

Background/Discussion of Each Recommendation

A. Recertify

The \$76.8 million in existing FY 2015-16 Board approved commitments and programmed through previous Countywide Calls for Projects processes are shown in Attachment A. The current action is required to insure that funding continues in FY 2015-16 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$29.1 ~~28.8~~ million of previously approved Countywide Calls for Projects funding that is being recommended for deobligation. This includes approximately \$2.66 ~~\$1.06~~ million in project downscopes, \$25.56 ~~\$26.8~~ million in cancelled projects, and \$0.91 million in project savings. This does not include the \$2.01 ~~\$2.37~~ million for the two City of Los Angeles bike improvements projects whose funds are being recommended for reallocation to Metro for the Countywide Bikeshare Phase 1 Pilot.

Per the 2011 LRTP TIP Priority List, several projects were not near-term priorities. They are: 1) County of Los Angeles San Gabriel Valley Traffic Signal Corridors Project (#F3308); 2) County of Los Angeles Gateway Cities Traffic Signal Corridors Phase VI Project (#F3309); and 3) County of Los Angeles South Bay Traffic Signal Corridors Project (#F3310). Through the 2013 Deobligation process, the Board approved prioritizing the 2013 and future deobligations to restore the full grant dollars previously awarded to these projects before reprogramming the deobligated dollars to future Calls for Projects to fund new projects. Staff will prioritize 2015 deobligated dollars and complete funding for these three projects.

In September 2013, the Board approved awarding \$3 million to the City of Palmdale – North County ITS Palmdale Extension Project (#F7304) using the Calls for Projects deobligated funds as a second priority after restoring funding to the three County of Los Angeles Signal Forum projects identified above. With the current year deobligation recommendation, staff will be able to program the funds to the City of Palmdale project.

C. Authorize

1. Projects receiving their first year of funding are required to execute FAs or LOAs with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements with Project Sponsors;

2. MSRC Grant Funds

On July 18, 2007, the Board approved three County of Los Angeles projects in the 2007 Countywide Call for Projects in the Signal Synchronization and Bus Speed Improvement Mode: 1) South Bay Forum Traffic Signal Corridors Project (#F1311), 2) Gateway Cities Forum Traffic Signal Corridors Project Phase V (#F1312), and 3) San Gabriel Valley Forum Traffic Signal Corridors Project (#F1321). Due to the limited funding available, these projects were down scoped by \$1.920 million, \$5.094 million,

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and \$4.0129 million, respectively. Furthermore, at the November 2007 meeting, the Board directed to fully fund these projects upon funding availability. On April 4, 2014, Metro received a grant in the amount of \$1.250 million to fund the design of the down scoped elements of these three projects.

D. Project Scope Change

The City of Baldwin Park Metrolink Parking Resource Demonstration Project (#F3712) was programmed through the 2009 Call for Projects. As approved, the project will utilize cellular telephone devices to inform commuters of parking space availability through the following channels: automobile voice calls and text messages as well as digital displays at parking facilities. The project also includes the installation of parking sensor devices and transmitters at each of the parking lot locations near the Baldwin Park Metrolink Station. The City is requesting to change the project scope to eliminate the voicemails and text message communication component as technology has evolved. The City is now proposing installing wayfinding signage to direct motorists to the parking structures due to recent studies which have shown that the vacancy rates for the parking structures are higher than what was assumed in the application. As a result, there is no need to provide diversion information to motorists. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The City will maintain its local match commitment of \$79,590 (30%).

E. Reprogram

Not Awarded Active Transportation Program (ATP) Projects

In February 2014, the Metro Board adopted the Policy for transitioning to the State ATP. The Policy addressed the \$90 million shortfall created in the Call for Projects funding plan after State statute changed federal Transportation Enhancement/Transportation Alternatives funding to a component of the State ATP. Metro's ATP Policy specifically requires that all sponsors of eligible projects from 2013 and prior Calls for Projects that have unallocated or unobligated balances in the Bicycle, Pedestrian, and Transportation Enhancements Activities modes apply for ATP funds before being considered for Call for Projects funds. An exemption was allowed for projects with a documented request to forego the ATP application in order to avoid project delivery delay. There is a total of 29 Calls for Projects, totaling \$47.1 million that applied for ATP Cycle 1 funding, but were not awarded funding. Metro Call for Projects funding is now needed for these projects. Metro staff has contacted each of the respective project sponsors to coordinate the years in which funding is needed. The Board is being asked to reprogram the funding for these 29 projects as shown in Attachment D.

City of El Monte Clean Fuel Bus Replacement Project (#F7420)

The City of El Monte Clean Fuel Bus Replacement Project (F7420) was originally programmed in FY 2016-17 and FY 2017-18 for \$1,451,178. The City's existing vehicles have passed their useful life and are in need of replacement earlier than anticipated. As a result, the City is requesting that their funds be reprogrammed to FY

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2015-16 so that they can initiate the procurement process for the new buses. The City will maintain its local match commitment of \$816,288 (36%).

City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303)

The City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303) awarded through the 2013 Call for Projects, was originally programmed in FY 2014-15 through FY 2016-17 for \$989,517. This project builds upon the completion of the 2011 Call for Projects grant scheduled for FY 2015-16. The City is requesting that their funds be reprogrammed to FY 2016-17. The City will maintain its local match commitment of \$247,379 (20%).

City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication (#F3304)

The City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication (#F3304) was originally programmed in FY 2014-15 for \$738,164. The City is requesting that their funds be reprogrammed to FY 2016-17 so it can meet the Federal Transportation Improvement Program (FTIP) Transportation Control Measure requirements. The City will maintain its local match commitment of \$184,541 (20%).

City of Los Angeles Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409)

The City of Los Angeles Stocker/MLK Crenshaw Access to Expo LRT Station Project (#F3409) was originally programmed in FY 2013-14 and FY 2014-15 for \$1,390,203. The project was one of many Calls for Projects that were awarded to the former Community Redevelopment Agencies/Los Angeles (CRA/LA). The project has been reassigned to City of Los Angeles Department of Transportation and the City is ready to proceed. The City is requesting that their funds be reprogrammed to FY 2015-16 and FY 2016-17. The City will maintain its local match commitment of \$781,989 (36%).

County of Los Angeles ExperienceLA 3.0 – Mobility in the Cloud (#F7703)

The County of Los Angeles ExperienceLA 3.0 – Mobility in the Cloud Project (#F7703) was originally programmed in FY 2015-16 through FY 2018-19 for \$779,004. The County was granted a Letter of No Prejudice in FY 2014-15 to start the design work and has informed Metro that the project will be completed within one year (FY 2015-16). The County is requesting that their funds be reprogrammed to FY 2015-16. The County will maintain its local match commitment of \$194,752 (20%).

City of Monrovia Huntington Drive Phase II Project (#8211)

The City of Monrovia Huntington Drive Phase II Project (#8211) was originally programmed in FY 2011-12 for \$1,800,000. Project design was delayed. The City is requesting that their funds be reprogrammed to FY 2016-17 to initiate and deliver the project. The City will maintain its local match commitment of \$808,696.

City of San Dimas Intersection Improvements on Bonita Ave. At Cataract Ave. (#F3307)

The City of San Dimas Intersection Improvements on Bonita Avenue at Cataract Avenue Project (#F3307) was originally programmed in FY 2014-15 for \$1,338,568. The original schedule coincided with the Gold Line Phase 2B from Azusa to Montclair

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which was subsequently put on hold due to limited funding availability. In October 2014, the Gold Line Authority began discussions to reactivate the design and plans for the intersection improvements. The City is requesting that their funds be reprogrammed to FY 2017-18 to more closely align with the implementation of the Gold Line Phase 2B project. The City will maintain its local match commitment of \$334,642 (20%).

F. Countywide Bikeshare Phase 1 Pilot

The City of Los Angeles has requested to cancel the Call for Projects grants originally programmed to #F3510 – Figueroa Corridor Bike Station and Cycling Enhancements and #F5523 – Expo Line Bike Hubs South Los Angeles, and to reallocate the funds to Metro towards the implementation of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles (the “Pilot”). The reallocation of funds to the Pilot is consistent with the original intent of the Call for Projects grants. Therefore, #F3510 and #F5523 totaling \$2,906,126 will be cancelled and \$2,013,141 ~~\$2,371,557~~ will be reallocated to Metro to fund the capital component of the Pilot. The remaining balance of \$892,985 ~~\$534,569~~, the difference of the grant amount of \$2,906,126 and \$2,013,141 ~~\$2,371,557~~ will be deobligated. The City’s local match of \$919,539 (\$368,213 for the Figueroa Corridor Bike Station and \$551,326 for the Expo Line Bike Hubs South Los Angeles) will fund the Operations and Maintenance of the Pilot. The City of Los Angeles concurs with the recommendations.

G. Receive and File Time Extensions

During the 2001 Countywide Call for Projects 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 112 projects shown in Attachment E are being granted.