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TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: THERESE MCMILLAN *TMc*
CHIEF PLANNING OFFICER

SUBJECT: PRIORITIZATION OF PROJECTS FOR SENATE BILL 1 (SB-1)
DISCRETIONARY PROGRAMS

ISSUE

The September 2017 Board Item titled "State and Federal Transportation Funding Programs"¹ and the December 12, 2017 Board Box report titled, "Senate Bill 1 (SB-1) Discretionary Programs Initial Implementation Strategy and Transit and Intercity Rail Capital Program (TIRCP) Candidate Project Priorities"² established an initial implementation strategy for SB-1. The Board Box report presented candidate project prioritization for the Transit and Intercity Rail Capital Program (TIRCP) specifically, given that the program was the first in an accelerated sequence of program applications launched by the State. This Board Box provides an equivalent outline of project prioritization for the remaining three SB-1 discretionary programs for which Metro staff is applying. These programs include the Trade Corridor Enhancement Program (TCEP), the Solutions for Congested Corridors Program (SCCP), and the Local Partnership Program (LPP). This report provides the finalized candidate project prioritization for these three programs, as required by the programs' respective guidelines.

DISCUSSION

At their October 18, 2017 meeting, the California Transportation Commission (CTC) adopted final guidelines and initiated calls for projects for the LPP and the TCEP. The CTC additionally approved final guidelines and initiated the call for projects for the

¹ <https://boardagendas.metro.net/board-report/2017-0546/>

² <https://www.dropbox.com/s/a83gl85nfgq42da/December%202017%20Board%20Box.pdf?dl=0>

SCCP at their December 6, 2017 meeting. The guidelines for each of these programs³ require an agency submitting multiple applications to present its applications in priority order. The December 12, 2017 Board Box outlined an initial implementation strategy and identified projects recommended as candidates for SB-1 TIRCP, TCEP, SCCP, and LPP grant competitions based upon the discretionary Evaluative Criteria Framework for each program (Attachment A).

Since the Board Box was released, Metro staff has finalized the prioritization of candidate projects to be submitted for the first cycle of the TCEP, the SCCP, and the LPP. As with the TIRCP, prioritization reflects the discretionary program Evaluative Framework Criteria, including an assessment of Measure M and other Long Range Transportation Plan (LRTP) priorities against the eligibility, competitiveness, and risk of the new and expanded SB-1 discretionary programs. The individual SB-1 program details and Evaluative Criteria Framework assessments are presented in the December 12, 2017 Board Box. A short summary of each program's goals, key criteria and the resulting prioritization within each program is as follows:

TCEP Candidate Project Prioritization

The Trade Corridor Enhancement Program (TCEP) funds corridor-based freight projects that will improve trade corridor mobility and safety; reduce emissions of diesel particulates, greenhouse gases and other harmful pollutants; and mitigate negative freight impacts to communities. Prioritization for TCEP is based upon the respective program evaluation criteria with emphasis on project readiness to support the allocation of funds for construction within the first funding cycle (FY18 – FY20). The December 12, 2017 Board Box further detailed the rationale for the prioritization of candidate projects including the bundling of the Rosecrans/Marquardt Grade Separation project into the grade separation/port rail improvement package of projects submitted by Metro on behalf of the Ports and ACE for the INFRA grant program. Additionally, Metro has been able to successfully partner with the State to secure one of its TCEP applications for the SR-57/SR-60 project.

The resulting priorities are ordered as follows:

1. **Interstate 5 Golden State Chokepoint Relief Project (I-5 North Capacity Enhancements)**
2. **America's Global Freight Gateway: Southern California Rail Project** (includes the Rosecrans/Marquardt Grade Separation as part of rail capacity/grade separation bundled application submitted in partnership with

² Additional information on SB-1 programs can be found at <http://rebuildingca.ca.gov/funding.html>

Alameda Corridor-East Construction Authority and the Ports of Los Angeles and Long Beach)

3. **Interstate 605/State Route 91 Interchange Improvement: Gateway Cities Freight Crossroads Project** (previously called the I-605 “Hotspot” Project)
4. **State Route 71 Freeway Conversion Project** (previously called the SR-71 Gap from I-10 to Rio Rancho Road)

Applications for TCEP were submitted by the January 30, 2018 deadline.

SCCP Candidate Project Prioritization

The goal of the Solutions for Congested Corridors Program is to fund projects that reduce congestion in highly traveled and highly congested corridors by balancing transportation improvements, community impacts, and environmental benefits. Per the SCCP Evaluation Criteria included in the guidelines, projects that demonstrate benefits related to congestion, safety, accessibility, economic development, air quality, greenhouse gas emissions and efficient land use will be most competitive. The SCCP guidelines also limit investments on the state highway system to High Occupancy Vehicle (HOV), High Occupancy Toll (HOT), and dedicated truck lane projects.

Given the emphasis in the program criteria on multimodal, High Occupancy Vehicle (HOV), and dedicated truck lane projects that are located on or parallel to a highly congested corridor and that are clearly outlined in a corridor plan, prioritization of candidate projects focused on transit projects serving the most highly congested corridors that have adopted Corridor System Management Plans—specifically I-405 (Airport Metro Connector 96th Street Transit Station Project, East San Fernando Valley Transit Corridor), US 101 (Metro Orange Line BRT Improvements), and I-5 (Interstate 5 Golden State Chokepoint Relief Project).

The resulting priorities are ordered as follows:

1. **Airport Metro Connector 96th Street Station Project**
2. **East San Fernando Valley Transit Corridor Project**
3. **Metro Orange Line BRT Improvements Project**
4. **Interstate 5 Golden State Chokepoint Relief Project** (previously called the I-5 North Capacity Enhancements)

Applications for SCCP will be submitted by the February 16, 2018 deadline.

LPP Candidate Project Prioritization

The intent of the Local Partnership Program is to reward local or regional transportation agencies that raise local transportation revenues through dedicated sales taxes, tolls, or fees, and to incentivize aspiring agencies to pass sales taxes and/or impose fees dedicated to transportation. Project eligibility is broad; however, the CTC will give higher priority to projects that are cost-effective and highly leveraged with a minimum required 1:1 match of LPP to local funds. Per state statute, the guidelines also qualify the funding of soundwalls that meet specific criteria for eligibility. Prioritization for the LPP program is based upon the program's evaluation criteria with emphasis placed on project readiness to support the allocation of funds for construction within the first funding cycle (FY2018-FY2020) and the proportion of local funds to the SB1 request. The local match percentage on the candidate projects range from 75% for the Airport Metro Connector 96th Street Station Project to the minimum 50% match requirement for the La Cañada Flintridge Soundwalls Project.

The resulting priorities are ordered as follows:

1. **Airport Metro Connector 96th Street Station Project**
2. **Metro Orange Line BRT Improvements**
3. **State Route 71 Freeway Conversion Project** (previously called SR-71 Gap from I-10 to Rio Rancho Road)
4. **La Cañada Flintridge Soundwalls Project**

Applications for LPP were submitted by the January 30, 2018 deadline.

Updates Since the December 12, 2017 Board Box

During the course of finalizing the candidate project priorities for each of these three programs since the Board Box was released, Metro staff completed its detailed project assessment, concluded its outreach efforts, and made the following changes:

SCCP

- Removed State Route 71 (I-10 to Rio Rancho) project from consideration upon further evaluation of project competitiveness against program criteria. Submitted project as State Route 71 Freeway Conversion Project in TCEP and LPP, in which the project will be more competitive.

- Removed LA River Bikepath (SFV) from consideration upon further evaluation of project competitiveness against program criteria. Planning to submit the project in ATP in which the project will be more competitive.

TCEP

- Selected I-605/SR-91 Interchange Improvement project for the Gateway Cities “Hot Spots” Program due to its competitiveness for this program. Other eligible projects in the “Hot Spots” Program were considered but not included ultimately to produce the most competitive application possible.
- Partnered successfully with the State to secure its commitment to submit an application on Metro’s behalf for the SR-57/60 Confluence: Chokepoint Relief Project (formerly SR-57/SR-60 Interchange Improvements)
- Partnered successfully with the State to serve as a co-applicant for the Interstate 5 Golden State Chokepoint Relief Project.

NEXT STEPS

Staff will develop advocacy strategies to support Metro projects submitted for the TCEP, SCCP, LPP, and TIRCP. Staff will also apprise the Board of recommendations made by the agencies responsible for project selection (CTC – TCEP, SCCP, and LPP; California State Transportation Agency [CalSTA] – TIRCP).

Upcoming Key Dates for TCEP, SCCP, and LPP:

- February 16, 2018: SCCP project applications are due
- April 25, 2018: CTC staff will release program funding recommendations
- May 16, 2018: CTC will adopt all three programs

Upcoming Key Dates for TIRCP:

- February 12, 2018: CalSTA publishes summary of applications
- April 30, 2018: CalSTA anticipates publishing list of approved projects
- May 16, 2018: Anticipated presentation of project list to CTC

ATTACHMENTS

Attachment A – SB 1 Initial Implementation Strategy - Candidate Project Assessment

SB 1 Initial Implementation Strategy - Candidate Project Assessment

Measure M Sequence	Project Name	Notes	Groundbreaking Start Date	Subregion	SB 1 Discretionary Programs					Other Programs	
					Active Transportation Program (ATP)	Local Partnership Program (LPP)	Solutions for Congested Corridors Program (SCCP)	Trade Corridor Enhancement Program (TCEP)	Transit and Intercity Rail Capital Program (TIRCP)	Infrastructure For Rebuilding America (INFRA)	2018 Regional Transportation Improvement Program (RTIP)
Measure M Major Projects											
1	Airport Metro Connector		FY18	sb		☐	☐				
2	Westside Purple Line Extension Section 3	1	FY18	w							
3	High Desert Multi-Purpose Corridor (HDMC)	2, 3	FY19	nc							
4	I-5 N Cap Enhancements	4	FY19	nc		☐	☐			☐	
5	Gold Line Foothill Extension to Claremont		FY19	sg					☐		
6	Orange Line BRT Improvements		FY19	sf		☐	☐				
7	BRT Connector Orange/Red/Gold		FY20	sf					☐		
8		av						☐			
9	East SF Valley Transit Corridor		FY21	sf		☐			☐		☐
10	West Santa Ana Transit Corridor LRT		FY22	gc					☐		
11	Crenshaw/LAX Track Enhancement		FY22	sb							
12	SR-71 Gap from I-10 to Rio Rancho		FY22	sg		☐		☐			☐
13	LA River Waterway & System Bikepath (CC)		FY23	cc	☐						
14	Complete LA River Bikepath (SFV)	5	FY23	sf	☐		☐				
15	Sepulveda Pass Transit Corridor (Phase 1)	3, 6	FY24	sf							
16				w							
17	Vermont Transit Corridor		FY24	cc					☐		
18	SR-57/SR-60 Interchange		FY25	sg				☐		☐	
19	Green Line Extension to Crenshaw Blvd in Torrance		FY26	sb					☐		
20	I-710 South Corridor Project (Phase 1)	3, 7	FY26	gc							☐
21	I-105 ExpressLane from I-405 to I-605		FY27	sb							☐
	Measure M Major Projects #22-45	8									
Other RTIP Priorities											
	I-605 Hotspots		FY18	gc				☐			☐
	Metro Bus Fleet Replacement		FY18	All							☐
	SR 138		FY19	nc							☐
	Rosecrans/Marquardt Grade Separation		FY19	gc				☐			
	Alameda Corridor East (ACE)/Ports Projects		FY19	sg/gc				☐		☐	
	Link Union Station (US)		FY19	All					☐		
	Arroyo Verdugo Subregion Soundwalls		FY20	av	☐						
	South Bay Highway Operational Improvements		FY22	sb							☐

Notes:

- Project targeted for federal Full Funding Grant Agreement.
- Limited near-term eligibility for preconstruction only activities this early in Measure M program.
- Project not eligible for current SB1 program cycles will be considered for future cycles.
- Solutions for Congested Corridors project scope could include parallel regional rail investments within corridor.
- Eligibility in Solutions for Congested Corridors Program would be as part of Orange Line BRT/US 101 corridor concept.
- Project Initiation Document (PID) is under development as part of ExpressLanes network.
- Shoemaker Bridge is being initiated through 2018 RTIP funding for final design beginning in FY19. Eligibility of additional scope is pending action on Locally Preferred Alternative (LAP).
- Projects not eligible due to current project delivery schedules

-  = Project recommended as candidate for grant application in program
-  = Project eligible in program but not recommended as candidate
-  = Project not eligible in program