

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Metro

Agenda - Final

Wednesday, January 20, 2016

3:30 PM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Ad-Hoc Congestion Reduction Committee

John Fasana, Chair

Jacquelyn Dupont-Walker, Vice Chair

Mike Bonin

Mark Ridley-Thomas

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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CALL TO ORDER

ROLL CALL

23. ADOPT the **ExpressLanes Toll Policy** as shown in Attachment A. [2015-1735](#)

Attachments: [Attachment A - ExpressLanes Toll Policy](#)

24. APPROVE the **Metro ExpressLanes Round 2 Net Toll Revenue Grant Applications** (Attachments B and C). [2015-1733](#)

Attachments: [Attachment A - Project Eligibility Guidelines.pdf](#)
[Attachment B- Transit Uses & Roadway Improvements Application.pdf](#)
[Attachment C - System Connectivity-Active Transportation Application.pdf](#)
[Attachment D - Adopted Guidelines for Net Toll Revenue Allocation.pdf](#)
[Attachment E - CAGs meeting attendee list.pdf](#)

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2015-1735, File Type: Policy

Agenda Number: 23.

..Meeting_Body

REVISED
AD HOC CONGESTION REDUCTION COMMITTEE
JANUARY 20, 2016

SUBJECT: METRO EXPRESSLANES TOLL POLICY**ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**ADOPT the **ExpressLanes Toll Policy** as shown in Attachment A.**ISSUE**

One of the primary goals of the ExpressLanes program is to provide a safe, reliable, predictable commute for customers of the ExpressLanes. In 2015, during the morning peak period, the northbound I-110 and westbound I-10 ExpressLanes have seen increasing congestion jeopardizing our ability to meet this goal. The ExpressLanes have regularly gone into "HOV Only" mode, whereby they are shut down to toll paying customers, with only those qualifying non-toll paying HOV commuters allowed into the system. The situation is further exacerbated by the fact that zero/low emission vehicles are allowed to remain in the ExpressLanes during "HOV Only" periods contributing to additional congestion.

The "HOV Only" operating mode signals that the ExpressLanes are becoming too congested and conditions are deteriorating below established performance requirements. Demand has exceeded capacity and the current toll maximums do not motivate enough toll paying customers from entering the ExpressLanes. The ExpressLanes operate in the "HOV Only" mode until traffic densities (traffic volume/average travel speed) improve and capacity can be restored. Once capacity is restored, toll paying customers are allowed back into the ExpressLanes.

The policy framework in Attachment A updates policies to operate, maintain and administer the ExpressLanes to ensure program goals are met. The policies of particular importance to attaining the program goals are: Performance Requirements; and Toll Rate Setting.

DISCUSSION**Performance Requirements**

Section 166 of Title 23 Code of Federal Regulations, requires that the ExpressLanes operate at 45 miles per hour (or traffic density of 48), 90 percent of the time during peak periods. To ensure compliance with this requirement, staff has outlined mitigation strategies to be deployed should conditions degrade. Allowing increases in toll prices as described below is one strategy. Another strategy that could be implemented in conjunction with pricing, and with concurrence from Caltrans, would be to extend the peak period if conditions outlined in the policy are met. For example congestion is highest on the I-110 during the morning peak period, a change in the peak period to allow peak pricing could be beneficial to smoothing out the demand and extending it over a longer period of time.

Ultimately there is a finite amount of capacity available. Therefore, it is important for staff to have the tools available to manage this capacity to ensure the ExpressLanes are meeting their operational and program goals.

Toll Rate Setting

In July 2009 the Board adopted toll rates for the I-10 and I-110 ExpressLanes. The current minimum toll per mile during off-peak and peak periods is \$0.25 and \$0.35 respectively with the maximum toll per mile set at \$1.40. Approval of this action will allow an increase in the maximum by \$0.10 increments when warranted while reducing the minimum toll to \$0.10 per mile during off-peak hours.

At the time the toll rates were adopted the traffic and tolling models projected, that the probability of people being willing to pay \$1.40 per mile was approximately 1% and that the toll rate would help to balance supply and demand, as both of these corridors are high demand corridors for vanpools, transit and carpools. What we have found over the past year is that the current maximum price of \$1.40 per mile does not appear to be enough of a disincentive for toll paying customers to choose not to enter the ExpressLanes. This impacts the performance of the lanes by increasing congestion and slowing speeds to the point where the lanes revert to "HOV Only" mode and thus, toll paying customers are not allowed to enter the lanes until the speeds pick up and performance improves.

In 2015, the ExpressLanes have been in "HOV Only" mode for 13,038 minutes (217.3 hours) with 11,584 of those minutes on the I-110 and 1,454 minutes on the I-10 which reflects over 10 percent of the AM peak period. The majority of these occurrences are at toll segments 3 (108th Street to Gage Avenue) and 4 (Slauson Avenue to 39th Street) on the northbound I-110, and at segment 4 (I-710 and Garvey Avenue and exits for the I-10 general purpose lanes) on the westbound I-10. The 13,038 total "HOV Only" minutes reflects a 154% increase from 2014.

In addition, traffic volumes on the I-110 and I-10 ExpressLanes continue to grow. Since 2013 there has been an average annual trip growth of 22% on the ExpressLanes with an 18% increase on I-110 and a 25% increase on I-10. In 2015, customers on the I-110 paid an average toll of \$2.55 per trip while those on the I-10 paid \$2.75. The percentage of trips on the I-110 that are charged the maximum fare of \$15.75 is 0.16% of all trips taken, and on the I-10 those who paid the maximum fare of \$15.55 constitutes 0.15% of all trips.

Given the increase in traffic volumes and "HOV Only" minutes, the current maximum price of \$1.40 per mile does not appear to be enough of a disincentive for toll paying customers to choose not to enter the ExpressLanes. Because of the increase in volumes and the "HOV Only" minutes staff is

recommending a methodology as outlined in Attachment A, for an automatic increase of \$0.10 increment to the maximum rate per mile as traffic densities increase per segment on the ExpressLanes to ensure continued reliability of the system and to minimize “HOV Only” occurrences. The incremental increase to the maximum toll rate per segment would only impact those segments that consistently exceed the density threshold and go into “HOV Only” mode. Based on the quarterly review that is part of the rate setting methodology, and the 30-day notification to customers, the maximum toll rate per segment would increase no more than \$0.30 in a calendar year.

The rate setting methodology is a tool that will allow staff to better manage congestion in the ExpressLanes and improve the customer experience by reducing the “HOV Only” minutes. This automatic rate increase is an industry best practice that other experienced tolling agencies such as OCTA (91 ExpressLanes) and SANDAG (I-15 ExpressLanes) utilize to increase their toll pricing when certain conditions are met.

If the Board were to adopt this rate setting policy staff would notify customers 30 days in advance of any price change through the ExpressLanes website, send correspondence via email or mail depending upon customer preferences, and would provide notifications in various print and electronic media outlets. Staff would also add a historic rate table on the ExpressLanes website and provide monthly updates to provide customers with historic time of day pricing for their reference.

Finally, for congestion pricing to be effective, the price needs to be at a rate that is great enough during high congestion times to be a disincentive to entering as a toll-paying customer and an incentive for people to change behavior - travel later/earlier, rideshare or take transit. Based upon staff’s experience to date, the evidence suggests that the current maximum rate is no longer high enough to curb demand in the morning peak period. Given the dynamic nature of the algorithm, pricing will remain the same unless demand requires the additional \$0.10 increase.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

This policy would have no impact to the adopted FY16 budget. If this action leads to an increase in revenue, the revenues will be subject to Board adopted guidelines.

ALTERNATIVES CONSIDERED

The request to convert from a constrained toll rate to a market based toll rate comes after staff has exhausted all other measures to reduce the congestion and the recurrence of “HOV Only” in the ExpressLanes. During 2015 staff employed a number of measures to reduce the congestion and the “HOV Only” minutes to improve system performance including toll pricing algorithm adjustments to ensure all toll segments were working together as a system and more predictive of traffic volumes in previous segments; removing the price caps that were placed on each freeway during the peak hours to allow the algorithm to price based on actual congestion; providing more CHP enforcement officers during peak hours; and revising the business rules to reduce the number of violators.

The Board could choose not to approve the market based policy and the \$0.10 incremental increase in the maximum toll rates but that is not recommended as ExpressLanes congestion is increasing thereby limiting our ability to meet system operational goals. This policy provides the requested guidance to enable staff to make adjustments as needed to improve the performance of the ExpressLanes consistent with prior Board directives.

NEXT STEPS

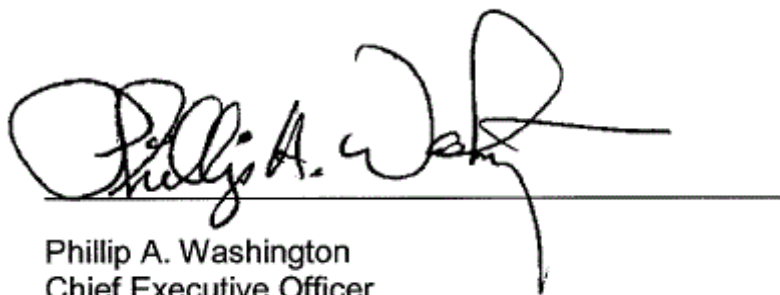
Upon Board approval, staff will take the necessary steps to notify customers of the change and implement the new policies. Staff will periodically update or modify the policies for Board consideration to assure optimal operations of the ExpressLanes and will provide an annual update to the Board regarding any price changes.

ATTACHMENTS

Attachment A - ExpressLanes Toll Policy

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Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority ExpressLanes Toll Policy

Purpose

The policy framework detailed herein establishes policies to operate, maintain, and administer the ExpressLanes to ensure program goals are met. The policies will be used to operate the current Metro ExpressLanes program and any future ExpressLanes facilities in compliance with the program goals and Board direction. This policy framework will be expanded or modified as the ExpressLanes system grows and technology changes.

Program Goals

The following goals are established for the ExpressLanes program. The specific policies that follow derive their authority from these goals, and any future policy decisions should be measured against these goals to ensure compliance with the goals.

- Provide a safe, reliable, predictable commute for customers of the ExpressLanes
- Reinforce LACMTA's ongoing efforts to increase vehicle occupancy rates and transit ridership
- Use dynamic pricing to manage traffic and optimize -people throughput in the corridor
- Provide excellent customer service
- Operate and maintain a self-sustaining ExpressLanes program
- Utilize any surplus toll revenue for corridor improvements and system expansion

Chapter 1: OPERATIONS

Performance Requirements 100.005

In accordance with Section 166 of Title 23, Code of Federal Regulations, the ExpressLanes performance will be monitored to ensure a minimum average operating speed of 45 miles per hour, 90 percent of the time during weekday peak periods.

Mitigation strategies to be deployed, should performance degrade, are as follows:

- (a) Increase the maximum toll charged to vehicles to reduce demand as described in 100.005, up to four times, then implement strategy (b), or (c), as appropriate;
- (b) Extend the peak period hours, as described in 200.015, then implement strategy (a) or (c), as appropriate;
- (c) Discontinue non-HOV vehicle use of ExpressLanes, and implement strategy (a) as appropriate.

Peak period performance will be monitored against ExpressLanes performance requirements. Staff will adjust the peak period to maintain performance standards.

For tolling operations, after four occurrences, within a quarter, of meeting the HOV threshold in a non-peak hour, staff may increase the duration of the peak-period to include the hour. For example, if HOV

Only has occurred four times during the 9:00 am and 10:00 am hour within the past 3 months then the peak period would now be extended to 10:00 AM from 9:00 AM

HOV threshold is defined as:

- (a) System in HOV Only mode;
- (b) Lasting more than 35 minutes; and
- (c) Excludes incidents.

Chapter 2: Toll Rates, Exemptions and Discounts

Toll Rate Setting 200.005

When the ExpressLanes are in operation, the toll rate schedule will be a minimum of \$0.10 per mile during off-peak hours and \$0.35 per mile during peak hours, as defined in policy 200.015. Toll rates will vary based on, traffic density (traffic volumes/travel speeds) and will automatically adjust using a dynamic pricing system. The trip price is determined by multiplying the miles travelled by the rate per mile in each tolling segment at the time of the trip. Staff will monitor toll rates against ExpressLanes performance and adjust the maximum rate per mile to maintain performance standards and ensure the following ExpressLane toll rate goals are met:

- Provide a safe, reliable, predictable commute for customers of the ExpressLanes
- Optimize people throughput in the corridor.

After four occurrences, within a quarter, of meeting the density threshold, staff may increase the maximum price per mile per segment by \$0.10.

Density threshold is defined as:

- Density exceeding 48 (calculated as traffic volume/average travel speed);
- Lasting more than 35 minutes; and
- Excludes incidents.

Toll Exemptions 200.010

Except as provided herein, all vehicles using the ExpressLanes must pay the required toll. Only qualified vehicles may be exempt from paying tolls. The registered owner and operator of the qualified vehicle must comply with the requirements of the agency in order to obtain the exemption. The following vehicles qualify for exemption:

- (a) Mass transit and paratransit as defined in Vehicle Code Section 21655.5;
- (b) Carpools and vanpools, as established for each tolled facility;
- (c) Motorcycles;
- (d) California Highway Patrol;
- (e) Authorized marked emergency vehicles on bona fide emergencies as defined in Vehicle Code Section 23301.5;
- (f) Maintenance vehicles directly involved in maintenance on the ExpressLanes and adjoining bus stations or responding to bus related incidents; and

- (g) Tow trucks authorized by Freeway Service Patrol responding to incidents on the ExpressLanes.

Toll Discounts 200.015

The following classes of vehicles may qualify for a toll discount. The registered owner of the qualified vehicle must comply with the following requirements to obtain the discount:

- (a) Clean Air Vehicles (see transponder requirement under Section 200.020); and
- (b) HOV 2 discount during peak hours, where applicable and indicated by roadway signage.

Staff will implement the toll discounts at a time in the future when operationally feasible.



Board Report

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.

In October 2015, the Board approved the Round 2 guidelines delineating the method by which Metro will disburse the net toll revenues based on six reinvestment principles. Three of the re-investment principles are direct set-asides (Reserve Fund, Transit Operations, and Caltrans set-aside), which are not part of the Grant Program.

Net of the set-asides, the Grant Program allocates surplus revenues among three funding categories: 1) Transit Uses, 2) System Connectivity/Active Transportation, and 3) Roadway Improvements, which are the subject of the Grant Application Package.

The objective of the Grant Program is to increase mobility through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) on the I-10 and I-110 corridors. These combined strategies often result in more reliable and stable outcomes and provide a greater magnitude of positive change than a single strategy scenario. As part of the 2014 Round 1 Grant program, staff received 35 applications totaling \$123,405,007 in funding requests of which 22 projects totaling \$20,729,452 were funded.

Round 2 of the Grant program is slated to distribute between \$20 and \$24 million in funding to the three identified funding categories. Consistent with the Round 1 process, on December 14, 2015, staff convened a Corridor Advisory Group (CAG) Summit which included representatives from both the I-10 and I-110 corridors to present eligibility guidelines, new application requirements, and seek stakeholder input. As Attachment E illustrates, the meeting was attended by a myriad of agencies representing public and non-profit interests in transit, highways, active transportation, and public health. Following discussion and exchange, the participants concurred with the proposed guidelines changes.

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 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.

Non-profit Agencies

Based on Board direction provided in October 2015 and Metro ExpressLanes staff's experience with the non-profit community whose role has been vital in making Los Angeles County more sustainable, staff is encouraging, whenever possible, for eligible applicants to partner with non-profit organizations. The experience, programs, networks, and commitment of the region's non-profit agencies provide a foundation for increased public and direct community engagement resulting in positive behavior change.

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.

Evaluation Criteria

To be recommended for funding, projects/programs must provide a direct mobility benefit within the Metro ExpressLanes corridors. Projects/programs will be evaluated based on the following criteria with a possibility of attaining a maximum of 100 points:

Transit Uses and Roadway Improvements:
A. Mobility Benefits (up to 30 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)
F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)
H. Non-Profit Partnership (up to 10 points)

Application Evaluation Process

The application evaluation process is as follows:

Step 1 - Staff will distribute the application package to eligible applicants and convene workshops to review the application package and guidelines with workshop attendees.

Step 2 - Once all applications have been received, projects will undergo a preliminary eligibility review.

Step 3 - All eligible projects will be scored by a technical review team comprised of Metro and members of the I-10 and I-110 Corridor Advisory Group.

Step 4 - Once the projects have been ranked, staff will then review to ensure consistency with funding availability and criteria within the corridor and category.

Step 5 - Recommended projects/programs will be submitted to the Board for consideration and

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

Attachment E - ExpressLanes I-10 and I-110 CAG Summit Attendees

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Reviewed by: Stephanie Wiggins, Deputy Chief Executive Officer



Phillip A. Washington
Chief Executive Officer

**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

proven to be effective in creating mode shift and reducing congestion on the Metro ExpressLanes. A category for System Connectivity/Active Transportation primarily serves to improve bicycle and/or pedestrian infrastructure and to improve system connectivity between transit and the state highway. This category also demonstrates Metro's commitment to advance sustainable community strategies since Metro currently does not have a discretionary fund source eligible to fund operational activities associated with Active Transportation projects. A category for roadway improvements is recommended to encourage operational and system improvements to the adjacent roadways rather than focusing on improvements through expansion.

a) Transit Uses - eligible projects include:

- Purchase of new bus or commuter rail vehicles for service enhancement or new service
- Fare subsidy/operating subsidy
- Station enhancements and capacity improvements, including enhanced bus shelters, real-time arrival information, ticket vending machines (TVM) and other related improvements
- Regional Bus Maintenance facility improvements
- Transit corridor projects serving ExpressLanes corridors
- Rideshare/Vanpool programs * May qualify for System Connectivity/Active Transportation funding if project creates shorter length trips. (3 miles or less)

b) System Connectivity/Active Transportation – eligible projects include:

- 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 and consider the needs of motorists, pedestrians, transit users, bicyclists, commercial and emergency vehicles
- Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
- Pedestrian enhancements such as street crossings and ADA-compliance improvements
- Operating subsidy for bike parking, bike-share, and car-share
- Infrastructure and programs to support the use of electric vehicles
- Park-n-Ride facility improvements including restrooms, lighting, and security

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)

F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)
H. Non-profit Partnership (up to 10 points)

V. Funding Priorities

Baseline targets of 40% of available funds 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 received.

VI. Eligible Costs

Eligible costs are development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities) and the costs of construction, reconstruction, rehabilitation, and acquisition of right-of-way, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

VII. Non-Eligible Costs

Costs such as office equipment, furniture, office leases or space cost allocations or similar costs, applicant staff overtime costs, mileage reimbursements, and travel costs.

VIII. Other Conditions

- Applicants must maintain their existing commitment of local, discretionary funds for street and roadway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for Net Toll Revenue funds to be expended for streets and roads.
- All 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.
- Grant funds received cannot be used to supplant, replace, or reduce the project sponsor’s previously required match for any other grant program including 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.”

- 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

X. General Administrative Conditions

a) Duration of Project

Project schedules must demonstrate that the project can be completed within 36 months of award.

Memorandum of Understanding (MOU) – Each awarded applicant must execute a memorandum of Understanding (MOU) with LACMTA which includes the statement of work, financial plan reflecting any local match provided (if applicable), schedule of milestones and deliverables. The schedule and milestones must reflect the **project will be completed within 36 months** from the date of award.

b) Grant Agreement Lapsing Policy

Grantee must demonstrate timely use of the Funds by:

- (i) Executing a grant Agreement within **six (6) months** of receiving formal transmittal of the grant agreement boilerplate;
- (ii) Begin expenditure of funds within one **(1) year** of executing the agreement to avoid potential lapsing of funds;
- (iii) Meeting the Project milestones due dates as stated in the Statement of Work;
- (iv) Timely submittal of the Quarterly Progress/Expenditure Reports; and
- (v) Invoicing of all expenditures incurred within forty two **(42) months** from the date funds are available

If the Grantee fails to meet any of the above conditions, the Project may be considered lapsed and may be submitted to the Board for deobligation.

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated as part of the annual Net Toll Re-investment Grant Deobligation process and the Funds may be deobligated and reprogrammed to another project by the Board.

Administrative extensions may be granted under the following conditions:

- (i) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc.). Inadequate staffing shall not be considered a basis for administrative extensions.
- (ii) Project delay due to an action that results in a change in scope or schedule that is mutually agreed upon by Metro and the project sponsor prior to the extension request.
- (iii) Project fails to meet completion milestone; however, public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.

Appeals to any recommended deobligation will be heard by a Metro appeals panel.

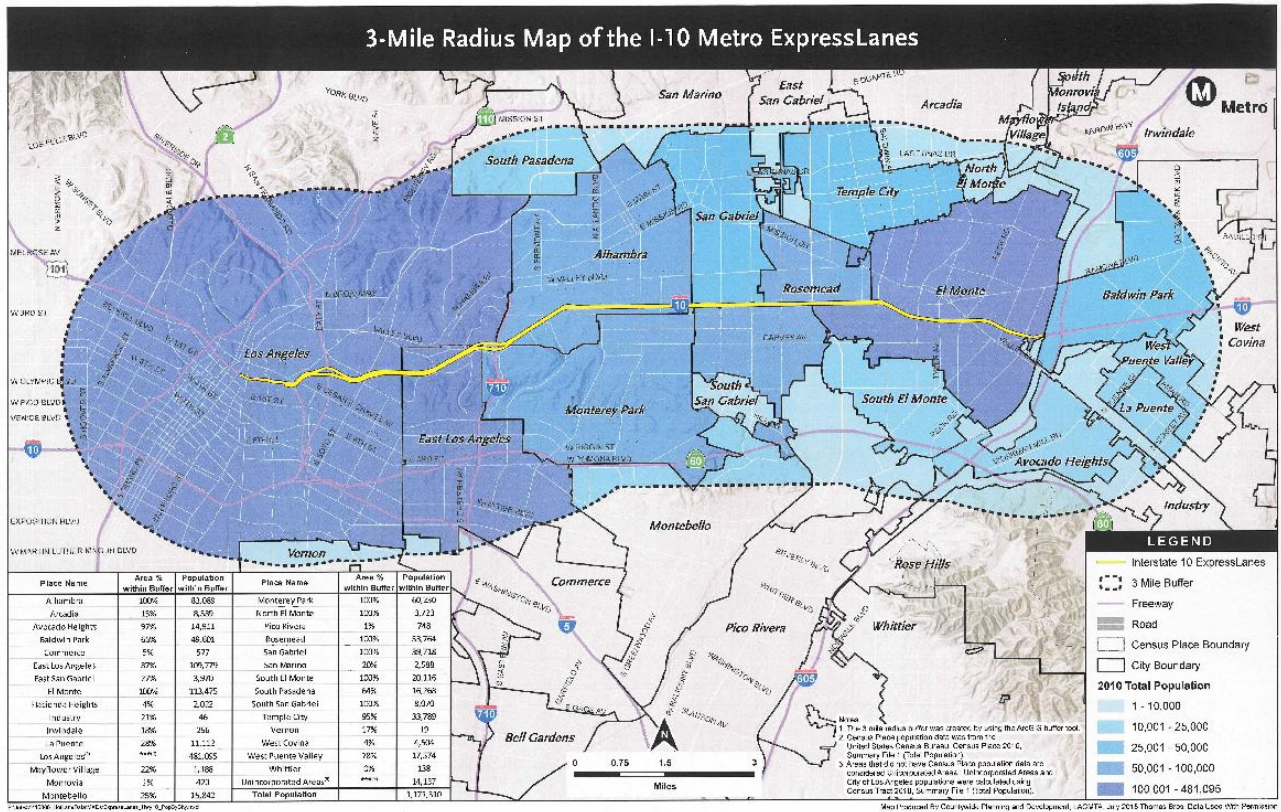
If Grantee does not complete an element of the Project, as described in the Statement of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at Metro's sole discretion.

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

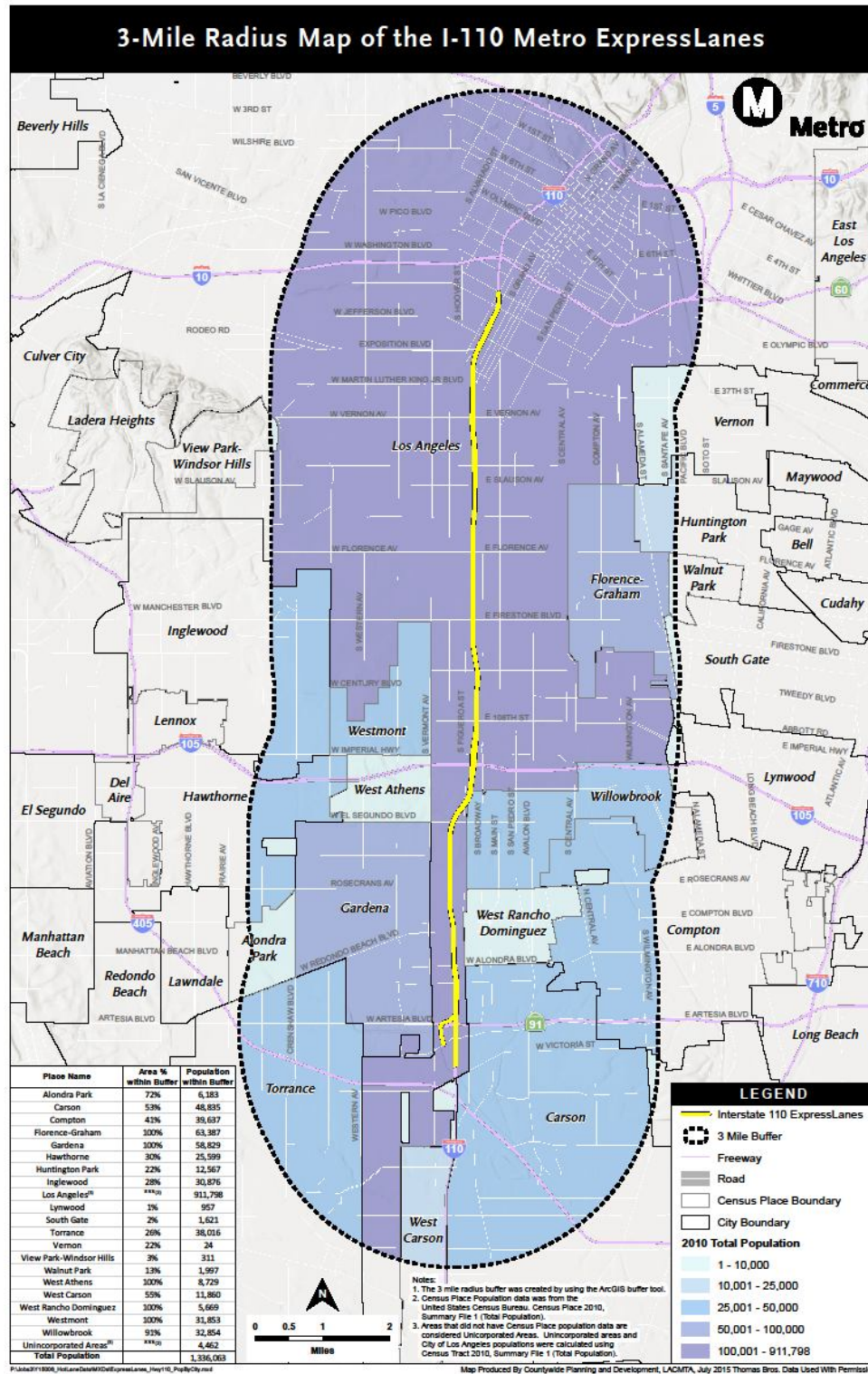
XI. New Program Requirements:

- 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 A: 3-mile Radius Map I-10



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:

Project Category –Select one
(For more information please see Project Eligibility Guidelines)

Transit Uses: <input type="checkbox"/>	Roadway Improvements: <input type="checkbox"/>
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Project Name:

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Lead Agency:	
Address:	
Contact Person/Title:	
Phone:	
Email Address:	

If joint project – include partner agency information below:

Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

If partnering with Non-Profit Agency – include information below:

Non-profit Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

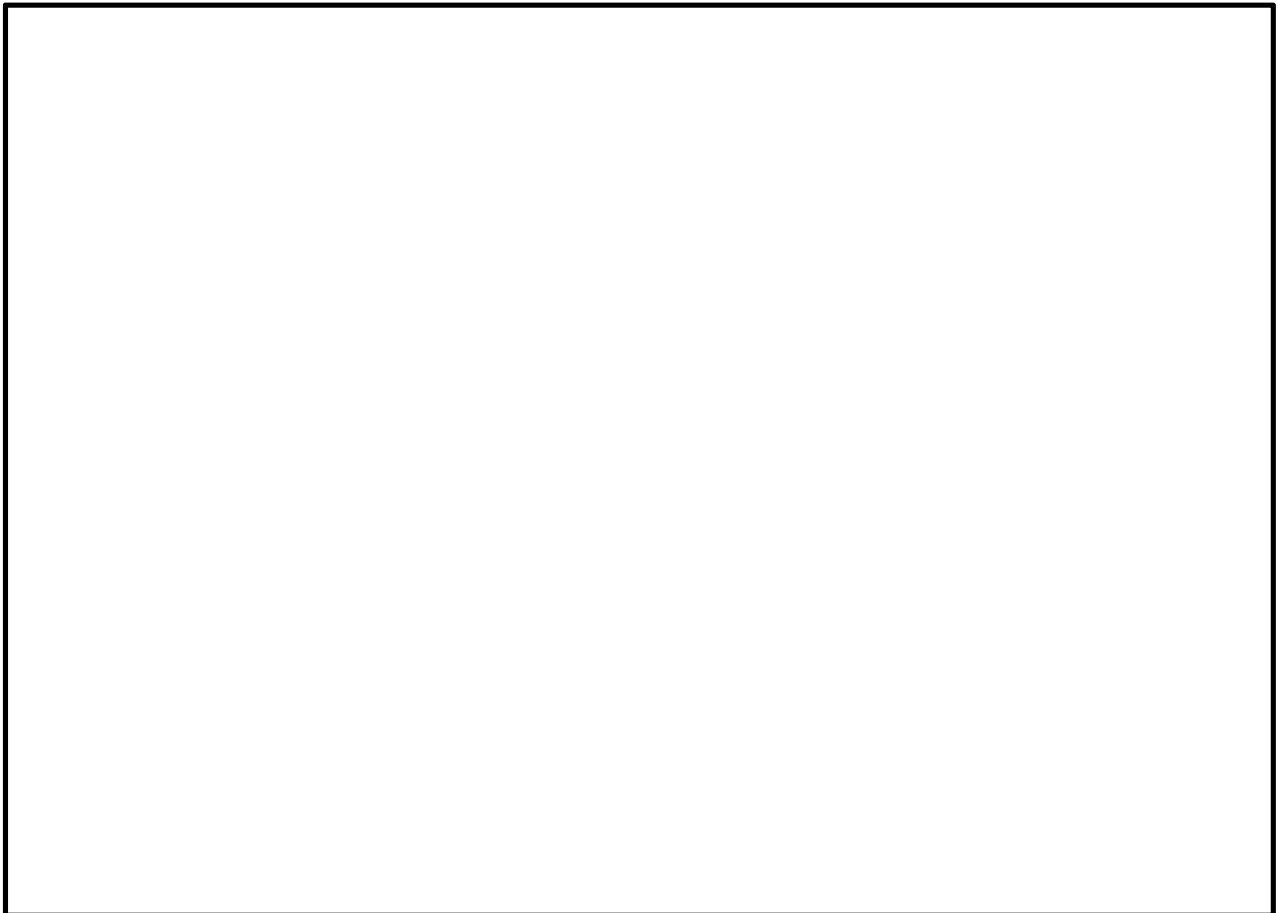
Agency Priority Ranking: <ul style="list-style-type: none"> • If submitting more than 1 project 	
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PART A

1- PROJECT LOCATION / PROJECT LIMITS:



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



Does the project/program operate along or within the 3-mile boundary of the corridor?	Yes <input type="checkbox"/> No <input type="checkbox"/>
If No, is the project/program regionally significant and does it the benefit ExpressLanes corridors? (Regional Significance is defined as those projects that are multi-jurisdictional, and/or included in, or consistent with, the Metro LRTP, Metro Countywide Sustainability Policy and Implementation Plan or other relevant sub-regional plans)	Yes <input type="checkbox"/> No <input type="checkbox"/>
Explain how your project/program is regionally significant and how it benefits the corridor:	

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.

PART B

1 MOBILITY BENEFITS (Up to 25 points)

All projects will be scored based upon the extent the project or program supports the following goals within the 1-10 or 1-110 ExpressLanes corridors:

- Increases mobility options to support car-free and /or one car living
- Enhances transit coverage, frequency, & reliability within the corridor
- Connects with & complements nearby transit projects
- Provides access to regional trip generators, regional activity centers, fixed guideway & Metrolink services
- Improves access between jurisdictional or community plan area boundaries
- Gives priority to transit & active transportation modes
- Increases the mode share of transit services operating within the corridor
- Provides additional resources for transportation demand management strategies to reduce solo driving
- Maximizes Person Throughput
- Reduces Vehicle Miles Traveled (VMT)

A. Describe the current situation/problem, the need for the project, and how its implementation would resolve the described situation/problem.

B. Describe how your project or program, meets one or more of the above goals. Clearly define the anticipated outcome and how will you measure the impact?

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**



3 IMPLEMENTATION OF REGIONAL AND LOCAL SUSTAINABILITY PLANS AND POLICIES (Up to 15 points)

Metro’s Countywide Sustainability Planning Policy and Implementation Plan (CSPPIP) along with SCAG’S Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) identify principles and priorities to be advanced through a broad range of activities across all modes. Applicants will be scored based upon the extent the project/program supports the sustainability policies and programs identified in the CSPPIP, RTP, or SCS.

A. Describe how the project/program is consistent with the policies included in Metro’s CSPPIP. Reference the page number(s) of the Plan.

B. Describe how the project/program is consistent with the goals and policies included in the 2012 RTP/SCS. Reference the page number(s) of the Plan.

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

5 COST EFFECTIVENESS (Up to 10 points)

Cost effectiveness will be based on the grant amount requested, the total project cost and the estimated useful life of the project (calculated in years). The Estimated Useful Life of the Project is defined as the number of years the capital improvements, bus purchase, transit service, program, or study will last before it has to be replaced or changed.

The cost effectiveness total will be calculated as follows:

Example:

Total Cost of Project - \$1,000,000
Grant Amount Requested - \$800,000 = 1.25

1.25 x 10 (est. useful life of project in years) = 12.5 (cost effectiveness score)

A. Provide your calculations below:

B. What is the expected functional life span of the proposed project (in years)? Please explain.

Points will be awarded based on the following cost effectiveness scores:

17+	10 points
13 - 16	8 points
9 - 12	6 points
5 - 8	4 points
1 - 4	2 points

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.

7 PROJECT IMPLEMENTATION READINESS (Up to 15 points)

Please provide milestone and actual or estimated completion dates for the various project phases. Include proof of completion of any of the phases below or their equivalents, where applicable.

Capital Projects			
Phase	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule
Feasibility Study			
Environmental			
Design - Plans, Specifications & Estimates (PS&E)			
Right of Way (ROW)			
Construction			
Other			
Other			
Other			

Non-Capital Projects			
Task/Deliverables	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule

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:

Project Name:

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Lead Agency:	
Address:	
Contact Person/Title:	
Phone:	
Email Address:	

If joint project – include partner agency information below:

Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

If partnering with Non-Profit Agency – include information below:

Non-profit Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

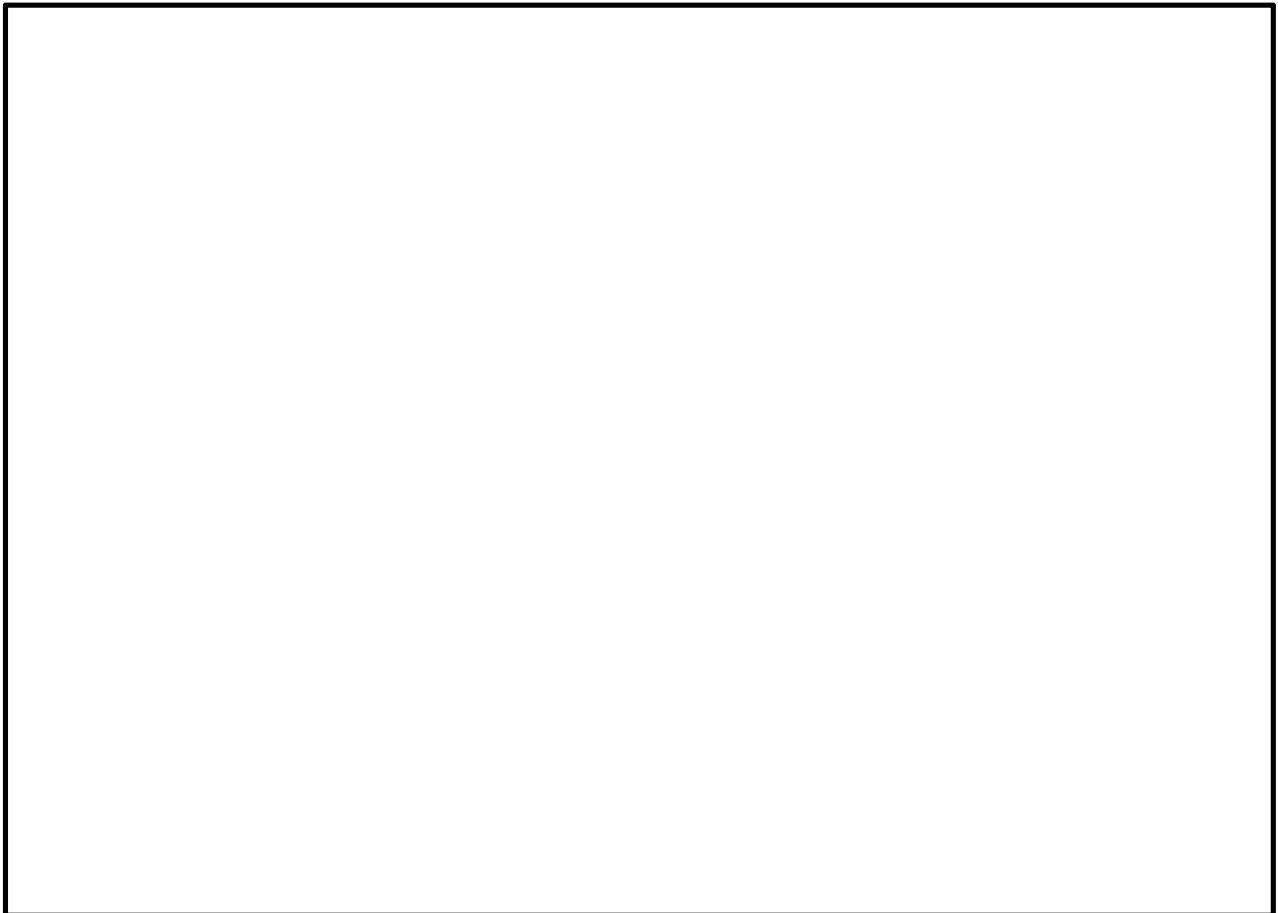
Agency Priority Ranking: <ul style="list-style-type: none">• If submitting more than 1 project	
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PART A

1- PROJECT LOCATION / PROJECT LIMITS:

A large, empty rectangular box with a black border, intended for the user to provide details about the project location and its limits.

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

A large, empty rectangular box with a black border, intended for the user to provide a clear and concise summary of the project.

Does the project/program operate along or within the 3-mile boundary of the corridor?	Yes <input type="checkbox"/> No <input type="checkbox"/>
If No, is the project/program regionally significant and does it the benefit ExpressLanes corridors? (Regional Significance is defined as those projects that are multi-jurisdictional, and/or included in, or consistent with, the Metro LRTP, Metro Countywide Sustainability Policy and Implementation Plan or other relevant sub-regional plans)	Yes <input type="checkbox"/> No <input type="checkbox"/>
Explain how your project/program is regionally significant and how it benefits the corridor:	

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.

PART B

1 MOBILITY BENEFITS (Up to 20 points)

All projects will be scored based upon the extent the project or program supports the following goals within the 1-10 or 1-110 ExpressLanes corridors:

- Increases mobility options to support car-free and /or one car living
- Enhances transit coverage, frequency, & reliability within the corridor
- Connects with & complements nearby transit projects
- Provides access to regional trip generators, regional activity centers, fixed guideway & Metrolink services
- Improves access between jurisdictional or community plan area boundaries
- Gives priority to transit & active transportation modes
- Increases the mode share of transit services operating within the corridor
- Provides additional resources for transportation demand management strategies to reduce solo driving
- Maximizes Person Throughput
- Reduces Vehicle Miles Traveled (VMT)

A. Describe the current situation/problem, the need for the project, and how its implementation would resolve the described situation/problem.

B. Describe how your project or program, meets one or more of the above goals. Clearly define the anticipated outcome and how will you measure the impact?

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.

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Metro’s Countywide Sustainability Planning Policy and Implementation Plan (CSPPIP) along with SCAG’S Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) identify principles and priorities to be advanced through a broad range of activities across all modes. Applicants will be scored based upon the extent the project/program supports the sustainability policies and programs identified in the CSPPIP, RTP, or SCS.

A. Describe how the project/program is consistent with the policies included in Metro’s CSPPIP. Reference the page number(s) of the Plan.

B. Describe how the project/program is consistent with the goals and policies included in the 2012 RTP/SCS. Reference the page number(s) of the Plan.

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:

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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

5 COST EFFECTIVENESS (Up to 10 points)

Cost effectiveness will be based on the grant amount requested, the total project cost and the estimated useful life of the project (calculated in years). The Estimated Useful Life of the Project is defined as the number of years the capital improvements, bus purchase, transit service, program, or study will last before it has to be replaced or changed.

The cost effectiveness total will be calculated as follows:

Example:

Total Cost of Project - \$1,000,000
Grant Amount Requested - \$800,000 = 1.25

1.25 x 10 (est. useful life of project in years) = 12.5 (cost effectiveness score)

A. Provide your calculations below:

B. What is the expected functional life span of the proposed project (in years)? Please explain.

Points will be awarded based on the following cost effectiveness scores:

17+	10 points
13 - 16	8 points
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1 - 4	2 points

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.

7 PROJECT IMPLEMENTATION READINESS (Up to 15 points)

Please provide milestone and actual or estimated completion dates for the various project phases. Include proof of completion of any of the phases below or their equivalents, where applicable.

Capital Projects			
Phase	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule
Feasibility Study			
Environmental			
Design - Plans, Specifications & Estimates (PS&E)			
Right of Way (ROW)			
Construction			
Other			
Other			
Other			

Non-Capital Projects			
Task/Deliverables	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule

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.

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 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

- 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**
 - On/off ramp improvements 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 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, 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 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