Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room

1. Call to Order/Roll Call  Action (Fanny Pan, Matthew Abbott)

2. Agenda Reports by Standing Committees  Information
   Bus Operations  (Alva Carrasco)
   Local Transit Systems  (Alex Gonzalez)
   Streets and Freeways  (Carlos Rios)
   TDM/Air Quality  (Mark Yamarone)
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   5 min

3. Chairperson’s Report  Information
   • Rail-Volution 2012  (Fanny Pan)

4. Consent Calendar  Action
   • Approval of Minutes
   Attachment 3: Draft August 1, 2012 Minutes

5. State Legislation on MAP-21  Information
   15 min  (David Yale, Steven Mateer)

6. SR-138 Project List  Information
   5 min  (Lan Saadatnejadi)

7. 2013 Call for Projects  Action
   Attachment 4: Proposed changes to Application
   20 min  (Rena Lum)

8. Short Range Transportation Plan  Information
   5 min  (Rena Lum)

9. Legislative Update  Information
   Federal  (Michael Turner/Marisa Yeager)
   State
   15 min
10. Congestion Mitigation Fee Information
   5 min (Robert Calix)

11. LACMTA Green Construction Policy (Handout to be distributed in lieu of oral report)

12. CTC Update (Handout to be distributed in lieu of oral report)

13. Timed Agenda: 10:30 AM Action
    2012 Call for Project Status Reports (Fanny Pan)
    Attachment 5: June 2012 Project Fact Sheets
    Attachment 6: June 2012 TAC Recommendations
    Attachment 7: City Responses to June TAC Recommendations
    90 min

14. Other Business

15. Adjournment

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

Please call Matthew Abbott at (213) 922-3071 or e-mail abbottm@metro.net with questions regarding the agenda or meeting. The next meeting will be on October 3, 2012 at 9:30 a.m. in the William Mulholland Conference Room.
Attachment 1

Subcommittee Agendas – August 2012

- **Bus Operations**
  - August 21, 2012

- **Local Transit Systems**
  - August 16, 2012

- **Streets and Freeways**
  - August 16, 2012

- **TDM/Air Quality**
  - Did not meet in August
Agenda

Los Angeles County Metropolitan Transportation Authority

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

1. Call to Order
   (1 minute)

2. Approval of May 15, 2012 Minutes
   (1 minute)

3. Chair’s Report
   (5 minutes)

4. FTA Updates
   (10 minutes)

5. Legislative Report
   (10 minutes)

6. Modifications to the Call For Projects
   Application for Transit Capital for 2013
   (10 minutes)

7. Prop 1B Bridge Funding
   (10 minutes)

8. ACCESS, Inc. Update
   (5 minutes)

Action
Alva Carrasco

Action
BOS

Information
Alva Carrasco

Information
Jonathan Klein/Karineh Gregorian

Information
Raffi Hamparian/Marisa Yeager
Michael Turner

Action
Rena Lum

Information
Carlos Vendiola

Information
Matthew Avancena
9. New Business

Information

10. Adjournment

Information Items:

90-day Rolling Agenda
Summary of Invoices FY 2012
Summary of EZ Pass Invoices
Subsidy Matrix FY11-12
TDA-STA Capital Claims
TDA-STA Claims
Regional Pass Sales

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

Please call ANNELLE ALBARRAN at 213-922-4025 or ILDA LICON at 213-922-2805 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on September 18, 2012 at 9:30 am in the Mulholland Conference Room, 15th Floor of the Gateway Building.
Agenda

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

OMB Conference Room – 24th Floor

1. Call to Order

2. Approval of Minutes – April 19, 2012
   (Handout)

3. Call for Projects

4. Measure R Extension

5. Legislative Update

6. New Business, Date of Next LTSS Meeting
   Adjournment

Action
Ryan Thompson, Chair

Action
Ryan Thompson, Chair

Information
Rena Lum, Metro
Michael Richmai, Metro

Information
Cosette Stark, Metro

Information
TBD

Ryan Thompson
Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Mulholland Conference Room, 15th Floor

1. Call to Order
   1 min
   Action (Bahman Janka)

2. Approval of Minutes
   Attachment 1: Draft July 19, 2012 Minutes
   Attachment 2: Sign in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda
   1 min
   Action (Subcommittee)

3. Chairperson Report
   5 min
   Information (Bahman Janka)

4. Metro Report
   5 min
   Information (Fulgene Asuncion)

5. State and Federal Legislative Update
   - MAP-21
   10 min
   Information (Raffi Hamparian/Marisa Yeager/Michael Turner)

6. Caltrans Report
   5 min
   Information (David Sosa)

7. Congestion Mitigation Fee
   10 min
   Information (Robert Calix)

8. I-405 Sepulveda Pass Improvements Project
   10 min
   Information (Kasey Shuda)
9. Metro Green Construction Policy
   5 min
   Information (Chris Phillips)

10. SR-138 Capacity Enhancement Subfund
    10 min
    Information (Lan Saadatnejadi)

11. Short Range Transportation Plan
    5 min
    Information (Rena Lum)

12. 2013 Call for Projects
    Attachment 4: Proposed Changes to
    2013 Call for Projects Application
    60 min
    Action (Rena Lum/Modal Leads)

13. New Business
    5 min
    Discussion (Subcommittee)

14. Adjournment
    1 min
    Action (Subcommittee)

The next meeting of the Streets and Freeways Subcommittee will be held on September 20, 2012 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/
Attachment 2

Subcommittee Actions
Disposition of August 2012 Subcommittee Actions

Bus Operations Subcommittee:

- Approved minutes for July 17, 2012
- Approved staff’s proposed changes for 2013 Call for Projects Draft Application Package along with three motions:
  - Swap CMAQ funds for STIP funds wherever possible so bus replacement vehicles can be funded;
  - Allow replacement of alternatively-fueled vehicles; and
  - Return to September BOS meeting with details on how MTA allocates CMAQ funding

Local Transit Systems Subcommittee:

- Approved staff’s proposed changes for 2013 Call for Projects Draft Application Package

Streets and Freeways Subcommittee:

- Approved minutes for July 19, 2012
- Approved staff’s proposed changes for 2013 Call for Projects Draft Application Package with additional language to Impact Checklist asking about public notification process if bike lane is to be removed by proposed project.

TDM/Air Quality Subcommittee (July 25, 2012):

- Approved staff’s proposed changes for 2013 Call for Projects Draft Application Package
Attachment 3

Draft August 1, 2012 TAC Minutes

August 1, 2012 Sign-In Sheets

TAC Member Attendance
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call
Matthew Abbott (Alternate Chair) called the meeting to order at 9:36 a.m., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
   BOS (Alva Carrasco)
   • Last meet on July 17, 2012
   • Reports were heard on the following:
     o Update from:
       ▪ Federal Transit Administration (FTA)
       ▪ Access, Inc.
     o Announcement of downtime for FTA Echo and Team Systems
     o Update on Prop C 5% Security and Prop C 40% Discretionary funds Memorandum of Understanding (MOU)
     o 5307 Formula funds
     o Short Range Transportation Plan (SRTP)
   • Next meeting is scheduled for August 21, 2012

   Local Transit Systems (Alex Gonzalez)
   • Did not meet in July
   • Next meeting is scheduled for August 16, 2012

   Streets & Freeways
   • Last met on July 19, 2012
   • Next meeting is scheduled for August 16, 2012

   TDM/Air Quality (Mark Hunter)
   • Last met on July 25, 2012
   • Received presentations on:
     o MTA’s Sustainability Planning Policy
     o Changes to the 2013 Call for Projects (Call) TDM Modal Application
       ▪ Approved the proposed changes to the TDM modal application
   • Next meeting is scheduled for September 2012
3. **Chairperson’s Report (Fanny Pan, MTA)**
Ms. Pan provided a handout containing MTA Board actions at the July 26, 2012 meeting, and announced the following:
- The comment period for the MTA Draft Countywide Sustainability Planning Policy has been extended to September 4, 2012. Comments should be sent to sustainableplanning@metro.net
- Multiple emails have been sent to TAC members providing information on the Caltrans inactive project list. Invoices must be submitted to Caltrans by August 8, 2012.
- Staff will provide a status update on the redevelopment funded Call for Projects funded to the Board in November 2012 instead of October 2012.

4. **Consent Calendar**
A motion to approve the July 11, 2012 minutes was made by John Walker (County of Los Angeles) and seconded by Robert Newman (League of CA Cities - San Fernando Valley COG). Paul Maselbas (County of Los Angeles) and Alex Gonzalez (LTSS) abstained. The motion was approved with no objections.

5. **June 28, 2012 Motion Regarding SR-138 (Doug Failing, MTA)**
Mr. Failing reported that the June 28th motion from Directors Antonovich and Najarian is a response to the motion passed in February 2012 from Directors Najarian, Dubois, O’Connor and Knabe allowing cities and/or subregions applying for current and future Call for Projects funding to use highway subfunds allocated through Measure R as a source of local match. An opportunity exists to use the State Route 138 Capacity Enhancement Subfund in a similar fashion as it is allowed in the Arroyo Verdugo, Las Virgenes/Malibu, South Bay and Gateway Cities subregions. The Cities of Lancaster and Palmdale and the unincorporated areas of North Los Angeles County have begun to prepare a tentative projects list that should be considered for that pot of funds. The list will be taken to the Board in September.

Mr. Failing asked Ms. Nicole Rizzo (League of CA Cities – North Los Angeles County) if the tentative list has changed. Ms. Rizzo responded that some minor changes have been made and the updated list was recently forwarded to MTA staff.

Mr. Failing reported that there are some savings in Measure R projects. For instance, there will be some leftover Measure R funds from the I-5/SR-14 Interchange project, which is fully funded and nearing the end of construction. Those funds will be reprogrammed to the third decade once the Board by 2/3 vote deems the project complete with a savings. There are other Measure R projects that may end up seeing project savings as well, and staff will work with those subregions to determine how to distribute the remaining funds. The Board will need to approve the project list.

Ken Husting (City of Los Angeles) stated that part of the I-5/SR-14 Interchange project is located in the City of Los Angeles, and if there are project savings, the City of Los Angles has proposed several improvements for that interchange. Therefore, before the money gets distributed elsewhere, City staff would like to meet with MTA staff to discuss programming
those leftover funds for additional improvements to that interchange. Mr. Failing responded that because these funds were created as part of a subregional equity calculation, any such discussion would have to include the Cities of Santa Clarita, Palmdale and Lancaster and Los Angeles County. Mr. Husting stated that since the funds were designated for that interchange, and since further improvements can be done, the City of Los Angeles should be included in the discussion of how to distribute the leftover funds. Mr. Failing responded that is a very good point.

Larry Stevens (League of CA Cities – San Gabriel Valley COG) asked how is subregional equity determined? Mr. Failing responded that in the case of the South Bay, Arroyo Verdugo and Las Virgenes/Malibu Subregions, specific projects were not identified. In the San Gabriel Valley, two projects have been named in the Highway Fund: the I-710 Gap Closure and the Alameda Corridor East (ACE) Program. There is the assumption that the I-710 Gap Closure will receive Public Private Partnership (PPP) funds. A PPP may create an opportunity to have excess funds leftover from the project. If that were to happen, the MTA would be contacting the SCVCOG for direction on what it wants to do with those funds. If the SGVCOG decides to create a subregional pot of funds that is available for congestion reduction, MTA staff and the SCVOG must determine how those funds fit in the overall Measure R match.

Mr. Walker asked how much Measure R funds will be made available as a result of the infusion of the State money on SR-138? Mr. Failing responded $200 million. Mr. Walker asked if these funds can be used to match other projects or to fully fund other qualifying projects? Mr. Failing responded that there are existing policies that will guide how that will go.

Ferdy Chan (City of Los Angeles) stated that the issue is not just the match, but the overmatch. Ms. Pan responded that the overmatch issue will be discussed by Rena Lum later in the meeting.

6. LACMTA Green Construction Policy (Fanny Pan, MTA)
Ms. Pan provided the following updates on behalf of Mr. Liban:

- Green Construction Policy is being included in all MTA procurement documents
- A Technical Working Group meeting will be held on August 2, 2012. The meeting will include the following:
  - Update on MTA activities;
  - Training held;
  - Cost of Implementation analysis for MTA projects;
  - Tool kit development including brochure;
  - Speaker series consisting of individuals who have implemented a policy similar to the MTA Policy; and
  - Lessons Learned and Best Practices

7. 2013 Call for Projects (Rena Lum, MTA)
Ms. Lum reported that the 2013 Call application is currently being developed and MTA staff has received input from TAC, each of the Subcommittees and the Subcommittee Working
Groups. A final meeting with the Streets and Freeways Working Group is scheduled for August 7, 2012. Based on comments received, some of the changes include:

- Reduction of redundant language in the modal applications;
- Overmatch reduced from 10 to 5 points:
  - The 5 points will be allocated to Project Need and Benefit evaluation criterion in all modes, except for Transportation Enhancements Activities (TEA). For TEA, the 5 points will go to Regional Significance;
- Measure R Subregional Highway Operational Improvement Funds will be eligible for use as minimum local match, but not as overmatch;
- The Transportation Enhancement (TE) funded modes (Bicycle Improvements, Pedestrian Improvements and TEA) will be required to contact the California Conservation Corps (CCC) to complete paper work as it relates to SB-286;
- Fixing the value of the real estate appraisal that is submitted for in-kind matches of land. The value that is in the appraisal will be fixed at the time of the application submittal; and
- Sustainability questions are being revised.

Ellen Blackman (Citizen Representative on ADA) asked if there has been any discussion on the distribution of funds that are not specifically designated for a particular mode? Ms. Lum responded that the same modal percentages will be maintained from the 2011 Call.

Mohammad Mostahkami (League of CA Cities-Gateway Cities) asked for clarification on SB-286. Ms. Lum responded that in order for a project to be eligible for TE funding, applicants must contact the Local and State CCC, to see if the CCC can implement/construct the project work scope. There is a signature page that must be submitted as part of the Call application. Priority in funding is designated to the agencies that submit the paper work.

Mr. Mostahkami asked if Ms. Lum could review the schedule? Ms. Lum responded that MTA staff will continue to meet with all Subcommittees in August to potentially seek recommendations on the proposed changes to the 2013 Call application. Staff will return to TAC in September to obtain TAC recommendation on the changes. At the September meeting, all modal leads will be present and available to answer any questions. The draft application package will be released in early October and will be taken to the Board for approval at the October meeting. Subregional applicant workshops will be held in October and November, with the main workshop scheduled at the MTA Headquarters building on October 10, 2012. Applications will be due in mid-January and the Board will review the preliminary staff recommendations in June. Preliminary staff recommendations (Rainbow Report) will be available July 2013 and TAC appeals to be held at the end of July. Board adoption of the 2013 Call is scheduled for September 2013.

Mr. Mostahkami asked if the funding has already been set aside? Ms. Lum responded that currently, there is $150 million for the Call plus the $37 million that was deobligated during the 2012 Recertification/Deobligation process. Ms. Pan stated that depending on the CRA situation, there may be more funds available.
Mr. Stevens asked for clarification on how the scores are developed? Ms. Lum responded that each of the eight modal leads puts together an evaluation team (on average, three people per team) to evaluate applications. All of the scores are averaged together and then reviewed internally by management. The Rainbow Report is then produced. Mr. Stevens expressed a concern over extension requests and asked if past performance is evaluated as part of a current application? Ms. Lum responded that past performances are not taken into account in evaluating current applications. Renee Berlin (MTA) responded that in the past, MTA staff did look at past performance, but it was more of a subjective process so instead MTA staff looks more at project readiness. Ms. Pan stated that MTA staff is going to review its lapsing policy and will discuss any recommended changes to the policy with TAC as part of the next Recertification/Deobligation cycle.

David Feinberg (League of CA Cities – Westside Cities COG) stated that most of the lapsing projects fall within a couple of modes and perhaps that money should be moved to the modes that typically produce their projects on time as opposed to the ones that typically get delayed. Mr. Stevens suggested that one way to address project readiness is to have a higher standard of Right-of-Way (ROW) and have a question in the application that evaluates ROW. Ms. Pan responded that a ROW question already exists in the application.

Ms. Rizzo (League of CA Cities-North County) asked if the notes from the Streets and Freeways Special Working Group were distributed. Ms. Lum responded that notes will be distributed to the Streets and Freeways Subcommittee at their August meeting.

The modal leads presented the following changes that they are proposing for the 2013 Call for Projects Application:

**RSTI – Walt Davis**

Mr. Davis presented the following:

- Encourage multi-modalism and complete streets;
- Applicants will be awarded additional points if the project includes a pedestrian, bicycle or transit component; The $6 million funding cap that was established in the 2011 Call will be continued;
  - Call projects of greater value must come in with an outside funding source;
- Staff received requests to relax the cap on the Rehabilitation, Reconstruction, and Resurfacing (3R) project component. Projects over $3 million will allow 20%; while those under $3 million will remain at 15%;
- Language regarding project readiness has been added to the Cost Effectiveness criteria;
- Project applicants will be required to explain how their project design serves to reduce the need for ROW and/or utility relocation;
- Projects must meet a minimum Level of Service (LOS) of D; and
- Roundabouts are eligible as long as they increase the capacity/efficiency of an intersection.
Ms. Rizzo asked if specific language regarding roundabouts will be in the application for funding? Mr. Davis responded yes, specific language will be put in the application to make them eligible for funding.

Goods Movement – Philbert Wong
Mr. Wong presented the following:
- Redundancy will be reduced to revise and streamline the questions in the Project Need and Benefit section;
- Questions relating to sustainability will be revised; and
- Further details will be required for projects that reduce bike lanes or sidewalks.

Signal Synchronization and Bus Speed Improvements – Steve Gota
Mr. Gota presented the following:
- Modifications are being made for the project tier description;
  - Tier descriptions will be made to be more relevant to the current signal synchronization ITS environment;
- Additional language is being added to the bicycle detection and signal timing requirements as well as links to Caltrans Policy Directive 0906 requiring signal projects to incorporate bike detection and signal timing, the California manual on Uniform Traffic Control Devices and the California Vehicle Code;
- Modifications have been made to the ineligible Tier 2 MTA Rapid Project Corridor list;
- Language changes have been made to the priority project location section of the application to look at projects that are approaching LOS D;
- Projects that are four lanes or 20,000 Average Daily Traffic (ADT) or greater will be considered;
  - Project sponsors are required to share traffic data that is generated from any project tied to the Call;
- Questions relating to LOS measurement, sustainability or number of transit lines operating in the project corridor will be moved from the Project Need and Benefit section to the Transportation section.
- Traffic management center project limitations from previous Calls are being removed while typical exclusions tied to Traffic management will remain. The Traffic Control System element remains eligible.

Mr. Stevens expressed concern over delays from projects in this category due to a change in technology and/or multi-jurisdictional coordination and how that impacts project readiness. Mr. Gota responded that MTA staff is taking a more proactive approach and will work directly with sponsors on a monthly basis. However, these issues are not being addressed from a scoring perspective.

Mr. Mostahkami asked if an application can be submitted for a particular route, if the project was funded on that same route ten years ago? Mr. Gota responded that there is a seven-year spread between projects in this mode.
Transportation Demand Management (TDM) – Rufina Juarez

Ms. Juarez presented the following:

- New exhibit in cost effectiveness section, requiring applicant to submit a budget;
- Currently working with the Sustainability group for questions; and
- Impact check list has a new question on innovation.

Bikeway Improvements – Anthony Jusay

Mr. Jusay presented the following:

- The name of the mode has been changed from Bikeway Improvements to Bicycle Improvements to clarify that projects other than bikeways are eligible for funding;
- Updating the guidance and information related to standards in design guidelines for American Association of State Highway and Transportation Officials (AASHTO), Manual on Uniform Traffic Control Devices (MUTCD);
- Projects that are trying new types of design must follow the request to experiment process through the California Traffic Control Device Committee and the Federal Highway Administration (FHWA);
- The question; how would the project improve transit hubs and gaps identified through the Bicycle Transportation Strategic Plan will be asked in the Regional Significance and Project Need and Benefit sections;
- $2.5 million funding cap from the previous Call will be maintained;
- Before and after counts will be highlighted. This data needs to be provided as part of the evaluation and must be budgeted; and
- Bike-share funds are limited to a one year operation.

Mr. Chan asked how does staff plan to evaluate a bike-sharing program versus a physical bike lane? Mr. Jusay responded that the number of riders can be evaluated for bike-share starting in year one. For the on-street facilities, it would be based on before-and-after counts. Currently, MTA is working with Southern California Associations of Government (SCAG) on a Bicycle Data Clearing House.

Pedestrian Improvements – Tham Nguyen

Ms. Nguyen presented the following:

- MTA contribution cap will be set at $2.5 million
- Sponsors will be required to provide before-and-after counts
  - Methodology for data collection is currently being developed

Transit Capital – Michael Richmai

Mr. Richmai presented the following:

- Scoring section has been simplified
- Sustainability section is being redefined with additional questions
- Funding sources do not allow for the replacement of old clean fuel buses. Replacement must be from diesel to clean fuel.
- Appraisal value for land utilized for local match will be fixed at the time of the application
Rye Baerg (Safe Routes to School National Partnership) asked if there have been any talks regarding first-mile/last-mile? Mr. Richmai responded that staff has not discussed that topic.

Mr. Feinberg asked if there are other funding sources available for bus replacement other than Congestion Mitigation and Air Quality (CMAQ)? Mr. Richmai responded that at this time, it is only CMAQ. Mr. Feinberg asked if CMAQ will also be utilized to fund facility improvements or transit centers? Mr. Richmai responded that it is both Prop C 10% and CMAQ.

Mr. Gonzalez suggested that funding should be allowed for the replacement of clean fuel buses in the future.

Transportation Enhancements Activities – Desiree Portillo-Rabinov
Ms. Portillo-Rabinov presented the following:

- Emphasize streamlining the objectives of sustainability and complete streets by Caltrans;
  - Green Mobility Plans and Smart Corridor Plans will emphasize sustainability in the questions;
- Project examples are provided under Attachment A;
- 12 criteria under TEA will be collapsed into 8 to be consistent with the Moving Ahead for Progress in the 21st Century Act (MAP-21);
  - Eliminating the restoration and development of museums;
- SB-286 will be incorporated into the TEA application;
- Safety and Education questions relating to bikes and pedestrians have been incorporated into the Regional Benefit, Project Need and Cost Effectiveness sections; and
- Cities are encouraged to do more parklets or pocket parks as part of an overall larger project that enhances bicycling and walking to transit stations.

Mr. Maselbas asked for clarification on the non-competitive project bidding process? Ms. Portillo-Rabinov responded that she did not have information on the project bidding; however, under Caltrans, it is a requirement to have the CCC sign-off if they can provide the service. Mr. Maselbas stated that the problem is that all of the work must be competitively bid. Ms. Lum stated that the MTA is only requiring that the applicant submit the paper work signed by CCC to see if they can complete the Scope of Work, but not requiring that they use their services. Ms. Portillo-Rabinov suggested coordinating a specific workshop with someone from the CCC and Caltrans to discuss the federal process.

Ms. Lum stated that agencies are encouraged to contact the modal leads from now until the application deadline in mid-January for recommendations on how to make their application score more competitively.

Mr. Mostahkami asked when the funding will become available? Ms. Lum responded that funding becomes available in FY18 and FY19.
8. Short Range Transportation Plan (Rena Lum, MTA)
Ms. Lum reported that MTA staff continues working on the Short Range Transportation Plan. The one item that may significantly impact the direction of the Plan is the possible extension of Measure R.

9. Legislative Update (Michael Turner/Raffi Hamparian, MTA)
State
Mr. Turner stated that:
- State legislature has adopted its budget
  - State Transit Assistance (STA) account is relatively stable; therefore funding municipal operators;
- Bonds sales are being funded
  - Continued funding for the Corridor Mobility Improvement Account (CMIA);
  - Goods Movement to receive funding;
- High Speed Rail (HSR) Project funding approved through SB-1029
  - $6 billion for the Central Valley Segment;
  - $500 million for the Southern California Memorandum of Understanding (MOU);
  - Establishing the building blocks for HSR in the region;
  - Run-through Tracks at Union Station;
- $900 million funding for connectivity projects
  - Rail/transit projects in urban areas to connect to HSR;
  - Provides the local match to receive funding for the Regional Connector for the Full Funding Grant Agreement (FFGA) from the federal government;
- Governor has a 12 point Pension Reform plan pending in a joint committee of both houses; and
- AB-2245, which allows certain class of bike lanes to get unlimited exemptions from California Environmental Quality Act (CEQA), is going through the legislative process.

Ms. Rizzo asked where in the process is AB-2245? Mr. Turner responded that it is currently in the Senate Appropriations Committee.

Mr. Turner stated that AB-1446, which authorizes MTA to place a sales tax extension on the ballot is pending in the Senate Appropriations Committee.

Mr. Turner announced that there will be a Special Board meeting on Monday, August 6, 2012 to consider an amendment by Director Fasana which would allow for more frequent transfers of funds between the Highway and Transit Measure R Subfunds. The Board of Supervisors is considering the placement of the Measure on the November Ballot at its meeting on August 7, 2012.

Mr. Feinberg asked if the transferring of funds between the Highway and Transit subfunds will impact the 20% Measure R for bus operation and the 5% for bus capital? Mr. Turner responded that it does not impact the bus operation. The motion allows for the transfer of money from the highway capital subfund to the transit capital subfund. The motion would
remove the ten year restriction of fund transfers and must be for projects within the same subregion.

Mr. Mostahkami asked if the Surface Transportation Program – Local (STP-L) funding calculations will remain the same as in previous years under MAP-21? Mr. Turner responded what changed in MAP-21 is the percentage split between state and locals. The formula was changed from 62.5% for locals and 37.5% for the State, to a 50% split. However, as part of the implementing legislation, MTA is looking at restoring the previous percentages.

Mr. Stevens asked when is the $500 million related to Metrolink improvements programmed for? Mr. Turner responded that the funds were made available this budget year. Mr. Stevens asked if the controlling agent on those monies is the HSR Authority? Mr. Turner responded yes. Mr. Stevens asked if other agencies would have to look to them for funding of projects in that meet the selected route. Mr. Turner responded that it is based on the list of projects in the MOU.

Mr. Maselbas asked if MTA has developed any proposals for MAP-21? Mr. Turner responded yes and that they have supplied a board box to the Board with the following four key issues:

- Establishing the previous STP formula;
- CMAQ funds to flow to the region as in the previous legislation;
- Elimination of the T program; and
- CEQA/NEPA delegation on Highway projects has expanded to include transit projects.

Mr. Walker asked what is the foundation for MTA wanting to draft legislation now instead of in the next calendar year? Mr. Turner responded MAP-21 gives a lot of discretion to the State and the legislature would push it down locally.

Troy Evangelho (County of Los Angeles) asked for clarification on the CEQA exemption for bike lanes. Mr. Turner responded he is not too familiar with the classification of bike lanes, but the legislation would exempt a Class II bike lane from a full blown environmental document.

Mr. Baerg asked what is being considered with MTA’s TE Plan? Mr. Turner responded that there are two issues: who manages it, and if the monies will flow through the STIP formula or through another mechanism that would offer a more proportionate share for Los Angeles County.

Federal
Mr. Hamparian announced that a panel discussion on a MAP-21 will be held on August 15, 2012. Congress has extended existing spending levels for six months, which means they are not looking to adopt individual spending bills this year. The Office of Management and Budget (OMB) and the Congressional Budget Office will issue reports on how sequestration will be handled. In discretionary programs, there is said to be across the board cuts of around 7-8% in spending.

Mr. Hamparian stated that the Bill has several issues, including:
• Project streamlining
• Penalties against government agencies that don’t render their verdicts on environmental documents
• Expediting Records Of Decisions from 180 days to 150 days

Ms. Blackman stated that as part of MAP-21, three of the funding sections (5310, 5316, and 5317) may be consolidated. She asked which one of these three is the one that is going to be consolidated? Mr. Hamparian responded that it is unknown to him, but he will ask MTA grants staff for clarification.

Mr. Walker asked how much of the New Starts money is at risk because of sequestration? Mr. Hamparian responded that he had asked a representative from the OMB the same question and they did not have an answer.

10. Congestion Mitigation Fee (Robert Calix, MTA)
Mr. Calix reported that the MTA has completed seven out of the eight pilot Nexus Studies. The remaining study should be completed within the next two weeks. The goal is to finalize the reports based on the input received and redistribute those reports to all of the jurisdictions that participated countywide so the other subregions can see what their congestion reduction benefits are the economic analysis benefit and what some of the issues and concerns are countywide. Staff hopes to accomplish all of this in September and present to the Board at the end of the year. Mr. Calix reminded TAC members that this is only a pilot study. Program development of administrative procedures and implementation of the Congestion Mitigation Fee program guidelines will not begin until the Board approves the program. Upon approval, the timeline for completion ranges from 18 months to two years.

Mr. Mostahkami asked what action MTA staff is requesting from the Board? Mr. Calix responded the following:
• Report all of the nexus analysis results;
• Economic analysis results;
• Recommendation to adopt the program as the deficiency plan; and
• Minimum cost per trip amount

Mr. Stevens asked if MTA staff is looking to establish a countywide/subregional minimum? Mr. Calix responded yes. Mr. Stevens asked if the next step is for Cities to adopt a new CMF ordinance? Mr. Calix responded yes, or modification of an existing ordinance.

11. Other Business
No new business was reported.

12. Adjournment
Ms. Pan reported that the next regularly scheduled TAC meeting is September 5, 2012 in the William Mulholland Conference Room, 15th floor. If you have questions regarding the next meeting please contact Matthew Abbott at (213)922-3071 or email abbottm@metro.net.
<table>
<thead>
<tr>
<th>AGENCY</th>
<th>MEMBER/ALTERNATE</th>
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</thead>
<tbody>
<tr>
<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>1. Marianne Kim/ Stephen Finnegan</td>
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<td>Dana Lee/ Joyce Rooney</td>
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<td>Alva Carrasco/ Lois Smith</td>
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<tr>
<td>CALTRANS</td>
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<td>1. Nancy Villasenor/ Dave Rossman</td>
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<td>Gateway Cities COG</td>
<td>3. Robert Brager/Ramiro Adeva</td>
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<td>Las Virgenes Malibu COG</td>
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<td>1. Jano Baghdanian/Kathryn Engel</td>
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<td>2. John Drayton/Christopher Gallanes Metro Operations</td>
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<td>1. Anne Louise Rice/Karen Sakoda</td>
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Attachment 4

Proposed Changes to Application
2013 Call for Projects
Proposed Changes to Application

General

• Remove redundancies in application so applicants aren’t answering the same question several times
• Revise Local Match (overmatch) – reduce to 5 points maximum
• Revise Regional Significance and Intermodal Integration – increase by 5 points for GMI and TEA modes
• Revise Project Need and Benefit to Transportation System – increase by 5 points for all modes except GMI and TEA
• Measure R Subregional Highway Operational Improvement funds can be used for local match but not overmatch
• MOU/LOA superseded by new legal funding agreements, Funding Agreement (FA) and Programming Agreement (PA)
• Appraised value for in-kind match of land locked-in as capital expense towards local match commitment at time of application submittal
• Sustainability criterion tied to 2012 RTP/SCS implementation – High-Quality Transit Areas, land use, green modes, managing travel demand, alternatives to driving alone
• Sustainable Design Plan is required for successful sponsors, committing successful project sponsor to minimum level of sustainable design elements (i.e., green-street features, drought-tolerant landscaping, and energy-efficient lighting)
• Conservation Corps signature page required at time of application submittal for modes potentially funded by TEA funds (Bicycle, Pedestrian, and TEA), in compliance with SB 286

RSTI

• Continue to encourage multi-modalism and Complete Streets – applicants will be awarded points if the project includes pedestrian or bicycle elements
• Retain funding cap at $6 million – applicant will be responsible for the difference between the amount requested from MTA and the total project cost
• Increase System Preservation (3R) cap from 15% to 20%, depending upon amount of funding requested—for projects in excess of $3 million, 3R component has been raised to 20%
• Cost-effectiveness criterion – applicants will be required to explain how their project’s design reduces the need for ROW and/or relocation of utilities
• Projects must have a minimum existing or projected LOS D or worse to qualify for priority funding consideration
• Roundabouts are eligible as long as they increase the capacity/efficiency of an intersection at a reasonable cost
GMI
• Revise Project Need & Benefit section – ask about the project’s connectivity to goods movement facilities and how it will improve accessibility/connectivity to the facilities
• Revise Sustainability – ask how project increases economic competitiveness, project’s compatibility with surrounding land uses, and policy actions taken by project sponsor to reduce the impacts of goods movement
• Ask for more detail if project eliminates bike lane or reduces sidewalk width
• Revise 3R component – 15% component for costs < $3 million and 20% component for costs >= $3 million

Signal Synch
• Modify eligible project tier descriptions with new examples of projects for sponsors to consider
• Update references for bicycle detection and signal timing – Caltrans Policy Directive 09-06 and California MUTCD
• Update Tier 2 ineligible Metro Rapid corridors
• Revise requirements for Priority Project Locations – arterials approaching LOS D and arterials with minimum 4 lanes OR ADT 20,000
• Enhance sharing and archiving of real-time traffic data funding requirement (with IEN)
• Relocate LOS and transit line information questions to Project Need & Benefit
• Eliminate limit on Traffic Management Center projects to be considered

TDM
• Revise Regional Significance questions – applicant required to reference location of multi-jurisdictional plan
• Add template for project budget (Exhibit C) in cost-effectiveness
• Revise Impact Checklist to ask about GHG reduction and technology innovation, if Intelligent Travel Option

Bicycle
• New title for program category – inclusive of broader range of eligible bike projects such as secure, attended high-capacity bike parking, wayfinding programs, bike education, signal detection for bikes, pilot bike share
• For successful bikeshare and secure, high-capacity bike parking project applicants, one year of operations will be funded. Sponsor should include plan identifying ways for the project to be sustainable operationally and financially
• For Class 1, 2, and 3 projects, up to 20% of project costs can be used for improving existing pavement conditions such as repairing and repaving cracks and uneven surfaces
• Clarify and update information and guidance on project implementation related to design guidelines, standards, sponsor responsibilities and procedures – maintenance of ROWs, innovative treatments to follow state and federal process
• Remove references to specific number of bike-transit hubs and gaps, allowing projects that make improvements to new transit hubs and gaps not identified in MTA’s 2006 BTSP
• Cap total Metro contribution at $2.5 million (first introduced in 2011 Call)

**Pedestrian**
• Cap total Metro contribution at $2.5 million
• Require project sponsor to provide before- and after-pedestrian counts and photos (and bicycle counts and photos, if applicable) – special condition for successful sponsors

**Transit Capital**
• Refine application to simplify requirements and eligibility
• Clarify scoring section on selection of project and project’s elements
• Clarify eligible fuel types for one-to-one bus replacement

**TEA**
• Streamline application’s references to Complete Streets
• Provide more links to Caltrans info, cross-referenced with MAP-21 – four activities no longer eligible (pedestrian and bicycle safety and education programs, acquisition of scenic or historic easements and sites, scenic or historic highway programs, and establishment of transportation museums). MAP-21 expands eligibility from strictly enhancing the transportation system to include planning, construction and design
• Provide clarification on project examples and defined eligible/ineligible activities
• Add SB 286 requirements as they relate to Caltrans and CCC

8/9/12
Attachment 5

June 2012 Project Fact Sheets
METRO Technical Advisory Committee
Deobligation Appeal Project Fact Sheet
June 1, 2012

Call for Projects #: 1455
Project Sponsor: City of Burbank
Project Title: Cross-Town Transit Connector

Time Extension Request: 1 year
Date of last TAC appeal: 6/1/11

Scope of Work (350 Characters Maximum):
The City of Burbank will purchase two, 35-foot alternative fuel, low floor buses to initiate the new BurbankBus Cross-Town Connector. The new service would run along Burbank Boulevard, Magnolia Boulevard, and/or Olive Avenue. The final routing would be determined when the Cross-Town Connector is established and would be based on the status of Metro local service along Metro lines 183, 154, 155, and/or 96 which are east-west routes that serve a similar area within the City. The new vehicles will accommodate 37 passengers and will cost approximately $325,000 each. The buses would be used to establish 40-minute service on the new route during peak periods between Downtown Burbank and North Hollywood. The City expects to fund the local match portion of the project with the City’s Transportation Development Impact Fees.

Project Status (if first TAC appeal) or progress made since last report to TAC:
The City executed a Letter of Agreement (LOA) for this project on June 24, 2011. As a newly designated Tier II Operator, the City of Burbank is working with Metro to analyze the possibility of Metro relinquishing portions of Metro bus line 154, between Downtown Burbank and North Hollywood and to secure a portion of the operating funds for these services. If this service scenario is approved and the City is able to secure operating funds from Metro, the City will replace and expand Metro’s existing service by doubling the existing 154’s frequency during the morning and evening peak periods. The City expects to begin the procurement process for these vehicles in mid 2013 and begin new service by mid 2014.

Reason(s) for delay:
The City has delayed the overall implementation of this new service as it responds to budget shortfalls. The original intent was for the City to fund the local match portion of the project with the City’s Local Return Funds or local Redevelopment funds. However, due to the state of the regional economy and its impact to the City’s Local Return funds and because of the recent dissolution of Redevelopment Agencies state-wide, the City of Burbank has amended the source of the local match portion for the project. The City will now fund the local match portion of the project with the City’s Transportation Development Impact Fees.

As noted above, due to the City’s declining Local Return funds, the City has been working to identify additional sources for operating funds as well. Subsequently, the City of Burbank is continuing discussions and operational analyses with staff from Metro’s Operations and Service Development Departments to analyze the possibility of having Metro relinquish portions of Metro line 154 between Downtown Burbank and North Hollywood and providing a portion of the funds used for Metro operations for line 154 (formerly known as the Service Review Committee process). This process will take several additional months to complete. If the City is able to secure operating funds from Metro for the City to operate the relinquished portions Metro bus line 154 between Downtown Burbank and North Hollywood, the City expects to obligate the funds and begin vehicle procurement by mid 2013.
Basis for extension and explanation of how the sponsor has or will overcome the delay:
The City adopted the project LOA on June 24, 2011. This will allow the City to continue a project schedule to initiate a bid to procure the vehicles in June 2013 and implement service the new service by June 2014.

Proposed Schedule:

<table>
<thead>
<tr>
<th>Milestones for Project Tracking</th>
<th>Begin Date</th>
<th>End Date</th>
<th>Duration (months)</th>
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<td><strong>Project Kick-off (Execute LOA)</strong></td>
<td>May 2011</td>
<td>June 2011</td>
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<tr>
<td>Finalize Operating Plan with Metro</td>
<td>June 2012</td>
<td>December 2012</td>
<td>7 months</td>
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<tr>
<td>Develop Bus Plans and Specifications</td>
<td>December 2012</td>
<td>February 2013</td>
<td>3 months</td>
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<tr>
<td>Execute FTA Pass-Through Agreement</td>
<td>February 2013</td>
<td>April 2013</td>
<td>3 months</td>
</tr>
<tr>
<td>FTA Application Submittal &amp; Approval</td>
<td>April 2013</td>
<td>June 2013</td>
<td>3 months</td>
</tr>
<tr>
<td>Develop Request for Proposals / Advertise Bid</td>
<td>June 2013</td>
<td>July 2013</td>
<td>2 months</td>
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<tr>
<td>Award Bid</td>
<td>July 2013</td>
<td>October 2013</td>
<td>4 months</td>
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<tr>
<td>City to Receive Buses</td>
<td>October 2013</td>
<td>May 2014</td>
<td>8 months</td>
</tr>
<tr>
<td>Place Buses into Service</td>
<td>May 2014</td>
<td>June 2014</td>
<td>2 months</td>
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Scope of Work (350 characters maximum)

The City of Cerritos will provide streetscape amenities for 40 shared transit bus stops throughout the city. Attached is a COW Bus Stop inventory identifying the bus stop sites which will receive amenities and the transit agency which will be affected. This project will provide citywide street furniture such as trash receptacles, bus benches and concrete pads. City staff will coordinate the project with other affected transit providers (Metro, OCTA, Norwalk Transit, and Long Beach Transit) that share the bus stops with the Cerritos on Wheels (COW). The project will reduce transportation deficiencies in the community it serves; most notably, the project will address deficiencies of transit amenities at shared transit stops.

Project Status:

Staff is in the process of identifying appropriate, theft-proof transit amenities to meet the needs of the project. The City's existing street furniture has been the target of theft by vandals that recycle the furniture materials for profit. Accordingly, staff has been trying to identify a theft-proof material that matches the existing quality of the City's street furniture stock. In addition to researching material options, staff is also in the process of researching matching funding options.

Reason(s) for delay:

Given the status of the economy and a general decrease in funding availability, the project has been delayed by an inability to identify a suitable matching fund source. Additionally, given the theft of the City's existing street furniture, staff has had to spend significant time in researching and identifying suitable materials.

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

The City has seen a slow, yet steady increase in sales tax revenue over the past several years, which is a primary source of revenue for the City. Based on this increase in revenue, the City anticipates the ability to meet the matching requirement within the next two years. Further, staff has identified appropriate theft-proof street furniture materials that meet the City's design and quality standards.

Revised/proposed schedule

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<th>Month</th>
<th>Action Step</th>
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<tr>
<td>July, 2013</td>
<td>City places order for transit amenities</td>
</tr>
<tr>
<td>October, 2013</td>
<td>City receives transit amenities and begins implementation</td>
</tr>
<tr>
<td>November, 2013</td>
<td>Installation of concrete pads and amenities will be.</td>
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<tr>
<td>February, 2014</td>
<td>Complete installation of transit amenities</td>
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</table>

Project Map Attached

Please note, the transit amenities will be installed at 40 shared bus stops throughout the City.
Call for Project #: F1120  Time Extension Request: 2 year(s)
Project Sponsor: City of Downey  Date of last TAC appeal: N/A
Project Title: Paramount Boulevard at Firestone Boulevard Improvements

Scope of Work (350 characters maximum):

This project involves the widening of each approach and departure leg and the reconstruction of each of the four curb returns at the intersection in order to provide double left-turn lanes in each direction, an exclusive right-turn lane and additional through lane in the eastbound direction and larger curb returns (40’ - 50’ radius) at each corner of the intersection in order to accommodate future traffic volume growth and to facilitate truck movements at the intersection.

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

The project is currently being re-designed to include additional left-turn lanes at the intersection in each of the four directions. The re-design is currently at the 60% completion level. In addition, the project is within the right-of-way acquisition phase. Furthermore, the property appraisals are currently being updated for five affected parcels contiguous to the intersection.

Reason(s) for delay:

The Paramount Boulevard at Firestone Boulevard intersection is included as a study intersection for the I-710 Major Corridor Study (MCS) EIR. Based on the results of the EIR, double left-turn lanes are recommended at the intersection in order to sustain an acceptable level-of-service at the intersection through year 2030. Since the original scope of the project did not include the double left-turn lanes, the addition of double left-turn lanes at the intersection has necessitated a complete re-design of the intersection plans as well as the acquisition of additional right-of-way at the intersection.

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

Due to the need to re-design the project and acquire additional right-of-way for the project, the entire design and right-of-way acquisition phases of the project need to be repeated, which will add two years (minimum) to the project schedule. The City will work as diligently as possible to help overcome this delay by implementing multiple project tasks concurrently to the extent feasible. In addition, the City has retained the services of a law firm to assist the City with the right-of-way acquisition process in order to facilitate this phase of the project.

Revised/proposed schedule:

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<td>Right-of-Way Acquisition</td>
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<td>Construction Bid &amp; Award (if applicable)</td>
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<td>Construction</td>
<td>5-13</td>
<td>10-13</td>
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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map
Call for Project #: F3128
Project Sponsor: City of Inglewood
Project Title: Century Boulevard Mobility Improvement Project

Time Extension Request 2 year(s)
Date of last TAC appeal: NA

Scope of Work (350 characters maximum): Street rehabilitation and traffic signals upgrades of Century Blvd. to include exclusive right and left turn lanes at the intersections of Crenshaw Boulevard, Prairie Avenue, La Brea Avenue/Hawthorne Boulevard, and Inglewood Avenue. Installation of a raised landscaped median between Crenshaw Boulevard and Inglewood Avenue. Storm drain facility modifications and traffic sign installations.

Project status (if first TAC appeal) or progress made since last report to TAC: The reason the CFP F#3128 has been placed under review is due to not being able to execute the funding agreement by December 31, 2011. This is the First TAC appeal. Completion of the design portion is anticipated by December of 2012.

Reason(s) for delay: Project design is not yet complete; Funding is for construction only.

Basis for extension and explanation of how the sponsor has or will overcome the delay: On July 13, 2010 the City awarded a $3.6 million contract to AECOM for redesign of Century Blvd. within Inglewood. Currently design has progressed is at the 65% level for the Plans, Specifications and Estimates. The project will require additional environmental review and processing.

Revised/proposed schedule:

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<th>Milestones</th>
<th>Start Date</th>
<th>Completion Date</th>
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</table>

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map
LACMTA Technical Advisory Committee (TAC)
Deobligation Appeal Project Fact Sheet
June 6, 2012

Call for Project #: 6418
Project Sponsor: City of Los Angeles/BOE
Project Title: Sepulveda Blvd/Burbank Blvd Widening

Scope of Work (350 characters maximum):
This project will widen the northwest corner of the Sepulveda Blvd and Burbank Blvd intersection to add a right turn lane on southbound Sepulveda and two right turn lanes on Burbank Blvd to 405 Freeway ramp to improve traffic flow. The improvement includes construction of asphalt and concrete pavement, access ramps, concrete curb and gutter, sidewalk, a retaining wall, landscaping, traffic signals, and street lighting. Right-of-Way is required.

Project status (if first TAC appeal) or progress made since last report to TAC:
1. Condemnation Report was approved by the City Council on March 6, 2012.
4. Expecting Pre-judgment Possession by October 2012.
5. Condemnation is 90% complete.
6. Design is 99% Complete.

Reason(s) for delay:
1. Caltrans Encroachment Permit was required
2. Right of Way cost escalation
3. Changed funding source from Prop C to RSTP
4. Federal approval was necessary for additional right of way cost
5. Revised Legal description to reflect sign locations
6. Project required condemnation process which typically adds approx 2 years to the project schedule
7. Loss of Staff
8. City Attorney’s Office, which processes condemnation documents, has been on furloughs.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
City has invested a significant amount of time and money into this project. Therefore, we recommend that funding to be continued with a 2 year extension.

Revised/proposed schedule:

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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map
Call for Project #: 8036  
Time Extension Request 3 years (s)  
Project Sponsor: City of Los Angeles  
Date of last TAC appeal: June 2011  
Project Title: Hyperion Ave under Waverly Dr – Project Status Report (Current lapsing date: June 2012)

Scope of Work (350 characters minimum):

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

Note: The above METRO-funded scope is part of a larger project that is mostly funded by Federal Highway Bridge Program (HBP) grants. One environmental document (ED) and one Project Report (PR, required by Caltrans Oversight as part of the proposed work is within State right-of-way) covers the entire project.

Project status (if first TAC appeal) or progress made since last report to TAC: (June 1, 2011)

- Submitted two rounds of draft ED and PR, in December 2011 and April 2012, respectively, to Caltrans. Each submittal incorporated comments of prior version and is subject to thorough review by specialty/functional units.
- As part of the comprehensive public outreach, the Project Team reached consensus with the preservationists on historic mitigations.

Reason(s) for delay:

- The project involves cluster of historic bridges that are eligible for protection at National, State, and local level. Complicated ED needs to address mitigation measures that comply with preservation guidelines and reconcile stakeholders diverse input. The PR needs to reflect all revisions in ED and meet Caltrans design requirements. A Factsheet must be prepared for every design exception.
- New design guidelines and permitting process, for example, Best Management Practice (BMP), require additional work and/or updates, thus extended delivery process.

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

- Adequate HBP funding has been programmed for construction and the design funds were obligated by Caltrans. METRO funds will be used in line with the programming of HBP funds.
- City is proceeding well into the final stage of ED and PR process. Caltrans is actively reviewing the latest revisions.

Revised/proposed schedule:

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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet  
2) Please see attach a project map
Call for Project #: 8036
Project Sponsor: City of Los Angeles
Project Title: Hyperion Ave under Waverly Drive

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please see attach a project map
Call for Project #: _8046____                Time Extension Request _2_ year(s)
Project Sponsor:  City of Los Angeles/BOE       Date of last TAC appeal: 6/1/2011
Project Title: Burbank Blvd Widening – Lankershim Blvd to Cleon Ave.

Scope of Work (350 characters maximum):

This project will widen Burbank Blvd from Lankershim Blvd to Cleon Ave to Major Highway-Class II Standards. This project will widen 13-feet on each side of Burbank Blvd. Improvements include construction of asphalt and concrete pavement, access ramps, concrete curb and gutter, sidewalk, landscaping, traffic signals, and street lighting. For Right-of-Way, need to acquire 22 permanent and 43 temporary easements.

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

1. December 2011, met with Caltrans management for their latest request for additional info.  
2. Caltrans required additional studies for the following items:  a) Air Quality Conformity Analysis b) Traffic Study and c) Initial Site Assessment (ISA)  
3. The city has hired environmental consultants to address Caltrans’ latest requests 
5. Consultants are performing Air Quality and Traffic Study  
6. Prepared plans for Green Street Elements

Reason(s) for delay:

1. Repeated requests from Caltrans for additional information.  
2. Procurement of consultants to address related Caltrans’ requests.  
3. Environmental clearance scope took much longer to finalize due to additional Caltrans requirements.  
4. Traffic Study takes 6 months or more for approval.

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

- Track consultant progress on environmental clearance.

The City has invested a significant amount of time and money on the project. Design is 90% Complete. Therefore, we recommend that funding be continued with a 2 year extension.

Revised/proposed schedule:

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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet  
2) Please attach a project map
Call for Project #: 8055
Project Sponsor: City of Los Angeles/BOE
Project Title: Moorpark Street Widening – Woodman Avenue to Murietta Avenue

Scope of Work (350 characters maximum):

This project will widen Moorpark Street from Woodman Ave to Murietta Ave to improve it to a modified Secondary Highway Standard. The improvement includes construction of asphalt pavement, access ramps, concrete curb and gutter, sidewalk, landscaping, traffic signals, and street lighting. **Right of Way is required.**

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

1. This project is in the Right of Way Phase which is 80% complete.
2. A settlement has been reached on three of the four properties.
3. Last property is requires condemnation.
4. City Attorney is finalizing the condemnation report for the City Council approval.
5. Design is 100% Complete

Reason(s) for delay:

1. Even after long negotiations, due to lack of settlement, condemnation process is required for the remaining property and could take up to two more years.
2. BOE Staff loss.
3. City Attorney’s Office, which processes the condemnation documents, has been on furloughs.

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

The City has already invested a considerable amount of money and time. The design is 100% complete and we have already acquired three parcels. Therefore, we recommend that funding to be continued with a 2 year extension.

Revised/proposed schedule:

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* Right of Way Phase could take longer than scheduled.

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map
Call for Project #: 8064  
Time Extension Request: 2 year(s)

Project Sponsor: City of Los Angeles/BOE  
Date of last TAC appeal: N/A

Project Title: San Fernando Mission Blvd. between Sepulveda Blvd and I-5 Freeway

Scope of Work (350 characters maximum):
This project will widen San Fernando Mission Boulevard between Sepulveda Boulevard and the Golden State Freeway to Modified Secondary Highway Standards. The roadway will be widened from the existing one lane traffic in each direction to two lanes of traffic in each direction with intermittent parking. Improvements include construction of concrete curb, gutter, and sidewalk; AC pavement; storm drain and sanitary sewer facilities; street trees; street lighting and traffic signals. **Right of Way will be acquired for the widening.**

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

1. Completed Pre-design based on a revised budget and accommodated LA City Bike Plan Impacts.
2. Design is about 50% complete but can not be finalized without environmental clearance from Caltrans.
3. In process of procuring Environmental consultant to complete report to Caltrans.
4. Due to the existing Mission in the area, the project might be rich in cultural resources.
5. Environmental Clearance may take at least 15 to 18 months.

Reason(s) for delay:

1. Project was determined ineligible for Prop C funding due lack of transit on SF Mission Blvd, even though it was originally approved with Prop C funding.
2. Change in funding type (from Prop C to RSTP in Feb 2011)
3. Had to secure match funding other than Prop C
4. Secured local match in (April 2011)
5. Budget shortfall
6. Had to analyze project for LA City Bike Plan requirements (as of March 2012, no impacts)
7. Additional Environmental clearance requirements and review time required as a result of switch to Federal (RSTP) funding.

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


Therefore, we recommend that funding to be continued with a 2 Year extension.

**Revised/proposed schedule:**

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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet  
2) Please attach a project map
SAN FERNANDO MISSION BLVD.
BETWEEN SEPULEDA BLVD. AND I-5
Call for Project #:8089  
Time Extension Request 2 year(s)

Project Sponsor: City of Los Angeles/BOE  
Date of last TAC appeal: 6/6/2012

Project Title: Barham/Cahuenga Corridor Transportation Improvement Phase IV

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

Project status (if first TAC appeal) or progress made since last report to TAC:
2. Preparing a Pre-design report that requires:
   • Geotechnical Report.
   • Structural Analysis for retaining wall type.
   • Caltrans approval of the retaining wall type
   • Project cost analysis.
3. Caltrans submitted a draft Cooperative Agreement for the City review.
4. Met with Caltrans to finalize Cultural resource study requirement.
5. Project is in Pre-design phase.

Reason(s) for delay:
1. Additional retaining wall scope was required by Caltrans to accommodate possible future widening of the 101 Freeway.
2. Additional time required to finalize scope of revised retaining wall.
3. Environmental clearance requirements
4. Delay in executing Cooperative Agreement

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Caltrans has made the environmental clearance requirement as part of the Encroachment Permit requirements instead of including at part of the Cooperative Agreement. Hence, the City can move forward with the design.

Caltrans and the City have already invested a significant amount of time to finalize scope and funding. Therefore, we recommend that funding to be continued with a 2 year extension.

Revised/proposed schedule:

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* Project is extended by only 3 months from the last update.

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map
LACMTA Technical Advisory Committee (TAC)
Deobligation Appeal Project Fact Sheet
June 6, 2012

Call for Project #:8090/F1135       Time Extension Request 3 years (s)
Project Sponsor: City of Los Angeles Date of last TAC appeal: June 2011
Project Title: Vermont Avenue Bridge Widening over US-101 (Lapsing date: June 2012)

Scope of Work (350 characters minimum):
The scope includes widening the Vermont Avenue Bridge over US 101 by 14-feet and adding a left turn lane to increase the storage capacity and reduce traffic congestion along Vermont Avenue. In addition, pedestrian access will be modernized with ADA compliant access ramps, cross walks, bus stop and sidewalk lighting, transit shelters, public artwork, and bus stop benches. The existing stairways from Vermont Avenue to the US 101 bus staging areas will be reconstructed with ADA compliant stairways and switchback sidewalks.

Project status (if first TAC appeal) or progress made since last report to TAC:
- The 100% draft Project Report (including Fact Sheets for design exception approval) and environmental studies were submitted to Caltrans for review in July & December 2011, and March 2012. The City has already received comments for the Storm Water Data Report, Traffic Study, and Environmental Technical Studies. Comments of the 100% PR and Fact Sheets are pending.

Reason(s) for delay:
- The review process has been extended due to Caltrans adding additional scope, requirements, and requesting updated reports such as the Environmental Site Assessment (ESA) Phase I Report, additional traffic studies, traffic counts, curb & gutter removals around all four bents, superelevation of 700 ft. horizontal curve.
- The Traffic Study Report was further delayed by a change in a January 2011 law necessitating additional technical studies that were not factored into the original project schedule.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
- To resolve the project delay due to the additional Caltrans requirements the consultant was directed to prepare an aggressive design schedule for the PS&E phase.
- Multiple meetings with Caltrans Oversight Engineer were held to clarify additional information required by Caltrans Oversight Engineer and technical units.
- The PS&E phase at this point are at approximately 65%. Preliminary utility, geometric layout, and storm drain plans have been developed with Caltrans oversight.
- Revising the bridge alignment design to eliminate the acquisition of an existing gas station will shorten the Right-of-Way phase and allow the Bid and Award and Construction phases to begin sooner.
- Caltrans staff is no longer on mandatory furlough as in the past two years. A more expedited review process is anticipated to complete the project.
- The same project personnel (City staff and consultant team) who were involved in the PAED is ready to begin developing the PS&E package, adding project specific knowledge to the final stages of the design and construction

Revised/proposed schedule:

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<td>December 2015</td>
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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please see attached project map
ATTACHMENT A

THE PROJECT IS LOCATED ON VERMONT AVENUE OVER CALIFORNIA STATE ROUTE 101 IN THE CITY AND COUNTY OF LOS ANGELES FROM ROSEWOOD AVENUE TO CLINTON STREET. THE MILE POINT IS 4.53. THE THOMAS GUIDE PAGE IS 594 SECTION A7.

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please see attached project map
Call for Project #: F1128
Project Sponsor: City of Los Angeles/BOE
Project Title: Balboa Blvd Widening at Rinaldi Street

Time Extension Request: None year(s)
Date of last TAC appeal: N/A

Scope of Work (350 characters maximum):

This project will widen Balboa Boulevard between Rinaldi Street and the Ronald Reagan Freeway (SR-118) on-ramp to provide additional queue length for the existing right turn lane. This will relieve the bottleneck condition and improve traffic flow, not only onto the freeway on-ramps, but also at the Balboa Boulevard and Rinaldi Street intersection. Right of Way acquisition is required. Improvements include construction of concrete curb, gutter and sidewalk; AC pavement; storm drain and sanitary sewer facilities; street trees; street lighting and traffic signals.

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

1. Project is in Pre-design phase.
2. The full impact of the right of way acquisition is much more costly than originally estimated.
3. After meeting with the Council Office and negotiating with business owner, the City realized that the project is not feasible.
4. Since the City can not offer less than the appraised value, the project would have $1.85M budget shortfall.

Reason(s) for delay:

1. Analyzed various options to minimize or mitigate impacts to the business
2. Proposed various options to acquire Right of Way

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

We recommend that this project should be cancelled.

Revised/proposed schedule:

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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map
BALBOA BLVD. WIDENING AT RINALDI ST.
Call for Project #: F1163
Project Sponsor: City of Los Angeles
Project Title: North Venice Boulevard Widening @ La Cienega Boulevard.

Time Extension Request 1 year(s)
Date of last TAC appeal: 1st Appeal

Scope of Work (350 characters maximum):
Widen the north side of Venice Boulevard between David Avenue and Chariton Street to provide for four travel lanes and a bike lane in the westbound direction. Relocation of and modifications to the traffic signal at Venice and La Cienega Boulevards. The final lane configuration for the westbound approach on Venice and La Cienega Boulevard would provide four through lanes, one left-turn lane and one bike lane.

Project status (if first TAC appeal) or progress made since last report to TAC:
During the design phase of the project, it was determined that numerous substructures would have to be relocated and some right-of-way would need to be acquired. These issues have substantially increased the estimated project cost from approximately $1 million to $5 million. Staff is in the process of securing additional funding.

Reason(s) for delay:
Funding shortfall due to unforeseen substructures and right-of-way.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Asking for a one year extension in order to secure additional funding.

Revised/proposed schedule:

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<td>Right-of-Way Acquisition</td>
<td>July 2013</td>
<td>June 2015</td>
</tr>
<tr>
<td>Construction Bid &amp; Award (if applicable)</td>
<td>July 2015</td>
<td>December 2015</td>
</tr>
<tr>
<td>Construction</td>
<td>January 2016</td>
<td>January 2017</td>
</tr>
</tbody>
</table>

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a project map
LACMTA Technical Advisory Committee (TAC)  
Deobligation Appeal Project Fact Sheet  
June 6, 2012  

Call for Project #: F1657  
Project Sponsor: City of Los Angeles, Dept. of Transportation  
Project Title: Los Angeles Valley College Bus Station Ext.  
Time Extension Request: Two months  
Date of last TAC appeal: N/A  

Scope of Work (350 characters maximum):  
This project consists of a pedestrian extension to the Metro Orange Line station at LAVC to provide a direct pedestrian connection from the station to a new pedestrian entrance to LAVC located at the northeast corner of Fulton and Burbank.  

Project status (if first TAC appeal) or progress made since last report to TAC:  
Project was completed with other funding source.  

Reason(s) for delay:  
This project did not experience a project delay, but rather, was constructed using other funds. The City will be requesting the de-obligation of these funds, but is requesting a two month extension in order to obtain the necessary City Council approval.  

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

Revised / proposed schedule:
Call for Project #: 6345  Time Extension Request 2 year(s)
Project Sponsor: City of Montebello  Date of last TAC appeal: June 2, 2012

Project Title: Beverly Blvd. Widening Phase II

Scope of Work (350 characters Maximum):
The Beverly Boulevard Widening Project from Montebello Boulevard to the east city limit, will widen both sides of the roadway from four lanes to six traffic lanes to eliminate the current bottleneck during the peak commuter hours along this transportation corridor.

Project status (if first TAC appeal) or progress made since last report to TAC:
Since the last Project Status Report in May 2011, the City of Montebello procured the services of an appraiser, right-of-way agent, architecture and engineering consultants, and commenced the acquisition phase for 21 partial land acquisitions. A Right-of-Way (RW) Financial Feasibility Report for 21 partial land acquisitions and assessments of 5 building modifications that will be required has been completed.

In addition, the city also had prepared and completed the preliminary design of modifications to 5 buildings due to existing encroachment of the buildings in the new right-of-way.

Reason(s) for delay:
The City of Montebello is committed to the completion of the project. However, due to a number of internal and external factors, the City has had to prioritize the work load of its staff. Factors that have delayed the progress of the project include:

1. The City has had three (3) Interim City Administrators in the last nine months;
2. The dissolution of redevelopment statewide and action required by the state to comply with new uncharted legislation has delayed the City from moving forward with the project; and
3. The City has applied for the Tiger Grant to complement the MTA Grant expanding the scope of the project along this major east/west transportation corridor. The City will not know if the Tiger Grant was awarded to the City until the middle of July 2012 requiring a time extension for the MTA Grant.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
A two (2) year extension is needed for the RW acquisitions, building modification and street reconstruction phase.

Revised/Proposed Schedule:

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Start Date</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Clearance</td>
<td>January 2003</td>
<td>September 2005</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td>April 2012</td>
<td>April 2013</td>
</tr>
<tr>
<td>Construction Bid &amp; Award</td>
<td>April 2013</td>
<td>June 2013</td>
</tr>
<tr>
<td>Construction</td>
<td>July 2013</td>
<td>June 2014</td>
</tr>
</tbody>
</table>
Call for Project # 8018  
Time Extension Request 1 year
Project Sponsor: City of South Pasadena  
Date of last TAC appeal: June 2010
Project Title: South Pasadena Fair Oaks Corridor Improvements

Scope of Work (350 characters maximum):
This is the last of four construction projects combined into one project number. The SR-110 Interchange Project will create a hook ramp entrance to SR-110 from Fair Oaks Ave and will expand the capacity of the Fair Oaks Ave off-ramp from the SR-110.

Project status (if first TAC appeal or progress made since last report to TAC):
The third construction project Fair Oaks Corridor Improvements, was completed on 3/15/2012. The construction phase of that project began in 11/2010. The SR-110 Interchange Project has nearly the same project limits which prevented the two projects from occurring concurrently. The SR-110 Interchange will require some design updates as requested by Caltrans, and City staff will begin those discussions shortly. In the beginning of 2012, staff commenced preliminary negotiations with the City of Pasadena for the required Right-of-Way Acquisition.

Reason(s) for delay:
Construction on the two projects could not occur concurrently as the improvements are within the same project location. As a small city with 5 full-time staff members for infrastructure projects, there were limited internal resources to move forward on ROW and design changes for the SR-110 Interchange while the Fair Oaks Corridor project was ongoing. The City is also facing a $5 million shortfall for the remaining construction project.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Staff is already working on the ROW Acquisition with the City of Pasadena and will begin discussions soon with Caltrans on the required design updates. The City Council and Management Team are exploring all options for the funding shortfall including grants, loans, postponing other CIP projects, and completing construction in two phases.

Revised/proposed schedule:

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Start Date</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Clearance</td>
<td>completed</td>
<td>completed</td>
</tr>
<tr>
<td>Design Bid &amp; Award</td>
<td>completed</td>
<td>completed</td>
</tr>
<tr>
<td>Design</td>
<td>Nov-12 (for updates)</td>
<td>Nov-13 (for updates)</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td>Mar-12</td>
<td>Oct-12</td>
</tr>
<tr>
<td>Construction Bid &amp; Award</td>
<td>Jan-14</td>
<td>Mar-14</td>
</tr>
<tr>
<td>Construction</td>
<td>Apr-14</td>
<td>Apr-16</td>
</tr>
</tbody>
</table>
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN THE CITIES OF SOUTH PASADENA AND PASadena
ON ROUTE 110
FROM 0.11 km WEST OF THE FAIR OAKS AVENUE OVERCROSSING
TO 0.233 km SOUTH OF GLENARM STREET

BEGIN CONSTRUCTION
STA 15+47.12 KP 49.9 (PM 31.1)

INDEX OF SHEETS
REFER TO SHEET T-2

END CONSTRUCTION
STA 20+15.62 KP 51.4 (PM 31.9)

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

The State of California is the owner of all rights, titles and interest in and to the plans and specifications as herein shown and shall be indemnified by the contractor from all damages, costs, and expenses in connection with the prosecution of any action for infringement or alleged infringement of any patent arising out of the use of said plans and specifications, as herein shown.
Attachment 6

June 2012 TAC Recommendations
## June 2012
### Technical Advisory Committee Recommendations

(Shaded projects have provided response letter from City)

<table>
<thead>
<tr>
<th>PROJ ID#</th>
<th>AGENCY</th>
<th>PROJECT TITLE</th>
<th>PROGRAM YEAR(S)</th>
<th>TOTAL PROJECT COST $ (000')</th>
<th>LAPSING FUND</th>
<th>TOTAL PROGRAM $ (000')</th>
<th>EXPENDED/ALLOCATED/OBLIGATED $ (000')</th>
<th>AMOUNT SUBJECT TO LAPSE $ (000')</th>
<th>EXT YRS</th>
<th>EXT T#</th>
<th>TAC RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>F1455</td>
<td>BURBANK CROSS TOWN TRANSIT CONNECTOR AND SERVICE EXPANSION</td>
<td>2011</td>
<td>811</td>
<td>CMAQ</td>
<td>649</td>
<td>-</td>
<td>-</td>
<td>0</td>
<td>0</td>
<td>Sponsor to provide a letter by August 31, 2012 from City Manager stating that the City will not purchase buses before securing operating funds.</td>
</tr>
<tr>
<td>2</td>
<td>F1408</td>
<td>CERRITOS CITY OF CERRITOS TRANSIT AMENITIES</td>
<td>2010</td>
<td>320</td>
<td>CMAQ</td>
<td>160</td>
<td>-</td>
<td>160</td>
<td>0</td>
<td>0</td>
<td>Allow sponsor until August 31, 2012 to provide City Council Resolution on funding commitment to the project. Sponsor to provide status report at the September 2012 TAC meeting.</td>
</tr>
<tr>
<td>3</td>
<td>F1120</td>
<td>DOWNEY PARAMOUNT BL AT FIRESTONE BL IMPROVEMENTS</td>
<td>2008-10</td>
<td>2,977</td>
<td>PC25</td>
<td>1,231</td>
<td>44</td>
<td>1,187</td>
<td>2</td>
<td>1</td>
<td>Allow sponsor until August 31, 2012 to provide City Council Resolution on funding commitment to the project. Sponsor to report at the September 2012 TAC meeting.</td>
</tr>
<tr>
<td>4</td>
<td>F3128</td>
<td>INGLEWOOD CENTURY BOULEVARD MOBILITY IMPROVEMENT PROJECT</td>
<td>2012-14</td>
<td>8,595</td>
<td>PC25</td>
<td>3,224</td>
<td>-</td>
<td>3,224</td>
<td>0</td>
<td>0</td>
<td>Allow sponsor until August 31, 2012 to execute MOU.</td>
</tr>
<tr>
<td>5</td>
<td>6418</td>
<td>LA CITY SEPULVEDA BLVD./BURBANK BLVD. WIDENING</td>
<td>2002, 05</td>
<td>2,659</td>
<td>PC25</td>
<td>1,668</td>
<td>972</td>
<td>696</td>
<td>5</td>
<td>3</td>
<td>Sponsor to provide status report at the September 2012 TAC meeting. TAC will consider time extension in September 2012.</td>
</tr>
<tr>
<td>6</td>
<td>8036</td>
<td>LA CITY HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT</td>
<td>2006-07</td>
<td>14,422</td>
<td>PC25</td>
<td>3,770</td>
<td>984</td>
<td>2,786</td>
<td>4</td>
<td>2</td>
<td>Metro, Caltrans, City of LA Mayor's Office and department staff to meet with Caltrans in June 2012 to reach commitment on project schedule. Sponsor to report on outcome of the meeting at the September 2012 TAC meeting. TAC will consider time extension in September 2012.</td>
</tr>
<tr>
<td>PROJ ID#</td>
<td>AGENCY</td>
<td>PROJECT TITLE</td>
<td>PROGRAM YEAR(S)</td>
<td>TOTAL PROJECT COST $ (000')</td>
<td>LAPSING FUND</td>
<td>TOTAL PROGRAM $ (000')</td>
<td>EXPENDED/ALLOCATED/OBLIGATED $ (000')</td>
<td>AMOUNT SUBJECT TO LAPSE $ (000')</td>
<td>EXT YRS</td>
<td>EXT T#</td>
<td>TAC RECOMMENDATION</td>
</tr>
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</tr>
<tr>
<td>7</td>
<td>LA CITY</td>
<td>BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE</td>
<td>2005-07</td>
<td>15,416</td>
<td>PC25</td>
<td>10,021</td>
<td>396</td>
<td>9,625</td>
<td>5</td>
<td>5</td>
<td>Metro, Caltrans, City of LA Mayor's Office and department staff to meet with Caltrans in June 2012 to reach commitment on project schedule. Sponsor to report on outcome of the meeting at the September 2012 TAC meeting. TAC will consider time extension in September 2012.</td>
</tr>
<tr>
<td>8</td>
<td>LA CITY</td>
<td>MOORPARK AVENUE WIDENING - WOODMAN AVE TO MURIETTA AVE</td>
<td>2006-08</td>
<td>6,495</td>
<td>PC25</td>
<td>4,237</td>
<td>609</td>
<td>3,628</td>
<td>4</td>
<td>3</td>
<td>Sponsor to provide status report at the September 2012 TAC meeting. TAC will consider time extension in September 2012.</td>
</tr>
<tr>
<td>9</td>
<td>LA CITY</td>
<td>SAN FERNANDO MISSION BLVD. BETWEEN SEPULVEDA BLVD. AND I-5</td>
<td>2006, 10</td>
<td>2,469</td>
<td>RSTP</td>
<td>1,605</td>
<td>73</td>
<td>1,532</td>
<td>4</td>
<td>2</td>
<td>Metro, Caltrans, City of LA Mayor's Office and department staff to meet with Caltrans in June 2012 to reach commitment on project schedule. Sponsor to report on outcome of the meeting at the September 2012 TAC meeting. TAC will consider time extension in September 2012.</td>
</tr>
<tr>
<td>10</td>
<td>LA CITY</td>
<td>BARHAM/CAHUENGA CORRIDOR TRANSPORTATION IMPR PHASE IV</td>
<td>2007-08</td>
<td>3,068</td>
<td>PC25</td>
<td>1,495</td>
<td>-</td>
<td>1,495</td>
<td>3</td>
<td>1</td>
<td>Metro, Caltrans, City of LA Mayor's Office and department staff to meet with Caltrans in June 2012 to reach commitment on project schedule. Sponsor to report on outcome of the meeting at the September 2012 TAC meeting. TAC will consider time extension in September 2012.</td>
</tr>
</tbody>
</table>
June 2012
Technical Advisory Committee Recommendations
(Shaded projects have provided response letter from City)

<table>
<thead>
<tr>
<th>PROJ ID#</th>
<th>AGENCY</th>
<th>PROJECT TITLE</th>
<th>PROGRAM YEAR(S)</th>
<th>TOTAL PROJECT COST $ (000')</th>
<th>LAPSING FUND</th>
<th>TOTAL PROGRAM $ (000')</th>
<th>EXPENDED/ALLOCATED/OBLIGATED $ (000')</th>
<th>AMOUNT SUBJECT TO LAPSE $ (000')</th>
<th>EXT YRS</th>
<th>EXT T#</th>
<th>TAC RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>8090/ F1135 LA CITY</td>
<td>VERMONT AVENUE BRIDGE WIDENING</td>
<td>2006-2011</td>
<td>11,108</td>
<td>PC25</td>
<td>6,896</td>
<td>504</td>
<td>4,762</td>
<td>4</td>
<td>3</td>
<td>Metro, Caltrans, City of LA Mayor's Office and department staff to meet with Caltrans in June 2012 to reach commitment on project schedule. Sponsor to report on outcome of the meeting at the September 2012 TAC meeting. TAC will consider time extension in September 2012.</td>
</tr>
<tr>
<td>12</td>
<td>F1128 LA CITY</td>
<td>BALBOA BL WIDENING AT RINALDI ST</td>
<td>2009-11</td>
<td>1,438</td>
<td>PC25</td>
<td>935</td>
<td>8</td>
<td>433</td>
<td>1</td>
<td>1</td>
<td>Allow sponsor until August 31, 2012 to provide City Council Resolution on funding commitment to the project. Sponsor to report at the September 2012 TAC meeting.</td>
</tr>
<tr>
<td>13</td>
<td>F1163 LA CITY</td>
<td>NORTH VENICE BL WIDENING AT LA CIENEGA BL</td>
<td>2010-12</td>
<td>1,057</td>
<td>PC25</td>
<td>687</td>
<td>67</td>
<td>32</td>
<td>0</td>
<td>0</td>
<td>Allow sponsor until August 31, 2012 to provide City Council Resolution on funding commitment to the project. Sponsor to report at the September 2012 TAC meeting.</td>
</tr>
<tr>
<td>14</td>
<td>F1657 LA CITY</td>
<td>LOS ANGELES VALLEY COLLEGE (LAVC) BUS STATION EXTENSION</td>
<td>2009, 11</td>
<td>1,138</td>
<td>CMAQ</td>
<td>425</td>
<td>-</td>
<td>425</td>
<td>1</td>
<td>1</td>
<td>Allow sponsor until August 31, 2012 to provide City Council Resolution on funding commitment to the project. Sponsor to report at the September 2012 TAC meeting.</td>
</tr>
<tr>
<td>15</td>
<td>6345 MONTEBELLO</td>
<td>BEVERLY BLVD. WIDENING PHASE III</td>
<td>2005</td>
<td>6,475</td>
<td>PC25</td>
<td>3,885</td>
<td>975</td>
<td>2,910</td>
<td>5</td>
<td>2</td>
<td>Allow sponsor until August 31, 2012 to provide City Council Resolution on funding commitment to the project. Sponsor to report at the September 2012 TAC meeting.</td>
</tr>
<tr>
<td>PROJ ID#</td>
<td>AGENCY</td>
<td>PROJECT TITLE</td>
<td>PROGRAM YEAR(S)</td>
<td>TOTAL PROJECT COST (000$)</td>
<td>LAPSE FUND</td>
<td>TOTAL PROGRAM OBLIGATED (000$)</td>
<td>EXPENDED/ALLOCATED (000$)</td>
<td>AMOUNT SUBJECT TO LAPSE (000$)</td>
<td>EXT YRS</td>
<td>EXT #</td>
<td>TAC RECOMMENDATION</td>
</tr>
<tr>
<td>----------</td>
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<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>16</td>
<td>SOUTH PASADENA</td>
<td>SOUTH PASASENA FAIR OAKS CORRIDOR IMPROVEMENTS</td>
<td>2002</td>
<td>12,991</td>
<td>PC25</td>
<td>1,300</td>
<td>420</td>
<td>880</td>
<td>8</td>
<td>3</td>
<td>Allow sponsor until August 31, 2012 to provide City Council Resolution on funding commitment to the project. Sponsor to report at the September 2012 TAC meeting.</td>
</tr>
</tbody>
</table>
Attachment 7

City Responses to June TAC Recommendations
August 22, 2012

Martha Welborne
Executive Director
Countywide Planning
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Welborne:

As requested by the Metropolitan Transportation Authority Technical Advisory Committee on June 6, 2012, this letter affirms that the City of Burbank will not use grant funds for Call For Projects #F1455 (Cross Town Transit Connector Service Expansion) to purchase new transit vehicles until a local source of operating funds have been identified for this project.

Should you have any questions, please feel free to contact the project manager, Roy Choi, at 818.238.5272 or via email at rchoi@ci.burbank.ca.us.

Sincerely,

[Signature]
Michael S. Plad
City Manager

Cc:  Renee Berlin
     Fanny Pan
     Annelle Albarran
RESOLUTION NO. 12-7368

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DOWNEY COMMITTING LOCAL FUNDING AS NECESSARY TO COMPLETE THE PARAMOUNT BOULEVARD AT FIRESTONE BOULEVARD INTERSECTION IMPROVEMENT PROJECT

WHEREAS, Staff applied for and received $1.2 million in Proposition "C" Discretionary grant funds through the 2007 Los Angeles County Metropolitan Transportation Authority (Metro) Call for projects for improvements to the Paramount Boulevard at Firestone Boulevard intersection; and,

WHEREAS, the I-710 Freeway Expansion Project Environmental Impact Report (EIR) identified the need for double left-turn lanes in each direction at the Paramount Boulevard at Firestone Boulevard intersection in order to mitigate impacts created by the implementation of the I-710 project in addition to the improvements covered by the 2007 Metro Call for Projects grant; and,

WHEREAS, Staff has determined that the inclusion of the additional improvements to the intersection as identified by the I-710 Freeway Expansion Project EIR has significantly affected the schedule and cost of completing the Paramount Boulevard at Firestone Boulevard Intersection Improvement Project; and,

WHEREAS, the Metro Call for Projects grant is subject to lapse as of June 30, 2012; and,

WHEREAS, due to the impact of the intersection improvements as identified in the I-710 EIR on the schedule and cost of the Paramount Boulevard at Firestone Boulevard Intersection Improvement Project, Metro has granted a twelve-month extension to the project on condition of the completion of three items, including the adoption of a resolution by the City Council committing the local funding as necessary to complete the project.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DOWNEY DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Downey does hereby commit the local funds as necessary to complete the Paramount Boulevard at Firestone Boulevard Intersection Improvement Project.

SECTION 2. The City Clerk shall certify to the adoption of this resolution and forward two (2) certified copies of this resolution to the Director of Public Works for transmittal to the Los Angeles County Metropolitan Transportation Authority.

APPROVED AND ADOPTED this 28th day of August, 2012.

ROGER C. BROSSMER, Mayor

ATTEST:

ADRIA M. JIMENEZ, CMC
City Clerk

The foregoing instrument is a full, true and correct copy of the original on file in this office

ATTEST:

City Clerk of the City of Downey
I HEREBY CERTIFY that the foregoing Resolution was adopted by the City Council of the City of Downey at a regular meeting held on the 28th day of August, 2012, by the following vote, to wit:

AYES: Council Members: Marquez, Vasquez, Gafin, Mayor Brossmer
NOES: Council Members: None
ABSTAIN: Council Members: None
ABSENT: Council Members: Guerra

[Signature]
ADRIA M. JIMENEZ, CMC
City Clerk
July 25, 2012

Martha Welborne, Executive Director  
Countywide Planning  
Metro  
One Gateway Plaza  
Los Angeles, CA 90012-2952

References: 1) CFP# 8046 Burbank Blvd Widening - Lankershim Blvd to Cleon Ave  
2) CFP# 8064 San Fernando Mission Blvd - Sepulveda to Golden State Fwy  
3) CFP# 8039 Barham/Cahuenga Transport Corridor Improvements Ph 4  
4) CFP# 8036 Hyperion Ave under Waverly Dr Bridge  
5) CFP# 8090/F1135 Vermont Ave Bridge Widening

Dear Ms. Welborne:

CITY OF LOS ANGELES AND CALTRANS JOINT COMMITMENT TO DELIVER PROJECTS SUBJECT TO POTENTIAL DE-OBLIGATION OF PROJECT FUNDING

The City of Los Angeles Bureau of Engineering (BOE) appealed to the Metro Technical Advisory Committee (TAC) on June 6, 2012 to extend funding lapsing dates for the above referenced five projects. Since some of the delays for the above referenced projects have been due to the State of California Department of Transportation (Caltrans) requirements and approval process, your staff recommended that the City arrange a meeting between Caltrans, Metro and Mayor’s Office staff to address the delay issues and to develop a consensus on each project’s delivery schedule. The results of this meeting will be presented to the TAC for its consideration in developing an extension recommendation for each project. As requested by your staff, this letter is jointly signed by Caltrans District Director Mike Miles and the City Engineer Gary Lee Moore and commits both agencies to delivering each project as outlined below.

CFP# 8046 - Burbank Blvd Widening – Lankershim Blvd to Cleon Ave: The City has completed several technical studies in support of a Categorical Exclusion (CE). Only an Air Quality Study submittal to Caltrans remains pending. Caltrans will review the traffic calculations in July 2012 upon which the Air Quality Study will be based. The
City will complete its air quality analysis in August 2012. The Air Quality conformity process through SCAG can be approved in October 2012. We anticipate that a CE will be filed in October 2012 and design will be completed in March 2013. In addition, a minor revision to the Preliminary Environmental Study (PES) will be made to add new bike lane requirements. Caltrans has agreed that the addition of the bike lane is a minor revision to the project scope and that a traffic study will not be required. We expect that a CE will be granted when the Air Quality Study has been reviewed and accepted. It should be noted that the Air Quality Study will be based on the 2018 construction end date and the Federal Transportation Improvement Program (FTIP) funding plan will have to be revised to reflect this new date. Caltrans’ approval of the Air Quality Study will be based on the assumption that the revised FTIP funding plan will reflect the new construction end date.

In response to Metro’s comment regarding the duration of this project, the original Memorandum of Understanding (MOU) was executed on May 23, 2007. Because of extraordinary cost escalations between 2001 and 2007, Federal Funds were added and Metro executed a Letter of Agreement (LOA) on January 2, 2008. It should be noted that due to the LOA (Federal Funds), this project is required to comply with Caltrans requirements. Once the project design is completed in March 2013, this project will be in the Right of Way Phase for at least 2 years, in Construction Phase approval (E-76) for 3 months, in Bid and Award for 6 months and in Construction for 2 years. Hence, the minimum duration required to complete the project is 4 years and 9 months after completion of design, assuming no E-76 approval is required for the Right of Way Phase and there is no re-bidding.

**CFP# 8064 - San Fernando Mission Blvd - Sepulveda to Golden State Fwy:** BOE will submit a PES to Caltrans for mutual agreement on the scope of environmental technical studies in September 2012. The PES should be finalized in October 2012. Caltrans commits to provide all review comments together within 30 days of receiving the PES. The City will respond to comments within 2 weeks of receiving them from Caltrans. The City will use the signed PES to define the scope of work to be done by a consultant firm under contract with the City. We anticipate that: historic property and archaeological surveys and 4(f) documentation will be required and completed within 4 months of PES approval. Considering the complications due to the Mission located within the project limits, Caltrans will commit to a 3 months turnaround time for the aforementioned specialty studies review. As such, all environmental approvals should be completed in September 2013 including another Caltrans review, and the design should be completed in December 2013. Upon completion of the Design Phase, this project will be in the Right of Way Phase for 2 years including E-76 approval for the Right of Way Phase, in Construction Phase approval (E-76) for 3 months, in Bid and
Award for 6 months and in Construction for 1 year. Hence, the project construction should be completed in September 2017.

**CFP# 8089 - Barham/Cahuenga Transport Corridor Improvements Ph 4:** In September 2012, the City will procure a consultant firm to provide a Determination of Effect on Historic Resources and a mitigation plan to the satisfaction of Caltrans and the State Historic Preservation Office (SHPO). The report to address those environmental requirements will take 3 months to complete. An additional 3 months will be required for Caltrans and SHPO review. Considering another review by Caltrans, all environmental approvals will be completed by June 2013. This will be completed prior to issuance of Caltrans' Encroachment Permit instead of prior to execution of the Master Cooperative Agreement. In order to accommodate Caltrans Encroachment Permit review and requirements, the project design will be completed in December 2013. As soon as the project design is completed, the project will be in Bid and Award for 6 months and in Construction for 1 year. Hence, the project construction should be completed in June 2015.

**CFP# 8036 - Hyperion Ave under Waverly Dr Bridge:** The City requested that Caltrans provide coordinated assistance between their Environmental Planning and Design Oversight Branches such that the draft Project Report may be approved by the District when the administrative draft environmental document is ready for public review. To reach this goal, the City submitted the revised Mandatory Fact Sheet on June 25, 2012 and the revised environmental document on July 6, 2012. Caltrans has committed to approve these documents for circulation in September 2012. It is anticipated that the City Council and Caltrans will adopt the environmental document under CEQA and NEPA authority in February 2013. The City will need 1 year to complete the final design package and right-of-way certification. The construction contract should be awarded in October 2014 and the construction should be completed in December 2017.

**CFP# 8090/F1135 - Vermont Ave Bridge Widening:** The City and Caltrans met on July 11, 2012 to discuss the project. The City has submitted the Project Report, as well as an update of changes, and has received comments from Caltrans regarding the final report. Caltrans has provided comments on both documents and does not foresee any major issues that will prevent the Project Report and Fact Sheets from being approved. The project can proceed into the Plans, Specifications, and Estimate (PS&E) phase once the Project Report and Fact Sheets are approved. The entire review will be completed in September 2012. Currently the City is working on a revised estimate. Prior to the Metro TAC meeting in September the City will make a decision on the viability of the project.
Both the City and Caltrans are committed to working together to expedite these projects going forward. The City of Los Angeles hereby requests Metro to extend funding lapsing dates for at least 1 year at which time the City will provide updates on the progress.

By: Michael Miles, P.E.
District 7 Director
Caltrans

By: Gary Lee Moore, P.E.
City Engineer
City of Los Angeles

cc: Ranee Berlin, Metro
Alan Patashnick, Metro
Fanny Pan, Metro
Greg Spotts, Mayor's Office
Nat Gale, Mayor's Office
Bill Reagan, Caltrans
Ron Kosinski, Caltrans
Vince Jones, BOE
Maria Souza Rountree, CLA
David Harano, CAO
Michael Brown, BOE
Jim Treadaway, BOE
Steve Chen, BOE
Ken Hustling, LADOT
Jim Doly, BOE
Wenn Chyn, BOE
Brian Kanegawa, BOE
Ramnik Mungra, BOE
RESOLUTION NO. 7240

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SOUTH PASADENA, CALIFORNIA,
TO SUPPORTING THE SR-110 INTERCHANGE PROJECT

WHEREAS, the SR-110 Interchange Project is delayed because of a required redesign by the California Department of Transportation; and

WHEREAS, the intersection of the SR-110 and Fair Oaks Avenue has an average daily traffic count of 44,000; and

WHEREAS, the SR-110 Interchange Project is of regional significance and a part of the multi-modal approach to traffic congestion; and

WHEREAS, the City of South Pasadena wishes to maximize Federal and State grant funding to complete infrastructure projects.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City fully intends to complete the redesign and construction of the SR-110 Interchange Project to improve regional mobility and create jobs.

PASSED, APPROVED AND ADOPTED ON this 15th day of August, 2012.

Michael A. Cacciotti, Mayor

ATTEST: APPROVED AS TO FORM:

Sally Kilby, City Clerk  Richard L. Adams II, City Attorney
I HEREBY CERTIFY the foregoing resolution was duly adopted by the City Council of the City of South Pasadena, California, at a regular meeting held on the 15th day August, 2012, by the following vote:

AYES: Joe, Khubesrian, Putnam, Schneider and Mayor Cacciotti

NOES: None

ABSENT: None

ABSTAINED: None

Sally Kilby, City Clerk