

## Background/Discussion of Each Recommendation

### A. Recertify

The \$133.2 million in existing FY 2017-18 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 2017-18 for those on-going projects for which Metro previously committed funding.

### B. Deobligate

Attachment B shows the \$18.8 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$2.4 million in project downscopes, \$10.2 million in cancelled projects, and \$6.2 million in project savings. 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. Program

Program funds made available from the 2013, 2014, and 2015 Deobligation to the three previously approved County of Los Angeles Signal Call projects. 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 Call projects to fund new projects. The three County of Los Angeles Signal Call projects are:

- 1) San Gabriel Valley Traffic Signal Corridors Projects (#F3308) for FY 2017-18, \$100,000; FY 2018-19, \$472,000; FY 2019-20, \$3,430,000; FY 2020-21, \$11,647,296;
- 2) Gateway Cities Traffic Signal Corridors Phase VI Project (#F3309) for FY 2017-18, \$543,000; FY 2018-19, \$2,740,000; FY 2019-20, \$1,250,000; FY 2020-21, \$5,986,372;
- 3) South Bay Traffic Signal Corridors Project (#F3310) for FY 2017-18, \$62,000; FY 2018-19, \$1,414,000; FY 2019-20, \$4,931,000; FY 2020-21, \$1,876,458.

Program funds released from the City of Los Angeles per the November 2007 Board direction on the Proposition 1B funding to the three previously approved Signal Call projects. The three projects are as follow:

- 1) City of Palmdale - North County Traffic Forum ITS Expansion (#F1300) for FY 2017-18, \$220,000; FY2018-19, \$1,500,000 and FY 2019-20, \$1,669,000;
- 2) County of Los Angeles - Gateway Cities Forum Traffic Signal (#F1312) for FY 2017-18, \$100,000; FY 2018-19, \$1,110,000; FY 2019-20, \$1,702,000 and FY 2020-21, \$2,182,000;
- 3) County of Los Angeles - San Gabriel Valley Forum Traffic Signal (#F1321) for FY 2017-18, \$96,000; FY 2018-19, \$736,000; FY 2019-20, \$1,065,000 and FY 2020-21, \$2,232,000.

This will make the funding whole for these projects and we will continue to manage them on a cash flow basis.

**D. 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.

**E. Project Scope Change**

1. The City of Los Angeles Boyle Heights Chavez Ave Streetscape Pedestrian Improvements (#F3643) was programed through the 2009 Call. As approved, the project is located in the community of Boyle Heights on East Cesar Chavez Av, between Warren St and Evergreen Av. The project will conduct 1.3 miles of pedestrian enhancements by installing sidewalk replacements, 26 curb extensions, enhanced pedestrian crossings, coordinated site furniture, landscaping, 135 street trees and tree wells with gates, 43 benches, eight news rack corrals, 101 trash receptacles, and 312 pedestrian lights. Funds are requested for construction costs. Project management/administration costs for this project must not exceed 10% of the total project cost. Curb ramps, pedestrian crossings, bike corrals, trash receptacles and benches proposed in the original scope have now been fully or partially implemented through other City efforts. The City is requesting to change the project scope to eliminate duplicate efforts. The City is now proposing to conduct 0.8 miles of pedestrian enhancements on East Cesar Chavez Av, between Britannia Street St and Evergreen Av by installing sidewalk replacements, 6 curb extensions, 108 street trees and tree wells, and 12 pedestrian lights and 12 pedestrian lights upgrade. Funds are requested for both design and construction costs. Design and project management/administration costs for this project must not exceed 10% of the total project cost. 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 \$2,787,500 and the City will maintain its local match commitment of \$2,439,389 (46.67%) and be responsible for any project cost increase.
  
2. The City of Long Beach Daisy Corridor and 6<sup>th</sup> Street Bike Boulevard (#F3518) was programed through the 2009 Call. As approved, the project is located along two corridors in the City of Long Beach: along 11 street segments called the “Daisy Corridor” from 70<sup>th</sup> Street to the north and Broadway to the south, and one street segment called the “6th Street Corridor” from Junipero Ave to the west and Bellflower Boulevard to the east. The project will include 12 miles of enhancements including 24 traffic circles, 350 signs and markings, 2 traffic signals, 3 signal modifications, 2 curb extensions, 1 short bike lane segment, and 1 short bike path segment. The City is requesting to revise the project scope reflecting reduced project limits to the Daisy Corridor only as the City has identified alternative funding sources to fully fund the 6<sup>th</sup> Street Corridor portion of the project. The City is now proposing to implement 9 miles of enhancements including 18 traffic circles, 300

signs and markings, 2 traffic signals, 3 signal modifications, 1 curb extension, and 1 short bike lane segment. Funds are requested for construction costs only. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work as the complete originally approved project is being delivered. Metro will maintain its funding commitment of \$1,115,243 and the City will increase its local match commitment from \$1,540,097 to \$3,738,608 to cover all project cost increases.

3. The City of South Gate Firestone Boulevard Capacity Improvements (F3124) was programmed through the 2009 Call. As approved, the project would increase the number of lanes from four to six on Firestone Blvd. from Alameda St. to Annetta Ave. The project would also provide raised/landscaped medians, sidewalks, bike shelters and bus pullouts without any right-of-way acquisitions. With the City securing additional funding from other sources to construct the entire limits of this project, the City is requesting to change the scope of work for the construction phase of this project by reducing the project limits on Firestone Blvd. from Alameda St. to California. 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 and will result in the same or enhanced project benefits. The revised project scope of work will reduce Metro Call funds from \$9,423,792 to \$7,081,263 and the City corresponding local match commitment (35.98%) from \$5,296,283 to \$3,964,226. The revised total project cost of \$11,045,489 will result in a cost saving of \$2,342,529 which is recommended for deobligation. In addition, the City is committed to cover any future project cost overruns, if occurs.
  
4. The City of West Hollywood Melrose Avenue Complete Street Project (#F9601) was programmed through the 2015 Call. As approved, the project is located along Melrose Avenue from La Cienega Boulevard to San Vicente Boulevard. It was downscoped by \$3,836,591 and will fund pedestrian enhancements by widening sidewalks, removing obstructions from the walkways, adding ADA compliant curb ramps, pedestrian lighting, benches, trash receptacles, wayfinding signage, bus shelters, bicycle racks, public art and shade trees. The City has identified other funding sources to fund wayfinding signage, public art and street furniture including benches, trash receptacles, bus shelters and bicycle racks, and is requesting to apply the cost savings to fund pedestrian enhancements that were eliminated in the original downscoping at the award of the 2015 Call cycle. The City is now proposing to fund pedestrian enhancements along Melrose Avenue from East City Limit at Croft Avenue to San Vicente Boulevard by widening sidewalks, adding curb extensions and ADA curb ramps, pedestrian lighting, Class III Bike routes, landscaping, shade trees and reconfiguration of the intersection of Melrose Ave/La Cienega to shorten crossing distances and improve traffic signal operations. 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 \$3,141,480 and the City will maintain its local match commitment of \$785,371 (20%) and be responsible for any project cost increase.

**F. Reallocate**

The City of Glendale requested to cancel the Call grant originally programmed to #F9624 – Glendale Train Station 1<sup>st</sup>/Last Mile Regional Improvements Project, and to reallocate the funds to the Glendale CNG Fueling and Maintenance Facility Project (#F3432) for FY 2017-18. Therefore, \$1,556,438 will be cancelled and reallocated. The Call grant along with the full amount of the City’s local match of \$711,100 will be used to award the construction contract for the Glendale CNG Fueling and Maintenance Facility Project. The City of Glendale concurs with the recommendations.

**G. 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).
2. Based on the above criteria, extensions for the ~~55~~ 56 projects shown in Attachment D are being granted.

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), at project sponsor(s)’ own risk. For City of LA – Alameda Street Downtown LA: Goods Movement, Phase I Project (#F5207) and City of LA – Alameda Street Widening – North Olympic Boulevard to I-10 Freeway (#F9207), project funds are reprogrammed to FY 2018-19 and beyond pending Metro West Santa Ana Branch Transit Corridor’s Locally Preferred Alternative. Due to the nature of this reprogramming, Metro will not be assigning any risk to the project sponsor for the availability of the Call funding in the later years of the 2015 Call cycle.

Reprograms for the 24 projects shown in Attachment E are being granted.