

Background/Discussion of Each Recommendation

A. Recertify

The \$75.2 million in existing FY 2019-20 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 2019-20 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$12.3 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$.7 million in project downscales, \$10.2 million in cancelled projects, and \$1.4 million in project savings.

In May 2015, the Board approved the updated countywide light rail yard cost allocation percentages (Legistar File # 2015-0455). As part of the approval, \$11 million of the \$22 million cost increase was to be funded over time from the Countywide Call for Projects Deobligation. Since current year's recommended deobligation amount is \$12.3 million, staff recommends fulfilling the countywide light rail yard cost allocation commitment of \$11 million and the reserving remaining \$1.3 million deobligated funds for any future Metro lead competitive Grant Programs, similarly to 2018 Call for Project deobligation action.

C. 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.

D. Approve Project Scope Change

1. The City of Burbank - San Fernando Bikeway (#F1502) was programmed through the 2007 Call. As approved, the project is located between the northern city limit at San Fernando Blvd/Cohassett Street and the Downtown Burbank Metrolink Station. The project consists of 2.85 miles of Class I and 0.15 of Class II bike path, traveling on the west side of the Metro-owned Metrolink/Union Pacific operated railroad right-of-way along San Fernando Blvd between Cohassett and Lincoln Street, on Victory Place between Lincoln Street and Lake Street, on Lake Street between Victory Place and Burbank Blvd, then via the Burbank Western Channel between Burbank Blvd and Magnolia Blvd, and finally back on the west side of the railroad right-of-way between Magnolia Blvd and the Downtown Burbank Metrolink Station. The City began design work but had to put the project on hold due to its alignment through the project area adjacent to Caltrans' ongoing I-5 North HOV/Empire Interchange Project, and the difficulty of obtaining right-of-way or easement from Union Pacific Railroad (UPRR) for the bike path. The City is requesting to revise the scope of

work to exclude a 0.89 miles segment between the Empire Center and the Western Burbank Channel to avoid ongoing construction of the I-5 Project, which also impacts UPRR right-of-way. The remaining 2.1-mile Class I bikeway would span from San Fernando Blvd/Cohassett Street to the Empire Center and from the Western Burbank Channel to the Downtown Burbank Metrolink Station. The City will seek future State Active Transportation Program funds to construct the 0.89-mile gap once the I-5 Project is complete. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. The revised scope of work will reduce Metro Call funds from \$6,595,000 to \$6,172,836 and the City corresponding local match commitment (20%) from \$1,644,000 to 1,543,216. The revised total project cost of \$7,716,052 will result in a cost saving of \$422,164 in Call funds, which is recommended for deobligation. In addition, the City is committed to cover any future project cost overruns, if occurs.

2. The City of Los Angeles – LADOT Streets for People: Parklets and Plazas (#F7814) was programmed through the 2013 Call. As approved, the project is in the City of Los Angeles along major transit corridors that are within ½ mile of Metro Rapid and/or one mile of Metro Rail transit station areas. The project consists of installing 12 parklets and three plazas. Since the award of the Call grant, the People Street Program has been formalized by the City and new project guidelines/ requirements were created including new project typologies such as intersection murals and decorative crosswalks. The City is requesting to revise the scope of work by eliminating numbers of parklets and plaza and adding the new project typologies. The revised scope of work will install one parklet, one plaza, four intersection murals and nine decorative crosswalks. 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 \$437,200 and the City will maintain its local match commitment of \$109,300 (20%). In addition, the City is committed to cover any future project cost overruns, if occurs.

3. The City of Long Beach - 1st Street Pedestrian Gallery (#F9628) was programmed through the 2015 Call. As approved, the project covers 0.37 miles of pedestrian improvements – including sidewalks and crosswalks, pedestrian lighting, benches, wayfinding signage, and landscaping - on 1st Street between Long Beach Blvd. and Elm Ave., on Broadway between Long Beach Blvd. and Elm Ave., and on Long Beach Blvd. between Broadway and Ocean Blvd. The City is requesting to revise the scope of work by eliminating the Broadway and Long Beach Blvd segments, and extending the 1st Street segment westward from its current limit at Long Beach Blvd. to Pacific Avenue for a total corridor length of 0.35 miles. Changes to the original project segments would allow the City to capitalize on recent land use developments in downtown Long Beach and the Civic Center area. 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 \$2,716,524 and the City will maintain its local match commitment of \$905,507 (25%). In addition, the City is committed to cover any future project cost overruns, if occurs.

4. The City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505) was programmed through the 2007 Call. As approved, the project is located along the Pacoima Wash between Foothill Blvd. and San Fernando Road. The project consists of a 1.6-mile long 12-foot wide Class I path with three bridges (at 4th, 7th, and 8th Streets), five underpasses (at Foothill Blvd., Glenoaks Blvd., 5th St., 4th St., and San Fernando Rd.), eight access points with ramps on both sides (at Foothill Blvd., Glenoaks Blvd., 5th St., and 4th St.), and a connection to the existing Mission City trail along San Fernando Rd. The City is now proposing to construct a 1.34-mile path from Foothill Blvd. to 4th St. The revised scope will include a prefabricated bridge at 8th St. connecting the bikeway on the east side of the Pacoima Wash to the 8th St. Natural Park on the west side, three access points (Foothill Blvd., Glenoaks Blvd., and 5th St.), and additional items that are not part of the original scope. Underpasses beneath railroad tracks are no longer feasible due to a conflict with the Metro East San Fernando Valley Transit Corridor and the Brighton to Roxford Double Track projects. 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 \$1,513,000 and the City will maintain its local match commitment of \$982,000 (39%). In addition, the City is committed to cover any future project cost overruns, if occurs.

5. The City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516) was programmed through the 2011 Call. As approved, the project includes 4.1 miles of Class II and Class III bicycle lanes and sharrows along four corridors in the City of South El Monte: Santa Anita Avenue from Klingerman Street to Merced Avenue, Merced Avenue from Fern Avenue to Santa Anita Avenue, Lerma Avenue from Merced Avenue to the southwest City limit, and Thienes Avenue from Tyler Avenue to the southeast City limit. Improvements are also planned for the Civic Center with bike parking and wayfinding signage. The City is now requesting to eliminate the Merced Avenue, Lerma Avenue, and Thienes Avenue segments. These segments have either been completed through separate street improvement projects or are not in the City limit. Original plans for the Civic Center remain unchanged. Santa Anita Avenue corridor will be incorporated into the Santa Anita Avenue and Tyler Avenue Revitalization Project, which overlaps the Civic Center and Interjurisdictional Bicycle Lanes limits. City will install protected Class IV cycle track and Class III bike lanes as well as pedestrian mobility improvements. 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 \$484,905 and the City will maintain its local match commitment of \$128,899 (21%). In addition, in May 2019, Metro Board approved programming of Measure M Multi-year Subregional funds to this project to cover the cost increases due to the revised scope of work.

E. 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 63 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 eight projects shown in Attachment E are being granted.