

METRO EXPRESSLANES

Net Toll Revenue Grants – Round 3



Metro



Program Overview, Eligibility, & Targets



Following past practice and conformity with state legislation, net toll revenues generated from the ExpressLanes program are reinvested for transportation improvements in the corridor where generated. Eligible applicants include cities, Metro, transit agencies, and the county.



Projects within a three-mile radius, or regionally significant projects, that provide direct operational benefits to the ExpressLanes and/or transit service within the corridors are eligible.

Three mobility areas: Transit (40%)



Active Transportation/System Connectivity (40%)

Roadway (20%)

Net Toll Revenue Reinvestment Grant

- Consistent with previous Board approved direction, staff recommends \$124,800,000 be allocated as follows:
- \$14,510,000 to Caltrans
- \$6,000,000 to reserve accounts
- \$31,740,000 to ongoing Transit operations (\$7,935,000 annually)
- \$74,553,035 in Net Toll Revenue Grant Awards
 - \$64,958,665 to Net Toll Revenue Grant Awards
(includes \$2,003,035 from prior rounds)
 - \$9,594,370 available for the next round of Net Toll Revenue Grants

Funding Availability for Competitive Grants

Total funding available \$74,553,035*

| Category | I-110 | I-10 | Total |
|-------------------------|--------------|--------------|--------------|
| Transit Uses | \$17,845,024 | \$11,976,190 | \$29,821,214 |
| Active Transportation | \$17,845,024 | \$11,976,190 | \$29,821,214 |
| Roadway Improvements | \$8,922,512 | \$5,988,095 | \$14,910,607 |
| Total Funding Available | \$44,612,560 | \$29,940,475 | \$74,553,035 |

*Metro received 32 applications totaling \$158,935,299.

Application Process and Ranking



All projects submitted were sorted by corridor, evaluated for eligibility, and reviewed by the technical team comprised of Metro subject matter experts and Caltrans staff. Technical review scores were averaged and comprise half of the overall project score.



Technical reviewers scored on Mobility Benefits, EFC benefits, Innovation, Sustainability, Local Match, Cost Effectiveness, Safety, Project Readiness, and Partnership with a Community-Based Organizations (CBOs).



Projects were also ranked by the Corridor Advisory Group (CAG) composed of Councils of Government representatives, transit providers, and a local CBO (Los Angeles Neighborhood Initiative) who volunteered to be on the review panel.

CAG members provided project rankings which translated to a numeric score based on their project assessment.



Scores from the technical reviewers and CAG members were then averaged to determine overall project ranking.

Recommended Funding Awards

Total funding awarded \$64,958,665 to 16 projects

| Category | I-110* | I-10* | Grand Total |
|-----------------------|---------------------|---------------------|---------------------|
| Transit Uses | \$7,834,051 | \$16,357,175 | \$24,191,226 |
| Active Transportation | \$19,390,000 | \$12,317,265 | \$31,707,265 |
| Roadway Improvements | \$9,060,174 | N/A | \$9,060,174 |
| Current Round | \$36,284,225 | \$28,674,440 | \$64,958,665 |
| Future Round | \$8,328,335 | \$1,266,035 | \$9,594,370 |
| Grand Total | \$44,612,560 | \$29,940,475 | \$74,553,035 |

*Nine projects received funding on the I-110; \$8,328,335 remains available on the I-110 for the next round. Seven projects received funding on the I-10; \$1,266,035 remains available on the I-10 for the next round.

APPROVE the following actions for Round 3 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of \$124,800,000:

- A. a total of \$14,510,00000 to Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment A);
- B. the I-10 recommended projects and funding awards totaling \$28,674,440 and program \$1,266,035, which includes \$920,475 from Round 2, in reserve for the corridor as shown in Attachment B;
- C. the I-110 recommended projects and funding awards totaling \$36,284,255 and program \$8,328,355, which includes \$1,082,560 deobligated from Round 1, in reserve for the corridor as shown in in Attachment C;
- D. a total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110 to address unforeseeable operational issues;
- E. a total of \$31,740,000 for continued incremental Transit Service improvements (see Attachment D);
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for any cost increases;
- G. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into funding agreements with grantees and Transit service providers; and
- H. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into the funding agreement with Caltrans for ongoing operations and maintenance (O&M) of the Metro ExpressLanes and other state highway system improvements within the I-10 and I-110 corridors as shown in Attachment E.