Wednesday, May 7, 2014 **8:30 AM**

***Note : PLEASE ARRIVE ON TIME AS WE HAVE A TIMED AGENDA COMMENCING AT 8:30 AM**

Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room

1. Call to Order/Roll Call	Action *(Matthew Abbott/Renee Berlin)*
2. TIMED AGENDA 8:30-9:30 AM	
TAC Membership Changes	Reconsideration/Action
• Director Mike Bonin	8:30-9:00 AM
• TAC Discussion and Reconsideration	9:00-9:30 AM
BREAK: 9:30-9:45 AM	
3. Agenda Reports by Standing Committees	*(Handouts to be distributed in lieu of oral reports)*
Bus Operations	
Local Transit Systems	
Streets and Freeways	
TDM/Air Quality	
Attachment 1: Subcommittee Agendas	
Attachment 2: Subcommittee Actions	
4. Chairperson's Report	Information
• April Board Report (Handout)	*(Matthew Abbott)*
5. Consent Calendar	Action
• Approval of Minutes	
Attachment 3: Draft April 2, 2014 Minutes	
6. Congestion Management Program (CMP) Local Conformance Finding	(*Handout to be distributed in lieu of oral report)*

Metropolitan Transportation Authority

Metro

7. **TIMED AGENDA 9:45 AM**
   Call for Projects Deobligation Appeals — Action
   Attachment 4: TAC Call for Projects Appeals Protocol
   Attachment 5: Recommended Project Deobligations list
   Attachment 6: TAC Appeals Fact Sheets
   (Teresa Wong/Renee Berlin)

8. Other Business

9. Adjournment

TAC Minutes and Agendas can be accessed at: http://www.metro.net/about/tac/

Please call Matthew Abbott at (213) 922-3071 or e-mail abbottm@metro.net with questions regarding the agenda or meeting. The next meeting will be on June 4, 2014 at 9:30 a.m. in the William Mulholland Conference Room.

Attachment 1

Subcommittee Agendas

Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE
Mulholland Conference Room-15th Floor
9:30 am

1. Call to Order *(1 minute)*	Action *Joyce Rooney*
2. Approval of March 18, 2014 Minutes *(1 minute)*	Action *BOS*
3. Chair's Report *(5 minutes)*	Information *Joyce Rooney*
4. FTA Updates *(10 minutes)*	Information *Jonathan Klein/Charlene Lee Lorenzo*
5. Legislative Report *(10 minutes)*	Information *Raffi Hamparian/Marisa Yeager* *Michael Turner*
6. 2014 Short Range Transportation Plan *(15 minutes)*	Information *Rena Lum*
7. 2015 Call for Projects (*5 minutes)*	Information *Rena Lum*
8. Access Budget Update *(15 minutes)*	Information *Andre Colaiace*
9. FTA 5310 Working Group Recommendation *(10 minutes)*	Action *Ashad Hamideh/Cosette Stark*

10. New Business — Information
    a. FAP Update — *Carlos Vendiola*

11. FY15 FTA 5307 15% Discretionary Capital & 1% ATI Funds Allocation *(60 minutes)* — Action *All*

12. Adjournment

Information Items:

90-day Rolling Agenda
Summary of Invoices FY 2014
Summary of EZ Pass Invoices
Subsidy Matrix FY 2014
TDA-STA Capital Claims
TDA-STA Claims

BOS Agenda Packages can be accessed online at:
http://www.metro.net/about_us

Please call ANNELLE ALBARRAN at 213-922-4025 or MERCEDES MENESES at 213-922-2880 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, May 20, 2014 at 9:30 am in the Mulholland Conference Room, 15th Floor of the Gateway Building.

NOTE TIME: 1:30 PM

Thursday, April 17, 2014, 1:30PM

Agenda - REVISED

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

OMB Conference Room – **24th Floor**

1. Call to Order	Action Sebastian Hernandez, *Chair*
2. Approval of Minutes – *(Handout)*	Action Sebastian Hernandez, *Chair*
3. FY 2014 update 5310, etc., Reverse Program Funds Commute and New Freedom **(Working Group Committee Recommendations)**	**Action** Ashad Hamideh, *Metro*
4. 2015 Short Range Transportation Plan & 2015 Call For Projects Update	Information Rena Lum, *Metro*
5. 3rd DRAFT of FY15 Sub-regional marks (based on FY13 Audit of TPM sheets, Quarterly Reporting or NTD audit	Action Susan Richan, *Metro*
6. NTD Analysis request	Information Pari Ahmadi, Metro
7. Secretary election/appointment	Action Sebastian Hernandez, Chair
8. New Business, Date of Next LTSS Meeting	Sebastian Hernandez

Metropolitan Transportation Authority

Metro

Thursday, April 17, 2014 9:30 a.m.

Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

→ ***Mulholland*** **Conference Room, 15th Floor**

1. Call to Order *1 min*	Action *(Bahman Janka)*
2. Approval of Minutes Attachment 1: March 20, 2014 Minutes Attachment 2: Sign-in Sheet/Attendance Sheet Attachment 3: 90-Day Rolling Agenda *1 min*	Action *(Subcommittee)*
3. Chair Report *5 min*	Information *(Bahman Janka)*
4. Metro Report • Videoconference/Teleconference Survey *5 min*	Information *(Fulgene Asuncion)*
5. 2014 Short Range Transportation Plan *10 min*	Information *(Rena Lum)*
6. Call for Projects *5 min*	Information *(Rena Lum)*
7. Active Transportation Plan (ATP) Update *10 min*	Information *(Patricia Chen)*

8. CTC Update — Information *(Patricia Chen)*
   10min

9. Caltrans Report — Information *(David Sosa)*
   5 min

10. State and Federal Legislative Update — Information *(Raffi Hamparian/ Marisa Yeager/ Michael Turner/Patricia Soto)*
    - Information on Metro's support position of AB 1720

    5 min

11. Los Angeles County Strategic Goods Movement Arterial Plan — Information *(Philbert Wong)*
    15 min

12. First-Last Mile Strategic Plan and Pilot Project Station Areas — Information *(Steven Mateer)*
    10min

13. 2012 – 2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Joint Work Program — Information *(Steven Mateer)*
    10 min

14. New Business
    5 min

15. Adjournment
    1 min

The next meeting for the Streets and Freeways Subcommittee will be held on May 15th at 9:30 a.m. on the 15th floor, Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: http://www.metro.net/about/sfs/

Attachment 2

Subcommittee Actions

Disposition of April 2014 Subcommittee Actions

Bus Operations Subcommittee:

- Approved meeting minutes for March 18, 2014
- Approved the following action items:
    1. Motion to approve the recommendations from the Section 5310 BOS/LTSS Working Group to:
        - Split the funds for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program into 70% to be used for capital projects (traditional 5310 projects) and 30% for capital and operating projects;
        - Of the total funds available (1 year only) ASI will receive 36% based on award history; approximately $2.5M. The Working Group will continue discussions to determine the second ASI 2nd year of funding. After the completion of a competitive process and as part of the process to award funds, ASI is eligible to receive remaining funds under the 70% category. In addition, ASI is restricted to applying for operating funding (30% capital and operating category);
        - Metro will receive 5% off the top for Administrative fees;
        - A survey will be issued to past 5310 fund recipients and New Freedom funds to determine vehicle replacement needs to use in future funding considerations;
        - Develop a competitive process for the remaining funds, as a two year grant; and
        - Develop Local Match requirements and consider the use of Toll Credits as Local Match.
    2. Motion to approve the draft funding marks presented by Carlos Vendiola. The final 5307 15% Discretionary Capital and the 1% ATI funds were provided to Carlos Vendiola at the end of the meeting to be included as part of the funding marks.
    3. Motion to provide the Southern California Regional Transit Training Consortium (SCRTTC) $250,000 off the top from the 5307 15% Discretionary Capital funds for each of the next 3 years, FY15, FY16 and FY17.
    4. Motion to approve the FY15 FTA 5307 15% Discretionary Capital & 1% ATI Funds Allocation.

Local Transit Systems Subcommittee:

- Approved meeting minutes for March 20, 2014
- Approved the following items via email vote on Monday, April 28th:
    1. Approve the Local Return and Prop A Incentive Fund Marks
    2. Approve the Section 5310 BOS/LTSS Working Group recommendations
    3. Approve Justine Garcia as Secretary of LTSS

Streets and Freeways Subcommittee:

- Approved meeting minutes for March 20, 2014

TDM/Air Quality Subcommittee:

- Did not meet in April

Attachment 3

April 2, 2014 TAC Minutes

April 2, 2014 Sign-In Sheets

TAC Member Attendance

Wednesday, April 2, 2014 9:30 A.M.

Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call

Brian Lam (Metro) called the meeting to order at 9:36 A.M., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees

Bus Operations Subcommittee (BOS)

- Last met on March 18, 2014
- Received updates on:
    - Countywide Bus Rapid Transit and Street Design Improvement Study
    - Southern California Regional Rail Transit Training Consortium
    - FTA 5310 Designation status and next steps
    - Transit Oriented Development Grant Application Process
- Volunteers were selected to participate in a Working Group with LTSS members to discuss policies and procedures for the new 5310 process. The Working Group met on April 1st and will meet again next week.
- Received draft formula funding marks for FY 15
- Next meeting is scheduled for April 15, 2014

Local Transit Systems Subcommittee (LTSS)

- Last met on March 20, 2014
- Received updates on:
    - FTA 5310 Designation status and next steps
    - Draft FY 15 Sub-regional funding marks
    - ExpressLanes Toll Revenues Re-Investment Grant
- Volunteers were selected to participate in a Working Group with BOS members to discuss policy and procedure for the new 5310 process. The Working Group met on April 1st and will meet again next week.
- The following nominations were held for LTSS Officers:
    - Chair: Sebastian Hernandez (City of Pasadena)
    - Vice-Chair: Ben Flores (Oldtimers Foundation)

- Next meeting is scheduled for April 17, 2014

Streets and Freeways Subcommittee

- Last met on March 20, 2014
- Received updates on:
    - I-405 HOV to HOT Lane Conversion Feasibility Study
    - ExpressLanes Net Toll Revenues Re-Investment Grant
    - Countywide Bus Rapid Transit and Street Design Improvement Study
    - State Active Transportation Plan Transition
- Next meeting is scheduled for April 17, 2014

Transportation Demand Management (TDM)/Sustainability Subcommittee

- Did not meet in March
- Next meeting is scheduled for May 21, 2014

3. Chairperson's Report – handout (Fanny Pan, Metro)

Ms. Pan reported that on February 27, 2014, the Board authorized $5 million to fund the fourth round of the Transit Oriented Development (TOD) Planning Grant Program. This round is open to the County of Los Angeles and cities with regulatory land use authority within ½ mile of existing or proposed Metrolink, Metro Rail, Metro Transit Way BRT stations, or adjacent transit corridors. The application package will be available late April 2014. An application workshop is scheduled for May 14th at 10 AM in the William Mulholland Conference Room. For additional information, please contact Rufina Juarez at JuarezR@metro.net.

Mike Behen (League of California Cities – North Los Angeles County) is attending the meeting via video conferencing. The meeting will act as a test run for the video conferencing technology. A survey was distributed to the TAC members to determine if others are interested in attending the TAC meetings via video conferencing.

Mohammad Mostahkami (League of California Cities – Gateway Cities COG) asked if members will be considered present if they are using video conferencing? Ms. Pan replied yes. She clarified that the Call for Projects de-obligation appeals process will take place during the May TAC meeting and all TAC members and appealing project sponsors are required to be in attendance in-person.

Mr. Behen thanked Metro staff for providing the video conferencing option for TAC meetings. He reported that the Southern California Association of Governments (SCAG) has been using video conferencing technologies for years and it has been effective in terms of communication and coordination. Mr. Behen noted that since April 2011, utilizing video conferencing has saved 300-350 hours of driving. He encouraged TAC members to utilize video conferencing to participate in meetings in order to help meet the state AB 32 and SB 375 mandates.

Larry Stevens (League of California Cities – San Gabriel Valley COG) restated that video conferencing should not be allowed during the TAC appeals process. Ms. Pan agreed and reminded everyone that during the May 7th TAC meeting, the Call for Projects de-obligation

appeals process will begin at 9:30 AM. Metro will be providing lunch to TAC members only. No video conferencing is allowed during the de-obligation appeals process. Ms. Pan reported that the annual budget workshop is tentatively scheduled from 9 AM – 9:30 AM before the May 7th TAC meeting.

Ms. Pan welcomed Tina Fung from the Los Angeles County Department of Regional Planning. She is replacing Leon Freeman as the primary TAC member for the County of Los Angeles.

4. Consent Calendar

A motion to approve the March 5, 2014 minutes was made by Mr. Mostahkami and seconded by Dave Roseman (City of Long Beach). The minutes were approved with no objections.

5. TAC Membership (Fanny Pan, Metro)

Ms. Pan reported that at the March 19th Planning and Programming Committee Meeting, staff presented TAC's recommendation of adding one voting and one ex-officio Active Transportation representative. On March 27th, the Board sent the item back to TAC for reconsideration of their recommendation, specifically requesting that TAC consider adding one voting pedestrian member, one voting bike member, and a public health representative.

Jim Lefton (City of Los Angeles) asked if any additional detail was provided by the Board as to their concerns with TAC's recommendation? Ms. Pan replied that the Board's main concern was that bicycle and pedestrian issues are different; therefore they felt that both representatives should be voting.

Joyce Rooney (BOS) asked if the Board has the discretion to overrule TAC's recommendation if TAC decides to keep their recommendation? Ms. Pan replied yes. Renee Berlin (Metro) added that there was one instance in 2001 where the Board changed a recommendation made by TAC.

Mr. Roseman asked if Metro staff has a stance regarding the issue? Ms. Pan replied that staff would like TAC to reconsider their decision.

Paula Faust (BOS) asked whether there was a recommendation to make the Public Health Representative a voting member? Ms. Berlin replied no. Ms. Faust asked if the Board provided any explanation as to why they felt that a Public Health Representative is needed on TAC? Ms. Berlin replied that Director Bonin felt that health and transportation are interrelated and that there should be representation from the health field. Ms. Berlin noted that Director Bonin expressed interest in discussing the issue with TAC in person.

Mr. Stevens noted that the public health community has tried to become more active in the planning field, but he feels that they have a relatively narrow perspective. He feels that bicycle, pedestrian, and health issues fall under the category of active transportation.

Ms. Rooney agreed with Mr. Stevens that the public health perspective would fall under the active transportation representation. She also noted that with the recent change to the TDM/Sustainability Subcommittee, the public health perspective may fall under the TDM/Sustainability representation as well.

Mr. Lefton recalled that during a previous discussion, TAC was concerned about how having two voting Active Transportation representatives would influence the number of votes for certain agencies. Ms. Pan acknowledged that the number of votes was a concern and reminded TAC that the decision to have one voting and one ex-officio Active Transportation representative was very close. Mr. Lefton replied that he feels that having one voting and one ex-officio Active Transportation representative is arbitrary and suggested that either both members should be ex-officio or both members should be voting.

Motion

Mr. Lefton made a motion to reconsider TAC's previous recommendation of one voting and one ex-officio Active Transportation Representative to one voting Bicycle Representative and one voting Pedestrian Representative.

Mr. Roseman noted that there are two separate issues: the Active Transportation representatives and the Public Health representative. Ms. Pan replied that TAC should bifurcate the issue and vote on the Active Transportation representatives first, and then discuss the Public Health representative separately. Mr. Roseman noted that the City of Long Beach has its own health department that works very closely with the planning and decision-making process. It is not just about Active Transportation, but also safety and accidents.

Dan Mitchell (City of Los Angeles) asked the Chair to briefly summarize TAC's membership in order to help frame the discussion. Ms. Pan reported that TAC has four Subcommittees; Bus Operations Subcommittee (BOS), Local Transit Systems Subcommittee (LTSS), Streets and Freeways, and TDM/Sustainability. The TAC membership is composed of the following voting agencies: Automobile Club of California (1), BOS (2), California Highway Patrol (1), Caltrans (2), Americans with Disabilities Act (1), City of Long Beach (1), City of Los Angeles (3), County of Los Angeles (3), League of California Cities (8), LTSS (2), Metro (2), TDM/Sustainability (2). The Southern California Regional Rail Authority (SCRRA), South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and Goods Movement are ex-officio members. TAC does not have representatives from Streets and Freeways because many of their members are members of TAC representing their respective agencies.

Mr. Mitchell noted that the current membership does not have voting members associated with particular modes unless they are part of a Subcommittee. Ms. Pan replied yes.

John Walker (County of Los Angeles) noted that the County of Los Angeles also has a public health department that works closely with public works when implementing the active transportation program. He commented that TAC should vote on whether they want to reconsider their decision before they vote on the Active Transportation representatives voting status.

Mr. Lefton withdrew his previous motion.

Motion

John Walker (County of Los Angeles) made a motion that TAC reconsider their previous decision to add one voting and one ex-officio Active Transportation Representative to the TAC based on the Metro Board's request. The motion was seconded by Dave Roseman (City of Long Beach). Ms. Pan opened the floor for comments.

Patrick DeChellis (County of Los Angeles) noted that by adding a bicycle and pedestrian coordinator, the TAC is becoming more vertically segregated by mode rather than having a broad integrated approach. He asked the TAC members to consider whether the current TAC membership by agency is functioning properly. If it is not working, then adding members may be warranted.

Mr. Stevens asked which Subcommittee is responsible for active transportation? Ms. Pan replied that Streets and Freeways has one pedestrian representative and one bicycle representative. Bicycle and pedestrian issues are also represented in the TDM/Sustainability Subcommittee. Mr. Stevens replied that there already seems to be consideration of bicycle and pedestrian needs within the existing TAC structure. He suggested that if bicycle and pedestrian issues are sufficiently important to require separate representation, then a Subcommittee should be formed to focus specifically on those issues.

Mr. Roseman replied that he does not feel that adding a voting bicycle and pedestrian representative takes anything away from the other TAC members. He believes that it makes the TAC stronger to have experts on those modes provide their input.

Karen Heit (Staff to Metro Board Chair Dubois) reported that there was not unanimity on the Board regarding this issue. The Board Chair felt that TAC has been functioning well and changes to the TAC membership structure were not needed. Ms. Heit noted that TAC should not change their recommendation solely as a response to the Board.

Mr. Mitchell noted that many other modes are represented through the TAC Subcommittees. He feels that the addition of two voting Active Transportation representatives would essentially be adding representation for the Streets and Freeways Subcommittee since the Subcommittee does not have direct representation on the TAC.

Mr. Walker commented that he believes the active transportation mode is already properly represented on the TAC. The bicycle and pedestrian modes in the Call for Projects are the most competitive. He feels that having one member representing active transportation is sufficient because almost every agency on TAC considers active transportation in their daily work.

Ellen Blackman (Citizen Representative on ADA) replied that the bicycle and pedestrian modes in the Call is very competitive because there is very little funding for those modes. Much of the discussion at TAC approaches issues more from a transit or street perspective. Ms. Blackman noted that bicycle and pedestrian modes have similarities, but they also have competing ideas. Having those separate perspectives on TAC makes sense.

Mike Bohlke (Staff to Metro Board Director O'Connor) reported that Director Bonin is very engaged at Metro. He suggested that TAC invite him to discuss the issue in person.

Ted Semaan (League of California Cities – South Bay Cities COG) commented that the discussion comes down to whether TAC needs the expertise of certain modes as voting members directly on TAC or if that expertise should be within the Subcommittees who then report it to TAC.

Ms. Berlin reported that staff reported to the Board at both the January and March Planning and Programming Committee meetings that although TAC members do not focus on bicycle and pedestrian issues full-time, they address those issues in all projects. She reiterated that there was not unanimity on the Board. One argument was that the bicycle and pedestrian expertise needs to be directly on the TAC, while other Board members felt that the TAC is functioning properly already and changes do not need to be made.

Eric Bruins (Los Angeles County Bicycle Coalition) commented that previously TAC had discussed that there was value in having both the agency perspective and the user perspective on the TAC. Mr. Bruins noted that at a policy level it shows that the bicycle and pedestrian modes are not adequately represented in the decision making at Metro. He explained that bicycle planning takes place in corridors and networks, while pedestrian planning occurs within much smaller districts. Mr. Bruins noted that the funds being allocated by Metro shows that bicycle and pedestrian projects are not adequately represented.

Ms. Berlin responded that the bicycle and pedestrian modes have grown over the last several years, and that the Board has responded by creating the Ad-hoc Sustainability Committee to address bicycle and pedestrian issues. She noted that the Board is very conscious of the growth of the bicycle and pedestrian modes and the need to address it.

Mr. Behen asked the TAC members why they are so hesitant to add two voting members. Mr. DeChellis responded that his concern is that TAC will become vertically divided by mode rather than comprehensively coordinated. By moving from an agency membership to a modal membership, TAC might have one mode fighting another mode. TAC is supposed to think comprehensively across all modes.

Mr. Mitchell replied that TAC needs to evaluate if there are additional modes that need to be represented. If all modes are represented within the existing membership structure, then a change to the membership structure is not needed.

Robert Brager (League of California Cities – Las Virgenes Malibu COG) noted that a mode would have double representation if two additional members are added when they are adequately represented in the existing membership structure. Ms. Berlin asked if the TAC feels that bicycle and pedestrian issues are being properly represented? She noted that the user perspective may need to be added if the issues are not represented within the current membership structure.

Mr. Lefton commented that one alternative could be to make both the bicycle and pedestrian representatives ex-officio members so that their expertise and input could be provided. Ms. Berlin cautioned against that recommendation.

Motion
Mr. Walker's motion was called to a vote. 12 members voted Yes; 9 members voted No. The motion was passed.

Motion
Mr. Mitchell made a motion that TAC defer action on the Active Transportation Representatives until after TAC meets with Director Bonin regarding the issue. The motion was seconded by Mr. DeChellis. 22 members voted Yes; 1 member voted No. The motion was passed.

Motion
Mr. Lefton made a motion that TAC defer action on the addition of a Public Health Representative until after TAC meets with Director Bonin regarding the issue. The motion was seconded by Mr. DeChellis. The motion was unanimously approved.

Paul Backstrom (Transportation Deputy to Director Bonin) reported that this issue is very important to himself and Director Bonin. Director Bonin had expressed interest in attending this meeting, but prior engagements kept him from attending. Mr. Backstrom reported that Director Bonin would be interested in discussing the issue with TAC in person and he will work with Metro staff to schedule a meeting time.

David Kriske (League of California Cities – Arroyo Verdugo Cities) noted that he would like to see how the Call addresses active transportation in the Regional Surface Transportation Improvements (RSTI) mode. Ms. Pan replied that the RSTI mode now takes into account complete streets in that 60% of the project must be arterial work, but the remaining 40% can be active transportation improvements. Ms. Berlin added that the RSTI mode does not allow decreasing the width of sidewalks.

6. Call for Projects (Rena Lum, Metro)

Ms. Lum reported that staff held an internal kick off meeting for the 2015 Call and will seek Board approval to initiate the 2015 Call at the April Board meeting. Staff is seeking volunteers from TAC and its Subcommittees to participate in Working Groups to recommend potential changes to the Call process and application. These meetings are tentatively scheduled for May and June.

Mr. Walker and Mr. Feinberg volunteered to participate on the 2015 Call Working Group.

Mr. Mostahkami asked if a Subcommittee member can volunteer for the Working Group? Ms. Lum replied yes. She noted that she will be soliciting the Subcommittees for volunteers as well.

7. Short Range Transportation Plan (SRTP) (Rena Lum, Metro)

Ms. Lum reported that the Draft SRTP has been completed and will be mailed to TAC members on April 11th. The Draft SRTP is also available online at http://media.metro.net/projects_studies/srtp/report_srtp_2014.pdf.

The SRTP is an action plan for 2014-2024, representing a 10 year period of the Board adopted 2009 Long Range Transportation Plan (LRTP). The Plan identifies: the transportation priorities that Metro will be funding over the next 10 years, how Metro will keep the system in a State of Good Repair, progress in sustainability efforts including measuring the benefits of the projects, and lays out a path to accelerate projects. The SRTP includes $88.2 billion in programs and projects and is funded by over 45 funding sources. The public review and comment period will occur from April 12 to May 12, 2014. Outreach will be conducted with all the COGs and seven community meetings will be held. Staff will seek Board approval on the Final SRTP on June 26, 2014.

Mr. Mostahkami asked how the projects in the SRTP were chosen? Ms. Lum replied that no new projects have been added to the SRTP. The SRTP only includes projects that were originally identified in the 2009 LRTP and will be completed within 2014-2024.

Mr. Stevens asked if any project scheduling moved around from the LRTP to the SRTP? Ms. Lum replied that the Gold Line Foothill Extension completion moved up from 2017 in the LRTP to 2016 in the SRTP. Mr. Stevens clarified that the SRTP is more of a report than a plan? Ms. Lum agreed.

Ms. Rooney asked why the Green Line South Bay Extension is not in the SRTP? Ms. Lum replied that the SRTP only shows projects opening by 2024.

Mr. Mostahkami asked how often is the SRTP updated? Ms. Lum replied that the SRTP is only updated as directed by the Board or CEO. This is the second time it has been updated.

Mr. Stevens asked what is the LRTP horizon year? Ms. Lum replied 2040.

8. 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Steven Mateer, Metro)

Mr. Mateer reported that SCAG adopted the RTP/SCS on April 4, 2012 which laid out a pathway for the region to address the climate change reduction goals set with AB 32 and SB 375. SCAG is currently in the process of updating the RTP/SCS and has formed Subcommittees to help develop the 2016 update. In December 2012, SCAG released a framework methodology for updating the plan and is now collecting data and evaluating technical issues. In 2014, SCAG will be focusing on major policy directions and will begin public outreach. On July 26, 2012, the Metro Board adopted a resolution for a collaborative venture with SCAG on the development of a Joint Work Program to implement the RTP/SCS in Los Angeles County. Staff is working with SCAG to develop performance metrics and potential ways to expedite funding for active transportation. Staff will provide the Board with an update in April and will have a final report on the RTP/SCS in 2016.

Mr. Stevens asked if the Vehicle Miles Traveled (VMT) tax is in the 2016 RTP/SCS? Mr. Mateer replied that he is unsure if the VMT tax is in the 2016 RTP/SCS. He noted that the draft plan is not developed enough for financial modeling. Mr. Stevens asked if Metro has a position on VMT tax? Mr. Mateer replied no, not at this time.

9. First and Last Mile Strategic Plan and Pilot Project Station Areas (Steven Mateer, Metro)

Mr. Mateer reported that the First and Last Mile Strategic Plan is part of the Joint Work Program between Metro and SCAG. Metro staff completed public outreach in February 2014 and will be presenting the final plan to the Ad-Hoc Sustainability Committee on April 16, 2014. The final plan includes cost estimates for applying First and Last Mile planning at stations, as well as ridership projections based on those improvements. Staff will also be presenting recommendations regarding the Board motion to have staff identify four pilot project stations (two on Expo Phase 2 and two on Gold Line Foothill Extension).

Mr. Mateer reported that the public outreach largely focused around the following points:

- The large demand for First and Last Mile planning around Metro stations;
- Metrolink stations and bus stations;
- Metro's role will be in the planning process;
- The impact to ridership after implementation; and
- Potential available funding sources for First and Last Mile planning and construction.

Based on the feedback, staff developed five different implementation areas from concept refinement, technical assistance, coordination and outreach, plan integration, funding, and performance metrics.

Mr. Mostahkami asked what types of funding sources have been identified in the plan? Mr. Mateer replied that Metro does not have a dedicated funding source for First and Last Mile projects, so partnership efforts will need to be pursued.

Motion

Mark Yamarone (TDM/Sustainability Subcommittee) made a motion that TAC urge the Metro Board to consider funding strategies for First and Last Mile projects. The motion was seconded by Joyce Rooney (BOS). The floor was opened for discussion.

Mr. DeChellis asked Mr. Yamarone to elaborate on his motion. Mr. Yamarone explained that the First and Last Mile Strategic Plan has identified crucial needs around stations to improve bicycle and pedestrian access, but there is no funding for it. The TAC should express to the Board that there is a need to identify funding for these projects.

Mr. Walker asked if the funding would be for planning or implementation? Mr. Yamarone replied for implementation.

Mr. DeChellis expressed his concern that passing this motion is premature given the issues and discussions about adding active transportation representatives to TAC.

Mr. Yamarone explained that his motion was meant to show that TAC believes that there is a funding shortfall for First and Last Mile planning. He noted that the Plan is exactly the type of help jurisdictions need to improve pedestrian and bike access to stations. Mr. Walker replied that he agrees with Mr. Yamarone. The rail system is expanding and the need for these types of improvements is necessary. Mr. Walker noted that the motion is not a demand, but rather to encourage the Board to identify funding sources and to let them know that TAC feels strongly about supporting these types of improvements.

Mr. DeChellis suggested that the motion should recommend to the Board that the 2015 Call allocate funding to the implementation of First and Last Mile projects. Mr. Roseman replied that Mr. DeChellis' suggestion is even more detailed than Mr. Yamarone's motion. Mr. Mateer noted that the Call is a potential funding source, but the projects will have to compete in the Active Transportation Plan (ATP) which does not guarantee funding.

Mr. Stevens commented that First and Last Mile improvements should be included in the construction of the station. Ferdy Chan (City of Los Angeles) agreed that Metro should include First and Last Mile strategies within the planning process of the stations.

Mr. Walker asked if the First and Last Mile Strategic Plan is a tool that Metro will give to local agencies to work with or is it a tool that they will use themselves? Mr. Roseman replied that he believes the Plan would be most effective as a partnership tool between Metro and local jurisdictions. Mr. Mateer replied that the Plan is meant to do both. It shows Metro's commitment to conduct First and Last Mile planning at our stations, but at the same time local jurisdictions can use the Plan as an aid when conducting First and Last Mile planning within their own jurisdiction. Mr. Mateer noted that Metro would be happy to partner with local jurisdictions through technical advisory or through funding.

Mr. Mostahkami asked what is the scope of the pilot project stations? Mr. Mateer replied that the pilot project stations were successful Call applications that were converted to add First and Last Mile elements. Mr. Chan expressed concern that these new pilot project stations are competing with the existing projects for funding. Mr. Mateer replied that all the projects must go through the ATP process, so adding First and Last Mile elements will most likely make the projects more competitive and increase chances of obtaining funding.

Mark Yamarone withdrew his previous motion, and Ms. Rooney withdrew her second to the motion.

Motion

Mr. Yamarone made a motion that TAC acknowledge the importance of the First and Last Mile Strategic Plan and support the staff recommendations. TAC believes that the First and Last Mile Strategic Plan is a well-developed plan and urges the Metro Board to consider funding strategies for First and Last Mile projects. The motion was seconded by Joyce Rooney (BOS). The motion was unanimously approved.

Other Business

No other business was reported.

Adjournment

Ms. Pan reported that the next scheduled TAC meeting is May 7, 2014 in the William Mulholland Conference Room, on the 15th floor. If you have questions regarding the next meeting, please contact Matthew Abbott at (213)922-3071 or email abbottm@metro.net.

TECHNICAL ADVISORY COMMITTEE
Sign in Sheet
April 2, 2014

AGENCY	MEMBER/ALTERNATE
AUTOMOBILE CLUB OF CALIFORNIA	1. _____ Marianne Kim/ Stephen Finnegan
BUS OPERATIONS SUBCOMMITTEE (BOS)	1. _____ Joyce Rooney/Susan Lipman 2. _____ Paula Faust/Jane Leonard
CALIFORNIA HIGHWAY PATROL	1. _____ Sgt. Dave Nelms/~~Ofc. Christian Gracraft~~
CALTRANS	1. _____ Alberto Angelini/Jimmy Shih 2. _____ David Sosa/Vijay Kopparam
CITIZEN REPRESENTATIVE ON ADA	1. _____ Ellen Blackman/Vacant
CITY OF LONG BEACH	1. _____ Dave Roseman/Vacant
CITY OF LOS ANGELES	1. _____ James Lefton/Corinne Ralph 2. _____ Dan Mitchell/Ken Husting 3. _____ Ferdy Chan/Kevin Minne

AGENCY	MEMBER/ALTERNATE
COUNTY OF LOS ANGELES	1. Tina Fung/Troy Evangelho 2. John Walker/Allan Abramson 3. Patrick V. DeChellis/ Paul Maselbas
LEAGUE OF CALIFORNIA CITIES Arroyo Verdugo Cities	1. David Kriske/Roubik Golanian
Gateway Cities COG	2. Mohammad Mostahkami/Lisa Rapp
Las Virgenes Malibu COG	3. Robert Brager/Ramiro Adeva
North Los Angeles County	4. Mike Behen via video conf. Allen Thompson/Mike Behen
San Gabriel Valley COG	5. Larry Stevens /Craig Bradshaw
San Fernando Valley COG	6. Robert Newman/ Vacant
South Bay Cities COG	7. Robert Beste/Ted Semaan
Westside Cities COG	8. David Feinberg /Sharon Perlstein

AGENCY	MEMBER/ALTERNATE
LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)	1. _____ Ryan Thompson/Kathryn Engel 2. _____ Alex Gonzalez/Joe Barrios
METROPOLITAN TRANSPORTATION AUTHORITY (Metro)	1. _____ Fanny Pan/Matthew Abbott Countywide Planning & Development 2. _____ Diane Corral-Lopez/Vacant Metro Operations
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA - Ex-Officio)	1. _____ Anne Louise Rice/Karen Sakoda
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD -- Ex-Officio)	1. _____ Eyvonne Drummonds/Kathryn Higgins
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG -- Ex-Officio)	1. _____ Warren Whiteaker/Annie Nam
GOODS MOVEMENT REPRESENTATIVE (Ex-Officio)	1. _____ Lupe Valdez/LaDonna DiCamillo
TRANSPORTATION DEMAND MANAGEMENT/ AIR QUALITY SUBCOMMITTEE	1. _____ Mark Yamarone/Phil Aker 2. _____ Mark Hunter/Vacant

TAC Audience Attendance
April 2, 2014

	Name	Agency	Phone Number	E-Mail
1	~~MARK EICHARDT~~	~~CITY OF BURBANK~~	~~818 843-4058~~	
2	Eric Bruins	LACBC	213 629 2142	eric@la-bike.org
3	Simon Pastor	LACMTA	213 922-3017	
4	Sebastian Hernandez	City of Pasadena	~~626 862-162~~ 626-744-7661	shernandez@cityofpasadena.net
5	Kevin Minne	City of LA	213-847-4276	Kevin.Minne@lacity.org
6	Jessica Meaney	SRTSNP		
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Attachment 4

TAC Call for Projects Appeals Protocol

TECHNICAL ADVISORY COMMITTEE
CALL FOR PROJECTS PROCESS

TAC Call for Projects Roles and Responsibilities: TAC is an advisory committee. MTA staff can concur, reject or recommend alternatives to the TAC recommendations. TAC's role and responsibility with regard to the Call for Projects process is to provide an objective, technical, and countywide perspective. To ensure TAC's countywide role, these protocols shall govern.

- The Alternate TAC member shall only participate in the meeting when the primary TAC member is not present.
- Ex-officio members are not allowed to vote.
- For projects for which their respective agency has submitted an application(s) or appeal(s), TAC members and/or Alternates are prohibited from providing oral testimony.
- TAC members and/or Alternates should not participate in TAC discussion concerning project(s) their agency sponsored so as not to be perceived as taking an advocacy role.
- Motion seconds should be made from an agency/jurisdiction/League of Cities/TAC Subcommittee representative other than the agency/jurisdiction/League of Cities/TAC Subcommittee representative that originated the motion.
- Any discussion involving the public will be allowed when acknowledged and determined appropriate by the TAC Chairperson.
- TAC discussion and motion development is intended for TAC members' participation only.

Attachment 5

Recommended Project Deobligations List

2014 Call for Projects Deobligation TAC Appeal
May 7, 2014

	APPEAL TIME	PROJ ID#	AGENCY	PROJECT TITLE	TOTAL PROJECT COSTS $ (000')	TOTAL METRO PROG $ (000')	LAPSING FUND TYPE	LAPSING PROG YR(S)	METRO PROG $ TO BE LAPSED	EXPANDED/ ALLOCATED/ OBLIGATED	METRO AMOUT SUBJECT TO LAPSE $ (000')	TOTAL EXT'S YEARS	TOTAL # BOARD REPORTS	REASON(S) FOR APPEAL
1	9:45	8095	SIGNAL HILL	CHERRY AVENUE WIDENING PROJECT	6,709	2,720	PC25	2006	2,720	0	2,720	6	4	Did not meet Lapsing Policy
2	9:50	F1198	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING	4,493	1,019	PC25	2009	1,019	57	962	3	2	Did not meet Lapsing Policy
3	9:55	8056	MANHATTAN BEACH	NASH/DOUGLAS & ROSECRANS AVE INTERSECTION IMPROVEMENTS	5,382	1,745	PC25	2007	600	249	351	6	4	Did not meet Lapsing Policy
4	10:00	F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BL TO DE SOTO AV	11,655	7,576	PC25	2011 2012	4,311	290	4,021	2	2	Did not meet Lapsing Policy
5	10:05	F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	4,422	2,874	PC25	2010 2011 2012	2,702	367	2,335	3	2	Did not meet Lapsing Policy and Need to execute Amendment
6	10:10	F1206	LA CITY	LINCOLN BL WIDENING AT VENICE BL	1,050	683	PC25	2010 2011 2012	683	55	628	2	2	Did not meet Lapsing Policy
7	10:15	8075/ F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS(INCLUDING F1209)	9,876	7,107	PC25	2008 2009 2010 2011	6,607	216	6,391	6	4	Did not meet Lapsing Policy
8	10:20	6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	12,000	1,783	PC25	2006	1,783	106	1,677	8	3	Did not meet Lapsing Policy and Need to execute Amendment
9	10:25	F3306	GARDENA	GARDENA MUNICIPAL BUS LINES LINE 1 TSP	843	675	PC25	2014	675	0	675	0	0	Need to Execute Funding Agreement
10	10:30	F3405	GARDENA	THREE ALTERNATIVE FUEL BUSES FOR SERVICE EXPANSION	2,691	1,659	CMAQ	2014	1,659	0	1,659	0	0	Need to Execute Letter of Agreement
11	10:35	F1121	DIAMOND BAR	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON-&OFF-RAMPS)	17,909	2,294	PC25	2009 2010	2,294	0	2,294	3	2	Did not meet Lapsing Policy

2014 Call for Projects Deobligation TAC Appeal
May 7, 2014

	APPEAL TIME	PROJ ID#	AGENCY	PROJECT TITLE	TOTAL PROJECT COSTS $ (000')	TOTAL METRO PROG $ (000')	LAPSING FUND TYPE	LAPSING PROG YR(S)	METRO PROG $ TO BE LAPSED	EXPANDED/ ALLOCATED/ OBLIGATED	METRO AMOUT SUBJECT TO LAPSE $ (000')	TOTAL EXT'S YEARS	TOTAL # BOARD REPORTS	REASON(S) FOR APPEAL
12	10:40	F1514	LA COUNTY	EMERALD NECKLACE BIKE TRAIL	504	401	CMAQ	2010	294	0	294	3	1	Did not meet Lapsing Policy
13	10:45	6281	LA COUNTY	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	2,605	1,928	PC25	2002	1,928	1,195	733	10	6	Did not meet Lapsing Policy
14	10:50	6284	LA COUNTY	EL SEGUNDO AREA ITS	3,198	2,558	PC25	2002	2,558	2,210	348	10	6	Did not meet Lapsing Policy
15	10:55	6292	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	8,633	6,627	PC25	2004	2,563	470	2,093	10	6	Did not meet Lapsing Policy
16	11:00	8120	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	8,235	6,588	PC25	2008	5,224	1,990	3,234	6	4	Did not meet Lapsing Policy
17	11:05	8127	LA COUNTY	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - PHASE IV	10,412	8,187	PC25	2008	7,150	4,101	3,049	6	4	Did not meet Lapsing Policy
18	11:10	6295	LA COUNTY	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE III	17,698	13,723	PC25	2004 2007 2008	7,871	2,264	5,607	10	6	Did not meet Lapsing Policy
19	11:15	8121	LA COUNTY	SAN GABRIEL VALLEY TRAFFIC SIGNAL CORRIDORS PROJECT	12,222	9,571	PC25	2008	8,402	6,626	1,776	6	4	Did not meet Lapsing Policy
20	11:20	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	947	710	PC25	2010	710	484	226	2	1	Did not meet Lapsing Policy
21	11:25	F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	6,811	5,019	PC25	2010	785	238	547	3	2	Did not meet Lapsing Policy
22	11:30	8036	LA CITY	HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT	14,422	3,770	PC25	2006 2007	3,770	984	2,786	6	4	Did not meet Lapsing Policy
23	11:35	F3148	LA CITY	NORTH MAIN STREET GRADE SEPARATION	91,280	11,127	CMAQ	2014 2015	11,127	0	11,127	0	0	Need to Execute Letter of Agreement

2014 Call for Projects Deobligation TAC Appeal
May 7, 2014

	APPEAL TIME	PROJ ID#	AGENCY	PROJECT TITLE	TOTAL PROJECT COSTS $ (000')	TOTAL METRO PROG $ (000')	LAPSING FUND TYPE	LAPSING PROG YR(S)	METRO PROG $ TO BE LAPSED	EXPANDED/ ALLOCATED/ OBLIGATED	METRO AMOUT SUBJECT TO LAPSE $ (000')	TOTAL EXT'S YEARS	TOTAL # BOARD REPORTS	REASON(S) FOR APPEAL
24	11:40	F3428	REDONDO BEACH	REDONDO BEACH INTERMODAL TRANSIT CENTER	6,956	3,166	CMAQ	2013 2014	3,166	0	3,166	0	1	Need to Execute Letter of Agreement
25	11:45	8055	LA CITY	MOORPARK AVENUE WIDENING - WOODMAN AVE TO MURIETTA AVE	6,495	4,237	PC25	2008	3,737	342	3,395	6	4	Did not meet Lapsing Policy
26	11:50	8064	LA CITY	SAN FERNANDO MISSION BLVD. BETWEEN SEPULVEDA BLVD. AND I-5	2,469	1,605	RSTP	2010	1,532	0	1,532	6	4	Did not meet Lapsing Policy
27	11:55	8089	LA CITY	BARHAM/CAHUENGA CORRIDOR TRANSPORTATION IMPR PHASE IV	2,412	1,495	PC25	2007 2008	1,495	268	1,227	5	3	Did not meet Lapsing Policy
28	12:00	F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	8,706	6,338	PC25	2009 2010 2011	6,286	1,692	4,594	3	2	Did not meet Lapsing Policy
33 29	12:05	8018	SOUTH PASADENA	SOUTH PASASENA FAIR OAKS CORRIDOR IMPROVEMENTS	12,991	1,300	PC25	2002	1,300	627	673	10	4	Did not meet Lapsing Policy
30	12:10	7193	GATEWAY CITIES COG	GOODS MOVEMENT NHS ACCESS DESIGN & IMPLEMENTATION - PHASE II	13,164	8,557	PC25	2005 2006 2007	8,557	5,015	3,542	7	5	Did not meet Lapsing Policy
31	12:15	F1307	LA CITY	ATCS - CENTRAL BUSINESS DISTRICT	9,215	6,774	PC25	2011	6,774	0	6,774	1	1	Did not meet Lapsing Policy
32	12:20	F1308	LA CITY	ATCS - WEST ADAMS	5,161	496	PC25	2010	496	0	496	2	2	Did not meet Lapsing Policy
33	12:25	F1309	LA CITY	ATCS - ECHO PARK/SILVER LAKE	6,885	661	PC25	2009	661	56	605	3	2	Did not meet Lapsing Policy
34	12:30	F1305	LA CITY	ATCS - CENTRAL CITY EAST	4,885	3,908	PC25	2011	3,908	0	3,908	1	1	Did not meet Lapsing Policy
35	12:35	F1345	LA CITY	ATCS - LOS ANGELES	28,235	3,053	PC25	2009	3,053	0	3,053	3	3	Did not meet Lapsing Policy

2014 Call for Projects Deobligation TAC Appeal
May 7, 2014

	APPEAL TIME	PROJ ID#	AGENCY	PROJECT TITLE	TOTAL PROJECT COSTS $ (000')	TOTAL METRO PROG $ (000')	LAPSING FUND TYPE	LAPSING PROG YR(S)	METRO PROG $ TO BE LAPSED	EXPANDED/ ALLOCATED/ OBLIGATED	METRO AMOUT SUBJECT TO LAPSE $ (000')	TOTAL EXT'S YEARS	TOTAL # BOARD REPORTS	REASON(S) FOR APPEAL
36	12:40	F1615	LA CITY	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	2,990	2,392	CMAQ	2009 2010	2,392	320	2,072	3	2	Did not meet Lapsing Policy
37	12:45	F5503	LONG BEACH	CITY OF LONG BEACH PHASE II BIKE SHARE PROGRAM	2,828	2,262	STIPTE	2014	2,262	0	2,262	0	0	Need to Execute Letter of Agreement
38	12:50	F1528	LONG BEACH	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	979	783	CMAQ	2010 2012	783	0	783	2	2	Did not meet Lapsing Policy and Need to execute Amendment
39		~~F3434~~	~~AZUSA~~	~~AZUSA INTERMODAL TRANSIT CENTER~~	~~7,490~~	~~3,521~~	~~CMAQ~~	~~2014 2015~~	~~3,521~~	~~0~~	~~3,521~~	~~0~~	~~0~~	~~Need to Execute Letter of Agreement~~

Attachment 6

TAC Appeals Fact Sheets

LACMTA Technical Advisory committee (TAC)
Deboligation Appeal Project Fact Sheet
May 7, 2014

Call for Project #: LAOC8095 Time Extension Request: 1 Year(s)

Project Sponsor: City of Signal Hill Date of last TAC appeal: June 2013

Project Title: Cherry Avenue Widening

Scope of Work 350 characters Maximum):

Widen Cherry Avenue from 20th Street to approximately 230 feet south of the Pacific Coast Highway intersection:

- Widen Cherry Avenue for an additional north and south-bound lane to match the roadway land configuration north of 20th Street.
- Relocate the existing PCH / cherry Avenue traffic signal.
- Acquire necessary additional ROW along Cherry Avenue from 20th Street to approximately 230 feet south of Pacific Coast Highway.
- Reconstruct existing Cherry Avenue median.
- Acquire Caltrans Encroachment Permit for work at the intersection of Pacific coast Highway and Cherry Avenue.

Project status (if first TAC appeal) or progress made since last report to TAC:

Design: Project design is complete

ROW Acquisition: The final two properties were accepted by the City of Long Beach City council on May 17, 2012. The ROW Acquisition phase of the project is now complete. (See attached Project Map)

Federal Funding (construction):

- State Highway Encroachment Permit – Caltrans issued an approved state highway encroachment permit as required to work within the Pacific Coast Hwy/Cherry Ave. intersection on March 18, 2013.
- Right-of-Way Certificate – Caltrans issued the Right-of-Way Certificate for the Project on April 15, 2013
- (Approved E76) Authorization to Advertise for Construction Bids – The sponsor received authorization to Advertise for Construction Bids (an approved E76) from Caltrans in December of 2013.

Reason(s) for delay:

The sponsor initially submitted the E76 Application for Authorization to Advertise for Construction Bids to Caltrans on May 15, 2013. The sponsor did not receive an approved E76, Authorization to Advertise for Construction Bids until December 10, 2013. The sponsor did not anticipate that Caltrans would take approximately 7-months to issue an E76 authorizing the sponsor to proceed with advertising the project for constructions bids.

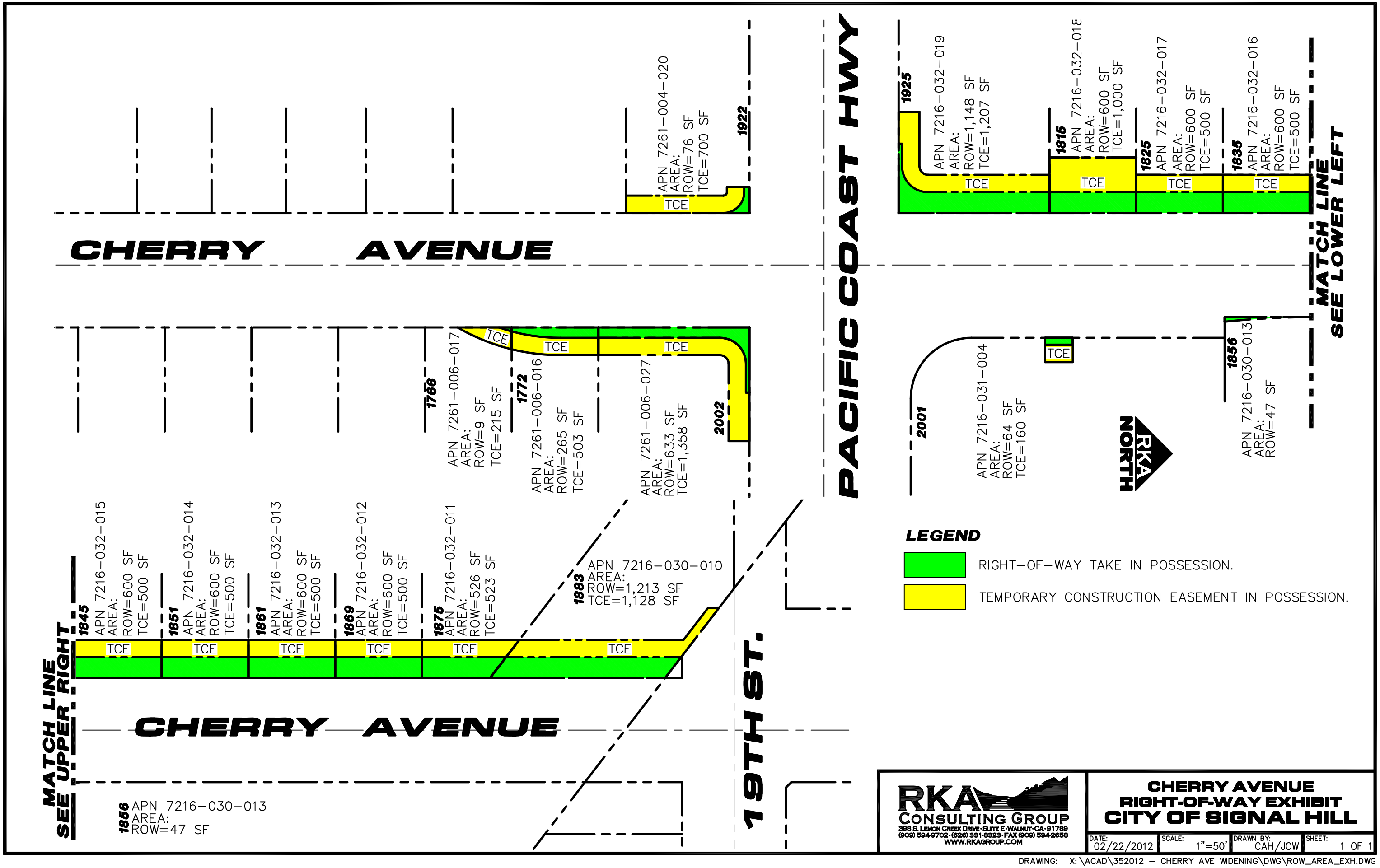
Basis for extension and explanation of how sponsor has or will overcome the delay:

The basis for this extension request is that the project remains viable and the Project sponsor is committed to seeing the project through to completion. Upon receiving and approved E76 from Caltrans the sponsor proceeded with advertising the project, opening bids on April 7, 2014. The sponsor also issued an RFP to provide construction management services for the Project. The Project construction contract is scheduled to be awarded at the May 20th City Council Meeting. The Consultant Services Contract to provide construction management is scheduled to be awarded at the June 6th City Council Meeting. The project construction activities should be completed by December 2014.

Revised/proposed schedule:

Milestone	Start Date	Completion Date
Environmental Clearance		June 2007
Design Bid & Award (if applicable)		
Design		October 2010
Right-of-Way Acquisition	December 2008	May 2012
Construction Bid & Award	March 2014	May 2014
Construction	June 2014	December 2014

Note: 1) One page limit on the Deobligation Appeal Fact Sheet
2) Please attach a project map



RKA CONSULTING GROUP
398 S. LEMON CREEK DRIVE · SUITE E · WALNUT · CA · 91789
(909) 594-9702 · (626) 331-8323 · FAX (909) 594-2658
WWW.RKAGROUP.COM

CHERRY AVENUE RIGHT-OF-WAY EXHIBIT CITY OF SIGNAL HILL

DATE:	SCALE:	DRAWN BY:	SHEET:
02/22/2012	1"=50'	CAH/JCW	1 OF 1

DRAWING: X:\ACAD\352012 – CHERRY AVE WIDENING\DWG\ROW_AREA_EXH.DWG

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1198 **Time Extension Request: __2___ year(s)**
Project Sponsor: City of Lawndale **Date of last TAC appeal: _June 5, 2013___**
Project Title: INGLEWOOD AVENUE CORRIDOR WIDENING

Scope of Work (350 characters maximum):

This project is for traffic improvements along the Inglewood Avenue Corridor aimed at improving traffic flow and capacity in the City of Lawndale including:
Inglewood Avenue between Manhattan Beach Blvd and 156th Street for the roadway widening along the east side of Inglewood Avenue to accommodate a dedicated third lane to the 1-405 freeway access ramp; and Inglewood Avenue at Marine Avenue for roadway widening at the intersection corners to accommodate three dedicated right turn lane pockets.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No.

Project status (if first TAC appeal) or progress made since last report to TAC:

At present, the project is at the following completion percentages (listed below by phase):
Environmental - 95%; Design - 60%; ROW - 20%; and Construction – 0%
CalTrans recently approved the project PES. However, they required certain studies and we have completed them.

Reason(s) for delay, if any:

The project has experienced extensive delay in our attempts to work with property-owners to define the necessary right-of-way takes. Property owner cooperation has been minimal. The extension of Metro Green line also impacts one property on the corner of Manhattan Beach Blvd. and Inglewood to the point that the business will likely need to be relocated. The property owner is not willing to sell a portion of the property at this point, when he will probably have to sell the entire property.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

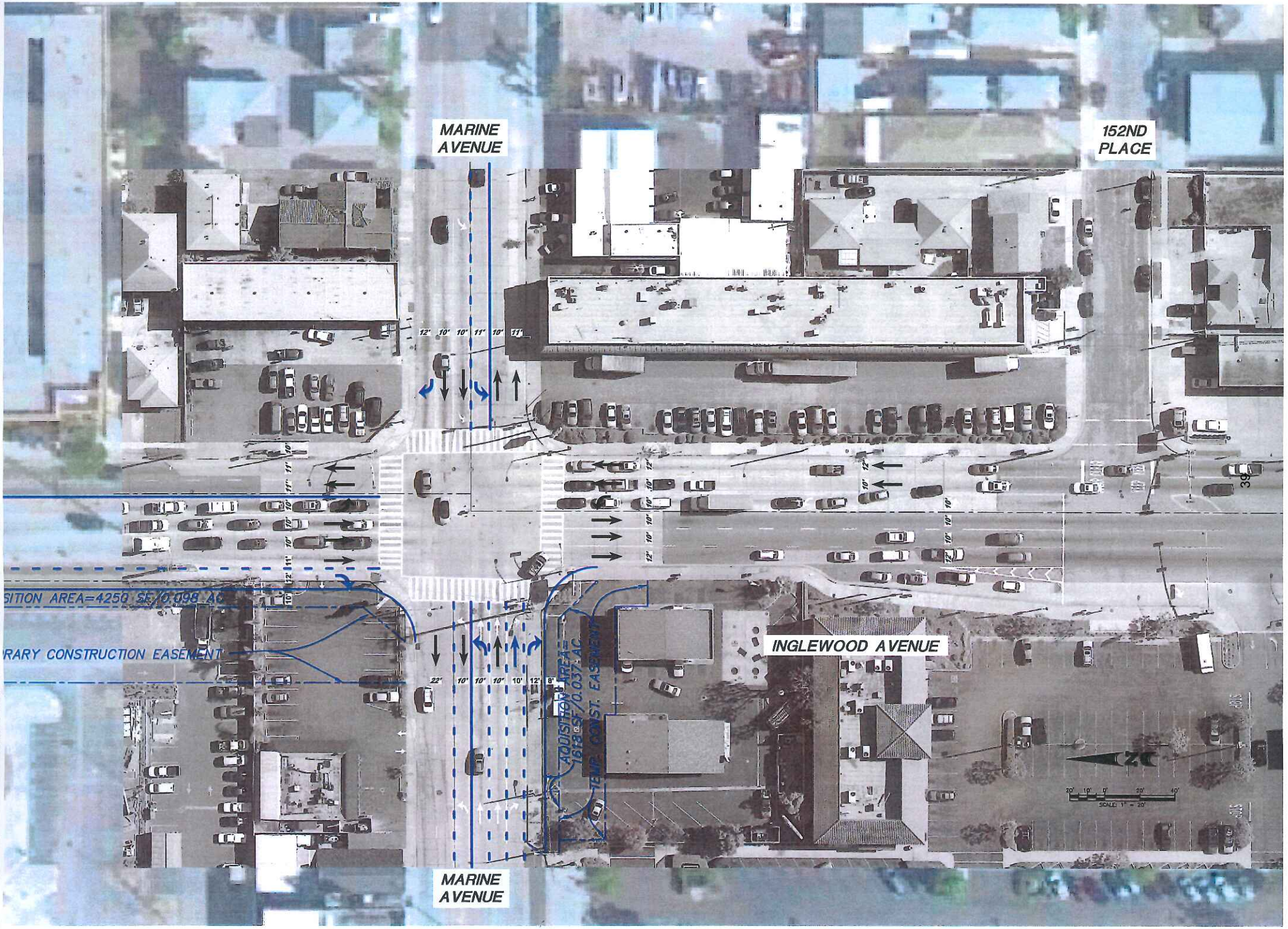
In anticipation of the protracted right-of-way acquisition, in June 2013, we requested a three year time extension. However, one year was granted. We are focusing on:

1. Completing the environmental clearance processes no later August 2014.
   2. Engaging property owners in discussion to acquire the needed right-of-way.
   3. Tracking the progress of the Green Line extension as it has a direct bearing on the property acquisition with one owner.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	01/2012	8/2014
Design Bid & Award (if applicable)	-	Complete
Design	07/2011	07/2015
Right-of-Way Acquisition	09/2014	07/2016
Construction Bid & Award (if applicable)	09/2016	11/2016
Construction	01/2017	06/2017

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map


MARINE AVENUE
152ND PLACE
INGLEWOOD AVENUE
MARINE AVENUE
ACQUISITION AREA= 1613 SF/0.037 AC.
TEMP. CONST. EASEMENT
RARY CONSTRUCTION EASEMENT

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: **8056** Time Extension Request **1.5** year(s)
Project Sponsor: **City of Manhattan Beach** Date of last TAC appeal: **6-5-13**
Project Title: **NASH /DOUGLAS & ROSECRANS AVE INTERSECTION IMPROVEMENTS**

Scope of Work (350 characters maximum):

Part 1 – COMPLETE 2007 $1.53 M (all match)
Intersection Cap Imps Rosecrans at Nash, Apollo and Continental - $1.528M
Part 2 – COMPLETE 2007 $1.45 M ($945K Grant Funds)
Widen intersection of Rosecrans at Douglas/Redondo
Part 3 – IN PROCESS $800K grant budget, $350,238 remaining
Underground utilities to remove utility wires/poles
Widen EB Rosecrans from 3 to 4 lanes from Redondo/Douglas to Manhattan Gateway

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s): No change(s)

Project status (if first TAC appeal) or progress made since last report to TAC:

This project requires that Southern California Edison underground existing overhead distribution and transmission wires and remove interfering utility poles for the subsequent street widening.

SCE distribution was completed on 06/09/13 and overhead distribution wires have been removed; SCE telecommunication was completed on 08/13/13 and overhead telecomm wires have been removed. SCE transmission civil and electrical construction will follow with subsequent SCE wire and pole removal.

Reason(s) for delay, if any:

SCE transmission construction is proposed within an existing Chevron easement and will require an Encroachment Agreement between Chevron/SCE to complete.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

Designs for the SCE transmission undergrounding and City street widening are complete. Project schedule is pending the execution of the Encroachment Agreement between Chevron/SCE. Both Chevron and SCE have transmitted a draft version of the Encroachment Agreement utilizing their respective contract language. The City is facilitating discussions between Chevron and SCE to achieve concurrence of the Agreement and subsequent execution by both parties.

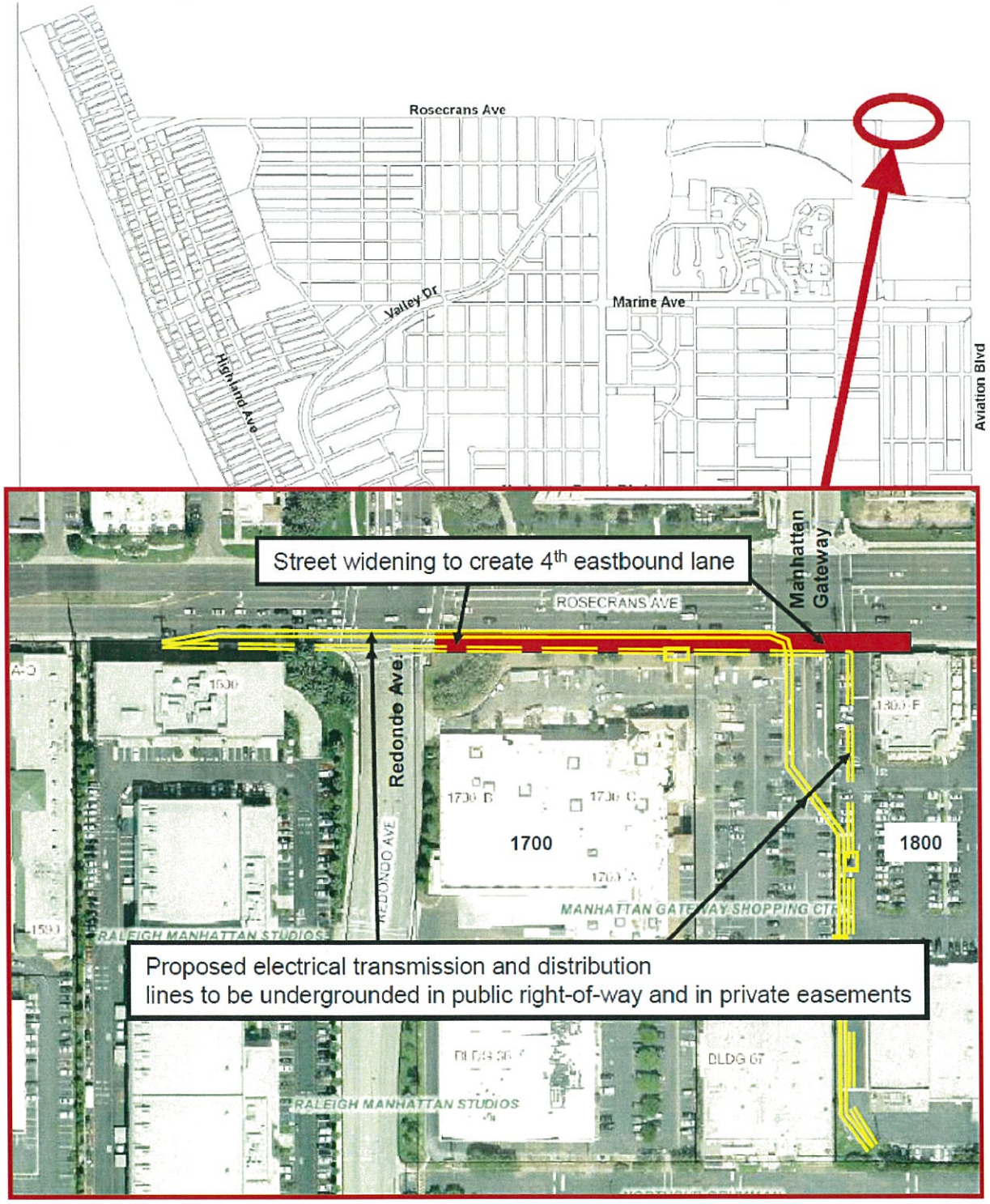
Revised/proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	Complete	Complete
Design Bid & Award	Complete	Complete
Design	Complete	Complete
Right-of-Way Acquisition	Complete	Complete
Construction Bid & Award	May 06, 2015	Aug 04, 2015
Construction	Aug 17, 2015	Oct 30, 2015

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Nash/Douglas & Rosecrans Ave. Intersection Improvements



Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1141 **Time Extension Request:** __1__ **year(s)**
Project Sponsor: City of Los Angeles **Date of last TAC appeal:** ___N/A____
Project Title: Victory Boulevard Widening from Owensmouth Avenue to De Soto Avenue

Scope of Work (350 characters maximum):
The project will widen the south side of Victory Boulevard between Owensmouth Avenue and De Soto Avenue to provide an additional eastbound travel lane along the 0.75 mile long segment. Additional right-of-way will be required to provide a minimum 10-foot wide through lane, 10-foot wide sidewalk/parkway, and median islands.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
Yes. The project was re-scoped, with the approval of Metro's Board of Directors and an amendment to the approved MOU, from "Topanga Canyon Boulevard to De Soto Avenue" to "Owensmouth Avenue to De Soto Avenue". The re-scope was due to an overlap in work that is being required by a Westfield/Costco development near the Owensmouth Avenue and Victory Blvd. intersection. Also, the project will be constructed in two phases. Phase I will be between Owensmouth Ave and Canoga Ave. Construction will commence as soon as possible after the design is complete as there is no right-of-way issues along this segment. The remaining portion of the project, which is from Canoga Ave to De Soto Ave (phase II) will go through a right-of-way phase and be constructed a couple years later.

Project status (if first TAC appeal) or progress made since last report to TAC:
Phase I is scheduled to have design complete by June 2014 with construction to commence in early 2015. Design for Phase II is scheduled to have design complete by December 2014 with construction to commence in mid-2017. Developer design plans and construction for the Victory Blvd. project from Topanga Canyon Boulevard to Owensmouth Avenue are expected to be completed at the same time as Phase I.

Reason(s) for delay, if any:
Coordination with the developer in the area as well as working with the community and the newly approved Warner Center Community Plan that requires landscaped median islands, dual left turn lanes and other requirements that were not in the original scope for this project.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Now that the developer issues have been resolved and the new Warner Center Community Plan requirements are known, staff is dedicated to complete this project as quickly as possible. The project has been split into two phases to minimize delay. Phase I has no right-of-way issues and can immediately move into the construction phase as soon as the design is completed in June 2014. Phase II design will be completed six months after the Phase I design and will be constructed a couple years later.

Revised/Proposed schedule:
PHASE I:

Milestones	Start Date	Completion Date
Environmental Clearance	July 2012	July 2013
Design Bid & Award (if applicable)	N/A	N/A
Design	July 2010	June 2014
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	July 2014	December 2014
Construction	March 2016	September 2016

PHASE II:

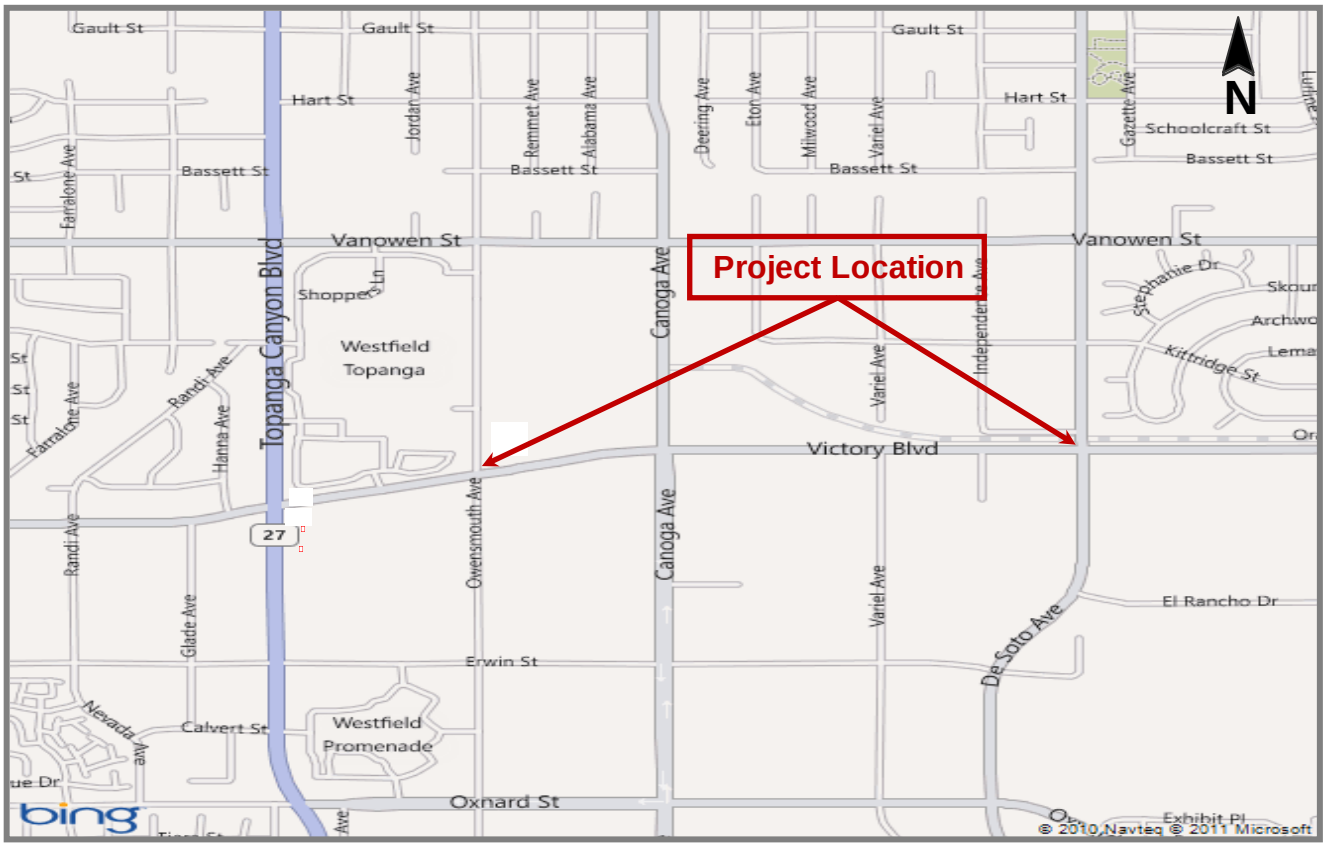
Milestones	Start Date	Completion Date
Environmental Clearance	July 2012	July 2013
Design Bid & Award (if applicable)	N/A	N/A
Design	July 2010	December 2014
Right-of-Way Acquisition	January 2015	January 2017
Construction Bid & Award (if applicable)	January 2017	June 2017
Construction	July 2017	July 2018

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

PROJECT TITLE: VICTORY BOULEVARD WIDENING FROM OWENSMOUTH AVENUE TO DE SOTO AVENUE

Call For Project #: F1141

Project Location Map



Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1205 **Time Extension Request:** __1__ **year(s)**
Project Sponsor: City of Los Angeles **Date of last TAC appeal:** ___N/A____
Project Title: Olympic Boulevard and Mateo Street Goods Movement Imp.-Phase II

Scope of Work (350 characters maximum):
The project will widen approximately 300 feet of Olympic Boulevard between Santa Fe Avenue and Mateo Street to accommodate westbound right-turn movements by trucks. Widening will also take place on the eastside of Mateo Street between Olympic Boulevard and Porter Street to increase the curb returns and facilitate truck turning movements.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
No.

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is in the condemnation process of the right-of-way phase. A Case has been filed in court to obtain the property needed for this project (Case No. BC 534 669) City of Los Angeles v. Stuart & Barbara Mesnick Family Trust.

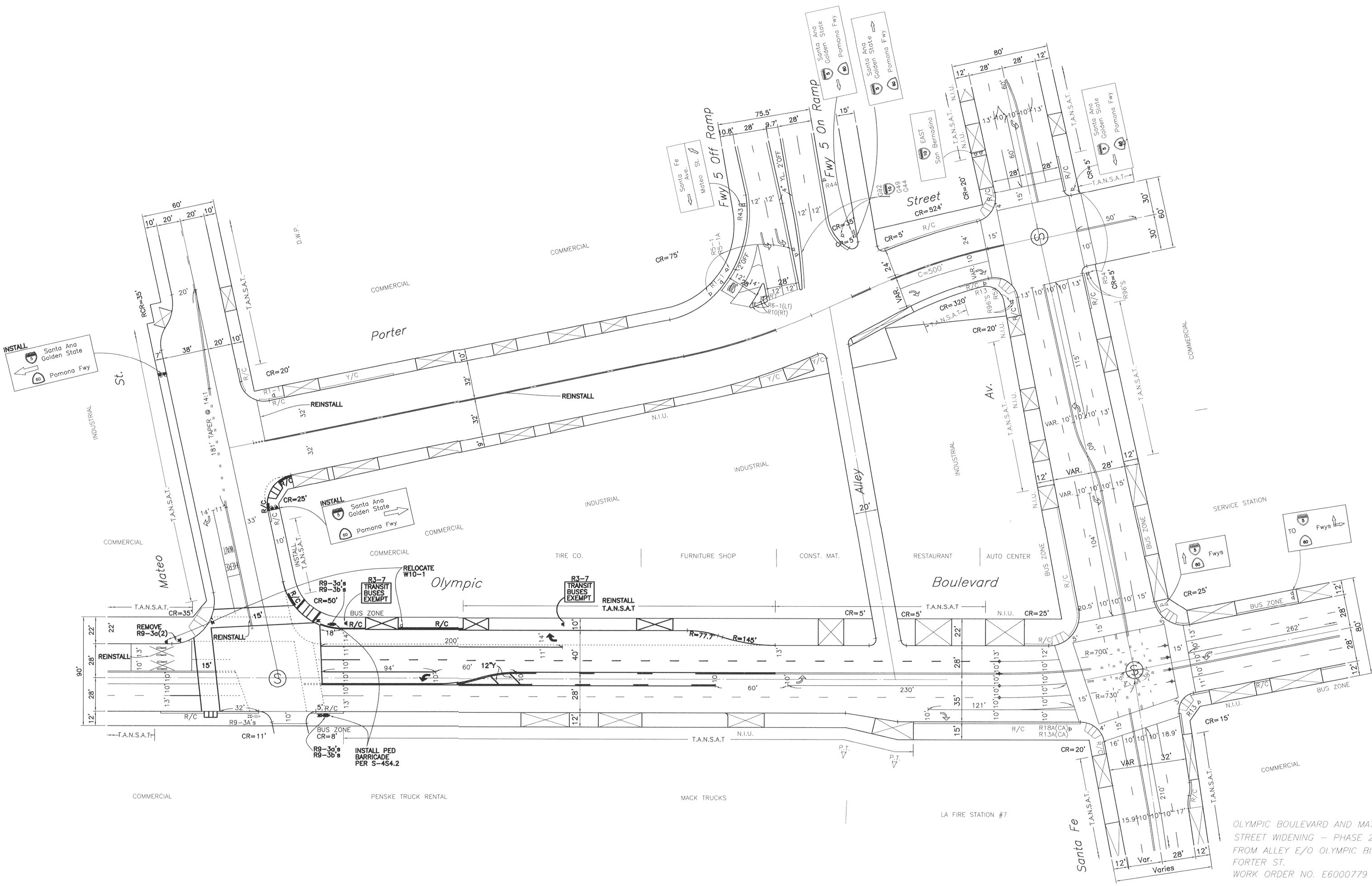
Reason(s) for delay, if any:
The condemnation process is time consuming and unpredictable.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
City attorneys are doing what they can to expedite the process. Now that there is a Case for the condemnation process, reappraisals are being performed by the real estate group as the old appraisals are over six months old and no longer valid. Once new appraisals are obtained, the City can make the necessary Deposit of Just Compensation and then make a motion in court to obtain the property. Unfortunately the hearing on the motion cannot happen earlier than 90 days from when the motion was made.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	July 2008	March 2011
Design Bid & Award (if applicable)	N/A	N/A
Design	July 2009	July 2011
Right-of-Way Acquisition	June 2010	June 2015
Construction Bid & Award (if applicable)	July 2015	December 2015
Construction	January 2016	June 2016

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB

NOTES

1. LENGTH OF DESIGN : 1300' ±
2. PAINT REMOVAL REQUIRED.

SCALE: 1"=40'

1"=20' ORIGINAL MAP SCALE 1"=40'

20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

SCALES | HORIZ. 1"= | VERT. 1"=

SHEET 6

INDEX NUMBER

OLYMPIC BOULEVARD AND MATEO STREET STREET WIDENING – PHASE 2
FROM ALLEY E/O OLYMPIC BLVD. TO FORTER ST.
WORK ORDER NO. E6000779

REGISTERED PROFESSIONAL ENGINEER JOHN E. FISHER No. 25566 CIVIL STATE OF CALIFORNIA

SUBMITTED June 30 20 11
T. Cogan
Transportation Engineer

RECOMMENDED July 5 20 11
Senior Transportation Engineer

APPROVED July 5 20 11
John E. Fisher
Assistant General Manager

INSTALLATION DATES

MARKOUT BEGAN:

MARKOUT COMPLETED:

STRIPING COMPLETED:

References:
A-2697
FB-16704
FIELD CHECK

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JAIME DE LA VEGA, INTERIM GENERAL MANAGER

MATEO ST AT OLYMPIC BLVD

Thomas Guide	District	PROJECT NO.	DRAWING NO.	
634,J7	C	TGF10007	A–5628	1/1

DATE	BY	REVISION DESCRIPTION
3-1-2011	CC	SUPERVISOR DISTRICT
3-1-2011	EF	SIGNALS

BASE
CHECK
DESIGN

PRINCIPAL T.E.
T.E./SR. T.E.

NO. DATE BY

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1206 **Time Extension Request:** 1 **year(s)**
Project Sponsor: City of Los Angeles **Date of last TAC appeal:** 6/5/13
Project Title: Lincoln Boulevard Widening @ Venice Boulevard

Scope of Work (350 characters maximum):
Widen both sides of Lincoln Boulevard by four feet between Coeur Avenue and Victoria Avenue to provide an 84-foot wide roadway within the existing right-of-way and an additional mixed-flow travel lane in each direction. After the proposed widening is completed and in a separate effort, LADOT will implement the peak period parking restrictions to accommodate an additional travel lane in each direction between Washington Boulevard and the City of Santa Monica.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
No.

Project status (if first TAC appeal) or progress made since last report to TAC:
No additional progress has been made since the last report to TAC.

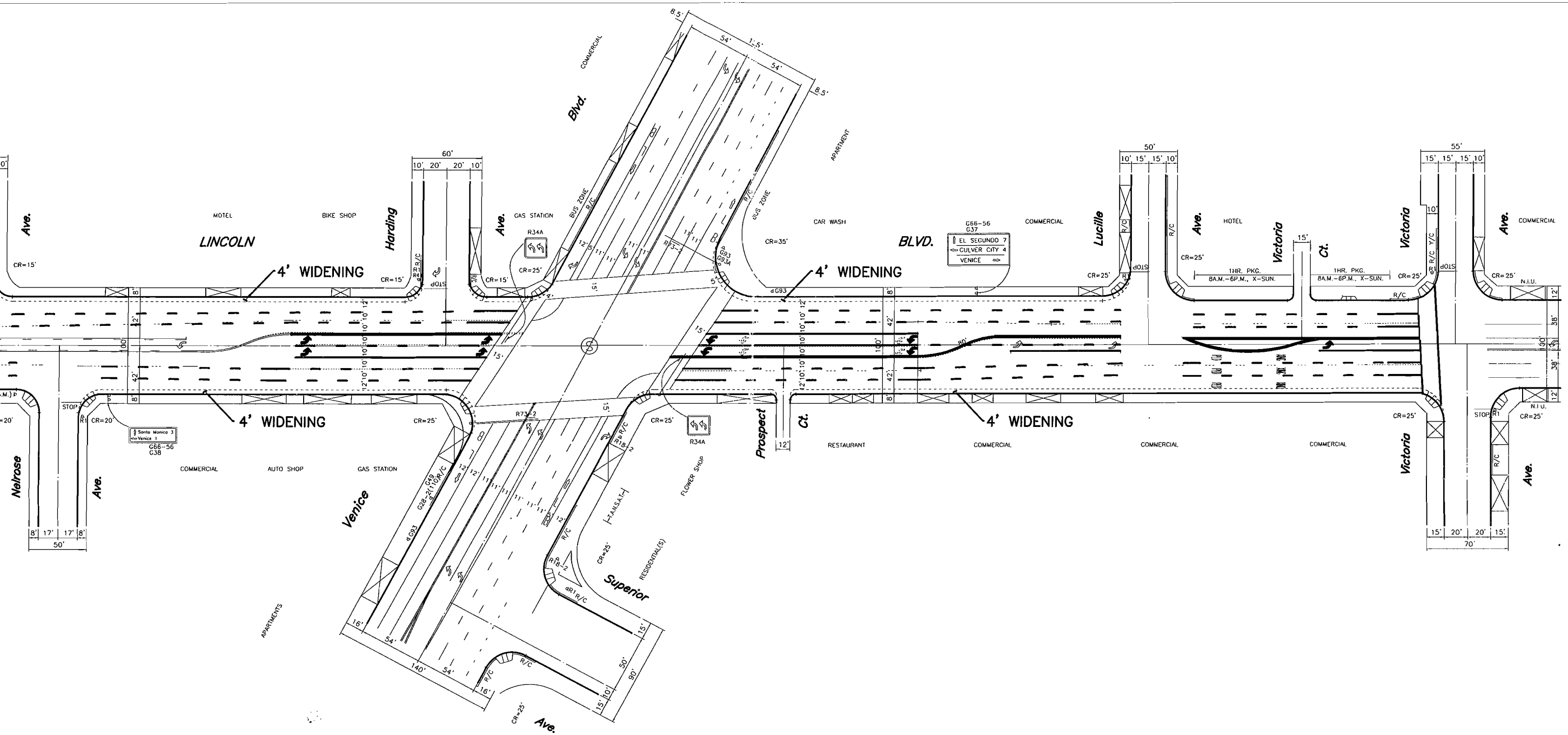
Reason(s) for delay, if any:
City staff performed an updated cost estimate based on field conditions discovered during the PS&E phase and determined the cost of the project had increased from $1M to $4.5M due to unforeseen substructures, large storm drain boxes, pcc pavement requirements, etc. The $3.5M increase in cost makes the cost to benefit ratio for this project unacceptable at this time.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The deobligation request has to officially be approved by the full City Council prior to an official request can be made by letter from the City to Metro for deobligation of funds. It should be heard by Council in May 2014.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance		
Design Bid & Award (if applicable)		
Design		
Right-of-Way Acquisition		
Construction Bid & Award (if applicable)		
Construction		

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map



Not-to-Scale

CONCEPTUAL PLAN - NOT FOR CONSTRUCTION

LINCOLN BLVD. BETWEEN COEUR D ALENE AVE. AND VICTORIA AVE.

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1209/8075 **Time Extension Request:** 1 **year(s)**
Project Sponsor: City of Los Angeles **Date of last TAC appeal:** 6/5/13
Project Title: Cesar Chavez Ave/Lorena St/Indiana St Intersection Improvement Project

Scope of Work (350 characters maximum):
Reconstruction of an existing five-legged signal/stop-sign controlled intersection into a modern roundabout.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
No.

Project status (if first TAC appeal) or progress made since last report to TAC:
PS&E Phase is at 99% complete. 100% design submittals are being reviewed for accuracy. ROW phase is well underway and offers have already been made to the property owners. To ensure construction can commence without delay, Worksite Traffic Control Plans are being completed now and are at a 90% completion review stage.

Reason(s) for delay, if any:
The complexity of the project in conjunction with the multi-jurisdictional coordination issues and communication issues with the design consultant has caused the design (PS&E) phase to take longer than expected.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The City has held multiple "work-shop" meetings with the design consultant to help guide them to an acceptable design. In addition, the City has started the right-of-way phase prior to the completion of the design and has commenced on the Work Site Traffic Control plans with the consultant to ensure constructability and to reduce future construction costs. Although the design phase has been extended, the remaining phases have not been affected and the construction completion date remains the same as previously scheduled at the last TAC appeal.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	April 2008	June 2009
Design Bid & Award (if applicable)	N/A	N/A
Design	September 2005	July 2014
Right-of-Way Acquisition	May 2013	June 2015
Construction Bid & Award (if applicable)	July 2015	January 2016
Construction	March 2016	September 2017

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Cesar Chavez Avenue Roundabout Improvement Project

Proposed Project

Project Fact Sheet
May 7, 2014

Call for Project #: LA 996347 HP21L-5257(016) (HBRR: 53C 1972) Time extension Request 2 years
Project Sponsor: City of South Gate Date of last TAC appeal: May 2013
Project Title: I-710/Firestone Blvd. Interchange Phase IV (Firestone Blvd Bridge Widening over Los Angeles River)

Scope of Work (350 characters maximum):

Widen the south side of the Firestone Blvd. Bridge over LA River, repavement and restoration of Firestone Blvd. between Rayo Ave. and I-710 freeway northbound loop on-ramp.

Project Status or Progress made since last report to TAC:

1. LA County Flood Control District (LACFCD) and the Army Corps of Engineers (ACOE) corrections are completed. LACFCD permit has been secured.
2. The city submitted the E-76 Request for Authorization to Proceed with Construction to Caltrans.
3. The plans and the specification are now 100% complete and they include both the LACFCD and the ACOE corrections.

Reason(s) for delay, if any:

The reasons for delays were due to:

1. To secure the environmental permits.
2. To complete the environmental (NEPA) Revalidation.

Explanation of how the sponsor has or will overcome the delay to meet the revised lapse date:

Aggressively push for the E 76 for construction and advertise the project.

Revised/proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance		March 2014
Design Bid & Award (if applicable)	N/A	
Design		July 2013
Right-of-Way Acquisition	August 2012	March 2014
Construction Bid & Award (if Applicable)	July 2014	September 2014
Construction	September 2014	April 2016

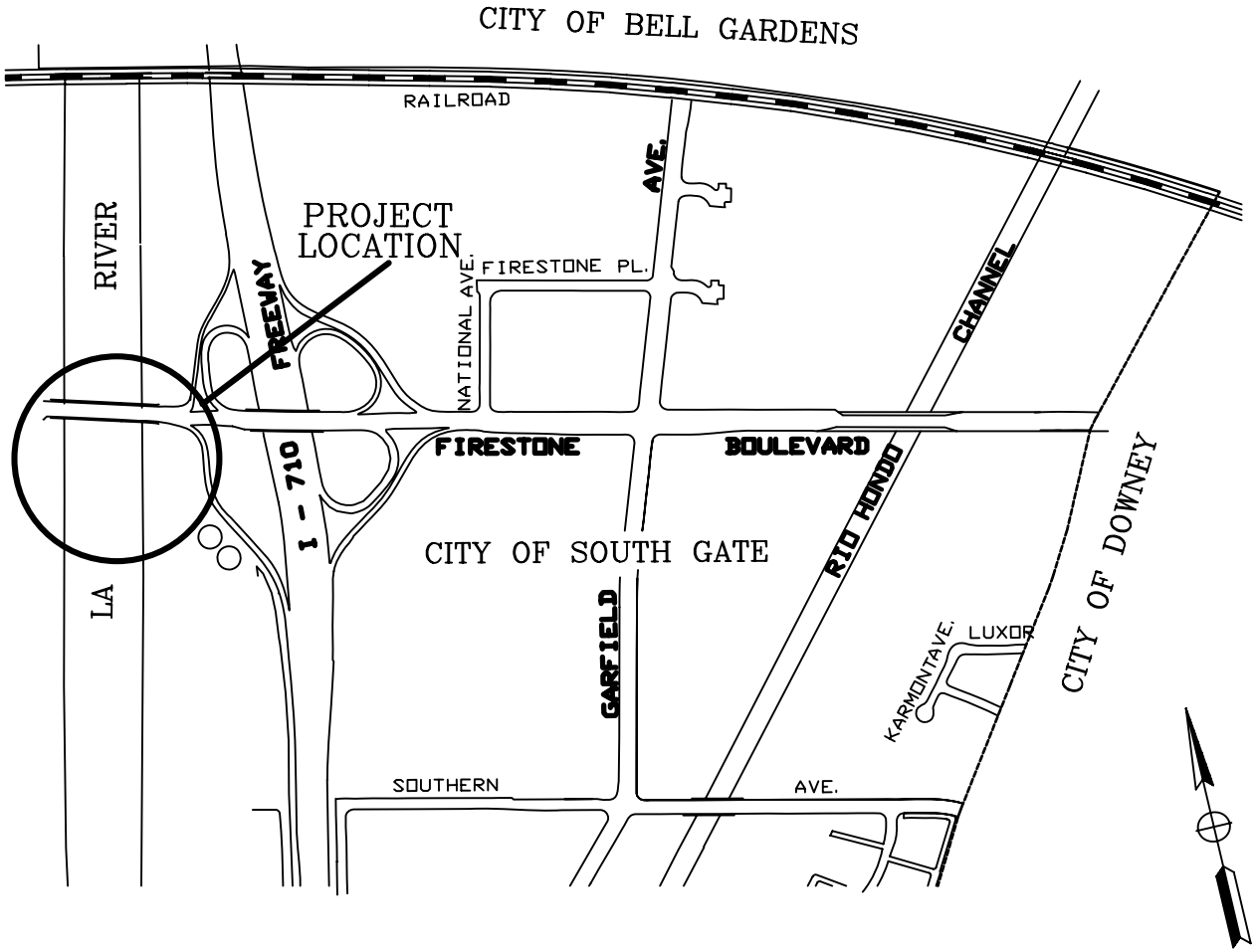
One page limit on the Project Fact Sheet

INTERCHANGE PHASE IV

(FIRESTONE BLVD. BRIDGE WIDEING OVER LOS ANGELES RIVER)

PROJECT NO. HP21L-5257 (016)

CITY PROJECT NO. 354-ST



LOCATION MAP

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #:LACFPF3306 **Time Extension Request: 1 year(s)**
Project Sponsor: City of Gardena **Date of last TAC appeal: N/A**
Project Title: Gardena Municipal Bus Lines (GMBL) Line 1 TSP

Scope of Work (350 characters maximum):
Project will implement Transit Signal Priority along its Lines #1 to reduce transit travel times and enhance on time performance. Project will include up to 21 locations. Project location include: City of Gardena: Marine Ave.: from Yukon Ave. to Western Ave.; Western Ave.: from Marine Ave. to 166th Street; Normandie Ave. from 166th to Gardena Blvd; Vermont Ave. from Gardena Blvd to 153rd. This will include up to 21 locations.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
We have discussed with Metro staff the following changes in the scope of work: Change project from GMBL Line #1 TSP to GMBL Line #2 TSP(Transit Signal Synchronization Project 27 signals). Project will implement Transit Signal Priority along its Line 2 to reduce transit travel times and enhance on time performance. Project description includes installation of traffic signal priority equipment along the following streets in the City of Gardena: Vermont from El Segundo to 182nd; Western from El Segundo to Cassidy; 182nd from Normandie to the Harbor Gateway Transit Center. This will include up to 27 locations. locations. Cost for the additional locations will need to added to the local match budget of the project.

Reasons that support this change:
At that time of application, the Congestion Reduction Program (CRD) was not in existence, nor was the Line 2 feeder service that supports the CRD program. Additionally, in September 2011 (four years following the original Call for Projects application), following an extensive service analysis, Line 1 was realigned with Line 1X and service hours and ridership were reduced.

Project status (if first TAC appeal) or progress made since last report to TAC:
City of Gardena staff is coordinating with Metro staff on incorporating the changes to the scope of work for approval and processing the Funding Agreement.

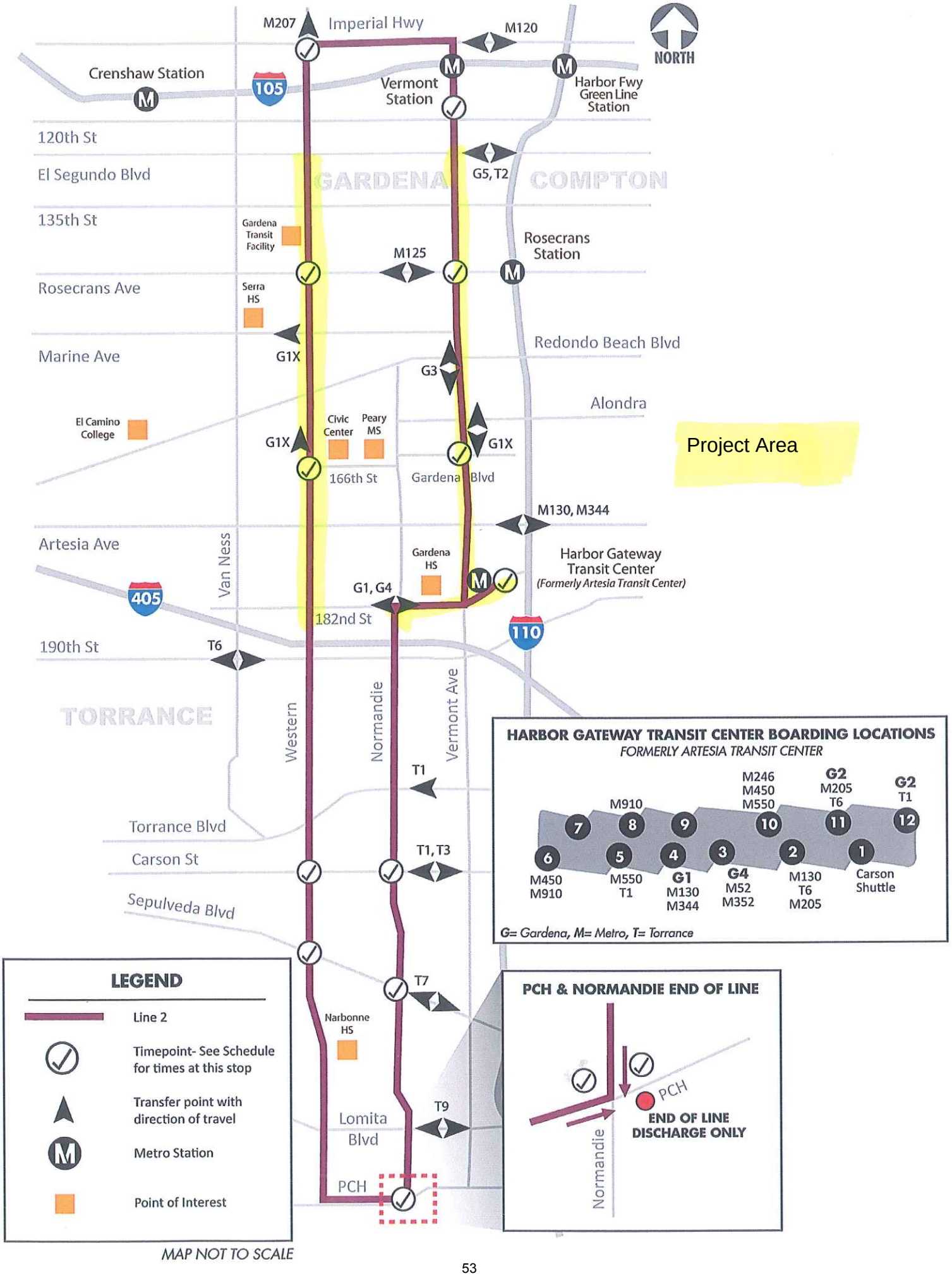
Reason(s) for delay, if any:
In September 2011, GMBL underwent a major restructuring and Line 1 service was realigned with Line 1X. This resulted in reduced services hours and ridership. At the same time GMBL instituted additional feeder service along Line 2 to the Harbor Transit Gateway Center to support the Congestion Reduction Program. Both of these services were not considered, in fact the CRD was not even in existence at the time of the City of Gardena's original Call for Projects application. Upon evaluation of the ridership, it was apparent that the application of the TSP funds to Line 2 would provide better value to the public then the original scope of work.
This change in scope has caused a delay to the project and added additional coordination with internal staff and Metro staff on a change to the original scope of work. This change in scope has been discussed with Metro staff who is working with Gardena staff on the approval of the new scope of work.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
City of Gardena staff needs additional time to work with Metro staff to process approval of scope change and the Funding Agreement. It is anticipated that upon approval of the scope change and receipt of the Funding Agreement from Metro, Gardena will be able to execute the Funding Agreement within 30 days.

Revised/Proposed schedule:

Milestones	**Start Date**	**Completion Date**
Environmental Clearance	n/a	n/a
Design Bid & Award (if applicable)	12/20/14	3/30/15
Design	4/1/15	9/1/15
Right-of-Way Acquisition	n/a	n/a
Construction Bid & Award (if applicable)	10/1/15	1/1/16
Construction	1/30/16	12/30/16

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map


M207
Imperial Hwy
M120
NORTH
Crenshaw Station
105
Vermont Station
Harbor Fwy Green Line Station
120th St
El Segundo Blvd
GARDENA
G5, T2
COMPTON
135th St
Gardena Transit Facility
M125
Rosecrans Station
Rosecrans Ave
Serra HS
G1X
Redondo Beach Blvd
Marine Ave
G3
Alondra
El Camino College
Civic Center
Peary MS
G1X
G1X
166th St
Gardena Blvd
Project Area
M130, M344
Artesia Ave
Van Ness
Gardena HS
Harbor Gateway Transit Center
(Formerly Artesia Transit Center)
405
G1, G4
182nd St
110
190th St
T6
TORRANCE
Western
Normandie
Vermont Ave
T1
Torrance Blvd
Carson St
T1, T3
Sepulveda Blvd
T7
Narbonne HS
Lomita Blvd
T9
PCH
HARBOR GATEWAY TRANSIT CENTER BOARDING LOCATIONS
FORMERLY ARTESIA TRANSIT CENTER
M910
M246
M450
M550
G2
M205
T6
G2
T1
6
7
8
9
10
11
12
5
4
3
2
1
M450
M910
M550
T1
G1
M130
M344
G4
M52
M352
M130
T6
M205
Carson Shuttle
G= Gardena, M= Metro, T= Torrance
LEGEND
Line 2
Timepoint- See Schedule for times at this stop
Transfer point with direction of travel
Metro Station
Point of Interest
PCH & NORMANDIE END OF LINE
PCH
END OF LINE
DISCHARGE ONLY
Normandie
MAP NOT TO SCALE

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F3405 **Time Extension Request:** 1 year(s)
Project Sponsor: Gardena Municipal Bus Lines **Date of last TAC appeal:** None
Project Title: Three Alternate Fuel Buses for Service Expansion

Scope of Work (350 characters maximum):
Gardena Municipal Bus Lines (GMBL) will purchase three (3) 40-foot electric buses to provide expanded service throughout GMBL's service area. GMBL service area includes the City of Gardena, Hawthorne, Torrance, Redondo Beach, Carson, Compton, Los Angeles, and certain unincorporated areas of Los Angeles County. The expansion will include increasing frequency during peak periods on Line #2, which is GMBL's busiest line. The buses will increase services to transit hubs such as the Harbor Gateway Transit Center, Vermont Green Line Station, and Kaiser Medical Center. The three (3) buses to be procured will have a seating capacity of 37 passengers.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
1. Three (3) 100% electric buses will be purchase for this project instead of hybrid gasoline-electric buses.
2. Agency's change in fuel path. Due to lack of availability and on-going technical problems with hybrid gasoline-electric buses, GMBL has decided to transition the agency's bus fleet to 100% electric buses.
3. A delay in project milestones is attributed to extensive discussions with transit agencies and bus manufacturers concerning alternate fuel technology options available to GMBL.
4. The total project cost has increased from $2,074,179 to $2,454,000 due to the change in the Scope of Work (SOW) from purchasing three (3) hybrid gasoline-electric gasoline buses to three (3) 100% electric buses.

Project status (if first TAC appeal) or progress made since last report to TAC:
This is the first time GMBL is requesting a project extension.
Change to the SOW was submitted to Metro in April. Metro's staff is diligently working with agency to finalize the Letter of Agreement (LOA) for execution, which we anticipate to be May 27, 2014 by the Gardena City Council.

Reason(s) for delay, if any:
GMBL was investigating the reliability, capital cost, and life cycle maintenance costs of various alternate fuel technologies. The on-going technical problems with our current hybrid gasoline-electric buses and their lack of availability have required GMBL to change the agency's future bus fleet to 100% electric buses.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
1. GMBL has decided on its future alternate fuel path, i.e. 100% electric buses.
2. GMBL will execute FTA grant application and complete project milestones in a timely manner.
3. GMBL completed testing of a 100% electric bus in fall 2013.
4. GMBL has initiate draft specifications for the three (3) 100% electric buses.

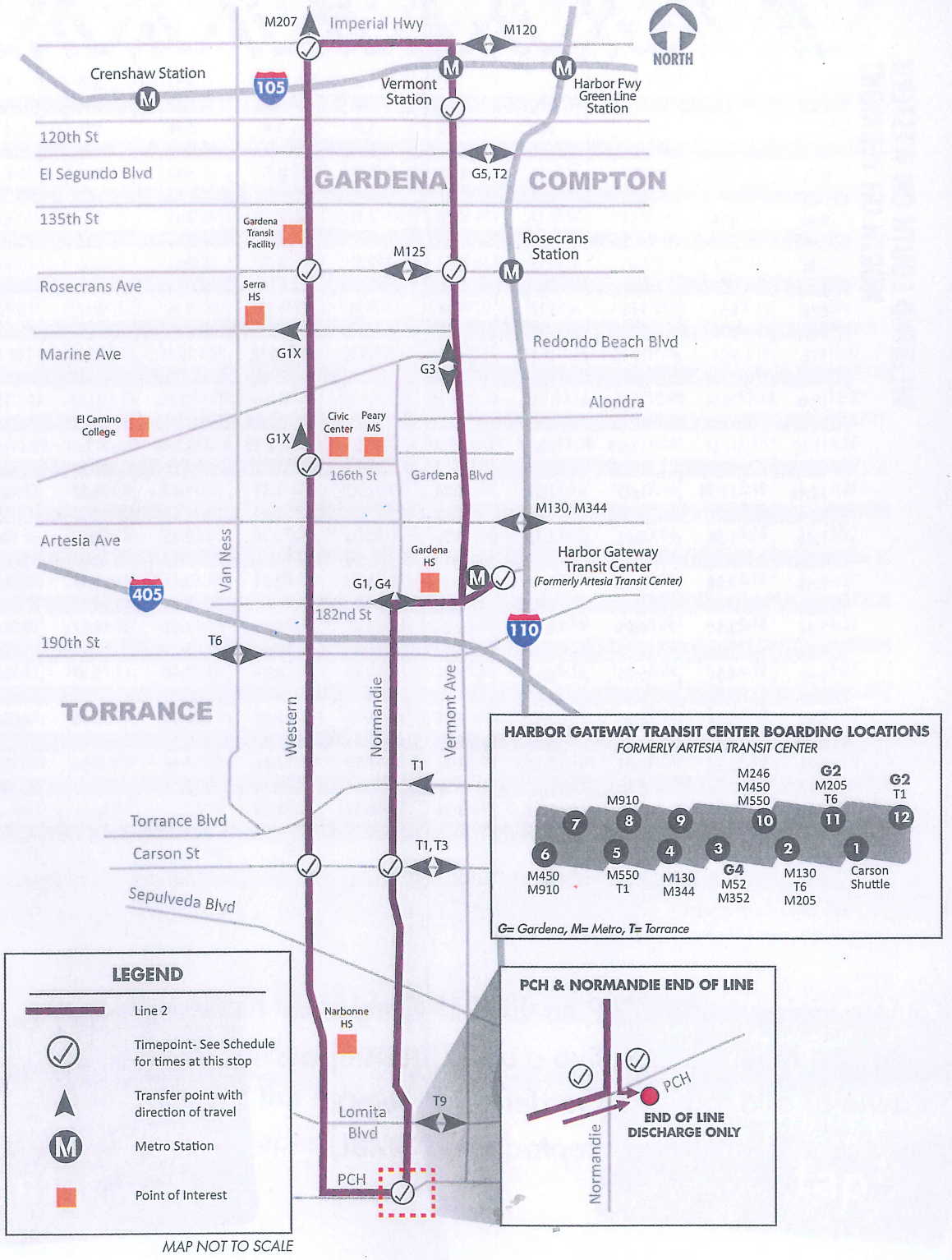
Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Execute LOA with Metro	May 1, 2014	May 27, 2014
Execute FY2015 FTA grant	March 1, 2015	May 30, 2015
Design Bid & Award	July 30, 2015	October 30, 2015
First Bus Delivery	March 30, 2017	March 30, 2017
Last Bus Delivery	April 15, 2017	April 15, 2017
Post Delivery Inspections	April 16, 2017	May 10, 2017
Close FTA grant	July 30, 2017	July 30, 2017
Place buses into Expansion Service	Next Bus Op. shake-up	October 2017

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

LINE 2

Light Type = AM **Bold Type = PM**



MAP NOT TO SCALE

13

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1121 **Time Extension Request: 3 year(s)**
Project Sponsor: City of Diamond Bar **Date of last TAC appeal: N/A**
Project Title: SR 60/Lemon Ave. Partial Interchange Construction

Scope of Work (350 characters maximum):
The Cities of Diamond Bar and Industry, in cooperation with Caltrans propose to construct a new partial interchange on State Route 60 (SR-60) at Lemon Ave., Post Mile R22/R23.1. The intersection will consist of a partial (three-legged) interchange, with a Westbound (WB) on-ramp, Eastbound (EB) off-ramp, and an EB on-ramp at Lemon Ave. and will permanently remove the existing EB on- and off-ramps at Brea Canyon Rd.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
In November 2013 Amendment No. 3 was approved, which allowed a portion of the grant funds to be used towards the Right-of-Way phase.

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is currently in the Right-of-Way (ROW) phase with Caltrans taking the lead on the acquisitions. Partial acquisition of property is required from nine (9) residential properties and four (4) commercial properties. The ROW phase is expected to be completed by December 2014. Final Plans and Specifications are expected to be submitted to Caltrans in May 2014. The City is also finalizing the Advertise, Award, and Administer (AAA) Agreement with Caltrans for the construction phase of the project.

Reason(s) for delay, if any:
This project has experienced several delays. (1) Environmental Approval was obtained in November 2008 which was later than scheduled due to completion of additional studies. (2) Caltrans requested changes in the Project Report which was subsequently approved in October 2010. (3) The ROW cooperative agreement was under Caltrans review for six months and was executed in October 2011. (4) ROW activities began once Authorization to Proceed was obtained from Caltrans Local Assistance in March 2012 for the use of Federal Funds on the ROW phase of the project. This phase was to be jointly funded by the City of Industry Redevelopment funds and City of Diamond Bar obtained SAFETEA-LU funds. In February 2012 The Redevelopment Agencies were officially dissolved and as a result the State Department of Finance took control of the City of Industry Redevelopment Funds. The State Department of Finance did not approve the use of the funds toward the ROW Phase of the project in the City's initial submittal. The ROW phase was immediately put on hold for five months while staff worked diligently with Caltrans Local Assistance and Metro to redirect additional SAFETEA-LU and Metro Call for Projects grant funds to the ROW phase keeping the project moving forward. The City secured the allocation of additional SAFETEA-LU funds in June 2013. In November 2013, Amendment No. 3 was approved by Metro which allowed the use of $450,000 of Metro grant funds for the ROW phase. (5) While the project was on hold for funding, completed appraisals lapsed and new appraisal offers are in the process of being completed. The City has submitted a Progress/Expenditure report to Metro to seek reimbursement of funds on activities paid to date.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Funding allocations/appropriations have been finalized for both the ROW and construction phases allowing the project to continue without any further delays. With the ROW phase well underway and nearing completion, the project is on track to be completed in a timely manner.

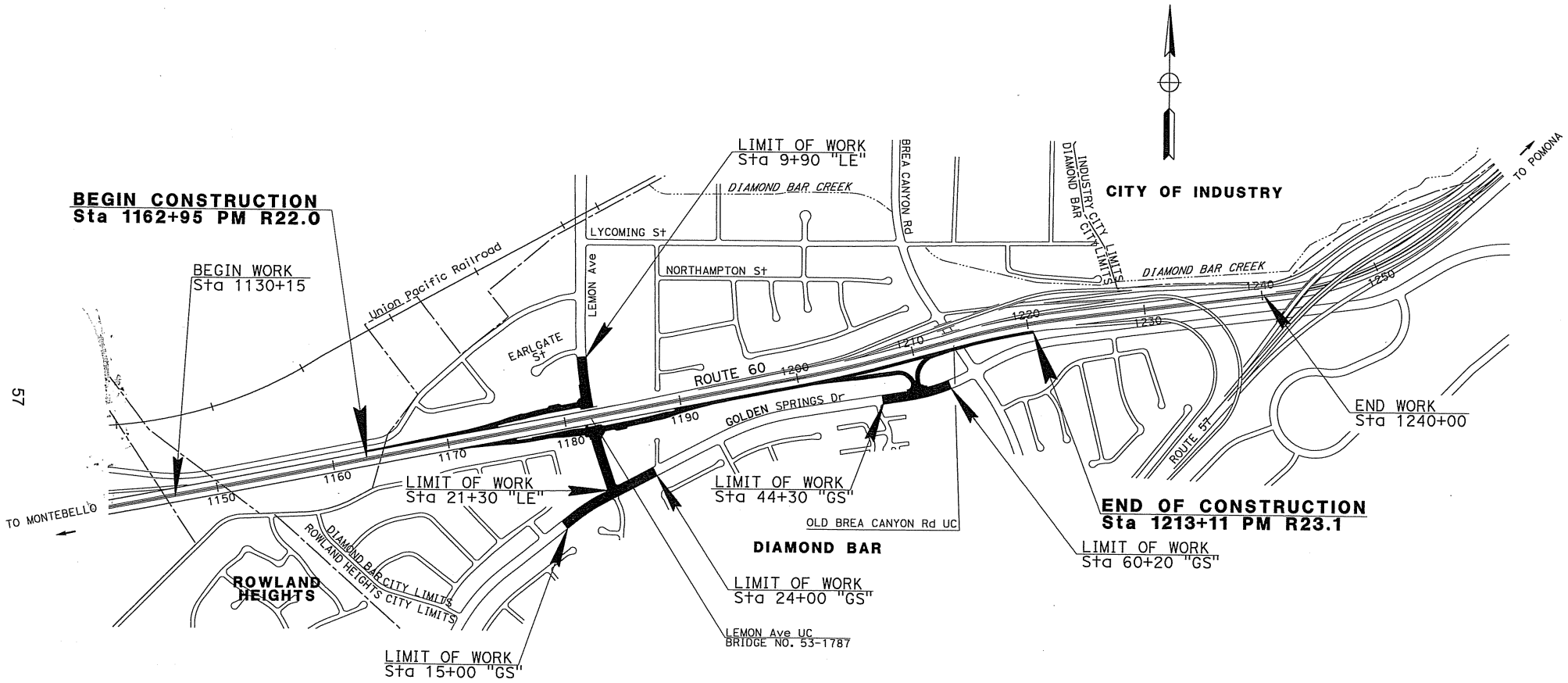
Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance		December 2008
Design Bid & Award (if applicable)	N/A	
Design	March 2009	January 2015
Right-of-Way Acquisition	March 2012	December 2014
Construction Bid & Award (if applicable)	May 2015	July 2015
Construction	July 2015	February 2017

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Project Vicinity Map

Call for Project ID# F1121



Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1514 **Time Extension Request: 1 year(s)**
Project Sponsor: County of Los Angeles DPW **Date of last TAC appeal: N/A**
Project Title: Emerald Necklace Bike Trail

Scope of Work (350 characters maximum):

The Emerald Necklace Bike Trail project involves design and construction of 1.1 miles of a 12-foot-wide Class I bike path. The Project includes pavement work, grading, striping, and signage. The project will provide a direct connection from the San Gabriel River Bike Trail to the City of Duarte via Amy Corps of Engineers (ACOE) right of way.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No.

Project status (if first TAC appeals) or progress made since last report to TAC:

Project has received environmental clearance for both CEQA and NEPA. Project Design plans, Specs and Estimate are ready. Project is also cleared for any utility conflicts. Encroachment permit from Caltrans has been obtained. Final step before requesting Caltrans authorization to start construction is right-of-way certification which will be done after Army Corps of Engineers (ACOE) executes the lease agreement.

Reason(s) for delay, if any:

The reason for the project delay is the lengthy process of obtaining environmental clearance from Caltrans and ACOE, time-consuming preparation of documents required by ACOE for lease agreement, and ACOE's lengthy review process. The proposed bike path alignment is within the ACOE right-of-way; therefore, a lease agreement is required before we can proceed with constructing and operating the bike path.

The draft lease agreement is currently under review by County of Los Angeles Departments of Parks and Recreation and Public Works. The County Board of Supervisors approval of the lease agreement is required before it is fully executed by ACOE.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

The remaining task for the project prior to construction phase is the final execution of the lease agreement with ACOE. We do not anticipate any major issues that may hinder progress to complete this task. It will take another 4-6 months before the lease agreement is fully executed.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	June 2009	February 2014
Design Bid & Award (if applicable)	N/A	N/A
Design	September 2009	June 2014
Right-of-Way Certification	January 2012	October 2014
Construction Bid & Award (if applicable)	January 2015	July 2015
Construction	September 2015	November 2015

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

SLURRY SEAL EXISTING ACCESS ROAD

CONSTRUCT PROPOSED BIKE TRAIL

N

NO SCALE

DRAFTER | DESIGNER | CADD PROJECT FILE NAME | REVIEWED BY | DATE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

EMERALD NECKLACE BIKE TRAIL

KEY MAP

PROJECT ID NO. RDC0015298 - TG 568(B6-7)

JOB X7721743 | DWG | SHEET 1 OF 1

DATE: $DATE$ TIME: $TIME$ FILE: $FILE$

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P0006281 **Time Extension Request: 1 year(s)**
Project Sponsor: L.A. County Dept. of Public Works **Date of last TAC appeal: N/A**
Project Title: North County/Antelope Valley Traffic Forum Improvements

Scope of Work (350 characters maximum):

County of Los Angeles Public Works to analyze the existing changeable message sign (CMS) system composed of 12 CMS and the installation 5 new CMS in the North County/Antelope Valley area. In addition, the City of Palmdale to install 5.1 miles of fiber optic interconnect and video detection along a portion of Avenue S and a portion of Avenue R.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

Yes. This grant was originally assigned to the City of Palmdale. At their request, via MOU amendment number 1, Public Works took over administration of the grant in March 2008. The original scope of work involved installing 8 CMS and 2 transducers to monitor road weather conditions. Due to lessons learned from this project and escalating construction costs associated with CMS, the scope of work was revised via MOU amendment number 1 to install 5 CMS and no transducers.

Project status (if first TAC appeal) or progress made since last report to TAC:

- Total Grant Amount = $1,928,000. As of FY 13-14 Q3, $1,212,645 spent (63%)
- The City of Palmdale completed the installation of 5.1 miles of fiber optic interconnect and video detection along a portion of Avenue S and a portion of Avenue R.
- Completed analysis of existing changeable message sign system.
- Investigated lightweight/lower cost sign options.
- Completed an analysis of the existing changeable message sign structure.

Reason(s) for delay, if any:

The analysis of the existing CMS revealed that it would not be possible to combine the old CMS system with a new CMS system. In addition, a structural analysis of the existing CMS structures and foundations found that they do not meet current American Association of State Highway and Transportation Officials' design standards and were recommended to be removed. Third, the initial cost estimate prepared by consultant was substantially higher than the budget so lower cost options were required to be explored. All of these items have caused delays.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

The analysis and investigation is now completed and obtaining concurrence from Public Works Administration to cover the cost increase. Also need to negotiate a change order with the consultant for the revised design.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	Q3 FY 11-12	Q4 FY 11-12
Design	Q1 FY 12-13	Q4 FY 14-15
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	Q2 FY 14-15	Q4 FY 14-15
Construction	Q3 FY 14-15	Q4 FY 14-15

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

NORTH COUNTY CHANGEABLE MESSAGE SIGNS PROJECT

North Los Angeles County CMS Project

CMS Location Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P0006284
Project Sponsor: L.A. County Dept. of Public Works
Project Title: : El Segundo Area ITS Project

Time Extension Request: 0 **year(s)**
Date of last TAC appeal: June 5, 2013

Scope of Work (350 characters maximum):

This project involves the conceptual design, detailed design, system deployment and integration of numerous traveler information services, which include a traveler information website, local cable television-based system, and personalized traveler information system.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No.

Project status (if first TAC appeal) or progress made since last report to TAC:

- Total MTA Grant Amount = $2,558,000. As of FY 13-14 Q3, $2,278,692 spent (89%) leaving a balance of $279,308.
- Total Federal Funds = $2,497,880. As of FY 13-14 Q3, $754,567 spent (30%)
- Added LA County arterial construction and event data to system, updated Caltrans construction data feed, and completed a scalability report analysis of system.
- Federal funds are also being used to operate the system.

Reason(s) for delay, if any:

Approximately $780,000 of Phase 3 funds (including $218,000 in MTA grant funds) are not available until the Consultant can demonstrate that it has maintained 600 paid subscribers for the Premium Subscription-Based Enhanced Services. This has slowed down project expenditures and progress.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

The system deployment and integration phase of the project are in progress.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	N/A	N/A
Design	Q1 FY 08-09	Q1 FY 14-15
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	N/A	N/A
Construction	Q1 FY 08-09	Q4 FY 14-15

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P0006292 **Time Extension Request: 1 year(s)**
Project Sponsor: L.A. County Dept. of Public Works **Date of last TAC appeal: June 5, 2013**
Project Title: South Bay Forum Traffic Signal Corridors Project

Scope of Work (350 characters maximum):

TSSP projects along Normandie Av., Torrance Bl., and Anita St./190th St./Victoria St. ITS projects include the construction of 7.5 miles of fiber optic cable and 18 CCTV cameras, and the expansion of wireless communications throughout the South Bay.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No.

Project status (if first TAC appeal) or progress made since last report to TAC:

- Total Grant Amount = $6,627,000. As of FY 13-14 Q3, $4,762,779 spent (72%)
- Signal coordination adjustments made due to requests from the Cities of Carson, Hawthorne, Lawndale, Manhattan Beach, and Torrance.
- Continued deployment of Phase II of the Wireless Communication System (WCS) contract for 204 signals in the South Bay. Completed as-built plans for 32 locations at the City of Redondo Beach. Completed installation of radios at 4 locations in the City of Lomita. Brought online radio locations in the City of El Segundo and in the City of Carson. Paid retention for the installation of radios in the Cities of Torrance and Redondo Beach.
- Bid package is being prepared for the South Bay Fiber and CCTV Project, currently scheduled for advertising in July 2014.

Reason(s) for delay, if any:

The final mylars for the South Bay Fiber and CCTV project were delivered to LADOT for signatures on August 6 and were not signed until November 14, 2013. In addition, we did not receive information on specifications and special provisions from LADOT until December 17, 2013. Delays also occurred with LADOT providing a list of communications hub equipment to be included as part of the project.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

The South Bay Fiber and CCTV project is the only remaining work for this grant. All delays for this project have been overcome and the project is scheduled to be advertised for construction in July 2014.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	Q3 FY 06-07	Q3 FY 07-08
Design	Q3 FY 07-08	Q4 FY 11-12
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	Q3 FY 10-11	Q4 FY 13-14
Construction	Q4 FY 10-11	Q3 FY 14-15

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

ATTACHMENT A

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P0008120
Project Sponsor: L.A. County Dept. of Public Works
Project Title: South Bay Traffic Signal Corridors Project

Time Extension Request: **1** **year(s)**
Date of last TAC appeal: **June 5, 2013**

Scope of Work (350 characters maximum):

TSSP projects along Marine Av, Vermont Av., and 223rd St./Wardlow Rd.

The implementation of Intelligent Transportation Systems (ITS) improvements through the expansion of the South Bay fiber optic communications and CCTV cameras project, the wireless communications project, and the KITS interface to the IEN project.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No.

Project status (if first TAC appeal) or progress made since last report to TAC:

- Total Grant Amount = $6,588,000. As of FY 13-14 Q3, $3,437,838 spent (52.2%)
- The South Bay fiber optic communication and CCTV camera project scheduled to be advertised in July 2014.
- Continued installation of wireless communications.
- TSSP projects completed except for intersection upgrades on 223rd Street at I-110 Freeway and 223rd Street at Normandie Avenue which are scheduled to be advertised FY 14-15 Q1.
- For the KITS-IEN interface project, working with Counsel to develop updated agreement.

Reason(s) for delay, if any:

Recent delays were primarily associated with obtaining signatures from LADOT on the South Bay fiber optic communication and CCTV camera project plans (3 months) and issues with a Caltrans permit for the 223rd Street at I-110 Freeway intersection upgrade where Caltrans required that we obtain a survey of a curb ramp to ensure ADA compliance.

All work has been completed on the original KITS contract except on-going maintenance. The IEN interface work required an extension of the existing contract or a new contract. The Board had concerns about the sole source provisions of the new contract. Delays have been incurred seeking Board approval to proceed with the sole source contract.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

The South Bay Fiber and CCTV project is scheduled to be advertised for construction in July 2014. The KITS contract is scheduled for execution in late August 2014.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	N/A	N/A
Design	Q3 FY 07-08	Q4 FY 11-12
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	Q3 FY 10-11	Q3 FY 13-14
Construction	Q4 FY 10-11	Q4 FY 14-15

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

ATTACHMENT "A"
SOUTH BAY FORUM
Los Angeles County Department of Public Works
January 31, 2001

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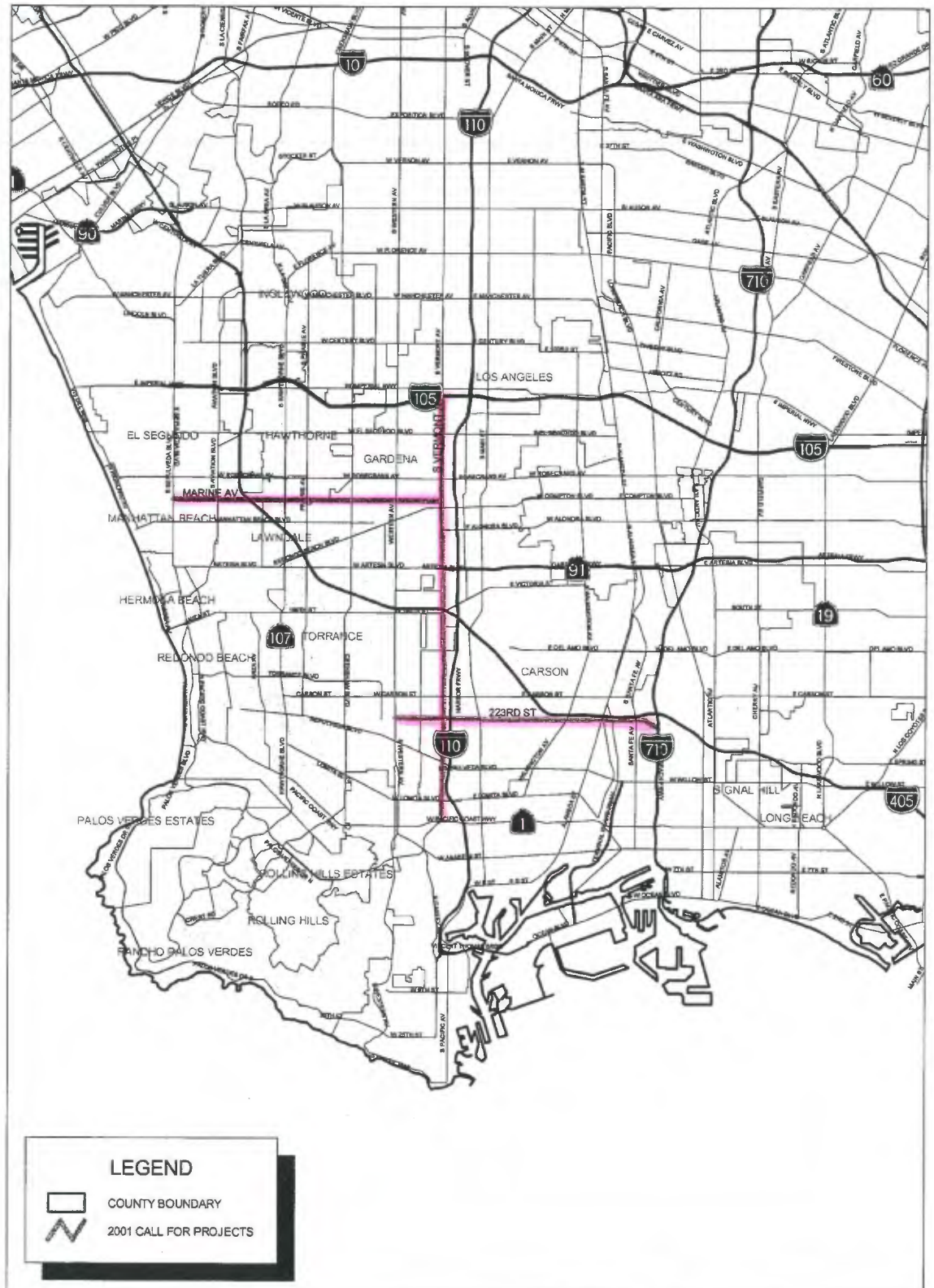

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Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P0008127 **Time Extension Request: 2 year(s)**
Project Sponsor: L.A. County Dept. of Public Works **Date of last TAC appeal:** June 5, 2013
Project Title: Gateway Cities Forum Traffic Signal Corridors Project- (PH IV)

Scope of Work (350 characters maximum):

The TSSP projects along Colima Rd/La Mirada Blvd, Garfield Av, Painter Av/Carmenita Rd, Studebaker Rd, 38th St/ 37th St/Bandini Blvd. The implementation of Intelligent Transportation Systems (ITS) improvements through the expansion of the Gateway Cities fiber optic communications and CCTV cameras project and the wireless communications project.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No.

Project status (if first TAC appeal) or progress made since last report to TAC:

- Total Grant Amount = $8,187,000. As of FY 13-14 Q3, $5,318,322 spent (65%).
- All TSSP projects have been completed: Garfield Av (from Olympic Blvd to Eastern Av), Studebaker Rd (from Florence Av to Del Amo Blvd) and 38th St/37th St/Bandini Blvd TSSP (from Alameda St to Garfield Av)
- Finalizing design of an intersection improvement project at Garfield Ave at Randolph Rd. Revising plans to coordinate with an on-going City development project.
- Drafted the KITS contract agreement for the next phase of system enhancements.
- Finalizing the CCTV location analysis and networking report for the design of the Gateway Cities Fiber Optic Communications and CCTV Camera project.

Reason(s) for delay, if any:
We had difficulties obtaining traffic volume information from half of the involved cities. We also had issues associated with the quality of the Consultant deliverables, which caused multiple review cycles related with obtaining acceptable documents. To address these consultant issues, we threatened the consultant with termination, and set up bi-monthly meetings to go over the projects.

In addition, all work has been completed on the original KITS contract except on-going maintenance. An agreement was needed for the next phase of enhancements which required an extension of the existing contract or a new contract. The Board had concerns about the sole source provisions of the new agreement. Delays have been incurred seeking Board approval to proceed with the sole source contract.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

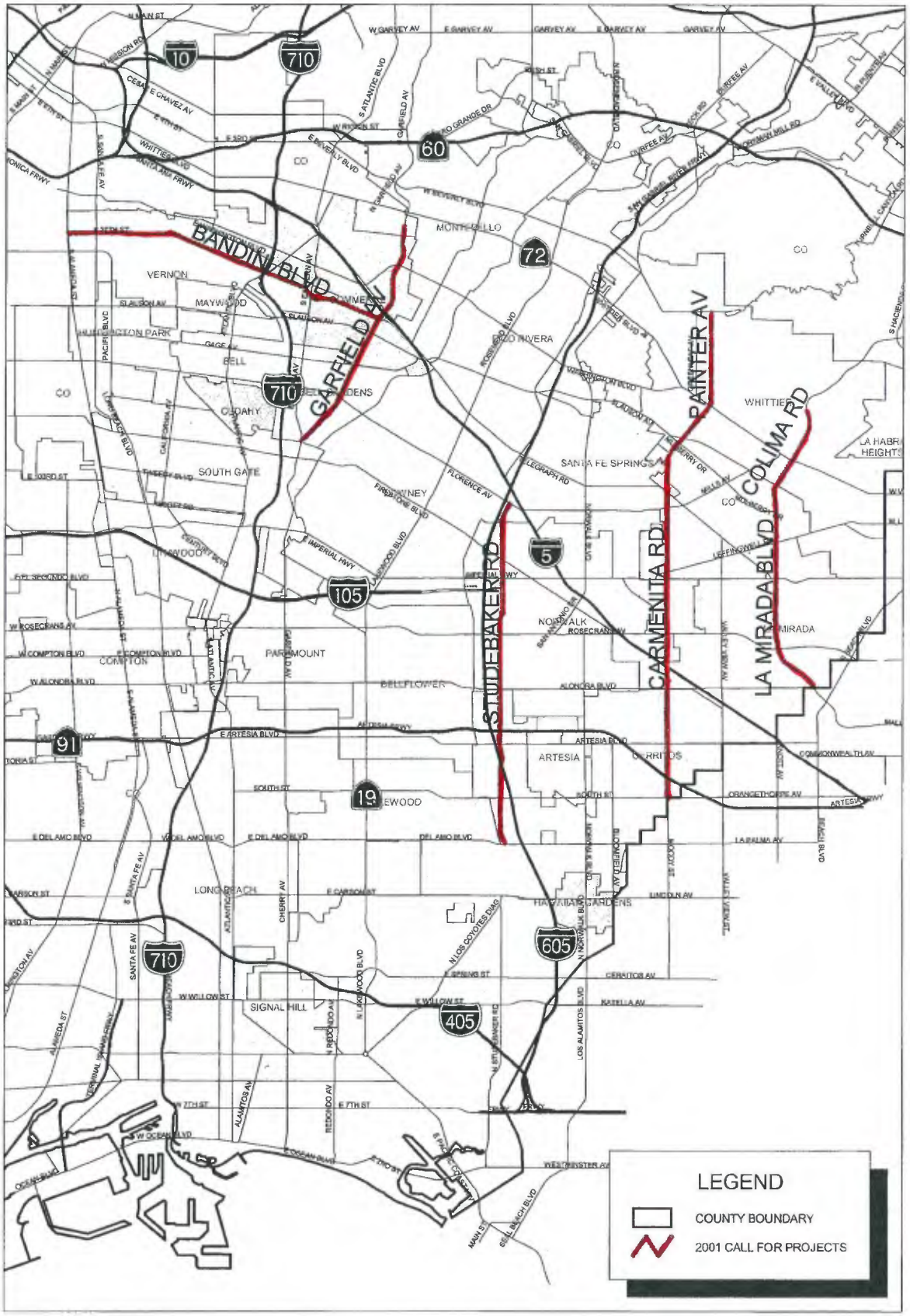
We scheduled more frequent meetings with the consultant to expedite completion of deliverables. In the end, we accepted these delays because, consultant termination and hiring a new consultant would have caused further delays and more costs. These deliverables are nearly finalized and all delays have been overcome.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	N/A	N/A
Design	Q3 FY 07-08	Q2 FY 11-12
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	Q1 FY 11-12	Q4 FY 14-15
Construction	Q3 FY 11-12	Q2 FY 15-16

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

GATEWAY CITIES FORUM
Los Angeles County Department of Public Works
January 31, 2001



Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P0006295 **Time Extension Request: 1 year**
Project Sponsor: L.A. County Dept. of Public Works **Date of last TAC appeal:** June 5, 2013
Project Title: Gateway Cities Traffic Signal Corridors Project, Phase III

Scope of Work (350 characters maximum):
The design and construction of multijurisdictional traffic signal synchronization projects (TSSP) on the following arterials: Gave Av, Wilmington Av, Artesia Blvd, Central Av, and Whittier Blvd. The implementation of Intelligent Transportation System improvements (ITS) improvement projects in the Gateway Cities area.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
Yes. Under MOU Amendment No. 2, funding was increased from $9,532,000 to $13,722,459 with the transfer of $1,350,000 in canceled project funds from MOU P0002214 and an additional $2,840,459 in Supplemental Call funding.

Project status (if first TAC appeal) or progress made since last report to TAC:
- Total Grant Amount = $13,722,459. As of FY 13-14 Q3, $8,868,281 spent (65%)
- Began construction of a 4.5 mile Fiber Optic Communications project along Alameda Street from Randolph Avenue to Industry Way, including the installation of 7 CCTV Cameras at various locations in the I-710 Corridor.
- Advertised the Gateway Cities AMTS system detection project in the Cities of La Mirada, Santa Fe Springs, and in the Unincorporated County Areas.
- Obtaining agencies' signatures and preparing the bid package for the Gateway Cities ATMS Performance Measurement Systems Improvement Project. Anticipate advertising in July 2014.
- County Board of Supervisors approved an amendment to the City of Downey-County Cooperative Agreement for the City's Video Detection project and City approval scheduled for May 14, 2014.
- The City of Vernon's Traffic Control System Cooperative Agreement was executed.
- Started preparing the amendment and resolution to the City of Bell-County Cooperative Agreement for the City of Bell's Wireless Communication System.
- Drafted the KITS contract agreement for the next phase of system enhancements.
- Completed the WCS installation in the Cities of Paramount and Santa Fe Springs.
- Completed design of Firestone Blvd at Orr & Day Rd/Imperial Hwy Improvement.
- Began the advertising process for Wilmington Ave at El Segundo Blvd Left-turn Improvement.

Reason(s) for delay, if any:
All work has been completed on the original KITS contract except on-going maintenance. Enhancements were needed for the next phase of improvements which required an extension of the existing contract or a new contract. The Board had concerns about the sole source provisions of the new contract. Delays have been incurred seeking Board approval to proceed with the sole source contract. The City of Bell initially refused to participate in the project. The City of Norwalk initially indicated they didn't want to proceed with the Firestone Blvd at Orr & Day Rd/Imperial Hwy project. Both of these projects are now moving forward due to changes in City staff.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
All delays have been overcome and no further delays anticipated.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	N/A	N/A
Design	Q1 FY 09-10	Q4 FY 13-14
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	N/A	N/A
Construction	Q1 FY 09-10	Q4 FY 14-15

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

ATTACHMENT "A"
GATEWAY CITIES FORUM

Los Angeles County Department of Public Works

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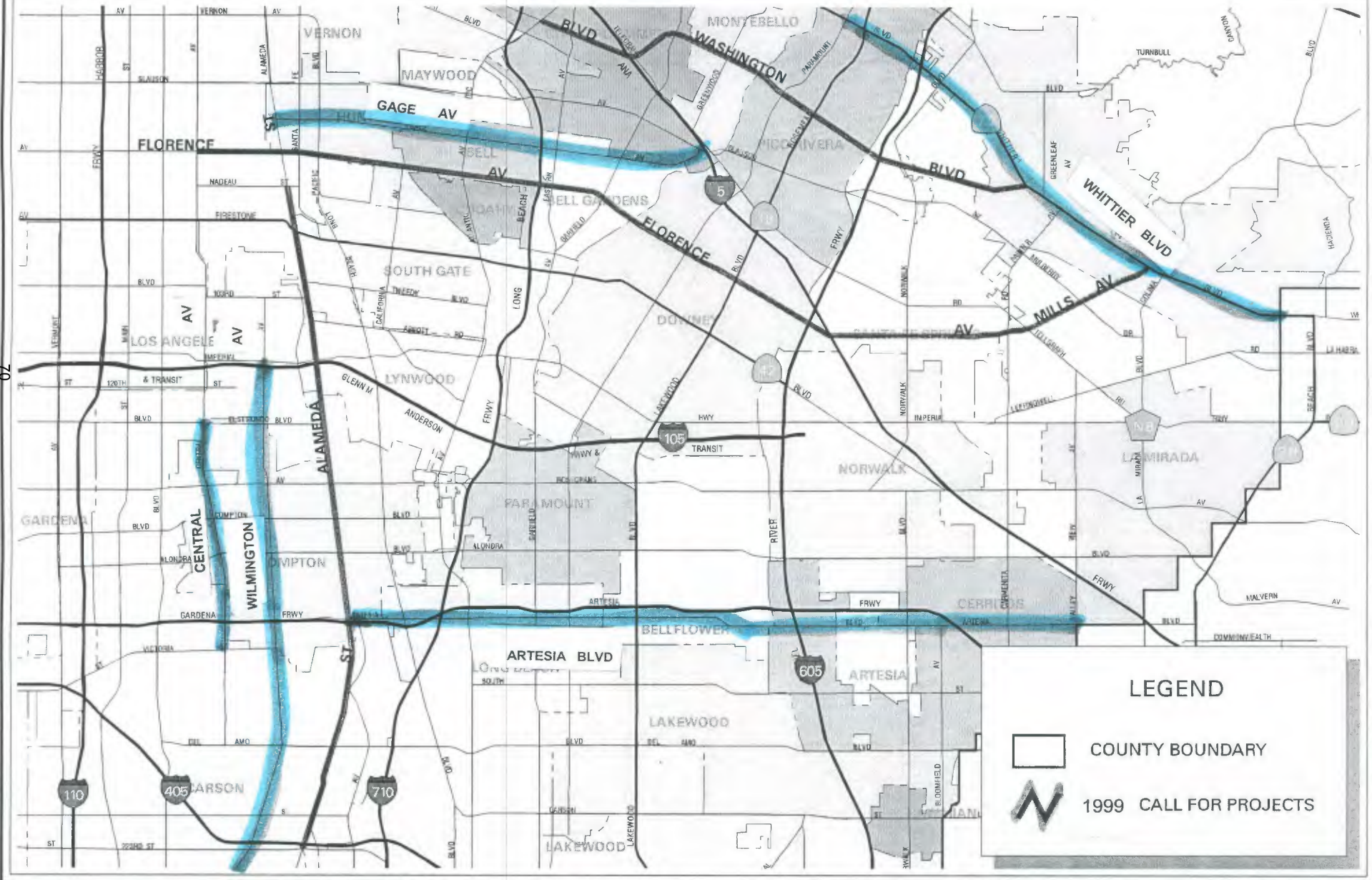

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Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P0008121 **Time Extension Request:** 1 **year(s)**
Project Sponsor: L.A. County Dept. of Public Works **Date of last TAC appeal:** June 5, 2013
Project Title: San Gabriel Valley Forum Traffic Signal Corridors Project

Scope of Work (350 characters maximum):
TSSP projects along Allen Av, Garvey Av, Nogales St, San Gabriel Bl/Sierra Madre Bl, Turnbull Canyon Rd, and Valley Bl.

ITS projects include the deployment of 9 CCTV cameras, CCTV installation of the Colima and Fullerton CCTV and Fiber Road Project, and connection of the wireless communication system in the Cities of Duarte, Irwindale, Monrovia, and Rosemead.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
Yes. Under MOU Amendment No. 1, funding was increased from $8,181,000 to $9,571,067 with an additional $1,390,067 in Supplemental Call funding.

Project status (if first TAC appeal) or progress made since last report to TAC:

Grant Expenditure

Total Grant Amount = $9,571,067
As of FY 13-14 Q3, $8,690,518 spent (91%) – In the last year, we have spent $2,687,463 leaving a balance of $880,549 (9%) which consists of Supplemental Call funds.

All TSSP projects have been completed: Garvey Av (Westminster Av to Rosemead Bl), Nogales St (Amar Rd to Pathfinder Rd), Turnbull Canyon Rd (Valley Bl to Los Robles Av), and San Gabriel Bl / Sierra Madre Bl (Huntington Dr to Michillinda Av).

We obtained Railroad permits for an intersection improvement project at Valley and California. We continued processing the bid package for the construction of this intersection improvement and anticipate advertising in August 2014.

ITS- The construction of 9 CCTV cameras in the San Gabriel Valley has been completed. The installation of wireless communications in Irwindale (19 intersections) was completed in December 2013. The installation of wireless communications in Duarte (6 intersections) and Monrovia (10 intersections) are expected to be completed by June 2014.

The County is working on getting Federal Funds obligated for the Colima and Fullerton CCTV and Fiber Road Project. This project includes two CCTV cameras in San Dimas and Claremont which are Metro funded.

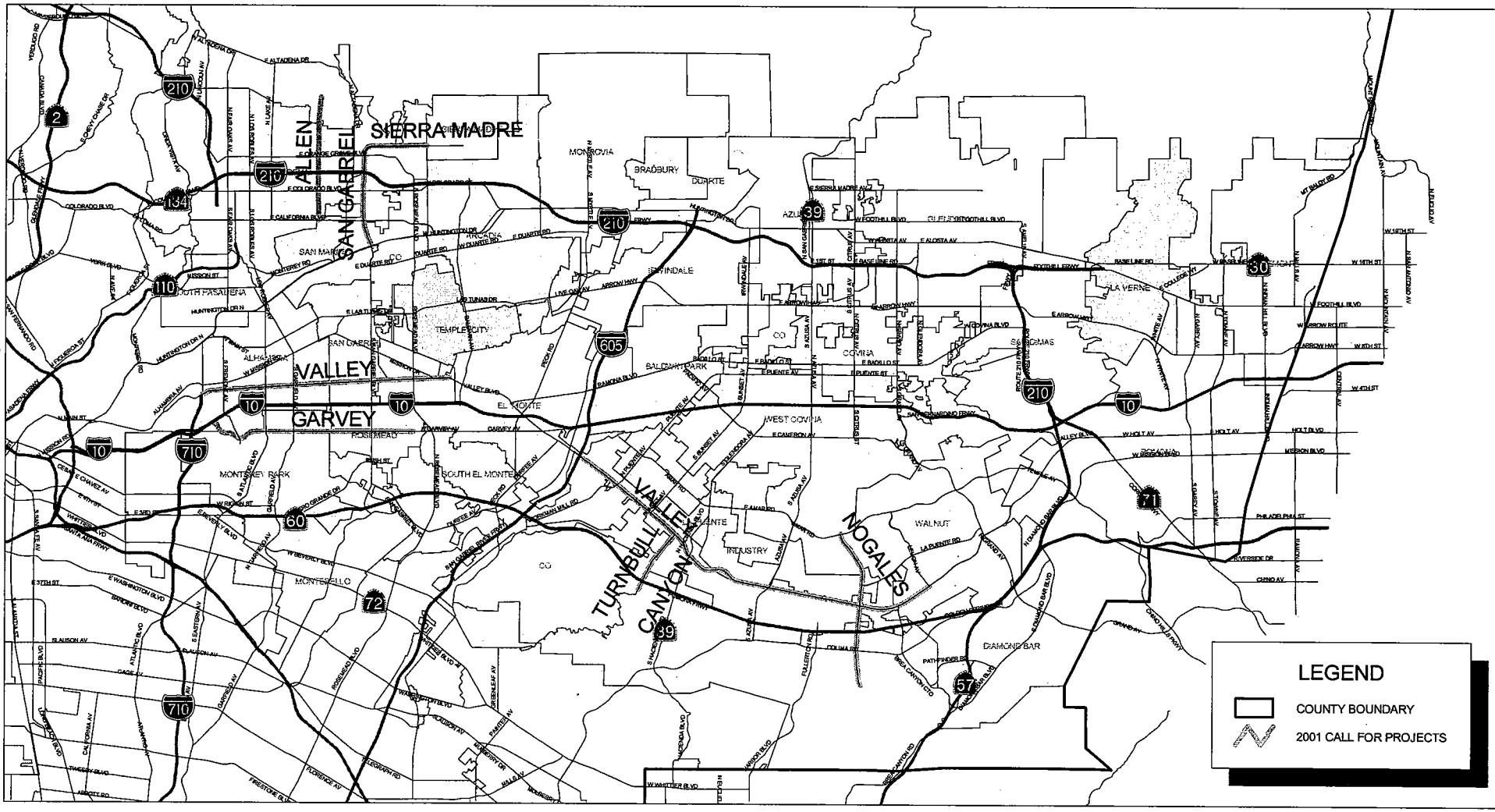
Reason(s) for delay, if any:
We exceeded the projected expenditures from last year. We have not experienced any recent delays.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
All delays have been overcome and the remaining projects are scheduled to be advertised by December 2014.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	Q3 FY 06-07	Q3 FY 07-08
Design	Q3 FY 07-08	Q4 FY 11-12
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	Q3 FY 10-11	Q4 FY 13-14
Construction	Q4 FY 10-11	Q2 FY 14-15

ATTACHMENT "A"
SAN GABRIEL FORUM
Los Angeles County Department of Public Works
January 31, 2001



Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P00F1310
Project Sponsor: L.A. County Dept. of Public Works
Project Title: Information Exchange Network (IEN) Phase II

Time Extension Request: 1 year(s)
Date of last TAC appeal: N/A

Scope of Work (350 characters maximum):

- To create new command/data interface (CDI) application software for the IEN and to enhance and support the deployment of existing CDI applications.
- To provide for continued development of enhancements to the County's traffic controller firmware, LACO-4E.
- To enable the IEN to exchange data with other systems through eXtensible Markup Language (XML) in addition to the existing Common Object Request Broker Architecture (CORBA) language.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

Yes. The original grant amount for this MOU was $1,093,000. As part of the 2008 Call for Projects Recertification and Deobligation process, the Metro Board authorized the deobligation of $525,000 due to the elimination of the Multiple Corridor Servers component of the grant. In October 23, 2009, Metro approved a fund transfer from MOU P0002214 to this MOU in the amount of $142,000 for the RIITS interface.

Project status (if first TAC appeal) or progress made since last report to TAC:

- Total Grant Amount = $710,000. As of FY 13-14 Q3, $527,459.59 spent (74%)
- Completed the XML Export interface for the IEN that enables IEN data to be exported to the Regional Integration of Intelligent Transportation Systems (RIITS).
- Provided support for the IEN to RIITS Outbound interface.
- Continued to provide support for the existing IEN CDI applications.
- Continued to troubleshoot, repair, and enhance the LACO-4E traffic signal controller firmware.

Reason(s) for delay, if any:

Delays have been primarily associated with difficulties in troubleshooting and repairing the LACO-4E firmware. The repairs have taken the consultant longer than anticipated to complete.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

We threatened the consultant with termination and at our request a new programmer was assigned to the project. This has expedited project progress. We will continue to work with the consultant to expedite repair to the LACO-4E firmware. No further delays are anticipated.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	N/A	N/A
Design	Q3 FY 09-10	Q3 FY 14-15
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	N/A	N/A
Construction	Q3 FY 10-11	Q4 FY 14-15

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P000F1311 **Time Extension Request: 1 year(s)**
Project Sponsor: L.A. County Dept. of Public Works **Date of last TAC appeal: N/A**
Project Title: South Bay Forum Traffic Signal Corridors Project

Scope of Work (350 characters maximum):

Funds subject to lapse are for TSSP project design along Crenshaw Bl. and Aviation Bl.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No.

Project status (if first TAC appeal) or progress made since last report to TAC:

- Total Programmed Grant Amount = $5,019,000. Funds programmed for FY 2008-09 ($30,000) are expended. Funds programmed for Fiscal Year 2009-10 ($785,000) are subject to lapse. Remaining grant funds of $4,204,000 are scheduled to lapse in June, 2015 and will be used for the construction of these projects. As of FY 13-14 Q3, $399,236 expended (49% of FY 2008-2010 Programmed funds).

- TSSP design on two routes:
  - Crenshaw Boulevard from 105 Freeway to Crestridge Road
  - Aviation Boulevard from 118th Street to Ocean Drive

Reason(s) for delay, if any:

For the Aviation Boulevard TSSP, the consultant plans were of poor quality which created delays. For the Crenshaw Boulevard TSSP, there were delays with the City of Torrance differentiating the scope of work between a conflicting City project and the TSSP project.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

For the Aviation Boulevard TSSP, the consultant plans were of poor quality which created delays. To address these delays, we met with the consultant and developed an expedited schedule for submittal of plans. The differentiation of scope between the City of Torrance and our project has been resolved and the project is now moving forward. Both of these projects are scheduled to be advertised for construction in Q3 FY 2015.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	Q3 FY 10-11	Q4 FY 10-11
Design	Q1 FY 11-12	Q4 FY 15-16
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	Q3 FY 14-15	Q1 FY 15-16
Construction	Q1 FY 15-16	Q4 FY 15-16

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

ATTACHMENT "A"
SOUTH BAY FORUM

Los Angeles County Department of Public Works

January 2007

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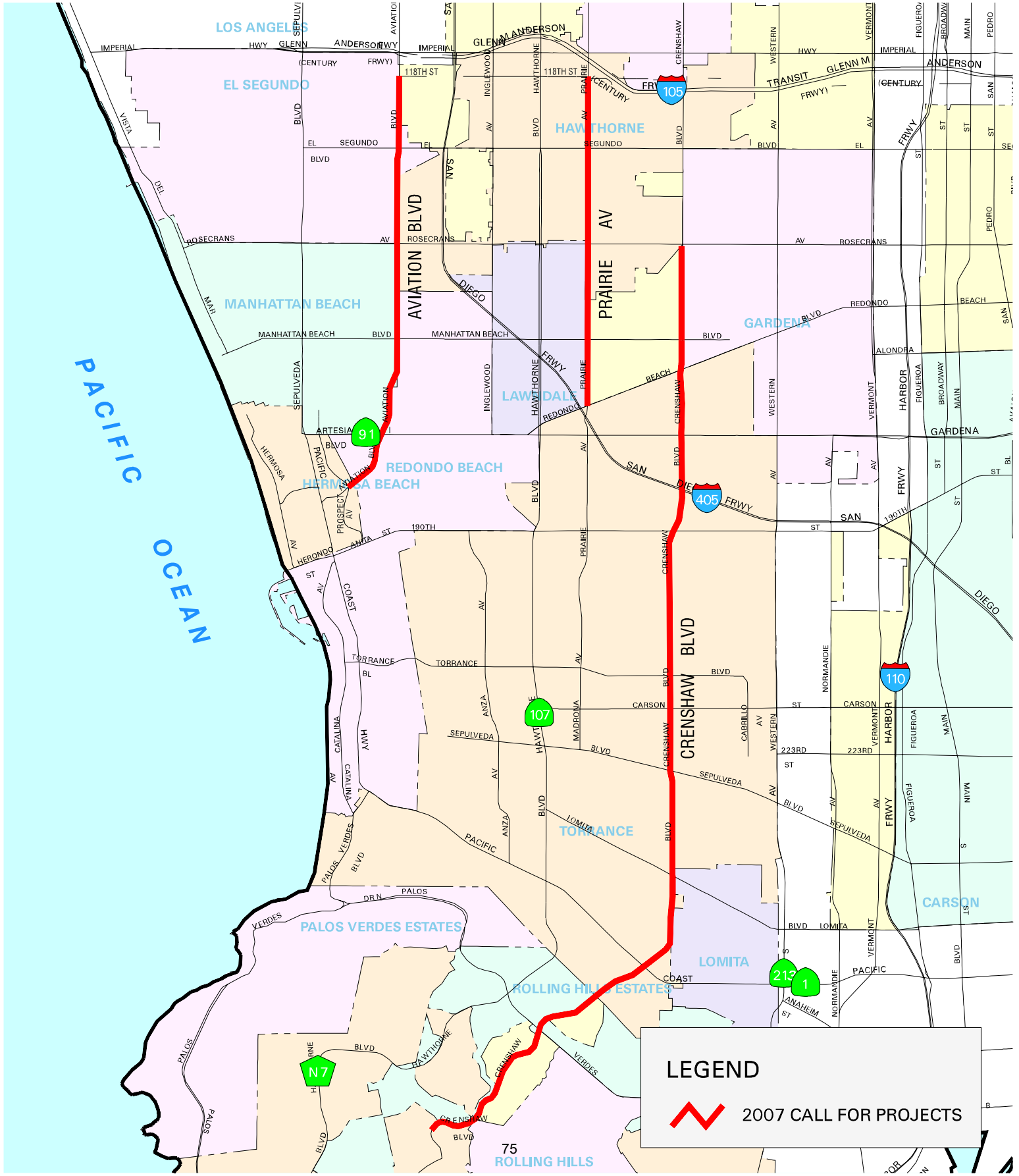
GIS SERVICES

PUBLIC WORKS

FEET 7000

0 MILES 1.326



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Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: **8036** **Time Extension Request:** **3** **year(s)**
Project Sponsor: **City of Los Angeles** **Date of last TAC appeal:** **6/5/13**
Project Title: Hyperion Ave under Waverly Dr Bridge

Scope of Work (350 characters maximum):

- Remove sidewalk on east side and re-construct sidewalk on west side along Hyperion Ave Bridge for improved pedestrian access and safety.
- Re-align I-5 NB off ramp at Glendale Blvd to improve sight distance and traffic operation.
- Provide alternate bicycle route and access to LA River Bike Path.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No change in scope of work. The above METRO-funded scope is to be implemented with a larger project that is mostly funded by Federal Highway Bridge Program (HBP) grants. One environmental document(ED) and one Project Report (PR, required by Caltrans Oversight as part of the proposed work is within State right-of-way) covers the entire project.

Project status (if first TAC appeal) or progress made since last report to TAC:

- In response to the large number of comments received during the public circulation period (September 12 – November 7, 2013) of the environmental document, the City proceeded with additional traffic studies in an attempt to achieve a most balanced approach to a multi-modal transportation improvement. The studies are 50% complete now.
- A Citizen Advisory Committee (CAC), consisting of 9 members representing the stakeholder groups, was established to participate in the review of project development and provide feedbacks. Two CAC meetings were held and numerous follow-ups have occurred.

Reason(s) for delay, if any:

- The technical studies are scheduled to complete by June 30, 2014. The Project Report will then be submitted to District 7 for final approval beyond the current lapsing date.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

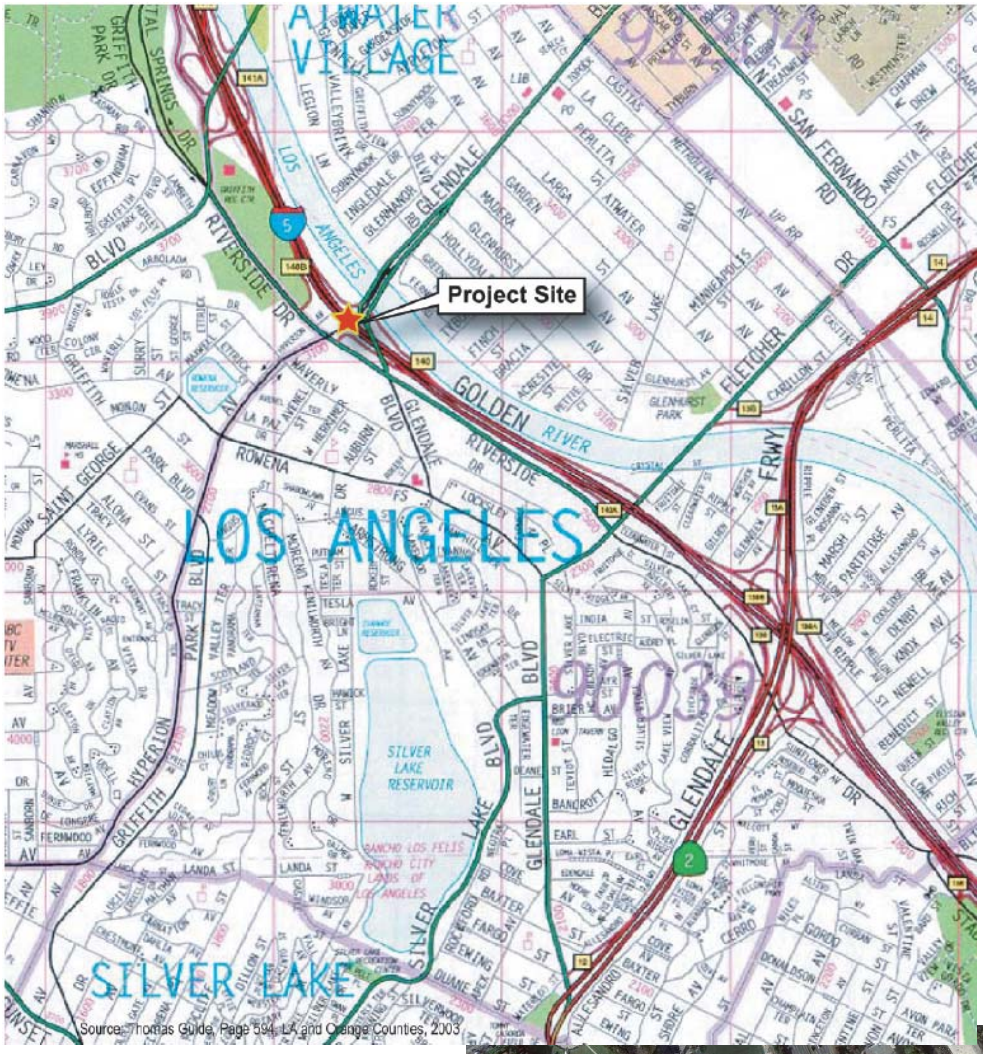
- City submitted a time extension request to FHWA through Caltrans pursuant to the "PE over 10-Year Rule' on January 23. Approval of this request would grant the City at least one year beyond September 30, 2014, to acquire ROW authorization.
- City will complete the technical studies, finalize the environmental documents, and proceed into final design.

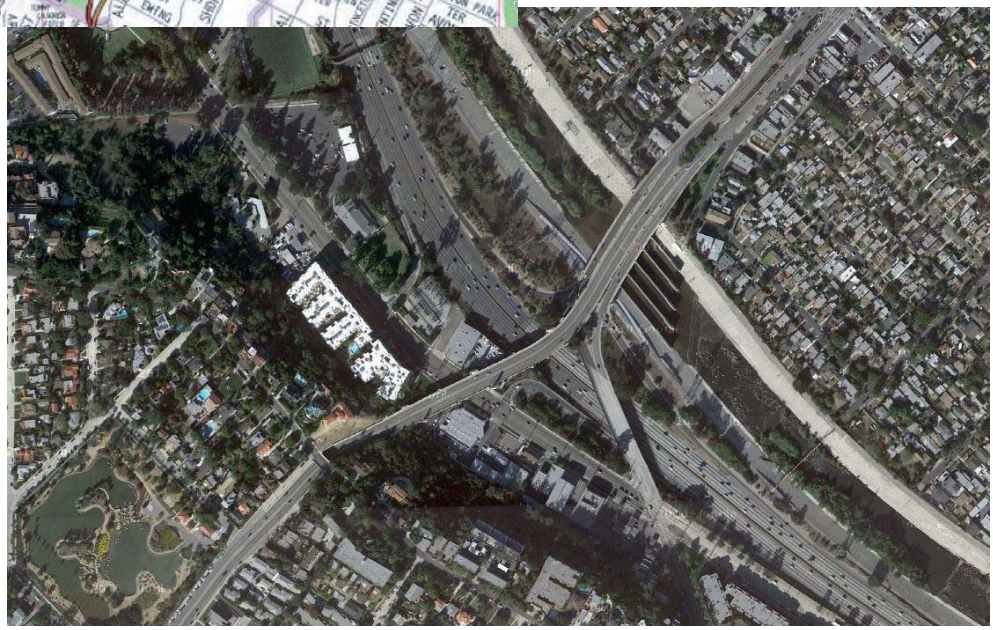
Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	April 2005	September 2014
Design Bid & Award (if applicable)		N/A
Design	July 2006	August 2016
Right-of-Way Acquisition	October 2014	June 2016
Construction Bid & Award (if applicable)	January 2017	April 2017
Construction	May 2017	June 2020

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet





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Call for Project #:	8036	4/19/14
Project Sponsor:	City of Los Angeles	
Project Title:	Hyperion Ave under Waverly Drive	

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F3148 **Time Extension Request: 1 year(s)**
Project Sponsor: City of Los Angeles **Date of last TAC appeal: N/A**
Project Title: N. Main St. Grade Separation over Los Angeles River

Scope of Work (350 characters maximum):

This project, located one mile east of downtown City of Los Angeles, would construct a new grade separation over the Union Pacific Railroad (UPRR) and Metrolink tracks, and Los Angeles River while preserving the historic look of the Main Street Bridge. The project also includes bikeway and pedestrian improvements. Since North Main St over the Los Angeles River is a major arterial in close proximity to I-110, 1-5 and I-10 Freeways, the bridge is heavily used by autos and cargo trucks to travel in and out of Los Angeles. The grade separation will significantly reduce traffic delays caused by the at-grade crossings at both ends of the bridge. Requested funding includes design, right-of-way and construction activities.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

None.

Project status (if first TAC appeal) or progress made since last report to TAC:

The City of Los Angeles is in the process of obtaining portions of uncommitted overmatch stated in the 2009 Metro Call Application. The Letter of Agreement cannot be executed until all of the overmatch funds are committed.

Reason(s) for delay, if any:

The City of Los Angeles is working with Caltrans Local/HQ to secure overmatch funding from various sources, including the Highway-Railroad Crossing Safety Account (HRCSA) program, Section 190 Grade Separation Program, and High Speed Rail Authority.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

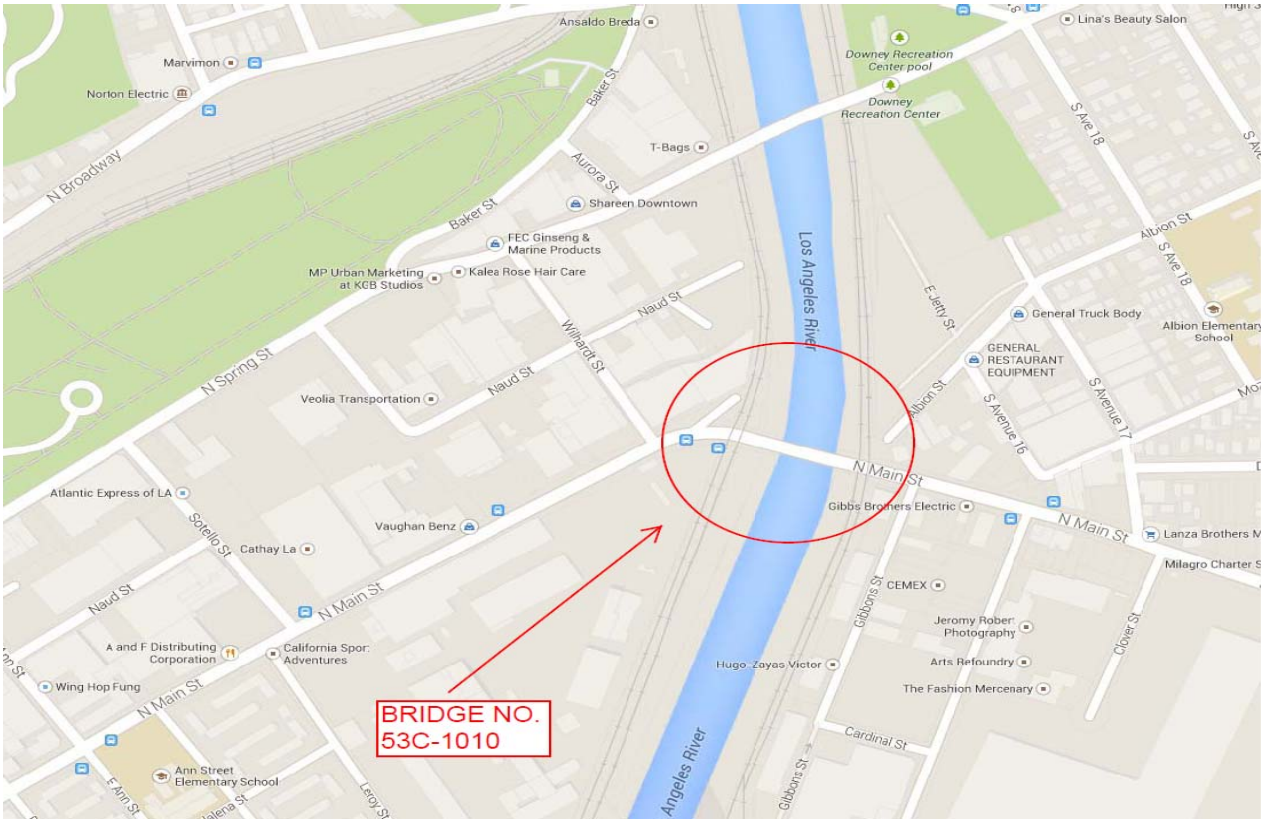
The reason for delay is that Metro requires all funds for the project to be committed prior to execution of the Letter of Agreement. At this time, the City of Los Angeles does not have all the overmatch in place, and requests a 1 year extension to execute the Letter of Agreement with Metro.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	January 2016	May 2018
Design Bid & Award (if applicable)	June 2015	September 2015
Design	January 2016	December 2018
Right-of-Way Acquisition	May 2018	May 2020
Construction Bid & Award (if applicable)	June 2020	December 2020
Construction	January 2021	December 2023

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet



Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F3428
Project Sponsor: City of Redondo Beach
Project Title: Redondo Beach Intermodal Transit Center

Time Extension Request _1__ year(s)
Date of last TAC appeal: __6-5-13___

Scope of Work (350 characters maximum):
Relocate the existing South Bay Galleria Transit Terminal 1/3 mile south. Construct a bus/passenger concourse with 12 bays; a transit center building with public restrooms, operators' lounge, and ticket sales office; a park and ride lot; a kiss-n-ride lot; short and long term bicycle parking; and a new traffic signal for the bus concourse.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
Yes. During the planning and design process, it was determined that the number of bus bays would be reduced from 14 bays to 12 bays. In addition, the dedicated transit use parking spaces were reduced from 282 to 204. The number of articulated bus layover spaces was increased from two to four spaces. These changes have been reviewed and approved by Metro staff. The revised scope of work and the addition of other outside funding, has resulted in a $1,965,973 reduction of the amount of required CFP funding.

Project status (if first TAC appeal) or progress made since last report to TAC:
Plans and specifications are at 95% completion. The required land exchange agreement between the City of Redondo Beach and Forest City, owner of the South Bay Galleria, was approved by the Redondo Beach City Council on June 4, 2013. The City has provided Metro staff with all documentation to complete the required Letter of Agreement (LOA).

Reason(s) for delay:
The new location for the Redondo Beach Transit Center included a parcel owned by Forest City, the owners of the South Bay Galleria. Forest City agreed to exchange this parcel for the City of Redondo Beach's parcel at the Galleria that houses the South Bay Galleria Transit Terminal. It took approximately four years to complete the land exchange. The final land exchange agreement was approved by the Redondo Beach City Council on June 4, 2013. The delay in completing the land exchange made it necessary to revise the project plans to meet current building codes including green/energy codes. City staff has been working with Metro staff to complete the required Letter of Agreement (LOA).

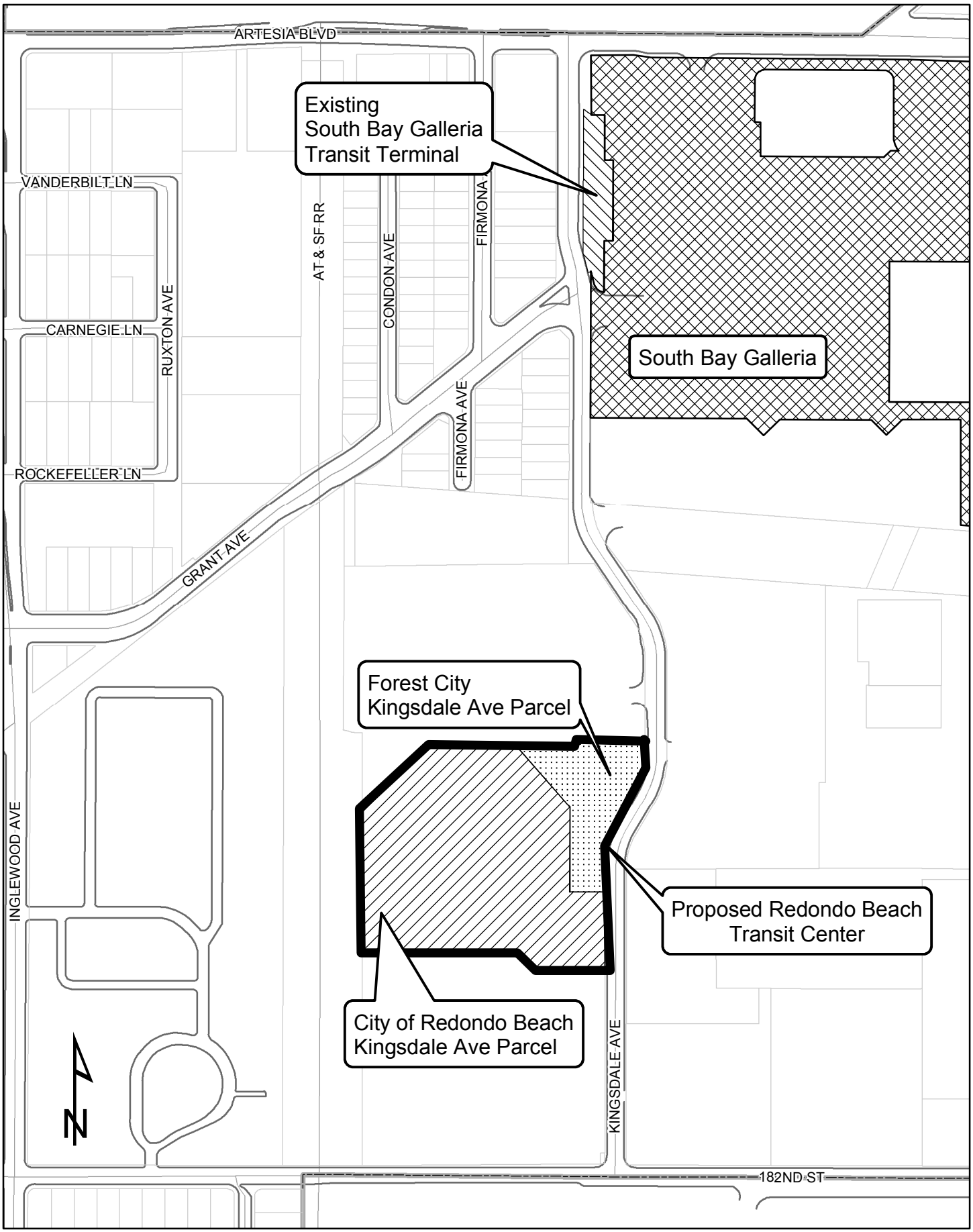
Basis for extension and explanation of how the sponsor has or will overcome the delay:
The City has provided Metro staff with all documentation to complete the required Letter of Agreement (LOA). City staff is also working closely with the designer to complete all final plan revisions in anticipation of bidding in November 2014.

Revised/proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance		6/23/2011
Design Bid & Award (if applicable)		
Design	7/2009	10/2014
Right-of-Way Acquisition/Land Exchange	7/2009	6/2013
Construction Bid & Award (if applicable)	10/2014	12/2014
Construction	2/2015	7/2016

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map

Redondo Beach Transit Center
Location Map



1 inch = 300 feet

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: 8055 **Time Extension Request:** **1.5** **year(s)**
Project Sponsor: City of Los Angeles/BOE **Date of last TAC appeal:** **6/5/13**
Project Title: Moorpark Street Widening – Woodman Ave to Murietta Ave

Scope of Work (350 characters maximum):

This project will widen Moorpark Street from Woodman Ave to Murietta Ave to improve it to a modified Secondary Highway Standard. Right of Way is required.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No.

Project status (if first TAC appeal) or progress made since last report to TAC:

1. Deposited $251K with the court for "Just Compensation".
2. Filed multiple motions with the court for Order for Possession. However, defense kept filing the opposition motion.
3. On November 27, 2013, Court granted Order for Possession.
4. Defendant required new appraisal.
5. On April 4, 2014, the City of Los Angeles settled without a full trial.
6. Advertised the project on March 12, 2014 and bids were received on April 16, 2014.

Reason(s) for delay, if any:

1. Court process to secure Order for Possession.

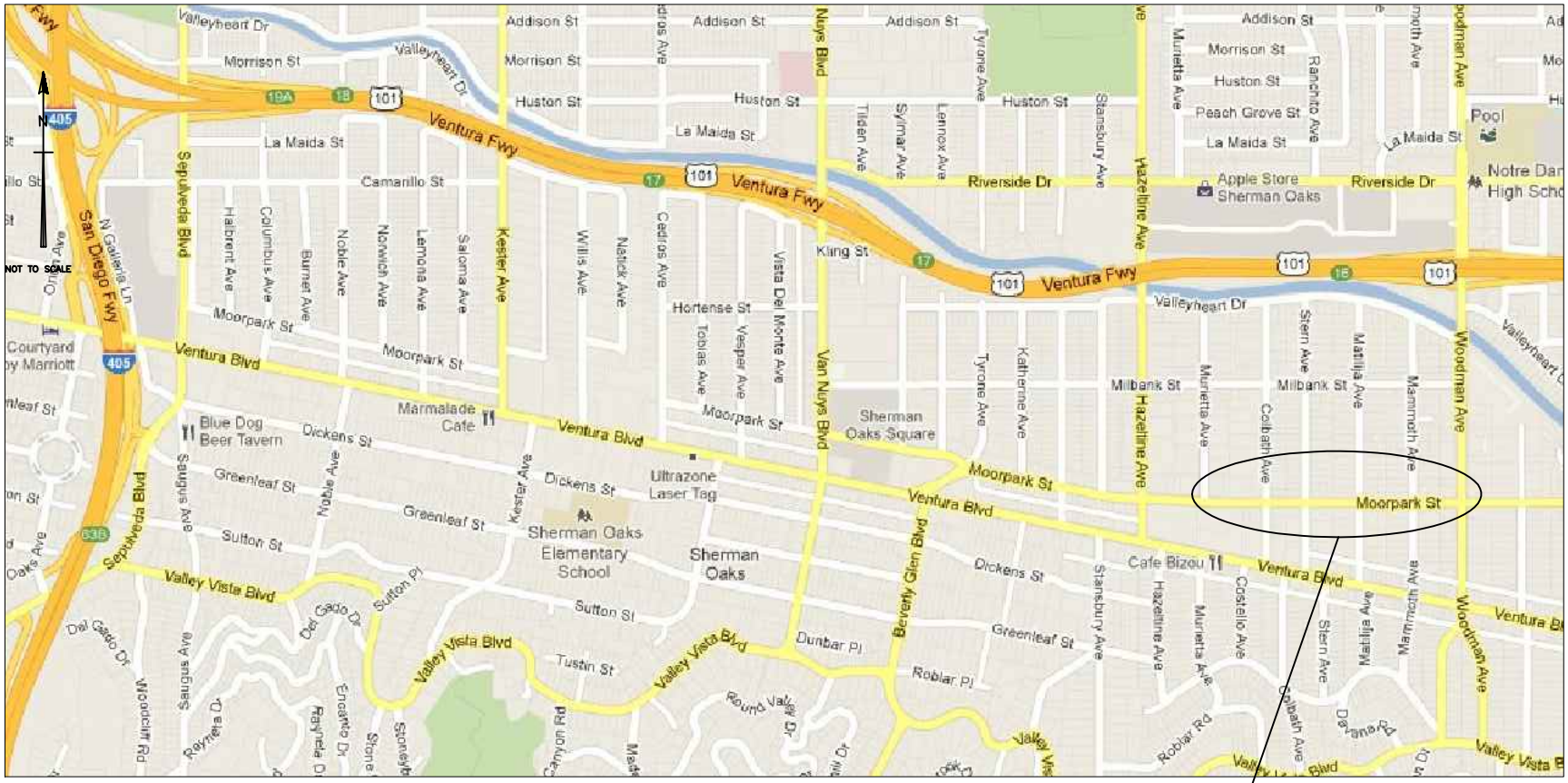
Basis for extension and explanation of how the sponsor has or will overcome the delay:

1. This project will be in Construction in September 2014.
2. We recommend that funding to be continued with about 18 months extension so we can complete this project.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	3/1/2008	8/15/2008
Design Bid & Award (if applicable)	N/A	N/A
Design	3/1/2008	12/31/2010
Right-of-Way Acquisition	4/8/2009	4/4/2014
Construction Bid & Award (if applicable)	3/12/2014	8/31/2014
Construction	9/1/2014	8/31/2015

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map



PROJECT LOCATION

MOORPARK AVE. WIDENING - WOODMAN AVE. TO MURIETTA AVE.

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
STREET AND STORMWATER PROGRAM

ENGINEERING

GARY LEE MOORE, P.E.
CITY ENGINEER

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: 8064 **Time Extension Request:** _1____ **year(s)**
Project Sponsor: City of Los Angeles/BOE **Date of last TAC appeal:**__5/7/2013_____
Project Title: San Fernando Mission Blvd Widening – Sepulveda Blvd to I-5 Freeway

Scope of Work (350 characters maximum):
This project will widen San Fernando Mission Boulevard between Sepulveda Boulevard and the Golden State Freeway to Modified Secondary Highway Standards. The roadway will be widened from the existing one lane traffic in each direction to two lanes of traffic in each direction with intermittent parking. Right of Way will be acquired for the widening.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
No.

Project status (if first TAC appeal) or progress made since last report to TAC:

1. In August 2013, Los Angeles City Council adopted a council motion to fund $2M budget shortfall for this project.
2. Issued Task Order to CDM Smith to provide technical studies (Traffic, Air Quality, Noise, Cultural Resources and Biological Resources).
3. Submitted Traffic, Air Quality and Noise and Cultural Resources to Caltrans for review.
4. Caltrans review requires additional Cultural Resource investigations.
5. Issued TOS to obtain cost proposals for additional Cultural Resource investigation.
6. Coordinated project with Council District 7 (CD-7) and the community for project support.

Reason(s) for delay, if any:

1. Additional Cultural Resource Investigations required by Caltrans
2. Coordinating project with the community and CD-7.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

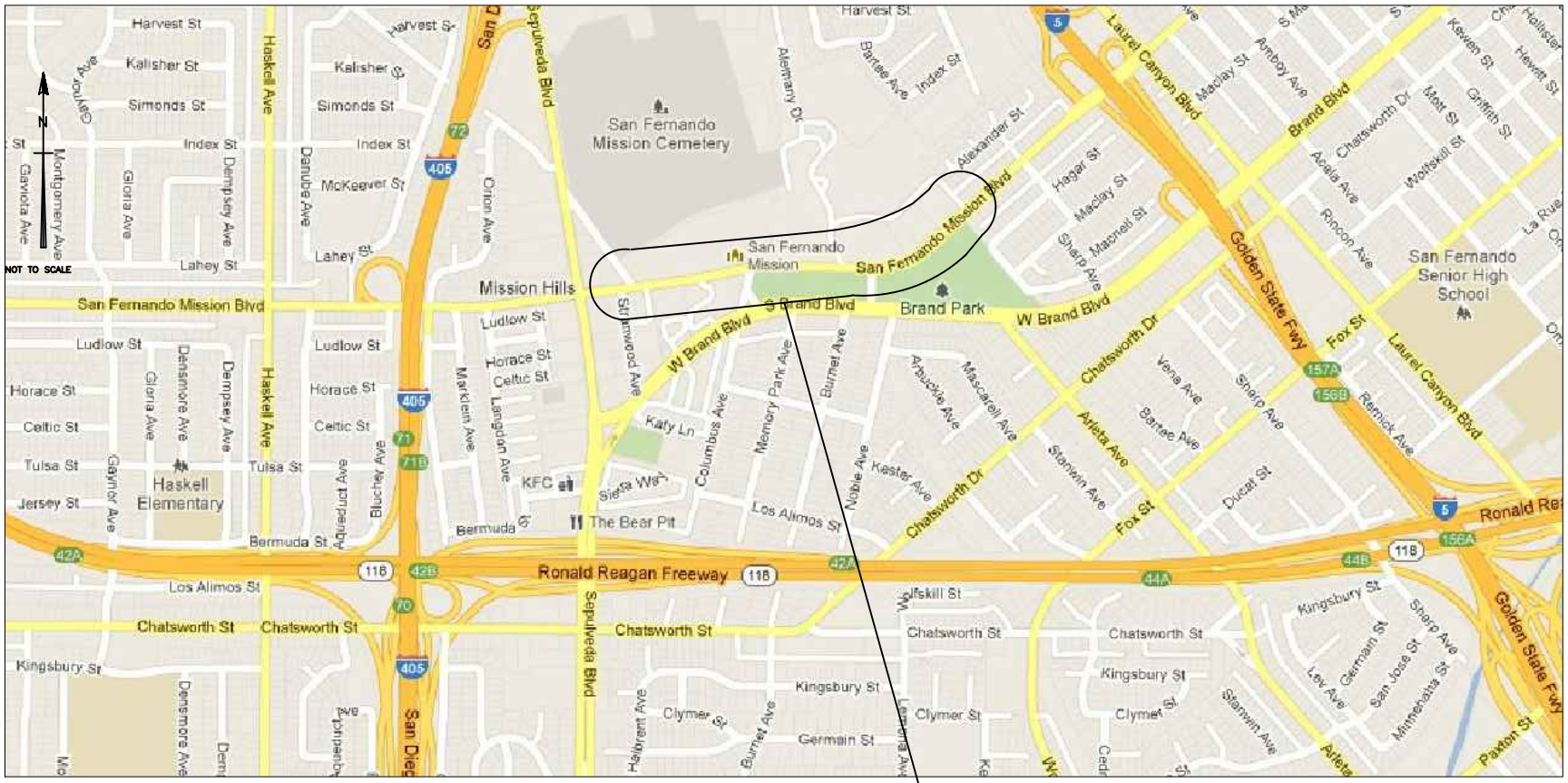
1. Caltrans additional Cultural Resource investigations will create more budget shortfall and further delay this project.
2. Widening will adversely impact the current pedestrian movements between the mission and Brand Park.
3. The City would like to improve the area with a “Complete Street” theme utilizing a different funding category.
4. Hence, the City would like to cancel this project.

Since this project will be canceled, City of Los Angeles requests the Committee to extend lapsing date to complete the City’s De-obligation (approval) process to cancel the project.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	10/1/2011	12/31/2014
Design Bid & Award (if applicable)	N/A	N/A
Design	7/1/2012	3/31/2015
Right-of-Way Acquisition	4/1/2015	6/30/2017
Construction Bid & Award (if applicable)	7/1/2017	3/31/2018
Construction	4/1/2018	3/31/2019

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map



SAN FERNANDO MISSION BLVD. BETWEEN SEPULVEDA BLVD. AND I-5

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
STREET AND STORMWATER PROGRAM
ENGINEERING
GARY LEE MOORE, P.E.
CITY ENGINEER

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: 8089 **Time Extension Request:** _1___ **year**
Project Sponsor: City of Los Angeles/BOE **Date of last TAC appeal:** **6/5/2013**
Project Title: Barham/Cahuenga Corridor Transportation Improvement Phase IV

Scope of Work (350 characters maximum):
This project will widen Cahuenga Boulevard East and West at Barham Boulevard to provide a dedicated left and right turn lane respectively**.** Also, widen the southbound approach of Cahuenga Boulevard at Odin Street to provide additional through lanes on Cahuenga Boulevard.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
No.

Project status (if first TAC appeal) or progress made since last report to TAC:
1. Executed Cooperative Agreement with Caltrans for additional retaining wall costs on December 9, 2013.
2. On March 18, 2014, met with Caltrans and determined the following will be required:
   - A new Traffic Railing, which will require environmental and crash test clearances.
   - State Historic Preservation Office (SHPO) approval for any modifications to the existing historic site.
   - Odin Street off-ramp reconstruction to meet Caltrans' latest 65-foot truck turning radius standards.
   - An additional $5M to cover costs of the aforementioned requirements.

Reason(s) for delay, if any:

1. Obtaining Cooperative Agreement with Caltrans for larger retaining wall.
2. Environmental clearance requirements; appearance of the traffic railing and crash test requirements, and SHPO reviews.
3. Coordinating retaining wall/traffic railing design issues with Caltrans, especially crash test requirements.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

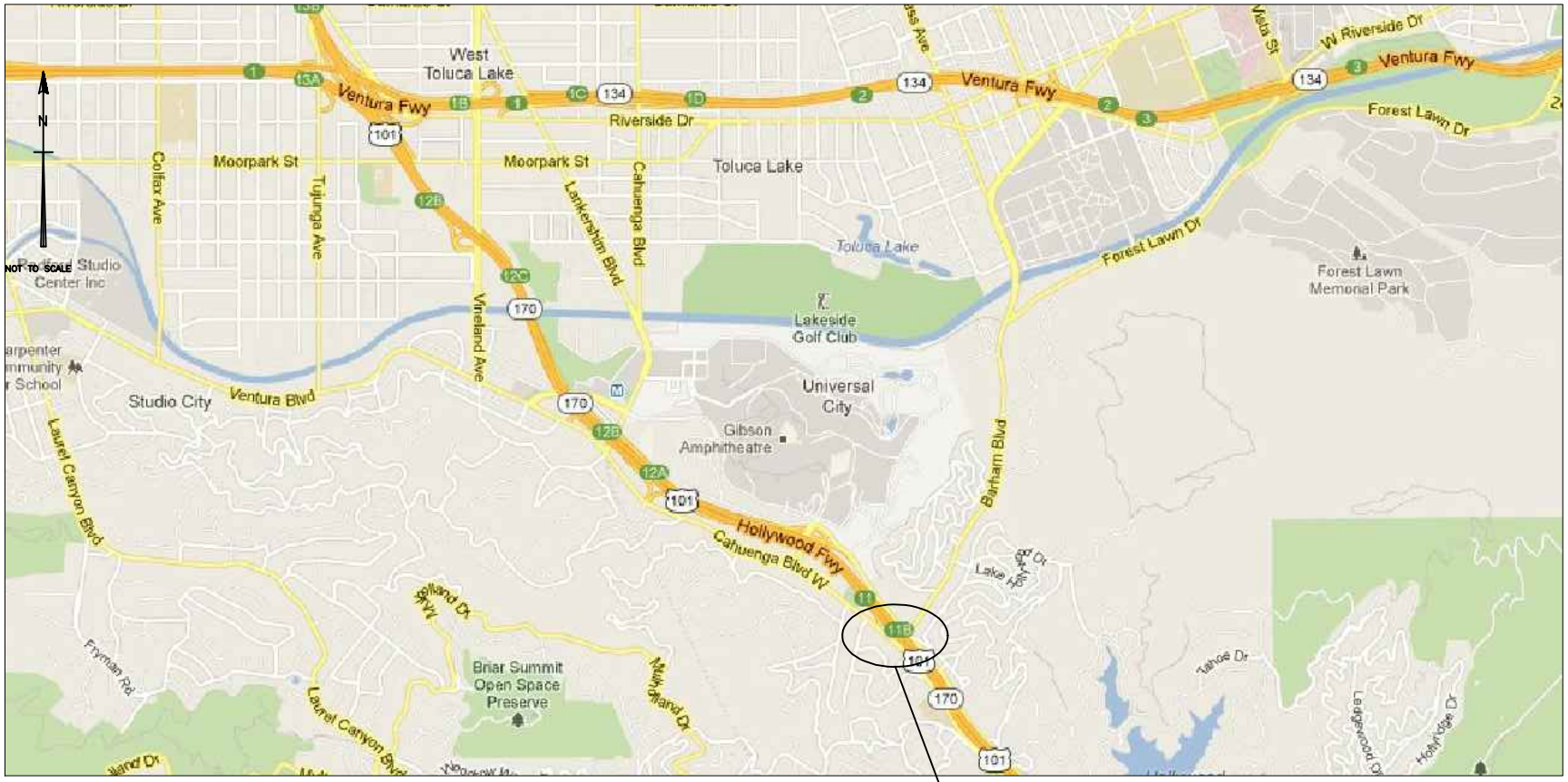
- Due to crash test requirements for the traffic railing, this project will be delayed substantially.
- Due to Caltrans 65-foot turning radius for off-ramp, widening at Odin Street will require reconstruction of the ramp, further delaying the project.
- Caltrans unknown crash test requirements and Off-ramp turning radius requirements will add over a million dollars to the existing $3000,000 budget shortfall.
- Hence, the City would like to cancel this project.

Since this, project will be canceled, City of Los Angeles requests the Committee to extend lapsing date to complete the City's De-obligation (approval) process to cancel the project.

Revised/Proposed schedule: As of 4/1/2014

Milestones	Start Date	Completion Date
Environmental Clearance	10/1/2012	6/30/2015
Design Bid & Award (if applicable)	N/A	N/A
Design	10/1/2012	9/30/2016
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	10/1/2016	3/31/2017

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map



BARHAM / CAHUENGA CORRIDOR TRANSPORTATION IMPROVEMENT PHASE IV

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
STREET AND STORMWATER PROGRAM

ENGINEERING

GARY LEE MOORE, P.E.
CITY ENGINEER

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1338 **Time Extension Request:** 2 **year(s)**
Project Sponsor: LADOT **Date of last TAC appeal:** N/A
Project Title: Highway-Rail Grade Crossing Improvement System

Scope of Work (350 characters maximum): Project provides upgrades to traffic signals at 40 critical at-grade rail crossings throughout the City of Los Angeles at signalized intersections that are adjacent to and preempted by highway-rail grade crossings. Work elements include rail transit priority, replacement of obsolete traffic signal controllers, upgrades to railroad preemption operations, interconnection upgrades between traffic signal and railroad crossing systems, upgrades to traffic signal operations, surveillance cameras, blank-out turn prohibition signs at signalized intersections adjacent to grade crossings, and battery backup power systems for continuous operation of traffic signals during power outages. This project also replaces the "flashing red" traffic signal operation for all approaches to the intersection during railroad preemption and replaces it with the "limited service" operation, which originated from a nationwide recommendation made by the National Transportation Safety Board (NTSB) following a well-publicized accident involving a Metrolink in January 2003. Improvements include enhancements to the railroad crossing systems, which provide each traffic signal with advance notice of the approach of any trains providing additional time to effectively clear the railroad crossings of vehicles and pedestrians well in advance of the arrival of any train.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s): No.

Project status (if first TAC appeal) or progress made since last report to TAC: Currently, there are $4.6 million dollars of projected project funds that are associated with railroad preemption improvements that will soon be implemented at a total of ten (10) crossings operated by the Union Pacific Railroad (UPRR) Company. Eight (8) of the crossings have executed Construction and Maintenance Agreements. Additionally, there are $1.7 million dollars in remaining project funds that are associated with work-in-progress for work involving other UPRR crossings, as well as crossings operated by other agencies.

Reason(s) for delay, if any: During the course of this project, and on October 1, 2010, the Federal Railroad Administration (FRA) issued a Safety Advisory 2010-02 published in the Federal Register, Vol. 75, No. 190. As a result of the Safety Advisory:

- All railroads nationwide were required to comply with NTSB in cooperation with States and local agencies.
- The City's railroad partners for this Project began to re-evaluate all their at-grade rail crossings located at signalized intersections to identify and introduce improvements approved by the FRA.
- Improvements required regulatory reviews by the California Public Utilities Commission (CPUC).
- Railroads reassessed their approach to improving each preempted railroad crossing developing new practices.
- Improvements required new state-of-the-art technology allowing interconnection and communication between the traffic signals and rail crossings.
- UPRR hired consultant to review all of UPRR crossings as recommended by the FRA Safety Advisory.
- Consultant reviewed UPRR crossings and recommended improvements at the ten (10) identified crossings.
- Consultant prepared extensive preemption reports to identify the proper preemption needs for each crossing.
- City of Los Angeles and UPRR agreed on scope and proceeded to finalize C&M Agreements authorizing construction.

Basis for extension and explanation of how the sponsor has or will overcome the delay: The City expects to begin the railroad improvements soon and hereby requests Metro TAC to extend the Project funding timelines to ensure completion of the Project. If Metro TAC were to deny extension of the Project timelines, the City would be in default of the agreements with UPRR on improvements totaling $ 4.6 Million dollars. Cancellation of this Project at this critical implementation juncture would decimate the goals of improving the efficiency and safety of traffic signal operations at rail crossings, and will expose the City and UPRR to possible tort liability claims. The expenditures of other remaining Project funds are also in progress as we speak. City is committed to completing and delivering this project as intended, especially after investing the efforts to negotiate with the railroad and to identify state of the art improvements to fully improve public safety at the identified crossings. The City hereby respectfully requests an extension of two years to allow for enough time to fully construct all identified safety improvements, and to allow enough time to process and provide final project closeout documents.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	N/A	N/A
Design	March 24, 2008	February 2014
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	N/A	N/A
Construction	December 22, 2008	June 2016

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

LEGEND

Project Location

HIGHWAY - RAIL GRADE CROSSING IMPROVEMENT PROJECT

CITY OF LOS ANGELES

LADOT
Moving LA Forward

N

j. avina c:\gisprojects\rr gradecrossing.apr 01/24/07

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: 8108
Project Sponsor: City of South Pasadena
Project Title: South Pasadena Fair Oaks Corridor Improvements

Time Extension Request: 1 year
Date of last TAC Appeal: 2012

Scope of Work:
This is the final project in series of four combined into one grant. The other three projects are constructed. This final piece is the design of the SR-110 Interchange at Fair Oaks Avenue. The project will widen the off-ramp at Fair Oaks from two lanes to four and construct a hook ramp on-ramp to the SR-110 for northbound Fair Oaks traffic.

Were there any change(s) in the scope of work since the Metro Board approval of the project?
There were no project scope changes.

Project status or progress made since last report to TAC:
The initial cost estimates for the design were much higher than staff had estimated, or in the $1 million range to bring the existing designs up to Caltrans current standards. City staff began exploration of alternatives to reduce the costs, including entering into a partnership with Caltrans to pay their staff to complete the designs. Those discussions are on-going to determine capacity and timeline. This grant funding will be used to pay either Caltrans or an outside firm.

Reasons for delay, if any:
This is the fourth and final project included under this one grant. The projects had to be completed consecutively due to their locations and ability for residents and public safety to properly navigate the city. After the last project was completed, staff began reviewing the existing but out-dated designs for this project to prepare for construction when the extreme deficiencies in the plan were discovered.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The City is committed to completing this final project, however with design costs from the General Fund approaching a half a million dollars and a projected $5 million shortfall for construction, the City Council is seeking assurances from Caltrans and FHWA that Federal construction funds will not lapse per the Rogan bill directive that "notwithstanding any other provision of law, the obligation limitation distributed for specific projects herein shall remain available until expended and shall be in addition to the amount of any obligation limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years" before committing General Fund dollars for the additional design costs. Staff is working with Caltrans and Congresswoman Chu's office for FHWA confirmation.

Revised/Proposed Schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	Completed with design	Completed with design
Design Bid & Award	Sep-14	Oct-14
Design	Nov-14	Mar-16
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award	N/A	N/A
Construction	N/A	N/A

Fair Oaks Avenue/SR-110 Improvement Project
Federal No.: RABA5071 (013)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	110	49.9/51.4	1	131

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

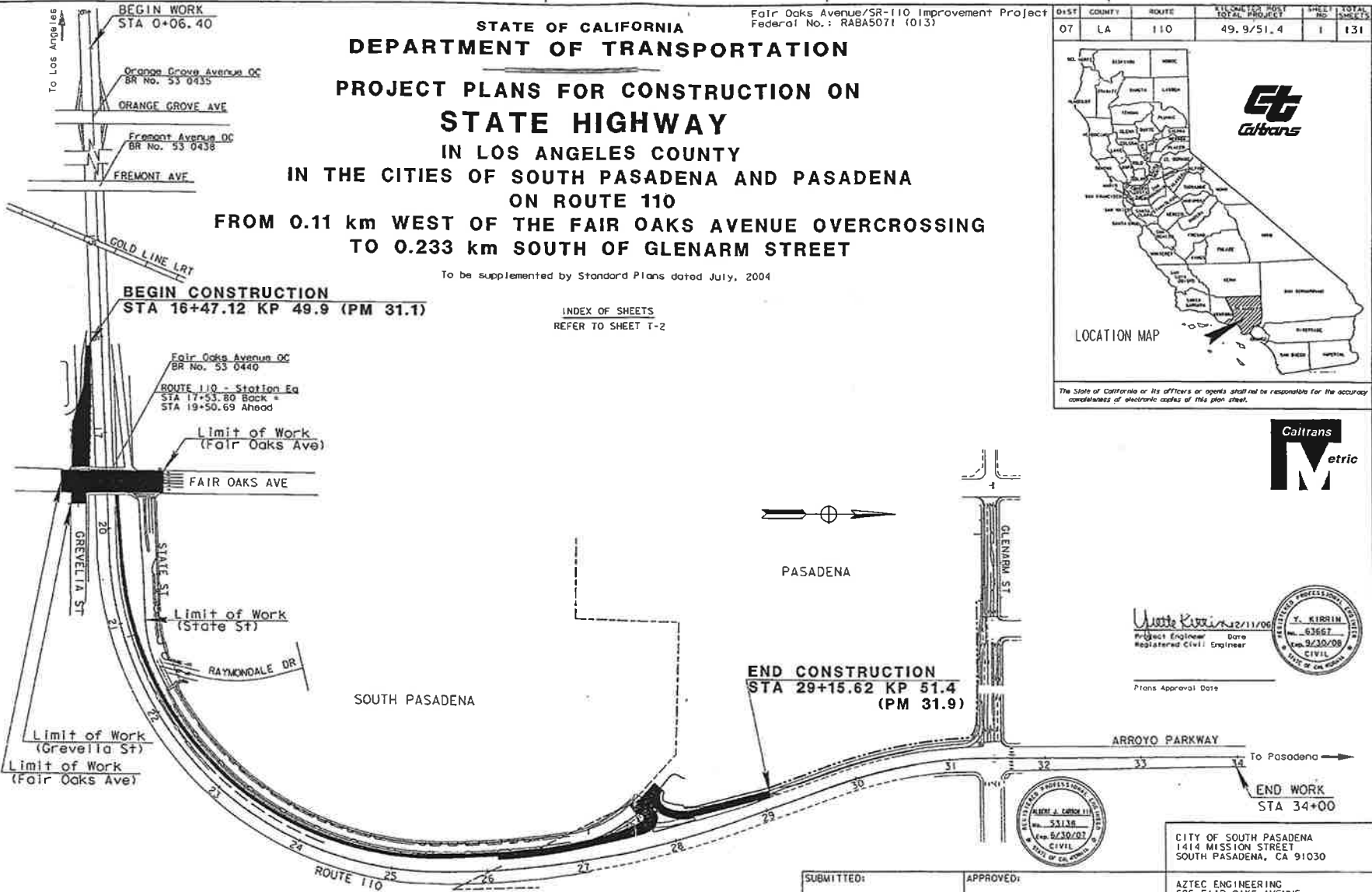
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN LOS ANGELES COUNTY
IN THE CITIES OF SOUTH PASADENA AND PASADENA
ON ROUTE 110
FROM 0.11 km WEST OF THE FAIR OAKS AVENUE OVERCROSSING
TO 0.233 km SOUTH OF GLENARM STREET

To be supplemented by Standard Plans dated July, 2004

INDEX OF SHEETS
REFER TO SHEET T-2



The State of California or its officers or agents shall not be responsible for the accuracy completeness of electronic copies of this plan sheet.

Caltrans Metric

Project Engineer Date
Registered Civil Engineer

Plans Approval Date

Y. KIRRIN No. 63667 Exp. 9/30/08 CIVIL

ALBERT J. CARBON III No. 53138 Exp. 6/30/07 CIVIL

The Contractor shall possess the Class (or Classes) of license as specified in the "Specifications".

SUBMITTED:

APPROVED:

ALBERT J. CARBON III DATE
DIRECTOR OF PUBLIC WORKS
REGISTERED CIVIL ENGINEER No. C53138
REGISTRATION EXPIRES: 6/30/07

CITY OF SOUTH PASADENA
1414 MISSION STREET
SOUTH PASADENA, CA 91030

AZTEC ENGINEERING
625 FAIR OAKS AVENUE
SUITE 101
SOUTH PASADENA, CA 91030

Contract No. 07-233804

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

USERNAME => $USER
DGN FILE => $REQUEST

CU 07279

EA 233801

00-00-00

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: P0007193 **Time Extension Request: 1 year(s)**
Project Sponsor: Gateway Cities Council of Governments **Date of last TAC appeal: 7/25/13**
Project Title: Truck Impacted Intersection Project Phase 2

Scope of Work (350 characters maximum):

The Gateway Cities Council of Governments Goods Movement NHS Access Design & Implementation Phase II Project. This project is commonly known as the Truck Impacted Intersection Project Phase II, which improves 18 truck impacted intersections in the Gateway Cities area.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

No changes in the Scope of Work. Several Cities have dropped out of the Phase 2 Project due to fiscal issues, however, the COG has been able to maintain the 18 intersections outlined in the MOU by adding intersections that were part of the original Meyer Mohaddes Study.

Project status (if first TAC appeal) or progress made since last report to TAC:

A total of 14 Intersections have been completed as of this date. There are 4 intersections remaining, all of which are proceeding to construction or are in construction.

Reason(s) for delay, if any:

Telegraph Road/Rosemead/Lakewood Blvd. Cities of Pico Rivera and Downey are combining the construction of this project with the larger intersection capacity project to minimize public inconvenience and eliminate the need to remove any Truck Impacted Intersection improvements.

Washington/Ayers. City of Commerce is combining the construction of this project with the larger Washington Blvd. Widening and Reconstruction Project to achieve economies of scale and minimize public inconvenience.

PCH/Cherry Avenue. City of Signal Hill has resolved a two-year delay related to securing the Encroachment Permit from Caltrans.

Firestone/Rayo. City of South Gate has resolved their outstanding right of way issues, which have delayed the project for over 1 year.

Basis for extension and explanation of how the sponsor has or will overcome the delay:

Telegraph Road/Rosemead/Lakewood Blvd. project construction completion targeted for June 2015.
PS&E for the Washington/Ayers Project is 100% complete, and construction completion is targeted for June 2015.
PCH/Cherry Avenue construction contract will begin in May 2014, and construction completion in January 2015.
Firestone/Rayo construction will begin in June 2014, and will be completed by June 2015.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance		
Design Bid & Award (if applicable)		
Design		
Right-of-Way Acquisition		
Construction Bid & Award (if applicable)		
Construction	5/14, 6/14, 1/15	1/15 and 6/15

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1307
Project Sponsor: City of Los Angeles, Department of Transportation
Project Title: ATCS – Central Business District

Time Extension Request: 2 years
Date of last TAC appeal: June 5, 2013

Scope of Work (350 characters maximum):
The proposed Adaptive Traffic Control System (ATCS) Project will upgrade approximately, 230 signalized intersections currently utilizing outdated Urban Traffic Control System (UTCS) software, by providing a fully traffic responsive signal control system based on real-time traffic conditions in the Central Business District area. This project will install new software and vehicle detectors at intersections currently part of the City's Automated Traffic Surveillance and Control (ATSAC) system.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
None.

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is in the pre-design phase.

Reason(s) for delay, if any:
1) The ATCS design team was diverted to design rush projects including:
   a) Metro's Venice TPS Project
   b) Metro's Wilshire BRT Project
   c) Other safety related projects within LADOT

As a result, this delay reflected on revising the design schedule for the ATCS project.

2) The City has adopted a hard hiring freeze that lead to reduction of design resources from two design teams to only one.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
LADOT plans to ask for 2 year extension to complete the design elements of the ATCS Central Business District project.

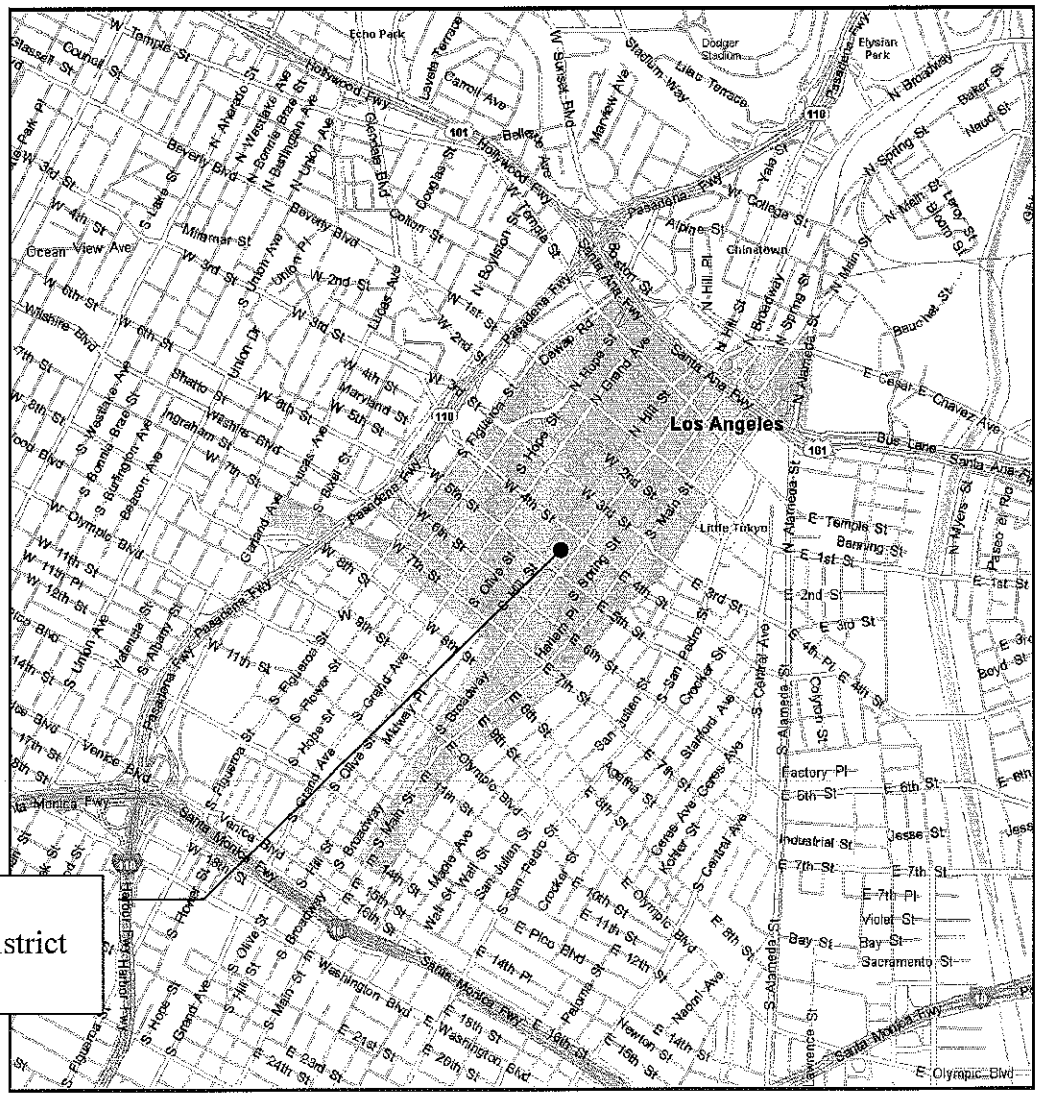
Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	-	-
Design Bid & Award (if applicable)	-	-
Design	July 2015	February 2016
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	March 2016	June 2016
Construction	July 2016	June 2017

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Project Map



Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
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Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1308
Project Sponsor: City of Los Angeles, Department of Transportation
Project Title: ATCS – West Adams

Time Extension Request: 1 year
Date of last TAC appeal: June 5, 2013

Scope of Work (350 characters maximum):
The proposed Adaptive Traffic Control System (ATCS) Project will upgrade approximately, 122 signalized intersections currently utilizing outdated Urban Traffic Control System (UTCS) software, by providing a fully traffic responsive signal control system based on real-time traffic conditions in the West Adams area. This project will install new software and vehicle detectors at intersections currently part of the City's Automated Traffic Surveillance and Control (ATSAC) system.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
None.

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is in the pre-design phase.

Reason(s) for delay, if any:
1) The ATCS design team was diverted to design rush projects including:
   a) Metro's Venice TPS Project
   b) Metro's Wilshire BRT Project
   c) Other safety related projects within LADOT

As a result, this delay reflected on revising the design schedule for the ATCS project.

2) The City has adopted a hard hiring freeze that lead to reduction of design resources from two design teams to only one.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
LADOT plans to ask for 1 year extension to complete the design elements of the ATCS West Adams project.

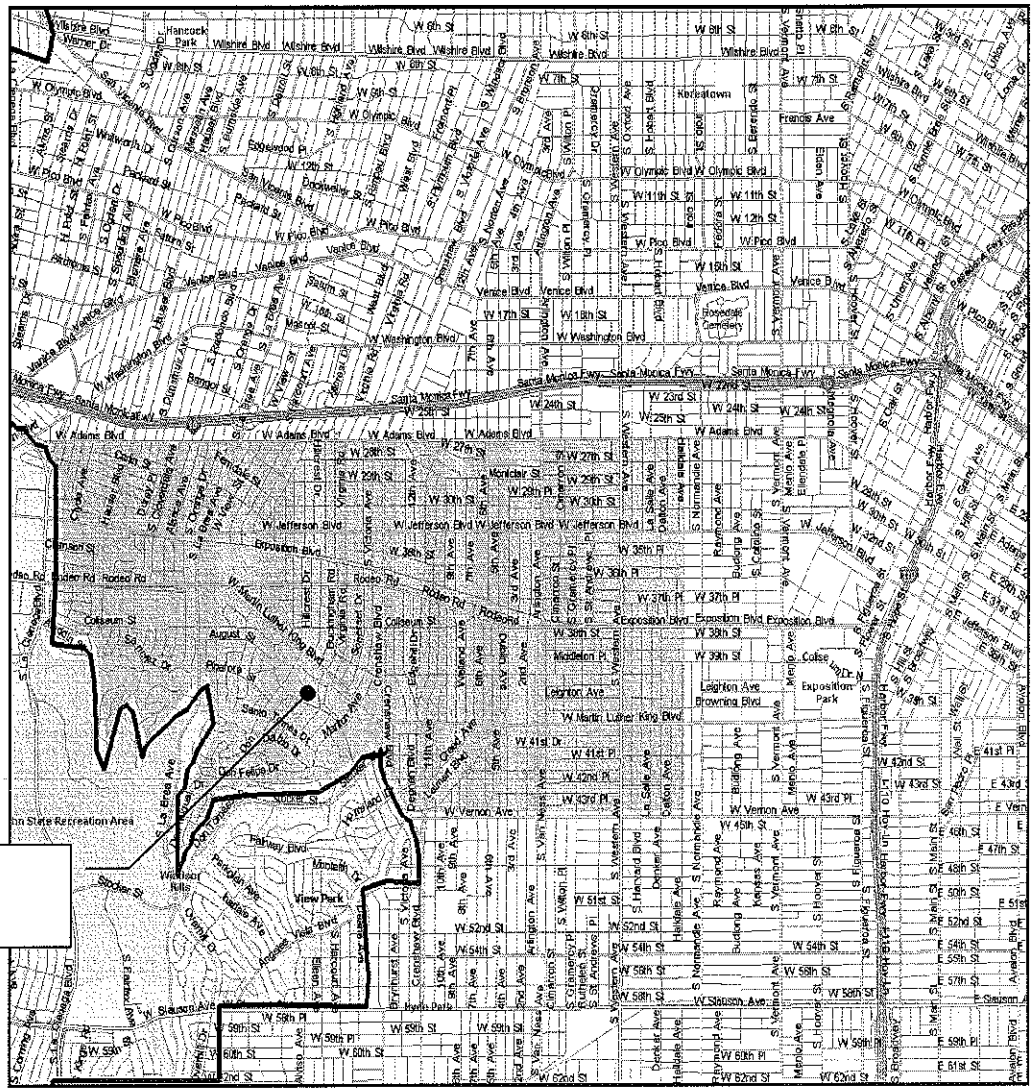
Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	-	-
Design Bid & Award (if applicable)	-	-
Design	April 2014	August 2014
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	September 2014	December 2014
Construction	January 2015	December 2015

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Project Map



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2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1309
Project Sponsor: City of Los Angeles, Department of Transportation
Project Title: ATCS – Echo Park / Silver Lake

Time Extension Request: 1 year
Date of last TAC appeal: June 5, 2013

Scope of Work (350 characters maximum):
The proposed Adaptive Traffic Control System (ATCS) Project will upgrade approximately, 117 signalized intersections currently utilizing outdated Urban Traffic Control System (UTCS) software, by providing a fully traffic responsive signal control system based on real-time traffic conditions in the Echo Park / Silver Lake area. This project will install new software and vehicle detectors at intersections currently part of the City's Automated Traffic Surveillance and Control (ATSAC) system.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
None.

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is in the pre-design phase.

Reason(s) for delay, if any:
1) The ATCS design team was diverted to design rush projects including:
   a) Metro's Venice TPS Project
   b) Metro's Wilshire BRT Project
   c) Other safety related projects within LADOT

As a result, this delay reflected on revising the design schedule for the ATCS project.

2) The City has adopted a hard hiring freeze that lead to reduction of design resources from two design teams to only one.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
LADOT plans to ask for 1 year extension to complete the design elements of the ATCS Echo Park / Silver Lake project.

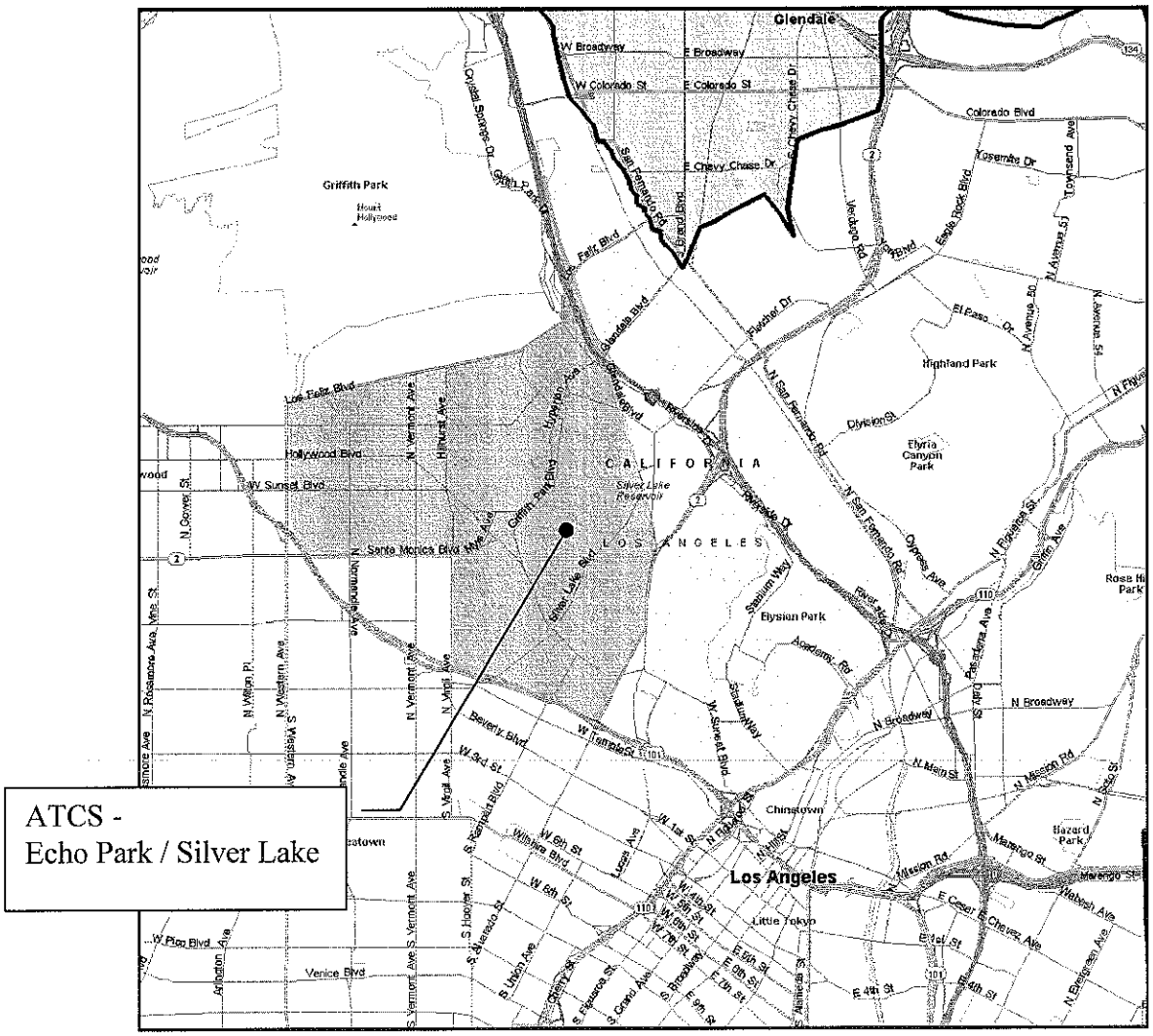
Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	-	-
Design Bid & Award (if applicable)	-	-
Design	September 2014	February 2015
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	March 2015	June 2015
Construction	July 2015	June 2016

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Project Map



Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1305
Project Sponsor: City of Los Angeles, Department of Transportation
Project Title: ATCS – Central City East

Time Extension Request: 2 years
Date of last TAC appeal: June 5, 2013

Scope of Work (350 characters maximum):
The proposed Adaptive Traffic Control System (ATCS) Project will upgrade approximately, 120 signalized intersections currently utilizing outdated Urban Traffic Control System (UTCS) software, by providing a fully traffic responsive signal control system based on real-time traffic conditions in the Central City East area. This project will install new software and vehicle detectors at intersections currently part of the City's Automated Traffic Surveillance and Control (ATSAC) system.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
None.

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is in the pre-design phase.

Reason(s) for delay, if any:
1) The ATCS design team was diverted to design rush projects including:
   a) Metro's Venice TPS Project
   b) Metro's Wilshire BRT Project
   c) Other safety related projects within LADOT

As a result, this delay reflected on revising the design schedule for the ATCS project.

2) The City has adopted a hard hiring freeze that lead to reduction of design resources from two design teams to only one.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
LADOT plans to ask for 2 year extension to complete the design elements of the ATCS Central City East project.

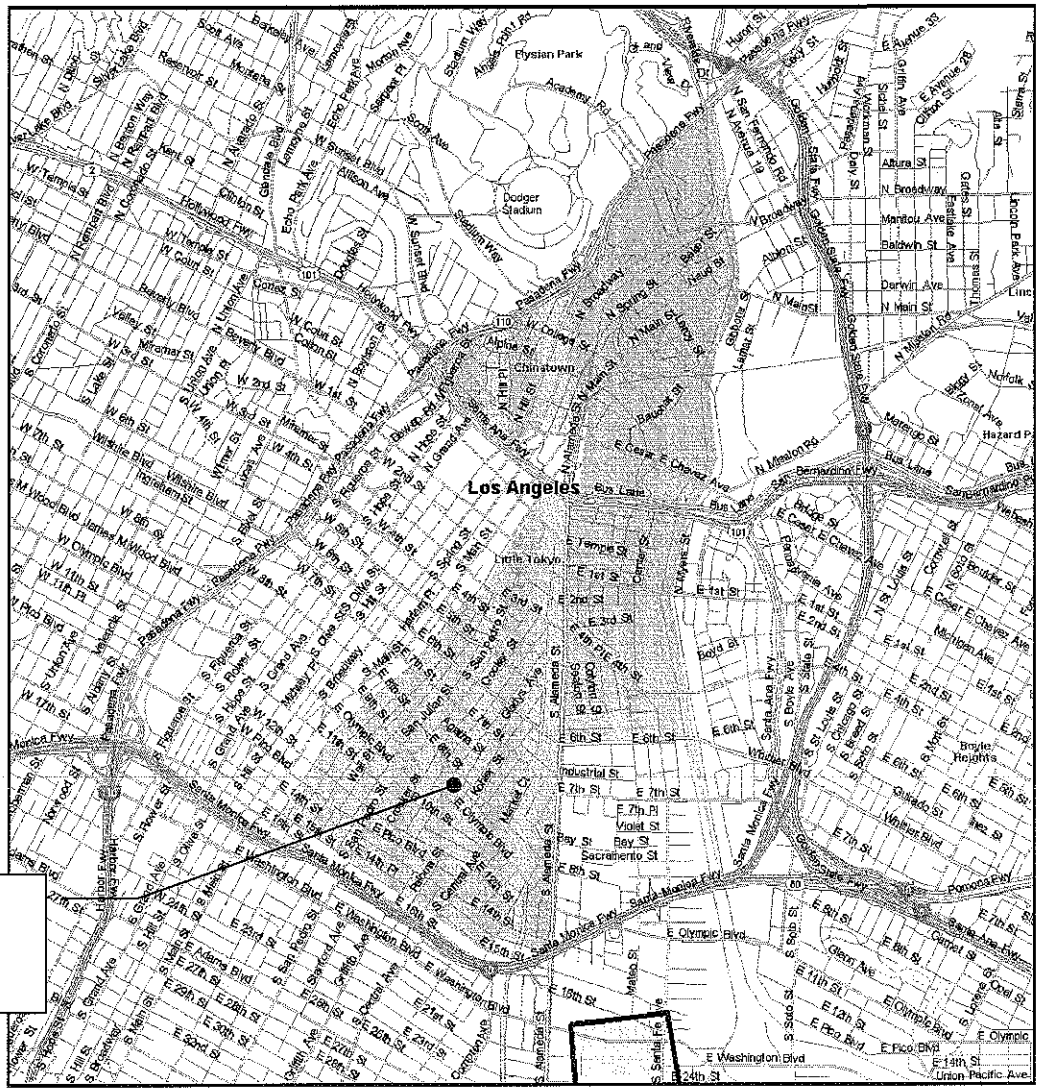
Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	-	-
Design Bid & Award (if applicable)	-	-
Design	March 2015	July 2015
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	August 2015	November 2015
Construction	December 2015	November 2016

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Project Map



Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1345
Project Sponsor: City of Los Angeles, Department of Transportation
Project Title: ATCS – Los Angeles

Time Extension Request: 2 years
Date of last TAC appeal: June 5, 2013

Scope of Work (350 characters maximum):
The Adaptive Traffic Control System (ATCS) Los Angeles Project is composed of four project elements that are integral parts of the City Los Angeles' ATSAC / ATCS real-time computer-based traffic signal system. The project will implement the following four ATSAC / ATCS elements within the boundaries of the City of Los Angeles:

1) 158 closed-circuit television cameras (CCTV) at major intersections for video surveillance of traffic conditions.
2) 2,400 in-ground vehicle loop detectors at 400 intersections for operation of ATCS installations completed early in the ATSAC Program, prior to implementation of ATCS.
3) 692 Type 2070 traffic signal controllers to replace Type 170 controllers, currently in use at intersections improved with Proposition C funds prior to 2001.
4) 89 overhead guide signs for traffic control in areas of the City that have become highly congested since the implementation of ATSAC facilities prior to 2001.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
None.

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is in the pre-design phase.

Reason(s) for delay, if any:
1) The ATCS design team was diverted to design rush projects including:
   a) Metro's Venice TPS Project
   b) Metro's Wilshire BRT Project
   c) Other safety related projects within LADOT

As a result, this delay reflected on revising the design schedule for the ATCS project.

2) The City has adopted a hard hiring freeze that lead to reduction of design resources from two design teams to one only.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
LADOT plans to ask for 2 year extension to complete the design elements of the ATCS Los Angeles project.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	-	-
Design Bid & Award (if applicable)	-	-
Design	April 2014	February 2016
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	March 2016	June 2016
Construction	July 2016	December 2017

Project Map

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
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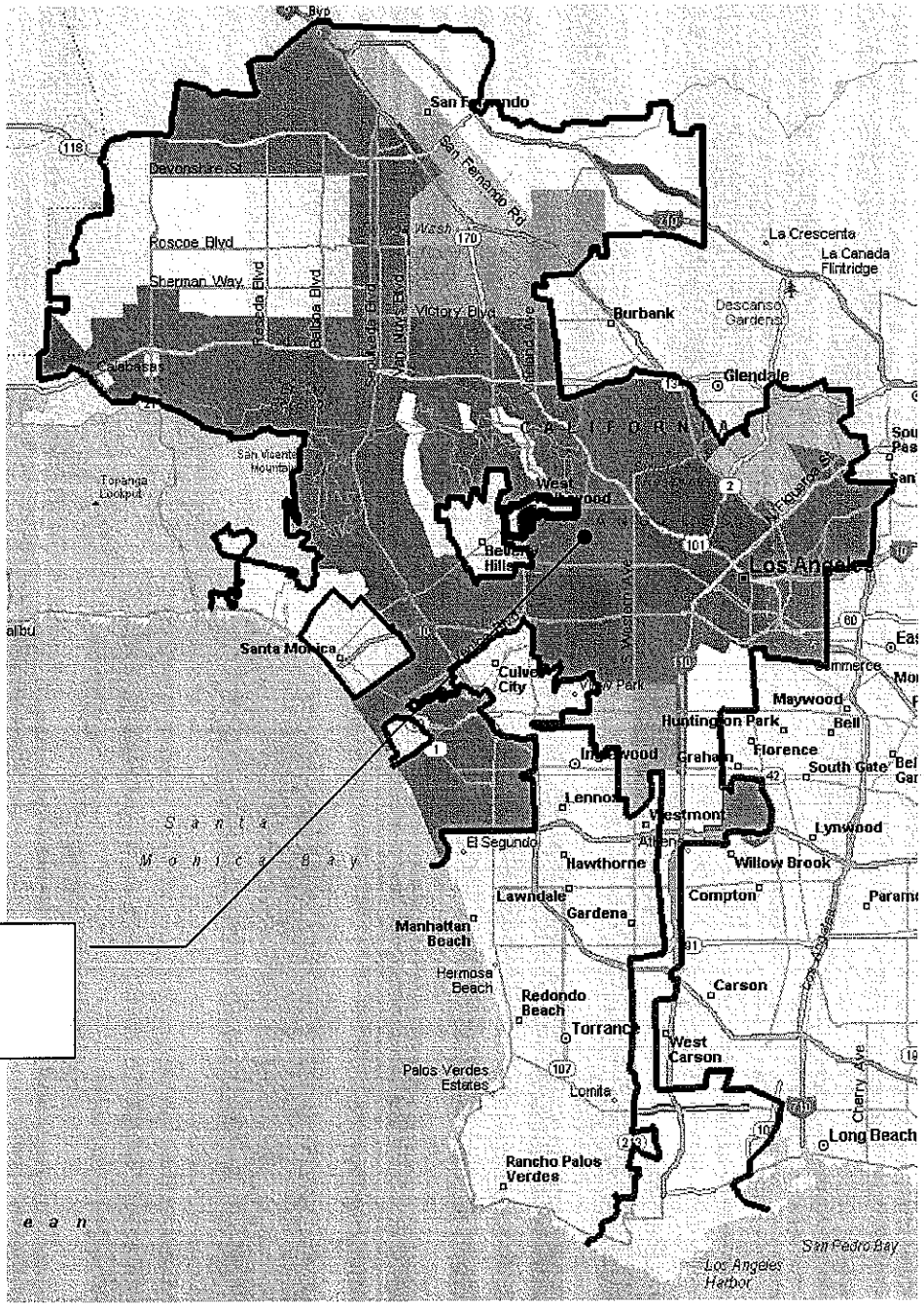
Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Project Map



ATCS -
Los Angeles

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1615 **Time Extension Request: 1 year**
Project Sponsor: City of Los Angeles, Bureau of Street Services **Date of last TAC appeal: N/A**
Project Title: Eastside Light Rail Pedestrian Linkage

Scope of Work (350 characters maximum):
The Eastside Light Rail Pedestrian Linkage project is part of an overall effort to improve pedestrian linkages to the Metro Gold Line Eastside Extension project on 1st St between Alameda St to Lorena St in Boyle Heights. The funds for this project represents 1 of 8 phases of work for this overall project. In partnership with Metro, funded by Metro's Measure R Eastside Light Rail Access Project, the City is currently implementing the other 7 phases. Project elements include new street trees, new sidewalk, crosswalk enhancements, pedestrian lighting, bicycle racks, trash receptacles, street furniture, and access ramps. Please see attached map displaying all 8 phases of this overall project.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
Yes, the overall limits of work have been revised to more accurately reflect this project's scope as part of the larger Eastside Light Rail Access project. The original Board approval showed limits of work on 1st st between Alameda St to Lorena St, however as negotiated with Metro, the revised limits are on 1st St between Soto St to Rivera St and Fresno St to Concord St. The revision of project limits is pending Metro Board approval. Please see the attached map displaying the limit revision.

Project status (if first TAC appeal) or progress made since last report to TAC:
This phase of the project is currently in the NEPA environmental documentation preparation phase, however this phase cannot be completed until the limit revision is approved by the Metro Board and amended into the FTIP. The other phases of this project are currently in construction or are scheduled to begin construction by the end of the calendar year.

Reason(s) for delay, if any:
The limit revision is pending Metro Board approval. Upon Board approval, the environmental documentation can be completed.

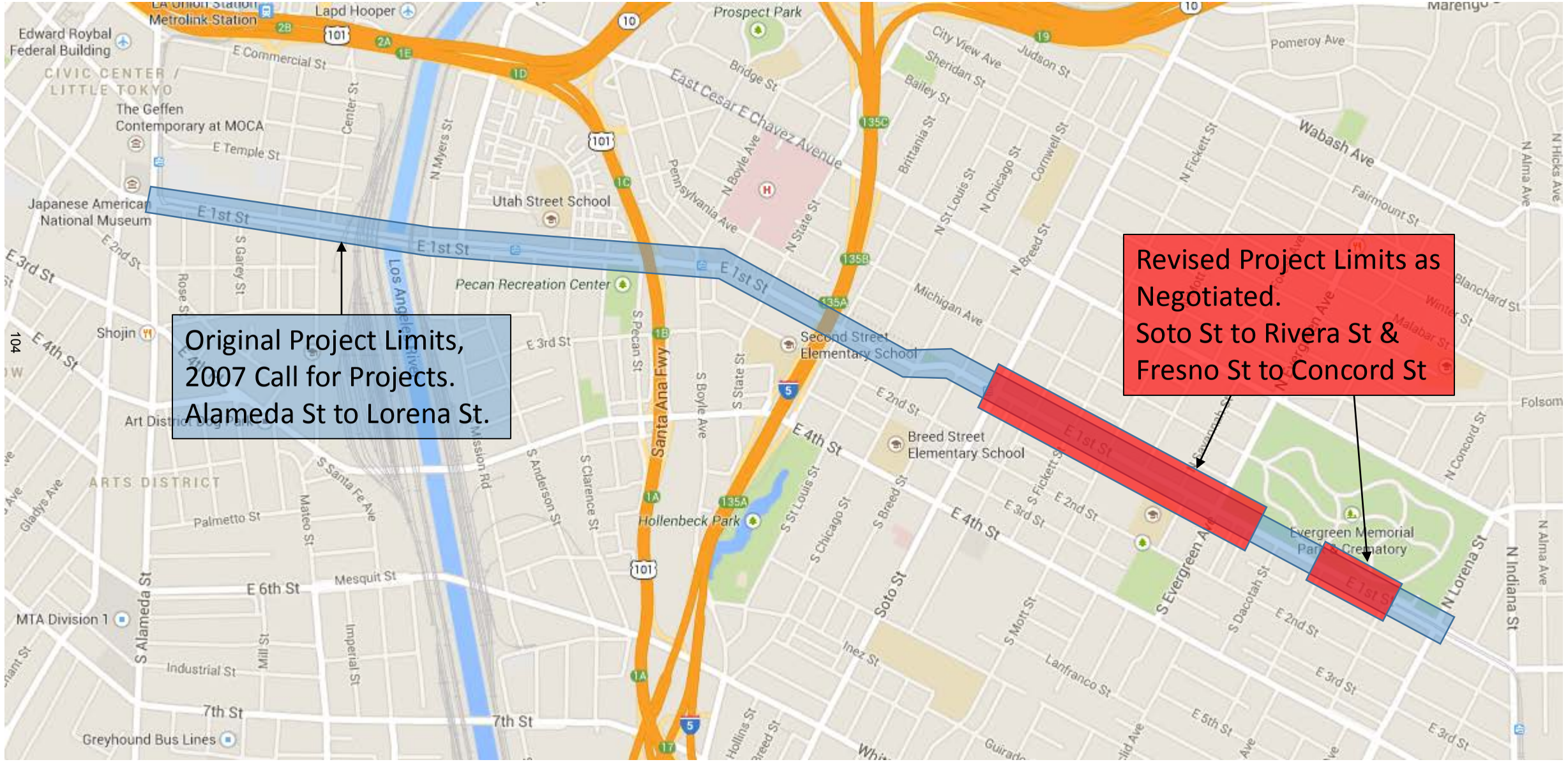
Basis for extension and explanation of how the sponsor has or will overcome the delay:
Preliminary plans for this project are complete. Plans will be finalized upon environmental clearance through NEPA. The City is currently in construction on other phases of this project and will transition to construction on this phase upon receipt of all necessary clearances.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	10/1/13	8/1/14
Design Bid & Award (if applicable)	N/A	N/A
Design	May 2012	9/1/14
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	N/A	N/A
Construction	11/1/14	5/1/15

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map

F1615 - Eastside Access Limit Revision



Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F5503
Project Sponsor: City of Long Beach
Project Title: City of Long Beach Phase II Bike Share Program

Time Extension Request: 1 year
Date of last TAC appeal: N/A

Scope of Work (350 characters maximum):
This project will implement the second phase of the bike-share program in Long Beach. Funds will be used to purchase and install 500 bikes, 50 docking stations and kiosks and wayfinding signage. The project will support local and Metro transit stations, employment areas, business districts and major activity nodes.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
The milestones for project tracking and the detailed schedule have all been updated, and a revised LOA reflecting these updates has been executed.

Project status (if first TAC appeal) or progress made since last report to TAC:
The Los Angeles County Metropolitan Transportation Authority is now coordinating efforts to determine the best path forward for a regional, multi-agency bike share program. As of January 2014, Metro has taken a lead role in developing a regional bike share program as directed by the Metro Board. Multi-agency coordination and direction was not anticipated at the time of CTC allocation and additional time is needed to coordinate those efforts to ensure an integrated regional system.

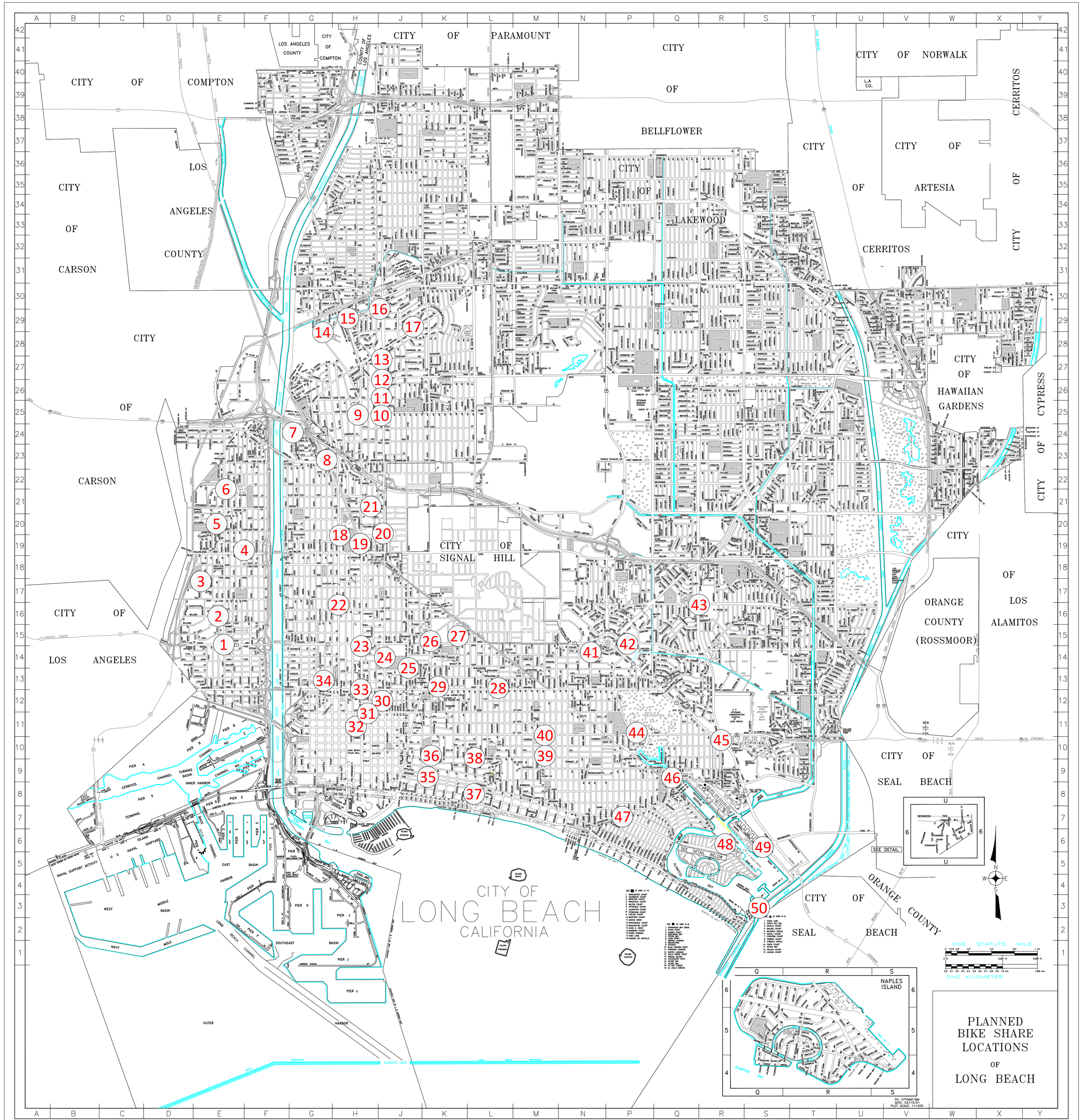
Reason(s) for delay, if any:
This extension request would allow the City to coordinate with Metro as Metro develops an implementation plan for a multi-agency regional bike share system.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The additional time will allow the City to coordinate with Metro's regional bike share implementation as well as work out additional contractual issues this coordination will need to update.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	completed	11/2013 & 9/2013
Design Bid & Award (if applicable)	1/1/2015	3/31/2015
Design	1/1/2015	3/31/2015
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	10/1/2014	3/15/2015
Construction	1/1/2016	12/31/2017

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map


CITY OF COMPTON
CITY OF PARAMOUNT
CITY OF BELLFLOWER
CITY OF NORWALK
CITY OF ARTESIA
CITY OF CERRITOS
CITY OF LAKEWOOD
CITY OF HAWAIIAN GARDENS
CITY OF CYPRESS
CITY OF LOS ALAMITOS
CITY OF SEAL BEACH
CITY OF SIGNAL HILL
CITY OF LONG BEACH
CALIFORNIA
LOS ANGELES COUNTY
CITY OF COMPTON
CITY OF LOS ANGELES
CITY OF CARSON
LOS ANGELES COUNTY
CARSON
ORANGE COUNTY (ROSSMOOR)
ORANGE COUNTY
NAPLES ISLAND
SEE DETAIL
SEE DETAIL BELOW
PLANNED BIKE SHARE LOCATIONS OF LONG BEACH
ONE STATUTE MILE
ONE KILOMETER

Metro Technical Advisory Committee (TAC)
May 7, 2014 Deobligation Appeal Project Fact Sheet

Call for Project #: F1528
Project Sponsor: City of Long Beach
Project Title: San Gabriel River Bike Path Gap Closure At Willow Street

Time Extension Request: 1 year
Date of last TAC appeal: June 2013

Scope of Work (350 characters maximum):
Creation of off-street bicycle path to achieve bicycle route gap closure on Willow Street from the San Gabriel River Bike Path west to Studebaker Road. Bike path distance .5 miles

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
The scope of work has not changed.

Project status (if first TAC appeal) or progress made since last report to TAC:
The City has requested to move all design funds for FY 2013-2014 into the construction phase of the project in FY 2014-2015.

Reason(s) for delay, if any:
Design is nearly complete. We do not currently expect any delays on the project.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Local funds were utilized for all design work.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	3/1/2013	CE expected 8/15/2014
Design Bid & Award (if applicable)	N/A	N/A
Final Design	9/1/2014	1/15/2015
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	3/1/2015	4/30/2015
Construction	5/15/2015	11/15/2015

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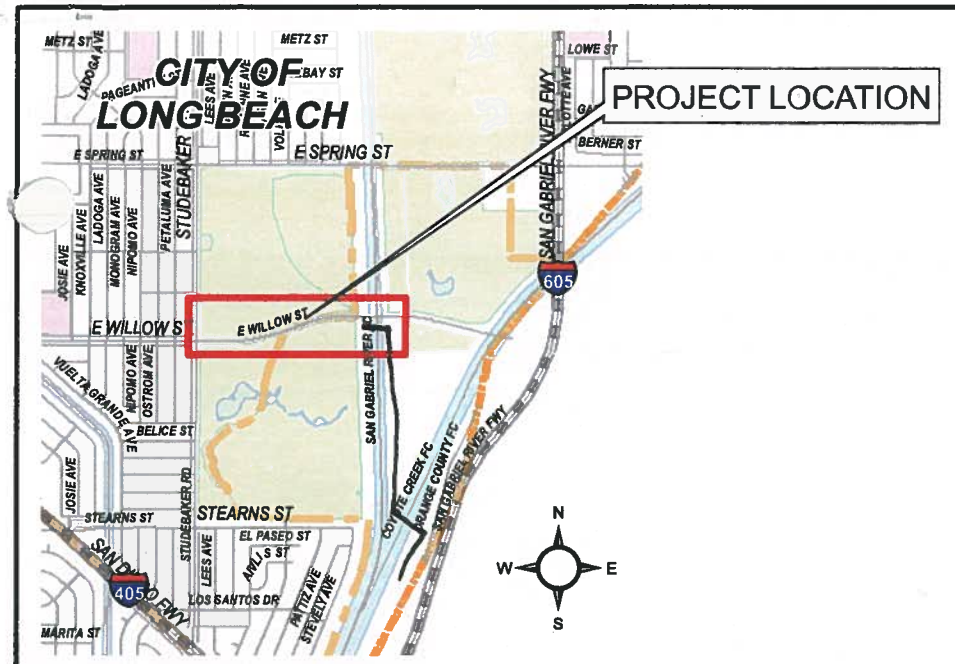

VICINITY MAP

MAP FEATURES

- VALVE - RECLAIMED WATER
- RECLAIMED WATER MAIN
- RECLAIMED WATER SERVICE
- GIS.Street Light - CL&P
- FEED POINT
- STREET LIGHT CONDUIT

GIS.FranchisePipeDevices

FEATURE_TYPE

- MH

PIPELINES - FRANCHISE

- ALL OTHERS
- GASOLINE, ABANDONED
- FIRE ALARM, EXST
- FIRE ALARM, ABANDONED

Gas Valve - LBGOD

- VALVE - GAS
- AbandonedGasDevice
- GAS DISTRIBUTION MAIN
- GAS SERVICE
- ABANDONED GAS LINE
- GAS VentPipe - LBGOD

LBWD.WaterValves

- VALVE - POTABLE WATER
- WATER METER
- FIRE HYDRANT

LBWD.WaterMains

- POTABLE WATER MAIN
- WATER SERVICE
- ABANDONED WATER LINE

LBWD.SewerStructures

TYPE

- CLEAN-OUT
- LAMP HOLE
- MANHOLE
- LBWD
- SEWER LATERAL
- LBWD.SewerAbandonDevices
- ABANDONED SEWER LINE

STORM DRAIN CARRIERS

OWNER, STATUS

- LA COUNTY FLOOD CONTROL DIST, ACTIVE
- CITY OF LONG BEACH, ACTIVE

STATUS

- ABANDONED STORM DRAIN PIPE
- GIS.HardscapeLines
- GIS.AssessorParcels
- GIS.CityCouncilDistricts

GIS SITE PLAN

CLB - GIS UTILITY INFORMATION (REFERENCE ONLY)
NOTE: THIS GIS UTILITY INFORMATION IS FOR REFERENCE ONLY.
THE VARIOUS UNDERGROUND UTILITIES SHOWN ON THIS MAP ARE PART OF THE CITY OF LONG BEACH GIS SYSTEM, INCLUDING: CLB-PW STORM DRAIN AND FRANCHISE PIPELINE DATA, CITY LIGHT & POWER STREET LIGHTING DATA, AND L.B.W.D. WATER & SEWER DATA AND L.B.G.O.D. GAS DATA.
THE INFORMATION SHOWN INCLUDES THE UNDERGROUND INFORMATION FOR:
TELEPHONE - VERIZON (FORMERLY GTE)
NOTE: RESEARCH OF EXISTING UTILITIES TURNED UP NO EXISTING (SCE) UNDERGROUND ELECTRICAL CONDUITS - SOUTHERN CALIFORNIA EDISON OR CABLE TV - CHARTER

DRAWING SCALE: 1" = 200' (Ref. GIS Scale = 1:2400)

N
W E
S

1 inch = 200 feet

0 150 300 600 Feet

Department of Public Works - GIS

PROPOSED CLASS I BIKE PATH
- WILLOW STREET -
GIS BASE / UTILITY PLAN

GIS DATA - SOURCE= ARC GIS DATA COMPILED BY: CLB Eng Support ON: 4-30-13 FN: City Wide Utilities 2013 - Willow St - Bikeway 11x17.mxd