



**Metro**

**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 17, 2007**

**SUBJECT: EXISTING CALL FOR PROJECTS SUPPLEMENTAL FUNDING**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATIONS**

- A. Approve \$58.3 million in supplemental funding for 40 projects that met all the requirements (Attachment A including footnoted special conditions) and program federal, state and local dollars to meet these projects funding shortfalls;
- B. Due to some confusion about the lapsing criteria, approve \$27.6 million in supplemental funding for six projects (Attachment B) that did not meet the 18-month criterion for the expenditure of funds, but will start construction within the next six months and program federal, state and local dollars to meet these projects funding shortfalls;
- C. Authorize the Chief Executive Officer to execute amendments to the existing funding agreements with project sponsors to include the supplemental funding;
- D. Allow project sponsors until August 31, 2007 to continue to down-scope, cancel and/or keep audited savings to meet previously approved Call for Projects funding shortfalls; and
- E. Approve the joint City of Los Angeles/Metro implementation process for the Los Angeles River/Taylor Yard Pedestrian Bridge and Bikeway Access project wherein the City of Los Angeles environmentally clears and completes conceptual design of the project and Metro is responsible for final design and construction within the revised project funding.

**ISSUE**

The Metro Board, at their May 3, 2006 meeting, authorized one-time changes to the Call for Projects to allow sponsors of previously approved projects to meet funding shortfalls by authorizing a special Call for Projects wherein sponsors could request additional dollars to meet their needs and by allowing sponsors to move funds among existing Call projects, keep audited savings and/or down-scope projects. These one-time changes were made in response to increasing construction costs being experienced by local jurisdictions for approved scopes of work. On July 20, 2006,

Metro released the applications for supplemental funding which were due on September 27, 2006. Applications have been evaluated and funding recommendations are being put forward for the Metro Board's consideration.

With regard to allowing sponsors to move funds among previously approved projects, downscoping or keeping audited savings, this was to be a one-time opportunity. In order for this program not to continue indefinitely, staff recommends that the closing date for these opportunities be set at August 31, 2007.

### POLICY IMPLICATIONS

The one-time change to the Call for Projects was intended to provide supplemental funding for projects that were ready for delivery, but potentially stalled due to escalating construction costs. For the special one-time Call for Projects, the Metro Board approved three quantitative criteria upon which to evaluate applications. These included: (1) project readiness; (2) the amount of additional local match the sponsor was willing to contribute above the original grant commitment; and (3) relative ranking received in the Call for Projects in which the project was funded (Attachment C). The submitted applications have been reviewed based on these Board adopted criteria and recommendations are now being presented for consideration.

With regard to moving funds among projects, downscoping projects and/or keeping auditing savings, this was to be a one-time opportunity with a closing deadline. In consultation with Metro's Technical Advisory Committee (TAC), August 31, 2007 is the recommended closing date for these opportunities. This date will have provided ample time for sponsors to evaluate their projects' funding situations and to make appropriate requests to Metro. Further, sponsors will know the disposition of their 2007 Call for Projects application(s) including request(s) for additional funding for those project(s) whose first year of funding is FY 2008 or 2009.

The recommended actions implements the Metro Board's one time changes to the Call for Projects.

### OPTIONS

The Metro Board could elect to fund all or a smaller number of applications that met all of the criteria. Further, the Metro Board could elect to not fund the projects that did not meet all of the criteria, but will be ready for construction by the end of July 2007. Neither of these options is recommended. The Metro Board adopted the one-time changes to the Call for Projects to provide supplemental funding for projects that were ready for delivery, but potentially stalled due to escalating construction costs. By approving these two actions, projects will be able to move forward into construction within the next six months, potentially saving future dollars that could be incurred should the projects be further delayed.

The Metro Board could give sponsors more than seven additional months to move funds among existing Call for Projects, downscope and/or keep audited savings. This option is recommended. To allow sponsors more time, would not meet the intent of the one-time opportunity to provide additional funding for projects which are nearing or are in construction.

### **FINANCIAL IMPACT**

Funds available for cost increases and the 2007 Call for Projects come from four principal sources:

- Local Proposition C 25% and Proposition C 10% funds;
- State Traffic Congestion Relief Program allocations and repayments;
- State Proposition 1B funds; and,
- Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFTEA-LU) funds.

The draft 2006 Long Range Transportation Plan (LRTP) update baseline assumption about Proposition C 25% bond financing is consistent with Metro's debt policy and remains very conservative given the historic lag between programming of the bond funds and cash needs for projects. With the California Transportation Commission (CTC) having allocated State Traffic Congestion Relief Program (TCRP) funds to the Exposition Light Rail Transit project, a significant amount of federal Congestion Mitigation and Air Quality Improvement (CMAQ) program and local Proposition C 25% funds that were previously programmed to the project have become available for re-programming. Also, with the CTC having agreed to repay funds that Metro advanced for several Los Angeles County projects, including the Metro Orange Line Busway project, Metro would be able to indirectly provide funding from those repayments to the 2007 Call for Projects.

Passage of Proposition 1B on November 7, 2006 has also made available new Regional Improvement Program funds from the 2006 State Transportation Improvement Program. Some of the supplemental Call for Projects needs can be met with these newly available State revenues. Finally, through the enactment of SAFETEA-LU, Congress has provided additional federal transportation funds that could be programmed in this Call for Projects supplemental funding or for the 2007 Call for Projects. The funding levels for the overall 2007 Call for Projects and for individual modal categories won't be determined until early 2007, but the commitment of these funds for Supplemental Call for Project uses must be accounted during that process. This funding update information will be identified as part of the ongoing development of the LRTP update.

### **BACKGROUND**

In May 2006, the Metro Board authorized a one-time change to the Call for Projects to allow sponsors of previously approved Call projects to address funding shortfalls in several ways. Sponsors were allowed to downscope projects, keep audited savings,

move funds among previously approved Call for Projects and/or apply for additional funding through a special one-time call for applications to meet construction funding shortages on Metro previously approved scopes of work. Attachment C contains the Metro Board approved one-time changes to the Call for Projects including the three evaluation criteria.

One of the three criteria was that project sponsors receiving additional Metro dollars were given 18 months from the Metro Board approval date to encumber (federal and state) or expend (local Proposition C) funds. This criterion caused a little confusion. A few sponsors thought this meant that they only had to spend the additional grant funds within the 18 months, but not complete the project within this time frame.

The Metro Board approved lapsing policy, however, for Proposition C 10% and 25% funds require that local match be spent in direct proportion to grant funds and that projects be completed by the funds lapsing period. Those receiving federal or state funds are required to meet the funding source guidelines which require that grant funds be "obligated" by receiving an allocation vote by the CTC by the lapsing deadline (state and federal Transportation Enhancement Act-TEA funds) or authorization to proceed from Caltrans (other types of federal funds). These requirements are contained in the funding agreements with these project sponsors.

Local jurisdictions were notified in late May of the approved one-time changes. In July 2006, applications were released with 56 applications totaling \$100.5 million being received by the September 27, 2006 deadline.

Of the 56 applications received, one application was withdrawn by the sponsor and three were deemed ineligible (Attachment D) for the following reasons:

- One was submitted by an ineligible applicant, the Southern California Regional Rail Authority (SCRRA), who by Metro Board action was eliminated from competing in the Call for Projects as their funding needs are reserved through the LRTP and approved through annual budget appropriation.
- Two were deemed ineligible as the projects are or will be completed prior to the January Board supplemental funding approval date.

Over the past several months, the remaining 52 applications have been reviewed utilizing the Metro Board approved evaluation criteria. Forty applications totaling \$58.3 million (Attachment A), will be able to meet the Metro Board deadline to complete the project in 18-months are being recommended for funding.

Of these 40, two are being recommended with special conditions. These are: (1) The Los Angeles River/Taylor Yard Pedestrian Bridge and Bikeway Access Project (Call for Projects # 738/2077) and the City of Los Angeles' Golden State ATSAC project (Call for Projects # 6301).

The Los Angeles River/Taylor Yard Pedestrian Bridge and Bikeway Access Project is funded under three separate Metro Board actions. The first action occurred in 1993 when the former Los Angeles County Transportation Commission (LACTC) as the

sponsor, granted itself \$2.184 million to construct a pedestrian bridge. This improvement was required as part of the Taylor Yard construction agreement with the City of Los Angeles. Through the 1995 Call for Projects, the City of Los Angeles was awarded \$677,000 to construct a short bike path along the Los Angeles River adjacent to Taylor Yard. The third Metro Board action occurred in 2002 when the two projects were combined, with the City of Los Angeles agreeing to provide a combined 15% local match. The City of Los Angeles has now submitted an application in the Supplemental Call. The City will environmentally clear, complete conceptual design and will resolve any outstanding right-of-way issues. The City has requested that Metro have the responsibility for final design and construction. In addition, Metro will request permission from the Public Utilities Commission (PUC) to construct an at-grade crossing of the Union Pacific Storage track. The supplemental funds are being recommended with the conditions that the City of Los Angeles maintain its 15% local match contribution and limit the cost of environmental, design and right-of-way work to typical percentages of the total cost of the project.

The City of Los Angeles requested a supplemental funding request of \$5.3 million for the Golden State ATSAC project to address a funding shortfall for 111 intersections. The executed Memorandum of Understanding for this project identified 98 intersections to be upgraded to the City's ATSAC system. The Metro Board policy with regard to supplemental dollars was to address funding shortages for existing scopes of work. Therefore, the City's funding request is being reduced by \$1.2 million, for a total amount of \$4.1 million. The reduced dollar recommendation will address the cost increase for the scope of work contained in the approved Memorandum of Understanding.

There were six projects (Attachment B) totaling \$27.6 million that did not meet the completion deadline, but will start construction by July 31, 2007. These projects are also being recommended for supplemental dollars as staff feels there was confusion about the deadline and these projects meet the intent of the Metro Board's direction to fund ready-to-go projects.

Six applications showed that they would not be able to start construction before September 2007 and could not complete the project within the Metro deadlines. These projects, shown in Attachment E are not being recommended for funding.

With regard to the closing the opportunity for moving funds among projects, dowscopeing projects and/or keeping audited savings to address project funding shortfalls, it is felt that with an August 31, 2007 date, project sponsors will have been given ample opportunity to address their project needs. Since this was to be a one-time opportunity a cut-off date needs to be set. To date, four project sponsors (Agoura Hills, Los Angeles County, City of Los Angeles and South Gate) have taken advantage of this opportunity affecting five projects. Metro's TAC was consulted with regard to an appropriate deadline. They recommended and Metro is concurring that the deadline for these opportunities should be set at August 31, 2007. They felt that with sponsors knowing the outcome of the 2007 Call for Projects appropriate actions should be able to be taken by this date.

## NEXT STEPS

Upon Metro Board approval of the supplemental funding recommendations, project sponsors will be notified and amendments to their existing agreements executed. For those sponsors whose applications are not being recommended, early notification will allow them the opportunity to submit applications through the 2007 Call for Projects for entirely new projects. These projects will be evaluated based on their current cost estimates with no priority given to their previous Call standing. Finally, all jurisdictions will be notified of the August 31, 2007 deadline for downscoping, keeping audited savings and/or moving dollars among previously approved Call for Projects to address shortfall.

## ATTACHMENTS

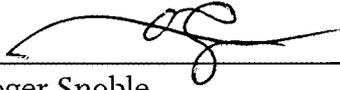
- A. Recommended Projects Meeting All Criteria
- B. Recommended Projects with July 2007 or Earlier Construction Start Dates
- C. May 3, 2006 Metro Board approved changes to the Call for Projects
- D. Ineligible Project List
- E. Not Recommended Project List

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PROJECT ID	PROJECT TITLE	PROJECT SPONSOR	ORIGINAL COST			INCREMENTAL COST			REVISD TOTAL COST	Score
			METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	METRO SHARE \$ and (%)	METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)			
<b>Bikeway Mode</b>										
1 6239	Exposition Corridor Commuter Bike Path	Santa Monica	\$1,986,000 75%	\$662,000 25%	\$385,000 67%	\$195,000 33%	\$3,228,000	60		
2 7335	Santa Clara River Regional Trail I-5 to Discovery Park	Santa Clarita	\$297,000 61%	\$193,000 39%	\$113,000 54%	\$97,000 46%	\$700,000	59		
3 7330	San Fernando Road Right of Way Bike Path - Phase 2	LA DOT	\$2,302,000 80%	\$575,000 20%	\$3,523,648 80%	\$880,912 20%	\$7,281,560	30		
4 738/ 2077 *	Los Angeles River/Taylor Yard Pedestrian Bridge and Bikeway Access Project	LA DOT / METRO	\$3,034,000 85%	\$542,000 15%	\$1,210,400 85%	\$213,600 15%	\$5,000,000	25		
5 8147	Sierra Bikeway Railroad Crossing	Palmdale	\$606,000 65%	\$326,000 35%	\$1,405,000 65%	\$756,538 35%	\$3,093,538	25		
				Subtotal	\$6,637,048					
<b>Pedestrian Mode</b>										
1 7270	Pasadena Blue Line Pedestrian Enhancement	Pasadena	\$399,000 80%	\$100,000 20%	\$175,270 78%	\$50,000 22%	\$724,270	83		
2 6238	Pedestrian Extension to Downtown Transit Mall	Santa Monica	\$2,169,000 78%	\$600,000 22%	\$762,000 38%	\$1,258,000 62%	\$4,789,000	78		
3 2074	Broadway Bus Blvd. Sidewalk Reconstruction Phase II	LA CRA	\$1,617,000 80%	\$404,000 20%	\$2,000,000 34%	\$3,800,000 66%	\$7,821,000	68		

\* The additional funding is granted only if the Sponsor commits the 15% local share, and limit the cost of environmental and design work to typical percentage of the total cost of the project.

PROJECT ID	PROJECT TITLE	PROJECT SPONSOR	ORIGINAL COST			INCREMENTAL COST			REVISD TOTAL COST	Score
			METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	LOCAL SHARE \$ and (%)	METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	LOCAL SHARE \$ and (%)		
4 6263	Huntington Drive Transit Bump Out	LA DOT	\$219,000 80%	\$55,000 20%	\$20,000 80%	\$80,000 80%	\$20,000 20%	\$374,000	53	
5 6268	Business District Pedestrian Improvements	South Pasadena	\$887,000 80%	\$220,000 20%	\$300,000 38%	\$496,204 62%	\$1,903,204	43		
6 6385	101 Freeway Overcrossing Pedestrian Ramp	LA BOE	\$1,295,000 80%	\$324,000 20%	\$1,200,000 80%	\$300,000 20%	\$3,119,000	40		
7 8197	Broadway/Figueroa Transit Corridor Enhancements	LA BOSS	\$1,134,000 80%	\$286,000 20%	\$640,000 80%	\$160,000 20%	\$2,220,000	34		
				<u>Subtotal</u>	<u>\$5,157,270</u>					
	<b>RSTI Mode</b>									
1 6390	Sepulveda Blvd. Widening from Centinela Ave. to Lincoln Ave.	LA DOT	\$2,219,000 65%	\$3,595,000 35%	\$3,686,900 64%	\$2,120,000 36%	\$11,620,900	80		
2 4318	Arbor Vitae Street Widening Project	Inglewood	\$1,701,450 49%	\$1,750,000 51%	\$195,000 43%	\$255,000 57%	\$3,901,450	78		
3 4300	I-710/Antlantic/Bandini Interchange Improvement, Phase I	Vernon	\$9,800,000 65%	\$5,383,000 35%	\$941,000 41%	\$1,365,000 59%	\$17,489,000	74		
4 8054	Skirball Center Drive Widening	LA DOT	\$593,000 65%	\$319,000 35%	\$437,000 34%	\$851,000 66%	\$2,200,000	74		
5 4293	Alameda N. Spring Street Arterial Redesign	LA BOE	\$3,600,000 62%	\$2,185,700 38%	\$2,945,681 51%	\$2,808,619 49%	\$11,540,000	70		

PROJECT ID	PROJECT TITLE	PROJECT SPONSOR	ORIGINAL COST			INCREMENTAL COST			REVISD TOTAL COST	Score
			METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	LOCAL SHARE \$ and (%)	METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	LOCAL SHARE \$ and (%)		
6	I-5/Magic Mountain Pkwy (SR-126) Interchange Reconstruction	Santa Clarita	\$10,435,000 35%	\$19,361,000 65%	\$5,000,000 28%	\$12,897,000 72%	\$47,693,000	69		
7	Upper Second Street Completion	LA CRA	\$2,022,000 60%	\$1,328,000 40%	\$400,000 18%	\$1,800,000 82%	\$5,550,000	68		
8	Rosecrans/Aviation Intersection Project	Hawthorne	\$7,669,320 40%	\$11,705,788 60%	\$1,267,200 40%	\$1,932,800 60%	\$22,575,108	66		
9	I-710 Firestone Blvd over Rio Hondo Channel Bridge Widening Phase III	South Gate	\$664,000 9%	\$6,536,000 91%	\$237,447 9%	\$2,337,900 91%	\$9,775,347	57		
10	Highland Ave. Improvements at Franklin Ave.	LA BOE	\$1,154,250 49%	\$1,197,726 51%	\$1,588,936 49%	\$1,653,790 51%	\$5,594,702	53		
11	Los Angeles Street Realignment near El Pueblo	LA BOE	\$1,468,000 65%	\$791,000 35%	\$802,175 65%	\$431,940 35%	\$3,493,115	43		
12	Douglas Street Gap Closure Project	El Segundo	\$9,733,000 63%	\$5,652,000 37%	\$5,380,500 63%	\$3,119,500 37%	\$23,885,000	43		
13	Nash Street/Douglas Street One-Way to Two-Way Street Conversion	El Segundo	\$1,207,000 65%	\$649,900 35%	\$2,043,000 65%	\$1,100,100 35%	\$5,000,000	42		
				Subtotal:	\$24,924,839					

PROJECT ID	PROJECT TITLE	PROJECT SPONSOR	ORIGINAL COST			INCREMENTAL COST			REVISED TOTAL COST	Score
			METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	METRO SHARE \$ and (%)	METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)			
1	2314	Signal Synch Mode								
		East San Gabriel Valley SOM Pilot Project	\$6,277,600	\$993,400	\$322,755	\$130,245		\$7,724,000	87	
		Incident Management - Traveler Information Subsystem	\$950,000	\$409,000	\$300,000	\$500,000		\$2,159,000	79	
		Golden State Freeway ATSAC	\$6,731,000	\$2,885,000	\$4,127,500	\$4,099,500		\$17,843,000	73	
		Gateway Cities Traffic Signal Corridors Project Phase III	\$9,532,000	\$2,600,000	\$2,840,459	\$946,820		\$15,919,279	65	
		San Gabriel Valley Forum Traffic Signal Corridors Project	\$8,181,000	\$2,188,000	\$1,390,067	\$463,355		\$12,222,422	65	
		Ports of Long Beach and Los Angeles ATMISS Project	\$4,236,000	\$3,714,000	\$1,797,830	\$1,751,070		\$11,498,900	59	
		Fox Hills Area Traffic Synchronization Effort and Citywide Automated Traffic Signal Control and Monitoring Project	\$1,483,000	\$368,000	\$138,825	\$46,275		\$2,036,100	54	
		Eagle Rock ATSAC Project	\$4,855,000	\$1,214,000	\$2,205,200	\$553,300		\$8,827,500	44	
		Hyde Park West ATSAC	\$5,045,000	\$2,162,000	\$2,350,040	\$1,007,160		\$10,564,200	34	
				Subtotal	\$15,472,676					

PROJECT ID	PROJECT TITLE	PROJECT SPONSOR	ORIGINAL COST			INCREMENTAL COST			REVISSED TOTAL COST	Score			
			METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	METRO SHARE \$ and (%)	METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)						
<b>Transit Capital Mode</b>													
1	8246	Metro Blue Line Safety Crossings at Arterial Street Intersections	Metro (Formerly City of Compton Project)	\$700,000	89%	\$90,000	11%	\$560,000	20%	\$2,217,198	80%	\$3,567,198	94
2	6019	Cultural Crescent Blue Line Entrance and Parking Facility	LA BOSS	\$346,000	72%	\$137,450	28%	\$151,345	69%	\$68,655	31%	\$703,450	63
3	8221	CNG Fueling Station, and Administration Building, and Maintenance Facility	Glendale	\$2,541,000	43%	\$3,359,000	57%	\$2,150,000	43%	\$2,850,000	57%	\$10,900,000	48
4	8219	South Bay Pavilion Regional Transit Center	Carson	\$1,209,000	72%	\$463,500	28%	\$2,866,148	72%	\$1,098,574	28%	\$5,637,222	44
5	8216	Mitigate Parking Deficiency at Covina Metrolink Station	Covina	\$560,000	18%	\$2,640,000	82%	\$315,000	18%	\$1,485,000	82%	\$5,000,000	39
6	8377	Hollywood Media District Bus Improvement	LA DOT	\$352,000	65%	\$190,000	35%	\$65,000	65%	\$35,000	35%	\$642,000	39
						<u>Subtotal</u>		<u>\$6,107,493</u>					
						<u>Total</u>		<u>\$58,299,326</u>					

PROJECT ID	PROJECT TITLE	PROJECT SPONSOR	ORIGINAL COST			INCREMENTAL COST			REVISD TOTAL COST	Score	Construction Start Date	# of months to complete from Jan 07
			METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	METRO SHARE \$ and (%)	METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)					
<b>RSTI Mode</b>												
1	4333/ 6427 Valley Blvd. Grade Separation Near Eastern Ave	LA BOE	\$23,393,000 65%	\$12,607,000 35%	\$9,092,000 50%	\$9,193,000 50%	\$54,285,000	65	Mar-07	26 months		
2	8058 La Tijera Bridge Widening over 405 Fwy Phase 2	LA BOE	\$5,534,000 65%	\$2,980,250 35%	\$3,250,000 54%	\$2,750,000 46%	\$14,514,250	65	Jul-07	25 months		
3	4314 Del Amo Blvd Ext./Grade Separation	Torrance	\$13,121,000 70%	\$5,763,000 30%	\$7,000,000 64%	\$4,000,000 36%	\$29,884,000	60	Jun-07	23 months		
4	8037 Soto Street Bridge over Mission/Huntington	LA BOE	\$3,582,000 44%	\$4,609,000 56%	\$3,000,000 26%	\$8,449,000 74%	\$19,640,000	59	May-07	28 months		
5	8057 *** 1st Street Viaduct over Los Angeles River	LA BOE	\$3,760,000 13%	\$26,240,000 87%	\$4,500,000 12%	\$33,060,000 88%	\$67,560,000	35	Jul-07	33 months		
6	8031 Tampa Ave Bridge over LA River	LA BOE	\$1,374,000 26%	\$3,864,000 74%	\$725,000 26%	\$2,038,000 74%	\$8,002,000	30	Jun-07	28 months		
				Total	\$27,568,000							

Proposed Guidelines for addressing Cost Increases by Non-Caltrans Project Sponsors

1. Allow sponsors to down-scope an existing Call project to a smaller, yet viable sub-segment of that same project while keeping the full Metro grant funding. The remainder of the project would be removed from the approved scope of work. If the sponsor would like to pursue the removed portion of the project, they may re-apply and compete in a future Call for Projects. At a minimum, the proportion of sponsor to Metro funding would need to be the same as the original grant. The portion of the project's original scope of work that is being removed cannot result in it being ineligible for funding through its Call for Projects modal category. Sponsors would also need to provide justification for the cost increase.
2. Allow sponsors to move their funds among approved Call for Projects. A sponsor receiving funding for more than one project in the Call for Projects could cancel/down-scope one or more of their projects (STIP/Federally funded projects that have received an allocation, obligation or extension are not eligible for cancellation/down-scoping) and move the funds to another of their approved Call project(s). The receiving project must be eligible for the type of money that becomes available by the project(s) cancellation/down-scoping and meet pertinent funding requirements including maintaining eligibility in the modal category through which it was originally funded. For example, the sponsor received funding for five projects and wishes to cancel/down-scope two. The funding from the cancelled/down-scoped two would be moved to the three remaining. However, the funding being moved from the cancelled/down-scoped projects would need to be eligible for the project(s) the sponsor would like to move forward. Additionally, the cancelled project(s) would be deobligated or the down-scoped elements would be removed from the scope of work. Sponsors may re-apply and compete for those cancelled projects or the elements removed from the approved scope of work in a future Call for Projects. At a minimum, the proportion of sponsor to Metro funding would need to be the same as the original grant receiving the funds. Sponsors would also need to provide justification for the cost increase.
3. Should a sponsor complete a project with audited savings, the audited savings could be put toward another of their approved Call projects that has a funding shortage. The latter Call project must be eligible for the savings and meet the pertinent funding requirements. At a minimum, the proportion of sponsor to Metro funding for the grant receiving the funds would need to be the same as the original grant. Sponsors would also need to provide justification for the cost increase.

4. Identify a specific amount of funding and develop a process to allow sponsors to compete for additional dollars to meet project(s) funding shortfall(s). The supplemental funding applications would be evaluated on project readiness, relative ranking received on the original Call application, size of additional local match the sponsor is willing to contribute towards the project's increased cost and the type of funding available versus the type of funding for which the project is eligible. Projects would need to meet the pertinent funding requirements. At a minimum, the proportion of sponsor to Metro funding would need to be the same as the original grant. Sponsors would also need to provide justification for the cost increase. Project sponsors receiving additional Metro dollars would have 18 months from the Metro Board approval date to encumber or expend the funds.

PROJECT ID	PROJECT TITLE	PROJECT SPONSOR	MODAL CATEGORY	ORIGINAL COST			INCREMENTAL COST			REVISD TOTAL COST	Score	Comment
				METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	METRO SHARE \$ and (%)	METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)				
1 6310	Exposition Park Traffic Management Plan (ATCS) Project	LA DOT	Signal Synch	\$2,133,000 66%	\$1,105,000 34%	\$2,104,187 66%	\$1,088,813 34%	\$6,431,000	57	Proj will be completed by Nov 06.		
2 6203	Reuse of Historic Watts Train Station as a Museum	LA CRA	TEA	\$104,717 44%	\$132,495 56%	\$76,992 44%	\$97,415 56%	\$411,619	0	Project withdrawn.		
3 6168	Downtown Burbank Station Landscaping	Burbank	TEA	\$127,000 80%	\$31,000 20%	\$65,000 76%	\$20,000 24%	\$243,000	63	Proj will be completed by Jan 07.		
4 8369	Rolling Stock Maintenance Facility at San Bernardino Project	Southern California Regional Rail Authority	Transit Capital	\$7,886,000 51%	\$7,521,000 49%	\$3,020,000 51%	\$2,879,000 49%	\$21,306,000	48	SCRRA proj.		
					<u>Total</u>	<u>\$5,266,179</u>						

PROJECT ID	PROJECT TITLE	PROJECT SPONSOR	ORIGINAL COST			INCREMENTAL COST			REVISSED TOTAL COST	Score	Construction Start Date	# of months to complete from Jan 07
			METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)	METRO SHARE \$ and (%)	METRO SHARE \$ and (%)	LOCAL SHARE \$ and (%)					
<b>RSTI Mode</b>												
1	7234	Overland Ave. Bridge Widening over I-10 Fwy	LA BOE	\$2,937,000 65%	\$1,582,000 35%	\$1,300,000 52%	\$1,200,000 48%	\$7,019,000	60	Jan-08	29 months	
2	8042	Vanowen St. Bridge over LA River	LA BOE	\$1,901,000 26%	\$5,351,000 74%	\$570,000 23%	\$1,928,000 77%	\$9,750,000	50	Sep-07	28 months	
3	8084	Winnetka Ave Bridge Over LA River	LA BOE	\$1,254,000 44%	\$1,611,000 56%	\$1,428,180 39%	\$2,233,820 61%	\$6,527,000	30	Sep-07	28 months	
4	8087	Magnolia Blvd Widening - Cahuenga Blvd to Vineland Ave	LA DOT	\$2,620,000 65%	\$1,411,000 35%	\$3,659,500 65%	\$1,970,500 35%	\$9,661,000	25	Jun-08	35 months	
5	8049	Anaheim St. Widening from Dominguez Channel to Farragut Ave.	LA BOE	\$1,300,000 65%	\$700,000 35%	\$845,000 65%	\$455,000 35%	\$3,300,000	25	Mar-08	26 months	
					<u>Subtotal</u>	<u>\$7,802,680</u>						
<b>Signal Synch Mode</b>												
1	6304	Hyde Park East ATSAC	LA DOT	\$4,631,000 70%	\$1,985,000 30%	\$1,587,600 70%	\$680,600 30%	\$8,884,200	30	Oct-07	21 months	
					<u>Subtotal</u>	<u>\$1,587,600</u>						
					<u>Total</u>	<u>\$9,390,280</u>						

