

EXCERPTS

Los Angeles County Metropolitan Transportation Authority
2015 Call for Projects

Metro Use Only Project # _____ Mode: _____ Area: _____
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PROJECT FUNDING APPLICATION

NOTE TO APPLICANT: Each individual project must be submitted as one application. A complete application package, comprised of Parts I, II, and III (general, financial, and modal applications), along with the appropriate documents, as well as a CD-R or DVD of each application, must be submitted by the application submittal deadline of January 16, 2015. An e-version of the PSR/PDS should be included on the CD-R or DVD; paper copies are no longer allowed. **Do not submit spiral or machine-bound applications.** Project Study Reports/Project Development Support (PSR/PDS) or a Project Study Report Equivalent (PSRE) (whichever is applicable), plans, brochures, or other literature will not be accepted in lieu of a completed Metro application. **All questions must be answered.**

☞ **Prior to filling out this application, be sure to review the Call for Projects “New and Important Program Requirements” found on page 7 of this Application Package.**

PART I - GENERAL PROJECT INFORMATION

1. **PROJECT TITLE** (Do not exceed 60 characters, including spaces - for use on all Metro summary listings):

I-210 Connected Corridors Arterial Systems Improvements

2. **PROJECT APPLICANT:**

Lead Agency Name/Address: California Department of Transportation (Caltrans) - District 7
100 S. Main Street, Los Angeles, CA 90012

Contact Person Name* & Title: Sam Esquenazi, Office Chief, Office of District Traffic Manager

Phone # and Fax #: Phone (213) 276-5169 / Fax (323) 259-1880

e-mail: Sam.Esquenazi@dot.ca.gov

* Please note that the designated “Contact Person” is the only contact point for all Call for Projects communications from Metro. The contact person designated to serve as the liaison between Metro and the Project Applicant must be an employee of the Project Applicant and cannot serve as a consultant or contractor to the sponsoring agency. All Metro correspondence, questions, inquiries soliciting clarification of information contained in applications, etc., will be directed to the identified contact person. Therefore, if the above designated contact person no longer functions in this capacity (i.e., vacation, illness, etc.), then it is the responsibility of the project applicant to contact

both the modal lead and overall leads (see page 27) with the newly designated person who will function as the liaison between Metro and the Project Applicant. Metro is not responsible for being unable to reach the designated “contact person”.

3. MODAL CATEGORY (select ONE only and include Part III of application beginning on page indicated):

Applicant’s Priority within Category

- | | |
|--|---|
| <input type="checkbox"/> Regional Surface Transportation Improvements (Pg. 53) | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> Goods Movement Improvements (Pg. 71) | Priority No. <u> </u> of <u> </u> |
| <input checked="" type="checkbox"/> Signal Synchronization & Bus Speed Improvements (Pg. 91) | Priority No. <u> 1 </u> of <u> 1 </u> |
| <input type="checkbox"/> Transportation Demand Management (Pg. 113) | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> Bicycle Improvements (Pg. 131) | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> Pedestrian Improvements (Pg. 147) | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> Transit Capital (Pg. 163) | Priority No. <u> </u> of <u> </u> |

☞ If this application is part of a multimodal application, and separate applications are being submitted in other modal categories, please indicate below by checking which mode(s).

- | | |
|--|----------------------|
| <input type="checkbox"/> Regional Surface Transportation Improvements | Not Applicable (N/A) |
| <input type="checkbox"/> Goods Movement Improvements | |
| <input type="checkbox"/> Signal Synchronization & Bus Speed Improvements | |
| <input type="checkbox"/> Transportation Demand Management | |
| <input type="checkbox"/> Bicycle Improvements | |
| <input type="checkbox"/> Pedestrian Improvements | |
| <input type="checkbox"/> Transit Capital | |

4. PROJECT DESCRIPTION SUMMARY (Do not exceed 180 characters, including spaces – for use on all Metro agenda items and reports):

Implementation of I-210 Connected Corridors transportation management system that integrates freeway ramp meters, arterial signal systems, and transit systems; and traveler information.

5. PROJECT LOCATION & LIMITS OR SERVICE AREA

On various arterials connected to the I-210 corridor in the San Gabriel Valley that extends from SR-134 to I-605, and from Huntington/Duarte Road to the south to Orange Grove/Foothill Boulevard to the north

6. TOTAL PROJECT EXPENSES: \$11,534,000
 (From Part II, Line 18 - In FY 2014-15 whole dollars)

7. **TOTAL FUNDING REQUESTED:** \$6,704,000
(From Part II, Line 35 - In FY 2014-15 whole dollars)
Include all sources of grant funding received for this project.
If full Metro requested funding is not available, would your jurisdiction be amendable to reduced funds? Yes No

8. **PROGRAMMING QUESTIONS:**

- Has any component of this project previously received funding from previous Metro Calls for Projects (CFP)? Yes No
- If Yes
 - what is the CFP ID #? _____
 - how much funding was the project awarded? _____
 - in which years was funding awarded? _____
- Has this project or any component of it previously received any federal funds? Yes No
- If yes, what type of federal funds was received? _____
- Is the project in the Federal Transportation Improvement Program (FTIP)? Yes No
- If yes, what is the FTIP ID #? _____

9. **PROJECT READINESS**

As indicated under the Program Requirements, "Project Readiness" will be a factor in determining whether a project application continues through the Metro Call for Projects evaluation process. It is important that applicants provide accurate and complete information in this section. Should a project applicant be awarded funds in the 2015 Call for Projects, applicants should carefully evaluate project readiness prior to applying in the Call as it could jeopardize funding.

Provide any evidence that project funding will result in a timely completion including the following information:

- Describe how the schedule provided is realistic to enable project completion based on the years funding is requested in the Part II Project Financial Plan of this application, and is consistent with the above schedule and Metro's or the State/Federal Lapsing Policies (See Appendix C). Most of the preliminary engineering is already completed. We will be requesting LONP for early design and implementation for portion of project.
- List all owners of the right-of-way where the project is to be constructed. What are the existing uses of the right-of-way? Are there any future plans that might affect the project? Have the owners been contacted? If so, are they willing to sell the property? Entirely on public right-of-way of each participating agency through shared agreements.
- Does the project require the use of Metro-owned right-of-way? The project applicant is responsible for coordinating with Metro's Real Estate Department and ensuring consistency with Metro's Right-of-Way policy if the project is either adjacent to, or encroaches upon, Metro property or requires a license for its use from Metro. The cost of any alterations to the Metro right-of-way to make it usable for a project, including relocations or removal of existing structures, or meeting other Metro conditions for use of the property will be the responsibility of the project sponsor.

Not Applicable (N/A)

9. PROJECT READINESS

- *Identify all other agencies or organizations that are active participants in this project. Indicate how their involvement is required in order to implement this project. List the names and phone numbers (if possible) of representatives from these agencies. "Letters of support" should be included with the application package, not mailed separately to Metro's CEO.*

Participating jurisdiction involved in the collaborative development and implementation:

Caltrans District 7 (Project lead and sponsor agency)

Contact: Sam Esquenazi, Office Chief, Office of District Traffic Manager
Phone (213) 276-5169 / Fax (323) 259-1880
Sam.Esquenazi@dot.ca.gov

Los Angeles County Department of Public Works (Project elements in jurisdiction)

Contact: Jane White, Senior Civil Engineer, Traffic and Lighting Div.
Phone 626.300.2020; Fax 626.979.5319
jwhite@dpw.lacounty.gov

City of Pasadena (Project elements in jurisdiction)

Contact: Fred Dock, Director, Department of Transportation
Phone 626.744.6450; Fax 626.744.7478
fdock@cityofpasadena.net

City of Arcadia (Project elements in jurisdiction)

Contact: Phil Wray, City Engineer/Deputy Director of Dev. Services
Phone 626.574.5488; Fax 626.447.7866
pwray@ci.arcadia.ca.us

City of Monrovia (Project elements in jurisdiction)

Contact: Tina Cherry, Interim Public Works Director
Phone 626.256.8226; Fax 626.256.8243
tcherry@ci.monrovia.ca.us

City of Duarte (Project elements in jurisdiction)

Contact: Rafael Casillas, Public Works Manager
Phone 626.386.6833; Fax 626.358.0018
rcasillas@accessduarte.com

Foothill Transit (Project elements in jurisdiction)

Joseph Raquel, Planning Director
Phone: 626.931.7226; Fax 626.931.7326
jraquel@foothilltransit.org

LACMTA (Project elements in jurisdiction)

Contact: Steve Gota, Director, Highway Programs
Phone 213.922.3043; Fax 213.922.6353
gotas@metro.net

Others key stakeholder jurisdiction providing guidance, support, and input:

San Gabriel Valley Council of Governments (SGVCOG)

California Highway Patrol (CHP)

Southern California Association of Governments (SCAG)

Federal Highway Administration (FHWA)

- ***Are there any adjacent jurisdictions, agencies, property owners, etc., who would be impacted by the proposed project? If yes, please list and describe outreach efforts, dates, participants and any results/issues that could impact the project's schedule. Will right-of-way condemnation be necessary?***

Adjacent jurisdictions and agencies that could be impacted by the proposed project include the following:

- City of Los Angeles
- City of Irwindale
- City of South Pasadena
- City of San Marino
- City of Alhambra
- City of La Canada Flintridge
- City of Sierra Madre

Outreach efforts have been through the San Gabriel Valley Council of Governments (SGVCOG) committee meetings. Presentations have been made to the various committees including the Transportation Committee and Public Works Directors Meeting over the last year. There are no right-of-way impacts and no physical infrastructure impacts to the adjacent jurisdictions. It is anticipated that the impacts would be positive, improving mobility and reducing congestion on the adjacent jurisdiction roadways. As such, the responses to the outreach efforts have been positive and supportive of the project. Additional outreach and information workshops are planned throughout the development and implementation of the project, both to the same SGVCOG committees and to other jurisdictions and agencies as needed.

10. IMPACT CHECKLIST

Recent federal and state policies call for the integration of pedestrian and bicycle plans and policies into transportation plans and project development. Walking and bicycling foster safer, more livable communities, promote physical activity and health, and reduce vehicle emissions. These policies are included in the U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, Senate Bill 375, the Complete Streets Act of 2008, and continued in the MAP-21 transportation authorization. The Metro Board has also adopted, or will soon adopt, policies designed to improve access to the transit system. The First/Last Mile Strategic Plan was adopted in April 2014 and a Complete Streets Policy is under development.

The purpose of this checklist is to document how the needs of pedestrians and bicyclists were considered in the process of planning and/or designing the proposed project. For projects that do not accommodate bicyclists and pedestrians, the project applicant must document why not. All project applicants, except those applying under the TDM category, must complete Part A and B. Applicants applying for funds under the TDM category can skip Part A and B, but must complete Part C.

A. Existing Conditions

- a. For existing pedestrian and bicycle facilities located within 1000 feet of the proposed improvements, please provide one of the following: 1) a map of existing pedestrian and bicycle system facilities; 2) a map combining existing pedestrian and bicycle system facilities with the proposed improvements; or 3) a list of pedestrian and bicycle facilities in table format. If pedestrian and/or bicycle facilities do not currently exist, please indicate this and identify if accommodations for pedestrians and bicycles are planned.

See attached following pages

- b. Please indicate any particular pedestrian uses or needs along the project corridor. Check all that apply:

- School children/schools
- Nighttime pedestrian activity (e.g., sidewalk use or roadway crossings)
- Mid-block crossings
- Path used by elderly pedestrians
- Path used by disabled pedestrians
- Other. Please explain:

Transit stations, major parking facilities, major event centers (Rose Bowl, Santa Anita Race Track, Caltech, Pasadena City College, Mount Sierra College, malls and shopping centers, hospitals and medical facilities, etc.)

(continued on next page)

c. What existing conditions could the proposed project improve for pedestrian and bicycle travel in the vicinity of the proposed project? Check all that apply:

- | | |
|--|--|
| <input type="checkbox"/> Signal cycles non-compliant with MUTCD standards | <input type="checkbox"/> Existing bicycle or pedestrian routes that require significant out-of-direction travel |
| <input type="checkbox"/> Infrequent opportunities for pedestrians to cross roadways | <input checked="" type="checkbox"/> Traffic signals that are unresponsive to bicycles |
| <input type="checkbox"/> Wide roadway crossings | <input checked="" type="checkbox"/> Freeway on- and off-ramps |
| <input type="checkbox"/> Missing sidewalk | <input type="checkbox"/> Narrow curb lanes |
| <input type="checkbox"/> Sidewalk obstruction | <input type="checkbox"/> Choke points |
| <input type="checkbox"/> Lack of adequate sidewalk path of travel for current and projected pedestrian volumes | <input type="checkbox"/> Free right turns for vehicles (which can discourage drivers from observing pedestrian right-of-way) |
| <input type="checkbox"/> Not compliant with ADA Accessibility Guidelines for Building and Facilities | <input type="checkbox"/> Lack of bicycle racks on buses (for bus replacement projects) |
| <input type="checkbox"/> Lack of pedestrian-level lighting | <input type="checkbox"/> Lack of secure bicycle parking |
| <input type="checkbox"/> Railroad crossings | <input type="checkbox"/> Gaps in bicycle facilities |
| <input type="checkbox"/> Truck and pedestrian/bicycle conflicts | <input checked="" type="checkbox"/> Previously synchronized/coordinated route |
| <input checked="" type="checkbox"/> Corridor equipped with advanced/adaptive Traffic Management | |
| <input checked="" type="checkbox"/> Other. Please explain: <u>Transit stations, major parking facilities -</u>
<u>traveler information system</u> | |

d. Is the transit dependent community being served? YES NO

(continued on next page)

B. The Project

a. Does this project correct any of the following conditions or provide additional facilities? Check all that apply:

Pedestrian Facilities

- Add sidewalks on both sides of the street
- Add missing curb ramps
- Reduce pedestrian crossing distance
- Pedestrian signal heads
- Pedestrian-actuated traffic signals or automatic pedestrian cycles
- High visibility crosswalks
- Illumination at crosswalks
- Other crosswalk/intersection enhancements
- Pedestrian-level lighting
- Median safety islands
- Shade trees
- Landscaping
- Benches or other types of seating
- Planter or buffer strips
- Wayfinding signage
- Improved/increased pedestrian and auto/truck separation
- Other pedestrian facilities. Please explain below:

.....
.....
.....

Bicycle Facilities

- Class I bicycle path
- Class II bicycle lane
- Class III bicycle route
- Bicycle boulevard
- Wide outside lanes or improved shoulders
- Bicycle actuation at signals (i.e., loop detectors and stencil or other means)
- Signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
- Long-term bicycle parking (e.g., for commuters and residents)
- Short-term bicycle parking
- Corridor will be updated and synchronized
- Accommodates/mitigates goods movement delivery
- Other bicycle facilities. Please explain below:

.....
.....
.....

b. Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement? If yes, please describe situation in detail and provide evidence of public notification about the impacts to the bicycle and/or pedestrian facility. Was the facility funded through a prior Metro Call for Projects? If yes, please provide the modal category that funded the initial project, year of application, and year constructed. Please indicate if bicycle and pedestrian facilities are not available in the project area.

No - the proposed project will not sever or remove any existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement. The project is expected to improve the movement of pedestrians and bicycles with traveler information, and corridor-wide signal timing.

c. If the proposed project does not improve both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel (for a Goods Movement project, only address if the proposed project would hinder bicycle or pedestrian travel): Not Applicable (N/A)

i. List reasons why the project is being proposed as designed without considering these modes.

ii. Describe any alternatives that would improve, avoid or mitigate the adverse impact to pedestrian and bicycle travel and why they are not being proposed. Identify the mitigations that are proposed to ensure a net improvement in the system.

d. Will the proposed project hinder or reduce the effectiveness of public transit? If yes, please describe the situation in more detail and identify the mitigations proposed to alleviate the impact.

No - the proposed project will improve transit effectiveness

C. Transportation Demand Management

This part should be completed only by applicants who are applying for funding under the TDM modal category. Not Applicable (N/A)

a. Please indicate how this proposed project will accommodate other non-motorized modes. How will it improve multi-mobility?

b. Please describe the community that will benefit from this project. How does this proposed project improve the connectivity of transit in the area where the proposed project is located?

c. What existing travel condition(s) will this proposed project improve or impact? How? Check all that apply and explain using the space below:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Reduces total traffic congestion | <input checked="" type="checkbox"/> Increases ridesharing |
| <input checked="" type="checkbox"/> Reduces peak period traffic | <input checked="" type="checkbox"/> Increases public transit usage |
| <input type="checkbox"/> Shifts peak to off-peak periods | <input checked="" type="checkbox"/> Increases cycling |
| <input checked="" type="checkbox"/> Shifts automobile travel to alternative modes | <input checked="" type="checkbox"/> Increases walking |
| <input checked="" type="checkbox"/> Improves access to alternative modes | <input checked="" type="checkbox"/> Increases telework options |
| <input checked="" type="checkbox"/> Improves the first/last mile solution | <input checked="" type="checkbox"/> Reduces freight traffic congestion |
| <input checked="" type="checkbox"/> Reduces the need for travel | <input checked="" type="checkbox"/> Reduces GHG |
| <input checked="" type="checkbox"/> Other. Please explain below: | |
| Improve incident and event management | |
| Improves multi-jurisdiction coordination and efficiencies | |
-

d. What improvements are included in the proposed project for non-motorized modes?

Advanced traveler information system; integration of transit system with traffic management system; and improved on-time performance of bus transit during roadway incidents and events

e. How will this proposed project create incentives for use of alternative modes and reduce traffic? Check all that apply and explain below:

- Congestion reduction
- Road and parking savings
- Consumer savings
- Transport choice
- Pedestrian and bike access improvement
- Efficient land use
- Community livability
- Other. Please explain below:
 - Reduced secondary collisions
 - Traveler information for transit/non-motorized usage during roadway incidents
 - Improved mobility, flow, and circulation of bus transit during roadway incidents

f. What are the goals and objectives of the proposed project?

Integrate freeway ramp meters, arterial signal systems, and transit systems, for real-time traffic re-routing due to incidents; improve mobility, travel-time reliability, traffic safety, and system efficiency; improve the use of existing capacities across all transportation modes to increase vehicle, person, and goods throughput; and provide efficient traveler information.

g. How will you document the reduction of VMT for this proposed project?

The proposed project includes the implementation of vehicle detector stations, performance measurement data reporting, and real-time modeling system that will be able to generate VMT impacts. Baseline VMT analysis will be conducted prior to the project system deployment and operations.

h. If this is a proposed technology-based project, how will this proposed project improve/shift transit options and increase the use of non-motorized modes?

By delivering timely, accurate and reliable multi-modal information to transportation system users, allowing them to make informed choices regarding departure time, mode (for travelers), and route selection, greater shift to usage of transit and non-motorized modes are anticipated, along with improved bus transit on-time arrivals during incidents.

i. If this is a technology-based proposed project, how is the technology innovative? How does it maximize transit use and support integration of other existing systems?

- | | |
|--|--|
| <input type="checkbox"/> Signal cycles non-compliant with MUTCD standards | <input type="checkbox"/> Existing bicycle or pedestrian routes that require significant out-of-direction travel |
| <input type="checkbox"/> Infrequent opportunities for pedestrians to cross roadways | <input checked="" type="checkbox"/> Traffic signals that are unresponsive to bicycles |
| <input type="checkbox"/> Wide roadway crossings | <input checked="" type="checkbox"/> Freeway on- and off-ramps |
| <input type="checkbox"/> Missing sidewalk | <input type="checkbox"/> Narrow curb lanes |
| <input type="checkbox"/> Sidewalk obstruction | <input type="checkbox"/> Choke points |
| <input type="checkbox"/> Lack of adequate sidewalk path of travel for current and projected pedestrian volumes | <input type="checkbox"/> Free right turns for vehicles (which can discourage drivers from observing pedestrian right-of-way) |
| <input type="checkbox"/> Not compliant with ADA Accessibility Guidelines for Building and Facilities | <input type="checkbox"/> Lack of bicycle racks on buses (for bus replacement projects) |
| <input type="checkbox"/> Lack of pedestrian-level lighting | <input type="checkbox"/> Lack of secure bicycle parking |
| <input type="checkbox"/> Railroad crossings | <input type="checkbox"/> Gaps in bicycle facilities |
| <input type="checkbox"/> Truck and pedestrian/bicycle conflicts | <input checked="" type="checkbox"/> Previously synchronized/coordinated route |
| <input checked="" type="checkbox"/> Corridor equipped with advanced/adaptive traffic management | |
| <input checked="" type="checkbox"/> Other. Please explain: | |

This project will be the first Integrated Corridor Management (ICM) deployment in the San Gabriel Valley subregion. The proposed project will integrate freeway ramp meters, arterial signal systems, and transit systems, for real-time traffic re-routing due to incidents, as well as advanced multi-modal traveler information to encourage transit.

PART II - PROJECT FINANCIAL PLAN (ATTACH)

Complete and attach the financial plan for the project, pages 48-50. Clearly identify all funding sources as either **COMMITTED** or **UNCOMMITTED**. Project Applicants should note that if their application is awarded funding, all Local Match funding will be escalated accordingly and considered committed. All figures must reflect **FY 2014-15 whole dollars**.

The amount of local funds available through the 2015 Call for Projects will be limited. Therefore, federal and state funds represent the majority of the available funding.

A person duly authorized to sign for the organization (city manager, general manager, executive director, or high-ranking officer) must sign below:

Notwithstanding my declared Local Match, as indicated in Part II-Project Financial Plan of this application, I understand that I will be required to submit additional hard match if awarded federal and state funding in future years.

I certify that all sources of grant funding have been identified in Part II-Project Financial Plan.

I certify that this project is not the full responsibility of a developer.



Signature

January 7, 2015

Date

Caltrans District 7 Deputy District Director, Division of Operations

Title

2015 Call for Projects Application

PART II: PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015 CALL FOR PROJECTS

I-210 Connected Corridors Arterial Systems Improvements

1. PROJECT FINANCIAL EXPENSES

NOTE: INDICATE ALL AMOUNTS IN FY 2014-15 WHOLE DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

PROJECT EXPENSES *	Prior Years	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
CAPITAL EXPENSES:							
1 Design and PS&E	\$2,000,000		\$1,500,000				\$3,500,000
2 Right-of-Way Acquisition or Lease							
3 Utilities Relocation							
4 Equipment Purchase or Lease (e.g., computers)	\$500,000		\$1,500,000				\$2,000,000
5 Vehicle Purchase or Lease	\$2,130,000		\$3,404,000				\$5,534,000
6 Construction	\$200,000		\$300,000				\$500,000
7 Construction Engineering							
OPERATING EXPENSES:							
8 Administration/Management							
9 Operating Costs							
10 Maintenance							
11 Marketing							
OTHER EXPENSES (Specify):							
12							
13							
14							
15							
16							
17							
18 TOTAL PROJECT EXPENSES	\$4,830,000		\$6,704,000				\$11,534,000

B-132-14

* List only expenses to be incurred in the completion of the Scope of Services of the project for which you are applying for funding. Expense categories are not applicable for all projects. Project management/administration expenses are capped at a maximum of 10% of total project cost.

PLEASE INDICATE THE AMOUNT AND YEARS IF YOU HAVE INCURRED COSTS IN THE EARLIER YEARS OR IF YOU WILL REQUIRE ADDITIONAL FUNDING IN LATER YEARS FOR THIS PROJECT.

2015 Call for Projects Application

PART II: PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015 CALL FOR PROJECTS

I-210 Connected Corridors Arterial Systems Improvements

2. PROJECT FUNDING SOURCES

(OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS)

NOTE: INDICATE ALL AMOUNTS IN FY 2014-15 WHOLE DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

	Indicate if Committed or Uncommitted	Prior Years	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
ALL EXISTING PROJECT FUNDING SOURCES * (OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS)								
19 Federal Monetary (Specify):								
20 Local Match to Federal Monetary**								
21 Federal Monetary (Specify):								
22 Local Match to Federal Monetary**								
23 State Monetary (Specify):								
24 Local Match to State Monetary								
25 State Monetary (Specify):	Committed	\$4,830,000						\$4,830,000
26 Local Match to State Monetary								
27 Local Monetary (Specify):								
28 In-Kind (Specify):								
29 Other (Specify):								
30								
31 TOTAL EXISTING FUNDING SOURCES AND LOCAL MATCH (OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS)		\$4,830,000						\$4,830,000

08/13/14

* List only funding for expenses to be incurred in the completion of the Scope of Work of the project for which you are applying for funding, being sure to include all sources of grant funding.

Do not include funding obtained in previous Metro Call for Projects. Funding categories are not applicable for all projects.

** Due to the federal toll credit program, local match is not needed for most federal fund sources at this time. However, toll credits cannot supplant, replace, or reduce the project sponsor's matching contribution. For more information, see toll credit discussion in the Important Program Requirements section of the application package.

2015 Call for Projects Application

PART II: PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015 CALL FOR PROJECTS

I-210 Connected Corridors Arterial Systems Improvements

3. PROJECT FINANCIAL SUMMARY

NOTE: INDICATE ALL AMOUNTS IN FY 2014-15 WHOLE DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

PROJECT FINANCIAL SUMMARY	Prior Years	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
32 Total Project Expenses (Line 18)	\$4,830,000		\$6,704,000				\$11,534,000
33 Total Project Funding (Line 31) (OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS)	\$4,830,000						\$4,830,000
34 Total Project Funding Shortfall (Line 32 minus Line 33) (there must be a shortfall for a project to be eligible for funding under this Call for Projects)			\$6,704,000				\$6,704,000

PROJECT FUNDING REQUEST

PROJECT FUNDING REQUEST	Prior Years	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
35 TOTAL PROJECT FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS (THIS IS THE AMOUNT REQUIRED TO OFFSET THE SHORTFALL ON LINE 34 FOR WHICH FUNDING IS REQUESTED. DO NOT SPECIFY FUNDING SOURCE)			\$6,704,000				\$6,704,000

08/13/14



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE T-6

December 30, 2014

Ms. Rena Lum
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-23-1
Los Angeles, CA 90012

Dear Ms. Lum:

SUPPORT FOR CALIFORNIA DEPARTMENT OF TRANSPORTATION'S 2015 METRO CALL FOR PROJECTS APPLICATION

On behalf of Public Works, I am writing to support the California Department of Transportation Interstate 210 Connected Corridors Arterial Systems Improvements application for the 2015 Metro Call for Projects. With the population of the County of Los Angeles over 10 million and transportation funds becoming ever more limited, we must be smarter about how we manage our transportation infrastructure. This project does that by utilizing advanced technologies to improve the current system performance and network multiple jurisdictions for the betterment of the region.

The Connected Corridors Project will take place on Interstate 210, one of California's most congested freeways. The goal of the project is to reduce congestion by improving system efficiencies, traffic management information, and encouraging drivers to use transit, thus reducing the number of single-occupant vehicles.

The project brings together the many stakeholders who manage the area's transportation system enabling the sharing of existing information while also maximizing our region's scarce resources. We strongly support a multijurisdictional and multimodal approach as we know this collaborative effort will benefit more County residents than any individual effort. Furthermore, as transportation funding remains limited, it is crucial that we pursue every available avenue to improve mobility for travelers on both the freeway and the arterial roads. An integrated, balanced approach as this project promotes, is exactly what the County needs as we work to implement sustainable, cost-effective solutions to enhance the movement of people and goods.

Ms. Rena Lum
December 30, 2014
Page 2

Public Works is fully committed to the project and Caltrans' pursuit of additional funding for the arterial systems improvements. Integrated corridor management projects such as this are the new road to success and building better systems, processes, and partnerships to improve mobility and, ultimately, livability for our citizens. We look forward to working with our partners: Caltrans District 7, Los Angeles County Metropolitan Transportation Authority, the San Gabriel Valley Council of Governments, the cities, and the many other agencies involved on this important project.

Very truly yours,

GAIL FARBER
Director of Public Works


PATRICK V. DeCHELLIS
Deputy Director

JW:sm
p:\pub\traffic\jane\caltrans 2015 cfp.doc

cc: California Department of Transportation (Sam Esquenazi)



DEPARTMENT OF TRANSPORTATION

January 21, 2015

Ms. Rena Lum
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza MS 99-23-1
Los Angeles, CA 90012

Re: Support for Caltrans' 2015 Call for Projects Application

Dear Ms. Lum:

As the Transportation Director for the City of Pasadena, I am writing to support the California Department of Transportation's I-210 Connected Corridors Arterial Systems Improvements application. The City of Pasadena is continually investigating new technologies and methods to enhance traffic flow and we believe the Connected Corridors Project is the next logical step to improving our current systems.

In 2002, the City of Pasadena established a separate Department of Transportation to provide increased program oversight and to better serve the transportation needs of our community. We currently operate 300 traffic signals and 10 traffic surveillance closed circuit television cameras from our own Traffic Management Center. While Pasadena is technologically advanced in the area of transportation, we are still limited to traffic management on city streets. Freeway incidents, which occur regularly on Interstate 210 and ramp metering backlogs, can negatively impact arterial traffic flow.

The Connected Corridors Project's regional approach will overcome an individual jurisdiction's limitations by connecting the many agencies involved in transportation management. This includes Pasadena's own transit network, Pasadena Area Rapid Transit System (Pasadena ARTS). Once implemented, real time changes can be made to speed up traffic flow, re-route vehicles in the most efficient manner, and encourage the use of transit through a real-time traveler information system. All the components and stakeholders will be working in unison to effect real change for the entire corridor.

The City of Pasadena has a long history of partnering with other San Gabriel Valley cities on a variety of issues that are important to the region. We believe this history, as well as the current transportation systems already in place, make the I-210 an ideal location for the Integrated Corridor Management project led by Caltrans.

Ms. Rena Lum
January 21, 2015
Page Two

On behalf of the City of Pasadena and Pasadena ARTS, we strongly support Caltrans' efforts to implement the Connected Corridors program in Los Angeles County. I personally look forward to being a part of the project, along with our staff, and continuing to partner with other stakeholders in the pursuit of better mobility for our residents.

Sincerely,



Frederick C. Dock, P.E., PTOE
Director of Transportation

FCD: bj

c: Michael J. Beck, City Manager, Pasadena
Julie Gutierrez, Assistant City Manager, Pasadena
Bahman Janka, Transportation Administrator, Pasadena



City of Arcadia

Development Services Department

Jason Kruckeberg
*Assistant City Manager/
Development Services
Director*

December 8, 2014

Ms. Rena Lum
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza MS 99-23-1
Los Angeles, CA 90012

Re: Support for Caltrans' 2015 Call for Projects Application

Dear Ms. Lum:

On behalf of the City of Arcadia, I am pleased to write you in support of the California Department of Transportation (Caltrans) I-210 Connected Corridors Arterial Systems Improvements application. The Connected Corridors Project addresses urban congestion by more efficiently using the existing infrastructure. It will encourage all agencies to consider the I-210 system as a collective corridor, not as individual assets.

Traffic congestion remains a key complaint of Arcadians, specifically congestion associated with both the I-210 (the site of the project) and arterial roadways. Expanding or building new roads is often not feasible due to costs, availability of space, and/or negative impacts to the pedestrian environment. To address congestion along city arterials, the City of Arcadia utilizes a traffic signal management system with a majority of 59 signalized intersections connected. The Regional Integration of Intelligent Transportation Systems (RIITS) and the Los Angeles County Information Exchange Network (IEN) have already begun to improve coordination among member agencies and our transportation systems. We believe the Connected Corridors Pilot Project will further support these efforts through enhancing agency and system coordination while also reducing traffic congestion.

Furthermore, the Project closely aligns with several of our 2010 General Plan Circulation and Infrastructure Element goals including: maximizing operational efficiency of the street system, enhancing local and regional transit service, and effective coordination with other jurisdictions and agencies on regional transportation issues.

For these reasons, we are in full support of Caltrans' submission of the I-210 Connected Corridors Project for the 2015 Call for Projects. The City of Arcadia is committed to providing an integrated circulation system to meet the needs of all Arcadians; one that is multi-modal, efficient, and effective. We will continue to commit staff time and agency resources to this important project and look forward to partnering with Caltrans and other transportation agencies to help us meet our mobility goals and make our roadways some of the most efficient in the State.

Sincerely,

Philip A. Wray
Deputy Director of Development Services/City Engineer

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5415
(626) 447-3309 Fax
www.ArcadiaCA.gov



January 15, 2015

Ms. Rena Lum
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza MS 99-23-1
Los Angeles, CA 90012

Re: Support for Caltrans' 2015 Call for Projects Application

Dear Ms. Lum:

I am writing you on behalf of the City of Monrovia to state our support for the California Department of Transportation's I-210 Connected Corridors Arterial Systems Improvement application. The San Gabriel Valley cities along I-210 have done much to improve mobility in the region. The I-210 Connected Corridors Project is the next logical step to build on what has been done and fully integrate freeway and arterial operations for a truly connected corridor.

The I-210 Project is an Integrated Corridor Management (ICM) program, and will utilize the latest technologies and industry advancements to improve mobility for the entire corridor. ICM programs, such as Connected Corridors, maximize existing systems and agency resources to achieve widespread mobility benefits, but with modest funding. Through better incident management, freeway and arterial coordination, and a real-time traveler information system, the Connected Corridors Project will contribute to maintaining an integrated transportation system and improving mobility for multiple modes of travel.

Improving the transportation system through collaboration and technology is not only more cost effective, but more sustainable. Reducing congestion and single occupant vehicles, as this project aims to do, helps to lower greenhouse gas emissions and reduce the need for expensive new roadways. The project also promotes sustainability by maximizing existing resources and helping agencies come together to implement solutions that benefit a broader region and have bigger impacts than one agency acting alone.

The City of Monrovia is committed to advancing the I-210 Connected Corridors Project for the benefit of our residents, our county, and our state. As one of the many key stakeholders involved in this important project, our staff is dedicated to partnering with Caltrans and other stakeholders to maintain a balanced and integrated transportation system along the I-210 corridor.

Sincerely,

Tina Cherry
Director of Community Services



City of Duarte

1600 Huntington Drive, Duarte, CA 91010 - (626) 357-7931 - FAX (626) 358-0018

December 8, 2014

Ms. Rena Lum
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza MS 99-23-1
Los Angeles, CA 90012

Re: Support for Caltrans' 2015 Call for Projects Application

Dear Ms. Lum:

As the Community Development Director for the City of Duarte, I am writing to express our support for the California Department of Transportation (Caltrans) I-210 Connected Corridors Arterial Systems Improvements application. As the smallest city in the I-210 Pilot, we understand the importance of collaborating and networking to best utilize our scarce resources. Working together enables traffic managers to improve mobility beyond their jurisdiction's individual boundaries, for the betterment of the entire corridor.

Metro has long supported projects such as the I-210 Project. Projects that are significant to the region, but beyond the resources of any one jurisdiction. While Caltrans has allocated a substantial amount of SHOPP funds for the highway portion of the project, additional funding for arterial improvements is required to fully implement the project. We believe the benefits of full implementation can be profound: reduced traffic congestion, improved incident response, better transit information, and improved air quality.

The City of Duarte, as well as the other project stakeholders working on this project, are fully committed to partnering with Caltrans for not only the demonstration portion of the pilot, but for long-term operations and maintenance. We know the I-210 Project will be a catalyst for how state, county, and local agencies network together to address mobility and maximize system efficiency. We look forward to being an integral part of the Connected Corridors Project and ensuring its long-term success.

Sincerely,


Craig Hensley
Community Development Director



December 9, 2014

OFFICERS

President
Mary Ann Lutz

1st Vice President
Gene Murabito

2nd Vice President
Terean Real Sebastian

3rd Vice President
Tim Spohn

MEMBERS

Alhambra

Arcadia

Azusa

Baldwin Park

Bradbury

Claremont

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Duarte

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La Cañada Flintridge

La Puente

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Monrovia

Montebello

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Pasadena

Pomona

Rosemead

San Dimas

San Gabriel

San Marino

Sierra Madre

South El Monte

South Pasadena

Temple City

Walnut

West Covina

First District, LA County
Unincorporated Communities

Fourth District, LA County
Unincorporated Communities

Fifth District, LA County
Unincorporated Communities

SGV Water Districts

Ms. Rena Lum
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza MS 99-23-1
Los Angeles, CA 90012

Re: Support for Caltrans' 2015 Call for Projects Application

Dear Ms. Lum:

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), I am writing in support of the California Department of Transportation (Caltrans) I-210 Connected Corridors Arterial Systems Improvements application. This is a regionally significant project that will continue to make the San Gabriel Valley and all involved agencies a leader in transportation management. Additionally, the COG passed Resolution No. 14-07 "Supporting the I-210 Connected Corridors Pilot Project" on April 17, 2014.

As transportation funding becomes increasingly limited, public agencies must find innovative ways to leverage existing resources and new technologies to improve their transportation systems. Integrated Corridor Management (ICM) is one such strategy that has shown to improve mobility and make existing transportation systems more efficient. We believe the benefits of ICM, and specifically the I-210 Connected Corridors Project, could be profound: fewer bottlenecks, smoother traffic flow, reduced travel times, along with lower greenhouse gas emissions. Additionally, the project will work to provide better real-time traveler information, enabling motorists to choose the best times, routes, and means of travel; an increased use of public transit; improved highway safety; and a boost to California's economic performance and overall quality of life.

A regional, collaborative approach is necessary to truly address congestion in the San Gabriel Valley and is supported by all stakeholder agencies along the I-210 Pilot. Additionally, past projects such as RIITS, the Los Angeles County IEN and the Los Angeles County AITS Inventory and Architecture have created a strong foundation to allow the I-210 Pilot to be a catalyst for how Caltrans works *with* local agencies to manage our State's transportation systems. The SGVCOG looks forward to continuing to work with Caltrans and other stakeholders to deploy this landmark project right here in Los Angeles County.

Sincerely,

Andrea M. Miller
Executive Director

San Gabriel Valley Council of Governments
1000 South Fremont Avenue, Unit #42 ♦ Alhambra, California 91803



Foothill Transit

Going Good Places

December 10, 2014

Ms. Rena Lum
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza MS 99-23-1
Los Angeles, CA 90012

Re: Support for Caltrans' 2015 Call for Projects Application

Dear Ms. Lum:

I am writing you on behalf of Foothill Transit to state our support for the California Department of Transportation's I-210 Connected Corridors Arterial Systems Improvements funding application. This project supports our mission to be the premier transit provider and our commitment to safety, courtesy, quality, responsiveness, efficiency, and innovation.

Since our inception in 1988, Foothill Transit has strived to provide better public transportation options for the San Gabriel and Pomona Valleys. Partnering with several of our member cities, the County, LA Metro and Caltrans, to implement a state-of-the-art Connected Corridors program is an opportunity for all participating agencies to elevate the level of service provided to our community.

Foothill Transit, and our riders, will benefit from the project through improved travel time reliability, better system integration with local and regional traffic management centers, and an enhanced traveler information system to promote Foothill Transit services. Foothill Transit will also receive faster information regarding incidents to support bus re-routes and/or service changes as needed.

Not only is the Connected Corridors project innovative, it's also more a sustainable solution. Transit agencies, such as Foothill Transit, that strive to be sustainable, understand the importance of using technology to leverage existing resources and optimize agency performance to attract and retain ridership. For these reasons, we strongly support the I-210 Connected Corridors program and look forward to partnering with Caltrans, Metro, and the many other stakeholders on this project to improve mobility in the San Gabriel Valley.

Sincerely,

Joseph Raquel
Director of Planning

100 S. Vincent Ave., Suite 200 • West Covina, CA 91790 W foothilltransit.org P 626.931.7300 F 626.915.1143

MEMBER CITIES Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Pasadena, Pomona, San Dimas, South El Monte, Temple City, Walnut, West Covina and Los Angeles County A PUBLIC AGENCY

PART III - MODAL CATEGORY INFORMATION (ATTACH)


Complete and attach the project information applicable to the modal category selected in Part I, Question No. 3 (Page 38).

CERTIFICATION:

A person duly authorized to sign for the organization (city manager, general manager, executive director, or high-ranking officer) must sign and certify the application.

The applicant is responsible for meeting the terms and conditions of Metro Board project approval. This includes the Local Match requirements and project scope as approved by the Board upon adoption of the 2015 Call for Projects. Applicants should be aware that the scope approved by the Metro Board may differ from that contained in the original application and that Metro may place stipulations on the project as a condition of approval. These will be noted at the time of the funding recommendation and in the standard Funding Agreement (FA), Letter of Agreement (LOA), State Transportation Improvement Program (STIP) LOA, or Transit LOA.

I attest to the fact that the data submitted herein is true and accurate to the best of my knowledge, and that the project will be designed, operated, and maintained to maximize safety:



Signature

January 7, 2015

Date

Caltrans District 7 Deputy District Director, Division of Operations

Title

Co-applicants: (If applicable)

Signature/Title

Date

Signature/Title

Date