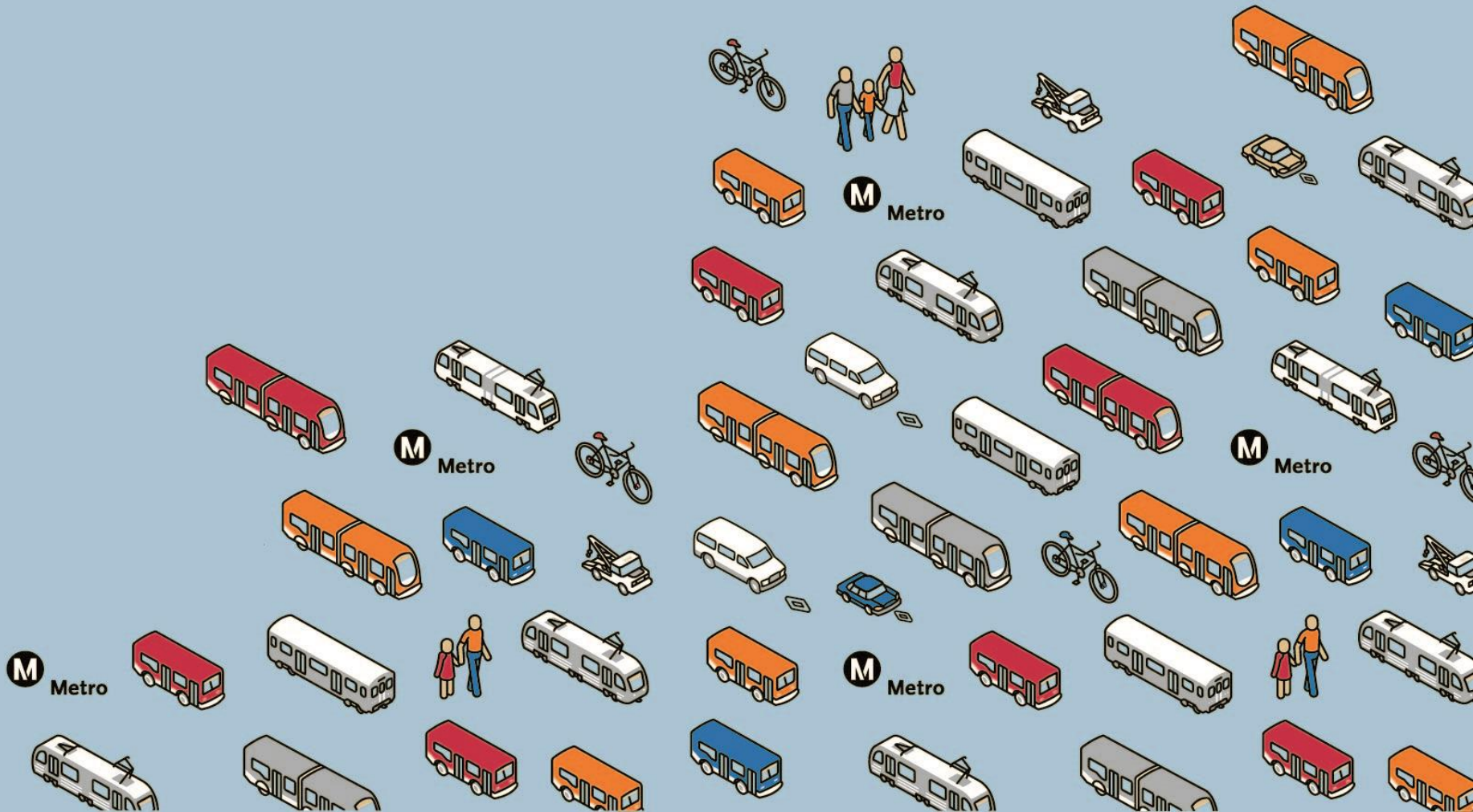


Infrastructure for Rebuilding America (INFRA)

Metro's Candidate Projects



INFRA FY 18 – Highlights

- Rebranding of FASTLANE includes some major changes to evaluative criteria – new merit criteria are:
 - National and regional economic vitality
 - Potential for innovation
 - Leveraging of federal funding
 - Performance and accountability
- \$1.5+ billion available for national competition
- Projects must start construction no later than March 2023
- Maximum of three applications per agency
- Applications due November 2, 2017



INFRA Criteria: What are Competitive Projects?

New INFRA criteria favor the following types of projects:

- Highway projects that provide **freight-related benefits** for the National Freight Highway System
- **Port intermodal** and **freight rail** projects
- Highway projects that address congestion in major urban corridors through the use of **managed lanes**
- Projects that could leverage significant amounts of local, state, and private funding to **lower the rate of expected federal participation**
- Projects that could meet high standards for **accountability and performance** in delivering project milestones and overall project implementation



Use of Evaluative Criteria Framework – Methodology

To guide Metro’s decision-making process to select candidate projects, staff employed the **Evaluative Criteria Framework**.

Methodology

Measure M Expenditure Plan priorities were first screened to identify projects that could meet the following two requirements:

- **Is the Project eligible for INFRA consideration?**
- **Can the Project meet the March 2023 construction start date deadline?**

Six projects were identified through this screening process and referred for further evaluation for competitiveness and readiness.



Use of Evaluative Criteria Framework – Outcome

Outcome

Of the six remaining projects, the following three were deemed competitive and in a state of readiness to include in an INFRA application this cycle:

- **I-5 North Truck and HOV Lanes Project**
- **SR-57/SR-60 Confluence Project**
- **I-105 ExpressLanes Project**

The following three were removed from further consideration for an INFRA grant application this cycle due to issues of competitiveness or readiness:

- **SR-71 Gap Closure** – *(competitiveness)*
- **I-710 South Corridor (Phase 1)/Early Action Projects** – *(readiness)*
- **I-710 South Corridor (Phase 2)** – *(readiness)*

N.B. These three projects will receive strong consideration for Senate Bill 1 funding opportunities



Metro Applications for INFRA

Metro will submit its maximum of three applications for this INFRA cycle:

Application #1: I-105 ExpressLanes Project

Application #2: I-5 North Truck & HOV Lane Project

Application #3: *America's Global Freight Gateway: Rail Project*

A regional, integrated, and corridor-based bundle of freight rail capacity and mitigation projects put forth by Metro partners:

- Port of Los Angeles
- Port of Long Beach
- Alameda Corridor-East



Caltrans INFRA Application on behalf of Metro

Metro will also submit an additional Measure M project – **the SR-57/SR-60 Confluence project** – through a Caltrans-led application created in partnership with:

- SCAG
- San Bernardino County Transportation Agency
- Riverside County Transportation Commission
- Orange County Transportation Authority



Thank you

