

Background/Discussion of Each Recommendation

A. Recertify

The \$102.5 million in existing FY 2016-17 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to insure that funding continues in FY 2016-17 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$14.5 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$3.3 million in project downscopes, \$9.4 million in cancelled projects, and \$1.8 million in project savings. This does not include the \$1.3 million for the City of Los Angeles Downtown LA Inter-modal Transit Information and Wayfinding projects whose funds are being recommended for reallocation to Metro, pending Metro Board approval of the City of Los Angeles Bike Share expansion. In light of the State's negative fund estimates for the 2016 State Transportation Improvement Program (STIP), staff is recommending folding these deobligated funds back into the same modal category from which they came from in the 2015 Call.

C. Adopt

1) Revised Call Lapsing Policy for Previous Locally Funded Projects and All Future Projects

The current Board adopted Call Lapsing Policy lapses funds based on the year of programming, so if a project was funded over three programmed years there would be three different lapsing dates. In addition, the current policy does not limit the number of time extensions that could be granted to a project. The lack of limitation has resulted with some projects receiving multiple extensions, up to 12 years. This recommended Revised Lapsing Policy would limit projects to a one-time, 20-month lapsing date extension from the last year of programming and would eliminate the interim lapsing dates. This proposal was presented and approved by the Metro TAC in March 2016.

2) Project Readiness Criteria

Prior to initiation of FAs/LOAs between Metro and the project sponsors, project sponsors must demonstrate the following:

- i. Project in adopted Capital Improvement Program; and
- ii. City/County Governing Authority Action on:
 - Local Match
 - Staffing Plan
 - Work Program including schedule that is in compliance with the Revised Lapsing Policy

Metro is committed to funding the whole project; however, funds will be released upon successful completion of each phase of project development, i.e., environmental, engineering, right of way acquisition, etc. Funds for subsequent phases will not be

released until project sponsor provides evidence that the current phase is complete, or is clearly on track to be completed on the approved schedule. Evidence could include draft/final environmental document, designs, bid package, etc. Metro will not approve these documents, but rather would be in receipt of the documents to verify the project is ready to move to the next phase.

D. 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 funding plan after State statute changed federal Transportation Enhancement/Transportation Alternatives funding to a component of the State ATP. Metro's ATP Policy specifically required that all project sponsors of eligible projects from 2013 and prior Calls that have unallocated or unobligated balances in the Bicycle, Pedestrian, and Transportation Enhancements Activities modes apply for ATP funds before being considered for Call funding. 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 eight Call projects, totaling \$14.2 million that applied for ATP Cycle 2, but were not awarded funding. Metro Call 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 eight projects as shown in Attachment E.

E. Delegate

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. Staff recommends:

- 1) Reprogram currently programmed Call funds to a later year (latest to FY 2020-21), at project sponsor(s)' own risk. To date, Metro has not provided fund assignments for projects beginning in FY 2018-19 through FY 2020-21 due to the State's negative fund estimates for the 2016 STIP. Projects recommended for reprogramming are shown in Attachment F;

In September 2013, the Metro Board approved awarding \$3 million to the City of Palmdale – North County ITS Palmdale Extension (#F7304) using the Call deobligated funds as a second priority after restoring funding to three County of Los Angeles Signal Forum projects. From the FY 2012-13, FY 2013-14 and FY 2014-15 deobligation recommendations, staff was able to fully restore funds to all three County of Los Angeles and the City of Palmdale projects. The City of Palmdale project is ready to start and requested project funds to be programmed in FYs 2016-17, 2017-18 and 2018-19, respectively. The three County of Los Angeles Traffic Signal Forum projects (CFP # F3308, F3309, and F3310) are not ready to start in FY 2016-17 and will request construction funds to be programmed in future years through next year's annual Recertification and Deobligation process.

- 2) Allow project sponsor(s) to use Metro Call funds in earlier phase(s) of project development than previously programmed with the condition that the project sponsor(s) provides a full funding commitment to deliver the project upon authorization from its City/County Governing Authority to complete all phases of the project per the Metro approved Scope of Work. Currently, Metro awards Call funds to only those projects that include a construction phase. This allows the project sponsors to use the Metro Call funds early, while still committed completing the project per the Metro approved scope. If the project is not built or completed per the approved scope of work and schedule, the project sponsor(s) is required to return all grant funds to Metro.

Projects recommended below will use Metro Call funds on Design and right-of-way phases only. The City is obtaining its Council action committing to fund 100% of the construction funds:

- City of Los Angeles – Hyperion Avenue Under Waverly Drive Bridge Replacement (#8036)
- City of Los Angeles – Burbank Boulevard Widening – Lankershim Boulevard to Cleon Avenue (#8046)
- City of Los Angeles – Cesar Chavez Avenue/Lorena Street/Indiana Street Intersection Improvement (#8075)

- 3) Caltrans projects are multi-year projects that are programmed over several years. Due to unforeseen and extraordinary circumstances, changes may be necessary to project scopes and schedules which may affect project delivery and programmed year(s).

F. Authorize

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 the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria.

G. Project Scope Change

- 1) The City of Lawndale Inglewood Avenue Corridor Widening Project (#F1198) was programmed through the 2007 Call. As approved, the project would widen the eastside of Inglewood Avenue between Manhattan Beach Boulevard and the I-405 Freeway northbound on-ramp, as well as the Marine Avenue intersection to accommodate three dedicated right-turn lane pockets. The project would also include crosswalk and signal replacements, underground utility relocation, curb, gutter and storm drain replacement. Due to difficulties acquiring the necessary right-of-way to construct the roadway widening throughout the project limits, the City is requesting to change the scope of work to include traffic striping and other roadway modifications to complete the traffic improvements within the project limits. Staff has evaluated the proposed changes in the scope of work 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 revised

project scope of work will reduce Metro Call grant funds from \$1,019,000 to \$678,773. Project cost saving of \$340,227 is recommended for deobligation. The City will maintain its local match commitment of 77.3% (\$2,311,417) of the revised total project cost. In addition, the City is committed to cover any future project cost overruns, if occurs.

- 2) The City of Lawndale Inglewood Avenue Corridor Widening (#F3112) was programmed through the 2009 Call. As approved, the project would widen Inglewood Avenue to provide a third southbound traffic lane from Rosecrans Avenue to Marine Avenue. The project would also provide a continuous 10-foot sidewalk from Lawndale High School to Marine Avenue, and a raised landscaped median island. Due to difficulties acquiring the necessary right-of-way to complete the roadway widening throughout the project limits, the City is requesting to change the scope of work to include roadway widening from south of 147th Street to Marine Avenue only, as well as traffic synchronization, striping and other roadway modifications to complete the traffic improvements throughout the project limits. Staff has evaluated the proposed changes in the scope of work 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 revised project scope of work will reduce Metro Call grant funds from \$2,172,000 to \$1,314,413. Project cost saving of \$857,587 is recommended for deobligation. The City will maintain its local match commitment of 40% (\$876,275) of the revised total project cost. In addition, the City is committed to cover any future project cost overruns, if occurs.
- 3) The City of Los Angeles Washington Boulevard Transit Enhancements Project (#F1630) was programmed through the 2007 Call. As approved, the project would install pedestrian lighting, shade trees, benches, trash cans, street furniture, signage, crosswalks, sidewalks, and enhanced sidewalk paving. The project was a former City of Los Angeles Community Redevelopment Agency (CRA) project which was transferred to the City of Los Angeles after the CRA was dissolved. The proposed improvement and associated cost estimates need to be revised and updated to meet the City's current policy and standard. The City is requesting to change the scope of work to install pedestrian lighting, shade trees, benches, trash cans, street furniture, signage, crosswalks, sidewalks, and enhanced sidewalk paving, but with revised quantities and specific treatments. Staff has evaluated the proposed changes in the scope of work 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 30% (\$713,000).
- 4) The City of Los Angeles Hollywood Integrated Modal Information System (#F1708) was programmed through the 2007 Call. As approved, the project would provide wayfinding signage and parking availability signs, real-time information at parking lots to direct motorists to available parking closest to their destination and encourage walk or take transit to their final destination, and establish a connected information

system. The City is requesting to change the project scope of work that will use an integrated approach to address vehicle traffic congestion and parking in the project area. This request includes reducing the parking availability directory signs from eight to four, upgrading parking technology in the project area including parking meters and parking sensors and the addition of public outreach and marketing activities to promote the project and inform the public about the integrated parking system. Staff has evaluated the proposed changes in the scope of work and found that they are consistent with the intent of the original scope of work, are in the same project boundaries and will result in the same or enhanced project benefits. The City will maintain its local match commitment of 30.1% (\$1,026,000).

- 5) The City of Los Angeles LANI-Evergreen Park Street Enhancement Project (#F3640) was programmed through the 2009 Call. As approved, the project would install duratherm crosswalks, signalized crosswalks, new bus benches and receptacles, and street trees. A recent site visit determined that elements including signalized crosswalks, bus benches and street trees proposed in the original scope of work have been fully or partially implemented through other City efforts. The City also has an updated policy to implement continental crosswalks instead of duratherm for safety reasons. The City is requesting to change the project scope to eliminate duplicate efforts and reflect the updated City policy. The City is requesting to install continental crosswalks at expanded locations within the project limit, ADA curb ramps at the signalized crosswalk locations, new bus shelters, bus benches and security lightings, and street trees. Staff has evaluated the proposed changes in the scope of work 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 21.6% (\$232,099).

- 6) The City of Los Angeles Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) Phase II Project (#F5624) was programmed through the 2011 Call. As approved, the project would install new sidewalks, landscaping, street trees, ADA ramps, bicycle racks and lockers, pedestrian lighting, crosswalk enhancements, curb extensions, new railroad crossing signals, pedestrian safety gates and other pedestrian warning devices, new paving and new access to the station from the south. The project was a former CRA project and which was transferred to the City of Los Angeles after the CRA was dissolved. The proposed improvements and associated cost estimates need to be revised and updated to meet the City's current policy and standard. Elements including bicycle lockers, railroad crossing signals, pedestrian safety gates, pedestrian warning devices and access to the station from the south were within Metro's right-of-way are infeasible for the City to implement. The City is requesting to change the project scope of work to install new sidewalks, landscaping, street trees, ADA ramps, bicycle racks, pedestrian lighting, crosswalk enhancements and curb extensions, but with revised quantities and specific treatments. The City is also proposing to replace transit amenities originally proposed in Metro's right-of-way with transit shelter and wayfinding signage to improve the experience for transit users in lieu of the originally

proposed improvements. Staff has evaluated the proposed changes in the scope of work 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 35% (\$803,187).

- 7) The Port of Los Angeles Yusen Terminals, Inc. (YTI) Terminal Trip Reduction Program (#F9201) was programmed through the 2015 Call. As approved, the project would expand the existing loading track an additional 2,900 linear feet to serve the YTI terminal portion of the rail yard. The expansion will also include two new turnouts and reconstruction of a portion of the container terminal backlands to accommodate rail expansion. The Port is requesting to change the project scope of work to revise the proposed track alignment. YTI informed the Port that the terminal would be unable to provide the required backland space to accommodate the proposed location of the loading track. The revised location will be within the existing rail yard, which eliminates backland reconstruction work. Staff has evaluated the proposed change in the scope of work and found that it is consistent with the intent of the original scope of work, within the same project boundaries, and will result in the same or enhanced project benefits. The revised project scope of work will reduce Metro Call grant funds from \$4,069,188 to \$1,992,000. Project cost saving of \$2,077,188 is recommended for deobligation. The Port of Los Angeles also received additional non-Metro grant funds and will increase its local match commitment from 31.6% to 36.2% (\$1,132,000).
- 8) The Port of Long Beach South Waterfront Bike Path Gap Closure Project (#F3503) was programmed through the 2009 Call. As approved, the project would design and construct a 1,400-foot Class I shared-used path connection, plus mid-block crossing, curb bulb-outs, solar flashing beacon and wayfinding signage. The Port is requesting to change the project scope of work from a Class I to Class II Bike Lane. The Port will complete all other elements per the approved scope. Staff has evaluated the proposed change in the scope of work and found that it is consistent with the intent of the original scope of work, within the same project boundaries, and will result in the same or enhanced project benefits. The Port of Long Beach will maintain its local match commitment of 20% (\$177,035).
- 9) The City of Signal Hill City-Wide Bus Shelter Upgrades with Electronic Kiosks Project (#F5404) was programmed through the 2011 Call. As approved, the City would make improvements to 14 bus stops city-wide that are served by Long Beach Transit. The improvements include shelters, benches, LED lighting, solar panels, and information kiosks with messaging boards that are consistent with Long Beach Transit's Transnet System. The City is requesting to change the project scope of work to remove the digital kiosk component and reduce the number of bus stop locations from the approved 14 to four. Staff has evaluated the proposed change in scope and recommends the project downscope. The revised project scope of work will reduce Metro Call grant funds from \$127,817 to \$36,520. Project cost saving of \$91,297 is recommended for deobligation. The City will maintain its local match

commitment of 27% (\$13,512) of the revised total project cost. The City is committed to cover any future project cost overruns, if occurs.

F. Countywide Bike Share

The City of Los Angeles requested to cancel the Call grant originally programmed to #F3731 – Downtown LA Inter-Modal Transit Information and Wayfinding Project, and to reallocate the funds to Metro, pending Metro Board approval of the City of Los Angeles Bike Share expansion. Therefore, \$1.29 million will be cancelled and reallocated.

G. Receive and File

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 100 projects shown in Attachment E are being granted.