

Measure R Highway Program Implementation Plan 2016

Final

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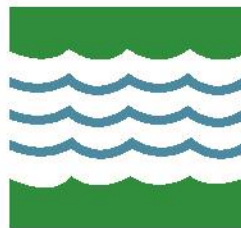
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Executive Summary

The Funding Program

The South Bay Measure R Highway Program (SBHP) is funded using revenues generated by Measure R, a Los Angeles County sales-tax program approved in 2008. The South Bay Cities Council of Governments (SBCCOG) works cooperatively with the Los Angeles County Metropolitan Transportation Authority (LACMTA), Caltrans, and local jurisdictions to identify, develop, fund, and monitor SBHP-funded projects.

SBHP funds must be used to develop and deliver transportation infrastructure projects which improve traffic flow in State Highway corridors by reducing operational deficiencies and increasing safety through a cooperative, corridor-based approach. The LACMTA Board-adopted Measure R Expenditure Plan allocated \$906 million (in 2008 dollars) over 30 years to “Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)” which provides the funding for the SBHP.

Eligible projects which can receive Measure R funds under the current LACMTA Board-adopted guidelines are: “Operational improvements on State highways and primary local roadways (principal arterials, minor arterials, and key collector roads) within one-mile of a State highway to reduce recurring congestion and enhance mobility and safety—excluding major capacity enhancement projects.”

Due to the SBHP’s specific and narrow eligibility requirements, projects can be composed of both eligible and ineligible components. The following summarizes the eligibility of the various project components:

- **Core Project Elements** - Core Project elements must be generally within a mile of a state highway or freeway and reduce recurring or incident-related vehicle delays by improving the operation or safety of the facility.
- **Enabling Elements** - Enabling elements are not eligible as a stand-alone project, but are necessary to enable the delivery of eligible Core Project elements.
- **Ancillary Project Elements** - Ancillary project elements are enhancements to the core project not related to the reduction of vehicular delays and are generally not eligible for SBHP funding.

The Implementation Plan

The Implementation Plan is the SBHP policy document. It addresses program development to identify transportation needs and the scoping of SBHP-eligible projects. Eligible projects are prioritized based on their operational and safety benefits to the State Highway System and the amount of funding that is identified in the Measure R Ordinance as programmed through the LACMTA Long Range Transportation Plan and allocated through the annual LACMTA budget.

Corridor-Based Planning

The SBHP corridor planning process begins with a review of transportation system performance to identify potential projects and prioritize candidate projects. Candidate Projects are assessed for their regional significance and readiness. Performance metrics specifically assess the operational benefit of each project on the State Highway System and its potential to improve safety.

The South Bay Cities Arterial Performance Measurement Baseline Conditions Analysis Final Report (August 2015) uses performance measures to provide an assessment of the productivity, mobility, and reliability metrics of each arterial corridor. The baseline conditions identified are used to measure the impact of projects as new SBHP projects are being prioritized and once they are constructed.

SBHP Projects

SBHP Projects are developed and delivered through the SBHP Corridor Planning Process by Lead Agencies (Cities and Caltrans). When a lead agency wants a prospective project to be considered for SBHP funding, it puts together a funding request and submits it to the SBCCOG. The funding request must be sufficiently detailed for SBCCOG and LACMTA to make a determination of project eligibility and to schedule the funding required to design and construct the project. Funding Requests describe:

- The project scope, physical limits, and costs of Core, Enabling, and Ancillary elements;
- Description of the need for the project, current highway deficiencies to be addressed, and project background
- Quarterly projection of SBHP cash flow reimbursement schedule and amounts anticipated to complete the project
- Sources, amounts, and quarterly schedule of committed non-Measure R SBHP funding
- A commitment by the lead agency governing authority to implement the SBHP-eligible elements regardless of the non-Measure R funded elements

When approved by the SBCCOG's Infrastructure Working Group (IWG) and Board, projects are submitted to the LACMTA Board for approval in an annual budget request (MBR). LACMTA enters into project funding agreements (FA) with Cities and Caltrans to environmentally document, design and construct each SBHP project. Once a funding agreement is signed, Measure R Highway Funds can reimburse lead agency costs for project development (design, environmental and plans, specifications, and estimates), project delivery (procurement and construction milestones and deadlines), and project reporting and monitoring.

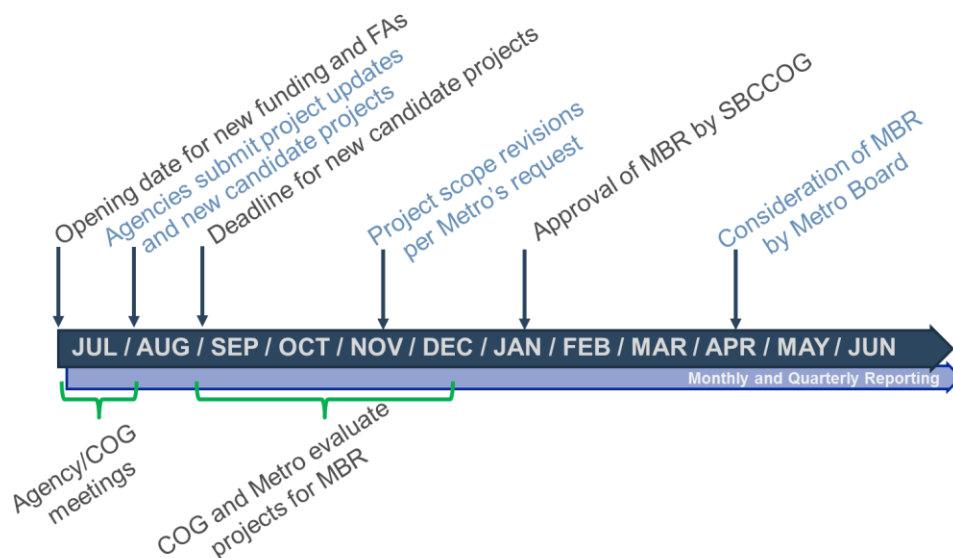
Lead agencies provide monthly and quarterly progress reports to the SBCCOG and LACMTA to ensure projects are delivered on schedule and within the scope and reimbursement cash flow projection identified in the funding agreement. Each individual project within the SBHP carries a risk during its project development and implementation. The monitoring activities are in place to identify and address SBHP project risks. Below is a table that shows the various roles and responsibilities of agencies in project planning and development.

ES 1: SBHP Project Planning and Development

	Program Development		Lead Agencies Submit Candidate Projects to SBCCOG	SBHP Programming				Lead Agency and LACMTA Sign Funding Agreements
	Planning Phase			Annually				
	Identify Transportation Needs	Scope Candidate Projects		Candidate Assessment	Cost Determination	Nexus Analysis	Budget Request	
Lead Agencies: Cities	City Planning Process	Traffic Studies and Project Study Report Equivalents		Prepare and Submit Candidate Project Information	Identify Quarterly Cash Flow and Matching Funds	Nexus determination submitted to LACMTA	Pass Council Resolution, Commit to Local Match	
Lead Agencies: Caltrans	Caltrans Planning Processes	Project Study Report		Submit Candidate Project Information	Identify Quarterly Cash Flow, Matching Funds	Prioritize State Highway Projects	Commit to Matching Funds	
SBCCOG	Strategic Transportation Element, Baseline Analysis	Value Engineering and ITS Planning		Candidate Assessment	Determine Matching Requirements	Nexus Analysis	Recommend MBR	
LACMTA	Short and Long Range Planning		Present Annual SBHP Cash Flow Level		Nexus Determination	Approve MBR		

The following graphic shows the annual timeline of SBHP activities.

ES 2: SBHP Annual Activities



Funding Allocation

The SBCCOG supports a tiered program which allows small, mid-sized, and large projects to compete for funding in an equitable fashion. The following funding target goals were identified during the first five years of the SBHP with respect to percentage of total SBHP available funding allocated by project size:

- Projects less than \$2 million: 5%
- Projects between \$2 million and \$10 million: 20%
- Projects more than \$10 million: 75%

While the SBHP provides a dedicated stream of funds for highway operational and safety improvements for the South Bay, the forecasted cost of SBHP projects is expected to greatly exceed the capacity of the program to fund them: the total need for funding of SBHP projects over the course of the 30-year SBHP is expected to be double the forecasted revenue available in that same period.

Several strategies will be undertaken by the SBCCOG and its member agencies to use Measure R funds to leverage funding resources. As a policy, the SBCCOG maximizes the use of Measure R funds to leverage additional funds. In order to fully fund the candidate list of SBHP projects by 2039, when Measure R expires, the SBCCOG adopted a cost share policy based on the total cost of projects:

- Projects less than \$2 million - up to 100% reimbursed;
- Projects between \$2m and \$10m - SBHP funding share is limited to 80% of total project costs;
- Projects more than \$10 million –SBCCOG has a SBHP program goal to limit the SBHP share of eligible project costs to 50% with an appeal process up to 80% of eligible project costs.

Funds spent by a lead agency on project development of SBHP project are considered matching funds to SBHP funds once a funding agreement is executed. All SBHP funding commitments and match appeals will be presented to the SBCCOG Infrastructure Working Group and Steering Committee for review and recommendation to the SBCCOG Board of Directors.

As LACMTA manages the overall Measure R program on a cash flow basis, highway subregional funds are distributed based the Long Range Transportation Plan. LACMTA will consider advancement of funds to accelerate SBHP projects only if the subregion has spent 60 percent of its most recent allocated SBHP funds.

The SBCCOG is focused on the delivery of the most effective and efficient projects to accomplish the mobility and safety goals of the SBHP. To this goal, the SBCCOG is able to provide support to lead agencies to assist in specific aspects of the project delivery process such as training and assistance in project management, technical support, and monitoring.

1 INTRODUCTION

1.1 Changes in Implementation Plan Update

The 2016 South Bay Highway Program Implementation Plan (SBHP IP) Update modifies the 2013 plan. For those familiar with the 2013 version, this update incorporates the following principal changes in the 2013 SBHP IP Update:

Defining Project Eligibility

Eligible projects which can receive Measure R funds under the current LACMTA Board-adopted guidelines are: “Operational improvements on State highways and primary local roadways (principal arterials, minor arterials, and key collector roads) within one-mile of a State highway to reduce recurring congestion and enhance mobility and safety— excluding major capacity enhancement projects.”

Due to the SBHP’s specific eligibility requirements, projects can be composed of both eligible and ineligible components. The following summarizes the eligibility of the various project components:

1. **Core Project Elements** - Core Project elements must be generally within a mile of a state highway or freeway and reduce recurring or incident-related vehicle delays by improving the operation or safety of the facility.
2. **Enabling Elements** - Enabling elements are not eligible as a stand-alone project, but are necessary to enable the delivery of eligible Core Project elements.
3. **Ancillary Project Elements** - Ancillary project elements are enhancements to the core project not related to the reduction of vehicular delays and are generally not eligible for SBHP funding.

Matching Funds

As a policy, the SBCCOG will maximize the use of Measure R funds to leverage additional resources to fund the Program. In order to facilitate the leveraging of non-Measure R funding sources, the SBCCOG approved a cost sharing policy. The SBHP policy for the share of projects costs to be reimbursed for eligible core elements is as follows:

- Projects less than \$2 million – up to 100 percent reimbursed;
- Projects between \$2 million and \$10 million – SBHP funding share is limited to 80 percent of total project costs.
- Projects more than \$10 million – Program goal to limit SBHP share to 50 percent. An appeal process for a match up to 80 percent of eligible project costs.

Funds spent by a lead agency on project development of SBHP project (such as feasibility studies, PSRs and PSREs, are not eligible for SBHP funds however are considered matching funds to SBHP funds.

Quarterly Cash Flow

The SBHP is programmed on a quarterly cash flow basis. Lead agencies develop and submit quarterly costs estimated for their proposed project during the budget request process.

LACMTA Budget Request

Funding Requests need to describe:

- The project scope, physical limits, and costs of Core, Enabling, and Ancillary elements;
- Description of need, current highway deficiencies to be addressed and project background
- Quarterly projection of SBHP cash flow reimbursements for the complete project
- Sources, amounts, and quarterly schedule of committed non-Measure R SBHP funding
- A commitment by the lead agency governing authority to implement the SBHP-eligible elements regardless of the non-Measure R funded elements.

Prior to the initiation of a SBHP project development study, LACMTA's Highway Department must concur with the scope of the study.

Corridor-Based Performance Metrics

The SBHP corridor planning process reviews transportation system performance to identify potential projects and prioritize candidate projects. Candidate Projects are assessed for their regional significance and readiness to provide operational benefits to the State Highway System and improve safety. The South Bay Cities Arterial Performance Measurement Baseline Conditions Analysis Final Report (August 2015) uses performance measures to provide an assessment of the productivity, mobility, and reliability metrics of each arterial corridor. The baseline conditions identified are used to measure the impact of projects as new SBHP projects are being prioritized and constructed.

Program Acceleration

As LACMTA manages the overall Measure R program on a cash flow basis, highway subregional funds are distributed based the Short Range Transportation Program and Long Range Transportation Plan. LACMTA will consider advancement of funds if the subregion spent 60 percent of its most recent allocated capacity funds.

1.2 Purpose Of This Document

The SBCCOG South Bay Measure R Highway Program Implementation Plan (SBHP IP) defines the SBCCOG's role in assisting LACMTA and local lead agencies in management of the SBHP as a sub-regional program and SBHP project scoping, funding leverage, and assistance / coordination with regional Measure R efforts.

The SBHP IP contains the policies and procedures for the SBHP in order to maintain a transparent, ongoing process for managing the program and for selecting and delivering the most effective projects to meet the goals of Measure R. The Implementation Plan is divided into four sections:

- Section 1 of the document *Introduces the SBHP*, the roles and responsibilities of agencies, and the overview of the SBHP process.
- Section 2 describes the *South Bay Transportation System*, and the role of SBHP in monitoring and improving this system
- Section 3 lists the *Policies of the SBHP* including the relevant LACMTA policies and the SBCCOG policies

- Section 4 details the Program Management of the SBHP from project development, training, funding requests, and program allocation.

South Bay agencies' feedback from the April 2015 Implementation Plan Update Workshop and the follow-up one-on-one agency meetings indicate a strong desire on the part of the local agencies for the SBCCOG to continue and strengthen its role of supporting them in all aspects of the SBHP. This Implementation Plan sets policies and provides guidance to allow the SBCCOG to be a resource to lead agencies throughout the life of SBHP projects and to provide project-level support in addition to the SBCCOG's role in project prioritization and monitoring activities.

1.3 The South Bay Highway Program

1.3.1 Measure R Context

The mission of the South Bay Highway Program (SBHP) is to improve the operations and safety of the South Bay highway system. The South Bay Cities Council of Governments (SBCCOG) partners with the Los Angeles County Metropolitan Transportation Authority (LACMTA), California Department of Transportation (Caltrans), and South Bay jurisdictions in a cooperative relationship to fund transportation projects that increase mobility and safety on travel corridors in the South Bay. The SBHP Implementation Plan is the guiding policy document for program development, the allocation of funds to projects, and oversight of project delivery.

The Measure R one-half percent sales tax was approved by Los Angeles County voters in November 2008 to provide funding to meet the transportation needs of Los Angeles County.

The Measure R ballot language stated the goals of the Measure R sales tax. The goals define the comprehensive transportation improvements funded by the overall sales tax measure. Those improvements are categorized as Rail and Rapid Transit Expansion and Highway Improvements. The Measure R subfund for the SBHP is a highway program focused on achieving street improvement and traffic reduction goals.

The LACMTA Board adopted a Measure R Expenditure Plan as Attachment A to the proposed ballot measure ordinance in July 2008. The Expenditure Plan includes dedicated funding within the Measure R Highway program for "freeway ramp and interchange operational improvements on state highways and adjacent arterials in the South Bay region of Los Angeles County." Attachment A of the Measure R Ordinance lists this subfund under the Highway Projects section as: Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay). This line item has become known as the South Bay Highway Program (SBHP) and is for use on projects that demonstrate a nexus to State Highway operational improvements and for projects located on I-405, I-110, I-105, SR-91, a South Bay state highway, or on an arterial within a mile of state highway or freeway facility.

The South Bay sub-region is expected to receive approximately estimated \$1.5 billion (\$906 million escalated to year of expenditure dollars) by 2039 when Measure R expires. Although Measure R is expected to provide a significant amount of transportation funding to the South Bay over the 30 years of allocations to the

Program, based on identified improvement projects, the projected Measure R revenues are expected to only fund approximately half of the Program's estimated ultimate funding needs.

Measure R funds are administered by LACMTA. The SBCCOG, a joint powers authority representing the local jurisdictions in this sub-region of Los Angeles County, serves as a co-program manager with LACMTA to help guide and oversee the South Bay Measure R Highway Program. Funding allocations for this Program are recommended by the SBCCOG Board for approval to the LACMTA Board on an annual basis. SBHP projects are delivered by local jurisdictions, Caltrans and LACMTA. The SBHP uses information collected by LACMTA from the lead agency for each project to track progress of funded projects in order to provide early identification of implementation obstacles and corrective actions for projects.

Based on various transportation study recommendations and identified mobility needs, the SBCCOG develops a program of projects and oversees project implementation in partnership with each lead local agency, LACMTA, and Caltrans. This SBHP IP provides the SBCCOG a framework to rationally and systematically prioritize projects and leverage other funding resources for the completion of projects.

1.3.2 Goals and Objectives

The mission of the SBCCOG is to provide a leadership forum for South Bay local governments to act collaboratively and advocate for regional issues with a focus on improving transportation and the environment, and strengthening economic development. The South Bay Strategic Plan sets a vision for the South Bay region as environmentally sustainable, with reduced congestion and a healthy economy, due to the local government collaborations and advocacy facilitated and supported by SBCCOG.

The guiding principles of this vision for the SBCCOG are:

- Promote cooperation among member agencies in the discussion of issues of mutual interest.
- Act collaboratively on programs or activities that can be better accomplished collectively than by any one jurisdiction.
- Acknowledge each jurisdiction's independence while advocating for the South Bay with one voice.
- Support member proposals that further the mission, vision and goals of SBCCOG.
- Identify challenges and opportunities that transcend jurisdictional boundaries.
- Seek solutions to issues of common concern without duplicating or harming other agencies' efforts.
- Represent the interests of the South Bay with other governing bodies and organizations.
- Seek resources from county, regional, state and federal agencies that will benefit the South Bay.

Goal A of the Strategic Plan is to facilitate, implement, and/or educate members and others about environmental, transportation, and economic development programs that benefit the South Bay. Pursuant to these goals, the SBHP Strategic Transportation Element of the SBHP Implementation Plan identified four transportation objectives to guide the improvement of the South Bay regional transportation network:

1. Comply with Measure R Ordinance and LACMTA Board Guidance
2. Promote and develop a safe and efficient transportation system throughout the South Bay sub-region
3. Develop Strategic Goals and Objectives for the SBHP



4. Define SBHP Evaluation and Performance Monitoring Process

To be eligible for SBHP funds, projects must demonstrate a nexus to providing improvements on the South Bay Ramp and Interchange Improvements: I-405, I-110, I-105, and SR-91. Projects that are not on these facilities must be on a state highway or on an arterial within a mile of a state highway or freeway facility.

1.3.3 SBHP Process Overview

The SBHP includes a corridor-based process in which projects are identified, designed and constructed using Measure R SBHP funding. **Exhibit 1** lays out these phases of the program and the roles of lead agencies, the SBCCOG, and LACMTA.

Measure R Highway Program Implementation Plan

Exhibit 1: SBHP Life Cycle

			Lead Agencies Submit Candidate Projects to SBCCOG	SBHP Programming				Lead Agency and LACMTA Sign Funding Agreements	Project Development			Project Delivery		Performance Monitoring
Program Development														
Planning Phase				Annually					Up to Five Years					
Identify Needs	Scope Projects			Candidate Assessment	Determine Cost	Nexus Analysis	Budget Request		Environmental Clearance	Project Design	PS&E / Bid	Procurement and Construction	Project Completion	
Lead Agencies: Cities	City Planning Process	Traffic Studies and Project Study Report Equivalents		Submit Candidate Project Information	Identify Quarterly Cash Flow and Matching Funds	Nexus determination submitted to LACMTA	Pass Council Resolution, Commit to Local Match		Environmental Clearance	Project Design	PS&E / Bid Project	Procurement and Construction	Project Completion	
Lead Agencies: Caltrans	Caltrans Planning Processes	Project Study Report or Equivalent	Submit Candidate Project Information	Identify Quarterly Cash Flow, Matching Funds	Prioritize State Highway Projects	Commit to Matching Funds								
								Monthly Reports to LACMTA: Milestone Percent Complete and Risk Registry, Quarterly Financial Reporting			Final Cost Report			
SBCCOG	Strategic Transportation Element, Baseline Analysis	Value Engineering and ITS Planning	Candidate Project Assessment	Determine Matching Requirements	Nexus Analysis	Recommend MBR including Call for P	Lead Agency Report Monitoring <ul style="list-style-type: none">Monthly Reporting Review by IWGQuarterly Review by Steering Committee			Final Cost in MBR				
LACMTA	Short and Long Range Planning		Present Annual SBHP Cash Flow Level		Nexus Determination	Approve LACMTA Budget Request	Process Reimbursements and Lead Agency Reporting Information			Determine Remaining SBHP Funds				

Program development involves the identification of transportation needs and the scoping of SBHP-eligible candidate projects. Lead agencies submit projects to the SBCCOG as candidates for inclusion in the annual LACMTA Budget Request of the SBHP.

During the SBHP Programming phase, candidate Projects are assessed for their regional significance and readiness for environmental clearance, design, right of way acquisition, and construction. Performance metrics for SBHP projects are simplified to specifically assess the operational benefit of each project on the State Highway System and its potential to improve safety. The SBCCOG performs a nexus determination on each project to ensure it provides an operational improvement to the State Highway System operations by reducing vehicular delays or improving safety to prevent vehicular delay. This determination is sent to LACMTA for approval. Quarterly cash flow estimates and the level of matching fund participation is developed for each Project by the lead agency. The SBCCOG prioritizes projects and submits a LACMTA Budget Request for LACMTA Board approval.

In the first year of project funding availability, LACMTA develops and enters into a funding agreement with each project's lead agency. Once a funding agreement is executed Measure R SBHP funds can be used to reimburse lead agency costs for project development (environmental clearance, and plans, estimates, and specifications), project delivery (procurement and construction), and project reporting and monitoring.

Monthly reporting from project lead agencies consists of project progress updates (percentage completion of project task milestones) and, if necessary, updates to the project risk registry. The SBCCOG compiles monthly reports into a monthly program status report to be presented to the IWG (Infrastructure Working Group). Financial reporting is required quarterly for each active project in the SBHP. The quarterly project progress and financial status reporting is reviewed with the SBCCOG Steering Committee to assess the risks associated with the SBHP and to determine if any corrective SBHP project actions are needed.

Once projects are completed, their impact is monitored as part of the ongoing SBHP performance monitoring activities.

Starting in FY 2017, as part of the program's focus on project delivery, project development activities such as Project Study Reports (PSRs) and Project Study Report Equivalents (PSREs) may not be funded using Measure R SBHP revenues. Lead agencies are required to prepare projects for programming in the LACMTA Budget Request by scoping projects to the level necessary for the funding agreement with LACMTA (see Section 4.1).

As is seen in **Exhibit 2**, the SBHP is composed of a mix of projects by size/scope. Projects costing less than \$2 million to implement, generally small intersection improvement projects without a need for additional right of way comprise approximately 45 percent of the total projects but only 5 percent of the total SBHP costs. Projects in the \$2 million to \$10 million range, which are composed of arterial improvements and minor ramp improvements, are approximately 40 percent of the projects and 20 percent of the value of the program. Large projects over \$10 million, which are typically new arterial connections or major freeway ramp and auxiliary lane projects, comprise 15 percent of the program's projects, but consume 75 percent of the expected funds provided by the program.

Exhibit 2: Project Type by Cost Estimate

Total Project Cost	Number of Projects	Programmed	Total Estimated Cost	Percent of Program
Less Than \$2m	38	28	\$32.9	5%
\$2m to \$10m	36	91.2	\$150.2	20%
Over \$10m	13	67.3	\$558.7	75%

As the SBHP builds upon its focused program of projects to reduce vehicle delay on the highway system it will continue to provide a balanced program. In addition, the SBHP will be one component of the broader South Bay Mobility Planning efforts to address the ongoing mobility needs of the South Bay.

1.3.4 The Program to-Date

The SBHP is at a turning point. The 5-year Early Action phase of the program that focused on implementation of “off-the-shelf” projects is coming to a conclusion. As the program matures, the development investments in regionally significant projects included in the Early Action stage of the program are moving to the implementation stages. These projects will outpace the ability of the program to allocate funding. The options facing the SBHP will be to slow the delivery of projects, use the SBHP to leverage outside funds, or to accelerate SBHP revenue through bonding or other sources of financing.

To date, the SBHP has programmed \$150 million in projects with \$80 million reimbursed to lead agencies—many projects are in the middle of their development and implementation stages.

As shown in **Exhibit 3**, overall programming with new FY 2017 requested projects requires \$191.5 of the \$194.9 SBHP revenue forecast through FY 2017. Those programmed funds include the early phases of large projects estimated to cost \$758.8 million to fully implement—approximately half of total 30-year SBHP revenue. If fully funded by the SBHP, those costs would absorb all SBHP funds through FY 2029. Therefore, while the SBHP is technically within its fiscal constraint, the current SBHP programming represents a portion of the funding necessary to implement the projects in the program and it will be important for the SBHP program to secure additional funds outside the anticipated Measure R SBHP revenues.

Exhibit 3: SBHP Funding Plan Up to FY 2017 (In millions of dollars)

Project Status	SBHP Funds to Date		Total Estimated Cost
	Programmed	Reimbursed	
Administrative	\$3.8	\$3.3	\$17.6
Active	\$132.7	\$77.0	\$372.1
Committed	\$13.6	\$0.2	\$74.8
Subtotal	\$150.1	\$80.5	\$464.5
New Requests	\$41.4	\$0	\$294.4
Total	\$191.5	\$80.5	\$758.8
30- Year SBHP Program Funds*	\$194.9		\$1,512.4
Balance Remaining	\$3.4	\$114.4	\$753.6

*SBHP Program Forecast is \$906 million in 2008 dollars and \$1,512.4 million in escalated dollars

1.3.5 New Mobility Services and Technologies

The 30-year period of Measure R will see many new developments in mobility services and technologies. Investment in neighborhood mobility, including automated vehicles, new propulsion technologies and slow-speed lanes, will revolutionize local mobility. Connected vehicle technology will enable improved interactions from vehicles to vehicles and from vehicles to infrastructure. Traveler information, system management, and vehicle operations will move beyond driver control to a feedback system that maximizes travel efficiency based on multiple goals ranging from speed, fuel efficiency, to safety and air quality. At the same time, street use is being rebalanced from primacy of regional automobile and truck trips to accommodation of all types of users with a focus on the air quality, health and congestion reduction benefits of local trips.

Because the eligibility criteria of the SBHP is specifically limited to funding vehicular delay and safety improvements that reduce the likelihood of vehicle delays on specified corridors, there is little ability to fund emerging transportation trends from Measure R SBHP revenues. The SBCCOG is advocating for new sources of more flexible funding to address emerging mobility services and technologies. The SBCCOG will continue to coordinate all types of mobility and sustainability improvement strategies in the South Bay and pursue funding opportunities to leverage eligible SBHP elements with elements that require non-SBHP funding sources.

1.4 SBHP Roles and Responsibilities

1.4.1 Los Angeles LACMTA

LACMTA administers the Measure R Ordinance sales tax revenue. It has the responsibility to provide countywide policy and programming of Measure R funds and is responsible for Measure R conformity and project grant administration. LACMTA is directly responsible for the program development and oversight of SBHP projects led by Caltrans.

LACMTA Board of Directors

The LACMTA Board of Directors is the governing body of the Los Angeles County Metropolitan Transportation Authority.

LACMTA Measure R Independent Taxpayers Oversight Committee

An independent taxpayer oversight committee was established by the Measure R Ordinance to provide oversight to the 30-year Measure R Expenditure Plan. The Measure R Independent Taxpayers Oversight Committee reviews an annual independent audit and report to taxpayers and provides monitoring and review of Measure R spending twice a year.

LACMTA Staff

LACMTA Staff provides project administration, oversight and auditing of the 30-year South Bay Measure R Highway Program and several other sub-regional and regional highway programs and projects within Los Angeles County. LACMTA staff reviews the eligibility of SBHP projects and their nexus to the highway system, recommends an annual SBHP budget request for LACMTA Board approval, reviews and approves monthly progress and quarterly expenditure reports, and performs project development and project oversight of Caltrans-sponsored projects.

1.4.2 South Bay Cities Council of Governments (SBCCOG)

The SBCCOG is a collaborative joint powers authority of municipalities and the county in southwest Los Angeles County area. LACMTA entered into a cooperative agreement and a funding agreement with the SBCCOG for the SBCCOG to provide assistance with SBHP program administration and SBHP project development and delivery oversight as a co-program manager of the SBHP.

SBCCOG Board of Directors

The SBCCOG Board of Directors serves as the governing body for the SBCCOG. The Board is comprised of elected officials from each of the SBCCOG's member cities and LA County. The Steering Committee serves as the Executive Committee of the SBCCOG Board. Its members are the officers of the SBCCOG Board of Directors and committee chairs, as well as the chairs of the working groups and at large members from the Board. Any SBCCOG board member or alternate who attends a Steering Committee meeting shall be able to vote at the meeting which they attend as long as there is no more than one vote cast per member city or two votes from the county (one each from District 2 and 4). Stakeholders and other interested participants are invited to participate in Committee proceedings.

The SBCCOG Board of Directors approves recommendations to the LACMTA Board regarding the following SBHP elements:

- Programming and re-programming of project allocation amounts and schedules
- Additional SBHP funding allocations due to justifiable project cost escalation or to loss of previously committed funds beyond the lead agency's control
- Within the funding limits of the LACMTA-approved SBHP program contingency line item, justifiable administrative adjustments to project allocations
- The SBHP Implementation Plan, policies and procedures

Infrastructure Working Group

The SBCCOG Infrastructure Working Group (IWG) serves as a forum for SBCCOG-member agencies' Public Works Directors and city engineers. The Steering Committee designated the IWG to serve as the Technical Advisory Committee (TAC) for the South Bay Measure R Highway Program. The IWG reviews all work products produced by the SBCCOG Staff and makes recommendations to the SBCCOG Steering Committee and Board of Directors.

SBCCOG Management

SBCCOG Staff provides program administration in conjunction with LACMTA and support for SBCCOG committees. The Executive Director can approve consultant task orders for amounts under \$50,000 and the Steering Committee and SBCCOG Board of Directors are informed at their meetings of all task orders issued.

SBCCOG Measure R Highway Program Management Consultants

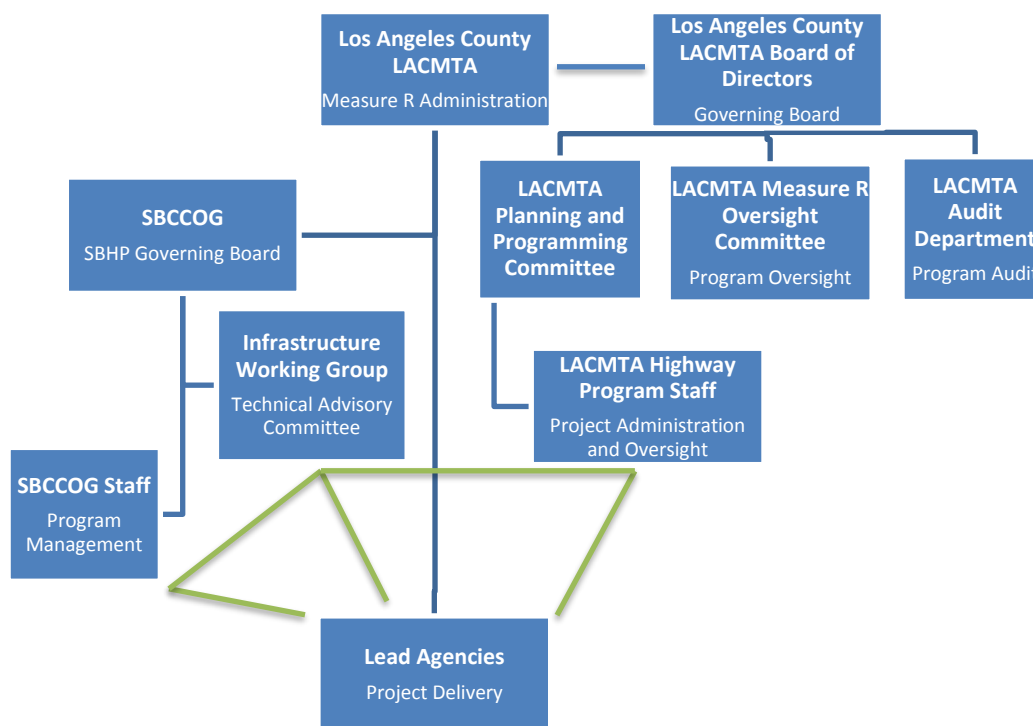
The SBCCOG manages the SBHP with the assistance of a combination of staff and consultants. The SBCCOG Transportation Director is a consultant responsible for day to day management of the program. The SBCCOG also retains technical consultants to assist with program development and oversight. The consultants can also be made available to provide project assistance to lead agencies with the approval of the lead agency governing board and the SBCCOG Board of Directors on a task order basis. Use of the consultants is at the discretion of the SBCCOG and consultants may be retained on an as needed basis for a period of no more than 3 years without re-advertising, consistent with SBCCOG policies.

1.4.3 Lead Agencies - South Bay Cities, Los Angeles County, LACMTA and Caltrans

The lead agencies for SBHP projects are SBCCOG member Cities, Los Angeles County, LACMTA and Caltrans. Not all members of the SBCCOG participate in the SBHP since some areas of the sub-region do not have roadways within one mile of a freeway or state highway. Lead agencies oversee project development, environmental clearance, design, right of way acquisition, and construction. The lead agencies engage contractors and consultants, report progress to LACMTA, ensure project execution meets budget and schedule, consult with the SBCCOG in addressing issues affecting project implementation, and participate and contribute to the SBHP review process.

Exhibit 4 illustrates the relationships and responsibilities of entities involved in the South Bay Measure R Highway Program described above.

Exhibit 4: SBHP Organization Chart



1.5 SBHP Process

1.5.1 Identification of Need

The SBCCOG and LACMTA monitor the South Bay transportation-related mobility and safety needs which are identified by a corridor-based planning process utilizing performance measures that compare baseline conditions across major facilities. The results are contained in a report entitled “South Bay Arterial Performance Measurement Baseline Conditions Analysis”. Additional analysis of freeway operations and ramp volumes and safety conditions are included in the appendix to this report.

1.5.2 Project Identification, Selection and Prioritization

Once a mobility and/or safety need is identified, a project to address the need is defined by the appropriate lead agency. If a project is multijurisdictional, the SBCCOG will assist in determining a lead agency. Projects will not be programmed in the SBHP until a lead agency has prepared necessary documentation of project need, scope, proposed project development schedule, and a cost/cash flow estimate.

Prioritization of SBHP funds for eligible projects is based on the sub-regional significance of the corridor, project performance in reducing vehicular delay or improving safety, project readiness, and the fiscal and schedule impact of the requested SBHP funds on existing SBHP commitments and funding capacity.

1.5.3 Eligible Project Stages

As the SBHP matures, LACMTA is refocusing Measure R expenditures on project delivery. Therefore beginning in FY 2017, per LACMTA guidance, SBHP Measure R funds will not be available for use Project Study Reports (PSR) and Project Study Report Equivalents (PSRE). Once a project has been developed locally, a funding agreement will be executed to provide SBHP funding for the environmental clearance and subsequent stages of project delivery.

1.5.4 Funding

SBHP projects are funded with Measure R funds through a separate funding agreement for each project executed by LACMTA and the project lead agency. Once a funding agreement is signed, the lead agency has five years to submit project expense reimbursement invoices to LACMTA. It also is required to report project progress to LACMTA on a monthly and quarterly basis. SBCCOG uses the monthly and quarterly reports submitted pursuant to the funding agreements to monitor project progress and expenditure rates.

1.5.5 Project Delivery

The SBCCOG is focused on the delivery of the most effective and efficient projects to accomplish the mobility and safety goals of the SBHP program. To this goal, the SBCCOG is able to provide technical support to lead agencies to assist in specific aspects of the project delivery process such as project management, technical support, and monitoring.

1.5.6 SBCCOG Administrative Activities

Delegation of Authority

SBCCOG Board of Directors assures Measure R SBHP success by implementing the following Operating Guidelines and Responsibilities regarding:

1. Delegated authority and responsibility
 - a. Involving all interested stakeholders in a monthly update of program schedule, and action items status at the SBCCOG Infrastructure Working Group
 - b. Monitoring quarterly progress and financial status of SBHP Projects at the SBCCOG Steering Committee. Consultant scope, costs and schedule adherence are presented quarterly by SBCCOG staff to the relevant SBCCOG committees in a concise summary document that captures variances and known obstacles to success
 - c. Monitoring monthly status of SBCCOG staff and technical consultant team scopes of work, program costs and schedule performance

- d. Recommending SBHP project priorities, funding, re-programming funds and policies for inclusion in the annual LACMTA Budget Request and SBHP Implementation Plan Updates (as needed) to the SBCCOG Board and LACMTA
 - e. Recommending consultant contracts/task orders and other Measure R funded procurements to the SBCCOG Board
 - f. Coordinating with LACMTA staff as partner and stakeholder to assure SBHP program schedule, scope and cost objectives are met
 - g. Coordinating with eligible South Bay cities, LACMTA, Caltrans and L. A. County as project lead agencies to meet SBHP scope, cost and schedule commitments
 - h. Approving Implementation Plan Update
2. Methods to facilitate Communication of roles among Stakeholders
 - a. LACMTA Board – Approves SBHP Project schedules and funding assignments, and annual SBHP Measure R budgets, cooperative agreement between LACMTA and SBCCOG and SBHP-funding policies.
 - b. LACMTA Staff – Determines that new projects meet Measure R eligibility requirements, administers SBHP project funding agreements and Measure R reimbursements, directly manages SBHP Caltrans projects, develops and administers SBHP program cooperative agreement with SBCCOG, provides regional policy and technical input to SBHP Implementation Plan Updates and related studies, undertakes studies to improve SBHP accountability and performance.
 - c. SBCCOG Board - Approves SBCCOG SBHP contracts and modifications; approves SBHP Policies and Implementation Plan Updates; approves annual LACMTA Budget Requests and other SBHP funding assignments
 - d. City/County Departments – Perform as Lead agencies for SBHP project development, project delivery, and project administration, provide technical input to IWG Committee on SBHP-related studies and SBHP Implementation Plan Updates
 - e. Caltrans – Performs as lead agency for SBHP project development and administration on SB freeways/ramps and state highways, issues permits and approves design decisions related to projects on state facilities that are led by local agencies, provides technical input to IWG Committee on SBHP-related studies and SBHP Implementation Plan Updates
 - f. IWG and IWG Executive Committee - Provides technical recommendations on SBHP program/project development, related studies and program administration
 - g. SBCCOG SBHP Staff – Performs SBHP Program management, coordination with LACMTA, Caltrans and local agencies, contract administration, IWG Committee administration, reports to Steering Committee and SBCCOG Board of Directors; reviews and recommends priorities for SBHP projects, monitors and reports SBHP project progress, prepares draft updates of SBHP Implementation Plan, provides SBHP technical assistance through task orders issued by the SBCCOG, develops and presents SBHP training courses
3. Monitoring Program and Project Cost Data
 - a. City and Caltrans SBHP project progress, cost and budget status (Monthly, Quarterly and/or Annually)
 - b. LACMTA Measure R allocations to the South Bay sub-region in 30-year Measure R Expenditure Plan (Annually)
 - c. LACMTA fiscal year budget availability for Sub-fund (Annually)



d. SBCCOG Administrative cost compared to budget (Quarterly)

Once a decade, beginning in 2019, the Measure R Ordinance allows SBHP funding to be re-programmed to other South Bay highway or transit programs. The SBCCOG and LACMTA must concur before a transfer of funding can occur. LACMTA eligibility guidelines can be adopted or changed without consultation or concurrence by the SBCCOG or local agencies.

2 THE SOUTH BAY TRANSPORTATION SYSTEM

2.1 SBHP and the South Bay Transportation System

The South Bay has a diverse transportation system that serves the everyday needs of residents, workers and visitors. Major transportation assets include the freeway system, arterial highway system, local streets, multiple transit operations, neighborhood vehicles, ports, marinas, and bicycle and pedestrian facilities. The need to keep improving upon the transportation system to keep pace with population growth, changing technologies, and economic activity puts pressure on the South Bay Cities to balance transportation system investments with limited resources. The SBHP is one tool to address transportation needs in the South Bay. The narrow project eligibility requirements of the SBHP mean that the program cannot address every type of needed transportation improvement. However, it is a major backbone investment program for the subregion that can be a foundational catalyst for subregional transportation investments needed to maintain the economic vitality and quality of life in the South Bay.

2.2 South Bay Baseline Study

In order to provide guidance on the best use of SBHP funds, the SBCCOG produced the South Bay Cities Arterial Performance Measurement Baseline Conditions Analysis Final Report (August 2015) which summarizes the results of the South Bay arterial performance baseline conditions analysis. The report was informed by the Strategic Transportation Element (STE) which was contained in the 2013 Implementation Plan.

The Strategic Transportation Element identified arterial corridors for the Baseline Conditions Analysis. Not all South Bay arterials are included; however the arterial network that was defined for the analysis is recognized as a collection of the major arterial corridors that best represent regional and sub-regional mobility and access through the South Bay. According to the SBHP STE, these include the State highways, major arterials in the Los Angeles County 2010 Congestion Management Program (CMP), and selected arterial corridors from the Los Angeles Countywide Significant Arterial Network (CSAN) and the Los Angeles Countywide Significant Truck Arterial Network (CSTAN). The baseline conditions identified are used to measure the impact of projects as new SBHP projects are being prioritized and constructed.

2.2.1 Arterial Performance Measures

The Baseline study uses performance measures to provide an assessment of the productivity, mobility, and reliability metrics of each arterial corridor. These performance measures are used with other evaluation criteria to establish the SBHP corridor priorities to ensure SBHP projects are focused on areas with the highest possible mobility and safety benefits. These performance measures are described below (see also **Exhibit 5**). More details on these approaches are provided in the South Bay Cities Arterial Performance Measurement Baseline Conditions Analysis Methodology & Tool (July 2015) documentation included in Appendix C of the Baseline Study report.

Data Sources

Automated data sources (e.g., vehicle detectors, blue-tooth readers, video detectors, etc.) were not available for the Baseline Study. Although several jurisdictions indicated that they had recently implemented vehicle detectors, they were still under development and were not able to record and store the data to make available

for this study. Manual data collection and third-party data sources were used to conduct the analysis. Manual arterial segment tube counts and CMP intersection turning movement counts were conducted during the first three weeks of March, 2015, and were conducted on non-holiday, mid-weekdays. Third-party probe data was purchased for speed and travel times for the arterial corridors in the South Bay subregion for the period from January 2014 to June 2015. Detailed description of the comparative results and validation of the data is provided in the Baseline Study.

Exhibit 5: South Bay Cities Arterials Performance Measures

Metrics	Performance Measure	Definition	Data Collection	Data Sample
Productivity	Throughput (Flow)	vehicles, persons	manual tube counts (select locations on every corridors) ¹	24-hour counts, mid-week (3-day sample)
	Level of Service (LOS) (CMP locations only)	level of service (A-B-C-D-E-F)	manual turning movement counts (select intersections)	2-hour am/pm peak period, mid-week (1-day sample)
Mobility (Delay)	Speed	average mph, % of free flow (or speed limit)	third party data (e.g., INRIX) (all corridors)	January 1, 2014 to June 30, 2015 (18-month sample)
	Travel Time	corridor segment travel time	third party data (e.g., INRIX) (all corridors)	January 1, 2014 to June 30, 2015 (18-month sample)
	Peak Period Spreading (congestion period)	average duration of the peak period	third party data (e.g., INRIX) (all corridors)	January 1, 2014 to June 30, 2015 (18-month sample)
	Delay	vehicle hours	calculated from flow/speed/travel time (all corridors)	calculated for 2014, 6-month 2015
Reliability	Travel Time Variance (Buffer or TT Index)	95th percentile travel time	third party data (e.g., INRIX) (all corridors)	January 1, 2014 to June 30, 2015 (18-month sample)
	Planning Time Index	Ratio of total time needed to 95th percentile on-time arrival	third party data (e.g., INRIX) (all corridors)	January 1, 2014 to June 30, 2015 (18-month sample)

Note: (1) Counts were conducted for every project arterial corridor on one or more selected locations along each corridor.

Productivity

There are two measures used to evaluate productivity: traffic volume throughput (or flow), and volume to capacity ratio which is the throughput volume divided by the design capacity of the roadway. Throughput is defined as the average number of vehicles moving along a corridor per unit of time (e.g., hourly, by time period, and daily). The screenline vehicular count data was collected manually (in 15-minute increments), and then translated into hourly vehicle throughput along the corridor. Throughput in vehicles per hour (VPH) for the morning (AM), midday, afternoon (PM), and evening time periods, for every hour, was also calculated.

Vehicle miles traveled (VMT is commonly used as a reflection of the corridor vehicular demand, and the South Bay Cities arterial VMT was estimated by assuming an “effective distance” for each count location over which it is assumed that the flow is constant. The effective distance is defined as the midpoints of upstream and downstream count locations. Where there is a count station near a South Bay Cities boundary, the full distance to the boundary is included in the effective distance.

Intersection volume to capacity ratio is a common traffic reporting measure used for the Los Angeles County CMP. For this study, a V/C analysis was performed for each CMP intersection in the South Bay using the Intersection Capacity Utilization (ICU) methodology which takes a ratio of the critical movement’s volume to saturation flow rates.

Mobility

Mobility is evaluated using four commonly used measures of traffic performance: travel time, speed, vehicle-hours of delay, and peak period spreading. These measures were computed by using travel time and speed data and the vehicular count data described above. Peak period spreading can be evaluated by looking at the hourly distribution of vehicle-hours of delay. It is the growth (or reduction) of the period where there is significant congestion and delay.

Average travel times are the average non-holiday, weekday travel times over a year using third party probe data. The average speed (in miles-per-hour or mph) over a corridor is also calculated by taking the segment distance for each arterial corridor and dividing by the average travel time to traverse that distance. Delay is reported as vehicle-hours of delay. The measure was computed by first identifying a reference or threshold travel time against which to determine if vehicles were delayed. This threshold time is the free-flow time as determined by the third party probe data. Delay is the corridor VMT multiplied by the difference in travel times. When the actual travel time is equal to or less than the threshold travel time, then the delay is equal to zero.

Reliability

Travel time reliability attempts to capture the extent of unexpected delays that can occur from day to day. While average travel times can give an indication of how bad congestion can be, reliability metrics quantify the impact of those really bad days that travelers remember. The analysis assessed Travel Time Variance by using the Travel Time Index that evaluates the intensity of congestion by measuring the ratio of the average travel over the free-flow travel time for an arterial corridor.

The Planning Time Index is a measure of reliability and is the ratio of the 95th percentile travel time as compared to the free-flow travel time. The 95th percentile travel time is the time at which 95 percent of the travel times are faster. As an example, out of 100 weekdays, travel times on 95 of the weekdays will be faster than the 95th percentile travel time. Conversely, travel time on five days will take longer. If a commuter wants to get to work on time 95 days out of 100, that person should allow the 95th percentile travel time for them to get to work. The difference between the planning time and the average travel time is called the buffer time.

As part of the Baseline Report, an Arterial Performance Measurement (APM) Tool was developed. The APM Tool was designed to be transparent using basic Excel features and formulas that can be traced to the source data. Users will be able to update the tool when updated data becomes available. That tool is utilized by the SBCCOG and its member agencies to identify deficient arterial corridors.

2.3 Corridor Improvement Planning

The SBHP corridor improvement planning process reviews the performance of the South Bay transportation system to identify potential projects and prioritize candidate projects.

Freeways

The limited-access freeways within the boundaries of the SBCCOG (both Interstates & State Highways) are:

- I-405 from south of La Tijera Boulevard to west of I-710: Generally a ten-lane facility with four general purpose lanes and a carpool lane per direction

- I-105 from western terminus to I-110: Generally a ten-lane facility with four general purpose lanes and a carpool lane per direction with the LACMTA Green Rail Line running down the middle of the freeway east of I-405
- I-110 from southern terminus to I-105: Generally a ten-lane facility with four general purpose lanes and a carpool lane per direction which is also an ExpressLane from just north of SR-91 to the I-105
- SR-91 from western terminus to east of Central Avenue: Generally a ten-lane facility with no high-occupancy vehicle lanes
- SR-47 from western terminus to Vincent Thomas Bridge: SR-47 is a four-lane facility in this section
- SR-103 from Henry Ford Avenue to south of Pacific Coast Highway (SR-1): A four-lane facility

State Highways

The arterial state highways in the South Bay are:

- Pacific Coast Highway (SR-1) from Imperial Highway to SR-103
- Western Avenue (SR-213): from 25th Street to I-405
- Hawthorne Avenue (SR-107): from Pacific Coast Highway (SR-1) to I-405
- Ocean Boulevard (SR-47)

Non-State Highway Arterials

Major non-state highway arterials in the South Bay within one mile of a state highway are:

East-West Arterials

- 109th Street/Victoria Street
- Artesia Boulevard
- Carson Street
- Century Boulevard
- El Segundo Boulevard
- Florence Avenue
- Imperial Highway
- Manchester Boulevard
- Manhattan Beach Boulevard
- Rosecrans Avenue
- Sepulveda Boulevard
- Torrance Boulevard

North-South Arterials

- Aviation Boulevard
- Crenshaw Boulevard
- Figueroa Street
- Gaffey Street
- Inglewood Avenue
- La Cienega Boulevard
- Normandie Avenue
- Vermont Avenue

Minor Arterial and Collector Streets

Minor arterials and collector streets often serve as alternative parallel routes to arterials and even limited access facilities as well as provide direct access to residences, businesses and schools.

Park and Ride

There are 19 park-and-ride lots in the South Bay. Together, they provide 4,280 parking spaces:

- Douglas- Green Line -30 spaces
- El Segundo- Green Line -91 spaces
- Artesia- Silver Line -980 spaces
- Century/Harbor- Green Line, Silver Line -253 spaces



- Pacific Coast Highway - 244 spaces
- Harbor Park – 244 spaces
- Vermont Avenue - 155 spaces
- Carson – 140 spaces
- Rosecrans- Silver Line - 338 spaces
- Baptist Church Gardena Park & Ride –30 spaces
- Crenshaw- Green Line – 513 Spaces
- Hawthorne Plaza – 25 spaces
- Hawthorne (2 Sections)- Green Line - 359 Spaces
- Redondo Beach- Green Line 403 spaces
- San Pedro – 106 spaces
- San Pedro II – 280 spaces
- Del Amo Fashion Center - 89 spaces
- Torrance Transit Center (under construction) – 250 spaces
- Redondo Beach Transit Center (under construction) – 328 spaces

3 POLICIES

This chapter describes the policies forming Measure R and clarifying the ordinance into an operative subfund program managed by the SBCCOG and LACMTA.

3.1 Measure R Ordinance

Measure R is a half-cent sales tax for Los Angeles County to finance new transportation projects and programs, and accelerate those already in the pipeline. The tax took effect July 2009. Measure R alone does not fully fund all projects. The Measure contains an Expenditure Plan that identifies the projects to be funded and additional fund sources that will be used to complete the projects. The Measure R Expenditure Plan devotes its funds to seven transportation categories as follows: 35 percent to new rail and bus rapid transit projects, three percent to Metrolink projects, two percent to LACMTA Rail system improvement projects, 20 percent to carpool lanes, highways and other highway related improvements (including the South Bay Highway Program), five percent to rail operations, 20 percent to bus operations, and 15 percent for local city sponsored improvements. The Measure R Expenditure Plan is in **Appendix B** of this document.

The Measure R Ordinance is contained in **Appendix A** of this document.

3.2 Measure R Highway Program Eligibility Criteria

In order to provide clear guidance for the Measure R Highway Program, LACMTA adopted an implementation strategy as part of its 2009 Long Range Transportation Plan (LRTP). The Measure R Highway Program Funding Strategy provides a framework to guide LACMTA Board's policy decisions and project funding allocations for Measure R.

The LACMTA countywide project eligibility guidance, as provided by LACMTA Staff, is as follows:

"Clarification on Project Eligibility for Highway Operational Improvement and Ramp/ Interchange Improvements

The intent of a Measure R Highway Operational Improvement is to improve traffic flow in an existing State Highway corridor by reducing congestion and operational deficiencies at spot locations that do not significantly expand the design capacity of the system and are intended to address recurrent congestion. In addition to those eligible projects on the State Highway System, for Measure R, projects located on primary roadways located generally within a one mile corridor of any State Highway, including principal arterials, minor arterials, and key collector roadways, will be considered eligible for Operational Improvements and for ramp and interchange improvements. Examples of eligible improvement projects include:

- interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for);
- ramp modifications (acceleration - deceleration/weaving);

- auxiliary lanes for merging or weaving between adjacent interchanges;
- curve corrections/improve alignment;
- signals and/or intersection improvements;
- two-way left-turn lanes;
- intersection and street widening;
- traffic signal upgrade/ timing/synchronization;
- traffic surveillance;
- channelization;
- Park and Ride facilities;
- turnouts;
- shoulder widening/improvement;
- safety improvements that reduce incident delay...

...Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown.” Subsequently bicycle lanes that do not compromise the capacity of a roadway were added as an eligible category.

The SBCCOG requested and received a clarification from LACMTA that projects beyond one mile from a state highway could be eligible if they can demonstrate an operational benefit to the state highway system.

According to the draft 2014 LACMTA Highway Department policy, subregions, their member Cities, Caltrans, and LACMTA may propose new projects for a LACMTA determination of the eligibility to use Measure R sub-regional highway funds in subsequent stages. Each new project submitted shall be supported by a feasibility study, traffic study, approved PSR or PSRE, and/or other similar documents supporting roadway mobility improvement, capacity enhancement, or safety enhancement. Prior to the initiation of any SBHP project delivery study (e.g.: PAED, design, right of way or construction activity funded by the Measure R SBHP program funds), LACMTA’s Highway Department must concur with the scope of the study and execute a funding agreement with the lead agency.

Although LACMTA initially allowed the SBCCOG to use SBHP funds to reimburse lead agencies for the cost of preparing the documentation required to support project eligibility (feasibility studies, PSRs, PSRE’s), as of July 2016, these costs are no longer eligible for LACMTA reimbursement as SBHP funding begins with the PAED/PS&E stage of project delivery. Funds spent on project development prior to SBHP funding are considered part of the local match to SBHP funds during the project delivery stages.

The 2014 LACMTA Highway Department’s Measure R Highway Subfund Policy also includes these key provisions:

“The majority of a proposed project should achieve operational improvements and mobility enhancements. Should a proposed project contain multiple elements that are not specifically Measure R applicable improvements, funds can only be used for the applicable elements of projects which are operational improvements.

“Programming of future Measure R funds for new projects shall be based on project eligibility, readiness and ability of the sponsor to demonstrate full funding plans through construction. In order to be eligible, proposed projects shall have approved Project Study Reports (PSR) or PSR-Equivalent (PSRE) documents showing verified operational improvements resulting from implementation of those projects. PSR or PSRE’s may be developed through feasibility studies funded by the local agency that specifically aim to achieve the eligible Highway Operational Improvements listed above;

“Changes to budget year funding allocations such as fund shifts between project components, from one project to another within the same City/sub-region, and/or from one year to another within the same funding period, will require the subregion’s COG Board approval. The subregion’s Board shall have the authority to approve such changes if the LACMTA fiscal year budget remains equal or less than the LACMTA Board approved-amount in the same budget year, and the LACMTA Board-approved sub-regional programmed amount remains the same. Fund allocation change requests that require increasing the LACMTA Board-approved projected annual fiscal year budget amount, or addition or deletion of projects from the approved project list shall require LACMTA Board’s approval;

“Programming of future Measure R funds for new projects shall be based on project eligibility, readiness and ability of the sponsor to demonstrate full funding plans through construction.”

At its August 27, 2015 meeting, the SBCCOG Board authorized a letter to be sent to the LACMTA Board that requested clarification of LACMTA’s policy regarding the eligibility of Complete Street elements to be funded using Measure R SBHP funds. LACMTA staff sent a response letter on September 29, 2015 signed by Phillip Washington, LACMTA’s Chief Executive Officer, that reiterated SBHP funding must be used specifically to reduce vehicular delay and that Complete Streets elements that do not reduce vehicular delay are not an eligible use of SBHP funding. SBCCOG staff is relying on this written LACMTA staff guidance to identify projects eligible for inclusion in the LACMTA Budget Request (MBR).

3.3 SBCCOG SBHP Project Allocation Policies

The SBCCOG establishes policies to ensure the efficient allocation of SBHP funds. Since the eligible project needs of the South Bay requested by lead agencies are likely to greatly exceed the amount of Measure R SBHP funding allocations, it is necessary for the SBCCOG to establish priorities for the SBHP. Prioritization for inclusion in the SBHP program and the annual LACMTA Budget Request is based on the sub-regional significance of the corridor (as determined in the Arterial Performance Measurement Baseline Conditions Analysis), project performance in reducing vehicular delay, project readiness, and the fiscal and schedule impact of the requested SBHP funding contribution on existing SBHP commitments and funding capacity.

The SBCCOG supports a tiered program which allows small, mid-sized, and larger projects to compete for funding in an equitable fashion. In terms of program fund commitments to date, five percent of funds were committed to projects costing \$2 million or below, twenty percent of funds were committed to projects costing between \$2 million and \$10 million, and seventy-five percent of funds were committed to project costing over \$10 million. These levels are expected to be good indicators of the future mix of project commitments and are a guide to assist in future budget requests to ensure projects of different costs are being addressed by the program.

In order to facilitate the leveraging of non-Measure R funding sources, the SBCCOG approved a cost sharing policy. The SBHP policy for the share of projects costs to be reimbursed for eligible core elements is as follows and further detailed in section 4.2.2:

- Projects less than \$2 million - up to 100% reimbursed;
- Projects between \$2m and \$8m - SBHP funding share is limited to 80% of total project costs;
- Projects more than \$10 million –SBCCOG has a SBHP program goal to limit the SBHP share of eligible project costs to 50% with an appeal process up to 80% of eligible project costs.

All SBHP funding match appeals will be presented to the SBCCOG Infrastructure Working Group and Steering Committee for review and recommendation to the SBCCOG Board of Directors. The appeal must include a presentation of the effect on the remainder of the program should the appeal be granted. Determination of the SBCCOG Board will be final.

3.4 Funding Agreements

SBHP funds are enabled by, and subject to provisions contained in the inter-agency funding agreement executed for each SBHP project. Funding agreements between LACMTA and lead agencies fund project delivery. Through each funding agreement, lead agencies will be required to comply with LACMTA policies in the funding of SBHP projects. The funding agreements contain provisions regarding:

- Reporting requirements
- Cost reimbursement
- Maintenance of effort
- Lapsing policies (allowable costs within five years or 60 months from July 1 of the fiscal year in which the funds are programmed)
- Allowable overhead rates
- Project management/administration fund guidelines
- The requirement to use the funds in the most cost-effective manner
- Liability
- Disposal of surplus property

The effective use of the provided funds will be verified by LACMTA through on-going project management and the annual Measure R audit process. A sample funding agreement is included in Appendix C.

3.4.1 Cooperative Agreement for South Bay Highway Program

On May 22, 2012 the LACMTA Board approved a Cooperative Agreement for Administration of Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay [Measure R Highway Program]) to clarify the relationship between LACMTA and the SBCCOG in administration of the SBHP. Since the current cooperative agreement expires on May 22, 2017, SBCCOG and LACMTA are discussing an amendment to the Cooperative Agreement that would extend the term and update several key provisions.

3.4.2 Annual LACMTA Budget Request

Pursuant to the relevant provisions in the Cooperative Agreement, each year the parties update the Approved Project List by complying with the following process for the "Annual LACMTA Budget Request" (MBR)):

"By September 1 of each year, LACMTA informs the SBCCOG of the estimated funding available taking into account the current demands on all Measure R Highway Subfund revenues. By December 1 of each year, the SBCCOG Board recommends a fiscally-constrained Approved Project List with an Annual LACMTA Budget Request (MBR) and submit to LACMTA staff. The Annual MBR includes the following:

- A status report on current SBHP projects—Identifying any deleted SBHP Projects, changes in project scopes, schedules or budgets such as cost overruns and strategies to cover overruns, and an estimate of SBHP funds required in future years to deliver ongoing and anticipated projects;
- A list of new project(s) proposed to be added to the Approved Project List;
- The anticipated cash flow need for Measure R funds for SBHP program development, SBHP project delivery and SBHP administration.

LACMTA staff will review and confirm the eligibility of each new project for Measure R funding, seek clarification of proposed project and program eligibility questions by February and notify the SBCCOG and lead agencies. By April, LACMTA staff will recommend new project funding to the LACMTA Board. Once the LACMTA Board authorizes funding, the new project will be considered part of the approved project list and will be an "SBHP Project".

Once the LACMTA Board approves the Approved Project List, the LACMTA staff will enter into the appropriate funding agreements with the applicable SBHP Projects Lead Agencies for new projects and with the SBCCOG for SBHP program administration, development and oversight."

Oversight

LACMTA has a standard process for SBHP Project Lead Agencies to prepare and submit monthly status reports on their respective SBHP Project to the LACMTA. This process allows LACMTA to share the information with the SBCCOG and other SBHP Project Sponsors. SBCCOG provides oversight of the SBHP Projects by assisting Lead Agencies, except for Caltrans, to comply with the terms of their LACMTA project funding agreements. Typical tasks include:

- If the monthly status report shows project delays or risks for cost increases, SBCCOG will work with the SBHP Project Lead Agency to mitigate and reduce any impacts.
- If a SBHP Project requires changes to its programmed funding amount or schedule, SBCCOG will assess the impact of the change on the Approved Project List. If there is a requested project funding change that may impact SBHP funding availability for other projects or requires a funding agreement amendment, the SBCCOG will work with the lead agency on the project scope and budget while seeking to obtain consensus among its member cities and LACMTA for the change.

Any changes made during the year are included in the LACMTA Budget Request submitted to LACMTA in December.

For projects in which Caltrans is the SBHP Project Lead Agency, LACMTA, rather than SBCCOG, works with Caltrans to mitigate and reduce any impacts by first balancing the affected project with other SBHP approved

Caltrans projects so there is no net change in the total programmed amount for Caltrans SBHP Projects. SBCCOG is informed of any actions taken by LACMTA and Caltrans. If a net change to Caltrans SBHP Projects will result, then LACMTA will work with SBCCOG to rebalance the Approved Program List so that SBCCOG can retain consensus for SBHP programming among its member cities. When a local project is geographically adjacent to, but separate from, a Caltrans SBHP project, a separate funding agreement with the local lead agency is entered into to ensure project coordination.

3.4.3 Project Funding Agreements

LACMTA Call for Projects

Projects over \$2 million have historically been encouraged to submit a LACMTA Call for Projects (CFP) application in order to advance their consideration for SBHP programming. As a consequence, the SBCCOG has placed a first priority on use of the SBHP funds available to provide the minimum-required “local” match for approved CFP projects and to provide consultant assistance in the preparation of CFP application supporting technical documentation.

However, during the past three CFP cycles, these applications have not generally been approved by LACMTA. As a result, beginning July 1, 2016 SBHP funds will no longer be approved for South Bay lead agencies to meet the CFP “minimum local match” or to develop technical documentation in future LACMTA CFP applications.

3.4.4 Program Funding Agreements

As part of its program manager role, the SBCCOG can issue task orders to accomplish the oversight and delivery of SBHP projects. The SBCCOG can also issue task orders to provide training to lead agencies in order to build local capacity in developing and delivering projects.

3.5 Measure R Communication Policy

LACMTA has specific construction graphics for projects that are funded by Measure R monies; LACMTA requires all jurisdictions and Caltrans to highlight Measure R on construction signage as one of the means to demonstrate the use of these monies. As part of the SBHP, the SBCCOG requires that its logo be on signs for projects funded with these monies. The construction site signs are primarily of three sizes – single post, double post and bigger, and for each type of project – transit, local arterials, and highway/freeways. Apart from the Measure R sign, the city or the lead agency is permitted to have additional signage if needed. Examples of LACMTA Construction Signage are presented in **Appendix D**.

LACMTA and SBCCOG Board members should be invited to participate in any groundbreaking or ribbon cutting events.

4 PROGRAM MANAGEMENT

4.1 Project Development

To ensure consistency in achieving the Measure R goals, the SBHP Implementation Plan will guide the selection and delivery of the future projects in the South Bay freeway and highway network for SBHP funding. The corridor-based SBHP planning process will ensure that the project development and implementation plan will lead to successful realization of the desired and expected benefit to the operation of the highway network in the South Bay, achieving the Measure R goals.

Candidate projects for programming are solicited from member agencies and also may be identified through SBHP-sponsored needs analysis and project identification activities such as freeway and arterial corridor planning and subregional ITS planning. Local agencies are responsible for funding and completing project development through pre-project delivery activities that provide an adequate scope and cost estimate for SBCCOG and LACMTA to determine that a project is eligible and ready for SBHP programming.

SBCCOG provides detailed descriptions of traffic conditions before project implementation (through the baseline conditions study) along with a description of estimated cost to complete the project and identified performance metrics to LACMTA for review. Prior to commencement of the project development process, LACMTA reviews and concurs with the detailed descriptions. This information is subsequently used in project performance evaluations conducted upon completion of projects. **Exhibit 6** shows the project development process for an individual SBHP project together with the parallel and complementary City activities.

Exhibit 6: SBHP Project Planning and Development

			Lead Agencies Submit Candidate Projects to SBCCOG	SBHP Programming				Lead Agency and LACMTA Sign Funding Agreements
Program Development				Annually				
Planning Phase								
	Identify Transportation Needs	Scope Candidate Projects		Candidate Assessment	Cost Determination	Nexus Analysis	Budget Request	
Lead Agencies: Cities	City Planning Process	Traffic Studies and Project Study Report Equivalents		Prepare and Submit Candidate Project Information	Identify Quarterly Cash Flow and Matching Funds	Nexus determination submitted to LACMTA	Pass Council Resolution, Commit to Local Match	
Lead Agencies: Caltrans	Caltrans Planning Processes	Project Study Report		Submit Candidate Project Information	Identify Quarterly Cash Flow, Matching Funds	Prioritize State Highway Projects	Commit to provide Matching Funds	
SBCCOG	Strategic Transportation, Baseline Corridor Analysis	Value Engineering and ITS Planning	Candidate Assessment	Determine Matching Requirements	Nexus Analysis	Recommend MBR to LACMTA		
LACMTA	Short and Long Range Planning		Present Annual SBHP Cash Flow Level		Nexus Determination	Approve MBR		

4.1.1 Identification of Candidate Projects

Sources for the lead agencies to identify candidate projects to be considered for inclusion in the SBHP include:

- Analysis of operational gaps from a corridor-level perspective as presented in the appendix

- LACMTA's Long Range Transportation Plan (LRTP)
- LACMTA's Short Range Transportation Plan (SRTTP)
- LACMTA's Highway Strategic Plan and Gap Assessment
- SCAG Regional Transportation Plan/Regional Transportation Implementation Plan (RTP/RTIP)
- I-405 Corridor System Management Plan (CSMP) Study
- Caltrans'/SBCCOG Pacific Coast Highway (PCH) Study – the User-Based Microanalysis of SR-1
- I-405 Arterial Improvement Planning Studies Report
- Torrance Citywide Traffic Study
- Other local agency studies and documented sources

LACMTA adopted a Measure R implementation strategy as part of its 2009 LRTP. The Measure R Highway Program Funding Strategy provides a nexus framework to guide LACMTA Board's decisions and funding allocations for Measure R including the SBHP. The annual update cycle of the South Bay Measure R Highway Program includes a period for solicitation of new projects submitted by lead agencies. The projects undergo an eligibility determination and assessment.

Funding Requests need to describe:

- The project scope, physical limits, and costs of Core, Enabling, and Ancillary elements;
- A quarterly projection of SBHP cash flow reimbursements for the complete project (including eligible, enabling, and ancillary elements);
- Sources, amounts, and quarterly schedule of committed non-Measure R SBHP funding; and
- A commitment by the lead agency governing authority (council resolution) to implement the SBHP-eligible elements regardless of the non-Measure R funded elements on a schedule estimated by quarter.

4.1.2 Eligibility Determination

Projects considered for inclusion in the SBHP are screened for eligibility based on SBHP eligibility criteria. Projects are usually eliminated from the candidate project list due to three general conditions:

1. There is not an operational nexus to a state highway or freeway
2. The project is redundant with another preferred or pre-existing local or Caltrans project
3. The project is not a highway project (e.g. transit operational improvements) that provides an improvement in vehicular delay or safety

Projects can be composed of eligible and ineligible components. The following summarizes the eligibility of the various project components:

- **Core Project Elements** - Core Project elements must be on or within a mile of a South Bay state highway or freeway and reduce recurring or incident-related vehicle delays by improving the operation or safety of the state facility. (Examples include traffic signal improvements, signing and striping, parking removal or reallocation, turn pockets, center medians, and auxiliary lanes on freeways and slow speed arterial lanes).
- **Enabling Elements** - Enabling elements are not eligible as a stand-alone project, but are necessary to enable the delivery of eligible Core Project elements. (Examples include: storm drain relocation, bus pad relocation, curb relocation, signal relocation, improvements that comply with ADA, and

other applicable state and federal design standards). These elements must be incorporated into a core project scope. They are not independently eligible for SBHP funding.

- **Ancillary Project Elements** - Ancillary project elements are enhancements to the core project not related to the reduction of vehicular delays. (Examples include: bikeways, sound walls, landscaping and signage). To be eligible these elements cannot increase vehicle delay. SBHP funding for ancillary elements is limited to 10 percent of the Core element SBHP funding share of the project budget. These elements must be incorporated into a core project scope. They are not independently eligible for SBHP funding.

4.1.3 Nexus Determination

Each project considered for the SBHP will undergo a nexus evaluation performed by SBCCOG and LACMTA to determine if the project elements would provide an operational benefit to the regional highway system.

4.1.4 Project Assessment

Project assessment is a tool that assists the SBCCOG in identifying projects that meet the goals of Measure R and the South Bay Measure R Highway Program. The guiding principle in the assessment of candidate projects is stated in the LACMTA Board approved “Clarification on Project Eligibility for Highway Operational Improvement and Ramp/Interchange Improvements.” The clarification of project eligibility states: “The intent of a Measure R Highway Operational Improvement is to improve traffic flow in an existing State Highway corridor by reducing congestion and operational deficiencies at spot locations that do not significantly expand the design capacity of the system and are intended to address recurrent congestion.”

Once a project has been deemed eligible, it is entered into a prioritization process with project rankings based on regional significance and project readiness. The project assessment along with project implementation schedules, cost estimates, and agency priorities are completed in close coordination with each lead agency.

4.1.5 Lead Agency Considerations

The SBCCOG and LACMTA oversee the delivery of the plan and determine the timeframe and amount of funds needed to complete projects to ensure timely and effective implementation of projects within the Measure R Highway Program.

Lead Agency Identification

Each eligible project must have an identified lead agency. To receive SBHP funding a project must be developed and delivered under the direction of an eligible South Bay lead agency, Caltrans or LACMTA. This lead agency will enter into a funding agreement with LACMTA in order to be reimbursed for the project costs of a project included in the SBHP project allocation list, as approved by the SBCCOG and LACMTA Boards. Multi-jurisdictional projects will have one identified lead agency which will coordinate all project delivery efforts. For new projects or project concepts without an identified lead agency, the SBCCOG will coordinate among the potential lead agencies to determine the single project lead agency prior to including the project in the MBR.

Lead Agency Commitment

The program of projects is developed in coordination with each lead agency to ensure that each included project has adequate resources and staffing to deliver the project within the program schedule and budget.

The ability of the lead agency to deliver a project through all stages will be a consideration for any project that is considered for inclusion on the approved project list.

The SBCCOG has a maintenance of effort policy for funds programmed prior to the signing of a funding agreement. Each City Council/agency governing board that is the lead agency for implementation of one or more projects on the SBHP allocation must adopt a resolution committing to deliver its project(s) within the entire SBHP funding allocation. Therefore, if an agency rescinds its commitment to lead the project or provide the non-SBHP funds contributed as part of a previously committed funding component of the project, the remaining SBHP funds are subject to reprogramming by the SBCCOG and LACMTA Boards. Funds expended to develop an SBHP project before a funding agreement is executed are not eligible for reimbursement. However, these project development funds may be included in the funding agreement executed for project delivery as local match.

Project Scope

The lead agency is required to develop the scope of projects considered for SBHP funding. The scope should be detailed to the level to describe the project limits and types of improvements to be completed. It is recommended project scopes be developed to the level included in preliminary scoping documents such as Caltrans PSR or feasibility studies and documentation required in a LACMTA CFP application.

Project Cost Estimation

In order to produce consistent cost estimates for use in the Measure R Highway Program, lead agencies will follow either the Caltrans PSR guidelines or the LACMTA PSRE guidelines for cost estimation. To comply with guidelines issued by LACMTA in 2015, all estimates must be based on projected annual cash flow.

Cost estimates for projects included in the South Bay Measure R Highway Program are calculated on cash-flow reimbursement basis using information provided by the project lead agency, previous study documents, and/or estimates prepared by the SBCCOG consultant team using cash-flow reimbursement rates in similar prior projects. For programming purposes, project cost estimation will be revised at each major milestone in project delivery and will be reported to the SBCCOG Steering Committee on a quarterly basis. Projects included in the program also will have their cash-flow cost estimates reviewed during the annual LACMTA Budget Request process regardless of milestone achievement.

Project Schedule

Each project in the South Bay Measure R Highway Program will be tracked by its project development status. The sources for all funds used to complete a project, which may include non-South Bay Measure R Highway Funds, will also be tracked as part of SBHP oversight.

LACMTA will enter into funding agreements with lead agencies for each project with allocated South Bay Measure R Highway Program funds once the project scope, schedule and budget are finalized and the annual MBR is approved by the LACMTA Board. As the Project progresses, aligning Measure R funds to leverage funding from other sources and to avoid lapses in leveraged funding will be high priorities in determining the feasibility of establishing or modifying schedules for previously programmed and new Measure R funds.

4.2 LACMTA Budget Request

The SBCCOG updates its program of project allocations to account for project cost changes or changes in priorities from the previous project allocations and the allocation of funds to the new eligible projects. Each annual MBR provides an opportunity to reschedule and adjust funding allocations.

4.2.1 Project Progress Updates

Project lead agencies are required, through their funding agreements with LACMTA, to update project data periodically to monitor and potentially indicate “red flags” or risks that may cause a critical delay in a project. Monthly reporting from project lead agencies consists of project progress updates (percentage completion of project task milestones) and, if necessary, updates to the Risk Registry for the project to capture risk resolutions and newly identified risks associated with delays in the project schedule, changes in project scope, or changes in project cost. The SBCCOG relies on the monthly reports to prepare monthly program status reports.

Financial reporting is required quarterly for each funded project in the South Bay Measure R Highway Program. The quarterly financial reporting is reviewed with the SBCCOG Board of Directors to assess the financial status of the program and to determine if any corrective actions are necessary, either through administrative action or through the annual MBR process.

LACMTA has adopted a Unified Cost Management Process and Policy for Measure R Projects that provide further guidance for the use of contingency funds. Although project lead agencies are liable in their LACMTA funding agreements for project costs above their project allocation, lead agencies can request the SBCCOG to program additional Measure R SBHP funds due to justifiable cost escalation or loss of previously-committed funds beyond the agency’s control. This additional allocation will be determined by the SBCCOG Board of Directors and LACMTA on a case-by-case basis and is subject to approval by the LACMTA Board.

4.2.2 Programming

Allocation of scarce Measure R SBHP funding resources is a consensus-based process. In order to facilitate the leveraging of non-Measure R funding sources, the SBCCOG approved a cost sharing policy.

Contingency Funds

Each funding agreement shall have a contingency line item. In addition, and separate from the individual project contingency funds, the SBCCOG will retain and administer an SBHP Contingency Fund for potential funding adjustments during the life of the active projects in the SBHP program. The contingency level shall be five percent of the total funds programmed during a five year period or \$5 million, whichever is higher. The Lead agency will be required to obtain approval from the SBCCOG to access the SBHP Program contingency funds. Use of the SBHP Contingency funds shall be limited to no more than 5 percent of the budget in the project funding agreement. Project funding requests beyond the SBHP contingency reserve limit must be approved by the SBCCOG Board and the LACMTA Board as part of the annual budget request process.

4.2.3 SBCCOG SBHP Project Allocation Policies

The SBHP policy for the share of projects costs to be reimbursed for eligible core, enabling and ancillary elements is as follows, and described in detail in section 3.3:

- Projects less than \$2 million - up to 100% reimbursed;
- Projects between \$2 million and \$10 million - SBHP funding share is limited to 80% of total project costs.
- Projects more than \$10 million –Program goal to limit SBHP share to 50%. An appeal process for a match greater than 50% is available. Requests for SBHP matching funds to exceed 80% of eligible project costs will not be considered.

A balance of four key factors will inform each new allocation recommendation:

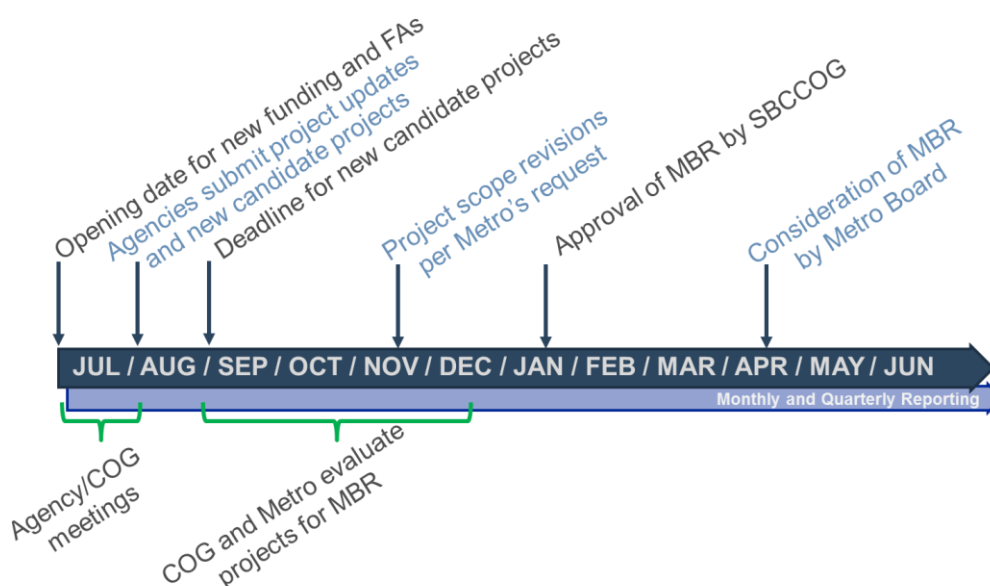
1. **The amount of funds available for programming** will be based on LACMTA's most current Board-adopted financial forecast of Measure R revenue, as of September of each year on a cash flow basis. Cost estimate revisions for projects allocated funds in the previous five-year allocation list will be compared to the annual revenue forecast to establish the funding parameters for changes to be made in the annual MBR.
2. **Aligning Measure R funds with funding from other sources** associated with particular projects. Programming priority will be given based on aligning Measure R SBHP funds with previously leveraged funds as well as promoting projects with the highest potential to attract leveraged funds. Many state and local transportation grant programs have limited time before obligation of the funds expires—either they are spent or they are lost to the region. Therefore, projects with expiring non-SBHP matching funds will receive high priority for MBR allocation of Measure R SBHP funds to complete the funding for the project before the expiration of leveraged funding. The SBCCOG will also identify projects that are the best candidates for future funding leverage through a funding leverage strategy. The SBCCOG will need to maintain a level of funding for project development in its program allocation in order to position those larger projects for leveraged funding opportunities, even if there are not specific non-Measure R funds available at the time that the project development funds are programmed in the South Bay Measure R Highway Program allocation list. A demonstrated commitment of the South Bay to the delivery of these projects should place them at a competitive advantage over other agencies seeking federal or state funds.
3. **Project prioritization** that is focused on the efficient use of Measure R SBHP funds to address operational and safety improvements to the highway system in the South Bay. Project assessments are a tool to indicate the degree to which a project relates to the goals of Measure R. Agencies' priorities and coordination are an important component of program prioritization by bringing local and regional context to improvement prioritization, ensuring compliance with the intent of the Measure R Highway Program, synergy between projects, geographic equity and/or other factors.
4. **City/Agency Concurrence:** each City Council/agency governing board that is the Lead Agency for implementation of one or more projects on the South Bay Measure R Highway Program allocation adopts a resolution endorsing its project(s) as well as the entire funding Program. The resolution includes provisions setting forth certain understandings and commitments that each Lead Agency agrees to in adopting the resolution of support. A sample resolution of support is included in **Appendix E**.

An important factor that could lead to the advancement of the programming for a particular project would be securing additional non-SBHP funding sources for the project by its lead agency. This could reduce the Measure R Program funding request and increase the relative cost-effectiveness of the project in terms of congestion relief benefit per dollar of Measure R SBHP funds, which could move the project up the priority list for future funding allocations.

4.2.4 Funding Agreement Execution Timeline

In general, the minimum time for the South Bay Measure R MBR to complete the approval process for a new funding agreement is **4 to 6 months**. See the graphic below.

Exhibit 7: Program Timeline



Following approval by the LACMTA Board, LACMTA staff will contact each implementing agency with a project included in the next fiscal year to start the LACMTA Funding Agreement execution process.

4.3 Oversight

The SBHP oversight process involves lead agency communication and provides timely review of project progress, enables early identification of potential problems and mitigation measures. There are two levels of oversight that need to be accommodated as the SBCCOG Measure R Program advances:

1. **Program Oversight:** This addresses the needs of LACMTA and the SBCCOG to understand how funds are being used and to stay aware of any impediments to the flow (use) of those funds.
2. **Project Oversight:** This addresses the needs of the SBCCOG in being able to monitor and evaluate individual project progress and to identify and address impediments to project progress.

Oversight activities fall into two categories, monitoring and risk management. Monitoring essentially involves the tracking of individual project progress, expenditures and work effort against the approved project budget and schedule, the aggregation of which forms the Program level reporting. Risk management monitoring

allows the identification of problems and their mitigation and management of budget impacts, schedule delays and scope changes. The two former activities are addressed through the risk mitigation process and the latter through a claims process.

Although individual project progress reporting is the responsibility of the lead agency, the SBCCOG and LACMTA will use the data collected through the monthly and quarterly project reporting required in a funding agreement. The burden on the lead agency will therefore be reduced with one single reporting path to follow.

4.3.1 Reporting Requirements

Monthly and quarterly reports to LACMTA from project lead agencies are required by the funding agreement between LACMTA and the lead agencies. Reporting consists of project progress updates (percentage completion of project task milestones) and, if necessary, updates to the risk registry for the project to capture risk resolutions and newly identified risks associated with delays in the project schedule, changes in project scope, or changes in project cost. The SBCCOG compiles monthly reports into a monthly program status report to be presented to the IWG. It is also presented to the Steering Committee on a quarterly basis. The IWG Executive Committee is available for technical support at the request of the Steering Committee.

Financial reporting will be required quarterly for each active project in the SBHP. The quarterly financial reporting will be reviewed with the Steering Committee to assess the financial status of the program and to determine if any corrective actions are necessary to be recommended to the SBCCOG Board of Directors, either through administrative action or through the annual update process.

The Lead Agency's role in Program Management is to:

- Complete project work in a timely manner as projected in original funding agreement schedule
- Update cash flow changes, as needed
- Record accurate project progress in the form of Monthly and Quarterly Progress Risk Reports
- Notify SBCCOG of any obstacles or deterrents preventing projects from moving forward

The SBCCOG role in Program Management is to:

- Track overall progress of the Program in terms of program-level schedule, budget, and cash flow
- Track progress of individual projects in terms of schedule and budget; as reflected in original funding agreement
- Develop Monthly Progress and Risk Reports
- Conduct yearly reviews and/or updates of cash flow
- Identify, in a timely manner, instances where technical, process-related or other problems are being encountered by projects for which special assistance by the SBCCOG is warranted to resolve such problems, thereby avoiding schedule delays and cost-overruns

The SBCCOG assembles project progress records on a monthly basis, and makes such records available to LACMTA upon request. Monthly records detail the project's progress, schedule, budget, and if required, mitigation efforts taken or required for project or phase completion. On a quarterly basis, LACMTA requires each subregion to submit cash flow updates. Lead agencies submit invoices for expense reimbursements. Invoicing agencies or jurisdictions must submit supporting information which justifies the expenditures for the quarter.

Each agency or jurisdiction must provide a job classification for staff charges, hourly rate and hours worked on the tasks associated with the project. For work performed by consultants for an agency or jurisdiction, the same staffing information is required and any reports/studies produced must be submitted to LACMTA. Additionally, timely and appropriate use of funds must be demonstrated after the funding agreement is executed. The Grantee has 5 years from the fiscal year in which the funds are programmed to deliver the milestone and/or project as committed to in the funding agreement.

SB 293 passed in 2011 amended the Public Contract Code (PCC) by adding Section 7201 which provides that the retention proceeds withheld by a public entity from payments due to a contractor for construction of public works improvements shall not exceed 5% of the payment. In addition, total retention withheld cannot exceed 5% of the contract price. This retention limit does not apply to specific projects found to be substantially complex. To avoid imposing unnecessary financial burden on local agencies in its funding agreements with implementing agencies, LACMTA will withhold no greater than 5% of payment to local agencies unless a project is considered substantially complex by both LACMTA and the implementing agency, in which case the Managing Executive Officer, Highway Program, may authorize withholding a higher percentage of payment.

4.3.2 Risk Management

Risk management programs are used for projects over a defined minimum cost or potentially controversial projects to bring transparency to political, planning, engineering, construction and fiscal effects that most often cause increased costs and schedule delays. The program is applied during a project's preliminary engineering, design, construction, procurement, start up and operational stages. Risk management plan elements include risk exposure identification, risk measurement, risk allocation and mitigation, and risk monitoring through creation and maintenance of a risk register.

4.3.3 Risk Identification

During preliminary engineering (after project development and environmental clearance), the lead agency identifies the customized perceived risks associated with implementation of the specific project. The list is prioritized by importance and probability of occurrence (high, medium, low) on a risk register. The items of potential risk might include items from the following areas:

- Interagency support
- Third Party Activities
- Traffic forecasting
- Capital cost forecasting
- Project financing
- Procurement process
- Unusual physical environmental conditions
- Achieving project goals
- System design considerations
- Act of God
- Site variances
- Labor issues
- Loss or Damages
- Quality control
- Major utility relocation

4.3.4 Risk Mitigation

Assessment of risk potential and severity requires training and is best performed by those familiar with the project elements. The person assigned to risk assessment may not be the project team leader since this person may not have sufficient relevant experience to foresee and assess risks. To mitigate this situation, SBCCOG will provide risk management training to agency staff as part of the SBHP.

LACMTA divides risk into two main categories; design/construction/operation risks and financial risks. Certain risks are managed with reasonable levels of contingency in the schedule, budget; others are managed by an expanded program of insurance. Many risks can be reduced by adopting and implementing good management policies, procedures and practices, including selection of management staff and consultant team members well qualified for their role on the project.

Risks are tracked through a risk registry updated monthly by the lead agency. The matrix is changed at major milestones to address changes in project phase such as a transition from preliminary engineering to pre-construction stage. As the project is implemented, risks can be closed out, added, or changed in their likelihood and severity. Risk is controlled, allocated or mitigated by identifying specific measures that will be taken to:

- **Reduce risks** – developing realistic schedules and cost estimates, constructability reviews, expediting change orders and contractor claims, and instilling a “no surprises” philosophy
- **Accept risks** – for those that cannot be shared with contractors such as third party permits, site conditions not reasonably foreseen, and delays beyond the control of contractors
- **Transfer risks** – to contractors and insurance carriers for timely completion of work, errors and omissions, safety of their workers and damages to others’ property usually in bonding and insurance provisions of the contract.
- **Share risks** – to reduce the buried contingency costs incorporated into bids submitted by contractors, the team explores opportunities to share risks with the contractor, outside agencies and third parties based on the comparative benefit to those affected by the risk

Site-derived construction risks, such as pre-existing conditions on adjacent properties are managed with photographic and geotechnical surveys of existing structures and improvements before they can be impacted by the project. Hazardous materials on site are mapped and assessed then a hazmat remediation plan is included in the project during the preliminary engineering phase.

The project team must include the risk management staff for the lead agency which is responsible for developing the insurance programs, managing claims, risk financing plans and determining which parties will share which risks, insurance requirements in procurements, and assuring availability of coverage and current pricing trends, determining and assigning Risk Management staff to the project. The types and requirements of insurance for design and construction phases differ significantly. The management staff typically monitors all insurance coverage policies, endorsements and claims procedures to assure that they are in order, manages insurance program cash flows, deductibles, losses not covered by insurance, and expedites processing of insurance claims.

4.3.5 Scope, Schedule and Budget Adjustment: Thresholds for Change

During the course of the year, administrative adjustments to the Program may be required to ensure timely implementation of projects. Projects considered for administrative adjustment to their allocation amount or allocation year should be adjusted within the project contingency funding available in the project funding agreement so as to not affect the programming of any other project in the South Bay Measure R Highway Program and not to require use of LACMTA’s or SBCCOG’s SBHP contingency funds. The LACMTA Board must approve use of additional Measure R funds beyond those included in project or SBHP contingency allocations. Administrative adjustments that can be accomplished within the project

contingency funding available in the project funding agreement do not require SBCCOG Board or LACMTA Board action. However, use of these contingency funds must be documented in the Monthly or Quarterly SBHP Project Reports submitted by the lead agency to LACMTA.

Administrative adjustments to the SBHP that exceed the available contingency funds within the funding agreement may require an amendment to the LACMTA/Lead Agency funding agreements. Amendments to a funding agreement must be reviewed by the SBCCOG Infrastructure Working Group prior to being considered by the SBCCOG Steering Committee and Board of Directors on a case-by-case basis. By approving the request for additional funds, the SBCCOG Board is recommending approval by LACMTA. The LACMTA Board has final approval / veto authority. Administrative adjustments approved will be consolidated as part of the cost adjustment step of the next scheduled LACMTA Budget Request process for the SBCCOG Board of Directors and LACMTA Board of Directors approval.

The SBCCOG is authorized through its Cooperative Agreement with LACMTA to submit a LACMTA Budget Request to LACMTA biannually by January 1st and July 1st of each year. Approved changes will be effective upon execution of the Funding Agreement or subsequent amendments, as appropriate.

4.3.6 Project Deferral and De-obligation

Project lead agencies have the option to request that the SBCCOG and LACMTA defer or cancel a project and de-obligate all remaining unexpended funding for the project, through a written submission to the SBCCOG. Such requests will be considered by the SBCCOG Board and LACMTA Board during the LACMTA MBR development process. The SBCCOG Board has the authority to recommend that the LACMTA Board defer or cancel a project and de-obligate unused project funding if the terms of the funding agreement have not been complied with by the project lead agency as part of the budget request process.

4.3.7 Conflict of Interest

A conflict of interest involves circumstances in which professional judgment or actions have the potential of being influenced by secondary interests of consultants and contractors that are involved in various stages of the same project. The SBHP conflict of interest policy applies to the SBHP program management consultant and their sub-consultants when a contracted firm would provide technical assistance for project implementation to the lead agency at the same time that the firm is providing oversight of the same project for the SBCCOG. Under such circumstances, the SBCCOG will select another consultant to provide the project oversight responsibilities.

4.4 Training

The SBCCOG provides training on a periodic basis for member agencies in order to increase local professional capacity to avoid project risks and efficiently deliver completed projects on schedule and within budget. Workshops topics include: agency reporting, risk management, and project management, delivery best practices. In addition, the SBCCOG hosts workshops on technical issues, coordination and collaboration strategies, and funding opportunities as they arise.

4.5 Agency Support

The SBCCOG provides technical support to SBHP lead agencies in response to a written request. The agency support may cover limited project delivery assistance, reporting, and risk mitigation activities. Reporting tasks pertain to assisting agencies to understand and comply with funding agreement provisions in the preparation of quarterly reporting and field review for the SBHP. It is the intent of the SBCCOG and LACMTA for project scopes and funding to include reporting as part of the specific project cost rather than as part of the lead agency's administrative budget for program management. Task orders can also be issued for risk mitigation in response to risk identification by the lead agency, SBCCOG or LACMTA staff.

4.5.1 *Procurement Options for Project Development and Delivery*

Lead agencies must follow procurement mechanisms approved by LACMTA for project development and delivery to be eligible for reimbursement through the funding agreement of expended funds. This can include the agency's own procurement mechanisms as well as those of Caltrans and LACMTA.

4.6 Measure R Audit

4.6.1 *Program Audit*

LACMTA's Measure R program includes an annual independent audit and report to taxpayers and ongoing monitoring and review of spending by an independent taxpayer oversight committee. The Measure R Ordinance requires that LACMTA be audited within six months after the end of the fiscal year to determine compliance with the provisions of Measure R related to the receipt and expenditure of sales tax revenues during the fiscal year. In addition, Measure R requires local sub-recipients (such as the SBCCOG and the project lead agencies) be subject to LACMTA-initiated audits to determine compliance with the Ordinance and any additional guidelines developed by LACMTA. The LACMTA audits must be completed by December 31st and provided to the LACMTA Measure R Oversight Committee, so that the LACMTA Measure R Oversight Committee can make a finding as to whether LACMTA and local sub-recipients have complied with the Measure R requirements.

4.6.2 *Project Audit*

The ordinance requires LACMTA to contract with an audit firm to perform the Measure R audit. The auditor is required to issue a compliance audit report for each city or agency that receives Measure R funds from LACMTA. The auditor is also required to issue a separate audit report to the LACMTA Measure R Oversight Committee indicating whether the lead agency cities and agencies have complied with the Measure R Ordinance and Board approved guidelines.

The requirements for audit in Measure R are stricter than the audit requirements for Proposition A and Proposition C. Unlike Prop A and C local return audit requirements, the Measure R audit for local sub-recipients is required to be submitted to the LACMTA Measure R Oversight Committee by December 31st.

4.7 Strategic Planning and Funding Development

The SBHP is programmed in annual increments through a collaborative process between LACMTA, the SBCCOG, its member agencies, and Caltrans. The annual funding program is updated to refine previous project and program allocations and includes funding allocations for new projects consistent with available SBHP funding.

A SWOT Analysis prepared on the SBHP assessed the strengths, weaknesses, opportunities and threats as shown in **Exhibit 8**.

Exhibit 8: SBHP SWOT Analysis

	Helpful to achieving SBHP objectives	Harmful to achieving SBHP objectives
Internal	Strengths Dedicated Subregional Funding Stream Clear Project Eligibility Consensus Driven	Weaknesses Lack of Incentives for Leverage and Delivery Narrow Project Eligibility Multiple Decision-Makers Small City Staff
External	Opportunities Funds to Address Vehicle Delay Reduction and Safety Leveraging of Funds Enables Large Projects	Threats Transfer of Funds to other Measure R Subfunds in 2019 Changes in project eligibility and uses of SBHP funds Individual Project Risks

The strength of the SBHP is its stream of dedicated subregional Measure R funds for projects meeting clear eligibility criteria. This means that the program has the framing to clearly define needs and fund projects to address those needs. The consensus driven process to program funds helps to ensure transparency and accountability in project identification and implementation.

The weaknesses of the SBHP are its lack of incentives for the leveraging of additional funds and delivery of programmed projects. The SBHP relies on its lead agencies to deliver projects within their own project development and procurement processes. The limited eligible uses of funds mean that the SBHP is not a comprehensive transportation program able to implement a large variety of potential transportation solutions. The multiple decision makers in the consensus driven process mean that some projects may be more difficult to program and implement. However, each of the member agencies in the process meets monthly at the technical advisory committee for the SBHP, the Infrastructure Working Group. This working group provides a forum for consensus building among staff and advice to the elected officials responsible for developing and implementing policies related to the SBHP at the SBCCOG Steering Committee and Board. Most cities employ small public works staffs and are greatly affected by turnover and competing

priorities. The SBCCOG provides training on a consistent basis to assist Cities in developing and implementing SBHP projects.

The SBHP provides the opportunity to use available funds to address eligible mobility and safety needs of the sub-region through a corridor-based approach. The dedicated source of Measure R funding is an asset in leveraging of funds from other sources, especially for large projects.

The threats to the SBHP are the potential realigning or transfer of funds among the other Measure R sub-funds, changes in LACMTA's guidelines for use of SBHP funds and project eligibility criteria, and individual project risks. Once a decade, beginning in 2019, the Measure R Ordinance allows SBHP funding to be re-programmed to other South Bay highway or transit programs. The SBCCOG and LACMTA must concur before a transfer of funding can occur. LACMTA eligibility guidelines can be adopted without approval or concurrence by the SBCCOG or local agencies. For example, without support of SBHP funds for project development activities of feasibility studies, PSRs and PSREs, there is the potential for a reduction in the pipeline of candidate projects from smaller Cities that lack the resources to devote to early project development activities. Beyond the development phases, there is also risk carried by every transportation project through implementation which is why the SBHP has monitoring and risk mitigation as part of the program.

The focus on project delivery and efficient expenditure of Measure R funds by the SBHP will help ensure the continuation of its dedicated funding.

4.8 Measure R Revenue

The Measure R Ordinance approved by Los Angeles County voters in 2008 levied a ½ percent sales tax in Los Angeles County to fund transportation improvements through 2039. **Appendix A** of the Ordinance is a Measure R Expenditure Plan includes Measure R Highway Programs line item for the SBHP.

4.8.1 Context of Measure R Sub-Program in Measure R

In 2008 LACMTA produced a Measure R Expenditure Plan to accompany the Measure R ballot language which contains an estimated total cost of \$22.3 billion for highway projects. Funding for the Expenditure Plan is programmed from multiple federal, state and local sources. Measure R provides only about one-third of projected Expenditure Plan costs (\$7.8 billion). Therefore, LACMTA expects to use the Measure R funds to leverage other funds in order to complete highway projects. In the development of the Measure R Expenditure Plan, the SBHP is to receive Measure R funds in the amount of **\$906 million in 2008 dollars** (\$1.5 billion in year of expenditure dollars). See **Exhibit 9**.



Measure R Highway Program Implementation Plan

Exhibit 9: 30-Year Measure R Expenditure Plan Showing the Portion for the South Bay Highway Subfund

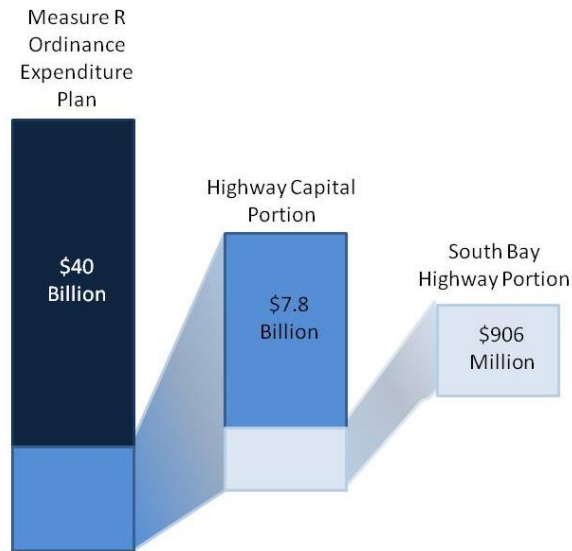
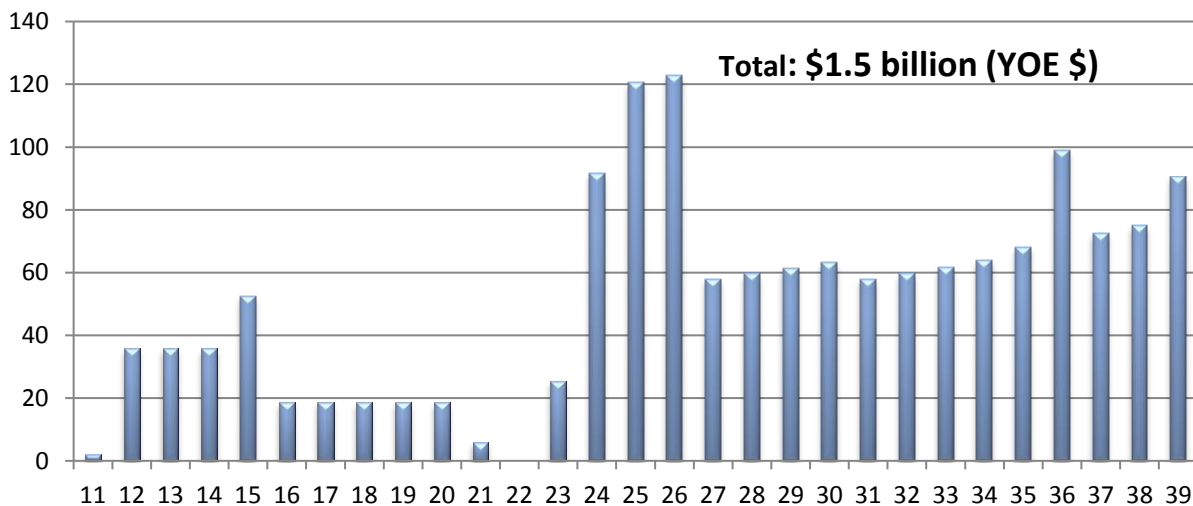


Exhibit 10 shows the projected annual allocation of funds to the South Bay 30-year Highway Program with the latest escalated cost estimate from LACMTA. LACMTA identified \$123.3 million of the \$1.5 billion South Bay Highway Program (in year of expenditure funds) as being from federal sources— congestion mitigation and air quality improvement (CMAQ) and surface transportation program (STP) funds /. The balance of the funding is programmed from available Measure R Highway Subfund revenues. The non-Measure R funds are programmed in the final 10 years of the 30-year plan. These federal funds are:

Exhibit 10: Annual Measure R Allocations per LACMTA LRTP
South Bay Ramp & Interchange Improvements: I-405, I-110, I-105, SR-91 (YOE \$, in millions)



Source: LACMTA Financial Forecasting Model

4.8.2 Use of Measure R Funds

Measure R funds are eligible for project delivery (project design, environmental clearance, permitting, and right-of-way) and construction (including construction engineering). This includes the funding of agency staff for the time spent managing or working on Measure R projects. Details of the eligible uses of Measure R funds are included in the funding agreements between LACMTA and project lead agencies. A sample funding agreement is included in **Appendix C**.

4.8.3 Project Programming Inside the SBHP

As shown in **Exhibit 11**, during the first five years of the SBHP (prior to FY 2017 program requests), \$150 million was allocated for projects and \$80.5 million was reimbursed. Overall programming with new project requests totals \$191.5 of the \$194.9 SBHP revenue forecast through FY 2017 to remain within the programs' annual fiscal constraint. Those programmed funds include the early phases of projects estimated to cost \$758.8 million (approximately half of total 30-year SBHP revenue) to fully implement. If fully funded by the SBHP, those costs would absorb all SBHP funds through FY 2029. Therefore, while the SBHP is within its fiscal constraint, the SBHP projects programming represents a portion of the funding necessary to implement the projects. Furthermore, the total need for funding of SBHP projects over the course of the 30-year SBHP is double the forecasted revenue available in that same period.

Exhibit 11: SBHP Funding Plan Up to FY 2017 (in millions of dollars)

Project Status	SBHP Funds to Date		Total Estimated Cost
	Programmed	Reimbursed	
Administrative	\$3.8	\$3.3	\$17.6
Active	\$132.7	\$77.0	\$372.1
Committed	\$13.6	\$0.2	\$74.8
Subtotal	\$150.1	\$80.5	\$464.5
New Requests	\$41.4	\$0	\$294.4
Total	\$191.5	\$80.5	\$758.8
SBHP Program Forecast	\$194.9	\$194.9	\$1,512.4
Balance	\$3.4	\$114.4	\$753.6

SBHP Program Forecast is \$906 million in 2008 dollars and \$1,512.4 million in escalated dollars

Since the cost of SBHP projects will outpace the capacity of the program, the options facing the SBHP will be to slow the delivery of projects, use the SBHP to leverage outside funds to expand the funds available to SBHP projects, or to accelerate the forecasted SBHP revenue through bonding or other LACMTA mechanisms to use future revenue to fund projects prior to the currently programmed annual availability. In addition to having the benefit of maintaining the SBHP project development pace, if the SBHP could accelerate projects the subregion could benefit from the improvements earlier and at lower cost by saving anticipated project and revenue escalation costs.

4.8.4 Project Programming Outside the SBHP

As the SBHP budget request list is developed, the SBCCOG will engage LACMTA and SCAG to ensure high-priority projects and programs will be included, and properly documented in LACMTA's and SCAG's relevant planning documents. Not only will this provide visibility but will confirm commitment for

implementation through the submission of the LACMTA Budget Request. As each lead agency signs its funding agreement, LACMTA will include the project information for inclusion in LACMTA's annual Transportation Improvement Program submittal to SCAG.

4.8.5 Leveraging Strategy

In order to fully fund the candidate list of SBHP projects by 2038, several strategies will be undertaken by the SBCCOG and its member agencies to use Measure R funds to leverage funding resources. As a policy, the SBCCOG will maximize the use of Measure R funds to leverage additional resources to fund the Program. LACMTA, Caltrans and Federal partner's roles in funding projects will be essential, requiring a consensus-building process that includes the cities, LACMTA, Caltrans, state and federal assistance and support.

Measure R funds may be used as matching funds to pursue State and/or Federal funds for freeway connectors, ramp and auxiliary lane projects. However, costs associated with lobbying or otherwise influencing activities associated with promoting projects or obtaining grants, contracts, cooperative agreements, or loans shall not be an allowable use of Measure R funds. The SBCCOG adopted a cost share policy as stated in section 4.2.2 based on the total cost of projects.

- Projects less than \$2 million - up to 100% reimbursed;
- Projects between \$2m and \$10m - SBHP funding share is limited to 80% of total project costs;
- Projects more than \$10 million –SBCCOG has a SBHP program goal to limit the SBHP share of eligible project costs to 50% with an appeal process up to 80% of eligible project costs.

Funds spent by a lead agency on project development of SBHP project (such as feasibility studies, PSRs and PSREs, are considered matching funds to SBHP funds). All SBHP funding commitments and match appeals will be presented to the SBCCOG Infrastructure Working Group and Steering Committee for review and recommendation to the SBCCOG Board of Directors. The appeal must include a presentation of the effect on the remainder of the program should the appeal be granted. Determination of the SBCCOG Board will be final.

The SBCCOG will coordinate grant applications for leveraged funding of Measure R projects to ensure the most efficient use of resources within the South Bay. Lead agencies are encouraged to apply for grant funds using the leveraging of SBHP funds in order to enable their projects to be programmed as early as possible. The SBCCOG will provide program-level support to lead agencies leveraging funding in competitive or discretionary sources of funding by endorsing Measure R programming support of matching funds for projects awarded state or federal funding. Applying the leveraging strategy to the next phases of the projects included in the current SBHP LACMTA Budget request, the total estimated cost of project implementation would decrease from \$758.8 million to \$519.3 million.

4.8.6 Program/Project Financing Strategy

The SBCCOG will develop project-level, corridor-level, and SBHP program-wide funding strategies as part of a comprehensive SBHP Funding Plan to deliver projects and leverage SBHP funding to ensure the maximum benefit from the transportation funding resources in the South Bay.

SBHP Project Scoping

Measure R funds can be used and “packaged” with additional funding from various state and federal sources. These packages are assembled by funding eligibility and amount of required matching funds. Opportunities for future competitive grant programs will be accommodated by organizing consensus at the SBCCOG to pursue new funding opportunities for projects that meet new funding programs’ criteria and goals.

The SBCCOG will accomplish this by taking an active role in assisting agencies in the definition of SBHP projects. At the onset, the SBHP was focused on delivering “off-the-shelf” projects, however the program has matured and the goals and requirements of the program have been refined to shape project scopes that more directly meet the goals of Measure R. In this phase of the program, the SBCCOG will assist agencies in defining projects that meet Measure R mobility and safety objectives by:

- Providing comprehensive, Subregional arterial, ramp and freeway analysis of mobility and safety issues that are priorities for addressing through the SBHP
- Assisting in organizing multijurisdictional projects to address Subregional needs and providing logistical support in lead agency coordination

Funding Leverage

As a policy the SBCCOG uses Measure R funds to secure additional federal, state, regional, and private sector funding in cooperation with LACMTA, Caltrans, SCAG, the SBCCOG, and project lead agencies. Each funding source has key project goals and eligibility requirements that are identified for each SBHP project in order to:

- Supplement SBHP Measure R funding participation to leverage the program’s resources, or
- Identify programs to fund SBHP Measure R-ineligible components of a project desired by a lead agency

The leveraging strategy includes program-level actions to implement SBHP projects through the expanded resources offered by the LACMTA Short- and Long-Range Transportation Plans and regional, state, federal transportation revenue initiatives (e.g.: Los Angeles County sales tax measures, federal gas tax reauthorization, TIGER, SHOPP and other regional, state and federal funding / grant programs.). Competitive grant programs outside of Measure R represent varying levels of opportunity to leverage Measure R funding. Furthermore, funds from any source can be used to fund SBHP-ineligible project elements as long as those elements do not adversely affect the goals of the SBHP reduction in vehicle delay or safety improvement. There are pros and cons of using various types of funds, especially federal funds based on each programs eligibility and requirements.

Project-level strategies are assessed and summarized for the potential of each project to leverage funds. The total estimate of the potential of the SBHP Candidate Projects to leverage funding is the summation of individual project leveraging potential. While award of leverage funding from other competitive sources is not assured in all cases, the SBCCOG recognizes its need to take an active role in the pursuit of these funds to maximize the overall potential of the SBHP to meet the goals of Measure R.

Funding Leverage Assistance

The SBCCOG developed a policy to align its SBHP Implementation policies and documentation to support the leveraging of SBHP funding for eligible projects with local, regional, state, federal and private grants. As each local, regional, state, federal and private grant have unique requirements, the SBCCOG will assist agencies by identifying these requirements and the projects' abilities to meet the requirements as a means of promoting overall SBHP efficiency.

The SBCCOG has a clear policy based upon bringing together the funding source analysis, the use of matching funds and the leveraging strategy of the implementation plan to help lead agencies deliver projects that are competitive for outside grant programs. It implements this policy through a SBCCOG administered program through which assistance is provided to the agencies to pursue the identified range of funding options.

Project Funding Strategy and Acceleration

The SBCCOG meets with the major funding and implementing agencies (eligible South Bay Cities, L. A. County, Caltrans, LACMTA, and California CTC) to develop funding strategies to implement each SBHP project. The level of funding commitment of the implementing agency will be determined and brought to the SBCCOG for review and approval or removal from the SBHP budget request.

The SBHP program financing strategy includes project acceleration strategies through advanced funding of second and third-decade Measure R SBHP revenues. Through LACMTA, the SBCCOG can bond advanced construction financed by the Measure R sales tax. Furthermore, agencies eligible to receive federal transportation grants can include traditional SBHP lead agencies of Caltrans, LACMTA and the Cities and new partners like the Port of Los Angeles, school districts and other Joint Powers Authorities, which can widen the available lead agency funding, financing and deliver options.

4.8.7 Use of Federal and State Funds

LACMTA anticipates that the SBHP will leverage state and federal funding sources in order to fully fund the Program. Federal funds to finance the SBHP are included in the final ten years of the program as forecasted by LACMTA. The SBHP includes funds from federal sources—\$97.3 million in CMAQ funds and \$23 million in RSTP funds from 2029 to 2038. A significant amount of LACMTA's local and federal funds are allocated through the LACMTA Call for Projects. For the four-year SCAG Federal Transportation Improvement Program (2015-2018), \$15 billion in funds are locally generated from taxes and fares, \$4 billion is from state grant programs, and \$5 billion is from federal grant programs (split evenly between transit and highway funds). Therefore, local funds, such as the Measure R program, allow the majority of funds expended on transportation improvements in the Los Angeles Region. The recent SBCCOG decision to no longer allow SBHP funds to be used as the minimum local match in the LACMTA CFP process will increase the importance of the SBCCOG and South Bay agencies to work with LACMTA staff and Board to obtain discretionary state and federal funds.

The decision to pursue federal funds will be made in collaboration with LACMTA and be based on the cost of the project and its eligibility for federal funding programs. One key opportunity is to leverage SBHP funds with Caltrans funds through Caltrans District 7 for each auxiliary lane, interchange, and ramp project on the SBHP allocation list. Remaining non-Measure R funds needed to complete the project will be pursued as part of a federal funding strategy in conjunction with LACMTA, Caltrans and elected federal officials representing the South Bay.

4.8.8 Program Acceleration

As LACMTA manages the overall Measure R program on a cash flow basis, highway subregional funds will be distributed based on overall Measure R cash flow in the Short Range Transportation Program (S RTP) and/or updated Long Range Transportation Plan. In summary, the LACMTA policy says, If a subregion is requesting the advancement of future Measure R Highway sub-funds for its projects, the SBCCOG Board must vote and approve such advancement. LACMTA staff will present the SBCCOG Board request along with all supporting documentation and LACMTA staff recommendations to the LACMTA Board for approval. The LACMTA Board will have final approval authority.

According to the LACMTA policy, LACMTA will consider advancement of funds only if the subregion owning the project has spent 60 percent of its most recent Board-approved programmed or allocated capacity at the time the advancement of funds is requested. Prior to an advancement request for a new project, the subregion must analyze its current proposed project list to ensure all existing commitments can be delivered through construction. Funds spent by the sub-regions, must have been done in a timely fashion to fully fund and deliver projects. Advancement of funds will be considered for projects that can demonstrate full funding plans through construction. If the subregion has spent below 60 percent of its Measure R funds allocations, it may reprogram funds within its current allocation for projects that require additional funding based on the urgency of the project and the project sponsor's ability to deliver the project.



APPENDIX A MEASURE R ORDINANCE

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1 The following words, whenever used in this Ordinance, shall have the meanings as
2 set forth below:

3 "Board of Equalization" means the California State Board of Equalization.

4 "Capital Project" means a project or program described in Attachment A as a
5 "Capital Project."

6 "Expenditure Plan" means that expenditure plan for the revenues derived from
7 a Sales Tax imposed pursuant to this Ordinance, and any other identified state and
8 local funding, as required under proposed amended Section 130350.5(f) of the
9 Public Utilities Code.

10 "Gross Sales Tax" means the amount of Sales Tax collected by the Board of
11 Equalization pursuant to this Ordinance.

12 "Interest" means interest and other earnings on cash balances.

13 "Metro" or "MTA" means the Los Angeles County Metropolitan Transportation
14 Authority or any successor entity.

15 "Net Revenues" means Sales Tax Revenues minus any amount expended on
16 administrative costs pursuant to Section 10.

17 "Sales Tax" means a retail transactions and use tax.

18 "Sales Tax Revenues" means the Gross Sales Tax minus any refunds and any
19 fees imposed by the Board of Equalization for the performance of functions incident
20 to the administration and operation of this Ordinance.

21 22 SECTION 4. STATUTORY AUTHORITY

23 This Ordinance is enacted, in part, pursuant to:

24 a. Part 1.6 (commencing with Section 7251) of Division 2 of the California
25 Revenue and Taxation Code;

26 b. Division 12 (commencing with Section 130000) of the California Public
27 Utilities Code;

28 c. Proposed amendments to Section 130350.5 of the California Public
29 Utilities Code adopted during the 2007-2008 legislative session.

30 31 SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

32 a. Subject to the limits imposed by this Ordinance, Metro hereby imposes,
33 in the incorporated and unincorporated territory of Los Angeles County, a Sales Tax
34 at the rate of one-half of one percent (.5%) for a period of thirty (30) years beginning

1 on the first day of the first calendar quarter commencing not less than 180 days after
2 the adoption of this Ordinance by the voters.

3 b. This Sales Tax shall be in addition to any other taxes authorized by law,
4 including any existing or future state or local Sales Tax. The imposition,
5 administration and collection of the tax shall be in accordance with all applicable
6 statutes, laws, and rules and regulations prescribed and adopted by the Board of
7 Equalization.

8 c. Pursuant to proposed amended Section 130350.5(d) of the Public
9 Utilities Code, the tax rate authorized by this section shall not be considered for
10 purposes of the combined rate limit established by Section 7251.1 of the Revenue
11 and Taxation Code.

12 d. Pursuant to the provisions of Section 7262.2 of the Revenue and
13 Taxation Code, the required provisions of Sections 7261 and 7262 of that Code as
14 now in effect or as later amended are adopted by reference in this Ordinance.

15 e. This Ordinance incorporates provisions identical to those of the Sales
16 and Use Tax Law of the State of California insofar as those provisions are not
17 inconsistent with the requirements and limitations contained in Part 1.6 of Division 2
18 of the Revenue and Taxation Code.

19 f. The Sales Tax shall be administered and collected by the Board of
20 Equalization in a manner that adapts itself as fully as practicable to, and requires the
21 least possible deviation from, the existing statutory and administrative procedures
22 followed by the Board of Equalization in administering and collecting the California
23 State Sales and Use Taxes.

24 g. This Sales Tax shall be administered in a manner that will be, to the
25 greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of
26 the Revenue and Taxation Code, minimize the cost of collecting the transactions and
27 use taxes, and at the same time, minimize the burden of record keeping upon
28 persons subject to taxation under the provisions of this Ordinance.

30 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

31 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall
32 contract with the Board of Equalization to perform all functions incident to the
33 administration and operation of this Ordinance; provided, that if Metro shall not have
34 contracted with the Board of Equalization prior to the operative date, it shall

1 nevertheless so contract and in such a case the operative date shall be the first day of
2 the first calendar quarter following the execution of such a contract.

3 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible
4 personal property at retail, a tax is hereby imposed upon all retailers in the
5 incorporated and unincorporated territory of Los Angeles County at the rate of one half
6 of one percent (.5%) of the gross receipts of any retailer from the sale of all tangible
7 personal property sold at retail in said territory on and after the operative date of this
8 Ordinance.

9 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are
10 consummated at the place of business of the retailer unless the tangible personal
11 property sold is delivered by the retailer or his agent to an out-of-state destination or to
12 a common carrier for delivery to an out-of-state destination. The gross receipts from
13 such sales shall include delivery charges, when such charges are subject to the state
14 sales and use tax, regardless of the place to which delivery is made. In the event a
15 retailer has no permanent place of business in the State or has more than one place of
16 business, the place or places at which the retail sales are consummated shall be
17 determined under rules and regulations to be prescribed and adopted by the Board of
18 Equalization.

19 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use or
20 other consumption in Los Angeles County of tangible personal property purchased
21 from any retailer on and after the operative date of this Ordinance for storage, use or
22 other consumption in Los Angeles County at the rate of one half of one percent (.5%)
23 of the sales price of the property. The sales price shall include delivery charges when
24 such charges are subject to state sales or use tax regardless of the place to which
25 delivery is made.

26 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise
27 provided in this Ordinance and except insofar as they are inconsistent with the
28 provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the
29 provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and
30 Taxation Code are hereby adopted and made a part of this Ordinance as though fully
31 set forth herein.

32 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF
33 USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and
34 Taxation Code:

1 1. Wherever the State of California is named or referred to as the
2 taxing agency, the name of Metro shall be substituted therefor. However, the
3 substitution shall not be made when:

4 A. The word "State" is used as a part of the title of the State
5 Controller, State Treasurer, State Board of Control, State Board of Equalization, State
6 Treasury, or the Constitution of the State of California;

7 B. The result of that substitution would require action to be
8 taken by or against Metro or any agency, officer, or employee thereof rather than by or
9 against the Board of Equalization, in performing the functions incident to the
10 administration or operation of this Ordinance.

11 C. In those sections, including, but not necessarily limited to
12 sections referring to the exterior boundaries of the State of California, where the result
13 of the substitution would be to:

14 i. Provide an exemption from this Sales Tax with
15 respect to certain sales, storage, use or other consumption of tangible personal
16 property which would not otherwise be exempt from this Sales Tax while such sales,
17 storage, use or other consumption remain subject to tax by the State under the
18 provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

19 ii. Impose this Sales Tax with respect to certain sales,
20 storage, use or other consumption of tangible personal property which would not be
21 subject to this Sales Tax by the state under the said provision of that code.

22 D. In Sections 6701, 6702 (except in the last sentence
23 thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

24 2. The phrase "Los Angeles County Metropolitan Transportation
25 Authority or any successor entity" shall be substituted for the word "State" in the
26 phrase "retailer engaged in business in this State" in Section 6203 and in the definition
27 of that phrase in Section 6203 of the Revenue and Taxation Code.

28 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a
29 retailer under Section 6067 of the Revenue and Taxation Code, an additional
30 transactor's permit shall not be required by this Ordinance.

31 h. EXEMPTIONS AND EXCLUSIONS.

32 1. There shall be excluded from the measure of the transactions tax
33 and the use tax the amount of any sales tax or use tax imposed by the State of
34 California or by any city, city and county, or county pursuant to the Bradley-Burns

1 Uniform Local Sales and Use Tax Law or the amount of any state-administered
2 transactions or use tax.

3 2. There are exempted from the computation of the amount of
4 transactions tax the gross receipts from:

5 A. Sales of tangible personal property, other than fuel or
6 petroleum products, to operators of aircraft to be used or consumed principally outside
7 the County in which the sale is made and directly and exclusively in the use of such
8 aircraft as common carriers of persons or property under the authority of the laws of
9 this State, the United States, or any foreign government.

10 B. Sales of property to be used outside Los Angeles County
11 which is shipped to a point outside Los Angeles County, pursuant to the contract of
12 sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer
13 to a carrier for shipment to a consignee at such point. For the purposes of this
14 paragraph, delivery to a point outside Los Angeles County shall be satisfied:

15 i. With respect to vehicles (other than commercial
16 vehicles) subject to registration pursuant to Chapter 1 (commencing with Section
17 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section
18 21411 of the Public Utilities Code, and undocumented vessels registered under
19 Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an
20 address outside Los Angeles County and by a declaration under penalty of perjury,
21 signed by the buyer, stating that such address is, in fact, his or her principal place of
22 residence; and

23 ii. With respect to commercial vehicles, by registration
24 to a place of business outside Los Angeles County and declaration under penalty of
25 perjury, signed by the buyer, that the vehicle will be operated from that address.

26 C. The sale of tangible personal property if the seller is
27 obligated to furnish the property for a fixed price pursuant to a contract entered into
28 prior to the operative date of this Ordinance.

29 D. A lease of tangible personal property which is a continuing
30 sale of such property, for any period of time for which the lessor is obligated to lease
31 the property for an amount fixed by the lease prior to the operative date of this
32 Ordinance.

33 E. For the purposes of subparagraphs (C) and (D) of this
34 section, the sale or lease of tangible personal property shall be deemed not to be

1 obligated pursuant to a contract or lease for any period of time for which any party to
2 the contract or lease has the unconditional right to terminate the contract or lease upon
3 notice, whether or not such right is exercised.

4 3. There are exempted from the use tax imposed by this Ordinance,
5 the storage, use or other consumption in Los Angeles County of tangible personal
6 property:

7 A. The gross receipts from the sale of which have been
8 subject to a transactions tax under any state-administered transactions and use tax
9 ordinance.

10 B. Other than fuel or petroleum products purchased by
11 operators of aircraft and used or consumed by such operators directly and exclusively
12 in the use of such aircraft as common carriers of persons or property for hire or
13 compensation under a certificate of public convenience and necessity issued pursuant
14 to the laws of this State, the United States, or any foreign government. This exemption
15 is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue
16 and Taxation Code of the State of California.

17 C. If the purchaser is obligated to purchase the property for a
18 fixed price pursuant to a contract entered into prior to the operative date of this
19 Ordinance.

20 D. If the possession of, or the exercise of any right or power
21 over, the tangible personal property arises under a lease which is a continuing
22 purchase of such property for any period of time for which the lessee is obligated to
23 lease the property for an amount fixed by a lease prior to the operative date of this
24 Ordinance.

25 E. For the purposes of subparagraphs (C) and (D) of this
26 section, storage, use, or other consumption, or possession of, or exercise of any right
27 or power over, tangible personal property shall be deemed not to be obligated
28 pursuant to a contract or lease for any period of time for which any party to the
29 contract or lease has the unconditional right to terminate the contract or lease upon
30 notice, whether or not such right is exercised.

31 F. Except as provided in subparagraph (G), a retailer
32 engaged in business in Los Angeles County shall not be required to collect use tax
33 from the purchaser of tangible personal property, unless the retailer ships or delivers
34 the property into the County or participates within the County in making the sale of the

1 property, including, but not limited to, soliciting or receiving the order, either directly or
2 indirectly, at a place of business of the retailer in County or through any representative,
3 agent, canvasser, solicitor, subsidiary, or person in the County under the authority of
4 the retailer.

5 G. "A retailer engaged in business in Los Angeles County"
6 shall also include any retailer of any of the following: vehicles subject to registration
7 pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle
8 Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,
9 or undocumented vessels registered under Division 3.5 (commencing with Section
10 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any
11 purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in Los
12 Angeles County.

13 4. Any person subject to use tax under this Ordinance may credit
14 against that tax any transactions tax or reimbursement for transactions tax paid to a
15 district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division
16 2 of the Revenue and Taxation Code with respect to the sale to the person of the
17 property the storage, use or other consumption of which is subject to the use tax.

18 i. AMENDMENTS. All amendments subsequent to the effective date of this
19 Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales
20 and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of
21 the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of
22 Division 2 of the Revenue and Taxation Code, shall automatically become a part of
23 this Ordinance, provided however, that no such amendment shall operate so as to
24 affect the rate of tax imposed by this Ordinance.

25 j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of
26 mandate or other legal or equitable process shall issue in any suit, action or
27 proceeding in any court against the State or Metro, or against any officer of the State
28 or Metro, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of
29 Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax
30 required to be collected.

31 32 SECTION 7. USE OF REVENUES

33 a. All of the Net Revenues generated from the Sales Tax plus any Interest
34 or other earnings thereon, less any funds necessary for satisfaction of debt service

1 and related requirements of all bonds issued pursuant to this Ordinance that are not
2 satisfied out of separate allocations, shall be allocated solely for the transportation
3 purposes described in this Ordinance.

4 b. Metro shall establish and administer a sales tax revenue fund with
5 appropriate subfunds to account for the allocation categories defined in this
6 Ordinance. All Net Revenues and Interest on Sales Tax Revenues shall be credited
7 into the sales tax revenue fund and credited to the appropriate subfunds pursuant to
8 the allocation ratios described on page 1 of Attachment A. The moneys in the sales
9 tax revenue fund shall be available to Metro to meet expenditure and cashflow needs
10 of the projects and programs described in Attachment A. Metro may expend
11 additional funds from sources other than the Sales Tax imposed pursuant to this
12 Ordinance on the projects and programs described in Attachment A. Funds shall be
13 available for projects and programs described in Attachment A beginning in the fiscal
14 years identified in Attachment A as "Funds Available Beginning."

15 c. Metro shall establish the following subfunds of the sales tax revenue
16 fund:

- 17 1. Transit Capital Subfund
- 18 2. Highway Capital Subfund
- 19 3. Operations Subfund
- 20 4. Local Return Subfund

21 d. Funds in the Transit Capital Subfund shall be allocated to Capital
22 Projects identified in Attachment A as "Transit Projects."

23 1. For those Capital Projects identified in Attachment A as "Transit
24 Projects" and identified as "Escalated \$," Metro shall expend no less than the amount
25 of Net Revenues identified in Attachment A as "New Sales Tax – Total" for each
26 Capital Project so identified.

27 2. For those Capital Projects identified in Attachment A as "Transit
28 Projects" and identified as "Current 2008 \$," Metro shall expend no less than an
29 amount of Net Revenues equal to the value of the amount identified in Attachment A
30 as "New Sales Tax – Total" for each Capital Project so identified. The amount of Net
31 Revenues equal to the value of the amount identified in Attachment A as "New Sales
32 Tax – Total" shall be determined by adjusting the amount identified as follows, at the
33 discretion of Metro:

1 A. Up to four percent (4%) annually for the fiscal years 2010
2 through 2014; and

3 B. Up to three percent (3%) annually for the fiscal year 2015
4 and all fiscal years thereafter.

5 3. Metro shall allocate no less than the amount of Net Revenues
6 identified in Attachment A as "New Sales Tax – Total" for the project identified in
7 Attachment A as "Capital Project Contingency (Transit)." Funds allocated to "Capital
8 Project Contingency (Transit)" shall be expended as needed to provide additional
9 funding for Capital Projects identified in Attachment A as "Transit Projects." Metro
10 may expend such funds for debt service, excluding payments for principal, to offset
11 the costs of inflation, or for any other purpose. Metro shall not expend an amount of
12 Net Revenues from Capital Project Contingency (Transit) that is greater than the
13 amount permitted in paragraph (d)(2) for any Capital Project.

14 4. In the event that a Capital Project identified in Attachment A as a
15 "Transit Project" is completed without the expenditure of the amount of Net
16 Revenues allocated by this Ordinance, any surplus Net Revenues allocated to that
17 Capital Project shall be credited to the Transit Capital Subfund and expended for
18 Capital Projects located within the same subregion as the project so completed. The
19 Board of Directors of Metro shall determine by a two-thirds vote whether a Capital
20 Project is complete.

21 e. Funds in the Highway Capital Subfund shall be allocated to Capital
22 Projects identified in Attachment A as "Highway Projects."

23 1. For those Capital Projects identified in Attachment A as
24 "Highway Projects" and identified as "Escalated \$," Metro shall expend no less than
25 the amount of Net Revenues identified in Attachment A as "New Sales Tax – Total"
26 for each Capital Project so identified.

27 2. For those Capital Projects identified in Attachment A as
28 "Highway Projects" and identified as "Current 2008 \$," Metro shall expend no less
29 than an amount of Net Revenues equal to the value of the amount identified in
30 Attachment A as "New Sales Tax – Total" for each Capital Project so identified. The
31 amount of Net Revenues equal to the value of the amount identified in Attachment A
32 as "New Sales Tax – Total" shall be determined by adjusting the amount identified as
33 follows, at the discretion of Metro:

1 A. Up to four percent (4%) annually for the fiscal years 2010
2 through 2014; and

3 B. Up to three percent (3%) annually for the fiscal year 2015
4 and all fiscal years thereafter.

5 3. Metro shall allocate no less than the amount of Net Revenues
6 identified in Attachment A as "New Sales Tax – Total" for the project identified in
7 Attachment A as "Capital Project Contingency (Highway)." Funds allocated to
8 "Capital Project Contingency (Highway)" shall be expended as needed to provide
9 additional funding for Capital Projects identified in Attachment A as "Highway
10 Projects." Metro may expend such funds for debt service, excluding payments for
11 principal, to offset the costs of inflation, or for any other purpose. Metro shall not
12 expend an amount of Net Revenues from Capital Project Contingency (Highway) that
13 is greater than the amount permitted in paragraph (e)(2) for any Capital Project.

14 4. In the event that a Capital Project identified in Attachment A as a
15 "Highway Project" is completed without the expenditure of the amount of Net
16 Revenues allocated by this Ordinance, any surplus Net Revenues allocated to that
17 Capital Project shall be credited to the Highway Capital Subfund and expended for
18 Capital Projects located within the same subregion as the project so completed. The
19 Board of Directors of Metro shall determine by a two-thirds vote whether a Capital
20 Project is complete.

21 f. Funds in the Operations Subfund shall be allocated to the projects and
22 programs described in Attachment A as "Operations." Metro shall expend the
23 percentage of Net Revenues identified in Attachment A as "Percent of New Sales
24 Tax" for each project and program described in Attachment A as "Operations."

25 g. Funds in the Local Return Subfund shall be allocated to the projects
26 and programs described in Attachment A as "Local Return." Metro shall expend the
27 percentage of Net Revenues identified in Attachment A as "Percent of New Sales
28 Tax" for each project and program described in Attachment A as "Local Return."

29 1. No Net Revenues distributed to a local jurisdiction pursuant to
30 Paragraph (g) shall be used for other than transportation purposes. Any jurisdiction
31 that violates this provision must fully reimburse Metro, including Interest thereon, for
32 the Net Revenues misspent and shall be deemed ineligible to receive Net Revenues
33 for a period of three (3) years.

1 2. To the extent that funds are returned to local jurisdictions
2 pursuant to this paragraph, the receipt, maintenance and expenditure of such funds
3 shall be distinguishable in each jurisdiction's accounting records from other funding
4 sources, and expenditures of such funds shall be distinguishable by program or
5 project. Interest earned on funds allocated pursuant to this paragraph shall be
6 expended only for those purposes for which the funds were allocated.

7 h. Metro may enter into an agreement with the Board of Equalization to
8 transfer Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to
9 provide for the timely payment of debt service and related obligations, prior to
10 Metro's receipt and deposit of such Sales Tax Revenues into the sales tax revenue
11 fund; provided, however, that such payments of debt service and related obligations
12 shall be allocated to the appropriate Capital Project Contingency line item or to such
13 subfund within the sales tax revenue fund consistent with the expenditure of the
14 proceeds of the corresponding debt.

15 i. Metro shall propose the projects and programs in Attachment A for
16 inclusion in the Long Range Transportation Plan.

18 SECTION 8. OVERSIGHT

19 a. Commencing with the 2009-2010 fiscal year, and in accordance with
20 Section 8(a)(1) of this Ordinance, Metro shall contract for an annual audit, to be
21 completed within six months after the end of the fiscal year being audited, for the
22 purpose of determining compliance by Metro with the provisions of this Ordinance
23 relating to the receipt and expenditure of Sales Tax Revenues during such fiscal
24 year.

25 1. Prior to entering into a contract with an auditing firm to perform
26 any audit required under Section 8(a), Metro shall solicit bids from at least three
27 qualified firms. Notwithstanding any other provision of law, the cost of performing
28 and publishing any audit required under Section 8(a) of this Ordinance shall be paid
29 from Sales Tax Revenues.

30 b. There is hereby established a Proposition R Independent Taxpayers
31 Oversight Committee of Metro ("Committee"). The Committee shall meet at least
32 twice each year to carry out the purposes of this Ordinance.

33 c. The Committee shall be comprised of three persons, each of whom
34 shall be a retired Federal or State Judge. Committee members shall be selected as

1 follows: one member shall be appointed by the Los Angeles County Board of
2 Supervisors; one member shall be appointed by the Mayor of the City of Los
3 Angeles; and one member shall be appointed by the Los Angeles County City
4 Selection Committee. The members of the Committee must reside in Los Angeles
5 County. No person currently serving as an elected or appointed city, county, special
6 district, state, or federal public officeholder shall be eligible to serve as a member of
7 the Committee.

8 d. The Committee shall select and consult with an advisory panel when
9 performing its responsibilities required under this Ordinance. The advisory panel
10 shall consist of at least one representative, and not more than two, of the following
11 professions or areas of expertise:

- 12 1. Construction trade labor union representative
- 13 2. Environmental engineer or environmental scientist
- 14 3. Road or rail construction firm project manager
- 15 4. Public and private finance expert
- 16 5. Regional association of businesses representative
- 17 6. Transit system user

18 e. All meetings of the Committee shall be held within Los Angeles County.
19 All meetings of the Committee shall be held in compliance with the provisions of the
20 Ralph M. Brown Act (Section 54950 et seq. of the California Government Code).

21 f. Each member of the Committee shall serve for a term of two years, and
22 until a successor is appointed. No member of the Committee shall be entitled to any
23 compensation, except that Metro may reimburse actual expenses of members
24 arising out of the performance of their duties as Committee members.

25 g. Members of the advisory panel may be replaced by the Committee at
26 any time by a majority vote of the Committee. No member of the advisory panel
27 shall be entitled to any compensation, except that Metro may reimburse actual
28 expenses of members arising out of the performance of their duties as advisory
29 panel members.

30 h. Metro may adopt further guidelines to govern the operations of the
31 Committee.

32 i. The Committee shall have the following responsibilities:

- 33 1. Review the results of the audit performed pursuant to Section
34 8(a) of this Ordinance and make findings as to whether Metro has complied with the

1 terms of the Ordinance. Such findings shall include a determination as to whether
2 recipients of Net Revenues allocated to the Local Return Subfund have complied
3 with this Ordinance and any additional guidelines developed by Metro pursuant to
4 Section 9(b).

5 2. Prepare an annual report to the Metro Board of Directors
6 presenting the results of the annual audit process and any findings made. The report
7 shall include an assessment of the consistency of the expenditures of Sales Tax
8 Revenues with this Ordinance, including Attachment A. The Committee shall cause
9 a summary of the report to be published in local newspapers and the entire report
10 and annual audit to be made available to every library located within Los Angeles
11 County for public review. The Committee shall hold a public hearing on each audit
12 and annual report and shall report the comments of the public to Metro.

13 3. Review any proposed amendments to this Ordinance, including
14 the expenditure plan, and make a finding as to whether the proposed amendments
15 further the purpose of this Ordinance. Metro shall make any proposed amendments
16 available to the Committee at least 30 days prior to any vote to adopt the proposed
17 amendments.

18 4. Review all proposed debt financing and make a finding as to
19 whether the benefits of the proposed financing for accelerating project delivery,
20 avoiding future cost escalation, and related factors exceed issuance and interest
21 costs.

22 5. Any findings made by the Committee shall be submitted to the
23 Metro Board of Directors in advance of the next regular Board meeting
24

25 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

26 a. It is the intent of the Legislature, as stated in Public Utilities Code
27 proposed amended Section 130350.5(e), and Metro, that revenues provided from
28 this Ordinance to local jurisdictions in Los Angeles County under the projects and
29 programs described in Attachment A as "Local Return" be used to augment, not
30 supplant, existing local revenues being used for transportation purposes.

31 b. Metro shall develop guidelines which, at a minimum, specify
32 maintenance of effort requirements for the local return program, matching funds, and
33 administrative requirements for the recipients of revenue derived from the Sales Tax.
34

1 SECTION 10. COSTS OF ADMINISTRATION

2 Gross Sales Tax revenues may be appropriated by Metro for administrative
3 costs, including contractual services; however in no case shall the Gross Sales Tax
4 revenues appropriated for such costs exceed more than one and one-half percent
5 (1.5%) of the Gross Sales Tax revenues in any year.
6

7 SECTION 11. AMENDMENTS

8 a. Metro may amend this Ordinance, including Attachment A, with the
9 exception of Section 11, for any purpose, including as necessary to account for the
10 results of any environmental review required under the California Environmental
11 Quality Act of the individual specific projects listed in Attachment A. Any such
12 amendments shall be approved by a vote of not less than two-thirds (2/3) of the
13 Metro Board of Directors. Metro shall hold a public meeting on proposed
14 amendments prior to adoption. Metro shall provide notice to the Los Angeles County
15 Board of Supervisors, the city council of each city in Los Angeles County, and the
16 public of the public meeting and proposed amendments, and provide them with a
17 copy of the proposed amendments, at least 30 days prior to the public meeting.
18 Amendments shall become effective forty-five days after adoption.

19 b. Notwithstanding Section 11(a) of this Ordinance, Metro shall not adopt
20 any amendment to this Ordinance, including Attachment A, that reduces total Net
21 Revenues allocated to the sum of the Transit Capital Subfund and the Highway
22 Capital Subfund. Not more than once in any ten (10) year period commencing after
23 the year 2019, Metro may adopt an amendment transferring Net Revenues between
24 the Transit Capital Subfund and the Highway Capital Subfund.

25 c. Notwithstanding Section 11(a) of this Ordinance, Metro shall not adopt
26 any amendment to this Ordinance, including Attachment A, that reduces Net
27 Revenues allocated to the Operations Subfund or the Local Return Subfund.

28 d. Metro may amend Section 11 of this Ordinance if such amendments are
29 approved by a vote of not less than two-thirds (2/3) of the Metro Board of Directors
30 and are approved by a simple majority vote of the electors voting on a measure to
31 approve the amendment. Metro shall hold a public meeting on proposed
32 amendments prior to adoption by the Board. Metro shall provide notice to the Los
33 Angeles County Board of Supervisors, the city council of each city in Los Angeles
34 County, and the public of the public meeting and proposed amendments, and

1 provide them with a copy of the proposed amendments, at least 30 days prior to the
2 public meeting. Amendments shall become effective forty-five days after adoption by
3 the electors.
4

5 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

6 Metro is authorized to issue limited tax bonds, from time to time, payable from
7 and secured by Sales Tax Revenues to finance any program or project in the
8 Expenditure Plan, pursuant to Sections 130500 et seq. of the Public Utilities Code, and
9 any successor act. As additional security, such bonds may be further payable from
10 and secured by farebox revenues or general revenues of Metro, on a basis
11 subordinate to Metro's existing General Revenue Bonds, or any other available source
12 of Metro's revenues, in each case as specified in a resolution adopted by a majority of
13 Metro's Board of Directors. The maximum bonded indebtedness, including issuance
14 costs, interest, reserve requirements and bond insurance, shall not exceed the total
15 amount of the Gross Sales Tax. Nothing herein shall limit or restrict in any way the
16 power and authority of Metro to issue bonds, notes or other obligations, to enter into
17 loan agreements, leases, reimbursement agreements, standby bond purchase
18 agreements, interest rate swap agreements or other derivative contracts or to engage
19 in any other transaction under the Government Code, the Public Utilities Code or any
20 other law.
21

22 SECTION 13. APPROPRIATIONS LIMIT

23 Article XIIIB of the California Constitution requires certain governmental entities
24 to establish an annual appropriations limit. This appropriations limit is subject to
25 adjustment as provided by law. To the extent required by law, Metro shall establish an
26 annual appropriations limit and expenditures of the retail transactions and use tax shall
27 be subject to such limit.
28

29 SECTION 14. ELECTION

30 Pursuant to California Public Utilities Code Section 130350, Metro hereby calls
31 a special election to place this Ordinance before the voters. The ballot language
32 shall read as follows:
33

34 **Traffic Relief. Rail Extensions. Reduce Foreign Oil Dependence.**

To:

- Synchronize traffic signals;
- Repair potholes;
- Extend light rail with airport connections;
- Improve freeway traffic flow (5, 10, 14, 60, 101, 110, 138, 210, 405, 605, 710);
- Keep senior / student / disabled fares low;
- Provide clean-fuel buses;
- Expand subway / Metrolink / bus service;
- Dedicate millions for community traffic relief;

Shall Los Angeles County's sales tax increase one-half cent for 30 years with independent audits, public review of expenditures, all locally controlled?

SECTION 15. STATUTORY REFERENCES

References in this Ordinance to proposed amendments to Section 130350.5 of the Public Utilities Code are to Section 130350.5 as amended or added by Assembly Bill 2321 of the 2007-2008 legislative session.

SECTION 16. EFFECTIVE AND OPERATIVE DATES

a. This Ordinance shall be effective on January 2, 2009, if:

1. Two-thirds (2/3) of the electors voting on the measure authorizing the imposition of the Sales Tax vote to authorize its enactment at the statewide general election scheduled for November 4, 2008; and

2. A California state statute that provides for all of the following is adopted by the California Legislature and becomes effective prior to January 2, 2009:

A. Requires Metro to include in Attachment A the following projects, programs, and funding levels;

i. Exposition Boulevard Light Rail Transit Project from downtown Los Angeles to Santa Monica. The sum of nine hundred twenty-five million dollars (\$925,000,000).

- ii. Crenshaw Transit Corridor from Wilshire Boulevard to Los Angeles International Airport along Crenshaw Boulevard. The sum of two hundred thirty-five million five hundred thousand dollars (\$235,500,000).
- iii. San Fernando Valley North-South Rapidways. The sum of one hundred million five hundred thousand dollars (\$100,500,000).
- iv. Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension. The sum of seven hundred thirty-five million dollars (\$735,000,000).
- v. Metro Regional Connector. The sum of one hundred sixty million dollars (\$160,000,000).
- vi. Metro Westside Subway Extension. The sum of nine hundred million dollars (\$900,000,000).
- vii. State Highway Route 5 Carmenita Road Interchange Improvement. The sum of one hundred thirty-eight million dollars (\$138,000,000).
- viii. State Highway Route 5 Capacity Enhancement (State Highway Route 134 to State Highway Route 170, including access improvement for Empire Avenue). The sum of two hundred seventy-one million five hundred thousand dollars (\$271,500,000).
- ix. State Highway Route 5 Capacity Enhancement (State Highway Route 605 to the Orange County line, including improvements to the Valley View Interchange). The sum of two hundred sixty-four million eight hundred thousand dollars (\$264,800,000).
- x. State Highway Route 5/State Highway Route 14 Capacity Enhancement. The sum of ninety million eight hundred thousand dollars (\$90,800,000).
- xi. Capital Project Contingency Fund. The sum of one hundred seventy-three million dollars (\$173,000,000).
- xii. Alameda Corridor East Grade Separations. The sum of two hundred million dollars (\$200,000,000).
- xiii. MTA and Municipal Regional Clean Fuel Bus Capital (Facilities and Rolling Stock). The sum of one hundred fifty million dollars (\$150,000,000).

xiv. Countywide Soundwall Construction (MTA Regional List and Monterey Park/State Highway Route 60). The sum of two hundred fifty million dollars (\$250,000,000).

xv. Local return for major street resurfacing, rehabilitation, and reconstruction. The sum of two hundred fifty million dollars (\$250,000,000).

xvi. Metrolink Capital Improvements. The sum of seventy million dollars (\$70,000,000).

xvii. Eastside Light Rail Access. The sum of thirty million dollars (\$30,000,000).

B. Authorizes Metro to impose an additional one-half of one percent (.5%) Sales Tax in the incorporated and unincorporated areas of Los Angeles County.

C. Provides that any tax imposed by Metro pursuant to the authority granted in the statute shall not be considered for the purposes of the combined rate limit established by Section 7251.1 of the Revenue and Taxation Code; and

3. No California state statute that requires Metro to provide funding from revenues derived from the Sales Tax imposed pursuant to this Ordinance for any projects or programs other than those listed in this Section or provide a level of funding greater than described in this Section, is adopted by the California Legislature in the 2007-2008 legislative session and becomes law.

b. The operative date of the Sales Tax imposed by this Ordinance shall be July 1, 2009, which is the first day of the first calendar quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.

SECTION 17. SEVERABILITY

If any tax or provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining taxes or provisions, and Metro declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.



APPENDIX B MEASURE R EXPENDITURE PLAN

SBHP Measure R Project Expenditure Plan Cost & Cash Flow Budget																												
		Updated: 10/20/15						2016-2017 (FY 17)					2017-2018 (FY 18)				Future Years		2018-2019 (FY 19)								Total Project Est. Cost	
Metro Project ID FA Type	Phase	Lead Agency / Description	Phase Cost	Measure R Share FY11-22	Est. Reimburse. by 6/30/16	Q1 16-17 July Sept	Q2 16-17 Oct Dec	Q3 16-17 Jan-March	Q4 16-17 April-June	16-17 TOTAL	Q1 17-18 July-Sept	Q2 17-18 Oct-Dec	Q3 17-18 Jan-March	Q4 17-18 April-June	17-18 TOTAL	Q1 18-19 July-Sept	Q2 18-19 Oct-Dec	Q3 18-19 Jan-March	Q4 18-19 April-June	18-19 TOTAL	19-20 TOTAL	20-21 TOTAL	21-22 TOTAL	Total Project Est. Cost (All Phases and Sources)	Total Cost Est. Source			
ADMINISTRATIVE																												
Administration & Miscellaneous Expense			\$1,022,959	\$1,022,959	\$840,931	\$7,035	\$7,035	\$7,035	\$7,035	\$28,140	\$7,247	\$7,247	\$7,247	\$7,247	\$28,988	\$7,463	\$7,463	\$7,463	\$7,463	\$29,852	\$30,752	\$31,672	\$32,624					
Program Development and Misc. Expenses (development, oversight, and intergo			\$5,696,599	\$5,696,599	\$2,439,624	\$129,595	\$129,596	\$129,597	\$129,597	\$518,385	\$140,134	\$140,134	\$140,134	\$140,134	\$560,536	\$121,975	\$121,977	\$121,977	\$121,977	\$487,906	\$545,489	\$523,306	\$621,353	\$17,577,216	All Admin			
Feasibility Studies (previous reimbursement)			\$1,696,661	\$1,696,661	\$496,661					\$0					\$0					\$0	\$400,000	\$400,000	\$400,000					
ACTIVE FEASIBILITY/PLANNING STUDIES																												
EXECUTED MR312.57 PD	Feasibility Study	City of El Segundo Park Place from Nash St. to Allied Way, Roadway extension and railroad grade separation	\$350,000	\$350,000				\$350,000		\$350,000					\$0					\$0	\$0	\$0	\$0	\$35,850,000	From Lead Agency			
EXECUTED SBHP TO 2014-1	Feasibility Study	City of El Segundo Aviation Blvd, Douglas St. and El Segundo Blvd. Commuter Bikeways Study	\$150,000	\$150,000			\$150,000			\$150,000					\$0					\$0	\$0	\$0	\$0	\$3,000,000	Placeholder Est.			
EXECUTED FEAS STUDY SBHP TO 2015-1	Feasibility Study	Port of LA Vincent Thomas Bridge (SR-47) I-110 Connector	\$1,000,000	\$1,000,000	\$112,000	\$290,000	\$314,000	\$234,000	\$50,000	\$888,000					\$0					\$0	\$0	\$0	\$0	\$1,000,000	Construction Separate			
EXECUTED MR312.24	PA/ED	Caltrans PAED I-110 Auxiliary lane from SR-91 to Torrance Blvd Auxiliary lane & 405/110 Connector	\$1,500,000	\$1,500,000	\$1,500,000					\$0					\$0					\$0	\$0	\$0	\$0	\$30,000,000	Placeholder Est.			
EXECUTED MR312.25	PA/ED	Caltrans PAED I-405 at 182nd St./Crenshaw Boulevard	\$1,700,000	\$1,700,000	\$1,700,000					\$0					\$0					\$0	\$0	\$0	\$0	\$34,000,000	Placeholder Est.			
EXECUTED MR312.56	PA/ED	City of Los Angeles Review of Feas. Study on Del Amo Blvd from Western Ave to Vermont Ave.	\$100,000	\$100,000	\$3,277	\$24,181	\$24,181	\$24,181	\$24,181	\$96,723					\$0					\$0	\$0	\$0	\$0	\$3,000,000	Placeholder Est.			
EXECUTED MR312.16	PA/ED	Los Angeles County Del Amo Boulevard from Normandie Boulevard to Vermont Ave	\$1,900,000	\$1,900,000	\$1,900,000					\$0					\$0					\$0	\$0	\$0	\$0	\$26,000,000	Placeholder Est.			
COMMITTED FEASIBILITY/PLANNING STUDIES																												
COMMITTED MR312.30	Feasibility Study	Caltrans I-405 from I-110 to I-105 and I-105 from I-405 to Crenshaw: Corridor Refinement Studies	\$700,000	\$700,000		\$75,000	\$75,000	\$75,000	\$75,000	\$300,000	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000					\$0	\$0	\$0	\$0	\$14,000,000	Placeholder Est.			
COMMITTED MR312.45	PA/ED	Caltrans PAED/Implement an Integrated Corridor Management System along the SR -110 Corridor between Artesia Boulevard and the I-405. The project will integrate freeway, arterial and transit operations, implement a Decision Support System for coordinated agency operations and traveler information systems.	\$1,000,000	\$1,000,000						\$0					\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$500,000	\$0	\$0	\$20,000,000	Placeholder Est.			
COMMITTED FEAS STUDY SBHP TO #-#	Feasibility Study	City of Torrance Pacific Coast Highway (SR-1) / Hawthorne Blvd. (SR-107) Park & Ride Feasibility Study	\$150,000	\$150,000						\$0	\$150,000				\$150,000					\$0	\$0	\$0	\$0	\$3,000,000	Placeholder Est.			
COMMITTED FEAS STUDY SBHP TO #-#	Feasibility Study	City of Torrance 182nd St from Kingsdale Ave to Harbor Gateway Transit Center (e/o Vermont Ave.): feasibility of study various corridor improvements (intersection improvements, ITS, bicycle facilities, etc.).	\$300,000	\$300,000				\$300,000		\$300,000					\$0					\$0	\$0	\$0	\$0	\$6,000,000	Placeholder Est.			
NEW REQUEST FOR FEASIBILITY/PLANNING STUDIES																												
Requested	Feasibility Study	Caltrans I-405 from I-110 to I-105 (including a mile on either side of the freeway): Identify and prioritize operational improvements (aux. lanes, interchange configuration) to reduce travel delay.	\$700,000	\$700,000		\$50,000	\$50,000	\$75,000	\$75,000	\$250,000	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000	\$75,000	\$75,000			\$150,000	\$0	\$0	\$0	\$14,000,000	Placeholder Est.			
Requested	PSR	Caltrans SR-1 from eastern boundary of Carson to eastern boundary of Torrance - PSR	\$170,000	\$170,000				\$85,000	\$85,000	\$170,000					\$0					\$0	\$0	\$0	\$0	\$3,400,000	Placeholder Est.			
Requested	PSR	Caltrans Western Ave.(SR-213) from Palos Verdes Drive North to northern boundary of Gardena - PSR	\$170,000	\$170,000				\$85,000	\$85,000	\$170,000					\$0					\$0	\$0	\$0	\$0	\$3,400,000	Placeholder Est.			
Requested	Feasibility Study	City of Carson Avalon Boulevard Bridge over the Dominguez Channel: Investigate feasibility of an additional lane on the west side for a bike lane and widening of the east side sidewalk to improve flow in a constrained location.	\$60,000	\$60,000						\$0	\$60,000				\$60,000					\$0	\$0	\$0	\$0	\$5,000,000	Placeholder Est.			
Requested	PA/ED	City of El Segundo PA/ED Park Place from Nash St to Allied Way- Roadway extension and railroad grade separation, including utility and railroad relocation and construction.	TBD	TBD				\$1,000,000		\$1,000,000					\$0					\$0	\$0	\$0	\$0	-	Design/Const Separate			
Requested	PA/ED + Est Const./ ROW funding	City of Hermosa Beach PA/ED Aviation BI from PCH to Prospect Ave - Arterial Improvements.	\$1,800,000 PA/ED, \$42m Cost/ROW	\$22,300,000				\$1,800,000		\$1,800,000					\$0	273,000	273,000	894,000	894,000	\$2,334,000	\$3,608,000	\$7,280,000	\$7,278,000	\$44,599,000	From Lead Agency			
Requested	PA/ED	City of Inglewood PA/ED for Florence Ave at La Brea Ave - Construct new Downtown Inglewood Transit Center at La Brea Station of Crenshaw Line	\$1,500,000	\$1,500,000		\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$30,000	\$213,750	\$213,750	\$213,750	\$671,250	\$213,750	\$213,750	\$213,750	\$67,500	\$708,750	\$0	\$0	\$0	\$1,500,000	Total Cost			
Requested	PA/ED	Port of LA PA/ED for SR-47/Vincent Thomas Bridge and Front St/Harbor BI Interchange Reconfiguration.	\$12,078,500	\$12,078,500						\$0	\$88,125	\$88,125	\$88,125	\$88,125	\$352,500	\$187,500	\$187,500	\$187,500	\$187,500	\$750,000	\$750,000	\$5,125,000	\$5,101,000	\$23,452,000	From Lead Agency			

SBHP Measure R Project Expenditure Plan Cost & Cash Flow Budget																													
		Updated: 10/20/15						2016-2017 (FY 17)					2017-2018 (FY 18)				Future Years	2018-2019 (FY 19)										Total Project Est. Cost	
Metro Project ID FA Type	Phase	Lead Agency / Description	Phase Cost	Measure R Share FY11-22	Est. Reimburse. by 6/30/16	Q1 16-17 July Sept	Q2 16-17 Oct Dec	Q3 16-17 Jan-March	Q4 16-17 April-June	16-17 TOTAL	Q1 17-18 July-Sept	Q2 17-18 Oct-Dec	Q3 17-18 Jan-March	Q4 17-18 April-June	17-18 TOTAL	Q1 18-19 July-Sept	Q2 18-19 Oct-Dec	Q3 18-19 Jan-March	Q4 18-19 April-June	18-19 TOTAL	19-20 TOTAL	20-21 TOTAL	21-22 TOTAL	Total Project Est. Cost (All Phases and Sources)	Total Cost Est. Source				
Requested	Feasibility Study	City of Rancho Palos Verdes Western Ave (SR-213) from Palos Verdes Drive North to 25th St.; Feasibility study for improvements in coordination with Lomita, LADOT, and Caltrans.	\$90,000	\$90,000		\$25,000	\$15,000	\$30,000	\$20,000	\$90,000					\$0					\$0	\$0	\$0	\$0	\$1,800,000	Placeholder Est.				
ACTIVE PROJECTS																													
EXECUTED MR312.11	Design/ Construction	Caltrans ITS: I-405, I-110, I-105, SR-91 at freeways ramp/arterial signalized intersections - DCCM	\$5,000,000	\$5,000,000	\$5,000,000					\$0					\$0					\$0	\$0	\$0	\$0	\$25,000,000	Placeholder Est.				
EXECUTED MR312.29	Design/ Construction	Caltrans Pacific Coast Highway (SR-1) ITS with parallel arterials from I-105 to I-110	\$9,000,000	\$9,000,000	\$5,472,000	\$1,250,000	\$850,000	\$728,000	\$700,000	\$3,528,000					\$0					\$0	\$0	\$0	\$0	\$9,000,000	Total Cost				
EXECUTED MR312.37	Design/ Construction	City of Carson Sepulveda Boulevard widening from Alameda Street to ICTF Driveway	\$1,158,000	\$1,158,000	\$1,158,000					\$0					\$0					\$0	\$0	\$0	\$0	\$1,158,000	Total Cost				
EXECUTED MR312.17	Design/ Construction	City of Gardena Rosecrans Ave Arterial Improvements From Vermont Ave to Crenshaw Blvd.	\$5,140,000	\$5,140,000	\$1,907,759	\$808,060	\$808,060	\$808,060	\$808,060	\$3,232,241					\$0					\$0	\$0	\$0	\$0	\$5,140,000	Total Cost				
EXECUTED MR312.33	Design/ Construction	City of Hawthorne Aviation Bl at Marine Ave; construct westbound right-turn lane.	\$3,600,000	\$3,600,000	\$155,000	\$145,000	\$125,000	\$25,000	\$50,000	\$345,000	\$15,000	\$30,000	\$25,000	\$230,000	\$300,000			\$300,000	\$1,500,000	\$1,800,000	\$1,000,000	\$0	\$0	\$3,600,000	Total Cost				
EXECUTED MR312.05	Design/ Construction	City of Hermosa Beach Pacific Coast Highway (SR-1) between Anita St and Artesia Blvd: Improvements	\$304,000	\$304,000	\$202,936	\$101,063				\$101,063					\$0					\$0	\$0	\$0	\$0	\$304,000	Total Cost				
EXECUTED MR312.12	Design/ Construction	City of Inglewood Citywide ITS Phase IV	\$3,500,000	\$3,500,000	\$3,500,000					\$0					\$0					\$0	\$0	\$0	\$0	\$3,500,000	Total Cost				
EXECUTED MR312.15	Design/ Construction	City of Lawndale Inglewood Ave From 156th st to I-405 SB On Ramp Improvements	\$500,000	\$500,000	\$500,000					\$0					\$0					\$0	\$0	\$0	\$0	\$500,000	Total Cost				
EXECUTED MR312.36	Construction	City of Lawndale Traffic Signal Improvements Citywide	\$1,500,000	\$1,500,000	\$1,500,000					\$0					\$0					\$0	\$0	\$0	\$0	\$1,500,000	Total Cost				
EXECUTED MR312.43	Design/ Construction	City of Lomita Intersection Improvements at Western (SR-213) /Palos Verdes Dr. & Pacific Coast Highway (SR-1)/Walnut	\$900,000	\$900,000	\$800,000	\$100,000				\$100,000					\$0					\$0	\$0	\$0	\$0	\$900,000	Total Cost				
EXECUTED MR312.28	Construction	City of Manhattan Beach Seismic retrofit of Sepulveda Blvd (SR-1) bridge 53-62	\$9,100,000	\$9,100,000	\$6,461,664	\$1,319,168	\$1,319,168			\$2,638,336					\$0					\$0	\$0	\$0	\$0	\$9,100,000	Total Cost				
EXECUTED MR312.04	Construction	City of Manhattan Beach Sepulveda Blvd at Marine Ave (WB Left Turn Lane)	\$365,000	\$365,000	\$364,500	\$500				\$500					\$0					\$0	\$0	\$0	\$0	\$365,000	Total Cost				
EXECUTED MR312.06	Design/ Construction	City of Redondo Beach Pacific Coast Highway (SR-1) Arterial Improvements from Anita St to Palos Verdes Blvd	\$1,400,000	\$1,400,000	\$150,000	\$75,000	\$115,000	\$30,000	\$280,000	\$500,000	\$250,000	\$250,000	\$250,000		\$750,000					\$0	\$0	\$0	\$0	\$1,400,000	Total Cost				
EXECUTED MR312.07	Construction	City of Redondo Beach Pacific Coast Highway (SR-1) at Torrance Blvd Intersection Improvements	\$585,000	\$585,000	\$127,000	\$10,000	\$148,000	\$150,000	\$150,000	\$458,000					\$0					\$0	\$0	\$0	\$0	\$585,000	Total Cost				
EXECUTED MR312.08	Design/ Construction	City of Redondo Beach Pacific Coast Highway (SR-1) at Palos Verdes Blvd Intersection Improvements	\$320,000	\$320,000	\$320,000					\$0					\$0					\$0	\$0	\$0	\$0	\$320,000	Total Cost				
EXECUTED MR312.20	Design/ Construction	City of Redondo Beach Aviation Blvd at Artesia Blvd Intersection Improvements	\$847,000	\$847,000	\$350,000	\$165,000	\$172,000	\$160,000		\$497,000					\$0					\$0	\$0	\$0	\$0	\$847,000	Total Cost				
EXECUTED MR312.42	Design/ Construction	City of Redondo Beach Inglewood Ave at Manhattan Beach Bl: Add SB right-turn lane south of railroad tracks to Manhattan Beach Bl	\$5,175,000	\$5,175,000	\$117,000	\$70,000	\$68,000	\$733,000	\$782,000	\$1,653,000	\$730,000	\$730,000	\$40,000	\$40,000	\$1,540,000	\$10,000	\$365,000	\$375,000	\$375,000	\$1,125,000	\$740,000	\$0	\$0	\$5,175,000	Total Cost				
EXECUTED MR312.10	Design/ Construction	City of Torrance Pacific Coast Highway (SR-1) at Hawthorne Blvd (SR-107) Intersection Improvements	\$19,600,000	\$19,600,000	\$9,600,000	\$500,000	\$500,000	\$500,000	\$8,500,000	\$10,000,000					\$0					\$0	\$0	\$0	\$0	\$19,600,000	Total Cost				
EXECUTED MR312.23	Design/ Construction	City of Torrance Torrance Park and Ride Regional Terminal	\$18,100,000	\$18,100,000	\$10,000,000	\$3,000,000	\$3,000,000	2100000		\$8,100,000					\$0					\$0	\$0	\$0	\$0	\$18,100,000	Total Cost				
EXECUTED MR312.26	Design/ Construction	City of Torrance I-405 at 182nd St. /Crenshaw Blvd. operational improvements	\$15,300,000	\$15,300,000	\$5,300,000	\$5,000,000				\$5,000,000	\$5,000,000				\$5,000,000					\$0	\$0	\$0	\$0	\$15,300,000	Total Cost				
EXECUTED MR312.40	Design/ Construction	City of Torrance Pacific Coast Highway (SR-1) at Vista Montana/Anza Ave Intersection Improvement	\$2,900,000	\$2,900,000	\$900,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000					\$0					\$0	\$0	\$0	\$0	\$2,900,000	Total Cost				
EXECUTED MR312.58	Design/ Construction	City of Torrance Pacific Coast Highway (SR-1) from Calle Mayor to Janet Ln. safety improvement.	\$852,000	\$852,000	\$200,000	\$200,000	\$200,000	\$252,000		\$652,000					\$0					\$0	\$0	\$0	\$0	\$852,000	Total Cost				
EXECUTED MR312.59	Design/ Construction	City of Torrance PCH at Madison Ave- Signal Upgrades to provide left-turn phasing	\$500,000	\$500,000	\$100,000	\$400,000				\$400,000					\$0					\$0	\$0	\$0	\$0	\$500,000	Total Cost				
EXECUTED MR312.60	Design/ Construction	City of Torrance Crenshaw Blvd. from Del Amo to Dominguez; three Southbound turn lanes at 1) Del Amo Blvd; 2) extension of 208th St; 3) Transit Center Entrance. Signal Improvements at two existing and new signal at Transit Center and extension of 208th St.	\$3,300,000	\$3,300,000	\$1,300,000	\$1,000,000	\$1,000,000			\$2,000,000					\$0					\$0	\$0	\$0	\$0	\$3,300,000	Total Cost				
COMMITTED PROJECTS																													
COMMITTED MR312.47	Construction	City of Hawthorne Prairie Ave from 118th St to Marine Ave- Signal Improvements	\$1,237,000	\$1,237,000					\$204,114	\$204,114	\$204,114	\$204,114	\$204,114	\$204,114	\$816,456					\$0	\$0	\$0	\$0	\$1,237,000	Total Cost				
COMMITTED MR312.50	Construction	City of Inglewood Citywide ITS Phase V- Communication gap closure on various locations, TS upgrade and arterial detection	\$384,000	\$384,000						\$0	\$14,000	\$14,000	\$14,000	\$109,000	\$151,000	\$58,250	\$58,250	\$58,250	\$58,250	\$233,000	\$0	\$0	\$0	\$0	\$384,000	Total Cost			

SBHP Measure R Project Expenditure Plan Cost & Cash Flow Budget

Metro Project ID FA Type	Phase	Updated: 10/20/15	Lead Agency / Description	Phase Cost	Measure R Share FY11-22	Est. Reimburse. by 6/30/16	2016-2017 (FY 17)					2017-2018 (FY 18)				Future Years		2018-2019 (FY 19)								Total Project Est. Cost	
							Q1 16-17 July Sept	Q2 16-17 Oct Dec	Q3 16-17 Jan-March	Q4 16-17 April-June	16-17 TOTAL	Q1 17-18 July-Sept	Q2 17-18 Oct-Dec	Q3 17-18 Jan-March	Q4 17-18 April-June	17-18 TOTAL	Q1 18-19 July-Sept	Q2 18-19 Oct-Dec	Q3 18-19 Jan-March	Q4 18-19 April-June	18-19 TOTAL	19-20 TOTAL	20-21 TOTAL	21-22 TOTAL	Total Project Est. Cost (All Phases and Sources)	Total Cost Est. Source	
COMMITTED MR312.53	Construction		City of Lawndale Redondo Beach Blvd. Mobility Improvements from Prairie to Artesia (PSRE) at I-405, from Hawthorne Bl. to Prairie Ave- PS&E / ROW Acquisition; Signal upgrades, concrete pads for transit, ADA ramps	\$1,039,262	\$1,039,262						\$0	\$129,908	\$129,908	\$129,908	\$129,908	\$519,632	\$129,908	\$129,908	\$129,908	\$129,908	\$519,632	\$0	\$0	\$0	\$1,039,262	Total Cost	
COMMITTED MR312.51	Construction		City of Los Angeles Anaheim St from Farragut Ave to Dominguez Channel- Widen from 78' to 84' and restripe to accommodate an additional lane in each direction	\$3,141,450	\$3,141,450		\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$500,000	\$500,000	\$500,000	\$441,450	\$1,941,450	\$0	\$0	\$0	\$3,141,450	Total Cost	
COMMITTED MR312.52	Construction		Los Angeles County 2013 CFP South Bay Forum systemwide operational improvements, coordination and timing, and ITS improvements	\$1,021,000	\$1,021,000						\$0					\$0	\$10,000	\$15,000	\$25,000	\$50,000	\$100,000	\$240,000	\$500,000	\$180,681	\$1,021,000	Total Cost	
COMMITTED MR312.34	Construction		City of Manhattan Beach Construct SB and WB right-turn lanes on Aviation at Artesia. The project will include right-of-way acquisition, utility relocation, street widening and restriping of the northwest corner of the Aviation Blvd. and Artesia Blvd. intersection.	\$1,500,000	\$1,500,000	\$151,000	\$369,000	\$78,000	\$602,000	\$300,000	\$1,349,000					\$0					\$0	\$0	\$0	\$0	\$1,500,000	Total Cost	
COMMITTED MR312.35	Construction		City of Manhattan Beach Sepulveda Blvd (SR-1) at Manhattan Beach Blvd Intersection Improvement. Add left-turn lanes. The project will include right-of-way acquisition, utility relocation, street widening and restriping of the intersection.	\$980,000	\$980,000		\$11,000	\$54,800	\$34,000	\$50,000	\$149,800	\$50,000	\$48,000	\$244,000	\$244,000	\$586,000	\$244,200				\$244,200	\$0	\$0	\$0	\$980,000	Total Cost	
COMMITTED PROJECT MR312.09	PD/EA and PS&E		City of Torrance Pacific Coast Highway (SR-1) and Crenshaw Ave- Preliminary Design, EIR and P.S.&E. for operational improvements	\$1,300,000	\$1,300,000					\$1,300,000	\$1,300,000					\$0					\$0	\$0	\$0	\$0	\$6,500,000	Placeholder Est.	
COMMITTED MRE312.#	PS&E		City of Torrance Hawthorne Bl (SR-107) at: 182nd Street, Spencer Street, Emerald Street, and Lomita Blvd. P.S.&E for roadway widening to construct new northbound right turn lanes	\$810,000	\$810,000						\$0	\$810,000				\$810,000					\$0	\$0	\$0	\$0	-	Construction Cost Est. Separate	
NEW REQUEST FOR PROJECTS																											
Requested	Design/ Construction		City of Carson Widen Sepulveda Blvd for 1,475 linear feet to provide three lanes of traffic in both directions and a raised median, the project involves widening the bridge over the Dominguez Channel.	\$6,375,903	\$5,500,722		\$687,590	\$491,136	\$2,750,362	\$1,571,635	\$5,500,723					\$0					\$0	\$0	\$0	\$0	\$6,375,903	Total Cost	
Requested	Design/ Construction		City of Carson Victoria St at Tamcliff Ave - Installation of left-turn phases.	\$120,000	\$120,000		\$30,000	\$30,000	\$30,000	\$30,000	\$120,000					\$0					\$0	\$0	\$0	\$0	\$120,000	Total Cost	
Requested	Design/ Construction		City of Carson 223rd St from Lucerne Ave to Alameda St.: widening roadway and install median.	\$3,601,766	\$3,281,413		\$410,177	\$410,177	\$410,177	\$410,177	\$1,640,707	\$410,177	\$410,177	\$410,177	\$410,177	\$1,640,707					\$0	\$0	\$0	\$0	\$3,601,766	Total Cost	
Requested	Design/ Construction		City of Carson Figueroa St. at 234th St. - Upgrade the traffic signal equipment to modernize the controller and signal lights	\$150,000	\$150,000		\$37,500	\$37,500	\$37,500	\$37,500	\$150,000					\$0					\$0	\$0	\$0	\$0	\$150,000	Total Cost	
Requested			City of Carson Traffic Signal Upgrade at Intersection of 213th Street and Dolores Street	\$150,000	\$150,000						\$0					\$0	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000	\$0	\$0	\$0	\$150,000	Total Cost	
Requested	Design/ Construction		City of Carson Traffic Signal upgrades at 10 intersections: Figueroa St. at Victoria St., Main St. at 220th St., Main St. at Victoria St., Main St. at Albertoni St., Figueroa St. at 223rd St., Broadway at Victoria St., Albertoni St., Gardena Blvd., Alondra Blvd. and a midblock crossing south of Albertoni Blvd.	\$1,400,000	\$1,400,000		\$187,500	\$37,500	\$37,500	\$37,500	\$300,000	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000	\$800,000	\$0	\$0	\$1,400,000	Total Cost	
Requested	Design/ Construction		City of Gardena Crenshaw Bl from El Segundo Bl to Redondo Beach Bl - Arterial Improvements, traffic signal upgrades and synchronization, add turn pockets where feasible, traffic channelization.	\$1,900,000	\$1,900,000				\$58,000	\$58,000	\$116,000	\$57,000	\$575,000	\$576,000	\$576,000	\$1,784,000					\$0	\$0	\$0	\$0	\$1,900,000	Total Cost	
Requested	Design/ Construction		City of Gardena Redondo Beach Bl from Crenshaw Bl to Vermont Ave - Arterial Improvements, traffic signal upgrades and synchronization, add turn pockets where feasible, traffic channelization.	\$3,600,000	\$3,280,000					\$25,511	\$25,511	\$24,600	\$61,956	\$61,956	\$61,956	\$210,467	\$61,956		\$994,022	\$994,022	\$2,050,000	\$994,022	\$0	\$0	\$3,600,000	Total Cost	
Requested	Design/ Construction		City of Gardena Normandie Ave from El Segundo Bl to 177th St - Arterial Improvements, traffic signal upgrades and synchronization, add turn pockets where feasible, traffic channelization, transit access.	\$4,000,000	\$3,600,000				\$108,900	\$108,900	\$217,800	\$108,900	\$818,100	\$819,000	\$818,100	\$2,564,100	\$818,100				\$818,100	\$0	\$0	\$0	\$4,000,000	Total Cost	
Requested	Design/ Construction		City of Gardena Van Ness Ave from El Segundo Bl to Redondo Beach Bl - Arterial Improvements, traffic signal upgrades and synchronization, add turn pockets where feasible, traffic channelization.	\$3,000,000	\$2,800,000				\$124,133	\$130,667	\$254,800	\$636,533	\$636,533	\$636,533	\$635,600	\$2,545,200					\$0	\$0	\$0	\$0	\$3,000,000	Total Cost	

SBHP Measure R Project Expenditure Plan Cost & Cash Flow Budget

		Updated: 10/20/15									2016-2017 (FY 17)				2017-2018 (FY 18)				Future Years		2018-2019 (FY 19)								Total Project Est. Cost	
Metro Project ID FA Type	Phase	Lead Agency / Description	Phase Cost	Measure R Share FY11-22	Est. Reimburse. by 6/30/16	Q1 16-17 July Sept	Q2 16-17 Oct Dec	Q3 16-17 Jan-March	Q4 16-17 April-June	16-17 TOTAL	Q1 17-18 July-Sept	Q2 17-18 Oct-Dec	Q3 17-18 Jan-March	Q4 17-18 April-June	17-18 TOTAL	Q1 18-19 July-Sept	Q2 18-19 Oct-Dec	Q3 18-19 Jan-March	Q4 18-19 April-June	18-19 TOTAL	19-20 TOTAL	20-21 TOTAL	21-22 TOTAL	Total Project Est. Cost (All Phases and Sources)	Total Cost Est. Source					
Requested	Design/ Construction	City of Gardena Artesia Bl from Western Ave to Vermont Ave - Arterial Improvements, traffic signal upgrades and synchronization, add turn pockets, traffic channelization.	\$2,654,000	\$2,523,200				\$77,008	\$76,057	\$153,065	\$76,057	\$758,671	\$757,721	\$757,721	\$2,350,170	\$19,965					\$19,965	\$0	\$0	\$0	\$2,654,000	Total Cost				
Requested	Design/ Construction	City of Gardena Rosecrans Ave at Vermont Ave & Redondo Beach Bl at Vermont Ave - Traffic Signal upgrades and synchronization, add turn pockets, traffic channelization.	\$1,500,000	\$1,500,000				\$20,000	\$38,000	\$58,000	\$38,000	\$38,000	\$456,000	\$455,000	\$987,000	\$455,000					\$455,000	\$0	\$0	\$0	\$1,500,000	Total Cost				
Requested	Design/ Construction	City of Hawthorne Inglewood Ave at El Segundo Bl, Crenshaw Bl at Rocket Road & Crenshaw Bl at Jack Northrop & 120th St from Prairie Ave to Felton Ave - Intersection widening improvements & traffic signal modifications	\$2,000,000	\$2,000,000			\$500,000	\$600,000	\$900,000	\$2,000,000					\$0						\$0	\$0	\$0	\$0	\$2,000,000	Total Cost				
Requested	Design/ Construction	City of Hawthorne Hawthorne Bl from 120th St to 111th St - Arterial Improvements	\$5,000,000	\$4,400,000				\$400,000	\$700,000	\$1,100,000	\$500,000	\$1,000,000	\$800,000	\$1,000,000	\$3,300,000						\$0	\$0	\$0	\$0	\$5,000,000	Total Cost				
Requested	Design/ Construction	City of Hawthorne El Segundo Blvd. from Hawthorne Blvd. to Crenshaw Bl - Upgrade signals, improve right and left-turn lanes	\$3,000,000	\$2,800,000				\$100,000	\$400,000	\$500,000	\$300,000	\$1,000,000	\$1,000,000		\$2,300,000						\$0	\$0	\$0	\$0	\$3,000,000	Total Cost				
Requested	Design/ Construction	City of Manhattan Beach Sepulveda Bl at Rosecrans Ave, 33rd St, Cedar Ave, 14th St & 2nd St - Operational Improvements.	\$900,000	\$900,000			\$30,000	\$30,000	\$30,000	\$90,000	\$5,000	\$5,000	\$270,000	\$270,000	\$550,000	\$260,000					\$260,000	\$0	\$0	\$0	\$900,000	Total Cost				
Requested	Design/ Construction	Los Angeles County Wilmington Ave north of Del Amo Blvd.: Construct safety improvements at railroad crossing	\$600,000	\$600,000				\$25,000	\$25,000	\$50,000	\$50,000	\$25,000	\$25,000	\$450,000	\$550,000						\$0	\$0	\$0	\$0	\$600,000	Total Cost				
COMPLETED FEASIBILITY/PLANNING STUDIES																														
Completed TO 2014-3 A-F	Feasibility Study	City of Gardena Feasibility Studies for 2015 Metro CFP	\$42,632	\$42,632	\$42,632					\$0					\$0					\$0	\$0	\$0	\$0	\$852,640	Placeholder Est.					
Completed SBHP TO 9.5	Feasibility Study	City of Gardena PSRE for three park and ride facilities	\$11,920	\$11,920	\$11,920					\$0					\$0					\$0	\$0	\$0	\$0	\$238,400	Placeholder Est.					
Completed SBHP TO 9.2	Feasibility Study	City of Hawthorne PSRE for Signal and associated improvements on Prairie Ave from 118th St. to Marine Ave.	\$32,643	\$32,643	\$32,643					\$0					\$0					\$0	\$0	\$0	\$0	\$652,860	Placeholder Est.					
Completed SBPH TO 2014-5	Feasibility Study	City of Hermosa Beach PSR for Pacific Coast Highway (SR-1) / Aviation Blvd. Mobility Improvements Project	\$190,000	\$190,000	\$190,000					\$0					\$0					\$0	\$0	\$0	\$0	\$3,800,000	Placeholder Est.					
Completed SBPH TO 9.3	Feasibility Study	City of Inglewood PSRE for geometric improvements on La Cienega Blvd and Manchester Blvd.	\$31,664	\$31,664	\$31,664					\$0					\$0					\$0	\$0	\$0	\$0	\$3,166,400	Placeholder Est.					
Completed SBHP TO 9.4	Feasibility Study	City of Inglewood PSRE for Phase V of Inglewood's ITS Upgrades	\$24,434	\$24,434	\$24,434					\$0					\$0					\$0	\$0	\$0	\$0	-	Construction Cost Separate					
Completed SBHP TO 2014-4	Feasibility Study	City of Inglewood PSR for Manchester/La Cienega Bundled Projects: channelize and raise median Manchester Boulevard from Ash Avenue to La Cienega Boulevard, improve turn radii La Cienega Boulevard at Manchester Boulevard, improve turn radii and through-right lane La Cienega Boulevard at Florence Avenue	\$23,625	\$23,625	\$23,625					\$0					\$0					\$0	\$0	\$0	\$0	\$2,362,500	Placeholder Est.					
Completed SBHP TO 2014-6	Feasibility Study	City of Lawndale PSRE for Redondo Beach Blvd. Mobility Improvements from Prairie Ave. to Artesia Blvd. at I-405, from Hawthorne Bl. to Prairie Ave. Signal upgrades, concrete pads for transit, ADA ramps	\$47,360	\$47,360	\$47,360					\$0					\$0					\$0	\$0	\$0	\$0	\$4,736,000	Placeholder Est.					
Completed SBHP TO 2014-7	Feasibility Study	City of Manhattan Beach PSR for 7 intersections along Sepulveda Blvd (SR-1) corridor that were identified in the 2009 PCH Study conducted by SCAG and the SBCCOG: at Rosecrans., Marine Ave. / Cedar Ave., Valley Dr., 33rd St., 30th St., 14th St., and 2nd St.	\$43,043	\$43,043	\$43,043					\$0					\$0					\$0	\$0	\$0	\$0	\$4,304,300	Placeholder Est.					
Completed Feas Study	Feasibility Study	Metro South Bay Baseline Arterial Performance Monitoring Implementation Study	\$250,000	\$250,000	\$250,000					\$0					\$0					\$0	\$0	\$0	\$0	\$250,000	Complete					
Completed SBHP TO 9.1	Feasibility Study	City of Torrance PSRE for additional turn lanes on Western Ave. (SR-213) at Sepulveda Blvd.	\$37,921	\$37,921	\$37,921					\$0					\$0					\$0	\$0	\$0	\$0	\$1,896,050	Placeholder Est.					
Completed SBHP TO 2014-2A	Feasibility Study	City of Torrance Western Ave (SR-213) at Sepulveda Blvd Intersection Improvements	\$80,000	\$80,000	\$80,000					\$0					\$0					\$0	\$0	\$0	\$0	\$4,000,000	Placeholder Est.					
Completed SBHP TO 2014-2B	Feasibility Study	City of Torrance PSR for Hawthorne Blvd. (SR-107) Corridor Improvements at Lomita Blvd, Emerald, Spencer, and 182nd Streets	\$70,000	\$70,000	\$70,000					\$0					\$0					\$0	\$0	\$0	\$0	\$3,500,000	Placeholder Est.					
COMPLETED PROJECTS																														
Completed MR312.22 D, C	Construction	City of El Segundo Maple Ave Arterial Improvements from Sepulveda Blvd to Parkview Ave	\$2,500,000	\$2,500,000	\$2,157,575					\$0					\$0					\$0	\$0	\$0	\$0	\$2,157,575	Final Cost					
Completed MR312.19 PD, D, C	Construction	City of Gardena Artesia Blvd at Western Ave Intersection Improvements (WB Left Turn Lanes)	\$600,000	\$600,000	\$431,825					\$0					\$0					\$0	\$0	\$0	\$0	\$431,825	Final Cost					

SBHP Measure R Project Expenditure Plan Cost & Cash Flow Budget

		Updated: 10/20/15				2016-2017 (FY 17)					2017-2018 (FY 18)				Future Years	2018-2019 (FY 19)										Total Project Est. Cost	
Metro Project ID FA Type	Phase	Lead Agency / Description	Phase Cost	Measure R Share FY11-22	Est. Reimburse. by 6/30/16	Q1 16-17 July Sept	Q2 16-17 Oct Dec	Q3 16-17 Jan-March	Q4 16-17 April-June	16-17 TOTAL	Q1 17-18 July-Sept	Q2 17-18 Oct-Dec	Q3 17-18 Jan-March	Q4 17-18 April-June	17-18 TOTAL	Q1 18-19 July-Sept	Q2 18-19 Oct-Dec	Q3 18-19 Jan-March	Q4 18-19 April-June	18-19 TOTAL	19-20 TOTAL	20-21 TOTAL	21-22 TOTAL	Total Project Est. Cost (All Phases and Sources)	Total Cost Est. Source		
Completed MR312.21		City of Gardena Vermont Arterial Improvement From Rosecrans Ave to 182nd Street	\$2,350,000	\$2,350,000	\$2,350,000					\$0					\$0					\$0	\$0	\$0	\$0	\$2,350,000	Final Cost		
Completed MR312.03	Construction	City of Hawthorne Rosecrans Ave Arterial Improvements from I-405 SB Off-Ramp to Isis Ave	\$2,100,000	\$2,100,000	\$2,100,000					\$0					\$0					\$0	\$0	\$0	\$0	\$2,100,000	Final Cost		
Completed MR312.44		City of Hawthorne Hawthorne Blvd From El Segundo Blvd. to Rosecrans Ave	\$7,551,000	\$7,551,000	\$7,551,000					\$0					\$0					\$0	\$0	\$0	\$0	\$7,551,000	Final Cost		
Completed MR312.13	Construction	City of Redondo Beach Aviation Blvd at Artesia Blvd Intersection Imp.	\$22,000	\$22,000	\$19,281					\$0					\$0					\$0	\$0	\$0	\$0	\$19,281	Final Cost		
Completed MR312.14	Construction	City of Redondo Beach Inglewood Ave at Manhattan Beach Blvd Intersection Improvements	\$30,000	\$30,000	\$27,122					\$0					\$0					\$0	\$0	\$0	\$0	\$27,122	Final Cost		
Completed MR312.18	Construction	City of Torrance Maple Ave at Sepulveda Blvd. Intersection Improvements	\$540,000	\$540,000	\$319,870					\$0					\$0					\$0	\$0	\$0	\$0	\$319,870	Final Cost		
		TOTALS	\$253,522,342	\$228,177,008	\$80,471,268	\$17,157,369	\$11,419,153	\$15,805,453	\$18,933,934	\$63,315,909	\$10,099,914	\$7,398,834	\$7,383,783	\$7,055,950	\$32,528,006	\$3,516,629	\$2,017,408	\$3,877,430	\$4,897,630	\$14,826,855	\$9,608,263	\$13,859,978	\$13,613,658	\$519,994,421			



APPENDIX C SAMPLE FUNDING AGREEMENT

ATTACHMENT C

SCOPE OF WORK

PROJECT TITLE: [REDACTED]

PROJECT LOCATION:

The project is located in the City of Los Angeles, in the _____ area.

PROJECT LIMITS:

This project limits are _____ Avenue on Southwest side of _____ to _____ Street on Northwest side of _____ Avenue. On _____ Avenue, 300 feet _____ Avenue to past the existing crossing on the Northeast side of _____ Boulevard.

NEXUS TO HIGHWAY OPERATION DEFINITION / PROJECT PURPOSE:

The purpose of this project is to [REDACTED] along with _____ to eliminate [REDACTED].

PROJECT BACKGROUND:

[REDACTED]

PROJECT SCOPE:

This project will [REDACTED]. The proposed improvements include [REDACTED]. [REDACTED] will also be installed.

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

Project# MR (use task #)
Funding Agreement #MOU.MR

PROJECT COST:

		% of Cost
Planning	\$ 0,000,000	
PA&ED	\$ 0,000,000	
PS&E	\$ 0,000,000	
Right of Way Support	\$ 0,000,000	
Right of Way Acquisition	\$ 0,000,000	
Construction	\$ 0,000,000	
Project Coordination & Development	<u>\$ 0,000,000</u>	
Total Project Cost	\$ 0,000,000	

PROJECT BUDGET:

		% of Budget
METRO	\$ 0,000,000	
GRANTEE	\$ 0,000,000	
OTHER FUNDING	\$ 0,000,000	
Total	\$ 0,000,000	

Proposed Milestones: The proposed implementation schedule for this project will be as follows:

MILESTONES:

	START DATE	COMPLETION DATE
PLANNING		
Prepare Concept Report		
Prepare Feasibility Study		
Prepare Project Study Report		
Intelligent Transportation System (ITS)		
Feasibility Study		
Concept Exploration		
PRELIMINARY DESIGN		
Prepare Detailed Design Plans		
Prepare Detailed Construction Plans		
Prepare Project Cost Estimate		
Intelligent Transportation System (ITS)		
Concept of Operations		
System Requirements		
High Level Design		
PA&ED		
Prepare Environmental Document Document Type: _____		
Scoping		
Technical Studies		
Draft Environmental Document		
Final Environmental Document		
Community Outreach		
Secure Project Approval		
Intelligent Transportation System (ITS)		
Categorical Exemption Filing		
PS&E		
35% PS&E		
Preliminary Investigations		
Preliminary Foundation		
Geometric Drawings		
Bridge Type Selection Roadway and Retrofit Strategy		
ADL Review		
Utilities		
Right-of-Way		
Estimating		
Civic Design		
Structural Design		
Intelligent Transportation System (ITS)		
Detailed Design		
ITS Drawings		
System Plans		
Communications Plans		
Systems Integrations Plans		
Software Specifications		

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

Project# MR (use task #)
 Funding Agreement #MOU.MR

Project Review & Comments		
65% PS&E		
Civil Design Plans		
Right-of-Way Engineering		
Structural Design		
Prepare Project Cost Estimate		
Intelligent Transportation System (ITS)		
Detailed Design		
ITS Drawings		
System Plans		
Communications Plans		
Systems Integrations Plans		
Equipment Specifications		
Software Specifications		
Project Review & Comments		
95% PS&E		
Civil Design Plans		
Structural Design		
Intelligent Transportation System (ITS)		
Detailed Design		
ITS Drawings		
System Plans		
Communications Plans		
Systems Integrations Plans		
Equipment Specifications		
Software Specifications		
Submittals & Reviews		
Submit Final PS&E		
Outside Agency Review		
RIGH OF WAY SUPPORT		
Certification/Mapping		
Appraisal		
RIGHT OF WAY ACQUISITION		
Certification/Mapping		
Title Report		
Meet with Property Owners		
Appraisal		
Environmental Investigation		
Closing/Acquire Property/Relocation		
Physical Possession		
Remediation		
Utility Relocation		
Third Party Coordination		
Design Utilities		
Relocate Utilities		
SOLICITATION (BID/PROPOSAL)		
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval		
Contract Award		
Fully Executed Contract		

CONSTRUCTION MILESTONES:

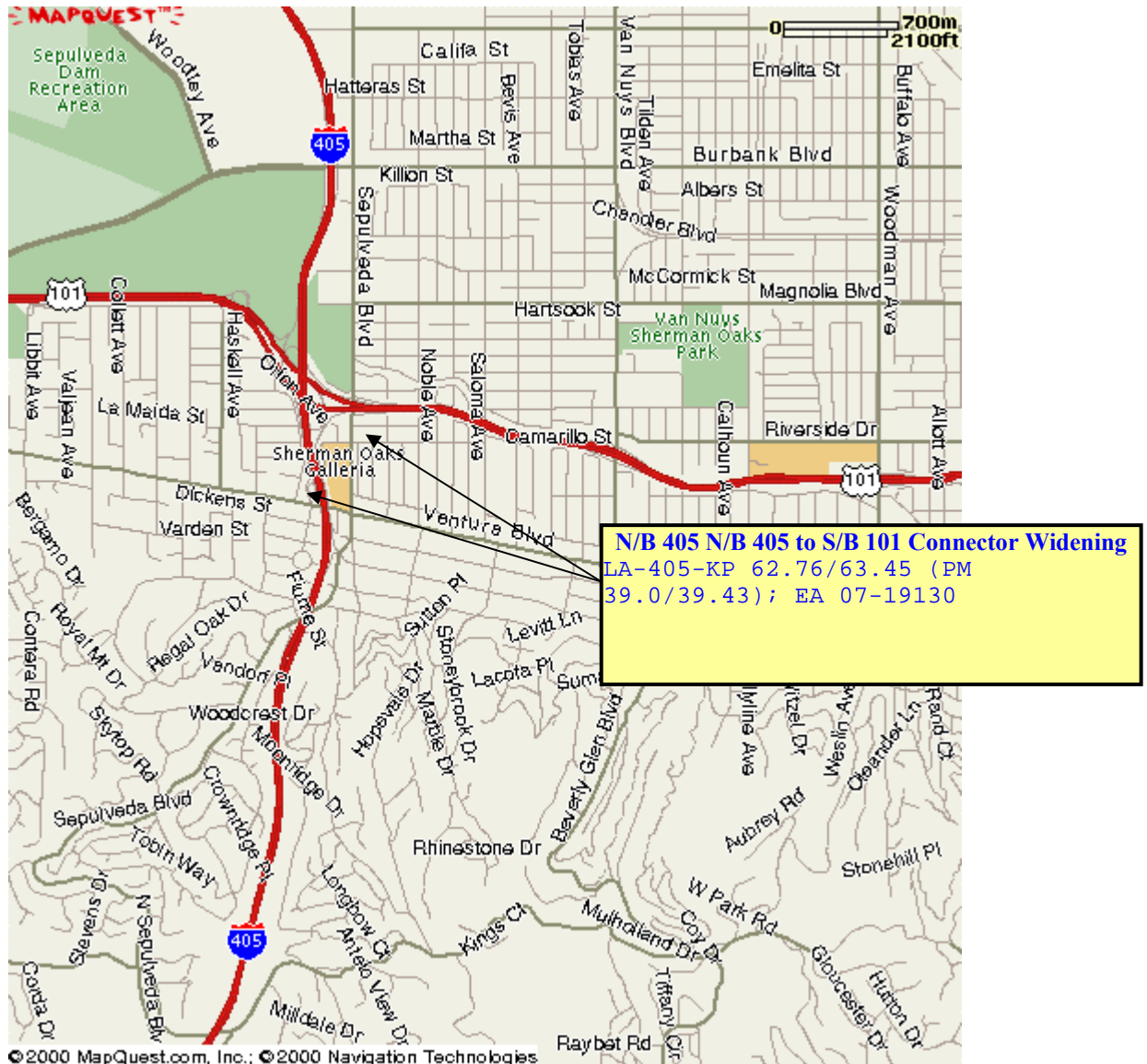
	START DATE	COMPLETION DATE
Excavation		
Clear/Grub		
Survey		
Sample Borings		
Grading		
Compaction		
Drainage		
Environmental		
Hazardous Materials Handling		
Archaeological		
Air Quality Monitoring		
Concrete		
Form Work		
Rebar Placement		
Pole Placement		
Traffic Control		
TMP		
Structural		
False Work		
Iron Placement		
Pole Placement		
Utilities		
DWP		
SCE		
LADOT		
Materials		
Long-Lead Equipment		
Staging		
Material Lay Down Area		
Signage		
Electrical		
Power U/G Communication		
A/G Testing/Acceptance		
Landscape		
Clearing		
Planting		
Plant Establishment		
Irrigation		
Testing		

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

Project# MR (use task #)
 Funding Agreement #MOU.MR

	START DATE	COMPLETION DATE
Change Orders		
P.O. Processing Time		
Weather		
Third Party Issues		
Strike Labor Walk Outs		
Force Majeure		
Claims		
Solicitation (Bid/Proposal)		
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval Process		
Contract Award		
Fully Executed Contract		

ATTACHMENT C -Location Map(s)





APPENDIX D LACMTA CONSTRUCTION SIGNAGE



Attachment A

Measure R South Bay Highway Program Oversight Committee January 9, 2012 minutes

Attendees: Jim Goodhart (Chair, PVE), Ralph Franklin (Inglewood), Susan Rhilinger (Torrance), Judy Mitchell (RHE), Ellen Perkins (PVE), Rob Beste (Chair, IWG & Torrance), Stephanie Katsouleas (El Segundo Public Works), Massoud Ghiam (Carson), Lan Saadatnedjadi (Metro), Gabe Hamidi, Darek Chmielewski, David Yan, Ed Andraos (Caltrans) Alan Clelland (Iteris), Robert Delgado (Ghirardelli Associates), Natasha DeBenon (Arcadis), Paul Martin (RBF), Polly Ann Walton (Overland Pacific & Cutter), Jacki Bacharach (SBCCOG), Steve Lantz (SBCCOG Transportation Consultant)

- I. CALLED TO ORDER / Introductions**
- II. REPORT OF POSTING OF THE AGENDA** – Received and Filed
- III. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA** – Received and Filed –
- IV. PUBLIC COMMENT - NONE**
- V. CONSENT CALENDAR**
 - A. Minutes from December 12, 2011 meeting** (Attachment A) – **Approved**
 - B. SBCCOG-Metro Congestion Management Program Fee Workshop notice** (Attachment B) – Received and Filed
- VI. AGENCY UPDATES**
 - A. IWG Committee / IWG Executive Committee Update – Rob Beste – NOTHING TO REPORT**
 - B. Metro – Metro staff – Lan Saadatnejadi**
 - 1. Metro / SBCCOG Cooperative Agreement**– COOPERATIVE AGREEMENT NOT AVAILABLE FOR REVIEW YET. METRO ATTORNEYS WANT INTENT BETTER CLARIFIED AND WANT TWO SEPARATE AGREEMENTS – FUNDING AGREEMENT TO CONTINUE. CURRENT FUNDING AGREEMENT WOULD BE AN ATTACHMENT TO THE COOPERATIVE AGREEMENT. CHANGES WILL REQUIRE METRO CAPITAL PLANNING AND LEGAL STAFF TO REVIEW THE REVISED AGREEMENT AGAIN.
 - 2. Metro Board motion to allow Measure R funds to be used as match to Metro Call for Projects funds and other funding sources** – METRO BOARD STAFF ARE PREPARING A BOARD ITEM FOR THE FEBRUARY BOARD CYCLE THAT WILL ALLOW US TO USE MEASURE R FUNDS TO BE USED AS A LOCAL MATCH IN THE CALL FOR PROJECTS. . NO DRAFT IS AVAILABLE YET.
 - 3. DOUG FAILING HAS A MEETING (1/10/12 @ 1 PM) WITH THE COGS TO EXPLORE MATCHING WITH FEDERAL FUNDS MATCHING WITH MEASURE R SUBFUNDS. METRO IS ANTICIPATING A WAVE OF FEDERAL FUND GRANT APPLICATION OPPORTUNITIES AND WANT TO GET AS MANY PROJECTS TOGETHER AS POSSIBLE. THE SBCCOG WOULD NEED TO IDENTIFY LEAD AGENCIES FOR THE APPLICATIONS THAT ARE ELIGIBLE AND WILLING TO RECEIVE FEDERAL FUNDS FOR TRANSPORTATION PROJECTS.**
 - 4. Construction Signage Update** – METRO IS CREATING GRAPHICS FOR 3 SIZES OF SIGNS – SINGLE POST, DOUBLE POST, AND BIGGER. MEASURE R NEEDS TO BE HIGHLIGHTED. SIGN GRAPHICS WILL BE PROVIDED BY METRO TO THE CITIES.

LEAVING ROOM FOR THE LEAD AGENCY TO INCLUDE THE SBCCOG AND CITY LOGOS ON THE METRO SIGN. DETAILED SPECIFICATIONS SHOULD BE READY BY THE END OF THE MONTH. CITY CAN HAVE A SEPARATE SIGN AS WELL.

5. **Metro Green Construction Policy Update** – NO NEW INFORMATION. OUTREACH HASN'T BEEN DECIDED AND OTHER INTERNAL ISSUES ARE BEING RESOLVED. POSSIBLE MEETING IN MID-JANUARY.
6. **Metro's Project Management Information Systems** - TRAINING IN FEBRUARY WITH ROLL-OUT IN MARCH. THEREFORE 1ST QUARTER REPORT WILL BE ON PAPER AND THEN AFTER THAT SHOULD BE ELECTRONIC
7. **Other Metro News** – MARCH METRO BOARD – UPDATE OF COG PROJECTS; MAY BOARD APPROVAL IS TARGET FOR BUDGET; AGREEMENT REACHED WITH CALTRANS ON THE 2 INTERCHANGE PROJECTS AND PSR/PR DOCUMENTS SHOULD BE COMPLETE BY END OF 2013. 1ST STEP OF ALTERNATIVES SCREENING ANALYSIS AND THEN DEVELOP DETAILS. ALSO WILL BE QUARTERLY MEETINGS REQUESTED BY TORRANCE. NEXT OVERSIGHT MEETING WILL INCLUDE A REPORT ON THE SCOPING DOCUMENTS FOR CALTRANS PROJECTS – NOW 2 PROJECTS RATHER THAN THE INITIALLY APPROVED 3 PROJECTS SINCE THE 2 I-110 PROJECTS ARE BEING COMBINED.

- C. **Caltrans** – ASSIGNED PROJECT MANAGERS FOR OUR STRATEGIC POSITIONING PROJECTS AND I.T.S. PROJECTS. METRO IS PREPARING A COOPERATIVE AGREEMENT FOR EACH OF THESE PROJECTS. MOUs WITH CALTRANS SHOULD BE DONE BEFORE JUNE – SPECIFIC DATE WILL BE PROVIDED AT NEXT MEETING.
CALTRANS PROJECT MANAGERS: David – 182nd & Crenshaw; Gabe – I-110; Darek – I.T.S.

VII. DISCUSSION ITEMS

- A. **Status of SBHP Project Funding Agreements** – (Attachment D) – Received and filed – ALL BUT 2 ARE SUBMITTED TO METRO. TASK ORDERS TO BE CLOSED OUT WITH ANY SURPLUSES TO BE RETURNED TO AVAILABLE FUNDING WITHIN THE ITERIS CONTRACT..

VIII. ITERIS CONTRACT

ACTION: Revised ITS Plan Scope of Work and Measure R South Bay Highway Program Strategic Element Scope of Work to be integrated into December 2012 Implementation Plan Update – Approve

Task Order #7 and Task Order #8, the Revised ITS Plan Scope of Work and Strategic Element of SBHP Implementation Plan Scope of Work (Attachment E)

PURPOSE OF THE TASK ORDERS IS TO ADDRESS 2 AREAS RE: SUBREGIONAL PROGRAMS - ITS PLANS AND CONCEPT OF OPERATIONS (PRIORITIZING PROJECTS BASED ON SUBREGIONAL CONTEXT). THE ITS DOCUMENT IS MORE OF A DECISION MAKING TOOL. BOTH OF THESE SUBREGIONAL PLANS WILL BE INCORPORATED INTO THE SBHP IMPLEMENTATION PLAN UPDATE AND USED AS A MODEL BY METRO FOR OTHER REGIONS AND SUB-REGIONAL PLANS. **APPROVED ON A MOTION MOVED/SECONDED BY FRANKLIN/MITCHELL**

- B. **Direct contracts between SBCCOG and Iteris' sub-consultants** – 2 DIRECT CONTRACTS HAVE BEEN RECEIVED; 2 HAVE NOT.

- IX. **Three Month Look Ahead / Implementation Update Calendar** (Attachments F, G) – COOPERATIVE AGREEMENT: CHANGE TO MARCH FOR SBCCOG APPROVAL.

X. GENERAL ASSEMBLY ANNOUNCEMENT

- XI. QUESTION FROM CARSON** – ELIMINATION OF THE CARSON REDEVELOPMENT AUTHORITY WILL BE AFFECTING CARSON'S ABILITY TO DO THEIR WILMINGTON METRO CALL FOR PROJECTS PROJECT. THERE WAS \$9-10 MILLION OF RDA \$\$ IN IT. SBCCOG WILL CONSIDER PROJECT FUNDING ADJUSTMENTS FOR FULLY FUNDED PROJECTS IN JULY/AUGUST. NEED RIGHT OF WAY AND SHOULD HAVE IT BY JULY. CARSON IS ATTEMPTING TO KEEP THE RDA\$ BASED ON PRIOR CONTRACTS BEING EXECUTED COMMITTING THE FUNDING.
- XII. Adjourn to next Measure R SBHP Oversight Committee Meeting** - February 13th, 10:30 AM – CHECK THE ADDRESS TO SEE WHERE THE MEETING WILL BE.



APPENDIX E SAMPLE RESOLUTION OF SUPPORT

RESOLUTION NO. 2016 – _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INSERT NAME IN
SUPPORT OF MEASURE R SOUTH BAY HIGHWAY PROGRAM
PROJECT LIST

WHEREAS, the Measure R Expenditure Plan as approved by the voters of Los Angeles County in November 2008 will provide approximately \$906 million (in 2008 dollars), or roughly \$1.4 billion in inflated dollars, by 2039 for much needed ramp and interchange investments to improve the operation of 1-405, 1-110, 1-105 and SR-91 in the South Bay; and

WHEREAS, as a result of collaborative efforts involving the South Bay Cities Council of Governments (SBCCOG), its member jurisdictions, the Infrastructure Working Group (IWG), Caltrans and Los Angeles County Metropolitan Transportation Authority (LACMTA), the scope of eligible investments also includes local arterial, signal synchronization and park-and-ride projects that can be demonstrated to have a significant operational nexus to the state highway system; and

WHEREAS, on INSERT DATE, Council adopted Resolution No. XXXX supporting the South Bay Measure R Highway Program Project List of over 58 cumulative projects totaling approximately \$253 million to be implemented through Fiscal Year 2020-21 of the South Bay Measure R Highway Program, as listed in **Exhibit A** to this resolution; and

WHEREAS, the City of INSERT NAME has been identified as being the Lead Agency for implementation for INSERT NUMBER projects on the Program project list (Exhibit A), totaling approximately \$XX million, including projects to be considered by the SBCCOG Board at their November 17, 2016 meeting, for Measure R Highway Program funding, as listed in **Exhibit B** to this resolution; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF INSERT NAME, CALIFORNIA, DOES HEREBY

1. Support and endorse the projects to be implemented through Fiscal Year 16-17 of the South Bay Measure R Highway Program project list; and
2. Take these actions with the understanding that, for each Measure R Highway Program funded project for which it is the lead agency, it will be required by Metro to enter into a Funding Agreement (FA) with Metro which will establish the project schedule, cost estimate and budget, and such information for each project will be available for entering into the SBCCOG's project list for tracking; and
3. Endorse and commit to making every good faith effort to complete each

project for which it is the Lead Agency pursuant to the schedule as set forth in the FA, but in any event within the period ending five years after a FA for the project is executed; and

4. Understand that the Measure R Highway Program is a cost-reimbursement program subject to annual audit requirements by Metro.

Introduced, approved and adopted this XXth day of September 2016

Attest:

INSERT TITLE



APPENDIX F PROJECT ASSESSMENT

Project Assessment

The project assessment criteria were developed as a tool to assess the degree to which individual projects meet the goals of the Measure R Ordinance and to prioritize project for funding in the South Bay Measure R Highway Program.

The scale of the scoring is from 0 to 10 with 10 being the highest possible assessment score, however very few projects would score near a 10 as many of the criteria would not be met by projects considered for funding. (e.g. a ten would only occur if a project under consideration was a fully designed, inexpensive major freeway improvement providing multimodal improvements near major regional traffic generators). In general projects higher than a 3.0 score were seriously considered for programming in the first five year “Early Action Program”.

Project Readiness

This is scored on a zero to ten scale, based on the project’s current status in the project development process. Projects that are facing a legal challenge or substantial opposition are reduced by one point from their initial score to reflect a lower priority than similarly advanced projects that do not face such opposition.

Scoring of this criterion is as follows:

- 10: PS&E complete; project not fully funded
- 8: PS&E in process
- 6: Preliminary Design/Environmental/PSR complete
- 4: Preliminary Design/Environmental/PSR in process
- 2: Planning/Feasibility Study, Conceptual Drawings
- 0: Just Idea / Proposal
- 1: Legal / Community Issues

Multi-Jurisdictional Effort

Higher priority is given to projects that are regional in nature and involve multi-jurisdictional cooperation or serve multiple jurisdictions. This is scored on a zero to ten scale, based on how many jurisdictions are involved or are served by a project. A project can earn the higher score either by physically being in multiple jurisdictions (crossing jurisdictional boundaries) or by serving neighboring jurisdictions. Also, formal resolutions of support from other jurisdictions beyond the project limits may aid in the ranking of a project.

Assessment of this criterion is as follows:

- 10: Physically located in three or more jurisdictions
- 8: Serves three or more jurisdictions
- 5: Physically located in two jurisdictions

3: Serves two jurisdictions

0: Physically located in or serves one jurisdiction

Level of Benefit to the State Highway System

Higher priority is given to projects that provide a greater level of congestion relief on the state highway system for which these Measure R funds are designated. For this criterion, projects earn points based on the type of project and whether it is located on the freeway or arterial street system. Bonus points are awarded to projects on arterials designated as state highways, to reflect the fact that improvements on these roadways will provide the greater benefit to the state highway system. Assessment of this criterion is summarized in Table 1.

Table 1: Level of Benefit to the State Highway System Scoring Summary

Score	Project Type		
	On Freeway	On street	Ops/TDM
10	Freeway to freeway interchange	--	--
9	Aux lane + Interchange	--	--
8	Aux lane	--	--
7	Full interchange	Build new segment	--
6	Partial interchange (2+ ramps)	Arterial segment widening (add lanes) /Grade Separation	--
5	Partial interchange (1 ramp)	Corridor intersection widenings	--
4	--	Arterial realignment/ reconfiguration	ITS system
3	--	Single intersection widening (>1 approach)	Corridor signal synchronization
2	--	Single intersection widening (1 approach)	Park-and-ride
1	--	Arterial channelize; intersection improve geometrics	Signal upgrade
0	--	--	--
+3	--	On state route	--
+2	--	--	On state route

Regional Significance and Intermodal Integration

Higher priority is given to projects that have regional significance or promote integration of transportation modes. This evaluation is based on whether a project is included in the Metro

Long Range Transportation Plan (LRTP), the SCAG Regional Transportation Plan (RTP), the Metro Countywide Significant Arterial Network (CSAN); also if a project completes a gap in the transportation system, is within two miles of a major traffic generator (e.g., Los Angeles International Airport, the Port of Los Angeles, Del Amo Mall or Cal State University at Dominguez Hills), or is a multi-modal improvement.

Assessment of this criterion is as follows, two points for each of the following (maximum 10 points):

- Project is included in LRTP
- Project is included in RTP
- Project is on CSAN
- Project is a gap closure
- Project is within 2 miles of major traffic generator
- Project is a multi-modal improvement (would not include any roadway widening projects unless specifically for alternate modes)

Project Need and Benefit to Transportation System

Higher priority is given to projects that benefit the transportation system. This evaluation is based on whether a project: (1) enhances a major regional project or promotes improvements between modes; (2) enhances integration with the goods movement system; (3) increases transit usage; (4) fixes deficiencies in the system (by completing a system gap or helping to eliminate a system bottleneck); (5) enhances the operation of the existing system; or (6) furthers previous actions (e.g., completes a partially-completed project or constructs the next phase of a project).

Assessment of this criterion is as follows, two points for each of the following (maximum 10 points):

- Mobility benefits of regional significance (part of a major regional project, connects with and complements a major regional project, promotes improvements between modes or between services provided by different transportation agencies)
- Integration with goods movement
- Increases transit usage
- Fixes system deficiencies (such as gaps or major bottlenecks)
- Enhances operation of existing system
- Furthers previous actions (such as completing a partially completed segment or constructing the next phase of a multi-phase project)

Relative Cost Effectiveness

Higher priority is given to projects that relatively provide a higher “Level of Benefit to the State Highway System” score for a lower estimated cost. This factor is derived by dividing the

project's cost (in \$100,000) by the Benefits to State Highway score. This result (for which lower numbers represent a greater benefit per dollar expended) is then converted to a 0-10 score.

Assessment for this criterion is as follows:

10: 0-2	5: 30-40
9: 2-5	4: 40-50
8: 5-10	3: 50-60
7: 10-20	2: 60-80
6: 20-30	1: 80-100
	0: 100+

Land Use, Environmental Compatibility, and Sustainability

Higher priority is given to projects that support sustainable development and contribute to reductions in greenhouse gases, other mobile source pollutant emissions, and energy consumption.

Assessment of this criterion is as follows, two points for each of the following (maximum 10 points):

- Supports mixed use development and walkability
- Supports transit accessibility
- Contributes to VMT reduction
- Supports trip reduction strategies
- Enhances system efficiency without increasing capacity

Measure R Funding Leverage

The funding leverage assessment is based on the percentage of project cost for which funding has already been committed from other sources (not including any Measure R funds). The funding leverage assessment score is for informational purposes and is not used to calculate an overall assessment score for projects.

The informational scoring (not a component of the Overall Score) of this criterion is as follows:

10: 80 percent and up non-Measure R funding
8: 60-80 percent
6: 45-60 percent
4: 30-45 percent
2: 15-30 percent
0: 0-15 percent

Overall Score

An overall score was assigned to each project based on the weighting of criteria categories as determined by the South Bay Infrastructure Working Group.

Table 2: Assessment Criteria Weighting

Assessment Criteria	Measures	Weight
1. Project Readiness	Status of environmental, Caltrans Project Development Documents, PS&E	15%
2. Multi-Jurisdictional Effort	Project crosses jurisdictional boundaries, Support from multiple jurisdictions	10%
3. Level of Benefit to the State Highway System	Level of benefit to the state highway system based on the type of congestion relief	20%
4. Regional Significance & Intermodal Integration	Supports LRTP, Part of a regional program, on CSAN, connectivity/gap closure, access to activity centers, multi-modal improvements	15%
5. Project Need & Benefit to Transportation System	Regional mobility benefits, integration with goods movement, increase transit usage, fixes deficiencies, operation & maintenance of existing system, furthers previous actions	15%
6. Cost Effectiveness	Cost per unit of delay reduction on state highway, Commitment to life-cycle O&M expenses	15%
7. Land Use, Environmental Compatibility and Sustainability	Local land use, transportation and environmental policies, support TODs, sustainability policies, VMT, GHG emissions reduction	10%
8. Measure R Funding Leverage	Percentage of project cost provided by local agency, other funding sources allocated to project	-
9. Other- Public Support	Priority for the lead agency, public support/opposition, evidence of political decision makers' support	-
Total		100%

In cases where there are bundles of projects (groups of previously identified individual projects that have a functional relationship), projects were assessed both as bundles and on an individual basis. If the assessment score was greater for the individual projects than for the bundled set of projects, then the individual score was used in the prioritization process to ensure projects were not disadvantaged when grouped as part of a bundle.