Agenda
Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room

FY 2016 Budget Workshop (STARTS AT 9:00 AM)
30 min
Information
(Korey Clarke)

1. Call to Order/Roll Call
Action (Fanny Pan, Brian Lam)

2. Agenda Reports by Standing Committees
   Bus Operations
   Local Transit Systems
   Streets and Freeways
   TDM/Sustainability
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
Information
(Joyce Rooney)
(Sebastian Hernandez)
(Fulgene Asuncion)
(Mark Yamarone)

3. Chairperson’s Report
   • April Board Recap (Handout)
Information
(Fanny Pan)

4. Consent Calendar
   • Approval of Minutes
   Attachment 3: Draft April 1, 2015 Minutes
Action

5. CTC Update
   5 min
Information
(Patricia Chen)

6. TIMED AGENDA 9:50 AM
   Call for Projects Deobligation Appeals
   Attachment 4: TAC Call for Projects Appeals Protocol
   Attachment 5: Recommended Project Deobligation List
   Attachment 6: TAC Appeals Fact Sheets
Action
(Renee Berlin/Fanny Pan)

7. Other Business
8. Adjournment

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

Please call Brian Lam at (213) 922-3077 or e-mail lamb@metro.net with questions regarding the agenda or meeting. The next meeting will be on June 3, 2015 at 9:30 a.m. in the William Mulholland Conference Room.
Attachment 1

Subcommittee Agendas
Agenda

Los Angeles County Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE
Plaza View Conference Room - 4th Floor
9:30 am

1. Call to Order
   (1 minute)
   Action
   Joyce Rooney

2. Chair's Report
   (5 minutes)
   Information
   Joyce Rooney

3. Approval of March 17, 2015 Minutes
   (1 minute)
   Action
   BOS

4. Metro Report
   (5 minutes)
   Information
   Annelle Albarran

5. FTA Update
   (10 minutes)
   Information
   Jonathan Klein/Charlene Lee Lorenzo

6. Biennial Transit Monitoring
   (10 Minutes)
   Information
   Robert Calix/David Lor

7. Access Services Petition for Rulemaking
   (10 Minutes)
   Information
   Dan Levy

8. Access Services Update
   (10 minutes)
   Information
   Andre Colaiace/Matthew Avancena
9. Legislative Update  
   (15 minutes)  
   Information  
   Raffi Hamparian/Marisa Yeager  
   Michael Turner/Patricia Soto

10. FAP Update  
    (5 minutes)  
    Information  
    Carlos Vendiola

11. FTA 5307 Discretionary Funds Allocation  
    (2 hours)  
    Action  
    Joyce Rooney/Jane Leonard

12. New Business  
    Information  
    All

13. Adjournment

Information Items:

   90-day Rolling Agenda  
   Summary of Invoices FY 2015  
   Summary of EZ Pass Invoices  
   Subsidy Matrix FY 2015  
   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 JOHN GREEN at 213-922-2837 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, May 19, 2015, at 9:30 am in the Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.
NOTE TIME: 3:00 PM

Thursday, April 23, 2015, 3:00 P.M.

Agenda

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

TAP Lab Room – 4th Floor

1. Call to Order

2. Approval of Minutes – (Handout)

4. LRTP/Ballot Measure Update

6. FTA Section 5310 Program Appeals Process

7. NTD Update

8. Prop A 5% Incentive FY16 – 3rd DRAFT

9. New Business, Date of Next LTSS Meeting

Action
Sebastian Hernandez, Chair

Action
Sebastian Hernandez, Chair

Information
Sebastian Hernandez, Chair

Information
Annette Albarran, Metro

Information
Pari Ahmadi, Metro

Action
Susan Richan, Metro

Sebastian Hernandez
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: February 19, 2015 Minutes
   Attachment 2: March 19, 2015 Minutes
   Attachment 3: Sign-in Sheet/Attendance Sheet
   Attachment 4: 90-Day Rolling Agenda
   Action (Subcommittee)

3. Chair Report
   5 min
   Information (Bahman Janka)

4. Metro Report
   - Attendance
     5 min
   Information (Fulgene Asuncion)

5. Caltrans Update
   5 min
   Information (Caltrans)

6. State and Federal Legislative Update
   5 min
   Information (Raffi Hamparian/
   Marisa Yeager/Michael
   Turner/Patricia Soto)

7. Call for Projects Update
   10 min
   Information (Rena Lum)
8. Metro FY16 Budget Update  
   Information (Conan Cheung)  
   15 min

9. Urban Greening Plan Update  
   Information (Katie Lemmon)  
   10 min

10. CTC Update  
    Information (Patricia Chen)  
    10 min

11. Active Transportation Program Update  
    Information (Patricia Chen/Erina Hong)  
    10 min

12. Transportation “101” – Gas Tax Basics  
    Information (Patricia Chen/Waqas Rehman – LA County)  
    15 min

13. New Business  
    5 min

14. Adjournment  
    1 min

The next meeting for the Streets and Freeways Subcommittee will be held on May 21st at 9:30 a.m. on the 15th floor, Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: http://www.metro.net/about/sfs/
Attachment 2

Subcommittee Actions
Disposition of Subcommittee Actions

April 2015

Bus Operations Subcommittee:

- Approved the March 17, 2015 meeting minutes
- A motion was made by Jane Leonard, Culver CityBus, to approve the funding marks for the 15% Discretionary funds and the 1% ATI funds. The motion was approved. However, an error was discovered in the 1% allocations after the BOS meeting. The revised allocations for the 1% ATI funds were sent out via e-mail and were approved, however, Metro has raised an issue with the total award given to Metro under the 1% category and has asked to table the item until the next BOS meeting May 19, 2015.

Local Transit Systems Subcommittee:

- Approved the March 19, 2015 meeting minutes

Streets and Freeways Subcommittee:

- Approved the March 19, 2015 meeting minutes

TDM/Air Quality Subcommittee:

- Did not meet in April
Attachment 3

April 1, 2015 TAC Minutes

April 1, 2015 Sign-In Sheets

TAC Member Attendance
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call
Brian Lam (Alternate Chair) called the meeting to order at 9:32 a.m., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
   Bus Operations Subcommittee (BOS)
   • Last met on March 17, 2015
   • Received updates on:
     o Revised Guidelines for FTA 5307 Funds Allocation
     o Coordinated Plan for Los Angeles County
     o Transportation Development Credits
     o Cap and Trade program
     o Regional Transfer Policy
     o Access Services
   • Approved the FTA Section 5310 Program TAC Appeals Process
   • Next meeting is scheduled for April 21, 2015

   Local Transit Systems Subcommittee (LTSS)
   • Last met on March 19, 2015
   • Received updates on:
     o Regional Transfer Policy
     o Long Range Transportation Plan/Ballot Measure
     o National Transit Database
   • Approved:
     o Access Services petition for Rulemaking
     o FTA Section 5310 Program TAC Appeals Process
   • Next meeting is scheduled for April 23, 2015

   Streets and Freeways Subcommittee
   • Last met on March 19, 2015
• Received updates on:
  o 2016 SCAG Regional Transportation Plan
  o Cap and Trade programs
  o Metro Complete Streets Policy
  o Active Transportation Program
• Provided comments on the Countywide Strategic Truck Arterial Network
• The Gas Tax was discussed as part of the new “Transportation 101” standing item, which provides updates on transportation topics based on Subcommittee suggestions.
• Next meeting is scheduled for April 16, 2015

Transportation Demand Management (TDM)/Sustainability Subcommittee
• Did not meet in March
• Next meeting is scheduled for April 22, 2015

3. Chairperson’s Report (Fanny Pan, Metro)
A handout of the March 26th Metro Board meeting recap was distributed in lieu of an oral report.

Ms. Pan announced that the TAC Call for Projects Recertification/Deobligation Appeals will occur during the May 6th meeting. There will be approximately 39 appealing projects and the meeting is anticipated to last until approximately 2 PM. A list of projects for TAC Deobligation Appeals will be distributed before the meeting (TAC appeals’ project list was sent to TAC members on April 9th). Project sponsors recommended for TAC Appeal will receive a notification letter (the Notice of Deobligation Appeal letters was sent on April 9th).

Ms. Pan announced that the annual budget workshop will be held before the May 6th meeting from 9:00 AM – 9:30 AM. The budget workshop will provide an overview of the FY 16 budget and attendance is optional.

Larry Stevens (League of California Cities – San Gabriel Valley COG) asked how many parcels does Metro own or has acquired for the purpose of facilitating joint development and how does Metro coordinate joint development activities with adjacent cities? Cal Hollis (Metro) clarified that Metro purchases property for transportation purposes, not for joint development. All Metro owned properties with joint development potential are regulated by city zoning regulations. Mr. Hollis offered to coordinate with staff to discuss Metro’s Joint Development Program in more detail at a future TAC meeting.

4. Consent Calendar
A motion to approve the February 4, 2015 TAC minutes was made by Mr. Stevens and seconded by Mike Behen (League of California Cities – North Los Angeles County). The minutes were approved with no objections.

5. TOD Grant Round 4 Appeals (Rufina Juarez, Metro)
Ms. Juarez reported that the passing of Measure R and the fast growth of the Metro system created concern over the ability of local land use policies and regulations to quickly adapt to
promote Transit Oriented Development (TOD). The TOD Planning Grant was created in June 2011 to encourage TOD in local jurisdictions.

The TOD Planning Grant has four main objectives: Increase access to transit by assisting local governments to accelerate the adoption of TOD regulatory frameworks; improve the transit network and increase utilization of public transit by reducing the number of transportation modes necessary to access regional and local transit lines; further the reduction in greenhouse gases through encouraging in-fill development along transit corridors and transit use; and support and implement sustainable development principles. Eligible applicants are cities and the County of Los Angeles with land use regulatory jurisdiction within one-half mile of Metrolink stations in Los Angeles County and/or adjacent and relevant transit corridors; or within one-half mile of existing or proposed Metro rail or Bus Rapid Transit stations and/or adjacent and relevant transit corridors. Applicants seeking funding along transit corridors must demonstrate the corridor’s relevancy to the development of TOD around the station area. For example, the corridor may connect the station area to significant activity centers, carry significant pedestrian traffic to and from the station area, and/or connect the station area to other areas with significant transit service. Ms. Juarez reported that unlike the Call for Projects, the TOD Planning Grant has no local match requirement and no points are awarded for providing local match. Eligible activities are those that will result in elimination of regulatory constraints for TOD projects and the development of specific regulatory documents that promote TOD and can be adopted by governing bodies such as: new or amended specific plans, ordinances, overlay zones, general plans; Transit Village Development Districts; and environmental studies required to support the new or amended regulatory documents.

The Short Range Transportation Plan (SRTP) identified $24.6 million for the TOD Planning Grant through FY19. To date, the TOD Planning Grant has awarded $21.5 million for 35 projects including $6.3 million awarded through Round 4 of the grant. This leaves Round 5 with $3.1 million and Round 6 with no funding. Should TAC approve the two appealing projects totaling $587,010, the funds would be taken from future rounds leaving only $2.4 million for Round 5.

Ms. Pan reminded TAC that the Appeals Protocol is located on page 35 of the agenda packet. The project sponsor has three minutes to present and two minutes to respond to questions from TAC.

**City of Glendora**

Justine Garcia (Transportation Programs Analyst, City of Glendora) and Jeff Kugel (Planning Director, City of Glendora) thanked TAC for the opportunity to appeal the City of Glendora’s Round 4 TOD Planning Grant application for the Route 66 Corridor Specific Plan Update. The City of Glendora felt that the application submitted is worthy of funding based on the stated need to update the Route 66 Specific Plan to include improved TOD and Active Transportation requirements in order to prepare for the Glendora Gold Line station. The station is envisioned to become a central point of residential and commercial development along the Route 66 corridor. The City felt that the application presented substantial evidence supporting the need for improved TOD standards as well as bicycle and pedestrian infrastructure to bridge First/Last Mile connectivity gaps and reinforce future Gold Line...
ridership. The Route 66 Corridor Specific Plan was completed in 2003 and was intended to be a living document that would help revitalize and bring new development to the corridor. The document has not received a major revision since its inception, and is in need of an update to stimulate positive development and improve public infrastructure.

Though the current Route 66 Specific Plan includes language and policies laying the foundation for successful TOD, standards and practices have changed over the last decade and there is a need to revisit current language within the Plan to ensure that future development along the corridor will transform Route 66 into a successful TOD corridor. The City of Glendora is eagerly awaiting the opening of the Gold Line APU/Citrus College Station, and is excited to be the next station along the next phase of the Gold Line Foothill Extension project. The City would like to be ahead of the curb when it comes to planning and constructing the infrastructure that will help the community travel from all corners of the City to and from the future station. The Route 66 Corridor Specific Plan will play a vital role in achieving this goal.

The City of Glendora feels that by revisiting the Route 66 Plan, it is taking a proactive approach to the planning for the future Glendora Gold Line station. Even though the station is not currently scheduled for construction, development will continue to occur throughout the corridor and will need the updated Route 66 Plan in order to become a successful and active space for transportation connectivity.

Mike Behen (League of California Cities – North Los Angeles County) clarified that the Board increased the $5 million funding cap for Round 4 and funded four additional projects. He asked where the funding for those four projects came from? Ms. Juarez replied that the funding was taken from future rounds. Ms. Juarez clarified that staff did not make a recommendation to increase the funding cap, but rather informed the Board of the budgetary impact.

Lisa Rapp (League of California Cities – Gateway Cities COG) noted that the City of Glendora application was most impacted by Section 1C and 1D. She asked why staff scored those sections so poorly? Ms. Juarez replied that the City of Glendora presented a very limited scope compared to the other 14 applications received. The other applications demonstrated an effective use of funds relative to the proposed regulatory land use change and the number of stations Metrolink covered. The City of Glendora application states that the focus is on expanding streetscape elements and First/Last Mile infrastructure along Route 66, not necessarily the future station.

Larry Stevens (League of California Cities – San Gabriel Valley COG) asked how much of the Route 66 Corridor Specific Plan is residential and how much is commercial? Mr. Kugel replied that about half of the entire corridor allows for higher density mixed use with particular emphasis around the future Gold Line station.

Mr. Stevens asked if the application was scored lower because the area of emphasis was linear along Route 66 as opposed to concentrated around the station? Ms. Juarez replied yes.
City of Palmdale
Susan Koleda (Planning Manager, City of Palmdale) thanked the TAC for allowing the City of Palmdale to appeal. The TOD Round 4 Planning Grant application was for a Downtown District Overlay centered around the city’s future Metrolink station. Ms. Koleda noted that there was an error in the map provided in the application that showed the existing Metrolink station rather than the future location of the station. The High Desert Corridor and future California High Speed Rail station will eliminate the current Metrolink station and relocate it approximately 1,400 feet south. The City of Palmdale envisions the new location as a multimodal transportation station that will incorporate all aspects of rail, bus, bike, and pedestrian.

The City's General Plan was adopted in 1993, and the Zoning Ordinance was adopted in 1994. The City also has a Downtown Overlay Plan; however, it does not contain any updated zoning standards, parking requirements, or the density that will support what the City believes is an important TOD station. An updated Downtown District Zoning Overlay will allow the City to make the envisioned TOD station a reality.

Ms. Juarez noted that some information provided in the City of Palmdale TAC appeal fact sheet was considered new information, which is prohibited in accordance with the TOD Planning Grant Program Guidelines on Funding Appeals.

Mark Hunter (TDM/Sustainability) asked why the grant funds requested on the TAC appeal fact sheet differs from the funds shown in the presentation? Ms. Juarez replied that staff reduced funding after conducting a cost comparison analysis.

Mr. Stevens noted that the information provided in the fact sheet should not be considered new information since that information was provided in the original application in the form of a map. Mr. Stevens asked when the future High Speed Rail station will begin construction? Ms. Koleda replied 2021. Mr. Stevens asked if the Metrolink and High Speed Rail station would be combined. Ms. Koleda replied yes. Mr. Stevens asked what is the surrounding land use? Ms. Koleda replied that along Palmdale Boulevard is existing commercial development. Along the railroad right-of-way (ROW) is existing industrial. The City owns several vacant sites that have been identified as opportunity sites within a one-half mile from the Metrolink station. Mr. Stevens asked where Downtown Palmdale is located in relation to the Metrolink station? Ms. Koleda replied that there is not currently a true downtown area, but this District Zoning Overlay would be part of planning a downtown.

Jim Lefton (City of Los Angeles) asked for clarification on why the application was scored poorly in Sections 1C and 1D. Ms. Juarez replied that the map submitted in the application indicates that most of the work would be the areas titled A, B, and C; however the applicant failed to draw a strong connection between the project area and the Metrolink station. The TOD Planning Grant program was created to increase access and use of transit. Without a strong connection to the station, the application was not addressing the program goals, and was therefore a weak application compared to the other 14 applications. Ms. Juarez also noted that the application did not mention that the Metrolink station would be relocating.
TAC Discussion
Mr. Stevens asked if the two appealing projects are the only projects that scored below 70? Ms. Juarez replied no. There were three projects that scored below 70, however, one project sponsor chose not to appeal. Mr. Stevens clarified that staff funded all applications that scored above 70. Ms. Juarez replied yes. Staff recommended funding 10 projects, and the Board passed a motion to increase the Round 4 funding cap in order to fund the four remaining projects that scored above 70.

Jane Leonard (BOS) asked what precludes the four projects funded by the Board approved increased funding cap from going through the TAC Appeals process? Ms. Juarez replied that because those projects scored above 70, the Board felt that they merited funding.

Mr. Stevens asked how TAC can fund projects below the line if there is no funding available? He noted that since TAC cannot change the scores of the application, then they would be funding projects that are below the funding line.

Sharon Perlstein (League of California Cities – Westside Cities COG) asked when the next round will be? Ms. Juarez replied FY 15-16.

Mr. Behen commented that both appealing cities have a fundamental disagreement with the way the applications were scored. He explained that the Metro Board was willing to take funding from future rounds to fund the four additional projects because they had merit. The two appealing cities are trying to demonstrate that their projects also have merit and should receive funding.

Mr. Stevens explained that TAC would need to review all of the applications in order to evaluate whether the two applications were underscored.

Mr. Lefton agreed with Mr. Stevens. TAC does not have the same ability as Metro staff to review each of the applications and give relative scores. He noted that there will be future rounds and the appealing cities can reapply for funding at that time.

Motion
Mr. Lefton made a motion to support staff’s recommendations on the City of Glendora and City of Palmdale applications. The motion was seconded by Mr. Stevens.

Dan Mitchell (City of Los Angeles) stated that if these projects were funded, there would be less funding in future rounds. This prejudges the competition for the next round and would be unfair for future applicants.

Mr. Stevens noted that he believes both projects have merit, but since TAC cannot change the scores of the application, it creates a dangerous precedent to fund projects below the funding line.

Nathan Baird (City of Long Beach) requested that staff provide feedback on how to improve the applications to the project sponsors that did not receive funding. Ms. Juarez agreed and
stated that staff is more than willing to help project sponsors improve their applications. Ms. Juarez noted that staff did speak to the cities and discussed their potential scope before submitting their applications.

Mr. Mitchell suggested an amendment to Mr. Lefton’s motion to support staff’s recommendation, but also request that Metro staff reach out to all unfunded applicants that fell below the line to help advise them for how they can improve their application for the next round. Mr. Lefton agreed to the amendment.

Mr. Stevens commented that staff has done a good job at helping project sponsors and has gone out of their way to conduct outreach.

Revised Motion
Mr. Lefton made a motion (amended by Mr. Mitchell) to support staff’s recommendations on the City of Glendora and City of Palmdale applications, and that staff reach out to all unfunded applicants to provide advice on how to improve their applications for future rounds. The motion was seconded by Mr. Stevens. 24 members voted Yes. 1 member voted No. The motion was approved.

6. **Countywide Strategic Truck Arterial Network (CSTAN) (Philbert Wong, Metro)**

Mr. Wong reported that comments on the CSTAN Report were due on February 27, 2015. Two comments were received during the comment period: one from the City of Lancaster requested that two segments be added to the CSTAN (60th Street West from SR-138 to Avenue G and Avenue G from 60th Street West to SR-14); the other from both the City of Glendale and the City of Los Angeles to remove four segments from the CSTAN (Colorado Boulevard from SR-2 to Broadway, Broadway from Colorado Boulevard to Wilson Avenue, Wilson Avenue from Broadway to Harvey Drive, and Harvey Drive from Wilson Avenue to SR-134). Staff concurred with the comments and made the requested changes to the draft CSTAN Report. The draft Final CSTAN Report was presented to the Streets and Freeways Subcommittee and no comments were received.

Mr. Mitchell asked if TAC has seen the CSTAN Report before. Ms. Pan replied yes. Mr. Wong noted that TAC received an update on the CSTAN Report at the October 1, 2014 meeting before the draft report was released. Mr. Mitchell asked if the report is included in the TAC Agenda Packet. Ms. Pan replied no, the draft report was distributed electronically in January 2015.

Mr. Mitchell raised concern of approving the draft Final CSTAN Report without having a copy to review.

Eric Bruins (Los Angeles County Bicycle Coalition) asked how does the CSTAN intersect with Metro’s Complete Streets Policy? Mr. Wong explained that the CSTAN is incorporated into the Complete Streets Policy. The Complete Streets Policy recommends coordinating with Goods Movement and how Complete Streets elements and Goods Movement can be coordinated to complement each other. The CSTAN will be used as a tool to help identify potential conflicts between Goods Movement and Bicycle/Pedestrian components.
Mr. Mitchell asked what is the impact of postponing the approval of the draft Final CSTAN Report until the next meeting to give the TAC members an additional opportunity to review the report again? Mr. Wong replied that the consultant’s contract with Metro to prepare the CSTAN report has already been extended and expires on May 1, 2015.

Renee Berlin (Metro) commented that the CSTAN report has been presented to TAC and Streets and Freeways several times already and requested that the draft Final CSTAN Report be approved today. Ms. Berlin suggested that perhaps TAC may want to consider a vote via email.

Motion
Mr. Stevens made a motion to have staff distribute the draft Final CSTAN Report electronically and to conduct a vote via email to approve the draft Final CSTAN Report. Robert Beste (League of California Cities – South Bay Cities COG) seconded the motion. The motion was approved with no objections.
(TAC approved the Draft Final CSTAN Report via email vote on April 7, 2015)

7. Approval of Appeal Process for FTA Section 5310 (Annelle Albarran, Metro)
Ms. Albarran reported that the FTA Section 5310 Program provides capital and operating funds to non-profit and local government agencies for transportation services where public mass transportation services are unavailable, insufficient, or unequipped to handle the needs. As directed by the Board in January 2015, a TAC Appeals Process should be developed for all funding opportunities that is consistent with the Call to ensure that grant processes are transparent and objective with no perception of uneven scoring or bias, and that the limited funding available is directed to cities and county projects promising the greatest transportation benefit.

Staff developed the Appeal Guidelines for the FTA Section 5310 Program to be consistent with the Call and TOD Grant Appeal Guidelines. The guidelines have been approved by BOS and LTSS.

Ms. Pan noted that the Guidelines are similar to the Call and TOD Grant Appeal Guidelines, except for language specific to the Program. The FTA Section 5310 appeals are scheduled for the June 3, 2015 TAC meeting.

Mr. Stevens asked if the Call Appeals also allow the appealing project sponsor to submit updated technical information? Ms. Pan replied yes.

Mr. Stevens suggested that all Appeal processes use the same Guidelines. Ms. Pan replied that each Appeal Process Guidelines are nearly identical, except for a few bullet points that are specific to the program. Certain elements are not applicable to all programs.

Mr. Mitchell asked what the difference is between the Appeals Protocol and the Guidelines? Ms. Pan clarified that the Protocol explains who can vote and participate during discussion. The Protocol applies to all Appeal Processes.
Motion (as amended by Mr. Yamarone)
Mr. Mitchell made a motion to approve the FTA Section 5310 Program Guidelines on Funding Appeals and that staff present their full recommendations to both BOS and LTSS for their comments before being presented to TAC. Mr. Yamarone seconded the motion. The motion was approved with no objections.

Ms. Berlin noted that LTSS and BOS members are part of the Working Group that will be evaluating the FTA Section 5310 Program applications.

8. Wayfinding Signage Pilot Grant Program Guidelines (Fulgene Asuncion, Metro)
Ms. Asuncion reported that the Wayfinding Signage Pilot Grant Program aims to provide consistent wayfinding signage to Metro fixed guideway stations throughout the County. Eligible applicants would be cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans. Eligible activities include updating or replacing static signage within one-mile of a Metro fixed guideway station. Signs must be consistent with Metro’s Station Wayfinding Signage Guidelines in order to be eligible for the Pilot Grant Program. Funding is available for design, fabrication, and installation of static signage to Metro’s existing fixed guideway stations or stations that will be open by the end of FY 17. A total of $500,000 will be available, split between FY 16 and FY 17. Both years’ funding will be awarded in FY 16. Eligible costs include third party consulting costs, internal staff costs, and administrative costs less than 10% of the total project budget. Wayfinding signage that is part of a larger project will require grantees to fund a proportionate share of the project cost. Metro will be responsible for funding 50% of the wayfinding signage consisting of directional signage to Metro fixed guideway stations. Evaluation of the applications will be based on demonstration of project need, integration with other First/Last Mile strategies, project readiness and cost effectiveness, and local match (5% minimum).

John Walker (County of Los Angeles) asked what other signage elements can be on the sign and remain eligible for the 50% funding? Ms. Asuncion replied that the sign could include directional signage to local destinations around the Metro station.

Kevin Minne (City of Los Angeles) asked what the funding source is? Ms. Pan replied local funds.

Valerie Watson (Pedestrian Coordinator) thanked staff for allowing TAC to review the guidelines. She suggested that the guidelines add the phrase “to and from Metro fixed guideway stations” rather than just “to Metro fixed guideway stations” in order to help people get to their destinations from transit as well.

David Kriske (League of California Cities – Arroyo Verdugo Cities) asked if Metrolink stations are eligible for the Pilot Grant Program? Ms. Pan replied no.

Mr. Stevens asked for clarification on when Metro is responsible for funding 50% of the project? Ms. Pan clarified that if the project is combined with both Metro station signage and local destinations, Metro will fund up to 50% of the project. If the sign is just to a Metro station, the project sponsor only requires a 5% local match.
Ms. Leonard asked if there has been a pot of funds identified for future rounds? Ms. Pan replied that at the end of the pilot program staff will conduct a lessons learned and evaluation of the pilot to determine whether there should be future rounds.

Mr. Minne asked if any variation to the Metro Station Wayfinding Signage Guidelines is allowed to fabricate signs that are more integrated with surrounding community aesthetics? Ms. Pan replied no. For the purpose of the Pilot Grant Program, the signs must follow Metro Station Wayfinding Signage Guidelines.

Motion
A motion was made by Ms. Leonard to approve the Wayfinding Signage Pilot Grant Program Guidelines as amended to include added language “to and from Metro fixed guideway stations”. Ms. Watson seconded the motion. The motion was approved with no objections.

9. Metro Long Range Transportation Plan (LRTP) Update (Robert Calix, Metro)
Mr. Calix reported that staff is continuing to develop technical assumptions that will support the LRTP. An LRTP Working Group will be held after the TAC meeting where additional information will be provided.

10. Call for Projects (Rena Lum, Metro)
Ms. Lum reported that staff is currently evaluating the applications received for the 2015 Call. Preliminary scores and recommendations are in development. Project applicants may begin to receive communication from the modal leads to discuss potential downscoping of projects. Modal marks will be available shortly and are estimated to be similar to the 2013 Call. Staff will be presenting the modal marks to the Board in May and preliminary project funding recommendations in June. The Rainbow Report will be available in July and TAC Appeals will occur late July. Staff anticipates Board adoption of the 2015 Call in September.

Ms. Lum reported that in October 2014, the Board passed a motion directing staff to conduct a survey of the current Call process and propose any revisions and improvements to future Calls. Staff is currently working on the Board directive and will return to the May 6th TAC meeting to solicit input. Staff anticipates reporting the findings to the Board in June.

11. Complete Streets Policy Update (Tham Nguyen, Metro)
Ms. Nguyen reported that the State of California passed the Complete Streets Act of 2008 which requires that when local jurisdictions make revisions to their Circulation Element of the General Plan, it must identify how the local jurisdiction will provide for the mobility needs of all users of the roadway. In October 2014, the Board adopted the Metro Complete Streets Policy. Staff has solicited feedback from the TAC and COGs, and held numerous workshops during development of the policy. To date, 31 jurisdictions have adopted Complete Streets Policies or updated their Circulation Elements within Los Angeles County. Over 700 Complete Streets Policies have been adopted across the United States.

As part of the Complete Streets Policy, Metro is requiring that local jurisdictions adopt a Complete Streets Policy/Resolution or a General Plan update consistent with the Complete Streets Act of 2008 by January 1, 2017 in order to be eligible for any Metro capital grant funding programs. Staff has developed recommended elements and a draft template that
local agencies can use as an example. The template can be modified and further refined to meet the local needs and context of the local jurisdiction.

Staff’s next steps include assisting jurisdictions to develop and adopt local Complete Streets Policies, conduct training workshops, develop an Active Transportation Strategic Plan, and develop guidelines for coordinating Complete Streets implementation with transit operations.

Additional information on Metro’s Complete Streets Policy can be found online at: www.metro.net/sustainableplanning.

Ms. Leonard asked if this requirement affects all capital grant programs or just the Call? Ms. Nguyen replied that the requirement will affect all capital grant programs after January 1, 2017.

Mr. Kriske asked if a local jurisdiction must adopt a resolution if it has already updated its Circulation Element after the Complete Streets Act of 2008? Ms. Nguyen replied no, as long as the Circulation Element is consistent with the Complete Streets Act of 2008. However, updates to the Circulation Element of the General Plan could potentially take years, so adopting a Complete Streets Policy could be an alternative while the General Plan is being updated.

Mr. Stevens expressed opposition to the Metro Complete Streets Policy requirement because it imposes an additional requirement to the State law. Ms. Nguyen indicated that a jurisdiction can meet this requirement by updating its circulation element to be consistent with state law; no additional requirements are imposed.

12. SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Update (Courtney Aguirre, SCAG)

Ms. Aguirre reported that SCAG is currently developing different scenarios that consider the land use and transportation intensity that might occur throughout the region through 2040. Performance modeling results are anticipated in May and will be shared with the General Assembly and public at subsequent workshops. Feedback received during outreach in Summer 2015 will inform the selection of the preferred alternative which will be incorporated into the draft plan, with an anticipated release in October. SCAG anticipates adoption of the RTP/SCS in April 2016.

The RTP/SCS update is not intended to be a significant departure from the 2012 RTP/SCS. A new focus for the 2016 RTP/SCS will be transportation technologies and the role and impact that they may have on the region. Open space conservation, public health benefits, and a fix-it first strategy will also be highlighted in the update.

As SCAG continues the process, staff will be sharing information with stakeholders at the RTP/SCS Technical Working Group (TWG). Ms. Aguirre noted that she will also share information with Metro’s TAC as requested.

Mr. Stevens asked how does the RTP/SCS update relate to the LRTP update and Mobility Matrices? Ms. Aguirre replied that the RTP/SCS incorporates projects that are received from
the County Transportation Commissions, including Metro. The LRTP is not anticipated to be finalized prior to the adoption of the RTP/SCS (April 2016). Should projects be approved within the LRTP, they could be incorporated into an amended RTP/SCS.

13. Cap and Trade Update (Will Ridder/Jacob Lieb/Patricia Chen)
Mr. Lieb reported that the Affordable Housing and Strategic Communities Program is administered by the Strategic Growth Council (SGC) which is tasked with coordinating the State’s growth infrastructure and environmental programs. The SGC requested concept proposals in January and selected certain projects to proceed to the full application phase. 10 projects from Los Angeles County were chosen to proceed to the full application phase to compete for $38 million (for the most part, developers are the applicants, not public agencies). All 10 projects are in the Transit Oriented Development category. Mr. Lieb noted that the share of projects relative to the amount of projects invited to the full application phase is less than the population share of Los Angeles County. However, the projects are all located in Disadvantaged Communities which may make them more competitive.

There has been discussion that the SGC would revisit the program guidelines. Staff is hopeful that improvements to the program can be made for future years that will reduce complexity in putting together projects and recognize where significant investment is aiding affordable housing projects.

Ms. Chen reported that in February, the Board approved three projects for Metro to submit through the Transit and Intercity Rail Capital Program (TIRCP): Willowbrook/Rosa Parks Station Improvements and Blue Line Operational Improvements, heavy rail vehicle purchase for the Purple Line Extension, and a joint Metrolink project. Applications for the TIRCP are due April 10th. Staff anticipates a preliminary list of approved projects will be available on June 30th that will be presented to the CTC for adoption on August 26th. Funds are available for FY 15 and FY 16.

Ms. Chen reported that in March the Board approved up to four projects for Metro to submit through the Low Carbon Transit Operations Program (LCTOP). Staff is preparing a single claim rather than submitting four projects. In future cycles, it will be possible to bankroll and collect multiple years of funding to do a larger project. The current cycle of funding is for FY 15. Funds for the next cycle will be available September 1, 2015. Claims would be due on November 1, 2015 and funds would begin distribution on February 15, 2016 with an additional allocation on June 30, 2016.

Mr. Stevens asked what type of improvements can be made to the Affordable Housing and Strategic Communities Program? Mr. Lieb replied that he feels the most pressing issue with the guidelines is that it packages housing improvements and mobility improvements into a single project which makes it difficult to meet the project readiness criteria.

Mr. Stevens asked if the SGC staff recognizes the deficiencies in the guidelines and is willing to make adjustments? Mr. Lieb replied yes.

14. CTC Update
Handout distributed in lieu of an oral report.
15. Legislative Update (Raffi Hamparian/Marissa Yeager, Metro)
No update was provided.

16. Other Business

Adjournment
Ms. Pan reported that the next scheduled TAC meeting is May 6, 2015 in the William Mulholland Conference Room, on the 15th floor at 9:30 AM. The TAC LRTP Working Group meeting will precede the TAC meeting at 8:00 AM. The optional annual budget workshop will begin at 9:00 AM. If you have questions regarding the next meeting, please contact Brian Lam at (213) 922-3077 or email lamb@metro.net.
<table>
<thead>
<tr>
<th>AGENCY</th>
<th>MEMBER/ALTERNATE</th>
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<tbody>
<tr>
<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>1. Marianne Kim/Stephen Finnegan</td>
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<td>1. Rich Dilluvio/Michelle Mowery</td>
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1. Joyce Rooney/Susan Lipman</td>
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<td>2. Jane Leonard/Gloria Gallardo</td>
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<td>1. Alberto Angelini/Jimmy Shih</td>
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<td>2. David Sosa/Vijay Kopparam</td>
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<td>CITIZEN REPRESENTATIVE ON ADA</td>
<td>1. Ellen Blackman/Vacant</td>
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<td>CITY OF LONG BEACH</td>
<td>1. Nathan Baird/Derek Wieske</td>
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<td>Mark Hunter/Vacant</td>
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</table>
Attachment 4

TAC Call for Projects
Appeals Protocol
TECHNICAL ADVISORY COMMITTEE

TAC Roles and Responsibilities: TAC is an advisory committee. Metro staff can concur, reject or recommend alternatives to the TAC recommendations. TAC’s role and responsibility is to provide an objective, technical, and countywide perspective. To ensure TAC’s countywide role, these protocols shall govern.

- The Alternate TAC member shall only participate in the meeting when the primary TAC member is not present.

- Ex-officio members are not allowed to vote.

- For projects for which their respective agency has submitted an application(s) or appeal(s), TAC members and/or Alternates are prohibited from providing oral testimony.

- TAC members and/or Alternates should not participate in TAC discussion concerning project(s) their agency sponsored so as not to be perceived as taking an advocacy role.

- Motion seconds should be made from an agency/jurisdiction/League of Cities/TAC Subcommittee representative other than the agency/jurisdiction/League of Cities/TAC Subcommittee representative that originated the motion.

- Any discussion involving the public will be allowed when acknowledged and determined appropriate by the TAC Chairperson.

- TAC discussion and motion development is intended for TAC members’ participation only.
Attachment 5

Recommended Deobligation List
<table>
<thead>
<tr>
<th>APPEAL TIME</th>
<th>PROJECT ID#</th>
<th>AGENCY</th>
<th>PROJECT TITLE</th>
<th>TOTAL PROJECT COSTS $ (000)</th>
<th>TOTAL METRO PROG $ (000)</th>
<th>METRO PROG YR(S)</th>
<th>LAPSE PROG YR(S)</th>
<th>LAPSE PROG FUND TYPE</th>
<th>LAPSE AMOUNT SUBJECT TO LAPSE $ (000)</th>
<th>TOTAL EXT'S YEARS</th>
<th>TOTAL # BOARD REPORTS</th>
<th>REASON(S) FOR APPEAL</th>
<th>DATE OF LAST TAC APPEAL</th>
<th>PREVIOUS TAC RECOMMENDATION FROM LAST APPEAL</th>
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<tr>
<td>1 9:50</td>
<td>8056</td>
<td>Manhattan Beach</td>
<td>NASH/Douglas &amp; Rosecrans Ave. Intersection Improvements</td>
<td>$ 5,382</td>
<td>$ 1,745</td>
<td>2006</td>
<td>2007</td>
<td>PC25</td>
<td>$ 351</td>
<td>6</td>
<td>5</td>
<td>Did not meet Lapsing Policy</td>
<td>May-14</td>
<td>One-year extension to June 30, 2015 to complete negotiations with Chevron/SCE and advertise for construction.</td>
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<td>3 10:00</td>
<td>F1166</td>
<td>Culver City</td>
<td>Sepulveda Boulevard Widening</td>
<td>$ 6,126</td>
<td>$ 3,982</td>
<td>2010</td>
<td>2011</td>
<td>PC25</td>
<td>$ 115</td>
<td>2</td>
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<td>4 10:05</td>
<td>F1717</td>
<td>Culver City</td>
<td>Real-Time Motorist Parking Information System Demonstration</td>
<td>$ 858</td>
<td>$ 725</td>
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<td>2010</td>
<td>PC25</td>
<td>$ 600</td>
<td>4</td>
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<td>5 10:10</td>
<td>F1649</td>
<td>Long Beach</td>
<td>Willow Street Pedestrian Improvement</td>
<td>$ 3,114</td>
<td>$ 2,180</td>
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<td>6 10:15</td>
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<td>Long Beach</td>
<td>San Gabriel River Bike Path Gap Closure at Willow Street</td>
<td>$ 979</td>
<td>$ 783</td>
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<td>May-14</td>
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<td>7 10:20</td>
<td>8018</td>
<td>South Pasadena</td>
<td>South Pasasena Fair Oaks Corridor Improvements</td>
<td>$ 12,991</td>
<td>$ 1,300</td>
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<td>PC25</td>
<td>$ 673</td>
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<td>9 10:30</td>
<td>F3148</td>
<td>LA City</td>
<td>North Main Street Grade Separation</td>
<td>$ 80,000</td>
<td>$ 11,127</td>
<td>2014</td>
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<td>PC25</td>
<td>$ 11,127</td>
<td>1</td>
<td>1</td>
<td>Need to Execute Letter of Agreement</td>
<td>May-14</td>
<td>One-year extension to June 30, 2015 to complete environmental, 90% of design and confirm that the project is fully funded.</td>
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<td>10 10:35</td>
<td>F1198</td>
<td>Lawndale</td>
<td>Inglewood Ave Corridor Widening</td>
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<td>11 10:40</td>
<td>F5803</td>
<td>Lancaster</td>
<td>Avenue I Corridor Improvements, 20th St W to 10th St W</td>
<td>$ 1,226</td>
<td>$ 372</td>
<td>2015</td>
<td>2016</td>
<td>LTF</td>
<td>$ 372</td>
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<td>Need to execute Funding Agreement</td>
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<td>12 10:45</td>
<td>6347</td>
<td>South Gate</td>
<td>I-710/Restone Blvd. Interchange Reconstruction</td>
<td>$ 12,000</td>
<td>$ 1,783</td>
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<td>$ 1,677</td>
<td>13</td>
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<td>6281</td>
<td>LA County</td>
<td>North County/Antelope Valley Traffic Improvement</td>
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<td>$ 1,928</td>
<td>2002</td>
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<td>$ 702</td>
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<td>Did not meet Lapsing Policy</td>
<td>May-14</td>
<td>One-year extension to June 30, 2015 to advertise for construction.</td>
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<td>APPEAL TIME</td>
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<td>TOTAL METRO PROG $ (000')</td>
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<td>LAPSING PROG YR(S)</td>
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<td>TOTAL # BOARD REPORTS</td>
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<tr>
<td>14 10:55</td>
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<td>SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS</td>
<td>$ 8,633</td>
<td>$ 6,627</td>
<td>2002 2003 2004</td>
<td>2004</td>
<td>PC25</td>
<td>$ 1,730</td>
<td>10.5</td>
<td>7</td>
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<td>May-14</td>
<td>One-year extension to June 30, 2015 to complete the project. Los Angeles County agrees not to request further extensions.</td>
</tr>
<tr>
<td>15 11:00</td>
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<td>GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE III</td>
<td>$ 17,698</td>
<td>$ 13,723</td>
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<td>PC25</td>
<td>$ 3,597</td>
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<tr>
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<td>$ 6,588</td>
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<tr>
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<td>$ 10,412</td>
<td>$ 8,187</td>
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<td>2007 2008</td>
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</tr>
<tr>
<td>18 11:15</td>
<td>F1344</td>
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<td>S LAUSON AVE. CORRIDOR IMPROVEMENTS-SIGNALS</td>
<td>$ 3,007</td>
<td>$ 2,406</td>
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<tr>
<td>19 11:20</td>
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<td>EMERALD NECKLACE BIKE TRAIL</td>
<td>$ 504</td>
<td>$ 401</td>
<td>2009 2010 2010</td>
<td>2010</td>
<td>CMAQ</td>
<td>$ 294</td>
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<tr>
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<td>F1615</td>
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<td>EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE</td>
<td>$ 2,980</td>
<td>$ 2,392</td>
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<td>2010</td>
<td>CMAQ</td>
<td>$ 2,072</td>
<td>4</td>
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<td>One-year extension to June 30, 2015 to complete construction. One-year extension to June 30, 2014 to receive State Department of Finance approval releasing the overmatch development funds &amp; City Council approval of project assignment to officially accept the project, and identify a City Department to assume the project.</td>
</tr>
<tr>
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<td>F1617</td>
<td>LA City</td>
<td>HOLLYWOOD PEDESTRIAN TRANSIT CROSSROADS PHASE II</td>
<td>$ 860</td>
<td>$ 619</td>
<td>2010 2012 2012</td>
<td>2012</td>
<td>RSTP</td>
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<td>One-year extension to June 30, 2014 to receive City Council approval of project assignment to officially accept the project, identify a City Department to assume the project, and begin environmental clearance &amp; design.</td>
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<tr>
<td>22 11:35</td>
<td>F1630</td>
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<td>WASHINGTON BLVD. TRANSIT EXPERIENCE</td>
<td>$ 2,384</td>
<td>$ 1,671</td>
<td>2009 2011 2011</td>
<td>2011</td>
<td>RSTP</td>
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<td>2</td>
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<td>June-13</td>
<td>One-year extension to June 30, 2014 to receive City Council approval of project assignment to officially accept the project, identify a City Department to assume the project, and begin environmental clearance &amp; design.</td>
</tr>
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</table>
### 2015 Call for Projects Deobligation TAC Appeal

**May 6, 2015**

<table>
<thead>
<tr>
<th>APPEAL</th>
<th>PROJ ID#</th>
<th>AGENCY</th>
<th>PROJECT TITLE</th>
<th>TOTAL PROJECT COSTS $(000')</th>
<th>TOTAL METRO PROG $(000')</th>
<th>METRO PROG YR(S)</th>
<th>LAPSING YR(S)</th>
<th>LAPSING FUND TYPE</th>
<th>METRO AMOUNT SUBJECT TO LAPSE $(000')</th>
<th>TOTAL EXT'S YEARS</th>
<th>TOTAL # BOARD REPORTS</th>
<th>REASON(S) FOR APPEAL</th>
<th>DATE OF LAST TAC APPEAL</th>
<th>PREVIOUS TAC RECOMMENDATION FROM LAST APPEAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>F1639</td>
<td>LA City</td>
<td>FASHION DISTRICT STREETSCAPE PHASE II</td>
<td>$ 1,971</td>
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<td>2010</td>
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<td>CMAQ</td>
<td>$ 1,438</td>
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<td>ANGELS WALK HIGHLAND PARK</td>
<td>$ 764</td>
<td>$ 626</td>
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<td>25</td>
<td>8111B</td>
<td>Foothill Transit</td>
<td>EXPANSION OF COUNTYWIDE BSP</td>
<td>$ 1,600</td>
<td>$ 1,600</td>
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<td>PC 25</td>
<td>$ 676</td>
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<td>26</td>
<td>F5519</td>
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<td>BICYCLE FRIENDLY STREETS</td>
<td>$ 3,125</td>
<td>$ 586</td>
<td>2015</td>
<td>2016</td>
<td>CMAQ</td>
<td>$ 586</td>
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<td>0</td>
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<td>N/A</td>
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<td>8046</td>
<td>LA City</td>
<td>BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVE.</td>
<td>$ 15,416</td>
<td>$ 10,021</td>
<td>2005</td>
<td>2006</td>
<td>2006</td>
<td>PC25</td>
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<td>June-13</td>
<td>One-year extension to June 30, 2014 to complete environmental &amp; design, and initiate right-of-way acquisition.</td>
</tr>
<tr>
<td>28</td>
<td>F3307</td>
<td>San Dimas</td>
<td>INTERSECTION IMPROVEMENTS ON BONITA AVE. AT CATARACT AVE.</td>
<td>$ 1,457</td>
<td>$ 1,339</td>
<td>2015</td>
<td>2015</td>
<td>PC25</td>
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<td>$ 4,885</td>
<td>$ 3,908</td>
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<td>2011</td>
<td>PC25</td>
<td>$ 3,908</td>
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<td>May-14</td>
<td>One-year extension to June 30, 2015 to complete design for the ATSC - West Adams (F1308) and ATCS - Echo Park/Silver Lake (F1309) projects, confirm the project schedule provided in May 2014, and reevaluate if additional Call for Projects funds can be returned to Metro as a result of the City of Los Angeles receiving Proposition 1B dollars.</td>
</tr>
<tr>
<td>30</td>
<td>F1307</td>
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<td>ATCS - CENTRAL BUSINESS DISTRICT</td>
<td>$ 9,215</td>
<td>$ 6,774</td>
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<td>PC25</td>
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<td>May-14</td>
<td>One-year extension to June 30, 2015 to complete design for the ATSC - West Adams (F1308) and ATCS - Echo Park/Silver Lake (F1309) projects, confirm the project schedule provided in May 2014, and reevaluate if additional Call for Projects funds can be returned to Metro as a result of the City of Los Angeles receiving Proposition 1B dollars.</td>
</tr>
<tr>
<td>APPEAL TIME</td>
<td>PROJ ID#</td>
<td>AGENCY</td>
<td>PROJECT TITLE</td>
<td>TOTAL PROJECT COSTS $ (000')</td>
<td>TOTAL METRO PROG $ (000')</td>
<td>METRO PROG YR(S)</td>
<td>LAPSE PROG YR(S)</td>
<td>LAPSE TYPE</td>
<td>LAPSING AMOUNT SUBJECT TO LAPSE $ (000')</td>
<td>TOTAL EXT'S YEARS</td>
<td>TOTAL # BOARD REPORTS</td>
<td>REASON(S) FOR APPEAL</td>
<td>DATE OF LAST TAC APPEAL</td>
<td>PREVIOUS TAC RECOMMENDATION FROM LAST APPEAL</td>
</tr>
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<td>31 12:40</td>
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<td>ATCS - LOS ANGELES</td>
<td>$ 28,235</td>
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<td>PC25</td>
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<td>May-14</td>
<td>One-year extension to June 30, 2015 to continue design and reevaluate if additional Call for Projects funds can be returned to Metro as a result of the City of Los Angeles receiving Proposition 1B dollars.</td>
</tr>
<tr>
<td>32 12:45</td>
<td>F1141</td>
<td>LA City</td>
<td>VICTORY BL WIDENING FROM TOPANGA CYN BL TO DE SOTO AV</td>
<td>$ 11,655</td>
<td>$ 7,576</td>
<td>2010</td>
<td>2010</td>
<td>2012</td>
<td>2013</td>
<td>PC25</td>
<td>$ 6,591</td>
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<td>33 12:50</td>
<td>F1205</td>
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<td>OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II</td>
<td>$ 4,422</td>
<td>$ 2,874</td>
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<td>2010</td>
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<td>$ 1,990</td>
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<td>34 12:55</td>
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<td>CESAR CHAVEZ AVE/LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS(INCLUDING F1209)</td>
<td>$ 9,876</td>
<td>$ 7,107</td>
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<td>2007</td>
<td>2008</td>
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<td>$ 6,224</td>
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</tbody>
</table>
Attachment 6

TAC Appeals
Fact Sheets
Metro Technical Advisory Committee (TAC)  
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: #8056  
Time Extension Request: 1 year
Project Sponsor: City of Manhattan Beach  
Date of last TAC appeal: June 4, 2014
Project Title: Nash/Douglas & Rosecrans Ave Intersection Improvements

Scope of Work (350 characters maximum):

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

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

No.

Project status or progress made since last report to TAC:

This project requires that SCE underground existing overhead wires and remove interfering utility poles for the subsequent street widening. SCE distribution and SCE telecommunication lines were underground in 2013 and the overhead lines were removed. SCE transmission civil and electrical construction will follow with subsequent SCE wire and pole removal prior to subsequent street widening. SCE has notified the City that transmission civil construction will begin in May/2015.

Reason(s) for delay, if any:

SCE transmission construction is proposed within an existing Chevron easement and requires an Encroachment Agreement between Chevron/SCE to complete the work. Both sides have completed the agreement which will now allow SCE to complete their final work.

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

SCE transmission undergrounding is scheduled to start in May/2015. City street widening plans are complete and the City is awaiting the wire/pole removal schedule from SCE in order to bid the street widening work.

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>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Design Bid &amp; Award (if applicable)</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Design</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Construction Bid &amp; Award (if applicable)</td>
<td>Sep/2015</td>
<td>Dec/2015</td>
</tr>
<tr>
<td>Construction</td>
<td>Jan/2016</td>
<td>Mar/2016</td>
</tr>
</tbody>
</table>

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet  
2) Please attach a Project Map  
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
Nash/Douglas & Rosecrans Ave. Intersection Improvements

Street widening to create 4th eastbound lane

Proposed electrical transmission and distribution lines to be undergrounded in public right-of-way and in private easements
Scope of Work (350 characters maximum):
The Cities of Diamond Bar and Industry, in cooperation with Caltrans propose to construct a new partial interchange on State Route 60 (SR-60) at Lemon Ave., Post Mile R21.5/R23.0. The intersection will consist of a partial (three-legged) interchange, with a Westbound (WB) on-ramp, and Eastbound (EB) off-ramp, and an EB on-ramp at Lemon Ave. and will permanently remove the existing EB on- and off-ramps at Brea Canyon Rd.

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

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is currently in the Right-of-Way (ROW) phase with Caltrans taking the lead on acquisition. Partial acquisition is required from nine (9) residential properties and four (4) commercial properties. Eleven (11) of the properties have settled. One property has an Order of Possession Hearing schedule for 6/25 and the other on 7/1. It is expected that a settlement will be reached prior to the scheduled hearings; right of way certification is expected by July 2015. 100% plans have been submitted to Caltrans Office of the Engineer for review and a ready to list date is projected for August 20, 2015. This will allow the project to proceed to the bid phase. Construction is projected to begin at the end of March 2016.

Reason(s) for delay, if any:
Right of way required has delayed the project.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Acquisition is near completion with a projected completion date of July 2015. 100% plans have been submitted to Caltrans Office of the Engineer for review and approval with a ready to list date projected for August 20, 2015. Upon approval of the Right of Way, the City will begin working with Caltrans Local Assistance to obligate the funds for construction. The City executed a AAA agreement with Caltrans to Advertise, Award andAdminister the project. Construction is projected to begin at the end of March 2016 and will last for approximately 18 months.

Revised/Proposed schedule:

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Start Date</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Design</td>
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<td>Right-of-Way Acquisition</td>
<td>March 2012</td>
<td>July 2015</td>
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<tr>
<td>Construction Bid &amp; Award (if applicable)</td>
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<td>March 2016</td>
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<tr>
<td>Construction</td>
<td>March 2016</td>
<td>October 2017</td>
</tr>
</tbody>
</table>
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: F1166
Project Sponsor: CITY OF CULVER CITY
Project Title: SEPULVEDA BL WIDENING

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

Scope of Work (350 characters maximum):
This Project will provide for three (3) continuous lanes in the south bound direction within the existing right of way (R/W), maintaining the existing dual left turn lanes in both directions, and enhanced business access along the segment to allow for efficient ingress and egress. The work includes, but is not limited to, street widening, utility relocation, relocation/upgrading street lights, landscape median removal/modification, traffic signal relocation/modification, and roadway rehabilitation. The Project will require the utility companies to relocate the existing utility transmission lines and poles, water lines, and gas lines.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
No change in scope of work. The roadway widening has been completed and open to traffic; temporary AC berm constructed to protect existing Edison power poles in place until relocation.

Project status (If first TAC appeal) or progress made since last report to TAC:
The roadway widening has been completed and open to traffic since 2012. In the past 2-3 years, the City has been working with Edison Company to obtain necessary utility easement in order for SCE to move its transmission power poles along east side of Sepulveda Bl from Slauson Ave to Westfield Drive.

Reason(s) for delay, if any:
Edison transmission power pole relocation delay due to delay in obtaining utility easements for the relocation.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
City has been working closely with Edison Company to obtain the necessary easement for SCE to relocate its power poles. To date, all necessary easements have been obtained from three entities, and SCE is on schedule to relocate its poles by the end of 2015. The City will complete traffic striping modification immediately after SCE’s power pole relocation.

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>
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<td></td>
</tr>
<tr>
<td>Design Bid &amp; Award (if applicable)</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>Right-of-Way Acquisition</td>
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<tr>
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</tr>
<tr>
<td>Construction</td>
<td>September 2015</td>
<td>June 2016</td>
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</table>

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: LAF1717
Project Sponsor: City of Culver City
Project Title: Real Time Motorist Information System

Time Extension Request: 1 year(s)
Date of last TAC appeal: May 6, 2015

Scope of Work (350 characters maximum):
The Project will utilize 4 strategically located dynamic message signs (DMS) located in the downtown Culver City and Metro/Expo light rail area to provide real-time parking information to motorists. The scope of work consists of designing and constructing the DMS road side signs, installing parking counting software & hardware inside downtown Culver City parking and future Metro/Expo light rail structures and then integrating and connecting the parking structures with the DMS via conduit.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
The overall project scope of work has not changed. However, rather than bid the project as a single project at 30% construction and 30% software design it was determined to complete 100% construction plans and bid the construction portion of the project and release an RFP separately for software design and integration. During the project delay it was determined that it was unnecessary and risky to ask software design firms to construct conduit and DMS signs.

Project status (if first TAC appeal) or progress made since last report to TAC:
The previous reasons for project delay were resolved in mid-2014. Since that time the City & Caltrans determined the most efficient way forward was to complete construction design to 100%, bid the construction portion of the project and release an RFP for software development and integration. The City engineering consultant contract was amended to add that service and the draft plans and bid documents are being prepared and due to be submitted the week of April 27, 2015.

Reason(s) for delay, if any:
There were two reasons for delay:
1. The City’s required 20% grant matching funds in the amount of $214,000 were provided by Redevelopment. Those funds were confiscated by the State Department of Finance in 2012. The ensuing legal process took 2 years to resolve and a new source of matching funds identified.
2. The City parking structures were threatened with confiscation by the State Department of Finance. The ensuing legal process took 2 years to resolve.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The delay has been resolved. the City identified a new source of matching funds and the State withdrew its threat to confiscate the City parking structures. The City is revising its project plans and specifications, to date the draft revisions are near completion and no further delays are anticipated.

Revised/Proposed schedule:

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<tr>
<th>Milestones</th>
<th>Start Date</th>
<th>Completion Date</th>
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<tr>
<td>Construction</td>
<td>February 2016</td>
<td>June 2016</td>
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</tbody>
</table>

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
Figure 1 – City Owned Parking Structures and Proposed DMS Locations

1.3 Project Scope

The parking guidance system will direct users to the Ince, Cardiff and Watseka structures and the structure at the future Washington/National Exposition Line station. The system will provide en-route guidance to visitors that may not be familiar with the downtown area, thereby reducing congestion and helping improve utilization and occupancy of the parking structures. Monument signs outside of each structure will indicate parking availability. The DMS will provide for many kinds of real-time parking information from the most basic ("OPEN" or "FULL") to more complex with space availability information provided by level, zone by zone, or stall by stall, depending on the needs of the facility. Additional arterial DMS are proposed at key locations entering the downtown area for displaying parking information.

The City desires an independent and scalable system. The system will support future expansion to include other parking structures and on-street parking, as well as mobile applications and web sites to disseminate parking information.
Call for Project #: F1649
Project Sponsor: City of Long Beach
Project Title: Willow Street Pedestrian Improvements Project

Scope of Work (350 characters maximum):
This project provides pedestrian-oriented improvements to Willow Street including medians, pedestrian lighting, landscaping, signage, and crosswalk treatments

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

Project status (if first TAC appeal) or progress made since last report to TAC:
The design is currently underway and at approximately 35% complete.

Reason(s) for delay, if any:
The project design was put on hold in September of 2013 to allow time for Southern California Edison to complete the design and obtain easements for an undergrounding project within the limits of the Willow Street Pedestrian Improvements Project.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The extension is needed to allow time for the SCE undergrounding project to move forward since that work will need to be constructed before the Pedestrian Improvements project could be designed and constructed. The undergrounding project is scheduled for construction, and construction should be completed by June of 2016.

The design of the Pedestrian Improvement project was re-started in January 2015 and is currently underway. The design and bid phase will be complete by June of 2016 to start the project immediately following the undergrounding project.

Revised/Proposed schedule:

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<th>Completion Date</th>
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<tr>
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</tbody>
</table>
Call for Project #: LAF1528
Project Sponsor: City of Long Beach
Project Title: San Gabriel River Bike Path Closure at Willow Street

Time Extension Request: 6 months
Date of last TAC appeal: May 2014

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

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

Project status (if first TAC appeal) or progress made since last report to TAC:
The design is currently underway and at approximately 95% complete.

Reason(s) for delay, if any:
The design phase and environmental clearance are nearly complete and were undertaken with local funds. While a previously completed feasibility study recommended a separate bridge to complete the gap, the locally performed redesign achieves the same goals with sidewalk widening and median narrowing to keep the costs within the amount of funds available. Redesigning this project with a new basis of design involved some delay to the schedule but has brought the final project cost in line with the amount of funds available for the construction phase.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The extension is needed to allow time to finalize NEPA clearance, request and receive authorization to proceed with CalTrans, and to move into subsequent bid, award, and construction.

The project is expected to transition into the construction phase by summer 2015.

Revised/Proposed schedule:

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<th>Milestones</th>
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</tbody>
</table>
Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
Call for Project #: 8018
Project Sponsor: City of South Pasadena (City)
Project Title: South Pasadena Fair Oaks Corridor Improvements

Time Extension Request: 1 year(s)
Date of last TAC appeal: n/a

Project Overview

- Acquisition of a small parcel of land from Pasadena Water & Power
- On-ramp for Southbound SR-110 will be constructed to relieve congestion on Fair Oaks
- Create a dedicated northbound right turn lane to State St
- Widen northbound off-ramp from 2 to 4 lanes to increase storage capacity
- Grevelia will become a cul-de-sac as a result of the off-ramp widening
- Double left turn movement from Northbound Fair Oaks to Southbound 110 will be closed.
Call for Project #: 8036  
Time Extension Request: 3 year(s)  
Project Sponsor: City of Los Angeles  
Date of last TAC appeal: 5/7/14  
Project Title: Hyperion Ave under Waverly Dr Bridge

Scope of Work (350 characters maximum):

- Remove sidewalk on east side and re-construct sidewalk on west side along Hyperion Ave Bridge for improved pedestrian access and safety. Add bike lanes.
- 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.

Weren't there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):

In response to the comments received during environmental review and based on the traffic studies conducted in 2014, bike lanes will be installed on Hyperion Ave.

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

- Caltrans issued FONSI (environmental approval) on February 4, 2015.
- City submitted Request for Authorization (RFA) to Proceed with Right of Way on April 2. Caltrans is reviewing the documents.

Reason(s) for delay, if any:

- N/A (See below for basis for extension)

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

- City will continue with final design and right of way work upon Caltrans’ issuance of E-76.
- City needs additional time for final design and construction (Refer to the schedule below).

Revised/Proposed schedule:

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</table>

4/28/15

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

4/28/15

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
    2) Please attach a Project Map
Call for Project #: F3148    Time Extension Request: _____ year(s)
Project Sponsor: City of Los Angeles    Date of last TAC appeal: ___5/7/2014______
Project Title: N. Main St. Grade Separation over Los Angeles River

Scope of Work (350 characters maximum):

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

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

None.

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

Since the last TAC appeal, the City of Los Angeles was not successful in obtaining the uncommitted overmatch stated in the 2009 Metro Call Application. The Letter of Agreement cannot be executed until all of the overmatch funds are committed.

Reason(s) for delay, if any:

The City of Los Angeles was not successful in obtaining the uncommitted overmatch stated in the 2009 Metro Call Application.

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

No further extension is requested. Bureau of Engineering staff will bring this item to the Seismic Governance Oversight Committee at the end of May 2015, and subsequently to City Council Committees and City Council.

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
Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
Call for Project #: F1198  
Project Sponsor: CITY OF LAWNDALE  
Project Title: INGLEWOOD AVENUE CORRIDOR WIDENING  
Time Extension Request: One year  
Date of last TAC appeal: May 2014

Scope of Work (350 characters maximum):

This project is for traffic improvements along the Inglewood Avenue Corridor aimed at improving traffic flow and capacity in the city of Lawndale including: Inglewood Avenue between Manhattan Beach Blvd and 154th Street for the roadway widening along the east side of Inglewood Avenue to accommodate a dedicated third lane to the I-405 freeway access ramp; and Inglewood Avenue at Marine Avenue for roadway widening at the intersection corners to accommodate three dedicated right turn lane pockets. The roadway capacity addition as well as modification to the signal systems will improve traffic operations and flow on this busy corridor.

Project status or progress made since last report to TAC:

At present, the project is at the following completion percentages (listed below by phase): Environmental - 100%; Design - 65%; ROW - 70%; and Construction – 0% CalTrans has approved the project PES. City has hired appraisers to begin the right-of-way acquisition negotiations.

Reason(s) for delay, if any:

The project has experienced extensive delay in our attempts to acquire the necessary right-of-way. Property owner cooperation had been minimal in the past. We have been working with the property owners at Marine Avenue and have addressed most of their concerns. The extension of Metro Green line also impacts one property on the corner of Manhattan Beach Blvd. and Inglewood to the point that the business will likely need to be relocated.

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

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

1. Completion of right of way acquisition in the next three months.  
2. Finalizing the design plans once the right-of-way issues have been addressed.  
3. Working with the utility companies to fast track the project.

Revised/proposed schedule:

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</table>
Metro Technical Advisory Committee (TAC)  
May 6, 2015 Deobligation Appeal Project Fact Sheet  

Call for Project #: F5803  
Date of last TAC appeal: N/A  
Project Sponsor: City of Lancaster  
Time Extension Request: 0.41 year(s)  
Project Title: AVENUE I CORRIDOR IMPROVEMENTS, 20TH ST W TO 10TH ST W  

Scope of Work (350 characters maximum):  
Reduce lanes to two in each direction; narrow sidewalk and add landscaping; add center medians; add street parking; upgrade ex. frontage road medians; add stop amenities and concrete bus pads; fill sidewalk gaps; flatten street cross-slope; stripe 5'-6' buffered bike lanes both sides of Ave I; and update ADA accessibility.

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

No

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

Started FA in September 2014. City and Metro concurred on FA Attachments in October 2014. From October 2014 to March 24, 2015, FA was with Metro. The City did not receive the first complete draft of the FA until March 27, 2015.

Reason(s) for delay, if any:

Unknown as the delay was at Metro.

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

Upon receipt of the FA on March 27, 2015, the City immediately scheduled the FA to appear before City Council for approval at the next available meeting, April 28, 2015. In anticipation of Council approval, the City has signed and returned the FA to Metro on April 22, 2015.

Revised/Proposed schedule: (Assumes FA executed and City notified by May 29, 2015)

<table>
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<td>Construction</td>
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<td>12/07/16</td>
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</table>

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet  
2) Please attach a Project Map  
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
LOCATION MAP
Approximate Project Limits
Project Fact Sheet

Call for Project #: 6347    Time extension Request 2 years
Project Sponsor: City of South Gate                                             Date of last TAC appeal: May 7, 2014

Project Title: I-710/Firestone Blvd. Interchange Phase IV (Firestone Blvd Bridge Widening over Los Angeles River)

Scope of Work (350 characters maximum):

Phase I: Widen the south side of Firestone bridge over the LA River to accommodate one additional travel lane in the eastbound direction, repave and retrofit existing bridge and Firestone Blvd between Rayo Ave and I-710 freeway northbound loop on-ramp.
Phase II: Reconstruct the I-710 fwy southbound on-ramp to match proposed I-710 corridor improvements.

Project Status or Progress made since last report to TAC:

1. Plans, Specification and Estimates for the Firestone Bridge are 100% complete.
2. NEPA revalidation has been submitted and waiting for approval.
3. Pending NEPA revalidation approval, City will be requesting E-76 Authorization to Proceed with construction.
4. City is procuring the Construction Management Services for the project.

Reason(s) for delay, if any:

The reasons for delays were due to:

1. City was waiting for approval from Caltrans and FHWA to proceed with a two phase construction approach (Phase I: Bridge, Phase II: On-ramp) given the requirements of the project’s various funding sources.
2. The need to revalidate the NEPA environmental document.

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

1. Expedite the NEPA revalidation process and secure the E-76 for construction.
2. Advertise construction for Phase I immediately upon issuance of E-76 for construction.
3. Secure the Construction Management team in advance in order to minimize further delays.

Revised/proposed schedule:

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FIRESTONE BOULEVARD BRIDGE
WIDENING OVER THE LOS ANGELES RIVER
PHASE IV, CITY PROJECT NO. 354-ST

LOCATION MAP
Call for Project #: P0006281LA  
Project Sponsor: L.A. County Dept. of Public Works  
Project Title: North County/Antelope Valley Traffic Forum Improvements  
Time Extension Request: 2 year(s)  
Date of last TAC appeal: May 7, 2014

Scope of Work (350 characters maximum):

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

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

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

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

- Total Grant Amount = $1,928,000. As of FY 14-15 Q3, $1,247,684 spent (64.7%)
- Completed analysis of existing changeable message sign system for locations with higher priority.
- Executed a change order for a revised scope with the project consultant to install 7 CMS, of which 2 are locally funded.

Reason(s) for delay, if any:

The analysis of the existing CMS revealed that it would not be possible to combine the old CMS system with a new CMS system. A structural analysis of the existing CMS structures and foundations found that they do not meet current American Association of State Highway and Transportation Officials’ design standards and were recommended to be removed. Delays were associated with developing an approach to design new signs for those locations considered to have the highest priority and negotiating the revised scope with the project consultant.

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

We have executed a change order with the consultant to complete the design of higher priority locations. Completion of design is scheduled in September 2015. It is anticipated the project will be advertised by March 2016, under construction by June 2016, and be completed by September 2016.

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
Metro Technical Advisory Committee (TAC)  
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #:  P0006292  
Project Sponsor:  L.A. County Dept. of Public Works  
Project Title:  South Bay Forum Traffic Signal Corridors Project

Time Extension Request:  1 year(s)  
Date of last TAC appeal:  May 7, 2014

Scope of Work (350 characters maximum):

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

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

No.

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

- Total Grant Amount = $6,627,000. As of FY 14-15 Q3, $5,711,569 spent (86.2%)
- 6 projects completed including all TSSP projects
- Signal coordination adjustments made due to requests from the Cities of Carson, El Segundo, Hawthorne, Inglewood, Lawndale, Manhattan Beach, Redondo Beach, and Torrance.
- Continued deployment of Phase II of the Wireless Communication System (WCS) contract for 204 signals in the South Bay.
- Remaining project:
  - Awarded the South Bay Fiber and CCTV Project, currently under construction and scheduled for completion in October 2015.

Reason(s) for delay, if any:

For the South Bay Fiber and CCTV project, delays involved the communications hub equipment which was a part of the project. In addition, delays occurred obtaining construction permits from various agencies.

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

The South Bay Fiber and CCTV project is the only remaining work for this grant. All delays for this project have been overcome and the project is scheduled to be completed in October 2015.

Revised/Proposed schedule:

<table>
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<th>Milestones</th>
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<th>Completion Date</th>
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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet  
2) Please attach a Project Map
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: P0006295
Project Sponsor: L.A. County Dept. of Public Works
Project Title: Gateway Cities Traffic Signal Corridors Project, Phase III

Time Extension Request: 1 year
Date of last TAC appeal: May 7, 2014

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

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

Project status (if first TAC appeal) or progress made since last report to TAC:
- Total Grant Amount = $13,722,459. As of FY 14-15 Q3, $11,905,870 spent (87%)
- 22 projects completed including a 4.5 mile Fiber Optic Communications project along Alameda Street from Randolph Avenue to Industry Way and the installation of 7 CCTV Cameras at various locations in the I-710 Corridor completed in 2014.
- Began construction of the Gateway Cities ATMS system detection project in the Cities of La Mirada, Santa Fe Springs, and in the Unincorporated County Areas.
- Completed construction of Wilmington Ave at El Segundo Blvd Left-turn Improvement project.
- Executed the KITS contract agreement for the next phase of system enhancements.
- 2 remaining projects:
  o Preparing the bid package for the Gateway Cities ATMS Performance Measurement Systems Improvement Project. To be advertised in May 2015. Construction to start in August 2015. To be completed in December 2015.
  o Preparing the bid package for Firestone Blvd at Orr & Day Rd/Imperial Hwy Improvement project. To be advertised in May 2015. Construction to start in September 2015. To be completed in November 2015.

Reason(s) for delay, if any:
Delays were associated with the Gateway Cities ATMS Performance Measurement System Improvement project. This is a pilot project and the first installation of Bluetooth travel time measurement devices. Delays were associated with determining the proper contract procedures.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
All delays have been overcome and the last project is scheduled to advertise May 19, 2015.

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

Time Extension Request: 1 year(s)
Date of last TAC appeal: May 7, 2014

Scope of Work (350 characters maximum):

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

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

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

No.

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

- Total Grant Amount = $6,588,000. As of FY 14-15 Q3, $3,695,443 spent (56.1%)
- 5 projects completed including all TSSP projects
- The South Bay fiber optic communication and CCTV camera project began construction in February 2015 and scheduled to be completed in October 2015.
- Continued installation of wireless communications.
- Construction began at 223rd Street at I-110 Freeway in January 2015 and was completed in April 2015.
- Intersection upgrades on Lomita Boulevard at Vermont Avenue and 223rd Street at Normandie Avenue were combined as one project and are schedule to be advertised FY in 14-15 Q4.
- For the KITS-IEN interface project, the agreement was executed in October 2014 and work is now underway.
- For the Econolite Centracs System project, working on the sole source agreement to procure the Centracs system.

Reason(s) for delay, if any:

Delays were primarily associated with coordinating with the City of Los Angeles for the Lomita Boulevard at Vermont Avenue project. In addition, delays occurred on finalizing the sole source agreement to procure the Centracs system.

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

Plans have been signed for the Lomita Boulevard at Vermont Avenue project and working on the bid package for construction. The KITS-IEN interface project is ongoing and scheduled to be completed by June 2016. Working closely with County Counsel and County CIO to procure the agreement for the Econolite Centracs System with installation anticipated to be completed by June 2016.

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
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: P0008127  Time Extension Request: 2 year(s)
Project Sponsor: L.A. County Dept. of Public Works  Date of last TAC appeal: May 7, 2014
Project Title: Gateway Cities Forum Traffic Signal Corridors Project- (PH IV)

Scope of Work (350 characters maximum):
The TSSP projects along Colima Rd/La Mirada Blvd, Garfield Av, Painter Av/Carmenita Rd, Studebaker Rd, 38th St/37th St/Bandini Blvd. The implementation of Intelligent Transportation Systems (ITS) improvements through the expansion of the Gateway Cities fiber optic communications and CCTV cameras project and the wireless communications project.

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

Project status (if first TAC appeal) or progress made since last report to TAC:
- Total Grant Amount = $8,187,000. As of FY 14-15 Q3, $5,422,654 spent (66%).
- 10 projects completed including all TSSP projects.
- 4 remaining projects:
  - Completed the design of an intersection improvement project at Garfield Ave at Randolph Rd. Working on getting Railroad approval.
  - Executed KITS contract agreement for the next phase of system enhancements.
  - Completed the CCTV location analysis and networking report for the design of the Gateway Cities Fiber Optic Communications and CCTV Camera project. Negotiating a revised scope of work with the project consultant to design the recommended improvements.
  - Construction of the Gateway Cities Fiber Optic Communications and CCTV Camera project will be required following completion of design.

Reason(s) for delay, if any:
We had difficulties obtaining the Railroad permit due to new requirements from Railroad related to preemption timing approval from CPUC.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Completion of KITS contract, obtaining Railroad approval and completing construction of the Garfield Ave at Randolph Rd Improvement project are anticipated to take an additional year. For the design and construction of the Fiber Optic Communications and CCTV Camera project, there are three options: 1) stop all work on the project now, 2) have the design of the improvements completed via this grant, with construction occurring via a future grant (two year extension), or 3) have design and construction completed via this grant (three year extension). Due to lack of progress on the design to date, we will pursue having the design completed via a different consultant for options 2 and 3.

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 #: P000F1344
Project Sponsor: L.A. County Dept. of Public Works
Project Title: Slauson Avenue Corridor Improvements

Time Extension Request: 2 year(s)
Date of last TAC appeal: N/A

Scope of Work (350 characters maximum):

The design and construction of multijurisdictional traffic signal synchronization projects (TSSP) on Slauson Avenue and Stocker Street. The implementation of Intelligent Transportation System improvements (ITS) improvement projects in the Ladera Heights area.

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

No.

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

- Total Grant Amount = $2,406,000. As of FY 14-15 Q3, $734,383 spent (30%)
- ITS projects completed.
- TSSP design:
  - Slauson Avenue from Shenandoah to Rimpau Boulevard and Stocker Street from La Cienega Boulevard to La Brea Avenue/Overhill Drive. Design underway. Anticipate advertising in January 2016. To be completed by March 2017.

Reason(s) for delay, if any:

The project was originally scheduled to be designed in-house. However, it was determined later that a Consultant is required to perform the design. Delays also occurred due to Land Development issues in the area that required some revisions to the design recommendation.

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

Delays have been overcome and the project is scheduled to advertise in January 2016.

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 #: F1514
Project Sponsor: County of Los Angeles DPW
Project Title: Emerald Necklace Bike Trail

Time Extension Request: 3 Months
Date of last TAC appeal: N/A

Scope of Work (350 characters maximum):

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

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

No.

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

The County of Los Angeles has requested authorization to proceed with Advertising for construction bids and obligation of construction grant funds (E-76) as of March 16, 2015. We expect to receive the authorization by June 30, 2015. We will not require an extension if Caltrans approves our request by the June 30, 2015 deadline. Project is also cleared of any utility conflicts. Encroachment permit from Caltrans has been obtained.

Reason(s) for delay, if any:

The reasons for the project delay include the lengthy process of obtaining environmental clearance from Caltrans and ACOE, time-consuming preparation of documents required by ACOE for lease agreement, and ACOE’s lengthy review process. The proposed bike path alignment is within the ACOE right-of-way; therefore, a lease agreement is required before we can proceed with constructing and operating the bike path. The County Board of Supervisors approval of the lease agreement was required before it could be fully executed by ACOE. Encroachment permit previously received from Caltrans required renewal which is now extended as of April 27, 2015.

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

We anticipate receiving E-76 from Caltrans before June 30, 2015. However, if our request to Caltrans is not approved by June 30, 2015, we request an extension of the LOA by 3 months. We do not anticipate any major issues that may hinder progress to complete this task.

Revised/Proposed schedule:

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<td>November 2016</td>
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</table>
Call for Project #: F1615
Project Sponsor: City of Los Angeles, Bureau of Street Services
Project Title: Eastside Light Rail Pedestrian Linkage
Time Extension Request: 2 year
Date of last TAC appeal: 5/7/2014

Scope of Work (350 characters maximum):

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

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

Yes, the overall limits of work have been revised to more accurately reflect this project’s scope as part of the larger Eastside Light Rail Access project. The original Board approval showed limits of work on 1st St between Alameda St to Lorena St, however as negotiated with Metro, the revised limits are on 1st St between Soto St to Rivera St and Fresno St to Concord St. The revision of project limits was approved by the Board and a revised LOA was executed on November 14, 2014.

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

An LOA reflected the revised project limits was executed and the revised project limits were amended in the FTIP. The Preliminary Environmental Study (PES) has been submitted and reviewed by Caltrans. The other phases of this project are currently in construction.

Reason(s) for delay, if any:

The Caltrans Professionally Qualified Staff (PQS) has determined that Cultural Resource studies are required prior to final NEPA clearance. Required technical studies include, an Area of Potential Effect (APE) map, a Historical Property Survey Report (HPSR), and an Archaeological Survey Report (ASR). It's anticipated that these studies will require 6-12 months to complete.

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

Preliminary designs are complete, however the City needs additional time to complete the Caltrans required technical studies for NEPA clearance prior to finalizing design. The City is currently in construction on other phases of this project and will transition to construction on this phase upon receipt of all necessary clearances.

Revised/Proposed schedule:

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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
*All concepts shown are subject to change*

**Eastside Light Rail Pedestrian Linkage**
1st Street Call Project
1st Street from Soto to Rivera Streets and Fresno to Concord Streets

**PROJECT OVERVIEW**

**METRO GOLD LINE EASTSIDE ACCESS PROJECT** | funded through Metro Measure R funds

**EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE** | funded through 2007 Metro Call for Projects

*street furniture*  
*community-designed elements*  
*shade trees*  
*decorative street lighting*  
*high visibility crosswalks*  
*new sidewalks*  
*curb extensions*  
*landscaping*  
*exercise equipment*
Call for Project #: F1617
Project Sponsor: City of Los Angeles, Bureau of Street Services
Project Title: Hollywood Pedestrian/Transit Crossroads Phase II

Time Extension Request: 1 year
Date of last TAC appeal: 6/5/2013

Scope of Work (350 characters maximum):

Funded through the 2007 Metro Call for Projects, this project will design and install pedestrian and streetscape enhancements on: (1) Highland Ave between Sunset Bl to Franklin Ave., (2) Vine St between Sunset Bl and Fountain Ave. Proposed project elements include pedestrian crossing devices, installation of street trees, street furniture, and pedestrian lighting.

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

There have not been any changes to the scope of work since the original Metro Board approval.

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

This project was originally awarded to the CRA/LA through the 2007 Call for Projects. Since the last TAC appeal, the City of Los Angeles formally adopted this project and executed an assignment agreement with the CRA/LA Successor Agency as of December 2013. This allowed the City to obligate preliminary engineering funds and design is ongoing.

Reason(s) for delay, if any:

Due to the legislative dissolution of all redevelopment agencies by the California Supreme Court in December 2011, the CRA/LA could no longer enter into any agreements or continue its committed projects. As such, this project could not move forward with a Request for Authorization to Proceed with Preliminary Engineering, and previously committed match funds by the former CRA/LA were in dispute. The CRA/LA, A Designated Local Authority (CRA/LA-DLA) was established as a Successor Agency, and worked with the Governing Board and Oversight Board to request the State Department of Finance (DOF) to release the match funds.

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

The City will expedite design activities, environmental documentation (NEPA), and the preparation of construction documents using current staffing. This will avoid a lengthy bid and award process for procuring a consultant for these services. Construction will also be performed by City crews to avoid the bid and award process for procuring a construction contractor.

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Metro Technical Advisory Committee (TAC)  
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: F1630  
Project Sponsor: City of Los Angeles, Bureau of Street Services  
Project Title: Washington Bl Transit Enhancements Phase 1  
Time Extension Request: 1 year  
Date of last TAC appeal: 6/5/2013

Scope of Work (350 characters maximum):

Funded through the 2007 Metro Call for Projects, this project will design and install pedestrian and streetscape enhancements on Washington Bl between Figueroa St and San Pedro St, enhancing access to the San Pedro Blue Line Station platform. Proposed elements include pedestrian lighting, directional signage, street trees, sidewalk improvements, and street furniture.

This project is the first phase of improvements to the Washington Bl corridor to enhance connectivity to the Metro Blue Line.

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

There have not been any changes to the scope of work since the original Metro Board approval.

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

This project was originally awarded to the CRA/LA through the 2007 Call for Projects. The City of Los Angeles executed an assignment agreement on October 4, 2013 with the CRA Successor Agency and has received two Department of Finance approved ROPS (13-14A & 13-14B) payments on November 6, 2013 and May 1, 2014 to cover the CRA committed overmatch. The receipt of both ROPS payments allowed the City to re-obligate preliminary engineering funds that were deobligated by Caltrans due to inactivity. The formal obligation was approved and received on June 27, 2014.

Reason(s) for delay, if any:

Due to the legislative dissolution of all redevelopment agencies by the California Supreme Court in December 2011, the CRA/LA could no longer enter into any agreements or continue its committed projects. As such, this project could not move forward with a Request for Authorization to Proceed with Preliminary Engineering, and previously committed match funds by the former CRA/LA were in dispute. The CRA/LA, A Designated Local Authority (CRA/LA-DLA) was established as a Successor Agency, and worked with the Governing Board and Oversight Board to request the State Department of Finance (DOF) to release the match funds.

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

The City will expedite design activities, environmental documentation (NEPA), and the preparation of construction documents using current staffing. This will avoid a lengthy bid and award process for procuring a consultant for these services. Construction will also be performed by City crews to avoid the bid and award process for procuring a construction contractor.

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Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: F1639
Project Sponsor: City of Los Angeles, Bureau of Street Services
Project Title: Fashion District Streetscape Phase II

Scope of Work (350 characters maximum):

Funded through the 2007 Metro Call for Projects, this project will design and install pedestrian and streetscape enhancements on 1) Los Angeles St between 7th St and Olympic Bl, 2) 7th St between Los Angeles St and Spring St, 3) Olympic Bl between Los Angeles St and Maple St. Improvements include pedestrian walkway improvements, pedestrian lighting, crosswalk enhancements, street trees, street furniture, mid-block curb extensions, and public art.

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

There have not been any changes to the scope of work since the original Metro Board approval.

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

This project has started design and is on-going.

Reason(s) for delay, if any:

Preliminary site investigations revealed a large number of sub-grade basements under the existing sidewalk areas. This necessitated the on-site investigation of each basement within the project limits to determine the level of conflict with this project. Significant coordination was needed with each property owner and the Fashion District BID to gain access to each basement. This increased level of investigation was unanticipated creating delays in the design of this project.

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

The basement investigations are complete. The City will expedite design activities, environmental documentation (NEPA), and the preparation of construction documents using current staffing. This will avoid a lengthy bid and award process for procuring a consultant for these services. Construction will also be performed by City crews to avoid the bid and award process for procuring a construction contractor.

Revised/Proposed schedule:

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<tr>
<td>Construction</td>
<td>5/1/2016</td>
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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
Call for Project #: F1845
Project Sponsor: City of Los Angeles, Bureau of Street Services
Project Title: Angels Walk Highland Park

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

Scope of Work (350 characters maximum):

Funded through the 2007 Metro Call for Projects, this project will design a walking tour throughout the Highland Park area of the City Los Angeles. Included in this project is the design and installation of 15 informational stanchions and tour guide pamphlets for visitors, guiding them to significant locations in the area.

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

There have not been any changes to the scope of work since the original Metro Board approval.

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

Preliminary design of this project is complete. The City is currently preparing the Preliminary Environmental Study for submittal to Caltrans. The City is also in the process of executing the necessary contracts with Angels Walk to complete the manufacturing of the stanchions and printing of the tour guide pamphlets upon receiving NEPA clearance and construction obligation.

Reason(s) for delay, if any:

The design consultant for this project, Angeles Walk LA has experienced a change in management and which has caused delays in delivering the project final designs. The contract with AWLA expired preventing the project to move to the construction phase.

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

The City will expedite environmental documentation (NEPA), and the preparation of construction documents. Construction will also be performed by City crews to avoid the bid and award process for procuring a construction contractor.

Revised/Proposed schedule:

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</tbody>
</table>

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
Call for Project #: 8111B
Project Sponsor: Foothill Transit
Project Title: Expansion of Countywide BSP

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

Scope of Work (350 characters maximum):
The scope of the Expansion of Countywide Bus Signal Priority is to expand the LA County bus signal priority to cover the corridor currently traveled by Foothill Transit’s Line 187. Line 187 is Foothill Transit’s busiest line providing 1.9 million trips in fiscal year 2015. The line travels from Pasadena to the city of Montclair while going through the cities of Arcadia, Duarte, Azusa, Glendora, La Verne, San Dimas, and Claremont. Line 187 is a major regional connector connecting the western portion of San Bernardino County and the San Gabriel Valley to Pasadena.

The scope involves installing wireless network equipment at key intersections that will communicate with the on-board equipment installed on the bus. If the bus is running late within a certain threshold, a message will be sent to the traffic signal requesting priority which will either have a red signal light turn green faster or hold an existing green traffic signal. The difference between this project and other signal priority projects is the signals will communicate with existing on-board CAD/AVL equipment instead of installing on-board hardware solely for the purpose of signal priority. Foothill Transit was the first agency to attempt signal priority using the existing on-board CAD/AVL equipment to communicate to intersections via Wi-Fi connection.

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

No changes have been made to the scope of work.

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

The project is ready to go for street equipment installation. Legal agreements have been made with the cities within the 187 corridor. All traffic intersection equipment has been purchased and configured.

The project is waiting for final acceptance on the vehicle side. The current CAD/AVL equipment vendor has been unable to satisfy the acceptance threshold for final acceptance.

The street equipment vendor and project team has been waiting for successful testing on the vehicle side before starting installation of the street equipment as means to show the cities that the technology is successful and fully functioning.

Reason(s) for delay, if any:

The project has had challenges with staff turnover on both the staff and vendor side; three project manager changes on the Foothill Transit side and several turn changes from the vehicle equipment vendor. The new project manager needed time to get acquainted with the project.

The project team and vendor have attempted the acceptance testing procedure several times but has been all met with a failed test.

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

The project team has decided to move forward with the street equipment installations.

Foothill Transit has released an RFP to replace the CAD/AVL system and one of the requirements is to interface with the LA County Bus Signal Priority network using the proposed on-board equipment. Foothill Transit is currently in the proposal evaluation stage with a vendor selected in June 2015. Complete installation of the system is expected to be in 2017. By the time the system is fully accepted, testing of the signal priority system will have already been successfully completed.

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
Revised/Proposed schedule:

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<th>Milestones</th>
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<th>Completion Date</th>
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</tr>
<tr>
<td>Begin street equipment installation</td>
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<td>June 2016</td>
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Route map of Foothill Transit’s Line 187
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: F5519  
Project Sponsor: Metro  
Project Title: Bicycle Friendly Streets

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

Scope of Work (350 characters maximum):
This Project will construct Bicycle Friendly street treatments to increase bicycle ridership, reduce traffic speeds and improve safety for all modes. Treatments include at least 100 directional signs, at least 500 “Sharrow” pavements markings and bicycle loop detectors and pavement markings provided to at least 15 signalized intersections. The addition of traffic calming devices such as diverters, chicanes and roundabouts will be determined during the preliminary design stage and will be included where feasible.

Were there any change(s) in the scope of work since the Metro Board approval of the project? If yes, please explain the change(s):
The Metro board report added language to the scope of work which required the project to include at least one diverter and roundabout at each project location. The scope of work has been revised to reflect that inclusion and placement of these treatments would be determined during the preliminary design stage.

Project status (if first TAC appeal) or progress made since last report to TAC:
The revised LOA is being reviewed by Metro awaiting approval. After the LOA is executed, City of Los Angeles can begin preliminary design.

Reason(s) for delay, if any:
The reduction in the grant funding amount and modifications to the scope delayed the LOA execution.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The funding amount was reduced and the project scope required modification. Metro is in the process of executing the LOA.

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  
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal
Bike Friendly Streets (BFS) Vicinity Map

5 Baseline Project Locations Circled
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: 8046
Project Sponsor: City of Los Angeles/BOE
Project Title: Burbank Blvd Widening – Lankershim Blvd to Cleon Ave.

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

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 12 to 14 feet on each side of Burbank Blvd. For Right-of-Way, need to acquire 23 permanent and 52 Right to Enter for Construction easements. Right-of-Way Phase deals with 75 different property owners for permanent or construction easements.

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

No.

Project status or progress made since last report to TAC:

1. Caltrans approved conditional (FONSI) NEPA requirements in August 2013.
2. As of January 2, 2014, this project is in Right of Way Phase and it is anticipated to be in Right-of-Way Phase at least until 12/31/2015.
4. Mailed out 23 offers for the permanent easements.
5. Notified 52 property owners for Right to Enter for Construction easements. Some of the attorneys representing property owners are demanding money.
6. Preparing for condemnation process for those properties that may not be settled.
7. Due to the number of properties being acquired, some of the properties most likely be condemned. If so, the Right-of-Way Phase may need to be extended for another six months to a year.

Reason(s) for delay, if any:

1. None at this time.

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

- We are on schedule for now.

The City has invested a significant amount of time and money on this project. Design is 100% Complete. We have been in Right-of-Way Phase.

Revised/proposed schedule: As of 5/6/2015

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<tr>
<td>Construction</td>
<td>7/1/2016</td>
<td>6/30/2018</td>
</tr>
</tbody>
</table>

Attachment: Project Map
PROJECT LOCATION

BURBANK BLVD WIDENING – LANKERSHIM BLVD TO CLEON AVE

CITY OF LOS ANGELES
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: F3307
Time Extension Request 1 year(s)

Project Sponsor: City of San Dimas
Date of last TAC appeal: N/A

Project Title: Intersection Improvements on Bonita Ave at Cataract Ave

Scope of Work (350 characters maximum):

The project consists of installing multi-phase traffic signals, intersection improvements, curb ramp replacements, removing existing stop signs, upgrade/relocate railroad gates, inter-connect system and synchronization of 5 consecutive signals along our main East/West traffic corridor thru historic downtown on Bonita Ave from Eucla Ave-San Dimas Cyn Rd, way finding signage, and striping improvements.

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

No scope of work changes.

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

For ease of coordination, the project was programmed for construction in 2015 to coincide with Gold Line’s plans; however, since funding for light rail thru San Dimas never materialized as the project was adjusted to be done in two phases. Certification of the final EIR by Gold Line’s Board in March 2013 allowed for Phase 2B from Azusa to Montclair to resume. In summer 2014, Gold Line began a 2-year advanced engineering process. We anticipate our desired improvement plans finalized and ready for preparation to full engineering plans by fall 2016, only after completion of 50% advanced conceptual engineering plans by the Gold Line Authority. When some design/improvements will be included in Gold Line, it is likely the City will be responsible for betterments and work to coordinate beyond the Bonita/Cataract intersection.

Reason(s) for delay, if any:

In 2009 the plan was to program this regionally significant project with intent of completing the project design in 3-4 years in coordination with the Metro Gold Line Construction Authority. This complex and already skewed intersection project was anticipated to effortlessly merge with construction of the Gold Line Foothill Extension Project from Pasadena to Montclair. Our project is adversely impacted by the Gold Line development and we anticipated development of the Gold Line Phase 2B from Azusa to Montclair during initial programming of project. Though, this project is difficult to design, the City was hopeful of a design that met all design criteria set by both Metro and Gold Line. In fall 2013, the Gold Line Phase 2B from Azusa to Montclair was reactivated and in October 2014, Gold Line began to provide the City with the redesign and conceptual plans for the subject intersection.

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

Since, the future Gold Line Extension through San Dimas seems to be moving forward the City is asking for a one-year extension to execute the legal agreements. The one-year extension would provide an opportunity to minimize costs and as mentioned come to a design agreement that will provide nominal traffic impacts and require minimal future changes.

Revised/Proposed schedule:

The tentative schedule below depends on the progress made with the Gold Line Project.

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Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
3) Previous TAC recommendation (if any) will be provided to TAC at the Appeal 95
Call for Project #: F1305          Date of last TAC appeal: May 7, 2014
Project Sponsor: City of Los Angeles, Department of Transportation
Project Title: ATCS – Central City East

Scope of Work (350 characters maximum):
The proposed Adaptive Traffic Control System (ATCS) Project will upgrade approximately 150 signalized intersections currently utilizing outdated Urban Traffic Control System (UTCS) software, by providing a fully traffic responsive signal control system based on real-time traffic conditions in the Central City East area. This project will install new software and vehicle detectors at intersections currently part of the City’s Automated Traffic Surveillance and Control (ATSAC) system.

Project status or progress made since last report to TAC:
Project design already started and is about 30% complete.

Reason(s) for delay, if any:

Explanation of how the sponsor has or will overcome the delay to meet the revised lapse date:
LADOT plans to ask for two year extension to complete the design and construction elements of the ATCS Central City East project.

Revised/proposed schedule:

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<td>Construction</td>
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</table>
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: F1307              Date of last TAC appeal: May 7, 2014
Project Sponsor: City of Los Angeles, Department of Transportation
Project Title: ATCS – Central Business District

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

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

Reason(s) for delay, if any:
Project design will start by January 2016.

Explanation of how the sponsor has or will overcome the delay to meet the revised lapse date:
LADOT plans to ask for two year extension to complete the design elements of the ATCS Central Business District project.

Revised/proposed schedule:

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</table>
Call for Project #: F1345  Date of last TAC appeal: May 7, 2014
Project Sponsor: City of Los Angeles, Department of Transportation
Project Title: ATCS – Los Angeles

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

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

Project status or progress made since last report to TAC:
Progress is being made on element #3 since this element does not require a significant design effort. The City has already obtained a $6 million Prop 1B allocation to purchase and install over 700 Type 2070 controllers.

Reason(s) for delay, if any:
Project design started as previously committed in February 2014.

Explanation of how the sponsor has or will overcome the delay to meet the revised lapse date:
LADOT plans to ask for a one year extension to complete the design elements of the ATCS Los Angeles project.

Revised/proposed schedule:

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<th>Milestones</th>
<th>Start 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
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: F1141  Time Extension Request: 1 year(s)
Project Sponsor: City of Los Angeles  Date of last TAC appeal: 5/7/14
Project Title: Victory Boulevard Widening from Owensmouth Avenue to De Soto Avenue

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

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

Project status (if first TAC appeal) or progress made since last report to TAC:
Phase I is scheduled to have design completed by June 2015 with construction to commence in early 2016. Design for Phase II is scheduled to have design completed by December 2015 with construction to commence in mid-2018.

Reason(s) for delay, if any:
Phase I design plans could not be finalized until the developer’s design plans at Victory & Owensmouth were finalized. The developer’s B-permit plans were finalized and approved for this location in January 2015.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
Now that the developer’s design plans are approved, the City’s project is moving forward. Phase I design plans are being finalized and are scheduled to be completed by June 2015. Construction of Phase I is scheduled to commence in March 2016. Phase II design will be completed six months after the Phase I design and will be constructed a couple years later after the right-of-way acquisitions are settled.

Revised/Proposed schedule:

**PHASE I:**

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</tr>
</tbody>
</table>

**PHASE II:**

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Start Date</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Clearance</td>
<td>July 2012</td>
<td>July 2013</td>
</tr>
<tr>
<td>Design Bid &amp; Award (if applicable)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Design</td>
<td>July 2010</td>
<td>December 2015</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
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<td>June 2018</td>
</tr>
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<td>Construction</td>
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<td>July 2019</td>
</tr>
</tbody>
</table>

Note: 1) One page limit on the Deobligation Appeal Project Fact Sheet
2) Please attach a Project Map
PROJECT TITLE: VICTORY BOULEVARD WIDENING FROM OWENSMOUTH AVENUE TO DE SOTO AVENUE

Call For Project #: F1141

Project Location Map
Metro Technical Advisory Committee (TAC)
May 6, 2015 Deobligation Appeal Project Fact Sheet

Call for Project #: F1205
Project Sponsor: City of Los Angeles
Project Title: Olympic Boulevard and Mateo Street Goods Movement Imp.-Phase II

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

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

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

Project status (if first TAC appeal) or progress made since last report to TAC:
The project is in the final stages of the condemnation process/right-of-way phase. Settlements were reached with the affected property owners on April 21, 2015. Checks have been approved and are being processed. 90 day notices have been served to the owners and will expire in mid-July 2015. The construction phase will commence upon the property being vacated, which will be in mid-July 2015 at the latest.

Reason(s) for delay, if any:
On schedule from the last TAC appeal.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
With settlements reached with the property owners and the right-of-way phase nearing completion, the construction phase is schedule to commence in July, 2015 with no further delays expected.

Revised/Proposed schedule:

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<th>Completion Date</th>
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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 #: F1209/8075  Time Extension Request: __1__ year(s)
Project Sponsor: City of Los Angeles  Date of last TAC appeal: ___5/7/14____
Project Title: Cesar Chavez Ave/Lorena St/Indiana St Intersection Improvement Project

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

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

Project status (if first TAC appeal) or progress made since last report to TAC:
To ensure construction can commence without delay, Worksite Traffic Control Plans are being completed now and are at a 100% completion review stage. The PS&E Phase is waiting for the Worksite Traffic Control Plans to be approved before being finalized. The right-of-way phase is still on-going and is expected to be completed by June 2017.

Reason(s) for delay, if any:
The right-of-way phase is time consuming and unpredictable.

Basis for extension and explanation of how the sponsor has or will overcome the delay:
The Bureau of Engineering and City attorneys are doing what they can to expedite the right-of-way acquisitions. However, due to the complexity of the project, condemnation process, required appraisals, motions, ordinances, court hearings, mediations, mandatory waiting periods, etc., and based on past right-of-way acquisition experience, it is expected to take until June 2017 to complete the right-of-way phase.

Revised/Proposed schedule:

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2) Please attach a Project Map
Cesar Chavez Avenue Roundabout Improvement Project

Proposed Project

VETERANS MEMORIAL ROUNDBOUGHT—PRELIMINARY DESIGN
PLAN — DIMENSIONED
EAST LOS ANGELES, CALIFORNIA