



Board Report

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Agenda Number: 47.

EXECUTIVE MANAGEMENT COMMITTEE
COMMITTEE
AUGUST 18, 2016

SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT EXPENDITURE PLAN - ROUND 2

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

APPROVE the following actions for **Round 2 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program**, in the amount of \$54,155,000.

- A. a total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110;
- B. a total of \$13,800,000 for continued incremental Transit Service improvements (see Attachment A for detailed distribution).
- C. a total of \$5,580,000 for Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment B)
- D. the I-10 recommended projects and funding awards totaling \$10,239,525 and program \$920,475 in reserve for the corridor as shown in Attachment C
- E. the I-110 recommended projects and funding awards totaling \$17,615,000 which includes \$875,000 from Round 1 as illustrated in Attachment D
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for cost increases; and,
- G. AUTHORIZE the Chief Executive Officer (CEO) or his designee to enter into funding agreements with grantees and Transit service providers.

ISSUE

In October 2015 the Board approved the Guidelines for the Net Toll Revenue Allocation (Attachment E) and in January 2016 the Board approved the application package, including the evaluation criteria, for the grant program (Attachment F). Staff began the grant process in early February with a Board approved submittal deadline of May 16, 2016. A total of 28 applications requesting \$60,328,680 in

funding were received. Based on the technical evaluations and in consultation with the Corridor Advisory Group (CAG) Subcommittee, staff recommends funding of 21 projects totaling \$27,854,525 in Metro grant approval.

Based on the October 2015 Board approved fund estimates, staff also recommends the following funding allocations: \$6,000,000 in reserve funds; \$13,800,000 for continued funding of incremental transit service improvements along both corridors and \$5,580,000 for Caltrans improvements within the I-10 and I-110 freeways.

DISCUSSION

State law requires that net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. In October 2015 the Board approved the re-investment framework for the expenditure plan with the following conditions:

1. Reinvestments in the transportation corridors provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. A set aside of funds to be placed into a reserve account ;
3. Funding for the continuation of the incremental Transit Service improvements to address social equity considerations;
4. A set aside of 20% of the available grant funds to Caltrans for corridor improvements;
5. Any remaining funds available for allocation to the Grant Program comprised of three categories: Transit Use (TU), System Connectivity/Active Transportation (SC/AT), and Roadway Improvements (RI);and,
6. Grant funds to be reinvested in projects/programs that provide direct mobility benefit to the I-10 and I-110 ExpressLanes within a three mile radius. Projects beyond a three mile radius must demonstrate regional significance.

Per the approved guidelines, the baseline targets of 40% for Transit Improvements, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements were identified as goals, however the actual allocation of the funds is based on the merits of the proposed projects and programs, irrespective of modal category.

Funding Availability

Round 2 Final funding targets are as follows:

	Net Toll Revenues	Available to I-10 Corridor	Available to I-110 corridor
Round 2 Funds Available	\$53,280,000		

Round 1 Reserve (I-110)	\$875,000		
Net Funds Available	\$54,155,000		
Reserve Funds (3%)	\$6,000,000		
Transit Service	\$13,800,000		
Caltrans	\$5,580,000		
Subtotal	\$25,380,000		
Grant Funding	\$27,900,000	\$11,160,000	\$16,740,000
Transit Use (40%)		\$4,464,000	\$6,696,000
System Connectivity/ Active Transportation (40%)		\$4,464,000	\$6,696,000
Roadway Improvements (20%)		\$2,232,000	\$3,348,000

As part of Round 2, \$27,900,000 is available for grant funding which represents a 41 percent increase in available funding over Round 1. Additionally, the distribution of funds between the two corridors reflects the level of funding generated in each corridor. The recommended funding level for the I-110 projects reflects the inclusion of \$875,000 from Round 1 which was placed in reserve for the corridor. The recommended funding level for the I-10 projects reflects \$920,475 in Round 2 unprogrammed funds which will be placed in reserve for future projects within the corridor.

Reserve Funds

Per the adopted guidelines, reserve funds are set aside to ensure availability of toll funding to cover unexpected costs required for the operation of the ExpressLanes to avoid the use of general funds. Staff is recommending a set aside of \$6,000,000 in reserve.

Transit Service

The adopted guidelines approved the continuation of funding for transit service improvements that were part of the original Congestion Reduction Demonstration (CRD) project. This funding is

provided through a direct allocation to the transit providers to subsidize the incremental operating costs. These transit enhancements are a benefit for low income commuters along the ExpressLanes corridors and have proven to be one of the major success stories for the project. Transit agencies that receive this direct allocation include: Foothill Transit, Torrance Transit, Gardena Municipal Bus Lines, and Metro's Silver Line service. A breakdown of the funding can be found in Attachment A.

Caltrans Set Aside

In addition to receiving funding on an annual basis for ongoing maintenance of the ExpressLanes, Caltrans has received \$6.6 million in prior years through Round 1 of the Net Toll Revenues as well as the Bi-Annual Work Plan. As part of Round 2, staff recommends \$5.58 million in funding to Caltrans for three projects outlined in Attachment B.

Evaluation and Ranking of Grant Applications

In February 2016, staff distributed the application package to eligible applicants through the South Bay, San Gabriel, and Gateway Councils of Governments, the County of Los Angeles, and Metro. Notice was also sent out to City of Los Angeles's elected officials and staff and to Metro's Community Relations Managers. Potential applicants were then invited to a workshop to review the application and evaluation process. The I-110 Workshop was held on March 3rd at the South Bay Council of Governments (SBCCOG) office in Torrance. The I-10 Workshop was held on March 8th at Metro Service Council office in El Monte. Presentations on the Grant application package and process were provided in January 2016 to the Streets and Freeways Subcommittee and in February 2016 to the Technical Advisory Committee (TAC), Streets and Freeways Subcommittee, Local Transit Systems Subcommittee (LTSS), Arterial ITS Committee, and the San Gabriel Valley COG Active Transportation Working Group.

Applications were received on Monday May 16, 2016 and were reviewed for eligibility. 3 of the 28 applications submitted were deemed ineligible (Please see Attachments C & D for more detail). All projects submitted were sorted by corridor and reviewed and scored by the technical team comprised of Metro staff. Projects were then ranked based on scores.

Upon completion of the technical review, project applicants were invited to a meeting of the respective I-10 and I-110 Corridor Advisory Groups (CAG) Reinvestment Subcommittees. The subcommittees were formed from members of each CAG who volunteered to be on the review panel and represent the following agencies: City of Gardena, Great Streets, Los Angeles County Bicycle Coalition (LACBC), Los Angeles Neighborhood Initiative (LANI), San Gabriel Valley Economic Partnership, Fixing Angelenos Stuck in Traffic (FAST), Day One, Foothill Transit. The Subcommittee members were provided access to all project applications. After hearing all of the presentations from the applicants, CAG members then indicated their own project rankings based on the following: High= Project is a priority for funding; Medium= Project has potential and could be funded, if funds are available; and low=Project is not recommended for funding. High = 80; Medium = 70; Low = 60 points.

Final overall scores were averaged based on the technical review and CAG feedback and projects were then sorted into modal categories. An overall score of 70 was considered the cutoff line for

funding consideration. Any projects receiving an overall score of less than 70 were not recommended for funding. Funding recommendations were based on the score within the modal category and the amount of available funding.

Staff received 28 applications totaling \$60,328,680 in funding requests. Based on the technical evaluations and in consultation with the CAG Subcommittee members, staff recommends funding for 21 projects totaling \$27,854,525. The recommended projects reflect a modal distribution of 41% for Transit Use, 20% for Roadway Improvements, and 39% for System Connectivity/Active Transportation. Project funding recommendations are provided in Attachments C and D for the I-10 and I-110 respectively.

Due to funding limitations, staff worked with project sponsors to downscope 5 projects. As part of the new scope, sponsors identified portions of the project, as defined in the project description, that could be implemented with reduced funding.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on established safety standards and in many cases will improve safety in those locations where projects will be implemented.

FINANCIAL IMPACT

All recommended actions will be funded with toll revenues generated from the I-10 and I-110 ExpressLanes. No other funds will be required from LACMTA. The FY 2017 budget includes funding for all recommended actions in cost center 2220. Since many of these are multi-year projects, the cost center manager and Executive Officer, Congestion Reduction, will be responsible for budgeting project expenditures in future years.

Impact to Budget

Net Toll Revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action. No other funds were considered due to the fact that these funds are specifically required to be reinvested within the two corridors per State Law. This activity will not impact ongoing bus and rail operating costs.

ALTERNATIVES CONSIDERED

The Board may suggest alternative projects for funding through the 2016 Net Toll Revenue Reinvestment Grant Program. This alternative is not recommended because each project was evaluated based on its technical merits in consultation with the Corridor Advisory Groups (CAGs). Additionally, any projects added to the recommended list will result in displacement of other projects from the funded list resulting in either removal of the project from the funded list or a reduction in the project's recommended grant amount.

NEXT STEPS

With Board approval of the recommendations, we will develop and execute funding agreements with project applicants. We will also amend the FY 17 budget and program the funds into the Regional TIP.

ATTACHMENTS

Attachment A - Transit Funding

Attachment B - Caltrans Funding

Attachment C - I-10 Grant Recommendations

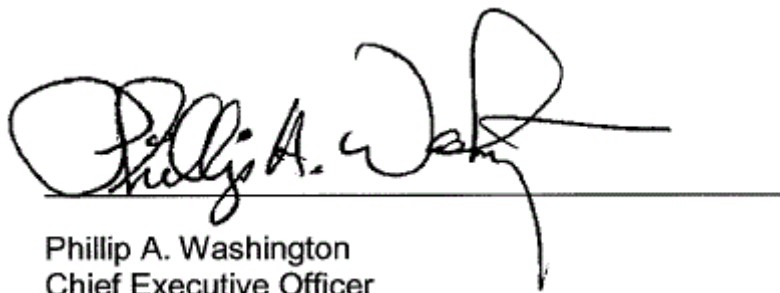
Attachment D - I-110 Grant Recommendations

Attachment E - Guidelines for the Net Toll Revenue Allocation

Attachment F - Application and Guidelines for Net Toll Revenue Grant Application

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Annual Funding Breakdown for Incremental Transit Service

Agency	Lines	Annual Amounts
Foothill Transit	Silver Streak and Route 699	\$1,600,000
Gardena Municipal Bus Lines	Line 1X and Line 2	\$800,000
Metro	Silver Line	\$3,800,000
Torrance Transit	Line 4	\$700,000
Annual Total		\$6,900,000

Caltrans Work Plan for Improvements on I-10 and I-110 Corridors - Round 2 Net Toll Reinvestment Funding

PROJECT No.	City/ County	Rte	Post mile		Location	Capital \$ (1,000)	Support \$ (1,000)	Total \$ (1,000)	Description / Purpose
			Begin	End					
1	LA	10	20.000	26.000	Route 10, between Route 605 and East Los Angeles Interchange	\$650	\$195	\$845	Implementation of Adaptive Ramp Metering (DCRMS) - this includes upgrading communication to IP, upgrading controllers (170 to 2070), upgrading/fixing VDS/LDS and other related system upgrades.
2	LA	10	20.000	26.000	Route 10 , between Route 710 to Route 605	\$1,000	\$160	\$1,160	System Integration for Regional Freeway Ramp Metering System and Traffic Signal Control System for Incident Congestion Relief.
3	LA	110	7.762	21.000	Southbound and Northbound Route 110 Just South of Route 10	\$2,675	\$900	\$3,575	Pavement delineation improvements. Install double row of reflective Bott Dots pavement markers spaced every 4 ft. along Route 105 HOV lanes, in advance of the I-110 Nothbound Express Lanes direct connector. Install channelization along and between the Route 105 HOV lanes and the general purpose lanes, approaching the direct connector, replace overhead sign panels with new Type XI sheeting, install LED lighting system along major interchanges and ramps.
ESTIMATED TOTAL COST						\$4,325	\$1,255	\$5,580	

ExpressLanes Net Toll Revenue Reinvestment Grant Expenditure Plan (I-10)

Attachment C

Rank	Project Information				Scoring Information			Funding		Funding Availability \$11,160,000	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	Procurement of two Electric Double Decker Buses	Foothill Transit	TU	\$1,392,000	80	77	78.5	\$1,458,000	\$1,458,000	\$9,702,000	Capital
	Replace 2 CNG Commuter Express buses with 2 all-electric double decker buses. One plug in charger will be included at Foothill Transit's Pomona Operations & Maintenance facility.										
2	Accessible CNG-Fueled Vehicles for Access Services	Access Services	TU	\$300,626	79	77	78	\$1,130,925	\$1,130,925	\$8,571,075	Capital
	Purchase 20 alternative fueled Compressed Natural Gas (CNG) minivans to provide ADA complementary paratransit service.										
3	Downtown LA On Demand Mobility Connectivity Center * / **	City of Los Angeles	TU	\$1,448,500	70	74	72	\$992,000	\$992,000	\$7,579,075	Capital/ Operating
	Shared mobility service that will provide intermodal connectivity to the destinations and surrounding areas around Downtown Los Angeles. Will fund a mobility connectivity center, pop-up outreach & marketing events throughout DTLA to the South Park & Exposition Park communities of Los Angeles, along the Metro Expo Line, Chinatown, Union Station, & portions of Boyle Heights.										
Transit Use Category - Subtotal								\$3,580,925	\$3,580,925		
1	Whittier Blvd Transit Signal Priority Project *	County of Los Angeles	RI	\$98,400	77	75	76	\$516,600	\$516,600	\$7,062,475	Capital
	Deployment of intelligent transportation systems (ITS) infrastructure to enhance arterial operations and monitoring on Whittier Blvd between Indiana Ave. and Saybrook Ave. in East Los Angeles.										
2	City of Arcadia Transit and Pedestrian Mobility Enhancement Project *	City of Arcadia	RI	\$165,000	75	70	73	\$470,000	\$470,000	\$6,592,475	Capital

Rank	Project Information				Scoring Information			Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation	Funding Availability \$11,160,000	
3	Vision Zero I-10 Corridor Area Traffic Signal Improvements	City of Los Angeles	RI	\$0	74	70	72	\$776,000	\$776,000	\$5,816,475	Capital
	Install a new traffic signal at the intersection of Mohawk St. & Sunset Blvd. Upgrade the existing signalized intersection of 8th St. & Soto St. to include left turn phasing. Upgrade 3 existing signalized intersections to include pedestrian scramble phase at 6th St. & Alvarado St., 7th St. & Alvarado St., & Wilshire Blvd & Alvarado St.										
Roadway Improvements Category - Subtotal								\$1,762,600	\$1,762,600		
1	Eaton Wash Bike Path - Phase 1 *	County of Los Angeles	SC/AT	\$0	76	70	73	\$3,100,000	\$3,100,000	\$2,716,475	Capital
	Design & install a 1.1 mile long Class I bike path along Eaton Wash between Longden Avenue & Rosemead Blvd in the city of Temple City; Class III bike route along Muscatel Avenue; Grade separated crossing; 6 inverted bike racks and automated counters.										
2	Sixth Street Viaduct Mission/Myers Roundabout Project *	City of Los Angeles	SC/AT	\$2,552,000	74	70	73	\$2,300,000	1,796,000	920,475	Capital
3	I-10 Freeway Washington/Toberman Underpass Pedestrian & Bicyclists Safety Enhancements	City of Los Angeles	SC/AT	\$0	61	67	64	\$670,000	Not Recommended		Maintenance
	Remove & replace existing lighting of underpasses & walkways.										
4	Big Dalton Wash Greenway & Neighborhood Connections *	City of Baldwin Park	SC/AT	\$88,863	Not Eligible. Requested funds for feasibility study only. No capital or operational component to the project.			\$445,600	N/A		Planning
	Feasibility Study for 6 miles of bikeways.										
System Connectivity/Active Transportation Category - Subtotal								\$6,515,600	\$4,896,000	\$920,475 available***	
Total for I-10 Project List								\$11,859,125	\$10,239,525		

LEGEND:

TU - Transit Use

RI - Roadway Improvements

SC/AT - System Connectivity/Active Transportation

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership

*** To be placed in reserve for the Corridor

ExpressLanes Net Toll Revenue Reinvestment Grant Expenditure Plan (I-110)

Attachment D

Rank	Project Information				Scoring Information			Funding		Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	Community DASH Service Improvements Linking with Harbor Freeway Connections	City of Los Angeles	TU	\$441,420	80	77	78.5	\$1,765,680	\$1,765,680	\$15,849,320	Capital/ Operating
	Purchase 2 CNG fueled 35 foot buses. Re-route Dash Vermont/Main to serve the Slauson station on the Harbor Transit Way. Increase in service frequency on the Dash Vermont/Main.										
2	Los Angeles Galaxy Shuttle Bus Service (Galaxy Express) **	Long Beach Transit	TU	\$400,000	79	74	76.5	\$600,000	\$600,000	\$15,249,320	Operating
	Partner with StubHub Center to provide L.A. Galaxy "game-day" shuttle service from the Metro Del Amo Blue Line Station and adjacent off-site park and ride lots.										
3	Carson Rapid Bus Priority System *	City of Carson	TU	\$268,709	72	80	76	\$584,150	584,150	\$14,665,170	Capital
	Improvements will be made at each stop along the Carson Circuit, which will include covered bus shelters, bike racks, improved lighting, wayfinding, and bike sharrows. Project will also improve transit service on game days.										
4	Torrance Transit System - Line 4 Express Buses and Relief Vehicles	Torrance Transit	TU	\$240,000	75	75	75	\$960,000	\$960,000	\$13,705,170	Operating
	Increase service to expand the Line 4 Express by changing it to a bi-directional weekday service, increasing the number of revenue vehicles in use and adding Saturday service.										
5	Bus Rapid Transit Freeway Station Sound Enclosure	LACMTA	TU	\$3,088,000	75	68	72	\$2,750,000	\$1,833,332	\$11,871,838	Capital
	Design & construct sound enclosure systems along the perimeter of the Bus Rapid Transit stations along the I-110 freeway at the Slauson Ave. and Manchester Avenue Harbor Transitway Stations.										
6	Willowbrook/Rosa Parks Station Improvements Project	LACMTA	TU	\$31,550,000	80	64	72	\$22,000,000	\$2,000,000	\$9,871,838	Capital
	Improvements to the Southern pedestrian crossing & entrance to the Blue Line platform including ramps, stairs, canopies, and lighting.										
7	Dodger Stadium Express - Harbor Gateway Extension **	LACMTA	TU	\$896,360	Not Eligible. Funding for this service was previously provided in Round 1 of the grant program			\$564,943	N/A		Operating
	Bus service from the Harbor Gateway Transit Center to Dodger Stadium with 6 bus stops.										
Transit Use Category - Subtotal								\$29,224,773	\$7,743,162		

Rank	Project Information				Scoring Information			Funding		Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	I-110 Freeway Arterial Improvements Implementation of intersection improvements at 10 intersections which are lacking bicycle & pedestrian amenities. Del Amo Blvd/Vermont Ave. - Add a left turn. Del Amo Blvd/Figueroa St. - Add a left turn, through lane, & right turn lane. Del Amo Blvd/Main St. - left turn & right turn lane. Hamilton Ave./I-110 southbound on/off ramps - signalize intersection & restripe southbound Hamilton Ave. to provide 2 left turns. Figueroa St./I-110 northbound on/off ramps - add a right turn lane to southbound Figueroa St. Figueroa St./Torrance Blvd. - Add a left turn to southbound Figueroa. Main St./Torrance Blvd - Restripe eastbound Torrance Blvd to provide an exclusive left turn lane. Carson St./Figueroa St. - Add a right turn lane. Avalon Blvd/Carson St. - Add a right turn lane.	City of Carson	RI	\$1,760,000	78	72	75	\$1,760,000	\$1,760,000	\$8,111,838	Capital
2	Gardena Transit Innovative ITS Rollout Implement transit signal priority for 8.4 miles from the Harbor Gateway Transit Station to 120th Street in the city of Gardena.	City of Gardena Transit	RI	\$800,000	73	77	75	\$2,000,000	\$1,375,000	\$6,736,838	Capital
3	South Bay Arterial ITS Congestion Relief Project Installation of wireless communications at 20 intersections along Broadway and Main Street. 9 traffic signal controllers will be upgraded along Crenshaw Blvd. In addition a CV enabled, mobile accessible pedestrian signal system, for 3 intersections along Crenshaw Blvd.	County of Los Angeles	RI	\$136,640	79	62	70.5	\$717,360	\$717,360	\$6,019,478	Operating
4	Vision Zero I-110 Corridor Area Traffic Signal Improvements New traffic signals will be installed at 8 intersections 112th St & Wilmington Ave./42nd Pl. & Central Ave./75th St. & Broadway/88th St. & Western Ave./98th St. & Main St./84th St., 84th Pl. & Figueroa Blvd/ 112th St & Vermont Ave./168th St. & Figueroa St. 3 signalized intersections will get left turn phasing at Gage Ave. & Main St./Florence Ave. & Hoover St./62nd St. & Western Ave.	City of Los Angeles	RI	\$0	68	67	67.5	\$3,200,000	Not Recommended		Capital
Roadway Improvements Category - Subtotal								\$7,677,360	\$3,852,360		

LEGEND:

TU - Transit Use

RI - Roadway Improvements

SC/AT - System Connectivity/Active Transportation

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership

Rank	Project Information				Scoring Information			Funding		Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	Vermont Green Line Intersection Improvement Project *	County of Los Angeles	SC/AT	\$407,000	81	68	74.5	\$1,626,000	\$1,626,000	\$4,393,478	Capital
	Pedestrian oriented safety improvements at 6 intersections along Vermont Avenue between 110th St. & 120th St.										
2	I-110 Corridor Revitalization - Grand Avenue/Flower Avenue	City of Los Angeles	SC/AT	\$350,000	77	70	73.5	\$1,231,000	\$1,231,000	\$3,162,478	Capital
	Planning, outreach, capital improvements for bicycle & pedestrian connectivity at various intersections between Gage Avenue & Manchester Avenue.										
3	Firestone Blue Line Station Intersection and Bikeway Improvements Project *	County of Los Angeles	SC/AT	\$0	77	70	73.5	\$1,863,000	\$1,863,000	\$1,299,478	Capital
	Pedestrian improvements to 4 intersections; Firestone Blvd & Graham Ave., Florence Blvd & Holmes Ave., 87th Pl. at Compton Ave., 89th St. at Compton Ave.										
4	Dominguez Channel Bike Path Improvements *	City of Carson	SC/AT	\$30,000	72	73	72.5	\$2,208,000	\$1,299,478	\$0	Capital
	Design & construct a 1 mile bicycle & pedestrian path from Avalon Blvd to Carson Street on the Dominguez Channel levee. A Class I bike path with signage & striping.										
5	I-110 Freeway Washington Bl. Underpass Pedestrian & Bicyclists Safety Enhancement	City of Los Angeles	SC/AT	\$0	61	77	69	\$680,000	Not Recommended		Maintenance
	Remove & replace existing lighting of underpasses & walkways from 3rd Street in the north to Gardena Blvd to the South.										
6	Broadway Corridor Streetscape Project – 7th Street to 8th Street *	City of Los Angeles	SC/AT	\$346,000	64	67	65.5	\$3,767,000	Not Recommended		Capital
	Pedestrian & Complete Street improvements that include widening & upgrading of sidewalks, curb ramps, & bulb outs to the Broadway Streetscape between 7 th & 8 th Street.										
7	Arroyo Seco Bicycle and Pedestrian Trail	City of South Pasadena	SC/AT	\$1,940,110	Not Eligible. Outside of the 3-mile radius and not regionally significant. Project does not provide direct benefit to the corridor.			\$192,422	N/A		Capital
	0.6 mile trail along the Los Angeles River and the South Pasadena Woodland & Wildlife Park. Improvements requested for funding include drip irrigation, signage, & water fountains with pet attachments.										
System Connectivity/Active Transportation Category - Subtotal								\$11,567,422	\$6,019,478	\$0 available	
Total for I-110 Project List								\$48,469,555	\$17,615,000		

LEGEND:

TU - Transit Use

RI - Roadway Improvements

SC/AT - System Connectivity/Active Transportation

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership



Metro

Board Report

Los Angeles County
Metropolitan Transportation
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One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #:2015-1397, File Type:Program

Agenda Number:32.

REVISED
AD-HOC CONGESTION REDUCTION COMMITTEE
OCTOBER 14, 2015

**SUBJECT: METRO EXPRESSLANES ROUND 2 NET TOLL REVENUE ALLOCATION
GUIDELINES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AD-HOC CONGESTION REDUCTION RECOMMENDED (3-0) AS AMENDED:

- A. APPROVING the guidelines for **Round 2 of the ExpressLanes Net Toll Revenue Allocations** (Attachment A); and
- B. ADOPTING a timely use of funds provision to be applied to projects funded as part of the 2014 (Round 1) Net Toll Revenue Reinvestment Grant Program.

DUPONT-WALKER AMENDMENT: include the proposal release period being 3 months versus 2 months and return in January with information on including non-profits.

ISSUE

State law requires net toll revenues generated from the ExpressLanes program be reinvested for transportation improvements in the corridor where generated, pursuant to an expenditure plan adopted by the Metro Board. The Round 2 guidelines incorporate lessons learned from Round 1.

Additionally, as of this date, many of the projects funded as part of Round 1 of the grant program have not executed their initial grant agreements. Staff recommends that a timely use of funds policy be adopted for these projects providing the sponsors with six months ending on April 22, 2016 within which to execute their agreement and begin expenditure of funds or risk lapsing the funds. Incorporation of such a policy is consistent with board adopted policy for other Metro discretionary grant programs. Any funds that are lapsed as a result of non-compliance with this policy will be added to the available funding for Round 2 projects.

BACKGROUND

Gross toll revenues generated from the ExpressLanes program are first used to cover the direct expenses related to the maintenance, administration, and operation, including marketing, toll

collection, and enforcement activities related to the ExpressLanes. Any remaining revenue produced must be used in the corridor from which the revenue was generated.

The net toll revenue program's primary objective is to increase mobility and person throughput through implementation of integrated strategies that enhance transit operations, transportation demand management, transportation systems management, active transportation, and capital investments in the 1-10 and 1-110 corridors. These combined strategies have resulted in more reliable and consistent outcomes and greater magnitude of positive change than a single strategy scenario. This rationale is confirmed by actual usage on the ExpressLanes. Specifically, customer account activity demonstrates that, on a monthly basis, the majority (75%) of account trips are a combination of SOV & HOV. Only 4 % of trips are solely made by SOVs. The primary payers of the toll benefit 100% from the proposed allocation since mode shift through alternative transportation choices reduces congestion and as a result, reduces travel time and the toll amount for toll paying customers. An expenditure plan that retains this focus on integrated strategies and multi-modalism advances Metro's Long Range Transportation Plan and sustainability goals.

In October 2013, the Metro Board adopted guidelines governing reinvestment of approximately \$26.7 million in net toll revenue funds to projects with a direct mobility benefit to the ExpressLanes Corridors. The overall program is comprised of two elements: a set-aside component and a competitive grant. The set-aside is comprised of funds provided to continue the operation of transit services that address social equity and encourage increased transit ridership as well as a reserve fund. The competitive grant provides funding to implement multi-modal mobility options including freeway/roadway improvements, transit enhancements and active transportation and system connectivity.

As part of Round 2, staff estimates that \$42.5 to \$53.3 million will be available for allocation through June 30, 2017. This represents a 63 to 100 percent increase in available funding over Round 1. Staff is seeking approval of the guidelines to begin Round 2 of the net toll revenue allocation with funding from FY 16 and FY 17.

Proposed Reinvestment Guidelines for Round 2:

Maintain Core Principles consistent with Round 1:

- Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes corridors (1-10 and 1-110);
- Establish a reserve fund, consistent with the Board approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes and to enable potential system expansion;
- Direct annual allocation to fund the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak and Route 699, Gardena Lines 1X and 2, and Torrance Transit Line 4;
- Allocate net of set-asides on a competitive basis utilizing targets of 40% for other Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements to benefit the ExpressLanes and support sustainable transportation strategies; and,

- Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project/program.

Continuation of the Reserve Fund

Establishment of a Reserve fund is crucial to the continuing financial health of the ExpressLanes program. A reserve fund ensures that funding is retained to cover unanticipated costs to avoid placing a burden on general funds for operations as well as to meet future debt service obligations of the Metro ExpressLanes. This policy is consistent with the Board approved toll policy regarding the ExpressLanes' financial sustainability as well as policies of other toll facilities in the State where net toll revenues are generated.

As part of the Round 1 Net Toll Revenue program, the Metro Board approved a set aside of 3 to 5% of net toll revenues in the amount of \$801,695 toward establishing a reserve. While that level of reserve funding was adequate during the demonstration phase, given the fact that the I-10 and I-110 ExpressLanes were made permanent and have been in operation for approximately 2 ½ and 3 years respectively and based on analysis of potential needs, staff recommends an increase to \$3 million per year. This level of funding will ensure adequate funding for state of good repair, potential near term replacement of lane side and system components, as well as system expansion.

Continuation of Direct Allocation to Support Existing Metro ExpressLanes Transit Services

A continuation of the direct allocation is recommended to subsidize the incremental operating costs of the transit service deployed to support the Metro ExpressLanes. The incremental additional service was initially provided through the purchase of 59 clean fuel buses and operating subsidies funded by the CRD grant. The operation of these services within the ExpressLanes corridor has resulted in net benefit for low income commuters as well as an increase in bus ridership denoting a potential mode shift. The Silver Line has experienced consistent increase in ridership since the inception of the incremental additional services culminating in a cumulative 144% increase in ridership between FY 2012 and FY 2015. Concerns about the impact of ExpressLanes on low-income drivers decrease when toll revenues are used to enhance transit services along the same routes or corridors, thus providing more choices for low-income travelers (and others).

A direct allocation of up to \$6.25 million per year is recommended to provide an operating subsidy to support these incremental services for an additional 24 months.

Continuation of Competitive Application Categories

Three categories of projects are recommended that enhance the Metro ExpressLanes program and promote multi-modal and sustainable transportation strategies in support of the LTRP. Consistent with Round 1, a category for Transit Use is recommended because operation of high frequency

transit and feeder service as well as transit capital improvements have proven to be effective in creating mode shift and reducing congestion on the Metro ExpressLanes. A category for System Connectivity/Active Transportation is recommended to improve system connectivity between transit and the state highway. The category also demonstrates Metro's commitment to advance sustainable community strategies since Metro currently does not have a discretionary fund source eligible to fund operations activity for Active Transportation. A category for Roadway improvements is recommended to build upon prior investments in signal synchronization and ITS.

Continuation of the Requirement to Leverage Net Toll Revenues

Consistent with Metro's other discretionary grant programs, matching funds are recommended.

Proposed Guideline Changes from Round 1 based upon Lessons Learned:

- Establish a new set aside for direct allocation of funds to Caltrans for freeway improvements that benefit the ExpressLanes. In order to secure the funds, Caltrans must identify projects with a direct benefit to the ExpressLanes subject to approval by Metro. Additionally, 50% of the Caltrans set-aside will be distributed based on Caltrans' ability to meet project schedule milestones developed in collaboration with Metro. Staff discussed this policy with Caltrans representatives and secured their concurrence with the proposed changes.
- Execute agreements within 6 months of receipt of agreement from Metro or risk de-obligation of funds.
- Funds are subject to lapsing if the Grantee has not expended any funds within one year of executing their agreement.

Lessons Learned Detail: Direct Allocation to Caltrans

One of the objectives of the ExpressLanes program is to more effectively and proactively manage traffic to optimize the efficiency of the entire freeway corridor. As part of Round 1, Caltrans competed for funding within the Highway category. Based on recent discussions with Caltrans and in light of the fact that Caltrans is in a singular position to implement freeway improvements, for the purposes of Round 2 funding, staff is recommending an off-the-top set-aside equivalent to 20 percent of the competitive grant funding in the amount of up to \$2.4 million annually. This will enable Caltrans to implement mainline, on/off ramp and Intelligent Transportation Systems (ITS) improvements that benefit the ExpressLanes corridors' users. As a condition of and prior to receiving these funds, Caltrans must submit a project list identifying the benefits of the project to the ExpressLanes, project cost, milestones and schedule for approval by the Metro Board. Upon the Board's approval and execution of the necessary agreements, Caltrans will receive 50 percent of the funds. In order to ensure Caltrans is completing critical projects in a timely manner, the remaining 50 percent will be tied to Caltrans' ability to meet project milestones per their original schedule. Since Caltrans will be receiving this set aside, they will be precluded from participation in the competitive grant program.

Lessons Learned Detail: Timely Use of Funds

Based on best practices and in order to assure project readiness to implement improvements in a timely manner, staff recommends adoption of a timely use of funds provision whereby project sponsors must execute their funding agreements within six months of receipt of funding agreements

from Metro or risk losing the funds. Execution of the funding agreement is the first step in project implementation. As of this date, 14 of the 20 projects that received funding through the round 1 competitive grant have failed to execute their funding agreements. Staff is recommending that this policy also be applied to projects funded as part of Round 1 Net Toll Revenue grants. Round 1 projects will be subject to lapsing if they have not executed their agreements by April 22, 2016. Furthermore, in order to assure that funds are optimally utilized to implement ready to go project improvements, staff recommends that if no funds are expended on a project within one year of execution of the funding agreement, the project be considered for lapsing of funds. Any funds lapsed as part of Round 1 will be considered for allocation as part of Round 2 grant funds. If approved by the Board, the timely use of funds provision would also apply to the Caltrans direct allocation projects.

Funding Target Goals for Round 2

If the recommended guidelines are approved by the Metro Board as outlined above, the ROUND 2 expenditure plan could provide the following:

Draft Reinvestment Categories	Estimated Net Toll Revenues	Allocation Target Estimate (per Corridor)	
Period Ending June 2017	\$42,500,000 - \$53,300,000		
Set-Aside (Reserve Fund)	(\$6,000,000)		
Set-Aside (Direct Allocation -Transit Ops)	(\$12,500,000)	I-110	I-10
Set-Aside (Caltrans)	(\$4,000,000 - \$4,800,000)		
Subtotal Net Set-Asides	\$20,000,000 - \$24,000,000	\$12,400,000-	\$7,600,000-
		\$14,880,000	\$9,120,000
Allocation Target (40%- Transit Uses)*	\$8,000,000 - \$9,600,000	\$4,960,000-	\$3,040,000-
		\$5,950,000	\$3,650,000
Allocation Target (40%- System Connectivity)*	\$8,000,000 - \$9,600,000	\$4,960,000-	\$3,040,000-
		\$5,950,000	\$3,650,000
Allocation Target (20%- Roadway Improvements)*	\$4,000,000 - \$4,800,000	\$2,480,000-	\$1,520,000-
		\$2,980,000	\$1,820,000
Reserve funds approved in Round 1		\$875,000	

*Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements are identified as goals; however, the actual allocation of the funding will be based on the merits of the proposed projects and programs.

Outreach

As part of the Round 1 Net Toll Revenue program process, for the purposes of guidelines

development and project evaluation, staff consulted with the Metro ExpressLanes I-10 and I-110 Corridor Advisory Groups (CAGs). The CAGs are composed of participants with subregional and multi-modal expertise whose input has proven beneficial and crucial in developing and funding a program of priority projects.

Consistent with the Round 1 process, on October 1, 2015, staff convened a CAG meeting which included representatives from both corridors to present guideline changes and seek stakeholder input. As Attachment B illustrates, the summit was attended by a myriad of agencies representing public and non-profit interests in transit, highways, active transportation, health and housing. Participants concurred with the proposed guidelines changes.

Finally, staff informed Round 1 grant recipients of the recommended timely use of funds provision that would be considered by the Board as part of this item.

DETERMINATION OF SAFETY IMPACT

Approval of the Guidelines will have no impact on the safety of Metro patrons or staff.

FINANCIAL IMPACT

Approval of Round 2 Net Toll Revenue Allocation Guidelines has no financial impact.

Impact to Budget

No impact to the FY 16 Budget is anticipated as a result of approval of the guidelines.

ALTERNATIVES CONSIDERED

The Board may choose not to approve or defer approval of the Net Toll Revenue Guidelines. Staff does not recommend this option as the program as designed furthers the Board's objectives with regard to the LRTP, reinvestment within the corridor where funds are generated, congestion reduction and sustainability.

NEXT STEPS

Upon adoption of the guidelines, staff will proceed as follows:

- Develop a grant application package for Board approval: January 2016
- Release grant application package: February 2016
- Application due date: April 2016
- Evaluate applications/outreach: May 2016

- Seek Board Approval:

June 2016

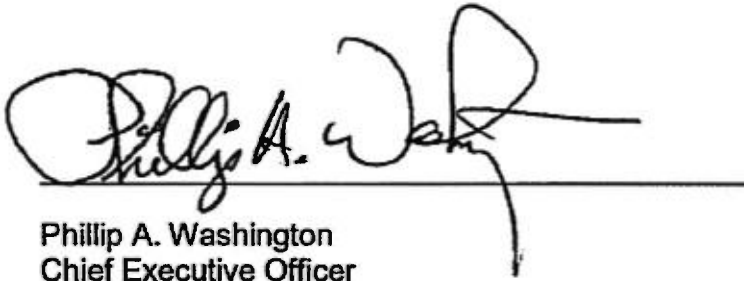
ATTACHMENTS

Attachment A - Metro ExpressLanes Round 2 Net Toll Revenue Allocation Guidelines

Attachment B - ExpressLanes 1-10 and I-110 CAG Summit Attendees

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Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Guidelines

The generation of net toll revenues from the **Metro ExpressLanes program** ~~Congestion Reduction Demonstration project~~ offers a unique opportunity to advance the Long Range Transit Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility and person throughput through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have consistently shown to result in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

The guideline principles are summarized as follows:

1. Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. Establish a reserve fund of ~~3-5%~~, consistent with the Board Approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes;
3. Direct allocation of revenue to support the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak, Foothill Route 699, Gardena Line 1, and Torrance Transit Line 4;
4. **Direct allocation of revenue to Caltrans for Intelligent Transportation Systems (ITS), deck rehabilitation, on/off ramp and mainline improvements that benefit the ExpressLanes Corridors. Caltrans will be precluded from seeking additional funding from the competitive grant. 50% of Caltrans's funding will be tied to the agency's ability to meet agreed-upon timelines.**
5. Net of set-asides identified in #2 & #3 & 4 above, establish allocation targets of 40% for Transit Uses, 40% for Active Transportation, and 20% for **Highway Roadway** Improvements to support sustainable transportation strategies; and
6. Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project or program.

Note: Guidelines would be amended by the Board to address changed circumstances such as the ability to bond against the toll revenues or any subsequent policy changes adopted by the Board.

Sustainability

The LRTP and the CSPP identify principles and priorities to be advanced through a broad range of activities across all modes. The principles/priorities include:

- **Connect People and Places**
 - Access – Better integrating land-use and transportation planning to reduce trip lengths and increase travel choices
 - Prosperity – Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness
 - Green Modes – Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil
- **Create Community Value**
 - Community Development – Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity
 - Urban Greening – Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife, and ecosystems
- **Conserve Resources**
 - Context Sensitivity – Build upon the unique strengths of Los Angeles County's communities through strategies that match local and regional context and support investment in existing communities
 - System Productivity – Increase the efficiency and ensure the long-term viability of the multimodal transportation system
 - Environmental Stewardship – Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling, and re-purposing

Eligible Uses

The LRTP and CSPP identify a number of key concepts which will help outline eligible uses to reduce congestion on the I-10 and I-110 corridors:

- **Green Modes**

Green modes include active transportation, rideshare, and transit. Given that all three of these modes operate along the I-10 and I-110 corridors, this key concept would make expanded use of the above modes consistent with the Plan.

Such projects include the addition of bicycle and pedestrian facilities, expanded park-n-ride facilities, expanded service span and/or increased levels of service.

- Bundling Strategies for Greatest Impact

The Metro ExpressLanes, as designed, seeks to increase mobility and person throughput through a series of integrated strategies (transportation demand management, transportation systems management, and multimodal capital investments) in specific corridors. This “bundling of strategies” as referred to in the CSPP has been consistently shown to result in more reliable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multimodalism would exemplify guidance from the CSPP. Projects that demonstrate the ability to further link or expand the use of existing facilities such as complete streets improvements and first mile/last mile improvements are recommended.

- Network Optimization

One of the primary objectives of the ExpressLanes project is to better utilize existing capacity within a corridor by using dynamic pricing. This approach of network optimization through the use of data represents the future of transportation policy and planning. To that end, the Policy also identified the concept of network optimization as a key component of sustainability. Projects falling under this concept include complete streets, signal prioritization, real-time ride share matching, and other smart technology improvements.

- Act Regionally and Locally

The I-10 and I-110 are two of the busiest corridors in Los Angeles County. Given the regional significance of these corridors, improvements to these facilities as well as additional services utilizing these corridors should emphasize the varying needs of the corridors as well as needs of adjacent communities. Projects which can improve the connection of the local communities to the regional network will be essential to improving the quality of life in those neighborhoods as well as maximizing the potential of the corridors. Projects falling under this concept include first mile/last mile improvements, expanded park-n-ride facilities, expanded service span and/or increased levels of service, and urban greening initiatives which reduce pollution and improve the quality of life for residents.

Based on the key concepts, three project categories are recommended for the allocation of net toll revenues (excluding set-asides):

1. Transit Uses (40% of funds)

- Increased levels of service and/or increased service span
- Fare subsidy programs
- Purchase of new bus and commuter rail vehicles
- Station enhancements and capacity improvements, including intelligent transportation system improvements

- Metro transit corridor projects serving ExpressLanes corridors

2. System Connectivity/Active Transportation (40% of Funds)

- First mile/last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First/Last Mile Strategic Plan including investments that might support 3rd party mobility solutions (car-share, bike-share)
- Complete streets projects which emphasize multi-modalism
- Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
- Pedestrian enhancements including on/off-ramp safety improvements, street crossings, and ADA-compliance improvements
- Infrastructure and programs to support the use of electric vehicles.
- Bus station improvements including enhanced bus shelters, real-time arrival information, and other related improvements
- El Monte Bus Maintenance facility
- Rideshare/Vanpool programs
- Park-n-Ride facility improvements including restrooms, lighting, and security.
- Landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or provides habitat to environmentally sensitive species is favorable.

3. Highway Roadway Improvements (20% of funds)

- Intelligent transportation system improvements to manage demand
- **Signal Synchronization programs**
- ~~Deck rehabilitation and maintenance above the required Caltrans maintenance for the facility~~
- On/off ramp improvements which reduce the incidents of bicycle and pedestrian collisions with vehicles
- ~~Expanded freeway service patrol~~
- Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLanes corridors

NOTE: Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Highway Improvements are identified as goals, however the actual allocation of the funding will be based on the merits of the proposed projects and programs.

Project Evaluation Criteria

Implementation of Regional and Local Sustainability Plans and Policies

- The extent to which the project, program, or enhanced transit service supports the recommendations and goals for each transportation mode as stated in the LACMTA's adopted Long Range Transportation Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Extent to which the project, program, or enhanced transit service conforms to local plans to support the implementation of sustainable projects, including transit-oriented development and bicycle and pedestrian master plans

Matching Funds/Leveraging Funds

- Extent to which project, program, or enhanced transit service uses ExpressLanes funds to leverage additional local, state, and/or federal funds

Innovative Transportation Technology

- Extent to which the project, program, or enhanced transit service facilitates the adoption of zero and near-zero emission vehicles
- The degree to which the project, program, or enhanced transit service supports improved transportation systems management strategies

Sustainable Transportation

- Extent to which the project, program, or enhanced transit service increases mobility options to support car-free and/or one-car living
- Extent to which project, program, or enhanced transit service enhances transit coverage, frequency, and reliability within the corridor
- The project, program, or enhanced transit service's connectivity with and ability to complement nearby transit projects
- The degree to which the project, program, or enhanced transit service provides access to regional trip generators, regional activity centers, fixed guideway, and Metrolink, and improves access between jurisdictional or community plan area boundaries
- Extent to which project, program, or enhanced transit service gives priority to transit and active transportation modes
- Extent to which the project, program, or enhanced transit service increases the mode share of transit services operating within the corridor
- The degree to which the project, program, or enhanced transit service provides additional resources for transportation demand management strategies to reduce solo driving
- The degree to which the project, program, or enhanced transit service promote the Metro ExpressLanes.

Cost Effectiveness

- The project, program, or enhanced transit service's cost effectiveness in relationship to the total project cost

- The applicant's demonstrated commitment to covering life-cycle operational and maintenance expenses

Recommended Standard Project Requirements

- Project, program, or enhanced transit service must operate along or within three miles of either the I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) or the I-10 Corridor (between the Alameda Street on the West and the El Monte Transit Center to the east) or provide regionally significant improvements for the 110 or 10 Corridor.
- Project, program, or enhanced transit service must provide direct operational benefits to the operation of the ExpressLanes and/or transit service within the corridors.
- Project, program, or enhanced transit must incorporate, to the extent possible, utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.
- Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, Caltrans, and Metro. Transportation-related public joint powers authorities must be sponsored by one of the above public agencies. All applicants must be in compliance with Maintenance of Effort requirements.
- **Timely Use of Funds provision: project sponsors must execute their funding agreement within six months of receipt of the agreement from Metro and begin expenditure of funds within one year of executing the agreement to avoid potential lapsing of the funds.**
- If applicant is seeking funding for transit operations or highway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor.
- Applicants must maintain their existing commitment of local, discretionary funds for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for Net Toll Revenue funds to be expended for streets and roads.
- Monies cannot be used to supplant, replace, or reduce the project sponsor's previously required match in Metro's Call for Projects.
- Applicants shall ensure that all Communication Materials contain the recognition of Metro's contribution to the project, program, or service. Sponsor shall ensure

that at a minimum, all Communication Materials include the phrase "This project/program/service was partially funded by Metro ExpressLanes."

ATTACHMENT B**ExpressLanes I-10 and I-110 Corridor Advisory Groups (CAGs) Summit****October 1, 2015 - Attendee List**

<u>Contact</u>	<u>Organization</u>
Ta-Lecia Arbor	City of Los Angeles Housing Department
Eric Bruins	Los Angeles County Bicycle Coalition
Ruben Cervantes	Foothill Transit
Le Chen	Caltrans
Devon Deming	Los Angeles World Airports
David Diaz	Go Day One
Steve Diels	AAMCOM Call Center
Bart Doyle	SGVEP
Hank Fung	Southern California Transit Advocates
LaShawn Gillespie	Foothill Transit
Veronica Hahni	LANI
Dawn Helou	Caltrans
Ihenacho Ifeanyi	Torrance Transit
Steve Lantz	SBCCOG
James Lee	Torrance Transit
Joseph Loh	Gardena Transit
Sherry Matthews	Los Angeles Trade Tech College
Jordan Miles	Gardena Transit
Sheik Moinuddin	Caltrans
Hilary Norton	FAST
Garland Seto	LADOT
Matt Stauffer	Office of Assemblywoman Autumn R. Burke
Kim Sterling	Mount St. Mary's College
Kim Turner	Torrance Transit
Pat Williams	Mount St. Mary's College
Shahrzad Amiri	LACMTA
Bronwen Keiner	LACMTA
Silva Mardrussian	LACMTA
Kathleen McCune	LACMTA
Patricia Soto	LACMTA
Philbert Wong	LACMTA



File #:2015-1733, File Type:Program

Agenda Number:24.

**AD HOC CONGESTION REDUCTION COMMITTEE
JANUARY 20, 2016**

SUBJECT: METRO EXPRESSLANES ROUND 2 NET TOLL REVENUE GRANT APPLICATION PACKAGE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the **Metro ExpressLanes Round 2 Net Toll Revenue Grant Applications** (Attachments B and C).

ISSUE

State law requires the net toll revenues generated from the Metro ExpressLanes be invested in the corridor from which they were derived, pursuant to an approved expenditure plan. In October 2015 the Board approved the guidelines (Attachment D) for allocation of net toll revenue. As part of this allocation, funding was approved for a grant program which includes three (3) transportation funding categories - Transit Uses; System Connectivity/Active Transportation; and Roadway Improvements. The application package requires Board approval prior to solicitation of grant proposals from local agencies.

DISCUSSION

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (Metro) goals for a more sustainable multi-modal countywide transportation system. To further advance these goals, staff initiated and the board approved Round 1 of the Net Toll Revenue Reinvestment Program in 2014.

The Round 2 scoring criteria furthers this objective in the following manner:

Transit Uses and Roadway Improvements - In the Innovative Transportation Technology, Practices, and Strategies criterion, five (5) out of the 15 points will be given to those applicants that partner with a non-profit agency.

System Connectivity/Active Transportation - For applications in this category, staff has identified 10 out of 100 points for partnership with Non-Profit agencies.

Eligible Projects/Programs

To be eligible for funds, the project, program, or enhanced transit service must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south). A project/program beyond the 3-mile radius will also be eligible if it can be determined that it is regionally significant and demonstrates direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects/programs that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, Metro Countywide Sustainability Policy and Implementation Plan, or other relevant sub-regional plan.

New Program Requirements

- Two versions of the application will be available. The first version will be for Transit Use and Roadway Improvements, the other for System Connectivity/Active Transportation. Project sponsors should submit an application in which the project would score the highest possible points under the evaluation criteria.
- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Encouraging, wherever possible, for eligible applicants to partner with a non-profit organization to deliver projects/programs.
- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.

funding approval.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards.

FINANCIAL IMPACT

The funding for approved projects will be derived from net toll revenues generated. The costs for the grant program are already included in the FY16 budget in Cost Center 2220, Congestion Reduction, in Project 307002 (ExpressLanes I-10) and Project 307001 (ExpressLanes I-110).

ALTERNATIVES CONSIDERED

The Board may decline to approve the recommended actions. This is not recommended as State legislation requires that the net toll revenues be reinvested in the corridor where generated.

NEXT STEPS

Staff will distribute the application package and return to the Board with recommended projects based on the following schedule:

Board Approval of Application Package	January 28, 2016
Distribution of Application Package	February 12, 2016
Applicant Workshop	March 3, 2016 & March 8, 2016
Deadline for Grant Submissions	May 16, 2016
Presentation of Projects to CAGs	June 2016
Recommendation of Expenditure Plan Projects to Metro Board for Approval	July 2016
Allocation of Funds to Grantees	December 2016

ATTACHMENTS

- Attachment A - Project Eligibility Guidelines
- Attachment B - Project Application - Transit Uses and Roadway Improvements
- Attachment C - Project Application - System Connectivity/Active Transportation
- Attachment D - Adopted Guidelines for Net Toll Revenue Allocation

**Round 2 - Congestion Reduction
ExpressLanes Net Toll Revenue Re-Investment Grant
Project Eligibility Guidelines**

I. Overview

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have been resulted in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

II. Eligible Applicants

Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, and the Los Angeles County Metropolitan Transportation Authority. Transportation-related public joint powers authorities and non-profit agencies must partner with a public agency serving as lead to be eligible.

III. Eligible Projects

To be eligible for funds, the project/program must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) (see attached maps). A project/program beyond the 3-mile radius will also be eligible if it can be determined that it is regionally significant and provides a direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, the Metro Countywide Sustainability Planning Policy and Implementation Plan, or other relevant sub-regional plan.

Projects and programs are recommended for three categories to promote the LRTP and sustainable transportation strategies as an integral enhancement to the Metro ExpressLanes. A category for Transit Use is recommended because operation of high frequency transit and feeder service as well as transit capital improvements have

c) Roadway Improvements

- Intelligent transportation system improvements to manage demand
- On/off ramp improvements connecting to city streets which reduce the incidents of bicycle and pedestrian collisions with vehicles
- Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/or which provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLane corridors

To the extent possible, applicants must utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.

If applicant is seeking funding for transit operations or roadway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor. Funding cannot be used to supplant existing service.

Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.

IV. Project Selection Process

Projects will be evaluated based on the following criteria:

Transit Uses and Roadway Improvements:
A. Mobility Benefits (up to 25 points)
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)* * 5 points will be given to those applicants that partner with a non-profit agency.
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 15 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)
F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)

System Connectivity/Active Transportation:
A. Mobility Benefits (up to 20 points)
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 10 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)

- PSR/PDS and PSRE – For projects that include a construction element, an approved Project Study Report/Project development Support (PSR/PDS) or Project Study Report Equivalent (PSRE) is **not required**.
- Project Funding Request Caps – there are no project funding request caps for any of the 3 categories.
- All project funding provided will be local funds. There are no federal or state dollars available through this program.
- All approved projects will adhere to Metro’s Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.
- Quarterly Progress /Expenditure Reports – All applicants that receive funding will be required to submit to Metro a Quarterly Progress/Expenditure Report based on this schedule:

Quarter Ending	Quarterly progress/Expenditure Report Due to Metro
March 31 st	May 31 st
June 30 th	August 31 st
September 30 th	November 30 th
December 31 st	February 28 th

- Audits – All grant program funding is subject to Metro audit. The findings of the audit are final.

IX. Schedule (dates are estimated and may change)

Board Approval of Application Package	January 28, 2016
Distribution of Application Package	February 12, 2016
Applicant Workshop	March 1, 2016 & March 3, 2016
Deadline for Grant Submissions	May 16, 2016
Presentation of Projects to CAGs	June 2016
Recommendation of Projects to Metro Board for Approval	July 2016
Allocation of Funds to Grantees	December 2016

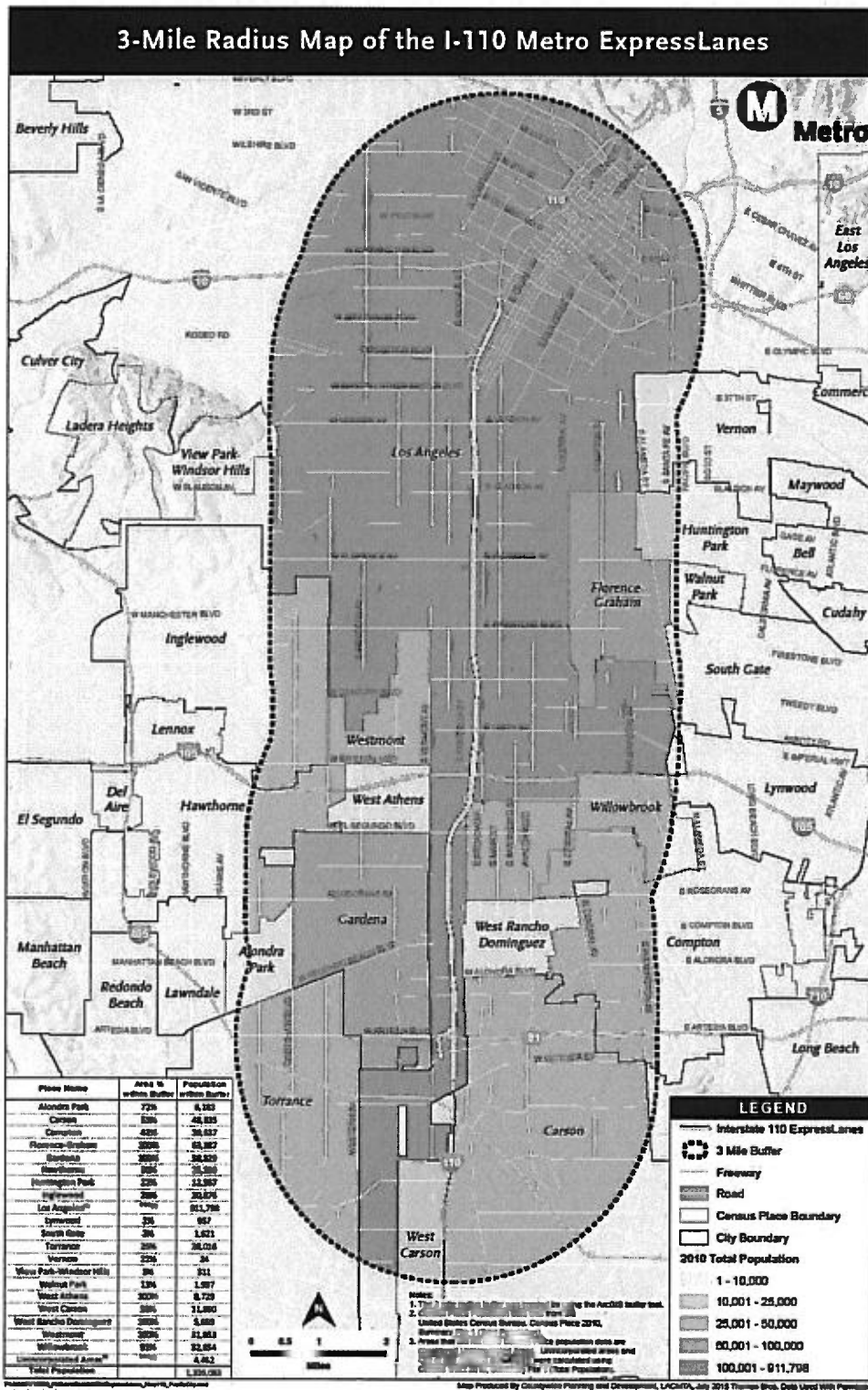
If Grantee does not complete an element of the Project, as described in the Statement of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at Metro's sole discretion.

In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

XI. New Program Requirements:

- Two versions of the application will be available. The first version for Transit Use and Roadway Improvements, the second version for System Connectivity/Active Transportation. Project sponsors should submit an application in which the project would score the highest possible points under the evaluation criteria.
- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment of the region's non-profit agencies provide a foundation for increased public engagement, positive behavior change, and community commitment, therefore we are recommending, wherever possible, for eligible applicants to partner with a non-profit organization to deliver projects/programs. The Non-Profit agency should be a 501 (c)(3) non-profit entity. Proof of IRS Determination letter must be provided.
- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.

Attachment B: 3-mile Radius Map I-110



ATTACHMENT B

MTA Use Only: Project #: _____ Category: _____
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**Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Grant Program:
Transit Uses & Roadway Improvements**

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit two (2) copies of each application (Parts 1 & 2) along with the required documentation. Include one (1) CD-R, DVD or USB drive to MTA to the following address:

**LACMTA
Attn: Silva Mardrussian
One Gateway Plaza
Mail Stop 99-9-2
Los Angeles, CA 90012**

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

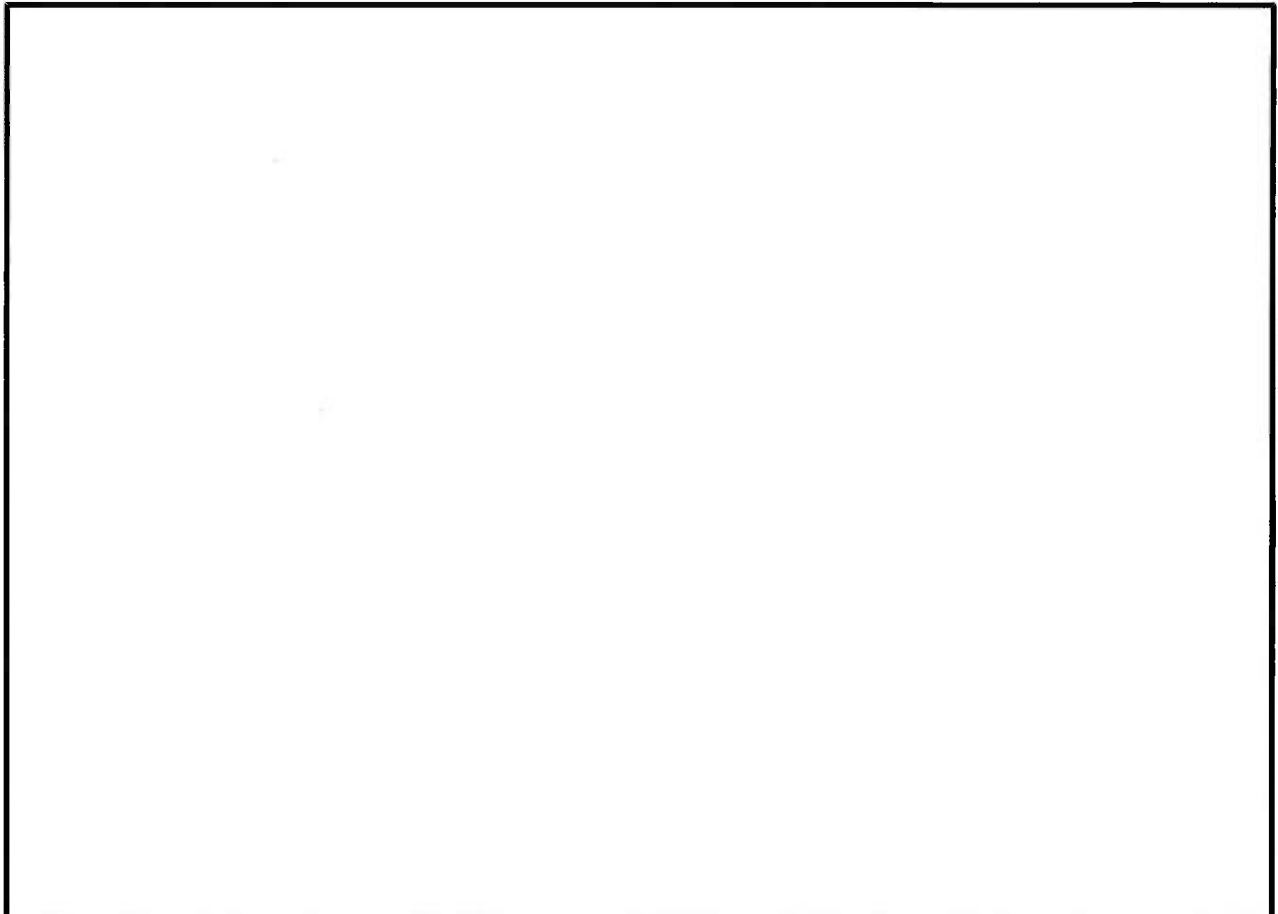
Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

PART A

1- PROJECT LOCATION / PROJECT LIMITS:



2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)



3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
---------------------------	--

* Specify Source of Local Cash Match _____

4- COMMUNITY SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points) *

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.

*** 5 points will be given to those applicants that partner with a non-profit agency**



4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

*** Please attach an itemized cost estimate for all expenses based on an engineer’s estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.**

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
36 – 40%	8 points
31 – 35%	7 points
26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

ATTACHMENT C

MTA Use Only: Project #: _____ Category: _____
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**Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Grant Program:
System Connectivity/Active Transportation**

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit two (2) copies of each application (Parts 1 & 2) along with the required documentation. Include one (1) CD-R, DVD or USB drive to MTA to the following address:

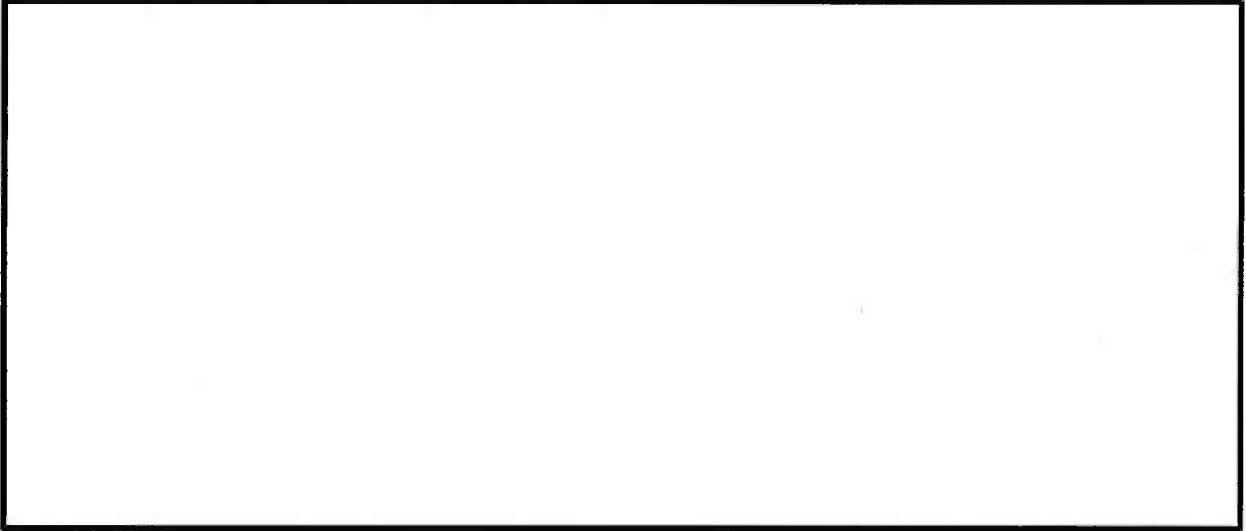
**LACMTA
Attn: Silva Mardrussian
One Gateway Plaza
Mail Stop 99-9-2
Los Angeles, CA 90012**

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

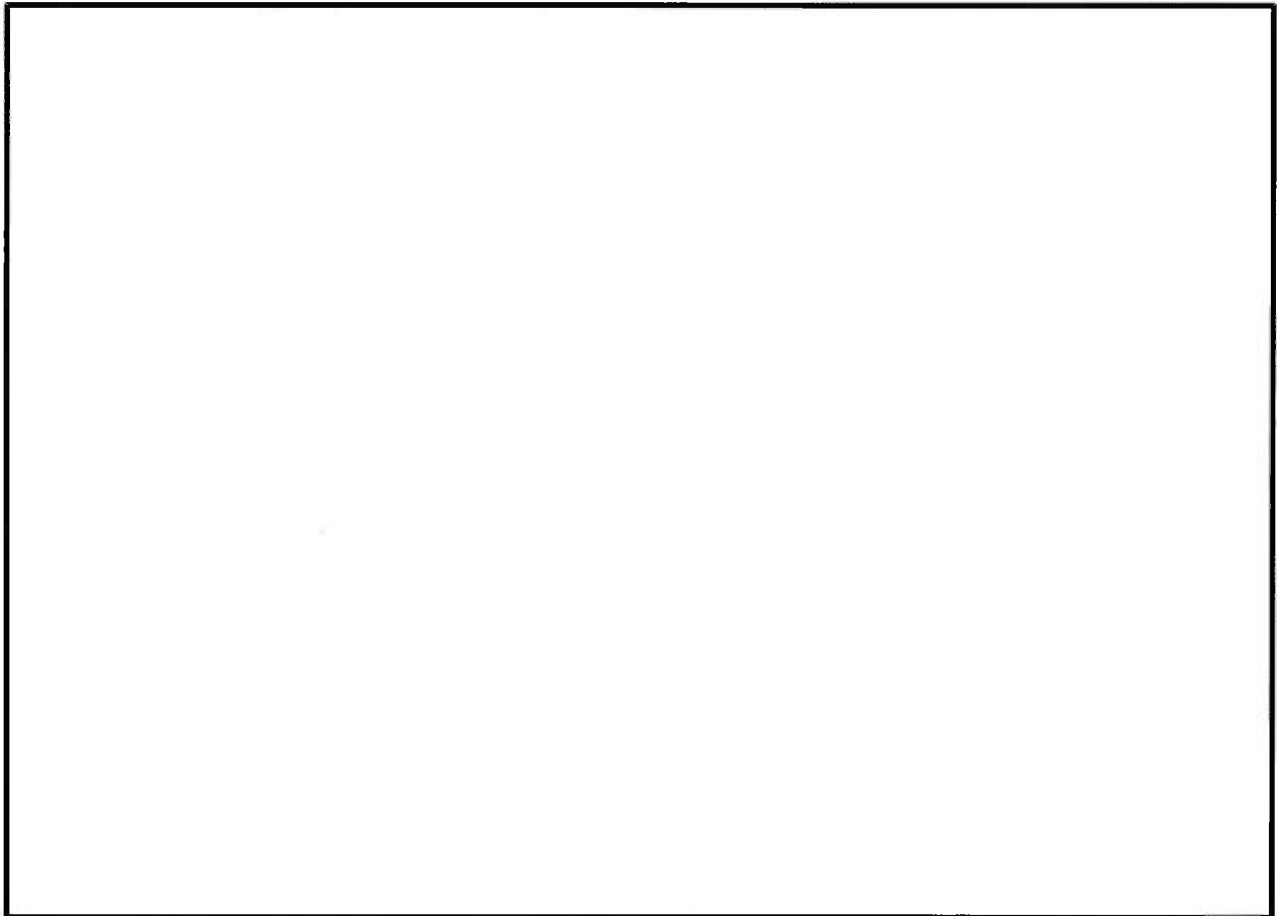
Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

PART A

1- PROJECT LOCATION / PROJECT LIMITS:



2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)



3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
---------------------------	--

* Specify Source of Local Cash Match _____

4- COMMUNITY SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

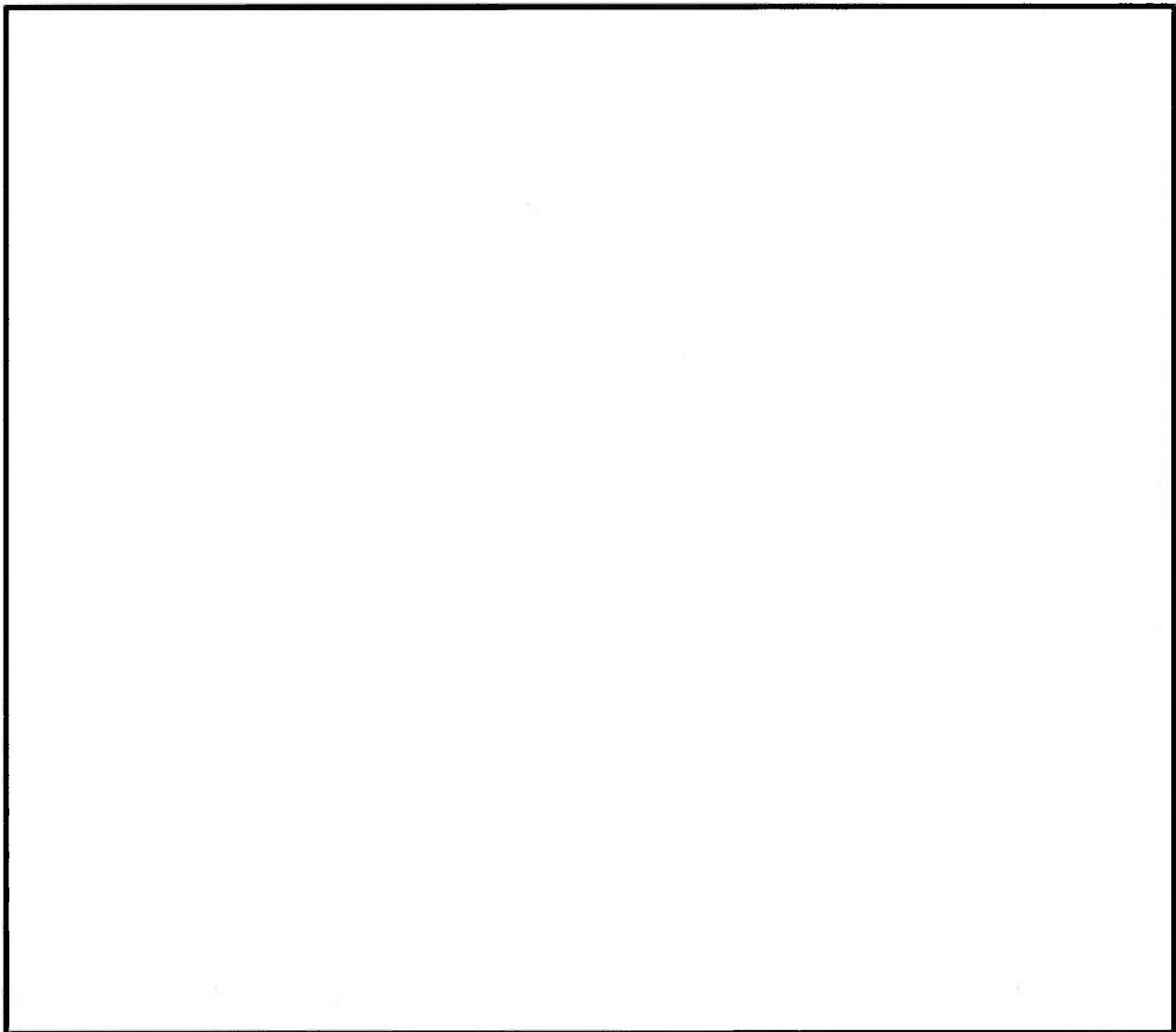
Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points)

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.



4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

*** Please attach an itemized cost estimate for all expenses based on an engineer’s estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.**

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
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26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

8 NON-PROFIT AGENCY PARTNERSHIP (Up to 10 points)

Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment Non-profits provide is a basis to maximizing public engagement, positive behavior change, and community commitment.

Partnering with a 501 (c)(3) non-profit entity	Yes <input type="checkbox"/>	No <input type="checkbox"/>	10 points
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- **Please provide the Non-Profit's Name and IRS determination letter.**

Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Guidelines

The generation of net toll revenues from the **Metro ExpressLanes program** offers a unique opportunity to advance the Long Range Transit Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility and person throughput through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have consistently shown to result in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

The guideline principles are summarized as follows:

1. Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. Establish a reserve fund consistent with the Board Approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes;
3. Direct allocation of revenue to support the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak, Foothill Route 699, Gardena Line 1, and Torrance Transit Line 4;
4. **Direct allocation of revenue to Caltrans for Intelligent Transportation Systems (ITS), deck rehabilitation, on/off ramp and mainline improvements that benefit the ExpressLanes Corridors. Caltrans will be precluded from seeking additional funding from the competitive grant. 50% of Caltrans's funding will be tied to the agency's ability to meet agreed-upon timelines.**
5. Net of set-asides identified in #2, #3 & 4 above, establish allocation targets of 40% for Transit Uses, 40% for Active Transportation, and 20% for **Roadway Improvements** to support sustainable transportation strategies; and
6. Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project or program.

Such projects include the addition of bicycle and pedestrian facilities, expanded park-n-ride facilities, expanded service span and/or increased levels of service.

- Bundling Strategies for Greatest Impact

The Metro ExpressLanes, as designed, seeks to increase mobility and person throughput through a series of integrated strategies (transportation demand management, transportation systems management, and multimodal capital investments) in specific corridors. This “bundling of strategies” as referred to in the CSPP has been consistently shown to result in more reliable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would exemplify guidance from the CSPP. Projects that demonstrate the ability to further link or expand the use of existing facilities such as complete streets improvements and first mile/last mile improvements are recommended.

- Network Optimization

One of the primary objectives of the ExpressLanes project is to better utilize existing capacity within a corridor by using dynamic pricing. This approach of network optimization through the use of data represents the future of transportation policy and planning. To that end, the Policy also identified the concept of network optimization as a key component of sustainability. Projects falling under this concept include complete streets, signal prioritization, real-time ride share matching, and other smart technology improvements.

- Act Regionally and Locally

The I-10 and I-110 are two of the busiest corridors in Los Angeles County. Given the regional significance of these corridors, improvements to these facilities as well as additional services utilizing these corridors should emphasize the varying needs of the corridors as well as needs of adjacent communities. Projects which can improve the connection of the local communities to the regional network will be essential to improving the quality of life in those neighborhoods as well as maximizing the potential of the corridors. Projects falling under this concept include first mile/last mile improvements, expanded park-n-ride facilities, expanded service span and/or increased levels of service, and urban greening initiatives which reduce pollution and improve the quality of life for residents.

Based on the key concepts, three project categories are recommended for the allocation of net toll revenues (excluding set-asides):

1. Transit Uses (40% of funds)

- Increased levels of service and/or increased service span
- Fare subsidy programs
- Purchase of new bus and commuter rail vehicles

Project Evaluation Criteria

Implementation of Regional and Local Sustainability Plans and Policies

- The extent to which the project, program, or enhanced transit service supports the recommendations and goals for each transportation mode as stated in the LACMTA's adopted Long Range Transportation Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Extent to which the project, program, or enhanced transit service conforms to local plans to support the implementation of sustainable projects, including transit-oriented development and bicycle and pedestrian master plans

Matching Funds/Leveraging Funds

- Extent to which project, program, or enhanced transit service uses ExpressLanes funds to leverage additional local, state, and/or federal funds

Innovative Transportation Technology

- Extent to which the project, program, or enhanced transit service facilitates the adoption of zero and near-zero emission vehicles
- The degree to which the project, program, or enhanced transit service supports improved transportation systems management strategies

Sustainable Transportation

- Extent to which the project, program, or enhanced transit service increases mobility options to support car-free and/or one-car living
- Extent to which project, program, or enhanced transit service enhances transit coverage, frequency, and reliability within the corridor
- The project, program, or enhanced transit service's connectivity with and ability to complement nearby transit projects
- The degree to which the project, program, or enhanced transit service provides access to regional trip generators, regional activity centers, fixed guideway, and Metrolink, and improves access between jurisdictional or community plan area boundaries
- Extent to which project, program, or enhanced transit service gives priority to transit and active transportation modes
- Extent to which the project, program, or enhanced transit service increases the mode share of transit services operating within the corridor
- The degree to which the project, program, or enhanced transit service provides additional resources for transportation demand management strategies to reduce solo driving
- The degree to which the project, program, or enhanced transit service promote the Metro ExpressLanes.

Cost Effectiveness

- Applicants shall ensure that all Communication Materials contain the recognition of Metro's contribution to the project, program, or service. Sponsor shall ensure that at a minimum, all Communication Materials include the phrase "This project/program/service was partially funded by Metro ExpressLanes."

ATTACHMENT E

ExpressLanes I-10 and I-110 Corridor Advisory Groups (CAGs) Summit

December 14, 2015 - Attendee List

<u>Contact</u>	<u>Organization</u>
Jackie Bacharach	SBCCOG
Devon Deming	Los Angeles World Airports
David Diaz	Go Day One
Steve Diels	AAMCOM Call Center
KeAndra Dodds	Office of Supervisor Hilda L. Solis
Bart Doyle	SGVEP
Hank Fung	Southern California Transit Advocates
LaShawn Gillespie	Foothill Transit
Veronica Hahni	LANI
Ifeanyi Ihenacho	Torrance Transit
Naomi Iwasaki	Community Health Councils
Steve Lantz	SBCCOG
James Lee	Torrance Transit
Henry Lo	Office of Assembly member Ed Chau
Jessica Meaney	Investing in Place
Jessica Medina	Council District 8
Jordan Miles	Gardena Transit
Hilary Norton	FAST
Bryce Rosauo	Council District 9
Fernando Rodriguez	City of South Gate
Adam Sapin	Regenerative Design Studios
Kim Turner	Torrance Transit
Paul Van Dyk	City of Long Beach
Roger Yoh	Caltrans
Shahrzad Amiri	LACMTA
Bronwen Keiner	LACMTA
Silva Mardrussian	LACMTA
Kathleen McCune	LACMTA
Cassie Rojas	LACMTA
Philbert Wong	LACMTA