

## Background/Discussion of Each Recommendation

### A. Recertify

The \$137.2 million in existing FY 2020-21 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to ensure that funding continues in FY 2020-21 for those on-going projects for which Metro previously committed funding.

### B. Deobligate

Attachment B shows the \$4.1 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$3.7 million in cancelled projects, and \$0.4 million in project savings.

### C. Reallocate

~~1. The City of Los Angeles requested to reallocate the savings from the changes in scope of work on the Westlake MacArthur Park Pedestrian Improvement Project (#F3631) \$156,720, as indicated in Recommendation E2, and cancel the following two Call grants originally programmed to:~~

- ~~1) Last Mile Folding Bike Incentive Program (#F7707)~~
- ~~2) Building Connectivity with Bicycle Friendly Business Districts (#F9803)~~

~~And reallocate total of \$1.67 million to fund:~~

- ~~1) The City of Los Angeles Exposition West Bikeway Northvale Project (#F3514), in the amount of \$1,102,844 (with City's local match commitment of \$294,447) to fulfill the funding gap;~~
- ~~2) The City of Los Angeles L.A. River Bike Path, Headwaters Section (#F5518), in the amount of \$572,000 (with City's local match commitment of \$143,000) to fulfill the funding gap.~~

~~The City of Los Angeles concurs with the recommendations.~~

~~2. The City of Los Angeles requested to cancel the following two Call grants originally programmed to:~~

- ~~1) Alameda Street Downtown LA: Goods Movement, Phase I (#F5207)~~
- ~~2) Alameda Street Widening: North Olympic Boulevard to I-10 Freeway (#F9207)~~

~~And reallocate total of \$13.39 million cancelled funds to fund:~~

- ~~1) Metro's Rail to Rail project, in the amount of \$13,391,668 (with City's local match commitment of \$5,765,186), as City of Los Angeles's contribution toward the funding gap.~~

~~The City of Los Angeles concurs with the recommendations.~~

1. The City of Los Angeles requested to cancel the following Call grants originally programmed to:

- 1) Victory Boulevard Widening from Topanga Canyon Boulevard to De Soto Avenue, Phase II (#F1141)

And reallocate total of \$3.85 million cancelled funds to fund the City of Los Angeles:

- 1) Widening San Fernando Road at Balboa Road (#F1129), in the amount of \$1,000,000 (with City's local match commitment of \$538,462), to fulfill the funding gap,
- 2) Olympic Boulevard and Mateo Street Goods Movement Improvement Phase II (#F1205), in the amount of \$1,750,000 (with City's local match commitment of \$942,308) to fulfill the funding gap, and
- 3) Burbank Boulevard Widening from Lankershim Boulevard to Cleon Avenue (#8046), in the amount of \$1,100,000 (with City's local match commitment of \$592,308) to fulfill the funding gap.

The City of Los Angeles concurs with the recommendations.

2. The County of Los Angeles Willowbrook Area Bikeway Improvements (#F3521), included the design and construction of a bikeway facility on Willowbrook Avenue between the Metro Willowbrook/Rosa Parks A Line (Blue) Station and 119<sup>th</sup> Street. Since the project award, there has been ongoing planning and development efforts for improving the Willowbrook/Rosa Parks Station area led by Metro including coordination with the County of Los Angeles. Metro completed plans for the Willowbrook/Rosa Parks Station Improvement Project and agreed with the County of Los Angeles to include their bikeway project to leverage efforts. Funds will be used to pay for the bikeway. The County of Los Angeles submitted a letter acknowledging Metro's implementation of the bikeway and requested to transfer the \$456,114 Call grant funds to Metro.
3. The City of Long Beach requested to cancel the Call grants originally programmed to: Park or Ride (#F9808) and reallocate total of \$582,739 (with City's local match commitment of \$480,278) to the City of Long Beach: San Gabriel River Bike Path Gap Closure at Willow Street (#F1528). The City of Long Beach concurs with the recommendation.

#### **D. Authorize**

Projects receiving their first year of funding are required to execute Funding Agreements or Letter of Agreements with Metro. And Projects receiving time extensions are required to execute Amendments with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements and/or amendments with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria and timely use of funds policies.

#### **E. Approve Project Scope Change**

1. The City of El Monte - Regional Bicycle Commuter Access Improvements (#F7520) was programmed through the 2013 Call. As approved, the project includes constructing a 200-foot bike/pedestrian bridge spanning the Rio Hondo

approximately 300 feet southwest of the San Bernardino (I-10) Freeway, a 180-foot access ramp between the El Monte Bus Station and Rio Hondo Bike Path, a Class II bike lane on Tyler Ave between Garvey Ave and Klingerman St, a Class II bike lane on Merced Ave between Garvey Ave and Towneway Dr, a Class III bike path on Towneway Dr between Merced Ave and Brockway St, a Class III bike path on Brockway St between Towneway Ave and Fletcher Park Way/Rio Hondo Bike Trail access ramp, a Class III bike path on Valley Bl between Peck Rd and Santa Anita Ave, and a Class III bike path on Ramona Bl between Tyler Ave and Valley Bl. The City is requesting to revise the scope of work by eliminating the bike/pedestrian bridge and access ramp. In addition, the Class III bike path on Valley Bl (0.94 miles) would be replaced with a new Class II bike lane on Durfee Ave (1.22 miles), between Valley Bl and Ramona Bl. The new bike lane will provide more connections to City's existing and planned future bike network as well as destinations in the City's Central Business District. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$986,803, and the City will maintain its local match commitment of \$428,892 (30.3%). In addition, the City is committed to cover any future project cost overruns, if occurs.

2. The City of Los Angeles – Westlake MacArthur Park Pedestrian Improvement Project (#F3631) was programmed through the 2009 Call. As approved, the project covers 2.5 miles of pedestrian enhancements within a half mile radius around the Westlake MacArthur Park Rail Station. The improvements include pedestrian security lights, bus benches, transit shelter footings, trash receptacles, street trees, upgraded and new ADA-compliant access ramps, enhanced crosswalks, parkway landscaping, and landscaped median islands. Since the award of the Call grant, City has experienced operational changes that have impacted the implementation of the project. The City is requesting to revise the scope of work by eliminating enhanced sidewalks, transit center footings, new access ramps, and access ramp upgrades. Staff has evaluated the proposed change in scope and found that the remaining improvements are still consistent with the original intent of the project. The revised scope of work will reduce Metro Call funds from \$1,339,386 to \$1,182,666 and the City corresponding local match commitment (20%) from \$334,847 to \$295,667. The revised total project cost of \$1,478,333 will result in a cost saving of \$156,720 in Call funds, which is recommended to be reallocate to another City of Los Angeles Call Projects, as indicated in Recommendation C4. In addition, the City is committed to cover any future project cost overruns, if occurs.
3. The City of Los Angeles – Magnolia Boulevard Widening (North Side), Cahuenga Boulevard to Vineland (#F7123) was programmed through the 2013 Call. As approved, the project is will widen Magnolia Boulevard (north side) for a distance of approximately 0.57 mile, from Cahuenga Boulevard to Vineland Avenue. The existing 50-foot roadway will be widened to a 65-foot roadway width bringing it to a modified Secondary Highway standard. The project includes an eight-foot continuous sidewalk while the widening will allow for a center left turn lane, on-street parking, and two traffic lanes in each direction. The City is requesting to revise the

scope of work to address the more current needs of the corridor and the community, and better align with goals outlined in the City of Los Angeles and Metro's current Mobility Plans, as well as the City's Vision Zero program. The revised scope of work will consist of pedestrian and safety-related improvements such as curb extensions where appropriate, enhanced left turn protection at select locations, new landscaping, additional safer crossings with the introduction of pedestrian hybrid beacons, enhanced sidewalks, and ADA-compliant access ramps. Staff has evaluated the proposed change in scope and supports the changes. Metro will maintain its funding commitment of \$5,461,649 and the City will maintain its local match commitment of \$2,940,888 (35%). In addition, the City is committed to cover any future cost overruns, if occurs.

4. The City of Los Angeles – Walk Pico! A Catalyst for Community Vitality & Connectivity (#F7624) was programmed through the 2013 Call. As approved, the project is located on Pico Blvd between the 405 Freeway and Patricia Ave, and on Tennessee Ave between Westwood Blvd and Patricia Ave. The project consists of pedestrian improvements – including new sidewalks, sidewalk buffers, street trees, benches, trash receptacles, pedestrian and bicycle wayfinding signage, curb ramps, curb extensions, pedestrian refuge median, roundabouts, pedestrian lighting, rectangular rapid flashing beacons, continental crosswalks, traffic diverters, advance stop bars, an accessible pedestrian signal, sharrows, and removal of walkway obstructions. Since the award of the Call grant, the City has found that the community is no longer supportive of the roundabouts because of parking loss and privacy concerns. The City is requesting to revise the scope of work by eliminating two roundabouts and replacing them with improvements at the intersection of Tennessee Ave and Westwood Blvd: a bicycle signal, designated bike lanes, continental crosswalks, bike symbol with pavement symbol, and bike signage. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$1,840,994 and the City will maintain its local match commitment of \$460,249 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.
5. The City of Santa Clarita – 13<sup>th</sup> Street/Dockweiler Drive Extension (#F7105), previously known as Lyons Avenue/Dockweiler Drive Extension, was programmed through the 2013 Call. As approved, the project is located on in the community of Newhall along Lyons Avenue. The project consists of extension of two lanes to connect with a future extension planned for Dockweiler Drive. It includes new sidewalks, Class II bike lane, pedestrian signal heads, high visibility crosswalks, lighting, landscaping, bicycle actuation signals and wayfinding signs. Since the award of the Call grant, the City worked with the Southern California Regional Rail Authority and California Public Utilities Commission during the environmental and early design phase of the project and found 13<sup>th</sup> Street as the preferred location for the roadway connection. The City is requesting to revise the scope of work by shifting the project location from Lyons Avenue to 13<sup>th</sup> Street in the same community of Newhall. It will include new five-foot sidewalks on both sides of the street and Class I bike path instead of bike lane. All other project elements originally planned

will remain the same. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$5,898,993 and the City will maintain its local match commitment of \$3,433,217 (36.8%). In addition, the City is committed to cover any future cost overruns, if occurs.

**F. Receive and File**

1. During the 2001 Countywide Call Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:
  - 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);
  - 2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and
  - 3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 62 projects shown in Attachment D are being granted.

2. Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Through the 2016 Call Recertification and Deobligation process, Board delegated authority to reprogram currently programmed Call funds to a later year (latest to FY 2020-21). Reprograms for the one project shown in Attachment E are being granted.