File #: 2019-0245, **File Type:** Program **Agenda Number:** 9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 18, 2019

SUBJECT: SR-710 NORTH CORRIDOR MOBILITY IMPROVEMENT PROJECTS - ROUND 2

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the following actions pertaining to the development and implementation of additional corridor mobility improvement projects (MIPs) on local arterials and local freeway interchanges experiencing congestion because of the discontinuity of the SR 710 North Freeway:

A. APPROVE the attached Round 2 list of eligible MIPs recommended for funding (Attachments A and B);

B. AUTHORIZE staff to program an additional $280 million in Measure R funds and $232.3 million in State and federal funds for a total of $512.3 million for the Round 2 MIPs starting in FY 2020~~-21~~;

C. AUTHORIZE staff to reallocate $18 million in Measure R funds from three MIPs in the City of San Marino approved by the Board in December 2018 for projects to other projects due to the City's decision not to pursue those projects;

D. AUTHORIZE staff to consolidate the $105 million Measure R funds allocated to the TSM/TDM Projects cleared under the SR-710 North Final Environmental Document with the Measure R funds for the MIPs under one "MIP" category for ease in managing and reporting all SR-710 North Corridor Mobility Improvements;

E. AUTHORIZE the CEO or his designee to negotiate and execute all necessary agreements with project sponsors to implement the approved MIPs; and

F. AUTHORIZE staff to approve changes in the number, scopes, and budgets of projects within the overall program approvals requested in this board report and consistent with the directives in Motion 29.1 (Attachment C).

Approval of the above recommendations will allow programming of all remaining Measure R, State and federal funds for the MIPs listed in this Board Report subject to the availability of funds.

ISSUE

At its December 2018 meeting, the Metro Board of Directors approved allocation of $515 million from the SR-710 freeway gap closure project to 51 eligible MIPs consistent with the guidelines in Board Motion 29.1 (Attachment C). This action left a balance of approximately $512.3 million ($280 million in Measure R funds and $232.3 million in State and federal funds) available for additional eligible MIPs.

The SR-710 North MIP appraisal/selection process was extended to a second round to identify/qualify additional MIPs for funding and implementation.

Recently, $18 million in Measure R funds became available for Round 2 MIPs after the City of San Marino withdrew three projects that were approved by the Board in December 2018 without substitution projects.

This Board report presents all updates and changes in the SR-710 local project funding program since December 2018 Board action.

BACKGROUND

The SR-710 North Project Approval and Environmental Document (PAED) process was initiated in 2011 by Metro and Caltrans following decades of unsuccessful efforts to identify investments to alleviate the escalating traffic congestion in east/northeast Los Angeles and western San Gabriel Valley resulting from the absence of a portion of the SR-710 and freeway linkage between the I-10 and I-210.

Alternatives including No-Build, Transportation System Management/Transportation Demand Management (TSM/TDM), Bus Rapid Transit, Light Rail Transit, and a freeway tunnel were studied. Current and potential future traffic and the anticipated benefits of each alternative considered and studied were discussed with the impacted communities and stakeholders and feedback was documented/incorporated in the environmental document.

At its May 2017 meeting, the Metro Board of Directors introduced Motion 29.1, which adopted the TSM/TDM as the Locally-Preferred Alternative and directed staff to identify additional mobility improvements beyond the TSM/TDM projects listed in the SR-710 environmental document that could improve traffic flow along the SR-710 corridor between I-10 and I-210 as well as mobility improvements projects in the City and County of Los Angeles. Based on Motion 29.1, approximately $1 billion in local, State and federal funds were to be made available for eligible MIPs.

Caltrans signed the final environmental document (FED) on November 26, 2018 confirming the TSM/TDM as the Preferred Alternative. The Record of Decision (ROD) was signed on August 6, 2019.

Upon adoption of the TSM/TDM as the LPA, Metro and local agencies identified projects that, upon implementation, would improve mobility in the SR-710 corridor. Lists of 170 projects with a total value of approximately $1.3 billion were submitted by project sponsors (Attachment D). Recommended

projects were submitted to and approved by the Metro Board of Directors in December 2018 (Attachment E). Since more funds were available in the SR-710 account, a second round of project identification/qualification was conducted.

New Round 2 allocations to the San Gabriel valley cities projects include $18 million in Measure R funds approved by the Board in December 2018 for three San Marino projects. The City of San Marino declined to accept those funds and withdrew the three projects without substitution.

DISCUSSION

SR-710 North MIP Appraisal/Selection Process

Local agencies/project sponsors were invited to submit projects for the 2nd MIP funding cycle consistent with the program requirements described in Motion 29.1. Local agencies were encouraged to identify projects that would complement the Round 1 MIPs approved in December 2018 and maximize the mobility benefits and improve the roadway network efficiency.

Motion 29.1 required that the MIPs in the San Gabriel Valley sub-region be consistent with the Purpose and Need of the SR-710 Gap Closure project, with the highest priority given to projects proximate to I-10. Staff supported investing in major arterials and/or the freeway interchanges in San Gabriel Valley that are and/or will be overburdened by the escalating vehicular demand (including the facilities adversely impacted by the absence of the SR-710 freeway) on heavily used alternative/bypass routes.

Motion 29.1 also referenced dedicated State and federal funds for use in the Central sub-region comprised of parts of the City of Los Angeles and the unincorporated East Los Angeles for multi-modal and safety enhancement projects. The projects submitted by the City and County of Los Angeles were evaluated based on the guidance provided in Motion 29.1, the information provided by the project sponsors (socio-economic data, dominant trip modes, prevailing origins and destinations of trips, etc.), consideration of those areas being outside the core area of impact of the SR-710 and the roadway network operational benefits gained by focused roadway capacity enhancements/operational improvements projects.

A total of 81 project proposals (Attachment F) were submitted by the project sponsors, 25 MIPs with an approximate value of $298 million in the San Gabriel Valley cities and 28 projects totaling $233 million in the City and County of Los Angeles are presented in this report for Board approval and programming/funding starting in FY2020-21 based on availability of funds and anticipated cash flow.

Project Types

Selection and qualification of projects in Round 2 was consistent with the Round 1 process with continued focus on operational/mobility improvement and system and demand management.

Consistent with Round 1 evaluations, rehabilitation/maintenance projects submitted by project sponsors were not considered. There were no funding requests for Studies or Parking Structures in Round 2.

Requests to fund active transportation projects were considered if integrated into street/local freeway interchange capacity enhancements or operational improvement projects. For example, Class II or III bicycle lanes that are built as part of a street widening for additional traffic lanes (within the same limits) were considered for funding; pedestrian improvements incorporated into operational improvement projects at intersections (within the limits of the intersections being improved) were also considered for funding; and other projects with similar concepts that focus on investing in effective and verifiable congestion relief projects were considered for funding. Based on this criterion, there were no active transportation projects recommended for funding in Round 2.

SR 710- North TSM/TDM Projects & New MIPs

Board Motion 29.1 allocated $105 million of the SR-710 Measure R funds to the TSM/TDM projects listed in the SR-710 North environmental document. Most of the local agencies in the San Gabriel Valley that had TSM/TDM projects listed in the SR-710 North Project FED opted to replace those with new MIPs. Those MIPs have expanded scopes and higher costs than the TSM/TDM projects replaced.

For ease in reporting all SR 710 North corridor mobility improvements, staff has noted and consolidated the similar TSM/TDM projects and MIPs in this Board Report and will only reference the funding and programming of eligible MIPs that have been approved by the Metro Board of Directors from this point forward.

The Round 2 MIPs recommended for funding were conceptually approved based on the project information (Attachments G and H) and anticipated benefits presented by the project sponsors and a follow up cursory validation by the Metro staff. Staff will further validate the scopes and benefits of those projects before funding agreements are finalized.

Funding:

The recommended projects and funding allocations by project sponsor for Rounds 1 and 2 are shown in Attachment I.

Funds allocated for each MIP will be on a one-time basis. Metro will not fund any cost increases. Potential cost savings will remain in the Corridor and will be assigned to other projects consistent with the Purpose of the program as determined by Metro.

Other funds:

More funds will become available from the proceeds from the sale of more than 400 State-owned properties under the SR-710 North Rehabilitation Account (710 North Rehab Account) to fund additional projects in Pasadena, South Pasadena, Alhambra, La Canada Flintridge, and the 90032 Postal Zip Code not included in the Round 1 and 2 lists of projects consistent with the guidelines in Government Code 54237.7 and subject to all requirements governing the use of those funds. Those projects may include, but are not limited to, sound walls; transit and rail capital improvements;

bikeways; pedestrian improvements; signal synchronization; dedicated left- and right-turn lanes at intersections; and major street resurfacing, rehabilitation, and reconstruction.

The sale of the State-owned properties will be conducted in three phases and the proceeds from the sales will be assigned to eligible projects by the California Transportation Commission (CTC). As of the date of this report, the CTC has approved nine property sales. The guidelines for the revenue disposition from the sale of the State-owned properties are under development.

Caltrans will provide status updates on the disposition of the State-owned properties to CTC and Metro. Metro will continue to facilitate dialogue between Caltrans and the affected local jurisdictions; coordinate/submit the list of local projects to Caltrans and CTC for approval and funding; and program those funds when available.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. Caltrans' and local safety standards will be adhered to in the design and implementation of the proposed improvements.

FINANCIAL IMPACT

Upon approval of the recommendations, a new FY20 project number will be created and funded for all of the MIPs. FY20 Budget for the MIPs will be created through a net zero budget transfer using existing Highway Program funds currently budgeted in Cost Center 4730, SR-710 North Corridor project 460315, Professional Services Account 50316, Task 01. No amendment to the FY 20 budget is required at this time.

A total of $532.2 million in local, State and federal funds will be programmed for the second round of projects based on eligibility and availability of specific fund sources starting in FY20, consistent with the start of programming for the initial list of MIPs approved by the Board in December 2018 (Board Report 2018-0513). Staff will continue to use the existing approved FY20 budget to reallocate any additional funds necessary for the MIP projects requiring funds beyond the current fiscal year budget as future costs are identified. Highway staff will also refine future cashflow needs for the recommendations and coordinate the funding impact as part of the agency's overall funding strategy. Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

Per prior Board action, the Los Angeles City and Los Angeles County MIPs will be funded from Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality, and State Regional Improvement Program funds, subject to all requirements of those funds.

The source of funds will be Measure R Highway Capital (20%) Funds, State Funds (Interregional

Improvement Program and Regional Improvement Program funds), and Federal Funds (Regional Surface Transportation Program and Congestion Mitigation and Air Quality Program funds). These funds are not eligible for bus and rail operation and capital expenditures. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The additional MIPs recommended for funding herein reflect priorities collaboratively identified by local agencies and Metro to reduce congestion and improve mobility on local streets and at the freeway local interchanges.

Working collectively with project sponsors to implement the MIPs is consistent with Goal No. 1 (provide high-quality mobility option that enable people to spend less time traveling) and Goal No. 4 (transform LA County through regional collaboration) of the Metro Strategic Plan.

ALTERNATIVES CONSIDERED

The recommended projects in the San Gabriel Valley cities have been carefully selected to ensure, to the extent possible, operational improvements and connectivity for maximum benefits. The Board may choose to fund other projects submitted by the local agencies that were not approved by staff. This alternative is not recommended as it may not produce the intended and desired benefits. If the Board elects to consider substitute projects, staff will evaluate those projects for eligibility and will report to the Board.

NEXT STEPS

Upon Board approval, project sponsors will be notified of the Board's decision. Staff, in collaboration with the project sponsors, will refine the project scopes of work, set the project implementation schedules, refine cost estimates, and prepare/execute Funding Agreements.

Staff will provide updates to the Board periodically on the implementation of the approved MIPs and assess the performance of the completed MIPs to determine the effectiveness of the overall program.

ATTACHMENTS

Attachment A - Round 2 Mobility Improvement Projects Recommended for Funding - San Gabriel Valley
Attachment B - Round 2 Mobility Improvement Projects Recommended for Funding - City and County of Los Angeles
Attachment C - Board Motion 29.1
Attachment D - Round 1 Project Sponsor Submittals
Attachment E - Round 1 Mobility Improvement Projects Recommended for Funding
Attachment F - Round 2 Project Sponsor Submittals
Attachment G - Round 2 Recommended Mobility Improvements Project Descriptions - San Gabriel

Valley Cities Projects
Attachment H - Round 2 Recommended Mobility Improvements Project Descriptions - City and County of Los Angeles Projects
Attachment I - Recommended Projects and Funding Allocations Summaries (Rounds 1 and 2)

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Chief Executive Officer

ATTACHMENT A

ROUND 2
MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING
SAN GABRIEL VALLEY

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
2-1	Alhambra	Fremont Avenue Traffic Improvements [Valley Boulevard to Mission Road]	$30,000,000
2-2	Alhambra	I-10/New Avenue Freeway Interchange Ramp Reconfiguration Project	$10,000,000
2-3	Alhambra	Railroad Channel Bridge Widening Project [Mission Road and Atlantic Boulevard]	$8,400,000
2-5	Alhambra	Railroad Channel Bridge Widening Project [Mission Road and Garfield Avenue]	$8,400,000[4]
2-6	Pasadena	Gold Line Grade Separation at California Boulevard [Right-of-Way Acquisition and Construction]	$125,500,000[2]
2-7	Pasadena	St. John Capacity Enhancement Project [Southbound I-210 Freeway to Fair Oaks Avenue and California Boulevard to Northbound I-210 Freeway]	$2,600,000[4]
2-8	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	$6,000,000
2-9	Rosemead	I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	$6,000,000
2-14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [Right-of-Way Acquisition, Design Improvements and Construction]	$32,000,000[3,4]
		TYPE 1 SUBTOTAL [9 PROJECTS]	$228,900,000
PROJECT TYPE 2: Local Street Intersection Improvement Projects			
2-5	San Gabriel	San Gabriel and Marshall Street Realignment Project (SG-11)	$4,900,000[4]
2-6	San Gabriel	San Gabriel and Valley Boulevard Intersection Improvements Project	$4,400,000
2-8	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements Project	$5,500,000[4]
		TYPE 2 SUBTOTAL [3 PROJECTS]	$14,800,000
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects			
2-1	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project– Adaptive Upgrade [Huntington Drive to I-10 Freeway]	$3,600,000
2-2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project – Adaptive Upgrade [North City Limit to Montezuma/I-10 Freeway]	$1,400,000[4]
2-3	Alhambra	Garfield Avenue Traffic Signal Synchronization Project – Adaptive Upgrade [Huntington Drive to I-10 Freeway]	$2,600,000[4]
2-4	Alhambra	Main Street Traffic Signal Synchronization Project– Adaptive Upgrade [West City Limit to East City Limit]	$5,400,000
2-5	Alhambra	Mission Road Traffic Signal Synchronization Project– Adaptive Upgrade [West City Limit to East City Limit]	$3,000,000
2-6	Alhambra	Valley Boulevard Traffic Signal Synchronization Project– Adaptive Upgrade [West City Limit to East City Limit]	$4,600,000
2-13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]	$9,000,000
2-15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	$850,000[4]

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This cost estimate includes additional an $100,000,000 for construction of the Gold Line Grade Separation at California Blvd.
[3] This cost estimate reflects partial funding for the Fair Oaks Avenue Interchange Modifications.
[4] This project replaces a similar TSM/TDM project [in some cases miniscule project elements] listed in the SR-710 North FED.

ATTACHMENT A

ROUND 2
MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING
SAN GABRIEL VALLEY

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
2-16	Pasadena	ITS Projects and Traffic Flow Improvements Project-Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly and Hill]	$3,800,000[4]
2-18	Pasadena	Walnut Street Corridor Signal Improvement Project	$4,100,000
2-19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]	$9,000,000
2-20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]	$6,000,000
2-21	San Gabriel	San Gabriel Traffic Signal Improvements [Del Mar Avenue, Las Tunas Drive, San Gabriel Boulevard, Valley Boulevard and Walnut Grove Avenue]	$700,000
		TYPE 3 SUBTOTAL [13 PROJECTS]	$54,050,000
		TOTAL SAN GABRIEL VALLEY PROJECTS RECOMMENDED FOR FUNDING [25 PROJECTS]	$297,750,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This cost estimate includes additional an $100,000,000 for construction of the Gold Line Grade Separation at California Blvd.
[3] This cost estimate reflects partial funding for the Fair Oaks Avenue Interchange Modifications.
[4] This project replaces a similar TSM/TDM project [in some cases miniscule project elements] listed in the SR-710 North FED.

ATTACHMENT B

ROUND 2
MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING
CITY AND COUNTY OF LOS ANGELES

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects			
2-7	Los Angeles City	Soto Street & Marengo Street Traffic Signal Enhancements	$2,000,000
2-8	Los Angeles County	1st Street TSSP and ITS Improvements (E-W)	$6,200,000
2-9	Los Angeles County	Cesar Chavez Ave Traffic Signal Synchronization Project [TSSP] and Intelligent Transportation Systems [ITS] Improvements (E-W)	$5,500,000
2-10	Los Angeles County	East Los Angeles ITS Enhancements	$800,000
2-11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)	$2,900,000
2-12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)	$2,200,000
		TYPE 3 SUBTOTAL [6 PROJECTS]	$19,600,000
PROJECT TYPE 4: Transit Projects			
2-2	Los Angeles City	DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements	$2,000,000
2-3	Los Angeles City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	$1,500,000
2-4	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	$16,362,000[2]
2-5	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements	$16,388,000[2]
2-6	Los Angeles City	Huntington Drive Multi-Modal Transportation Improvements	$17,000,000
2-7	Los Angeles City	Valley Boulevard Multi-Modal Transportation Improvements	$34,100,000
2-8	Los Angeles County	El Sol Shuttle Service Improvements	$18,185,000
2-9	Los Angeles County	Cesar Chavez Avenue Mobility Improvements	$7,900,000
2-10	Los Angeles County	Olympic Boulevard Mobility Improvements	$6,750,000
2-11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project	$9,485,000
2-12	Los Angeles County	Whittier Boulevard Mobility Improvements	$8,250,000
		TYPE 3 SUBTOTAL [11 PROJECTS]	$137,920,000
PROJECT TYPE 5 – Active Transportation Projects			
2-2	Los Angeles City	El Sereno Active Transportation Project & Transit Connectivity Enhancements	$6,000,000[2]
2-3	Los Angeles City	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	$5,000,000[2]
2-4	Los Angeles County	Atlantic Boulevard Mobility Improvements	$5,000,000
2-5	Los Angeles County	East Los Angeles Mobility Hub Project	$2,000,000
2-6	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements	$2,500,000
2-7	Los Angeles County	East Los Angeles Vision Zero Enhancements	$10,000,000
2-8	Los Angeles County	Eastern Avenue Mobility Improvements	$5,000,000
2-9	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements	$5,000,000
2-10	Los Angeles County	LA County +USC Medical Center Mobility Improvements [Valley Boulevard Multi-Modal Transportation Improvements]	$30,000,000
2-11	Los Angeles County	Micro-Mobility Program and Infrastructure Improvements	$2,500,000
2-12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements	$2,500,000
		TYPE 5 SUBTOTAL [11 PROJECTS]	$75,500,000
		TOTAL LA CITY & LA COUNTY PROJECTS RECOMMENDED FOR FUNDING [28 PROJECTS]	$233,020,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This project replaces a similar TSM/TDM project [in some cases miniscule project elements] listed in the SR-710 North FED.

File #:2017-0358, File Type:Motion / Motion Response

Agenda Number:29.1

REVISED
REGULAR BOARD MEETING
MAY 25, 2017

Motion by:

FASANA, BARGER, SOLIS. GARCETTI and NAJARIAN

May 25, 2017

Relating to Item 29; File ID 2017-0097: SR-710 North

The Expenditure Plan for Measure R, approved by voters in 2008, included $780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated $3+ billion (in 2014$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

A. SUPPORT adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.

B. ALLOCATE $105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.

C. ALLOCATE remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project" for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between 1-10 and 1-210, with highest priority for projects proximate to 1-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Ramie Transportation Plan update.

D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Canada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.

E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.

F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.

G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.

H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

ATTACHMENT D

ROUND 1
MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
1	Alhambra	I-10/SR-710 Interchange Reconfiguration Project	$100,000,000
2	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project	$20,000,000
3	Alhambra	I-10/Atlantic Blvd On and Off Ramp Reconfiguration Project	$20,000,000[2]
4	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration Project	$20,000,000[2]
5	Alhambra	I-10/New Avenue On and Off Ramp Reconfiguration Project	$10,000,000
6	Los Angeles City	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	$4,000,000
7	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road]	$26,330,000
8	Los Angeles City	Huntington Drive Transportation System & Mobility Improvements	$25,000,000
9	Los Angeles County	Road Projects on Floral Drive	$7,500,000
10	Los Angeles County	Road Projects on Cesar Chavez [at 12 intersections]	$11,000,000
11	Los Angeles County	Road Projects on Whittier [at 24 intersections]	$15,000,000
12	Los Angeles County	Road Projects on Eastern [at 16 intersections]	$12,300,000
13	Los Angeles County	Road Projects on Olympic [at 25 intersections]	$12,000,000
14	Los Angeles County	Road Projects on Atlantic [at 11 intersections]	$12,000,000
15	Los Angeles County	Community Traffic Calming Measures	$120,000
16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o I-10 freeway]	$2,400,000
17	Monterey Park	Corporate Center [CC] Drive Rehab	$1,200,000
18	Monterey Park	Ramona Road Rehab – CC Drive to easterly city limits	$1,100,000
19	Monterey Park	Ramona Road Rehab – CC Drive to westerly city limits	$1,500,000
20	Monterey Park	Monterey Pass Road Widening [Floral to Fremont/Garvey fork]	$30,000,000
21	Monterey Park	Garvey Avenue Capacity Improvement [Atlantic to New]	$26,300,000
22	Monterey Park	Garfield Capacity Improvements [Hillman to Hilliard]	$700,000
23	Monterey Park	Atlantic Capacity Improvements [Hillman to Garvey]	$1,900,000
24	Pasadena	I-210 Connected Corridors Expansion	$5,000,000
25	Pasadena	210 Ramp Modifications/Operational Street Improvements	$50,000,000
26	Pasadena	Pasadena Avenue/St. Johns Avenue Complete Streets	$15,000,000
27	Pasadena	Allen Avenue Complete Streets	$1,500,000
28	Pasadena	Hill Avenue Complete Streets	$1,500,000
29	Pasadena	Avenue 64 Complete Streets	$2,000,000
30	Pasadena	Gold Line Grade Separation at California Boulevard	$105,000,000
31	Rosemead	Rosemead Boulevard and Glendon Way Improvements	$2,500,000[2]
32	San Gabriel	I-10/ San Gabriel Boulevard Improvements [Reversible Lane between I-10 and Valley Boulevard]	$700,000
33	San Gabriel	Del Mar Avenue /I-10 Improvements [Reversible Lanes between I-10 and Valley Boulevard]	$1,300,000
34	San Gabriel	New Avenue/ I-10 Improvements [Signal @ Saxton and Reversible Lane from I-10 to Valley Boulevard]	$1,300,000
35	San Gabriel	East Broadway Street Intersection Improvements	$6,000,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This project replaces a similar TSM/TDM project listed in the SR 710 North Final EIR/EIS.

Link to the December 2018 Board Report: https://boardagendas.metro.net/board-report/2018-0513/

ATTACHMENT D

ROUND 1
MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
		[2 intersections -San Gabriel Boulevard and Walnut Grove Avenue]	
36	South Pasadena	Regional Traffic Corridor Improvements [Fremont Avenue/ Huntington Drive/Fair Oaks Avenue]	$10,000,000[2]
37	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications	$38,000,000[2]
38	South Pasadena	Additional Operational Improvements	TBD[2]
39	South Pasadena	Traffic Calming/Speed Management	TBD
40	South Pasadena	Remaining Funding	TBD
		SUBTOTAL	$600,150,000
PROJECT TYPE 2: Local Street Intersection Improvement Projects			
1	Los Angeles City	Cesar Chavez Ave/Lorena St./Indiana St - Roundabout	$8,000,000
2	San Gabriel	Mission Road and Junipero Sierra Drive Intersection Improvements	$1,100,000
3	San Gabriel	Del Mar Avenue/Mission Road/El Monte Street Reconfiguration	$1,100,000[2]
4	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	$3,200,000
5	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	$3,300,000
6	San Gabriel	San Gabriel Boulevard and Valley Boulevard Intersection Improvements	$4,400,000
7	San Gabriel	San Gabriel Boulevard and Marshall Street Intersection Realignment	$4,900,000[2]
8	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements	$5,500,000[2]
9	San Gabriel	San Gabriel Boulevard and Las Tunas Drive Intersection Improvements	$6,000,000
10	San Gabriel	Mission Road and Ramona Street Intersection Improvements	$400,000
11	San Gabriel	Valley Boulevard and Abbot Avenue Intersection Improvements	$971,000
12	San Gabriel	Walnut Grove Avenue and Las Tunas Drive Intersection Improvements	$1,100,000
13	San Gabriel	Walnut Grove and Grand Avenue Intersection Improvements	$1,100,000
14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic Boulevard to San Gabriel Boulevard]	$12,000,000[2]
15	San Marino	Huntington Drive Capacity Enhancements [Segments between Virginia Road and Sunnyslope Drive]	$6,000,000
16	San Marino	Sierra Madre Boulevard Corridor Capacity Improvements [between Huntington Drive and Del Mar Boulevard]	$4,000,000
		SUBTOTAL	$63,071,000
Project Type 3: Intelligent Transportation System [ITS] Projects			
1	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway]	$2,000,000[2]
2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]	$1,500,000[2]
3	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno	$10,000,000
4	Los Angeles City	Modal Connectivity - EV Car Share [Northeast LA]	$5,000,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This project replaces a similar TSM/TDM project listed in the SR 710 North Final EIR/EIS.

Link to the December 2018 Board Report: https://boardagendas.metro.net/board-report/2018-0513/

ATTACHMENT D

ROUND 1
MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
5	Los Angeles City	Soto Street & Marengo Street Traffic Signal Enhancements	$2,000,000
6	Pasadena	Gold Line At-Grade Crossing Enhancements	$1,000,000
7	Pasadena	Pedestrian and Bicyclist Automated Data Collection	$1,400,000[2]
8	Pasadena	High Resolution Traffic Signal Data – Citywide	$8,500,000[2]
9	Pasadena	Walnut Street Corridor Upgrades	$2,000,000
10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley Boulevard and San Gabriel Boulevard]	$3,130,000
11-14	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	$3,700,000
15-16	Los Angeles County	Beverly Boulevard Traffic Corridor Improvement Project (E-W)	$110,000
17-19	Los Angeles County	Cesar Chaves Avenue Traffic Corridor Improvement Project (E-W)	$5,000,000
20-21	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	$800,000
22-27	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	$1,900,000
28-29	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	$250,000
30-33	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	$2,300,000
34-35	Los Angeles County	Indiana Street Traffic Corridor Improvement Project (N-S)	$110,000
36-38	Los Angeles County	Garfield Avenue Traffic Corridor Improvement Project (N-S)	$337,000
39-43	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	$7,000,000
44-45	Los Angeles County	Olympic Boulevard Traffic Corridor Improvement Project (E-W)	$2,500,000
46-47	Los Angeles County	Union Pacific Avenue Traffic Corridor Improvement Project (E-W)	$170,000
48	Los Angeles County	Whittier Boulevard Traffic Corridor Improvement Project (E-W)	$2,000,000
49-52	Los Angeles County	1st Street Traffic Corridor Improvement Project (E-W)	$5,800,000
53-55	Los Angeles County	3rd Street/Pomona Boulevard Traffic Corridor Improvement Project	$400,000
56	Los Angeles County	County-wide Improvements	$450,000
57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project	$30,000
58	Rosemead	Traffic Signal Improvements	$3,500,000
59	Rosemead	Valley Boulevard Corridor Improvements	$6,500,000
60	Rosemead	Garvey Avenue Corridor Improvements	$6,500,000
61	Rosemead	Walnut Grove Avenue Corridor Improvements	$2,500,000
62	Rosemead	San Gabriel Boulevard Corridor Improvements	$2,500,000
63	Rosemead	Del Mar Boulevard Corridor Improvements	$2,500,000
64	Rosemead	Temple City Boulevard Corridor Improvements	$1,500,000
65	San Marino	Huntington Drive Traffic Signal Synchronization Project	$7,000,000
66	San Marino	San Gabriel Boulevard Traffic Signal Synchronization Project	$3,000,000
		SUBTOTAL	$104,887,000
PROJECT TYPE 4: Transit Projects			
1	Alhambra	Metrolink Gold Line Shuttle Service Project	TBD
2	Los Angeles City	Modal Connectivity - First/Last Mile Improvements [Northeast LA]	$20,000,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This project replaces a similar TSM/TDM project listed in the SR 710 North Final EIR/EIS.

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ROUND 1
MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
3	Los Angeles City	DASH El Sereno / City Terrace Community Route Improvements	$6,500,000
4	Los Angeles City	DASH Highland Park / Eagle Rock Community Route Improvements	$6,000,000
5	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements	$15,000,000[2]
6	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	$15,000,000[2]
7	Los Angeles City	Huntington Drive Bus Rapid Transit [BRT]	$35,000,000
8	Los Angeles City	Valley Boulevard Bus Rapid Transit [BRT]	$21,500,000
9	Los Angeles County	El Sol Shuttle Service [w/Zero Emissions (ZE) Vehicles]	$30,000,000
10	Los Angeles County	Upgrade Existing El Sol Shuttle buses to ZE vehicles	$26,000,000
11	Los Angeles County	El Sol Free Riding Program	$300,000
12	Los Angeles County	Wellness Shuttle Route	$11,000,000
13	Los Angeles County	El Sol Shuttle Service Connected Vehicle	$2,400,000
14	Pasadena	Rapid Bus Improvements	$10,000,000[2]
15	Pasadena	Rose Bowl Shuttles	$400,000
16	Pasadena	Student Transit Passes	$200,000
17	Pasadena	Electric Transit Vehicles	$28,000,000
18	Pasadena	Short Range Transit Plan	$9,000,000
19	Pasadena	Transportation Operations and Maintenance Facility	$33,000,000
20	San Gabriel	Transit Service to Light Rail	$500,000
21	San Gabriel	Local Circulator Bus Service	$1,000,000[2]
22	San Gabriel	First-mile/last mile improvements	$2,000,000[2]
23	San Gabriel	Valley Boulevard Corridor Bus Rapid Transit [BRT]	$59,100,000
24	San Gabriel	Multimodal Transit Center and Parking Structure	$24,000,000
		SUBTOTAL	$335,900,000
PROJECT TYPE 5: Active Transportation Projects			
1	Alhambra	Bike Plan Implementation Project [Citywide]	$500,000[2]
2	Los Angeles City	Modal Connectivity - Bike Share [Northeast LA]	$3,000,000
3	Los Angeles City	El Sereno ATP and Transit-Connectivity Enhancements	$10,000,000
4	Los Angeles County	East Los Angeles Bike Share	$600,000
5	Pasadena	Bicycle Transportation Action Plan Projects	$5,000,000[2]
6	Pasadena	The Arroyo Link - Bicycle	$2,000,000
7	Pasadena	Bikeshare Expansion	$400,000
8	Pasadena	Mobility Hubs	$10,000,000
9	San Gabriel	Citywide Bicycle Facilities	$35,000,000[2]
10	San Marino	Del Mar Avenue Complete Street Improvements	$2,000,000[2]
11	San Marino	Huntington Drive Complete Street Improvements	$2,000,000[2]
		SUBTOTAL	$70,500,000
PROJECT TYPE 6: Maintenance/Rehabilitation Projects			
1	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Marengo Avenue]	$2,400,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This project replaces a similar TSM/TDM project listed in the SR 710 North Final EIR/EIS.

Link to the December 2018 Board Report: https://boardagendas.metro.net/board-report/2018-0513/

ATTACHMENT D

ROUND 1
MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
2	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Margaruerita Avenue]	$2,300,000
3	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Atlantic Boulevard]	$3,200,000
4	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/6th Street]	$2,000,000
5	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/4th Street]	$2,000,000
6	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Garfield Avenue]	$3,100,000
7	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Chapel Avenue]	$2,600,000
8	Alhambra	Front Street Safety Wall Barrier [Fremont Avenue to 6th Street]	$5,700,000
		SUBTOTAL	$23,300,000
PROJECT TYPE 7: Studies			
1	Los Angeles County	Community Wide Capacity Improvement Study	$3,000,000
2	Los Angeles County	Intersection Improvement Study [Atlantic, Eastern Telegraph]	$5,000,000
		SUBTOTAL	$8,000,000
PROJECT TYPE 8: Parking Structures			
1	Los Angeles County	200 Space Parking Structure/Transit Plaza	$12,000,000
2	Monterey Park	3 - Parking Structures on Garvey	$60,000,000
3	Rosemead	1 - Parking Structure on Garvey	$20,000,000
		SUBTOTAL	$92,000,000
		TOTAL	$1,297,808,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This project replaces a similar TSM/TDM project listed in the SR 710 North Final EIR/EIS.

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ATTACHMENT E

ROUND 1
MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
1	Alhambra	I-10/SR-710 Interchange Reconfiguration Project	$100,000,000
2	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project	$20,000,000
3	Alhambra	I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project	$20,000,000[2]
4	Alhambra	I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project	$20,000,000[2]
6	Los Angeles City	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	$4,000,000
7	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road]	$26,330,000
16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o I-10 Freeway]	$2,400,000
21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]	$26,300,000
22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]	$700,000
23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]	$1,900,000
30	Pasadena	Gold Line Grade Separation at California Boulevard	$105,000,000
32	San Gabriel	I-10/San Gabriel Boulevard Improvements [Reversible Lane between I-10 and Valley Boulevard]	$700,000
36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	$10,000,000[2]
37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications[2]	$38,000,000[2]
		TYPE 1 SUBTOTAL [14 PROJECTS]	$375,330,000
PROJECT TYPE 2: Local Street Intersection Improvement Projects			
1	Los Angeles City	Cesar Chavez Avenue/Lorena Street/Indiana Street Roundabout	$8,000,000
4	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	$3,200,000
5	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	$3,300,000
14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic Boulevard to San Gabriel Boulevard]	$12,000,000[2,4] **REDUCED**
15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]	$6,000,000
16	San Marino	Sierra Madre Boulevard Corridor Capacity Improvements [between Huntington Drive and Del Mar Boulevard	$4,000,000[3] **WITHDRAWN**
		TYPE 2 SUBTOTAL [6 PROJECTS][5]	$36,500,000[5]
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects			
1	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway]	$2,000,000[2]
2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]	$1,500,000[2]
3	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno [Huntington	$10,000,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This project replaces a similar TSM/TDM project listed in the SR 710 North Final EIR/EIS.
[3] Project and funding declined by Project Sponsor.
[4] Project Sponsor redefined project scope and reduced cost estimate.
[5] This entry reflects the original board action.

Link to the December 2018 Board Report: https://boardagendas.metro.net/board-report/2018-0513/

ATTACHMENT E

ROUND 1
MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
		Drive, Eastern Avenue and Valley Boulevard]	
10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley Boulevard and San Gabriel Boulevard]	$3,130,000
11-14	Los Angeles County[3]	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	$3,700,000
39-43	Los Angeles County[3]	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	$7,000,000
57	Los Angeles County[3]	Traffic Signal Control Intersection Upgrade Project [3 intersections]	$30,000
30-33	Los Angeles County[3]	Ford Boulevard Traffic Corridor Improvement Project (N-S)	$2,300,000
22-27	Los Angeles County[3]	Eastern Avenue Traffic Corridor Improvement Project (N-S)	$1,900,000
20-21	Los Angeles County[3]	City Terrace Drive Traffic Corridor Improvement Project (E-W)	$800,000
28-29	Los Angeles County[3]	Floral Drive Traffic Corridor Improvement Project (E-W)	$250,000
65	San Marino	Huntington Drive Traffic Signal Synchronization Project [11 intersections between Atlantic and Rosemead Boulevards]	$7,000,000[3] **WITHDRAWN**
66	San Marino	San Gabriel Boulevard Traffic Signal Synchronization Project [7 intersections between Longden Drive and Colorado Boulevard]	$3,000,000[3] **WITHDRAWN**
		TYPE 3 SUBTOTAL [30 PROJECTS][5]	$42,610,000[5]
PROJECT TYPE 8: Parking Structures			
2	Monterey Park	3 - Parking Structures on Garvey	$60,000,000
		TYPE 8 SUBTOTAL [1 PROJECT]	$60,000,000
		TOTAL RECOMMENDED FOR FUNDING [51 PROJECTS][5]	$514,440,000[5]

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.
[2] This project replaces a similar TSM/TDM project listed in the SR 710 North Final EIR/EIS.
[3] Project and funding declined by Project Sponsor.
[4] Project Sponsor redefined project scope and reduced cost estimate.
[5] This entry reflects the original board action.

Link to the December 2018 Board Report: https://boardagendas.metro.net/board-report/2018-0513/

ATTACHMENT F

ROUND 2
MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
2-1	Alhambra	Fremont Avenue Traffic Improvements [Valley Boulevard to Mission Road]	$30,000,000
2-2	Alhambra	I-10/New Avenue Freeway Interchange Ramp Reconfiguration Project	$10,000,000
2-3	Alhambra	Railroad Channel Bridge Widening Project [Mission Road - Atlantic Boulevard]	$8,400,000
2-4	Alhambra	Railroad Channel Bridge Widening Project [Mission Road - Chapel Street]	$8,800,000
2-5	Alhambra	Railroad Channel Bridge Widening Project [Mission Road - Garfield Avenue]	$8,400,000[4]
2-6	Pasadena	Gold Line Grade Separation at California Boulevard [Right-of-Way Acquisition and Construction]	$125,500,000[2]
2-7	Pasadena	St. John Capacity Enhancement Project [Southbound I-210 Freeway to Fair Oaks Avenue and California Boulevard to Northbound I-210 Freeway]	$2,600,000[4]
2-8	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	$6,000,000
2-9	Rosemead	I-10/ Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	$6,000,000
2-10	San Gabriel	East Broadway Street Improvements [San Gabriel Boulevard to Muscatel Avenue]	$11,800,000
2-11	San Gabriel	I-10/Del Mar Avenue Improvements [Reversible lanes between I-10 Freeway and Valley Boulevard]	$1,300,000
2-12	San Gabriel	I-10/New Avenue Improvements [Reversible lanes between I-10 Freeway and Valley Boulevard]	$1,300,000
2-13	South Pasadena	Regional Traffic Corridor Improvements [Supporting Bicycle and Pedestrian Safety Components]	$10,000,000[4]
2-14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [Right-of-Way Acquisition, Design Improvements and Construction]	$32,000,000[3, 4]
		SUBTOTAL [14 Projects]	$262,100,000
PROJECT TYPE 2: Local Street Intersection Improvement Projects			
2-1	San Gabriel	Del Mar Avenue/Mission Road/El Monte Street Reconfiguration	$1,100,000[4]
2-2	San Gabriel	Mission Road and Junipero Sierra Drive Improvements	$1,130,000
2-3	San Gabriel	Mission Road and Ramona Street Intersection Improvements	$400,000
2-4	San Gabriel	San Gabriel Boulevard and Las Tunas Drive Intersection Improvements	$6,000,000
2-5	San Gabriel	San Gabriel Boulevard and Marshall Street Realignment (SG-11)	$4,900,000[4]
2-6	San Gabriel	San Gabriel Boulevard and Valley Boulevard Intersection Improvements	$4,400,000
2-7	San Gabriel	Valley Boulevard and Abbot Avenue Intersection Improvements	$971,000
2-8	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements	$5,500,000[4]
2-9	San Gabriel	Walnut Grove and Grand Avenues Intersection Improvements (SG-5)	$1,100,000
2-10	San Gabriel	Walnut Grove Avenue & Las Tunas Drive Intersection Improvements (SG-5)	$1,100,000
		SUBTOTAL [10 Projects]	$26,601,000
Project Type 3: Intelligent Transportation System [ITS] Projects			
2-1	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project – Adaptive Upgrade [Huntington Drive to I-10 Freeway]	$3,600,000
2-2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project- Adaptive Upgrade [North City Limit to Montezuma/I-10 Freeway]	$1,400,000[4]

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.

[2] This cost estimate includes an additional $100,000 to complete the Gold Line Grade Separation Project at California Blvd.

[3] This cost estimate reflects partial funding for the Fair Oaks Interchange Modifications.

[4] This project replaces a similar TSM/TDM project listed in the SR 710 North Final Environmental Document.

ATTACHMENT F

ROUND 2
MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
2-3	Alhambra	Garfield Avenue Traffic Signal Synchronization Project - Adaptive Upgrade [Huntington Drive to I-10 Freeway]	$2,600,000[4]
2-4	Alhambra	Main Street Traffic Signal Synchronization Project- Adaptive Upgrade [West City Limit to East City Limit]	$5,400,000
2-5	Alhambra	Mission Road Traffic Signal Synchronization Project – Adaptive Upgrade [West City Limit to East City Limit]	$3,000,000
2-6	Alhambra	Valley Boulevard Traffic Signal Synchronization Project– Adaptive Upgrade [West City Limit to East City Limit]	$4,600,000
2-7	Los Angeles City	Soto Street & Marengo Street Traffic Signal Enhancements	$2,000,000
2-8	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)	$6,200,000
2-9	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and Intelligent Transportation Systems [ITS] Improvements (E-W)	$5,500,000
2-10	Los Angeles County	East Los Angeles ITS Enhancements	$800,000
2-11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)	$2,900,000
2-12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)	$2,200,000
2-13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control System Project [Atlantic, Garfield and Garvey Avenues]	$9,000,000
2-14	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control System Project [Monterey Pass Road]	$4,500,000
2-15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections	$850,000[4]
2-16	Pasadena	ITS Projects and Traffic Flow Improvements-Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly and Hill]	$3,800,000[4]
2-17	Pasadena	Traffic Flow Improvements at Gold Line At-Grade Crossing	$950,000
2-18	Pasadena	Walnut Street Corridor Signal Improvements	$4,100,000
2-19	Rosemead	Rosemead Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]	$9,000,000
2-20	Rosemead	Rosemead Traffic Signal Improvements- Various locations [San Gabriel, Walnut Grove at Mission, Rosemead and Valley]	$6,000,000
2-21	San Gabriel	San Gabriel Traffic Signal Improvements -Various locations [Del Mar Avenue, Las Tunas Drive, San Gabriel Boulevard, Valley Boulevard and Walnut Grove Avenue]	$700,000
		SUBTOTAL [21 Projects]	$79,100,000
PROJECT TYPE 4: Transit Projects			
2-1	Alhambra	Metro Gold Line Shuttle Service Project	$750,000
2-2	Los Angeles City	DASH El Sereno / City Terrace Route Expansion & Bus Stop Enhancements	$2,000,000
2-3	Los Angeles City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	$1,500,000
2-4	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	$16,362,000[4]
2-5	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements	$16,388,000[4]
2-6	Los Angeles City	Huntington Drive Multi-Modal Transportation Improvements	$17,000,000
2-7	Los Angeles City	Valley Boulevard Multi-Modal Transportation Improvements	$34,100,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.

[2] This cost estimate includes an additional $100,000 to complete the Gold Line Grade Separation Project at California Blvd.

[3] This cost estimate reflects partial funding for the Fair Oaks Interchange Modifications.

[4] This project replaces a similar TSM/TDM project listed in the SR 710 North Final Environmental Document.

ROUND 2
MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE[1]
2-8	Los Angeles County	El Sol Shuttle Service Improvements	$18,185,000
2-9	Los Angeles County	Cesar Chavez Avenue Mobility Improvements	$7,900,000
2-10	Los Angeles County	Olympic Boulevard Mobility Improvements	$6,750,000
2-11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project	$9,485,000
2-12	Los Angeles County	Whittier Boulevard Mobility Improvements	$8,250,000
2-13	San Gabriel	First-mile/last mile improvements (SG-8)	$2,000,000[4]
2-14	San Gabriel	Local Circulator Bus Service Project (SG-9)	$1,000,000[4]
2-15	San Gabriel	Multimodal Transit Center and Parking Structure Project (SG-6)	$24,000,000
2-16	San Gabriel	Transit Service to Light Rail Project (SG-7)	$500,000
2-17	San Gabriel	Valley Boulevard Corridor Bus Rapid Transit [BRT] Project (SG-10)	$59,000,000
		SUBTOTAL [17 Projects]	$225,170,000
PROJECT TYPE 5: Active Transportation Projects			
2-1	Alhambra	Alhambra Bike Plan Implementation Project	$650,000[4]
2-2	Los Angeles City	El Sereno ATP and Transit -Connectivity Enhancements	$6,000,000[4]
2-3	Los Angeles City	North East Los Angeles Active Transportation & Transit Connectivity Enhancements	$5,000,000[4]
2-4	Los Angeles County	Atlantic Boulevard Mobility Improvements	$5,000,000
2-5	Los Angeles County	East Los Angeles Mobility Hub Project	$2,000,000
2-6	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements	$2,500,000
2-7	Los Angeles County	East Los Angeles Vision Zero Enhancements	$10,000,000
2-8	Los Angeles County	Eastern Avenue Mobility Improvements	$5,000,000
2-9	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements	$5,000,000
2-10	Los Angeles County	LA County +USC Medical Center Mobility Improvements [Valley Boulevard Multi-Modal Transportation Improvements]	$30,000,000
2-11	Los Angeles County	Micro-Mobility Program and Infrastructure Improvements	$2,500,000
2-12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements	$2,500,000
2-13	San Gabriel	San Gabriel Citywide Bicycle Facilities Project [SG-4]	$35,000,000[4]
		SUBTOTAL [13 Projects]	$111,150,000
PROJECT TYPE 6: Maintenance/Rehabilitation/Safety Projects			
2-1	Alhambra	Front Street Safety Wall Barrier	$8,000,000
2-2	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission – 4th Street]	$3,300,000
2-3	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission – 6th Street]	$3,300,000
2-4	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission - Marengo]	$3,900,000
2-5	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission – Marguerita]	$3,800,000
2-6	South Pasadena	Neighborhood Traffic Safety Program	$5,000,000
		SUBTOTAL [6 Projects]	$27,300,000
		TOTAL [81 Projects]	$731,421,000

[1] All project cost estimates are subject to reevaluation based on more detailed scopes of work.

[2] This cost estimate includes an additional $100,000 to complete the Gold Line Grade Separation Project at California Blvd.

[3] This cost estimate reflects partial funding for the Fair Oaks Interchange Modifications.

[4] This project replaces a similar TSM/TDM project listed in the SR 710 North Final Environmental Document.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
SAN GABRIEL VALLEY CITIES PROJECTS

PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects

[Project ID# 2-1] Alhambra- Fremont Avenue Traffic Improvements: On Fremont Avenue between Valley Boulevard and Mission Road widen structure over the railroad channel/trench; add northbound lane (starting at Front Street and extending to north of Mission Road to the 1st traffic signal); add southbound lane; close Front and Shorb Streets; and add westbound lane to Mission Road to improve mobility. Also construct sidewalk, upgrade curb and gutter and street lights; realign east side of Front Street; cul-de-sac westside of Front and Shorb Streets; and sign and stripe roadway. Fremont Avenue is a major arterial and commuter route that is heavily travelled. This project will improve mobility.

Cost Estimate: $30,000,000

[Project ID# 2-2] Alhambra- I-10/New Avenue Freeway Interchange Ramp Reconfiguration Project: Reconfigure eastbound and westbound on and off ramps to increase capacity and storage; and improve mobility. Also, close Saxon Street westbound on ramp and convert left turn lane for off ramp; close Saxon Street westbound on ramp and widen ramp for northbound new move onto to ramp; restrict Saxon westbound to new northbound only traffic; signalize Saxon Street; widen the new northbound to westbound on ramp for two lanes; widen infield at new northbound to eastbound on ramp for two lanes; sign and stripe ramp.

Cost Estimate: $10,000,000

[Project ID# 2-3] Alhambra - Railroad Channel Bridge Widening Project (Mission Road and Atlantic Boulevard): Widen structure to add one northbound lane between Mission Road and Atlantic Boulevard to improve mobility.

Cost Estimate: $8,400,000

[Project ID# 2-5] Alhambra- Railroad Channel Bridge Widening Project (Mission Road and Garfield Avenue): Widen structure to add one northbound lane between Mission Road and Garfield Avenue; upgrade traffic signal on structure; and install new traffic signal at the Park Street and Garfield Avenue intersection to improve mobility.

Cost Estimate: $8,400,000

[Project ID# 2-6] Pasadena - Gold Line Grade Separation at California Boulevard (Right-Of-Way Acquisition and Construction): Purchase Right-of-Way for shoe-fly track and construction staging needed to construct the Gold Line Grade Separation Project at California Boulevard Project that was approved for funding at the December 2018 Metro Board meeting.

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
SAN GABRIEL VALLEY CITIES PROJECTS

The grade separation project includes the segment of the Gold Line that intersects California Boulevard, an east-west arterial street with high traffic volumes, results in substantial delay and congestion. This at-grade crossing also contributes to a lack of pedestrian and bicycle connectivity between neighborhoods east and west of the Gold Line. The Gold Line Grade Separation Project at California Boulevard has a nexus to the I-710 North project since this at-grade crossing is in proximity to the I-710 "Gap" and grade-separating California Boulevard at the Gold Line will greatly improve traffic flow not only in the east-west direction but also in the north-south direction.

Cost Estimate: $125,500,000

[Project ID# 2-7] Pasadena - St. John Capacity Enhancement Project (Southbound I-210 Freeway to Fair Oaks Avenue and California Boulevard to Northbound I-210 Freeway): Modify the intersections of the I-210 eastbound off ramp at California Boulevard, and westbound California Boulevard at the St. John Avenue northbound I-210 on ramp to provide dual southbound left turn movements and dual right turn movements which require roadway striping and reconfiguring lanes; resurface a portion of California Boulevard to accommodate roadway striping changes; and modify traffic signals and associated hardware at the intersection of Pasadena Avenue/California Boulevard, and the southbound I-210 off ramp at Californian Boulevard. This project will optimize traffic operations and improve mobility.

Cost Estimate: $2,600,000

[Project ID# 2-8] Rosemead - I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements: Reconfigure the I-10 westbound on and off ramps at Rosemead Boulevard to increase capacity. Also, provide additional lanes to increase capacity; widen the east side of Rosemead Boulevard to add an exclusive right turn lane from northbound Rosemead to easterly westbound I-10; provide an additional lane for the I-10 westbound off-ramp; add an exclusive right turn lane from westbound Glendon Way to northbound Rosemead; eliminate the left turn lane from I-10 westerly westbound off ramp to westbound Glendon Way; widen the west side of Rosemead Boulevard to provide a wider right turn lane and improve the traffic flow; reconfigure the geometrics [alignment] of west approach on Glendon Way west of Rosemead Boulevard, and provide a left turn lane from WB Glendon Way to the westbound I-10 ramp; and widen the southwest corner of Glendon Way and the I-5 westbound on ramp to accommodate right turn traffic onto the ramps.

Rosemead Boulevard is one of the busiest north-south regional corridors that extends from the 60 Freeway to the 10 Freeway, and from the 10 Freeway to the 210 Freeway. Due to the current geometric constraints and insufficient lane capacities at the Rosemead Boulevard and I-10 freeway westbound on and off ramps, significant delays are experienced throughout the day. This project will improve the traffic flow and mobility.

Cost Estimate: $6,000,000

[Project ID# 2-9] Rosemead - I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements: Reconfigure the I-10 westbound on and off ramps at Walnut Grove Avenue; realign the southbound right turn lane from Walnut Grove Avenue to the westbound on ramp, and westbound lanes on the

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ramp; modify striping on north and south approaches of Walnut Grove Avenue, and install a traffic signal; and realign the westbound on and off ramps at San Gabriel Boulevard, and install a new traffic signal.

Walnut Grove Avenue is a regional corridor that extends from the 60 Freeway to the 10 Freeway, and from the 10 Freeway north, connecting to three east-west regional corridors [Valley Boulevard, Mission Road and Las Tunas Drive]. Due to current geometric constraints, traffic exiting the westbound off ramp onto Walnut Grove Avenue is required to stop and wait for gaps in the north-south traffic before proceeding, which results in delays. This project will improve the traffic flow and mobility.

Cost Estimate: $6,000,000

[Project ID# 2-14] South Pasadena – SR-110/Fair Oaks Avenue Interchange Modifications (Right-of-Way Acquisition, Design Improvements and Construction): Purchase the necessary Right of Way and make the necessary design refinements to construct the SR-110/Fair Oaks Avenue Interchange Modifications Project that was approved for funding at the December 2018 board meeting.

The SR-110/Fair Oaks Avenue Interchange Modifications Project includes construction of a new southbound SR-110 "hook" on ramp accessible via eastbound State Street, east of Fair Oaks Avenue; restripe northbound Fairs Oaks Avenue between Grevelia Street and State Street to replace northbound left-turn lanes with a right-turn lane continuing onto a new right-turn lane to be built on the south side of State Street; and removal of the existing traffic island at the current SR-110 on-ramp; and on northbound Fair Oaks Avenue [between Hope Street and Grevelia Street] removal of the existing bulb out in order to provide a shared through and right-turn lane, and replacement of the left-turn lane with a through lane. Also, on southbound Fair Oaks Avenue [north of the existing southbound on-ramp] extend the existing right-turn lane to north of Oaklawn Street (this requires removal of the bulb out north of Mound Street); truncate Grevelia Street between Fair Oaks Avenue and Mount Avenue; widen northbound SR-110 off-ramp and restripe for two left-turn lanes, one through lane, and one right-turn lane; add a second right-turn lane on westbound Grevelia Street at Fair Oaks Avenue; construct a new southbound SR-110 "hook" on ramp accessible via eastbound State Street, east of Fair Oaks Avenue; remove bulb out on northbound Fair Oaks Avenue prior to the Orchard Supply Hardware shopping center driveway; and relocate current bus stop to the far side of intersection.

Cost Estimate: $32,000,000

PROJECT TYPE 2: Local Street Intersection Improvement Projects

[Project ID# 2-5] San Gabriel – San Gabriel and Marshall Street Realignment Project (Mission Drive and Las Tunas Drive Intersection Improvements): Modify the existing offset intersection at San Gabriel Boulevard and Marshall Street by realigning the east leg to meet the west leg of Marshall Street. Valley Boulevard is a primary arterial and Marshall Street is a local arterial. The San Gabriel Boulevard and Marshall Street intersection currently operates at LOSC/F and is projected to operate at LOSD/F by 2045

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

without improvements. This intersection has experienced 12 accidents in the past three years. This project will improve traffic flow and mobility.

Cost Estimate: $4,900,000

[Project ID# 2-6] San Gabriel – San Gabriel and Valley Boulevard Intersection Improvements Project: Widen the San Gabriel Boulevard and Valley Boulevard intersection to add a southbound right turn pocket, a southbound right turn lane, peak hour parking restrictions; and an eastbound right turn pocket, a northbound right turn lane and extend the third lane approach. San Gabriel Boulevard and Valley Boulevard are primary arterials that carry significant regional and local traffic. The San Gabriel Boulevard and Valley Boulevard intersection currently operates at LOS F and is projected to operate at LOS F by 2045 without improvements. This intersection has experienced 16 accidents in the past three years. This project will improve traffic flow and mobility.

Cost Estimate: $4,400,000

[Project ID# 2-8] San Gabriel – Valley Boulevard and Del Mar Avenue Intersection Improvements Project: At the Valley Boulevard and Del Mar Avenue intersection, widen eastbound Valley Boulevard to add a thru lane and a right turn lane with peak hour parking restrictions. The Valley Boulevard and Del Mar Avenue intersection currently operates at LOS E and is projected to operate at LOS F by 2045 without improvements. This intersection has experienced 19 accidents in the past three years. This project will improve traffic flow and mobility.

Cost Estimate: $5,500,000

PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects

[Project ID# 2-2] Alhambra – Fremont Avenue Traffic Signal Synchronization Project – Adaptive Upgrade [North City Limit to Montezuma/I-10 Freeway]: Upgrade traffic signals and other hardware on Fremont Avenue at 11 intersections (from the northerly city limits to Montezuma/I-10 Freeway) to optimize traffic signals during peak hours to improve the peak directional flow of traffic based on the arrival of vehicles at an intersection and real-time traffic demand and congested conditions. Fremont Avenue is a major arterial and commuter route. This project will improve mobility along the corridor.

Cost Estimate: $1,400,000

[Project ID# 2-3] Alhambra – Garfield Avenue Traffic Signal Synchronization Project – Adaptive Upgrade [Huntington Drive to I-10 Freeway]: Upgrade traffic signals and other hardware on Garfield Avenue at 18 intersections (from Huntington Drive to the I-10 Freeway) to optimize traffic signals during peak hours to improve the peak directional flow of traffic based on the arrival of vehicles at an

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

intersection and real-time traffic demand and congested conditions. Garfield Avenue is a major arterial and commuter route. This project will improve mobility along the corridor.

Cost Estimate: $2,600,000

[Project ID# 2-1] Alhambra – Atlantic Boulevard Traffic Signal Synchronization Project - Adaptive Upgrade [Huntington Drive to I-10 Freeway]: Upgrade traffic signals and other hardware on Atlantic Boulevard at 14 intersections (from Huntington Drive to the I-10 Freeway) to optimize traffic signals during peak hours to improve the peak directional flow of traffic based on the arrival of vehicles at an intersection and real-time traffic demand and congested conditions. Atlantic Boulevard is a major arterial and commuter route. This project will improve mobility along the corridor

Cost Estimate: $3,600,000

[Project ID# 2-4] Alhambra – Main Street Traffic Signal Synchronization Project - Adaptive Upgrade [West City Limit to East City Limit]: Upgrade traffic signals and other hardware on Main Street at 21 intersections (from the westerly city limits to the easterly city limits) to optimize traffic signals during peak hours to improve the peak directional flow of traffic based on the arrival of vehicles at an intersection and real-time traffic demand and congested conditions. Main Street is a heavily travelled corridor. This project will improve mobility along the corridor

Cost Estimate: $5,400,000

[Project ID# 2-5] Alhambra – Mission Road Traffic Signal Synchronization Project - Adaptive Upgrade (West City Limit to East City Limit): Upgrade traffic signals and other hardware on Mission Road at 9 intersections (from the westerly city limits to the easterly city limits) to optimize traffic signals during peak hours to improve the peak directional flow of traffic based on the arrival of vehicles at an intersection and real-time traffic demand and congested conditions. Mission Road is a major arterial that is heavily travelled. This project will improve mobility along the corridor

Cost Estimate: $3,000,000

[Project ID# 2-6] Alhambra – Valley Boulevard Traffic Signal Synchronization Project (West City Limit to East City Limit): Upgrade traffic signals and other hardware on Valley Boulevard at 21 intersections (from the westerly city limits to the easterly city limits) to optimize traffic signals during peak hours to improve the peak directional flow of traffic based on the arrival of vehicles at an intersection and real-time traffic demand and congested conditions. Valley Boulevard is a major regional corridor that is heavily traveled. This project will improve mobility along the corridor

Cost Estimate: $4,600,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
SAN GABRIEL VALLEY CITIES PROJECTS

[Project ID# 2-13] Monterey Park- Adaptive Traffic/Traffic Responsive Control Project:
Install adaptive traffic/traffic responsive signal control at 34 traffic signal locations throughout Monterey on Atlantic Boulevard [17 intersections], Garfield Avenue [8 intersections] and Garvey Avenue [9 intersections] to optimize traffic signal during peak hours to improve the peak directional flow of traffic based on the arrival of vehicles at an intersection and real-time traffic demand and congested conditions. Atlantic Boulevard and Garfield and Garvey Avenues are major corridors used to bypass heavy freeway traffic on Routes 10, 710 and 60. This project will optimize traffic operations and improve mobility along these regional corridors.

Cost Estimate: $9,000,000

[Project ID# 2-15] Pasadena- Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project: Install a new traffic signal at Fair Oaks Avenue and Bellevue Drive and synchronize signals to facilitate platooning of traffic through the intersection. Also, this project includes adjusting adaptive traffic control signals to accommodate the new traffic signal installation and installing requisite ADA compliant curb ramps. This project will improve traffic operations and reduce the potential for pedestrian and vehicular platooning conflicts.

Cost Estimate: $850,000

[Project ID# 2-18] Pasadena – Walnut Street Corridor Signal Improvements Project: Replace old traffic signal controller infrastructure and communication equipment along Walnut Street to reduce delay, manage speeds and collect data. Install up to 15 new signal cabinets, traffic signal controllers, video detection equipment, two CCTV cameras and 3 miles of fiber optic communication, associated hardware and software and requisite ADA compliant curb ramps. Walnut Street is used to bypass heavy traffic on the 210 freeway and on Colorado Boulevard. This project will improve traffic operations and mobility throughout the corridor.

Cost Estimate: $4,100,000

[Project ID# 2-16] Pasadena - ITS Projects and Traffic Flow Improvements Project (Within Affected SR-710 Corridors]) Upgrade traffic signal controllers and cabinets; install fiber optics communication, dedicated short range communication and signal preemption technology at up to 55 signalized intersections along segments of Orange Grove and Colorado Boulevards, Green and Holly Streets and Hill Avenue. This project will improve traffic operations and complement the corridors in the City of Pasadena that are being updated with adaptive traffic/traffic responsive control system signal technology.

Cost Estimate: $3,800,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
SAN GABRIEL VALLEY CITIES PROJECTS

[Project ID# 2-19] Rosemead – Adaptive Traffic/Traffic Responsive Control Project- Install adaptive traffic/traffic responsive signal control throughout Rosemead on Garvey Avenue [9 intersections], Valley Boulevard [7 intersections], San Gabriel Boulevard [6 intersections], Walnut Grove Avenue [16 intersections] and Rosemead Boulevard [5 intersection] to optimize traffic signal timing during peak hours to improve the directional flow of traffic based on the arrival of vehicles at an intersection and real-time traffic demand and congested conditions. Garvey Avenue and Valley Boulevard are major east-west arterials used to bypass freeway traffic. This project will optimize traffic operations and improve mobility along these regional corridors.

Cost Estimate: $9,000,000

[Project ID# 2-20] Rosemead – Traffic Signal Improvements (San Gabriel Boulevard, Walnut Grove Avenue, Rosemead Boulevard and Valley Boulevard): Implement traffic signal improvements to optimize traffic operations and improve mobility on east-west and north-south major arterials that are used to bypass freeway traffic.

San Gabriel Boulevard at four intersections: [$3,300,000]

1. Hellman Avenue [Location 1.1]- Install eastbound/westbound protective left turn phasing and upgrade the existing traffic signal system. (approximately $800,000)
2. Garvey Avenue [Location 1.2]- Install south bound/westbound right turn overlap phasing and upgrade the existing traffic signal system. (approximately $1,500,000)
3. Graves Avenue [Location 1.3]- Install protected/permitted left turn phasing and upgrade the existing traffic signal system. (approximately $500,000)
4. Rush Street [Location 1.4]- Install northbound/southbound protective left turn phasing; and eastbound/westbound protected/permitted left turn phasing; and upgrade the existing traffic signal system. (approximately $500,000)

Walnut Grove Avenue at Mission [Location 2.1]: [$500,000]

1. Install protected/permitted left turn phasing in all directions and upgrade the existing traffic signal system. (approximately $500,000)

Rosemead Boulevard [Location 3.2]: [$700,000]

2. Valley Boulevard [Location 3.2]- Install northbound/southbound right turn overlap phasing. (approximately $700,000)

Valley Boulevard at three intersections: [$1,500,000]

1. Muscatel Avenue [Location 4.1] - Install eastbound/westbound protected left turn phasing and upgrade the existing traffic signal system. (approximately $500,000)
2. Ivar Avenue [Location 4.2]- Install eastbound/westbound protected left turn phasing and upgrade the existing traffic signal system. (approximately $500,000)

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
SAN GABRIEL VALLEY CITIES PROJECTS

3. Mission Drive [Location4.3]- Install eastbound/westbound protected left turn phasing and upgrade the existing traffic signal system. (approximately $500,000)

Cost Estimate: $6,000,000

[Project ID# 2-21] San Gabriel – San Gabriel Traffic Signal Improvements -Various Corridors (Del Mar Avenue, Las Tunas Drive, San Gabriel Boulevard, Valley Boulevard and Walnut Grove Avenue): Implement traffic signal improvements to optimize traffic flow along major arterials at 30 intersections within the City of San Gabriel that are adversely impacted by the absences of a portion of the SR 710 freeway. The proposed improvements would include installing video detection, wireless traffic signal communication equipment and battery backup to various existing traffic signals. This project will improve mobility and traffic operations on regional corridors.

Cost Estimate: $700,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
CITY AND COUNTY OF LOS ANGELES PROJECTS

PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects

[Project ID# 2-7] Los Angeles City – Soto Street & Marengo Street Traffic Signal Enhancements: Upgrade the traffic signal equipment at the Soto Street and Marengo Street intersection overpass and enhance the signal timing to facilitate concurrent left-turn movements onto the freeway ramps, monitor `traffic flows, and respond to real-time traffic demand and congested conditions. This intersection currently experiences excessive delays during the morning and afternoon peak periods. This project will improve safety and operational efficiency.

Cost Estimate: $2,000,000

[Project ID# 2-8] Los Angeles County –1st Street Traffic Signal Synchronization Project and Intelligent Transportation Systems [ITS] Improvements (E-W): On 1st Street, install fiber optics and upgrade traffic signal infrastructure, software, and communications equipment to enhance remote traffic signal monitoring, and management of traffic signals and bus signal priority. This project will improve mobility within the corridor.

Cost Estimate: $6,200,000

[Project ID# 2-9] Los Angeles County –Cesar Chavez Avenue Traffic Signal Synchronization Project [TSSP] and Intelligent Transportation Systems [ITS] Improvements (E-W): Synchronize traffic signals on Cesar Chavez Avenue, between Lorena and Vancouver streets; install intersection-level communications to improve traffic flow; implement traffic signal/controller upgrades [as required by federal and state guidelines]; and, if necessary, upgrade countdown pedestrian heads and pedestrian push buttons; install bicycle detection, modify signing and striping of crosswalks and curb ramp; and improve timing along the corridor to improve traffic operations and mobility.

Cost Estimate: $5,500,000

Project ID# 2-10] Los Angeles County –East Los Angeles Intelligent Transportation Systems [ITS] Enhancements: At various locations along Beverly Boulevard, Union Pacific Avenue, 3rd Street, Pomona Boulevard, and Garfield Avenue, upgrade 2070 controllers with next generation firmware; install wireless communications equipment, and other related traffic signal infrastructure, software, and CCTV cameras to enhance remote traffic signal monitoring and management of traffic signals. This project will improve mobility within the corridor.

Cost Estimate: $800,000

NOTES:
1) LA City and LA County may identify other transportation improvements as the scopes of these projects are better refined.
2) All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
CITY AND COUNTY OF LOS ANGELES PROJECTS

[Project ID# 2-11] Los Angeles County –Olympic Boulevard ITS Improvements (E-W): On Olympic Boulevard, from Ditman Avenue to Concourse Avenue, install fiber optics and intersection-level communications; and upgrade 2070 controllers with next generation firmware to enhance traffic signal operations. This project will optimize traffic operations and improve mobility within the corridor.

Cost Estimate: $2,900,000

[Project ID# 2-12] Los Angeles County –Whittier Boulevard ITS Improvements (E-W): Install fiber optics on Whittier Boulevard, from Alma Avenue to Saybrook Avenue, to enhance remote traffic signal monitoring, and facilitate connection to the LA County Advanced Transportation Management System. This project will optimize traffic operations and improve mobility within the corridor.

Cost Estimate: $2,200,000

PROJECT TYPE 4: Transit Projects

[Project ID# 2-2] Los Angeles City - DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements: Expand route to connect to Indiana/3rd Metro Station and transit infrastructure improvements and pedestrian access enhancements to El Sereno/City Terrace route to accommodate transit dependent populations. The DASH is a local community shuttle that is heavily utilized by residents for short trips [under 3 miles] reported to be 40% of the trips in several unincorporated East Los Angeles communities. This project will increase transit ridership and connectivity; and improve access to key destinations [employment centers, markets, educational facilities, healthcare facilities, parks and recreational centers].

Cost Estimate: $2,000,000

[Project ID# 2-3] Los Angeles City - DASH Highland Park / Eagle Rock Bus Stop Enhancements: Implement transit infrastructure improvements and pedestrian access enhancements to the Highland Park/Eagle Rock route to accommodate transit dependent populations. The DASH is a local community shuttle that is heavily utilized by residents for short trips [under 3 miles] reported to be 40% of the trips in several unincorporated East Los Angeles communities. This project will increase transit ridership and connectivity; and improve access to key destinations [employment centers, markets, educational facilities, healthcare facilities, parks and recreational centers].

Cost Estimate: $1,500,000

[Project ID# 2-4] Los Angeles City - Eagle Rock Boulevard Multi-Modal Transportation Improvements: On Eagle Rock Boulevard, between Colorado and York Boulevards, implement mobility and access

NOTES:
1) LA City and LA County may identify other transportation improvements as the scopes of these projects are better refined.
2) All project cost estimates are subject to reevaluation based on more detailed scopes of work.

improvements; pedestrian access enhancements and transit infrastructure improvements to improve mobility and access to key destinations [employment centers, markets, educational facilities, healthcare facilities, parks and recreational centers], and reduce the potential for vehicle and pedestrian conflicts.

Cost Estimate: $16,362,000

[Project ID# 2-5] Los Angeles City - Eastern Avenue Multi-Modal Transportation Improvements: On Eastern Avenue, between Huntington Drive and Valley Boulevard, implement mobility and access improvements; pedestrian access enhancements and transit infrastructure improvements to improve mobility and access to key destinations [employment centers, markets, educational facilities, healthcare facilities, parks and recreational centers], and reduce the potential for vehicle and pedestrian conflicts.

Cost Estimate: $16,388,000

[Project ID# 2-6] Los Angeles City - Huntington Drive Multi-Modal Transportation Improvements: On Huntington Drive, between Mission Drive and Kendall Avenue in Los Angeles, implement mobility and access improvements; pedestrian access enhancements; transit infrastructure improvements and a dedicated Bus Rapid Transit route; and reconfigure the intersection of Huntington Drive and Monterey Road to improve mobility, and provide better access to the transit hub near the intersection. This project will increase transit service, connectivity, ridership; and improve access to key destinations [employment centers, markets, educational facilities, healthcare facilities, parks and recreational centers].

Cost Estimate: $17,000,000

[Project ID# 2-7] Los Angeles City - Valley Boulevard Multi-Modal Transportation Improvements: Design and construct multimodal corridor improvements along Valley Boulevard which may include a Bus Rapid Transit (BRT) route and active transportation safety and accessibility enhancements. On Valley Boulevard, between Soto Street and the 710 Freeway ramps, implement mobility and access improvements; pedestrian access enhancements; transit infrastructure improvements and a dedicated Bus Rapid Transit route [2.4-mile portion] to improve mobility in the corridor and provide better access to and from the hillside communities and beyond. This project will increase transit service, connectivity, ridership; and improve access to key destinations [employment centers, markets, educational facilities, healthcare facilities, parks and recreational centers]. Coordination with Metro and Los Angeles County will be needed to design and construct the project.

Cost Estimate: $34,100,000

NOTES:

1) LA City and LA County may identify other transportation improvements as the scopes of these projects are better refined.
2) All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
CITY AND COUNTY OF LOS ANGELES PROJECTS

[Project ID# 2-8] Los Angeles County - El Sol Shuttle Service Improvements: Expand service for El Sol Shuttle by adding and upgrading the existing equipment and fleet. In this area, the demand for transit service exceeds the existing shuttle capacity leaving few options for those without access to alternate means of transportation in this low car ownership community. This project will increase transit capacity and improve service reliability for transit dependent residents in communities that rely on the El Sol Shuttle to reach key destinations [i.e. employment centers, markets, educational facilities, healthcare facilities, parks and recreational centers].

Cost Estimate: $18,185,000

[Project ID# 2-9] Los Angeles County - Cesar Chavez Avenue Mobility Improvements: On Cesar Chavez Avenue, in unincorporated East Los Angeles, implement mobility and access improvements which could include pedestrian access enhancements; a pilot program for a dedicated bus lane; and transit infrastructure improvements to increase pedestrian access to transit services, minimize pedestrian and vehicle conflicts, and increase overall transportation mobility through the enhancement of transit services in this transit dependent community.

Cost Estimate: $7,900,000

[Project ID# 2-10] Los Angeles County - Olympic Boulevard Mobility Improvements: On Olympic Boulevard, in unincorporated East Los Angeles, implement mobility and access improvements which could include pedestrian access enhancements; a pilot program for a dedicated bus lane; and transit infrastructure improvements to increase pedestrian access to transit services, minimize pedestrian and vehicle conflicts, and increase overall transportation mobility through the enhancement of transit services in this transit dependent community.

Cost Estimate: $6,750,000

[Project ID# 2-11] Los Angeles County - Wellness Shuttle Fleet Upgrade and Expansion Project: Expand and upgrade the existing Wellness Shuttle fleet. In this area, the demand for transit service exceeds the existing shuttle capacity leaving few options for those without access to alternate means of transportation in this low car ownership community. This project will increase transit capacity and improve service reliability for transit dependent residents in communities that rely on the Wellness Shuttle to access health and wellness destinations [i.e. medical centers (USC, White Memorial), senior centers and recreational facilities]. This project will also increase transit connectivity to the DASH and the Metro Gold Line Soto Station, further enhancing sub-regional and regional mobility.

Cost Estimate: $9,485,000

[Project ID# 2-12] Los Angeles County - Whittier Boulevard Mobility Improvements: On Whittier Boulevard, in unincorporated East Los Angeles, implement mobility and access improvements which could include pedestrian access enhancements; a pilot program for a dedicated bus lane; and transit

NOTES:
1) LA City and LA County may identify other transportation improvements as the scopes of these projects are better refined.
2) All project cost estimates are subject to reevaluation based on more detailed scopes of work.

infrastructure improvements to increase pedestrian access to transit services, minimize pedestrian and vehicle conflicts, and increase overall transportation mobility through the enhancement of transit services in this transit dependent community.

Cost Estimate: $8,250,000

PROJECT TYPE 5: Active Transportation Projects

[Project ID# 2-2] Los Angeles City - El Sereno Active Transportation Project & Transit Connectivity Enhancements: Implement mobility and access improvements; pedestrian access enhancements and transit infrastructure improvements or better access to local circulators, Metro [bus service] and the regional transit hub at California State University, Los Angeles along corridors in El Sereno neighborhoods that include Alhambra Avenue [between the city limit and Valley Boulevard], Marianna Avenue [between Valley Boulevard and the City limit], and Huntington Drive south [between Huntington Drive North and Minto Court], and Beatie Place [between Bohlig Road and Lafler Road]. This project will increase transit connectivity, ridership, and access to and from hillside communities and beyond.

Cost Estimate: $6,000,000

[Project ID# 2-3] Los Angeles City - Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements: Implement mobility and access improvements and improve active transportation access to transit stops along Marengo Street [Mission Road to Soto Street], North Figueroa Street [York to Colorado Boulevards], York Boulevard [Eagle Rock Boulevard to Pascual Avenue] and Yosemite Drive [Eagle Rock Boulevard to North Figueroa Street], and Arroyo Seco Bike Path [Arroyo Verde Street to Northern City Limit]. This project will increase transit connectivity, ridership, and access to key destinations.

Cost Estimate: $5,000,000

[Project ID# 2-4] Los Angeles County - Atlantic Boulevard Mobility Improvements: On Atlantic Boulevard in unincorporated East Los Angeles, between SR 60 and Telegraph Road, implement mobility and access improvements, which could include intersection improvements; lane reconfigurations; and signal timing changes to increase pedestrian accessibility and reduce the potential for vehicle and pedestrian conflicts.

Cost Estimate: $5,000,000

[Project ID# 2-5] Los Angeles County - East Los Angeles Mobility Hub Project: At designated locations in unincorporated East Los Angeles, provide rideshare, transit and active transportation user amenities

NOTES:
1) LA City and LA County may identify other transportation improvements as the scopes of these projects are better refined.
2) All project cost estimates are subject to reevaluation based on more detailed scopes of work.

(such as shelters, seating, information displays, wayfinding signage, etc.) and implement mobility and access improvements for users of transit (buses), autos and non-motorized vehicles (bikes, scooters) to improve access to key destinations.

Cost Estimate: $2,000,000

[Project ID# 2-6] **Los Angeles County - East Los Angeles Pedestrian Accessibility Improvements:** Implement mobility and enhanced pedestrian accessibility on designated corridors and/or intersections to improve access for transit and active transportation users to employment centers, markets, educational facilities, healthcare facilities, and parks and recreational centers.

Cost Estimate: $2,500,000

[Project ID# 2-7] Los Angeles County - East Los Angeles Vision Zero Enhancements: Implement access improvements and pedestrian access enhancements on designated corridors and/or intersections which could include 1st Street, Arizona Avenue, Atlantic Boulevard, Cesar Chavez Avenue, City Terrace Drive, Eastern Avenue, Ford Boulevard, Indiana Avenue, Olympic Boulevard, Whiteside Street and Whittier Boulevard. These improvements may include, but are not limited to, traffic signal upgrades; protected left turn signal phasing; high-visibility crosswalks; pedestrian signal interval timing enhancements and pedestrian activated warning beacons to reduce pedestrian and vehicle conflicts and increase accessibility to transit services.

Cost Estimate: $10,000,000

[Project ID# 2-8] Los Angeles County - Eastern Avenue Mobility Improvements: On Eastern Avenue in unincorporated East Los Angeles, implement mobility and access improvements which could include pedestrian access enhancements; transit amenities; and active transportation programs to increase pedestrian access to transit services, minimize pedestrian and vehicle conflicts, and increase overall transportation mobility through the enhancement of transit services in this transit dependent community.

Cost Estimate: $5,000,000

Project ID# 2-9] **Los Angeles County - Floral Drive Pedestrian and Roadway Improvements:** On Floral Drive, at designated intersections and/or segments of road, implement mobility and access improvements, and active transportation programs to increase pedestrian access to transit services, minimize pedestrian and vehicle conflicts, and increase overall transportation mobility through the enhancement of transit services in this transit dependent community.

Cost Estimate: $5,000,000

[Project ID# 2-10] Los Angeles County - LA County +USC Medical Center Mobility Improvements

NOTES:
1) LA City and LA County may identify other transportation improvements as the scopes of these projects are better refined.
2) All project cost estimates are subject to reevaluation based on more detailed scopes of work.

ROUND 2
RECOMMENDED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS
CITY AND COUNTY OF LOS ANGELES PROJECTS

(Valley Boulevard Multi-Modal Transportation Improvements): Design and construct multimodal corridor improvements along Valley Boulevard which may include a Bus Rapid Transit (BRT) route and active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. This would include various improvements to the Los Angeles County + USC Medical Center including enhancements to the Silver Line Bus Stop as well as improvements along Valley Blvd, San Pablo St, Marengo St and other streets in the vicinity. Coordination with Metro and Los Angeles City will be needed to design and construct the project. This project would also include coordinating with UPRR and other stakeholders to process the acquisition of necessary right-of- way to accommodate sidewalks and transit stop amenities; and grade crossing improvements at Boca Avenue, Vineburn Avenue and San Pablo Street.

Cost Estimate: $30,000,000

[Project ID# 2-11] Los Angeles County - Micro-Mobility Program and Infrastructure Improvements: At designated locations in unincorporated East Los Angeles, implement mobility and access improvements for communities with low car ownership that rely heavily on active transportation programs to travel.

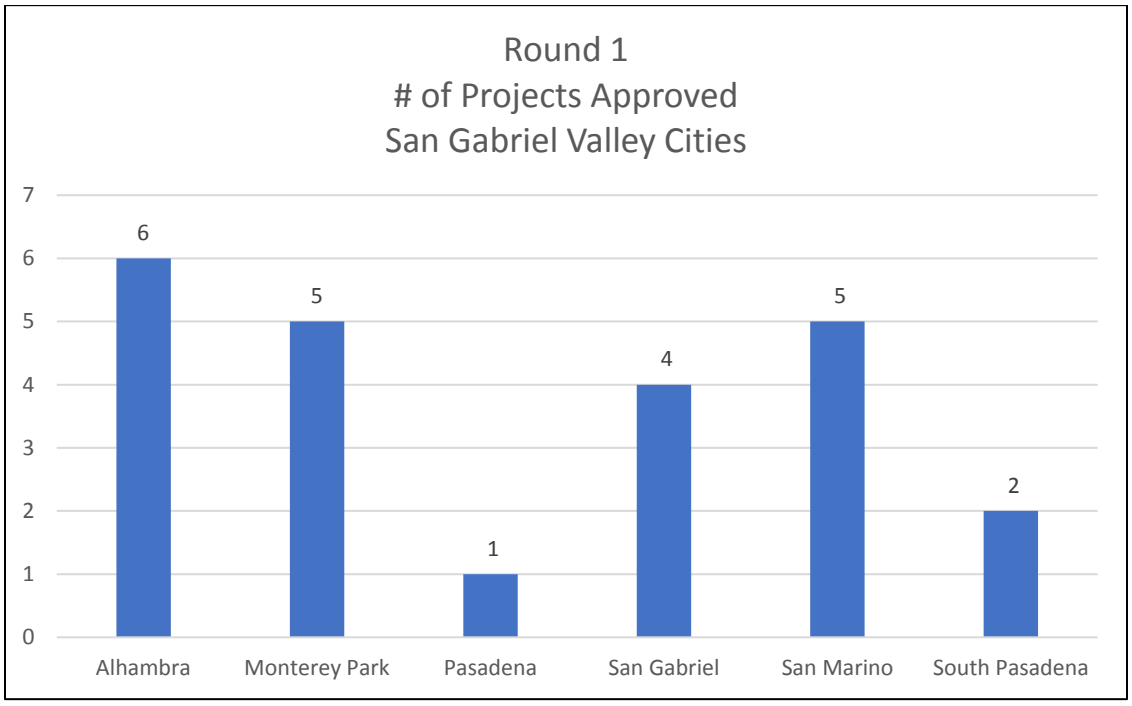
Cost Estimate: $2,500,000

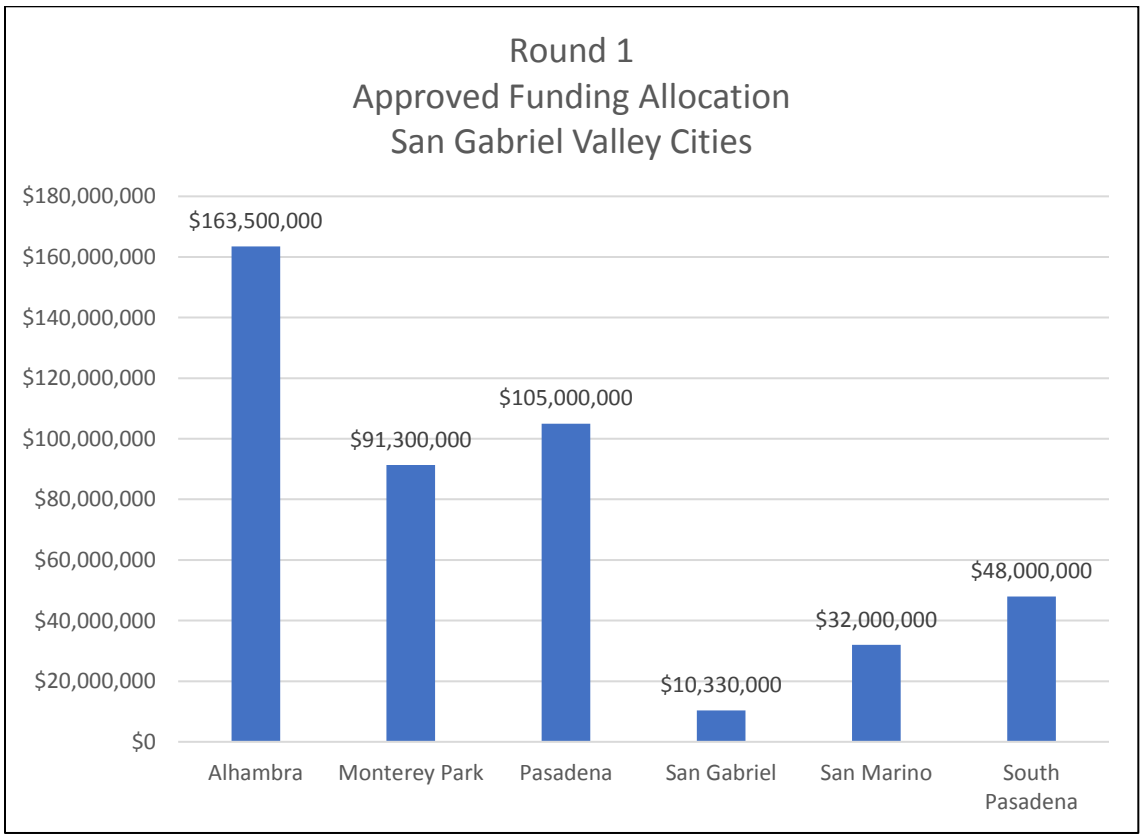
[Project ID# 2-12] Los Angeles County - Safe Routes to Schools Infrastructure Enhancements: Implement mobility, enhanced pedestrian accessibility and signal interval timing at intersections on designated corridors in proximity to schools and neighborhoods to reduce pedestrian and vehicle conflicts and improve access for transit and active transportation users.

Cost Estimate: $2,500,000

NOTES:
1) LA City and LA County may identify other transportation improvements as the scopes of these projects are better refined.
2) All project cost estimates are subject to reevaluation based on more detailed scopes of work.

RECOMMENDED PROJECTS AND FUNDING ALLOCATIONS SUMMARIES
BY PROJECT SPONSOR





RECOMMENDED PROJECTS AND FUNDING ALLOCATIONS SUMMARIES
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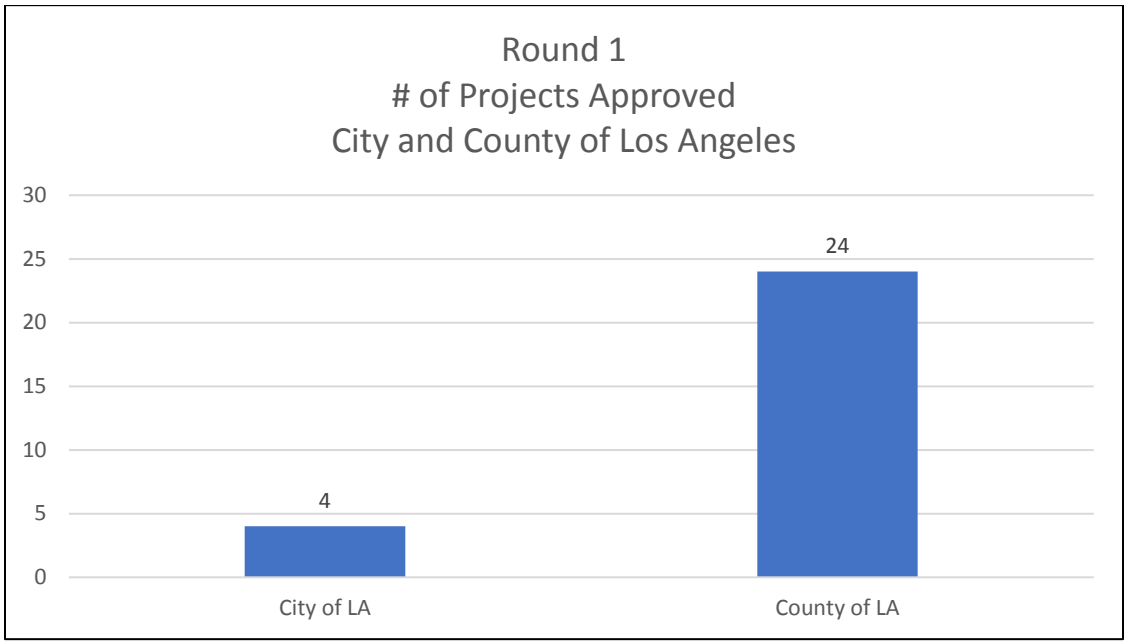

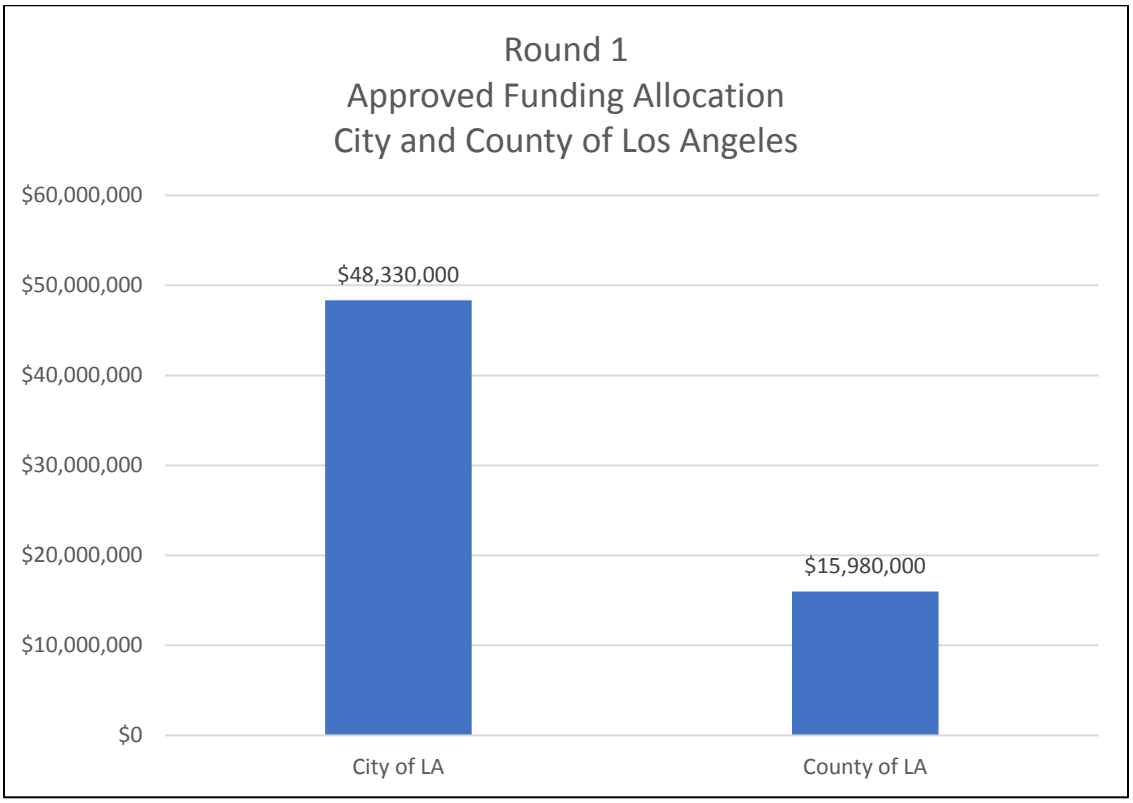

RECOMMENDED PROJECTS AND FUNDING ALLOCATIONS SUMMARIES
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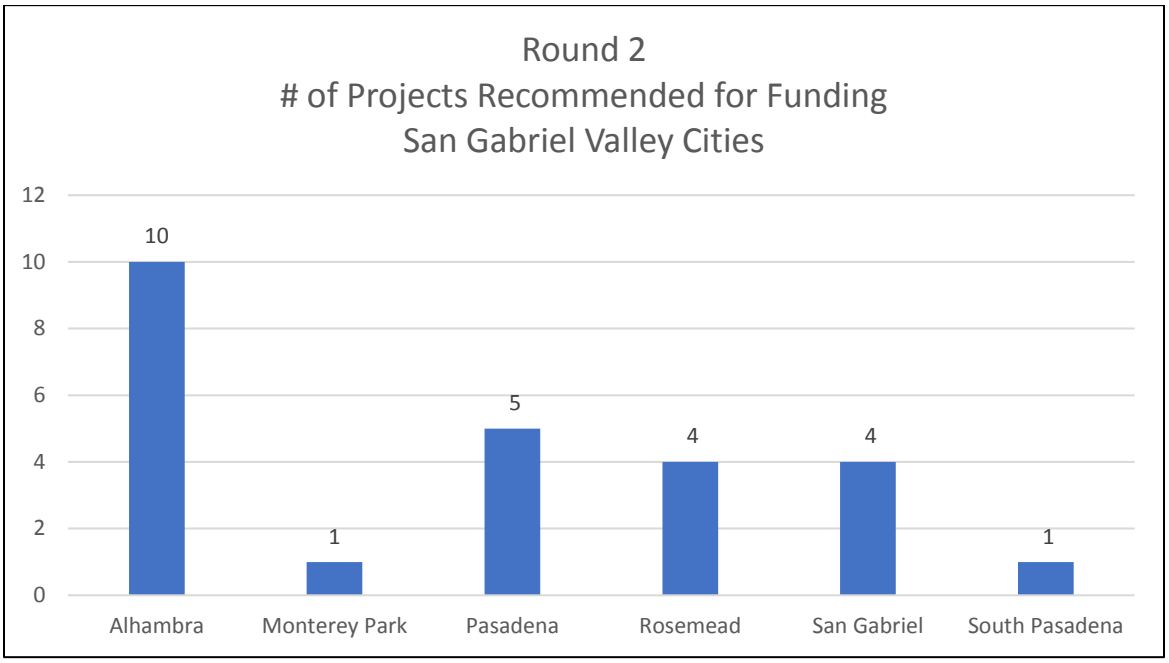

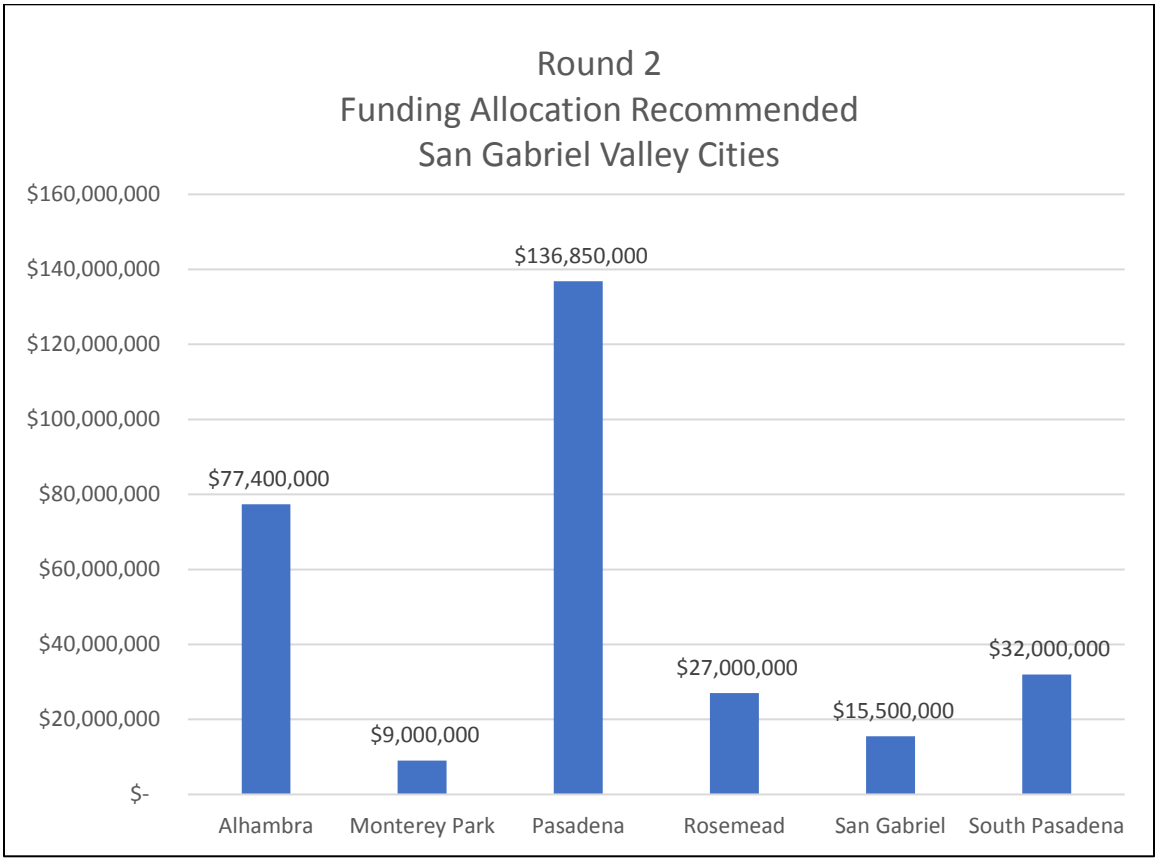
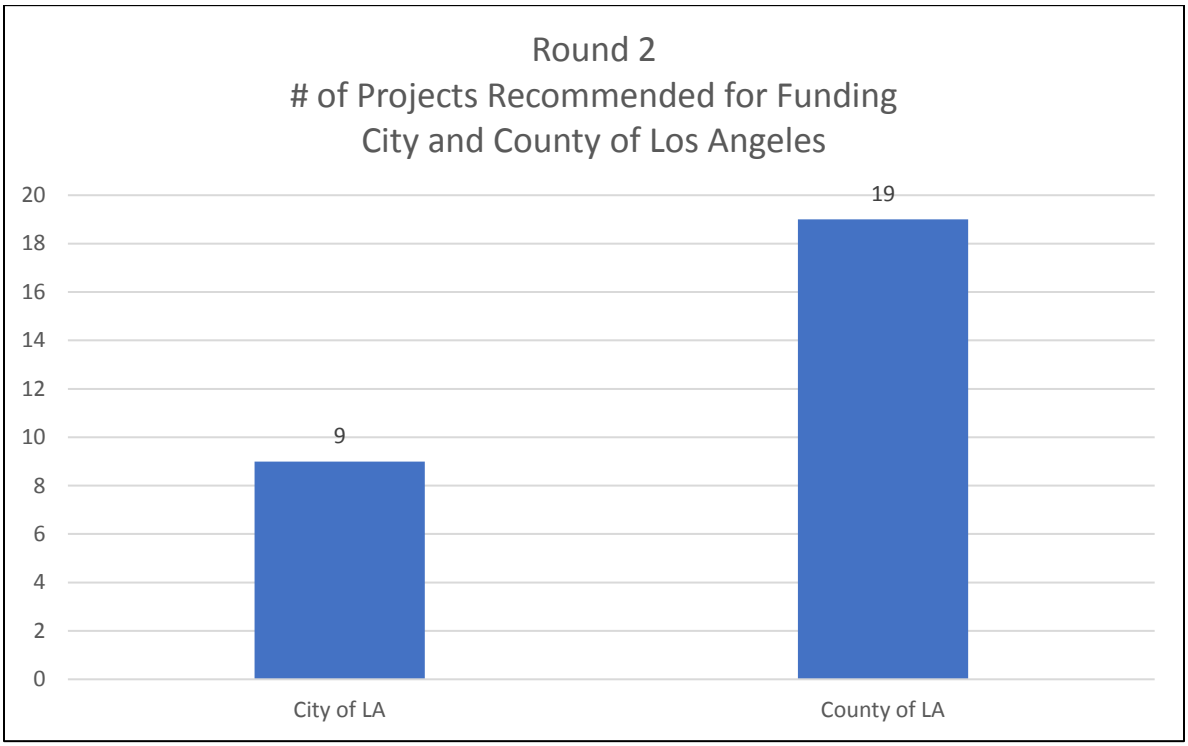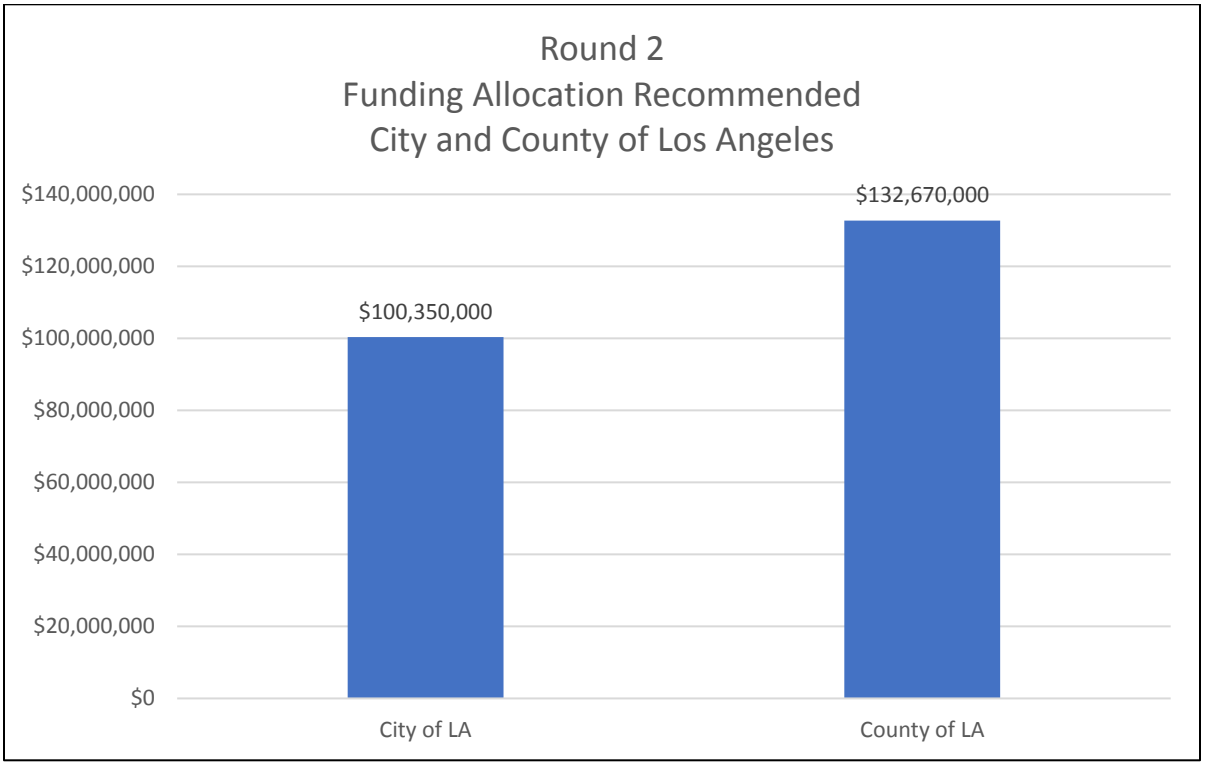
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