

**Metro****PLANNING AND PROGRAMMING COMMITTEE****April 18, 2007****SUBJECT: STATUS OF APPLICATIONS FOR USDOT URBAN PARTNERSHIP AGREEMENT AND FUNDING****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this report on the status of our applications for a cooperative partnership agreement and funding through the federal Urban Partnership Initiative.

**ISSUE**

The U.S. Department of Transportation (USDOT) has invited metropolitan areas to enter into cooperative partnership agreements with the USDOT to help mitigate urban traffic congestion. The USDOT also has invited metropolitan areas to submit applications by April 30, 2007 for approximately \$100 million in federal funds to be distributed to those designated Urban Partners under an Operational Testing to Mitigate Congestion (OTMC) program. Furthermore, the USDOT has issued a notice of funding availability for up to \$36 million under a Value Pricing Pilot (VPP) program. More recently, the USDOT has announced up to \$438 million in discretionary funding for designated Urban Partners, under the Federal Transit Administration's (FTA) Section 5309 Bus and Bus Facilities program. Funding requests under this FTA program are due to USDOT by May 22, 2007.

**DISCUSSION**

As the Regional Transportation Planning Agency for Los Angeles County, Metro is taking the lead on the federal Urban Partnership Initiative. To explore options for submitting joint Urban Partnership Initiative applications to the USDOT, Metro staff have met with staffs from regional partners that include the City of Los Angeles Department of Transportation (LADOT), Caltrans, the County of Los Angeles, the Southern California Association of Governments (SCAG), the Alameda Corridor Transportation Authority (ACTA); the City of Long Beach; the Ports of Los Angeles and Long Beach; and PierPass, Incorporated (administrator of the Ports' Off-Peak Program).

From the meetings, Metro and its Regional Partners have reached consensus on a list of projects that could be included as part of a Los Angeles County proposal (Attachment A) to meet the April 30, 2007 application deadline. We are now completing the applications for a Los Angeles County Urban Partnership Agreement and the funding available under the applicable discretionary programs.

## **BACKGROUND**

In December 2006, the USDOT established a national Urban Partnership Initiative and invited metropolitan areas to enter into cooperative partnership agreements with the USDOT to help mitigate urban congestion. The partnerships need to emphasize the “4 Ts” – Tolling (congestion pricing and supporting strategies), Transit (expanding express bus, bus rapid transit, etc.), Telecommuting, and Technology, particularly the combined effect of these strategies in mitigating traffic congestion. The USDOT is looking to enter into as many as ten of these cooperative partnership agreements nationwide.

In January 2007, the USDOT published a Request for Applications through the Federal Highway Administration (FHWA). The Request seeks proposals that would result in up to five funding agreements with metropolitan areas to develop projects that would demonstrate, operate, and evaluate innovative technologies and systems to help mitigate urban congestion. In addition to highway specific technologies, eligible projects could include planning and engineering studies for and actual implementation of signal priority systems for buses, contact-less fare collection, real-time travel information (e.g., bus arrival time indicators), incident detection, and vehicle locator systems – all of which Metro already has developed and funded projects for implementation. Proposals containing technologies combined with congestion mitigation strategies such as congestion pricing, transit capacity expansion, and telecommuting are specifically encouraged.

After reviewing the proposals, the USDOT anticipates making one-to-five cooperative awards not to exceed a total of \$100 million in federal discretionary funds under the Urban Partnership Initiative’s OTMC program. The \$100 million in funding is projected to become available over a three-year period. Funding for the cooperative agreements is authorized under the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), with an 80/20-matching ratio. The 20% local match can be in-kind equipment and facilities contributions in lieu of cash. Urban Partners with USDOT agreements also would get preference under other discretionary federal funding available to support Urban Partnerships. These discretionary programs include the FTA Section 5309 Bus and Bus-Related Facilities program and the FHWA’s Value Pricing Pilot program.

Under the FTA Section 5309 Bus and Bus-Related Facilities program, applicants will be vying for up to \$438 million in federal funding that would support the USDOT’s Congestion Initiative. The Congestion Initiative seeks to develop strategies for mitigating urban traffic congestion. Eligible projects may include bus acquisitions, bus maintenance and administrative facilities, transfer facilities, etc. Applications are due May 22, 2007.

Under the FHWA's VPP Program, applicants will be competing for \$36 million in federal funding that would facilitate cities in systematically progressing toward implementing broad congestion (variable) pricing over a brief period of time or three years. Eligible projects may include pre-implementation study activities and pricing-specific costs for implementing value pricing projects.

Joint applications with key regional partners (such as the Los Angeles County Regional Partners of Metro, LADOT, Caltrans, County of Los Angeles, SCAG, ACTA, the City of Long Beach, the Ports of Los Angeles and Long Beach, and PierPass, Incorporated who will be part of the Los Angeles County applications that Metro will prepare and file) are being encouraged. If selected as a USDOT Urban Partner, Metro also would need to enter into cooperative partnership agreements with those agencies in Los Angeles County that would be responsible for implementing proposed projects. Moreover, Urban Partners would also benefit from future discretionary funding for projects that are part of the proposed congestion strategy during the evaluation of federal funding grant applications.

### **Rationale for Consensus Projects Selected**

The Los Angeles County Regional Partners have selected projects that would be considered the most eligible under the Urban Partnership Initiative's emphasis on the 4 T-elements (Tolling, Transit, Telecommuting, and Technology) and their combined strategic effect in mitigating traffic congestion countywide. Regional Partners also have chosen projects that are located along multi-modal corridors and that are of regional and national transportation significance.

Identifying projects with the Transit, Telecommuting and Technology elements that the Urban Partnership Initiative requires proved to be easier than determining projects to address the Tolling element of the initiative. Nevertheless, the Regional Partners did select the PierPass Off-Peak program and ACTA's container charges and user fees as projects that could be considered for Los Angeles County's Tolling element. Freight traffic is one of the main sources of congestion in the region, and it was determined that the PierPass and ACTA projects could serve as examples of how to facilitate the movement of goods and commuters through the region by introducing pricing management applications. As pricing management applications, the PierPass and ACTA projects could be categorized as a "tolling/congestion pricing" element of the USDOT initiative.

To address USDOT's project selection criteria, projects also were selected based on their operational testing value in mitigating traffic congestion; project readiness and delivery schedules; cost-effectiveness and cost-reasonableness; and the amount of available non-federal funding match. Considering all of these factors, the projects identified in Attachment A were chosen to be included in the Los Angeles County Urban Partnership proposal that Metro will prepare and file.

## **NEXT STEPS**

After we submit the Los Angeles County Urban Partnership proposal and the concurrent project funding requests, we expect that the USDOT will evaluate all proposals nationally and will announce up to ten preliminary partners by June 2007. By August 2007, the USDOT will have concluded negotiations with the potential partners and will announce its final selection of up to five partners with whom the USDOT will enter into Urban Partnership Agreements.

We will be monitoring progress on the Los Angeles County Urban Partnership applications, and we will continue to communicate with key federal program officials to express Los Angeles County's interest in the program. We will keep the Board of Directors apprised of significant developments as they occur on the status of the Urban Partnership process.

## **ATTACHMENT**

### A. Proposed Los Angeles County Consensus Projects for Federal Urban Partnership

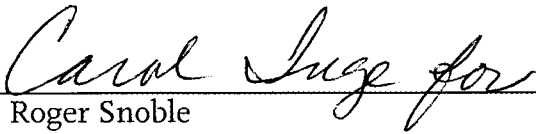
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Proposed Los Angeles County Consensus Projects for Federal Urban Partnership

"T" Element	Agency/Project Description	Total Cost (\$million) *	Request (\$million)
<b>1. Technology</b>			
<i>Integrated Corridor Management</i>			
Expanding hours of 3+ operations on the El Monte Busway	<p><b>Caltrans</b> Expands hours of 3+ operation by 1 hour in the morning (to 10:00 AM) and 2 hours in the afternoon (start 3:00 PM, end 8:00 PM).</p>	29.5	23.2
Transportation Management Systems I-10/I-710	Expands traffic management response capability and reliability by upgrading various communications systems and enhancing congestion incident management.	27.6	22.1
System <u>Wide Adaptive Ramp Metering</u> (SWARM)	Generates and implements metering rates at on-ramps, upstream from the bottlenecks, to avoid predicted future traffic congestion based on real time traffic data.	1.8	1.0
<b>LADOT</b>			
I-10 Santa Monica Intelligent Corridor Demonstration	Integrates multi-agency arterial traffic systems to improve travel speeds and to manage recurrent and non-recurrent congestion by reducing commuter and freight travel delay.	12.0	9.6
<b>Metro</b>			
I-10/ I-710 Integrated Corridor Management Operational Testing Value	Expands and integrates individual traffic management systems operated by many agencies across all modes, functions and jurisdictions by developing an operation and implementation plan that evaluates performance and benefits.	10.0	8.0
511 System Improvements	Improves 511 services by providing additional traffic information to end users through different elements such as, freeway, arterial, parking, and incident management and multi-modal trip planner.	3.0	2.4

\*Note: Project costs are initial estimates and are subject to change.

## Proposed Los Angeles County Consensus Projects for Federal Urban Partnership

"T" Element	Agency/Project Description	Total Cost (\$million) *	Request (\$million)
Improvement to Caltrans Traffic Detection	Covers areas where there is insufficient data due to gap closures by improving information throughput from the field and providing end-users with a better picture of roadway traffic conditions.	1.0	0.8
Freeway Service Patrol Mobile Data Terminal Upgrade	Improves the overall efficiency of the FSP program to handle non-recurring freeway incidents by providing more accurate and up-to-date information.	2.0	1.6
Big Rig Service Patrol Expansion	Expands the current FSP-like Big Rig Service Patrol service from the I-710 corridor to enable a quicker response to big rigs that become disabled on the freeway.	4.0	3.2
	<b>LA County Dept. of Public Works</b>	<b>12.0</b>	<b>9.6</b>
Corridor Management	Integrates multi-agency arterial traffic systems to improve travel speeds and to manage recurrent and non-recurrent congestion by reducing travel delay.	12.0	9.6
	<b>SUBTOTAL – Technology</b>	<b>73.5</b>	<b>58.4</b>
<b>2. Telecommuting</b>			
	<b>Metro</b>	<b>0.3</b>	<b>0.2</b>
Metro Telecommuting Program	Provides training to employers to encourage telecommuting and implement alternative work schedules, employer parking cash-out programs and other tools that reduce travel.	0.3	0.2
	<b>SUBTOTAL – Telecommuting</b>	<b>0.3</b>	<b>0.2</b>

\*Note: Project costs are initial estimates and are subject to change.

## Proposed Los Angeles County Consensus Projects for Federal Urban Partnership

"T" Element	Agency/Project Description	Total Cost (\$million) *	Request (\$million)
<b>3. Transit</b>			
	<b>Metro</b>	<b>199.5</b>	<b>91.0</b>
Improvement to Metro's Transit ATMS	Enables a more accurate depiction of the status of transit vehicles by allowing 30- second poll rates that would benefit next bus trip and other transit applications.	2.0	1.6
Next Trip Information	Develops a system that allows customers to access real-time information through Metro's website on bus or train arrivals at a particular stop or station.	2.2	1.9
Bus Purchases and Service Expansion	Expands bus service through bus purchases, including CNG high-capacity buses for high-volume travel corridors to improve service quality, fleet reliability, and customer appeal.	89.0	44.5
Bus Passenger Terminal Expansions	Expands bus capacity at passenger terminals such as the El Monte Transit Center, where the number of bus berths will be increased and additional patron parking will be provided.	16.3	13.0
Construction of New Bus Operations and Maintenance Facilities	Provides adequate capacity to accommodate bus fleet increases, including the construction of new bus operations and maintenance facilities to support services near major transit corridors.	90.0	30.0
	<b>SUBTOTAL - Transit</b>	<b>199.5</b>	<b>91.0</b>

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Proposed Los Angeles County Consensus Projects for Federal Urban Partnership

"T" Element	Agency/Project Description	Total Cost (\$million) *	Request (\$million)
<b>4. Tolling</b>			
Regional Network Feasibility Study	<p><b>SCAG</b> Evaluates the feasibility of managed lanes, including dynamic pricing analyses, by applying micro-simulation modeling to forecast demand and investigating the relationship with vehicle occupancy. Augmented to develop a standard template for corridor planning by assessing corridor management strategies and data collection through ITS technologies, including corridor value pricing evaluation.</p>	4.0	2.7
	<b>SUBTOTAL - Tolling</b>	<b>4.0</b>	<b>2.7</b>
	<b>TOTAL</b>	<b>277.3</b>	<b>152.3</b>

\*Note: Project costs are initial estimates and are subject to change.

