# PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is <u>not</u> required under the following circumstances:

- 1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
- 2. The project does not require a project-level PM hot spot analysis since it:
  - a. Is exempt pursuant to 40 CFR 93.126; or
  - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
  - c. Uses no Federal funds AND requires no Federal approval; or
  - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

#### Instructions:

1) Fill out form in its entirety. Enter information in gray input fields.

2) Be sure to include FTIP ID#. See <a href="http://www.scag.ca.gov/ftip/index.htm">http://www.scag.ca.gov/ftip/index.htm</a> if necessary.

3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representatives.

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

#### REFERENCE

# Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)) – PM<sub>10</sub> and PM<sub>2.5</sub> Hot Spots

- (i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

### Links to more information:

http://www.fhwa.dot.gov/environment/conform.htm http://www.epa.gov/otag/stateresources/transconf/index.htm

### TABLE 1 Type of Project

- New state highway
- Change to existing state highway
- New regionally significant street
- Change to existing regionally significant street
- New interchange
- Reconfigure existing interchange
- Intersection channelization
- Intersection signalization
- Roadway realignment
- Bus, rail, or inter-modal facility/terminal/transfer point
- Truck weight/inspection station
- At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

#### FTIP ID# (required) LATP21MPO104

TCWG Consideration Date: March 26, 2024

Project Description (clearly describe project):

The City of Los Angeles (City/Los Angeles), in cooperation with the California Department of Transportation (Caltrans), proposes to provide safety improvements and connections for pedestrians and bicyclists to neighborhood parks, cultural sites, and two major Los Angeles County Metropolitan Transportation Authority (LA Metro) planned transit projects along a 3.25-mile corridor of Sepulveda Boulevard and 0.5-mile corridor of Brand Boulevard via the Mission Mile Sepulveda Project (Active Transportation Program [ATP] Cycle 5) (project). The project is located entirely in the San Fernando Valley neighborhoods of North Hills East and Mission Hills in the City of Los Angeles, Los Angeles County. The project area limits are completely within the public right of way (ROW) along Sepulveda Boulevard between Rayen Street and Rinaldi Street, and along Brand Boulevard between Sepulveda Boulevard and its terminus point 500 feet east of Stranwood Avenue. The project is broken into five segments, which are delineated based on variations between the existing conditions in each area of Sepulveda Boulevard, and proposed ATP improvements: 1) Sepulveda Boulevard South Segment, from Raven Street to Devonshire Street: 2) Sepulveda Boulevard Central Segment, from Devonshire Street to Brand Boulevard; 3) Sepulveda Boulevard North Segment, from Brand Boulevard to Rinaldi Street; 4) Brand Boulevard Slip Lane, Brand Boulevard at Sepulveda Boulevard; and 5) Brand Boulevard, from Sepulveda Boulevard to its terminus point 500 feet east of Stranwood Avenue.

The project will result in the transformation of Sepulveda Boulevard to enhance safety, provide a greener environment, and provide a more active community for all ages by incorporating innovative active transportation treatments along the corridor (specific improvements to each segment are described in further detail below). These treatments include reducing Sepulveda Boulevard to a 4-lane roadway from Rayen Street to Devonshire Street and from Devonshire Street to Chatsworth Street by widening the existing median and constructing a new Class I bicycle path and meandering pedestrian pathway within the median. The project also includes reducing Sepulveda Boulevard to a 4-lane roadway through the Sepulveda Boulevard Undercrossing from Chatworth Street to the SR-118 westbound ramp intersection and constructing new striped Class IV protected bicycle lanes. From the SR-118 westbound ramp intersection to Rinaldi Street the project would include the reduction of Sepulveda Boulevard to a 4-lane roadway and construction of new striped Class IV protected bicycle lanes.

The project will include striping improvements along the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard. Improving sidewalks, driveways, handicap curb access ramps, and providing curb extensions, bus bulb outs and islands, median refuge, and high visibility crosswalks to meet current ADA standards along Sepulveda Boulevard from Rayen Street to Bermuda Street and along Sepulveda Boulevard from Stranwood Avenue to Rinaldi Street.

The project also includes modification of eleven existing signalized intersections and the installation of new signals at the intersection of Sepulveda Boulevard and Bermuda Street. Four intersections, Sepulveda Boulevard and Superior Street, Sepulveda Boulevard and Mayall Street, Sepulveda Boulevard and Lemarsh Street, and Sepulveda Boulevard and San Jose Street, would be modified with new High-Intensity Activated Crosswalk (HAWK) pedestrian signals. A mid-block location along Sepulveda Boulevard between Nordhoff Street and Tupper Street would also be modified with a new HAWK pedestrian signal.

The project includes the addition of median and parkway trees and landscaping elements, and the construction of community paths, fencing, pedestrian lighting, wayfinding signage, and community gathering spaces within the new and improved median along Sepulveda Boulevard (in the South and Central Segments, from Rayen Street to Chatsworth Street). It also includes adding benches, pedestrian lighting, transit amenities, and improvements to existing street lighting systems along Sepulveda Boulevard from Chatsworth Street and Bermuda Street and along Sepulveda Boulevard from Stranwood Avenue to Rinaldi Street.

**Sepulveda Boulevard South Segment (from Rayen Street to Devonshire Street).** The project would merge and expand existing medians to accommodate bike facilities and pedestrian improvements. Sepulveda Boulevard would be reduced to a 4-lane roadway and the existing median would be widened to include a new Class I bicycle path and meandering pedestrian pathway. Four new HAWK pedestrian signals would be installed at the intersections of Sepulveda Boulevard and Superior Street, Sepulveda Boulevard and Mayall Street, Sepulveda Boulevard and Lemarsh Street, and mid-block on Sepulveda Boulevard between Nordhoff Street and Tupper Street.

**Sepulveda Boulevard Central Segment (from Devonshire Street to Brand Boulevard)**. The project would integrate a new pedestrian path and dedicated bike facility along the expanded median. Sepulveda Boulevard would be reduced to a 4-lane roadway from Devonshire Street to Chatsworth Street and a raised median would be constructed to include a new Class I bicycle path and meandering pedestrian pathway. Sepulveda Boulevard, through the Undercrossing from Chatworth Street to Brand Boulevard, would be reduced to a 4-lane roadway and new Class IV protected bicycle lanes would be added. The Class IV protected bicycle lanes would be pavement striping only along Sepulveda Boulevard from Bermuda Street to Brand Boulevard. One new HAWK pedestrian signal would be installed at the intersection of Sepulveda Boulevard and San Jose St. Finally, new signals would be installed at Sepulveda Boulevard and Bermuda Street.

**Sepulveda Boulevard North Segment (from Brand Boulevard to Rinaldi Street).** The project would incorporate a dedicated bike facility on each side of the corridor. Sepulveda Boulevard would be reduced to a 4-lane roadway from Brand Blvd to Rinaldi St and new Class IV protected bicycle lanes would be added. The Class IV protected bicycle lanes would be pavement striping only along Sepulveda Boulevard from Brand Boulevard and Stranwood Avenue.

**Brand Boulevard Slip Lane (Brand Boulevard at Sepulveda Boulevard).** The project would restripe the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard to realign the lane perpendicular to Sepulveda Boulevard to improve circulation and the safety of the existing pedestrian crossing.

**Brand Boulevard.** The project would improve striping on Brand Boulevard from Sepulveda Boulevard to a point 500 feet east of Stranwood Avenue.

The project is listed in the Southern California Association of Governments (SCAG) 2023 Federal Transportation Improvement Program (FTIP) Amendment 23-03. The project location maps are included in Attachment A, Regional Location, Attachment B, Project Location, Attachment C, Segment 1, Attachment D, Segment 2, Attachment E, Segment 3, Attachment F, Segment 4, Attachment G, Segment 5, and Attachment H, Nearby Land Uses. The FTIP Project Listing is included as Attachment I.

Type of Proje						
Change to exis	sting regionally	/ significant str	eet.			
County		ocation/Route	& Postmiles	: City of Los	Angeles, CA. Sepulveda	l
Los Angeles	Boulevard					
		jects – EA#: N	A			
Lead Agency:				•		
Contact Perso		Phone#		Email		
Prashant Kona	ireddy	213-887-109	97	Prashant.k	onareddy@lacity.org	
Hot Spot Pollu	utant of Conc	ern (check one	or both)	PM2.5 X	PM10 X	
-		•				
		roject-Level F	<u>M Conformi 'M Conformi</u>	ty is Neede	<b>d</b> (Check appropriate box)	
	gorical	EA or	FON	SI or Final	PS&E or	
	usion	Draft EIS	EIS		Construction	Other
(NEP		2.0.0				
Scheduled Da	te of Federal	<b>Action: 2024</b>				
NEPA Assign	ment – Projec	ct Type (check	appropriate bo	) (xc		
		, S	ection 326 -	Categorical	Section 327 –	Non-
Exen	npt		xemption		Categorical Ex	emption
Current Progr	amming Date		•		Ŭ	•
Ourient rogi		vironmental		ENG	ROW	CON
		/IfOmmentai			-	
Otaut		0000				
Start		2023		2024	N/A	2026
End		2024		2024 2026	N/A N/A	2026
		2024				
End	se and Need	2024				

The purpose of the proposed project is to enhance safety for all corridor users, increase use of active modes of transportation, enhance community spaces, and increase connectivity.

Sepulveda Boulevard between Rayen Street and Rinaldi Street experiences reduced operations, and the existing deficiencies have resulted in a high number of pedestrian and bicycle related collisions. Sepulveda Boulevard serves as a bypass route and access point for Interstate 405 (I-405) and State Route 118 (SR-118), which brings high-speed freeway traffic to the local community thus increasing cut-through congestion and driver behaviors that reduce safety for non-motorized users. The existing conditions of Sepulveda Boulevard prioritize motorized vehicles and its wide ROW, uncontrolled median openings, limited crossing points, missing bicycle facilities, and aged pedestrian infrastructure create additional barriers making it difficult for non-motorized users to choose safe travel options. The lack of landscaping and community park space along the corridor also reduces appeal and creates heat islands due to the lack of shade.

#### Project Need

There are 28 schools and 16 disadvantaged communities that are located either completely or partially within a one-mile radius of the corridor, which rely on non-motorized options to access school, shopping, places of employment, and transit for commuting. The proposed improvements are needed to transform the way the community experiences their corridor, and to enhance safety in the corridor for children, seniors, and persons with disabilities that are most affected by these conditions.

## Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

Existing land uses located in the vicinity of the project site consist of a mix of single family residential, muti-family residential, commercial, industrial, public facilities and open spaces (See Attachment H).

#### Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening year (2028) No-Build and Build average annual daily traffic (AADT), % truck, vehicle miles traveled (VMT), and speeds for affected roadway segments are presented below. Under No-Build conditions, AADT ranges from approximately 12,500 to 37,000 with approximately 1 % in both medium heavy-duty (MHD) and heavy heavy-duty (HHD) trucks. VMT ranges from approximately 5,000 to 8,500. Under Build conditions, AADT ranges from approximately 12,500 to 34,500 with approximately 1 % in both MHD and HHD trucks. VMT ranges from approximately 5,000 to 7,000. Level of service (LOS) for opening year (2028) traffic conditions are discussed in the next section of this document.

	Table 2. Summary of Opening Ye	<u>ar (202</u>	в) NO-В	ulia and	<u>a Bulla T</u>	ramic Co	naitions		
			AADT		Daily	Daily	Daily	Average Speed During	Average Speed During
Scenario/Analysis Year/Roadway Segment	Roadway Segment Location	Total	MHD Truck	HHD Truck	% MHD Truck	% HHD Truck	VMT (mi)		Off-Peak Travel (mph)
No-Build Opening Year 2028									
Sepulveda Blvd	Btwn Rayen St and Nordhoff St	33,227	307	292	0.9%	0.9%	5,187	34.4	34.4
Sepulveda Blvd	Btwn Plummer St and Lassen St	26,207	201	191	0.8%	0.7%	7,768	34.7	34.8
Sepulveda Blvd	Btwn Devonshire St and Chatsworth St	37,279	276	296	0.7%	0.8%	8,474	34.6	34.5
Sepulveda Blvd	Btwn San Fernando Mission Rd and I-405 NB Off-Ramp	17,979	122	217	0.7%	1.2%	5,798	33.8	33.7
Brand Blvd	Btwn Stranwood Ave and Memory Park Ave	12,667	76	84	0.6%	0.7%	5,294	28.6	28.7
Build Opening Year 2028									
Sepulveda Blvd	Btwn Rayen St and Nordhoff St	31,184	288	272	0.9%	0.9%	4,564	32.5	32.3
Sepulveda Blvd	Btwn Plummer St and Lassen St	23,351	180	164	0.8%	0.7%	6,043	33.5	33.5
Sepulveda Blvd	Btwn Devonshire St and Chatsworth St	34,624	252	257	0.7%	0.7%	6,926	33.2	32.9
Sepulveda Blvd	Btwn San Fernando Mission Rd and I-405 NB Off-Ramp	17,015	118	200	0.7%	1.2%	4,800	33.0	32.7
Brand Blvd	Btwn Stranwood Ave and Memory Park Ave	12,333	74	81	0.6%	0.7%	4,963	28.4	28.4

#### Table 2. Summary of Opening Year (2028) No-Build and Build Traffic Conditions

#### RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Design year (2045) No-Build and Build AADT, % truck, VMT, and speeds for affected roadway segments are presented below. Under No-Build conditions, AADT ranges from approximately 16,000 to 40,500 with approximately 1 % in MHD and 1 % to 2 % HHD trucks. VMT ranges from approximately 5,500 to 9,500. Under Build conditions, AADT ranges from approximately 14,000 to 27,500 with approximately 1 % in MHD and 1 % to 3 % HHD trucks. VMT ranges from approximately 5,000 to 7,000. LOS for design year (2045) traffic conditions are discussed in the next section of this document.

			AADT						
Scenario/Analysis Year/Roadway Segment	Roadway Segment Location	Total	MHD Truck	HHD Truck	Daily % MHD Truck	Daily % HHD Truck	Daily VMT (mi)		Average Speed During Off-Peak Travel (mph)
No-Build Design Year 2045									
Sepulveda Blvd	Btwn Rayen St and Nordhoff St	37,511	388	414	1.0%	1.1%	5,725	34.7	34.6
Sepulveda Blvd	Btwn Plummer St and Lassen St	28,875	261	283	0.9%	1.0%	8,425	34.8	34.7
Sepulveda Blvd	Btwn Devonshire St and Chatsworth St	40,630	367	459	0.9%	1.1%	9,270	34.4	34.5
Sepulveda Blvd	Btwn San Fernando Mission Rd and I-405 NB Off-Ramp	21,469	214	497	1.0%	2.3%	7,298	33.8	33.6
Brand Blvd	Btwn Stranwood Ave and Memory Park Ave	15,774	96	111	0.6%	0.7%	6,571	28.6	28.9
Build Design Year 2045									
Sepulveda Blvd	Btwn Rayen St and Nordhoff St	27,294	296	314	1.1%	1.1%	4,064	29.4	29.2
Sepulveda Blvd	Btwn Plummer St and Lassen St	14,597	157	149	1.1%	1.0%	3,826	29.9	29.6
Sepulveda Blvd	Btwn Devonshire St and Chatsworth St	27,355	244	262	0.9%	1.0%	5,140	29.4	29.5
Sepulveda Blvd	Btwn San Fernando Mission Rd and I-405 NB Off-Ramp	16,651	196	410	1.2%	2.5%	4,638	31.7	31.2
Brand Blvd	Btwn Stranwood Ave and Memory Park Ave	14,105	87	97	0.6%	0.7%	5,690	28.3	28.3

#### Table 3. Summary of Design Year (2045) No-Build and Build Traffic Conditions

**Opening Year:** If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT The proposed project is a bicycle and pedestrian facilities project. Intersection LOS and vehicle delay for opening year (2028) conditions are noted below.

### Table 4. Summary of Opening Year (2028) No-Build Intersection Conditions

		Vol	ume	Vehicle Del	ay (sec/veh)	Interse	ction LOS
Scenario/Analysis Year/Intersection	Signalized or Unsignalized?	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr
No-Build Opening Year 2028							
Sepulveda Blvd and Parthenia St	Signalized	3,924	5,448	24.4	28.8	С	С
Sepulveda Blvd and Rayen St	Signalized	2,902	3,090	>100	>100	F	F
Sepulveda Blvd and Nordhoff St	Singalized	4,726	4,890	62.2	46.2	E	D
Sepulveda Blvd and Tupper St	Signalized	2,689	2,709	14.9	6	В	A
Seplveda Blvd and Plummer St	Signalized	4,480	4,446	49.1	50.3	D	D
Seplveda Blvd and Superior St	Unsignalized	2,039	2,344	76.7	71.2	F	F
Sepulveda Blvd and Lassen St	Signalized	4,128	3,950	30.4	22.8	С	С
Sepulveda Blvd and Mayall St	Unsignalized	2,240	2,575	>100	>100	F	F
Sepulveda Blvd and Romar St	Unsignalized	2,103	2,425	15.4	15.8	С	С
Sepulveda Blvd and Lemarsh St	Unsignalized	2,247	2,544	96	68.9	F	F
Sepulveda Blvd and Tuba St	Unsignalized	2,226	2,559	16	17.6	С	С
Sepulveda Blvd and Devonshire St	Signalized	4,563	5,053	80.8	85.1	F	F
Sepulveda Blvd and San Jose St	Unsignalized	2,599	2,968	>100	>100	F	F
Sepulveda Blvd and Chatsworth St	Signalized	4,412	4,846	69.5	>100	E	F
Sepulveda Blvd and SR-118 EB Ramps	Signalized	3,182	3,820	13.4	16.9	В	В
Sepulveda Blvd and SR-118 WB Ramps	Signalized	2,879	3,342	19.5	16.1	В	В
Sepulveda Blvd and Bermuda St	Unsignalized	2,047	2,579	59.2	>100	F	F
Sepulveda Blvd and Brand Blvd	Signalized	2,305	2,824	11.3	11.4	В	В
Sepulveda Blvd and San Fernando Mission Blvd	Signalized	2,923	3,918	23.3	72.7	С	E
Sepulveda Blvd and Stranwood Ave (west)	Unsignalized	1,288	1,824	16.3	34.9	С	D
Sepulveda Blvd and Stranwood Ave (east)	Unsignalized	1,191	1,755	12.6	16.4	В	С
Sepulveda Blvd and I-405 NB Off-Ramp	Signalized	1,566	2,020	12.9	4.4	В	A
Sepulveda Blvd and Rinaldi St	Signalized	3,897	3,903	40	51.9	D	D

	Signalized or	Vol	ume	Vehicle De	lay (sec/veh)	Intersec	tion LOS
Scenario/Analysis Year/Intersection	Unsignalized?	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr
Build Opening Year 2028							
Sepulveda Blvd and Parthenia St	Signalized	3,988	5,468	15.8	21	В	С
Sepulveda Blvd and Rayen St	Signalized	2,999	3,211	>100	>100	F	F
Sepulveda Blvd and Nordhoff St	Singalized	4,775	4,873	>100	>100	F	F
Sepulveda Blvd and Tupper St	Signalized	2,549	2,590	56.3	59.4	E	E
Seplveda Blvd and Plummer St	Signalized	4,356	4,338	>100	>100	F	F
Seplveda Blvd and Superior St	Unsignalized	2,104	2,280	15.3	16.2	С	С
Sepulveda Blvd and Lassen St	Signalized	4,299	4,068	>100	>100	F	F
Sepulveda Blvd and Mayall St	Unsignalized	2,369	2,682	16.5	20.4	С	С
Sepulveda Blvd and Romar St	Unsignalized	2,262	2,512	14.4	14.4	В	В
Sepulveda Blvd and Lemarsh St	Unsignalized	2,299	2,542	15	18.3	В	С
Sepulveda Blvd and Tuba St	Unsignalized	2,238	2,461	14.3	14.9	В	В
Sepulveda Blvd and Devonshire St	Signalized	4,600	4,980	>100	>100	F	F
Sepulveda Blvd and San Jose St	Unsignalized	2,490	2,768	20.4	19.3	С	С
Sepulveda Blvd and Chatsworth St	Signalized	4,329	4,732	>100	>100	F	F
Sepulveda Blvd and SR-118 EB Ramps	Signalized	3,103	3,735	19.7	23.2	В	С
Sepulveda Blvd and SR-118 WB Ramps	Signalized	2,801	3,251	25.1	22.1	С	С
Sepulveda Blvd and Bermuda St	Signalized	1,978	2,536	8	10.2	Α	В
Sepulveda Blvd and Brand Blvd	Signalized	2,206	2,714	21.6	21.9	С	С
Sepulveda Blvd and San Fernando Mission Blvd	Signalized	2,855	3,568	41.4	74.4	D	E
Sepulveda Blvd and Stranwood Ave (west)	Unsignalized	1,243	1,861	14.7	15.1	В	С
Sepulveda Blvd and Stranwood Ave (east)	Unsignalized	1,163	1,788	11.7	17.5	В	С
Sepulveda Blvd and I-405 NB Off-Ramp	Signalized	1,500	1,797	19	8.3	В	A
Sepulveda Blvd and Rinaldi St	Signalized	3,892	3,860	51.8	48.7	D	D

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT The proposed project is a bicycle and pedestrian facilities project. Intersection LOS and vehicle delay for opening year (2028) conditions are noted below.

 Summary of Design Year (2045) No-Build Intersection Conditions

 Summary of Future Design Year (2045) No-Build Traffic Conditions.

	Signalized or	ry of Future Desig Vol	ume		ay (sec/veh)	Interse	ction LOS
Scenario/Analysis Year/Intersection	Unsignalized?	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr
Build Future Design Year 2048							
Sepulveda Blvd and Parthenia St	Signalized	4,411	6,176	30.2	32.4	С	С
Sepulveda Blvd and Rayen St	Signalized	3,106	3,196	42.4	30.7	D	С
Sepulveda Blvd and Nordhoff St	Singalized	5,177	5,359	76.9	64.5	E	E
Sepulveda Blvd and Tupper St	Signalized	2,974	3,062	16.7	11.6	В	В
Seplveda Blvd and Plummer St	Signalized	5,004	4,977	>100	65.5	F	E
Seplveda Blvd and Superior St	Unsignalized	2,272	2,551	>100	>100	F	F
Sepulveda Blvd and Lassen St	Signalized	4,622	4,454	40.4	36.8	D	D
Sepulveda Blvd and Mayall St	Unsignalized	2,614	2,808	>100	>100	F	F
Sepulveda Blvd and Romar St	Unsignalized	2,304	2,658	18.1	16.8	С	С
Sepulveda Blvd and Lemarsh St	Unsignalized	2,520	2,807	>100	>100	F	F
Sepulveda Blvd and Tuba St	Unsignalized	2,426	2,802	18.6	18.9	С	С
Sepulveda Blvd and Devonshire St	Signalized	5,311	6,018	>100	>100	F	F
Sepulveda Blvd and San Jose St	Unsignalized	2,814	3,243	>100	>100	F	F
Sepulveda Blvd and Chatsworth St	Signalized	4,783	5,079	64.9	>100	E	F
Sepulveda Blvd and SR-118 EB Ramps	Signalized	3,659	4,207	15.1	18.8	В	В
Sepulveda Blvd and SR-118 WB Ramps	Signalized	3,242	3,676	21.8	18.3	С	В
Sepulveda Blvd and Bermuda St	Unsignalized	2,277	2,724	56.9	>100	F	F
Sepulveda Blvd and Brand Blvd	Signalized	2,692	3,377	14.5	23.4	В	С
Sepulveda Blvd and San Fernando Mission Blvd	Signalized	3,131	4,413	27.3	>100	С	F
Sepulveda Blvd and Stranwood Ave (west)	Unsignalized	1,549	2,041	29.9	50.2	D	F
Sepulveda Blvd and Stranwood Ave (east)	Unsignalized	1,376	1,978	14	31.4	В	D
Sepulveda Blvd and I-405 NB Off-Ramp	Signalized	1,882	2,893	17.4	6.9	В	A
Sepulveda Blvd and Rinaldi St	Signalized	5,304	5,457	>100	>100	F	F

		Vol	ume	Vehicle De	ay (sec/veh)	Intersection LOS			
Scenario/Analysis Year/Intersection	Signalized or Unsignalized?	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr		
Build Future Year 2048							•		
Sepulveda Blvd and Parthenia St	Signalized	4,741	6,283	31.3	47.1	С	D		
Sepulveda Blvd and Rayen St	Signalized	2,659	2,802	79.6	65.1	E	E		
Sepulveda Blvd and Nordhoff St	Singalized	4,678	4,568	>100	>100	F	F		
Sepulveda Blvd and Tupper St	Signalized	1,884	1,961	40.2	39.7	D	D		
Seplveda Blvd and Plummer St	Signalized	4,040	3,956	>100	>100	F	F		
Seplveda Blvd and Superior St	Unsignalized	1,474	1,400	13.8	11.8	В	В		
Sepulveda Blvd and Lassen St	Signalized	4,272	3,823	>100	>100	F	F		
Sepulveda Blvd and Mayall St	Unsignalized	1,688	1,787	14.8	13.1	В	В		
Sepulveda Blvd and Romar St	Unsignalized	1,658	1,706	13.1	12.1	В	В		
Sepulveda Blvd and Lemarsh St	Unsignalized	1,580	1,666	13.1	12.6	В	В		
Sepulveda Blvd and Tuba St	Unsignalized	1,539	1,526	12.4	12.1	В	В		
Sepulveda Blvd and Devonshire St	Signalized	4,595	4,851	>100	>100	F	F		
Sepulveda Blvd and San Jose St	Unsignalized	1,921	1,970	14.1	13.6	В	В		
Sepulveda Blvd and Chatsworth St	Signalized	4,190	4,414	75	79	E	E		
Sepulveda Blvd and SR-118 EB Ramps	Signalized	3,260	3,783	23.4	27.8	С	С		
Sepulveda Blvd and SR-118 WB Ramps	Signalized	2,857	3,223	27.5	26.3	С	С		
Sepulveda Blvd and Bermuda St	Signalized	1,938	2,510	9.8	14.6	Α	В		
Sepulveda Blvd and Brand Blvd	Signalized	2,707	3,315	27	22.7	С	С		
Sepulveda Blvd and San Fernando Mission Blvd	Signalized	2,844	3,489	48.4	76.4	С	E		
Sepulveda Blvd and Stranwood Ave (west)	Unsignalized	1,319	2,042	57.8	57.9	E	E		
Sepulveda Blvd and Stranwood Ave (east)	Unsignalized	1,179	1,947	62.8	66.1	E	E		
Sepulveda Blvd and I-405 NB Off-Ramp	Signalized	1,554	1,783	25.2	11.1	С	В		
Sepulveda Blvd and Rinaldi St	Signalized	5,284	5,244	57.9	>100	E	F		

**Describe potential traffic redistribution effects of congestion relief** (*impact on other facilities*) The proposed improvements are needed to transform the way the community experiences their corridor, and to enhance safety in the corridor for children, seniors, and persons with disabilities that are most affected by these conditions.

**Comments/Explanation/Details** (attach additional sheets as necessary) The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria:

- 1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.
  - The project is not a new highway nor would the project result in a significant increase in the number of diesel vehicles.
- 2. Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
  - The project does not have a significant amount of diesel vehicles (1% to 3%) and would not deteriorate LOS due to a significant increase in the number of diesel vehicles.
- 3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
  - The project is *not* a new bus or rail terminal project.
- 4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
  - The project is *not* an expansion to an existing bus or rail terminal project.
- 5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.
  - The project is *not* located in an area identified in applicable PM attainment plans.

The proposed project would not affect a major highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 AADT of which 8 percent or more is heavy-duty diesel truck traffic. For this reason and the reasons noted above, the project would not be considered a POAQC.



ATTACHMENT A. MISSION MILE SEPULVEDA PROJECT REGIONAL LOCATION







ATTACHMENT C. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 1)



ATTACHMENT D. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 2)



ATTACHMENT E. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 3)



ATTACHMENT F. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 4)



ATTACHMENT G. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 5)



ATTACHMENT H. MISSION MILE SEPULVEDA PROJECT AREA NEARBY LAND USES

Source: City of Los Angeles 2018; Los Angeles County 2015.

# ATTACHMENT I. FTIP PROJECT LISTING

B         A1P         A501         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         5					Lo	Transportation Ir Los Angeles C cal Highway - Pro cluding Amendm (In \$000's	ents 1 - 21	1			
Enclange	PHASE	FUND SOURCE	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FUTURE	
C         C         C         C         S22         S0         S0 <td>PE</td> <td></td> <td>\$801</td> <td>\$0</td> <td>\$290</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$1,091</td>	PE		\$801	\$0	\$290	\$0	\$0	\$0	\$0	\$0	\$1,091
On         A. P Action         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P         P	PE		\$89	\$0	\$32	<b>S</b> 0	\$0	\$0	\$0	\$0	\$121
ON       CITY - City Frand       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50	CON			\$0	\$0		\$0		\$0	\$0	\$4,939
OrAL     OTAL     OTAL     SP0     SP0 <thsp0< th=""> <thsp0< th="">     SP0&lt;</thsp0<></thsp0<>			<b>6</b> 0	20	<b>5</b> 0	8540	**	<b>60</b>	**	**	8540
PIP         LEAD AGENCY         COUNTY         CONFORM CATEGORY         ARE Data         PERSIDE         STATE           PIP         LEAD AGENCY         Con Angeles         EXCURT - 60:13         SCAB         S1:057         STATE           REMAY PROCEAME CODE         PECLECT LMITS         MODELING         THE AMERIVALENT         23:00           RESCEPTION         Con Angeles         APRICATION INFORMATION INFORM											
UP:2F108         Los Angeles A: Chy of         Los Angeles A: Chy of         Los Angeles A: Chy of         DADRIE         DEXEMPT - 53.128         SCAB         \$11.927         DADRIE         DADRIE         DEMOLILIA         TIM Adversaria         DADRIE											
UN2PERTOR         Los Angeles A. Chy of         Los Angeles A. Chy of         Los Angeles A. Chy of         EXEMPT - 53.18         SCAB         \$11.057         MODELING         PED.ARCIL LMTIS         MODELING         MODELING         PED.ARCIL LMTIS         MODE	TIP ID	LEAD AGENCY			COUNT	Y CONF	ORM CATEGORY	A	R BASIN PROJEC	T COST RTP ID	SYSTE
EXERPTION         22:00           BTS. Bench Strade and is 3 feeder elementary solution and one of the mode density populated performance density solution and the strade density solution and thestrade denstraded density solution and thestrade density solution		06 Los Angeles A, City	of								
EXA         EXA           WTS         Bennote the formality potential in order of the relation of density populated adress of Los Angeles. To address high-speeds traffic, the counce of the relation of density populated adress of Los Angeles. To address high-speeds traffic, the counce of the relation of density populated adress of Los Angeles. To address high-speeds traffic, the counce of the relation of density populated adress of Los Angeles. To address high-speeds traffic, the counce of the relation	RIMARY	PROGRAM CODE			PROJECT LIM	ITS			MO	DELING FTIP AMEND	MENT
Dirac       Dirac <thdirac< th=""> <thdirac< th=""> <thdi< td=""><td>ICN25 - B</td><td>ICYCLE &amp; PEDESTRAIN FA</td><td>CILITIES-NEV</td><td>N</td><td></td><td></td><td></td><td></td><td></td><td>23-00</td><td></td></thdi<></thdirac<></thdirac<>	ICN25 - B	ICYCLE & PEDESTRAIN FA	CILITIES-NEV	N						23-00	
Display       Display       Provide though production program       Purpure       Purpure       ToTAL         No.       Provide though production program       118       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       50       5	DESCRIP	TION									
E         ATP - Active         S188         S0         S1.588         S0         S0         S0         S0         S0         S0         S0         S1.776           E         Transportation Program         S1         S0         S0         S1.776         S0	SRTS Pla	n project scope includes ped	destrian and cy	clist improvements	including curb exter	nsions, traffic circle	es, pedestrian spaces				
E         ATP - Active         \$188         50         \$1.76         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$1.76           E         CTY - City Funds         \$21         \$0         \$177         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0	PHASE	FUND SOURCE	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FUTURE	TOTAL
Transportation Program Transportation Progra	PE			\$0	\$1,588	\$0	\$0	\$0	\$0		
N         ATP - Active         S0         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50		Transportation Program								*0	
Transportation Program OTAL         Transportation Program S00         S00         S0	PE	-		**			**			* -	
ONM         CITY - Cuty Funds         S0         S0         S0         S00         S0         S00         S0         S0         S00         S0         S0         S00         S0         S0         S00         S0	CON		90	90	40	90,170	40	40	40		90,170
Instrume	CON	CITY - City Funds		**							
TTP21F107         Los Angeles A, City of         Los Angeles PX. City of         Los Angeles EXEMPT - 93.126         SCAB         SCAB         S6.32         10M0702         Local           RIMARY PROGRAM CODE         PROJECT LIMITS         MODELING         ETIP AMENDMENT         22.00           SR25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE         23.00         ESCRIPTION         23.00         ESCRIPTION           MARY PROGRAM CODE         PRIVE of students including accessible pedestrian signals, bke loop detectors, bus bulbs, cub extensions, gnal timing adjustents, pedestrian signals, bke loop detectors, bus bulbs, cub extensions, gnal timing adjustents, pedestrian signals, pedestrian spaces, ramps, traffic cortrol signage, sidewalks, street bolard movul, and traffic circles. New bke lanes: Class II for 37.00 #, Class III for 12.172 #.         TOTAL         FUND SOURCE         PRIVE         TOTAL           EVEND SOURCE         PRIOR         22/23         23/24         24/25         25/26         26/27         27/28         FUTURE         TOTAL           Transportation Program         S0         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30 <td>TOTAL</td> <td>TOTAL</td> <td>\$209</td> <td>\$0</td> <td>\$1,765</td> <td>\$9,083</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$11,057</td>	TOTAL	TOTAL	\$209	\$0	\$1,765	\$9,083	\$0	\$0	\$0	\$0	\$11,057
TTP21F107         Los Angeles A, City of         Los Angeles PX. City of         Los Angeles EXEMPT - 93.126         SCAB         SCAB         S6.32         10M0702         Local           RIMARY PROGRAM CODE         PROJECT LIMITS         MODELING         ETIP AMENDMENT         22.00           SR25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE         23.00         ESCRIPTION         23.00         ESCRIPTION           MARY PROGRAM CODE         PRIVE of students including accessible pedestrian signals, bke loop detectors, bus bulbs, cub extensions, gnal timing adjustents, pedestrian signals, bke loop detectors, bus bulbs, cub extensions, gnal timing adjustents, pedestrian signals, pedestrian spaces, ramps, traffic cortrol signage, sidewalks, street bolard movul, and traffic circles. New bke lanes: Class II for 37.00 #, Class III for 12.172 #.         TOTAL         FUND SOURCE         PRIVE         TOTAL           EVEND SOURCE         PRIOR         22/23         23/24         24/25         25/26         26/27         27/28         FUTURE         TOTAL           Transportation Program         S0         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30         \$30 <td></td>											
NARY PROGRAM CODE         PROJECT LIMITS         MODE LING         TIP AMENDMENT           R25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE         23-00         23-00           ESCRIPTION         ESCRIPTION         ESCRIPTION         23-00           HARS FUNC SOURCE         PRIOR         22/22         23/24         24/25         25/26         29/27         27/28         FUTURE         TOTAL           HARS FUNC SOURCE         PRIOR         22/22         23/24         24/25         25/26         29/27         27/28         FUTURE         TOTAL           HARS FUNC SOURCE         PRIOR         22/23         23/24         24/25         25/26         29/27         27/28         FUTURE         TOTAL           HARS FUNC SOURCE         PRIOR         22/23         23/24         24/25         25/26         29/27         27/28         FUTURE         TOTAL           Tarasportation Program         S756         50         53/25         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50											
CR25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE     23.00       ESCRIPTION     ESCRIPTION       The SR15 Plan project scope includes improvements to enhance walking experience for students including accessible pedestrian signals, bike loop detectors, bus bulbs, curb extensions, gnal taming adjustments, pedestrian-activated flashing beacons, pedestrian spaces, ramps, traffic control signage, sidewalks, street bollard immoval, and traffic crites. New bike lanes: Class 11 for 37.00 ft, Class II for 12,172 ft.       HASE     PUND SOURCE     PRIOR     22/23     23/24     24/25     25/26     26/27     27/28     FUTURE     TOTAL       E     ATP - Active     \$756     50     \$329     \$0     \$0     \$0     \$0     \$1.085       E     CITY - Chy Funds     \$84     \$0     \$37     \$0     \$0     \$0     \$0     \$10       CITY - Chy Funds     \$9     \$0     \$0     \$0     \$0     \$0     \$20     \$5,664       Transportation Program     \$0     \$0     \$562     \$0     \$0     \$0     \$0     \$5,662       Transportation Program     \$0     \$0     \$5,664     \$0     \$0     \$0     \$0     \$0     \$0     \$6,832       TPID     LEAD Ageles A, Chy of     Los Angeles     TCM     \$CAB     \$49,900     \$712004     Los Angeles       TOTAL     SCAB     S			DF			-	PT - 93.126	50			
LEA         ATP - Active Transportation Program E         S756         \$0         \$329         \$0         \$0         \$0         \$0         \$1,085           E         CITY - City Funds         \$84         \$0         \$337         \$0         \$0         \$0         \$0         \$1,085           VON         ATP - Active Transportation Program CON         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0	ignal timi	ng adjustments, pedestrian s	scale lighting, t	bike boxes, bike pa	aths, pedestrian-activ	rated flashing bear					
LEA         ATP - Active Transportation Program E         S756         \$0         \$329         \$0         \$0         \$0         \$0         \$1,085           E         CITY - City Funds         \$84         \$0         \$337         \$0         \$0         \$0         \$0         \$1,085           VON         ATP - Active Transportation Program CON         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0			PRIOR	22/23	23/24	24/25	25/26				
Transportation Program         File Number of Network         Sector         Sol         Sol <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td>24/20</td> <td></td> <td>26/27</td> <td>27/29</td> <td>FUTUDE</td> <td>TOTAL</td>	PE					24/20		26/27	27/29	FUTUDE	TOTAL
City Alt P. Active Transportation Program ONN         S0         S0         S0         S0         S5,064         S0         S0         S0         S0,064           City - City Funds         S0         S0         S0         S0         S66         S5,064         S0			0,00			\$0					
Nn - Fransportation Program         Nn - Fransportation Program         Nn - Fransportation Program         Nn - Fransportation Program           CON         CITY - City Funds         \$0         \$0         \$0         \$0         \$0         \$0         \$662           OTAL         TOTAL         \$840         \$0         \$366         \$5,626         \$0         \$0         \$0         \$0         \$662           IPI ID         LEAD AGENCY         AIR BAGENCY         AIR BAGENCY         AIR BAGENCY         RTP ID         \$YSTE           IPI ID         LEAD AGENCY         COUNTY         CONFORM CATEGORY         AIR BASIN         PROJECT COST         RTP ID         \$YSTE           INTP2 INPOIDE         Los Angeles         TCM         SCA8         \$49,900         7120004         Local           RIMARY PROGRAM CODE         PROJECT LIMITS         MODELING         FTIP AMENDMENT           ESCRIPTION         SCA18         SO         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$700           Indicate approximately 13,000 feet of class I bike lanes and 7,000 feet of class IV bike lanes.         SC125         \$0         \$0         \$0         \$0         \$0         \$1,827         \$1,827	PE	CITY - City Funds			\$329	\$0					
CON         CITY- City Funds         S0         S0         S0         S662         S0         S0 <td></td> <td></td> <td></td> <td></td> <td>\$37</td> <td>\$0</td> <td>\$0 \$0</td> <td>\$0 \$0</td> <td>\$0 \$0</td> <td>\$0 \$0</td> <td>\$1,085 \$121</td>					\$37	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,085 \$121
LIPE ID     LEAD AGENCY     COUNTY     CONFORM CATEGORY     AIR BASIN     PROJECT COST     RTP ID     SYSTE       TTP2 IMPO104     Los Angeles A, City of     Los Angeles     TCM     SCAB     \$49,900     7120004     Local       RIMARY PROGRAM CODE     PROJECT LIMITS     MODELING     FTIP AMENDMENT     23-00     23-00     23-00       ESCRIPTION     ESCRIPTION     ESCRIPTION     ESCRIPTION     ESCRIPTION     23-00     50     S0     S0     \$712004     Los Angeles A, City of non-motorized road users. This cludes approximately 13,000 feet of class I bike facilities, pedestrian improvements, transit connections and traffic calming measures that improve safety for non-motorized road users. This cludes approximately 13,000 feet of class I bike lanes and 7,000 feet of class I/V bike lanes.     TOTAL       HASE     FUND SOURCE     PRIOR     22/23     23/24     24/25     25/26     26/27     27/28     FUTURE     TOTAL       YE     ATP - MPO ST Cash     \$4,958     \$0     \$2,125     \$0     \$0     \$0     \$0     \$1,827       YE     CITY - City Funds     \$1,279     \$0     \$548     \$0     \$0     \$0     \$0     \$1,827       YE     ATP - Active     \$0     \$0     \$0     \$0     \$0     \$0     \$0     \$32,587       YE     ATP - Active	CON	ATP - Active			\$37	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,085 \$121
Internation of Class I value         PROJECT LIMITS         MCDELING         FUTP AMENDMENT           CN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW         23-00         23-00         23-00           ESCRIPTION         ESCRIPTION         23-00         23-00         23-00           HASE         FUND SOURCE         PROJECT CLIMITS         23-00         23-00           HASE         FUND Source         23-00         23-00         23-00		ATP - Active Transportation Program	\$0	\$0	\$37 \$0	\$0 \$5,064	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$1,085 \$121 \$5,064
Internation of Class I value         PROJECT LIMITS         MCDELING         FUTP AMENDMENT           CN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW         23-00         23-00         23-00           ESCRIPTION         ESCRIPTION         23-00         23-00         23-00           HASE         FUND SOURCE         PROJECT CLIMITS         23-00         23-00           HASE         FUND Source         23-00         23-00         23-00	CON	ATP - Active Transportation Program CITY - City Funds	\$0 \$0	s0 s0	\$37 \$0 \$0	\$0 \$5,064 \$562	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$1,085 \$121 \$5,064 \$562
MMARY PROGRAM CODE         PROJECT LIMITS         MODELING         FTIP AMENDMENT           CN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW         23-00         23-00           ESCRIPTION         ESCRIPTION         ESCRIPTION         23/00           HASE         FUID Source         PRIOR         22/23         23/24         24/25         25/26         26/27         27/28         FUTURE         TOTAL           HASE         FUND SOURCE         PRIOR         22/23         23/24         24/25         25/26         26/27         27/28         FUTURE         TOTAL           YE         ATP - MPO ST Cash         54,958         \$0         \$2,125         \$0         \$0         \$0         \$0         \$7,083           YE         CITY - City Funds         \$1,279         \$0         \$548         \$0         \$0         \$0         \$0         \$1,827           YON         ATP - Active         \$0         \$0         \$0         \$2,257         \$0         \$0         \$0         \$1,827           YON         CITY - City Funds         \$1,279         \$0         \$2,587         \$0         \$0         \$0         \$0         \$32,587           YON         CITY - City Funds         \$0         \$0 <td< td=""><td>CON</td><td>ATP - Active Transportation Program CITY - City Funds</td><td>\$0 \$0</td><td>s0 s0</td><td>\$37 \$0 \$0</td><td>\$0 \$5,064 \$562</td><td>\$0 \$0 \$0 \$0</td><td>\$0 \$0 \$0 \$0</td><td>\$0 \$0 \$0 \$0</td><td>\$0 \$0 \$0 \$0</td><td>\$1,085 \$121 \$5,064 \$562</td></td<>	CON	ATP - Active Transportation Program CITY - City Funds	\$0 \$0	s0 s0	\$37 \$0 \$0	\$0 \$5,064 \$562	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$1,085 \$121 \$5,064 \$562
EXCRPTION         23-00           ESCRIPTION         ESCRIPTION           Indemnation of Class I and Class IV bike facilities, pedestrian improvements, transit connections and traffic calming measures that improve safety for non-motorized road users. This cludes approximately 13,000 feet of class I bike lanes and 7,000 feet of class IV bike lanes.         TOTAL           HASE         FUND SOURCE         PRIOR         22/23         23/24         24/25         25/26         26/27         27/28         FUTURE         TOTAL           YE         ATP - MPO ST Cash         \$4,958         \$0         \$2,125         \$0         \$0         \$0         \$0         \$7,083           YE         CITY - City Funds         \$1,279         \$0         \$548         \$0         \$0         \$0         \$0         \$1,827           YON         ATP - Active         \$0         \$0         \$2,587         \$0         \$0         \$0         \$0         \$32,587           YON         CITY - City Funds         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$32,587           YON         CITY - City Funds         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$8,403	CON TOTAL	ATP - Active Transportation Program CITY - City Funds TOTAL	\$0 \$0	s0 s0	\$37 \$0 \$0 \$366 	\$0 \$5,064 \$562 \$5,626	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 <u> </u>	\$0 \$0 \$0 \$0 <u>R BASIN</u> <u>PROJEC</u>	\$0 \$0 \$0 \$0 \$0 \$0	\$1,085 \$121 \$5,064 \$562 \$6,832
Indementation of Class I and Class IV bike facilities, pedestrian improvements, transit connections and traffic calming measures that improve safety for non-motorized road users. This cludes approximately 13,000 feet of class I bike lanes and 7,000 feet of class IV bike lanes.         HASE       FUND SOURCE       PRIOR       22/23       23/24       24/25       25/26       26/27       27/28       FUTURE       TOTAL         HASE       FUND SOURCE       PRIOR       22/23       23/24       24/25       50       \$0       \$0       \$0       \$0       \$7,083         HE       ATP - MPO ST Cash       \$4,958       \$0       \$2,125       \$0       \$0       \$0       \$0       \$7,083         FE       CITY - City Funds       \$1,279       \$0       \$548       \$0       \$0       \$0       \$0       \$0       \$1,827         YON       ATP - Active       \$0       \$0       \$2,587       \$0       \$0       \$0       \$0       \$2,587         YON       CITY - City Funds       \$0       \$0       \$8,403       \$0       \$0       \$0       \$0       \$2,587         YON       CITY - City Funds       \$0       \$0       \$8,403       \$0       \$0       \$0       \$0       \$8,403	CON TOTAL	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY	\$0 \$0 \$840	s0 s0	\$37 \$0 \$366 	\$0 \$5,064 \$562 \$5,626 <u>CONF</u>	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 <u> </u>	\$0 \$0 \$0 \$0 <u>R BASIN</u> <u>PROJEC</u>	\$0 \$0 \$0 \$0 \$0 <u>\$1COST</u> <u>RTPID</u>	\$1,085 \$121 \$5,064 \$562 \$6,832 <u>SYSTE</u>
HASE         FUND SOURCE         PRIOR         22/23         23/24         24/25         25/26         26/27         27/28         FUTURE         TOTAL           YE         ATP - MPO ST Cash         \$4,958         \$0         \$2,125         \$0         \$0         \$0         \$0         \$7,083           YE         CITY - City Funds         \$1,279         \$0         \$548         \$0         \$0         \$0         \$0         \$0         \$1,827           YON         ATP - Active         \$0         \$0         \$2,587         \$0         \$0         \$0         \$0         \$32,587           YON         CITY - City Funds         \$0         \$0         \$0         \$0         \$0         \$32,587         \$0         \$0         \$0         \$0         \$32,587           YON         CITY - City Funds         \$0         \$0         \$2,587         \$0         \$0         \$0         \$32,587           YON         CITY - City Funds         \$0         \$0         \$4,403         \$0         \$0         \$0         \$32,587	CON TOTAL TIP ID ATP21MF	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY PO104 Los Angeles A, City ( PROGRAM CODE	\$0 \$0 \$840 of	\$0 \$0 \$0	\$37 \$0 \$366 <u>COUNT</u> Los Ang	\$0 \$5,064 \$562 \$5,626 <u>Y CONF4</u> geles TCM	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 <u> </u>	\$0 \$0 \$0 \$0 <b>R BASIN PROJEC</b> CAB \$49,900	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$1,085 \$121 \$5,064 \$562 \$6,832 <u>\$YSTE</u> Local
E         ATP - MPO ST Cash         \$4,958         \$0         \$2,125         \$0         \$0         \$0         \$0         \$7,083           E         CITY - City Funds         \$1,279         \$0         \$548         \$0         \$0         \$0         \$0         \$0         \$1,827           VON         ATP - Active Transportation Program         \$0         \$0         \$0         \$2,587         \$0         \$0         \$0         \$0         \$32,587           VON         CITY - City Funds         \$0         \$0         \$0         \$32,587         \$0         \$0         \$0         \$32,587           YON         CITY - City Funds         \$0         \$0         \$0         \$8,403         \$0         \$0         \$0         \$32,587	PRIMARY ICN25 - B DESCRIP	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY PO104 Los Angeles A. City of PROGRAM CODE ICYCLE & PEDESTRAIN FA TION tation of Class I and Class IN	\$0 \$840 of ACILITIES-NEV	S0 S0 S0 N Pedestrian impro	\$37 \$0 \$366 <u>COUNT</u> Los An <u>PROJECT LIM</u> vements, transil conr	\$0 \$5,064 \$562 \$5,626 <u>Y CONF</u> geles TCM <u>ITS</u>	\$0 \$0 \$0 \$0 \$0 ORM CATEGORY	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 <b>R</b> BASIN PROJEC CAB \$40,900 MO	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$1,085 \$121 \$5,064 \$562 \$6,832 <u>\$YSTE</u> Local
E         CITY - City Funds         \$1,279         \$0         \$548         \$0         \$0         \$0         \$0         \$1,827           VON         ATP - Active         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$1,827           Yransportation Program         Transportation Program         \$0         \$0         \$2,587         \$0         \$0         \$0         \$32,587           YON         CITY - City Funds         \$0         \$0         \$0         \$8,403         \$0         \$0         \$0         \$8,403	CON TOTAL TIP ID ATP21MB PRIMARY CN25 - B DESCRIP mplemeni ncludes a	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY PO104 Los Angeles A, City ( <u>PROGRAM CODE</u> ICYCLE & PEDESTRAIN F/ TION TION Dation of Class I and Class I pproximately 13,000 feet of	\$0 \$840 of ACILITIES-NEV / bike facilities class I bike Ian	\$0 \$0 \$0 N pedestrian improvements pedestrian improvem	\$37 \$0 \$366 <u>COUNT</u> Los An <u>PROJECT LIM</u> vements, transit com of class IV bike lane	\$0         \$5,064           \$562         \$5,626           \$Y         CONFIDENTIAL OF THE CONFIDENCE OF THE C	S0 S0 S0 S0 ORM CATEGORY	\$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0<	S0 S0 S0 RBASIN PROJEC CAB S49,900 MO	\$0         \$0           \$0         \$0           \$0         \$0           \$0         \$0           TCOST         RTP ID           712004         712004           WELING         FTIP AMEND           23-00         23-00	\$1,085 \$121 \$5,064 \$562 \$6,832 <u>SySTE</u> Local MENT
XON         ATP - Active         \$0         \$0         \$0         \$32,587         \$0         \$0         \$0         \$32,587           Transportation Program         Transportation Program         S0         \$0         \$0         \$0         \$0         \$0         \$32,587           VON         CITY - City Funds         \$0         \$0         \$0         \$0         \$0         \$8,403	CON TOTAL TIP ID ATP21MF PRIMARY CN25 - B DESCRIP mplement includes a	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY PO104 Los Angeles A, City ( <u>PROGRAM CODE</u> ICYCLE & PEDESTRAIN F/A TION TION TION Eation of Class I and Class I proximately 13,000 feet of FUND SOURCE	\$0 \$0 \$840 of ACILITIES-NEV V bike facilities. PRIOR	\$0 \$0 \$0 N pedestrian improves and 7,000 feet 22/23	\$37 \$0 \$366 <u>COUNT</u> Los An <u>PROJECT LIM</u> <u>PROJECT LIM</u> vements, transit com of class IV bike lane 23/24	S0         \$5,064           \$562         \$5,626           YY         CONFIDENTIAL OF THE CONFIDENCE OF THE C	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0<	S0 S0 S0 S0 RBASIN PROJEC CAB \$49,900 MC ty for non-motorized 27/28	\$0 \$0 \$0 \$0 \$0 <b>TCOST RTP ID</b> 712004 <b>DELING FTIP AMEND</b> 23-00 road users. This FUTURE	\$1,085 \$121 \$5,064 \$562 \$6,832 <u>SYSTE</u> Local <u>MENT</u>
Transportation Program         CN         CITY - City Funds         \$0         \$0         \$8,403         \$0         \$0         \$0         \$8,403	CON TOTAL TIP ID ATP21MF CN25 - B DESCRIP mplemeni ncludes a PHASE PE	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY PO104 Los Angeles A, City I PROGRAM CODE ICYCLE & PEDESTRAIN FA TION tation of Class I and Class IN pproximately 13,000 feet of FUND SOURCE ATP - MPO ST Cash	\$0 \$0 \$840 of ACILITIES-NEV / bike facilities. class I bike fan PRIOR \$4,958	\$0 \$0 \$0 N pedestrian impro- ees and 7,000 feet 22/23 \$0	\$37 \$0 \$366 <u>COUNT</u> Los An <u>PROJECT LIM</u> vements, transil conr of class IV bike lane 23/24 \$2,125	S0         \$5,064           \$562         \$5,626           Y         CONFI           peles         TCM           ITS         Transfer           24/25         \$0	\$0 \$0 \$0 \$0 <b>CRM CATEGORY</b> c calming measures th 25/26 \$0	\$0 \$0 \$0 \$0 \$0 <b>All</b> S0 at improve safet 26/27 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 <b>TT COST RTP ID</b> 7120004 <b>RTP ID</b> 712004 <b>RTP ID</b> 71	\$1,085 \$121 \$5,064 \$562 \$6,832 <u></u>
	CON TOTAL TIP ID ATP21MF PRIMARY CN25 - B DESCRIP mplemeni ncludes a PHASE PE PE	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY PO104 Los Angeles A, City PROGRAM CODE ICYCLE & PEDESTRAIN FA TION tation of Class I and Class IN pproximately 13,000 feet of FUND SOURCE ATP - MPO ST Cash CITY - City Funds	\$0 \$840 of MCILITIES-NEV / bike facilities. class I bike facilities PRIOR \$4,958 \$1,279	\$0 \$0 \$0 W v pedestrian impro- les and 7,000 feet 22/23 \$0 \$0	\$37 \$0 \$366 <u>COUNT</u> Los An <u>PROJECT LIM</u> vements, transit conr of class IV bike lane: 23/24 \$2,125 \$548	S0         \$5,064           \$562         \$5,626	\$0 \$0 \$0 \$0 \$0 <b>CORM CATEGORY</b> c calming measures th 25/26 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 <b>R</b> BASIN PROJEC CAB \$49,900 <b>M</b> 0 <b>Y</b> for non-motorized 27/28 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <b>ET COST RTP ID</b> 7120004 <b>DELING FTIP AMEND</b> 23-00 Troad users. This <b>FUTURE</b> \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$1,085 \$121 \$5,064 \$562 \$6,832 Local <u>Uccal</u> <u>MENT</u> TOTAL \$7,083 \$1,827
	CON TOTAL TIP ID ATP21MF PRIMARY CN25 - B DESCRIP Includes a PHASE PE PE CON	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY PO104 Los Angeles A. City I PROGRAM CODE ICYCLE & PEDESTRAIN FA TION TION EUND SOURCE ATP - MPO ST Cash CITY - City Funds ATP - Active	\$0 \$0 \$840 of ACILITIES-NEV V bike facilities. class 1 bike lan PRIOR \$4,959 \$1,279 \$0	\$0 \$0 \$0 \$0 <b>V</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b>	\$37 \$0 \$366 <u>COUNT</u> Los An <u>PROJECT LIM</u> vernents, transit conr of class IV bike laner 23/24 \$2,125 \$548 \$0	S0 S5,064 S562 S5,626 S5,626 SC S0 S0 S0 S32,587	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 <b>All</b> S0 at improve safet 26/27 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 <b>R BASIN</b> <u>PROJEC</u> CAB \$49,900 ty for non-motorized 27/28 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <b>TCOST RTP.ID</b> 712004 <b>DELING FTIP.AMEND</b> 23-00 <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b>	\$1,085 \$121 \$5,064 \$562 \$6,832 <u>\$757E</u> Local <u>MENT</u> TOTAL \$7,083 \$1,827 \$32,587
	CON TIP ID ATP21MF RIMARY CN25 - B PESCRIP mplemeni coludes a PHASE PE	ATP - Active Transportation Program CITY - City Funds TOTAL LEAD AGENCY PO104 Los Angeles A. City I PROGRAM CODE ICYCLE & PEDESTRAIN FA TION TION EUND SOURCE ATP - MPO ST Cash CITY - City Funds ATP - Active	\$0 \$0 \$840 of ACILITIES-NEV V bike facilities. class 1 bike lan PRIOR \$4,959 \$1,279 \$0	\$0 \$0 \$0 \$0 <b>V</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b> <b>v</b>	\$37 \$0 \$366 <u>COUNT</u> Los An <u>PROJECT LIM</u> vernents, transit conr of class IV bike laner 23/24 \$2,125 \$548 \$0	S0 S5,064 S562 S5,626 S5,626 SC S0 S0 S0 S32,587	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 <b>All</b> S0 at improve safet 26/27 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 <b>R BASIN</b> <u>PROJEC</u> CAB \$49,900 ty for non-motorized 27/28 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <b>TCOST RTP.ID</b> 712004 <b>DELING FTIP.AMEND</b> 23-00 <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b> <b>TOB</b>	\$1,085 \$121 \$5,064 \$6,832 <u>\$6,832</u> <u>\$YSTE</u> Local <u>MENT</u> TOTAL \$7,083 \$1,827 \$32,587