

Evaluative Criteria Framework to Guide INFRA Project Candidate Selection

To guide Metro's decision-making process in selecting projects for consideration in the FY 18 INFRA federal competitive grant program, staff employed the Evaluative Criteria Framework as follows:

1. *Sustain Measure M and other Pre-Measure M/LRTP Priorities and Schedules*

Metro's Goods Movement Planning staff reviewed the Measure M Expenditure Plan and prior LRTP priorities and first evaluated each project based on the following two requirements, in the following order:

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

To accomplish this evaluation as identified in Attachment B, staff met and discussed candidate projects with staff from various Metro departments—including Highways, Regional Rail, Congestion Reduction, Planning and the Office of Extraordinary Innovation—to determine which projects would be considered eligible for INFRA based on the NOFO requirements, and of those projects, which ones would be able to go to construction by the NOFO's March 2023 deadline.

Only six projects (listed in priority order from the Measure M Expenditure Plan) met both requirements:

- I-5 North Capacity Enhancements (SR-14 to Lake Hughes)
- SR-71 Gap from I-10 to Rio Rancho Road
- SR-57/SR-60 Interchange Improvements
- I-710 South Corridor Project (Phase 1)/Early Action Projects
- I-105 Express Lane from I-405 to I-605
- I-710 South Corridor Project (Phase 2)

This review of the Measure M Expenditure Plan yielded three additional projects for consideration in comparison to those considered in the FY17 FASTLANE application cycle – both I-710 South Corridor Project phases were eligible due to the additional year allowed for construction start date, while the I-105 Express Lane from I-405 to I-605 benefitted from the extended construction start date and INFRA's new evaluation criteria which provides strong support for managed lane projects in congested urban corridors.

These six projects were then assessed for competitiveness under the updated evaluation criteria set forth in the NOFO.

2. Match Competitiveness of Projects to New/Expanded Programs Criteria

In light of the particular criteria set forth in the INFRA NOFO, staff determined that the following types of projects would be most competitive for this application cycle:

- Highway projects that provide freight-related benefits for the national freight highway system
- 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

After reviewing these six projects through the program evaluative criteria, staff made the following decisions:

- Considered the I-710 South Corridor Project (Phase 1)/Early Action Projects for inclusion in the State of California highway bundle application but due to the need for greater community input and project definition, this project was not deemed ready for submission for the FY 18 INFRA cycle. Staff will seek funding through SB 1 grant program opportunities and future INFRA grant cycles.
- Removed the SR-71 Gap from I-10 to Rio Rancho Road from the State of California highway bundle application to increase competitiveness of overall bundle. Staff feels strongly that the SR-71 Gap from I-10 to Rio Rancho Road project, as a state highway gap closure project, will be competitive at the state level for SB 1 grant program opportunities.
- Removed the I-710 South Corridor Project (Phase 2) from consideration due to the large federal grant request needed to cover the project's expected funding gap, making this project non-competitive based on the limited non-federal funding to be leveraged at this time.

3. Certainty (Formula) vs. Risk (Competitive/Discretionary)

The projects selected for INFRA applications will all be competitive in the State (SB1) and Federal (INFRA) grant application processes. Accordingly, these projects bear an appropriate level of risk to secure external funding to leverage Measure M funding to support the timely delivery of each individual project without compromising each project's respective overall implementation schedule.

4. *Geographic Balance*

With these candidate projects, Metro has an opportunity to put forth competitive projects for the FY 18 INFRA cycle while also striking a strong geographic balance:

- North County:
 - I-5 North Capacity Enhancements (SR-14 to Lake Hughes) (Metro Application #2)
- San Gabriel Valley:
 - SR-57/SR-60 Interchange Improvements (Caltrans Application)
- South Bay:
 - I-105 Express Lane from I-405 to I-605 (Metro Application #1)
 - Port of Los Angeles – Alameda Corridor Track Gap Closure (Metro Application #3)
 - Port of Los Angeles – Terminal Island Railyard Enhancement (Metro Application #3)
- Gateway Cities:
 - I-105 Express Lane from I-405 to I-605 (Metro Application #1)
 - Port of Long Beach – Terminal Island Wye (Metro Application #3)
 - Port of Long Beach – Pier B Street and Railyard (Metro Application #3)
 - Alameda Corridor-East – Durfee Avenue Grade Separation (Metro Application #3)
 - Alameda Corridor-East – Montebello Boulevard Grade Separation (Metro Application #3)

5. *Consistency with Board Policies and Directives*

The projects selected for INFRA applications are consistent with board policies and directives, particularly those to maintain the priority of the Measure M Expenditure Plan and to leverage local sales tax to bring in a competitive share of state and federal funding into Los Angeles County for transportation infrastructure priority projects.

All Metro projects submitted for INFRA are from the Measure M Expenditure Plan. Furthermore, the I-105 Express Lane from I-405 to I-605 project is also consistent with the implementation goals of the board-adopted ExpressLanes Strategic Plan.

6. *Consistency with Metro Long Range Transportation Plan (LRTP) and SCAG Regional Transportation Plan (RTP)*

All of the projects selected by Metro for INFRA applications—as Measure M Expenditure Plan projects—are included in and consistent with the priorities set forth in Metro’s LRTP and SCAG’s RTP. The projects put forth by the Port of Los Angeles, Port

of Long Beach, and Alameda Corridor-East as part of the *Rail Project* application are all found in the RTP, as required by INFRA.