

Metro

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



Agenda - Final

Wednesday, August 17, 2016

2:00 PM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Planning and Programming Committee

Hilda Solis, Chair

Paul Krekorian, Vice Chair

Michael Antonovich

James Butts

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES (ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

10. APPROVE Consent Calendar Item: 12

Consent Calendar Items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

12. RECEIVE AND FILE **Parking Management and Supportive Transit Parking Program (STPP) Master Plan Update.** [2016-0532](#)

NON-CONSENT

13. CONSIDER: [2016-0313](#)
- A. RECERTIFYING \$102.5 million in existing Fiscal Year (FY) 2016-17 commitments from previously approved **Countywide Calls for Projects** (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
 - B. DEOBLIGATING \$14.5 million of previously approved Call funding, as shown in Attachment B, and REPROGRAMMING these dollars to the same modal category from which they came in the 2015 Call;
 - C. ADOPTING:
 - 1) Revised Lapsing Policy which will apply to existing projects funded through the 2013 and prior Calls with local funds and all projects funded in future Calls, as shown in Attachment D;
 - 2) Project Readiness Criteria prior to executing funding agreements with the project sponsors;
 - D. REPROGRAMMING \$14.2 million of previously approved Call funding, as shown in Attachment E, for those projects that applied for, but were not awarded funds through the State Active Transportation Program (ATP) Cycle 2 according to Metro's Policy for transitioning to the State ATP;

E. DELEGATING to the Chief Executive Officer (CEO) or his designee the authority to:

- 1) reprogram currently programmed Call funds to later years (latest to FY 2020-21) at project sponsor(s)' own risk, to meet project design, right-of-way and construction time frames. Projects identified for reprogramming this FY are shown in Attachment F;
- 2) allow project sponsor(s) to use Metro Call funds in earlier phase(s) of project development than previously programmed with project sponsor(s) providing full funding commitment to deliver the project upon authorization through its Governing Authority to complete the project as currently scheduled;
- 3) reprogram or administratively extend approved funding for California Department of Transportation (Caltrans) projects as required, to meet Caltrans design and construction time frames;

F. AUTHORIZING the CEO to:

- 1) negotiate and execute all necessary agreements for approved projects; and
- 2) amend the FY 2016-17 budget, as necessary, to include the 2016 Countywide Call Recertification and Extension funding in the Regional Programs' budget;

G. APPROVING changes to the scope of work for:

- 1) City of Lawndale - Inglewood Avenue Corridor Widening Project (#F1198);
- 2) City of Lawndale - Inglewood Avenue Corridor Widening (#F3112);
- 3) City of Los Angeles - Washington Boulevard Transit Enhancements (#F1630);
- 4) City of Los Angeles - Hollywood Integrated Modal Information System (#F1708);
- 5) City of Los Angeles - LANI Evergreen Park Street Enhancement (#F3640);

- 6) City of Los Angeles - Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) II (#F5624);
 - 7) Port of Los Angeles - YTI Terminal Trip Reduction Program (#F9201);
 - 8) Port of Long Beach - Long Beach South Waterfront Bike Path Gap Closure (#F3503);
 - 9) City of Signal Hill - Citywide Bus Shelter Upgrades with Electronic Kiosks (#F5404);
- H. REALLOCATING funds originally programmed to the City of Los Angeles for the Downtown LA Inter-Modal Transit Information and Wayfinding Project (#F3731) to Metro, pending Metro Board approval of the City of Los Angeles Bike Share expansion; and
- I. RECEIVING AND FILING:
- 1) time extensions for the 100 projects shown in Attachment G;
 - 2) oral update on the future Countywide Call process restructuring in response to the June 2015 Board directive (Attachment H).

Attachments: [Attachment A - FY 2016-17 Countywide Call Recertification](#)
[Attachment B - 2016 Countywide Call Deobligation Recommendations](#)
[Attachment C - Background Discussion of Each Recommendation](#)
[Attachment D - Revised Call Laping Policy](#)
[Attachment E - Reprogramming of Not Awarded ATP Projects](#)
[Attachment F - Reprogramming Recommendations](#)
[Attachment G - FY 2016-17 Countywide Call Extensions](#)
[Attachment H - June 2015 Board Directive on Future Call for Projects Restructu](#)
[Attachment I - Result of TAC Appeals Process](#)

14. CONSIDER: [2016-0497](#)

A. AUTHORIZING the Chief Executive Officer (CEO) to:

1. EXECUTE Modification No. 13 for Phase 2 of Contract No. PS114330-2636 with STV/PB - ConnectLAX Joint Venture to prepare the Final Environmental Impact Report (EIR) and federal environmental documentation for the **Airport Metro Connector** (AMC) 96th Street transit station in the firm fixed amount of \$397,953 increasing the total contract value from

\$6,886,444 to \$7,284,397;

2. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS114330-2636, AMC, in the amount of \$150,000, increasing the total authorized CMA amount from \$1,800,255 to \$1,950,255; and

B. RECEIVING AND FILING:

1. Summary of Draft EIR and comments received during the public comment period (July 22, 2016 to August 6, 2016); and
2. quarterly status report on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - Executive Summary DEIR](#)
[Attachment D - June 2014 Board Motion](#)
[Attachment E - DEOD Summary](#)

(ALSO ON CONSTRUCTION COMMITTEE)

15. AUTHORIZE \$59.3 Million in funding for the **SR-71 Gap from I-10 to Rio Rancho Road Project.** [2016-0534](#)

Attachments: [Att. A - SR-71 Gap from I-10 to Rio Rancho Road Location Map and Photos](#)

53. **Motion by Antonovich** to request feedback, information and strategy on FASTLANE Grants. [2016-0633](#)

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2016-0313, **File Type:** Program

Agenda Number: 13.

**PLANNING AND PROGRAMMING COMMITTEE
AUGUST 17, 2016**

SUBJECT: COUNTYWIDE CALL FOR PROJECTS RECERTIFICATION AND DEOBLIGATION

ACTION: APPROVE 2016 RECERTIFICATION AND DEOBLIGATION RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$102.5 million in existing Fiscal Year (FY) 2016-17 commitments from previously approved **Countywide Calls for Projects** (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$14.5 million of previously approved Call funding, as shown in Attachment B, and REPROGRAMMING these dollars to the same modal category from which they came in the 2015 Call;
- C. ADOPTING:
 - 1. Revised Lapsing Policy which will apply to existing projects funded through the 2013 and prior Calls with local funds and all projects funded in future Calls, as shown in Attachment D;
 - 2. Project Readiness Criteria prior to executing funding agreements with the project sponsors;
- D. REPROGRAMMING \$14.2 million of previously approved Call funding, as shown in Attachment E, for those projects that applied for, but were not awarded funds through the State Active Transportation Program (ATP) Cycle 2 according to Metro’s Policy for transitioning to the State ATP;
- E. DELEGATING to the Chief Executive Officer (CEO) or his designee the authority to:
 - 1. reprogram currently programmed Call funds to later years (latest to FY 2020-21) at project sponsor(s)’ own risk, to meet project design, right-of-way and construction time frames. Projects identified for reprogramming this FY are shown in Attachment F;

2. allow project sponsor(s) to use Metro Call funds in earlier phase(s) of project development than previously programmed with project sponsor(s) providing full funding commitment to deliver the project upon authorization through its Governing Authority to complete the project as currently scheduled;
3. reprogram or administratively extend approved funding for California Department of Transportation (Caltrans) projects as required, to meet Caltrans design and construction time frames;

F. AUTHORIZING the CEO to:

1. negotiate and execute all necessary agreements for approved projects; and
2. amend the FY 2016-17 budget, as necessary, to include the 2016 Countywide Call Recertification and Extension funding in the Regional Programs' budget;

G. APPROVING changes to the scope of work for:

1. City of Lawndale - Inglewood Avenue Corridor Widening Project (#F1198);
2. City of Lawndale - Inglewood Avenue Corridor Widening (#F3112);
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6. City of Los Angeles - Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) II (#F5624);
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9. City of Signal Hill - Citywide Bus Shelter Upgrades with Electronic Kiosks (#F5404);

H. REALLOCATING funds originally programmed to the City of Los Angeles for the Downtown LA Inter-Modal Transit Information and Wayfinding Project (#F3731) to Metro, pending Metro Board approval of the City of Los Angeles Bike Share expansion; and

I. RECEIVING AND FILING:

1. time extensions for the 100 projects shown in Attachment G;

2. oral update on the future Countywide Call process restructuring in response to the June 2015 Board directive (Attachment H).

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 being granted through previously delegated Board administrative authority.

The Call has been in existence since the early 1990s. Over time, revisions have been made to the Board adopted Lapsing Policy. Given the aging encumbrances, staff is recommending that the Board adopt a Revised Lapsing Policy for local funds and adopt a Project Readiness Criteria for all projects to ensure sponsors are ready to use their Call funding and deliver their projects as scheduled. Finally, the Board is being asked to receive and file an oral update on the restructuring of the Countywide Call process.

DISCUSSION

The Call process implements Metro's multi-modal programming responsibilities and implements the adopted Long Range Transportation Plan (LRTP). Metro is required by federal (Title 23 U.S.C. 134 (g) & (h)) and state (P.U.C. 130303) statutes to prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). Metro accomplishes these mandates, in part, by programming revenues through the Call.

The 2016 Call Recertification and Deobligation process enforces 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 May 4, 2016, TAC heard sponsor appeals on the deobligation of funding from 37 projects (Attachment I). TAC recommended deobligating the remaining project funds from the City of South Pasadena Fair Oaks Corridor Improvements Project (#8018) due to the City's inability to secure the \$2.5 million shortfall. For the remaining 36 projects, TAC recommended one year extensions with certain reporting conditions. Staff concurs with these recommendations, except for the City of Los Angeles De Soto Avenue Widening: Ronald Reagan Freeway to Devonshire Street Project (#F3171). Staff recommends deobligating the remaining project funds in December 2016 (per the City of Los Angeles provided project schedule and progress), rather than the TAC recommended June 2017, if the City of Los Angeles fails to secure the \$10.5 million shortfall.

Future Countywide Call Process Review and Reform

In response to Board direction as well as feedback from various stakeholders, staff is examining the future of the Countywide Call process and the opportunity for reforming it. Given the possibility of a new ballot measure, staff believes this is an ideal time to take a fresh look at the Call. In particular, staff is exploring the development of a shared project evaluation and selection process between Metro and the subregions. While federal regulations do not allow federal dollars to be subvended directly to local agencies, a targeted, needs based decision making process can be delegated to the local level. Shared decision making also requires shared accountability, so this new or similar approach to more localized decision making must address adherence to federal rules and regulations, the timely use of funds, community outreach and federal Title VI requirements. Staff will work to establish a process with the subregions and other stakeholders to define a reformed Call process tailored to the needs of Los Angeles County. This new process will be developed as part of the update of Metro's LRTP in 2017. Staff believes the most prudent course is to defer future cycles of the Call until this overall review and assessment is completed; an oral report on this approach will be made to the Planning Committee in August. Given that the next Call will primarily be programming funds in the out years of the programming cycle (FY 2021-22 and FY 2022-23), this will not impact funding to our transportation partners.

DETERMINATION OF SAFETY IMPACT

The 2016 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Local funds (Propositions C 10% and 25% and State Repayment of Capital Project Loan Funds) for the Countywide Call are budgeted in the FY 2016-17 Subsidies to Others Budget in Cost Centers 0441 and 0442. 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 10% and 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 10% funds were previously programmed in Calls prior to the 2015 Call. 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 1st 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.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2016-17 funding commitments rather than authorize their expenditures. This would disregard previous Board approved Countywide Calls programming commitments and would disrupt on-going 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 Lapsing Policy. The recommended Revised Lapsing Policy for local funds and Project Readiness Criteria may also encourage project sponsors to focus scarce labor and other resources on projects in order to deliver them in a more timely fashion. In addition, the Appeals process between the project sponsors and the Metro TAC is a significant reminder that these funded projects should not be further delayed. Furthermore, many of the specific projects involved are now very close to being delivered.

NEXT STEPS


With Board approval of the 2016 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letter of Agreements (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. The Revised Lapsing Policy for local funds will be included in all FAs and amendments and staff will implement the Project Readiness Criteria.

ATTACHMENTS

Attachment A - FY 2016-17 Countywide Call Recertification
Attachment B - 2016 Countywide Call Deobligation Recommendations
Attachment C - Background/Discussion of Each Recommendation
Attachment D - Revised Lapsing Policy (Track Changes version)
Attachment E - Reprogramming of Not Awarded ATP Projects
Attachment F - Reprogramming Recommendations
Attachment G - FY 2016-17 Countywide Call Extensions
Attachment H - June 2015 Board Directive on Future Call for Projects Restructuring
Attachment I - Result of TAC Appeals Process

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Phillip A. Washington
Chief Executive Officer



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS RECERTIFICATION LIST
(\$000)**

PROJ	AGENCY	PROJECT TITLE	TOTAL
F7600	ALHAMBRA	ALHAMBRA PED IMPROVEMENT/WALKING VIABILITY PROJECT ON VALLEY	\$ 60
F7406	AVALON	AVALON CLEAN FUEL FLEET REPLACEMENT PROJECT	393
F7414	BALDWIN PARK	CLEAN FUEL BUSES FOR THE BALDWIN PARK TRANSIT SERVICE	396
F9200	BELL	EASTERN AVENUE CAPACITY AND OPERATIONAL IMPROVEMENTS	536
F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT	1,157
F9537	BEVERLY HILLS	BEVERLY HILLS BIKESHARE PROGRAM	10
F5306	BURBANK	BURBANK TRAFFIC RESPONSIVE SIGNAL SYSTEM	544
F5508	BURBANK	LOS ANGELES RIVER BRIDGE	604
F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	652
F7408	BURBANK	BURBANK TRANSIT VEHICLE REPLACEMENT	878
F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	743
F3900	CALABASAS	SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENTS	590
F9301	CALTRANS	I-210 CONNECTED CORRIDOR ARTERIAL SYSTEMS IMPROVEMENTS	1,600
F7322	CARSON	BROADWAY INTERSECTION IMPROVEMENTS - TRAFFIC SIGNAL MODIFICATIONS	272
F5108	COMMERCE	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	299
F7201	COMMERCE	COMMERCE GOODS MOVEMENT ATLANTIC BLVD: WASHINGTON TO COMO	619
F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	164
F7303	CULVER CITY	NETWORK-WIDE SIG. SYNC W/ VID AND ARTERIAL PERFORMANCE MEASURE	989
F7300	DIAMOND BAR	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT	219
F3304	DOWNEY	WOODRUFF AV FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ	738
F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	234
F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	973
F7311	DOWNEY	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM	32
F5125	EL MONTE	RAMONA BOULEVARD & VALLEY BOULEVARD INTERSECTION IMPROVEMENT	139
F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	299
F7520	EL MONTE	EL MONTE REGIONAL BICYCLE COMMUTER ACCESS IMPROVEMENTS	972
F7405	GARDENA	PURCHASE OF ALTERNATIVE FUEL REPLACEMENT BUSES	1,093
F5307	GLENDALE	GLENDALE SUB-REGIONAL TRAFFIC MANAGEMENT CENTER IMPLEMENTATION	522
F5407	GLENDALE	PURCHASE OF 10 CNG BUSES FOR GLENDALE BEELINE SERVICES	1,727
F7430	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	1,264
F9624	GLENDALE	GLENDALE TRAIN STATION 1ST/LAST MILE REGIONAL IMPROVEMENTS	771
F5101	HAWTHORNE	EL SEGUNDO BOULEVARD IMPROVEMENT PROJECT	3,151
F7101	HAWTHORNE	SIGNAL IMPROVEMENTS ON PRAIRIE AVE FROM 118TH ST. TO MARINE AVE.	35
F7702	HUNTINGTON PARK	DOWNTOWN HUNTINGTON PARK "I-PARK" SYSTEM IMPLEMENTATION	84
F5100	INDUSTRY	SR57/60 CONFLUENCE, GRAND AVENUE AT GOLDEN SPRINGS DRIVE	4,636
F7200	INDUSTRY	SR57/60 CONFLUENCE:WB SR60/NB SR57 GRAND OFF-RAMP INTERCHG	3,412
F5300	INGLEWOOD	CITY OF INGLEWOOD ITS - PHASE IV IMPROVEMENT PROJECT	489
F9307	INGLEWOOD	INGLEWOOD ITS PHASE VI	56
F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BL TO DE SOTO AV	2,000
F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	500
F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	1,195
F3630	LA CITY	MAIN STREET PEDESTRIAN ENHANCEMENTS	827
F3643	LA CITY	BOYLE HEIGHTS CHAVEZ AVE STREETScape/PEDESTRIAN IMPROV.	2,788
F3647	LA CITY	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	1,687
F3721	LA CITY	ANGELS WALK SILVERLAKE	175
F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	100
F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	680
F5207	LA CITY	ALAMEDA STREET DOWNTOWN LA: GOODS MOVEMENT, PHASE I	3,767



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS RECERTIFICATION LIST
(\$000)**

PROJ	AGENCY	PROJECT TITLE	TOTAL
F5317	LA CITY	ITS PLATFORM UPGRADES	2,300
F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	725
F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	366
F5710	LA CITY	EXPERIENCE LA HISTORIC CULTURAL NEIGHBORHOOD CONNECTIONS	555
F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	553
F7109	LA CITY	SOTO STREET WIDENING FROM MULTNOMAH ST TO MISSION RD	1,093
F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	2,843
F7125	LA CITY	SHERMAN WAY WIDENING BETWEEN WHITSETT AVE TO HOLLYWOOD FWY	142
F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	2,361
F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL	630
F7624	LA CITY	WALK PICO! A CATALYST FOR COMMUNITY VITALITY AND CONNECTIVITY	222
F7636	LA CITY	BROADWAY STREETScape IMPLEMENTATION (8TH - 9TH)	426
F7707	LA CITY	LAST MILE FOLDING BIKE INCENTIVE PROGRAM	175
F7708	LA CITY	INTERACTIVE BICYCLE BOARD DEMO PROJECT	26
F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	437
F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE AND GREENSTREET TRANSIT PROJ	1,145
F9119	LA CITY	HARBOR BOULEVARD/SAMPSON WAY/7TH STREET RECONFIGURATION	2,552
F9430	LA CITY	PURCHASE OF THREE ELECTRIC ZERO EMISSION DASH BUSES	766
F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	204
F9527	LA CITY	CHANDLER CYCLETRACK GAP CLOSURE PROJECT	459
F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	225
F9201	LA CITY	YTI TERMINAL TRIP REDUCTION PROGRAM	609
F9207	LA CITY	ALAMEDA ST WIDENING - NORTH OLYMPIC BLVD TO I-10 FREEWAY	988
F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	327
F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	130
F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	1,300
F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	500
F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	1,499
F5412	LA COUNTY	ARROW HIGHWAY BUS STOP IMPROVEMENT PLAN	246
F5413	LA COUNTY	EL SOL SHUTTLE VEHICLES	1,069
F5704	LA COUNTY	METRO GREEN LINE VERMONT STATION WAYFINDING SIGNAGE	319
F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	2,746
F7806	LA COUNTY	VERMONT AVENUE STREETScape IMPROVEMENT PROJECT	62
F9504	LA COUNTY	E. PASADENA & E. SAN GABRIEL VALLEY BIKEWAY ACCESS IMPROVEMENTS	408
F5304	LANCASTER	TRAFFIC SIGNAL SYSTEM MODERNIZATION	333
F3615	LONG BEACH	LONG BEACH BLVD. PEDESTRIAN IMPROVEMENT PROJECT	1,722
F7314	LONG BEACH	SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT	191
F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	177
F9808	LONG BEACH	PARK OR RIDE	41
8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT	1,800
F7400	MONTEREY PARK	CLEAN FUEL BUS REPLACEMENTS	497
F9502	MONTEREY PARK	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT	93
F7121	PALMDALE	RANCHO VISTA BLVD WIDENING	52
F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	240
F5305	PASADENA	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS	1,298
F7422	PASADENA	PASADENA REPLACEMENT AND ADDED CAPACITY OF CLEAN FUEL BUSES	628
F9416	PASADENA	PASADENA BUS PURCHASE TO RELIEVE SIGNIFICANT OVERCROWDING	1,365
F9515	PASADENA	PASADENA BIKE SHARE START UP CAPITAL COST	955



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS RECERTIFICATION LIST
(\$000)**

PROJ	AGENCY	PROJECT TITLE	TOTAL
F9516	PASADENA	PASADENA BICYCLE PROGRAM-UNION STREET 2-WAY CYCLE TRACK	745
F9802	PASADENA	SHARED EV EMPLOYER DEMONSTRATION (SEED) PROGRAM	101
F9518	PORT OF LONG BEACH	COASTAL BIKE TRAIL CONNECTOR - OCEAN BOULEVARD, LONG BEACH	712
F5301	REDONDO BEACH	GRANT AVENUE SIGNAL IMPROVEMENTS	1,222
F7521	REDONDO BEACH	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II	233
F7119	SAN MARINO	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	834
F9306	SANTA CLARITA	ITS PHASE VII	511
F9414	SANTA CLARITA	VISTA CANYON METROLINK STATION	587
F5812	SANTA MONICA	EXPO LRT COLORADO AVENUE TRANSIT VILLAGE ENHANCEMENTS	578
F7704	SANTA MONICA	MULTI-MODAL WAYFINDING: CONGESTION REDUCTION/STATION ACCESS	571
F9434	SANTA MONICA	BUS REPLACEMENT - CITY OF SANTA MONICA	1,765
F9533	SANTA MONICA	BEACH BIKE PATH RAMP CONNECTION TO SANTA MONICA PIER	138
F9625	SANTA MONICA	17TH STREET/SMC EXPO PEDESTRIAN CONNECTIVITY IMPROVEMENTS	163
F9807	SANTA MONICA	SANTA MONICA EXPO AND LOCALIZED TRAVEL PLANNING ASSISTANCE	127
F5406	SANTA MONICA'S BIG BLUE BUS	REPLACE DIESEL 40-FOOT BUSES WITH ALTERNATIVE FUEL BUSES	2,159
F5308	SOUTH PASADENA	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV	464
F7526	TEMPLE CITY	LAS TUNAS DRIVE BICYCLE IMPROVEMENTS	2,722
F7618	TEMPLE CITY	LAS TUNAS DR IMPROVEMENTS AND SAFETY ENHANCEMENT PROJECT-PED	2,910
F7812	TEMPLE CITY	LAS TUNAS DRIVE COMPLETE STREETS IMPROVEMENT PROJECT	1,277
F9424	WEST HOLLYWOOD	West Hollywood CityLine Vehicle Replacement	640
F9517	WEST HOLLYWOOD	WEHO BIKESHARE IMPLEMENTATION AND INTEROPERABILITY PROJECT	510
F9601	WEST HOLLYWOOD	WEST HOLLYWOOD - MELROSE AVENUE COMPLETE STREET PROJECT	671
TOTAL			\$ 102,511



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2015-16 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

PROJ. ID #	AGENCY	PROJECT TITLE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR					\$ EXPD	TOTAL DEOB	REASON	
				Prior	FY 15	FY 16	FY 17	FY 18				
1	F1171	AGOURA HILLS	US 101/REYES ADOBE RD INTERCHANGE IMPROVEMENT PROJECT	RSTI	\$ 2,134					\$ 1,523	\$ 611	AUDIT SAVINGS
2	F3834	AZUSA	AZUSA GATEWAY PROJECT	TEA	554	87				370	271	AUDIT SAVINGS
3	6323	CALABASAS	CALABASAS REGIONAL TRAFFIC CENTER	SIG	329					324	5	AUDIT SAVINGS
4	4318	INGLEWOOD	ARBOR VITAE STREET IMPROVEMENTS	RSTI	2,277					1,748	529	AUDIT SAVINGS
5	F3171	LA CITY	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST.	RSTI	4,399	3,099				1,193	6,305	PENDING CITY IDENTIFICATION OF LOCAL FUNDING IN DEC 2016
6	2356	LA COUNTY	SOUTH BAY SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS	SIG	16,181					16,006	175	AUDIT SAVINGS
7	F1414	LA COUNTY	THIRD STREET & LA VERNE AVE. PARKING STRUCTURE	TC	814					-	814	PROJECT CANCELLED
8	F1198	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING PROJECT	RSTI	1,019					71	340	PROJECT SCOPE CHANGE
9	F3112	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING	RSTI	294	1,878				71	857	PROJECT SCOPE CHANGE
10	6345	MONTEBELLO	BEVERLY BLVD. WIDENING PHASE III	RSTI	975					940	35	AUDIT SAVINGS
11	F9201	PORT OF LOS ANGELES	YTI TERMINAL TRIP REDUCTION PROGRAM	GM				609	3,461	-	2,077	PROJECT SCOPE CHANGE
12	F5129	ROSEMEAD	VALLEY BLVD. CAPACITY ENHANCEMENT PROJECT	RSTI			508	273		-	781	PROJECT CANCELLED
13	F5812	SANTA MONICA	EXPO LRT COLORADO AVENUE TRANSIT VILLAGE ENHANCEMENTS	TEA			225	578		-	803	PROJECT CANCELLED



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FY 2015-16 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
 (\$000)

PROJ. ID #	AGENCY	PROJECT TITLE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR					\$ EXPD	TOTAL DEOB	REASON	
				Prior	FY 15	FY 16	FY 17	FY 18				
14	F5404	SIGNAL HILLS	CITY-WIDE BUS SHELTER UPGRADES W/ ELECTRIC KIOSKS	TC			128			-	91	PROJECT SCOPE CHANGE
15	8018	SOUTH PASADENA	SOUTH PASASENA FAIR OAKS CORRIDOR IMPROVEMENTS	RSTI	1,300					628	672	PROJECT DEOBLIGATED
16	F3811	WEST HOLLYWOOD	LA BREA AVENUE STREETScape PROJECT	TEA	862					685	177	AUDIT SAVINGS
TOTAL					\$ 31,138	\$ 5,064	\$ 861	\$ 1,460	\$ 3,461	\$ 23,559	\$ 14,543	

17	F3731	LA CITY	DOWNTOWN LA INTER-MODAL TRANSIT INFORMATION AND WAYFINDING	TDM	\$ 1,290					-	\$ 1,290	PROJECT CANCELLED AND FUNDS REALLOCATED
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*\$1,289,394 will be reallocated to be used for pending Metro Board approval of the City of Los Angeles Bike Share expansion.

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 10,130
GOODS MOVEMENT (GM)	2,077
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	180
TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA)	1,251
TRANSIT CAPITAL (TC)	905
TOTAL	\$ 14,543

Background/Discussion of Each Recommendation

A. Recertify

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

B. Deobligate

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

C. Adopt

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

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

2) Project Readiness Criteria

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

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

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

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

D. Reprogram**Not Awarded Active Transportation Program (ATP) Projects**

In February 2014, the Metro Board adopted the Policy for transitioning to the State ATP. The Policy addressed the \$90 million shortfall created in the Call funding plan after State statute changed federal Transportation Enhancement/Transportation Alternatives funding to a component of the State ATP. Metro's ATP Policy specifically required that all project sponsors of eligible projects from 2013 and prior Calls that have unallocated or unobligated balances in the Bicycle, Pedestrian, and Transportation Enhancements Activities modes apply for ATP funds before being considered for Call funding. An exemption was allowed for projects with a documented request to forego the ATP application in order to avoid project delivery delay. There is a total of eight Call projects, totaling \$14.2 million that applied for ATP Cycle 2, but were not awarded funding. Metro Call funding is now needed for these projects. Metro staff has contacted each of the respective project sponsors to coordinate the years in which funding is needed. The Board is being asked to reprogram the funding for these eight projects as shown in Attachment E.

E. Delegate

Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Staff recommends:

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

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

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

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

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

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

F. Authorize

Projects receiving their first year of funding are required to execute FAs or LOAs with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria.

G. Project Scope Change

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

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

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

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

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

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

proposed improvements. Staff has evaluated the proposed changes in the scope of work and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The City will maintain its local match commitment of 35% (\$803,187).

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

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

F. Countywide Bike Share

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

G. Receive and File

During the 2001 Countywide Call for Projects Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:

- 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);
- 2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and
- 3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 100 projects shown in Attachment E are being granted.

Revised Call for Project Lapsing Policy

TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS:

Grantee must demonstrate timely use of the Funds by:

- (i) executing this Agreement within ninety (90) days of receiving formal transmittal of the Agreement from LACMTA, or by December 31st of the first Fiscal Year in which the Funds are programmed, whichever date is later; and
- ~~(ii) meeting the Project milestones due dates as agreed upon by the LACMTA and Grantee in Attachment B (Scope of Work) of this the Funding Agreement; milestones include, but are not limited to the following:~~
 - ~~a. for project development, Grantee must complete phase by the end of the second fiscal year following the year the Funds were first programmed; and~~
 - ~~b. for right-of-way, Grantee must follow its right-of-way acquisition policies and must show a realistic schedule for completion of acquisition required for the project agreed upon by LACMTA and Grantee prior to Agreement execution; and~~
 - ~~c. for construction or capital purchase projects, contracts shall be awarded within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date; and~~
- ~~(ii) — Contracts for construction or capital purchase shall be executed within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date. Funds programmed by LACMTA for Project development or right-of-way costs must be expended by the end of the second fiscal year following the year the Funds were first programmed; and~~
- (iii) submitting the Quarterly Progress/Expenditure Report ~~as described in Part II, Section 4.1 of this Agreement~~; and
- (iv) expending the Funds granted under this Agreement for allowable costs by June 30, 20__ (lapse date), within 36 months from July 1 of the FY 20__ - __, final Fiscal Year in which funds are programmed ~~within 36 months from July 1 of the Fiscal Year in which funds are programmed.~~

~~If the GRANTEE fails to meet any of the above conditions, the Project shall be considered lapsed and will be subject to the LACMTA Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.~~

Quarterly Progress/Expenditure Reports will be used to evaluate compliance with the Project milestone due dates as identified in the Funding Agreement. If the Project does not meet the milestone due dates as agreed upon in the Funding Agreement, the Grantee will be required to develop a written Recovery Plan illustrating in detail the Grantee's actions to resolve the delay and to meet the Project completion date agreed upon in the Funding Agreement. If the Recovery Plan is deemed viable by LACMTA staff, and meets the Project completion date agreed upon in the Funding Agreement, LACMTA may grant an administrative schedule update as long as the Funds are expended in compliance with (iv)

above. If Grantee fails to submit within 30 days of the notice of non-compliance from LACMTA, or the Recovery Plan illustrates that the project will not meet the lapse date in the Funding Agreement, LACMTA may recommend potential deobligation of the funds as part of its annual Call for Projects Recertification/Deobligation process.

Recertification of funds will be based on Project progress and is subject to meeting the Project milestones as agreed upon in the Funding Agreement. Grantee will ONLY be allowed to request a one-time lapsing date extension of 20-months from the final lapse date. The request is subject to TAC consideration as part of the annual Call for Projects Recertification/Deobligation process.

~~In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual Call for Projects Recertification/Deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board of Directors.~~

If Grantee does not complete one element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed/deobligated, this Agreement shall automatically terminate.

If the GRANTEE~~rantee~~ fails to meet any of the above conditions, the Project shall be considered lapsed and will be subject to the LACMTA Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS REPROGRAMMING LIST - NOT AWARDED ATP
(\$000)**

CFP ID	Agency	Project Title	Total Amount	Total by Fiscal Year				
				FY 17	FY 18	FY 19	FY 20	FY 21
F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	\$ 2,639	\$ 743	\$ 1,896			
F3615	LONG BEACH	LONG BEACH BLVD. PEDESTRIAN IMPROVEMENT PROJECT	1,722	1,722				
F7622	LOS ANGELES	LANI - WEST BOULEVARD COMMUNITY LINKAGES PROJECT	1,379			276		1,103
F7624	LOS ANGELES	WALK PICO! A CATALYST FOR COMMUNITY VITALITY AND CONNECTIVITY	1,841	222		1,619		
F7636	LOS ANGELES	BROADWAY STREETScape IMPLEMENTATION (8TH-9TH)	2,384	426		1,958		
8150	LOS ANGELES COUNTY	SAN JOSE CREEK BICYCLE TRAIL - PHASE II	1,243			1,243		
F7521	REDONDO BEACH	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION - PHASE II	1,562	233	1,329			
F1505	SAN FERNANDO	SAN FERNANDO PACOIMA WASH BIKE PATH	1,513			1,513		
		TOTAL	\$14,283					



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2016-17 CALL FOR PROJECTS REPROGRAMMING RECOMMENDATION
 (\$000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	DOLLARS PROGRAMMED AND FISCAL YEAR											TOTAL	FUND SOURCE	
			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
F7120	BELL GARDEN	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT								\$ 31	\$ 1,126	\$ 1,043			\$ 2,200	PC25
											1,157	1,043			2,200	
F7321	GLENDALE	REGIONAL ARTERIAL TRAFFIC PERFORMANCE MEASUREMENT SYSTEM							410	121					531	PC25
											410	121			531	
F7200	INDUSTRY	SR57/60 CONFLUENCE:WB SR60/NB SR57 GRAND OFF-RAMP INTERCHG									3,412	6,036			9,448	PC25
											3,412	6,036			9,448	
F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	500												500	PC25
											500				500	
F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BLVD TO DE SOTO AVE		1,789	2,911										4,700	PC25
											2,000	2,700			4,700	
F3656	LA CITY	CENTRAL AVENUE HISTORIC CORRIDOR STREETScape								1,697					1,697	CMAQ
											1,697				1,697	
F3721	LA CITY	ANGELS WALK SILVERLAKE					175								175	LTF
											175				175	
F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS				100									100	LTF
											100				100	
F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH							862	1,499	3,513				5,874	RSTP
											2,361	3,513			5,874	
F7207	LA CITY	ANAHEIM STREET WIDENING - FARRAGUT AVE TO DOMINGUEZ							424	383	2,334				3,141	RSTP
											630	2,511			3,141	
F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE AND GREENSTREET TRANSIT PROJECT							1,145						1,145	CMAQ



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2016-17 CALL FOR PROJECTS REPROGRAMMING RECOMMENDATION
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PROJ	AGENCY	PROJECT TITLE	DOLLARS PROGRAMMED AND FISCAL YEAR											TOTAL	FUND SOURCE	
			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
										1,145					1,145	
F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP								2,758					2,758	PC25
											863	998	897		2,758	
F5314	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT							91	1,894					1,985	PC25
											120	340	1,390	135	1,985	
F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT							88	1,153					1,241	PC25
											200	600	441		1,241	
F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT							56	1,824					1,880	PC25
											200	460	1,220		1,880	
F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT									1,273	1,965			3,238	PC25
													410	2,828	3,238	
F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT									1,151	1,777			2,928	PC25
											130	430	1,250	1,118	2,928	
F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT									1,425	2,199			3,624	PC25
												340	820	2,464	3,624	
F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT									1,079	1,665			2,744	PC25
											80	460	1,470	734	2,744	
F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS (MR312.52 MATCH -									1,204	1,858			3,062	PC25
												160	610	2,292	3,062	
F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION													3,000	TBD
											240	160	2,600		3,000	



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2016-17 CALL FOR PROJECTS REPROGRAMMING RECOMMENDATION
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			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
F9416	PASADENA	PASADENA BUS PURCHASE TO RELEIVE SIGNIFICANT OVERCROWDING										1,365			1,365	LTF
									<i>1,365</i>					<i>1,365</i>		
F9424	WEST HOLLYWOOD	WEST HOLLYWOOD CITYLINE VEHICLE REPLACEMENT										640			640	LTF
									<i>640</i>					<i>640</i>		
ORIGINAL PROGRAMMED AMOUNT			\$ 500	\$ 1,789	\$ 2,911	\$ 100	\$ 175	\$ 5,834	\$ 8,602	\$ 17,157	\$ 17,908	\$ -	\$ -	\$ 54,976		
<i>REPROGRAMMED AMOUNT</i>			<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 13,485</i>	<i>\$ 16,803</i>	<i>\$ 6,609</i>	<i>\$ 8,508</i>	<i>\$ 9,571</i>	<i>\$ 54,976</i>		
DELTA			500	1,789	2,911	100	175	5,834	(4,883)	354	11,299	(8,508)	(9,571)	-		

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 AS OF JUNE 30, 2016
 (\$000)**

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F1159	ACE	NOGALES STREET (LA SUBDIVISION) GRADE SEPARATION PROJECT	PC25	2013	\$ 12,248	\$ 9,078	\$ 3,170	1	3	6/30/2017
F3110	ARCADIA	INTERSECTION OF BALDWIN AVENUE & DUARTE ROAD	PC25	2012 2013	668	86	582	1	1	6/30/2017
F3805	ARCADIA	ARCADIA GOLD LINE STATION TRANSIT PLAZA ENHANCEMENTS	LTF	2012 2013	318	317	1	1	3	6/30/2017
F3434	AZUSA	AZUSA INTERMODAL TRANSIT CENTER	CMAQ	2014	1,305	-	1,305	1	3	6/30/2017
F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	LTF	2014	19	-	19	1	1	6/30/2017
F3712	BALDWIN PARK	METROLINK PARKING RESOURCE MANAGEMENT DEMONSTRATION PROJECT	LTF	2012 2013	186	-	186	1	1	6/30/2017
F1103	CARSON	WILMINGTON AVENUE INTERCHANGE MODIFICATION AT I-405	PC25	2011 2012	7,646	3,965	3,681	1	1	6/30/2017
F1107/ MR306.23	COMMERCE	WASHINGTON BLVD. WIDENING AND RECONSTRUCTION PROJECT	PC25	2010 2011 2012	13,285	5,916	7,369	1	3	6/30/2017
F1166	CULVER CITY	SEPULVEDA BOULEVARD WIDENING PROJECT	PC25	2011	1,621	1,525	96	1	3	6/30/2017
F1717	CULVER CITY	REAL-TIME MOTORIST PARKING INFORMATION SYSTEM DEMONSTRATION	CMAQ	2010	725	125	600	1	1	6/30/2017
F3175	CULVER CITY	CULVER BOULEVARD REALIGNMENT PROJECT	PC25	2014	524	-	524	1	3	6/30/2017
F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2013 2014	2,201	78	2,123	1	1	6/30/2017
F3729	CULVER CITY	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM	LTF	2013 2014	2,018	63	1,955	1	1	6/30/2017
F1121	DIAMOND BAR	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON-& OFF-RAMPS)	PC25	2009 2010	2,294	186	2,108	1	1	6/30/2017
F3305	DOWNEY	IMPERIAL HWY FIBER OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ	PC25	2014	719	51	668	1	3	6/30/2017
F3125	EL MONTE	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT	CMAQ	2012 2013 2014	4,027	-	4,027	1	1	6/30/2017
8111B	FOOTHILL TRANSIT	EXPANSION OF COUNTYWIDE BSP	PC25	2007	1,500	924	576	1	1	6/30/2017
F3306	GARDENA	GARDENA MUNICIPAL BUS LINES LINE 1 TSP PROJECT	PC25	2014	675	-	675	1	1	6/30/2017
7193	GATEWAY CITIES COG	GOODS MOVEMENT NHS ACCESS DESIGN & IMPLEMENTATION - PHASE II	PC25	2005 2006 2007	8,557	6,023	2,534	1	3	6/30/2017
F3714	GLENDALE	ARROYO VERDUGO COMMUTE MANAGER SYSTEM	LTF	2012 2013	418	180	238	1	1	6/30/2017
F3715	GLENDALE	ADVANCED WAYFINDING AND GUIDANCE SYSTEM	LTF	2013	486	4	482	1	1	6/30/2017

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F3609	HUNTINGTON PARK	PACIFIC BOULEVARD PEDESTRIAN IMPROVEMENT PROJECT	LTF	2014	2,676	-	2,676	1	1	6/30/2017
F3137	INDUSTRY	SR-57/SR-60 CONFLUENCE PROJECT: WESTBOUND SLIP ON-RAMP	PC25	2013 2014	7,700	363	7,337	1	3	6/30/2017
F3128	INGLEWOOD	CENTURY BOULEVARD MOBILITY IMPROVEMENT PROJECT	PC25	2012 2013 2014	3,224	-	3,224	1	3	6/30/2017
8036	LA CITY	HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT	PC25	2006 2007	3,770	991	2,779	1	1	6/30/2017
8037	LA CITY	SOTO ST BRIDGE OVER MISSION RD & HUNTINGTON DR REPLACEMENT	PC25	2007	2,241	1,592	649	1	3	6/30/2017
8042/ F1174	LA CITY	VANOWEN STREET BRIDGE WIDENING AND REHABILITATION	PC25	2006 2009	2,167	726	1,441	1	3	6/30/2017
8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	PC25 RSTP	2007	9,521	421	9,100	1	1	6/30/2017
8055	LA CITY	MOORPARK AVENUE WIDENING - WOODMAN AVE TO MURIETTA AVE	PC25	2008	3,737	1,339	2,398	1	3	6/30/2017
8063	LA CITY	RIVERSIDE DRIVE VIADUCT WIDENING AND REPLACEMENT	PC25	2008	5,062	3,520	1,542	1	3	6/30/2017
8075/ F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	2008 2009 2010 2011	4,607	560	4,047	1	1	6/30/2017
8086	LA CITY	NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION	RSTP	2008	6,236	383	5,853	1	3	6/30/2017
F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BLVD. TO DE SOTO AV	PC25	2012 2013	6,490	383	6,107	1	1	6/30/2017
F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2010 2011 2012	2,702	1,622	1,080	1	3	6/30/2017
F1305	LA CITY	ATCS - CENTRAL CITY EAST	PC25	2011	3,908	712	3,196	1	1	6/30/2017
F1307	LA CITY	ATCS - CENTRAL BUSINESS DISTRICT	PC25	2011	6,774	203	6,571	1	1	6/30/2017
F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	PC25	2010 2011	4,252	1,227	3,025	1	3	6/30/2017
F1345	LA CITY	ATCS - LOS ANGELES	PC25	2009	3,053	420	2,633	1	1	6/30/2017
F1609	LA CITY	MAIN STREET BUS STOP AND PEDESTRIAN IMPROVEMENTS	CMAQ	2013	548	20	528	1	1	6/30/2017
F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2009 2011	1,605	-	1,605	1	1	6/30/2017
F1615	LA CITY	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	CMAQ	2009 2010	2,392	320	2,072	1	1	6/30/2017
F1617	LA CITY	HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II	RSTP	2010 2012	619	-	619	1	1	6/30/2017

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F1630	LA CITY	WASHINGTON BLVD TRANSIT ENHANCEMENTS	RSTP	2011	1,385	-	1,385	1	1	6/30/2017
F1639	LA CITY	FASHION DISTRICT STREETScape PHASE II	RSTP	2010 2013	1,568	130	1,438	1	1	6/30/2017
F1708	LA CITY	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM	CMAQ	2009 2010 2011	1,682	274	1,408	1	1	6/30/2017
F1845	LA CITY	ANGELS WALK HIGHLAND PARK	CMAQ	2011	458	137	321	1	1	6/30/2017
F3142	LA CITY	EXPOSITION PARK TRAFFIC CIRCULATION IMPROVEMENTS	CMAQ	2013 2014	1,427	263	1,164	1	1	6/30/2017
F3146	LA CITY	HIGHLAND AVENUE WIDENING- ODIN STREET TO FRANKLIN AVENUE	CMAQ	2014	1,115	-	1,115	1	1	6/30/2017
F3168	LA CITY	BURBANK BLVD. WIDENING AT HAYVENHURST AVE.	PC25	2013	443	83	360	1	1	6/30/2017
F3169	LA CITY	BURBANK BLVD & WOODLEY AVE INTERSECTION IMPROVEMENTS	PC25	2013	193	40	153	1	1	6/30/2017
F3171*	LA CITY	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST.	RSTP	2013 2014	3,558	352	3,206	1	1	6/30/2017
F3314	LA CITY	INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMUNICATION SYSTEM	CMAQ	2013 2014	3,935	-	3,935	1	1	6/30/2017
F3315	LA CITY	CITY / COUNTY TRAFFIC MANAGEMENT INTEGRATION PHASE 2 PROJECT	PC25	2014	1,338	269	1,069	1	1	6/30/2017
F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2013 2014	2,684	-	2,684	1	1	6/30/2017
F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2013 2014	1,054	-	1,054	1	1	6/30/2017
F3632	LA CITY	WESTERN AV BUS STOP & PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2013 2014	985	43	942	1	1	6/30/2017
F3640	LA CITY	LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT	CMAQ	2013 2014	468	-	468	1	1	6/30/2017
F3721	LA CITY	ANGELS WALK SILVERLAKE	LTF	2013 2014	312	-	312	1	1	6/30/2017
F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	LTF	2012 2013 2014	655	-	655	1	1	6/30/2017
F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2014	580	88	492	1	1	6/30/2017
F1199	LA CITY (PORT)	SOUTH WILMINGTON GRADE SEPARATION	PC25	2011	8,492	7,168	1,324	1	3	6/30/2017
F1208	LA CITY (PORT)	I-110/SR-47 & JOHN S. GIBSON/NB I-110 RAMP ACCESS	PC25	2012	3,765	3,491	274	1	3	6/30/2017
6281	LA COUNTY	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	PC25	2002	1,928	1,471	457	1	1	6/30/2017

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6292	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	2004	2,563	2,560	3	1	3	6/30/2017
6295	LA COUNTY	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE III	PC25	2008	2,841	2,280	561	1	3	6/30/2017
8099	LA COUNTY	SR-126/COMMERCE CENTER DRIVE NEW INTERCHANGE	PC25	2007	9,234	7,939	1,295	1	3	6/30/2017
8120	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2008	5,224	3,065	2,159	1	3	6/30/2017
8127	LA COUNTY	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - (PH IV)	PC25	2008	7,150	5,223	1,927	1	1	6/30/2017
F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2011	4,204	145	4,059	1	3	6/30/2017
F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	PC25	2014	1,644	983	661	1	1	6/30/2017
F1344	LA COUNTY	SLAUSON AVE CORRIDOR IMPROVEMENTS-SIGNALS	PC25	2011	2,099	565	1,534	1	1	6/30/2017
F3136	LA COUNTY	THE OLD ROAD FROM MAGIC MOUNTAIN PARKWAY TO TURNBERRY LANE	RSTP	2014	6,735	-	6,735	1	1	6/30/2017
F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2014	4,200	93	4,107	1	1	6/30/2017
F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE VI	PC25	2014	2,900	74	2,826	1	1	6/30/2017
F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2014	2,100	135	1,965	1	1	6/30/2017
F3311	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE III	CMAQ	2013 2014	2,218	100	2,118	1	1	6/30/2017
F3716	LA COUNTY	WILLOWBROOK AREA ACCESS IMPROVEMENTS TO MLK MACC	LTF	2014	446	1	445	1	1	6/30/2017
F3174	LANCASTER	10TH STREET WEST CAPACITY IMPROVEMENTS	PC25	2012 2013	1,596	-	1,596	1	1	6/30/2017
F1198	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING PROJECT	PC25	2009	679	71	608	1	1	6/30/2017
F3112	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING PROJECT	PC25	2014	294	71	223	1	1	6/30/2017
F1528	LONG BEACH	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	CMAQ	2012	691	-	691	1	1	6/30/2017
F1649	LONG BEACH	WILLOW STREET PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2012	1,806	-	1,806	1	1	6/30/2017
F3518	LONG BEACH	DAISY CORRIDOR AND 6TH STREET BIKE BOULEVARD	CMAQ	2013	108	-	108	1	1	6/30/2017
F3711	LONG BEACH	PARKING GUIDANCE & WAYFINDING SYSTEMS (PGS)	LTF	2012 2013 2014	957	-	957	1	1	6/30/2017

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F3503	LONG BEACH (PORT)	LONG BEACH SOUTH WATERFRONT BIKE PATH GAP CLOSURE	CMAQ	2013 2014	391	-	391	1	1	6/30/2017
8056	MANHATTAN BEACH	NASH /DOUGLAS & ROSECRANS AVE INTERSECTION IMPROVEMENTS	PC25	2007	600	250	350	1	3	6/30/2017
F3139	MANHATTAN BEACH	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	1,440	5,373	1	1	6/30/2017
F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2014	2,073	1,538	535	1	3	6/30/2017
F3107	PALMDALE	AVENUE S WIDENING PHASE II	PC25	2013 2014	3,468	792	2,676	1	3	6/30/2017
F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2014	1,982	-	1,982	1	1	6/30/2017
F3701	PASADENA	PASADENA ARTS ENHANCED PASSENGER INFORMATION	LTF	2012	683	416	267	1	3	6/30/2017
F3710	PASADENA	PASADENA'S WAYFINDING SYSTEM	LTF	2014	691	512	179	1	3	6/30/2017
F3428	REDONDO BEACH	REDONDO BEACH INTERMODAL TRANSIT CENTER	CMAQ	2014	1,200	-	1,200	1	1	6/30/2017
F3806	REDONDO BEACH	RIVIERA VILLAGE ENHANCEMENT PROJECT	LTF	2013 2014	545	3	542	1	1	6/30/2017
6363	SANTA CLARITA	I-5/MAGIC MT. PKWY (SR-126) INTERCHANGE RECONSTRUCT	PC25	2007	5,000	4,366	634	1	3	6/30/2017
F3535	SANTA CLARITA	CITYWIDE WAYFINDING PROGRAM FOR PEDESTRIANS AND BICYCLISTS	CMAQ	2013	217	-	217	1	1	6/30/2017
F3505	SANTA MONICA	BIKE NETWORK LINKAGES TO EXPOSITION LIGHT RAIL	CMAQ	2013 2014	737	-	737	1	1	6/30/2017
F3704	SANTA MONICA	SANTA MONICA MULTI-MODAL TRAVEL & PARKING SYSTEM	LTF	2014	558	2	556	1	1	6/30/2017
6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	PC25	2006	1,783	106	1,677	1	3	6/30/2017
F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2012 2013 2014	3,014	163	2,851	1	3	6/30/2017
TOTAL					\$ 272,193	\$ 90,025	\$ 182,168			

* If the City is unable to commit the additional \$10.4 million needed to complete the project by December 31, 2016 (per City provided schedule), remaining project funds will be deobligated.
 ** If the Metro Board approves the Revised Lapsing Policy, the above projects' lapsing dates will be updated to reflect a 20-month extension rather than the one year extension shown above.

**Motion by Directors DuBois, Butts, and Najarian
Future Call For Projects Restructuring**

The report back on the October 23, 2014 Board Motion, addresses the Board's request to look at a different more subregional approach to the Call For Projects (CFP).

The report that came back is a good beginning for the process for revision, however, we would like to suggest that more attention and thought be given to revising the CFP to build upon the considerable efforts currently underway within subregions to identify and prioritize projects through the various mobility matrices process.

The argument supporting assigning funds to a subregion is supported by the language in the letter from the U.S. Department of Transportation, dated April 6, 1998. This letter states that:

"Federal Metropolitan and Statewide planning regulations specifically prohibit distributing ISTEA funds (STP, CMAQ, Section 5307, etc.) to local jurisdictions based on a formula."

It then goes on to state that:

"The planning process should be based on demonstrated needs and system performance, not on everyone getting a certain percentage of funding".

We believe that the modeling and system performance analysis projects included in the subregional mobility matrices will "demonstrate needs and system performance" that will satisfy the USDOT requirement. Either MTA or the sub regions can administer the appropriate planning process. These project lists will be included in the LRTP which is foundational to the Countywide Transportation Improvement Program (TIP). Furthermore, subregional projects, particularly those that are multi-jurisdictional provide an opportunity to address GHG reduction in a more regional manner by allowing multiple jurisdictions to create Complete Streets corridors that maximize non-motorized and transit applications.

We, therefore, instruct staff to work on the following with the proposed subregional steering committee and other interested stakeholders:

1. To continue addressing the use of subregional project allocations through a process that meets state and federal mandates. Build upon the transportation mobility matrix process underway for the LRTP update.
2. Work with the Councils of Government to develop a viable subregional category that will encourage/facilitate coordination, collaboration and creation of multi-jurisdictional or programmatic projects that improve mobility.
3. Report back to the Board every six months on the development changes to the CFP structure and processes.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
1 F3712	City of Baldwin Park	METROLINK PARKING RESOURCE MANAGEMENT DEMONSTRATION PROJECT	2012 2013	\$ 186	\$ 186	2	1	Did not meet Lapsing Policy Need to execute Amendment	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on a revised project schedule. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. City provided the revised project schedule to Metro on May 18, 2016 and Metro accepted the new schedule.
2 F5701	City of Burbank	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	2016 2017	\$ 710	-	0	0	Need to execute Letter of Agreement	Allow Project Sponsor until May 24, 2016 to obtain City Council approval of the Funding Agreement, and until May 31, 2016 to fully execute the Funding Agreement with Metro.	Concur with TAC recommendation. Letter of Agreement approved by City Council on May 24, 2016, and signed by the City officials on 5/26/2016.
3 F3317	Culver City	BUS SIGNAL PRIORITY IN CULVER CITY	2013 2014	\$ 2,201	\$ 2,134	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing award of construction contract.	Concur with TAC recommendation.
4 F3729	Culver City	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM	2013 2014	\$ 2,018	\$ 1,972	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing award of construction contract.	Concur with TAC recommendation.
5 F1121	City of Diamond Bar	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON- & OFF-RAMPS)	2009 2010	\$ 2,294	\$ 2,108	5	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017 to have construction contract awarded. Project Sponsor must provide Metro staff a written financial commitment to cover the \$6 million shortfall by June 30, 2016. If this deadline is not met, the project may be recommended for deobligation. No further TAC appeals will be allowed.	Concur with TAC recommendation. June 27, 2016, the City of Industry transmitted the Financial Commitment letter to Metro.
6 F3714	City of Glendale	ARROYO VERDUGO COMMUTE MANAGER SYSTEM	2012 2013	\$ 418	\$ 371	2	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
7 F3174	City of Lancaster	10TH STREET WEST CAPACITY IMPROVEMENTS	2012 2013	\$ 1,596	\$ 1,596	2	1	Did not meet Lapsing Policy	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received a letter on May 10, 2016 clarifying that there is no Scope change, thereby satisfying the TAC deadline.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response	
8	F1198	City of Lawndale	INGLEWOOD AVE CORRIDOR WIDENING PROJECT	2009	\$ 1,019	\$ 948	5	4	Did not meet Lapsing Policy Need to execute Amendment	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work and revised project cost estimates. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised scope of work on May 18, 2016. Revised scope of work is pending for Metro Board approval in this report.
9	F3112	City of Lawndale	INGLEWOOD AVENUE CORRIDOR WIDENING	2014 2015	\$ 2,172	\$ 223	0	0	Did not meet Lapsing Policy	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work and revised project cost estimates. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised scope of work on May 18, 2016. Revised scope of work is pending for Metro Board approval in this report.
10	F7500	City of Lawndale	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES	2016 2018	\$ 186	-	0	0	Need to execute Funding Agreement	Allow Project Sponsor until May 16, 2016 to receive City Council approval of the Funding Agreement, and until May 31, 2016 to fully execute the Funding Agreement with Metro.	Concur with TAC recommendation. City Council approved the Funding Agreement on May 16, 2016. Agreement signed by the City on 5/23/2016.
11	F1528	City of Long Beach	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	2010 2012	\$ 783	\$ 691	4	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing that the project is on schedule per the submitted May 4, 2016 TAC Appeals Fact Sheet, including submittal of E-76 for construction by May 31, 2016. If Project Sponsor is unable to meet the Fact Sheet schedule, TAC recommends deobligation of project funds in 2017. No further TAC Appeals will be allowed.	Concur with TAC recommendation.
12	F1649	City of Long Beach	WILLOW STREET PEDESTRIAN IMPROVEMENT	2010 2012	\$ 2,180	\$ 1,806	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing that the project is on schedule per the submitted May 4, 2016 TAC Appeals Fact Sheet, including submittal of E-76 for construction by July 31, 2016. If Project Sponsor is unable to meet the Fact Sheet schedule, TAC recommends deobligation of funds in June 2017. No further TAC Appeals will be allowed.	Concur with TAC recommendation.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response	
13	F3518	City of Long Beach	DAISY CORRIDOR AND 6TH STREET BIKE BOULEVARD	2013 2015	\$ 1,115	\$ 108	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
14	F3711	City of Long Beach	PARKING GUIDANCE & WAYFINDING SYSTEMS (PGS)	2012 2013 2014	\$ 957	\$ 957	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
15	F1205	City of Los Angeles	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	2009 2010 2011 2012	\$ 2,874	\$ 1,150	5	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing award of construction contract for Phase 2 by January 31, 2017. No further TAC Appeals will be allowed.	Concur with TAC recommendation.
16	F1615	City of Los Angeles	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	2009 2010	\$ 2,392	\$ 2,072	5	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
17	F1617	City of Los Angeles	HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II	2010 2012	\$ 619	\$ 531	3	3	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
18	F1630	City of Los Angeles	WASHINGTON BLVD. TRANSIT EXPERIENCE	2009 2011	\$ 1,671	\$ 1,385	5	3	Did not meet Lapsing Policy	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised scope of work on 5/11/2016. Revised scope of work is pending for Metro Board approval in this report.
19	F1708	City of Los Angeles	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM	2009 2010 2011	\$ 1,682	\$ 1,408	5	4	Did not meet Lapsing Policy	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work and revised cost estimate. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised scope of work on May 18, 2016. Revised scope of work is pending for Metro Board approval in this report.
20	F3142	City of Los Angeles	EXPOSITION PARK TRAFFIC CIRCULATION IMPROVEMENTS	2012 2013 2014 2015	\$ 2,910	\$ 1,164	2	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
21	F3171	City of Los Angeles	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST	2012 2013 2014 2015	\$ 7,498	\$ 3,206	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Allow Project Sponsor until December 30, 2016 to commit the additional \$10.5 million needed to complete the project through construction. If Project Sponsor is unable to do so, TAC recommends deobligation of project funds in June 2017. No further TAC Appeals.	Concur with TAC recommendation. Based on the project schedule and progress provided by the City, staff recommends deobligating the remaining project funds in December 2016.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
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PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response	
22	F3640	City of Los Angeles	LANI-EVERGREEN PARK STREET ENHANCEMENT PROJECT	2013 2014 2015	\$ 844	\$ 468	1	1	Did not meet Lapsing Policy Need to execute Amendment	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised Scope of Work on May 12, 2016. Revised scope of work is pending for Metro Board approval in this report.
23	F3721	City of Los Angeles	ANGELS WALK SILVERLAKE	2013 2014 2015	\$ 675	\$ 312	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017 contingent upon City of Los Angeles Public Works Board approval of the Design-Build contract in May 2016.	Concur with TAC recommendation. City of Los Angeles Public Works Board awarded the Design-Build contracts to Angels Walk on May 16, 2016..
24	F3722	City of Los Angeles	ANGELS WALK BOYLE HEIGHTS	2012 2013 2014	\$ 655	\$ 655	2	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017 contingent upon City of Los Angeles Public Works Board approval of the Design-Build contract in May 2016.	Concur with TAC recommendation. City of Los Angeles Public Works Board awarded the Design-Build contracts to Angels Walk on May 16, 2016..
25	F5624	City of Los Angeles	WASHINGTON BOULEVARD PEDESTRIAN/TRANSIT ACCESS	2016 2018	\$ 1,491	-	0	0	Need to execute Letter of Agreement	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received the final scope of work on 5/11/2016. Revised scope of work is pending for Metro Board approval in this report.
26	6281	Los Angeles County	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	2002	\$ 1,928	\$ 523	12	8	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
27	8120	Los Angeles County	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	2006 2007 2008	\$ 6,588	\$ 2,283	8	6	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
28	8127	Los Angeles County	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - PHASE IV	2006 2007 2008	\$ 8,187	\$ 2,308	8	6	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
29	F1311	Los Angeles County	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	2009 2010 2011 2017 2018 2019 2020	\$ 6,939	\$ 4,130	5	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
30	F1344	Los Angeles County	SLAUSON AVE. CORRIDOR IMPROVEMENTS-SIGNALS	2009 2010 2011	\$ 2,406	\$ 1,572	5	3	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response	
31	F3136	Los Angeles County	THE OLD ROAD FROM MAGIC MOUNTAIN PARKWAY TO TURNBERRY LANE	2014 2015	\$ 15,001	\$ 6,735	0	0	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide an update at the January 4, 2017 TAC meeting providing a viable and timely path forward to complete the project through construction.	Concur with TAC recommendation.
32	F3139	City of Manhattan Beach	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	2012 2013 2014	\$ 6,813	\$ 5,373	2	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
33	F3806	City of Redondo Beach	RIVERA VILLAGE ENHANCEMENT PROJECT	2013 2014	\$ 545	\$ 542	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
34	F3535	City of Santa Clarita	CITYWIDE WAYFINDING PROGRAM FOR PEDESTRIANS AND BICYCLISTS	2013	\$ 217	\$ 133	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
35	F5404	City of Signal Hill	CITY-WIDE BUS SHELTER UPGRADES W/ELECTRONIC KIOSKS	2016	\$ 127	-	0	0	Need to execute Funding Agreement	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. City requested and Metro concurred to downscope and funding reduction in proportion share. Revised scope of work is pending for Metro Board approval in this report.
36	8018	City of South Pasadena	SOUTH PASADENA FAIR OAKS CORRIDOR IMPROVEMENTS	2002	\$ 1,300	\$ 672	12	7	Did not meet Lapsing Policy	Deobligate project funding.	Concur with TAC recommendation.
37	8111B	Foothill Transit	EXPANSION OF COUNTYWIDE BSP	2007	\$ 1,500	\$ 576	7	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.



Board Report

File #: 2016-0497, **File Type:** Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE

AUGUST 17, 2016

CONSTRUCTION COMMITTEE

AUGUST 18, 2016

SUBJECT: AIRPORT METRO CONNECTOR

ACTION: EXECUTE CONTRACT MODIFICATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) to:

1. EXECUTE Modification No. 13 for Phase 2 of Contract No. PS114330-2636 with STV/PB - ConnectLAX Joint Venture to prepare the Final Environmental Impact Report (EIR) and federal environmental documentation for the **Airport Metro Connector** (AMC) 96th Street transit station in the firm fixed amount of \$397,953 increasing the total contract value from \$6,886,444 to \$7,284,397;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS114330-2636, AMC, in the amount of \$150,000, increasing the total authorized CMA amount from \$1,800,255 to \$1,950,255; and

B. RECEIVING AND FILING:

1. Summary of Draft EIR and comments received during the public comment period (July 22, 2016 to August 6, 2016); and
2. quarterly status report on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

ISSUE

In March 2011, the Board approved the contract with the Joint Venture team, ConnectLAX to complete the Alternative Analysis, Draft Environmental Impact Statement/Report (Draft EIS/EIR) and Conceptual Engineering (CE) for the Metro Green Line to LAX (Project), now known as the AMC Project. On June 26, 2014, the Board approved adding a new transit station at 96th Street to the

Crenshaw/LAX Transit Corridor as the Locally Preferred Alternative for the AMC Project. The new Metro station is planned to connect with the future Automated People Mover (APM) system, to be built and operated by Los Angeles World Airports (LAWA). Since the Board did not authorize execution for Phase 2, preparation of the Final EIR and federal environmental documentation, Board authorization is now necessary.

The Board is also being requested to receive and file the summary of the Draft EIR and comments received as well as the quarterly status update on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

DISCUSSION

During the past quarter, staff completed and released the Draft EIR and initiated Schematic Design. The completion of the EIR will satisfy requirements of the California Environmental Quality Act (CEQA). Staff will also need to satisfy requirements of National Environmental Policy Act (NEPA). Discussions continue with the Federal Transit Administration (FTA) on the timing and type of NEPA documentation.

Staff continues to coordinate closely with LAWA on the parallel design and environmental clearances of our respective projects. Bi-weekly meetings are being held to coordinate our respective project level actions on real estate, construction activities related to Southwestern Yard, accommodations etc. On June 10, 2016, LAWA issued a Notice of Intent to prepare an Environmental Assessment for the Landside Access Modernization Program (LAMP). A public scoping meeting to accept comments on the scope of the EA was held on June 22, 2016. The scoping period closed on July 11, 2016. During the public comment period, LAWA received four comment letters. LAWA anticipates the release of their Draft EIR in September 2016.

Draft EIR

The AMC 96th Street Transit Station Draft EIR was completed and released on June 22, 2016 with a 45-day public review period. The comment period closed on August 6, 2016. The Draft EIR determined that the AMC Project would not cause any significant unavoidable impacts. One potentially significant impact associated with hazardous soil conditions at the Project site can be mitigated to less than significant levels with incorporation of mitigations. Attachment C contains the DEIR's Executive Summary. The full study is available at www.metro.net/projects/lax-extension <<http://www.metro.net/projects/lax-extension>>.

An elected officials briefing was held on June 20, 2016 to provide advance notice prior to the public release of the DEIR. The official Notice of Availability (NOA) was filed with the Los Angeles County Registrar and a Notice of Completion was sent to the State Clearinghouse for distribution to public agencies on June 22, 2016. Hardcopies and electronic copies of the Draft EIR were provided to eight local public libraries. A total of 21 online and print ads were placed in multiple sources, including Spanish-speaking publications. Email blasts and "Take One" notices were sent to 1,000 contacts and 1,400 stakeholders, respectively. Additionally, the "Take Ones" were placed on Metro buses and trains as well as other local municipal transit lines.

A public hearing to accept comments on the Draft EIR was held on July 13, 2016 and 45 community

members and stakeholders attended. During the public hearing, 10 attendees provided public testimony on topics that included the future of the LAX City Bus Center, impacts to Metro Green Line service and stations, Arbor Vitae Street at-grade railroad crossing, parking in neighboring communities, project funding, bicycle access to the station, and escalator and elevators capacities. As of July 26, 2016, staff received 64 comments via letters, Facebook, Twitter and email. The public comment period closed on August 6, 2016. Staff will provide an oral update at the Committee meetings of comments received by the end of the public review period.

Architectural and Engineering Design Services

The schematic design of the transit station was initiated in July, 2016 to advance the definition of the building, site and architectural plans. Staff continues to work with LAWA on coordinating proposed Project elements and coordination of station design guidelines as identified in the approved June 2014 Metro Board motion (Attachment D).

Crenshaw/LAX Design Accommodations

In June 2016, the Board approved issuing a Contract Modification for Walsh/Shea Corridor Constructors (WSCC) to begin construction of accommodations in an amount not to exceed \$7,400,000. Staff continues to negotiate with WSCC on the total time the work will take to accommodate the AMC Project and any potential impacts to the Crenshaw/LAX Transit Project. Staff will return to the Board for CMA when the direct costs and time impact negotiations are complete. In addition to the design and construction costs, there will be administrative costs incurred for construction management, as well as staff and other costs associated with any schedule impact.

DETERMINATION OF SAFETY IMPACT

There is no impact to the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY17 budget includes \$1,930,000 for the AMC Project in Cost Center 4350 (Transit Corridors Planning), Project 460303 (Airport Metro Connector), Account 50316 (Professional Services). Since this is a multi-year contract, the cost center manager and the Chief Planning Officer, Countywide Planning will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds is Measure R Transit Capital 35%, which is not eligible for use on bus and rail operations.

ALTERNATIVES CONSIDERED

The Board could defer action or authorize a lower amount to prepare the Final EIR and final federal environmental documentation. These alternatives are not recommended. This would impact the project schedule and would not be consistent with prior Board direction to accelerate completion of the AMC Project.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 13 to Contract No. PS114330-2636 for the

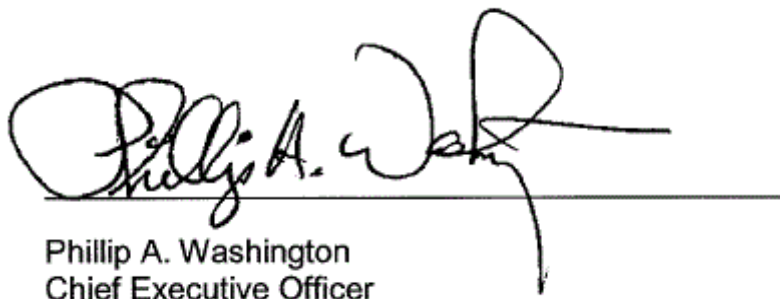
preparation of the Final EIR and federal environmental documentation. Staff will also determine with FTA the federal environmental clearance and other necessary next steps to meet federal environmental and funding eligibility requirements. Staff will continue to closely coordinate with LAWA staff on the final environmental documents, station design and the Crenshaw/LAX design accommodations.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - Executive Summary Draft EIR
- Attachment D - June 2014 Board Motion
- Attachment E - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

AIRPORT METRO CONNECTOR/PS114330-2636

1.	Contract Number: PS114330-2636		
2.	Contractor: STV/PB-ConnectLAX Joint Venture		
3.	Mod. Work Description: Phase 2, Final Environmental Impact Report (EIR) and final federal environmental documentation for the Airport Metro Connector 96 th Street transit station.		
4.	Contract Work Description: Professional Services for the Airport Metro Connector		
5.	The following data is current as of: 7/22/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	03/24/11	Contract Award Amount: \$4,751,273
	Notice to Proceed (NTP):	04/15/11	Total of Modifications Approved: \$2,135,171
	Original Complete Date:	12/15/12	Pending Modifications (including this action): \$397,953
	Current Est. Complete Date:	06/30/17	Current Contract Value (with this action): \$7,284,397
7.	Contract Administrator: Ana Rodriguez		Telephone Number: (213) 922-1076
8.	Project Manager: Cory Zelmer		Telephone Number: (213) 922-1079

A. Procurement Background

This Board Action is to approve Contract Modification No.13 in support of Phase 2 preparation of the final environmental impact report (EIR) and final federal environmental documentation for the Airport Metro Connector (AMC) 96th Street transit station. This modification will also extend the period of performance from September 30, 2016 to June 30, 2017.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On March 24, 2011, Contract No. PS114330-2636, formerly known as the Metro Green Line to LAX, was awarded to STV/PB-ConnectLAX Joint Venture in the firm fixed price contract amount of \$4,751,273 for professional services to complete the Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R), and Conceptual Engineering (CE) for the Metro Green Line to LAX project.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$399,953	\$396,000	\$397,953

CONTRACT MODIFICATION/CHANGE ORDER LOG
AIRPORT METRO CONNECTOR/PS114330-2636

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Supplementary Data Collection, Design and Environmental Analysis and extension of period of performance.	Approved	08/28/12	\$759,116
2	Correction of Contract Amount	Approved	10/25/12	\$0
3	Extension of Period of Performance	Approved	05/16/13	\$0
4	Inclusion of Through Intermodal Transportation Facility Alternative in the Draft Environmental Impact Statement/Report (EIS/R) and extension of period of performance.	Approved	10/24/13	\$567,813
5	Supplemental Work for Element 1 and 2	Approved	12/10/13	\$139,906
6	Additional analysis required within the project study area	Approved	01/29/14	\$7,498
7	Two model runs for Alternate B	Approved	06/9/14	\$12,593
8	Reallocation of tasks	Approved	09/12/14	\$0
9	Alternate Screening Report and extension of period of performance	Approved	09/25/14	\$449,791
10	Work through public draft EIR and environmental assessment	Approved	07/08/15	\$198,454
11	Extension of period of performance	Approved	11/18/15	\$0
12	Extension of period of performance	Approved	07/07/16	\$0
13	Phase 2, Final EIR and final federal environmental documentation for the AMC 96 th Street transit station and extension of period of performance	Pending	Pending	\$397,953
	Modification Total:			\$2,533,124
	Original Contract:			\$4,751,273
	Total:			\$7,284,397

Airport Metro Connector 96th Street Transit Station

Draft Environmental Impact Report – Executive Summary

State Clearinghouse No. 2015021009



INTRODUCTION

This Executive Summary is intended to provide the reader with a concise summary of the Airport Metro Connector (AMC) 96th Street Transit Station Project (proposed project) and its potential environmental impacts. It contains an overview of the proposed project, a summary of the potential environmental effects and mitigation measures, proposed alternatives, and a description of the cumulative impact scenario.

Section 15123 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) summary identify the following:

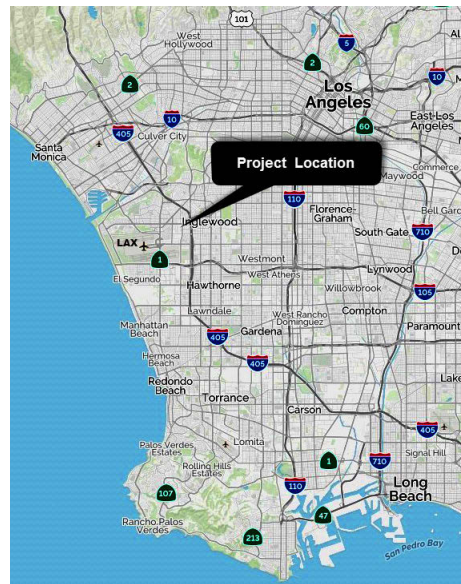
- Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;
- Areas of controversy known to the Lead Agency including issues raised by agencies and the public; and
- Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

OVERVIEW

In June 2014, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved the addition of a station to the Crenshaw/LAX Line (currently under construction) at Aviation Boulevard/96th Street that will

serve as a transit “Gateway” to Los Angeles International Airport (LAX).

The general regional location of the proposed project within the western portion of the Los Angeles area is shown below.



The proposed project site is located 1.5 miles east of the LAX.

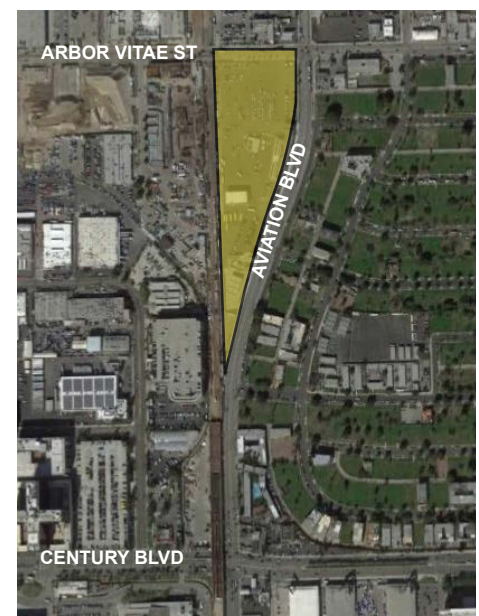
The proposed project is one of the 12 transit projects identified in Measure R and included in the Metro Long Range Transportation Plan. Measure R is a half-cent sales tax approved by Los Angeles County voters in 2008 and became a law in 2009.

The proposed project includes a new multi-modal transportation center with three at-grade Light Rail Transit (LRT) platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between multiple

transportation modes. This proposed project will provide an improved connection between the regional rail and bus transit system and LAX as well as the surrounding area.

Project Objectives

- Provide a reliable, fast, and convenient connection for passengers traveling between the LAX area and the regional bus and rail transit system.
- Integrate with existing and future transit connections and airport facilities.
- Increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and to help reduce air pollution.



The proposed project site is approximately 9.5 acres, southwest of the Aviation Boulevard and Arbor Vitae Street intersection.

The EIR also evaluates the cumulative impacts of the proposed project with a connection to a future Automated People Mover (APM) to be built and operated by Los Angeles World Airports (LAWA), as part of their Landside Access Modernization Program (LAMP).

LAWA's APM will be an elevated line on a dedicated right-of-way with three stations currently planned within the Central Terminal Area (CTA). Three additional stations are also planned to be located at LAWA's proposed Intermodal Transportation Facilities (ITF), Metro's AMC 96th Street Transit Station and LAWA's Consolidated Rental Car Facility (CONRAC). Transit passengers, visitors, employees and others will be able to transfer quickly and easily between the proposed project and the elevated APM.

HISTORY

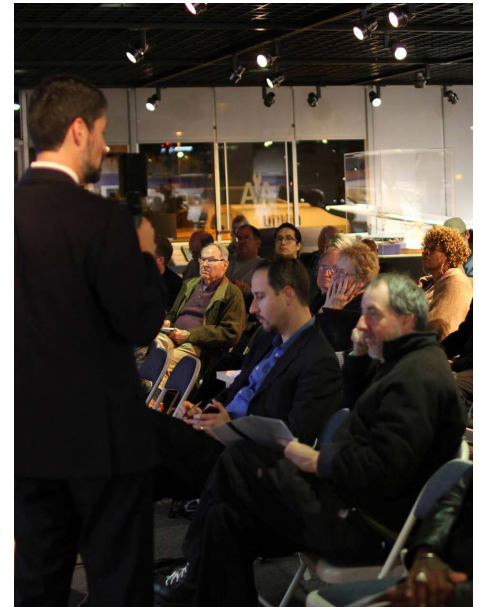
Metro began studying LAX-related transit in 1988 with the Coastal Corridor Rail Transit Project. Since that time, Metro has continued to identify, study, and implement opportunities to facilitate transit to and from LAX.

The history is discussed in detail within Chapter 2. Project Description of this Draft EIR. In summary, the environmental document for an extension of the Metro Green Line Northern Extension Project was certified in

1989 but the project was halted due to concerns that the extension could adversely affect LAX. As a result of those concerns, an LAX/Metro Green Line Interagency Task Force was established in 1991 to create a plan for extending the Metro Green Line to LAX.

The plan consisted of a 5-mile Green Line extension from the Interstate 105 to Marina del Rey. The relevant environmental analyses were certified in 1992 and 1994, but the extension was not constructed due to funding constraints. In June 2006, the Metro Board voted to compile the plans and studies related to the Green Line to LAX extension and to coordinate with the City of Los Angeles and LAX in order to ascertain what would be required to implement the project and to estimate the financial cost of extending the Green Line to LAX.

In April 2011, the Metro Board initiated the Alternatives Analysis (AA) for the Metro Green Line to LAX project (now referred to as AMC 96th Street Transit Station) with the intent to plan a fixed guideway transit connection between Metro's regional rail system and LAX. Since 2011, Metro has completed three studies refining the alternatives for the AMC project – the Alternatives Analysis Report (April 2012), the Technical Refinement Study (October 2013), and the Supplemental Report (June 2014).



An environmental scoping meeting for the proposed project was held in February 2015.

In April 2012, the Metro Board received the Metro Green Line to LAX AA. Following the release of the AA, but before Metro initiated an EIS/EIR, LAWA released the Specific Plan Amendment Study (SPAS) report. After an extensive review of public comments, LAWA staff recommended a combination of airfield and terminal improvements, including, but not limited to, an ITF near Parking Lot C and a CONRAC in Manchester Square with access to the CTA via LAWA's APM.

In June 2013, the Metro Board directed staff to include the Through ITF Alternative (Intermediate LRT and Circulator i.e. APM) in the environmental review phase. In an effort to expedite the construction of a regional rail connection to the airport, Metro and LAWA worked collaboratively to further refine

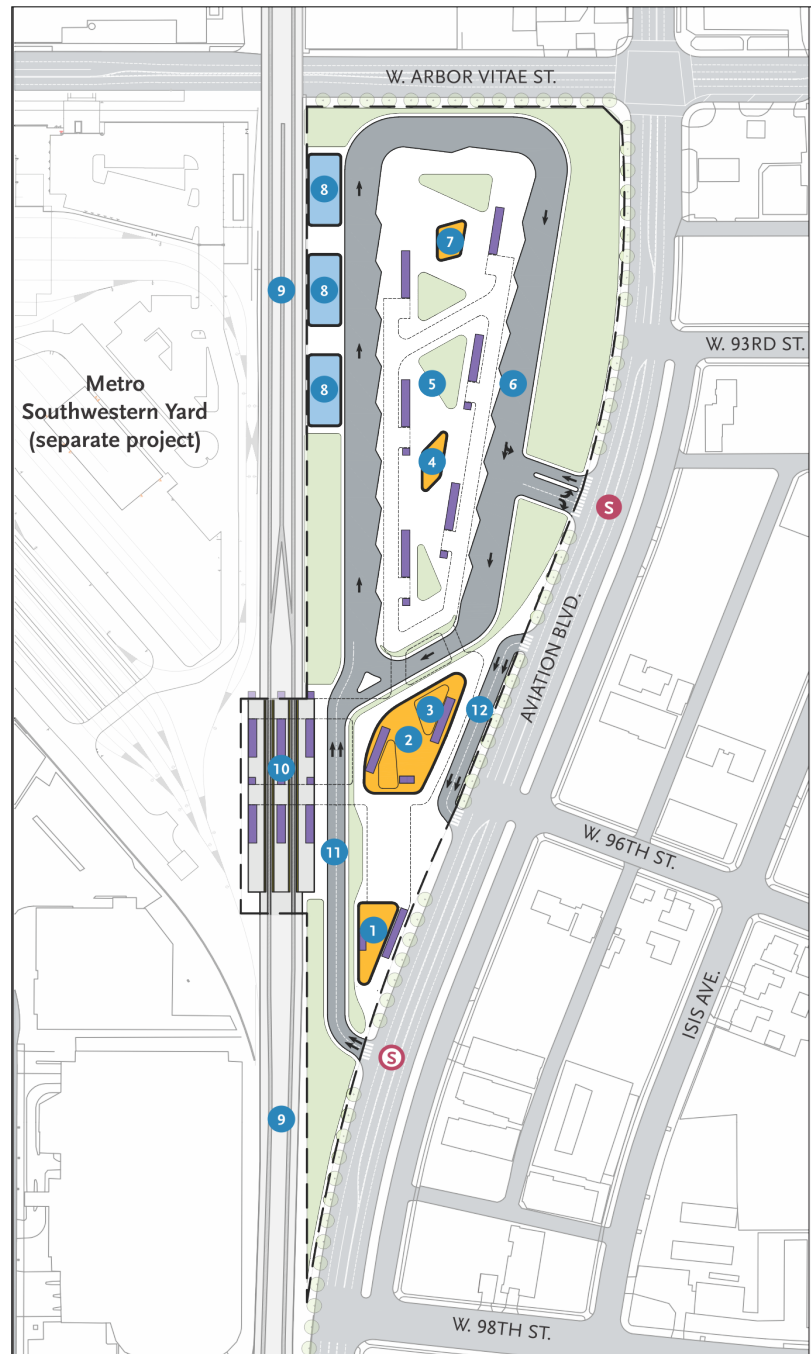
the definition of alternatives to be carried forward into the Draft EIR.

In January 2014, staff recommended the elimination of the Metro Rail extensions “through LAX” under the terminals and runways, and advancement of the Circulator, Intermediate Circulator and LRT, and Direct LRT Branch into the environmental review process. In June 2014, the Metro Board approved the AMC Supplemental AA report and selected the proposed project as the Locally Preferred Alternative (LPA).

THE PROPOSED PROJECT

The proposed project includes a new multi-modal transportation center with three at-grade LRT platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between the multiple transportation modes. The west side of Aviation Boulevard would include a 15-foot sidewalk to promote pedestrian accessibility. Site amenities would include benches, trash receptacles, bollards or other low level fixtures, public art, and signage and wayfinding. The proposed project components would be linked together by a continuous system of elevated mezzanine walkways.

The LRT platforms, running



LEGEND

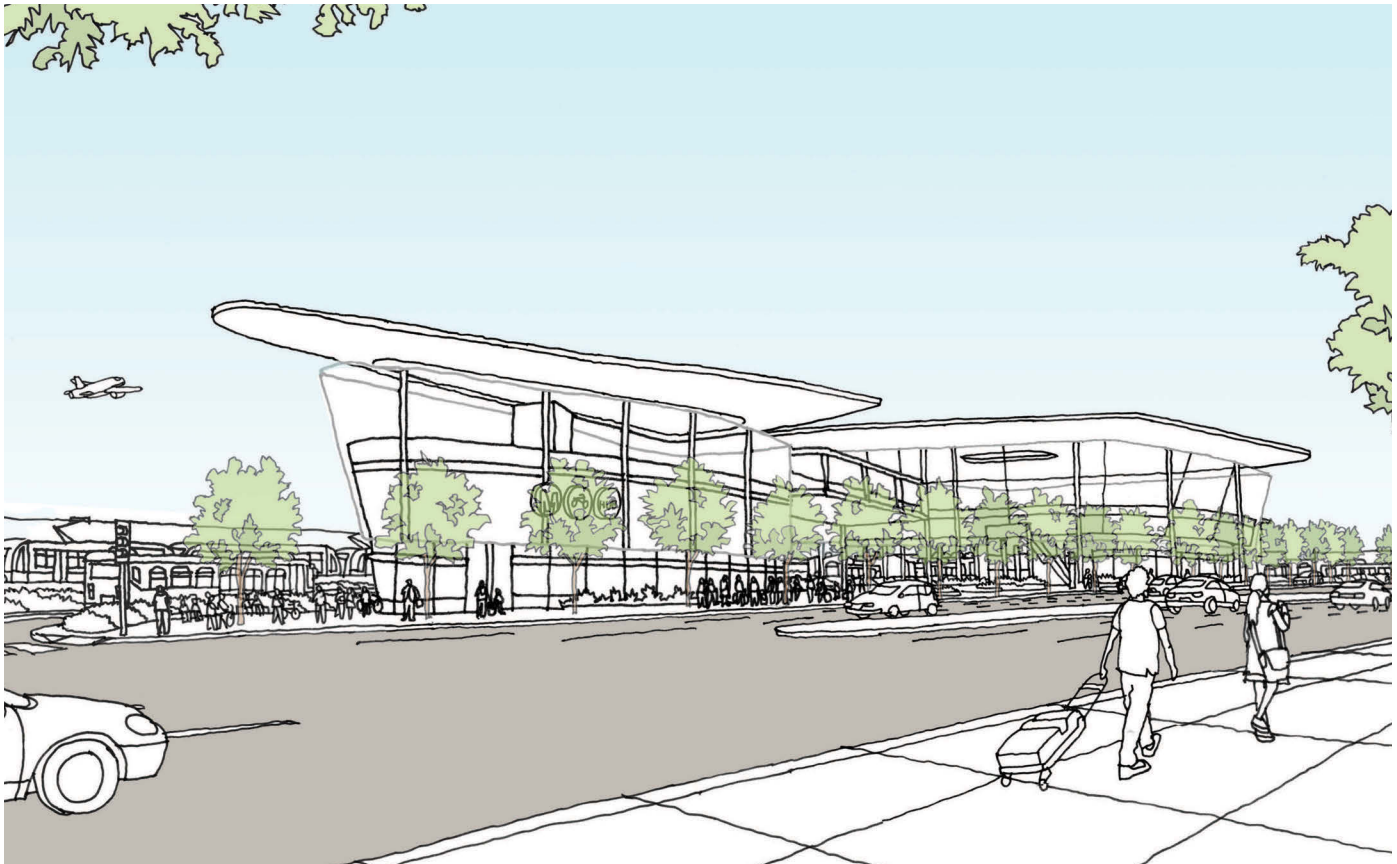
- | | | | |
|-----------------------------|-------------------------------|-------------------------------------|--|
| 1 Bicycle Hub | 8 Potential Support Functions | Approximate Scale
0 200 400 Feet | N
Partially Signalized Intersection |
| 2 Metro Hub | 9 LRT Tracks | | |
| 3 Security Office | 10 LRT Platforms | Vertical Circulation | Fully Signalized Intersection |
| 4 Food/Beverage/Convenience | 11 Southern Access Road | | |
| 5 Pedestrian and Bus Plaza | 12 Passenger Pickup/Drop-off | Landscape/Buffer | --- AMC Site |
| 6 Bus Bays/Layovers | | Building/Structure | |
| 7 Bus Operator's Facility | | | |

The proposed project conceptual site plan.

NORTHWEST VIEW OF THE PROPOSED PROJECT SITE



Existing Condition



Conceptual Sketch

SOUTHWEST VIEW OF THE PROPOSED PROJECT SITE



Existing Condition



Conceptual Sketch

north and south, to be served by the Crenshaw/LAX Line and the extension of the Metro Green Line, would be located at the southwestern portion of the project site.

The bus facility would include up to 20 active bus bays and up to 18 layover bus bays for buses to park on the outside of the bus loop. The bus plaza would include pedestrian amenities space such as restrooms, a lounge for bus operators with restrooms and lockers, and other potential support services such as retail kiosks likely including coffee stand and concession stands.

The bicycle hub would accommodate up to 150 bicycles in a secure, indoor environment. Additional space for up to 50 bicycles would be provided for short-term parking. Amenities associated with the bicycle hub may include a repair area, a multi-use space, showers and lockers.

The passenger pick-up and drop-off area would provide easy access to the project site for passengers arriving and departing by automobile to the regional bus and rail transit system.

The Metro Hub would link the multiple modes of transit on the project site. The Metro Hub would be the area of transition for all passengers transferring from the transportation center. It would contain security office, food/beverage/convenience/

retail kiosk-type spaces, passenger amenities, artwork and information.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This EIR has been prepared by Metro to analyze potential significant environmental impacts of the proposed project and to identify mitigation measures capable of avoiding or substantially reducing adverse impacts. As shown in the following Table, the proposed project would not result in significant unavoidable impacts.

Potential impacts associated with hazardous soil conditions at the project site can be mitigated to less than significant levels. The following Table includes a summary of potential environmental impacts and, where applicable, mitigation measures.

The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 3. Environmental Impacts and Chapter 4. Other CEQA Considerations of this Draft EIR. The following Table is organized according to the impact discussions provided in Chapters 3 and 4 and provides a summary of the potential environmental impacts of the project, recommended mitigation measures and the level of significance after mitigation.

PROJECT ALTERNATIVES

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen significant environmental impacts, while substantially attaining the basic objectives of the project. This Draft EIR includes a No Project Alternative and a discussion of the feasibility of alternate project sites.

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the proposed project would not be implemented. Analysis of the No Project Alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

As discussed in Chapter 6, The No Project Alternative would not include development related to the AMC 96th Street Transit Station. The project site would continue to be occupied by the existing rental car facilities, CNG fueling station and towing storage yard.

The Crenshaw/LAX Line is scheduled for completion in 2019 and will be operating with or without development of the proposed project. The LRT tracks will be located on the western boundary of the project site. It is reasonably foreseeable that the existing regional bus transit facility located at Lot C would

TABLE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Issue	Project Impact	Mitigation Measures	Significance After Mitigation
Chapter 3 Environmental Impacts			
Air Quality (Construction)	Less Than Significant	None	Less Than Significant
Air Quality (Operations)	Less Than Significant	None	Less Than Significant
Greenhouse Gas Emissions (Construction)	Less Than Significant	None	Less Than Significant
Greenhouse Gas Emissions (Operations)	Less Than Significant	None	Less Than Significant
Hazards and Hazardous Materials	Less Than Significant With Mitigation	<p>HAZ-1 Metro shall complete a Phase II Environmental Site Assessment (ESA) at locations on the project site known to have contained hazardous substances and hazardous waste. The Phase II ESA shall include a geophysical survey that confirms the presence or absence of UST(s) and other subgrade features of environmental concern including former hydraulic lifts and clarifiers. The Phase II ESA shall identify if a Soil Management Plan (SMP) would be required.</p> <p>If prescribed in the Phase II ESA, Metro shall prepare a SMP for identifying, handling, storing and disposing of suspected soils with elevated levels of volatile organic compounds (VOCs). The SMP shall comply with South Coast Air Quality Management District Rule 1166 (VOC Emissions from Decontamination of Soil). The SMP shall be prepared by the construction contractor and distributed to construction personnel. If a SMP is required, a Certified Industrial Hygienist shall certify a health and safety plan based on that SMP.</p> <p>HAZ-2 Metro shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos-containing materials (ACMs) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards and South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). ACM removal shall be monitored by a Certified Technician.</p> <p>HAZ-3 Metro shall test for lead based paint (LBP) within buildings to be demolished. If LBP is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove LBP in accordance with the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines.</p> <p>HAZ-4 If clarifiers and hydraulic lifts are identified on the project site in the required Phase II ESA in Mitigation Measure HAZ-1, Metro shall identify whether there have been any unauthorized releases. If the site assessment identifies a REC, Metro shall coordinate with the appropriate regulatory agencies to remediate hazardous condition.</p>	Less Than Significant

TABLE S.1 - SUMMARY OF IMPACTS AND MITIGATION MEASURES

(continued)

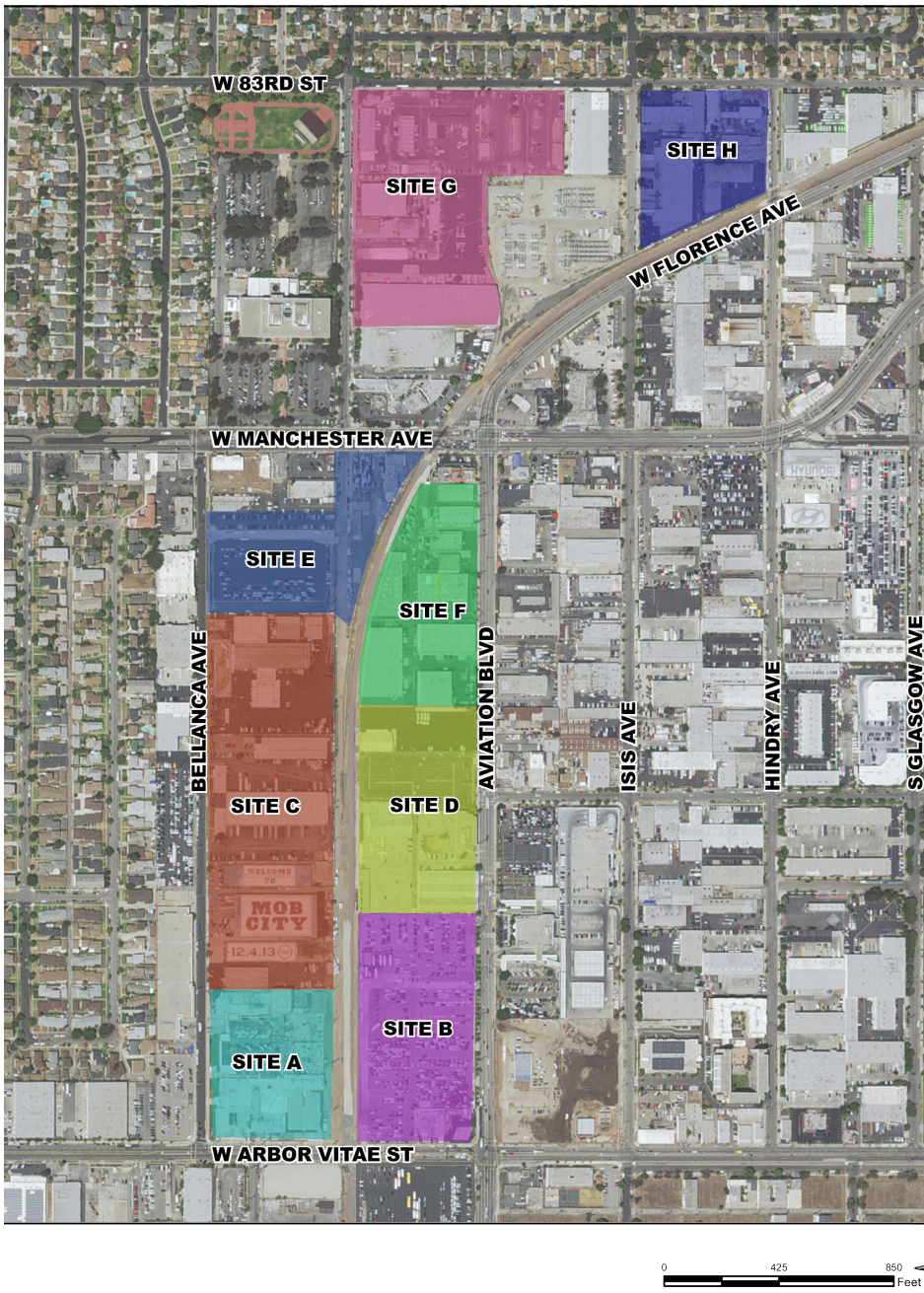
Environmental Issue	Project Impact	Mitigation Measures	Significance After Mitigation
Hazards and Hazardous Materials (Continued)	Less Than Significant With Mitigation	HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to ensure that the existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard would not be disturbed during construction activities or operation of the proposed project. HAZ-6 Metro shall conduct a soil vapor gas survey of the project site where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations. If the study identifies concentrations that exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels for soil or soil gas, Metro—in coordination with California Occupational Safety and Health Administration—shall prepare a remediation plan that demonstrates that interior vapor concentrations would be mitigated to below safety standards. This plan shall be prepared prior to building occupancy.	Less Than Significant
Land Use and Planning	Less Than Significant	None	Less Than Significant
Noise and Vibration (Construction)	Less Than Significant	None	Less Than Significant
Noise and Vibration (Operations)	Less Than Significant	None	Less Than Significant
Transportation and Traffic (Construction)	Less Than Significant	None	Less Than Significant
Transportation and Traffic (Operations)	Less Than Significant	None	Less Than Significant
Chapter 4 Other CEQA Considerations			
Aesthetics	No Impact	None	Less Than Significant
Agricultural Resources	No Impact	None	Less Than Significant
Biological Resources	Less Than Significant	None	Less Than Significant
Cultural Resources	Less Than Significant	None	Less Than Significant
Geology and Soils	Less Than Significant	None	Less Than Significant
Hydrology and Water Quality	Less Than Significant	None	Less Than Significant
Mineral Resources	No Impact	None	Less Than Significant
Population and Housing	No Impact	None	Less Than Significant
Public Services	Less Than Significant	None	Less Than Significant
Recreation	No Impact	None	Less Than Significant
Utilities and Service Systems	No Impact	None	Less Than Significant
Energy Resources (Construction)	No Impact	None	Less Than Significant
Energy Resources (Operations)	No Impact	None	Less Than Significant

be relocated to the Aviation/
Century station that is currently
being constructed as part of
the Crenshaw/LAX Line. The
Crenshaw/LAX Line, the Aviation/
Century station with the relocated
bus facility and an

operating plan for an extension
of the Green Line service were
studied in the Crenshaw/
LAX Transit Corridor Project
Environmental Impact Statement/
Environmental Impact Report
(EIS/EIR), which was certified by

the Metro Board in September
2011 and was issued a Record of
Decision from the Federal Transit
Administration in December 2011.
The Aviation/Century station was
environmentally cleared in the
Crenshaw/LAX Transit Project
EIS/EIR. Therefore, impacts from
the relocation of the bus facility
to the Aviation/Century station
was not studied as a part of
the No Project Alternative. The
evaluation of alternative sites
involved identifying a suitable
location for the proposed project
adjacent to the Crenshaw/LAX
Line and in close proximity to
LAX that avoided the hazardous
materials impact identified and
did not create new impacts. As
further discussed in Chapter 6.
Alternatives, nine locations were
identified.

The candidate sites are shown on
the map and labeled A through G.
It was determined that eight of
the nine sites (with the exception
of Site D) were not suitable
options due to impacts similar to
the proposed project, the creation
of new impacts or were infeasible
due to physical constraints. Site
D would be a feasible location
but would remove a technical
college and light industrial use.
In addition, Site D would not
meet one of the proposed project's
primary objectives, which is to
integrate with existing and future
transit connections and LAX
facilities.



The segment along the Crenshaw/LAX Line, between Aviation Boulevard and Imperial and Florence Avenue and Hindry Avenue was reviewed for alternative locations that reduce environmental impacts, were feasibility from an engineering perspective and met project objectives. Candidate locations were identified along the Crenshaw/LAX Line north of Arbor Vitae. None were found that were environmentally superior to the proposed project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The analysis in Chapter 6 Alternatives demonstrates that the No Project Alternative would be the environmentally superior alternative as it would not change existing conditions at the project site (e.g., no requirement for the excavation and transport of contaminated soils), nor would there be additional or more severe undisclosed impacts at the Aviation/Century station, which have previously been evaluated in the Crenshaw/LAX Transit Corridor Project EIS/EIR.

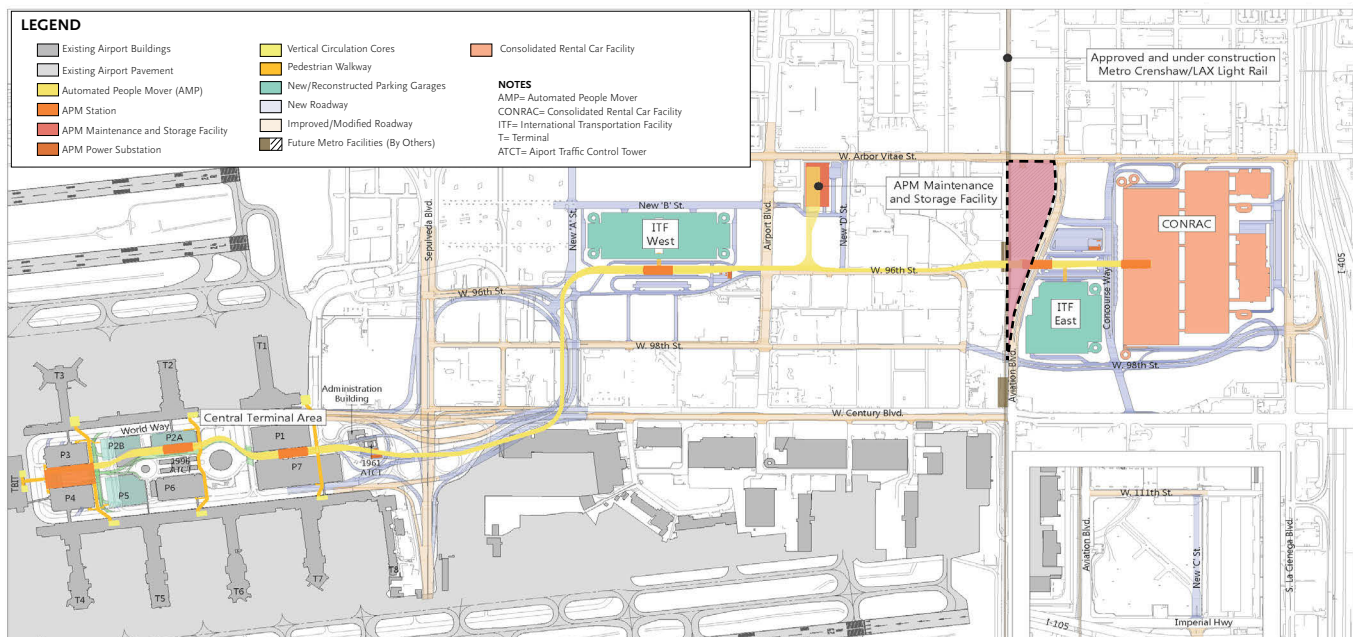
While the No Project Alternative would provide a regional transit connection to LAX through the Aviation/Century station, it could not be included in a

cumulative scenario involving the implementation of the LAMP by LAWA. Should the LAMP projects be constructed, locating the bus facility at the Aviation/Century station would require patrons to walk north about a quarter mile to the proposed APM station to take a shuttle bus to the CTA. This could require additional pedestrian and bicycle facilities along Aviation Boulevard. The project site was selected because of its strategic location and ability to link to existing and foreseeable future projects. Therefore, despite the No Project Alternative being the environmentally superior alternative to the proposed project, it would not fully satisfy the proposed project objectives.

THE PROPOSED PROJECT AND FUTURE CUMULATIVE SCENARIO

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. The cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

Projects that are considered in the cumulative impact analysis are those projects that may occur in the project vicinity within the same time frame as the proposed project (related projects).



The proposed project shown in the context of LAWA's proposed LAMP. The proposed project will have a direct interface with the LAWA APM at the mezzanine level.

Source: LAWA

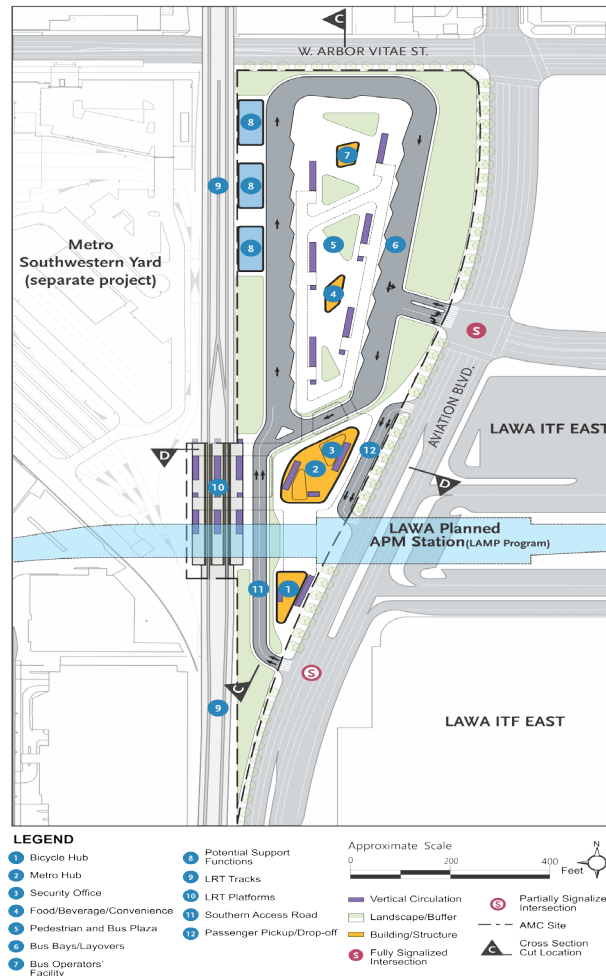
The cumulative impact analysis included in this EIR considers the combined effect of the proposed project with improvements proposed by LAWA as part of their LAMP as well as other private development projects in the project vicinity.

LAMP COMPONENTS

An approximately 2.25-mile APM system connecting a new CONRAC, two ITFs, airport parking and Metro’s AMC 96th Street Transit Station to the airline terminals. There would be a total of six stations, including three in the CTA and one immediately adjacent to the proposed project. The APM system would simultaneously operate up to nine APM trains with a two-minute wait time and be free for airport users.

Two ITFs (ITF East to be located near 98th Street and Aviation Boulevard and ITF West to be located near 96th Street and Airport Boulevard) would include:

- LAX parking for private vehicles, passenger pickup and drop-off areas, connections/transfers to hotels, shuttles/commercial vehicles, LAX FlyAway, and amenities such as waiting areas, concessions and ticketing/information kiosks;
- Modifications to existing passenger terminals and parking garages within the CTA for a passenger walkway system and vertical circulation



The proposed project conceptual site plan showing the APM alignment above the southern portion of the site.

elements to the arrival, departure and concourse levels;

- Roadway improvements to the CTA from Interstate 405 to develop access to the ITFs and CONRAC;
- Utilities infrastructure improvements; and
- Potential future collateral non-residential land use development (approximately 900,000 square feet) on LAWA-owned property adjacent to the proposed ITFs.

THE PROPOSED PROJECT INTERFACE WITH THE LAMP

The primary component of the LAMP as it relates to the proposed project would be an APM system, which would provide 24-hour access to the CTA for passengers, employees and other users of LAX.

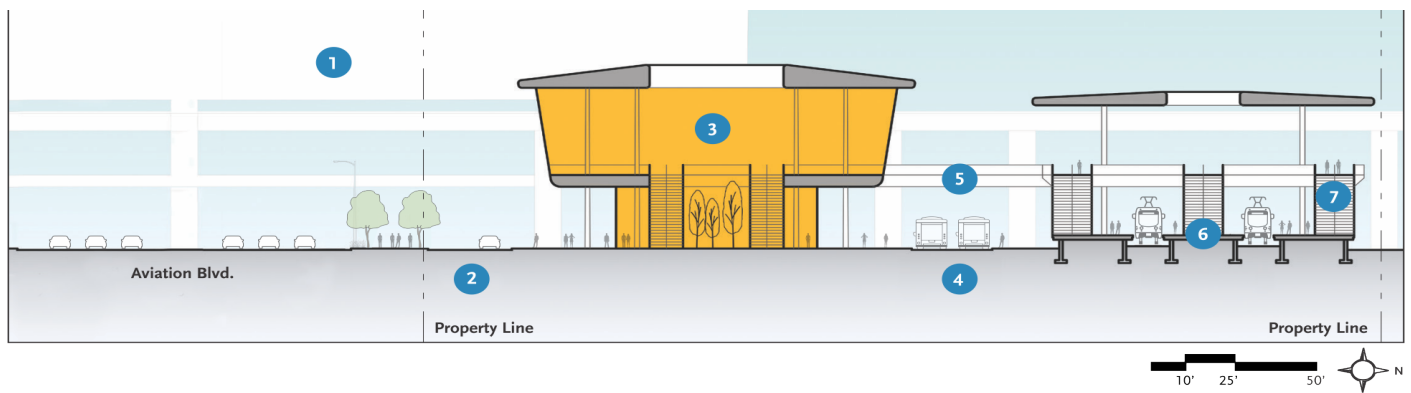
The APM would be built completely above grade and connect to the passenger terminals in the CTA with a pedestrian walkway system located above the existing roads and curb areas. The APM would

transport passengers between the CTA and the other main components of the LAMP project located east of the CTA, including a CONRAC, new public parking facilities and multiple locations for passenger pick-up and drop-off.

The APM would pass above the southern portion of the proposed project site. The connection to the APM could be provided from the mezzanine level of the proposed project. This EIR includes a comprehensive cumulative impact analysis in Chapter 5 Cumulative Impacts. As discussed therein, the proposed project would not result in a considerable contribution to cumulative impacts.

AREAS OF CONTROVERSY/ ISSUES TO BE RESOLVED

Section 15123(b)(2) of the CEQA Guidelines states that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This EIR has taken into consideration the comments received from various agencies and the public during the 30-day public comment period after the release of the Notice of Preparation (NOP) dated February 6, 2015, as well as input solicited during the public scoping meeting and an understanding of the community issues in the project area. Based on the scoping process, potential areas of controversy known to Metro include site access, transit connectivity and station design.



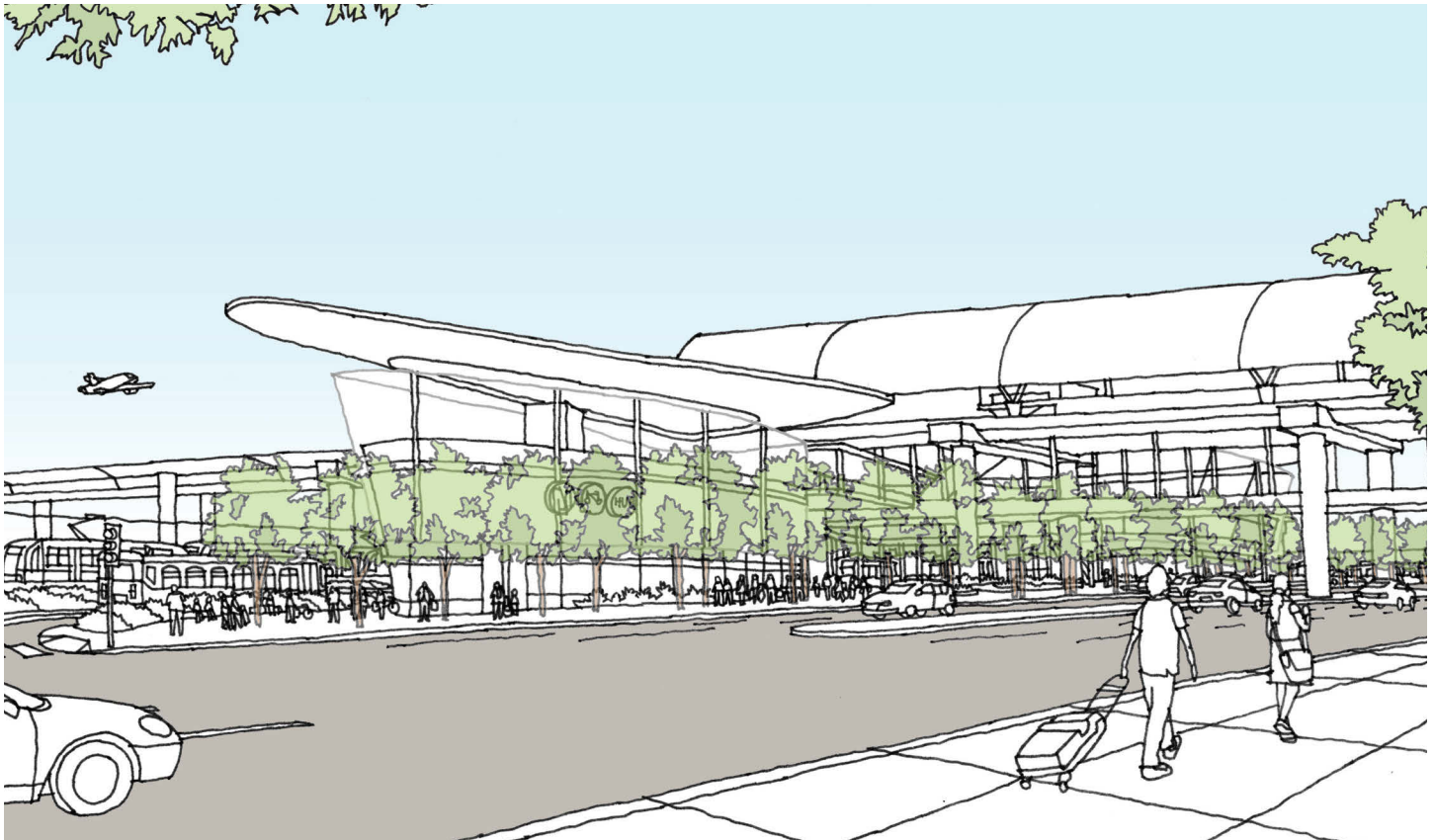
EAST-WEST CROSS SECTION D-D

LEGEND

- 1 LAWA Automated People Mover (LAMP PROGRAM)
- 2 Passenger Pick-up/Drop-off
- 3 Metro Hub
- 4 Bus Way
- 5 Mezzanine Walkway
- 6 LRT Platforms
- 7 Vertical Circulation

This east west cross section of the proposed project in the Cumulative Scenario shows the basic profile of the APM in the background. Access to the APM from the proposed project would via the mezzanine level.

NORTHWEST VIEW OF THE PROPOSED PROJECT SITE - CUMULATIVE SCENARIO



Conceptual Sketch

SOUTHWEST VIEW OF THE PROPOSED PROJECT SITE - CUMULATIVE SCENARIO



Conceptual Sketch

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June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

**MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:
 - a. Enclosed facility
 - b. Integrated APM/Light Rail station, minimizing walk distances
 - c. Concourse areas
 - d. LAX airline check-in with flight information boards
 - e. Station restrooms
 - f. Free public WiFi & device charging areas
 - g. Private vehicle drop-off area, and taxi stand
 - h. Pedestrian plaza with landscaping and street furniture
 - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
 - j. Retail (food/beverage and convenience)
 - k. L.A. visitor info and LAX info kiosk
 - l. Connectivity to Manchester Square and surrounding areas, including walkways
 - m. At a minimum, LEED Silver certification
 - n. Public art installation
 - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
 - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
 - a. Design
 - b. Schedule
 - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.

DEOD SUMMARY

AIRPORT METRO CONNECTOR PROJECT/PS114330-2636

A. Small Business Participation

STV/PB-ConnectLAX JV made a 29.10% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment. In June 2014, STV/PB reported DBE participation of 13.65%, representing a 15.45% DBE shortfall. Current DBE participation is 22.32%. The current DBE shortfall is 6.78%. The project is 90% complete.

In its letter dated July 15, 2016, written in response to the DBE shortfall, STV/PB explained that in order to meet its 29.10% DBE commitment, they propose shifting currently authorized project responsibilities (Modification No.10) from the Joint Venture partners to four (4) DBE subcontractors* identified below. STV/PB explained that the shifts would have no negative impact on the team's performance, and would better prepare them to (1) respond to comments on their draft Environmental Impact Report, and (2) complete federal environmental documentation. STV/PB-ConnectLAX explained that shifting work from Modification No. 10 would represent an increase in its DBE commitment by \$114,548 or 1.59%, effective August 2016.

In addition, to demonstrate their commitment, pending approval of Modification No.13, STV/PB-ConnectLAX will increase its commitment to Terry A. Hayes and Associates, a DBE firm, by approximately 2.74%, or 50% of the total modification. STV/PB-ConnectLAX explained that it is "firmly" committed to meeting its 29.10% DBE commitment.

Small Business Commitment	DBE 29.10%	Small Business Participation	DBE 22.32%
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DBE Subcontractors	Ethnicity	% Commitment	Current Participation¹
1. Cityworks Design	Hispanic	0.70%	1.11%
2. Coast Surveying, Inc.	Hispanic	3.40%	5.27%
3. D'Leon Consulting Eng. Corp*	Hispanic	2.74%	2.98%
4. *Epic Land Solutions, Inc.*	Caucasian Female	0.61%	0.70%
5. Ted Tokio Tanaka Architects	Asian Pacific	3.90%	1.15%

6.	Terry A. Hayes & Associates*	African American	11.45%	4.96%
7.	VCA Engineers, Inc.*	Asian Pacific	6.30%	6.15%
Totals			29.10%	22.32%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

*DBE subcontractors' projected increase pending approval of Modification No. 10.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract Modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

Airport Metro Connector

96th Street Transit Station

August 17, 2016 - Planning and Programming Committee

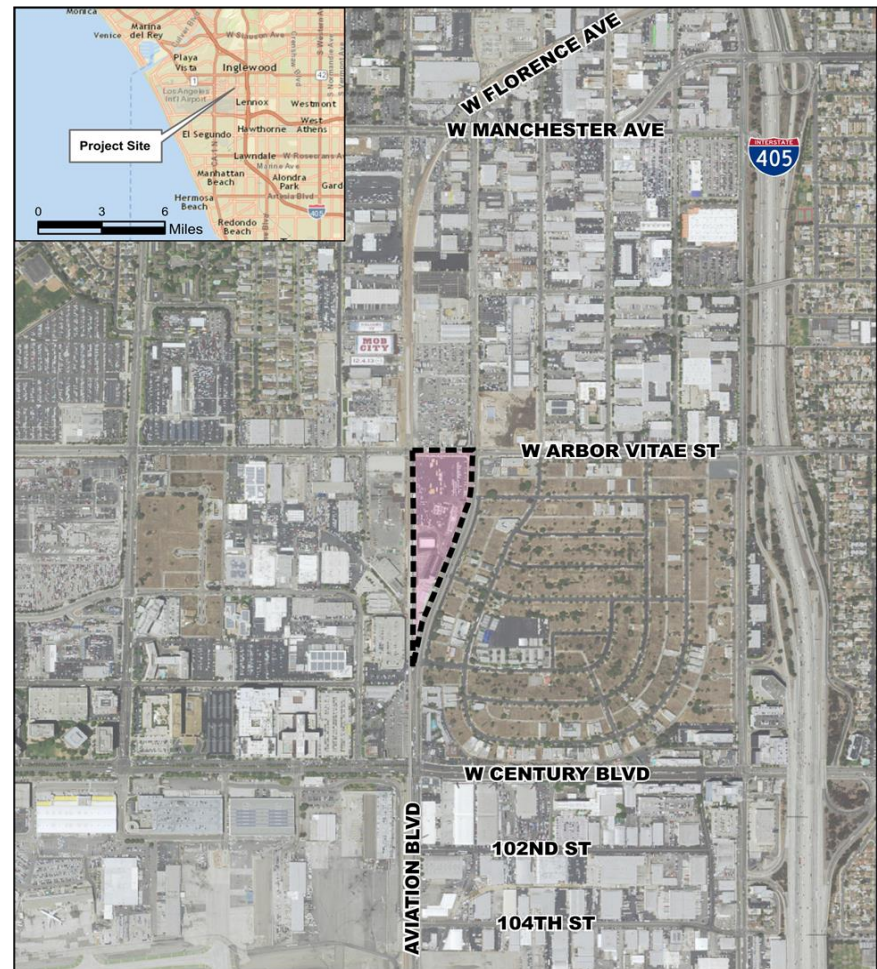
August 18, 2016 - Construction Committee



Draft Environmental Impact Report (EIR)

Project Components

- > Three at-grade Light Rail Transit Platforms served by Crenshaw/LAX and Green Lines
- > Bus plaza
- > Bicycle hub
- > Pedestrian plaza(s)
- > Passenger pick-up/drop-off area
- > Transit center/Terminal building (“Metro Hub”)



LEGEND
Project Site

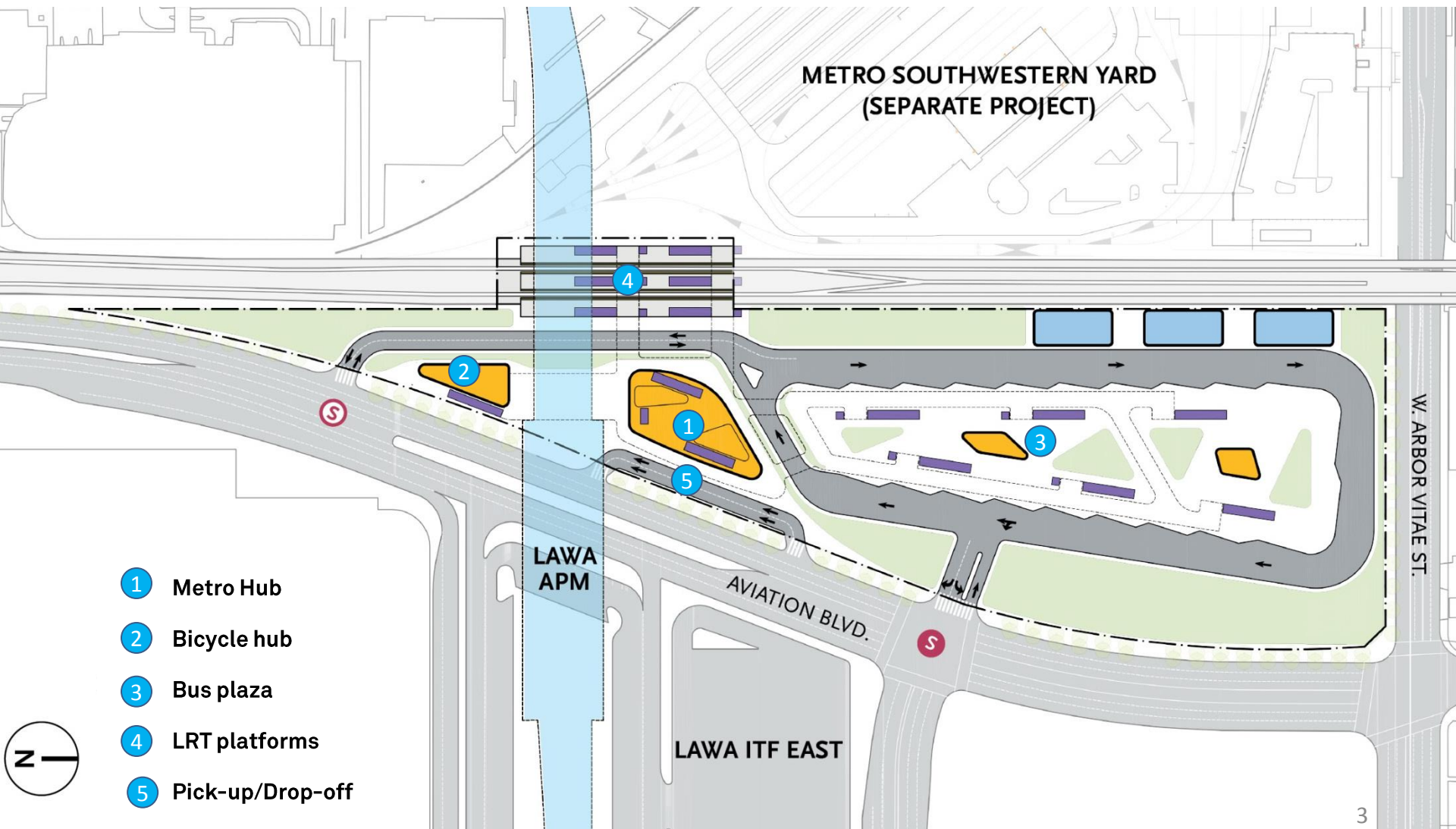
Approximate Scale
0 1,000 2,000 Feet

* APM is being cleared by LAWA



Draft Environmental Impact Report (EIR)

Ground Level Conceptual Site Plan



Environmental Impact Report

> Draft EIR

- June 22nd – released for start of 45-day public review period
- July 13th – Public Hearing
 - 45 attendees
- August 6th – close of public review period

> Final EIR

- August 25th – Board authorization of contract modification to prepare Final EIR
- Fall 2016 – complete Final EIR and present to Board for certification

Draft Environmental Impact Report

Summary of Impact Analysis

Environmental Topic	Significance of Impact
Aesthetics Agricultural Resources Biological Resources Cultural Resources Geology and Soils Hydrology and Water Quality Mineral Resources Population and Housing Public Services Recreation Utilities and Service Systems	No Impact
Air Quality Greenhouse Gas Emissions Land Use and Planning Noise and Vibration Transportation and Traffic	Less-Than-Significant Impacts
Biological Resources Cultural Resources Geology and Soils Hydrology and Water Quality Public Services	Less-Than-Significant Impacts With Regulatory Requirements
Hazards and Hazardous Materials	Less-Than-Significant Impacts With Incorporation of Mitigation

DEIR Public Comments

- > 73 comments received via public comments at hearing, letters, Facebook, Twitter and emails

- > Comments generally relate to the following topics:
 - support for project
 - changes to bus facilities/services
 - impact to Metro Rail service and stations
 - Arbor Vitae grade crossing
 - parking in neighboring communities
 - Intersection level traffic analysis
 - Air quality
 - funding of the project
 - bicycle access along Aviation Boulevard
 - size and number of escalators and elevators
 - Cumulative project impacts



Metro

Next Steps

- > **Summer/Fall 2016**
 - Schematic design
 - Initiate federal environmental clearance
 - Complete EIR

- > **Continue coordination with:**
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard

**Board Report**

File #: 2016-0534, **File Type:** Program**Agenda Number:** 15.

**PLANNING AND PROGRAMMING COMMITTEE
AUGUST 17, 2016****SUBJECT: PROGRAM FUNDS FOR SR-71 GAP FROM I-10 TO RIO RANCHO ROAD****ACTION: APPROVE \$59.3 MILLION IN PROJECT FUNDING****RECOMMENDATION**AUTHORIZE \$59.3 Million in funding for the **SR-71 Gap from I-10 to Rio Rancho Road Project.****ISSUE**

Staff is requesting Board's authorization to program \$59.3 million in repurposed funding for improvements along the SR-71 from I-10 to Rio Rancho Road.

DISCUSSION

The SR-71 is in the Metro Long Range Transportation Plan (LRTP) with an escalated budget of \$445 Million (I-10 to Mission Blvd and Mission Blvd to Rio Rancho Road in the city of Pomona). The Project scope is to widen the existing roadway from a four lane expressway to an eight lane freeway between Mission Blvd and Rio Rancho Road, close three at grade intersections, rebuild deficient bridge structures, construct soundwalls and other improvements as necessary - along the entire project (see Attachment A for location map and photos of existing conditions). Funds are required for the final design and right of way acquisition of the Project and the requested action will fully fund the final design and right of way acquisition for the Project.

In May 2016, the Board authorized federal repurposed earmark funds to be used for the Project. At the onset of the repurposing process, up to \$96 million in local agency earmarks were deemed potentially eligible for repurposing as described under Item A of the Board Report (Agenda Item 12, File #2016-0329). Additionally, approximately \$7.7 million in earmarks assigned to Metro were deemed potentially eligible for repurposing as described in Attachment B of the Board Report. Of this \$7.7 million, the Board chose to repurpose \$2.4 million in Metro earmarks to the Airport Metro Connector Project as described under Item C of the May Board Report. After completion of the eligibility determination process, only \$85.9 million in earmarks (inclusive of both local agency and Metro earmarks) was actually eligible for repurposing of which \$59.3 million was identified and programmed to the SR-71 project; \$7.9 million is being repurposed into other projects and \$18.7 million will be retained by the original project sponsors and remain in the projects for which they were originally earmarked.

DETERMINATION OF SAFETY IMPACT

There are no adverse safety impacts to Metro patrons and other users of the facility from this action. The Project will be implemented by Caltrans consistent with their policies, procedures and standards.

FINANCIAL IMPACT

Adoption of the budget will have no negative financial impact to the agency. Accelerated delivery of this project will allow for more cost effective implementation of the project.

Impact to Budget

The project will have no impact on the 2016-17 Budget. The funding source to deliver final design and right-of-way acquisition will be federal funds which are not budgeted by Metro.

ALTERNATIVES CONSIDERED

The Board could choose not to program the funds. This option is not recommended due to the regional significance of the SR-71 Project and its anticipated positive impacts on regional mobility, congestion relief and safety. The project has received its environmental clearances and is ready to be advanced to final design.

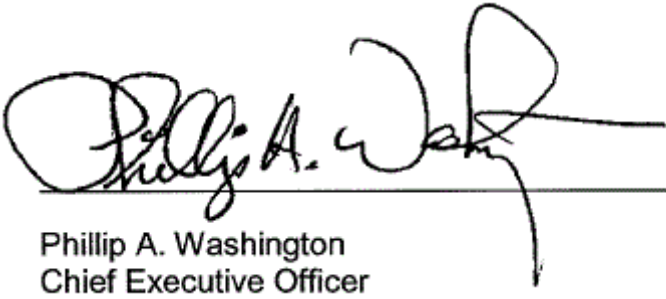
NEXT STEPS

Upon Board's approval, staff will negotiate the funding agreement with Caltrans and start the project.

Attachment A - SR-71 Gap From I-10 to Rio Rancho Road Location Map & Photos

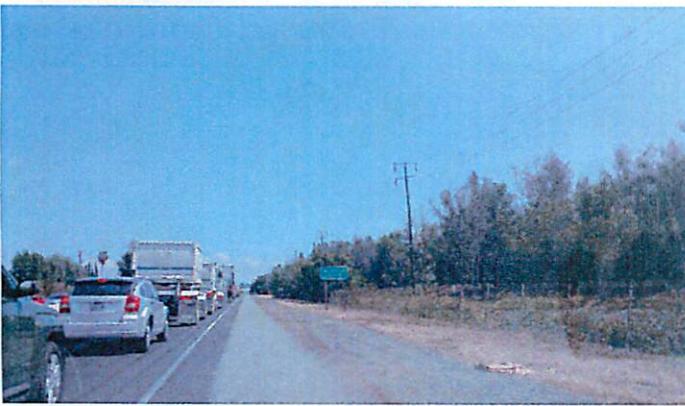
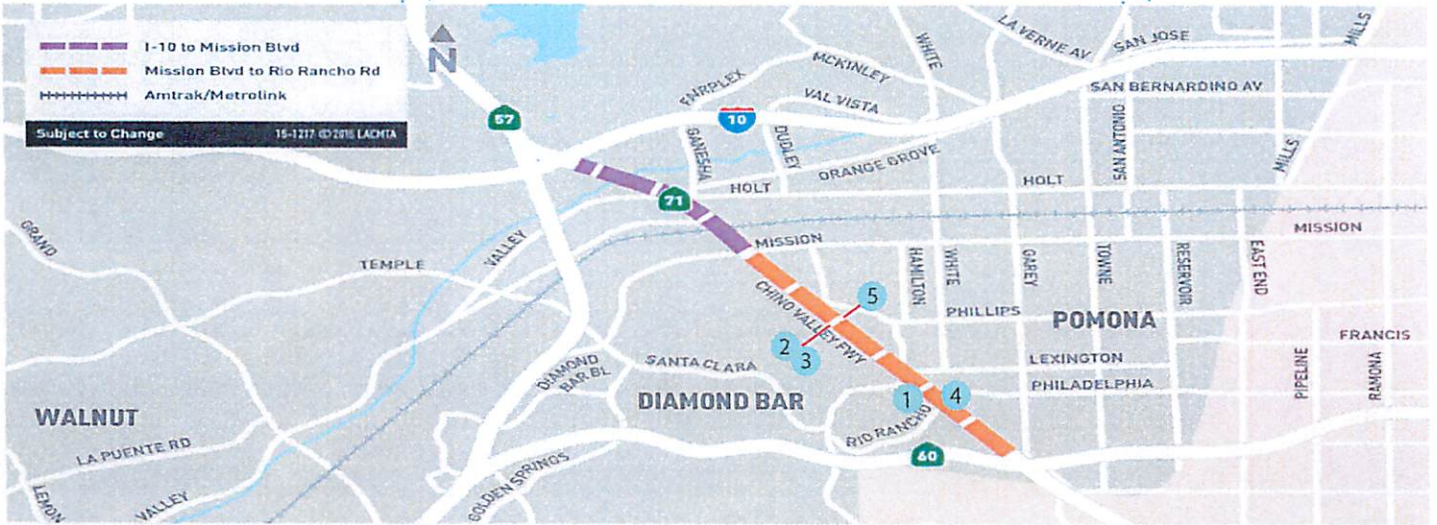
Prepared by: Benkin Jong, Senior Manager, Transportation Planning, (213) 922-3053
Will Ridder, Executive Officer, Regional Programming, (213) 922-2887
Abdollah Ansari, Senior Executive Officer, Program Management-Highway Program (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer, Program Management, (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

Attachment A
 SR-71 Gap From I-10 to Rio Rancho Road Location Map & Photos



1 Southbound SR-71 & Old Pomona Road



2 Southbound SR-71 & N. Ranch Road Intersection



3 East N. Ranch Road & SR-71



4 Southbound SR-71 & Rio Rancho Off Ramp



5 Northbound SR-71 & N. Ranch Road

**Board Report**

File #: 2016-0534, **File Type:** Program**Agenda Number:** 15.

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