

**Metro**Los Angeles County  
Metropolitan Transportation AuthorityOne Gateway Plaza  
Los Angeles, CA 90012-2952213.922.2000 Tel  
metro.net**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 18, 2013****SUBJECT: 2013 CALL FOR PROJECTS****ACTION: APPROVE 2013 COUNTYWIDE CALL FOR PROJECTS****RECOMMENDATION**

Approve the following actions for 2013 Countywide Call for Projects (Call), as further described in this report and attachments:

- A. Approve the recommendations in Attachment A responding to the Technical Advisory Committee (TAC) motions regarding the 2013 Call and additional funding recommendations;
- B. Program \$199.39 million in eight modal categories as shown in Attachment B. This amount also programs the 2012 Deobligations and the 2013 Call TAC reserve;
- C. Conditionally approve the 2013 Call in Attachment B subject to later review by the MTA Board of Directors once the impacts of State and the Southern California Association of Governments (SCAG) project selection processes are finalized for the Active Transportation Program;
- D. Amend the recommended 2013 Call Program of Projects into the FY 2013-2014 Los Angeles County Regional Transportation Improvement Program (Regional TIP);
- E. Administer the 2013 Call as a project-specific grant program with the requirement that project sponsors bear all cost increases;
- F. Authorize the Chief Executive Officer (CEO) to administratively provide project sponsors with funding in earlier years than shown, if the project sponsor can demonstrate project readiness to proceed, has sufficient local match and such funds are available; and
- G. Adopt the resolution contained in Attachment C required by SCAG which certifies that Los Angeles County has the resources to fund the projects in the FY 2013-2014 Regional TIP and affirms its commitment to implement all of the projects in the program.

## **ISSUE**

In January 2013, we received 207 applications for 2013 Call funding. Over the past eight months, we have evaluated the applications, met with TAC and its Subcommittees, and TAC has held project sponsor appeals. Based on the evaluations and taking TAC's recommendations into consideration, we are recommending funding for 96 projects totaling \$199.39 million. Board approval is necessary to program the funds to these 96 projects.

## **DISCUSSION**

### **Background**

Federal statute (Title 23 U.S.C. 134 (g) & (h)) and State statute (P.U.C. 130303) require that we prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all surface transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

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

### **Call for Projects Overview**

Work on the 2013 Call process began in April 2012, earlier than typical by four months, in response to the 2011 Call for Projects Survey which identified the need for additional time for potential applicants to complete applications and avoid the holiday timeframe as well as to conduct additional outreach to local agency staff. The additional outreach and time resulted in applications received from three agencies which have not participated in the Call since prior to 2001 – Bell, Cudahy, and La Verne. Applications from two of these agencies have been recommended for funding in this Call.

MTA's TAC and its Subcommittees were consulted at various steps throughout the development process. In addition to monthly updates before TAC and the Streets & Freeways (S&F) Subcommittee, staff met approximately 10 times with the 2013 Call Working Group, comprised of members of the S&F Subcommittee, Bus Operations Subcommittee (BOS), Transportation Demand Management/Air Quality (TDM/AQ)

Subcommittee, and Local Transit Systems Subcommittee (LTSS), to consider potential technical changes for incorporation into the 2013 Call Draft Application Package.

In October 2012, the Board approved the 2013 Call Application Package, which provided instructions to project applicants. We hosted a Call Workshop on October 10, 2012 and conducted workshops in the six subregions which requested them.

A total of 207 project applications were received in January 2013, and the technical evaluation process began. This evaluation was conducted by internal technical teams who reviewed applications within each of the transportation modal categories using the Board-approved application requirements and evaluation criteria. After the Board approved the Preliminary Project Funding Strategy in June 2013, a preliminary project recommendations list was developed, posted online, and mailed to project applicants and TAC members in late June/early July.

#### Fund Estimate Assumptions

In April 2013, the Board adopted a preliminary fund estimate of \$199.39 million for the five-year Call period. The Board also adopted the preliminary modal category funding marks based on federal, state and local fund forecasts used to develop the 2009 LRTP.

Forecasts for the local fund sources are consistent with the 2009 LRTP and MTA's Debt Policy. Federal funding forecasts are based on historical trends, but are adjusted to reflect federal Highway Trust fund growth rates, changes in future federal reauthorizations, and possible downside risks (e.g., possible reductions in amounts of Congestion Mitigation and Air Quality Improvement [CMAQ] Program funds and Transportation Alternative [TA] Program funds for FY 2015 and beyond). State fund forecasts are also based on historical trends, but do not reflect growth due to higher priority needs such as State Highway Safety, Maintenance, and Operating costs. The specific funding sources and amounts chosen for the 2013 Call are subject to change based upon the projects finally selected and other factors, including project eligibility and funding availability.

The Call for Projects process has been used by the Board to program Transportation Enhancements funding since 1991. In its MAP-21 legislation last year, Congress consolidated the Transportation Enhancements program into a new program entitled the TA program. As part of implementing MAP-21, the State Legislature is now considering using the Governor's Active Transportation Program proposal to guide the future use of these new TA funds. The Governor's proposal would consolidate the programming and administration of federal funding from the TA program, other federal funds, and funding from several state programs into a single state program called the Active Transportation Program. The CTC and/or SCAG would be responsible for project selection.

The consolidation of the TA program into the Active Transportation Program means that \$28.6 million in funds assumed to be available for the Call for Projects must now be secured through this new programming process. There are \$49.5 million of bicycle and

local  
or  
federal

pedestrian improvement projects recommended for funding in this Call. We propose to require all recommended Bicycle and Pedestrian projects to reapply through the new Active Transportation program. If at least \$28.6 million is secured through the Active Transportation program, MTA will fund up to \$20.9 million of recommended Bicycle and Pedestrian projects that do not successfully compete in the new Active Transportation program process. In the event that the up to \$20.9 million is insufficient, we would return to the Board with a final recommendation to address any potential shortfall. If the \$28.6 million targeted amount from the Active Transportation Program is exceeded, MTA's Call for Projects funds will be freed-up for future Call for Project programming in a later cycle in a category to be determined by the Board. Once the State Active Transportation Program is established and guidelines are issued, staff will return to the Board with a final recommendation for project funding that is most advantageous to maximizing funds for Los Angeles County.

#### Technical Advisory Committee (TAC)

A special TAC meeting was held on July 24<sup>th</sup> to review the preliminary project scores and funding recommendations, and again on July 30<sup>th</sup> to hear appeals from 10 agencies on 17 projects. TAC concurred with staff's preliminary modal recommendations in the Regional Surface Transportation Improvements, Goods Movement Improvements, Transportation Demand Management, Transit Capital, and Transportation Enhancement Activities modes. They recommended funding for one additional project in each of the following modes – Signal Synchronization and Bus Speed Improvements, Bicycle Improvements, and Pedestrian Improvements. Staff concurred with the TAC recommendations.

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

#### Final Recommendations

In formulating our final funding recommendations, TAC motions were reviewed. Attachment C is the Board resolution certifying that Los Angeles County has the resources to fund the projects in the FY 2013-2014 Regional TIP. Attachment D provides additional background information on funding sources for the 2013 Call, while Attachment E provides a description of each project recommended for funding.

#### DETERMINATION OF SAFETY IMPACT

The 2013 Call will not have any adverse safety impacts on our employees and patrons.

## **FINANCIAL IMPACT**

A total of \$199.39 million is recommended to fund the 2013 Call listed in Attachment A. Call funding is subject to the availability of state and federal funding as planned. Should state and federal funding be reduced, we will return to the Board with recommendations on how to fund all of MTA's programs, including the 2013 Call. There is no funding programmed for projects approved through the 2013 Call in the FY 2013-14 Budget. Funding of \$199.39 million for the 2013 Call will be included in FYs 2014-15, 2015-16, 2016-17, 2017-18, and 2018-19 budgets in cost centers 0441 – Subsidies to Others and 0442 – Subsidies to Others. Since this is a multi-year program, the cost center manager and Executive Directors of Countywide Planning and Highway Program will be accountable for budgeting the costs in future years.

### **Impact to Budget**

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

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

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

## **ALTERNATIVES CONSIDERED**

The Board may suggest alternative projects for funding through the 2013 Call process. Projects added to the recommended list will result in other projects either moving off the funded list or projects receiving reduced levels of funding.

The Board could also choose to defer the 2013 Call. This is not recommended because the 2009 LRTP assumed the Call would continue. In addition, the Call provides funding to local agencies for transportation improvements, allowing local agencies to partner

with us in improving the transportation system, thereby fulfilling our statutory transportation programming responsibilities.

**NEXT STEPS**

Upon Board approval of the 2013 Call, the TIP will formally be transmitted to SCAG and the CTC for processing. This same TIP will be amended into the 2014 STIP.

Project sponsors will be notified of the final funding awarded by the Board and the sponsor's local match necessary to proportionally match awarded funds. A MTA-sponsored workshop will be scheduled with successful project sponsors for ~~October~~ 2013 to review and discuss MTA/project sponsor administrative conditions, and federal, state and local programming requirements.

Through the 2013 Call development process, MTA acknowledges the opportunity to use federal and state funds to accelerate the programming of approved projects. Upon Board approval of the 2013 Call, we will notify successful project sponsors of the possibility for advancing federal and state funds to earlier years in the 2013 Call cycle. As part of this notification, instructions will be provided as to the deadline for submitting requests and the criteria we will use to evaluate the submittals. To provide all project sponsors equal access to earlier year funding, all requests will be evaluated concurrently after the submittal deadline. If more requests are received than available funds, project advancement will be based on the project's ranking as determined by its overall evaluation score and the readiness of the project for early delivery.

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

Successful Project Sponsor Workshop	<del>October 10, 2013</del>
SCAG Approves Regional TIP	December 2013
Caltrans Approves Regional TIP	March 2014
CTC Adopts the 2014 State TIP	March 2014
U.S. Department of Transportation Approves Federal TIP	April 2014

NOV 19, 2013

**ATTACHMENTS**

- A. Final Staff Recommendations Resulting from TAC Motions
- B. MTA 2013 Countywide Call for Projects Recommended Program of Projects
- C. 2013 Call for Projects Resolution
- D. Additional Background Information
- E. 2013 TIP Countywide Call for Projects Descriptions of Recommended Projects

Prepared by: Brad McAllester, Executive Officer, (213) 922-2814  
David Yale, Executive Officer, (213) 922-2469  
Renee Berlin, Executive Officer, (213) 922-3035

**ADDITIONAL BACKGROUND INFORMATION****New TIP Countywide Call for Projects Programming**

MTA recommends programming \$199.39 million over five years to projects in eight modal categories. All projects recommended for funding are listed in Attachment B and are described in Attachment F. Although this TIP Countywide Call for Projects action will program funds for several years, Board action would authorize expenditure for the first year of the program only (FY 2014-2015). Board action will be required annually through the TIP Countywide Call for Projects Recertification process to authorize the expenditure of funds for each subsequent fiscal year. After projects are approved for funding by the Board, specific fund sources will be assigned to each project based on fund source eligibility requirements and in an effort to leverage the maximum amount of State and Federal funds for the County.

**California Transportation Commission**

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 2014 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 2014 STIP Fund Estimate. Currently, the sales tax on gas is subject to two different statutory arrangements: Proposition 42 and the "Spillover" into the Public Transportation Account (PTA). Proposition 42 enjoys a higher level of protection from the State's General Fund deficit needs than does the Spillover into the PTA.

**Los Angeles County Regional Transportation Improvement Program (RTIP)**

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

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

*local  
v.  
federal  
dollars*

## ATTACHMENT D

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

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

The STIP consists of projects funded with Regional Improvement Program (RIP) (75%) revenues nominated by MTA and Intermodal Transportation Improvement Program (ITIP) (25%) programmed at the discretion of the CTC. This Call has programmed projects that could receive STIP funds, if available, between FY 2015 and FY 2019. After the Board action, some projects approved through the Call process will be submitted to the CTC for RIP funds.



**2013 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS**  
**PRELIMINARY PROJECT RECOMMENDATIONS**  
**INFLATED IN WHOLE DOLLARS**

**ATTACHMENT B**

**Mode: 2A Regional Surface Transportation Improvements**

Proj Rank Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	FY 18	FY 19	Total
1	F7117 Redondo & Anaheim Intersection Improvements	CITY OF LONG BEACH	\$741,600	\$0	\$0	\$0	\$0	\$741,600
2	F7118 Florence Ave. Bridge over San Gabriel River	CITY OF DOWNEY	\$0	\$944,290	\$972,770	\$0	\$0	\$1,917,060
3	F7101 Prairie Avenue Mobility Project	CITY OF HAWTHORNE	\$0	\$0	\$35,385	\$813,844	\$1,739,667	\$2,588,896
4	F7123 Magnolia Bl Widening (North Side) Cahuenga Bl to Vineland	CITY OF LOS ANGELES	\$100,425	\$413,790	\$2,843,221	\$2,104,213	\$0	\$5,461,649
5	F7119 Huntington Drive Multimodal Capacity Enhancements	CITY OF SAN MARINO	\$0	\$105,304	\$834,131	\$0	\$0	\$939,435
6	F7121 Rancho Vista Blvd Widening	CITY OF PALMDALE	\$0	\$333,723	\$52,346	\$3,528,619	\$959,560	\$4,874,248
7	F7125 Sherman Way Widening between Whitsett Ave to Hollywood Fwy	CITY OF LOS ANGELES	\$0	\$0	\$142,090	\$62,212	\$769,924	\$974,226
8	F7105 Lyons Avenue/Dockweiler Drive Extension	CITY OF SANTA CLARITA	\$0	\$0	\$0	\$103,993	\$5,795,000	\$5,898,993
9	F7115 The Old Road/Lake Hughes Rd to Hillcrest Pkwy Phase I	COUNTY OF LOS ANGELES	\$0	\$0	\$2,745,976	\$1,261,120	\$1,591,749	\$5,598,845
10	F7131 Century Boulevard Extension between Grape Street and Alameda	CITY OF LOS ANGELES	\$4,157,975	\$1,740,391	\$0	\$0	\$0	\$5,898,366

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

bottlenecks. In addition, the project includes a new 10-foot wide sidewalk and a five-foot wide Class III bicycle route (1.3 miles long) in each direction. Funds are requested for design, right-of-way, utilities relocation, construction engineering, and construction costs.

Project sponsor will be required to coordinate and seek input with the Antelope Valley Transit Authority on any impacts to transit service as necessary.

Total Original Project Cost	\$6,652,486	
Total Revised Project Cost	\$7,498,844	
Recommended Funding	\$4,874,248	
Local Match Commitment	\$2,624,596	(35% of revised project cost)

**F7125 Sherman Way Widening between Whitsett Avenue to Hollywood Freeway – City of Los Angeles**

This project is located in the City of Los Angeles on Sherman Wy, east of Whitsett Av, to the Hollywood Freeway southbound on-ramp (approximately 0.1 mile). The project will widen the south side of Sherman Wy by approximately 20 feet, enabling the intersection to provide a through and dedicated right-turn only lane onto the Hollywood Freeway southbound on-ramp. It includes construction of two concrete curb returns, two curb ramps, crosswalk illumination, 12 pedestrian signal heads, utility relocation, 12 shade trees/landscaping, and restriping. The project accommodates safe bicycle travel by widening the outside curb lane by six feet. Funds are requested for design, utilities relocation, construction engineering, and construction costs.

Total Original Project Cost	\$1,307,000	
Total Revised Project Cost	\$1,498,808	
Recommended Funding	\$974,226	
Local Match Commitment	\$524,582	(35% of revised project cost)

**F7105 Lyons Av/Dockweiler Dr Extension – City of Santa Clarita**

This project, located in the City of Santa Clarita in the community of Newhall along Lyons Av, is the first phase of a multi-phased project. It extends two lanes of Lyons Av in each direction from Railroad Av, east for a distance of approximately 500 feet to connect with a future extension planned for Dockweiler Dr. The project includes new eight-foot sidewalks on both sides of the street and Class II bike lanes for both

directions. It also includes 16 pedestrian signal heads, eight high visibility crosswalks, 16 street/pedestrian lighting, landscaping, two bicycle actuation signals, and two wayfinding signs. Funds are requested for construction engineering, and construction costs. Local match includes committed Bridge and Thoroughfare Funds.

The original requested funding of this project was reduced by \$857,007 and the sponsor has agreed to complete the scope as contained in the application within the project limits, including being responsible for any cost increases.

Total Original Project Cost	\$9,492,000	
Total Revised Project Cost	\$9,332,210	
Recommended Funding	\$5,898,993	
Local Match Commitment	\$3,433,217	(36.8% of revised project cost)

**F7115 The Old Road (TOR) - Lake Hughes Road to Hillcrest Parkway Phase I – County of Los Angeles**

This project is located in the unincorporated Castaic area of Los Angeles County, north of the City of Santa Clarita. TOR runs in a north/south direction, parallel to the I-5 Freeway. The project is approximately 2.1 miles in length extending along TOR from Lake Hughes Rd to Hillcrest Pkwy, and will reconstruct and widen TOR to 68 feet from curb to curb, increasing the roadway's capacity from one lane to two lanes in each direction. The project will widen sidewalks from four to eight-foot width and install a Class II bike lane in both directions. The project also includes curbs and gutters, eight ADA compliant curb ramps, driveway aprons, drainage facilities, slope grading, 23 signs, striping, street lights, and traffic signal upgrades at two intersections. Funds are requested for design, right-of-way acquisition, utilities relocation, construction engineering, and construction costs.

The original requested funding of this project was reduced by \$1,355,155 and the sponsor has agreed to complete the scope as contained in the application within the project limits, including being responsible for any cost increases.

Project sponsor will also be required to coordinate and seek input with the City of Santa Clarita Transit on any impacts to transit service as necessary.

*CON  
not  
design*

**2013 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

ATTACHMENT B

**Mode: 3 Signal Synchronization and Bus Speed Improvements**

Proj Rank Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	FY 18	FY 19	Total
11	F7306 Foothill Boulevard Traffic Signal Corridor Project	COUNTY OF LOS ANGELES	\$0	\$0	\$0	\$1,151,091	\$1,777,240	\$2,928,331
12	F7321 Glendale Regional Arterial Traffic Performance Measurement System	CITY OF GLENDALE	\$0	\$409,546	\$121,323	\$0	\$0	\$530,869
13	F7322 Broadway Intersection Improvements - Traffic Signal Modifications	CITY OF CARSON	\$0	\$257,027	\$271,611	\$0	\$0	\$528,638
14	F7300 Diamond Bar Adaptive Traffic Control System Project	CITY OF DIAMOND BAR	\$0	\$454,108	\$218,600	\$734,152	\$0	\$1,406,860
15	F7312 Huntington Park Signal Synchronization & Bus Speed Improve	CITY OF HUNTINGTON PARK	\$0	\$0	\$0	\$368,294	\$568,633	\$936,927
16	F7318 Adaptive Traffic Control Network - Phase II	CITY OF PASADENA	\$0	\$0	\$0	\$651,509	\$1,005,904	\$1,657,413
17	F7301 Intelligent Transportation Systems (ITS) Phase VI	CITY OF SANTA CLARITA	\$0	\$0	\$0	\$682,409	\$1,261,350	\$1,943,759
18	F7320 Santa Monica Signal Sync Improvements	CITY OF SANTA MONICA	\$0	\$0	\$0	\$540,480	\$0	\$540,480
19	F7319 Intelligent Transportation Systems (ITS) - Phase V	CITY OF INGLEWOOD	\$0	\$0	\$0	\$603,150	\$931,240	\$1,534,390

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

**ATTACHMENT E**  
**Signal Synchronization**

**F7318 Adaptive Traffic Control Network – Phase II – City of Pasadena**

This project is located in the City of Pasadena on California Bl between St. John Av and Lake Av (12 intersections), Del Mar Bl between St. John Av and Oak Knoll Av (ten intersections), Arroyo Parkway between Union St and Fillmore St (13 intersections), and Foothill Bl between Sierra Madre Bl and Michillinda Av (eight intersections). It will install adaptive traffic control capabilities along the listed corridors. Work at each of these 43 intersections will entail cabinet and controller upgrades, adaptive traffic control hardware set-up and software licensing, and all necessary communication hardware to connect to the City's fiber optics infrastructure. This project will expand the City's existing adaptive traffic control system coverage from a single corridor to multiple corridors through creating an adaptive traffic control network. Funds are requested for design and construction costs.

Project sponsor will be required to participate in the Los Angeles County Regional ITS Architecture Consistency and the Signal Synchronization and Bus Speed Improvement Program.

Total Original Project Cost	\$1,808,140	
Total Revised Project Cost	\$2,071,766	
Recommended Funding	\$1,657,413	
Local Match Commitment	\$414,353	(20% of revised project cost)

**F7301 Intelligent Transportation Systems (ITS) Phase VI – City of Santa Clarita**

This project is located in the City of Santa Clarita. It will coordinate signal timing along 19 corridors at 148 signalized intersections to enhance the adaptive system's performance, install additional system detection at 12 locations to provide additional real time data to the city's traffic management center and to the traffic signal control system, and complete two gaps in the city's fiber optic interconnection system along Avenue Scott, Avenue Stanford, and/or Copperhill Dr to provide comprehensive communication to the City's emergency operations center. Funds are requested for design and construction costs. The original scope of this project was downscoped by eliminating 26 signalized intersections, six ITS detection locations, and one fiber optic communication line.

Project sponsor will be required to participate in the Los Angeles County Regional ITS Architecture Consistency and the Signal Synchronization and Bus Speed Improvement Program.

*Design + construction*

**ATTACHMENT E**  
**Signal Synchronization**

Total Original Project Cost	\$2,915,320	
Total Revised Project Cost	\$2,429,699	
Recommended Funding	\$1,943,759	
Local Match Commitment	\$485,940	(20% of revised project cost)

**F7320 Santa Monica – Santa Monica Signal Sync Improvements – City of Santa Monica**

This project is located in the City of Santa Monica along Wilshire Bl, Pico Bl, Ocean Av, Santa Monica Bl, Main St, Ocean Park Bl, Montana Av, and 14<sup>th</sup> St. It will enhance the existing Traffic Management System with the installation of 60 additional system detectors at critical intersections on the City's aforementioned transit corridors. The new equipment will facilitate detection of bicycles at intersections resulting in enhanced multi-modal signal timing. The project will also include signage and striping to minimize turn movement conflicts between mixed flow and bicycle lanes. Signage and striping requirements will be assessed as part of the design for the system detection locations. Funds are requested for design and construction.

Project sponsor will be required to participate in the Los Angeles County Regional ITS Architecture Consistency and the Signal Synchronization and Bus Speed Improvement Program.

Total Original Project Cost	\$600,000	
Total Revised Project Cost	\$675,600	
Recommended Funding	\$540,480	
Local Match Commitment	\$135,120	(20% of revised project cost)

**F7319 ITS – Phase V – City of Inglewood**

This project is located in the City of Inglewood on Arbor Vitae St between La Cienega Bl and Prairie Av (eight intersections), Imperial Highway between Prairie Av and Ardath Av (six intersections), La Brea Av between Manchester Bl and Century Bl (six intersections), Manchester Bl between La Brea Av and Crenshaw Bl (14 intersections), and Prairie Av from Manchester Bl to Century Bl (four intersections). It will design and construct computerized traffic control and monitoring systems and expand the central traffic control and advance traffic management using hubs, conduit, pull boxes, and fiber optic cable. Fiber optic communications, six Closed Circuit Television Cameras (CCTV), two changeable message signs, and up to three new communication hubs will be

**2013 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS**  
**PRELIMINARY PROJECT RECOMMENDATIONS**  
**INFLATED IN WHOLE DOLLARS**

**ATTACHMENT B**

Mode: 6 Transit Capital									
Rank	Proj Num	Project Title	Project Sponsor	FY 15	FY 16	FY 17	FY 18	FY 19	Total
1	F7404	Vista Canyon Regional Transit Center	CITY OF SANTA CLARITA	\$576,800	\$2,231,707	\$0	\$0	\$0	\$2,808,507
2	F7422	Pasadena Replacement and Added Capacity of Clean Fuel Buses	CITY OF PASADENA	\$741,600	\$742,700	\$627,600	\$0	\$0	\$2,111,900
3	F7400	Clean Fuel Bus Replacements	CITY OF MONTEREY PARK	\$309,000	\$424,400	\$497,322	\$0	\$0	\$1,230,722
4	F7410	Florence-Firestone/Walnut Park Transit Vehicles	COUNTY OF LOS ANGELES	\$329,600	\$367,374	\$0	\$0	\$0	\$696,974
5	F7414	Clean Fuel Buses for the Baldwin Park Transit Service	CITY OF BALDWIN PARK	\$329,600	\$424,400	\$396,481	\$0	\$0	\$1,150,481
6	F7413	Bus Replacement	CITY OF CALABASAS	\$219,708	\$0	\$0	\$0	\$0	\$219,708
7	F7406	Avalon Clean Fuel Fleet Replacement Project	CITY OF AVALON	\$309,000	\$318,300	\$393,480	\$0	\$0	\$1,020,780
8	F7405	Purchase of Alternative Fuel Replacement Buses	CITY OF GARDENA	\$309,000	\$742,700	\$1,093,000	\$0	\$0	\$2,144,700
9	F7423	Downtown Bus Maintenance Facility	CITY OF LOS ANGELES	\$0	\$0	\$0	\$0	\$4,636,000	\$4,636,000
10	F7430	Purchase of Alternative Fuel Buses for Glendale Beeline	CITY OF GLENDALE	\$309,000	\$424,400	\$1,264,339	\$0	\$0	\$1,997,739

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

Transit Capital

**F7404 Vista Canyon Regional Transit Center – City of Santa Clarita**

*Design  
+  
Construction*

The project is located in the City of Santa Clarita. The funds will be used to design and construct a new seven-bay bus transfer station that also includes canopies, benches, light poles, restroom facilities, bicycle parking, real-time bus arrival monitors, and landscaping. With the new transfer station, Santa Clarita Transit will be able to expand and enhance its local and commuter service between the future adjacent Metrolink Station (to be relocated from the existing Via Princessa Station location) and the eastern Santa Clarita Valley. These improvements will foster local transit-oriented development in the newly approved community. Funds are for design and construction costs only.

Total Original Project Cost	\$3,860,000	
Total Revised Project Cost	\$4,070,300	
Recommended Funding	\$2,808,507	
Local Match Commitment	\$1,261,793	(31% of revised project cost)

**F7422 Pasadena Replacement and Added Capacity of Clean Fuel Buses – City of Pasadena**

The City of Pasadena has requested funds to purchase eight (8) 32-foot low-floor clean fuel transit buses to replace six (6) 25-foot cutaways and two (2) 30-foot buses for its Pasadena Area Rapid Transit System (ARTS). The additional passenger capacity provided by the larger replacement buses will help to relieve overcrowding on Lines 20, 31/32, and 40 as well as accommodate an expected increase in demand created by the opening of the Metro Gold Line Foothill Extension. The new vehicles will also enable the ARTS system to replace aging buses that will have reached their useful life at the time of replacement while minimizing service disruptions. The original cost per vehicle requested was \$425,000 whereas the recommended funding amount is based on the current average cost of \$334,358 for a bus of similar size and fuel type.

Total Original Project Cost	\$3,434,000	
Total Revised Project Cost	\$2,853,919	
Recommended Funding	\$2,111,900	
Local Match Commitment	\$742,019	(26% of revised project cost)