Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

DRAFT
BOARD STAFF BRIEFING
August 6, 2009

SUBJECT: 2009 CALL FOR PROJECTS

ACTION: RECEIVE AND FILE

RECOMMENDATIONS

Receive and file report on the 2009 Countywide Call for Projects, including the following:

A. Preliminary Recommended Project Rankings and Funding Amounts (Attachment A); and
B. Discussion of:
    1. Preliminary Recommendations and Technical Corrections (Attachment B);
    2. Technical Advisory Committee (TAC) Recommendations and MTA Responses (Attachment C);
    3. Program $1.94 million from the Measure R "Eastside Light Rail Access (Gold Line)" (Attachment A of the Measure R Expenditure Plan, Page 2 of 4, Transit Sub-Fund Line 3) Project for Call for Projects application F3651 (Eastside Light Rail Pedestrian Linkages Phase II – City of Los Angeles) and application F3646 (Arts District/Little Tokyo Gold Line Station Linkages – City of Los Angeles); and
    4. Program $10 million for two City of LA Exposition Bikeway project applications (F3513 and F3514) from alternative sources through the Long Range Transportation Plan (LRTP) process, consistent with the recommendation to adopt the 2009 LRTP.

ISSUE

We evaluated 303 eligible project applications totaling $2.2 billion in funding requests and $4.7 billion in costs and have made a preliminary funding recommendation of $337 million. Our Technical Advisory Committee (TAC) considered these recommendations, along with appeals from 10 project sponsors on 18 projects, and has taken preliminary action. We are requesting Board consideration of our funding recommendations including considering those of TAC. Based on Board input, final recommendations will be developed for action by the Board in September. Staff has made minor adjustments to the modal funding marks adopted by the Board on June 11th

to ensure that the best and highest-performing projects are recommended for funding. This practice is consistent with staff and Board actions from prior Calls.

POLICY IMPLICATIONS

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 Transportation Equity Act of the 21st Century (TEA-21) and Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Others (SAFETEA-LU).

We accomplish these mandates, in part, by programming transportation revenues through a Countywide Call for Projects process wherein Los Angeles County local agencies and transit agencies may apply for funding of regionally significant projects. These regionally significant projects are often beyond the fiscal capabilities of local sponsors, and 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 Long Range Transportation Plan (LRTP). The Call process awards funds on a competitive basis for projects that successfully demonstrate their mobility benefits.

OPTIONS

At this phase of the Call, the Board is being asked to consider our funding recommendations and, if warranted, to ask staff to reconsider the ranking and/or funding recommendations for certain projects. Staff will consider this input before making their final recommendations to the Board in September. Unless additional funds become available, projects added to the recommended list may result in other projects either being removed from the funded list or projects may receive reduced levels of funding. The Board could also choose not to proceed with the 2009 Call for Projects. This is not recommended because the 2001 LRTP and Draft 2009 LRTP update assumed the Call for Projects 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.

BACKGROUND

In January 2009, the Board approved the 2009 Countywide Call for Projects Application Package which provided instructions to project applicants. The Board approved five criteria to evaluate the Call applications: 1) Regional Significance & Intermodal Integration; 2) Project Need & Benefit to Transportation System; 3) Local Match; 4) Cost-Effectiveness; and 5) Land Use & Environmental Compatibility/Sustainability. In addition, Project Readiness is considered a pass/fail requirement.

In June, the Board approved the Call modal category preliminary funding marks and preliminary fund estimate of $330 million. In July, the MTA Board deobligated $7 million from prior Calls and reprogrammed those funds to the 2009 Call.

Both staff and TAC have now made preliminary recommendations on the Call. The TAC met on July 20th to hear appeals from project sponsors and to make its recommendations to MTA staff for consideration. Preliminary staff recommendations are shown in Attachments A and B, and TAC recommendations with MTA staff responses are shown in Attachment C.

Staff also recommends funding two pedestrian improvement projects with Measure R Eastside Light Rail Access (Gold Line) Project funding and 2009 Call for Projects funding. AB 2321, the authorizing legislation for Measure R, grandfathered in an amount of funding for Eastside Light Rail Access (Gold Line). Approval of Measure R means that $30 million is available from Measure R for Eastside Light Rail pedestrian access projects like the one proposed by the City of Los Angeles in Call for Projects application F3651 (Eastside Light Rail Pedestrian Linkages, Phase II – City of Los Angeles) and F3646 (Arts District/Little Tokyo Gold Line Station Linkages – City of Los Angeles). Staff is recommending that the MTA Board of Directors use this new source of Measure R funding to meet the needs the City of Los Angeles has identified in this application. Doing so is consistent with the Measure R completion date for the grandfathered project of FY 2013 and is consistent with the staff recommendation for the Long Range Transportation Plan released in July 2009.

Call for Project applications were submitted for two Exposition bikeway projects: Exposition-West Bikeway/Northvale Segment and Exposition-West Bikeway/Centinela Extension for a total cost of $10 million. Partial funding for an Exposition bikeway was awarded through the 2001 Call for Projects. The conceptual design for the Exposition Light Rail Transit (Expo LRT) Phase II now requires changes in the adjacent bikeway design. Staff included funding in the Draft 2009 LRTP to ensure completion of a bikeway that is compatible with the Expo LRT design. The two bikeway applications scored highly and implement the bikeway adjacent to the Expo LRT Phase II contemplated in the LRTP. Thus we are recommending that the funding come out of the LRTP cash flows rather than the Call for Projects funding marks.

Additional background information on the 2009 Countywide Call for Projects process is contained in Attachment D. Detailed project descriptions of each recommended project are provided in Attachment E.

NEXT STEPS

After considering Board discussion and input, final recommendations will be prepared for TAC review and action at their September 2nd meeting, followed by final Board action through the September Board meeting cycle. After Board approval of the 2009 Countywide Call for Projects, the TIP will formally be transmitted to the Southern California Association of Governments (SCAG) and the California Transportation Commission (CTC) for processing. The following schedule reflects this process:

- MTA Board Adoption of Call for Projects – September 24, 2009
- Successful Project Sponsor Workshop – October 2009
- Final 2010 County TIP Transmittal to SCAG – November 2009
- Draft 2010 State TIP Projects List Due to SCAG & CTC – December 2009
- Final 2010 State TIP Projects List Due to SCAG & CTC – January 2010
- SCAG 2010 Regional TIP Approval – July 2010
- State Department of Transportation Federal TIP Approval – August 2010
- US Department of Transportation Federal TIP Approval – October 2010

ATTACHMENTS

A. 2009 Preliminary Recommended Project Rankings and Funding Amounts
B. 2009 Call for Projects Preliminary Staff Recommendations and Technical Corrections
C. MTA TAC Recommendations
D. Additional Background Information
E. 2009 Countywide Call for Projects Descriptions of Recommendation Projects

Prepared by: Rena Lum, Transportation Planning Manager V, Long Range Planning
Toye Oyewole, Transportation Planning Manager V, Regional Programming
Fanny Pan, Transportation Planning Manager IV, Transportation Development & Implementation

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Carol Inge
Chief Planning Officer

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Arthur T. Leahy
Chief Executive Officer

Attachment A

Summary of Preliminary Staff Recommendations

	Mode	Number of Applications Scored	Number of Applications Funded	Inflated Total Project Expenses	Inflated Total Project Requests	Amount Recommended
2	Regional Surface Transportation Improvements	75	27	$4,374,415,949	$1,912,732,491	$141,047,550
3	Signal Synchronization and Bus Speed Improvements	19	18	$119,694,033	$95,156,442	$71,296,685
4	Transportation Demand Management	31	18	$41,909,023	$31,314,930	$14,475,294
5A	Bikeway Improvements	26	14	$92,687,861	$65,693,554	$26,304,165
5B	Pedestrian Improvements	61	23	$146,992,957	$104,000,807	$36,440,209
6	Transit Capital	44	18	$272,896,050	$174,464,791	$37,498,241
7	Transportation Enhancement Activities	47	15	$101,360,263	$73,771,606	$10,489,032
	TOTALS	**303**	**133**	**$5,149,956,136**	**$2,457,134,621**	**$337,551,176**

2009 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Attachment A
As Revised 8/3/09

RANK	PROJ NUM	PROJECT TITLE	PROJECT SPONSOR	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL
Mode 2 - Regional Surface Transportation Improvements									
1	F3126	Gerald Desmond Bridge Project	Long Beach	$0	$0	$0	$5,575,000	$5,740,000	$11,315,000
2	F3125	Ramona Corridor Transit Center Access Project	Los Angeles County	$0	$525,500	$595,100	$2,906,045	$3,623,453	$7,650,098
3	F3110	Intersection of Baldwin Avenue & Duarte Road	Arcadia	$0	$116,924	$550,468	$0	$0	$667,391
4	F3168	Burbank Blvd. Widening at Hayvenhurst Ave.	Los Angeles	$0	$21,020	$442,538	$0	$0	$463,558
5	F3169	Burbank Blvd & Woodley Ave Intersection Improvements	Los Angeles	$0	$34,158	$193,137	$0	$0	$227,295
6	F3130	Florence Ave Regional Transportation Corridor Imprvmt Proj	Inglewood	$0	$514,990	$1,536,440	$0	$0	$2,051,430
7	F3109	Hawthorne Boulevard Mobility Improvement Project	Hawthorne	$0	$217,557	$613,494	$2,085,050	$0	$2,916,101
8	F3128	Century Boulevard Mobility Improvement Project	Inglewood	$0	$488,715	$1,195,610	$1,538,700	$0	$3,223,025
9	F3129	Avenue L Widening: 15th to 30th Street West	Lancaster	$0	$630,600	$1,005,178	$0	$0	$1,635,778
10	F3170	Port Truck Traffic Reduction Program: West Basin Railyard	Los Angeles	$0	$2,417,300	$6,167,400	$0	$0	$8,584,700
11	F3105	McBean Parkway Widening/Gap Closure over Santa Clara River	Santa Clarita	$0	$534,696	$827,054	$2,413,278	$0	$3,775,028
12	F3114	Lakewood Boulevard Phase 3 Improvements	Downey	$0	$113,293	$1,839,400	$1,990,688	$0	$3,943,380
13	F3132	SR-47 Expressway:Replace Heim Brdg & New Elevated Expressway	Port of LA (ACTA)	$0	$0	$0	$0	$9,184,000	$9,184,000
14	F3136	The Old Road from Magic Mountain Parkway to Turnberry Lane	Los Angeles County	$0	$0	$0	$6,734,600	$8,265,600	$15,000,200
15	F3139	Sepulveda Boulevard Bridge Widening Project	Manhattan Beach	$0	$2,102,000	$1,082,000	$3,629,325	$0	$6,813,325
16	F3107	Avenue S Widening Phase II	Palmdale	$0	$0	$1,082,000	$2,386,100	$3,145,520	$6,613,620
17	F3119	I-405 Avalon Blvd Access & Congestion Relief Project	Carson	$0	$2,890,250	$2,542,700	$1,338,000	$0	$6,770,950
18	F3137	SR-57/SR-60 Confluence Project: Westbound Slip On-ramp	Industry	$0	$1,051,000	$3,246,000	$4,454,425	$0	$8,751,425
19	F3174	10th Street West Capacity Improvements	Lancaster	$0	$893,350	$703,300	$0	$0	$1,596,650
20	F3115	Del Amo Boulevard Bridge Replacement Improvements	Lakewood	$0	$1,067,895	$0	$0	$0	$1,067,895
21	F3124	Firestone Boulevard Capacity Improvements	South Gate	$0	$401,482	$566,968	$2,044,910	$6,410,432	$9,423,792
22	F3142	Exposition Park Traffic Circulation Improvements	Los Angeles	$0	$136,630	$630,265	$797,225	$1,346,030	$2,910,150
23	F3146	Highland Avenue Widening-Odin Street to Franklin Avenue	Los Angeles	$0	$0	$0	$1,115,000	$2,657,620	$3,772,620
24	F3148	North Main St Grade Separation	Los Angeles	$0	$0	$0	$2,230,000	$8,897,000	$11,127,000
25	F3171	De Soto Ave Widening: Ronald Reagan Fwy to Devonshire St.	Los Angeles	$0	$840,800	$1,320,040	$2,238,363	$3,099,026	$7,498,229
26	F3172	Balboa Blvd. Widening at Devonshire St.	Los Angeles	$0	$0	$0	$223,000	$986,132	$1,209,132
27	F3175	Culver Boulevard Realignment Project	Culver City	$0	$0	$0	$524,050	$2,331,726	$2,855,776
		Regional Surface Transportation Improvements Totals		**$0**	**$14,998,159**	**$26,139,091**	**$44,223,758**	**$55,686,539**	**$141,047,547**

2009 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Attachment A
As Revised 8/3/09

RANK	PROJ NUM	PROJECT TITLE	PROJECT SPONSOR	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL
Mode 3 - Signal Synchronization and Bus Speed Improvements									
1	F3314	Intelligent Transportation System (ITS) Communication System	Los Angeles	$0	$0	$2,596,800	$1,338,000	$459,200	$4,394,000
2	F3311	Information Exchange Network Phase III	Los Angeles County	$0	$0	$1,429,400	$789,420	$173,265	$2,392,085
3	F3317	Bus Signal Priority in Culver City	Culver City	$0	$0	$973,800	$1,226,500	$0	$2,200,300
4	F3315	City / County Traffic Management Integration Phase 2 Project	Los Angeles	$0	$0	$0	$1,338,000	$0	$1,338,000
5	F3305	Imperial Hwy Fiber Optic Traffic Signal Communications Proj	Downey	$0	$0	$0	$719,175	$0	$719,175
6	F3306	Gardena Municipal Bus Lines Line 1 TSP Project	Gardena	$0	$0	$0	$674,575	$0	$674,575
7	F3308	San Gabriel Valley Forum Traffic Signal Corridors Project	Los Angeles County	$0	$0	$0	$5,079,561	$14,769,735	$19,849,296
8	F3309	Gateway Cities Forum Traffic Signal Corridors Proj, Phase VI	Los Angeles County	$0	$0	$0	$7,956,551	$5,462,821	$13,419,372
9	F3310	South Bay Forum Traffic Signal Corridors Project	Los Angeles County	$0	$0	$0	$4,923,751	$5,459,700	$10,383,451
10	F3303	Industry-ATMS Signal Upgrade/CCTV Video Surveillance System	Industry	$0	$0	$0	$802,800	$0	$802,800
11	F3302	Intelligent Transportation System (ITS) phase III	Pasadena	$0	$0	$0	$1,982,280	$2,252,571	$4,234,852
12	F3312	City of Torrance ITS & Traffic Improvements	Torrance	$0	$0	$0	$0	$966,616	$966,616
13	F3301	Metro Gold Line At-Grade Crossing Mobility Enhancements	Pasadena	$0	$0	$0	$0	$1,355,788	$1,355,788
14	F3304	Woodruff Av Fiber-optic Traffic Signal Communications Proj	Downey	$0	$0	$0	$0	$738,164	$738,164
15	F3318	Traffic Monitoring and Surveillance System Gap Closure	Culver City	$0	$0	$0	$0	$2,438,352	$2,438,352
16	F3313	Burbank-Glendale Traffic System Coordination	Burbank	$0	$0	$0	$0	$1,019,424	$1,019,424
17	F3300	ITS Phase IV Interconnect Gap Closure and Signal Synch	Santa Clarita	$0	$0	$0	$0	$3,031,868	$3,031,868
18	F3307	Intersection Improvements on Bonita Ave. at Cataract Ave.	San Dimas	$0	$0	$0	$0	$1,338,568	$1,338,568
		Signal Synchronization and Bus Speed Improvements Totals		**$0**	**$0**	**$5,000,000**	**$26,830,613**	**$39,466,073**	**$71,296,685**

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PRELIMINARY PROJECT RECOMMENDATIONS
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Mode 4 - Transportation Demand Management									
1	F3713	City of Long Beach Bike Share Program	Long Beach	$0	$253,130	$248,615	$406,141	$0	$907,887
2	F3702	Fold-n-Go Pasadena - Folding Bicycle Demonstration Program	Pasadena	$0	$84,080	$86,560	$89,200	$0	$259,840
3	F3703	A 'No Net New Trips' Rideshare Toolkit	Santa Monica	$0	$316,493	$226,587	$0	$0	$543,080
4	F3729	Real-Time Bus Arrival Information System	Culver City	$0	$0	$920,457	$1,096,683	$0	$2,017,140
5	F3701	Pasadena ARTS Enhanced Passenger Information	Pasadena	$0	$683,150	$0	$0	$0	$683,150
6	F3704	Santa Monica Multi-Modal Travel & Parking System	Santa Monica	$0	$52,550	$54,100	$557,500	$0	$664,150
7	F3711	Parking Guidance & Wayfinding Systems (PGS)	Long Beach	$0	$818,849	$45,171	$93,098	$0	$957,118
8	F3714	Arroyo Verdugo Commute Manager System	Glendale	$0	$326,861	$90,536	$0	$0	$417,397
9	F3731	Downtown LA Inter-Modal Transit Information and Wayfinding	Los Angeles	$0	$157,650	$649,200	$482,544	$0	$1,289,394
10	F3710	Pasadena's Wayfinding System	Pasadena	$0	$0	$259,680	$691,300	$734,720	$1,685,700
11	F3726	First and Last Mile Transit Connectivity Options	Los Angeles	$0	$105,100	$627,560	$579,800	$0	$1,312,460
12	F3712	Metrolink Parking Resource Management Demonstration Project	Baldwin Park	$0	$105,100	$80,609	$0	$0	$185,709
13	F3732	City of San Fernando Transit Wayfinding	San Fernando	$0	$630,600	$0	$0	$0	$630,600
14	F3709	Zero Emission Vehicle Charging Stations	Pasadena	$0	$28,377	$285,648	$259,795	$0	$573,820
15	F3721	Angels Walk Silverlake	Los Angeles	$0	$0	$153,644	$158,330	$362,768	$674,742
16	F3722	Angels Walk Boyle Heights	Los Angeles	$0	$149,242	$153,644	$352,340	$0	$655,226
17	F3716	Willowbrook Area Access Improvements to MLK MACC	Los Angeles County	$0	$16,816	$69,248	$446,000	$0	$532,064
18	F3715	Advanced Wayfinding and Guidance System	Glendale	$0	$0	$485,818	$0	$0	$485,818
		Transportation Demand Management Totals		**$0**	**$3,727,998**	**$4,437,079**	**$5,212,731**	**$1,097,488**	**$14,475,295**

2009 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Attachment A
As Revised 8/3/09

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Mode 5A - Bikeway Improvements									
1	F3518	Daisy Corridor and 6th Street Bike Boulevard	Long Beach	$0	$0	$108,200	$0	$1,007,043	$1,115,243
2	F3521	Willowbrook Area Bikeway Improvements	Los Angeles County	$0	$0	$16,862	$69,505	$369,748	$456,114
3	F3502	Redondo Beach Bicycle Transportation Plan Implementation	Redondo Beach	$0	$0	$216,400	$1,342,460	$0	$1,558,860
4	F3503	Long Beach South Waterfront Bike Path Gap Closure	Long Beach	$0	$0	$38,952	$352,340	$316,848	$708,140
5	F3522	Cordova Street Road Diet Project	Pasadena	$0	$0	$108,200	$1,656,890	$1,115,856	$2,880,946
6	F3515	San Fernando Rd. Bike Path Ph. IIIB Construction	Los Angeles	$0	$0	$0	$4,222,728	$4,347,706	$8,570,434
7	F3507	South Baldwin Park Commuter Bikeway Project	Baldwin Park	$0	$0	$0	$18,788	$464,940	$483,728
8	F3519	North County Bikeways	Los Angeles County	$0	$0	$121,530	$438,329	$713,731	$1,273,590
9	F3524	Mission City Trail Bicycle Bridge at Workman	San Fernando	$0	$0	$119,020	$122,650	$1,813,840	$2,055,510
10	F3501	Detection of Bicycles at Signal Controlled Intersections	Pasadena	$0	$0	$52,628	$216,934	$1,726,041	$1,995,604
11	F3505	Bike Network Linkages to Exposition Light Rail	Santa Monica	$0	$0	$45,174	$692,081	$1,320,234	$2,057,488
12	F3516	Los Angeles River Bike Path Phase IV - Construction	Los Angeles	$0	$0	$0	$1,826,537	$0	$1,826,537
13	F3510	Figueroa Corridor Bike Station & Cycling Enhancements	Los Angeles	$0	$0	$189,350	$685,737	$229,600	$1,104,687
14	F3535	Citywide Wayfinding Program for Pedestrians and Bicyclists	Santa Clarita	$0	$0	$217,283	$0	$0	$217,283
			Bikeway Improvements Totals	**$0**	**$0**	**$1,233,599**	**$11,644,979**	**$13,425,587**	**$26,304,164**

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Mode 5B - Pedestrian Improvements									
1	F3643	Boyle Heights Chavez Ave Streetscape/Pedestrian Improvements	Los Angeles	$0	$0	$0	$2,787,500	$0	$2,787,500
2	F3612	Colorado Pedestrian Promenade: LRT Station to Pier/Beach	Santa Monica	$0	$0	$0	$1,618,315	$1,666,212	$3,284,527
3	F3647	Menlo Ave/MLK Vermont Expo Station Pedestrian Improvements	Los Angeles	$0	$0	$216,400	$724,750	$746,200	$1,687,350
4	F3609	Pacific Boulevard Pedestrian Improvement Project	Huntington Park	$0	$0	$0	$2,676,000	$0	$2,676,000
5	F3628	Willowbrook Area Access Improvements to MLK MACC	Los Angeles County	$0	$0	$67,517	$69,576	$3,300,730	$3,437,822
6	F3635	West Third Street Pedestrian Improvement Project	Los Angeles	$0	$0	$5,889	$331,466	$341,276	$678,632
7	F3651	Eastside Light Rail Pedestrian Linkages, Phase II	Los Angeles	$0	$0	$0	$529,625	$545,300	$1,074,925
8	F3640	LANI - Evergreen Park Street Enhancement Project	Los Angeles	$0	$0	$102,776	$365,170	$375,978	$843,924
9	F3650	Western Ave Expo Line Station Linkage Project (South)	Los Angeles	$0	$0	$0	$79,165	$607,292	$686,457
10	F3621	San Fernando Road Downtown Pedestrian Improvement Project	San Fernando	$0	$0	$0	$1,672,500	$1,722,000	$3,394,500
11	F3656	Central Avenue Historic Corridor Streetscape	Los Angeles	$0	$0	$0	$836,250	$861,000	$1,697,250
12	F3657	Beverly Boulevard Transportation Enhancements	Los Angeles	$0	$0	$0	$107,040	$991,872	$1,098,912
13	F3607	Arcadia Gold Line Station Pedestrian Linkage Project	Arcadia	$0	$0	$0	$512,398	$1,034,405	$1,546,804
14	F3615	Long Beach Blvd. Pedestrian Improvement Project	Long Beach	$0	$0	$0	$0	$1,722,000	$1,722,000
15	F3646	Arts District/Little Tokyo Gold Line Station Linkages	Los Angeles	$0	$0	$54,100	$0	$814,846	$868,946
16	F3631	Westlake MacArthur Park Pedestrian Improvement Project	Los Angeles	$0	$0	$223,325	$830,898	$285,163	$1,339,386
17	F3644	Broadway Hist Theater Dist Ped Enhancement (4th to 6th St)	Los Angeles	$0	$0	$108,200	$1,059,250	$1,090,600	$2,258,050
18	F3602	North Fair Oaks Avenue Pedestrian Improvements	Pasadena	$0	$0	$74,442	$549,472	$0	$623,914
19	F3603	East Colorado Boulevard Pedestrian Improvements (Phase 2)	Pasadena	$0	$84,080	$519,144	$0	$0	$603,224
20	F3653	Pasadena Ave Ped Connection to Gold Line Heritage Sq Station	Los Angeles	$0	$0	$135,250	$139,375	$1,779,400	$2,054,025
21	F3624	Downtown Torrance Pedestrian Improvement Project	Torrance	$0	$0	$793,322	$0	$0	$793,322
22	F3608	Pedestrian Signal Upgrades at Various Intersections Citywide	West Hollywood	$0	$105,100	$0	$0	$0	$105,100
23	F3632	Western Av Bus Stop & Pedestrian Improvement Project	Los Angeles	$0	$193,384	$484,736	$499,520	$0	$1,177,640
		Pedestrian Improvements Totals		**$0**	**$382,564**	**$2,785,100**	**$15,388,271**	**$17,884,274**	**$36,440,210**

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PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Attachment A
As Revised 8/3/09

RANK	PROJ NUM	PROJECT TITLE	PROJECT SPONSOR	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL
Mode 6 - Transit Capital									
1	F3426	Long Beach Transit's Passport Replacement Project	Long Beach	$0	$0	$1,583,425	$0	$0	$1,583,425
2	F3428	Redondo Beach Intermodal Transit Center	Redondo Beach	$0	$0	$1,114,373	$2,051,600	$0	$3,165,973
3	F3410	Commuter Express Fleet Upgrade to Alternative Fuel (CNG)	Los Angeles	$0	$0	$454,440	$1,404,900	$0	$1,859,340
4	F3407	Whittier Bus Stop Improvement Plan	Whittier	$0	$0	$627,560	$401,400	$413,280	$1,442,240
5	F3401	City of Santa Clarita Transit Bus Replacement with CNG	Santa Clarita	$0	$0	$1,538,178	$0	$0	$1,538,178
6	F3402	Norwalk/Santa Fe Springs Transportation Ctr Phase II Parking	Santa Fe Springs	$0	$0	$2,170,763	$0	$0	$2,170,763
7	F3440	Sunshine Shuttle Transit Vehicles	Los Angeles County	$0	$0	$569,043	$0	$0	$569,043
8	F3408	Replace Diesel 40-Foot Buses with Alternative Fuel Buses	Santa Monica	$0	$0	$3,200,000	$0	$0	$3,200,000
9	F3438	Torrance Transit System Fleet Modernization Project Phase 3	Torrance	$0	$0	$1,892,271	$1,272,659	$0	$3,164,930
10	F3414	DASH Clean Fuel - Higher Capacity Vehicles	Los Angeles	$0	$0	$0	$3,200,000	$0	$3,200,000
11	F3405	Three alternative fuel buses for service expansion	Gardena	$0	$0	$0	$1,659,343	$0	$1,659,343
12	F3430	Purchase of (17) 40-Ft CNG Buses for Glendale Beeline Fleet	Glendale	$0	$0	$0	$3,200,000	$0	$3,200,000
13	F3434	Azusa Intermodal Transit Center	Azusa	$0	$0	$0	$1,304,550	$2,215,640	$3,520,190
14	F3409	Stocker/MLK Crenshaw Access to Expo LRT Station	Los Angeles	$0	$0	$0	$194,802	$1,195,401	$1,390,203
15	F3443	Norwalk/Santa Fe Springs/Metrolink Pedestrian Plaza Upgrade	Norwalk	$0	$0	$0	$0	$116,407	$116,407
16	F3403	Palmdale Transportation Center - Platform Extension	Palmdale	$0	$0	$0	$0	$432,123	$432,123
17	F3419	Sunset Junction Phase 2	Los Angeles	$0	$0	$0	$0	$3,786,083	$3,786,083
18	F3432	Beeline CNG Fueling and Maintenance Facility	Glendale	$0	$0	$0	$0	$1,500,000	$1,500,000
			Transit Capital Totals	**$0**	**$0**	**$13,150,052**	**$14,689,253**	**$9,658,934**	**$37,498,240**

2009 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS

Attachment A
As Revised 8/3/09

RANK	PROJ NUM	PROJECT TITLE	PROJECT SPONSOR	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL
Mode 7 - Transportation Enhancement Activities									
1	F3846	What a Re-Leaf	Los Angeles	$0	$367,850	$378,700	$111,500	$0	$858,050
2	F3849	Pioneer Arterial Transportation Enhancements	Norwalk	$0	$0	$0	$334,500	$873,622	$1,208,122
3	F3811	La Brea Avenue Streetscape Project	West Hollywood	$0	$105,100	$757,400	$0	$0	$862,500
4	F3830	Downtown Lancaster Gateway & Roundabout Project	Lancaster	$0	$0	$108,200	$557,500	$229,600	$895,300
5	F3850	East Hollywood Vermont Medians	Los Angeles	$0	$0	$324,600	$223,000	$344,400	$892,000
6	F3805	Arcadia Gold Line Station Transit Plaza Enhancements	Arcadia	$0	$210,200	$108,200	$0	$0	$318,400
7	F3834	Azusa Gateway Project	Azusa	$0	$0	$108,200	$446,000	$114,800	$669,000
8	F3842	Watts Streetscape Enhancements	Los Angeles	$0	$0	$162,191	$299,864	$437,577	$899,632
9	F3827	Pedestrian Bridge along Rosemead Boulevard	Pico Rivera	$0	$239,071	$52,509	$24,753	$0	$316,333
10	F3844	Sunset Junction Phase 2	Los Angeles	$0	$0	$108,200	$111,500	$688,800	$908,500
11	F3807	Greenway Trail Directional Signage & Scenic Beautification	Whittier	$0	$105,100	$108,200	$111,500	$229,600	$554,400
12	F3845	Downtown Cesar Chavez Medians	Los Angeles	$0	$369,400	$0	$54,105	$0	$423,506
13	F3800	Newhall Gateway Roundabout	Santa Clarita	$0	$210,200	$216,400	$275,963	$0	$702,563
14	F3806	Riviera Village Enhancement Project	Redondo Beach	$0	$0	$216,400	$328,925	$0	$545,325
15	F3838	Larchmont Medians Phase 2	Los Angeles	$0	$315,300	$120,102	$0	$0	$435,402
		Transportation Enhancement Activities Totals		**$0**	**$1,922,221**	**$2,769,302**	**$2,879,110**	**$2,918,400**	**$10,489,033**
		GRAND TOTAL ALL MODES		**$0**	**$21,030,942**	**$55,514,224**	**$120,868,714**	**$140,137,294**	**$337,551,174**

PRELIMINARY STAFF RECOMMENDATIONS

MTA recommends approval of the following actions for the 2009 Transportation Improvement Program (TIP) Countywide Call for Projects.

I. 2009 TIP Countywide Call For Projects Programming:

1. Program $337.551 million to projects in the following seven (7) modal categories (Attachments A & E):

   Regional Surface Transportation Improvements: The $141.048 million, four-year (FY 2012-2015) Program of Projects shown in Attachment A.

   Staff Technical Correction: Project F3109, Hawthorne Bl Mobility Improvement Project – City of Hawthorne. The local match score should be 8 points rather than 6, for a total score of 75 points rather than 73. The ranking of this project should be 7 rather than 16 and remains "above the line". As a result of this revision, projects ranked between 7 and 16 will all fall one notch.

   Signal Synchronization and Bus Speed Improvements: The $71.297 million, three-year (FY 2013-2015) Program of Projects shown in Attachment A.

   Transportation Demand Management (TDM): The $14.475 million, four-year (FY 2012-2015) Program of Projects shown in Attachment A.

   Bikeway Improvements: The $26.304 million, three-year (FY 2013-2015) Program of Projects shown in Attachment A.

   Project F3513, Exposition-West Bikeway: Northvale Segment – City of Los Angeles. Project is programmed in Draft 2009 LRTP.

   Project F3514, Exposition-West Bikeway: Centinela Extension – City of Los Angeles. Project is programmed in Draft 2009 LRTP.

   Staff Technical Funding Correction: Project F3507, South Baldwin Park Commuter Bikeway Project – City of Baldwin Park. Staff inadvertently recommended funding beyond that requested by the applicant. The recommended funding is now in line with the applicant's request. Recommended funding should be $18,788 for FY 2014 and $464,940 for FY 2015, for a total of $483,728, rather than the initial recommendation of $812,570. Local match should be $13,056 for FY 2014 and $323,094 for FY 2015, for a total of $336,150, for a revised total project cost of $819,878 (rather than the initial recommendation of $1,377,238).

Pedestrian Improvements: The $36.440 million, three-year (FY 2013-2015) Program of Projects shown in Attachment A. Project F3651, Eastside Light Rail Pedestrian Linkages, Phase II – City of Los Angeles. An additional $1.07 million will be funded from the Measure R Eastside Light Rail Access (Gold Line).

Project F3646, Arts District/Little Tokyo Gold Line Station Linkages – City of Los Angeles. An additional $869,900 will be funded from the Measure R Eastside Light Rail Access (Gold Line).

Transit Capital Improvements: The $37.498 million, three-year (FY 2013-2015) Program of Projects shown in Attachment A.

Staff Technical Funding Correction: Project F3405, Three alternative fuel buses for service expansion – City of Gardena. Staff inadvertently omitted a minor increase associated with escalation rates. Recommended funding should be $1,659,343 for FY 2014, rather than the initial recommendation of $1,488,000. Local match should be $414,780 for FY 2014, for a revised total project cost of $2,074,123 (rather than the initial recommendation of $1,860,000).

Staff Technical Funding Correction: Project F3443, Norwalk/Santa Fe Springs/Metrolink Pedestrian Plaza Upgrade – City of Norwalk. Staff inadvertently omitted a minor increase associated with escalation rates. Recommended funding should be $116,407 for FY 2015, rather than the initial recommendation of $101,401. Local match should be $1,047,665 for FY 2015, for a revised total project cost of $1,164,072 (rather than the initial recommendation of $1,014,005).

Transportation Enhancements: The $10.489 million, four-year (FY 2012-2015) Program of Projects shown in Attachment A.

II. Ministerial Actions Recommended:

1. Approve projects for nomination to the California Transportation Commission (CTC) for 2010 STIP funds, if applicable.

2. Administer the TIP Countywide Call for Projects as a project-specific grant program with the requirements that project sponsors are responsible for all cost increases.

3. Execute a Memorandum of Understanding (MOU) or Letter of Agreement (LOA) with all Call for Projects sponsors of approved projects in the first program year of funding to ensure adherence to all applicable, federal, state and local policies, rules and regulations and

to ensure that the scope of each project is documented, can be audited, and can meet the timely use of funds requirement.

III. Los Angeles County Regional Transportation Improvement Program (RTIP)

1. Amend the recommended 2009 Call for Projects Program of Projects (Attachments A & E) into the 2010 (FY 2010-2015) Los Angeles County Regional Transportation Improvement Program (RTIP).

2. Adopt the resolution certifying that the Los Angeles County Transportation Improvement Program (TIP), submitted for inclusion in the Southern California Association of Governments (SCAG) 2010 Los Angeles County Regional (TIP), is financially constrained.

TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

The MTA Technical Advisory Committee (TAC) is a statutorily required advisory group that consists of thirty-one (31) representatives from a variety of public organizations including the League of California Cities, the State of California Department of Transportation (Caltrans), the County of Los Angeles, the City of Los Angeles, and other transportation services providers and jurisdictions. The TAC is charged with providing MTA staff with technical advice regarding a variety of issues. A list of the TAC members is provided at the end of this attachment.

TAC ACTIONS REGARDING STAFF RECOMMENDATIONS

The TAC met to review staff's preliminary TIP Call for Projects recommendations on July 20, 2009. As part of this review, TAC heard presentations by project sponsors who wanted to appeal or provide input on their project(s) rankings. TAC heard presentations from 10 project sponsors on 18 projects. After considerable discussion, TAC took actions on the modal categories as follows:

I. Regional Surface Transportation Improvements (RSTI) Category

TAC Recommendation #1: Exchange the City of Los Angeles Balboa Boulevard Widening at Devonshire Street Project #F3172 scored at a 72 for a recommended funding amount of $1,209,132 with the City of Los Angeles Foothill Boulevard and Sierra Highway Intersection Improvement Project #F3144, scored at 63 points. Fund Project #F3144 with $1,209,132, and staff not to rescore the project.

Staff response: Staff does not concur with the TAC recommendation. To maintain the integrity of the Call for Projects evaluation process which bases funding recommendations on the evaluation criteria scores, we do not recommend changing the preliminary staff funding recommendations to swap a lower-scoring project.

TAC Recommendation #2: Approve staff funding recommendations for the Regional Surface Transportation Improvements (RSTI) category with the TAC recommended change for the Foothill Boulevard and Sierra Highway Intersection Improvement Project #F3144.

Staff response: Based on the staff response to TAC Recommendation #1, we recommend maintaining the relative ranking of the project scores.

II. Signal Synchronization and Bus Speed Improvements Category

TAC Recommendation: Approved the preliminary staff recommendations for this category.

III. Transportation Demand Management (TDM) Category

TAC Recommendation: Approved the preliminary staff recommendations for this category.

IVa. Bikeway Improvements Category

TAC Recommendation: Approved the preliminary staff recommendations for this category.

IVb. Pedestrian Improvements Category

TAC Recommendation: Approved the preliminary staff recommendations for this category.

V. Transit Capital Category

TAC Recommendation: Approved the preliminary staff recommendations for this category.

VI. Transportation Enhancements Category

TAC Recommendation: Approve the staff funding recommendations for the Transportation Enhancement Activities (TEA) projects, with the condition that the recommended projects must meet the requirements of SB 286 with regards to the Conservation Corps. If any of the recommended projects cannot meet these requirements, then funding will be recommended to unfunded project(s) based on the ranking in the Preliminary Funding Recommendation report (Rainbow report).

Staff response: Staff does not concur with the TAC recommendation. SB 286 guidelines are fairly flexible with respect for using the California Conservation Corps. In the unlikely event that projects are found to be ineligible for TEA funds based on SB 286 requirements, we recommend accelerating funding for higher scoring projects in the 2009 Call for Projects

so that they can be completed earlier. Any freed-up money would be in later years which would be addressed in the next Call for Projects.

METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP:

Auto Club of Southern California (1)
Marianne Kim — Steve Finnegan (Alternate)

Bus Operations Subcommittee (2)
David Reyno, Foothill Transit — Joseph Loh (Alternate), Gardena Municipal Bus Lines

Dennis Kobata, Torrance Transit — Susan Lipman (Alternate), Santa Clarita Transit

California Highway Patrol (1)
Sgt. Mike Stefanoff — Lt. Dave Bowen (Alternate)

Caltrans (2)
Raja Mitwasi — Alberto Angelini (Alternate)
Vacant — Kirk Cessna (Alternate)

Citizen Representative-Technical Expertise On ADA Requirements (1)
Ellen Blackman, Center for Healthy Aging — John Whitbread (Alternate), LA County Public Health Dept

City Of Long Beach (1)
Sumire Gant — Mark Christoffels (Alternate)

City Of Los Angeles (3)
James Lefton — John Fong (Alternate)
Haripal Vir — Mike Uyeno (Alternate)
Gina Mancha — Ferdy Chan (Alternate)

County Of Los Angeles (3)
Mark Herwick — Travis Seawards (Alternate)
Shari Afshari — Josephine Gutierrez (Alternate)
Patrick V. DeChellis — Paul Maselbas (Alternate)

Goods Movement (1*)
Lupe Valdez — LaDonna DiCamillo (Alternate)

League of California Cities (7)

Greg Herrmann City of Burbank	Cathi Cole (Alternate) City of Pasadena
Desi Alvarez City of Downey	Lisa Rapp (Alternate) City of Lakewood
Robert L. Brager City of Malibu	Ramiro Adeva (Alternate) City of Agoura Hills
Nicole Rizzo City of Lancaster	Mike Behen (Alternate) City of Palmdale
Larry Stevens City of San Dimas	Craig Bradshaw (Alternate) City of Claremont
Steven Huang City of Redondo Beach	Victor Rollinger (Alternate) City of Carson
David Feinberg City of Santa Monica	Sharon Perlstein (Alternate) City of West Hollywood

Local Transit Systems Subcommittee (2)

Jano Baghdanian City of Glendale	Alex Gonzalez (Alternate) City of Covina
Joyce Rooney City of West Hollywood	Martin Browne (Alternate) City of Whittier

Metropolitan Transportation Authority (2)

Alan Patashnick John Drayton	Cory Zelmer (Alternate) Christopher Gallanes (Alternate)

Southern California Regional Rail Authority (SCRRA) (1*)

Steve Lantz	Joanna Capelle (Alternate)

South Coast Air Quality Management District (SCAQMD) (1*)

Eyvonne Sells	Kathryn Higgins (Alternate)

Southern California Association of Governments (SCAG) (1*)

David Rubinow	Annie Nam (Alternate)

Transportation Demand Management/Air Quality Subcommittee (2)

Mark Yamarone
City of Pasadena

Phil Aker (Alternate)
City of Los Angeles

Mark Hunter
City of Santa Clarita

Brooke Geer Person (Alternate)
Glendale TMA

* Ex-Officio Member

ADDITIONAL BACKGROUND INFORMATION

New TIP Countywide Call for Projects Programming

MTA recommends programming $337.551 million over five years to projects in seven modal categories. All projects recommended for funding are listed in Attachment A and are described in Attachment E. Although this TIP Countywide Call for Projects action will program funds for several years, Board action in September 2009 would authorize expenditure for the first year of the program only (FY 2009-2010). Board action will be required annually through the TIP Countywide Call for Projects Recertification 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.

MTA evaluated 303 applications totaling approximately $2.2 billion in funding requests for eligible projects with expenses totaling about $4.7 billion. The applications submitted within each modal category were evaluated using the criteria identified in the 2009 Countywide Call for Projects Application Package approved by the Board and mailed in February 2009. Project evaluation scores and funding recommendations were published in the Preliminary Staff Recommendations Report and distributed to all project applicants, Board Members, and MTA TAC in July 2009.

Applicants had an opportunity to appeal their project scoring by providing oral testimony to clarify technical and financial aspects of their applications to the MTA TAC on July 20th. Ten project sponsors provided testimony on 18 projects. MTA TAC made recommendations for staff consideration for each modal category.

California Transportation Commission

At this time, it is unknown when the California Transportation Commission (CTC) will adopt the assumptions for the 2010 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 2010 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 2010 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. This lower level of protection for the Spillover makes it a target for General Fund uses. Resolution of the General Fund protection issue for the Spillover funds is a key issue in the 2010 STIP Fund Estimate, and affects $15 million in FY 2011-2012 of the preliminary fund estimate for this Call.

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 California Transportation Commission (CTC). This Call has programmed projects that could receive STIP funds to be available between FY 2011 and FY 2015. After the Board action in September 2009, 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

F3126 Gerald Desmond Bridge Project – City of Long Beach

This project, located in the ports area of the City of Long Beach, is the westerly extension of SR-710 and crosses the Back Channel area of the Port centered along Ocean Bl. The project would replace the deteriorating five-lane Gerald Desmond Bridge with a new six-lane, cable-stayed bridge which increases the Bridge's capacity. Also included is a bike lane and pedestrian path. Once completed, the entire roadway, including the SR-710 connector ramps on Ocean Bl from the westerly City boundary to the SR-710, will be relinquished to Caltrans. The project has been approved for Trade Corridors Improvement Fund (TCIF) monies as well as a 2007 Call for Projects allocation of $17.3 million for FY2012 and FY2013. The Port requested $12.3 million for design and construction activities.

Total Original Application Cost	$981,742,000	
Total Revised Project Cost	$1,229,891,305	
Recommended Funding	$11,315,000	
Local Match Commitment	$1,218,576,305	99.08% of revised project cost

F3125 Ramona Corridor Transit Center Access Project – Los Angeles County

This project, located in the City of El Monte, will construct a new underpass on Ramona Bl and under Santa Anita Av to provide direct access to the lower level of the new El Monte Transit Center, thereby reducing both auto and bus congestion, enhancing customer convenience and greatly improving bus access to the Transit Center for numerous transit routes. All project construction-related activities will be managed by the County of Los Angeles Public Works with cooperation and coordination with the City of El Monte and MTA. Requested funding includes design and construction activities.

Total Original Application Cost	$13,625,272	
Total Revised Project Cost	$15,300,196	
Recommended Funding	$7,650,098	
Local Match Commitment	$7,650,098	50% of revised project cost

F3110 Baldwin Avenue & Duarte Road Intersection Capacity Improvement Project – City of Arcadia

This project, located in the City of Arcadia, would reconstruct and widen the intersection of Baldwin Av and Duarte Rd by adding a second left-turn lane for the eastbound approach of Duarte Rd and realigning the through lanes, left-turn lanes and channelization. The project will include traffic-signal modifications, reconstruction of a bus pad and pedestrian-sidewalk improvements. Baldwin Av is a north/south connector linking Arcadia, Temple City, El Monte, Sierra Madre and Rosemead to the I-10 and I-210 Freeways. Requested funding includes design, right-of-way and construction activities.

Total Original Application Cost	$1,240,000	
Total Revised Project Cost	$1,334,782	
Recommended Funding	$667,391	
Local Match Commitment	$667,391	50% of revised project cost

F3168 Burbank Boulevard Widening at Hayvenhurst Avenue – City of Los Angeles

This project, located in the City of Los Angeles' Sepulveda Basin Recreation area, would narrow the median island on Burbank Bl to provide for an additional westbound left-turn lane at Hayvenhurst Av and narrow the pedestrian parkway for an additional eastbound right-turn lane. This area has especially heavy traffic in the morning peak since Hayvenhurst Av provides direct access to the I-101 EB on-ramp and the Encino Park-and-Ride facility. Requested funding includes design and construction activities.

Total Original Application Cost	$1,000,000	
Total Revised Project Cost	$1,080,555	
Recommended Funding	$463,558	
Local Match Commitment	$616,997	57.1% of revised project cost

F3169 Burbank Boulevard and Woodley Avenue Intersection Improvements – City of Los Angeles

This project, located in the City of Los Angeles' San Fernando Valley, would reduce the median width of Burbank Bl for approximately 300 feet in order to construct an additional left-turn lane from eastbound Burbank Bl to northbound Woodley Av and includes replacement of street trees, street lighting and traffic signal improvements to traffic signals. This will help improve traffic circulation and access to the I-405 on-and-off ramps and the Sepulveda Basin Recreation area as well as reducing through traffic at the neighboring intersections of Burbank Bl/Sepulveda Bl and Burbank Bl/I-405 Freeway ramps. Requested funding includes design and construction activities.

Total Original Application Cost	$460,000	
Total Revised Project Cost	$495,518	
Recommended Funding	$227,295	
Local Match Commitment	$268,224	54.13% of revised project cost

F3130 Florence Avenue Regional Transportation Corridor Improvement Project – City of Inglewood

This project, located in the City of Inglewood, would reconstruct 1.2 miles of Florence Av, a major east/west arterial, including a new Florence Av/Redondo Beach Bl intersection which is one-quarter mile west of West St. The current intersection configuration reduces Florence Av from three lanes to two lanes and restricts turning movements to right-turn only from westbound Redondo Beach Bl. The project includes capacity, pedestrian amenities at bus stops and bicycle improvements which will rebalance the street into a multimodal corridor. Requested funding includes design and construction activities.

Total Original Application Cost	$3,810,000	
Total Revised Project Cost	$4,091,404	
Recommended Funding	$2,051,430	
Local Match Commitment	$2,039,974	49.86% of revised project cost

F3128 Century Boulevard Mobility Improvement Project – City of Inglewood

This project, located along Century Bl from Crenshaw Bl on the east to Inglewood Av on the west, encompasses 2.3 miles of Century Bl east of the I-405 Freeway. The project includes additional E/W exclusive right-turn lanes and where feasible, N/S exclusive right-turn lanes at Century Bl and Crenshaw Bl, Prairie Av, Hawthorne Bl/La Brea Av and Inglewood Av; construction of a raised median along Century Bl from Crenshaw Bl to Inglewood Av; and an additional NB left-turn lane at Crenshaw Bl and Century Bl with an overhead sign directing traffic to LAX. Requested funding includes construction only.

Total Original Application Cost	$7,870,270	
Total Revised Project Cost	$8,594,734	
Recommended Funding	$3,223,025	
Local Match Commitment	$5,371,709	62.5% of revised project cost

F3129 Avenue L Widening, 15th to 30th Streets West – City of Lancaster

This project, located in the City of Lancaster, would construct capacity improvements along Avenue L, a major east/west arterial, by widening the existing roadway to available right-of-way extents and closing any mixed-flow lane gaps, thereby providing improved circulation to Quartz Hill in unincorporated Los Angeles County and onto SR-14. Three continuous lanes in each direction will be accommodated by this project, reducing traffic bottlenecks and providing safer pedestrian and cycling travel in the corridor. Improvements include sidewalk and bike lane construction. Requested funding is only for construction activities.

Total Original Application Cost	$3,059,000	
Total Revised Project Cost	$3,272,211	
Recommended Funding	$1,635,778	
Local Match Commitment	$1,636,433	50.01% of revised project cost

F3170 Port Truck Traffic Reduction Program: West Basin Railyard – City of Los Angeles

This Goods Movement project, a recipient of a TCIF allocation, is located in the Port of the City of Los Angeles (POLA) and would construct an intermodal railyard connecting the Port with the Alameda Corridor to accommodate increased loading of trains at that facility, thereby reducing truck trips to off-dock railyards. This project could significantly reduce truck traffic and improve air quality. The applicant requested more than $19 million and stated commitments of $51.2 million from Prop 1B TCIF, $40.8 million from Port revenues/cargo fees and $1.3 million in-kind services from POLA staff. The construction of the railyard has been identified as an essential element in the Port's infrastructure and as a critical link between the Port's container terminals and the Alameda Corridor. Requested funding is only for construction activities.

Total Original Application Cost	$112,494,000	
Total Revised Project Cost	$96,565,804	
Recommended Funding	$8,584,700	
Local Match Commitment	$87,981,104	91.11% of revised project cost

F3105 McBean Parkway Bridge Widening and Gap Closure over Santa Clara River – City of Santa Clarita

This project, located in the City of Santa Clarita, would widen the north/south McBean Parkway Bridge to 8 lanes and construct a Class I bike path connection between McBean Parkway and Santa Clara River Trail making for a multi-modal corridor. Included is funding of $460,000 for bikeway and pedestrians improvements which provide greater intermodal connectivity. Requested funding includes design and construction activities.

Total Original Application Cost	$6,250,000	
Total Revised Project Cost	$6,863,687	
Recommended Funding	$3,775,028	
Local Match Commitment	$3,088,659	45% of revised project cost

F3114 Lakewood Boulevard Phase 3 Improvements – City of Downey

This project on a major arterial in the City of Downey would widen Lakewood Bl between Florence Av and Telegraph Rd to provide three lanes in each direction and a 50-foot intersection curb return. Project would include landscaping, lighting, and new traffic signals. Although there are numerous properties impacted by the project, the City believes the acquisitions to be minimal and not affecting any businesses. Requested funding includes right-of-way and construction activities.

Total Original Application Cost	$12,029,000	
Total Revised Project Cost	$7,777,869	
Recommended Funding	$3,943,380	
Local Match Commitment	$3,834,489	49.3% of revised project cost

F3132 SR-47 Expressway: Replace Heim Bridge & New Elevated Expressway – Cities of Los Angeles and Long Beach

This project is located between the Cities of Los Angeles and Long Beach and would replace the seismically deficient Commodore Schuyler Heim Bridge with a new four-lane elevated expressway. The project was submitted by Alameda Corridor Transportation Authority (ACTA) and is sponsored by the Port of Los Angeles. Project limits extend from Ocean Bl to PCH along SR-47, Henry Ford Av and Alameda St. The expressway would provide a connection in the north-south corridor between Terminal Island in the San Pedro Bay Ports and the mainland. There will be approximately 30 properties impacted by this project. The applicant stated committed resources of $307.2 million in bridge funds, $158 million in TCIF and $123.8 million ICF Port fees and requested $30 million. The project will reduce truck traffic on both I-710 and I-110 Freeways. Requested funding includes design and construction activities.

Total Original Application Cost	$619,000,000	
Total Revised Project Cost	$566,913,580	
Recommended Funding	$9,184,000	
Local Match Commitment	$557,729,580	98.38% of revised project cost

F3136 The Old Road Widening: Magic Mountain Parkway to Turnberry Lane – Los Angeles County

This project, located in the County of Los Angeles, would reconstruct and widen The Old Road from Magic Mountain Pkwy to Turnberry Ln to bring it up to secondary highway standards. The widening would improve access to major regional trip generators including Six Flags Magic Mountain and industrial and commercial centers. Various intersections will undergo improvements, including The Old Road at Henry Mayo Dr and Rye Canyon Rd. Also included in the project is $750,000 for bikeway and pedestrian improvements. Requested funding includes construction only.

Total Original Application Cost	$65,220,011	
Total Revised Project Cost	$73,892,611	
Recommended Funding	$15,000,200	
Local Match Commitment	$58,892,411	79.7% of revised project cost

F3139 Sepulveda Bl Bridge Widening Project – City of Manhattan Beach

This project, located in the City of Manhattan Beach south of Rosecrans Bl and north of 33rd St, would add one lane on NB Sepulveda Bl by widening the bridge between 33rd St to just south of Rosecrans Av. The State of California owns this particular right-of-way so Caltrans and the City have executed a Cooperative Agreement officially authorizing the City to proceed with PS&E and construction with Caltrans oversight. Average annual daily traffic exceeds 61,000 vehicles on this major north/south arterial. Although Sepulveda Bl is a designated bike route, Caltrans does not allow bicycles on Sepulveda Bl in this area due to the high volume of traffic. Requested funding includes right-of-way and construction activities.

Total Original Application Cost	$13,000,000	
Total Revised Project Cost	$10,729,645	
Recommended Funding	$6,813,325	
Local Match Commitment	$3,916,320	36.5% of revised project cost

F3107 Avenue S Widening Phase II – City of Palmdale

This project, located in the City of Palmdale on a major east-west corridor between SR-14 and SR-136, would widen the roadway to accommodate six lanes. It includes a sidewalk and Class I bikeway, traffic signals and other enhancements along the 1.5 mile segment of 30th St East to 45th St East. Requested funding includes design, right-of-way and construction activities.

Total Original Application Cost	$9,800,000	
Total Revised Project Cost	$11,022,701	
Recommended Funding	$6,613,620	
Local Match Commitment	$4,409,081	40% of revised project cost

F3109 Hawthorne Boulevard Mobility Improvement Project – City of Hawthorne

This project, located in the City of Hawthorne, would improve circulation by eliminating bottlenecks, enhancing left-turn storage and installing bow-outs. The street will be reconfigured to provide a dedicated bike lane as well as amenities to make it easier for pedestrians to navigate the busy area where the average daily traffic exceeds 52,000 vehicles. Even though the project has been reduced in scope from the original application, it includes elements for bikes, pedestrians, transit and signals amounting to more than $1.3 million. Requested funding includes design, right-of-way and construction.

Total Original Application Cost	$5,430,000	
Total Revised Project Cost	$5,028,628	
Recommended Funding	$2,916,101	
Local Match Commitment	$2,112,527	42.01% of revised project cost

F3119 I-405 Avalon Boulevard Access & Congestion Relief Project – City of Carson

This project, located in the City of Carson, would provide additional turn lanes and access to the I-405 Freeway at the Avalon Bl ramps to improve local and regional traffic congestion. The City proposes to improve circulation by reprogramming traffic signal controllers for coordination between the ramp intersections. Avalon Bl is a major truck route so goods movement would be improved by project implementation. Requested funding includes construction only.

Total Original Application Cost	$27,100,000	
Total Revised Project Cost	$29,122,365	
Recommended Funding	$6,770,950	
Local Match Commitment	$22,351,415	76.75% of revised project cost

F3137 SR-57/SR-60 Confluence Project: Westbound Slip On-ramp – City of Industry

This project, located in the City of Industry, would construct a new west-bound slip on-ramp from Grand Av that would join as an auxiliary lane to the SR-60 bypass lane. This would increase the street capacity, reduce weaving, and improve safety. The provision of direct access via a right turn relieves the existing southbound Grand Av bottleneck and the entrance to the on-and-off ramps. Requested funding includes right-of-way and construction activities.

Total Original Application Cost	$15,910,000	
Total Revised Project Cost	$17,502,850	
Recommended Funding	$8,751,425	
Local Match Commitment	$8,751,425	50% of revised project cost

F3174 10th Street West Capacity Improvements – City of Lancaster

This project, located in the City of Lancaster, would widen the existing roadway to its available right-of-way extents with three continuous lanes in each direction and close gaps in the mixed-flow lanes, thus providing continuous pedestrian walkways and additional bus turnouts. The project will add an additional intersection as well as landscaping over the one mile from Avenue L to Avenue M. Requested funding includes construction only.

Total Original Application Cost	$5,090,000	
Total Revised Project Cost	$5,417,883	
Recommended Funding	$1,596,650	
Local Match Commitment	$3,821,233	70.53% of revised project cost

F3115 Del Amo Boulevard Bridge Replacement Improvements – City of Lakewood

This project, located in the City of Lakewood, would remove and replace the Del Amo Bridge, increasing its capacity from two lanes to four lanes over Coyote Creek and within the current 100-feet right-of-way which would accommodate an 11-foot shoulder/bike lane in each direction, two 12-foot through lanes, an 8-foot parkway and a raised landscaped median. The project will realign Del Amo Bl to a straight roadway configuration with a landscaped median, sidewalk and bikeway connections. Project limits are from Bloomfield Av to Bluebird Av. Requested funding includes design and construction activities.

Total Original Application Cost	$11,571,000	
Total Revised Project Cost	$12,162,811	
Recommended Funding	$1,067,895	
Local Match Commitment	$11,094,916	91.22% of revised project cost

F3124 Firestone Blvd Capacity Improvements – City of South Gate

This 2.5-mile major arterial project, located in the City of South Gate, would increase the number of lanes from four to six on Firestone Bl and include raised/landscaped medians, sidewalks, bus shelters and bus pullouts without any right-of-way acquisitions. Signal and transit elements comprise $380,000 of the project's cost. Requested funding includes design and construction activities.

Total Original Application Cost	$13,004,000	
Total Revised Project Cost	$14,720,075	
Recommended Funding	$9,423,792	
Local Match Commitment	$5,296,283	35.98% of revised project cost

F3142 Exposition Park Traffic Circulation Improvements – City of Los Angeles

This project, located in the City of Los Angeles, would widen the east leg of Vermont Av and MLK Jr. Bl to provide an exclusive right-turn lane for westbound traffic to travel north at Vermont Av, widen the north leg of Figueroa St at MLK Jr. Bl to provide an exclusive right-turn lane for SB motorists and other restripings to provide additional turning movements. Other improvements include concrete sidewalks, traffic signals and street lighting. Requested funding includes design, right-of-way and construction activities.

Total Original Application Cost	$4,000,000	
Total Revised Project Cost	$4,477,154	
Recommended Funding	$2,910,150	
Local Match Commitment	$1,567,004	35% of revised project cost

F3146 Highland Ave Widening - Odin Street to Franklin Av – City of Los Angeles

This project, located in the Hollywood area of the City of Los Angeles, would widen the existing roadway to add additional turning lanes along Highland Av between Franklin Av and Odin St and to upgrade the arterial to major highway standards. The project will require additional right-of-way from approximately eight properties. Requested funding includes design, right-of-way and construction activities.

Total Original Application Cost	$5,100,000	
Total Revised Project Cost	$5,804,031	
Recommended Funding	$3,772,620	
Local Match Commitment	$2,031,411	35% of revised project cost

F3148 North Main St Grade Separation – City of Los Angeles

This project, located one mile east of downtown City of Los Angeles, would construct a new grade separation over the Union Pacific Railroad (UPRR) and Metrolink tracks, and Los Angeles River while preserving the historic look of the Main Street Bridge. This project ranks #10 on LA County's priority list and #23 in the State on the California Public Utilities Commission (CPUC) grade separation list. The project includes $55,000 for bikeway (over the elevated roadway) and pedestrian improvements. Since North Main St over the Los Angeles River is a major arterial in close proximity to I-110, I-5 and I-10 Freeways, the bridge is heavily used by autos and cargo trucks to travel in and out of Los Angeles. The grade separation will significantly reduce traffic delays caused by the at-grade crossings at both ends of the bridge. Requested funding includes design, right-of-way and construction activities.

Total Original Application Cost	$80,000,000	
Total Revised Project Cost	$91,279,737	
Recommended Funding	$11,127,000	
Local Match Commitment	$80,152,737	87.81% of revised project cost

F3171 De Soto Avenue Widening: Ronald Reagan Freeway to Devonshire Street –City of Los Angeles

This project, located in the City of Los Angeles' Chatsworth area of the San Fernando Valley, would widen De Soto Av, a major heavily traveled north/south arterial carrying nearly 50,000 daily vehicles, from SR-118 to Devonshire St. It would provide five lanes in each direction and a uniform roadway width of 80 feet. An additional travel lane in each direction would be constructed to reduce congestion and provide needed capacity at key signalized intersections. A 10' sidewalk will be included as part of the project. Requested funding includes design and construction activities.

Total Original Application Cost	$10,350,000	
Total Revised Project Cost	$11,535,737	
Recommended Funding	$7,498,229	
Local Match Commitment	$4,037,508	35% of revised project cost

F3172 Balboa Boulevard Widening at Devonshire Street – City of Los Angeles

This project, located in the City of Los Angeles' Northridge area, would widen the east side of Balboa Bl by three feet to provide dual left-turn lanes onto Devonshire St for both the NB/SB directions. Daily traffic volume at this intersection is approximately 58,000 vehicles so circulation would be improved to this heavily traveled commercial area. Requested funding includes design and construction activities.

Total Original Application Cost	$1,630,000	
Total Revised Project Cost	$1,860,202	
Recommended Funding	$1,209,132	
Local Match Commitment	$651,070	35% of revised project cost

F3175 Culver Boulevard Realignment Project – City of Culver City

This project, located in the City of Culver City, would widen Culver Bl while narrowing the frontage road. This would add capacity to Culver Bl and allow for the construction of a bike/pedestrian path on a raised median, turn lanes, traffic signal modifications, countdown pedestrian signal heads and other improvements. The roadway enhancements include left-turn lanes, wider through lanes and separation of local traffic from through traffic. Many of these modifications are needed for consistency purposes as a result of associated improvements to the I-405 HOV project and ramp relocations. Requested funding includes design and construction activities.

Total Original Application Cost	$6,100,000	
Total Revised Project Cost	$6,965,306	
Recommended Funding	$2,855,776	
Local Match Commitment	$4,109,530	59% of revised project cost

Signal Synchronization & Bus Speed Improvements

F3314 Intelligent Transportation System (ITS) Communication Systems Upgrade Project – City of Los Angeles

This project is located in the City of Los Angeles and is a citywide Project. It will upgrade and replace under-capacity communication system hardware in order to provide a communication link for traffic corridors bordering the City of Los Angeles to communicate with the Los Angeles County Information Exchange Network (IEN). Funds are requested for engineering, equipment and construction costs.

Total Original Application Cost	$5,000,000	
Total Revised Project Cost	$5,492,500	
Recommended Funding	$4,394,000	
Local Match Commitment	$1,098,500	20% of revised project cost

F3311 Information Exchange Network Phase III – Los Angeles County

This project is located Countywide. It will expand the Information Exchange Network (IEN) system to provide additional traffic signals and agencies, including: 1) Deployment and support of Automatic Intersection Diagrams, 2) Online Web tutorial/training for IEN users, 3) Command/data interface (CDI) installation and support for various agencies and traffic control systems, 4) Metro Countywide Bus Signal Priority Information/Graphics, and 5) Upgrade of traffic signal controllers, firmware and communications to enable more signals and data to be included in the IEN. Upon project completion, sponsor will document results and experience of using the IEN to resolve bottleneck congestion between County of Los Angeles and bordering jurisdictions. Funds are requested for design and construction costs.

Total Original Application Cost	$3,180,000	
Total Revised Project Cost	$3,487,005	
Recommended Funding	$2,392,085	
Local Match Commitment	$1,094,920	31.4% of revised project cost

F3317 Bus Signal Priority in Culver City – Culver CityBus

This project is located in the City of Culver City and includes intersections with transit service. The project is to design, develop, and install a wireless bus signal priority (BSP) system on the Culver CityBus fleet and at intersections along transit corridors within the City of Culver City. It will allow signal preemptions that give buses priority access through intersections to improve running time with minimum impacts on cross-street traffic. Key project components include system design, development, and upgrade, intersection BSP equipment, and on-bus BSP equipment. Funds are requested for design, engineering and construction costs.

Total Original Application Cost	$2,500,000	
Total Revised Project Cost	$2,750,375	
Recommended Funding	$2,200,300	
Local Match Commitment	$550,075	20% of revised project cost

F3315 City / County Traffic Management Integration Phase 2 Project – City of Los Angeles

This project is located in the City of Los Angeles. The project locations are signalized intersections on major arterials crossing the city boundaries of Cities of Los Angeles, West Hollywood, Beverly Hills, Glendale, Burbank, Pasadena, South Pasadena, Alhambra, Monterey Park, and Los Angeles County where Information Exchange Network (IEN) servers host their traffic control information. The purpose of the project is using IEN traffic signal timing data as a secondary input into Adaptive Traffic Control System (ATCS). ATCS will not only adapt to the traffic conditions but also select adapted traffic control strategies that are complementary to traffic signal timing across jurisdictions. New adapted traffic control information will then be transmitted back to IEN servers for other agencies. The three major components are connections to receive IEN data, developing secondary inputs and control algorithm, and revising outbound XML data transmission to conform to national standards. Upon project completion, sponsor will document results and the experience of this project and the IEN to resolve bottleneck congestion between the City of Los Angeles and bordering jurisdictions. Funds are requested for design and construction costs.

Total Original Application Cost	$1,500,000	
Total Revised Project Cost	$1,672,500	
Recommended Funding	$1,338,000	
Local Match Commitment	$334,500	20% of revised project cost

F3305 Imperial Highway Fiber Optic Traffic Signal Communications Project – City of Downey

This project is located in the City of Downey on Imperial Highway between the west City Limit and east City Limit. The project will install fiber optic and video detection at 10 intersections (where not already installed or part of another project) along Imperial Hwy and connect to the City of Downey's Traffic Management Center (TMC). Ethernet switches and encoders will be installed to integrate the improvements into the existing Ethernet system and with the TMC. Funds are requested for design, engineering, equipment and construction costs.

Total Original Application Cost	$807,000	
Total Revised Project Cost	$900,094	
Recommended Funding	$719,175	
Local Match Commitment	$180,919	20.1% of revised project cost

F3306 Gardena Municipal Bus Lines Line 1 TSP Project – Gardena Municipal Bus Lines

This project is located in the City of Gardena along Marine Av from Yukon Av to Western Av, along Western Av from Marine Av to 166th St, along Normandie Av from 166th St to Gardena Bl, and along Vermont Av from Gardena Bl to 153rd St. The project will implement Transit Signal Priority (TSP) systems for its Line 1 bus services. The TSP system will be based on the systems already deployed under the Metro Countywide Signal Priority Program. Line 1 provides express bus service to and from downtown Los Angeles using the I-110 HOV lanes. Before entering the I-110 HOV lanes, Line 1 buses circulate along arterial streets passing through 28 signalized intersections. Funds are requested for design and construction costs.

Total Original Application Cost	$756,250	
Total Revised Project Cost	$843,219	
Recommended Funding	$674,575	
Local Match Commitment	$168,644	20% of revised project cost

F3308 San Gabriel Valley Forum Traffic Signal Corridors Project – Los Angeles County

This project is located in the San Gabriel Valley, including the Cities of Alhambra, Arcadia, Azusa, Baldwin Park, Claremont, Covina, El Monte, Glendora, Industry, Irwindale, La Verne, Monrovia, Pomona, San Dimas, San Gabriel, South El Monte, Temple City, Walnut, unincorporated areas of Los Angeles County, and Caltrans District 7. Funds are requested for the design and construction of multi-jurisdictional traffic signal synchronization, intersection operational improvements, and intelligent transportation system components on regional arterials in the San Gabriel Valley of Los Angeles County. The original scope of this project was reduced by eliminating scope items (to be determined by the project sponsor) and $16,078,717 (unescalated).

Total Original Application Cost	$33,500,000	
Total Revised Project Cost	$24,811,620	
Recommended Funding	$19,849,296	
Local Match Commitment	$4,962,324	20% of revised project cost

F3309 Gateway Cities Forum Traffic Signal Corridors Project Phase VI – Los Angeles County

This project is located in the Gateway Cities Area, including the Cities of Bell, Bellflower, Bell Gardens, Commerce, Downey, Huntington Park, La Mirada, Lakewood, Long Beach, Maywood, Montebello, Pico Rivera, Santa Fe Springs, Vernon, Whittier, unincorporated areas of Los Angeles County, and Caltrans District 7. Funds are requested for the design and construction of multi-jurisdictional traffic signal synchronization, intersection operational improvements, and intelligent transportation system components on regional arterials in the Gateway Cities area of Los Angeles County. The original scope of this project was reduced by eliminating scope items (to be determined by the project sponsor) and $12,235,525 (unescalated).

Total Original Application Cost	$24,130,000	
Total Revised Project Cost	$16,774,215	
Recommended Funding	$13,419,372	
Local Match Commitment	$3,354,843	20% of revised project cost

F3310 South Bay Forum Traffic Signal Corridors Project – Los Angeles County

This project is located in the South Bay Cities Area, including the Cities of Carson, El Segundo, Gardena, Hawthorne, Inglewood, Lawndale, Manhattan Beach, Redondo Beach, Torrance, unincorporated areas of Los Angeles County, and Caltrans District 7. Funds are requested for the design and construction of multi-jurisdictional traffic signal synchronization, intersection operational improvements, and intelligent transportation system components on regional arterials in the South Bay area of Los Angeles County. The original scope of this project was reduced by eliminating scope items (to be determined by the project sponsor) and $7,828,244 (unescalated).

Total Original Application Cost	$17,000,000	
Total Revised Project Cost	$12,979,314	
Recommended Funding	$10,383,451	
Local Match Commitment	$2,595,863	20% of revised project cost

F3303 City of Industry ATMS Signal Upgrade & CCTV Video Surveillance Project – City of Industry

This project is located in the City of Industry on Valley Bl between Grand Av and I-605 and on Gale Av between Sunset Av and Grand Av. The proposed project includes Advanced Traffic Management System (ATMS) signal upgrades at 20 intersections and closed-circuit television (CCTV) pan-tilt-zoom (PTZ) cameras at six key locations along these two corridors. These ATMS signals and CCTV cameras will be connected to the LACDPW's traffic control system, Kimley Horn Integrated Transportation System (KITS), and shared with other pertinent agencies and stakeholders via the County's Information Exchange Network (IEN) and integration to Regional Integration of Intelligent Transportation Systems (RIITS). The cameras will also be connected to the City's Local Control Center (LCC) video screen system via wireless communications that will allow for PTZ control from the City, as part of the proposed project. Funds are requested for design, equipment and construction costs.

Total Original Application Cost	$900,000	
Total Revised Project Cost	$1,003,500	
Recommended Funding	$802,800	
Local Match Commitment	$200,700	20% of revised project cost

F3302 Intelligent Transportation System (ITS) phase III – City of Pasadena

This project is located in the City of Pasadena. The project will close all gaps in the City's existing fiber communication network and includes the installation of additional closed circuit television cameras (CCTV) at two key arterial locations (Orange Grove/California and Foothill/Sierra Madre Villa), minor detection systems (video or inductive technologies) and other soft operational updates such as signal synchronization and strategic signal timing solutions along nine arterial segments. The nine segments are Marengo Av from I-210 to California Bl, Los Robles Bl from Woodbury Rd to Orange Grove Bl, Allen Av from I-210 to Del Mar Bl, Sierra Madre Bl from I-210 to Colorado Bl, San Gabriel Bl from Del Mar Bl to Colorado Bl, Washington Bl from Fair Oaks Av to Los Robles Av, Orange Grove Bl from Rosemount Av to Lincoln Av, and Del Mar Bl from San Gabriel Bl to Madre St. Funds are requested for design and construction costs.

Total Original Application Cost	$4,675,000	
Total Revised Project Cost	$5,293,566	
Recommended Funding	$4,234,852	
Local Match Commitment	$1,058,714	20% of revised project cost

F3312 City of Torrance ITS & Traffic Improvements – City of Torrance

This project is located in the City of Torrance. It will implement wireless communication, interconnect, closed circuit television cameras (CCTV), ITS components and controller upgrades at 19 intersections along Crenshaw Bl, Hawthorne Bl, Palos Verdes Bl, Lomita Bl, Del Amo Bl, and 182nd St. Funds are requested for equipment, administration and construction costs.

Total Original Application Cost	$1,187,000	
Total Revised Project Cost	$1,363,351	
Recommended Funding	$966,616	
Local Match Commitment	$396,735	29.1% of revised project cost

F3301 Metro Gold Line At-Grade Crossing Mobility Enhancements – City of Pasadena

This project is located in the City of Pasadena. It will provide improved communication between the rail grade crossing signal equipment and the traffic signal equipment by developing a signal synchronization interface with the adaptive traffic control system and includes the three at-grade crossing signals at Glenarm St, California Bl, and Del Mar Bl, as well as adjacent north-south streets - Fair Oaks Av, Raymond Av, Marengo Av, and Arroyo Pkwy. The project limits are Raymond Av from Glenarm St to Cordova St, Arroyo Pkwy from Fillmore St to Cordova St, and Marengo Av from Glenarm St to Del Mar Bl. Project deliverables include grade crossing interface and communication, adaptive traffic control along the three north/south corridors, signal controller, software and vehicle detection and timing work tasks. Funds are requested for design, administration and construction costs.

Total Original Application Cost	$1,476,800	
Total Revised Project Cost	$1,694,735	
Recommended Funding	$1,355,788	
Local Match Commitment	$338,947	20% of revised project cost

F3304 Woodruff Avenue Fiber-Optic Traffic Signal Communications Project – City of Downey

This project is located in City of Downey on Woodruff Av between Firestone Bl and Foster Rd. It will install fiber optic communication and video detection system on Woodruff Av and interconnect Woodruff Av to the existing fiber backbone to develop an Ethernet-based communication network for five intersections. Funds are requested for design and construction costs.

Total Original Application Cost	$804,000	
Total Revised Project Cost	$922,705	
Recommended Funding	$738,164	
Local Match Commitment	$ 184,541	20% of revised project cost

F3318 Culver City Traffic Monitoring and Surveillance System Gap Closure Project – City of Culver City

This project is located in the City of Culver City on Washington Bl between Glencoe Av and Ince Bl, on National Bl between Hayden Av and Washington Bl, on Jefferson Bl between Centinela Av and Duquesne Av, on Sepulveda Bl at Ballona Creek, on Slauson Av between Sepulveda Bl and the east city limit, at Bristol Pkwy and Hannum Av, at Slauson Av and Hannum Av, at Slauson Av and Buckingham Pkwy, and at Centinela Av and Green Valley Cir. It will design and implement closed circuit television camera (CCTV) traffic monitoring and surveillance systems, hub switching equipment and four miles of fiber optic communication cables at 14 intersections. Funds are requested for design, equipment and construction costs. The original scope of this project was reduced by eliminating Regional Integration of Intelligent Transportation Systems (RIITS) and Emergency Operations Center items and $116,000.

Total Original Application Cost	$2,800,000	
Total Revised Project Cost	$3,047,940	
Recommended Funding	$2,438,352	
Local Match Commitment	$609,588	20% of revised project cost

F3313 Burbank-Glendale Traffic System Coordination – City of Burbank

This project is located in the Cities of Burbank and Glendale along Glenoaks Bl (6.1 miles) between Buena Vista St in Burbank and Geneva St in Glendale and along San Fernando Bl between Olive Av in Burbank and Glendale Av in Glendale (5.3 miles). The project involves traffic signal coordination between Burbank and Glendale to reduce cross-jurisdiction traffic congestion on these two arterials using their existing connections to the County Information Exchange Network (IEN) and their traffic control systems in each City. The new 2070 controller upgrades at 25 intersections in Burbank and 40 intersections in Glendale and installation of system detection at 32 locations on Glenoaks Bl and San Fernando Bl will provide the hardware for synchronizing traffic signals between Burbank and Glendale. Upon project completion, sponsor will document results and the experience of this project and the IEN to resolve bottleneck congestion between Burbank and Glendale. Funds are requested for design, equipment and construction costs.

Total Original Application Cost	$1,110,000	
Total Revised Project Cost	$1,274,280	
Recommended Funding	$1,019,424	
Local Match Commitment	$254,856	20% of revised project cost

F3300 ITS Phase IV Interconnect Gap Closure and Signal Synch – City of Santa Clarita

This project is located in the Santa Clarita Valley in the City of Santa Clarita, unincorporated Los Angeles County, and Caltrans District 7. It will be deployed on Golden Valley/Newhall Ranch Rd between Green Mountain Dr and I-5 SB Ramps, on Rye Canyon/Copperhill Dr between The Old Road and Seco Canyon Rd, on Seco Canyon Rd between Gorzota Dr and Copper Hill Dr, on Valencia Bl between Bouquet Canyon Rd and Circle Dr, on McBean Pkwy between Baywood Ln and Orchard Village Rd, on Orchard Village Rd between Mill Valley Rd and Dalbey Dr, on Wiley Canyon Rd between Via Pacifica and Oak Ridge Dr, and on Railroad Av between Oak Ridge Rd and Cinema Dr. The project involves 70 intersections and includes re-synchronizing traffic signals on arterials, deploying an adaptive signal system, and implementing a fiber optic interconnect system. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating scope for an emergency operations center and $150,000.

Total Original Application Cost	$3,398,970	
Total Revised Project Cost	$3,902,018	
Recommended Funding	$3,031,868	
Local Match Commitment	$870,150	22.3% of revised project cost

F3307 Intersection Improvements on Bonita Av at Cataract Av – City of San Dimas

This project is located in the City of San Dimas. The project will install a new traffic signal on Bonita Av at Cataract Av, and will synchronize five existing signals along Bonita Av between Eucla Av and easterly City limits (San Dimas Canyon Rd) with the new traffic signal. The project consists of lighting, traffic loop detection–video system, bicycle-sensitive loop detectors, bicycle-activated signal devices, signage and striping, removal of the existing stop signs, replacement of railroad gates, and pedestrian countdown safety devices on six intersections along Bonita Av. Funds are requested for design and construction costs.

Total Original Application Cost	$1,457,500	
Total Revised Project Cost	$1,673,210	
Recommended Funding	$1,338,568	
Local Match Commitment	$334,642	20% of revised project cost

Transportation Demand Management

F3713 City of Long Beach Bike Share Program – City of Long Beach

This project is located in Long Beach. It will integrate bicycle and public transit services by installing 16 solar-powered open-rack kiosks, in the downtown and at the California State University Long Beach (CSULB) area. A total of 160 bikes will be added to the transit system. Funds are specifically requested for the program design, the purchase of equipment (e.g., bicycles and open-rack kiosks).

Total Original Application Cost	$1,192,672	
Total Revised Project Cost	$1,315,778	
Recommended Funding	$907,887	
Local Match Commitment	$407,891	31% of revised project cost

F3702 Fold-n-Go Pasadena - Folding Bicycle Demonstration Program – City of Pasadena

This project is located in Pasadena. It will create the “Fold-n-Go Pasadena” folding-bike subsidy program for up to 1,000 member participants. This three-year program will provide a subsidy to transit riders when they purchase a collapsible bike to use in conjunction with bus and/or rail systems in Pasadena. This will add 1,000 collapsible bikes to the transit system.

Total Original Application Cost	$300,000	
Total Revised Project Cost	$324,800	
Recommended Funding	$259,840	
Local Match Commitment	$64,960	20% of revised project cost

F3703 A 'No Net New Trips' Rideshare Toolkit – City of Santa Monica

This project is located in Santa Monica. This project will develop a “TDM toolkit” online information for transit users on different multi-mobility modes. It will accommodate bike users at job sites (except for the bike valet component originally proposed), provide up to 300 walking-rolling carts, add up to 75 bike lockers and provide incentive programs for employers, schools and residents. This comprehensive rideshare website will be specific to Santa Monica businesses, employees, and visitors and will integrate traveler information.

Total Original Application Cost	$823,850	
Total Revised Project Cost	$848,562	
Recommended Funding	$543,080	
Local Match Commitment	$305,482	36% of revised project cost

F3729 Real-Time Bus Arrival Information System – Culver CityBus

This project is located in Culver City. It will design, develop, and install an information system that utilizes Intelligent Transportation System (ITS) technology to disseminate real-time bus-arrival information to transit riders. It will use dynamic signs located at 60 (instead of 185 originally proposed) bus stops that will be available on the Internet and through text messaging for riders that do not have internet access. These stops are located along Sepulveda Bl, Washington Bl, and Overland Av/Jefferson Bl corridors. This project will enhance the existing Basic Automatic Vehicle Locator (AVL) infrastructure.

Total Original Application Cost	$4,000,000	
Total Revised Project Cost	$2,521,425	
Recommended Funding	$2,017,140	
Local Match Commitment	$504,285	20% of revised project cost

F3701 Pasadena ARTS Enhanced Passenger Information – City of Pasadena Department of Transportation

This project is located in Pasadena. This project will enhance the Pasadena Area Rapid Transit System (ARTS) Vehicle Arrival Information System with real-time passenger information via telephone for over 400 bus stops. In addition, 26 to 50 wayside signs will be installed in the City to augment efforts.

Total Original Application Cost	$850,000	
Total Revised Project Cost	$893,350	
Recommended Funding	$683,150	
Local Match Commitment	$210,200	23.53% of revised project cost

F3704 Multi-Modal Wayfinding System – City of Santa Monica

This project is located in Santa Monica. It will develop an online system for real-time parking information, including a GIS-based database and mapping engine. Five new real-time dynamic wayfinding signs for parking garage location/availability will be added. These signs will link directly to the City's existing communication network for transit and provide information for the public.

Total Original Application Cost	$1,000,000	
Total Revised Project Cost	$1,106,916	
Recommended Funding	$664,150	
Local Match Commitment	$442,766	40% of revised project cost

F3711 Parking Guidance and Wayfinding Systems (PGS) – City of Long Beach

This project is located in Long Beach. It will provide an electronic online database for parking inventory statistics, online reporting of parking occupancy, real-time parking occupancy signage at eight City-owned parking structures, and dynamic wayfinding signage along major arteries leading to the downtown area. This project will install 12 electronic signs at eight City-owned parking facilities and eight wayfinding signs at strategic locations throughout the City, improving congestion.

Total Original Application Cost	$1,182,633	
Total Revised Project Cost	$1,196,398	
Recommended Funding	$957,118	
Local Match Commitment	$239,280	20% of revised project cost

F3714 Arroyo Verdugo Commute Manager System – City of Glendale

This project will develop a Commuter Manager System, which is a multi-jurisdictional cooperative between the Cities of Glendale, Pasadena, and Burbank located in the Arroyo Verdugo sub-region. This website will develop a transportation-specific networking environment that is customized to the geographic area and transportation needs of the communities it is serving. It will serve as a centralized communication channel for each City to communicate with system users, riders, residents, employers and their employees, commercial business owners and their tenants and others who join the system. This project will develop a web-enabled networking system that centralizes and distributes multi-mobility information (transit, rail, carpool, vanpool, bicycling, walking, etc).

Total Original Application Cost	$564,675	
Total Revised Project Cost	$754,787	
Recommended Funding	$417,397	
Local Match Commitment	$337,390	44.7% of revised project cost

F3731 Downtown LA Transit Information and Wayfinding – City of Los Angeles, Community Redevelopment Agency

This project is located in downtown Los Angeles at Broadway between 2nd St and Olympic Bl. It will implement a comprehensive, integrated pilot program combining multiple TDM strategies along Broadway. The project will install three separate TDM technologies, with the objective of increasing transit ridership, improving pedestrian wayfinding, and reducing congestion in the downtown. There are only 4 components (instead of 6 components originally proposed, no Electrical Vaults and no TDM Strategy Comparative Evaluation): (1) 10 real-time transit Liquid Crystal Display (LCD) Monitors; (2) variable message signs and parking management systems for three parking lots; (3) two to three interactive digital display kiosks; and (4) expansion of the WiFi network.

Total Original Application Cost	$4,000,000	
Total Revised Project Cost	$1,611,743	
Recommended Funding	$1,289,394	
Local Match Commitment	$322,349	20% of revised project cost

F3710 Pasadena's Wayfinding System – City of Pasadena

The project is located in Pasadena. The project will provide a unified design, implementation, and management of a wayfinding system for the City of Pasadena. This project will include signage directing pedestrian and bicyclists to destinations off the main highways and from major transit centers. Install eight parking dynamic signs in eight parking lots owned by the City, and 1,500 static signs. Wayfinding kiosks will be installed along three Metro Gold Line Stations (Sierra Madre Villa, Allen, and Fillmore).

Total Original Application Cost	$1,500,000	
Total Revised Project Cost	$2,197,783	
Recommended Funding	$1,685,700	
Local Match Commitment	$512,083	23.3% of revised project cost

F3726 First and Last Mile Transit Connectivity Options – City of Los Angeles, Department of Transportation

This project is located in downtown Los Angeles. This demonstration program will target the downtown Los Angeles Civic Center area by providing shared green vehicles at strategic and convenient locations including Union Station, and near the intersections of Main St and First St. The First and Last Mile Program will utilize global positioning system (GPS) technologies, radio frequency identification (RFID) tagging, or other types of tracking mechanisms to manage the fleet of neighborhood electric vehicles (NEV) and bicycles, to garner information on trip lengths and trip destinations.

Total Original Application Cost	$1,500,000	
Total Revised Project Cost	$1,640,575	
Recommended Funding	$1,312,460	
Local Match Commitment	$328,115	20% of revised project cost

F3712 Metrolink Parking Resource Management Demonstration Project – City of Baldwin Park

This project is located in Baldwin Park. The project will utilize cellular telephone devices to inform commuters of space availability. This project will allow commuters to access the parking availability at multiple parking lots surrounding the Baldwin Park Metrolink Station. Real-time updated parking availability information will be available to commuters in the following modalities: automated voice calls, text messages, and digital displays at parking facilities. Commuters will be able to call or text in to obtain availability and/or register for automated voice or text (SMS) alerts to their cell phones.

Total Original Application Cost	$349,000	
Total Revised Project Cost	$265,299	
Recommended Funding	$185,709	
Local Match Commitment	$79,590	30% of revised project cost

F3732 City of San Fernando Transit Wayfinding – City of San Fernando

The project is located in downtown San Fernando. It will install 1,500 to 2,000 wayfinding signs designed to link transit stops with civic, commercial, schools, and social service destinations within the downtown area.

Total Original Application Cost	$750,000	
Total Revised Project Cost	$788,250	
Recommended Funding	$630,600	
Local Match Commitment	$157,650	20% of revised project cost

F3709 Zero Emissions Vehicle Charging Stations – City of Pasadena

This project is located in Pasadena. It will install 43 charging stations at public and private locations throughout the City of Pasadena. The equipment will meet the newly adopted connector standard compatible with all major automakers' future requirements. At least 20 new stations will be installed at approximately 10 new locations, including major employment centers in the City or at locations where charging will help link transit nodes and final destinations. Charging stations will also be available at the Metro Gold Line Del Mar and Sierra Madre Villa Stations.

Total Original Application Cost	$655,000	
Total Revised Project Cost	$717,275	
Recommended Funding	$573,820	
Local Match Commitment	$143,455	20% of revised project cost

F3721 Angels Walk Silverlake – City of Los Angeles, Bureau of Street Services

This project is located in the Silverlake community in the City of Los Angeles. It will provide 50,000 copies of guidebooks, 15 on-street information markers (historic stanchions) and digital access on the Internet to guide pedestrians and transit users in a significant segment of the Silverlake community 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 Original Application Cost	$750,000	
Total Revised Project Cost	$843,428	
Recommended Funding	$674,742	
Local Match Commitment	$168,686	20% of revised project cost

F3722 Angels Walk Boyle Heights – City of Los Angeles, Bureau of Street Services

This project is located in the Boyle Heights community in the City of Los Angeles. The proposed project will provide 50,000 copies of guidebooks, 15 on-street information markers (historic stanchions) and digital access on the Internet to guide pedestrians and transit users in a significant segment of the Boyle Heights area 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 the Walk route.

Total Original Application Cost	$750,000	
Total Revised Project Cost	$819,033	
Recommended Funding	$655,226	
Local Match Commitment	$163,807	20% of revised project cost

F3716 Willowbrook Area Access Improvements – County of Los Angeles, Dept of Public Works

This project will install infrastructure and wayfinding signage as part of a larger project including pedestrian improvements, the addition of bikeways, and streetscape in the Willowbrook community, centered on the Imperial/Wilmington/Rosa Parks Metro Blue Line Station. Wayfinding signage will be installed near the station and park-and-ride facilities; directing pedestrians and bicyclists toward local activity centers and trip generators, including but not limited to Martin Luther King Jr. Multi-Service Ambulatory Care Center (MACC), Drew University, Kenneth Hahn Shopping Center, and the LAUSD Medical Magnet School.

Total Original Application Cost	$600,000	
Total Revised Project Cost	$665,080	
Recommended Funding	$532,064	
Local Match Commitment	$133,016	20% of revised project cost

F3715 Advanced Wayfinding and Guidance System – City of Glendale

This project is located in Glendale. This project will create an Advanced Wayfinding and Guidance System that provides real-time traffic and parking information to commuters and visitors to downtown Glendale, guiding them to available parking near their destination. The program will reduce local congestion and cruising for parking. The project includes the installation of 10 permanent changeable message signs (large) and 20 street changeable message signs (small) that will provide traffic information. These changeable signs will be solar powered and will be used throughout the City of Glendale. Project includes hardware and software to integrate the information into the Glendale Transportation Management Center.

Total Original Application Cost	$640,500	
Total Revised Project Cost	$694,026	
Recommended Funding	$485,818	
Local Match Commitment	$208,208	30% of revised project cost

Bikeway Improvements

F3518 Daisy Corridor and 6th St Bike Boulevard – City of Long Beach

This project is located in the City of Long Beach along 11 street segments called the "Daisy Corridor", from 70th Street to the north and Broadway to the south, and one street segment called the "6th Street Corridor" from Junipero Av to the west and Bellflower Bl to the east. It will include 24 traffic circles, 350 signs and markings, 2 traffic signals, 3 signal modifications, 2 curb extensions, one short bike-lane segment, and one short bike-path segment. The 12-mile bicycle boulevard will serve 16 elementary schools, 8 middle schools and 5 high schools, providing continuous connectivity. Funds are requested for environmental clearance, design and construction costs. The project implements MTA's 2006 Bicycle Transportation Strategic Plan Policy Objective I to improve access and mobility by encouraging bicycle accommodation and innovation in roadway improvements. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including intersection crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the MTA Bike Program Manager. The report must include a brief description of "lessons learned", a user survey 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	$2,335,000	
Total Revised Project Cost	$2,655,340	
Recommended Funding	$1,115,243	
Local Match Commitment	$1,540,097	58% of revised project cost

F3521 Willowbrook Area Bikeway Improvements – Los Angeles County

This project is located in the County of Los Angeles along Willowbrook Av and 119th/120th Sts near the Rosa Parks Metro Blue Line Station at Imperial Hwy/Wilmington Av. The project includes design and construction of 0.24-mile Class I shared-use path on the west barrel of Willowbrook Av south from Blue Line Station to 119th St, and 0.68-mile Class III bike route on 119th/120th Sts from Willowbrook Av to Compton Av and on Wilmington Av to MLK MACC. (Sharrows may be added pending conclusions from pilot study which is part of Eastside LRT Bike Interface Project.) A second project in the pedestrian mode includes other improvements for walking access. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objectives I and III to improve access to transit hubs and mobility by encouraging bicycle accommodation in roadway improvements. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including intersection crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro 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	$500,000	
Total Revised Project Cost	$570,143	
Recommended Funding	$456,114	
Local Match Commitment	$114,029	20% of revised project cost

F3513 Exposition-West Bikeway- Northvale Segment – City of Los Angeles, Department of Transportation

This project is located in the City of Los Angeles and runs parallel to the Exposition Light Rail Transit Project adjacent to the tunnel under the I-10 freeway at Motor Av. The project involves the design and construction of a 0.28-mile Class I shared use bike/ped path from Motor to 500-feet east of Dunleer Dr, where it joins with the bike path on Metro's Exposition right-of-way. It includes a mid-block crossing on Motor Av, retaining walls, lighting, incidental landscaping, signage, striping and a traffic signal. It is a segment of a 12-mile Exposition Bikeway that begins at Exposition Park and finishes in Santa Monica. The project implements Metro's 2006 Bicycle Transportation Strategic Planning Policy Objective I that recommends closing gaps and expanding the regional bikeway network. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including direct mid-block crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned" and "after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The counts should not be taken until six (6) months after the completion of the project.

Project programmed in Draft 2009 LRTP

Total Original Application Cost	$4,911,300	
Local Match Commitment	$1,371,264	20% of revised project cost

F3514 Exposition-West Bikeway- Centinela Extension – City of Los Angeles, Department of Transportation

This project is located in the City of Los Angeles on the Metro Exposition rail right-of-way parallel to the Light Rail Transit Project from Sepulveda to Centinela. The project includes design and construction of a 3.85-mile Class I, shared use bike/ped path from Venice/Robertson Bl to Santa Monica City limits at Centinela Av. It includes retaining walls, lighting, incidental landscaping, signage, and striping. It is a segment of a 12-mile Exposition Bikeway that starts at Exposition Park and finishes in Santa Monica. The project implements Metro's 2006 Bicycle Transportation Strategic Planning Policy Objective I that recommends closing gaps and expanding the bikeway network. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including direct mid-block crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: (a) sponsor must obtain a License Agreement from Metro Real Estate for use of the property (includes submittal of bike path maintenance plans and frequency for approval), and (b) at the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned" and "after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The counts should not be taken until six (6) months after the completion of the project.

Project programmed in Draft 2009 LRTP

Total Original Application Cost	$11,886,435	
Local Match Commitment	$5,174,535	20% of revised project cost

F3502 Redondo Beach Bicycle Transportation Plan Implementation – City of Redondo Beach

This project is located in the City of Redondo Beach for implementation of bicycle improvements in the City's Circulation Element. The project includes design and construction of 2.1 miles of Class II bike lanes; 15.8 miles of Class III bike routes; 105 video-detection cameras; 101 ped-push buttons, 295 bicycle-facility signs; 328 bike-lane symbols or sharrows to be installed citywide. Lilienthal Ln will be widened for a distance of 650 feet from 22 feet wide to 32 feet wide, to include bike lanes, sidewalk, curb, and gutter improvements in front of Washington Elementary School. On N Catalina Av between PCH and Beryl St, landscaped medians will be narrowed to provide bike lanes for 2,750 feet. A bicycle signal will be added at westbound N Juanita Av to N Catalina at PCH where the intersection will be reconstructed to provide a bicycle-friendly cut-through at a cul-de-sac. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objective I to improve access and mobility by encouraging bicycle accommodation in roadway improvements. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including intersection crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey 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	$1,755,000	
Total Revised Project Cost	$1,948,575	
Recommended Funding	$1,558,860	
Local Match Commitment	$389,715	20% of revised project cost

F3503 Long Beach South Waterfront Bike Path Connection – City of Long Beach

This project is located in the City of Long Beach on the South Waterfront Bike Path approaching the Queensway Bridge. The project includes design and construction of a 1400-foot Class I shared-use path connection, plus mid-block crossing, curb bulb-outs, solar-flashing beacon and wayfinding signage from the area near Special Events Park to the vicinity of Hotel Maya Employment Center. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objective I to improve access and mobility by closing gaps in the existing bikeway network. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including direct mid-block crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro 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	$785,000	
Total Revised Project Cost	$885,175	
Recommended Funding	$708,140	
Local Match Commitment	$177,035	20% of revised project cost

F3522 Cordova Street Road Diet Project – City of Pasadena

This project is located in the City of Pasadena along 1.5 miles of Cordova St from Arroyo Pkwy east to S. Hill St, connecting the Del Mar Metro Gold Line Stn to Pasadena City College. The project includes design and construction of bicycle-friendly road improvements by reconfiguring Cordova St from a four-lane to a two-lane street with bike lanes, painted median, and curb extensions and bicycle detection at 11 intersections with improvements for all users of the road. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objective I to improve access and mobility by encouraging bicycle accommodation and innovation in roadway improvements. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including intersection crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey 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	$3,260,000	
Total Revised Project Cost	$3,693,520	
Recommended Funding	$2,880,946	
Local Match Commitment	$812,574	22% of revised project cost

F3515 San Fernando Rd Bike Path IIIB Construction – City of Los Angeles, Department of Transportation

This project is located in the City of Los Angeles on the San Fernando Rd Metro right-of-way from Tuxford St to Cohasset St in the San Fernando Valley. This project is the final segment of a 12-mile Class I bike/ped path from Sylmar to the Burbank Metrolink Station. The project includes construction of a 2.75-mile Class I, 12-foot shared-use path that includes a 5-foot landscaped buffer, lighting, fencing, crosswalks, traffic signal upgrades at 3 intersections, retaining wall, and bus stop improvements. Enhanced intersection improvements are required by Southern California Regional Rail Authority (SCRRA) at one intersection to add adequate pre-emption time, pre-emption sensor relocation, and conduit. The project implements Metro's 2006 Bicycle Transportation Strategic Planning policy recommendation to close gaps and expand the regional bikeway network. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including direct mid-block crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* Americans with Disabilities Act; Metro Right-of-Way Preservation Guidelines and Metrolink Guidelines. The project must comply with the following conditions: (a) before completing LOA with Metro, sponsor must attach a bike path and landscaping maintenance schedule; (b) sponsor must obtain a License Agreement from Metro Real Estate for use of the property (includes submittal of landscaping plans for approval); (c) coordination with SCRRA; and (d) at the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey and "after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The counts should not be taken until six (6) months <u>after</u> the completion of the project. The original scope was reduced by $629,958 in unescalated dollars.

Total Original Application Cost	$13,683,000	
Total Revised Project Cost	$10,713,042	
Recommended Funding	$8,570,434	
Local Match Commitment	$2,142,608	20% of revised project cost

F3507 South Baldwin Park Commuter Bikeway Project – City of Baldwin Park

This project is located in the City of Baldwin Park along the San Gabriel River and Walnut Creek flood control channels. The project includes design and construction of a 2.5-mile Class I shared-use bike/ped path along the east side of the San Gabriel River from Ramona Bl to the confluence with Walnut Creek Wash and along the north side of Walnut Creek Wash to Baldwin Park Bl where it transitions to a Class II on-street bike lane for 0.5 miles. The project includes wayfinding and directional signage to destinations and employment centers. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objective I to expand the regional bikeway network. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including intersection crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey and "after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The counts should not be taken until six (6) months <u>after</u> the completion of the project.

Total Original Application Cost	$715,000	
Total Revised Project Cost	$819,878	
Recommended Funding	$483,728	
Local Match Commitment	$336,150	41% of revised project cost

F3519 North County Bikeways – Los Angeles County

This project will serve the unincorporated North County communities of Stevenson Ranch, Castaic, Forest Park and Bouquet Canyon. The project includes design and construction of on-street bicycle improvements by installing Class II bike lanes along four road segments: (1) 1.9 miles of The Old Road from one-half mile north of Weldon Cyn Rd to 350' south of Calgrove Blvd; (2) 1.03 miles funded through RSTI project F3136 of The Old Road from one-quarter mile north of Rye Cyn Rd to Henry Mayo Dr; (3) 0.85 miles of The Old Road from Stallion Pl to Victoria Rd; and (4) 0.53 miles of Sierra Hwy from one-quarter mile south of Ryan Lane to 400 ft south of Fitch Av. The project also includes shoulder improvements for Class III bike routes on three road segments: (1) 0.78 miles of Sierra Hwy from 400 ft south of Fitch Ave to Vasquez Cyn Rd; (2) 1.78 miles on Bouquet Cyn Rd from 700 ft west of David Wy to Vasquez Cyn Rd; and (3) 1.77 miles of The Old Road from Stevenson Ranch Pkwy to Sagecrest Circle South. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objective I to improve access and mobility by encouraging bicycle accommodation in roadway improvements. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including intersection crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro 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 <u>after</u> the completion of the project. The original scope of this project was reduced by eliminating The Old Road segment in RSTI project F3136 in the amount of $450,000.

Total Original Application Cost	$1,971,446	
Total Revised Project Cost	$1,591,987	
Recommended Funding	$1,273,590	
Local Match Commitment	$318,397	20% of revised project cost

F3524 Mission City Trail Bicycle Bridge at Workman – City of San Fernando

This project is a Class I bike/ped bridge over the Metro Rail Right-of-Way (R/W) with access ramps on either side located mid-way between Maclay Av and Hubbard Av (a ¾- mile distance) at the northeast end of Workman St in the City of San Fernando. The project includes design and construction that will provide non-motorized access and connectivity to the Mission City Bike Trail and the Sylmar-San Fernando Metrolink Station from residents on the southwest side of the railroad tracks. The R/W currently acts as a barrier between the two halves of the City. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including direct mid-block crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* Americans with Disabilities Act; Metro Right-of-Way Preservation Guidelines and Metrolink Guidelines. The project must comply with the following conditions: (a) before completing LOA with Metro, sponsor must attach a bike path and landscaping maintenance schedule; (b) sponsor must obtain a License Agreement from Metro Real Estate for use of the property (includes submittal of landscaping plans for approval); (c) coordination with SCRRA, and (d) at the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey and "after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$2,400,000	
Total Revised Project Cost	$2,740,681	
Recommended Funding	$2,055,510	
Local Match Commitment	$685,171	25% of revised project cost

F3501 Detection of Bicycles at Signal-Controlled Intersections – City of Pasadena

This project provides bicycle-signal detection at intersections located in the City of Pasadena at 38 signalized intersections along three miles of Washington Bl (from Lincoln Av to Allen Av), 2.9 miles of Hill Av (from Cal. to N city limits), 2.6 miles of Mountain St (from Lincoln Av to Altadena Dr), and 1.5 miles of Altadena Dr (from Foothill to N city limits). The project will also link to the Traffic Management Center to further enhance traffic operation along bikeway corridors. This project includes design and construction. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including intersection crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey 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	$2,183,000	
Total Revised Project Cost	$2,494,505	
Recommended Funding	$1,995,604	
Local Match Commitment	$498,901	20% of revised project cost

F3505 Bike Network Linkages to Exposition Light Rail – City of Santa Monica

This project is located in the City of Santa Monica along 31.5 miles of city streets and at 20 intersections. This project includes construction of improvements to the City's bicycle network: adding color to existing bike lanes, bicycle-detection cameras and stenciling at 20 signalized intersections, and 1,250 bicycle racks for installation on public right-of-way. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objective I to improve access and mobility by encouraging bicycle accommodation in roadway improvements. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including intersection crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey 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	$3,285,671	
Total Revised Project Cost	$3,429,147	
Recommended Funding	$2,057,488	
Local Match Commitment	$1,371,659	40% of revised project cost

F3516 Los Angeles River Bike Path Phase IV Construction – City of Los Angeles, Department of Transportation

This project is located in the City of Los Angeles along the Los Angeles River channel in the San Fernando Valley from Riverside Dr to Forest Lawn Dr. It will extend the LA River bike path for one mile from Griffith Park to Universal City. The project implements Metro's Bicycle Transportation Strategic Planning policy recommendation to close gaps and extend the existing bikeway network. The project includes construction of the bike path and includes fencing, striping, lighting and signage. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005, including mid-block crossings where required; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey and "after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$1,638,150	
Total Revised Project Cost	$2,283,172	
Recommended Funding	$1,826,537	
Local Match Commitment	$456,635	20% of revised project cost

F3510 Figueroa Corridor Bike Station & Cycling Enhancements – City of Los Angeles, Community Redevelopment Agency

This project is located in downtown Los Angeles at the Gilbert Lindsay Plaza at Pico Bl and Figueroa St near the Los Angeles Convention Center, Staples Center and LA Live. It will provide membership-based safe and secure bicycle parking, free bicycle-rack parking, bicycle-valet parking for special events, bike rentals, retail sales of bicycle accessories and transit information. The project includes design and construction of the first phase of the bike station. Examples of the elements of the project are: site preparation, installation of power supply, a 4800-sq foot overhead canopy to cover a temporary modular space for the first stage of operations, 20 or more bicycle racks, bicycle lockers, portable bicycle valet parking equipment for up to 200 bikes, a temporary facility for services, landscaping, and wayfinding signage along Figueroa. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objective II to encourage high quality end-of-trip bicycle parking facilities at commercial, employment and transit locations. The project design must comply with the California Supplement of the Manual of Uniform Traffic Control Devices as appropriate and the Americans with Disabilities Act. The project must comply with the following special conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey and an evaluation of the first six months and then one year of operation, including usage data and costs. The findings of the evaluation report will identify sources of revenue or business support to establish the viability and sustainability of the project to implement phase two. The project was downscoped by $1,000,000 to exclude the permanent building and auxiliary components (walls, roofing, glass roll up doors, and bathrooms) until a phase two is considered feasible.

Total Original Application Cost	$2,600,000	
Total Revised Project Cost	$1,555,898	
Recommended Funding	$1,104,687	
Local Match Commitment	$451,211	29% of revised project cost

F3535 Citywide Wayfinding Program for Pedestrians and Bicyclists – City of Santa Clarita

This project is a citywide wayfinding program in the City of Santa Clarita along 32 miles of bike paths, 15 miles of bike lanes and a network of Paseos in the neighborhoods of Valencia and Saugus. Directional signage with destination, direction and distance will be developed and placed along these corridors to direct pedestrians and bicyclists to four major transit centers, employment centers and other destinations along these corridors. Four community meetings will be held to help identify locations and signage protocol. Signs will then be manufactured, installed and field checked. Funds are requested for environmental clearance, design and construction costs. The project implements Metro's 2006 Bicycle Transportation Strategic Plan Policy Objective I to improve wayfinding and directional signage to transit centers. Project sponsors should refer to the following guidelines and standards when designing bike projects: *Pedestrian and Bicycle Facilities in California* July 2005; *California Highway Design Manual* Chapter 1000; the *California Supplement of the Manual of Uniform Traffic Control Devices;* and Americans with Disabilities Act. The project must comply with the following conditions: At the conclusion of the project, prepare a Project Completion Report to be provided to the Metro Bike Program Manager. The report must include a brief description of "lessons learned", a user survey and "after" bicycle counts taken on a mid-week day and weekend, excluding winter months. The counts should not be taken until six (6) months after the completion of the project.

Total Original Application Cost	$251,020	
Total Revised Project Cost	$271,604	
Recommended Funding	$217,283	
Local Match Commitment	$54,321	20% of revised project cost

Pedestrian Improvements

F3643 Boyle Heights Chavez Ave Streetscape/Pedestrian Improvements – City of Los Angeles, Community Redevelopment Agency

This project is located in the community of Boyle Heights in the City of Los Angeles on East Cesar Chavez Av, between Warren St and Evergreen Av. It will fund 1.3 miles of pedestrian enhancements by installing sidewalk replacements, 26 curb extensions, enhanced pedestrian crossings, coordinated site furniture, landscaping, 135 street trees and tree wells with gates, 43 benches, eight news rack corrals, 101 trash receptacles, and 312 pedestrian lights. Funds are requested for construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by eliminating $700,000.

Total Original Application Cost	$6,000,000	
Total Revised Project Cost	$5,226,889	
Recommended Funding	$2,787,500	
Local Match Commitment	$2,439,389	46.67% of revised project cost

F3612 Colorado Pedestrian Promenade: LRT Station to Pier/Beach – City of Santa Monica

This project is located in Santa Monica on Colorado Av, between 4th St and Ocean Av. It will fund 1,240 feet of pedestrian enhancements by constructing a pedestrian promenade from the Expo Line terminus to the Santa Monica Pier. Features include adding wider sidewalks, pedestrian-scale lighting, public art, street trees, bicycle lanes (Class II), and two all-way pedestrian-crossing phases at Colorado Av/4th St. Funds are requested for design and construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by eliminating pedestrian-crosswalk improvements at Ocean Av/Colorado Av and $1,409,900.

Total Original Application Cost	$8,625,414	
Total Revised Project Cost	$6,569,054	
Recommended Funding	$3,284,527	
Local Match Commitment	$3,284,527	50% of revised project cost

F3647 Menlo Av/MLK Vermont Expo Station Pedestrian Improvements – City of Los Angeles, Community Redevelopment Agency

The project is located in the City of Los Angeles on Martin Luther King Jr. Bl between Figueroa St and Vermont Av, and on Menlo Av between Martin Luther King Jr. Bl and Exposition Bl. The project will fund one mile of pedestrian improvements by installing widened and improved sidewalks, street trees, landscaping, street furniture, 12 benches, 12 trash receptacles, wayfinding signage, 26 pedestrian lights, security lighting, landscaped median along Martin Luther King Jr. Bl, and new patterned crosswalks. Funds are requested for design and construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by eliminating $500,000.

Total Original Application Cost	$3,914,000	
Total Revised Project Cost	$3,302,055	
Recommended Funding	$1,687,350	
Local Match Commitment	$1,614,705	48.9% of revised project cost

F3609 Pacific Blvd Pedestrian Improvement Project – City of Huntington Park

This project is located in Huntington Park on Pacific Bl, between Slauson Av and Florence Av. It will fund 4,000 feet of pedestrian enhancements by installing 70 benches and trash receptacles, 14 bus shelters and signage, 14 decorative pedestrian lighting, bike racks, shade features, landscaping, 16 planters, 18 wayfinding signage, and countdown signals with flashing lights at 10 pedestrian crossings. In addition, a gateway entrance will be installed just north of Florence Av on Pacific Bl, identifying the city shopping area. Funds are requested for design and construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by eliminating pavers at intersections for $491,000.

Total Original Application Cost	$4,214, 000	
Total Revised Project Cost	$3,900,874	
Recommended Funding	$2,676,000	
Local Match Commitment	$1,224,874	31.4% of revised project cost

F3628 Willowbrook Area Access Improvements to MLK MACC – County of Los Angeles, Department of Public Works

This project is located in the unincorporated community of Willowbrook in the County of Los Angeles on Wilmington Av, between Imperial Highway and 122nd St, Willowbrook Av between Imperial Highway and 119th St, 119th St between Wilmington Av and Willowbrook Av, and 120th St between Compton Av and Wilmington Av. It will fund pedestrian enhancements by widening sidewalks and relocating traffic signals to expand the usable width of the affected sidewalk. The project will also install a curb extension at the existing mid-block crosswalk on 120th St West next to the Augustus Hawkins Mental Health Center. Additional improvements include the installation of raised medians and landscaping, street trees, street furniture, bus shelters, trash receptacles, community monument sign with lighting and reconstruction of pavement, crosswalks with color Portland cement concrete, uplifted sidewalks and installation of interlocking permeable pavers. Project management/administration costs for this project must not exceed 10% of the total project cost. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating $1,809,120.

Total Original Application Cost	$6,011,400	
Total Revised Project Cost	$4,297,278	
Recommended Funding	$3,437,822	
Local Match Commitment	$859,456	20% of revised project cost

F3635 West Third St Pedestrian Improvement Project – City of Los Angeles, Department of Transportation

This project is located in the City of Los Angeles on West Third St, between La Cienega Bl and Fairfax Av. It will fund 0.8 miles of pedestrian enhancements by installing crosswalks, 40 new pedestrian-pole lights, adding 35 pedestrian lights to existing poles, street trees, 173 street trees and tree pits, 14 bicycle racks, 30 benches, 30 trash receptacles, wayfinding signage, and a new pedestrian signal at La Jolla Av. Funds are requested for design and construction costs. The original scope of this project was reduced by decreasing the number of pedestrian lights that would be added onto existing poles eliminating $190,400.

Total Original Application Cost	$1,715,821	
Total Revised Project Cost	$1,473,044	
Recommended Funding	$678,632	
Local Match Commitment	$794,412	53.93% of revised project cost

F3651 Eastside Light Rail Pedestrian Linkages, Phase II – City of Los Angeles, Community Redevelopment Agency

This project is located in the Boyle Heights community in the City of Los Angeles on 1st St between Gless Av and Mott St, Boyle Av, St. Louis St, State St, and Soto St between Cesar E. Chavez Av and 4th St. It will fund three miles of pedestrian enhancements by installing wider sidewalks, curb ramp at Soto St/Michigan St, street furniture, 398 street trees with tree wells, drought-resistant landscaping, 100 wayfinding signs, and pedestrian lighting. In addition, enhanced crosswalks will be installed at Boyle Av/Third St, State St/New Jersey Av, St. Louis/4th St, Soto St/Michigan St, and Soto St/2nd St, along with advance-stop bars, curb extensions at Boyle Av/3rd St and State St/New Jersey Av, and pedestrian-crosswalk signals. Funds are requested for design and construction costs.

Total Original Application Cost	$3,000,000	
Total Revised Project Cost	$1,697,338	
Recommended Funding	$1,074,925	
Local Match Commitment	$622,413	36.67% of revised project cost

An additional $1,074,925 for F3651 will be funded from the Measure R Light Rail Access (Gold Line)

F3640 LANI – Evergreen Park Street Enhancement Project – City of Los Angeles, Department of Transportation

This project is located in the Boyle Heights community in the City of Los Angeles on 1st St, between Soto St and Savannah St, 3rd St between Soto St and Mott St, 2nd St between Savannah St and Lorena St, Matthews St and Fickett St between 1st St and 3rd St, Evergreen Av between 2nd St and 4th St, Mott St and Saratoga St between 3rd and 4th St; Fresno St, between 1st and 4th St, Camulos St, between 4th St and Lafranco St, and Eagle St and 5th St between Mott St and Camulos St. It will fund pedestrian enhancements by installing improved crosswalks, trash receptacles, 11 new bus shelters, and street trees. Specifically, the project will install 12 new stamped duratherm crosswalk legs as well as two improved crosswalk locations, including illuminated crosswalks or the addition of street signals. Funds are requested for design and construction costs. The original scope of this project was reduced by decreasing the amount of crosswalk improvements, new bus shelters installed and street trees planted, eliminating $248,880.

Total Original Application Cost	$1,273,600	
Total Revised Project Cost	$1,076,023	
Recommended Funding	$843,924	
Local Match Commitment	$232,099	21.57% of revised project cost

F3650 Western Av Expo Line Station Linkage Project (South) – City of Los Angeles, Bureau of Street Services

This project is located in the City of Los Angeles on Western Av between Martin Luther King Jr. Bl and Exposition Bl. It will fund 0.5 miles of pedestrian enhancements by installing widened sidewalks, curb ramps, benches, trash receptacles, 21 pedestrian-scale lights, public art, landscaping, street trees, and crosswalk enhancements, including decorative crosswalks. Funds are requested for design and construction costs.

Total Original Application Cost	$750,000	
Total Revised Project Cost	$858,071	
Recommended Funding	$686,457	
Local Match Commitment	$171,614	20% of revised project cost

F3621 San Fernando Rd Downtown Pedestrian Improvement Project – City of San Fernando

This project is located in San Fernando on San Fernando Rd, between San Fernando Mission Bl and the western city limit at Hubbard St. It will fund 0.59 miles of pedestrian enhancements by installing curb extensions, improvements at 27 crosswalks (i.e., advanced warning lights, surface treatments, countdown timers), and street furniture (i.e., benches, trash receptacles, and 120 doubled-head pedestrian-scale lighting), and 200 street trees. Funds are requested for design and construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by shortening the project length from 0.66 miles to 0.59 miles and eliminating $1,656,000.

Total Original Application Cost	$6,020,000	
Total Revised Project Cost	$4,389,061	
Recommended Funding	$3,394,500	
Local Match Commitment	$994,561	22.66% of revised project cost

F3656 Central Av Historic Corridor Streetscape – City of Los Angeles, Community Redevelopment Agency

The project is located in the City of Los Angeles on Central Av between Washington Bl and Slauson Av. It will fund 2.51 miles of pedestrian enhancements by installing wider sidewalks at all bus stops with major bus-transfer locations, new distinctive paving, 14 lighted-bus shelters with 29 benches and 40 trash receptacles, landscaping, 40 planters, 80 canopy trees, curb ramps, curb extensions, pedestrian signals at crosswalks, 10 bicycle racks, and new paving and crosswalk striping. Funds are requested for environmental clearance, design and construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by eliminating $511,000.

Total Original Application Cost	$3,066,000	
Total Revised Project Cost	$2,587,666	
Recommended Funding	$1,697,250	
Local Match Commitment	$890,416	34.41% of revised project cost

F3657 Beverly Bl Transportation Enhancements – City of Los Angeles, Bureau of Street Services

The project is located in the City of Los Angeles on Beverly Bl between Vermont Av and Beaudry Av. The improvements will be concentrated at four intersections: Metro Red Line Station at Beverly Bl/Vermont Av, Beverly Bl/Park View St, Beverly Bl/Alvarado St, and 1st St/2nd St/Toluca St. It will fund 2.5 miles of pedestrian enhancements by installing landscaping, street trees, street furniture, pedestrian signals at crosswalks, 10 curb ramps, transit shelters, benches, bicycle racks, and pedestrian lighting. Funds are requested for design and construction costs.

Total Original Application Cost	$1,200,000	
Total Revised Project Cost	$1,373,640	
Recommended Funding	$1,098,912	
Local Match Commitment	$274,728	20% of revised project cost

F3607 Arcadia Gold Line Station Pedestrian Linkage Project – City of Arcadia

This project is located in Arcadia in an area up to a ¼-mile radius from the planned Gold Line Arcadia Station on streets radiating from or approaching the station including Santa Clara St, First Av, and Wheeler Av. It will fund 1.45 miles of pedestrian enhancements by installing wayfinding signage, 115 pedestrian scaled lighting, landscaping, benches, trash receptacles, sidewalk widening, curb ramps, crosswalk enhancements, pedestrian-timed signals, and curb extensions. Funds are requested for design and construction.

Total Original Application Cost	$2,093,250	
Total Revised Project Cost	$2,379,699	
Recommended Funding	$1,546,804	
Local Match Commitment	$832,895	35% of revised project cost

F3615 Long Beach Bl Pedestrian Improvement Project – City of Long Beach

This project is located in Long Beach on Long Beach Bl, between Willow St and I-405. It will fund one mile of pedestrian enhancements by installing street trees that provide shade, pedestrian lighting, street furniture, and artist-designed crosswalks at four intersections. Also, the existing sidewalk will be widened and replaced with interlocking pavers. Funds are requested for design and construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by eliminating $572,295.

Total Original Application Cost	$3,033,825	
Total Revised Project Cost	$2,520,861	
Recommended Funding	$1,722,000	
Local Match Commitment	$798,861	31.69% of revised project cost

F3646 Arts District/Little Tokyo Gold Line Station Linkages – City of Los Angeles, Community Redevelopment Agency

This project is located in Los Angeles around the Little Tokyo Gold Line Station, bounded by 1st St, 3rd St, Alameda St, Temple St, San Pedro St, and Los Angeles St. It will fund 1.16 miles of pedestrian enhancements by installing sidewalk reconstruction/replacement, 37 pedestrian lights, 10 minor gateway lanterns, 4 bus-stop security lights, curb ramps, 16 street trees and cut-tree wells, nine planted pots, landscape planting improvements, four district signs, eight entry elements, street furniture, 24 benches, 24 trash receptacles, duratherm crosswalk paving, 20 bicycle racks, and three mid-block crossings at San Pedro St/Azusa St, Judge John Aiso St between Temple St and 1st St, and 1st St between San Pedro St and Central Av. Funds are requested for design and construction costs.

Total Original Application Cost	$2,219,591	
Total Revised Project Cost	$1,269,275	
Recommended Funding	$868,946	
Local Match Commitment	$400,329	31.54% of revised project cost

An additional $868,946 for F3646 will be funded from the Measure R Eastside Light Rail Access (Gold Line).

F3631 Westlake MacArthur Park Pedestrian Improvement Project – City of Los Angeles, Department of Transportation

This project is located in the City of Los Angeles around the vicinity of the Westlake MacArthur Park Rail Station, bounded by 3rd St on the north, Union Av on the east, Rampart Bl/Hoover St on the west, and Olympic Bl on the south. It will fund 2.5 miles of pedestrian enhancements by improving eleven “high priority” bus stops, including 33 pedestrian-scale security lighting, 41 bus benches, 41 trash receptacles, 11 footings for future transit shelters, 80 street trees, and 70 upgraded and 12 new ADA-compliant access ramps. Corridor improvements include the installation of parkway landscaping, and landscaped median islands. Funds are requested for design and construction costs.

Total Original Application Cost	$1,500,000	
Total Revised Project Cost	$1,674,233	
Recommended Funding	$1,339,386	
Local Match Commitment	$334,847	20% of revised project cost

F3644 Broadway Historical Theater District Pedestrian Enhancements (4th- 5th Sts) – City of Los Angeles, Community Redevelopment Agency

This project is located in the City of Los Angeles on Broadway, generally between 4th St and 5th St. It will fund approximately 740 feet of pedestrian enhancements by installing pedestrian-scale lights, curb ramps, curb extensions, nonstandard street furniture, benches/seatwells, trash receptacles, bicycle racks, identity-paving medallions, transit shelters, new street trees, planters, and transit/wayfinding signage. This project is part of the Broadway Streetscape Master Plan. Funds are requested for design and construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by eliminating the basement reconstruction component, reducing the length of the project and $2,000,000.

Total Original Application Cost	$5,000,000	
Total Revised Project Cost	$2,823,563	
Recommended Funding	$2,258,050	
Local Match Commitment	$564,513	20% of revised project cost

F3602 North Fair Oaks Avenue Pedestrian Improvements – City of Pasadena

This project is located in Pasadena on North Fair Oaks Av, between the northern city limit and Cedar St. It will fund 0.74 miles of pedestrian enhancements by installing 45 pedestrian-scale street lights, five trees, 10 bus benches, 20 trash receptacles, and 10 bicycle racks. Funds are requested for design and construction costs. The original scope of this project was reduced by decreasing the amount of street furniture installed to eliminate $62,400.

Total Original Application Cost	$780,000	
Total Revised Project Cost	$779,892	
Recommended Funding	$623,914	
Local Match Commitment	$155,978	20% of revised project cost

F3603 East Colorado Bl Pedestrian Improvements (Phase 2) – City of Pasadena

This project is located in Pasadena on E. Colorado Bl, between Hill Av and Allen Av. It will fund 0.46 miles of pedestrian enhancements by installing 34 pedestrian-scale lights, decorative crosswalks at the intersection of Colorado Bl/Meredith Av, five bus benches, bicycle racks, street furniture, and 15 trash receptacles. Funds are requested for design and construction costs. The original scope of this project was reduced by decreasing the amount of street furniture installed to eliminate $62,200.

Total Original Application Cost	$778,000	
Total Revised Project Cost	$754,502	
Recommended Funding	$603,224	
Local Match Commitment	$151,278	20% of revised project cost

F3653 Pasadena Av Ped Connection to Gold Line Heritage Square Station – City of Los Angeles, Bureau of Street Services

This project is located in the City of Los Angeles on Pasadena Av between Broadway St and Figueroa St. It will fund 1.25 miles of pedestrian enhancements by installing street trees, 40 pieces of street furniture, pedestrian and bus stop lighting, enhanced crosswalks, 40 curb ramps, medians, bike racks, curb extensions, and transit stop amenities, including shelters, benches, and trash receptacles. Funds are requested for design and construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. The original scope of this project was reduced by eliminating $200,000.

Total Original Application Cost	$2,500,000	
Total Revised Project Cost	$2,567,531	
Recommended Funding	$2,054,025	
Local Match Commitment	$513,506	20% of revised project cost

F3624 Downtown Torrance Pedestrian Improvement Project – City of Torrance

This project is located in the Downtown Torrance Commercial area in the City of Torrance on Cravens Av, between Carson St and Torrance Bl and bounded by Torrance Bl to the north, Carson St to the south, Cravens Av to the west, and Cabrillo Av to the east. It will fund pedestrian enhancements by widening sidewalks at narrow locations on Cravens Av, adding curb ramps, street furniture, 20 street trees, bicycle racks, 10 pedestrian-orientated wayfinding signs, and crosswalk enhancements, including bulb-outs and pavers/stamped pavement crossings. Funds are requested for construction costs.

Total Original Application Cost	$1,034,000	
Total Revised Project Cost	$1,118,774	
Recommended Funding	$793,322	
Local Match Commitment	$325,452	29.09% of revised project cost

F3608 Pedestrian Signal Upgrades at Various Intersections Citywide – City of West Hollywood

This project is located in West Hollywood at 42 intersections located on Santa Monica Bl, Beverly Bl, Melrose Av, Fairfax Av, San Vicente Bl, Fountain Av, La Cienega Bl, and Holloway Dr. It will fund pedestrian enhancements by installing traffic-signal equipment including 258 “countdown” walk/don’t walk pedestrian signal heads, 258 signs for push-button instructions, 32 pedestrian signal housings, and 83 ADA-compliant pedestrian push buttons. Funds are requested for design and construction costs.

Total Original Application Cost	$125,000	
Total Revised Project Cost	$131,375	
Recommended Funding	$105,100	
Local Match Commitment	$26,275	20% of revised project cost

F3632 Western Avenue Bus Stop & Pedestrian Improvement Project – City of Los Angeles, Department of Transportation

This project is located in the City Los Angeles on Western Av, between Exposition Bl and I-10. It will fund 1.3 miles of pedestrian enhancements by installing 150 street trees/landscaping, decorative crosswalks at signalized intersections, 30 new access ramps, and 32 countdown pedestrian signals. Major bus stops will also be improved with 39 security lights, enhanced sidewalks, 13 bus benches and street furniture, 13 trash receptacles, 13 footings for future bus shelters, and 13 planters with plantings. Funds are requested for design and construction costs. The original scope of this project was reduced by eliminating decorative crosswalk treatment at an intersection for $120,000.

Total Original Application Cost	$1,500,000	
Total Revised Project Cost	$1,472,050	
Recommended Funding	$1,177,640	
Local Match Commitment	$294,410	20% of revised project cost

Transit Capital

F3426 Long Beach Transit's Passport Replacement Project – Long Beach Transit

Long Beach Transit has requested funds to replace 15 29-foot diesel Optima coaches with 30-foot 52-passenger hybrid gasoline-electric buses. Long Beach Transit will operate these buses as their Passport service which will directly connect with 10 routes from Metro, OCTA, LADOT, and Torrance Transit. The original scope of this project was reduced from 30 buses to 15 buses and from a unit cost of $675,000 to $609,760 which is reflective of Bus Operator Sub-Committee survey of costs for similar type alternative-fueled buses.

Total Original Application Cost	$20,250,000	
Total Revised Project Cost	$9,896,405	
Recommended Funding	$1,583,425	
Local match Commitment	$8,312,980	84% of revised project cost

F3428 Redondo Beach Intermodal Transit Center – City of Redondo Beach

The Redondo Beach Intermodal Transit Center project is located in the Redondo Beach downtown area northwest and adjacent to the intersection of Redondo Beach Bl and the future Metro Harbor Subdivision Transit Corridor Right-of-Way. The project will fund a park and ride lot for 282 dedicated transit use parking spaces, 14-bus layover spaces including space for a maximum of two articulated buses, kiss-n-ride passenger drop-off area, transit store, police annex and operator-restroom facilities and driver-layover space. Funds are requested for design and construction costs only associated with the transit element of the total project. A finalized Parking Plan must be approved by Metro prior to the execution of an MOU/LOA. The original scope of this project was reduced by eliminating 99 of the 381 parking spaces which were not for transit-dedicated vehicles.

Total Original Application Cost	$6,016,000	
Total Revised Project Cost	$6,595,778	
Recommended Funding	$3,165,973	
Local Match Commitment	$3,429,805	52% of revised project cost

F3410 Commuter Express Fleet Upgrade to Alternative Fuel (CNG) – City of Los Angeles

The City of Los Angeles will replace four TMC-RTS, diesel-fueled buses, currently used on Commuter Express line 422, with four 40-foot CNG-fueled buses with a seating capacity of 37 passengers and 14 standees. The replacement of these buses allows the City of Los Angeles to comply with the California Air Resources Board (CARB) and the South Coast Air Quality Management District's (AQMD) clean fuel regulations. Route 422 connects University of Southern California, downtown Los Angeles, Hollywood, Van Nuys, Reseda, Sherman Oaks, Tarzana, Warner Center, Agoura Hills and Thousand Oaks. The vehicles may also be used on Line 423 which connects downtown Los Angeles with Woodland Hills, Thousand Oaks and Newbury Park.

Total Original Application Cost	$2,100,000	
Total Revised Project Cost	$2,324,175	
Recommended Funding	$1,859,340	
Local match Commitment	$464,835	20% of revised project cost

F3407 City of Whittier Bus Stop Improvement Plan – City of Whittier

The City of Whittier plans to install bus shelters, trash cans, benches, bus schedule information and lighting at 45-bus stop locations throughout the City over a three-year period. Four of the highest-used stops will include landscaping, hardscaping and bus pullouts for added safety. Funds are requested for purchase of materials, supplies and construction.

Total Original Application Cost	$2,300,000	
Total Revised Project Cost	$2,530,246	
Recommended Funding	$1,442,240	
Local match Commitment	$1,088,006	43% of revised project cost

F3401 Santa Clarita Transit Bus Replacement with CNG – City of Santa Clarita

The City of Santa Clarita plans to replace five Gillig diesel-fueled buses. The 35- and 40-foot diesel-powered buses will be replaced with 40-foot, low-floor compressed natural gas (CNG) vehicles. All vehicles will include the countywide universal fare system equipment as well as the required hardware for the City's Automatic Vehicle Locator (AVL) and customer information system. The procurement will enable the City of Santa Clarita to remain in compliance with CARB and AQMD emissions standards. The original scope of this project was reduced from 8 to 5 buses and from a unit cost of $487,500 to $424,360, which is reflective of Bus Operator Subcommittee survey of costs for similar type alternative-fueled buses.

Total Original Application Cost	$3,900,000	
Total Revised Project Cost	$2,295,788	
Recommended Funding	$1,538,178	
Local match Commitment	$757,610	33% of revised project cost

F3402 Norwalk/Santa Fe Springs Transportation Center Phase II Parking – City of Santa Fe Springs

This project is located in Santa Fe Springs on the southeast side of the existing Transportation Center and will serve as a park and ride lot for Metrolink commuters and as a connecting point between Metro Green Line and regional and local buses, taxi service and shuttle services. It will fund an additional 160 transit-dedicated parking spaces, paving, lighting and related security equipment on a 1.7-acre parcel which is owned by the City of Santa Fe Springs. Funds are requested for design and construction expenses. A finalized Parking Plan must be approved by Metro prior to execution of the MOU/LOA.

Total Original Application Cost	$2,600,000	
Total Revised Project Cost	$2,819,172	
Recommended Funding	$2,170,763	
Local match Commitment	$648,409	23% of revised project cost

F3440 Los Angeles County Sunshine Shuttle Transit Vehicles – Los Angeles County

The County of Los Angeles will purchase two 35-foot El Dorado EZ Rider Low-Floor compressed natural-gas buses as a replacement for two 30-foot buses. The new vehicles will accommodate a maximum of 41 seated passengers and will serve the unincorporated South Whittier area. The service is bounded by Whittier Bl to the north, Beaty Av to the south, Santa Gertrudes Av to the east, and Broadway Av to the west. The buses will meet all American with Disabilities Act (ADA) requirements and will be equipped with wheelchair ramps. The buses will allow the County to comply with the CARB's Clean Fuel Regulations and the AQMD's requirements.

Total Original Application Cost	$840,000	
Total Revised Project Cost	$824,700	
Recommended Funding	$569,043	
Local match Commitment	$255,657	31% of revised project cost

F3408 Santa Monica Replacement of Diesel 40-foot Buses with Alternative-Fueled Buses – City of Santa Monica

Santa Monica's Big Blue Bus will replace 10 New Flyer 40-foot buses with 10 40-foot alternative-fuel natural-gas buses. All vehicles will be ADA accessible, contain approximately 40 seats, new bicycle racks, and incorporate advance fleet management systems technologies deployed throughout the system. Necessary spare parts to support the new fleet of vehicles will also be purchased. The original scope of this project was reduced from 20 buses to 10 buses and from a unit cost of $894,816 to $473,800 which is reflective of the Bus Operator Subcommittee survey of costs for similar type alternative-fueled buses.

Total Original Application Cost	$17,896,328	
Total Revised Project Cost	$5,126,516	
Recommended Funding	$4,049,948	
Local match Commitment	$1,076,568	21% of revised project cost

F3438 Torrance Transit System Fleet Modernization Project Phase 3 – City of Torrance

Torrance Transit will replace six 40-foot Gillig buses with six 40-foot Hybrid Gasoline Electric Buses built by New Flyer Industry (GE41lF model). The buses will transport the same number of passengers as the existing buses. Torrance Transit directly operates a network of eight fixed-bus 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, Redondo Beach, and unincorporated areas of Los Angeles County. The original scope of this project was reduced from 12 buses to six buses and from a unit cost of $625,000 per bus to $609,760, which is reflective of the Bus Operator Subcommittee survey of costs for similar type alternative-fueled buses.

Total Original Application Cost	$7,500,000	
Total Revised Project Cost	$4,006,241	
Recommended Funding	$3,164,930	
Local match Commitment	$841,311	21% of revised project cost

F3414 City of Los Angeles DASH Clean Fuel – Higher-Capacity Vehicles – City of Los Angeles

The City of Los Angeles is replacing 11 30-foot low-floor propane buses with 35-foot CNG buses to ease overcrowding, increase capacity and reduce pollution emissions. The buses will operate on six DASH routes: DASH Vermont/Main, DASH Chesterfield Square, DASH Wilmington, DASH Southeast, DASH Northridge, and DASH Panorama City. The original scope of this project was reduced from 22 buses to 11 buses and from a unit cost of $450,000 per bus to $381,000 per bus, which is reflective of the Bus Operator Subcommittee survey of costs for similar type alternative-fueled buses.

Total Original Application Cost	$9,900,000	
Total Revised Project Cost	$4,730,856	
Recommended Funding	$3,784,685	
Local Match Commitment	$946,171	20% of revised project cost

F3405 Gardena Municipal Bus Lines Three Alternative Fuel Buses for Service Expansion – City of Gardena

Gardena Municipal Bus Lines will purchase three gasoline hybrid electric 40-foot buses to be used for expansion of service throughout the Gardena Bus Lines service area. This service extends to the Cities of Gardena, Hawthorne, Torrance, Redondo Beach, Carson, Compton, Los Angeles and certain unincorporated areas of Los Angeles County. The buses will also fill in service gaps between existing routes and transit hubs such as Union Station Gateway Transit Plaza, Green Line station and the proposed LAX multi-modal transit center. The buses to be procured will have a seating capacity of 37 passengers.

Total Original Application Cost	$1,860,000	
Total Revised Project Cost	$2,039,647	
Recommended Funding	$1,631,718	
Local match Commitment	$407,929	20% of revised project cost

F3430 Glendale Purchase of 9 40-foot CNG Buses for Glendale Beeline Fleet – City of Glendale

The City of Glendale has requested funds to replace nine 30-35 foot buses with 40-foot compressed natural gas buses to relieve overcrowding. The new buses will have a seating capacity of 40 passengers. The Glendale Beeline transit system operates nine fixed routes serving the Cities of Glendale and La Canada Flintridge and the unincorporated parts of La Crescenta and Montrose. The original scope of this project was reduced from 17 to 9 buses and from a unit cost of $572,000 to $424,360, which is reflective of the Bus Operator Subcommittee survey of costs for similar type alternative-fueled buses.

Total Original Application Cost	$9,724,000	
Total Revised Project Cost	$4,327,860	
Recommended Funding	$3,462,288	
Local match Commitment	$865,572	20% of revised project cost

F3434 Azusa Intermodal Transit Center – City of Azusa

The Azusa Intermodal Transit Center will be located in the Azusa downtown area adjacent to the intersection of Azusa Bl and the future Metro Gold Line right-of-way. The proposed parking structure is expected to accommodate 150 dedicated transit use parking spaces along with bicycle storage, parking and pedestrian linkages connecting to the Civic Center and the Metro Gold Line Station, along with amenities and security elements. Recommended funding is for design and construction costs only associated with the transit element of the total project. A finalized Parking Plan must be approved by Metro prior to execution of an MOU/LOA.

Total Original Application Cost	$6,650,000	
Total Revised Project Cost	$7,489,766	
Recommended Funding	$3,520,190	
Local match Commitment	$3,969,576	53% of revised project cost

F3409 Stocker MLK Crenshaw Access to Expo LRT Station – City of Los Angeles, Community Redevelopment Agency

The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) has proposed transit capital improvements to the bus hub centered at the Stocker St/Martin Luther King, Jr. Bl intersections on Crenshaw Bl. The project is for design and construction of 12 local bus shelters for Metro local and LADOT stops only with benches, security lighting, wayfinding signage, bike parking, sidewalk and crosswalk improvements, bus pads and transit information.

Total Original Application Cost	$1,900,000	
Total Revised Project Cost	$2,172,192	
Recommended Funding	$1,390,203	
Local match Commitment	$781,989	36% of revised project cost

F3443 Norwalk/Santa Fe Springs/Metrolink Pedestrian Plaza Upgrade – City of Norwalk

The City of Norwalk plans to perform pedestrian plaza improvements consisting of a redesign of the existing Transportation Center entrance located at 12700 E. Imperial Hwy. Improvements would start at the entrance north access driveway from Imperial Hwy to the rail/transit station and pedestrian plaza, including the demolition of the planting area next to the gate, widening of the transportation center entry for improved bus and car access and addition of a marquee sign to improve identification of the center. Improvements also consist of car pick-up/drop-off area, electronic bus schedule information system, additional security lighting, expanded bus shelters and decorative paving and landscaping. Project will fund construction costs only.

Total Original Application Cost	$966,351	
Total Revised Project Cost	$986,123	
Recommended Funding	$116,407	
Local Match Commitment	$869,716	90% of revised project cost

F3403 Palmdale Transportation Center Platform Extension – City of Palmdale

The City of Palmdale Transportation Center is located on a 26-acre site adjacent to 6th St East and Technology Dr. The project will extend the existing Metrolink platform an additional 170 lineal feet from its original length of 510 lineal feet. In addition, the project will include shelters, lighting, signage, and correction of drainage issues. Funds are requested for project construction and management.

Total Original Application Cost	$1,000,000	
Total Revised Project Cost	$1,137,166	
Recommended Funding	$432,123	
Local match Commitment	$705,043	62% of revised project cost

F3419 Sunset Junction Phase 2 – City of Los Angeles

The Sunset Junction Phase 2 project, located in the City of Los Angeles, will result in the development of a new transit center and roadway configuration that enhances bus operations. The project will acquire a triangular-shaped parcel that is approximately 7,700 square feet in area located between Manzanita St, Santa Monica Bl and the south side of Sunset Bl. The project also includes vacation of approximately 10,000 and 15,000 square feet of existing right-of-way by the City of Los Angeles. This right-of-way is adjacent to and immediately to the east of the subject parcel and will be incorporated into the new transit plaza. Related improvements include reorienting traffic flow to the intersection of Sunset Bl and Manzanita St, installation of new traffic signals, and development of enhanced pedestrian crosswalks at the Sunset Bl/ Manzanita St intersection. The transit center will include new bus stop spaces, a queue-jump bus lane, solar-powered bus shelters, trash receptacles, transit-related information, solar-powered security lighting, and landscaping and bicycle parking facilities. Metro Rapid Bus shelters, 13 parking spaces for the community and real-time bus-arrival information displays are ineligible for funding. Project will fund design, engineering, land acquisition and construction.

Total Original Application Cost	$5,255,000	
Total Revised Project Cost	$4,732,604	
Recommended Funding	$3,786,083	
Local match Commitment	$ 946,521	20% of revised project cost

F3432 Glendale Beeline CNG Fueling and Maintenance Facility – City of Glendale

The proposed Beeline Maintenance Facility totaling approximately 2.1 acres will be located in the City of Glendale on Gardena Av adjoining the Glendale Transportation Center. The Maintenance Facility consists of an administration, operations and maintenance building for the City of Glendale Beeline bus system and Dial-A-Ride Paratransit program. The facility will also have four maintenance bays, bus wash bay, CNG fueling island with a fare-retrieval facility and secured surface parking for all revenue vehicles. The funds will provide for construction only.

Total Original Application Cost	$5,680,500	
Total Revised Project Cost	$1,923,260	
Recommended Funding	$1,461,678	
Local match Commitment	$461,582	24% of revised project cost

Transportation Enhancement Activities

F3846 What A Re-Leaf – City of Los Angeles

This project is located in Los Angeles and is a citywide tree planting program. It will plant 3,000, City of Los Angeles approved, drought tolerant, shade trees within a two-block buffer of Metro bus stops throughout the city. Funds are requested for installation costs.

Total Original Application Cost	$1,053,000	
Total Revised Project Cost	$1,129,013	
Recommended Funding	$858,050	
Local Match Commitment	$270,963	24% of revised project cost

F3849 Pioneer Arterial Transportation Enhancement – City of Norwalk

This project is located in Norwalk along Pioneer Bl between 166th St and Rosecrans Av. It will construct 1.5 miles of landscape medians, including gateway signage. Funds are requested for construction and installation costs. The original scope of this project has not been reduced but the amount recommended for funding was reduced by $300,000. The City of Norwalk will provide additional local-match funds for this project.

Total Original Application Cost	$2,722,000	
Total Revised Project Cost	$2,416,244	
Recommended Funding	$1,208,122	
Local Match Commitment	$1,208,122	50% of revised project cost

F3811 La Brea Streetscape Project – City of West Hollywood

This project is located in West Hollywood along La Brea Av, between Romaine St and Fountain Av. It will construct three medians with landscaping, stormwater infiltration parkways, accent lighting, and pedestrian lighting. Funds are requested for design, construction, and installation costs. The original scope of this project was reduced by $375,000. However, the City of West Hollywood is committed to fulfilling the original scope by providing additional local-match funding to cover the shortfall.

Total Original Application Cost	$1,375,000	
Total Revised Project Cost	$1,482,422	
Recommended Funding	$862,500	
Local Match Commitment	$619,922	41.82% of revised project cost

F3830 Downtown Lancaster Gateway and Roundabout Project – City of Lancaster

This project is located in Lancaster at the intersection of Lancaster Bl and 10th St West. It will install a roundabout that includes lighting, landscaping, a gateway monument/art sculpture, and decorative paving. The project will also construct a plaza and garden on the southwest corner of the intersection. Funds are requested for design, construction and installation costs.

Total Original Application Cost	$2,440,000	
Total Revised Project Cost	$2,713,031	
Recommended Funding	$895,300	
Local Match Commitment	$1,817,731	67% of revised project cost

F3850 East Hollywood Vermont Medians – City of Los Angeles

This project is located in Los Angeles along Vermont Av between Hollywood Bl and Los Angeles City College. It will install six, eight foot wide fully-irrigated medians, landscaped with groundcover, shrubbery, and street trees. Funds are requested for design, construction and installation costs. The original scope of this project and Metro grant request amount was reduced by eliminating the southern medians to the 101 Freeway and pedestrian amenities for $850,000.

Total Original Application Cost	$2,125,000	
Total Revised Project Cost	$1,143,589	
Recommended Funding	$892,000	
Local Match Commitment	$251,589	22% of revised project cost

F3805 Arcadia Gold Line Station Transit Plaza – City of Arcadia

This project is located on a triangular parcel in Arcadia, at the northwest corner of Santa Clara Av and First St, adjacent to the Gold Line track and across the street from the future Gold Line Arcadia Station. The project will install landscaping, benches, trash receptacles, lighting fixtures, public art, and wayfinding elements. Funds are requested for design, construction and installation costs.

Total Original Application Cost	$377,700	
Total Revised Project Cost	$454,857	
Recommended Funding	$318,400	
Local Match Commitment	$136,457	30% of revised project cost

F3834 Azusa Gateway Project – City of Azusa

This project is located in Azusa at the intersection of the 210 Freeway and Azusa Av. It will enhance the underpass of the 210 Freeway and Azusa Av by installing pedestrian lighting, landscaping, and public art-wall treatment. The artwork will consist of a four-tone color scheme along both sides of the freeway-underpass walls. The underpass center median will incorporate creative, energy-efficient lighting. The project will construct two gateway signs at the north and south end of the 210 freeway with the City logo. Landscaping improvements will be located on the on-/off- ramps directly adjacent to the underpass and other areas along the pedestrian path of travel. The project will add pedestrian amenities such as decorative sidewalk and safety lighting, landscaping along sidewalks, wayfinding signage and bus stop improvements. Bicycle improvements include high visibility safety bicycle-lane striping and chevron markings under the freeway underpass along north- and south-bound Azusa Av. Funds are requested for design, construction and installation costs.

Total Original Application Cost	$1,039,000	
Total Revised Project Cost	$1,153,449	
Recommended Funding	$669,000	
Local Match Commitment	$484,449	42% of revised project cost

F3842 Watts Streetscape Enhancements – City of Los Angeles

This project is located in Los Angeles along 103rd Street between Central Avenue and Grape Street. It will install approximately 5 fully irrigated medians landscaped with drought-tolerant plants, curb ramps, trash receptacles, and wayfinding signage. A Gateway monument will be installed with public input. Decorative crosswalks will be installed at the intersections of 103rd Street and Compton Avenue, 103rd Street and Grandee Avenue (next to Blue Line Station), 103rd Street and Wilmington Avenue. Funds are requested for design, construction and installation costs.

Total Original Application Cost	$1,000,000	
Total Revised Project Cost	$1,124,540	
Recommended Funding	$899,632	
Local Match Commitment	$224,908	20% of revised project cost

F3827 Pedestrian Bridge along Rosemead Boulevard – City of Pico Rivera

The project will rehabilitate a pedestrian bridge in the City of Pico Rivera by replacing a chain-link fence with a 720-linear feet decorative wrought-iron fence. The bridge is located along Rosemead Bl between Balfour St and Mines Av. Funds are requested for design, construction and installation costs.

Total Original Application Cost	$374,000	
Total Revised Project Cost	$395,417	
Recommended Funding	$316,333	
Local Match Commitment	$79,084	20% of revised project cost

F3844 Sunset Junction Phase 2 – City of Los Angeles

This project is located in Los Angeles in the vicinity of the Sunset Junction where Manzanita St, Sanborn Av, Sunset Bl, and Santa Monica Bl intersect. It will install community-gateway markers, bus-stop improvements, and construct landscape medians. Funds are requested for design, construction, and installation costs. The original scope of this project was reduced by eliminating other enhancement elements and $1,804,000.

Total Original Application Cost	$3,255,000	
Total Revised Project Cost	$1,135,625	
Recommended Funding	$908,500	
Local Match Commitment	$227,125	20% of revised project cost

F3807 Greenway Trail Directional Signage and Scenic Beautification – City of Whittier

This project is located in Whittier along the Greenway Trail between the San Gabriel River Trail and Mar Vista St. It will install eight directional signs to better connect commuters to the bike trail. The project will also install 7,650 linear feet or 1.45 miles of native drought-resistant vegetation and eight-foot supporting structures along the borders of the bike trail that will cover block walls, residential-wood fences and chain-link fences. Funds are requested for design, construction and installation costs. The original scope of this project was reduced by eliminating landscaping at the eastern end of the Greenway Trail for $350,000.

Total Original Application Cost	$1,052,000	
Total Revised Project Cost	$701,772	
Recommended Funding	$554,400	
Local Match Commitment	$147,372	21% of revised project cost

F3845 Downtown Cesar Chavez Medians – City of Los Angeles

This project is located in Los Angeles along Cesar Chavez Av between Figueroa St and Spring St. This project will construct three fully irrigated landscaped medians. Funds are requested for design and installation costs. The original scope of the project was reduced by eliminating all other project components for $1,054,729.

Total Original Application Cost	$1,634,875	
Total Revised Project Cost	$580,146	
Recommended Funding	$423,506	
Local Match Commitment	$156,640	27% of revised project cost

F3800 Newhall Gateway Roundabout – City of Santa Clarita

This project is located in Santa Clarita in the community of Newhall at the intersection of San Fernando Rd (Main Street), 5th St, and Newhall Av. It will install a roundabout with a diameter of 80 feet and have an area of just over 5,000 square feet. The roundabout will include landscaping, decorative crosswalks, and an entry monument. Funds are requested for construction and installation costs.

Total Original Application Cost	$925,000	
Total Revised Project Cost	$1,003,660	
Recommended Funding	$702,563	
Local Match Commitment	$301,097	30% of revised project cost

F3806 Riviera Village Enhancement Project – City of Redondo Beach

This project is located in Redondo Beach's Riviera Village which is a triangular-shaped area of 64 acres, bounded to the southeast by Palos Verdes Bl, to the southwest by South Catalina Av and the north by Avenue I. It will install electrical conduit for tree-up lighting, street lighting, street furniture, sidewalk pavers, and parkway landscaping. Funds are requested for design, construction and installation costs.

Total Original Application Cost	$660,000	
Total Revised Project Cost	$727,100	
Recommended Funding	$545,325	
Local Match Commitment	$181,775	25% of revised project cost

F3838 Larchmont Medians Phase 2 – City of Los Angeles

This project is located in Los Angeles along Larchmont Bl between Rosewood Av and Melrose Av. It will install three fully-irrigated landscape medians, one gateway monument at Melrose Av and Larchmont Bl. One decorated mid-block crosswalk between Clinton St and Rosewood Av will be installed, subject to Los Angeles Department of Transportation approval. Landscaping will include trees and shrubs. Funds are requested for construction and installation costs. The original scope of this project was reduced by eliminating medians on Wilton Place for $111,000.

Total Original Application Cost	$900,000	
Total Revised Project Cost	$763,864	
Recommended Funding	$435,402	
Local Match Commitment	$328,462	43% of revised project cost