2015 Call for Projects Applicant Workshop

September 30, 2014
Metro Headquarters

Main Session 10:00am—11:15am
Breakout Session 1 11:15am—Noon
Breakout Session 2 12:15pm—1:00pm
Welcoming Remarks

Martha Welborne, FAIA
Chief Planning Officer
First Things First

- Evacuation of Building
- Administrative and Personal Comfort Issues
- Sign-In Sheets
  - Attendance
- Handouts
- Security
- Cafeteria
- No Parking Validation

2015 Call For Projects
WORKSHOP ATTENDEE
September 30, 2014
Workshop Format and Introductions

- Purpose of Workshop
  - Overview
  - Modal Break-Out Sessions
2015 Call for Projects Contacts

- Overall Coordination: Rena Lum 213-922-6963
- Technical Modal Review: Fanny Pan 213-922-3070
- Funding Information: Toye Oyewole 213-922-7404
## Modal Lead Contacts

<table>
<thead>
<tr>
<th>Mode</th>
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<td>Transit Capital</td>
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Workshop Overview

- Complete Streets Focus
- Process and Schedule
- Highlights of New Program Requirements
- Evaluation Criteria and Weights
- Local Match Requirements
- PSR/PDS and Project Study Report Equivalents
- Modal Category Highlights and Project Eligibility
- Fund Estimate
- 10 Minute Question and Answer
- Breakout Sessions
Complete Streets Focus

- **Definition**
  - Comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users:
    - public transit users and operators, pedestrians, bicyclists, children, persons with disabilities, seniors, motorists, and movers of commercial goods

- **Prioritizing Complete Streets**

- **Incorporating First/Last Mile Improvements**
Complete Streets Focus

• Found throughout Application Package:
  – New Program Requirements (conditions of funding and First/Last Mile Improvements evaluation criterion)
  – Part I
    • Identify multimodal applications
    • Consider needs of bicyclists and pedestrians in Impact Checklist
  – Part III
    • Complete Streets emphasis in Evaluation Criteria
Process

- **Applicant Eligibility**
  - Public agencies that provide transportation facilities/services within Los Angeles County
    - Cities
    - County of Los Angeles
    - Caltrans
      - Eligible (conventional highways)
      - Ineligible (general purpose and HOV lanes, soundwalls)
    - Transit agencies that receive federal funds
    - Transportation-related JPAs, under the sponsorship of an agency listed above
  - Co-sponsored Applications
Process

• Application Submittal Instructions
  – Two (2) hard copies of each project application (Parts I, II & III) and
  – the full application on CD-R or DVD (including PSR/PDS) in Microsoft Word, Excel or PDF format

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<td>Los Angeles, CA 90012</td>
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• Applications due Friday, January 16, 2015 at 3:00 pm
  – Postmarks will not be accepted
Process

- Online Application
  - Application Basics
    - Username/Password Login
    - Simultaneous editing
  - Formatting
    - Spellchecking
    - Printing
  - Submittal
    - Application checklist
Process

- **Online Application**
  - Set-up Account
  - Save file, create PDF, and print when completed
  - Online Q & A Sessions
    - Tuesday, October 21\(^{st}\), 10:00 & 10:30am
    - Wednesday, October 22\(^{nd}\), 10:00 & 10:30am
    - RSVP: morrisseyd@metro.net
  - For technical support with the online application, contact (213) 922-2777
Process

• Multiple applications in a modal category
  – Prioritize

• Contact Records Management for Metro transit boarding info at RMC@metro.net
Schedule

2014
- September 30th “TODAY” Call for Projects Applicant Workshop
- October 2nd Draft Application Package Submitted for Board Consideration
- October Supplemental Application Package Mailed

2015
- January 16th Applications Due – 3:00 p.m.
- January-May Project Application Evaluation Period
- Early July Draft Recommendations Available
- Late July Project Sponsor Appeals
- September Board Adoption

Metro
## Workshop Schedule

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<td>November 12 @ 10 AM</td>
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For questions, please contact Fanny Pan at 213-922-3070
New Program Requirements

• Advancement of Project Funds
  – For projects recommended for funding with local funds, Metro will grant LONP
  – For projects recommended for funding with state and/or federal funds, Metro will work with project sponsor to advance funds with state and/or federal approval

Beginning on Page 7 of 2015 Application Package
New Program Requirements

• Bicycle and Pedestrian Counts
  – Condition of Funding
  – Project sponsor must collect before- and after-bicycle and pedestrian counts (when applicable and as directed by Metro Project Manager)
  – Methodology described in “Conducting Bicycle and Pedestrian Counts”
  – Uploaded into Bike Count Data Clearinghouse
  – Eligible project expense
New Program Requirements

• Complete Streets
  – Condition of funding
  – Project sponsors must comply with California Complete Streets Act of 2008 or adopt a resolution supporting Complete Streets by first programming year
New Program Requirements

- Eligible Applicants
  - Transit agencies eligible for federal funds are allowed to apply directly for funding
  - Transit agencies are no longer required to seek sponsorship from an eligible agency
New Program Requirements

- **First/Last Mile Improvements**
  - New evaluation criterion worth up to five points
  - Gives priority to projects providing First/Last Mile access to regional transit system
New Program Requirements

• Regional Significance & Intermodal Integration
  – Criterion weighting reduced by 5 points
    • 35 30 points in RSTI and GMI modes
    • 30 25 points in all other modes
New Program Requirements

• Goods Movement Improvements
  – Major project defined as having a total cost of $40 million or higher
New Program Requirements

- Local Match
  - Reduced for RSTI and GMI modes to 20% (from 35%)
New Program Requirements

• Metro Lapsing Policy
  – One-time only extension, for a period up to 20 months
  – Consistent with CTC lapsing policy
New Program Requirements

- Project Contact
  - Must be employee of Project Applicant
New Program Requirements

- Submittal to California Association of Local Conservation Corps No Longer Required
New Program Requirements

- Transportation Enhancement Activities (TEA) Mode
  - No longer eligible mode since the funding source has been eliminated
New Program Requirements

• Wayfinding Signage
  – Project applicants are encouraged to implement wayfinding signage to Metro transit facilities, wherever appropriate
Clarifications to Program Requirements

• Funding Conditions
  – Sustainable Design Elements (see Appendix H)
  – Complete Streets and Bicycle/Pedestrian Counts, as appropriate
Clarifications to Program Requirements

- **Project Readiness**
  - Metro encourages ready-to-go projects
  - Applicants can be credited for up to five overmatch points for funds expended pre-construction
Evaluation Criteria

- Regional Significance & Intermodal Integration
- First/Last Mile Improvements
- Project Need & Benefit to Transportation System
- Local Match
- Cost Effectiveness
- Land Use & Sustainability Policies/Principles
### Evaluation Criteria and Weights

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Land Use and Sustainability Policies/Principles

- Awards points to projects that
  - Advance the goals and priorities of the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
  - Demonstrate that the project is complemented by programs and/or activities that will increase the effectiveness of the project and maximize its sustainability benefits.
First/Last Mile Strategic Plan

What is First/Last Mile?

- How transit riders get to stations from their home/work/origin
- AND -
- How transit riders get from stations to their home/work/destination

What it is not

- Exactly one mile
- Focused exclusively on Metro Rail or BRT
- Limited to physical infrastructure (i.e., sidewalks, bike paths, etc.)
First/Last Mile Strategic Plan

- The Metro First/Last Mile Strategic Plan aims to achieve multiple objectives:
  - Expand the reach of transit through infrastructure improvements
  - Maximize multi-modal benefits and efficiencies
  - Guide strategic investments - provide basis for seeking additional capital funds.
First/Last Mile Contact Information

Questions or Comments Contact:

Steven Mateer
(213) 922-2504
mateers@metro.net

Plan Website:
http://media.metro.net/docs/sustainability_path_design_guidelines.pdf
Local Match Requirements

- All modes 20%
PSR/PDS and PSRE

- Required for all projects and due with Application – January 16, 2015
- Incomplete or non-approved documents will disqualify the application
- Caltrans’ approved Project Study Report/Project Development Support
  - For projects on or directly involving the State Highway system
  - Should be no more than 3 years old
- Applicant approved Project Study Report Equivalent (PSRE)
  - For all other projects not involving the State Highway system
- Major elements of PSRE – Appendix B of Application Package
  - Project description/Scope of Work
  - Environmental issues
  - Public & Community Outreach
  - Cost estimate
  - Schedule
  - Evaluation of project alternatives
- Effective 2017 Call, PSR will be required (PSR/PDS will no longer be accepted)
Modal Category Highlights & Project Eligibility
Regional Surface Transportation Improvements

• Fund Capital Improvement Projects on Regionally Significant Arterials/Roadways

• Encourage Multimodal/Complete Streets/ Sustainability/First-Last Mile Projects
  – Need minimum 60% RSTI component of total project cost

• Project Examples:
  – Arterial Projects Alleviating Bottlenecks
  – Intersection Improvements and Street Widening
  – Ramp and Interchange Modifications
  – Right- and/or Left-Turn Pockets
  – Roadway Geometry Improvements
  – Roundabouts
Regional Surface Transportation Improvements

Project Funding

• Maximum $6 Million Metro share per application

• Rehabilitation, Reconstruction, Resurfacing (3R) Cap
  – Project cost $3 million or greater, cap is 20%
  – Under $3 million, cap is 15%

• Projects must meet a minimum existing or projected LOS “D” or worse

• Consideration given to projects which reduce VMT
Goods Movement Improvements

• Goal
  – Fund transportation projects that reduce goods movement congestion and local impacts and improve operations
  – Encourage Multi-modal/Complete Streets/First-Last Mile strategies to the extent possible (limited to 20% of total project cost)

• Project Examples
  – Roadway/intersection improvements, port access improvements, road/rail grade separations, bridges

• Sustainability/Complete Streets
  – How does project reduce the impacts of goods movement?
  – Did the project consider the First/Last Mile Strategic Plan?
Goods Movement Improvements

Project funding

- Metro contribution capped at 17% of total project cost for major goods movement projects
  - Major Project defined as a project with a total project cost of $40 million or higher
- No project cost limitation for project applications
- 3R component: For projects costing $3 million or greater, the cap is 20%. For projects costing less than $3 million, cap is 15%
Signal Synchronization & Bus Speed Improvements

- Detailed Project Description: specific project location including street names, limits, exact quantities – number of intersections, improvements at each intersection including equipment to be purchased, etc.

- All proposed uses of funds must be included on a line item basis

- All fund recipients must participate in Metro’s Arterial ITS Working Group

- Sponsor consent to allow archiving of traffic data

- Specific Special Grant Conditions attachment

- LA County ITS Architecture Consistency Self-Certification Form
Transportation Demand Management (TDM)

- Technology and/or innovation-based strategies, ridesharing incentive/disincentive programs, parking management programs, transportation facilities amenities, commuter service centers, unique demonstration projects
  - Examples of eligible projects provided in TDM application

- Projects must be eligible for Congestion Mitigation & Air Quality (CMAQ) funding
Bicycle Improvements

Bicycle Transportation Priorities

- **1st/ Last Mile**
  - Bike Transit Hubs
  - Bike Lanes/Paths that connect to transit

- **Inter-regional network**
  - Gaps between jurisdictions

- **Intra-city bike network**
  - Bicycle plan implementation
  - Encouraging local bicycle trips
8 to 80 Cities
If you create a city that's good for an 8-year-old and good for an 80-year-old, you will create a successful city for everyone. This is an 8-80 City.

1. Think of an older adult

2. Think of a child

3. Would you send them out together for a walk to the park?

If you would, it is safe enough

If you wouldn’t, it needs to be improved

Gil Penalosa  www.8-80cities.org
Bicycle Improvements

- Eligible projects include:
  - Bikeway facilities
    - Class 1 bike paths
    - Class 2 bike lanes
    - Enhanced bicycle priority streets (bicycle boulevards)
  - Complete street design
    - Road diets
  - Bicycle parking facilities
    - High-capacity secure bike parking
    - Bicycle parking corrals
Bicycle Improvements: Updates to Class III Facilities

Enhanced Class III = Eligible
(Bicycle Boulevards)
• Traffic calming devices
• Diverters, curb-extensions
• Roundabouts
• Bike Directional Signage / Custom Signage
• Green Paint/Green Sharrow Boxes
• Bike Signals

Conventional Class III = Ineligible
• ONLY Sharrows & Bike Route Signs
Pedestrian Improvements

• Program’s policy goals include:
  – Developing an infrastructure and environment that supports walking and enhances the potential for transit use through efficient multi-modal connections
  – Encouraging increases in the frequency and distance that people are likely to walk
  – Improving pedestrian safety

• New
  – Cap total Metro contribution at $3 million
  – Require before- and after- pedestrian counts and photos
Pedestrian Improvements (Cont’d)

• Eligible Project Components include:
  – Sidewalk construction, extensions and widening
  – Enhanced pedestrian crossing features
  – First/Last Mile Improvements
  – Complete Streets
  – Signage
  – Lighting
  – Street furniture

• Highlights:
  – Emphasis on multimodal integration that enhances and supports non-motorized travel
  – Improved connection to bus stops/rail stations and activity centers
Transit Capital

- Funds regionally significant projects that increase transit use

- Examples of projects that increase transit use are those that:
  - Improve service frequencies and/or add capacity to existing transit services
  - Provide for new services
  - Increase reliability of transit services by replacing vehicles at the end of their useful life
  - Provide enhanced access to the transit system and/or facilitate transfers (e.g., bus stop improvements, transit centers)
Eligible Projects

- Acquisition of Buses
- Transit/Maintenance Facilities
- Park & Ride Lots
- Commuter Rail Stations
Eligible Projects

Transit Centers

Bus Layovers

Bus Stop Improvements
Change to Transit Capital

- Eligible Applicants
  - Transit agencies eligible for federal funds are allowed to apply directly for funding
  - Transit agencies are no longer required to seek sponsorship from an eligible agency
Fund Overview

- Fund estimate under development
  - Amount of funds determined through the LRTP
  - Federal funding mostly CMAQ and RSTP
  - State funds (RIP)
  - Local funds (Prop. C 25% and Prop. C 10%)

- Board adopts fund estimates in Spring 2015

Acronym Definitions
- LRTP: Long Range Transportation Plan
- CMAQ: Congestion Mitigation & Air Quality Improvement Program
- RSTP: Regional Surface Transportation Program
- RIP: Regional Improvement Program
## Modal Category Fund Source Eligibility

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(1) Eligibility for CMAQ Funds to be determined on a project-by-project basis, but adding general-purpose lanes and rehabilitation and maintenance activities are not eligible.

(2) Eligibility for Proposition C 25% funds for RSTI and GMI modal category is limited to transit-related improvements to freeway ramps, state highways and regionally-significant arterials.

(3) Eligibility for Proposition C 25% funds for Bicycle and Pedestrian modal categories is limited to projects as part of transit-related improvements to freeway ramps, state highways and regionally-significant arterials.
Federal and State Requirements

- Majority of funds available will be from federal and state sources

- Sponsors must meet all federal and state regulations and requirements

- RSTI, Goods Movement, TDM, Bicycle and Pedestrian modal categories funded with these types of funds
  - Numerous requirements, require significant staff time
Federal and State Requirements

• If awarded funds, examples of requirements are:
  – Coordination with Caltrans and FTA
  – Authorization to Proceed (E-76) for each work phase
  – Timely use of funds—award a project’s construction contract within 6 months from date of allocation of STIP RIP projects
Question and Answer Period

Additional Questions?

Consult Page 27 of the Application Package for Appropriate Contact Person
## Breakout Sessions

**Session I:** 11:15am to Noon  
**Session II:** 12:15pm to 1:00pm

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