

Metro

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



Board Report

File #: 2015-0474

**PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2015**

**SUBJECT: RAIL TO RIVER INTERMEDIATE ACTIVE TRANSPORTATION CORRIDOR (ATC)
PROJECT**
ACTION: APPROVE STAFF RECOMMENDATIONS TO APPROVE FOR LOCAL MATCH

RECOMMENDATION

Authorize Chief Executive Officer to commit up to \$10.8 million in local matching funds to facilitate competitive match packages for submittal of two grant applications for the "Rail to Rail Active Transportation Corridor (ATC) Connector Project" a segment of the Rail to River Intermediate ATC Project:

- A. \$8.4 million in additional local funds will be applied for a hard match for a grant request in the amount of \$9.6 million through the Caltrans Division of Local Assistance Active Transportation Program (ATP) Grant funding program. Total project cost for Segment A-1 (3.6 miles) is estimated to be \$18. million, including estimated remaining right-of-way (ROW) easement acquisition costs; and
- B. \$10.8 million in local match funds, which includes remaining estimated ROW easement acquisition costs, will be applied as part of a local match package for a grant request in the amount of \$21.3 million through the Department of Transportation (DOT) Transportation Investment Generating Economic Recovery Act (TIGER) VII grant program. Project cost for the full length of Segment A, inclusive of Segment A-1, A-2, and A-3 (6.4 miles) is estimated to be \$32.1 million, and includes estimated construction costs and estimated ROW easement acquisition costs. Preconstruction activities in the amount of \$2.8 million previously funded by the Board are excluded from these estimates.
- C. Receive and file update on Rail to River study.

ISSUE

Caltrans and the US DOT have issued notifications of funding availability for the Local Assistance Active Transportation Program and TIGER VII grant application cycles respectively. The Rail to Rail ATC Project Segment is a competitive candidate for both grant programs. The project is supported by the City of Los Angeles, the County of Los Angeles, and a comprehensive list of key stakeholders with local, regional, and national representation.

In October 2014, the Board adopted the 2014 Rail to River Intermediate Active Transportation Corridor (ATC) Feasibility Study, and directed staff to identify funding for full implementation of the project. Additionally, the Board authorized funding in the amount of \$2,850,000 to facilitate the

environmental, design, alternative route analysis, and outreach efforts required for the next phase of active transportation corridor project development (Attachment A). A proportionate amount of these funds will be used as local in-kind match and included as part of the full local match package for the TIGER grant.

Staff is requesting the Board allocate a total of up to \$10.8 million in local funding, for the purpose of matching funds for the two grant efforts. For the ATP grant, the amount of local match allocated (\$8.4 million) will facilitate the most competitive grant application, securing the maximum points available in the category of local match for Segment A-1 of the project corridor. For the TIGER grant, local match funds of \$10.8 million are required. In addition, the application will identify \$42.5 million as the value of Metro's owned right of way which is permitted for match calculation purposes. This will provide a local match package to facilitate the most competitive grant application for Segment A-1, A-2, and A-3 (6.4 mile corridor).

Since the award outcome is unknown, staff is pursuing both grant opportunities in tandem. It is possible that Metro could receive an award from both the State and Federal programs. If that happens, Metro will work with the granting agencies to appropriately modify the scope(s) and funding request to match the project needs, including the use of the ATP grant towards the local match requirement for the TIGER. To facilitate applying for both funding programs, staff has provided Recommendation A and B above for Board consideration.

DISCUSSION

As outlined in the recommendations above, staff is requesting ATP Grant matching Funds for Segment A-1 in the amount of \$8.4 million. Although property valuation will not be considered by Caltrans as hard match, staff anticipates providing property value estimates for Metro - owned ROW for consideration beyond the local hard match demonstration of Metro's commitment to this project.

With respect to the TIGER VII Grant, the total project cost is estimated to be \$76.6 million including preconstruction, construction, ROW easement acquisition, and the value of Metro-owned ROW for Segment A-1, A-2, and A-3 combined. Board authorization is being requested for allocation of \$10.8 million in hard match TIGER VII and ATP grant applications are due June 1 and June 5, 2015, respectively, with notification of award in fall 2015. If awarded, grant funds for ATP funding must be obligated by December 30, 2019 and project completed by December 31, 2022, and funds for the TIGER VII obligated by September 30, 2017 and funds expended by September 2022.

The Rail to Rail ATC Connector Projects are expected to be competitive for these grant funds based on the stated criteria including potential for increased walking and bicycling, multi-modal connectivity, creation of new routes, removal of barriers to mobility, potential for reduction in bicycle and pedestrian collisions, Ladders of Opportunities for disadvantaged communities, such as greater connectivity to employment and education centers supporting workforce development, environmental sustainability, and improving safety. In this action, staff is requesting Board approval for the allocation of local match funds to pursue capital construction funding through the ATP and TIGER VII grant programs.

Milestone Report

As requested at the October 2014 Board Meeting, staff is reporting back with a project development

update. As reported above, potential funding sources have been and will continue to be identified. With Board approval, grant applications will be submitted for the ATP Cycle 2 and TIGER VII programs. With respect to project development, Statements of Work for preconstruction efforts including technical and public outreach have been developed. Using the Countywide Planning Bench, requests for proposal are anticipated to be released in June 2015, with the Public Outreach contract anticipated to be awarded in July- 2015; and the Technical contract to be awarded September 2015.

DETERMINATION OF SAFETY IMPACT

There are no-net safety impacts anticipated with Board action pertaining to Recommendations A and B above.

FINANCIAL IMPACT

Should Metro Net Toll Revenue program funds become available in the future for the local match, Metro will seek funding through this source, as the project area is located within the three-mile catchment area of impact due to the 110 Harbor Freeway running directly through and bisecting the project area. Other potential funding sources include Measure R 2 percent Rail Capital System Improvements (cash or bond), and Proposition C 25 %. At the time project funding is needed, staff will evaluate other funding sources. Since this is a multi-year project, it will be the responsibility of the cost center manager and the Chief Planning Officer to budget in future years.

Impact to Budget

These fund sources are not eligible for bus or rail operating expenditures.

ALTERNATIVES CONSIDERED

The Board could decide not to provide the funds needed to proceed with the competitive grant funding efforts for implementation of this project, or may provide a reduced amount, or could defer providing the local match and not submit an ATP and/or TIGER VII application until the project's design is refined, and the environmental clearance is complete.

Neither of these alternatives is recommended. At this time, it is unknown whether TIGER grants will be available in the future. Through previous actions, the Board has directed staff to move forward seeking funding for the project. Based on the ATP and TIGER VII grant requirements which require a local match, the project appears to be extremely competitive. Without these funds, staff cannot continue to ready the project or submit an ATP or TIGER VII grant application.

NEXT STEPS

Upon Board approval, staff will submit the grant applications by the June 1 and June 5, 2015 deadline.

ATTACHMENTS

- Attachment A - Board Meeting Minutes, October 23, 2014
- Attachment B - Board Motion, October 16, 2014
- Attachment C - Grant Funding Plan Summary

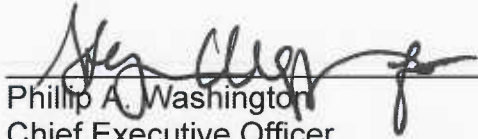
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File #: 2015-0474.

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Martha Welborne, FAIA
Chief Planning Officer



Phillip A. Washington
Chief Executive Officer

(Item 19 – continued from previous page)

- G. authorizing formation of a Union Station Master Plan Steering Committee, with members including at least one representative from (1) Metro Executive Management; (2) Los Angeles Department of City Planning; (3) County of Los Angeles; and (4) the real estate development and investment community, and direct staff to report back with membership and a meeting schedule within 90 days.

MA	GM	PK	PO	MB	MRT	EG	ZY	DD	JF	JDW	DK	AN
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y

- 20. APPROVED AS AMENDED Motion by Director Ridley-Thomas that the Metro Board of Directors direct the Chief Executive Officer to:

- A. Identify funding sources for full implementation of the project;
- B. Amend the FY15 budget to include funding in an amount not to exceed \$2,850,000, from available fund balances as identified by staff potentially comprised of Proposition C 25%, Cap and Trade, and Planning activities such as Prop A/C/TDA and Measure R Planning and Admin funds to facilitate the environmental, design, and outreach efforts required for both Phase 1 and Phase 2 as outlined in the 2014 Feasibility Report which includes an alternatives analysis to determine the preferred route for Phase 2 Rail; and
- C. Report back to the Board of Directors at the May 2015 Executive Management Committee Meeting.

YAROSLAVSKY AMENDMENT: ~~To seek funding available within the geographical area first.~~

MA	GM	PK	PO	MB	MRT	EG	ZY	DD	JF	JDW	DK	AN
Y	Y	Y	Y	Y	Y	Y	Y	ABS	Y	Y	ABS	Y

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Initiating Next Steps on the Rail to River Intermediate Active Transportation Corridor Project

Motion by Director Ridley-Thomas as Amended by Director Yaroslavsky

October 16, 2014

Metro has recently completed a comprehensive Intermediate Active Transportation Corridor Feasibility Study for the Harbor Subdivision Transit Corridor (Corridor), an approximately 26-mile-long Metro-owned right-of-way (ROW). The Corridor runs from south of downtown Los Angeles at Redondo Junction, southwest to Los Angeles International Airport (LAX), then turns southeast through the South Bay area before ending at Watson Yard in Wilmington.

Over the past decade, Metro has studied a variety of future transit uses for the Corridor; however, no immediate investment in the corridor is planned. As it currently stands, the right-of-way has become a major source of blight within the communities it intersects.

Metro staff was asked to look at intermediate uses for this right-of-way that would not preclude future transit uses. Of particular interest is the segment that connects the Los Angeles River to the West Boulevard Station of the Crenshaw/LAX Light Rail in the City of Inglewood. This segment travels through a number of communities and provides no public benefits. The 2012 Preliminary Assessment and the 2014 Feasibility Study cited an active transportation corridor as a potentially beneficial interim use.

A bike and pedestrian path along this segment would provide significant enhancements to the regional transportation network, while creating an innovative environmental, economic, and recreational benefit for the surrounding communities. Such a use would meaningfully facilitate first mile/last mile connections to our public transit system and is supported by Metro policies and programs, including the adopted 2009 Long Range Transportation Plan (LRTP), and the 2014 Short Range Transportation Plan (SRTP), that encourage bicycling and walking as active and sustainable, emission-free transportation options.

The transformation of unused or abandoned rail right-of-ways into pedestrian access and bicycle routes has been done successfully throughout the country, perhaps most notably on the "High Line" in New York City. However there has also been successful implementation locally, including the Whittier Greenway Trails, and on other Metro funded projects such as the Metro Orange Line, the Bellflower Bike Trail, and the Chandler Bikeway in Burbank.

Development of an intermediate active transportation corridor within the right-of-way has been determined to be feasible. In proceeding, the following challenges need to be addressed:

- Metro's 2000 Rights-of-way Preservation Guidelines need to be reviewed and updated;
- Freight operation easement abandonment efforts need to be considered;
- Advanced design to incorporate the right-of-way restrictions and numerous street crossings is required; and
- Maintenance and operation licensing agreements with local jurisdictions are required.

However, the opportunities for corridor improvement and added public benefit include the following:

- Greater connectivity to transit;
- Improved countywide access to key destinations including the Los Angeles River;
- Enhanced safety and security across multiple communities;
- Reduction of blight and improvement to economic and community vitality; and
- Leveraging of State and Federal Active Transportation Funding.

The segment west of the Blue Line is ready to begin environmental and design work, while additional route alternatives should be studied to determine the preferred route for the connection east of the Blue Line to the Los Angeles River. These next steps should commence immediately, and potential funding sources for this work were identified in Section 4.4 of the Rail to River Intermediate Active Transportation Corridor Feasibility Study.

I Therefore Move that the Metro Board of Directors Direct the Chief Executive Officer to:

- A. Identify funding sources for full implementation of the project; and
- B. Amend the FY15 budget to include funding in an amount not to exceed \$2,850,000, potentially comprised of Proposition C 25%, Cap and Trade, and Planning activities such as Prop A/C/TDA and Measure R Planning and Admin funds to facilitate the environmental, design, and outreach efforts required for both Phase 1 and Phase 2 as outlined in the 2014 Feasibility Report which includes an alternatives analysis to determine the preferred route for Phase 2 Rail;
- C. Report back to the Board of Directors at the May 2015 Executive Management Committee Meeting.

Yaroslavsky Amendment: To seek funding available within the geographical area first.

RAILTO RIVER INTERMEDIATE ACTIVE TRANSPORTATION CORRIDOR (ATC) PROJECT GRANT FUNDING ACTION PLAN SUMMARY

Rail to Rail ATC Connector Project Segment A-1:

Grant Opportunity: 2015 - Active Transportation Program Funding Cycle 2
Project Segment Length: 3.6 miles
Grant Request: \$9.6 M
Total Segment A-1 Cost (*Not including property valuation or estimated ROW segment easement acquisition cost): \$12 M
Proposed Additional Local Match Needed: \$2.4 M
Segment Limits: Segment A-1 (Crenshaw/LAX LRT at West Blvd/Florence to the 110 Harbor Transit Way)
Grant Cycle: Submit – 06/01; Award notification by 12/15; Obligate Funds – 12/19; Project Completion 2022

**ATP Grant Funding will not consider property valuation as part of local match.*

Rail to Rail ATC Connector Project Segment A-1, A-2, and A-3:

Grant Opportunity: TIGER VII - 2015
Project Segment Length: 6.4 miles
Request: \$21.3 M
Total Segment A Cost (including property valuation and estimated ROW easement acquisition cost): \$76.6 M
Proposed Additional Local Match: \$53.3 M (property valuation and ROW acquisition cost estimate to be included in match package)
Soft Match: \$2 M (prorated, preconstruction [A/C/TDA local funds])
Segment Limits: Segment A (From West Blvd/Florence to Santa Fe (just before ROW transition to Malabar Junction in N/S section)
Grant Cycle: Pre app due 05/04/15; Submit – 06/05; Award notification by 12/15; Obligate Funds – 09/17; Funds expended by 2022