Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2019-0461, **File Type:** Program **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECERTIFYING $75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING $11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining $1.3 million in RESERVE;

C. AUTHORIZING the CEO to:
   1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Burbank - San Fernando Bikeway (#F1502);
   2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
   3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
   4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
   5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and

E. RECEIVING AND FILING:
   1. Time extensions for 63 projects shown in Attachment D;
   2. Reprogramming for eight projects shown in Attachment E; and
   3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling $575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount ($000')	# of Active/ Upcoming Projects	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	40	$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
	558		**$ 1,316,900**	**289**	**$ 575,235**

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

DETERMINATION OF SAFETY IMPACT

The 2019 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of $55.3 million is included in the FY 2019-20 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long

lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2019-20 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

With Board approval of the 2019 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

Attachment A - FY 2018-19 Countywide Call Recertification
Attachment B - FY 2017-18 Countywide Call Deobligation
Attachment C - Background/Discussion of Each Recommendation
Attachment D - FY 2017-18 Countywide Call Extensions
Attachment E - FY 2017-18 Countywide Call Reprogramming
Attachment F - Result of TAC Appeals Process

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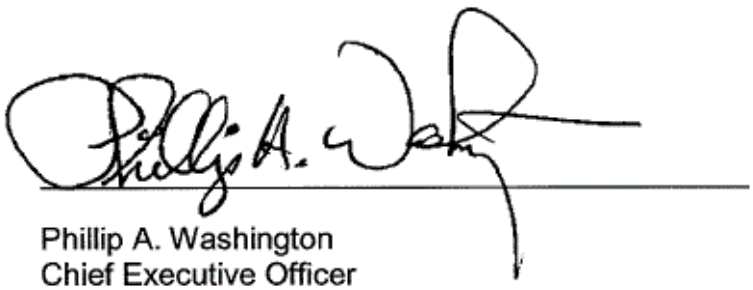

Phillip A. Washington
Chief Executive Officer

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2019-20 CALL FOR PROJECTS RECERTIFICATION
($000)

	PROJ	AGENCY	PROJECT TITLE	TOTAL
1	F9600	AVALON	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT	$ 1,032
2	F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	$ 484
3	F9111	BELL GARDENS	FLORENCE AV. IMPROVEMENTS AT IRA AVENUE & JABONERIA RD.	351
4	F9804	BELLFLOWER	DOWNTOWN SMART PARK SYSTEM AND PROGRAM IMPLEMENTATION	15
5	F9109	BEVERLY HILLS	SUNSET BLVD. MEDIAN RECONSTRUCTION-COMPLETE STREET APPROACH	68
6	F9602	BEVERLY HILLS	PEDESTRIAN IMPROVEMENTS AT SELECTED CROSSWALKS WITHIN BEVERLY HILLS	392
7	F9436	BURBANK	BURBANKBUS TRANSIT VEHICLE REPLACEMENT	559
8	F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	1,971
9	F9435	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	653
10	F9102	HAWTHORNE	HAWTHORNE BLVD MOBILITY PROJECT - PHASE 2	174
11	F9310	LANCASTER	CITY OF LANCASTER TRANSPORTATION MANAGEMENT CENTER	327
12	F1609	LA CITY	MAIN STREET BUS STOP AND PEDESTRIAN IMPROVEMENTS	548
13	F3630	LA CITY	MAIN STREET PEDESTRIAN ENHANCEMENTS	662
14	F3643	LA CITY	BOYLE HEIGHTS CHAVEZ AVE STREETSCAPE/PEDESTRIAN IMPROV.	2,648
15	F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	443
16	F7125	LA CITY	SHERMAN WAY WIDENING BETWEEN WHITSETT AVE TO HOLLYWOOD FWY	770
17	F9123	LA CITY	Complete Streets Project for Colorado Blvd. in Eagle Rock	347
18	F9204	LA CITY	SLAUSON AVENUE - VERMONT AVENUE TO CRENSHAW BLVD	1,429
19	F9207	LA CITY	ALAMEDA ST WIDENING - NORTH OLYMPIC BLVD TO I-10 FREEWAY	171
20	F9308	LA CITY	ATSAC ATCS/TPS/LRT/HRI/CMS SYSTEM RELIABILITY AND EFF.	1,307
21	F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	1,603
22	F9311	LA CITY	ATSAC TRAFFIC SURVEILLANCE VIDEO TRANSPORT SYSTEM ENHAN.	381
23	F9422	LA CITY	DASH CLEAN FUEL VEHICLES - HEADWAY REDUCTION	1,729
24	F9520	LA CITY	MID-CITY LOW STRESS BICYCLE ENHANCEMENT CORRIDORS	1,495
25	F9619	LA CITY	LANI - SANTA MONICA BOULEVARD IMPROVEMENT PROJECT	94
26	F9623	LA CITY	BEVERLY BLVD, VERMONT AVE TO COMMONWEALTH AVE PEDESTRIAN IMPROVEMENTS	310
27	F9805	LA CITY	VENICE - LA EXPRESS PARK	741
28	F9806	LA CITY	EXPOSITION PARK - LA EXPRESS PARK	784
29	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	365
30	F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	110
31	F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,065
32	F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	3,430
33	F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRODORS PROJ, PHASE VI	1,250
34	F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	4,931
35	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	2,212
36	F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	897
37	F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	441
38	F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,220
39	F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	1,261
40	F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE	410
41	F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	1,250
42	F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	820
43	F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT.	1,470
44	F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS	610
45	F9114	LA COUNTY	FULLERTON ROAD CORRIDOR IMPROVEMENTS - LA COUNTY	3,940
46	F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	1,770
47	F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	302
48	F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	62
49	F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	96
50	F9504	LA COUNTY	E. PASADENA & E. SAN GABRIEL VALLEY BIKEWAY ACCESS IMPROVEMENTS	1,394
51	F9511	LA COUNTY	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS	2,574
52	F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	914
53	F9130	LONG BEACH	ARTESIA - GREAT BOULEVARD	2,350
54	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	2,386
55	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	1,373
56	F9808	LONG BEACH	PARK OR RIDE	197
57	F9402	LONG BEACH TRANSIT	LBT PURCHASE OF ZERO EMISSION BUSES	2,111
58	F9502	MONTEREY PARK	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT	467
59	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	1,669

	PROJ	AGENCY	PROJECT TITLE	TOTAL
60	F9613	PASADENA	LAKE AVENUE GOLD LINE STATION PEDESTRIAN ACCESS IMPROVEMENTS	344
61	F9526	POMONA	POMONA ATP PHASE 2 BICYCLE NETWORK FOR COMMUNITY ASSETS	2,841
62	F9203	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION PROJECT	1,090
63	F9110	ROSEMEAD	GARVEY AVENUE REGIONAL ACCESS & CAPACITY IMPROVEMENT PROJECT	225
64	F9313	SAN FERNANDO	SAN FERNANDO CITYWIDE SIGNAL SYNCH AND BUS SPEED IMPRV.	85
65	F7105	SANTA CLARITA	LYONS AVENUE/DOCKWEILER DRIVE EXTENSION	104
66	F9118	SANTA CLARITA	DOCKWEILER DRIVE GAP CLOSURE	3,267
67	6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	560
68	F9400	TORRANCE TRANSIT	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION FINAL PHASE	471
69	F5314	WHITTIER	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,390
			TOTAL	**$75,212**

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2018-19 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
($000)

	PROJ. ID #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR						$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 17	FY 18	FY 19	FY 20	FY 21			
1	6297	COMPTON	COMPTON TMOC & RETROFIT OF CITY TRAFFIC SIGNAL SYSTEM	PC25	SS	$ 555						$ 155	$ 400	AUDIT SAVINGS
2	F3125	EL MONTE	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT	CMAQ	RSTI	7,651						-	$ 7,651	CANCELLED
3	F1502	BURBANK	SAN FERNANDO BIKEWAY	CMAQ	CMAQ				5,834			-	$ 422	SCOPE CHANGE
4	F3715	GLENDALE	ADVANCED WAYFINDING AND GUIDANCE SYSTEM	LTF	TDM	486						470	16	AUDIT SAVINGS
5	F7622	LA CITY	LANI - WEST BLVD. COMMUNITY LINKAGES PROJECT	CMAQ	PED				276		1,103	-	319	SCOPE CHANGE
6	F1320	PASADENA	PASADENA ITS MASTER PLAN IMPLEMENTATION - PHASE II	PC25	SS	2,684						2,520	$ 164	AUDIT SAVINGS
7	F7521	REDONDO BEACH	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II	CMAQ	BIKE		233	1,329				-	$ 1,562	CANCELLED
8	F7119	SAN MARINO	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	PC25	RSTI	105	834					-	$ 939	CANCELLED
9	8095	SIGNAL HILL	CHERRY AVENUE WIDNING PROJECT	PC25	RSTI	2,720						1,865	$ 855	AUDIT SAVINGS
			TOTAL			**$ 14,201**	**$ 1,067**	**$ 1,329**	**$ 6,110**	**$ -**	**$ 1,103**	**$ 5,010**	**$ 12,328**	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	$ 9,445
TRANSIT CAPITAL (TC)	-
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	564
BICYCLE IMPROVEMENTS (BIKE)	1,984
PEDESTRIAN IMPROVEMENTS (PED)	319
TRANSPORTATION DEMAND MANGEMENT	16
TOTAL	**$ 12,328**

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 downscopes, $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.

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
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).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG $	TOTAL EXP/OBLIG/ ALLOC $	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
1	F3607	ARCADIA	ARCADIA GOLD LINE STATION PEDSTRIAN LINKAGE PROJECT	CMAQ	2016	$ 1,546	$ -	$ 1,546	12	1	6/30/2020
2	F9404	AVTA	ELECTRIC BUS CHARGING INFRASTRUCTURE IMPROVEMENTS	CMAQ	2017	308	-	308	12	3	6/30/2020
3	F9200	BELL	EASTERN AVENUE CAPACITY AND OPERATIONAL IMPROVEMENTS	PC25	2017	536	-	536	20	1	2/28/2021
4	F5306	BURBANK	BURBANK TRAFFIC RESPONSIVE SIGNAL SYSTEM	PC25	2017	544	141	403	20	3	2/28/2021
5	F5508	BURBANK	LOS ANGELES RIVER BRIDGE	CMAQ	2016 2017	680	-	680	12	1	6/30/2020
6	F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	LTF	2017	232	21	211	20	3	2/28/2021
7	F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017	743	-	743	12	1	6/30/2020
8	F9300	CALABASAS	SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENTS	PC25	2017	590	10	580	20	1	2/28/2021
9	F7322	CARSON	BROADWAY INTERSECTION IMPROVEMENTS - TRAFFIC SIGNAL MODIFICATIONS	PC25	2016 2017	529	12	517	20	1	2/28/2021
10	F5108	COMMERCE	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	PC25	2016 2017	538	22	516	20	1	2/28/2021
11	F7201	COMMERCE	COMMERCE GOODS MOVEMENT ATLANTIC BLVD: WASHINGTON TO COMO	PC25	2016 2017	688	142	546	20	3	2/28/2021
12	F7303	CULVER CITY	NETWORK-WIDE SIGNAL SYNCH WITH VID AND ARTERIAL PERFORMANCE ME	PC25	2017	989	178	811	20	1	2/28/2021
13	F3304	DOWNEY	WOODRUFF AV FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ	PC25	2017	738	43	695	20	1	2/28/2021

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
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14	F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016 2017	2,787	-	2,787	12	1	6/30/2020
15	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	-	1,917	12	1	6/30/2020
16	F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	LTF	2016 2017	316	-	316	20	1	2/28/2021
17	F5307	GLENDALE	GLENDALE SUB-REGIONAL TRAFFIC MANAGEMENT CENTER IMPLEMENTATI	PC25	2017	522	-	522	20	1	2/28/2021
18	F5100	INDUSTRY	SR57/60 CONFLUENCE, GRAND AVENUE AT GOLDEN SPRINGS DRIVE	PC25	2015 2016 2017	6,728	-	6,728	20	3	2/28/2021
19	F5300	INGLEWOOD	CITY OF INGLEWOOD ITS - PHASE IV IMPROVEMENT PROJECT	PC25	2016 2017	996	104	892	20	3	2/28/2021
20	F5522	LA CANADA FLINTRIDGE	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJECT	CMAQ	2016	1,366	-	1,366	12	1	6/30/2020
21	F5304	LANCASTER	TRAFFIC SIGNAL SYSTEM MODERNIZATION	PC25	2017	1,009	811	198	20	3	2/28/2021
22	F3112	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING	PC25	2014 2015	1,314	76	1,238	12	3	2/28/2020
23	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2010	1,061	212	849	12	1	6/30/2020
24	F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	PC25	2010 2011 2017	6,338	3,926	2,412	20	3	2/28/2021
25	F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2011	1,605	297	1,308	12	1	6/30/2020
26	F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	LTF	2016 2017	1,390	113	1,277	20	3	2/28/2021

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2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
($000')

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27	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2014 2015	4,416	1,732	2,684	12	1	6/30/2020
28	F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2014 2015	1,339	268	1,071	12	1	6/30/2020
29	F3640	LA CITY	LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT	CMAQ	2013 2014 2015	844	-	844	12	1	6/30/2020
30	F3721	LA CITY	ANGELS WALK SILVERLAKE	LTF	2013 2014 2015 2017	675	40	635	20	3	2/28/2021
31	F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	LTF	2012 2013 2014 2017	655	36	619	20	1	2/28/2021
32	F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013 2014	1,313	105	1,208	12	1	6/30/2020
33	F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	RSTP	2016 2017	1,099	98	1,001	12	1	6/30/2020
34	F5317	LA CITY	ITS PLATFORM UPGRADES	PC25	2017	2,300	-	2,300	20	1	2/28/2021
35	F5519	LA CITY	BICYCLE FRIENDLY STREETS (BFS)	CMAQ	2015 2016	586	-	586	12	1	6/30/2020
36	F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	CMAQ	2016 2017	972	-	972	12	1	6/30/2020
37	F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	CMAQ	2017	366	-	366	12	1	6/30/2020
38	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017	4,947	461	4,486	12	1	6/30/2020
39	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP	2017	2,361	1,014	1,347	12	1	6/30/2020

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AS OF JUNE 30, 2019
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40	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL (SEE MR312.51 IS MATCH)	RSTP	2017	630	-	630	12	1	6/30/2020
41	F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	LTF	2017	437	-	437	20	1	2/28/2021
42	F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJECT	LTF	2017	1,145	-	1,145	20	1	2/28/2021
43	F9430	LA CITY	PURCHASE OF THREE ELECTRIC ZERO EMISSION DASH BUSES	CMAQ	2017	766	-	766	12	3	6/30/2020
44	F7109	LA CITY	SOTO STREET COMPLETE STREETS PROJECT	PC25	2016 2017	6,056	462	5,594	20	3	2/28/2021
45	F3311	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE III	CMAQ	2013 2014 2015	2,391	1,311	1,080	12	3	6/30/2020
46	F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	RSTP	2015 2016 2017	4,797	-	4,797	12	1	6/30/2020
47	F5704	LA COUNTY	METRO GREEN LINE VERMONT STATION WAYFINDING SIGNAGE	CMAQ	2016 2017	396	-	396	12	3	6/30/2020
48	F7412	LA COUNTY	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	CMAQ	2016	282	-	282	12	1	6/30/2020
49	F3615	LONG BEACH	LONG BEACH BLVD. PEDESTRIAN IMPROVEMENT PROJECT	RSTP	2017	1,722	-	1,722	12	1	6/30/2020
50	F3139	MANHATTAN BEACH	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	1,440	5,373	12	1	6/30/2020
51	8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT (OLD TOWN PEDESTRIAN IMPROVEMENTS)	RSTP	2017	684	-	684	12	3	6/30/2020
52	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017	240	-	240	12	1	6/30/2020

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AS OF JUNE 30, 2019
($000')

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53	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	2,897	1,338	12	3	2/28/2020
54	F3522	PASADENA	CORDOVA STREET ROAD DIET PROJECT	CMAQ	2016	2,115	-	2,115	12	1	6/30/2020
55	F5305	PASADENA	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS	PC25	2017	1,298	343	955	20	3	2/28/2021
56	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	-	1,559	12	1	6/30/2020
57	F5301	REDONDO BEACH	GRANT AVENUE SIGNAL IMPROVEMENTS	PC25	2017	1,222	-	1,222	20	1	2/28/2021
58	8002	SGV COG	ALAMEDA CORRIDOR EAST - PHASE I	PC25	2015 2016 2017	255,730	242,417	13,313	20	3	2/28/2021
59	8002R	SGV COG	ALAMEDA CORRIDOR EAST - MEASURE R	MR	2015 2016	358,000	145,549	212,451	24	3	6/30/2021
60	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	CMAQ	2016	485	-	485	12	1	6/30/2020
61	F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2014 2015	7,072	2,790	4,282	12	3	2/28/2020
62	F5308	SOUTH PASADENA	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV	PC25	2017	464	38	426	20	1	2/28/2021
63	F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	CMAQ	2016	2,458	-	2,458	12	1	6/30/2020
					TOTAL	**$718,880**	**$ 407,109**	**$ 311,771**			

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS REPROGRAMMING
($000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	2018 & Prior	2019	2020	2021	TOTAL	FUND SOURCE
F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	$ 484				$ 484	LTF
					484		***484***	
F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY		3,070			3,070	PC 25
						3,070	***3,070***	
F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	4,423				4,423	PC 25
					2,212	***2,211***	***4,423***	
F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT		1,770	5,537		7,307	PC 25
					1,770	***5,537***	***7,307***	
F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	1,827				1,827	PC 25
					914	***913***	***1,827***	
F9130	LONG BEACH	ARTESIA - GREAT BOULEVARD	3,421	1,279			4,700	PC 25
					2,350	***2,350***	***4,700***	
F9526	POMONA	POMONA ATP PHASE 2 BICYCLE NETWORK FOR COMMUNITY ASSETS				2,841	2,841	PC 25
					2,841		***2,841***	

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS REPROGRAMMING
($000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	2018 & Prior	2019	2020	2021	TOTAL	FUND SOURCE
F1168	SANTA CLARITA	VIA PRINCESSA EXTENSION-GOLDEN VALLEY ROAD TO RAINBOW GLEN	11,577				11,577	PC 25
						11,577	**11,577**	

ORIGINAL PROGRAMMED AMOUNT	$ 21,732	$ 6,119	$ 5,537	$ 2,841	$ 36,229
REPROGRAMMED AMOUNT	***$ -***	***$ -***	***$ 10,571***	***$ 25,658***	***$ 36,229***
DELTA	**21,732**	**6,119**	**(5,034)**	**(22,817)**	**-**

Metro

June 2019 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG $	LAPSING FUND YR(S)	PROG $ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATION	METRO RESPONSE
1	F3607	Arcadia	ARCADIA GOLD LINE STATION PEDSTRIAN LINKAGE PROJECT	CMAQ	2016	1,546	2016	1,546	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020.	Concur with TAC recommendation.
2	F5508	Burbank	LOS ANGELES RIVER BRIDGE	CMAQ	2016 2017	680	2016 2017	680	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020.	Concur with TAC recommendation.
3	F5108	Commerce	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	PC25	2016 2017	538	2016 2017	516	1	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
4	F5114	Downey	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016 2017	2,787	2015 2016 2017	2,787	2	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to complete right-of-way certification and receive E-76 authorization to proceed for	Concur with TAC recommendation.
5	F7118	Downey	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	2016 2017	1,917	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
6	F5705	El Monte	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	LTF	2016 2017	316	2016 2017	316	1	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
7	F1129	Los Angeles	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2009 2010	1,061	2010	849	7	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to secure full project funding and receive E-76 authorization to proceed for construction.	Concur with TAC recommendation.
8	F1612	Los Angeles	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2009 2011	$ 1,605	2011	$ 1,308	8	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to obtain environmental clearance, complete design, right-of-way certification and receive E-76 authorization to proceed for construction.	Concur with TAC recommendation.

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG $	LAPSING FUND YR(S)	PROG $ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATION	METRO RESPONSE
9	F3514	Los Angeles	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2013 2014 2015	4,416	2014 2015	2,684	3	Did not meet Lapsing Policy & Status Update per May 2018 TAC Appeal	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
10	F3721	Los Angeles	ANGELS WALK SILVERLAKE	LTF	2013 2014 2015 2017	675	2013 2014 2015 2017	635	4	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
11	F5519	Los Angeles	BICYCLE FRIENDLY STREETS	CMAQ	2015 2016	586	2015 2016	586	2	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC	Concur with TAC recommendation.
12	F3139	Manhattan Beach	SEPULVEDA BLVD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	2012 2013 2014	5,373	4	Did not meet Lapsing Policy & Status Update per May 2018 TAC Appeal	One-year extension to June 30, 2020 to complete right-of-way certification and receive E-76 authorization to proceed for	Concur with TAC recommendation.
13	F3502	Redondo Beach	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	2016	1,559	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC	Concur with TAC recommendation.
14	F7119	San Marino	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	PC25	2016 2017	939	2016 2017	939	1	Did not meet Lapsing Policy	City declined to appeal. Letter dated June 3, 2019 requesting to cancel the project.	No further action is needed.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2019-0461, **File Type:** Program **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECERTIFYING $75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING $11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining $1.3 million in RESERVE;

C. AUTHORIZING the CEO to:
   1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Burbank - San Fernando Bikeway (#F1502);
   2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
   3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
   4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
   5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and

E. RECEIVING AND FILING:
   1. Time extensions for 63 projects shown in Attachment D;
   2. Reprogramming for eight projects shown in Attachment E; and
   3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling $575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount ($000')	# of Active/ Upcoming Projects	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	40	$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
	558		**$ 1,316,900**	**289**	**$ 575,235**

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

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IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2019-20 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

With Board approval of the 2019 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

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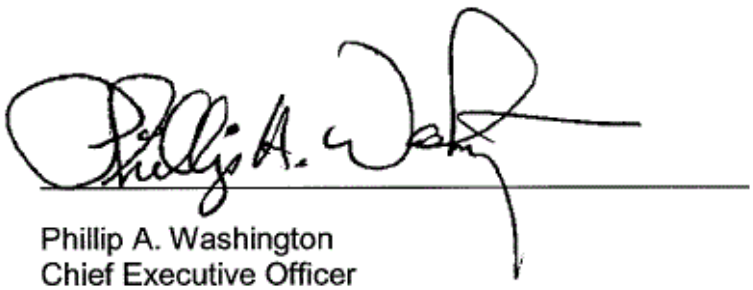

Phillip A. Washington
Chief Executive Officer

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2019-0461, **File Type:** Program **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECERTIFYING $75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING $11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining $1.3 million in RESERVE;

C. AUTHORIZING the CEO to:
   1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Burbank - San Fernando Bikeway (#F1502);
   2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
   3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
   4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
   5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and

E. RECEIVING AND FILING:
   1. Time extensions for 63 projects shown in Attachment D;
   2. Reprogramming for eight projects shown in Attachment E; and
   3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling $575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount ($000')	# of Active/ Upcoming Projects	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	40	$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
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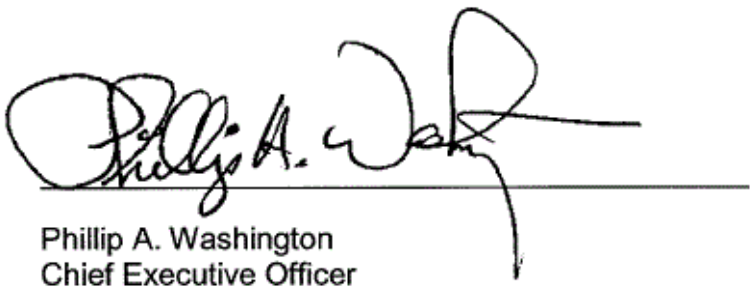

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