/Smart Parking Detection System	El Monte	$0	$16,627	$299,121	$315,748
3	F5707	Angels Walk Central Avenue	City of Los Angeles	$0	$319,784	$366,244	$686,028
4	F5704	Metro Green Line Vermont Station Wayfinding Signage	County of Los Angeles	$0	$76,568	$319,884	$396,452
5	F5709	Bicycle Corral Program Launch	City of Los Angeles	$0	$49,493	$507,836	$557,329
6	F5701	Burbank Traveler Information and Wayfinding System	City of Burbank	$0	$58,552	$651,868	$710,420
				$0	$1,074,000	$2,700,000	$3,774,000

2011 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Mode: 5A Bikeway Improvements

Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	Total
1	F5509	10th Street West Road Diet and Bikeway Improvments	City of Lancaster	$0	$0	$1,048,234	$1,048,234
2	F5514	Vermont Ave Bike Lane - Manchester Blvd to El Segundo Blvd	Los Angeles County	$0	$378,336	$2,292,966	$2,671,302
3	F5518	L.A. River Bike Path - Headwaters Section	City of Los Angeles	$0	$2,815,000	$0	$2,815,000
4	F5524	Bikeshare: First and last mile connections to Expo	City of Santa Monica	$0	$30,698	$1,512,227	$1,542,925
5	F5508	Los Angeles River Bridge	City of Burbank	$0	$76,289	$603,329	$679,618
6	F5503	City of Long Beach Phase II Bike Share Program	City of Long Beach	$0	$1,909,696	$352,336	$2,262,032
7	F5525	Bicycle Corral Program Launch	City of Los Angeles	$0	$197,846	$217,387	$415,233
8	F5501	Covina Bicycle Network - Phase Two	City of Covina	$0	$407,743	$419,694	$827,437
9	F5522	Foothill Blvd. Link Bikeway & Pedestrian Greenbelt Project	City of La Canada Flintridge	$0	$121,608	$1,243,897	$1,365,505
10	F5516	Civic Center and Interjurisdictional Bicycle Lanes	City of South El Monte	$393,699	$91,206	$0	$484,905
11	F5523	Expo Line Bike Hubs in South Los Angeles	City of Los Angeles	$0	$1,801,439	$0	$1,801,439
12	F5502	Tourney Road Bike Lane and Orchard Village Road Bike Route	City of Santa Clarita	$132,502	$0	$0	$132,502
13	F5515	Florence Metro Blue Line Station Bikeway Access Improvements	County of Los Angeles	$695,014	$0	$0	$695,014
14	F5519	Bicycle Friendly Streets (BFS)	City of Los Angeles	$385,854	$199,656	$0	$585,510
				$1,607,069	**$8,029,517**	**$7,690,070**	**$17,326,656**

2011 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Mode: 5B Pedestrian Improvements

Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	Total
1	F5609	Downtown Long Beach Pine Avenue Streetscape Improvement	City of Long Beach	$0	$1,423,522	$1,465,241	$2,888,763
2	F5624	Washington Blvd Pedestrian Transit Access(Hooper/Alameda) II	City of Los Angeles	$0	$0	$1,491,633	$1,491,633
3	F5632	Hollywood/Western Streetscape Public Improvements	City of Los Angeles	$381,000	$907,556	$933,479	$2,222,035
4	F5627	Duarte Gold Line Station Pedestrian Improvements	City of Duarte	$0	$439,521	$93,998	$533,519
5	F5629	Orange Line Extension Sherman Way Station Pedestrian Links	City of Los Angeles	$0	$450,400	$642,666	$1,093,066
6	F5616	Rosemead Blvd Enhancement & Beautification Project	Temple City	$1,923,984	$326,000	$0	$2,249,984
7	F5620	EXPO Line - Transit/Pedestrian Linkages - West	City of Los Angeles	$0	$2,311,400	$0	$2,311,400
				$2,304,984	$5,858,399	$4,627,017	$12,790,400

2011 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Mode: 6 Transit Capital

Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	Total
1	F5405	Pasadena Transit Upgrade to Clean Fuel CNG Buses	City of Pasadena	$1,940,669	$0	$0	$1,940,669
2	F5401	Torrance Transit System Fleet Modernization Project	Torrance Transit System	$1,775,851	$0	$0	$1,775,851
3	F5402	LBT Fleet Diversification and CNG Bus Acquisition Project	Long Beach Transit	$0	$1,417,488	$0	$1,417,488
4	F5427	DASH Clean Fuel - Five (5) Higher Capacity Vehicles	City of Los Angeles	$0	$1,825,809	$0	$1,825,809
5	F5404	City-Wide Bus Shelter Upgrades w/Electronic Kiosks	Signal Hill	$0	$127,817	$0	$127,817
6	F5409	Malibu Bus Stop Improvements Along Pacific Coast Highway	City of Malibu	$191,480	$66,222	$0	$257,702
7	F5413	El Sol Shuttle Vehicles	County of Los Angeles	$0	$1,273,924	$1,069,327	$2,343,251
8	F5406	Replace Diesel 40-foot Buses with Alternative Fuel Buses	Santa Monica's Big Blue Bus	$0	$0	$2,159,360	$2,159,360
9	F5412	Arrow Highway Bus Stop Improvement Plan	County of Los Angeles	$0	$56,300	$245,825	$302,125
10	F5419	Articulated Rapid Bus Maintenance Facility Enhancements	Culver CityBus	$0	$332,440	$0	$332,440
11	F5407	Purchase of 10 CNG Buses for Glendale Beeline Services	City of Glendale	$864,000	$0	$1,727,488	$2,591,488
12	F5414	Avocado Heights and East Valinda Transit Vehicles	County of Los Angeles	$454,001	$146,710	$0	$600,711
				$5,226,001	$5,246,710	$5,202,000	$15,674,711

2011 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Mode: 7 Transportation Enhancement Activities

Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	Total
1	F5812	Expo LRT Colorado Avenue Transit Village Enhancements	City of Santa Monica	$0	$225,200	$578,122	$803,322
2	F5808	Atlantic Avenue Streetscape Enhancements	City of Long Beach	$96,184	$322,101	$0	$418,285
3	F5803	Avenue I Corridor Improvements, 20th St W to 10th St W	Lancaster	$145,150	$227,308	$0	$372,458
4	F5821	Valencia Triangle Landscape Beautification Plaza	City of Los Angeles	$81,975	$225,200	$246,288	$553,463
5	F5806	San Gabriel Boulevard Gateway Corridor Improvements Project	San Gabriel	$163,950	$0	$374,357	$538,307
				$487,259	$999,809	$1,198,767	$2,685,835

Metro

RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA) HAS RESOURCES TO FUND PROJECTS IN FFY 2012/2013 – 2017/2018 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Transportation Equity Act of the 21st Century (TEA-21) require SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, SAFETEA-LU and TEA-21 also require that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, MTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, MTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, MTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, MTA has adopted the Federal Fiscal Year (FFY) 2012/2013 – 2017/2018 Los Angeles County TIP with funding for FFY 2012/2013 and 2013/2014 available and committed, and reasonably committed for FFY 2014/2015 through 2017/2018.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2012/2013 – 2017/2018 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2012/2013 –2017/2018 –Los Angeles County TIP Financial Plan identifies the resources that are available and committed

in the first year and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FY2012/2013 – 2017/2018 Los Angeles County TIP are consistent with the proposed 2012 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in Spring 2012;

2. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations to fund all of the projects in the FFY 2012/2013 – 2017/2018 Los Angeles County TIP; and

3. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.

4. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU and TEA-21 Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the forgoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on September 22, 2011.

_____
MICHELE JACKSON
MTA Board Secretary

DATED:

(SEAL)

SPECIFIC RECOMMENDATION INFORMATION

Staff recommends programming $123.516 million to projects in the following modal categories:

Regional Surface Transportation Improvements: The $31.402 million, three-year (FY 2014-15 through FY 2016-17) Program of Projects shown in Attachment B should be approved. Under this category, no specific conditions of approval are necessary prior to programming the release of the funds.

Goods Movement Improvements: The $17.321 million, three-year (FY 2014-15 through FY 2016-17) Program of Projects shown in Attachment B should be approved. Under this category, no specific conditions of approval are necessary prior to programming the release of the funds.

Signal Synchronization and Bus Speed Improvements: The $22.542 million, three-year (FY 2014-15 through FY 2016-17) Program of Projects shown in Attachment B should be approved.

For the following projects, project sponsors will be required to: 1) upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits; and 2) credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any elements of the work scope for these projects that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.):

F5308: South Pasadena's ATMS, Central TCS and FOIC for Fair Oaks Av – City of South Pasadena
F5310: Ramona Blvd/Badillo St/Covina Blvd TSSP/BSP – County of Los Angeles
F5309: Traffic Management System – City of Azusa
F5302: Culver City Adaptive Traffic Control System (ATCS) Implementation Project – City of Culver City
F5307: Glendale Subregional Traffic Management Center Implementation Project – City of Glendale
F5303: Intelligent Transportation System (ITS) Phase V – City of Santa Clarita
F5300: City of Inglewood ITS – Phase IV Improvement Project – City of Inglewood
F5301: Grant Avenue Signal Improvements – City of Redondo Beach
F5304: Traffic Signal Modernization – City of Lancaster
F5317: ITS Platform Upgrades – City of Los Angeles
F5305: Mobility Corridors - Rose Bowl Access Systems – City of Pasadena
F5306: Burbank Traffic Responsive Signal System – City of Burbank
F5314: Gateway Forum Traffic Signal Corridors Project – County of Los Angeles
F5315: San Gabriel Valley Traffic Signal Corridors Project – County of Los Angeles

F5316: South Bay Forum Traffic Signal Corridors Project – County of Los Angeles

Transportation Demand Management (TDM): The $3.774 million, three-year (FY 2014-15 through FY 2016-17) Program of Projects shown in Attachment B should be approved. Under this category, no specific conditions of approval are necessary prior to programming the release of the funds.

Bikeway Improvements: The $17.327 million, three-year (FY 2014-15 through FY 2016-17) Program of Projects shown in Attachment B should be approved.

For the following project, the project sponsor will be required to seek approval/concurrence from the Federal Highway Administration and/or the California Traffic Control Device Committee for the design of Class II buffered bicycle lanes:

F5509: 10th St West Road Diet and Bikeway Improvements – City of Lancaster

For the following project, the project sponsor must demonstrate the success of the pilot Long Beach Bike Share Program funded through the 2007 Call for Projects prior to executing/implementing Phase II:

F5503: City of Long Beach Phase II Bike Share Program – City of Long Beach

For the following projects, to ensure Metro Board direction that seeks to support an effective "Bike-Share" network, project sponsors shall develop non-proprietary technology that allow users to seamlessly access a county-wide bike share/facility network. For example, a compatible "media" (card reader) allows open access to bike share facilities that are independently operated by various cities:

F5524: Bikeshare: First and Last Mile Connections to Expo – City of Santa Monica
F5503: City of Long Beach Phase II Bike Share Program – City of Long Beach
F5523: Expo Line Bike Hubs in South Los Angeles – City of Los Angeles

For the projects listed below, project sponsors are required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). In addition, project sponsors will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

F5509: 10th St West Road Diet and Bikeway Improvements – City of Lancaster
F5514: Vermont Ave Bike Lane, Manchester Blvd to El Segundo Blvd – County of Los Angeles
F5518: LA River Bike Path – City of Los Angeles
F5524: Bikeshare: First and Last Mile Connections to Expo – City of Santa Monica
F5508: Los Angeles River Bridge – City of Burbank
F5503: City of Long Beach Phase II Bike Share Program – City of Long Beach
F5525: Bicycle Corral Program Launch – City of Los Angeles
F5501: Covina Bicycle Network—Phase Two – City of Covina
F5522: Foothill Blvd Link Bikeway & Pedestrian Greenbelt Project – City of La Canada Flintridge
F5516: Civic Center and Interjurisdictional Bicycle Lanes – City of South El Monte
F5523: Expo Line Bike Hubs in South Los Angeles – City of Los Angeles
F5502: Tourney Road Bike Lane and Orchard Village Road Bike Route – City of Santa Clarita
F5515: Florence Metro Blue Line Station Bikeway Access Improvements – County of Los Angeles
F5519: Bicycle Friendly Streets – City of Los Angeles

Pedestrian Improvements: The $12.79 million, three-year (FY 2014-15 through FY 2016-17) Program of Projects shown in Attachment B should be approved.

For the following project, the project sponsor must coordinate with MTA and funds are subject to MTA approval of final design and construction:

F5609: Downtown Long Beach Pine Avenue Streetscape Improvement – City of Long Beach

For the following project, the project sponsor must coordinate with MTA and the Expo Construction Authority, and funds are subject to MTA approval of final design and construction:

F5624: Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) II – City of Los Angeles

Transit Capital Improvements: The $15.675 million, three-year (FY 2014-15 through FY 2016-17) Program of Projects shown in Attachment B should be approved. Under this category, no specific conditions of approval are necessary prior to programming the release of the funds.

Transportation Enhancements: The $2.686 million, three-year (FY 2014-15 through FY 2016-17) Program of Projects shown in Attachment B should be approved.

For the following project, the project sponsor must receive written approval of design and implementation from MTA & Public Utilities Commission (PUC) prior to T-Junction fencing construction:

F5812: Expo LRT Colorado Avenue Transit Village Enhancements – City of Santa Monica

ADDITIONAL BACKGROUND INFORMATION

New TIP Countywide Call for Projects Programming

MTA recommends programming $123.516 million over three years to projects in eight modal categories. All projects recommended for funding are listed in Attachment B and are described in Attachment F. Although this TIP Countywide Call for Projects action will program funds for several years, Board action would authorize expenditure for the first year of the program only (FY 2011-2012). Board action will be required annually through the TIP Countywide Call for Projects Recertification process to authorize the expenditure of funds for each subsequent fiscal year. After projects are approved for funding by the Board, specific fund sources will be assigned to each project based on fund source eligibility requirements and in an effort to leverage the maximum amount of State and Federal funds for the County.

California Transportation Commission

At this time, it is unknown when the California Transportation Commission (CTC) will adopt the assumptions for the 2012 State Transportation Improvement Program (STIP) Fund Estimate due to the State's budgetary crisis.

Two key fund estimate assumptions revolve around the State Highway Operations and Protection Program's (SHOPP) financial constraints, and the disposition of sales tax on gas revenues. For the second STIP cycle in a row, SHOPP is experiencing unprecedented financial constraints and will need all the available State Highway Account (SHA) capacity. The SHA capacity will be used to fund Caltrans operating costs, the SHOPP program's capital outlay, support, construction costs increases, rights-of-way and the SHOPP minor program. Therefore, no per gallon gas tax revenues will be available for the 2012 STIP because all available gas tax revenues are consumed by operations and maintenance expenses for the existing State Highway System.

The disposition of the sales tax on gas revenues is the other important item in the 2012 STIP Fund Estimate. Currently, the sales tax on gas is subject to two different statutory arrangements: Proposition 42 and the "Spillover" into the Public Transportation Account (PTA). Proposition 42 enjoys a higher level of protection from the State's General Fund deficit needs than does the Spillover into the PTA.

Los Angeles County Regional Transportation Improvement Program (RTIP)

In addition to the TIP Countywide Call for Projects, the Los Angeles County Regional Transportation Improvement Program (RTIP) consists of the following three components:

1. The TIP Local Program;
2. The Transit TIP; and
3. The State Transportation Improvement Program (STIP).

The TIP Local Program consists of projects added to the RTIP at the discretion of local agencies. This includes all projects that are required to be included in the RTIP and that are funded with local, state and/or federal revenues.

The Transit TIP consists of transit projects added to the RTIP by Los Angeles County transit operators. This includes all capital and operating projects financed with formula funds, including the MTA's Bus Capital Allocation Formula. The Transit TIP will be consistent with the Short Range Transit Plan (SRTP). The SRTP will be submitted to the Board in a separate report.

The STIP consists of projects funded with Regional Improvement Program (RIP) (75%) revenues nominated by MTA and Intermodal Transportation Improvement Program (ITIP) (25%) programmed at the discretion of the CTC. This Call has programmed projects that could receive STIP funds to be available between FY 2013 and FY 2017. After the Board action, some projects approved through the Call process will be submitted to the CTC for RIP funds.

Project Summaries
Based on Preliminary Staff Recommendations

- Regional Surface Transportation Improvements 2
- Goods Movement Improvements 7
- Signal Synchronization & Bus Speed Improvements 8
- Transportation Demand Management 16
- Bikeway Improvements 19
- Pedestrian Improvements 26
- Transit Capital 29
- Transportation Enhancement Activities 35

The following project summaries contain the information that will be entered into the Countywide Transportation Improvement Program (TIP). The "Total Project Cost" is the escalated amount submitted by the sponsor in their original application. "Total Revised Project Cost" reflects the escalated costs of the project and any downscoping of the project described in the project summary. "Recommended Funding" is the total escalated amount of the 2011 Call for Projects grant for the project. "Local Match Commitment" and percentage identifies the escalated match funding required from the project sponsor.

Regional Surface Transportation Improvements

F5125 Ramona and Valley Bl Intersection Improvement – City of El Monte

This project is located in the City of El Monte and will reconfigure the five-way intersection of Ramona Bl, Valley Bl, and Valley Mall. The Valley Mall connection will be made into a cul-de-sac, enabling the widening of the Ramona Bl and Valley Bl intersection. The project will include upgraded traffic signals and a reconfigured intersection including dual left-turn lanes on Valley Bl and right-turn pockets on Ramona Bl in both directions. The closure of the Valley Mall connection will create additional curb area for bicycle racks, pedestrian amenities, and bus pads and turnouts and will enable existing Class II bike lanes on Ramona Bl and Valley Mall to be connected at the intersection.

Total Project Cost	$2,655,300
Total Revised Project Cost	$2,614,015
Recommended Funding	$1,568,409
Local Match Commitment	$1,045,606 (40% of Revised Project Cost)

F5129 Valley Bl Capacity Enhancement Project – City of Rosemead

This project is located in the City of Rosemead and will improve a 1.7-mile section of Valley Bl from Temple City Bl to Charlotte Av by widening and reconfiguring to accommodate a peak-period travel lane in each direction. The project will relocate four traffic signals and twelve pedestrian lights. The project includes a raised center-median with pedestrian lighting, landscaping, sidewalk improvements, a Class III bike route and wayfinding signage. Four traffic signals and twelve pedestrian lights will be relocated.

Total Project Cost	$1,423,563
Total Revised Project Cost	$1,419,624
Recommended Funding	$780,793
Local Match Commitment	$638,831 (45% of Revised Project Cost)

F5115 Avenue L Roadway Widening Project – County of Los Angeles

This project is located in both the City of Lancaster and the County of Los Angeles and will widen Avenue L from one lane to two lanes in each direction from 40th St West to 57th St, a distance of 1.7 miles. The roadway will be reconfigured to include left- and right-turn pockets where Avenue L intersects with 40th, 42nd, 45th, 50th and 55th Streets. The project includes curbs and gutters, a 12-foot wide Class II bike lane in each direction and 8-foot wide sidewalks on both sides of the street. Bus pads will be constructed at existing bus stops and traffic signals will be upgraded to enable them to recognize bicyclists.

Total Project Cost	$9,779,451

Total Revised Project Cost	$9,593,658
Recommended Funding	$4,796,829
Local Match Commitment	$4,796,829 (50% of Revised Project Cost)

F5100 SR 57/60 Confluence, Grand Av at Golden Springs Dr – City of Industry

This project is sponsored by the City of Industry and has the cooperation of the City of Diamond Bar. It is located in the City of Diamond Bar on Grand Av, extending from the SR-60 Freeway to the intersection of Grand Av and Golden Springs Dr, a distance of 0.2 miles. The intersection of Grand Av at Golden Springs Dr, between the SR-60 Freeway and Golden Springs Dr, will be widened to accommodate three through lanes – one southbound and two northbound. In the eastbound direction of Golden Springs Dr, a left-turn lane and a dedicated right-turn lane will be added and sidewalks will be widened where the roadway intersects with Grand Av. The project also includes the installation of pedestrian countdown signals.

Total Project Cost	$17,177,209
Total Revised Project Cost	$16,818,915
Recommended Funding	$6,727,566
Local Match Commitment	$10,091,349 (60% of Revised Project Cost)

F5101 El Segundo Bl Improvement Project – City of Hawthorne

This project is located in the City of Hawthorne and will improve El Segundo Bl at the intersections of Hawthorne Bl, Prairie Av, Doty Av, Cerise Av, and Chadron Av, a distance of 1.3 miles. At these intersections, traffic signal equipment will be upgraded to increase signal coordination. The intersection of El Segundo Bl and Prairie Av will be widened to accommodate a dedicated westbound right-turn lane and to restripe El Segundo Bl to accommodate dual left-turn lanes for both the eastbound and westbound directions. The roadway will also be widened at the intersection of El Segundo Bl and Hawthorne Bl to accommodate a dedicated westbound right-turn lane. Pedestrian lighting and countdown equipment will be installed at signalized intersections. The project includes median islands and landscaping, a Class III bike route with bicycle recognition equipment at signalized intersections, and the replacement of deteriorating 5' to 10' sidewalks.

Total Project Cost	$7,258,119
Total Revised Project Cost	$7,099,799
Recommended Funding	$3,848,801
Local Match Commitment	$3,250,998 (45.79% of Revised Project Cost)

F5108 Garfield Av/Washington Bl Multimodal Int. Improvement – City of Commerce

This project, located in the City of Commerce, will improve the intersection of Garfield Av and Washington Bl by widening to allow dedicated right-turn and left-turn lanes, and a through lane in the northbound direction of Garfield Av. For Washington Bl, one through lane will be added in the westbound direction and two through lanes in the eastbound direction as well as a right-turn pocket. Pedestrian features including 1,372 linear-feet of new 5-foot wide sidewalks along Garfield Av and Washington Bl, the relocation of a bus stop, high visibility crosswalks, ADA-compliant curb ramps, railroad track crossings, and pedestrian-actuated traffic signals. The project includes the installation of new traffic signals, increased turning radii at intersection corners, the relocation of streetlights and utilities, and the placement of drought-tolerant landscaping.

Total Project Cost	$978,749
Total Revised Project Cost	$978,564
Recommended Funding	$538,210
Local Match Commitment	$440,354 (45% of Revised Project Cost)

F5110 Fullerton Road at Pathfinder Road – County of Los Angeles

This County of Los Angeles project will widen and restripe the intersections of Pathfinder Rd at Fullerton Rd and Pathfinder Rd at Brea Canyon Cutoff to add turn lanes. The project will add a 5-foot wide Class II bike lane on both sides of Pathfinder Rd leading from the intersection of Pathfinder Rd at Fullerton Rd to the Pathfinder County Park entrance, a one-quarter mile distance. Pathfinder Rd will be resurfaced adjacent to the bike path, capped at 15% of the total project cost. The project includes traffic signal upgrades and pedestrian crossings where Pathfinder Rd crosses the Brea Canyon Cutoff and Fullerton Rd intersections.

Total Project Cost	$917,307
Total Revised Project Cost	$917,308
Recommended Funding	$458,654
Local Match Commitment	$458,654 (50% of Revised Project Cost)

F5114 Telegraph Rd Traffic Throughput Enhancement Project – City of Downey

This project in the City of Downey extends into, and is being advanced in cooperation with, the City of Pico Rivera. Telegraph Rd will be upgraded between the Rio Hondo River Channel to the San Gabriel River Channel, a distance of 2.2 miles. Widenings will occur at primary intersections to allow u-turns and traffic-signal detection systems will be installed. Traffic signals at six intersections will be modified to enable a Transit Priority System. To increase capacity, on-street parking will be removed and raised/landscaped medians will be installed to limit turn movements. The project includes pedestrian countdown signals at intersections, streetscape, and improved access to park-and-ride lots. Sidewalks and crosswalks will be

widened and in the street reconfiguration, the outside lanes of Telegraph Rd will be widened to encourage bicycle use.

Total Project Cost	$4,764,685
Total Revised Project Cost	$4,645,115
Recommended Funding	$2,787,069
Local Match Commitment	$1,858,046 (40% of Revised Project Cost)

F5121 Balboa Bl Widening at Devonshire St – City of Los Angeles

This project in the City of Los Angeles will improve the intersection of Balboa Bl and Devonshire St by widening Balboa Bl by three feet for a distance of 0.1 mile in both directions. This widening will enable the intersection of Balboa Bl and Devonshire St to be restriped and reconfigured to accommodate dual left-turn lanes in the northbound and southbound directions of Balboa Bl. The project includes curb and gutter work and modifications to the existing sidewalk.

Total Project Cost	$1,887,520
Total Revised Project Cost	$1,858,940
Recommended Funding	$1,208,311
Local Match Commitment	$650,629 (35% of Revised Project Cost)

F5104 Golden Valley Rd Widening/Gap Closure over State Route 14 – City of Santa Clarita

This project in the City of Santa Clarita will widen the two-lane SR-14 overpass to six lanes with two through lanes and one left-turn lane in each direction for access to the SR-14. These 0.2 miles will complete the 8.5-mile "Cross Valley Connector". The SR-14 southbound off-ramp will be widened to accommodate a southbound right-turn lane and traffic signals will be installed at the intersection of Golden Valley Rd and SR-14 on-ramp. A new 10-foot sidewalk and Class I bike lane will be built on both sides of the overpass. Pedestrian signal heads will be installed to the east and west of the SR-14 onramps. Wayfinding signs for pedestrians and bicyclists will also be provided.

Total Project Cost:	$8,786,403
Total Revised Project Cost:	$8,528,898
Recommended Funding:	$4,264,449
Local Match Commitment:	$4,264,449 (50% of Revised Project Cost)

F5111 Colima Rd Improvements, City of Whittier to Fullerton Rd – County of Los Angeles

This County of Los Angeles project is located in the unincorporated communities of Hacienda Heights and Rowland Heights and in the City of Industry. The project extends from the City of Whittier to the intersection of Fullerton Rd and Colima Rd, a distance of 4.9 miles. The project will widen Colima Rd by up to six feet at spot locations and restripe to accommodate three through lanes in each direction. The project includes curbs and gutters, and relocates traffic signals and street lights at widening locations. A Class II bikeway from the City of Whittier will be extended to Allenton Av, a distance of 1.2 miles, and bus pads will be replaced. The project will also reconstruct medians that will be narrowed to widen the roadway and add landscaping to the islands.

Total Project Cost	$15,571,314
Total Revised Project Cost:	$9,938,348
Recommended Funding:	$4,422,565
Local Match Commitment:	$5,515,783 (55.5% of Revised Project Cost)

Goods Movement Improvements

F5204 Port of LA Rail System: Alameda Corridor Terminus/West Basin Railyard – City of Los Angeles

This project is located in the City of Los Angeles at the Port of Los Angeles and is bordered by Alameda St to the west, Anaheim St to the north, Henry Ford Av to the east, and the East Basin to the south. It will construct an intermodal railyard to enable marine terminals to transport containers into and out of the Port via rail, thereby reducing truck trips and improving air quality. Furthermore, the project will also eliminate two at-grade rail crossings.

Funds are requested for construction costs. Local match of $108,173,815 includes (in unescalated funds) $16,000,000 in TIGER II funds, $51,230,000 in TCIF funds, $39,592,929 in Harbor Revenue Funds, and $1,350,886 of in-kind labor at the Port of LA.

Total Project Cost	$144,838,106
Total Revised Project Cost	$135,357,710
Recommended Funding	$13,553,994
Local Match Commitment	$121,803,716 (90% of Revised Project Cost)

Note: $8,584,000 awarded to project in 2009 CFP not included in Local Match Commitment.

F5207 Alameda Street Downtown LA: Goods Movement, Phase 1 – City of Los Angeles

This project is located in the City of Los Angeles on Alameda St between I-10 and Seventh St. It will provide congestion relief, improve mobility/reduce conflicts, and improve safety for both autos and trucks by providing intersection improvements, specifically new signalization improvements and left-turn only signals. In addition, the project will remove abandoned rail lines, repair pavement, add new street lighting, and construct pedestrian improvements.

Funds are requested for design and construction costs. Local match includes (in unescalated funds) tax increment funding of $2,606,284 and Community Redevelopment Agency staff time of $300,000.

Total Project Cost	$7,023,570
Total Revised Project Cost	$7,125,706
Recommended Funding	$3,766,750
Local Match Commitment	$3,358,956 (43.5% of Revised Project Cost)

Signal Synchronization & Bus Speed Improvements

F5308 South Pasadena's ATMS, Central TCS and FOIC for Fair Oaks Av – South Pasadena

This project is located in South Pasadena in the San Gabriel Valley subregion on Fair Oaks Av between Columbia St and Huntington Dr. It will establish a fiber-optic backbone communication system connection between 12 signals on Fair Oaks Av and City Hall and install the ATMS/central management/control system at its City Hall Building. Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$573,211
Total Revised Project Cost	$579,500
Recommended Funding	$463,600
Local Match Commitment	$115,900 (20% of Revised Project Cost)

F5310 Ramona Blvd/Badillo St/Covina Blvd TSSP/BSP – County of Los Angeles

This project is located in the Cities of Baldwin Park, Covina, El Monte, Irwindale, San Dimas and West Covina within the San Gabriel Valley. The project will implement a Traffic Signal Synchronization Project (TSSP) on Ramona Bl/Badillo St/Covina Bl from Santa Anita Av to the 57 Freeway. A Bus Signal Priority (BSP) project will be implemented on Ramona Bl/Badillo St from Tyler Av to Grand Av to give transit priority for Foothill Transit operations to improve run times with minimal impact on cross-street traffic. The BSP project includes intersection and on-board hardware and software improvements. The TSSP component enhancements include synchronization, additional detection including bicycle detection, and retiming of traffic signals. The BSP project includes equipment and work for 38 intersections, 12 on-bus transmission and reception systems, system-wide verification, testing, network health monitoring software, documentation and training. The TSSP work involves designing and installing equipment to enable global positioning system universal time based unit technology enable signals for full traffic actuation, and coordinating the timing of the signals for 48 intersections. Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$4,355,825
Total Revised Project Cost	$4,242,421
Recommended Funding	$2,757,574

Local Match Commitment	$1,484,847 (35% of Revised Project Cost)

F5309 Traffic Management System – City of Azusa

This project is located in the City of Azusa in the San Gabriel Valley subregion on Foothill Bl, Azusa Av, Arrow Hwy, Baseline Rd, and Citrus Av on approximately 11 miles of arterials. It will upgrade traffic signals at 43 intersections on Foothill Bl (Todd Ave to Citrus Av), Azusa Ave (Sierra Madre Av to Arrow Hwy), Arrow Hwy (Vincent Av to Citrus Av), Baseline Rd (Cerritos Av to Rockvale Av), and Citrus Ave (Arrow Hwy to Foothill Bl). The project will fund the design and construction/implementation of controllers, wiring, detection, conduit, fiber optic, countdown pedestrian heads, signals, video detection, CCTV cameras and traffic control and monitoring upgrades at the 43 intersections. Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$5,846,192
Total Revised Project Cost	$5,845,817
Recommended Funding	$3,507,490
Local Match Commitment	$2,338,327 (40% of Revised Project Cost)

F5302 Culver City Adaptive Traffic Control System (ATCS) Implementation Project – City of Culver City

This project is located in Culver City in the Westside subregion. It will upgrade the current Traffic Control System to an Adaptive Traffic Control System (ATCS). Project will replace 90 Type 170 controllers with Type 2070, add additional vehicle detectors at 102 locations, and upgrade communications equipment and connection to fiber-optic backbone. The ATCS will control 102 intersections throughout Culver City. Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$1,477,006
Total Revised Project Cost	$1,475,060
Recommended Funding	$1,180,048
Local Match Commitment	$295,012 (20% of Revised Project Cost)

F5307 Glendale Subregional Traffic Management Center Implementation Project – City of Glendale

This project is located in the City of Glendale and will connect to the traffic signal network citywide. It will design and implement a subregional Traffic Management Center (TMC), located within the existing City of Glendale's TMC (GTMC), comprising a new video wall, computer servers, workstations, network and video equipment, data archive storage system, battery back up systems, and Commercial off the shelf (COTS) traffic signal control system. The new system will also be integrated with Metro's Regional Integration of ITS (RIITS) and the County Information Exchange Network (IEN) systems. Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$675,600
Total Revised Project Cost	$695,400
Recommended Funding	$521,550
Local Match Commitment	$173,850 (25% of Revised Project Cost)

F5303 Intelligent Transportation System (ITS) Phase V – City of Santa Clarita

This project is located in the City of Santa Clarita in the North County/San Fernando Valley subregion. It will deploy an adaptive traffic signal system on these 12 corridors with 101 traffic signals: McBean Pkwy (21 signals from I-5 to Copperhill Dr.), Magic Mountain Pkwy (8 signals from I-5 to Railroad Av), Wiley Canyon Rd (5 signals from Lyons Av to Railroad Av), Orchard Village Rd (3 signals from McBean Pkwy to Lyons Av), Lyons Av (10 signals from I-5 to Railroad Av), Railroad Av (7 signals from Magic Mountain Pkwy to Newhall Av), Newhall Av (4 signals from Railroad Av to Sierra Hwy), Bouquet Cnyn Rd (12 signals from Magic Mountain Pkwy to Plum Cnyn Rd), Golden Valley Rd (6 signals from SR-14 to Soledad Canyon Rd), Newhall Ranch Rd (7 signals from I-5 to Bouquet Cnyn Dr), Sierra Hwy (10 signals from Newhall Av to Soledad Cnyn Rd), Via Princessa (8 signals from SR-14 to Whites Cnyn Rd). The project will also deploy automated turning movement count-stations integrated with vehicle detection to provide real-time response for adaptive traffic signal control at 51 intersections on the following 14 corridors: Valencia Bl at: Rockwell Canyon Rd, McBean Pkwy, Mall Entrance, Citrus Dr, Magic Mountain Pkwy, Bouquet Canyon Rd; McBean Pkwy at: Rockwell Canyon Rd, Orchard Village Rd, Mall Entrance, Town Center Dr, Magic Mountain Pkwy, Creekside Dr, Av Scott, Newhall Ranch Rd, Decoro Dr, Copperhill Dr; Bouquet Canyon Rd at: Lowe's Driveway, Newhall Ranch Rd, Best Buy Driveway, Seco Canyon Rd, Haskell Canyon Rd, Plum Canyon Rd; Newhall Ranch Rd at: Vanderbilt Way, Rye Canyon Rd/Copperhill Dr, Santa Clarita Pkwy, Golden Valley Rd; Lyons Av at: Wiley Canyon Rd, Orchard Village Rd, Newhall Av, Railroad Av, Newhall Av at: Market St, Railroad Av; Railroad Av at: Magic Mountain Pkwy, Oakridge Dr; Soledad Canyon Rd at: Valley Center Dr, Ruether Av, Whites Canyon Rd, Sierra Highway, Sand Canyon Rd; Seco Canyon Rd at: Decoro Dr, Copperhill Dr; Sierra Highway at: Stater Brothers Driveway, Via Princessa, Golden Valley Rd, Newhall Av; Golden Valley Rd at: Valley Center Dr, Center Pointe Pkwy; Whites Canyon Rd at: Nadal St, Via Princessa; Orchard Village

Rd at: 16th St/Av Ronada; Rye Canyon Rd at: Av Stanford. Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$2,237,838
Total Revised Project Cost	$2,182,939
Recommended Funding	$1,637,204
Local Match Commitment	$545,735 (25% of Revised Project Cost)

F5300 City of Inglewood ITS – Phase IV Improvement Project – City of Inglewood

This project is located in the City of Inglewood in the South Bay subregion. This project involves the design and implementation of 2.7 miles of fiber-optic communication cables on La Cienega Bl (Centinela Av to Manchester Bl), Centinela Bl (Beach St to La Cienega Bl), Florence Av (Oak St to La Cienega Bl), Prairie St (Imperial Hwy to Century Bl). It also includes a Closed Circuit Television (CCTV) camera traffic monitoring and surveillance system at Prairie/107th St, speed detection systems and a web-based traveler information system citywide. It will also upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 4 Type 170 controllers with Type 2070 controllers at Prairie and 102nd, 104th, 108th, 111th Sts. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating Fiber Hubs, a Type 2070 Controller, four CCTV Cameras and ATCS elements at La Cienega Bl and Centinela Av due to duplication with the City of Inglewood's Measure R Highway Project N6 and Hollywood Park Development Mitigations. A total of $300,000 is deducted from the original Metro share for the duplicate scope elements in this grant request. _Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$1,679,686
Total Revised Project Cost	$1,244,748
Recommended Funding	$995,798
Local Match Commitment	$248,950 (20% of Revised Project Cost)

F5301 Grant Av Signal Improvements – City of Redondo Beach

This project is located in Redondo Beach in the South Bay subregion on Grant Av between Inglewood Av and Aviation Bl. The project will upgrade six existing traffic signals. The project involves synchronization, bike detection, signal replacement, video detection, adaptive signal

coordination, wireless connection and integration into the Redondo Beach Traffic Management Center (TMC). Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$1,532,238
Total Revised Project Cost	$1,534,656
Recommended Funding	$1,221,586
Local Match Commitment	$313,070 (20% of Revised Project Cost)

F5304 Traffic Signal Modernization – City of Lancaster

This project is located in the City of Lancaster in the North County/San Fernando Valley subregion. The project boundaries are from Av H to Av N and 70th St West to 30th St East. It will replace 28 miles of copper cable with fiber optic in existing conduit, install new Ethernet switches in existing controller cabinets, update existing fiber backbone equipment, install equipment to view images remotely through existing video detection, and install wireless communications to remote signalized intersections. The corridors are Av I from 30th St West to 10th St West, Av I from Sierra Highway to 15th St East, Lancaster Bl from 30th St West to 20th St West, Lancaster Bl from 15th St West to 10th St West, Lancaster Bl from Sierra Highway to 5th St East, Lancaster Bl from 15th St East to 20th St East, Av J from 40th St West to 20th St West, Av J from Sierra Highway to 17th St East, Av J-8 from 25th St West to 20th St West, Av K from 45th St West to 10th St West, Av K-8 from 20th St West to 15th St West, Av L from 40th St West to 10th St West, 60th St West from Av J-8 to Av K, 60th St West from Av L to Av L-8, 40th St West Av J to Av J-8, 30th St West from Av H to Av L-8, 25th West from Av J to Av J-8, 20th St West from Av I to Lancaster Bl, 20th St West from Av K to Av K-8, 15th St West from Av J to Av J-5, 15th St West from Av J-8 to Av K , 10th St West from Lancaster Bl to Columbia Way(Av M), Challenger Way from Lancaster Bl to Av J-8, and 20th St East from Av I to Av J. At each of 147 intersections Ethernet switches will be installed and fiber-optic cables will be terminated except for 18 locations that will receive wireless broadband equipment. Legacy equipment and connections will be removed. Installation of video processors will take place at 54 intersections with existing video detection. A Video Management System and dedicated server along with Ethernet switches and a wireless broadband radio will be installed at the City Maintenance Yard. Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$2,053,500
Total Revised Project Cost	$2,018,784

Recommended Funding	$1,009,392
Local Match Commitment	$1,009,392 (50% of Revised Project Cost)

F5317 ITS Platform Upgrades – City of Los Angeles

This project is located in the City of Los Angeles and applies to the ATSAC communication and central core system citywide. The project includes two parts for LADOT's Dependent Central System: The Computer Network Architecture and the Communications System and Central Computer Core Upgrade. The Computer Network Architecture Enhancement will increase the capacity of the ATSAC central computer network architecture to accommodate future communication needs. The Communications System and Central Computer Core Upgrade involves the development of new software communications stacks for ATCS to provide the capability for a single communication channel to transmit data through the communications, Transit Priority System, Highway-Rail Interface, Advanced Traveler Information System, Changeable Message Signs and Traffic Signal Synchronization AB3418 protocols. The enhancements include Ethernet network system and computer servers, database software to house data, and high-capacity SAN network communication modems. The new system will be compliant with AB3418 communications protocols and include the following upgrades: computer servers, high-speed and large-capacity networking routers and switches, PCI-Express-based hardware communications concentrators and their corresponding RS232/485 hubs, Ethernet-enabled communications RS232/485 hubs, field modems to increase communications speed, advanced detectors, large capacity SAN storage network and its associated software, MySQL server software and its business rules and monitoring modules. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating the Communications Network Capacity Enhancement, and the Railroad Crossing Communications Enhancement Scope Items. This represents a reduction of the requested Metro share of the project cost of $6,829,489 for a revised total down scoped project cost of $2,874,320 (escalated dollars). Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$11,413,945
Total Revised Project Cost	$2,874,320
Recommended Funding	$2,299,456
Local Match Commitment	$574,864 (20% of Revised Project Cost)

F5305 Mobility Corridors – Rose Bowl Access Systems – City of Pasadena

This project is located in the City of Pasadena in the San Gabriel Valley subregion on these three corridors: Colorado Bl from Hill Av to the easterly city limits; Lincoln Bl from Montana St to Mountain St; and Orange Grove Bl from Green St to Columbia St. The number of intersections scheduled for upgrades and enhancements are: Colorado Bl (15 intersections), Lincoln Bl (7 intersections), and Orange Grove Bl (6 intersections). This project will implement the following

improvements to all above-mentioned corridors and corresponding intersections: new 332-type traffic-signal cabinets, advanced Type 2070 traffic-signal controllers, implementation of new vehicular video-detection systems and advanced communication systems to allow for connectivity to the City's Transportation Management Center. Connectivity will be accomplished via fiber optics and all communication devices necessary to integrate the traffic signal controllers into the City's fiber-optic network will be designed for at each intersection. Funds are requested for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$1,616,825
Total Revised Project Cost	$1,622,600
Recommended Funding	$1,298,080
Local Match Commitment	$324,520 (20% of Revised Project Cost)

F5306 Burbank Traffic Responsive Signal System – City of Burbank

This project is located in the City of Burbank in the San Fernando Valley/North County subregion on Hollywood Way between San Fernando Bl and Olive Av, and on Buena Vista St between Glenoaks Bl and Riverside Dr. It will upgrade 20 signals on Hollywood Way and 18 on Buena Vista St, connect 38 signals to the fiber-optic cable-trunk line and purchase fiber-optic modems. The project will implement a demand-responsive traffic signal system along Hollywood Way and Buena Vista St. The project includes installing fiber cable and conduit to trunk fiber and terminates at controller cabinet, installing Ethernet converter and Type 170 modem. It also connects fiber, installs conduit from adjacent pull box to controller cabinet, installs conduit from fiber vault to controller cabinet, and installs vehicle detection. This project also includes license, system integration and testing of the Quick Track Adaptive Control Software. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating the Glenoaks Bl scope items which are being done as part of another project. This represents a reduction of the requested Metro share of the project cost of $149,350 for a revised total downscoped project cost of $742,583 (escalated dollars)._Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$946,909
Total Revised Project Cost	$742,583
Recommended Funding	$543,571
Local Match Commitment	$199,012 (27% of Revised Project Cost)

F5314 Gateway Forum Traffic Signal Corridors Project – County of Los Angeles

This project is located in the Gateway Cities subregion at 14 intersections on Lambert Rd between Washington Bl and Grayling Av. This project will improve traffic signal operations along this route by upgrading each traffic signal to federal and state standards, providing additional vehicle detection to enable operation as a fully traffic-actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along this route will be retimed to improve the overall progression of traffic. Additionally, this project will install any warranted and feasible roadway improvements along the routes to improve overall progression which may include: installation of parking restrictions, modification of signing and striping, and/or minor roadway widening within existing right-of-way to provide for additional lanes. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating the Washington Bl and South St scope items which are being done as part of other projects. This represents a reduction of the requested Metro share of the project cost of $6,387,632 for a revised total downscoped project cost of $2,481,315 (escalated dollars). Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$10,465,855
Total Revised Project Cost	$2,481,315
Recommended Funding	$1,985,052
Local Match Commitment	$496,263 (20% of Revised Project Cost)

F5315 San Gabriel Valley Traffic Signal Corridors Project – County of Los Angeles

This project is located in the San Gabriel Valley subregion on up to 32 intersections at Myrtle Av/Peck Rd between Huntington Dr and Workman Mill Rd and provides for systemwide coordination, timing and operational improvements and traffic signal synchronization, equipment upgrades and intersection operational improvements. This project will improve traffic signal operations along this route by upgrading each traffic signal to federal and state standards, providing additional vehicle detection to enable operation as a fully traffic-actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along this route will be retimed to improve the overall progression of traffic. Additionally, this project will install any warranted and feasible roadway improvements along the routes to improve overall progression which may include: installation of parking restrictions, modification of signing and striping, and/or minor roadway widening within existing right-of-way to provide for additional lanes. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating the Olympic Bl route which is being done as part of other projects and proportional amounts of the other scope items in this application. This represents a reduction of the requested Metro share of the project cost of $6,594,206 for a revised total downscoped project cost of $1,551,291 (escalated dollars). Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will

be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$9,794,048
Total Revised Project Cost	$1,551,291
Recommended Funding	$1,241,033
Local Match Commitment	$310,258 (20% of Revised Project Cost)

F5316 South Bay Forum Traffic Signal Corridors Project – County of Los Angeles

This project is located in the South Bay subregion at up to 11 intersections on Rosecrans Av between Highland Av and Ocean Gate Av and up to 14 intersections on Redondo Beach Bl between Artesia Bl and Vermont Av. It provides for systemwide coordination, timing and operational improvements and traffic signal synchronization, equipment upgrades and intersection operational improvements. This project will improve traffic signal operations along this route by upgrading each traffic signal to federal and state standards, providing additional vehicle detection to enable operation as a fully traffic-actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along this route will be retimed to improve the overall progression of traffic. Additionally, this project will install any warranted and feasible roadway improvements along the routes to improve overall progression which may include: installation of parking restrictions, modification of signing and striping, and/or minor roadway widening within existing right-of-way to provide for additional lanes. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating the Prairie Av route which is being done as part of other projects and proportional amounts of the other scope items in this application. This represents a reduction of the requested Metro share of the project cost of $2,727,357 for a revised total down scoped project cost of $2,350,708 (escalated dollars). Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to MTA, as cost savings in proportion to the MTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.).

Total Project Cost	$5,759,904
Total Revised Project Cost	$2,350,708
Recommended Funding	$1,880,566
Local Match Commitment	$470,142 (20% of Revised Project Cost)

Transportation Demand Management

F5710 Experience LA Historic Cultural Neighborhood Connections – City of Los Angeles

This project will install 22 kiosks at transit hubs in activity centers throughout the City of Los Angeles, the unincorporated County of Los Angeles, East Los Angeles Civic Center, the City of Glendale and the City of Long Beach. The project will enhance access to transit users by providing them with up-to-the-minute information about how to connect to other transit options, what activity centers are nearby and what cultural, historic and entertainment venues are within walking distance. By utilizing smart technology transit users will be able to use cell phones or the kiosk to find information that will make the transfer more seamless to their final destination. Funds are requested for overall planning, design, software, development and system, design of kiosks, interactive displays and mobile applications, equipment purchase, and program evaluation.

Total Project Cost	$1,683,158
Total Revised Project Cost	$1,704,650
Recommended Funding	$1,108,023
Local Match Commitment	$596,627 (35% of Revised Project Cost)

F5705 Shared Parking Program/TOD Smart Parking Detection System – City of El Monte

This project is located in the City of El Monte in the Downtown area, specifically the region encircled by the I-10 Freeway and El Monte Busway on the south and east, the Metro El Monte Transit Center and Transit Village on the West, and the El Monte Metrolink Station on the north. This project will develop a comprehensive parking strategy plan that includes smart parking detection system and shared parking program within the established transit parking and transit-oriented downtown commercial district. By implementation of a shared-use parking district and development of a proactive Global Positioning System to assist in locating available parking spaces within the downtown El Monte, El Monte Transit Center and Metrolink Station vicinity. The Smart Parking Detection System will utilize mobile communication devices to assess the parking availability at multiple parking lots surrounding the downtown transit-oriented district. This project will provide the commuting motorist with a real-time inventory of the parking spaces at each parking lot without physically driving to the lots and will provide the motorist directions with wayfinding signage to the next closest available parking lot. The establishment of the parking district will allow for a limited use of vehicles traveling in the downtown area and the shared-use parking district will encourage transit support by emphasizing non-motorized travel as a viable alternative to the use of private automobiles. Funds are requested for development, software, equipment and implementation of the parking technology.

Total Project Cost	$628,683
Total Revised Project Cost	$631,496
Recommended Funding	$315,748
Local Match Commitment	$315,748 (50% of Revised Project Cost)

F5707 Angels Walk Central Av – City of Los Angeles

This project is located on Central Av in the City of Los Angeles bordered by East Martin Luther King Jr. Bl to the north and East Slauson Av to the south. This project will provide 15 on-street information markers (historic stanchions), guide books and digital access on the Internet to guide pedestrians and transit users in a significant segment of Central Av, informing them of the history and culture of the area. It will also link the pedestrian to Downtown via connections to public transit options along this Angels Walk Route.

Total Project Cost	$857,535
Total Revised Project Cost	$857,535
Recommended Funding	$686,028
Local Match Commitment	$171,507 (20% of Revised Project Cost)

F5704 Metro Green Line Vermont Station Wayfinding Signage – County of Los Angeles

This project is located in the unincorporated community of West Athens/Westmont within one-and-a-half mile radius of the Metro Green Line Vermont Station. The project is part of a larger multi-modal project that will enhance pedestrian and bicyclist activities along Vermont Av. This wayfinding signage project will direct cyclists and pedestrians who are traveling to or from the Green Line Vermont Station. Signage will also be installed to help commuters find the Metro park-and-ride facility, local activity centers and other points of interest. Funds are requested for design and planning, signage and installation.

Total Project Cost	$495,565
Total Revised Project Cost	$495,565
Recommended Funding	$396,452
Local Match Commitment	$99,113 (20% of Revised Project Cost)

F5709 Bicycle Corral Program Launch – City of Los Angeles

This project is located in the City of Los Angeles in areas with high bicycle traffic usage. Project will provide at least two bike corrals in each Council District. Bike corrals increase the amount of bike parking by replacing one automobile parking space with an area that holds up to 10 bicycles in state-of-the-art stands. Providing this innovative parking for commuters who cycle to their destination will encourage bicycle ridership. Funds are requested for planning and design, construction, equipment, administration and management.

Total Project Cost	$689,460
Total Revised Project Cost	$696,662
Recommended Funding	$557,329
Local Match Commitment	$139,333 (20% of Revised Project Cost)

F5701 Burbank Traveler Information and Wayfinding Systems – City of Burbank

This project is located in the City of Burbank. This wayfinding signage (static and dynamic) project will help reduce congestion by providing drivers information as to their parking options and destinations in downtown Burbank and near Bob Hope Airport. The transit user will also benefit from this project since he will be alerted to the arrival of the next bus, thereby increasing the convenience of bus travel and reducing the waiting time. Additional signage will be installed at the two rail stations in Burbank, thereby helping commuters with in-route information and other options. Bicycle signage will be included in this project to help identify destination and travel distance for this mode. Funds are requested for design and implementation costs.

Total Project Cost	$938,731
Total Revised Project Cost	$888,025
Recommended Funding	$710,420
Local Match Commitment	$177,605 (20% of Revised Project Cost)

Bikeway Improvements

F5509 10th St West Road Diet and Bikeway Improvements – City of Lancaster

This project is located in the City of Lancaster. Funds are requested to construct Class II bike lanes on 10th Street West between Avenue H and Lancaster Bl (1.5 miles). The project will create a "complete street" by reducing vehicular lanes, adding bike lanes and improving pedestrian facilities. From Avenue H to Holguin St, Class II buffered bike lanes will be added in both directions of the roadway separated by raised landscaped medians. The project will also provide pedestrian bulbouts, landscaped planters, ladder-style crosswalks and street lighting. All existing intersections with video detection will be modified to detect bicycles. Bicycle racks and wayfinding/signage to local destinations, transit stops/stations will be installed. This project provides connectivity to a regionally significant bike-transit hub (Lancaster Metrolink Station) identified in Metro's 2006 Bicycle Transportation Strategic Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$2,036,776
Total Revised Project Cost	$2,096,468
Recommended Funding	$1,048,234
Local Match Commitment	$1,048,234 (50% of Revised Project Cost)

F5514 Vermont Av Bike Lane, Manchester Bl to El Segundo Bl – County of Los Angeles

This project is located in the unincorporated West Athens community of the County of Los Angeles and in the City of Los Angeles. The County will work with the City of LA to construct portions of the project within City of LA rights-of-way. Funds are requested to design and construct Class II bike lanes on Vermont Av between Manchester Bl and El Segundo Bl (3.0 miles). Medians will be reduced to install bike lanes and bicycle racks (20) will be provided at key destinations. This project provides direct connectivity to the Vermont Metro Green Line Station identified as a bike-transit hub in Metro's 2006 Bicycle Transportation Strategic Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$3,339,127
Total Revised Project Cost	$3,339,127
Recommended Funding	$2,671,302
Local Match Commitment	$667,825 (20% of Revised Project Cost)

F5518 L.A. River Bike Path, Headwaters Section – City of Los Angeles

This project is located in the City of Los Angeles in the West San Fernando Valley. Funds are requested to construct a Class I, bicycle/pedestrian path from Owensmouth Av to Mason Av (1.25 miles) along the south bank of the LA River. The path will begin on the east side of Owensmouth Av and will continue along the south bank of the LA River to Canoga Av where it will pass under the Canoga Av roadway bridge and the future Metro Orange Line Busway/Bikeway bridge; it will continue to De Soto Av and pass under the De Soto roadway bridge; it will terminate at the west terminus of the West Valley bike path project which is located just west of Mason Av. The project will include lighting, railing, striping and signage and a connection structure to the Metro Orange Line bikeway. The project fulfills Bikeway Gap #16 identified in Metro's 2006 Bicycle Transportation Strategic Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$3,518,750
Total Revised Project Cost	$3,518,750
Recommended Funding	$2,815,000
Local Match Commitment	$703,750 (20% of Revised Project Cost)

F5524 Bikeshare: First and Last Mile Connections to Expo – City of Santa Monica

This project, located in the City of Santa Monica, will implement a bike-share program. Funds are requested for the purchase and installation of 250 bikes and 25 docking stations to be located at activity nodes and transit stations (including Expo LRT stations) in the City of Santa Monica. Two vehicles will be acquired and outfitted to transport and redistribute bicycles between stations as needed. The bike-share docking stations will be solar powered where appropriate and include a technology platform for system operation through the web and smart phone applications. This project implements Policy Objective III, Bikes-to-Transit in MTA's 2006 Bicycle Transportation Specific Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement,

Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$2,483,147
Total Revised Project Cost	$2,488,589
Recommended Funding	$1,542,925
Local Match Commitment	$945,664 (38% of Revised Project Cost)

F5508 Los Angeles River Bridge – City of Burbank

This project is located in the City of Burbank and the City of Los Angeles. The City of Burbank will serve as the responsible lead agency for the project with support from the City of Los Angeles. Funds are requested to design and construct a bicycle and pedestrian bridge across the LA River. The project will also provide a Class III bike route with on-street, shared-lane markings and signage on Bob Hope Dr to connect to the bike/ped bridge from the north. From the south side of the bridge, a Class I bike/ped path will be constructed to the intersection of Forest Lawn and Memorial Dr to the existing signalized intersection. This project helps to improve Bikeway Gap #15 identified in Metro's 2006 Bicycle Transportation Strategic Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$849,522
Total Revised Project Cost	$849,522
Recommended Funding	$679,618
Local Match Commitment	$169,904 (20% of Revised Project Cost)

F5503 City of Long Beach Phase II Bike Share Program – City of Long Beach

This project is located in the City of Long Beach and will implement a Phase II bike-share program. Funds are requested for the purchase and installation of 500 bikes, 50 docking stations and kiosks, and wayfinding/signage. The project will support local and Metro transit

stations, employment areas, business districts, and major activity nodes. The project will expand upon the pilot Long Beach Bike Share Program funded through the 2007 Metro Call for Projects in the TDM Category. This project implements Policy Objective III, *Bikes-to-Transit* in Metro's 2006 Bicycle Transportation Strategic Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$2,827,540
Total Revised Project Cost	$2,827,540
Recommended Funding	$2,262,032
Local Match Commitment	$565,508 (20% of Revised Project Cost)

F5525 Bicycle Corral Program Launch – City of Los Angeles

This project is located in the City of Los Angeles. Funds are requested to design and construct curb-side bicycle parking (bicycle corral) that will serve each Council District. The project requires surface modifications to curbside parking areas for installing at least 1,500 bike racks. This project implements Policy Objective II, *Bicycle Parking* in Metro's 2006 Bicycle Transportation Strategic Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$459,640
Total Revised Project Cost	$519,042
Recommended Funding	$415,233
Local Match Commitment	$103,809 (20% of Revised Project Cost)

F5501 Covina Bicycle Network, Phase II – City of Covina

This project is located in the City of Covina. Funds are requested to construct eight (8) miles of Class II bike lanes on Citrus Av (1.8 miles), on Front St (0.13 miles), on Second Av (0.87 miles),

on Badillo St (3.61 miles), and on Azusa Av (1.53 miles). This project provides direct connectivity to a regionally significant bike-transit hub (Covina Metrolink Station) identified in Metro's 2006 Bicycle Transportation Strategic Plan. The project will also provide secure bike parking at a location determined to have significant need for bicyclists. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$1,034,296
Total Revised Project Cost	$1,034,296
Recommended Funding	$827,437
Local Match Commitment	$206,859 (20% of Revised Project Cost)

F5522 Foothill Bl Link Bike/Ped Greenbelt Project – City of La Canada Flintridge

This project is located in the City of La Canada Flintridge. Funds are requested to design and construct Class II bike lanes continuously on both sides of Foothill Bl from the westerly City limits at Briggs Av to Alta Canyada Rd (1.5 miles). Within the project limits, a raised median and a pedestrian beltway (with lighting and landscaping on the south side of Foothill Bl) between Leata Ln and the Glendale Fwy (0.5 miles) will be constructed to reduce roadway width. The project will also enhance bus stops and provide wayfinding/signage, bicycle parking, and high visibility crosswalks. The project will connect to existing bike lanes on Foothill Bl in La Crescenta fulfilling Bikeway Gap #24 in Metro's 2006 Bicycle Transportation Strategic Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$2,024,290
Total Revised Project Cost	$2,038,067
Recommended Funding	$1,365,505
Local Match Commitment	$672,562 (33% of Revised Project Cost)

F5516 Civic Center & Interjurisdictional Bikeways – City of South El Monte

This project is located in the City of South El Monte. Funds are requested to construct Class II and Class III bikeway facilities. On Santa Anita Av, from Klingerman St to City limits south of Merced Av (1.5 miles), travel lanes will be removed and Class II bike lanes will be installed on Merced Av, from Fern Av to Santa Anita Av (1.3 miles), Class II bike lanes will be installed. Class III bike routes with shared-lane markings will be installed on Lerma Av from Merced Av to City limits (0.3 miles) and on Thienes Av from Tyler Av to City limits (1.0 miles). The project will include bike parking at the Civic Center and wayfinding/signage to major destinations, transit hubs and regional/local bikeways. This project will promote connectivity to identified bike-transit hubs and regional bikeways. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$635,108
Total Revised Project Cost	$613,804
Recommended Funding	$484,905
Local Match Commitment	$128,899 (20% of Revised Project Cost)

F5523 Expo Line Bike Hubs in South Los Angeles – City of Los Angeles

This project is located in the City of Los Angeles. Funds are requested for the design, purchase and construction for secure bike parking, related functions and bike share facilities (at least 100 bicycles/docking stations) distributed at four locations: (1) 23rd St; (2) Jefferson/USC; (3) Expo Park/USC; and (4) Expo/Vermont connecting to Expo Line Stations. The Expo Park/USC location will preferably serve as the main bike hub/station with secure bike parking for 80 bicycles. The project will be coordinated with other bike share and secure bike parking efforts that the City is developing to maximize an effective program. This project implements Policy Objective II, *Bicycle Parking* and Policy Objective III, *Bikes-to-Transit* in Metro's 2006 Bicycle Transportation Strategic Plan. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$2,200,000

Total Revised Project Cost	$2,477,039
Recommended Funding	$1,801,439
Local Match Commitment	$675,600 (27% of Revised Project Cost)

F5502 Tourney Rd Bike Lane & Orchard Village Rd Bike Route – City of Santa Clarita

This project is located in the City of Santa Clarita. Funds are requested to design and construct Class II bike lanes on Tourney Rd from Valencia to Magic Mountain Pkwy (1.1 miles), and Class III bike routes on Orchard Village Rd from McBean Pkwy to Lyons (1.35 miles). The project will includes bike detection at all intersections and bicycle wayfinding and signage. This project will promote connectivity to identified bike-transit hubs, the local bikeway network, and support inter-jurisdictional bikeway linkages. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$176,669
Total Revised Project Cost	$176,669
Recommended Funding	$132,502
Local Match Commitment	$44,167 (25% of Revised Project Cost)

F5515 Florence Metro Blue Line Station Bikeway Access Improvements – County of Los Angeles

This project is located in the unincorporated Florence-Firestone area of the County of Los Angeles. Funds are requested to design and construct a total of 11.19 miles of Class III bike routes with sharrows and enhanced treatments (bicycle boulevard). Short-term bicycle parking will be provided and limit line loop detectors will be upgraded to detect bicycles at all required signalized intersections. Class III bike routes with sharrows will be installed: on 68th St (0.64 miles); on Nadeau St/Broadway (2.5 miles); on Compton Av (2.5 miles); on Hooper Av (2.5 miles); and on Crockett Bl (0.56 miles). The enhanced Class III treatments will be constructed on Miramonte Bl/Maie Av from Slauson to 92nd (2.5 miles). The community will be educated on the traffic safety benefits of enhanced treatments consistent with the County's Neighborhood Traffic Management Program. This project provides connectivity and improvements to bike-transit hubs identified in Metro's 2006 Bicycle Transportation Strategic Plan and the Florence Metro Blue Line, Rail Station, Non-Motorized Access Plan (2009). Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City

Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$868,767
Total Revised Project Cost	$868,767
Recommended Funding	$695,014
Local Match Commitment	$173,753 (20% of Revised Project Cost)

F5519 Bicycle Friendly Streets – City of Los Angeles

This project is located in the City of Los Angeles. Funds are requested for the construction of Bicycle Friendly Street treatments, which include at least 100 directional signs, at least 500 "sharrow" pavement markings, and bicycle detectors and markings provided to at least 15 signalized intersections. Other treatments to encourage bicycling will include traffic calming devices and diversion, which include at least one diverter and roundabout, to reduce motor vehicle speeds and/or volumes. Implementation will be conducted to at least five (5) out of 16 identified locations. Five baseline locations include: Abbot Kinney Bl, Westholme Av, 4th St, Astoria St, and Echo Park Av. This project will promote connectivity to identified bike-transit hubs, the local bikeway network, and support inter-jurisdictional bikeway linkages. Project sponsor is required to comply with the California Highway Design Manual, the Manual of Uniform Traffic Control Devices California Supplement, Americans with Disabilities Act, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2011), and Bicycle Parking Guidelines 2nd edition, Association of Pedestrian and Bicycle Professionals (2010). Project sponsor will be required to prepare and submit a Project Completion Report to the MTA Bike Program Manager. The report must include a brief description of "lessons learned" and "before and after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$3,603,725
Total Revised Project Cost	$731,888
Recommended Funding	$585,510
Local Match Commitment	$146,378 (20% of Revised Project Cost)

Pedestrian Improvements

F5609 Downtown Long Beach Pine Av Streetscape Improvement – City of Long Beach

This project is located in Long Beach on Pine Av between Shoreline Dr and 8th St, including the following east and west connections: 3rd St between Pacific Av and Long Beach Bl, Broadway between Pacific Av and Long Beach Bl, and 1st St between Pacific Av and Elm Av. It will implement a complete street with sustainable design features in downtown Long Beach's major transit node by widening sidewalks, adding missing curb ramps, installing street furniture, landscaping, crosswalk enhancements, curb extensions, pedestrian refuge medians, diagonal crosswalks, and removal of obstructions from walkway. Funds are requested for design and construction costs. The original scope of this project was reduced by decreasing the quantity of street furniture, lighting, and landscaping by $717,577.

Total Original Project Cost	$22,442,203
Total Revised Project Cost	$21,622,480
Recommended Funding	$2,888,763
Local Match Commitment	$18,733,717 (86.64% of revised project cost, escalated)

F5624 Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) Phase II – City of Los Angeles

This project is located in the City of Los Angeles on Washington Bl between Hooper Av and Alameda St and on Long Beach Av between Washington Bl and 20th St. It will fund pedestrian improvements by installing new sidewalks, landscaping, street trees, ADA ramps, bicycle racks and lockers, pedestrian lighting, crosswalk enhancements, curb extensions, new railroad crossing signals, pedestrian safety gates and other pedestrian warning devices, new paving, and new access to the station from the south. Funds are requested for design and construction costs.

Total Original Project Cost	$2,229,480
Total Revised Project Cost	$2,294,820
Recommended Funding	$1,491,633
Local Match Commitment	$803,187 (35% of Revised Project Cost)

F5632 Hollywood/Western Streetscape Public Improvements – City of Los Angeles

This project is located in the City of Los Angeles on Hollywood Bl between Gower St and Western Av and on Western Av between Hollywood Bl and Carlton Way. It will fund pedestrian improvements by installing new sidewalk paving, curb ramps, bus safety lighting, trash receptacles, benches, bike racks, street trees, landscaping, curb extensions, public art, and decorative crosswalks. Funds are requested for construction costs.

Total Original Project Cost	$3,895,960
Total Revised Project Cost	$3,922,932
Recommended Funding	$2,222,035
Local Match Commitment	$1,700,357 (43.35% of Revised Project Cost)

F5627 Duarte Gold Line Station Pedestrian Improvements – City of Duarte

This project is located in Duarte on Duarte Rd between Highland Av and Buena Vista St. It will fund pedestrian improvements around the Duarte Gold Line Station, connecting the station with surrounding land uses and other transit lines by constructing sidewalk on the north side of Duarte Rd and installing pedestrian lighting, landscaping, benches, trash receptacles, curb ramps, pedestrian crossings, and wayfinding signs. Funds are requested for design and construction costs.

Total Original Project Cost	$889,198
Total Revised Project Cost	$890,950
Recommended Funding	$533,519
Local Match Commitment	$355,679 (40% of Revised Project Cost)

F5629 Orange Line Extension Sherman Way Station Pedestrian Links – City of Los Angeles

This project is located in the City of Los Angeles in the project area bounded by Saticoy St to the north, De Soto Av to the east, Vanowen St to the south, and Topanga Canyon Bl to the west. This project is focused on establishing and enhancing the pedestrian linkage and experience between the Metro Orange Line Sherman Way Station and the Canoga Park retail district, important cultural and civic uses in the surrounding area, and the diverse, historic residential neighborhoods within the Canoga Park community. It will fund pedestrian improvements by installing curb extensions, enhanced crosswalks, pedestrian lighting, street trees, wayfinding signage, bus shelters, street furniture, pedestrian refuge island, bike racks, bike lanes, and bicycle sharrows. Funds are requested for design and construction costs. The original scope of this project was reduced by $631,538.

Total Original Project Cost	$2,424,173
Total Revised Project Cost	$1,681,641
Recommended Funding	$1,093,066
Local Match Commitment	$588,575 (35% of Revised Project Cost)

F5616 Rosemead Boulevard Safety Enhancement and Beautification Project – City of Temple City

This project is located in the City of Temple City on Rosemead Bl between Callita St/Sultana Av and Rudell Underpass. It will fund pedestrian improvements by installing new sidewalks, landscaping, street trees, ADA ramps, street furniture, bicycle lanes, bicycle racks, bus stop and shelters, gateway and wayfinding signage, pedestrian lighting, crosswalk enhancements, curb extensions, removal of obstructions from walkway, and signal upgrade at five existing traffic signals and two new signals. Funds are requested for construction costs.

Total Original Project Cost	$17,999,673
Total Revised Project Cost	$7,499,947
Recommended Funding	$2,249,984
Local Match Commitment	$5,249,963 (70% of Revised Project Cost)

F5616 Expo Line Transit/Pedestrian Linkages West – City of Los Angeles

This project is located in the City of Los Angeles on Exposition Bl, within ¼ mile of the Expo light rail transit stations at Crenshaw Bl, La Brea Av, and La Cienega Bl. It will fund pedestrian improvements by installing decorative sidewalks, street trees, new and upgraded access ramps, trash receptacles, benches, bicycle racks, pedestrian lighting, and decorative crosswalks. Funds are requested for design and construction costs.

Total Original Project Cost	$2,889,250
Total Revised Project Cost	$2,889,250
Recommended Funding	$2,311,400
Local Match Commitment	$577,850 (20% of Revised Project Cost)

Transit Capital

F5405 Pasadena Transit Upgrade to Clean Fuel CNG Buses – City of Pasadena

The City of Pasadena has requested funds to replace six (6) 30-foot El Dorado Transmark RE-29 vehicles with six (6) 32 or 35-foot CNG buses. The City will operate these buses on the Pasadena Area Rapid Transit System (ARTS). The larger buses will increase the system's passenger capacity by approximately 15% and will mainly be used on Routes 20, 31/32, and 40. These are the most traveled routes in the system and offer connections to the Metro Gold Line and multiple Metro and Foothill bus lines. The original scope for this project was reduced by adjusting the unit cost from $456,000 to $405,375, which is reflective of the current average cost for similar types/sizes of alternative-fuel buses.

Total Project Cost	$3,080,736
Total Revised Project Cost	$2,658,451
Recommended Funding	$1,940,669
Local Match Commitment	$717,782 (27% of Revised Project Cost)

F5401 Torrance Transit System Fleet Modernization Project – Torrance Transit System

Torrance Transit System (TTS), as part of its fleet modernization plan, will replace four (4) 40-foot Gillig diesel buses with four (4) 40-foot CNG or gasoline-hybrid electric buses. The buses will transport the same number of passengers as the existing buses. TTS directly operates a network of eight fixed-routes serving the City of Torrance, with portions of routes serving the cities of Carson, Compton, El Segundo, Gardena, Hawthorne, Lawndale, Lomita, Long Beach, Los Angeles, Manhattan Beach, and Redondo Beach, and unincorporated areas of Los Angeles County. TTS is also the lead agency for the Municipal Area Express (MAX) commuter bus service, which consists of two fixed routes and one express route operated during the peak commuting hours. Two (2) of the new buses will be used to replace vehicles on the regular TTS service and two (2) will be used to replace vehicles on the MAX fleet. The original scope for this project was reduced by adjusting the unit cost from $650,000 to $514,161, which is reflective of the current average cost for similar types/sizes of alternative-fuel buses.

Total Project Cost	$2,927,600
Total Revised Project Cost	$2,247,912
Recommended Funding	$1,775,851
Local Match Commitment	$472,061 (21% of Revised Project Cost)

F5402 LBT Fleet Diversification and CNG Bus Acquisition Project – Long Beach Transit

Long Beach Transit (LBT) will replace four (4) of its existing 40-foot New Flyer diesel buses with four (4) 40-foot CNG clean fuel buses. The buses will transport the same number of passengers as the existing buses. LBT provides a full-service public transit system with over thirty-eight routes. The new buses will replace a portion of LBT's aging diesel fleet that serves the cities of Long Beach, Lakewood, Signal Hill and portions of Artesia, Bellflower, Carson, Cerritos, Compton, Hawaiian Gardens, Norwalk, Paramount, and Seal Beach. The immediate replacement of aging buses will allow LBT to continue to provide efficient and convenient service to its customers.

Total Project Cost	$2,026,800
Total Revised Project Cost	$2,026,800
Recommended Funding	$1,417,488
Local Match Commitment	$609,312 (30% of Revised Project Cost)

F5427 DASH Clean Fuel Higher Capacity Vehicles – City of Los Angeles

The City of Los Angeles Department of Transportation (LADOT) will purchase five (5) 35-foot CNG clean-fuel buses to replace five (5) 30-foot propane vehicles to ease overcrowding and increase capacity. The buses will be able to accommodate 14 more passengers per vehicle and will operate on two high-performing DASH routes: DASH Chesterfield Square and DASH Panorama City/Van Nuys. The original scope of this project was reduced by adjusting the unit cost from $500,000 to $405,375, which is reflective of the current average cost for similar types/sizes of alternative-fuel buses.

Total Project Cost	$2,815,000
Total Revised Project Cost	$2,282,261
Recommended Funding	$1,825,809
Local Match Commitment	$456,452 (20% of Revised Project Cost)

F5404 City-Wide Bus Shelter Upgrades with Electronic Kiosks – City of Signal Hill

The City of Signal Hill has requested funds for bus stop improvements at 60 locations city-wide. These stops are served by Long Beach Transit routes 21, 22, 23, 71, 72, 102, 131, 171, 172, 173, and 174. The improvements include shelters, benches, LED lighting, solar panels, and information kiosks with messaging boards consistent with Long Beach Transit's Transnet System. Once completed, the improvements will provide current and updated transit information to passengers through the self-sustaining bus shelters. The original scope of this project was reduced by lowering the number of eligible stops from 60 to 14. These 14 stops were considered to have significant average daily boardings.

Total Project Cost	$833,240
Total Revised Project Cost	$175,156
Recommended Funding	$127,817
Local Match Commitment	$47,339 (27% of Revised Project Cost)

F5409 Malibu Bus Stop Improvements along PCH – City of Malibu

The City of Malibu plans to make transit capital improvements to 11 bus stops located along Pacific Coast Hwy between Trancas Canyon Rd and Tuna Canyon Rd. The bus stops are served by Metro Local Line 534. The proposed improvements include the relocation of bus stops, striping work, installation of bus benches and landing pads, paving around the benches and landing pads, and the installation of appropriate signage, lighting, and passenger pickup flasher signals.

Total Project Cost	$381,381
Total Revised Project Cost	$363,426
Recommended Funding	$257,702
Local Match Commitment	$105,724 (29% of Revised Project Cost)

F5413 El Sol Shuttle Vehicles – County of Los Angeles

The County of Los Angeles Department of Public Works will procure seven (7) 35-foot CNG low-floor buses to replace seven (7) 30-foot propane-powered El Dorado EZ Rider II buses. These buses will be used to relieve overcrowding on the El Sol Shuttle service by increasing capacity from 29 seated passengers to 35 per bus. The service operates in the unincorporated East Los Angeles area and runs three routes to provide patrons with connections to the Metro Gold Line, Montebello Bus Lines, Roybal Comprehensive Health Center, California State University Los Angeles, East Los Angeles Community College, and other destinations.

Total Project Cost	$3,262,420
Total Revised Project Cost	$3,211,417
Recommended Funding	$2,343,251
Local Match Commitment	$868,166 (27% of Revised Project Cost)

F5406 Replace Diesel 40-Ft Buses with Alternative Fuel Buses – Santa Monica Big Blue Bus

Santa Monica Big Blue Bus, as part of their fleet replacement plan, will replace five (5) existing 40-foot New Flyer diesel buses with five (5) 40-foot CNG buses. All the vehicles will have

approximately 40 seats, be ADA accessible, include new bicycle racks, and incorporate advance fleet management systems technologies deployed throughout the system. The new vehicles will support peak roll-out for local Big Blue Bus fixed routes. The original scope of this project was reduced by adjusting the unit cost of each bus from $750,000 to $465,781, which is reflective of the current average cost for similar types/sizes of alternative-fuel buses.

Total Project Cost	$4,222,500
Total Revised Project Cost	$2,699,200
Recommended Funding	$2,159,360
Local Match Commitment	$539,840 (20% of Revised Project Cost)

F5412 Arrow Highway Bus Stop Improvement Plan – County of Los Angeles

The County of Los Angeles Department of Public Works requests funding for the implementation of a multi-jurisdictional amenity enhancement to 50 bus stops along an 8.5 mile stretch of Arrow Highway, between the I-605 Freeway and Valley Center Dr. The project runs through the cities of Irwindale, Baldwin Park, Covina, Azusa, and Glendora, and Los Angeles County. Foothill Transit provides service to the stops with Line 492. The improvements include solar-powered shelters, benches with solar light poles, trash receptacles, signage, and schedule/map holders. The original scope for this project was reduced by lowering the number of eligible stops from 50 to 10. These 10 stops were considered to have significant average daily boardings.

Total Original Application Cost	$1,372,095
Total Revised Project Cost	$457,238
Recommended Funding	$302,125
Local Match Commitment	$155,113 (34% of Revised Project Cost)

F5419 Articulated Rapid Bus Maintenance Facility Enhancements – Culver CityBus

The Articulated Rapid Bus Maintenance Facility is located in Culver City on Duquesne Avenue. Culver CityBus plans to enhance the facility by providing a larger maintenance bay and increasing the parking as required for the deployment of the Sepulveda South Rapid (Rapid 6) articulated buses. The Rapid 6 serves the West Los Angeles, Westwood, Palms, Mar Vista, Culver City, Westchester, and LAX areas. Key components of the project include: constructing an awning to accommodate the outside maintenance of the articulated buses; constructing finishes; purchasing hoists and jack stands; and, restriping the parking area. The original scope of this project was reduced from $505,000 to $441,868, based on eligible costs.

Total Original Application Cost	$568,630
Total Revised Project Cost	$463,763
Recommended Funding	$332,440
Local Match Commitment	$131,323 (28% of Revised Project Cost)

F5407 Purchase of CNG Buses for Glendale Beeline Services – City of Glendale

The City of Glendale will purchase six (6) 40-foot New Flyer Low Floor CNG buses to replace six (6) 35-foot buses for its Beeline Transit System. The Beeline operates on nine fixed routes serving the cities of Glendale, La Canada Flintridge, and the unincorporated areas of La Crescenta and Montrose. The buses will be used to relieve overcrowding on the Beeline routes by providing additional seating capacity. The new buses have a seating capacity of 40 passengers per bus, which are 10 more passengers per bus than the older models. The original scope for this project was reduced from 10 to 6 buses and from a unit cost of $530,000 to $465,781, which is reflective of the current average cost for similar types/sizes of alternative-fuel buses.

Total Original Application Cost	$6,266,190
Total Revised Project Cost	$3,239,360
Recommended Funding	$2,591,488
Local Match Commitment	$647,872 (20% of Revised Project Cost)

F5414 Avocado Heights and East Valinda Transit Vehicles – County of Los Angeles

The County of Los Angeles Department of Public Works will purchase two (2) 35-foot CNG buses to replace two (2) 30-foot propane-powered El Dorado EZ Rider II buses. These buses will be used to relieve overcrowding on the Avocado Heights/Bassett/West Valinda Shuttle and the East Valinda Shuttle services. The services operate in the unincorporated Avocado Heights, Bassett, West Puente Valley and Valinda areas. The new vehicles will meet all ADA requirements while increasing capacity from 29 seated passengers to 35 per bus.

Total Original Application Cost	$822,725
Total Revised Project Cost	$822,892
Recommended Funding	$600,711
Local Match Commitment	$222,181 (27% of Revised Project Cost)

Transportation Enhancement Activities

F5812 Expo LRT Colorado Av Transit Village Enhancements – City of Santa Monica

This project is located in Santa Monica along Colorado Av between 4th St and 19th St. It will install partial parkways on the north side to match the south side, six artistic designs fences at T-Junctions, and a track way visibility treatment along the corridor. Funds are requested for construction and installation costs. The original scope of this project was reduced by eliminating 50% of parkways.

Total Project Cost	$1,211,101
Total Revised Project Cost	$1,235,880
Recommended Funding	$803,322
Local Match Commitment	$432,558 (35% of Revised Project Cost)

F5808 Atlantic Av Streetscape Enhancements – City of Long Beach

This project is located in Long Beach along Atlantic Av between Market St and South St. It will install streetscape improvements, shade trees, pedestrian lighting and decorative pavement features. Funds are requested for design, construction and installation costs. The original scope of this project was reduced by eliminating the section between South St and Artesia Bl.

Total Project Cost	$1,817,947
Total Revised Project Cost	$643,516
Recommended Funding	$418,285
Local Match Commitment	$225,231 (35% of Revised Project Cost)

F5803 Av I Corridor Improvements, 15th Street W to 10th Street W – City of Lancaster

This project is located in Lancaster along Av I between 15th St and 10th St. It will install streetscape improvements to include landscaping, bike path, buffer, sidewalk, bus stop improvements, centerline medians, additional parallel parking for non-residential uses, and ADA Accessibility. Funds are requested for construction and installation costs. The original scope of this project was reduced by eliminating improvements between 15th St to 20th St.

Total Project Cost	$1,380,476
Total Revised Project Cost	$744,916
Recommended Funding	$372,458
Local Match Commitment	$372,458 (50% of Revised Project Cost)

F5821 Valencia Triangle Landscape Beautification Plaza – City of Los Angeles

This project is located in Los Angeles along 8th St between Union Av and Columbia Av. It will install streetscape improvements including landscaped island, trees, benches, enhanced sidewalks, pedestrian lighting, and crosswalk enhancements. Funds are requested for design, construction and installation costs.

Total Project Cost	$866,775
Total Revised Project Cost	$851,481
Recommended Funding	$553,463
Local Match Commitment	$298,018 (35% of Revised Project Cost)

F5806 San Gabriel Bl Gateway Corridor Improvements Project – City of San Gabriel

This project is located in San Gabriel along San Gabriel Bl between Fairview Av to Grand Av. It will install landscaped medians, decorative crosswalks, permeable paving, transit benches, trash receptacles, shade trees, and pedestrian lighting. Funds are requested for construction and installation costs.

Total Project Cost	$981,982
Total Revised Project Cost	$996,865
Recommended Funding	$538,307
Local Match Commitment	$458,558 (46% of Revised Project Cost)