

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

1. Grantee shall provide the opportunity to LACMTA staff, other affected agencies and/or the Arterial Intelligent Transportation System (ITS) Configuration Management Committee, to review, comment and participate on all aspects of the Project implementation to achieve multi-jurisdictional consensus, including, but not limited to, scope of work, consultant selection, PS&E, system design, bid documents and Project deliverables.
2. The Project scope of work and engineering design shall conform to the LACMTA's Signal Synchronization and Bus Speed Improvement Program Guidelines and the LACMTA Before and After Study Guidelines for Signal Synchronization Projects. LACMTA shall at its discretion, condition the award of Tier 2-4 ITS grants with the requirement to perform before and after study data collection. For the purposes of establishing consistency in evaluations, for projects so conditioned, Grantee shall collect before data immediately after the design is completed and just prior to actual project construction. Grantee shall collect after data prior to the release of retention or within 1oneyear of project completion upon receiving permission from LACMTA. All data shall be furnished to the LACMTA upon request.
3. Grantee shall commit and/or secure local resources through agreement with participating agencies, to maintain and operate the Project improvements. The Grantee shall not advertise the Project for bid to begin construction before all affected agencies and/or regional Traffic Forum members have fully executed an agreement regarding the maintenance and operation of traffic signal synchronization system(s) along multi-jurisdictional corridor(s). A copy of the fully executed agreement will be delivered to the LACMTA immediately upon execution. Failure to provide proper maintenance and operation of the Project improvements may jeopardize future LACMTA funding. Additionally, there shall be no major equipment or timing-plan changes on Call funded Traffic Forum projects within the first two years of project implementation/system operation unless there is an LACMTA or lead agency written approval of a written request.
4. All Tier 3 (Computerized Traffic Signal Control and Monitoring Systems) and Tier 4 (ITS Technology and Smart Corridor Projects) developments shall be designed for system compatibility with the arterial traffic control open system architecture. The system design shall be coordinated through LACMTA staff to allow communication with the Information Exchange Network (IEN). Grantee is also required to attend the LACMTA Arterial ITS Working Configuration Management Committee in order to ensure technical project coordination.
5. Any changes made to Attachments A and/or C of this MOU must receive written approval of the LACMTA.
6. It is understood that the LACMTA/Grantee participation ratio established for this Project will apply to the total Project cost and not to the individual Project elements as defined and estimated in Attachment C.

*Note: LACMTA will make available the arterial open system traffic control and data management software, currently being developed in the East San Gabriel Valley Pilot Project to all transportation operating agencies in the Los Angeles County upon its completion for countywide applications.*