Ⓜ Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

PLANNING & PROGRAMMING COMMITTEE
SEPTEMBER 17, 2014

SUBJECT: 2015 COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE APPLICATION PACKAGE

RECOMMENDATION

Approve the 2015 Call for Projects Application Package.

ISSUE

At its April meeting, the Board initiated the 2015 Call for Projects process for Los Angeles County. The Call for Projects is a competitive grant process that co-funds new regionally significant capital projects and is typically held biennially in odd-numbered years. The 2015 Call for Projects will program funds in FY 2020 and FY 2021. The Draft Application Package provides instructions and specific modal applications that will be used by project applicants that wish to nominate projects for consideration. Board approval of the draft application package is requested. The draft application package is available at www.metro.net/callforprojects. The 2015 Call for Projects Application Package has a Complete Streets focus.

DISCUSSION

Background

As the regional transportation planning agency for Los Angeles County, Metro is responsible for programming available local, state and federal funding on a timely basis. The Call for Projects implements Metro's multi-modal programming responsibilities and the Board adopted Long Range Transportation Plan (LRTP). It provides critical funding for local agencies for needed transportation improvements that are beyond local agencies' capabilities that help implement the LRTP.

Work on the 2015 Call for Projects process began in April. Metro's Technical Advisory Committee (TAC) and its Subcommittees were consulted in developing the current Call for Projects application requirements. Staff met six times with the 2015 Call for Projects Working Group, comprised of members of the Streets and Freeways Subcommittee, Bus Operations Subcommittee, Local Transit Systems Subcommittee, and Transportation Demand Management (TDM)/Sustainability Subcommittee, to consider

potential technical changes for incorporation into the 2015 Call for Projects Draft Application Package. Attachment A is a matrix of staff responses to the TAC and TAC Subcommittee motions on the proposed changes to the 2015 Call for Projects Draft Application Package.

The Call for Projects will have seven modal categories. These categories and eligible projects within each category are identified in Attachment B. Most of the eligible project types in the Transportation Enhancement Activities (TEA) mode are not included in the 2015 Call since the sole funding source for these project types was eliminated in Moving Ahead for Progress in the 21st Century (MAP-21). The TEA project types that remain eligible for alternate funding sources are included in other project categories.

A PDF of the Draft 2015 Application Package will be posted online in mid-September on Metro's Call for Projects website and a hard-copy of the Draft 2015 Application Package will be mailed to City Managers, Councils of Government Executive Directors, Public Works Directors, Municipal Transit Operators, local jurisdictions' Transportation Directors, and other interested parties in late September.

New Program Requirements

The 2015 Call for Projects Application Package has a Complete Streets focus, encouraging capital improvement projects which contribute to a transportation network that allows safe and convenient travel along and across streets for all users, including public transit users and operators, pedestrians, bicyclists, children, persons with disabilities, seniors, motorists, and movers of commercial goods. It contains new programming requirements resulting from lessons learned in previous Calls for Projects as well as new policy and programming actions by the Board, the Southern California Association of Governments (SCAG), and other agencies. Among the changes, the application addresses the April 2014 Board motion requesting that staff prioritize projects which target First/Last Mile Improvements. In addition, the application includes an expanded discussion on Complete Streets and an updated discussion on Sustainability.

The proposed changes to the application from the 2013 Application are summarized in Attachment C. The new program requirements that are highlighted in this Call Application Package include the following:

- Complete Streets: Project sponsors awarded funding must modify their Circulation Elements to provide for the mobility needs of all users or adopt a resolution supporting Complete Streets prior to the first programming year.

- Bicycle and Pedestrian Counts: Project applicants must collect before- and after-bicycle and pedestrian counts, where appropriate, if awarded funding.

- First/Last Mile Improvements: New evaluation criterion gives priority to projects providing First/Last Mile access to the regional transit system. This criterion is worth up to five points.

- Advancement of Project Funds: For project sponsors recommended for funding with local funds and interested in advancing their projects, Metro will grant a Letter of No Prejudice to start their project before an agreement is executed. For project sponsors recommended for funding with state and/or federal funds and interested in advancing their projects, Metro will work with the project sponsor to advance the funds with state and/or federal approval, contingent upon funding availability.

- Eligible Applicants: Transit agencies eligible for federal funds are allowed to apply directly for Call for Projects funding.

- Goods Movement: Major Goods Movement project is defined as a project with a total project cost of $40 million or higher.

- Local Match: Local Match for the Regional Surface Transportation Improvements (RSTI) and Goods Movement Improvements (GMI) modes has been reduced to 20% (from 35% in prior Calls).

- Metro Lapsing Policy: Metro will extend the project only once, for a period of up to 20 months, consistent with the California Transportation Commission (CTC) Lapsing Policy.

- Project Contact: Contact person designated as Project Contact must be an employee of the Project Applicant.

- Regional Significance and Intermodal Integration: This evaluation criterion has been decreased by five points for all modes. For the RSTI and GMI modes, this criterion is worth up to 30 points and up to 25 points for all other modes.

- Submittal to the California Association of Local Conservation Corps: Bicycle and Pedestrian applications no longer need to be submitted to a local Community Conservation Corps (CCC) to see if they can do the scope of work. This is consistent with SB 286.

- Transportation Enhancement Activities: Most of the eligible project types in the TEA mode are not included since the sole funding source for these project types was eliminated in MAP-21. The TEA project types which remain eligible for alternate funding sources are included in other project categories.

- Wayfinding Signage: Project applicants are encouraged to implement wayfinding signage to Metro transit facilities, wherever appropriate.

DETERMINATION OF SAFETY IMPACT

The 2015 Call will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

The funding for the 2015 Call for Projects and levels for the individual modal categories will be determined in Spring 2015. Since this is a multi-year program, the cost center manager and Chief Planning Officer, Countywide Planning will be accountable for budgeting the cost in future years.

Impact to Budget

Funds available for the 2015 Call for Projects come from three principal sources:

- Local Proposition C 10% and 25%;
- MAP-21 or its successor acts; and,
- Other funds to be determined.

The source of funds for the 2015 Call comes from various sources including, Propositions C 10% and 25%, State Repayment of Capital Project Loans, and federal funds from MAP-21 or its successor acts. Proposition C 10% and Proposition C 25% are not eligible for Metro bus and rail operating and capital expenditures.

Both Congestion Management and Air Quality (CMAQ) (from MAP-21) and State Repayment of Capital Project Loan funds are eligible for operating purposes or transit capital. With respect to CMAQ funding, there are no additional operating expenses eligible other than those already funded. CMAQ funds can also be used for transit capital purposes. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1st of each year, otherwise Metro risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. This risk increases as the end of the federal fiscal year approaches. Staff recommends the use of long-lead-time CMAQ funds as planned to ensure utilizing Metro's federal funds expeditiously. While State Repayment of Capital Project loans could conceptually be used for operating purposes, staff does not recommend it, since such uses would be inconsistent with the capital improvement purposes of the State grants involved in the original loan arrangements.

Regional Surface Transportation Program (RSTP) funds in this action could be used for Metro's transit capital needs. While these funds cannot be used directly for Metro's bus or rail operating needs, they could free-up other such operating eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro. Staff does not recommend these exchanges since they are inconsistent with the overall funding strategies and assumptions in the LRTP.

ALTERNATIVES CONSIDERED

Staff has completed the Draft Application Package which is similar in format and content to prior Call Applications with certain modifications as described in this Board Report. At this time, the Board could modify the Draft 2015 Call for Projects Application Package. Any modifications would be distributed to project sponsors in a supplemental 2015 Call for Projects Application package in mid-October, and staff will notify interested parties of any program changes.

NEXT STEPS

Upon Board approval of the draft Application Package, a supplemental package, if needed, will be distributed in mid-October to notify interested parties of any additional program changes. A 2015 Call for Projects Applicant Workshop will be held on September 30th at Metro Headquarters and workshops will be scheduled in interested subregions in October.

The highlights of the 2015 Call for Projects schedule are as follows:

- October 2014: Release Application Package Supplement, if necessary
- **January 16, 2015: Applications due**
- Spring 2015: Preliminary funding marks presented for Board consideration
- June 2015: Preliminary project and funding recommendations for Board review
- July 2015: Release final project and funding recommendations to the public
- July 2015: TAC conducts review and appeals process
- September 2015: Board considers Call for Projects recommendations and makes funding decisions
- October 2015 – December 2016: Call for Projects programming decisions incorporated into State and Federal Transportation Improvement Programs

ATTACHMENTS

A. MTA Staff Response to TAC and TAC Subcommittee Motions
B. Modal Categories and Eligibility Criteria
C. Summary of Proposed Changes from 2013 Application Package

Prepared by: Heather Hills, Deputy Executive Officer (213) 922-2821
Rena Lum, Transportation Planning Manager V (213) 922-6963
Fanny Pan, Transportation Planning Manager V (213) 922-3070
Toye Oyewole, Transportation Planning Manager V (213) 922-7404

(signature)

Martha Welborne, FAIA
Chief Planning Officer

(signature)

Arthur T. Leahy
Chief Executive Officer

2015 Call for Projects
Input Received and Staff Response

COMMITTEE/ SUBCOMMITTEE	MOTION	STAFF RESPONSE
Municipal Operators General Managers Meeting August 2014	Remove Formula Allocation Procedure (FAP) restriction for bus purchases and the Vehicle Identification Number (VIN) requirement	Staff concurs and has revised the Draft Application Package accordingly
Bus Operations Subcommittee (BOS) August 2014	Support staff's proposed changes to the 2015 Call for Projects Draft Application Package, along with two motions: 1) Provide more detail on First/Last Mile implementation strategies 2) Clarify whether transit Joint Powers Authorities (JPAs) have to comply with requirements under the Complete Streets Act of 2008	Staff concurs and responses follow: 1) The Applicant Workshop will provide further information on First/Last Mile implementation 2) The Complete Streets Act applies only to jurisdictions required to adopt circulation elements and will be addressed further at the Successful Sponsors Workshop
Streets and Freeways August 2014	Support staff's proposed changes to the 2015 Call for Projects Draft Application Package	Staff concurs
Transportation Demand Management/ Sustainability August 2014	Support staff's proposed changes to the 2015 Call for Projects Draft Application Package	Staff concurs
Local Transit Systems Subcommittee (LTSS) August 2014	Support staff's proposed changes to the 2015 Call for Projects Draft Application Package	Staff concurs
Technical Advisory Committee (TAC) September 2014	Support staff's proposed changes to the 2015 Call for Projects Draft Application Package	Staff concurs

Project/Modal Application Index

Modal Application	Eligible Projects
Regional Surface Transportation Improvements (RSTI)	Capital improvement projects on regionally significant arterial highways which improve traffic flow and reduce congestion, such as: bottleneck intersection improvements, closure of gaps in the arterial system, and other arterial improvements. Project must be on the public right-of-way. Rehabilitation, Restoration and Resurfacing (3R) are eligible as a component of a larger capacity-enhancing project. Complete Street projects are encouraged as long as 60% of the project is RSTI.
Goods Movement Improvements	Grade separations, roadway geometric and operational improvements, intersection improvements, truck access improvements and other capacity enhancements on regionally significant roadways, major and secondary arterials, high truck volume arterials, dedicated truck routes, de-facto truck routes and/or other major freight corridors/facilities. Project must be located on a public facility/structure that serves local and regional needs, supports industrial and commercial land uses and provides access to and from major goods movement activity centers, railyards, ports (air and sea) and other freight generators (warehouse/distribution centers). Project may include up to a 20% multimodal component and up to a 20% 3R component of a larger Goods Movement Improvement.

Signal Synchronization & Bus Speed Improvements	Traffic signal synchronization, transit preferential treatment and priority systems, bottleneck intersection improvements, traffic control and management systems, and Intelligent Transportation System (ITS). Complete Streets projects are encouraged, as long as 70% of the project is Signal Synchronization and Bus Speed Improvements.
Transportation Demand Management	Technology and/or innovation-based strategies, Ridesharing Incentive/Disincentive Programs, Parking Management Programs, Transportation Facilities Amenities, Commuter Service Centers, and New and Unique Demonstration Projects.
Bicycle Improvements	Capital improvement projects that provide access and mobility for regional bicycle travel, gap closures that connect bikeway networks, on-street improvements to transit hubs, high-capacity bicycle parking, and innovative projects that promote bicycling. Rehabilitation, Restoration, and Resurfacing (3R) are eligible as a component of a larger project.
Pedestrian Improvements	Capital improvement projects that provide capital funds for the construction of projects that improve the pedestrian environment in order to promote walking as a viable form of transportation. Design and right-of-way acquisition are eligible expenses as long as they are directly related to and part of the project's construction. Eligible projects may include: sidewalk construction, extensions and widening; curb ramps (as part of sidewalk reconstruction); enhanced pedestrian crossing features; landscaping; signage; lighting; and street furniture. Improvements must be for the use of the general public and located within a public right-of-way, in a public easement.

Transit Capital	Bus purchases and construction of or improvement to transit centers, bus layover areas, park and ride lots, transit stops, commuter rail stations, and transit maintenance facilities.

2015 Call for Projects
Summary of Proposed Changes from 2013 Application Package

Section	Issue	Proposed Change
All	Complete Streets	Introduces Complete Streets as the focus of the 2015 Call for Projects
All	Transportation Enhancement Activities (TEA)	Removes references to TEA mode
Project/Modal Application Index	RSTI/Signal Sync	Adds reference to multimodal projects being encouraged
Project/Modal Application Index	Bike/Ped	Adds reference to projects requiring capital improvement
Introduction	Sustainability	Adds expanded discussion on sustainability, including reference to Countywide Sustainability Planning Policy
Introduction	First/Last Mile	Adds discussion on First/Last Mile
Program Requirements	Advancement of Project Funds	Clarifies that Metro will work with project sponsors to advance project funding, where possible and be credited for up to five points of overmatch for pre-construction
Program Requirements	Bicycle & Pedestrian Counts	Adds a special condition to projects recommended for funding requiring the collection of bicycle and pedestrian counts, where applicable
Program Requirements	Complete Streets	Adds a special condition to projects recommended for funding requiring the jurisdiction to comply with the Complete Streets Act of 2008 prior to the first year of programming

Program Requirements	Criterion Weighting	Reduces weighting of Regional Significance & Intermodal Integration by 5 points
Program Requirements	Eligible Applicants	Updates eligible applicants to include transit agencies (JPAs)
Program Requirements	First/Last Mile Improvements	Adds an evaluation criterion, worth up to five points, giving priority to projects providing First/Last Mile access to the regional transit system
Program Requirements	Goods Movement	Defines a major Goods Movement project as one with a total project cost of $40 million or higher
Program Requirements	Local Match	Reduces the minimum local match for the RSTI and GMI modes to 20% (from 35%)
Program Requirements	Metro Lapsing Policy	Limits project extensions to one time only, for a period of up to 20 months to be consistent with the California Transportation Commission Lapsing Policy
Program Requirements	Project Contact	Requires that project contact is employee of Project Applicant
Program Requirements	Submittal to California Association of Local Conservation Corps	Removes requirement that Bicycle and Pedestrian applications be submitted to the Conservation Corps
Program Requirements	Wayfinding Signage	Encourages implementation of wayfinding signage to Metro transit facilities, wherever appropriate
Program Requirements	Glossary	Adds reference to Appendix I
Program Requirements	Project Readiness	Suggests applicants account for long lead-time in right-of-way acquisition
Contacts	Modal Leads	Updates modal leads
MTA Policies	ADA Compliance	Updates discussion

Fund Sources	Transportation Alternatives (TA)	Removes TA as a fund source
Part I	Funding Requested	Moves question on amenability to reduced funding from modal applications to Part I
Part I	Impact Checklist	Adds references to Complete Streets and First/Last Mile access
Part I	Impact Checklist	Updates Impact Checklist (Parts A and B)
Part I	Impact Checklist (TDM)	Adds question on First/Last Mile access
Part I	Impact Checklist (TDM)	Removes question on road safety
All Modes	Sustainability	Adds reference to planning coordination programs
All Modes	Funding Conditions	Adds reference to bicycle/pedestrian counts, First/Last Mile, and Sustainable Design Elements
RSTI/GMI	Regional Significance & Intermodal Integration	Reduces scoring weight to 30 points (from 35)
RSTI/GMI/ Signal Synch	Future Year	Updates future forecast year to 2040 (from 2035)
RSTI	Eligible Projects	Gives consideration to projects which reduce VMT
RSTI	Eligible Projects	Defines transit hubs
RSTI	Eligible Projects	Asks for documentation of right-of-way acquisition issues
RSTI	Other Factors	Adds discussion on Countywide Significant Arterial Network (CSAN) and First/Last Mile
RSTI	3R	Asks if right-of-way issues must be resolved
RSTI	Regional Significance & Intermodal Integration	Adds system management tools as multimodal improvement
RSTI	Regional Significance & Intermodal Integration	Removes bicycle parking as a multimodal improvement

RSTI	Regional Significance & Intermodal Integration	Asks if project is located on the CSAN, a gap closure or near a major traffic generator
RSTI	Regional Significance & Intermodal Integration	Asks about connectivity if bicycle accommodations are provided on an adjacent street
RSTI	Regional Significance & Intermodal Integration	Asks if project will reduce VMT or increase roadway capacity/person throughput for multimodal projects
RSTI	First/Last Mile	Asks if project will accommodate bicycle parking
RSTI	Project Need & Benefit	Provides clarification on how points are awarded for this criterion
RSTI	Project Need & Benefit	Requests documentation of conditions on Impact Checklist which will be improved or corrected by proposed project
RSTI	Land Use & Sustainability	Provides clarification on transportation management promoting network optimization and utilizing operational efficiency strategies
GMI	System Preservation	Clarifies that a GMI project may include up to a 20% multimodal component and up to a 20% 3R component
GMI	System Preservation	Requests additional information on the necessity of the 3R component
Signal Synch/ TDM/Bike/ Ped/Transit Capital	Regional Significance & Intermodal Integration	Reduces scoring weight to 25 points (from 30)
Signal Synch	Objective	Adds Integrated Corridor Management as an objective
Signal Synch	Eligible Projects	Allows alternate transit priority systems
Signal Synch	Funding Conditions	Requests updates on the agency's infrastructure for the Arterial ITS Architecture map and database
Signal Synch	Project Description	Requests an Operations & Maintenance plan
Signal Synch	Regional Significance & Intermodal Integration	Clarifies question on integration and open sharing of information across jurisdictional boundaries

Signal Synch	First/Last Mile	Asks if project has a multimodal component
Signal Synch	Project Need & Benefit	Asks if applicant has conducted any performance measurement
TDM	Funding Conditions	Adds performance measurement evaluation
TDM	Land Use & Sustainability	Asks about the coordination of infrastructure investments in station areas
Bicycle	Eligible Projects	Provides clarification on the funding priority for Class 1 and 2 projects
Bicycle	Eligible Projects	Removes eligibility of conventional Class III bike routes
Bicycle	Eligible Projects	Requires interchangeability/interoperability with Regional Bikeshare Program if bikeshare project is proposed
Bicycle	Project Study Report Equivalent	Clarifies the description of project types
Bicycle	Regional Significance & Intermodal Integration	Asks if bus/rail services run along same/parallel street
Bicycle	Cost Effectiveness	Requests documentation of major elements of project
Pedestrian	Eligible Projects	Removes redundant paragraph on requirements for federal and state funding
Pedestrian	Regional Significance & Intermodal Integration	Asks how project improves connectivity, removes barrier to mobility or closes gap
Transit Capital	Eligible Projects	Clarifies that transit agency must own the right-of-way if it is proposing transit facility improvements
Transit Capital	Local Match	Clarifies that land must be owned by the public agency, if it is used as Local Match
Transit Capital	Cost Estimate	Clarifies the information requested
Appendix	CCC Contact Information	Removes appendix
Appendix	MAP-21 TA Summary	Removes appendix