

**AMENDMENT No.3 TO MEASURE R FUNDING AGREEMENT
BETWEEN PORT OF LOS ANGELES AND THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

This Amendment No. 3 to the Funding Agreement (this "Amendment"), is dated as of April 15, 2025 by and between Port of Los Angeles ("Grantee") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA").

RECITALS:

A. Grantee and LACMTA entered into that certain Funding Agreement No. 920000000M312.32 dated July 31, 2017 (the "Existing FA"), which was amended on August 26, 2018 and January 14, 2022, (as amended, the "Existing FA"), which Existing FA provides for the Project Approval and Environmental Document (PAED) and Plans, Specification and Estimations (PS&E) and Construction of the SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration Project (the "Project"); and

B. WHEREAS, at its April 27, 2017 meeting, the LACMTA Board of Directors programmed \$900,000 in Measure R Funds; and

C. WHEREAS, at its April 26, 2018 meeting, the LACMTA Board of Directors approved an additional \$2,930,000 in Measure R Funds to fund Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) of the Project for a total programmed amount of \$3,830,000; and

D. WHEREAS, at its June 25, 2020 meeting, the LACMTA Board of Directors approved an additional \$37,395,000 in Measure R Funds to fund Construction of the Project for a total programmed amount of \$41,225,000;

E. WHEREAS, the Grantee desires to increase the Project's budget of Measure R by \$5,125,000 from \$41,225,000 to \$46,350,000. This amount is within the Board authorized budget increase for the Project, the total new Project budget is \$46,350,000 which was approved by the LACMTA Board on June 23, 2022; and

F. WHEREAS, the Grantee desires to increase the Project's budget of Measure R by \$2,980,000 from \$46,350,000 to \$49,330,000. This amount is within the Board authorized budget increase for the Project, the total new Project budget is \$49,330,000 which was approved by the LACMTA Board on June 22, 2023; and

G. WHEREAS, the LACMTA Board on January 26, 2023, delegated administrative authority to staff to extend the funding lapsing date of the Measure R Funds previously approved to meet PA/ED, PS&E, ROW and Construction time frames; and

H. WHEREAS, the Grantee and LACMTA desires to extend the lapsing date of FY 2022-23 and FY 2023-24 funds to June 30, 2027; and

- I. WHEREAS, the Funds are currently programmed for the Project as follows: \$900,000 in Measure R Funds in FY 2016-17, \$700,000 in Measure R Funds in FY 2018-19, \$2,230,000 in Measure R Funds in FY 2019-20, \$7,000,000 in Measure R Funds in FY 2021-22, \$10,000,000 in Measure R Funds in FY 2022-23, \$25,520,000 in Measure R Funds in FY 2023-24, and \$2,980,000 in Measure R Funds in FY 2024-25. The total designated amount for the Project is \$49,330,000; and
- J. Grantee and LACMTA desire to amend the Existing FA as provided herein.

AGREEMENT:

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follows:

1. Part I, Paragraph 2.2 of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following: "To the extent the Measure R funds are available, LACMTA shall make to GRANTEE a grant of the Measure R funds in the amount of \$49,330,000 (the "Funds") for the Project. LACMTA Board of Directors actions on April 27, 2017, April 26, 2018, June 25, 2020, June 23, 2022, and June 22, 2023 resulted in the Measure R Funds currently granted for the Project. The Funds are currently programmed in seven (7) Fiscal Years: \$900,000 in FY 2016-17, \$700,000 in FY 2018-19, \$2,230,000 in FY 2019-20, \$7,000,000 in FY 2021-22, \$10,000,000 in FY 2022-23; \$25,520,000 in FY 2023-24; and \$2,980,000 in FY 2024-25."

2. Part I, Paragraph 12 of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following:

"Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Metro HQ
Los Angeles, CA 90012
Attention: Minji Kwon, 99-18-2
(213) 922 - 4164
KwonM@metro.net"

3. Part II, Paragraph 3 of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following:

"3. INVOICE BY GRANTEE

Unless otherwise stated in this FA, the Quarterly Progress/ Expenditure Report, with supporting documentation of expenses, Project progress and other documents as required, which has been pre-approved by LACMTA, all as described in Part II, Section 6.1 of this FA, shall satisfy LACMTA invoicing requirements. Grantee shall only submit for payment the LACMTA pre-approved Quarterly Progress/ Expenditure Report Packets to the LACMTA

FTIP #: LA0G1290
Subregion ID: I-405, I-110, I-105 and SR-91 Ramp
and Interchange Improvements (South Bay)

Project#: MR312.32
Amendment No. 3
FA# 920000000MR312.32

Project Manager at the email address shown in Part I and to LACMTA Accounts Payable Department as shown below.

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

or

mail to:

Los Angeles County Metropolitan Transportation Authority

Accounts Payable

P. O. Box 512296

Los Angeles, CA 90051-0296

All invoice material must contain the following information:

Re: LACMTA Project ID# MR312.32 and FA# 920000000MR312.32

[Minji Kwon; Mail Stop 99-18-2]"

4. Part II, Paragraph 6.1 of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following:

“6.1 GRANTEE shall submit the draft of Quarterly Progress/Expenditure Report (Attachment D-2) within sixty (60) days after the close of each quarter on the last day of the months November, February, May and August to the LACMTA Project Manager for review and pre-approval of the applicable report. LACMTA Project Manager shall review and respond in writing to the draft Quarterly Progress/Expenditure Reports within thirty (30) calendar days from receipt. Grantee shall submit the LACMTA pre-approved Quarterly Progress/Expenditure Report no later than five (5) days after receipt of LACMTA’s written approval. Should GRANTEE fail to submit either the draft or pre-approved reports within five (5) days of the due date and/or submit incomplete reports, LACMTA will not reimburse GRANTEE until the completed required reports are received, reviewed, and approved. The Quarterly Progress/Expenditure Reports shall include all appropriate documentation (such as contractor invoices, timesheets, receipts, etc.), and any changes to interim milestone dates that do not impact the final milestone date. All supporting documents must include a clear justification and explanation of their relevance to the Project. If no activity has occurred during a particular quarter, GRANTEE will still be required to submit the Quarterly Progress/Expenditure Reports indicating no dollars were expended that quarter. If a request for reimbursement exceeds \$500,000 in a single month, then GRANTEE can submit such an invoice once per month with supporting documentation. Expenses that are not invoiced to LACMTA Accounts Payable within ninety (90) days after the lapsing date specified in Part II, Section 9.1 below are not eligible for reimbursement”

5. Part II, Section 9.1 (vii) of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following: “(vii) Expending the Funds granted under this FA for allowable costs by the lapsing date. All Funds programmed for FY 2016-17, FY 2018-19, FY 2019-20, and FY 2021-22 have been expended and no longer available. All Funds programmed for FY 2022-23, FY 2023-24, and FY 2024-25 are subject to lapse by June 30, 2027.”

6. Part II, Paragraph 12 of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following:

“12. COMMUNICATIONS:

12.1 GRANTEE shall ensure that all Communication Materials contain recognition of LACMTA’s contribution to the Project as more particularly set forth in “Funding Recipient Communications Guidelines” available online at <http://metro.net/partners-civic>. The Funding Recipient Communications Guidelines may be changed from time to time during the course of this Agreement. GRANTEE shall be responsible for complying with the latest Funding Recipient Communications Guidelines during the term of this Agreement, unless otherwise specifically authorized in writing by the LACMTA Chief Communications Officer.

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

12.3 The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. The preferred logo lock-up for Funding Recipients to use is included in the Funding Recipient Communications Guidelines.

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

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

7. Attachment A-2 of the Existing FA is hereby replaced by Attachment A-3, attached.

8. Attachment B-1-2 of the Existing FA is hereby replaced by Attachment B-1-3, attached.

9. Attachment C-2 of the Existing FA is hereby replaced by Attachment C-3, attached.

10. The parties have agreed that the Monthly Progress Report is no longer required and therefore, Attachment D-1 and all references thereto are hereby deleted.

11. Attachment E – TIP Sheet of the Existing FA is hereby replaced by Attachment E-1,

FTIP #: LA0G1290
Subregion ID: I-405, I-110, I-105 and SR-91 Ramp
and Interchange Improvements (South Bay)

Project#: MR312.32
Amendment No. 3
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attached.

12. Except as expressly amended hereby, the Existing FA remains in full force and effect as originally executed. All rights and obligations of the parties under the Existing FA that are not expressly amended by this Amendment shall remain unchanged.

FTIP #: LAOG1290
Subregion ID: I-405, I-110, I-105 and SR-91 Ramp and
Interchange Improvements (South Bay)

Project#: MR312.32
Amendment No. 3
FA# 920000000MR312.32

IN WITNESS WHEREOF, the parties have caused this Amendment No. 3 to the FA to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Stephanie Wiggins
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

DAWYN R. HARRISON
County Counsel



Digitally signed by: 4dd8a4b6-a104-429a-9907-9b6d6e7c696
DN: CN = 4dd8a4b6-a104-429a-9907-9b6d6e7c696
Date: 2025.06.09 12:58:58 -08'00'

By: _____
Deputy

Date: _____

GRANTEE:

CITY OF LOS ANGELES HARBOR DEPARTMENT

By: _____
(see attached)
Eugene D. Seroka
Executive Director

Date: _____

APPROVED AS TO FORM:

Hydee Feldstein Soto, City Attorney

By: _____
(see attached)
Deputy City Attorney

Date: _____

ATTEST:

By: _____
(see attached)
Amber M. Klesges
Board Secretary

Date: _____

FTIP #: LA0G1290
Subregion ID: I-405, I-110, I-105 and SR-91 Ramp and
Interchange Improvements (South Bay)

Project#: MR312.32
Amendment No. 3
FA# 920000000MR312.32

GRANTEE:

CITY OF LOS ANGELES HARBOR DEPARTMENT
By Board of Harbor Commissioners

By: _____
Eugene D. Seroka
Executive Director

Date: _____

ATTEST:

By: _____
Amber M. Klesges
Board Secretary

Date: _____

APPROVED AS TO FORM:

Hydee Feldstein Soto, City Attorney

By: _____

Deputy City Attorney

Date: 8/21/25

ATTACHMENT A-3 - PROJECT FUNDING

Measure R Program - Funding Agreement Projects - FA# 92000000MR312.32

Project Title: SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration
 Harbor Blvd Project#: MR312.32

PROGRAMMED BUDGET - SOURCES OF FUNDS

SOURCES OF FUNDS	Prior Years	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	Total Budget	% of Budget
LACMTA PROGRAMMED FUNDING								
MEASURE R FUNDS	\$ 10,830,000	\$ 10,000,000	\$ 25,520,000	\$ 2,980,000			\$ 49,330,000	40%
LACMTA PROGRAMMED FUNDS BY YEAR SUBTOTAL	\$ 10,830,000	\$ 10,000,000	\$ 25,520,000	\$ 2,980,000			\$ 49,330,000	40%
OTHER SOURCES OF FUNDING:								
LOCAL: Port Funds	\$ 5,995,000			\$ 11,435,000	\$ 20,000,000	\$ 12,317,000	\$ 49,747,000	41%
STATE: TCEP SB1 Funds		\$ 7,383,000					\$ 7,383,000	6%
FEDERAL: TCEP NHFP Funds		\$ 6,000,000					\$ 6,000,000	5%
FEDERAL: MARAD PIDP Funds		\$ 7,250,000	\$ 1,400,000	\$ 1,230,000			\$ 9,880,000	8%
OTHER FUNDING SUBTOTAL	\$ 5,995,000	\$ 20,633,000	\$ 1,400,000	\$ 12,665,000	\$ 20,000,000	\$ 12,317,000	\$ 73,010,000	60%
TOTAL PROJECT FUNDS	\$ 16,825,000	\$ 30,633,000	\$ 26,920,000	\$ 15,645,000	\$ 20,000,000	\$ 12,317,000	\$ 122,340,000	100%
PROJECT DEVELOPMENT (PSR):								
OTHER: SBCCOG - Measure R	\$ 460,000						\$ 460,000	
BUDGETED PROJECT FUNDS:							\$ 122,800,000	

ATTACHMENT B1-3 - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure R Program - Funding Agreement Projects - FA# 9200000000MR312.32
 Project Title: SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration
 Project#: MR312.32

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2016-17 Qtr 1	FY 2016-17 Qtr 2	FY 2016-17 Qtr 3	FY 2016-17 Qtr 4	FY 2017-18 Qtr 1	FY 2017-18 Qtr 2	FY 2017-18 Qtr 3	FY 2017-18 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE R FUNDS:									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total MEASURE R	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM PROG LACMTA FUNDS:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER NON LACMTA FUNDING:									
LOCAL: PORT REVENUE FUNDS									
PAED	\$155,200	\$155,200	\$155,200	\$155,200	\$8,369	\$8,369	\$8,369	\$8,369	\$654,276
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total LOCAL	\$155,200	\$155,200	\$155,200	\$155,200	\$8,369	\$8,369	\$8,369	\$8,369	\$654,276
STATE:									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL:									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM NON-LACMTA FUNDS :	\$155,200	\$155,200	\$155,200	\$155,200	\$8,369	\$8,369	\$8,369	\$8,369	\$654,276
PROJECT FUNDING FY16-17 and FY17-18	\$155,200	\$155,200	\$155,200	\$155,200	\$8,369	\$8,369	\$8,369	\$8,369	\$654,276

ATTACHMENT B1-3 - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure R Program - Funding Agreement Projects - FA# 920000000MR312.32
 Project Title: SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration
 Project#: MR312.32

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2018-19 Qtr 1	FY 2018-19 Qtr 2	FY 2018-19 Qtr 3	FY 2018-19 Qtr 4	FY 2019-20 Qtr 1	FY 2019-20 Qtr 2	FY 2019-20 Qtr 3	FY 2019-20 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE R FUNDS:									
PAED		\$16,810	\$248,384	\$274,806					\$540,000
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total MEASURE R	\$0	\$16,810	\$248,384	\$274,806	\$0	\$0	\$0	\$0	\$540,000
PROP C 25%									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total PROP C 25%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM PROG LACMTA FUNDS:	\$0	\$16,810	\$248,384	\$274,806	\$0	\$0	\$0	\$0	\$540,000
OTHER NON LACMTA FUNDING:									
LOCAL: PORT REVENUE FUNDS									
PAED	\$56,282	\$56,282	\$56,282	\$56,282					\$225,129
PS&E					\$452,923	\$452,923	\$452,923	\$452,923	\$1,811,693
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total LOCAL	\$56,282	\$56,282	\$56,282	\$56,282	\$452,923	\$452,923	\$452,923	\$452,923	\$2,036,822
STATE: TCEP SB1									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL: NHFP									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total NHFP FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL: PIDP									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total PIDP FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM NON-LACMTA FUNDS :	\$56,282	\$56,282	\$56,282	\$56,282	\$452,923	\$452,923	\$452,923	\$452,923	\$2,036,822
PROJECT FUNDING FY18-19 and FY19-20	\$56,282	\$73,092	\$304,666	\$331,088	\$452,923	\$452,923	\$452,923	\$452,923	\$2,576,822

ATTACHMENT B1-3 - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure R Program - Funding Agreement Projects - FA# 9200000000MR312.32
 Project Title: SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration
 Project#: MR312.32

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2020-21 Qtr 1	FY 2020-21 Qtr 2	FY 2020-21 Qtr 3	FY 2020-21 Qtr 4	FY 2021-22 Qtr 1	FY 2021-22 Qtr 2	FY 2021-22 Qtr 3	FY 2021-22 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE R FUNDS:									
PAED									\$0
PS&E								\$3,290,000	\$3,290,000
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total MEASURE R	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,290,000	\$3,290,000
PROP C 25%									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total PROP C 25%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM PROG LACMTA FUNDS:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,290,000	\$3,290,000
OTHER NON LACMTA FUNDING:									
LOCAL: PORT REVENUE FUNDS									
PAED									\$0
PS&E	\$37,858	\$37,858	\$37,858	\$37,858	\$394,021	\$394,021	\$394,021	\$394,021	\$1,727,515
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total LOCAL	\$37,858	\$37,858	\$37,858	\$37,858	\$394,021	\$394,021	\$394,021	\$394,021	\$1,727,515
STATE: TCEP SB1									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL: NHFP									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total NHFP FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL: PIDP									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total PIDP FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM NON-LACMTA FUNDS :	\$37,858	\$37,858	\$37,858	\$37,858	\$394,021	\$394,021	\$394,021	\$394,021	\$1,727,515
PROJECT FUNDING FY20-21 and FY21-22	\$37,858	\$37,858	\$37,858	\$37,858	\$394,021	\$394,021	\$394,021	\$3,684,021	\$5,017,515

ATTACHMENT B1-3 - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure R Program - Funding Agreement Projects - FA# 9200000000MR312.32
 Project Title: SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration
 Project#: MR312.32

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2022-23 Qtr 1	FY 2022-23 Qtr 2	FY 2022-23 Qtr 3	FY 2022-23 Qtr 4	FY 2023-24 Qtr 1	FY 2023-24 Qtr 2	FY 2023-24 Qtr 3	FY 2023-24 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE R FUNDS:									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total MEASURE R	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROP C 25%									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total PROP C 25%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM PROG LACMTA FUNDS:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER NON LACMTA FUNDING:									
LOCAL: PORT REVENUE FUNDS									
PAED									\$0
PS&E	\$442,047	\$442,047	\$442,047	\$442,047	\$45,797				\$1,813,984
RW Support									\$0
Const. Support						\$770,534	\$770,534	\$770,534	\$2,311,602
RW									\$0
Construction						\$1,458,657	\$1,458,657	\$1,424,457	\$4,341,770
Total LOCAL	\$442,047	\$442,047	\$442,047	\$442,047	\$45,797	\$2,229,191	\$2,229,191	\$2,194,991	\$8,467,356
STATE: TCEP SBI									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction								\$18,867	\$18,867
Total STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,867	\$18,867
FEDERAL: NHFP									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction								\$15,333	\$15,333
Total NHFP FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,333	\$15,333
FEDERAL: PIDP									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total PIDP FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM NON-LACMTA FUNDS :	\$442,047	\$442,047	\$442,047	\$442,047	\$45,797	\$2,229,191	\$2,229,191	\$2,229,191	\$8,501,556
PROJECT FUNDING FY22-23 and FY23-24	\$442,047	\$442,047	\$442,047	\$442,047	\$45,797	\$2,229,191	\$2,229,191	\$2,229,191	\$8,501,556

ATTACHMENT B1-3 - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure R Program - Funding Agreement Projects - FA# 9200000000MR312.32
 Project Title: SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration
 Project#: MR312.32

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2026-27 Qtr 1	FY 2026-27 Qtr 2	FY 2026-27 Qtr 3	FY 2026-27 Qtr 4	FY 2027-28 Qtr 1	FY 2027-28 Qtr 2	FY 2027-28 Qtr 3	FY 2027-28 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE R FUNDS:									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support	\$429,500	\$429,500							\$859,000
RW									\$0
Construction	\$2,320,500	\$2,320,500							\$4,641,000
Total MEASURE R	\$2,750,000	\$2,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000
PROP C 25%									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction									\$0
Total PROP C 25%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM PROG LACMTA FUNDS:	\$2,750,000	\$2,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000
OTHER NON LACMTA FUNDING:									
LOCAL: PORT REVENUE FUNDS									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support	\$2,951,529	\$2,951,529							\$5,903,057
RW									\$0
Construction	\$128,987	\$128,987							\$257,973
Total LOCAL	\$3,080,515	\$3,080,515	\$0	\$0	\$0	\$0	\$0	\$0	\$6,161,030
STATE: TCEP SB1									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction	\$682,067	\$682,067							\$1,364,133
Total STATE	\$682,067	\$682,067	\$0	\$0	\$0	\$0	\$0	\$0	\$1,364,133
FEDERAL: NHFP									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support									\$0
RW									\$0
Construction	\$492,334	\$492,334							\$984,667
Total NHFP FEDERAL	\$492,334	\$492,334	\$0	\$0	\$0	\$0	\$0	\$0	\$984,667
FEDERAL: PIDP									
PAED									\$0
PS&E									\$0
RW Support									\$0
Const. Support	\$107,597	\$107,597							\$215,193
RW									\$0
Construction	\$682,404	\$682,404							\$1,364,807
Total PIDP FEDERAL	\$790,000	\$790,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,580,000
SUM NON-LACMTA FUNDS :	\$5,044,915	\$5,044,915	\$0	\$0	\$0	\$0	\$0	\$0	\$10,089,830
PROJECT FUNDING FY26-27 and FY27-28	\$7,794,915	\$7,794,915	\$0	\$0	\$0	\$0	\$0	\$0	\$15,589,830
SUMMARY OF ALL FUNDS									
PAED	\$211,483	\$228,293	\$459,867	\$486,289	\$8,369	\$8,369	\$8,369	\$8,369	\$1,419,405
PS&E	\$479,904	\$479,904	\$479,904	\$479,904	\$892,742	\$846,945	\$846,945	\$4,136,945	\$8,643,193
RW Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Const. Support	\$4,819,875	\$4,819,875	\$1,331,250	\$1,331,250	\$1,331,250	\$2,101,784	\$2,101,784	\$2,101,784	\$19,938,852
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$14,225,040	\$14,225,040	\$9,918,750	\$9,918,750	\$9,918,750	\$11,377,407	\$11,377,407	\$11,377,407	\$92,338,550
TOTAL MILESTONES	\$19,736,302	\$19,753,112	\$12,189,771	\$12,216,193	\$12,151,110	\$14,334,504	\$14,334,504	\$17,624,504	\$122,340,000
SUM PROG LACMTA FUNDS:	\$7,750,000	\$7,766,810	\$5,248,384	\$5,274,806	\$5,000,000	\$5,000,000	\$5,000,000	\$8,290,000	\$49,330,000
SUM NON-LACMTA FUNDS :	\$11,986,302	\$11,986,302	\$6,941,387	\$6,941,387	\$7,151,110	\$9,334,504	\$9,334,504	\$9,334,504	\$73,010,000
TOTAL PROJECT FUNDING	\$19,736,302	\$19,753,112	\$12,189,771	\$12,216,193	\$12,151,110	\$14,334,504	\$14,334,504	\$17,624,504	\$122,340,000

FTIP #: LA0G1290
Subregion ID: I-405, I-110, I-105 and SR-91 Ramp
and Interchange Improvements (South Bay Cities
COG)

Project#: MR312.32
FA# 920000000MR312.32

ATTACHMENT C-3 SCOPE OF WORK

PROJECT TITLE:

SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration

PROJECT LOCATION:

The project is located on State Route 47 (SR-47) in the City of Los Angeles, in the Port of Los Angeles Area

PROJECT LIMITS:

The project limits are 07-LA-047 – 0.3/0.89.

NEXUS TO HIGHWAY OPERATION, DEFINITION/PROJECT PURPOSE:

The purpose of this project is to modify the existing SR-47/Front St. /Harbor Blvd Interchange to improve operations, safety, and access on this highly congested corridor. This project is an eligible Highway Operational Improvement Project.

PROJECT BACKGROUND:

The project proposes to modify the existing on- and off-ramps at the SR-47 / Front Street / Harbor Blvd Interchange to improve safety, access, operations, and the movement of goods and traffic circulation in the area.

The existing SR-47/ Front St. / Harbor Blvd. Interchange configuration creates safety and operational issues caused by vehicle slowing and weaving on the ramp as vehicles approach the terminus. Traffic routinely backs up on both exit ramps during peak periods. Queuing on the eastbound exit can extend into the freeway lanes.

The eastbound loop on-ramp has short acceleration and merging lengths, approximately 30% of standard lengths, due to the close proximity of the Vincent Thomas Bridge. Slow moving traffic between the post mile limits of 07 - LA - 047 – 0.3/0.89 approaching from the loop must accelerate on an ascending grade to merge with faster moving mainline traffic. The westbound SR-47 on-ramp terminus is currently uncontrolled. A single left-turn pocket creates long queues on northbound Front Street as vehicles wait for gaps in southbound traffic to move onto the on-ramp, presenting safety and operational concerns.

The proposed traffic safety and operational improvements will be accomplished via replacement of the existing westbound (WB) off-ramp from the Vincent Thomas Bridge (VTB) currently located on the south side of the VTB, with a new off-ramp to be located on the north side of the VTB, realignment of the existing WB on-ramp onto the SR47 and I-110 connector, modification of the WB off-ramp onto Harbor Boulevard, and modification of the EB on-ramp onto the VTB toward Terminal Island.

PROJECT BUDGET:

Component	Measure R	Port Funds	MARAD PIDP Funds	TCEP SBI Funds	TCEP NHFP Funds	SBCCOG Measure R
PSR						\$460,000
PAED	\$540,000	\$879,405				
PS&E	\$3,290,000	\$5,353,193				
R/W Support						
R/W Capital						
Construction Support	\$6,459,000	\$11,964,659	\$1,515,193			
Construction Capital	\$39,041,000	\$31,549,743	\$8,364,807	\$7,383,000	\$6,000,000	
Total	\$49,330,000	\$49,747,000	\$9,880,000	\$7,383,000	\$6,000,000	\$460,000

SCOPE:

As documented in the approved National Environmental Policy Act (NEPA) Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), this project addresses existing traffic operating and geometry deficiencies, which will only be exacerbated with expected future traffic volume growth. Most significantly, as documented in the EA/FONSI, the current accident rates at this interchange are as much as eight times higher than statewide averages for similar facilities. The following describes these existing conditions, and how the project improves traffic conditions:

- Currently, southbound SR 47 traffic and southbound I-110 traffic exit to a shared terminus at Harbor Boulevard. This condition creates safety and operational problems caused by vehicle slowing and weaving on the ramp, as vehicles approach the signalized terminus. The truck share is as high as 75% during peak hours. Due to this weave, queues extend upstream on both exit ramps onto SR 47 and I-110 throughout the day, and this condition is expected to worsen with projected growth. The PROJECT will separate the two exit ramps from SR47/I-110, thereby eliminating the dangerous weave and significantly reducing delays.
- A difficult weaving section (with an auxiliary lane) exists upstream from the northbound off-ramp from the I-110 connector ramp and Gaffey Street on-ramp. The modification of this freeway segment to provide a second off-ramp lane will significantly improve traffic operations from a level of service (LOS) D to C under year 2043 conditions.

- The emissions reductions associated with this particular ramp improvement have not been included in the total PROJECT emission reductions. Thus, the computed benefit-cost ratio (BCR) is understated.
- Due to the close proximity of the VT Bridge, the existing northbound loop on-ramp merge length is about 30% of the normal standard length. Slow moving vehicles, with up to 40% trucks over many hours of the day, on a grade of close to 6%, must accelerate from almost a stop to merge with SR 47/VT Bridge mainline traffic moving at speeds of about 65 mph. Relocating the southbound SR-47 off-ramp allows for the realignment of the existing southbound on-ramp, which will increase the acceleration and merge lengths, and improve the existing difficult merge onto the VT Bridge.
- The northbound I-110 on-ramp terminus is currently uncontrolled. A single left-turn pocket creates long queues on northbound Front Street as vehicles wait for gaps in southbound traffic to move onto the on-ramp, causing safety and operational problems. Relocating the northbound on-ramp, and consolidating two intersections will eliminate these problems.

CONSTRUCTION:

The project is currently in the construction phase and construction activity entails the following:

- Removal of the existing southbound SR 47/Vincent Thomas (VT) Bridge off-ramp on Harbor Boulevard, which eliminates an unsafe and highly congested weave, with high truck volumes
- Construction of new southbound SR 47/VT Bridge off-ramp (north of Bridge) on Front Street; including a new traffic signal that enables consolidation of two, closely spaced intersections
- Realignment of existing northbound SR 47/VT Bridge on-ramp on Harbor Boulevard further to the west to increase eastbound merge length by 325 feet and reduce grade by 1.2%; both of which improves safety and traffic operations, especially given high truck volume (25%-40%)
- Modification of the northbound off-ramp/auxiliary lane from I-110 connector and Gaffey Street to provide two lanes to the off-ramp, with the interior lane as a shared thru/off-ramp lane
- Removal of POLA-owned rail spur that is no longer in service

- In addition to this ramp reconstruction, Harbor Boulevard/Front Street's cross-section is widened to accommodate additional turning movements at both ramp terminus intersections. Six-foot wide sidewalks and five-foot wide bike lanes along segments of Harbor Boulevard and Front Street are provided, as are ADA compliant curb ramps and crosswalks at each of the intersections, following Complete Street guidelines.
- The proposed ramp alignments require cut retaining walls, up to 20 feet high, where Knoll Drive and the southbound on-ramp have shifted into Knoll Hill. Cut walls are also required along the widened northbound off-ramp. Embankment fill is proposed along the inside of the southbound off-ramp loop to maximize useable space for the existing land uses to be relocated. Standard wall types are feasible in three (3) of the six (6) locations and have been estimated. Remaining three (3) specialty wall types will be determined in the design phase.
- No modifications to Vincent Thomas Bridge are proposed. The Harbor Boulevard Ramp Undercrossing (53-807) is proposed to remain. The existing cut retaining wall along the eastbound off-ramp between station 18+00 and 21+00 is proposed to remain.
- Ramp and mainline roadway drainage will be collected in a combination of new and existing drainage systems to tie into existing storm drain systems along Harbor Boulevard / Front Street, as they do today.
- South of SR-47, access control to the Caltrans facility is maintained in the manner that exists today. North of the SR-47, access control is proposed along the southbound on and off-ramps to the ramp intersection at Front Street.

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 and Interchange Improvements (South Bay Cities
 COG)

Project#: MR312.32
 FA# 9200000000MR312.32

MILESTONES: The implementation schedule for this project will be as follows.

	START DATE	COMPLETION DATE
SOLICITATION (BID/PROPOSAL)	12/15/2015	06/15/2016
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval		
Contract Award		
Fully Executed Contract		
PLANNING	1/27/2016	4/5/2017
Prepare Concept Report		
Prepare Feasibility Study		
Prepare Project Study Report		
Feasibility Study		
Concept Exploration		
PRELIMINARY DESIGN	4/06/2017	06/30/2017
Prepare Detailed Design Plans		
Prepare Detailed Construction Plans		
Prepare Project Cost Estimate		
Concept of Operations		
System Requirements		
High Level Design		
PA&ED	7/01/2017	08/01/2022
Prepare Environmental Document Document Type: CEQA and NEPA		
Scoping		
Technical Studies		
Draft Environmental Document		
Final Environmental Document		
Community Outreach		
Secure Project Approval		
Categorical Exemption Filing		
PS&E	12/10/2018	07/08/2023
100% 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		

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Project#: MR312.32
 FA# 920000000MR312.32

CONSTRUCTION MILESTONES: The implementation schedule for this project will be as follows.

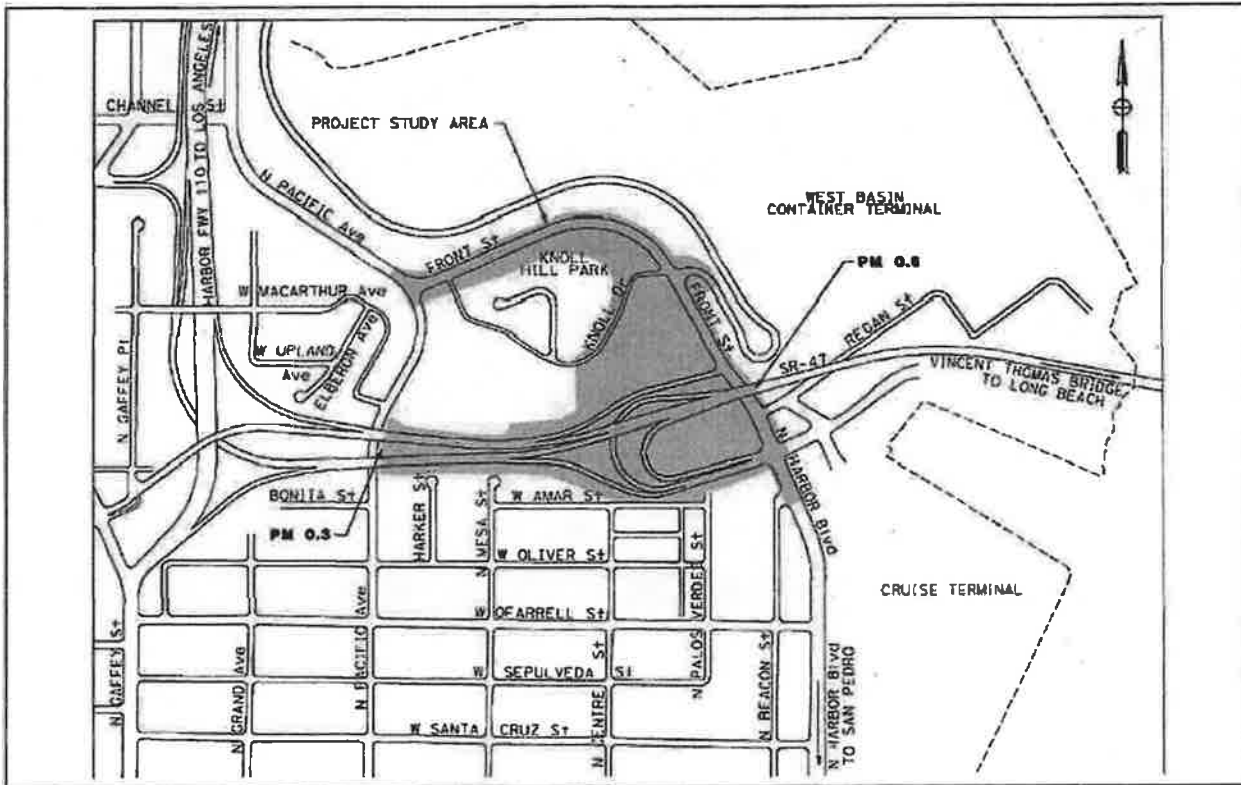
	START DATE	COMPLETION DATE
SOLICITATION (BID/PROPOSAL)	7/13/2023	11/29/2023
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval Process		
Contract Award		
Fully Executed Contract		
CONSTRUCTION	3/4/2024	11/30/2026
EXCAVATION	3/27/2024	
Clear/Grub		
Survey		
Sample Borings		
Grading		
Compaction		
Drainage		
ENVIRONMENTAL	4/22/2024	
Hazardous Materials Handling		
Archaeological		
Air Quality Monitoring		
CONCRETE		
Form Work		
Rebar Placement		
Pole Placement		
TRAFFIC CONTROL	7/22/2024	
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		

FTIP #: LA0G1290
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	START DATE	COMPLETION DATE
LANDSCAPE		
Clearing		
Planting		
Plant Establishment		
Irrigation		
Testing		
CHANGE ORDERS		
P.O. Processing Time		
Weather		
Third Party Issues		
Strike Labor Walk Outs		
Force Majeure		
Claims		

ATTACHMENT C – Location Map(s)



Attachment E-1

Los Angeles Metropolitan Transportation Authority
2025 Federal Transportation Improvement Program (\$000)

TIP ID **LA0G1290** Implementing Agency **Port of Los Angeles**

Project Description: SR-47/Vincent Thomas Bridge On/Off Ramp Improvements: New westbound SR-47 on- and off-ramps at Front Street just west of the Vincent Thomas Bridge and eliminate the existing non-standard ramp connection to the Harbor Boulevard off-ramp, Front Street is an NHS connector. The project also includes realigned eastbound and westbound SR47 on-ramps.

SCAG RTP Project #: 1120007
Study: YES Is Model: YES Model #: PM: Guillermo Martinez - (310) 732-3090
Email: gmartinez@portla.org
LS: N LS GROUP#: Conformity Category: NON-EXEMPT

System: State Hwy Route :47 Postmile: .86 to .86 Distance: 0 Phase: Engineering/Plans, Specifications and Estimates (PS&E) Completion Date 12/31/2031

Lane # Extd: 5 Lane # Prop: 6 Imprv Desc: Reconfiguration and widening of freeway on and off ramps,

Air Basin: SCAB Envir Doc: ENVIRONMENTAL ASSESSMENT - NEPA - 12/31/2018

Toll Rate: 0.00 Toll Calc Loc: Toll Method: Hov acs eg loc:

Uza: Los Angeles-Long Beach-Santa Ana Sub-Area: Sub-Region: South Bay Cities COG

CTIPS ID: EA #: PPNO:

Program Code: NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD) Stop Loc:

	PHASE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	BEYOND	PROG TOTAL
MR20H - Measure R 20% Highway	PE	\$3,830	\$0							\$3,830
	RW	\$0	\$0							\$0
	CON	\$42,520	\$2,980							\$45,500
	SUBTOTAL	\$48,350	\$2,980							\$49,330
National Highway Freight Program	PE	\$0								\$0
	RW	\$0								\$0
	CON	\$6,000								\$6,000
	SUBTOTAL	\$6,000								\$6,000
PORT - Port Funds	PE	\$5,995	\$0	\$0	\$0					\$5,995
	RW	\$0	\$0	\$0	\$0					\$0
	CON	\$0	\$11,435	\$20,000	\$12,317					\$43,752
	SUBTOTAL	\$5,995	\$11,435	\$20,000	\$12,317					\$49,747
Port Infrastructure Development Program	PE	\$0	\$0							\$0
	RW	\$0	\$0							\$0
	CON	\$8,650	\$1,230							\$9,880
	SUBTOTAL	\$8,650	\$1,230							\$9,880
SB1 TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)(State)	PE	\$0								\$0
	RW	\$0								\$0
	CON	\$7,383								\$7,383
	SUBTOTAL	\$7,383								\$7,383
TOTAL		\$74,378	\$15,645	\$20,000	\$12,317					\$122,340
	TOTAL PE:	\$9,825								
	TOTAL RW:	\$0								
	TOTAL CON:		\$112,515							
	TOTAL PROGRAMMED:									\$122,340

- General Comment:
- Modeling Comment: The total project cost was increased to accommodate the contractors bid, and additional labor and construction management costs
- TCM Comment: no significant change made
- Amendment Comment:
- CMP Comment:
- Narrative:

Last Revised Amendment 25-08 - Submitted

Change reason: MINOR CHANGE

Total Project Cost \$122,800