

## South Bay Cities Council of Governments

September 12, 2016

TO: SBCCOG Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director  
Steve Lantz, SBCCOG Transportation Director

SUBJECT: LACMTA ExpressLane Net Toll Revenue Grant Program – Round Two Results

### Adherence to Strategic Plan:

*Goal A: Environment, Transportation, and Economic Development.* Facilitate, implement and/or educate members and others about environmental, transportation, and economic development programs that benefit the South Bay.

### Background

LACMTA developed the I-10 and I-110 Express Lanes using pricing as the basis for establishing variable toll rates based on maintaining the speed of Express Lanes at or above 45 miles per hour. As a consequence, the ExpressLanes generate significant toll revenues in excess of the costs to operate and maintain the facilities. State law requires that these net toll revenues generated from toll lanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. To date, there have been two rounds of Net Toll Revenue Grants.

In October 2015 the LACMTA Board approved the re-investment framework for the Round 2 I-10 and I-110 toll lanes expenditure plan with the following conditions:

1. Reinvestments in the transportation corridors provide a direct benefit to reducing congestion on the I-10 and I-110 toll lanes with grant funds to be reinvested in projects/programs that provide direct mobility benefit to the I-10 or I-110 toll lane within a three-mile radius. Projects beyond a three-mile radius must demonstrate regional significance;
2. A \$3 million per year set aside of funds is to be placed into a reserve account to be used for state of good repair, replacement of equipment and potential system expansion;
3. Funding should be available for continuation of the incremental Transit Service improvements to address social equity considerations;
4. A set aside of 20% will be made of the available grant funds to Caltrans for corridor improvements;
5. Remaining funds will be available for allocation to the Net Toll Revenue Grant Program comprised of three categories: Transit Use (TU), System Connectivity/Active Transportation (SC/AT), and Roadway Improvements (RI). Eligible projects and programs in the three categories include:

Transit Uses (goal: 40% of funds)

- Increase service levels and/or increased service span
- Fare subsidy programs
- Purchase of new bus and commuter rail vehicles

- Station enhancements and capacity improvements, including intelligent transportation system improvements
- LACMTA transit corridor projects serving toll lane corridors

#### System Connectivity / Active Transportation (goal: 40% of funds)

- First mile / last mile connections to transit facilities focusing on multimodal elements recommended in the LACMTA First / Last Mile Strategic Plan including investments that might support 3<sup>rd</sup> party mobility solutions (car share, bike share)
- Complete streets projects which emphasize multi-modalism
- Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
- Pedestrian enhancements including on / off ramp safety improvements, street crossing, and ADA-compliance improvements
- Infrastructure and programs to support the use of electric vehicles
- Bus station improvements including enhanced bus shelters, real-time arrival information, and other related improvements.
- El Monte Bus Maintenance facility
- Rideshare / Vanpool programs
- Park-n-Ride facility improvements including restrooms, lighting and security
- Landscaping suited to the Southern California ecology

#### Highway Roadway Improvements (goal: 20% of funds)

- Intelligent transportation system improvements to manage demand
- Signal synchronization programs
- On / off ramp improvements which reduce the incidents of bicycle and pedestrian collisions with vehicles
- Graffiti removal and landscaping suited to the Southern California ecology
- Subject to LACMTA Board approval, extension of the ExpressLane corridors

#### Results of the 2016 Round 2 ExpressLane Net Toll Revenue Grants

LACMTA administered a call for projects beginning in February 2016 that included several workshops and presentations in each corridor. LACMTA received 28 applications requesting \$60,328,680 in funding by the May 16, 2016 deadline.

On August 26, 2016, the Board approved \$53,234,525 in net toll revenue allocations, as follows:

- \$13,800,000 for two more years of continued funding of incremental transit service improvements along both corridors. Transit agencies that received this direct allocation include Foothill Transit (\$3.2 million for Silver Streak and Route 699), Torrance Transit ((\$1.4 million for Line 4), Gardena Municipal Bus Lines (\$1.6 million for Line 1X and Line 2), and LACMTA's Silver Line service (\$7.6 million)
- \$5,580,000 for Caltrans improvements within the I-10 and I-110 freeways. The funding supports 3 Caltrans projects and is in addition to an allocation of revenues for ongoing toll lane operations and maintenance. The 3 projects are: adaptive ramp metering on Route 10 between Route 605 and the East LA interchange; system integration of ramp meters and street signals on Route 10 between Route 710 and Route 605; and, lane delineation improvements (Bott Dot pavement markers on southbound and northbound I-110 just south of the I-10)

- \$6,000,000 in reserve funds. Per the adopted guidelines, reserve funds are set aside to ensure availability of toll funding to cover unexpected costs required for the operation of the toll lanes, equipment replacement, and potential Express Lane expansion to avoid the use of LACMTA general funds
- \$27,854,525 in grants for 21 of the 28 local agency project applications in both the I-10 and I-110 corridors The recommended projects in the Grant Program reflect a modal distribution of 41% for Transit Use, 39% for System Connectivity/Active Transportation, and 20% for Roadway Improvements

The 2016 projects funded in the three Grant Program categories are:

*I-110 Corridor*

- Dash Service Improvements linking to Harbor Freeway – City of Los Angeles
- L. A. Galaxy Stub Hub shuttle bus service – Long Beach Transit
- Carson Circuit system improvements and Game Day service expansion – Carson
- Line 4 expanded weekday and Saturday service – Torrance Transit
- Sound enclosures for I-110 BRT stations at Slauson and Manchester – LACMTA
- Willlowbrook / Rosa Parks Station Improvements – LACMTA
- Dodger Stadium Express from Harbor Gateway – LACMTA
- I-110 Freeway Arterial Intersection Improvements (10 intersections) – Carson
- Innovative ITS Rollout (implement transit signal priority) – Gardena Transit
- South Bay Arterial ITS Congestion Relief Project – County of Los Angeles
- Vision Zero I-110 Corridor Traffic Signal Improvements – City of Los Angeles
- Vermont Ave. / Green Line Intersection Improvements – County of Los Angeles
- I-110 Corridor Revitalization (Grand Ave. / Flower Ave. – City of Los Angeles
- Firestone Blue Line Station and Bikeway Improvement Project – County of Los Angeles
- Dominguez Channel Bike Path Improvements – Carson
- I-110 / Washington Blvd. underpass (ped. / bike safety improvements) – Los Angeles City
- Broadway Corridor Streetscape Project (7<sup>th</sup> to 8<sup>th</sup> Street) – City of Los Angeles
- Arroyo Seco Bicycle and Pedestrian Trail (0.6 miles along LA River – South Pasadena

*I-10 Corridor*

- Procurement of 2 electric double-decker commuter buses - Foothill Transit
- Procurement of 20 CNG minivans – Access Services
- Downtown LA On Demand Mobility Connectivity Center – City of Los Angeles
- ITS deployment on Whittier Blvd. and Saybrook Ave in East LA – LA County
- Transit and Pedestrian Mobility Enhancement Project – Arcadia
- Vision Zero I-10 Corridor Signal Improvements – City of Los Angeles
- Eaton Wash Bike Path (Phase 1) – L. A. County
- Sixth Street Viaduct Mission / Myers Roundabout Project – City of Los Angeles
- I-10 Freeway Washington / Toberman Underpass Pedestrian and Bicyclist Safety Enhancements – City of Los Angeles
- Big Dalton Wash Greenway and Neighborhood Connections Feasibility study -Baldwin Park

Recommendation

Receive and file