

**Board Report**

File #: 2018-0690, **File Type:** Program**Agenda Number:** 19.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 14, 2018

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 4 REGIONAL PROGRAM SCORING**ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the assignment of up to ten points as presented in Attachment A to candidate projects for the Active Transportation Program (ATP) Cycle 4 Southern California Association of Governments' (SCAG) Regional ATP competition.

ISSUE

The ATP Cycle 4 includes regional competitions in large Metropolitan Planning Organization (MPO) areas - in Metro's case, the SCAG region. The ATP enabling statute, Senate Bill 99 (SB 99), requires SCAG to select projects in consultation with its member counties, which SCAG accomplishes by asking Metro and the other counties to assign points to be added to the State's score for each ATP project application (as approved in the 2019 Active Transportation Guidelines by the California Transportation Commission [CTC] in May 2018, http://www.catc.ca.gov/programs/atp//2019/docs/051618_2019_ATP_Guidelines_Final_Adopted.pdf). The point assignment is an opportunity for Metro to influence the funding for up to \$47 million available for bicycle and pedestrian projects that will advance several important Metro Board initiatives. The methodology of assigning these additional points is designed to reflect the contribution of each project to advancing local and regional plans, policies, and priorities adopted by the Metro Board based on the assignment method described in Attachment B.

DISCUSSION

The ATP Cycle 4 will distribute \$446 million over four years (fiscal years 2019-20 through 2022-23), as shown in Table 1 (Funding available is based on the 2019 ATP Fund Estimate adopted by the CTC in May 2018, http://www.dot.ca.gov/hq/transprog/ctcbooks/2018/0518/024_4.6.pdf). All Los Angeles County candidate projects were submitted to the Statewide Competition administered by the CTC, which allocates 50% of the funding available. The remaining 10% is directed to rural areas across the state.

All Los Angeles County candidate projects not awarded funding through the Statewide Competition will then be considered in the Large MPO competition, which allocates 40% of the funding available.

Table 1
ATP Cycle 4 - Program Components

ATP Cycle 4 - Program Component	% Share	Funds
Statewide Competition	50%	\$ 218,780,000
Large MPO	40%	\$ 175,024,000
Small Urban/Rural	10%	\$ 43,756,000
Program Components Total	100%	\$ 437,560,000
California Conservation Co appropriation (FY 2020-21)		\$ 8,000,000
TOTAL		\$ 445,560,000

In the Large MPO competition, SCAG will receive (by formula) 53% of the funding available for all Large MPOs (Table 2).

Table 2
ATP Cycle 4 - Large MPO Component

ATP Cycle 4 - Large MPO Component	% Share	Funds
SCAG Regional Program	53%	\$ 92,572,000
Other Large MPOs	47%	\$ 82,452,000
Large MPO Component Total	100%	\$ 175,024,000

Within the SCAG Regional Program (Table 3), 5% of the funding is set aside for Planning and Capacity Building grants. The remaining 95% of the funding is dedicated to Implementation Projects and flows to each of the six SCAG counties by formula - with Los Angeles County's 54% share resulting in approximately \$47 million.

Table 3
ATP Cycle 4 - SCAG Regional Program

ATP Cycle 4 - SCAG Regional Program	% Share	Funds
Implementation Projects - 95% completed		
Los Angeles County Share (54% of 9)		\$ 47,489,410
Other SCAG Counties' Share (46% of 9)		\$ 40,453,960
Planning & Capacity Building - 5% completed		\$ 4,628,600
Overall SCAG Regional Program	100%	\$ 92,572,000

The ATP enabling statute, SB 99, requires SCAG to select projects in consultation with its member counties. To accomplish this requirement, SCAG starts with the scores developed by the CTC's multidisciplinary evaluation panel and then asks its member counties to assign additional points to the CTC score to reflect the consistency of each project with local and regional plans. The resulting prioritization of projects for the LA County share totaling \$47.5 million is the subject of this action.

In keeping with plans and policies adopted by the Metro Board, staff proposes the following method to assign these additional points to Los Angeles County projects through three criteria:

- Bonus for First/Last Mile Strategic Plan - 5 bonus points assigned support the implementation of the First/Last Mile Strategic Plan and First/Last Mile Board Action 14.1 of May 2016.
- Disadvantaged Communities - 3 points assigned help ensure Metro's scoring supports the goals of the Metro Equity Platform.
- Consistency with Local and Regional Plans - 2 points assigned recognize board priorities, such as First/Last Mile, leveraging Measure M projects, board-adopted projects, and implementation of the Active Transportation Strategic Plan.

The proposed point assignment is listed in Attachment A. The point assignment method is described in further detail in Attachment B.

Consistency with Metro's Equity Platform Framework

The inclusion of the disadvantaged communities criterion in the proposed point assignment method advances the following pillar of the Metro Equity Platform Framework:

- Pillar 3: Focus and Deliver

Assigning additional points to projects that benefit disadvantaged communities is a direct action Metro can take to advance more equitable transportation outcomes. Metro is directly responsible for

the point assignment and project ranking process that results in active transportation investment for Los Angeles County. Concentrating points for projects that benefit disadvantaged communities, together with points for implementation of other key local and regional mobility goals, ensures that investment is made in high quality projects for underserved communities.

DETERMINATION OF SAFETY IMPACT

Approval of this item has the potential to improve the safety of Metro customers, as a large majority of Metro's transit patrons link to or depart from transit stations and stops via cycling and walking. Assigning additional points to first/last mile projects prioritized in the Metro Board-adopted First/Last Mile Strategic Plan will direct funding to projects designed to improve the safety and convenience of active transportation users connecting with the regional transit system.

FINANCIAL IMPACT

Approval of the staff recommendations will result in a positive impact on the funding outcomes for First/Last Mile projects and other Board priorities and initiatives, such as Vision 2028 and the Twenty-eight by '28 Initiative. Approximately \$47 million in ATP Cycle 4 funds are available for Los Angeles County projects between FY 2019-20 and 2022-23 from the SCAG Regional ATP Competition.

Impact to Budget

The approval of this item would have no impact to the FY 2018-19 Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By directing ATP resources towards projects that advance Metro plans and policies, the staff recommendation will assist in implementing the following goals of the Metro Vision 2028 Strategic Plan:

- Goal #1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal #3: Enhance communities and lives through mobility and access to opportunity.

The current competitive ATP grant program administered by the CTC provides Metro with an opportunity to acquire a significant share of revenues available for Los Angeles County projects. Under the ATP Metro's share of revenues received has closely tracked Los Angeles County's share of California's population, as Metro has been successful in securing awards from the Statewide Competition portion of the ATP to complement the funds received by formula through the SCAG Regional Program.

ALTERNATIVES CONSIDERED

The Board could elect to assign up to twenty additional points rather than ten, as the SCAG Guidelines adopted by the CTC on August 15, 2018 include a new provision for the assignment of up to twenty points. Staff does not recommend this alternative, as assigning 20 points would not change

the proportion of points given for various Metro policies and plans, therefore providing no distinction in priority rankings.

NEXT STEPS

Upon Board approval, the following milestone steps will be taken by Metro staff as well as SCAG and the CTC:

December 2018 - Staff will transmit the point assignments to SCAG

January 2019 - Staff will obtain state scores, combine them with Metro scores, and use new scores to identify top-scoring projects, with funding requests approximating the \$47 million available for Los Angeles County projects; staff will work with project sponsors to identify projects for any remaining funds and submits resulting program to SCAG for approval

April 2019 - SCAG Regional Council will adopt SCAG Regional ATP

June 2019 - CTC will adopt SCAG Regional ATP

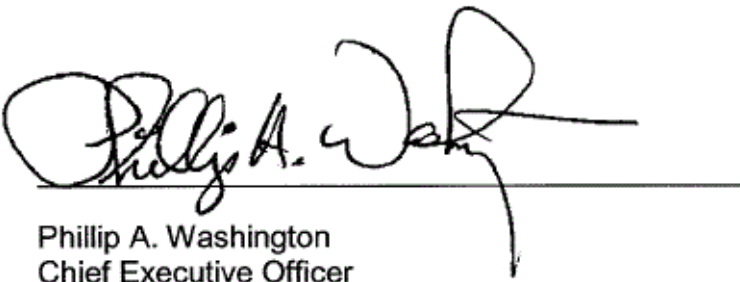
ATTACHMENTS

Attachment A - Proposed Los Angeles County Point Assignment

Attachment B - Proposed Point Assignment Method

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Phillip A. Washington
Chief Executive Officer

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
1	Amigos de los Rios	Altadena Safe Schools and Streets Pilot Program	0	3	2	5
2	City of Artesia	Pioneer Boulevard Pedestrian and Bicycle Improvements	5	3	2	10
3	City of Avalon	Tremont Five Corners School Safety Roundabouts (aka Comprehensive Pedestrian Project)	0	0	0	0
4	City of Burbank	Los Angeles River Bridge	5	3	2	10
5	City of Carson	City of Carson Active Transportation Project	5	3	2	10
6	City of Cerritos	Improvements to Various Cerritos Arterial Pedestrian Crossings Serving Local Schools	0	3	0	3
7	City of Commerce	City of Commerce Rosewood Neighborhood Active Transportation Connectivity Project	5	3	2	10
8	City of Commerce	City of Commerce Veterans Park Neighborhood Sidewalk Walkability Connectivity Project	0	3	2	5
9	City of Compton	Blue Line First/Last Mile Improvements: Compton & Artesia Station Areas	5	3	2	10
10	City of Culver City	Downtown to Expo Class IV Bikeway	5	0	2	7
11	City of Diamond Bar	Golden Springs Drive Mobility Improvements Project	0	0	2	2
12	City of Downey	Downey Citywide Bicycle Master Plan Implementation (BMP) - Phase 1	5	3	2	10
13	City of Downey	South Downey Active Transportation Enhancements	0	3	0	3
14	City of Duarte	Duarte Active Transportation Safety Project	5	3	2	10
15	City of El Monte	Active Streets El Monte	5	3	2	10
16	City of Huntington Park	Huntington Park Bicycle and Pedestrian Safety and Connectivity Project	5	3	2	10
17	City of LA BOE	Envision Eastern: El Sereno Pedestrian Safety Project	5	3	2	10

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18	City of LA BOE	LA River Greenway, West San Fernando Valley Gap Closure	5	3	2	10
19	City of LA BSS	Broadway-Manchester Active Transportation Equity Project	5	3	2	10
20	City of LA BSS	Rock The Blvd: Transforming Eagle Rock with Walkable Bikeable Streets	5	3	2	10
21	City of LA BSS	Valley Glen Community Pedestrian Improvements to Orange Line Project	0	3	0	3
22	City of LA BSS	Watts Central Avenue Streetscape, Phase II	5	3	2	10
23	City of La Canada Flintridge	Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project	0	0	0	0
24	City of LA DOT	112th Street and Flournoy Elementary Schools Safety Improvements Project	5	3	2	10
25	City of LA DOT	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	5	3	2	10
26	City of LA DOT	Berendo Middle and Neighborhood Elementary Schools Safety Improvements Project	5	3	2	10
27	City of LA DOT	Blue Line First/Last Mile: Washington, Vernon, & Slauson Station Areas	5	3	2	10
28	City of LA DOT	Blue Line FLM ATP: 103rd/WATTS, Willowbrook/Rosa Parks Station	5	3	2	10
29	City of LA DOT	Expo Bike Path Northvale Gap Closure	5	0	2	7
30	City of LA DOT	Grant Elementary School Neighborhood Safety Improvements Project	5	3	2	10
31	City of LA DOT	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	0	3	2	5
32	City of LA DOT	Lockwood Avenue Elementary School Neighborhood Safety Improvements Project	5	3	2	10
33	City of LA DOT	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	5	3	2	10
34	City of La Puente	Valley Boulevard Pedestrian Improvements	0	3	0	3

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35 City of Lancaster	Trail Expansion at Prime Desert Woodland Preserve	0	3	0	3
36 City of Lomita	Intersection Improvements at Walnut Street, 253rd Street and Ebony Lane	5	3	2	10
37 City of Lomita	Lomita Corridor Pedestrian Improvement Program (LCPSIP)	0	3	0	3
38 City of Long Beach	11th Street Bicycle Boulevard	5	3	2	10
39 City of Long Beach	Blue Line First/Last Mile ATP: Anaheim and Wardlow Stations	5	3	2	10
40 City of Long Beach	Orange Avenue Backbone Bikeway and Complete Streets Improvements	5	3	2	10
41 City of Long Beach	Pine Avenue Bicycle Boulevard	5	3	2	10
42 City of Long Beach	San Gabriel River Bike Trail Bridge Rehabilitation	0	0	2	2
43 City of Long Beach	Walnut Avenue Bicycle Boulevard	0	3	2	5
44 City of Lynwood	Mid City Pedestrian and Bicycle Safety	5	3	2	10
45 City of Manhattan Beach	Rowell Avenue Safe Route to School Connectivity Improvement Project	0	3	0	3
46 City of Maywood	Slauson Avenue Pedestrian Safety Project	5	3	2	10
47 City of Monrovia	Monrovia Active Community Link	5	3	2	10
48 City of Monterey Park	Monterey Park School and Crosswalk Safety Enhancement Project	5	3	2	10
49 City of Palmdale	Avenue R Complete Streets and Safe Routes Project – Construction Phase	0	3	2	5
50 City of Palmdale	Palmdale Avenue R-8 Safe Crossings to School Project	0	3	0	3
51 City of Palmdale	Palmdale Avenue S Safe Crossings to School Project	0	3	2	5

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52	City of Paramount	West Santa Ana Branch Bikeway Phase 3	5	3	2	10
53	City of Pasadena	Mobility & Safety Enhancements for Pedestrians & Vehicles at Various Loc.	0	0	0	0
54	City of Pico Rivera	Rivera Elementary & Rivera Middle Schools SRTS Bicycle/Pedestrian Access Improvements	0	3	2	5
55	City of Pomona	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	5	3	2	10
56	City of Pomona	San Jose Creek Bike Path	0	3	0	3
57	City of Rosemead	HAWK system installation at Rosemead High School	5	3	2	10
58	City of Rosemead	Installation of Rectangular Rapid Flashing Beacons by Emerson Elementary School	5	3	2	10
59	City of San Fernando	San Fernando Pedestrian Mobility Project	5	3	2	10
60	City of Santa Clarita	Newhall Metrolink Station Pedestrian and Bicycle Access Improvements	5	3	2	10
61	City of South El Monte	South El Monte Safe Routes to School Pedestrian Safety Project	0	3	2	5
62	City of South Gate	South Gate Regional Bikeway Connectivity Project	5	3	2	10
63	City of South Gate	Tweedy Boulevard Complete Streets Project	5	3	2	10
64	City of West Covina	West Covina Safe Routes to School Project	0	3	2	5
65	County of Los Angeles DPH	East Los Angeles Safe Routes for Seniors	5	3	2	10
66	County of Los Angeles DPW	Acton Safe Routes to School Project	0	0	0	0
67	County of Los Angeles DPW	Blue Line First/Last Mile Improvements: Firestone and Florence Stations	5	3	2	10
68	County of Los Angeles DPW	Dominguez Channel Greenway Extension	5	3	2	10

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			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
69	County of Los Angeles DPW	East LA Active Transportation Education and Encouragement Program	0	3	2	5
70	County of Los Angeles DPW	Eaton Wash Bike Path - Huntington Drive to Longden Avenue	0	0	2	2
71	County of Los Angeles DPW	Lake Los Angeles Pedestrian Plan Implementation – Phase 1	0	3	0	3
72	County of Los Angeles DPW	San Gabriel River Bicycle Trail at Whittier Boulevard Tunnel	0	3	2	5
73	County of Los Angeles DPW	San Gabriel River Bike Path Extension, Azusa	0	0	2	2
74	County of Los Angeles DPW	San Gabriel Valley Four Corners Bike Path Gap Closures	0	3	2	5
75	County of Los Angeles DPW	Slauson, Willowbrook/Rosa Parks, Del Amo Blue Line Station Area Improvements	5	3	2	10
76	County of Los Angeles DPW	Vincent & Citrus Communities Safe Route to School	0	3	0	3
77	County of Los Angeles DPW	Westmont West Athens Community Pedestrian Plan Implementation (Phase 1)	0	3	2	5
78	County of Los Angeles DPW	Whittier Narrows Rio Hondo Bike Path Connectivity Improvements	0	3	2	5
79	Metro	Doran Street Grade Separation Active Transportation Access Project	5	3	2	10
80	Metro	Metro Orange Line Elevated Bikeway Project at Van Nuys/ Sepulveda	5	3	2	10

Proposed Point Assignment Method
ATP Cycle 4 SCAG Regional Program

Following the statewide ATP competition that distributes 50% of the ATP funding (\$219 million), there is a regional competition administered by SCAG. SCAG distributes approximately \$93 million, of which Metro receives approximately \$47 million for Los Angeles County implementation projects. SCAG consults with Metro on the development of competitive project selection criteria for Los Angeles County projects funded through the Regional Program. In developing the program of projects, Metro is responsible for assigning an additional ten to twenty points to all Los Angeles County ATP applications to reflect consistency with local and regional plans.

In Cycles 1 and 2, ten points were awarded to all projects except those which were clearly not consistent with local and regional plans. In Cycle 3, some of these points were awarded based on the projects' contributions to implementing Metro plans and policies. To date, each project has received all possible points, effectively maintaining the state ranking of these projects through Metro's waiving of its opportunity to influence project selection in the Regional Program.

In the interim between Cycles 3 and 4, the Metro Board has adopted the Vision 2028 Strategic Plan, the Equity Platform, and the First/Last Mile Strategic Plan. Consequently, Metro should update its method of assigning these points to better reflect and maintain consistency with these new overarching plans and policies.

Methodology Methodology for Assigning Points

The Cycle 4 point assignment method is consistent with the ATP Cycle 4 Priorities Framework adopted by the Board in October 2017, the May 2016 Board Motion 14.1 prioritizing first-last mile improvements, and the Equity Platform Framework, adopted February 2018.

Table 1 compares the proposed method for assigning additional points in Cycle 4 to the existing method for assigning additional points in Cycle 3.

Table 1
Comparison of Point Assignment Methods: Cycle 3 vs. Cycle 4

Category of ATP Point Assignment	Existing Method	Proposed Method
	Cycle 3	Cycle 4
A. Bonus for First/Last Mile <ul style="list-style-type: none"> • Improves safety and access to transit station(s) among the 661 locations defined in the ATSP • Reinforces Pathway Network Concept (e.g. not a single corridor project.) • Features broad community engagement influencing project selection/design 	N/A	5

Category of ATP Point Assignment	Existing Method	Proposed Method
	Cycle 3	Cycle 4
<p>B. Disadvantaged Communities</p> <ul style="list-style-type: none"> • Project is located within or partially within a disadvantaged community census tract (based on income or CalEnviroscreen score); or • Within 2 miles of a school where 75% or more of students are eligible for free or reduced-price meals 	N/A	<u>3</u> 2
<p>C. Consistency with local/regional plans</p> <ul style="list-style-type: none"> • Leverages Measure M: <ul style="list-style-type: none"> ○ Expenditure Plan Major Projects, Multi-year Subregional Projects, or 2% Metro Active Transportation Program; or ○ Minimum of 20% of funding comes from Measure M • Implements Board Priorities, such as: <ul style="list-style-type: none"> ○ LA River Bikepath ○ Rail to River ○ Regional Bike Share ○ I-710 Active Transp. Corridor • Implements the Active Transportation Strategic Plan: <ul style="list-style-type: none"> ○ Serves one of the 661 designated transit stations; or ○ Implements a corridor designated in the Regional Active Transportation Network 	10	<u>2</u> 3
Total	10	10

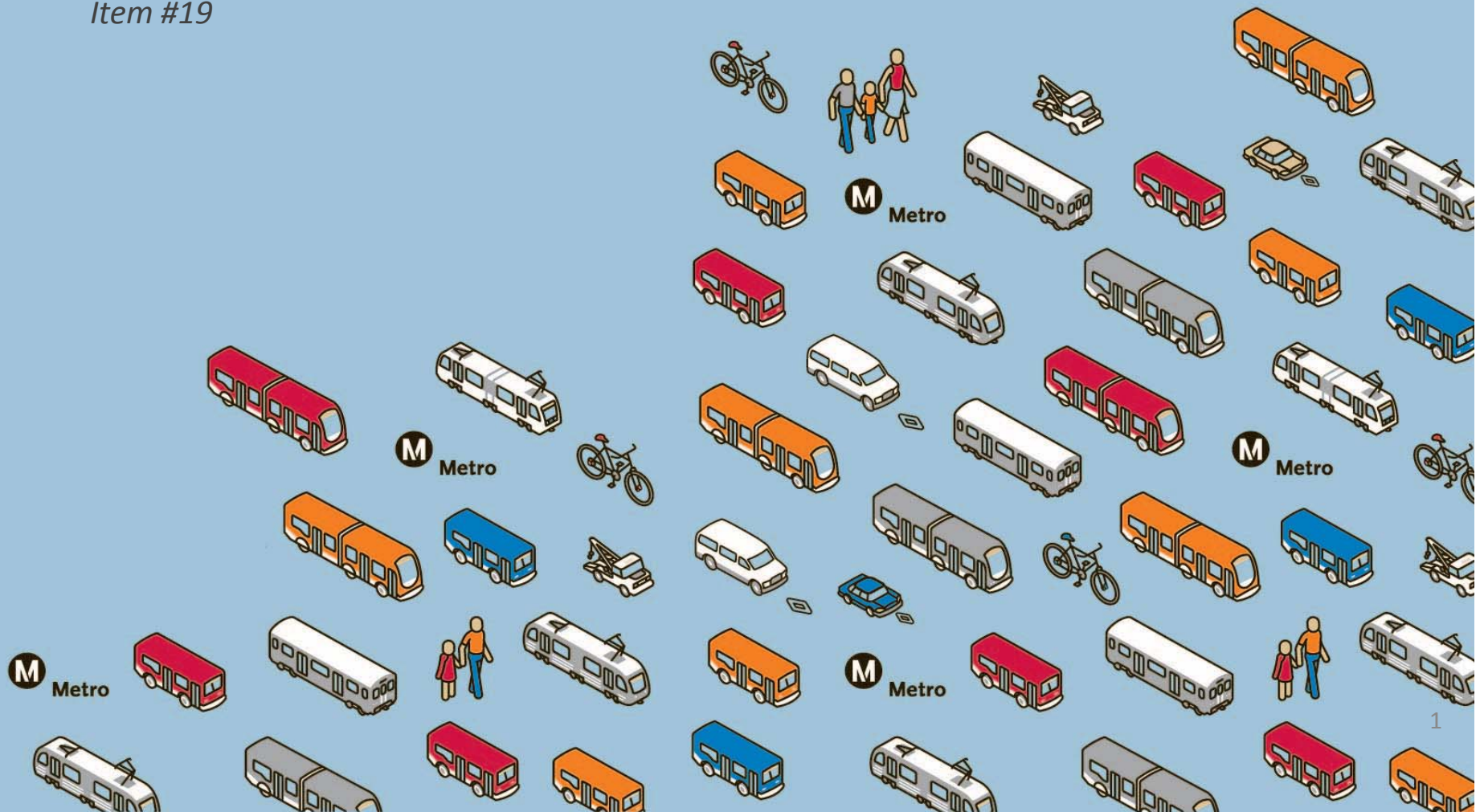
Active Transportation Program Cycle 4 Regional Program Scoring

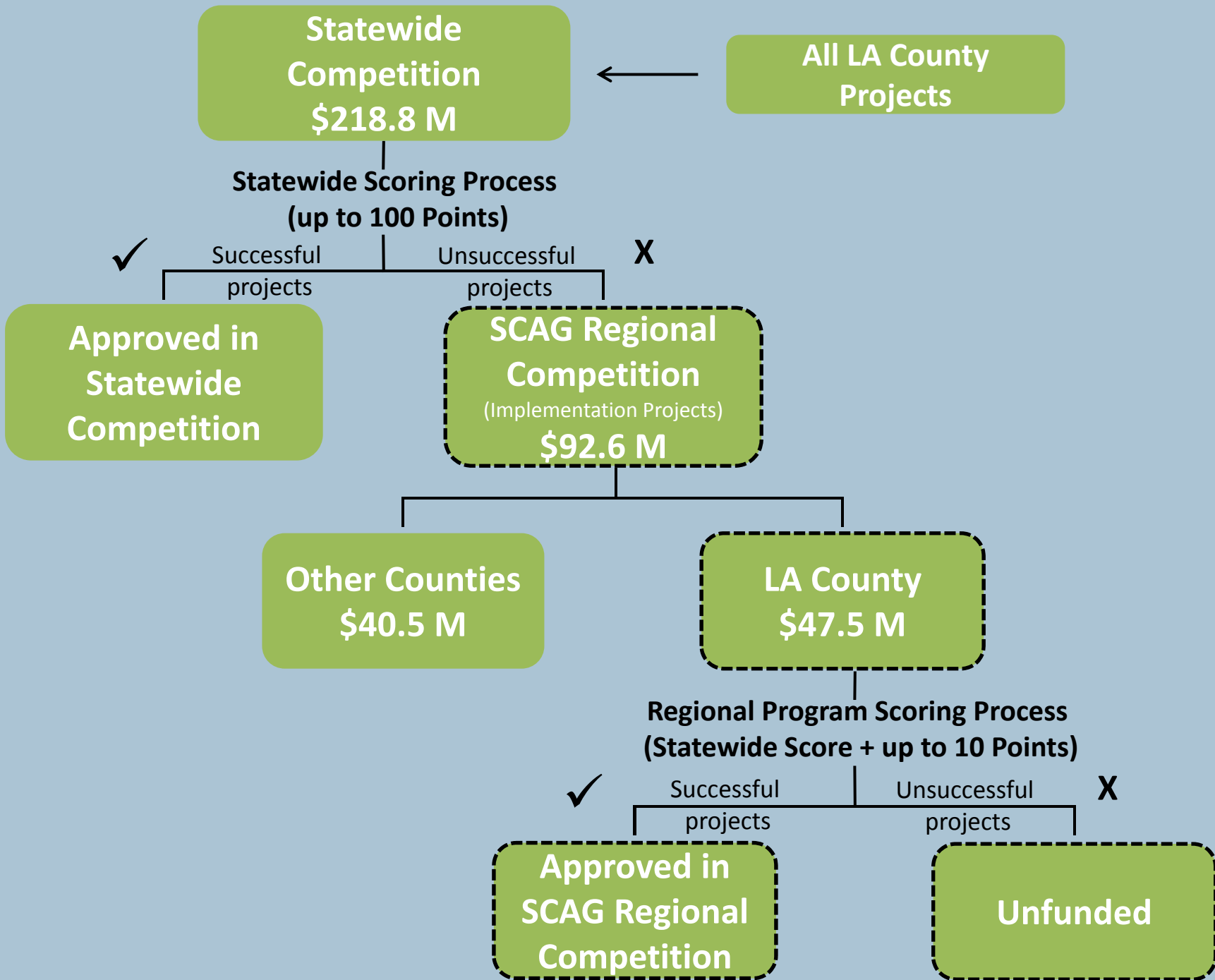
Planning and Programming Committee

November 14, 2018

Legistar #2018-0690

Item #19





Statewide Scoring Process

Selection based on 100-point score*:

- 10-30 points: Disadvantaged Communities
- 20-53 points: Need
- 10-25 points: Safety
- 10-25 points: Public Participation
- 2-10 points: Scope/Plan Consistency
- 0-5 points: Leveraging, Cost Effectiveness, Context Sensitivity

*Scoring criteria and points based on size of project (large/medium/small)



Regional Program Scoring Process

Selection based on 100-point statewide score plus up to 10 points added by Metro:

- 5 points: First/Last Mile Strategic Plan
- 3 points: Disadvantaged Communities
- 2 points: Consistency with Local and Regional Plans



Thank you

