



Board Report

File #: 2020-0435, File Type: Program

Agenda Number: 47.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
AUGUST 19, 2020

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$137.2 million in existing Fiscal Year (FY) 2020-21 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 \$4.1 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. REALLOCATING:
 - 1. ~~\$1.67 million of Call funds originally programmed to the City of Los Angeles: 1) Westlake MacArthur Park Pedestrian Improvement – partial (#F3631), 2) Last Mile Folding Bike Incentive Program (#F7707), and 3) Building Connectivity with Bicycle Friendly Business Districts (#F9803), to the City of Los Angeles: 1) Exposition West Bikeway-Northvale Project (#F3514) and 2) L.A. River Bike Path, Headwaters Section (#F5518);~~
 - 2. ~~\$13.39 million of Call funds originally programmed to the City of Los Angeles: 1) Alameda Street Downtown LA: Goods Movement, Phase I (#F5207) and 2) Alameda Street Widening– North Olympic Boulevard to I-10 Freeway (#F9207), to the Metro’s Rail to Rail Project;~~
 - 1. \$3.85 million of Call funds remaining in the City of Los Angeles Victory Boulevard Widening from Topanga Canyon Boulevard to De Soto Avenue, Phase II (#F1141), to the City of Los Angeles: 1) Widening San Fernando Road at Balboa Road (#F1129), 2) Olympic Boulevard and Mateo Street Goods Movement Improvement Phase II (#F1205), and 3) Burbank Boulevard Widening from Lankershim Boulevard to Cleon Avenue (#8046);
 - 2. \$456,144 of Call funds originally programmed to the County of Los Angeles Willowbrook Area Bikeway Improvements (#F3521), to Metro’s Willowbrook/Rosa Parks Station Improvement Project, to complete the planned bikeway improvements; and
 - 3. \$582,739 of Call funds originally programmed to the City of Long Beach Park or Ride (#F9808), to the City of Long Beach San Gabriel River Bike Path Gap Closure at Willow Street (#F1528);

D. AUTHORIZING the CEO to:

1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
2. Amend the FY 2020-21 budget, as necessary, to include the 2020 Countywide Call Recertification and Extension funding in the Subsidies budget;

E. APPROVING changes to the scope of work for:

1. City of El Monte - El Monte Regional Bicycle Commuter Access Improvements (#F7520);
2. City of Los Angeles - Westlake MacArthur Park Pedestrian Improvement Project (#F3631);
3. City of Los Angeles - Magnolia Boulevard Widening (North Side) - Cahuenga Boulevard to Vineland (#F7123);
4. City of Los Angeles - Walk Pico! A Catalyst for Community Vitality & Connectivity (#F7624); and
5. City of Santa Clarita - 13th Street/Dockweiler Drive Extension (#F7105);

F. RECEIVING AND FILING:

1. Time extensions for 62 projects shown in Attachment D;
2. Reprogramming for one project 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. The background and discussion of each of these recommendations can be found in Attachment C.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2020 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 3, 2020, TAC heard sponsor appeals on the deobligation of funding from four 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.

Metro Financial Capacity for Future Calls

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. Last July, Metro staff reported the completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). We updated the table as of June 30, 2020 (see below). There are approximately 244 active and/or upcoming Call projects totaling \$498 million, yet to be fully implemented. Staff will continue working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of June 30, 2020

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount (\$000')	# of Active/ Upcoming Projects	Funding Sources	Remaining Balance By Programming Years *				
						Prior Yr	FY19	FY20	FY21	TOTAL
2007 Call	169	FY08 - FY13	\$ 454,520	31	PC 25 CMAQ	\$ 22,302	\$ 19,466	\$ 3,219	\$ 18,731	\$ 63,718
2009 Call	133	FY12 - FY15	337,551	41	PC 25 CMAQ RSTP	33,949	8,684	13,405	35,783	91,821
2011 Call	72	FY15 - FY17	123,516	37	PC 25 CMAQ RSTP	33,355	7,388	6,603	2,346	49,692
2013 Call	96	FY15 - FY19	199,390	62	PC 25 CMAQ RSTP	61,471	36,594	9,189	21,146	128,400
2015 Call	88	FY17 - FY21	201,923	73	PC 25 CMAQ	22,720	37,941	38,559	65,567	164,787
	558		\$1,316,900	244		\$173,797	\$110,073	\$70,975	\$143,573	\$498,418

* Programming Years may have been updated due to prior Board approved reprogramming actions.

The capacity for Metro to fund existing and future Calls is dependent on expected revenues and competing demands for those revenues. Metro has primarily relied on Proposition C 25% Transit-Related Streets and Highways (Prop C) and the federal Congestion Mitigation and Air Quality (CMAQ) program to fund prior and existing Calls, as these sources were projected to be available and are eligible for a range of highway and transit uses that meet the criteria of the Call. Since the last Call was awarded, Metro has issued almost \$1 billion of Prop C debt for new projects and

implemented the Measure M Expenditure Plan. The Expenditure Plan has accelerated the planned opening date for several rail projects that utilize CMAQ funding for operations. The following table shows the uses of Prop C and CMAQ (over 15 years) in the 2016 Long Range Transportation Plan Financial Forecast (2016 LRTP) in comparison to the 2019 Short Range Financial Forecast (2019 SRFF), which includes the Measure M Expenditure Plan. The total sources of funding are approximately the same, but the amount needed for debt service and rail operations is higher in the 2019 SRFF and this diverts funding from a potential future Call. The 2019 SRFF estimated financial capacity for a future Call is just \$80 million from Prop C and CMAQ funding. The financial forecast is also being updated using much lower sales tax and other revenue estimates due to the current global pandemic and related recession.

Call For Projects				
Largest Funding Sources and Uses (Over 15 Years)				
(\$ in millions)				
	2016 LRTP		2019 SRFF	
	\$	%	\$	%
Prop C 25 - Cash	\$ 3,923.0	51.3%	\$ 4,226.6	55.0%
Prop C 25 - Debt	2,428.1	31.8%	1,428.0	18.6%
CMAQ	1,295.6	16.9%	2,032.9	26.4%
Total Sources	\$ 7,646.7	100.0%	\$ 7,687.5	100.0%
Debt Service	\$ 1,958.8	25.6%	\$ 2,277.8	29.6%
Metro Projects	209.9	2.7%	237.0	3.1%
Rail Operations	293.8	3.8%	625.2	8.1%
Bus and Rail Capital	1,168.4	15.3%	1,881.2	24.5%
Highway Capital	2,844.1	37.2%	1,962.2	25.5%
Call For Projects - Existing	665.0	8.7%	409.8	5.3%
Call For Projects - New	570.6	7.5%	80.0	1.0%
Fund Balance and Future Uses	(63.9)	-0.8%	214.4	2.8%
Total Uses	\$ 7,646.7	100.0%	\$ 7,687.6	100.0%

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 2020 Call Recertification and Deobligation will not have any adverse safety impacts on Metro’s employees or patrons.

FINANCIAL IMPACT

The amount of \$50.2 million is requested in the FY 2020-21 Budget in Cost Centers 0441 (Subsidies

to Others) and 0442 (Highway Subsidies) for the Countywide Call. Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442 in coherence with the Continuing Resolution until the FY21 budget is adopted in September. 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 2020-21 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

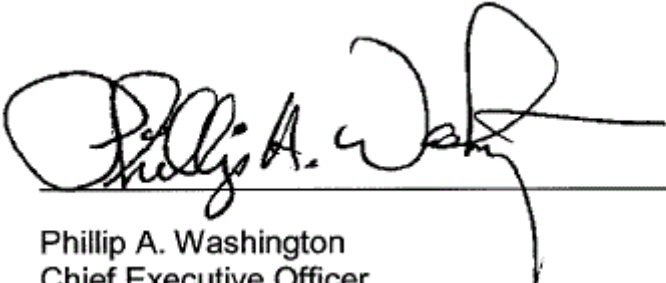
With Board approval of the 2020 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. 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 2020-21 Countywide Call Recertification
- Attachment B - FY 2019-20 Countywide Call Deobligation
- Attachment C - Background/Discussion of Each Recommendation
- Attachment D - FY 2019-20 Countywide Call Extensions
- Attachment E - FY 2019-20 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
2020-21 CALL FOR PROJECTS RECERTIFICATION
(\$000)**

PROJ #	AGENCY	PROJECT TITLE	TOTAL	
1	F9405	AVTA	ELECTRIC BUS REPLACEMENTS	\$ 2,167
2	F9111	BELL GARDENS	FLORENCE AV. IMPROVEMENTS AT IRA AVENUE & JABONERIA RD.	641
3	F9436	BURBANK	BURBANKBUS TRANSIT VEHICLE REPLACEMENT	662
4	F9525	DOWNEY	DOWNEY BMP PHASE 1 DOWNTOWN/TRANSIT CLASS II IMPLEMENTATION	1,373
5	F9435	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	1,533
6	F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY	3,070
7	F9102	HAWTHORNE	HAWTHORNE BLVD MOBILITY PROJECT - PHASE 2	2,253
8	F9202	INGLEWOOD	MANCHESTER AND LA CIENEGA GEOMETRIC IMPROVEMENTS	359
9	F3647	LA CITY	MENLO/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	1,350
10	F3656	LA CITY	CENTRAL AVENUE HISTORIC CORRIDOR STREETScape	1,273
11	F7622	LA CITY	LANI - WEST BOULEVARD COMMUNITY LINKAGES PROJECT	1,103
12	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	5,299
13	F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	804
14	F9439	LA CITY	WESTERN AVENUE BUS STOP IMPROVEMENTS - FWY 10 TO WILSHIRE BLVD	547
15	F9440	LA CITY	VERMONT AVENUE BUS STOP IMPROVEMENTS - MLK TO WILSHIRE BLVD	547
16	F9619	LA CITY	LANI - SANTA MONICA BOULEVARD IMPROVEMENT PROJECT	1,052
17	F9621	LA CITY	MELROSE AVE. - FAIRFAX AVE. TO HIGHLAND AVE. PEDESTRIAN IMPROVEMENTS	2,545
18	F9623	LA CITY	BEVERLY BLVD., VERMONT AVE. TO COMMONWEALTH AVE. PEDESTRIAN IMPROVEMENTS	2,462
19	F9805	LA CITY	VENICE - LA EXPRESS PARK	132
20	F9806	LA CITY	EXPOSITION PARK - LA EXPRESS PARK	132
21	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	304
22	F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	5,094
23	F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	2,232
24	F3136	LA COUNTY	THE OLD ROAD FROM MAGIC MOUNTAIN PARKWAY TO TURNBERRY LANE	15,001
25	F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	11,647
26	F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI	5,986
27	F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,876
28	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	2,211
29	F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	1,592
30	F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE VIII	2,828
31	F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	1,118
32	F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	2,464
33	F7308	LA COUNTY	EAST LA CITY TRAFFIC SIGNAL CORRIDOR PROJECT.	734
34	F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS	2,292
35	F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	715
36	F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	5,537
37	F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	3,757
38	F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	6,075
39	F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	2,110
40	F9800	LA COUNTY	BIKE AIDE STATIONS	2,533
41	F9131	LANCASTER	MEDICAL MAIN STREET	4,240
42	F7316	LONG BEACH	ARTESIA GREAT BOULEVARD ENHANCEMENT PROJECT (INCLUDE F9130)	3,263
43	F9808	LONG BEACH	PARK OR RIDE	39
44	F9613	PASADENA	LAKE AVENUE GOLD LINE STATION PEDESTRIAN ACCESS IMPROVEMENTS	1,965
45	F1168	SANTA CLARITA	VIA PRINCESSA EXTENSION-GOLDEN VALLEY ROAD TO RAINBOW GLEN	11,577
46	F7105	SANTA CLARITA	13TH STREET/DOCKWEILER DRIVE EXTENSION *	5,795

	PROJ #	AGENCY	PROJECT TITLE	TOTAL
47	F9118	SANTA CLARITA	DOCKWEILER DRIVE GAP CLOSURE	2,208
48	F9533	SANTA MONICA	BEACH BIKE PATH RAMP CONNECTION TO SANTA MONICA PIER	912
49	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	190
50	6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	83
51	F9400	TORRANCE TRANSIT	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION FINAL PHASE	1,432
52	F5314	WHITTIER	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	135
			TOTAL	\$ 137,249

* Project previously known as Lyons Avenue/Dockweiler Drive Extension



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FY 2019-20 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
 (\$000)**

PROJ #	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	F3607	ARCADIA	ARCADIA GOLD LINE STATION PEDSTRIAN LINKAGE PROJECT	CMAQ	PED	\$ 1,546						\$ 1,420	\$ 126	PROJECT SAVINGS
2	F9109	BEVERLY HILLS	SUNSET BLVD. MEDIAN RECONSTRUCTION-COMplete STREET APPROACH	PC25	RSTI					68	611	-	679	CANCELLED
3	F5508	BURBANK	LOS ANGELES RIVER BRIDGE	CMAQ	BIKE	76	604					-	680	CANCELLED
4	7193	GATEWAY COG	GOODS MOVEMENT NHS ACCESS DESIGN & IMPLEMENTATION - PHASE II	PC25	GM	8,557						8,386	171	AUDIT SAVINGS
5	F9110	ROSEMEAD	GARVEY AVENUE REGIONAL ACCESS & CAPACITY IMPROVEMENT PROJECT	PC25	RSTI					225	2,091	-	\$ 2,316	CANCELLED
6	F3312	TORRANCE	CITY OF TORRANCE ITS & TRAFFIC IMPROVEMENTS	PC25	SIG	967						858	\$ 109	AUDIT SAVINGS
TOTAL						\$ 11,146	\$ 604	\$ -	\$ -	\$ 293	\$ 2,702	\$ 10,664	\$ 4,081	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 2,995
GOODS MOVEMENT (GM)	171
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	109
BICYCLE IMPROVEMENTS (BIKE)	680
PEDESTRIAN IMPROVEMENTS (PED)	126
TOTAL	\$ 4,081

Background/Discussion of Each Recommendation

A. Recertify

The \$137.2 million in existing FY 2020-21 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 2020-21 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$4.1 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$3.7 million in cancelled projects, and \$0.4 million in project savings.

C. Reallocate

~~1. The City of Los Angeles requested to reallocate the savings from the changes in scope of work on the Westlake MacArthur Park Pedestrian Improvement Project (#F3631) \$156,720, as indicated in Recommendation E2, and cancel the following two Call grants originally programmed to:~~

- ~~1) Last Mile Folding Bike Incentive Program (#F7707)~~
- ~~2) Building Connectivity with Bicycle Friendly Business Districts (#F9803)~~

~~And reallocate total of \$1.67 million to fund:~~

- ~~1) The City of Los Angeles Exposition West Bikeway Northvale Project (#F3514), in the amount of \$1,102,844 (with City's local match commitment of \$294,447) to fulfill the funding gap;~~
- ~~2) The City of Los Angeles L.A. River Bike Path, Headwaters Section (#F5518), in the amount of \$572,000 (with City's local match commitment of \$143,000) to fulfill the funding gap.~~

~~The City of Los Angeles concurs with the recommendations.~~

~~2. The City of Los Angeles requested to cancel the following two Call grants originally programmed to:~~

- ~~1) Alameda Street Downtown LA: Goods Movement, Phase I (#F5207)~~
- ~~2) Alameda Street Widening: North Olympic Boulevard to I-10 Freeway (#F9207)~~

~~And reallocate total of \$13.39 million cancelled funds to fund:~~

- ~~1) Metro's Rail to Rail project, in the amount of \$13,391,668 (with City's local match commitment of \$5,765,186), as City of Los Angeles's contribution toward the funding gap.~~

~~The City of Los Angeles concurs with the recommendations.~~

1. The City of Los Angeles requested to cancel the following Call grants originally programmed to:

- 1) Victory Boulevard Widening from Topanga Canyon Boulevard to De Soto Avenue, Phase II (#F1141)

And reallocate total of \$3.85 million cancelled funds to fund the City of Los Angeles:

- 1) Widening San Fernando Road at Balboa Road (#F1129), in the amount of \$1,000,000 (with City's local match commitment of \$538,462), to fulfill the funding gap,
- 2) Olympic Boulevard and Mateo Street Goods Movement Improvement Phase II (#F1205), in the amount of \$1,750,000 (with City's local match commitment of \$942,308) to fulfill the funding gap, and
- 3) Burbank Boulevard Widening from Lankershim Boulevard to Cleon Avenue (#8046), in the amount of \$1,100,000 (with City's local match commitment of \$592,308) to fulfill the funding gap.

The City of Los Angeles concurs with the recommendations.

2. The County of Los Angeles Willowbrook Area Bikeway Improvements (#F3521), included the design and construction of a bikeway facility on Willowbrook Avenue between the Metro Willowbrook/Rosa Parks A Line (Blue) Station and 119th Street. Since the project award, there has been ongoing planning and development efforts for improving the Willowbrook/Rosa Parks Station area led by Metro including coordination with the County of Los Angeles. Metro completed plans for the Willowbrook/Rosa Parks Station Improvement Project and agreed with the County of Los Angeles to include their bikeway project to leverage efforts. Funds will be used to pay for the bikeway. The County of Los Angeles submitted a letter acknowledging Metro's implementation of the bikeway and requested to transfer the \$456,114 Call grant funds to Metro.
3. The City of Long Beach requested to cancel the Call grants originally programmed to: Park or Ride (#F9808) and reallocate total of \$582,739 (with City's local match commitment of \$480,278) to the City of Long Beach: San Gabriel River Bike Path Gap Closure at Willow Street (#F1528). The City of Long Beach concurs with the recommendation.

D. 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.

E. Approve Project Scope Change

1. The City of El Monte - Regional Bicycle Commuter Access Improvements (#F7520) was programmed through the 2013 Call. As approved, the project includes constructing a 200-foot bike/pedestrian bridge spanning the Rio Hondo

approximately 300 feet southwest of the San Bernardino (I-10) Freeway, a 180-foot access ramp between the El Monte Bus Station and Rio Hondo Bike Path, a Class II bike lane on Tyler Ave between Garvey Ave and Klingerman St, a Class II bike lane on Merced Ave between Garvey Ave and Towneway Dr, a Class III bike path on Towneway Dr between Merced Ave and Brockway St, a Class III bike path on Brockway St between Towneway Ave and Fletcher Park Way/Rio Hondo Bike Trail access ramp, a Class III bike path on Valley Bl between Peck Rd and Santa Anita Ave, and a Class III bike path on Ramona Bl between Tyler Ave and Valley Bl. The City is requesting to revise the scope of work by eliminating the bike/pedestrian bridge and access ramp. In addition, the Class III bike path on Valley Bl (0.94 miles) would be replaced with a new Class II bike lane on Durfee Ave (1.22 miles), between Valley Bl and Ramona Bl. The new bike lane will provide more connections to City's existing and planned future bike network as well as destinations in the City's Central Business District. 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 \$986,803, and the City will maintain its local match commitment of \$428,892 (30.3%). In addition, the City is committed to cover any future project cost overruns, if occurs.

2. The City of Los Angeles – Westlake MacArthur Park Pedestrian Improvement Project (#F3631) was programmed through the 2009 Call. As approved, the project covers 2.5 miles of pedestrian enhancements within a half mile radius around the Westlake MacArthur Park Rail Station. The improvements include pedestrian security lights, bus benches, transit shelter footings, trash receptacles, street trees, upgraded and new ADA-compliant access ramps, enhanced crosswalks, parkway landscaping, and landscaped median islands. Since the award of the Call grant, City has experienced operational changes that have impacted the implementation of the project. The City is requesting to revise the scope of work by eliminating enhanced sidewalks, transit center footings, new access ramps, and access ramp upgrades. Staff has evaluated the proposed change in scope and found that the remaining improvements are still consistent with the original intent of the project. The revised scope of work will reduce Metro Call funds from \$1,339,386 to \$1,182,666 and the City corresponding local match commitment (20%) from \$334,847 to \$295,667. The revised total project cost of \$1,478,333 will result in a cost saving of \$156,720 in Call funds, which is recommended to be reallocate to another City of Los Angeles Call Projects, as indicated in Recommendation C4. In addition, the City is committed to cover any future project cost overruns, if occurs.
3. The City of Los Angeles – Magnolia Boulevard Widening (North Side), Cahuenga Boulevard to Vineland (#F7123) was programmed through the 2013 Call. As approved, the project is will widen Magnolia Boulevard (north side) for a distance of approximately 0.57 mile, from Cahuenga Boulevard to Vineland Avenue. The existing 50-foot roadway will be widened to a 65-foot roadway width bringing it to a modified Secondary Highway standard. The project includes an eight-foot continuous sidewalk while the widening will allow for a center left turn lane, on-street parking, and two traffic lanes in each direction. The City is requesting to revise the

scope of work to address the more current needs of the corridor and the community, and better align with goals outlined in the City of Los Angeles and Metro's current Mobility Plans, as well as the City's Vision Zero program. The revised scope of work will consist of pedestrian and safety-related improvements such as curb extensions where appropriate, enhanced left turn protection at select locations, new landscaping, additional safer crossings with the introduction of pedestrian hybrid beacons, enhanced sidewalks, and ADA-compliant access ramps. Staff has evaluated the proposed change in scope and supports the changes. Metro will maintain its funding commitment of \$5,461,649 and the City will maintain its local match commitment of \$2,940,888 (35%). In addition, the City is committed to cover any future cost overruns, if occurs.

4. The City of Los Angeles – Walk Pico! A Catalyst for Community Vitality & Connectivity (#F7624) was programmed through the 2013 Call. As approved, the project is located on Pico Blvd between the 405 Freeway and Patricia Ave, and on Tennessee Ave between Westwood Blvd and Patricia Ave. The project consists of pedestrian improvements – including new sidewalks, sidewalk buffers, street trees, benches, trash receptacles, pedestrian and bicycle wayfinding signage, curb ramps, curb extensions, pedestrian refuge median, roundabouts, pedestrian lighting, rectangular rapid flashing beacons, continental crosswalks, traffic diverters, advance stop bars, an accessible pedestrian signal, sharrows, and removal of walkway obstructions. Since the award of the Call grant, the City has found that the community is no longer supportive of the roundabouts because of parking loss and privacy concerns. The City is requesting to revise the scope of work by eliminating two roundabouts and replacing them with improvements at the intersection of Tennessee Ave and Westwood Blvd: a bicycle signal, designated bike lanes, continental crosswalks, bike symbol with pavement symbol, and bike signage. 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 \$1,840,994 and the City will maintain its local match commitment of \$460,249 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.
5. The City of Santa Clarita – 13th Street/Dockweiler Drive Extension (#F7105), previously known as Lyons Avenue/Dockweiler Drive Extension, was programmed through the 2013 Call. As approved, the project is located on in the community of Newhall along Lyons Avenue. The project consists of extension of two lanes to connect with a future extension planned for Dockweiler Drive. It includes new sidewalks, Class II bike lane, pedestrian signal heads, high visibility crosswalks, lighting, landscaping, bicycle actuation signals and wayfinding signs. Since the award of the Call grant, the City worked with the Southern California Regional Rail Authority and California Public Utilities Commission during the environmental and early design phase of the project and found 13th Street as the preferred location for the roadway connection. The City is requesting to revise the scope of work by shifting the project location from Lyons Avenue to 13th Street in the same community of Newhall. It will include new five-foot sidewalks on both sides of the street and Class I bike path instead of bike lane. All other project elements originally planned

will remain the same. 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 \$5,898,993 and the City will maintain its local match commitment of \$3,433,217 (36.8%). In addition, the City is committed to cover any future cost overruns, if occurs.

F. 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 62 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 one project 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).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2019-20 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2020
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	RECOM EXT MTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
1	F7600	ALHAMBRA	ALHAMBRA PED IMPROVEMENT/WALKING VIABILITY PROJECT ON VALLEY	LTF	2017 2018	\$ 665	\$ -	\$ 665	20	1	2/28/2022
2	F5309	AZUSA	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM	PC25	2016	3,508	297	3,211	12	3	2/28/2021
3	F7634	BELL	FLORENCE AVE PED IMPROVEMENTS	LTF	2018	2,159	-	2,159	20	1	2/28/2022
4	F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT	PC25	2017 2018	2,200	491	1,709	20	1	2/28/2022
5	F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017 2018	2,639	-	2,639	12	1	6/30/2021
6	F7516	CALABASAS	MULHOLLAND HIGHWAY GAP CLOSURE	LTF	2016 2018	436	81	355	20	1	2/28/2022
7	F3175	CULVER CITY	CULVER BOULEVARD REALIGNMENT PROJECT (INCLUDING EARMARK FUNDS)	PC25	2014 2015 2018	4,769	-	4,769	20	3	2/28/2022
8	F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2018	2,200	841	1,359	20	3	2/28/2022
9	F3729	CULVER CITY	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM	LTF	2018	2,018	1,215	803	20	3	2/28/2022
10	F7507	CULVER CITY	BALLONA CREEK BIKE PATH CONNECTIVITY PROJECT AT HIGUERA BRIDGE	LTF	2016 2018	616	-	616	20	1	2/28/2022
11	F7300	DIAMOND BAR	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT	PC25	2017 2018	1,407	469	938	20	3	2/28/2022
12	F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016 2017	2,787	-	2,787	12	1	6/30/2021
13	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	-	1,917	12	1	6/30/2021
14	F5125	EL MONTE	BOULEVARD INTERSECTION IMPROVEMENT (INCLUDING EARMARK FUNDS)	PC25	2016 2017 2018	1,994	291	1,703	20	3	2/28/2022
15	F7520	EL MONTE	EL MONTE REGIONAL BICYCLE COMMUTER ACCESS IMPROVEMENTS	LTF	2017 2018	987	-	987	20	1	2/28/2022
16	F3306	GARDENA	GARDENA MUNICIPAL BUS LINES LINE 1 TSP PROJECT	PC25	2018	675	44	631	20	1	2/28/2022
17	F9624	GLENDALE	GLENDALE TRAIN STATION 1ST/LAST MILE REGIONAL IMPROVEMENTS	PC25	2017 2018	1,556	109	1,447	20	1	2/28/2022
18	F3137	INDUSTRY	SR-57/SR-60 CONFLUENCE PROJECT: WESTBOUND SLIP ON-RAMP	PC25	2018	8,751	6,436	2,315	20	3	2/28/2022

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).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2019-20 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2020
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PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	RECOM EXT MTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
19	F7200	INDUSTRY	SR57/60 CONFLUENCE:WB SR60/NB SR57 GRAND OFF-RAMP INTERCHG	PC25	2018	9,448	3,989	5,459	20	3	2/28/2022
20	F3128	INGLEWOOD	MOBILITY IMPROVEMENT PROJECT (INCLUDING EARMARK FUNDS)	PC25	2018	6,753	1,420	5,333	20	1	2/28/2022
21	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2010	1,061	212	849	12	1	6/30/2021
22	F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2018	2,874	2,224	650	20	3	2/28/2022
23	F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2009, 2011	1,605	297	1,308	12	1	6/30/2021
24	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2014 2015	4,416	1,732	2,684	12	1	6/30/2021
25	F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2014 2015	1,339	268	1,071	12	1	6/30/2021
26	F3643	LA CITY	BOYLE HEIGHTS CHAVEZ AVE STREETScape/PEDESTRIAN IMPROV.	CMAQ	2018	140	-	140	12	1	6/30/2021
27	F3646	LA CITY	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES	MR	2016	869	-	869	20	3	2/28/2022
28	F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013 2014	1,313	105	1,208	12	1	6/30/2021
29	F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	RSTP	2016 2017	1,208	207	1,001	12	1	6/30/2021
30	F5519	LA CITY	BICYCLE FRIENDLY STREETS (BFS)	CMAQ	2015 2016	586	110	476	12	1	6/30/2021
31	F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	CMAQ	2016 2017	972	-	972	12	1	6/30/2021
32	F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	PC25	2017	686	320	366	20	1	2/28/2022
33	F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	RSTP	2018	110	-	110	12	1	6/30/2021
34	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017 2018	5,461	975	4,486	12	1	6/30/2021
35	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP	2017 2018	5,874	1,014	4,860	12	1	6/30/2021
36	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL	RSTP	2017 2018	3,141	-	3,141	12	1	6/30/2021

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).



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2019-20 CALL FOR PROJECTS EXTENSION LIST
 AS OF JUNE 30, 2020
 (\$000')**

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	RECOM EXT MTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
37	F7628	LA CITY	WATTS STREETSCAPE IMPROVEMENTS PHASE 2	LTF	2018	669	541	128	20	3	2/28/2022
38	8046	LA CITY	BURBANK BOULEVARD WIDENING FROM LANKERSHIM TO CLEON AVE.	RSTP	2018	5,043	-	5,043	12	1	6/30/2021
39	8075/ F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST./INDIANA ST. INTERSECTION IMPROVEMENTS	PC25	2018	3,864	3,439	425	20	1	2/28/2022
40	F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	RSTP	2015 2016 2017	4,797	-	4,797	12	1	6/30/2021
41	F7412	LA COUNTY	LA CITY COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	CMAQ	2016	282	-	282	12	1	6/30/2021
42	F5509	LANCASTER	10TH STREET WEST ROAD DIET AND BIKEWAY IMPROVMENTS	LTF	2018	263	-	263	20	1	2/28/2022
43	F1198	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING PROJECT	PC25	2018	1,019	423	596	20	1	2/28/2022
44	F3112	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING	PC25	2015	1,314	732	582	12	3	2/28/2021
45	F5808	LONG BEACH	ATLANTIC AVENUE STREETSCAPE ENHANCEMENTS	RSTP	2018	322	-	322	12	1	6/30/2021
46	F7314	LONG BEACH	SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT	PC25	2016 2017 2018	1,920	-	1,920	20	1	2/28/2022
47	F7615	LONG BEACH	MARKET STREET PED ENHANCEMENTS	CMAQ	2018	834	-	834	12	1	6/30/2021
48	8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT	RSTP	2017	1,242	-	1,242	12	1	6/30/2021
49	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018	400	-	400	12	1	6/30/2021
50	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	3,435	800	12	3	2/28/2021
51	F3522	PASADENA	CORDOVA STREET ROAD DIET PROJECT (ADD EARMARK FUNDS)	CMAQ	2016	2,115	-	2,115	24	1	6/30/2022
52	F7204	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION	RSTP	2018	3,491	-	3,491	12	1	6/30/2021
53	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	-	1,559	12	1	6/30/2021
54	F3307	SAN DIMAS	INTERSECTION IMPROVEMENTS ON BONITA AVE. AT CATARACT AVE.	PC25	2018	1,339	136	1,203	20	1	2/28/2022

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
2019-20 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2020
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	RECOM EXT MTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
55	F7404	SANTA CLARITA	VISTA CANYON REGIONAL TRANSIT CENTER	PC25	2015 2016	2,809	307	2,502	12	3	2/28/2021
56	F9306	SANTA CLARITA	ITS PHASE VII	PC25	2017 2018	2,123	281	1,842	20	3	2/28/2022
57	F7320	SANTA MONICA	SANTA MONICA SIGNAL SYNC IMPROVEMENTS	PC25	2018	541	-	541	20	1	2/28/2022
58	F7704	SANTA MONICA	MULTI-MODAL WAYFINDING: CONGESTION REDUCTION/STATION ACCESS	LTF	2016 2017 2018	1,290	23	1,267	20	1	2/28/2022
59	F9625	SANTA MONICA	17TH STREET/SMC EXPO PEDESTRIAN CONNECTIVITY IMPROVEMENTS	CMAQ	2017 2018	1,495	-	1,495	20	1	2/28/2022
60	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	CMAQ	2016	485	-	485	24	1	6/30/2022
61	F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2015	9,424	7,649	1,775	12	3	2/28/2021
62	F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	CMAQ	2016	2,458	-	2,458	12	1	6/30/2021
TOTAL					\$144,473	\$ 40,113	\$104,360				



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

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE						FUND SOURCE
			2018 & Prior	2019	2020	2021	TOTAL	
F3647	LA CITY	MENLO/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS		1,350				CMAQ
						<i>1,350</i>		

ORIGINAL PROGRAMMED AMOUNT	\$ -	\$ 1,350	\$ -	\$ -	\$ -
<i>REPROGRAMMED AMOUNT</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 1,350</i>	<i>\$ -</i>
DELTA	-	1,350	-	(1,350)	-



June 2020 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency

PROJ #	AGENCY	PROJECT TITLE	FUNDING 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	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	2016 2017	1,917	2	Did not meet Lapsing Policy & Status Update per June 2019 TAC Appeal	One-year extension to June 30, 2021. Project Sponsor must provide an update at the 2021 TAC appeals on final scope of work and status of the HBP funding.	Concur with TAC recommendation.
2	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2013 2014 2015	2014 2015	4,416	4	Did not meet Lapsing Policy & Status Update per June 2019 TAC Appeal	One-year extension to June 30, 2021. Project Sponsor must provide an update at the 2021 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
3	F5519	LA CITY	BICYCLE FRIENDLY STREETS	CMAQ	2015 2016	2015 2016	586	2	Did not meet Lapsing Policy & Status Update per June 2019 TAC Appeal	One-year extension to June 30, 2021.	Concur with TAC recommendation.
4	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	2016	1,559	2	Did not meet Lapsing Policy & Status Update per June 2019 TAC Appeal	One-year extension to June 30, 2021.	Concur with TAC recommendation.