



LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Multi-Year Call for Projects

FY 1993-94 through FY 1996-97



FOCUS

NO. 23 177

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

**MULTI-YEAR CALL FOR PROJECTS
FY 1993-94 THROUGH FY 1996-97**

APPLICATION PACKET

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

MULTI-YEAR CALL FOR PROJECTS FY 1993-94 THROUGH FY 1996-97

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

MULTI-YEAR CALL FOR PROJECTS FY 1993-94 THROUGH FY 1996-97

OVERVIEW

The Los Angeles County Transportation Commission is responsible for administering a number of different federal, state, and locally enacted transportation programs to improve mobility, reduce congestion, and to assist in the improvement of air quality. These programs are funded through a variety of funding sources that are described in Appendix A of this application package.

These funds are allocated by the Commission consistent with the LACTC 30-Year Integrated Transportation Plan, the Regional Mobility Plan and Air Quality Management Plan, and applicable federal, state, and local requirements. To take advantage of the flexibility of various funding sources, the LACTC has developed a unified application process which allows each applicant to apply for the specific project(s) of interest to the applicant agency, **irrespective of the final funding source(s)**. The LACTC will then prioritize the projects, within modal categories, based on the overall merits of each project. The LACTC will program the appropriate funds to the project instead of requiring the applicant to apply for several different funding sources for the same project. This will allow LACTC staff to target the highest priority projects for a given funding source, work with the applicants to complete the applications for that funding source, and lobby external funding agencies to ensure funding for these projects. A complete description of the multi-year programming process is provided in Appendix B.

LACTC selection of a project which will be recommended for funding at the State level does not imply a commitment to that project on the part of the LACTC unless the project successfully competes at the State level. State competitive funding sources to be programmed in this Call for Projects are Traffic Systems Management (TSM) funds, Transit Capital Improvement (TCI) funds, Flexible Congestion Relief (FCR) funds, and Transportation Enhancement funds.

An applicant may apply for more than one project but **must submit an application package for EACH project**. A completed application package consists of a general application and **ONE** modal specific application from one of the following modal categories:

Four Year Program Modal Categories:

Submit specific projects for FY 1993-94 through FY 1996-97 for these categories:

- Freeway - HOV, TSM, and Gap Closures
- Regional Surface Transportation Improvements (Interchanges, Grade Separations, Goods Movement)
- Bus Capital and Operations
- Rail Capital and Operations

CALL FOR PROJECTS OVERVIEW

Transportation Enhancements
Transit Security

Two Year Program Modal Categories:

Submit specific projects for FY 1993-94 and FY 1994-95 for these categories:

Local Traffic Systems Management (TSM)
Regional Bikeways
Transportation Demand Management (TDM)
Commuter Rail, Transit Centers, and Park-N-Ride

APPLICATION SUBMITTAL

ALL APPLICATIONS MUST BE SUBMITTED BY 5:00 P.M. ON MARCH 31, 1993. NO POSTMARKS WILL BE ACCEPTED.

Submit all applications to LACTC at the following address:

Los Angeles County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017
ATTN: Area Team Directors - CFP Application

The general application and modal category applications are available on computer disk for all IBM compatible computers using WordPerfect, version 5.1. Project financial plan charts included in the general application were developed using Lotus 1-2-3, version 2.3. Contact your Area Team representative if you would like the applications on computer disk. An Area Team contact list (Exhibit A) and map (Exhibit B) are attached to this overview.

PROJECT EVALUATION PROCESS AND SCHEDULE

Each project will compete within a modal category and be evaluated against other projects in that modal category based on that modal category's Project Evaluation Criteria. After this detailed evaluation and ranking, LACTC staff and the LACTC Technical Advisory Committee (TAC) will recommend, to the policy committees of the MTA, a program of projects for each modal category. This program of projects is scheduled for review and adoption by the MTA in June, 1993. A complete schedule for the LACTC FY 1993-94 Multi-Year Call for Projects is as follows:

Application Mail Out	February 3, 1993
Applicant Training Workshops	Week of February 15, 1993
Applications Due	March 31, 1993

CALL FOR PROJECTS OVERVIEW

Project Application Evaluation Period	March 31 - April 30, 1993
Long List and Recommended Short List Review with TAC and Policy Subcommittee	April 30, 1993
Preliminary Short List Published	May 10, 1993
Project Sponsor Presentations (Oral Testimony)	Week of May 17, 1993
Staff Recommendations	
Committee and Subcommittee Reviews	June 2 - 9, 1993
Los Angeles County	
Metropolitan Transportation Authority	June 23, 1993

Upon project selection, a Memorandum of Understanding (MOU) between the MTA and the project sponsor must be executed. A sample MOU for a project funded with Prop. C funds is included in Appendix C for your information.

LACTC POLICIES AND PROGRAMS RELATED TO THE CALL FOR PROJECTS

To assist project applicants in preparing project submittals, each modal application form is preceded by a policy statement describing the types of projects that are likely to compete successfully in that modal category. These statements reflect policy direction and guidance provided by LACTC in the 30-Year Integrated Transportation Plan and other related policy directives. In addition, the following overall policies and programs will help guide this Call for Projects evaluation process:

- Congestion Management Program (CMP)
- Americans with Disabilities Act (ADA)
- Air Quality

Descriptions of these programs and policies are provided below.

CALL FOR PROJECTS OVERVIEW

POLICY STATEMENT ON ADA COMPLIANCE ELEMENT OF PROPOSITION C - 40% MANDATED PROGRAM PROJECTS

The LACTC has made an extraordinary financial commitment from Proposition C to meet the mandates of the Americans with Disabilities Act of 1990. The LACTC has committed to fully fund the accessibility retrofit required of the Metro Rail system and to fund and operate the complementary paratransit service required by the ADA on behalf of all 36 of the Los Angeles County fixed route transit service providers. These two efforts represent the major costs of compliance with the ADA and are intended to be the LACTC's primary focus for the ADA compliance element of the Proposition C 40% Discretionary Program. While other ADA compliance projects may be eligible for Proposition C 40% funding, it is the intent of the LACTC to only fund these other efforts in exceptional situations.

To be eligible under this element of the Proposition C 40% program, a proposed project must represent an activity necessary for transit compliance with the mandates of the ADA; or a activity which will reduce the total costs of transit operators compliance with the ADA. Following are categories of projects that may be eligible.

1. Extraordinary marginal capital costs associated with ADA compliance for transit programs. Extraordinary costs are defined as costs that would increase the total price of equipment or facilities by more than 20%. These could include operators' capital modifications to meet service and maintenance requirements of the ADA which go beyond current levels of accessible service delivery.
2. Efforts to reduce the cost of complementary paratransit or improve accessibility of main-line transit. These could include upgrades to paratransit and transit system accessibility which will demonstrably reduce demand or the cost of METRO ACCESS (LACTC complementary paratransit service). Items could include upgrades or replacement of lifts, ramps and securements. Accessibility improvements which do not improve direct access but make the system easier to use (i.e., talking buses, signage on board L.E.D's) may be eligible, but will be ranked lower than other direct access improvements.

Transit and Paratransit Providers in Los Angeles County that do not participate in the Los Angeles County Coordinated Complementary Paratransit Plan will not be eligible to receive funding from this program.

CALL FOR PROJECTS OVERVIEW

AIR QUALITY POLICY STATEMENT

The goal of the Los Angeles County Transportation Commission (LACTC) is to plan, fund and implement an aggressive program of projects which will improve mobility in Los Angeles County. In addition, the Federal Clean Air Act of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 require that coordination between transportation and air quality planning agencies occur and that regions such as ours (which is the only extreme ozone non-attainment area in the United States), develop and implement certain transportation portions of the State Implementation Program (SIP) for attainment of National Ambient Air Quality Standards (NAAQS). Finally, the California Clean Air Act contains various requirements and deadlines for reducing emissions from mobile sources.

Projects, plans and programs which are adopted by the LACTC for funding must be consistent with the Regional Mobility and Air Quality Management Plans. In addition, the Regional Mobility Plan and Air Quality Management Plans must demonstrate that the projects to be implemented will contribute to the attainment of NAAQS within certain specified timeframes and that as a result, the region will demonstrate incremental progress toward attainment of NAAQS in accordance with timeframes included in the SIP.

Given these conditions, the LACTC encourages submittal of projects by cities and other eligible applicants under the various funding categories which will lead to mobile source emission reductions. The Clean Air Act of 1990 includes 16 categories of Transportation Control Measures which are attached. Projects which address these measures should be considered by applicants for funding under the appropriate modal category and in accordance with the modal category criteria.

With regard to technology related air quality projects, LACTC recognizes that alternatively fueled vehicles will be phased in over time. However, many unanswered questions remain regarding costs and operations of various technologies in transit services. A comprehensive policy must be developed by the new MTA which addresses these issues and provides guidance to all operators on preference of technology as well as overall timing for phasing in alternatively fueled transit vehicles. Until this policy is developed, the following guidelines apply.

All operators wishing to purchase new forty foot transit vehicles, with the exception of SCRTD, must purchase particulate trap equipped vehicles. SCRTD may purchase either particulate trap equipped vehicles or methanol vehicles. LACTC will consider alternate fuel applications for vehicles less than forty feet. Projects involving research and development on unproven or developing technologies should seek funding from the AB2766 funds administered by the SCAQMD, ISTEA research and development funding or other sources. It is not the intent of the LACTC to fund individual alternative fuel demonstration projects.

CALL FOR PROJECTS OVERVIEW

TRANSPORTATION CONTROL MEASURES SECTION 108(f) (1) (A) CLEAN AIR ACT AMENDMENTS OF 1990

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOV);
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emissions reductions;
- (vi) fringe and transportation corridor parking facilities servicing multiple-occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both in terms of time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) (EXCLUDED FROM ISTEAFUNDING) programs to reduce vehicle emissions caused by extreme cold start conditions, consistent with Title II;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest;

CALL FOR PROJECTS OVERVIEW

- (xvi) [EXCLUDED FROM ISTEAE FUNDING] programs to encourage voluntary removal from use and the marketplace of pre-1980 model light duty vehicles.

RELATIONSHIP OF THE CONGESTION MANAGEMENT PROGRAM TO THE CALL FOR PROJECTS

In conformance with State statute, LACTC adopted the first Congestion Management Program for Los Angeles County in November 1992. Local jurisdictions are currently implementing various components of this program, including adoption of a Transportation Demand Management ordinance and a program to analyze the regional transportation impacts of new development, and collection of traffic monitoring data. This first year program meets basic statutory requirements and establishes a countywide planning framework for congestion relief. Guidelines for preparing deficiency plans, required when Levels of Service degrade below countywide standards, are currently being developed for inclusion in the next CMP update. Deficiency plans are therefore not required through the current CMP.

The 1993-94 Call for Projects is related to the CMP in two important ways. First, the CMP will assist in the uniform countywide evaluation of project applications. Specifically, CMP monitoring data and benefit to the CMP system will be used to assess the regional significance of each project (See Appendix D). Secondly, once project selection is complete, capital facilities recommended for State funding will become the CMP Capital Improvement Program (CIP). This coordination will take advantage of the information provided through the CMP for the overall Call for Projects, while meeting State requirements for CIP development, through an integrated project nomination process.

PROJECT ELIGIBILITY

The matrix included in Exhibit C provides an overview of eligible project categories for each of the funding sources to be programmed under this Call for Projects. This includes local Proposition C funds, Federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds, and various State funding sources. It should be noted that, although information is supplied for each funding source, the focus of the LACTC Multi-Year Call for Projects is on attracting the best projects, without regard to funding sources, and prioritizing these projects.

Each of the funding sources listed on this matrix has a specific local match requirement. Please note that, although some of these funding sources may not require a local match, a local funding commitment will result in an overall higher ranking for a project as described in the Project Evaluation Criteria and Weighting section of each Modal Category application package. Local match refers to funds under the control of the project applicant (e.g. Proposition A and/or C Local Return funds, Gas Tax Funds, local general funds, TDA funds). Proposition C discretionary funds previously awarded by the Commission in prior Call for Projects cannot

CALL FOR PROJECTS OVERVIEW

count towards a local match for this Call for Projects. The assumed local match requirement is listed below for each funding source to be programmed in this Call for Projects:

Local Match Requirements

Proposition C - 0%
ISTEA - 20%
FTA Section 9 Capital - 20%
State TSM (Discretionary) - 0%
State FCR - 0%
State TCI - 50% of the non-Federal share

To assist applicants in understanding potential reporting and project requirements to access funds and to ensure project eligibility for cost reimbursement, the funds administration processes are outlined in Appendix E.

REVENUE SOURCE FUNDING TARGETS

Revenue Source Funding Targets are shown in Exhibit D. These funding targets were estimated using the most current information available for each revenue source. These funding targets are **ESTIMATES** and may change as more current information and projections become available. These targets represent the **FUNDS AVAILABLE** for programming under this Call for Projects **AFTER** prior LACTC funding commitments have been satisfied.

The funding target for State Flexible Congestion Relief (FCR) Funds is \$233 million for each of the fiscal years to be programmed under this Call for Projects (FY 1999-00 and FY 2000-01). This revenue source may be zero (\$0) for each of these years if the State does not assume that revenues will be generated to compensate for the \$1 billion gap from the failure of Proposition 156 and for up to another potential \$1 billion revenue gap in the State Highway Account. The State is currently reviewing alternatives to address these issues. The 1994 State Transportation Improvement Program (STIP) Fund Estimate will be published by the California Transportation Commission (CTC) in July, 1993 and will include an FCR funding target estimate for Los Angeles County. The FCR project list will be adjusted, if necessary, to reflect the official estimate.

EXHIBIT A

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)
1993-99 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM CONTACT LIST**

Area Team	Central Area Team (C)	San Gabriel Area Team (SG)	Southeast Area Team (SE)	South Bay Area Team (SB)	Westside Area Team (W)	San Fernando/ North County Area Team (SF)
Area Team Deputy Executive Director Judy Wilson Area Team Directors Ralph De La Cruz - (C) Susan Rosales - (SG) Dave Barnhart - (SE) Bob Cashin - (SB) Steve Lantz - (W) Pat McLaughlin - (SF) PROGRAM CATEGORY LEADS: TDM - Sarah Steek CMP - Brad McAllester Transit - Jim McLaughlin ADA - Rich DeRock	LOS ANGELES RTD	ALHAMBRA ARCADIA AZUSA BALDWIN PARK BRADBURY CLAREMONT COVINA DIAMOND BAR DUARTE EL MONTE GLENDORA INDUSTRY IRVINDALE LA PUENTE LA VERNE MONROVIA MONTEREY PK PASADENA POMONA ROSEMEAD SAN DIMAS SAN GABRIEL SAN MARINO SIERRA MADRE S. EL MONTE S. PASADENA TEMPLE CITY WALNUT WEST COVINA	ARTESIA BELL BELL GARDENS BELLFLOWER CERRITOS COMMERCE COMPTON CUDAHY DOWNEY HUNTINGTON PK LA HABRA HGTS LA MIRADA LAKEWOOD LYNWOOD MAYWOOD MONTEBELLO NORWALK PARAMOUNT PICO RIVERA SANTA FE SPRNG SOUTH GATE VERNON WHITTIER L.A. COUNTY UNINCORP CALTRANS	AVALON CARSON EL SEGUNDO GARDENA HAWAIIAN Gdns HAWTHORNE HERMOSA BCH INGLEWOOD LAWDALE LOMITA LONG BEACH MANHATTAN BCH PALMS VERDES EST REDONDO BCH RNCHO PALMS VER ROLLING HILLS ROLLING HILLS EST SIGNAL HILL TORRANCE CHP CALTRANS	BEVERLY HILLS CULVER CITY MALIBU SANTA MONICA W. HOLLYWOOD	AGOURA HILLS BURBANK CALASASAS GLENDALE HIDDEN HILLS LA CANADA - FLINT LANCASTER PALMDALE SAN FERNANDO SANTA CLARITA WESTLAKE VILLAGE CALTRANS

PROGRAM CATEGORY	AREA TEAM CONTACT PERSON AND PHONE NUMBER					
Freeway - TSM, HOV & Gap Closures	Ram Kumar 244-8191					
Tow Service/Patrol	Renee Berlin 244-6863					
Transportation Demand Management (TDM)	Walter Davis 244-8177	R. V-Acevedo 244-8760	Ray Maekawa 244-6442	Bryce Little 244-6376	Marie Gomez 244-6337	D.P-Rabinov 244-6446
Park & Ride	Walter Davis 244-8177	Lupe Valdez 244-8547	Ray Maekawa 244-6442	Vic Kamhi 244-6436	Patli Holmberg 244-6780	Michael Tanner 244-6329
Local Traffic System Management (TSM)	Walter Davis 244-8177	Benkin Jong 244-6842	Ray Maekawa 244-6442	Vic Kamhi 244-6436	Shahrzad Amiri 244-6421	Andres Ooon 244-6294
Regional Bikeways	Walter Davis 244-8177	Art Cuelo 244-6586	Jim Parker 244-6167	Sue Perry 244-6241	Patli Holmberg 244-6780	Peter DeHaan 244-6733
Rail Capital & Operations	Alan Patashnick 244-6446	Art Cuelo 244-6586	Ram Kumar 244-8191	Nalia Custodio 244-6732	Elen Gelberd 244-6804	Peter DeHaan 244-6733
Commuter Rail & Transit Centers	Alan Patashnick 244-6446	R. V-Acevedo 244-6760	Ram Kumar 244-8191	Nalini Ahuja 244-6564	Rex Gephart 244-6420	D.P-Rabinov 244-6446
Transit Security	Alan Patashnick 244-6446	Larry Torres 244-6332	Jim Parker 244-6167	Nalini Ahuja 244-6564	Carol Inge 244-6896	Peter DeHaan 244-6733
Local Programs (STP - 110%)	Walter Davis 244-8177	Benkin Jong 244-6842	Ray Maekawa 244-6442	Vic Kamhi 244-6436	Shahrzad Amiri 244-6421	Andres Ooon 244-6294
Bus Capital & Operations	Alan Patashnick 244-6446	Larry Torres 244-6332	Jim Parker 244-6167	Nalini Ahuja 244-6564	Rex Gephart 244-6420	Michael Tanner 244-6329
Regional Surface Transportation Improvements	Alan Patashnick 244-6446	Benkin Jong 244-6842	Ray Maekawa 244-6442	Vic Kamhi 244-6436	Shahrzad Amiri 244-6421	Andres Ooon 244-6294
Transportation Enhancements	Alan Patashnick 244-6446	Art Cuelo 244-6586	Dale Royce 244-6456	Vic Kamhi 244-6436	Patli Holmberg 244-6780	D.P-Rabinov 244-6446
SAFE	Steve Finnegan 244-6102					
CMP	Ed Shikada 244-6237					

LOS ANGELES COUNTY

CARDINAL D

Area Team Boundaries (adopted 5/23/90)

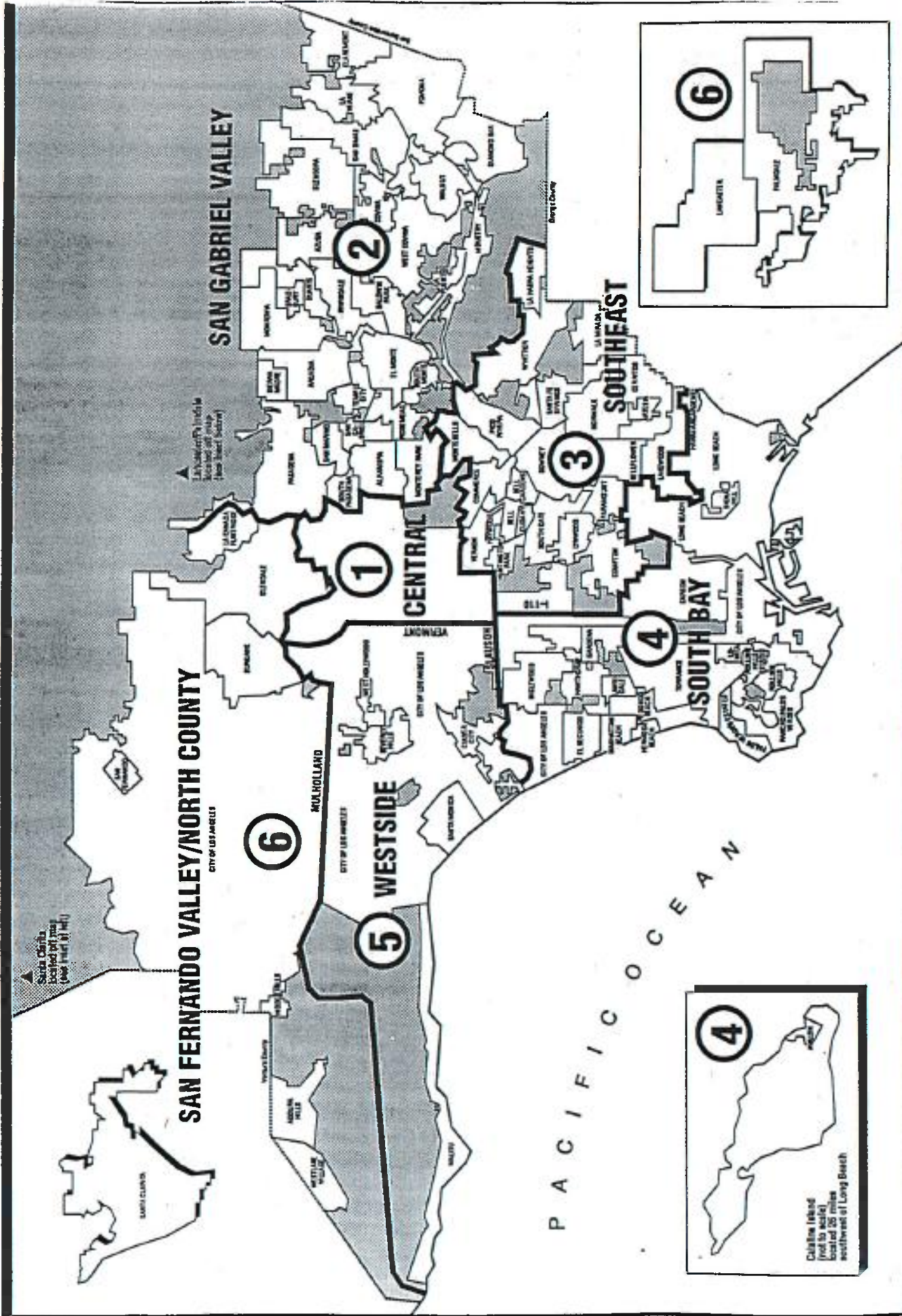


EXHIBIT C

LOS ANGELES COUNTY TRANSPORTATION COMMISSION CALL FOR PROJECTS - PROJECT ELIGIBILITY

Revised 1-27-93

Transportation Mode Category	Rebuild LA (Fund Advancement Program)	Proposition C Revenues				ISTEA Revenues				State Revenues		
		5%	10%	25%	40%	STP	CMAQ	FTA Section 8 Capital***	STP Trans. Enh.	State TSM Program	TCI	FCR
Freeway - HOV, TSM, and Gap Closures	X			X		X	X			X		X
Regional Surface Transportation Improvements (Interchanges, Grade Separators, Goods Movement)	X			X		X	X			X	X	X
Local Traffic Systems Management (TSM)	X			X		X	X			X		X
Transportation Demand Management (TDM)	X			X	X	X	X					
Regional Bikeways	X			X		X	X		X			X
Commuter Rail, Transit Centers, and Park-N-Ride	X		X	X**	X	X	X				X	X
Transit Security	X											
Bus Capital	X				X	X	X		X	X*	X	X*
Bus Operators					X	X	X					
Rail Capital	X		X		X	X	X		X	X*	X	X*
Rail Operators					X	X	X					
Transit Enhancements	X				X	X	X		X			

1-27-93 [1993 call by-trget1.wkt]

* Excluding Rolling Stock.
 ** Only Park and Ride Lots are eligible from this modal category for Prop C 25% funds.
 *** Available for Included Operators only.
 **** Only available for lots 2 years of new service.
 X indicates eligibility only.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FY 1993-94 THROUGH FY 1996-97 MULTI-YEAR CALL FOR PROJECTS
REVENUE AMOUNTS AVAILABLE FOR CALL FOR PROJECTS (in millions)

REVENUE SOURCE	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1999-00	FY 2000-01	TOTAL
PROPOSITION C - RAIL AND BUS SECURITY (5%)	\$0.0	\$0.0	\$0.0	\$0.0			\$0.0
PROPOSITION C - COMMUTER RAIL/TRANSIT CENTERS (10%)	\$7.0	\$5.1	\$0.0	\$0.0			\$12.1
PROPOSITION C - TRANSIT RELATED STREET/HIGHWAY IMPROVEMENTS (25%)	\$120.9	\$125.6	\$141.1	\$161.6			\$549.2
PROPOSITION C - DISCRETIONARY (40%) [1]	\$0.0	\$0.0	\$0.0	\$0.0			\$0.0
ISTEA - SURFACE TRANSPORTATION PROGRAM (STP)	\$20.8	\$17.2	\$17.2	\$24.7			\$79.9
ISTEA - CONGESTION MITIGATION AIR QUALITY PROGRAM (CMAQ)	\$55.8	\$49.8	\$49.8	\$49.8			\$205.2
ISTEA - STP TRANSPORTATION ENHANCEMENTS PROGRAM [2]	\$19.5	\$8.2	\$8.2	\$8.2			\$44.1
FTA - SECTION 9 CAPITAL [3]	\$12.0	\$24.4	\$24.7	\$25.2			\$86.3
STATE TRAFFIC SYSTEMS MANAGEMENT (TSM) - DISCRETIONARY [2]	\$0.0	\$22.5	\$23.5	\$24.5			\$70.5
STATE TRAFFIC SYSTEMS MANAGEMENT (TSM) - ISTEAMATCH [2]	\$9.9	\$8.7	\$8.7	\$9.7			\$37.0
STATE FLEXIBLE CONGESTION RELIEF (FCR) [2] [4]	---	---	---	---	\$233.0		\$233.0
STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM (TCI) [2]	---	\$20.1	\$20.1	\$21.1			\$61.3
TOTAL	\$245.9	\$281.6	\$293.3	\$324.6	\$233.0	\$233.0	\$1,611.6

FOOTNOTES:

- [1] THE AVAILABILITY OF ADDITIONAL FUNDING IN THIS CATEGORY DEPENDS UPON THE ABILITY OF THE MTA TO IMPLEMENT COST CONTAINMENT STRATEGIES.
- [2] FUNDING MARKS FOR COMPETITIVE STATE FUNDING PROGRAMS ARE FOR PLANNING PURPOSES ONLY AND REPRESENT CONSERVATIVE ESTIMATES OF THE AMOUNT OF FUNDS THAT WILL BE PROGRAMMED TO LOS ANGELES COUNTY. THE LACTC ANTICIPATES COMPETING SUCCESSFULLY AT THE STATE LEVEL FOR FUNDING OVER AND ABOVE THE LEVELS DISPLAYED IN THIS MATRIX.
- [3] THIS SOURCE IS AVAILABLE TO INCLUDED MUNICIPAL TRANSIT OPERATORS ONLY. THE FY 1993-94 AMOUNT IS REDUCED BY \$12 MILLION TO OFFSET THE FY 1992-93 SHORTFALL. ALL AMOUNTS ARE NET OF COP DEBT SERVICE.
- [4] THIS REVENUE SOURCE MAY BE \$0 FOR FY 1999-00 AND FY 2000-01 IF THE STATE DOES NOT ASSUME THAT REVENUES WILL BE GENERATED TO FILL THE \$1 BILLION REVENUE GAP FROM THE FAILURE OF PROPOSITION 156 AND UP TO ANOTHER \$1 BILLION REVENUE GAP IN THE STATE HIGHWAY ACCOUNT.

GENERAL APPLICATION

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

MULTI-YEAR CALL FOR PROJECTS FY 1993-94 THROUGH FY 1996-97

GENERAL APPLICATION INSTRUCTIONS

The following are instructions for the LACTC Multi-Year Call for Projects general application. These instructions are also summarized under each section of the general application.

Item 1. Project Sponsor: Identify the agency applying for funding under this Call for Projects. Only one applicant shall be listed, although the funding may be shared by more than one entity. Also, a contact person must be designated who will serve as the liaison between the LACTC and the Project Sponsor for all matters pertaining to this project application. Include the person's name, title, mailing address, direct telephone line, and fax number.

Item 2. Modal Category: Check the box of the modal category that best identifies the proposed project. A project may be eligible for funding under more than one modal category. If the proposed project will compete in more than one modal category, **A SEPARATE GENERAL APPLICATION AND MODAL APPLICATION MUST BE COMPLETED FOR EACH MODAL CATEGORY.**

Item 3. Project Title: Provide the title of the project, not to exceed one line, for which funding is requested. This title will be used on all Commission agenda items and reports. The purpose of this title is to avoid confusion by attaching an easily identifiable title to the project which will remain consistent throughout the selection process and programming period.

Item 4. Project Description Summary: Provide a project description **SUMMARY**, not to exceed three lines, for the project for which funding is requested. This project description summary will be used on all Commission agenda items and reports. The purpose of this project description summary is to avoid confusion by attaching an easily identifiable summary description to the project which will remain consistent throughout the selection process and programming period.

Item 5. Project Location & Limits of Service Area: Provide the specific location and limits of the proposed project or applicable service area. Also, attach an 8 1/2" x 11" reproducible map of the project location & limits of service area.

Item 6. Total Project Expenses: Provide the total from Attachment A, Line 39.

Item 7. Amount of Funding Requested Under this Call for Projects: Provide the total from Attachment A, Line 42.

Item 8. Proposed Project Start Date: Indicate the date on which the construction, acquisition, operation, or other activities funded under this Call for Projects begins.

LACTC MULTI-YEAR CALL FOR PROJECTS
GENERAL APPLICATION INSTRUCTIONS

Item 9. Proposed Project Completion Date: Indicate the date on which the construction, acquisition, operation, or other activities funded under this Call for Projects is completed.

Item 10. Project Planning and Readiness Information: Provide a description of project planning or study activities which have taken place that demonstrate project readiness (e.g. Project Study Report, Environmental Impact Report, Traffic Mitigation Study, Marketing Study, Local Planning efforts, etc.). This information is intended to provide the LACTC with insight into each project and is consistent with LACTC's responsibility to improve regional mobility. While this information is not intended to be used as project selection criteria, it may be used as project screening criteria.

Item 11. Other Participating Agencies & Description of Involvement: Indicate other agencies providing additional financial and/or technical support to the project and describe the nature of the involvement.

Item 12. Funding Sources Exclusion: Identify any special project/applicant features or requirements which would preclude the use of a particular funding source. A description of each funding source in this Call for Projects is included in Appendix B. Identifying a funding source that cannot be utilized for this project may adversely effect LACTC's ability to fund the project.

Item 13. Attachment A - Project Financial Plan: Attachment A of the general application consists of 4 forms as described below. The intent of Attachment A is to provide a **complete** financial summary of the project. The applicant is required to specify **ALL PROJECT EXPENSES AND FUNDING**, irrespective of their direct impact on this Call for Projects. Grant funding awarded under the LACTC Call for Projects is intended to be funding of last resort after all other potential funding sources have been considered. To ensure that this is the case, a complete financial picture for each project is necessary. All dollar amounts included in Attachment A are to be displayed as **UNINFLATED FY 1992-93 DOLLARS**.

Page 1 of 4 - All Capital Project Expenses: Identify, by Fiscal Year, all anticipated capital expenses for the project. Display all dollars as uninflated FY 1992-93 dollars.

Page 2 of 4 - All Operating Project Expenses: Identify, by Fiscal Year, all anticipated operating expenses for the project. Display all dollars as uninflated FY 1992-93 dollars.

**LACTC MULTI-YEAR CALL FOR PROJECTS
GENERAL APPLICATION INSTRUCTIONS**

Page 3 of 4 - All Project Funding Sources: Identify, by Fiscal Year, all funding sources for the project. Identify and specify all funding sources as either federal, state, local, or other. For local Proposition A and Proposition C funds, specify the category of this source (e.g. Proposition A Local Return funds, Proposition C Local Return funds, Proposition C 40% Discretionary funds).

Identify each funding source as either committed or uncommitted. Committed funding sources are those that have been committed or obligated to the project by the appropriate funding agency. This commitment shall not be contingent upon receiving funding from this Call for Projects. Uncommitted funding is that which is being planned on to fund the project but, as yet, has not been committed or obligated by the appropriate funding agency.

Display all dollars as uninflated FY 1992-93 dollars.

Page 4 of 4 - Project Financial Summary and Funding Request: Identify, by Fiscal Year, total project expenses and funding sources as specified on page 4 of 4. Also, on Line 42, identify, by Fiscal Year, the total amount of funding requested under this Call for Projects. **DO NOT** specify a funding source(s). The total funding requested under this Call for Projects must be the amount required to offset the shortfall on Line 41. Display all dollars as uninflated FY 1992-93 dollars.

Item 14. Certification: A duly authorized person (usually the city manager, general manager, executive director, or a high ranking officer authorized to sign for the organization) must sign the application.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

MULTI-YEAR CALL FOR PROJECTS
FY 1993-94 THROUGH FY 1996-97

GENERAL APPLICATION

NOTE TO APPLICANT: This general application is to be completed for ALL projects. EACH project is required to have a separate general application. ADDITIONALLY, A MODAL CATEGORY APPLICATION, SPECIFIC TO THE MODAL CATEGORY APPLIED FOR, MUST BE COMPLETED FOR EACH PROJECT. Project study reports, master plans, brochures, etc. should NOT be included with either application.

1. PROJECT SPONSOR:

Lead Agency Name/Address: _____

Contact Name & Title: _____
Phone # and Fax #: _____

2. MODAL CATEGORY (select one only):

Four Year Program (FY 1993-94 through FY 1996-97)

- | | |
|---|---------------------------|
| _____ Freeway HOV, TSM, and
Gap Closures | complete form <u>FWY</u> |
| _____ Regional Surface Transportation
Improvements | complete form <u>HWY</u> |
| _____ Bus Capital and Operations | complete form <u>BUS</u> |
| _____ Rail Capital and Operations | complete form <u>RAIL</u> |
| _____ Transportation Enhancements | complete form <u>TE</u> |
| _____ Transit Security | complete form <u>SEC</u> |

Two Year Program (FY 1993-94 through FY 1994-95)

- | | |
|--|----------------------------|
| _____ Local Traffic Systems Management
(TSM) | complete form <u>LTSM</u> |
| _____ Regional Bikeways | complete form <u>BIKE</u> |
| _____ Transportation Demand Management
(TDM) | complete form <u>TDM</u> |
| _____ Commuter Rail, Transit Centers,
and Park-N-Ride | complete form <u>CRPNR</u> |

FORM GENAP-2

3. PROJECT TITLE:
(Do not exceed 1 line. This title will be used on all Commission Call for Projects agenda items and reports.)

4. PROJECT DESCRIPTION SUMMARY:
(Do not exceed 3 lines. This description will be used on all Commission Call for Projects agenda items and reports.)

5. PROJECT LOCATION & LIMITS OF SERVICE AREA:
(Also attach an 8 1/2" x 11" reproducible map)

6. TOTAL PROJECT EXPENSES:
(Total from Attachment A, Line 39)

7. AMOUNT OF FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS:
(Total from Attachment A, Line 42)

8. PROPOSED PROJECT START DATE:

9. PROPOSED PROJECT COMPLETION DATE:

10. PROJECT PLANNING AND READINESS INFORMATION:

(Consistent with LACTC's responsibility to improve regional mobility, the following project planning and readiness information is requested. This information is intended to provide the LACTC with insight into each project. While this information is not intended to be used as project selection criteria, it may be used as project screening criteria. Below, describe any planning or study activities which have taken place that demonstrate project readiness (e.g. Project Study Report, Environmental Impact Report, Traffic Mitigation Study, Marketing Study, Local Planning efforts, etc.)):

11. OTHER PARTICIPATING AGENCIES & DESCRIPTION OF INVOLVEMENT:

(Indicate other agencies providing additional financial and/or technical support to the project and describe the nature of the involvement)

12. FUNDING SOURCES EXCLUSION:

(Below, Identify any special project/applicant features or requirements which would preclude the use of a particular funding source. Also, identify the funding source the applicant feels would be precluded. A description of each funding source in this Call for Projects is included in Appendix B. Identifying a funding source that cannot be utilized for this project may adversely effect LACTC's ability to fund the project.)

13. ATTACHMENTS:

Complete the projected Financial Plan for the project (Attachment A). Clearly identify all funding sources as either committed or uncommitted. All dollar amounts should be UNINFLATED FY 1992-93 DOLLARS.

14. CERTIFICATION:

A duly authorized person (usually the city manager, general manager, executive director, or a high ranking officer authorized to sign for the organization) shall sign this application.

Signature Date

Title

ATTACHMENT A -- Page 1 of 4

LACTC MULTI-YEAR CALL FOR PROJECTS GENERAL APPLICATION
PROJECT FINANCIAL EXPENSES

NOTE TO APPLICANT: DISPLAY ALL DOLLARS AS UNINFLATED FY 1992-93 DOLLARS

ALL CAPITAL PROJECT EXPENSES

#	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	BEYOND FY 1996-97	TOTAL PROJECT
1	\$	\$	\$	\$	\$	\$
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12	\$	\$	\$	\$	\$	\$

ATTACHMENT A - Page 2 of 4

LACTC MULTI-YEAR CALL FOR PROJECTS GENERAL APPLICATION
PROJECT FINANCIAL EXPENSES

NOTE TO APPLICANT: DISPLAY ALL DOLLARS AS UNINFLATED FY 1992 - 93 DOLLARS

ALL OPERATING PROJECT EXPENSES

#	ALL OPERATING PROJECT EXPENSES	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	BEYOND FY 1996-97	TOTAL PROJECT
13	OPERATIONS	\$	\$	\$	\$	\$	\$
14	ADMINISTRATION						
15	OTHER (SPECIFY; e.g. EIR, PSR, PIR):						
16							
17							
18							
19							
20	TOTAL OPERATING PROJECT EXPENSES	\$	\$	\$	\$	\$	\$

ATTACHMENT A - Page 3 of 4

LACTC MULTI-YEAR CALL FOR PROJECTS GENERAL APPLICATION
PROJECT FINANCIAL FUNDING SOURCES

NOTE TO APPLICANT: DISPLAY ALL DOLLARS AS UNINFLATED FY 1992-93 DOLLARS

ALL PROJECT FUNDING SOURCES

(OTHER THAN FUNDS REQUESTED UNDER THIS CALL FOR PROJECTS)

#	ALL PROJECT FUNDING SOURCES	NOTATE IF COMMITTED OR UNCOMMITTED	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	BEYOND FY 1996-97	TOTAL PROJECT
	LIST ALL FUNDING SOURCES:							
21	FEDERAL (SPECIFY):		\$	\$	\$	\$	\$	\$
22								
23								
24								
25	STATE (SPECIFY):							
26								
27								
28								
29	LOCAL (SPECIFY):							
30								
31								
32	OTHER (SPECIFY; e.g. Private Funds):							
33								
34								
35								
36	TOTAL PROJECT FUNDING (Less Call for Projects Funding)		\$	\$	\$	\$	\$	\$

ATTACHMENT A - Page 4 of 4
 LACTC MULTI-YEAR CALL FOR PROJECTS GENERAL APPLICATION
 PROJECT FINANCIAL SUMMARY

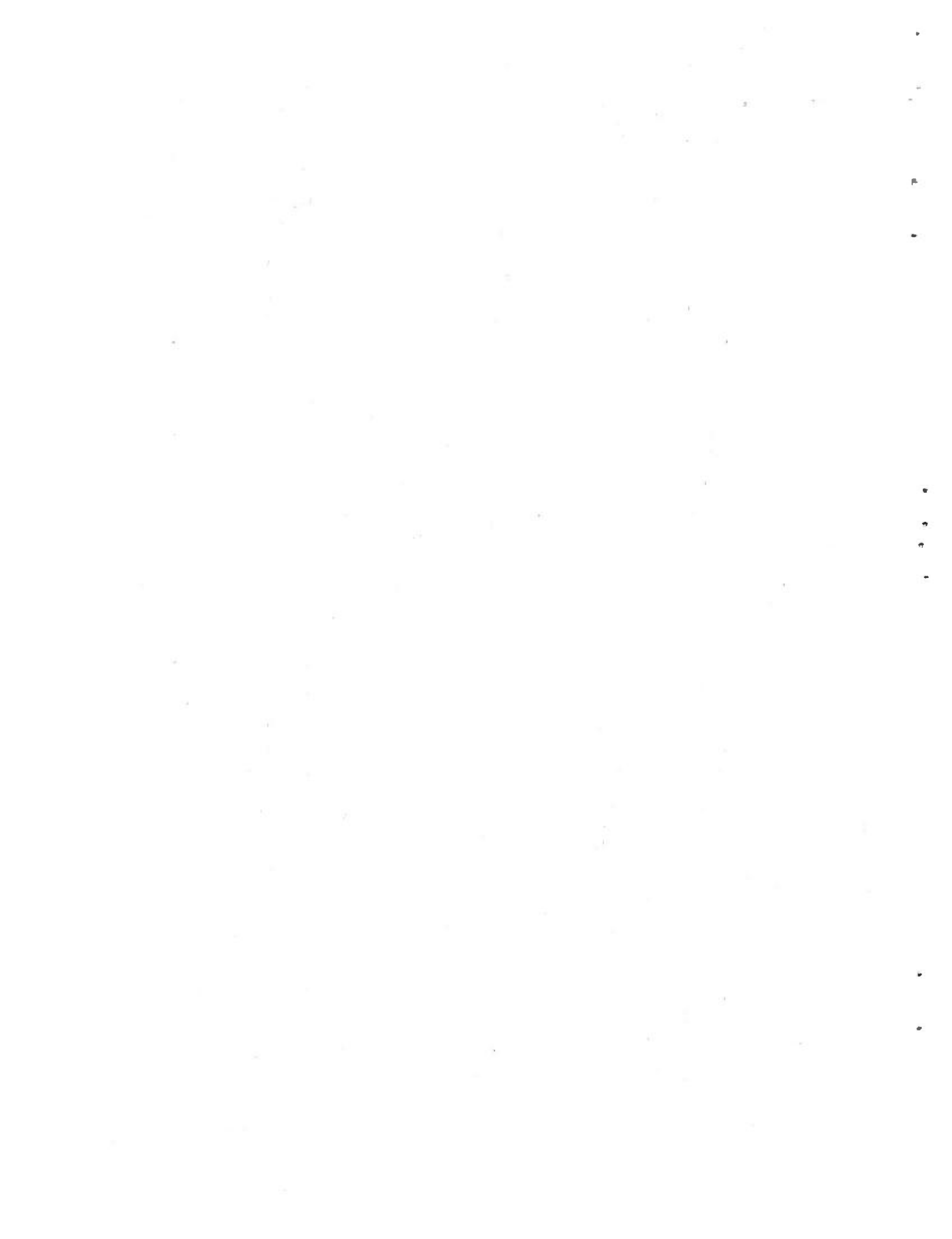
NOTE TO APPLICANT: DISPLAY ALL DOLLARS AS UNINFLATED FY 1992-93 DOLLARS

#	PROJECT FINANCIAL SUMMARY	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	BEYOND FY 1996-97	TOTAL PROJECT
37	TOTAL CAPITAL PROJECT EXPENSES (Line 12)	\$	\$	\$	\$	\$	\$
38	TOTAL OPERATING PROJECT EXPENSES (Line 20)	\$	\$	\$	\$	\$	\$
39	TOTAL PROJECT EXPENSES (Line 37 + Line 38)	\$	\$	\$	\$	\$	\$
40	TOTAL PROJECT FUNDING (Less Call for Projects) (Line 36)	\$	\$	\$	\$	\$	\$
41	TOTAL PROJECT SHORTFALL (Line 40 minus Line 39) (Must be negative; if positive, this project is NOT ELIGIBLE for funding under this Call for Projects)	\$	\$	\$	\$	\$	\$

11

FUNDING REQUEST UNDER THIS CALL FOR PROJECTS

#	FUNDING REQUEST UNDER THIS CALL FOR PROJECTS	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	BEYOND FY 1996-97	TOTAL PROJECT
42	TOTAL FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS THIS IS THE AMOUNT REQUIRED TO OFFSET THE SHORTFALL ON LINE 41. (DO NOT specify funding source)	\$	\$	\$	\$	\$	\$



**SPECIFIC MODAL CATEGORY
APPLICATIONS**

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

MULTI-YEAR CALL FOR PROJECTS FY 1993-94 THROUGH FY 1996-97

MODAL CATEGORY APPLICATIONS OVERVIEW

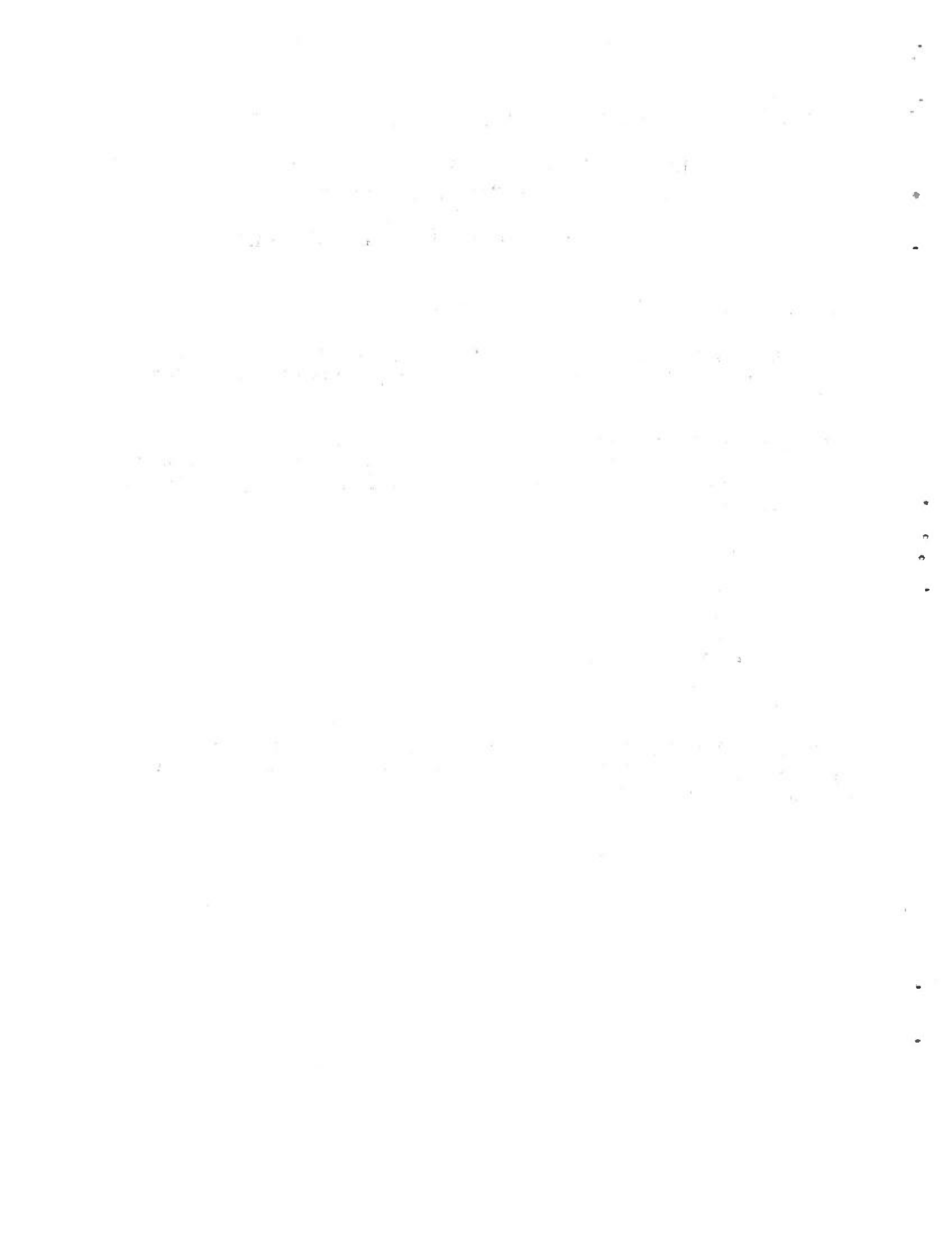
Each Modal Application contains the following information:

Project Priorities Policy Statement: This statement provides an overview of the modal category and gives examples of the types of projects that will and will not be funded under that modal category.

Project Evaluation Criteria and Weighting: All modal categories will use the same eight project evaluation criteria to evaluate and rank projects within each mode. However, the criteria will be defined and weighted differently as appropriate for each modal category. The eight project evaluation criteria are as follows:

- Regional Significance
- Intermodal Integration
- Environmental Enhancement
- Cost Effectiveness
- Project Need
- Equity and Economic Development
- Prior Commitments
- Leveraging of Funding Sources

Modal Specific Application Form: Each modal application form is intended to augment the general application form and provide additional information relative to the project evaluation criteria for each modal category.



**FREEWAY - HOV, TSM, GAP
CLOSURES**

FREEWAYS - HOV LANES, TSM, AND GAP CLOSURES

The 30-Year Plan sets forth a three-pronged program for Los Angeles County's Freeway System: HOV lanes, TSM (including incident management) and the closure of a few remaining gaps in the freeway network.

HOV projects will be generally programmed consistent with the 30-Year Plan as revised from time to time. The Plan was a cooperative effort with Caltrans and the Commission using LACTC approved criteria of providing carpool lanes in congested corridors which will not be served by Metro Rail by the year 2000 and addressing issues of safety, cost effectiveness, system connectivity and public agency input. The HOV Early Implementation Program is aimed at providing maximum coverage in the most congested corridors within a relatively short time, and at relatively lower costs. When appropriate, Park-and-Ride project and Bus Expansion projects should reflect and be coordinated with the HOV Plan and Program.

The 30-Year Plan envisions the completion of the Freeway TSM Program within the next 3 to 4 years. The purpose of the TSM Program is to manage the existing freeway system more efficiently utilizing a network of various traffic management components such as pavement detectors, closed circuit television cameras, and changeable message signs linked by modern two-way communication systems to a state-of-the-art Traffic Management Center which will be the nerve center of the freeway TSM system.

The System also includes major Incident Management strategies such as Metro Freeway Service Patrol (FSP) and other incident management strategies to improve the detection, response and clearance time of unpredictable incidents on the Freeway System.

Though other public agencies may apply for funding in this category, it is expected that most of the projects funded in this category will be submitted by Caltrans and the CHP in response to the overall direction outlined in the 30-Year Plan.

FORM FWY-1

FREEWAYS - HOV LANES, TSM AND GAP CLOSURES

Project Title: _____

Project Description:

Please provide a brief description of the project, its cost, and its benefits or the results expected from completion of the project.

Project Financial Data:

Please provide the total cost of the project, the amount of assistance being requested, and a projected schedule showing the implementation and cash drawdown for the project (Current year dollars).

Screening Criteria:

The California Transportation Commission (CTC) is requesting information related to the following screening criteria for all candidate projects.

	Yes	No
A. Is the project in an area of existing congestion?	_____	_____
B. Is the project consistent with the Regional Transportation Plan?	_____	_____
C. Is the project consistent with the Congestion Management Program (CMP)?	_____	_____
D. Is the project in a plan with Air Quality conformity findings?	_____	_____
E. Does the project have a completed PSR or PSR equivalent (or will have by 9/93)?	_____	_____

FORM FWY-2

- F. Is the applicant willing and able to maintain and operate the project upon completion of this funding? _____
- G. Does the applicant have a certified pavement management system? _____

EVALUATION CRITERIA

1. REGIONAL SIGNIFICANCE (20%)

Please describe how this project provides relief to the CMP network, and a LACTC Congested Corridor. Is it part of a regional program identified in the 30 Year Financial Plan or other regional plan or program?

2. INTERMODAL INTEGRATION (5%)

Please describe how this project enhances the design and operation of the freeway system to encourage use and utility of transit and other ridesharing. Describe how it provides improved operation of the freeways by providing improved incident management and operations management?

3. ENVIRONMENTAL ENHANCEMENTS (5%)

Please describe how this project will enhance the environment through the reduction of air pollution, energy consumption, and transportation related noise. Does the project implement a transportation control measure from the adopted Air Quality Management Plan (AQMP)?

4. COST EFFECTIVENESS (20%)

Please provide information and projections regarding the cost per annual hours of delay or congestion reduced through implementation of this project. Also discuss, as appropriate, the system wide impacts of the project and how the implementation of this project will provide congestion relief in a timely manner.

5. PROJECT NEED (20%)

Please provide information regarding how this project will help to maintain or improve the level of service or travel times on the route and in the Congested Corridor. Identify any expected safety or other synergistic benefits the project may cause.

6. EQUITY AND ECONOMIC DEVELOPMENT (5%)

Please describe how the project encourages economic development, including employment. Does it provide increased access or improved mobility to an economically disadvantaged area, or provide improved access to an employment center, enterprise zone, or other major commerce center?

7. PRIOR COMMITMENTS (20%)

Please cite any prior LACTC actions or commitments regarding this project and/or program. Note if the project is identified, either specifically or as part of a program, in the LACTC 30-Year Integrated Transportation Plan.

8. LEVERAGE OF FUND SOURCES (5%)

Please describe the sponsoring agency's commitment to operate and maintain the project. Identify the source and amount of local funding, including both "hard" and "soft" match, which will be used for this project.

FORM FWY-5

FREEWAY - HOV LANES, TSM, AND GAP CLOSURES

Project Proposed: _____

Project Length: _____ (miles) Project Limits: _____ (post miles)

	<u>Existing Conditions</u>	<u>Projected Conditions (Year 2000)</u>
Number Lanes (both directions)		
mixed flow:	_____	_____
HOV:	_____	_____
Level of Service (peak hours)	_____	_____
Duration of LOS E or F:	_____	_____
Peak Period Duration (hrs)		
morning:	_____	_____
afternoon:	_____	_____
Traffic Volumes		
Average Daily Traffic (two-way):	_____	_____
Peak Hour Volume:	_____	_____
Trucks (ADT):	_____	_____
Peak Hour Trucks:	_____	_____
% of Trucks:	_____	_____
Volume/Capacity:	_____	_____
Average Peak Period Travel Speeds ¹		
morning (mph):	_____	_____
afternoon (mph):	_____	_____
Incident Management		
vehicles assisted (number):	_____	_____
response time (minutes):	_____	_____
Number of Accidents/Year:	_____	_____
Ridesharing Level (number of vehicles/day) ²		
2 occupant carpools:	_____	_____
3+ occupant carpools:	_____	_____
Vanpools:	_____	_____
Buses (35' and longer):	_____	_____

Notes: ¹ Use test-car travel-time run method per HCM.
 ² State determination method (i.e. check point count or survey).

**REGIONAL SURFACE
TRANSPORTATION
IMPROVEMENTS**

REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS **(Regional Arterials, Interchanges, Grade Separations, Goods Movement)**

This category is reserved for major capital improvements to regionally significant arterial highways, that are beyond the normal funding capability of the affected local agency(ies).

Of particular concern to the Commission is the regional significance of the project as evidenced by the subject highway's functional or other classification (CMP System, Local/County General Plan designation, etc.), its regional continuity (length), usage (traffic volume), and connectivity to major activity centers or transportation facilities (e.g. freeways, ports, and terminals, etc.)

Because these regionally significant projects could also compete in the STIP, a PSR will be required prior to project approval. If a state facility is involved, technical feasibility must be agreed to by Caltrans as evidenced by an approved PSR prior to project approval for funding.

Though a local financial match is not absolutely required, the degree of local match as well as the local financial capability will be weighted in the final project evaluation and selection.

**REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS EVALUATION CRITERIA
(Regional Arterials, Interchanges, Grade Separations, Goods
Movement Facilities and Programs)**

Project Title: _____

Project Description:

Please provide a brief description of the project, its cost, and its benefits or the results expected from completion of the project.

Project Financial Data:

Please provide the total cost of the project, the amount of assistance being requested, and a projected schedule showing the implementation and cash drawdown for the project (Current year dollars).

Screening Criteria:

The California Transportation Commission (CTC) is requesting information related to the following screening criteria for all candidate projects.

	Yes	No
A. Is the project in an area of existing congestion?	_____	_____
B. Is the project consistent with the Regional Transportation Plan?	_____	_____
C. Is the project consistent with the Congestion Management Program (CMP)?	_____	_____
D. Is the project in a plan with Air Quality conformity findings?	_____	_____

FORM HWY-2

- E. Does the project have a completed PSR or PSR equivalent (or will have by 9/93)? _____
- F. Is the applicant willing and able to maintain and operate the project upon completion of this funding? _____
- G. Does the applicant have a certified pavement management system? _____

EVALUATION CRITERIA

1. REGIONAL SIGNIFICANCE (25%)

Please describe how this project provides relief to the CMP network, and a LACTC Congested Corridor. Is it part of a regional program identified in the 30 Year Financial Plan or other regional plan or program?

2. INTERMODAL INTEGRATION (5%)

Please describe how this project enhances the operation of major truck routes or provides improved truck access to ports, airports, or major warehouse districts. Does the facility improve the travel time and utility of rail freight operations?

FORM HWY-3

3. ENVIRONMENTAL ENHANCEMENTS (5%)

Please describe how this project will enhance the environment through the reduction of air pollution, energy consumption, and transportation related noise. Is there significant support for the project throughout the community? Does the project implement a transportation control measure from the adopted Air Quality Management Plan (AQMP)?

4. COST EFFECTIVENESS (10%)

Please provide information and projections regarding the cost per annual hours of delay or congestion reduced through implementation of this project. Also discuss, as appropriate, the system wide impacts the project may have, and how timely the implementation of this project may be in providing congestion relief.

5. PROJECT NEED (20%)

Please provide information regarding how this project will help to maintain or improve the level of service or travel times on the route and in the Congested Corridor. Identify any expected safety or other synergistic benefits the project may cause.

FORM HWY-4

6. EQUITY AND ECONOMIC DEVELOPMENT (5%)

Please describe how the project encourages economic development, including employment. Does it provide increased access or improved mobility to an economically disadvantaged area, or provide improved access to a port, airport, employment center, enterprise zone, or other major commerce center? Will there be identifiable economic impacts if the project is not implemented?

7. PRIOR COMMITMENTS (20%)

Please cite any prior LACTC actions or commitments regarding this project and/or program. Note if the project is identified, either specifically or as part of a program, in the LACTC 30-Year Integrated Transportation Plan.

8. LEVERAGE OF FUND SOURCES (10%)

Please describe the sponsoring agencies commitment to operate and maintain the project. Identify the source and amount of local funding, including both "hard" and "soft" match, which will be used for this project.

FORM HWY-5

REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS

(Regional Arterials, Interchanges, Grade Separations, Goods Movement)

Project Proposed: _____

Project Length (or Location): _____

Project Limits: _____
(post miles or intersecting street)

Project Type: New Interchange Railroad Goods Movement
 Interchange Intersec. Imprvmt. Major Arterial Imprvmt.
 Interchange Improvement Grade Separation
 Other

Interchange Type: 2 Quad Cloverleaf Spread Diamond Tight Diamond
 (Applicant must complete the California Transportation Commission prescribed "Funding Policy for Interchanges and Crossings on the State Highway System" - call Area Team for copy.)

<u>Traffic Information</u>	<u>Current Conditions</u>		<u>Projected Conditions</u> (Year 2000)	
	<u>Freeway</u>	<u>Surface</u>	<u>Freeway</u>	<u>Surface</u>
Average Daily Traffic: (two-way ADT)	_____	_____	_____	_____
Level of Service (peak hours): Duration of LOS E or F:	_____ _____	_____ _____	_____ _____	_____ _____
Number of Lanes: (both directions)	_____	_____	_____	_____
Lane Widths (feet):	_____	_____	_____	_____
Volume/Capacity:	_____	_____	_____	_____
Peak Hour Volume (morning):	_____	_____	_____	_____
Peak Hour Volume (afternoon):	_____	_____	_____	_____
Avg. Peak Period Travel Speeds ¹ morning (mph):	_____	_____	_____	_____
afternoon (mph):	_____	_____	_____	_____
Peak Period Duration (hrs):	_____	_____	_____	_____
Number of Accidents/Year:	_____	_____	_____	_____
<u>Freight Movement</u>				
Truck Volume (two-way ADT):	_____	_____	_____	_____
Peak Period Truck Volume:	_____	_____	_____	_____
	<u># per day</u>	<u>length</u>	<u># per day</u>	<u>length</u>
Freight Trains:	_____	_____	_____	_____

Note: ¹ Use test-car travel-time run method per HCM.

**LOCAL TRAFFIC SYSTEMS
MANAGEMENT (TSM)**

LOCAL TRAFFIC SYSTEMS MANAGEMENT (TSM)

The purpose of the Local TSM category is to improve the efficiency of the existing roadway system through relatively low-cost traffic operation measures, rather than the construction of major capital improvements (e.g. new or widened roadways). The Prop C Guidelines provide direction:

Priority will be given to projects by local jurisdictions which relieve congestion in major travel corridors served by transit and involve the multi-jurisdictional coordination of traffic signals and other traffic controls, where appropriate, including, but not limited to, peak hour parking prohibitions and coordinated freeway/surface street directional signing, where warranted. The sponsoring agency(ies) must be willing to provide for the ongoing maintenance and operation of the improvements. These funds are for new or improved facilities that reduce congestion and not for projects that restor or rehabilitate existing facilities (e.g. pavement restoration).

Though a local financial match is not absolutely necessary, the degree of local match as well as the local financial capability will be given weight in the final project evaluation and selection.

FORM LTSM-1

LOCAL TSM EVALUATION CRITERIA

Project Title: _____

Project Description: _____

Please provide a brief description of the project, its cost, and its benefits or the results expected from completion of the project.

Project Financial Data:

Please provide the total cost of the project, the amount of assistance being requested, and a projected schedule showing the implementation and cash drawdown for the project (Current year dollars).

EVALUATION CRITERIA

1. REGIONAL SIGNIFICANCE (25%)

Please describe how this project provides relief to the CMP network, and a LACTC Congested Corridor. Is it part of a regional program identified in the 30-Year Financial Plan or other regional plan or program? Is the project multi-jurisdictional, or sufficiently large in scope to be considered a regional project?

FORM LTSM-2

2. INTERMODAL INTEGRATION (5%)

Please describe how this project enhances the operation of major truck routes, improve or encourage the use of transit, provides access to a public transportation facility (rail or bus terminal, park and ride lot, airport, or port).

3. ENVIRONMENTAL ENHANCEMENTS (5%)

Please describe how this project will enhance the environment through the reduction of air pollution, energy consumption, and transportation related noise. Is there significant support for the project throughout the community? Does the project implement a transportation control measure from the adopted Air Quality Management Plan (AQMP)?

4. COST EFFECTIVENESS (20%)

Please provide information and projections regarding the cost per annual hours of delay or congestion reduced through implementation of this project. Also discuss, as appropriate, the system wide impacts the project may have, and how timely the implementation of this project may be in providing congestion relief.

FORM LTSM-3

5. PROJECT NEED (20%)

Please provide information regarding how this project will help to maintain or improve the level of service or travel times on the route and in the Congested Corridor. Identify any expected safety or other synergistic benefits the project may cause. Explain how the project enhances the system integrity and continuity?

6. EQUITY AND ECONOMIC DEVELOPMENT (5%)

Please describe how the project encourages economic development, including employment. Does it provide increased access or improved mobility to an economically disadvantaged area, or provide improved access to a port, airport, employment center, enterprise zone, or other major commerce center? Will there be identifiable economic impacts if the project is not implemented?

7. PRIOR COMMITMENTS (10%)

Please cite any prior LACTC actions or commitments regarding this project and/or program. Note if the project is identified, either specifically or as part of a program, in the LACTC 30-Year Integrated Transportation Plan.

8. LEVERAGE OF FUND SOURCES (10%)

Please describe the sponsoring agencies commitment to operate and maintain the project. Identify the source and amount of local funding, including both "hard" and "soft" match, which will be used for this project.

FORM LTSM-5

LOCAL TRAFFIC SYSTEMS MANAGEMENT (TSM)

Project Proposed: _____

Project Length: _____ Project Limits: _____
 (miles) (intersecting street names or post miles)

	<u>Existing</u> <u>Conditions</u>	<u>Projected</u> <u>Conditions</u> (Year 2000)
Number of Through Lanes (both directions)		
mixed flow:	_____	_____
HOV:	_____	_____
Lane Width (feet):	_____	_____
Total Number of Signalized Intersections:	_____	_____
Level of Service at Most Congested Intersections:		
Number of Intersections:	_____	_____
Duration of LOS E or F:	_____	_____
Peak Period Duration (hrs)		
morning:	_____	_____
afternoon:	_____	_____
Traffic Volumes		
Average Daily Traffic (two-way):	_____	_____
Peak Hour Volumes (morning):	_____	_____
Peak Hour Volumes (afternoon):	_____	_____
% of Trucks:	_____	_____
Volume/Capacity:	_____	_____
Average Peak Period Travel Speeds ¹		
morning (mph):	_____	_____
afternoon (mph):	_____	_____
Number of Accidents/Year:	_____	_____
If proposing HOV lane:		
Ridesharing Level (number of vehicles/day) ²		
2 occupant carpools:	_____	_____
3+ occupant carpools:	_____	_____
Vanpools:	_____	_____
Buses (35' and longer):	_____	_____

Has a regularly scheduled fixed route public transit line been in existence on this street or highway for the last 12 months, and is this bus service expected to continue? Yes No

<u>Transit Services: Operator</u>	<u>Bus Line(s) Number</u>
_____	_____
_____	_____
_____	_____

Notes: ¹ Use test-car travel-time run method per HCM.
 ² State determination method (i.e. check point count or survey).

REGIONAL BIKEWAYS

REGIONAL BIKEWAY PROGRAM

Regional Bikeway funds are intended for capital outlays required for the design and construction of bicycle lanes and paths. Project applications for cyclist amenities (such as lockers and racks) and bicycle programs (such as safety education and marketing) should be submitted under the Transportation Demand Management category.

Successful projects will provide a gap closure in or otherwise contribute to the existing regional network. An effort will be made to fund projects in each of the geographic areas. City and agency staff positions will not be funded out of this program.

Regional Bikeway applications will be ranked by LACTC staff according to their relative scores in the eight screening criteria. Applicants are therefore encouraged to submit additional narrative as appropriate that will address each of the ranking criteria. Project scoring and ranking criteria are provided.

**REGIONAL BIKEWAY PROGRAM
SCORING AND RANKING CRITERIA**

- | | | |
|----|---|-----|
| 1. | Regional Significance | 25% |
| | <ul style="list-style-type: none"> ○ contributes to commuter usefulness ○ provides connectivity with or easy access to other regional bikeways ○ is part of a larger commuter bicycle network ○ contributes to a direct and continuous commuter route | |
| 2. | Intermodal Integration | 10% |
| | <ul style="list-style-type: none"> ○ provides linkage with other transportation modes ○ facilitates bicycle/transit trips (e.g., bike lockers, racks, etc.) | |
| 3. | Environmental Enhancement | 10% |
| | <ul style="list-style-type: none"> ○ coordinates with adjacent greenway improvements ○ provides access to recreational, cultural, and historic points of interest ○ has demonstrated support from adjacent jurisdictions or communities ○ is expected to encourage people to make bicycle trips instead of auto trips | |
| 4. | Cost Effectiveness | 10% |
| | <ul style="list-style-type: none"> ○ project cost compares well to similar projects ○ shows demonstrated commitment to out-year funding for completion of the project and maintenance | |
| 5. | Project Need | 20% |
| | <ul style="list-style-type: none"> ○ improves existing conditions for bicyclists ○ serves a previously unserved population ○ eliminates bottlenecks, obstacles, or gaps ○ increases personal safety/security of cyclist ○ provides for property security | |
| 6. | Equity and Economic Development | 5% |
| | <ul style="list-style-type: none"> ○ Destinations Served; <ul style="list-style-type: none"> - access to transit - access to activity centers - access to schools | |
| 7. | Prior Commitments | 10% |
| | <ul style="list-style-type: none"> ○ previous Commission actions in support of this project | |
| 8. | Leveraging of Fund Sources | 10% |
| | <ul style="list-style-type: none"> ○ degree of local contributions | |

FORM BIKE-1

REGIONAL BIKEWAYS

Project Name: _____

Length in Miles: _____

Facility or Improvement Type: _____
(Class I, Class II, Amenities, etc.)

Are design or construction funds requested?: _____

Please provide additional pages as appropriate to address the following areas on which projects will be rated:

- 1. Regional Significance: 25%**
 - Describe how this project contributes to commuter usefulness.
 - Will this planned bikeway connect to any existing or funded bikeways?
 - How does this project relate to the larger commuter bicycle network?
 - How does this project contribute to a direct and continuous commuter route?
 - Are there other agencies besides the applicant with an interest in this project? Describe their involvement or attach letters of support.

- 2. Intermodal Integration: 10%**
 - How does this project provide linkage with and facilitate the use of other transportation modes?

- 3. Environmental Enhancement: 10%**
 - Does this planned bikeway have any aesthetic attributes?
 - Is this project planned in conjunction with other transportation or greenway projects?

- 4. Cost Effectiveness: 10%**
 - How does the project cost compare with the cost of similar projects?

FORM BIKE-2

- Can you demonstrate commitment to out-year funding for completion of the project and maintenance?
- Provide projected or actual use per day. Projected use is determined by the following formula:

Current bicyclist use of nearby bikeways or streets or a connecting bikeway + A maximum of 5% of the current daily trips to the destination point

- Estimate riders per mile per Regional Bikeway grant request.
5. Project Need 20%

- How do engineering solutions proposed correct safety problems encountered by the cyclist?
- What amenities in the project, such as fencing, lighting, security patrols, increase the personal safety of the cyclist?
- How does this project serve a previously unserved population?
- How does this project eliminate bottlenecks, obstacles, or gaps?
- Are there elements of this project which provide for property security?
- How does this project otherwise improve existing conditions for cyclists?

6. Equity and Economic Development 5%

- What commuter destinations will this project serve?
- How will the project provide access to transit, access to activity centers, access to schools?

7. Prior Commitments 10%

- Has the LACTC taken previous actions in support of this project?
- Has the project received Regional Bikeway funds in the past?

Amount Allocated Year Allocated

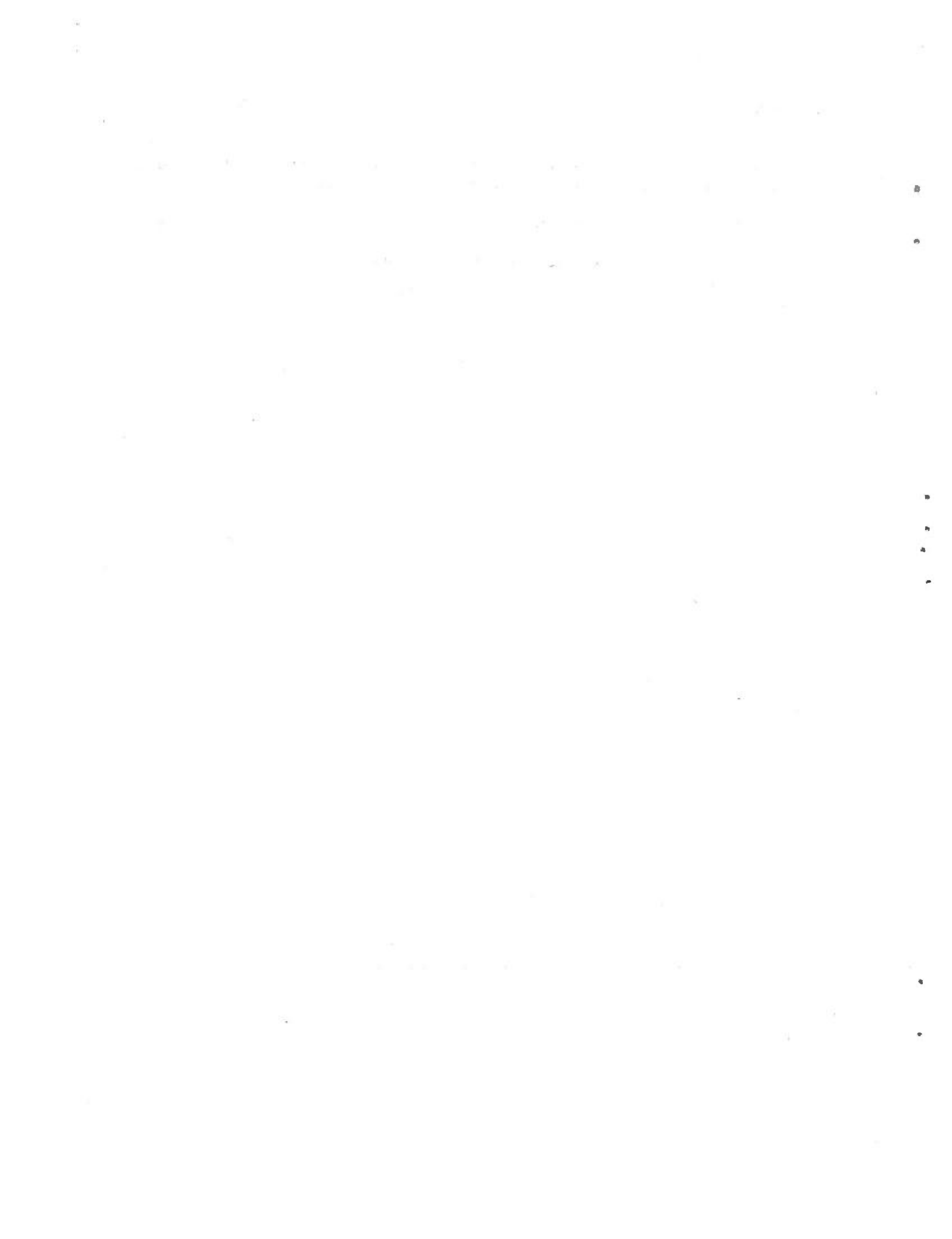
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FORM BIKE-3

- What evidence do you have of community support for this project? Attach letters if available.

8. Leveraging of Fund Sources 10%

- What is the degree of local contributions? What other funding sources have been committed?



**COMMUTER RAIL,
TRANSIT CENTERS,
AND PARK-N-RIDE**

COMMUTER RAIL, TRANSIT CENTERS, PARK & RIDE

This category focuses on commuter rail, transit center, and park-and-ride projects that are expected to have the greatest significance to the overall regional transportation network.

Commuter rail funds are largely intended to be applied toward LACTC's share in systemwide capital and operating costs for the expanding Metrolink network. Commission policy states that cities are responsible for funding local commuter rail stations with local funds; however, Commission participation can be considered for cities faced with unusually high costs associated with accommodating regional needs (such as parking lots exceeding 500 spaces or capital improvements to allow major transit access). For example, the Commission has taken specific action to consider funding for stations along the Riverside (Union Pacific) Line since these parking areas will be much larger and both right-of-way acquisition and construction is likely to be far more expensive.

Transit centers considered regionally significant are those which serve as a "hub" for coordinating transfers among a number of bus lines, with convenient rail connections where feasible. Regionally significant park-and-ride lots are identified by proximity to the freeway network, demonstrated need for expansion, significant capacity, and transit access. Freeway bus stops may be considered under this category if incorporated into one of these projects.

**COMMUTER RAIL/TRANSIT CENTERS/PARK & RIDE SCORING
AND RANKING CRITERIA**

- 1. Regional Significance** **20%**
 - Significant increase in parking or transit capacity created
 - Location provides easy access to the regional transportation network
 - Project allows access to major trip generators

- 2. Intermodal Integration** **10%**
 - Project provides efficient design for a variety of mode transfer opportunities

- 3. Environmental Enhancement** **5%**
 - Ability to reduce single occupant vehicle trips
 - Incorporation of attractive design features and landscaping
 - Demonstrated support from adjacent jurisdictions or communities

- 4. Cost Effectiveness** **15%**
 - Favorable cost per parking space or transit capacity created

- 5. Project Need** **20%**
 - Existing facilities demonstrated as lacking or insufficient to meet projected demand

- 6. Equity and Economic Development** **15%**
 - Provides access to economic activity center, redevelopment area or enterprise zone
 - Serves economically impacted areas
 - Provides access to a community currently underserved
 - Encourages economic development or retains existing jobs

- 7. Prior Commitments** **5%**
 - Project has previous LACTC action in support of implementation

- 8. Leveraging of Fund Sources** **10%**
 - Extent of local jurisdiction or private funding
 - Extent of state or federal funding

FORM CRPNR-1

COMMUTER RAIL, TRANSIT CENTERS, & PARK-AND-RIDE

Project Title: _____

Project Type: _____

- _____ Commuter Rail Station
- _____ Bus Transit Center
- _____ Transit Joint Development
- _____ Freeway Transit Facility

Project Description:

Please provide a complete description of the proposed facility, including the following:

- Purpose of facility, with discussion of the market this project is intended to serve.
- Physical elements such as land requirements (acres); number of parking spaces provided; kiss-and-ride, bus layover/drop off, disabled parking and bicycle storage areas. If your facility includes any structures, please elaborate on their purpose.
- Briefly address how project will be maintained once completed, how maintenance will be funded, and whether security will be provided.
- Attach sketch.

ELIGIBILITY CRITERIA:

1. REGIONAL SIGNIFICANCE (20%)

Total Parking Spaces Created:

 Carpool:

 Handicapped:

Freeways and Major Arterials Served (within 1/4 mile):

Rail Transit Services Served:

(List lines, frequencies and service hours)

Bus Transit Services Served:

(List lines, frequencies and service hours)

FORM CRPNR-2

Special Trip Generators Served:

2. INTERMODAL INTEGRATION (10%)

List modes that directly interface with facility. You may wish to elaborate on how modes are designed to integrate with one another if not covered under your earlier project description.

3. ENVIRONMENTAL ENHANCEMENT (5%)

Describe the level of community support and cooperation with other agencies and jurisdictions. Note any landscaping or attractive design features.

4. COST EFFECTIVENESS (15%)

Staff will attempt to assess how the total cost of your proposed project compares to similar types of projects. The general comparison to be made will be the relationship of the total project cost to the amount of transit or parking capacity created. If there are particular factors you feel should be taken into account, please describe below.

5. PROJECT NEED (20%)

Please provide any data or description demonstrating demand for this project.

FORM CRPNR-3

6. EQUITY AND ECONOMIC DEVELOPMENT (15%)

Address how the project provides access to an economic activity center, redevelopment area or enterprise zone; serves economically impacted areas; provides access to a community with inadequate transportation service; encourages economic development or retains existing jobs.

7. PRIOR COMMITMENTS (5%)

Cite any previous actions taken by the LACTC regarding this project.

8. LEVERAGING OF FUND SOURCES (10%)

Describe all other financial commitments for this project.



**TRANSPORTATION DEMAND
MANAGEMENT (TDM)**

TRANSPORTATION DEMAND MANAGEMENT (TDM)

WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

Transportation Demand Management (TDM) is a set of actions designed to decrease the volume of traffic and vehicle miles travelled (VMT) by influencing the manner in which people travel. Transportation demand management generally refers to policies, programs, and actions that are directed towards increasing the use of high occupancy vehicles (transit, carpooling, and vanpooling) and the use of bicycling and walking. TDM also can include activities that encourage commuting outside the congested peak period, and that encourage telecommuting as an alternative to driving.

An effective demand management program requires offering a wide choice of travel alternatives to driving alone so that travellers can choose an option that best meets their needs, providing incentives to use those alternatives, and securing broad private and public sector support and participation in TDM programs. Projects which have an ability to reduce single occupancy trips, eliminate peak period trips, reduce trips to major trip attractors and trip generators, as well as new and innovative methods of reducing congestion through managing demand will be considered in the LACTC TDM call for projects.

WHAT IS THE RELATIONSHIP BETWEEN TCM, TDM AND TSM?

Transportation Control Measures (TCMs) are actions which are designed to reduce mobile sources of emissions. TCMs encompass elements of both TDM and Transportation System Management (TSM). In practice, there is considerable overlap among the terms TCM, TSM and TDM, and they are often used interchangeably.

For the purpose of this application, TSM projects are generally low cost (although some projects are moderate to high cost), operational improvements to the existing street and highways network which will be implemented in the short-term and which will enable more efficient management of the existing network. These measures include signal synchronization, the SMART streets program, traffic operations improvements, and local TSM programs as have been funded in the past. TSM can also include traffic flow improvements, high occupancy vehicle lanes, and park-and-ride lots. TSM and Park-and-Ride projects are not eligible for TDM program funds and must be considered under the TSM and Park-and-Ride project funding categories.

WHAT REGULATIONS UNDERSCORE THE IMPORTANCE OF TCMs?

Because of the non-attainment status of the South Coast Air Basin for National Ambient Air Quality Standards (NAAQS) as well as the requirements of the State Clean Air Act, this region must adopt and implement specific Transportation Control Measures (TCMs). These measures must be implemented as necessary to demonstrate attainment of air quality standards by certain deadlines.

Sixteen categories of TCMs are included in Section 108(f) of the Clean Air Act and are listed below.

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles(HOV);
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;
- (vi) fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both in terms of time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) [EXCLUDED FROM ISTEAD FUNDING] programs to reduce vehicle emissions caused by extreme cold start conditions, consistent with Title II;
- (xiii) employer-sponsored programs to permit flexible work schedules;

- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest; and
- (xvi) [EXCLUDED BY ISTEA] programs to encourage voluntary removal from use and the marketplace of pre-1980 model light duty vehicles.

These measures must be systematically considered and evaluated in the development of State Implementation Plan (SIP) revisions for air quality. Further, these projects must be given priority consideration when utilizing Congestion Mitigation and Air Quality funding under the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA requires coordination between transportation and air quality planning agencies, and provides funding to help regions such as ours develop and implement the transportation portions of the SIP which includes the Air Quality Management Plan (AQMP).

The AQMP calls upon cities to implement many different types of TCMs in order to demonstrate their commitment to attainment of air quality objectives. While these requirements are included in the AQMP, which was conditionally approved by the California Air Resources Board for transmittal to the U.S. EPA, very limited resources exist at the city level to implement these required TCMs.

The LACTC program is intended to assist cities with the financial resources necessary to implement the TDM-related TCMs required by the AQMP. Only TDM related TCMs will be eligible for funding from TDM funds. Other TCMs are eligible for funding in accordance with the appropriate funding category and criteria for project selection within that category.

WHAT ARE THE OBJECTIVES OF LACTC'S TDM PROGRAM?

The LACTC adopted 30-Year Plan is perhaps the most comprehensive example of transportation measures ever undertaken by one county to improve mobility as well as air quality. In this call for projects for funding over the next 2 years, we hope to continue to expand our commitment to implementing cost-effective regional mobility improvement measures at the local level where TDM measures and many TCMs are most effectively implemented.

In April of 1992 the LACTC approved the development of a two-phased TDM program, including an Immediate Action Program (Phase I) which has subsequently been adopted. This program includes 65 TDM pilot projects which have been or are in the process of being initiated. The projects are designed to:

- Demonstrate and quantify the cost-effectiveness of TDM strategies in reducing congestion by eliminating peak period trips, reducing vehicle miles travelled on the regional system, and reducing emissions.
- Promote new and innovative approaches to relieving congestion.
- Encouraging cooperative implementation agreements between cities, TDM entities and transportation providers.
- Promote and stimulate interest in intermodal and multi-modal approaches to addressing congestion.

As long as the programs that applicants propose can demonstrate that they meet these criteria, and that private sector funding and participation in these programs will not be supplanted by public funding, they will be eligible for funding consideration under this program.

Cities will be encouraged to develop TDM-related TCM programs which allow them to meet the goals for mobility improvement in their community as well as contributing to regional mobility and air quality goals. Cities are also encouraged to work with TMA/TMOs and transit operators in their jurisdictions to facilitate implementation of programs and to involve the private sector in implementation of demand management strategies.

DEFINITION OF TERMS

Following are some helpful definitions. These definitions are not necessarily TDM strategies but are provided as information to applicants.

Alternatively Fueled Vehicles: These are motorized vehicles that operate on other than petroleum-based fuel. Examples are: Methanol, Compressed Natural Gas (CNG), Electric, and Flexible-Fueled vehicles (e.g. vans or shuttles) which can operate on either methanol or petroleum based fuels.

Alternative Service Delivery Strategies: Approaches to delivering transportation services where demand is demonstrated, by non-traditional means. Examples are: shuttles, subscription van or bus services, services with smaller than fixed-route transit service vehicles, services to feed regional bus services, flat-fare taxi programs.

Alternative Work Schedules: A work schedule which eliminates trips to the work site during AM and PM peak periods. These ordinarily include compressed work weeks such as 4/40 and 9/80, and flexible work schedules so long as they facilitate ridesharing, transit use, or trip elimination.

Buspool: A subscription bus service where a group of individuals guarantee to pay for the cost of the express service which is usually for commute trips.

Carpool: A shared ride in a private automobile by two or more commuters.

Contract: Also known as "agreement." A formal, legally-binding document that outlines the roles and responsibilities (fiscal and otherwise) of the contractor and overseeing agency for a given project and given funding amount. A Memorandum of Agreement (MOA) and Memorandum of Understanding (MOU) are specific terms for two types of contracts. An MOA is less formal and lengthy, and from LACTC's standpoint pertains to projects that do not exceed \$50,000 in LACTC-allocated grant funds. An MOU is more formal and pertains to larger-scale projects whose LACTC grant awards exceed \$50,000. All recipients of LACTC TDM grants will need to enter into a contract with LACTC.

Guaranteed Ride Home Program (GRH): Also called Emergency Ride Home, this is a program designed to ensure that an employee who commutes by any means other than driving alone is guaranteed a ride home or to a family member in case of an emergency.

Land Use Strategies: Examples include specific approaches to reducing trips or vehicle miles travelled by reducing parking requirements for developments, developing design standards which encourage ridesharing, establishing auto-free zones and/or staging areas for ridesharing vehicles, and promoting development of pedestrian friendly facilities such as walking or bicycle paths.

Marketing/Educational Programs: These programs are designed to increase awareness of alternatives to driving alone and can include many marketing techniques such as outreach programs for Chief Executives, Rideshare Fairs, and discount coupons at local merchants, etc. Experience has shown that marketing and educational programs are important to effective TDM programs.

Non-Motorized Transportation: Examples include bicycling, walking, and roller-skating.

Notice to Proceed (NTP): A letter which notifies a contractor (e.g. grant recipient) that a preliminary scope of work and budget for a project is approved, allowing the contractor to expend a limited amount of funding toward the project until the formal contract has been signed.

Parking Management Programs: Parking programs which use such techniques as charging for parking where other convenient transportation options exist, limiting the amount of parking, or charging higher rates for parking for single-occupant vehicle drivers than for high occupant vehicle riders. The goal of these programs is to influence mode choice by utilizing pricing mechanisms for all modes.

Telecommuting/Satellite Work Centers: Programs designed to eliminate the trip to the workplace or reduce vehicle miles travelled by allowing an employee to work at a remote location closer to his or her home than the office, or work at his or her home via computer or other means.

Transportation Management Organization/Association (TMO/TMA): Public and private sector members working together either in neighboring sites or in a broad geographic area to help employers widen their base of participants in rideshare matching programs. TMAs and TMOs can offer a wider range of incentives to encourage employee participation in alternate modes programs.

Transit Facility Enhancements: Improvements which include amenities enabling more persons to utilize transit services or making transit a more attractive alternative to driving.

Vanpool: A shared ride in a van which carries seven to fifteen passengers. Like carpools, vans are driven by one of the commuters.

WILL SHUTTLES BE CONSIDERED ELIGIBLE TDM PROJECTS?

Staff initially recognized intense interest in the implementation of shuttle services funded by TDM funds and thus recommended approval of such projects to assess TDM benefits. Since many of these projects have only recently been implemented and the interest in TDM funding of shuttles continues, staff has identified the following criteria where, in only very limited circumstances will shuttles be considered for funding until evaluation of the currently funded projects is complete. Much of the guidance on this criteria is taken from Shuttle Buses: Experience and Planning Implications, by Thomas J. Higgins, published in Transportation Quarterly in July, 1992.

Projects which are eligible for transit expansion funds under Propositions A and C Discretionary funding must apply for those categories of funding and comply with the criteria for evaluating such requests. In addition, shuttles are eligible for funding from Local Return funds and should be considered for funding from that source. Transit service expansion projects (i.e. which entail significant expansion of local and/or express bus service) will not be eligible for funding through the TDM program.

Based on successful national examples of shuttle operations, the following guidelines will apply to the evaluation of prospective TDM program shuttle projects. While all of these criteria need not be met, recommendations for funding will be based on most, if not all, being satisfied.

- Must have limited and/or expensive parking or other restriction on auto use at the destination;
- Must have a large volume of travelers (some indications are that a minimum daytime density of 20,000 people per square mile) are necessary to support a shuttle operation;
- Must have frequent service (e.g. not greater than 15 minute headways) during periods of high peak demand where demand warrants;
- Generally, distance from origin to destination should not exceed 2 to 3 miles; and
- Must demonstrate that other alternatives have been fully explored such as taxi feeders, and carpool and vanpool programs.

Other factors that will be considered in evaluating applications to fund shuttle operations are:

- Whether transit already serves the area and whether the proposed shuttle service would compete with the existing transit services;
- For connectors to regional transit services (bus and rail), consideration will be given to ridership on the main line services; and
- Whether the passengers on those services are likely to ride shuttle connectors.

As information becomes available on the shuttle and feeder services which have already been funded, those results will be taken into consideration in evaluating applications for additional shuttles.

COMPARISON OF TYPICAL PROJECTS THAT MAY BE ELIGIBLE OR NOT ELIGIBLE FOR TDM FUNDING

Following is a comparative list of typical projects that may be eligible or not eligible for TDM funding. This list is intended to provide a general framework in assessing a project's eligibility for LACTC TDM funding, and is therefore not meant to be comprehensive or binding. In addition, it may be helpful to refer to the list of TCMs contained in the Federal Clean Air Act. Efforts to implement or support the implementation of those measures also provide examples of TDM projects which may be eligible for funding.

Eligible

Bike lockers and other secure storage facilities.

Vanpool projects open to all employees in an employment center.

Parking management (reducing the supply and/or demand for single occupant vehicle parking).

Shuttles (see above for further information).

TMA development and expansion (as long as specific services are provided, e.g. shuttles, feeder services, parking management programs, vanpool services).

Not Eligible

Capital intensive bicycle paths and lanes (including right-of-way acquisition, design and construction); operational costs of securing such facilities.

Exclusive vanpool services not open to all employees in an employment center.

Parking programs that increase the supply and/or demand for single occupant vehicle parking.

Transit service expansion.

TMA/TMO general operating costs.

WHO CAN APPLY FOR TRANSPORTATION DEMAND MANAGEMENT PROJECT FUNDING?

Each project must include written support from the city or cities in which it is located. Countywide projects must be supported by the LACTC. Project applicants may be cities, the County of Los Angeles, TMA/TMOs, ridesharing agencies, LACTC, and transit operators. Projects that demonstrate cooperative agreement and implementation strategies between and among groups of these parties are encouraged. Consultants are not eligible applicants.

WHAT IS THE RESPONSIBILITY OF THE PROJECT APPLICANT?

The applicant's role is to implement the project in accordance with the terms and conditions of the LACTC Notice to Proceed, where applicable, and the contract (i.e. Memorandum of Agreement or Memorandum of Understanding) with the Commission. The applicant is expected to comply with federal regulations (e.g. all federal procurement guidelines) since the source(s) of the LACTC TDM funding may include both local and federal monies. In the cases where an applicant is other than a City or the County, the applicant must demonstrate that the city in which the project is located, intends to play an active and ongoing role in supporting the implementation of the project. The project applicant will be responsible as project manager to the LACTC for executing the project. They will be required to meet all requirements for funding eligibility (as necessary depending on funding source) including audit requirements.

In the instances of dual project sponsorship, please keep in mind that only one of the project sponsors will serve as project manager.

ARE CITYWIDE TDM PROJECTS ELIGIBLE FOR FUNDING?

Projects with citywide impacts are encouraged. However, in some cases, more localized approaches may be necessary, or alternately, expanding the project to encompass more than one city or parts of two or more different cities may be beneficial.

FUNDING ELIGIBILITY

Projects may be eligible for either federal or local funding or a combination of both. It will be at the discretion of the LACTC to determine which funding source is utilized for funding all approved projects. TSM, Park-and-Ride, Bicycle, and Transit expansion projects should apply under those modal categories for funding. Research projects will not be eligible for TDM funding.

Where Proposition A or Proposition C funds are used, eligible costs will be determined consistent with Proposition A and C Administrative guidelines. Regulation XV Programs are not eligible for TDM funding. In some cases, these projects and programs are eligible for Proposition C Local Return funds. Applicants should not request TDM funding to replace existing funding from other sources.

Ownership of assets at the conclusion of the project will be consistent with requirements of funding agencies and consistent with LACTC policies. Administrative costs should be minimized with the emphasis on the provision of services and projects. Matching funds (direct or in-kind services) will be required and while the level of match as a percentage of project cost will not be specified, it will be considered in the quantitative evaluation as discussed below. In all cases, the applicant for funding must demonstrate that all possible sources of local matching funds have been explored (i.e., Local Return Proposition A or Proposition C funds, AB 2766 funds, private sector contributions, CalTrans funding).

PROJECT DURATION

Projects must begin no later than six months after contract execution between the project applicant and the LACTC, and must be expended consistent with Commission policy on timely use of funds. Contract execution with the LACTC should occur within 90 days of project approval. If Federal funds are involved, this could be extended to 120 days. **Commitments to projects are for the agreed upon timeframe only.** Applicants will have up to three years from the date of the LACTC allocation of funds to expend these funds. Successful projects (based upon evaluation) should compete well for continuing funding after the project is completed. **The LACTC will not make ongoing funding commitments to these projects until they are proven to be successful based on evaluation criteria and actual experience in implementing the project.**

ALL PROJECTS MUST MEET THE ELIGIBILITY CRITERIA LISTED ABOVE TO BE CONSIDERED UNDER THE QUALITATIVE AND QUANTITATIVE CRITERIA STAGE OF PROJECT EVALUATION LISTED BELOW. UNDER EACH OF THE FOLLOWING CRITERION IS THE ASSIGNED RANKING WEIGHT.

TDM ELIGIBILITY CRITERIA

1. REGIONAL SIGNIFICANCE (20%)

Quantitative: Assess to the best of your ability the potential demand for the project through Commission planning efforts, studies, surveys, employee counts, and available data from other sources. LACTC will provide data and/or facilitate the provision of data from other agencies where available to project applicants to assist them in assessing potential demand.

Assess the expected congestion relief/mobility improvement benefits from the project. This can be calculated in a number of ways depending on which unit of analysis is most appropriate for the proposed project. Possible measures include the number of one-way, daily trips eliminated, reduction in vehicle miles travelled, number of new persons served (i.e. on transit, vanpools, buspools, carpools, bicycles).

Qualitative: Describe where and how the project can be replicated elsewhere in the County if successful, and the degree to which the project serves regional trip generators (i.e. airports, special event centers, major business centers, shopping centers, colleges, universities, hospitals).

2. INTER-MODAL INTEGRATION (15%)

Qualitative: Describe the degree to which the project integrates alternative transportation modes (e.g. feeder to rail or regional bus system).

3. COST EFFECTIVENESS (10%)

Quantitative: Calculate the estimated cost/benefit of the project. This can be calculated by dividing the total project cost by the unit of analysis chosen in item 1 above.

Quantitative: Calculate the cost reduction opportunities that this project will create as contrasted with other options for service delivery. Explain what actions need to occur to realize such cost reductions.

4. **PROJECT NEED** (15%)

Qualitative: Describe how the project fulfills the transportation needs of the LACTC and the project applicant and the prospective market for the project. Also describe if this project represents a new and/or innovative solution to the transportation needs of your employees, patrons and/or residents of your city(ies).

5. **ENVIRONMENTAL ENHANCEMENT** (15%)

Quantitative: Using the information provided from the quantitative section under Regional Significance, LACTC TDM staff will estimate emissions reductions.

Qualitative: Describe the level of interagency or interjurisdictional cooperation on the development and implementation of this project. Also describe how this project addresses LACTC long term planning efforts to encourage mode shift or satisfies TCM requirements of the federal Clean Air Act, Air Quality Management Plan (AQMP) or the Regional Mobility Plan (RMP).

6. **EQUITY AND ECONOMIC DEVELOPMENT** (10%)

Qualitative: Given the project's estimated costs, describe the tangible benefits that can be realized during the course of the project (e.g. the benefits to a broad base of employees, patrons and/or to a city's economic development).

Describe how the project is coordinated with other programs, i.e. housing, jobs, redevelopment and with other funding sources.

7. **COMMITMENT** (5%)

Qualitative: Describe the degree to which the implementing agent/body certifies willingness and ability to maintain and operate the project once the project funding is exhausted (if the project is deemed to be a success based on evaluation). Provide letter(s) of commitment from the city and other local sources who will contribute funding to the project.

Qualitative: If applicable, describe the degree to which this project expands on a project which is currently funded and successful and why the project should be expanded. Has the LACTC made an explicit commitment to this project through a prior action? Please reference the Commission action (LACTC meeting date and specific financial commitment).

8. **LEVERAGING OF FUNDING SOURCES**

(10%)

Quantitative: Calculate the cost/benefit to be realized from the proposal based **only** on the amount requested from LACTC. This is calculated by dividing the amount requested from LACTC by the selected unit of analysis. This will provide a way to credit projects which have a high level of match (from any source including AB2766, Prop A or Prop C Local Return, private sector funding) and/or in-kind services by comparing this figure to the measure calculated in Item #3 above. What contingency plan do you have if the other sources of funding do not materialize?

Qualitative: Describe how both public and private agencies are cooperatively developing and implementing this project, as well as contributing funding to the project.

FORM TDM-1

TDM PROGRAM

Please read the enclosed ISTEА/PROP. C ELIGIBILITY CRITERIA FOR TRANSPORTATION DEMAND MANAGEMENT thoroughly before proceeding (Referred to as CRITERIA henceforth).

PART I: PROJECT APPLICANT INFORMATION & CERTIFICATION

Name: _____

(Note: For information regarding who may be an applicant, co-sponsor, and their respective responsibilities, see pages 8 and 9 of CRITERIA. TDM Consultants are not eligible project applicants. Chambers of Commerce and Industrial Associations may only be project applicants where no TMA/TMO exists.)

Project Title: _____

Co-Sponsors (at least one required for all non-public agency applicants) 1) _____
2) _____

(Note: Please attach appropriate documents which state co-sponsors' endorsement of project. For information on required co-sponsor documentation, see CRITERIA)

PART II: DESCRIPTION OF PROPOSED PROJECT

Please give a detailed description of the project in the space provided and expand upon the project description provided in the general application. Please keep in mind that this detailed description will be used as a draft scope of work. You may attach additional pages if necessary.

FORM TDM-3

SUGGESTED PROJECT EVALUATION METHOD

Considering the objectives of your project and the goals you intend to achieve, suggest an evaluation methodology which would help determine the success and effectiveness of your program. Please state clearly your objectives and expected measurable results. A condition of every project selected will be that a third party independent evaluation will be conducted at project completion and throughout regular intervals during LACTC involvement in the project. Reporting and auditing requirements will be negotiated with applicant prior to project approval. In addition, at project completion, an audit may be conducted at the discretion of the LACTC.

POTENTIAL FOR SERVICE DUPLICATION

Please state whether there may be a potential for service duplication in the project area. During the service planning stage, project sponsors are strongly encouraged to contact LACTC staff and transit operators that are potentially affected by the service. If the project is a shuttle-type service or transit-related operation, please attach a route map and description (including fares, schedule, headways, transfer availability, stops and a description of the market segment that is expected to be served at the end of the first year of operation) to the application.

PART III: ELIGIBILITY CRITERIA

Please fill out each information item below. You may attach additional pages if necessary. For each item, describe the assumptions used for that item, and include any sources utilized in making your assumptions. Please see CRITERIA for any additional information you may need to answer the questions below.

1. REGIONAL SIGNIFICANCE (20%)

Quantitative: Assess the potential demand for the project.

Assess the expected congestion relief/mobility improvement benefits from the project.

Qualitative: Describe where and how the project can be replicated elsewhere in the County if successful, and the degree to which the project serves regional trip generators (i.e. airports, special event centers, major business centers, shopping centers, colleges, universities, hospitals).

2. INTER-MODAL INTEGRATION (15%)

Qualitative: Describe the degree to which the project integrates alternative transportation modes (e.g. feeder to rail or regional bus system).

3. COST EFFECTIVENESS (10%)

Quantitative: Calculate the estimated cost/benefit of the project. This can be calculated by dividing the total project cost by the unit of analysis chosen in item 1 above.

Calculate the cost reduction opportunities that this project will create as contrasted with other options for service delivery. Explain what actions need to occur to realize such cost reductions.

4. PROJECT NEED

(15%)

Qualitative: Describe how the project fulfills the transportation needs of the LACTC, the project applicant, and the prospective market for the project. Also describe if this project represents a new and/or innovative solution to the transportation needs of your employees, patrons and/or residents of your city(ies).

5. ENVIRONMENTAL ENHANCEMENT

(15%)

Qualitative: Describe the level of interagency or interjurisdictional cooperation on the development and implementation of this project. Also describe how this project addresses LACTC long term planning efforts to encourage mode shift or satisfies TCM requirements of the federal Clean Air Act, Air Quality Management Plan (AQMP) or the Regional Mobility Plan (RMP).

6. EQUITY AND ECONOMIC DEVELOPMENT (10%)

Qualitative: Given the project's estimated costs, describe the tangible benefits that can be realized during the course of the project (e.g. the benefits to a broad base of employees, patrons and/or to a city's economic development). Describe how the project is coordinated with other programs (i.e. housing, jobs, redevelopment) and with other funding sources.

7. COMMITMENT (5%)

Qualitative: Describe the degree to which the implementing agency certifies willingness and ability to maintain and operate the project once the project funding is exhausted if the project is deemed to be a success based on evaluation.

If applicable, describe the degree to which this project expands on a project which is currently funded and successful and why the project should be expanded.

If applicable, describe explicit commitment made to this project by the LACTC through a prior action. Please reference the Commission (Commission meeting date and specific financial commitment).

8. LEVERAGING OF FUNDING SOURCES (10%)

Quantitative: Calculate the cost/benefit to be realized from the proposal based **only** on the amount requested from LACTC. This is calculated by dividing the amount requested from LACTC by the selected unit of analysis. If applicable, please describe your contingency plan in case other sources of funding do not materialize.

Qualitative: If applicable, describe how both public and private agencies are cooperatively developing and implementing this project, as well as contributing funding to the project.

PART IV: PROJECT SCHEDULE

Please provide a project schedule with major milestones and deliverables noted. (See CRITERIA for project duration requirements.)

BUS CAPITAL AND OPERATIONS

BUS CAPITAL AND OPERATIONS

The purpose of the Bus Capital and Operations funding policies is to indicate to applicants the goals and objectives of the Commission. The policies have been developed with assistance from the Bus Operations Subcommittee.

Applicants should review the policy statements, guidelines referenced herein, and Evaluation Criteria prior to completing the application. Each application should be developed based on the above material. Applicants shall rank order their projects over the four year period, and indicate the rationale for those rankings in the project description.

During the current recession it should be recognized that the amount of Discretionary Funding for new projects will be significantly reduced. Therefore, projects which reduce the regional funding shortfall or otherwise improve system efficiency or effectiveness will be given highest priority.

BUS CAPITAL FUNDING PRIORITIES

The multi-year Call for Projects creates a unique opportunity to compete for multiple funding sources and to demonstrate the need to maintain and expand bus service through improved mobility and cost efficiency. Through the multi-year program, LACTC will commit to fund the capital program of existing operators for existing service as provided for in the 30-Year Plan. Funding will also be considered for the marginal costs associated with services designed to promote mandated programs, such as AQMP and ADA, in accordance with Section D, Mandated Programs, of the Proposition C Guidelines. Operator requests for funding must be developed in accordance with the goals and objectives of the 30-Year Plan, as set-out in the attached Bus Transit Capital Subsidy Evaluation Criteria. These Criteria will replace the LACTC approved Capital Project Funding Priorities.

To the greatest extent possible, Proposition C Discretionary capital funds will be earmarked for new and expanded projects and will be linked to plans and applications for operating subsidies.

BUS OPERATING FUNDING PRIORITIES

Since the only source of operating funds for new or expanded service is Proposition C, the greatest scrutiny will be used in evaluating proposed and demonstration service applications. Applicants are encouraged to review the Proposition C 40% Discretionary Policy Guidelines, adopted May 27, 1992, and the Bus System Capacity Expansion Component of the Guidelines, adopted April 24, 1991, for policy guidance.

The highest priority for funding will be given to service previously approved by the LACTC in the FY 91 and/or FY 92 SRTP annual elements. Henceforth, these will be considered Proposition C "Base" service and will be renewed automatically.

The next priority for funding will be temporary and demonstration services, such as the Transit Service Expansion Program. Recommendations will be made regarding the permanency of funding for these services. Since this will set the precedent for future projects, evaluations will carefully examine whether Commission goals and objectives are being achieved, as described in the Bus Transit Operating Subsidy Evaluation Criteria.

Per the previous cited guidelines, consideration will next be given to marginal operating cost increases associated with the mandated programs of AQMP and ADA.

Finally, applications will be considered for demonstration funding for fixed-route operators as well as the marginal operating and capital cost of expansion, coordination, and enhancement of paratransit systems which operate more cost-effectively than fixed-route service, again using the Bus Transit Operating Subsidy Evaluation Criteria, in accordance with the Proposition C Guidelines. Section 15 reports are required for all paratransit services that are approved for funding in this category.

FORM BUS-1

BUS CAPITAL AND OPERATIONS

Please review the enclosed **FUNDING POLICIES** and **BUS CAPITAL AND OPERATIONS EVALUATION CRITERIA** prior to completing this form. This application must be completed for operating and capital funding requests.

PROJECT APPLICANT INFORMATION

AGENCY NAME: _____

PROJECT TITLE: _____

PROJECT RANKING: _____

CONTACT PERSON: _____

PHONE/FAX #: _____

FUNDING REQUEST IS FOR:

- OPERATING SUBSIDY ONLY (Complete BUS - 1 to 3 & BUS - 5 to 8)
- CAPITAL SUBSIDY ONLY (Complete BUS - 1, 2, 4, 9, 10, 11, 12)
- OPERATING AND CAPITAL SUBSIDY (Complete all FORM BUS, 1-12)

DESCRIPTION OF PROPOSED PROJECT

Please provide a detailed description of the project. Include number and type of vehicles to be replaced, purchased for expansion, and/or operated; location, size, and function of facilities to be modified and/or expanded, etc. Justify expansion projects in the context of existing line by line or other related demand/capacity analyses. Discuss the rationale for the Project Ranking given to this project. Assuming funds are not available, what impacts are associated with postponing/canceling the project? What alternatives are there to the project? If this project was previously submitted, please indicate the year and title.

BUS TRANSIT CAPITAL
INFORMATION FORM

	PRIOR YEAR(S)	FY 1994	FY 1995	FY 1996	FY 1997
FUNDS APPLIED FOR IN THIS APPLICATION	\$	\$	\$	\$	\$
OTHER REVENUES					
TDA (Article 4.0)	\$	\$	\$	\$	\$
STA	\$	\$	\$	\$	\$
Prop A Local Return	\$	\$	\$	\$	\$
Prop C Local Return	\$	\$	\$	\$	\$
Prop C Discretionary	\$	\$	\$	\$	\$
Other (Specify)	\$	\$	\$	\$	\$
Other (Specify)	\$	\$	\$	\$	\$
Other (Specify)	\$	\$	\$	\$	\$
TOTAL PROJECT REVENUE	\$	\$	\$	\$	\$
TOTAL PROJECT EXPENSE	\$	\$	\$	\$	\$

**BUS CAPITAL AND OPERATIONS
SUMMARY OF EVALUATION CRITERIA**

1. **PRIOR COMMITMENTS** (up to 25 points)
 - Commission action(s) and/or external mandate in support of the service or project.

2. **COST EFFECTIVENESS** (up to 20 points)
 - Relative benefit per dollar expended on the service or project and/or the potential project cost avoidance, in terms of maximizing mobility.

3. **PROJECT NEED** (up to 15 points)
 - Extent to which the project is necessary in order to maintain existing quality of service or improve mobility, given the project's relation to short or long-term travel demands in the project area.

4. **REGIONAL SIGNIFICANCE** (up to 10 points)
 - Degree to which the service or project is part of a larger program to address regional congestion.

 - Extent to which the service or project is compatible with or enhances adjacent service, provides access to regional trip generators, and the degree of community and multi-agency support for the service.

5. **MULTI-MODAL INTEGRATION** (up to 10 points)
 - Degree to which the service contributes to a balanced and integrated system of alternative transportation modes, while supporting efficient use of all existing services and facilities.

6. **LEVERAGING OF FUND SOURCES** (up to 10 points)
 - Extent to which the project maximizes the use of available state, local, private sector, and other funding sources.

7. **EQUITY & ECONOMIC DEVELOPMENT** (up to 5 points)
 - Benefits to be realized by the project with respect to quality and access of services provided.

 - Potential for the service to support economic development in transit corridors.

8. **ENVIRONMENTAL ENHANCEMENT** (up to 5 points)
 - Degree to which the service benefits the environment, through support of air quality, energy conservation and other environmental goals.

FORM BUS-7

5. INTERMODAL INTEGRATION (up to 10 points): Describe the degree to which the service contributes to a balanced and integrated system of alternative transportation modes, while supporting efficient use of all existing services and facilities.

6. LEVERAGING OF FUND SOURCES (up to 10 points): Describe the extent to which the project maximizes the use of available state, local & other funding sources. Have all existing fund sources been committed and, thus, are unavailable for the candidate project? Please explain.

FORM BUS-8

7. EQUITY & ECONOMIC DEVELOPMENT (up to 5 points): Discuss the benefits to be realized by the project with respect to quality and access of services provided. Describe the potential for the service to support economic development in transit corridors.

8. ENVIRONMENTAL ENHANCEMENT (up to 5 points): Describe the degree to which the service benefits the environment, through support of air quality, energy conservation and other environmental goals.

FORM BUS-11

5. INTERMODAL INTEGRATION (up to 10 points): Describe the degree to which the project contributes to a balanced and integrated system of alternative transportation modes, while supporting efficient use of all existing services and facilities.

6. LEVERAGING OF FUND SOURCES (up to 10 points): Describe the extent to which the project maximizes the use of available federal, state, local & other funding sources. Have all existing fund sources been committed and, thus, are unavailable for the candidate project? Please explain.

FORM BUS-12

7. EQUITY & ECONOMIC DEVELOPMENT (up to 5 points): Discuss the benefits to be realized by the project with respect to quality and access of services provided. Describe the potential for the project to support economic development in transit corridors.

8. ENVIRONMENTAL ENHANCEMENT (up to 5 points): Describe the degree to which the project benefits the environment, through support of air quality, energy conservation and other environmental goals.

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RAIL CAPITAL AND OPERATIONS

RAIL CAPITAL AND OPERATIONS

Funds for this category are largely used toward implementing the LACTC's regional rail network as identified in its 30-Year Plan. Decisions regarding funding of new rail extensions or other major guideway projects are made on a project-by-project basis by the Commission outside of the Call for Projects process.

However, some funding may be available within this category that can be used for rail-related projects which enhance or complement the LACTC's regional rail system. Eligible projects (e.g., station and other facility modifications/additions, signalizations, grade separations, vehicles) must successfully demonstrate that implementation will lead to significant and measurable benefits (e.g., reduction in operating costs, time savings, safety benefits, increased patronage, etc.).

RAIL CAPITAL AND OPERATIONS SCORING AND RANKING CRITERIA

- 1. Regional Significance** **20%**
 - project status in LACTC's 30-Year Plan
 - expected ridership increase

- 2. Intermodal Integration** **5%**
 - project provides service to at least one transit center
 - project encourages users of one mode to transfer to alternate mode (e.g., bike spaces at rail stations, free bus transfers, reciprocal fare media)

- 3. Environmental Enhancement** **5%**
 - coordinates with adjacent greenway improvements
 - provides access to recreational, cultural, and historic points of interest
 - has demonstrated support from adjacent jurisdictions or communities
 - attracts new riders away from auto use

- 4. Cost Effectiveness** **20%**
 - cost compares favorably with systemwide averages

- 5. Project Need** **20%**
 - area served currently has inadequate service
 - project results in significant improvement in capacity or ridership, travel time, safety and convenience

- 6. Equity and Economic Development** **10%**
 - provides access to economic activity center, redevelopment area or enterprise zone
 - serves economically impacted areas
 - provides access to a community currently underserved
 - encourages economic development or retains existing jobs

- 7. Prior Commitments** **10%**
 - project has previous LACTC action in support of implementation

- 8. Leveraging of Fund Sources** **10%**
 - extent of local jurisdiction or private funding
 - extent of state or federal funding

FORM RAIL-1

RAIL CAPITAL AND OPERATIONS

Project Title: _____

Project Type: _____

___ RAIL CAPITAL:

- | | |
|--|--|
| ___ Right-of-Way Acquisition | ___ Signalization |
| ___ Construction | ___ Grade Separation |
| ___ Facility Modification/
Expansion | ___ New Vehicles |
| ___ New Station/Station
Modifications | ___ Vehicle and
Equipment Rehab./
Rehab./Replacement |

___ RAIL OPERATIONS

___ ALTERNATIVE GUIDEWAY (specify)

Project Description:

Please provide a complete description of the proposed project, including the following:

- What objective is to be achieved by this project;
- How this project contributes to the regional rail system;
- What benefits or savings will result from this project;
- Detailed descriptions of any physical characteristics of project;
- Detailed descriptions of any operational characteristics of project.

ELIGIBILITY CRITERIA:

1. REGIONAL SIGNIFICANCE (20%)

Please describe how this project relates to the LACTC's 30-Year Plan and what increase in ridership may be expected.

2. INTERMODAL INTEGRATION (5%)

Describe the degree to which the project integrates different transportation modes.

FORM RAIL-2

3. ENVIRONMENTAL ENHANCEMENT (5%)

Describe the level of interjurisdictional cooperation on the development and implementation of this project.

Describe how the project coordinates with other greenway improvements or provides access to recreational, cultural or historical sites.

4. COST EFFECTIVENESS (20%)

Staff will attempt to assess how the total cost of your proposed project compares to similar types of projects, and what additional revenues, patronage or other benefits may be expected. Please complete as applicable:

Number of new riders (daily boardings): _____

Existing ridership: _____

New riders as percentage of existing ridership: _____

Additional farebox revenues: _____

Change in systemwide farebox recovery ratio: _____

Change in systemwide operating costs: _____
(improvement in operations)

Joint development/value capture potential: _____

Complete for guideway projects:

Length of guideway (miles): _____

Projected ridership (daily boardings): _____
(please site source)

Cost per mile: _____

Passengers per mile: _____

FORM RAIL-3

5. PROJECT NEED (20%)

Please provide any data or description demonstrating how project addresses need or demand.

6. EQUITY AND ECONOMIC DEVELOPMENT (10%)

Address how the project provides access to an economic activity center, redevelopment area or enterprise zone; serves economically impacted areas; provides access to a community with inadequate transportation service; encourages economic development or retains existing jobs.

7. PRIOR COMMITMENTS (10%)

Cite any previous actions taken by the LACTC regarding this project.

8. LEVERAGING OF FUND SOURCES (10%)

Describe all other financial commitments for this project.



TRANSIT SECURITY

TRANSIT SECURITY POLICY

LACTC has made a significant commitment to ensure the security of transit passengers in the County. The passage of Proposition C reinforced that commitment by dedicating 5% of the 1/2 cent sales tax to transit security. Existing LACTC commitments to bus and rail security projects are funded with a variety of sources including Prop C funds. However, the demands for funding security projects exceeds the Prop C 5% security funds available.

For the FY 1993-94 through FY 1996-97 Call for Projects, there are no Prop. C 5% Security Funds available for new projects to be submitted through the competitive application process. However, applications for particularly meritorious security projects will be considered under the other modal project categories (e.g., bus and rail capital and operations, commuter rail, etc.). Security projects submitted under the modal categories will be evaluated using the criteria established for those categories.



TRANSPORTATION ENHANCEMENTS

TRANSPORTATION ENHANCEMENTS PROGRAM

WHO SHOULD COMPLETE THIS APPLICATION?

Project applicants whose projects do not fall into any of the modal categories (e.g. Rail Capital and Operations, Local TSM, TDM) but are eligible for transportation enhancements funding should complete this application in addition to the general application. All others should complete the appropriate modal category application along with the general application. Examples of projects that would not fall under a specific modal category but may be eligible for transportation enhancements funding are billboard removal, historic/archaeological preservation, and mitigation of water pollution due to highway run-off.

Overview

The federal 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) established a Transportation Enhancement Program which focuses on a variety of amenities and environmental enhancements to transportation infrastructure. In California, the statewide emphasis of the Transportation Enhancement Program is to reach out to historic preservationists, environmentalists, and parks and recreation officials as well as the transportation community to put together a well-rounded transportation infrastructure enhancement program.

Transportation enhancement activities are a means of more creatively and sensitively integrating transportation facilities into their surrounding communities. ISTEA reflects a growing recognition that transportation programs, while vital for national mobility and international competitiveness, must also include consideration of the overall environmental context and community values and setting. Transportation enhancement projects are to provide the maximum environmental benefit to the public. Projects must be directly connected to the transportation system and should also provide the maximum enhancement to the environments and communities in California. Projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. Projects must be over and above required mitigations and normal transportation projects, and the project must be directly related to the transportation system.

What are Eligible Projects?

The Transportation Enhancements Program is targeted to amenities and environmental enhancements to transportation infrastructure. Eligible projects are specified in the 1991 ISTEA as enhancements to projects (or areas served by projects) which:

- 1) Provide facilities for bicycles or pedestrians;
- 2) Acquire scenic easements or scenic or historic sites;
- 3) Fund scenic or historic highway programs;
- 4) Provide archaeological planning and research;
- 5) Fund historic preservation projects;
- 6) Rehabilitate and operate historic transportation buildings, structures or facilities;
- 7) Control or remove outdoor advertising;
- 8) ~~Provide archaeological planning and research;~~
LANDSCAPING & OTHER SCENIC BEAUTIFICATION
- 9) Mitigate water pollution due to highway run-off; and
- 10) Acquire abandoned rail rights-of-way.

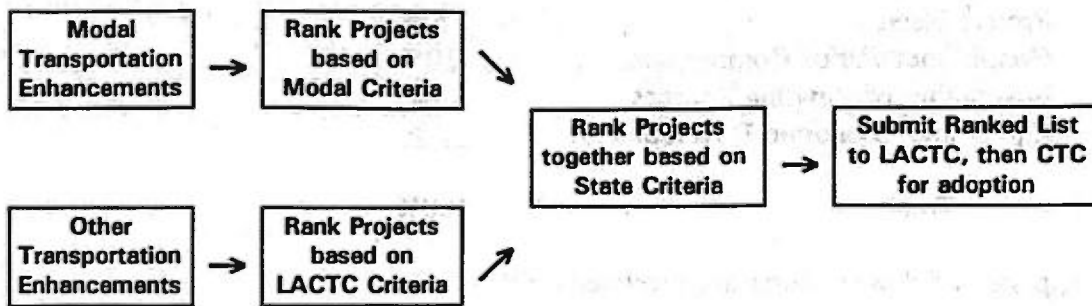
Funds Available and Match Requirements

Over the 6 year life of ISTEA, over \$200 million in Transportation Enhancement program funds are apportioned to California. For purposes of this application package, it is assumed that these funds must be matched at approximately 88.5% federal dollars to 11.5% non-federal dollars. These are reimbursable federal aid funds, subject to all the requirements of Title 23, United States Code and related federal and state laws. These include the Uniform Relocation Act, compliance with air quality standards in non-attainment areas, and federal, state, and local financial guidelines.

LACTC Responsibilities

The LACTC will be responsible for ranking projects nominated from Los Angeles County project sponsors. The LACTC will submit a ranked list to the California Transportation Commission (CTC) and Caltrans for evaluation from a statewide perspective. In July 1993, the CTC will adopt a funded program of Transportation Enhancements projects which respects the regional priorities submitted by each area of the state.

The Transportation Enhancements nominations from the LACTC will be determined by the Multi-Year Call for Projects. Exceptional transportation enhancements which rank high in the modal categories will be evaluated concurrently with transportation enhancements projects which only qualify under the Transportation Enhancements category. LACTC staff will then rank modal transportation enhancements and other transportation enhancements together, based on the state criteria, for a final ranked list. This process is summarized in the chart below:



TRANSPORTATION ENHANCEMENT ACTIVITIES ELIGIBILITY CRITERIA

Transportation Enhancement projects will be evaluated using a two-tier process. First, screening criteria will be applied to determine basic project eligibility. If the screening requirements are met, then the project will be evaluated and prioritized using the ranking criteria. The screening criteria and ranking criteria are described below.

SCREENING CRITERIA

Transportation enhancement activities must meet all of the following screening requirements, where applicable. If a proposal meets all of the applicable criteria within these requirements, it is eligible for prioritization; if not, it will be dropped at this point. The screening requirements fall into seven groups. The proposals must be:

- 1) Eligible for Transportation Enhancement Funding;
- 2) Consistent with local land use plans and regional transportation plans;
- 3) Financially viable;
- 4) Well-defined, well-justified and ready-to-go in the year proposed;
- 5) Consistent with project review requirements for Air Quality Conformity;
- 6) In compliance with the Americans with Disabilities Act (ADA), and
- 7) In compliance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

RANKING CRITERIA

The ranking criteria and their relative weights are as follows:

Regional Significance	20%
Intermodal Integration	20%
Environmental Enhancements	25%
Cost Effectiveness	10%

Project Need	5%
Commitment/Prior Commitment	10%
Leveraging of Funding Sources	5%
Equity and Economic Development	<u>5%</u>
Total	100%

Detailed descriptions of these criteria are provided below.

Regional Significance (20%)

Proposals will be rated in this category based on Regional and Community Enhancement. To assess the degree of regional and community enhancement provided by proposed projects, five points will be offered for each of the following aspects:

- Extent to which the project reinforces, fills deficiency, and/or complements the regional transportation system;
- The improvement to overall quality-of-life, community, and environment;
- The degree of regional and/or community support (e.g. support of citizens groups, city councils, county supervisors, increased local match, implements established regional transportation plans);
- The degree to which the project increases availability or awareness of historic, community, visual, or natural resources.

Inter-Modal Integration (20%)

Proposals will be evaluated on the projects ability to increase:

- Access to activity centers, such as businesses, schools, recreations areas, and shopping centers; and
- Connectivity between transportation modes.

Environmental Enhancements (25%)

Proposals will be evaluated for the degree of environmental enhancement provided in four different ways, based on the type of proposal. The four proposal types are:

- 1) Pedestrian or Abandoned Rail Right-of-way Proposals*;
* Bicycle projects must apply under the Regional Bikeways section of this application.
- 2) Historic/Archaeological;

- 3) Transportation Aesthetics and Scenic Values; and
- 4) Water Pollution due to Highway Run-off.

For each proposal, 25 points are available in one, and only one, of the proposal categories above.

The following definitions describe how points will be assigned in each category:

1. Pedestrian or Abandoned Rail Right-of-Way Proposals (25 pts):

High projected use for project or low supply of existing facilities, establishes a link in a larger system, provides space for a new facility serving the system:

High	15 points
Medium	8 points
Low	0 points

The degree to which the project meets or addresses needs for pedestrian facilities:

High	10 points
Medium	5 points
Low	0 points

2. Historic/Archaeological Proposals (25 pts):

Current recognized level of historic significance (federal, state, or local):

High	15 points
Medium	8 points
Low	0 points

Degree project activity will enhance, preserve, or protect the historic/archaeological resource:

High	10 points
Medium	5 points
Low	0 points

3. Transportation Aesthetics and Scenic Values (25 pts):

Degree that the proposal provides beautification, or protects existing resources:

High	15 points
Medium	8 points
Low	0 points

Degree to which project would provide scenic or aesthetic enhancement:

High	10 points
Medium	5 points
Low	0 points

4. **Water Pollution Due to Highway Runoff Proposals (25 pts):**

Magnitude of environmental problems:

High	15 points
Medium	8 points
Low	0 points

Degree to which activity solves this problem:

High	10 points
Medium	5 points
Low	0 points

Cost Effectiveness (10%)

The proposal's score in this area is a function of improved performance or productivity of the project as it relates to the annualized total project cost. Where the project does not lend itself to this type of analysis, the reasonableness of the cost should be established.

Highly cost-effective	10 points
Reasonable cost or moderately cost effective	6 points
Low cost-effectiveness	2 points
Not cost-effective	0 points

Project Need (5%)

Project need will be determined based on the urgency of the project proposed. If the project proposed is a one-time opportunity, 5 points will be awarded. For example, if the enhancements are threatened or an opportunity will be lost without the project, five points will be awarded.

Commitment/Prior Commitment (10%)

Proposals will be evaluated for 5 points based on the degree to which the implementing agency/body certifies willingness and ability to maintain and operate the project once the project funding is exhausted (if the project is deemed to be a success based on evaluation). Provide letter(s) of commitment from the city and other local sources who will contribute funding to the project.

If applicable, proposals will be scored for 5 points based on the degree to which the project expands on a successful project which is currently funded. If the LACTC made an explicit commitment to that project through a prior action reference the Commission action (LACTC meeting date and specific financial commitment).

Leveraging of Funding Sources (5%)

This category rewards projects with a high local match. Leveraging of funding sources will be determined by analyzing the proposal's cost/benefit by dividing the amount of Transportation Enhancement funds requested by the selected unit of analysis such as pedestrians or bicyclists.

Equity and Economic Development (5%)

Projects will be evaluated based on the extent to which the project encourages economic development, including employment.

FORM TE-1

TRANSPORTATION ENHANCEMENTS

(Note: All proposals must include a General Application)

Project Title (from General Application, Item 3):

Project sponsors whose projects are selected by the LACTC will be required to submit this information by June 1, 1993:

- A complete State of California Transportation Enhancements Application (to be provided to selected applicants);
- Implementation schedule;
- Activity Location Map;
- Photographs of the project sites or resources;
- If applicable, evidence of official listing on federal, state or local historical registration program, or locally adopted written criteria;
- Site Plans and Evidence of Land Tenure (development projects);
- Acquisition schedules and maps showing exterior boundaries and parcel numbers;
- Permits (if applicable);
- Any available National Environmental Policy Act or California Environmental Quality Act documentation available for the proposed project (preparing environmental documentation can be an eligible cost of the project);

Project sponsors whose projects are selected by the LACTC will be required to submit a resolution of project support from the governing body by June 1, 1993.

FORM TE-2

INFORMATION REQUIRED TO ADDRESS SCREENING CRITERIA

If any of the applicable screening criteria below are not met, the proposal will not be ranked or evaluated any further. A no answer to any of the following questions immediately disqualifies the proposal:

1. Is the project eligible for Transportation Enhancements funding:

- Yes
- No
- Don't know - Please make a determination for this project.

2. Is the project consistent (or "not inconsistent") with local land'use and regional transportation plans?

- Yes
- No

Please describe the plans used in evaluating consistency:

3. Based on the General Application, is the project financially viable?

- Yes
- No

(The governing body will be required to submit a resolution to this effect if the project is selected by the LACTC)

4. Is this project well-defined, well-justified, and ready-to-go in the year proposed?

- Yes
- No

Please describe any evidence supporting this statement.

FORM TE-3

5. Is the project as proposed in compliance with the Americans with Disabilities Act?

Yes

No

Not Applicable

What evidence is there to support this claim? (Please Describe)

6. For Archaeology and Historic Preservation Projects, is the proposal in compliance with the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation?

Yes

No

Please describe any evidence available to support this claim.

7. What is the proposed federal environmental clearance for this project?

Negative Declaration

Categorical Exemption

Environmental Impact Statement

What is the status of the proposed environmental clearance?

Complete

In Progress

Not Started

What is the anticipated completion date? _____

SCORING CRITERIA

Regional Significance (20 points)

Please explain how the project will reinforce, fill a deficiency, and/or complement the regional transportation system (5 points):

How does the project benefit quality of life, community, and/or environment (5 points)?

Please describe evidence of regional or community support and summarize that support below (5 points):

Please explain the degree to which the project increases availability or awareness of historic, community, visual or natural resources (5 points):

FORM TE-5

Inter-modal Integration (20 points)

How will the project increase access to activity centers and connectivity between transportation modes?

Environmental Enhancement (25 points)

In which category should this proposal be evaluated? Select only one:

- Pedestrian or Abandoned Rail Right-of-way;
- Historic/Archaeological;
- Transportation Aesthetics and Scenic Values; and
- Water Pollution due to Highway Run-off.

FORM TE-6

PLEASE ANSWER QUESTIONS FOR THE SELECTED CATEGORY ONLY.

Pedestrian or Abandoned Rail Right-of-Way Proposals:

What is the projected use of the project? Please specify high, medium, or low and explain your answer.

Does the proposal establish a link in a larger system? Specify high, medium, or low and explain your answer.

Does the proposal provide space for a new facility serving an existing system? Specify the system or facility. Specify the importance of the system (high, medium or low) and explain your answer.

Does the proposal provide for bicyclists and/or pedestrians? Please specify which group is provided for and describe what is provided.

Historic/Archaeological Proposals:

Specify the current recognized level of historic or archaeological significance. Please specify whether the recognition is state, federal, local, or some other measure of significance.

To what degree will the project enhance, preserve, or protect a historic or archaeological resource? Please specify high, medium, or low and explain your answer.

Transportation Aesthetics and Scenic Values:

Does the proposal provide beautification or protect existing resources? Please specify a high, medium, or low ranking and explain your answer.

FORM TE-8

To what degree does the project provide scenic or aesthetic enhancement? Please specify high, medium, or low and explain your answer.

Water Pollution Due to Highway Run-off:

What is the magnitude of the environmental problems caused by the run-off to be mitigated? Please specify high, medium, or low and summarize evidence which supports your answer.

To what degree does the proposal solve this problem? Please specify high, medium, or low and summarize evidence to support your answer.

Cost Effectiveness (10 points)

What is the anticipated life of this project in years? _____

What is the total capital cost of the project (from the general application)? \$ _____.

FORM TE-9

Divide the cost by the anticipated life of the project in years and provide the result here. \$_____.

(This is a measure of the annualized cost of the project.)

Please indicate where you believe the project falls on the following scale:

Highly Cost-effective

Reasonably Cost or Moderately Cost-effective

Low Cost-effectiveness

Not Cost-effective

Please explain your answer. _____

Project Need (5 points)

Are the enhancements proposed threatened, or will an opportunity be lost if the project is not funded? Yes No

Please explain the specific threats or opportunities lost.

FORM TE-10

Commitment/Prior Commitment (10 points)

Has the implementing agency or project sponsor certified that it is willing and able to maintain and operate the project? (5 points) Yes No

Please describe the best evidence of the certification available. If none is available, when can one be provided?

Has the LACTC made an explicit commitment to the proposal through a prior action? Please specify the action and the date it was taken.

Leveraging of Funding Sources (5 points)

Please divide the amount requested of the LACTC by the anticipated life of the project (in years), and provide the result here. \$ _____

Does this project leverage funds to Los Angeles County? Is it more cost effective when viewed this way?

FORM TE-11

Equity and Economic Development (5 points)

Please describe how the project encourages economic development, including employment. Does it provide increased economic development or employment opportunities to an economically disadvantaged area?

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

**MULTI-YEAR CALL FOR PROJECTS
FY 1993-94 THROUGH FY 1996-97**

APPENDICES



APPENDIX A

FUND SOURCES DESCRIPTION FOR LACTC MULTI-YEAR CALL FOR PROJECTS

<p>FUND SOURCES GUIDE for the FY 1993-94 CALL FOR PROJECT</p>

INTRODUCTION

This appendix describes the funds sources available to the Los Angeles County Transportation Commission to fund mobility improvements. The LACTC uses the funds described here to build a program of capital and operating transportation projects. In the FY 1994 Call for Projects, the LACTC will put together a program of transportation projects based on merit and then use the funding sources described herein to fund the program by strategically assigning the funds to the projects.

This guide is useful for project sponsors who seek a deeper understanding of the parameters the LACTC must meet in developing a program. This appendix demonstrates the complexity of funding a transportation program. The descriptions herein are for information purposes only and cannot be construed to represent the current policies of the LACTC or any other agency.

PROPOSITION A — DISCRETIONARY PROGRAM (40%)

Overview:

Forty percent of the sales tax revenues collected from Proposition A are set aside by LACTC for the Discretionary Grant Program. The revenues in the Discretionary Grant Fund are used to support the follow programs:

Transit Operator Formula Funds: These funds are allocated by formula to the municipal operators (including RTD) and the Foothill Transit Zone. These operators receive a "base" share (95% of the 40%) plus CPI each year, monitored and adjusted twice annually.

Article 8: Multimodal Transportation Terminals [99400.5 PUC]

Under Article 8 of the TDA, cities and the County of Los Angeles may file claims to finance construction of multimodal transportation terminals. The terminals may be located anywhere within the claimant's jurisdiction.

Article 8 (SB498)(Chapter 673): Local Streets and Roads [99400(a) and 99232 PUC]

Claims may also be filed under Article 8 of the TDA for the development, construction and maintenance of streets and roads, including facilities for exclusive use by pedestrians and bicycles. Eligible claimants include the cities of Avalon, Lancaster, Palmdale and Santa Clarita, and the County for the unincorporated area outside the SCRTD.

SCAG and LACTC shall consult with the Social Services Transportation Advisory Council established pursuant to PUC section 99238 prior to making any allocation for streets and roads. The membership of the council is to be social service and transit providers representing the elderly, the handicapped, and persons of limited means as specified in PUC Section 99238. The Advisory Council will solicit input from the transit dependent and transit disadvantaged, review the findings of the required public hearing, and advise the transportation planning agency on issues of specialized transportation.

SCAG and LACTC shall establish a citizen participation process including one annual public hearing in the area served by the Social Service Transportation Advisory Council.

STATE TRANSIT ASSISTANCE PROGRAM

Overview

The State Transit Assistance program was created under Chapter 161 of the Statutes of 1982 (AB 2551) and Chapter 105 of the Statutes of 1989 (SB 300). The State Transit Assistance Program provides a second source of Transportation Development Act funding for transportation planning and mass transportation purposes as specified by the California Legislature. Funds for the STA program are derived from fifty percent of Transportation Planning & Development Funds.

STA funds that are allocated to the regions on the basis of operators revenues must be allocated by the regional entities to the operators on the same basis for TDA Article 4 purposes. The STA funds that are allocated to the regions on the basis of population are available for allocation to claimants (1) in the areas where the LTF apportionment restriction applies, only to operators for Article 4 purposes, (2) in the remaining portions of Los Angeles and Sacramento counties, only for Article 4 and Article 8 transit purposes, and (3) in all other counties, for either

transportation planning or mass transportation purposes. Unlike LTF funds, STA funds may not be allocated for fund administration or streets and roads. Operators receiving STA funds, however, must meet qualifying criteria based on the subsidy per revenue vehicle hour received in the previous year, taking into consideration the change in the Consumer Price Index within the operator's region.

TRANSIT CAPITAL IMPROVEMENT PROGRAM

The types of projects eligible for TCI funds include:

- Abandoned railroad rights-of-way acquisition.
- Bus rehabilitation.
- Exclusive public mass transit guideways and rolling stock.
- Grade separations
- Intermodal transfer stations serving various transportation modes.
- Ferry vessels and terminals.
- Short-line railroad rehabilitation.

TCI funds come from the state tax on gasoline sales and are allocated to counties based on County minimum formulas. Top priority for these funds are commitments from the 1988 STIP to Metro Rail.

SURFACE TRANSPORTATION PROGRAM (STP)

Overview

As part of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Federal Government included a new transportation funding program entitled the Surface Transportation Program (STP). This program is not business as usual in that it is intended for use by the States and local cities for congestion relief in urban areas. Eligible uses include transit capital projects, Transportation Demand Management and arterial road improvements. The program provides funds to the County. The programming of the funds is done by the LACTC in cooperation with SCAG. In Los Angeles County, a portion of these funds, called STP Local funds or Guarantee Funds, are directly apportioned to the Cities and the County for eligible uses.

Eligible uses are construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highways (including interstate highways and bridges), capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly-owned intracity or intercity bus terminal and facilities, carpool projects, fringe and corridor parking facilities, bicycle and pedestrian walkways, highway and transit safety improvement and programs.

CONGESTION MITIGATION AIR QUALITY PROGRAM

Overview

This program is designed for projects that contribute to the attainment of a national ambient air quality standard. Projects in this program must be included in the State Implementation Plan (SIP) that has been approved pursuant to the Clean Air Act. No funds may be provided for a project which will result in the construction of new capacity available to single-occupant vehicles, unless the project consists of a high-occupancy vehicle facility available to single-occupant vehicles only other than peak travel times.

Eligible uses are for transportation projects or programs that contribute to the attainment of a national ambient air quality standard whether through reduction in vehicle miles traveled, fuel consumption, or through other factors.

SECTION 9 — CAPITAL

Funds are appropriated by Congress from the General Fund.

Section 9 Capital funds use is restricted to Bus and Rail capital expenses. Funds are allocated on a formula basis to each urbanized area in the nation.

SECTION 9 — OPERATING

Funds are appropriated by Congress from the General Fund.

Funds use is restricted to Bus and Rail operating expenses, with a limit on the amount that can be spent for operations. Funds are allocated on a formula basis to each urbanized area in the nation.

FLEXIBLE CONGESTION RELIEF FUNDS

Overview

Flexible Congestion Relief funds are derived from a variety of state and federal sources, including ISTEA, state gas taxes, and rail bonds. Caltrans amasses these funds in the State Highway account, and distributes them based on the STIP county minimum formulas. Statewide, the Flexible Congestion Relief Guidelines call for investment of at least \$3.0 billion in the program by year 2000, through the STIP.

Flexible Congestion Relief projects are intended to reduce or avoid congestion, by building increases in transportation system capacity. Eligible projects include new roadways or transit guideways, expansions of existing roadways or rail transit, or operational improvements that increase capacity. Flexible Congestion Relief projects are intended to be the most cost effective solution to add capacity in a corridor.

STATE TSM FUNDS

State Traffic Systems Management funds are targeted towards urban congestion relief projects which are designed to improve upon the capacity of existing systems. These funds can be obtained through state matching grants on CMAQ or STP funds for eligible state TSM projects or they may be obtained directly for significant TSM projects through the LACTC's Call for Projects. Typical TSM projects include traffic signal synchronization projects, Smart Corridor improvements, peak-hour parking restrictions, and urban freeway Traffic Management Systems such as changeable message signs, tow service patrol, and office to field communications systems through loop detectors and field surveillance equipment.

SURFACE TRANSPORTATION PROGRAM — TRANSPORTATION ENHANCEMENT FUNDS

Overview

The 1991 ISTEA set aside 10% of Surface Transportation Program funds for Transportation Enhancements. Eligible Enhancements include the following:

- Provision of facilities for pedestrians and bicycles;
 - Acquisition of scenic easements and scenic or historic sites;
 - Scenic or historic highway programs;
 - Landscaping and other scenic beautifications;
 - Historic preservation;
 - Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals);
 - Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
 - Control and removal of outdoor advertising;
 - Archaeological planning and research.
-

The LACTC is responsible for nominating a program of transportation enhancement projects to the California Transportation Commission by April 30, 1993. Emphasis in Los Angeles County will be upon projects closely related to the 30-Year Integrated Transportation Plan.

REBUILD L.A.

Acceleration of Projects for FY 1993-94:

Local funds will be freed up through the deferral of local match monies to state grant for Metro Rail Segment 2. Since the local match requirement must be met in FY 1994-95 and FY 1995-96, this program is then best described as an interest-free loan program.

\$68 million worth of projects can be selected through the Call for Projects for acceleration. Staff proposes to add a Rebuild L.A. component to the Call for Projects to facilitate acceleration of projects affecting the riot-impacted areas. This structure will allow the Commission to select projects for FY 1993-94 and set aside funds in FY 1994-95 and FY 1995-96 to assure payment of the local match on Metro Red Line Segment 2. The Call for Projects would invite a large pool of applicants and provides an equitable selection process. Potential projects for acceleration include Joint Development Opportunities, Park & Ride Lots, and Transportation System Management Improvements.

Program Administration:

Staff proposes to administer the FY 1992-93 Rebuild L.A. projects as a grant-specific program. In particular, accelerating projects to FY 1992-93 requires assurances that funds will be available in FY 1994-95 to pay the local match on Metro Red Line Segment 2.

APPENDIX B

MULTI-YEAR PROGRAMMING

Several funding programs available to Los Angeles County are multi-modal programs. In an effort to move more towards multi-year, multi-modal programming, the LACTC is issuing a multi-year Call for Projects for FY 1993-94 through FY 1996-97. This multi-year approach (described below) was approved by the LACTC on December 16, 1992.

The consolidation of funding sources through a multi-year, multi-modal Call for Projects will reduce or eliminate "hit or miss" applications to state and federal agencies and reduce valuable LACTC and applicant staff time in developing project applications, evaluating projects, and ranking projects for individual funding programs. LACTC staff will target the highest priority projects for a given funding source, work with the applicants to complete the applications for that funding source, and lobby external funding agencies to ensure funding for these projects.

The LACTC Multi-Year Call for Projects is a 4 year program for Fiscal Years 1993-94 through 1996-97. Applications will be accepted and funds will be programmed for specific projects for four years (FY 1993-94 through FY 1996-97) in the following modal categories:

- Freeway - HOV, TSM, and Gap Closures
- Regional Surface Transportation Improvements
- Bus Capital and Operations
- Rail Capital and Operations
- Transportation Enhancements
- Transit Security

Applications will be accepted and funds will be programmed for specific projects for the first two years (FY 1993-94 through FY 1994-95) and program reserves will be established for the next two years (FY 1995-96 through FY 1996-97) in the following modal categories:

- Local Traffic Systems Management (TSM)
- Regional Bikeways
- Transportation Demand Management (TDM)
- Commuter Rail, Transit Centers, & Park-N-Ride

This approved four year multi-modal Call for Projects was designed to match the 1991 ISTEA authorization period. The authorization period ends in FY 1996-97. A chart indicating the funding programs to be included in this Call for Projects and the time frame for all programs is shown as Attachment A of this Appendix.

LACTC will issue a Call for Projects every two years making the program a **rolling** multi-year program. Commission action on the Call for Projects will allocate funds for the first year of the program only. Commission allocation action will be required annually. In the odd (interim) year, LACTC will conduct a certification process to account for project readiness, funding availability, and potential reprogramming of projects. Through the annual recertification process and biennial Call for Projects, projects can be reprogrammed, added, or deleted from the multi-year program. This biennial Call for Projects is displayed in Attachment B of this Appendix.

A Multi-Year Call for Projects has the following advantages:

1. Allows LACTC to fund "good" projects using a mix of available funding resources rather than to try to create projects to meet funding criteria.
 2. Provides a more competitive program of projects at the state level resulting in better leveraging of state funds.
 3. Facilitates the programming of large, multi-year capital projects while maintaining funding reserves for future, not-yet-defined projects.
 4. Provides a program of ready projects that can be advanced in the program thereby allowing Los Angeles County to take advantage of federal funds not used by other counties.
 5. Provides direction for long-range legislative strategies.
 6. Permits better coordination of funding sources.
 7. Avoids ad hoc, piecemeal planning and programming while maintaining certain flexibility. Makes for a more rational, efficient, and time saving approach to programming of projects.
-

ATTACHMENT A

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 MULTI-MODAL CALL FOR PROJECTS AND SEPARATE FUNDING PROGRAMS
 EXISTING AND REVISED PROGRAM SCHEDULES
 MATCHING THE 1991 ISTEA

PROGRAM	1991 ISTEA									
	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99	FY99-00	FY00-01
JANUARY 1993 CALL FOR PROJECTS										
1992 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STP)										
- FEDERAL ISTEA FUNDS (BY FORMULA TO STATE)										
- STATE GAS TAX (PROP 111) FUNDS										
1994 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STP)										
- FEDERAL ISTEA FUNDS (BY FORMULA TO STATE)										
- STATE GAS TAX (PROP 111) FUNDS										
LACTC FAST TRACK PROGRAM										
- FEDERAL ISTEA STP/CMAQ FLEXIBLE FUNDS										
- FEDERAL ISTEA STP 110% GUARANTEE FUNDS										
LACTC CALL FOR PROJECTS PROGRAM										
- REBUILD L.A. (PROP. A & PROP. C)										
- PROPOSITION C FUNDS										
- FEDERAL ISTEA STP/CMAQ FLEXIBLE FUNDS (BY FORMULA TO LACTC)										
- STATE TRAFFIC SYSTEMS MANAGEMENT (TSM) FUNDS										
- STATE FLEXIBLE CONGESTION RELIEF (FCR) FUNDS AND STP (1994 STP)										
SRTP / TRANSIT TIP PROGRAM (ALL FUNDING SOURCES)										
- SECTION 3 AND SECTION 9 FUNDS										
- TDA, STA FUNDS										
- PROPOSITION A FUNDS										
STATE TRANSIT CAPITAL IMPROVEMENT (TCI) PROGRAM										
- STATE TP&D / TCI FUNDS										
STATE TRANSPORTATION ENHANCEMENTS PROGRAM										
- FEDERAL ISTEA STP TRANSPORTATION ENHANCEMENT FUNDS										

▨ EXISTING PROGRAM

■ PROJECT SPECIFIC PROGRAM

□ PROJECT SPECIFIC PROGRAM FOR MULTI-MODAL (BUS, HIGHWAY, AND RAIL) PROJECTS; F-CRCP; WK1 MW1 FUNDING RESERVES FOR TDM, TSM, BIKEWAYS, AND PARK & RIDE PROJECTS



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ATTACHMENT B

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 MULTI-MODAL CALL FOR PROJECTS SCHEDULE
 MATCHING THE 1991 ISTE A

		1991 ISTE A									
		FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98	FY 1998-99	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03
JANUARY 1993 CALL FOR PROJECTS (MAY 93 LACTC ADOPTION)	1994 STIP										
	(MARCH 94 CTC ADOPTION)										
FY 94-95 CALL FOR PROJECTS UPDATE • (MAY 94 LACTC ADOPTION)											
JANUARY 1995 CALL FOR PROJECTS • (MAY 95 LACTC ADOPTION)											
	1996 STIP										
(MARCH 96 CTC ADOPTION)											

(C:FPLWK1 MVB)
 11-24-02 REV. 3

- NEW PROGRAM OF PROJECTS (INCLUDES FUNDING RESERVES FOR TDM, TSM, BIWAYS, AND PARK & RIDE PROJECTS)
- ▨ EXISTING PROGRAM OF PROJECTS
- CERTIFICATION OF EXISTING PROGRAM OF PROJECTS SUCH AS:
 - PROJECT READINESS
 - REVISE FUNDING AVAILABILITY AND PROJECT COST REQUIREMENTS
 - POTENTIAL REPROGRAMMING OF PROJECTS

* ONLY THE FIRST YEAR OF ANY PROGRAM, AFTER CERTIFICATION, IS ELIGIBLE FOR LACTC ALLOCATION. IF READY, A PROJECT IN AN OUTYEAR MAY BE ADVANCED TO THE FIRST YEAR OF THE FUNDING SOURCE. I.E. A PROJECT OF FORMAL FUNDING VALUE IS MOVED TO THAT OUTYEAR.

APPENDIX C

LACTC PROPOSITION C STANDARD MEMORANDUM OF UNDERSTANDING (SAMPLE)

After project selection, and prior to receiving any grant funds, a Memorandum of Understanding (MOU) between the LACTC and the project sponsor must be executed. Any expenditures made prior to executing an MOU with the LACTC and/or receiving federal obligational approval may not be reimbursable and would be undertaken solely at the risk of the project sponsor.

Upon project selection, your Area Team representative will prepare the MOU for your review and signature. A sample MOU for a project funded with Proposition C funds is included in this appendix for your information. MOU's for projects utilizing other funding sources would conform to the basic principles of this sample MOU but would be slightly modified as appropriate for the particular funding source(s) used to fund the project.



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PROPOSITION C
RAIL AND BUS SECURITY (PROP. C 5%)
COMMUTER RAIL/TRANSIT CENTERS (PROP. C 10%)
TRANSIT RELATED STREET/STATE HIGHWAY IMPROVEMENTS (PROP. C 25%)
DISCRETIONARY GRANT PROGRAM (PROP. C 40%)

MEMORANDUM OF UNDERSTANDING

WHEREAS, on November 6, 1990, the voters of the County of Los Angeles approved by majority vote Proposition C, an ordinance establishing a one-half percent sales tax for public transit purposes; and

WHEREAS, the Los Angeles County Transportation Commission ("LACTC"), is responsible for the administration of the tax; and

WHEREAS, at its meeting of the governing board on September 23, 1992, LACTC approved a one time appropriation of Proposition C funds (the "Funds") for Fiscal Year 1993 for _____ (the "Project"); and

WHEREAS, the _____ ("Grantee") is an eligible funds recipient and desires to receive the Funds from LACTC; and

WHEREAS, LACTC and Grantee desire to agree to the terms and conditions of the grant of Funds.

NOW, THEREFORE, in consideration of the mutual terms and conditions contained herein, LACTC and Grantee hereby agree as follows:

1. **PAYMENT OF FUNDS.**

A. To the extent the Funds are available, LACTC shall make to Grantee a one time grant of the Funds in the amount of _____ Dollars (\$_____).

B. Grantee shall submit, within thirty (30) days of execution of this Memorandum of Understanding ("MOU"), a final approved financial/cash flow plan (the "Plan") for the Project. Upon approval by the LACTC Executive Director or his designee, the Plan shall be attached to this MOU as Attachment A and serve as an amendment to this MOU. Funds shall not be disbursed to Grantee until such time as the Plan is approved and attached to this MOU.

PROP. C MOU

C. This one time grant shall be prorated over a twelve (12) month period beginning in the month that costs are incurred as specified in the Plan. LACTC shall withhold, as retainage, ten percent (10%) of the total grant amount until LACTC review and approval of annual audit results. All disbursements shall be considered an estimate subject to adjustment based on the quarterly Project status reports and LACTC audit results. LACTC shall reconcile disbursements of the Funds against actual expenditures quarterly in November, February, May, and August of each year based upon the quarterly Project status reports specified in Section 5 of this MOU.

2. **TERM.** The term of this MOU shall commence on September 23, 1992 and shall terminate upon Project Completion. For purposes of this MOU, Project Completion is defined as the time at which the agreed upon scope of work, as more particularly described in Attachment B attached hereto (the "Scope of Work"), has been completed, all LACTC audit and reporting requirements have been satisfied, and the final disbursement of the Funds has been made to the Grantee.

3. **INVOICE BY GRANTEE.** Unless otherwise stated in this MOU, the annual and quarterly reports, described in Section 5 below, shall satisfy all LACTC invoicing requirements.

4. **USE OF FUNDS.**

A. The Grantee shall utilize the Funds in accordance with the LACTC Proposition C Guidelines (as adopted by LACTC in April/May 1992) (the "Guidelines") and as specified in the Scope of Work.

B. Attachment B shall constitute the agreed upon Scope of Work between LACTC and the Grantee, including scheduled beginning and ending/completion dates for the Project. The Funds, as granted under this MOU, can only be used towards the completion of this Scope of Work.

C. Grantee shall not use the Funds to substitute for any other funds or projects not specified in this MOU.

5. **REPORTING AND AUDIT REQUIREMENTS.**

A. Grantee shall submit quarterly project status reports, including, without limitation, quarterly and inception-to-date budgeted and actual expenditures, on the last day of the months of October, January, April, and July. Should Grantee fail to submit such reports within 10 days of the due date, LACTC may withhold, at its sole discretion, the Funds from Grantee.

PROP. C MOU

B. Grantee shall submit an annual project evaluation and financial review four (4) months prior to the end of each funded Fiscal Year. Grantee shall include, in this evaluation, any proposed or unforeseen changes to the Scope of Work, the Plan, the Project Budget, and the cost and/or schedule.

C. Grantee shall submit the reports and certifications indicated below:

- ___ Transit Performance Measurement Report
- ___ Financial Capacity Certification demonstrating current and future financial capacity to sustain all new operating costs
- ___ Maintenance of Effort Certification
- ___ Certification that all other available funding sources have been committed for the Project
- ___ Certification of Coordination with other affected Transit operators to avoid potential service duplication
- ___ Revised project application to be submitted annually on
- ___ Compliance with federal FTA Section 15 reporting requirements
- ___ Other: _____

D. Grantee shall send all reports and certifications to LACTC at 818 W. Seventh Street, Suite 1100, Los Angeles, California 90017, Attn: Accounts Payable.

E. LACTC, and/or its designee, shall have the right to conduct a financial and compliance audit(s) of the Project. Grantee agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with generally accepted accounting principles. The Grantee shall reimburse LACTC for any expenditures not in compliance with the Scope of Work and/or not in compliance with other terms and conditions as defined by this MOU and the Guidelines.

6. **ONE TIME GRANT.** This is a one time only grant subject to the terms and conditions agreed to herein and in the Guidelines. This grant does not imply nor obligate any future funding commitment on the part of LACTC.

PROP. C MOU

7. SOURCES AND DISPOSITION OF FUNDS.

A. Grantee and LACTC agree that the Project agreed to herein shall be funded from the following sources and in the amounts budgeted below (the "Project Budget").

<u>SOURCE OF FUNDS</u>	<u>TOTAL DOLLARS</u>	<u>%</u>
Proposition C _____	\$ _____	_____
Local Funding Commitment _____	\$ _____	_____
_____	\$ _____	_____
_____	\$ _____	_____
_____	\$ _____	_____
TOTAL PROJECT BUDGET	\$ _____	_____

B. Grantee shall not utilize the Funds in any other way or on any other project than that specified in this MOU and the Guidelines.

C. Grantee shall be responsible for any and all cost overruns for the Project.

D. Grantee shall be eligible for the Funds up to the grant amount specified in Section 1 of this MOU subject to the terms and conditions contained herein and in the Guidelines. Any underruns to the Project Budget shall be apportioned between LACTC and the Grantee in the same proportion as the Sources of Funds from each party to this MOU as specified in Section 7.A. above.

E. Grantee, within 60 days of completion of the Project described in the Scope of Work, shall return to LACTC any unused disbursements of the Funds previously transferred to the Grantee from the grant amount specified in Section 1 of this MOU.

F. Grantee shall expend the Funds granted under this MOU by September 23, 1995, three (3) years from the date of allocation, unless otherwise stated in this MOU. At the end of the three (3) year period, Grantee shall return any funds not expended to LACTC by October 22, 1995.

8. **DEFAULT.** The occurrence of any one or more of the following shall constitute a Default by Grantee under this MOU: (i) LACTC determines that Grantee has not made every effort to adhere to all warranties and conditions identified herein or in the Guidelines; (ii) Grantee fails to comply with the terms and conditions contained herein or in the Guidelines; or (iii) Grantee makes a change to the Plan, the Scope of Work, or the Project Budget without LACTC's prior written consent or approval as provided herein.

PROP. C MOU

9. **REMEDIES.**

A. In the event of a Default by Grantee, LACTC shall have the following remedies: (i) LACTC may terminate this MOU; (ii) LACTC may make no further disbursements of Funds to the Grantee; and/or (iii) LACTC may recover from Grantee any Funds disbursed to Grantee prior to and after the Default.

B. Effective upon receipt of written notice of termination from LACTC, Grantee shall not undertake any new work or obligation with respect to this MOU unless so directed by LACTC in writing.

C. The remedies described herein are non-exclusive. LACTC shall have the right to enforce any and all of LACTC's rights and remedies herein or which may be now or hereafter available at law or in equity.

10. **OTHER TERMS AND CONDITIONS.**

A. Notice under this MOU shall be in writing and personally served or deposited in the U.S. Postal Service, first class, postage prepaid to Grantee at _____

and to LACTC at 818 West Seventh Street, Los Angeles, California 90017, Attention: Area Team Directors. Notice shall be deemed given on the date personal service is obtained or on the date of deposit in the mail, whichever applies.

B. This MOU shall not be amended, nor any provision or breach hereof waived, except in writing signed by the parties which expressly refers to this MOU. No changes, in aggregate, to the Plan, the Scope of Work, or the Project Budget in excess of 10% or \$_____, whichever is less, shall be funded or allowed without the written consent and prior approval of the LACTC Executive Director or his designee.

C. This MOU, along with the Guidelines, constitutes the entire understanding between the parties, with respect to the subject matter herein. Adoption of revisions or supplements to the Guidelines by LACTC shall cause such revisions or supplements to be a part of this MOU as though fully set forth herein.

D. In the event that there is any legal proceeding between the parties to enforce or interpret this MOU, or the Guidelines, to protect or establish any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney's fees.

PROP. C MOU

E. Grantee shall retain all original records and documents related to the work herein for a period of three (3) years after Project Completion.

F. Neither LACTC nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by Grantee under or in connection with any work, authority, or jurisdiction delegated to Grantee under this MOU or the Guidelines. It is also understood and agreed that Grantee shall fully indemnify and hold LACTC harmless from any liability imposed for injury occurring by reason of anything done or omitted to be done by Grantee under or in connection with any work, authority, or jurisdiction delegated to Grantee under this MOU or the Guidelines.

G. Neither party hereto shall be considered in default in the performance of its obligation hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, acts of a public enemy, and government acts beyond the control and without fault or negligence of the affected party. Each party hereto shall give notice promptly to the other of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this MOU or the Guidelines.

H. Grantee shall comply with all applicable provisions of Federal, State, and Local laws, statutes, ordinances, rules, regulations, and procedural requirements and the applicable requirements and regulations of the LACTC. The terms of the most recent amendment to any Federal, State, or Local laws and regulations and LACTC requirements are applicable to this MOU to the maximum extent feasible, unless otherwise provided for in writing by the LACTC. Grantee shall insure that work performed under this MOU is done in conformance with all applicable rules and regulations including, but not limited to, Fair Employment Practices, the Civil Rights Act of 1964, Nondiscrimination Assurances, Minority and Disadvantaged Business Enterprise Participation, Public Health and Safety requirements, the Americans with Disabilities Act (ADA), Interest of Member of or Delegates to Congress, Audit and Inspection of Records, Access to and Retention of Records, Patent Rights, Covenant Against Gratuities, Clean Air and Water Acts, CEQA and NEPA requirements, Energy Conservation, Suspension and Debarment, Certification Regarding Lobbying, and Subcontracts. This includes, but is not limited to, the holding of public hearings when required, publishing of press notices, preparation of plans, specifications, estimates, and required environmental reports/documentation.

I. Grantee agrees that the requirements of this MOU and the Guidelines shall be included, as applicable, in every subcontract entered into relating to work performed under this MOU.

PROP. C MOU

J. Grantee shall not assign this MOU, or any part thereof, without written consent and prior approval of the LACTC Executive Director or his designee, and any attempt to do so shall be void and unenforceable.

K. If any provision of this MOU is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

L. All Attachments to this Memorandum of Understanding are incorporated herein and by this reference made a part thereof.

M. The covenants and agreements of this MOU shall inure to the benefit of, and shall be binding upon, each of the parties and their respective successors and assigns.

BELOW ARE OPTIONAL CLAUSES (DELETE ALL OR PORTION OF CLAUSE IF NOT REQUIRED):

N. Grantee agrees that all literature, advertisements, brochures, video, radio, and public service announcements, and all other materials relating to the Project and distributed to the public will contain recognition of the LACTC's contribution as well as the approved METRO logo, a form which is attached as Attachment C. Grantee agrees to display the METRO logo on its buses, shuttle buses, vans, and taxis utilized for services provided under the Project. The METRO logo is a copyrighted symbol which shall be reproduced and displayed in accordance with specific graphic guidelines available from the LACTC Graphics Department at the address in Section 9.A. above.

O. Grantee agrees to seek State / Local Transportation Partnership Program funds (SLTPP) from the State of California for the Project. SLTPP funds received by the Grantee for the Project shall be apportioned between the Grantee and LACTC in an amount equal to the percentage of the Project Budget contributed by the Grantee and LACTC (Section 7.A. above). Grantee agrees to remit the LACTC share of the SLTPP funds to LACTC within 30 days of receiving the SLTPP reimbursement from the State. Reimbursement shall be initiated by Grantee without further action by LACTC.

PROP. C MOU

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be duly executed as of the dates indicated below, with all the formalities required by the law.

[Grantee]

LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

Name Date
Title

NEIL PETERSON Date
Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Name Date
Title

DeWitt W. Clinton
County Counsel

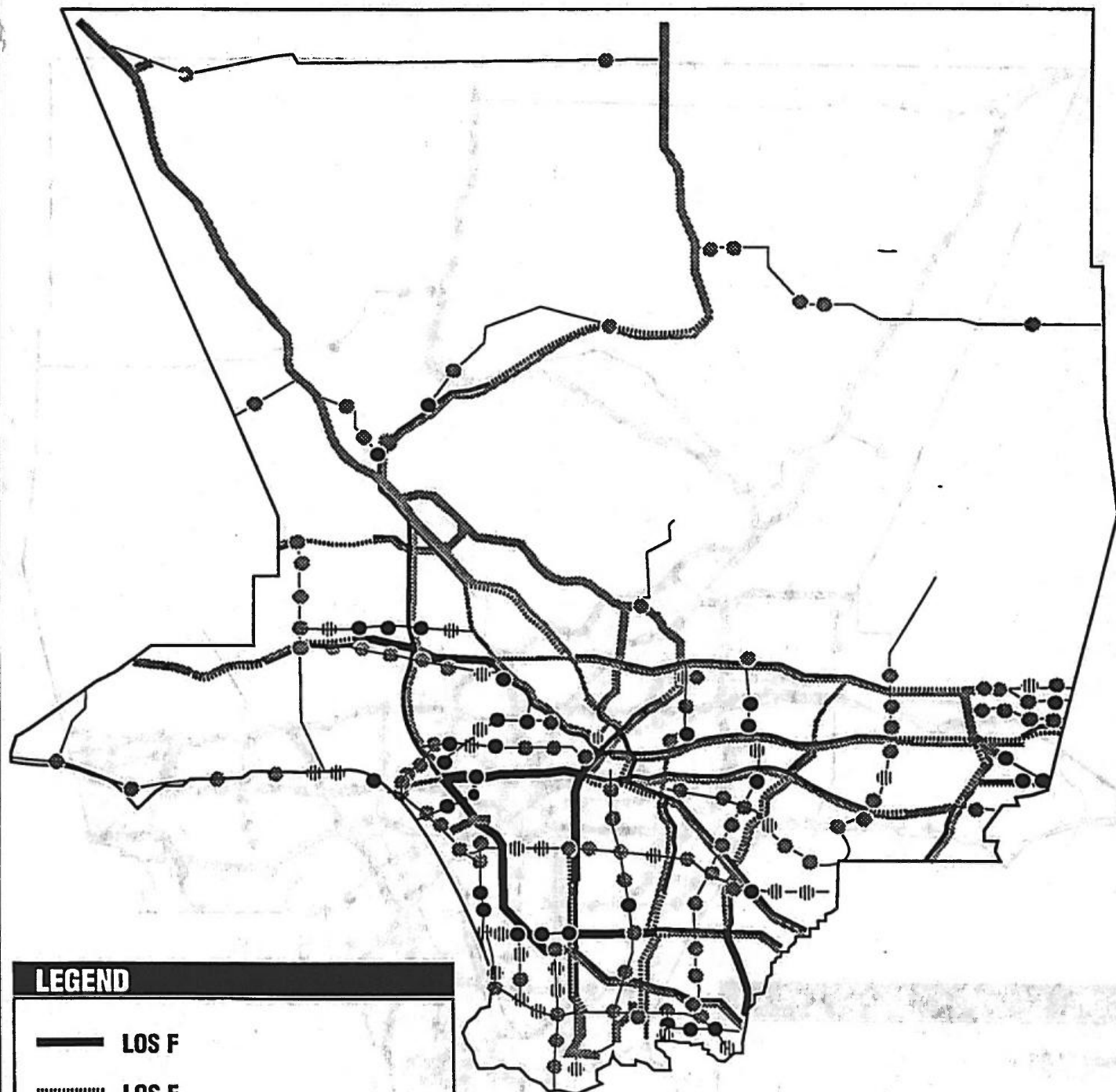
By: _____
Deputy Date

APPENDIX D

1992 CMP HIGHWAY SYSTEM AM/PM PEAK HOUR LEVELS OF SERVICE

[The page contains extremely faint and illegible text, likely bleed-through from the reverse side of the document. The text is scattered across the page and cannot be transcribed.]

1992 CMP HIGHWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE



LEGEND

- LOS F
- - - - - LOS E
- · · · · LOS D OR BETTER

Circles indicate arterial intersections.

Bars indicate freeway segments. Freeway segment congestion is schematically represented through interpolation of CMP monitoring station data provided in Appendix A.

1992 LEVELS OF SERVICE AT CMP ARTERIAL MONITORING STATIONS
 SORTED BY RESPONSIBLE AGENCY

10/28

CMP Station	RESPONSIBLE AGENCY	HIGHWAY NAME	CROSS STREET	AM Pk Hour		PM Pk Hour	
				V/C	LOS	V/C	LOS
55	LOS ANG CITY	PACIFIC COAST HWY	SUNSET BL	0.91	E	0.88	D
56	LOS ANG CITY	* PACIFIC COAST HWY	WESTERN AV	0.77	C	0.83	D
57	LOS ANG CITY	SANTA MONICA BL	BUNDY DR	0.54	A	0.67	B
58	LOS ANG CITY	* SANTA MONICA BL	HIGHLAND AV	1.01	F	1.09	F
59	LOS ANG CITY	SANTA MONICA BL	WESTERN AV	0.86	D	0.96	E
60	LOS ANG CITY	SANTA MONICA BL	WESTWOOD BL	0.82	D	0.88	D
61	LOS ANG CITY	SEPULVEDA BL	LINCOLN BL	0.89	D	0.94	E
62	LOS ANG CITY	TOPANGA CYN BL	DEVONSHIRE ST	0.81	D	0.91	E
63	LOS ANG CITY	TOPANGA CYN BL	ROSCOE BL	0.83	D	0.82	D
64	LOS ANG CITY	TOPANGA CYN BL	RTE 118 WB RAMPS	0.80	D	0.88	D
65	LOS ANG CITY	* TOPANGA CYN BL	VENTURA BL	0.88	D	0.87	D
66	LOS ANG CITY	* TOPANGA CYN BL	VICTORY BL	0.81	D	0.89	D
67	LOS ANG CITY	VALLEY BL	RTE 710 NB OFF-RAM	0.68	B	0.71	C
68	LOS ANG CITY	VENICE BL	CENTINELA BL	1.05	F	1.07	F
69	LOS ANG CITY	VENICE BL	LA CIENEGA	1.01	F	1.03	F
70	LOS ANG CITY	VENTURA BL	BALBOA BL	0.85	D	0.74	C
71	LOS ANG CITY	VENTURA BL	LANKERSHIM BL	1.08	F	0.95	E
72	LOS ANG CITY	VENTURA BL	LAUREL CYN BL	0.95	E	1.03	F
73	LOS ANG CITY	VENTURA BL	RESEDA BL	0.72	C	0.80	D
74	LOS ANG CITY	VENTURA BL	SEPULVEDA BL	0.88	D	0.85	D
75	LOS ANG CITY	VENTURA BL	WINNETKA AV	0.77	C	0.76	C
76	LOS ANG CITY	VENTURA BL	WOODMAN AV	0.78	C	0.87	D
77	LOS ANG CITY	VICTORY BL	BALBOA BL	1.01	F	0.98	E
78	LOS ANG CITY	VICTORY BL	RESEDA BL	1.03	F	1.16	F
79	LOS ANG CITY	VICTORY BL	SEPULVEDA BL	1.02	F	1.04	F
80	LOS ANG CITY	VICTORY BL	WINNETKA AV	0.97	E	1.01	F
81	LOS ANG CITY	VICTORY BL	WOODMAN AV	0.97	E	1.02	F
82	LOS ANG CITY	WESTERN AV	9TH ST	0.59	A	0.72	C
83	LOS ANG CITY	WILSHIRE BL	ALVARADO BL	0.53	A	0.68	B +
84	LOS ANG CITY	WILSHIRE BL	BEVERLY GLEN BL	0.84	D	0.87	D
85	LOS ANG CITY	WILSHIRE BL	LA BREA AV	0.82	D	0.83	D
86	LOS ANG CITY	WILSHIRE BL	SEPULVEDA BL	0.95	E	1.01	F
87	LOS ANG CITY	WILSHIRE BL	WESTERN AV	0.65	B	0.81	D +
88	LOS ANG COUNTY	AVENUE D	60TH ST WEST	0.22	A	0.23	A
89	LOS ANG COUNTY	* AZUSA AV	COLIMA RD	0.76	C	0.91	E
90	LOS ANG COUNTY	* COLIMA RD	HACIENDA BL	0.89	D	0.84	D
91	LOS ANG COUNTY	HENRY MAYO DR	CHIQUITO CYN RD	0.51	A	0.49	A
92	LOS ANG COUNTY	IMPERIAL HWY	CARMENITA RD	0.95	E	1.31	F
93	LOS ANG COUNTY	LANCASTER RD	300TH ST WEST	0.17	A	0.18	A
94	LOS ANG COUNTY	* PACIFIC COAST HWY	TOPANGA CYN BL	0.96	E	0.75	C
95	LOS ANG COUNTY	PEARBLOSSOM HWY	82ND ST E	0.46	A	0.52	A
96	LOS ANG COUNTY	* PEARBLOSSOM HWY	ANTELOPE HWY	0.33	A	0.32	A
97	LOS ANG COUNTY	ROSEMEAD BL	HUNTINGTON DR	0.96	E	1.07	F
98	LOS ANG COUNTY	ROSEMEAD BL	SAN GABRIEL BL	1.02	F	1.05	F
99	LOS ANG COUNTY	SIERRA HWY	RTE 14 (FLINTHILL DR)	0.69	B	0.71	C
100	LOS ANG COUNTY	SIERRA HWY	SAND CYN RD	0.86	D	1.04	F
101	LOS ANG COUNTY	WHITTIER BL	ATLANTIC BL	0.68	B	0.77	C
102	LYNWOOD	ALAMEDA ST	IMPERIAL HWY	1.02	F	1.04	F
103	MALIBU	* PACIFIC COAST HWY	DECKER RD	0.29	A	0.35	A
104	MALIBU	PACIFIC COAST HWY	KANAN DUME RD	0.50	A	0.48	A
105	MALIBU	PACIFIC COAST HWY	LAS FLORES CYN RD	0.74	C	0.79	C
106	MALIBU	PACIFIC COAST HWY	MALIBU CYN RD	0.57	A	0.65	B
107	MANHATTAN BCH	SEPULVEDA BL	ROSECRANS AV	1.22	F	1.22	F
108	MONTEBELLO	WHITTIER BL	GARFIELD	0.00	A	0.00	A +

1992 LEVELS OF SERVICE AT CMP ARTERIAL MONITORING STATIONS
 SORTED BY RESPONSIBLE AGENCY

10/28

CMP Station	RESPONSIBLE AGENCY	HIGHWAY NAME	CROSS STREET	AM Pk Hour		PM Pk Hour	
				V/C	LOS	V/C	LOS
109	MONTEBELLO	WHITTIER BL	MONTEBELLO BL	0.75	C	0.79	C
110	NORWALK	FIRESTONE BL	IMPERIAL HWY	0.92	E	0.86	D
111	NORWALK	IMPERIAL HWY	NORWALK BL	0.84	D	0.95	E
112	PALMDALE	FORT TEJON RD	PEARBLOSSOM HWY	0.52	A	0.57	A
113	PALMDALE	PALMDALE BL	30TH ST E	0.42	A	0.69	B
114	PALMDALE	PALMDALE BL	SIERRA HWY	0.48	A	0.72	C
115	PASADENA	ARROYO PKWY	CALIFORNIA BL	0.81	D	0.92	E
116	PASADENA	PASADENA/ST.JOHN AV	CALIFORNIA BL	0.95	E	0.95	E
117	PASADENA	ROSEMEAD BL	FOOTHILL BL	0.70	B	0.87	D
118	PICO RIVERA	ROSEMEAD BL	WASHINGTON BL	0.88	D	0.94	E
119	PICO RIVERA	* ROSEMEAD BL	WHITTIER BL	0.77	C	0.89	D
120	POMONA	ARROW HWY	GAREY AV	0.63	B	0.85	D
121	POMONA	CORONA EXPY	GAREY AV	1.10	F	1.10	F
122	POMONA	CORONA EXPY	MISSION BL	1.10	F	1.10	F
123	POMONA	FOOTHILL BL	GAREY AV	0.80	C	1.06	F
124	RANCHO PV	WESTERN AV	TOSCANINI DR	0.69	B	0.73	C
125	REDONDO BCH	ARTESIA BL	INGLEWOOD AV	0.98	E	1.16	F
126	REDONDO BCH	PACIFIC COAST HWY	TORRANCE BL	0.94	E	1.09	F
127	ROSEMEAD	ROSEMEAD BL	VALLEY BL	1.02	F	1.05	F
128	SAN DIMAS	ARROW HWY	SAN DIMAS AV	0.47	A	0.67	B
129	SANTA CLARITA	MAGIC MTN PKWY	VALENCIA BL	0.77	C	0.91	E
130	SANTA CLARITA	SAN FERNANDO RD	LYONS AV	0.85	D	1.06	F
131	SANTA CLARITA	* SAN FERNANDO RD	SIERRA HWY	1.04	F	0.88	D
132	SANTA CLARITA	SIERRA HWY	PLACERITA CYN RD	0.69	B	0.67	B
133	SANTA CLARITA	SIERRA HWY	SOLEDAD CYN RD	1.06	F	1.13	F
134	SANTA MONICA	LINCOLN	PICO BL	0.93	E	0.91	E
135	SANTA MONICA	SANTA MONICA BL	CLOVERFIELD BL	0.68	B	0.80	C
136	SANTA MONICA	* SANTA MONICA BL	LINCOLN BL	0.63	B	0.86	D
137	SANTA MONICA	WILSHIRE BL	26TH ST	0.81	D	0.95	E
138	SOUTH EL MONTE	ROSEMEAD BL	GARVEY AV	0.85	D	0.97	E
139	SOUTH GATE	* ALAMEDA ST	FIRESTONE BL	0.69	B	0.86	D
140	SOUTH GATE	FIRESTONE BL	ATLANTIC AV	0.91	E	1.11	F
141	SOUTH PASADENA	FREMONT AV	HUNTINGTON DR	0.86	D	0.96	E
142	TEMPLE CITY	ROSEMEAD BL	LAS TUNAS DR	1.05	F	1.05	F
143	TORRANCE	ARTESIA BL	CRENSHAW BL	1.11	F	1.11	F
144	TORRANCE	* ARTESIA BL	HAWTHORNE BL	1.09	F	1.01	F
145	TORRANCE	HAWTHORNE BL	190TH ST	0.99	E	0.94	E
146	TORRANCE	HAWTHORNE BL	SEPULVEDA BL	0.83	D	1.05	F
147	TORRANCE	PACIFIC COAST HWY	CRENSHAW BL	0.99	E	1.09	F
148	TORRANCE	* PACIFIC COAST HWY	HAWTHORNE	1.00	E	1.03	F
149	TORRANCE	PACIFIC COAST HWY	PALOS VERDES BL	0.76	C	0.96	E
150	TORRANCE	WESTERN AV	190TH ST	0.86	D	0.95	E
151	TORRANCE	WESTERN AV	CARSON ST	0.95	E	1.04	F
152	TORRANCE	WESTERN AV	SEPULVEDA BL	0.99	E	1.10	F
153	W.COVINA	AZUSA AV	AMAR RD	0.96	E	1.25	F
154	W.COVINA	AZUSA AV	CAMERON AV	0.69	B	0.77	C
155	W.COVINA	AZUSA AV	WORKMAN AV	0.62	B	0.71	C
156	W.HOLLYWOOD	SANTA MONICA BL	DOHENY DR	0.96	E	0.82	D
157	W.HOLLYWOOD	SANTA MONICA BL	LA CIENEGA BL	1.09	F	0.94	E
158	WHITTIER	WHITTIER BL	COLIMA RD	0.85	D	0.96	E
159	WHITTIER	WHITTIER BL	NORWALK BL	0.92	E	0.81	D
160	WHITTIER	WHITTIER BL	PAINTER AV	0.84	D	1.14	F

* Indicates intersection of two CMP arterials.

+ Affected by Construction

1992 LEVELS OF SERVICE AT CMP FREEWAY MONITORING STATIONS

CMP Station	Fwy Rte	Post Mile	Location	Northbound/Eastbound						Southbound/Westbound									
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour						
				Demnd	Cap	D/C LOS	Demnd	Cap	D/C LOS	Demnd	Cap	D/C LOS	Demnd	Cap	D/C LOS				
1001	2	R17.00	Verdugo Rd	3924	8000	0.49	B	7852	8000	0.98	E	10080	8000	1.26	F1	3668	8000	0.46	B
1002	5	8.27	Lakewood Blvd	11200	8000	1.40	F2	7433	8000	0.93	D	6873	8000	0.86	D	10330	8000	1.29	F1
1003	5	15.14	Calzona St	12578	10000	1.26	F1	9178	10000	0.92	D	9608	10000	0.96	E	13323	10000	1.33	F1
1004	5	21.80	Stadium Way	8892	10000	0.89	D	12720	10000	1.27	F1	10360	10000	1.04	F0	8956	10000	0.90	D
1005	5	25.78	Colorado St Ext	4968	8000	0.62	C	6398	8000	0.80	D	6310	8000	0.79	D	5288	8000	0.66	C
1006	5	29.27	Burbank Blvd	5108	8000	0.64	C	6996	8000	0.87	D	7812	8000	0.98	E	5044	8000	0.63	C
1007	5	37.55	Osborne St	7912	10000	0.79	D	12920	10000	1.29	F1	13050	10000	1.31	F1	8148	10000	0.81	D
1008	5	R42.65	Roxford St	7187	10000	0.72	C	11763	10000	1.18	F0	11219	10000	1.12	F0	7676	10000	0.77	C
1009	5	R50.33	Lyons Ave	6003	8000	0.75	C	7900	8000	0.99	E	7315	8000	0.91	D	6052	8000	0.76	C
1010	10	R2.17	Lincoln Blvd	7052	8000	0.88	D	6248	8000	0.78	D	6708	8000	0.84	D	6348	8000	0.79	D
1011	10	R6.40	Overland Ave	12700	10000	1.27	F1	13650	10000	1.37	F2	11760	10000	1.18	F0	12948	10000	1.29	F1
1012	10	10.53	La Brea Ave	13000	10000	1.30	F1	12240	10000	1.22	F0	12960	10000	1.30	F1	14850	10000	1.49	F3
1013	10	15.91	Los Angeles St	9614	10000	0.96	E	14158	10000	1.42	F2	11286	10000	1.13	F0	13800	10000	1.38	F2
1014	10	19.66	Soto St	7083	9000	0.79	D	10560	9000	1.17	F0	11608	9000	1.29	F1	7692	9000	0.85	D
1015	10	23.38	Atlantic Blvd	5944	8000	0.74	C	12200	8000	1.53	F3	11450	8000	1.43	F2	7188	8000	0.90	D
1016	10	26.94	Rosemead Blvd	5620	8000	0.70	C	10970	8000	1.37	F2	10860	8000	1.36	F2	5820	8000	0.73	C
1017	10	32.22	Baldwin Park Blvd	6488	8000	0.81	D	10850	8000	1.36	F2	10850	8000	1.36	F2	6532	8000	0.82	D
1018	10	38.48	Grand Ave	6240	8000	0.78	D	7788	8000	0.97	E	7764	8000	0.97	E	6256	8000	0.78	D
1019	10	43.66	Fairplex Dr	6558	8000	0.82	D	10450	8000	1.31	F1	8015	8000	1.00	F0	6266	8000	0.78	D
1020	10	47.87	Indian Hill	7612	8000	0.95	E	10050	8000	1.26	F1	10060	8000	1.26	F1	8020	8000	1.00	F0
1021	14	R27.05	San Fernando Rd	2620	8000	0.33	A	7380	8000	0.92	D	8284	8000	1.04	F0	3512	8000	0.44	B
1022	14	33.42	Sand Canyon Rd	1260	4000	0.32	A	5210	4000	1.30	F1	5040	4000	1.26	F1	1890	4000	0.47	B
1023	14	39.85	Aqua Dulce Canyon Rd	1615	4000	0.40	B	3950	4000	0.99	E	3990	4000	1.00	E	2521	4000	0.63	C
1024	14	R52.17	Sierra Hwy (Soledad Cyn)	1560	4000	0.39	B	3800	4000	0.95	E	3984	4000	1.00	E	2436	4000	0.61	C
1025	14	R59.80	Palmdale Blvd	1466	4000	0.37	B	3800	4000	0.95	E	3170	4000	0.79	D	1584	4000	0.40	B
1026	22	1.14	Studebaker Rd	2432	3000	0.81	D	2748	3000	0.92	D	2452	3000	0.82	D	2144	3000	0.71	C
1027	57	R3.17	Pathfinder Rd	6400	8000	0.80	D	10260	8000	1.28	F1	9600	8000	1.20	F0	7040	8000	0.88	D
1028	57	7.30	Campus (n/o Valley)	5719	8000	0.71	C	7049	8000	0.88	D	7581	8000	0.95	E	6251	8000	0.78	D
1029	60	2.05	Indiana St	6024	8000	0.75	C	8940	8000	1.12	F0	10430	8000	1.30	F1	5448	8000	0.68	C
1030	60	9.46	Rosemead Blvd	5164	8000	0.65	C	11680	8000	1.46	F3	13800	10000	1.38	F2	6428	10000	0.64	C
1031	60	15.93	Hacienda Blvd	5132	8000	0.64	C	7532	8000	0.94	E	10130	8000	1.27	F1	6500	8000	0.81	D

1992 LEVELS OF SERVICE AT CMP FREEWAY MONITORING STATIONS

CMP Station	Fwy Rte	Post Mile	Location	Northbound/Eastbound						Southbound/Westbound									
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour						
				Demnd	Cap	D/C	LOS	Demnd	Cap	D/C	LOS	Demnd	Cap	D/C	LOS				
1032	60	20.43	Nogales St	5900	8000	0.74	C	7576	8000	0.95	E	7376	8000	0.92	D	7040	8000	0.88	D
1033	60	R24.45	Grand Ave	6244	10000	0.62	C	13780	10000	1.38	F2	9367	10000	0.94	E	7025	10000	0.70	C
1034	60	R29.39	Corona Expressway	4480	6000	0.75	C	8720	6000	1.45	F3	8280	6000	1.38	F2	5468	6000	0.91	D
1035	91	R10.31	Alameda St	8184	8000	1.02	F0	11680	8000	1.46	F3	11080	8000	1.39	F2	8720	8000	1.09	F0
1036	91	R14.59	Lakewood Blvd	6150	8000	0.77	C	11110	8000	1.39	F2	11340	8000	1.42	F2	5586	8000	0.70	C
1037	91	R18.09	Pioneer Blvd	5292	8000	0.66	C	8650	8000	1.08	F0	10410	8000	1.30	F1	6063	8000	0.76	C
1038	101	0.82	Los Angeles St *	10550	8000	1.32	F1	6423	8000	0.80	D	6388	8000	0.80	D	11840	8000	1.48	F3
1039	101	5.90	Western Ave *	5996	8000	0.75	C	7412	8000	0.93	D	8720	8000	1.09	F0	6328	8000	0.79	D
1040	101	13.98	Coldwater Canyon Ave *	11150	8000	1.39	F2	11340	8000	1.42	F2	10150	8000	1.27	F1	9850	8000	1.23	F0
1041	101	20.34	White Oak Ave *	9650	8000	1.21	F0	9650	8000	1.21	F0	12200	8000	1.53	F3	10650	8000	1.33	F1
1042	101	27.51	Long Vly/Mulholland Dr *	6364	8000	0.80	D	8063	8000	1.01	F0	9130	8000	1.14	F0	6499	8000	0.81	D
1043	101	35.04	Kanan Rd *	4362	9000	0.48	B	8213	9000	0.91	D	7000	9000	0.78	D	5256	9000	0.58	C
1044	110	7.02	Carson St	9685	8000	1.21	F0	5960	8000	0.75	C	5215	8000	0.65	C	8940	8000	1.12	F0
1045	110	11.89	Rosecrans Ave	8415	8000	1.05	F0	7650	8000	0.96	E	6885	8000	0.86	D	7650	8000	0.96	E
1046	110	17.98	Slauson Ave	11680	8000	1.46	F3	10240	8000	1.28	F1	10240	8000	1.28	F1	7748	8000	0.97	E
1047	110	22.12	Olympic Blvd	8520	6000	1.42	F2	8880	6000	1.48	F3	11800	8000	1.48	F3	8680	8000	1.09	F0
1048	110	24.46	Stadium Way	4047	6000	0.67	C	9120	6000	1.52	F3	8380	6000	1.40	F2	4152	6000	0.69	C
1049	110	28.76	Avenue 60	3270	6000	0.55	C	5995	6000	1.00	E	7480	6000	1.25	F0	4905	6000	0.82	D
1050	118	1.87	Topanga Canyon Blvd	6340	6000	1.06	F0	3416	6000	0.57	C	2732	6000	0.46	B	7120	6000	1.19	F0
1051	118	R7.73	Balboa Blvd	8220	10000	0.82	D	6800	10000	0.68	C	10270	10000	1.03	F0	12800	10000	1.28	F1
1052	118	R12.40	San Fernando Rd	3972	8000	0.50	B	5124	8000	0.64	C	4540	8000	0.57	C	3768	8000	0.47	B
1053	134	3.04	Buena Vista St	6792	8000	0.85	D	6792	8000	0.85	D	6204	8000	0.78	D	10160	8000	1.27	F1
1054	134	7.41	Brand/Central Ave	6920	8000	0.87	D	9140	8000	1.14	F0	8957	8000	1.12	F0	5812	8000	0.73	C
1055	134	R11.52	Figueroa St	6804	8000	0.85	D	7620	8000	0.95	E	10080	8000	1.26	F1	6692	8000	0.84	D
1056	170	R17.53	Magnolia Blvd	4564	8000	0.57	C	6608	8000	0.83	D	7216	8000	0.90	D	4925	8000	0.62	C
1057	210	R4.95	Polk St	4380	6000	0.73	C	3692	6000	0.62	C	1436	6000	0.24	A	3692	6000	0.62	C
1058	210	R7.19	Osborne St	5844	8000	0.73	C	3484	8000	0.44	B	3448	8000	0.43	B	5776	8000	0.72	C
1059	210	R22.64	Arroyo Blvd	6636	9000	0.74	C	4064	9000	0.45	B	4356	9000	0.48	B	6476	9000	0.72	C
1060	210	R29.72	Rosemead Blvd	6390	9000	0.71	C	12850	9000	1.43	F2	11880	9000	1.32	F1	6447	9000	0.72	C
1061	210	37.86	Irwindale Ave	7400	9000	0.82	D	11520	9000	1.28	F1	10080	9000	1.12	F0	7208	9000	0.80	D
1062	210	R45.42	Arrow Highway	5988	8000	0.75	C	5452	8000	0.68	C	5384	8000	0.67	C	6584	8000	0.82	D

1992 LEVELS OF SERVICE AT CMP FREEWAY MONITORING STATIONS

CMP Station	Fwy Rte	Post Mile	Location	Northbound/Eastbound						Southbound/Westbound									
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour						
				Demnd	Cap	D/C	LOS	Demnd	Cap	D/C	LOS	Demnd	Cap	D/C	LOS	Demnd	Cap	D/C	LOS
1063	405	0.55	Studebaker Rd	10340	8000	1.29	F1	7380	8000	0.92	D	7296	8000	0.91	D	11680	8000	1.46	F3
1064	405	5.99	Allanitic Ave	13165	10000	1.32	F1	7200	10000	0.72	C	9135	10000	0.91	D	13570	10000	1.36	F2
1065	405	11.32	Avalon Blvd	12100	10000	1.21	F0	9300	10000	0.93	D	8400	10000	0.84	D	14600	10000	1.46	F3
1066	405	16.66	Artesia Blvd	11500	8000	1.44	F2	9440	8000	1.18	F0	8528	8000	1.07	F0	12340	8000	1.54	F3
1067	405	22.22	Century Blvd	11533	8000	1.44	F2	10010	8000	1.25	F1	8668	8000	1.08	F0	10150	8000	1.27	F1
1068	405	27.81	Venice Blvd	12595	10000	1.26	F1	12595	10000	1.26	F1	10305	10000	1.03	F0	10305	10000	1.03	F0
1069	405	33.00	Sunset Boulevard	8604	10000	0.86	D	14600	10000	1.46	F3	11480	9000	1.28	F1	9073	9000	1.01	F0
1070	405	43.87	Roscoe Blvd	6004	8000	0.75	C	8164	8000	1.02	F0	9577	8000	1.20	F0	7536	8000	0.94	E
1071	605	R3.68	South St	8164	8000	1.02	F0	8643	8000	1.08	F0	8797	8000	1.10	F0	9150	8000	1.14	F0
1072	605	R8.40	Firestone Blvd	11130	8000	1.39	F2	11590	8000	1.45	F2	7891	9000	0.88	D	12420	9000	1.38	F2
1073	605	R13.48	Whittier Blvd	5024	8000	0.63	C	10130	8000	1.27	F1	8036	8000	1.00	F0	7044	8000	0.88	D
1074	605	R19.39	Valley Blvd	5435	8000	0.68	C	7956	8000	0.99	E	8200	8000	1.03	F0	6243	8000	0.78	D
1075	605	23.96	Arrow Highway	4000	8000	0.50	B	5598	8000	0.70	C	6425	8000	0.80	D	4809	8000	0.60	C
1076	710	7.89	Willow St	4860	6000	0.81	D	5400	6000	0.90	D	5940	6000	0.99	E	5400	6000	0.90	D
1077	710	12.01	Long Beach Blvd	7148	11000	0.65	C	7300	11000	0.66	C	9428	10000	0.94	E	10056	10000	1.01	F0
1078	710	18.42	Firestone Blvd	8910	8000	1.11	F0	6884	8000	0.86	D	5760	8000	0.72	C	7920	8000	0.99	E
1079	710	23.50	Olympic Blvd	7380	9000	0.82	D	7380	9000	0.82	D	7095	9000	0.79	D	11430	9000	1.27	F1

* Rte 101 travels north/south

+ Affected by Construction

APPENDIX E

FUNDS ADMINISTRATION PROCESS OVERVIEWS (SAMPLES)

After project selection and execution of an MOU with the LACTC, a project sponsor is required to meet additional reporting and project requirements to access funds and to ensure/maintain project eligibility for cost reimbursement. These requirements vary depending upon the funding source utilized to fund the project. For example, for projects funded with funds from a federal funding source, any expenditures made prior to receiving federal obligational authority would not be reimbursable.

Appendix E provides a breakout of the Proposition C and ISTEA funds administration processes. These are provided as examples to illustrate the importance of being familiar with and adhering to the requirements of various funding sources. The information provided in this appendix should also give the project applicant a sense of the timing of funds reimbursements from various funding sources and therefore allow the applicant to better assess and plan for a project's cash flow needs.



LACTC**PROPOSITION C FUNDS ADMINISTRATION PROCESS****FOR: RAIL AND BUS SECURITY (PROP. C 5%)****COMMUTER RAIL/TRANSIT CENTERS (PROP. C 10%)****TRANSIT RELATED STREET/STATE HIGHWAY IMPROVEMENTS (PROP. C 25%)****PROPOSITION C DISCRETIONARY GRANT PROGRAM (PROP. C 40%)**

ACTION	RESPONSIBLE ORGANIZATION
1. Submit completed Proposition C application, authorizing resolution, and required certifications ¹	Project Sponsor
2. Review and approve project and forward recommendations to full Commission	LACTC-Area Teams, Capital Planning and Advisory Committees
3. Approve project	LACTC-Commission
4. Approve project for inclusion in Regional Transportation Improvement Program (RTIP)	LACTC-Capital Planning & Programming and SCAG
5. Execute Memorandum of Understanding with Project Sponsor	LACTC-Area Teams in cooperation with Capital Planning
6. Implement project per Proposition C guidelines and Memorandum of Understanding	Project Sponsor
7. Submit quarterly project status report including quarterly and inception to date budgeted and actual expenditures	Project Sponsor
8. Review quarterly report	LACTC-Area Teams
9. Disburse funds to Project Sponsor	LACTC-Accounting
10. Manage project per Proposition C guidelines and Memorandum of Understanding; submit annual project evaluation and financial review ²	Project Sponsor

NOTES:

LACTC, and/or its designee, shall have the right to conduct an annual project financial and compliance audit(s). This audit will ensure that the project is in compliance with the project scope of work and other terms and conditions as defined by the Memorandum of Understanding and the LACTC Proposition C Guidelines (as adopted by LACTC in April/May 1992). Results of the audit will be reported to the Commission on an annual basis.

All project sponsors must comply with FTA Section 15 reporting requirements.

New or revised project applications may be required, on an annual basis, for all projects funded under the Proposition C 40% Discretionary grant program.

¹Certifications that may be required include:

- Certification that all other available funding sources have been committed for the proposed project.
- Financial Capacity certification demonstrating current and future financial capacity to sustain all new operating costs.
- Maintenance of Effort certification.
- Certification of Coordination with other affected transit operators to avoid potential service duplication.

²Operators receiving Proposition C base service funding must also submit an annual Transit Performance Report (TPR) report and annual warranty as required.

**LACTC
TRANSIT PROJECTS (excluding TDM)
FUNDS ADMINISTRATION PROCESS
FOR ISTE (STP, CMAQ) FORMULA FUNDS**

ACTION	RESPONSIBLE ORGANIZATION
1. Submit project for inclusion in Regional Transportation Improvement Program (RTIP)	Transit Operator
2. Approve project for inclusion in Regional TIP; Execute MOU with Transit Operator	LACTC-Capital Planning & Programming and SCAG
3. Complete & submit Section 9 Grant Application and Environmental Assessment or EIS pursuant to FTA C 9030.1A (copies to LACTC and Caltrans Dist. 7)	Transit Operator
4. On a quarterly basis, approve Section 9 Grant Application and categorical exclusions, FONSI, or EIS ⁹	FTA Regional Office
5. Prepare and submit FNM-76	Caltrans District 7 Local Streets & Roads Branch
6. Transfer funds to FTA	FHWA Division Office Division Administrator
7. Obligate funds for project, award Grant and execute Grant contracts with Grantee; approval to draw down funds	FTA Regional Office
8. Advertise contract for bid and award contract pursuant to FTA C 4220.1B	Transit Operator
9. Project construction/management and draw down of funds (Form TFS-5805 or SF-270) pursuant to FTA C 5010.1A	Transit Operator
10. Transfer cash payments to grantee by Electronic Clearing House Operations (ECHO) System or by Treasury Check	FTA Headquarters
11. Prepare final contract close out reports and final request for funds (Form TFS-5805 or SF-270) pursuant to FTA C 5010.1A	Transit Operator
12. Approve final reports and request for funds and transfer final cash payment to grantee	FTA Headquarters

⁹All grant applications will be reviewed and approved in the quarter following submittal by the Transit Operator. For example, an application submitted in the quarter ending December 31, 1992 (10/1/92 - 12/31/92) will be approved at the end of the following quarter (3/31/93). Additionally, the Section 9 Grant Application must be in approval condition within the first ten (10) days of the quarter following submittal of the application. Approval condition requires that the project is included in an approved Federal Transportation Improvement Program (FTIP) and that all necessary certifications and submissions have been included in the Grant Application. The only exception to this requirement is that the Section 13(c) labor certifications may be in process while the FTA is reviewing the application. If the labor certifications are in process, they must be completed before the Section 9 Grant Application can be approved.

**LACTC
HIGHWAY PROJECTS
FUNDS ADMINISTRATION PROCESS
FOR ISTE (STIP, CMAQ) FORMULA FUNDS**

ACTION	RESPONSIBLE AGENCY
1. Submit project for inclusion in Regional Transportation Improvement Program (RTIP)	Local Agency
2. Approve project for inclusion in Regional TIP; Execute MOU with Local Agency	LACTC-Capital Planning & Programming and SCAG
3. Prepare field review form and preliminary environmental study	Local Agency
4. Conduct field review and provide authorization to proceed with environmental document	Caltrans District 7
5. Complete Environmental Assessment or EIS	Local Agency
6. Review completed environmental document	Caltrans District 7
7. Approve categorical exclusion, FONSI, or EIS	FHWA Division Office
8. Provide authorization to proceed with PS&E and R/W acquisition ⁴	Caltrans District 7
9. Complete PS&E and certify R/W	Local Agency
10. Review and approves R/W certification and PS&E; submit FNM-76	Caltrans District 7
11. Approve R/W certification; obligate funds for construction	FHWA Division Office
12. Provide authorization to advertise for bids	Caltrans District 7
13. Advertise project for bid and award contract	Local Agency
14. Construct project; submit invoices	Local Agency
15. Approve invoices	Caltrans District 7
16. Reimburse Local Agency per submitted invoices	Caltrans Headquarters
17. Conduct final inspection	Caltrans District 7
18. Prepare final reports and invoice	Local Agency
19. Reimburse Local Agency per final invoice	Caltrans Headquarters

⁴FHWA must obligate funds at this point if Local Agency requests federal funds reimbursement for this phase before project construction.

**LACTC
TRANSPORTATION DEMAND MANAGEMENT (TDM) PROJECTS
FUNDS ADMINISTRATION PROCESS
FOR ISTE A (STP, CMAQ) FORMULA FUNDS**

ACTION	RESPONSIBLE ORGANIZATION
1. Submit project for inclusion in Regional Transportation Improvement Program (RTIP)	Local Agency/ Transportation Mgmt Organization (TMA)
2. Approve project for inclusion in Regional TIP	LACTC-Capital Planning & Programming and SCAG
3. Submit Scope of Work and Budget documentation; submit environmental and Right of Way documentation (as applicable)	Local Agency/TMA
4. Approve Scope of Work and Budget and Execute MOU with Project Sponsor; approve Right of Way certification (as applicable); review environmental documentation (as applicable); submit project information	LACTC-TDM Management
5. Certify project eligibility; process environmental documentation (as applicable)	Caltrans District 7 Mass Transit Branch
6. Approve categorical exclusion, FONSI or EIS (as applicable)	FHWA Division Office
7. Prepare and submit FNM-76	Caltrans District 7 Local Streets & Roads Branch
8. Obligate funds for project	FHWA Division Office
9. Grant authorization to advertise for bids (as applicable)	Caltrans District 7 Mass Transit Branch
10. Advertise project for bid and award contract (as applicable) ⁵	Local Agency/TMA
11. Execute project; submit invoices	Local Agency/TMA
12. Approve progress payment invoices	LACTC-TDM Management
13. Reimburse Local Agency as required	LACTC-Accounting
14. Reimburse LACTC or Local Agency per submitted invoices	Caltrans Headquarters
15. Prepare final reports and invoice	Local Agency/TMA
16. Approve final invoice	LACTC-TDM Management
17. Reimburse Local Agency as required	LACTC-Accounting
18. Process final invoice	Caltrans District 7 Local Streets & Roads Branch
19. Reimburse LACTC or Local Agency per final invoice	Caltrans Headquarters

⁵ Local Agency to certify compliance with federal bidding procedures and contracting regulations.

APPENDIX F
GLOSSARY OF ACRONYMS



GLOSSARY

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQMP	Air Quality Management Plan
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Program
CNG	Compressed Natural Gas
CTS	Commuter Transportation Services
ECHO	federal Electronic Clearing House Operations Payment System
EIR	Environmental Impact Report
EIS	Environmental Impact Study
EPA	federal Environmental Protection Agency
FCR	state Federal Congestion Relief Program
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FSP	Metro Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GRH	Guaranteed Ride Home Program
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
ISTEA	federal Intermodal Surface Transportation Efficiency Act
JPA	Joint Powers Transit Authority
LACTC	Los Angeles County Transportation Commission
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
mph	miles per hour
MTA	Metropolitan Transportation Authority
NAAQS	National Ambient Air Quality Standards
NTP	Notice to Proceed
PIR	Project Information Report
Prop A	Proposition A
Prop C	Proposition C

GLOSSARY

Page 2

PS&E	Plans, Specifications, and Estimates
PSR	Project Study Report
PUC	Public Utilities Code
R/W	Right-of-Way
RMP	Regional Mobility Plan
ROW	Right-of-Way
RTIP	Regional Transportation Improvement Program
SAFE	Service Authority for Freeway Emergencies
SCAG	Southern California Association of Governments
SCRRA	Southern California Regional Rail Authority
SCRTD	Southern California Rapid Transit District
SIP	State Implementation Plan
SLTPP	State/Local Transportation Partnership Program
S RTP	Short Range Transit Plan
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program - ISTEA
TAC	Technical Advisory Committee - LACTC
TCI	state Transit Capital Improvement Program
TCM	Transportation Control Measure
TDA	state Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMO	Transportation Management Organization
TP&D	Transportation, Planning, and Development
TPM	Transit Performance Measurement report
TSM	Traffic Systems Management
VMT	Vehicle Miles Travelled