

South Bay Measure M Multi-Year Sub-Regional Programs – (MSP) Project Selection Criteria for Three South Bay MSPs

The Project Selection Process Is Common To All MSPs

There are three sub-regional programs listed within the Measure M Ordinance: the Highway Efficiency Operational Improvement Program (HEOI), the Transportation System Mobility Improvement Program #1(TSMIP I), and the Transportation Mobility Improvement Program #2 (TSMIP II). All candidate MSP projects considered for funding within the South Bay Measure M Multi-Year Sub-Regional Program (MSP) are screened for eligibility based on project selection criteria that are unique to each of the three MSPs and different from the Measure R South Bay Highway Program (SBHP).

The annual update cycle for MSP Programs includes a period for solicitation of new projects submitted by lead agencies. The projects undergo an eligibility determination and assessment using the selection criteria to create three separate MSP Candidate Project lists. Eligible projects can be considered for any or all of the three MSPs.

MSP funding for candidate projects is programmed within a 5-year South Bay MSP Funding Allocation Program (MSPFAP). The funding allocation schedule is intended to be as consistent as possible with the MSP reimbursement schedule requested in the project application subject to the results of the project assessment and annually-available MSP funding within each of the three South Bay MSP programs. This project programming process may need to modify the funding allocation requested schedule for specific projects. The MSPFAP process also allows for the opportunity for projects that are completed or not actively being implemented by the lead agency to be removed from or rescheduled in the 5-year funding allocation list during the annual updates of the funding programs.

The initial 5-year MSPFAP must be approved by the South Bay Cities Council Board of Directors and the Los Angeles County Metropolitan Transportation Authority Board of Directors. The MSPFAP may be updated annually.

Separate project selection criteria are needed for each of the three MSPs (HEOI, TSMIP I, TSMIP II) Project selection criteria must be developed in consultation with all potential MSP funding recipients through an outreach process that must be described before a funding agreement is executed between Metro and the SBCCOG for development of the MSPs.

Potentially eligible HEOI Project Examples:

- Freeway Capacity Expansion and Operational Improvements
- Interchange and ramp modifications / improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Shoulder widening / improvements for enhanced operation of the roadway
- Freeway bypass / freeway-to-freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- Managed Lanes – HOV Lanes / Express Lanes
- Turnouts for safety purposes

- Intersection and street widening / improvements on a State Highway or within one mile of a State Highway , or on major / minor arterials beyond one mile from a State Highway on a case-by-case basis
- Left-turn or right-turn lanes on state highways or arterials
- Signal Synchronization / ITS / Autonomous Vehicle Infrastructure System and local interchange modifications
- Safety improvements that reduce incident delay
- Transit Centers, Park and Ride Lots/Parking Structures

HEOI Project Assessment

The following assessment criteria are used to assist in the process of programming the South Bay Measure M Highway Efficiency and Operational Improvements (HEOI) Program projects, as follows:

Assessment Criteria	Measures	Weight
1. Mobility/Accessibility Improvement	Project relieves congestion; improves travel times; improves effectiveness & reliability for street, highway and freeway users, eliminates trips	25%
2. Project Readiness	Project definition of scope, total budget and proposed funding sources, and Measure M reimbursement schedule sufficient to initiate environmental clearance, Caltrans Project Development documents, or project design. Public outreach process completed by lead agency. City Council resolution or equivalent, Agencies requesting year 1 or 2 MSP funding reimbursements must be ready to execute a funding agreement with Metro. Requests for funding reimbursements during years 3-5 must document project progress needed to enable signing a funding agreement by year 3.	15%
3. Project Need & Benefit to Transportation System	Regional or Sub-regional mobility benefits, integration with goods movement, reduce safety incidents, improve safety, eliminates operational deficiencies	15%
4. MSP leverage & Cost Effectiveness	Cost per unit of delay reduction, lead agency commitment to life-cycle O&M expenses, percentage of cost provided by non-SBHP funding allocated to project. Document good faith effort to secure matching funds. Support costs capped at 10%	10%

5. Land Use, Environmental Compatibility and Sustainability	Supports local land use, and transportation and environmental policies, VMT, GHG emissions reduction, improves environmental quality, public health, quality of life. Address consequences of not implementing project.	10%
5. Regional Significance, Multi-Jurisdictional Effort	Project crosses jurisdictional boundaries. Shared priority for affected jurisdictions' decision makers. Supports LRTP or regional program, on CSAN or CSTAN, connectivity/gap closure, improves access to activity centers	15%
6. Economic Vitality/Improved Quality of Life	Support job creation & retention; support goods movement; reduce household transportation costs;	10%
Total		100%

Potentially eligible TSMIP I, II Project Examples:

- Signal Synchronization
- Intelligent Transportation Systems
- Autonomous Vehicle Infrastructure System
- Broadband Regional Connectivity Infrastructure
- Bikeways and Bike Route/Slow Speed Infrastructure
- Pedestrian Infrastructure / ADA Improvements
- Complete Streets
- Transportation Enhancement / Beautification Elements of Transportation Improvements
- Transportation Management Systems (Traffic Operations Centers, Emergency Management)
- Goods Movement on CSTAN network
- Paratransit (Dial-a-Ride, Senior / Disabled Capital Projects)
- Metro / Municipal Transit Capacity Expansion
- Transit Centers / Park and Ride Lots and Parking Structures
- Car Sharing / Ridesharing / Vanpool / Telecommuting Capital Projects
- Sustainable SB Plan (Neighborhood-Oriented Development, First / Last Mile Infrastructure)
- Vehicle Conversion (Electric Vehicle Charging Infrastructure)
- Land Use and Transportation Projects that reduce vehicle miles travelled

TSMIP I Project Assessment Criteria

The following assessment criteria are used to assist in the process of programming the South Bay Measure M Transportation System and Mobility Improvement Program I projects, as follows:

Assessment Criteria	Measures	Weight
1 Mobility/Accessibility/Improvement	Project increases travel by transit, paratransit, shared transportation	20%

	<p>programs, bicycle, other local vehicle modes and pedestrian modes; improves travel times. Improves effectiveness & reliability for core riders.</p>	
<p>2. Project Readiness</p>	<p>Project definition of scope, total budget and proposed funding sources, and Measure M reimbursement schedule sufficient to initiate environmental clearance, Caltrans Project Development documents, or project design. Public outreach process completed by lead agency. City Council resolution or equivalent,</p> <p>Agencies requesting year 1 or 2 MSP funding reimbursements must be ready to execute a funding agreement with Metro. Requests for funding reimbursements during years 3-5 must document project progress needed to enable signing a funding agreement by year 3..</p> <p>Evidence that project will be completed by 2032.</p>	<p>15%</p>
<p>3. Project Need & Benefit to Transportation System Accessibility</p>	<p>Sub-regional mobility benefits, VMT reduction, reduced safety incidents, improved personal safety. Improved transportation options; improved service to transit; improved first / last mile connections to transit.</p>	<p>15%</p>
<p>4. MSP leverage & Cost Effectiveness</p>	<p>Qualitative assessment of project cost versus benefit, lead agency commitment to life-cycle O&M expenses, percentage of cost provided by non-SBHP funding allocated to project.</p> <p>Document good faith effort to secure matching funds.</p> <p>Support costs capped at 10%</p>	<p>10%</p>
<p>5. Land Use, Environmental Compatibility and Sustainability</p>	<p>Supports local land use and environmental policies, GHG emissions reduction. Address consequences of not implementing project.</p>	<p>10%</p>

6. Regional or Multi-jurisdictional benefit or effort	Project crosses boundaries with a shared priority by affected jurisdictions' decision makers. Supports Metro LRTP; project is on Metro' Countywide Strategic Arterial Network (CSAN) or CSTAN (Countywide Strategic Truck Arterial Network), project improves connectivity, closes a network gap, and/or improves access to activity centers.	10%
7. Economic Vitality	Increases economic output; supports job creation & retention; reduces household transportation costs.	10%
8. Sustainability & Quality of Life	Improves environmental quality; improves public health; improves quality of life.	10%
Total		100%

TSMIP II Project Assessment Criteria

The following assessment criteria are the same as for TSMIP I with the exception of project readiness. TSMIP I requires projects to be completed by 2032; TSMIP II funding does not expire. Selection criteria are used to assist in the process of programming the South Bay Measure M Transportation System and Mobility Improvement Program II projects, as follows:

Assessment Criteria	Measures	Weight
1 Mobility Improvement	Project increases travel by transit, paratransit, shared transportation programs, bicycle, and pedestrian modes; improves travel times. Improves effectiveness & reliability for core riders.	20%
2. Project Readiness	Project definition of scope, total budget and proposed funding sources, and Measure M reimbursement schedule sufficient to initiate environmental clearance, Caltrans Project Development documents, or project design. Public outreach process completed by lead agency. City Council resolution or equivalent, Agencies requesting year 1 or 2 MSP funding reimbursements must be ready to execute a funding agreement with Metro. Requests for funding reimbursements during years 3-5 must document project progress needed to enable signing a funding agreement by year 3.	15%

3. Project Need & Benefit to Transportation System Accessibility	Regional or Sub-regional mobility benefits, VMT reduction, reduced safety incidents, improved personal safety. Improved transportation options; improved service to transit; improved first / last mile connections to transit.	15%
4. MSP leverage & Cost Effectiveness	Qualitative assessment of project cost versus benefit, lead agency commitment to life-cycle O&M expenses, percentage of cost provided by non-SBHP funding allocated to project.	10%
5. Land Use, Environmental Compatibility and Sustainability	Supports local land use and environmental policies, GHG emissions reduction. Address consequences of not implementing project.	10%
5. Regional Significance, multi-jurisdictional effort	Project crosses jurisdictional boundaries with a shared priority by affected jurisdictions' decision makers. Supports Metro LRTP; project is on CSAN or CSTAN, project improves connectivity, closes a network gap, and/or improves access to activity centers	10%
6. Economic Vitality	Increases economic output; supports job creation & retention; reduces household transportation costs.	10%
7. Sustainability & Quality of Life	Improved environmental quality; improved public health; improved quality of life.	10%
Total		100%