

# **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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Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

**LIMITED ENGLISH PROFICIENCY**

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**323.466.3876 x2**

*Español*

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|------------|-----------|
| 한국어        | 日本語       |
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| Tiếng Việt | ភាសាខ្មែរ |

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TDD line (800) 252-9040

**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;

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1. negotiate and execute all necessary agreements for approved projects; and
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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 21<sup>st</sup> 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 1<sup>st</sup> 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.

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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               |
| <b>TOTAL</b> |                             |  | <b>\$ 102,511</b> |



**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        |
| <b>TOTAL</b> |        |                |   |                                    | <b>\$ 31,138</b> | <b>\$ 5,064</b> | <b>\$ 861</b> | <b>\$ 1,460</b> | <b>\$ 3,461</b> | <b>\$ 23,559</b> | <b>\$ 14,543</b> |                      |

|    |       |         |  |     |          |  |  |  |  |   |          |   |
|----|-------|---------|--|-----|----------|--|--|--|--|---|----------|---|
| 17 | F3731 | LA CITY | DOWNTOWN LA INTER-MODAL TRANSIT INFORMATION AND WAYFINDING | TDM | \$ 1,290 |  |  |  |  | - | \$ 1,290 | PROJECT CANCELLED AND FUNDS REALLOCATED |
|----|-------|---------|--|-----|----------|--|--|--|--|---|----------|---|

\*\$1,289,394 will be reallocated to be used for pending Metro Board approval of the City of Los Angeles Bike Share expansion.

| <b>TOTAL DEOBLIGATION RECOMMENDATION BY MODE</b>     |                  |
|--|------------------|
| 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              |
| <b>TOTAL</b>   | <b>\$ 14,543</b> |

## 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 31<sup>st</sup> 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 |       |       |
|        |                    | <b>TOTAL</b>  | <b>\$14,283</b> |                      |          |       |       |       |



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 |
|       |             |  |                                    |       |       |      |      |      |       | <b>1,157</b> | <b>1,043</b> |              |      |       | <b>2,200</b> |      |
| F7321 | GLENDALE    | REGIONAL ARTERIAL TRAFFIC PERFORMANCE MEASUREMENT SYSTEM       |                                    |       |       |      |      |      | 410   | 121          |              |              |      |       | 531          | PC25 |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>410</b>   | <b>121</b>   |      |       | <b>531</b>   |      |
| F7200 | INDUSTRY    | SR57/60 CONFLUENCE:WB SR60/NB SR57 GRAND OFF-RAMP INTERCHG     |                                    |       |       |      |      |      |       |              | 3,412        | 6,036        |      |       | 9,448        | PC25 |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>3,412</b> | <b>6,036</b> |      |       | <b>9,448</b> |      |
| F1338 | LA CITY     | HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM                 | 500                                |       |       |      |      |      |       |              |              |              |      |       | 500          | PC25 |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>500</b>   |              |      |       | <b>500</b>   |      |
| F1141 | LA CITY     | VICTORY BL WIDENING FROM TOPANGA CYN BLVD TO DE SOTO AVE       |                                    | 1,789 | 2,911 |      |      |      |       |              |              |              |      |       | 4,700        | PC25 |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>2,000</b> | <b>2,700</b> |      |       | <b>4,700</b> |      |
| F3656 | LA CITY     | CENTRAL AVENUE HISTORIC CORRIDOR STREETScape                   |                                    |       |       |      |      |      |       | 1,697        |              |              |      |       | 1,697        | CMAQ |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>1,697</b> |              |      |       | <b>1,697</b> |      |
| F3721 | LA CITY     | ANGELS WALK SILVERLAKE   |                                    |       |       |      |      | 175  |       |              |              |              |      |       | 175          | LTF  |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>175</b>   |              |      |       | <b>175</b>   |      |
| F3722 | LA CITY     | ANGELS WALK BOYLE HEIGHTS                                      |                                    |       |       | 100  |      |      |       |              |              |              |      |       | 100          | LTF  |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>100</b>   |              |      |       | <b>100</b>   |      |
| F7205 | LA CITY     | ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH   |                                    |       |       |      |      |      | 862   | 1,499        | 3,513        |              |      |       | 5,874        | RSTP |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>2,361</b> | <b>3,513</b> |      |       | <b>5,874</b> |      |
| F7207 | LA CITY     | ANAHEIM STREET WIDENING - FARRAGUT AVE TO DOMINGUEZ            |                                    |       |       |      |      |      | 424   | 383          | 2,334        |              |      |       | 3,141        | RSTP |
|       |             |  |                                    |       |       |      |      |      |       |              | <b>630</b>   | <b>2,511</b> |      |       | <b>3,141</b> |      |
| 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  
 (\$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         |              |              |      |
|       |           |  |                                    |      |      |      |      |      |      | <b>1,145</b> |            |            |              |              | <b>1,145</b> |      |
| F5310 | LA COUNTY | RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP  |                                    |      |      |      |      |      |      | 2,758        |            |            |              |              | 2,758        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              | <b>863</b> | <b>998</b> | <b>897</b>   |              | <b>2,758</b> |      |
| F5314 | LA COUNTY | GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT      |                                    |      |      |      |      |      | 91   | 1,894        |            |            |              |              | 1,985        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              | <b>120</b> | <b>340</b> | <b>1,390</b> | <b>135</b>   | <b>1,985</b> |      |
| F5315 | LA COUNTY | SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT  |                                    |      |      |      |      |      | 88   | 1,153        |            |            |              |              | 1,241        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              | <b>200</b> | <b>600</b> | <b>441</b>   |              | <b>1,241</b> |      |
| F5316 | LA COUNTY | SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT           |                                    |      |      |      |      |      | 56   | 1,824        |            |            |              |              | 1,880        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              | <b>200</b> | <b>460</b> | <b>1,220</b> |              | <b>1,880</b> |      |
| F7305 | LA COUNTY | GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT      |                                    |      |      |      |      |      |      |              | 1,273      | 1,965      |              |              | 3,238        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              |            |            | <b>410</b>   | <b>2,828</b> | <b>3,238</b> |      |
| F7306 | LA COUNTY | FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT         |                                    |      |      |      |      |      |      |              | 1,151      | 1,777      |              |              | 2,928        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              | <b>130</b> | <b>430</b> | <b>1,250</b> | <b>1,118</b> | <b>2,928</b> |      |
| F7307 | LA COUNTY | SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT   |                                    |      |      |      |      |      |      |              | 1,425      | 2,199      |              |              | 3,624        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              |            | <b>340</b> | <b>820</b>   | <b>2,464</b> | <b>3,624</b> |      |
| F7308 | LA COUNTY | EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT           |                                    |      |      |      |      |      |      |              | 1,079      | 1,665      |              |              | 2,744        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              | <b>80</b>  | <b>460</b> | <b>1,470</b> | <b>734</b>   | <b>2,744</b> |      |
| F7310 | LA COUNTY | ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS (MR312.52 MATCH - |                                    |      |      |      |      |      |      |              | 1,204      | 1,858      |              |              | 3,062        | PC25 |
|       |           |  |                                    |      |      |      |      |      |      |              |            | <b>160</b> | <b>610</b>   | <b>2,292</b> | <b>3,062</b> |      |
| F7304 | PALMDALE  | NORTH COUNTY ITS - PALMDALE EXTENSION                      |                                    |      |      |      |      |      |      |              |            |            |              |              | 3,000        | TBD  |
|       |           |  |                                    |      |      |      |      |      |      |              | <b>240</b> | <b>160</b> | <b>2,600</b> |              | <b>3,000</b> |      |



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                   |                         |             |     |
| F9416                             | PASADENA       | PASADENA BUS PURCHASE TO RELEIVE SIGNIFICANT OVERCROWDING |                                    |                    |                    |                    |                    |                    |                         |                         |                        | 1,365                  |                        |                         | 1,365       | LTF |
|                                   |                |   |                                    |                    |                    |                    |                    |                    | <b><i>1,365</i></b>     |                         |                        |                        |                        | <b><i>1,365</i></b>     |             |     |
| F9424                             | WEST HOLLYWOOD | WEST HOLLYWOOD CITYLINE VEHICLE REPLACEMENT               |                                    |                    |                    |                    |                    |                    |                         |                         |                        | 640                    |                        |                         | 640         | LTF |
|                                   |                |   |                                    |                    |                    |                    |                    |                    | <b><i>640</i></b>       |                         |                        |                        |                        | <b><i>640</i></b>       |             |     |
| ORIGINAL PROGRAMMED AMOUNT        |                |   | \$ 500                             | \$ 1,789           | \$ 2,911           | \$ 100             | \$ 175             | \$ 5,834           | \$ 8,602                | \$ 17,157               | \$ 17,908              | \$ -                   | \$ -                   | \$ 54,976               |             |     |
| <b><i>REPROGRAMMED AMOUNT</i></b> |                |   | <b><i>\$ -</i></b>                 | <b><i>\$ -</i></b> | <b><i>\$ -</i></b> | <b><i>\$ -</i></b> | <b><i>\$ -</i></b> | <b><i>\$ -</i></b> | <b><i>\$ 13,485</i></b> | <b><i>\$ 16,803</i></b> | <b><i>\$ 6,609</i></b> | <b><i>\$ 8,508</i></b> | <b><i>\$ 9,571</i></b> | <b><i>\$ 54,976</i></b> |             |     |
| DELTA                             |                |   | 500                                | 1,789              | 2,911              | 100                | 175                | 5,834              | (4,883)                 | 354                     | 11,299                 | (8,508)                | (9,571)                | -                       |             |     |

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



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 FY 2015-16 CALL FOR PROJECTS EXTENSION LIST  
 AS OF JUNE 30, 2016  
 (\$000)**

| PROJ ID#           | AGENCY             | PROJECT TITLE  | LAPSING FUNDS | LAPSING PROG YR(S)   | TOTAL PROG \$ TO BE LAPSED | TOTAL FIS/OBLIG/AL LOC \$ | AMOUNT SUBJECT TO LAPSE | REC'D EXT YR(S) ** | REASON FOR EXT #1, 2 OR 3 | NEW REVISED LAPSE DATE |
|--------------------|--------------------|--|---------------|----------------------|----------------------------|---------------------------|-------------------------|--------------------|---------------------------|------------------------|
| 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<br>2013         | 668                        | 86                        | 582                     | 1                  | 1                         | 6/30/2017              |
| F3805              | ARCADIA            | ARCADIA GOLD LINE STATION TRANSIT PLAZA ENHANCEMENTS         | LTF           | 2012<br>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<br>2013         | 186                        | -                         | 186                     | 1                  | 1                         | 6/30/2017              |
| F1103              | CARSON             | WILMINGTON AVENUE INTERCHANGE MODIFICATION AT I-405          | PC25          | 2011<br>2012         | 7,646                      | 3,965                     | 3,681                   | 1                  | 1                         | 6/30/2017              |
| F1107/<br>MR306.23 | COMMERCE           | WASHINGTON BLVD. WIDENING AND RECONSTRUCTION PROJECT         | PC25          | 2010<br>2011<br>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<br>2014         | 2,201                      | 78                        | 2,123                   | 1                  | 1                         | 6/30/2017              |
| F3729              | CULVER CITY        | REAL-TIME BUS ARRIVAL INFORMATION SYSTEM                     | LTF           | 2013<br>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<br>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<br>2013<br>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<br>2006<br>2007 | 8,557                      | 6,023                     | 2,534                   | 1                  | 3                         | 6/30/2017              |
| F3714              | GLENDALE           | ARROYO VERDUGO COMMUTE MANAGER SYSTEM                        | LTF           | 2012<br>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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**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 FY 2015-16 CALL FOR PROJECTS EXTENSION LIST  
 AS OF JUNE 30, 2016  
 (\$000)**

| PROJ ID#       | AGENCY          | PROJECT TITLE  | LAPSING FUNDS | LAPSING PROG YR(S)           | TOTAL PROG \$ TO BE LAPSED | TOTAL FIS/OBLIG/AL LOC \$ | AMOUNT SUBJECT TO LAPSE | REC'D EXT YR(S) ** | REASON FOR EXT #1, 2 OR 3 | NEW REVISED LAPSE DATE |
|----------------|-----------------|--|---------------|------------------------------|----------------------------|---------------------------|-------------------------|--------------------|---------------------------|------------------------|
| 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<br>2014                 | 7,700                      | 363                       | 7,337                   | 1                  | 3                         | 6/30/2017              |
| F3128          | INGLEWOOD       | CENTURY BOULEVARD MOBILITY IMPROVEMENT PROJECT                   | PC25          | 2012<br>2013<br>2014         | 3,224                      | -                         | 3,224                   | 1                  | 3                         | 6/30/2017              |
| 8036           | LA CITY         | HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT             | PC25          | 2006<br>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/<br>F1174 | LA CITY         | VANOWEN STREET BRIDGE WIDENING AND REHABILITATION                | PC25          | 2006<br>2009                 | 2,167                      | 726                       | 1,441                   | 1                  | 3                         | 6/30/2017              |
| 8046           | LA CITY         | BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE        | PC25<br>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/<br>F1209 | LA CITY         | CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS | PC25          | 2008<br>2009<br>2010<br>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<br>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<br>2011<br>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<br>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<br>2011                 | 1,605                      | -                         | 1,605                   | 1                  | 1                         | 6/30/2017              |
| F1615          | LA CITY         | EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE                           | CMAQ          | 2009<br>2010                 | 2,392                      | 320                       | 2,072                   | 1                  | 1                         | 6/30/2017              |
| F1617          | LA CITY         | HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II                 | RSTP          | 2010<br>2012                 | 619                        | -                         | 619                     | 1                  | 1                         | 6/30/2017              |



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**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**FY 2015-16 CALL FOR PROJECTS EXTENSION LIST**  
**AS OF JUNE 30, 2016**  
**(\$000)**

| PROJ ID# | AGENCY         | PROJECT TITLE  | LAPSING FUNDS | LAPSING PROG YR(S)   | TOTAL PROG \$ TO BE LAPSED | TOTAL FIS/OBLIG/AL LOC \$ | AMOUNT SUBJECT TO LAPSE | REC'D EXT YR(S) ** | REASON FOR EXT #1, 2 OR 3 | NEW REVISED LAPSE DATE |
|----------|----------------|--|---------------|----------------------|----------------------------|---------------------------|-------------------------|--------------------|---------------------------|------------------------|
| 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<br>2013         | 1,568                      | 130                       | 1,438                   | 1                  | 1                         | 6/30/2017              |
| F1708    | LA CITY        | HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM                | CMAQ          | 2009<br>2010<br>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<br>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<br>2014         | 3,558                      | 352                       | 3,206                   | 1                  | 1                         | 6/30/2017              |
| F3314    | LA CITY        | INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMUNICATION SYSTEM | CMAQ          | 2013<br>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<br>2014         | 2,684                      | -                         | 2,684                   | 1                  | 1                         | 6/30/2017              |
| F3631    | LA CITY        | WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT       | CMAQ          | 2013<br>2014         | 1,054                      | -                         | 1,054                   | 1                  | 1                         | 6/30/2017              |
| F3632    | LA CITY        | WESTERN AV BUS STOP & PEDESTRIAN IMPROVEMENT PROJECT         | CMAQ          | 2013<br>2014         | 985                        | 43                        | 942                     | 1                  | 1                         | 6/30/2017              |
| F3640    | LA CITY        | LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT             | CMAQ          | 2013<br>2014         | 468                        | -                         | 468                     | 1                  | 1                         | 6/30/2017              |
| F3721    | LA CITY        | ANGELS WALK SILVERLAKE                                       | LTF           | 2013<br>2014         | 312                        | -                         | 312                     | 1                  | 1                         | 6/30/2017              |
| F3722    | LA CITY        | ANGELS WALK BOYLE HEIGHTS                                    | LTF           | 2012<br>2013<br>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<br>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<br>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<br>2013<br>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<br>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<br>2013<br>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<br>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<br>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<br>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<br>2013<br>2014 | 3,014                      | 163                       | 2,851                   | 1                  | 3                         | 6/30/2017              |
| <b>TOTAL</b> |                   |  |               |                      | <b>\$ 272,193</b>          | <b>\$ 90,025</b>          | <b>\$ 182,168</b>       |                    |                           |                        |

\* 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<br>F3712 | City of Baldwin Park | METROLINK PARKING RESOURCE MANAGEMENT DEMONSTRATION PROJECT | 2012<br>2013 | \$ 186                     | \$ 186                               | 2       | 1    | Did not meet Lapsing Policy<br>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<br>F5701 | City of Burbank      | BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM          | 2016<br>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<br>F3317 | Culver City          | BUS SIGNAL PRIORITY IN CULVER CITY                          | 2013<br>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<br>F3729 | Culver City          | REAL-TIME BUS ARRIVAL INFORMATION SYSTEM                    | 2013<br>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<br>F1121 | City of Diamond Bar  | STATE RTE-60/LEMON AV PART. INTERCHANGE (ON- & OFF-RAMPS)   | 2009<br>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<br>F3714 | City of Glendale     | ARROYO VERDUGO COMMUTE MANAGER SYSTEM                       | 2012<br>2013 | \$ 418                     | \$ 371                               | 2       | 1    | Did not meet Lapsing Policy                              | One-year extension to June 30, 2017.  | Concur with TAC recommendation.  |
| 7<br>F3174 | City of Lancaster    | 10TH STREET WEST CAPACITY IMPROVEMENTS                      | 2012<br>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<br>CORRIDOR WIDENING<br>PROJECT                  | 2009                       | \$ 1,019                             | \$ 948   | 5    | 4                 | Did not meet Lapsing Policy<br>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<br>CORRIDOR WIDENING                          | 2014<br>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<br>CLASS II BICYCLE LANES                  | 2016<br>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<br>PATH GAP CLOSURE AT<br>WILLOW STREET | 2010<br>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<br>PEDESTRIAN<br>IMPROVEMENT                     | 2010<br>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<br>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<br>2013<br>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<br>2010<br>2011<br>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<br>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<br>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<br>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<br>2010<br>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<br>2013<br>2014<br>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<br>2013<br>2014<br>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  
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   |   |
|----------|--------|---------------------|---|--|--------------------------------------|----------|------|-------------------|--|--|---|
| 22       | F3640  | City of Los Angeles | LANI-EVERGREEN PARK STREET ENHANCEMENT PROJECT                | 2013<br>2014<br>2015                                 | \$ 844                               | \$ 468   | 1    | 1                 | Did not meet Lapsing Policy<br>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<br>2014<br>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<br>2013<br>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<br>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<br>2007<br>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<br>2007<br>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<br>2010<br>2011<br>2017<br>2018<br>2019<br>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<br>2010<br>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<br>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<br>2013<br>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<br>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)** 96<sup>th</sup> 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 96<sup>th</sup> 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 96<sup>th</sup> Street to the

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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 96<sup>th</sup> 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 96<sup>th</sup> 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) <<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

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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

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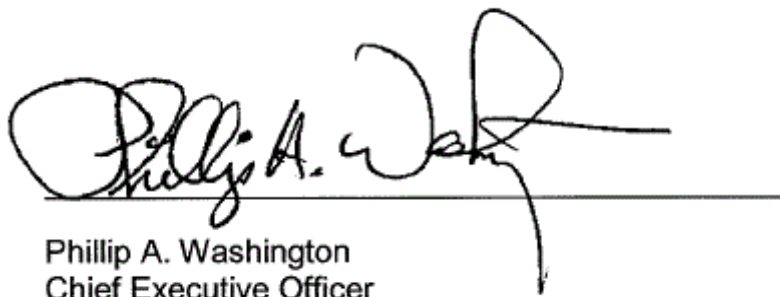
preparation of the Final EIR and federal environmental documentation. Staff will also determine with FTA the federal environmental clearance and other necessary next steps to meet federal environmental and funding eligibility requirements. Staff will continue to closely coordinate with LAWA staff on 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

Prepared by: Meghna Khanna, Manager, Transportation Planning (213) 922-3931  
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Reviewed by: Ivan Page, Chief Vendor/Contract Management (Interim), (213) 922-6383  
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## AIRPORT METRO CONNECTOR/PS114330-2636

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

| <b>Proposal Amount</b> | <b>Metro ICE</b> | <b>Negotiated Amount</b> |
|------------------------|------------------|--------------------------|
| \$399,953              | \$396,000        | \$397,953                |

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## AIRPORT METRO CONNECTOR/PS114330-2636

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



# Airport Metro Connector 96<sup>th</sup> 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:

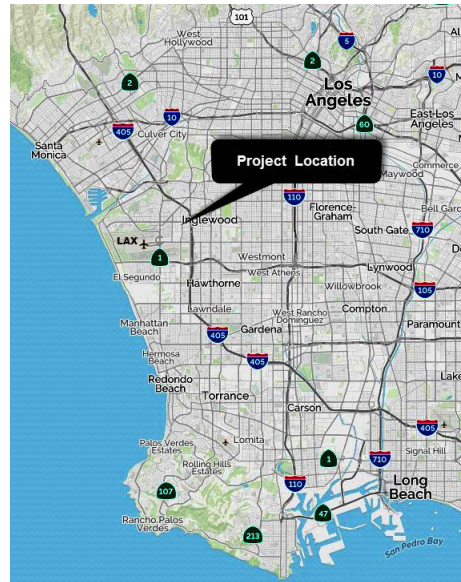
- Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;
- Areas of controversy known to the Lead Agency including issues raised by agencies and the public; and
- Issues to be resolved including the choice among alternatives and whether or how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

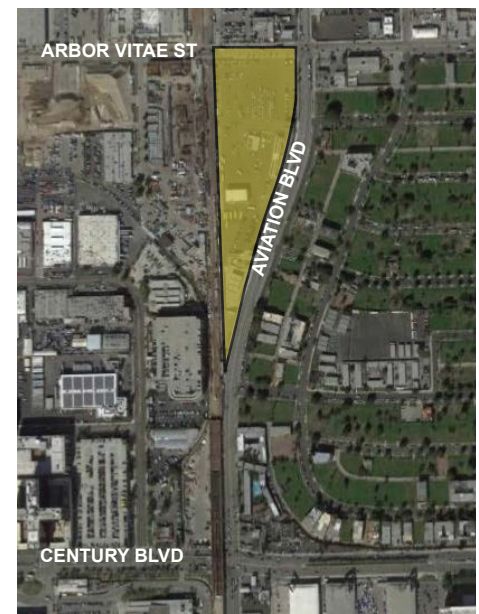
The proposed project is one of the 12 transit projects identified in Measure R and included in the Metro Long Range Transportation Plan. Measure R is a half-cent sales tax approved by Los Angeles County voters in 2008 and became a law in 2009.

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

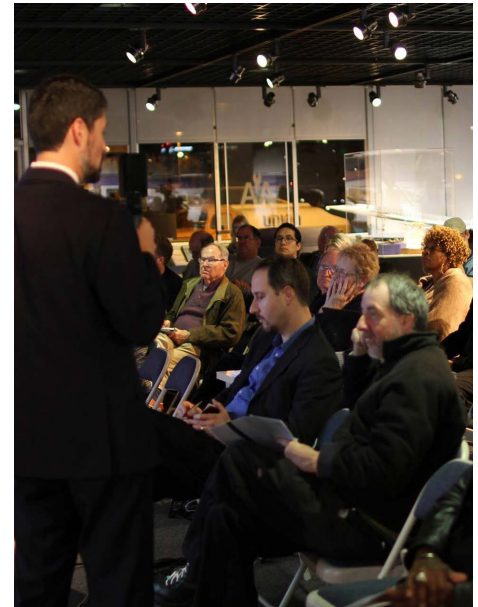
Metro began studying LAX-related transit in 1988 with the Coastal Corridor Rail Transit Project. Since that time, Metro has continued to identify, study, and implement opportunities to facilitate transit to and from LAX.

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.

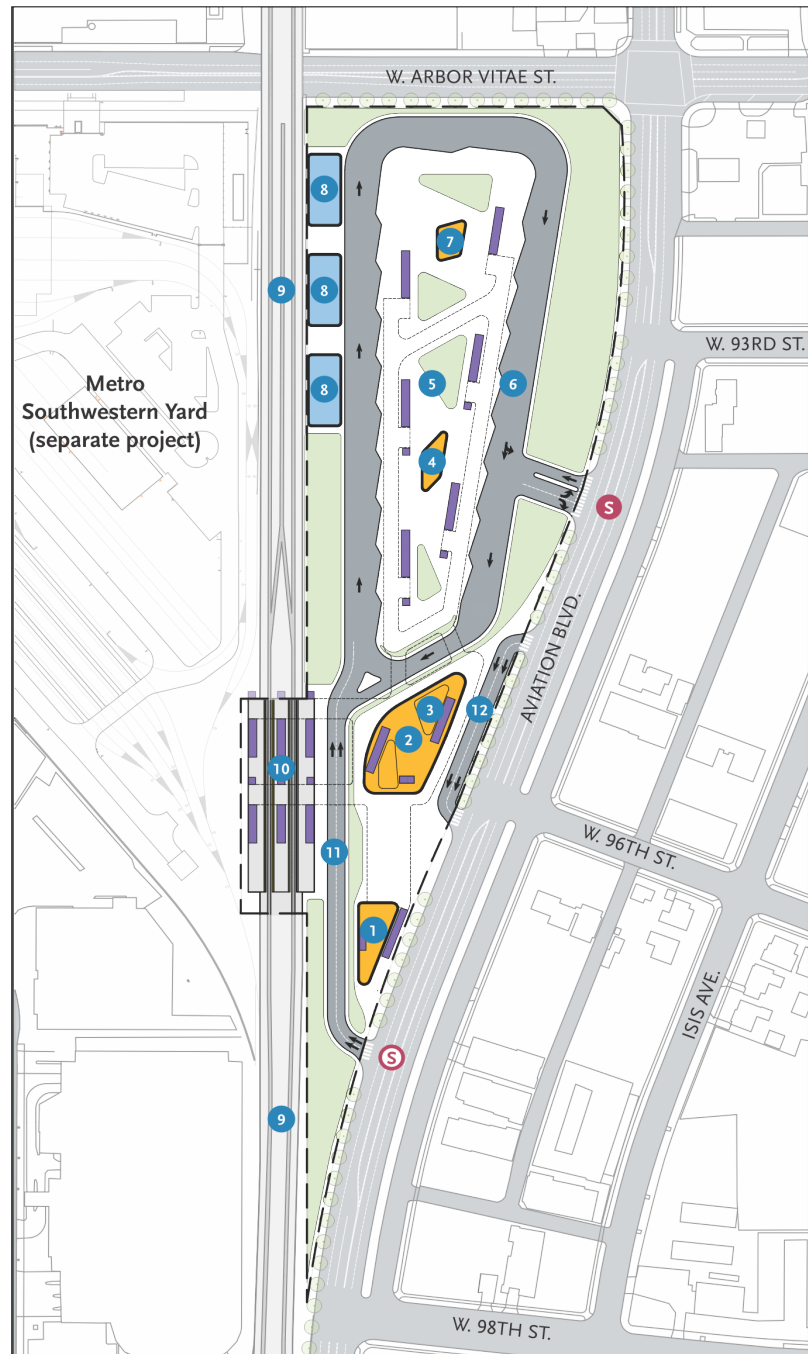
In June 2013, the Metro Board directed staff to include the Through ITF Alternative (Intermediate LRT and Circulator i.e. APM) in the environmental review phase. In an effort to expedite the construction of a regional rail connection to the airport, Metro and LAWA worked collaboratively to further refine

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.



#### LEGEND

- |                             |                               |                                     |  |
|-----------------------------|-------------------------------|-------------------------------------|--|
| 1 Bicycle Hub               | 8 Potential Support Functions | Approximate Scale<br>0 200 400 Feet | N<br>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   |                               |                                     |  |

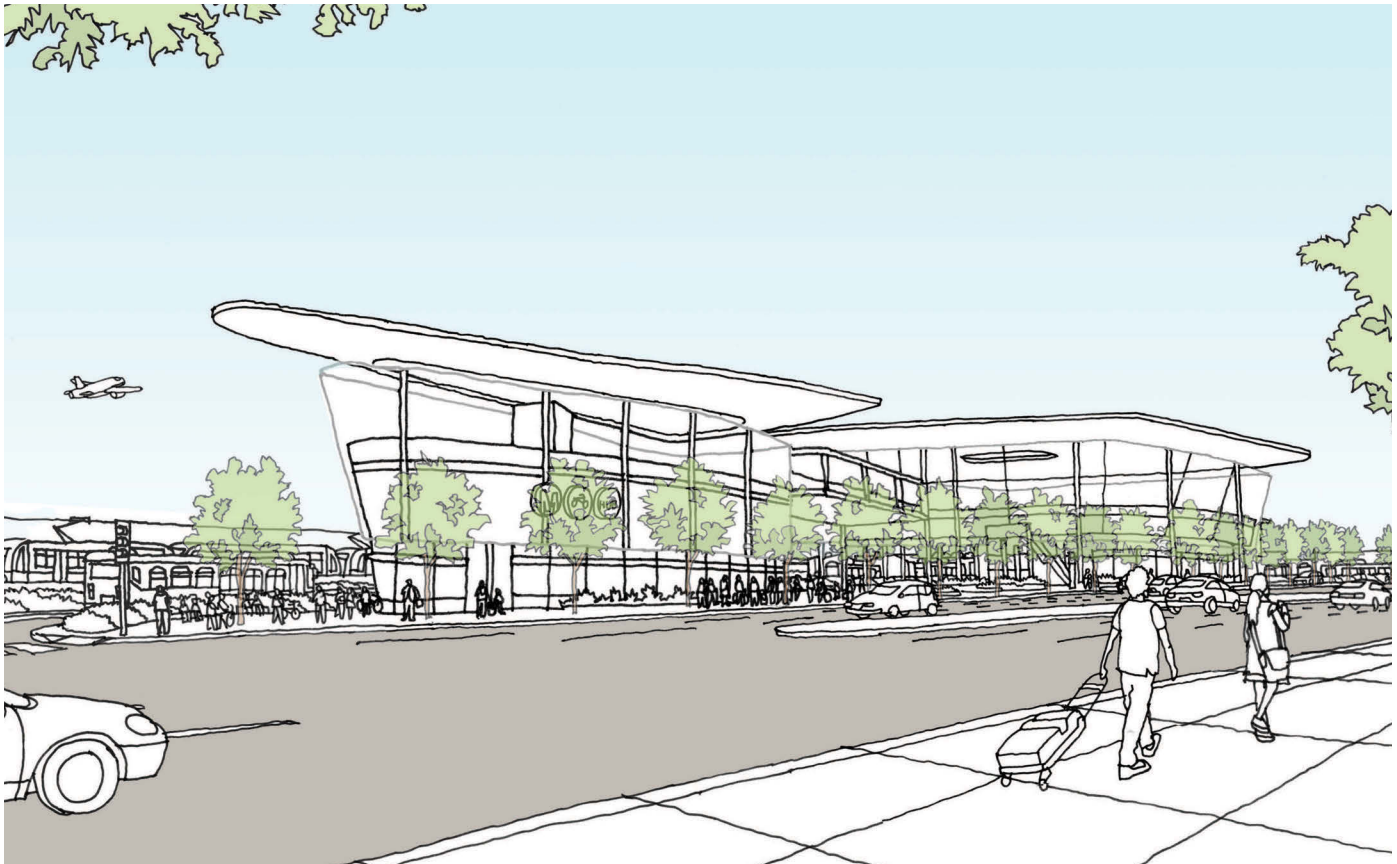
*The proposed project conceptual site plan.*

The LRT platforms, running

### 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 |
|---|---------------------------------------|---|-------------------------------|
| <b>Chapter 3 Environmental Impacts</b>  |                                       |   |                               |
| 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)

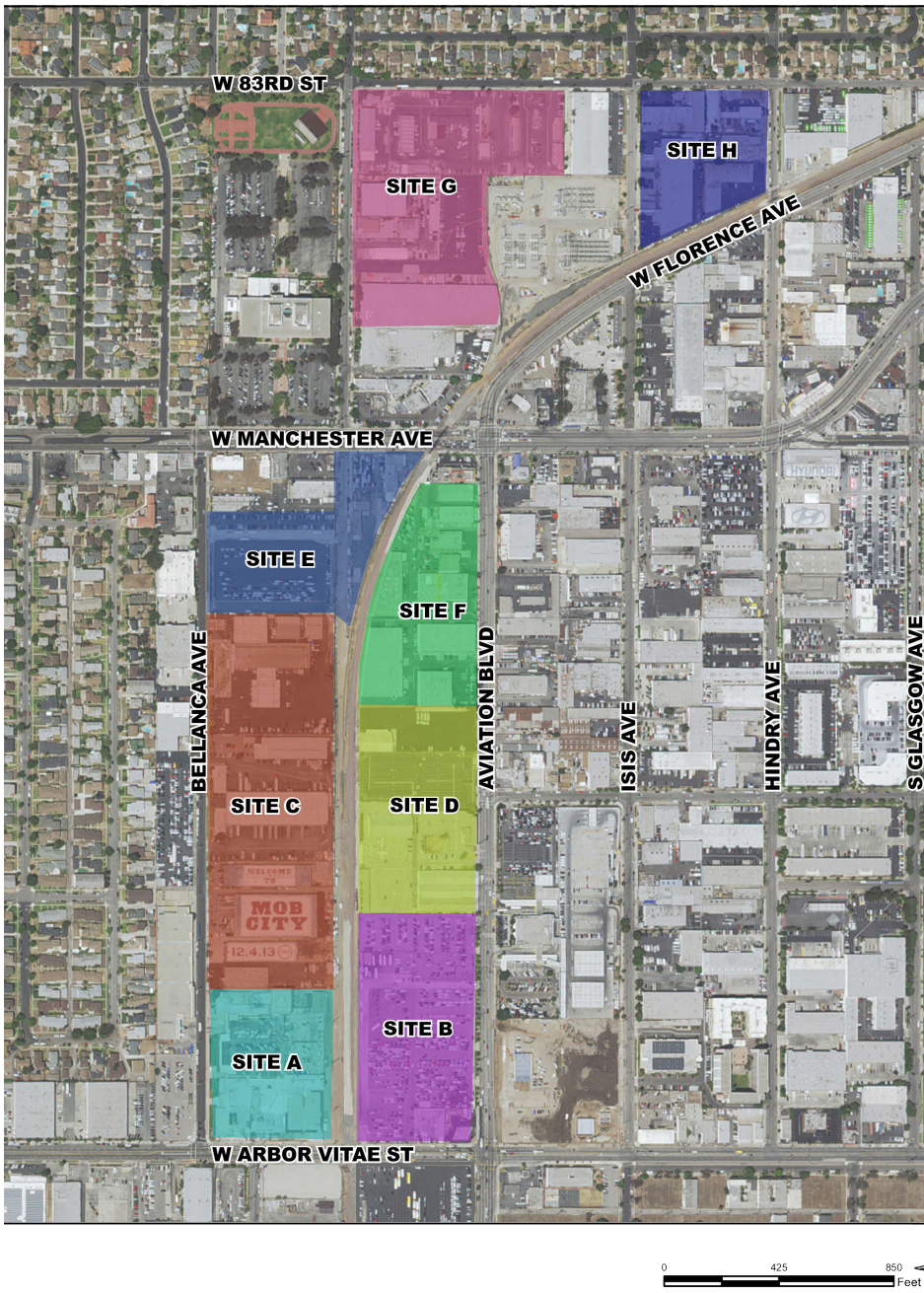
| Environmental Issue                         | Project Impact                        | Mitigation Measures  | Significance After Mitigation |
|---|---------------------------------------|--|-------------------------------|
| Hazards and Hazardous Materials (Continued) | Less Than Significant With Mitigation | 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.<br><br>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         |
| <b>Chapter 4 Other CEQA Considerations</b>  |                                       |  |                               |
| 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.

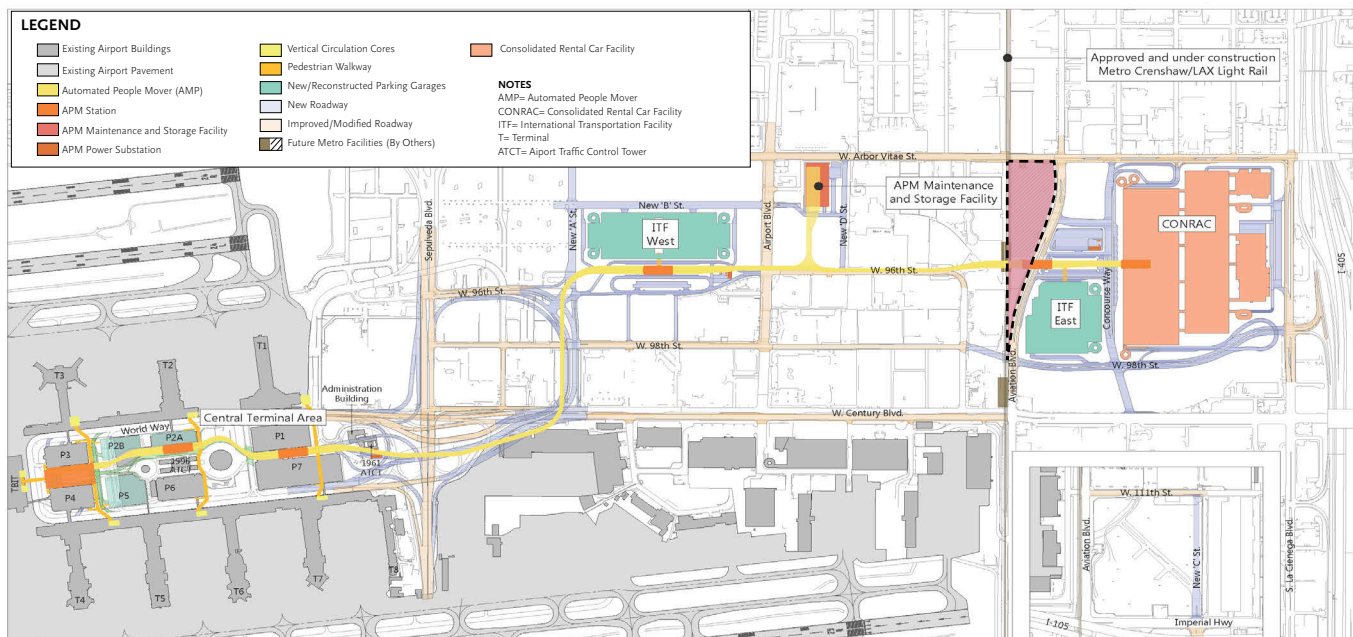
While the No Project Alternative would provide a regional transit connection to LAX through the Aviation/Century station, it could not be included in a

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

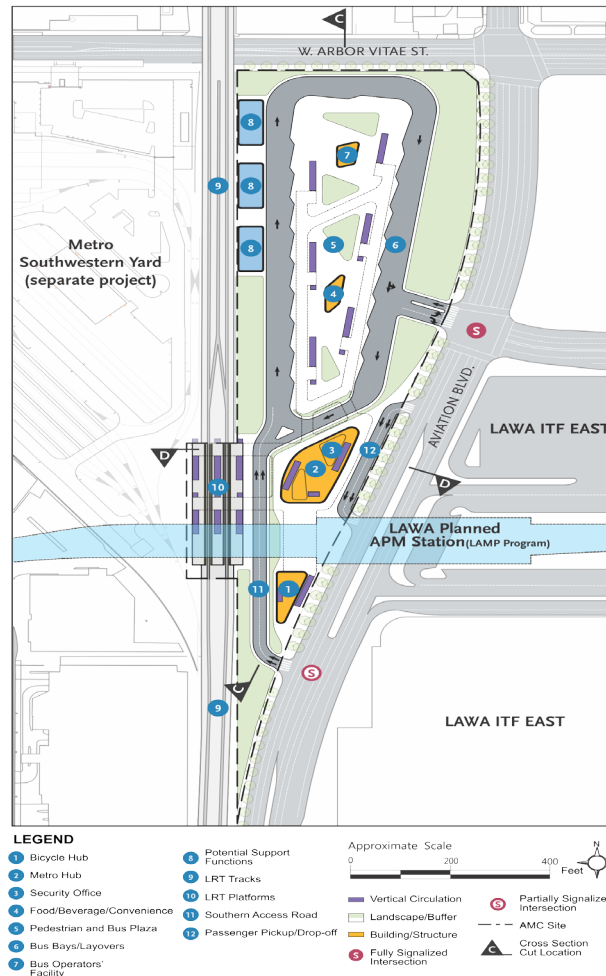
The cumulative impact analysis included in this EIR considers the combined effect of the proposed project with improvements proposed by LAWA as part of their LAMP as well as other private development projects in the project vicinity.

## 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 pick-up 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.

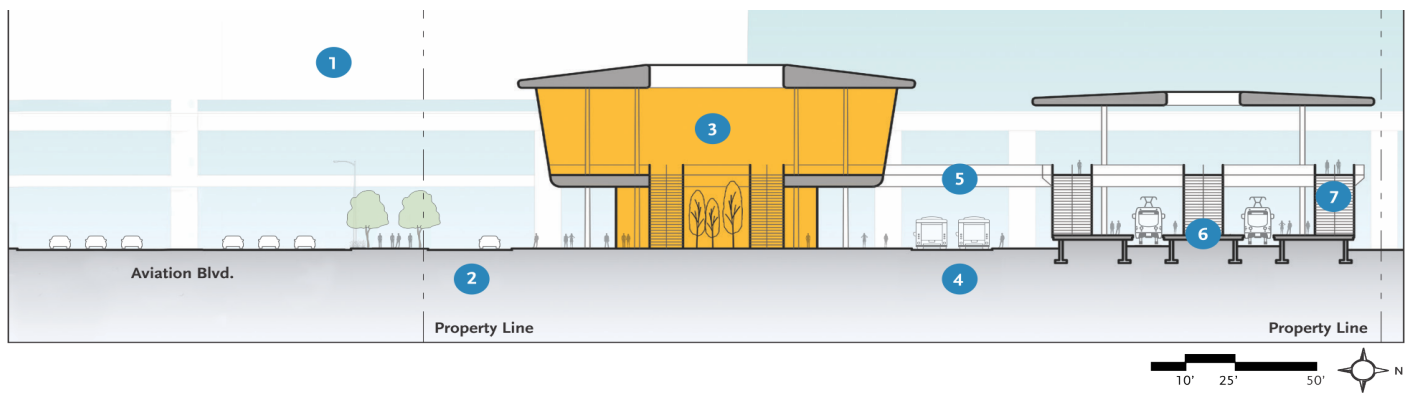
The APM would be built completely above grade and connect to the passenger terminals in the CTA with a pedestrian walkway system located above the existing roads and curb areas. The APM would

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.



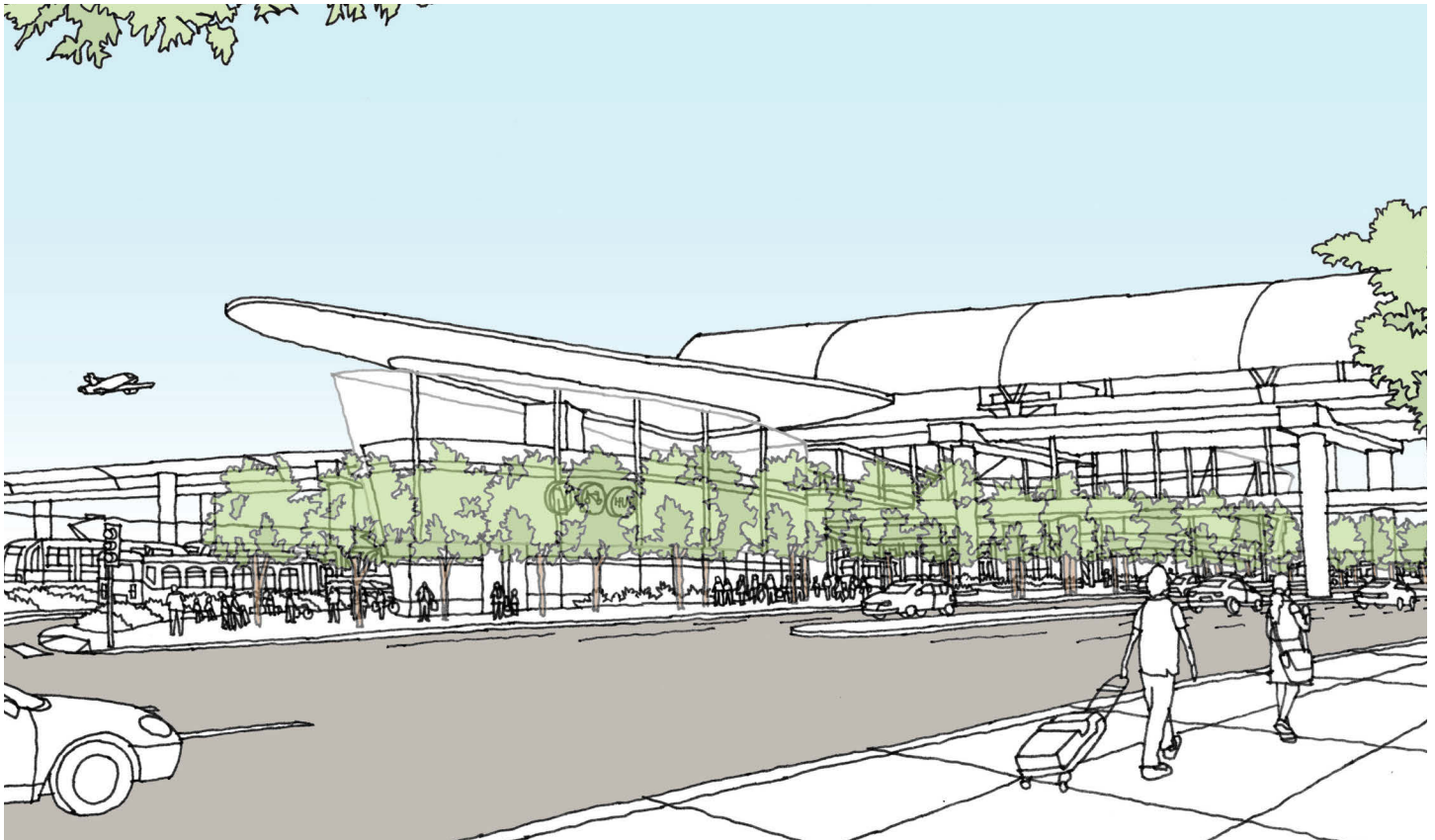
EAST-WEST CROSS SECTION D-D

#### 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 (96<sup>th</sup> 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 96<sup>th</sup> 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 96<sup>th</sup> 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 96<sup>th</sup> 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 96<sup>th</sup> 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.

|                                  |                   |                                     |                   |
|----------------------------------|-------------------|-------------------------------------|-------------------|
| <b>Small Business Commitment</b> | <b>DBE 29.10%</b> | <b>Small Business Participation</b> | <b>DBE 22.32%</b> |
|----------------------------------|-------------------|-------------------------------------|-------------------|

| <b>DBE Subcontractors</b>       | <b>Ethnicity</b> | <b>% Commitment</b> | <b>Current Participation<sup>1</sup></b> |
|---------------------------------|------------------|---------------------|--|
| 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% |

<sup>1</sup>Current 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

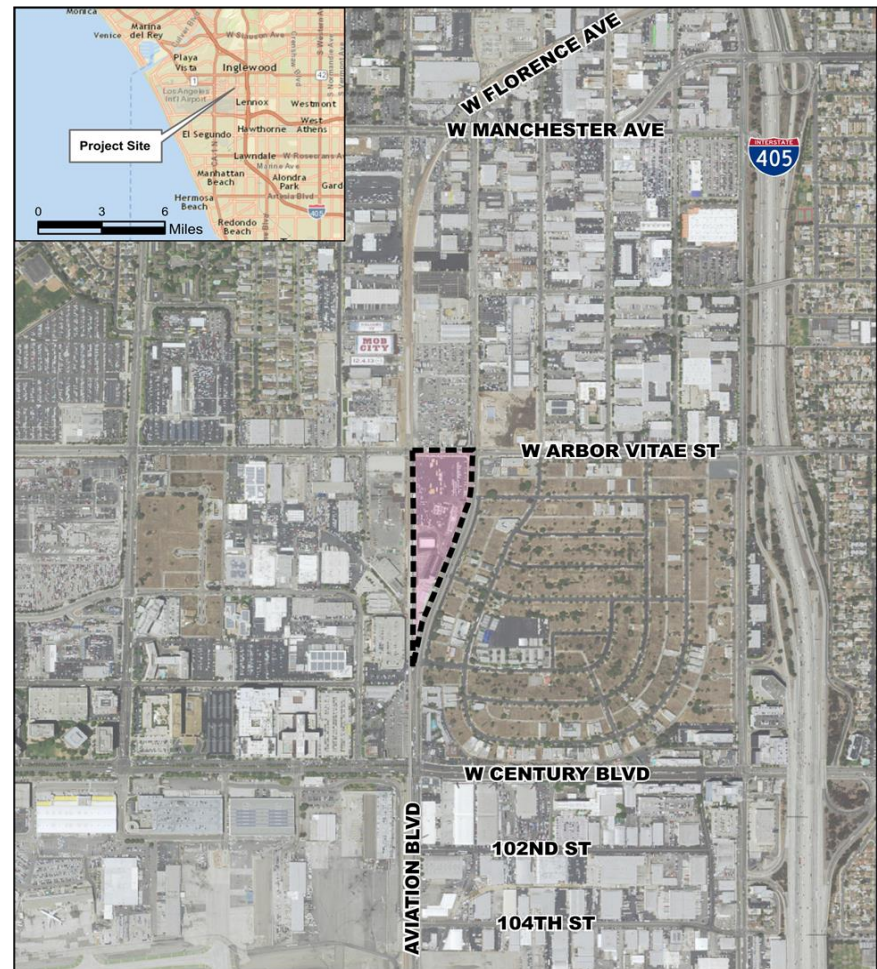
August 18, 2016 - Construction Committee



# 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

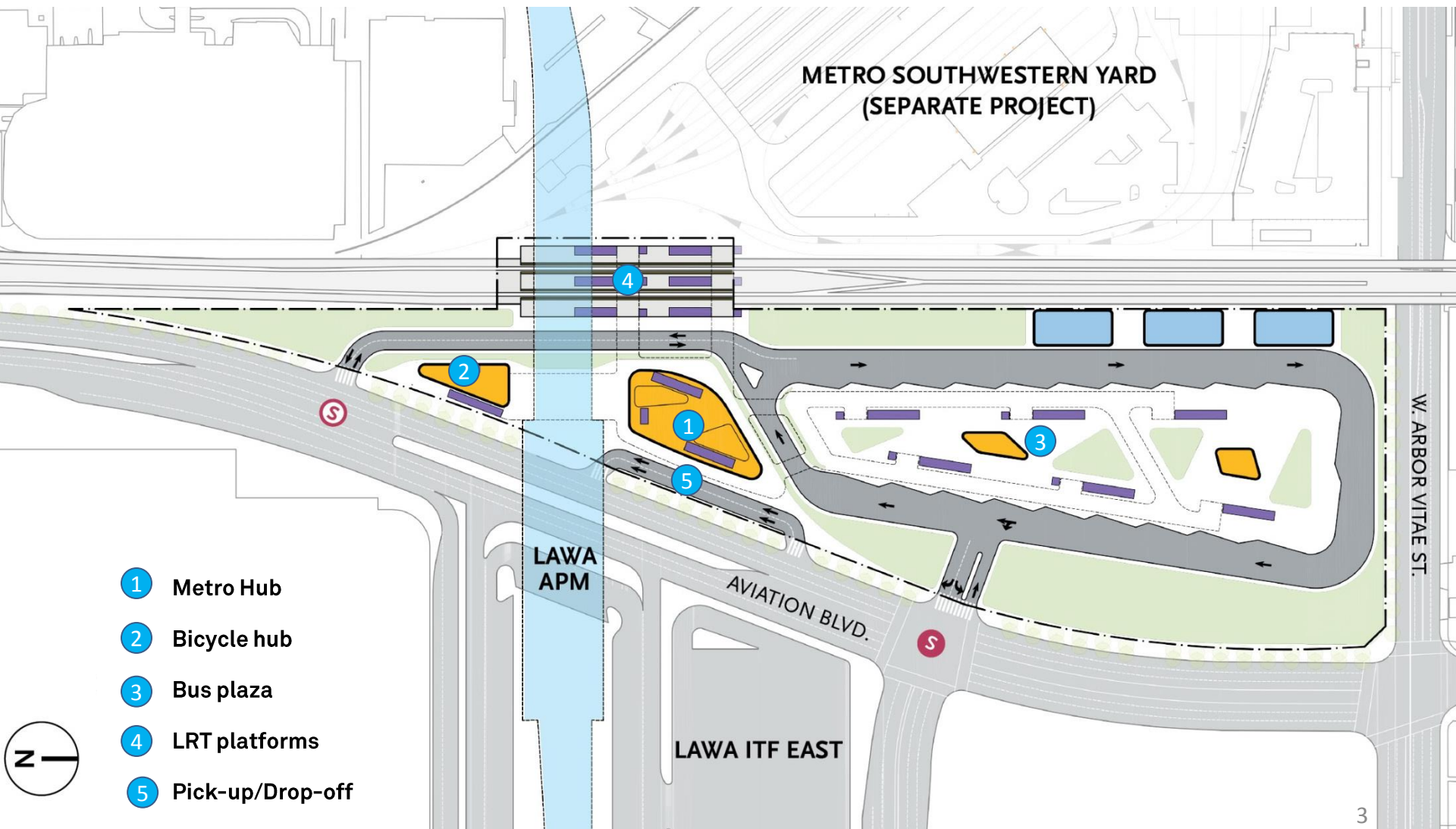
\* APM is being cleared by LAWA



Metro®

# Draft Environmental Impact Report (EIR)

## Ground Level Conceptual Site Plan



# Environmental Impact Report

## > Draft EIR

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

## > Final EIR

- August 25<sup>th</sup> – 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<br>Agricultural Resources<br>Biological Resources<br>Cultural Resources<br>Geology and Soils<br>Hydrology and Water Quality<br>Mineral Resources<br>Population and Housing<br>Public Services<br>Recreation<br>Utilities and Service Systems | No Impact   |
| Air Quality<br>Greenhouse Gas Emissions<br>Land Use and Planning<br>Noise and Vibration<br>Transportation and Traffic   | Less-Than-Significant Impacts                                     |
| Biological Resources<br>Cultural Resources<br>Geology and Soils<br>Hydrology and Water Quality<br>Public Services   | Less-Than-Significant Impacts With<br>Regulatory Requirements     |
| Hazards and Hazardous Materials   | Less-Than-Significant Impacts With<br>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**

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

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**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

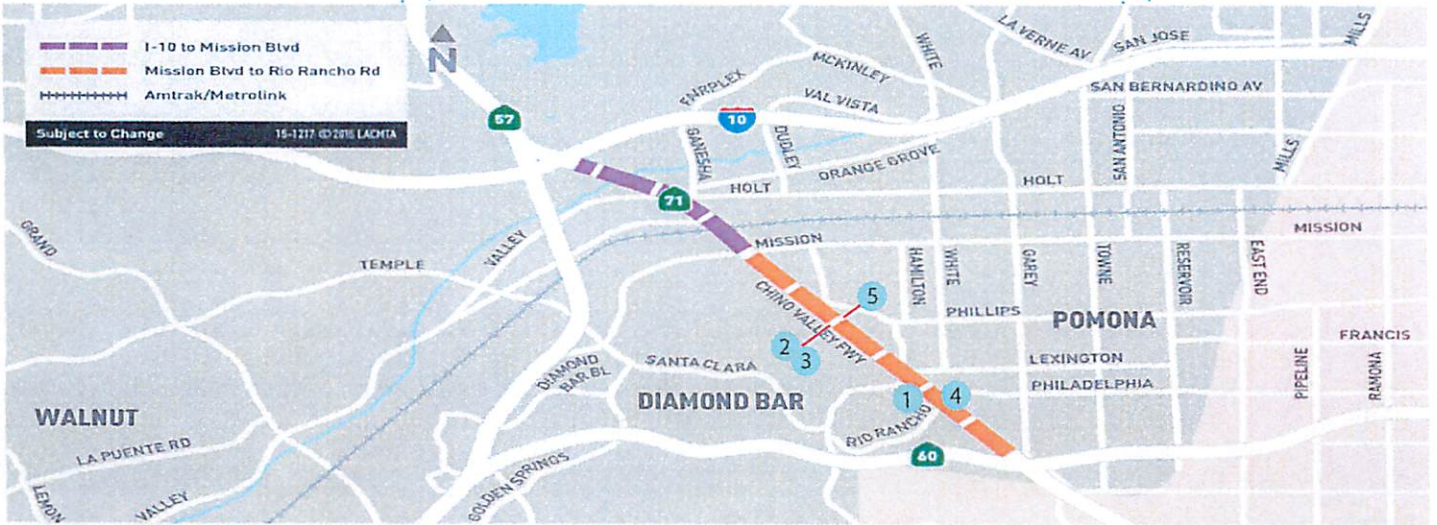
Prepared by: Benkin Jong, Senior Manager, Transportation Planning, (213) 922-3053  
Will Ridder, Executive Officer, Regional Programming, (213) 922-2887  
Abdollah Ansari, Senior Executive Officer, Program Management-Highway Program (213) 922-4781  
Bryan Pennington, Deputy Chief Program Management Officer,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

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