

**9200000000F7310**  
**CALL FOR PROJECTS PROPOSITION C AND MEASURE R**  
**FUNDING AGREEMENT**

This Funding Agreement ("Agreement") is made and entered into effective as of February 25, 2019 ("Effective Date"), and is by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and County of Los Angeles Department of Public Works ("GRANTEE") for the South Bay Forum Traffic Signal Corridors Project, LACMTA Call for Projects ID# F7310, Measure R Project ID# MR312.52, and FTIP# LAF7310 (the "Project").

WHEREAS, as part of the 2013 Call for Projects, the LACMTA Board of Directors, at its meeting on September 26, 2013, authorized a grant to GRANTEE, subject to the terms and conditions contained in this Agreement.

WHEREAS, LACMTA adopted Ordinance #08-01, the Traffic Relief and Rail Expansion Ordinance, on July 24, 2008 (the "Ordinance"), which Ordinance was approved by the voters of Los Angeles County on November 4, 2008 as "Measure R" and became effective on January 2, 2009.

WHEREAS, the LACMTA Board, at its January 24, 2013 and March 27, 2014 meeting, programmed \$1,021,000 in Measure R Funds to GRANTEE for Design and Construction subject to the terms and conditions contained in this Agreement; and

WHEREAS, the Call for Projects Funds for the Project are currently programmed as follows: \$160,000 in Proposition C 25% funds in Fiscal Year (FY) FY 2018-19; and \$610,000 in Proposition C 25% funds in FY 2019-20 and \$2,292,041 in Proposition C 25% funds in FY 2020-21. The Measure R Funds are currently programmed as follows: \$401,000 in Fiscal Year (FY) FY 2017-18 and \$620,000 in FY 2018-19. The total designated for the Design and Construction of the Project is \$4,083,041.

WHEREAS, a Letter of No Prejudice was issued for the Project on September 30, 2017 allowing the Grantee to spend its local match funds in the amount up to \$1,095,000 for design work for the Hawthorne Boulevard Traffic Signal Synchronization Program (TSSP) route between Imperial Highway and Manhattan Beach Boulevard, Manhattan Beach Boulevard TSSP route between Manhattan Avenue and Van Ness Avenue, Normandie Avenue TSSP route between 92<sup>nd</sup> Street and El Segundo Boulevard and the installation of traffic signal improvements at the intersection of Normandie Avenue at 120<sup>th</sup> Street.

NOW, THEREFORE, the parties hereby agree as follows:

The terms and conditions of this Agreement consist of the following and each is incorporated by reference herein as if fully set forth herein:

1. Part I - Specific Terms of the Agreement
2. Part II - General Terms of the Agreement
3. Attachment A – Project Funding
4. Attachment B – Measure R Expenditure Plan Guidelines
5. Attachment B-1 – Expenditure Plan- Cost & Cash Flow Budget
6. Attachment C – Scope of Work
7. Attachment D – Reporting and Expenditure Guidelines
8. Attachment D-1 – Quarterly Progress/Expenditure Report
9. Attachment E – Federal Transportation Improvement Program (FTIP) Sheet
10. Attachment F-1 – ITS Architecture Consistency Self-Certification Form
11. Attachment F-2 – Signal Synchronization and Bus Speed Improvement Program Special Grant Conditions
12. Attachment F-3 – Sustainable Design Elements Requirements
13. Attachment G – Project Readiness Certification
14. Attachment H – Bond Requirements
15. Any other attachments or documents referenced in the above documents

In the event of a conflict, the Special Grant Conditions, if any, shall prevail over the Specific Terms of the Agreement and any attachments and the Specific Terms of the Agreement shall prevail over the General Terms of the Agreement.

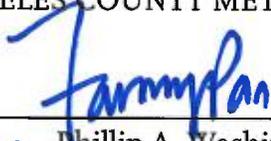
FTIP#: LAF7310  
PPNO: N/A

CFP# F7310/MR#312.52  
Funding Agreement# 9200000000F7310

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:  Date: 4/24/2019  
for Phillip A. Washington  
Chief Executive Officer

APPROVED AS TO FORM:

MARY C. WICKHAM  
County Counsel

By:  Date: 3/14/19  
Deputy

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS:

By:  Date: 3/28/19  
Phil K. Doudar  
Deputy Director

**PART I**  
**SPECIFIC TERMS OF THE AGREEMENT**

1. Title of the Project (the "Project"): South Bay Forum Traffic Signal Corridors Project. LACMTA Call for Projects ID# F7310, Measure R Project ID# MR312.52, FTIP # LAF7310.
2. Grant Funds:
  - 2.1 Programmed Funds for this Project consist of the following: Proposition C 25% funds and Measure R funds. The Proposition C 25% and the Measure R funds together are referred to as "the Funds".
  - 2.2 To the extent the Proposition C 25% funds are available, LACMTA shall make to GRANTEE a grant of the Proposition C 25% funds in the amount of \$3,062,041 for the Project in accordance with the terms of this Agreement. LACMTA Board of Directors' action of September 26, 2013, granted the Funds to GRANTEE for the Project. LACMTA Board of Directors' action of August 25, 2016 approved reprogramming of the funds programmed for FY 2017-18 and FY 2018-19 to FY 2018-19, FY 2019-20 and FY 2020-21. The Funds are programmed over three years, Fiscal Years (FY) 2018-19, FY 2019-20 and FY 2020-21. LACMTA Board of Directors' action on July 26, 2018 approved Funds for FY 2018-19 only in the amount of \$160,000. LACMTA Board of Directors' action will be required annually to approve Funds for each subsequent Fiscal Year prior to those Funds being allocated to GRANTEE.
  - 2.3 To the extent the Measure R Funds are available; LACMTA shall make to GRANTEE a grant of the Measure R Funds in the amount of \$1,021,000 for the Project. LACMTA Board of Directors' action of January 24, 2013 granted the Measure R Funds for the Project. LACMTA Board of Directors' action of March 27, 2014 approved reprogramming of the Measure R Funds while keeping the same programming years. The Funds are programmed over two years for Fiscal Years (FY) FY 2017-18 and FY 2018-19.
3. The Project Funding documents all sources of funds programmed for the Project as approved by LACMTA and is attached as Attachment A. The Project Funding includes the total programmed budget for the Project, including the Funds granted by LACMTA and GRANTEE'S local match requirement (the "GRANTEE Funding Commitment"). The Project Funding also includes the fiscal years in which all the funds for the Project are programmed.
4. Attachment B-1 is the Expenditure Plan- Cost & Cash Flow Budget (the "Expenditure Plan"). It is the entire proposed cash flow, the Budget and financial plan for the Project, which includes the total sources of all funds programmed to the Project, including GRANTEE and other entity funding commitments, if any, for this Project as well as the fiscal year and quarters the Project funds are anticipated to be expended. GRANTEE shall update the Expenditure Plan annually, no later than December 31, and such update shall be submitted to LACMTA's Senior Executive Officer of Construction & Engineering in writing. If the LACMTA's Senior Executive Officer of Construction & Engineering concurs with such updated Expenditure Plan in writing, Attachment B-1 shall be replaced with the new Attachment B-1 setting forth the latest approved

Expenditure Plan. Payments under this FA shall be consistent with Attachment B-1 as revised from time to time. In no event can the final milestone date be changed or amended by written concurrence by the LACMTA Senior Executive Officer of Construction & Engineering. Any change to the final milestone date must be made by a fully executed amendment to this FA.

5. GRANTEE shall complete the Project as described in the Scope of Work. The Scope of Work for the Project is attached to this Agreement as Attachment C. The Scope of Work includes a description of the Project, a detailed description of the work to be completed by GRANTEE including, without limitation, Project milestones consistent with the lapsing policy, and a set schedule. Work shall be delivered in accordance with that schedule unless otherwise agreed to by the parties in writing. If a GRANTEE is consistently behind schedule in meeting milestones or in delivering the Project, then LACMTA will have the option to terminate this Agreement for default as described in Part II, Section 9. To the extent interim milestone dates are not met but GRANTEE believes it can make up the time so as to not impact the final milestone date, GRANTEE shall notify LACMTA of such changes in its Quarterly Progress/Expenditure Reports and such interim milestone dates will automatically be amended to the latest interim milestone dates provided in the Quarterly Progress/Expenditure Reports Attachment D-1. In no event can the final milestone date be amended by a Monthly Progress Report.

6. This grant shall be paid on a reimbursement basis. Eligible Project expenses are defined in the Reporting and Expenditure Guidelines (Attachment D). GRANTEE must provide the appropriate supporting documentation with the Quarterly Progress/Expenditure Report, the form which is attached as Attachment D-1. GRANTEE Funding Commitment, if applicable, must be spent in the appropriate proportion to the Funds with each quarter's expenditures. LACMTA will withhold five percent (5%) of eligible expenditures per invoice as retention pending an audit of expenditures and completion of the Scope of Work.

7. The "FTIP PROJECT SHEET (PDF)" is attached as Attachment E and is required to ensure that the Project is programmed correctly in the most up-to-date FTIP document. The FTIP PROJECT SHEET (PDF) can be found in ProgramMetro FTIP database under the reports section at <https://program.metro.net>. All projects that receive funding through the LACMTA Call for Projects must be programmed into the FTIP which includes locally funded regionally significant projects for information and air quality modeling purposes. GRANTEE shall review the Project in ProgramMetro each year and update or correct the Project as necessary during a scheduled FTIP amendment or adoption to be consistent with the terms of this Agreement, as amended from time to time. GRANTEE will be notified of amendments and adoptions to the FTIP via e-mail. Changes to the FTIP through ProgramMetro should be made as soon as possible after GRANTEE is aware of any changes to the Project, but no later than October 1 of the year the change or update is effective. Should GRANTEE fail to meet this date, it may affect GRANTEE'S ability to access funding, delay the Project and may ultimately result in the Funds being lapsed. LACMTA shall review and approve any changes GRANTEE makes to the FTIP prior to incorporating such changes in to the TIP.

8. The "Los Angeles County Regional ITS Architecture Consistency Self-Certification Form" is attached as Attachment F-1. GRANTEE shall complete and submit the form as set forth in Attachment F-1.

9. The "Signal Synchronization and Bus Speed Improvement Program Special Grants Conditions" is attached as Attachment F-2. GRANTEE shall comply with the Special Grants Conditions as set forth in Attachment F-2.
10. The "Sustainable Design Elements Requirements Special Grant Conditions" is attached as Attachment F-3. GRANTEE shall comply with the Special Grant Conditions as set forth in Attachment F-3.
11. An executed "Project Readiness Certification" is attached as Attachment G, which is evidence that GRANTEE can appropriately fund and staff the Project so that the Project can be completed in a timely manner.
12. Amendments to this Agreement shall be in writing executed by the parties. No changes to the (i) grant amount, (ii) Project Funding, (iii) the Scope of Work, (iv) the Expenditure Plan, (v) the lapse date of the Funds or (vi) Special Grant Conditions, shall be allowed without a written amendment to this Agreement, approved and signed by the LACMTA Chief Executive Officer or his/her designee and GRANTEE.
13. Notice will be given to the parties at the address specified below unless otherwise notified in writing of change of address. Any notice required or permitted to be delivered hereunder shall be deemed to be delivered upon receipt by the correct address by United States mail, postage prepaid, certified or registered mail, return receipt requested, or by Federal Express or other reputable overnight delivery service addressed to the parties hereto as follows:
- LACMTA's Address:  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012  
Attention: Eva Pan Moon  
MAIL STOP: 99-18-2  
EMAIL: [PanMoonE@metro.net](mailto:PanMoonE@metro.net)  
PHONE: (213) 922-418-3285
- GRANTEE's Address:  
Los Angeles County Department of Public Works  
900 South Freemont Ave  
Los Angeles CA, 90012  
Attention: John Ickis  
EMAIL: [jickis@dpw.lacounty.gov](mailto:jickis@dpw.lacounty.gov)  
PHONE: (626) 300-4714
14. On September 26, 2002, the LACMTA Board of Directors required that prior to receiving Proposition C 10% or 25% grant funds through the Call for Projects, GRANTEE must meet a Maintenance of Effort (MOE) requirement consistent with the State of California's MOE as determined by the State Controller's office. With regard to enforcing the MOE, LACMTA will follow the State of California's MOE requirement, including, without limitation, suspension and re-implementation.

15. LACMTA anticipates it may need to avail itself of lower cost bonds or other debt, the interest on which is tax exempt for federal tax purposes and/or Build America Bonds as defined in the American Reinvestment and Recovery Act of 2009 or similar types of bonds (collectively, the "Bonds") to provide at least a portion of its funding commitments under this Agreement to GRANTEE. GRANTEE shall ensure that the expenditure of the Funds disbursed to GRANTEE does not jeopardize the tax-exemption of the interest, the Federal subsidy payment or the tax credit, as applicable, as specified in the Bond Requirements attached as Attachment H to this Agreement. GRANTEE agrees to provide LACMTA with progress reports, expenditure documentation, and any other documentation as reasonably requested by LACMTA and necessary for LACMTA to fulfill its responsibilities as the grantee or administrator or bond issuer of the Funds. With regard to LACMTA debt financing to provide any portion of the Funds, GRANTEE shall take all reasonable actions as may be requested of it by LACMTA's Project Manager for the Project, to assist LACMTA in demonstrating and maintaining over time, compliance with the relevant sections of the Federal Tax Code to maintain such bonds tax status.

**PART II**  
**GENERAL TERMS OF THE AGREEMENT**

**1. TERM:**

1.1 The term of this Agreement shall commence on the Effective Date of this Agreement and shall expire upon the occurrence of all of the following, unless terminated earlier as provided herein: (i) the agreed upon Scope of Work has been completed; (ii) all LACMTA audit and reporting requirements have been satisfied; and (iii) the final disbursement of the Funds has been made to GRANTEE. All eligible Project expenses as defined in the Reporting Guidelines (Attachment D) incurred after the Effective Date shall be reimbursed in accordance with the terms and conditions of this Agreement. The parties understand and agree there are certain covenants and agreements which specifically remain in effect after expiration or termination of this Agreement.

1.2 Should LACMTA determine there are insufficient Funds available for the Project; LACMTA may terminate this Agreement by giving written notice to GRANTEE at least thirty (30) days in advance of the effective date of such termination. If this Agreement is terminated pursuant to this section, LACMTA will not reimburse GRANTEE any costs incurred after the effective date of such termination, except those necessary to return any facilities modified by the Project's construction to a safe state. LACMTA's share of these costs will be in equal proportion of the grant to GRANTEE Funding Commitment ratio.

**2. INVOICE BY GRANTEE:**

Unless otherwise stated in this Agreement, the Quarterly Progress/Expenditure Report, with supporting documentation of expenses, Project progress and other documents as required, which has been pre-approved by LACMTA, all as described in Part II, Section 4.1 of this Agreement, , shall satisfy LACMTA invoicing requirements. Grantee shall only submit for payment the LACMTA pre-approved Quarterly Progress/Expenditure Report Packets to the LACMTA Project Manager at the email address shown in Part I and to LACMTA Account Payable Department as shown below.

Submit invoice with supporting documentation to:  
ACCOUNTSPAYABLE@METRO.NET (preferable)

or

mail to:

**Los Angeles County Metropolitan Transportation Authority**  
**Accounts Payable**  
**P. O. Box 512296**  
**Los Angeles, CA 90051-0296**

All invoice material must contain the following information:

Re: LACMTA Call for Projects ID# F7310, Measure R Project ID# MR312.52, and  
FA # 920000000F7310

Eva Pan Moon; Mail Stop 99-18-2

### 3. USE OF FUNDS:

3.1 GRANTEE shall utilize the Funds to complete the Project as described in the Scope of Work and in accordance with the Reporting and Expenditure Guidelines and the specifications for use for the transportation purposes described in the Measure R Ordinance and the most recently adopted LACMTA Proposition C Guidelines for the type of Proposition C funds granted by LACMTA hereunder (the "Guidelines").

3.2 GRANTEE shall not use the Funds to substitute for any other funds or projects not specified in this Agreement. Further, GRANTEE shall not use the Funds for any expenses or activities beyond the approved Scope of Work (Attachment C). To the extent LACMTA provides GRANTEE with bond or commercial paper proceeds, such Funds may not be used to reimburse for any costs that jeopardize the tax exempt nature of such financings as reasonably determined by LACMTA and its bond counsel.

3.3 GRANTEE must use the Funds in the most cost-effective manner. If GRANTEE intends to use a consultant or contractor to implement all or part of the Project, LACMTA requires that such activities be procured in accordance with GRANTEE'S contracting procedures and consistent with State law. GRANTEE will also use the Funds in the most cost-effective manner when the Funds are used to pay "in-house" staff time. This effective use of funds provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

3.4 GRANTEE'S employee, officers, councilmembers, board member, agents, or consultants (a "GRANTEE Party") are prohibited from participating in the selection, award, or administration of a third-party contract or sub-agreement supported by the Funds if a real or apparent conflict of interest would be involved. A conflict of interest would include, without limitation, an organizational conflict of interest or when any of the following parties has a financial or other interest in any entity selected for award: (a) a GRANTEE Party (b) any member of a GRANTEE Party's immediate family, (c) a partner of a GRANTEE Party; (d) any organization that employs or intends to employ any of the above. This conflict of interest provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

3.5 If the Project requires the implementation of an Intelligent Transportation Systems ("ITS") project, GRANTEE shall ensure the Project is consistent with the Regional ITS Architecture. ITS projects must comply with the LACMTA Countywide ITS Policy and Procedures adopted by the LACMTA Board of Directors including the submittal of a completed, signed self-certification form (Attachment G-2). For the ITS policy and form, also see [http://www.metro.net/projects/call\\_projects/](http://www.metro.net/projects/call_projects/).

3.6 If any parking facilities are designed and/or constructed using the Funds, GRANTEE shall coordinate with LACMTA parking program staff (see METRO.net for staff listing) in the planning, design and management of the facility and shall ensure that its implementation is consistent with the LACMTA adopted parking policy. For the parking policy, see [http://www.metro.net/projects/call\\_projects/](http://www.metro.net/projects/call_projects/).

3.7 GRANTEE is obligated to continue using the Project consistent with the public transportation purposes for which the Project was initially approved. The Project right-of-way and the Project facilities constructed or reconstructed on the Project site, and/or Project real property purchased to implement the Project, excluding construction easements and excess property (whose proportionate proceeds shall be distributed in an equal proportion of the grant to GRANTEE Funding Commitment ratio), shall remain dedicated to public transportation use. The obligations set forth in this section shall survive termination of this Agreement.

3.8 If GRANTEE desires to use the Funds to purchase or lease equipment including, without limitation, vehicles, office equipment, computer hardware or software, or other personal property ("Equipment") necessary to perform or provide the services set forth in the Scope of Work, GRANTEE must obtain LACMTA's written consent prior to purchasing or leasing any Equipment. Equipment purchased or leased without such prior written consent shall be deemed an unallowable expenditure of the Funds. Equipment acquired as part of the Project shall be dedicated to that Project use for their full economic life cycle, including any extensions of that life cycle achieved by reconstruction, rehabilitation, or enhancements.

3.9 If an Equipment ceases to be used for the proper use as originally stated in the Scope of Work, GRANTEE will be required to return to LACMTA the Funds used to purchase or lease such Equipment in proportion to the useful life remaining and in equal proportion of the Funds to GRANTEE Funding Commitment ratio. The obligations set forth in this section shall survive termination of this Agreement.

3.10 If any Project facilities or any real property purchased to implement the Project is no longer used for the use as originally stated in the Scope of Work or is no longer needed for the Project, including construction easements or excess property, GRANTEE will be required to return to LACMTA the Funds used to design, construct or acquire such Project facilities or real property in equal proportion of the grant to GRANTEE Funding Commitment ratio. The obligations set forth in this section shall survive termination of this Agreement.

3.11 If GRANTEE desires to use any Project facility or any real property purchased to implement the Project to generate revenue, GRANTEE shall first obtain LACMTA's written consent prior to entering into any such revenue generating arrangement. GRANTEE shall provide LACMTA with the applicable information regarding the transaction, including without limitation, the property at issue, the proposed use of the property, the amount of revenue, any impact to the Project and the proposed use of the revenue. LACMTA consent may be conditioned on whether bond funds were used, and how GRANTEE plans to use the revenue, including, without limitation, sharing any net revenues with LACMTA. If GRANTEE fails to obtain LACMTA's prior written consent, GRANTEE shall be considered in default and LACMTA shall have all rights and remedies available at law or in equity, including, without limitation the return of the Funds to cover the cost of the property in question. The obligations set forth in this section shall survive termination of this Agreement.

3.12 GRANTEE understands that this Agreement does not provide any rights for GRANTEE to use LACMTA real property needed for the Project. If the Project requires use of LACMTA Property, GRANTEE will need to enter into a separate agreement with LACMTA in accordance with LACMTA real property policies and procedures. Nothing in this Agreement obligates LACMTA to provide GRANTEE with any real estate right.

4. **DISBURSEMENT OF FUNDS:**

4.1 GRANTEE shall submit the Quarterly Progress/Expenditure Report (Attachment D-1) within 60 days after the close of each quarter on the last day of the months November, February, May and August. Should GRANTEE fail to submit such reports within 10 days of the due date and/or GRANTEE submits incomplete reports, LACMTA will not reimburse GRANTEE until the completed required reports are received, reviewed, and approved. The Quarterly Progress/Expenditure Report shall include all supporting documentation (such as contractor invoices, timesheets, receipts, etc.) with a clear justification and explanation of their relevance to the Project for reimbursement. If no activity has occurred during a particular quarter, GRANTEE will still be required to submit the Quarterly Progress/Expenditure Report indicating no dollars were expended that quarter. If a request for reimbursement exceeds \$500,000 in a single month, then GRANTEE can submit such an invoice once per month with supporting documentation.

4.2 Disbursements shall be made on a reimbursement basis in accordance with the provisions of this Agreement.

4.3 LACMTA will make all disbursements electronically unless an exception is requested in writing. Disbursements via Automated Clearing House (ACH) will be made at no cost to GRANTEE. GRANTEE must complete the ACH form and submit such form to LACMTA before grant payments can be made. ACH Request Forms can be found at [http://www.metro.net/projects/call\\_projects/call\\_projects-reference-documents/](http://www.metro.net/projects/call_projects/call_projects-reference-documents/).

4.4 GRANTEE must provide detailed supporting documentation with its Quarterly Progress/Expenditure Report.

4.5 GRANTEE shall demonstrate that the GRANTEE Funding Commitment has been spent in direct proportion to the Funds invoiced with each quarter's expenditures.

4.6 Expenses that are not invoiced within 60 days after the lapsing date specified in Part II, Section 8.1 below are not eligible for reimbursement.

4.7 Any Funds expended by GRANTEE prior to the Effective Date of this Agreement shall not be reimbursed nor shall they be credited toward the GRANTEE Funding Commitment requirement, without the prior written consent of LACMTA. GRANTEE Funding Commitment dollars expended prior to the year the Funds are awarded shall be spent at GRANTEE'S own risk.

4.8 Commencing with the Effective Date, Funds will be made available to GRANTEE for all work related to the initial Project milestone identified in Attachment B - Scope of Work. Funds for subsequent Project milestones will not be available until GRANTEE provides evidence that the current Project milestone has been completed, or is clearly on track to be completed on the approved schedule stated in Attachment B, as determined by LACMTA.

5. AUDIT REQUIREMENTS/PAYMENT ADJUSTMENTS:

5.1 LACMTA, and/or its designee, shall have the right to conduct audits of the Project, as deemed appropriate, such as financial and compliance audits; interim audits; pre-award audits, performance audits and final audits. LACMTA will commence a final audit within nine months of receipt of an acceptable final invoice, provided the Project is ready for final audit (meaning all costs and charges have been paid by GRANTEE and invoiced to LACMTA, and such costs, charges and invoices are properly documented and summarized in the accounting records to enable an audit without further explanation or summarization including actual indirect rates for the period under review). GRANTEE agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). GRANTEE shall reimburse LACMTA for any expenditure not in compliance with this Agreement and the Guidelines. GRANTEE'S eligible expenditures submitted to LACMTA for this Project shall be in compliance with the Reporting and Expenditure Guidelines (Attachment D) and 2 CFR Subtitle A, Chapter II, Part 200. The allowability of costs for GRANTEE's own expenditures submitted to LACMTA for this Project shall be in compliance with Office of Management and Budget (OMB) Circular A-87. The allowability of costs for GRANTEE's contractors, consultants and suppliers expenditures submitted to LACMTA through GRANTEE's Quarterly Progress/Expenditures Report shall be in compliance with OMB Circular A-87 or Federal Acquisition Regulation (FAR) Subpart 31 and 2 CFR Subtitle A, Chapter II, Part 225 (whichever is applicable). Any use of the Funds which is expressly prohibited under this Agreement shall be an ineligible use of the Funds and may be disallowed by LACMTA audit. Findings of the LACMTA audit are final. When LACMTA audit findings require GRANTEE to return monies to LACMTA, GRANTEE shall return such monies within thirty (30) days after the final audit is sent to GRANTEE.

5.2 GRANTEE'S records shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements), invoices, and any other supporting evidence deemed necessary by LACMTA to substantiate charges related to the Project (all collectively referred to as "records") shall be open to inspection and subject to audit and reproduction by LACMTA auditors or authorized representatives to the extent deemed necessary by LACMTA to adequately permit evaluation of expended costs. Such records subject to audit shall also include, without limitation, those records deemed necessary by LACMTA to evaluate and verify, direct and indirect costs, (including overhead allocations) as they may apply to costs associated with the Project. These records must be retained by GRANTEE for three years following final payment under this Agreement. Payment of retention amounts shall not occur until after the LACMTA's final audit is completed.

5.3 GRANTEE shall cause all contractors to comply with the requirements of Part II, Sections 5.1 and 5.2 above. GRANTEE shall cause all contractors to cooperate fully in furnishing or in making available to LACMTA all records deemed necessary by LACMTA auditors or authorized representatives related to the Project.

5.4 LACMTA or any of its duly authorized representatives, upon reasonable written notice shall be afforded access to all of the records of GRANTEE and its contractors related to the Project, and shall be allowed to interview any employee of GRANTEE and its contractors through final payment to the extent reasonably practicable.

5.5 LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall have access to the offices of GRANTEE and its contractors, shall have access to all necessary records, including reproduction at no charge to LACMTA, and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the terms and conditions of this Agreement.

5.6 In addition to LACMTA's other remedies as provided in this Agreement, LACMTA shall withhold the Funds and/or recommend not to award future Call for Projects grants to GRANTEE if the LACMTA audit has determined that GRANTEE failed to comply with the Scope of Work (such as misusing Funds or failure to return Funds owed to LACMTA in accordance with LACMTA audit findings) and/or is severely out of compliance with other terms and conditions as defined by this Agreement and the Guidelines, including the access to records provisions of Part II, Section 5.

5.7 When business travel associated with the Project requires use of a vehicle, the mileage incurred shall be reimbursed at the mileage rates set by the Internal Revenue Service, as indicated in the United States General Services Administration Federal Travel Regulation, Privately Owned Vehicle Reimbursement Rates.

5.8 GRANTEE shall be responsible for ensuring all contractors/ subcontractors for the Project comply with the terms of the Measure R Ordinance. GRANTEE shall cooperate with LACMTA Audit Department such that LACMTA can meet its obligations under the Measure R Ordinance.

5.9 GRANTEE shall certify quarterly invoices by reviewing all contractor and subcontractor costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with 2 CFR Subtitle A, Chapter II, Part 200 or 48 CFR Part 31 (whichever is applicable) and the terms and conditions of this Agreement.

5.10 GRANTEE shall also certify final costs of the Project to ensure all costs are in compliance with 2 CFR Subtitle A, Chapter II, Part 200 or 48 FAR Part 31 (whichever is applicable) and the terms and conditions of this Agreement.

5.11 Whenever possible, in exercising its audit rights under this Agreement, LACMTA shall rely on GRANTEE'S own records and audit work to minimize direct audit of contractors, consultants, and suppliers.

6. **ONE TIME GRANT:** This is a one time only grant of Proposition C and Measure R funds subject to the terms and conditions agreed to herein and in the Guidelines. This grant does not imply nor obligate any future funding commitment on the part of LACMTA.

7. **SOURCES AND DISPOSITION OF FUNDS:**

7.1 The obligation for LACMTA to grant the Funds for the Project is subject to sufficient Funds being made available for the Project by the LACMTA Board of Directors. If such Funds are not made available for the Project, LACMTA will have the right to adjust the cash flow accordingly until such funds become available. LACMTA shall have no obligation to provide the Funds for the Project, unless otherwise agreed to in writing by LACMTA.

7.2 GRANTEE shall fully fund and contribute the GRANTEE Funding Commitment, as identified in the Project Funding (Attachment A), towards the cost of the Project. If the Funds identified in Attachment A are insufficient to complete the Project, GRANTEE agrees to secure and provide such additional non-LACMTA programmed funds necessary to complete the Project.

7.3 GRANTEE shall be responsible for any and all cost overruns for the Project.

7.4 GRANTEE shall be eligible for the Funds up to the grant amount specified in Part I, Section 2 of this FA subject to the terms and conditions contained herein. Any Funds expended by GRANTEE prior to the Effective Date of this FA shall not be reimbursed nor shall they be credited toward the GRANTEE Funding Commitment requirement, without the prior written consent of LACMTA. GRANTEE Funding Commitment dollars expended prior to the year the Funds are awarded shall be spent at GRANTEE's own risk.

7.5 At any time, if GRANTEE receives outside funding for the Project in addition to the Funds identified in the Project Funding at the time this grant was awarded, this Agreement shall be amended to reflect such additional funding.

7.6 If, at the time of final voucher, available funding for the Project (including the Funds, GRANTEE Funding Commitment, and any additional funding) exceeds the actual Project costs, then the cost savings shall be applied in the same proportion as the sources of funds from each party to this Agreement as specified in the Project Funding and both the Funds and GRANTEE Funding Commitment required for the Project shall be reduced accordingly. LACMTA shall have the right to use any cost savings associated with the Funds at its sole discretion, including, without limitation, programming the unused Funds to another project or to another grantee. If, at the time of final voucher, it is determined that GRANTEE has received Funds in excess of what GRANTEE should have received for the Project, GRANTEE shall return such overage to LACMTA within 30 days from final voucher.

**8. TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS:**

8.1 GRANTEE must demonstrate timely use of the Funds by:

- (i) executing this Agreement within ninety (90) days of receiving formal transmittal of the Agreement from LACMTA, or by December 31<sup>st</sup> of the first Fiscal Year in which the Funds are programmed, whichever date is later; and
- (ii) meeting the Project milestones due dates as agreed upon by the LACMTA and GRANTEE in the Agreement; milestones include, but are not limited to the following:
  - a. for project development, GRANTEE must complete phase by the end of the second fiscal year following the year the Funds were first programmed; and
  - b. for right-of-way, GRANTEE must follow its right-of-way acquisition policies and must show a realistic schedule for completion of acquisition required for the project agreed upon by LACMTA and GRANTEE prior to Agreement execution; and
  - c. for construction or capital purchase projects, contracts shall be awarded within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date; and
- (iii) submitting the Quarterly Progress/Expenditure Report; and
- (iv) expending the Proposition C 25% Funds granted under this Agreement for allowable costs by June 30, 2023 (lapse date), within 36 months from July 1 of the FY 2020-21, final Fiscal Year in which funds are programmed.
- (v) expending the Measure R Funds granted under this Agreement for allowable costs within five years or 60 months from July 1 of the Fiscal Year in which the Funds are programmed, unless otherwise stated in the FA. Measure R Funds programmed for FY 2017-18 are subject to lapse by June 30, 2022. Measure R Funds programmed for FY 2018-19 are subject to lapse by June 30, 2023.

8.2 Quarterly Progress/Expenditure Reports will be used to evaluate compliance with the Project milestone due dates as identified in the Agreement. If the Project does not meet the milestone due dates as agreed upon in the Agreement, LACMTA will issue a notice of non-compliance to the GRANTEE, and the GRANTEE will be required to develop a written recovery plan illustrating in detail the GRANTEE's actions to resolve the delay and to

meet the Project completion date agreed upon in the Agreement (the "Recovery Plan"). If the Recovery Plan is deemed viable by LACMTA staff, and meets the Project completion date agreed upon in the Agreement, LACMTA may grant an administrative schedule update as long as the Funds are expended in compliance with (iv) above. If GRANTEE fails to submit a Recovery Plan within 30 days of the notice of non-compliance from LACMTA, or the Recovery Plan illustrates that the Project will not meet the lapse date in the Agreement, LACMTA may recommend potential deobligation of the Funds as part of its annual Call for Projects Recertification/Deobligation process. GRANTEE will ONLY be allowed to request a one-time lapsing date extension of 20-months from the final lapse date, which request is subject to LACMTA's Technical Advisory Committee (TAC) consideration as part of the annual Call for Projects Recertification/Deobligation process.

8.3 Recertification of Funds will be based on Project progress and is subject to meeting the Project milestones as agreed upon in the Agreement.

8.4 If GRANTEE does not complete one element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are deobligated, this Agreement shall automatically terminate.

8.5 If GRANTEE fails to meet any of the conditions in paragraph 8.1 above, the Project shall be considered lapsed and will be submitted to the LACMTA Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.

9. **DEFAULT:** A Default under this Agreement is defined as any one or more of the following: (i) GRANTEE fails to comply with the terms and conditions contained herein or in the Guidelines; (ii) GRANTEE is consistently behind schedule in meeting milestones or in delivering the Project; or (iii) GRANTEE fails to perform satisfactorily or makes a material change, as determined by LACMTA at its sole discretion, to the Financial Plan, the Scope of Work, or the Project Funding without LACMTA's prior written consent or approval as provided herein.

10. **REMEDIES:**

10.1 In the event of a Default by GRANTEE, LACMTA shall provide written notice of such Default to GRANTEE with a 30-day period to cure the Default. In the event GRANTEE fails to cure the Default, or commit to cure the Default and commence the same within such 30-day period to the satisfaction of LACMTA, LACMTA shall have the following remedies: (i) LACMTA may terminate this Agreement; (ii) LACMTA may make no further disbursements of Funds to GRANTEE; and/or (iii) LACMTA may recover from GRANTEE any Funds disbursed to GRANTEE as allowed by law or in equity.

10.2 Effective upon receipt of written notice of termination from LACMTA pursuant to Section 10.1, GRANTEE shall not undertake any new work or obligation with respect to this Agreement unless so directed by LACMTA in writing. Any Funds expended after termination shall be the sole responsibility of GRANTEE.

10.3 The remedies described herein are non-exclusive. LACMTA shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

## 11. COMMUNICATIONS:

\*11.1 GRANTEE shall ensure that all Communication Materials contain recognition of LACMTA's contribution to the Project as more particularly set forth in "Funding Agreement Communications Materials Guidelines" available on line or from the LACMTA Project Manager. Please check with the LACMTA Project Manager for the web address. The Funding Agreement Communications Materials Guidelines may be changed from time to time during the course of this Agreement. GRANTEE shall be responsible for complying with the latest Funding Agreement Communications Materials Guidelines during the term of this Agreement, unless otherwise specifically authorized in writing by the LACMTA Chief Communications Officer.

\*11.2 For purposes of this Agreement, "Communications Materials" include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites radio and public service announcements, electronic media, and construction site signage. A more detailed definition of "Communications Materials" is found in the Funding Agreement Communications Materials Guidelines.

\*11.3 The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. These guidelines and logo files including scalable vector files will be available through the LACMTA Project Manager.

\*11.4 GRANTEE shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce Project Communications Materials for public and external purposes will comply with the requirements contained in this Section.

11.5 The LACMTA Project Manager shall be responsible for monitoring GRANTEE compliance with the terms and conditions of this Section. GRANTEE failure to comply with the terms of this Section shall be deemed a default hereunder and LACMTA shall have all rights and remedies set forth herein.

## 12. OTHER TERMS AND CONDITIONS:

12.1 This Agreement, along with its Attachments and the Guidelines, constitutes the entire understanding between the parties, with respect to the subject matter herein. The Agreement shall not be amended, nor any provisions or breach hereof waived, except in writing signed by the parties who agreed to the original Agreement or the same level of authority. Adoption of revisions or supplements to the Guidelines shall cause such revisions or supplements to become incorporated automatically into this Agreement as though fully set forth herein.

12.2 In the event that there is any court (proceeding between the parties to enforce or interpret this Agreement, to protect or establish any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney's fees.

12.3 Neither LACMTA nor any subsidiary or their respective directors, officers, agents, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by GRANTEE under or in connection with any work performed by or service provided by GRANTEE, its officers, agents, employees, contractors and subcontractors under this Agreement. GRANTEE shall fully indemnify, defend (with counsel approved by LACMTA) and hold LACMTA, and its subsidiaries and their respective directors, officers, agents and employees harmless from and against any suits and causes of actions, claims, losses, liability, damages, costs and expenses, including without limitation, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any environmental obligation, and any legal fees in any way arising out of acts or omissions to act related to the Project or this Agreement, without requirement that LACMTA first pay such claim. The obligations set forth in this section shall survive termination of this Agreement.

12.4 Neither party hereto shall be considered in default in the performance of its obligation hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, acts of a public enemy, and government acts beyond the control and without fault or negligence of the affected party. Each party hereto shall give notice promptly to the other of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this Agreement.

12.5 GRANTEE shall comply with and insure that work performed under this Agreement is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and procedural requirements including Federal Acquisition Regulations (FAR), and the applicable requirements and regulations of LACMTA. GRANTEE acknowledges responsibility for obtaining copies of and complying with the terms of the most recent federal, state, or local laws and regulations, and LACMTA requirements including any amendments thereto.

12.6 GRANTEE agrees that those sections of this Agreement marked with an asterisk shall be included in every contract entered into by GRANTEE or its contractors relating to work performed under this Agreement and LACMTA shall have the right to review and audit such contracts.

12.7 GRANTEE shall not assign this Agreement, or any part thereof, without prior approval of the LACMTA Chief Executive Officer or his designee, and any assignment without said consent shall be void and unenforceable at the option of LACMTA.

12.8 This Agreement shall be governed by California law. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

12.9 The covenants and agreements of this Agreement shall inure to the benefit of, and shall be binding upon, each of the parties and their respective successors and assigns.

12.10 GRANTEE will advise LACMTA prior to any key Project staffing changes.

12.11 GRANTEE in the performance of the work described in this Agreement is not a contractor nor an agent or employee of LACMTA. GRANTEE attests to no organizational or personal conflicts of interest and agrees to notify LACMTA immediately in the event that a conflict, or the appearance thereof, arises. GRANTEE shall not represent itself as an agent or employee of LACMTA and shall have no powers to bind LACMTA in contract or otherwise.

ATTACHMENT A PROJECT FUNDING  
 CALL FOR PROJECTS PROPOSITION C AND MEASURE R  
 Project Title: South Bay Forum Traffic Signal Corridors Project

PROGRAMMED FUNDS

PROGRAMMED FUNDS	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Budget
<b>Prop C 25%</b>						
PS&E	\$ -	\$ 160,000	\$ 150,000	\$ 100,000	\$ -	\$ 410,000
Const. Support	\$ -	\$ -	\$ 40,000	\$ 300,000	\$ -	\$ 340,000
Construction	\$ -	\$ -	\$ 420,000	\$ 1,892,041	\$ -	\$ 2,312,041
<b>Total Programmed Prop C 25%</b>	\$ -	\$ 160,000	\$ 610,000	\$ 2,292,041	\$ -	\$ 3,062,041
<b>Measure R</b>						
PS&E	\$ 401,000	\$ 350,000	\$ -	\$ -	\$ -	\$ 751,000
Const. Support	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000
Construction	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
<b>Total Programmed Measure R</b>	\$ 401,000	\$ 620,000	\$ -	\$ -	\$ -	\$ 1,021,000
<b>Prop C Local Return</b>						
PS&E	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Const. Support	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ 180,361	\$ -	\$ 180,361
<b>Total Programmed Prop C Local Return</b>	\$ -	\$ -	\$ -	\$ 180,361	\$ -	\$ 180,361
<b>HSIP</b>						
PS&E	\$ -	\$ -	\$ 80,000	\$ 90,000	\$ -	\$ 170,000
Const. Support	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ 20,000
Construction	\$ -	\$ -	\$ 170,000	\$ 480,000	\$ -	\$ 650,000
<b>Total Programmed HSIP</b>	\$ -	\$ -	\$ 260,000	\$ 580,000	\$ -	\$ 840,000
<b>Total Funds Programmed</b>	\$ 401,000	\$ 780,000	\$ 870,000	\$ 3,052,402	\$ -	\$ 5,103,402

**ATTACHMENT B**  
**MEASURE R EXPENDITURE PLAN GUIDELINES**  
**PROJECT DEVELOPMENT AND RIGHT OF WAY**

State Law Requires All Measure R Project and Program Sponsors to Submit an Expenditure Plan

To be eligible to receive Measure R revenues, an agency sponsoring a capital project or program must by state law (AB 2321) submit an expenditure plan that is acceptable to the Los Angeles County Metropolitan Transportation Authority (LACMTA). Pursuant to this law, LACMTA cannot release Measure R funds to capital project or program sponsors until an expenditure plan containing the following elements is submitted, reviewed and deemed satisfactory by LACMTA. LACMTA staff will request that an expenditure plan be submitted before making a recommendation to the LACMTA Board to program funds to that project:

- The estimated total cost for each project and program and/or each project or program activity;
- Funds other than Measure R that the project or program sponsor anticipates will be expended on the projects and programs and/or each project or program activity;
- The schedule during which the project sponsor anticipates funds will be available for each project and program and/or each project or program activity; and,
- The expected completion dates for each project and program and/or project or program activity.

Each of the above elements must be provided in enough detail to determine consistency with Measure R, the Long Range Transportation Plan for Los Angeles County, and the Los Angeles County Transportation Improvement Program (also a statutorily mandated function), as follows:

- Project or program scope of work, including sufficient information to determine funding eligibility, including, but not limited to, the anticipated proportional use of current rail rights-of-way, state highways, and below-ground subways versus any other rights-of-way or above-ground work;
- A current-year cost estimate breakdown of the major sub-elements of the project such as overhead, environmental and permit work, design and engineering, right-of-way, construction/installation (including maintenance facilities, rail yard, equipment and other major components), construction/installation support, interest costs, rolling stock, and other supporting components;
- Any extraordinary project cost escalation issues, such as extraordinary commodity, right-of-way, surety, energy costs, etc.;
- A specific and accurate description of the source, commitment, and anticipated annual availability of any federal, state, local, or private funding identified for the project if applicable including a 3% local funding contribution to rail projects if indicated in Measure R and necessary to meet project expenses, and if the source funds are in current or year-of-expenditure dollars;

- An annual schedule, in current dollars, of anticipated costs by the cost estimate categories described above; and;
- The expected completion by month and year of project or program completion.

Below is an excerpt of AB 2321 (2008, Feuer), the state legislation that requires the expenditure plan.

**What AB 2321 (2008, Feuer) Says About the Expenditure Plan:**

Section b (3) B

*(f) Prior to submitting the ordinance to the voters, the MTA shall adopt an expenditure plan for the net revenues derived from the tax. The expenditure plan shall include, in addition to other projects and programs identified by the MTA, the specified projects and programs listed in paragraph (3) of subdivision (b), the estimated total cost for each project and program, funds other than the tax revenues that the MTA anticipates will be expended on the projects and programs, and the schedule during which the MTA anticipates funds will be available for each project and program. The MTA shall also identify in its expenditure plan the expected completion dates for each project described in subparagraph (A) of paragraph (3) of subdivision (b). To be eligible to receive revenues derived from the tax, an agency sponsoring a capital project or capital program shall submit to the MTA an expenditure plan for its project or program containing the same elements as the expenditure plan that MTA is required by this subdivision to prepare.*

*(k) No later than 365 days prior to the adoption of an amendment described in paragraph (1) to an expenditure plan adopted pursuant to subdivision (f), including, but not limited to, the expenditure plan adopted by the MTA board as "Attachment A" in Ordinance #08-01 adopted by the board on July 24, 2008, and in addition to any other notice requirements in the proposing ordinance, the board shall notify the Members of the Legislature representing the County of Los Angeles of all of the following:*

*(1) A description of the proposed amendments to the adopted expenditure plan that would do any of the following:*

*(A) Affect the amount of net revenues derived from the tax imposed pursuant to this act that is proposed to be expended on a capital project or projects identified in the adopted expenditure plan.*

*(B) Affect the schedule for the availability of funds proposed to be expended on a capital project or projects identified in the adopted expenditure plan.*

*(C) Affect the schedule for the estimated or expected completion date of a capital project or projects identified in the adopted expenditure plan.*

*(2) The reason for the proposed amendment.*

*(3) The estimated impact the proposed amendment will have on the schedule, cost, scope, or timely availability of funding for the capital project or projects contained in the adopted expenditure plan.*

**ATTACHMENT B-1 - EXPENDITURE PLAN COST & CASH FLOW BUDGET**

CALL FOR PROJECTS PROPOSITION C AND MEASURE R Program - Funding Agreement Projects - 920000000F7310

Project Title: South Bay Forum Traffic Signal Corridors Project

Project#:CFP #F7310 and MR # MR312.52

**PROGRAMMED SOURCES OF FUNDS**

SOURCES OF FUNDS	FY 2017-18 Qtr 1	FY 2017-18 Qtr 2	FY 2017-18 Qtr 3	FY 2017-18 Qtr 4	FY 2018-19 Qtr 1	FY 2018-19 Qtr 2	FY 2018-19 Qtr 3	FY 2018-19 Qtr 4	TOTAL BUDGET
<b>METRO PROGRAMMED FUNDS:</b>									
PROP C 25%									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total PROP C 25%</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>MEASURE R FUNDS</b>									
PAED									\$0
PS&E							\$100,000	\$100,000	\$200,000
RW Support									\$0
Const. Support								\$20,000	\$20,000
RW									\$0
Construction								\$250,000	\$250,000
<b>Total MEASURE R</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$370,000	\$470,000
<b>SUM PROG METRO FUNDS:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$370,000	\$470,000
<b>OTHER NON METRO FUNDING:</b>									
LOCAL: Prop C Local Return									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total LOCAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE: HSIP									
PAED									\$0
PS&E			\$5,000	\$20,000	\$20,000	\$20,000			\$65,000
RW Support									\$0
Const. Support							\$25,000		\$25,000
RW									\$0
Construction								\$70,000	\$70,000
<b>Total STATE</b>	\$0	\$0	\$5,000	\$20,000	\$20,000	\$20,000	\$25,000	\$70,000	\$160,000
FEDERAL:									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total FEDERAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PRIVATE:									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total PRIVATE</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUM NON-METRO FUNDS :</b>	\$0	\$0	\$5,000	\$20,000	\$20,000	\$20,000	\$25,000	\$70,000	\$160,000
<b>PROJECT FUNDING FY17-18 and FY18-19</b>	\$0	\$0	\$5,000	\$20,000	\$20,000	\$20,000	\$125,000	\$440,000	\$630,000

**ATTACHMENT B-1 - EXPENDITURE PLAN COST & CASH FLOW BUDGET**

CALL FOR PROJECTS PROPOSITION C AND MEASURE R Program - Funding Agreement Projects - 920000000F7310

Project Title: South Bay Forum Traffic Signal Corridors Project      Project#:CFP #F7310 and MR # MR312.52

**PROGRAMMED SOURCES OF FUNDS**

SOURCES OF FUNDS	FY 2019-20 Qtr 1	FY 2019-20 Qtr 2	FY 2019-20 Qtr 3	FY 2019-20 Qtr 4	FY 2020-21 Qtr 1	FY 2020-21 Qtr 2	FY 2020-21 Qtr 3	FY 2020-21 Qtr 4	TOTAL BUDGET
<b>METRO PROGRAMMED FUNDS:</b>									
<b>PROP C 25%</b>									
PAED									\$0
PS&E	\$70,000	\$70,000	\$70,000	\$90,000	\$100,000	\$65,000	\$10,000	\$10,000	\$485,000
RW Support									\$0
Const. Support	\$10,000	\$15,000	\$15,000	\$10,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
RW									\$0
Construction				\$200,000	\$185,000	\$200,000	\$250,000	\$262,041	\$1,097,041
<b>Total PROP C 25%</b>	<b>\$80,000</b>	<b>\$85,000</b>	<b>\$85,000</b>	<b>\$300,000</b>	<b>\$335,000</b>	<b>\$315,000</b>	<b>\$310,000</b>	<b>\$322,041</b>	<b>\$1,832,041</b>
<b>MEASURE R FUNDS</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction					\$100,000	\$151,000	\$150,000	\$150,000	\$551,000
<b>Total MEASURE R</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$151,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$551,000</b>
<b>SUM PROG METRO FUNDS:</b>	<b>\$80,000</b>	<b>\$85,000</b>	<b>\$85,000</b>	<b>\$300,000</b>	<b>\$435,000</b>	<b>\$466,000</b>	<b>\$460,000</b>	<b>\$472,041</b>	<b>\$2,383,041</b>
<b>OTHER NON METRO FUNDING:</b>									
<b>LOCAL: Prop C Local Return</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction					\$50,000	\$50,000	\$40,000	\$40,361	\$180,361
<b>Total LOCAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$40,000</b>	<b>\$40,361</b>	<b>\$180,361</b>
<b>STATE: HSIP</b>									
PAED									\$0
PS&E	\$25,000	\$25,000	\$20,000	\$20,000					\$90,000
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction	\$100,000	\$105,000	\$55,000	\$60,000	\$50,000	\$50,000	\$70,000	\$100,000	\$590,000
<b>Total STATE</b>	<b>\$125,000</b>	<b>\$130,000</b>	<b>\$75,000</b>	<b>\$80,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$70,000</b>	<b>\$100,000</b>	<b>\$680,000</b>
<b>FEDERAL: ?</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total FEDERAL</b>	<b>\$0</b>	<b>\$0</b>							
<b>PRIVATE: ?</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total PRIVATE</b>	<b>\$0</b>	<b>\$0</b>							
<b>SUM NON-METRO FUNDS :</b>	<b>\$125,000</b>	<b>\$130,000</b>	<b>\$75,000</b>	<b>\$80,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$110,000</b>	<b>\$140,361</b>	<b>\$860,361</b>
<b>PROJECT FUNDING FY19-20 and FY20-21</b>	<b>\$205,000</b>	<b>\$215,000</b>	<b>\$160,000</b>	<b>\$380,000</b>	<b>\$535,000</b>	<b>\$566,000</b>	<b>\$570,000</b>	<b>\$612,402</b>	<b>\$3,243,402</b>

**ATTACHMENT B-1 - EXPENDITURE PLAN COST & CASH FLOW BUDGET**

CALL FOR PROJECTS PROPOSITION C AND MEASURE R Program - Funding Agreement Projects - 920000000F7310

Project Title: South Bay Forum Traffic Signal Corridors Project

Project#:CFP #F7310 and MR # MR312.52

**PROGRAMMED SOURCES OF FUNDS**

SOURCES OF FUNDS	FY 2021-22 Qtr 1	FY 2021-22 Qtr 2	FY 2021-22 Qtr 3	FY 2021-22 Qtr 4	FY 2022-23 Qtr 1	FY 2022-23 Qtr 2	FY 2022-23 Qtr 3	FY 2022-23 Qtr 4	TOTAL BUDGET
<b>METRO PROGRAMMED FUNDS:</b>									
PROP C 25%									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support	\$50,000	\$50,000	\$50,000	\$50,000					\$200,000
RW									\$0
Construction	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$100,000	\$100,000	\$80,000	\$1,030,000
<b>Total MEASURE R</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$150,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$80,000</b>	<b>\$1,230,000</b>
<b>MEASURE R FUNDS:</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total PROP C 25%</b>	<b>\$0</b>	<b>\$0</b>							
<b>SUM PROG METRO FUNDS:</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$150,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$80,000</b>	<b>\$1,230,000</b>
<b>OTHER NON METRO FUNDING:</b>									
<b>LOCAL: ?</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total LOCAL</b>	<b>\$0</b>	<b>\$0</b>							
<b>STATE: ?</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total STATE</b>	<b>\$0</b>	<b>\$0</b>							
<b>FEDERAL: ?</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total FEDERAL</b>	<b>\$0</b>	<b>\$0</b>							
<b>PRIVATE: ?</b>									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
<b>Total PRIVATE</b>	<b>\$0</b>	<b>\$0</b>							
<b>SUM NON-METRO FUNDS :</b>	<b>\$0</b>	<b>\$0</b>							
<b>PROJECT FUNDING FY21-22 and FY22-23</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$150,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$80,000</b>	<b>\$1,230,000</b>

**ATTACHMENT B-1 - EXPENDITURE PLAN COST & CASH FLOW BUDGET**

CALL FOR PROJECTS PROPOSITION C AND MEASURE R Program - Funding Agreement Projects - 920000000F7310

Project Title: South Bay Forum Traffic Signal Corridors Project      Project#:CFP #F7310 and MR # MR312.52

**PROGRAMMED SOURCES OF FUNDS**

<b>SUMMARY OF ALL FUNDS</b>									
PAED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$95,000	\$95,000	\$95,000	\$130,000	\$120,000	\$85,000	\$110,000	\$110,000	\$840,000
RW Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Const. Support	\$60,000	\$65,000	\$65,000	\$60,000	\$50,000	\$50,000	\$75,000	\$70,000	\$495,000
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$250,000	\$255,000	\$205,000	\$410,000	\$535,000	\$551,000	\$610,000	\$952,402	\$3,768,402
<b>TOTAL MILESTONES</b>	<b>\$405,000</b>	<b>\$415,000</b>	<b>\$365,000</b>	<b>\$600,000</b>	<b>\$705,000</b>	<b>\$686,000</b>	<b>\$795,000</b>	<b>\$1,132,402</b>	<b>\$5,103,402</b>
<b>SUM PROG METRO FUNDS</b>	<b>\$280,000</b>	<b>\$285,000</b>	<b>\$285,000</b>	<b>\$500,000</b>	<b>\$585,000</b>	<b>\$566,000</b>	<b>\$660,000</b>	<b>\$922,041</b>	<b>\$4,083,041</b>
<b>SUM NON-METRO FUNDS</b>	<b>\$125,000</b>	<b>\$130,000</b>	<b>\$80,000</b>	<b>\$100,000</b>	<b>\$120,000</b>	<b>\$120,000</b>	<b>\$135,000</b>	<b>\$210,361</b>	<b>\$1,020,361</b>
<b>TOTAL PROJECT FUNDING</b>	<b>\$405,000</b>	<b>\$415,000</b>	<b>\$365,000</b>	<b>\$600,000</b>	<b>\$705,000</b>	<b>\$686,000</b>	<b>\$795,000</b>	<b>\$1,132,402</b>	<b>\$5,103,402</b>

**CALL FOR PROJECTS PROPOSITION C AND MEASURE R PROGRAM - FUNDING  
Agreement  
ATTACHMENT C  
SCOPE OF WORK**

**PROJECT TITLE:**

South Bay Forum Traffic Signal Corridors Project

**PROJECT LIMITS:**

This project is located in the South Bay subregion. Jurisdictions include the Cities of Gardena, Hawthorne, Lawndale, Manhattan Beach, Redondo Beach and unincorporated areas of Los Angeles County.

**NEXUS TO HIGHWAY OPERATION, DEFINITION/PROJECT PURPOSE:**

This project will complete Traffic Signal Synchronization (TSSP) improvements on Normandie Avenue between 92<sup>nd</sup> Street and El Segundo Boulevard, Manhattan Beach Boulevard between Manhattan Avenue and Van Ness Avenue, and Hawthorne Boulevard between Imperial Highway and Manhattan Beach Boulevard. Other project components include systemwide coordination timing, Intelligent Transportation Systems (ITS) and intersection operational improvements. The TSSP component of the project will improve traffic signal operations along these routes by upgrading each traffic signal to federal and state standards, providing additional vehicle detection to enable operation as a fully traffic-actuated signal, and install the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along these routes will be retimed to improve the overall progression of traffic. Additionally, this project will install any warranted and feasible roadway improvements along the routes to improve overall progression which may include: installation of parking restrictions, modification of signing and striping, and/or minor roadway widening within existing right-of-way to provide for additional lanes. In addition, the Project includes the expansion of the ITS components, including devices to support traffic control system operations and arterial performance measurements. This could include the installation of system detection, additional Closed-Circuit Television (CCTV) cameras, Changeable Message Signs (CMS), and Connected Vehicle (CV) technology. This project should result in an overall improvement in mobility within the region, which will reduce costs associated with moving people and goods, pollution, and other congestion-related factors.

Funds are for design and construction costs. Project sponsor will be required, upon completion of the project, to demonstrate congestion reduction and transit travel time reduction benefits. In addition, project sponsor will be required to credit to LACMTA, as cost savings in proportion to the LACMTA share of the total cost of this grant, any element of the work scope for this project that can utilize previously-installed signal infrastructure (interconnect, signal equipment, etc.)

**OVERALL PROJECT SCHEDULE**

MILESTONES	START DATE	END DATE
Environmental Documentation	April 2018	March 2021
Design Engineering	April 2018	March 2021
Plans, Specifications, and Estimates	April 2018	March 2021
Advertise for Construction	September 2019	October 2021
Construction	February 2020	March 2023
Project Completion	March 2023	June 2023

**PROJECT COST**

ITEMS	
Design Engineering	\$1,450,402
Construction	\$2,900,000
Construction Engineering	\$450,000
Project Administration	\$303,000
<b>TOTAL PROJECT COST</b>	<b>\$5,103,402</b>

\*Funds are for design and construction costs.

**SCOPE OF WORK**

**2013 Call for Projects South Bay Forum Traffic Signal Corridor Project #F7310**

The County will complete the following TSSP and ITS improvements projects. This will involve preparing Request for Proposal(s) for consultant led design, conducting detailed field reviews to determine the specific construction elements, completing the plans, specifications and estimates of the TSSP and ITS projects, construction of traffic signal synchronization improvements for the three arterial routes in the South Bay area. In addition, the project will also involve completing System Wide Coordination Timing and Program Management components of the grant as described in the Total Project Scope of Work.

<b>SOUTH BAY FORUM</b>	
<b>2013 CALL FOR PROJECTS</b>	
<b>TOTAL PROJECT BUDGET</b>	
Metro Grant Amount	\$3,062,041
Local Match from L.A. County and Affected Cities	\$2,041,361
<b>TOTAL BUDGET AVAILABLE</b>	<b>\$5,103,402</b>
<b>FUNDING DISTRIBUTION</b>	

	<b>Tier I Projects – Traffic Signal Synchronization</b>		
		Normandie Avenue	\$1,000,000
		Manhattan Beach Boulevard	\$1,650,000
		Hawthorne Boulevard	\$1,350,000
		System Wide Coordination Timing	\$250,000
		Operational Improvements	\$250,402
		Tier I Subtotal	\$4,500,402
	<b>Tier 3 and 4 Projects – Intelligent Transportation System Improvements</b>		\$300,000
	<b>Program Management</b>		\$303,000
		<b>TOTAL</b>	<b>\$5,103,402</b>

**Tier 1 Projects – Traffic Signal Synchronization Program (TSSP)**

There are three TSSP projects in this grant: Normandie Avenue, Manhattan Beach Boulevard and Hawthorne Boulevard. The completion of traffic signal synchronization improvements on these routes will complement other synchronization projects in the area and is part of a long-range plan to synchronize and improve all major corridors in the area. These synchronization projects are the first step toward building a smarter system of roadways.

These three TSSP projects will improve traffic signal operation along the routes by upgrading each traffic signal, providing additional vehicle detection to enable operation as a fully traffic actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals will be retimed to improve the overall progression of traffic along and crossing the route. Additionally, these components of the Project will install any warranted and feasible roadway improvements along the routes to improve overall progression which may include: modification of signing and striping; and/or minor roadway widening within existing right-of-way to provide for additional lanes. Lastly, this project will upgrade equipment necessary to ensure the operational safety of all traffic signals along the routes which may include: upgrade of highway safety lights; cut back of median noses out of crosswalks; upgrade signal standards and mast arms to increase visibility of mast arm-mounted vehicle heads; and, modify signal phasing.

Due to unforeseen complications, field conditions, actual engineering costs, actual consultant contract amounts, construction bids, and a variety of other factors, it may become necessary to make adjustments to the scopes of work and revise the estimated costs as the projects progress. Upon completion of the design phases, detailed summaries of intersection

improvements and cost estimates will be submitted to the Metro project manager and any project adjustments will be made with the Metro project manager's approval.

**Normandie Avenue TSSP**

<b>PROJECT SCOPE OF WORK AND COST ESTIMATE</b>		
<b>Project Name: Normandie Avenue</b>		
<b>Project Limits: 92<sup>nd</sup> Street to El Segundo Boulevard</b>		
<b>Approximate Number of Intersections: 11</b>	<b>Length of Route: 2.5 Miles</b>	
	<b>Design/Project</b>	<b>\$165,000</b>
	<b>Construction Cost</b>	<b>\$550,000</b>
	<b>Contingency</b>	<b>\$110,000</b>
	<b>Construction Engineering</b>	<b>\$110,000</b>
	<b>Signal Timing</b>	<b>\$30,000</b>
	<b>Subtotal</b>	<b>\$965,000</b>
	<b>Project Management</b>	<b>\$35,000</b>
	<b>TOTAL</b>	<b>\$1,000,000</b>

**Normandie Avenue TSSP Scheduled Project Milestones:**

Begin preparation of plans, specifications, and estimate	April 2018
Complete preparation of plans, specifications, and estimate	July 2019
Advertise construction contract	September 2019
Award construction contract	November 2019
Begin construction	February 2020
End construction	May 2021

This TSSP project involves synchronizing the traffic signals at the 11 intersections on Normandie Avenue between 92<sup>nd</sup> Street to El Segundo Boulevard. The following are the signalized intersections on Normandie Avenue to be included in this TSSP project.

92nd Street	108th Street
95th Street	110th Street
98th Street	Imperial Highway
Century Boulevard	120th Street
104th Street	El Segundo Boulevard
106th Street	

**Manhattan Beach Boulevard TSSP**

PROJECT SCOPE OF WORK AND COST ESTIMATE		
Project Name: Manhattan Beach Boulevard		
Project Limits: Manhattan Avenue to Van Ness Avenue		
Approximate Number of Intersections: 24		Length of Route: 3.9 Miles
Design/Project		\$270,000
Construction Cost		\$900,000
Contingency		\$180,000
Construction Engineering		\$180,000
Signal Timing		\$70,000
Subtotal		\$1,600,000
Project Management		\$50,000
TOTAL		\$1,650,000

**Manhattan Beach Boulevard TSSP Scheduled Project Milestones:**

Begin preparation of plans, specifications, and estimate	October 2019
Complete preparation of plans, specifications, and estimate	March 2021
Advertise construction contract	July 2021
Award construction contract	October 2021
Begin construction	January 2022
End construction	March 2023

This TSSP project involves synchronizing the traffic signals at the 24 intersections on Manhattan Beach Boulevard between Manhattan Avenue to Van Ness Avenue. The following are the signalized intersections on Redondo Beach Boulevard to be included in this TSSP project.

Manhattan Avenue	Rindge Lane
Highland Avenue	Vail Avenue/Redondo Beach Avenue
Ardmore Avenue/Valley Drive	Dow Avenue
Pacific Avenue	Inglewood Avenue
Poinsettia Avenue	Firmona Avenue
Sepulveda Boulevard	Hawthorne Boulevard
Target Driveway	Freeman Avenue
Meadows Avenue	Prairie Avenue
Peck Avenue	Doty Avenue
Redondo Avenue	Lemoli Avenue
Aviation Boulevard	Crenshaw Boulevard
Doolittle Drive	Van Ness Avenue

**Hawthorne Boulevard TSSP**

PROJECT SCOPE OF WORK AND COST ESTIMATE		
Project Name: Hawthorne Boulevard TSSP		
Project Limits: Imperial Highway to Manhattan Beach Boulevard		
Approximate Number of Intersections: 15	Length of Route: 3.0 Miles	
	Design/Project	\$225,000
	Construction Cost	\$750,000
	Contingency	\$150,000
	Construction Engineering	\$150,000
	Signal Timing	\$40,000
	Subtotal	\$1,315,000
	Project Management	\$35,000
	<b>TOTAL</b>	<b>\$1,350,000</b>

**Hawthorne Boulevard TSSP Scheduled Project Milestones:**

Begin preparation of plans, specifications, and estimate	October 2019
Complete preparation of plans, specifications, and estimate	March 2021
Advertise construction contract	July 2021
Award construction contract	October 2021
Begin construction	January 2022
End construction	March 2023

This TSSP project involves synchronizing the traffic signals at the 15 intersections on Hawthorne Boulevard between Imperial Highway to Manhattan Beach Boulevard. The following are the signalized intersections on Hawthorne Boulevard to be included in this TSSP project.

Imperial Highway	135th Street
118th Street	138th Street
119th Street	Rosecrans Avenue
120th Street	147th Street
Mall Entrance/122nd Street	Marine Avenue
Broadway	154th Street
El Segundo Boulevard	Manhattan Beach Boulevard
132nd Street	

**System Wide Coordination Timing**

<b>PROJECT SCOPE OF WORK AND COST ESTIMATE</b>	
<b>Project Name: System Wide Coordination Timing</b>	
<b>Project Limits: South Bay Traffic Forum Region</b>	
<b>Project Engineering</b>	<b>\$200,000</b>
<b>Timing Installation</b>	<b>\$40,000</b>
<b>Project Management</b>	<b>\$10,000</b>
<b>TOTAL</b>	<b>\$250,000</b>

This project will augment the scope and magnitude of the system wide coordination timing to be implemented on various arterial routes in the South Bay Forum. The implementation of the traffic signal synchronization improvements identified in this Scope of Work will alter the traffic signal timing of intersecting arterial streets currently operating under coordinated timing. Therefore, revisions to the timing of the crossing arterials will be necessary. If not revised, these existing synchronized routes will experience deterioration in the effectiveness of their current signal timing plans, since the timing was designed on the basis of a single arterial and did not account for crossing arterials. The existing routes will need to be retimed employing timing methods based on a network of synchronized routes.

The project will determine the optimal cycle lengths, phase splits, and offsets for the a.m. peak, p.m. peak, and off-peak periods for the three routes, which may require the use of a modeling software package such as Synchro to be accepted by some of the affected agencies. This funding will be used to complete the optimizing model, prepare time-space diagrams, prepare timing sheets, install timing in the field controllers, and adjust timing in the field as necessary.

**Operational Improvements**

<b>PROJECT SCOPE OF WORK AND COST ESTIMATE</b>	
<b>Project Name: Operational Improvements</b>	
<b>Project Limits: Locations to be determined.</b>	
<b>Design/Project Engineering</b>	<b>\$50,000</b>
<b>Construction</b>	<b>\$192,000</b>
<b>Project Management</b>	<b>\$8,402</b>
<b>TOTAL</b>	<b>\$250,402</b>

This element of the scope of work will design and construct appropriate operational improvements that may be recommended during the preliminary engineering and design of the aforementioned arterial routes in the South Bay Forum. This project will implement warranted and feasible operational or intersection improvements to increase the overall capacity, efficiency, and safety of these routes. Typical improvements include: left turn

phasing; restriping to provide for additional lanes; minor widening within existing right of way; signing and striping modifications; traffic channelization improvements; and, new traffic signals.

These operational improvements are in addition to the improvements recommended in the scope of work for the arterial route. Additional operational improvements may be identified during pre-design interviews with the affected cities or during field reviews which occur during plan preparation. These operational improvements will only be implemented if they improve the operation and/or safety of the route.

**Tier 3 & 4 Projects – Intelligent Transportation System Improvements**

<b>PROJECT SCOPE OF WORK AND COST ESTIMATE</b>	
<b>Project Name: Intelligent Transportation System Improvements Project</b>	
<b>Project Limits: Location(s) to be determined.</b>	
<b>Project Engineering</b>	<b>\$50,000</b>
<b>Construction</b>	<b>\$240,000</b>
<b>Project Management</b>	<b>\$10,000</b>
<b>TOTAL</b>	<b>\$300,000</b>

**ITS Improvements Scheduled Project Milestones:**

Begin preparation of plans, specifications, and estimate	July 2019
Complete preparation of plans, specifications, and estimate	June 2020
Advertise construction contract	October 2020
Award construction contract	January 2021
Begin construction	April 2021
End construction	March 2023

**Scope of Work:**

This element of the scope of work will implement Intelligent Transportation Systems (ITS) improvements to increase the capacity of the major arterials without adding lanes to enable the current transportation system in the South Bay Forum to operate at its maximum efficiency. Using advanced technologies for communications and information processing, the project will expand the improvements installed with prior grants including an Advanced Transportation Management System (ATMS) which is expected to improve the overall regional traffic mobility and reduce traffic delays at County and City maintained intersections along arterial corridors.

The ATMS expansion will provide traffic signal controller upgrades, traffic signal timing revisions, and communications infrastructure necessary to monitor and control the

operation and timing of traffic signals; collect and manage real-time traffic information; exchange data and information with other jurisdictions; and monitor signal equipment status. The ATMS will also include the installation of closed circuit television (CCTV) cameras to detect incidents and monitor traffic conditions, communications system(s) to provide field-to-center and center-to-center connections and may include the installation of Changeable Message Signs (CMS) for providing drivers real time traveler information. Once installed, these CCTV locations are proposed to be connected to the County's Video Distribution System which will enable the exchange of camera images in real time across jurisdictional boundaries. Appropriate security measures and levels of authority will be incorporated into these ITS elements to prevent any undesired access to data or control of field devices.

Other ITS components to be implemented in this project include the deployment of arterial system detection to support traffic control system operations and arterial performance measurements. These improvements build upon the benefits achieved by the time-based signal synchronization. Arterial system detection allows for the collection of real-time traffic-flow information such as volume, speed and occupancy. This can be coupled with other travel time measurement devices, such as Bluetooth/Wi-fi and Microwave Radar, to provide data to enable more detailed analysis to determine delay, stops, and queue lengths. Calculating and analyzing travel time data from these devices will result in travel time savings and travel time reliability improvements. In addition, the ATMS expansions may include the deployment of elements associated with a Connected Corridors Decision Support System intended to reduce congestion and improve mobility. Furthermore, the project may also include the deployment of Dedicated Short-Range Communications (DSRC), providing the foundation to implement the next generation of Connected Vehicle (CV) technology.

Expansion of the ATMS provides two-way communications, real-time database management, and control and monitoring functions between the traffic signal controllers and each affected agency. The ATMS allows an agency to control traffic signal operations from its Traffic Management Center and monitor traffic signal operations for malfunctions. This information can assist in both preparing and fine-tuning coordination plans, which are considered a valuable additional tool for use by system operators.

This project may also include the installation and support of elements for the County's Information Exchange Network (IEN) which will enhance inter-jurisdictional data-sharing for the implementation of arterial traffic management strategies, cooperative efforts in timing plan development and coordinated response to arterial incidents, congestion and special events. These strategies will result in a substantial enhancement of traffic signal coordination and event management capabilities for the affected cities. This project is a significant step towards building a smarter system of roadways.

Due to unforeseen complications, field conditions, actual engineering costs, actual consultant contract amounts, construction bids, and a variety of other factors, it may become necessary to make adjustments to the scope of work and revise the estimated costs as the

project progresses. Upon completion of the design phase, detailed summaries of the improvements and cost estimates will be submitted to the Metro project manager and any project adjustments will be made with the Metro project manager's approval.

**Program Management**

<b>Project Name: Program Management</b>	
<b>Project Management</b>	<b>\$90,000</b>
<b>Meetings and Presentations</b>	<b>\$60,000</b>
<b>Tracking Expenditures/Adhering to Project Schedule</b>	<b>\$100,000</b>
<b>City Coordination Activities</b>	<b>\$53,000</b>
<b>TOTAL</b>	<b>\$303,000</b>

**Scope of Work:**

Project Management

Program management involves overseeing the day-to-day activities of the Project. Specifically, this involves the management of consultants, coordination and meetings with stakeholders, and quality control/quality assurance of deliverables. The work will include reviewing deliverables, preparing contracts, project status reporting and invoicing, schedule control, internal budget control, and internal quality control and quality assurance.

111Meetings and Presentations

This work consists of interfacing and coordinating our overall efforts on a regularly scheduled basis with the affected jurisdictions through the South Bay Council of Governments' Infrastructure Working Group (IWG). The IWG, which meets monthly, is composed of members from key South Bay cities and works closely with MTA, Caltrans and LA County to help ensure that the regional transportation needs of the South Bay Area are addressed. The IWG oversees the development and implementation of all transportation infrastructure related projects such as those included in this Grant. In addition to meeting with affected jurisdictions, this work will include meeting with the project administrators of other ITS projects to interface and coordinate the deployment of computer software and hardware, communications infrastructure, and field devices.

Tracking Expenditures/Adhering to Project Schedule

This work consists of tracking expenditures and reviewing project schedules to ensure all projects adhere to their respective scopes of work and project milestones. The activities include: managing the distribution of Grant funds, preparing spreadsheets which track both

FTIP#: LAF7310  
Subregion ID: Interstate 405, I-110, I-105, and SR-91  
Ramp and Interchange Improvements (South Bay)

CFP# F7310/MR312.52  
Funding Agreement# 920000000F7310

actual and projected expenditures, maintaining status reports, and overseeing contracts for consultant services.

### City Coordination Activities

The coordination activities include: distributing draft and final plans and reports to cities and following up to ensure timely comments on reports, and disseminating information on and enlisting participation of city staff and other interested parties in MTA or County sponsored training courses on ITS. This work also includes LA County staff meeting with individual cities to review the type, amount, and cost of ITS components which are recommended to be deployed within their respective jurisdictions.

## FA ATTACHMENT D

### PROJECT REPORTING & EXPENDITURE GUIDELINES

#### REPORTING PROCEDURES

- Quarterly Progress/Expenditure Report (**Attachment D1**) is required for all projects. The GRANTEE shall be subject to and comply with all applicable requirements of the funding agency regarding project-reporting requirements. In addition, GRANTEE will submit a quarterly report to the LACMTA at [ACCOUNTSPAYABLE@METRO.NET](mailto:ACCOUNTSPAYABLE@METRO.NET) or by mail to Los Angeles Metropolitan Transportation Authority, Accounts Payable, P. O. Box 512296, Los Angeles, California 90051-0296. Please note that letters or other forms of documentation may **not** be substituted for this form.
- The Quarterly Progress/Expenditure Report covers all activities related to the project and lists all costs incurred. It is essential that GRANTEE provide complete and adequate response to all the questions. The expenses listed must be supported by appropriate documentation with a clear explanation of the purpose and relevance of each expense to the project.
- In cases where there are no activities to report, or problems causing delays, clear explanation, including actions to remedy the situation, must be provided.
- GRANTEES are required to track and report on the project schedule. LACMTA will monitor the timely use of funds and delivery of projects. Project delay, if any, must be reported each quarter.
- The Quarterly Progress/Expenditure Report is due to the LACMTA as soon as possible after the close of each quarter, but no later than the following dates for each fiscal year:

<i>Quarter</i>	<i>Report Due Date</i>
July –September	November 30
October - December	February 28
January - March	May 31
April - June	August 31

Upon completion of the Project a final report that includes project’s final evaluation must be submitted.

## EXPENDITURE GUIDELINES

- Any activity or expense charged above and beyond the approved Scope of Work (FA Attachment C) **is considered ineligible** and will not be reimbursed by the LACMTA unless **prior written authorization** has been granted by the LACMTA Chief Executive Officer or his/her designee.
- Any expense charged to the grant must be clearly and directly related to the project.
- Administrative cost is the ongoing expense incurred by the GRANTEE for the duration of the project and for the direct benefit of the project as specified in the Scope of Work (Attachment C). Examples of administrative costs are personnel, office supplies, and equipment. As a condition for eligibility, all costs must be necessary for maintaining, monitoring, coordinating, reporting and budgeting of the project. Additionally, expenses must be reasonable and appropriate to the activities related to the project.
- LACMTA is not responsible for, and will not reimburse any costs incurred by the GRANTEE prior to the Effective Date of the FA, unless **written authorization** has been granted by the LACMTA Chief Executive Officer or his/her designee.

## DEFINITIONS

- Allowable Cost: To be allowable, costs must be reasonable, recognized as ordinary and necessary, consistent with established practices of the organization, and consistent with industry standard of pay for work classification.
- Excessive Cost: Any expense deemed “excessive” by LACMTA staff would be adjusted to reflect a “reasonable and customary” level. For detail definition of “reasonable cost”, please refer to the Federal Register *OMB Circulars A-87 Cost Principals for State and Local Governments; and A-122 Cost Principals for Nonprofit Organizations*.
- Ineligible Expenditures: Any activity or expense charged above and beyond the approved Scope of Work is considered ineligible.

**LACMTA FA MEASURE R ATTACHMENT D-1**  
**QUARTERLY PROGRESS / EXPENSE REPORT**

Grantee To Complete	
Invoice #	
Invoice Date	
FA#	9200000000MR
Quarterly Report #	

**GRANTEES ARE REQUESTED TO EMAIL THIS REPORT TO**  
**ACCOUNTSPAYABLE@METRO.NET**

or submit by mail to:

Los Angeles County Metropolitan Transportation Authority  
 Accounts Payable  
 P. O. Box 512296

Los Angeles, California 90051-0296

after the close of each quarter, but no later than November 30, February 28,

May 31 and August 31. Please note that letters or other forms

of documentation may not be substituted for this form. Refer to the

Reporting and Expenditure Guidelines (Attachment C) for further information.

**SECTION 1: QUARTERLY EXPENSE REPORT**

Please itemize grant-related charges for this Quarter on Page 5 of this report and include totals in this Section.

	LACMTA Measure R Grant \$
<b>Project Quarter Expenditure</b>	
<b>This Quarter Expenditure</b>	
<b>Retention Amount</b>	
<b>Net Invoice Amount (Less Retention)</b>	
<b>Project-to-Date Expenditure</b>	
<b>Funds Expended to Date (Include this Quarter)</b>	
<b>Total Project Budget</b>	
<b>% of Project Budget Expended to Date</b>	
<b>Balance Remaining</b>	

**SECTION 2: GENERAL INFORMATION**

**PROJECT TITLE:** \_\_\_\_\_

**FA #:** \_\_\_\_\_

**QUARTERLY REPORT SUBMITTED FOR:**

**Fiscal Year :**       2014-2015       2015-2016       2016-2017

2017-2018       2018-2019       2019-2020

**Quarter :**       Q1: Jul - Sep       Q2: Oct - Dec

Q3: Jan - Mar       Q4: Apr - Jun

**DATE SUBMITTED:** \_\_\_\_\_

**LACMTA MODAL CATEGORY:**

RSTI       Pedestrian       Signal Synchronization

TDM       Bicycle       Goods Movement

Transit

<b>LACMTA Project Manager</b>	Name:	_____
	Phone Number:	_____
	E-mail:	_____

<b>Project Sponsor Contact / Project Manager</b>	Contact Name:	_____
	Job Title:	_____
	Department:	_____
	City / Agency:	_____
	Mailing Address:	_____
	Phone Number:	_____
	E-mail:	_____

**SECTION 3 : QUARTERLY PROGRESS REPORT**

**1. DELIVERABLES & MILESTONES**

List all deliverables and milestones as stated in the FA, with start and end dates. Calculate the total project duration. **DO NOT CHANGE THE ORIGINAL FA MILESTONE START AND END DATES SHOWN IN THE 2<sup>ND</sup> AND 3<sup>RD</sup> COLUMNS BELOW.**

Grantees must make every effort to accurately portray milestone dates in the original FA Scope of Work, since this will provide the basis for calculating any project delay. If milestone start and/or end dates change from those stated in the Original FA Scope of Work, indicate the new dates under Actual Schedule below and recalculate the project duration. However, this does not change the original milestones in your FA. PER YOUR FA AGREEMENT, ANY CHANGES TO THE PROJECT SCHEDULE MUST BE FORMALLY SUBMITTED UNDER SEPARATE COVER TO LACMTA FOR WRITTEN CONCURRENCE.

FA Milestones	Original FA Schedule in Scope of Work		Actual Schedule	
	Start Date	End Date	Start Date	End Date
Environmental Clearance				
Design Bid & Award				
Design				
Right-of-Way Acquisition				
Construction Bid & Award				
Ground Breaking Event				
Construction				
Ribbon Cutting Event				
<b>Total Project Duration (Months)</b>				

**2. PROJECT COMPLETION**

A. Based on the comparison of the original and actual project milestone schedules above, project is (select only one) :

- On schedule per original FA schedule
  Less than 12 months behind original schedule  
 Between 12-24 months behind original schedule
  More than 24 months behind original schedule

B. Was the project design started within 6 months of the date originally stated in the FA?

- Yes
  No
  Not Applicable

C. Was a construction contract or capital purchase executed within 9 months after completion of design / specifications?

- Yes
  No
  Not Applicable

### 3. TASKS / MILESTONES ACCOMPLISHED

List tasks or milestones accomplished and progress made this quarter.

### 4. PROJECT DELAY

If project is delayed, describe reasons for delay (this quarter). Pay particular attention to schedule delays. If delay is for the same reason as mentioned in previous quarters, please indicate by writing "Same as Previous Quarter".

### 5. ACTION ITEMS TO RESOLVE DELAY

If the project is delayed (as described in #4), include action items that have been, or will be, undertaken to resolve the delay.

**SECTION 4: ITEMIZED LISTING OF EXPENSES AND CHARGES THIS QUARTER**

All expenses and charges must be itemized and listed below. Each item listed must be verifiable by an invoice and/or other proper documentation. The total amounts shown here must be equal to this quarter's expenditures listed on page 1 of this report. All expenses and charges must be reflective of the approved budget and rates as shown in the FA Attachment B, Scope of Work. Use additional pages if needed.

ITEM	INVOICE #	TOTAL EXPENSES CHARGED TO LACMTA MEASURE R GRANT
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
<b>TOTAL</b>		

**Note:**

All receipts, invoices, and time sheets, attached and included with this Expense Report must be listed and shown under the Invoice Number column of the Itemized Listing (above).

**Invoice Payment Information:**

- LACMTA will make all disbursements electronically unless an exception is requested in writing.
- ACH Payments require that you complete an ACH Request Form and fax it to Accounts Payable at 213-922-6107.
- ACH Request Forms can be found at [www.metro.net/callforprojects](http://www.metro.net/callforprojects).
- Written exception requests for Check Payments should be completed and faxed to Accounts Payable at 213-922-6107.

I certify that I am the responsible Project Manager or fiscal officer and representative of \_\_\_\_\_ and that to the best of my knowledge and belief the information stated in this report is true and correct.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

# ATTACHMENT E

## Los Angeles Metropolitan Transportation Authority 2019 Federal Transportation Improvement Program (\$000)

TIP ID <b>LAF7310</b>		Implementing Agency <b>Los Angeles County</b>																																																																																																																																																																													
Project Description: SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT : Project area is Normandie Av between 92nd St and El Segundo Bl, Manhattan Beach Bl between Manhattan Av and Van Ness Av, and Hawthorne Bl between Imperial Highway and Manhattan Beach Bl. Project scope includes (1) Synchronization and retiming traffic signals, equipment upgrades, system detection, CCTV cameras, changeable message signs. (2) Upgrade traffic signal operations to be capable of time-based coordination.							SCAG RTP Project #: 1ITS04 Study: N/A Is Model: YES Model #: PM: Bassam AL-Beitawi - (626) 300-2037 Email: balbeit@dpw.lacounty.gov LS: N LS GROUP#: Conformity Category: TCM Committed																																																																																																																																																																								
System :Local Hwy	Route :	Postmile:	Distance:	Phase: Environmental Document/Pre-Design Phase (PAED)			Completion Date 06/30/2021																																																																																																																																																																								
Lane # Extd: 4	Lane # Prop: 4	Imprv Desc: Time-based traffic signal synchronization, equipment upgrades and intersection operations improvements.			Air Basin: SCAB	Envir Doc: CATEGORICALLY EXEMPT - 06/30/2018																																																																																																																																																																									
Toll Rate:	Toll Colc Loc:	Toll Method:	Hov acs eg loc:	Uza: Los Angeles-Long Beach-Santa Ana	Sub-Area:	Sub-Region:																																																																																																																																																																									
Program Code: ITS02 - SIGNAL SYNCHRONIZATION Stop Loc:				CTIPS ID:	EA #:	PPNO:																																																																																																																																																																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 10%;">PHASE</th> <th style="width: 10%;">PRIOR</th> <th style="width: 10%;">18/19</th> <th style="width: 10%;">19/20</th> <th style="width: 10%;">20/21</th> <th style="width: 10%;">21/22</th> <th style="width: 10%;">22/23</th> <th style="width: 10%;">23/24</th> <th style="width: 10%;">BEYOND</th> <th style="width: 10%;">PROG TOTAL</th> </tr> </thead> <tbody> <tr> <td></td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>CON</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>SUBTOTAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CO - County</td> <td>PE</td> <td></td> <td>\$1,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$1,000</td> </tr> <tr> <td></td> <td>RW</td> <td></td> <td>\$0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0</td> </tr> <tr> <td></td> <td>CON</td> <td></td> <td>\$1,041</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$1,041</td> </tr> <tr> <td></td> <td>SUBTOTAL</td> <td></td> <td>\$2,041</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$2,041</td> </tr> <tr> <td>PC25 - Los Angeles County Proposition "C25"</td> <td>PE</td> <td></td> <td>\$160</td> <td>\$610</td> <td>\$0</td> <td></td> <td></td> <td></td> <td></td> <td>\$770</td> </tr> <tr> <td></td> <td>RW</td> <td></td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> <td></td> <td></td> <td></td> <td>\$0</td> </tr> <tr> <td></td> <td>CON</td> <td></td> <td>\$2,447</td> <td>\$0</td> <td>\$2,292</td> <td></td> <td></td> <td></td> <td></td> <td>\$4,739</td> </tr> <tr> <td></td> <td>SUBTOTAL</td> <td></td> <td>\$2,607</td> <td>\$610</td> <td>\$2,292</td> <td></td> <td></td> <td></td> <td></td> <td>\$5,509</td> </tr> <tr> <td></td> <td>TOTAL</td> <td></td> <td>\$4,648</td> <td>\$610</td> <td>\$2,292</td> <td></td> <td></td> <td></td> <td></td> <td>\$7,550</td> </tr> <tr> <td colspan="3" style="text-align: right;"><b>TOTAL PE: \$1,770</b></td> <td colspan="3" style="text-align: right;"><b>TOTAL RW: \$0</b></td> <td colspan="5" style="text-align: right;"><b>TOTAL CON: \$5,780</b></td> </tr> </tbody> </table>												PHASE	PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	PROG TOTAL		PE											RW											CON											SUBTOTAL										CO - County	PE		\$1,000							\$1,000		RW		\$0							\$0		CON		\$1,041							\$1,041		SUBTOTAL		\$2,041							\$2,041	PC25 - Los Angeles County Proposition "C25"	PE		\$160	\$610	\$0					\$770		RW		\$0	\$0	\$0					\$0		CON		\$2,447	\$0	\$2,292					\$4,739		SUBTOTAL		\$2,607	\$610	\$2,292					\$5,509		TOTAL		\$4,648	\$610	\$2,292					\$7,550	<b>TOTAL PE: \$1,770</b>			<b>TOTAL RW: \$0</b>			<b>TOTAL CON: \$5,780</b>				
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<ul style="list-style-type: none"> <li>- <b>General Comment:</b> Rolling over into 2019 FTIP</li> <li>- <b>Mdeling Comment:</b> Rolling over into 2019 FTIP</li> <li>- <b>TCM Comment:</b> Rolling over into 2019 FTIP</li> <li>- <b>Narrative:</b>                      Total project cost increased from \$5,103 to \$7,550                      Project cost increased by \$2,447 and by 47.95%                      Programming amount in the active FTIP years increased by \$2,447 and by 47.95%                      Changed Conformity Category:                      - from "TCM" to "TCM Committed"                 </li> </ul>																																																																																																																																																																															
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<b>Last Revised Adoption 19-00 - SCAG PENDING</b>					Change reason: COST INCREASE			<b>Total Cost \$7,550</b>																																																																																																																																																																							



**Metro**

**ATTACHMENT F-1**  
**LOS ANGELES COUNTY REGIONAL ITS**  
**ARCHITECTURE CONSISTENCY**  
**SELF-CERTIFICATION FORM**

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This form should be completed and executed for all ITS Projects or Projects with ITS elements. The form should be sent to LACMTA for any planned ITS projects or proposed funding involving Local, State or Federal funds programmed or administered through the LACMTA.

1. Name of Sponsoring Agency: Los Angeles County Public Works
2. Contact Name: John Ickis
3. Contact Phone: 626-300-4714
4. Contact Email: [jickis@dpw.lacounty.gov](mailto:jickis@dpw.lacounty.gov)
  
5. Project Description:

The South Bay Forum Traffic Signal Corridors Project (#F7310) builds upon transportation improvements that are currently in progress within the South Bay Traffic Forum region using previously awarded Grant funding. One primary component includes traffic signal synchronization and traffic signal equipment upgrades such as bicycle detection and vehicle detection to enable operation as a fully traffic-actuated signal. The traffic signals are also retimed to improve the overall progression of traffic.

The other primary component of this Project includes the expansion of the Intelligent Transportation System (ITS) components to support traffic control system operations and arterial performance measurements such as communications, system detection, Closed-Circuit Television (CCTV) cameras, Changeable Message Signs (CMS), and Connected Vehicle (CV) technologies. It may also include the installation and support of elements for the County's Information Exchange Network (IEN) to enhance inter-jurisdictional data-sharing for arterial traffic management strategies, cooperative efforts in timing plan development and coordinated response to arterial incidents, congestion and special events.

Specifically, ITS components may include the deployment of arterial system detection and arterial performance measurement devices to collect real-time traffic-flow information such as volume, speed and occupancy. This can be coupled with travel time measurement devices, such as Bluetooth/Wi-fi and Microwave Radar, to provide additional data and to determine delay and queue lengths. In addition, the project may include the deployment of elements associated with a Connected Corridors Decision Support System and the deployment of Dedicated Short-Range Communications (DSRC), providing the foundation to implement the next generation of CV technology.

6. Identify the ITS elements being implemented and the relevant National Architecture Service Package(s), see Attachment A. See last page of this document.

The ITS components to be implemented with this project may include the following Service Package Areas: Data Management (DM01-02), Maintenance and Construction (MC05), Support (SU01, SU02, SU04, SU05, SU07, SU08, SU09, SU10), Sustainable Travel (ST02, ST08, ST09), Traffic Management (TM01, TM02, TM03, TM04, TM06, TM07, TM08, TM09, TM13) Traveler Information (TI01, TI04) and Vehicle Safety (VS08, VS12, VS13).



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7. Outline of the concept of operations for the project.

The concept of operations is focused on multi-jurisdictional arterial congestion reduction and mobility improvements. It includes basic traffic signal synchronization and intelligent transportation system improvements including communications. The IEN is the key to the multi-jurisdictional arterial management strategies. These strategies will result in a substantial enhancement of traffic signal coordination and event management capabilities for the affected cities and pave the way for more advanced, Connected Vehicle technologies.

8. Identify participating agencies roles and responsibilities.

The County of Los Angeles' role is to maintain traffic signal coordination timing throughout the region.

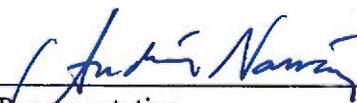
In addition, the County is responsible for operating its traffic control system and associated ITS elements for County signals as well as County maintained signals in Carson, El Segundo, Hawthorne, Lawndale, and Manhattan Beach. The County is also hosting the following cities traffic signals on its central system: Hermosa Beach(future) and Rolling Hills Estates(future). This role includes monitoring the signals for the cities of Carson, Lomita, and Manhattan Beach.

The following cities have their own traffic control systems: Gardena, Redondo Beach, Torrance, and Inglewood and are responsible for their own signal operations.

By signing and self-certifying this form, the agency commits itself to follow the ITS requirements listed below during project design and implementation. Please be advised that your project may be subject to further review and documentation by FHWA or FTA during project design and implementation phases:

- Perform a lifecycle analysis for the ITS project elements and incorporate these costs into the Operations and Maintenance plan as part of the system engineering process,
- Maintain and operate the system according to the recommendations of the operations and Maintenance plan upon project completion,
- Use the systems engineering process and document the system engineering steps, and
- Use the Los Angeles County Regional ITS Architecture interface standards, if required, and conform to the regional configuration management process.

Signature:

  
 \_\_\_\_\_  
 Agency Representative

03/26/19  
 \_\_\_\_\_  
 Date



**Metro**

**ATTACHMENT F-1  
LOS ANGELES COUNTY REGIONAL ITS  
ARCHITECTURE CONSISTENCY  
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**ATTACHMENT A**

*Architecture Reference for Cooperative and Intelligent Transportation  
(ARC-IT) Service Packages (Version 8.1)*

Service Package Area	Short Name	Name
<b>Commercial Vehicle Operations</b>	CVO01	Carrier Operations and Fleet Management
	CVO02	Freight Administration
	CVO03	Electronic Clearance
	CVO04	CV Administrative Processes
	CVO05	International Border Electronic Clearance
	CVO06	Freight Signal Priority
	CVO07	Roadside CVO Safety
	CVO08	Smart Roadside and Virtual WIM
	CVO09	Freight-Specific Dynamic Travel Planning
	CVO10**	Road Weather Information for Freight Carriers
	CVO11	Freight Drayage Optimization
	CVO12	HAZMAT Management
	CVO13**	Roadside HAZMAT Security Detection and Mitigation
	CVO14	CV Driver Security Authentication
	CVO15	Fleet and Freight Security
	CVO16*	Electronic Work Diaries
	CVO17*	Intelligent Access Program
	CVO18*	Intelligent Access Program - Weight Monitoring
	CVO19*	Intelligent Speed Compliance
<b>Data Management</b>	DM01	ITS Data Warehouse
	DM02	Performance Monitoring
<b>Maintenance and Construction</b>	MC01	Maintenance and Construction Vehicle and Equipment Tracking
	MC02	Maintenance and Construction Vehicle Maintenance
	MC03**	Roadway Automated Treatment
	MC04**	Winter Maintenance
	MC05	Roadway Maintenance and Construction
	MC06	Work Zone Management
	MC07	Work Zone Safety Monitoring
	MC08	Maintenance and Construction Activity Coordination
	MC09**	Infrastructure Monitoring
<b>Parking Management</b>	PM01	Parking Space Management
	PM02	Smart Park and Ride System
	PM03	Parking Electronic Payment
	PM04	Regional Parking Management
	PM05	Loading Zone Management
<b>Public Safety</b>	PS01	Emergency Call-Taking and Dispatch
	PS02	Routing Support for Emergency Responders



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**ATTACHMENT F-1  
LOS ANGELES COUNTY REGIONAL ITS  
ARCHITECTURE CONSISTENCY  
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Service Package Area	Short Name	Name	
	PS03	Emergency Vehicle Preemption	
	PS04	Mayday Notification	
	PS05	Vehicle Emergency Response	
	PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	
	PS07	Incident Scene Safety Monitoring	
	PS08	Roadway Service Patrols	
	PS09**	Transportation Infrastructure Protection	
	PS10	Wide-Area Alert	
	PS11	Early Warning System	
	PS12	Disaster Response and Recovery	
	PS13	Evacuation and Reentry Management	
	PS14	Disaster Traveler Information	
	<b>Public Transportation</b>	PT01	Transit Vehicle Tracking
		PT02	Transit Fixed-Route Operations
PT03		Dynamic Transit Operations	
PT04		Transit Fare Collection Management	
PT05		Transit Security	
PT06		Transit Fleet Management	
PT07		Transit Passenger Counting	
PT08		Transit Traveler Information	
PT09		Transit Signal Priority	
PT10		Intermittent Bus Lanes	
PT11		Transit Pedestrian Indication	
PT12**		Transit Vehicle at Station/Stop Warnings	
PT13**		Vehicle Turning Right in Front of a Transit Vehicle	
PT14		Multi-modal Coordination	
PT15**		Transit Stop Request	
PT16		Route ID for the Visually Impaired	
PT17		Transit Connection Protection	
PT18		Integrated Multi-Modal Electronic Payment	
<b>Support</b>	SU01	Connected Vehicle System Monitoring and Management	
	SU02	Core Authorization	
	SU03	Data Distribution	
	SU04	Map Management	
	SU05	Location and Time	
	SU06	Object Registration and Discovery	
	SU07	Privacy Protection	
	SU08	Security and Credentials Management	
	SU09	Center Maintenance	
	SU10	Field Equipment Maintenance	
	SU11	Vehicle Maintenance	
	SU12	Traveler Device Maintenance	



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**ATTACHMENT F-1  
LOS ANGELES COUNTY REGIONAL ITS  
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Service Package Area	Short Name	Name
<b>Sustainable Travel</b>	ST01	Emissions Monitoring
	ST02	Eco-Traffic Signal Timing
	ST03	Eco-Traffic Metering
	ST04	Roadside Lighting
	ST05	Electric Charging Stations Management
	ST06	HOV/HOT Lane Management
	ST07**	Eco-Lanes Management
	ST08	Eco-Approach and Departure at Signalized Intersections
	ST09	Connected Eco-Driving
	ST10**	Low Emissions Zone Management
<b>Traffic Management</b>	TM01	Infrastructure-Based Traffic Surveillance
	TM02	Vehicle-Based Traffic Surveillance
	TM03	Traffic Signal Control
	TM04	Connected Vehicle Traffic Signal System
	TM05	Traffic Metering
	TM06	Traffic Information Dissemination
	TM07	Regional Traffic Management
	TM08	Traffic Incident Management System
	TM09	Integrated Decision Support and Demand Management
	TM10	Electronic Toll Collection
	TM11	Road Use Charging
	TM12	Dynamic Roadway Warning
	TM13	Standard Railroad Grade Crossing
	TM14	Advanced Railroad Grade Crossing
	TM15	Railroad Operations Coordination
	TM16	Reversible Lane Management
	TM17	Speed Warning and Enforcement
	TM18**	Drawbridge Management
	TM19	Roadway Closure Management
	TM20	Variable Speed Limits
	TM21	Speed Harmonization
	TM22	Dynamic Lane Management and Shoulder Use
	TM23**	Border Management Systems
<b>Traveler Information</b>	TI01	Broadcast Traveler Information
	TI02	Personalized Traveler Information
	TI03	Dynamic Route Guidance
	TI04	Infrastructure-Provided Trip Planning and Route Guidance
	TI05	Travel Services Information and Reservation
	TI06	Dynamic Ridesharing and Shared Use Transportation
	TI07	In-Vehicle Signage
<b>Vehicle Safety</b>	VS01	Autonomous Vehicle Safety Systems
	VS02	V2V Basic Safety
	VS03	V2V Situational Awareness



**ATTACHMENT F-1  
LOS ANGELES COUNTY REGIONAL ITS  
ARCHITECTURE CONSISTENCY  
SELF-CERTIFICATION FORM**

Service Package Area	Short Name	Name
	VS04	V2V Special Vehicle Alert
	VS05	Curve Speed Warning
	VS06**	Stop Sign Gap Assist
	VS07**	Road Weather Motorist Alert and Warning
	VS08	Queue Warning
	VS09	Reduced Speed Zone Warning / Lane Closure
	VS10	Restricted Lane Warnings
	VS11	Oversize Vehicle Warning
	VS12	Pedestrian and Cyclist Safety
	VS13	Intersection Safety Warning and Collision Avoidance
	VS14	Cooperative Adaptive Cruise Control
	VS15	Infrastructure Enhanced Cooperative Adaptive Cruise Control
	VS16	Automated Vehicle Operations
	VS17	Traffic Code Dissemination
Weather	WX01**	Weather Data Collection
	WX02**	Weather Information Processing and Distribution
	WX03**	Spot Weather Impact Warning

*\*These Service Packages are incorporated from the European Union and Australian applications to support international ITS harmonization efforts; however they are not incorporated or used within the current RAD-IT tool.*

*\*\* These Service Packages have not been incorporated into the current CONNECT-IT (LA County Regional ITS Architecture). They will remain as a reference for future updates.*

**ATTACHMENT F-2**  
**SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROGRAM**  
**SPECIAL GRANT CONDITIONS**

Signal Synchronization and Bus Speed Improvement projects cover a wide variety of traffic engineering measures that can be categorized into four tiers:

- TIER 1**    **Conventional Traffic Engineering** – such as coordinated traffic signal timing and functional intersection improvements
- TIER 2**    **Transit Preferential Treatment and Priority Systems** – such as traffic signal priority and bottleneck intersection improvements
- TIER 3**    **Computerized Traffic Control and Monitoring Systems** – such as central traffic control, adaptive traffic control, advanced transportation management, enhanced detection, and arterial performance measurement systems
- TIER 4**    **Intelligent Transportation Systems (ITS)** – such as multi-agency system integration, advanced traveler information systems, changeable message signs, and CCTV distribution networks

1. Grantee is required to attend the LACMTA Arterial ITS Committee Meetings quarterly. Grantee shall provide the opportunity to LACMTA staff, other affected agencies and/or the Arterial ITS Committee, to review, comment and participate on all aspects of the Project implementation to achieve multi-jurisdictional consensus, including, but not limited to, scope of work, consultant selection, PS&E, system design, bid documents and Project deliverables.
2. Grantee shall conform the Project scope of work and engineering design to the LACMTA's Signal Synchronization and Bus Speed Improvement Program Guidelines.
3. Grantee shall cooperate with the regional Traffic Forum, a collection of agencies that make up a specific sub-region, and shall not advertise the Project for bid to begin construction before all affected agencies and/or regional Traffic Forum members have fully executed an agreement regarding the maintenance and operation of traffic signal synchronization system(s) along multi-jurisdictional corridor(s). Grantee shall deliver a copy of the fully executed agreement to LACMTA within seven (7) days from the date of full execution.
4. Grantee shall commit and/or secure non-LACMTA funds to maintain and operate the Project improvements. Grantee's failure to provide proper maintenance and operation of the Project improvements may jeopardize future LACMTA funding. Additionally, Grantee's Project shall not make major equipment or timing-plan changes on other Metro Call for Projects funded projects, including but not limited the regional Traffic Forum projects, within the first two years of Grantee's Project implementation/system operation without LACMTA or lead agency prior written approval. The obligations set forth in this section shall survive the expiration or termination of this Agreement.

5. For all Tier 3 and Tier 4 project developments, Grantee shall design for system compatibility with the arterial traffic control open system architecture. Grantee shall coordinate the system design through LACMTA staff to allow communication with the Information Exchange Network (IEN).
6. Grantee shall make available all data from the Project, including, without limitation, improvements and inventory data, to LACMTA upon request.

Grantee shall:

- a. provide real-time traffic data from the Project, if available, to the County (IEN)
- b. allow for archiving through the Regional Integration of ITS (RIITS) Network or any regional ITS software for regional corridor performance evaluation and monitoring purpose
- c. populate ITS FIRST inventory tool with data upon completion of project

The obligations set forth in this section shall survive the expiration or termination of this Agreement.

7. It is understood that the LACMTA/Grantee participation ratio established for this Project will apply to the total Project cost and not to the individual Project elements as defined and estimated in Attachment B.

**ATTACHMENT F-3  
SUSTAINABLE DESIGN ELEMENTS REQUIREMENTS  
SPECIAL GRANT CONDITIONS**

1. Grantee shall ensure its Project is in compliance with the LACMTA Sustainable Design Elements Requirements by meeting the following conditions:
  - a. Grantee shall attend the LACMTA-hosted training on sustainable design prior to the initiation of the construction phase. The LACMTA training on sustainable design will be held every Fall. For training details, Grantee shall be responsible for contacting the LACMTA Sustainability Policy Manager.
  - b. Grantee shall develop a Sustainable Design Plan (Plan), for LACMTA review and approval, that contains, at a minimum, the following elements:
    1. A list of the sustainable design elements which will be included in the Project.
    2. A summary description of mitigation measures committed through project environmental review.
    3. A detail description of how the Project's proposed sustainable design elements will achieve either (1) the LACMTA Sustainable Design Performance Metrics ("LACMTA Metrics"), found in Appendix J of the Call for Projects Application; or (2) Alternative Metrics, as defined below. If Grantee desires to use an Alternative Metrics, the Plan must establish the alternative set of performance metrics Grantee intends to use.
    4. A description of how Grantee will achieve each LACMTA Metrics or the Alternative Metrics, as applicable to the Scope of Work.

The "Alternative Metrics" is defined as any alternative metrics that exceeds business-as-usual performance in the following areas: energy and water use; waste reduction; stormwater management; and reduction of urban heat island effects, as applicable to the Scope of Work. Grantee may cite performance metrics from standardized sources including but not limited to LEED, LEED-ND, Envision, and Sites Initiative.

2. Prior to initiation of the construction phase of the Project, Grantee must be found in compliance with the Plan. Grantee's compliance with the Plan can be determined in one of two ways: the LACMTA Sustainability Policy Manager shall determine and certify Grantee's compliance with the Plan or the Grantee must provide written self-certification of compliance to the LACMTA Sustainability Policy Manager with these conditions found in Section 1(b).

3. Grantee shall report on the implementation of the Plan. As part of the Project closeout, Grantee shall certify that the Plan has been completed, with approval from the LACMTA Sustainability Policy Manager.
  
4. LACMTA's Sustainability Policy Manager Contact Information:  
Paul Backstrom  
[BackstromP@metro.net](mailto:BackstromP@metro.net)  
(213) 922-2183



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

October 30, 2018

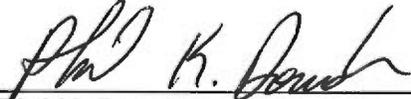
IN REPLY PLEASE  
REFER TO FILE: T-6

### FA Attachment G PROJECT READINESS CERTIFICATION

As part of the 2013 Call for Projects, the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors, authorized a grant to GRANTEE for the South Bay Forum Traffic Signal Corridors Project (the Project).

Prior to execution of Funding Agreement for the Project, GRANTEE must assure LACMTA that GRANTEE has taken the necessary steps to ensure that the Project will be appropriately staffed, that the Project will be appropriately funded, and that the Project will be completed in a timely manner.

The undersigned, duly qualified and serving as Assistant Deputy Director for the County of Los Angeles certifies that the below Project Readiness actions have been duly authorized and approved by its Governing Authority. The undersigned further certifies that the information submitted herein is true and accurate to the best of his/her knowledge.

  
\_\_\_\_\_  
Phil K. Doudar  
Deputy Director

3/28/19  
\_\_\_\_\_  
Date

- 1) GRANTEE has incorporated the Project into the County of Los Angeles Transportation Improvement Program. The date the County of Los Angeles Transportation Improvement Program included the Project is set forth below and attached to this Certification is Life of Project Budget cover page (Attachment G-1) and the date showing the Project.

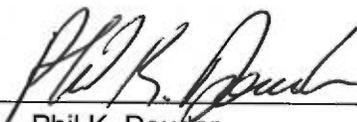
Date of Adoption
October, 2018

- 2) GRANTEE hereby commits to provide its Local Match amount accepted by the LACMTA Board as follows:

<b>Metro Grant Amount</b>	<b>Local Match Amount</b>	<b>Total Project Cost</b>
\$ 3,062,041	\$ 2,041,361	\$ 5,103,402

- 3) GRANTEE hereby commits to the staffing plan as shown in Attachment G-2.
- 4) GRANTEE hereby commits to deliver the Project by the Project Lapse Date.  
Project Lapse Date: June 30, 2023
- 5) GRANTEE was granted delegated authority by the governing authority on December 13, 2016, to approve all the foregoing as showing in Attachment G-3.

Submitted   
for Emiko K. Thompson

Approved   
Phil K. Dougar

# LIFE OF PROJECT BUDGET AND SCHEDULE

## 2013 SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT

GRANT: 2013 CALL FOR PROJECTS\*  
SD 2 AND 4

Submitted by:

Emiko K. Thompson  
Traffic Safety and Mobility Division

November 2018

- \* Project Description: Multijurisdictional traffic signal synchronization and intersection operational improvements on Normandie Avenue between 92<sup>nd</sup> Street and El Segundo Boulevard, Manhattan Beach Boulevard between Manhattan Avenue and Van Ness Avenue, and Hawthorne Boulevard between Imperial Highway and Manhattan Beach Boulevard. Other project components include systemwide coordination timing and Intelligent Transportation Systems (ITS).

Attachment G-2

PROJECT ID: n/a  
 PROJECT NAME: 2013 South Bay Forum Traffic Signal Corridors Project  
 SCOPE: Traffic signal synchronization and intersection operational improvements  
 ADVERTISING DATE: n/a  
 SD(S): 2, 4  
 PROGRAM: LR02  
 COMMENTS: 2013 CFP, Revenue Source 9054 (MTA Grants)  
 PROJECT INITIATION: 0  
 LOPB STATUS: N/A

Active eCAPS PNs:	PROJECT NAME	FUND	FUNCTION
	2013 South Bay Forum Traffic Signal Corridors Project	CN9	LR02

Inactive eCAPS PNs:	PROJECT NAME	FUND	FUNCTION
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**PE PHASE:**

Division Unit	Division Name	Total (\$)
49500	Architectural Engineering Div.	-
49000	Construction Div.	30,000
48900	Design Div.	-
48700	Flood Maintenance Div.	-
48400	Geotechnical & Materials Engineering Div	-
49200	Land Development Div.	-
47700	Operational Services Div.	20,000
47200	Programs Development Div.	20,000
48600	Road Maintenance Div.	-
48300	Survey/Mapping & Property Management Div	-
49100	Traffic & Lighting Div.	1,261,000
47800	Water Resources Div.	-
47300	Watershed Management Division	-
<b>Total for PE Phase:</b>		<b>1,331,000</b>
<b>Reimbursement for PE Phase:</b>		<b>798,600</b>

**CE PHASE:**

Division Unit	Division Name	Total (\$)
49500	Architectural Engineering Div.	-
49000	Construction Div.	125,000
48900	Design Div.	-
48700	Flood Maintenance Div.	-
48400	Geotechnical & Materials Engineering Div	-
49200	Land Development Div.	-
47700	Operational Services Div.	20,000
47200	Programs Development Div.	20,000
48600	Road Maintenance Div.	-
48300	Survey/Mapping & Property Management Div	-
49100	Traffic & Lighting Div.	215,000
<b>Total for CE Phase:</b>		<b>380,000</b>
<b>Reimbursement for CE Phase:</b>		<b>228,000</b>

**CONTRACT PHASE:**

Division Unit	Division Name	Total (\$)
47200	Programs Development Division (Contract Award Amount)	2,932,402
47200	Programs Development Division (Contingency)	460,000
<b>Total for CONTRACT Phase:</b>		<b>3,392,402</b>
<b>Reimbursement for CONTRACT Phase:</b>		<b>2,035,441</b>

**PROJECT SUMMARY**

<b>TOTAL LOPB ESTIMATE</b>	<b>5,103,402</b>
<b>Grant Amount (from TPD)</b>	<b>3,062,041</b>
<b>Local Match</b>	<b>2,041,361</b>



GAIL FARBER, Director

**COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS**

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ADDRESS ALL CORRESPONDENCE TO  
P O BOX 1480  
ALHAMBRA, CALIFORNIA 91802-1480

IN REPLY PLEASE  
REFER TO FILE

December 13, 2016

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

Dear Supervisors:

**ADOPTED**

BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

35 December 13, 2016

Handwritten signature of Lori Glasgow in cursive.

LORI GLASGOW  
EXECUTIVE OFFICER

**DELEGATE AUTHORITY TO ENTER INTO AGREEMENTS AND SUBSEQUENT EXTENSIONS  
OR AMENDMENTS FOR TRANSPORTATION-RELATED PROJECTS OR PROGRAMS  
RECEIVING FUNDS FROM  
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
(ALL SUPERVISORIAL DISTRICTS)  
(3 VOTES)**

**SUBJECT**

This action is to delegate authority to the Chief Deputy Director of Public Works or his designee to execute agreements and any subsequent extensions or amendments with the Los Angeles County Metropolitan Transportation Authority to receive discretionary grant funds to carry out various transportation-related projects and programs within the County of Los Angeles; and to prepare the Transportation Improvement Program and certify statements of local match commitment, staffing plans, and work programs or project schedules required by the Los Angeles County Metropolitan Transportation Authority for inclusion in agreements, extensions, and amendments. This action also delegates authority to the Chief Deputy Director of Public Works or his designee to accept funds, enter into agreements, including subsequent amendments with agencies, and act as the lead agent for the County of Los Angeles when conducting business on all matters related to Open Streets events.

**IT IS RECOMMENDED THAT THE BOARD:**

1. Find that the recommended actions do not constitute a project pursuant to the California Environmental Quality Act.
2. Delegate authority to the Chief Deputy Director of Public Works or his designee to execute agreements and any subsequent extensions or amendments to receive discretionary grant funds

from the Los Angeles County Metropolitan Transportation Authority to carry out transportation-related projects and programs within the County of Los Angeles; and to authorize the Chief Deputy Director of Public Works or his designee to prepare the Transportation Improvement Program and certify statements of local match commitment, staffing plans, and work programs or project schedules required by the Los Angeles County Metropolitan Transportation Authority for inclusion in agreements, extensions, and amendments.

3. Delegate authority to the Chief Deputy Director of Public Works or his designee to accept discretionary grant funds; enter into agreements, including subsequent amendments with agencies; and act as the lead agent for the County of Los Angeles when conducting business with agencies on all matters related to Open Streets events.

### **PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

The purpose of the recommended actions is to expedite processing of administrative tasks associated with managing transportation-related projects and programs receiving discretionary grant funds from Los Angeles County Metropolitan Transportation Authority (LACMTA). The recommended delegated authority will authorize the Chief Deputy Director of Public Works or his designee to execute necessary agreements and any subsequent extensions or amendments with LACMTA and agencies to receive funds and provide services for transportation-related projects and programs within the County.

On February 1, 2000, the Board adopted a resolution that authorized the Director to execute agreements with LACMTA to receive funds from LACMTA's Transportation Improvement Program (TIP) Call for Projects.

In addition to the Call for Projects, LACMTA allocates Federal, State, and Local Transportation funds through other competitive grant programs including, but not limited to, the Wayfinding Signage Grant Pilot, ExpressLanes Net Toll Revenue Re-Investment Grant, and Open Streets Grant Programs.

Open Streets events are one-day events that close streets temporarily to automotive traffic and open them for exclusive use by pedestrians and bicyclists. The County enters into agreements with other agencies hosting Open Streets events and receives funds from LACMTA through the hosting agencies. The recommended actions will allow Public Works to conduct business with agencies on all matters related to these Open Streets events.

On August 25, 2016, the LACMTA Board of Directors adopted the project readiness criteria requiring sponsors to demonstrate project readiness before the funding agreement can be executed. Project sponsors must show that the grant project is in an adopted capital improvement program and has governing authority approval of the project's local match, staffing plan, and work program or project schedule.

### **Implementation of Strategic Plan Goals**

The Countywide Strategic Plan directs the provisions of Operational Effectiveness/Fiscal Sustainability (Goal 1) and Community Support and Responsiveness (Goal 2). The recommended actions will improve overall quality of life for the public by expediting the processing of administrative matters associated with funding transportation-related projects and programs. The recommended actions will enrich the lives of County residents by encouraging active modes of transportation that reduce energy consumption and greenhouse gas emissions and improve public health.

### **FISCAL IMPACT/FINANCING**

There will be no impact to the County General Fund.

After approval of the recommended actions, Public Works may enter into agreements and any subsequent extensions or amendments with LACMTA and other agencies to receive discretionary grant funds directly and indirectly from LACMTA to carry out transportation projects and programs and to carry out Open Streets Grant Program projects with other agencies.

The individual projects or programs to be administered under the terms of an agreement will be included in future annual budgets. Any local match, if required, will be financed from the appropriate County fund.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

On May 3, 1994, the Board established a policy for all County departments to pursue grants and funding for projects and programs that will strengthen the County's infrastructure and improve services to the public.

On February 1, 2000, the Board adopted a resolution that authorized the Director to execute agreements with LACMTA to receive funds from the TIP Call for Projects. Subsequent to the adoption of the resolution, LACMTA established additional competitive grant programs including, but not limited to, the Wayfinding Signage Grant Pilot, ExpressLanes Net Toll Revenue Re-Investment Grant, and Open Streets Grant Programs that will require execution of agreements.

The recommended actions expand the authority delegated under the February 1, 2000, adopted resolution to provide authority for the execution of agreements and any subsequent extensions or amendments to agreements for all current and future grant programs administered by LACMTA and authorize the Chief Deputy Director to prepare the TIP and certify statements of local match commitment, staffing plans, and work programs or project schedules required for inclusion in agreements for grant funded projects and programs.

The agreements for the projects and programs receiving funds from LACMTA and other agencies will be reviewed and approved as to form by County Counsel prior to their final execution.

### **ENVIRONMENTAL DOCUMENTATION**

In accordance with Section 15378(b)(4) of the California Environmental Quality Act Guidelines, approval of the recommended actions does not constitute a project and, therefore, is not subject to the requirements of the California Environmental Quality Act. Appropriate environmental documents will be prepared for any projects developed under this authority.

### **IMPACT ON CURRENT SERVICES (OR PROJECTS)**

Funds secured through agreements executed and amended under the delegated authority will be used on transportation projects and programs within the County.

The Honorable Board of Supervisors  
12/13/2016  
Page 4

**CONCLUSION**

Please return one adopted copy of this letter to the Department of Public Works, Programs Development Division.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mark Pestrella". The signature is fluid and cursive, with the first name "Mark" written in a larger, more prominent script than the last name "Pestrella".

MARK PESTRELLA  
Chief Deputy Director

MP:JTW:pr

c: Chief Executive Office (Rochelle Goff)  
County Counsel (Rosa Linda Cruz)  
Executive Office