

Evaluative Criteria Framework to Guide Project Candidate Selection 2020 Transit and Intercity Rail Capital Program

To guide Metro's decision-making process in selecting projects for consideration for competitive grants from the 2020 Transit and Intercity Rail Capital Program (TIRCP), staff employed the Evaluative Criteria Framework. Using this iterative process, staff arrived at a focused list of potential candidate projects that meet the six evaluative criteria considerations.

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

Staff reviewed the Measure M Expenditure Plan, focusing on the twenty four major projects and applicable Multi-year Subregional Programs (MSP) that are slated to begin construction within the first twenty years of the plan. Each of the twenty four projects and applicable MSP was then evaluated based on the following three requirements, in the following order:

- Does the Project have eligible scope for TIRCP consideration?
- Is the Project eligible for additional TIRCP funding?
- Can the Project award a construction, procurement or design-build contract within the five-year programming period through FY 2024/25?

To accomplish this evaluation, staff met and discussed candidate projects with staff from various Metro departments, including Regional Rail and Planning, to determine which projects that have not previously been awarded TIRCP funds through construction would be considered eligible for TIRCP based on the specified project eligibility as set forth in the program guidelines, and of those projects, which ones would be able to enter into a construction or design-build (D-B) contract and initiate that phase of work no later than FY 2024/25 as prescribed by the program cycle.

The consideration of projects being eligible for additional TIRCP funding is important as Metro was successful in securing approximately \$1.1 billion in TIRCP funding in the 2018 cycle for six major capital projects:

- West Santa Ana Branch Light Rail Transit Corridor (\$300 million)
- Green Line Light Rail Extension to Torrance (\$231.3 million)
- Gold Line Foothill Extension to Montclair (\$290.2 million)
- Orange/Red Line to Gold Line BRT Connector (\$50 million)
- East San Fernando Valley Transit Corridor (\$205 million)
- Vermont Transit Corridor (\$5 million – Environmental Only)

Additionally in the 2016 TIRCP cycle Metro was awarded \$40 million for the Airport Metro Connector 96th Street Station project.

Of these prior awards, only the Vermont Transit Corridor would be eligible for additional TIRCP funding as it only received funding for environmental clearance. All other projects are not eligible because CalSTA does not provide additional TIRCP funding beyond its grant awards, including paying for any cost overruns.

Staff subsequently identified four projects¹ from the Measure M Expenditure Plan (see table on the following page) that met all three requirements:

- Westside Purple Line Extension Section 3
- Orange Line BRT Improvements
- Crenshaw/LAX Track Enhancement Project
- Transit Program (North County)

The Transit Program in North County is responsive to the July 2019 Board Motion 5.1 and specifically involves the implementation of capital and service improvements on the Metrolink Antelope Valley Line (AVL). This Board motion prioritized the construction of four capital improvements including:

- Balboa Double Track Extension
- Brighton to McGinley Double Track
- Canyon Siding Extension
- Lancaster Terminal Improvements

The motion also included the implementation of a multiple unit train pilot project to test the application of new technology to deliver potentially more cost-effective solutions for current and potential increased Metrolink service on the AVL.

Following this initial screening, staff looked at near-term capital projects that are standing commitments included in Measure R and the LRTP. Two other projects were found to meet the project type and delivery timeframe conditions for eligibility in the 2020 cycle of the TIRCP:

- Zero-Emission Buses (ZEB) and Charging Infrastructure – Supports State of California Innovative Clean Transit Regulation that requires transit agencies to transition to a 100% zero-emissions bus fleet by 2040 with progressive ZEB purchase requirements as well as the July 2017 Metro Board prioritization of completing the 100% ZEB transition by 2030.
- Green Line and Crenshaw/LAX Line Capacity Improvements – Extension of the platforms at four existing light rail stations to support the operation of three-car trains along the Green and Crenshaw/LAX Lines.

This first step of the Evaluative Criteria revealed six possible candidates to consider further.

¹ Projects listed in priority order from the Measure M Expenditure Plan.

Measure M Expenditure Plan Projects		Is the Project Definition Eligible for TIRCP Consideration?	Is the Project Eligible for Additional TIRCP Funding?	Can the Project Meet the FY 2024/25 Construction/ D-B Contract Award Date?
Expenditure Plan Major Projects				
1	Airport Metro Connector 96th St. Station/ Green Line Extension to LAX	Yes	No	
2	Westside Purple Line Extension Section 3	Yes	N/A	Yes
3	High Desert Multi-Purpose Corridor (HDMC)	No		
4	I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd)	No		
5	Gold Line Foothill Extension to Claremont	Yes	No	
6	Orange Line BRT Improvements	Yes	Yes	Yes
7	BRT Connector Orange/Red Line to Gold Line (av/sf)	Yes	No	
8				
9	East SF Valley Transit Corridor Project	Yes	No	
10	West Santa Ana Transit Corridor LRT	Yes	No	
11	Crenshaw/LAX Track Enhancement Project	Yes	Yes	Yes
12	SR-71 Gap from I-10 to Rio Rancho Rd.	No		
13	LA River Waterway & System Bikepath	No		
14	Complete LA River Bikepath	No		
15	Sepulveda Pass Transit Corridor (Phase 1) (sf/w)	No		
16				
17	Vermont Transit Corridor	Yes	Yes	
18	SR-57/SR-60 Interchange Improvements	No		
19	Green Line Extension to Crenshaw Blvd. in Torrance	Yes	No	
20	I-710 South Corridor Project (Phase 1)	No		
21	I-105 Express Lane from I-405 to I-605	No		
22	Sepulveda Pass Transit Corridor (Phase 2) (sf/w)	Yes	Yes	
23				
24	Gold Line Eastside Extension (one alignment) (gc/sg)	Yes	Yes	
25				
26	West Santa Ana Transit Corridor LRT (cc/gc)	Yes	No	
27				
28	I-710 South Corridor Project (Phase 2)	No		
29	I-5 Corridor Improvements (I-605 to I-710)	No		
Multi-year Subregional Programs				
64	Transit Program (nc)	Yes	Yes	Yes

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

Following staff's efforts to determine which Measure M/ Measure R/ L RTP Priorities satisfied basic project eligibility criteria, staff refined the list based on the relative competitiveness of these projects given the program's objectives. The intent of the TIRCP is to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, as well as bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Accordingly, and based on the TIRCP evaluation criteria, staff determined that the most competitive projects would be those that:

- Create a new transit system, increase the capacity of an existing transit system, or otherwise significantly increase the ridership of a transit system.
- Link key destinations and improve accessibility to economic opportunities.
- Achieve geographic equity, with particular attention in identifying efforts to address underserved communities within our region or service area.
- Fund construction or implementation phases of the project.
- Integrate the services of the state's various rail and transit operations.
- Benefit disadvantaged communities, low-income communities, and/or low-income households.
- Include separable project elements and are scalable to allow implementation if available resources do not permit the full project to be funded.
- Leverage funding from other sources, particularly from other greenhouse gas reduction programs, although there is no minimum match requirement.
- Do not supplant already committed funds.

After reviewing the six potential candidate projects that were initially identified, staff determined that the Crenshaw/LAX Track Enhancement Project and the Orange Line BRT Improvements Project are not competitive for TIRCP funds. The Orange Line BRT Improvements Project was also fully funded through the SB1 Local Partnership Program (LPP) in the 2018 SB1 cycle.

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

As the TIRCP is a competitive grant program, all candidate projects advanced to the application process must be able to withstand the degree of risk involved with securing external funds. Additionally, as the TIRCP is funded solely through state funds, existing project funding plans were examined to assess whether introducing state funding would complement or compromise the other sources planned for. Accordingly, staff elected to:

- Remove the Westside Purple Line Extension Section 3 Project as it is on track to secure a Full Funding Grant Agreement (FFGA) with the Federal Transit

Administration (FTA). Introducing state funding would insert additional timing for coordinating the allocation of TIRCP funds that could compromise the FFGA.

4. Geographic Balance

With the three remaining candidate projects, Metro has an opportunity to put forth competitive grant applications that help realize Cap and Trade and SB 1 investments throughout Los Angeles County and support the goal of achieving geographic balance:

- San Gabriel Valley/Gateway Cities/South Bay/Central City Area:
 - Zero-Emission Buses (ZEB) and Charging Infrastructure (Divisions 9 and 18)

- North County/Arroyo Verdugo/San Fernando Valley/Central City Area:
 - Metrolink Antelope Valley Line (AVL) Capital and Service Improvements

- South Bay/Central City Area/Westside Cities:
 - Green Line and Crenshaw/LAX Line Capacity Improvements

5. Consistency with Board Policies and Directives

The projects selected for TIRCP 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.

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

All of the projects selected by Metro for TIRCP applications are included in and consistent with the priorities set forth in Metro's LRTP and SCAG's RTP.

Summary of Evaluation of Candidate Projects:

Based on this assessment, the following three projects meet the Evaluative Criteria for candidate project selection and will be eligible and competitive for 2020 TIRCP funds:

1. Zero-Emission Buses (ZEB) and Charging Infrastructure
2. Metrolink Antelope Valley Line (AVL) Capital and Service Improvements
3. Green Line and Crenshaw/LAX Line Capacity Improvements

**2020 CYCLE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM
PROJECT PRIORITY AND LOCAL MATCH COMMITMENT**

Project	Priority	Total Cost (\$ millions)	TIRCP Request (\$ millions)	Local Match (\$ millions)
Zero-Emission Buses and Charging Infrastructure	1	\$210	\$105	\$105
Metrolink Antelope Valley Line Capital and Service Improvements*	2	\$204	\$102	\$102
Green Line and Crenshaw/LAX Line Capacity Improvements	3	\$200	\$70	\$130
Total	N/A	\$614	\$277	\$337

* Multiple unit train pilot project pending final scoping and cost estimate not included in total cost