



Date: September 27, 2018

To: Transportation Advisory Commission

From: Frederick C. Dock, Director

Subject: Arroyo Verdugo Communities Measure M Five-Year Multiyear Subregional Program Projects

BACKGROUND

The Los Angeles County Traffic Improvement Plan, known as Measure M, was placed on the November 8, 2016 ballot by the Metro Board of Directors. With the approval of Measure M, the projects and programs in the Expenditure Plan of the Measure M Ordinance have been approved and must now be implemented accordingly. As a result, as directed by Metro, various subregions are required to draft a Multi-year Subregional Program (MSP) for the expenditure of the Measure M funds.

The City of Pasadena has joined the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) for the purpose of receiving MSP funding. The AVCJPA includes the cities of Burbank, Glendale, La Cañada Flintridge, Pasadena, South Pasadena and the community of La Crescenta/Montrose within the unincorporated Los Angeles County.

Before MSP funds become available to the communities, the MSP plan must be approved by Metro. MSP funds are intended to provide Subregions flexibility in using the funds within the framework of Measure M guidelines. The guidelines include a 5-year project plan and project/funding agreement between the communities. According to Measure M guidelines, the purpose of the 5-year plan is to develop a 5-year program of projects including a public participation element. Additionally, complete project level details are required to demonstrate project readiness and availability for funding commitments.

METHOD

The Arroyo Verdugo subregion has two MSP funding programs for the first five fiscal years of Measure M funding. Table 1 below includes the funding, by program, for the first five years.

Table 1: Arroyo Verdugo Communities MSP Funding

Funds by Year (less 0.5% for Planning)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	5-Year Total
Transit Projects	\$2,547	\$2,594	\$2,706	\$2,774	\$2,841	\$13,462
Modal Connectivity and Complete Streets Projects	\$2,002	\$2,038	\$2,126	\$2,180	\$2,232	\$10,577
Total	\$4,549	\$4,632	\$4,833	\$4,954	\$5,073	\$24,040

The AVCJPA, through a Technical Advisory Committee (TAC) comprised of representatives from each agency, is working with Cambridge Systematics consultants to create a draft list of projects for inclusion in the first 5-year plan for this new funding source.

The steps the project team is taking to create the five year plan include:

- 1) Compile and Screen Candidate Projects
- 2) Determine Subregional Allocation
- 3) Prioritize projects

The basic approach and progress towards these steps are described below.

1. Compile and Screen Candidate Projects

The candidate project list has been developed through collaboration with each local agency. The attached project lists include the full lists of candidate projects provided by each agency, sorted by program type: “Transit Projects”, “Modal Connectivity and Complete Streets Projects”, and “Other Projects” which do not meet the eligibility requirements of the current funding programs. The initial project screening included identifying which projects are defined enough to be considered in the first 5-year plan and to meet the eligibility requirements of each program.

2. Determine Subregional Allocation

It is important to the AVCJPA TAC that each agency receives their fair share of funding or project benefits. As such, the AVCJPA TAC has discussed a process where funding to be allocated to each agency represent the population of each agency. However, if an agency does not have candidate projects ready for each program in the first 5-years of funding, other agencies’ projects may be advanced in exchange for future funding.

3. Prioritize Projects

The projects will be prioritized separately for each agency and for each program. Project prioritization will include three elements:

- i. *Qualitative Performance Evaluation.* Cambridge Systematics has evaluated each project based on its ability to address the performance measures listed in the Measure M Administrative Procedures. These performance measures are listed in Table 2 below. In addition to the qualitative performance measures, subregional benefit of the projects have also been considered for project prioritization.

Table 2: Subregional Qualitative Performance Measures – Measure M MSP Administrative Guidelines

Theme	Performance Measure
Mobility	Relieve Congestion
	Increase travel by transit, bicycle, and pedestrian modes
	Improve travel times
	Improve effectiveness and reliability for core riders
Economy	Increase economic output
	Support job creation & retention
	Support goods movement
	Reduce household transportation costs
	Extend useful life of facilities
Accessibility	Improve transportation options
	Improve service to transit dependent, low-income, and disadvantaged populations
	Improve first-last mile connections to transit
Safety	Reduce incidents
	Improve Personal Safety
Sustainability and Quality of Life	Improve environmental quality
	Improve public health

- ii. *Agency Priority:* The relative importance of each project to the sponsor agency has been considered during the project prioritization process.

- iii. *Stakeholder Input:* The draft prioritized project lists will be shared with the public at six meetings in September. Stakeholders and the general public will have the opportunity to comment on the proposed funding plan at these meetings. Table 3 lists location and time of all public meetings to be held.

Table 3: Public Meeting Schedule

Agency	Commission/Body	Date	Time
City of Burbank	Transportation Commission	9/17/2018	5pm
City of South Pasadena	Freeway and Transportation Commission	9/18/2018	6:30pm
City of La Canada Flintridge	Public Works and Traffic Commission	9/19/2018	6pm
County of Los Angeles (5th District)	Crescenta Valley Town Council	9/20/2018	7pm
City of Glendale	Transportation and Parking Commission	9/26/2018	6pm
City of Pasadena	Transportation Advisory Commission	9/27/2018	4pm

Attachment: List of projects

TRANSIT PROJECTS

ID	Sponsor Agency	Name	Description	Short-Term Funding Need
Burbank				
105	Burbank	BurbankBus State of Good Repair - Bus Replacement 2020	BurbankBus Transit Capital & State of Good Repair; Replace buses that have reached the end of their useful life. 3 @ \$600k each	\$ 1,800,000
131	Burbank	BurbankBus State of Good Repair - Bus Replacement 2023	BurbankBus Transit Capital & State of Good Repair; Replace buses that have reached the end of their useful life. 5 @ \$650k each	\$ 3,250,000
Glendale				
111	Glendale	Photovoltaic System for Beeline Maintenance Facility	Purchase and installation of PV panels and control equipment to increase sustainability of new BMF. Building is designed and being built with PV provisions. Facility will support service in GLN, LAC, LCF, & BUR	\$ 350,000
112	Glendale	Emergency Generator for Beeline Maintenance Facility	Purchase and installation of permanent generator and switch equipment to provide continuing transit operation during a power outage or natural disaster. Building is designed and being built with generator provisions. Facility will support service in GLN, LAC, LCF, & BUR	\$ 800,000
115	Glendale	Beeline Replacement Buses 2021	Purchase 4 40-foot heavy duty transit buses to replace 40' buses that have met their life expectancy. 4 @ \$650k each.	\$ 2,600,000
129	Glendale	Glendale Transportation Center State of Good Repair	Structural repairs to the historic train depot; parking, signage, communications, and landscape improvements.	\$ 1,750,000
133	Glendale	Beeline Expansion Buses to Improve Frequency	Purchase 8 40-foot heavy duty transit buses to improve frequency on existing Beeline bus routes. 8 at \$650k each.	\$ 5,200,000
	Glendale	Beeline Expansion Buses & Operations to Improve Frequency	Purchase 8 40-foot heavy duty transit buses to improve frequency on existing Beeline bus routes. 8 at \$650k each. Operations = 4200 hrs/yr *8 buses	\$ 8,560,000
108B*	Glendale	AVC Expansion Buses for Foothill Blvd to Gold Line - Glendale Portion 26.6%	Purchase 6 40-foot heavy duty transit buses to operate new route on Foothill Blvd (Gln, LAC, LCF) to Pas Gold Line Memorial Station. 6 @ \$650k each.	\$ 1,037,400
	Glendale	AVC Expansion Buses & Operations for Foothill Blvd to Gold Line - Glendale Portion 26%	Purchase 6 40-foot heavy duty transit buses to operate new route on Foothill Blvd (Gln, LAC, LCF) to Pas Gold Line Memorial Station. 6 @ \$650k each. Operations = 15,500 hrs/yr *100	\$ 1,417,000
117	Glendale	1st/last mile for Glendale Transportation Center	Install canopies, seating, and bike racks for waiting area, install wayfinding signage to and from site, provide real time train arrival signage on platforms and inside station, provide real time bus arrival signage at bus bays and inside station	\$ 7,000,000
116	Glendale	ADA Access to select Metro & Beeline Bus Stop Zones	Reconfigure street section, add sidewalk and bus zone to meet ADA compliance for existing non-accessible stops on Glendale Ave and Verdugo Rd, Glendale.	\$ 5,500,000
134	Glendale	Beeline Expansion Buses For New College Route and Route 4 extension to Rapid Bus	Purchase 8 40-foot heavy duty transit buses for College Campus Route (Montrose to Trains station), and Route 4 extension to Metro Rapid Bus (Downtown to San Fernando Road. 8 at \$700k each.	\$ 5,600,000
	Glendale	Beeline Expansion Buses & Operations For New College Route and Route 4 extension to Rapid Bus	Purchase 8 40-foot heavy duty transit buses for College Campus Route (Montrose to Trains station), and Route 4 extension to Metro Rapid Bus (Downtown to San Fernando Road. 8 at \$700k each. Operations = 4200 hrs/yr *8 buses	\$ 8,960,000
114*	Glendale	AVC Microtransit Expansion Vehicles - Foothills Glendale Portion 20%; Canyons Glendale 100%	New flex route microtransit to serve unmet needs in areas not accessible by standard bus service. Foothills (Gln, LAC, LCF) 6 vehicles @ \$75k each; Canyons (Gln) 2 vehicles @ \$75k each	\$ 240,000
	Glendale	AVC Microtransit Expansion Vehicles & Operations - Foothills Glendale Portion 20%, Canyons Glendale 100%	New flex route microtransit to serve unmet needs in areas not accessible by standard bus service. Foothills (Gln, LAC, LCF) 6 vehicles @ \$75k each; Canyons (Gln) 2 vehicles @ \$75k each. Operations = Foothill 23,400 hr/yr * 100, Canyon 7,800 hr/yr *100	\$ 1,488,000

TRANSIT PROJECTS cont.

La Canada Flintridge				
120	La Canada Flintridge	North/South bound Angeles Crest Hwy. connector between Foothill Blvd. and La Cañada Country Club <i>Option 1: Shuttle Stop</i>	Option 1: New shuttle stop including stop signage and bus shelter (Option 2: bike share)	\$ 5,000
121	La Canada Flintridge	Town Center Shuttle Service <i>Option 1: Shuttle Stop</i>	Option 1: New shuttle stop including stop signage and bus shelter	\$ 5,000
	La Canada Flintridge	Town Center Shuttle Service <i>Option 2: Trolley Service with multiple stops</i>	Option 2: Two new shuttle stops including stop signage and bus shelters	\$ 11,000
Pasadena				
138	Pasadena	Purchase Replacement Buses (2019-2021)	Replace existing 32' Transit Buses exceeding useful life with 35' CNG. 17 replacement buses	\$ 10,840,000
	Pasadena		Pasadena Transit EV Replacement If CARB requires EV replacement, the EV equivalent of CNG buses. 24 replacement buses	\$ 22,230,000
	Pasadena		EV Infrastructure - EV Power Infrastructure for Charging Pasadena Transit Vehicle Fleet. 24 buses	\$ 2,985,000
125	Pasadena	Pasadena Transit Maintenance Facility	Transit Maintenance Facility to Support the General Plan	\$ 33,000,000
141	Pasadena	Provide Upgrades, ADA Access to Metro & Pasadena Transit Stop Zones	<ul style="list-style-type: none"> •Upgrade stops with real time information. •Reconfigure street section, add sidewalk to bus zones to meet ADA compliance for existing non-accessible stops in Pasadena. •Improve furniture and technology at bus stops in Pasadena. 	\$ 1,705,000
124	Pasadena	Pasadena Transit Bus Capital Purchases to Increase Frequency	Expansion 30/35' Transit Buses Identified in Pasadena Short Range Transit Plan	\$ 3,780,000
	Pasadena		If CARB requires EV replacement, the EV equivalent of Item 124	\$ 7,320,000
	Pasadena		EV Infrastructure - EV Power infrastructure for charging Pasadena Transit vehicle expansion fleet	\$ 960,000
139	Pasadena	Purchased Transportation Services Associated with Captial Vehicle Acquisition	Purchased transportation services that are required for service delivery associated with the capital acquisition of vehicles in Item 124. This is 5 years of service based on the Pasadena SRTP: <ul style="list-style-type: none"> •10 min frequencies on Route 10 (Colorado Blvd) and Route 20 (Lake Ave and Fair Oaks Ave) weekdays •15 min frequencies on Route 10 (Colorado Blvd) and Route 20 on Saturdays (Lake Ave and Fair Oaks Ave) •Saturday morning start Pasadena Transit at 7a instead of 11a •Extend weekday service on Pasadena Transit until 10p •Extend Route 40 (Villa Ave) to South Lake with 20 min frequency 	\$ 15,700,000
144	Pasadena	Purchase Replacement Buses (2024)	Replace existing 32' Transit Buses exceeding useful life with 35' CNG. 7 replacement buses	\$ 5,075,000
	Pasadena		Pasadena Transit EV Replacement If CARB requires EV replacement, the EV equivalent of CNG buses. 10 replacement buses	\$ 10,500,000
142	Pasadena	Replace Aging Bus Stop Shelters	Pasadena's aging bus stop shelters need to be replaced	\$ 4,000,000

Blue cells indicate project that depends, in part, on Metro allowing operating expenses to be eligible
 *Projects 108 and 114 provide service to La Crescenta-Montrose and La Canada Flintridge and may require cost sharing
 While La Crescenta-Montrose does not have any transit projects, Los Angeles County is supportive of transit provides that provide benefit to the unincorporated communities

MODAL CONNECTIVITY AND COMPLETE STREETS PROJECTS

ID	Sponsor Agency	Name	Description	Short-Term Funding Need
Burbank				
202A	Burbank	Victory Blvd Connectivity Gap Closure and Transit Enhancements - Burbank portion	Complete a regional gap in the off-street bike path (Class I) network between Chandler Bikeway and LA River via Burbank Western Channel and Victory Boulevard, and improve first-last mile connectivity in the corridor. Burbank Project limits include constructing a Class I bike path along Burbank Western Channel between the Downtown Burbank Metrolink Station and Alameda Avenue, and first-last mile pedestrian and school safety improvements in the area bounded by Olive Avenue, Flower Street, Providencia Avenue, Lake Street, Allen Avenue, Riverside Drive, and Mariposa Street.	\$ 3,500,000
203A	Burbank	Glenoaks Blvd Complete Street - Burbank portion	Complete streets improvements on Glenoaks Boulevard between Brand Boulevard and Verdugo Avenue and Verdugo Avenue between Glenoaks Boulevard and Ikea Way. 5 miles total. Burbank (1 mile) and Glendale (4 miles), including construction of high visibility crosswalks, bulbouts, protected bike lanes on Glenoaks Boulevard and Verdugo Avenue, bioswales, signal modifications, signing and striping upgrades.	\$ 5,000,000
Glendale				
201B	Glendale	Foothill Blvd Complete Street - Glendale portion	Sunland to LCF - 5 miles. Glendale portion (1.3 miles) including construction of High visibility crosswalks, bulb outs, buffered bike lanes, bioswales, signal modifications, rectangular rapid flashing beacon installations, signing and striping upgrades	\$ 3,900,000
202B	Glendale	Victory Blvd Connectivity Gap Closure and Transit Enhancements - Glendale portion	Complete a regional gap in the off-street bike path (Class I) network between Chandler Bikeway and LA River via Burbank Western Channel and Victory Boulevard, and improve transit and pedestrian connectivity in the corridor. Project Limit: Victory Boulevard from Burbank City Limit to River Walk bikeway entrance in the City of Glendale.	\$ 7,000,000
203B	Glendale	Glenoaks Blvd Complete Street - Glendale portion	Complete streets improvements on Glenoaks Boulevard between Brand Boulevard and Verdugo Avenue. 5 miles total. Burbank (1 mile) and Glendale (4 miles) including construction of High visibility crosswalks, bulbouts, buffered bike lanes, bioswales, signal modifications, signing and striping upgrades	\$ 16,000,000
La Canada Flintridge				
209	La Canada Flintridge	Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project	Project Scope: south side of Foothill Blvd - new Class I Bikeway, landscaping, and new sidewalk; new raised center median along Foothill Blvd with landscaping; north side - Class II Bikeway, sidewalk, and landscaping. Limits: 2111 Foothill Blvd. (shopping center west of Leata Lane) to SR-2 On/Off Ramps/Hillard Ave. intersection	\$ 1,835,653
210	La Canada Flintridge	North/South bound Angeles Crest Hwy. connector between Foothill Blvd. and La Cañada Country Club: <i>Bike Share Program Option</i>	Two bike stations at Foothill Blvd. and La Cañada Country Club area. Option 2 is the shuttle service	\$ 150,000
Pasadena				
215	Pasadena	Avenue 64 Complete Street Project	Installation of bulb outs and median islands at the intersections of Avenue 64 with Church Street, Melrose Avenue, Nithsdale Road and other locations, as well as a traffic signal at Avenue 64 and Nithsdale Road and small median islands south of Burleigh Drive - from Colorado Blvd to South City Limits	\$ 1,800,000
213	Pasadena	N. Hill Complete Street Project	Two Traffic Circles (Topeka St and Elizabeth St) and bulb outs at 12 intersections	\$ 1,500,000
216	Pasadena	Allen Ave. Complete Street Enhancement Project	Allen Avenue corridor, between Villa St. and Colorado Blvd. Proposed improvements may include narrowing of streets by widening sidewalks, raised landscaped medians, enhance safety and walkability of pedestrian connection to Metro Gold Line Allen Station, constructing curb extensions/bulb outs at some intersections, upgrading traffic signal equipment, and modifying roadway signing and striping.	\$ 1,500,000
219	Pasadena	Pedestrian and Bicyclist Automated Data Collection	Multi-modal counts stations at 36 locations within half-mile of the six Gold Line stations.	\$ 1,400,000
222	Pasadena	Lake Avenue Gold Line Station Pedestrian Access Improvements	This project provides for streetscape improvements to a 1.06 mile portion of Lake Avenue beginning at the Gold Line station at Corson Street to the southern terminus at California Boulevard. Work will include the addition of a mid-block crossing with pedestrian signal between Cordova Street and Del Mar Boulevard and new crossing signal at Granite Avenue; installation of a new pedestrian-scale street lighting system with foundations, electrical, conduit and fiber-optics; widening of sidewalks; curb extensions; reduction of curb radii within the corridor with reconstruction of curb and gutter; removal of bus turning bay at Colorado Boulevard (increased sidewalk width) elimination of "pork chops" islands at Union Street and Del Mar Boulevard with addition of right-turn pockets; realigning intersection crossings at Lake Avenue and Walnut Street; installation of two new pedestrian traffic crossing signals; ADA compliant curb ramps; street furniture; and in-fill street trees, landscaped islands and irrigation.	\$ 577,397
214	Pasadena	Mountain Street Complete Street Project	Two Traffic Circles between Hill Ave and Allen Ave	\$ 1,000,000
218	Pasadena	Old Pasadena and Playhouse Districts Pedestrian Improvements	This project would create pedestrian accessibility and safety in business districts in Old Pasadena and Playhouse districts using the existing Alleyways and Streets Plans as a guideline. The project will result in a minimum of 9 mid-block crossing locations in Old Pasadena and a minimum 7 mid-block crossing locations in Playhouse District. Additionally, the project will include crossing improvements for all locations including flashing beacons, curb extensions, and full traffic and/or pedestrian signal at few locations.	\$ 5,700,000
217	Pasadena	Citywide Transportation Performance Monitoring Network	This project would provide for traffic signal controller upgrades at up to 300 intersections, the upgrade of up to 100 traffic signal cabinets and the installation of fiber optic communication infrastructure to provide a redundant high bandwidth network. Upgraded controllers would collect high-resolution data, allowing for the development of improved coordination plans, reducing delay for roadway users while simultaneously providing the ability to manage traffic speeds. This would be the for arterial performance monitoring and reporting.	\$ 2,745,500
220	Pasadena	The Arroyo Link	Class I and Class III bicycle facilities connecting the Union Street cycle track (in progress) to the Arroyo Seco Path.	\$ 1,000,000
South Pasadena				
221	South Pasadena	Citywide Safe Routes to School/Complete Streets	Includes operational and safety improvements, consisting largely of traffic signing and striping, traffic signal upgrades and timing changes, new traffic signals, and implementation of bikeways, with relatively few curb line modifications required. K-12 Schools include: (SPHS, SPMS, Arroyo Vista, Monterey Hills, Morengo) Roadways include: Oaks Street, Milan Avenue, Marengo Ave, Fletcher Avenue, Garfield Avenue, Mission Street, Arroyo Drive, Ramona Avenue, El Centro Street, Orange Grove, Grand Avenue, Fremont Avenue, Via Del Rey, Camino Del Sol, Camino Verde, Camino Lindo, Alpha Avenue, Columbia Avenue.	\$ 10,000,000
223	South Pasadena	Fair Oaks Avenue Bikeway	Fair Oaks Avenue Bikeway, which extends from the north city limit to Huntington Drive and contains Class II bike lanes between Monterey Road and Huntington Drive and a Class III bike route north of Monterey Road. This bikeway will provide linkages to the public library, Gold Line Station, school and parks.	\$ 250,000

La Crescenta-Montrose does not have any short-term projects. Los Angeles County is studying projects for inclusion in future MSP plans.
Green cells indicate projects with multiple sponsor agencies

OTHER PROJECTS

ID	Sponsor Agency	Name	Description	Project Cost
La Canada Flintridge				
301	La Canada Flintridge	Soundwalls	Provide funding for the design & construction of one soundwall segment or funds to go towards soundwall design & construction	\$ 2,000,000
South Pasadena				
302	South Pasadena	State Route 110/Fair Oaks Avenue Interchange Modifications	Includes modifications to the SR-110 on- and off-ramps at Fair Oaks Avenue and additional street improvements on Fair Oaks Avenue. Modifications include a new southbound SR-110 "hook" on-ramp via State Street east of Fair Oaks Avenue, widening of the northbound SR-110 off-ramp at Fair Oaks Avenue from 2 to 4 lanes, removal of the dual left turn lanes from northbound Fair Oaks Avenue to southbound SR-110, addition of a right turn lane from northbound Fair Oaks Avenue to State Street, removal of the existing traffic island at the current SR-110 on-ramp, and restriping the Fair Oaks Avenue bridge.	\$ 27,000,000
303	South Pasadena	Fremont Avenue/Huntington Drive/Fair Oaks Avenue regional traffic corridor improvements.	Fremont Avenue/Huntington Drive/Fair Oaks Avenue regional traffic corridor improvements city-limits to city-limits. The regional traffic corridor improvements include implementing an Adaptive Traffic Control System and synchronization of traffic signals, increasing the visibility of crosswalks, modifying traffic lane configurations and striping improvements, installation of traffic signs, installation of flashing beacons or other safety measures at crosswalks and reconstructing bulb-outs to prevent auto intrusion on the sidewalk.	\$ 25,000,000

The "other" project list is not inclusive of all potential other projects for each member agency. Rather, this list contains projects that were specifically proposed by member agencies for potential inclusion in the first 5-year MSP plan but do not meet the description of the "Transit" and "Modal Connectivity and Complete Streets" programs.

MID/LONG TERM PROJECTS

Sponsor Agency	Name	Description
Burbank		
Burbank	Burbank Transit Maintenance Facility	Transit Maintenance Facility
Burbank	BurbankBus Transit Expansion & Operations to Streamline Routes and Improve Frequency	Purchase 4 35-foot transit buses to implement reconfigured routes, expand to all-day service, and improve frequency. Implement Metrolink-Media District, New NoHo-Downtown via Magnolia, and NoHo-Airport / Airport - Media District Interline per Comprehensive Transit Operations Analysis Scenario F, 4 @ 600k each.
Burbank	AVC Burbank/Glendale Improved Rail Transit - Burbank Portion	From LA Union Station to Burbank Airport via Antelope Valley Line corridor
Burbank	BurbankBus State of Good Repair - Bus Replacement 2031	BurbankBus Transit Capital & State of Good Repair; Replace buses that have reached the end of their useful life. 6 @ \$700k each
Burbank	AVJPA High Speed Transit Grid - Burbank portion	
Burbank	LA River Bridge	Connects Riverside to Forest Lawn. Includes bridge over LA River, Class III bike lanes, and Class I bike path
Glendale		
Glendale	AVC High Speed Transit Grid - Glendale portion	Install dedicated bus lanes and signal improvements to improve bus speeds on existing select routes. 12 miles at \$8,000k per lane mile. 8 lane miles of bus lane bypass, queue jumps and/or traffic signal priority on up to 12 lane miles of streets.
Glendale	Glendale Streetcar: Brand Blvd from GTC to Glenoaks Blvd	Street improvements to install rail line and purchase rolling stock
Glendale	Beeline Replacement Buses 2026	Purchase 4 40-foot heavy duty transit buses to replace 40' buses that have met their life expectancy. 4 at \$700k each.
Glendale	Beeline Replacement Buses 2027	Purchase 10 40-foot heavy duty transit buses to replace 40' buses that have met their life expectancy. 10 at \$700k each.
Glendale	Beeline Replacement Buses 2029	Purchase 9 40-foot heavy duty transit buses to replace 40' buses that have met their life expectancy. 9 at \$725k each.
Glendale	Beeline Bus Electrification and Charging Infrastructure	Purchase electric buses and install charging infrastructure for Glendale Beeline
Glendale	Glendale Transportation Center Expansion	Purchase 7 developed parcels adjacent to the Glendale Transportation Center for service/parking/streetcar expansion or TOD.
La Crescenta-Montrose (LA County)		
LA County / LCM	Foothill Blvd Complete Street - LCM portion	Sunland to LCF - 5 miles. LCM portion (1.2 miles)
LA County / LCM	Multi-modal and complete streets projects in LCM area	TBD projects based on future studies
Pasadena		
Pasadena	Purchase Replacement Buses (2029)	Replace existing 32' Transit Buses exceeding useful life with 35' CNG. 4 replacement buses
Pasadena		Pasadena Transit EV Replacement
Pasadena		If CARB requires EV replacement, the EV equivalent of CNG buses. 6 replacement buses
Pasadena	Next Gen Service Improvements TBD. - Pasadena portion	Next Gen Service Improvements TBD.
Pasadena	AVC High Speed Transit Grid - Pasadena Portion	Install bus bypass lanes / queue jumps, and signal improvements to improve bus speeds on existing select routes. 8 miles at \$8,000k per lane mile
Pasadena	Bus technology Automatic Vehicle Location (AVL) aging system replacement	Pasadena Transit AVL system will reach end of useful life in FY28, this project will replace the system
Pasadena	Pasadena Transit farebox technology	Upgrade Pasadena Transit farebox technology
Pasadena	AVC Expansion Buses for Foothill Blvd to Gold Line - Pasadena Portion	Purchase 6 40-foot heavy duty transit buses to operate new route on Foothill Blvd (Gln, LAC, LCF) to Pas Gold Line Memorial Station. 6 @ \$650k each.
Pasadena	AVC Expansion Buses & Operations for Foothill Blvd to Gold Line - Pasadena Portion	Purchase 6 40-foot heavy duty transit buses to operate new route on Foothill Blvd (Gln, LAC, LCF) to Pas Gold Line Memorial Station. 6 @ \$650k each. Operations = 15,500 hrs/yr *100
South Pasadena		
South Pasadena	Mid-term Citywide Transportation Improvements	Mid-term. Traffic safety study focused on speed management and safety improvements along specified corridors. Traffic safety study will evaluate potential improvements to improve safety, manage speed and reduce impacts from regional "cut-through" traffic on local streets.
South Pasadena	Active Transportation Improvements	Medium-term: Includes El Centro Street/Oxley Street, Meridian Avenue, Huntington Drive, Fremont Avenue, Oak Street, Monterey Road bikeways. The bikeways on these streets include both Class II bike lanes and Class III bike routes and will also provide linkages to schools, parks, business and shopping areas and to City Hall. The Monterey Road bikeway will serve as a crosstown regional bikeway that connects to the City of Los Angeles.

The mid/long-term project list is not inclusive of all the planned, programmed, or conceptual projects for each member agency. Rather, this list contains projects that were suggested for the Arroyo Verdugo Communities first 5-year MSP plan but were determined to be infeasible in the first five years