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Agenda - Final

Thursday, November 17, 2022

9:00 AM

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Executive Management Committee

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Eric Garcetti

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The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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CALL TO ORDER**ROLL CALL**

22. **SUBJECT: THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FIVE-YEAR IMPLEMENTATION PLAN** [2022-0699](#)

RECOMMENDATION

RECEIVE AND FILE Metro's Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan, included as Attachment A.

Attachments: [Attachment A - LA Metro IIJA Implementation Plan Presentation](#)

23. **SUBJECT: TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) CYCLE 6 GRANT GUIDELINES** [2022-0779](#)

RECEIVE oral report on TIRCP Cycle 6 grant guidelines.

24. **SUBJECT: 2023 LEGISLATIVE PROGRAM** [2022-0726](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2023 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2023 State Legislative Program as outlined in Attachment B.

Attachments: [Attachment A - 2023 Federal Legislative Program](#)
[Attachment B - 2023 State Legislative Program](#)

25. **SUBJECT: EQUITY FOCUS COMMUNITIES REPORT BACK ON FY24 BUDGET DEVELOPMENT** [2022-0736](#)

RECOMMENDATION

RECEIVE AND FILE the report back on using 2022 Equity Focus Communities (EFCs) to prioritize investments during the development of the Metro FY24 budget.

26. SUBJECT: LAND BANK PILOT PROGRAM MOTION[2022-0788](#)**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Najarian, Dutra, and Sandoval that consistent with the November 8, 2022 Board Box, direct the Chief Executive Officer to adopt as policy that:

- A. consistent with Metro's Transit Oriented Communities (TOC) Policy, Metro property may only be included in LA County's Land Bank Pilot Program so long as it is done in coordination with local jurisdictions; and
- B. due to the timing and limitations of Metro's land acquisition process, Metro shall not formally partner with LA County on a programmatic level to acquire properties for or lead aspects of the County's Land Bank Pilot Program.

SUBJECT: GENERAL PUBLIC COMMENT[2022-0776](#)

RECEIVE General Public Comment

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.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION**Adjournment**



Board Report

File #: 2022-0699, File Type: Informational Report

Agenda Number: 22.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 17, 2022

**SUBJECT: THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FIVE-YEAR
IMPLEMENTATION PLAN**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Metro's Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan, included as Attachment A.

ISSUE

Staff has developed the Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan ("the Plan") to identify eligible candidate projects and to position them strategically for competitive grant applications when they are sufficiently ready. The Plan will help Metro prepare for upcoming grant cycles, obtain early feedback from Metro project managers, and potentially maximize the amount of funding received.

BACKGROUND

On November 15, 2021, President Biden signed into law the IIJA (also known as the Bipartisan Infrastructure Law or BIL). The IIJA makes available more than \$550 billion for transportation investments over the five-year period from Federal Fiscal Year (FFY) 2022 through FFY 2026 for existing and new discretionary and formula grant funding opportunities administered on annual application cycles. Metro is eligible for many of the existing and new grants in the IIJA.

The Plan identifies the schedule of upcoming IIJA discretionary grant programs and pairs them, preliminarily, with Metro candidate projects. The Plan will help best position Metro to obtain the funding in the IIJA critical to addressing the funding need in Metro's growing capital program. This item fulfills staff's promise to return with a strategic plan to secure funding from the IIJA within a year of its passage.

DISCUSSION

Metro has already submitted grant applications for several IIJA programs. Through October 2022, Metro has pursued eleven federal competitive funding opportunities (see Table 1) and was successful

in attaining a \$104.16 million grant award from the Low or No Emission grant program for Zero Emission Buses and NextGen bus improvements in August 2022. Five of the eleven programs have yet to announce results at the time of this report.

Metro also received a Letter of Intent for funding the East San Fernando Valley Transit Corridor Phase 1 Project up to \$908 million from the Expedited Project Delivery Pilot Program. Staff also received approval in February 2022 for its request to FTA to enter the New Starts Project Development grant pipeline for the West Santa Ana Branch Transit Corridor Project.

To further ensure Metro's success in securing federal grants through the IIJA 5-year authorization period, staff aims to undertake the Plan implementation through the following strategies:

1. Establish workplans and streamline the grant decision making process.
2. Coordinate planning initiatives to ensure the most competitive candidate projects are considered for each discretionary grant cycle.
3. Identify the readiest projects that align with Metro Board policies and priorities, matched to the best funding source for eligibility and competitiveness.
4. Bolster transparency across Metro departments and provide a structure for progress reporting on project status.

The Plan is a living document and will be updated annually. It supports the delivery of Metro's "pillar" projects -- and other major capital projects identified by the Metro Board, the Measure M Expenditure Plan, and in the agency's Long Range Transportation Plan (LRTP), including projects that can be implemented in time for the Los Angeles 2028 Olympic and Paralympic Games. The Plan also considers projects best implemented in partnership with other agencies, like those that can be developed through the regional Infrastructure LA initiative, which is a collaboration of the region's infrastructure stakeholders to maximize community impacts, and support for projects that may be delivered by partner agencies in major programs such as freight and active transportation. The Plan is not exhaustive in that it only considers major capital projects. Operations and state of good repair projects are generally less eligible or competitive for federal grants and Metro may have the opportunity to apply for smaller pilot projects not identified here.

The focus of the Plan is on assessing the readiness of eligible projects for submittal to a federal grant program. Readiness is the most important criteria when evaluating candidate projects for discretionary grants because projects that are not well-defined or at an early stage of design or environmental clearance and for which we do not have a full funding plan are not likely to be competitive and present a risk to Metro if they were funded. If a project scope needs to change considerably or advanced design reveals significant cost increases, the grantor agency may withhold funding and/or Metro may need to compile additional resources to deliver the project.

The Plan also provides a structure and calendar for progress reporting on Metro's activities related to securing funding from the IIJA. Metro staff will submit applications using input from this Plan when the projects are approved by the Board, in Measure M or listed in the LRTP and when existing state or local funds are available to supply the required non-federal match. In such cases where Metro does not have a committed non-federal match, the Board will need to approve the programming of these funds prior to submitting the grant applications.

Metro staff has been and will continue employing the Evaluative Criteria Framework (ECF) to address each federal program’s grant requirements and Metro’s funding priorities. Metro staff utilizes the framework to guide the selection of projects that are eligible, competitive, vetted by community residents, and are deliverable within the deadlines of the various grant funding programs.

Table 1: Projects Applied for IJJA Discretionary and Federal EPD and New Starts Grants as of October 2022

| Discretionary Grant Program | Submission Date | Submitted Projects | Target Amount | Award Received |
|--|-----------------|---|---|--|
| Federal New Starts Project Development Grant | February 2022 | 1. West Santa Ana Branch Transit Corridor Project | TBD | TBD |
| The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | 14-Apr | 1. I-105 ExpressLanes Project 2. The Los Angeles NextGen Improvements for Mobility and Equity Project (Western Avenue) | 1. \$45 million (I-105 ExpressLanes) 2. \$25 million (NextGen/Western Ave) | Not awarded |
| Expedited Project Delivery Pilot Program | 10-May | 1. East San Fernando Valley Transit Corridor Phase 1 Project | 1. \$908 million (25% of the final net capital project cost) | TBD |
| Multimodal Project Discretionary Grant opportunity (MPDG): The National Infrastructure Project Assistance (MEGA) & The Infrastructure for Rebuilding America (INFRA) | 23-May | 1. I-105 ExpressLanes Project (INFRA and Mega) 2. West Santa Ana Branch Transit (WSAB) Project (INFRA and Mega) | 1. \$45 million (I-105 ExpressLanes) 2. \$400 million (WSAB) | 1. INFRA not awarded 2. Mega awards yet to be announced |
| Buses and Bus Facilities | 31-May | 1. ZEB & Charging Infrastructure (Divisions 9 & 18) | 1. \$52.08 million (5% of request for workforce development) | Not awarded |
| Low or No Emission Vehicle Deployment (LoNo) | 31-May | 1. ZEB & Charging Infrastructure (Divisions 9 & 18) | 1. \$104.16 million | \$104.16 million |
| Pilot Program for Transit-Oriented Development (TOD) Planning | 25-Jul | 1. Union Station and Civic Center Transit District Study 2. West Santa Ana Branch Transit (WSAB) Corridor Development Planning | 1. \$960,000 (LAUS) 2. \$1 million (WSAB) | Awards yet to be announced |
| Passenger Ferry Grant | 6-Sep | 1. The City of Avalon Cabrillo Mole Intermodal Ferry Terminal Project | 1. \$1.5 million | Award yet to be announced |
| Safe Streets and Roads for All (SS4A) | 15-Sep | 1. The Los Angeles Metro Comprehensive Safety Action Plan | 1. \$4.5 million | Award yet to be announced |
| Railroad Crossing Elimination | 11-Oct | 1. Doran Street Grade Separation Project | 1. \$38.3 million | Award yet to be announced |
| Reconnecting Communities Pilot | 13-Oct | 1. Humphreys Avenue Crossing Project | 1. \$8.7 million | Award yet to be announced |

The Implementation Plan

The Plan lays out the schedule and criteria for IJJA grants, compiles information on all Metro Board-approved projects and those related to Board-supported activities and relates the projects to the IJJA grants using the Evaluative Criteria Framework.

The following table shows the timeline of IJJA Plan activities between the last quarter of 2022 through

the first half of 2023.

Legend:

- Confirmed dates of cycles
- Predicted dates based on previous cycles

| Funding Programs | | | 2022 | | | 2023 | | | | | |
|--|----------------|-------------|------|----|----|------|---|---|---|---|---|
| Grant Name | Agency | Type | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 |
| RAISE - Rebuilding American Infrastructure with Sustainability and Equity | USDOT | Competitive | | | | | | | | | |
| MEGA - National Infrastructure Project Assistance | USDOT | Competitive | | | | | | | | | |
| INFRA - Nationally Significant Multimodal Freight & Highway Projects | USDOT | Competitive | | | | | | | | | |
| 5339b - Bus and Bus Facilities | FTA | Competitive | | | | | | | | | |
| LoNo - Low or No Emission Vehicle Program | FTA | Competitive | | | | | | | | | |
| SS4A - Safe Streets and Roads for All | USDOT | Competitive | | | | | | | | | |
| BIP - Bridge Investment Program | FHWA | Competitive | | | | | | | | | |
| RCE - Railroad Crossing Elimination Grant Program | FRA | Competitive | | | | | | | | | |
| SMART - Strengthening Mobility and Revolutionizing Transportation | USDOT | Competitive | | | | | | | | | |
| CRISI - Consolidated Rail Infrastructure and Safety Improvements | FRA | Competitive | | | | | | | | | |
| ATTIMD - Advanced Transportation Technologies & Innovative Mobility | FHWA | Competitive | | | | | | | | | |
| Federal-State Partnership for Intercity Passenger Rail | FRA | Competitive | | | | | | | | | |
| PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation | USDOT | Competitive | | | | | | | | | |
| Various EV Charging & Alternative Fueling Programs (e.g., Corridor Charging or Community Charging) | FHWA primarily | Competitive | | | | | | | | | |

The next upcoming discretionary grants are the Federal-State Partnership, PROTECT, Corridor Charging, and RAISE. The Plan identifies candidates for these grants, based on the known or expected grant criteria and project information available at this time. The candidate projects are expected to change as we near each grant cycle. More information will be obtained about the specific types of projects that USDOT is seeking to fund and Metro internal stakeholders will provide more information to Metro grants staff about known projects or identify new projects for consideration.

FINANCIAL IMPACT

The Plan would have a positive financial impact to the agency as the Plan would position Metro to compete strategically for the IIJA-authorized federal discretionary funds to leverage state funds and local sales taxes revenues and deliver Metro's priority projects.

Impact to Budget

No impact to Metro's budget is anticipated as a result of the Board receiving and filing this item.

EQUITY PLATFORM

The IIJA Five-Year Implementation Plan identifies the Metro Board-approved candidate projects that best align with respective discretionary federal funding programs. Board-approved candidate projects must have separately undergone an equity assessment and a review by the Office of Equity and Race as part of an appropriate assessment tool, such as the Rapid Equity Assessment Tool, or the Equity Platform section of an approved Board Report. Current candidate projects include the West Santa Ana Branch Transit Corridor Project, which benefits historically underserved and transit-dependent communities by providing new high-quality rail transit service, the LA River Path through downtown Los Angeles, which passes through and would provide an active transportation option for historically underserved and marginalized communities that Metro defines as Equity Focus Communities (EFC), and Zero Emission Truck Infrastructure, which will support the deployment of zero-emission heavy duty trucks that will help displace diesel truck operations that create air quality impacts for EFCs located adjacent to high-volume freight highway corridors.

Moreover, as equity provisions are incorporated in the Notice of Funding Opportunity (NOFO) for IIJA grant programs, Metro will continue to evaluate all projects through the lens of equity. The federal grant programs authorized through the IIJA offer an opportunity to advance our commitment to equity as they make available the vital funding to eliminate disparities and provide equitable access to opportunities, restore community connectivity, decarbonize transportation-related emissions, and promote environmental justice. Additionally, to ensure that disadvantaged communities receive the benefits of federal investments, President Biden has created the Justice40 Initiative which aims to deliver 40 percent of the overall benefits of federal investments to disadvantaged communities that are marginalized and overburdened by pollution. Each of the IIJA grants have included or are expected to include criteria consistent with Justice40 that are targeted to disadvantaged communities and provide environmental justice.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within the Metro organization." The Plan helps ensure fiscal responsibility in how financial decisions are made and transparency in the agency's financial decisions.

NEXT STEPS

The Plan is a living document and is subject to change as information is made available about the grant specifics and potential Metro projects. The Plan will be updated at least annually based on the information received and will be distributed within the agency. Staff will continue to provide timely updates to the Board.

Metro staff will work with and receive input from internal stakeholders including the Metro IJJA Tiger Team.

Metro staff will continue stakeholder engagement with external partners-including but not limited to Infrastructure LA, local jurisdictions, municipal transit agencies, and subregional Councils of Governments--and seek continued opportunities for collaboration going forward.

ATTACHMENTS

Attachment A - Metro IJJA Five-Year Implementation Plan

Prepared by:

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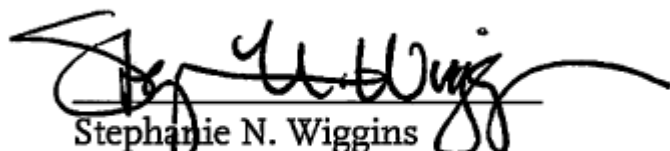
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Stephanie N. Wiggins
Chief Executive Officer

LA Metro IJA Five-Year Implementation Plan

November 2022



Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

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Purpose

The Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan (the Plan) provides a framework and evaluation process for the Los Angeles County Metropolitan Transportation Authority (Metro) and its partner agencies to prepare for Federal grant programs over the five-year IIJA authorization period.

As a large public transportation agency with a unique mission to plan, coordinate, design, build and operate services for over 10 million people in Los Angeles County, Metro has a wide range of projects that may be eligible for the programs authorized by the IIJA. As such, there is a need for a coordinated and strategic response to ensure that resources are being used most effectively.

This Plan focuses on grant planning efforts to ensure Metro’s readiness to respond to upcoming grant opportunities with its most competitive candidate projects. Applications for projects with an ill-defined scope, at an early stage of design or environmental clearance (where applicable), or for which there is not a full funding plan, are unlikely to be competitive for federal grants and present a risk to Metro’s credibility with federal agencies due to the potential for cost overruns and major scope changes.

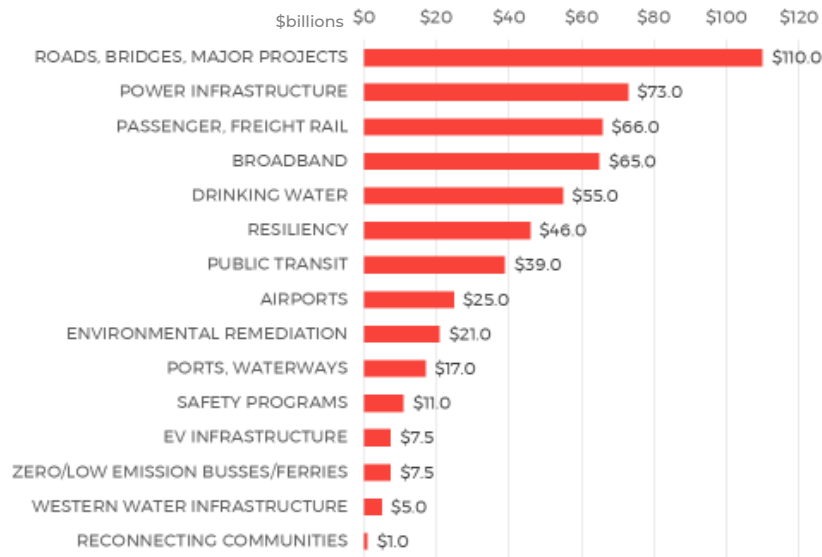
By providing a framework to prioritize projects and match projects to grant programs, Metro will be in the best position to maximize funding outcomes over the five-year authorization period. Federal grant programs are highly competitive, and projects generally require committed local and state funding in order to be eligible to ensure they are fully funded if federal funds are awarded. This differs from state grant programs which may consider a project fully funded if funding is anticipated but not yet secured. Thus, Metro can first look to state funding for projects with significant funding gaps, and once received, leverage that funding as part of the non-federal funding commitment for IIJA grant applications. This Plan will ensure active communication with the Metro Board and project partners on funding opportunities and improve coordination and transparency.

Background

The IIJA, also referred to as the Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021, by President Joe Biden. “A once-in-a-generation investment in our nation’s infrastructure, competitiveness and communities,”¹ the IIJA authorizes \$1.2 trillion in federal spending, including \$550 billion of new funding for the transportation sector, over five years (FY22 to FY26) to over 100 distinct programs across more than a dozen federal departments and agencies. **Figure 1** shows the \$550 billion new funding by sector.

¹ The White House, https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf.

Figure 1: New Funding for Infrastructure by Sector



The IIJA emphasizes investments in equity and measures to mitigate climate change, while safety remains a top priority for the US Department of Transportation (USDOT). Many of the investments in the IIJA will be used to meet the Justice40 goals of Executive Order 14008 which aims to deliver 40 percent of the overall benefits of federal investments to disadvantaged communities that are marginalized and overburdened by pollution.²

For transportation, the IIJA reauthorizes surface transportation programs for five years and provides the largest increase in federal highway, bridge, and transit funding in more than six decades. Several new surface transportation grant programs are established by the IIJA, and many existing programs have been renamed, received augmented funding, or seen modifications to funding requirements specific to federal match or eligibility criteria.

² Executive Order on Tackling the Climate Crisis at Home and Abroad, The White House, January 27, 2021 <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/>.

Overview

The Plan is a living document that identifies current candidate projects for upcoming federal grant opportunities and will be subject to change as additional information becomes available, such as specific grant guidance, Notices of Funding Opportunity (NOFOs), when Metro adds new projects, and/or as the scope and status of candidate projects change. Updates to relevant new or announced programs or future legislation, such as the Inflation Reduction Act, will also be considered as part of this Plan.

The Plan comprises several documents:

- LA Metro IIJA Five-Year Implementation Plan (this document)
- Appendix A: IIJA Roadmap, an actionable working document that sets out grant programs and eligible Metro projects
- Appendix B: Grants Calendar, containing expected grant releases and preparation time
- Appendix C: Map of IIJA Implementation Plan Projects (Subregions)
- Appendix D: Map of IIJA Implementation Plan Projects (Equity Focus Communities)

The Plan supports the delivery of Metro’s “pillar” projects - West Santa Ana Branch Transit Corridor, Eastside Transit Corridor Phase 2, Sepulveda Transit Corridor, and Green (C) Line Extension to Torrance projects - and other priorities identified by the Metro Board of Directors and in the agency’s Long Range Transportation Plan (LRTP), including projects that can be implemented in time for the Los Angeles 2028 Olympic and Paralympic Games. The Plan also considers projects best implemented in partnership with other agencies, and support for partner agency projects in major programs such as freight and active transportation.

Metro’s strategy also considers candidate projects from Metro Board-adopted plans such as the Climate Hazard Mitigation Plan, Zero Emission Bus (ZEB) Transition, Climate Adaptation Plan, Goods Movement Strategic Plan, LA28 Mobility Concept Plan, InfrastructureLA collaboration, etc., where appropriate, based on the funding opportunity. Many federal grant programs require a non-federal funding match. Thus, the Plan reflects, among other measures, State of California, regional, and local funding sources.

This Plan is consistent with Metro’s existing Evaluative Criteria Framework (ECF), which is a primary process for matching Metro Board-committed projects to appropriate grant funding opportunities.

Table 1 details ECF’s assessment parameters to identify candidate projects for grants.

Table 1 Evaluative Criteria Framework³

| # | Parameter | Description |
|---|---|--|
| 1 | Sustain Measure M and other Pre-Measure M/LRTP Priorities and Schedules | With its passage in November 2016, Measure M encompasses Metro’s largest single policy objective over the next 40 years. In combination with \$52 billion in direct Measure M revenues, the expenditure plan identifies over \$40 billion in other local, state, and federal funds required to fully fund the major transit and highway capital projects along with the multiyear subregional capital programs. As Metro moves forward with the implementation of the Measure M program, staff is confident that these prior assumptions of other local, state, and federal revenues can effectively be realized; however, it is imperative that funding opportunities presented in the State of California SB1 grants and other federal discretionary programs be committed to do so. |

³ Adapted from Policy File #2017-0546, Agenda Item 40 from Board meeting on September 20, 2017.

IIJA Implementation Plan

| # | Parameter | Description |
|---|---|--|
| | | The commitment of SB1 formula and discretionary grant funds will ensure Metro’s ability to sustain Measure M and the other pre-Measure M projects and schedules. |
| 2 | Match Competitiveness of Projects to New/Expanded Programs Criteria | As candidate projects are considered for new and expanded federal funding programs, it is important to recognize that other federal agencies adopt the guidelines that determine what projects will be eligible and ultimately most competitive for applications. While State programs will often provide a guidelines development process for stakeholders to engage state agencies on eligibility and deliverability criteria for projects, most federal programs will provide their guidance on project eligibility and competitive criteria through a Notice of Funding Opportunity (NOFO) without such an engagement process. Additionally, these NOFOs often provide a limited amount of time between initiating a call for projects and the application deadline. As program guidelines are released through a NOFO or other mechanism, Metro staff will need the opportunity to review application criteria to identify projects that are not only eligible but are highly competitive for funding programs that are typically oversubscribed. |
| 3 | Certainty (Formula) vs. Risk (Competitive/ Discretionary) | The difference in risk between investing formula funds and securing discretionary grant funds requires strategic decisions to support individual projects and overall program delivery. Metro has sought discretionary funds for competitive capital projects that can tolerate risk for delivery. This tolerance can include longer timelines to realize funding as a project progresses through project development. Metro has employed formula funds for projects that are not competitive or have delivery risk that is incompatible with uncertainty inherent in discretionary program awards. Examples of these projects and programs include operations, safety, and state of good repair activities as well as advanced project development activities for projects that are not ready for construction within the funding period of a discretionary program. These advanced project development activities can be important to develop a pipeline of projects to compete in future discretionary programs. For the purpose of this Plan, which focuses on discretionary grant programs, staff will consider this criterion if relevant. |
| 4 | Transportation Equity and Geographic Balance | One key policy development is the Equity Platform, along with the tools that have been developed to support it by assessing each area of Metro investment. To consider projects for a grant application, a project will be required to have an approved equity assessment or Equity Platform section of a Board report. Should the project have undergone scope or mitigation changes following the equity assessment or Board report, a new assessment will be required. This is an area where Metro’s equity policy is consistent with, and in fact, exceeds state and federal policies. Metro’s leadership, as demonstrated in our detailed equity assessments, will provide our projects with a competitive edge in equity evaluation as well as providing greater benefits for impacted LA County communities. Additionally, Measure M created a structure for geographic balance in both total funding and the schedules of funding availability across the entire 40-year program including the establishment of subregional capital programming targets. The management of this geographic balance was further addressed through provisions to manage project cost increases within subregions and ensure no negative impacts to other project schedules if any project is accelerated before its identified funding availability schedule. As competitive funding is pursued through discretionary state and federal programs, geographic balance is not always achievable within each grant cycle or each grant program due to the status of individual projects or their competitiveness in individual grant programs. The geographic balance will be achieved over the entire program portfolio and over multiple discretionary program cycles within the context of transportation equity. |
| 5 | Consistency with Board | In addition to specific projects identified in Measure M, Measure R and the 2020 LRTP, the Metro Board has expressed or adopted plans and policies for other interests over |

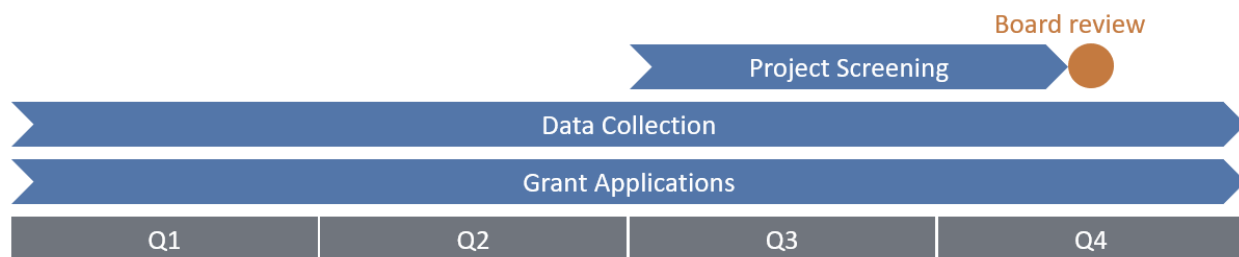
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| # | Parameter | Description |
|---|--|---|
| | Policies and Directives | time. For example, the Board has adopted policies regarding first/last mile connections to transit stations and an ExpressLanes Strategic Plan, Multimodal Highway Investment Objectives, the 2021 LA County Goods Movement Strategic Plan, and an I-405 Comprehensive Multimodal Corridor Plan. Other future Board interests will include but not be limited to the LA28 Mobility Concept Plan, the Long Beach-East LA Corridor Mobility Investment Plan, and InfrastructureLA collaboration. Consistency with these types of Board interests and policies will be considered as staff brings forward candidate projects for eligible discretionary programs. . |
| 6 | Consistency with Metro Long Range Transportation Plan (LRTP) and SCAG Regional Transportation Plan (RTP) | Developed and adopted by the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) for the six-county region, the Regional Transportation Plan (RTP) is a state- and federally-mandated planning document that substantiates the financial constraint, air quality conformity and greenhouse gas (GHG) emissions of individual projects at the regional program level. Consistency with the RTP has been a standard requirement for both formula and discretionary funding programs at the state and federal levels. This consistency is being expanded through SB1 to specifically include the Sustainable Communities Strategy which addresses the region’s ability to meet state mandated GHG emission reduction targets. SCAG updates the RTP every four years and provides periodic opportunities for amendments to add new or change existing projects. The Measure M expenditure plan is currently being amended into the 2024 RTP for new projects and delivery schedules as needed. As Metro’s long range planning document that feeds into the SCAG RTP, the 2020 LRTP – as updated to reflect all Metro Board-approved projects and programs – will also serve as a defining project assessment parameter to ensure that Metro’s effort to secure funding from state and federal programs fulfills the priorities committed through the Measure M Expenditure Plan and adopted by the Board. |

Methodology

The methodology used to develop the Plan involved identifying the schedule and criteria for the IIJA grant programs, compiling information on all the Metro Board-approved projects and those related to the Board-supported activities, and relating the projects to the IIJA programs using the Evaluative Criteria Framework. The information used for the Plan is highly dynamic, and the Plan documents will be updated on a regular basis, with support from project teams, grants teams, and other teams across the agency as relevant. The below frequencies and timings are aimed at balancing the need for significant data collection against readiness for upcoming grant programs. **Figure 2** shows the timeline of the IIJA Plan activities over a year.

Figure 2 Timeline of IIJA Plan activities by calendar year



The following sections will detail the proposed steps to update and maintain the Plan. The Grants Team will include appropriate staff from the Federal/State Policy and Programming, Strategic Financial Planning, and Grants Management teams (the Grants Team).

Data Collection

| | |
|-----------------------|---|
| Frequency | Continuous with annual major updates |
| Staff | <ul style="list-style-type: none"> • Project managers • Grants Team • Partner agencies |
| Deliverable(s) | <ul style="list-style-type: none"> • Full Project List • Grants Calendar |

For the full project list, the Grants Team will gather detailed project data to allow further assessment of the project’s readiness and eligibility. This information will be entered into a dataset structure by project to allow for collection of information including project manager, project scope, subregion, cost, project phase information, primary project type, Board approval, budget status, funding plan (if any), LRTP financial forecast assumptions, and other relevant information.

The Grants Calendar will be used to inform Grant Applications and will enable Metro staff to view the most promising grant programs and allow for improved planning. Collected information will include details from prior cycles of the IIJA grant programs and guidance from federal agencies administering the grant programs authorized in the IIJA.

Project managers will be expected to regularly update this information and seek input from partner agencies as relevant. The list will be kept up to date, and new projects will be added as information becomes available. Metro’s Grants Team will be responsible for reviewing the available information and following up with project managers to clarify and review data as necessary.

Project Screening

| | |
|-----------------------|--|
| Frequency | Continuous |
| Staff | <ul style="list-style-type: none">• Grants Team• Working with Other Departments |
| Deliverable(s) | <ul style="list-style-type: none">• IIJA Roadmap |

The full project list will be refined to a smaller priority list of candidate projects. At a minimum, this list of priority projects will include those that have been approved by the Metro Board, those projects led by Metro, and projects that are strongly aligned with Metro internal strategic goals and existing policies. Consideration will be given to whether state or local sources of funding are available as many IIJA grant programs will only fund projects that have non-federal funding sources. The priority list of projects will be prepared by the Grants Team and the priority project list will be modified through the agreement with other Metro departments.

In the IIJA Roadmap table, candidate project information will be entered into a set data structure sorted by grant program. This will include preliminary expert evaluation of the priority list of projects to match the projects to eligible grants, a review of projects for fit against Metro’s ECF, and relevant project screening information. As it is classified by grant program, projects may be listed multiple times under different grant programs. This approach allows for action as grant opportunities arise.

Board Review

| | |
|-----------------------|--|
| Frequency | Annual |
| Staff | <ul style="list-style-type: none">• Grants Team• Working with Other Departments• Metro Board |
| Deliverable(s) | <ul style="list-style-type: none">• Board Endorsement of IIJA Roadmap |

Board review of the IIJA Roadmap will be sought on a regular basis, or on request from the Board. The Board-reviewed version will be used as the basis for grant preparation.

Grant Applications

| | |
|-----------------------|--|
| Frequency | Continuous based on Grants Calendar |
| Staff | <ul style="list-style-type: none">• Grants Team |
| Deliverable(s) | <ul style="list-style-type: none">• Grant Applications |

The Board-reviewed IIJA Roadmap will be used as the basis for seeking Grant Applications. The Grants Team will work with necessary partners and go through Metro’s approved grant applications process to submit applications.

Appendix A: IJA Roadmap

The following draft project list will be subject to additional review and input across Metro. Some projects have severable components allowing for projects lacking full funding to proceed on a phased basis.

Legend:

- ☆ May be eligible
- ☆☆ May be competitive
- ☆☆☆ Competitive

| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|---|--|-------------------------|---|---|--------------------------------------|---|--|----------------------|----------------------|-----------------------|---|-----------------------|
| USDOT National Infrastructure Project Assistance (Mega) | West Santa Ana Branch Corridor | Yes | ☆☆☆ (#1 Priority under CIG. Applied in 2022. Awaiting results.) | Gateway Cities/Central LA | Measure M, Measure R | Light rail transit from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line). | In project development for CIG; applying for TIRCP for first segment | 2023 | 2023 | 7,112 | \$2,614 | 3,584 |
| | I-10 Extension ExpressLanes | Yes | ☆ | San Gabriel Valley | ExpressLanes Strategic Plan | Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line. | Environmental | 2025 | 2025 | 356-TBD | 50-TBD (Assumed future CMAQ, STBGP) | 306 |
| | I-105 ExpressLanes | Yes | ☆ | South Bay Cities/ Gateway Cities | Measure M | Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605. | In design; ROW/utility not commenced | Completed | Completed | 701 - 862 | \$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can reduce toll bonds. | 50-211 |
| | I-405 ExpressLanes (Sepulveda Pass) | Yes | ☆☆ | Westside Cities | Measure M | Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101. | Environmental | 2024 | 2024 | 700 – 1,344 | 331 (Measure M) | 369-1,306 |
| | SR-71 (Segment 2) | Yes | ☆☆ | San Gabriel Valley | Measure M | Convert expressway to freeway | Construction in 2023 | Completed | Completed | 205-TBD | 205 | TBD |

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| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|---|---|-------------------------|---|--|----------------------|---|---|-------------|-------------|---------------------|--|-------------------|
| | Sepulveda Transit Corridor, Phase 2, Valley to Westside | Yes | ☆☆☆ | San Fernando Valley/Westside de Cities | Measure R/M | New high-capacity rail connection from San Fernando Valley to the D Line in Westside Los Angeles. | Not ready- in early environmental. Also a CIG candidate. Using a PDA instead of design-bid-build. LPA in April 2024 | 2026 | 2026 | 9,168-TBD | 5,403 (Prop A, Prop C, Measures R and M) | 765-TBD |
| | West Santa Ana Branch Corridor | Yes | ☆☆☆ (#1 Priority under CIG. Applied in 2022. Awaiting results.) | Gateway Cities/Central LA | Measure M, Measure R | Light rail transit from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line). | In project development for CIG; applying for TIRCP for first segment | 2023 | 2023 | 7,112 | \$2,614 Committed (Prop A, Prop C, Measure R, Measure M, Local Contributions, LPP, TIRCP); \$2.6B being requested from 5309 New Starts | 3,584 |
| USDOT Strengthening Mobility and Revolutionizing Transportation (SMART) | I-710 Integrated Corridor Management | No | ☆☆☆ | Gateway Cities / San Gabriel Valley / Central LA | Measure R | Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60. | Design | 2023 | 2023 | 40 | 5 | 35 |
| | Advanced Transportation Management System II (ATMS) | Yes | ☆☆ | Countywide | N/A | Deploy Metro's 2nd generation ATMS using CAD/AVL technologies to manage its fixed-route bus, light rail vehicle, and heavy rail vehicle operations. | Planning | N/A | N/A | 117 | TBD | TBD |
| | NextGen Cloud-Based Transit Signal Priority (TSP) | Yes | ☆ | Countywide, Central LA | Measure M | Replacement of the existing Transit Signal Priority (TSP) system in partnership with LADOT with implementation of a wireless cloudbased TSP system to support the NextGen Transit First Bus Plan. | Early Planning | N/A | N/A | 15 | TBD | TBD |
| USDOT Safe Streets and Roads for All (SS4A) | Metro is not currently eligible to apply for this program. After an eligible Action Plan is in place, the Grants Team will identify candidate projects for implementation grants. | | | | | | | | | | | |
| USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost Saving | The Grants Team will continue working with other departments to identify eligible projects for this program. | | | | | | | | | | | |

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| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|--|--|-------------------------|------------------|----------------------------------|-----------------------------|---|--------------------------------------|-------------|-------------|---------------------|---|-------------------|
| Transportation (PROTECT) | | | | | | | | | | | | |
| USDOT Nationally Significant Multimodal Freight & Highway Projects (INFRA) | I-10 Extension ExpressLanes | Yes | ☆ | San Gabriel Valley | ExpressLanes Strategic Plan | Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line. | Environmental | 2025 | 2025 | 356-TBD | 50-TBD (Assumed future CMAQ, STBGP) | 306 |
| | I-105 ExpressLanes | Yes | ☆ | South Bay Cities/ Gateway Cities | Measure M | Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605. | In design; ROW/utility not commenced | Completed | Completed | 701 - 862 | \$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can reduce toll bonds. | 50-211 |
| | I-405 ExpressLanes (Sepulveda Pass) | Yes | ☆☆ | Westside Cities | Measure M | Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101. | Environmental | 2024 | 2024 | 700 – 1,344 | 331 (Measure M) | 369-1,306 |
| | SR-71 (Segment 2) | Yes | ☆☆ | San Gabriel Valley | Measure M | Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined. | Construction in 2023 | Completed | Completed | 205-TBD | 205 | TBD |
| | I-605 Hot Spot - I-605 / I-5 Interchange Improvements | Yes | ☆☆☆ | Gateway Cities | Measure M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | Environmental | TBD | TBD | 339 | 18 (RIP) - TBD (Planned Measure R, Measure M and Prop C) | 321 |
| | I-605 Hot Spot - WB SR-91 Alondra Bl to Shoemaker Ave Aux Lane (Previously I-605 / Sr-91 Interchange Improvements) | Yes | ☆☆☆ | Gateway Cities | Measure M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | In design | Completed | Completed | 193 | 96 (TCEP) - TBD (Planned Measure R, Measure M and Prop C) | 97 |
| | I-605 Hot Spot - I-605 / Sr-60 Interchange Improvements | Yes | ☆☆☆ | Gateway Cities | Measure M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | Environmental | TBD | TBD | 339 | TBD (Planned Measure R, Measure M and Prop C) | 339 |

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| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|---|--|-------------------------|---|----------------|------------------|--|---------------------------------|-----------------------|-----------------------|---------------------|---|-------------------|
| | I-605 Hot Spot - EB SR-91 Aux Lane - Atlantic to Cherry | Yes | ☆☆☆ | Gateway Cities | Measure M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | Construction in 2024 | Completed | Completed | 96 | 48 (TCEP) - TBD (Planned Measure R, Measure M and Prop C) | 48 |
| | I-605 Hot Spot - SR-91 Acacia to Central Improvement Project | Yes | ☆☆☆ | Gateway Cities | Measure M | Improvements to SR-91 between Central Ave and Acacia. This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | In design | Completed | TBD | 175 | TBD (Planned Measure R, Measure M and Prop C) | 175 |
| | I-605 Hot Spot - Early Action Beverly Blvd | Yes | ☆☆☆ | Gateway Cities | Measure M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | In design; construction in 2024 | Completed | Completed | 29 | TBD | 29 |
| | I-605 Hot Spot - EARLY ACTION SR-60 At 7th Ave Interchange | Yes | ☆☆☆ | Gateway Cities | Measure M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | Pre-Design | Completed | Completed | 25 | TBD | 25 |
| | I-605 Hot Spot - Early Action - Valley Blvd Interchange | Yes | ☆☆☆ | Gateway Cities | Measure M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | PS&E | Completed | Completed | 45 | TBD | 45 |
| USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | Clean Truck Infrastructure | No | ☆ | Countywide | Measure R/M | Install charging infrastructure throughout LA County for zero emissions trucks. | Planning | TBD | TBD | 200 | TBD | 200 |
| | Doran Street Grade Separations | No | ☆☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program) | Arroyo Verdugo | Measure R | Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings. | Design | Completed | Completed | 180 | TBD | 180 |
| | First/Last Mile Plan Projects | No | ☆ (not competitive until specific projects are developed) | Various | Measure M | Metro is preparing a first last mile plan to improve walking and biking connection to the future Expo/Crenshaw Station. | Varies | Categorical Exclusion | Categorical Exclusion | Varies | Varies | Varies |

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| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|-----------------|---|-------------------------|------------------|--|-----------------------------|---|---|--|-------------|---------------------|---|-------------------|
| | I-10 Extension ExpressLanes | Yes | ☆ | San Gabriel Valley | ExpressLanes Strategic Plan | Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line. | Environmental | 2025 | 2025 | 356-TBD | 50-TBD (Assumed future CMAQ, STBGP) | 306 |
| | I-105 ExpressLanes | Yes | ☆ | South Bay Cities/ Gateway Cities | Measure M | Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605. | In design; ROW/utility not commenced | Completed | Completed | 701 - 862 | \$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can reduce toll bonds. | 50-211 |
| | I-405 ExpressLanes (Sepulveda Pass) | Yes | ☆☆ | Westside Cities | Measure M | Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101. | Environmental | 2024 | 2024 | 700 – 1,344 | 331 (Measure M) | 369-1,306 |
| | I-710 Integrated Corridor Management | No | ☆☆☆ | Gateway Cities / San Gabriel Valley / Central LA | Measure R | Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60. | Design | 2023 | 2023 | 40 | 5 | 35 |
| | LA River Path | Yes | ☆ | Central LA | Measure M | Proposed walking/bicycling path to close an existing 8-mile gap in the active transportation network along the LA River. | Environmental | 2024 | 2025 | 427-433 | 366 | 61-67 |
| | LA River Path - San Fernando Valley | Yes | ☆ | San Fernando Valley | Measure M | Completion of Bike Path in San Fernando Valley. Project Alternative and Scope TBD | Environmental review; construction in 2023 | Varies by segment | TBD | TBD | 60 | TBD |
| | LA Union Station Forecourt and Esplanade Improvements | No | ☆ | Central LA | LRTP | Reconstruct Alameda and Los Angeles Streets along the frontage of Union Station with widened sidewalks for pedestrian and bike paths. | Design | Completed; construction bid expected in 2023 | Completed | 20-TBD | 18 | 2-TBD |
| | Rail to River (Segment B) | No | ☆ | Central LA/Gateway Cities | LRTP | Connection from future Rail to Rail biking and walking path to LA River biking and walking path | Early planning; approved preferred alignment Aug 2022 | 2024 | 2024 | TBD | TBD | TBD |

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| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|-----------------|--|-------------------------|------------------|---------------------|------------------|--|----------------------|-------------|-------------|---------------------|---|-------------------|
| | SR-71 (Segment 2) | Yes | ☆☆ | San Gabriel Valley | Measure M | Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined. | Construction in 2023 | Completed | Completed | 205-TBD | 205 | TBD |
| | Universal Station Mobility Hub | No | ☆ | San Fernando Valley | N/A | Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service | Planning | 2025 | 2025 | 8 | TBD; needs local match; potential MSP funding | 8 |
| | I-605 Hot Spot - I-605 / I-5 Interchange Improvements | Yes | ☆☆ | Gateway Cities | Measure R | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | Environmental | TBD | TBD | 339 | 18 (RIP) - TBD (Planned Measure R, Measure M and Prop C) | 321 |
| | I-605 Hot Spot - WB SR-91 Alondra Bl to Shoemaker Ave Aux Lane (Previously I-605 / Sr-91 Interchange Improvements) | Yes | ☆☆ | Gateway Cities | Measure R | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | In design | Completed | Completed | 193 | 96 (TCEP) - TBD (Planned Measure R, Measure M and Prop C) | 97 |
| | I-605 Hot Spot - I-605 / Sr-60 Interchange Improvements | Yes | ☆☆ | Gateway Cities | Measure R | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | Environmental | TBD | TBD | 339 | TBD (Planned Measure R, Measure M and Prop C) | 339 |
| | I-605 Hot Spot - EB SR-91 Aux Lane - Atlantic to Cherry | Yes | ☆☆ | Gateway Cities | Measure R | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | Construction in 2024 | Completed | Completed | 96 | 48 (TCEP) - TBD (Planned Measure R, Measure M and Prop C) | 48 |
| | I-605 Hot Spot - SR-91 Acacia to Central Improvement Project | Yes | ☆☆ | Gateway Cities | Measure R | Improvements to SR-91 between Central Ave and Acacia. This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | In design | Completed | TBD | 175 | TBD (Planned Measure R, Measure M and Prop C); (could be funded from Measure M at expense of other projects. Current state TCEP candidate.) | 175 |

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| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|-----------------|--|-------------------------|---|--------------------|------------------|--|--|-------------|-------------|---------------------|--|-------------------|
| | I-605 Hot Spot - Early Action Beverly Blvd | Yes | ☆☆ | Gateway Cities | Measure R | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | In design; construction in 2024 | Completed | Completed | 29 | TBD | 29 |
| | I-605 Hot Spot - EARLY ACTION SR-60 At 7th Ave Interchange | Yes | ☆☆ | Gateway Cities | Measure R/M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | Pre-Design | Completed | Completed | 25 | TBD | 25 |
| | I-605 Hot Spot - Early Action - Valley Blvd Interchange | Yes | ☆☆ | Gateway Cities | Measure M | This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion. | PS&E | Completed | Completed | 45 | TBD | 45 |
| | Washington Wye Junction Improvement | Yes | ☆☆ | San Gabriel Valley | Measure M | Restriction of certain traffic movements and limited redesign/modifications to the junction. | Planning | TBD | TBD | 75 | TBD | 75 |
| | Arts District/6th Street Station | No | ☆☆ | Central LA | N/A | New Metro rail station to serve the Arts District, Boyle Heights, and surrounding communities. | Environmental | 2024 | TBD | TBD | TBD; local match potentially from Mello-Roos and or EIFD | TBD |
| | Broadway BRT | Yes | ☆ (needs further development and has significant funding gap) | Central LA | Measure M | New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations. | Early planning (Planning beginning in fall 2023) | 2025 | 2026 | 300-TBD | TBD; local match from comp. BRT MSP | 300-TBD |
| | Link Union Station (Phase A) | No | ☆ | Central LA | Measure M | The Link US project proposes the integration of new run-through tracks on an elevated rail yard over the US-101 freeway to improve operational flexibility and expand capacity at Los Angeles Union Station (LAUS). The Link US Project also envisions a new concourse for shorter wait times and a better transfer experience. Link US will also prepare Union Station for the arrival of future high-speed rail service. | Design & Engineering; NEPA underway | Completed | 2022 | 950-TBD | 950 | TBD |

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| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) | |
|-------------------------------------|---|-------------------------|------------------|---|------------------|--|---|--|-------------|---------------------|-----------------------|--|---------|
| | Universal City/ Studio City Station Improvements | No | ☆ | San Fernando Valley | N/A | Improve Universal City/Studio City Station area | Early planning | 2026 | 2026 | TBD | TBD | TBD | |
| | Atlantic BRT | No | ☆ | South Bay/Gateway Cities | N/A | New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals. | Planning | TBD | TBD | Too Early | TBD | Too Early | |
| | Venice Blvd BRT | No | ☆ | Westside Cities/Central LA | N/A | New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street | TBD | TBD | TBD | TBD | TBD | TBD | |
| | NextGen Cloud-Based Transit Signal Priority (TSP) | Yes | ☆ | Countywide, Central LA | L RTP | Replacement of the existing Transit Signal Priority (TSP) system in partnership with LADOT with implementation of a wireless cloudbased TSP system to support the NextGen Transit First Bus Plan. | Early Planning | N/A | N/A | 15 | TBD | TBD | |
| | Beverly Hills North Portal Project | | ☆ | Westside Cities | Measure R | Assist the City of Beverly Hills in designing and constructing a new half-portal at the future Wilshire Rodeo Station of the Purple (D Line) Extension Section 2 Project. | Design | N/A | N/A | 26-29 | TBD | TBD | |
| FTA Capital Investment Grants (CIG) | Small Starts | Broadway BRT | Yes | ☆☆ (Would compete Requires Board ranking against other Metro NS projects) | Central LA | Measure M | New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations. | Early planning (Planning beginning in fall 2023) | 2025 | 2026 | 300-TBD | TBD; local match from comp. BRT MSP | 300-TBD |
| | | Vermont BRT | Yes | ☆ (Would compete Requires Board ranking against other Metro CIGs) | Central LA | Measure M | New BRT Service that provides high-capacity, fast connection between Koreatown and South LA. BRT to supplement and not preclude future rail corridor. | Planning | 2025 | 2026 | 450-525 | 190 (Prob C, TIRCP, Measure M) and 55 (Assumed future STBGP) | 205-280 |

IJA Implementation Plan

| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|-----------------------------------|-------------------------------------|-------------------------|--|-----------------------------------|----------------------|---|--|-------------|-------------|---------------------|---|-------------------|
| | Atlantic BRT | No | ☆ | South Bay/Gateway Cities | N/A | New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals. | Planning | TBD | TBD | Too Early | TBD | Too Early |
| | Venice Blvd BRT | No | ☆ | Westside Cities/Central LA | N/A | New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street | TBD | TBD | TBD | TBD | TBD | TBD |
| | San Gabriel Valley Transit | Yes | ☆ | San Gabriel Valley | Measure M, Measure R | Depending on the result of the study, this assumes BRT service within the San Gabriel Valley to replace the Eastside Transit Corridor Route 60 Alternative. | Planning | TBD | TBD | TBD | TBD | TBD |
| EPD Pilot Program | East San Fernando Valley Light Rail | Yes | ☆☆☆ (# 1 priority for EPD and has Have-LOI for EPD Program) | San Fernando Valley | Measure M, Measure R | Metro's plan for better transit includes more rail service in the heart of the San Fernando Valley. The East San Fernando Valley Light Rail Project will improve connections and access to key destinations while connecting transit users to the growing network in the San Fernando Valley. | In ROW/utility relocation, final design expected 2025 | Completed | Completed | 3,575 | \$1,560 (RIP/STIP, TCRP, Prop C, Measure R, Measure M); \$909m anticipated from EPD | 1,106 |
| New Starts | Eastside Transit Corridor Phase 2 | Yes | ☆ (Would compete Requires Board ranking against other Metro CIGs); still requires federal | San Gabriel Valley/Gateway Cities | Measure R/M | The Gold Line Extension will go further east from its current terminus at Pomona Blvd and Atlantic Blvd in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos. | Environmental review; LPA in late 2022, construction in 2029 | 2023 | 2025 | 4,447-8,707 | 3,310 | 1,137-5,397 |

IJA Implementation Plan

| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|---|---|-------------------------|--|-------------------------------------|----------------------|---|--|-------------|-------------|---------------------|--|-------------------|
| | | | clearance and LPA) | | | | | | | | | |
| | Sepulveda Transit Corridor, Phase 2, Valley to Westside | Yes | ☆☆☆ | San Fernando Valley/Westside Cities | Measure R/M | New high capacity rail connection from San Fernando Valley to the D Line in Westside Los Angeles | Not ready - in early environmental, CIG candidate. Using PDA instead of design-bid-build. LPA in April 2024. | 2026 | 2026 | 9,168-TBD | 5,403 (Prop A, Prop C, Measure M, Measure R) | 3,765-TBD |
| | West Santa Ana Branch Corridor | Yes | ☆☆☆ (Metro NS "Pillar Project") | Gateway Cities/Central LA | Measure M, Measure R | Light rail transit from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line) | In project development for CIG; applying for TIRCP for first segment | 2023 | 2023 | 7,112 | \$2,614 Committed (Prop A, Prop C, Measure R, Measure M, Local Contributions, LPP, TIRCP); \$2.6B being requested from 5309 New Starts | 3,584 |
| | Core Capacity | | | | | | | | | | | |
| | Metrolink SCORE Program | No | ☆ | Countywide | N/A | A series of projects to upgrade the Metrolink network including track work and additions, grade crossing, station and signal improvements. The goal is to achieve 30-minute, bi-directional service in peak periods on the lines. | Varies | Varies | Varies | 10,000 | TBD | TBD |
| | Washington Wye Junction Improvement | No | ☆☆ (Evaluating as Core Capacity project) | Central LA | N/A | Restriction of certain traffic movements and limited redesign/modifications to the junction. | Planning | TBD | TBD | TBD | TBD | TBD |
| FTA Grants for Buses and Bus Facilities Competitive (5339b) | Broadway BRT | Yes | ☆ | Central LA | Measure M | New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations. | Early planning (Planning beginning in fall 2023) | 2025 | 2026 | 300-TBD | TBD; local match from comp. BRT MSP | 300-TBD |
| | San Gabriel Valley Transit | Yes | ☆ | San Gabriel Valley | Measure M, Measure R | Depending on the result of the study, this assumes BRT service within the San Gabriel Valley to replace the Eastside Transit Corridor Route 60 Alternative. | Planning | TBD | TBD | TBD | TBD | TBD |
| | Vermont BRT | Yes | ☆ | Central LA | Measure M | New BRT Service that provides high-capacity, fast connection between Koreatown and South LA. BRT to | Planning | 2025 | 2026 | 450-525 | 190 (Prop C, TIRCP, Measure M) and 55 | 205-280 |

IJA Implementation Plan

| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|---|---|-------------------------|--|-----------------------------|------------------|--|----------------|-------------|-------------|---------------------|---|-------------------|
| | | | | | | supplement and not preclude future rail corridor. | | | | | (Assumed future STBGP) | |
| | Zero Emission Bus Master Plan - Phase 2 | Yes | ☆☆☆ | Countywide | LRTP | Procurement of Zero Emission Bus vehicles for local, rapid, shuttle, and express routes. Conversion of "dependent" Divisions (Divisions 1, 2, 3, 5, 7, and 13) from CNG to battery charging. | Planning | TBD | TBD | 1,250 | TBD | 1,250 |
| | Bus Terminal Improvements | No | ☆ (Requires greater project definition.) | Countywide | LRTP | Project requires approvals by LA City Council/No design yet. Project is scalable. Increases speed and reliability | Planning | TBD | TBD | TBD | TBD | TBD |
| | Systemwide Bus Layover Improvements | No | ☆ (Requires greater project definition.) | Countywide | LRTP | Project is scalable. Increases speed and reliability Best submitted in combination with other Speed and Reliability projects. | Planning | TBD | TBD | TBD | TBD | TBD |
| | Atlantic BRT | No | ☆ | South Bay/Gateway Cities | N/A | New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals. | Planning | TBD | TBD | Too Early | TBD | Too Early |
| | Venice Blvd BRT | No | ☆ | Westside Cities/ Central LA | N/A | New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street | TBD | TBD | TBD | TBD | TBD | TBD |
| | Universal Station Mobility Hub | No | ☆ | San Fernando Valley | N/A | Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service | Planning | 2025 | 2025 | 8 | TBD; needs local match; potential MSP funding | 8 |
| FTA Low or No Emission Vehicle Program (LoNo) | Zero Emission Bus Master Plan - Phase 2 | Yes | ☆☆☆ | Countywide | LRTP | Procurement of Zero Emission Bus vehicles for local, rapid, shuttle, and express routes. Conversion of "dependent" Divisions (Divisions 1, 2, 3, 5, 7, and 13) from CNG to battery charging. | Planning | TBD | TBD | 1,250 | TBD | 1,250 |
| | Access Service Improvements | Yes | ☆☆ | Countywide | LRTP | Access Services provides paratransit service for LA County. | TBD | TBD | TBD | TBD | TBD | TBD |

IJA Implementation Plan

| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|--|---|-------------------------|--|--------------------------|------------------|--|-------------------------------------|-----------------------|-----------------------|---------------------|---|-------------------|
| | Bus Capital - Charging infrastructure for ZEB | Yes | ☆☆☆ | Countywide | L RTP | Infrastructure implementation for LA Metro Zero emission buses | Planning | N/A | N/A | 1,326 | 459-TBD (Include CMAQ, Prop C, TIRCP) | 867-TBD |
| FTA Innovative Coordinated Access and Mobility (ICAM) | Universal Station Mobility Hub | No | ☆ | San Fernando Valley | N/A | Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service | Planning | 2025 | 2025 | 8 | TBD; needs local match; potential MSP funding | 8 |
| | Metro Micro | Yes | ☆ | Various | L RTP | Pilot Project providing microtransit service at various locations | Pilot Project In Operation | TBD | TBD | TBD | TBD | TBD |
| FRA Federal-State Partnership for Intercity Passenger Rail (FSP) | Brighton to Roxford Double Track | No | ☆ | San Fernando Valley | Measure R | Adding a second mainline track along the Valley Subdivision, new and upgraded traffic and pedestrian crossings between Hollywood Way in Burbank and Roxford Street in Sylmar. | Design | Categorical Exclusion | Categorical Exclusion | 213 | TBD | 213 |
| | Doran Street Grade Separations | No | ☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program) | Arroyo Verdugo | Measure R | Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings. | Design | Completed | Completed | 180 | TBD | 180 |
| | Link Union Station (Phase A) | No | ☆ | Central LA | Measure M | The Link US project proposes the integration of new run-through tracks on an elevated rail yard over the US-101 freeway to improve operational flexibility and expand capacity at Los Angeles Union Station (LAUS). The Link US Project also envisions a new concourse for shorter wait times and a better transfer experience. Link US will also prepare Union Station for the arrival of future high-speed rail service. | Design & Engineering; NEPA underway | Completed | 2022 | 950-TBD | 950 | TBD |
| | High Desert Corridor | Yes | ☆ | North Los Angeles County | Measure M | The High Desert Corridor (HDC) project considers a new multi-modal link between State Route (SR)-14 in Los Angeles County and SR-18 in San Bernardino County. | Design | TBD | TBD | TBD | TBD | TBD |
| FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) | Brighton to Roxford Double Track | No | ☆☆ | San Fernando Valley | Measure R | Adding a second mainline track along the Valley Subdivision, new and upgraded traffic and pedestrian crossings between Hollywood Way in Burbank and Roxford Street in Sylmar. | Design | Categorical Exclusion | Categorical Exclusion | 213 | TBD | 213 |

IJA Implementation Plan

| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|--|---------------------------------|-------------------------|---|----------------------------------|-----------------------------|---|--------------------------------------|-----------------------|-----------------------|---------------------|--|-------------------|
| | Doran Street Grade Separations | No | ☆☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program) | Arroyo Verdugo | Measure R | Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings. | Design | Completed | Completed | 180 | TBD | 180 |
| | Metrolink SCORE Program | No | ☆ | Countywide | N/A | A series of projects to upgrade the Metrolink network including track work and additions, grade crossing, station and signal improvements. The goal is to achieve 30-minute, bi-directional service in peak periods on the lines. | Varies | Varies | Varies | 10,000 | TBD | TBD |
| | Lone Hill to White Double Track | No | ☆☆ | San Fernando Valley | Measure R | Second mainline track along a 4-mile segment between Lone Hill Avenue in San Dimas and White Avenue in La Verne along the San Gabriel Subdivision. | Design | Categorical Exclusion | Categorical Exclusion | 153 | TBD | 153 |
| | High Desert Corridor | Yes | ☆ | North Los Angeles County | Measure M | The High Desert Corridor (HDC) project considers a new multi-modal link between State Route (SR)-14 in Los Angeles County and SR-18 in San Bernardino County. | Design | TBD | TBD | TBD | TBD | TBD |
| Advanced Transportation Technology and Innovation (ATTAIN) | Camera Bus Lane Enforcement | No | ☆ | Countywide | N/A | Implement camera-based technology to enforce bus-only lane use along key BRT and bus-only lane corridors. | Planning | TBD | TBD | 16 | TBD | 16 |
| | Clean Truck Infrastructure | No | ☆ (if project deploys advanced transportation technologies outlined in the NOFO) | Countywide | Measure M | Install charging infrastructure throughout LA County for zero emissions trucks. | Planning | TBD | TBD | 200 | TBD | 200 |
| | I-10 Extension ExpressLanes | Yes | ☆ | San Gabriel Valley | ExpressLanes Strategic Plan | Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line. | Environmental | 2025 | 2025 | 356-TBD | 50-TBD (Assumed future CMAQ, STBGP) | 306 |
| | I-105 ExpressLanes | Yes | ☆ | South Bay Cities/ Gateway Cities | Measure M | Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605. | In design; ROW/utility not commenced | Completed | Completed | 701 - 862 | \$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can | 50-211 |

IIJA Implementation Plan

| Funding program | List of Projects | Sustains Measure M/LRTP | Grant Commentary | Subregion | Policies / Plans | Scope | Project Status | CEQA Status | NEPA Status | Cost Estimate (\$m) | Committed Funds (\$m) | Funding Gap (\$m) |
|--|--------------------------------------|-------------------------|---|--|------------------|---|----------------------|-------------|-------------|---------------------|---|-------------------|
| | | | | | | | | | | | reduce toll bonds. | |
| | I-405 ExpressLanes (Sepulveda Pass) | Yes | ☆☆ | Westside Cities | Measure M | Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101. | Environmental | 2024 | 2024 | 700 – 1,344 | 331 (Measure M) | 369-1,306 |
| | I-710 Integrated Corridor Management | No | ☆☆☆ | Gateway Cities / San Gabriel Valley / Central LA | Measure R | Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60. | Design | 2023 | 2023 | 40 | 5 | 35 |
| | SR-71 (Segment 2) | Yes | ☆☆ | San Gabriel Valley | | Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined. | Construction in 2023 | Completed | Completed | 205-TBD | 205 | TBD |
| | Open Loop Payment | No | ☆ (Should be integrated with other ticketing/fare projects like universal fare. Could be beneficial if better defined. This is the closest grant match but difficult with grant programs available) | Countywide | N/A | Replace card scanners/readers with ones that are open loop in that they can accept payment from credit cards, debit cards, payment apps, etc. | TBD | TBD | TBD | TBD | TBD | TBD |
| | Universal Station Mobility Hub | No | ☆ | San Fernando Valley | N/A | Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service | Planning | 2025 | 2025 | 8 | TBD; needs local match; potential MSP funding | 8 |
| FHWA (Primarily) Various EV Charging & Alternative Fueling Programs (e.g. Corridor Charging or Community Charging) | Clean Truck Infrastructure | No | ☆☆ | Countywide | Measure M | Install charging infrastructure throughout LA County for zero emissions trucks. | Planning | TBD | TBD | 200 | TBD | 200 |
| | Universal Station Mobility Hub | No | ☆ (if EV charging and/or alternative fueling is part of this project) | San Fernando Valley | N/A | Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service | Planning | 2025 | 2025 | 8 | TBD; needs local match; potential MSP funding | 8 |

Appendix B: Grants Calendar

The below excerpt shows the one-year look ahead and related information and is based on data provided by federal agencies during past grant cycles. This information is highly subject to change as new information becomes available and should only be used as a reference. The predicted dates and guidance may change at the discretion of the federal agencies administering each grant program.

Legend:

- Confirmed dates of cycles
- Predicted dates based on previous cycles

| Competitive Funding Programs | | | | | | 2022 | | | 2023 | | | | | | | | | | | |
|---|--------|---|---|--|---|------|----|----|------|---|---|---|---|---|---|---|---|----|----|----|
| Grant Name | Agency | Eligible Activities | Max grant allowable ⁴ | Max previous award | Max fed share | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| RAISE - Rebuilding American Infrastructure with Sustainability and Equity | USDOT | Planning, Environmental & Design, Construction | \$25 million per grant | \$25 million (FY22) | 80% | | | | | | | | | | | | | | | |
| MEGA - National Infrastructure Project Assistance | USDOT | Planning, Environmental & Design, Construction | No limit specified | N/A – new program | 60% MEGA ⁵ | | | | | | | | | | | | | | | |
| INFRA - Nationally Significant Multimodal Freight & Highway Projects | USDOT | Environmental & Design, Construction | May be used for up to 60% of future eligible project costs | \$150 million (awarded to Caltrans in FY22) | 83.57% | | | | | | | | | | | | | | | |
| BBF - 5339b - Bus and Bus Facilities | FTA | Construction / Implementation | No limit specified | \$22.85 million (awarded to Texas DOT in 2021) | 80% | | | | | | | | | | | | | | | |
| LoNo - Low or No Emission Vehicle Program | FTA | Construction / Implementation | No limit specified | \$116 million (awarded to NY MTA and MBTA in 2022) | 80-90% ⁶ | | | | | | | | | | | | | | | |
| SS4A - Safe Streets and Roads for All | USDOT | Planning, Environmental & Design, Construction / Implementation | Implementation Plan Grants: \$30 million Action Plan Grants: \$5 million for a MPO or a joint application \$1 million for a political subdivision of a State or a federally recognized Tribal government. | N/A - new program | 80% | | | | | | | | | | | | | | | |
| BIP - Bridge Investment Program | FHWA | Planning, Environmental & Design, Construction | Large Bridge Project: 50% of total eligible projects cost Bridge Project: 80% of total eligible project cost Planning grants: No maximum | \$2.4 million (awarded to City of Seattle in 2022) | 50% for “Large Bridge Projects” 80% for other BIP projects 90% for off-system bridges | | | | | | | | | | | | | | | |
| RCE - Railroad Crossing Elimination Grant Program | FRA | Planning, Environmental & Design, Construction | No maximum for individual awards (Max in a state: \$114,652,800) | New program | 80% | | | | | | | | | | | | | | | |
| SMART - Strengthening Mobility and Revolutionizing Transportation | USDOT | Planning, Environmental & Design, Construction | \$2 million (for Stage 1) Geographic maximums: 40% for large communities, 30% for midsized communities, 30% for rural communities or regional partnerships | New program | Not required for stage 1 | | | | | | | | | | | | | | | |

⁴ Based on last available grant guidance, including Notices of Funding Opportunity from previous cycles.

⁵ With total federal share not to exceed 80%.

⁶ Maximum of 80% for equipment and facilities not in compliance with the Clean Air Act, 85% for leasing or acquiring a transit bus, 90% for leasing or acquiring bus-related equipment and facilities in compliance with the Clean Air Act.

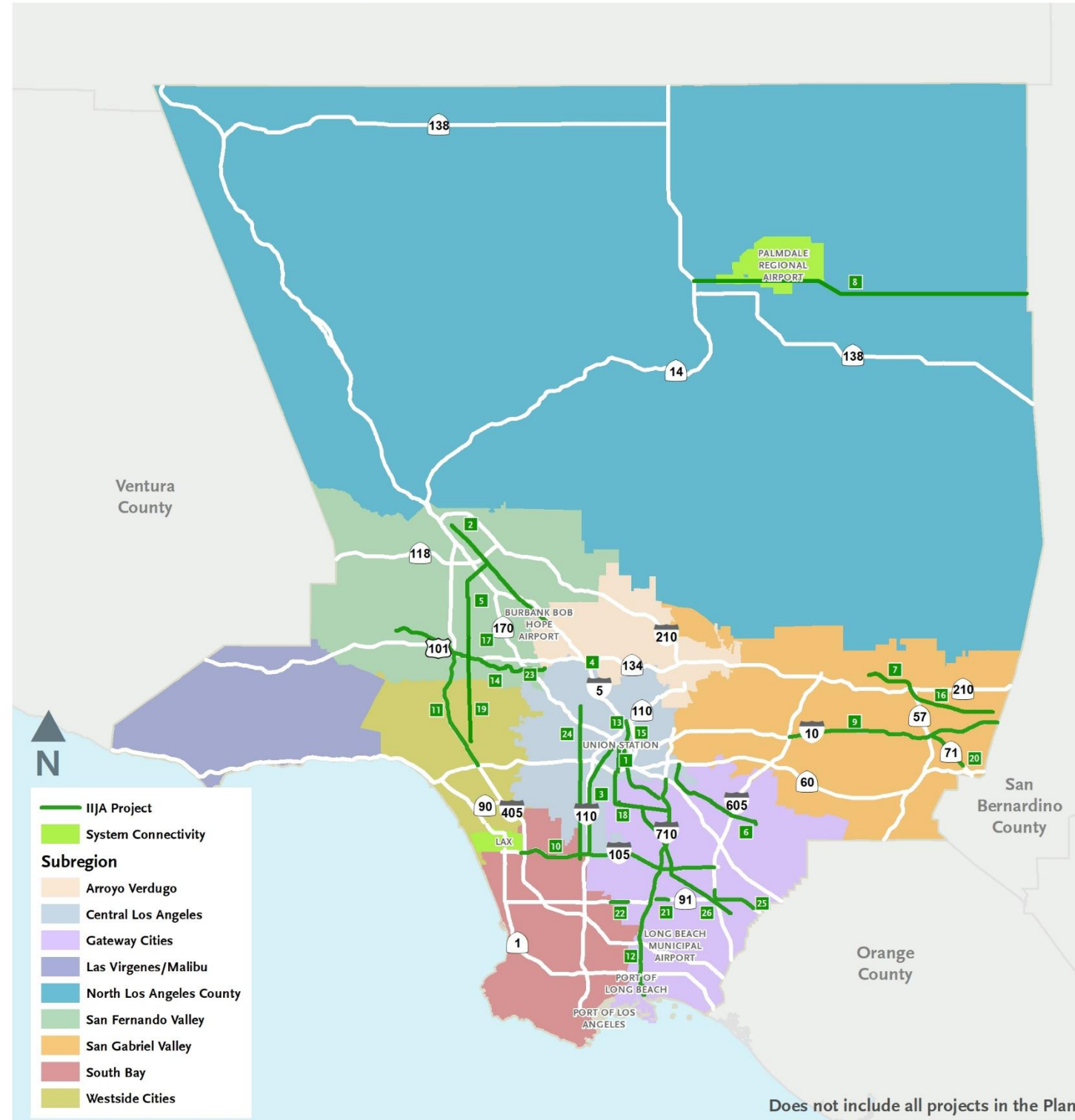
IJA Implementation Plan

| Competitive Funding Programs | | | | | | 2022 | | | 2023 | | | | | | | | | | | |
|--|----------------|---|----------------------------------|--|--|------|----|----|---|---|---|---|---|---|---|---|---|----|----|----|
| Grant Name | Agency | Eligible Activities | Max grant allowable ⁴ | Max previous award | Max fed share | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| CRISI - Consolidated Rail Infrastructure and Safety Improvements | FRA | Planning, Environmental & Design, Construction | No maximum for individual awards | \$25 million (awarded to Alameda County Rail Safety Enhancement Program in 2021) | 80% | | | | | | | | | | | | | | | |
| ATTIMD - Advanced Transportation Technologies & Innovative Mobility | FHWA | Planning (max 5% of funding), Construction / Implementation, Operations & Maintenance | \$12 million per entity | \$8.7 million in FY21 | 50% | | | | | | | | | | | | | | | |
| FSP - Federal-State Partnership for Intercity Passenger Rail | FRA | Planning, Environmental & Design, Construction | No limit specified | \$65 million in FY21 | 80% | | | | | | | | | | | | | | | |
| PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation | USDOT | Planning, Environmental & Design, Construction | No limit specified | New program | 80% ⁷ | | | | | | | | | | | | | | | |
| Various EV Charging & Alternative Fueling Programs (e.g. Corridor Charging or Community Charging) | FHWA primarily | Construction, Operations & Maintenance (first 5 years after installation) | TBD | New programs | | | | | | | | | | | | | | | | |
| CIG - Capital Investment Grants | FTA | Environmental & Design, Construction | Dependent on project type | \$2.63 billion (awarded to NYC LIRR East Side Access) | New Starts: 60% Small Starts: 80% Core Capacity: 80% | | | | Multiyear process dependent on agreement with FTA | | | | | | | | | | | |
| ICAM - Innovative Coordinated Access and Mobility | FTA | Construction | No maximum for individual awards | \$2.8 million (awarded to Ohio DOT in FY21) | 80% | | | | TBC - potentially biennial program | | | | | | | | | | | |

⁷ Can increase by 7% if the State has developed a Resilience Improvement Plan and prioritized the project in that Plan and 3% if a State Resilience Improvement Plan is incorporated into the metropolitan transportation plan.

Appendix C: IIJA Implementation Plan Projects (Subregions)

- 1 Arts District/6th Street Station
- 2 Brighton to Roxford Double Track
- 3 Broadway BRT
- 4 Doran Street Grade Separations
- 5 East San Fernando Valley Transit Corridor
- 6 Eastside Transit Corridor Phase 2
- 7 Foothill Gold Line Extension Phase 2B (Pomona)
- 8 High Desert Multi-purpose Corridor
- 9 I-10 Extension Express Lanes
- 10 I-105 Express Lanes
- 11 I-405 Express Lanes (Sepulveda Pass)
- 12 I-710 Integrated Corridor Management
- 13 LA River Path
- 14 LA River Path - San Fernando Valley
- 15 Link Union Station (Phase A)
- 16 Lone Hill to White Double Track
- 17 Orange Line (G) BRT Improvements
- 18 Rail to River (Segment B)
- 19 Sepulveda Transit Corridor
- 20 SR-71 (Segment 2)
- 21 SR-91 Atlantic to Cherry
- 22 SR-91 Central to Acacia
- 23 Universal City/Studio City Station Improvements
- 24 Vermont BRT
- 25 Westbound SR-91 Connector
- 26 West Santa Ana Branch Corridor



Appendix D: IIJA Implementation Plan Projects (Equity Focus Communities)

- 1 Arts District/6th Street Station
- 2 Brighton to Roxford Double Track
- 3 Broadway BRT
- 4 Doran Street Grade Separations
- 5 East San Fernando Valley Transit Corridor
- 6 Eastside Transit Corridor Phase 2
- 7 Foothill Gold Line Extension Phase 2B (Pomona)
- 8 High Desert Multi-purpose Corridor
- 9 I-10 Extension Express Lanes
- 10 I-105 Express Lanes
- 11 I-405 Express Lanes (Sepulveda Pass)
- 12 I-710 Integrated Corridor Management
- 13 LA River Path
- 14 LA River Path - San Fernando Valley
- 15 Link Union Station (Phase A)
- 16 Lone Hill to White Double Track
- 17 Orange Line (G) BRT Improvements
- 18 Rail to River (Segment B)
- 19 Sepulveda Transit Corridor
- 20 SR-71 (Segment 2)
- 21 SR-91 Atlantic to Cherry
- 22 SR-91 Central to Acacia
- 23 Universal City/Studio City Station Improvements
- 24 Vermont BRT
- 25 Westbound SR-91 Connector
- 26 West Santa Ana Branch Corridor



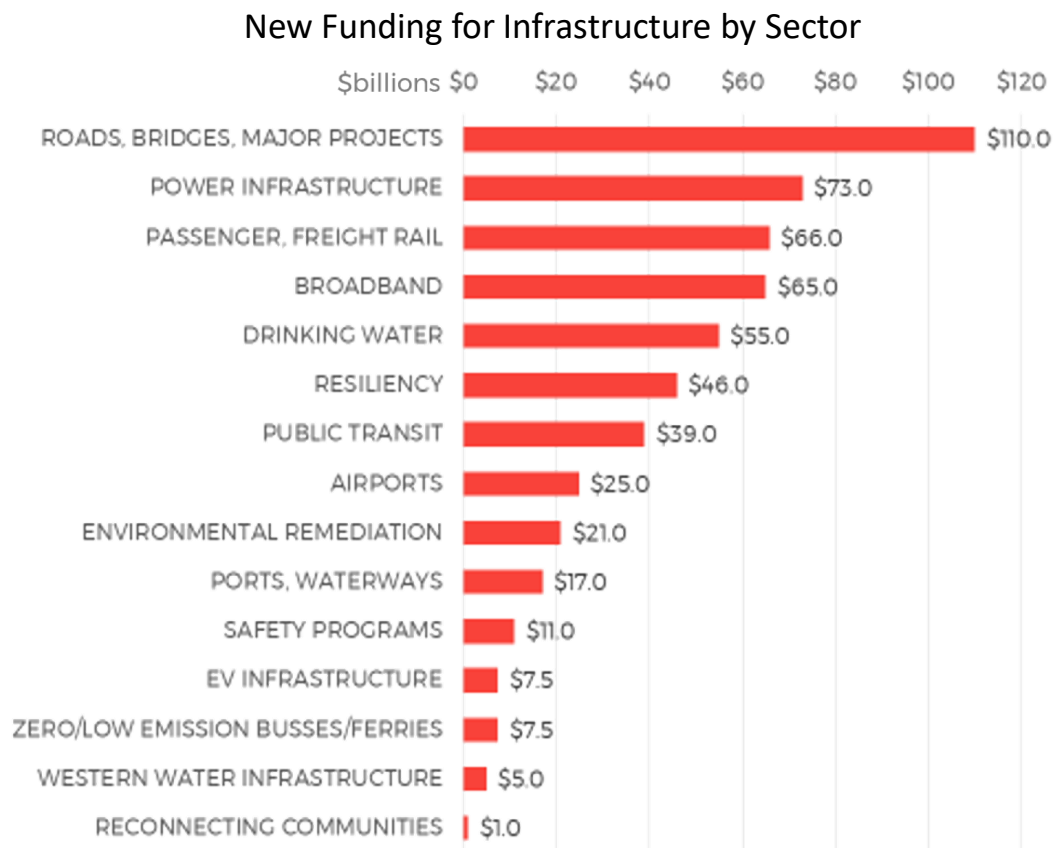
THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FIVE-YEAR IMPLEMENTATION PLAN

November 2022



The IIJA represents a significant opportunity for Metro

- **The Infrastructure Investment and Jobs Act (IIJA), or Bipartisan Infrastructure Law (BIL), was enacted by President Biden on November 15, 2021.**
- Over \$550b in additional discretionary funds over baseline, from FFY2022 to FFY2026.
- Emphasizes investments in equity and will be used to meet Justice40 goals that target investments to disadvantaged communities.
- Metro has projects eligible for many of the new and existing grant programs.



In 2022, Metro pursued 11 IJA programs and has been awarded \$104.16m to date

Table 1: Projects Applied for IJA Discretionary and Federal EPD and New Starts Grants as of October 2022

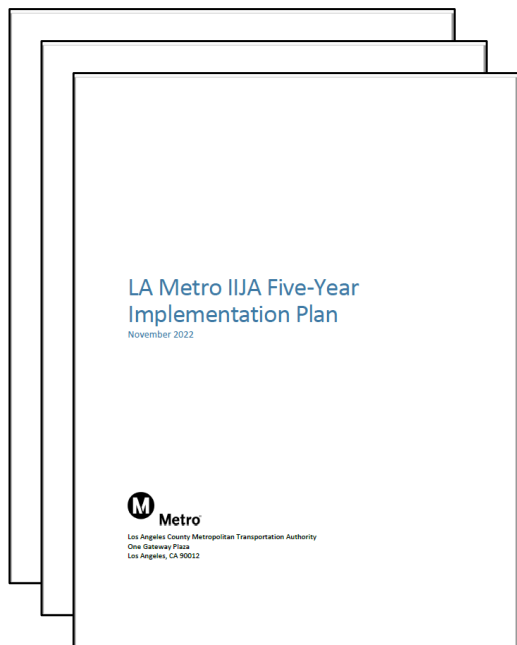
| Discretionary Grant Program | Submission Date | Submitted Projects | Target Amount | Award Received | Announced/Anticipated Award Timeline |
|--|-----------------|---|---|--|--|
| Federal New Starts Project Development Grant* | February 2022 | 1. West Santa Ana Branch Transit Corridor Project | TBD | TBD | 2025-2026 |
| The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | 14-Apr | 1. I-105 ExpressLanes Project 2. The Los Angeles NextGen Improvements for Mobility and Equity Project (Western Avenue) | 1. \$45 million (I-105 ExpressLanes) 2. \$25 million (NextGen/Western Ave) | Not awarded | September 2022 |
| Expedited Project Delivery Pilot Program* | 10-May | 1. East San Fernando Valley Transit Corridor Phase 1 Project | 1. \$908 million (25% of the final net capital project cost) | TBD | 2023-2024 |
| Multimodal Project Discretionary Grant opportunity (MPDG): The National Infrastructure Project Assistance (MEGA) & The Infrastructure for Rebuilding America (INFRA)** | 23-May | 1. I-105 ExpressLanes Project (INFRA and Mega) 2. West Santa Ana Branch Transit (WSAB) Project (INFRA and Mega) | 1. \$45 million (I-105 ExpressLanes) 2. \$400 million (WSAB) | 1. INFRA not awarded 2. Mega awards yet to be announced | 1. INFRA - October 2022 2. MEGA expected in November 2022 |
| Buses and Bus Facilities | 31-May | 1. ZEB & Charging Infrastructure (Divisions 9 & 18) | 1. \$52.08 million (5% of request for workforce development) | Not awarded | August 2022 |
| Low or No Emission Vehicle Deployment (LoNo) | 31-May | 1. ZEB & Charging Infrastructure (Divisions 9 & 18) | 1. \$104.16 million | \$104.16 million | August 2022 |
| Pilot Program for Transit-Oriented Development (TOD) Planning | 25-Jul | 1. Union Station and Civic Center Transit District Study 2. West Santa Ana Branch Transit (WSAB) Corridor Development Planning | 1. \$960,000 (LAUS) 2. \$1 million (WSAB) | Awards yet to be announced | November 2022 - January 2023 |
| Passenger Ferry Grant | 6-Sep | 1. The City of Avalon Cabrillo Mole Intermodal Ferry Terminal Project | 1. \$1.5 million | Award yet to be announced | December 2022 - February 2023 |
| Safe Streets and Roads for All (SS4A) | 15-Sep | 1. The Los Angeles Metro Comprehensive Safety Action Plan | 1. \$4.5 million | Award yet to be announced | January 2023 |
| Railroad Crossing Elimination | 11-Oct | 1. Doran Street Grade Separation Project | 1. \$38.3 million | Award yet to be announced | January - March 2023 |
| Reconnecting Communities Pilot | 13-Oct | 1. Humphreys Avenue Crossing Project | 1. \$8.7 million | Award yet to be announced | January - March 2023 |

* Multiyear Cycle

** Multiyear and/or Annual Cycle

Metro staff established the IJA Plan to prepare for upcoming grant cycles

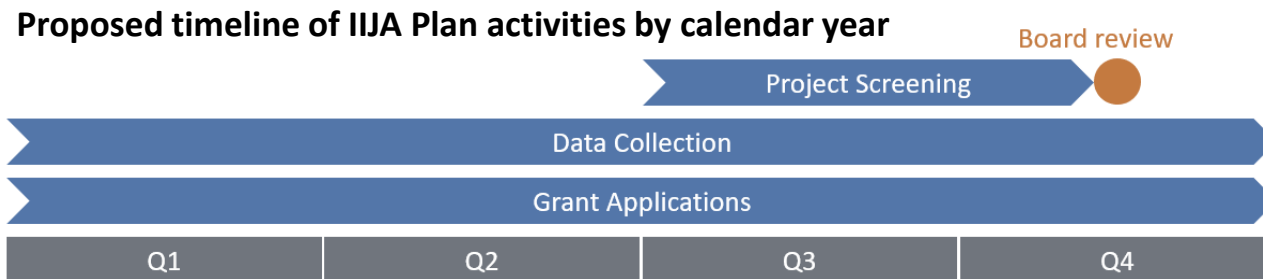
To further ensure Metro's success, staff have put together the IJA Plan which will:



- 1** Establish workplans and streamline grant decision making process.
- 2** Coordinate planning initiatives to ensure the most competitive candidate projects are considered for each discretionary grant cycle.
- 3** Identify the readiest projects that align with Metro Board policies and priorities, matched to the best funding source for eligibility and competitiveness.
- 4** Bolster transparency across Metro departments and provide a structure for progress reporting on project status.

The Plan will prioritize projects ready for grant applications

- The Plan includes a list of major capital projects and an assessment of readiness for grant programs.
- Projects are likely to be more competitive if they have funding from Measure M, are included in the Long Range Transportation Plan, etc.
- Most grant programs require well-defined projects with completed environmental approvals.
- The Plan is proposed to be a living document presented to the Board annually, with updates ongoing throughout the year



Next steps and 6-month lookahead

Proposed next steps:

- Refine project list based on continued stakeholder collaboration
- Monitor federal programs for updates and Notices of Funding Opportunity
- Apply for federal funding for projects

Grants calendar

| Funding Program | | 2022 | | | 2023 | | |
|--|----------------|---|----|----|------|---|---|
| Grant Name | Agency | 10 | 11 | 12 | 1 | 2 | 3 |
| RAISE - Rebuilding American Infrastructure with Sustainability and Equity | USDOT | | | | | | |
| MEGA - National Infrastructure Project Assistance | USDOT | | | | | | |
| INFRA - Nationally Significant Multimodal Freight & Highway Projects | USDOT | | | | | | |
| 5339b - Bus and Bus Facilities | FTA | | | | | | |
| LoNo - Low or No Emission Vehicle Program | FTA | | | | | | |
| SS4A - Safe Streets and Roads for All | USDOT | | | | | | |
| BIP - Bridge Investment Program | FHWA | | | | | | |
| RCE - Railroad Crossing Elimination Grant Program | FRA | | | | | | |
| SMART - Strengthening Mobility and Revolutionizing Transportation | USDOT | | | | | | |
| CRISI - Consolidated Rail Infrastructure and Safety Improvements | FRA | | | | | | |
| ATTIMD - Advanced Transportation Technologies & Innovative Mobility | FHWA | | | | | | |
| Federal-State Partnership for Intercity Passenger Rail | FRA | | | | | | |
| PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation | USDOT | | | | | | |
| Various EV Charging & Alternative Fueling Programs (e.g., Corridor Charging or Community Charging) | FHWA primarily | | | | | | |
| CIG - Capital Investment Grants | FTA | Multiyear process dependent on agreement with FTA | | | | | |
| ICAM - Innovative Coordinated Access and Mobility | FTA | TBC - potentially biennial program | | | | | |

- Confirmed dates of cycles
- Predicted dates based on previous cycles



File #: 2022-0779, File Type: Oral Report / Presentation

Agenda Number: 23.

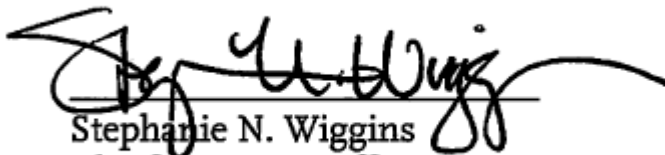
**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 17, 2022**

**SUBJECT: TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)
CYCLE 6 GRANT GUIDELINES**

RECEIVE oral report on TIRCP Cycle 6 grant guidelines.

Prepared by: Ashad Hamideh, Senior Director, Countywide Planning & Development,
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

The background features large, stylized letters 'M' and 'A' in a light beige color, set against a dark green circular backdrop. This is further framed by a large, curved orange shape that sweeps across the top and right sides of the page. The overall design is modern and professional.

Transit & Intercity Rail Capital Program

GENERAL FUND AUGMENTATION

Cycle 6 (FY 2022-23)

AB 180/SB 198: An Unprecedented TIRCP Grant Opportunity

Combined, AB 180 and SB 198 provide potentially \$8 B statewide for TIRCP and other related programs.

Focus for this presentation: TIRCP Cycle 6, which provides one-time supplemental funding for Existing TIRCP Projects Leveraging Federal and Local Funds.

Cycle 6 Funding Capacity:

- \$900 M - \$1.35 B for "Existing TIRCP Projects" in Southern California
 - This is CalSTA's published target range – could go as high as \$1.68 B

SB 198 funds, if approved, could provide another **\$1 B** in funds for LA Metro to include in our cashflow assumptions for Cycle 6 programmatic application.

Potential total funding opportunity of **\$2.68 B** for Metro projects that have already received TIRCP funds and require supplemental funds to be implemented.

CalSTA FY 22-23 TIRCP Cycle 6

TIRCP Cycle 6 is an unprecedented program – first time CalSTA is providing supplemental TIRCP funding for projects previously awarded a grant in Cycles 1-4.

Purpose: to (a) **maintain** or (b) **leverage** an identified source of significant local or federal funds.

- **“Maintaining” funding:** Projects that are under construction and will lose access to committed federal funds unless additional non-federal funds are identified. Also includes retaining access to local funds committed to a portion of the project not yet fully funded.
- **“Leveraging” funding:** Projects that need additional state funds to receive a **future** federal or local funding commitment.

****Funds must be fully encumbered and liquidated by June 30, 2027.****

Guidelines: Other Key Elements

- Applicants for “Existing TIRCP Projects” must be the same as those that submitted the original TIRCP application.
- Applicants submitting multiple applications or a program of projects for the "Existing TIRCP Projects" category must prioritize their projects.
- Only cost estimates approved by the Chief Executive Officer or other authorized officer of the implementing agency should be used.
- TIRCP funds cannot be used to supplant other committed funds.
- Construction readiness is vital. Most highly rated projects will have an approved environmental document.
- Applicants encouraged to identify role potential FY 2023-24/2024-25 SB 198 funding could play to address a portion of funding request.

Metro's Nov. 7th Comments on the TIRCP Cycle 6 Guidelines

- 1) **Allow Metro to include multi-cycle funding plans for Cycle 6 that also include TIRCP formula funding to be appropriated (potentially) in FY 23-24 and FY 24-25.**
 - Language included that CalSTA encourages the identification of “what role the expected FY23-24 and FY24-25 funding identified in SB 198...could play in addressing a portion of the need for existing project funding, and how the use of such funds would apply to the funding proposal”.

- 2) **For “Existing TIRCP Projects” seeking to leverage federal or local funds, expand eligibility from only projects seeking to leverage future federal or local funds to include projects with previous funding commitments for prior segments of the overall project from local revenue measures adopted by Self-Help Counties.**
 - New language added that “maintaining funding also includes retaining access to local funds committed to a portion of the project that is not yet fully funded”.

Metro's Nov. 7th Comments on the TIRCP Cycle 6 Guidelines

- 3) **Allow as much flexibility as is needed to encumber and liquidate awarded Cycle 6 TIRCP funds before the June 30, 2027, statutory deadline.**
 - New language added that allows cash flow proposals to “include re-timing the already awarded TIRCP funds to enable prompt use of General Fund monies” that could allow for “match funding or non-General Fund TIRCP funding” to be utilized after the 2027 deadline.

- 4) **Prioritize applicants for TIRCP Cycle 6 awards that demonstrate a commitment to workforce development and small business opportunities by identifying inclusive procurement programs.**
 - While new language was not added, the guidelines recognize as a competitive evaluation criterion under project benefits the way in which a project will “provide employment and workforce development and training benefits to the community, particularly to priority populations.”

Funding Opportunity available for LA County

| Source | Set-Aside Funding Categories | Funding Capacity | Application Deadline |
|--------|---|--|----------------------|
| AB 180 | Existing TIRCP Projects Leveraging Federal and Local Funds Reserve (FY 2022-23) <i>*Remaining funds not allocated to "Existing" TIRCP Projects will be available for "New" TIRCP Projects.</i> | Up to \$1.68 B* Minimum \$900 M (So. Cal.) | Dec. 6, 2022 |
| | New TIRCP Projects (FY 2022-23) | Up to \$931 M (So. Cal.) | Feb. 10, 2023 |
| | Major Projects – Project Development Reserve (FY 2022-23) | Up to \$150 M (Statewide) | Feb. 10, 2023 |
| | High Priority Grade Crossing Improvement and Separation Projects (FY 2022-23) | \$350 M (Statewide) | Feb. 10, 2023 |
| SB 198 | FY 2023-24 TIRCP Formula (not guaranteed) | \$500 M (LA County) | TBD |
| | FY 2024-25 TIRCP Formula (not guaranteed) | \$500 M (LA County) | TBD |

Next Steps

For Existing TIRCP Projects

2022-23

- Applicant Submittal of Preliminary Information to CalSTA: December 6
- CalSTA Transmittal of Follow-Up Questions to Applicants: December 20
- Applicant Submittal of Answers to CalSTA Questions: January 13
- CalSTA Anticipated Announcement of Awards: January 31

Additional AB 180 Programs – for future Board discussion and staff development

- ✓ New TIRCP Projects
- ✓ Major Projects – Project Development Reserve
- ✓ High Priority Grade Crossing Improvement & Separation Projects

- Project Applications Due: February 10
- CalSTA Anticipated Announcement of Awards: April 24

**Board Report**

File #: 2022-0726, **File Type:** Informational Report**Agenda Number:** 24.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 17, 2022****SUBJECT: 2023 LEGISLATIVE PROGRAM****ACTION: APPROVE STAFF RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2023 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2023 State Legislative Program as outlined in Attachment B.

ISSUE

On an annual basis, the Board of Directors adopts a legislative program for the upcoming state legislative and federal congressional sessions, which guides staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, and other board directives, we will continue to evaluate and consider long-term strategic advocacy and legislative goals for the agency as outlined in the plan. We will continue to work with the implementing departments within Metro to develop the broader objectives. We will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

BACKGROUND

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding, and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and Washington, DC. To achieve these important goals, Government Relations staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California, and Federal officials. The Legislative Program directs staff to monitor and engage in several legislative and advocacy efforts. The [Government Relations Legislative Matrix <http://libraryarchives.metro.net/DB_Attachments/221031-](http://libraryarchives.metro.net/DB_Attachments/221031-)

[November%202022%20-%20LA%20Metro%20Legislative%20Matrix.pdf](#), updated and presented to the Board monthly, highlights several bills of interest to the agency.

DISCUSSION

A recap of legislative activities for the 2022 calendar year on the state and federal levels can be found below. The Federal and State Legislative goals, as outlined in attachments A and B, will inform the activities pursued by the Government Relations department for the upcoming calendar year. In addition to constant collaboration with the Board and other internal Metro departments, Government Relations will continue to ensure that our legislative priorities and efforts are also coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

Federal Recap

In 2022, our agency continued to smartly and aggressively pursue our Board-approved federal legislative priorities in Washington, DC.

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law (P.L. 117-58). This historic legislation - overwhelmingly supported by the Los Angeles County Congressional Delegation - provides a record level of investments in roads, bridges, rail, transit, airports, ports, and waterways while helping the nation rebuild its electric grid, upgrade broadband infrastructure, improve access to safe drinking water, deploy electric vehicles and buses, improve disaster resilience, and much more.

Of particular interest to Metro, the Bipartisan Infrastructure Law significantly increased funding provided through key discretionary and formula grant programs such as Capital Investment Grants, Buses and Bus Facility Grants, Low or No Emission Bus Grants, State of Good Repair Grants, and Urbanized Area Formula Grants. Significantly, the bill also reformed federal Local Hire rules - permitting our agency to hire locally on projects funded in part or in whole by the Federal Government.

Our agency is grateful to the Biden-Harris Administration and the Los Angeles County Congressional Delegation - including our two U.S. Senators - for strongly backing the passage of the Bipartisan Infrastructure Law.

In addition to the Bipartisan Infrastructure Law, our agency was actively engaged with the Los Angeles County Congressional Delegation as they considered the Inflation Reduction Act (P.L. 117-169) - which President Biden signed into law on August 16, 2022. This bill includes several key funding sources - including \$27 billion for the Greenhouse Gas Reduction Fund, and \$3 billion for the Neighborhood Access and Equity Grants, among other key provisions.

The annual appropriations process in Washington, DC, continues to be the subject of disagreement, and again Congress missed its annual September 30 deadline to pass a budget for the Fiscal Year 2023 to fund the various federal agencies and programs. While the U.S. House of Representatives approved several annual appropriations bills - including the Transportation, Housing, and Urban Development Appropriations Bill - the U.S. Senate could not approve any of their annual appropriations bills. As of the writing of this report, the Federal Government is operating on a Continuing Resolution through December 16, 2022. Metro continues to work closely with our Los Angeles County Congressional Delegation to advocate for the priorities included in the House and Senate Appropriations bills that would benefit our agency.

Lastly, Metro has worked hard in Washington, DC, to successfully advance our major transit capital projects through the Capital Investment Grant program. Staff has been engaged in advocacy with Congressional offices and the Biden-Harris Administration for each of these projects throughout 2022 - with an understanding that our number one priority project seeking a Full Funding Grant Agreement is the West Santa Ana Branch Transit Corridor Project. We are working to ensure this project secures either planning or design funding in the New Starts Report (Federal Fiscal Year 2024) that will be issued by the Federal Transit Administration early next year.

Through our efforts in Washington, DC, Metro continues to incorporate equity as a central component of our work. Metro staff has been engaged in an active dialogue with the Biden-Harris administration as they continue to roll out their Justice40 Initiative, with the goal of delivering 40 percent of the benefits from federal investments to disadvantaged communities across the United States.

Metro will continue to work closely with the Administration, the U.S. Department of Transportation, and Congress to leverage our local funding to advance transit, highway, and other effective mobility projects across Los Angeles County. The complete 2023 Federal Legislative Plan is outlined in Attachment A.

State Recap

During the 2022 State Legislative Session, the California Legislature and Governor Newsom primarily focused on continued economic recovery from the COVID-19 pandemic, inflation mitigation, high cost of living, and climate and housing issues. The legislature passed several proposals that focused on that state's climate change goals, transportation projects, workforce recovery, and funding to support efforts to end homelessness.

Metro staff continued to engage in the budget process by working with the LA County Delegation members to ensure that LA County would receive its proportionate share of transportation resources. Last December, Metro's Board of Directors issued the "Golden Opportunity Package" letter, outlining \$16.5 billion in transportation initiatives that would make a historic investment in mobility using the current budget surplus. These dollars would advance sustainability initiatives and create tens of thousands of jobs, support projects in preparation for the 2028 Olympics and Paralympic Games, and develop high-speed and commuter rail services. The Golden Opportunity Package became the centerpiece of Metro's budget advocacy throughout the budget process in 2022.

We are pleased to report that many of these recommendations were ultimately incorporated into the final budget package. For example, the final budget includes the following:

- A record one-time General Fund investment of over \$3 billion for public transit statewide.
- Record investments in zero emission vehicle funding.
- Record one-time investments in Active Transportation
- Record investments in our port infrastructure.

While these are historic one-time investments, more work needs to be done. As we progress into next year's budget process, Government Relations remains engaged in discussions with transit agencies statewide and working with our local partners to advance ongoing support for reduce fare initiatives. Governor Newsom recommended funding for reduced fare programs in his January budget proposal, but this was ultimately not incorporated into the budget the legislature adopted. The following details the budget history more specifically.

In January, Governor Gavin Newsom released his budget proposal for the upcoming fiscal year as the state faced a large budget surplus. The budget focused on five critical areas of investment: the pandemic, the climate crisis, homelessness, cost of living, and safety. The Governor's proposal included \$9.1 billion in new transportation spending, including \$2 billion for statewide transit projects and \$1.25 billion for transit projects in southern California. Also proposed was \$750 million for active transportation, \$500 million for grade separations, and \$400 million for climate adaptation related to transportation. Additionally, included in the proposal was a \$4.2 billion allocation for the High-Speed Rail Project. These funds were separate from a large proposal to increase zero-emission vehicles, including 1,700 new zero-emission transit buses. Additionally, the Budget proposed \$2.3 billion for supply chain investments, including \$1.2 billion for port, freight, and goods movement infrastructure and \$1.1 billion for other areas, including ZEV equipment and infrastructure related to the supply chain.

Governor Newsom issued the May Revision to his January Budget proposal in early May. The May Revision highlighted that the total state surplus is over \$97 billion, but the discretionary portion of that budget is approximately \$47 billion. For transportation, the Revision continued many of the same proposals included in the January budget. The proposal also included an allocation of \$750 million to support fare free transit for three months. The budget further included increases in existing programs such as cap and trade and the State Transit Assistance Account.

On June 26, 2022, the Governor and legislative leadership announced a budget deal for the next fiscal year. This year, the budget process has been unique, as the state contended with a historic surplus totaling nearly \$100 billion. The final budget deal included a four-year, \$10.8 billion transportation package that represented the most significant investment of state dollars into transportation in the state's history. The transportation budget includes \$3.65 billion for transit investments this year, with \$4 billion in transit capital funding in subsequent years. Of this \$3.65 billion, \$1.8 billion is set aside for transit projects, specifically in Southern California, administered through the Transit and Intercity Rail Capital Program. Of that amount, no less than \$900 million would be set aside for previously approved TIRCP projects that can leverage federal or local funds. Furthermore, of the \$3.65 billion, \$300 million is set aside for improvements to the Surfliner for improvements in San Diego, where the line is threatened by sea level rise. The total amount of

funding for Southern California under this proposal would be just over \$2.1 billion. A total of \$1.495 billion is set aside for projects in Northern California, with a similar \$900 million being set aside for projects that meet the same leveraging criteria. Another \$4 billion in transit capital funding will be allocated via a population formula in the out years. The funding provided in the trailer bill will allow Metro to make progress on its transit capital projects, including the pillar projects approved by the Board.

In early October, the California State Transportation Agency (CalSTA) released the draft guidelines for Cycle 6 of the Transit and Intercity Rail Capital Program (TIRCP). The draft guidelines are available for public and legislative comment until November 7, 2022. Final guidelines and a call for projects are expected on November 15. Under the proposed guidelines, the allocations for this round of funding would be announced at the end of January.

The Governor's focus on transportation and infrastructure expanded in August of this year with his appointment of former Los Angeles mayor Antonio Villaraigosa as his infrastructure advisor. On Tuesday, October 25, Metro CEO Stephanie Wiggins attended a roundtable discussion on infrastructure investments with Villaraigosa as he toured the state to hear the voices of various stakeholders across California. Metro staff look forward to engaging with the Governor's new advisor as we explore and collaborate on ways to accelerate project delivery and contain costs on our major capital projects.

In the 2022 legislative session, our advocacy efforts also focused heavily on Board-directed State Legislative Program goals and several proposals that would have impacted Metro programs. Metro's 2022 State Legislative priorities focused on sponsoring bills that would allow Metro to exercise local business preferences in competitive low-bid contracting, allow Metro to utilize job order contracting, as well as continuing to advocate for increased transportation funding for Los Angeles County.

Metro successfully advocated for the passage of three sponsored and co-sponsored measures. The advocacy efforts around each bill included stakeholder support and collaboration that helped to advance each measure. Staff would like to acknowledge the Board for its forward thinking and support of the measures. Staff would also like to note that the diligent staff support from the Diversity and Economic Opportunity Department, the Office of Equity and Race, County Counsel, and Program Management departments were integral to the success of the measures and coalition building efforts. The bills, which will become law on January 1, 2023, are summarized below:

- **Assembly Bill 2271:** Authored by Assemblymember Mike Gipson (D - Carson), this will allow Metro to exercise local small business enterprise (LSBE) preferences in competitive low-bid contracting. Specifically, local small businesses will now be eligible to receive a 5% reduction when bidding on contracts. Implementation of a small business local preference initiative is in addition to Metro's already-implemented Disadvantaged Business Enterprise (DBE), Small Business Enterprise/Disabled Veterans Business Enterprise (SBE/DVBE) programs, Medium-Size Business Enterprise (MSZ), and Small Business Prime (Set-Aside) programs. By boosting contracting opportunities for local businesses in LA County, this effort will continue to promote a stronger, more inclusive marketplace to best serve our communities and create more economic opportunities for those most in need. Metro currently has 2,238 SBE certified firms, of which 1,124 now have LSBE designations with

headquarters in Los Angeles County, that can take advantage of the new preference program.

- **Senate Bill 922:** Authored by Senator Scott Wiener (D - San Francisco), SB 922 was co-sponsored by Metro and will modify the statutory exemptions to the California Environmental Quality Act for clean transportation projects originally established by the Senator's 2020 legislation, SB 288. Without this bill, these exemptions would have expired on January 1st. Metro is working aggressively to deliver transit infrastructure projects to help Los Angeles County meet the transportation needs of the region's 10 million residents. Metro's growing network of bus rapid transit and active transportation projects will benefit from the statutory exemptions provided by SB 922. This bill will save critical time and money by extending statutory exemptions for projects that make streets safer for walking and bicycling while accelerating essential bus service in the public right-of-way. Additionally, with the enactment of the federal Bipartisan Infrastructure Investment and Jobs Act, such project streamlining will help California leverage new funding opportunities to support the state's economic recovery and curb greenhouse gas emissions.
- **Senate Bill 1161:** Authored by Senator Dave Min (D - Irvine), SB 1161 is an anti-harassment on transit bill co-sponsored by Metro and Stop AAPI Hate. SB 1161 will provide transit agencies around the state a crucial tool in the fight against street harassment by requiring the Mineta Transportation Institute at San Jose State University to develop a survey that agencies can use to collect data on harassment on their systems, which can then inform data-driven policies and programs to protect our riders.

Additionally, Metro sponsored a job order contracting bill. AB 2039 by Assemblymember Luz Rivas would have allowed Metro to utilize job order contracting as a project delivery method, similar to authority at other public agencies. Job order contracting provides a more efficient procurement process and will enable Metro to rapidly and efficiently address smaller construction projects at our properties. After enjoying broad support, the bill was pulled from consideration during a hearing in the Senate Transportation Committee in June, where it had been on the consent calendar. Metro understands that this decision was not due to the bill's merits. Staff will work to ensure that a measure authorizing job order contracting for Metro can proceed in the coming year.

Metro also formally supported AB 1919 by Assemblymember Chris Holden (D - Pasadena). This bill would have created the statewide Youth Transit Pass Pilot Program, including a flexible grant system that would distribute funds to transit agencies to implement youth transit pass programs. The bill would authorize grant funds to maintain an existing fare free program and/or partner with educational institutions. Though the bill passed the legislature, it was vetoed by the Governor due to not having any funds allocated to the measure in the budget process. Staff will continue to advocate for bills and programs in the 2023 legislative cycle that would support the implementation of a fareless system.

Metro's State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the Los Angeles County State Assembly and Senate delegation members in support of the Board-adopted Legislative program, Equity Platform, Customer Experience Plan, Zero-Emission Bus Plan, and LRTP goals. State advocacy efforts will continue to support Metro's Planning

Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC. Staff will also engage in discussions and advocate for state policies, and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, Fareless System Initiative, and Affordable Housing.

In addition to the above, staff will be working to address various other specific policy issues in the Legislative process, budget process, and various administrative processes in Sacramento (the entire 2023 State Legislative Program is outlined in Attachment B). These include but are not limited to the following:

- Sponsoring legislation to authorize Metro to use job-order contracting in procurements;
- Supporting legislative changes that would enhance Metro's TAP implementation and smart card system to allow for ease of access for determining eligibility for low-income riders;
- Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's real property transactions and ground leasing for TOC developments, affordable housing, and other uses.
- Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program;
- Working with the Gubernatorial Administration and key leadership in ensuring that the Governor's Executive Orders on Sustainability align with Metro's plans; and
- Supporting the allocation of cap and trade funds to Los Angeles County.

With Board approval, the 2023 State and Federal Legislative advocacy platform goals will guide Metro staff as we work with leadership in Sacramento and Washington, DC, to advance the priorities outlined by the Board and CEO to secure policy reforms and funding for the agency.

EQUITY PLATFORM

Adopting the 2023 State and Federal Legislative Program goals could positively impact moving policy forward that supports Metro's investments in Equity Focus Communities. Outlining Metro's policy priorities to leadership in Sacramento and Washington, DC, is an important tool in creating equitable transportation and economic outcomes for riders of the diverse communities of Los Angeles County. The Board's adoption of the 2023 State and Federal Legislative Program Goals authorizes Metro's staff to engage directly with the state and federal legislature members who are responsible for setting policy and funding targets for the LA county region. Legislation sponsored and supported by Metro as outlined in the Goals creates greater investment opportunities, supports a better customer experience, and accelerates project delivery in all Equity Focus Communities in LA County.

Ensuring Metro's advocacy efforts are effective and equitable requires regular assessment of equity impacts for specific measures and proposals. Staff will continue to work with partners in the office of Civil Rights, Racial Equity, and Inclusion regularly to assess equity impacts and strategically communicate Metro's commitment to equitable transportation in our advocacy efforts.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adopting the 2023 State and Federal Legislation Program supports Goal #4 in the Vision 2028 Strategic Plan goals, specifically Goal #4.2: Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.

NEXT STEPS

Government Relations staff will continue to regularly sponsor briefings in Washington, D.C., and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees and with officials in the Biden-Harris Administration. We have and will continue to emphasize briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills. Metro looks forward to being an active stakeholder as the Administration moves to implement the Infrastructure Investment and Jobs Act.

In Sacramento, we will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders, including, the Governor, Caltrans Director, California Transportation Commission, and the California State Transportation Agency.

Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to engage in strategic advocacy and legislative efforts related to several transportation issues and inform the Board of those efforts. Pursuant to the Board adopted Board Advocacy Plan, we will also work closely with the Board to utilize Board members' relationships and experience in legislative matters.

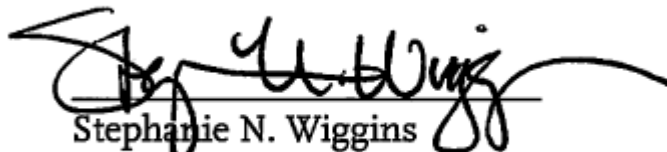
ATTACHMENTS

Attachment A - 2023 Federal Legislative Program

Attachment B - 2023 State Legislative Program

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Stephanie N. Wiggins
Chief Executive Officer

2023 FEDERAL LEGISLATIVE PROGRAM GOALS

GOAL #1: BUILD FEDERAL SUPPORT FOR METRO'S AMBITIOUS CAPITAL PROGRAM

Ongoing Activities:

Consistent with the Board-adopted Federal Legislative Program – Metro Government Relations aggressively and successfully worked to back Congressional efforts to increase Federal Funding for the Capital Investment Grant (CIG) Program – the primary Federal program to fund new transit capital projects. The Bipartisan Infrastructure Law signed into law by President Biden in November of 2021 effectively doubled funding for the CIG Program.

Over the last decade, our agency has been a national leader in securing federal funding through the CIG Program.

Proposed Activities:

In 2023, Metro will continue to aggressively prioritize and strongly advocate for our agency's New Starts transit capital projects to receive funding through the CIG Program – working in concert with all relevant stakeholders across Los Angeles County.

GOAL #2: CONTINUE TO ACTIVELY SUPPORT THE BIDEN-HARRIS ADMINISTRATION'S JUSTICE40 INITIATIVE – CREATING FEDERAL POLICIES THAT PROMOTE EQUITY AND BRING FEDERAL RESOURCES TO LOS ANGELES COUNTY IN SUPPORT OF EQUITABLE OUTCOME

Proposed Activity:

Continue our agency's leadership in working with the Biden-Harris Administration and the Los Angeles County Congressional Delegation to build awareness among federal policymakers about existing inequalities in our region and the potential for Metro projects and programs to provide access to opportunity. Using this equity lens, we will seek to encourage federal investments to benefit disadvantaged communities across Los Angeles County. This work will include, but not be limited to, efforts to embed Justice40 in the updated guidelines being drafted by the U.S. Department of Transportation for the CIG Program.

Maintain our positive and content rich work with the Biden-Harris administration as they continue to roll out their Justice40 Initiative, with the goal of delivering 40 percent of the benefits from federal investments to disadvantaged communities across the United States.

GOAL #3: WORK TO ADVANCE FEDERAL POLICY AND FUNDING OPPORTUNITIES IN SUPPORT OF METRO'S FARELESS SYSTEM INITIATIVE

Proposed Activities:

Continue to be a national leader in advocating for pending legislation that would establish grants in support of fare-free and reduced-fare transit programs. Previously, Metro successfully advocated for the inclusion of such funding as part of a new discretionary grant program (Affordable Housing Access Program) included in the Build Back Better Act. Staff will work with all relevant stakeholders across Los Angeles County to aggressively pursue federal funding for fare-free and reduced-fare transit services across Los Angeles County in any appropriate legislative vehicles during the upcoming 118th Congress.

GOAL #4: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR USDOT GRANT PROGRAMS

Proposed Activities:

Because federal grant and formula programs have grown demonstrably under the Bipartisan Infrastructure Law and the Inflation Reduction Act, our agency will work closely with Los Angeles County's Congressional Delegation – and other key stakeholders - to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the INFRA Grant Program, RAISE Grant Program, Bus and Bus Facilities, the Low/No Grant Program and the Greenhouse Gas Reduction Fund.

GOAL #5: WORK CLOSELY WITH THE BIDEN-HARRIS ADMINISTRATION AND USDOT ON REGULATIONS AND PROPOSED RULEMAKING THAT IMPACTS METRO

Proposed Activities:

As the Biden-Harris Administration continues to implement the Bipartisan Infrastructure Law and the Inflation Reduction Act, staff will continue to work to ensure Metro's interests are well represented. This includes close coordination and submission of public comments, direct communication with agencies and agency officials, and encouraging Congressional involvement to help us accomplish our goals.

GOAL #6: WORK WITH THE U.S. DEPARTMENT OF TRANSPORTATION TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility during Olympic and Paralympic Games held in the United States. In coordination with LA28 and other key stakeholders, Metro will work with officials at the White House and the U.S. Department of Transportation to ensure the free flow of information on the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency.

GOAL #7: SEEK TO SAFEGUARD THE REFORMS TO FEDERAL LOCAL HIRE RULES THAT WERE EMBEDDED IN THE BIPARTISAN INFRASTRUCTURE LAW

Proposed Activities:

Work with the Biden-Harris Administration, Congress and other relevant stakeholders to safeguard the reforms included in the Bipartisan Infrastructure Law which permit Local Hiring. This would be done by highlighting the positive impact hiring locally is having on Metro's capital program.

GOAL #8: CONTINUE TO WORK WITH METROLINK TO SUPPORT FUNDING FOR STATE OF GOOD REPAIR AND CORE CAPACITY PROJECTS

Proposed Activities:

Work to support Metrolink's Board-approved State of Good Repair and Core Capacity project list by ensuring federal funding is applied to these important projects. Support legislation and funding programs that promote the accelerated certification of new rail vehicle technologies, prioritizing zero emission propulsion, and pilot programs which test

their viability and pursue funding opportunities to deploy such technology whenever and wherever they become available.

GOAL #9: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY REDUCE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services, and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #10: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO'S ABILITY TO IMPLEMENT VISION 2028

Proposed Activities:

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next 10 years. Future advocacy efforts will be guided by the Board-approval of the specific Vision 2028 activity.

Monitor legislation that would impact Metro's ability to implement the strategic goals outlined in Vision 2028, and Support legislation and initiatives that would increase Metro's ability to implement Vision 2028.

GOAL #11: WORK TO REFORM FEDERAL LAW TO PERMIT LOCAL PREFERENCE WITH RESPECT TO PROCUREMENTS

Proposed Activities:

Federal law (49 CFR § 661.21) currently prohibits the use of local procurement preferences on FTA-funded projects. In addition to this specific prohibition, the principle of federal preemption applies, whereby any provision of state/local law that contradicts a governing federal provision will be preempted by the federal provision when applicable. It is our understanding that any buy local procurement preference would violate broadly applicable Buy America requirements - which set forth a national preference instead of a local preference. The relevant USC provisions are 49 USC 5323(j) and 23 USC 313.

Given the Board's adoption of a motion regarding Local Preference on October 21, 2021, Metro Government Relations will continue to endeavor to change federal law to specifically allow buy local procurement provisions to be used alongside generally applicable Buy America provisions.

GOAL #12: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Work to encourage federal support for our CEO's goal of creating a Center of Transportation Excellence within Los Angeles County – which would result in having a rolling stock production facility in Los Angeles County. Our agency will, consistent with the relevant Los Angeles County Board of Supervisors resolutions, closely collaborate with Los Angeles County's CEO and their professional staff, in addition to other municipal leaders, in identifying viable locations, both short and long-term, for an industrial complex to potentially include rail and bus manufacturing plant in Los Angeles County. This complex may also include, but not be limited to, suppliers of rail and bus parts, a rail test track and a climate-controlled facility for testing purposes. As part of this work, Metro will work with the appropriate federal agencies, including but not limited to the U.S. Department of Commerce, to secure support for our Center for Transportation Excellence from funding made available through either the Bipartisan Infrastructure Law and/or the CHIPS and Science Act of 2022.

GOAL #13: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to mitigate impacts of the US Department of Labor determination regarding PEPRA in coordination with all relevant state and federal partners;
2. Per Board direction, seek to secure federal funding for a I-710 South Clean Truck Program;
3. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws;
4. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
5. Work with the Biden Administration to avoid negative impacts as a result of the implementation of tariffs on steel and various rolling stock parts and materials;
6. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;
7. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;
8. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding;
9. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;
10. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.
11. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities.
12. Identify, monitor, and support legislation that will advance the implementation of Metro's Street Safety, Data Sharing, and Collaboration Policy goals.

2023 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS

Proposed Activities:

Protect Metro's key fund sources to deliver and advance equitable transportation options;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues which have been funded by the sales tax on diesel fuel;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs; and

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles;

Support legislation that protects Metro’s authority to collect dedicated local sales tax revenues and clarifies the State’s implementation of the Wayfair Decision;

Monitor the California Department of Tax and Fee Administration’s efforts to implement the Wayfair Decision; and

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO’S BOARD- ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for transit projects.

GOAL #4: SUPPORT LEGISLATION, REGULATORY ACTION, AND FUNDING INITIATIVES THAT SUPPORT TRANSIT RIDERS AND ENHANCE THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and appropriate levels of funding from the state budget to support implementation of a fareless transit system.

Support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support any efforts to increase funding and expand eligibility to transit agencies to aid in the fight to end homelessness;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development;

Increase flexibility for Metro to deliver transit-supportive, community supported, and neighborhood appropriate uses;

Support legislation that would support or expand Los Angeles County's existing Commuter Benefits Programs;

Support legislation, regulation, and state budget action that support Metro's goals of eliminating disparities, meaningfully engaging communities, advancing equitable outcomes, and increasing access and mobility options for marginalized and vulnerable people;

Support legislation and explore potential funding mechanisms that would impact Metro's ability to implement the goals and objectives in studies currently underway at Metro, such as the Better Bus Initiative and improving the customer experience; and

GOAL #5: SUPPORT EFFORTS TO IMPROVE SAFETY AND IMPROVE SERVICE ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area;

Support legislation and actions that would benefit Metrolink's SCORE program of capital projects;

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area; and

Support legislation and funding programs that promote the accelerated certification of new rail vehicle technologies, prioritizing zero emission propulsion, and pilot programs which test their viability, and pursue funding opportunities to deploy such technology whenever and wherever they become available.

GOAL #6: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share; and

Support Legislation that would allocate additional Cap & Trade funds to support key Metro priorities, such as Metro's transit capital and operations program, fare-free transit, zero-emission bus conversion, and zero-emission vehicle charging infrastructure expansion, including funding to support zero-emission trucks in heavily-traveled freight corridors.

GOAL #7: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32, SB 743, and SB 375 (including sustainable community strategies and related initiatives/documents);

Work in partnership with the Governor's Office of Planning and Research (OPR), California Air Resources Board (CARB), California Transit Association (CTA), California Energy Commission (CEC), Strategic Growth Council (SGC), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Encourage development and utilization of regulations and technologies that would enhance the ability to expand, deploy and operate Metro Bike Share;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to fund programs affecting environmentally sensitive stakeholders and clean air programs in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support legislation that would allocate funding for climate resiliency planning and implementation for transit;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities;

Identify, monitor, and support legislation that will advance the implementation of Metro's Street Safety, Data Sharing, and Collaboration Policy goals; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan and other Board directives.

GOAL #8: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Oppose any efforts to modify Senate Bill 1 (Beall, 2017) programs that would reduce funding for Los Angeles County;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs;

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #9: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations;

Support initiatives and legislation to enhance Metro's ability to ensure safety of development and construction activities within or adjacent to Metro's infrastructure and right-of-way, in coordination with local municipalities, developers, and utility companies.

Monitor the implementation of pension reform (PEPRA) so that Metro is able to maintain federal funding, a stable work force, and ensure adequate succession planning;

Monitor the implementation of AB 5 (Gonzalez, 2019) and continue to evaluate the potential impacts on Metro's programs and services.

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology and allow for ease of access for qualification for low-income riders;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations;

Explore and pursue opportunities to accelerate and reduce costs on Metro projects;
and

Support legislation and funding opportunities that enhance Metro's ability to deliver the transformative transportation infrastructure and operational enhancement projects needed in Los Angeles County to support the mobility of the region in the 2028 Olympic & Paralympic Games.

GOAL #10: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOPORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION AND OTHER PRICING STRATEGIES

Proposed Activities:

Support legislation that -

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends or clarifies California vehicle code sections to authorize Metro to establish and enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's ability to perform toll related functions including interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
7. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.
8. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.

2. Negatively impact financial viability and local control of ExpressLanes revenues.
3. Limit Metro's ability to operate and expand the ExpressLanes network.
4. Redirect SHOPP funding for maintaining the corridor.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY AND OTHER TRANSIT SUPPORTIVE USES NEAR METRO CORRIDORS

Proposed Activities:

Support legislation, initiatives, and programs that aim to –

- Reduce the costs and time to deliver affordable housing;
- Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
- Reduce Surplus Land Act impacts to Metro's Joint Development Program;
- Stabilize and enhance housing affordability in existing communities;
- Provide resources to Metro, LA County jurisdictions and other partner agencies to develop more collaborative land use policies that support equitable transit-oriented communities; and

Identify and pursue opportunities for additional funding and policy reform for Southern California transportation infrastructure and transit oriented housing projects;

Support legislation and funding opportunities that incentivize, support, and accelerate the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development and housing grants;

Seek to program modifications that recognize Metro's land discount as a significant contribution to affordable projects; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #12: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

Metro has identified a series of investments in Los Angeles County that would support future high-speed rail and would provide current benefits to commuters across the region. These investments are on shared corridors and create independent utility.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project Phase A and Phase B and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support legislation that preserves “book-end” funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

GOAL #13: SUPPORT EFFORTS TO ESTABLISH THE I-710 CLEAN TRUCK PROGRAM AND SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State's Trade Corridor Enhancement Program and other state funding for zero-emission heavy-duty trucks;

Advocate for the deployment of clean-fuel trucks funded by the State in Los Angeles County;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology including the deployment of on-dock rail improvements, clean vehicle charging infrastructure, and zero-emission trucks.

GOAL #14: SPONSOR LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES

Proposed Activities:

Sponsor legislation to authorize Metro to use job-order contracting.

Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's real property transactions and ground leasing for transit-oriented developments, and affordable housing and other agency uses.

**Board Report**

File #: 2022-0736, **File Type:** Informational Report**Agenda Number:**

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 17, 2022****SUBJECT: EQUITY FOCUS COMMUNITIES REPORT BACK ON FY24 BUDGET
DEVELOPMENT****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE the report back on using 2022 Equity Focus Communities (EFCs) to prioritize investments during the development of the Metro FY24 budget.

ISSUE

During the August 2022 Executive Management Committee (EMC) meeting, Director Garcetti requested a report back by the end of 2022 on the plan for using the newly updated 2022 Equity Focus Communities (EFC) map to prioritize funding during the development of Metro's FY24 budget.

BACKGROUND

During the May 2022 Executive Management Committee (EMC) meeting, Director Garcetti requested a report back in August 2022 on recommendations for using the newly updated 2022 Equity Focus Communities (EFC) map to prioritize funding during the development of Metro's FY24 budget. At the August 2022 EMC meeting, staff presented a plan to develop an EFC budget baseline that 1) identifies the percentage of Metro's FY23 budget that provides targeted benefits in EFCs and for people living and working in EFCs and 2) guides FY24 investments through the agency's second Equitable Zero-Based Budgeting (EZBB) process. EFCs are defined as census tracts with the highest concentration of people and households that are low-income, Black, Indigenous, and other People of Color (BIPOC), and zero car households.

A goal of the FY24 EZBB is to achieve equitable investments and targeted benefits for EFCs, representing 40 percent of Los Angeles County. Staff planned to categorize FY23 investments based on EFC benefits to calculate the FY23 budget equity baseline percentage. The 2022 EFC map incorporates 40 percent of Los Angeles County; by definition, EFCs have very high and high mobility investment needs. Metro's budget needs to invest more than a 40 percent share of the budget for the 40 percent of the population designated as EFCs to ensure equitable outcomes. The FY23 budget equity baseline, as proposed, would start the process of reaching these equitable outcomes through the upcoming FY24 EZBB process.

DISCUSSION

Staff refined the FY23 investment categories and developed the FY23 Equity Focus Communities (EFC) Budget Assessment Baseline tool (“Baseline tool”) to identify impacts to EFCs. The Baseline tool allowed staff to categorize expenses from the FY23 approved budget into the following definitions:

- EFC Benefits
 - Targeted Benefits
 - Indirect Benefits
- No EFC Benefits
- Formula-based Investments
- Administrative or Technical Support

Targeted Benefits: A critical element of equity is intention, such as intentionally prioritizing resources based on need or to address disparities, or intentionally centering experiences of historically marginalized groups. “Targeted benefits” demonstrate positive impacts from Metro’s projects, programs, policies, and services that are *intentionally targeted towards EFCs*.

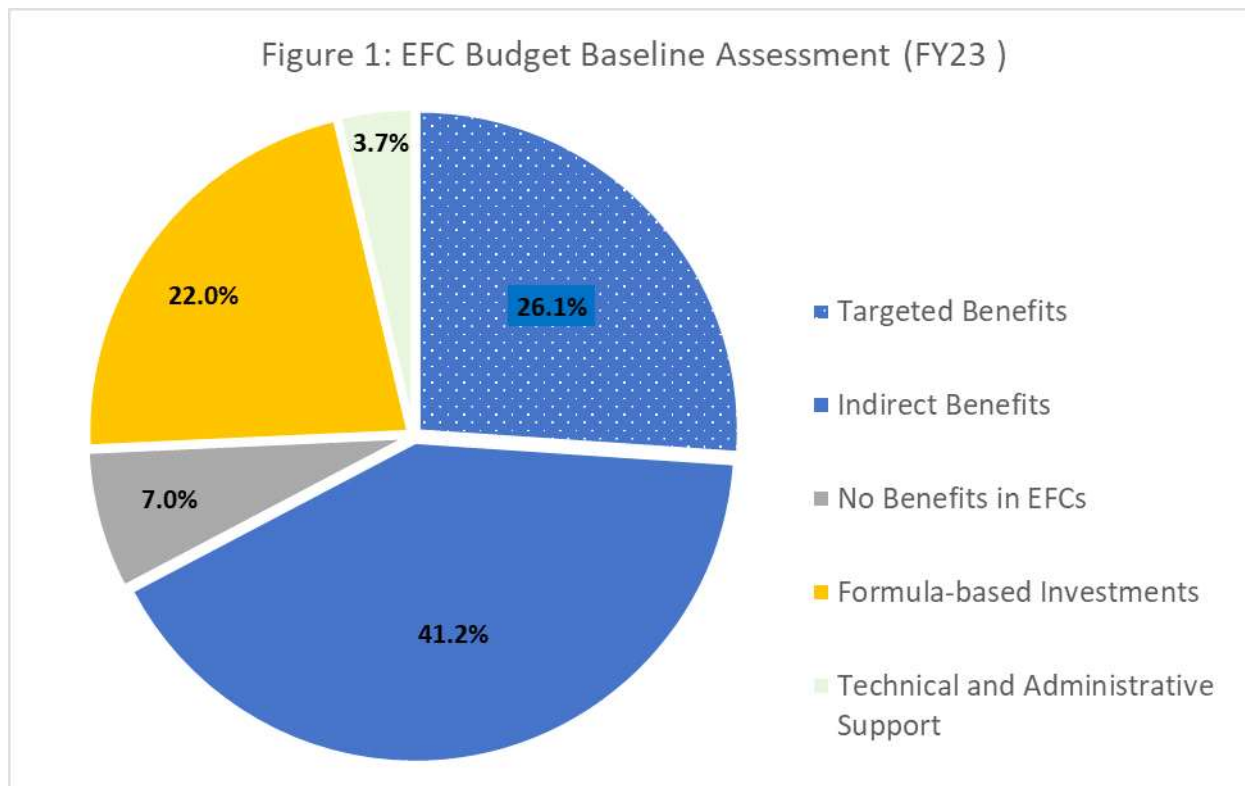
Indirect Benefits: Transit is a public service that can provide a mobility option for all but tends to be used more often by people with fewer transportation choices. Metro serves a core ridership that is disproportionately lower income, non-white, and without access to a vehicle. Therefore marginalized communities, including EFCs, are often overrepresented in receiving these “indirect benefits” from many of Metro’s projects and services, even if not specifically targeted.

No EFC Targeted/Indirect Benefits: Metro also allocates expenditures that cannot demonstrate a Targeted or Indirect Benefit for people and businesses in EFCs. These investments provide general, systemwide, countywide, or other local benefits.

Formula-based Investments: Approximately 22 percent of Metro’s revenue resource allocations are based on formulas and laws. Metro has limited influence on how these allocations are invested. However, formula-based investments include EFCs.

Administrative or Technical Support: Metro’s annual budget also includes expenditures that provide strictly administrative or technical support, such as internal processing systems, office supplies, and administrative licenses.

Staff calculated the FY23 EFC Budget Assessment preliminary baseline of 67.3 percent of the agencywide FY23 budget allocated towards EFC benefits, excluding Formula-based investments. (see Figure 1).



Summary takeaways from Figure 1 include:

- Amongst total benefits combined, a little more than two-thirds were categorized as having Targeted or Indirect Benefits.
- The 22 percent of FY23 investments categorized as Formula-Based vary in distribution across the county. Staff is working to gather more detailed information and more accurately calculate the percentage of investments that provide Targeted and/or Indirect Benefits to EFCs.
 - Roughly 27% of this category are formula allocations for municipal transit operators, which could at least be considered Indirect Benefits to EFCs, as those funds are going to cities and transit operators that serve EFCs.
 - Around 40% of the category are formula allocations for local return, which is provided to all cities and unincorporated LA County, including EFC's.

The primary purpose and goal of the EFC Budget Assessment is to act as one guide for annual budget planning to maintain an equitable portion of Metro's budget investments benefitting EFCs. Staff will reference their respective department-level FY23 EFC Assessment Baseline percentages to assist in prioritizing budget requests during the FY24 EZBB process.

A notable opportunity for improvement is for departments to identify ways to increase the proportion of Targeted Benefits towards EFCs within their annual budget requests through the FY24 Equitable Zero-Based Budget process. In future fiscal years, staff will continue to use the EFC Budget Assessment as a guide to increasing the proportion of Targeted Benefits and to advance equitable

investments during the agency's annual budget process.

EQUITY PLATFORM

The Equity Focus Communities (EFC) map continues to be a geographic tool and resource to identify regional inequities and mobility needs across Los Angeles County. As Metro deepens its implementation of budget equity, the EFC map has been leveraged to assess and prioritize investments to serve those with the highest needs.

With over two-thirds of the FY23 Metro budget providing benefits to EFCs, the agency will continue to allocate and identify new opportunities to prioritize resources toward communities with the greatest need for mobility investments.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports strategic plan goals #1.1, 3.1, 3.2, 3.3, and 3.4 by helping Metro to target infrastructure and service investments toward those with the greatest needs and enhancing communities and lives through mobility and access to opportunity. Implementation of the equity framework is an explicitly recommended action under the goals 1.1 and 3.3, and it supports actions under 3.1, 3.2, and 3.4.

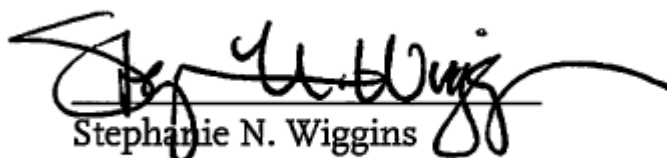
NEXT STEPS

Staff will continue to build on lessons learned from the FY23 Equitable Zero-Based Budgeting (EZBB) process to identify impactful and feasible opportunities to prioritize EFCs in the FY24 budget. The EFC Assessment will be regularly reviewed and refined to ensure appropriate application to Metro's budget.

ATTACHMENTS

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Chief Executive Officer

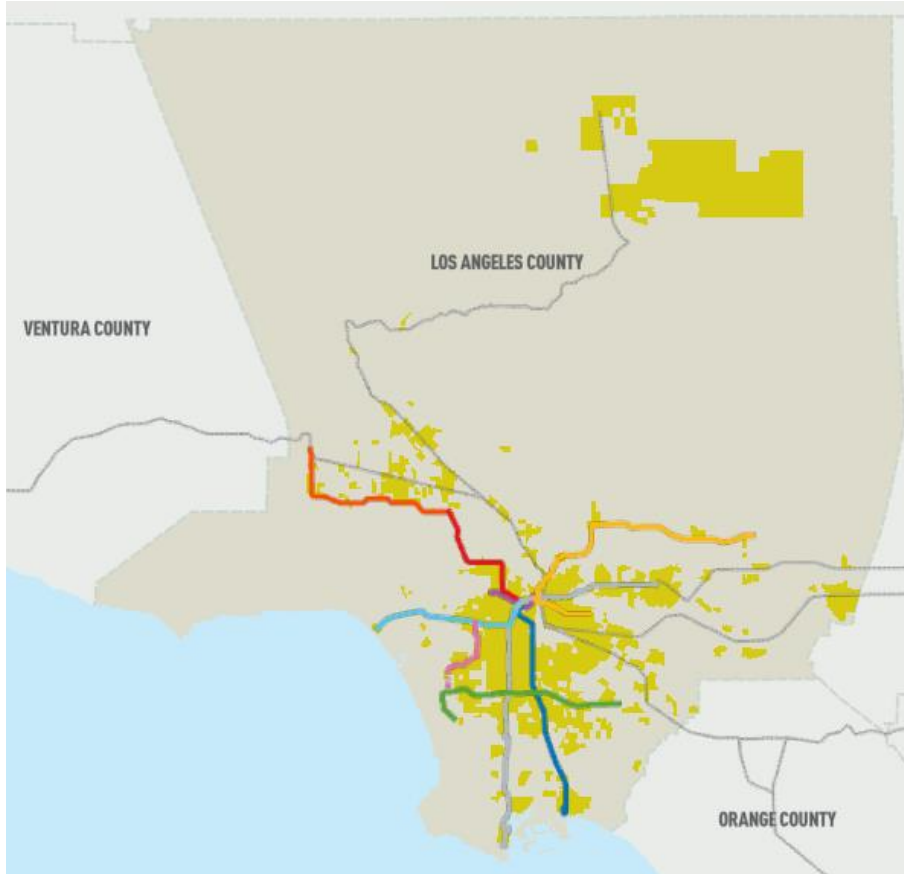
Equity Focus Communities Report Back: FY24 Budget

Executive Management Committee – November 17, 2022

Overview

- 2022 Equity Focus Communities (EFC)
- FY23 EFC Budget Baseline
- Next Steps: FY24 Budget Planning

2022 Equity Focus Communities



- Greatest concentration of:
 - **Low-income HH**
 - **BIPOC population**
 - **Zero-car HH**
- ~40% of Los Angeles County
- Updated in 2022:
metro.net/2022EFCmap

FY23 EFC Budget Baseline

| EFC Impact Category | Definition |
|-----------------------------|---|
| 1: EFC Benefits - Targeted | Demonstrate positive impacts <u>intentionally</u> targeted towards EFCs |
| 2: EFC Benefits - Indirect | Positive impacts for EFCs (but not intentionally targeted) |
| 3: No EFC Benefits | Countywide or non-Targeted/non-Indirect benefits to EFCs |
| 4: Formula-based | Allocations based on formulas and laws (funds EFCs and Non-EFCs) |
| 5: Administrative/Technical | Strictly administrative or technical support |

EFC Budget Baseline

EFC Benefits (\$)

Total FY23 Budget (\$)

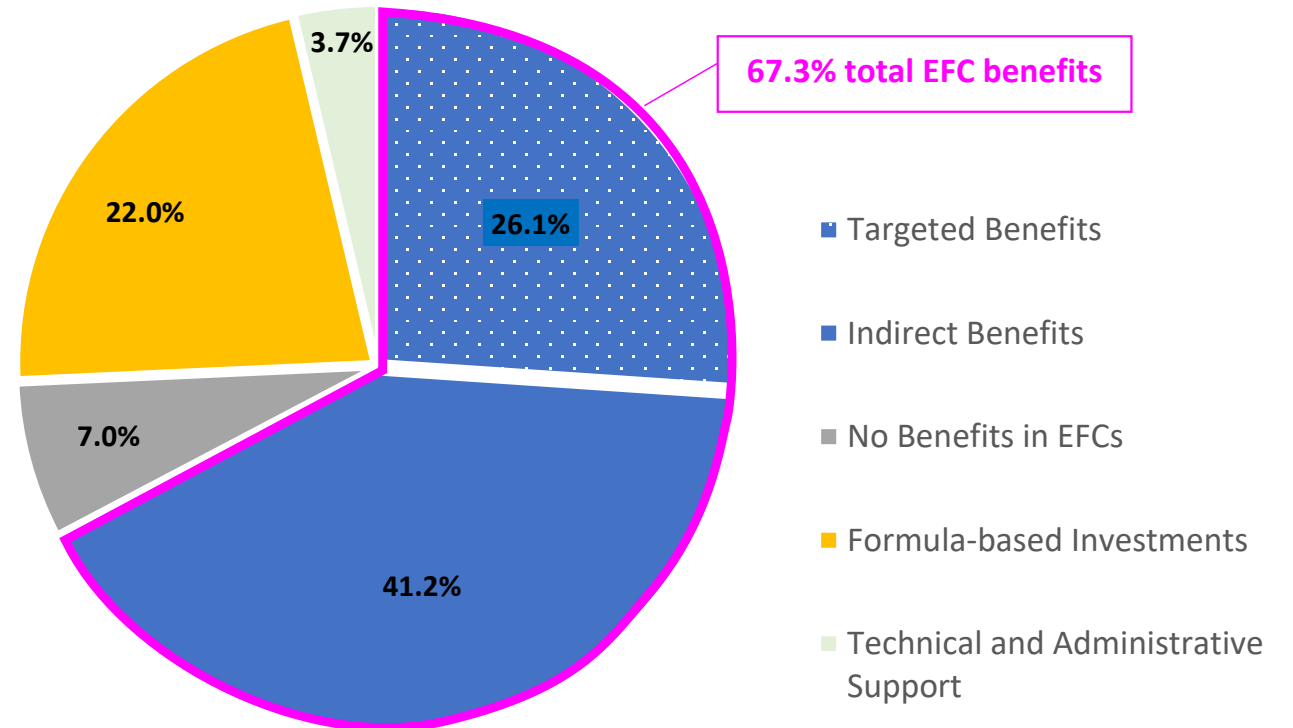
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FY23 EFC Assessment (%)

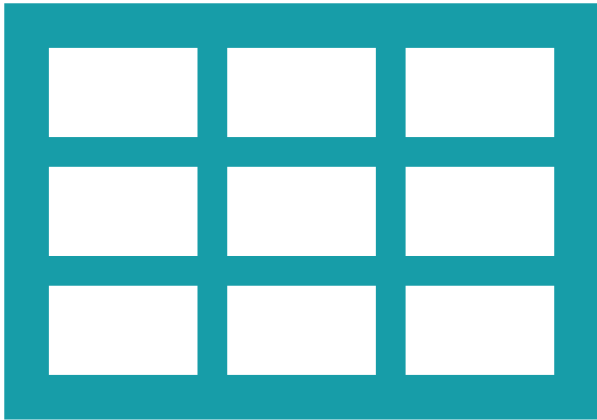
FY23 EFC Budget Baseline

- ~ 67% were categorized as having EFC Benefits (Targeted or Indirect)
- Formula-Based vary in distribution across the county.
 - ~ 27% of Formula-Based: allocated to municipal transit operators
 - ~ 40% of Formula-Based: allocated to local return, based on population size formula (including EFCs)

Figure 1: EFC Budget Baseline Assessment (FY23)



Next Steps



- Incorporate EFC Budget Baseline into FY24 Budget Planning
- Identify opportunities to increase Targeted Benefits
- Complete EFC Budget Assessment for future fiscal years

Thank you!

Executive Management Committee – November 17, 2022