

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: July 21, 2011

To: Honorable City Council
C/o City Clerk, Room 395, City Hall
Attention: Honorable Bill Rosendahl, Chair
Transportation Committee

From: Jaime de la Vega, General Manager
Department of Transportation



Subject: **WILSHIRE BUS RAPID TRANSIT PROJECT – COUNCIL FILE 11-0695**

The City Council approved the Wilshire BRT project with 7.7-mile peak-period bus only lanes in June, 2011. This Wilshire BRT Project expands the scope of the previously approved Wilshire Boulevard Corridor Improvements – Selby to Comstock project that was awarded through the 2001 Call for Projects. DOT requests the City Council to approve the re-programming of \$7.5 million, which includes \$3.3 million local match funds, from the Call project to use toward the Wilshire BRT Project.

Recommendations

That the City Council:

1. DIRECT DOT to close out the \$7,479,000 Wilshire Boulevard Corridor Improvements – Selby to Comstock project funded through the 2001 Call for Projects (MOU.P0008050); and
2. AUTHORIZE the City to provide total match funds from the Proposition C Anti-Gridlock Transit Fund No. 540 not to exceed \$3,318,000; and
3. DIRECT DOT to return \$113,000 in local match funds and \$111,000 in front funds from the Transportation Grant Fund No. 655, Wilshire Boulevard Corridor Improvements-Selby to Comstock, Account No. A554 to the Proposition C Anti-Gridlock Transit Fund No. 540, Transportation Grant Fund Work Program Account No. 94H655; and
4. DIRECT DOT to return \$354,000 in local match funds from the Transportation Grant Fund No. 655, Wilshire Boulevard Corridor Improvements – Selby to Comstock, Account No. G554 to the Proposition C Anti-Gridlock Transit Fund No. 540, Transportation Grant Fund Work Program Account No. 94H655; and
5. AUTHORIZE the increase of the Proposition C Anti-Gridlock Transit Fund No. 540, Transportation Grant Fund Work Program Account No. 94H655 by \$578,000 to reflect the return of match and front funding from the Transportation Grant Fund to the Proposition C Anti-Gridlock Transit Fund; and
6. AUTHORIZE the appropriation and transfer of \$1.6 million in match funds from the Proposition C Anti-Gridlock Transit Fund No. 655, Transportation Grant Fund Work

Program Account No. 94H655 to the Transportation Grant Fund No. 655, Wilshire BRT Project (account no. to be determined) for pre-design work; and

- 7. AUTHORIZE DOT to return reimbursements for labor, overtime, mileage, and any other expenditure incurred directly by the Proposition C Anti-Gridlock Transit Fund No. 540 for the Wilshire BRT Project and/or other projects whose invoices are prepared and reimbursements are received by the Transportation Grant Fund.

Discussion

On June 14, 2011, City Council approved the Wilshire Boulevard BRT project with 7.7 miles of peak period bus lanes, consistent with the project alternative approved by the MTA Board in May. The project excludes bus lanes in a one-mile segment of Wilshire Boulevard between Selby Avenue and Comstock Avenue. MTA is now seeking final approval from the FTA for up to \$23.3 million in federal Very Small Starts funding for the project.

MTA has committed to a 26% regional match of \$8,183,000, which includes \$704,000 in new MTA program funds and \$7,479,000 from a street widening project that was funded through the 2001 Call for Projects. That Call project, the Wilshire Boulevard Corridor Improvements – Selby to Comstock (MOU.P0008050), proposed to eliminate jut-outs, realign the roadway and create median islands on Wilshire Boulevard between Selby Avenue and Comstock Avenue in Council District 5. The project went through extensive reviews and re-designs in response to community concerns. Finally, in 2007, it was integrated into the Wilshire BRT Project by MTA in its federal funding application, as authorized by City Council. At that point, the proposed design was to remove the jut-outs between Selby and Comstock to widen Wilshire Boulevard and add peak period bus lanes without affecting mixed flow traffic. MTA eventually eliminated the proposed jut-out removals in the BRT project in response to community input. The approved project now excludes bus lanes completely from the Selby to Comstock segment.

Of the \$7,479,000 for the original street widening project, \$4,161,000 came from the MTA Call for Projects grant and \$3,318,000 came from the City's required local match for Call projects:

\$4,161,000	MTA Grant - Prop C 25% Fund
\$2,618,000	Local Match - Proposition C Local Return
<u>\$ 700,000</u>	Local Match - Westwood Regional Fund
\$7,479,000	

The Westwood Regional Fund was a program for transportation improvements funded by developer fees. The Westwood Regional Fund has now been combined into the West LA Transportation Improvement and Mitigation Program Fund and is no longer available to provide funding for this project. We have identified alternative funding sources from Wilshire-related Prop C accounts as follows:

\$417,000	Wilshire BI. Survey and Testing – Council authorized a fund transfer to BOE and GSD salary accounts in FY 10-11
\$200,000	Wilshire BI. Bus-only Lane Project Phase II (current phase)
<u>\$ 83,000</u>	DOT labor charges for Wilshire BRT project development
\$700,000	

In order for MTA to designate the \$7,479,000 as the regional match for the Wilshire BRT federal grant, the Council needs to approve closing out the Wilshire Boulevard Corridor Improvements –

Selby to Comstock project (MOU.P0008050) and appropriating the entire amount for the Wilshire BRT Project.

Project Financing

In FY 06-07, a project account was established in the Transportation Grant Fund No. 655 for the Wilshire Boulevard Corridor Improvements – Selby to Comstock project (Account No. A554). This project account had a total appropriation of \$3,735,000 which consisted of \$113,000 in match funds and a total of \$3,622,000 in receivables. In addition, \$111,000 in front funds were provided in FY 06-07. In FY10-11, an additional \$354,000 in match funds was appropriated to this project.

Recommendation 1 closes out the entire \$7,479,000 Wilshire Boulevard Corridor – Selby to Comstock project. Recommendation 2 provides \$3,318,000 in City local match funds originally designated for the Wilshire Boulevard Corridor – Selby to Comstock project for the Wilshire BRT federal grant. Recommendations 3 and 4 return the front and match funds from the Transportation Grant Fund to the Proposition C Anti-Gridlock Transit Fund. Recommendation 5 increases the appropriation of the Proposition C Anti-Gridlock Transit Fund, Transportation Grant Fund Work Program, to reflect the return of the front and match funding. Recommendation 6 establishes a new account within the Transportation Grant Fund for the Wilshire BRT Project. Recommendation 6 transfers match funds to the Wilshire BRT Project Account and increase the project appropriation to reflect the match funds. DOT will request additional match fund transfers as the project progresses and the funds become required. The City's total match from the Proposition C Anti-Gridlock Transit Fund is not expected to exceed \$3,318,000.

Salaries, overtime, and mileage expenses for City staff are already provided for in the Departmental appropriations as part of the adopted budget. The Proposition C Anti-Gridlock Transit Fund provides advances for these expenditures. Recommendation 7 authorizes DOT to reimburse Proposition C for these advances when reimbursements are received by the Transportation Grant Fund.

Fiscal Impact Statement

There is no impact to the General Fund.

Coordination

DOT continues to coordinate closely with MTA, Council District offices, Bureau of Engineering, and other City agencies on this project.