



Pillar & East San Fernando Valley Projects Priority Assessment for New Starts Grants

Planning and Programming Committee

April 14, 2021

Item 15



Metro

Assessment Goals

- **Identify opportunities and constraints for New Starts grants from the Federal Transit Administration (FTA):**
 - Capital Investment Grants (CIG) Program
 - Expedited Project Delivery (EPD) for CIG Pilot Program
- **Assess CIG New Starts rating results and implications of individual projects**
- **Develop project specific recommendations for pursuing New Starts grants**
- **Develop recommendations on targeted CIG/EPD legislative and FTA engagement strategy**

CIG Program Pillars of Success

- ✓ **Focus on a Limited Number of Projects**
- ✓ **Select Projects that are Eligible and Have the Most Merit**
 - Project Justification Criteria and Local Financial Commitment
 - System-wide financial capacity including operations and maintenance of Metro system
- ✓ **Demonstrate Readiness**
 - According to project development schedules and local financial commitment
- ✓ **Demonstrate Technical Capacity & Capability**
 - Reliable cost estimates and Project Management Plan (PMP)
- ✓ **Get Projects into the Pipeline**

Project Justification Summary Ratings

Project	Scenario A (Four Criteria without Costs)	Scenario B1 (Current Costs)*	Scenario B2 (20% Higher Costs than B1)	Scenario B3 (20% Higher Costs than B2)
Sepulveda Transit Corridor				
Lower Cost Range Alternative	Medium-High (4.3)	Medium-High (4.0)	Medium-High (3.7)	Medium-High (3.7)
Higher Cost Range Alternative	Medium-High (4.3)	Medium-High (3.8)	Medium-High (3.7)	Medium-High (3.7)
West Santa Ana Branch Transit Corridor				
7 th /Metro-Pioneer	Medium-High (3.8)	Medium (3.3)	Medium (3.2)	Medium (3.2)
Union Station-Pioneer	Medium-High (3.5)	Medium (3.2)	Medium (3.2)	Medium (3.0)
Eastside Transit Corridor Phase 2				
Atlantic-Lambert	Medium (3.3)	Medium (2.7)	Medium (2.7)	Medium (2.7)
Green Line Extension to Torrance				
Green Line Extension to Torrance	Medium (2.8)	Medium (2.5)	Medium (2.5)	Medium (2.5)
East San Fernando Valley				
Van Nuys MOL Station-Sylmar/San Fernando Metrolink Station	Medium (3.0)	Medium (2.7)	Medium (2.7)	Medium (2.7)
* Last reported to the Board (adjusted to 2020 \$).				
Low (0.0 - 1.4)	Medium-Low (1.5 - 2.4)	Medium (2.5 - 3.4)	Medium-High (3.5 - 4.4)	High (4.5 - 5.0)

Project Assessment Summary

CORRIDOR	30% Design*	NEPA or CEQA-Only	Measure M \$ Availability	FTA Project Justification Rating
West Santa Ana Branch	2022	NEPA	2022	Medium (3.0-3.3)
Sepulveda Transit Corridor	2025	NEPA	2024	Medium-High (3.7-4.0)
Green Line Extension to Torrance	2024	CEQA-Only	2026	Medium (2.5)
Eastside 2 LRT Extension	2024	CEQA-Only	2029	Medium (2.7)
East San Fernando Valley	2021	NEPA	2021	Medium (2.7)

*Adding NEPA process will add time to schedule

CORRIDOR	Design Readiness Rank	Funding Availability Rank	Project Justification Rank	New Starts Priority Order
West Santa Ana Branch	1	1	2	1
Sepulveda Transit Corridor	4	2	1	2
Green Line Extension to Torrance	2	3	4	3
Eastside 2 LRT Extension	2	4	3	3
East San Fernando Valley	NA	NA	NA	NA

Metro Board Recommendations and Next Steps

Project specific recommendations for pursuing New Starts grants

- ✓ Approve WSAB and Sepulveda as Metro's next priorities for New Starts
- ✓ Approve ESFV as Metro's priority for EPD

Recommendations on targeted CIG/EPD legislative and FTA engagement strategy

- ✓ Authorize staff to request entry into Project Development for WSAB and Sepulveda at the appropriate time
- ✓ Authorize staff to submit a grant application to EPD for ESFV
- ✓ Authorize staff to develop and implement targeted CIG/EPD legislative strategies

Next steps in parallel approach to State grants for Gold Line Eastside and Green Line to Torrance

