

South Bay Cities Council of Governments

South Bay MSPs Task Force

**SBCCOG Office
20285 Western Avenue, Suite 100
Torrance, Ca. 90501**

AGENDA

Wednesday, August 15, 2018

2:30 p. m. – 4 p. m.

- 2:30 p. m. Welcome / Self-Introductions**
- 2:35 p. m. South Bay Measure M MSP Programs Background (Attachment A)**
- 2:40 p. m. Consideration of 2015 South Bay Mobility Matrix Project List - View Final Report at: <http://libraryarchives.metro.net/DPGTL/studies/2015-subregional-mobility-matrix-south-bay-cities-v5.pdf> : NOTE: South Bay Project List is in Appendix C of the report.**
- 2:55 p. m. Discussion of 5-Year HEOI and TSMI Program Goals**
- **Freeway Improvements vs Arterial Improvements**
 - **Corridor Improvement Programs vs Spot Improvements**
 - **Transit Capital Projects**
 - **Technology - Connected Corridors / South Bay Broadband Network**
 - **Slow Speed Network / Bike Lanes**
 - **Complete Streets**
 - **Other?**
- 3:25 p. m. Draft MSP Programs 5-Year Project Lists Selection Criteria - (Attachment B)**
- 3:40 p. m. MSP Performance Measurement**
- 3:45 p. m. Public Participation Requirements**
- 3:55 p. m. Next steps**
- **Adoption of Public Participation / Outreach Plan**
 - **Adoption of 5-Year MSP Project Lists Selection Criteria**
 - **Adoption of Performance Measurement Requirements**
 - **Call for MSP Projects**
- 4:00 p. m. Adjournment**

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August 15, 2018

To: South Bay Measure M MSP Task Force
 FROM: Steve Lantz
 RE: Background on Metro Guidance on South Bay MSPs From Measure M Ordinance and Administrative Procedures

The Measure M Ordinance and Metro’s Administrative Process provide policy and procedural guidelines related to the four South Bay Measure M Multiyear Subregional Programs (MSPs) that are included in the Measure M Ordinance Appendix A (the expenditure plan). The guidance below is excerpted from the Ordinance, Metro Board Policies adopted in June 2017, and Metro staff Administrative Procedures issued in February 2018

The Measure M Ordinance has the following requirements:

“For each program identified in the Multi-year Programs section of the Ordinance Attachment A, Metro shall expend the amount of Net Revenues specified in the column entitled “Measure M Funding (in 2015 dollars) for each program.” The MSPs funds can only be used for capital projects and are not eligible for operations or maintenance. The Measure M Expenditure Plan Attachment A includes the following four South Bay Subregional Programs:

- Highway Efficiency and Operational Improvements (HEOI) Program
- Transportation System and Mobility Improvements I (TSMI I) Program
- Transportation System and Mobility Improvements II (TSMI II) Program
- Sub-regional Equity Program

“Highway Efficiency and Operational Improvements (HEOI)” definition:

- Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements which achieve these same objectives are eligible on major/minor arterials or key collector roadways: within one mile of a State Highway; or farther than one mile as determined on a case by case basis.
- Example of Eligible Projects:
 - System and local interchange modifications
 - Ramp modifications/improvements
 - Auxiliary lanes for merging or weaving between adjacent interchanges
 - Alignment/geometric design improvements
 - Left-turn or right-turn lanes on state highways or arterials
 - Intersection and street widening/improvements on a State Conventional Highway or within one mile of a state highway, or on major/minor arterials on case by case basis
 - Turnouts for safety purposes
 - Shoulder widening/improvements for enhanced operation of the roadway
 - Safety improvements that reduce incident delay

- Freeway bypass/freeway to freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes

“Transportation System and Mobility Improvements (TSMIP)” (Definition)

- The South Bay has two TSMIPs, one that expires in 2032 and the other that expires in 2049. Transportation System and Mobility Improvements include those projects that once implemented, would improve regional mobility, enhance trip reliability, system performance, and network connectivity between modes, reduce user conflicts, and encourage ridesharing. Projects must be located on a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e., serves major activity center(s), accommodates trips entering/exiting the jurisdiction, serves intra-area travel and adopted in the City’s general plan.)
- ITS definition: The National ITS Architecture provides best practice guidance on ITS projects, and also identifies a set of eight bundled user services for ITS strategies (travel and traffic management, public transportation management, electronic payment, commercial vehicle operation, emergency management, advanced vehicle safety systems, information management, and maintenance and construction management). ITS elements provide a set of strategies that include technology systems, communications, and information technology applications to the transportation system for alleviating traffic congestion, improving transit operations, enhancing safety, improving mobility, and promoting environmental sustainability. ITS elements are often installed on vehicles (e.g., passenger car, transit, freight/commercial trucks), arterials/highways (infrastructure), and/or provided to individuals through handheld devices.
- Examples of eligible ITS projects:
 - Multi-agency/jurisdiction system integration to improve coordination and responsiveness, and promote information sharing for highway/arterial and/or transit systems;
 - Advanced Traveler Information Systems (ATIS) that increase efficiency of the transportation network through congestion management, driver/person information, freight optimization, or public transportation management;
 - Integrated Corridor Management (ICM) deployment (e.g., changeable message signs, CCTV, communications) to improve multi-agency coordination and responsiveness, promote information sharing, and enhance operations in the event of incidents;
 - Transportation technology applications/solutions/systems for passenger cars, transit, freight/goods movement, infrastructure, and persons to enhance the transportation network;
 - Connected vehicle concepts (Vehicle to vehicle [V2V], vehicle to infrastructure [V2I], vehicle to person [V2P]) to enhance mobility, safety, and operations of the highway/arterial and/or transit system;
 - ITS or Transportation Technology projects consistent with the National ITS Architecture (travel and traffic management, public transportation management, electronic payment, commercial vehicle operation, emergency management, advanced vehicle safety systems, information management, and maintenance and construction management);

- Other ITS or Transportation Technology projects deemed qualified by Metro; and
- Pilot/demonstration projects that promote innovative and advanced technology on the highway/arterial system and/or transit reviewed and approved by Metro on a case-by-case basis.
- Intelligent Transportation Systems and Transit Technology Improvements are considered as TSMIP rather than HEOI eligible projects.
- All ITS and Transportation Technology projects shall comply with the latest version of the Los Angeles County Regional ITS Architecture to ensure institutional agreement and maximize technical integration opportunities. In addition, all Connected Vehicle projects shall reference the latest version of Connected Vehicle Reference Implementation Architecture (CVRIA) for industry standards.
- Project Initiation and Delivery Requirements ITS and Transportation Technology projects shall conform to the following requirements to ensure consistency with regional/state/national ITS policy and guidelines and industry standards and procedures.
 - All projects shall be delivered using a generally accepted systems engineering approach to maintain the integrity and quality of completed projects.
 - Operations and maintenance plans shall be developed for all ITS projects. For multi-jurisdictional projects, multi-agency agreements shall be executed committing to the long-term operations and maintenance of shared project elements.
 - Data derived from ITS system projects shall be shared through the Regional Integration of ITS (RIITS) network to support regional transportation planning and operations.
 - Projects shall adhere to existing Metro guidelines for specific subprograms as applicable.
 - Traffic control projects shall connect to the Los Angeles County Information Exchange Network (IEN) to facilitate multi-jurisdictional traffic management and coordination.
 - Projects will be coordinated through the Arterial ITS Committee, the Coalition for Transportation Technology, the Regional Integration of ITS Configuration Management Committee, and/or other appropriate and recognized forums to ensure consistency with local, sub-regional and regional ITS plans.
 - Through the implementation process and upon completion of projects funded by Measure M funds, project sponsors will work with Metro to document project delivery risks, design and implementation challenges, institutional requirements, and lessons learned to enhance project implementation success countywide.
 - ITS and Transportation Technology pilot projects implementing new and innovative concepts will be closely monitored by Metro and will require a “Before and After” study to assess overall benefits achieved.

“Sub-Regional Equity Program” Definition:

Metro has yet to define the Sub-Regional Equity MSP because the program was adopted by the Metro Board in June 2016 after the Metro staff had developed the Policy Guidelines for Metro Board consideration and funding availability for the new program was unclear. Since it is still unclear when there will be funding to implement this MSP, Metro staff has not developed

Administrative Guidelines for this potential MSP funding source. As a result, SBCCOG is unable to create sub-regional guidance at this time.

MSP Funding Availability

Metro has identified the first five years of MSP funding available for three of the four South Bay MSPs listed in Appendix A (excluding the Sub-Regional Equity Program). Funding is in 2015 dollars.

Program	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	5-Year Total
HEOI	\$11.00	\$11.30	\$11.60	\$11.90	\$12.20	\$58.00
TSMPI I	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90	\$18.50
TSMIP II	\$19.60	\$20.10	\$20.60	\$21.10	\$21.60	\$103.00
Total	\$34.10	\$35.00	\$35.90	\$36.80	\$37.70	\$179.50

- Metro must include in its updated Long Range Transportation Plan (LRTP) capital projects and capital programs that are adopted by each subregion and submitted to Metro for inclusion in the LRTP, “if the cost and schedule details are provided by the subregions in a manner consistent with the requirements of the LRTP”.
- Consistent with the Ordinance’s assignment of funding purposes to capital subfund accounts, the availability of funds for MSP investment is prioritized equal to other Highway and Transit Capital subfunds. Capital subfunds are sourced after the Transit Operating Maintenance Subfund, and the Local Return Subfund. By Ordinance, revenues to these two first-priority subfunds are directly proportional to the percentage of net sales tax collected from Measure M. Therefore, they are “taken off the top” of Measure M sales tax revenue generated in a year. The balance of sales tax revenue is then assigned to the Capital subfunds.
- Actual disbursements of capital funding irrespective of subfund is subject to Cash Flow policies established in the Guidelines. At any point in time, Capital subfunds amounts, including those for MSP, can vary based on proceeds from bonds issued to manage actual capital resource needs. Any issuance of debt for Measure M purposes, however, remains at the exclusive discretion and authority of Metro, and will be conducted consistent with Board debt policy.
- MSP projects are derived from a specific sub-regional planning process. Actual funds disbursement will be based on cashflow policy in the Guidelines. Fund estimates may be adjusted annually by Metro for accuracy. Coordination with Metro staff is required to ensure project eligibility in each category.
- Measure M Multiyear Subregional funds can be used to supplement Local Return allocations to support smaller cities subject to the eligibility, process, and availability of funds as described in the Multi-year Subregional Measure M guidelines.

- The South Bay jurisdictions and the SBCCOG within the subregions are eligible project sponsors.

Project Eligibility / Selection

- The Administrative Guidelines include a process to coordinate project selection and funding within the framework of five-year sub-regional plans. The MSPs were based, in part, on projects identified during the Mobility Matrix process prior to the passage of Measure M. The Guidelines require the 5- Year MSP plans to consider projects that were identified in Metro’s 2015 South Bay Mobility Matrix as a foundation; with provisions to reconsider the relevance and performance of existing Matrix projects, and the addition of new ones. The projects that were included in the Mobility Matrices are automatically eligible but the sub-region has the discretion to fund other eligible capital projects. View the 2015 Mobility Matrix and Project List at: <http://libraryarchives.metro.net/DPGTL/studies/2015-subregional-mobility-matrix-south-bay-cities-v5.pdf>.
- Because the Measure M Expenditure Plan identifies the availability of MSP funds broadly over the first 40 years, in many cases the “Groundbreaking Start Date” and “Expected Opening Dates” can vary from as early as fiscal year 2018 to as late as fiscal year 2048. To bring more specificity to the funding process, MSP projects are adopted in a 5-year plan. To update the 5-year plan, SBCCOG and Metro will administer an annual update process that begins in August to ensure funding is available at the beginning of the next Metro fiscal year (beginning July 1).
- Highway subfunds are eligible for pre-construction and construction related project phases and are subject to eligibility criteria and phasing thresholds.
- MSP funding is eligible for the Pre-construction activities such as preliminary studies, project initiation documents, environmental clearance, design and right of way, to define the purpose and need, project limits and actual total project cost. Preliminary/planning studies are limited to development of Project Initiation Documents (PIDs) that generally define the scope and preliminary costs of projects with the intent to complete the subsequent phases: Project Assessment and Environmental Documentation (PAED) , Plans, Specifications and Engineering (PS&E), Right-of-Way Acquisition , and Construction.
- In many cases, total project costs will not be covered by the allocated MSP funding amounts. There may also be insufficient financial resources identified in the expenditure plan to fund all the needs of the proposed sub-regional improvements. It is expected that local jurisdictions will contribute to total project costs.

The MSP Program Development Process

- All MSP projects must be included in one of the SBCCOG 5-year MSP Plans. In order to conform to project readiness requirements under the Timely Use of Funds provisions of the Measure M Guidelines, a project sponsor seeking South Bay MSP funds needs to define the following:
 - Project Location/Physical limits - enumeration of the exact intersections, street or other appropriate locations in which work will be performed.

- Project description - description of deficiency or issue the project will address, including work to be performed, existing constraints to be addressed and which relevant parties or jurisdictions will be involved in the project.
 - Funding plan – funds to complete the project include phases that will be funded by Measure M funds and those that will be funded by any other fund sources to complete the project.
 - Public Participation /City Council Support – Inclusion in a current local agency-adopted CIP or equivalent. Documentation of the public participation process used to adopt the CIP must be provided.
 - Schedule – list of phases completed, and proposed schedule for funded phases.
 - Performance Measures – Evaluation of the projected project performance within Metro’s five Performance Measure themes using a “Harvey Ball” qualitative evaluation approach.
- A 5- Year Plan will be developed for each of the MSPs listed in the Expenditure Plan to ensure accountable and responsive sub-regional project identification, selection and delivery. The MSP Plan development process is as follows:
 - Step 1: Metro provides a five-year Measure M programming funding forecast for each Multi-Year Subregional Program, based on the amounts provided in the Measure M Expenditure Plan.
 - Step 2: The SBCCOG will develop a preliminary list of sub-regional projects for inclusion in each of the MSP five-year plans. The plan development will include consideration of the projects that were included in Appendix C of the 2015 South Bay Mobility Matrix (see Attachment C). The plan also must document Nexus for each MSP project which must be developed and align with the MSP program type, Board approved definitions and related Guidelines, as part of the plan. Definition for each proposed project will be developed by the project sponsor in sufficient detail to establish a nexus with the project category. The plan development also needs to include documentation of the public participation processes used in plan development and the Sub-regional Qualitative Performance Measures that articulate the benefits of the 5 Year Plans including a description of how the projects will achieve the thematic goals established by the Measure M MSP Administrative Procedures.
 - Step 3: For each Multi-year Sub-regional Program, SBCCOG adopts a five-year project development and implementation plan for adoption by the Metro Board. The plan will use selection criteria specific to each MSP to determine the final list of projects that will be included in the five-year programming for each of the MSP plans. The plans will identify each project’s phasing and project timing; allocate MSP funds and anticipated Non-MSP funding amounts; and final delivery commitments by the project sponsor. Metro staff and the sub-regional entity will review the proposed projects submitted for nexus to program and funding eligibility consistent with the definition adopted by the Metro Board in the Measure M (Master) Guidelines.
 - Step 4: Following approval of the 5-year Expenditure Plan for each MSP by the SBCCOG Board, the MSP Plans will be submitted to the Metro Board for approval.

Upon approval by Metro Board, project sponsors may apply for funding consistent with the Guidelines and related procedures, based on adopted five-year MSP programming plans. Funding agreements will be executed between Metro and project sponsor(s). Project sponsors will have to provide quarterly cash flow estimates and submit an annual expenditure estimate of previously programmed funding.

- Step 5: The SBCCOG may update or amend their adopted five-year programming plans on an annual basis reflecting project modifications, deletions, or additions of new projects, subject to the process in Steps 1-3. All plans and plan modifications must be consistent with relevant administrative procedures, funding agreements, and Metro Board adopted policies. The annual update of the five-year plans must reflect project modifications, deletions, or additions of new projects. If the project sponsor would like to change their project scope, schedule or funding, the project sponsor will consult with both Metro and the SBCCOG. Project sponsors seeking to amend the 1) scope, 2) request additional funding or 3) cease work on a project will provide a letter to Metro detailing the request and provide sufficient justification to review the proposed change. Project sponsors are required to work with the SBCCOG to ensure that the SBCCOG can notify Metro by last day of February of each year of the amount of Measure M sub-regional funding the SBCCOG plans to use, by project, in the subsequent fiscal year, which for Metro begins July 1 each year. When notice is not provided, fund availability will be on a first-come, first-served basis in the subsequent fiscal year. Metro Board and SBCCOG approval will be needed to allow for expediting projects within and among South Bay MSPs. Metro will provide concurrence of eligible new projects and modifications to existing projects consistent with the project definitions or program nexus. The SBCCOG will adopt the updated 5-year plan which will include the new projects and requested modifications. Metro Board will approve the amended 5-Year MSP plan. Metro staff will commence executing amendment of funding agreements for projects.
- Step 6: Following Metro approval of projects, project sponsor(s) and Metro must include the relevant sub-regional entity in all communications regarding project development and delivery.
- MSP resources to support MSP program administration and early project development to cover eligible expenses incurred by the project prior to execution of an MSP funding agreement between the project sponsor and Metro). Resources to support development of a preliminary list of sub-regional for inclusion of the five-year plan must not exceed 0.5% of the amounts for any single year aggregated for a period up to 5 single year increments. A funding agreement is needed between the sub-regional entity/project sponsor to receive 0.5% for project planning activities (specifically, “planning activities” here means project development activities prior to the environmental phase of a project). When use of the 0.5% funds are being considered, the SBCCOG must notify the designated Metro MSP contact in writing, identify the MSP program, and provide the proposed scope of work, amount requested, basis for estimated cost (including firms or persons that will be compensated, if available), the type of sub-regional capital projects that are subject of the planning activities, if known, and a representation that the requestor has approval of all entities in the subregion that are eligible to receive MSP funding. If the request is accepted, Metro will move forward

with the preparation of a funding agreement between Metro and the SBCCOG will issue a notice to proceed. Any additional resources to support the MSP Program steps noted above must be drawn from resources under the control of the SBCCOG or its constituent cities.

- Projects that are not able to be funded using MSP funds available within the 5-year Plan period may be advanced into the 5-year Plan using local funds. In instances where funds may not yet be available, and to support the immediate delivery of high priority projects within MSPs, various tools are available to promote delivery of these projects as quickly as possible. For example a sub-regional project sponsor may request a Metro Letter of No Prejudice (LONP) that allows the local project sponsor to move forward with the delivery of the project using other local funds while requesting eligibility for future reimbursement of Measure M funds when such funding is available. Another available tool allows sub-regional project sponsors to request that the SBCCOG and Metro to lend funding available from one MSP fund amount to accelerate a project in another MSP fund that will not have sufficient funds for a project in a funding category until a later year.
- Any request for project borrowing should be included in the subregion-adopted project development and implementation plan. These types of local advancement or inter-program borrowing within the MSP require SBCCOG and Metro Board approval.
- All MSP program areas are subject to the following requirements: Audit(s); Measure M Recognition; Reporting; and Revision of Program Guidelines.

MSP Project Development

- 0.5% expenses are eligible for project development prior to the environmental clearance phase.
- MSP funds are subject to the cashflow parameters within these Guidelines.
- A funding agreement is needed between the SBCCOG and the project sponsor to receive 0.5% for project planning activities MSP resources to support early project development to enable reimbursement of eligible expenses incurred by the project sponsor prior to execution of an MSP funding agreement between the project sponsor and Metro. Resources to support development of a preliminary list of sub-regional projects for inclusion in the five-year plan and for early project development must not exceed 0.5% of the amounts for any single year aggregated for a period up to 5 single year increments. When use of the 0.5% funds are being considered, the SBCCOG must notify the designated Metro MSP contact in writing, identify the MSP program, and provide the proposed project scope of work, amount requested, basis for estimated cost (including firms or persons that will be compensated, if available), the type of sub-regional capital projects that are the subject of the planning activities, if known, and documentation of the public participation process used to consider the use of 0.5% funding, Metro will review the project application and clarify any items necessary with the project sponsor to determine project readiness and eligibility for pre-construction or construction activities.

Public Participation

All entities that are eligible to receive MSP funding must be notified of the SBCCOG and Metro decision making process and have the opportunity to participate. The SBCCOG is responsible for

developing and implementing a Public Participation Element for development of each MSP Five-year Plan. Four Questions (with several sub-questions) must be answered and submitted formally as a pre-requisite for receiving the 0.5% funding and included within the MSP plan (using a template in the Administrative Procedures appendix). The responses must be adopted by the sub-regional entity governing board and the Metro Board. Each 5-Year Program adopted by the sub-regional entity governing board “would include a description of the established public participation element, and how it has been applied in developing the MSP program, and its recommendations. The Public Participation Element must reference if, and to what extent, the subregion addresses performance measurement as part of the MSP 5-Year Plan, per the Measure M Administrative Procedures section on performance measurement.

Sub-regional Qualitative Performance Measures

The SBCCOG will apply qualitative performance measures that articulate the benefits of the 5 Year Plans including a description of how the projects will achieve the thematic goals established by the Measure M MSP Administrative Procedures. The performance measure themes provided by Metro include:

<u>Theme</u>	<u>Provide responses to how the project achieves the following outcomes, if any:</u>
Mobility	Relieve congestion, increase travel by transit, bicycle & pedestrian modes, improve travel times, Improve effectiveness & reliability for core riders
Economic	Increase economic output, support job creation & retention, support goods movement, Vitality reduce household transportation costs, extend useful life of facilities
Accessibility	Improve transportation options, improve service to transit dependent, low-income, and disadvantaged populations, improve first-last mile connections to transit
Safety	Reduce incidents, improve personal safety
Sustainability & Quality of Life	Improve environmental quality, improve public health, improve quality of life

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**South Bay Cities Council of Governments
Draft South Bay Measure M MSP Selection Criteria**

BACKGROUND

There are Three South Bay MSP Funding Categories that have funding available by FY 2021-22:

- Highway Efficiency and Operational Improvements (HEOI)
- Transportation System and Mobility Improvements I (TSMI I)
- Transportation System and Mobility Improvements II (TSMI II)

**Initial 5-Year South Bay MSP Cashflow Projections
(in \$ millions)**

Program	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	5-Year Total
HEOI	\$11.0	\$11.3	\$11.6	\$11.90	\$12.20	\$58.00
TSMIP I	\$3.5	\$3.6	\$3.7	\$3.80	\$3.90	\$18.50
TSMIP II	\$19.6	\$20.1	\$20.6	\$21.10	\$21.60	\$103.00
Total	\$34.10	\$35.00	\$35.90	\$36.80	\$37.70	\$179.50

MSPs Are Different Than A, C, R, M and SB 1 Local Return Subventions And Measure R SBHP

Local jurisdictions receive Proposition A, Proposition C, Measure R & Measure M Local Return based on their share of countywide resident population and SB 1 formula funds from the State. The Measure R South Bay Highway Program is a regional Metro discretionary program in which SBCCOG assists Metro in project development & oversight, and program development & administration. The Measure M Multi-Year Subregional Programs (MSPs) are neither regional nor local: they are discretionary, sub-regionally-managed funds with local jurisdictions or the SBCCOG delivering projects and Metro confirming compliance with the ordinance and Metro's administrative guidelines.

MSP Project Eligibility

The SBCCOG process used to develop South Bay MSP project lists must consider projects included in the 2015 Final South Bay Subregion Mobility Matrix. The 2015 South Bay Subregion Mobility Matrix included an Appendix C that includes 377 projects along with project justifications organized into three packages over the next three decades: Short-term (2015 to 2024); Mid-term (2025 to 2034); and Long-term (2035 to 2045). View the 2015 Mobility Matrix and Project List at: <http://libraryarchives.metro.net/DPGTL/studies/2015-subregional-mobility-matrix-south-bay-cities-v5.pdf>.

Although SBCCOG may select projects that are not on the Mobility Matrix, the projects in Appendix C are pre-approved by Metro as being eligible for Measure M funding. Project

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sponsors will need to reference the justifications in the Mobility Matrix or provide new project justifications for any proposed projects that are not on the Appendix C project list.

DRAFT MSP PROJECT SELECTION CRITERIA

Metro has established different menus of selection criteria for the HEOI and TSMIP MSPs and has identified examples of projects that are potentially eligible under each category:

Project Selection Criteria Common To All MSPs

- Project selection criteria must be developed in consultation with all potential MSP funding recipients through an outreach process that was documented before the funding agreement was executed between Metro and the SBCCOG for development of the MSPs.
- Projects must be capital improvements; operations and maintenance projects are not eligible.
- The project selection criteria should address the following Metro’s five qualitative performance measure themes and desired outcomes:
 - **Mobility** - Relieve congestion; increase travel by transit, bicycle and pedestrian modes; improve travel times; improve effectiveness & reliability for core riders.
 - **Economic Vitality** - Increase economic output; support job creation & retention; support goods movement; reduce household transportation costs; extend useful life of facilities.
 - **Accessibility** – Improve transportation options; improve service to transit; improve first / last mile connections to transit.
 - **Safety** – Reduce incidents; improve personal safety.
 - **Sustainability and Quality of Life** – Improve environmental quality; improve public health; improve quality of life. Support storm water and other water quality activities.

Highway Efficiency and Operational Improvements (HEOI) Project Selection Criteria

- Improve regional mobility and system performance
- Enhance safety by reducing conflicts
- Improve traffic flow, trip reliability, travel times
- Reduce recurring congestion and operational deficiencies on State Highways or major / minor arterials, key collector roads within one mile of a state highway or farther than one mile as determined on a case by case basis.

Potentially-eligible HEOI Capital Project Examples:

- Highway/arterial operational improvements
- Freeway operational improvements
- Managed Lanes – HOV lanes / ExpressLanes
- Freeway capacity expansion improvements
- Freeway System and local interchange modifications
- Ramp modifications / improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Shoulder widening / improvements for enhanced operation of the roadway
- Turnouts for safety purposes

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- Intersection and street widening / improvements on a State Highway or within one mile of a State Highway , or on major / minor arterials on a case-by-case basis
- Left-turn or right-turn lanes on state highways or arterials
- Safety improvements that reduce incident delay
- Freeway bypass / freeway-to-freeway onnections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- Goods movement improvements that improve safety or vehicle delay
- Signal synchronization
- Transit centers, park and ride lots, and parking structures at transit hubs

Transportation System and Mobility Improvements (TSMI) Project Selection Criteria

- Improve regional mobility
- Enhance trip reliability, system performance, and network connectivity between modes
- Encourage ridesharing, telecommuting, broadband connectivity, and transportation demand management
- Reduce user conflicts
- Projects must serve a principal arterial, minor arterlia or key collector roadway. The context and function of the roadway should be considered (i.e.: serves major activity center(s), accommodates trips entering / exiting the jurisdiction, serves inter-area travel)

Potentially-eligible TSMI Capital Project Examples:

- ITS / autonomous vehicle infrastructure
- Broadband infrastructure
- Bikeways and bike route infrastructure
- Pedestrian infrastructure / ADA improvements
- Complete streets
- Transportation enhancement / beautification programs
- Transportation Management Systems (traffic operations centers, emergency management)
- Paratransit (dial-a-ride, senior / disabled capital projects)
- Metro / municipal transit capacity expansion
- Car sharing / ridesharing / vanpool / telecommuting capital projects
- Sustainable SB Plan (neighborhood-oriented development, first / last mile infrastructure)
- Electric vehicle charging infrastructure)
- Slow speed lanes infrastructure

Information Needed for South Bay MSP Project Consideration

- **Project Location/Physical limits**—the exact intersections, street or other appropriate locations in which work will be performed.
- **Project description**— project need (description of deficiency or issue the project will address), scope of work to be performed, existing constraints to be addressed (e.g.: right-of-way need), and what relevant parties or jurisdictions will be involved in the project.
- **Funding plan**—the project phase(s) to be allocated from Measure M revenues and those that will be paid for by any other fund sources to complete the project.
- **Performance measure outcomes** – description of how the project achieves the applicable qualitative performance measure outcomes.

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- **Public Outreach Plan & Community/Council Support** – Inclusion in a current local agency-adopted CIP or equivalent or documented public participation process.
- **Schedule** – list of phases previously completed, and proposed schedule for all MSP-funded phases.