

SPECIFIC RECOMMENDATION INFORMATION

Staff recommends programming \$201.922 million to projects in the 2015 Call. The following specific conditions apply to all projects receiving funds through the 2015 Call for Projects:

- Sustainable Design Elements – Sponsors are required to attend Metro-hosted training on sustainable design prior to the start of construction, develop a Sustainable Design Plan, and report on implementation of the Sustainable Design Plan.
- Bicycle and Pedestrian Counts – Sponsors must collect before- and after- bicycle and pedestrian counts (when applicable and as directed by the Metro Project Manager) on a mid-week day and weekend, excluding winter months. The “after” counts should not be taken until six (6) months after the completion of the project. Sponsor shall submit bicycle and pedestrian count data and upload the data to the SCAG/Metro Bike County Data Clearinghouse (<http://www.bikecounts.luskin.ucla.edu/>). The methodology for conducting counts is described in “conducting Bicycle and Pedestrian Counts”, a manual jointly produced by the Southern California Association of Governments (SCAG) and Metro. The manual is available at http://www.metro.net/projects/call_projects/.
- Complete Streets – Sponsors must comply with the California Complete Streets Act of 2008 prior to the first programming year. To comply, sponsors must either modify their adopted General Plan Circulation Element to identify how they will provide for the mobility needs of all users of the roadway or adopt a City Council resolution indicating their support of Complete Streets. Proof of compliance must be submitted to the Metro Project Manager prior to execution of the funding agreement and will be an attachment to the agreement.

Regional Surface Transportation Improvements: The \$40.297 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Goods Movement Improvements: The \$29.684 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Signal Synchronization and Bus Speed Improvements: The \$43.742 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Transportation Demand Management (TDM): The \$7.236 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved. In this category, project sponsors are required to conform to the following special conditions:

- All assets procured with Metro funds will not revert to non-TDM/non-exclusive public use for a minimum of ten (10) years after project completion
- All projects will conform to applicable Caltrans design standards, including Chapter 1000 of the Highway Design Manual
- All projects will be operated and maintained at the sponsor's expense for the project's stated life, as approved by the Board
- All projects will require a performance measurement evaluation upon completion of the project. The sponsor shall propose a criterion and measurement protocol and schedule for completion, in consultation with the Metro Project Manager.

Bicycle Improvements: The \$34.003 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved. In this category, project sponsors are required to conform to the following special conditions:

- Project sponsor is required to coordinate and seek input with Metro Planning and Operations and other municipal operators for any potential effect to transit service as necessary.
- Class I (off-street bike path), Class IV (cycle-tracks), and Class II buffered/protected bicycle lanes and enhanced bicycle boulevards (with physical traffic calming elements on parallel low-volume streets) may be substituted for bike improvements originally included in the scope, and must be pre-approved by the Metro Project Manager. Class III (routes) bicycle facilities without physical traffic calming devices are not eligible for funding.
- If the city chooses to contract with a vendor other than Metro's Bikeshare vendor, they will not be eligible for Operations and Maintenance support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting.

Pedestrian Improvements: The \$23.830 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Transit Capital Improvements: The \$23.127 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.