

Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mullholland Conference Room

1. Call to Order/Roll Call Action (*Rena Lum, Brian Lam*)

2. Agenda Reports by Standing Committees Information
 - Bus Operations *(Jane Leonard)*
 - Local Transit Systems *(Sebastian Hernandez)*
 - Streets and Freeways *(Fulgene Asuncion)*
 - TDM/Sustainability *(Mike Bagheri)*
 - Attachment 1: Subcommittee Agendas
 - Attachment 2: Subcommittee Actions
 - 5 min

3. Chairperson's Report Information
(Rena Lum)

4. Consent Calendar Action
 - Approval of Minutes
 - Attachment 3: Draft April 4, 2018 Minutes

5. Metro Vision 2028 Update Information
 - 20 min *(Tham Nguyen/Nadine Lee)*

6. Metro Bike Share Business Plan Information
 - 5 min *(Dolores Roybal/Frank Ching)*

7. Open Streets Cycle 3 Information
 - 5 min *(Brett Thomas/Dolores Roybal)*

8. **TIMED AGENDA – 10:05 AM**
 - Call for Projects Deobligation Appeals Action
 - Attachment 4: TAC Call for Projects Appeals Protocol *(Fanny Pan)*
 - Attachment 5: Recommended Project Deobligation List

Metropolitan Transportation Authority



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Attachment 6: TAC Appeals Fact Sheets

9. Other Business

- July 4, 2018 Metro TAC Meeting

10. Adjournment

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

Please call Brian Lam at (213) 922-3077 or e-mail lamb@metro.net with questions regarding the agenda or meeting. The next meeting will be on June 6, 2018 at 9:30 a.m. in the **William Mullholland Conference Room on the 15th Floor**.

Attachment 1

Subcommittee Agendas

Agenda

Los Angeles County
Metropolitan Transportation Authority

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

- | | |
|--|--|
| 1. Call to Order
(1 minute) | Action
<i>Jane Leonard</i> |
| 2. Approval of March 20, 2018 Minutes
(1 minute) | Action
<i>BOS</i> |
| 3. Chair's Report
(5 minutes) | Information
<i>Jane Leonard</i> |
| 4. Metro Report
(5 minutes) | Information
<i>Mercedes Meneses</i> |
| 5. FAP Update
(5 minutes) | Information
<i>Manijeh Ahmadi</i> |
| 6. TAP/Mobile App Video
(15 minutes) | Information
<i>Robin O'Hara</i> |
| 7. FY19 Budget Presentation
(15 minutes) | Information
<i>Koreyne Clark</i> |
| 8. FTA Update
(10 minutes) | Information
<i>Arianna Valle/Adam
Stephenson/Stacy Alameida</i> |
| 9. Access Update
(10 minutes) | Information
<i>Matthew Avancena</i> |
| 10. Transit Industry Debriefing/Updates
(5 minutes) | Information
<i>All</i> |



Los Angeles County
Metropolitan Transportation Authority

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- | | |
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| 11. FTA Section 5307 15% Discretionary
Capital and 1% ATI Funds Allocation
(2 hours) | Action
<i>Jane Leonard</i> |
| 12. New Business | Information
<i>All</i> |
| 13. Adjournment | |

Information Items:

90-day Rolling Agenda
Subsidy Matrix FY 2018
TDA-STA Capital Claims FY 2018
TDA-STA Claims FY 2018
Summary of Invoices FY 2018
Summary of EZ Pass Invoices FY 2018

BOS Agenda Packages can be accessed online at:
<https://www.metro.net/about/bos/>

Please call 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 15, 2018, at 9:30 am in the William Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.

NOTE TIME: 1:00 PM

Thursday, April 19, 2018, 1:00 P.M.

REVISED

Agenda

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE
Gateway Building – **Plaza View Room** – (4th floor)

Webinar link:

[Join WebEx meeting](#)

Meeting number (access code): 800 361 387

Meeting password: LTSS41918

Join by phone

1-650-479-3207 Call-in toll number (US/Canada) [Global call-in numbers](#)

- | | |
|--|--|
| 1. Call to Order | Action
Sebastian Hernandez, <i>Chair</i> |
| 2. Approval of Minutes | Action
Sebastian Hernandez, <i>Chair</i> |
| 3. Electric Buses | Information
Kristian Jokinen, <i>CalStart</i> |
| 4. FY19 Budget Discussion | Information
Giovanna Gogreve, and/or
Tim Mengle Meister, <i>Metro</i> |
| 5. Services Overview from (Los Angeles County) | Information
Ann Meiners, <i>LA County</i> |
| 6. 3rd Draft FY2018-19 Funding Marks – Subregional Paratransit Priority 1 data and standards, and NTD Voluntary reporting | Action
Susan Richan and Chelsea Meister, <i>Metro</i> |
| 7. LTSS Bylaws progress | Information
Sebastian Hernandez, <i>Chair</i> |
| 8. New Business | Sebastian Hernandez, <i>Chair</i> |

Metro will validate your Parking ticket for this meeting’s attendance. Take your parking ticket to the 15th floor for validation.



Metropolitan Transportation Authority

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Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room – 15th Floor

1. Call to Order *1 min* Action (*Bahman Janka*)
2. Approval of Minutes *1 min* Action (*Subcommittee*)
Attachment 1: March 15, 2018 Minutes
Attachment 2: Sign-in Sheet/Attendance Sheet
Attachment 3: 90-Day Rolling Agenda
3. Chair Report *5 min* Information (*Bahman Janka*)
4. Metro Report *5 min* Information (*Fulgene Asuncion*)
5. Caltrans Update *5 min* Information (*Steve Novotny*)
6. FY19 Metro Budget *15 min* Information (*Marie Kim*)
7. Metro Vision 2028 *30 min* Information (*Tham Nguyen*)
8. BRT Vision and Principles Study *15 min* Information (*Lauren Cencic*)



Los Angeles County
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|---|---|
| 9. ATP Update
<i>10 min</i> | Information (<i>Shelly Quan</i>) |
| 10. CTC Update
<i>10 min</i> | Information (<i>Zoe Unruh</i>) |
| 11. SB-1 Update
<i>10 min</i> | Information (<i>Zoe Unruh</i>) |
| 12. State and Federal Legislative Update
<i>10 min</i> | Information (<i>Michael Turner/Raffi Hamparian</i>) |
| 13. New Business
<i>5 min</i> | |
| 14. Adjournment
<i>1 min</i> | |

The next meeting for the Streets and Freeways Subcommittee will be held on May 17th at 9:30 a.m. on the 15th floor, William 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/>



Los Angeles County
Metropolitan Transportation Authority

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Attachment 2

Subcommittee Actions

Disposition of Subcommittee Actions

April 2017

Bus Operations Subcommittee:

- Approved the March 2018 meeting minutes

Local Transit Systems Subcommittee:

- Approved the March 2018 meeting minutes
- Approved the 3rd Draft FY2018-19 Funding Marks – Subregional Paratransit Priority 1 data and standards, and NTD Voluntary reporting

Streets and Freeways Subcommittee:

- Approved the March 2018 meeting minutes

TDM/Sustainability Subcommittee:

- Did not meet in April 2018

Attachment 3

April 4, 2018 TAC Minutes

April 4, 2018 Sign-In Sheets

Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call

Rena Lum (Chair) called the meeting to order at 9:30 A.M. Brian Lam (Alternate Chair) took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees

Bus Operations Subcommittee (BOS)

- Last met on February 20, 2018
- Received updates on:
 - NextGen Bus Study
 - FY18 FTA Section 5307 Application Packet
 - FTA
 - Access
- Next meeting is scheduled for April 17, 2018

Local Transit Systems Subcommittee (LTSS)

- Last met on March 22, 2018
- Received updates on:
 - Group TAM Plan
 - TAP second boarding
 - 1st Draft FY19 Funding Marks – Subregional Paratransit Priority 1 data and standards, and voluntary reporting
- LTSS will be updating the Subcommittee Bylaws in the near future
- Next meeting is scheduled for April 19, 2018

Streets and Freeways Subcommittee

- Last met on March 15, 2018
- Received updates on:
 - Highways Program
 - NextGen Bus Study
 - Local Streets and Roads Needs Assessment Survey

- ATP
- State and Federal Legislation
- Next meeting is scheduled for April 19, 2018

Transportation Demand Management (TDM)/Sustainability Subcommittee

- Did not meet in March 2018
- Next meeting is TBD

3. Chairperson's Report (Rena Lum, Metro)

Ms. Lum announced that Pat Proano (Los Angeles County) has also retired and that Mohammad Mostahkami (League of California Cities – Gateway Cities COG) is retiring next month. She congratulated them both and thanked them for their dedication serving on TAC.

Ms. Lum announced that the annual TAC Call for Projects Deobligation Appeals Process is scheduled for the May 2, 2018 TAC meeting. She noted that there will likely only be approximately a dozen appealing projects, so the meeting is not anticipated to go beyond noon time.

Christina Harrington (Metro) announced that the Division 20 Portal Widening and Turnback Facility Draft Environmental Impact Report (EIR) was released on March 16th and is open for public comment until April 30th. A public hearing is being held on April 12, 2018 at Metro Headquarters in the Board Room and will also be live webcasted.

4. Consent Calendar

A motion to approve the March 7, 2018 TAC minutes was made by Mohammad Mostahkami (League of California Cities – Gateway Cities COG) and seconded by Michelle Caldwell (BOS). The minutes were approved.

5. Orientation and Context for LRTP (Mark Yamarone, Metro)

Mr. Yamarone reported that the Orientation and Context Module Framework frames one of seven LRTP Modules and serves as an introduction and roadmap for the LRTP. The Orientation and Context Framework will discuss who Metro is and how it affects everyone in the county, who Metro's partners are, who Metro serves, defines the LRTP and explains why Metro develops the plan, and how the LRTP relates to the Strategic Plan. This module will also define the LRTP guiding themes of: Public Engagement and Analytical Rigor; Equity, Environment, and Health; Financial Discipline and Economic Development; and Innovations, Resiliency and Adaptability. Decision intersections and other coordinated Metro efforts will also be discussed in the Orientation and Context Framework Module. The Framework will be presented to the Metro Board at the April 26, 2018 Board Meeting.

There was discussion about how the LRTP incorporates the Measure M projects and expenditure plan. After Measure M passed, all Measure M projects within a 40-year window were amended into the LRTP and transmitted to the Southern California Association of Governments (SCAG) to be included in the Transportation Improvement Program (TIP). A Short Range Transportation Plan (SRTP) detailing the first 10 years of funding is being developed and will be presented to the Metro Board in June 2018.

6. FY 19 Budget Update (Perry Blake, Metro)

Mr. Blake provided an overview of Metro's FY 19 proposed budget. There are 8 major programs including: Transit Infrastructure, Highways and Regional Rail (33%); Metro Transit-Operations and Maintenance (28%); Subsidy Funding Programs (20%); Transit Asset State of Good Repair (7%); Debt Service (6%); General Planning and Programs (3%); Congestion Management (2%); and Oversight and Administration (1%). The preliminary proposed FY 19 budget totals \$6.6 billion, representing approximately a 5% increase from the FY 18 budget.

Outreach events will encompass the entire county with convenient forums available for everyone to share information and express their opinions and perspectives. In-person and telephone town hall meetings will be held in April 2018. An online budget tool is also available. Comments can be submitted via mail, email, or in person at any of the outreach events. The deadline to submit comments is May 11, 2018 at 5pm.

The full FY 19 Budget presentation can be found online here:

http://media.metro.net/about_us/committees/images/presentation_TAC_FY19_Budget_Presentation.pdf.

It was asked if the "New Blue" Rehabilitation Service bus bridges were included as an increase in bus bridges for FY 19. Metro staff clarified that of the increase of 84,000 bus bridge miles for FY 19, 74,000 are attributed to the "New Blue" bus bridge and 10,000 are for "other" bus bridges.

7. ATP Update (Patricia Chen, Metro)

The 2017 ATP Augmentation Guidelines for California Conservation Corps/Local Community Conservation Corps was adopted by the CTC on March 21, 2018. The adopted guidelines cover a total of \$8 million for FY 18 and FY 19. Applications were due to the California Conservation Corps (CCC) by April 2, 2018.

The Status of ATP Semi-Annual Progress Reports was presented at the CTC in March and highlighted local agencies who did not submit a November 2017 progress report. This included 61 projects in Los Angeles County. Semi-annual progress reports are due on May 15th and November 15th upon acceptance into the ATP. Final project reports are due within one year of the project being operable. Final report of expenditures are due within 6 months of contract acceptance.

The ATP Cycle 4 draft guidelines, draft applications, scoring rubrics, and other ATP information are available online here: <http://www.catc.ca.gov/programs/atp/>. The deadline to submit comments on Cycle 4 program documents is April 16, 2018. The draft Cycle 4 Guidelines include funding for four years: FY 20, 21, 22, and 23. Cycle 4 is estimated to have a total programming capacity of \$446 million. It is anticipated that the Cycle 4 Call for Projects will be on May 16, 2018, and the deadline for applications to be July 31, 2018. There are opportunities for free technical assistance from the Strategic Growth Council (SGC). Applications for technical assistance are due April 6, 2018.

8. SB-1 Update (Patricia Chen, Metro)

Ms. Chen reported that there were numerous SB-1 programs with application due dates in December 2017 including the 2018 State Transportation Improvement Program (STIP), Local Partnership Program (LPP), and State Rail Assistance (Commuter and Intercity Rail). In addition, the LPP, Transit Intercity Rail Capital Program (TIRCP), Trade Corridors Enhancement Program (TCEP), and Solutions for Congested Corridors Program (SCCP) will be awarded in May 2018.

Ms. Chen noted that some of the formula programs have already been awarded. In October 2017 the Statewide ATP (\$32 million for projects in Los Angeles County) was awarded and in January 2018 the MPO portion (\$25 million) was awarded. In December 2017 the eligible Streets and Roads Counties and Cities was adopted. In January 2018, the LPP projects were adopted (\$58 million over two years). Those funds went to mezzanine expansion of the Willowbrook/Rosa Parks station and Plan Specification and Estimates (PS&E) for the West Santa Ana Branch and Green Line Extension. In March 2018 the STIP was adopted (\$482 million). Ms. Chen reported that SB-1 funding is critical to the Measure M Expenditure Plan and keeping the projects on schedule.

Ms. Chen reiterated that the CTC is taking SB-1 reporting very seriously. The CTC noted the following penalties and consequences for failure to submit reports: Caltrans may withhold an appropriate percentage of program funds; it may be recommended that further allocation of programmed funds be withheld; and/or an agency that fails to submit the required reports could be determined ineligible for future project programming.

A question was asked whether transit operators must wait for SB-1 State of Good Repair awards before proceeding with their State of Good Repair projects. Metro staff confirmed that yes, the transit operators must wait until the program is awarded. The Transit State of Good Repair program is anticipated to be awarded in late April or early May 2018.

Metro staff confirmed with CTC staff that carry-over projects have to be included in the resolution and project submittal list due on May 1st. CTC staff also wanted to make sure that everyone knows that even cities planning to wait and use FY 19 funds in FY 20 must submit a resolution and project list by May 1st in order to secure the FY 19 funds. A Q&A fact sheet will be released within the next two weeks and will be forwarded to TAC when available.

There was discussion on how SB-1 funds will affect the Measure M schedule. Metro staff explained that the Measure M Expenditure Plan had assumptions of funding from sources other than the sales tax. The Measure M schedule and Expenditure Plan relies on state/federal funds to remain on schedule.

There was discussion on Metro's and other jurisdictional efforts to educate how SB-1 is helping Los Angeles County. With an effort to repeal SB-1, Metro believes it is important to show exactly how SB-1 funds are being used to improve the county.

9. CTC Update (Zoe Unruh, Metro)

At the March CTC meeting, the Commission expressed a lot of interest in the SB-1 educational efforts. The Orange County Transportation Authority (OCTA) highlighted that SB-

1 has allowed them to eliminate the need to make bus service reductions. There was discussion on the recent Board of Equalization (BOE) action regarding the price-based excise tax. The BOE met in February and elected to not adopt an increase to the price-based excise tax, keeping it at 11.7 cents. If the BOE does not increase the price-based excise tax at a later meeting, it will create a \$274 million reduction to Local Streets and Roads funding statewide.

The 2018 California Statewide Local Streets and Roads Needs Assessment Survey deadline has been extended to April 6, 2018. The survey is available online at www.savecaliforniastreet.org.

10. BRT Vision and Principles Study (Lauren Cencic, Metro)

Ms. Cencic provided an overview of the BRT Vision and Principles Study (formerly known as the Countywide BRT Study). Measure M funds specific BRT projects and a Countywide BRT program over five decades. The BRT Vision and Principles Study provides the foundation for the assignment of Countywide BRT program funds, and will coordinate with the LRTP update and NextGen Bus Study. The Vision and Principles Study will develop the overall vision, goals and objectives for the future BRT network, define BRT standards, identify opportunities and challenges, and promote resiliency, innovation and equity. Selection criteria and key performance indicators will be developed for selecting, evaluating and prioritizing corridors. The key performance indicators will serve to evaluate and improve service once implemented. BRT design criteria and guidelines will also be developed. Corridors will be prioritized based on need within design criteria constraints.

It was noted that bicycles should be integrated into the BRT design standards. Metro staff agreed and noted that the study will be looking at BRT as holistically as possible.

There was discussion on the types of indicators which would be used to prioritize corridors. Metro staff explained that the study has not yet developed a methodology; however staff will return to TAC once the study is underway so that TAC may provide input on the methodology.

There was discussion on how the BRT Vision and Principles Study will affect the BRT projects in Measure M. The design standards to be developed as part of this study will be incorporated into the design of the Measure M BRT projects. There will be constant coordination between BRT projects currently in the planning process and the Vision and Principles Study as it is developed.

11. Blue Line First/Last Mile Plan (Katie Lemmon, Metro)

Ms. Lemmon reported that the Blue Line First/Last Mile Plan is nearing completion and will be presented to the Metro Board and Committees during in April 2018. The Blue Line First/Last Mile Plan was funded by an ATP Cycle 1 grant. Methodology has been conducted on all 22 station areas encompassing a ½ mile walk shed and a 3 mile bike shed. Project lists for the 22 station areas include pedestrian/bicycle infrastructure, crosswalks, lighting, and wayfinding signage. This Plan is Metro's first effort to incorporate first/last mile planning along an entire line. Feasibility analyses will be conducted on a short list of projects from the plan and will be submitted in the ATP Cycle 4 for funding.

Staff clarified that the Blue Line First/Last Mile Plan did not prioritize any specific stations or portions of the Blue Line.

It was noted that the local jurisdictions should be notified if there are Blue Line First/Last Mile projects within their jurisdictions being submitted to ATP Cycle 4. Metro staff is working with local jurisdictions to identify the most beneficial projects within each jurisdiction.

12. Legislative Update (Michael Turner/Raffi Hamparian, Metro)

Federal

Mr. Hamparian reported that a 25% tariff was announced on imported products from China. Rolling stock and vehicles are included in the list of products, which will affect Metro's contracts for bus and rolling stock purchases. The Secretary of Transportation will be issuing Infrastructure for Rebuilding America (INFRA) Grants soon, as early as late April 2018. The Appropriations deal infuses the transportation budget, much of which goes to the Transportation Investment Generating Economic Recovery (TIGER) Grant. For FY 18, TIGER will have \$1.5 billion to award. In the last round of TIGER awards, California received only 1.6% of the awards.

State

Mr. Turner reiterated that if there is a project on the Metro SB-1 project application summary, to contact their legislator for their area and let them know it is an important project. He also noted that the SB-1 repeal effort is likely to receive enough support to qualify for the November ballot. At a local level, the League of California Cities and California State Association of Counties (CSAC) have produced documents educating on how SB-1 funds can be utilized and how it is benefiting individual communities. The Metro Board is officially against any SB-1 repeal effort. A High Speed Rail Business Plan has been submitted which includes significant investment in Los Angeles Union Station (LAUS) that will create benefits to the entire region. The Legislative Policy Committees have begun hearings on bills. Two bills that Metro is involved with are how to get power to the fleet once it is converted to electric, and providing the ability to implement Transportation Demand Management (TDM) programs.

13. Other Business

No other business was discussed.



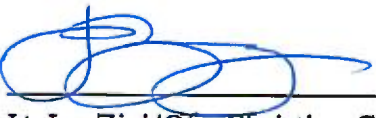
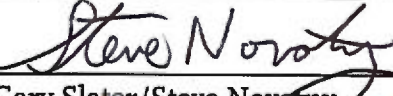
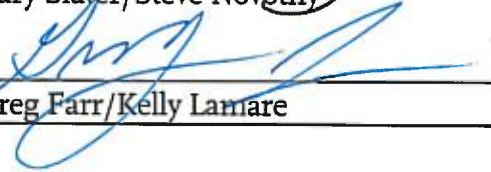
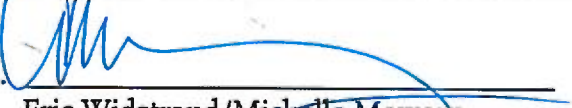
14. Adjournment

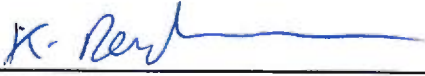




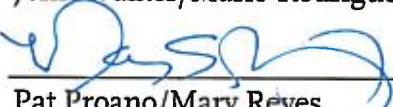

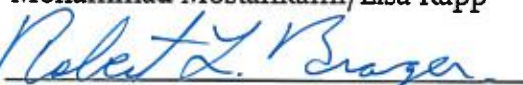

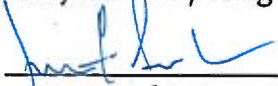


Ms. Lum adjourned the meeting and reported that the next scheduled TAC meeting is May 2, 2018 in the William Mullholland Conference Room on the 15th floor at 9:30 am. If you have questions regarding the next meeting, please contact Brian Lam at (213)922-3077 or email lamb@metro.net.


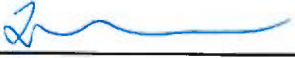




TECHNICAL ADVISORY COMMITTEE

Sign in Sheet

April 4, 2018

AGENCY	MEMBER/ALTERNATE
AUTOMOBILE CLUB OF CALIFORNIA	1.  Marianne Kim/Stephen Finnegan
BICYCLE COORDINATOR	1. _____ Rich Dilluvio/Vacant
BUS OPERATIONS SUBCOMMITTEE (BOS)	1.  Michelle Caldwell/Robert Portillo 2. _____ Jane Leonard/ Dana Pynn
CALIFORNIA HIGHWAY PATROL	1.  Lt. Joe Zizi/Ofc. Christian Cracraft
CALTRANS	1.  Gary Slater/Steve Novotny 2.  Greg Farr/Kelly Lanfere
CITIZEN REPRESENTATIVE ON ADA	1. _____ Ellen Blackman/Vacant
CITY OF LONG BEACH	1.  Eric Widstrand/Michelle Mowery

<u>AGENCY</u>	<u>MEMBER/ALTERNATE</u>
CITY OF LOS ANGELES	1.  Corinne Ralph/Kari Derderian 2.  Dan Mitchell/Carlos Rios 3.  Kevin Minne/Audrey Netsawang
COUNTY OF LOS ANGELES	1.  Richard Marshalian/Ayala Ben-Yehuda 2.  John Walker/Mario Rodriguez 3.  Pat Proano/Mary Reyes
LEAGUE OF CALIFORNIA CITIES Arroyo Verdugo Cities Gateway Cities COG Las Virgenes Malibu COG North Los Angeles County San Gabriel Valley COG San Fernando Valley COG South Bay Cities COG Westside Cities COG	1. _____ David Kriske/Roubik Golanian 2.  Mohammad Mostahkami/Lisa Rapp 3.  Robert Brager/Nicole Benyamin 4.  Candice Vander Hyde/Mike Behen 5. _____ Larry Stevens /Craig Bradshaw 6.  Jason Smisko/ Dennis Ambayec 7.  Robert Beste/Ted Semaan 8.  David Feinberg/Hany Demitri

AGENCY	MEMBER/ALTERNATE
LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)	1.  Sebastian Hernandez/Perri Goodman 2. _____ Luz Echavarria/Vacant
METROPOLITAN TRANSPORTATION AUTHORITY (Metro)	1.  Rena Lum/Brian Lam Countywide Planning & Development 2.  Diane Corral-Lopez/Carolyn Kreslake Metro Operations
PEDESTRIAN COORDINATOR	1.  Valerie Watson/Dale Benson
PUBLIC HEALTH REPRESENTATIVE (Ex-Officio)	1. _____ Vacant/Vacant
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/ SUSTAINABILITY SUBCOMMITTEE	1.  Mike Bagheri/Vacant 2.  Mark Hunter/Vacant

TAC Audience Attendance
 April 4, 2018

	Name	Agency	Phone Number	E-Mail
1	Kelsey Brennan	City of Glendora	626 852 4864	kbrennan@cityofglendora.org
2	Kristie Esparza	City of Glendora	626 852 4864	KEsparza@cityofglendora.org
3	Naomi Iwaseki	Investing in Place		naomicinvesting@place.org
4	JIMMY SAHJ	CAITIAS		JimmySahj@dot.ca.gov
5	Michael Errin	San J. Y. Linn		MichaelErrin@sanjylinn.gov
6	Christina Harrington	Metro	213 922 5649	harringtonc@metro
7	Charlie Hedland	Jacobs	213 218 8960	charlie.hedland@jacobin.com
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MEMBERS AND ALTERNATES (Name)	AGENCY	Sep 2016	Oct 2016	Nov 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	
Marianne Kim/Stephen Finnegan (A)	AUTO CLUB	X		X	X	X	X	X	Warning	X	X	X	X	X	X	X	X	X	X
Rich Dillavio/Vacant (A)	BICYCLE COORDINATOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Michelle Caldwell/Robert Pontillo (A)	BOS SUBCOMMITTEE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Jane Leonard/Dana Pynn (A)	BOS SUBCOMMITTEE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Sgt. Steve Brancorner/Ofc. Christian Cracraft (A)	CHP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Gary Slater/Steve Novotny (A)	CALTRANS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Greg Fattir/Kelly Lamare (A)	CALTRANS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Eileen Blackman/Vacant (A)	CITIZEN REP ON ADA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Eric Widstrand/Michelle Mowery (A)	LONG BEACH	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Connie Ralph/Kari Denderian (A)	CITY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dan Mitchell/Carlos Rios (A)	CITY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Kevin Minne/Audrey Netsawang (A)	CITY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Richard Marshalian/Ayala Ben-Yehuda (A)	COUNTY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
John Walker/Mario Rodriguez (A)	COUNTY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pat Proano/Mary Reyes (A)	COUNTY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
David Krisker/Roubik Golanian (A)	ARROYO VERDUGO CITIES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Mohammad Mostahkam/Lisa Rapp (A)	GATEWAY CITIES COG	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Robert Bragor/Ramiro Adeva (A)	LAS VIRGENES MAL BU COG	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Candice Vander Hyde/Mike Behren (A)	NORTH L.A. COUNTY	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Larry Stevens/ Craig Bradshaw (A)	SAN GABRIEL VALLEY COG	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Jason Smisko/Dennis Ambayec (A)	SAN FERNANDO VALLEY COG	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Robert Beste/Ted Semaan (A)	SOUTH BAY CIT ES COG	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
David Feinberg/Hanny Demitri (A)	WESTSIDE CITIES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Sebastian Hernandez/Perri Goodman (A)	LTSS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Luz Echavarral/Vacant (A)	LTSS	Warning	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rena Lum/Brian Lam (A)	METRO	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Diane Corral-Lopez/Carolyn Kreslake (A)	METRO	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Valerie Watson/Dale Benson (A)	PED COORDINATOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Vacant/Vacant (A)	PUBLIC HEALTH REPRESENTATIVE																		
Anne Louise Rice/Karen Sakoda (A)	SCORRA				X														
Eyonnae Drummonds/Kathryn Higgins (A)	SCAQMD												X						
Warren Whiteaker/Annie Nam (A)	SCAG																		
Lupe Valdez/LaDonna DiCamillo (A)	GOODS MOVEMENT REP																		
Mike Bagheri/Vacant (A)	IDM/SUST SUBCOMMITTEE																		
Mark Hunter/Vacant (A)	IDM/SUST SUBCOMMITTEE	X	X	X	X	X	Warning	X	Warning	X	X	X	X	X	X	X	X	X	X

Attachment 4

TAC Call for Projects Appeals Protocol

TECHNICAL ADVISORY COMMITTEE

TAC Roles and Responsibilities: TAC is an Advisory Committee and serves as the appeal body for Metro Grant Programs including the Call for Projects, Transit Oriented Development (TOD), FTA Section 5310, to name a few. TAC's primary role and responsibility is to provide an objective, technical, and countywide perspective in the appeals process. TAC's role is also to objectively listen to project sponsors' appeal for funding. Based on the merits of the appeal, it is TAC's role to recommend whether the project is justified to receive funding from the Board approved TAC Appeal Reserve fund. Projects are not to be reevaluated or rescored. Metro staff can concur, reject or recommend alternatives to the TAC recommendations. 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 Deobligation List

May 2018 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Order of the Appeals

PROJ ID#	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	PROG \$ SUBJECT TO LAPSE ('000')	TOTAL YRS EXT	REASON FOR APPEAL	DATE OF LAST TAC APPEAL	PREVIOUS TAC RECOMMENDATION FROM LAST APPEAL
1	F1168	City of Santa Clarita									20-month extension to February 28, 2019. Project Sponsor must provide an update at the May 2018 TAC meeting providing a schedule to complete design and award construction contract to later than February 2019.
			PC25	2015	11,577			1	Project Status Update per May 2017 TAC appeal	2017	
2	F9600	City of Avalon									
			LTF	2018 2019 2020	\$ 1,736	2018 2019 2020	\$ 1,736	0	Need to execute Funding Agreement		
3	F3112	City of Lawndale									20-month extension to February 28, 2019. Project Sponsor must provide an update at the May 2018 TAC meeting providing a schedule to complete design and award construction contract to later than February 2019.
			PC25	2014 2015	1,315			2	Project Status Update per May 2017 TAC appeal	2017	
4	F9101	City of Lawndale									
			PC25	2018 2019	3,363	2018 2019	3,363	0	Need to execute Funding Agreement		
5	F3311	Los Angeles County Public Works									
			CMAQ	2013 2014 2015	2,391	2013 2014 2015	1,080	3	Did not meet Lapsing Policy		
6	F5111	Los Angeles County Public Works									
			CMAQ	2015 2016	4,423	2015 2016	4,423	1	Did not meet Lapsing Policy		
7	F3653	City of Los Angeles									
			CMAQ	2013 2014 2015	2,053	2014 2015	1,853	2	Did not meet Lapsing Policy		
8	F3125	City of El Monte									
			CMAQ	2012 2013 2014 2015	7,651	2014 2015	6,530	2	Did not meet Lapsing Policy		

	PROJ ID#	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	PROG \$ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	DATE OF LAST TAC APPEAL	PREVIOUS TAC RECOMMENDATION FROM LAST APPEAL
9	F3175	City of Culver City	Culver Boulevard Realignment Project	PC25	2014 2015	2,856			2	Project Status Update per May 2017 TAC appeal	2017	20-month extension to February 28, 2019. Project Sponsor must provide an update at the May 2018 TAC meeting providing a schedule to complete design and award construction contract to later than February 2019.
10	F1612	City of Los Angeles	Century City Urban Design and Pedestrian Connection Plan	CMAQ	2009 2011	1,605	2011	1,308	5	Did not meet Lapsing Policy		
11	F3514	City of Los Angeles	Exposition-West B keway-Northvale Project	CMAQ	2013 2014 2015	4,416	2014 2015	2,684	3	Did not meet Lapsing Policy Project Status Update per May 2017 TAC Appeal	2017	One-year extension to June 30, 2018. Project Sponsor must provide an update at the May 2018 TAC meeting and demonstrate that the project is fully funded through construction, either with an Active Transportation Program (ATP) Cycle 4 application, or other funding plan. If the Project Sponsor is unable to do so, the project may be recommended for deobligation.
12	F3640	City of Los Angeles	Lani - Evergreen Park Street Enhancement Project	CMAQ	2013 2014 2015	844	2013 2014 2015	844	3	Did not meet Lapsing Policy		
13	F3139	City of Manhattan Beach	Sepulveda Boulevard Bridge Widening Project	RSTP	2012 2013 2014	6,813	2012 2013 2014	5,373	4	Did not meet Lapsing Policy	2017	One-year extension to June 30, 2018.

Attachment 6

TAC Appeals Fact Sheets

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F1168

Project Sponsor: City of Santa Clarita

Project Title: Via Princessa Extension from Golden Valley Road to Rainbow Glen

Call Awarded Year: 2007

Time Extension Request: 14-Months

Date of last TAC appeal: May 3, 2017

Scope of Work (350 characters maximum):

The Via Princessa Extension is a regional roadway and will construct a new 1.2 mile multi-modal, complete streets extension of Via Princessa from Golden Valley Road to Rainbow Glen. The project will construct six-lanes with a raised median, sidewalks on each side, two traffic signals, and a Class I bike path along the south side. The new roadway will provide a link between four regional highways, Interstate 5, State Route 126, State Route 14, and Sierra Highway. Via Princessa will become one of the primary east-west arterials through the City of Santa Clarita.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

Yes, changes were made to the project. The roadway alignment has been adjusted to reduce environmental impacts by eliminating the taking of the vernal pool. The adjusted alignment was approved by City staff and the effected property owners in February of 2018.

Project status and whether last TAC recommendation was met (if applicable):

No, the TAC recommendation was not met for the following reasons: The roadway alignment was adjusted to reduce environmental impacts associated with the project, approval from the adjacent property owners was requested and granted. Additional EIR work is required and being processed by the City of Santa Clarita and will be complete in approximately twelve (12) months.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

The three (3) effected property owners have agreed to the adjusted roadway alignment allowing the City to move forward with the EIR. The City Council is scheduled to certify the Final EIR in June 2019. The EIR includes the mapping of adjacent properties and required right-of-way from each of the three (3) property owners. The required right-of-way will be secured by December 2019.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

The project is financially viable. The City has shown commitment towards completing this project by allocating 100% local dollars to the environmental and design phases. Construction will be fully funded through a combination of this Metro Call for Projects grant and local Bridge and Thoroughfare District fees.

Reason(s) for delay, if any and how remedy:

The City Council will certify the Final EIR in June of 2019, the City is not anticipating any further delays to this project.

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

The City is requesting Metro TAC grant a fourteen (14) month extension to the start of construction. The project alignment has been approved and the EIR process was started in April 2018. Full design will be completed in February 2020 allowing for a start of construction in April of 2020. The City will continue to provide Quarterly Reports updating Metro Staff on the progress of design and construction.

Note: 1) Please attach a Project Map

2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

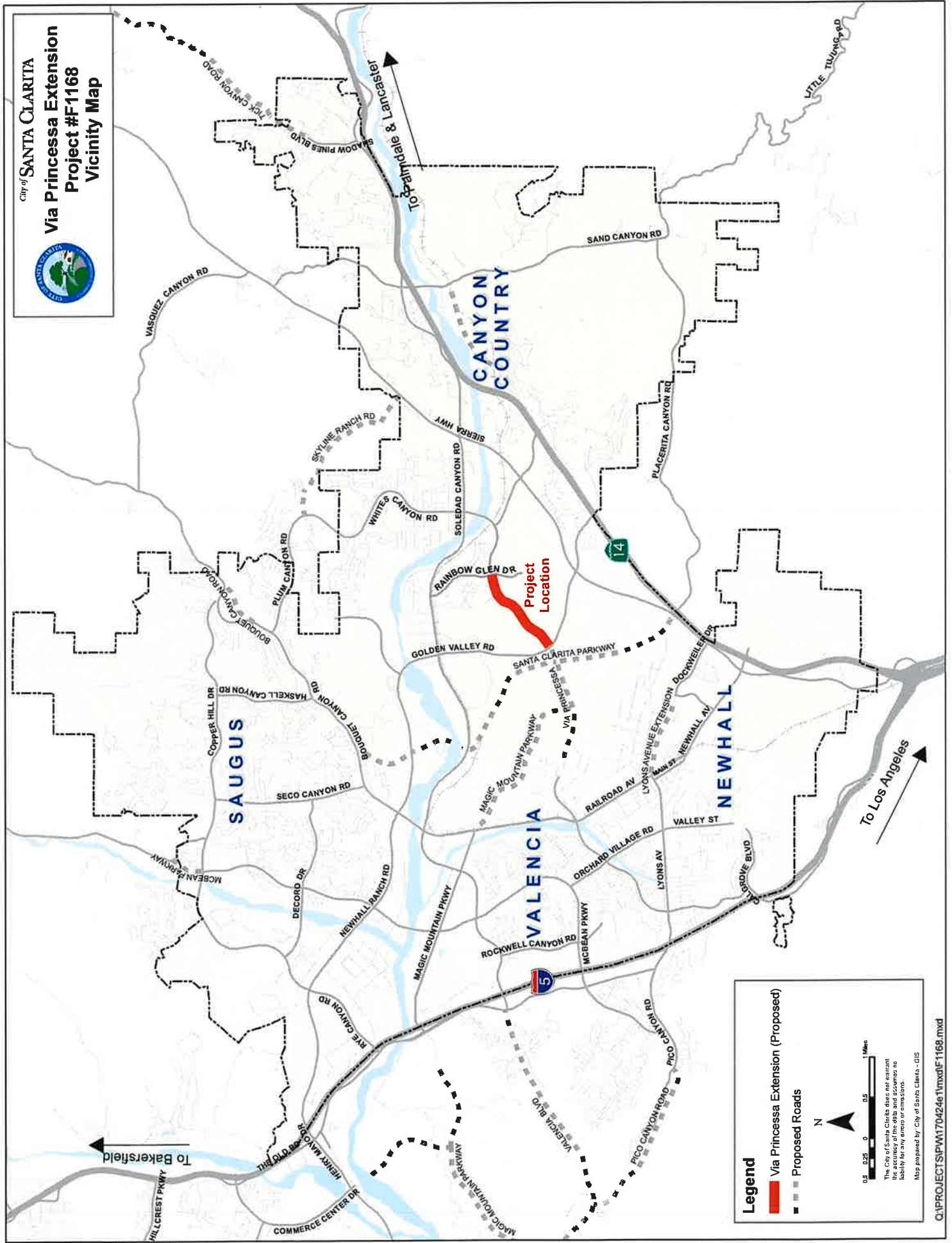
**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Adjusted/Proposed schedule:

Milestones	Start Date	Estimated Completion Date
Environmental Clearance (EIR)	April 2018	June 2019
Design Bid & Award (if applicable)	June 2019	August 2019
Design	August 2019	February 2020
Right-of-Way Acquisition	June 2019	December 2019
Construction Bid & Award (if applicable)	February 2020	April 2020
Construction	April 2020	December 2020

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

City of SANTA CLARITA
**Via Princessa Extension
 Project #F1168
 Vicinity Map**



Legend

- Via Princessa Extension (Proposed)
- - - Proposed Roads

N

The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

Map prepared by: City of Santa Clarita - GIS

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F9600
Project Sponsor: City of Avalon
Project Title: City of Avalon Five-Corners Comprehensive Pedestrian Project
Call Awarded Year: 2014

Time Extension Request: .25 year(s)
Date of last TAC appeal: n/a

Scope of Work (350 characters maximum):

The project proposes to construct new-permanent sidewalks, median safety islands, traffic calming (round-about) and lighting in order to provide safer access for pedestrians. The total project is approximately .25 miles in length.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

No.

Project status and whether last TAC recommendation was met (if applicable):

Local Match project funding has been approved by the Avalon City Council. Utilizing the City's on call consultants and city budget funds staff identified the team to begin the complete survey/concept design, including traffic engineers, landscaping architect, Stormwater management engineering, etc. This effort has been underway since August 2017. Preliminary design has begun and concept designs will be presented to Council on May 15, 2018. At this point we would be ready to begin the Community Outreach.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

The project is entirely located on City of Avalon property and there are no right-of-way concerns or other property owners.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

Yes. The project is financially viable and fully funded, and sufficient funds have been approved by City Council.

Reason(s) for delay, if any and how remedy:

The delay was due to administrative staffing limitations. The Administrative Analyst who is the main point of contact for grants administration is on extended leave for the past approximate six months. The Public Works Director has been with the City for one year, and the Finance Director left the City in April, 2018. To provide some professional stability and expertise in administering grants the Avalon City Council approved a contract with Townsend Public Affairs on February 20, 2018. While the Administrative Analyst, who is the Project Manager for this grant for the City, is expected back in the office at the end of April which will provide the administrative leverage and expertise needed, we will also have Townsend on hand to assist in processing the necessary paperwork in a timely manner. As previously stated, the plans have been under development with an experienced team of staff and consultants. Staff anticipates project delivery to remain on schedule, the only short coming was the completion of the funding agreement due to the critical staffing which handles this piece of the project, otherwise the engineering team has been active and is on schedule.

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

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

The city of Avalon is requesting an extension to complete the funding agreement with LACMTA. The project and funding schedule are still projected to be completed before the required completion date. With the return of the Administrative Analyst personnel and the support of Townsend Public Affairs the city is confident that all administrative reporting timelines can be met. The project team of experienced consultants is on hand and fully versed in this project as significant progress on the survey and design work has already been completed. This work completed prior to the funding agreement will not affect the city's ability to meet the local match requirements for the duration of the project.

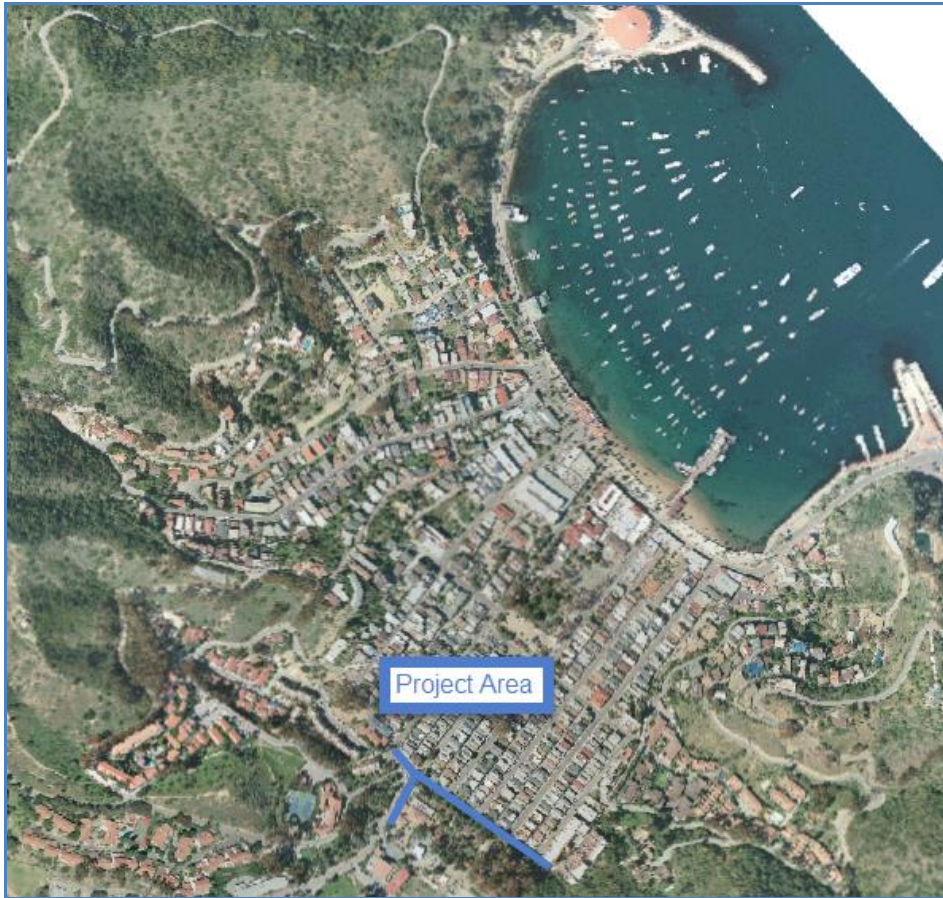
Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	August 2018	January 2019
Design Bid & Award (if applicable)	n/a	
Design	July 2018	April 2019
Right-of-Way Acquisition	n/a	
Construction Bid & Award (if applicable)	May 2019	August 2019
Construction	September 2019	April 2020

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet

Project Map:



- Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F3112
Project Sponsor: CITY OF LAWNDALE
Project Title: INGLEWOOD AVENUE CORRIDOR WIDENING
Call Awarded Year:

Time Extension Request: One year
Date of last TAC appeal: May 2017

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 Rosecrans and Marine Avenues for the roadway widening along the west side of Inglewood Avenue to accommodate a dedicated third lane.

The roadway capacity addition, as well as modification to the signal systems, will improve traffic operations and flow on this busy corridor.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

No changes in the scope of work since Metro Board approved the scope change in August 2016 during the Countywide Call For Projects Recertification and Deobligation process.

The scope approved by Metro Board entails roadway widening on Inglewood Avenue to provide a southbound third lane from 2 to 3 lanes south of 147th Street to Marine Avenue, as well as traffic synchronization, striping and other roadway modifications, including raised medians, and a continuous 10-foot sidewalk from Lawndale High School to Marine Avenue.

Project status and whether last TAC recommendation was met (if applicable):

- Design is at approximately 95% complete for civil and landscape. Traffic signals is at about 65% complete.
- The City continues working with the Centinela Valley Union High School District to acquire the needed easements for the relocation of SCE facilities.
- The City continues meeting with SCE regarding project updates. SCE has been provided with base maps for the design to relocate its facilities along the Inglewood Avenue corridor and grant of easement by the School District. Preliminary SCE facilities relocation design should be complete for city review in or around early May 2018, with an anticipated complete SCE design by early July 2018.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

The City continues working with the Centinela Valley Union High School District to acquire the needed easements for the construction of the right-turn pocket and relocation of overhead utilities.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Yes, the project is still financially viable.

Reason(s) for delay, if any and how remedy:

In working with Metro to amend the 2017-08 FTIP Programming with SCAG, The FTIP took approximately 8 months to get approved due to the scope of work that needed to be modeled for air quality conformity. The project had to be put on hold until the FTIP got approved in November 2017. As stated above, the design is at approximately 95% complete for civil and landscape. Traffic signals is at about 65% complete.

Previously the City wanted to combine this Metro funded project (F3132) with the Inglewood Avenue/Marine Avenue Intersection Improvements project (F1198), a project funded both by Metro and federal funds. However, due to the complexities of the required Caltrans right-of-way take certification involved with this federally funded project, the City has decided to proceed with project F3112 as a stand-alone. This will greatly speed up the completion of the project.

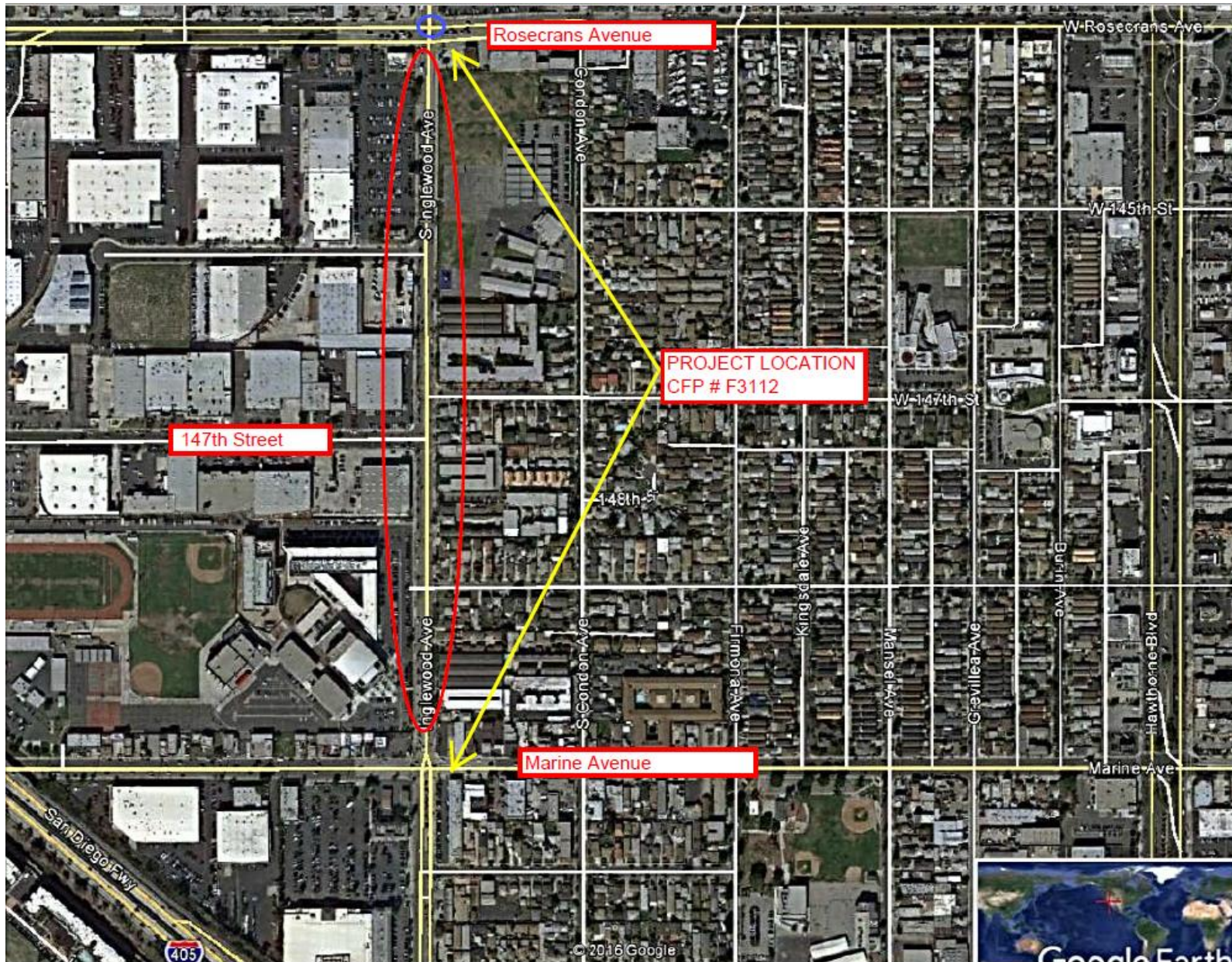
Basis for extension and explanation of how the sponsor has or will overcome the delay:

At this time, Staff believes it has determined and identified all project milestones for the Project and expects to complete construction By June 30, 2019 after Construction Bid and Award as shown in Proposed Schedule below.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	01/2012	05/2014
Design Bid & Award (if applicable)	-	Completed
Design	11/2017	11/2018
Right-of-Way Acquisition (Easement)	02/2018	08/2018
Construction Bid & Award (if applicable)	08/2018	10/2018
Construction	11/2018	06/2019

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal



**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F9101
Project Sponsor: CITY OF LAWNSDALE
Project Title: REDONDO BEACH BOULEVARD IMPROVEMENTS
Call Awarded Year: 2015

Time Extension Request: One Year
Date of last TAC appeal: N/A

Scope of Work (350 characters maximum):

Redondo Beach Boulevard, an arterial thoroughfare, carries traffic from and onto 405 freeway and Hawthorne Boulevard (former State Highway) to the beach communities and it serves as a preferred route by local motorists and tourists. The project will include design features to accommodate the future widening of 405 Freeway off-ramps (in association with CalTrans), traffic signal upgrades, addition of turn pockets where geometrically possible, class II bike lanes, concrete bus pads, pavement upgrade, addition of landscaped median islands, and minor concrete repairs for ADA compliance.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

No changes in the scope of work since Metro Board approved of the project.

Project status and whether last TAC recommendation was met (if applicable):

- Due to Traffic and Transportation impacts associated with the proposed development of the 1,593,000 square-foot South Bay Galleria Improvement Project (SBGIP) in the City of Redondo Beach, project F9101 has been on hold since 2015. The DEIR circulated for the SBGIP is incomplete, deficient, and inadequate and does not analyze traffic impacts to local roadways, including Redondo Beach Boulevard, or to Caltrans freeways, including the I-405. Traffic models presented in the DEIR and FEIR treat the SBGIP as an average retail center, rather than a Regional retail center. See attached project plan, which shows the location of the proposed South Bay Galleria project.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

No right-of-way acquisition being done at this time.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

Yes, the project is still financially viable.

Reason(s) for delay, if any and how remedy:

The City of Lawnsdale strongly believes that due the Traffic and Transportation impacts associated with the proposed development of the South Bay Galleria Project in the City of Redondo Beach, it is best to postpone the design for the Redondo Beach Boulevard Improvements until the EIR for the South Bay Galleria is approved and all mitigations have been also met.

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

The City of Lawndale does not want to waste Metro funds and/or local funds without knowing the final design of any improvements and/or modifications required along Redondo Beach Boulevard, including the intersections and traffic signals at Hawthorne Blvd, I-405 on and off ramps, and Artesia Avenue.

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

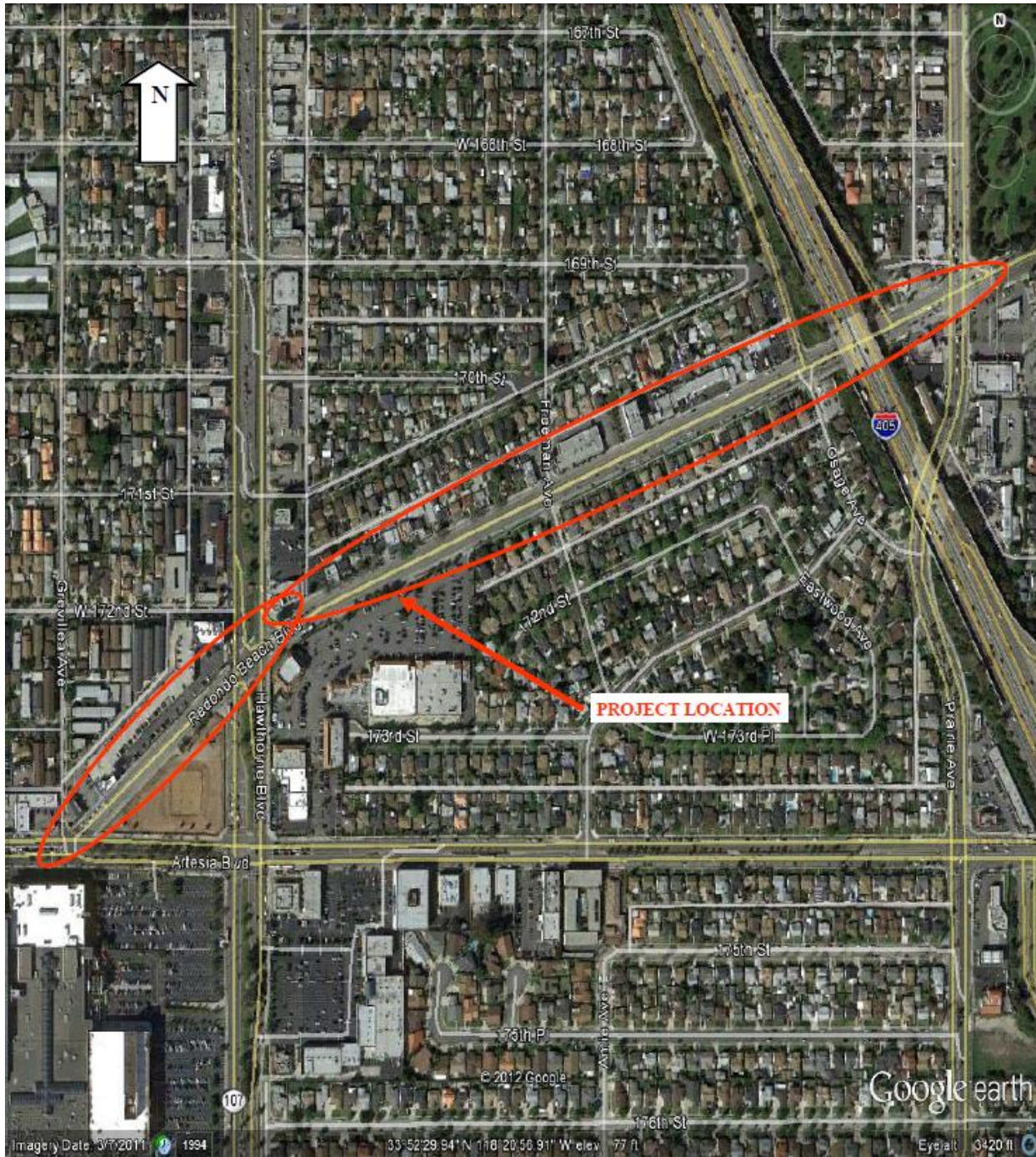
At this time, Staff believes it has determined and identified all project milestones for the Project and expects to complete construction By June 30, 2021 after Construction Bid and Award as shown in Proposed Schedule below.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	01/2019	06/2019
Design Bid & Award (if applicable)	07/2019	10/2019
Design	11/2019	11/2020
Right-of-Way Acquisition	04/2020	09/2020
Construction Bid & Award (if applicable)	10/2020	12/2020
Construction	01/2021	06/2021

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

Project Map:



**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F3311
Project Sponsor: LA County Dept. of Public Works
Project Title: Information Exchange Network Phase III
Call Awarded Year: 2009

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

Scope of Work (350 characters maximum):

This project includes the design and implementation of various enhancements to the Los Angeles County Information Exchange Network (IEN). The project consists of five tasks:

- To develop software that will automatically generate IEN intersection diagrams within the IEN system and will also auto-generate phase diagrams which would be included on the IEN intersection diagrams.
- To develop an on-line web tutorial that will provide a detailed description/tour of the IEN, on-line "Help" features, and a "hands-on" demonstration of the IEN system's features, functionality, and capabilities. To also develop a web interface (IEN thin client) that provides a subset of the functionality available in the existing thick client IEN workstations.
- To continue the development, deployment, support and expansion of command/data interface application software which facilitates two-way data exchange between the IEN and other existing and future traffic control system applications.
- To develop an enhancement to the IEN which will enable an IEN user to know when a traffic signal is giving bus priority and will also include an interface to changeable message signs to provide message details and status of existing arterial and freeway message signs.
- To upgrade hardware and firmware to enable more signals and data to be included on the IEN.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved: No

Project status and whether last TAC recommendation was met (if applicable):

- Total Programmed Federal Grant Amount = \$2,392,085.
- Obligation of Federal funds in the amount of \$1,311,289 was executed on 5/13/2016 for Traffic Controller Upgrades, and IEN Enhancements and CDI Support.
- Obligation for the remaining Federal funds in the amount of \$1,080,796 for the three remaining tasks is currently underway.
- Continued development of the Request for Proposal for the IEN system modernization.
- Continued to provide support for the existing IEN CDI application.
- This is the first TAC appeal for this grant.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable): N/A

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

No. Obligation for the remaining \$1,080,796 in Federal funds is currently in progress. We anticipate the funds to be approved by the end of this year.

Reason(s) for delay, if any and how remedy:

The LOA for the Information Exchange Network Phase III project was executed on April, 15, 2013. When the scope of work to the LOA was developed, it was based on the understanding that Transcore, our then consultant for the IEN, would perform the updates and enhancements to the IEN. As such, the scope of work was formulated with substantial input from Transcore. Subsequently, Transcore abandoned support for the software and, the contract expired on August 31, 2015. As a result, the County is developing an RFP to solicit responses from vendors to provide IEN system modernization. Concurrent to the development of the RFP, the County was working with Caltrans to obligate Federal funds for Traffic Controller Upgrades, and IEN Enhancements and CDI

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Support—2 of 5 tasks indicated in the LOA. The obligation of Federal funds in the amount of \$1,311,289 was executed on May 13, 2016.

The delay in obligating the remaining \$1,080,796 in Federal funds has been associated with the complexity in developing the RFP for the IEN system modernization. We delayed obligating the remaining Federal funds to thoroughly evaluate if the existing scope of work to the LOA is still in alignment with what we want to achieve in the updated IEN due to technology changes, such as cloud computing, which were not in existence when the LOA was executed in 2013. In spite of these concerns, we have begun the process of obligating the remaining \$1,080,796 in Federal Funds and anticipate its approval by the end of this year.

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

The development of the RFP is nearly completed and is a major priority for the Department. The process for obligating the remaining \$1,080,796 is also in progress and we anticipate its approval by the end of this year.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	N/A	N/A
Design Bid & Award (if applicable)	September 2018	December 2018
Design	November 2016	December 2019
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	N/A	N/A
Construction	January 2020	December 2020

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F5111

Time Extension Request: 1* year(s)

Project Sponsor: LA County Dept. of Public Works

Date of last TAC appeal: N/A

Project Title: Colima Road Improvements – City of Whittier to Fullerton Road

Call Awarded Year: 2011

Scope of Work (350 characters maximum):

This project consists of roadway improvements along a 4.8 mile stretch of Colima Road between the City of Whittier and Fullerton Road in the unincorporated communities of Hacienda Heights and Rowland Heights. Improvements include travel lane additions, addition of a Class II bike lane, landscaping of reconstructed and existing medians, pavement resurfacing, and sidewalk/driveway/curb and gutter reconstruction.

A one-year lapse date extension to 2020 is requested, however additional years may be required pending the results of the soundwall survey described in the section **Basis for extension and explanation of how the sponsor has or will overcome the delay*

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

No – the current scope is consistent with the current Metro Board approved scope of work.

Project status and whether last TAC recommendation was met (if applicable):

The project is currently in the Project Approval and Environmental Determination (PAED) phase.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

N/A

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

Yes, the project is financially viable and fully funded.

Reason(s) for delay, if any and how remedy:

As required by NEPA, Public Works needs to prepare technical studies for submittal to Caltrans. Based on the results of the sound study, it is required that we install soundwalls along the project corridor. The locations for installation of soundwalls will be determined based on surveys sent to the property owners adjacent to the proposed soundwall locations. We will expedite the soundwall survey to prevent any further delay.

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

Note: 1) Please attach a Project Map

2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

A lapse date extension is requested due to the unforeseen need for a soundwall survey as determined by the sound study. Design work cannot continue until the soundwall survey is completed. Soundwalls have been recommended by the study at approximately thirty locations along the project corridor. As part of the soundwall survey, two rounds of survey questionnaires must be sent to all property owners in the vicinity of each of the thirty locations to inquire whether or not they'd like soundwalls to be installed. Public Works is required to install soundwalls along the 4.8-mile corridor based on the percentage of property owners responding affirmatively at each location.

If any soundwalls are desired by the community, our schedule will need to accommodate several new tasks including preparing geotechnical reports, acquiring right-of-way, and holding community meetings for the two unincorporated communities along the project area. These tasks will push our anticipated date for construction out beyond the date in the schedule below.

If the community indicates they do not want any soundwalls in the project area, the project can continue per the schedule below.

Revised/Proposed schedule: This schedule assumes no soundwalls need to be installed.

Milestones	Start Date	Completion Date
Environmental Clearance	January 2015	March 2019
Design Bid & Award (if applicable)	N/A	N/A
Design	May 2014	March 2019
Right-of-Way Acquisition	November 2016	January 2019
Construction Bid & Award (if applicable)	August 2019	November 2019
Construction	February 2020	February 2021

Note: 1) Please attach a Project Map
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**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

The Pasadena Ave. project E-76 for design was received in 2013. Preliminary design began at that time. Final design plans were initiated in 2016 but could not be completed without the input of certain above-mentioned agencies/entities. The input required changes that required additional City approvals. Such a process caused delays due to the needed coalition-building and agency coordination. This affected subsequent tasks elongating the entire timeframe required to complete the project.

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

As of February 28, 2018, clear direction from Council District 1, wherein the project is located, was given that the proposed bike lane within our corridor is being eliminated from the scope. This directive allows us to continue with the final design.

Community reaction to the loss of the bike lane will be divided and additional justification and support will need to be coordinated between our Bureau and the Council Office. The work being done in the corridor will require final community outreach and presentation and the federal aid process will need to be completed. Project design and detailing will also need to be finalized and completed.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance (NEPA)	April, 2018	September, 2018
Design Bid & Award (if applicable)	N/A	N/A
Design	March, 2016	December, 2018
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	N/A	N/A
Construction	July, 2019	January, 2021

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal



PROJECT MAP

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F3125
Project Sponsor: City of El Monte
Project Title: Ramona Corridor Transit Center Access Project
Call Awarded Year: 2009

Time Extension Request: 4 year(s)
Date of last TAC appeal: N/A

Scope of Work (350 characters maximum):

The Ramona Transit Access Project at Santa Anita Avenue consists of constructing a new underpass structure with eastern approaches on Ramona and direct access to the El Monte Transit Center on the west. The Underpass is intended as a transit only access to the Transit Center's lower level local platforms.

Ramona Boulevard (east of Santa Anita) will continue to be a four lane arterial roadway (separated by the approach to the Santa Anita grade separation), with provisions for pedestrian sidewalk and a Class III bicycle route.

The attached map and figures provide a plan and profile cross section of the proposed project.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

No, there are no changes in the scope of work since the Metro Board approved the project.

Project status and whether last TAC recommendation was met (if applicable):

Project Status: The project received expenditure authorization (E-76) from Caltrans for design work. A total of \$2.1M is obligated. Project Sponsor will commence the procurement for engineering design team after the request for time extension is granted.

Last TAC Recommendation: None

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

The original project scope did not specify the need to acquire ROW however should the design process demonstrate the need to acquire ROW, the project sponsor will review the need accordingly.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

The remaining balance of estimated project amount (\$15.0M) will be provided as follows:
The grant is providing approximately \$7.5M and the City is providing 50% match of another \$7.5M for a total immediately available (funds at hand) project budget of \$15M. However, the estimated project cost is \$30M. There are sufficient monies to complete design and the construction bid package.

- Tax Increment Financing District (TIFD) affecting a new TIF district including lands including along the east side of Santa Anita – much of which is presently in public ownership.
- Within the context of the 710 North Study this project is a prime candidate for the Mobility Improvement Projects with nexus to the SR 710 North.
- Additionally, the City discussed the subject project with the San Gabriel Valley COG to request allocation of the Measure M Sub-regional funds.
- Provided a time extension is granted, the City will actively pursue these additional sources of project funds to fulfill the \$15.0M estimated project shortfall. The project extension will allow the

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

completion of the design of the project to have a more precise cost estimate of the delivery of the project including potentially less costly project alternates.

Reason(s) for delay, if any and how remedy:

Redevelopment dissolution effective in February 2012 prevented the city from accessing \$7.5M in 2011 bond funds for project design and from completing a tax increment deferral agreement with Los Angeles County to secure a portion of the additional funding required for the bus tunnel project. However, the City has obtained approval from State DOF to refund and use the \$7.5M 2011 bond proceeds for the tunnel project and that bond refunding transaction was accomplished in May 2017. The City now has unrestricted use and access to the \$7.5M in 2011 bond funds for use to pay for the bus tunnel project.

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

The delay of the project was caused by several events: dissolution of the Redevelopment Agency and the unknown ruling of the State Department of Finance on the project's local match. In place of the tax increments contemplated with the Redevelopment agency, the City is seek additional project funds from available monies from Tax Increment Financing District (TIFD), Measure M, and the SR 710 North Mobility Improvement. The State DOF has ruled that the City's local match of approximately \$7.5M will remain with the City.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	October 2018	July 2019
Design Bid & Award (if applicable)	N/A	N/A
Design	October 2018	July 2020
Right-of-Way Acquisition	N/A	N/A
Construction Bid & Award (if applicable)	October 2020	December 2020
Construction	February 2020	February 2022

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F3175
Project Sponsor: Culver City
Project Title: Culver Bl. Realignment Project
Call Awarded Year: FY 2013

Time Extension Request: _____ year(s)
Date of last TAC appeal: _____

Scope of Work (350 characters maximum):

This project will widen the main arterial roadway of Culver Boulevard between Sepulveda Boulevard and Elenda Street in order to separate the eastbound and westbound traffic with a new raised landscaped median, in order to mitigate the increase level of traffic due to the 405 HOV and ramp relocation project. The proposed widening will cause the existing 58 foot wide bicycle/pedestrian raised pathway, located to the north of Culver Boulevard, to be reconstructed by shifting it to the north. Also the arterial roadway widening will increase the capacity of Culver Boulevard and allow for the construction of left turn lanes, traffic signal modifications, countdown pedestrian heads, and a striped buffer of local residential parking from through traffic. In order to improve vehicular and pedestrian safety, additional elements of this project will include the replacement of existing antiquated street lights, installation of new street lights, and sidewalk/parkway rehabilitation. A "green" element will be added to this project that will capture storm water and irrigation water from the raised bike/pedestrian median and adjacent roadways in order to provide percolation and filtration.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

The original scope of work will remain as approved.

Project status and whether last TAC recommendation was met (if applicable):

The conceptual design is 100% completed and approved by City Council in December 2017. The City Council has awarded a design contract with Tetra Tech Inc. in February 2018 to complete the final design. The final design work is underway.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

There were no ROW acquisitions required for this project.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

Yes, the Culver Boulevard Widening Project is viable and fully funded.

Reason(s) for delay, if any and how remedy:

Final design is scheduled to be completed on November 29, 2018. Construction contract award is scheduled to occur before lapsing date of February 28, 2019. However, there is a slight chance that the bids received may be rejected and the project will have to be re-bid. The re-bid of the project will extend beyond the lapsing date of February 28, 2019.

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

Request to extend the project construction contract award date to April 30, 2019.

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	September 2017	March 2018
Design RFP & Award (if applicable)		December 2017
Design	January 2018	December 2018
Right-of-Way Acquisition	n/a	n/a
Construction Bid & Award (if applicable)	January 2019	May 2019
Construction	August 2019	August 2020

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F1612 **Time Extension Request:** 1 year(s)
Project Sponsor: City of Los Angeles **Date of last TAC appeal:** None
Project Title: Century City Urban Design and Pedestrian Connection Plan
Call Awarded Year: 2007

Scope of Work (350 characters maximum):

Project will install enhanced paving in designated pedestrian areas, decorative crosswalks, curb ramps, pedestrian scale lighting, benches, trash receptacles, and street trees.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

No.

Project status and whether last TAC recommendation was met (if applicable):

Funds were originally programmed for FY 08-09, and FY 10-11. Project received four administrative extensions back in November 2011, December 2013, March 2017 and February 2018, which extended the lapse date for all years to June 30, 2018.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

Not applicable. No ROW acquisition necessary for this project.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

Yes. Project continues to be financially viable.

Reason(s) for delay, if any and how remedy:

The project was originally awarded with the local business group committing about \$1,337,500 local match to the project. Due to economic downturn around 2010, local business group was not able to come up with the match to the project. As a result, the project was idle for several years. In 2013, local business group contacted DOT and sent a letter of commitment regarding the local match funds. Subsequently, the local business group requested the local match to be used on their own private consultant to prepare the engineering design plans. DOT agreed to the arrangement, and held a field meeting with local business group, Metro, the consultant and DOT regarding the scope of the project in 2016. However, the local business group and the consultant were slow to produce the design plans since the meeting. DOT has repeatedly asked for an update, and the consultant hired by the local business group has resolved the design issues. DOT just received the design plans from the consultant, and will prepare the environmental document for Caltrans.

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

DOT would need a 1-year extension to prepare the environmental clearance document for Caltrans. It will allow the sufficient time needed to obtain the environmental clearance, complete the design, and certify the ROW, such that an E-76 for construction can be obtained by June 2019.

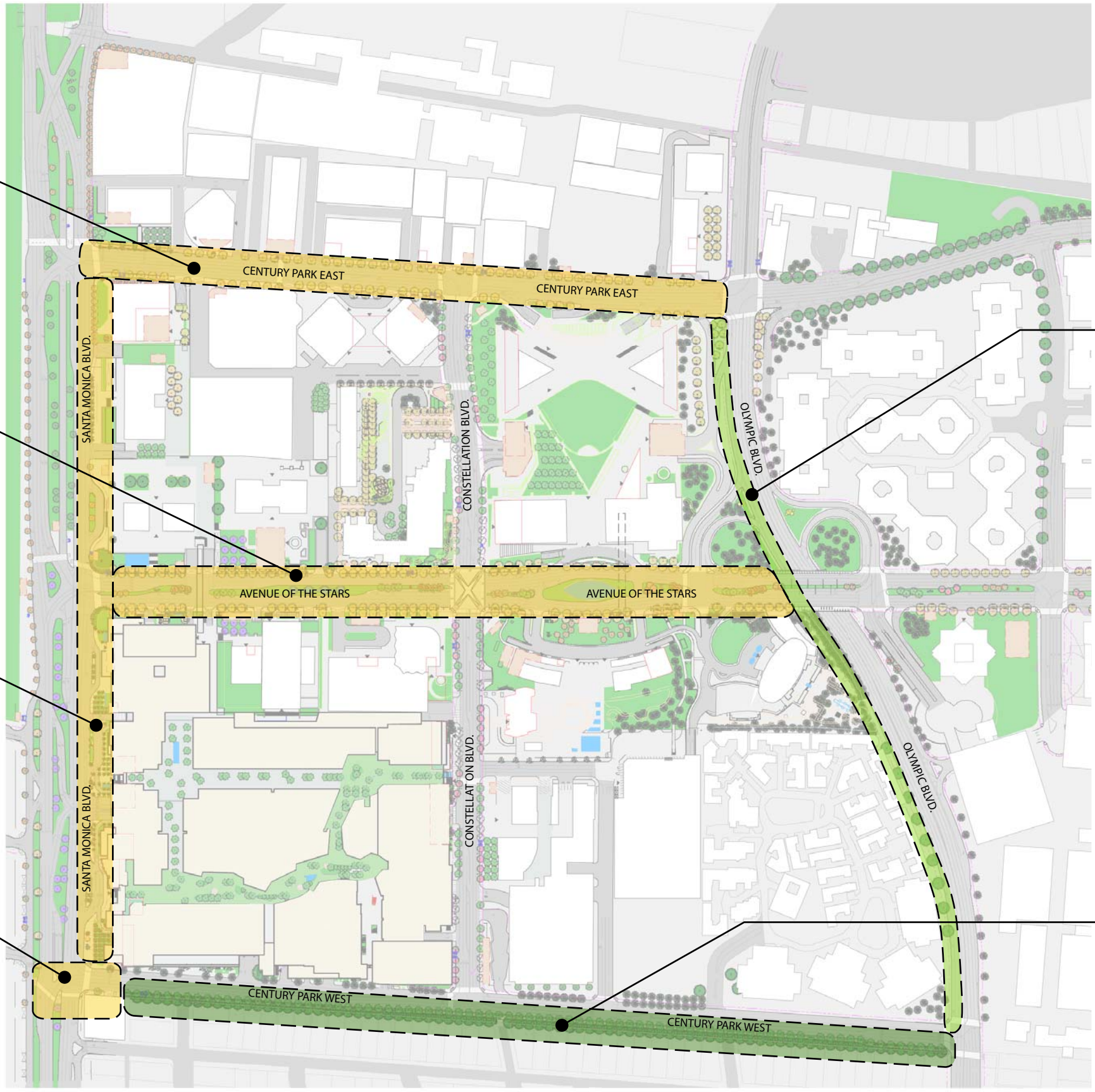
Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	05/01/2018	10/31/2018
Design Bid & Award (if applicable)	N/A	N/A
Design	01/01/2017	12/31/2018
Right-of-Way Acquisition	N/A	N/A
Utility Impact Analysis	01/01/2019	04/30/2019
E-76 for Construction	05/01/2019	06/30/2019
Construction Bid & Award (if applicable)	07/01/2019	01/31/2020
Construction	02/01/2020	01/31/2021

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal



Project Name: Century Park East Street Tree Installation and Site Furnishings Program
Description: Infill street tree planting as necessary and provide site furnishings such as benches, trash cans, and bike racks that are in compliance with the Century City Streetscape Guidelines.

Project Name: Avenue of the Stars Street Tree Installation and Site Furnishings Program
Description: Infill street tree planting as necessary and provide site furnishings such as benches, trash cans, and bike racks that are in compliance with the Century City Streetscape Guidelines.

Project Name: Santa Monica Boulevard Street Tree Installation and Site Furnishings Program
Description: Infill street tree planting as necessary and provide site furnishings such as benches, trash cans, and bike racks that are in compliance with the Century City Streetscape Guidelines.

Project Name: Santa Monica Blvd. Crosswalk
Description: Enhance street crossings linking Santa Monica Blvd. and neighborhoods to the north. Project includes decorative concrete crosswalks, stairway connection, and improved transit experience.

Project Name: Olympic Blvd. Street Tree Installation Program
Description: Infill street tree planting as necessary in compliance with the Century City Streetscape Guidelines.

Project Name: Century Park West Linear Park
Description: 1/2 mile long landscaped pedestrian path linking adjacent neighborhoods to the west and south to Century City. Project also includes green elements such as aquifer recharge basin and solar powered pole fixtures.

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #:F3514
Project Sponsor: City of Los Angeles
Project Title:

Time Extension Request: FY18/19
Date of last TAC appeal: May 3, 2017

Exposition-West Bikeway-Northvale Segment (LRTP Program)

Call Awarded Year: 2009 Call

Scope of Work (350 characters maximum):

The Expo II Bike Path Northvale Segment project proposes to construct approximately 0.25 mile of Class I Bike Path north of the I-10 Freeway, from Motor Avenue to Putney Dr., within Caltrans and Metro's right-of-way contiguous to the Exposition Light Rail Line and City of Los Angeles' sewer easement within existing private properties. After construction, the project will complete a continuous bike facility of approximately 3.45 miles of Class I Bike Path, with an adjacent pedestrian pathway between the Culver City, City of Los Angeles and the City of Santa Monica. All but this segment of this project has been completed as of March of 2016.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

None.

Project status and whether last TAC recommendation was met (if applicable):

The project design is currently 50% complete, and a public outreach will be scheduled in May 2018 to seek community input. The project funding lapse date was extended for one year to June 30, 2018 in the May 2017 TAC meeting on the condition that the Project Sponsor must demonstrate that the project is fully funded through construction, either with an Active Transportation Program (ATP) Cycle 4 Application, or other funding plan. The City is fulfilling that commitment by applying for, and receiving ATP Cycle 4 grant-writing assistance from Metro. The City is currently working with the grant-writing consultant provided by Metro and the design team to prepare for the ATP Cycle 4 Application.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

Project anticipates that the cost of ROW acquisition to be substantially beyond the current grant allocation. The City is actively seeking additional funding by preparing an application for ATP Cycle 4. If the project is awarded through this process, the project will begin acquiring necessary ROW when the ATP Cycle 4 funding is available as of July, 2019. It is anticipated that at least 7 properties will be affected, though additional ROW purchase may be needed depending on the final design.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

The Design Phase is on track to be complete by July, 2019, before the start of ROW acquisition. The revised construction cost estimate resulted in a significant funding shortfall due to the settlement agreement from the litigation filed against the project. However, all the stakeholders (LADOT, BOE, City Council Offices, Mayor's Office and Metro) involved are actively working on securing the necessary funding for the shortfall, and the City is currently applying for the ATP Cycle 4 funding.

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Reason(s) for delay, if any and how remedy:

The original intent was to incorporate the project into the Exposition Light Rail project (as part of that project’s development, environmental clearance, design, and construction). However, due to a lawsuit filed by 7 of the affected homeowners on whose properties include the sewer easement, the City had to remove this section from the proposed Expo Bike Path to Santa Monica. The lengthy litigation and settlement process resulted in the need to acquire additional ROW, which severely impacted the original project schedule. Furthermore, the litigation settlement requirements have substantially affected the design, resulting in increase in additional construction costs. Only after the settlement with the 7 properties affected by the alignment was the City of LA able to proceed with the design phase.

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

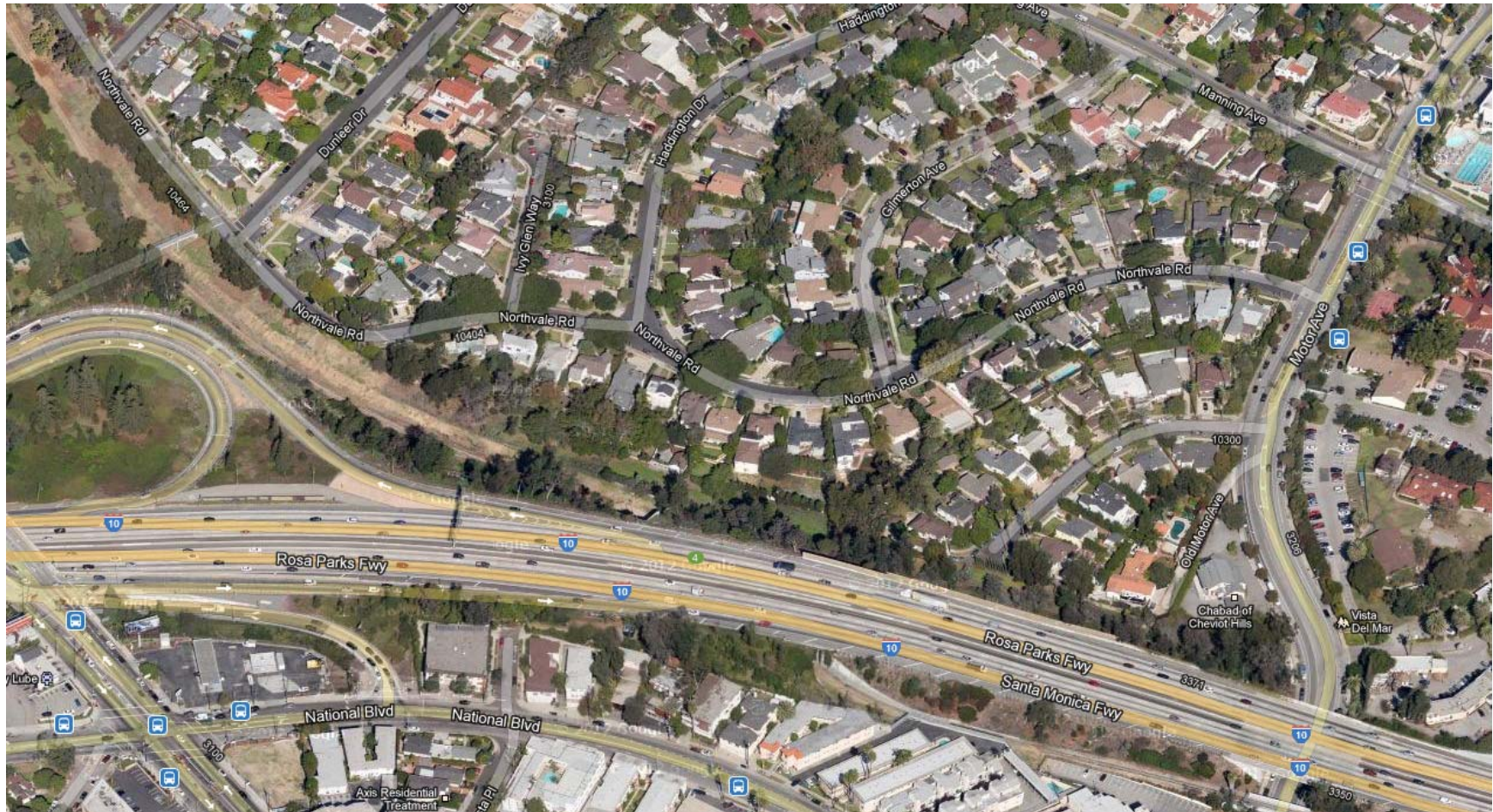
We recognize that the project’s biggest challenge—unforeseen litigation by contiguous homeowners contiguous to the bike path alignment—has severely impacted the project schedule and budget. However, the lawsuit has been settled, and the City has been diligently meeting the terms of the settlement. More importantly, the significance of this project, which would close a bikeway gap for greater regional mobility, far outweigh the reasons for not completing the project due to delay and escalated costs. This project would bridge a critical gap in the bikeway network between Overland Avenue and Motor Avenue. The gap closure would complete a continuous 17-mile regionally-significant bikeway (Class I and II) that extends almost to the beach at 17th Street and Colorado Avenue in the City of Santa Monica to the west, and Downtown Los Angeles at Venice Boulevard to the east. The City is committed to a strict schedule and will aggressively pursue funding opportunities. Riding on alternative routes would require travel on hilly terrain or on busy arterial streets, and may be a deterrent for many stress-averse riders from using the Expo Bike Path. The City strongly believes that it is in the interest of the region not to de-obligate any portion of the Metro funds. This substantial local commitment will be meaningful to prospective grantors in demonstrating the local/regional commitment to this project.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance	4/17	9/2017
Design Bid & Award (if applicable)	N/A	N/A
Design	4/17	7/19
Right-of-Way Acquisition	7/19	3/21
Construction Bid & Award (if applicable)	3/21	9/21
Construction	9/21	9/23

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

EXPOSITION- WEST BIKEWAY- NORTHVALE SEGMENT ROUTE MAP



**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F3640
Project Sponsor: City of Los Angeles
Project Title: Los Angeles Neighborhood Initiative (LANI) - Evergreen Park Street Enhancement
Call Awarded Year: 2009

Time Extension Request: 1 year
Date of last TAC appeal: 5/4/16

Scope of Work (350 characters maximum):

Installing continental crosswalks at existing crosswalks at 17 intersections (46 legs), new bus shelters with bus stop security lighting at existing bus zones at 1st St./Mott St. (northeast corner) and 4th St./Mott St. (southwest corner). A new bus shelter will be installed at 1st St./Soto St. (southwest corner – bus stop security lighting was recently installed). Bus stop security lighting will be installed at four other bus zones; Lorena St./1st St. (northeast and southeast corners), 6th St./Soto St. (northwest corner), Lorena St./6th St (northwest and northeast corners). Four bus benches to be installed at two locations; 1st St./Lorena St. (two on the northeast and two on the southeast corners). Six new curb ramps will be installed at the intersections of 1st St./Savannah St. (3 curb ramps) and 4th St./Ficket St. (3 curb ramps). 68 street trees will be planted throughout the project area.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

No.

Project status and whether last TAC recommendation was met (if applicable):

Project design will be completed by 5/18/2018. Staff has begun the utility analysis process with the Bureau of Engineering.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

N/A. There is no ROW acquisition for this project.

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

Yes.

Reason(s) for delay, if any and how remedy:

Staff submitted to Caltrans the Request for Preliminary Environmental Study (PES) for this project on November 7, 2017. On March 5, 2018, Caltrans inquired about what species of trees will be planted and project details/construction details. On March 7, 2018, staff responded by giving species information and planting details. On March 16, 2018, Caltrans requested “general construction plans that detail the scope of the work at each location.” On March 21, 2018, staff responded and submitted plans to Caltrans. On April 16, 2018, Caltrans responded that the construction plans were submitted to their cultural specialist for further review. As per conversation with Caltrans, we are anticipating NEPA clearance by May 11, 2018.

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

The final design will be completed by May 18, 2018. Staff has begun the utility analysis in preparation for the right-of-way clearance. The utility analysis will be completed by 7/31/2018.

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
E-76 for Design	3/23/17	7/18/17
Environmental Clearance	11/7/17	5/11/18
Design Bid & Award (if applicable)	N/A	N/A
Design	7/19/17	5/18/18
Utility Impact Analysis	4/23/18	7/31/18
Right-of-Way Clearance	8/1/18	9/15/18
E-76 for Construction	9/16/18	10/31/18
Construction Bid & Award (if applicable)	11/1/18	4/30/19
Construction	5/1/19	1/31/20

Note: 1) Please attach a Project Map
2) Previous TAC recommendation (if any) will be provided to TAC at the Appeal

City of Los Angeles LANI Evergreen Park Street Enhancement Project Project Location Map



**Metro Technical Advisory Committee (TAC)
May 2, 2018 Deobligation Appeal Project Fact Sheet**

Call for Project #: F3139
Project Sponsor: City of Manhattan Beach
Project Title: Sepulveda Boulevard Bridge Widening
Call Awarded Year: 2009

Time Extension Request: 1.5 year(s)

Date of last TAC appeal: May 3, 2017

Scope of Work (350 characters' maximum):

Widen existing bridge structure to accommodate an additional northbound through lane on Sepulveda Boulevard (State Highway 1) from 33rd Street to 640 feet north of 33rd Street consistent with the existing street cross-section north and south of the project.

Were there any change(s) in the scope of work since the Metro Board approved of the project? If yes, please explain the change(s) and when these changes were approved:

Yes, there were changes to the overall project scope-of-work since the Metro Board first approved the project. However, the costs of the scope changes were absorbed by other funding sources (Safetea-LU and Measure R Highway Program). The CFP funding was not affected. Only the schedule was affected. As background, these changes primarily included:

1. Caltrans required New Advanced Planning Study (APS)
2. Caltrans required design changes to sidewalk and roadway geometrics based on changes to Caltrans policy, procedures, and direction (required Caltrans Fact Sheets).
3. Additional Traffic Analysis was required.
4. Additional drainage design due to poor condition of existing storm drain to remain.
5. Additional design for a non-standard retaining wall.
6. Caltrans required to seismic retrofit the existing bridge.
7. Additional Utility Design and Relocation. New sidewalk replacement requirement impacted additional utilities.
8. Additional detailing of bridge aesthetics.
9. Additional work related to right-of-way engineering.

The funding term was extended by 1 year by the Metro Board in August 2016 and again in 2017. The new lapsing date was set to June 30, 2018.

Project status and whether last TAC recommendation was met (if applicable):

Project is in final design and right-of-way acquisition phases. Plans are 100% completed for about 1 year now. The City has concluded negotiations and settled with the one affected building property owner. The City has been working with the remaining two tenants of the same building property owner. At this point, the City has scheduled a City Council action item on June 5, 2018 to approve the settlement agreement with one Tenant. The other action item for the same meeting is to proceed with a Resolution of Necessity (Eminent Domain) finding with the other tenant.

If project is in ROW acquisition phase, how many properties are needed and how many have been acquired since last TAC appeal. Schedule to acquire remaining properties (if applicable):

The right-of-way requires acquisition of 7 Caltrans Highway Easements, 7 Temporary Construction Easements, and 1 Caltrans Maintenance Easement. To date, the City:

- Adjacent Manhattan Village Mall development entitlement required property owner to dedicate 6 Temporary Construction Easements and 5 Caltrans Highway Easements. All 11 easements have been executed.
- Mall Access Agreement has been executed providing access to the project site.
- Donation from Chevron USA for 1 Caltrans Highway Easement has been executed
- Has received Irrevocable Offer to Dedicate (IOD) for 1 Caltrans Highway Easement – 3500 Sepulveda Blvd.
- Negotiated 1 Temporary Construction Easement, 1 Caltrans Highway Easements, and 1 Caltrans Maintenance Easement – 3500 Sepulveda Blvd.
- Settled noise mitigation with building owner at 3500 Sepulveda Blvd.
- Settlement agreement schedule for City Council approval on June 5, 2018 for Personal Property Relocation for one building tenant at 3500 Sepulveda Blvd.
- Resolution of Necessity scheduled for City Council approval on June 5, 2018 for the building tenant @ 3500 Sepulveda Blvd.

**Metro Technical Advisory Committee (TAC)
May 3, 2017 Deobligation Appeal Project
Fact Sheet**

Is the project financially viable and fully funded? If no, explain how the project will be delivered in a timely manner should extension be granted:

The project is fully funded.

Reason(s) for delay, if any and how remedy:

Delay was initially caused by additional work required by Caltrans and but the recent delays is solely due to obtaining right- of-way acquisition from adjacent property owners.

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

The project is in the final stages of ROW Acquisition. The extension will allow additional time to complete the right-of-way acquisition, obtain right-of-way certification from Caltrans, obtain E76 from Caltrans for construction, and construct. The City Attorneys are fully involved in the legal proceedings to obtain the needed right of way clearances.

Revised/Proposed schedule:

Milestones	Start Date	Completion Date
Environmental Clearance		
Design Bid & Award (if applicable)	January 2011	June 2012
Design	July 2012	April 2017
Right-of-Way Acquisition	December 2015	March 2019
Construction Bid & Award (if applicable)	April 2019	October 2019
Construction	November 2019	April 2021

Proposed Sepulveda Blvd Bridge Widening Project



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